



AgEcon SEARCH
RESEARCH IN AGRICULTURAL & APPLIED ECONOMICS

The World's Largest Open Access Agricultural & Applied Economics Digital Library

This document is discoverable and free to researchers across the globe due to the work of AgEcon Search.

Help ensure our sustainability.

Give to AgEcon Search

AgEcon Search

<http://ageconsearch.umn.edu>

aesearch@umn.edu

*Papers downloaded from **AgEcon Search** may be used for non-commercial purposes and personal study only. No other use, including posting to another Internet site, is permitted without permission from the copyright owner (not AgEcon Search), or as allowed under the provisions of Fair Use, U.S. Copyright Act, Title 17 U.S.C.*

378.784
U664
D-164



**Annual North Dakota Elevator
Marketing Report, 2003-04**

Kimberly Vachal
Tamara VanWechel

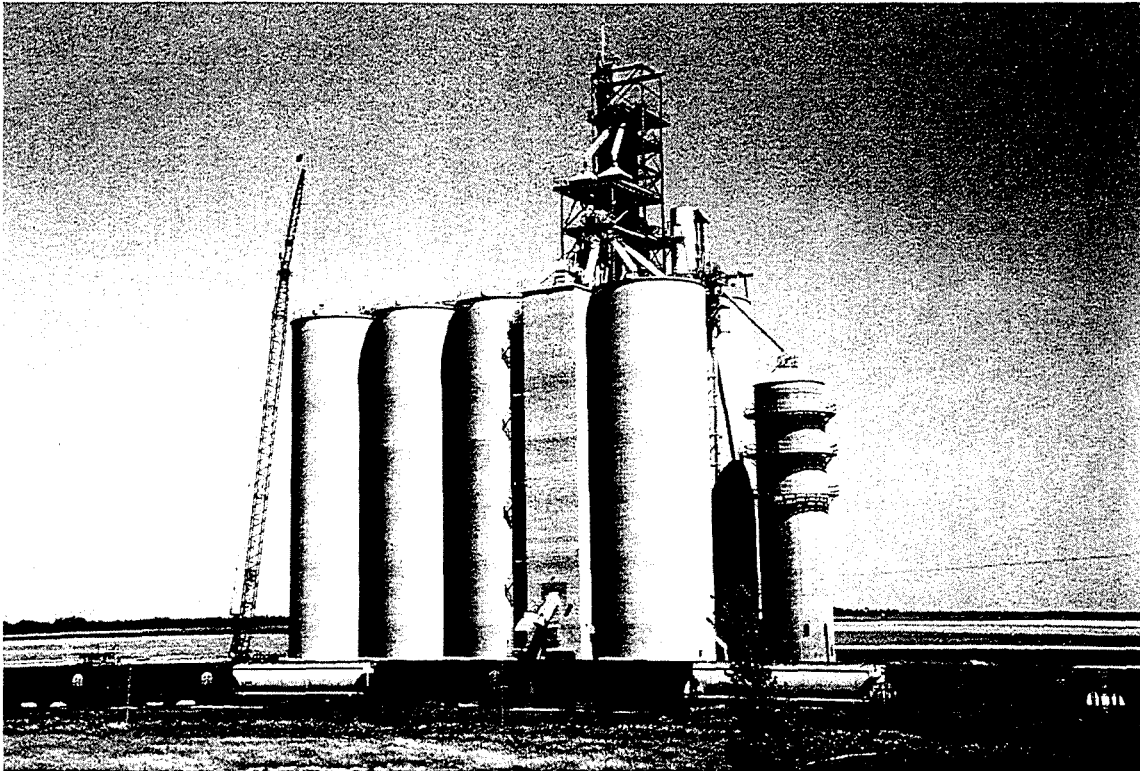
UGPTI Department Publication No. 164

December 2004

UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
.....
NORTH DAKOTA STATE UNIVERSITY

Waite Library
Dept. Of Applied Economics
University of Minnesota
1994 Buford Ave - 232 ClaOff
St. Paul MN 55108-6040

NDSU



ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2003-04

Kimberly Vachal
Associate Research Fellow

Tamara VanWechel
Associate Research Fellow

Upper Great Plains Transportation Institute
North Dakota State University
Fargo, North Dakota



in cooperation with

**North Dakota Wheat Commission
North Dakota Public Service Commission
North Dakota Grain Dealers Association**

and

Special thanks to the **North Dakota Elevator Industry** who provide these data monthly.

TABLE OF CONTENTS

	<i>page</i>
North Dakota Elevator Marketing Statistics	iii
Overview	iii
Source of Data	iii
Scope of Report	iii
Organization of the Report	iii
Definition of Elevator Summary Variables.....	iv
North Dakota Elevators	1
Elevator Categories.....	1
Storage Capacity.....	1
Grain Handled	1
Storage and Total Grain Shipments for North Dakota Elevators	2
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators	2
North Dakota Multi and Unit Car Loading Facilities	3
Elevators in Each CRD.....	4
Turnover Ratios for Each Elevator Category.....	5
Modal Shipments of Grains and Oilseeds for Each Elevator Category	5
ND Elevator Shipments, Storage, and Turnover Ratios for Each CRD.....	6
Modal Share of Grain and Oilseed Shipments from Each CRD	7
Destinations for Grain and Oilseed Shipments Originating from North Dakota Elevators.....	9
All Grains and Oilseeds	11
HRS Wheat.....	17
Durum.....	23
Barley	29
Oats.....	33
Sunflowers.....	37
Canola.....	41
Soybeans.....	45
Corn.....	49

Mode for Grain and Oilseed Shipments Originating from North Dakota Elevators	53
All Grains and Oilseeds	54
HRS Wheat.....	56
Durum.....	58
Barley	60
Oats.....	61
Sunflowers.....	62
Canola.....	63
Soybeans.....	64
Corn.....	65

Overview

The *Annual North Dakota Elevator Marketing Report for 2003-04* was prepared by Kimberly Vachal and Tamara VanWechel, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the assistance of the North Dakota Grain Dealers Association, the North Dakota Wheat Commission, and the North Dakota Public Service Commission in compiling this report.

The objective of this report is to provide a benchmark for elevator managers in assessing performance, and supply a source for recognizing trends in the characteristics of North Dakota elevators. This report and the statistics mailed to individual elevators are presented as a source of information for elevator managers and those interested in the North Dakota grain industry. Continuation of the report as an annual project will be considered based on public response.

Source of Data

The distribution and shipment data in this report was developed from the Public Service Commission reports that require elevators to report monthly movements of grains and oilseeds by truck and rail. The storage capacities reported to the ND PSC were used to calculate the turnover ratios. **2003-04 numbers represent 95 percent of the required reports.**

Scope of Report

Data are tabulated according to elevator type to provide general information on characteristics that describe commodity flows or provide a benchmark for elevators.

- **Turnover:** Equal to the ratio of volume of grain handled to the storage capacity available.
- **Destination:** Duluth-Superior, Minneapolis-St. Paul (include other MN and WI), PNW, Midland-Southwest, North Dakota, and miscellaneous markets.
- **Origin:** Nine crop reporting districts.
- **Mode:** Truck or rail.
- **Elevator Size:** Elevators are stratified into four groups based on the number of cars an elevator can load without railroad switching services (1) Single Car (1 to 24 cars), (2) Multiple Car (25 to 49 cars), (3) Unit Train (50 to 99 cars), (4) No Rail, and (5) 100-car (100 cars or more).
- **Time:** Crop year, from July 2003 to June 2004.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, oats, soybeans, canola, and corn.

Organization of the Report

Five groups of data will be presented in this report: (1) individual elevator performance (e.g. turnover) and distribution information (due to confidentiality agreements, each elevator receives individual data on only its own activities), (2) storage capacity, volume handled, and turnover ratios by elevator size and for each crop reporting district, (3) elevator distribution and modal choice for the state, (4) destination information for each of the state's nine crop reporting districts and each of the commodities, (5) modal selection for each of the crop reporting districts and for each commodity marketed. Elevator managers will be able to compare their performance to that of similar elevators (e.g. size and location).

Definition of Elevator Summary Variables

Storage: Bushels of storage as reported by the elevator to the ND PSC.

Turnover Ratio: Ratio of grain and oilseed shipments to available storage capacity.

Elevator Size:

No Rail Elevator:	Elevator with no rail service
Single Car Elevator:	Elevator with track space for 1 to 24 cars
Multi Car Elevator:	Elevator with track space for 25 to 49 cars
Unit Train Elevator:	Elevator with track space for 50 to 99 cars
100-Car Elevator:	Elevator with track space for 100 cars or more

Information used in the reports was based on railroad and ND PSC data. Track space refers to the number of cars that can be loaded without railroad switching assistance.

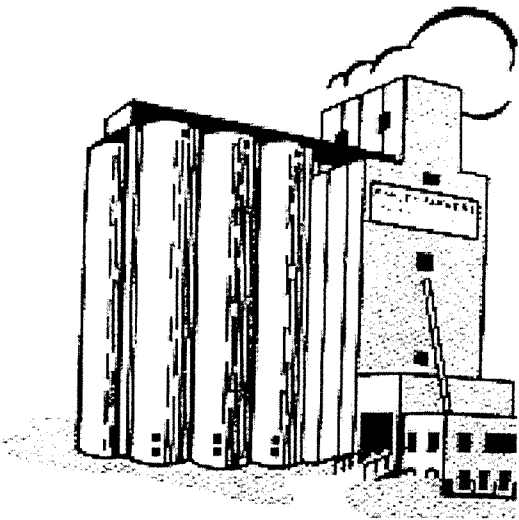
Mode for Grain & Oilseed Shipments by Rail:

Single Car Shipments:	Car orders purchased under rates for 1 to 24 cars
25 to 49 Car Shipments:	Car orders purchased under rates for 25 to 49 cars
50 Car Shipments:	Car orders purchased under rates for 50 or more cars

Information used in reports was based on the monthly grain and oilseed movement and storage reports that elevators submit to the ND PSC.

Destinations for Grain and Oilseed Shipments:

Destinations for grain and oilseed shipments, reported by the elevators in the monthly reports, are not final destinations for shipments. The destinations reported for rail shipments are the Waybill destinations. The destinations for truck shipments are reported as they are specified on the billing statement.



North Dakota Elevators, 2003-04

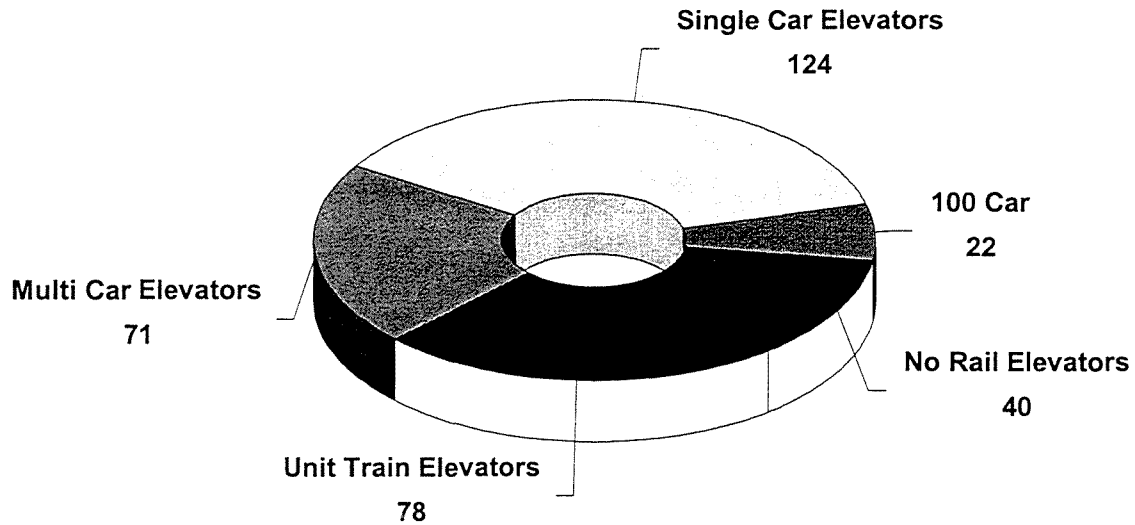
Storage: 222,092 Thousand Bu.

Grain Shipped to End User: 618,193 Thousand Bu.

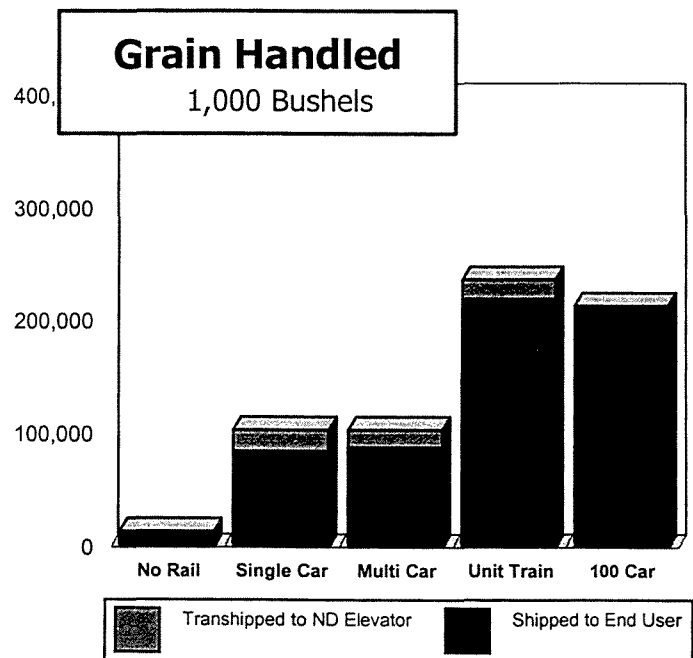
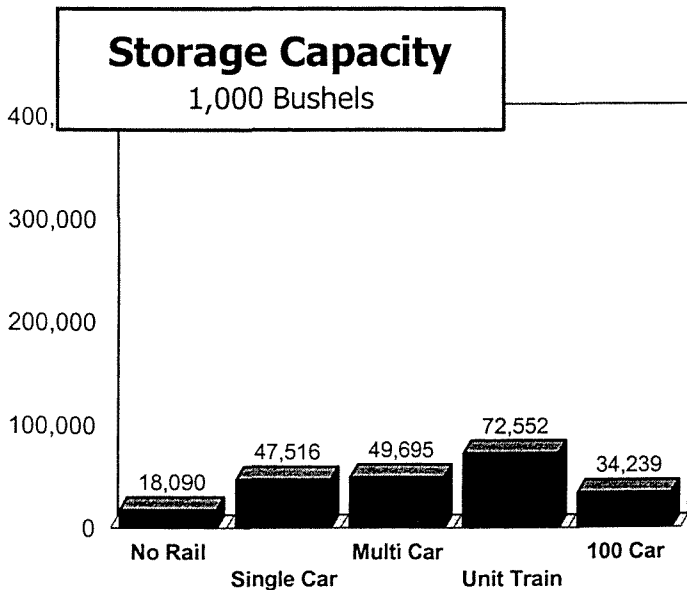
Grain Transhipped to ND Elevator: 55,259 Thousand Bu.

Average Turnover: 5.9

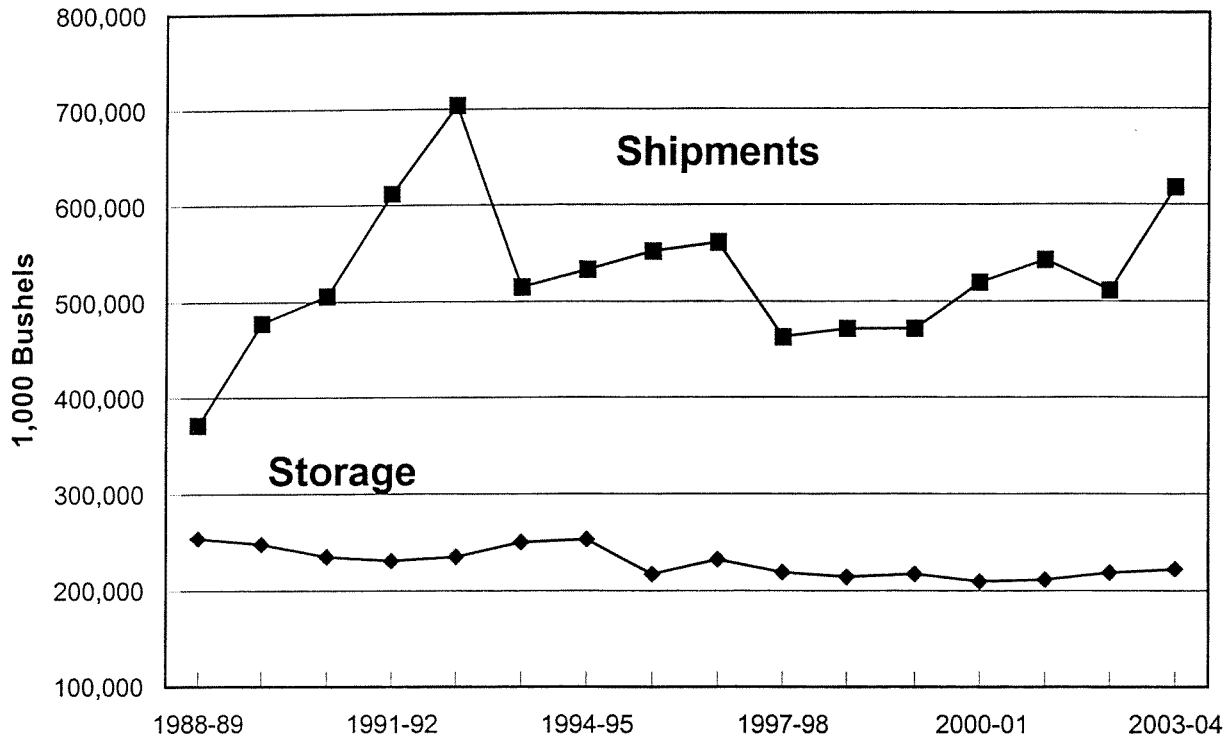
Elevator Categories



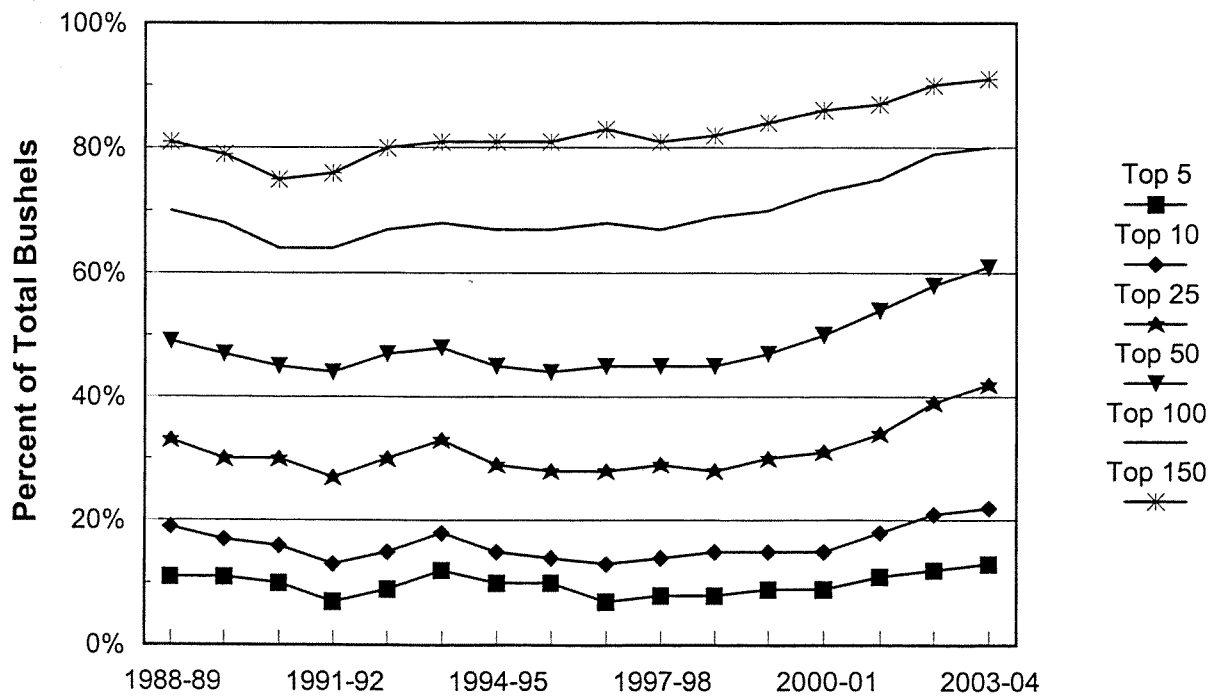
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



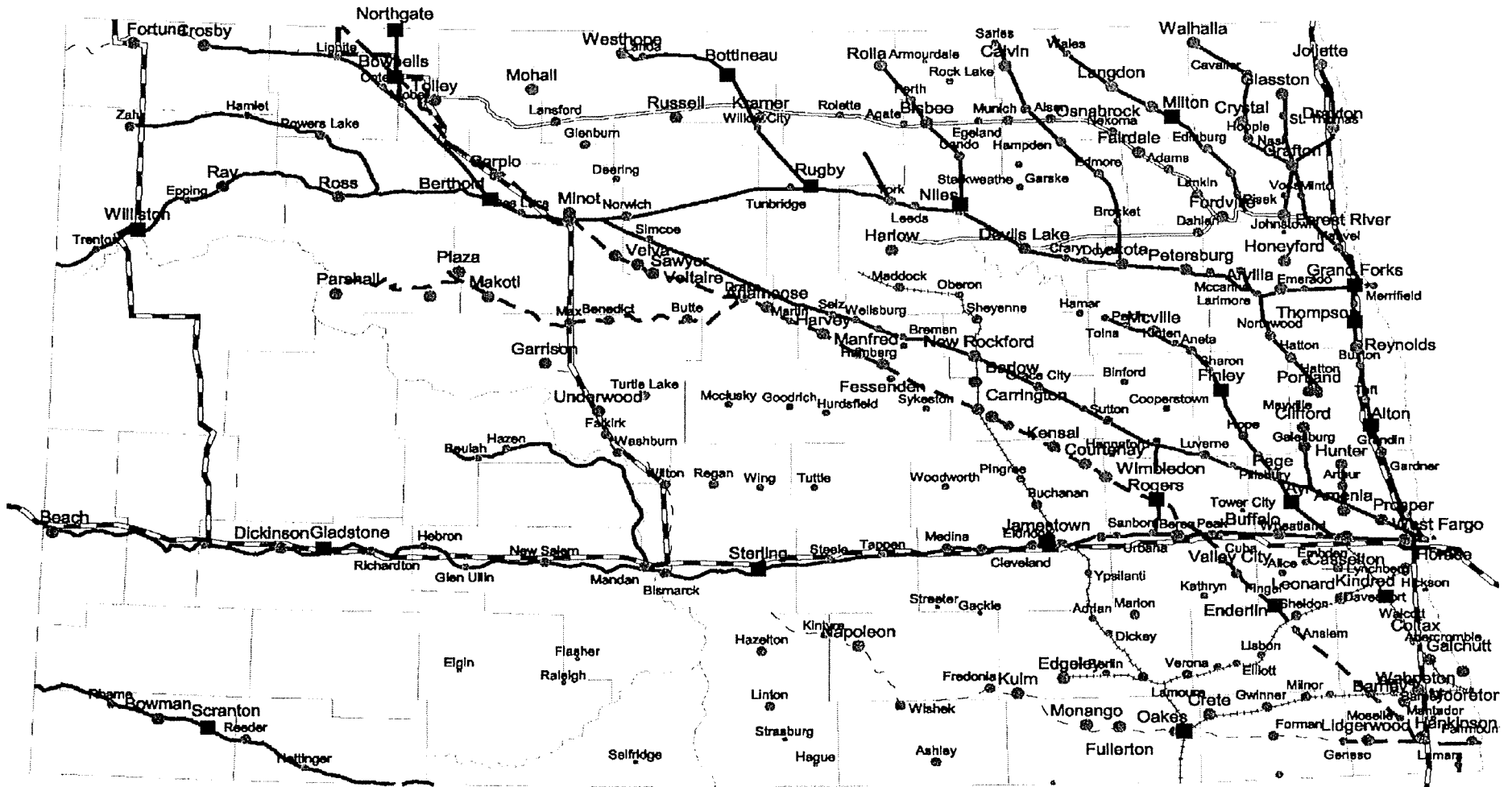
Storage and Total Grain Shipments for North Dakota Elevators



Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators



North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2003



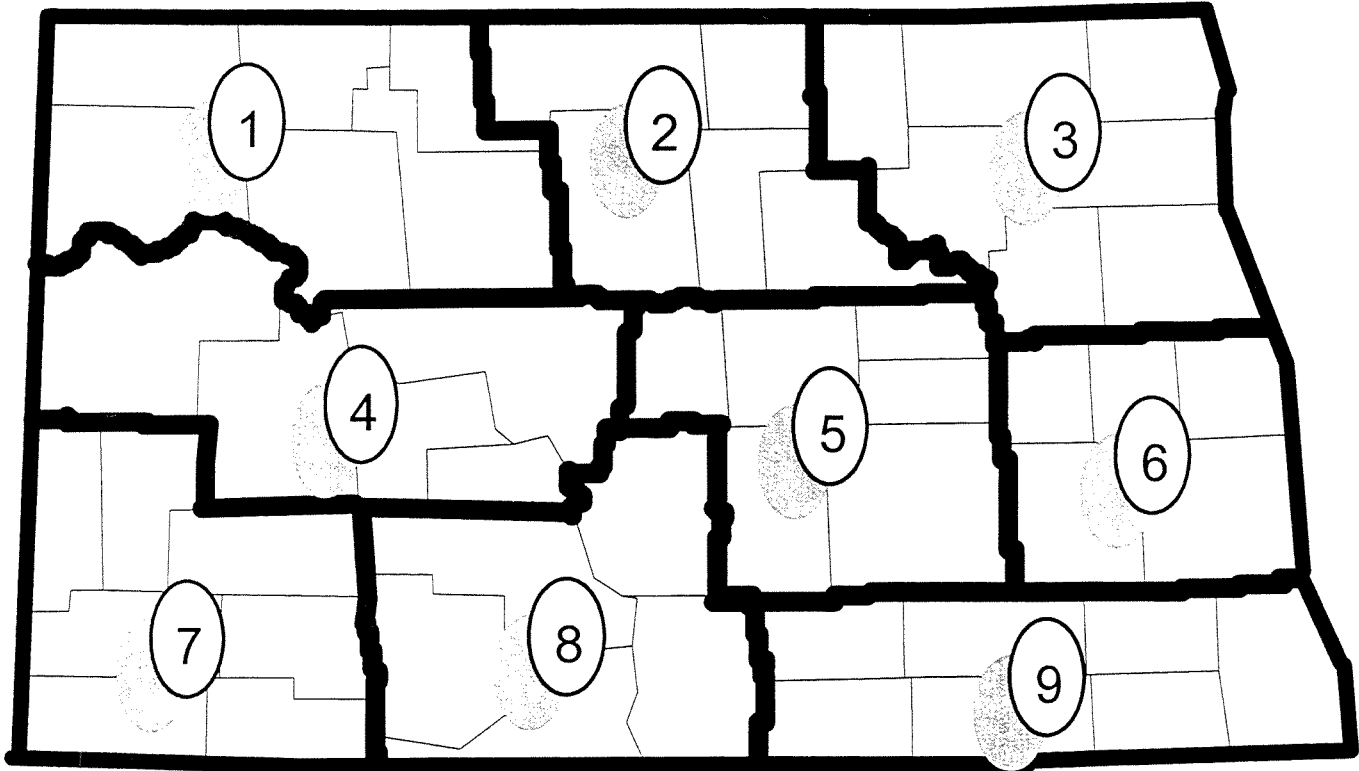
ND Elevator Rail Capacity

- No Rail
- Single Car
- Multicar
- Unit Train
- Shuttle

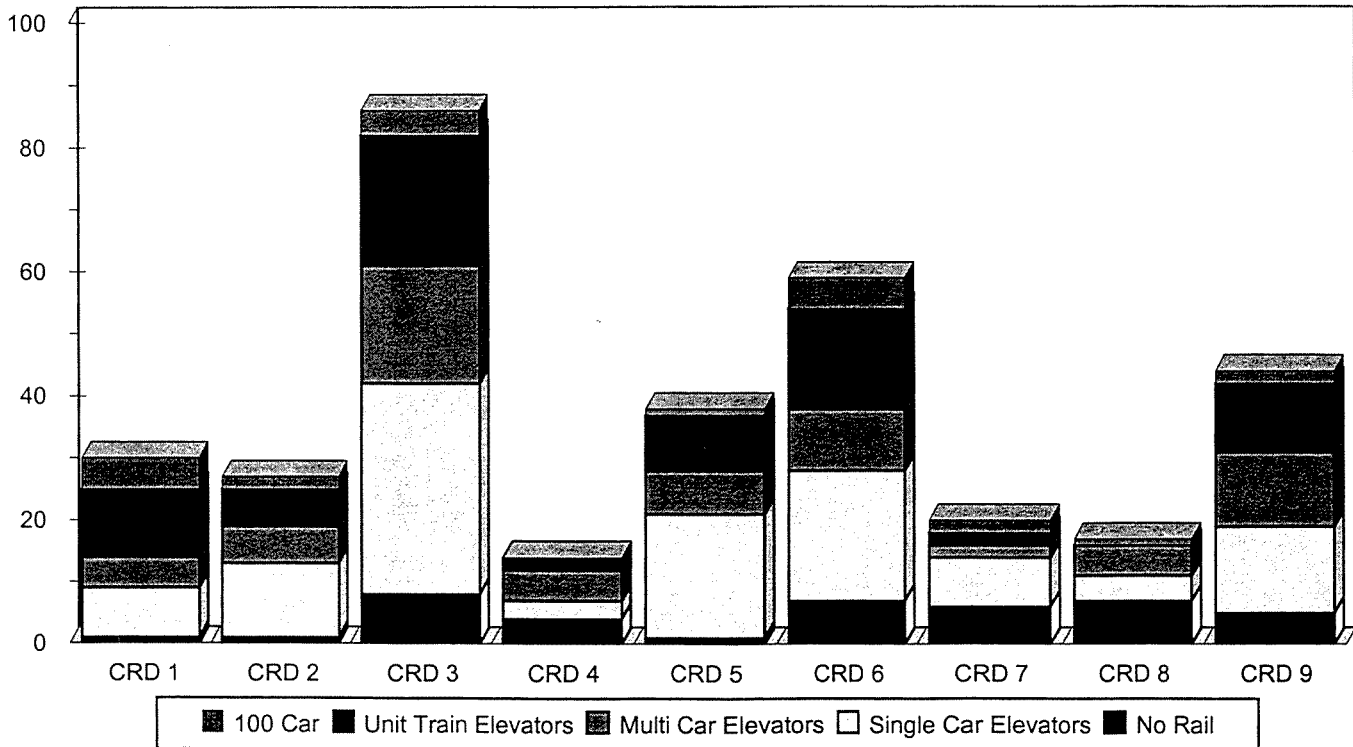
ND Railroads

- DMVW
- ... CPRS
- RRWV
- - - NPR
- BNSF

NORTH DAKOTA CROP REPORTING DISTRICTS

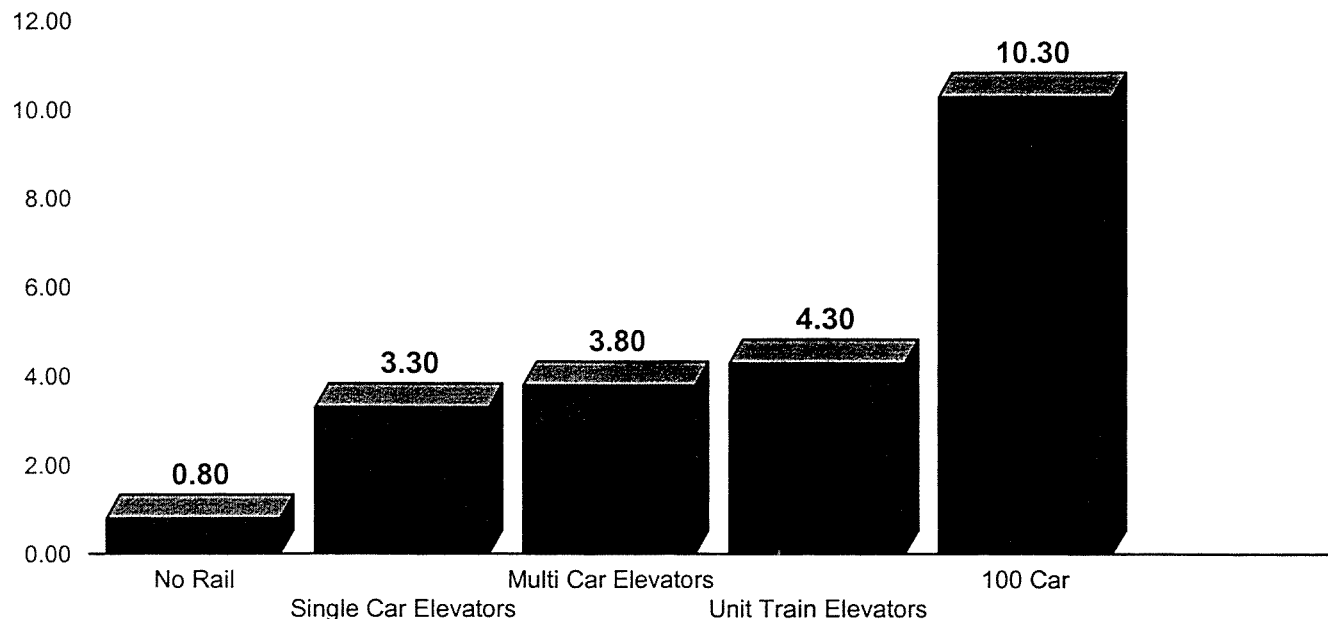


Elevators in Each CRD, 2003-04



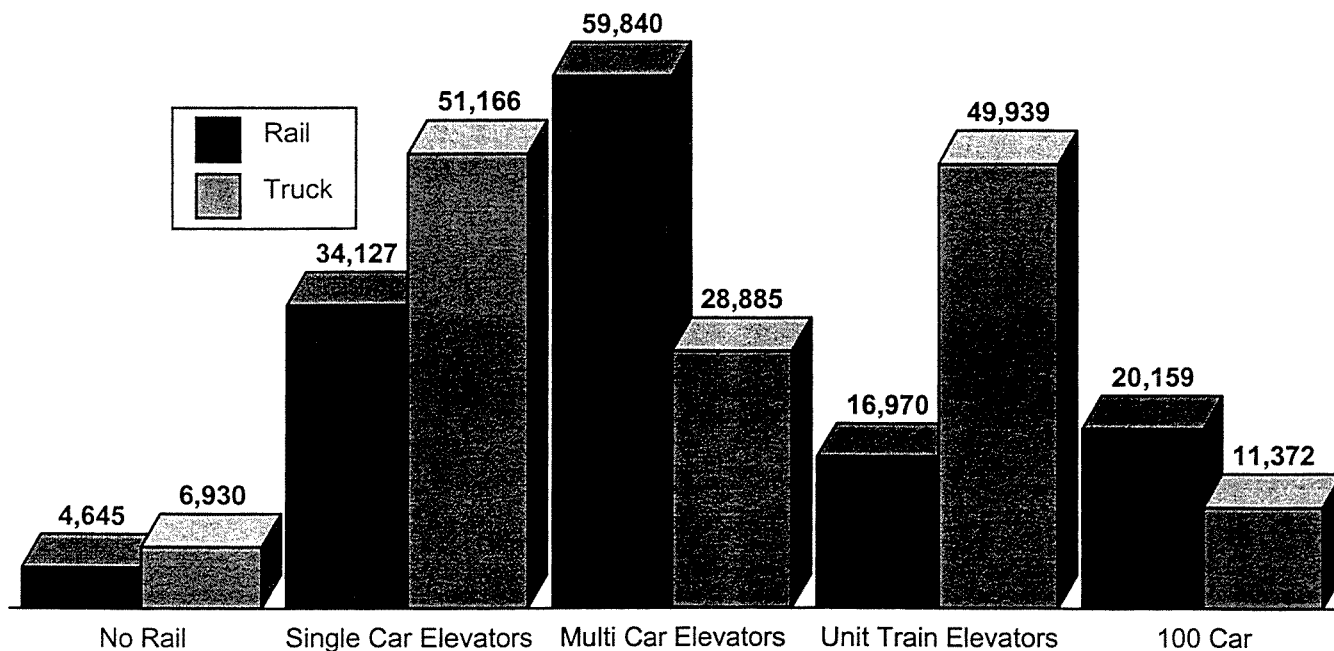
Turnover Ratios for Each Elevator Category, 2003-04

