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ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2004-05

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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 2004-05* was prepared by Kimberly Vachal and Tamara VanWechel, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the assistance of the North Dakota Grain Dealers Association, the North Dakota Wheat Commission, and the North Dakota Public Service Commission in compiling this report.

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

Source of Data

The distribution and shipment data in this report was developed from the Public Service Commission reports that require elevators to report monthly movements of grains and oilseeds by truck and rail. The storage capacities reported to the ND PSC were used to calculate the turnover ratios. **2004-05 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 2004 to June 2005.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, oats, soybeans, canola, and corn.

Organization of the Report

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

Definition of Elevator Summary Variables

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

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

Elevator Size:

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

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

Mode for Grain & Oilseed Shipments by Rail:

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

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

Destinations for Grain and Oilseed Shipments:

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

North Dakota Elevators, 2004-05

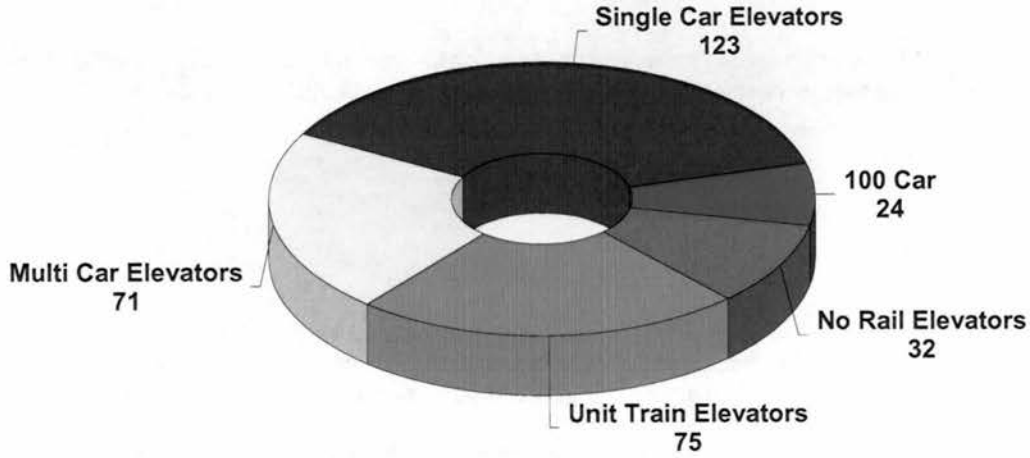
Storage: 228,027 Thousand Bu.

Grain Shipped to End User: 545,004 Thousand Bu.

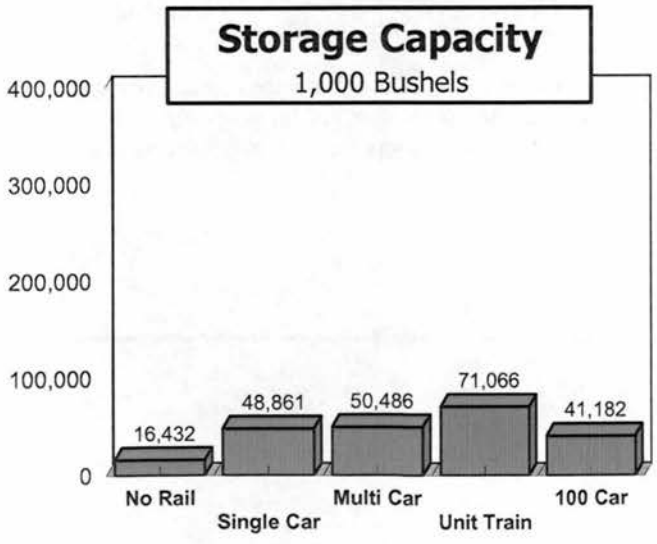
Grain Transhipped to ND Elevator: 51,164 Thousand Bu.

