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ANNUAL NORTH DAKOTA ELEVATOR
MARKETING REPORT, 2000-01

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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.

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Overview

The *Annual North Dakota Elevator Marketing Report for 2000-01* was prepared by Kimberly Vachal, Upper Great Plains Transportation Institute. The author gratefully acknowledges 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. **2000-01 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 2000 to June 2001.
- **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 (eg. 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 (eg. 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, 2000-01

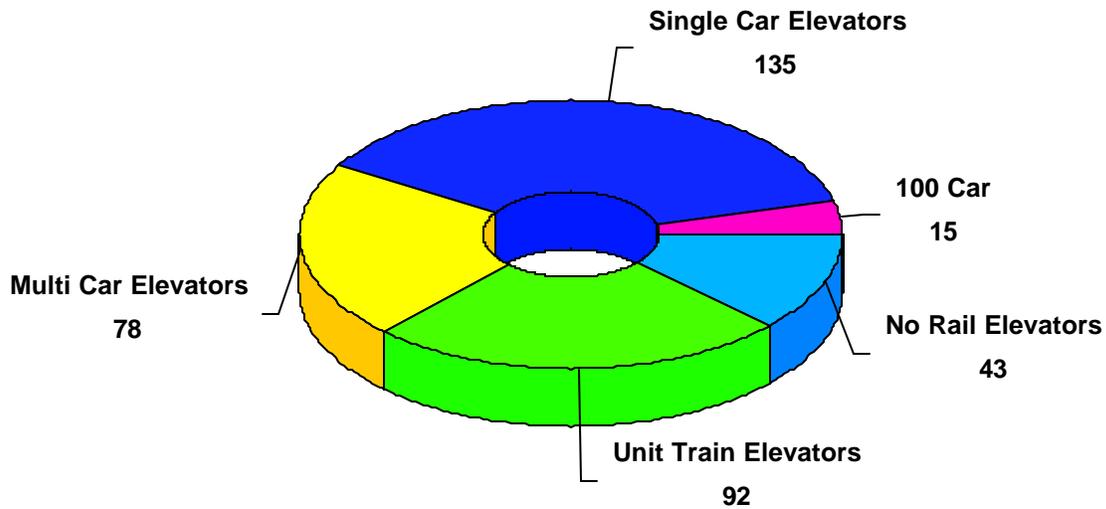
Storage: 209,474 Thousand Bu.

Grain Shipped to End User: 519,380 Thousand Bu.

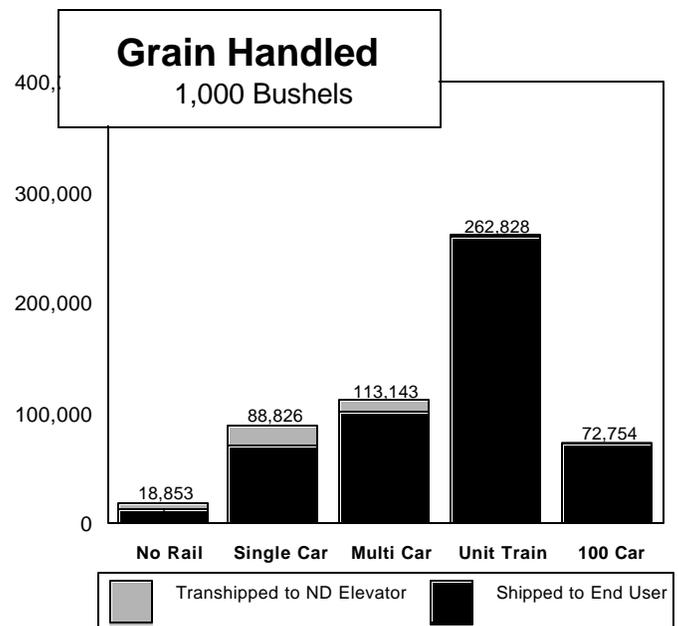
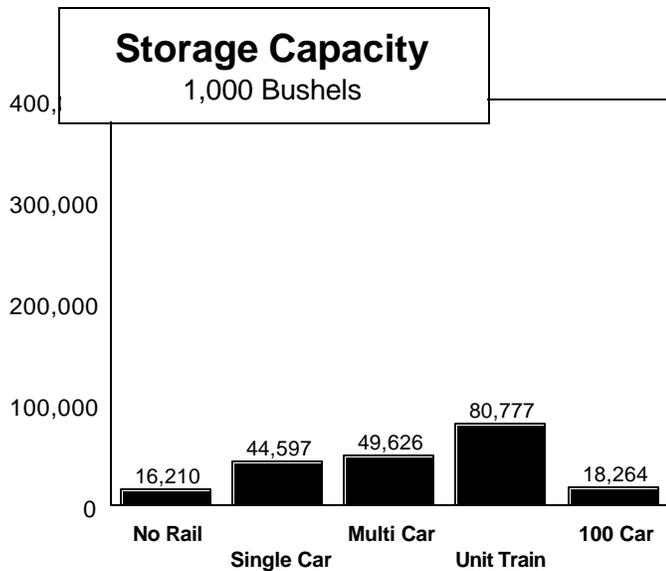
Grain Transhipped to ND Elevator: 37,023 Thousand Bu.

Average Turnover: 4.9

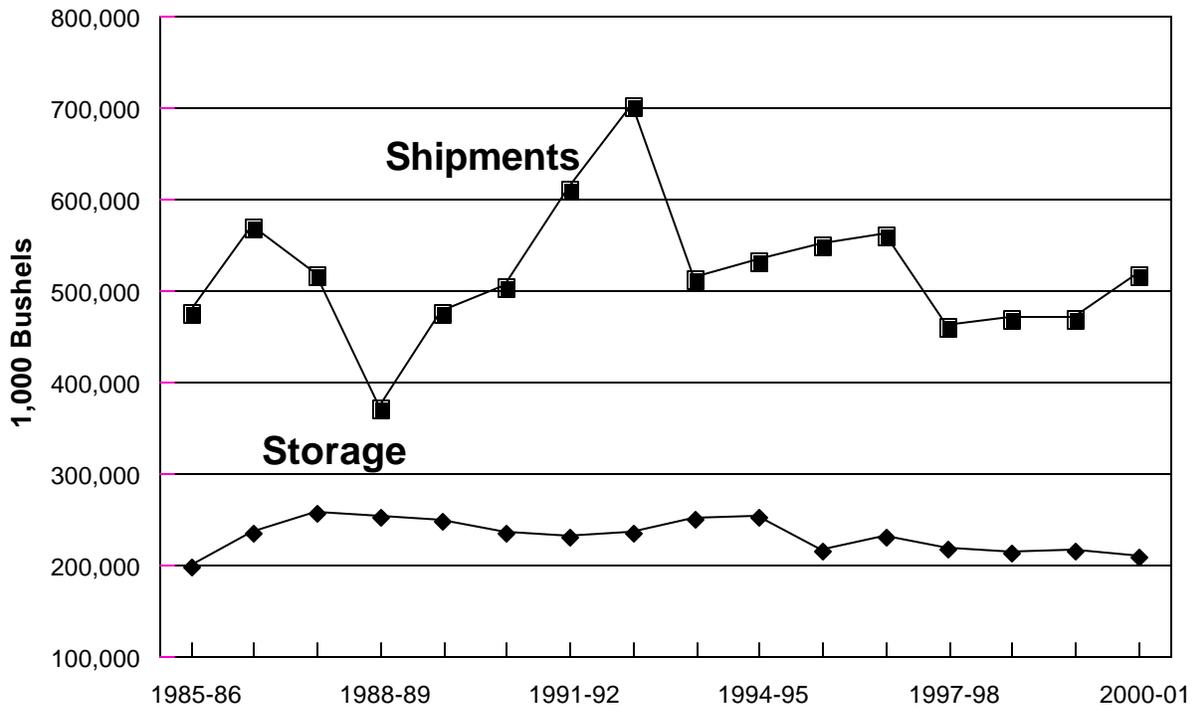
Elevator Categories



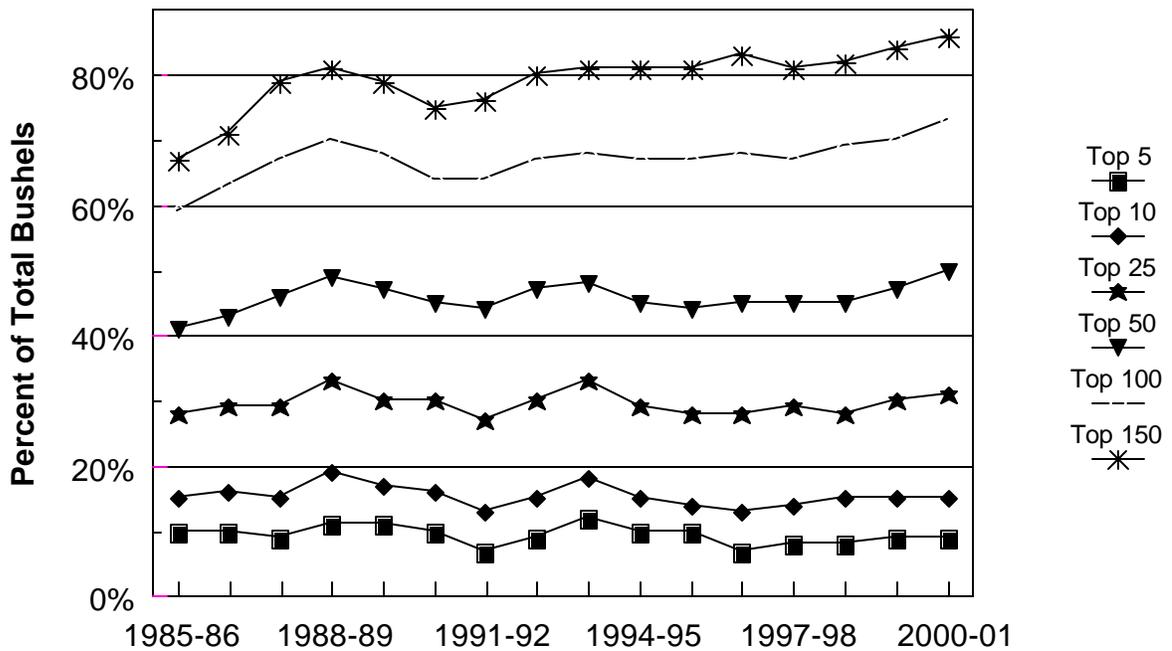
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg iv).



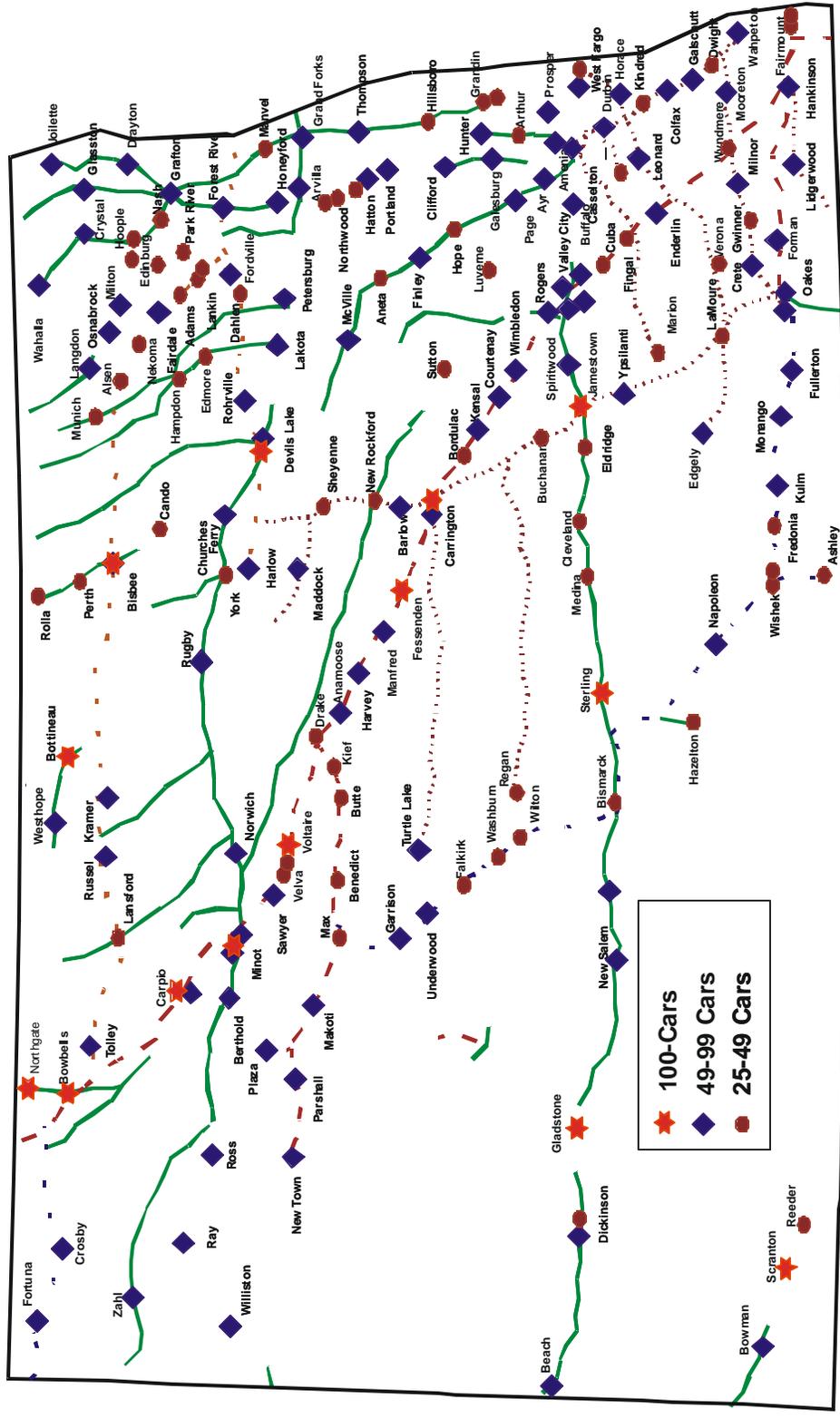
Storage and Total Grain Shipments for North Dakota Elevators



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



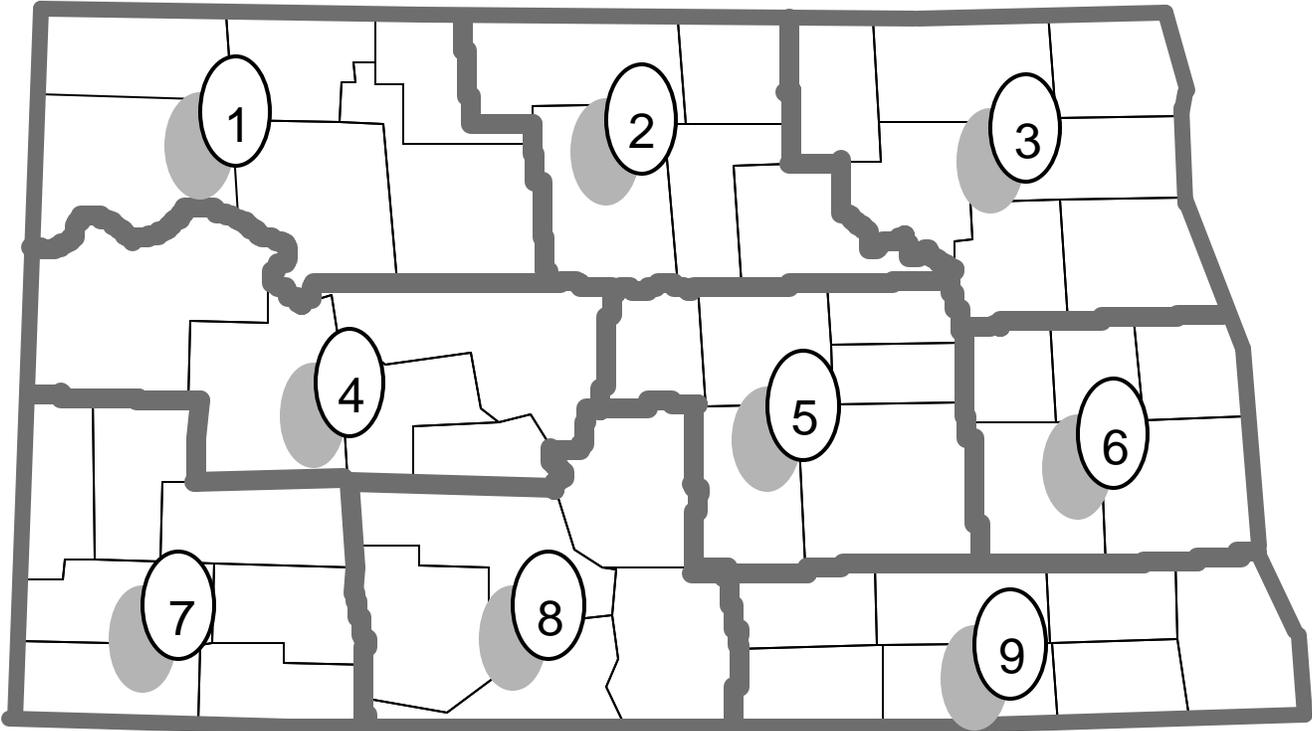
North Dakota Multicar, Unit & Shuttle Train Car Loading Stations, 2000



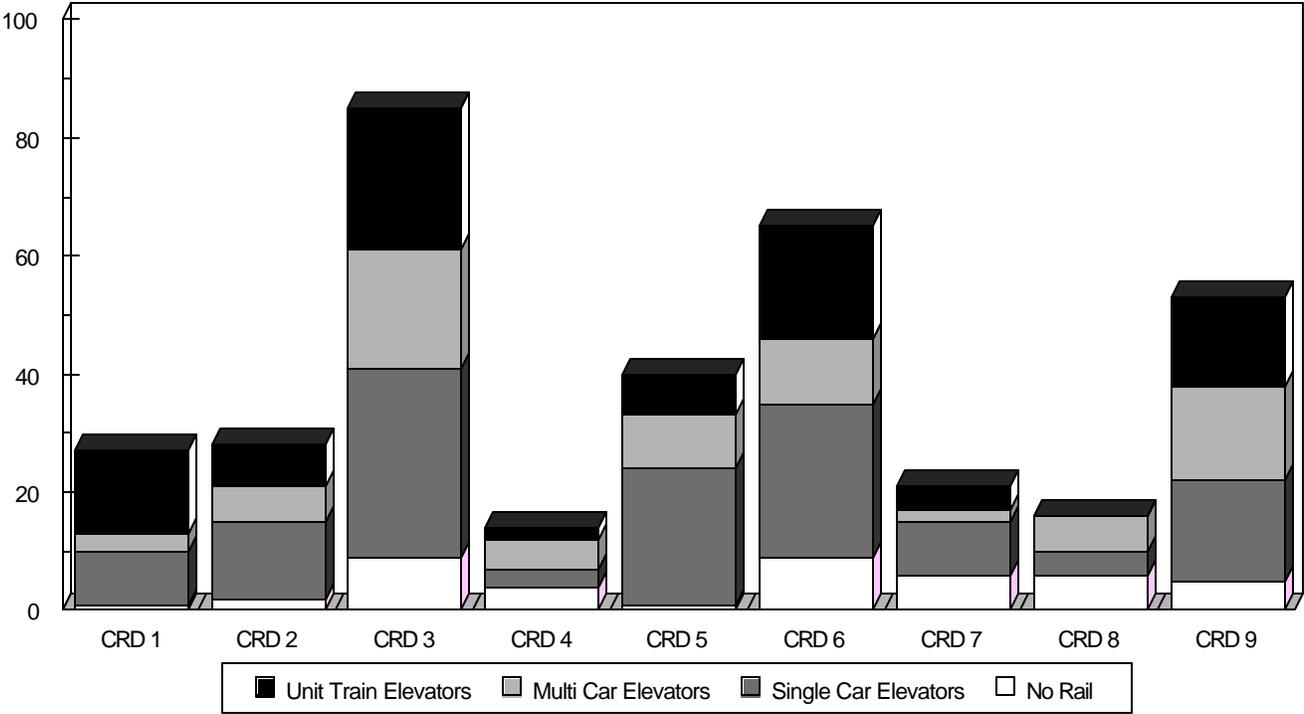
★ 100-Cars
◆ 49-99 Cars
● 25-49 Cars

— Burlington Northern
- - - CP Rail
⋯ Red River Valley & Western (1987)
- - - Dakota, Missouri Valley & Western (1997)
- - - Northern Plains (1997)

NORTH DAKOTA CROP REPORTING DISTRICTS

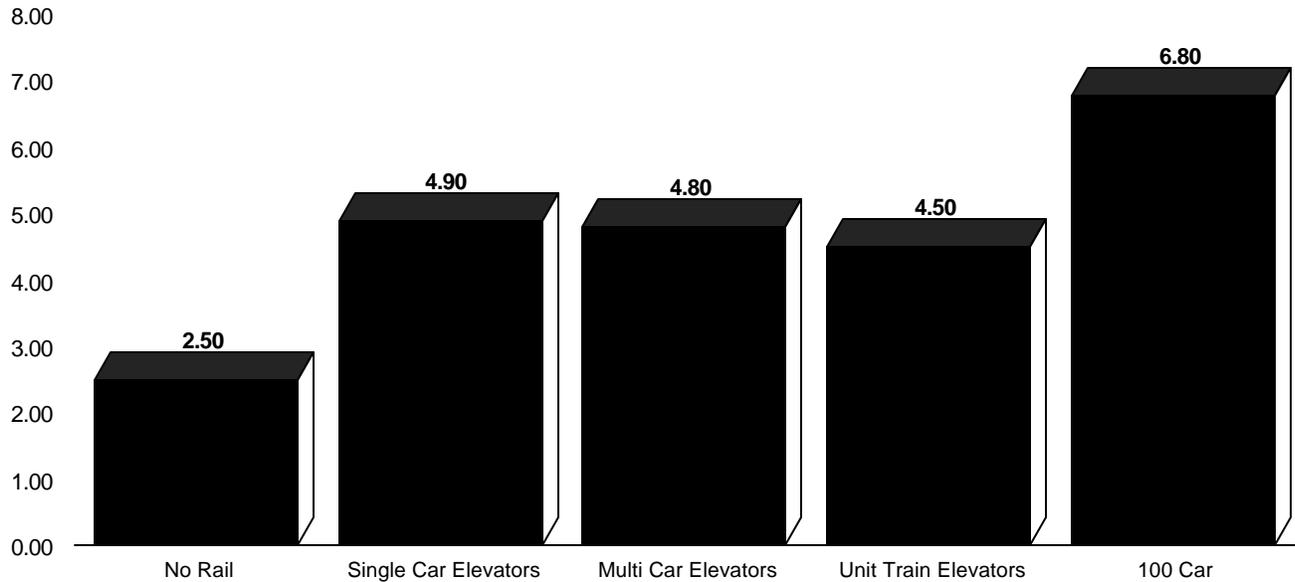


Elevators in Each CRD, 2000-01



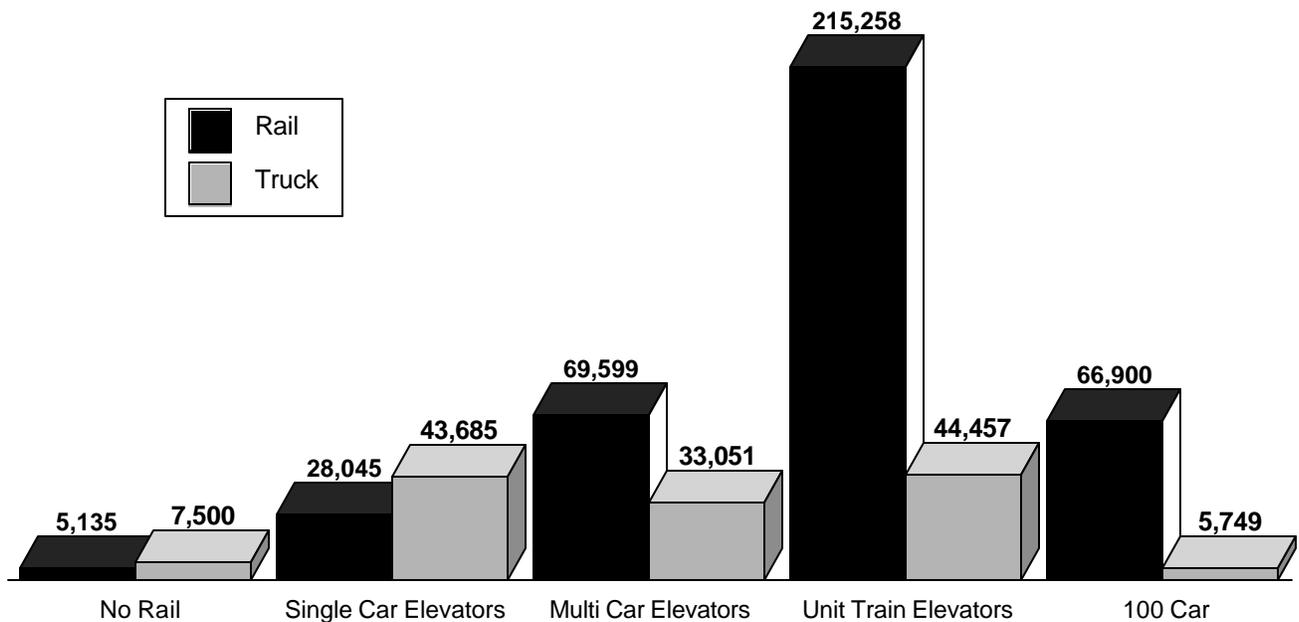
Turnover Ratios for Each Elevator Category, 2000-01

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2000-01

- Thousand Bushels -



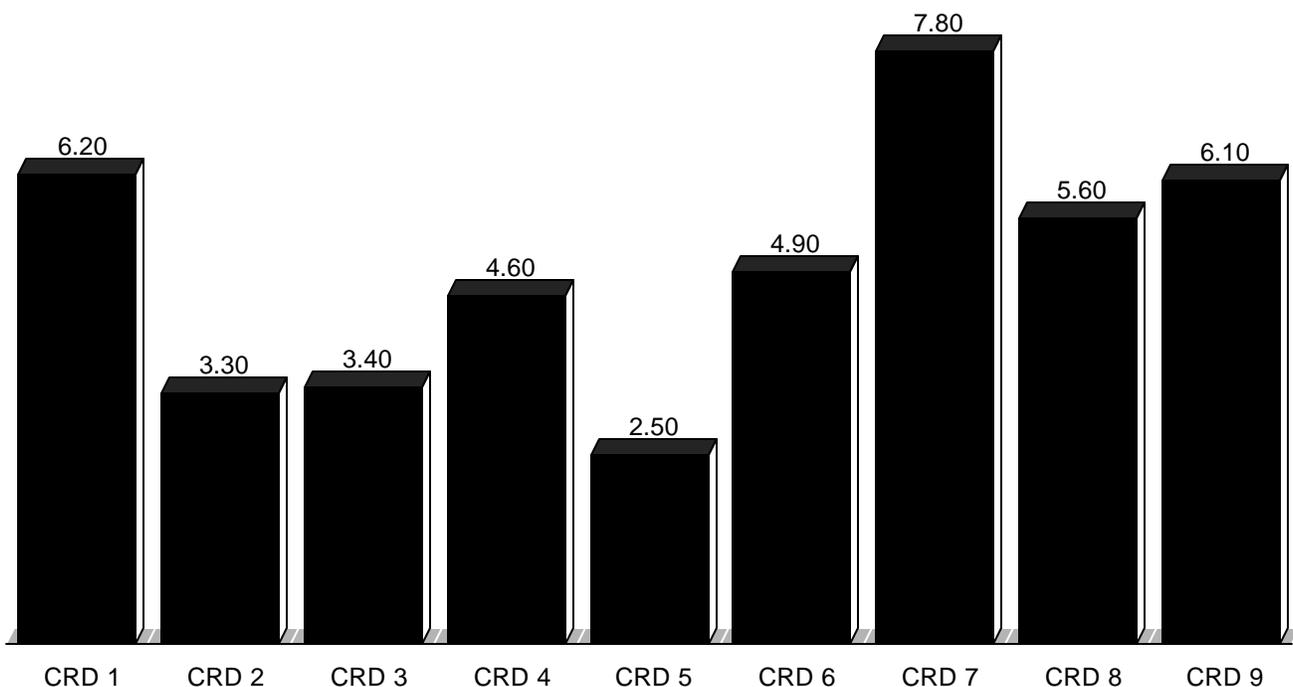
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2000-01**

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	31	18,384,000	3,656,580	74,675,668	6.20
2	30	14,289,000	3,555,256	36,128,197	3.30
3	87	48,269,752	7,792,717	93,022,134	3.40
4	14	6,384,050	711,735	20,172,876	4.60
5	43	32,320,700	3,774,018	51,856,949	2.50
6	65	41,899,992	8,432,464	103,022,959	4.90
7	22	11,152,300	4,907,525	33,057,428	7.80
8	17	5,529,000	519,999	16,613,514	5.60
9	54	31,245,559	3,672,667	90,830,538	6.10
All	363	209,474,353	37,022,962	519,380,263	4.90

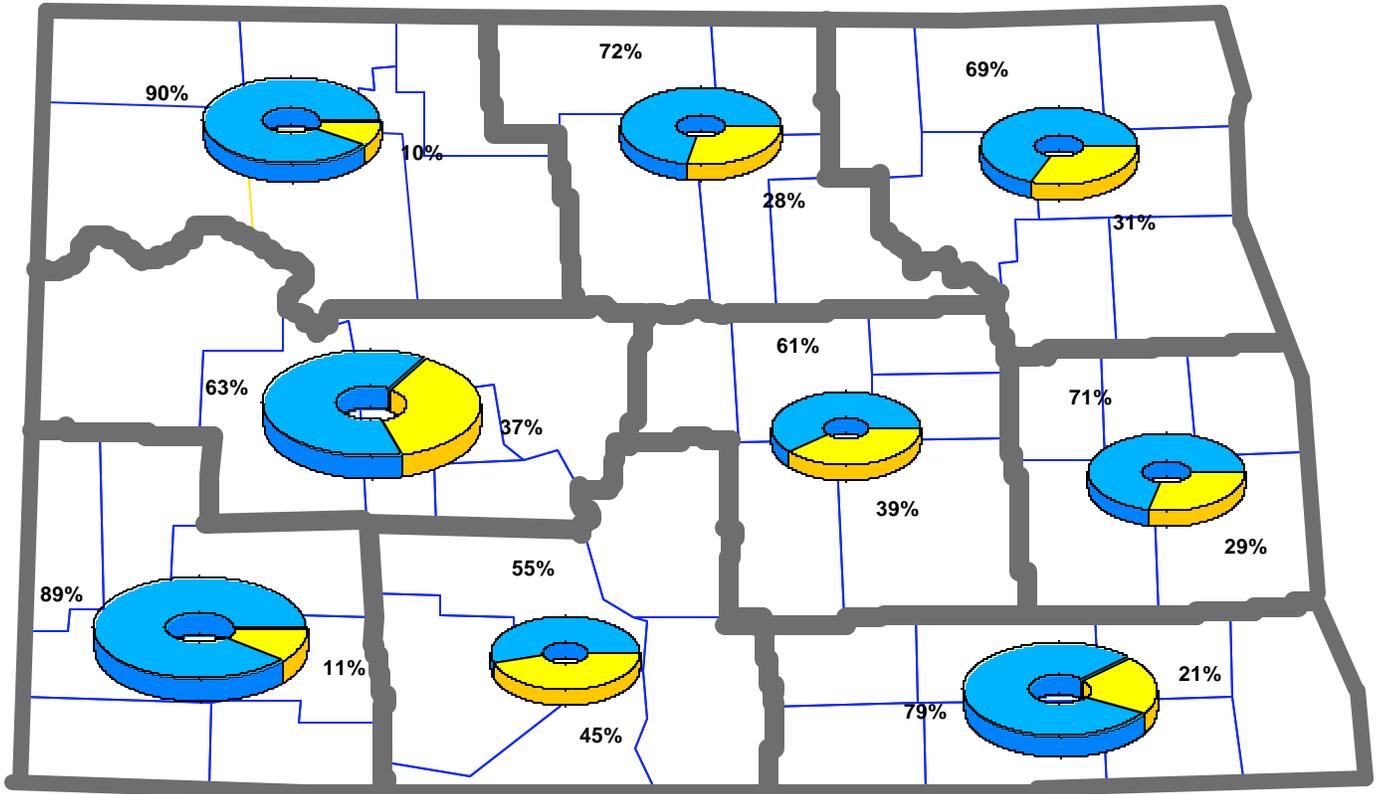
^aBushels transhipped to other ND elevators.