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2003-04

- Thousand Bushels -



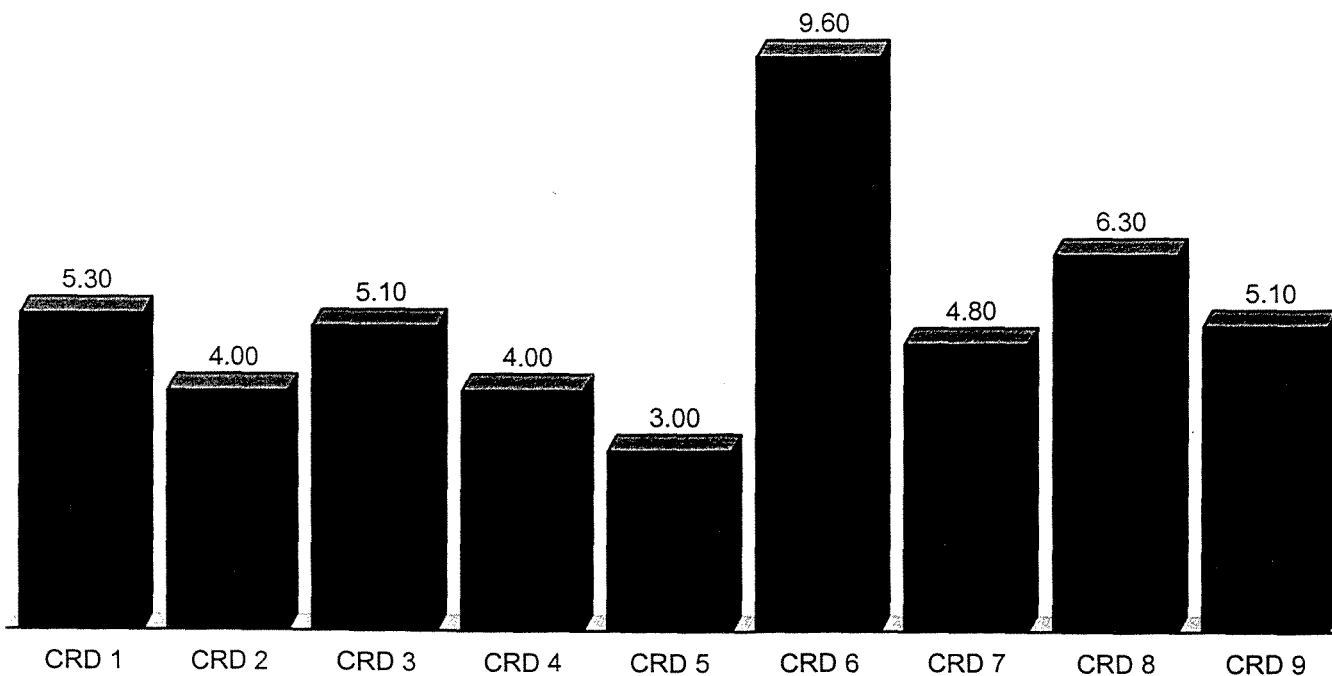
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2003-04**

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	30	20,993,300	3,269,517	77,315,562	5.3
2	27	15,374,000	3,428,254	53,112,705	4.0
3	86	48,152,879	11,929,694	126,612,983	5.1
4	14	6,917,088	2,348,531	20,327,266	4.0
5	38	33,112,400	5,924,364	61,478,863	3.0
6	59	45,671,969	23,341,990	143,523,238	9.6
7	20	12,245,200	1,295,667	33,341,369	4.8
8	17	5,593,000	162,893	15,486,787	6.3
9	44	34,032,600	3,548,704	86,993,948	5.1
All	335	222,092,436	55,249,614	618,192,721	5.2

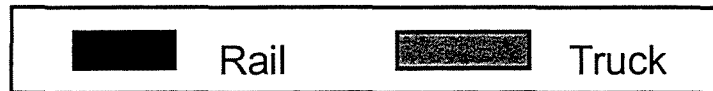
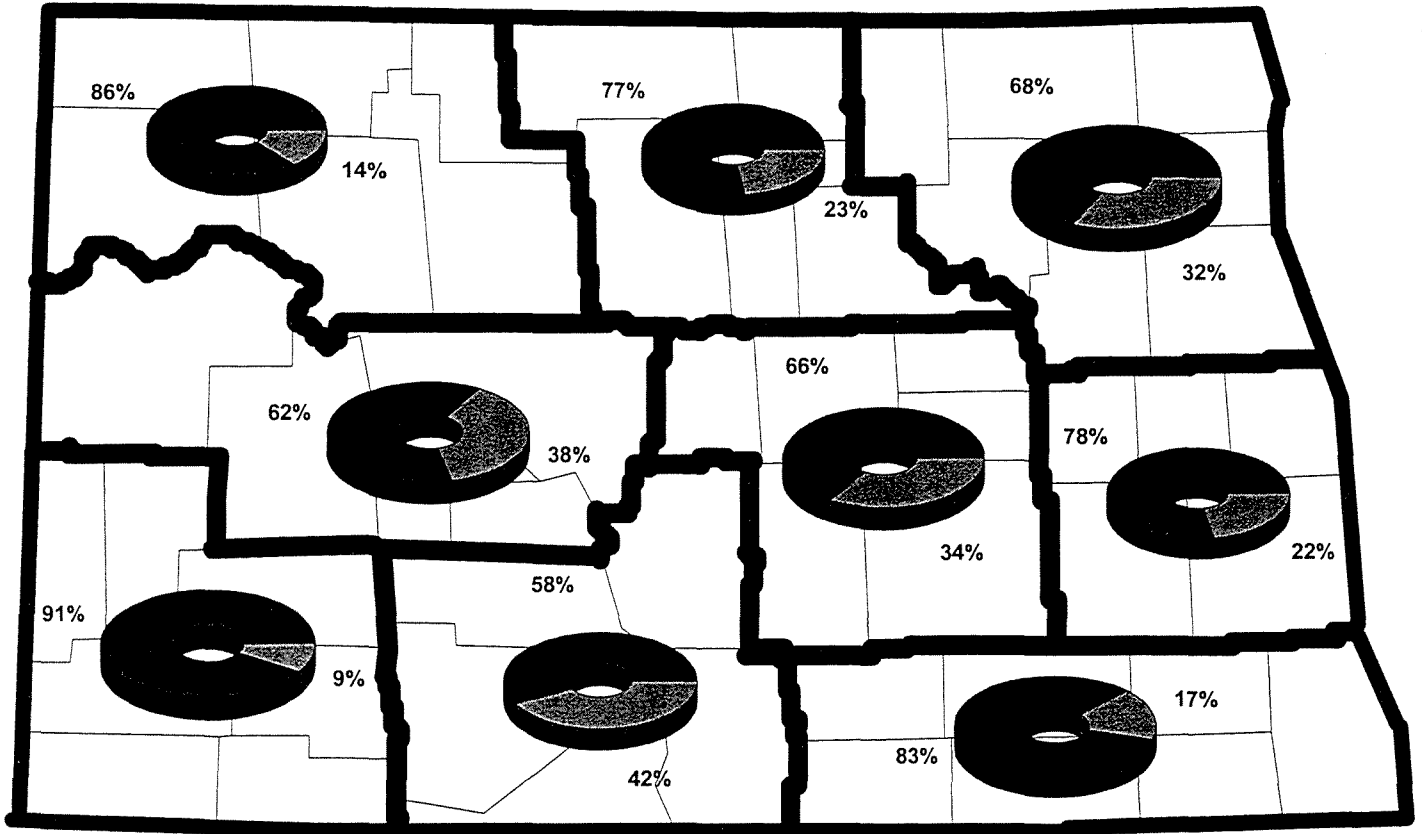
^aBushels transhipped to other ND elevators.

^bBushels shipped to processors, and various export points.

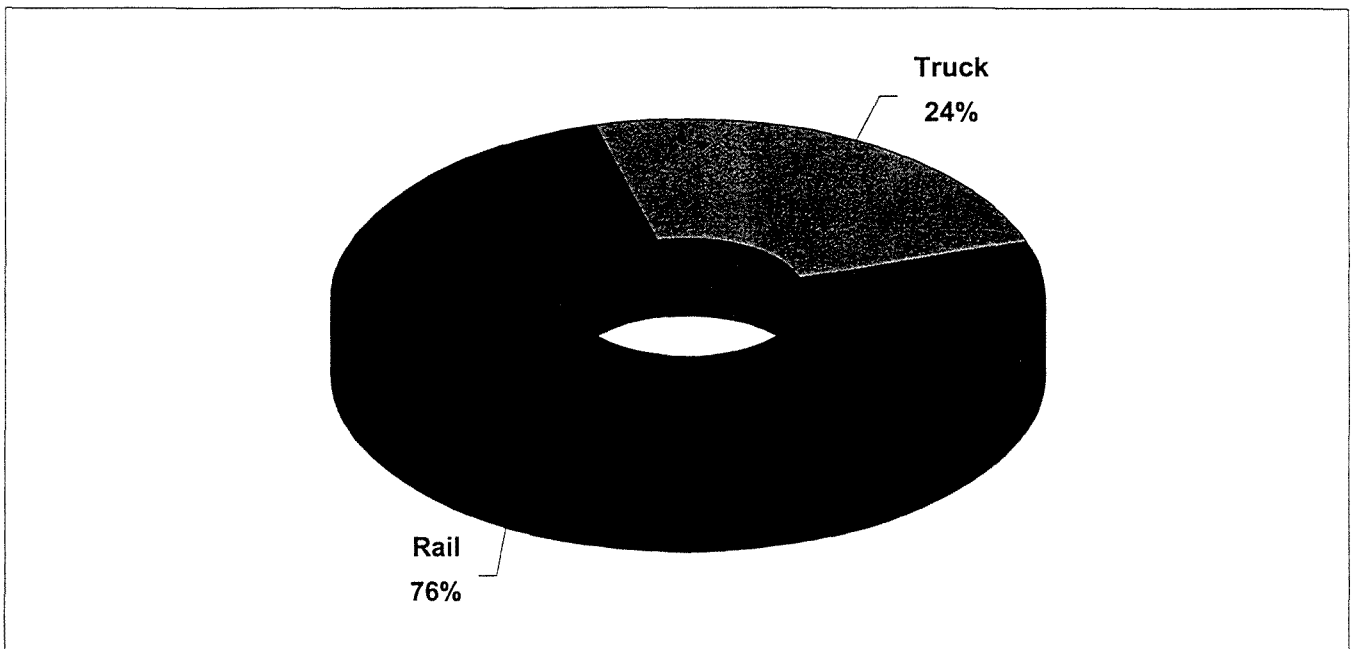
**Average Turnover of Shipments to Storage
for Each CRD, 2003-04
-Weighted by grain shipments-**

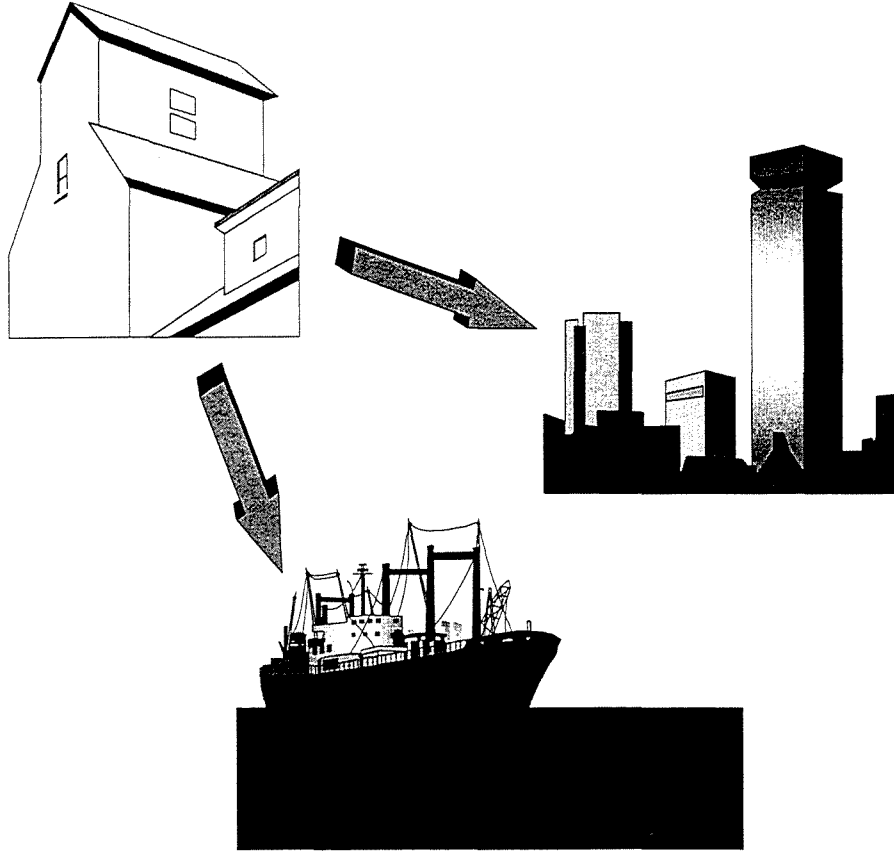


Modal Share of Grain and Oilseed Shipments from Each CRD, 2003-04



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2003-04

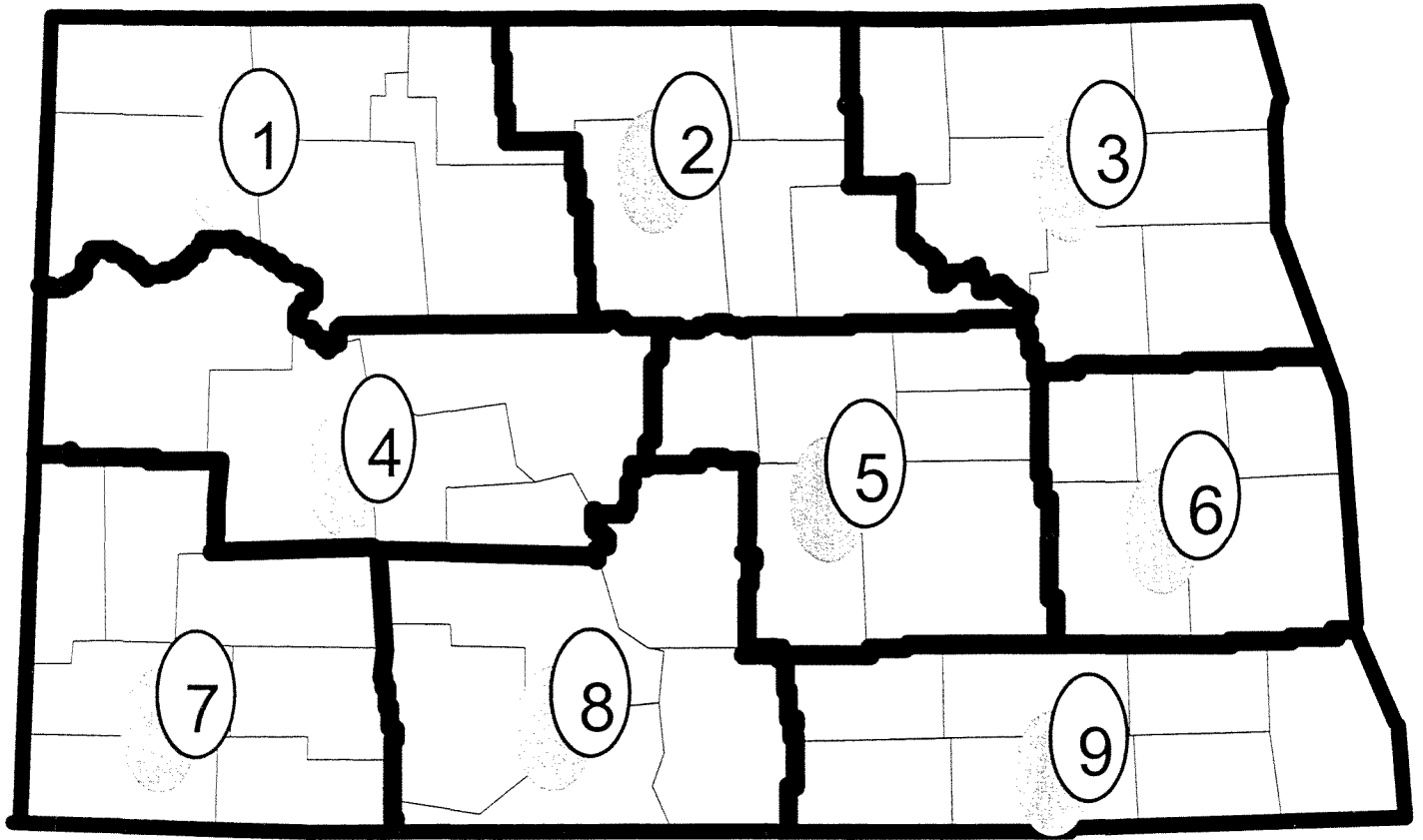




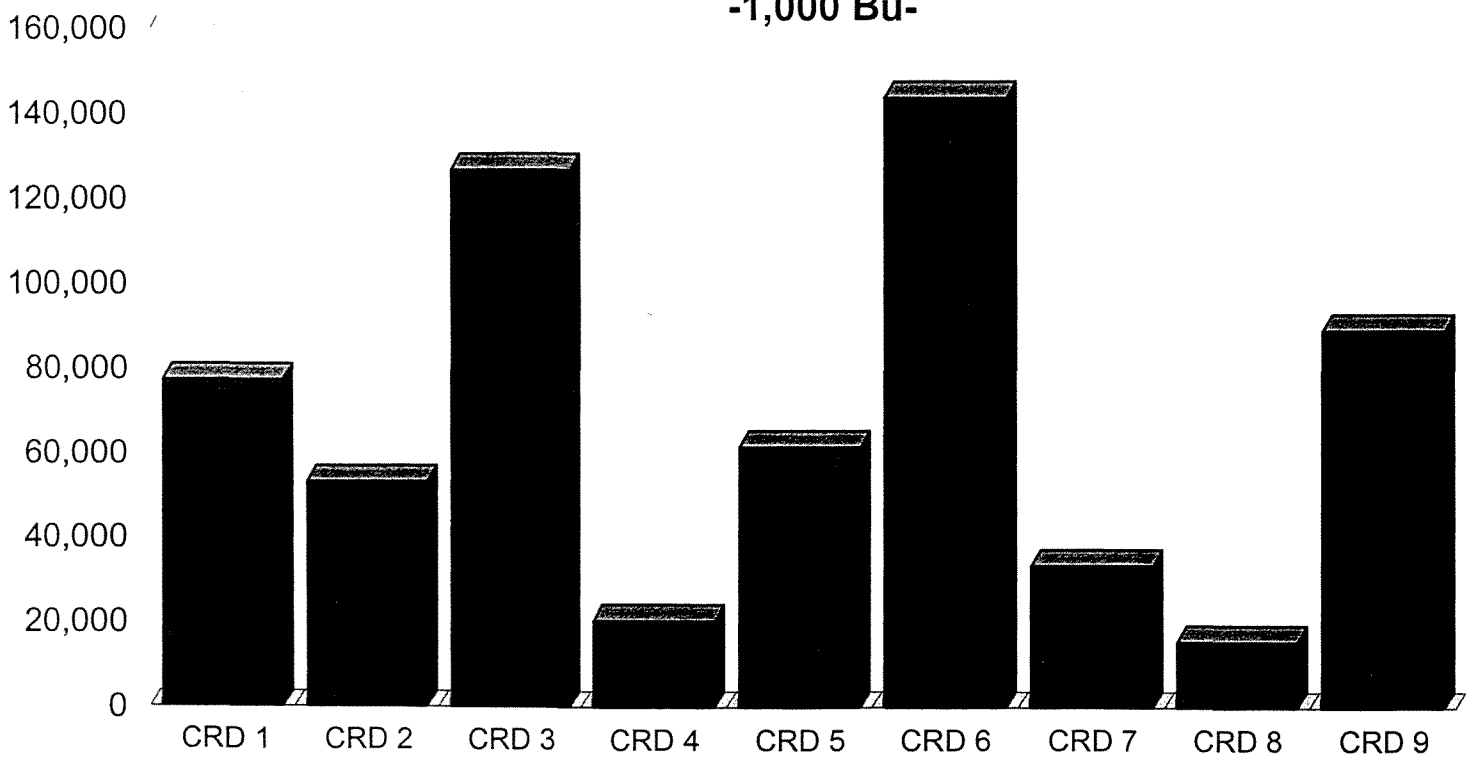
*Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

All Grains and Oilseeds

NORTH DAKOTA CROP REPORTING DISTRICTS



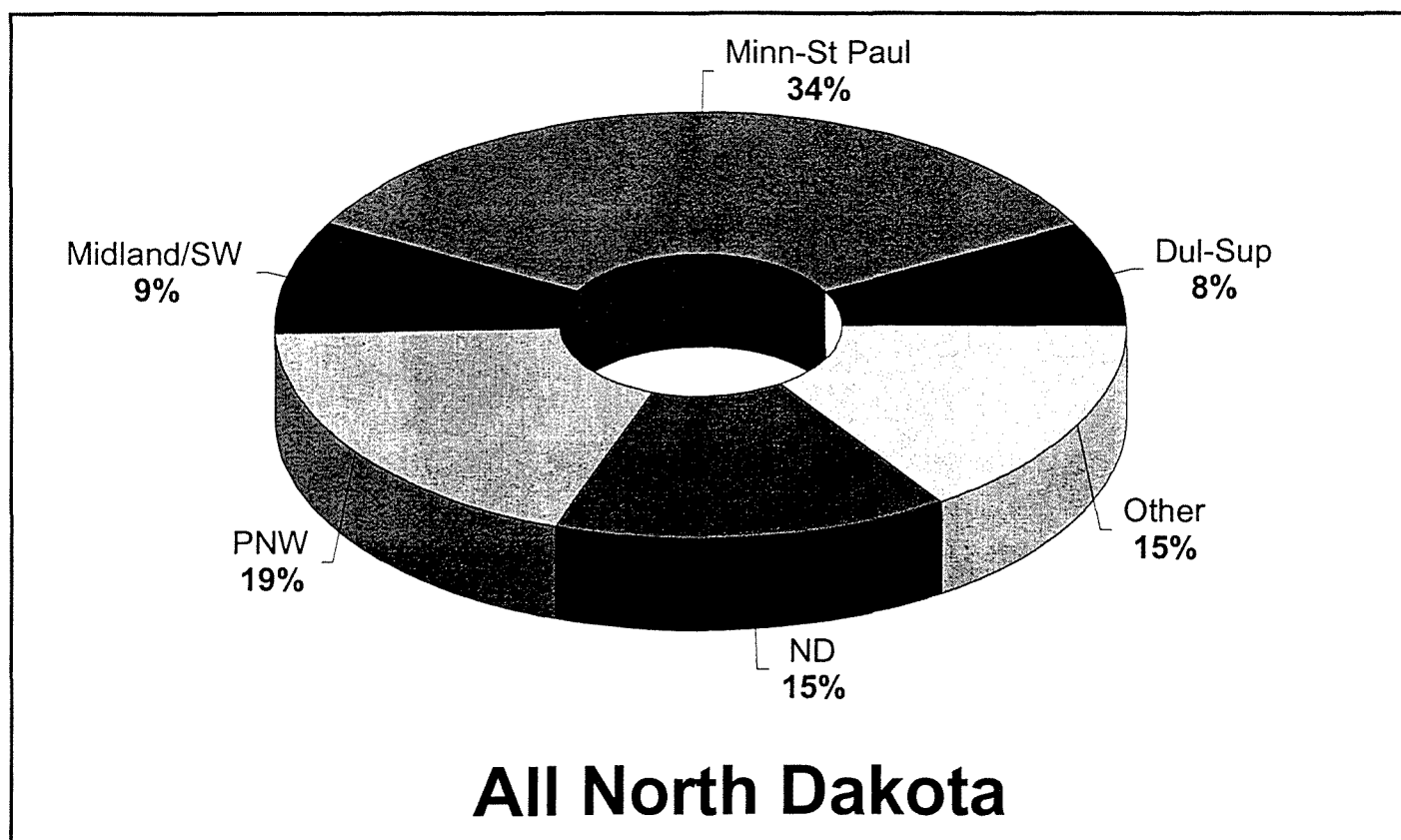
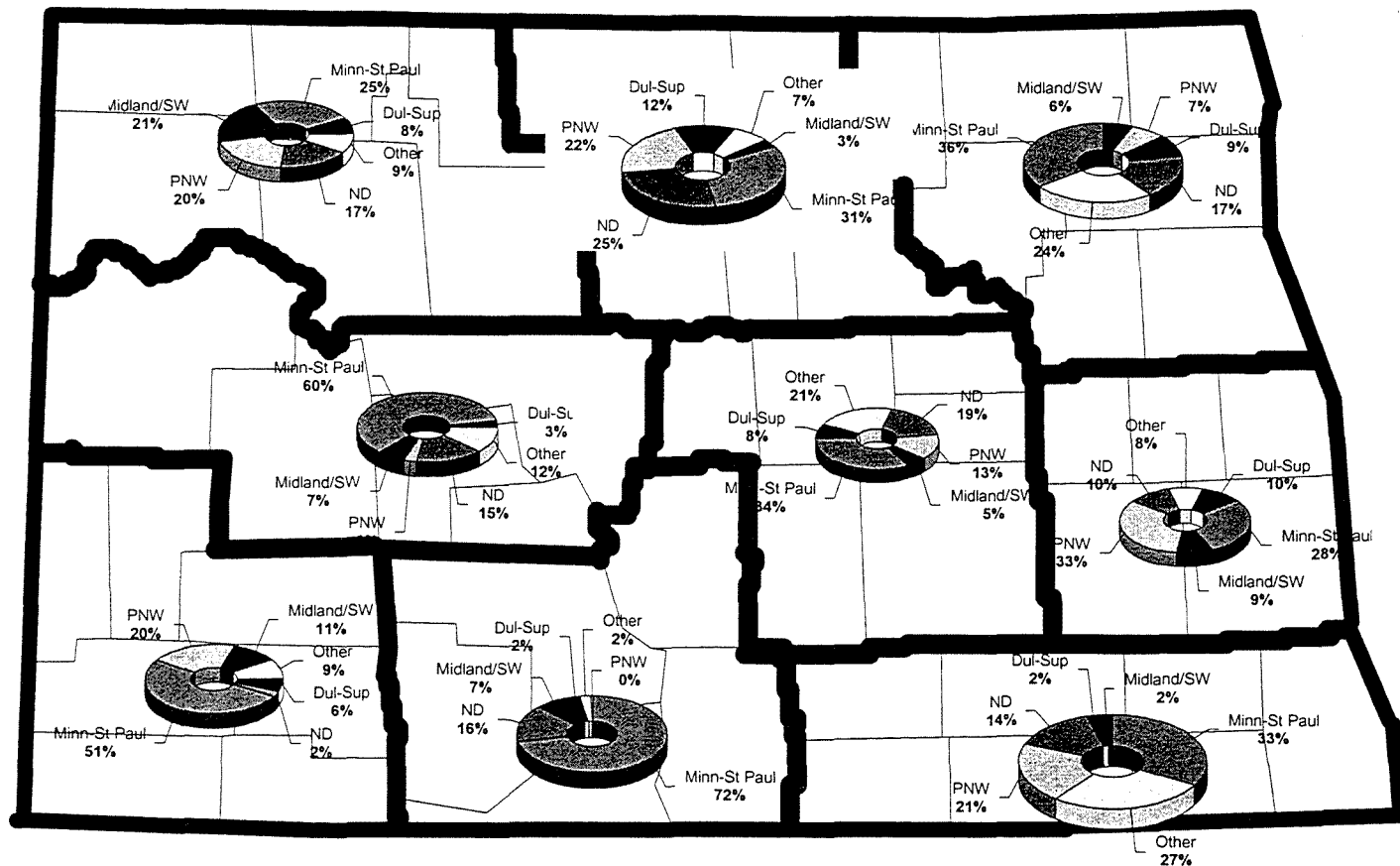
**Grain & Oilseed Shipments Originating
from Each CRD, 2003-04
-1,000 Bu-**



Destinations for Grain & Oilseed Shipments

2003-04

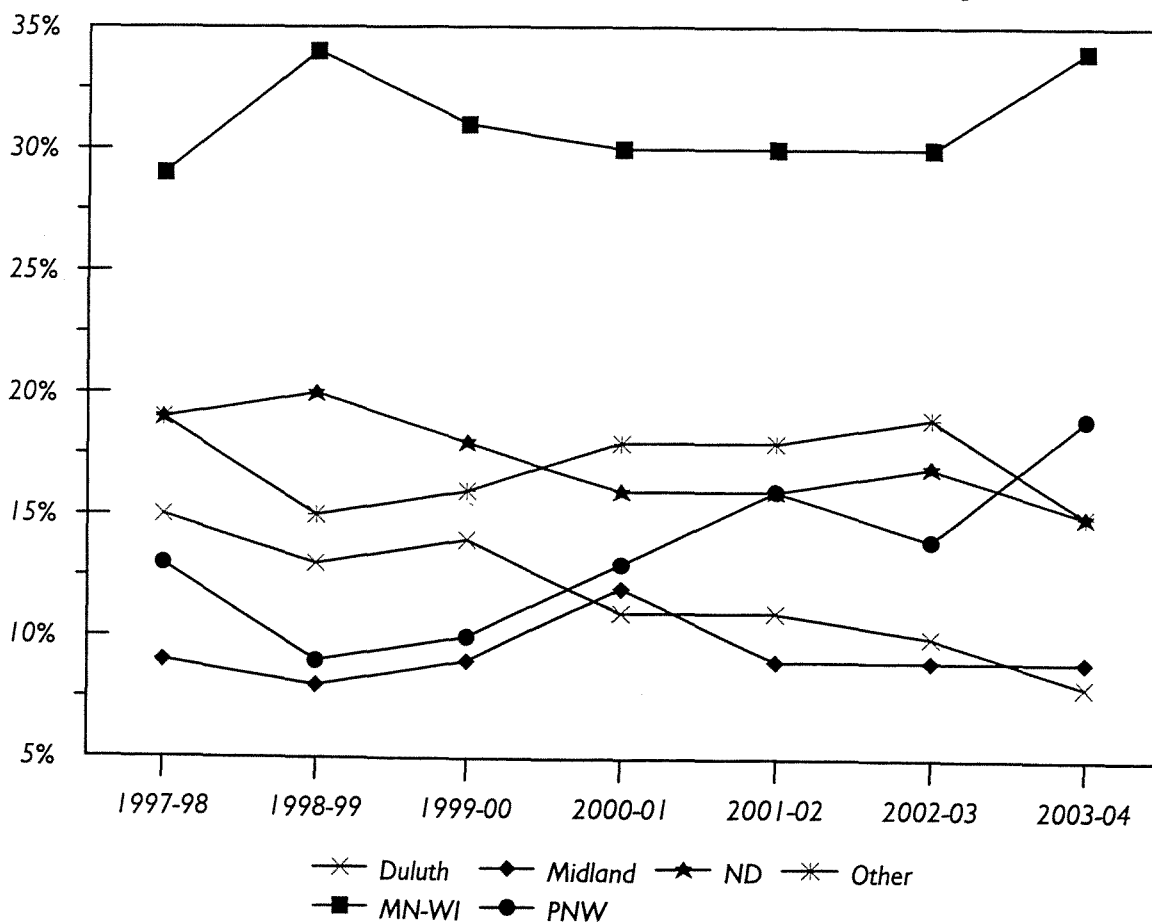
Crop Reporting District



Trends for Destinations of Grain and Oilseed Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	65,602 15%	140,473 29%	42,836 9%	62,414 13%	462,495
1998-99	58,959 12%	158,368 34%	37,597 8%	42,398 9%	471,958
1999-00	68,356 14%	145,809 31%	41,636 9%	47,411 10%	471,737
2000-01	57,011 11%	162,650 30%	62,423 12%	70,984 13%	538,110
2001-02	53,551 11%	147,730 30%	43,182 9%	80,220 16%	497,969
2002-03	52,366 10%	154,241 30%	45,442 9%	71,345 14%	511,167
2003-04	48,687 8%	210,517 34%	53,271 9%	116,769 19%	618,193

Destinations for Grain and Oilseed Shipments

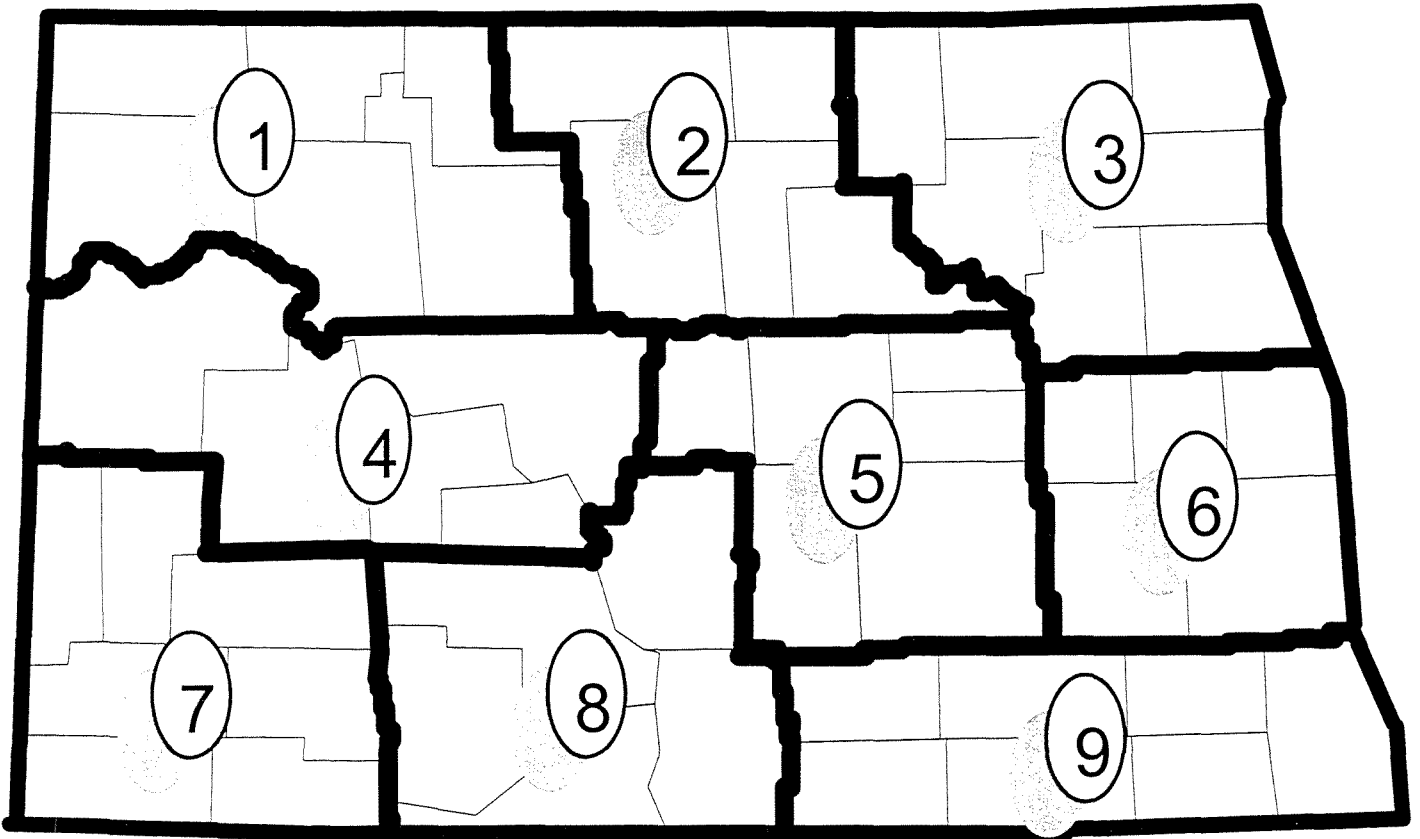


Destinations for Grain and Oilseed Shipments from ND CRD's (1,000 Bushels)