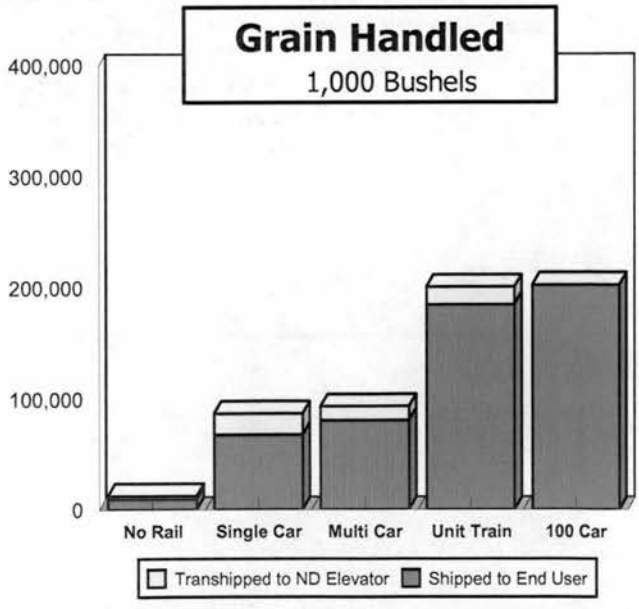
Average Turnover: 4.5

Elevator Categories

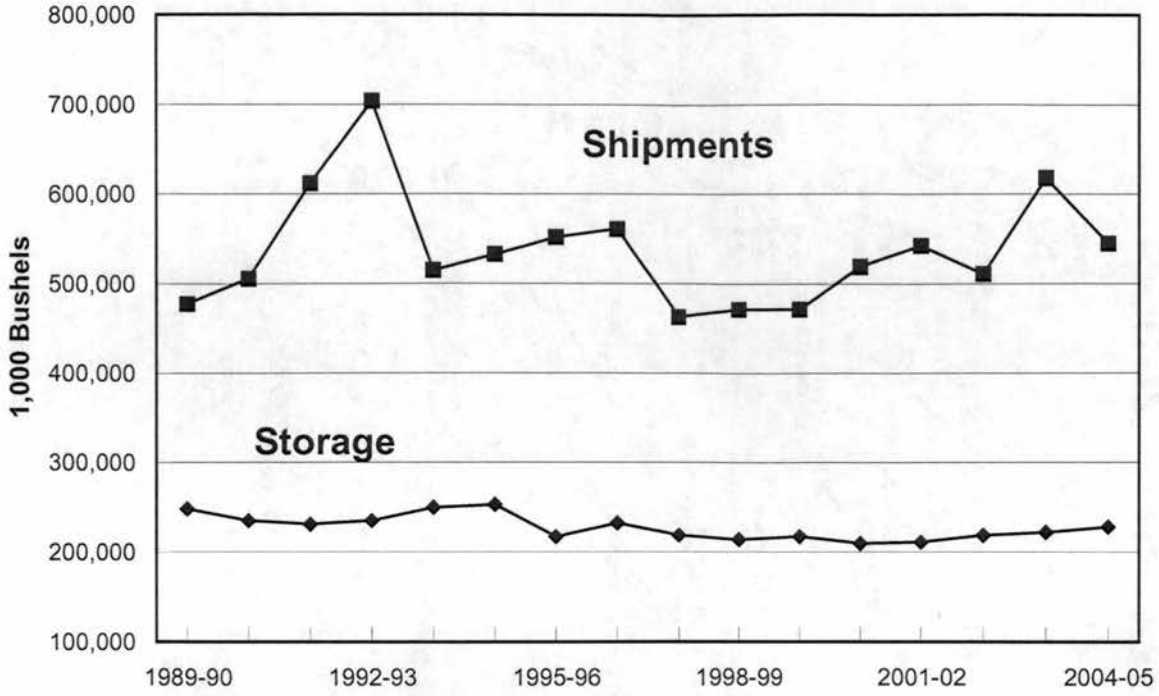


Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).

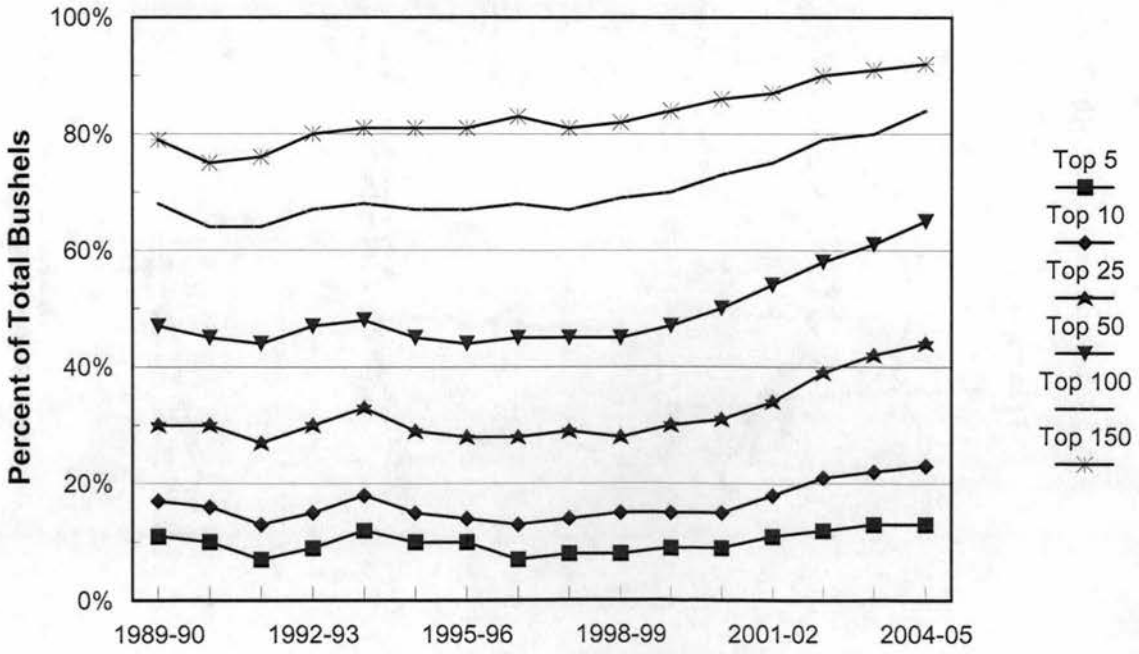




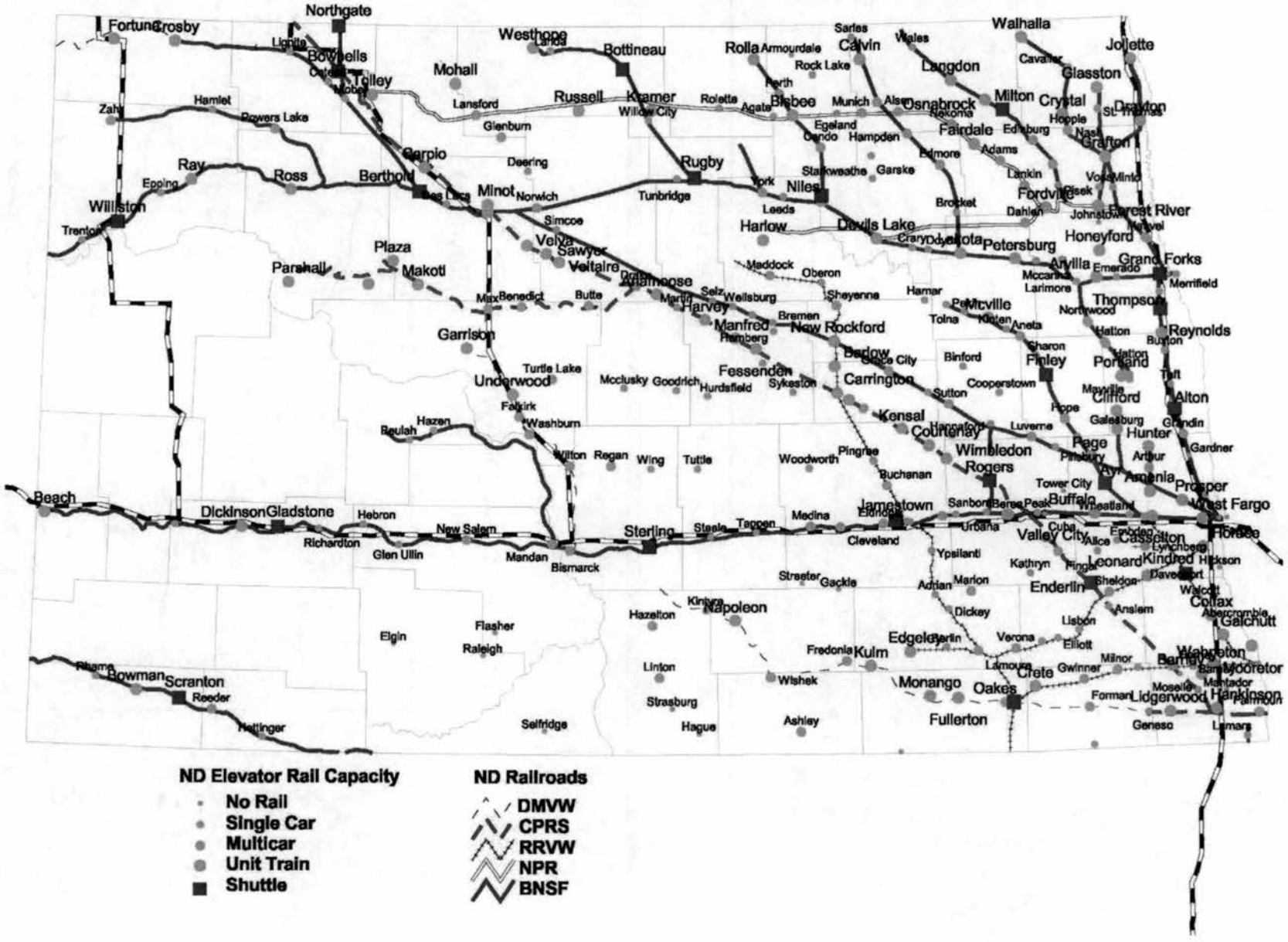
Storage and Total Grain Shipments for North Dakota Elevators



