



ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2002-03

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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 2002-03* was prepared by Kimberly Vachal and Tamara VanWechel, 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. **2002-03 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 2002 to June 2003.
- **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.

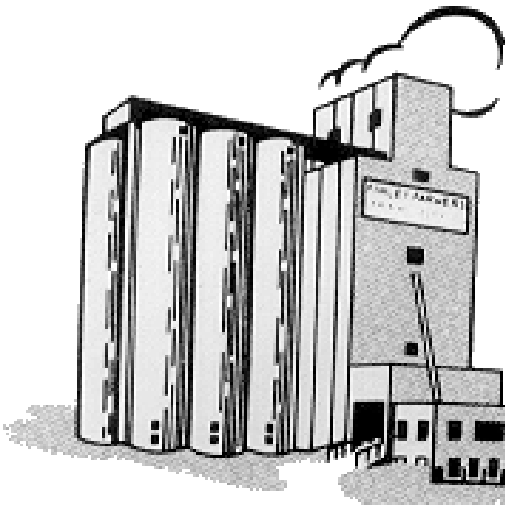
Mode for Grain & Oilseed Shipments by Rail:

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, 2002-03

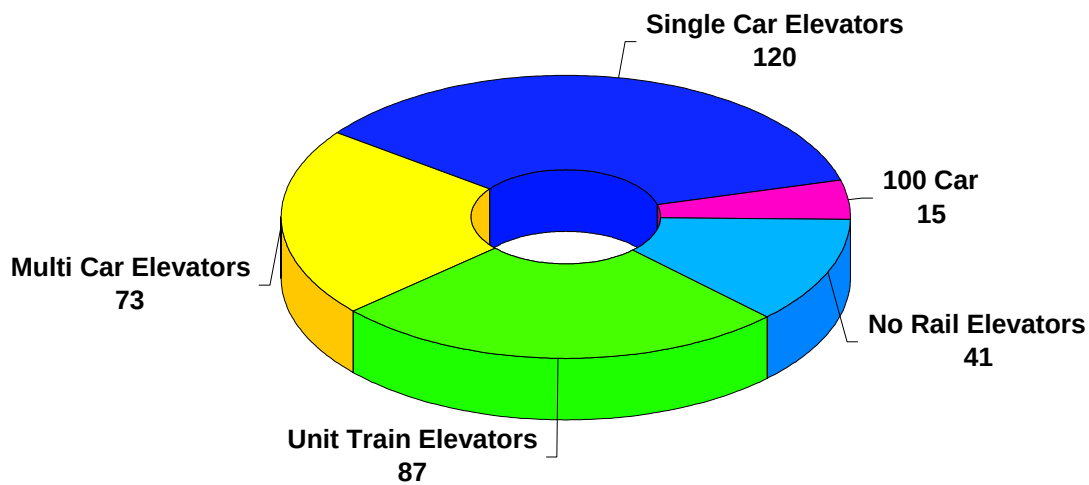
Storage: 196,394 Thousand Bu.

Grain Shipped to End User: 497,459 Thousand Bu.

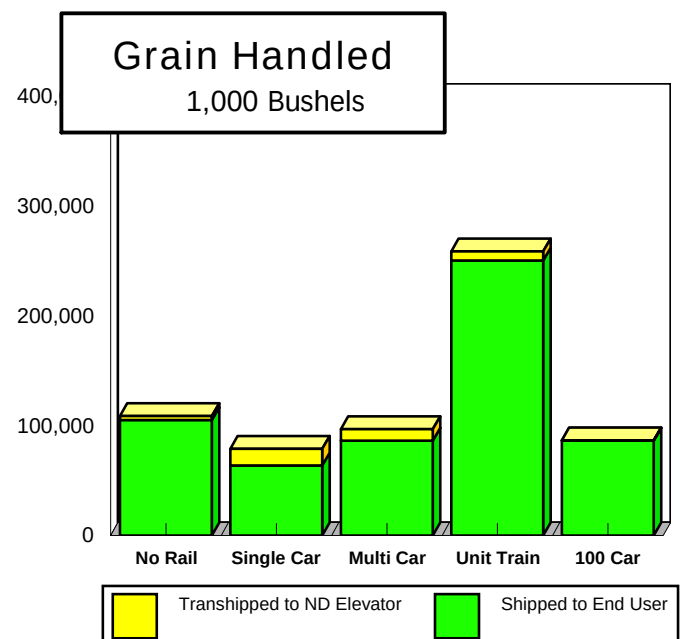
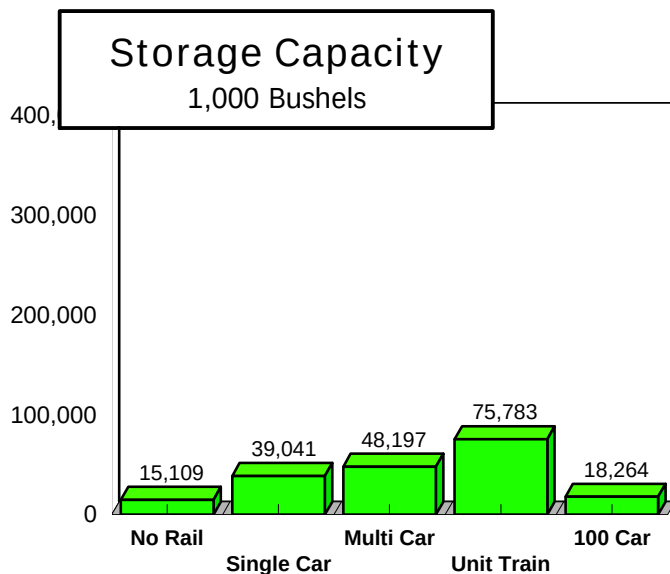
Grain Transhipped to ND Elevator: 38,072 Thousand Bu.

Average Turnover: 6.2

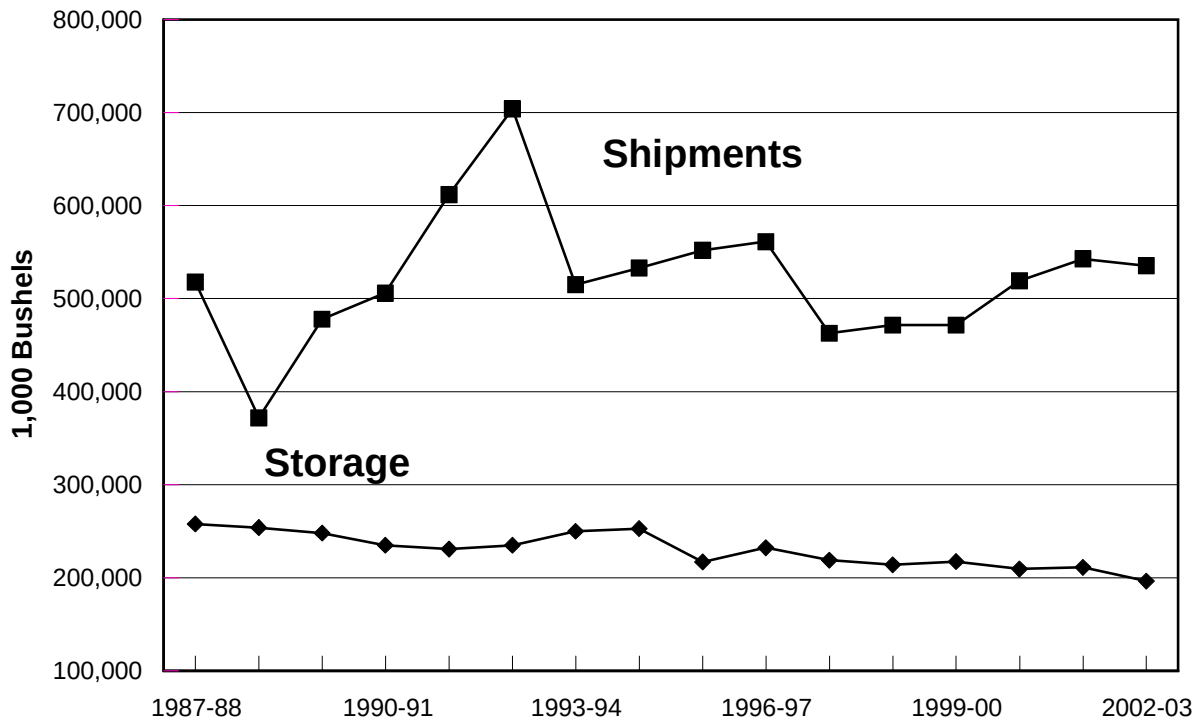
Elevator Categories



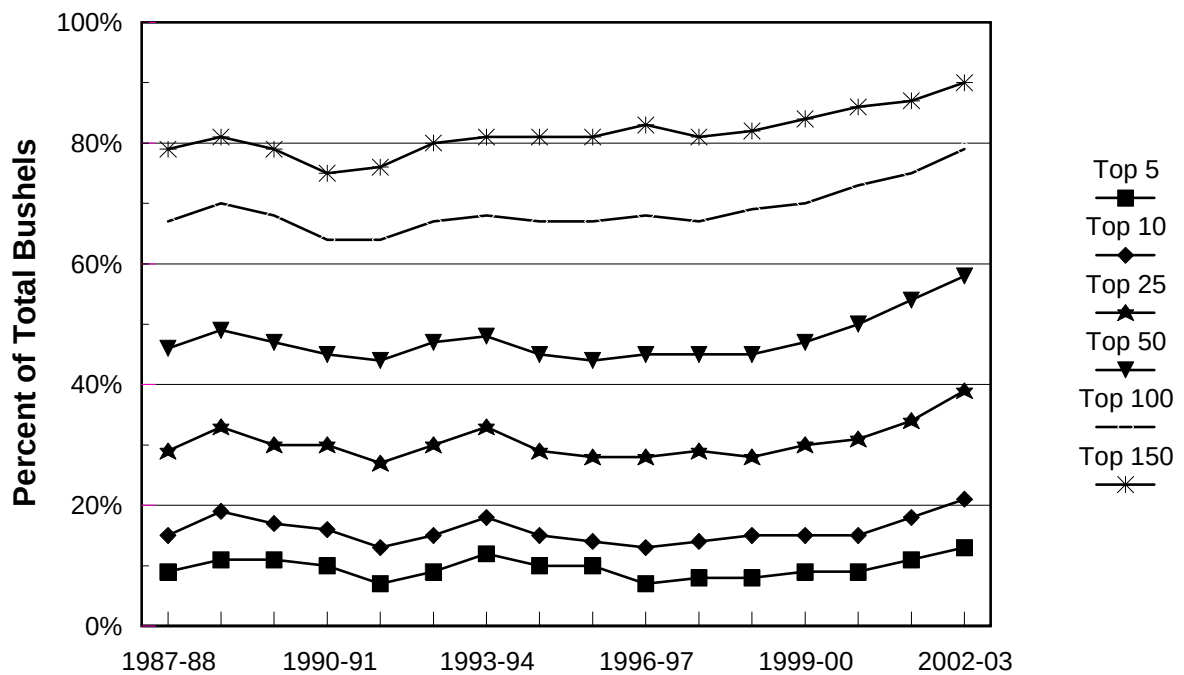
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



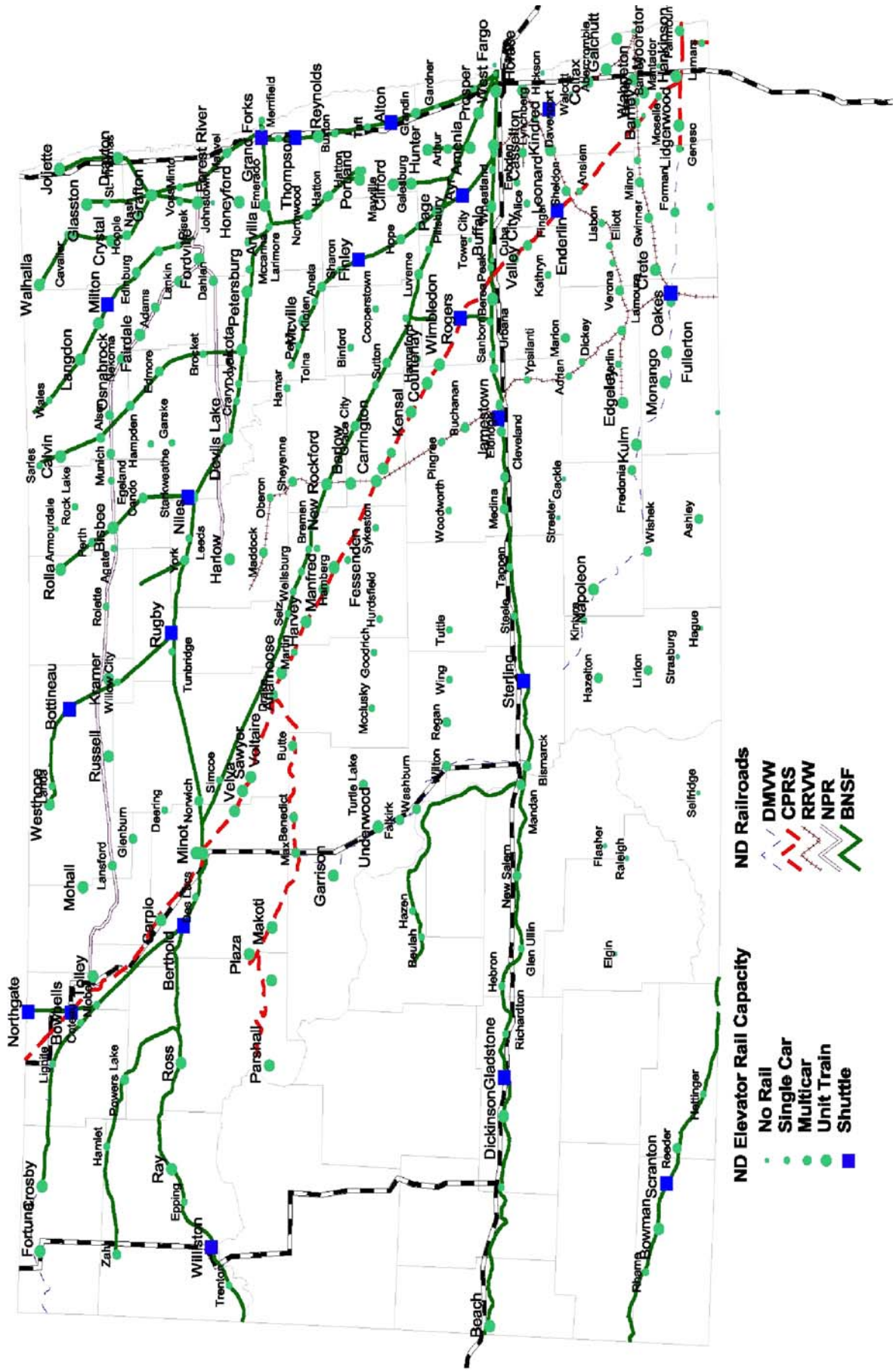
Storage and Total Grain Shipments for North Dakota Elevators



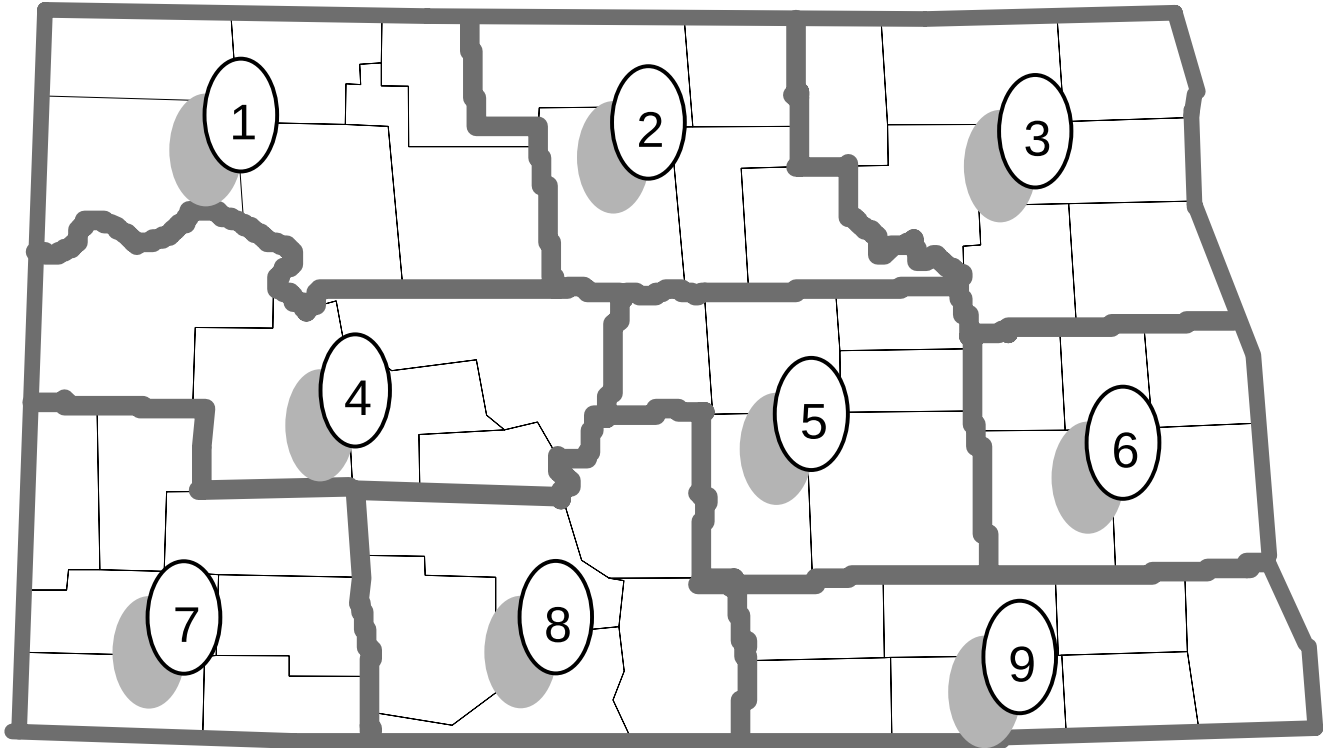
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators



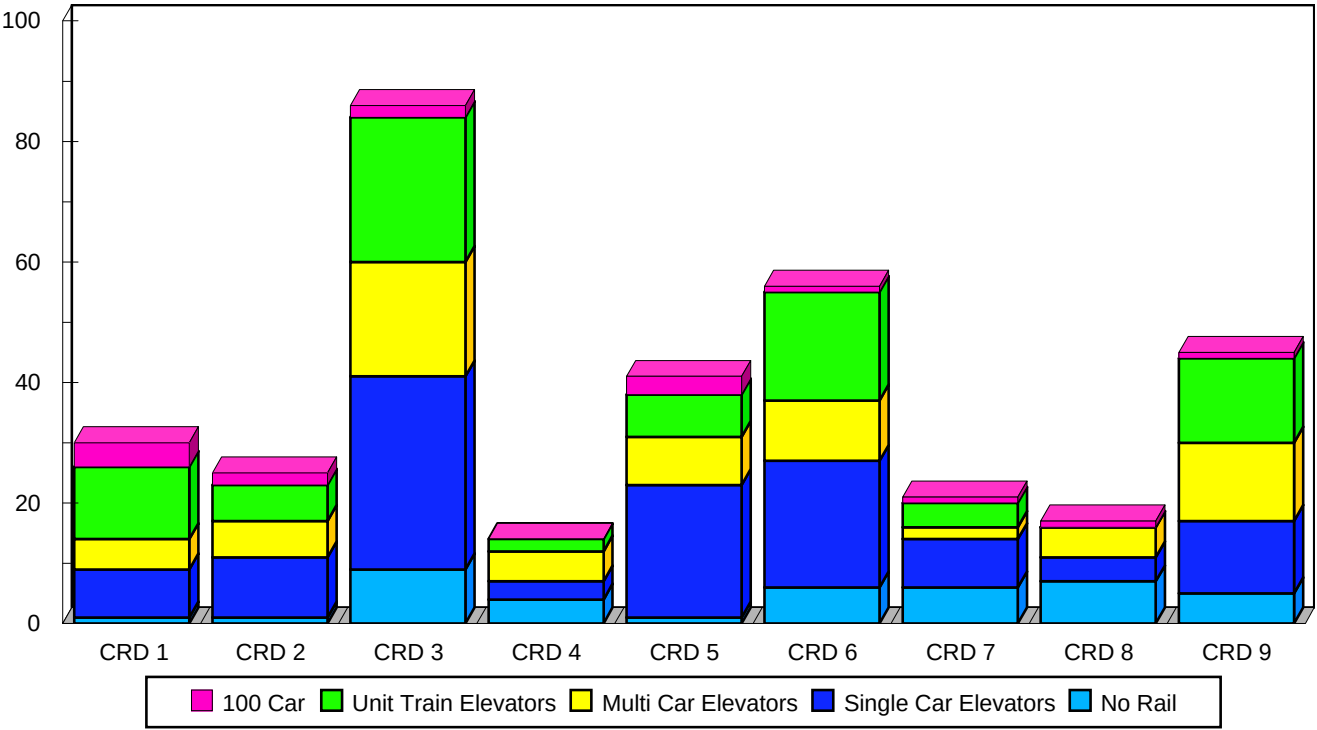
North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2003



NORTH DAKOTA CROP REPORTING DISTRICTS

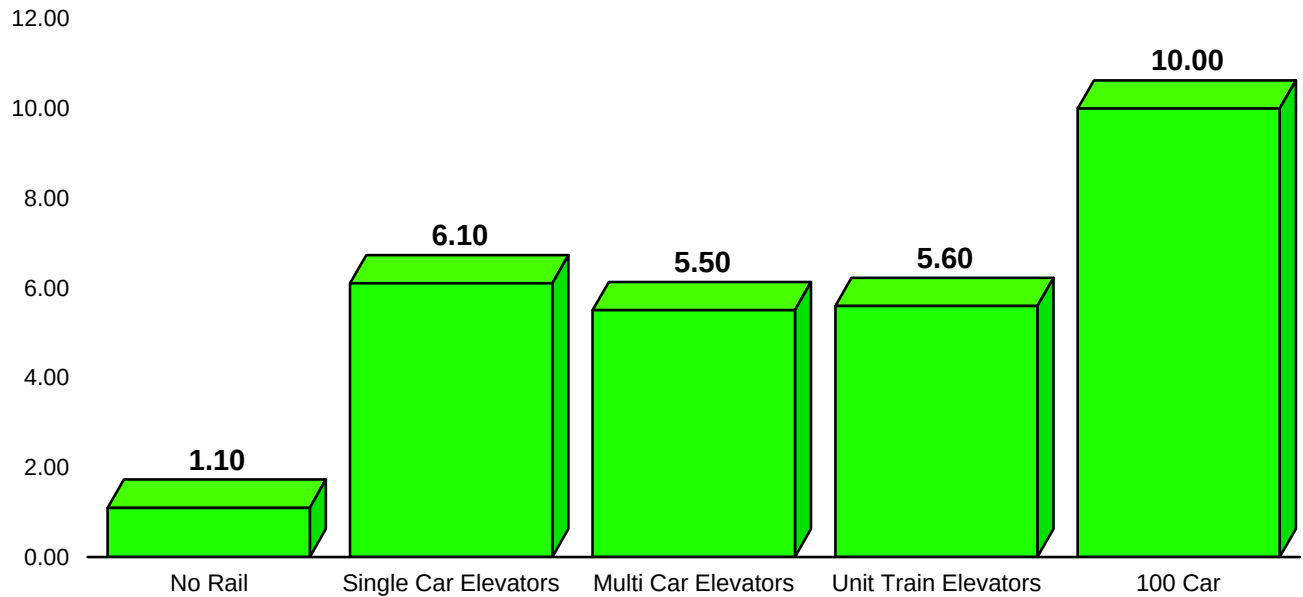


Elevators in Each CRD, 2002-03



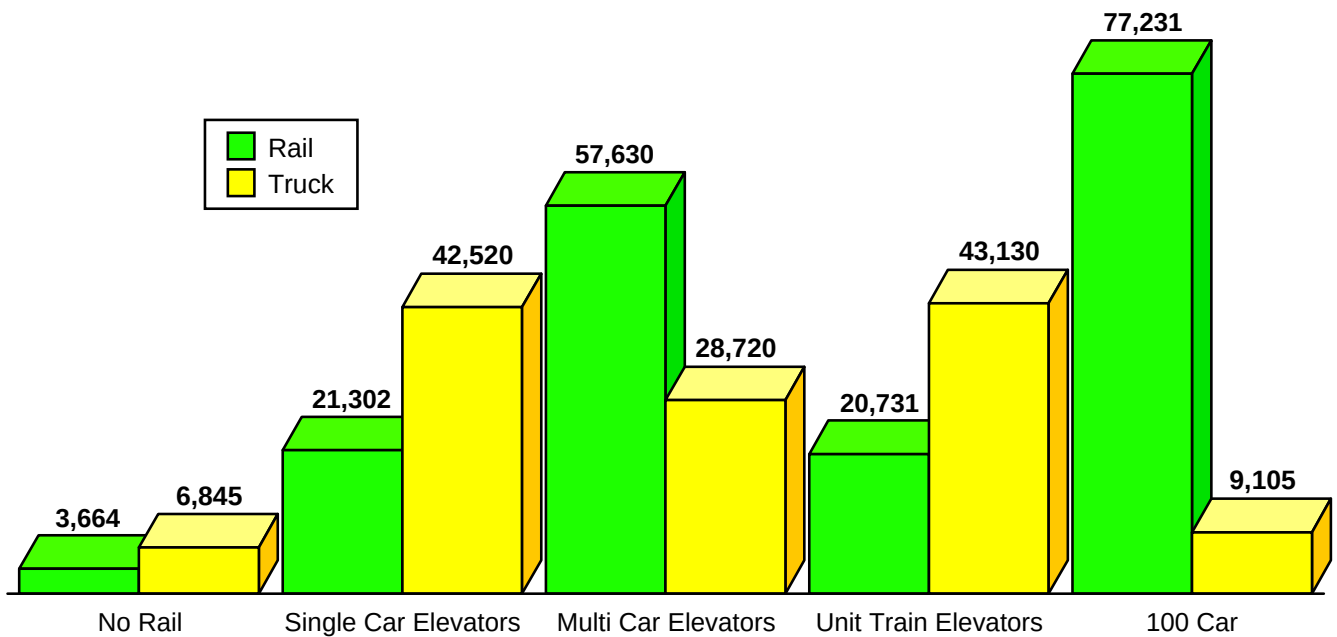
Turnover Ratios for Each Elevator Category, 2002-03

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2002-03

- Thousand Bushels -



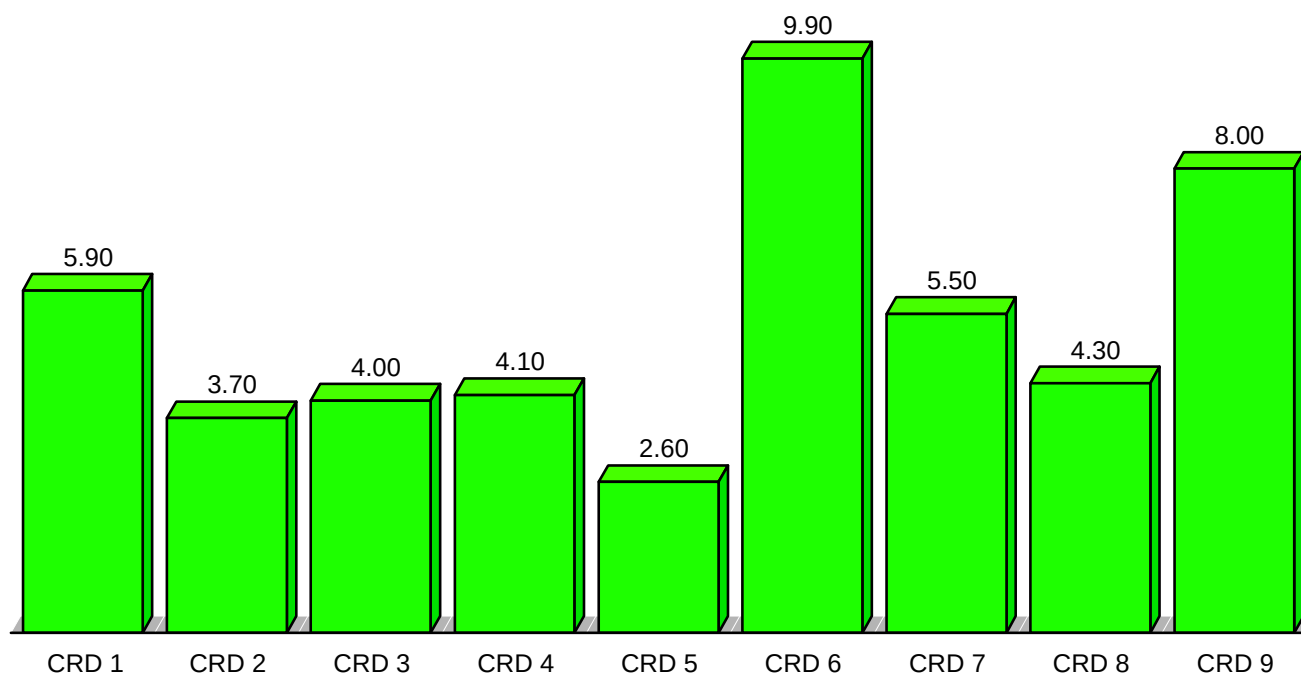
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2002-03**

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	30	16,215,200	2,642,020	64,944,364	5.9
2	25	12,705,000	3,128,565	37,995,234	3.7
3	86	48,080,752	7,522,782	93,359,880	4.0
4	14	6,384,050	2,406,079	15,887,848	4.1
5	41	31,033,700	5,087,454	49,724,134	2.6
6	56	36,991,992	12,504,200	117,824,490	9.9
7	21	10,984,300	1,124,933	24,111,704	5.5
8	17	5,224,000	160,551	10,349,081	4.3
9	46	28,775,060	3,495,443	83,262,450	8.0
All	336	196,394,054	38,072,027	497,459,185	5.3

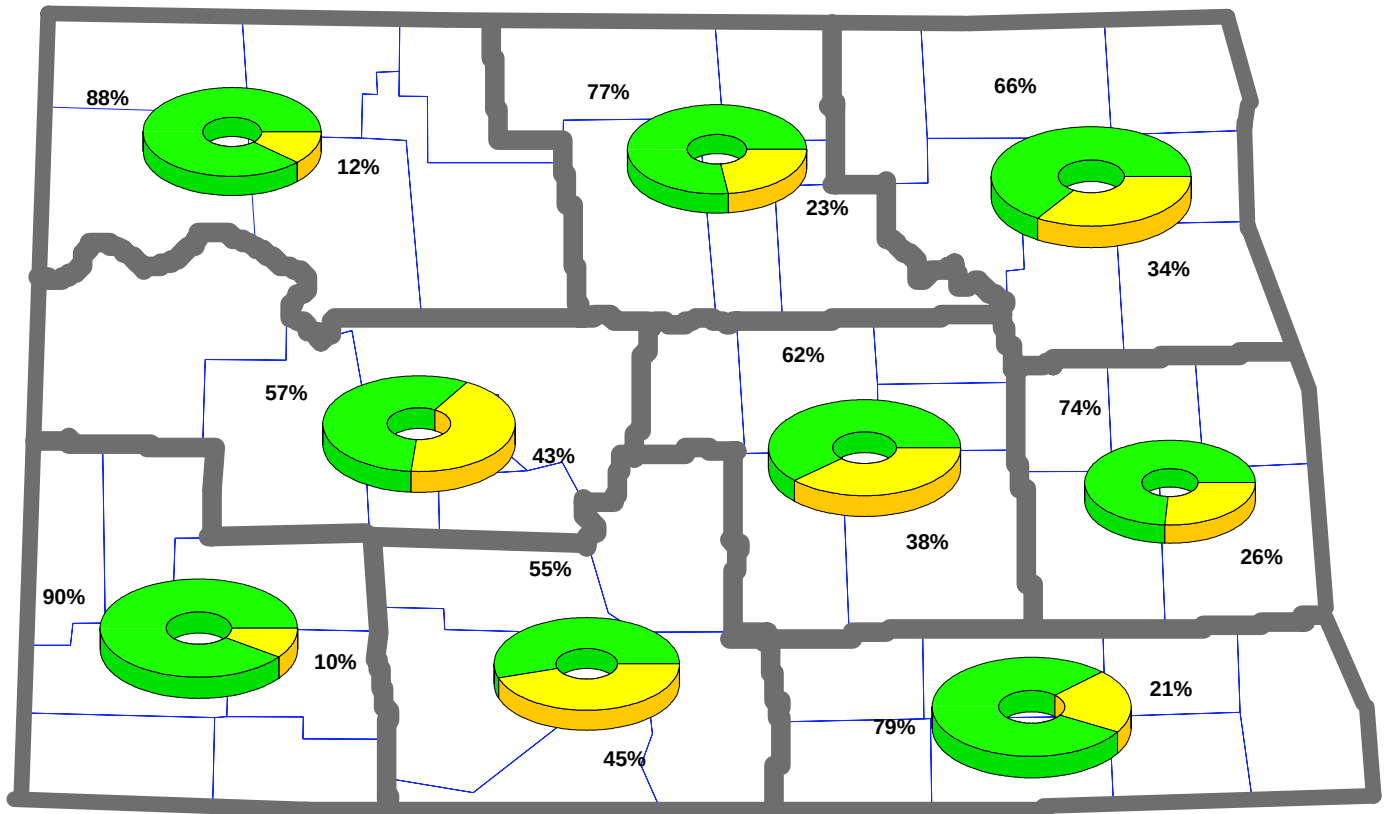
^aBushels transhipped to other ND elevators.