^bBushels shipped to processors, and various export points.

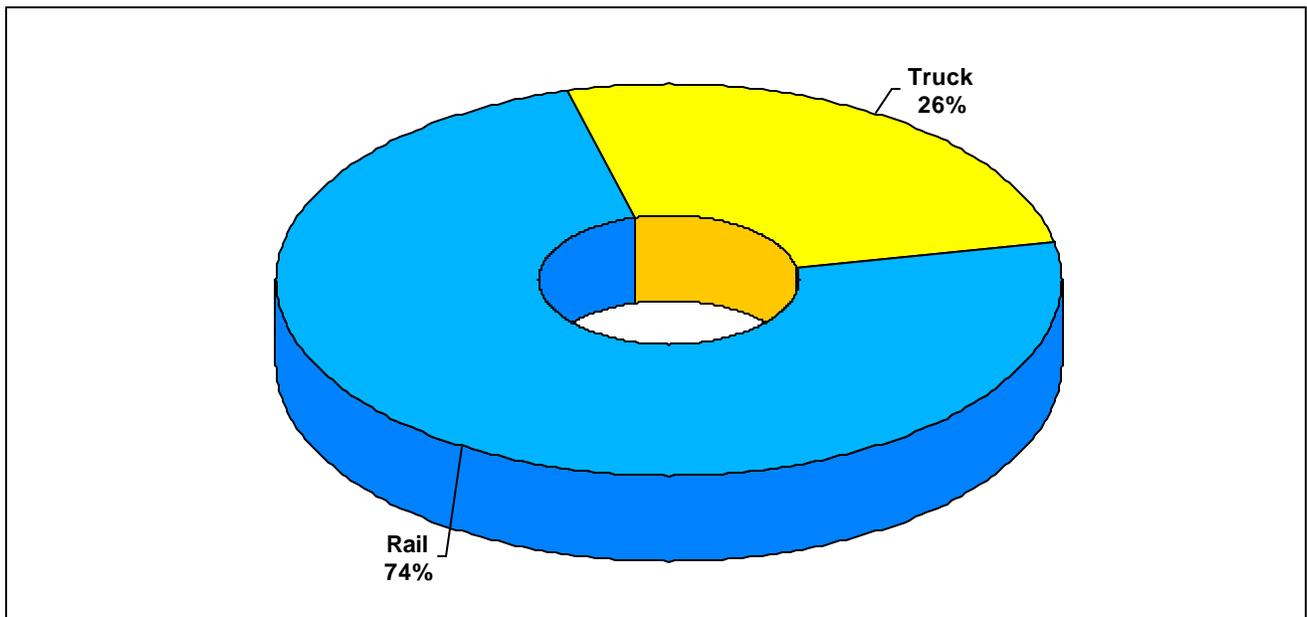
**Average Turnover of Shipments to Storage
for Each CRD, 2000-01
-Weighted by grain shipments-**

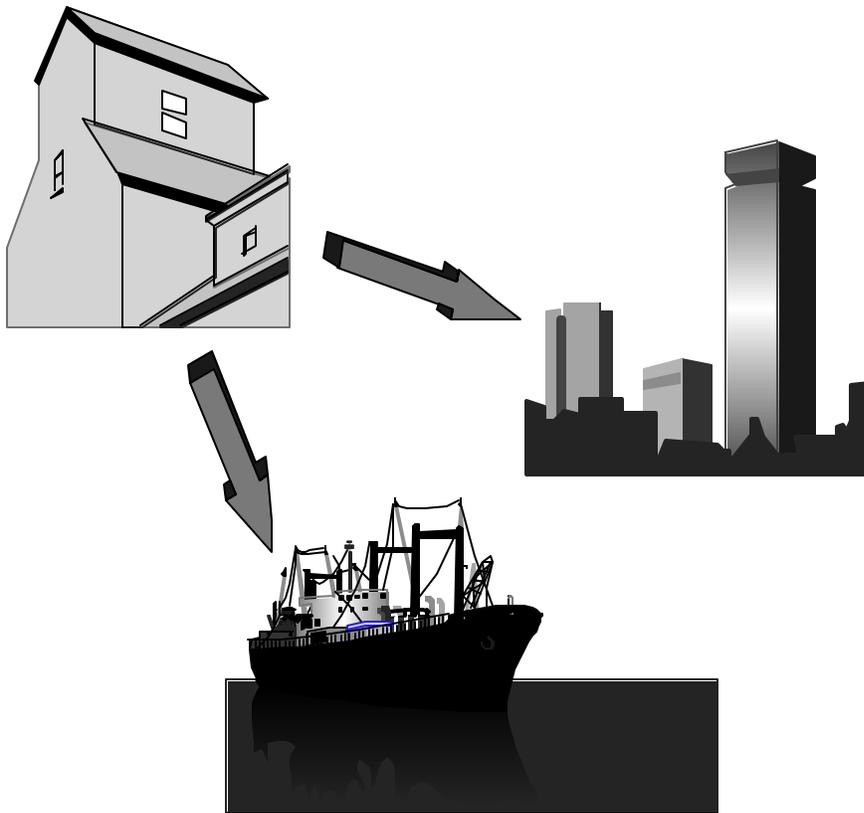


Modal Share of Grain and Oilseed Shipments from Each CRD, 2000-01



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2000-01

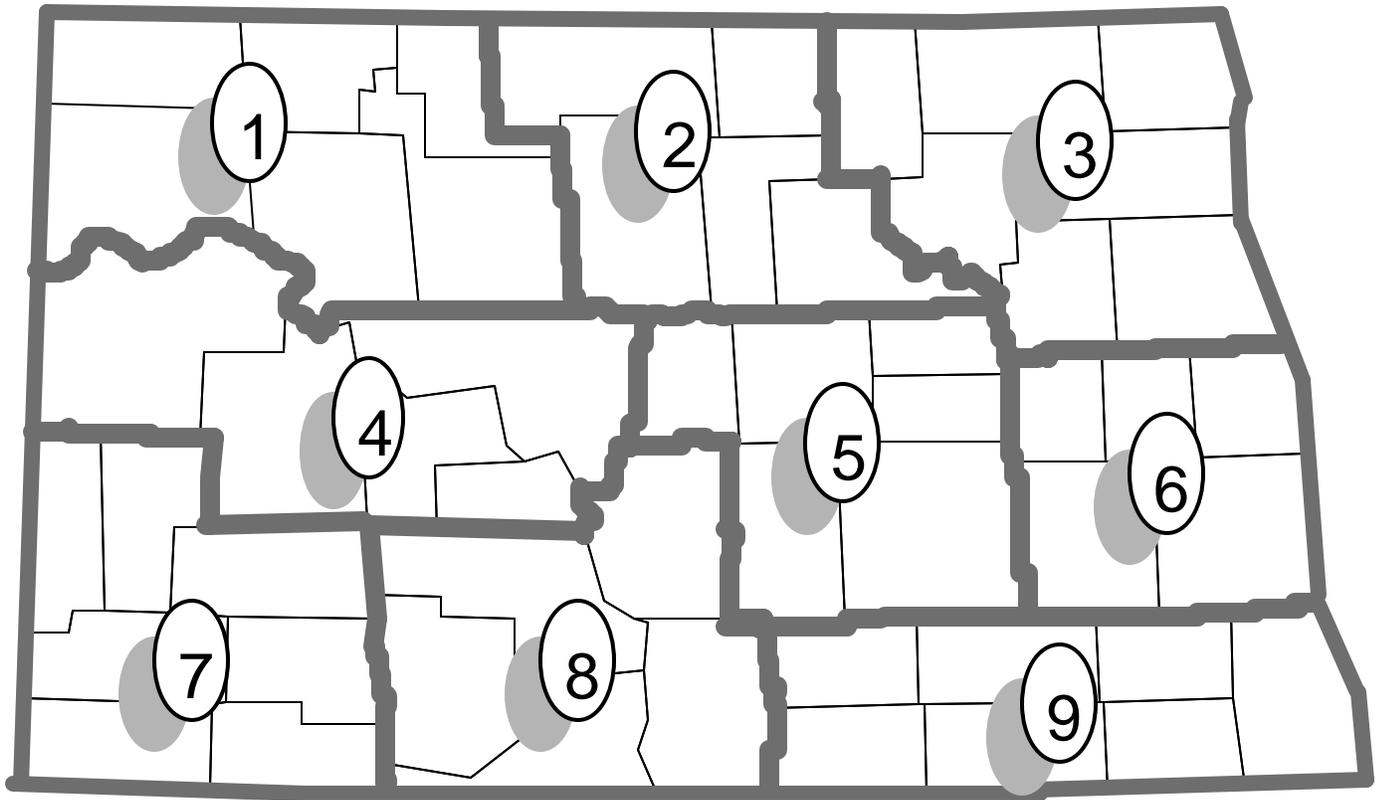




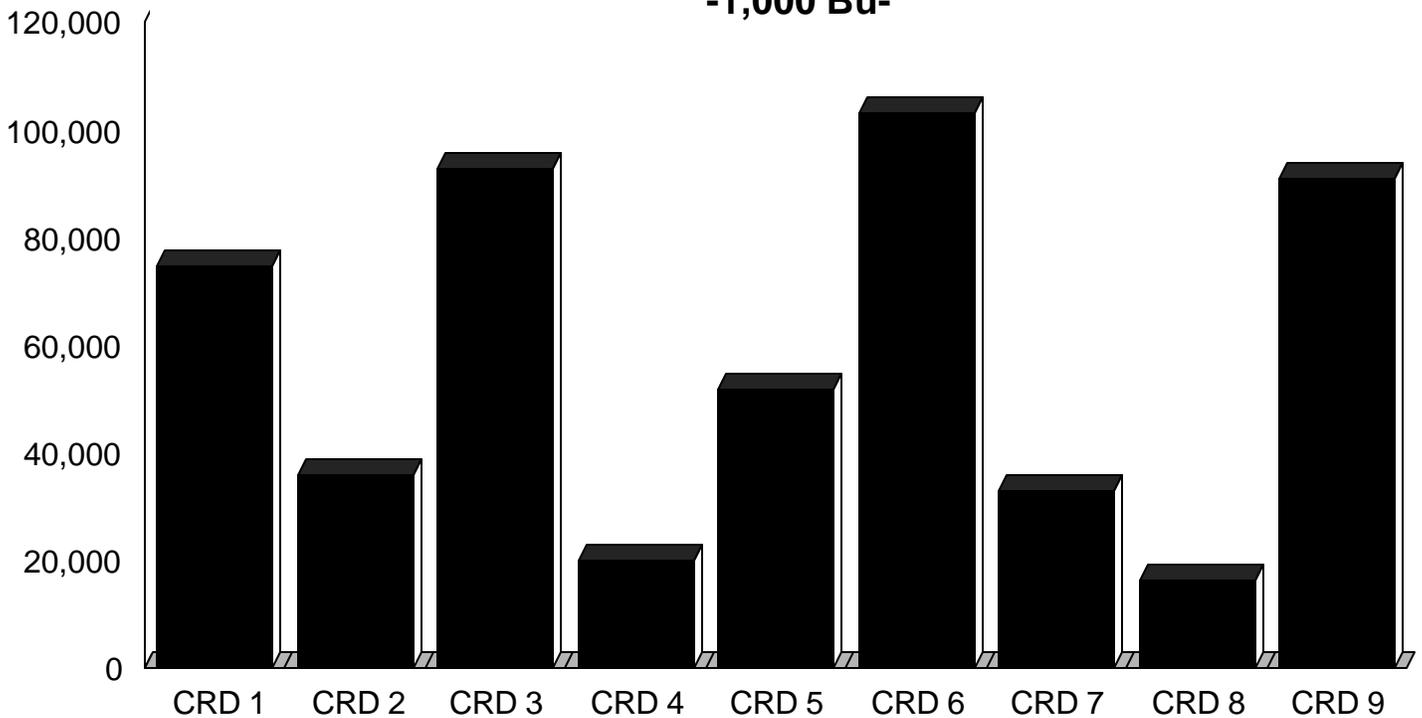
*Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

All Grains and Oilseeds

NORTH DAKOTA CROP REPORTING DISTRICTS



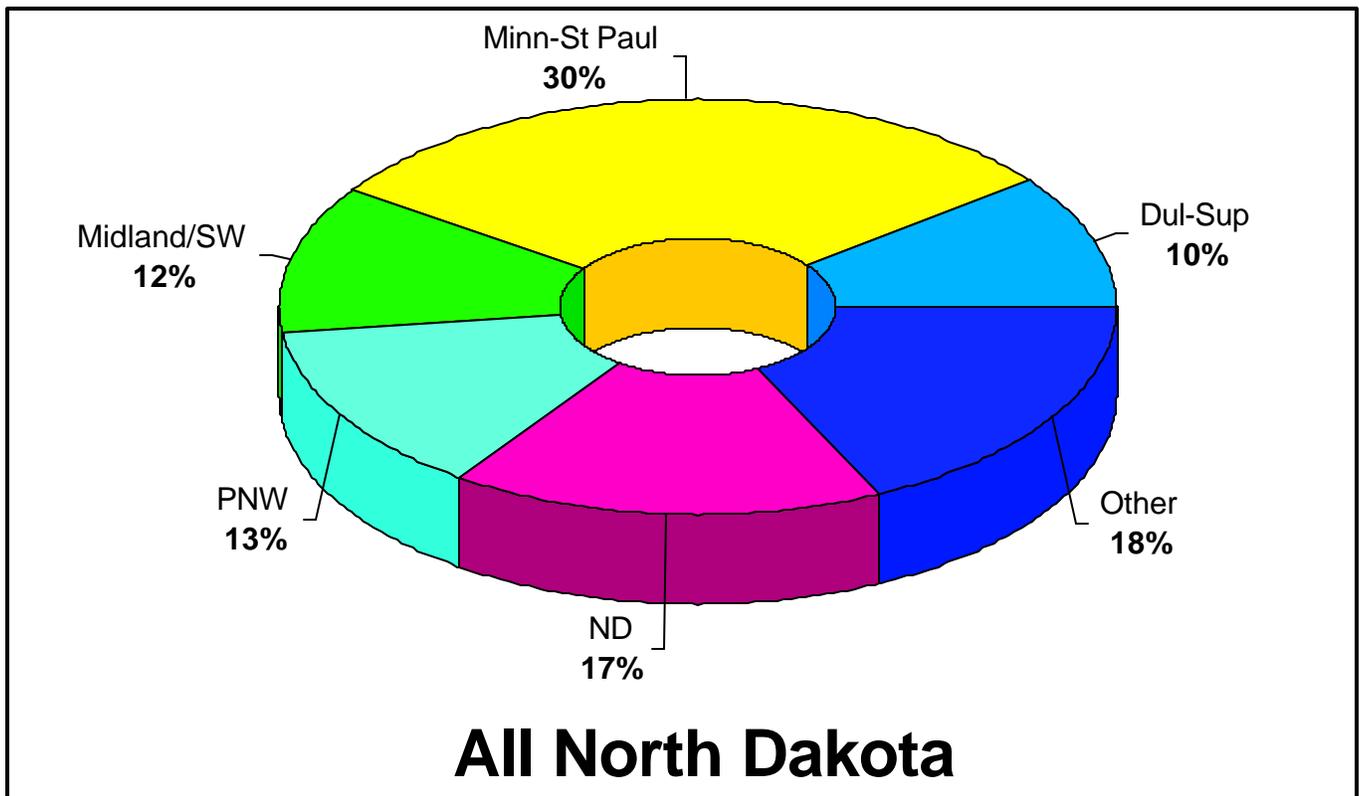
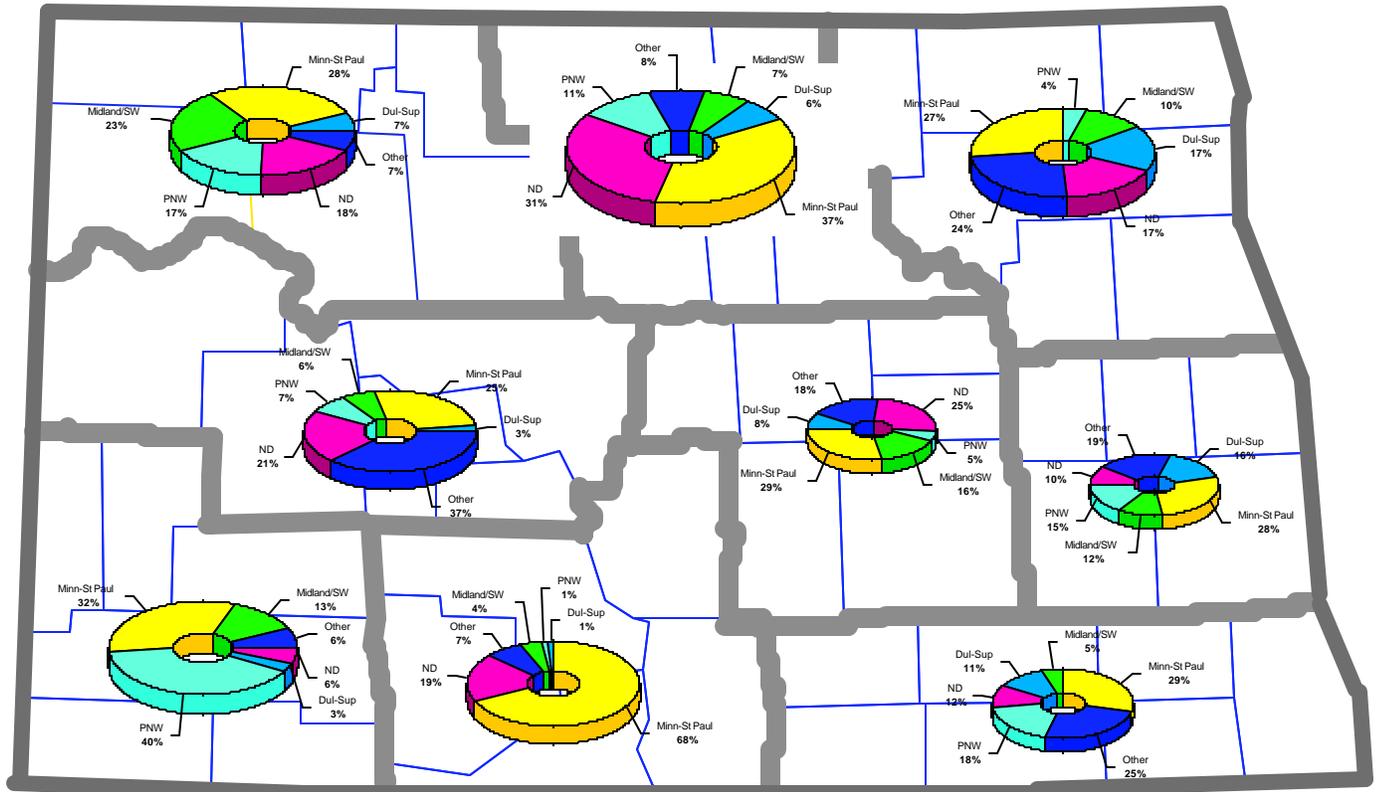
**Grain & Oilseed Shipments Originating
from Each CRD, 2000-01
-1,000 Bu-**



Destinations for Grain & Oilseed Shipments

2000-01

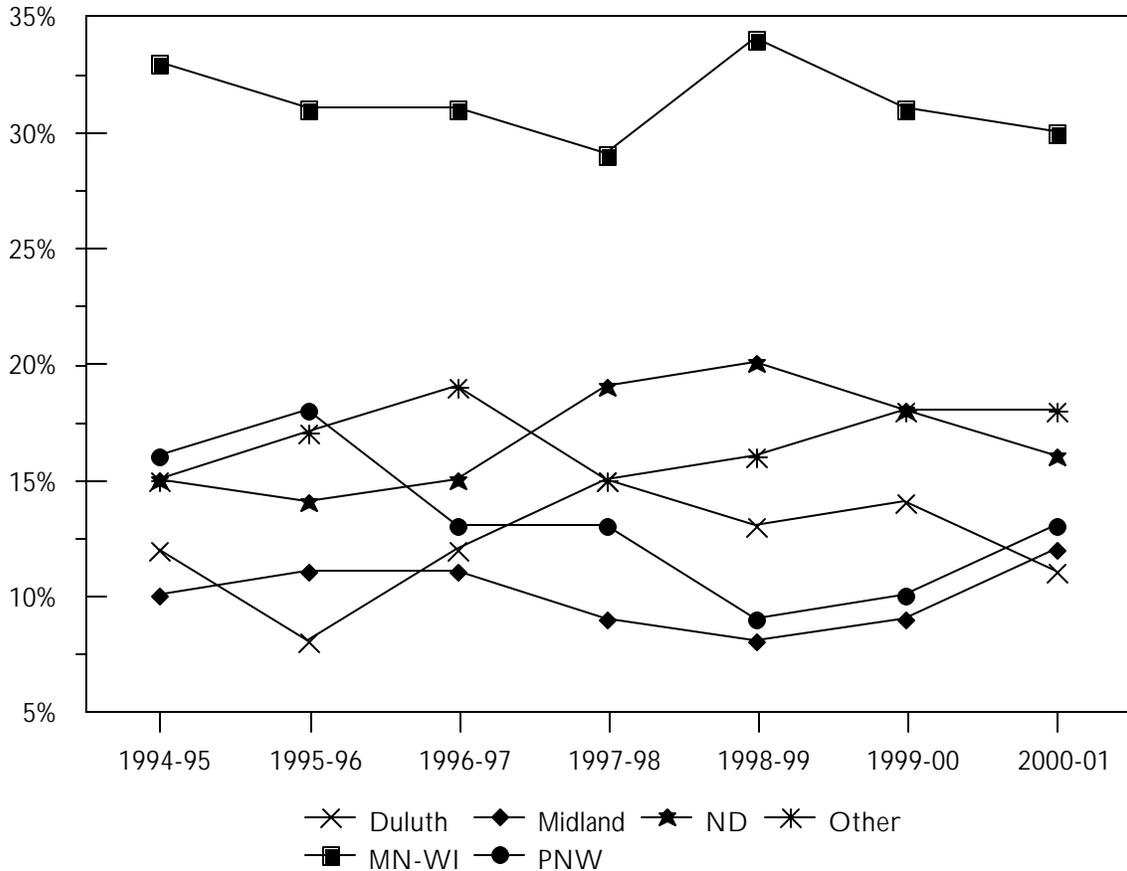
Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	62,290 12%	174,791 33%	52,804 10%	82,823 16%	533,233
1995-96	46,572 8%	177,764 31%	62,904 11%	104,130 18%	565,142
1996-97	62,308 12%	158,553 31%	56,208 11%	66,838 13%	517,175
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	54,677 11%	156,777 30%	60,387 12%	69,630 13%	519,380

Destinations for Grain and Oilseed Shipments



Destinations for Grain and Oilseed Shipments from ND CRDs

(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
1993-94	8%	30%	19%	23%	8%	13%	103,041	1993-94	8%	29%	13%	17%	15%	18%	53,735
1994-95	6%	36%	18%	19%	8%	13%	91,368	1994-95	6%	28%	6%	10%	29%	20%	49,978
1995-96	7%	37%	20%	16%	5%	15%	65,801	1995-96	10%	39%	6%	9%	23%	12%	35,947
1996-97	8%	34%	16%	17%	13%	12%	66,374	1996-97	10%	34%	4%	9%	19%	24%	48,029
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%	7%	74,676	2000-01	6%	37%	7%	11%	31%	8%	36,128

<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	22%	26%	18%	9%	9%	15%	97,902	1993-94	3%	50%	20%	14%	1%	12%	20,403
1994-95	19%	31%	10%	10%	12%	18%	100,348	1994-95	4%	49%	6%	9%	15%	17%	19,722
1995-96	13%	30%	11%	17%	12%	16%	100,985	1995-96	5%	52%	6%	1%	16%	20%	15,557
1996-97	18%	23%	18%	7%	13%	21%	123,753	1996-97	3%	41%	14%	7%	11%	24%	18,385
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%	17%	24%	93,022	2000-01	3%	25%	6%	7%	21%	37%	20,173

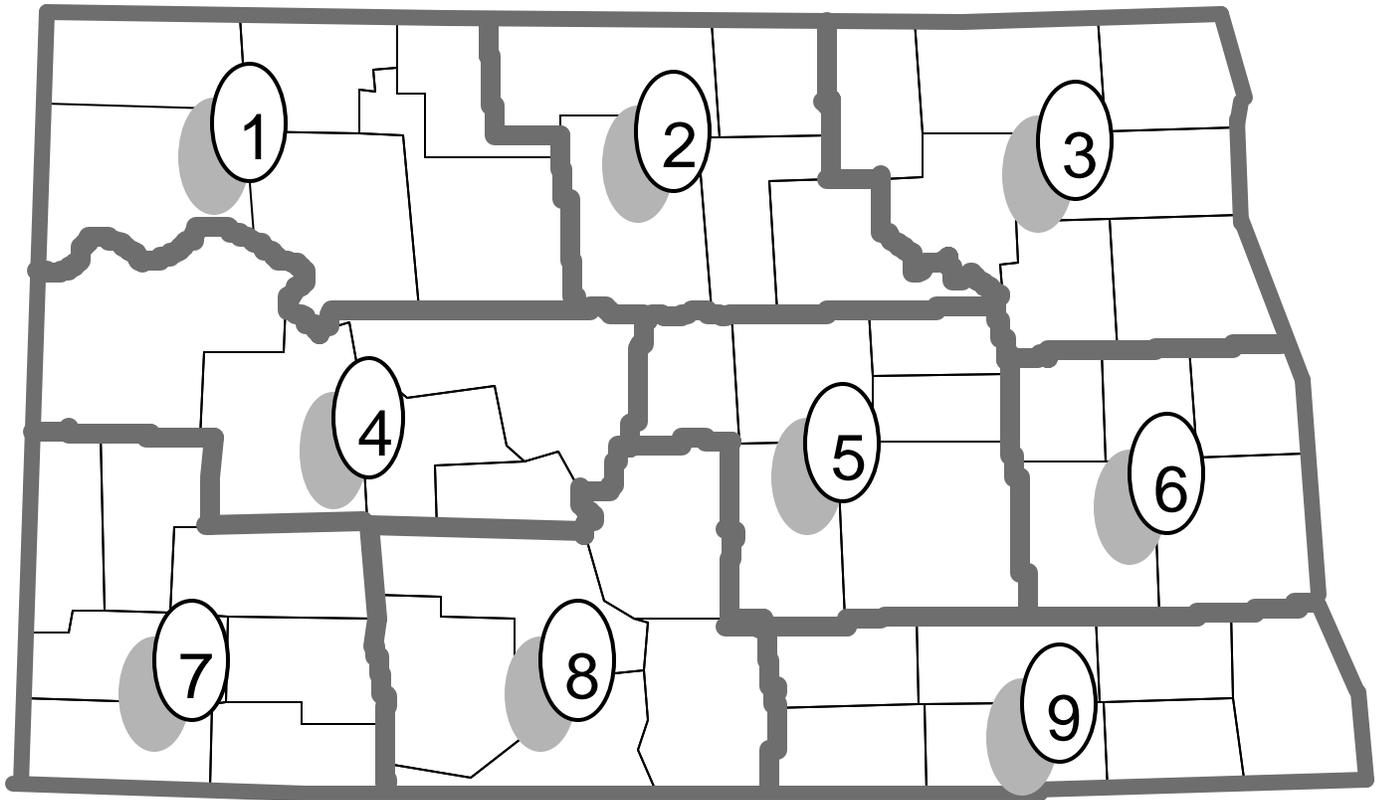
<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	12%	40%	10%	8%	12%	18%	52,755	1993-94	17%	28%	7%	15%	15%	18%	83,265
1994-95	15%	38%	9%	3%	21%	14%	48,493	1994-95	16%	28%	7%	17%	16%	15%	98,501
1995-96	8%	44%	12%	1%	19%	16%	44,278	1995-96	8%	27%	7%	27%	15%	17%	91,036
1996-97	12%	35%	8%	3%	26%	16%	45,560	1996-97	15%	31%	8%	13%	12%	21%	97,606
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	8%	29%	16%	5%	25%	18%	51,857	2000-01	16%	28%	12%	15%	10%	19%	103,023

<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	17%	11%	12%	53%	2%	5%	34,439	1993-94	7%	52%	24%	9%	4%	5%	14,576
1994-95	9%	21%	11%	54%	2%	3%	27,635	1994-95	3%	58%	21%	9%	6%	3%	12,593
1995-96	11%	26%	13%	40%	1%	9%	27,680	1995-96	1%	63%	17%	4%	5%	11%	14,020
1996-97	5%	21%	7%	61%	1%	6%	24,972	1996-97	2%	74%	11%	4%	3%	4%	10,413
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	3%	32%	13%	40%	6%	6%	33,057	2000-01	1%	68%	4%	1%	19%	7%	16,614