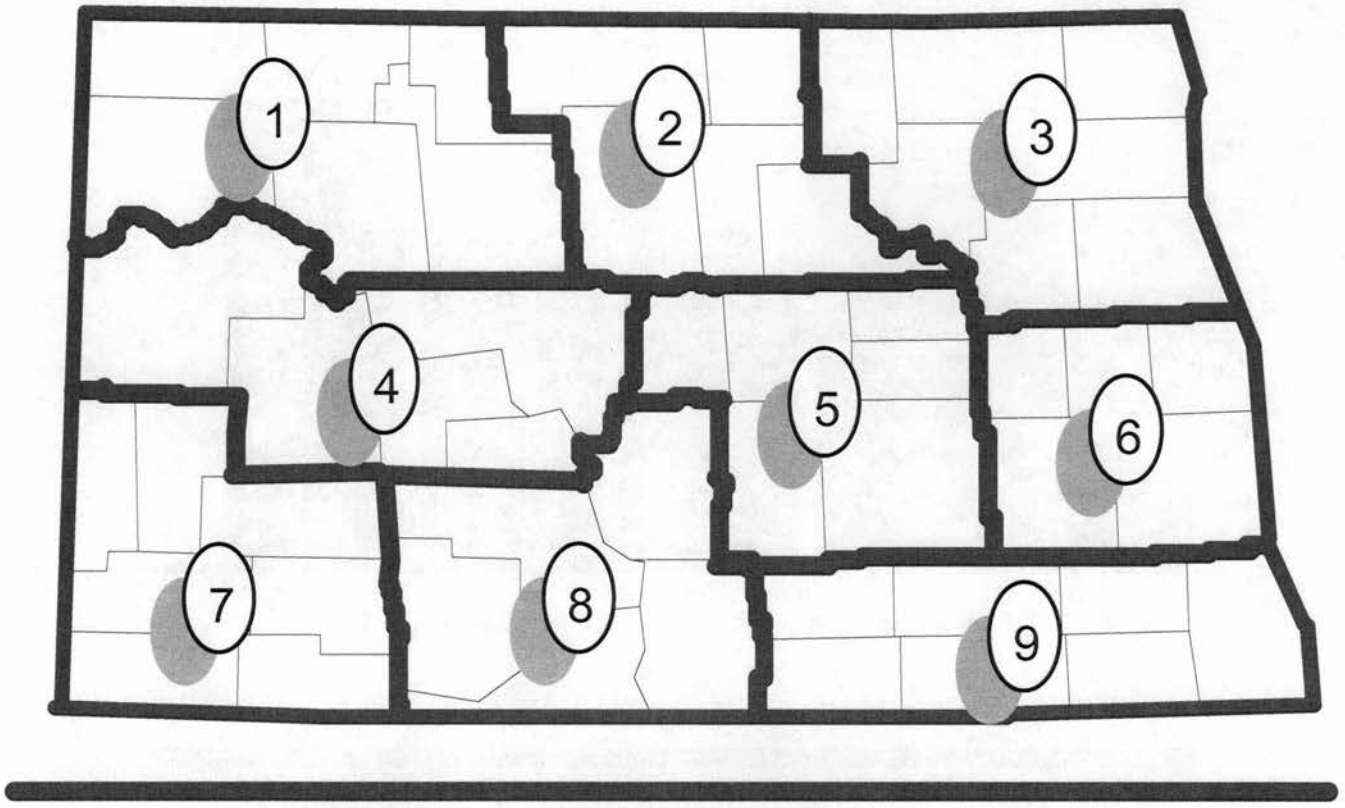
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators



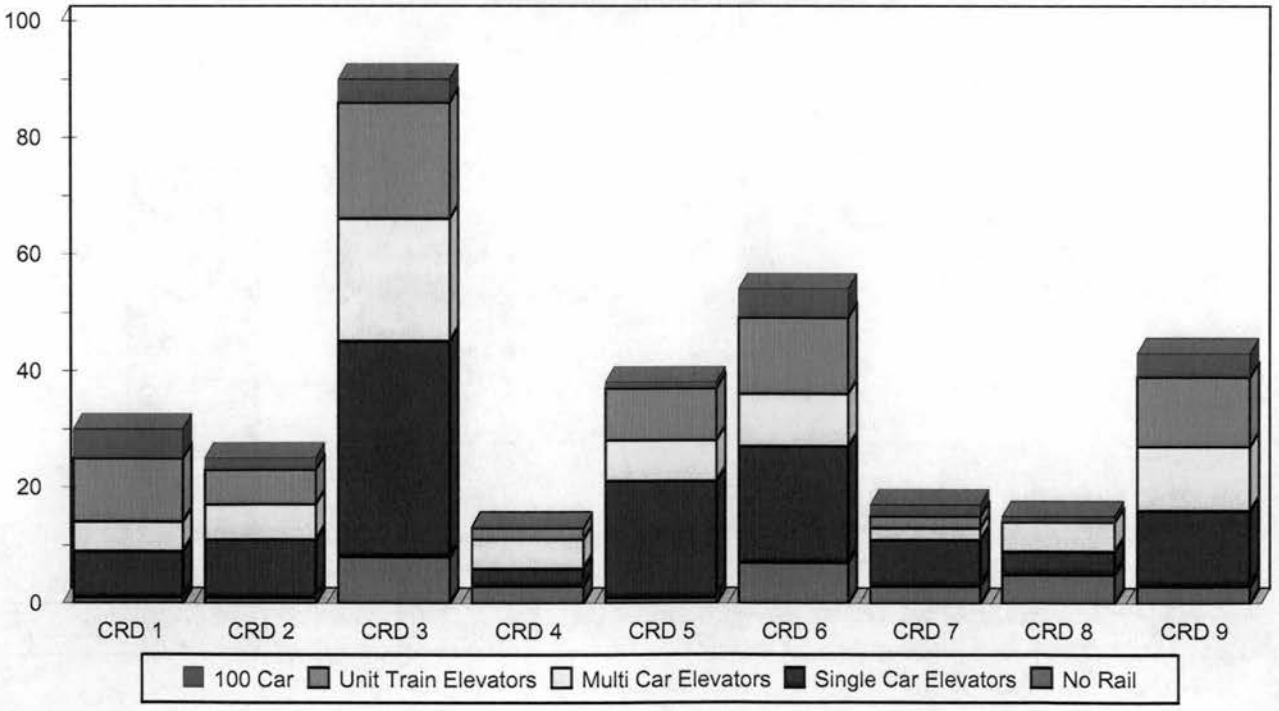
North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2005