^bBushels shipped to processors, and various export points.

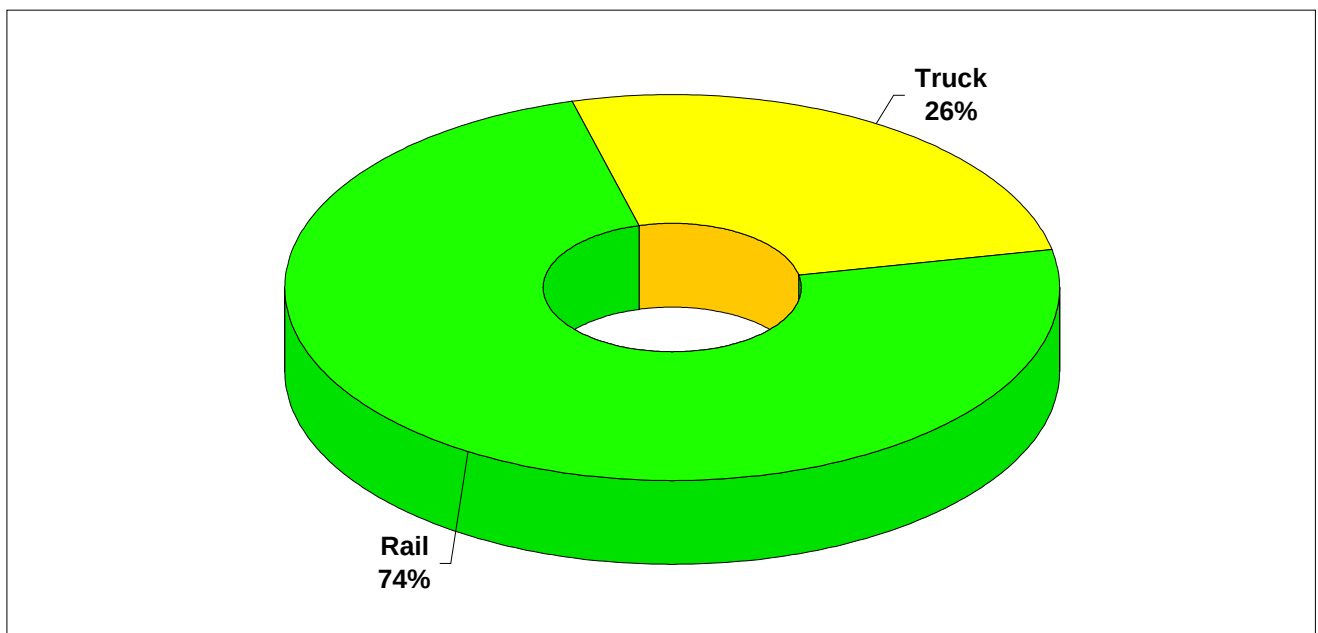
**Average Turnover of Shipments to Storage
for Each CRD, 2002-03
-Weighted by grain shipments-**

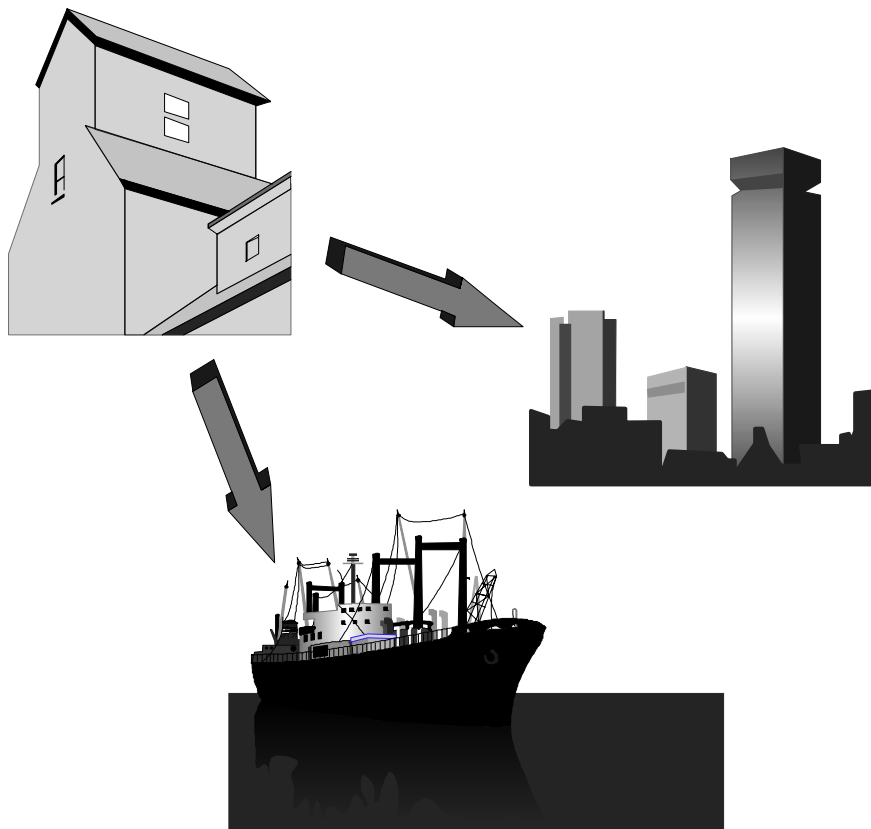


Modal Share of Grain and Oilseed Shipments from Each CRD, 2002-03



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2002-03

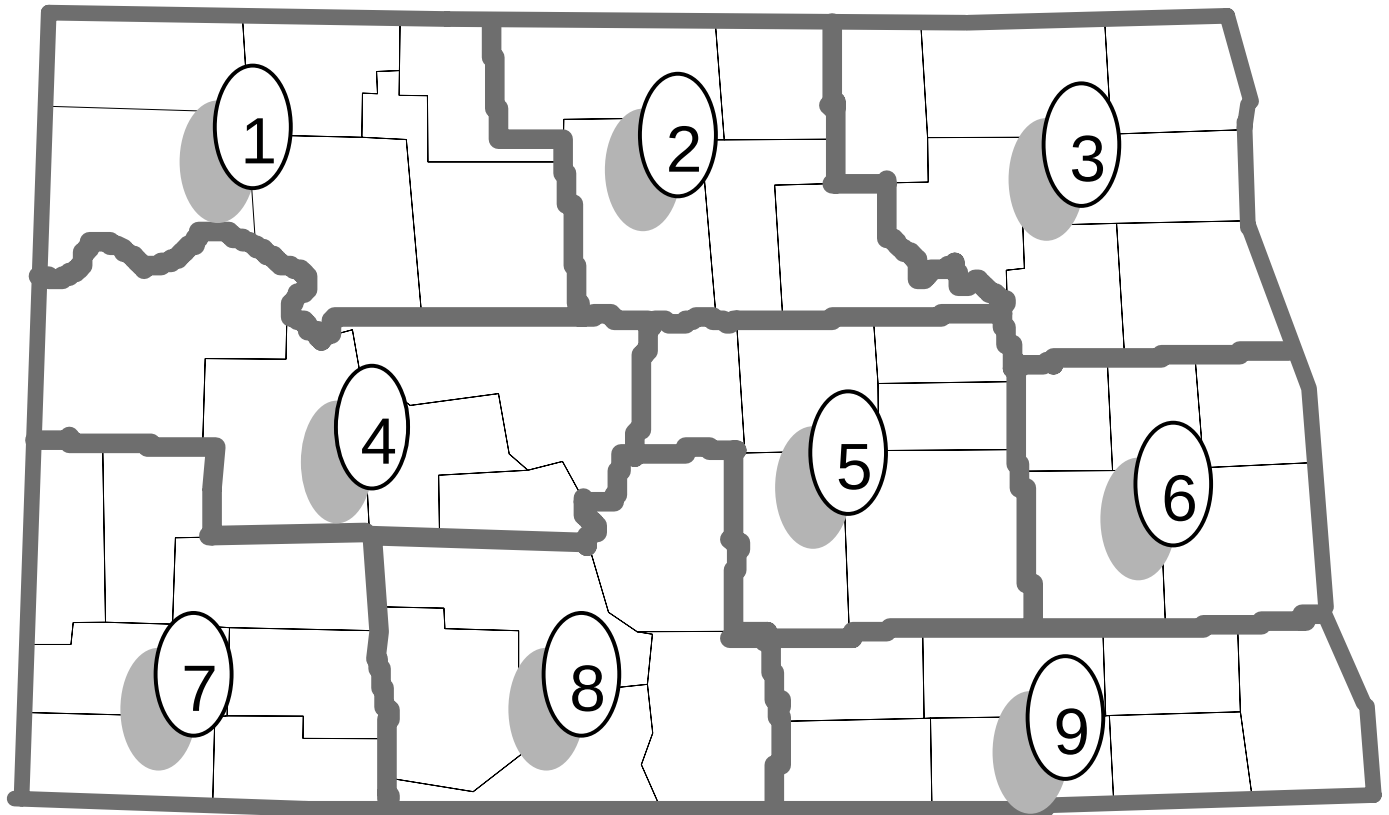




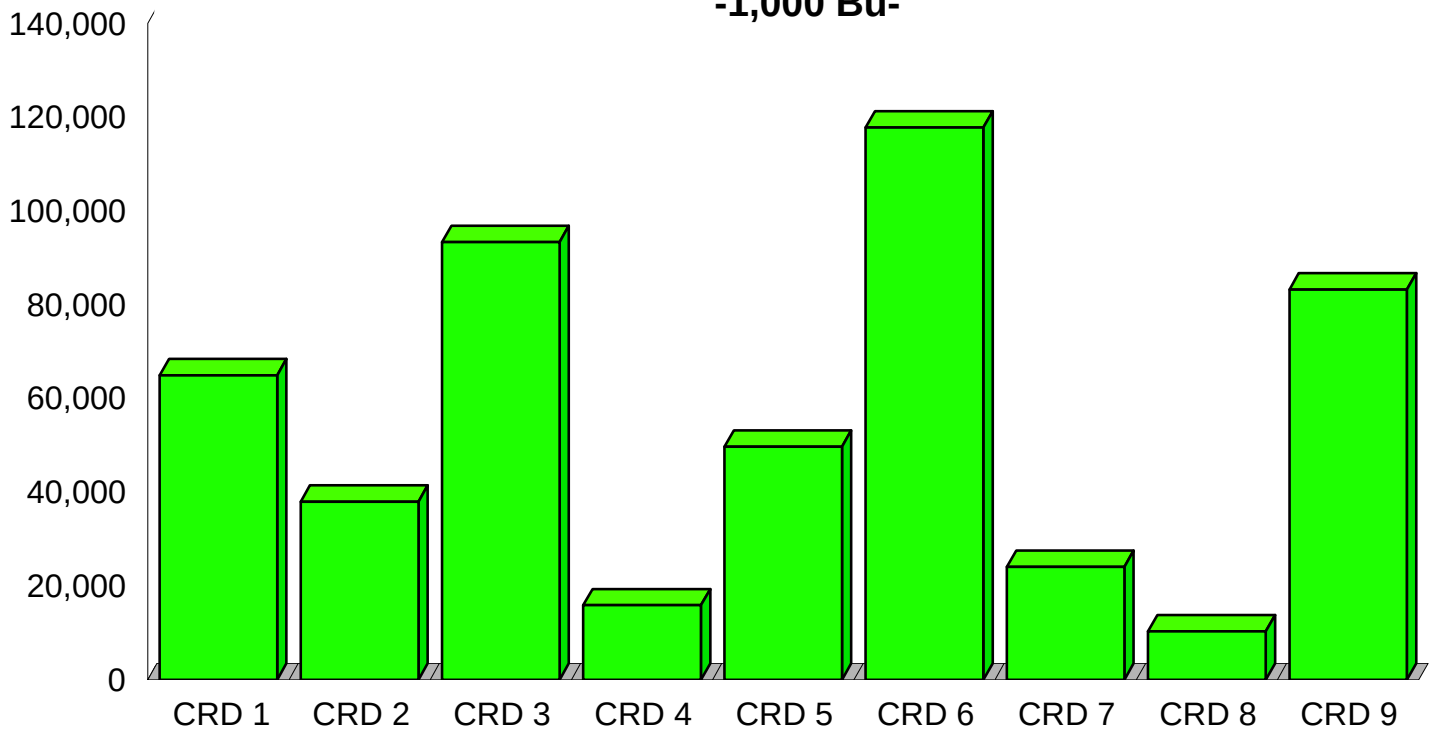
*Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

All Grains and Oilseeds

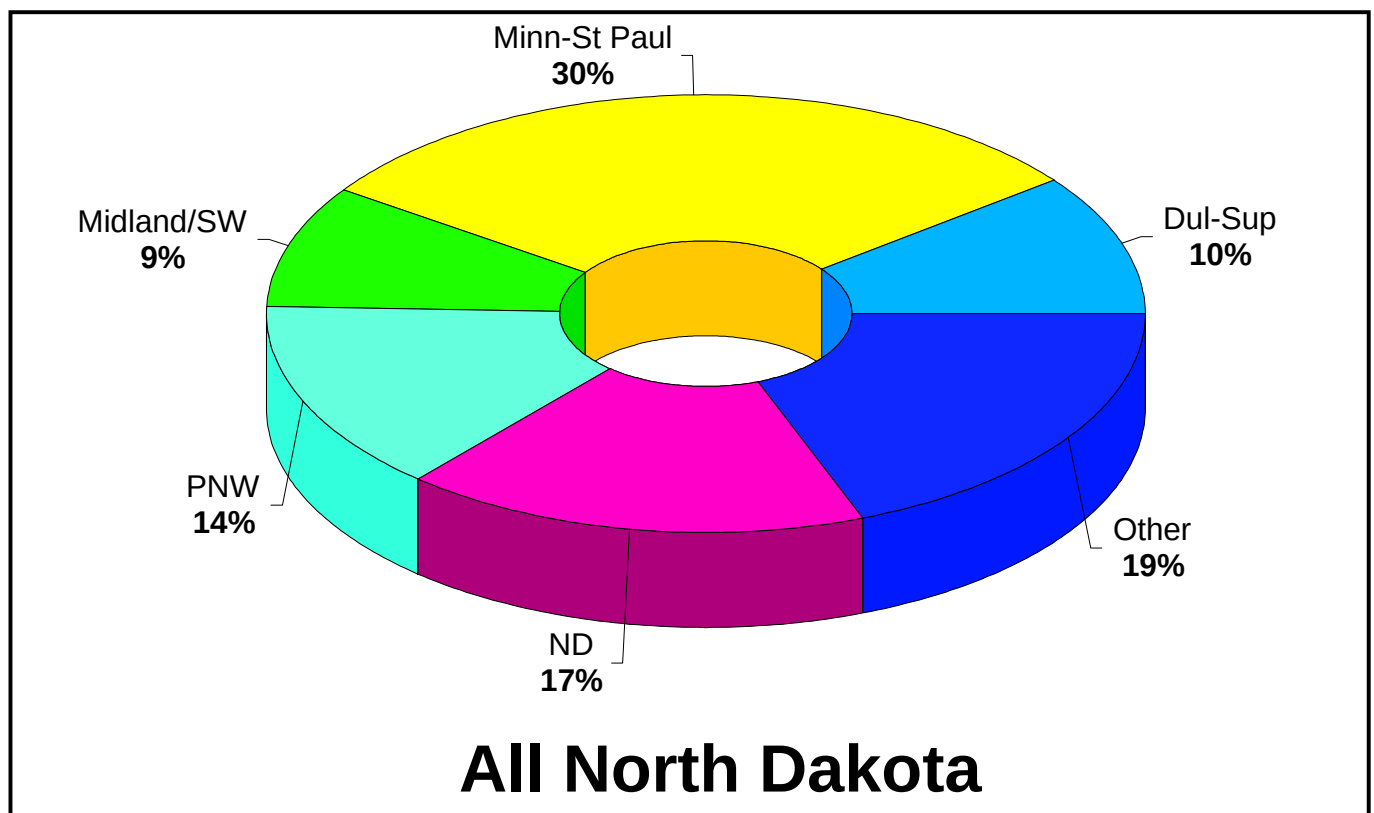
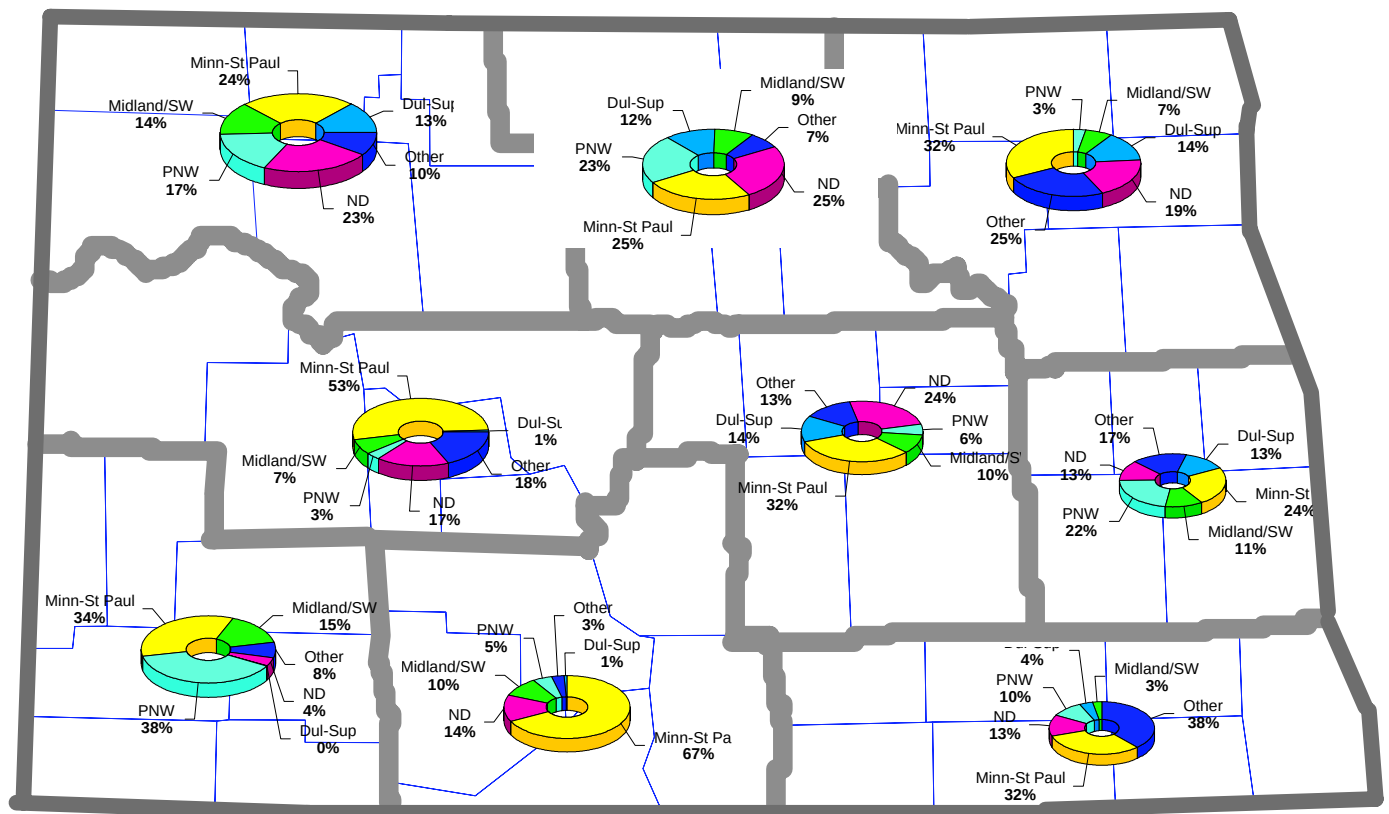
NORTH DAKOTA CROP REPORTING DISTRICTS



**Grain & Oilseed Shipments Originating
from Each CRD, 2002-03
-1,000 Bu-**



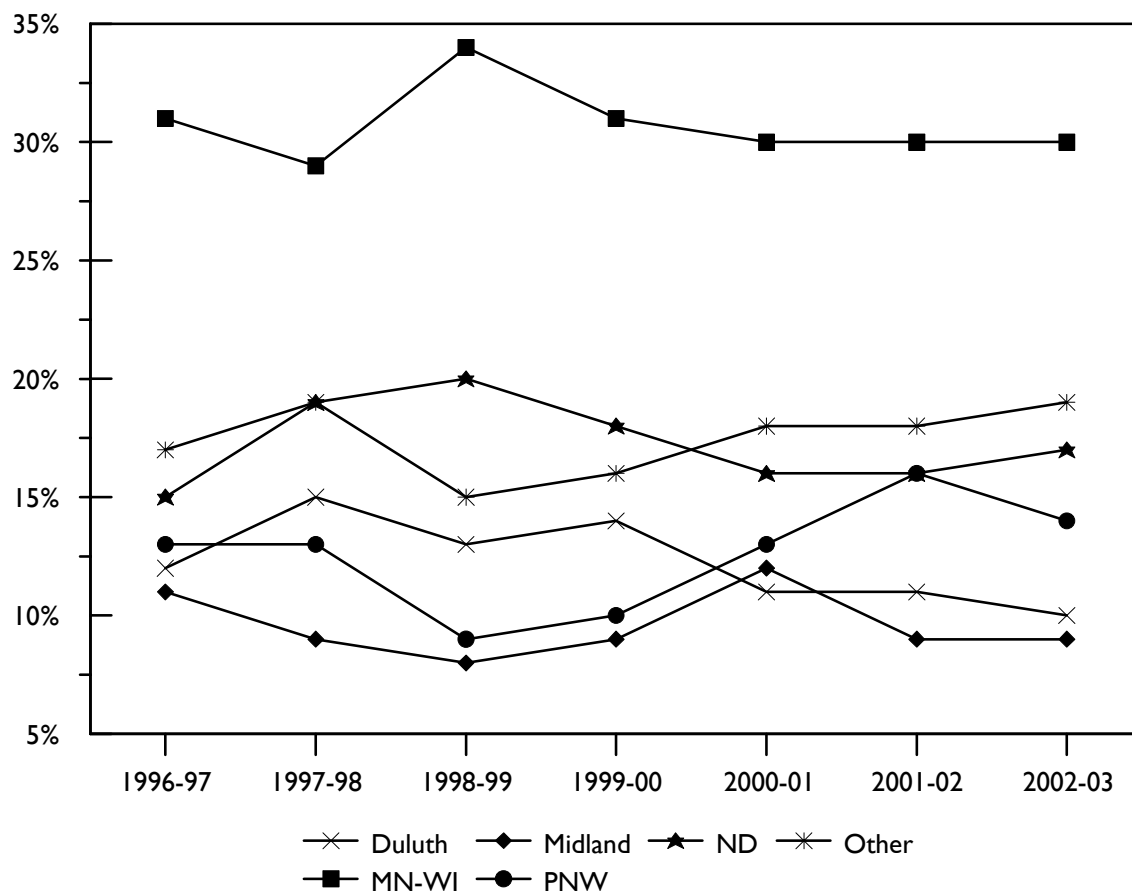
Destinations for Grain & Oilseed Shipments 2002-03 Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
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	57,011 11%	162,650 30%	62,423 12%	70,984 13%	538,110
2001-02	54,013 11%	151,051 30%	43,824 9%	80,797 16%	506,412
2002-03	51,993 10%	149,149 30%	45,091 9%	70,393 14%	497,459

Destinations for Grain and Oilseed Shipments



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

CRD 1								CRD 2							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	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%	14%	17%	23%	10%	64,944	2002-03	12%	25%	9%	23%	25%	7%	37,995

CRD 3								CRD 4							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	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	14%	32%	7%	3%	19%	25%	93,960	2002-03	1%	53%	7%	3%	17%	18%	15,888

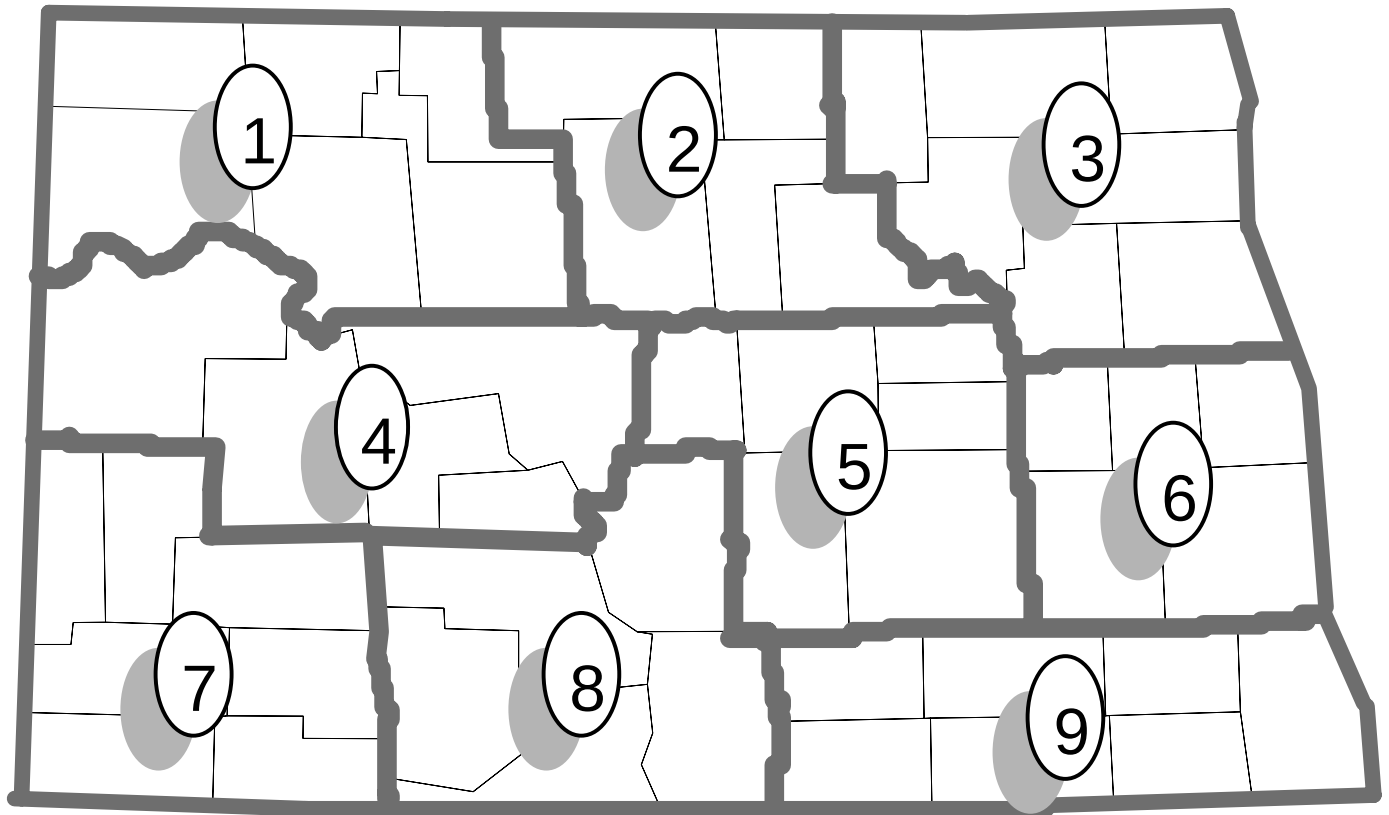
CRD 5								CRD 6							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1995-96	8%	44%	12%	1%	19%	16%	44,278	1995-96	8%	27%	7%	27%	15%	17%	91,036
1996-97	12%	35%	8%	3%	26%	16%	45,560	1996-97	15%	31%	8%	13%	12%	21%	97,606
1997-98	17%	28%	6%	3%	28%	18%	45,456	1997-98	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	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%	32%	10%	6%	24%	13%	49,724	2002-03	13%	24%	11%	22%	13%	17%	117,824

CRD 7								CRD 8							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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	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%	67%	10%	5%	14%	3%	10,349