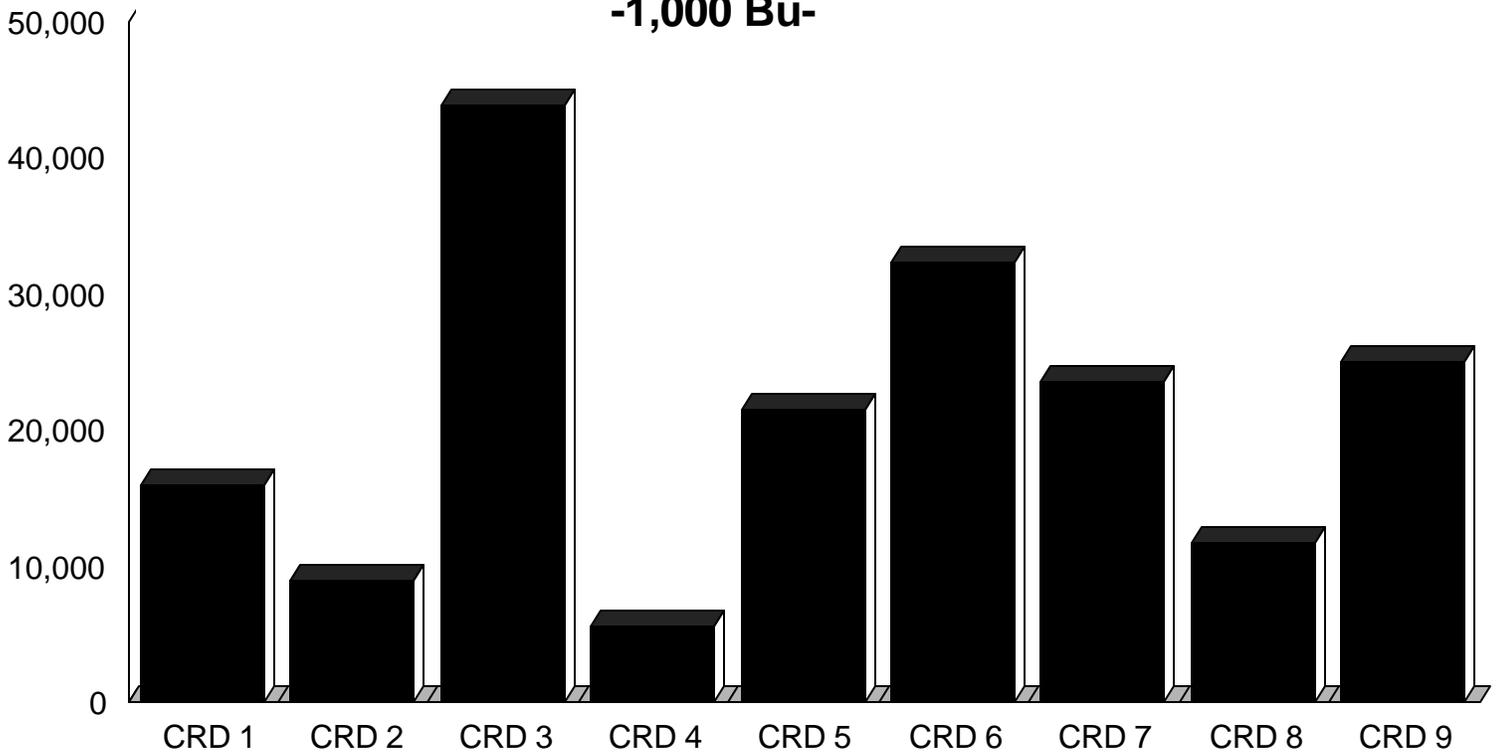
<u>CRD 9</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	7%	50%	6%	5%	15%	18%	62,123
1994-95	9%	32%	6%	16%	16%	20%	84,603
1995-96	6%	26%	7%	25%	14%	22%	84,995
1996-97	9%	32%	4%	14%	21%	20%	74,002
1997-98	9%	33%	7%	15%	19%	17%	79,846
1998-99	15%	33%	6%	9%	22%	16%	74,229
1999-00	19%	31%	3%	15%	15%	18%	83,082
2000-01	11%	29%	5%	18%	12%	25%	90,831

HRS Wheat

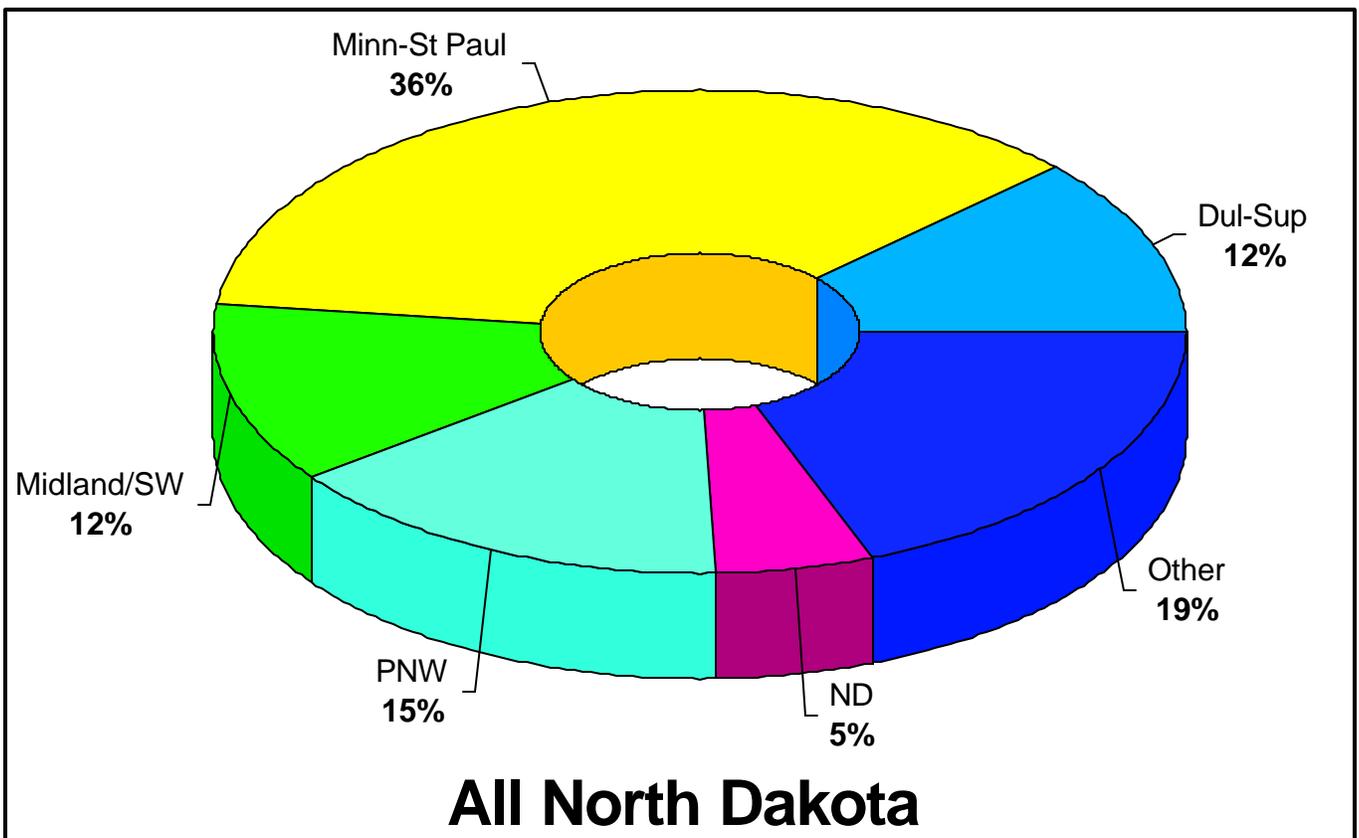
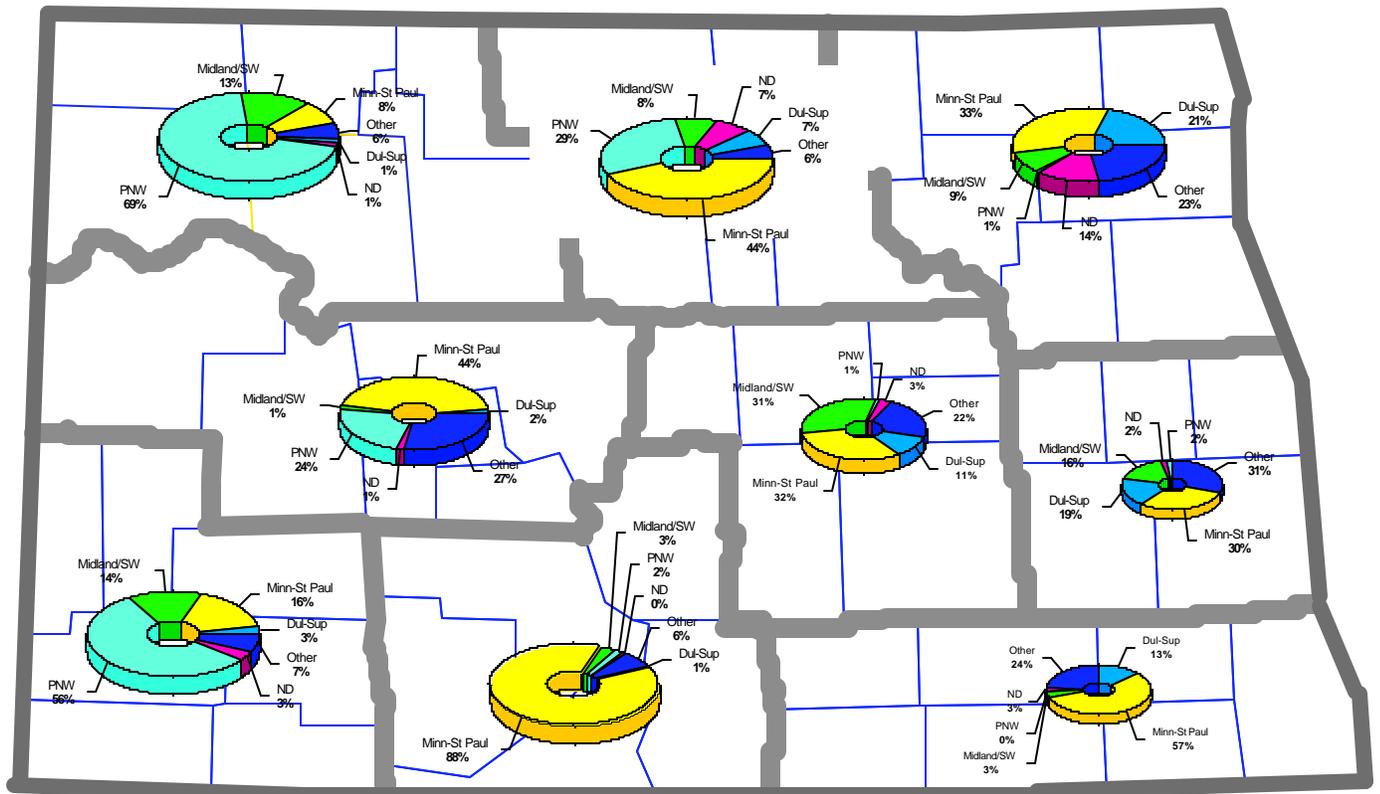
NORTH DAKOTA CROP REPORTING DISTRICTS



**Hard Red Spring Wheat Shipments
Originating from Each CRD, 2000-01
-1,000 Bu-**



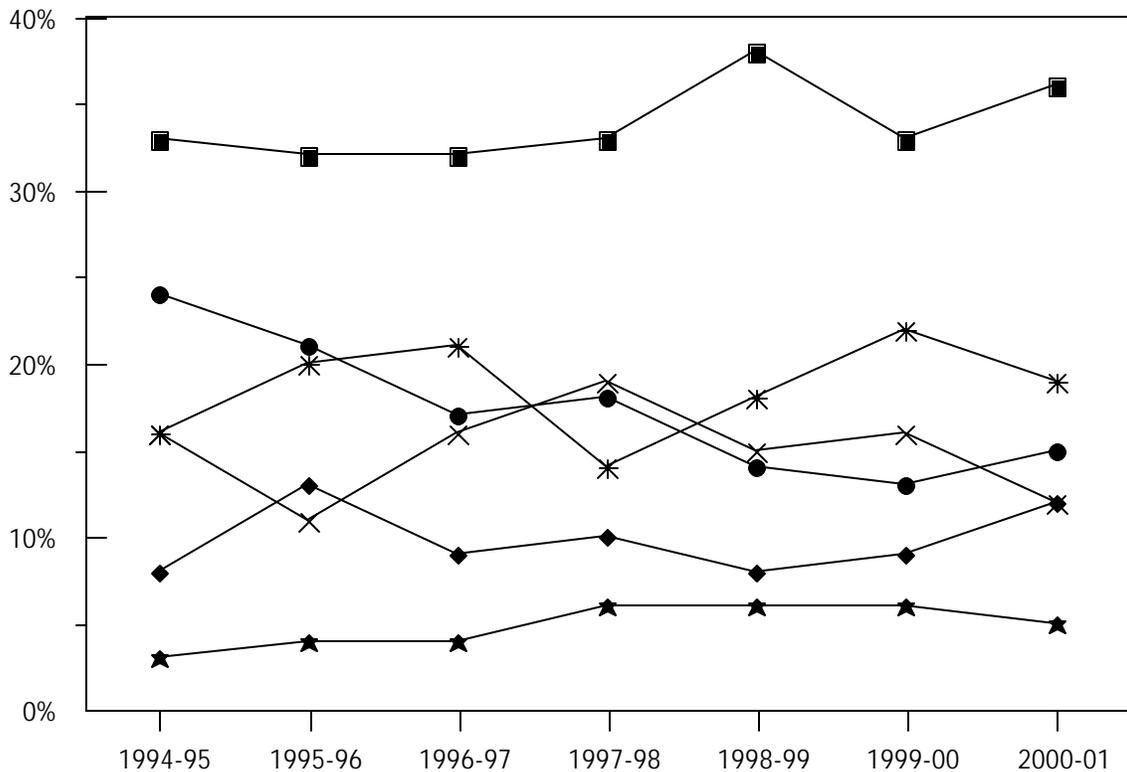
Destinations for Hard Red Spring Wheat Shipments 2000-01 Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	34,840 16%	74,999 33%	18,672 8%	52,971 24%	223,886
1995-96	28,842 11%	83,708 32%	33,524 13%	56,223 21%	264,379
1996-97	36,028 16%	72,461 32%	21,048 9%	37,722 17%	223,145
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	22,581 12%	68,450 36%	22,830 12%	28,911 15%	188,894

Destinations for Hard Red Spring Wheat Shipments



—x— Duluth —◆— Midland —★— ND —*— Other
 —■— MN-WI —●— PNW

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

CRD 1							CRD 2								
	Duluth	MN-WI	Midland	PNW	ND	Other	Total	Duluth	MN-WI	Midland	PNW	ND	Other	Total	
1993-94	7%	26%	6%	45%	4%	12%	39,247	1993-94	8%	33%	7%	35%	3%	13%	21,664
1994-95	11%	23%	8%	48%	2%	8%	30,431	1994-95	5%	22%	6%	23%	17%	27%	17,671
1995-96	8%	20%	14%	45%	1%	13%	21,000	1995-96	8%	31%	8%	20%	12%	20%	15,404
1996-97	5%	17%	10%	55%	4%	9%	17,975	1996-97	9%	31%	5%	26%	6%	23%	15,444
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%	15%	12%	64%	1%	6%	15,944	2000-01	7%	44%	8%	29%	7%	6%	9,034

CRD 3							CRD 4								
	Duluth	MN-WI	Midland	PNW	ND	Other	Total	Duluth	MN-WI	Midland	PNW	ND	Other	Total	
1993-94	24%	30%	14%	12%	5%	15%	49,070	1993-94	5%	42%	18%	21%	0%	14%	12,031
1994-95	25%	30%	10%	18%	4%	12%	43,100	1994-95	8%	50%	2%	15%	11%	15%	10,004
1995-96	17%	23%	14%	24%	8%	15%	55,776	1995-96	9%	61%	7%	2%	5%	16%	8,351
1996-97	27%	23%	12%	6%	10%	21%	55,052	1996-97	6%	46%	9%	15%	4%	19%	8,605
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	21%	33%	9%	1%	14%	23%	43,901	2000-01	2%	44%	1%	24%	1%	27%	5,644

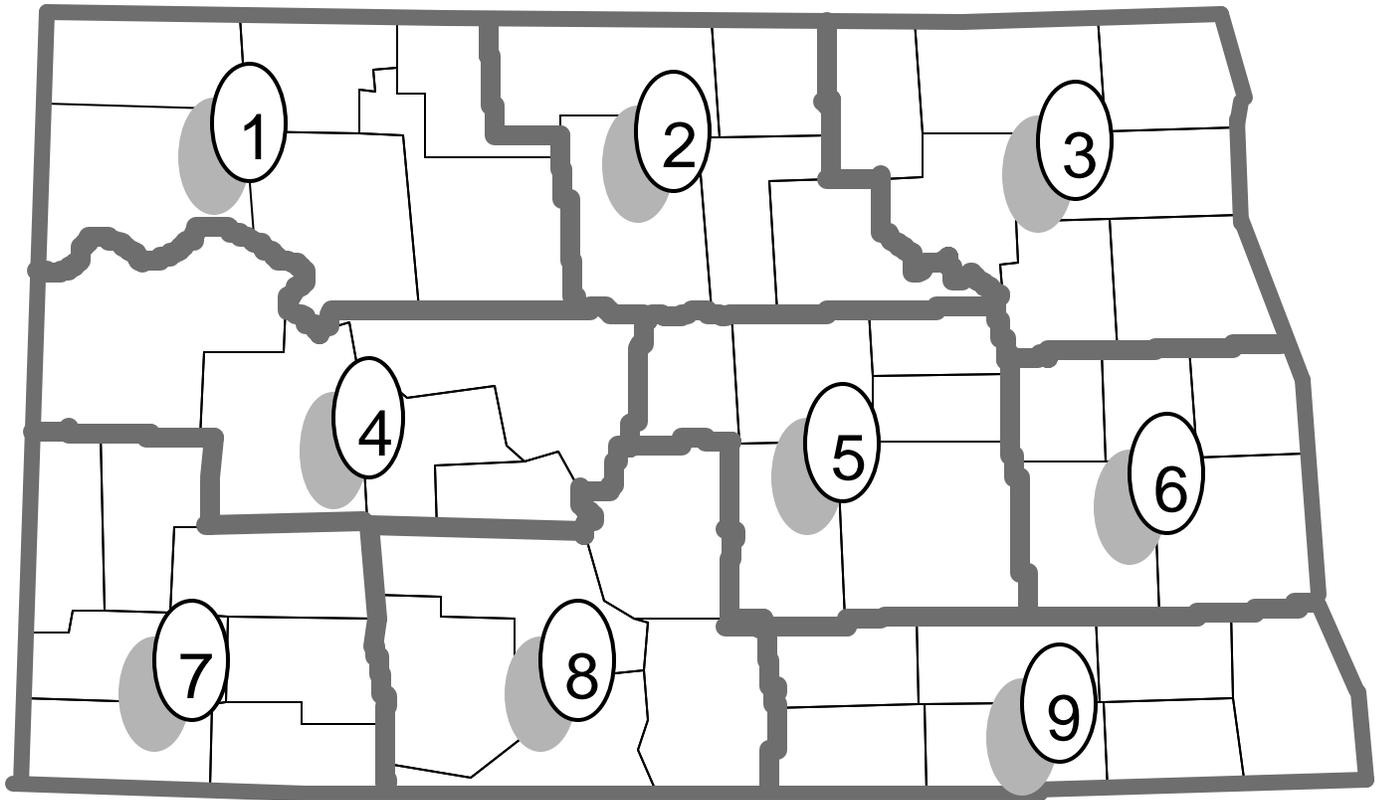
CRD 5							CRD 6								
	Duluth	MN-WI	Midland	PNW	ND	Other	Total	Duluth	MN-WI	Midland	PNW	ND	Other	Total	
1993-94	15%	43%	10%	13%	0%	18%	30,307	1993-94	17%	25%	6%	26%	2%	24%	36,026
1994-95	24%	46%	8%	5%	0%	17%	23,171	1994-95	19%	24%	8%	25%	1%	22%	32,963
1995-96	21%	41%	7%	5%	1%	25%	21,991	1995-96	12%	26%	10%	26%	0%	25%	34,972
1996-97	12%	26%	10%	26%	0%	25%	34,972	1996-97	22%	32%	10%	3%	2%	31%	37,986
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%	32%	31%	1%	3%	22%	21,583	2000-01	19%	30%	16%	2%	2%	31%	32,415

CRD 7							CRD 8								
	Duluth	MN-WI	Midland	PNW	ND	Other	Total	Duluth	MN-WI	Midland	PNW	ND	Other	Total	
1993-94	18%	8%	10%	57%	1%	6%	30,409	1993-94	8%	58%	22%	8%	0%	4%	11,720
1994-95	9%	19%	8%	58%	2%	3%	25,079	1994-95	3%	62%	22%	7%	2%	3%	9,899
1995-96	11%	22%	12%	44%	1%	10%	24,593	1995-96	1%	65%	18%	4%	3%	10%	12,193
1996-97	5%	14%	6%	68%	1%	6%	21,831	1996-97	2%	75%	11%	5%	3%	4%	9,849
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	3%	16%	14%	56%	3%	7%	23,553	2000-01	1%	88%	3%	2%	0%	6%	11,771

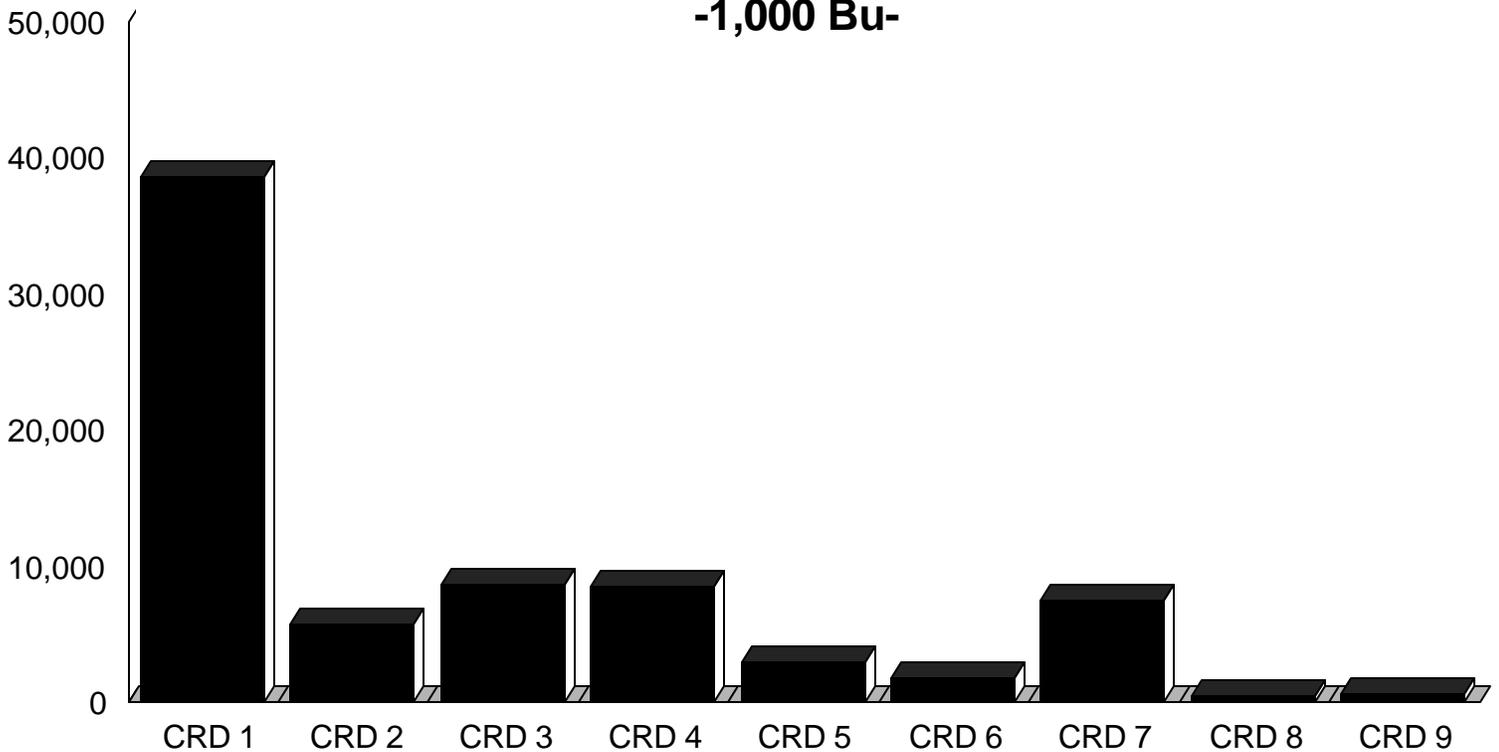
CRD 9							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	9%	60%	6%	1%	2%	20%	24,914
1994-95	14%	53%	5%	0%	1%	27%	31,577
1995-96	9%	45%	10%	1%	1%	34%	31,546
1996-97	12%	53%	4%	0%	0%	31%	30,319
1997-98	11%	53%	7%	0%	0%	0%	29,327
1998-99	11%	56%	8%	1%	4%	20%	23,686
1999-00	12%	51%	1%	0%	7%	29%	23,381
2000-01	13%	57%	3%	0%	3%	24%	25,049

Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



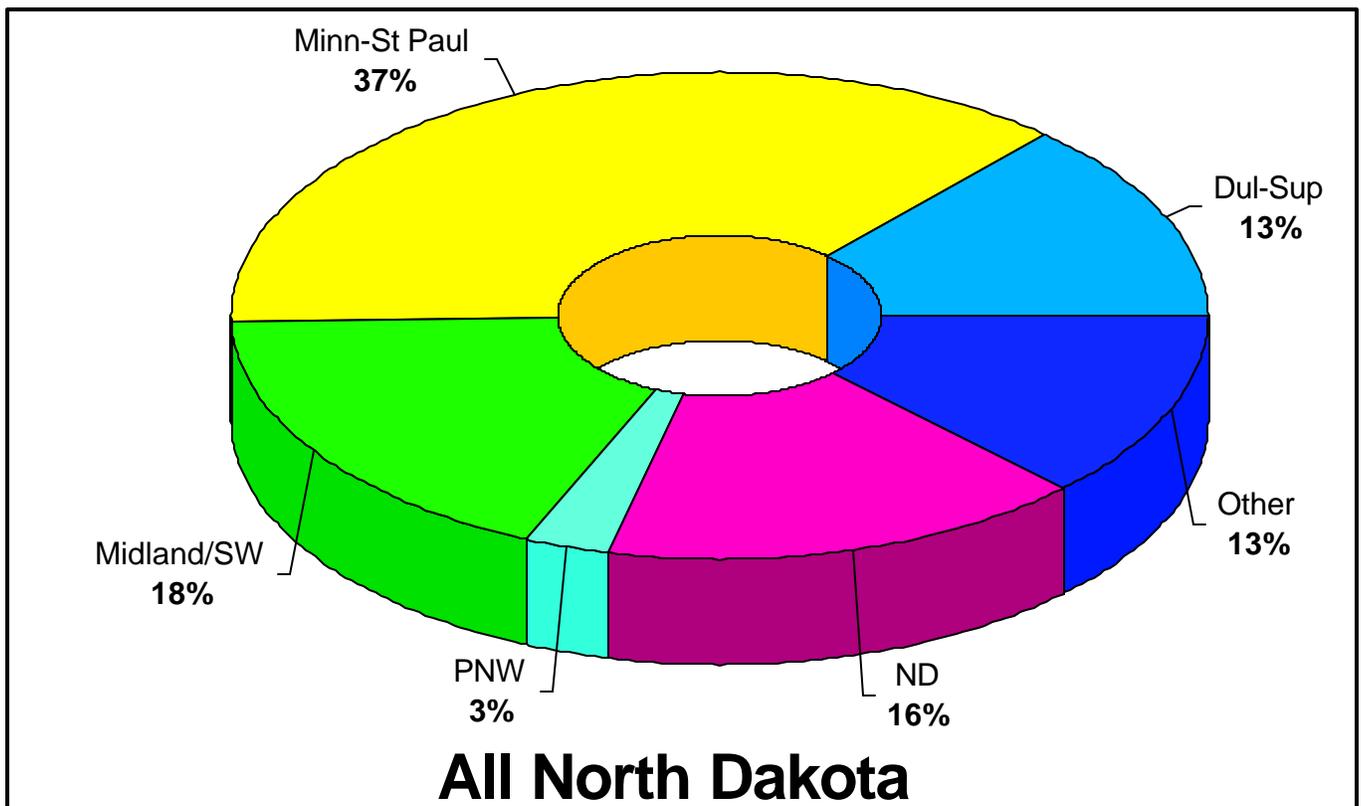
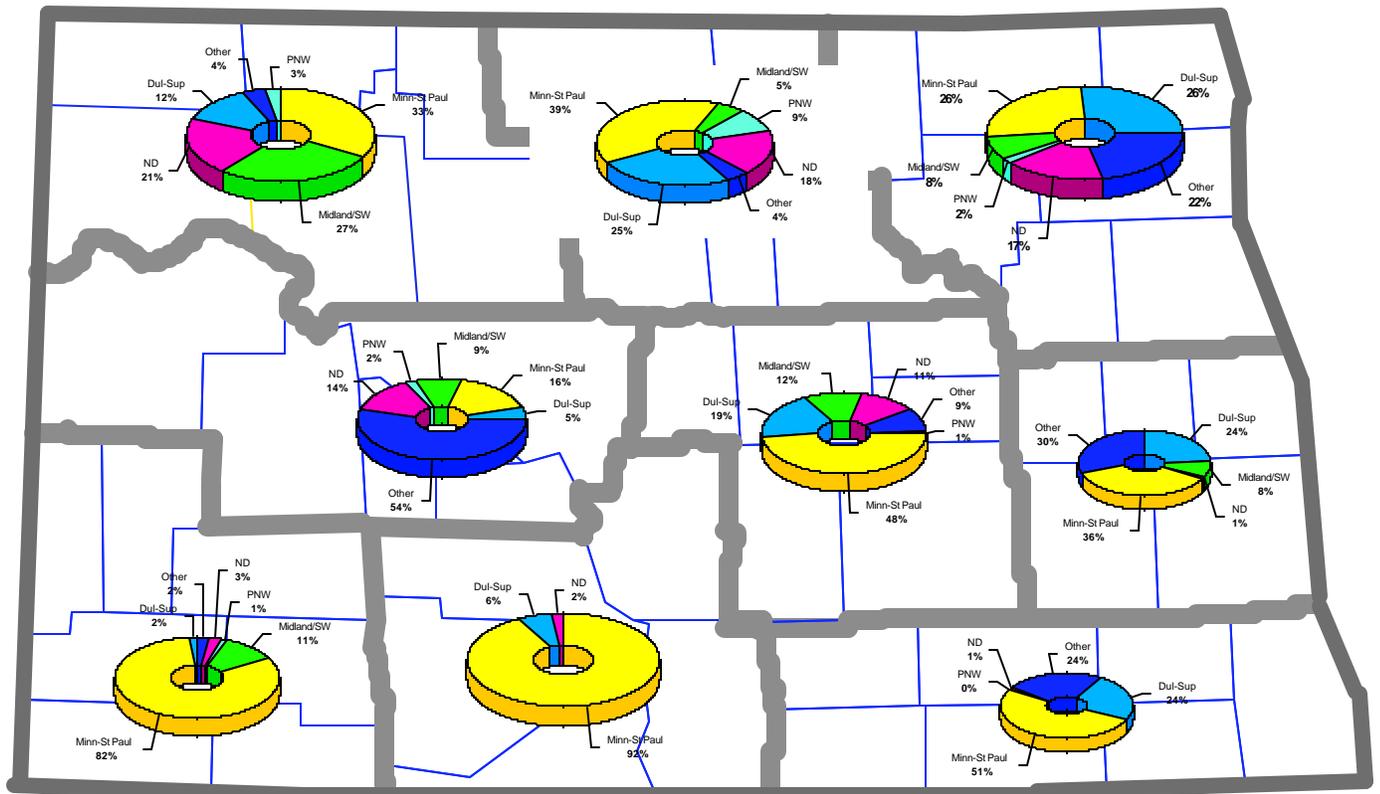
**Durum Shipments Originating
from Each CRD, 2000-01
-1,000 Bu-**