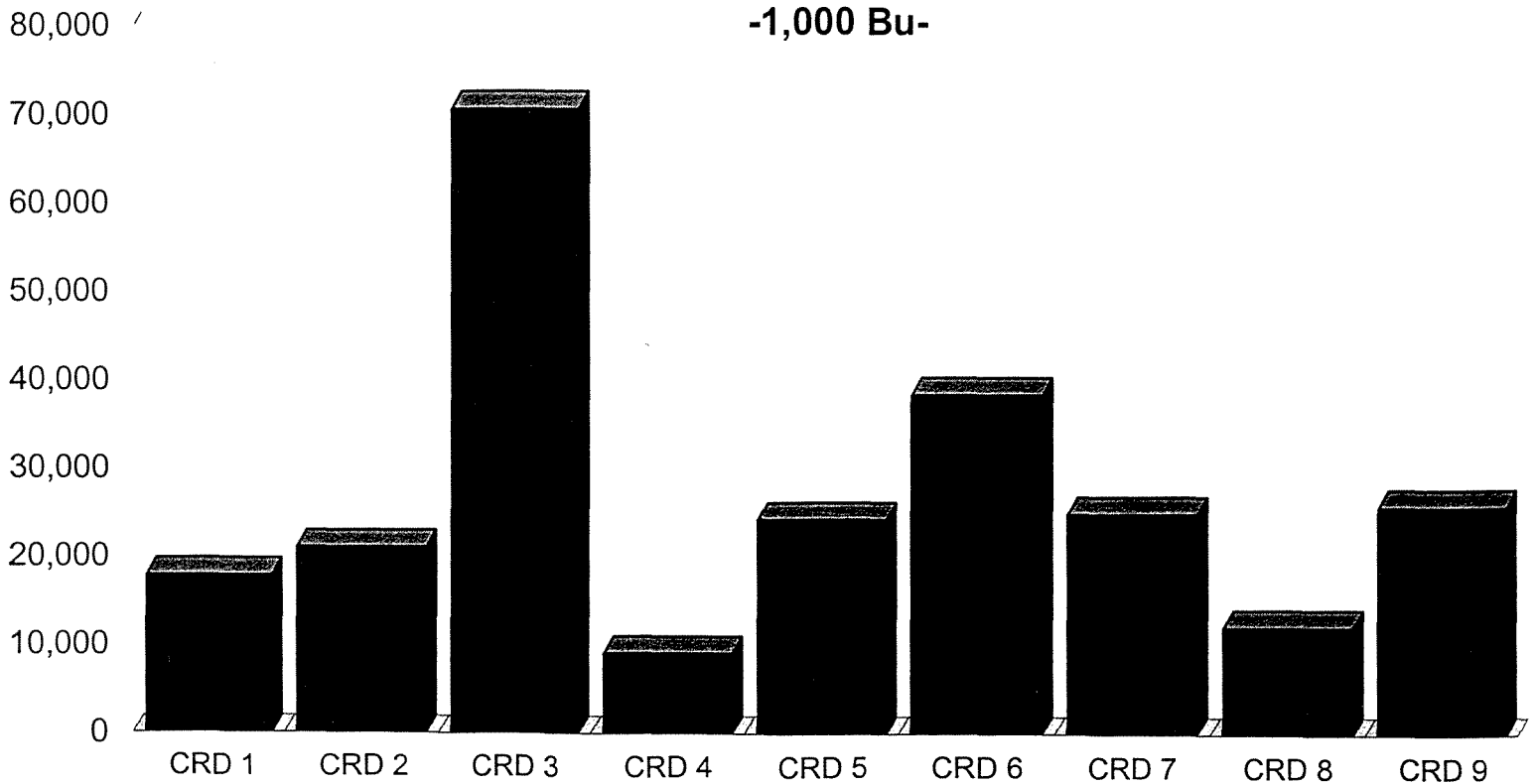
<u>CRD 1</u>								<u>CRD 2</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	9%	36%	13%	17%	19%	6%	54,183	1997-98	11%	24%	5%	15%	28%	18%	44,327
1998-99	4%	46%	8%	13%	19%	9%	55,473	1998-99	9%	28%	7%	13%	31%	12%	41,444
1999-00	5%	36%	16%	15%	22%	7%	61,527	1999-00	11%	26%	6%	11%	38%	9%	27,929
2000-01	7%	28%	23%	17%	18%	8%	76,136	2000-01	7%	37%	7%	11%	31%	8%	36,266
2001-02	15%	25%	10%	20%	20%	10%	75,680	2001-02	11%	34%	6%	17%	25%	7%	34,920
2002-03	13%	24%	13%	18%	23%	10%	66,422	2002-03	11%	24%	9%	23%	25%	7%	38,608
2003-04	8%	25%	21%	20%	17%	9%	77,316	2003-04	11%	29%	9%	20%	24%	7%	53,113
<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	24%	23%	9%	12%	19%	14%	96,271	1997-98	2%	42%	12%	3%	11%	30%	17,456
1998-99	22%	25%	8%	5%	21%	20%	93,014	1998-99	2%	33%	17%	2%	12%	35%	19,200
1999-00	16%	26%	11%	1%	18%	27%	93,794	1999-00	4%	39%	9%	5%	13%	31%	16,338
2000-01	17%	27%	10%	4%	18%	24%	96,766	2000-01	3%	27%	6%	8%	21%	35%	21,227
2001-02	15%	25%	9%	4%	20%	26%	80,976	2001-02	6%	46%	6%	3%	22%	17%	18,295
2002-03	13%	33%	6%	3%	20%	25%	98,876	2002-03	1%	53%	7%	3%	17%	18%	16,634
2003-04	9%	36%	6%	7%	17%	24%	126,613	2003-04	3%	60%	7%	3%	15%	12%	20,327
<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	17%	28%	6%	3%	28%	18%	45,456	1997-98	18%	29%	11%	12%	15%	14%	86,969
1998-99	5%	32%	7%	1%	31%	24%	45,241	1998-99	17%	32%	9%	9%	18%	16%	100,757
1999-00	8%	28%	12%	1%	28%	24%	49,294	1999-00	23%	30%	7%	10%	11%	19%	98,723
2000-01	7%	29%	16%	5%	25%	18%	53,336	2000-01	16%	28%	12%	15%	11%	19%	104,415
2001-02	4%	34%	7%	19%	18%	18%	50,879	2001-02	17%	22%	11%	17%	12%	21%	98,730
2002-03	14%	33%	10%	6%	24%	14%	50,881	2002-03	13%	23%	11%	22%	12%	18%	120,036
2003-04	8%	34%	5%	13%	19%	21%	61,479	2003-04	10%	28%	9%	33%	10%	8%	143,523
<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	4%	36%	16%	37%	3%	3%	27,709	1997-98	2%	67%	9%	4%	10%	7%	10,692
1998-99	5%	39%	10%	30%	7%	8%	29,497	1998-99	1%	71%	3%	3%	15%	8%	13,101
1999-00	9%	25%	14%	40%	6%	6%	27,254	1999-00	3%	70%	2%	3%	16%	7%	13,795
2000-01	4%	29%	15%	37%	5%	9%	37,346	2000-01	5%	66%	4%	1%	18%	6%	17,907
2001-02	4%	24%	15%	47%	5%	5%	36,670	2001-02	1%	72%	3%	1%	20%	3%	16,071
2002-03	0%	34%	15%	38%	4%	8%	24,112	2002-03	1%	68%	9%	5%	13%	4%	10,833
2003-04	6%	51%	11%	20%	2%	9%	33,341	2003-04	2%	72%	7%	0%	16%	2%	15,487
<u>CRD 9</u>															
	Duluth	MN-WI	Midland	PNW	ND	Other	Total								
1997-98	9%	33%	7%	15%	19%	17%	79,846								
1998-99	15%	33%	6%	9%	22%	16%	74,229								
1999-00	19%	31%	3%	15%	15%	18%	83,082								
2000-01	10%	30%	5%	18%	12%	25%	94,713								
2001-02	5%	35%	5%	12%	11%	32%	94,187								
2002-03	4%	32%	3%	10%	13%	38%	84,763								
2003-04	2%	33%	2%	21%	14%	27%	86,994								

HRS Wheat

NORTH DAKOTA CROP REPORTING DISTRICTS



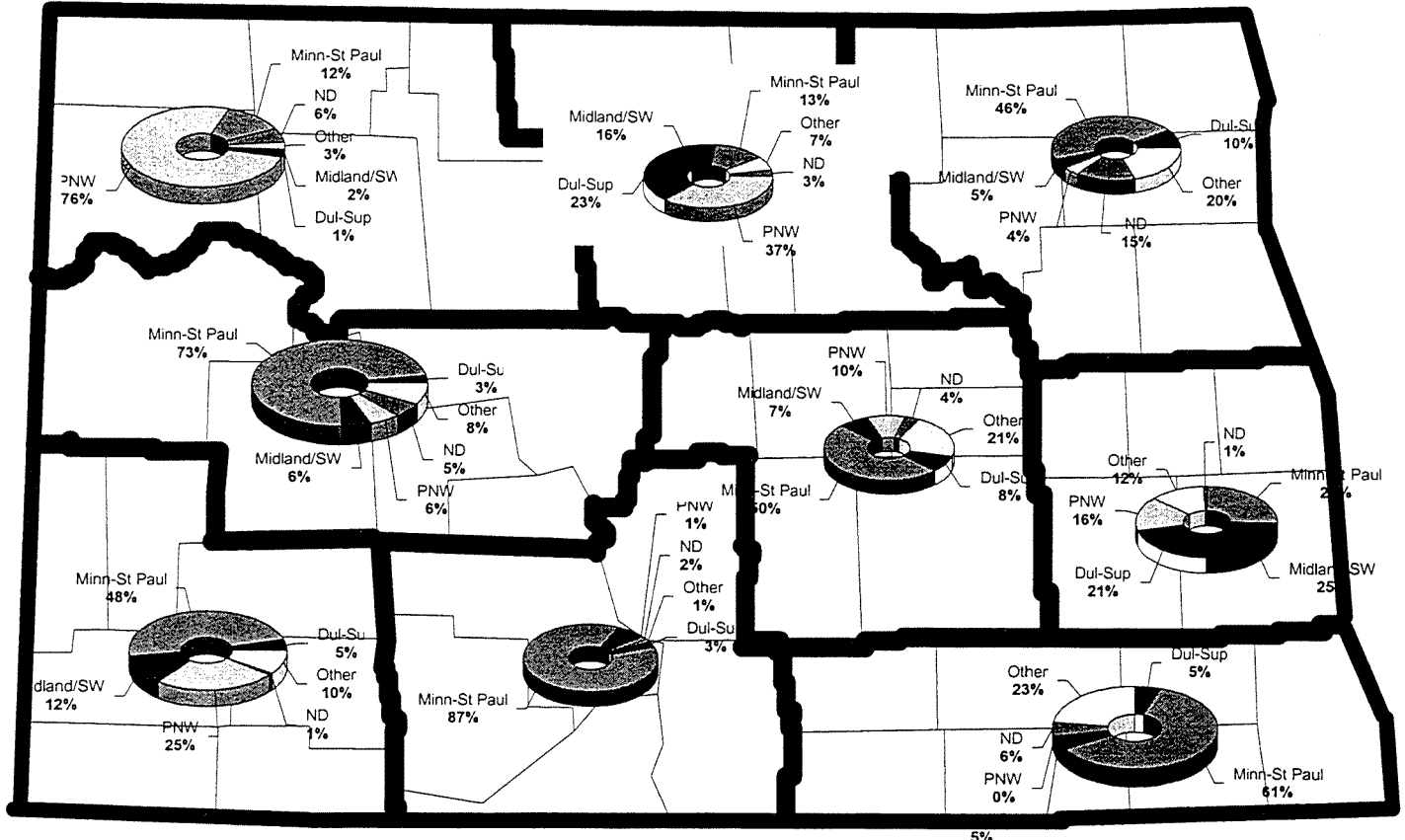
**Hard Red Spring Wheat Shipments
Originating from Each CRD, 2003-04
-1,000 Bu-**



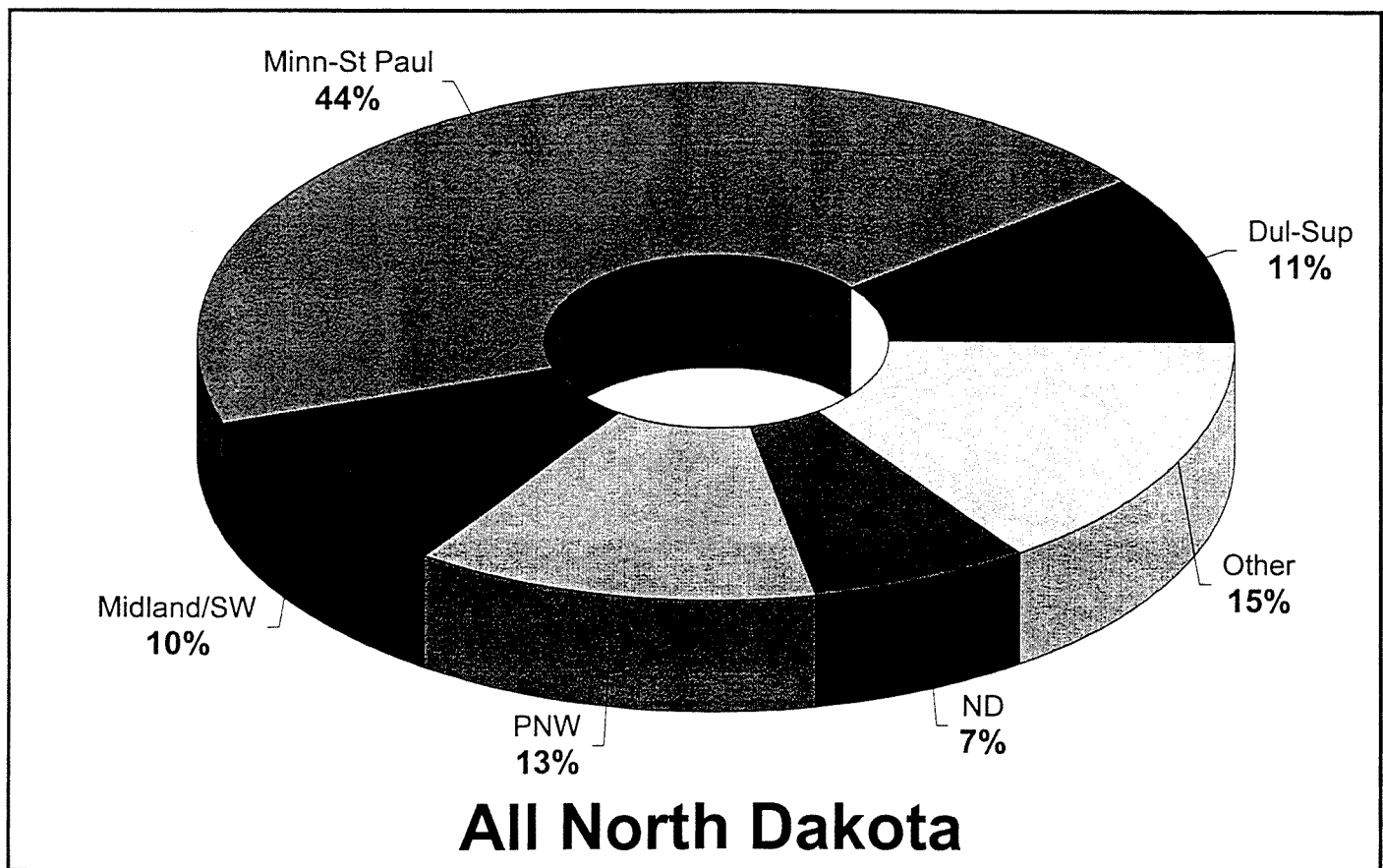
Destinations for Hard Red Spring Wheat Shipments

2003-04

Crop Reporting District



5%

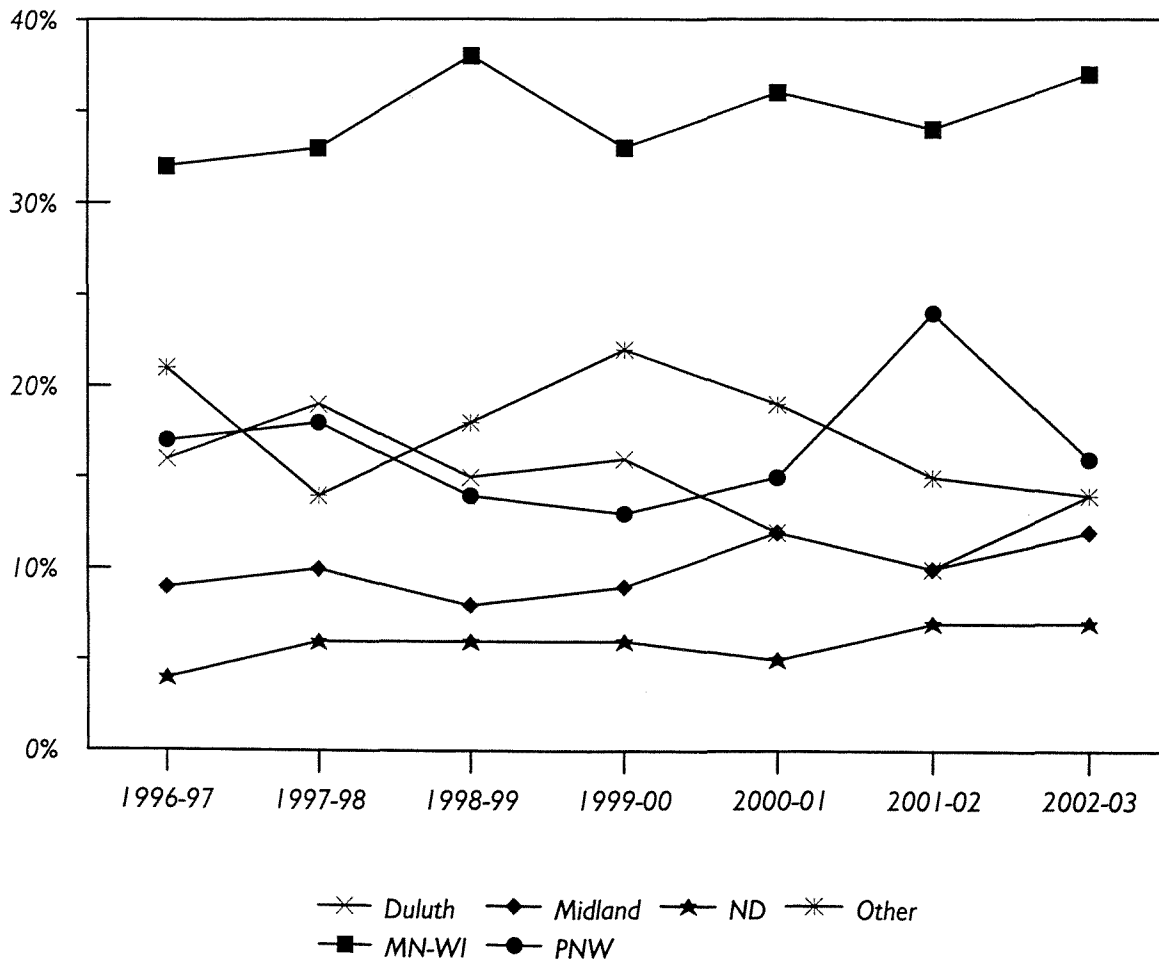


All North Dakota

Trends for Destinations of Hard Red Spring Wheat Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	32,140 19%	60,997 33%	18,040 10%	32,646 18%	179,327
1998-99	24,326 15%	64,921 39%	13,389 8%	23,672 14%	167,713
1999-00	29,068 16%	28,179 33%	15,809 9%	23,644 13%	177,450
2000-01	24,403 12%	71,865 36%	24,447 12%	29,848 15%	200,068
2001-02	19,105 10%	65,497 34%	19,104 10%	46,300 24%	192,457
2002-03	26,006 13%	73,182 38%	22,744 12%	30,210 16%	193,462
2003-04	25,000 10%	103,746 43%	24,017 10%	39,511 16%	243,408

Destinations for Hard Red Spring Wheat Shipments



Destinations for Hard Red Spring Wheat Shipments from ND CRD's (1,000 Bushels)

<u>CRD 1</u>								<u>CRD 2</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	4%	27%	2%	65%	1%	2%	13,701	1997-98	13%	16%	7%	43%	9%	11%	12,487
1998-99	1%	28%	5%	57%	2%	8%	11,384	1998-99	10%	26%	14%	37%	3%	9%	11,601
1999-00	0%	19%	4%	70%	3%	4%	12,268	1999-00	14%	25%	10%	34%	6%	11%	7,977
2000-01	1%	14%	12%	65%	1%	6%	16,171	2000-01	7%	43%	8%	29%	7%	6%	9,090
2001-02	4%	9%	2%	77%	3%	5%	16,831	2001-02	13%	26%	5%	47%	6%	3%	10,185
2002-03	11%	7%	1%	72%	3%	6%	15,740	2002-03	20%	11%	14%	51%	4%	0%	16,063
2003-04	1%	12%	2%	76%	6%	3%	17,820	2003-04	23%	13%	16%	37%	3%	7%	20,998

<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	30%	23%	6%	12%	19%	9%	37,080	1997-98	4%	55%	6%	7%	1%	26%	7,718
1998-99	32%	23%	5%	6%	18%	16%	35,393	1998-99	2%	61%	1%	4%	3%	29%	6,594
1999-00	24%	23%	8%	1%	15%	28%	44,229	1999-00	2%	67%	0%	10%	7%	14%	6,636
2000-01	20%	33%	8%	1%	14%	24%	46,282	2000-01	3%	48%	1%	22%	1%	25%	6,301
2001-02	18%	30%	6%	4%	23%	19%	39,363	2001-02	5%	76%	2%	8%	1%	8%	6,716
2002-03	17%	43%	5%	1%	18%	16%	54,305	2002-03	1%	79%	3%	7%	1%	10%	7,501
2003-04	10%	46%	5%	4%	15%	20%	70,521	2003-04	3%	72%	6%	6%	5%	8%	9,017

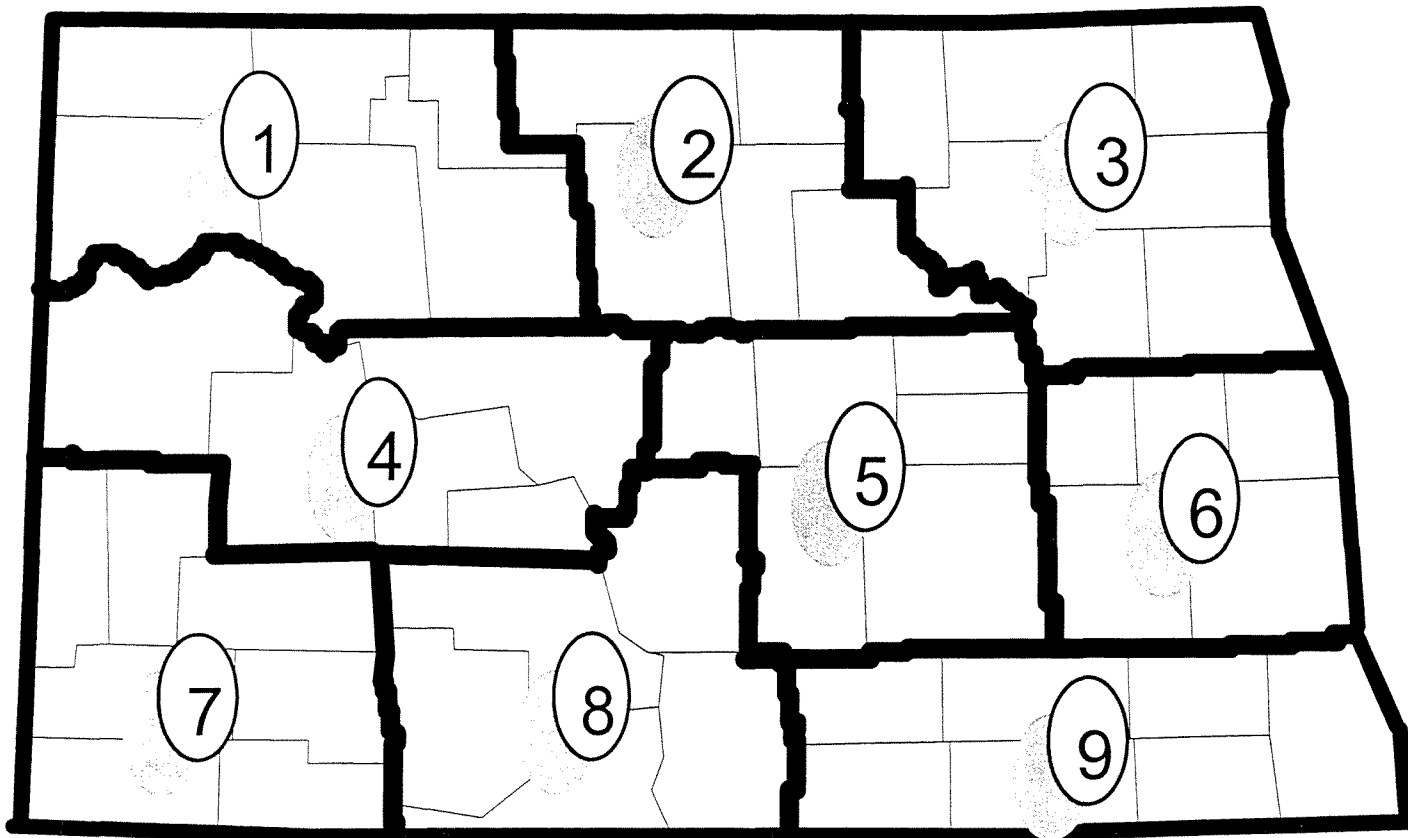
<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	33%	26%	6%	5%	1%	29%	18,774	1997-98	29%	29%	22%	7%	3%	12%	26,858
1998-99	8%	34%	9%	1%	2%	47%	16,430	1998-99	21%	38%	10%	5%	4%	22%	29,389
1999-00	14%	31%	20%	0%	1%	33%	22,078	1999-00	29%	30%	9%	1%	2%	29%	29,400
2000-01	11%	33%	30%	2%	3%	22%	22,214	2000-01	19%	30%	16%	2%	2%	31%	33,091
2001-02	5%	39%	9%	23%	3%	20%	23,570	2001-02	17%	21%	20%	11%	2%	28%	35,474
2002-03	13%	49%	17%	1%	3%	17%	20,394	2002-03	23%	23%	27%	1%	6%	21%	32,793
2003-04	8%	50%	7%	10%	4%	21%	24,206	2003-04	21%	25%	25%	16%	1%	12%	38,292

<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	4%	31%	17%	43%	2%	4%	23,779	1997-98	2%	72%	10%	4%	4%	7%	9,597
1998-99	5%	34%	12%	38%	2%	9%	23,092	1998-99	1%	82%	3%	3%	5%	7%	10,145
1999-00	11%	15%	14%	51%	3%	6%	21,192	1999-00	2%	82%	2%	3%	4%	7%	10,289
2000-01	6%	15%	17%	49%	3%	10%	27,822	2000-01	5%	84%	3%	2%	0%	6%	12,822
2001-02	5%	9%	17%	62%	4%	5%	27,684	2001-02	1%	93%	3%	1%	0%	2%	11,688
2002-03	0%	21%	18%	50%	2%	9%	17,940	2002-03	1%	84%	9%	4%	1%	1%	8,530
2003-04	5%	48%	12%	25%	1%	10%	24,874	2003-04	3%	87%	6%	1%	2%	1%	12,047

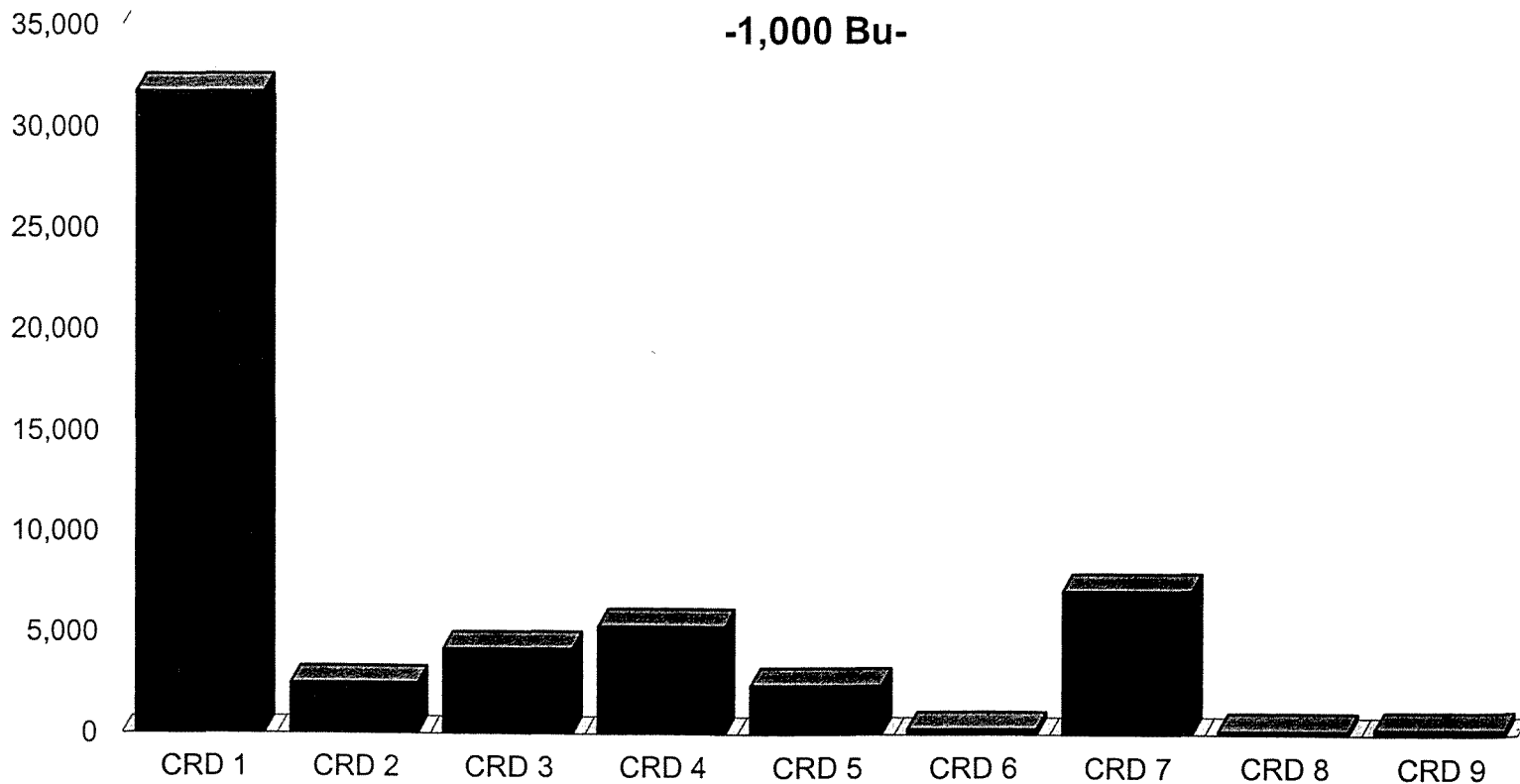
<u>CRD 9</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1997-98	11%	53%	7%	0%	0%	0%	29,327
1998-99	11%	56%	8%	1%	4%	20%	23,686
1999-00	12%	51%	1%	0%	7%	29%	23,381
2000-01	13%	58%	3%	0%	3%	24%	26,276
2001-02	5%	65%	8%	0%	5%	17%	26,128
2002-03	8%	62%	4%	0%	2%	24%	20,196
2003-04	5%	61%	5%	0%	6%	23%	25,632

Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



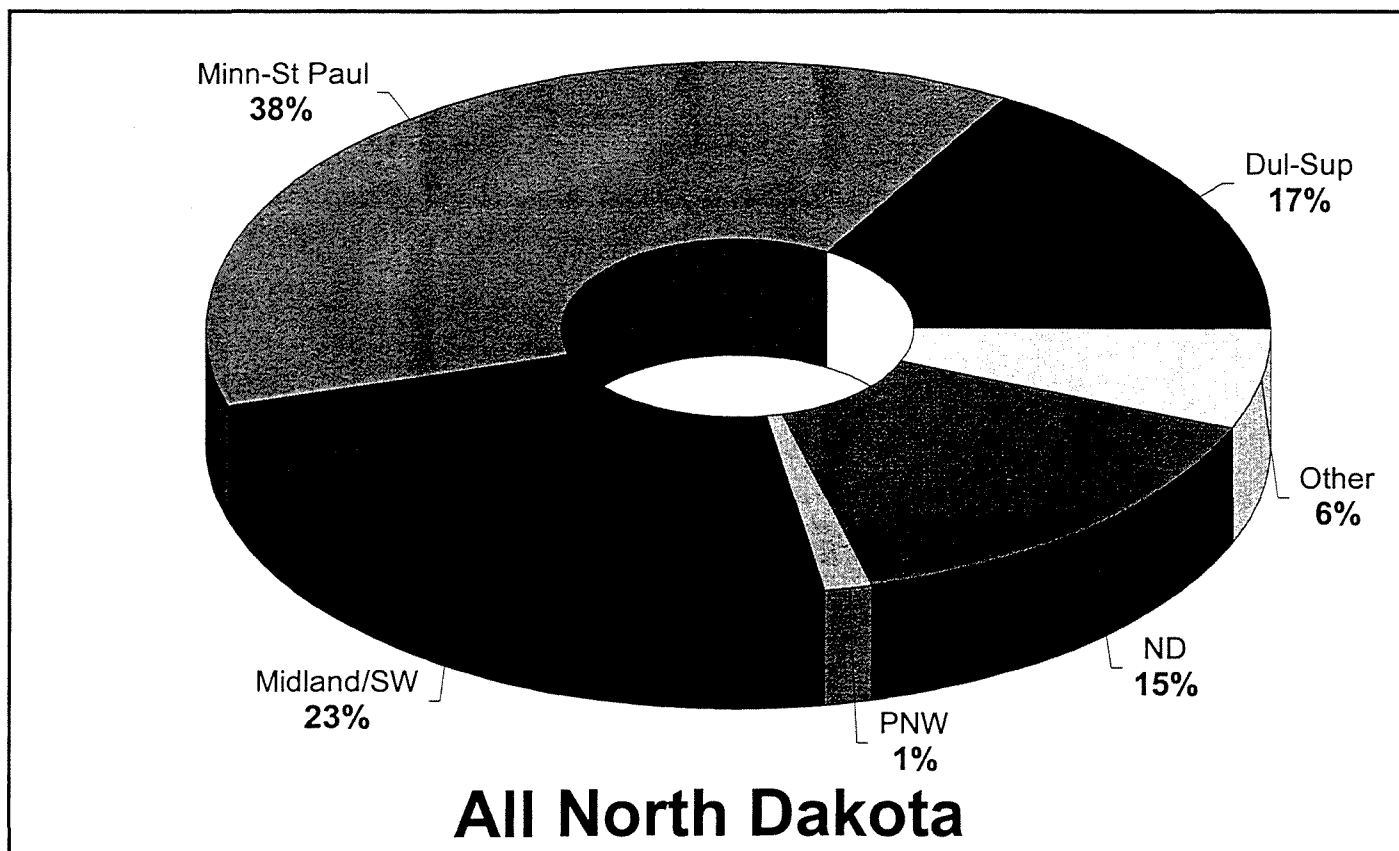
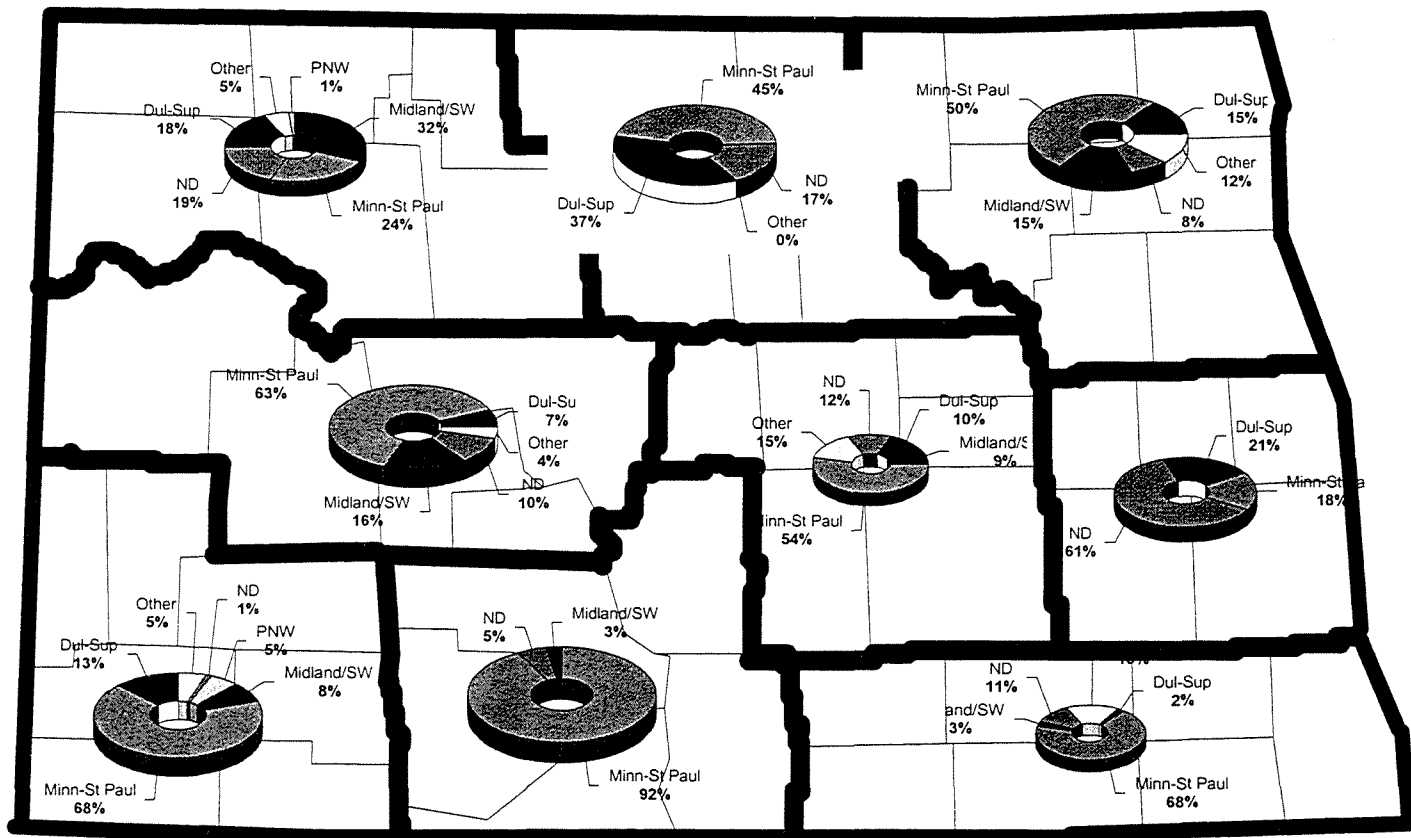
**Durum Shipments Originating
from Each CRD, 2003-04
-1,000 Bu-**



Destinations for Durum Shipments

2003-04

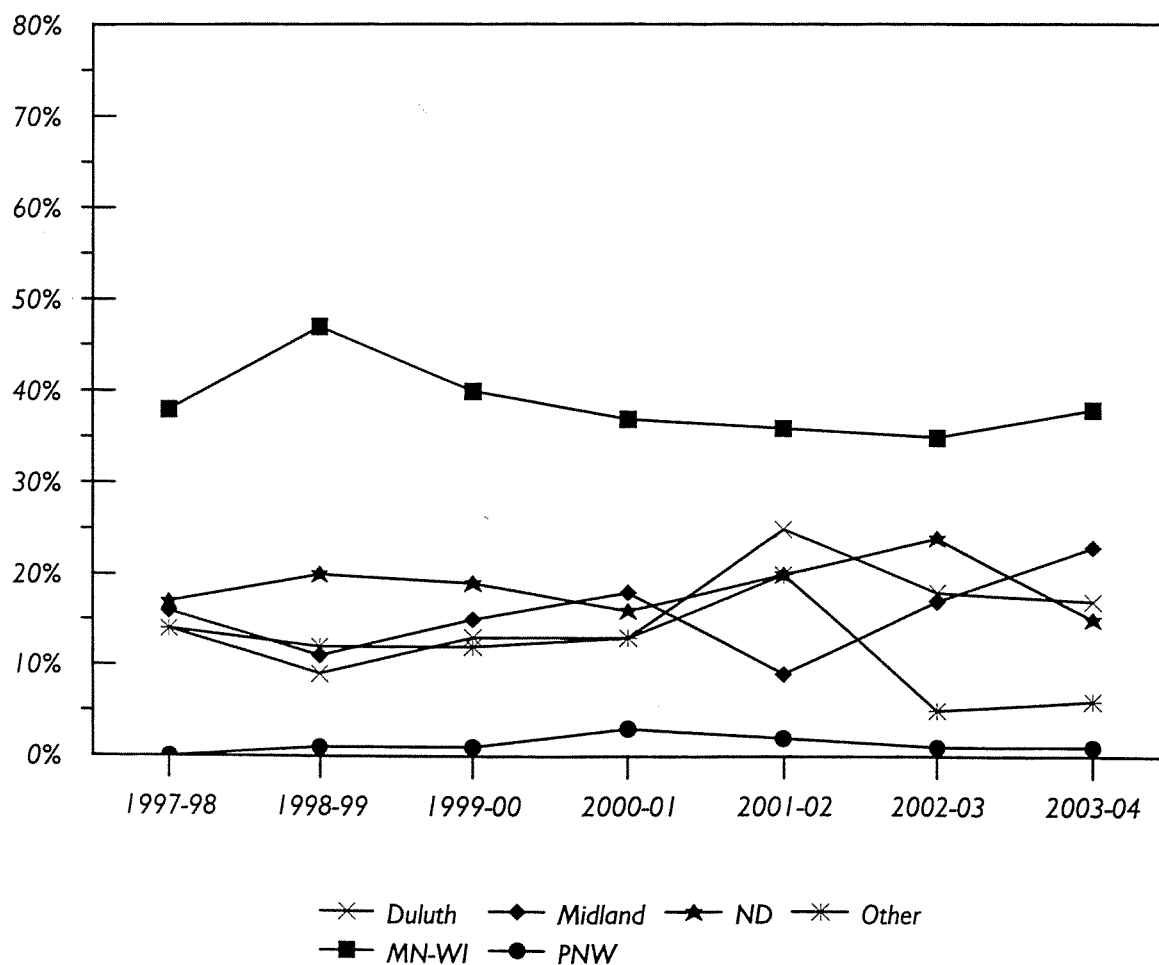
Crop Reporting District



Trends for Destinations of Durum Wheat Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	9,091 14%	22,650 38%	8,727 16%	216 0%	57,550
1998-99	4,884 9%	25,983 47%	6,229 11%	608 1%	55,372
1999-00	8,569 13%	25,682 40%	9,407 15%	676 1%	64,056
2000-01	10,297 13%	28,895 38%	13,781 18%	2,134 3%	77,025
2001-02	15,272 25%	21,595 35%	57,041 94%	1,469 2%	60,845
2002-03	7,990 18%	16,101 36%	7,773 17%	365 1%	45,327
2003-04	8,935 17%	20,578 38%	12,376 23%	800 1%	53,946

Destinations for Durum Shipments



Destinations for Durum Shipments from ND CRD's (1,000 Bushels)

	<u>CRD 1</u>							Total		<u>CRD 2</u>							Total
	Duluth	MN-WI	Midland	PNW	ND	Other	Duluth			MN-WI	Midland	PNW	ND	Other			
1997-98	14%	39%	20%	0%	21%	6%	29,714	1997-98	24%	30%	6%	1%	20%	19%	7,204		
1998-99	7%	51%	9%	2%	26%	5%	28,588	1998-99	14%	32%	3%	1%	31%	18%	4,622		
1999-00	8%	42%	16%	1%	25%	8%	35,273	1999-00	34%	28%	5%	2%	31%	1%	4,116		
2000-01	12%	34%	27%	3%	20%	4%	39,479	2000-01	25%	39%	5%	9%	17%	4%	5,751		
2001-02	29%	28%	10%	2%	29%	2%	34,509	2001-02	33%	48%	1%	3%	11%	3%	4,392		
2002-03	21%	24%	21%	0%	32%	2%	29,854	2002-03	32%	44%	0%	0%	15%	8%	2,146		
2003-04	18%	24%	32%	1%	19%	5%	31,759	2003-04	37%	45%	0%	0%	17%	0%	2,478		

	<u>CRD 3</u>							Total		<u>CRD 4</u>							Total
	Duluth	MN-WI	Midland	PNW	ND	Other	Duluth			MN-WI	Midland	PNW	ND	Other			
1997-98	36%	28%	3%	2%	16%	15%	6,519	1997-98	1%	37%	20%	0%	10%	32%	7,351		
1998-99	19%	46%	2%	0%	19%	15%	4,324	1998-99	1%	24%	34%	0%	5%	36%	8,010		
1999-00	24%	29%	15%	0%	17%	14%	8,131	1999-00	7%	18%	21%	1%	3%	50%	5,954		
2000-01	26%	26%	8%	2%	17%	22%	8,864	2000-01	6%	17%	9%	2%	14%	53%	8,838		
2001-02	41%	18%	3%	1%	9%	29%	6,251	2001-02	12%	28%	18%	0%	21%	21%	5,095		
2002-03	31%	40%	2%	0%	13%	14%	2,535	2002-03	1%	36%	24%	0%	16%	23%	3,752		
2003-04	15%	50%	15%	0%	8%	12%	4,187	2003-04	7%	63%	16%	0%	10%	4%	5,305		

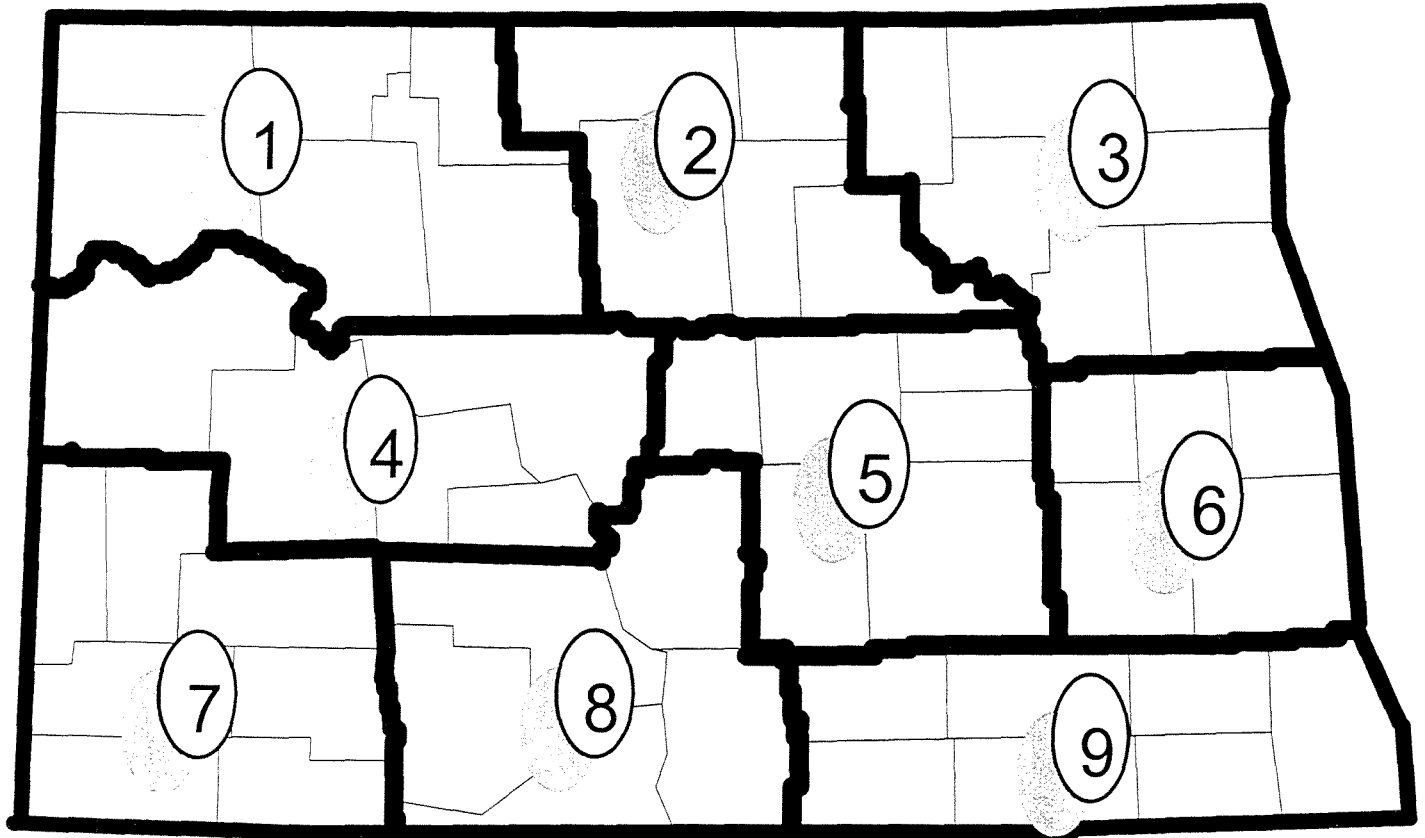
	<u>CRD 5</u>							Total		<u>CRD 6</u>							Total
	Duluth	MN-WI	Midland	PNW	ND	Other	Duluth			MN-WI	Midland	PNW	ND	Other			
1997-98	12%	49%	14%	2%	1%	23%	2,484	1997-98	29%	54%	1%	0%	5%	10%	239		
1998-99	13%	49%	18%	0%	11%	10%	3,126	1998-99	17%	50%	12%	11%	3%	7%	998		
1999-00	21%	48%	14%	0%	9%	7%	3,250	1999-00	34%	51%	2%	3%	2%	7%	1,815		
2000-01	17%	49%	15%	1%	11%	8%	3,393	2000-01	27%	35%	8%	0%	1%	30%	1,899		
2001-02	15%	52%	11%	13%	2%	7%	2,600	2001-02	44%	31%	2%	6%	1%	16%	752		
2002-03	14%	51%	11%	0%	6%	19%	1,444	2002-03	14%	84%	0%	0%	1%	1%	160		
2003-04	10%	54%	9%	0%	12%	15%	2,390	2003-04	21%	18%	0%	0%	62%	0%	272		

	<u>CRD 7</u>							Total		<u>CRD 8</u>							Total
	Duluth	MN-WI	Midland	PNW	ND	Other	Duluth			MN-WI	Midland	PNW	ND	Other			
1997-98	5%	81%	10%	0%	4%	0%	3,469	1997-98	2%	87%	1%	0%	8%	0%	137		
1998-99	9%	71%	3%	0%	11%	5%	4,995	1998-99	0%	98%	1%	0%	1%	0%	285		
1999-00	5%	75%	15%	0%	0%	4%	4,321	1999-00	17%	76%	0%	0%	2%	4%	352		
2000-01	2%	81%	11%	1%	3%	2%	7,601	2000-01	5%	90%	0%	0%	4%	0%	514		
2001-02	0%	78%	13%	2%	3%	5%	6,910	2001-02	2%	92%	0%	0%	5%	0%	348		
2002-03	0%	84%	7%	7%	1%	0%	5,216	2002-03	0%	100%	0%	0%	0%	0%	110		
2003-04	13%	68%	8%	5%	1%	5%	7,099	2003-04	0%	92%	3%	0%	5%	0%	185		

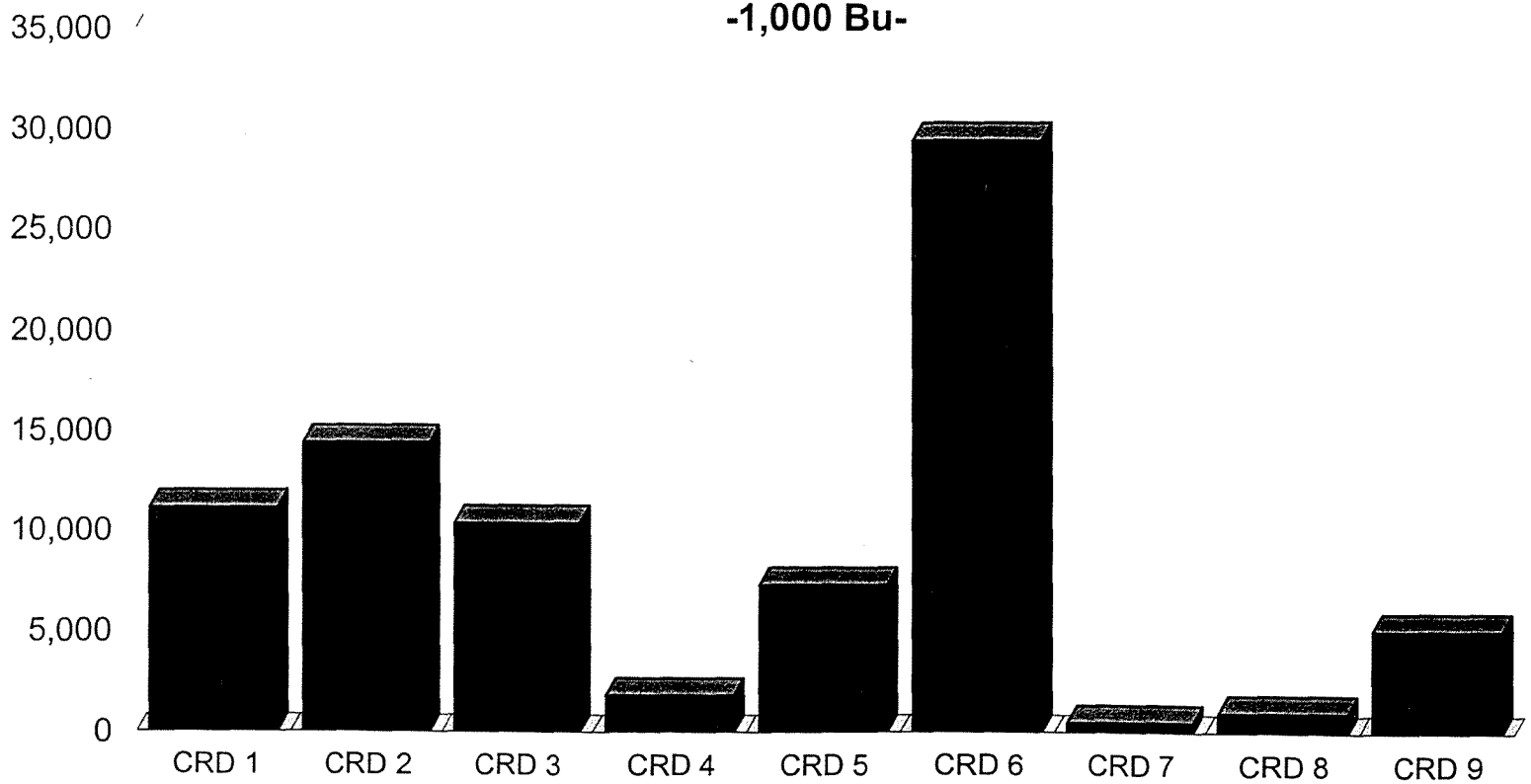
	<u>CRD 9</u>							Total
	Duluth	MN-WI	Midland	PNW	ND	Other		
1997-98	22%	45%	6%	0%	1%	26%	429	
1998-99	52%	35%	4%	0%	0%	9%	425	
1999-00	37%	46%	2%	0%	0%	14%	844	
2000-01	24%	52%	0%	0%	1%	23%	687	
2001-02	10%	70%	8%	0%	2%	10%	380	
2002-03	8%	85%	0%	0%	5%	2%	110	
2003-04	2%	68%	2%	0%	11%	16%	271	

Barley

NORTH DAKOTA CROP REPORTING DISTRICTS



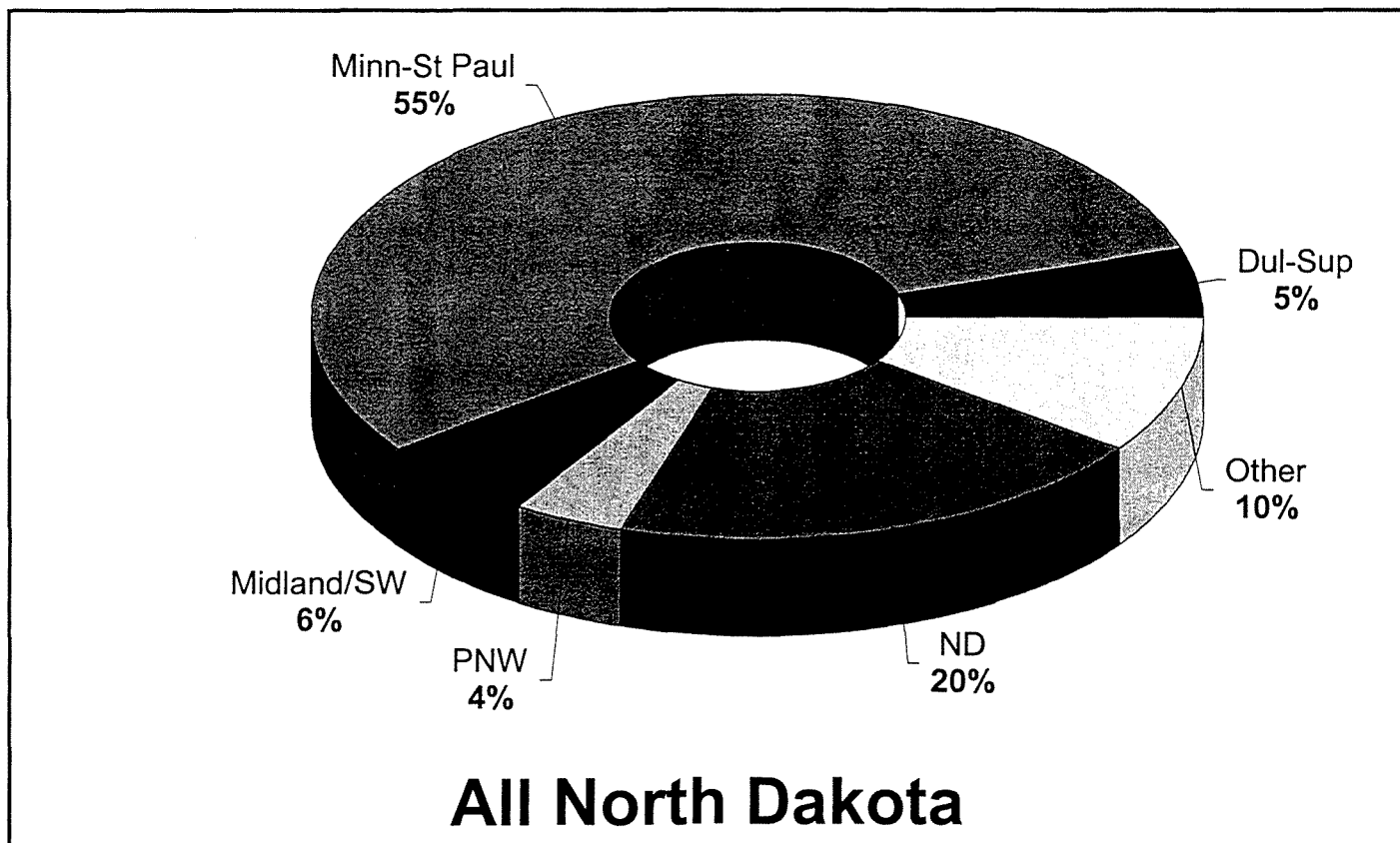
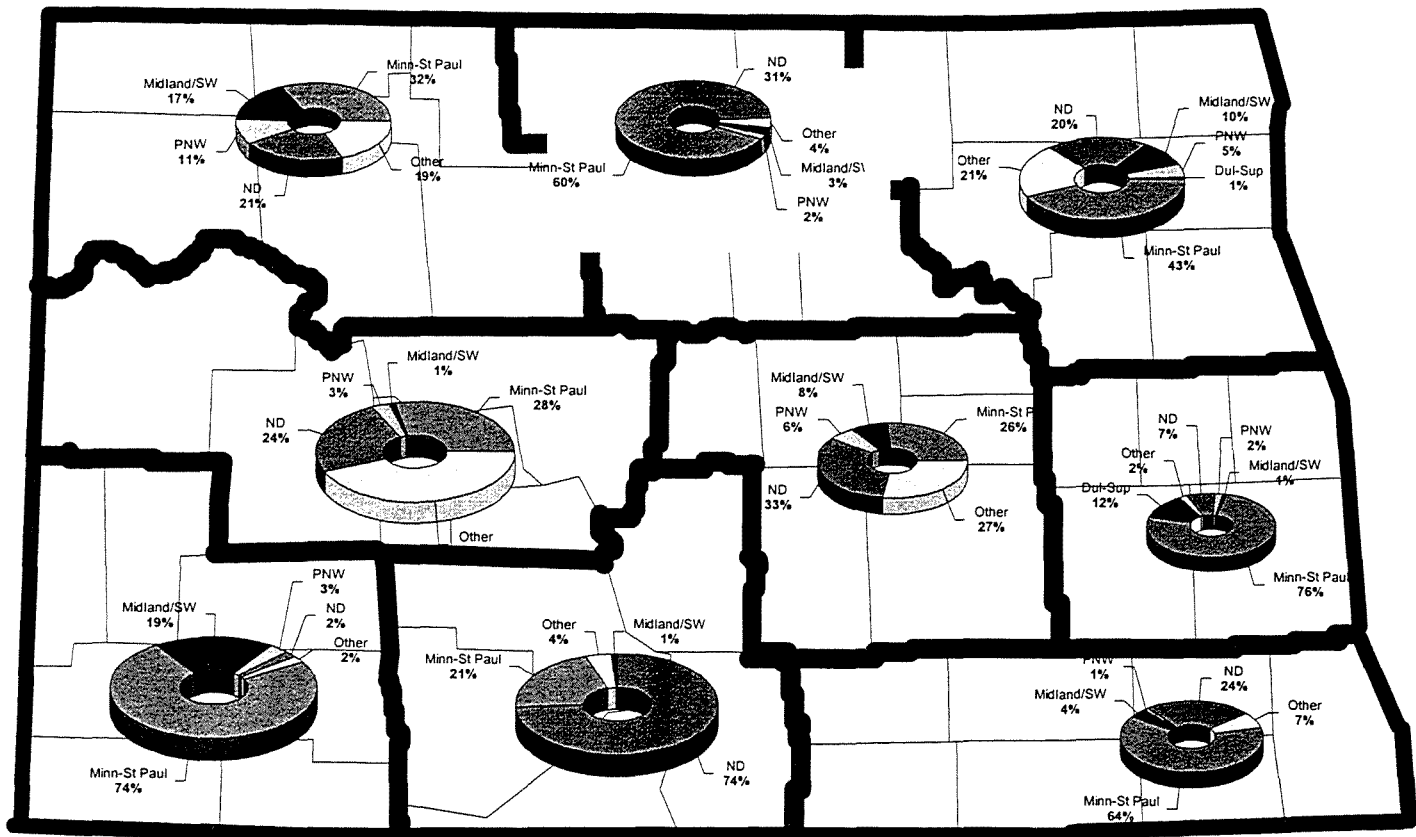
**Barley Shipments Originating
from Each CRD, 2003-04
-1,000 Bu-**



Destinations for Barley Shipments

2003-04

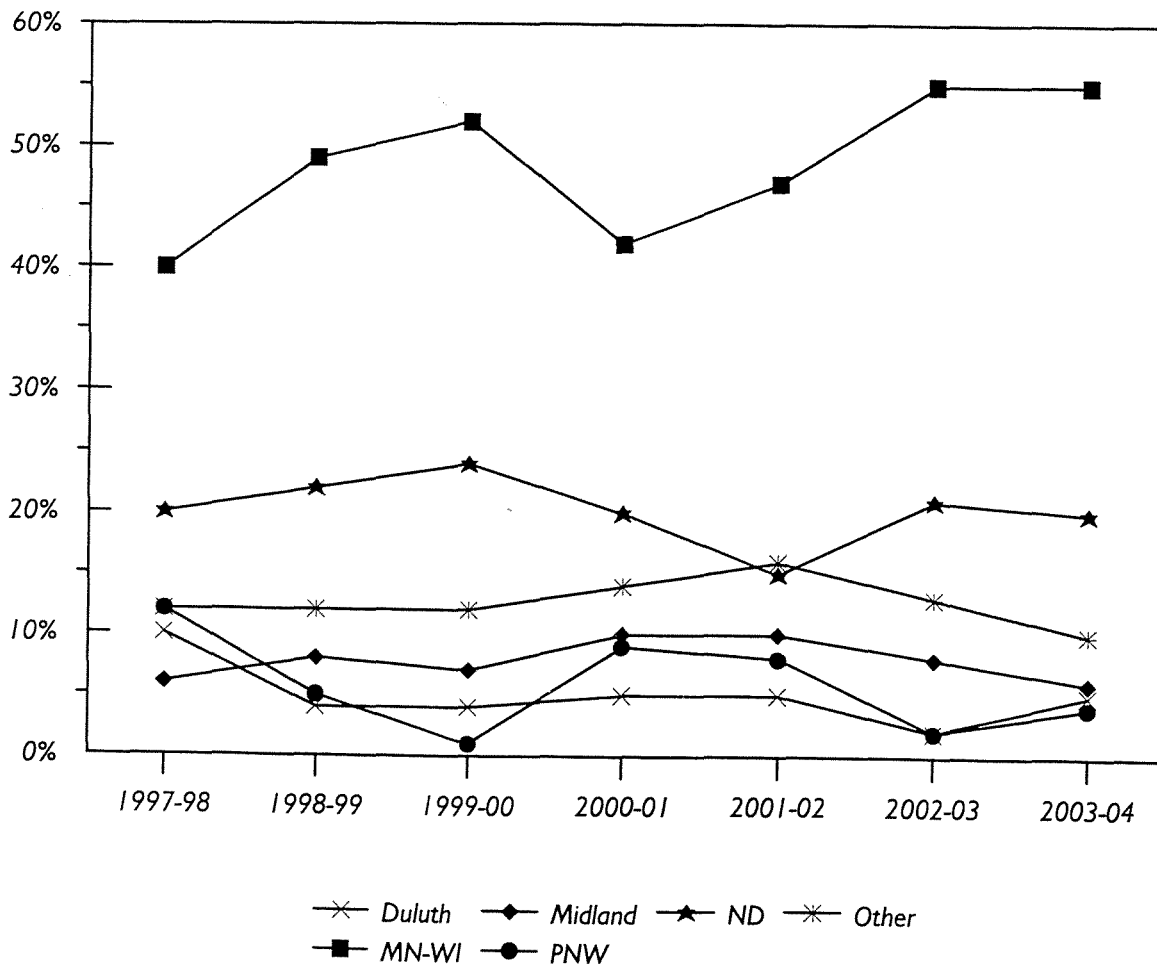
Crop Reporting District



Trends for Destinations of Barley Shipments from ND
(1,000 Bushels)

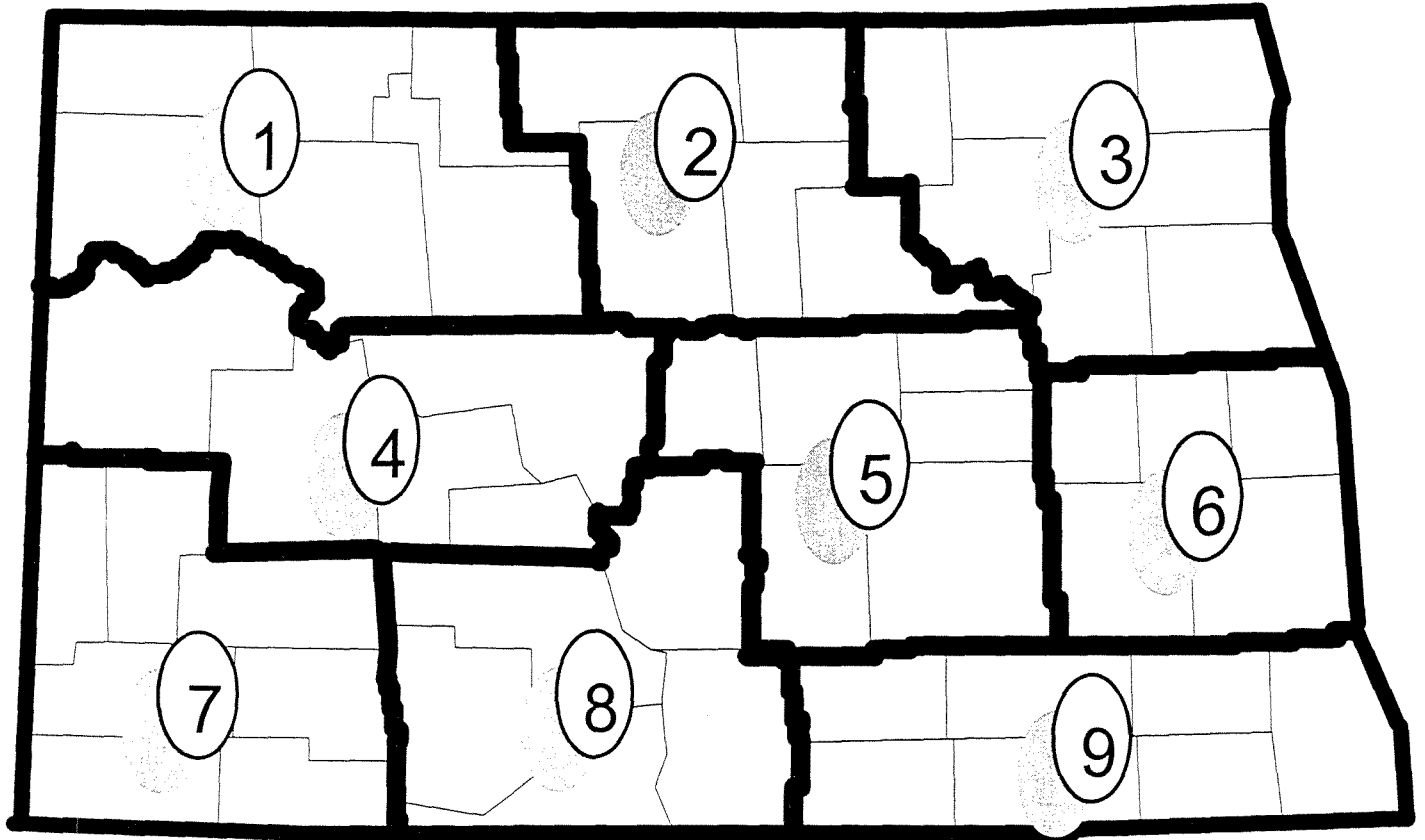
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	9,213 10%	38,712 40%	5,902 6%	10,818 12%	94,005
1998-99	3,400 4%	43,999 48%	7,642 8%	4,314 5%	90,892
1999-00	3,245 4%	38,569 52%	5,256 7%	738 1%	74,142
2000-01	4,361 5%	35,357 42%	8,278 10%	7,266 9%	84,531
2001-02	3,435 5%	32,049 47%	6,744 10%	5,151 8%	67,994
2003-03	1,325 2%	33,981 55%	4,612 8%	1,030 2%	61,485
2003-04	3,773 5%	44,546 55%	4,657 6%	3,029 4%	80,768