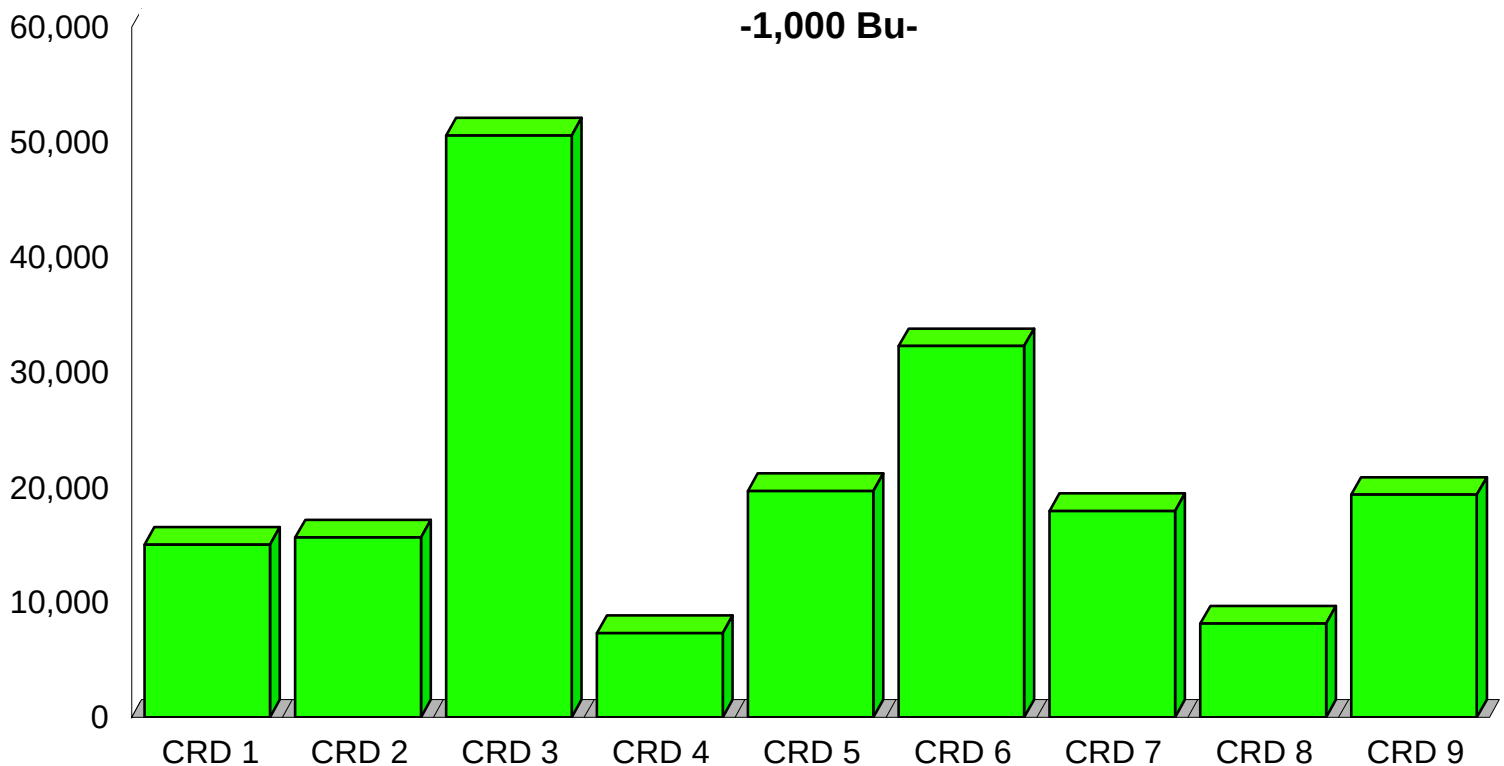
CRD 9							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1995-96	6%	26%	7%	25%	14%	22%	84,995
1996-97	9%	32%	4%	14%	21%	20%	74,002
1997-98	9%	33%	7%	15%	19%	17%	79,846
1998-99	15%	33%	6%	9%	22%	16%	74,229
1999-00	19%	31%	3%	15%	15%	18%	83,082
2000-01	10%	30%	5%	18%	12%	25%	94,713
2001-02	5%	35%	5%	12%	11%	32%	94,187
2002-03	4%	32%	3%	10%	13%	38%	83,262

HRS Wheat

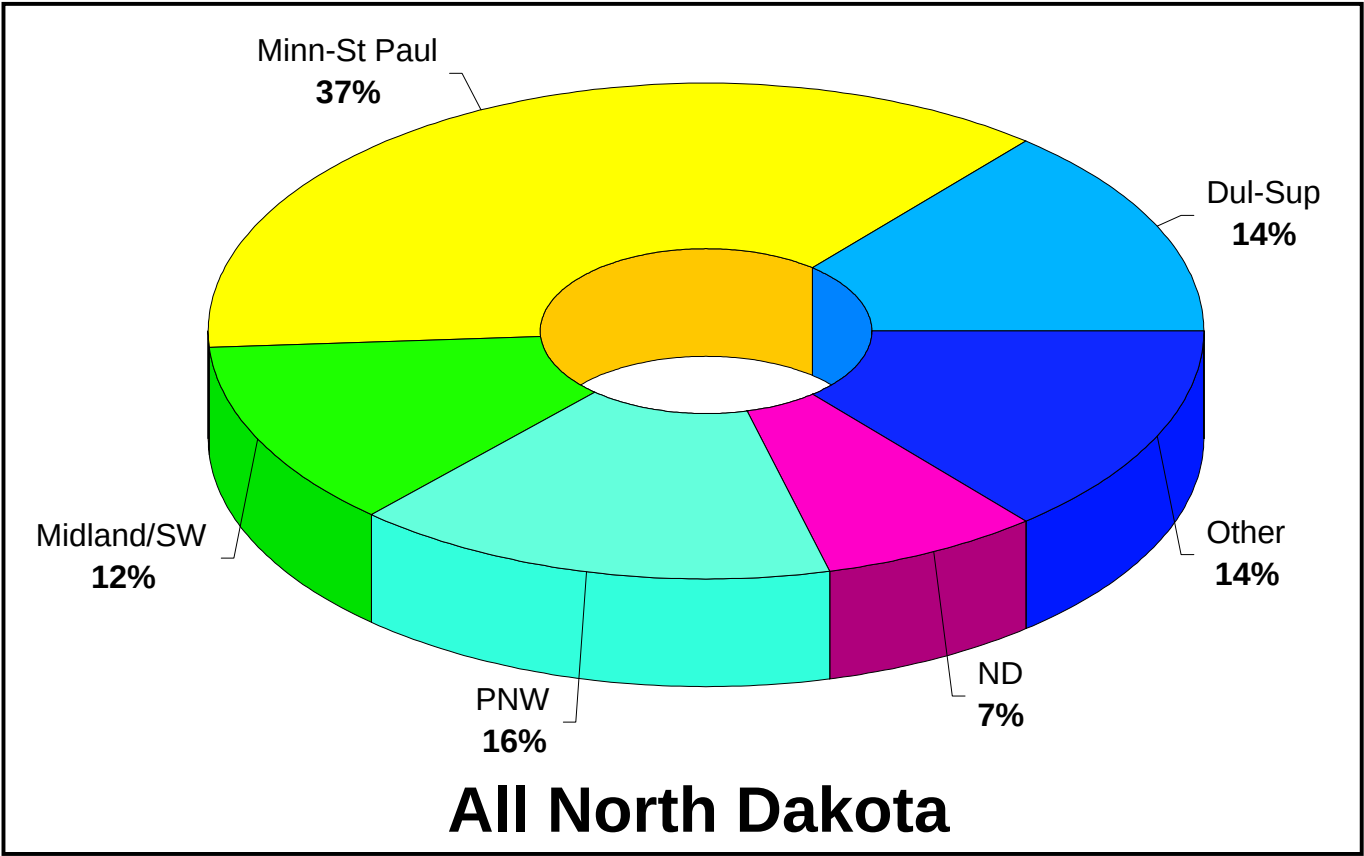
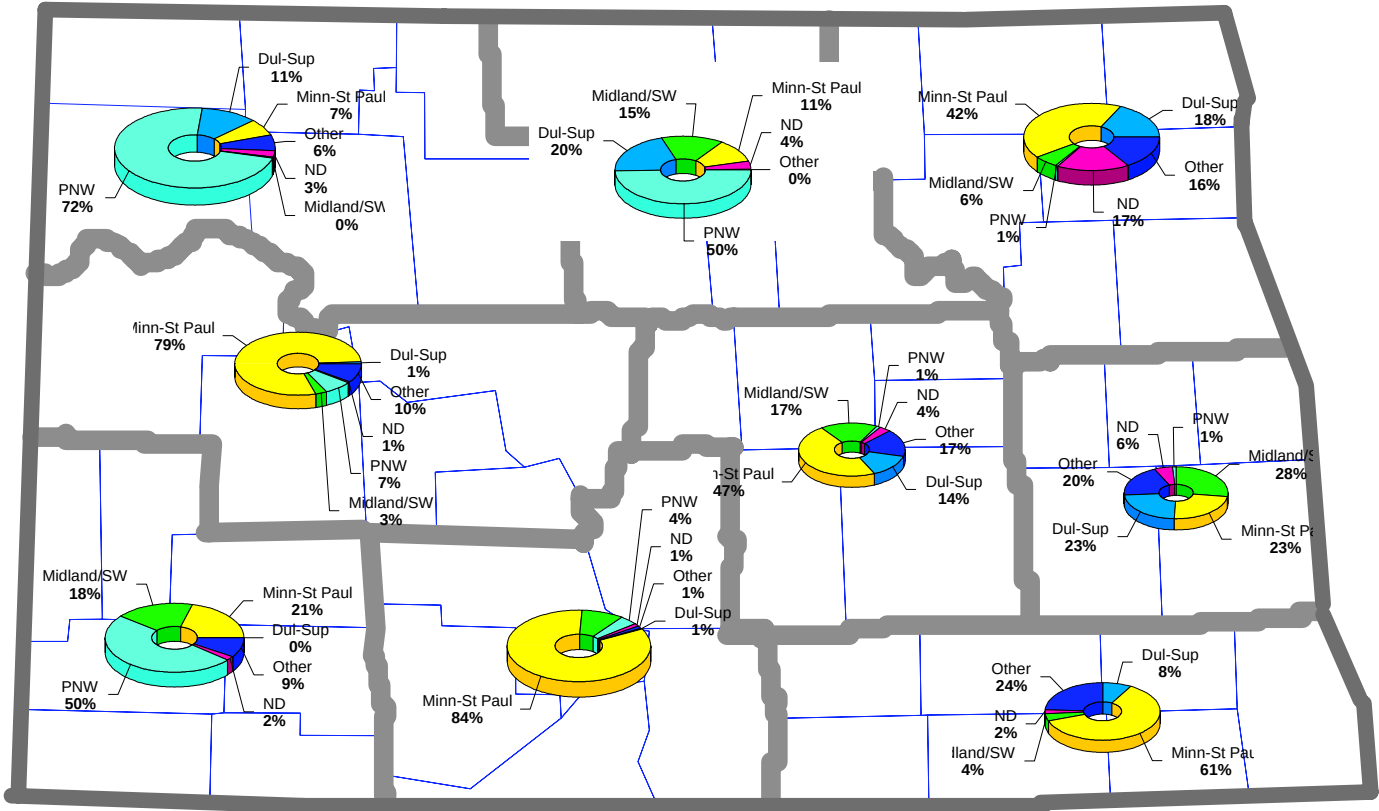
NORTH DAKOTA CROP REPORTING DISTRICTS



**Hard Red Spring Wheat Shipments
Originating from Each CRD, 2002-03**
-1,000 Bu-



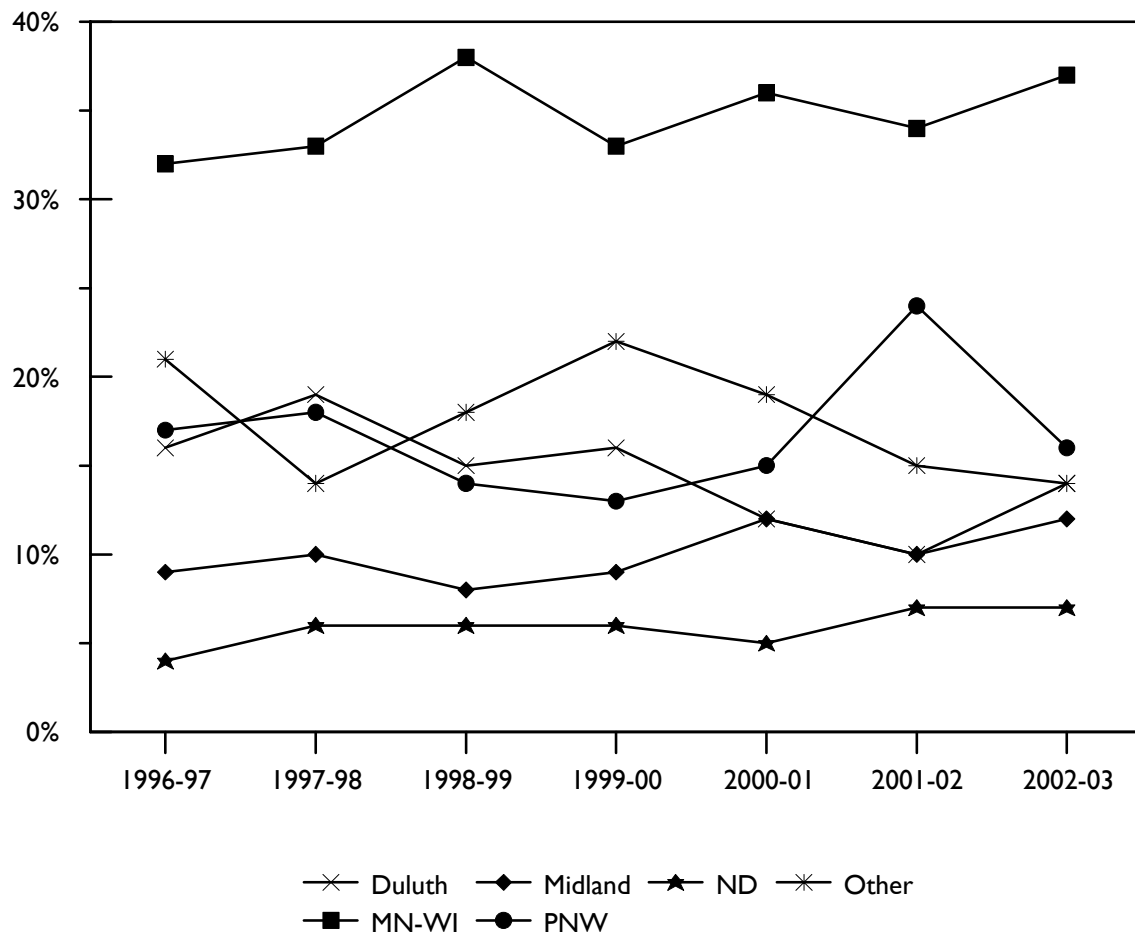
Destinations for Hard Red Spring Wheat Shipments 2002-03 Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
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	24,403 12%	71,865 36%	24,447 12%	29,848 15%	200,068
2001-02	19,413 10%	68,094 34%	19,692 10%	46,505 24%	197,644
2002-03	25,863 14%	69,102 37%	22,732 12%	29,274 16%	185,993

Destinations for Hard Red Spring Wheat Shipments



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

CRD 1								CRD 2							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	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%	0%	72%	3%	6%	15,015	2002-03	20%	11%	15%	50%	4%	0%	15,644

CRD 3								CRD 4							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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	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	18%	42%	6%	1%	17%	16%	50,602	2002-03	1%	79%	3%	7%	1%	10%	7,322

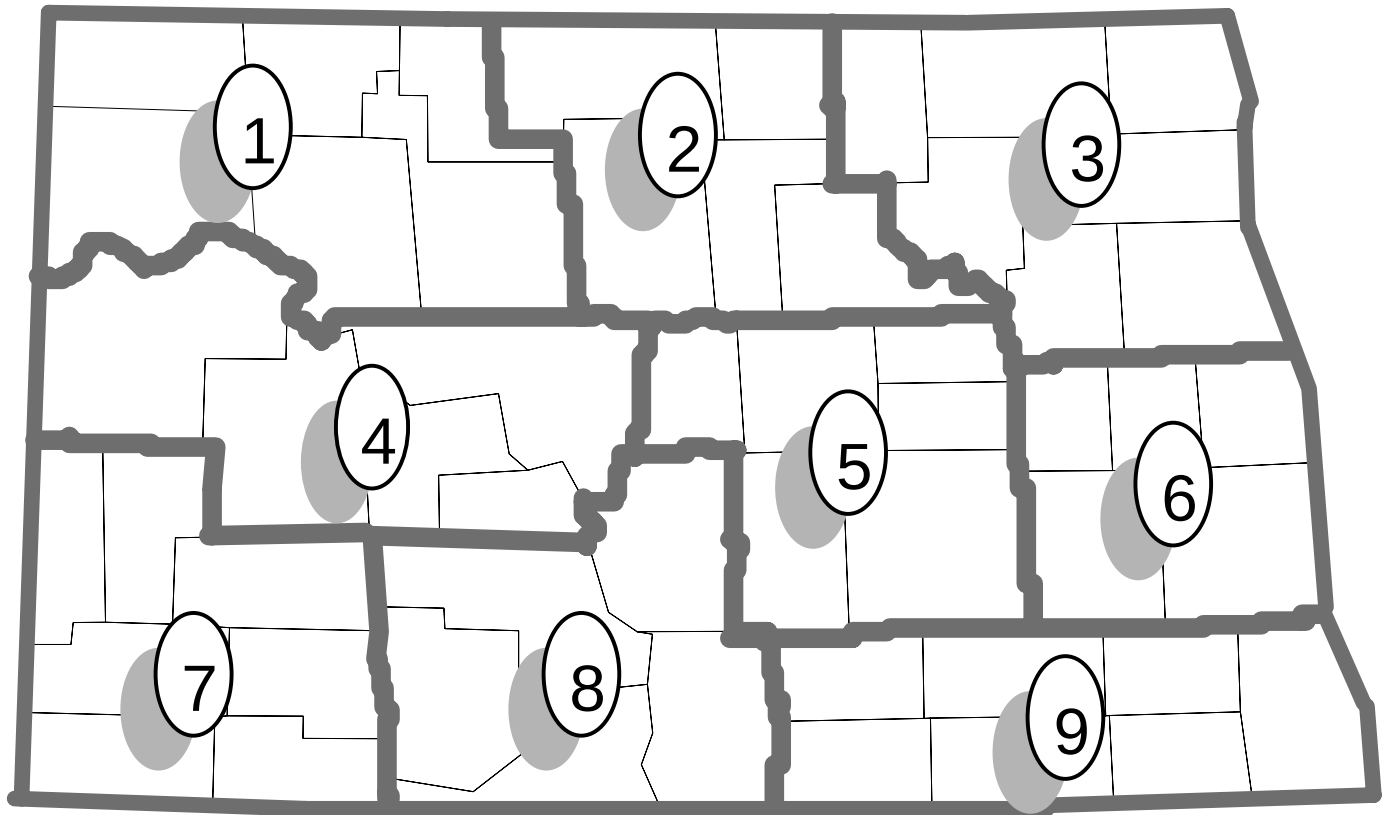
CRD 5								CRD 6							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1995-96	21%	41%	7%	5%	1%	25%	21,991	1995-96	12%	26%	10%	26%	0%	25%	34,972
1996-97	12%	26%	10%	26%	0%	25%	34,972	1996-97	22%	32%	10%	3%	2%	31%	37,986
1997-98	33%	26%	6%	5%	1%	29%	18,774	1997-98	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%	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	14%	47%	17%	1%	4%	17%	19,678	2002-03	23%	23%	28%	1%	6%	20%	32,285

CRD 7								CRD 8							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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	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%	10%	4%	1%	1%	8,156

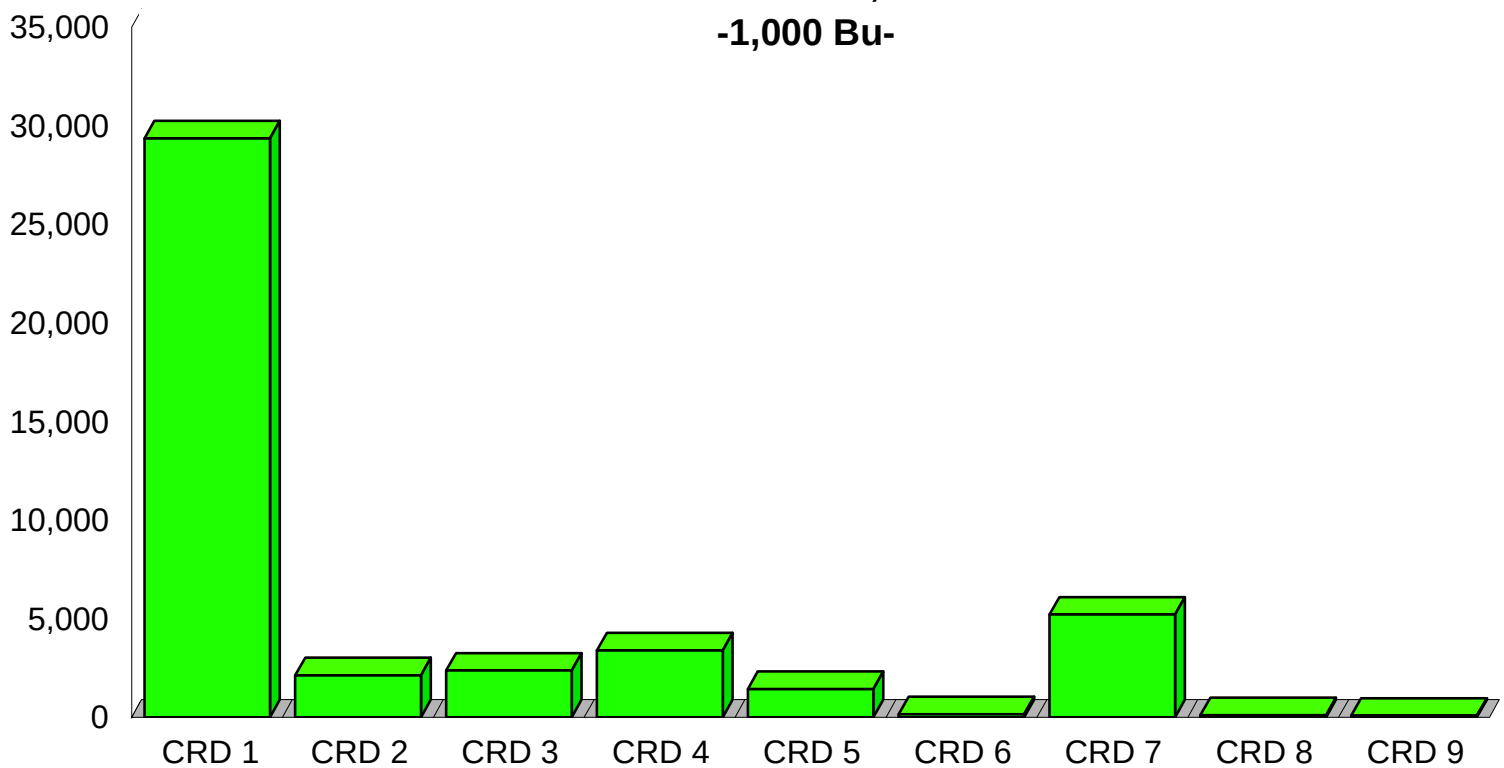
CRD 9															
	Duluth	MN-WI	Midland	PNW	ND	Other	Total								
1995-96	9%	45%	10%	1%	1%	34%	31,546								
1996-97	12%	53%	4%	0%	0%	31%	30,319								
1997-98	11%	53%	7%	0%	0%	0%	29,327								
1998-99	11%	56%	8%	1%	4%	20%	23,686								
1999-00	12%	51%	1%	0%	7%	29%	23,381								
2000-01	13%	58%	3%	0%	3%	24%	26,276								
2001-02	5%	65%	8%	0%	5%	17%	26,128								
2002-03	8%	61%	4%	0%	2%	24%	19,351								

Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



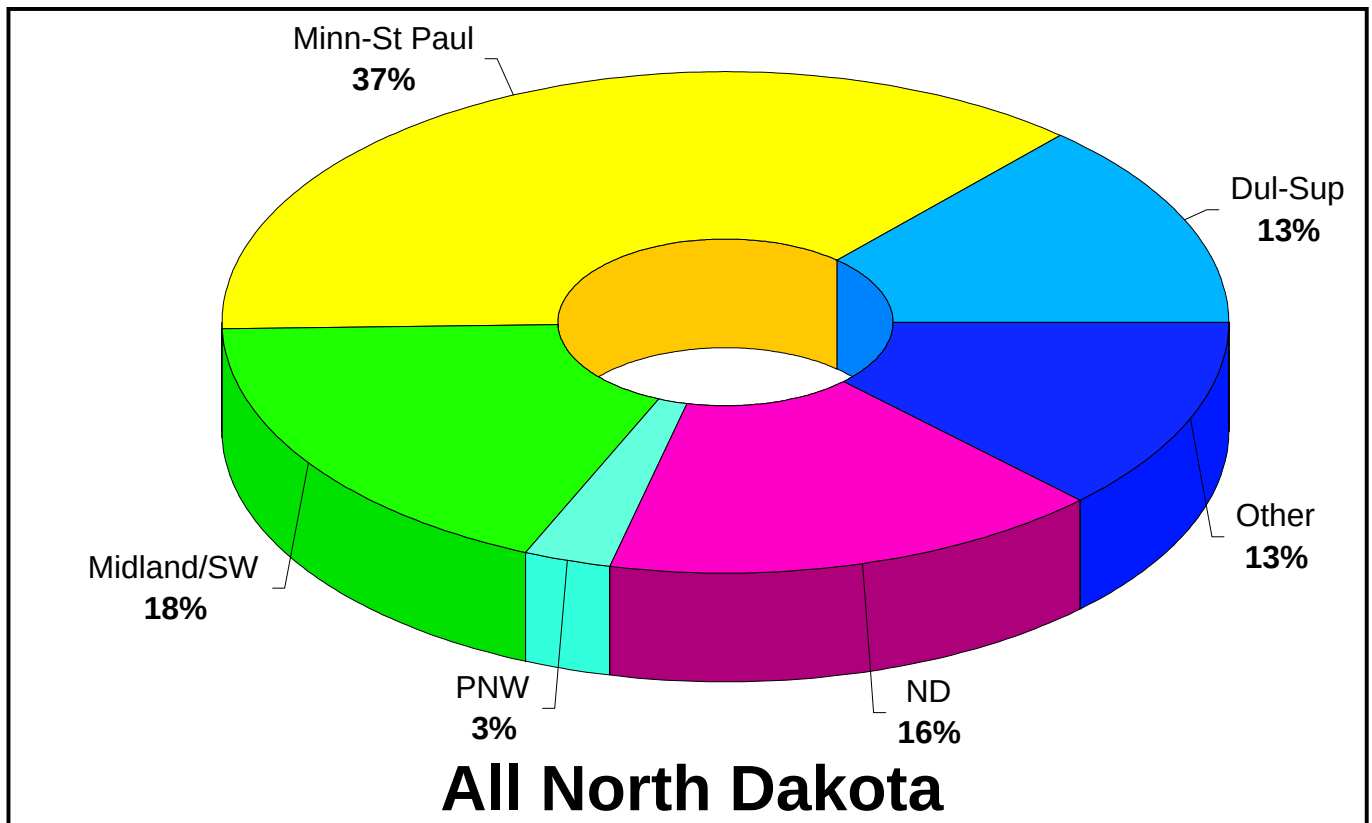
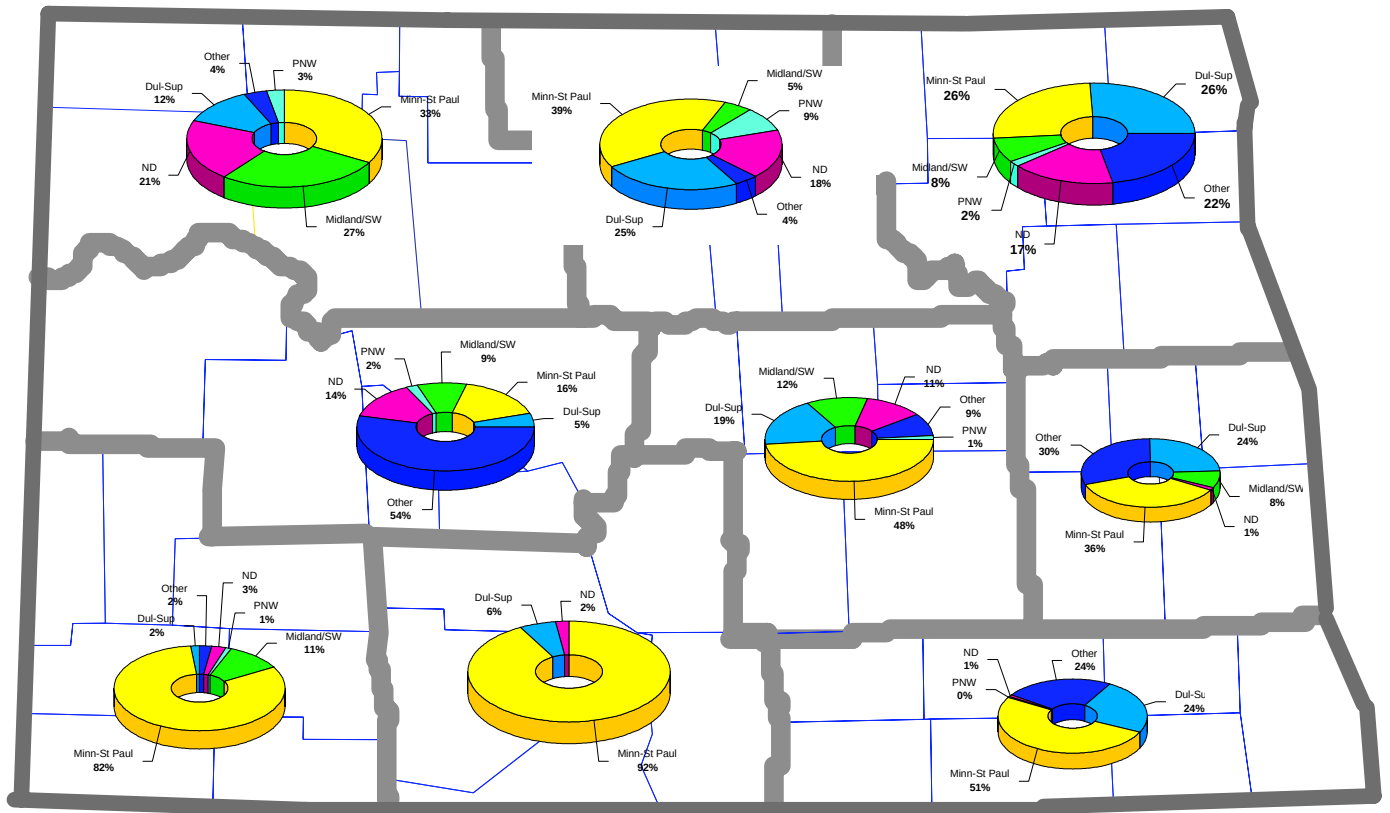
**Durum Shipments Originating
from Each CRD, 2002-03
-1,000 Bu-**