Destinations for Durum Shipments

2000-01

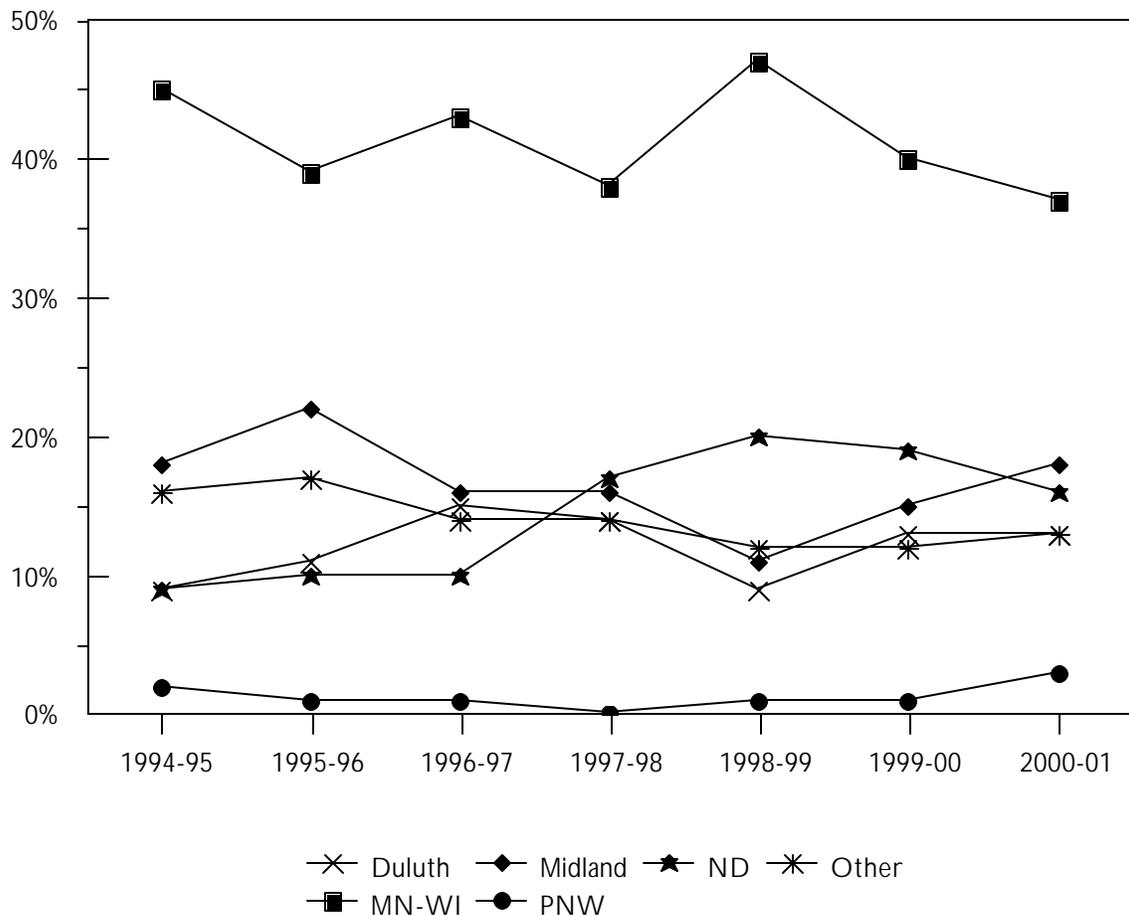
Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	6,592 9%	31,165 45%	12,590 18%	1,569 2%	69,562
1995-96	7,481 11%	27,853 39%	15,461 22%	692 1%	70,875
1996-97	10,541 15%	29,663 43%	11,333 16%	879 1%	68,712
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	10,109 13%	27,842 37%	13,622 18%	2,114 3%	75,271

Destinations for Durum Shipments

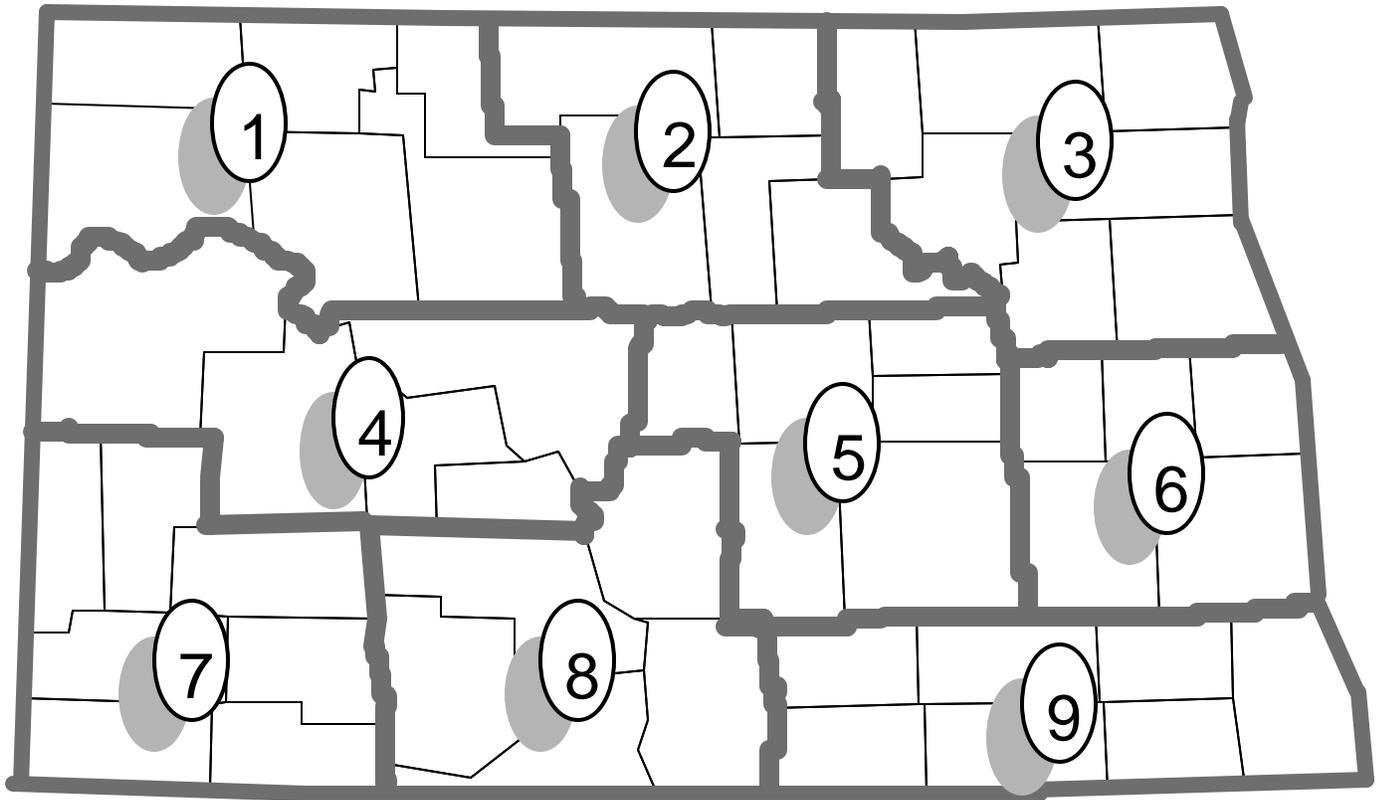


**Destinations for Durum Shipments from ND CRDs
(1,000 Bushels)**

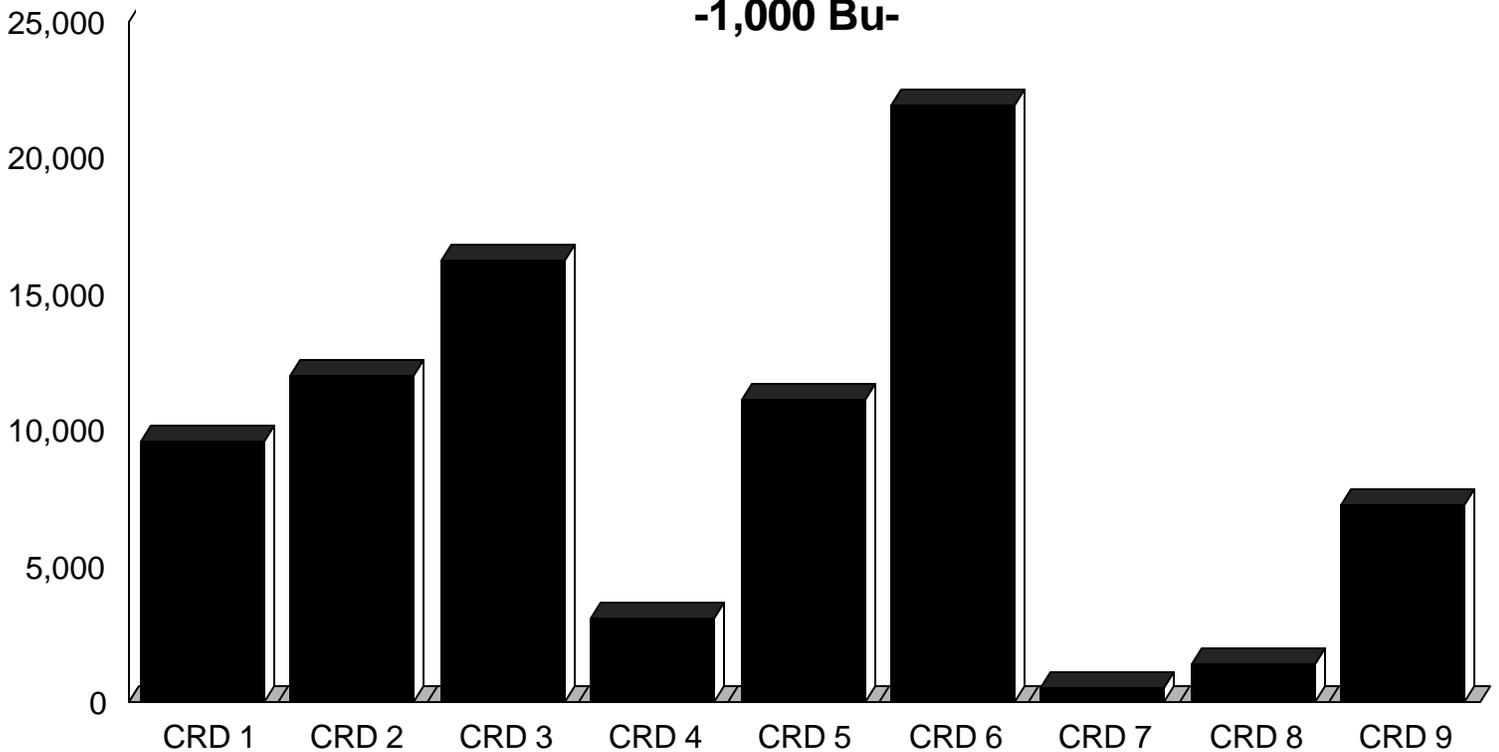
<u>CRD 1</u>								<u>CRD 2</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	12%	32%	30%	3%	8%	15%	43,241	1993-94	15%	38%	12%	2%	14%	20%	13,427
1994-95	6%	47%	26%	3%	5%	13%	37,976	1994-95	10%	31%	6%	3%	19%	31%	10,179
1995-96	10%	39%	31%	1%	3%	16%	30,450	1995-96	15%	42%	8%	0%	30%	6%	8,610
1996-97	12%	44%	23%	2%	9%	11%	34,707	1996-97	22%	38%	4%	0%	14%	22%	11,382
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%	33%	27%	3%	21%	4%	38,662	2000-01	25%	39%	5%	9%	18%	4%	5,707
<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	33%	28%	21%	1%	10%	7%	12,422	1993-94	1%	67%	25%	0%	0%	6%	5,119
1994-95	21%	36%	10%	2%	16%	15%	10,160	1994-95	1%	63%	10%	0%	10%	15%	4,957
1995-96	26%	29%	15%	1%	22%	8%	6,344	1995-96	1%	58%	0%	0%	6%	35%	3,709
1996-97	38%	32%	4%	4%	15%	7%	7,118	1996-97	1%	42%	21%	0%	6%	30%	7,216
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%	8,714	2000-01	5%	16%	9%	2%	14%	54%	8,621
<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	10%	69%	11%	0%	3%	7%	4,359	1993-94	30%	46%	17%	0%	1%	6%	1,706
1994-95	16%	47%	10%	0%	9%	19%	3,211	1994-95	52%	36%	6%	0%	1%	5%	885
1995-96	13%	71%	2%	2%	7%	6%	1,887	1995-96	16%	36%	12%	25%	4%	6%	363
1996-97	14%	47%	28%	0%	3%	9%	3,221	1996-97	24%	69%	1%	0%	0%	6%	906
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	19%	48%	12%	1%	11%	9%	3,009	2000-01	24%	36%	8%	0%	1%	30%	1,835
<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1993-94	12%	48%	13%	21%	5%	2%	2,663	1993-94	9%	75%	10%	1%	2%	3%	242
1994-95	5%	71%	8%	5%	1%	9%	1,301	1994-95	0%	95%	1%	0%	0%	3%	154
1995-96	9%	85%	2%	0%	0%	5%	1,960	1995-96	0%	94%	4%	0%	0%	0%	49
1996-97	5%	75%	6%	1%	1%	11%	2,590	1996-97	5%	86%	3%	6%	0%	0%	109
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%	82%	11%	1%	3%	2%	7,582	2000-01	6%	92%	0%	0%	2%	0%	465
<u>CRD 9</u>															
	Duluth	MN-WI	Midland	PNW	ND	Other	Total								
1993-94	19%	42%	4%	1%	0%	33%	1,570								
1994-95	22%	52%	6%	1%	1%	19%	750								
1995-96	15%	50%	20%	0%	1%	14%	348								
1996-97	10%	59%	15%	0%	1%	15%	523								
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%	51%	0%	0%	1%	24%	677								

Barley

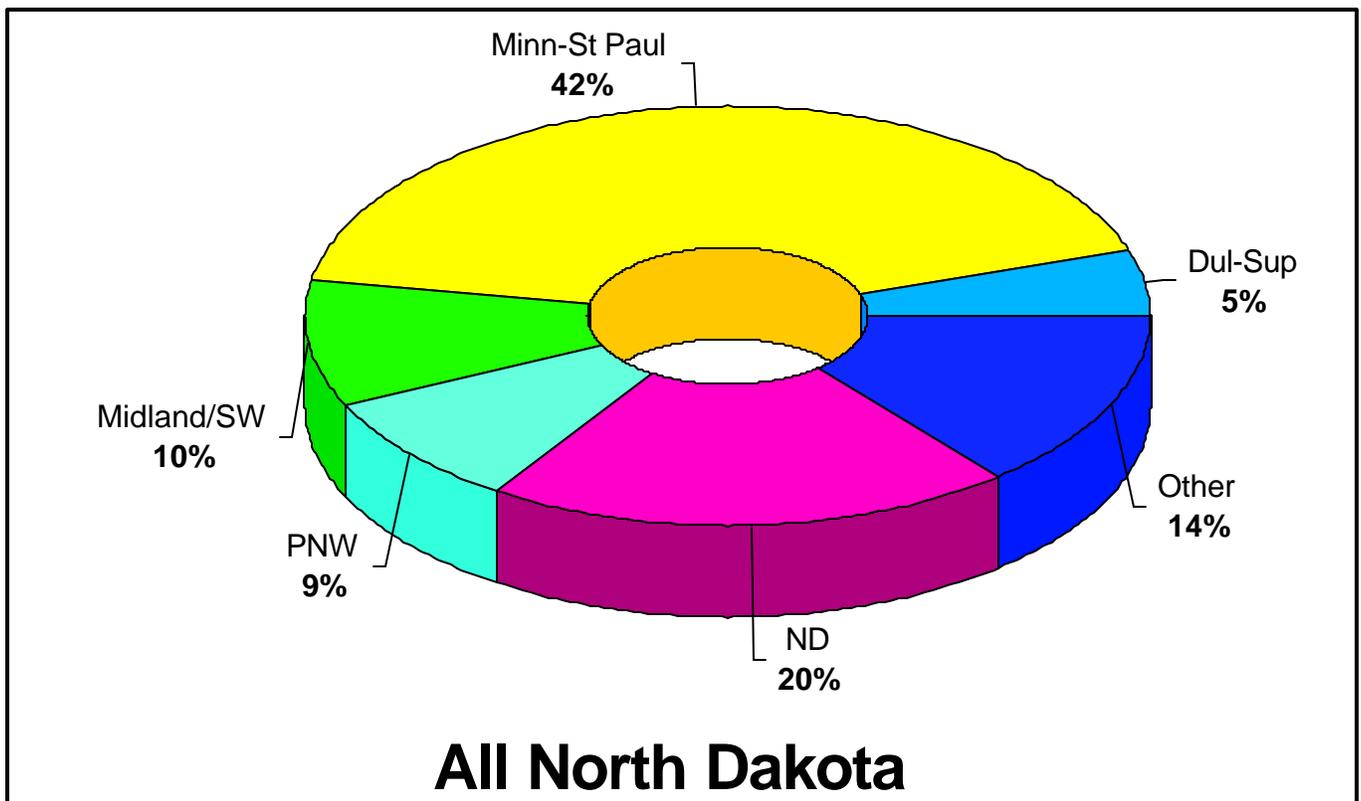
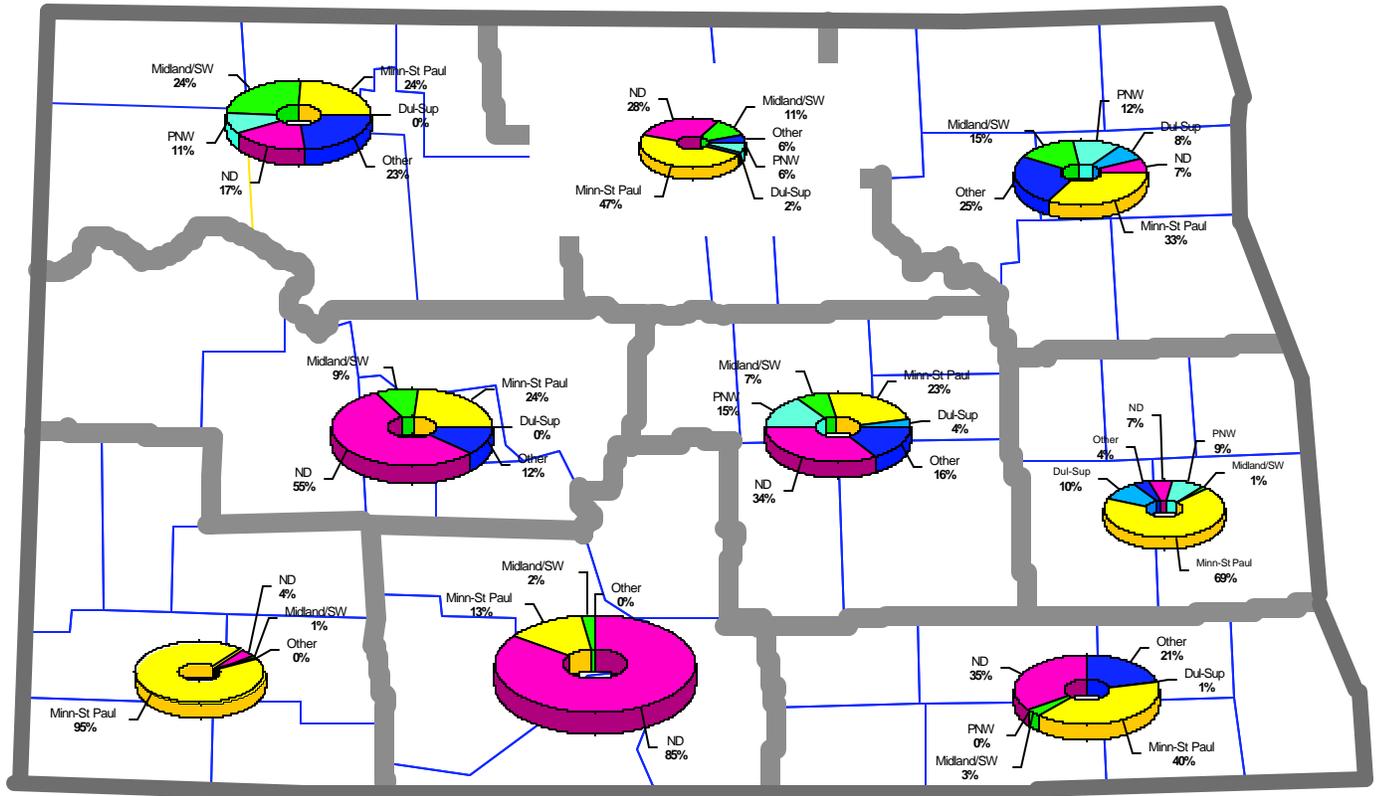
NORTH DAKOTA CROP REPORTING DISTRICTS



**Barley Shipments Originating
from Each CRD, 2000-01
-1,000 Bu-**



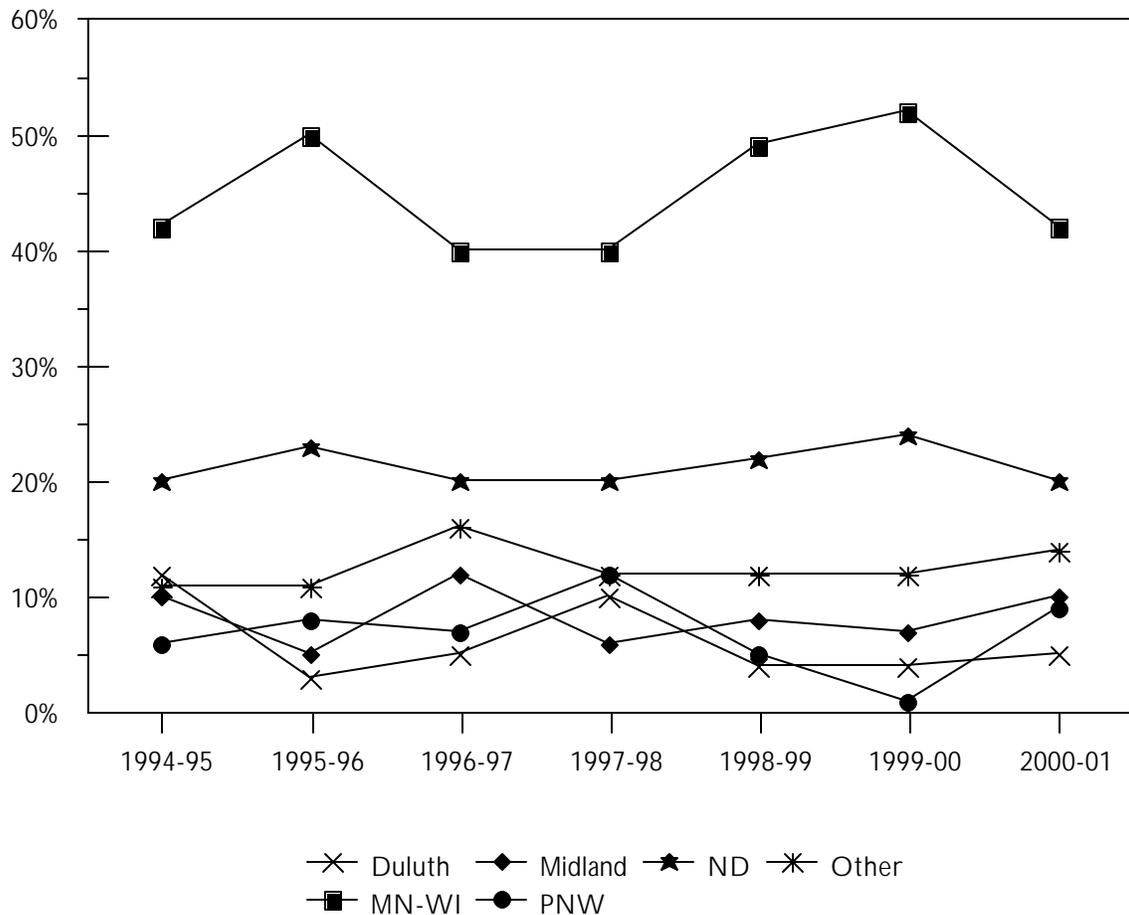
Destinations for Barley Shipments 2000-01 Crop Reporting District



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

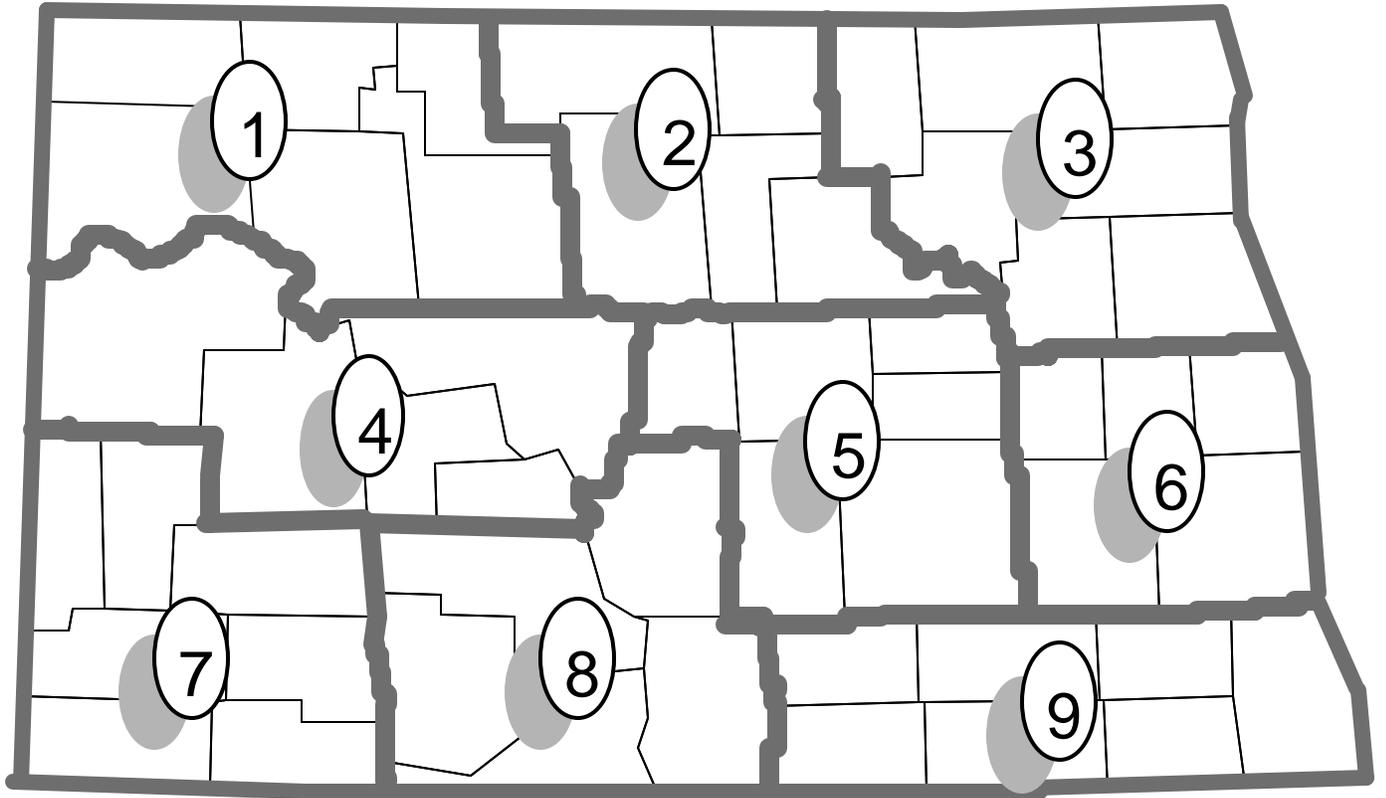
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	14,514 12%	50,493 42%	11,798 10%	6,763 6%	120,251
1995-96	2,748 3%	51,476 50%	5,385 5%	8,287 8%	103,590
1996-97	5,912 5%	44,213 40%	12,697 12%	7,749 7%	109,587
1997-98	9,213 10%	38,712 40%	5,902 6%	10,818 12%	94,005
1998-99	3,400 4%	43,999 48%	7,642 8%	4,314 5%	90,892
1999-00	3,245 4%	38,569 52%	5,256 7%	738 1%	74,142
2000-01	4,305 5%	35,111 42%	8,255 10%	7,221 9%	83,435