Destinations for Barley Shipments

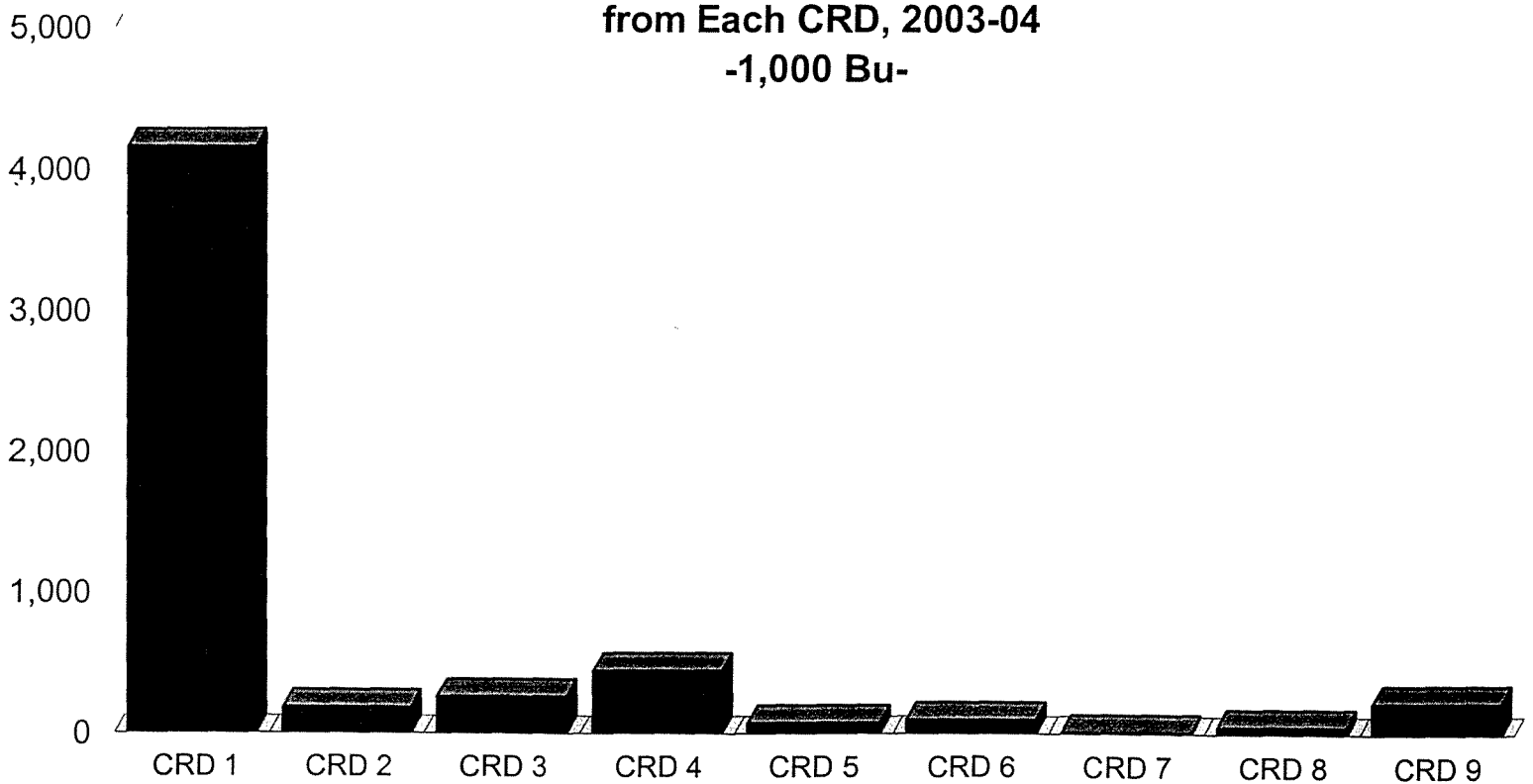


Oats

NORTH DAKOTA CROP REPORTING DISTRICTS



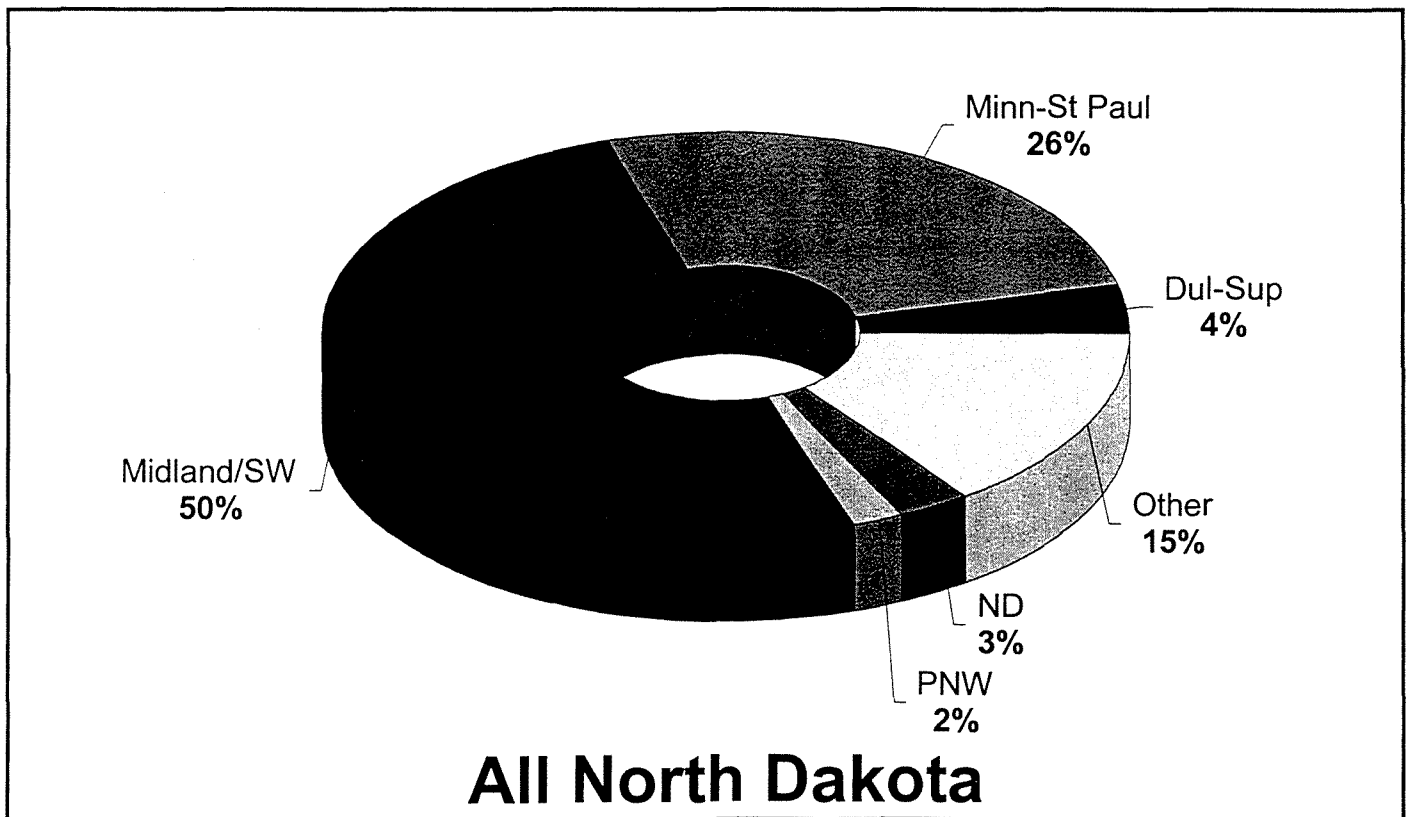
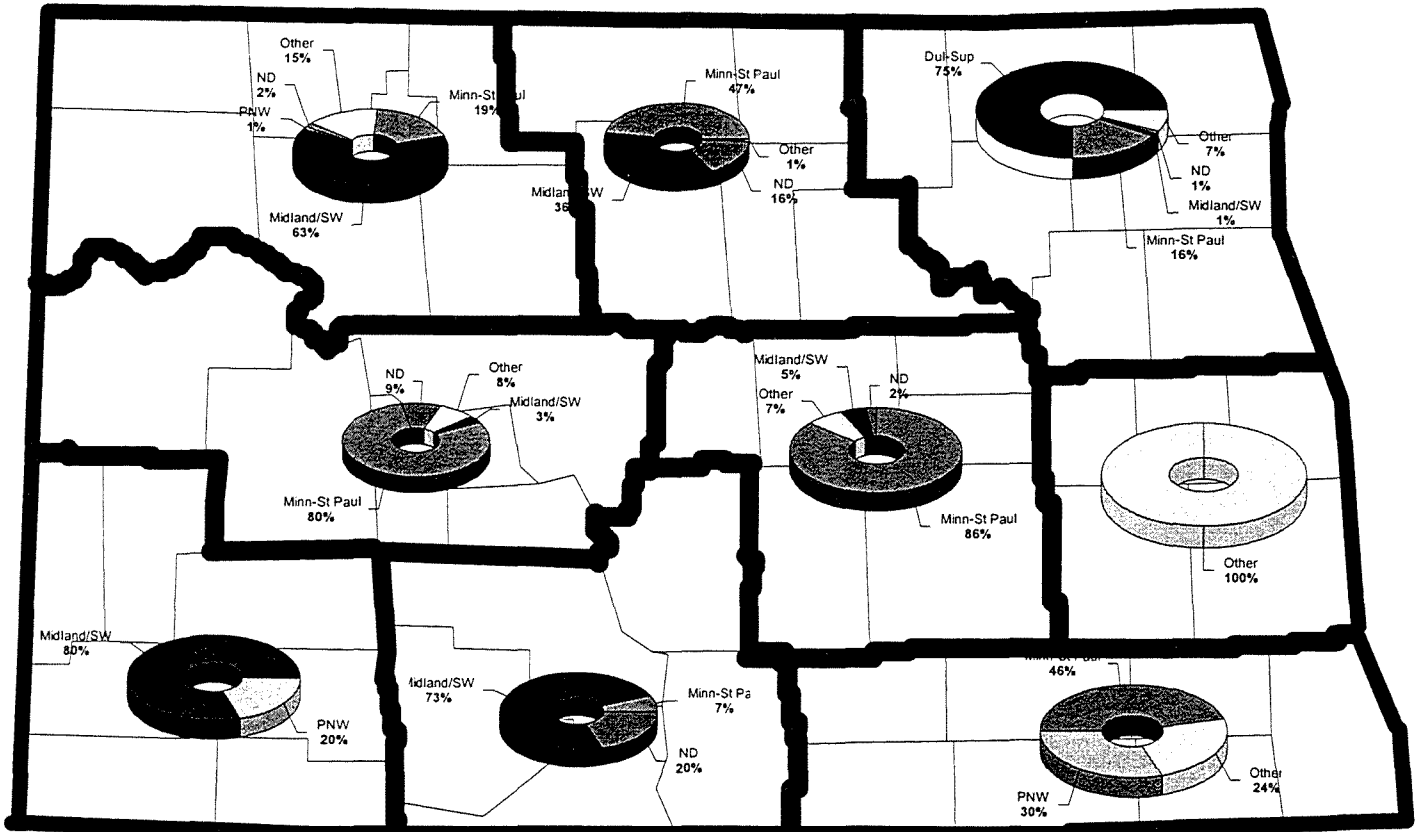
**Oat Shipments Originating
from Each CRD, 2003-04
-1,000 Bu-**



Destinations for Oat Shipments

2003-04

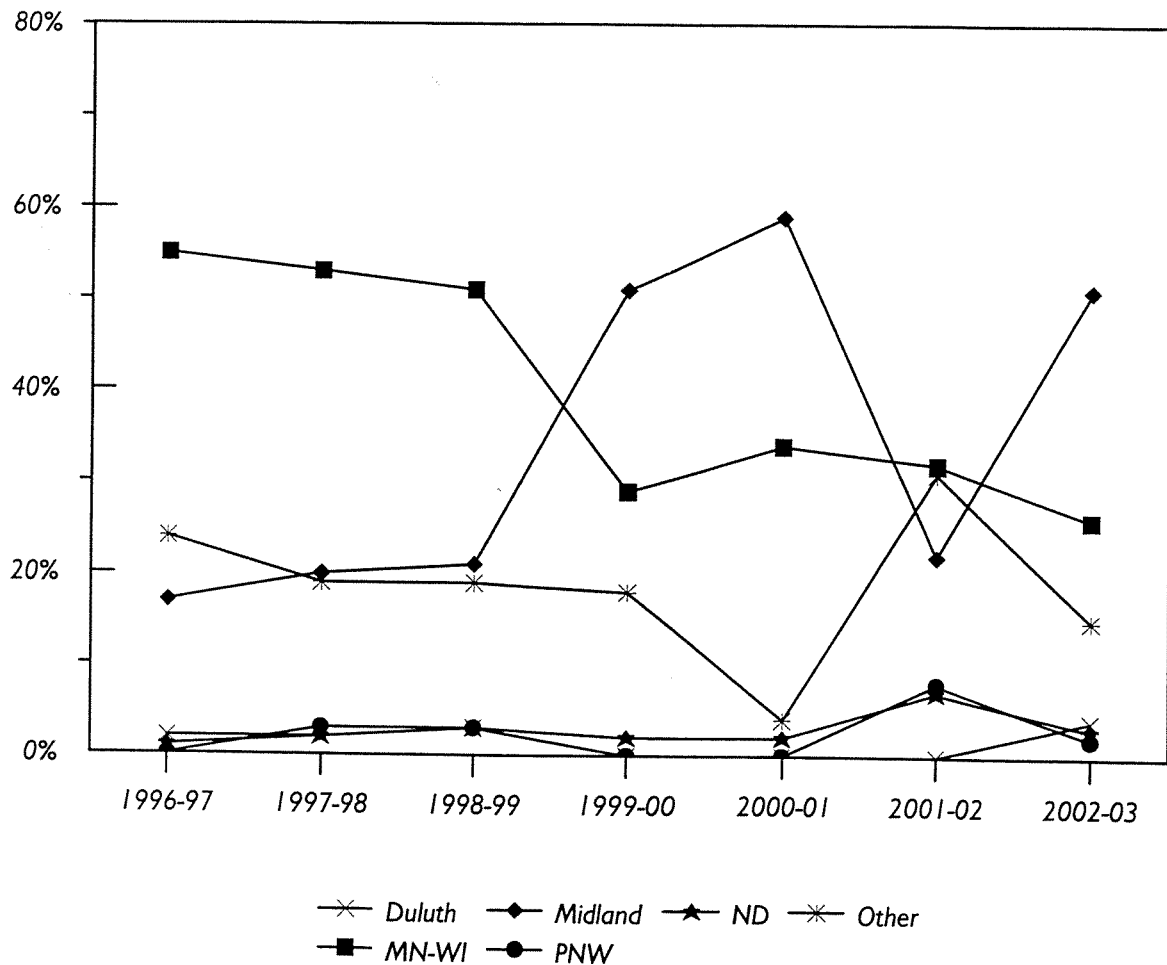
Crop Reporting District



**Trends for Destinations of Oat Shipments from ND
(1,000 Bushels)**

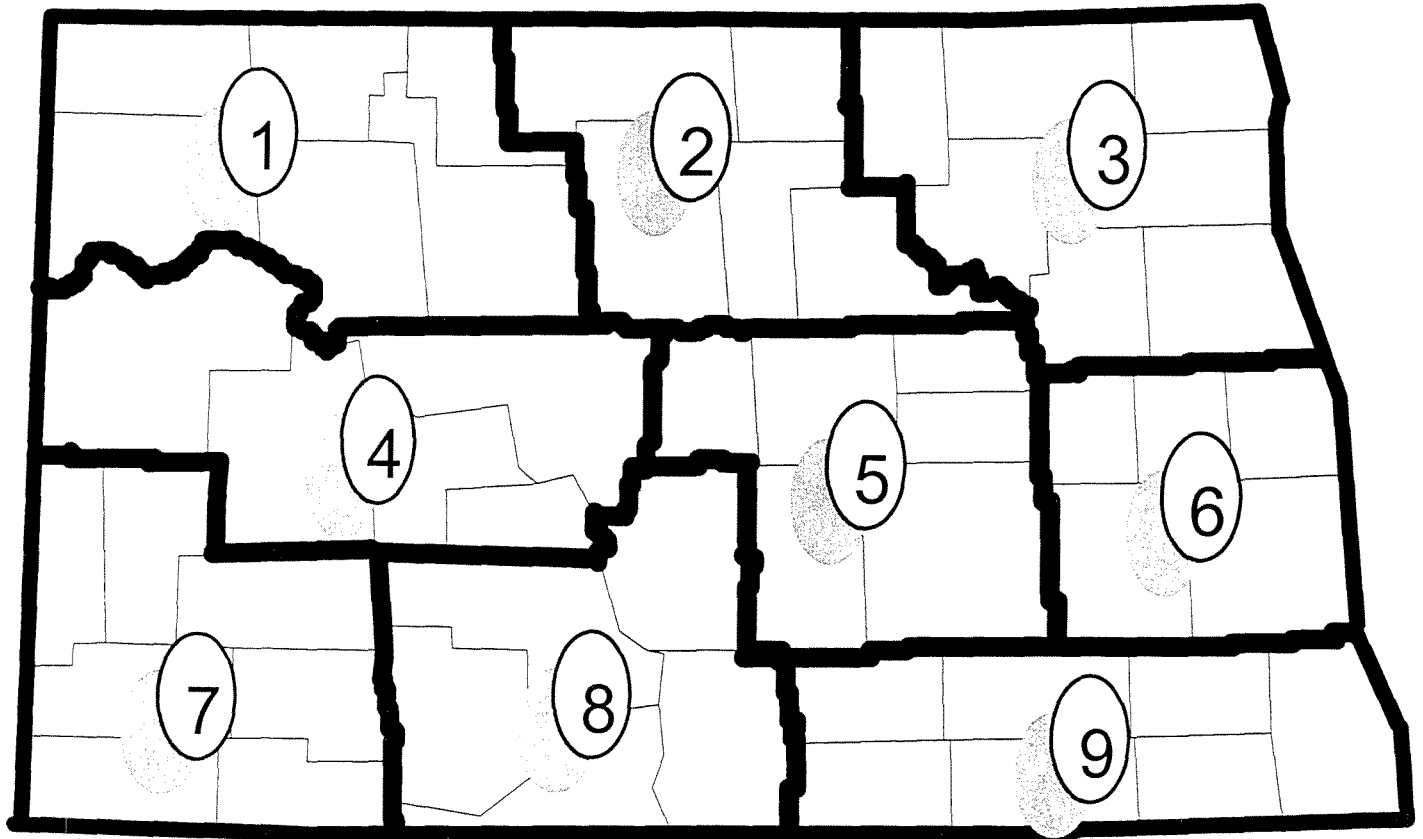
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	101 2%	1,602 53%	667 20%	91 3%	3,128
1998-99	20 1%	782 34%	392 17%	53 2%	2,273
1999-00	18 0%	1,475 29%	2,556 51%	2 0%	5,034
2000-01	0 0%	1,383 34%	2,388 59%	14 0%	4,031
2001-02	2 0%	1,471 23%	2,330 37%	550 9%	6,299
2002-03	5 0%	1,157 32%	786 22%	202 8%	3,655
2003-04	193 4%	1,451 26%	2,782 51%	94 2%	5,487

Destinations for Oat Shipments

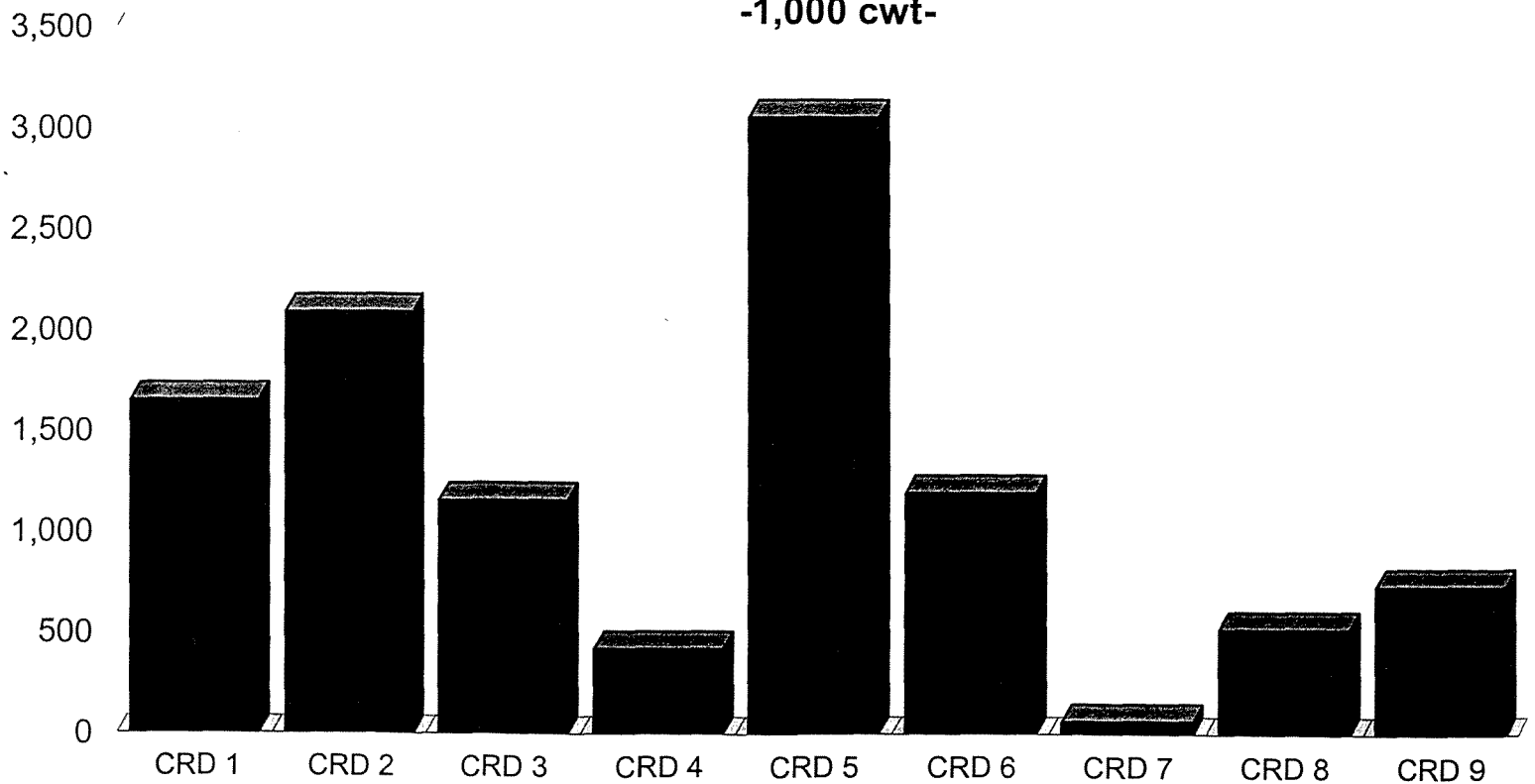


Sunflowers

NORTH DAKOTA CROP REPORTING DISTRICTS



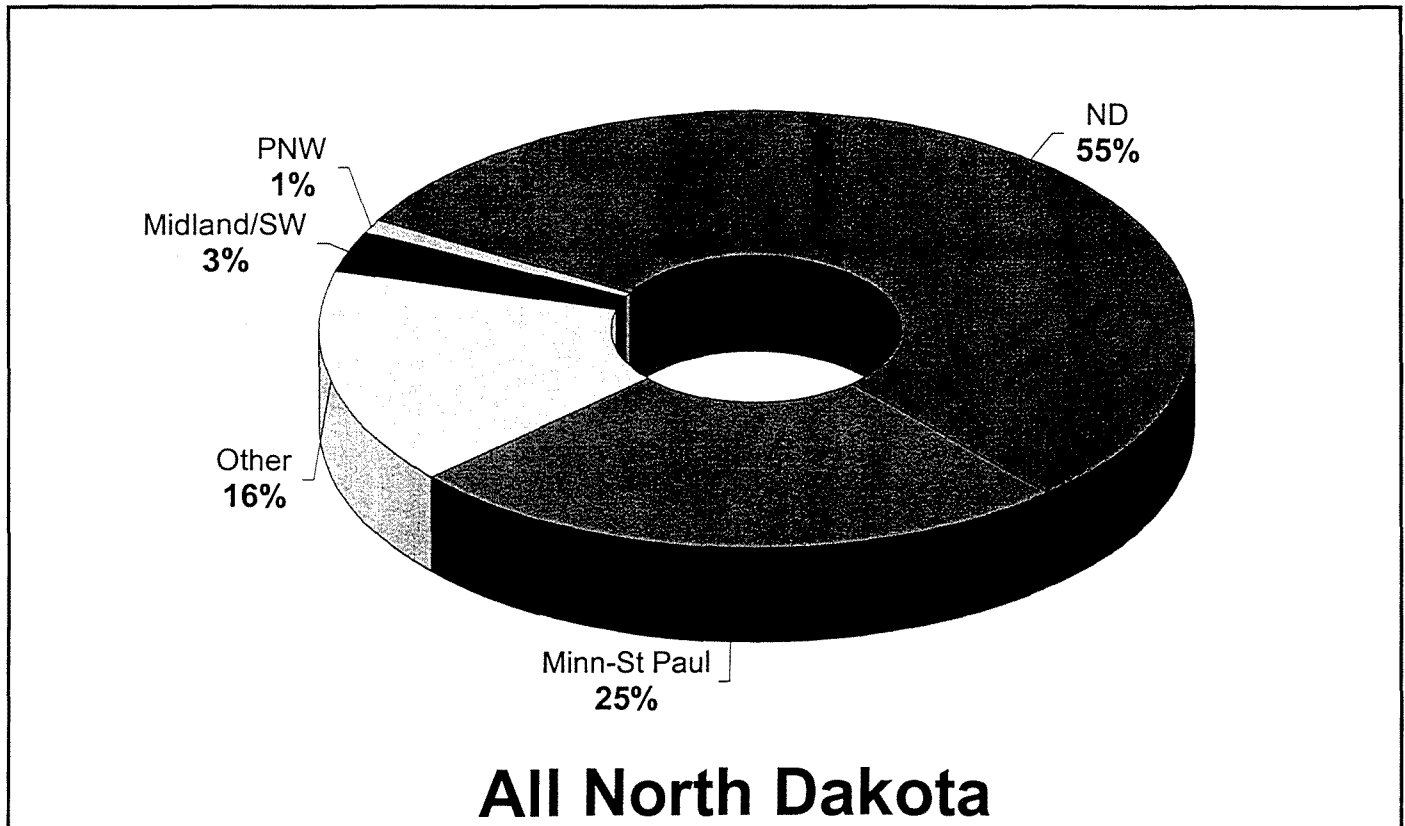
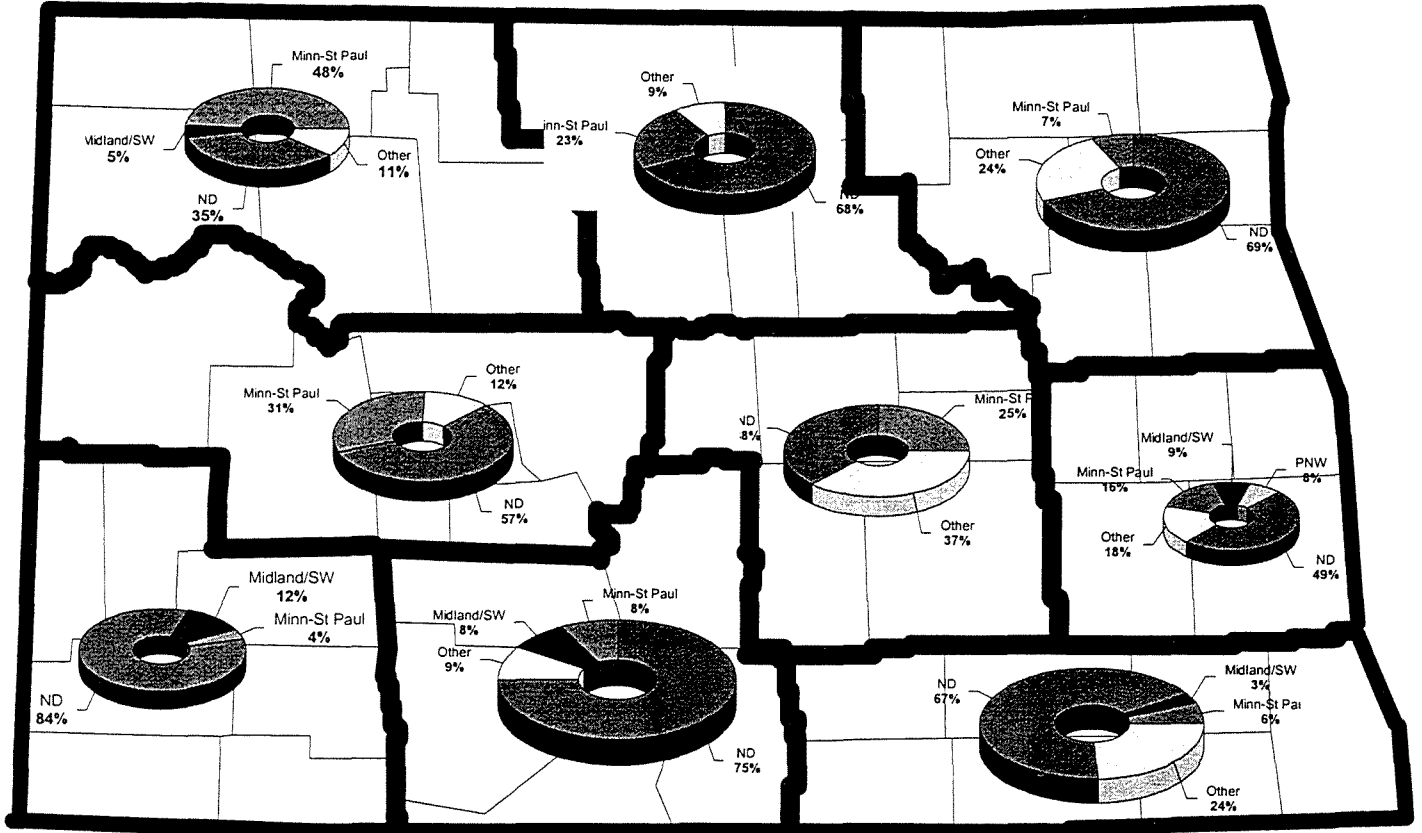
**Sunflower Shipments Originating
from Each CRD, 2003-04
-1,000 cwt-**



Destinations for Sunflower Shipments

2003-04

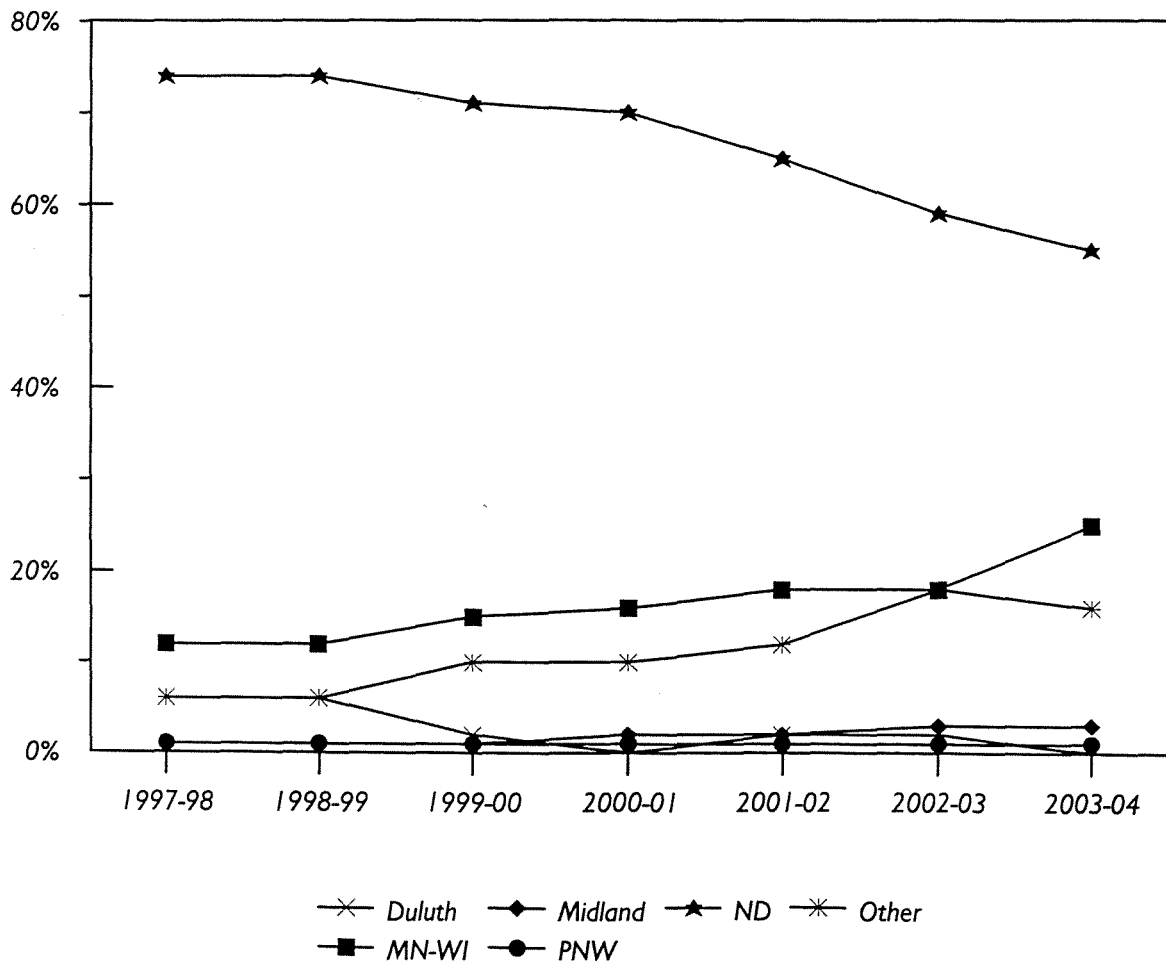
Crop Reporting District



Trends for Destinations of Sunflower Shipments from ND
(1,000 cwt)