Destinations for Durum Shipments

2002-03

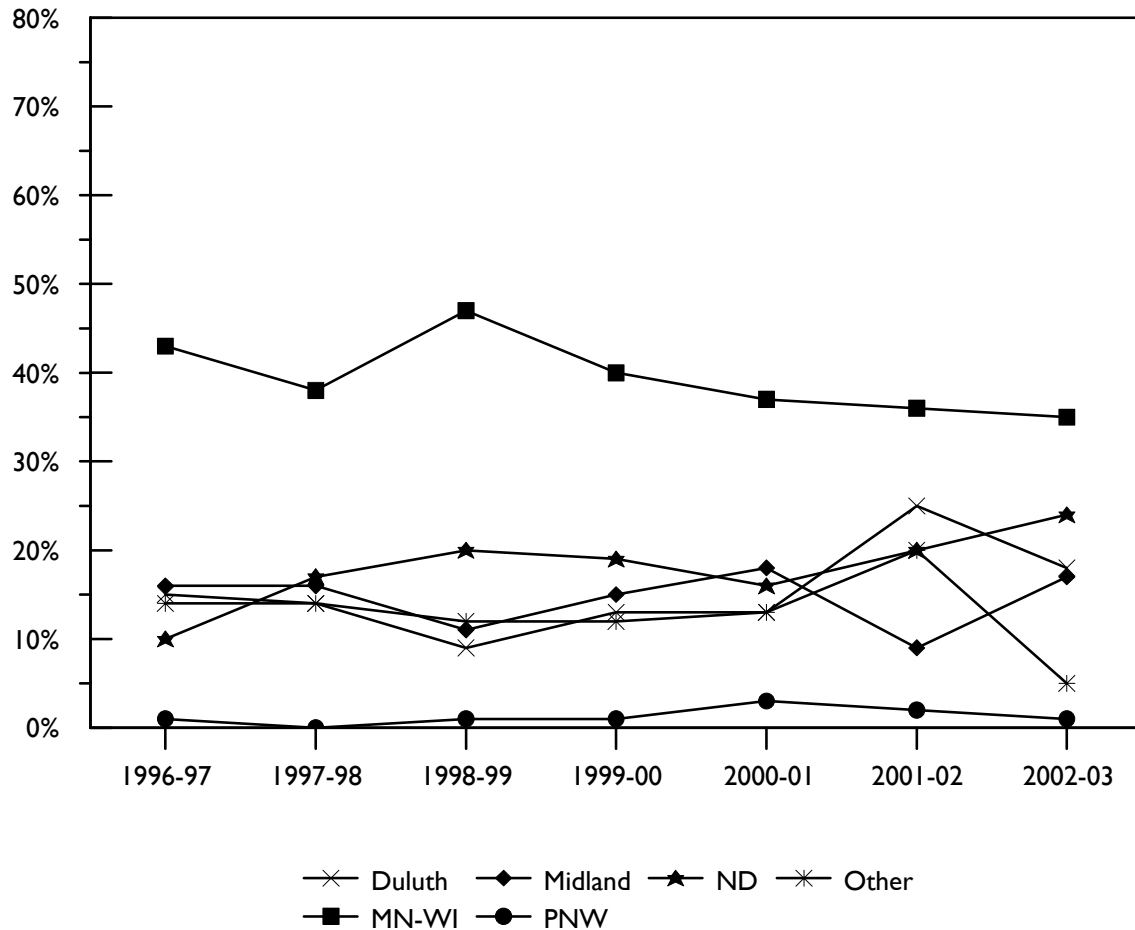
Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1996-97	10,541	29,663	11,333	879	68,712
	15%	43%	16%	1%	
1997-98	9,091	22,650	8,727	216	57,550
	14%	38%	16%	0%	
1998-99	4,884	25,983	6,229	608	55,372
	9%	47%	11%	1%	
1999-00	8,569	25,682	9,407	676	64,056
	13%	40%	15%	1%	
2000-01	10,297	28,895	13,781	2,134	77,025
	13%	38%	18%	3%	
2001-02	15,311	21,800	5,745	1,469	61,241
	25%	36%	9%	2%	
2002-03	8,049	15,656	7,688	365	44,285
	18%	35%	17%	1%	

Destinations for Durum Shipments



Destinations for Durum 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
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%	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%	25%	21%	0%	31%	2%	29,370	2002-03	32%	44%	0%	0%	15%	8%	2,128

<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	8,864	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	32%	39%	2%	0%	14%	14%	2,373	2002-03	1%	33%	24%	0%	17%	25%	3,396

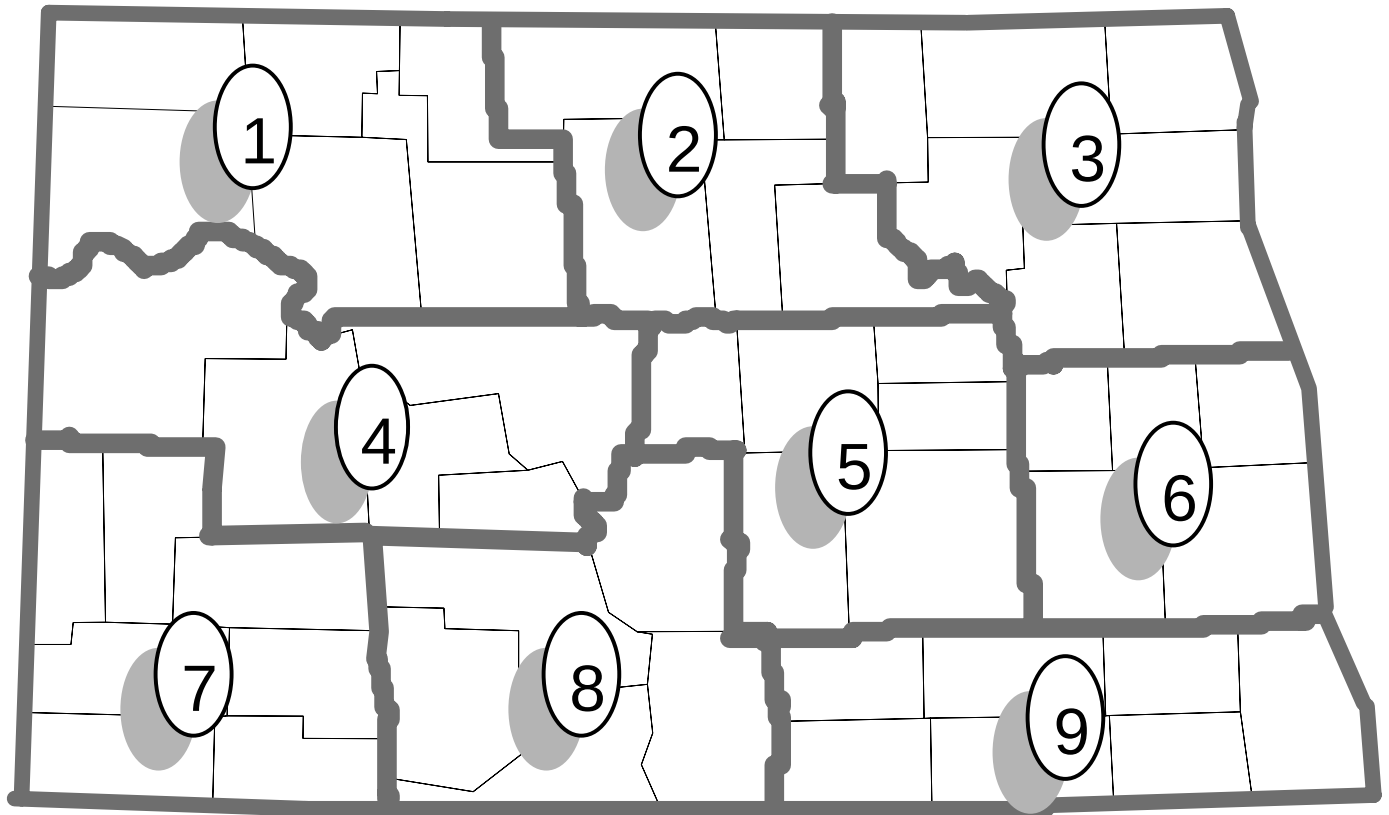
<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1995-96	13%	71%	2%	2%	7%	6%	1,887	1995-96	16%	36%	12%	25%	4%	6%	363
1996-97	14%	47%	28%	0%	3%	9%	3,221	1996-97	24%	69%	1%	0%	0%	6%	906
1997-98	12%	49%	14%	2%	1%	23%	2,484	1997-98	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	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

<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	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%	5%	0%	110

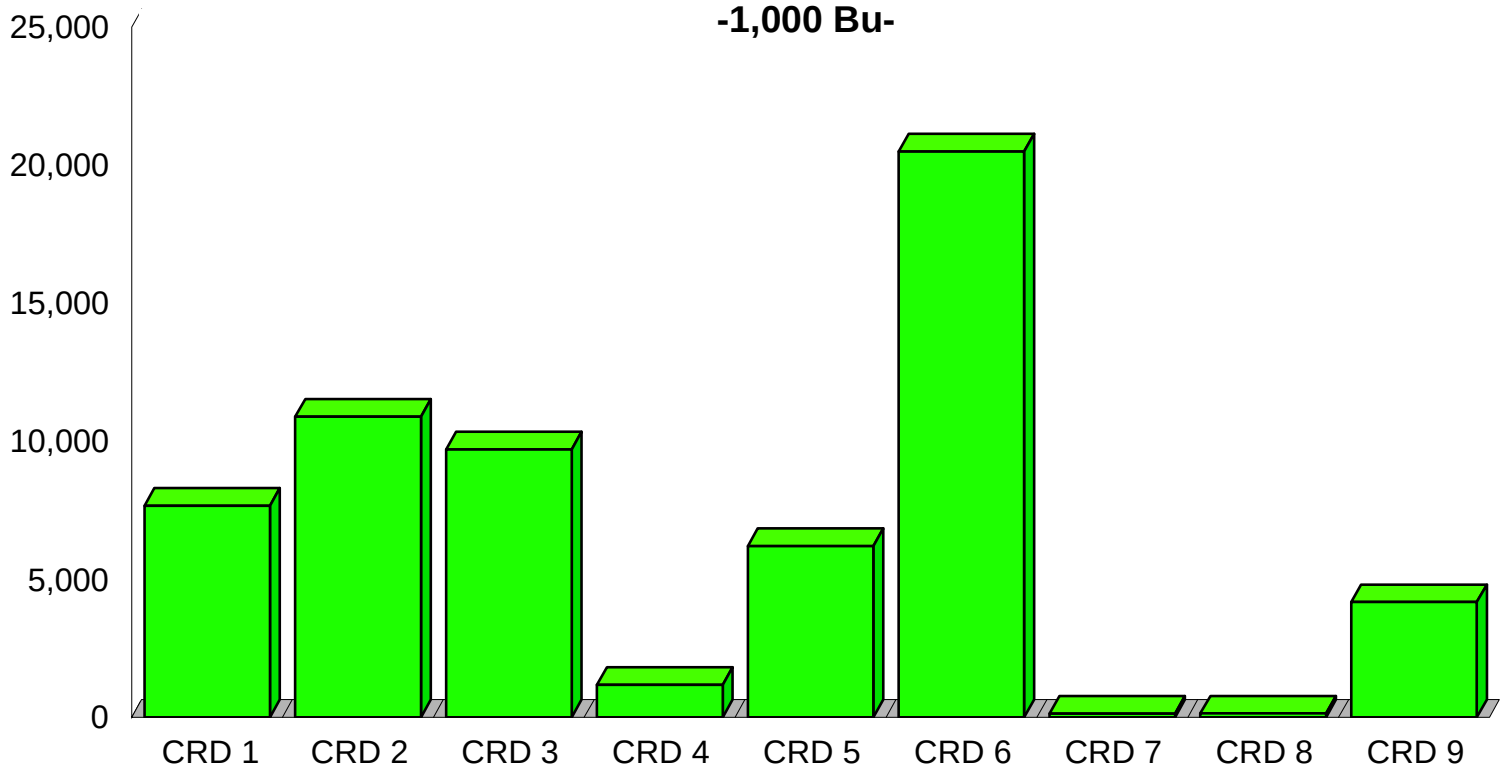
<u>CRD 9</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1995-96	15%	50%	20%	0%	1%	14%	348
1996-97	10%	59%	15%	0%	1%	15%	523
1997-98	22%	45%	6%	0%	1%	26%	429
1998-99	52%	35%	4%	0%	0%	9%	425
1999-00	37%	46%	2%	0%	0%	14%	844
2000-01	24%	52%	0%	0%	1%	23%	687
2001-02	10%	70%	8%	0%	2%	10%	380
2002-03	9%	81%	0%	0%	7%	3%	88

Barley

NORTH DAKOTA CROP REPORTING DISTRICTS



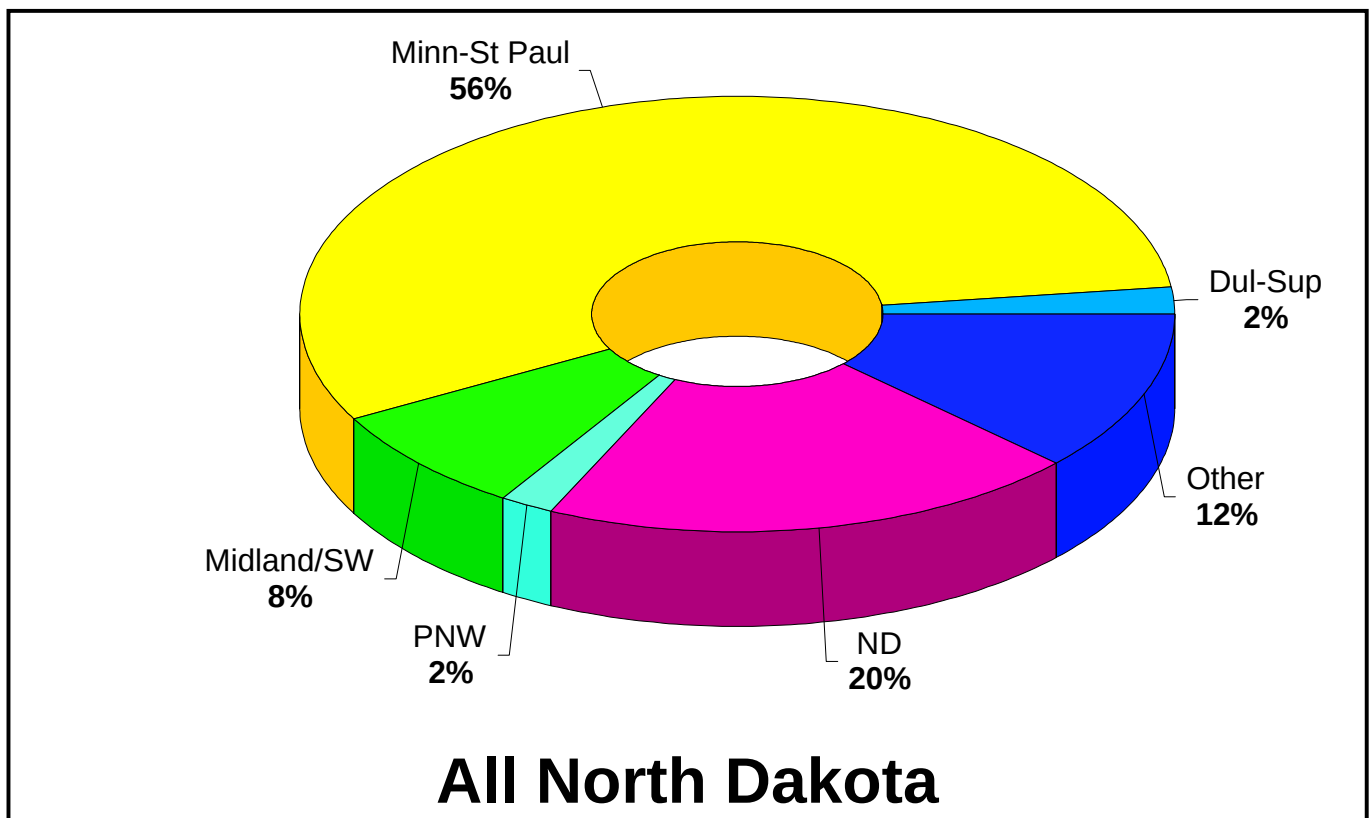
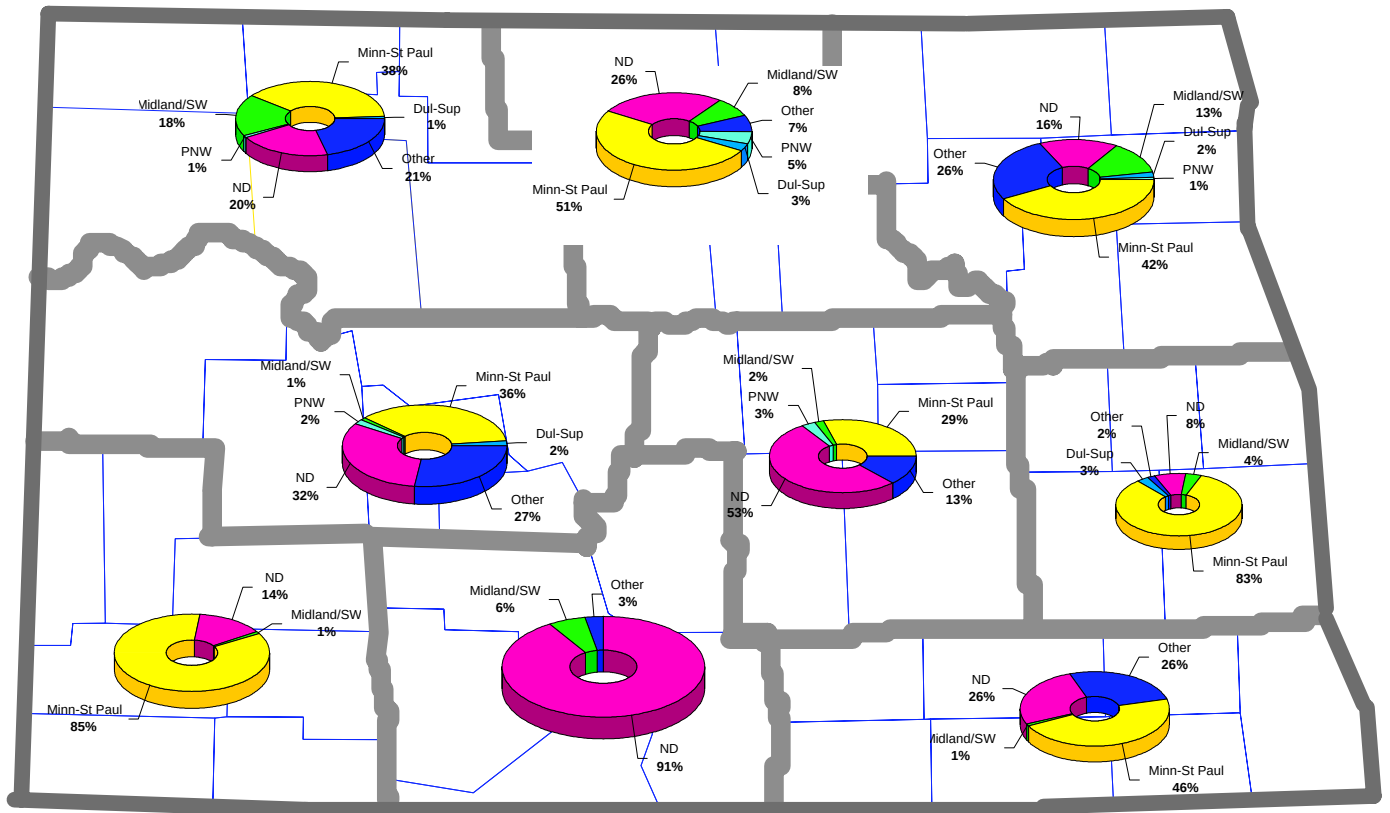
**Barley Shipments Originating
from Each CRD, 2002-03
-1,000 Bu-**



Destinations for Barley Shipments

2002-03

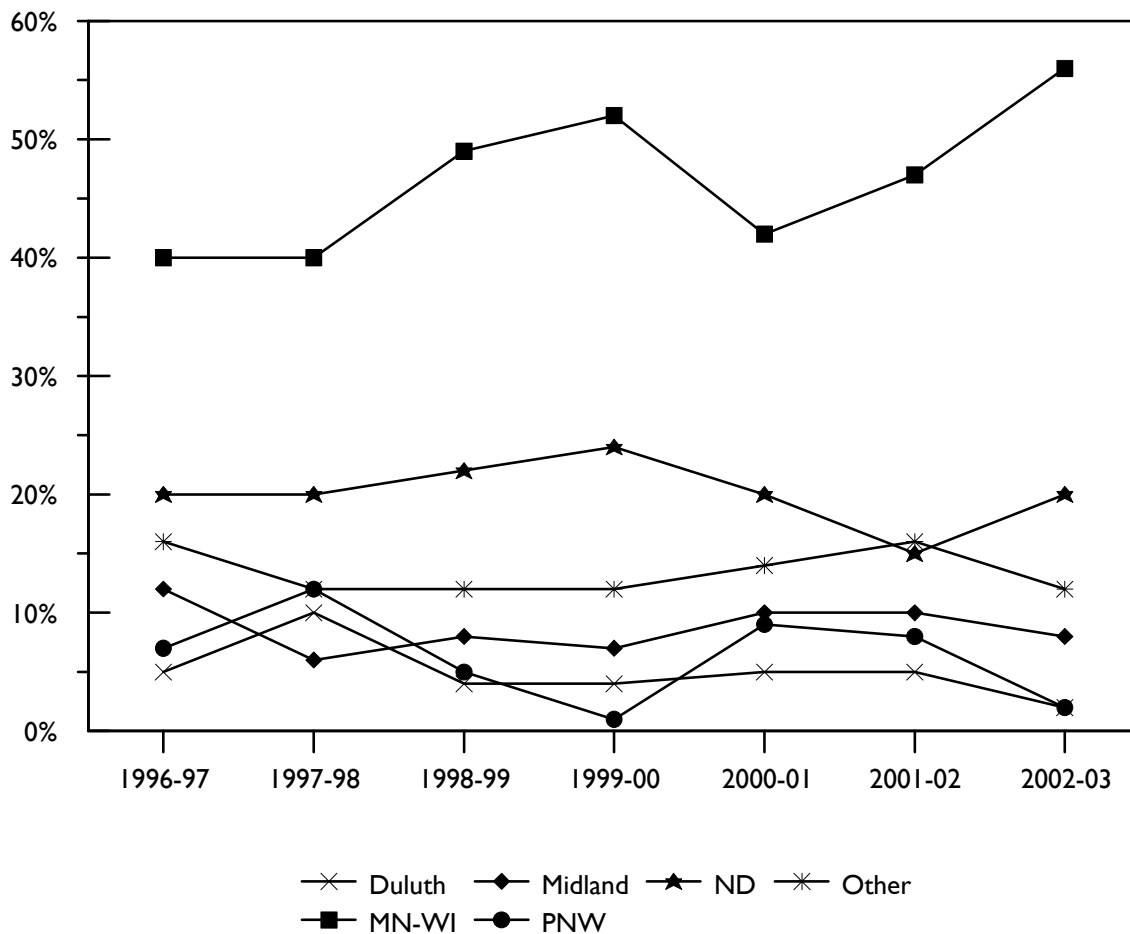
Crop Reporting District



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

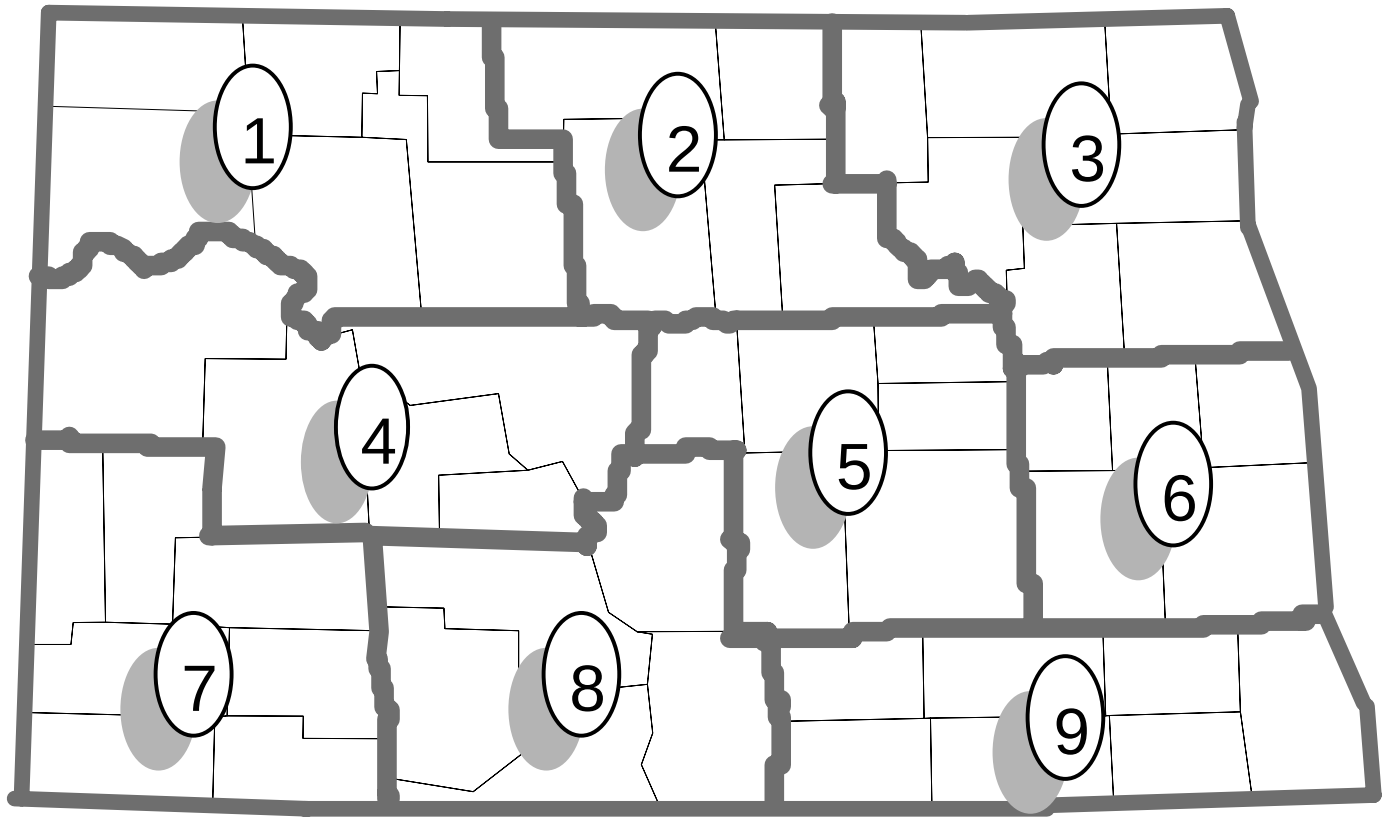
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1996-97	5,912	44,213	12,697	7,749	109,587
	5%	40%	12%	7%	
1997-98	9,213	38,712	5,902	10,818	94,005
	10%	40%	6%	12%	
1998-99	3,400	43,999	7,642	4,314	90,892
	4%	48%	8%	5%	
1999-00	3,245	38,569	5,256	738	74,142
	4%	52%	7%	1%	
2000-01	4,361	35,357	8,278	7,266	84,531
	5%	42%	10%	9%	
2001-02	3,435	32,244	6,757	5,151	68,655
	5%	47%	10%	8%	
2002-03	1,325	33,721	4,575	1,023	60,627
	2%	56%	8%	2%	