NORTH DAKOTA CROP REPORTING DISTRICTS

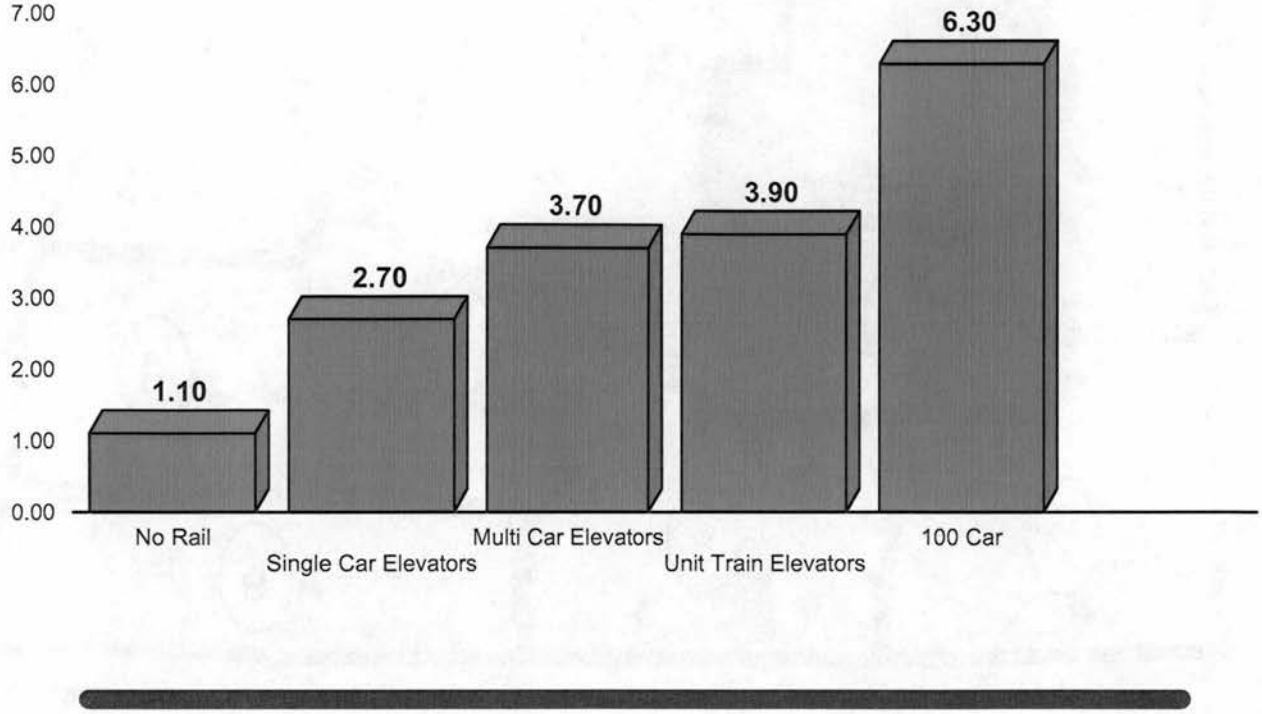


Elevators in Each CRD, 2004-05



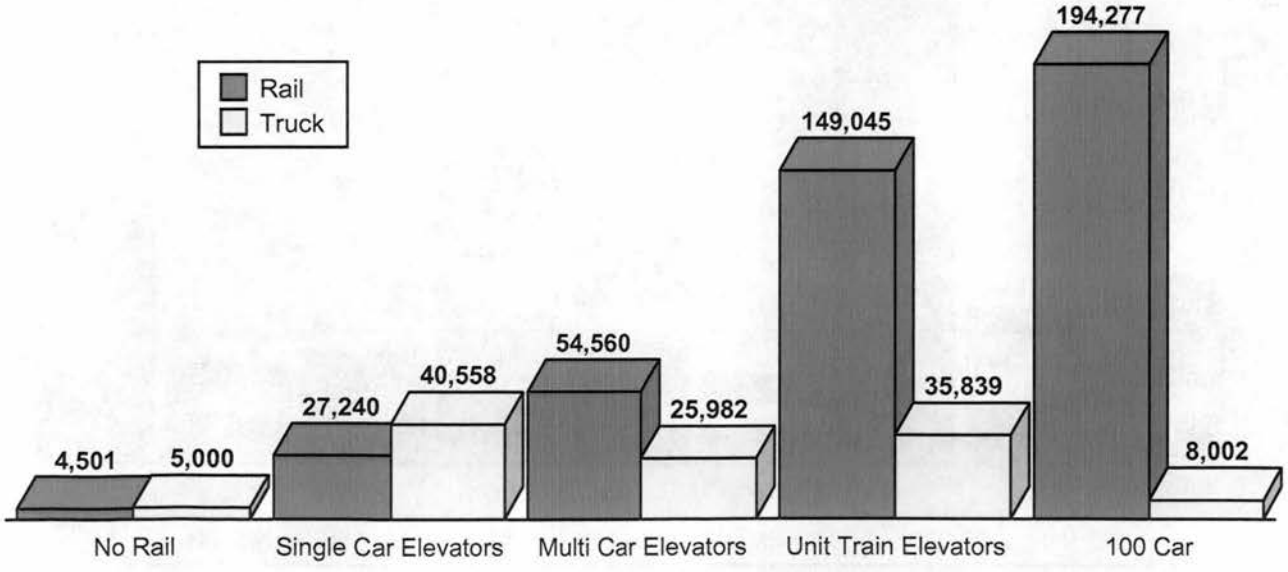
Turnover Ratios for Each Elevator Category, 2004-05

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2004-05

- Thousand Bushels -



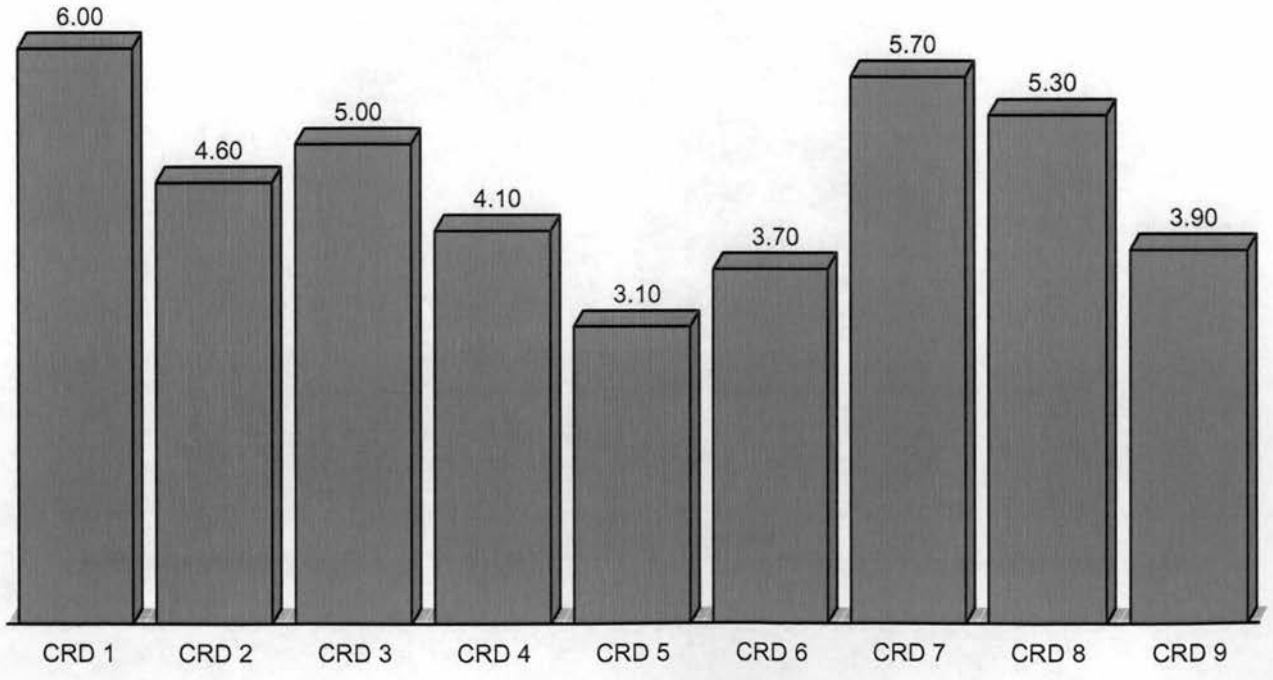
ND Elevator Storage, Shipments, and Turnover Ratios for Each CRD, 2004-05

CRD	# Elev	Storage Capacity	Total Transhipped[a]	Total Shipments[b]	Average Turnover
1	30	20,142,500	2,538,853	75,036,223	6.0
2	25	13,031,000	4,119,900	45,968681	4.6
3	90	48,292,239	10,789,354	102,546,004	5.0
4	13	7,007,000	931,385	22,359,661	4.1
5	38	33,360,800	6,599,742	60,075,562	3.1
6	54	48,960,984	16,308,126	85,371,001	3.7
7	17	11,456,200	1,839,238	35,680,640	5.7
8	15	5,433,000	313,900	14,515,307	5.3
9	43	40,343,200	7,723,692	103,451,003	3.9
All	325	207,884,423	51,164,190	545,004,082	4.6