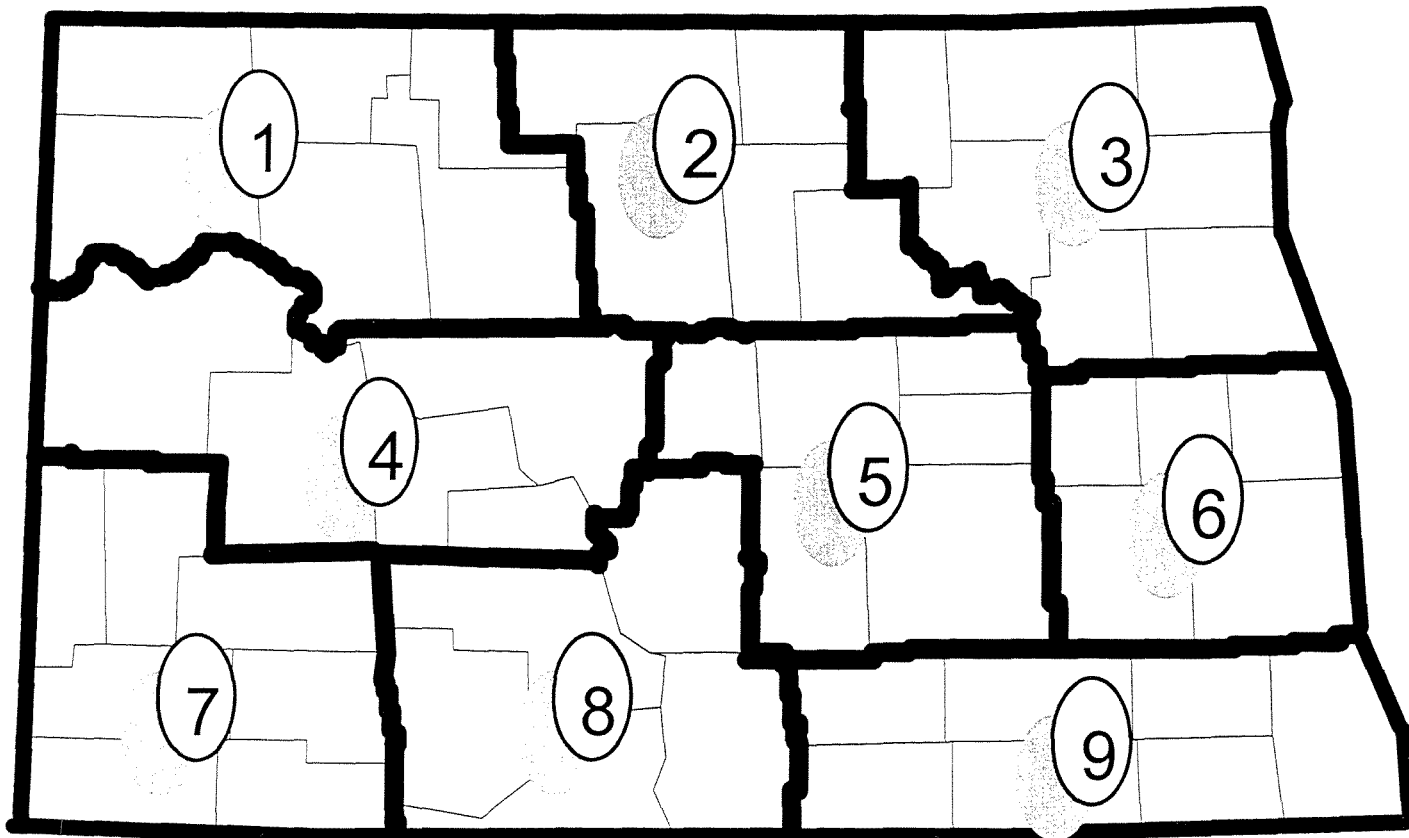
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	890	1,656	171	78	13,940
	6%	12%	1%	1%	
1998-99	925	2,428	159	100	14,634
	6%	17%	1%	1%	
1999-00	221	1,804	153	101	11,773
	2%	15%	1%	1%	
2000-01	4	1,667	261	129	10,693
	0%	16%	2%	1%	
2001-02	201	1,561	135	103	8,891
	2%	18%	2%	1%	
2002-03	3	1,658	312	112	9,155
	2%	18%	3%	1%	
2003-04	9	2,770	279	100	10,873
	0%	25%	3%	1%	

Destinations for Sunflower Shipments

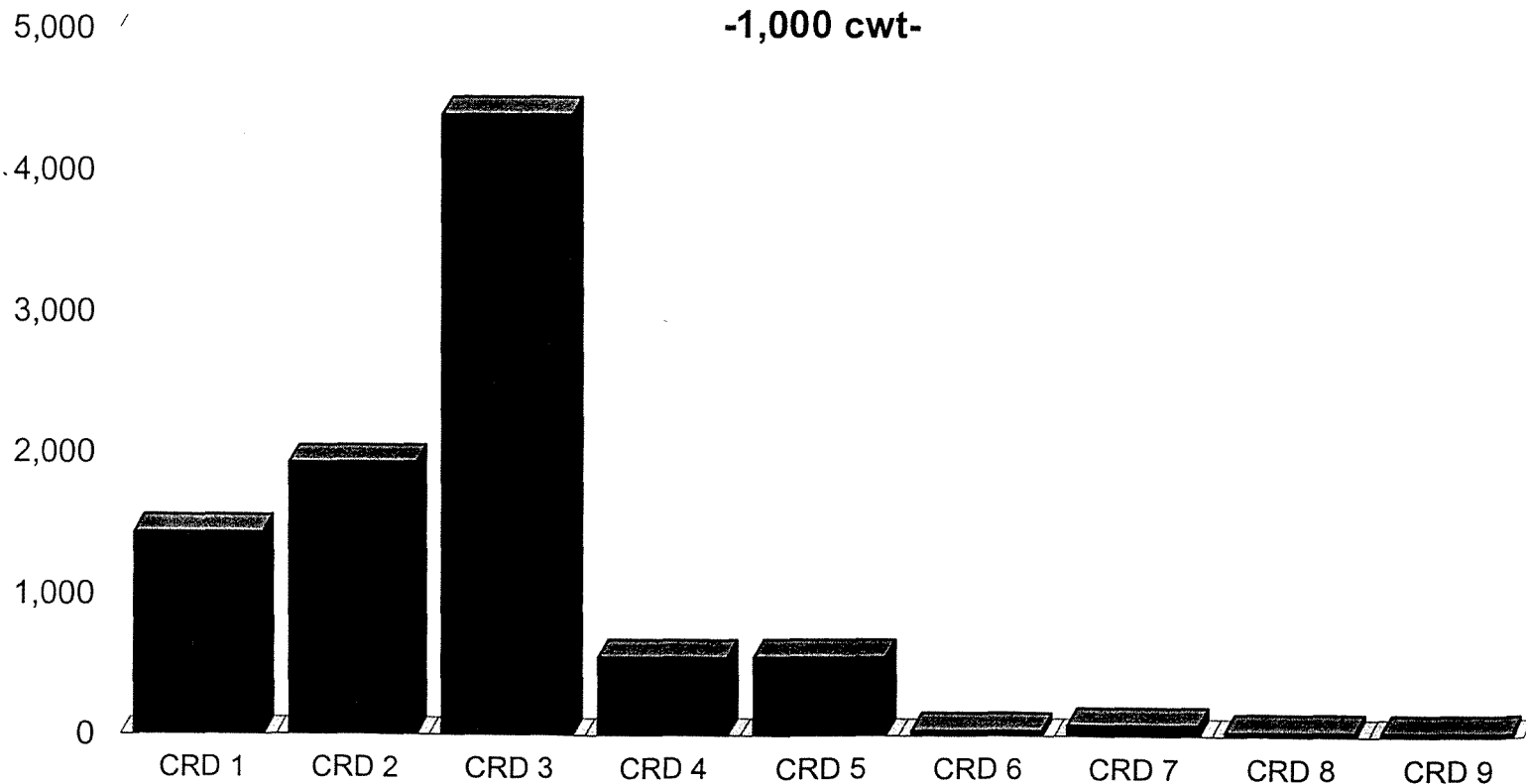


Canola

NORTH DAKOTA CROP REPORTING DISTRICTS



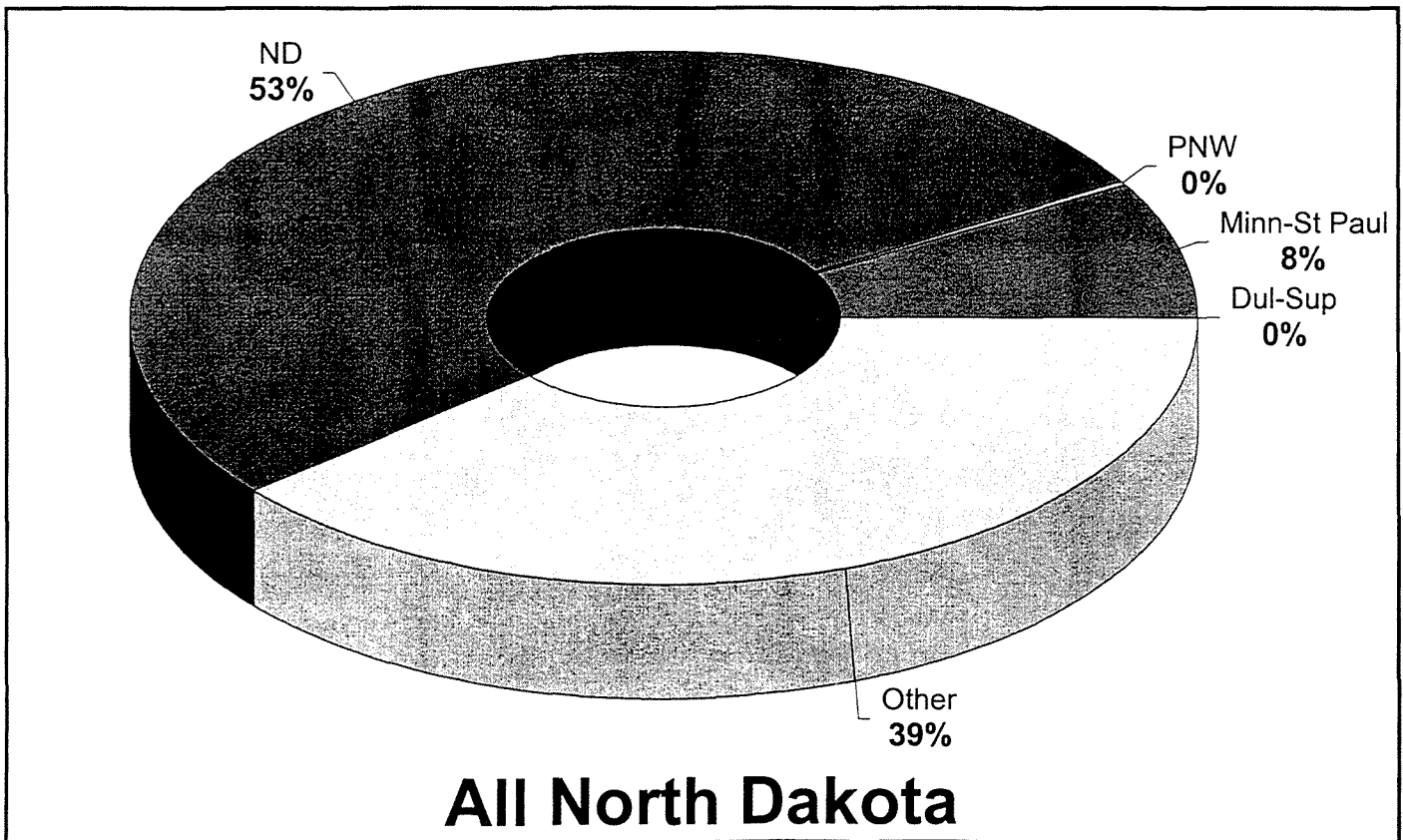
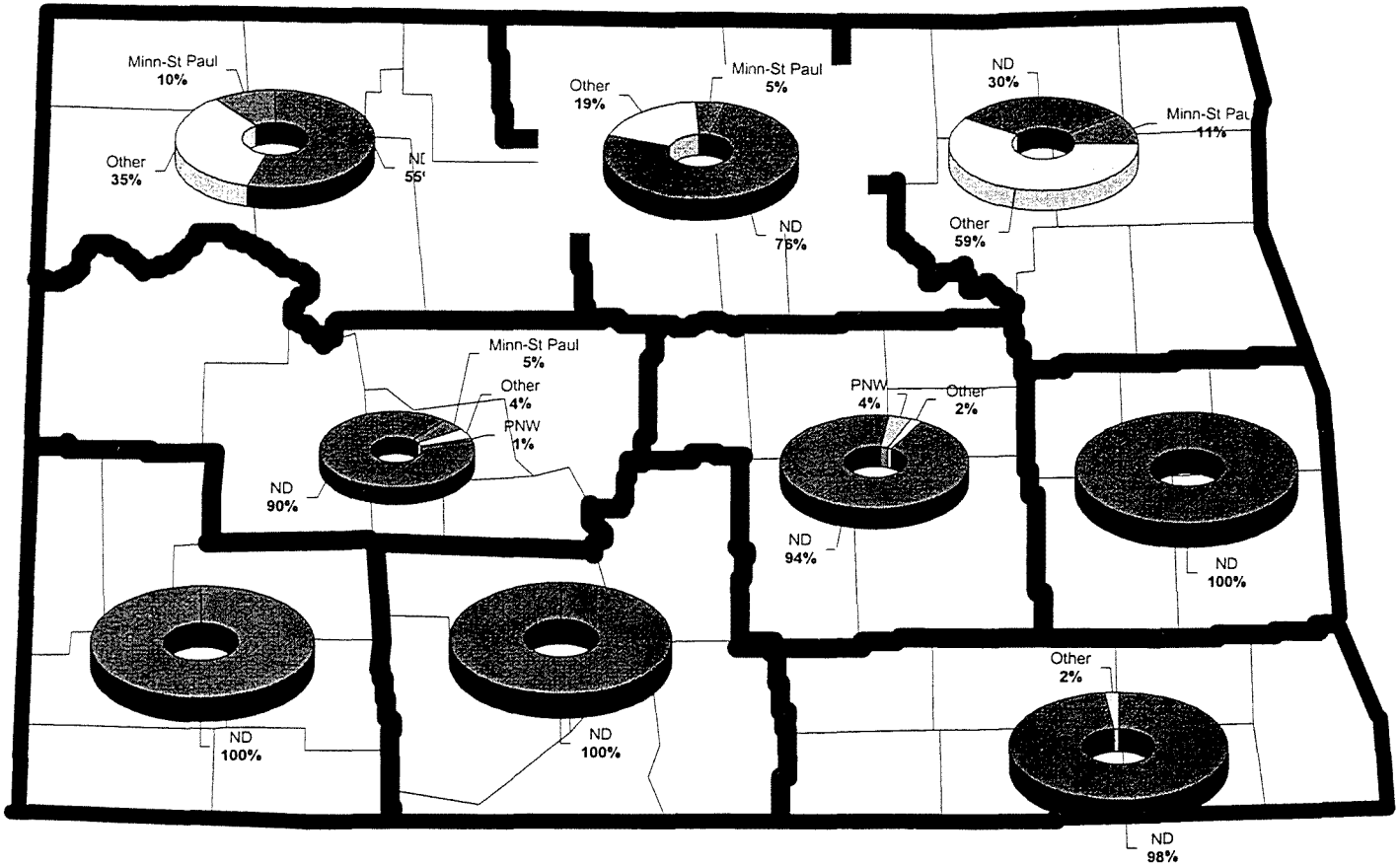
**Canola Shipments Originating
from Each CRD, 2003-04
-1,000 cwt-**



Destinations for Canola Shipments

2003-04

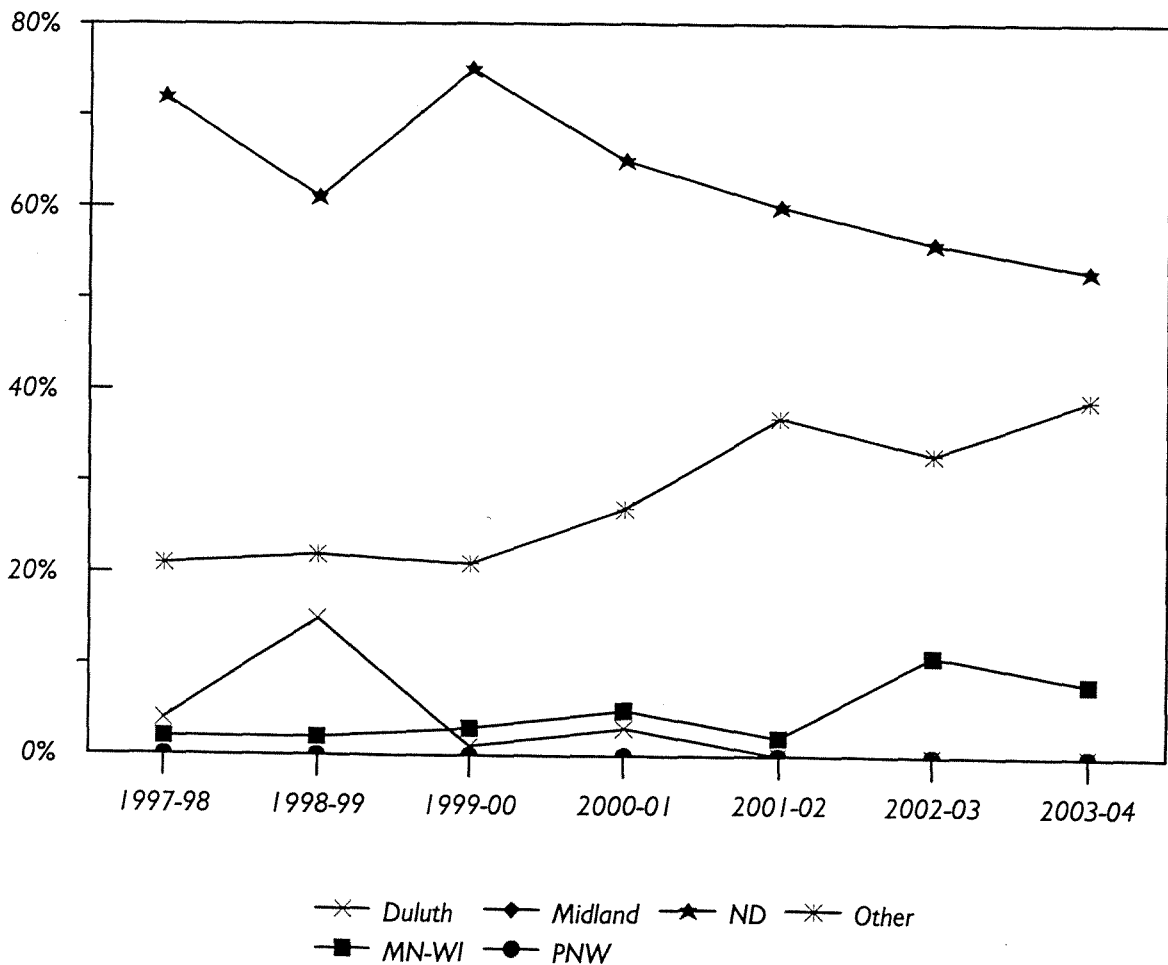
Crop Reporting District



Trends for Destinations of Canola Shipments from ND
(1,000 cwt)

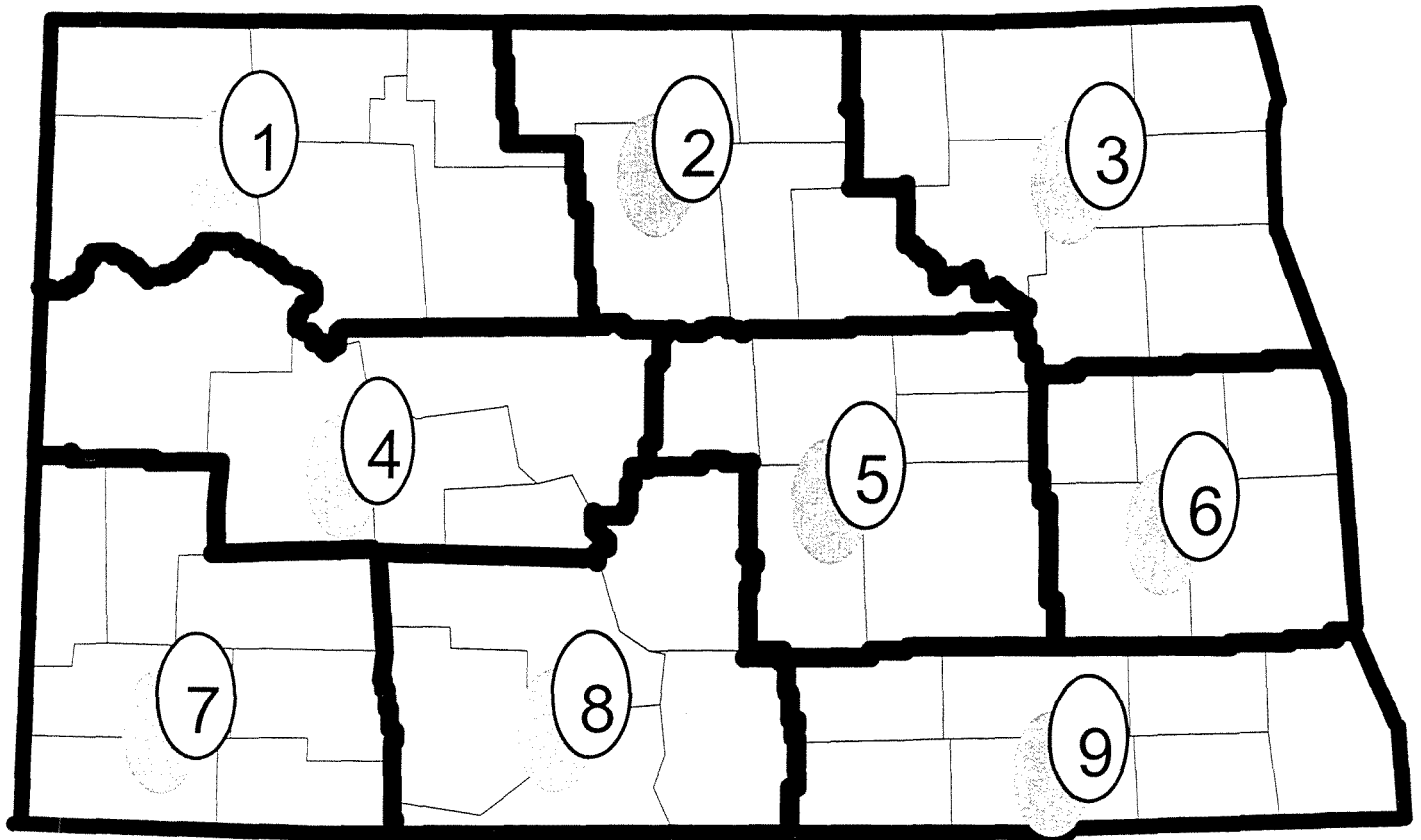
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	260 4%	96 2%	8 0%	2 0%	5,934
1998-99	1,685 14%	287 2%	1 0%	0 0%	11,941
1999-00	56 1%	224 3%	2 0%	19 0%	7,013
2000-01	297 3%	483 5%	7 0%	28 0%	10,233
2001-02	26 0%	183 2%	14 0%	0 0%	9,208
2002-03	19 0%	906 11%	0 0%	0 0%	8,450
2003-04	5 0%	749 8%	0 0%	24 0%	9,038

Destinations for Canola Shipments

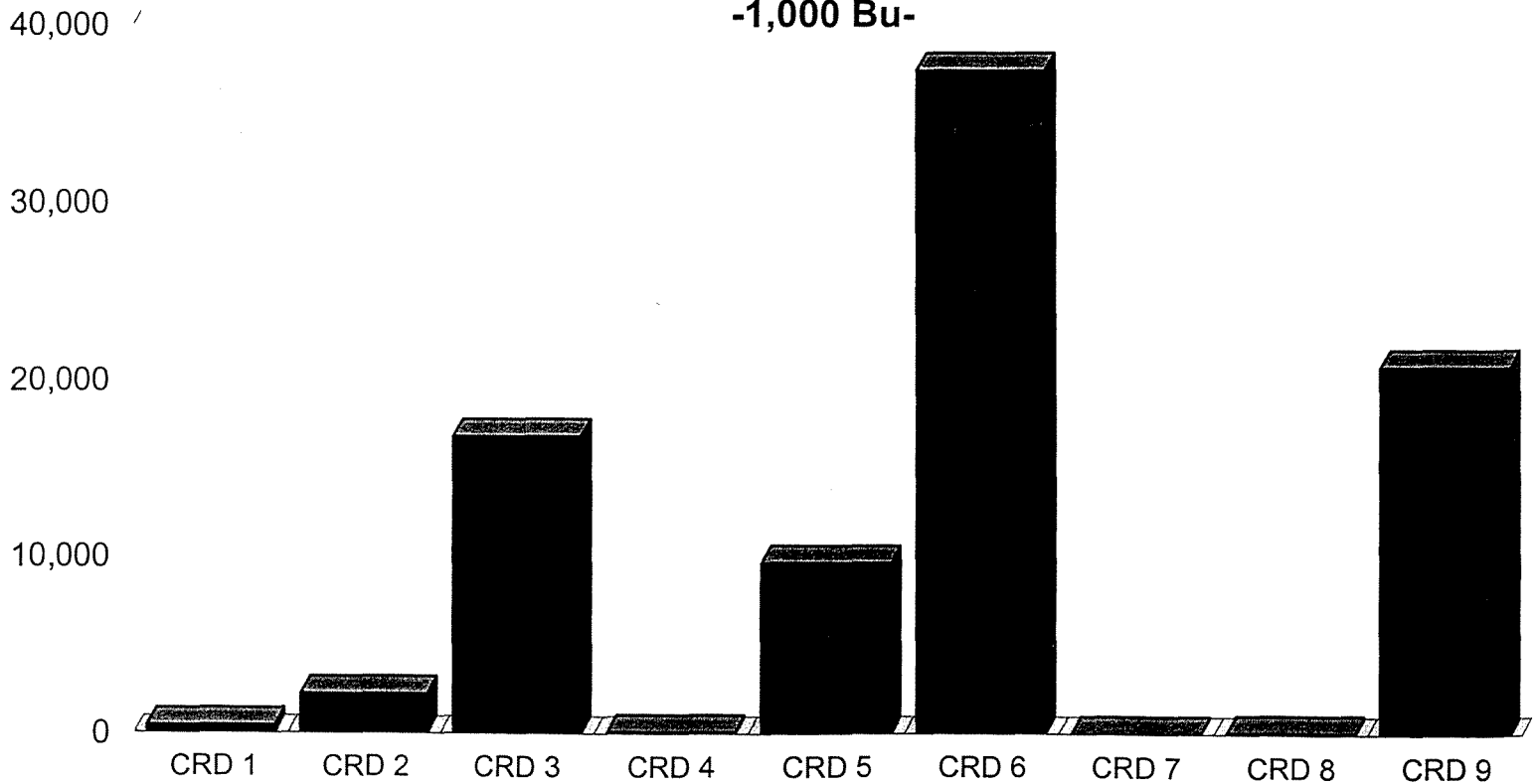


Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



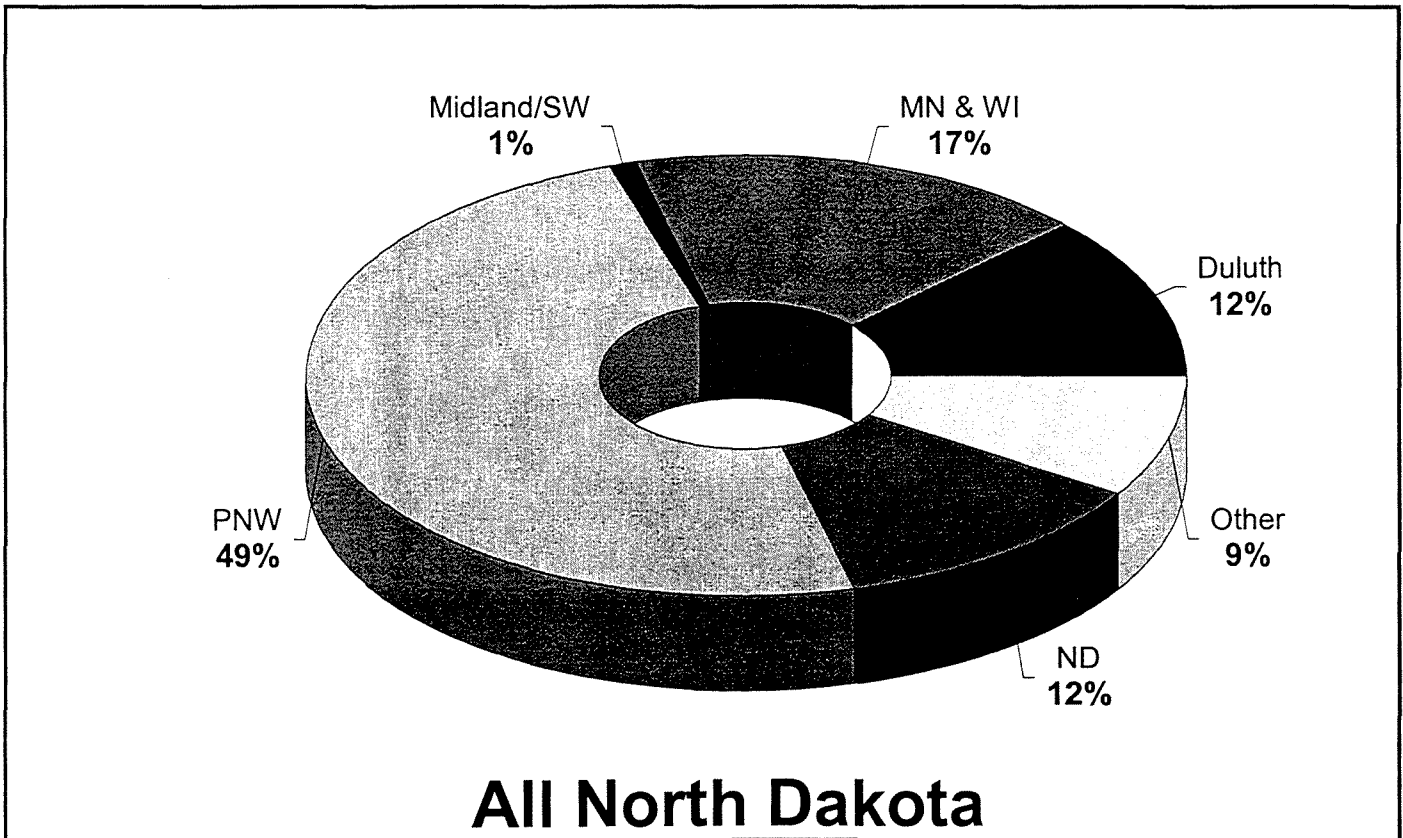
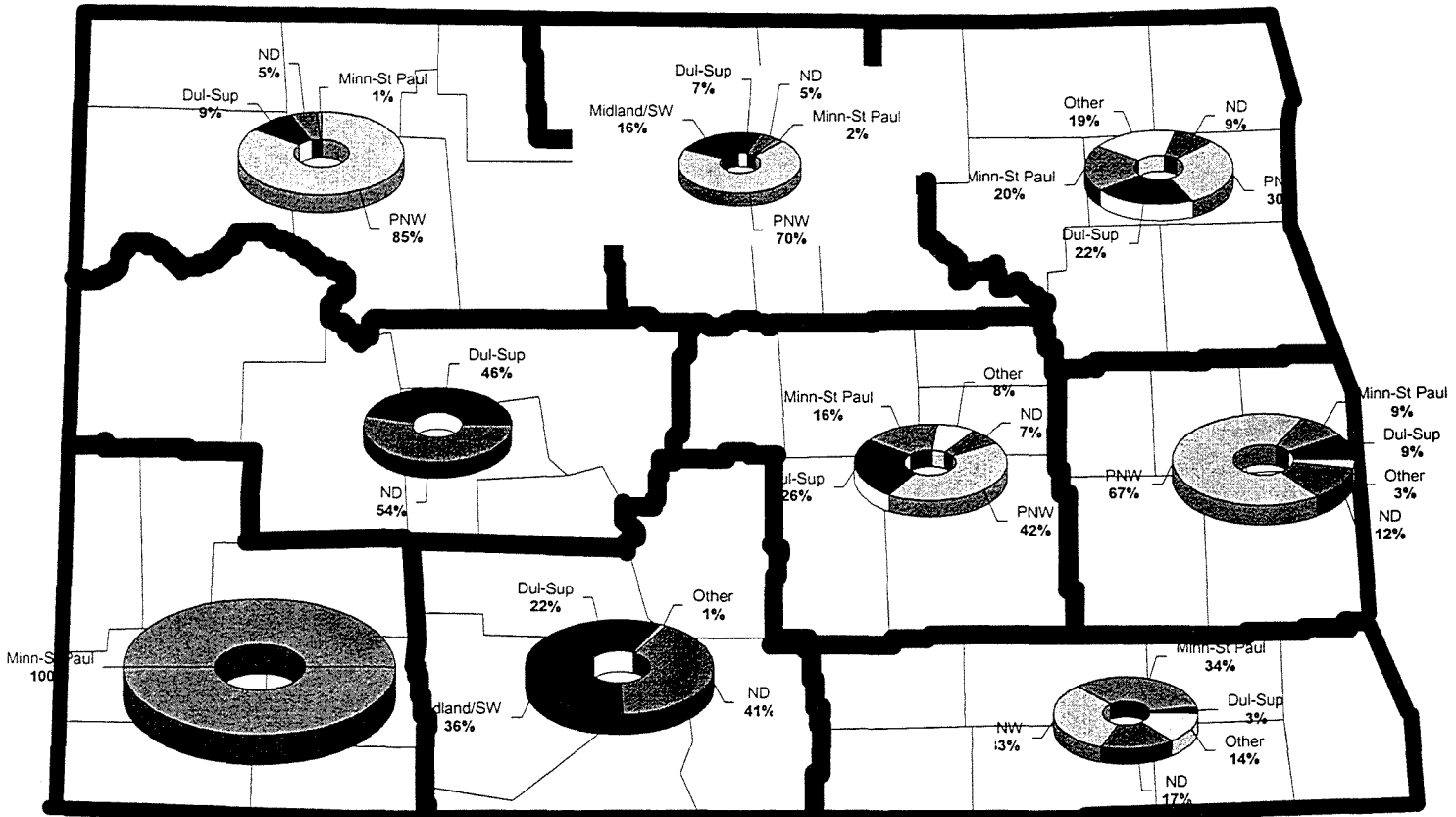
**Soybean Shipments Originating
from Each CRD, 2003-04
-1,000 Bu-**



Destinations for Soybeans Shipments

2003-04

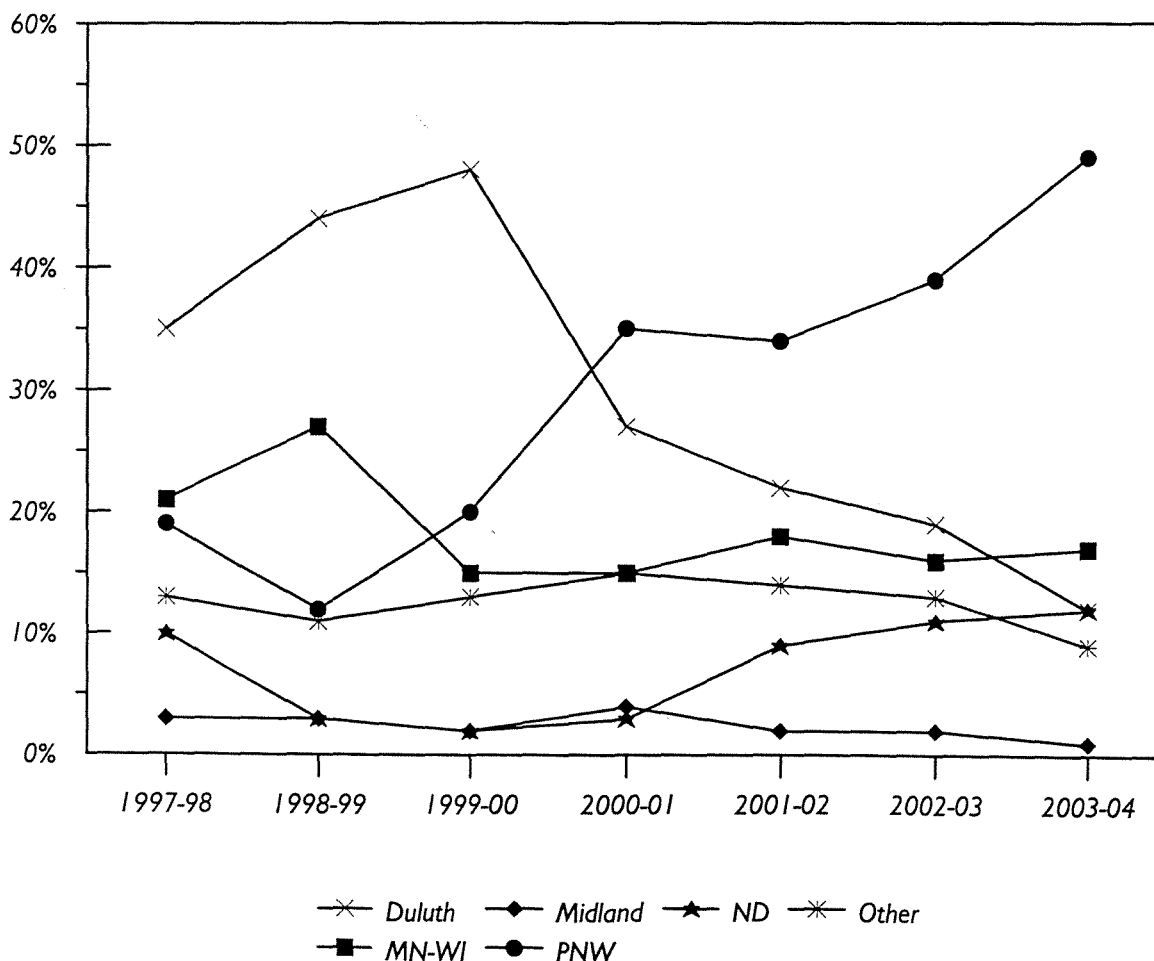
Crop Reporting District



Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)