Destinations for Barley Shipments

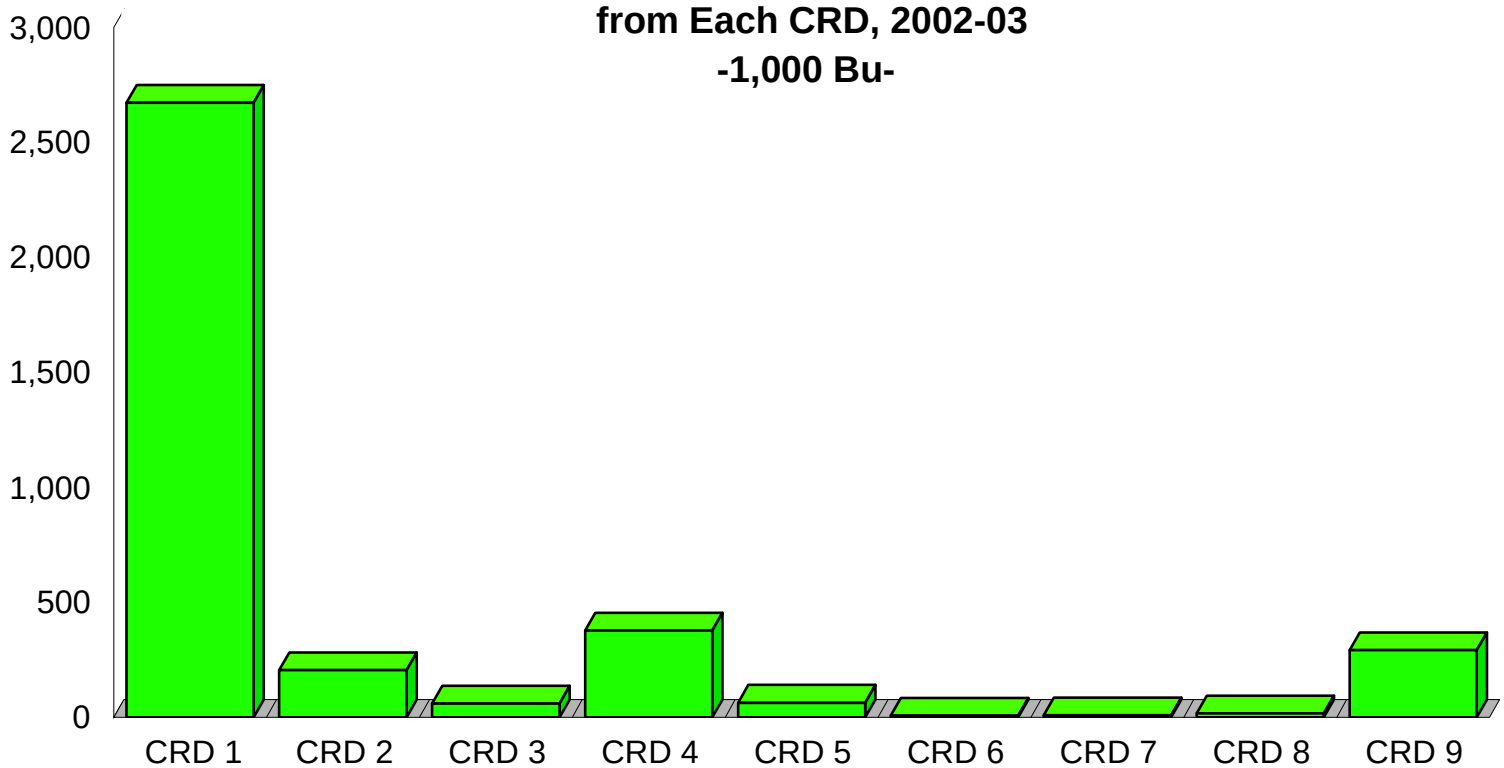


Oats

NORTH DAKOTA CROP REPORTING DISTRICTS



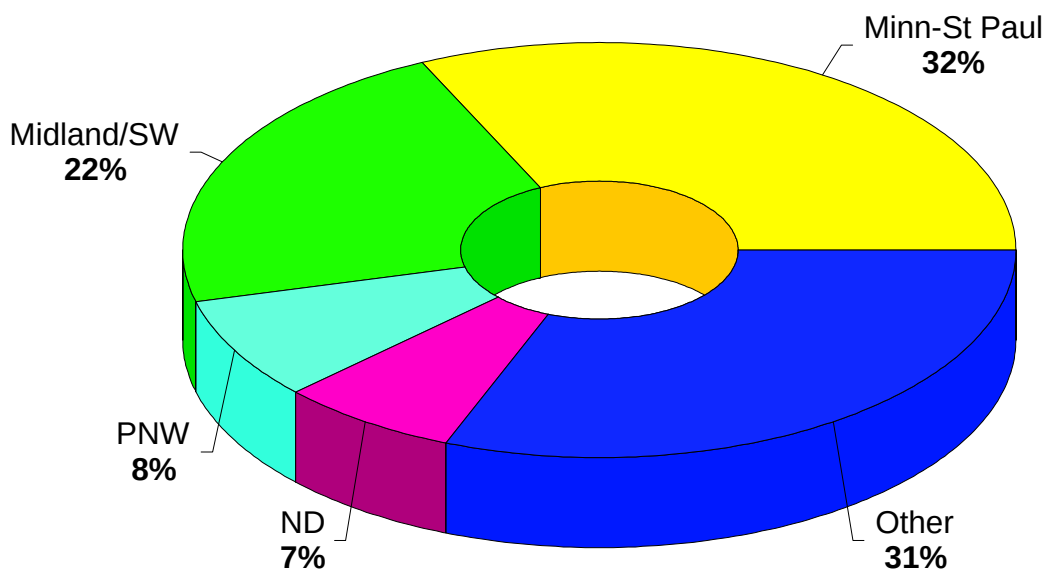
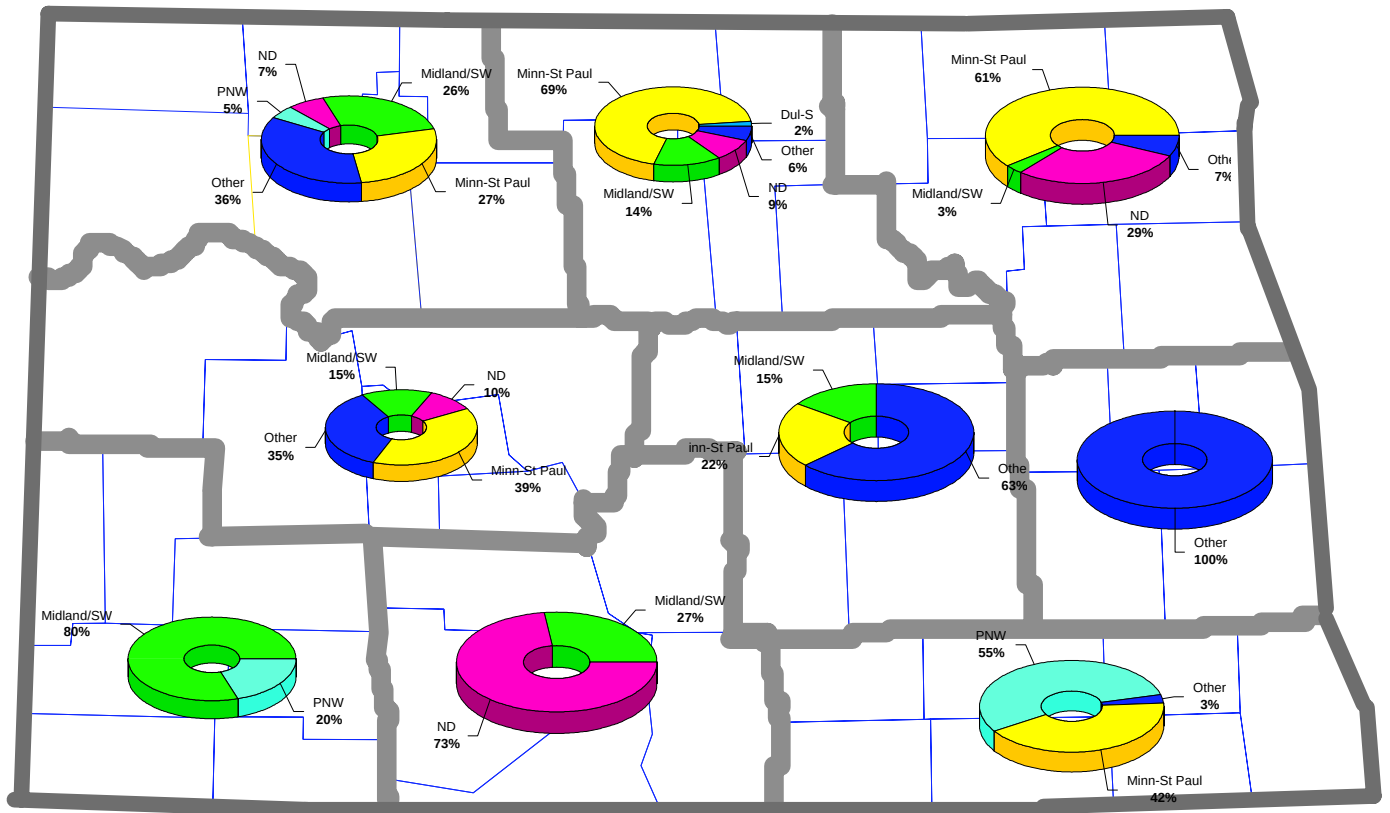
**Oat Shipments Originating
from Each CRD, 2002-03
-1,000 Bu-**



Destinations for Oat Shipments

2002-03

Crop Reporting District

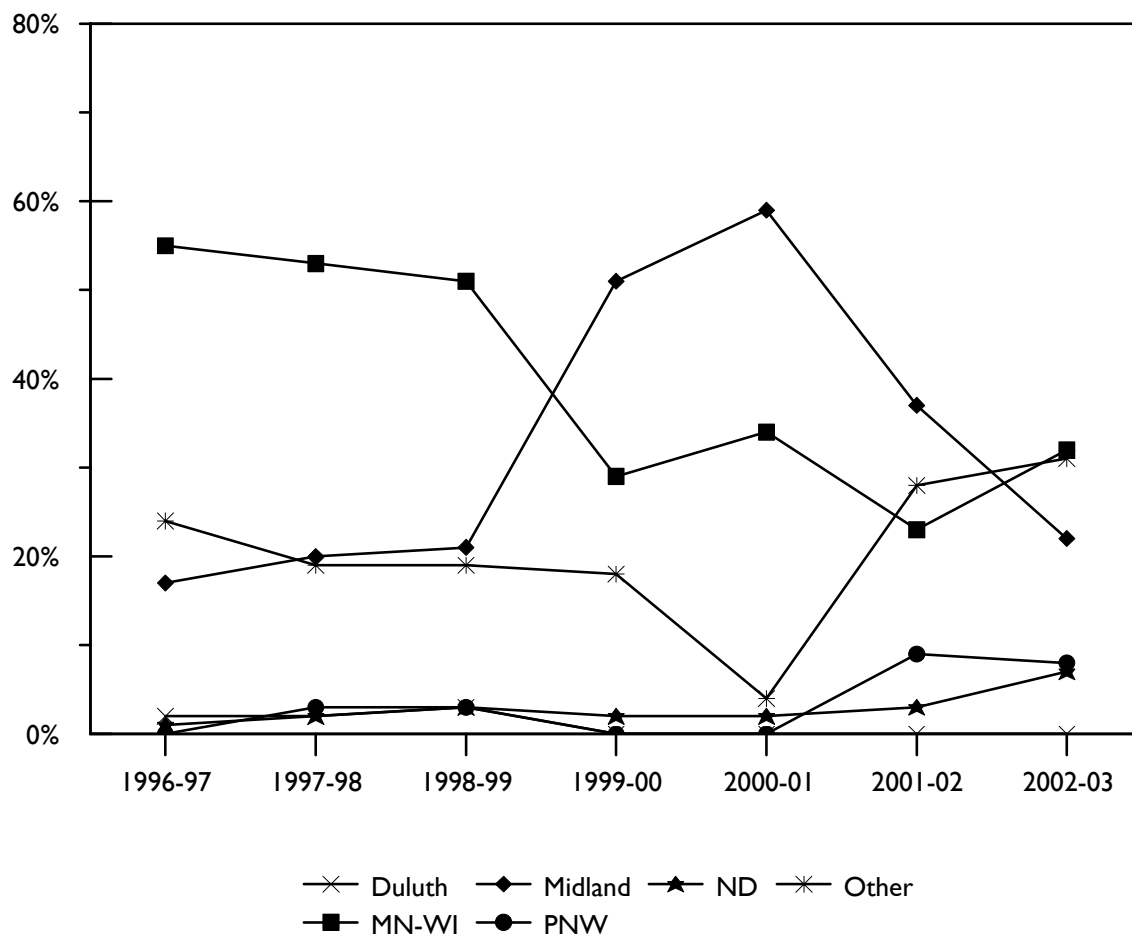


All North Dakota

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

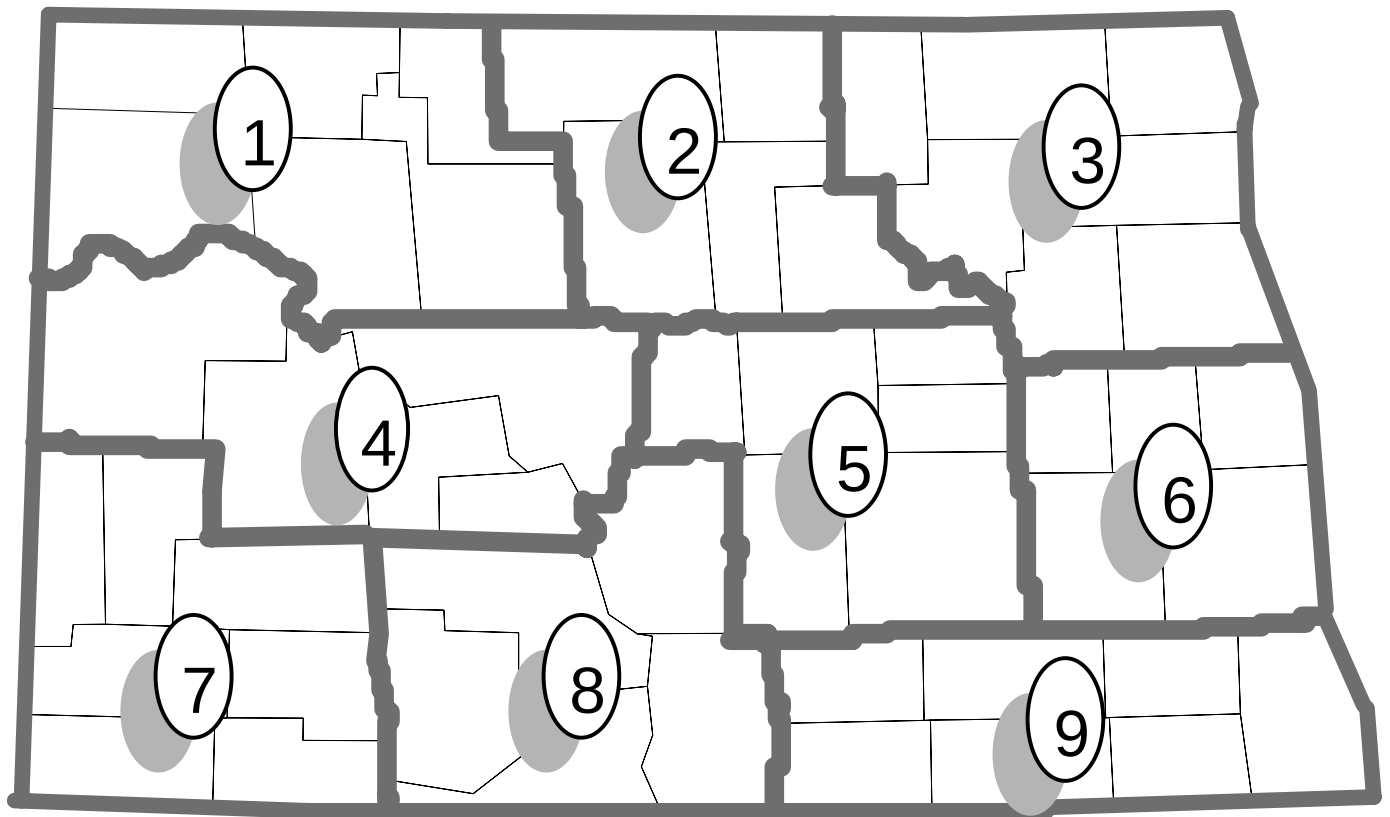
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1996-97	83	2,170	690	6	3,967
	2%	55%	17%	0%	
1997-98	101	1,602	667	91	3,128
	2%	53%	20%	3%	
1998-99	20	782	392	53	2,273
	1%	34%	17%	2%	
1999-00	18	1,475	2,556	2	5,034
	0%	29%	51%	0%	
2000-01	0	1,383	2,388	14	4,031
	0%	34%	59%	0%	
2001-02	2	1,471	2,330	550	6,314
	0%	23%	37%	9%	
2002-03	5	1,154	786	292	3,645
	0%	32%	22%	8%	

Destinations for Oat Shipments



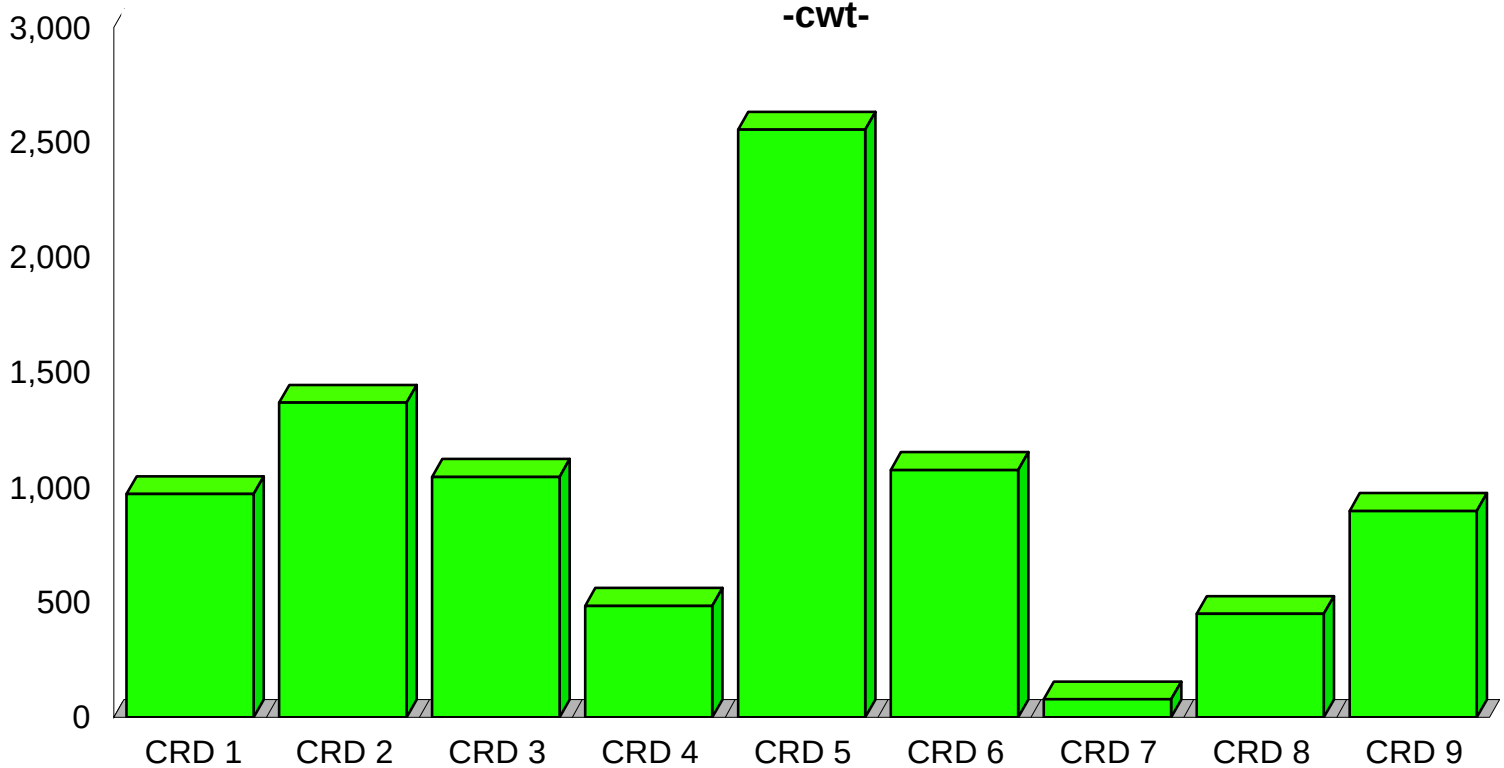
Sunflowers

NORTH DAKOTA CROP REPORTING DISTRICTS

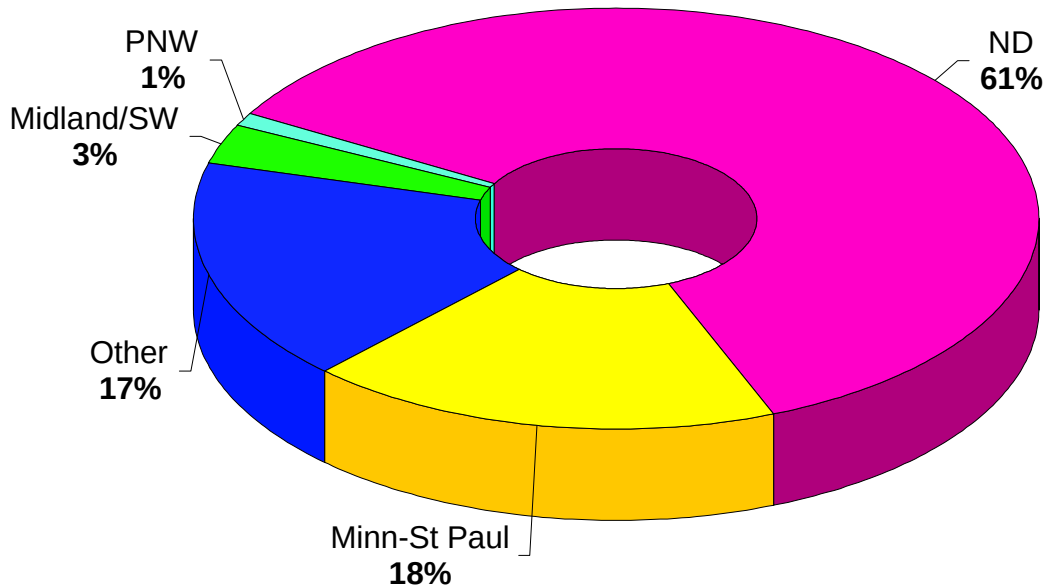
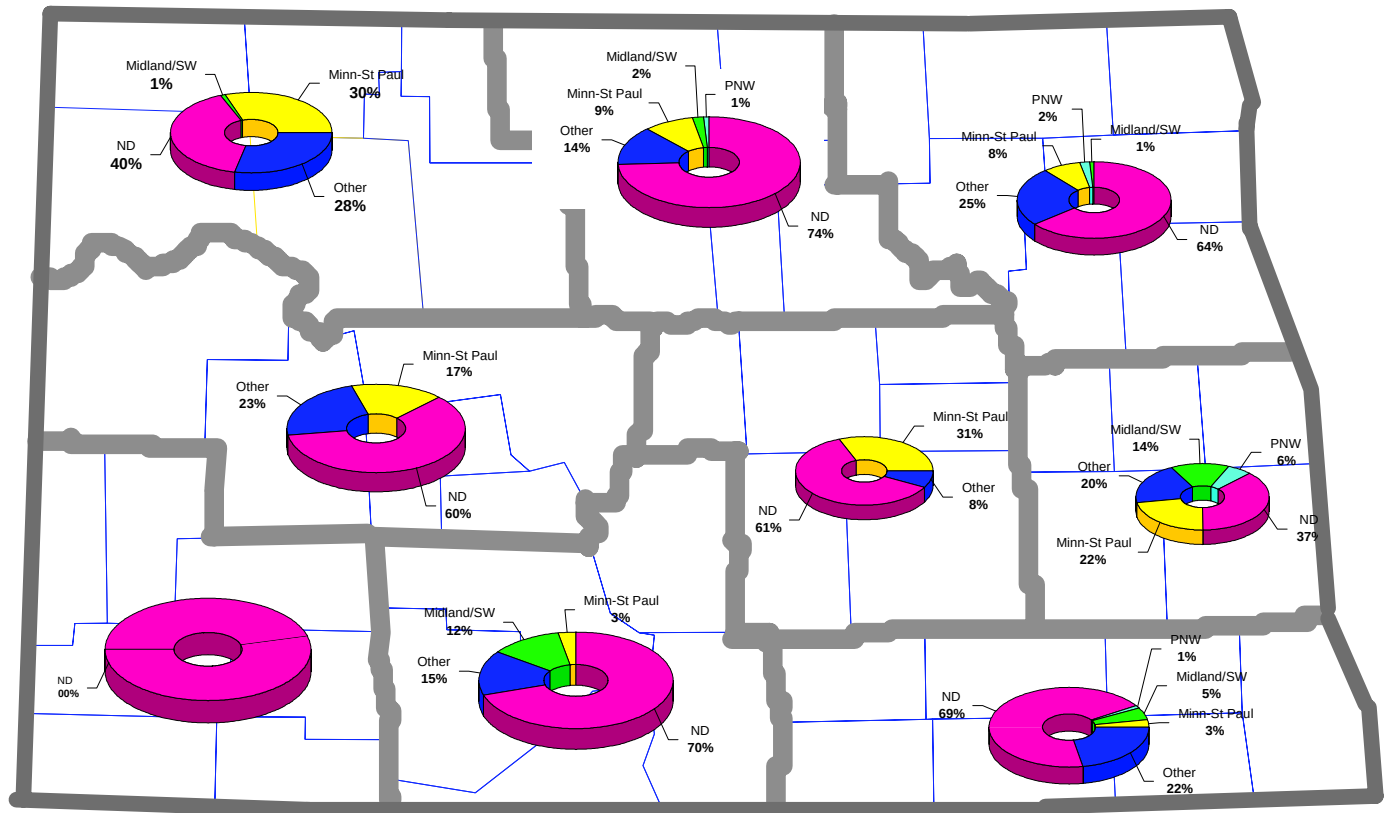


Sunflower Shipments Originating from Each CRD, 2002-03

-cwt-



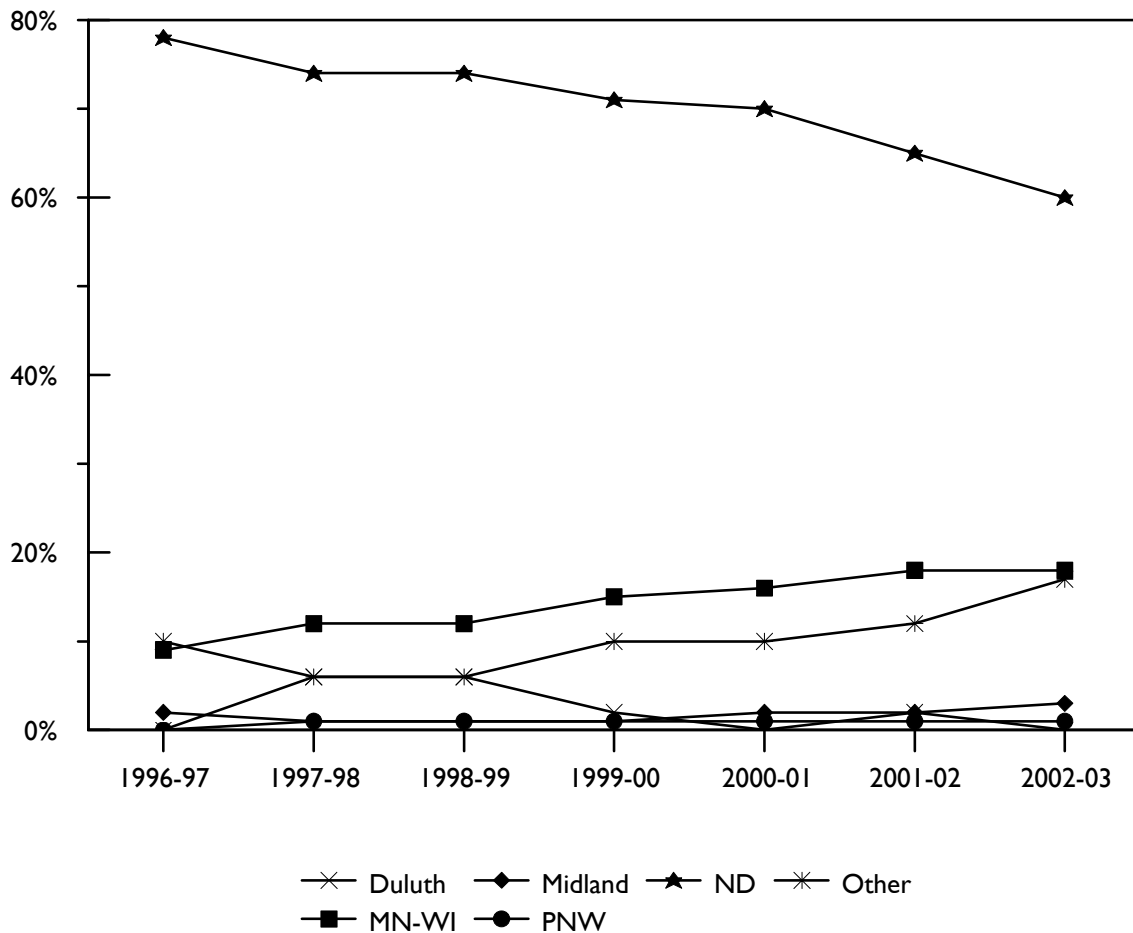
Destinations for Sunflower Shipments 2002-03 Crop Reporting District



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

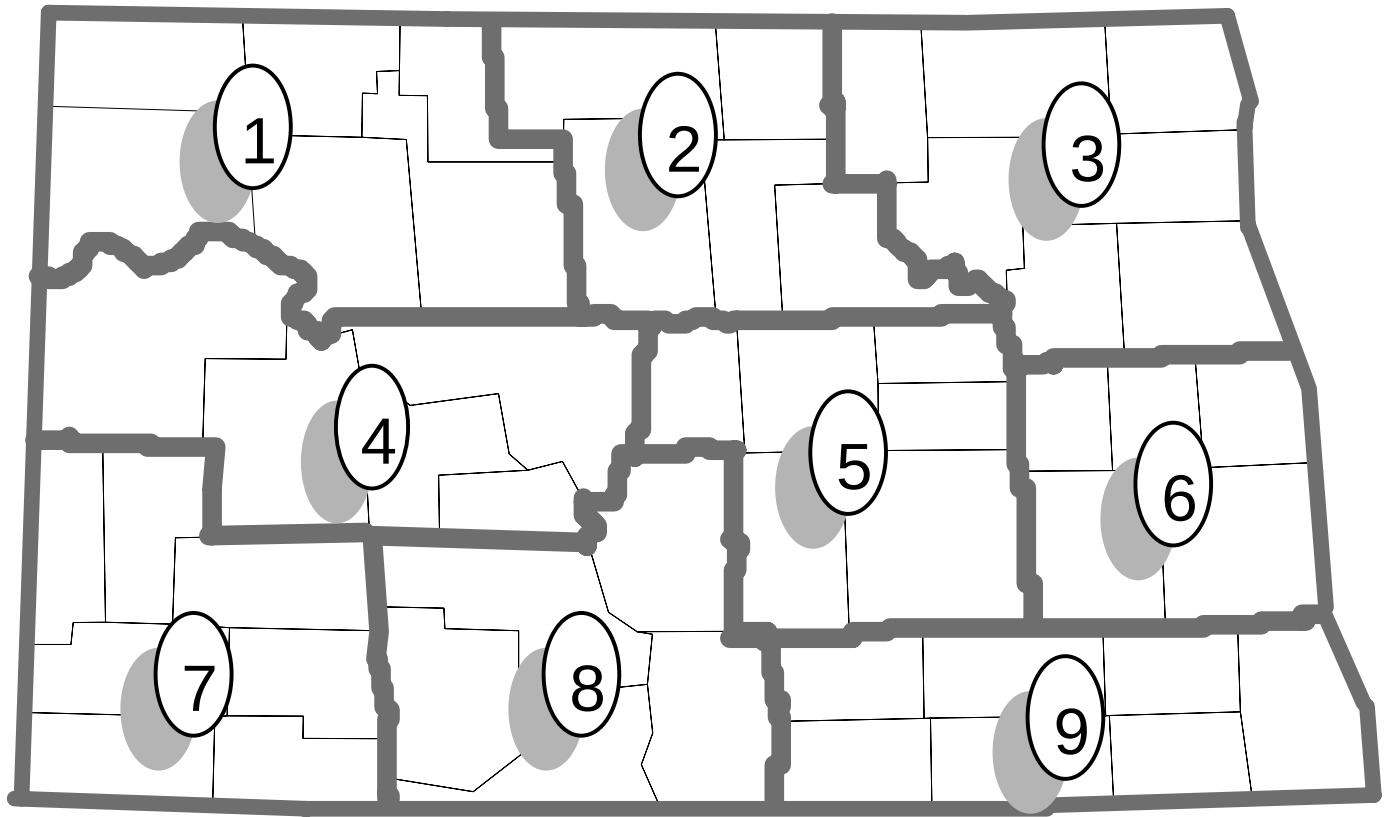
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1996-97	30 0%	898 9%	235 2%	24 0%	9,917
1997-98	890 6%	1,656 12%	171 1%	78 1%	13,940
1998-99	925 6%	2,428 17%	159 1%	100 1%	14,634
1999-00	221 2%	1,804 15%	153 1%	101 1%	11,773
2000-01	4 0%	1,667 16%	261 2%	129 1%	10,693
2001-02	201 2%	1,575 18%	135 2%	103 1%	8,970
2002-03	0 0%	1,637 18%	300 3%	112 1%	8,869