Destinations for Barley Shipments

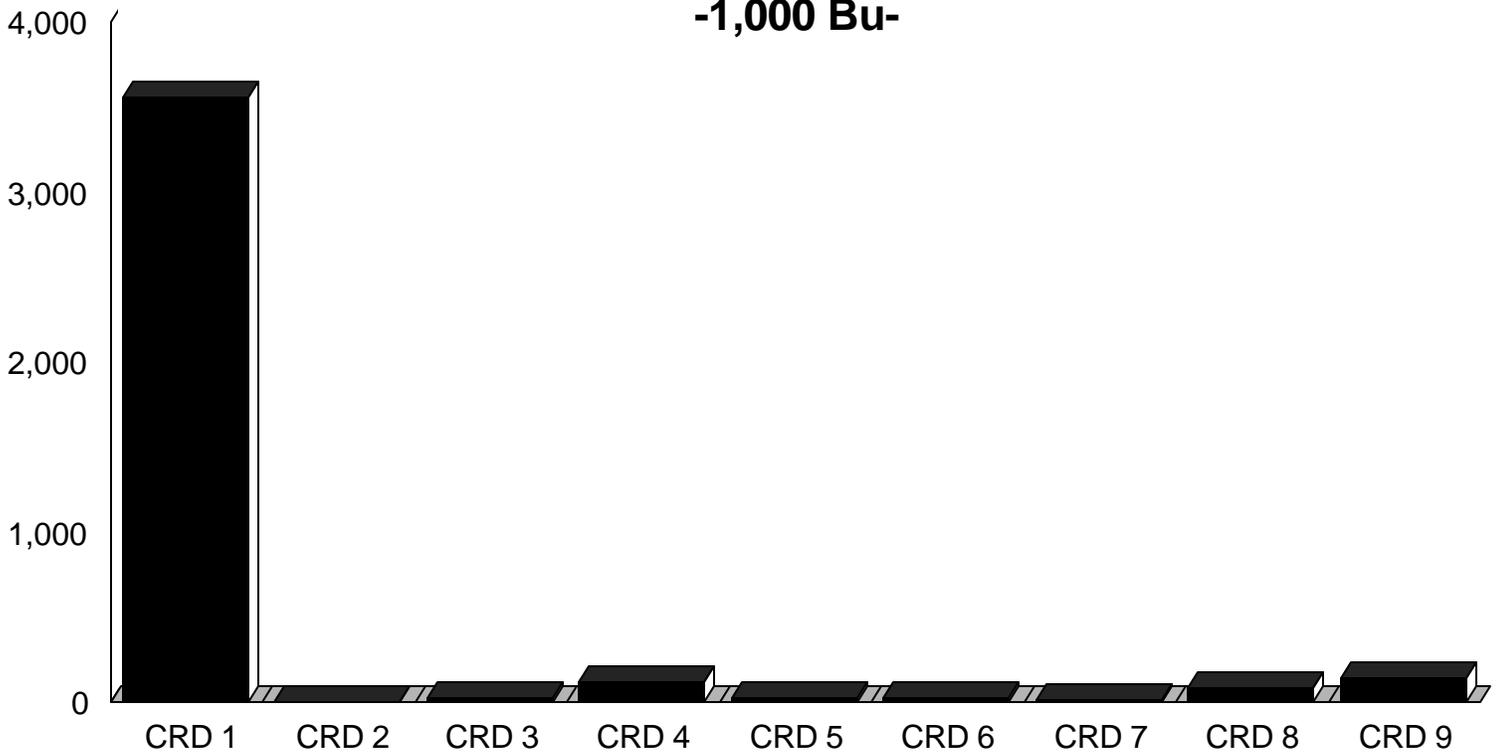


Oats

NORTH DAKOTA CROP REPORTING DISTRICTS



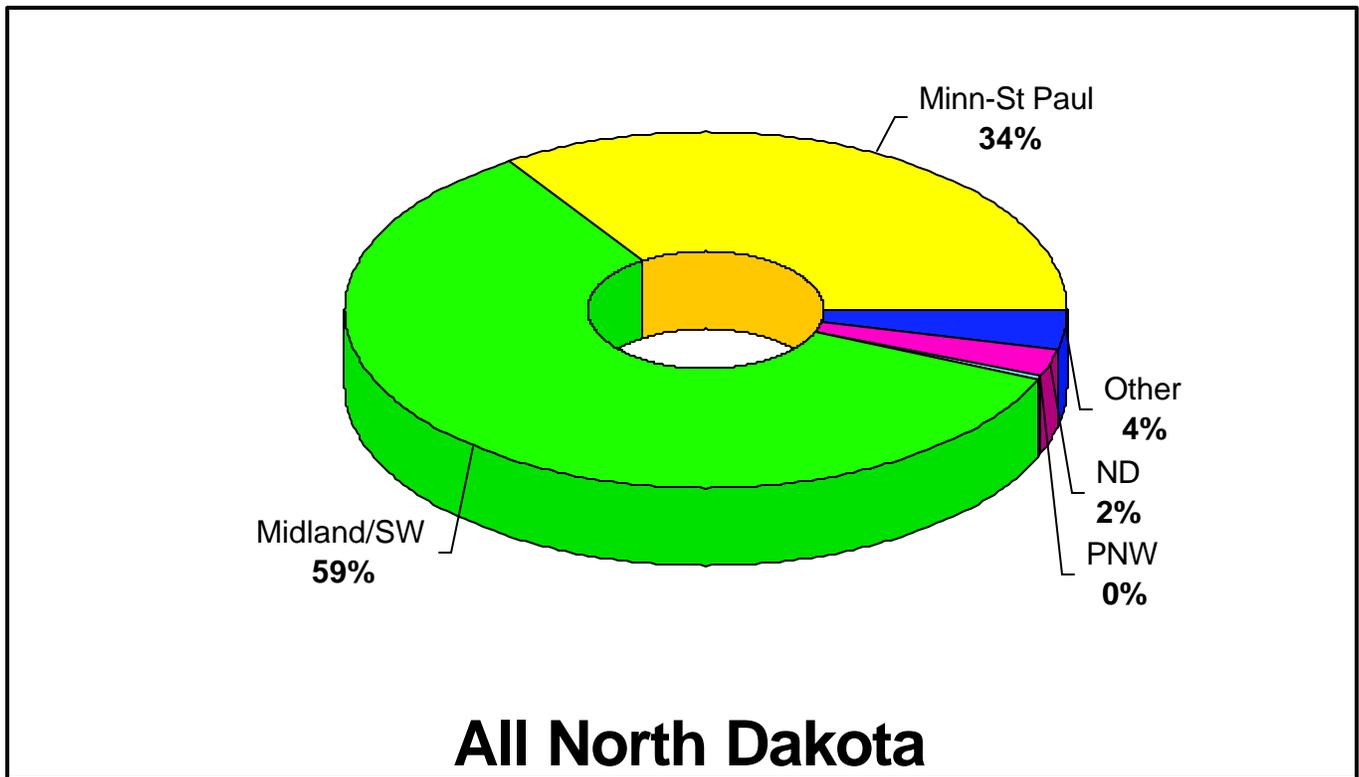
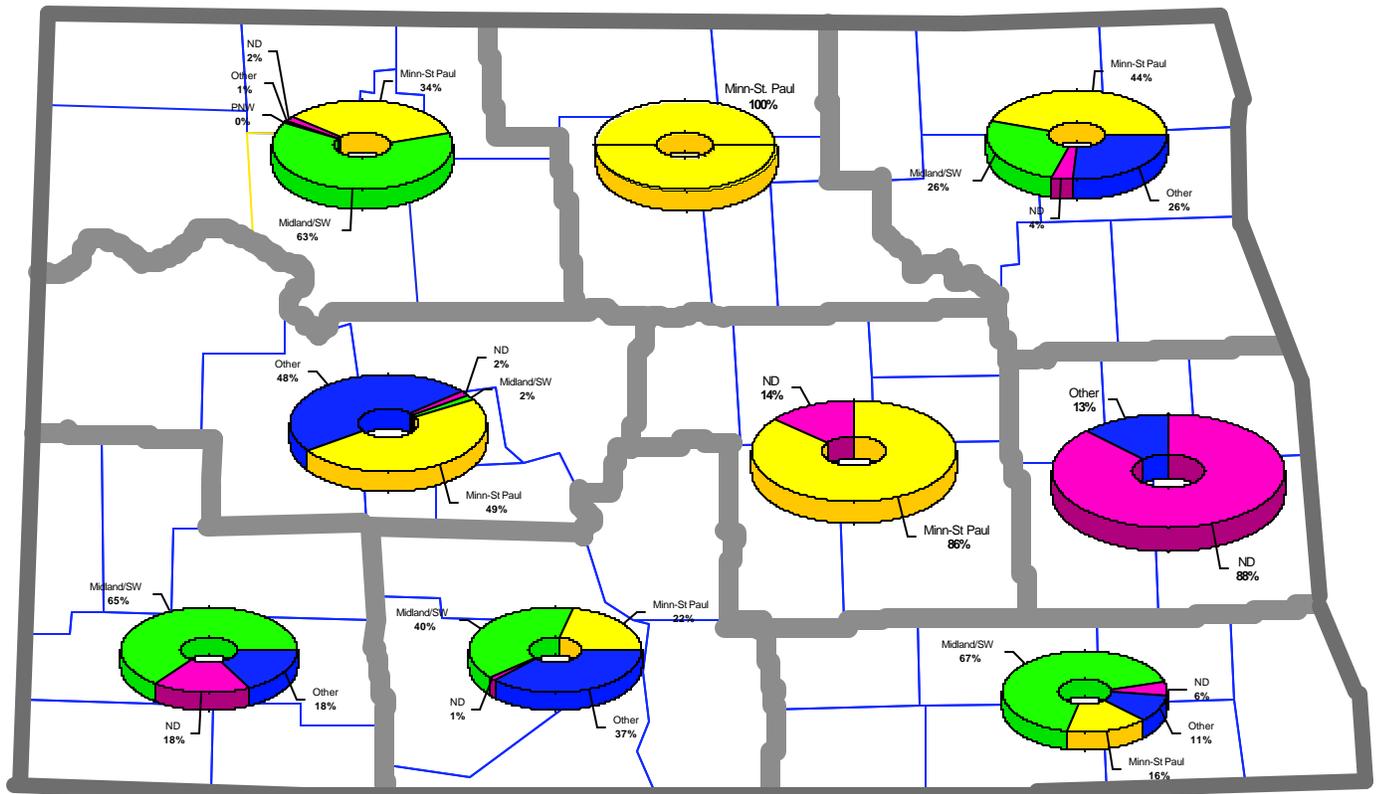
**Oat Shipments Originating
from Each CRD, 2000-01
-1,000 Bu-**



Destinations for Oat Shipments

2000-01

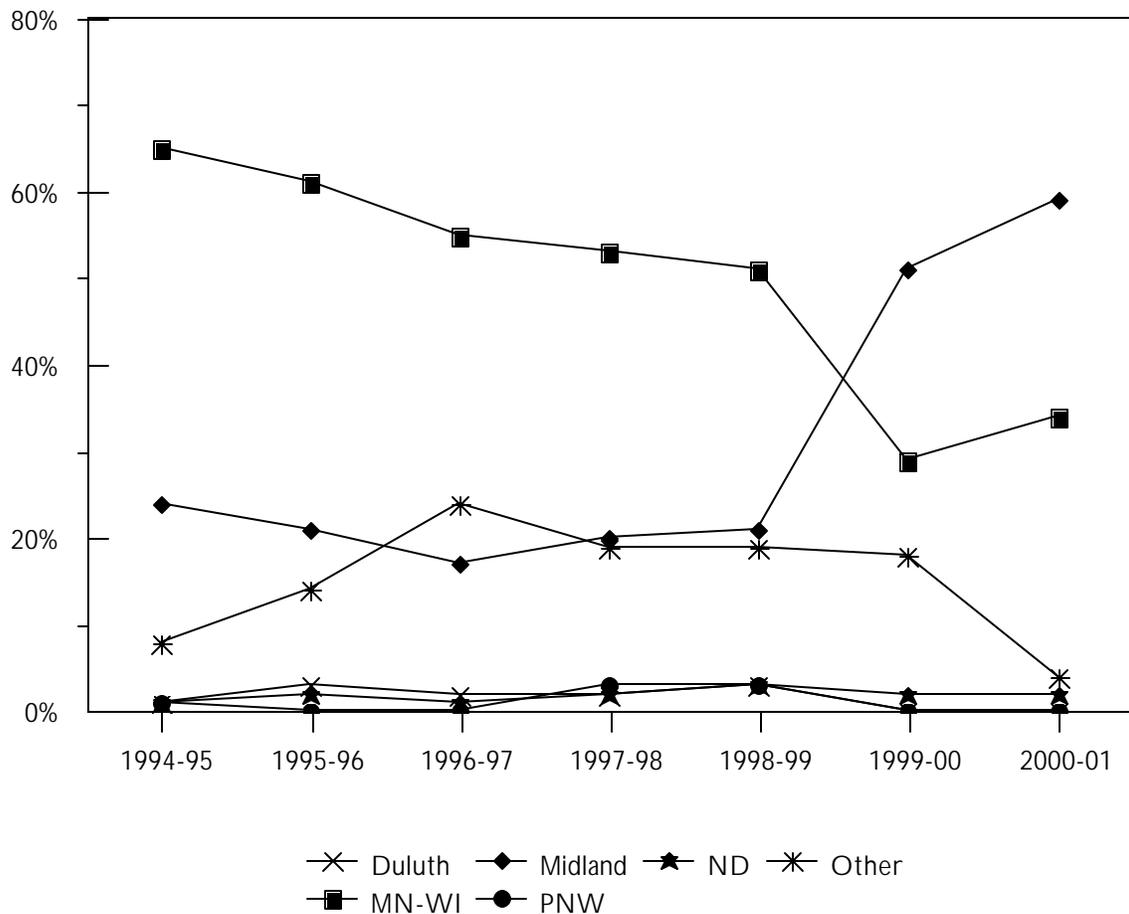
Crop Reporting District



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

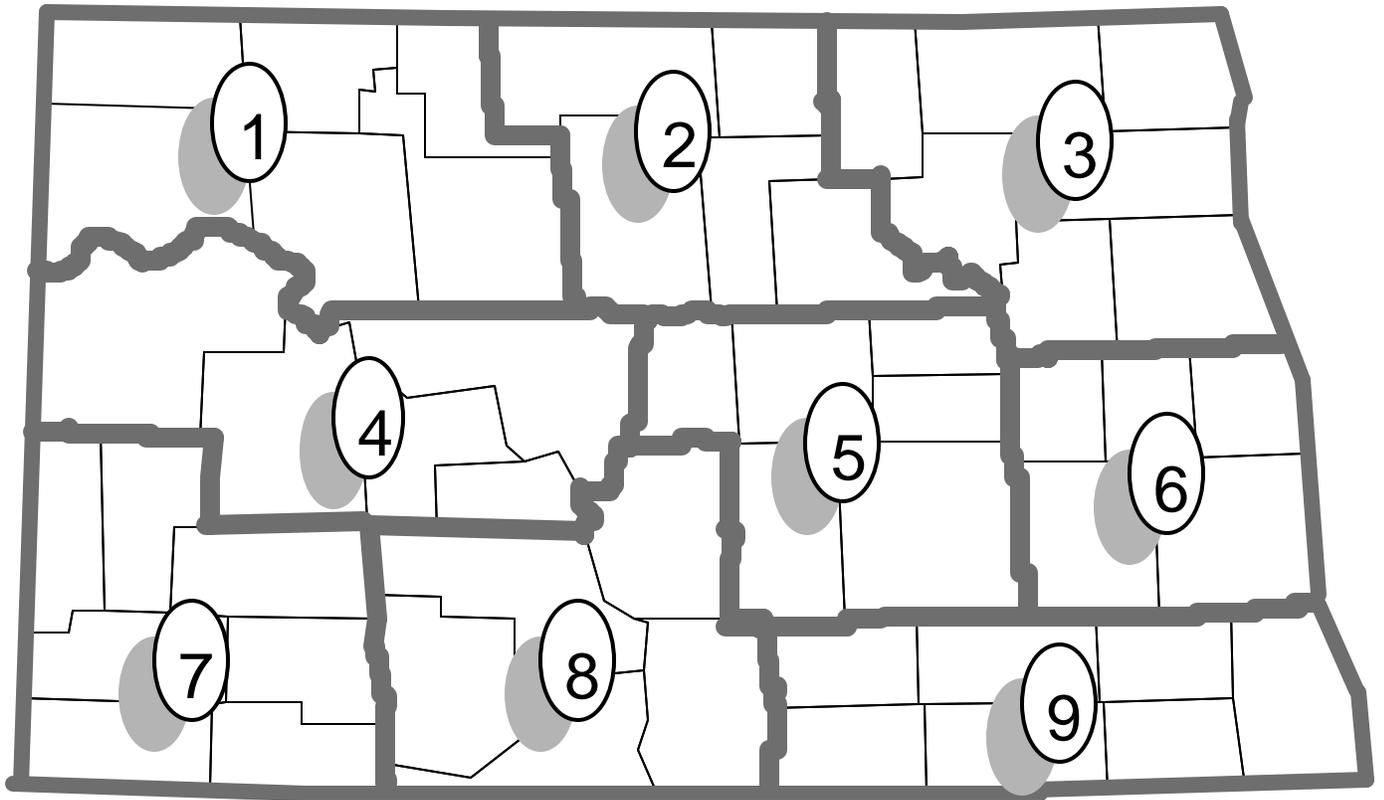
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	105	6,721	2,467	67	10,262
	1%	65%	24%	1%	
1995-96	191	4,647	1,561	28	7,576
	3%	61%	21%	0%	
1996-97	83	2,170	690	6	3,967
	2%	55%	17%	0%	
1997-98	101	1,602	667	91	3,128
	2%	53%	20%	3%	
1998-99	20	782	392	53	2,273
	1%	34%	17%	2%	
1999-00	18	1,475	2,556	2	5,034
	0%	29%	51%	0%	
2000-01	0	1,380	2,388	14	4,028
	0%	34%	59%	0%	

Destinations for Oat Shipments



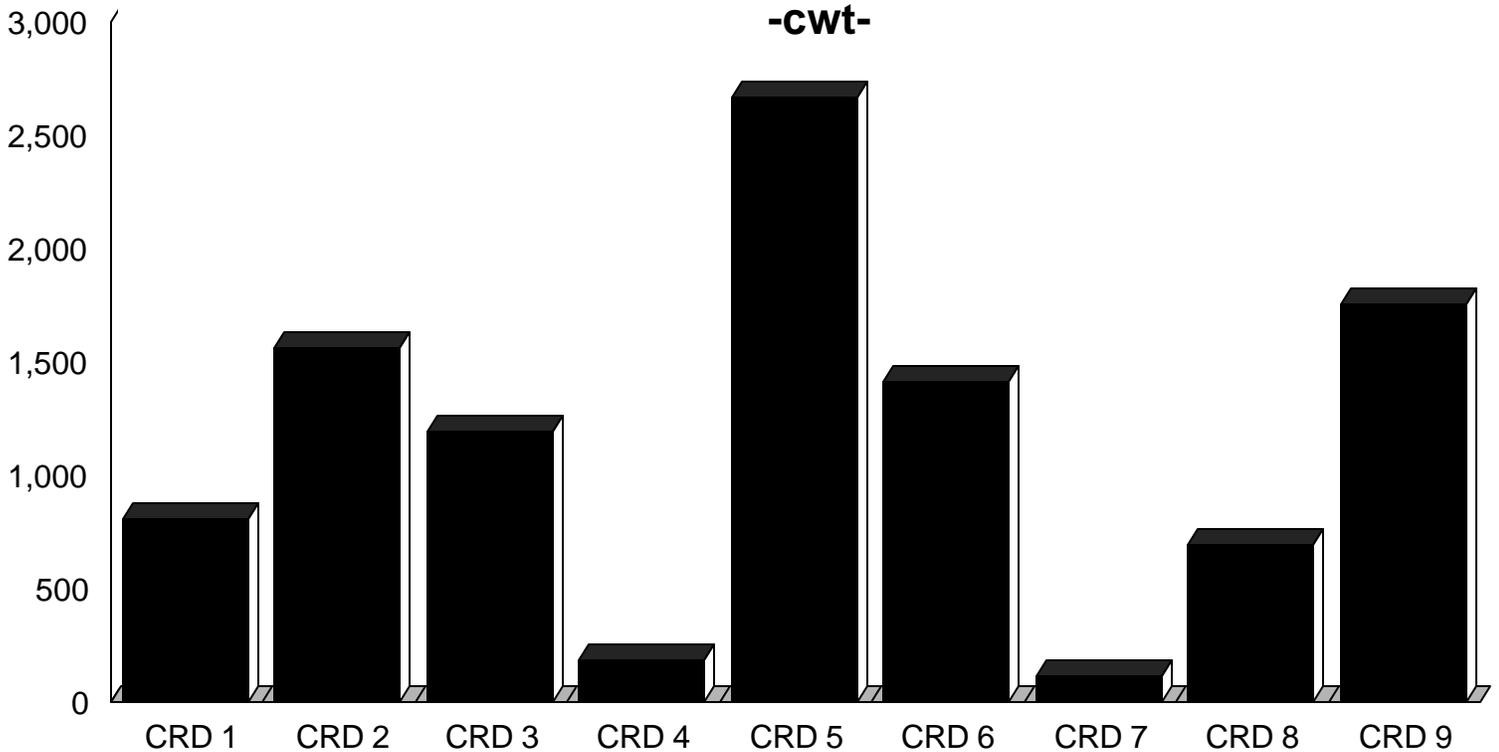
Sunflowers

NORTH DAKOTA CROP REPORTING DISTRICTS

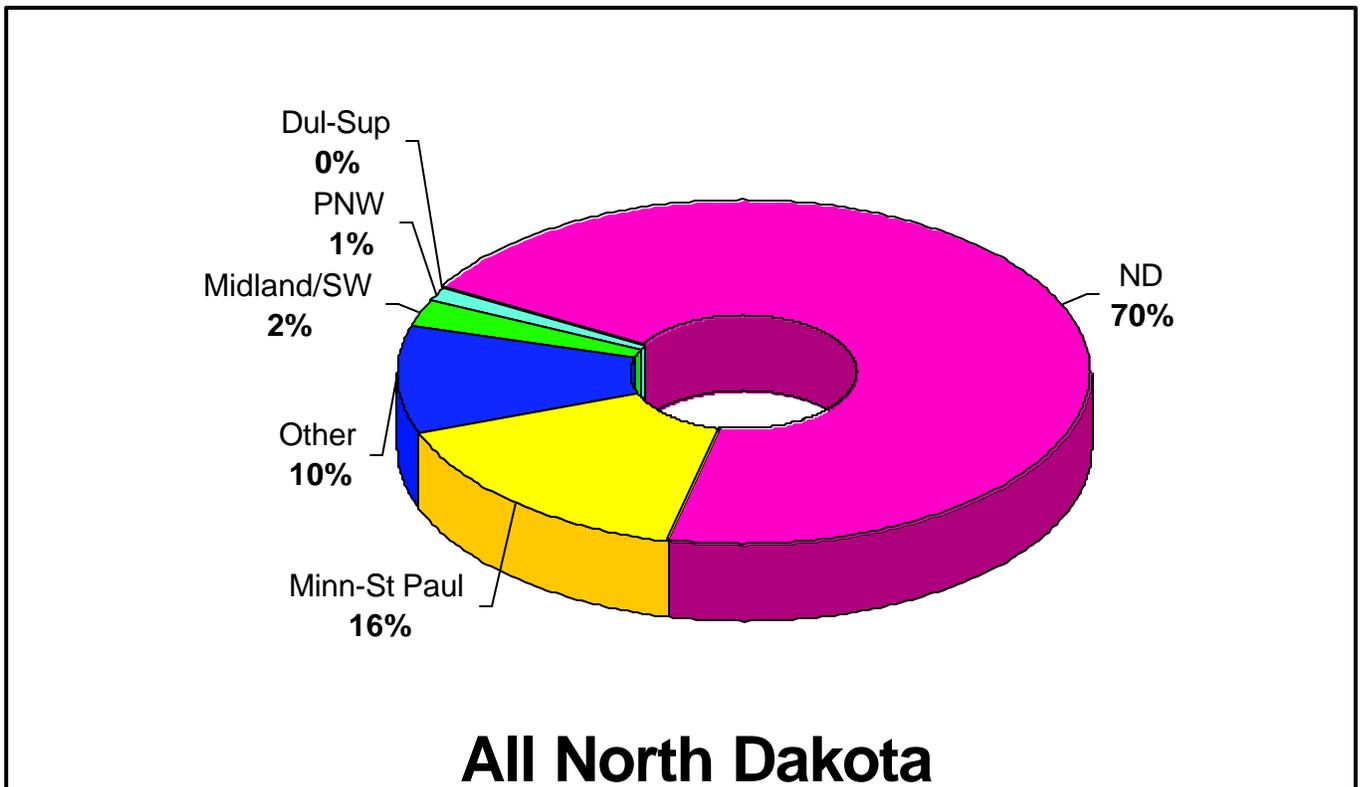
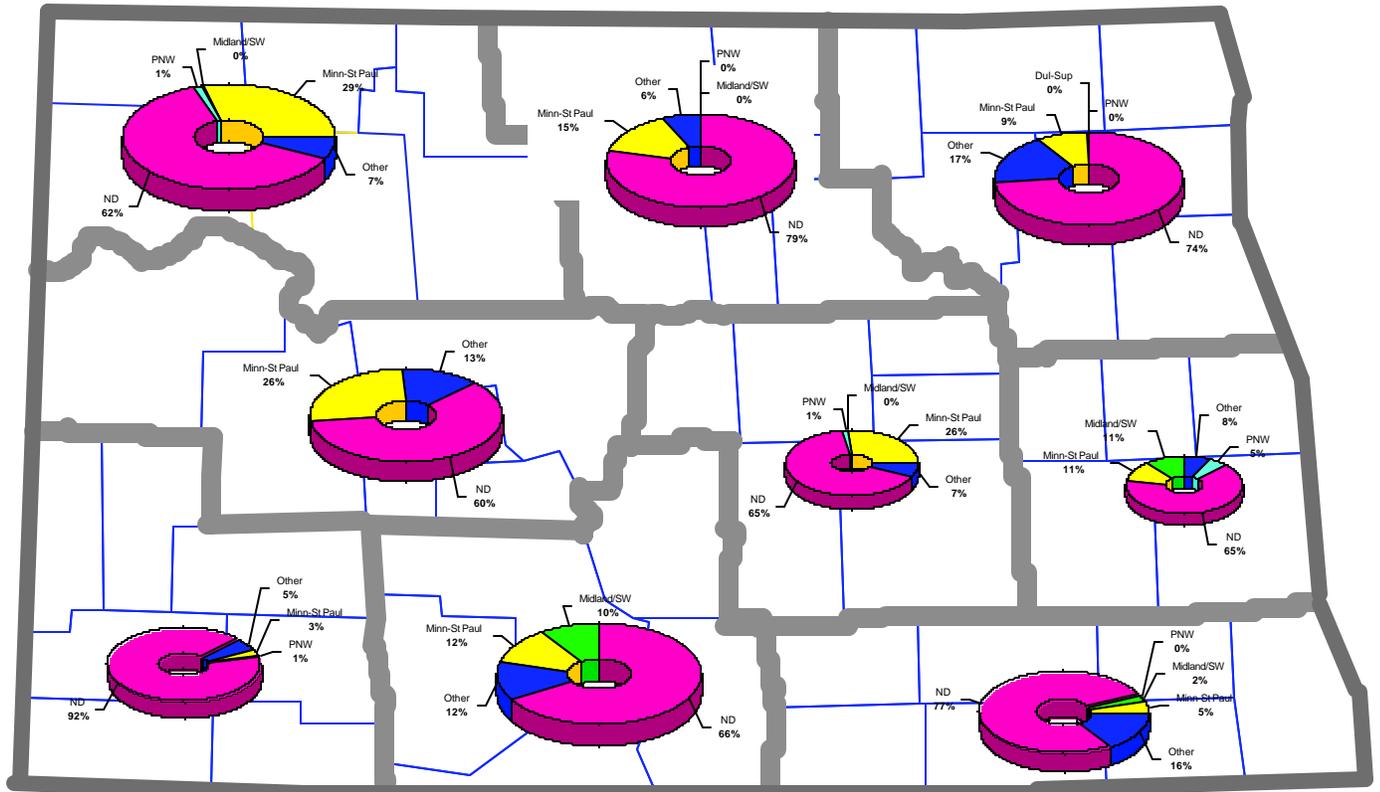


Sunflower Shipments Originating from Each CRD, 2000-01

-cwt-



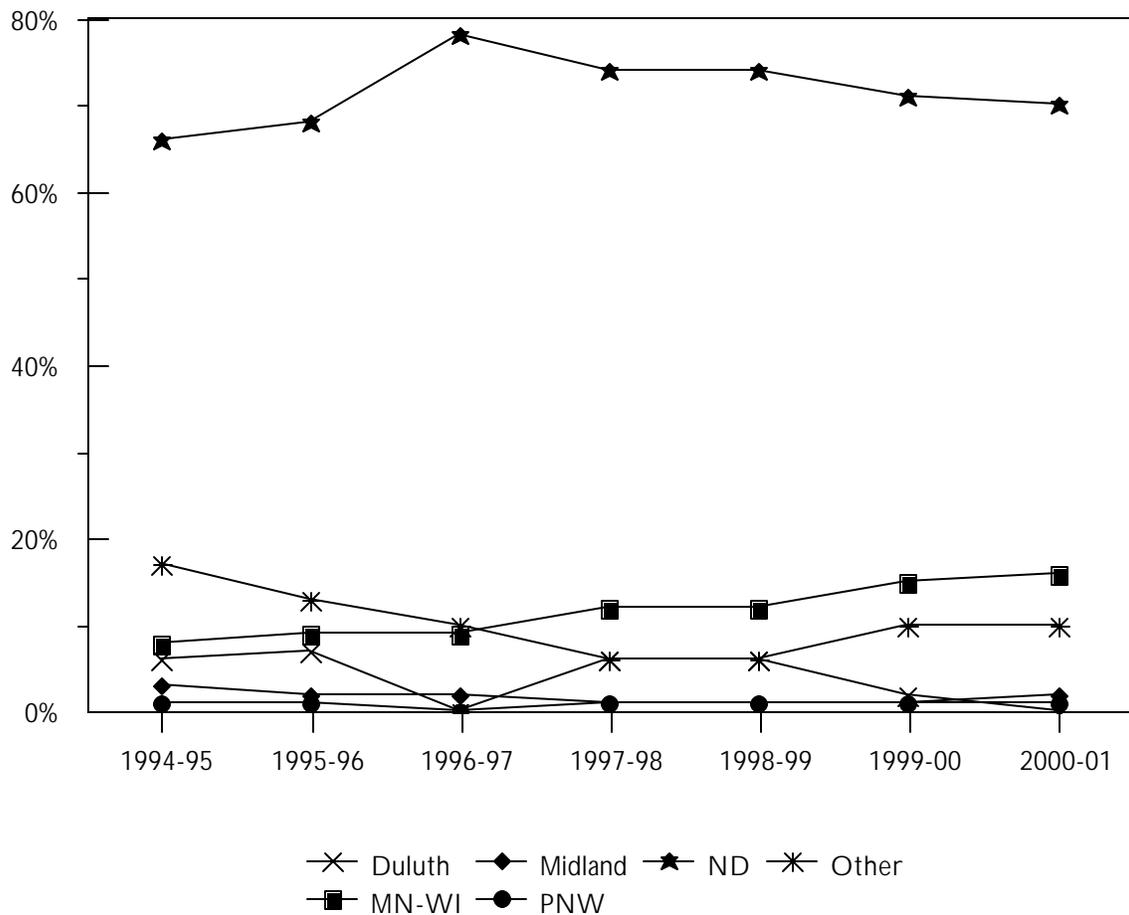
Destinations for Sunflower Shipments 2000-01 Crop Reporting District



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

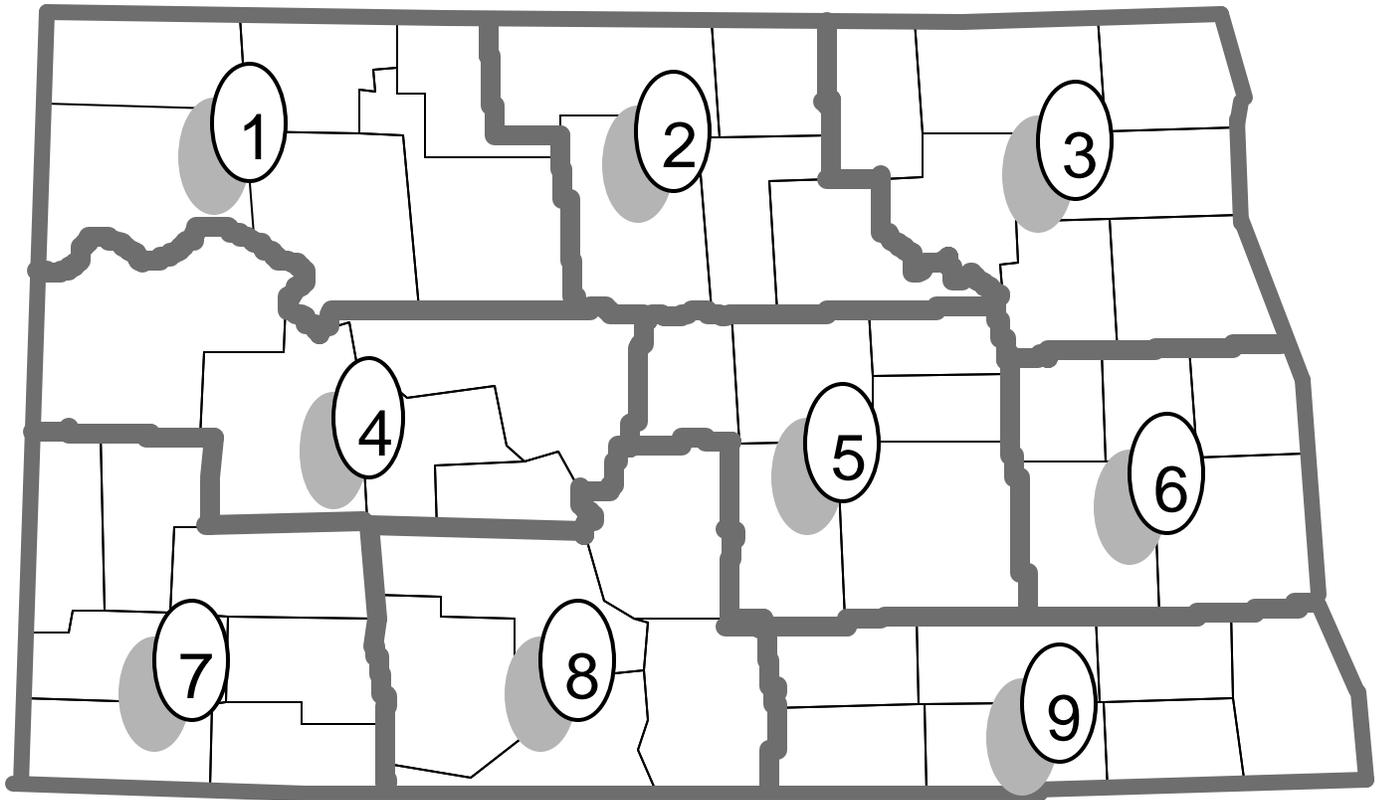
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	777 6%	1,174 8%	353 3%	119 1%	13,978
1995-96	785 7%	1,033 9%	231 2%	136 1%	11,855
1996-97	30 0%	898 9%	235 2%	24 0%	9,917
1997-98	890 6%	1,656 12%	171 1%	78 1%	13,940
1998-99	925 6%	2,428 17%	159 1%	100 1%	14,634
1999-00	221 2%	1,804 15%	153 1%	101 1%	11,773
2000-01	3 0%	1,651 16%	260 2%	129 1%	10,433