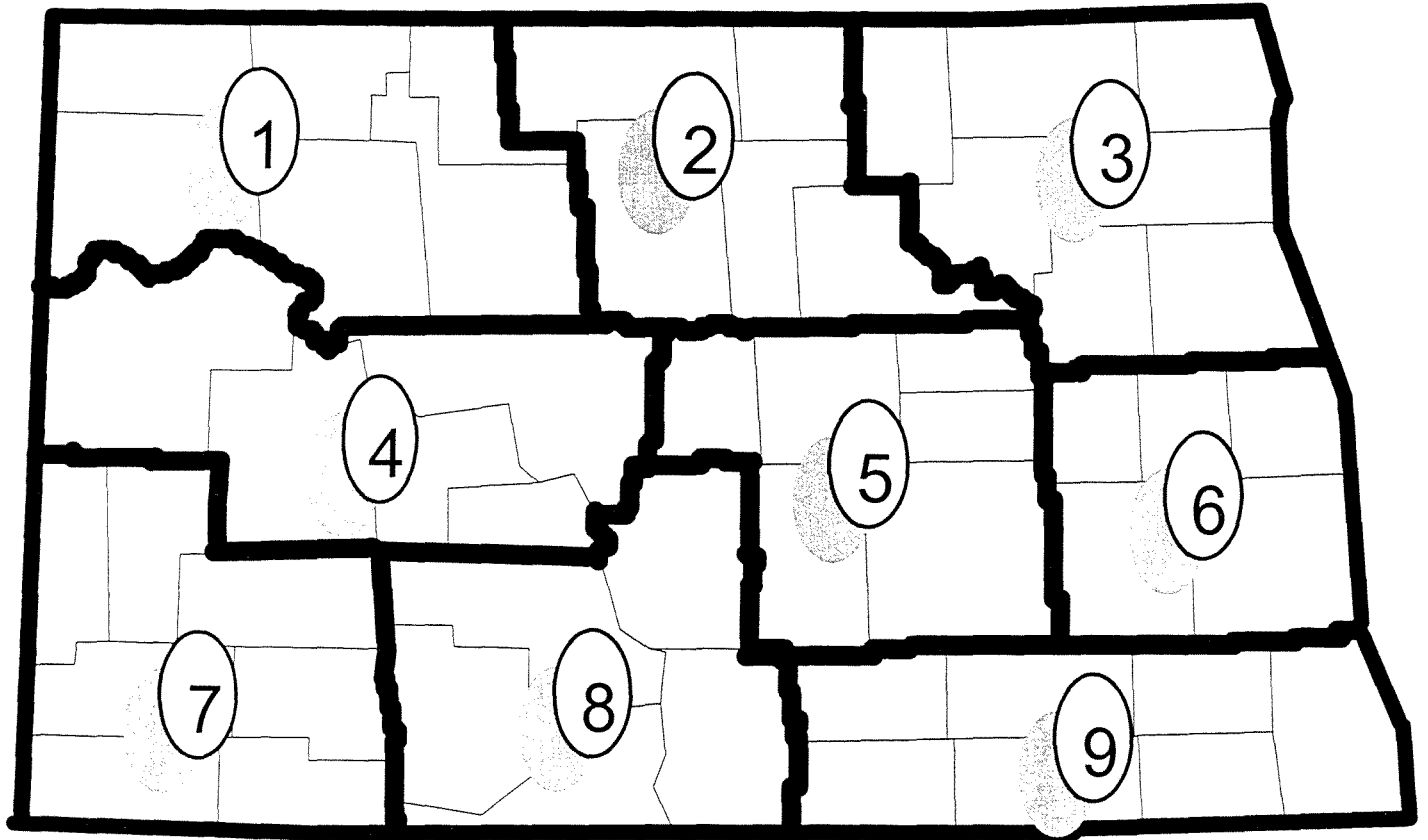
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	9,210 35%	5,112 21%	813 3%	4,751 19%	25,223
1998-99	12,978 44%	7,833 27%	854 3%	3,516 12%	29,526
1999-00	20,753 48%	6,514 15%	950 2%	8,393 20%	42,668
2000-01	13,523 27%	7,372 15%	2,129 4%	17,296 35%	49,617
2001-02	13,358 22%	11,022 18%	1,219 2%	20,644 34%	60,153
2002-03	15,473 19%	13,053 16%	1,824 2%	32,233 39%	82,784
2003-04	10,292 12%	15,216 17%	493 1%	42,919 49%	87,260

Destinations for Soybean Shipments

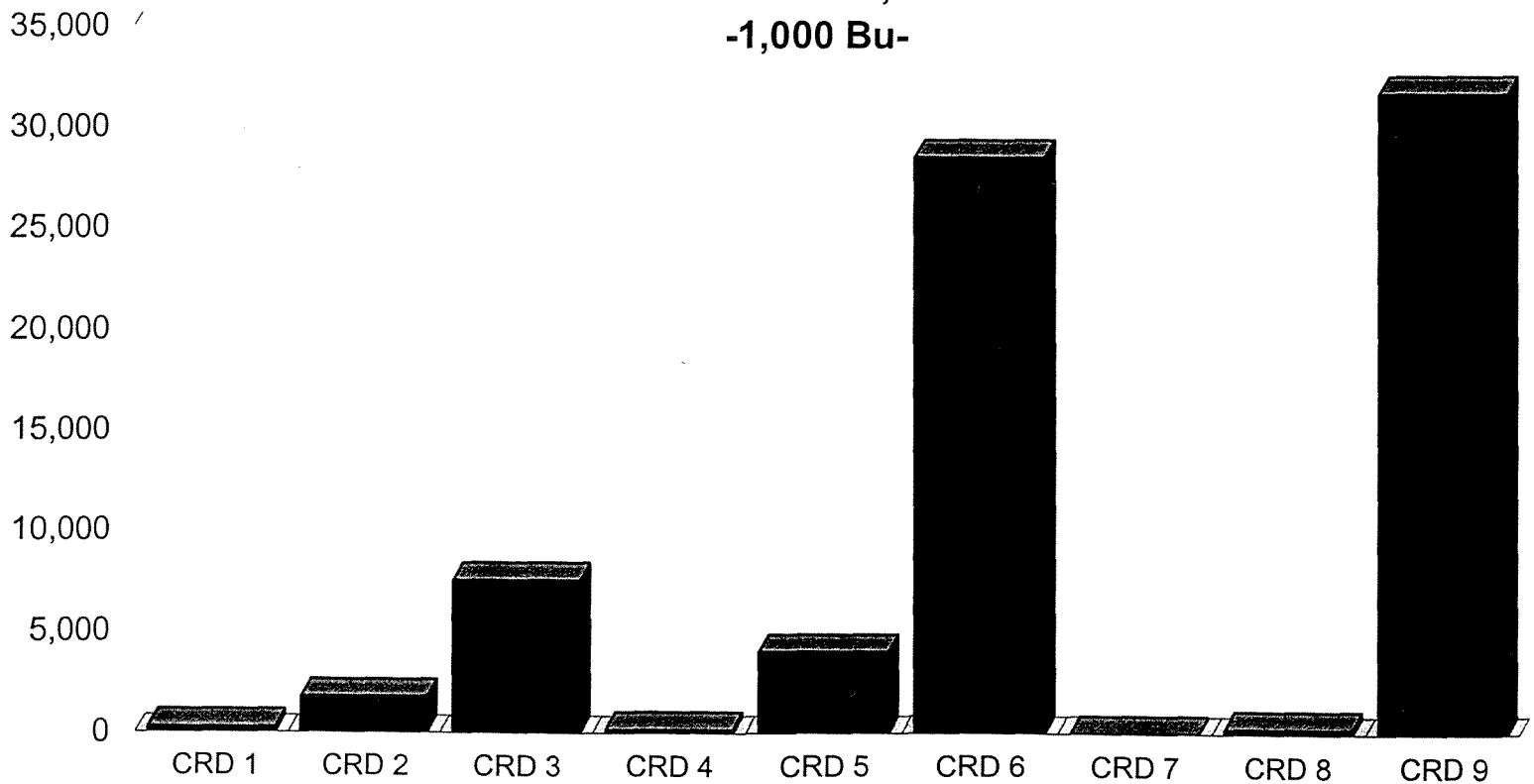


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



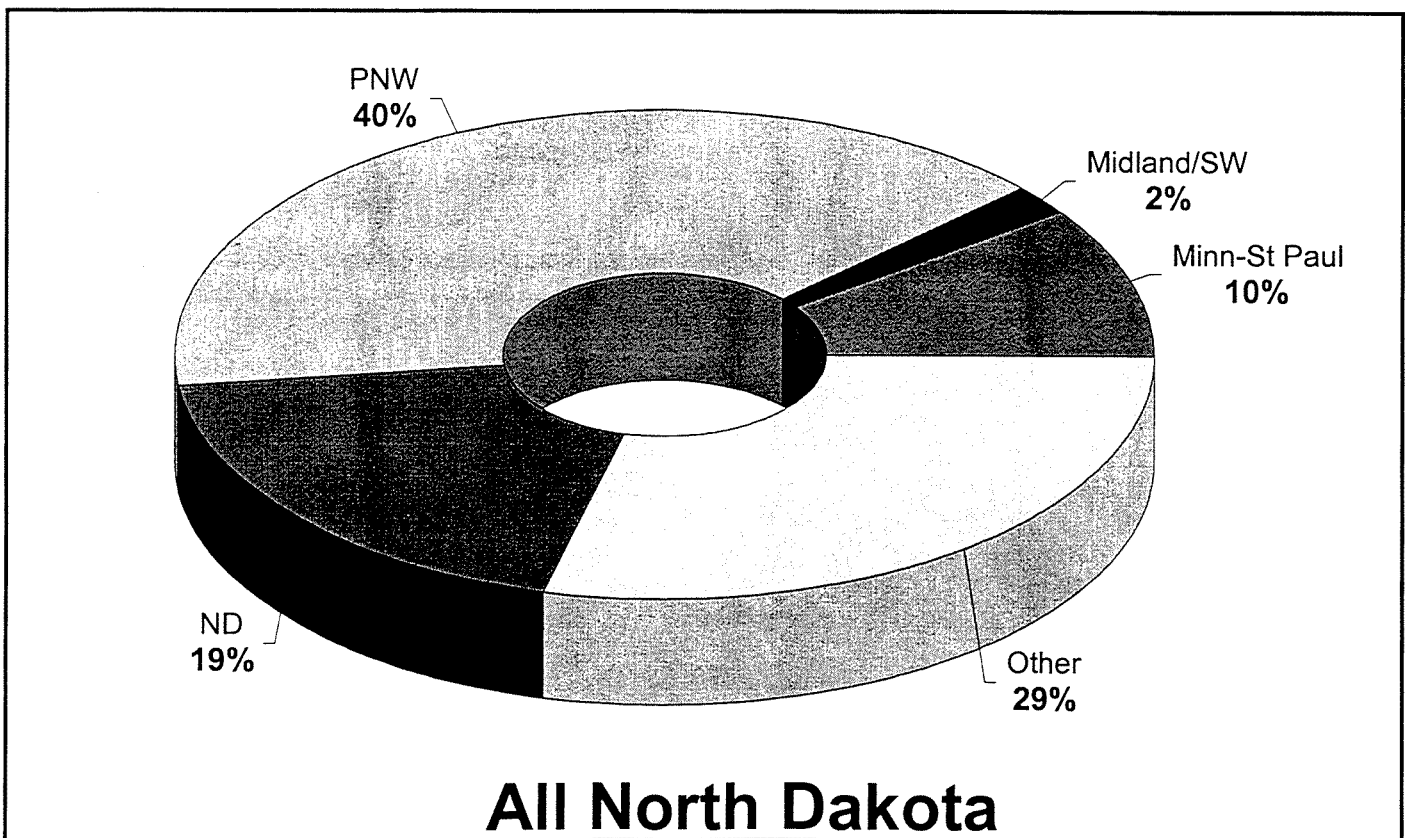
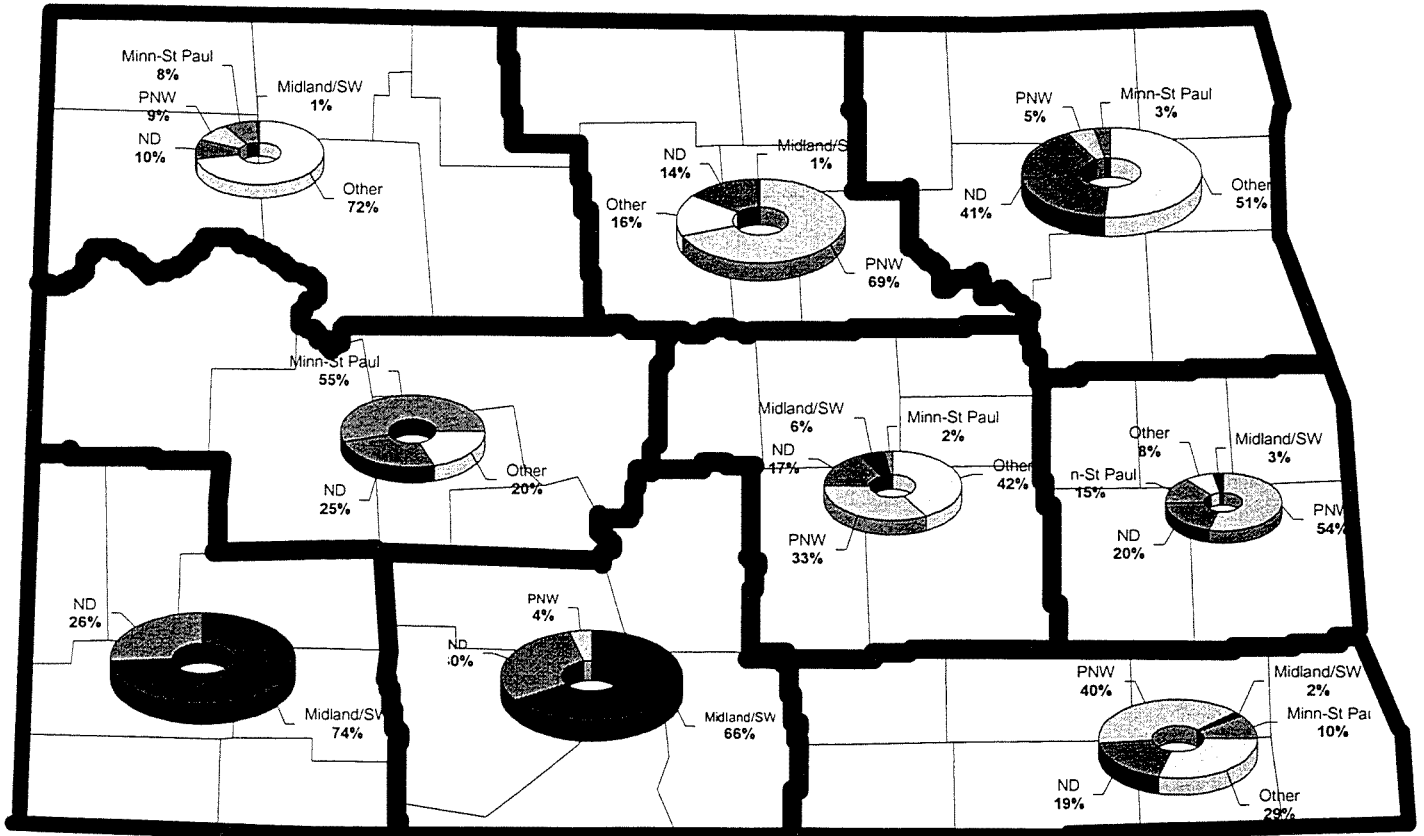
**Corn Shipments Originating
from Each CRD, 2003-04
-1,000 Bu-**



Destinations for Corn Shipments

2003-04

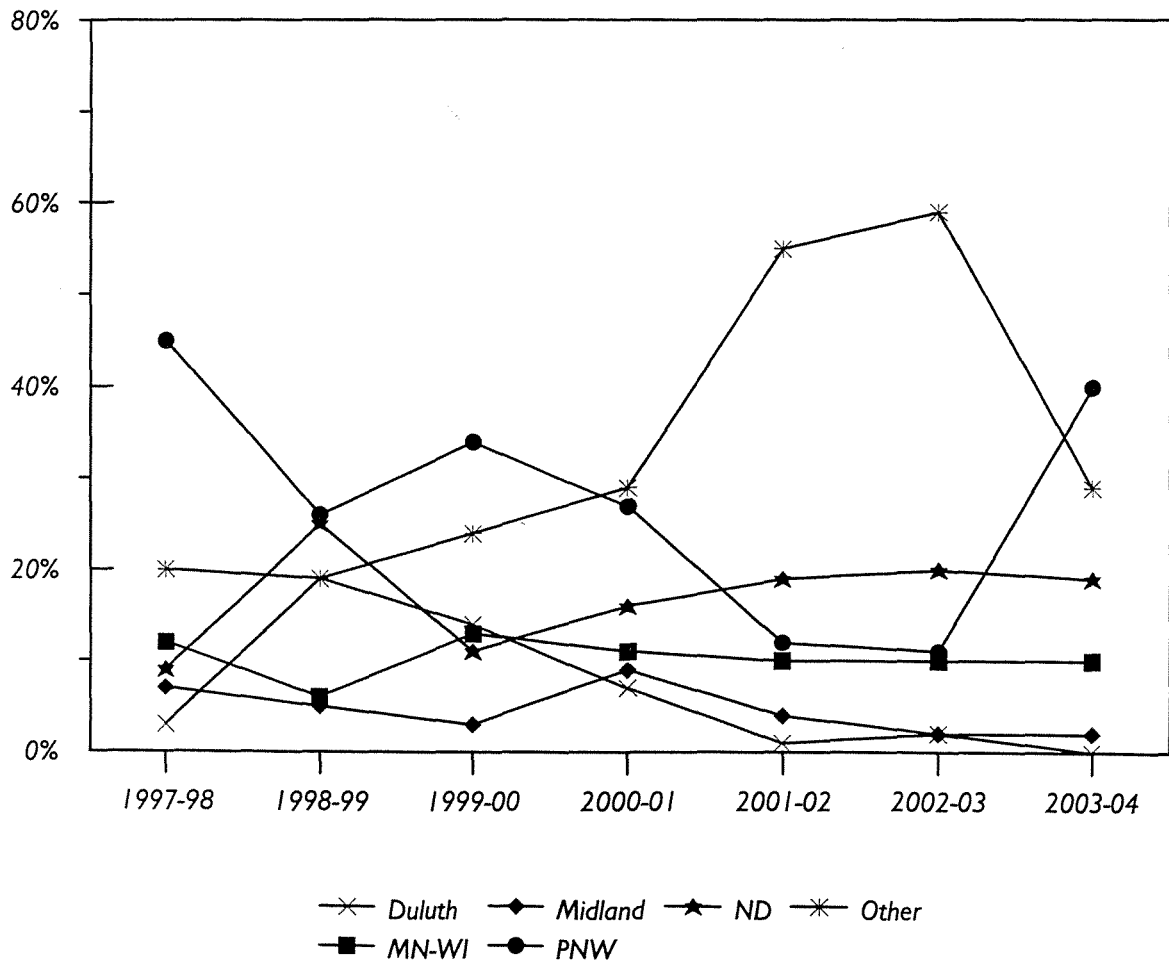
Crop Reporting District

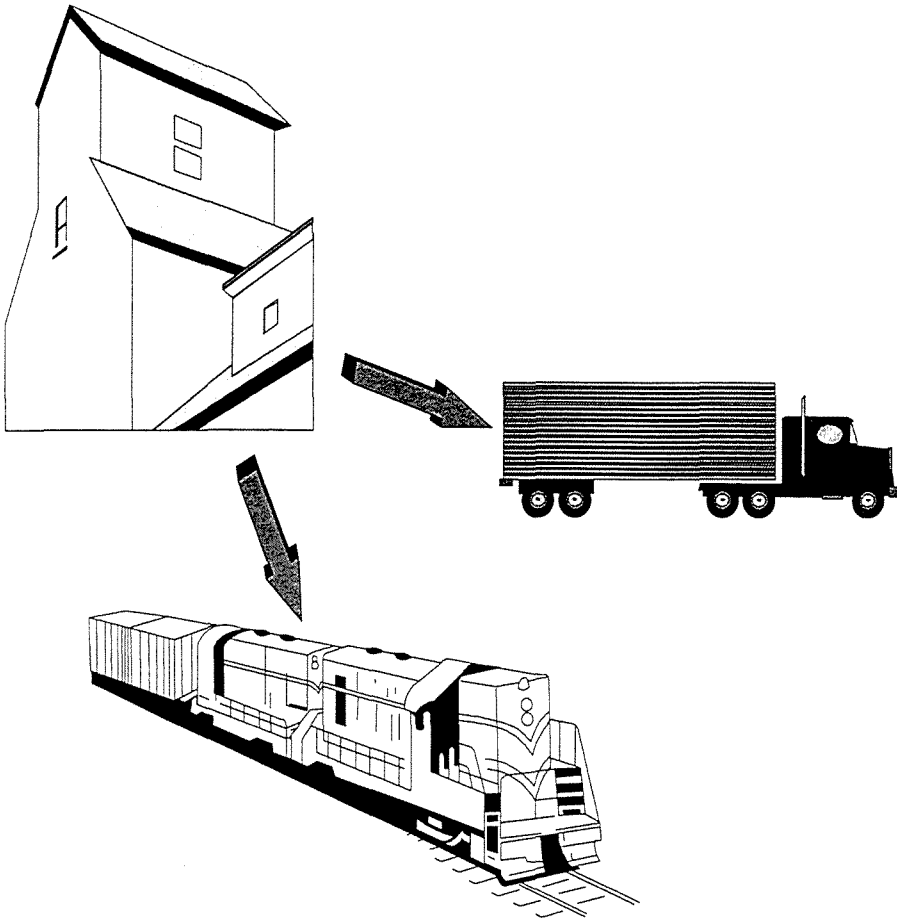


Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	1,073 3%	3,868 12%	2,317 7%	12,851 45%	28,642
1998-99	7,012 20%	1,994 6%	1,909 5%	9,177 26%	35,886
1999-00	5,577 14%	5,049 13%	1,273 3%	13,084 34%	38,525
2000-01	3,417 7%	5,993 12%	4,585 9%	13,604 27%	51,130
2001-02	315 1%	4,824 10%	1,658 4%	5,447 12%	46,079
2002-03	954 2%	3,886 10%	1,303 2%	6,488 11%	60,147
2003-04	8 0%	7,312 10%	1,399 2%	29,642 40%	73,981

Destinations for Corn Shipments



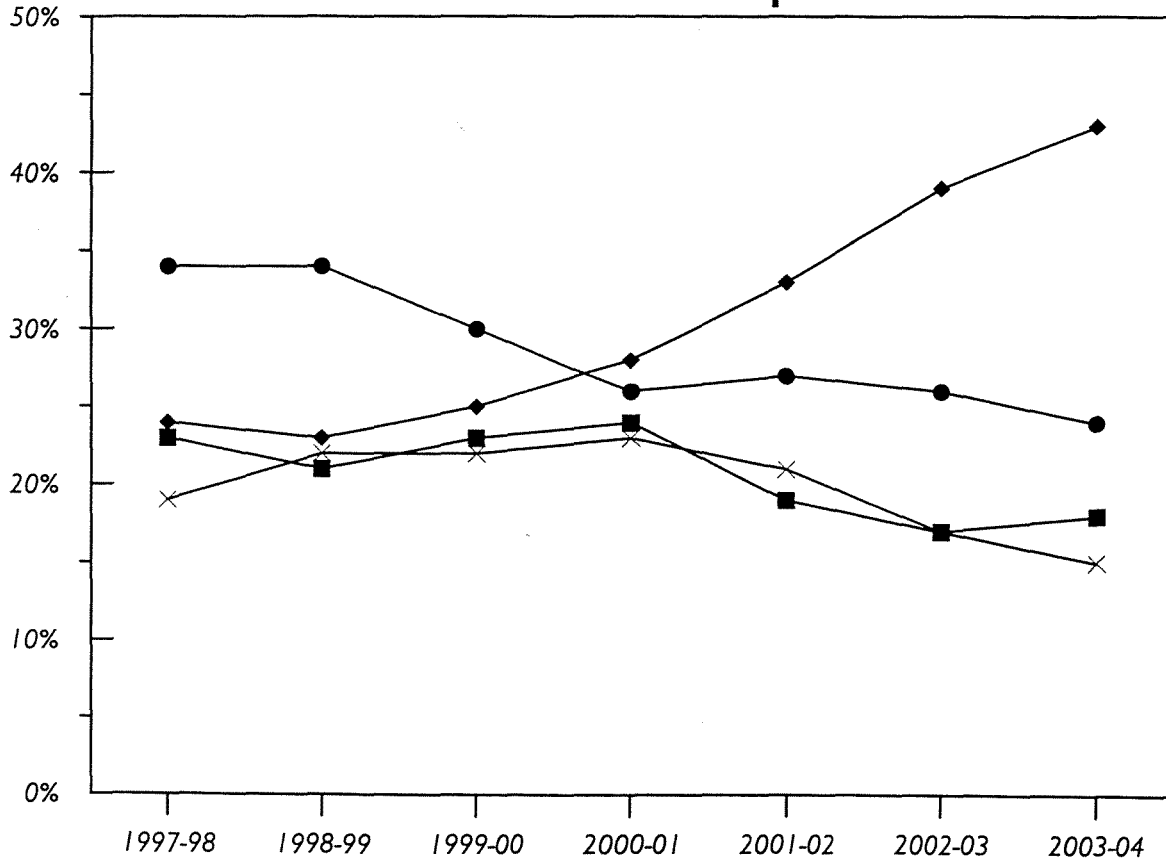


*Mode for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

**Mode for Grain and Oilseed Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	87,760 19%	105,800 23%	114,635 24%	154,749 34%	462,945
1998-99	103,902 22%	99,061 21%	106,272 23%	162,723 34%	471,958
1999-00	101,553 22%	110,191 23%	116,461 25%	143,530 30%	471,737
2000-01	122,314 23%	126,861 24%	149,192 28%	139,743 26%	538,110
2001-02	105,449 21%	97,682 20%	163,026 33%	131,812 26%	497,969
2002-03	88,314 17%	86,497 17%	201,327 39%	135,029 26%	511,167
2003-04	90,457 15%	114,113 18%	265,330 43%	148,293 24%	618,193

Mode for Grain and Oilseed Shipments from ND



—x— Single Car —■— Multi Car —◆— Unit Train —●— Truck

Mode for Grain and Oilseed Shipments from Each CRD (1,000 Bushels)

	<u>CRD 1</u>						<u>CRD 2</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	25%	26%	35%	15%	54,183	1997-98	18%	30%	19%	33%	44,327
1998-99	24%	29%	33%	14%	54,675	1998-99	23%	26%	20%	31%	40,535
1999-00	22%	23%	43%	12%	61,527	1999-00	20%	23%	15%	42%	27,929
2000-01	26%	25%	38%	11%	76,136	2000-01	24%	19%	30%	28%	36,266
2001-02	27%	18%	43%	12%	75,680	2001-02	27%	17%	31%	25%	34,921
2002-03	30%	19%	38%	13%	66,422	2002-03	23%	8%	46%	23%	38,608
2003-04	24%	23%	39%	14%	77,316	2003-04	19%	17%	42%	23%	53,113

	<u>CRD 3</u>						<u>CRD 4</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	20%	19%	25%	35%	96,271	1997-98	17%	34%	10%	40%	17,456
1998-99	26%	17%	16%	41%	92,029	1998-99	22%	23%	20%	35%	18,863
1999-00	25%	23%	16%	35%	93,794	1999-00	22%	24%	17%	38%	16,338
2000-01	27%	22%	20%	32%	96,766	2000-01	39%	22%	2%	36%	21,227
2001-02	25%	19%	17%	39%	80,976	2001-02	33%	17%	8%	42%	18,295
2002-03	16%	3%	32%	35%	98,876	2002-03	49%	20%	13%	43%	16,634
2003-04	15%	15%	37%	32%	126,613	2003-04	24%	23%	15%	38%	20,327

	<u>CRD 5</u>						<u>CRD 6</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	16%	17%	22%	45%	45,488	1997-98	14%	24%	24%	38%	86,969
1998-99	21%	17%	15%	46%	41,132	1998-99	13%	25%	23%	39%	95,954
1999-00	17%	14%	25%	44%	49,294	1999-00	13%	31%	23%	34%	98,723
2000-01	25%	10%	21%	39%	53,336	2000-01	12%	28%	30%	30%	104,415
2001-02	25%	16%	24%	35%	50,879	2001-02	8%	25%	38%	30%	98,730
2002-03	16%	14%	31%	38%	50,881	2002-03	7%	17%	50%	26%	120,036
2003-04	14%	21%	31%	34%	61,479	2003-04	6%	18%	54%	22%	143,523

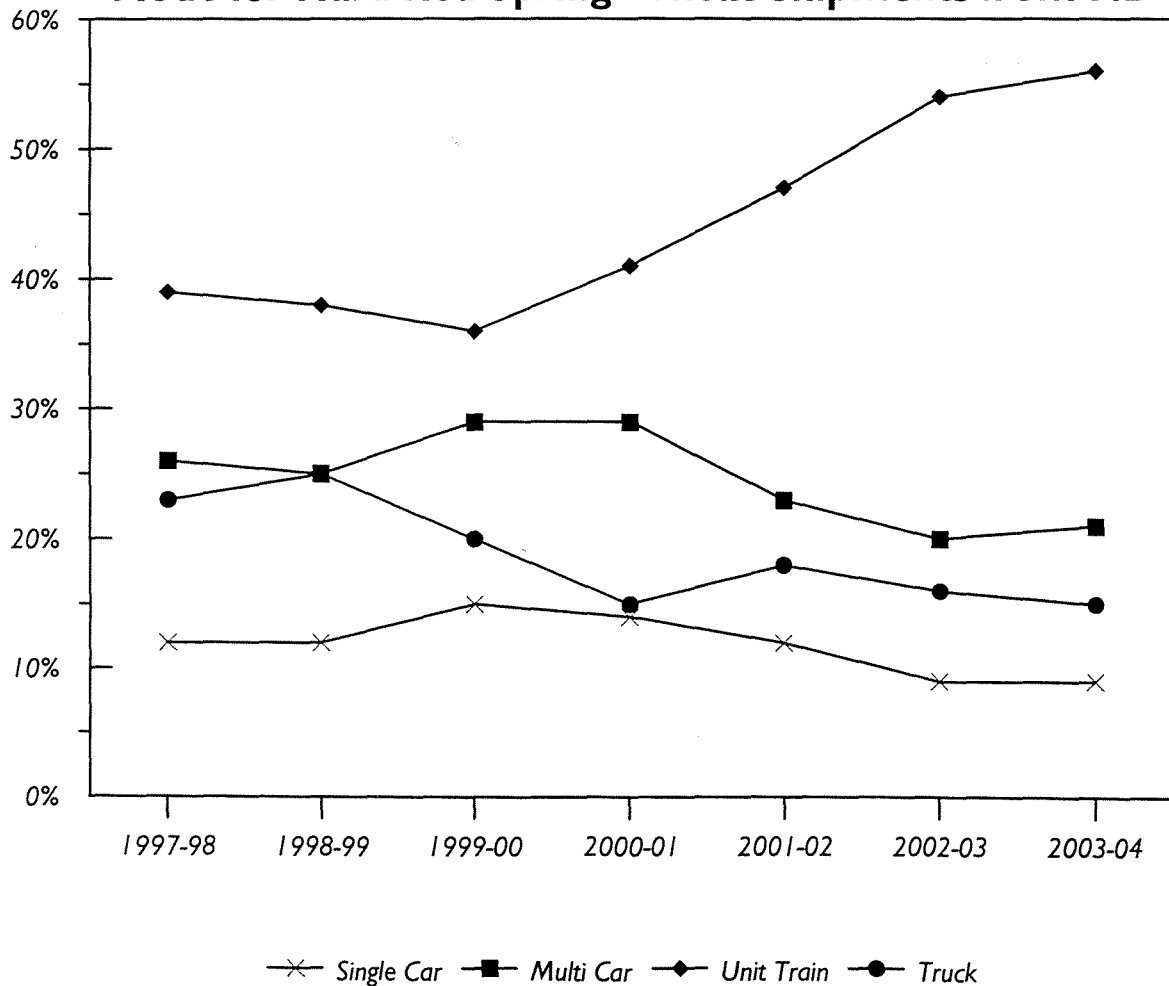
	<u>CRD 7</u>						<u>CRD 8</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	5%	19%	64%	13%	27,709	1997-98	13%	20%	7%	61%	10,692
1998-99	4%	15%	66%	15%	28,202	1998-99	12%	17%	15%	56%	12,358
1999-00	4%	18%	63%	15%	27,254	1999-00	17%	8%	22%	53%	13,795
2000-01	5%	14%	70%	10%	37,346	2000-01	10%	8%	21%	44%	17,907
2001-02	3%	13%	73%	10%	36,670	2001-02	7%	2%	40%	50%	16,072
2002-03	2%	17%	71%	10%	24,112	2002-03	5%	4%	47%	44%	10,833
2003-04	2%	24%	64%	9%	33,341	2003-04	5%	4%	49%	42%	15,487

	<u>CRD 9</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	27%	23%	15%	34%	79,846
1998-99	36%	17%	14%	33%	73,721
1999-00	36%	25%	16%	23%	83,082
2000-01	32%	16%	16%	21%	94,713
2001-02	30%	25%	26%	19%	94,188
2002-03	27%	21%	31%	21%	84,763
2003-04	22%	19%	25%	14%	86,994

**Mode for Hard Red Spring Wheat Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	21,661 12%	47,354 26%	70,086 39%	40,224 23%	179,327
1998-99	21,096 12%	42,355 25%	62,368 38%	41,894 25%	167,713
1999-00	25,947 15%	51,594 29%	63,788 36%	36,121 20%	177,450
2000-01	27,302 14%	58,900 29%	82,677 41%	31,190 16%	200,068
2001-02	23,649 12%	44,087 23%	91,117 47%	33,603 17%	192,457
2002-03	17,876 9%	38,922 20%	105,186 54%	31,478 16%	193,462
2003-04	20,966 9%	50,019 21%	136,461 56%	35,962 15%	243,408

Mode for Hard Red Spring Wheat Shipments from ND



Mode for Hard Red Spring Wheat Shipments from Each CRD (1,000 Bushels)

	<u>CRD 1</u>						<u>CRD 2</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	7%	18%	69%	6%	13,701	1997-98	17%	27%	39%	18%	12,487
1998-99	8%	19%	66%	7%	11,384	1998-99	15%	29%	48%	8%	11,405
1999-00	9%	16%	68%	6%	12,268	1999-00	15%	38%	29%	18%	7,977
2000-01	11%	19%	65%	5%	16,171	2000-01	14%	30%	46%	9%	9,090
2001-02	7%	11%	76%	6%	16,831	2001-02	20%	13%	60%	7%	10,186
2002-03	7%	9%	79%	5%	15,740	2002-03	11%	8%	77%	7%	15,644
2003-04	12%	11%	72%	4%	17,820	2003-04	17%	18%	93%	6%	15,644