Destinations for Sunflower Shipments

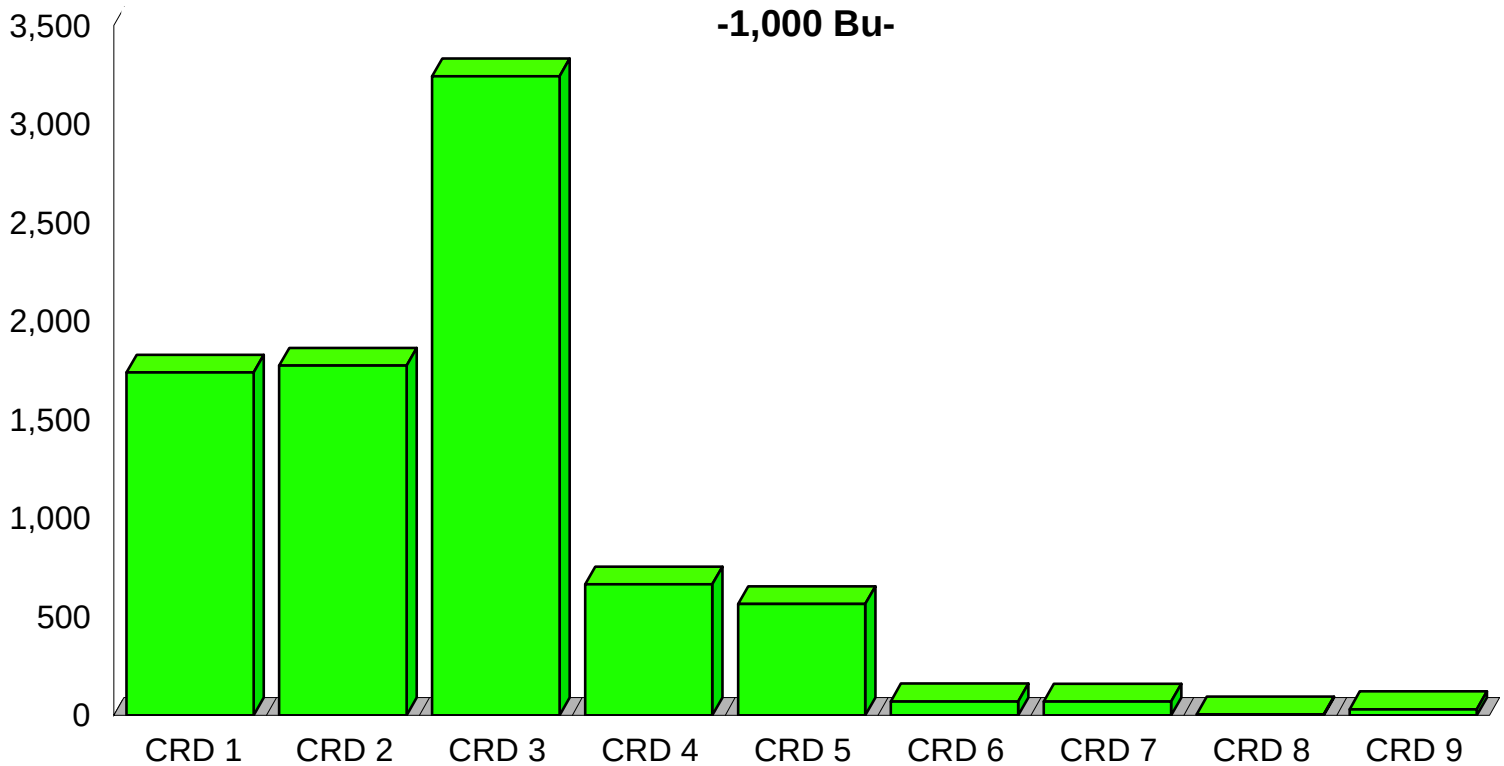


Canola

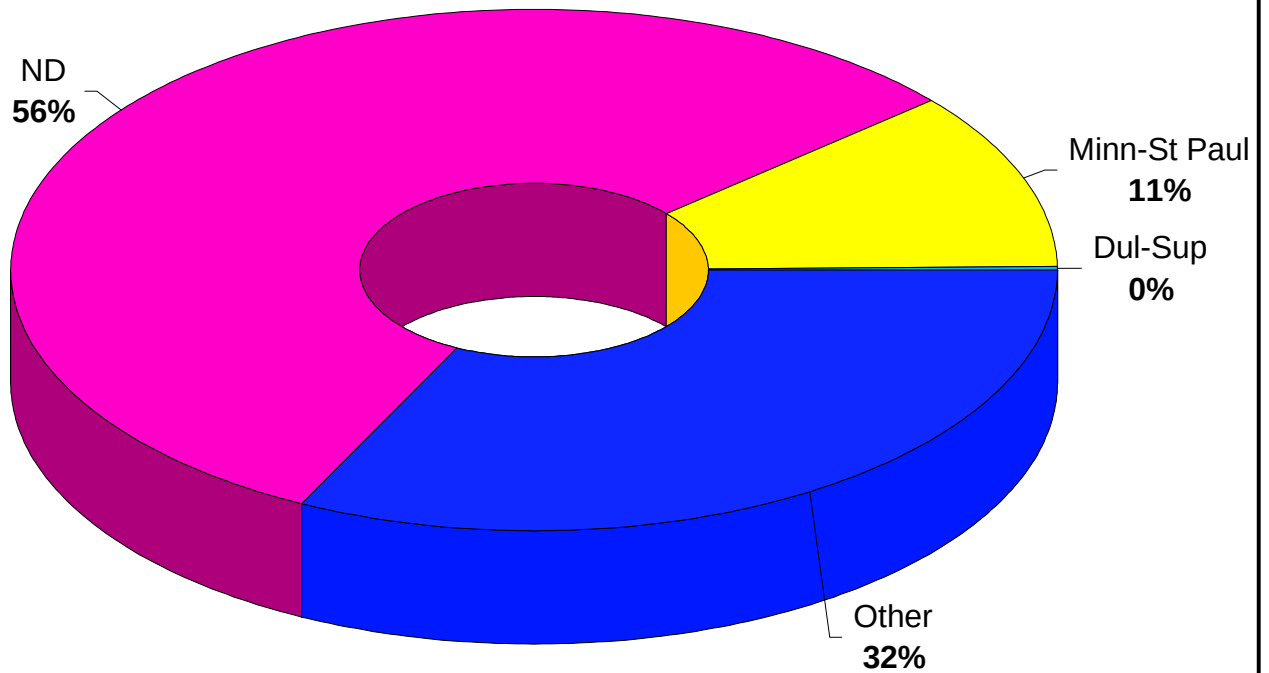
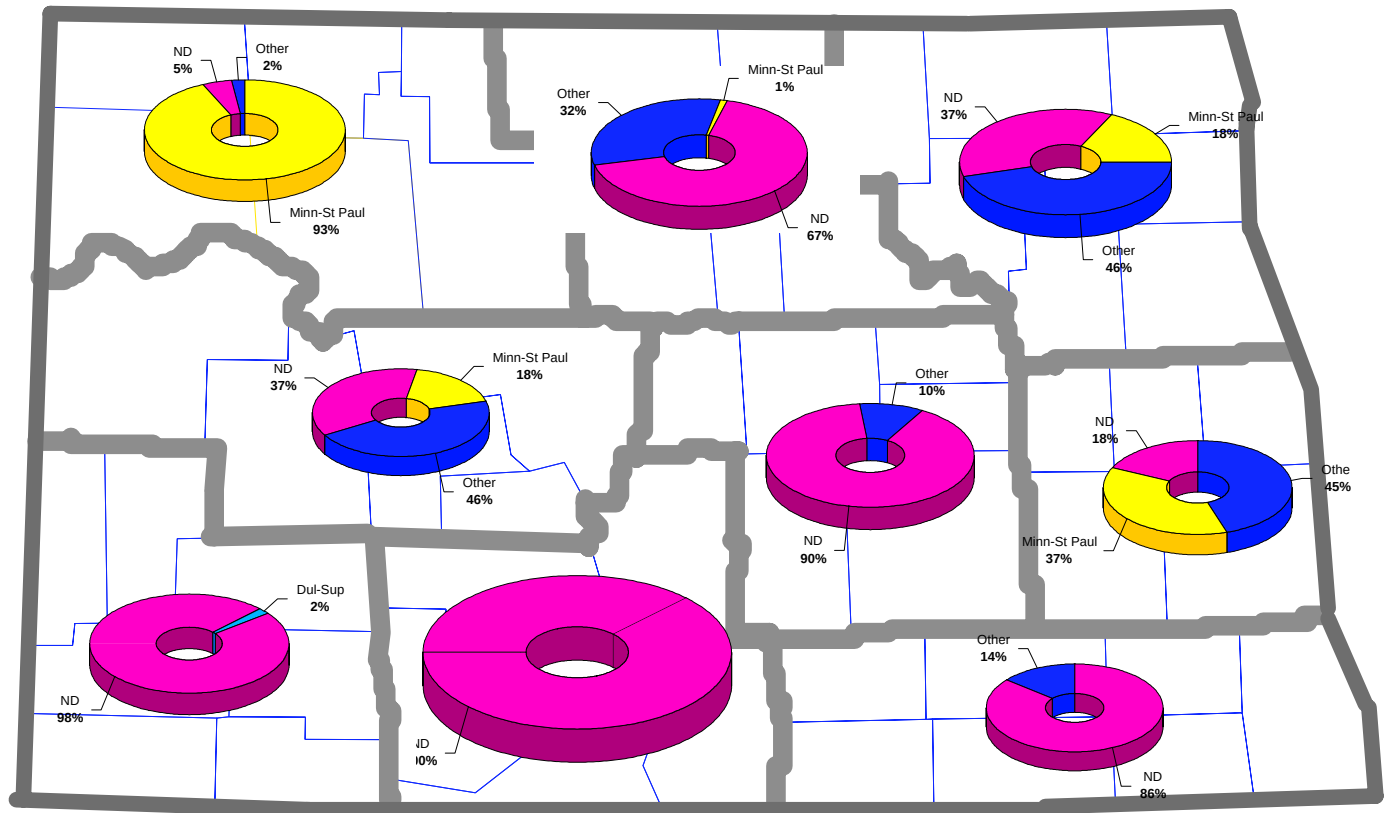
NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating
from Each CRD, 2002-03
-1,000 Bu-**



Destinations for Canola Shipments 2002-03 Crop Reporting District

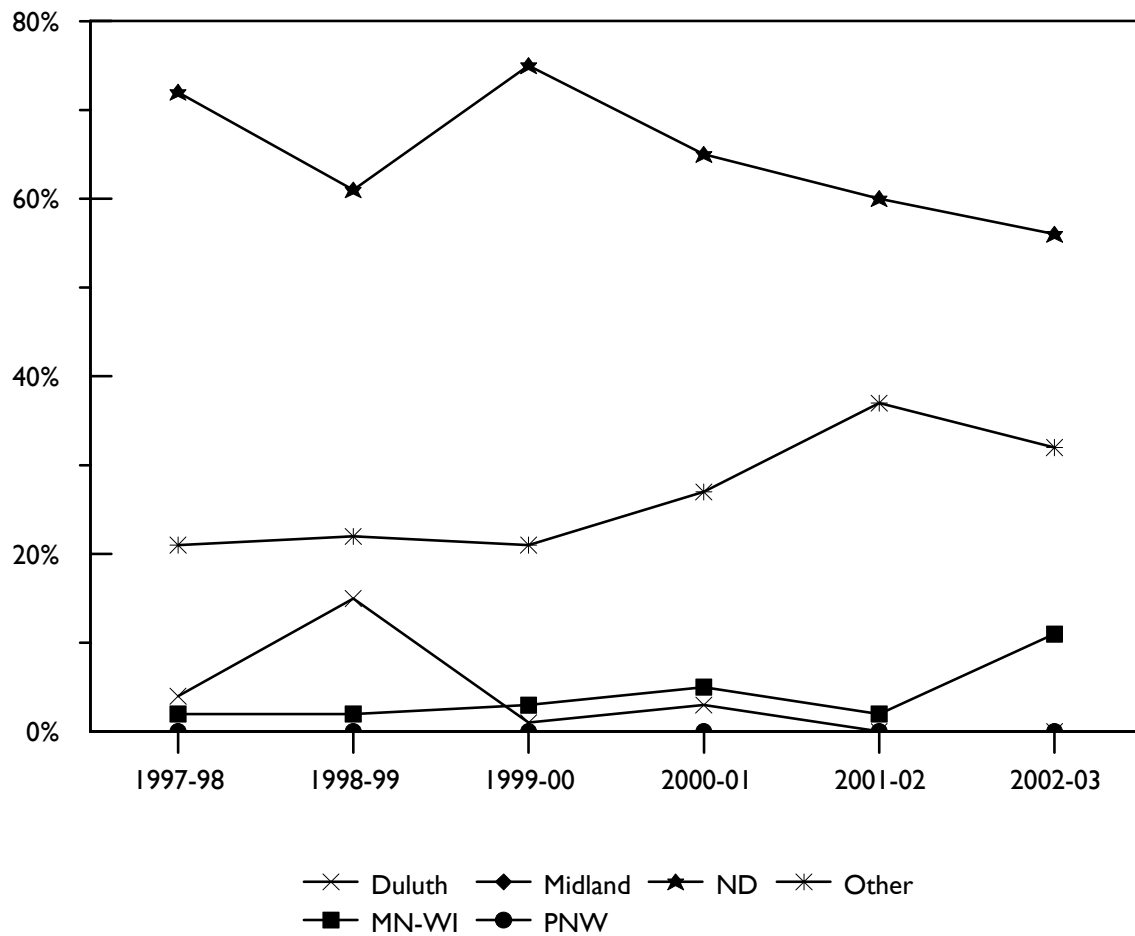


All North Dakota

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

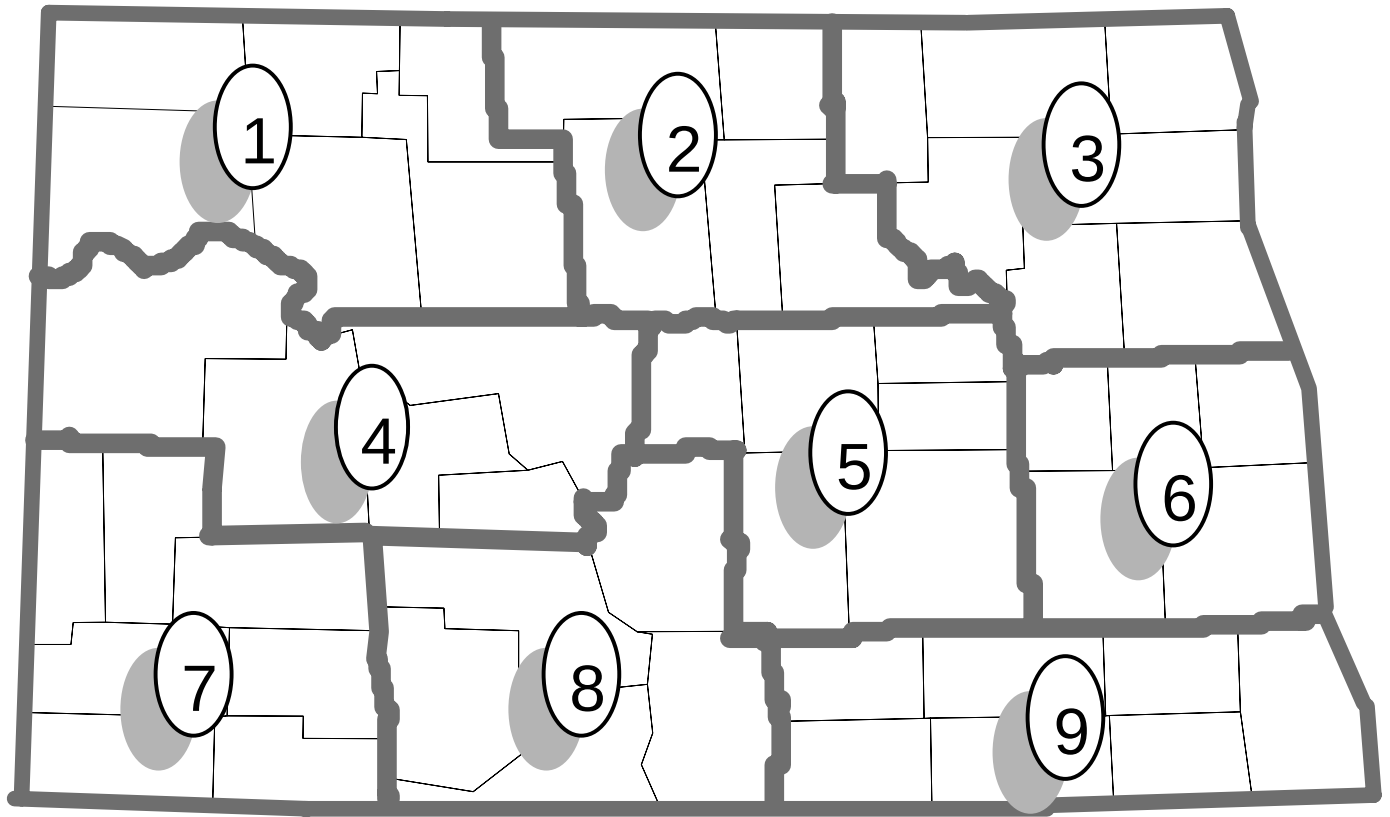
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	260 4%	96 2%	8 0%	2 0%	5,934
1998-99	1,685 14%	287 2%	1 0%	0 0%	11,941
1999-00	56 1%	224 3%	2 0%	19 0%	7,013
2000-01	297 3%	483 5%	7 0%	28 0%	10,233
2001-02	26 0%	183 2%	14 0%	6 0%	9,263
2002-03	19 0%	904 11%	0 0%	0 0%	8,167

Destinations for Canola Shipments

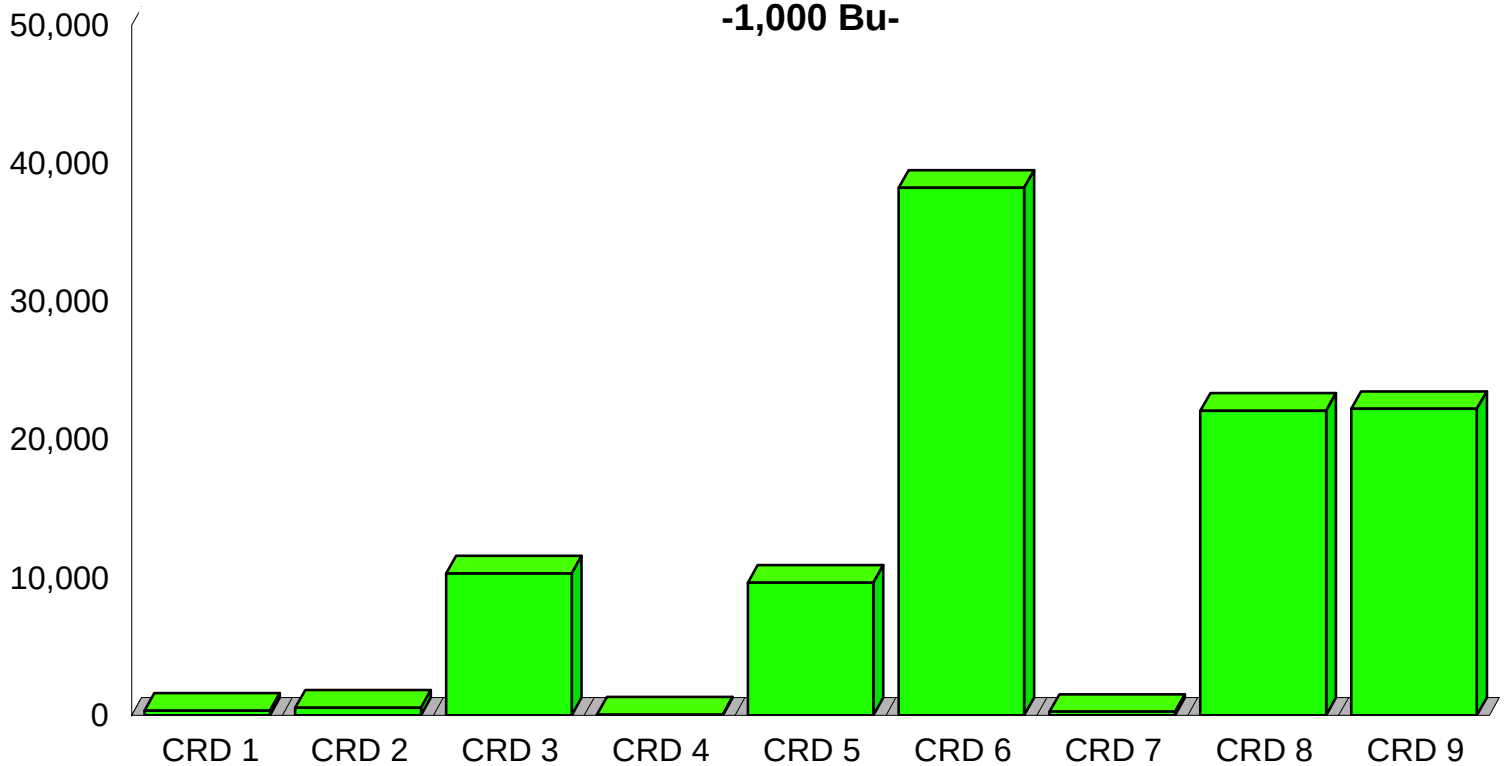


Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



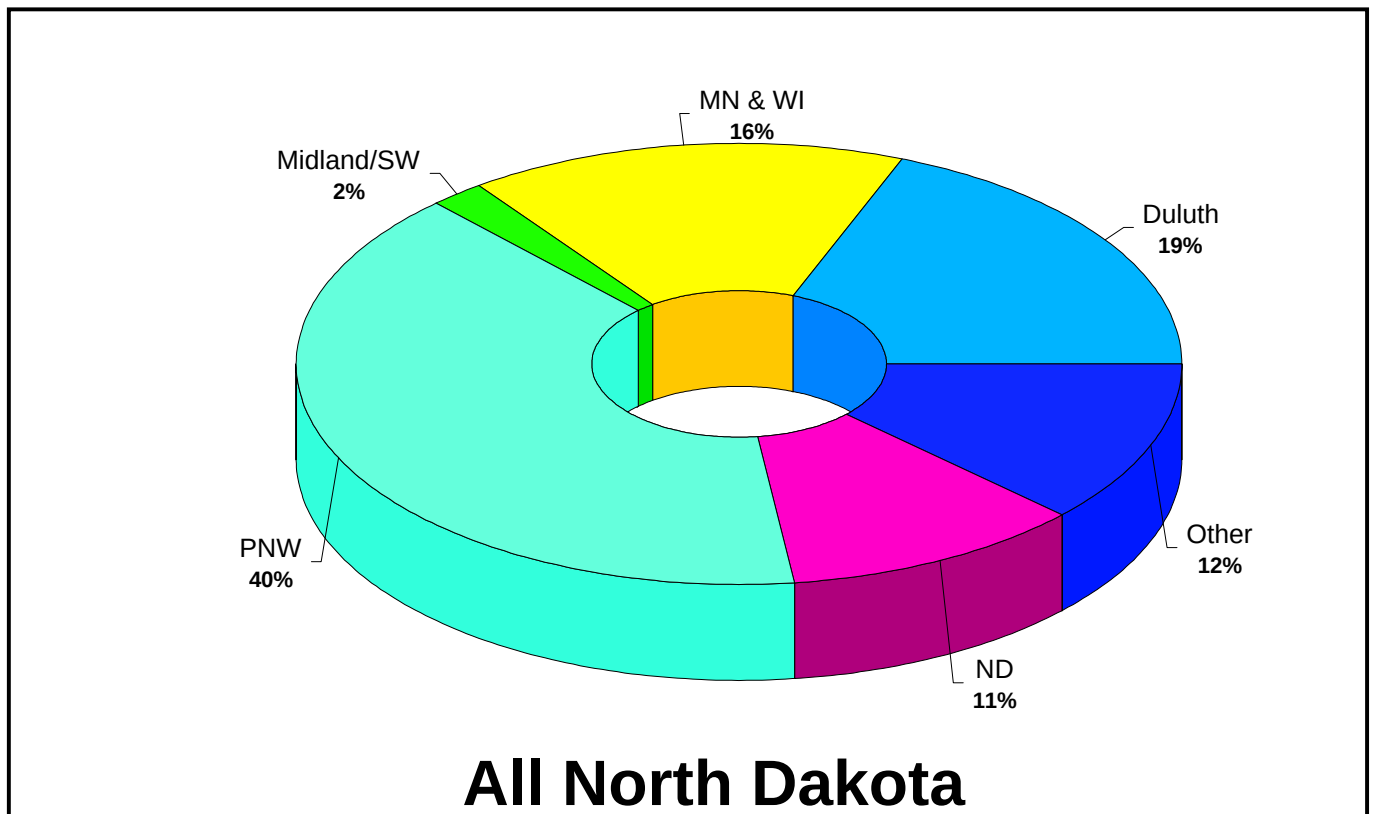
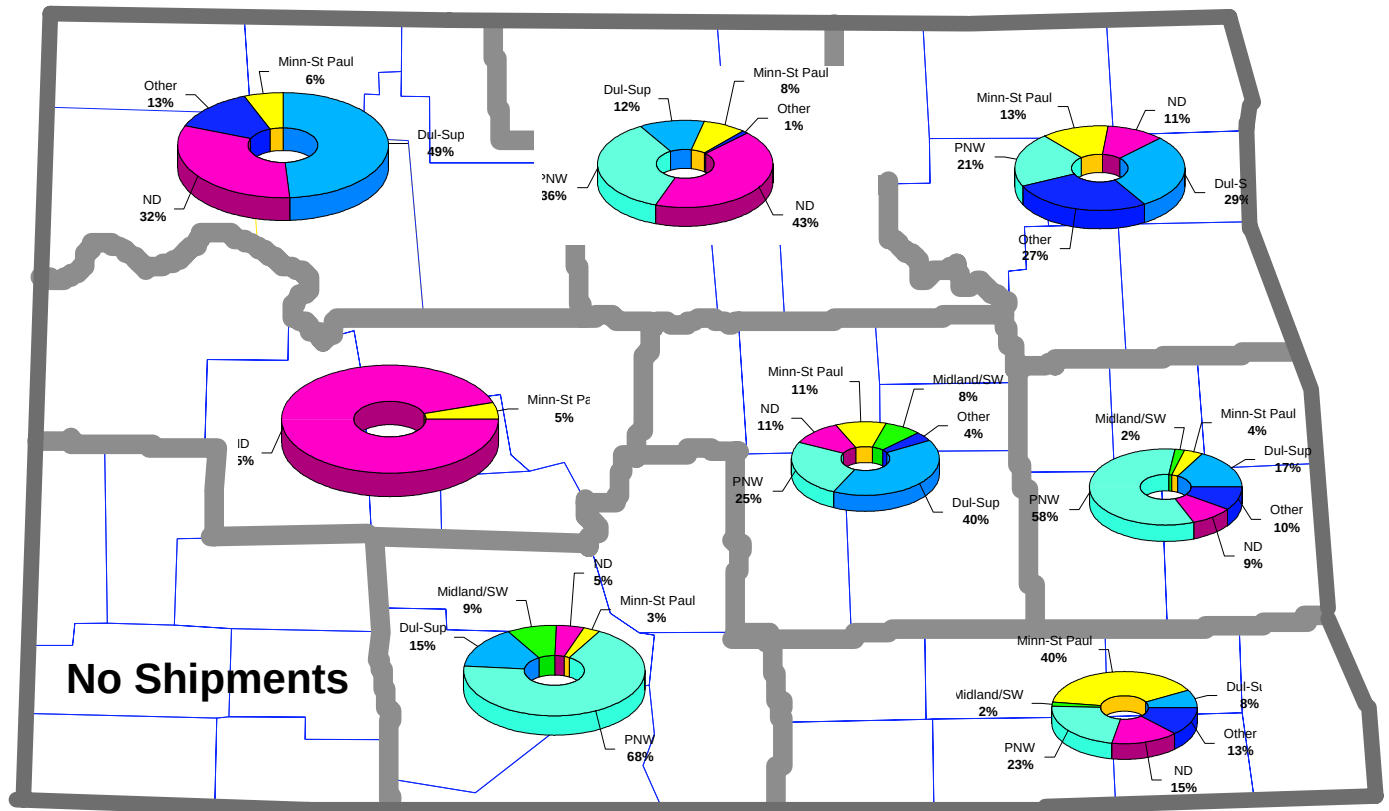
**Soybean Shipments Originating
from Each CRD, 2002-03**
-1,000 Bu-