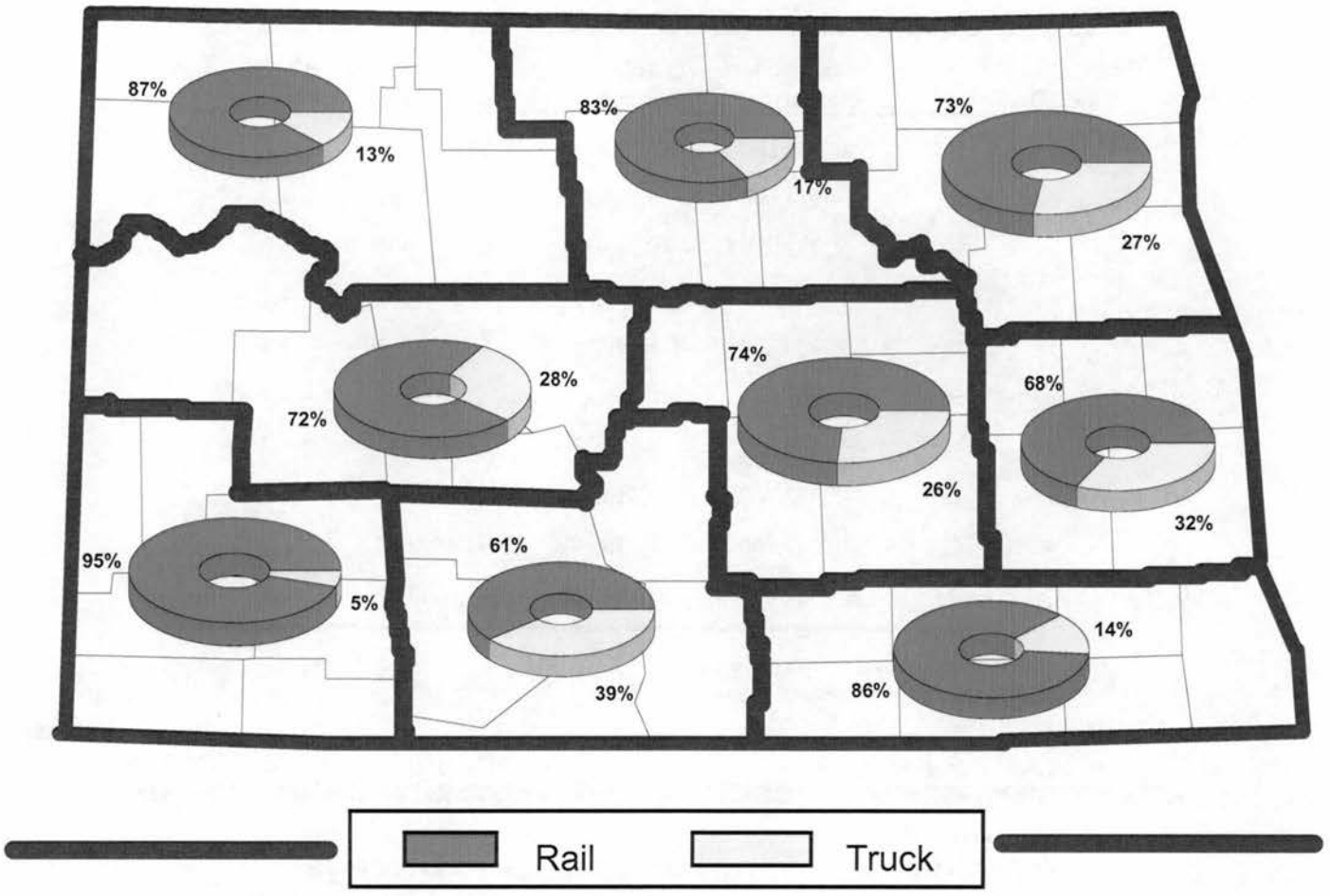
[a]Bushels transhipped to other ND elevators.
[b]Bushels shipped to processors, and various export points.