	<u>CRD 3</u>						<u>CRD 4</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	11%	26%	32%	31%	37,080	1997-98	18%	35%	7%	40%	7,718
1998-99	14%	21%	26%	39%	35,099	1998-99	11%	45%	3%	41%	6,594
1999-00	13%	32%	29%	26%	44,229	1999-00	11%	28%	8%	52%	6,636
2000-01	14%	31%	32%	23%	46,282	2000-01	15%	44%	5%	37%	6,301
2001-02	13%	28%	25%	33%	39,364	2001-02	20%	30%	8%	42%	6,716
2002-03	7%	22%	47%	24%	54,305	2002-03	15%	22%	17%	46%	7,501
2003-04	7%	19%	49%	25%	70,521	2003-04	17%	33%	16%	34%	9,017

	<u>CRD 5</u>						<u>CRD 6</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	8%	24%	53%	15%	18,774	1997-98	8%	29%	42%	21%	26,858
1998-99	11%	32%	39%	18%	15,410	1998-99	7%	34%	34%	25%	27,539
1999-00	12%	21%	55%	12%	22,078	1999-00	8%	46%	26%	20%	29,400
2000-01	17%	27%	40%	16%	22,214	2000-01	8%	41%	37%	14%	33,091
2001-02	14%	25%	43%	18%	23,571	2001-02	4%	32%	53%	11%	35,475
2002-03	10%	29%	47%	14%	20,395	2002-03	2%	23%	66%	11%	32,285
2003-04	6%	37%	28%	13%	24,206	2003-04	3%	13%	75%	7%	38,292

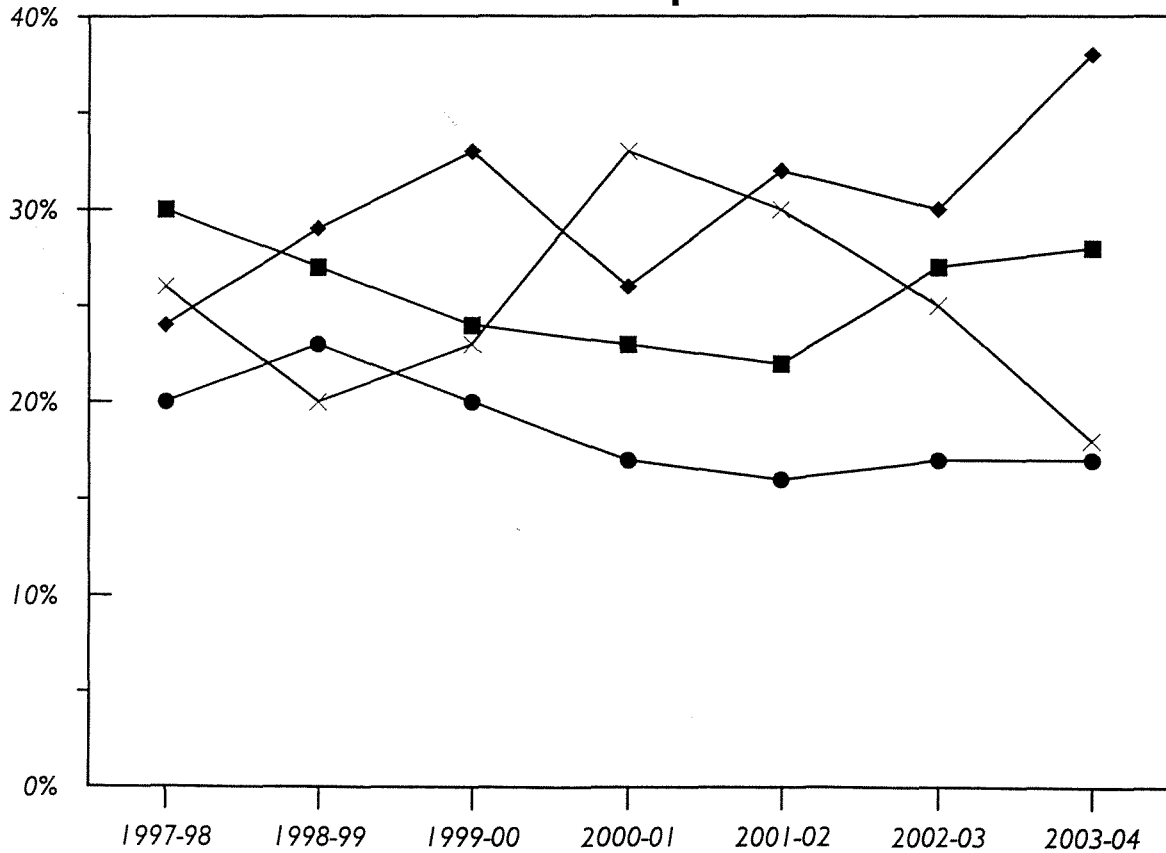
	<u>CRD 7</u>						<u>CRD 8</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	2%	17%	70%	10%	23,779	1997-98	13%	22%	8%	58%	9,597
1998-99	2%	10%	80%	8%	21,999	1998-99	10%	22%	19%	49%	9,731
1999-00	2%	13%	76%	9%	21,192	1999-00	15%	9%	29%	47%	10,289
2000-01	4%	9%	81%	6%	27,822	2000-01	7%	10%	52%	31%	12,822
2001-02	1%	6%	86%	6%	27,684	2001-02	6%	3%	55%	36%	11,689
2002-03	1%	7%	86%	5%	17,940	2002-03	3%	5%	58%	34%	8,530
2003-04	22%	11%	121%	4%	24,874	2003-04	4%	4%	63%	29%	12,047

	<u>CRD 9</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	26%	37%	16%	22%	29,327
1998-99	30%	28%	18%	24%	23,451
1999-00	44%	35%	5%	16%	23,381
2000-01	33%	48%	9%	10%	26,276
2001-02	32%	38%	18%	12%	26,128
2002-03	34%	38%	15%	13%	20,196
2003-04	25%	36%	67%	8%	25,632

**Mode for Durum Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	15,070 26%	17,397 30%	13,832 24%	11,250 20%	57,550
1998-99	11,459 20%	15,088 27%	15,871 29%	12,955 23%	55,372
1999-00	14,726 23%	15,244 24%	21,079 33%	13,007 20%	64,056
2000-01	25,104 33%	17,501 23%	20,426 27%	13,994 18%	77,025
2001-02	16,926 28%	13,610 22%	20,504 34%	9,804 16%	60,845
2002-03	11,421 25%	12,313 27%	13,787 30%	7,805 17%	45,327
2003-04	9,498 18%	15,023 28%	20,426 38%	8,999 17%	53,946

Mode for Durum Shipments from ND



—x— Single Car —■— Multi Car —◆— Unit Train —●— Truck

Mode for Durum Shipments from Each CRD (1,000 Bushels)

<u>CRD 1</u>						<u>CRD 2</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	33%	33%	27%	7%	26,582	1997-98	23%	29%	14%	34%	7,204
1998-99	22%	34%	32%	11%	28,246	1998-99	19%	13%	15%	53%	4,508
1999-00	21%	25%	43%	11%	35,273	1999-00	22%	4%	25%	49%	4,116
2000-01	28%	27%	36%	10%	39,479	2000-01	30%	14%	24%	32%	5,751
2001-02	26%	21%	42%	11%	34,510	2001-02	38%	16%	20%	26%	4,393
2002-03	27%	27%	36%	10%	29,854	2002-03	36%	4%	10%	51%	2,128
2003-04	15%	27%	47%	11%	31,759	2003-04	26%	28%	8%	38%	2,478

<u>CRD 3</u>						<u>CRD 4</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	18%	13%	16%	53%	4,526	1997-98	7%	43%	16%	34%	7,351
1998-99	13%	14%	21%	52%	4,289	1998-99	12%	16%	47%	26%	7,673
1999-00	24%	17%	17%	41%	8,131	1999-00	23%	28%	37%	12%	5,954
2000-01	38%	12%	12%	38%	8,864	2000-01	62%	16%	2%	20%	8,838
2001-02	39%	12%	23%	26%	2,373	2001-02	33%	20%	18%	29%	5,096
2002-03	31%	11%	7%	51%	2,535	2002-03	23%	29%	22%	26%	3,752
2003-04	43%	20%	4%	33%	4,187	2003-04	19%	26%	30%	25%	5,305

<u>CRD 5</u>						<u>CRD 6</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	66%	18%	0%	16%	2,471	1997-98	63%	0%	0%	37%	238
1998-99	53%	8%	0%	39%	2,562	1998-99	12%	42%	0%	46%	987
1999-00	46%	10%	2%	42%	3,250	1999-00	32%	39%	0%	29%	1,815
2000-01	48%	8%	0%	44%	3,393	2000-01	39%	27%	2%	32%	1,899
2001-02	45%	12%	0%	43%	2,600	2001-02	20%	52%	0%	28%	752
2002-03	52%	0%	0%	48%	1,444	2002-03	8%	63%	0%	29%	160
2003-04	41%	22%	0%	37%	2,390	2003-04	41%	0%	0%	59%	272

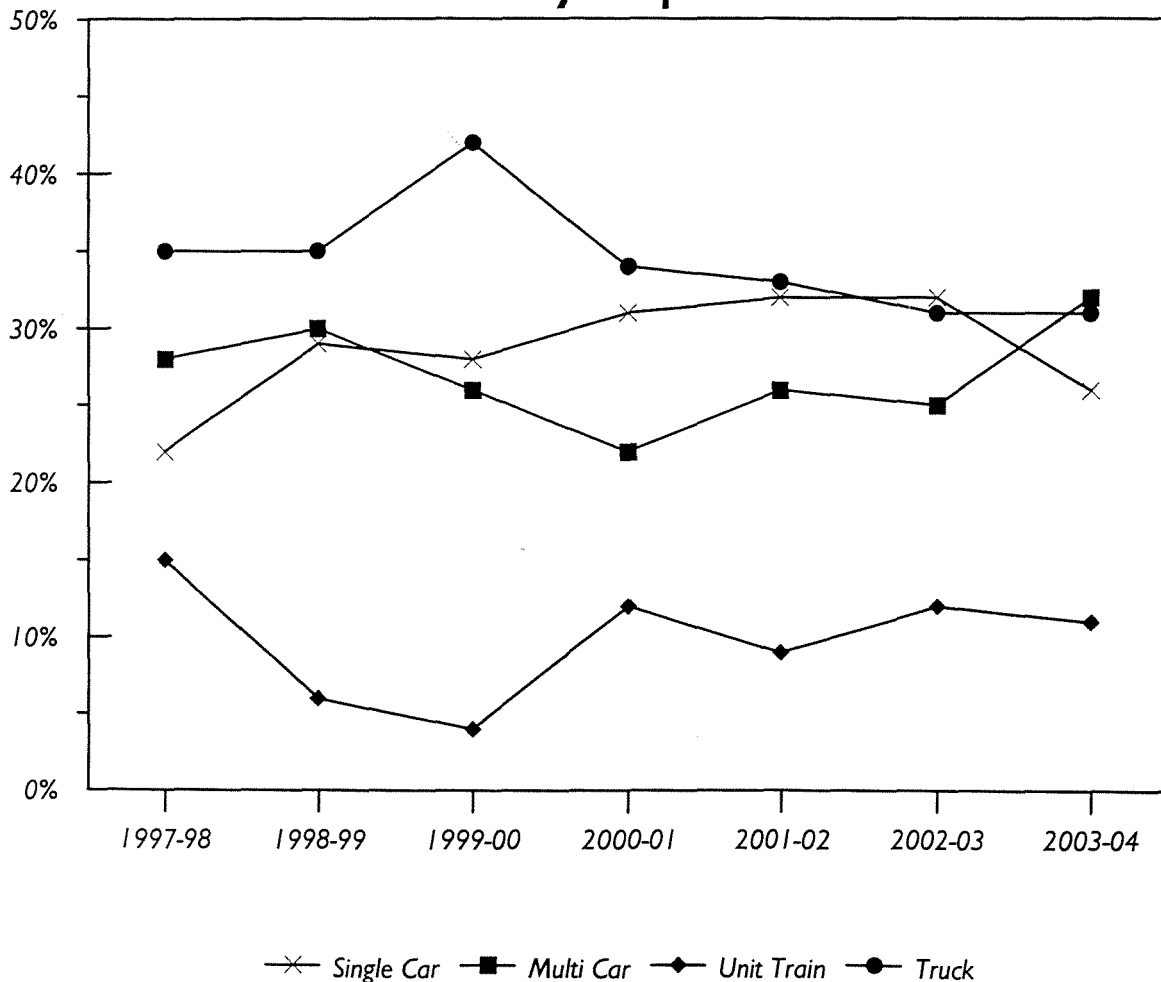
<u>CRD 7</u>						<u>CRD 8</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1997-98	22%	32%	25%	21%	3,469	1997-98	22%	0%	0%	77%	137
1998-99	15%	40%	25%	20%	4,853	1998-99	21%	0%	0%	79%	285
1999-00	7%	47%	26%	20%	4,321	1999-00	72%	0%	0%	28%	352
2000-01	7%	37%	48%	9%	7,601	2000-01	55%	15%	0%	30%	514
2001-02	7%	46%	43%	5%	6,910	2001-02	33%	0%	0%	67%	349
2002-03	0%	54%	33%	13%	5,216	2002-03	62%	0%	0%	38%	110
2003-04	1%	42%	49%	9%	7,099	2003-04	0%	0%	0%	100%	185

<u>CRD 9</u>					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	82%	0%	2%	16%	429
1998-99	48%	20%	0%	32%	414
1999-00	64%	1%	0%	35%	844
2000-01	66%	0%	0%	34%	687
2001-02	80%	0%	0%	20%	380
2002-03	59%	0%	0%	42%	110
2003-04	60%	0%	0%	40%	271

**Mode for Barley Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	20,614 22%	26,433 28%	13,978 15%	32,978 35%	94,005
1998-99	25,941 29%	27,121 30%	6,184 6%	31,646 35%	90,892
1999-00	21,095 28%	19,317 26%	2,862 4%	30,868 42%	74,142
2000-01	26,692 32%	18,483 22%	10,238 12%	29,118 34%	84,531
2001-02	21,692 32%	17,534 26%	6,391 9%	22,376 33%	67,994
2002-03	19,597 32%	15,221 25%	7,319 12%	19,348 31%	61,485
2003-04	21,165 26%	26,017 32%	8,572 11%	25,014 31%	80,768

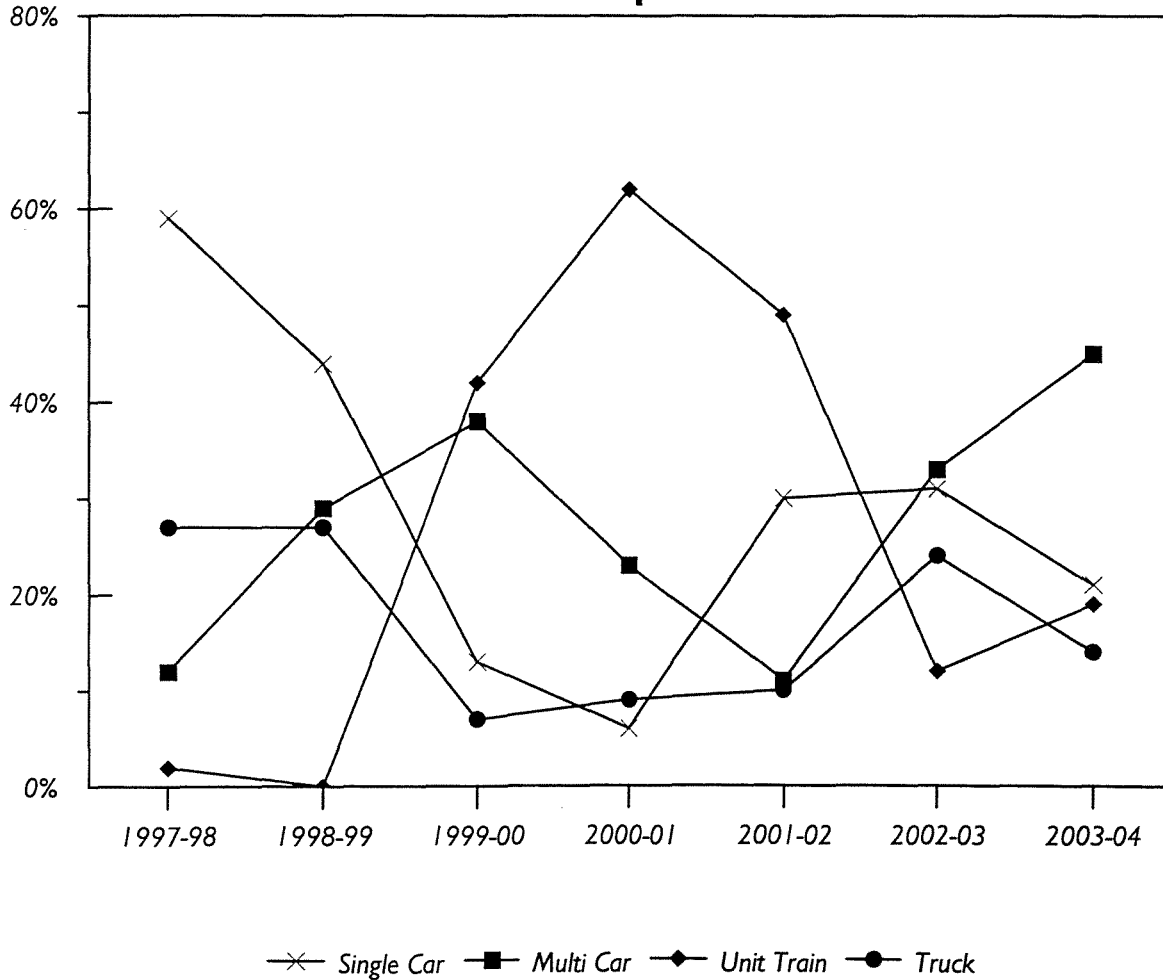
Mode for Barley Shipments from ND



**Mode for Oat Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	1,834	369	55	869	3,128
	59%	12%	2%	27%	
1998-99	1,001	655	0	617	2,273
	44%	29%	0%	27%	
1999-00	638	1,930	2,092	374	5,034
	13%	38%	42%	7%	
2000-01	226	944	2,482	378	4,031
	6%	23%	62%	9%	
2001-02	1,872	669	3,108	650	6,299
	30%	11%	49%	10%	
2002-03	1,132	1,212	428	883	3,655
	31%	33%	12%	24%	
2003-04	1,164	2,483	1,064	777	5,487
	21%	45%	19%	14%	

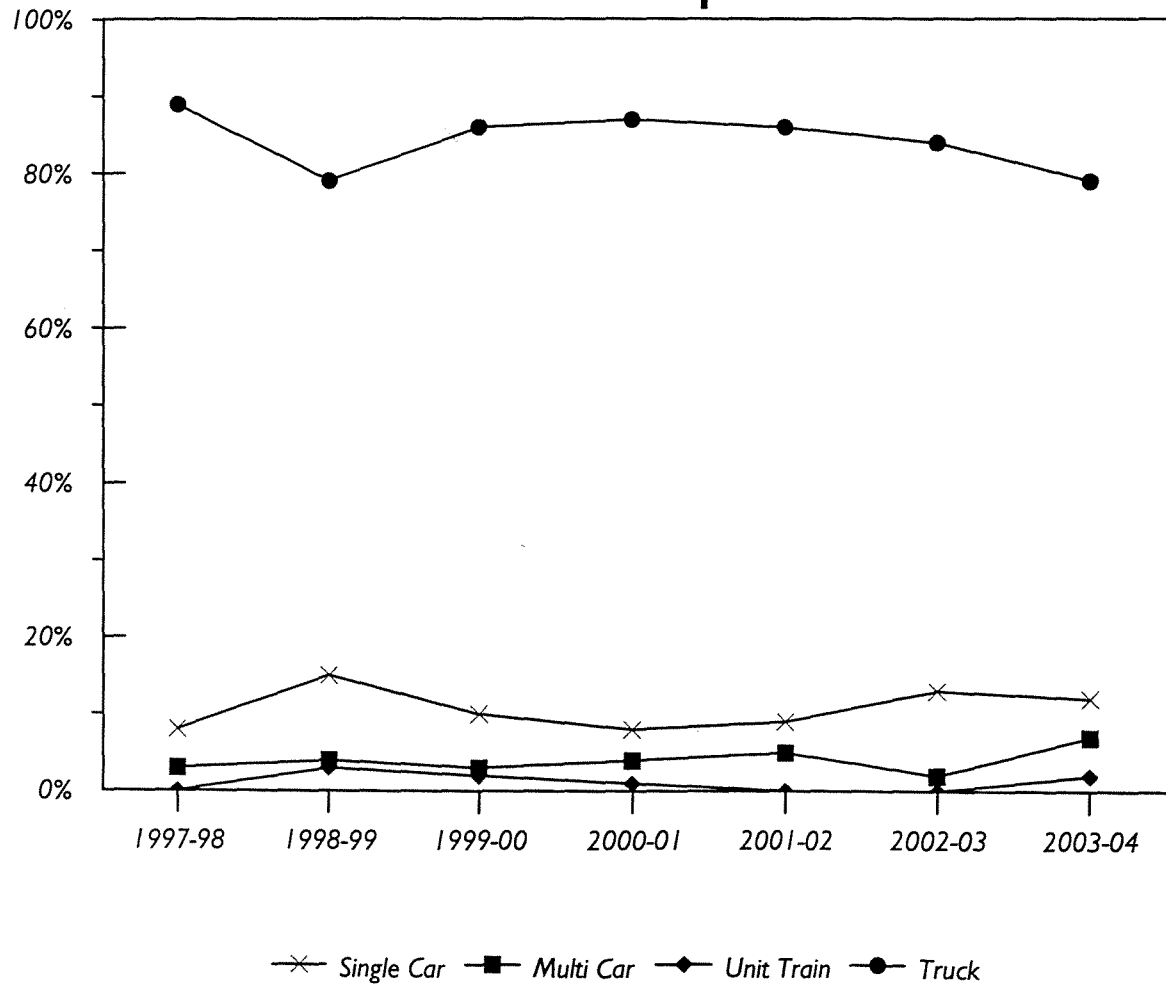
Mode for Oat Shipments from ND



**Mode for Sunflower Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	1,151	375	67	12,345	13,940
	8%	3%	0%	89%	
1998-99	2,139	508	437	11,549	14,634
	15%	4%	3%	79%	
1999-00	1,123	353	196	10,100	11,773
	10%	3%	2%	86%	
2000-01	820	394	156	9,323	10,693
	8%	4%	1%	87%	
2001-02	825	450	0	8,891	10,433
	8%	4%	0%	85%	
2002-03	1,220	213	5	7,717	9,155
	13%	2%	0%	84%	
2003-04	1,275	798	165	8,635	10,873
	12%	7%	2%	79%	

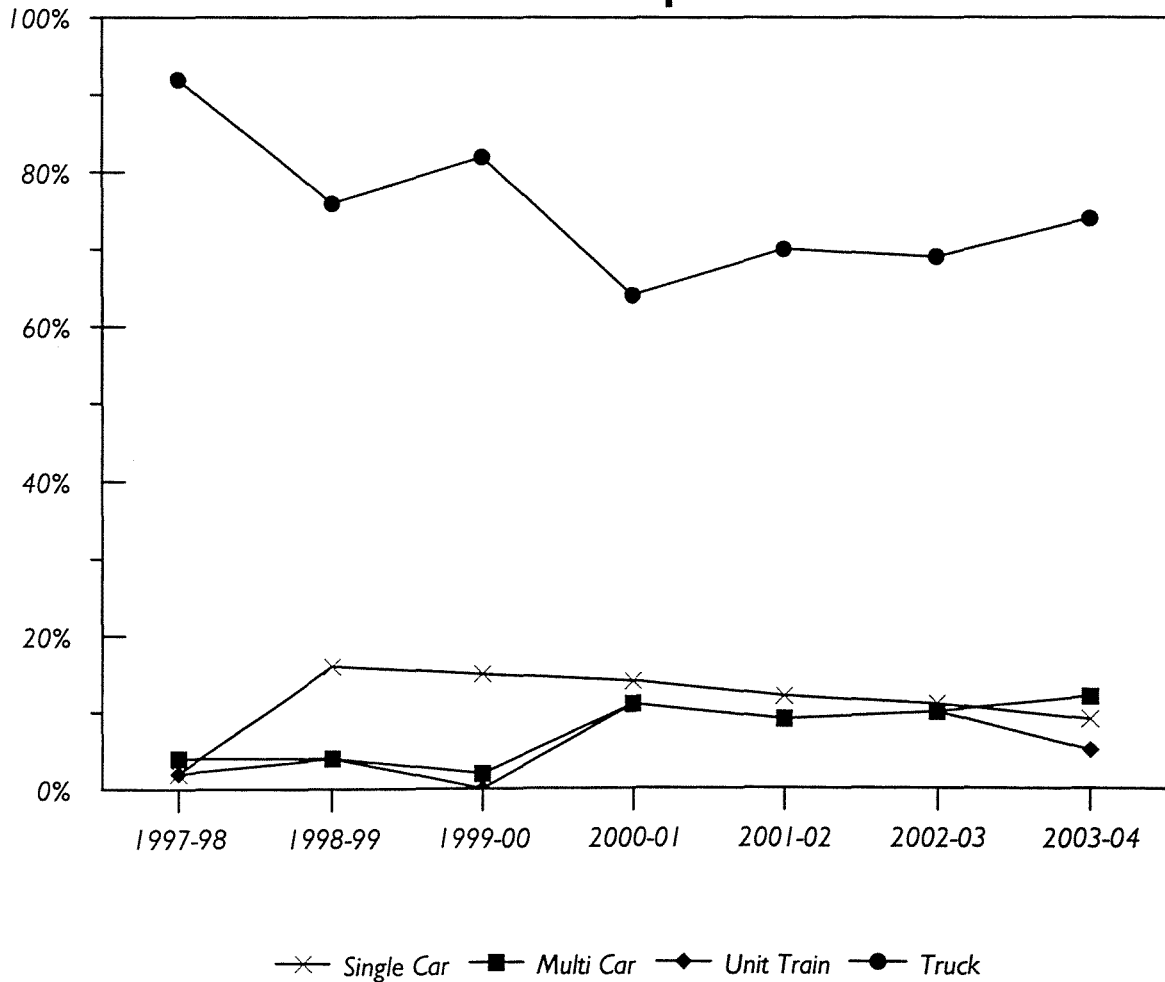
Mode for Sunflower Shipments from ND



**Mode for Canola Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	144 2%	234 4%	155 2%	5,399 92%	5,934
1998-99	1,877 16%	473 4%	437 4%	9,143 76%	11,941
1999-00	1,078 15%	143 2%	29 0%	5,763 82%	7,013
2000-01	1,461 14%	1,130 11%	1,117 11%	6,525 64%	10,234
2001-02	1,147 12%	855 9%	802 9%	6,403 70%	9,208
2002-03	923 11%	833 10%	812 10%	5,882 69%	8,450
2003-04	783 9%	1,069 12%	469 5%	6,716 74%	9,038

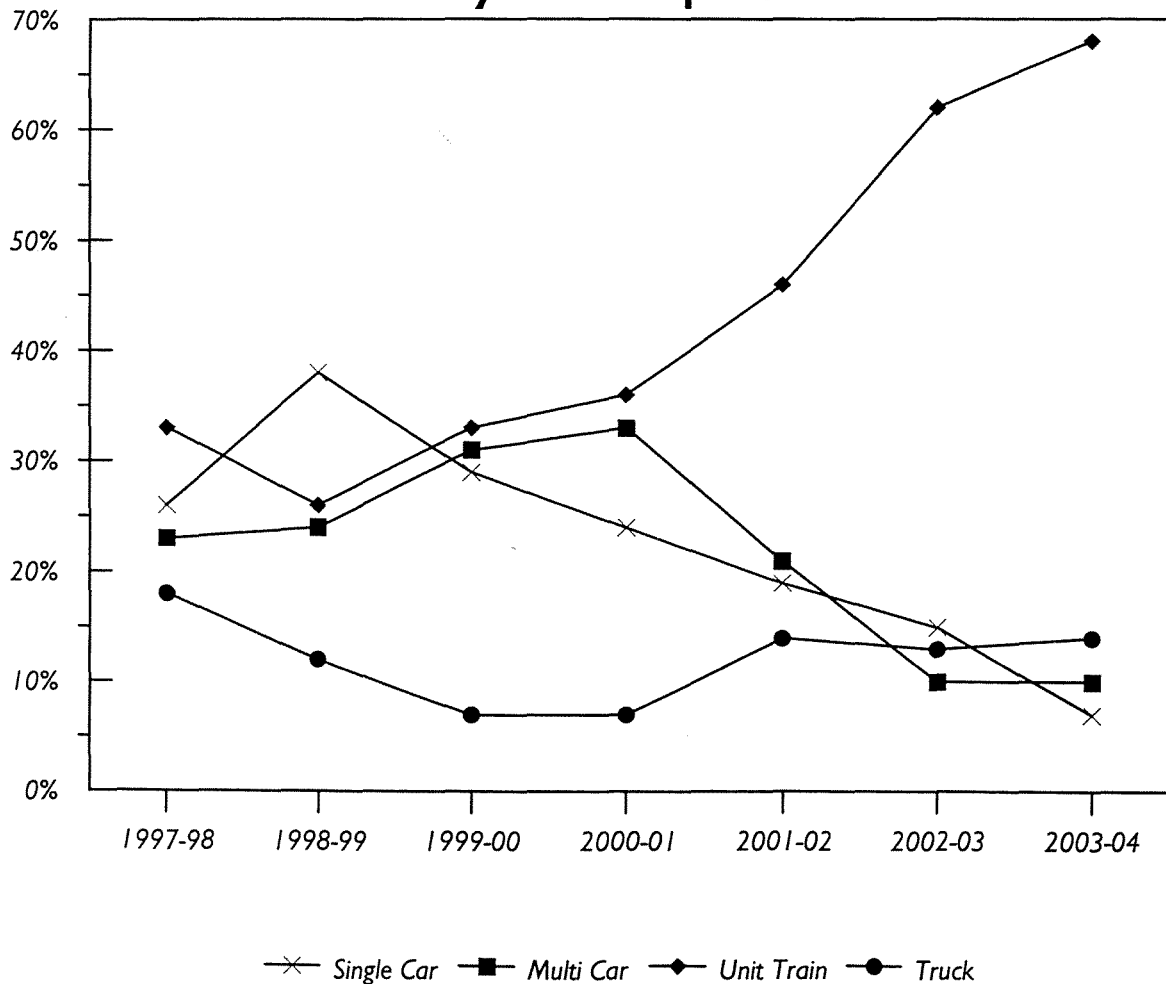
Mode for Canola Shipments from ND



**Mode for Soybean Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	6,664 26%	6,020 23%	8,136 33%	4,402 18%	25,223
1998-99	10,992 38%	7,132 24%	7,827 26%	3,576 12%	29,526
1999-00	12,407 29%	13,287 31%	13,975 33%	2,999 7%	42,668
2000-01	12,494 25%	16,170 33%	17,357 35%	3,596 7%	49,617
2001-02	11,803 20%	12,217 20%	27,914 46%	8,219 14%	60,153
2002-03	12,811 15%	8,097 10%	50,934 62%	10,942 13%	82,784
2003-04	6,169 7%	8,907 10%	59,646 68%	12,539 14%	87,260

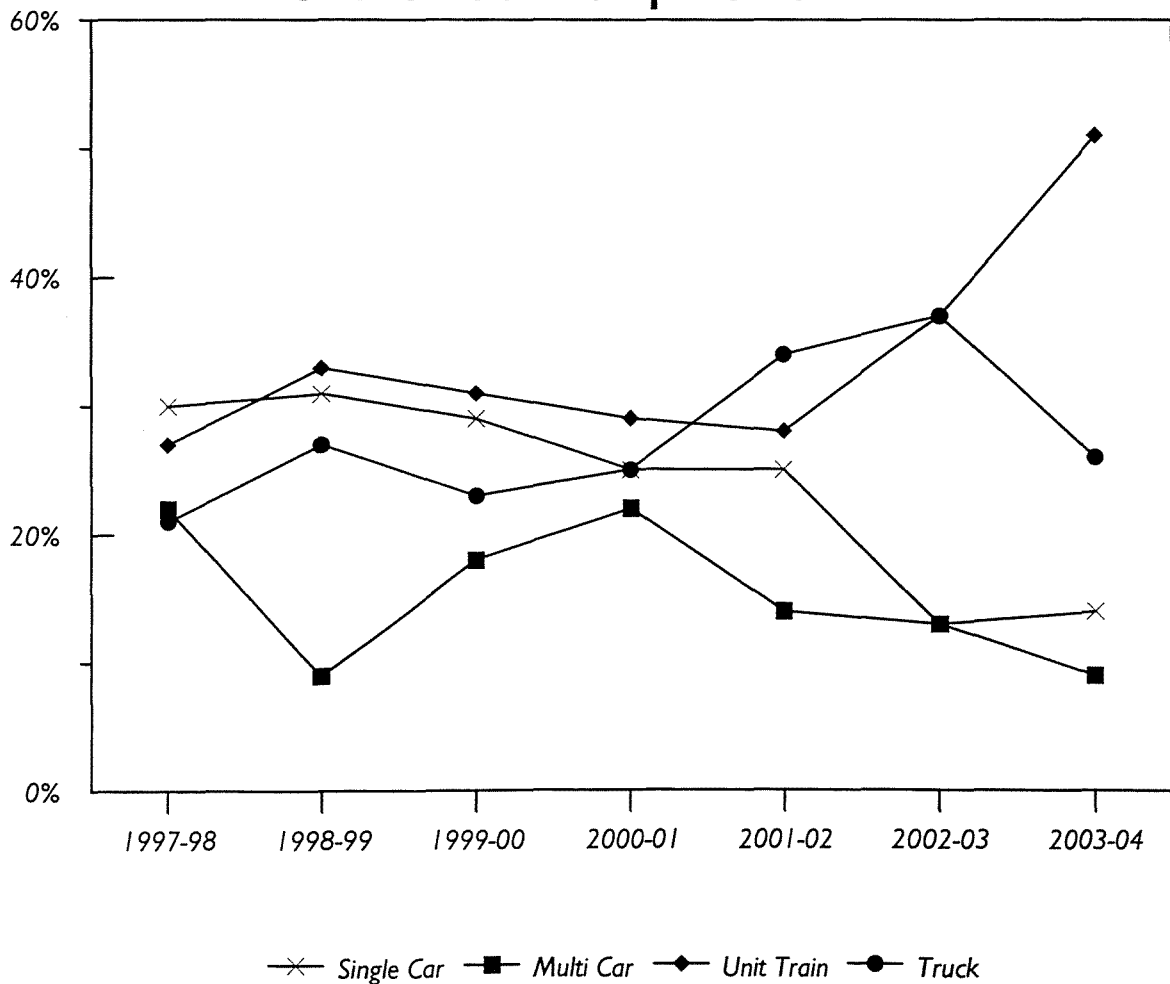
Mode for Soybean Shipments from ND



**Mode for Corn Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	8,577 30%	6,254 22%	7,844 27%	5,966 21%	28,642
1998-99	11,251 31%	3,493 9%	11,561 33%	9,580 27%	35,886
1999-00	11,014 29%	6,872 18%	11,906 31%	8,734 23%	38,525
2000-01	13,125 26%	11,242 22%	14,033 27%	12,730 25%	51,130
2001-02	11,318 25%	6,232 14%	13,038 28%	15,492 34%	46,079
2002-03	7,623 13%	7,638 13%	22,423 37%	22,462 37%	60,147
2003-04	10,145 14%	6,421 9%	38,065 51%	19,350 26%	73,981

Mode for Corn Shipments from ND



Waitz Library
Dept. Of Applied Economics
University of Minnesota
1994 Buford Ave - 232 ClaOff
St. Paul MN 55108-6040