Destinations for Soybeans Shipments

2002-03

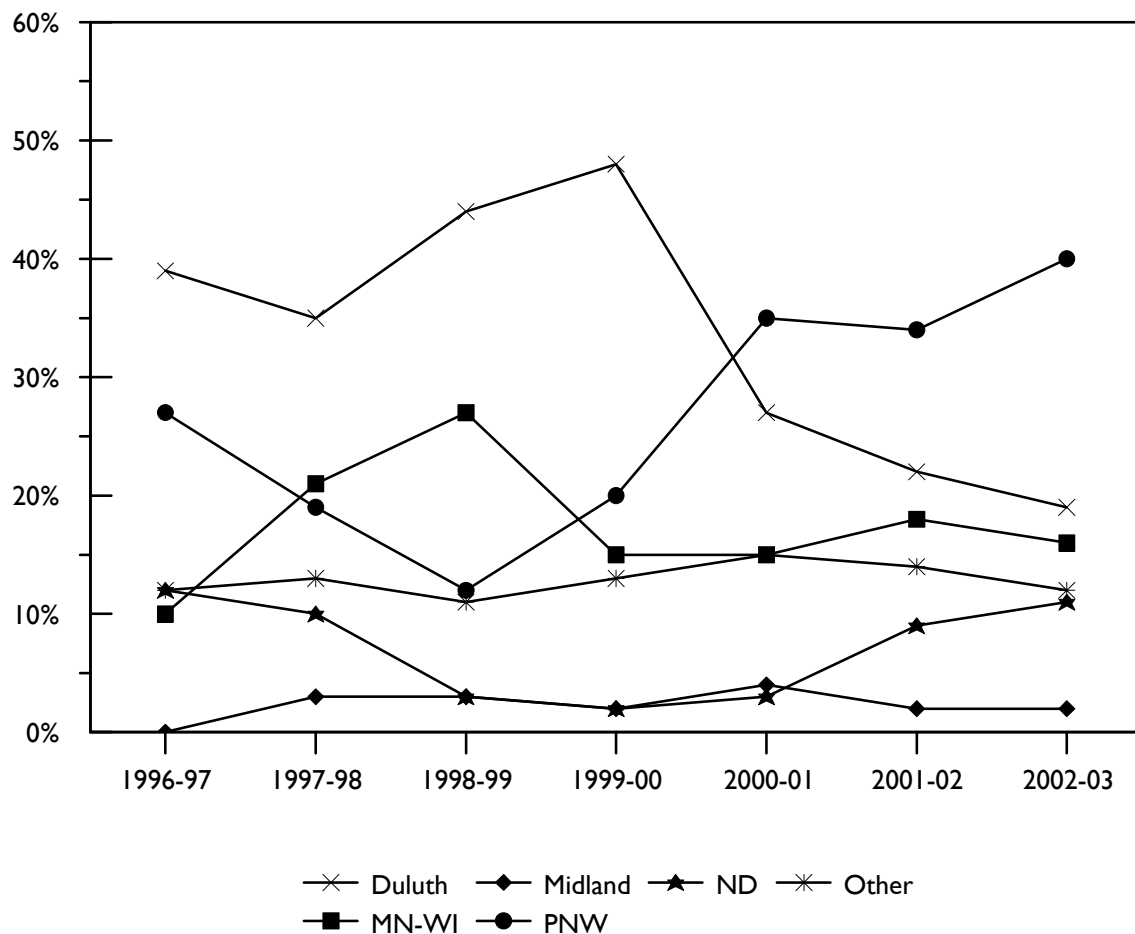
Crop Reporting District



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

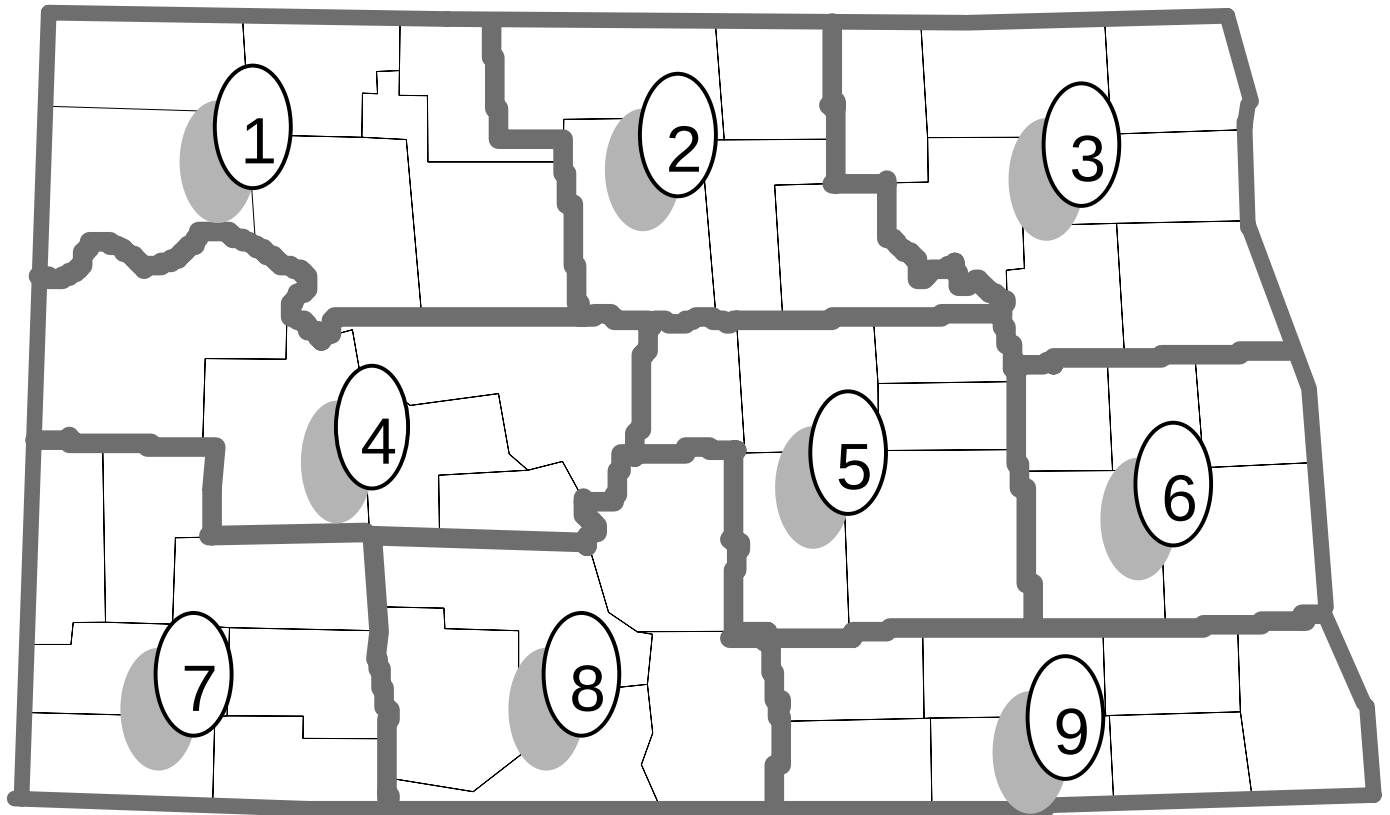
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1996-97	8,252 39%	2,093 10%	17 0%	5,809 27%	21,236
1997-98	9,210 35%	5,112 21%	813 3%	4,751 19%	25,223
1998-99	12,978 44%	7,833 27%	854 3%	3,516 12%	29,526
1999-00	20,753 48%	6,514 15%	950 2%	8,393 20%	42,668
2000-01	13,523 27%	7,372 15%	2,129 4%	17,296 35%	49,617
2001-02	13,469 22%	11,267 18%	1,219 2%	21,010 34%	61,277
2002-03	15,473 19%	12,886 16%	1,824 2%	32,233 40%	81,409

Destinations for Soybean Shipments

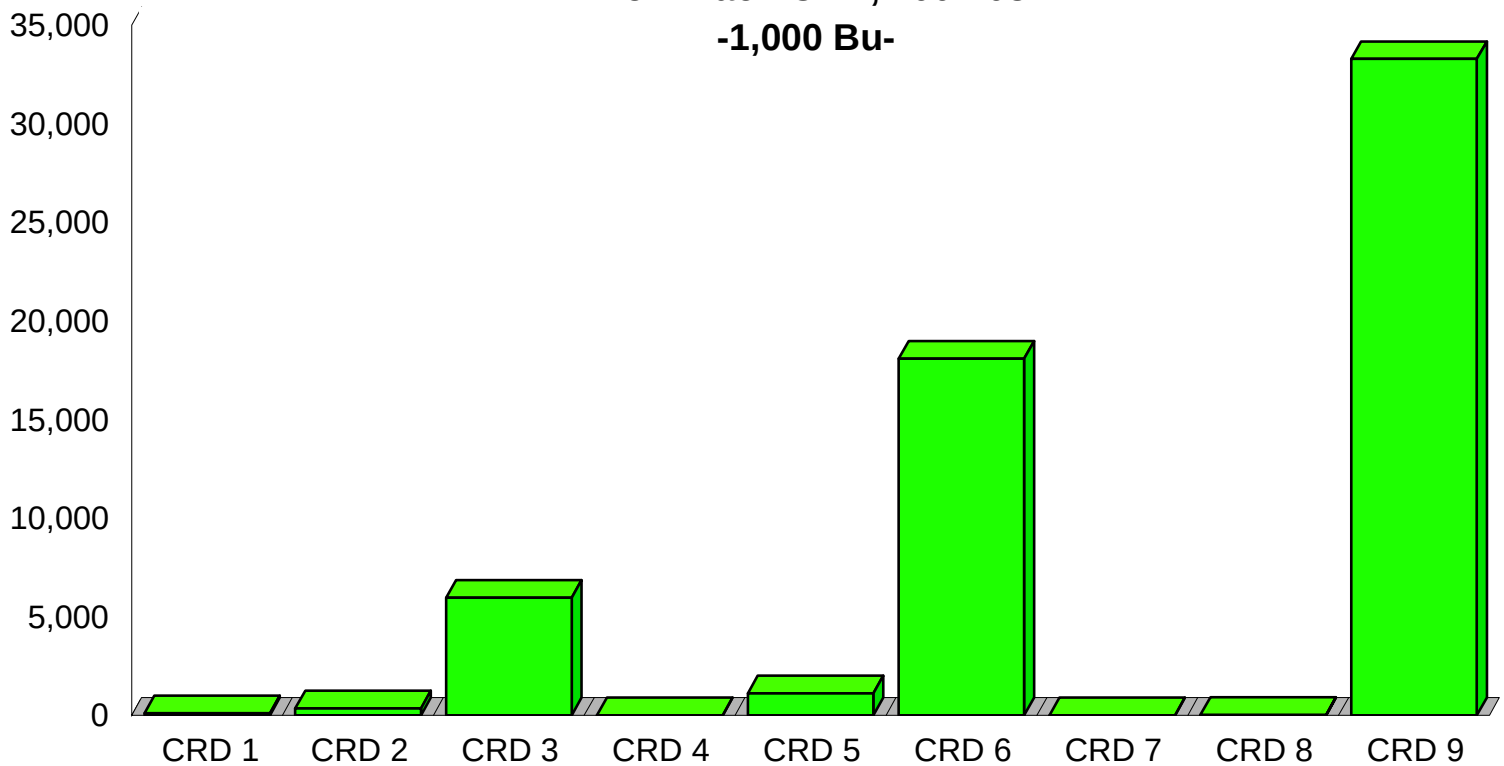


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



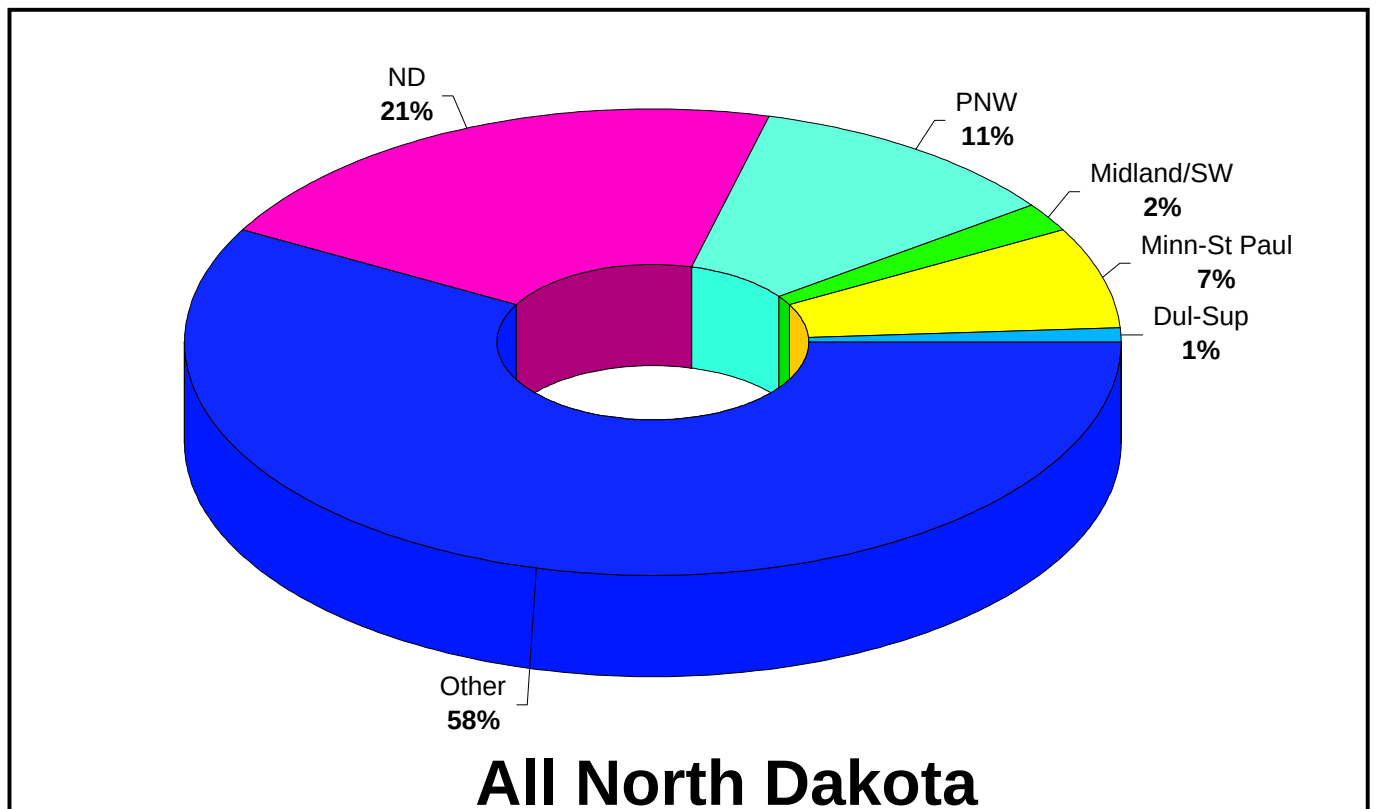
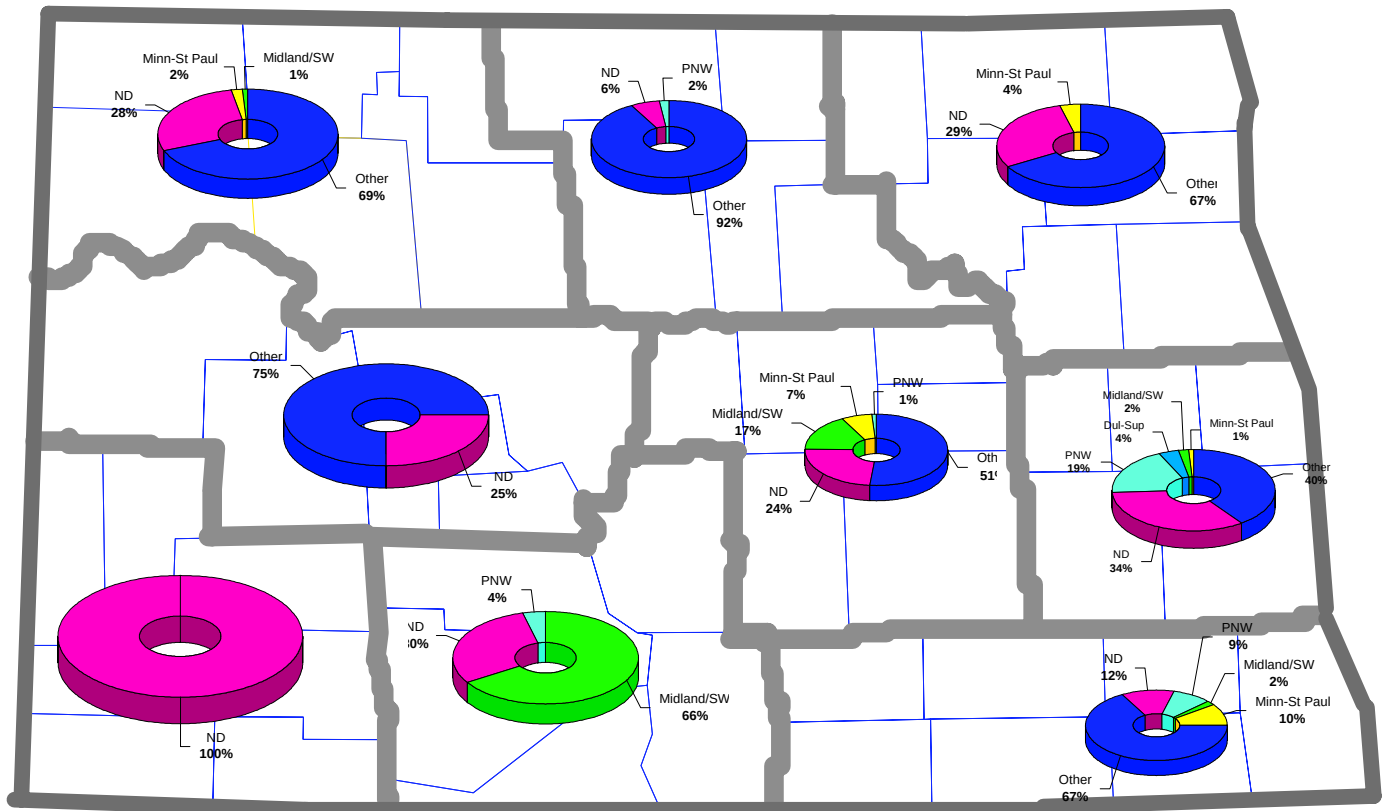
**Corn Shipments Originating
from Each CRD, 2002-03
-1,000 Bu-**



Destinations for Corn Shipments

2002-03

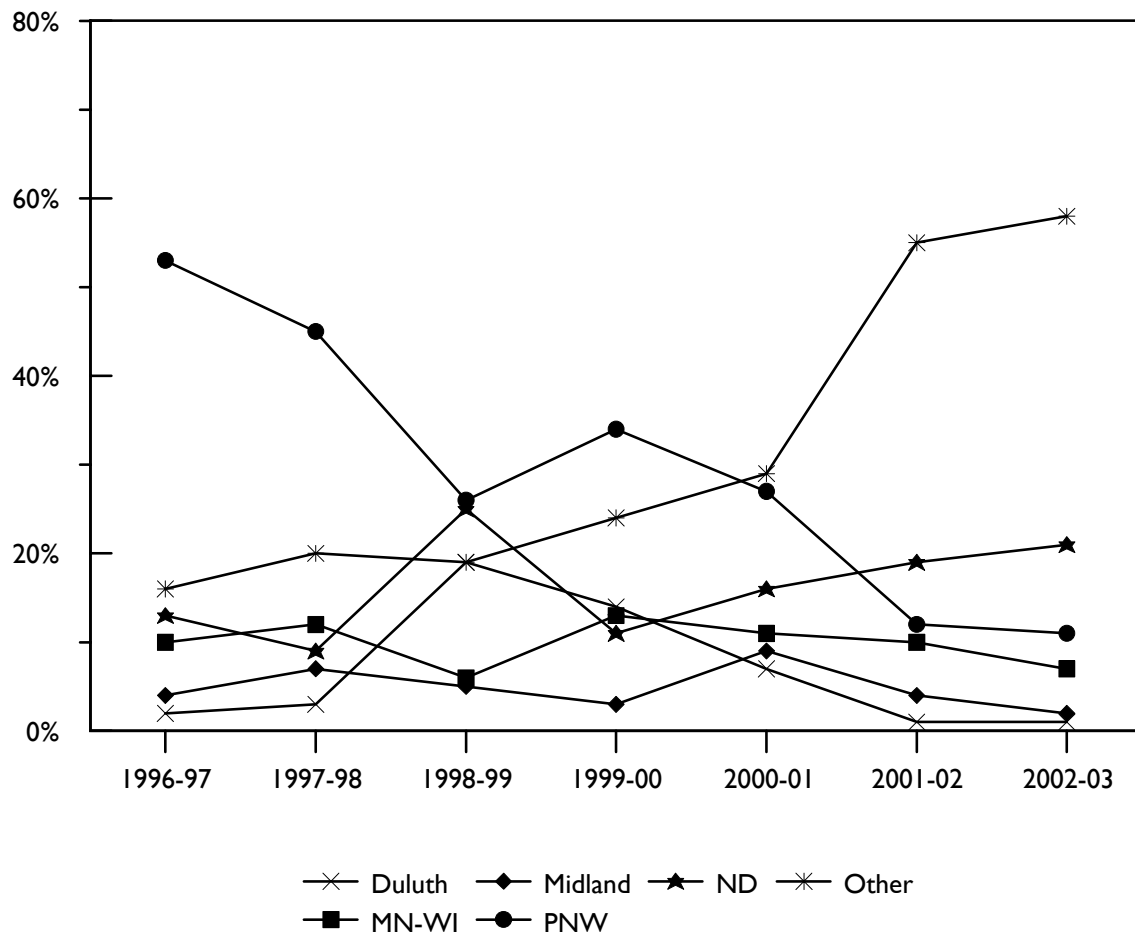
Crop Reporting District

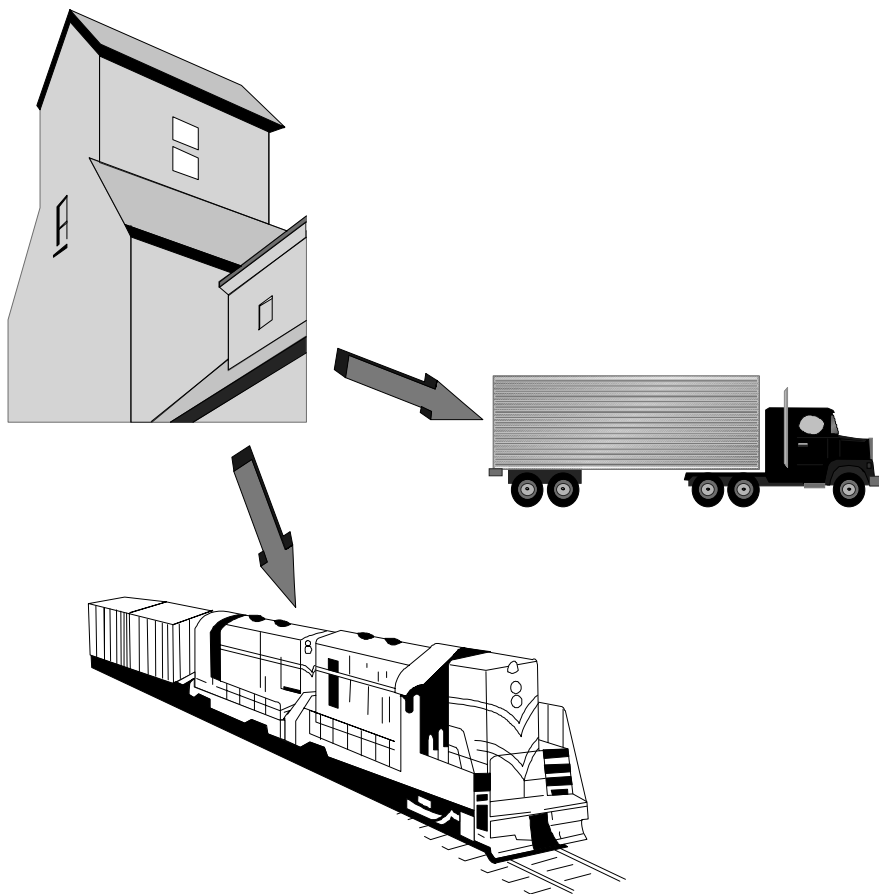


Trends for Destinations of Corn Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
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	5,993	4,585	13,604	51,130
	7%	12%	9%	27%	
2001-02	318	4,824	1,658	5,447	46,827
	1%	10%	4%	12%	
2002-03	780	3,881	1,303	6,480	58,996
	1%	7%	2%	11%	

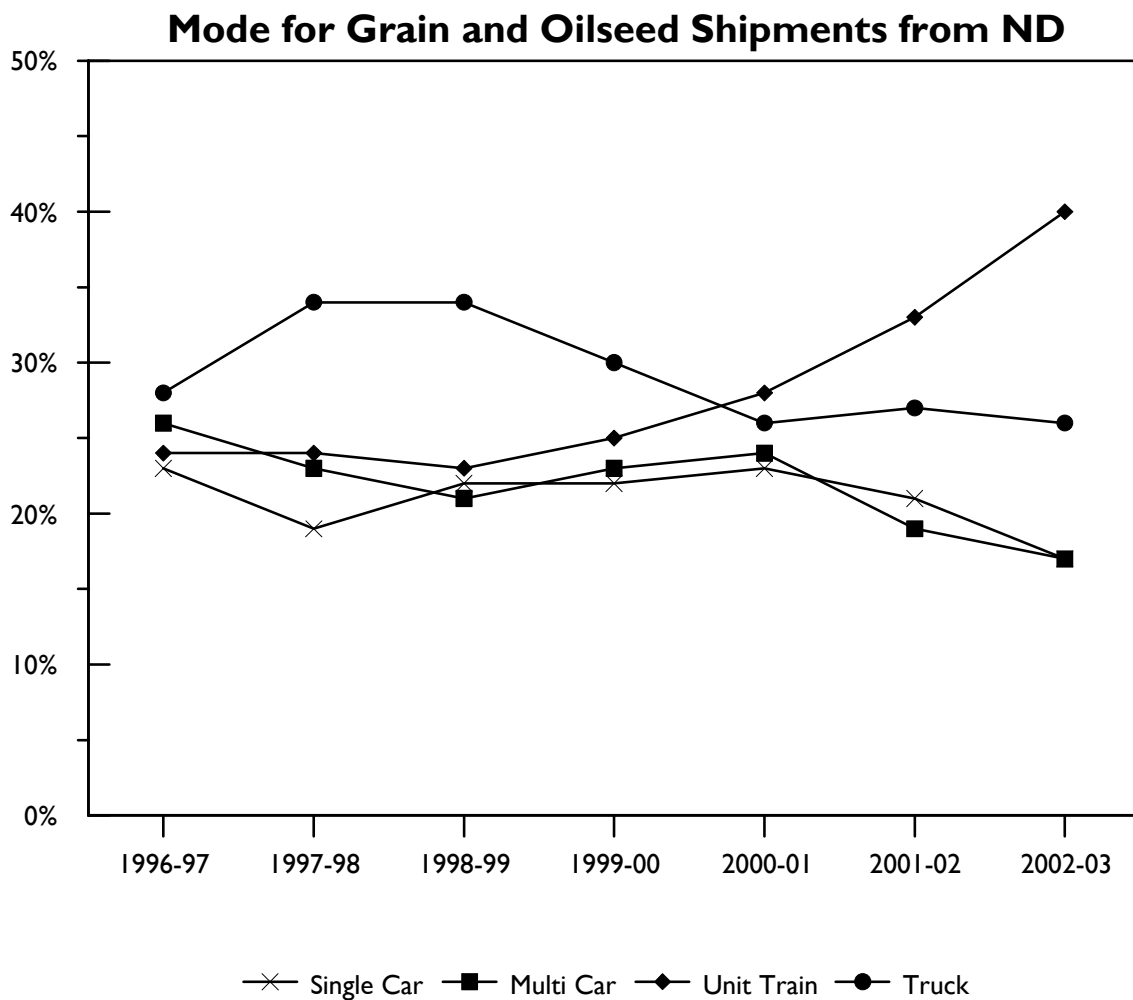
Destinations for Corn Shipments





*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
1996-97	116,212	133,418	124,325	143,220	517,176
	23%	26%	24%	28%	
1997-98	87,760	105,800	114,635	154,749	462,945
	19%	23%	24%	34%	
1998-99	103,902	99,061	106,272	162,723	471,958
	22%	21%	23%	34%	
1999-00	101,553	110,191	116,461	143,530	471,737
	22%	23%	25%	30%	
2000-01	122,314	126,861	149,192	139,743	538,110
	23%	24%	28%	26%	
2001-02	106,645	99,462	165,894	134,410	506,412
	21%	19%	33%	27%	
2002-03	86,384	84,202	196,554	130,319	497,459
	17%	17%	40%	26%	



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

<u>CRD 1</u>						<u>CRD 2</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1995-96	23%	35%	30%	13%	66,374	1995-96	23%	29%	18%	31%	35,946
1996-97	23%	29%	18%	31%	35,946	1996-97	21%	40%	16%	23%	48,027
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%	20%	38%	12%	64,944	2002-03	23%	8%	45%	23%	37,995

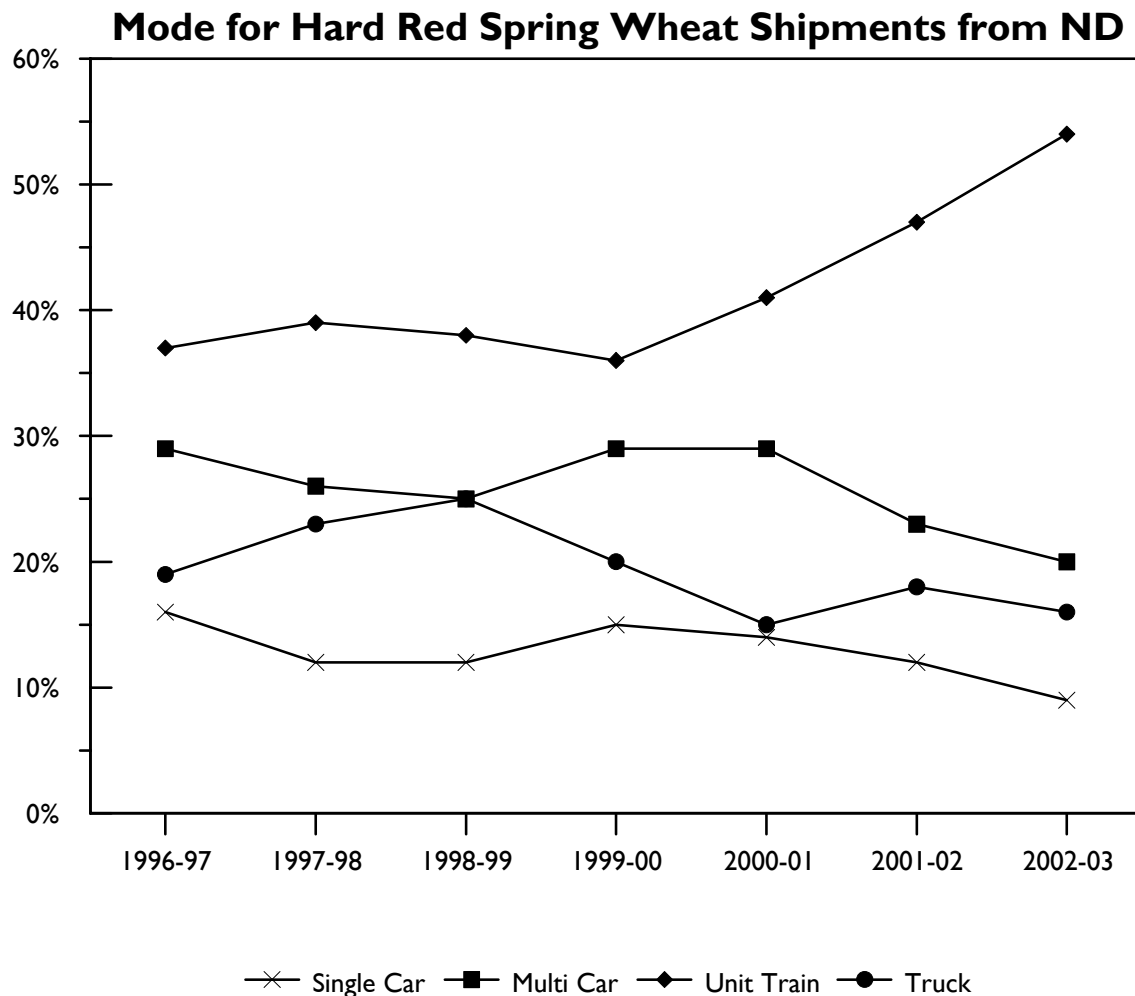
<u>CRD 3</u>						<u>CRD 4</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1995-96	27%	20%	26%	26%	100,983	1995-96	17%	26%	13%	43%	15,556
1996-97	26%	22%	25%	26%	123,753	1996-97	16%	29%	13%	42%	18,383
1997-98	20%	19%	25%	35%	96,271	1997-98	17%	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%	18%	31%	34%	93,360	2002-03	23%	20%	14%	43%	15,888