Destinations for Sunflower Shipments

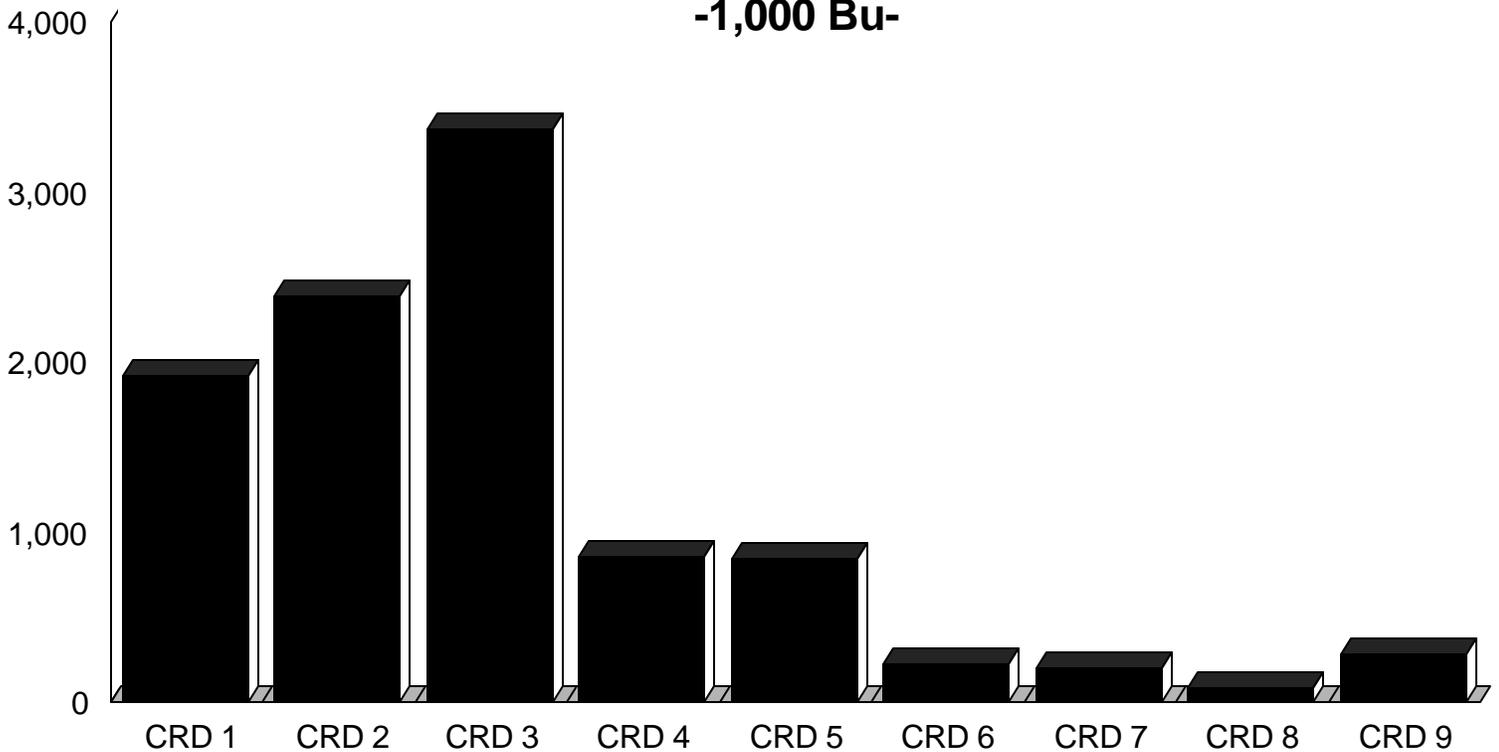


Canola

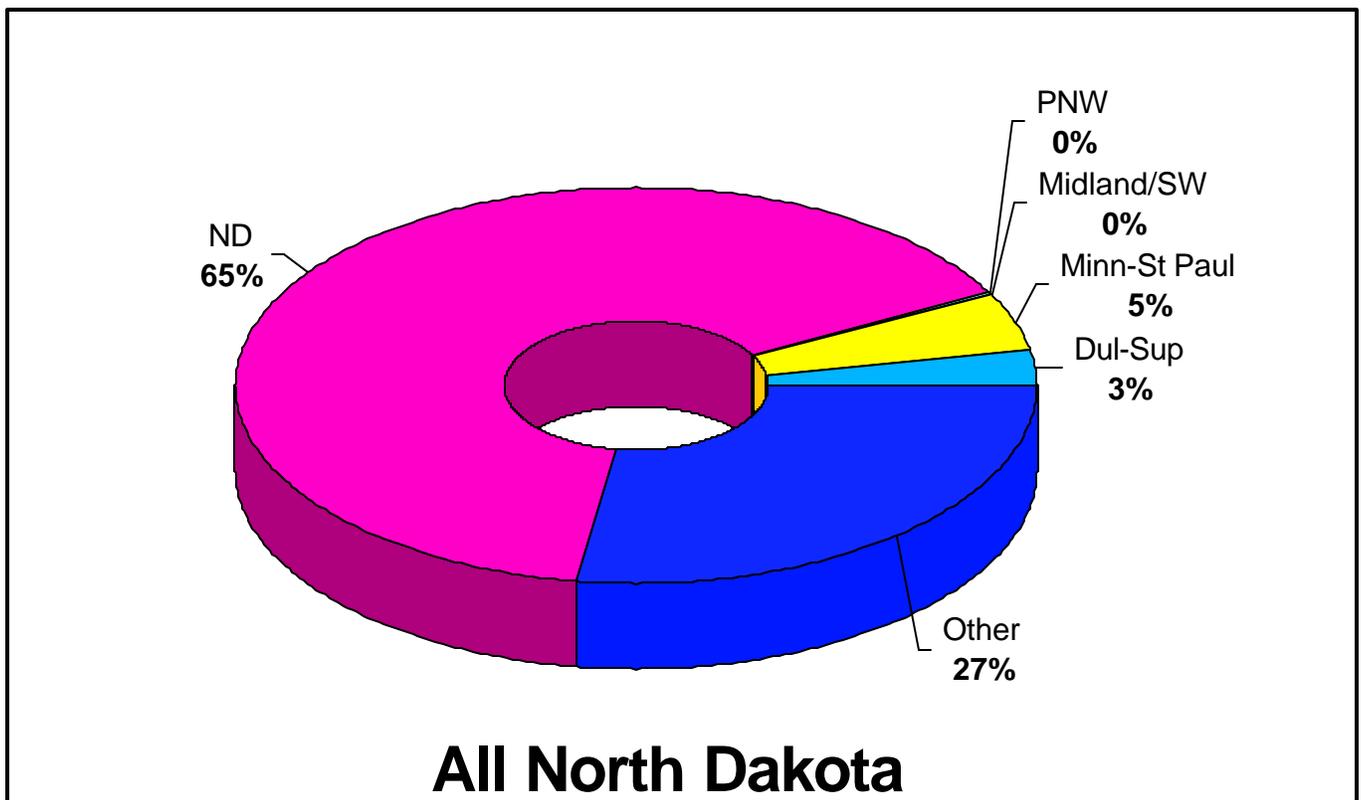
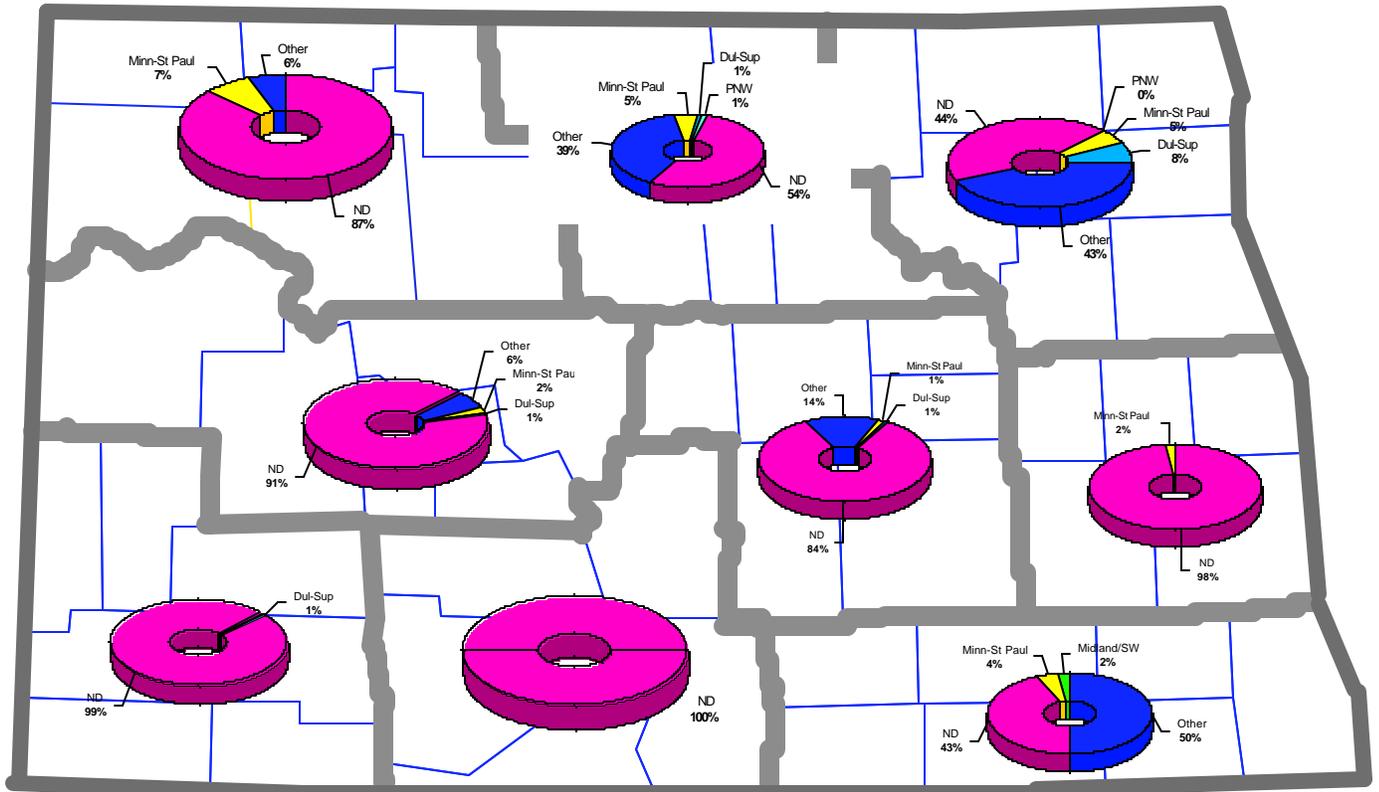
NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating
from Each CRD, 2000-01
-1,000 Bu-**



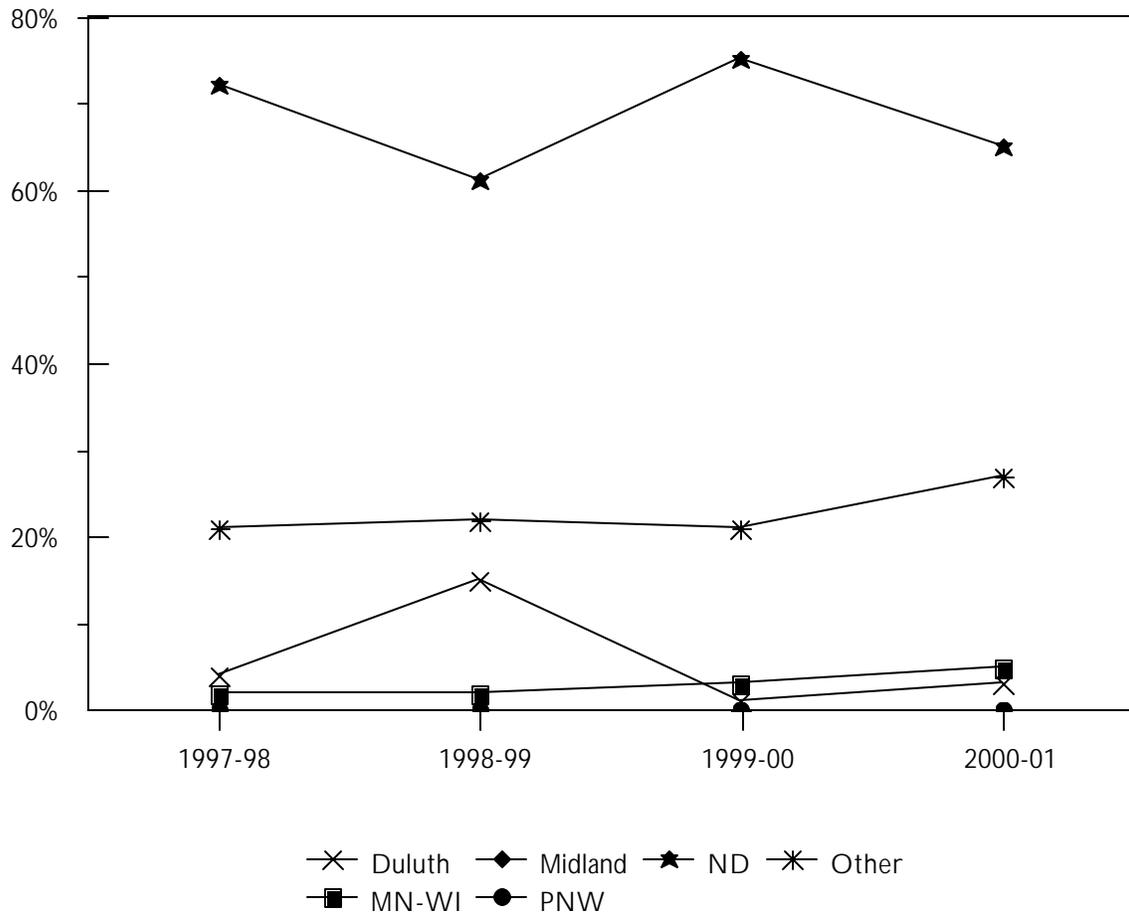
Destinations for Canola Shipments 2000-01 Crop Reporting District



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

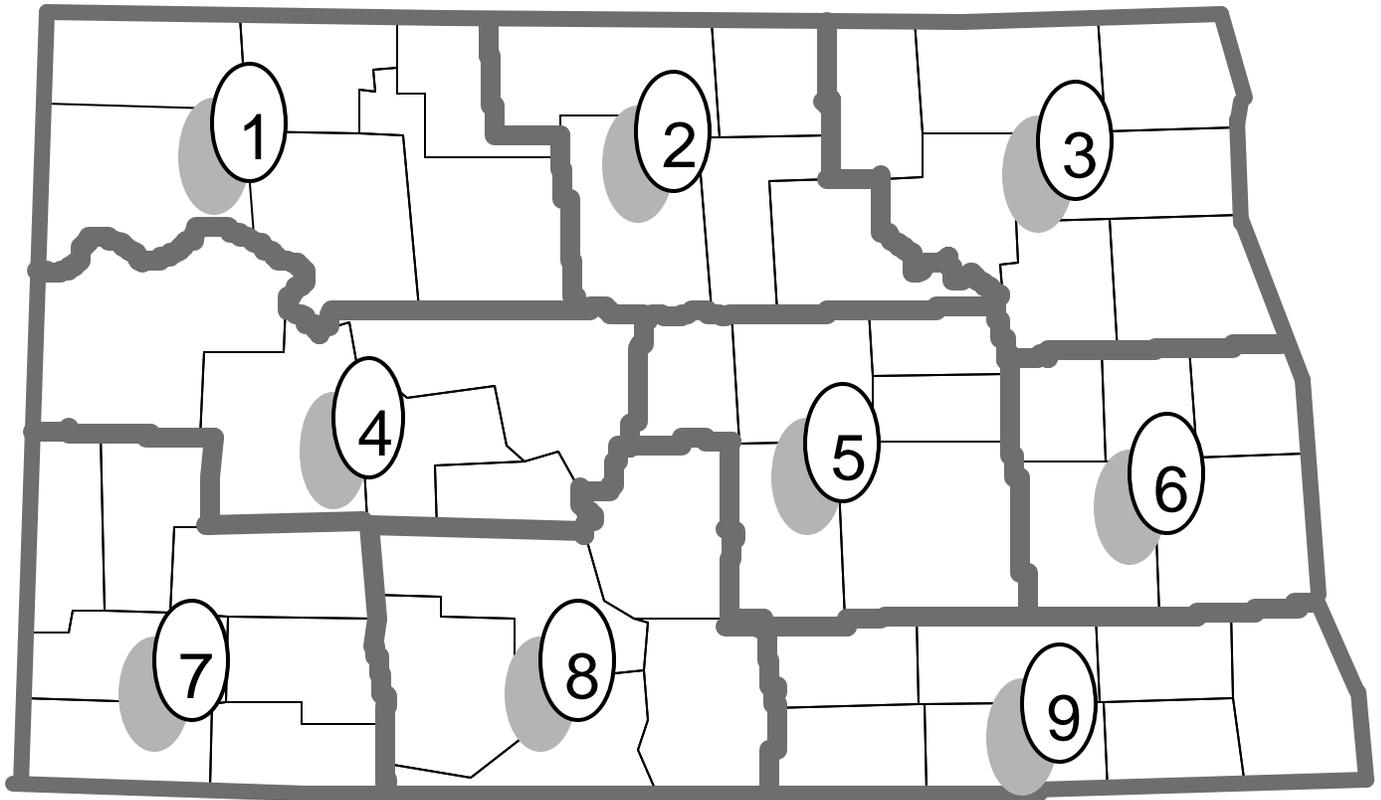
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	260	96	8	2	5,934
	4%	2%	0%	0%	
1998-99	1,685	287	1	0	11,941
	14%	2%	0%	0%	
1999-00	56	224	2	19	7,013
	1%	3%	0%	0%	
2000-01	297	481	7	28	10,204
	3%	5%	0%	0%	

Destinations for Canola Shipments

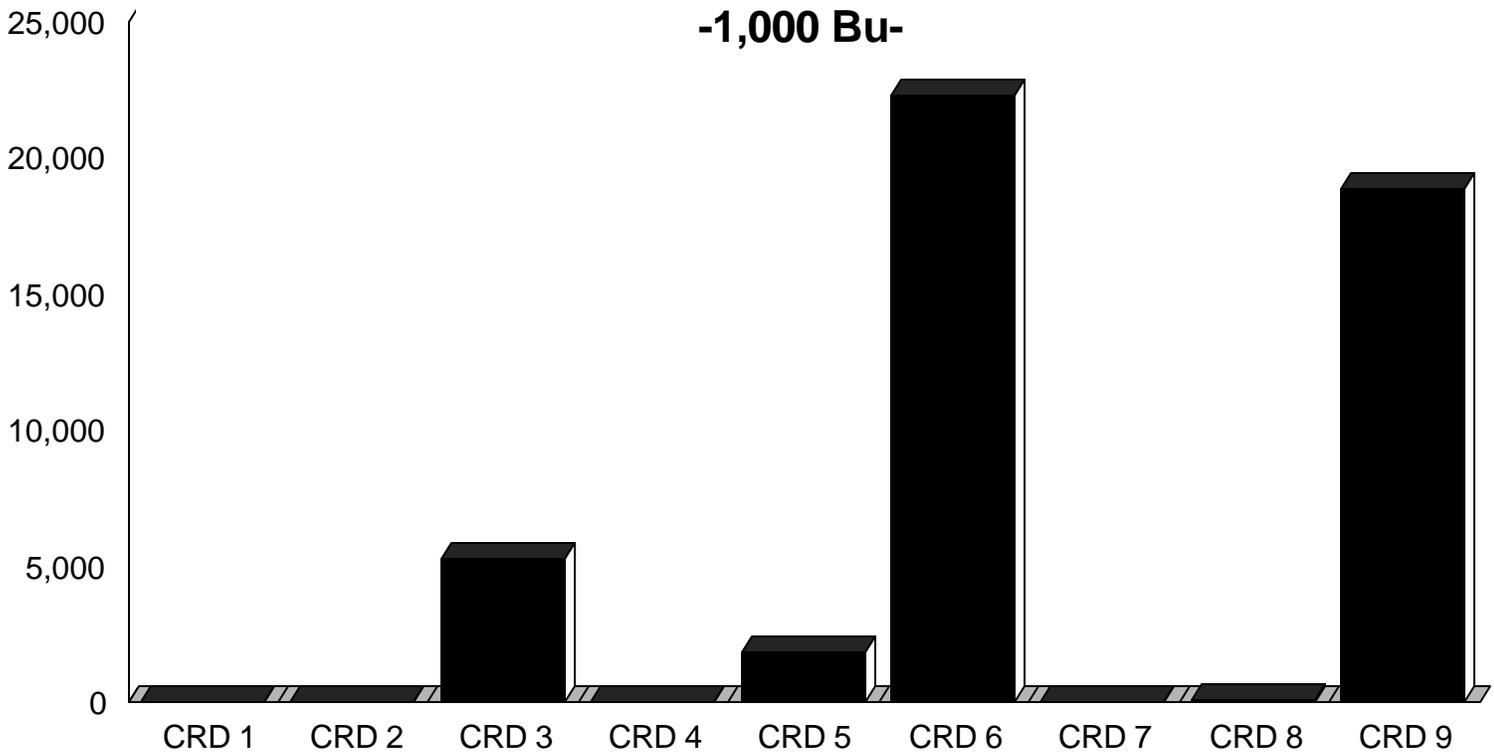


Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



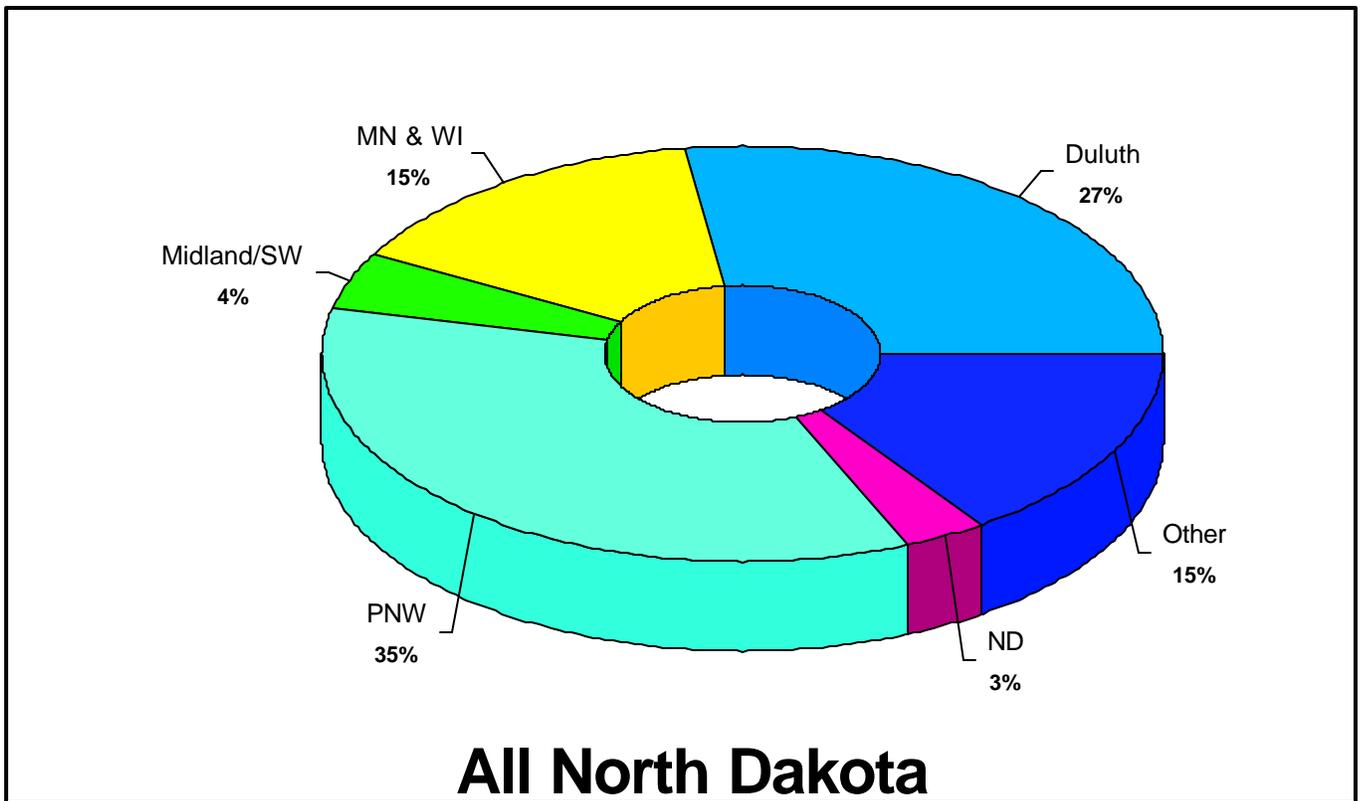
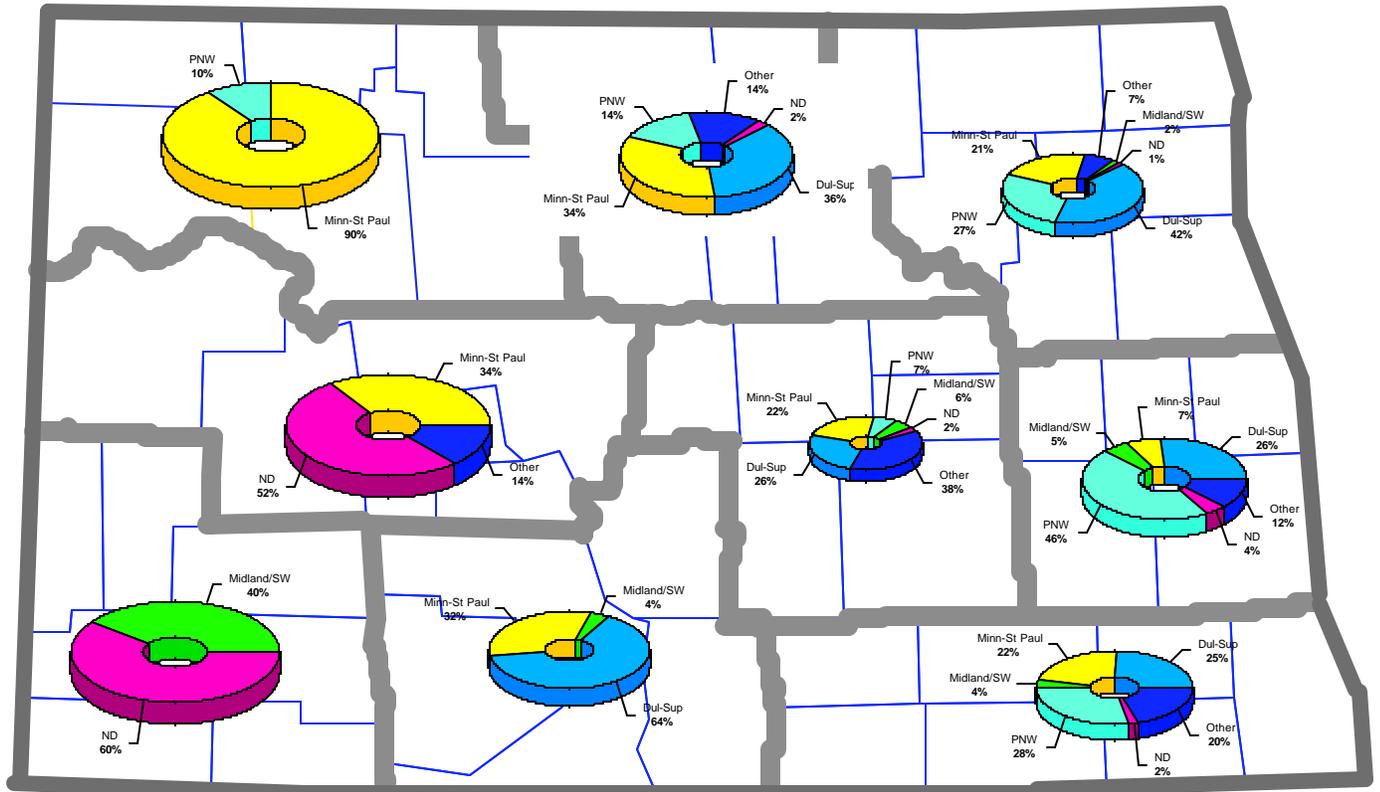
**Soybean Shipments Originating
from Each CRD, 2000-01
-1,000 Bu-**