Average Turnover of Shipments to Storage for Each CRD, 2004-05

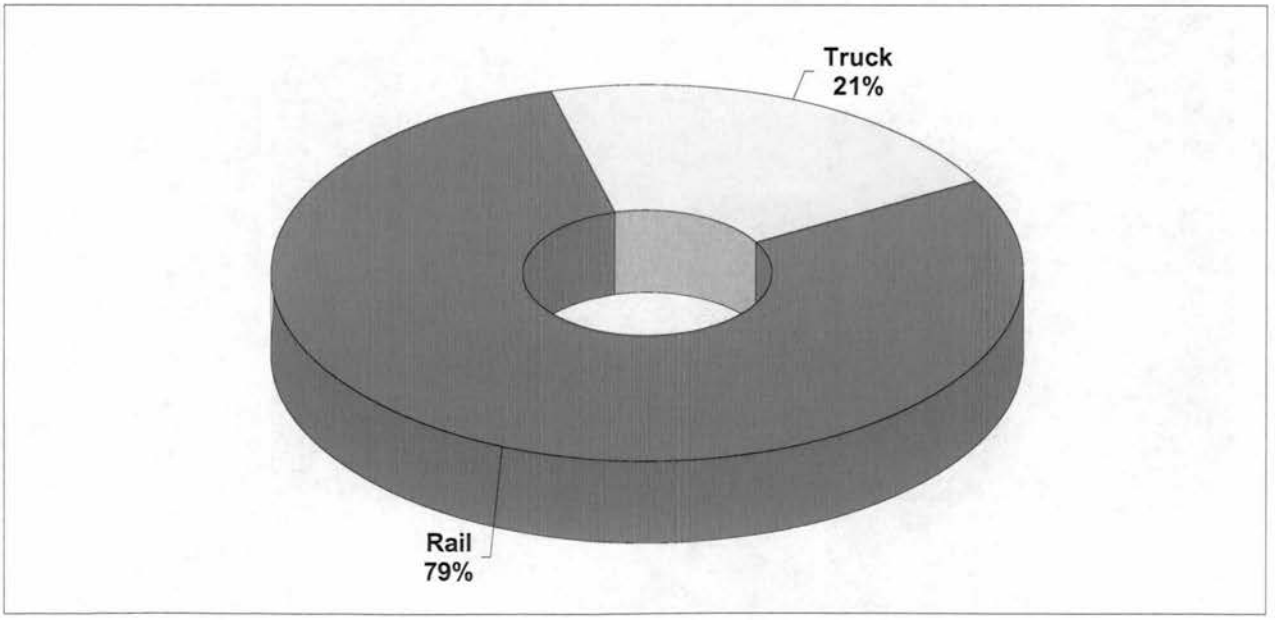
-Weighted by grain shipments-

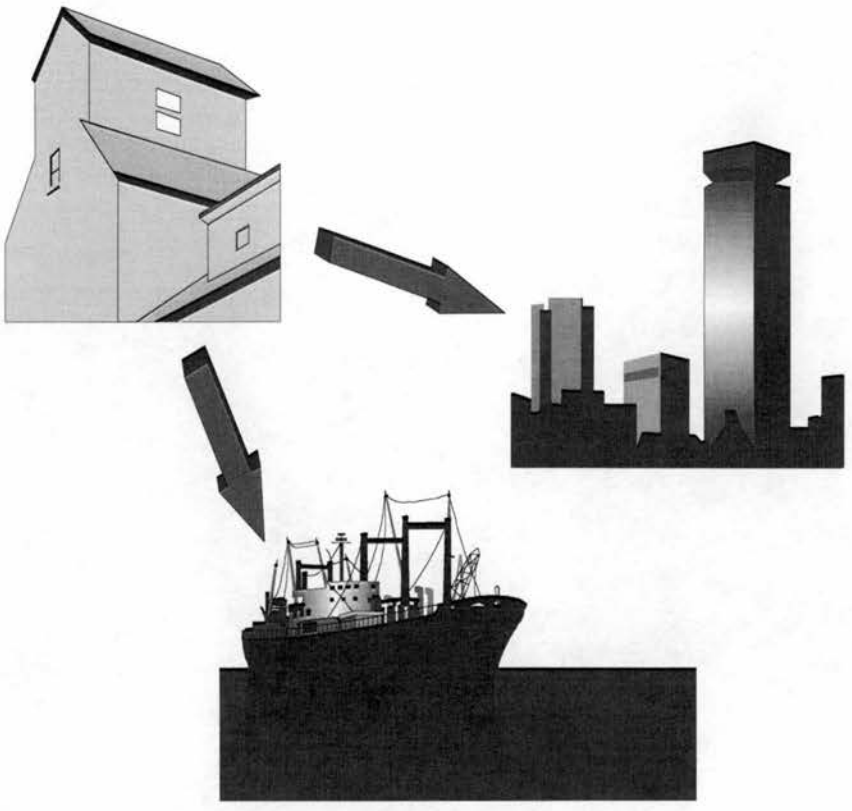


Modal Share of Grain and Oilseed Shipments from Each CRD, 2004-05



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2004-05