<u>CRD 5</u>						<u>CRD 6</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1995-96	23%	15%	25%	37%	44,277	1995-96	16%	26%	29%	29%	91,036
1996-97	28%	19%	18%	35%	45,560	1996-97	16%	28%	26%	30%	97,604
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%	13%	32%	38%	49,724	2002-03	7%	17%	51%	26%	117,824

<u>CRD 7</u>						<u>CRD 8</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1995-96	8%	8%	71%	13%	27,044	1995-96	18%	20%	10%	53%	14,018
1996-97	9%	9%	68%	14%	24,561	1996-97	17%	26%	5%	52%	10,411
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%	3%	48%	45%	10,349

<u>CRD 9</u>					
	Single	Multi	Unit		
	Car	Car	Train	Truck	Total
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	32%	16%	16%	21%	94,713
2001-02	30%	25%	26%	19%	94,188
2002-03	27%	21%	31%	21%	83,262

Mode for Hard Red Spring Wheat Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1996-97	34,365	63,866	83,794	41,119	223,145
	16%	29%	37%	19%	
1997-98	21,661	47,354	70,086	40,224	179,327
	12%	26%	39%	23%	
1998-99	21,096	42,355	62,368	41,894	167,713
	12%	25%	38%	25%	
1999-00	25,947	51,594	63,788	36,121	177,450
	15%	29%	36%	20%	
2000-01	27,302	58,900	82,677	31,190	200,068
	14%	29%	41%	16%	
2001-02	24,089	45,292	93,494	34,769	197,644
	12%	23%	47%	18%	
2002-03	17,380	37,350	101,183	30,081	185,993
	9%	20%	54%	16%	



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

CRD 1						CRD 2					
Single	Multi	Unit				Single	Multi	Unit			
Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total	
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%	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%	80%	4%	15,015	2002-03	11%	8%	74%	7%	15,644

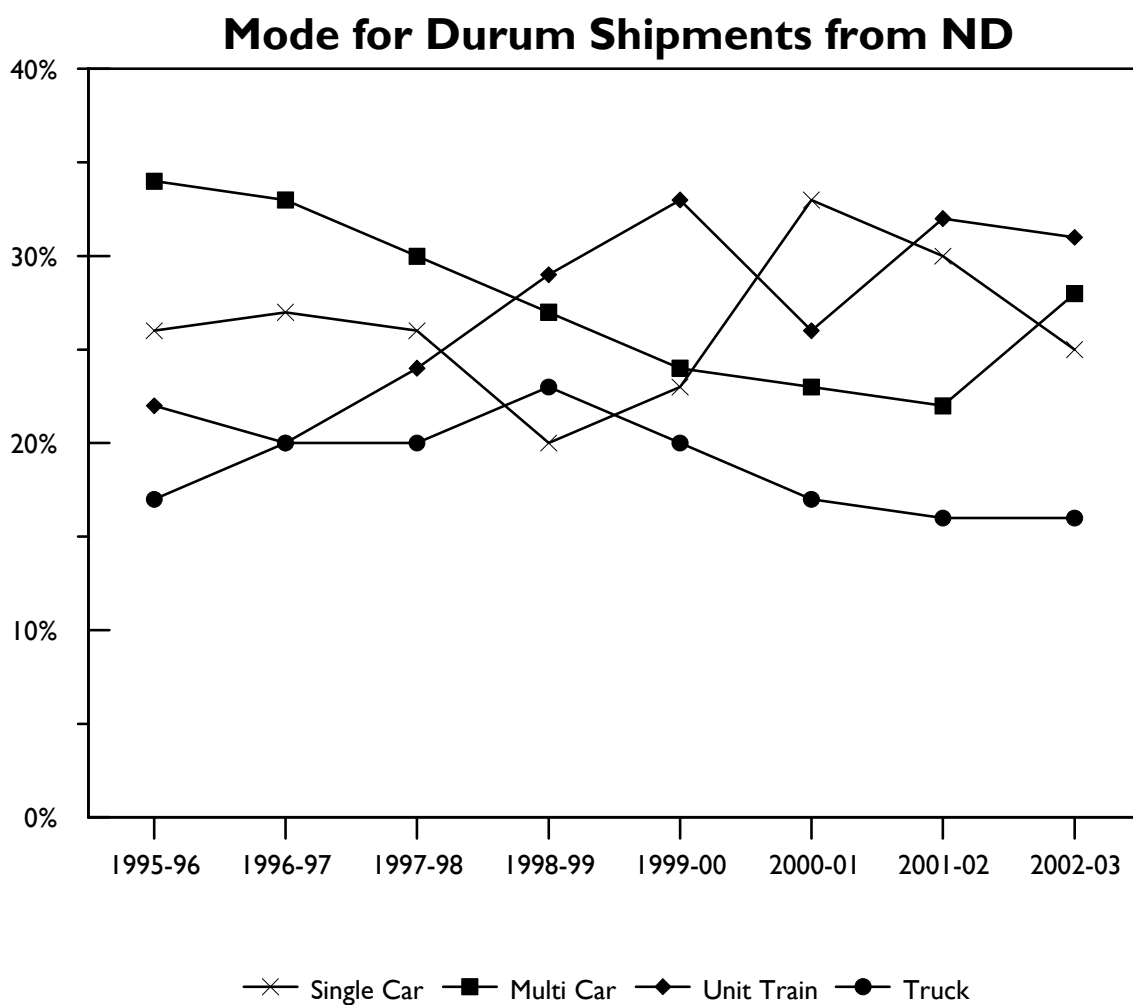
CRD 3						CRD 4					
Single	Multi	Unit				Single	Multi	Unit			
Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total	
1995-96	18%	23%	40%	19%	55,777	1995-96	9%	39%	15%	37%	8,352
1996-97	15%	28%	37%	21%	55,053	1996-97	14%	27%	17%	43%	8,605
1997-98	11%	26%	32%	31%	37,080	1997-98	18%	35%	7%	40%	7,718
1998-99	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%	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%	24%	45%	24%	50,602	2002-03	15%	22%	17%	45%	7,322

CRD 5						CRD 6					
Single	Multi	Unit				Single	Multi	Unit			
Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total	
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%	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%	27%	48%	14%	19,678	2002-03	20%	22%	65%	11%	32,285

CRD 7						CRD 8					
Single	Multi	Unit				Single	Multi	Unit			
Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total	
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%	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%	3%	59%	35%	8,156

CRD 9					
Single	Multi	Unit			
Car	Car	Train	Truck	Total	
1995-96	28%	22%	22%	31,547	
1996-97	30%	33%	14%	30,320	
1997-98	26%	37%	16%	29,327	
1998-99	30%	28%	18%	23,451	
1999-00	44%	35%	5%	23,381	
2000-01	33%	48%	9%	26,276	
2001-02	32%	38%	18%	26,128	
2002-03	34%	38%	14%	19,351	

Mode for Durum Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
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	25,104 33%	17,501 23%	20,426 27%	13,994 18%	77,025
2001-02	17,114 30%	13,610 22%	20,504 32%	10,013 16%	61,242
2002-03	11,259 25%	12,228 28%	13,787 31%	7,011 16%	44,385



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

<u>CRD 1</u>						<u>CRD 2</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
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%	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%	37%	9%	29,370	2002-03	36%	4%	10%	50%	2,128

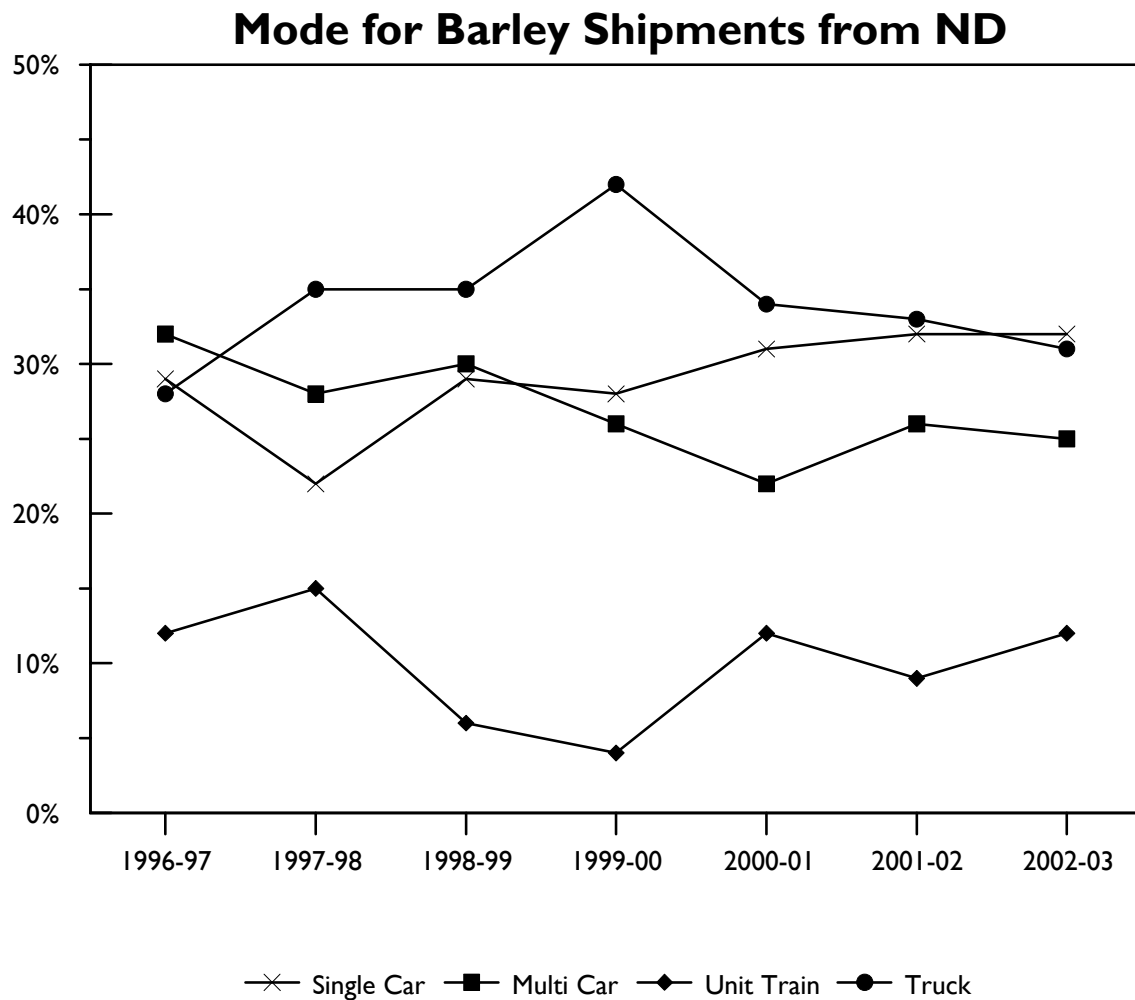
<u>CRD 3</u>						<u>CRD 4</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1995-96	25%	23%	15%	37%	6,343	1995-96	17%	20%	23%	40%	3,708
1996-97	27%	10%	14%	49%	7,117	1996-97	11%	41%	12%	36%	7,215
1997-98	18%	13%	16%	53%	4,526	1997-98	7%	43%	16%	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	38%	12%	12%	38%	8,864	2000-01	62%	16%	2%	20%	8,838
2001-02	39%	12%	23%	26%	6,252	2001-02	33%	20%	18%	29%	5,096
2002-03	33%	11%	8%	48%	2,373	2002-03	22%	30%	25%	23%	3,396

<u>CRD 5</u>						<u>CRD 6</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
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	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

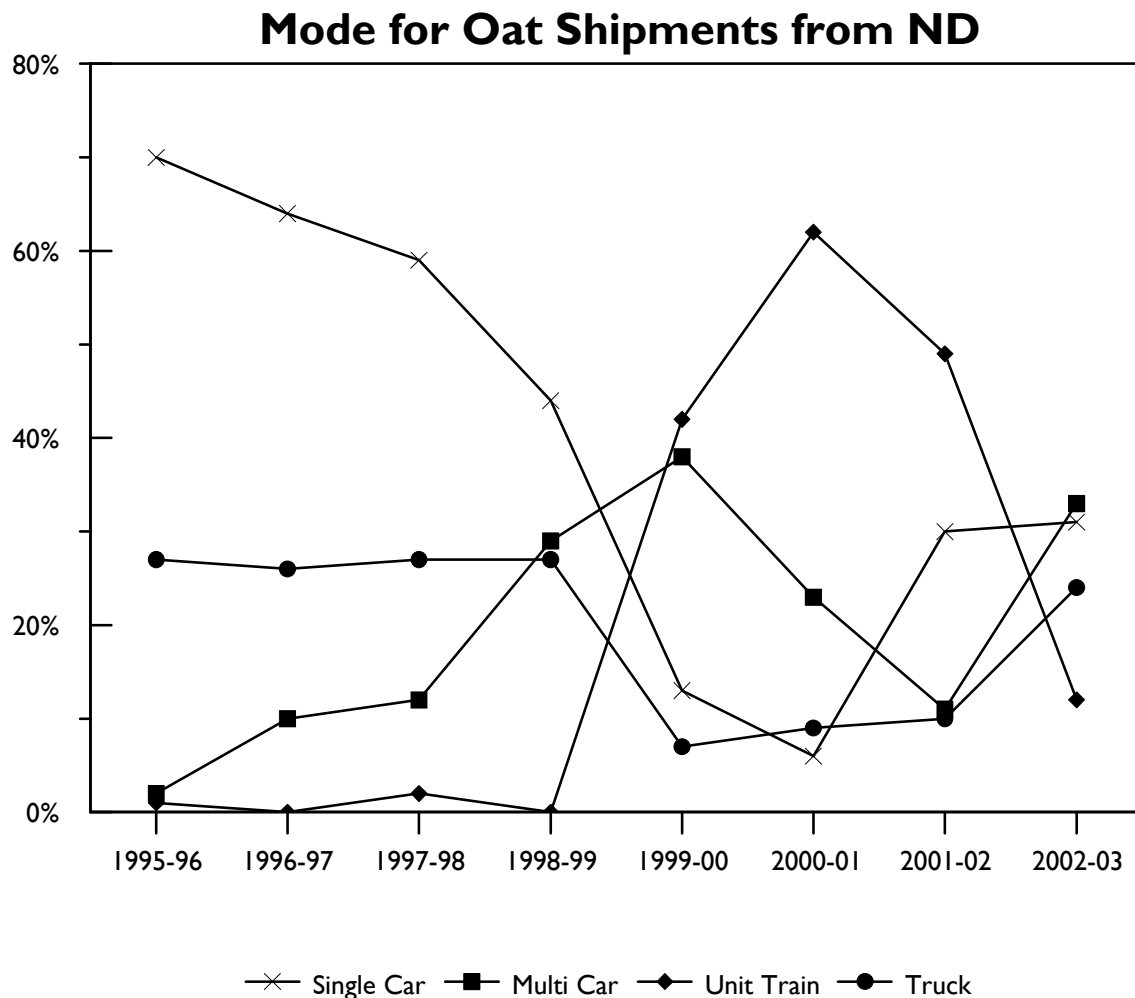
<u>CRD 7</u>						<u>CRD 8</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1995-96	53%	36%	0%	12%	1,959	1995-96	14%	0%	0%	86%	49
1996-97	38%	25%	7%	30%	2,589	1996-97	12%	0%	0%	88%	109
1997-98	22%	32%	25%	21%	3,469	1997-98	22%	0%	0%	77%	137
1998-99	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%	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

<u>CRD 9</u>					
	Single	Multi	Unit		
	Car	Car	Train	Truck	Total
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	66%	0%	0%	34%	687
2001-02	80%	0%	0%	20%	380
2002-03	73%	0%	0%	27%	88

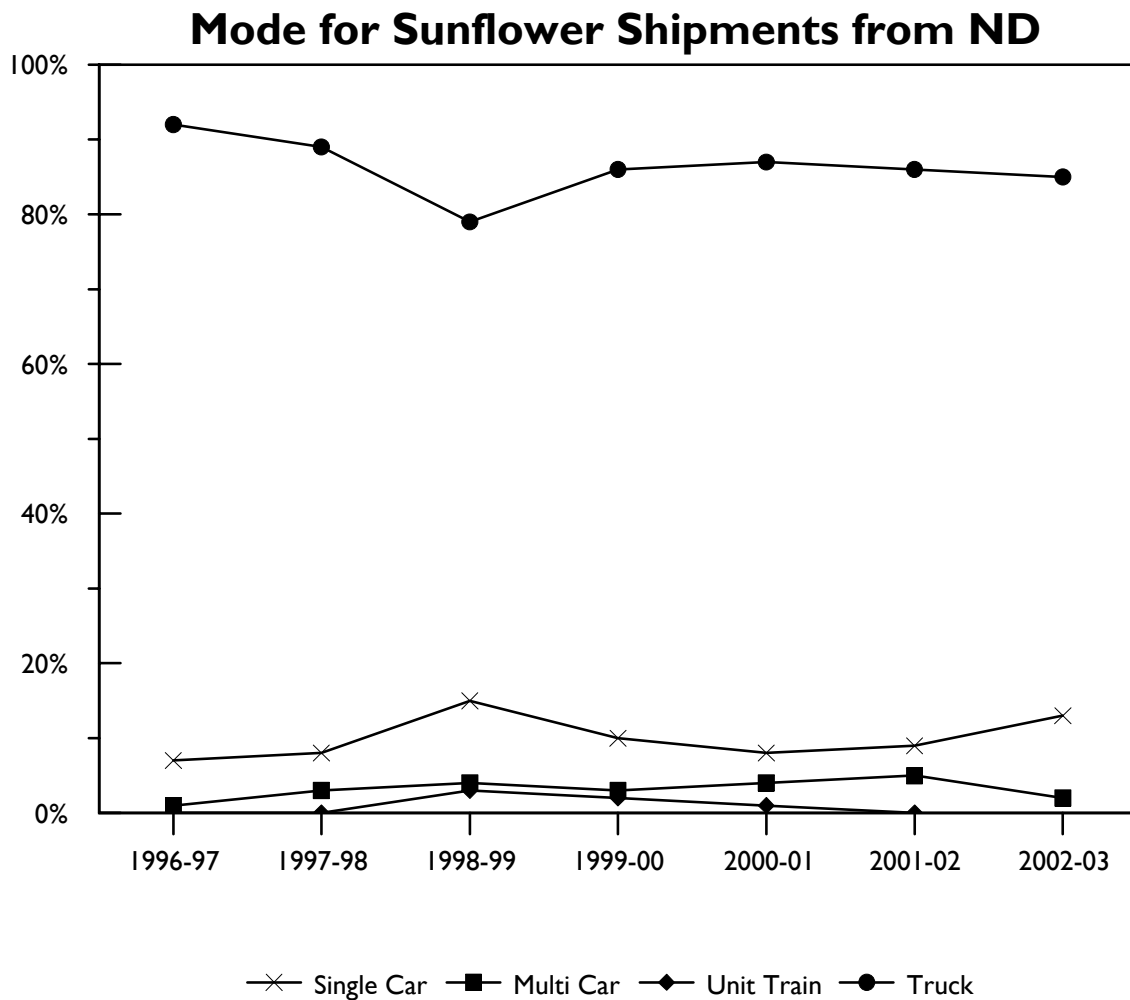
Mode for Barley Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1996-97	31,449	34,470	12,999	30,668	109,587
	29%	32%	12%	28%	
1997-98	20,614	26,433	13,978	32,978	94,005
	22%	28%	15%	35%	
1998-99	25,941	27,121	6,184	31,646	90,892
	29%	30%	6%	35%	
1999-00	21,095	19,317	2,862	30,868	74,142
	28%	26%	4%	42%	
2000-01	26,692	18,483	10,238	29,118	84,531
	32%	22%	12%	34%	
2001-02	21,946	17,630	6,391	22,688	68,655
	32%	26%	9%	33%	
2002-03	19,227	15,217	7,319	18,864	60,627
	32%	25%	12%	31%	



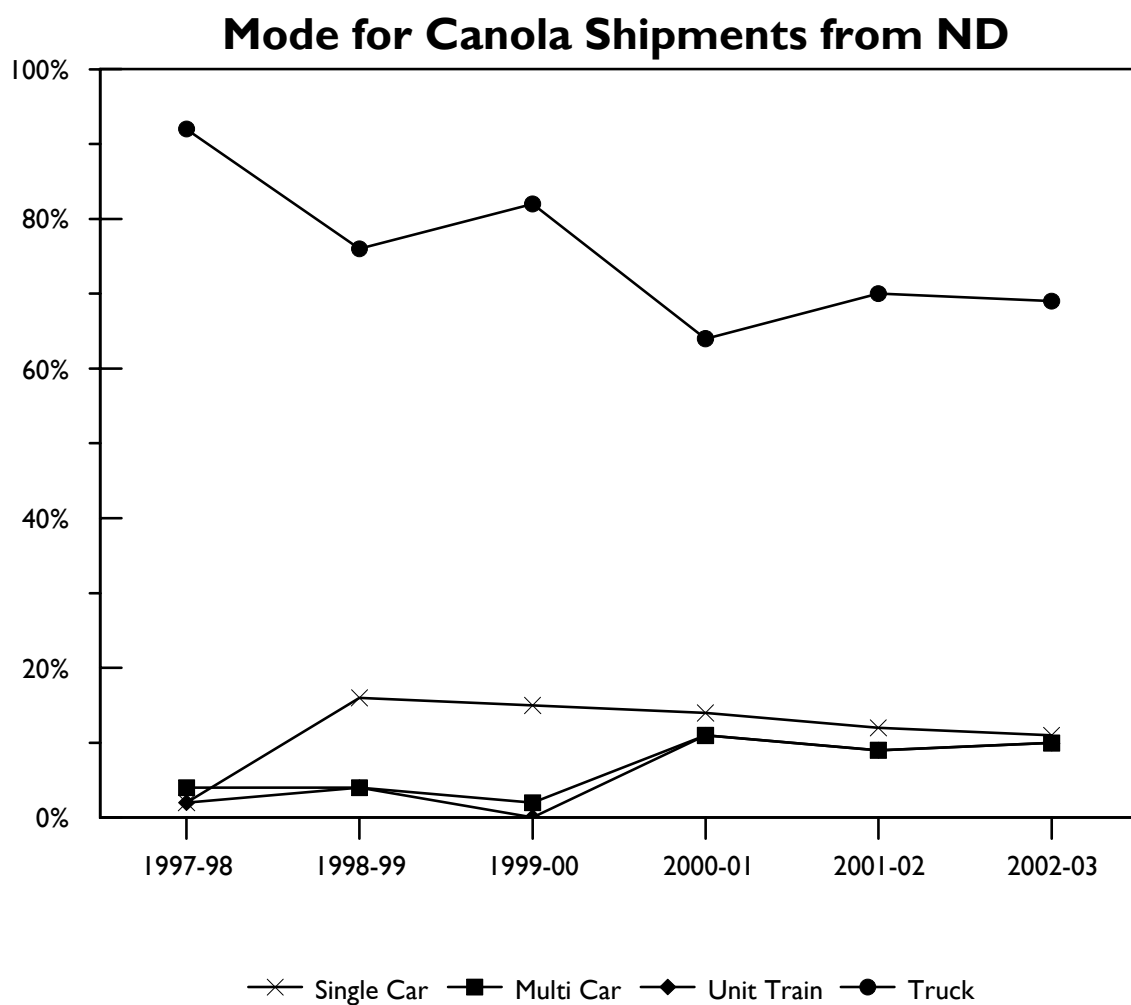
Mode for Oat Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1996-97	2,522	384	0	1,061	3,967
	64%	10%	0%	26%	
1997-98	1,834	369	55	869	3,128
	59%	12%	2%	27%	
1998-99	1,001	655	0	617	2,273
	44%	29%	0%	27%	
1999-00	638	1,930	2,092	374	5,034
	13%	38%	42%	7%	
2000-01	226	944	2,482	378	4,031
	6%	23%	62%	9%	
2001-02	1,887	669	3,108	650	6,314
	30%	11%	49%	10%	
2002-03	1,131	1,212	428	874	3,645
	31%	33%	12%	24%	



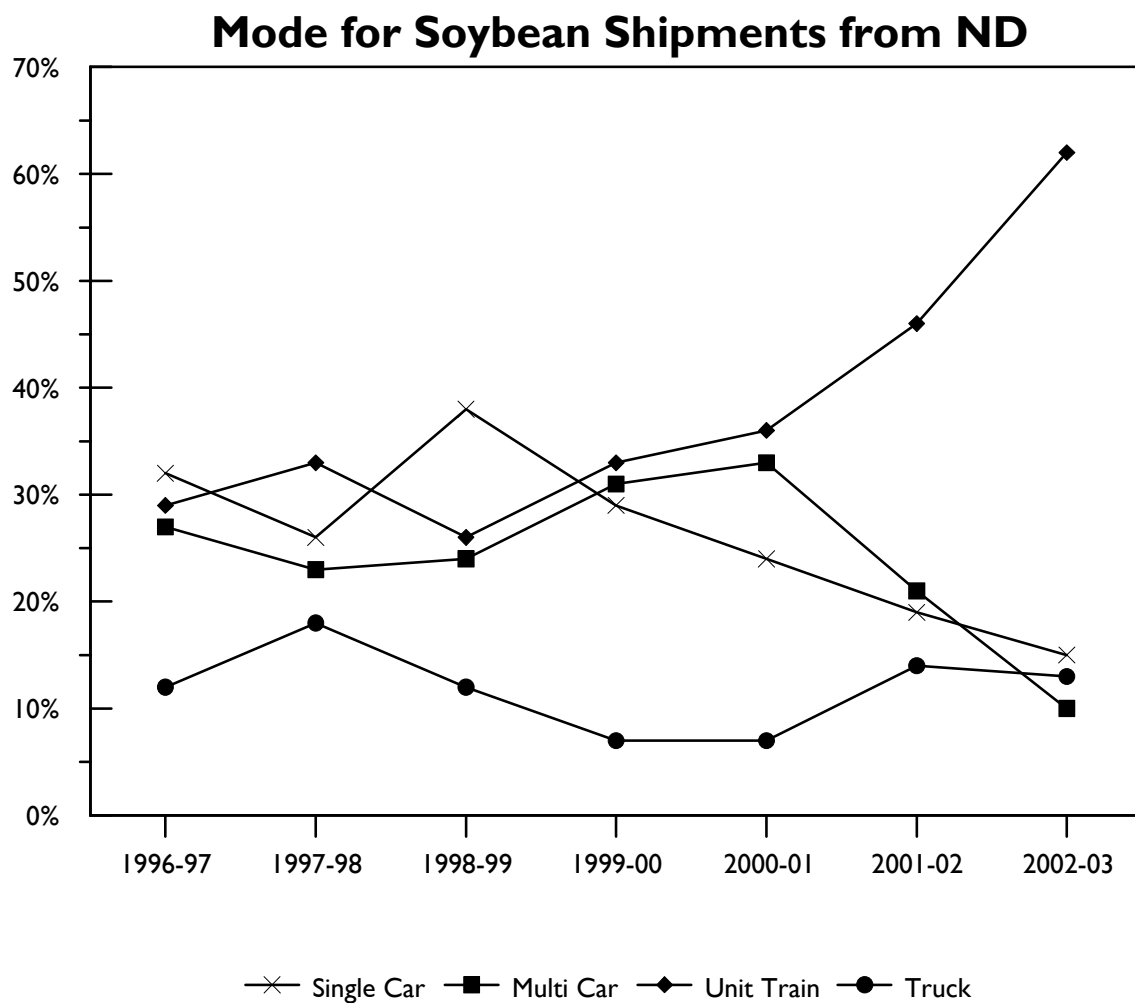
Mode for Sunflower Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1996-97	690	111	7	9,110	9,917
	7%	1%	0%	92%	
1997-98	1,151	375	67	12,345	13,940
	8%	3%	0%	89%	
1998-99	2,139	508	437	11,549	14,634
	15%	4%	3%	79%	
1999-00	1,123	353	196	10,100	11,773
	10%	3%	2%	86%	
2000-01	820	394	156	9,323	10,693
	8%	4%	1%	87%	
2001-02	830	450	0	7,690	8,970
	9%	5%	0%	86%	
2002-03	1,132	213	5	7,519	8,869
	13%	2%	0%	85%	



Mode for Canola Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	144	234	155	5,399	5,934
	2%	4%	2%	92%	
1998-99	1,877	473	437	9,143	11,941
	16%	4%	4%	76%	
1999-00	1,078	143	29	5,763	7,013
	15%	2%	0%	82%	
2000-01	1,461	1,130	1,117	6,525	10,234
	14%	11%	11%	64%	
2001-02	1,147	855	802	6,459	9,263
	12%	9%	9%	70%	
2002-03	894	833	812	5,627	8,167
	11%	10%	10%	69%	



Mode for Soybean Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
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	12,494 25%	16,170 33%	17,357 35%	3,596 7%	49,617
2001-02	11,918 19%	12,601 21%	28,213 46%	8,495 14%	61,227
2002-03	12,501 15%	7,842 10%	50,388 62%	10,678 13%	81,409



Mode for Corn Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1996-97	8,209	4,777	7,513	5,138	25,637
	32%	19%	29%	20%	
1997-98	8,577	6,254	7,844	5,966	28,642
	30%	22%	27%	21%	
1998-99	11,251	3,493	11,561	9,580	35,886
	31%	9%	33%	27%	
1999-00	11,014	6,872	11,906	8,734	38,525
	29%	18%	31%	23%	
2000-01	11,478	6,327	13,229	15,793	46,827
	25%	14%	28%	34%	
2002-03	7,587	7,259	22,198	21,951	58,996
	13%	12%	36%	37%	