Destinations for Soybeans Shipments

2000-01

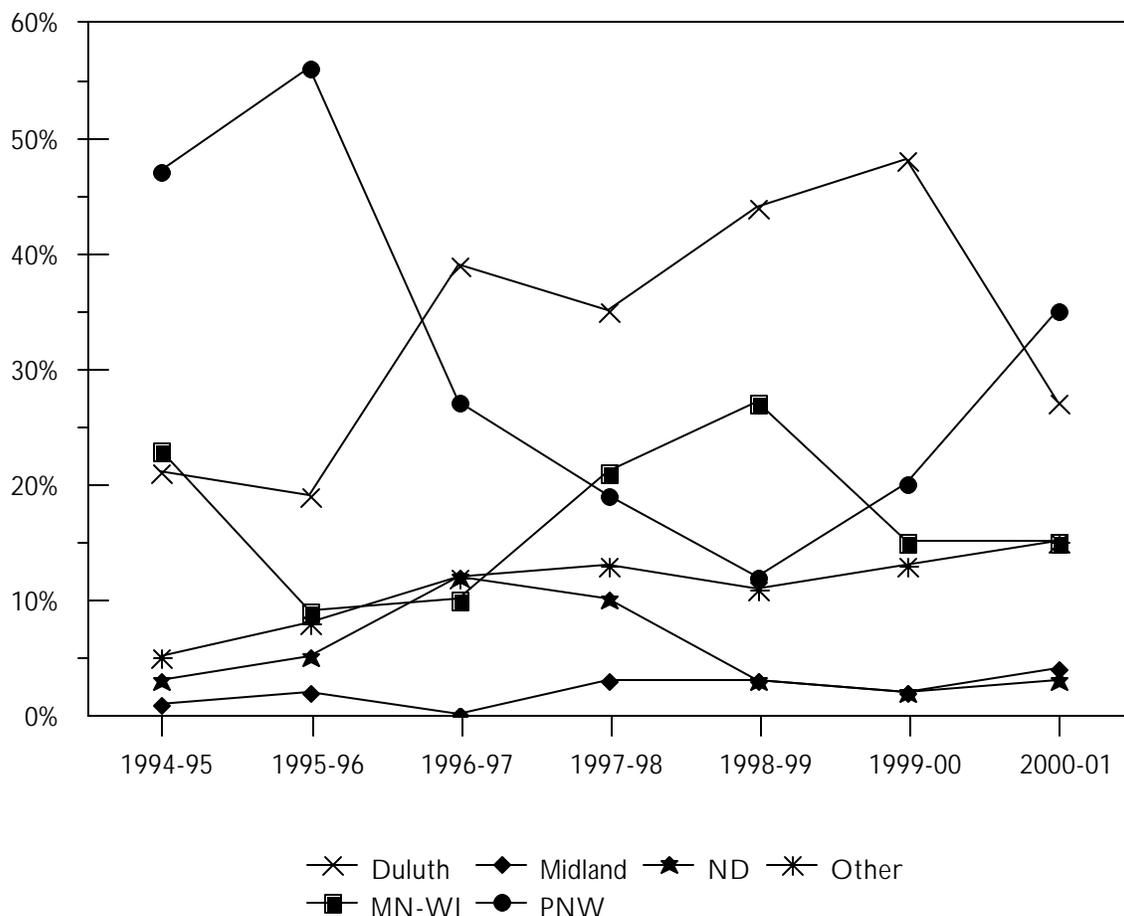
Crop Reporting District



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

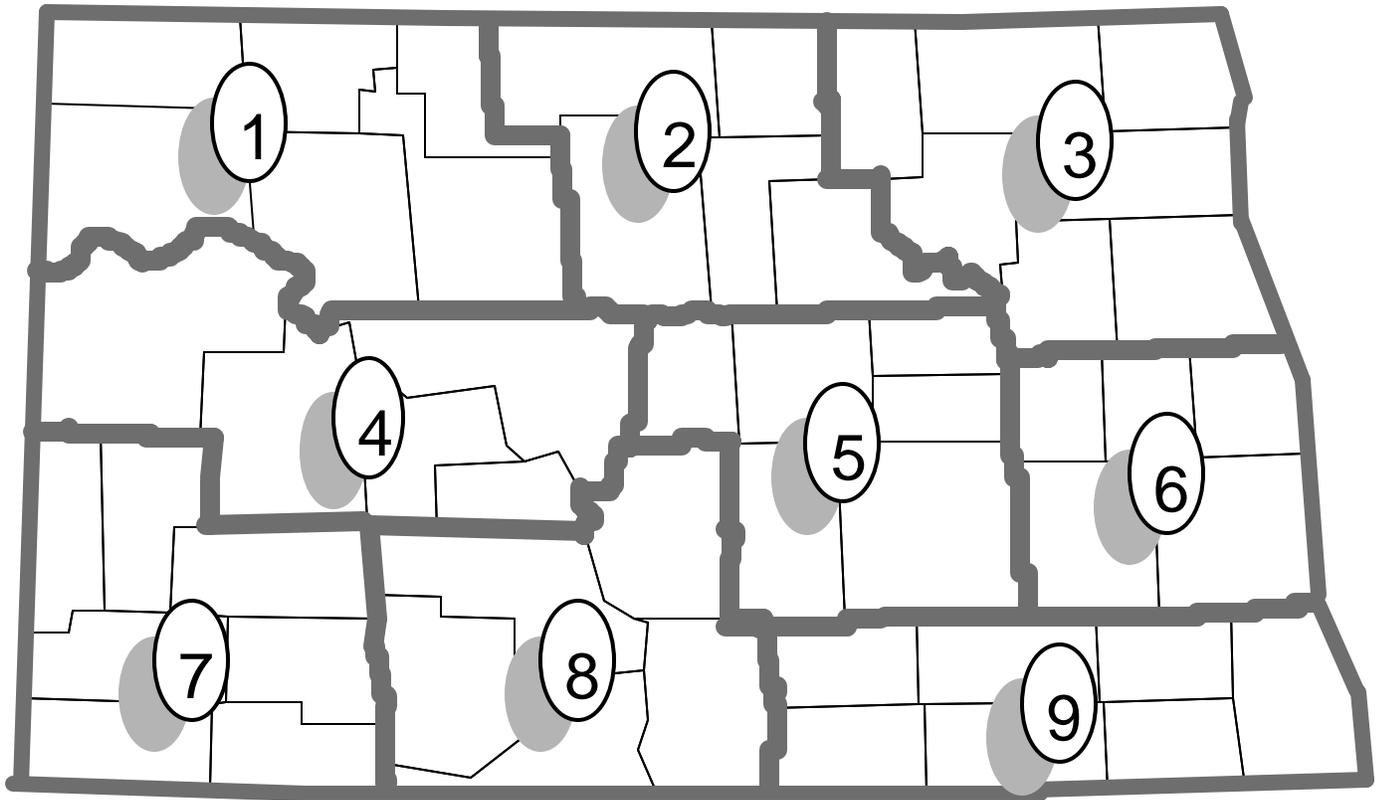
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	3,110 21%	3,393 23%	121 1%	6,806 47%	14,594
1995-96	3,935 19%	1,950 9%	463 2%	11,676 56%	20,704
1996-97	8,252 39%	2,093 10%	17 0%	5,809 27%	21,236
1997-98	9,210 35%	5,112 21%	813 3%	4,751 19%	25,223
1998-99	12,978 44%	7,833 27%	854 3%	3,516 12%	29,526
1999-00	20,753 48%	6,514 15%	950 2%	8,393 20%	42,668
2000-01	13,258 27%	7,220 15%	2,129 4%	17,060 35%	48,702

Destinations for Soybean Shipments

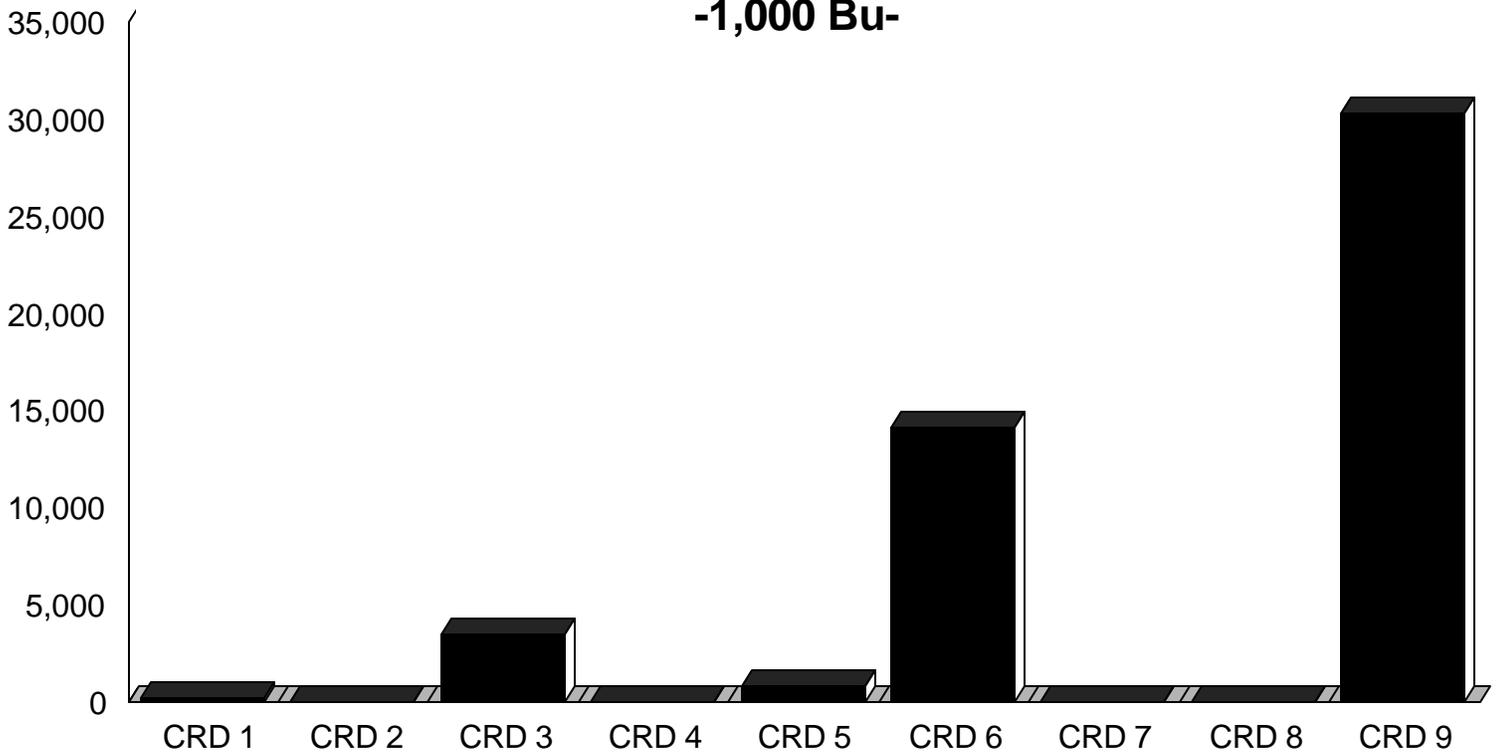


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



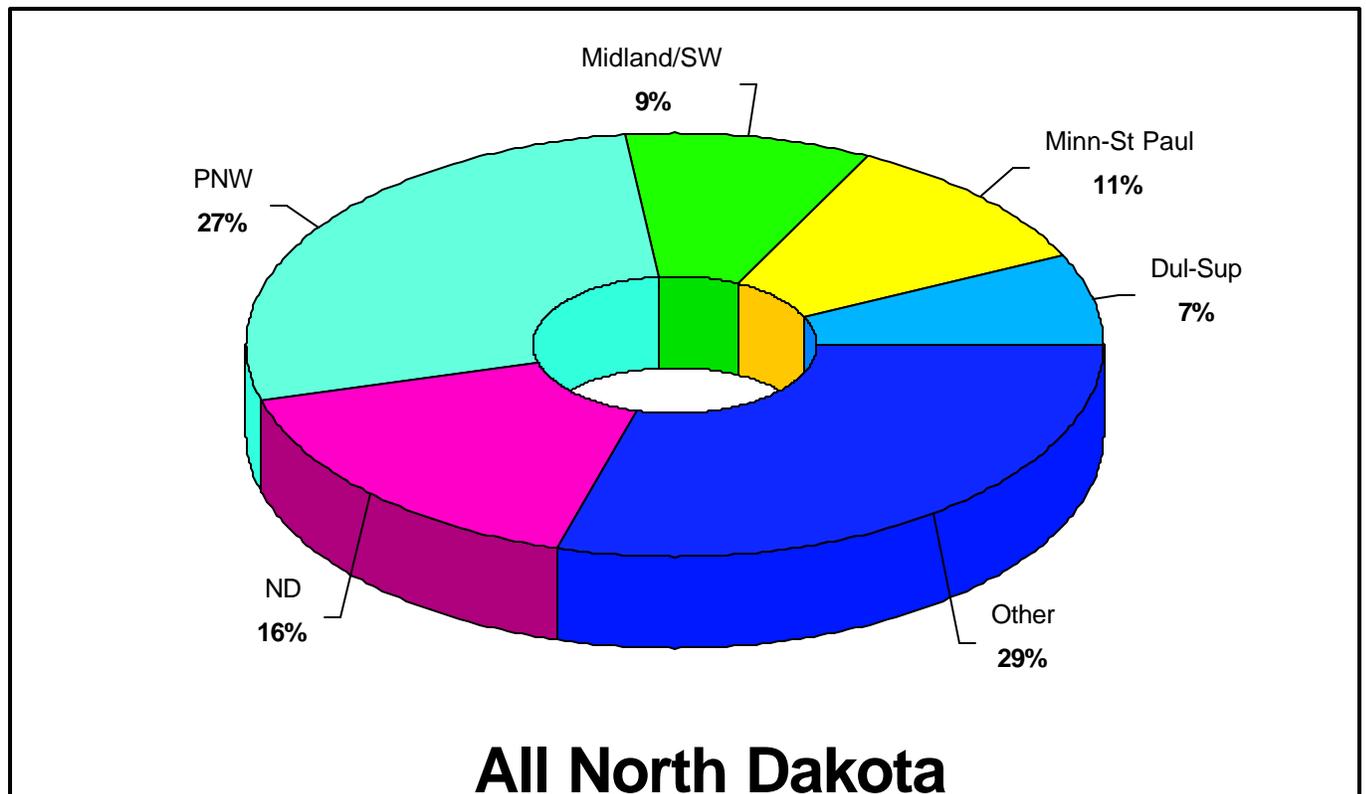
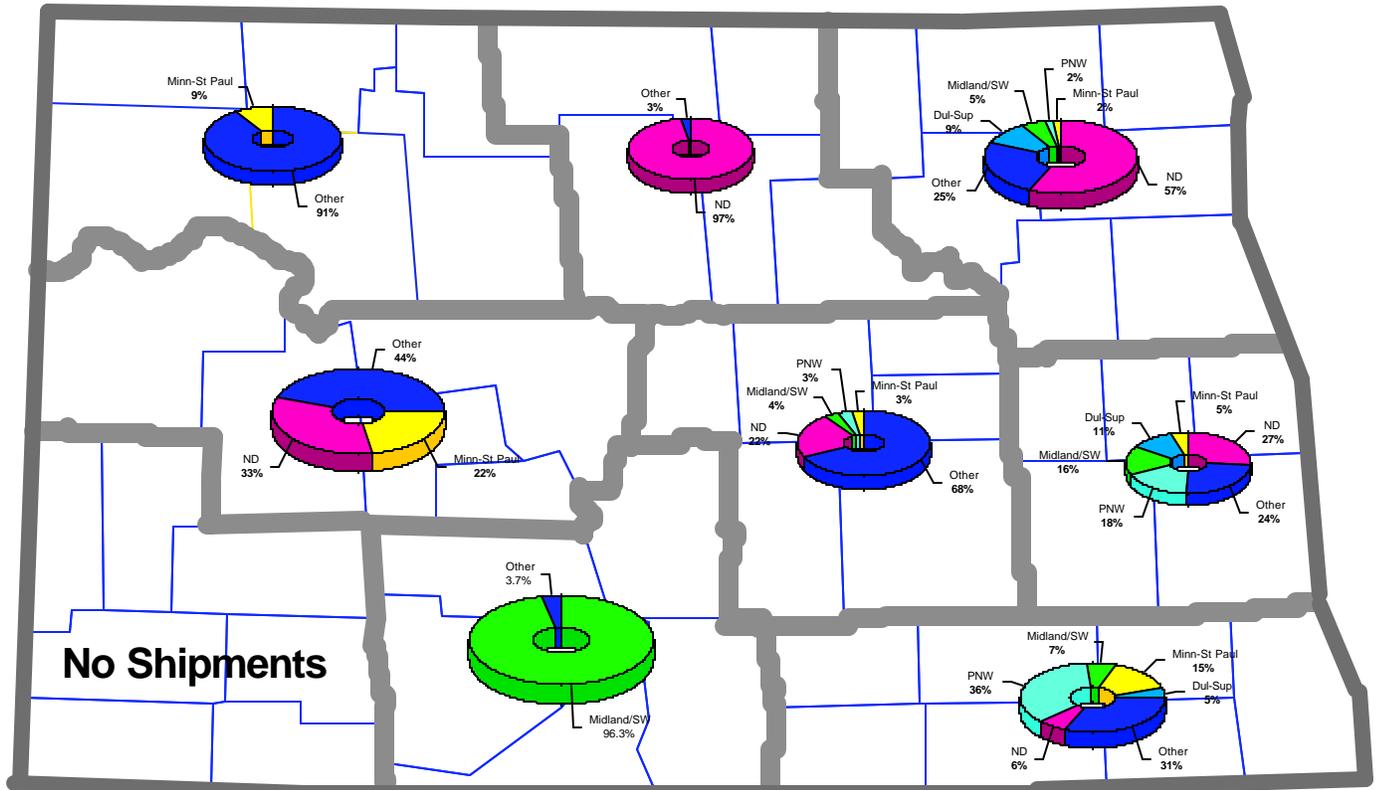
**Corn Shipments Originating
from Each CRD, 2000-01
-1,000 Bu-**



Destinations for Corn Shipments

2000-01

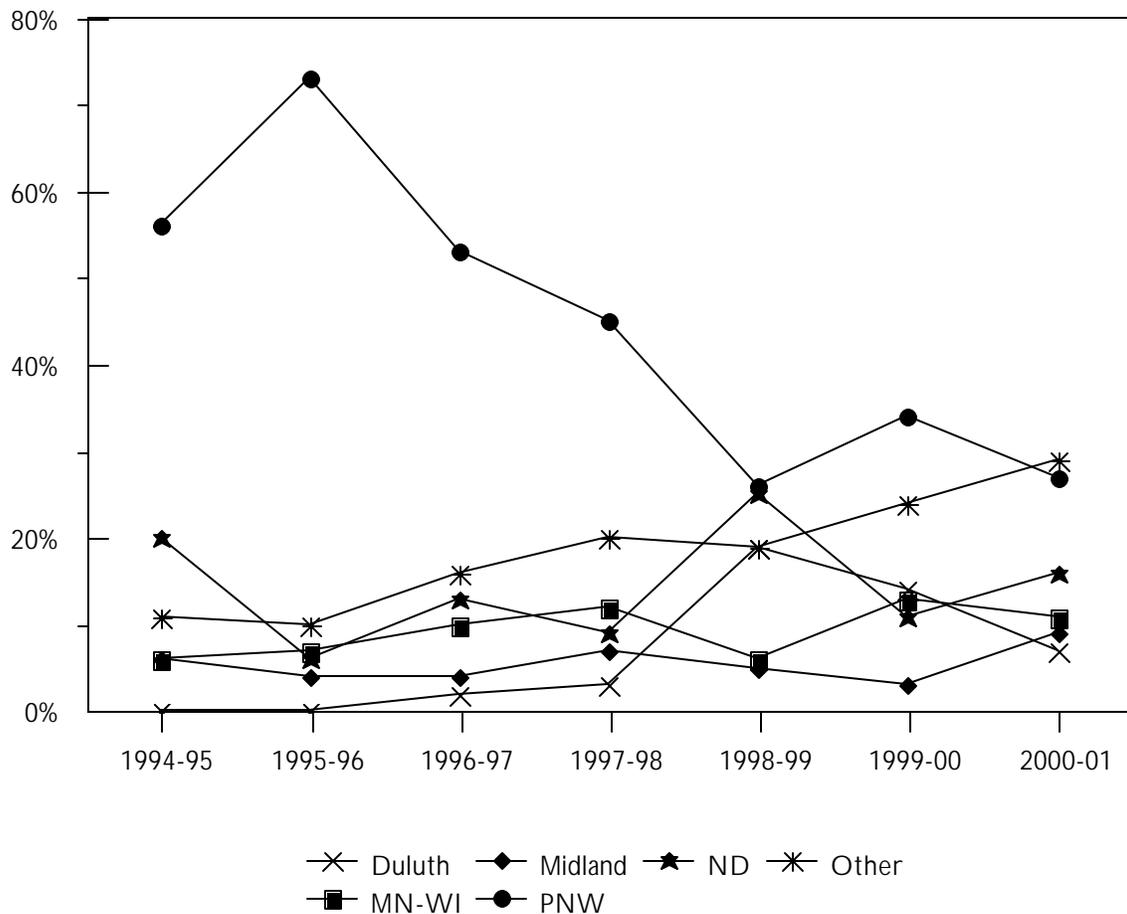
Crop Reporting District

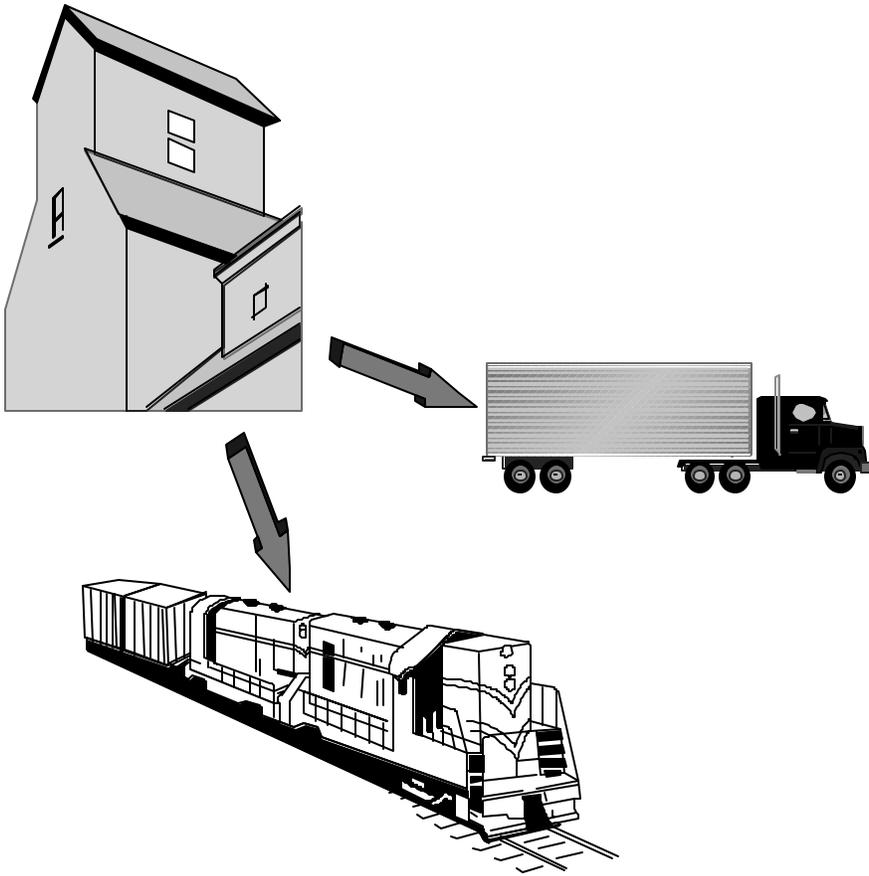


Trends for Destinations of Corn Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	114	1,507	1,410	13,703	24,698
	0%	6%	6%	56%	
1995-96	24	2,417	1,576	25,947	35,722
	0%	7%	4%	73%	
1996-97	514	2,685	1,131	13,687	25,637
	2%	10%	4%	53%	
1997-98	1,073	3,868	2,317	12,851	28,642
	3%	12%	7%	45%	
1998-99	7,012	1,994	1,909	9,177	35,886
	20%	6%	5%	26%	
1999-00	5,577	5,049	1,273	13,084	38,525
	14%	13%	3%	34%	
2000-01	3,417	5,234	4,576	13,489	49,152
	7%	11%	9%	27%	

Destinations for Corn Shipments

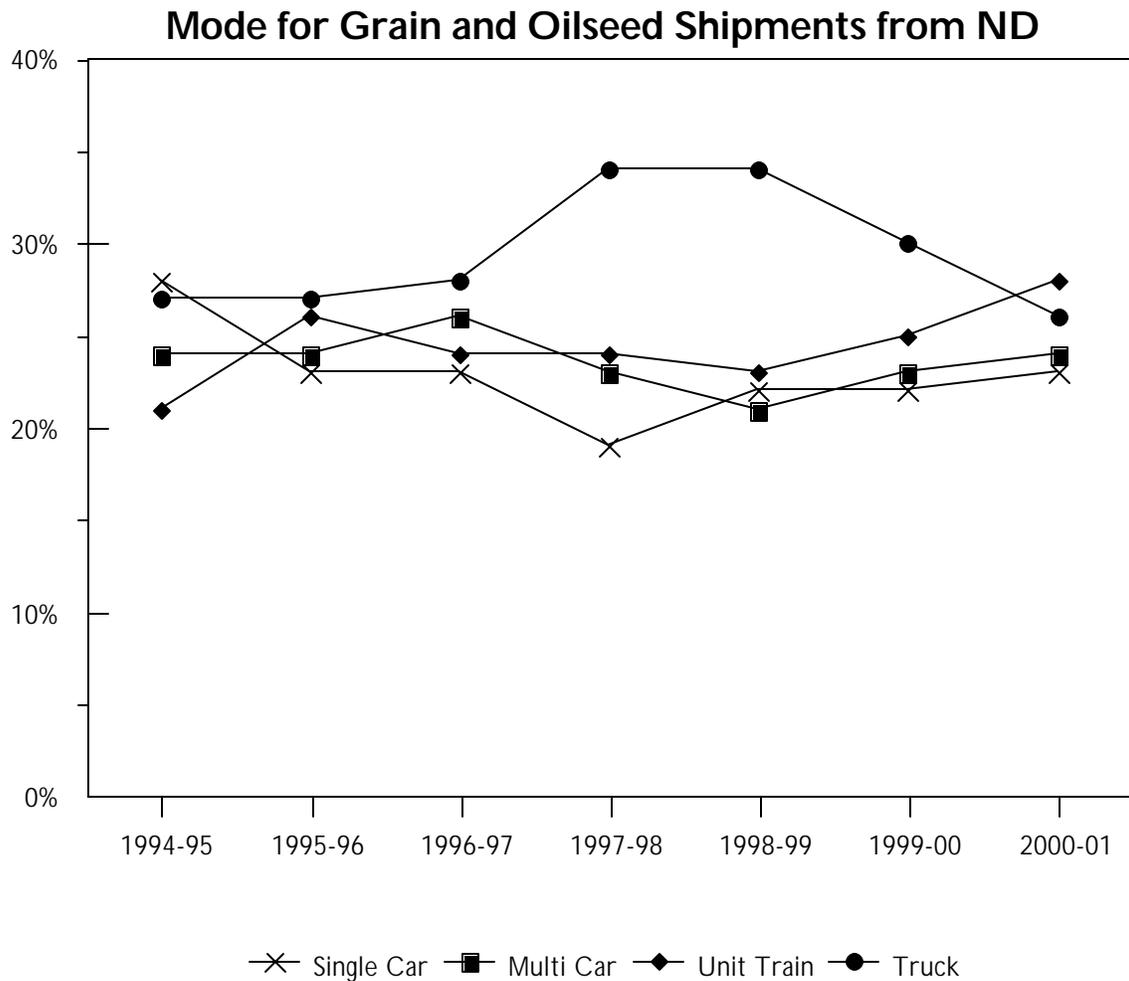




*Mode for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	148,107 28%	130,197 24%	109,314 21%	145,615 27%	533,233
1995-96	128,450 23%	136,072 24%	148,776 26%	151,843 27%	565,142
1996-97	116,212 23%	133,418 26%	124,325 24%	143,220 28%	517,176
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	117,634 23%	122,947 24%	144,358 28%	134,442 26%	519,380



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

	<u>CRD 1</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	21%	31%	38%	9%	103,039
1994-95	24%	34%	32%	10%	91,367
1995-96	23%	35%	30%	13%	66,374
1996-97	23%	29%	18%	31%	35,946
1997-98	25%	26%	35%	15%	54,183
1998-99	24%	29%	33%	14%	54,675
1999-00	22%	23%	43%	12%	61,527
2000-01	26%	26%	38%	10%	74,676

	<u>CRD 2</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	27%	33%	22%	18%	53,735
1994-95	31%	36%	13%	21%	49,978
1995-96	23%	29%	18%	31%	35,946
1996-97	21%	40%	16%	23%	48,027
1997-98	18%	30%	19%	33%	44,327
1998-99	23%	26%	20%	31%	40,535
1999-00	20%	23%	15%	42%	27,929
2000-01	24%	19%	30%	28%	36,128

	<u>CRD 3</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	36%	21%	18%	25%	97,901
1994-95	31%	22%	17%	30%	100,347
1995-96	27%	20%	26%	26%	100,983
1996-97	26%	22%	25%	26%	123,753
1997-98	20%	19%	25%	35%	96,271
1998-99	26%	17%	16%	41%	92,029
1999-00	25%	23%	16%	35%	93,794
2000-01	27%	22%	20%	31%	93,022

	<u>CRD 4</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	32%	31%	4%	33%	20,402
1994-95	23%	22%	5%	50%	19,720
1995-96	17%	26%	13%	43%	15,556
1996-97	16%	29%	13%	42%	18,383
1997-98	17%	34%	10%	40%	17,456
1998-99	22%	23%	20%	35%	18,863
1999-00	22%	24%	17%	38%	16,338
2000-01	39%	22%	2%	37%	20,173

	<u>CRD 5</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	33%	17%	27%	23%	52,753
1994-95	30%	18%	21%	31%	48,492
1995-96	23%	15%	25%	37%	44,277
1996-97	28%	19%	18%	35%	45,560
1997-98	16%	17%	22%	45%	45,488
1998-99	21%	17%	15%	46%	41,132
1999-00	17%	14%	25%	44%	49,294
2000-01	25%	15%	21%	39%	51,857

	<u>CRD 6</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	21%	19%	21%	39%	83,265
1994-95	21%	25%	19%	34%	98,499
1995-96	16%	26%	29%	29%	91,036
1996-97	16%	28%	26%	30%	97,604
1997-98	14%	24%	24%	38%	86,969
1998-99	13%	25%	23%	39%	95,954
1999-00	13%	31%	23%	34%	98,723
2000-01	12%	28%	30%	29%	103,023

	<u>CRD 7</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	10%	10%	68%	12%	33,051
1994-95	19%	19%	50%	13%	29,167
1995-96	8%	8%	71%	13%	27,044
1996-97	9%	9%	68%	14%	24,561
1997-98	5%	19%	64%	13%	27,709
1998-99	4%	15%	66%	15%	28,202
1999-00	4%	18%	63%	15%	27,254
2000-01	6%	14%	69%	11%	33,057

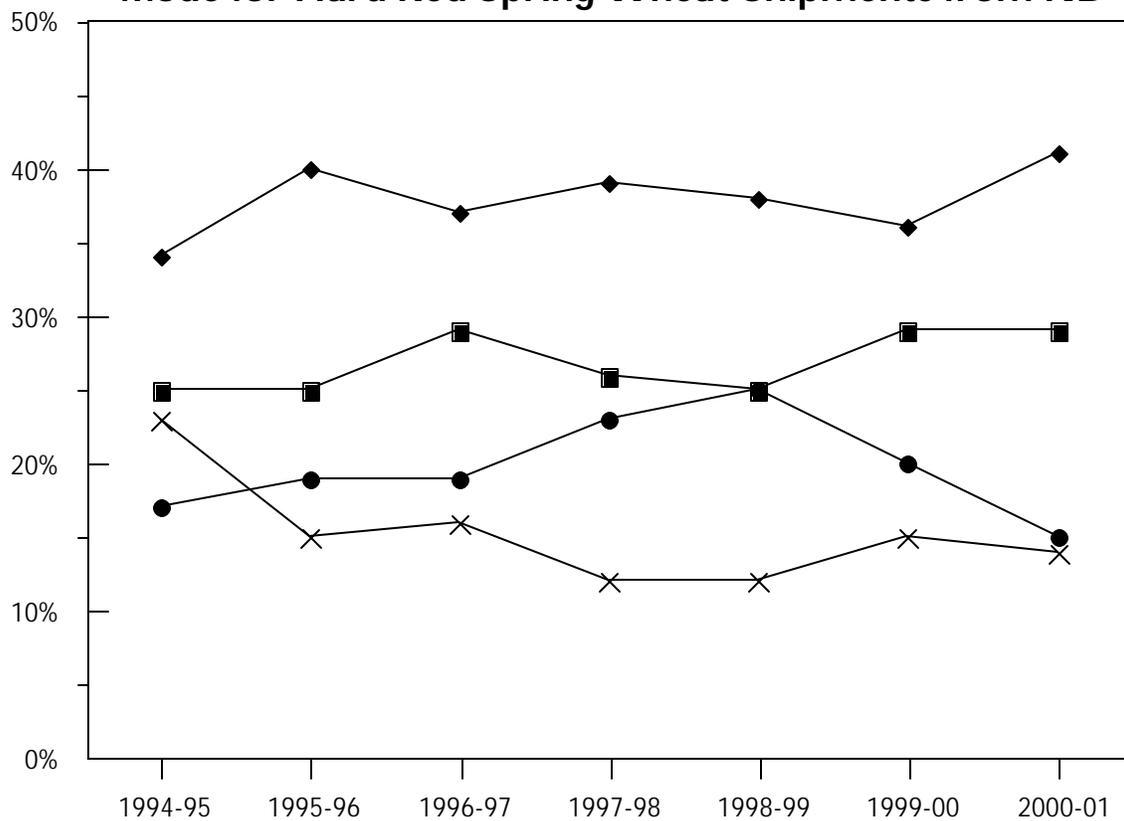
	<u>CRD 8</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	36%	26%	0%	38%	14,576
1994-95	20%	29%	4%	47%	12,594
1995-96	18%	20%	10%	53%	14,018
1996-97	17%	26%	5%	52%	10,411
1997-98	13%	20%	7%	61%	10,692
1998-99	12%	17%	15%	56%	12,358
1999-00	17%	8%	22%	53%	13,795
2000-01	10%	8%	37%	45%	16,614

	<u>CRD 9</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	40%	18%	6%	35%	62,122
1994-95	38%	16%	13%	33%	84,602
1995-96	23%	23%	27%	27%	480,290
1996-97	23%	26%	24%	28%	509,086
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	30%	32%	16%	21%	90,831

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	51,214 23%	56,990 25%	77,167 34%	38,514 17%	223,886
1995-96	41,882 15%	65,888 25%	106,273 40%	50,337 19%	264,379
1996-97	34,365 16%	63,866 29%	83,794 37%	41,119 19%	223,145
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	25,776 14%	55,597 29%	78,360 41%	29,161 15%	188,894

Mode for Hard Red Spring Wheat Shipments from ND



✕ Single Car
■ Multi Car
◆ Unit Train
● Truck

**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
1993-94	6%	13%	33%	4%	69,676	1993-94	21%	33%	39%	7%	21,663
1994-95	6%	12%	37%	4%	51,429	1994-95	21%	35%	30%	14%	17,670
1995-96	8%	14%	29%	3%	38,974	1995-96	19%	39%	26%	16%	15,403
1996-97	11%	36%	51%	3%	17,975	1996-97	16%	42%	32%	9%	15,445
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%	18%	66%	5%	15,944	2000-01	14%	31%	47%	9%	9,034

	<u>CRD 3</u>						<u>CRD 4</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1993-94	35%	24%	27%	14%	49,069	1993-94	26%	34%	6%	33%	12,029
1994-95	27%	31%	25%	18%	43,101	1994-95	14%	33%	8%	45%	10,004
1995-96	18%	23%	40%	19%	55,777	1995-96	9%	39%	15%	37%	8,352
1996-97	15%	28%	37%	21%	55,053	1996-97	14%	27%	17%	43%	8,605
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%	30%	33%	22%	43,901	2000-01	12%	44%	6%	38%	5,644

	<u>CRD 5</u>						<u>CRD 6</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1993-94	27%	23%	39%	10%	30,308	1993-94	24%	20%	39%	17%	36,026
1994-95	23%	26%	38%	13%	23,171	1994-95	21%	23%	40%	16%	32,962
1995-96	24%	29%	33%	14%	21,990	1995-96	9%	27%	51%	13%	34,972
1996-97	9%	27%	51%	13%	34,972	1996-97	9%	30%	44%	16%	37,986
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%	26%	41%	16%	21,583	2000-01	7%	42%	38%	13%	32,415

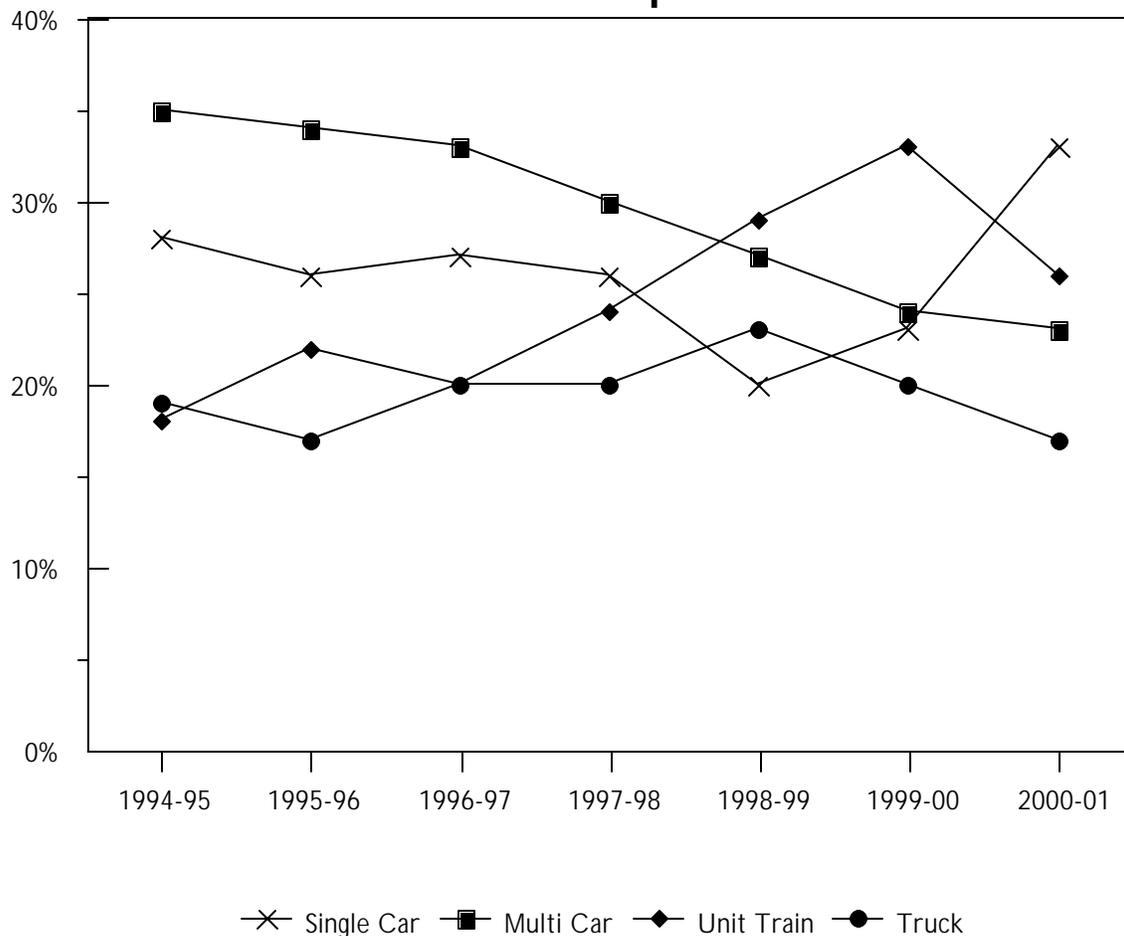
	<u>CRD 7</u>						<u>CRD 8</u>				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1993-94	6%	13%	72%	9%	30,410	1993-94	33%	31%	0%	37%	11,720
1994-95	16%	15%	58%	12%	25,079	1994-95	14%	33%	5%	48%	9,900
1995-96	3%	7%	79%	11%	24,593	1995-96	15%	23%	11%	51%	12,192
1996-97	5%	9%	75%	11%	21,831	1996-97	15%	27%	6%	52%	9,848
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%	8%	81%	7%	23,553	2000-01	6%	10%	51%	33%	11,771

	<u>CRD 9</u>				
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	47%	26%	12%	15%	24,914
1994-95	44%	24%	13%	19%	31,576
1995-96	28%	28%	22%	22%	31,547
1996-97	30%	33%	14%	23%	30,320
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%	25,049

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	19,719 28%	21,079 35%	12,487 18%	13,277 19%	69,562
1995-96	18,868 26%	24,154 34%	15,538 22%	12,315 17%	70,875
1996-97	18,210 27%	22,911 33%	13,902 20%	13,689 20%	68,712
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	24,694 33%	17,501 23%	19,909 26%	13,167 17%	75,271

Mode for Durum Shipments from ND



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		
1993-94	21%	34%	36%	8%	43,239	1993-94	27%	33%	11%	29%	13,426
1994-95	20%	46%	26%	8%	37,976	1994-95	32%	30%	5%	33%	10,179
1995-96	25%	42%	28%	5%	30,448	1995-96	17%	26%	13%	44%	8,610
1996-97	26%	38%	29%	6%	34,706	1996-97	21%	36%	13%	29%	11,380
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%	35%	9%	38,662	2000-01	29%	14%	24%	33%	5,707

<u>CRD 3</u>					<u>CRD 4</u>						
Single Car	Multi Car	Unit Train	Truck	Total	Single Car	Multi Car	Unit Train	Truck	Total		
1993-94	31%	20%	26%	23%	12,420	1993-94	25%	39%	0%	36%	5,117
1994-95	33%	21%	21%	25%	10,157	1994-95	19%	18%	2%	61%	4,956
1995-96	25%	23%	15%	37%	6,343	1995-96	17%	20%	23%	40%	3,708
1996-97	27%	10%	14%	49%	7,117	1996-97	11%	41%	12%	36%	7,215
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	39%	12%	12%	37%	8,714	2000-01	62%	17%	2%	19%	8,621

<u>CRD 5</u>					<u>CRD 6</u>						
Single Car	Multi Car	Unit Train	Truck	Total	Single Car	Multi Car	Unit Train	Truck	Total		
1993-94	64%	4%	20%	12%	4,357	1993-94	44%	10%	0%	45%	1,704
1994-95	76%	4%	1%	19%	3,211	1994-95	38%	27%	0%	35%	884
1995-96	73%	5%	1%	21%	1,886	1995-96	89%	0%	0%	11%	362
1996-97	70%	3%	0%	27%	3,220	1996-97	17%	57%	0%	25%	904
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	47%	9%	0%	44%	3,009	2000-01	41%	28%	2%	30%	1,835

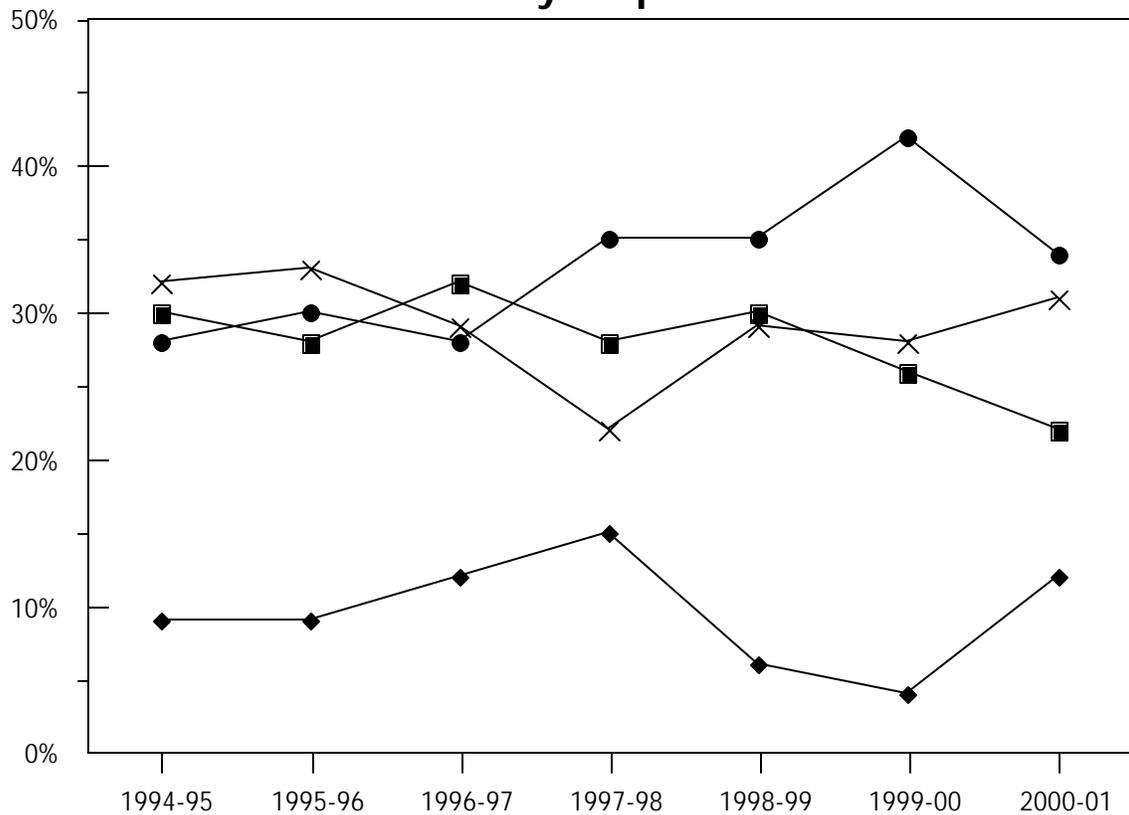
<u>CRD 7</u>					<u>CRD 8</u>						
Single Car	Multi Car	Unit Train	Truck	Total	Single Car	Multi Car	Unit Train	Truck	Total		
1993-94	42%	18%	20%	20%	2,661	1993-94	29%	4%	0%	67%	241
1994-95	67%	13%	0%	20%	1,301	1994-95	26%	5%	0%	68%	152
1995-96	53%	36%	0%	12%	1,959	1995-96	14%	0%	0%	86%	49
1996-97	38%	25%	7%	30%	2,589	1996-97	12%	0%	0%	88%	109
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%	8%	7,582	2000-01	60%	16%	0%	24%	465

<u>CRD 9</u>					
Single Car	Multi Car	Unit Train	Truck	Total	
1993-94	72%	18%	0%	10%	1,570
1994-95	97%	0%	0%	3%	747
1995-96	97%	0%	0%	3%	346
1996-97	75%	0%	0%	25%	522
1997-98	82%	0%	2%	16%	429
1998-99	48%	20%	0%	32%	414
1999-00	64%	1%	0%	35%	844
2000-01	65%	0%	0%	35%	677

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	38,888 32%	37,625 31%	10,319 9%	33,420 28%	120,251
1995-96	34,205 33%	29,104 28%	8,950 9%	31,330 30%	103,590
1996-97	31,449 29%	34,470 32%	12,999 12%	30,668 28%	109,587
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	26,139 31%	18,483 22%	10,238 12%	28,575 34%	83,435

Mode for Barley Shipments from ND

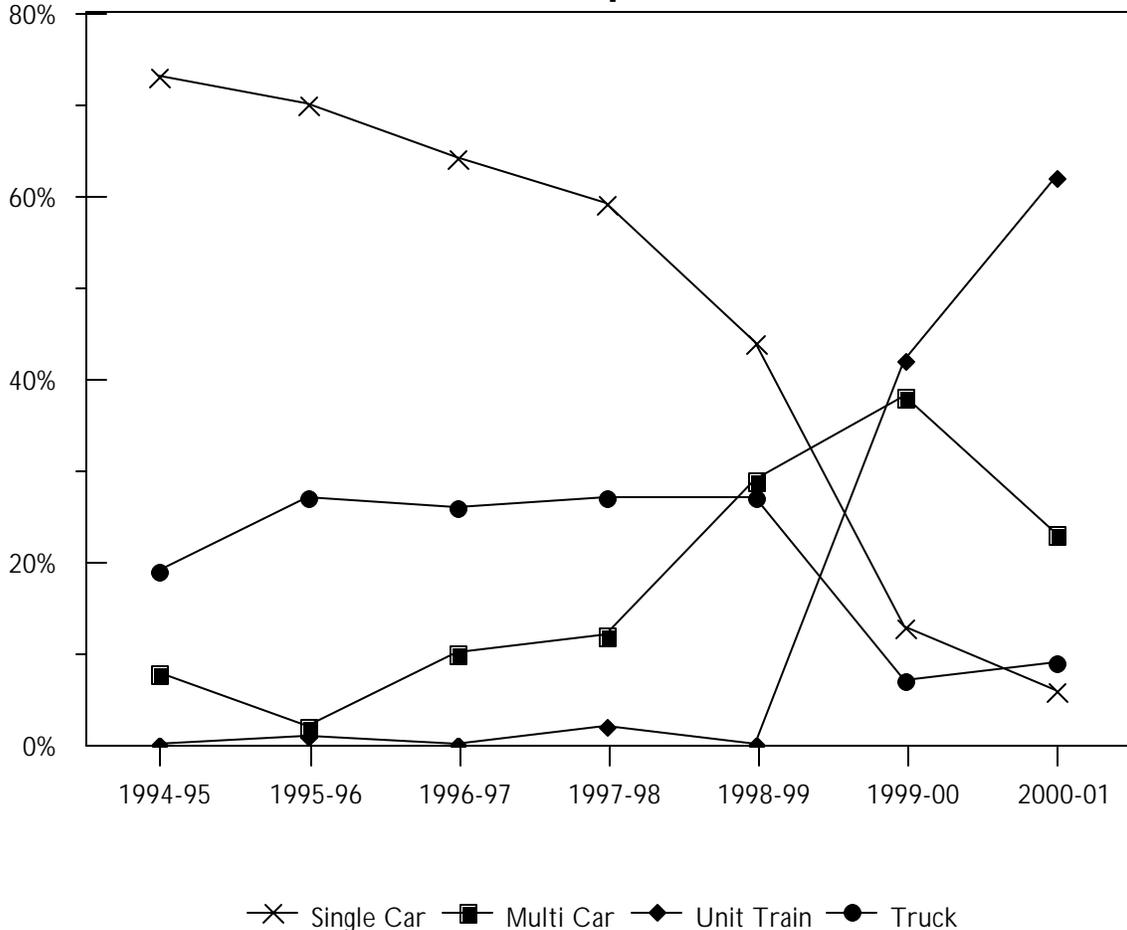


—x— Single Car —■— Multi Car —◆— Unit Train —●— Truck

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	7,452 73%	809 8%	0 0%	2,001 19%	10,262
1995-96	5,331 70%	151 2%	46 1%	2,047 27%	7,576
1996-97	2,522 64%	384 10%	0 0%	1,061 26%	3,967
1997-98	1,834 59%	369 12%	55 2%	869 27%	3,128
1998-99	1,001 44%	655 29%	0 0%	617 27%	2,273
1999-00	638 13%	1,930 38%	2,092 42%	374 7%	5,034
2000-01	226 6%	944 23%	2,482 62%	375 9%	4,028

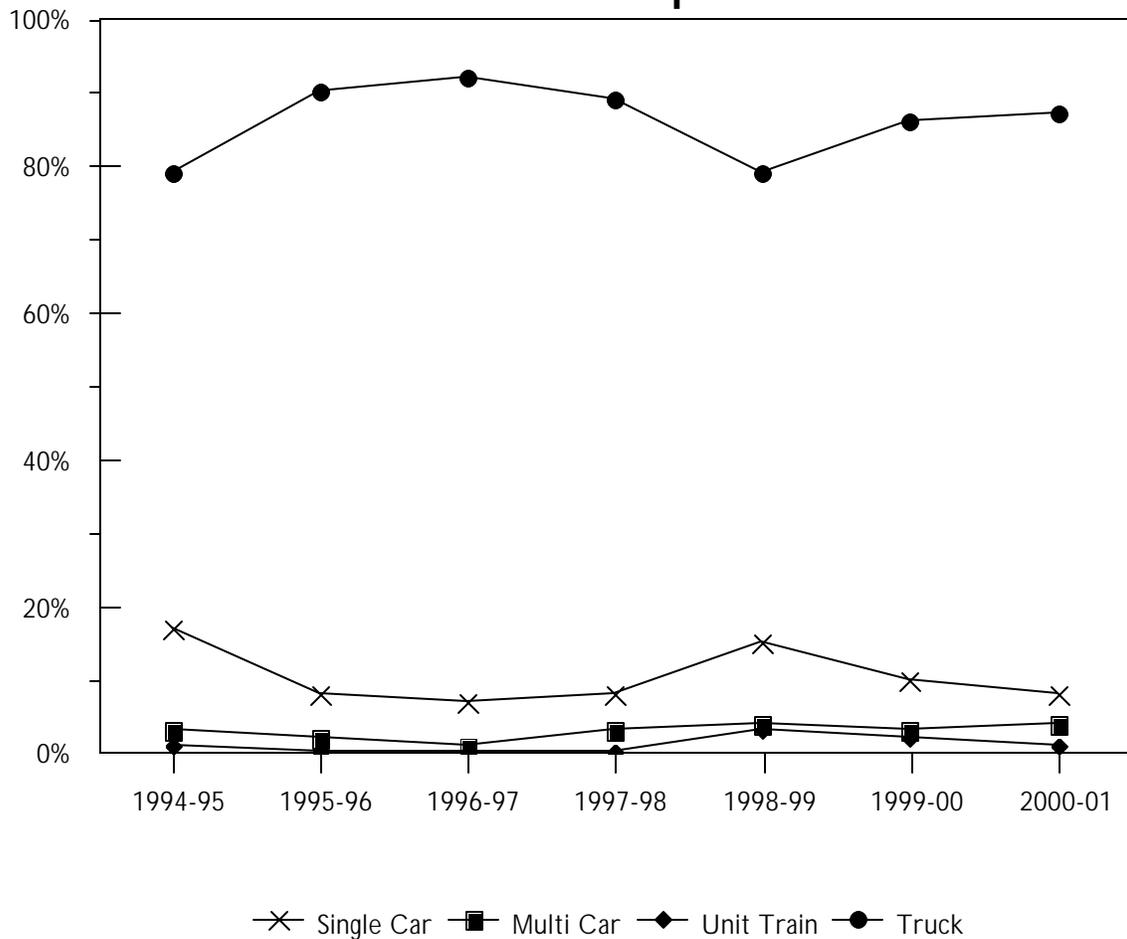
Mode for Oat Shipments from ND



Mode for Sunflower Shipments from ND
(1,000 Bushels)

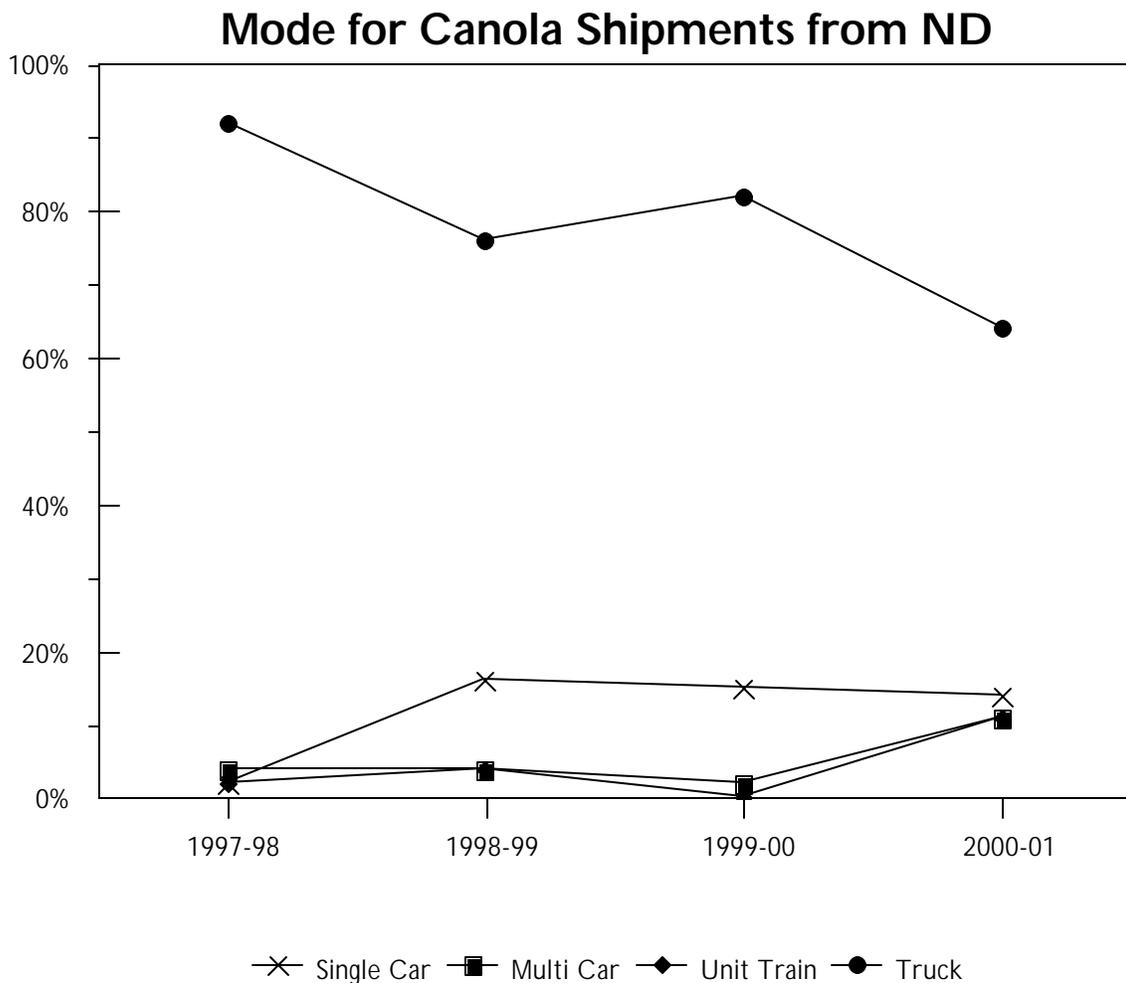
	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	2,361 17%	367 3%	176 1%	11,074 79%	13,978
1995-96	932 8%	214 2%	102 0%	10,708 90%	11,855
1996-97	690 7%	111 1%	7 0%	9,110 92%	9,917
1997-98	1,151 8%	375 3%	67 0%	12,345 89%	13,940
1998-99	2,139 15%	508 4%	437 3%	11,549 79%	14,634
1999-00	1,123 10%	353 3%	196 2%	10,100 86%	11,773
2000-01	817 8%	294 4%	156 1%	9,066 87%	10,433

Mode for Sunflower Shipments from ND



Mode for Canola Shipments from ND
(1,000 Bushels)

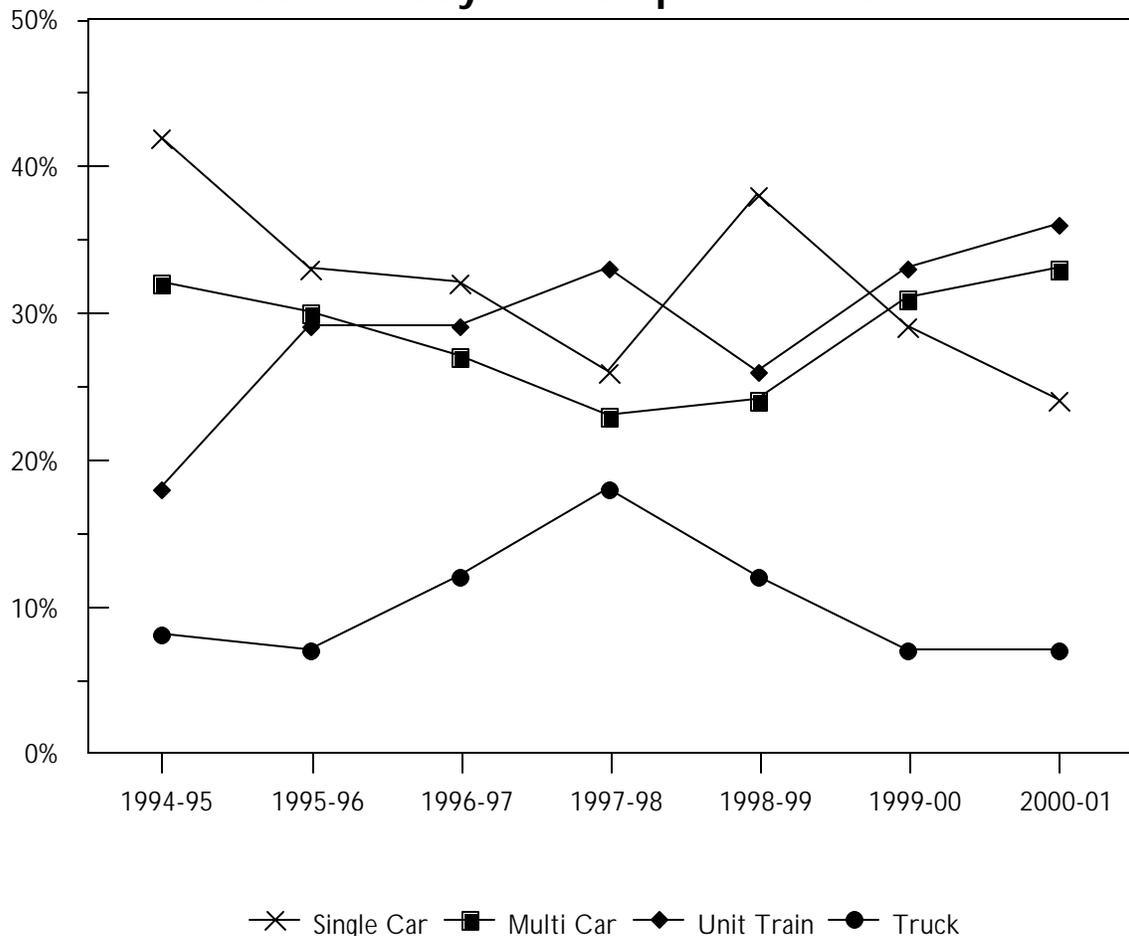
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	144 2%	234 4%	155 2%	5,399 92%	5,934
1998-99	1,877 16%	473 4%	437 4%	9,143 76%	11,941
1999-00	1,078 15%	143 2%	29 0%	5,763 82%	7,013
2000-01	1,461 14%	1,130 11%	1,117 11%	6,496 64%	10,204



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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	6,161 42%	4,662 32%	2,608 18%	1,163 8%	14,594
1995-96	6,939 33%	6,268 30%	6,049 29%	1,447 7%	20,704
1996-97	6,624 32%	5,695 27%	6,090 29%	2,826 12%	21,236
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	11,924 24%	16,001 33%	17,357 36%	3,420 7%	48,702

Mode for Soybean Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	7,383 30%	4,014 16%	6,074 25%	6,927 28%	24,398
1995-96	10,270 29%	9,535 27%	11,702 31%	4,214 12%	35,722
1996-97	8,209 32%	4,777 19%	7,513 29%	5,138 20%	25,637
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	12,098 25%	10,864 22%	14,033 29%	12,158 25%	49,152