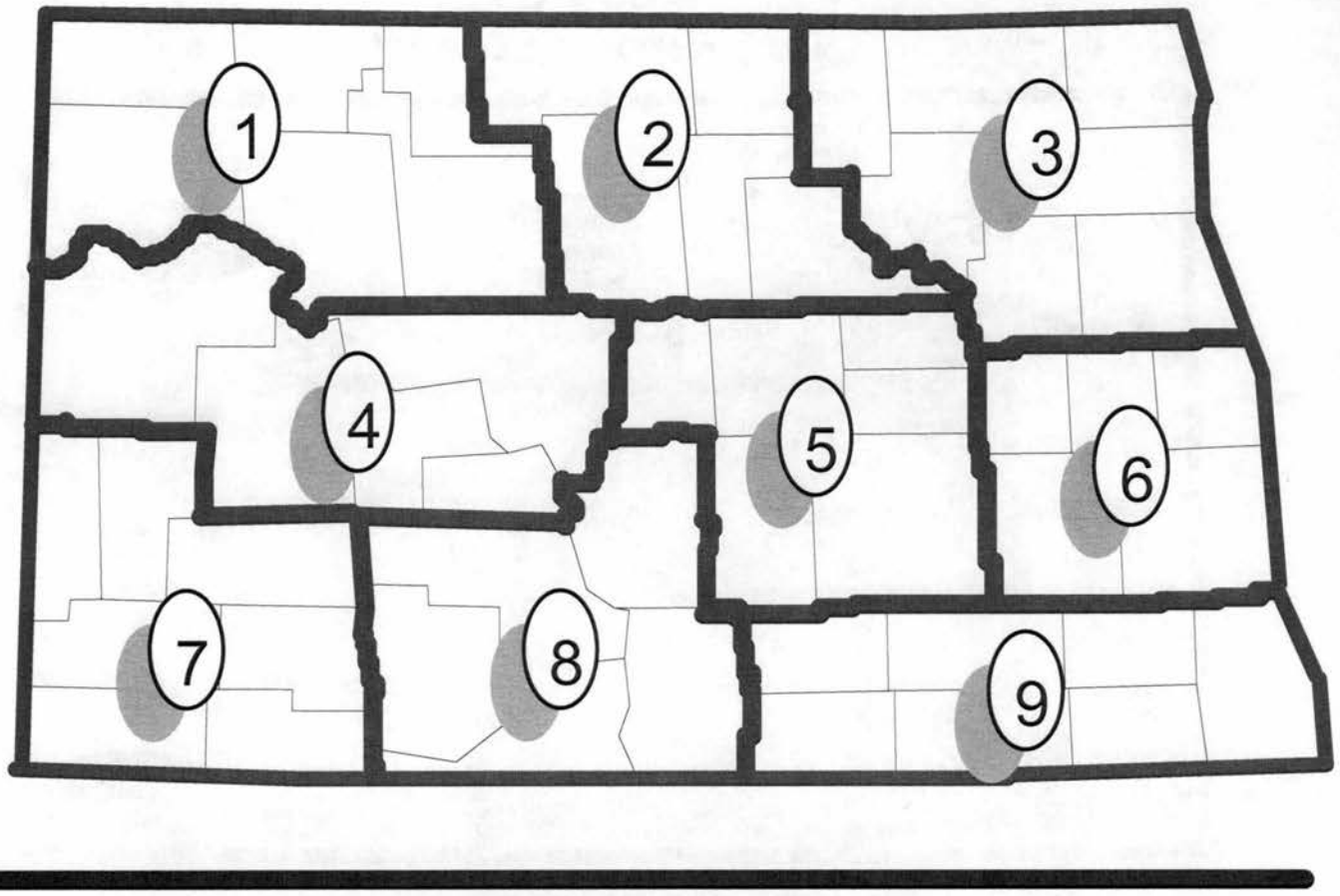




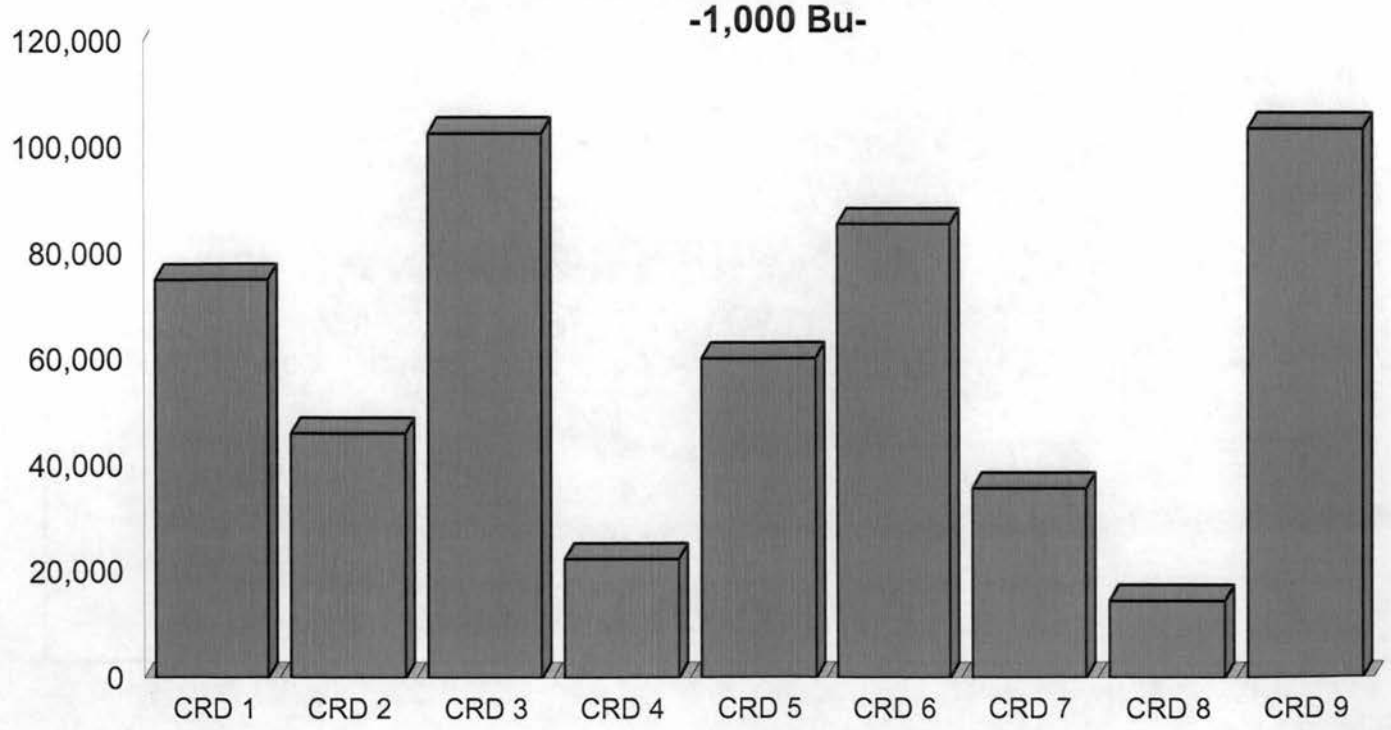
Destinations for Grain and Oilseed Shipments Originating from North Dakota Elevators

All Grains and Oilseeds

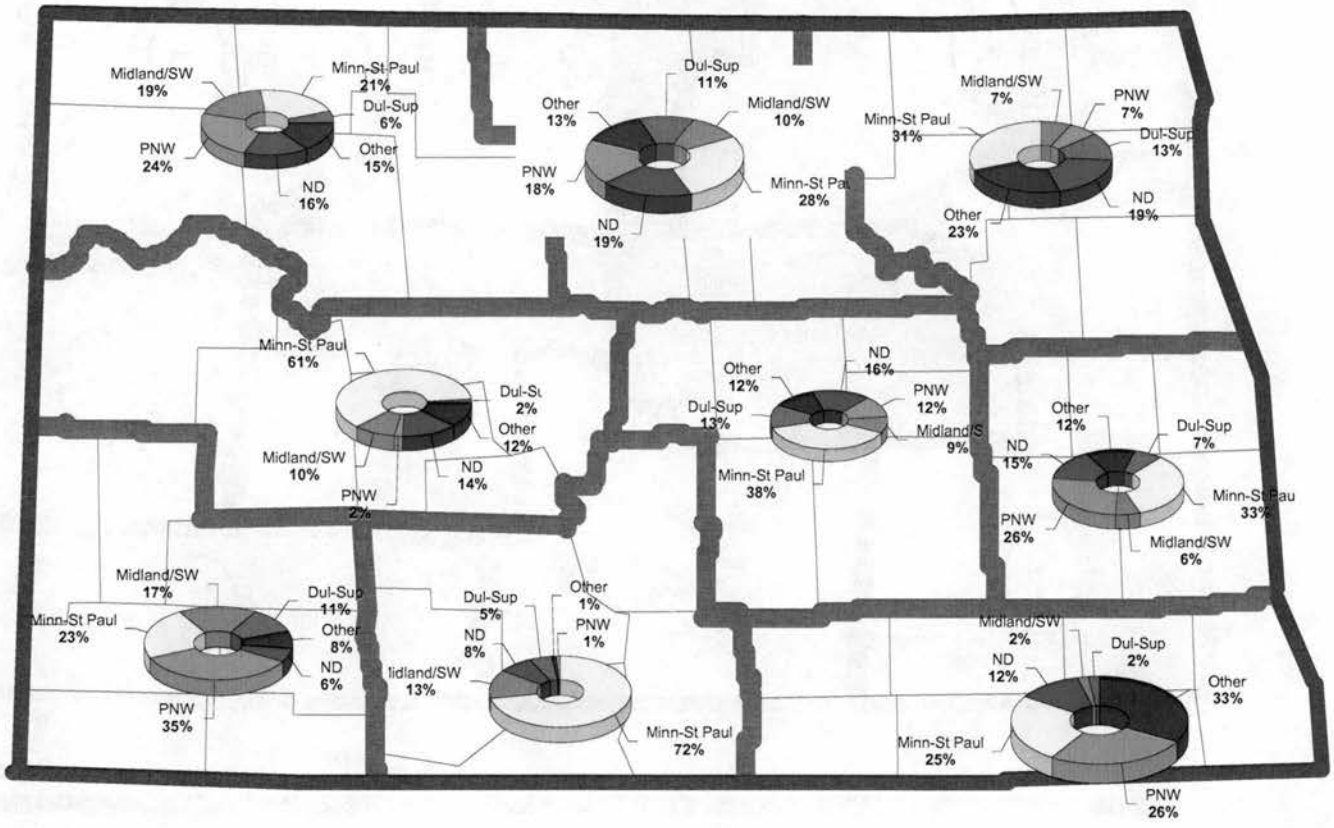
NORTH DAKOTA CROP REPORTING DISTRICTS

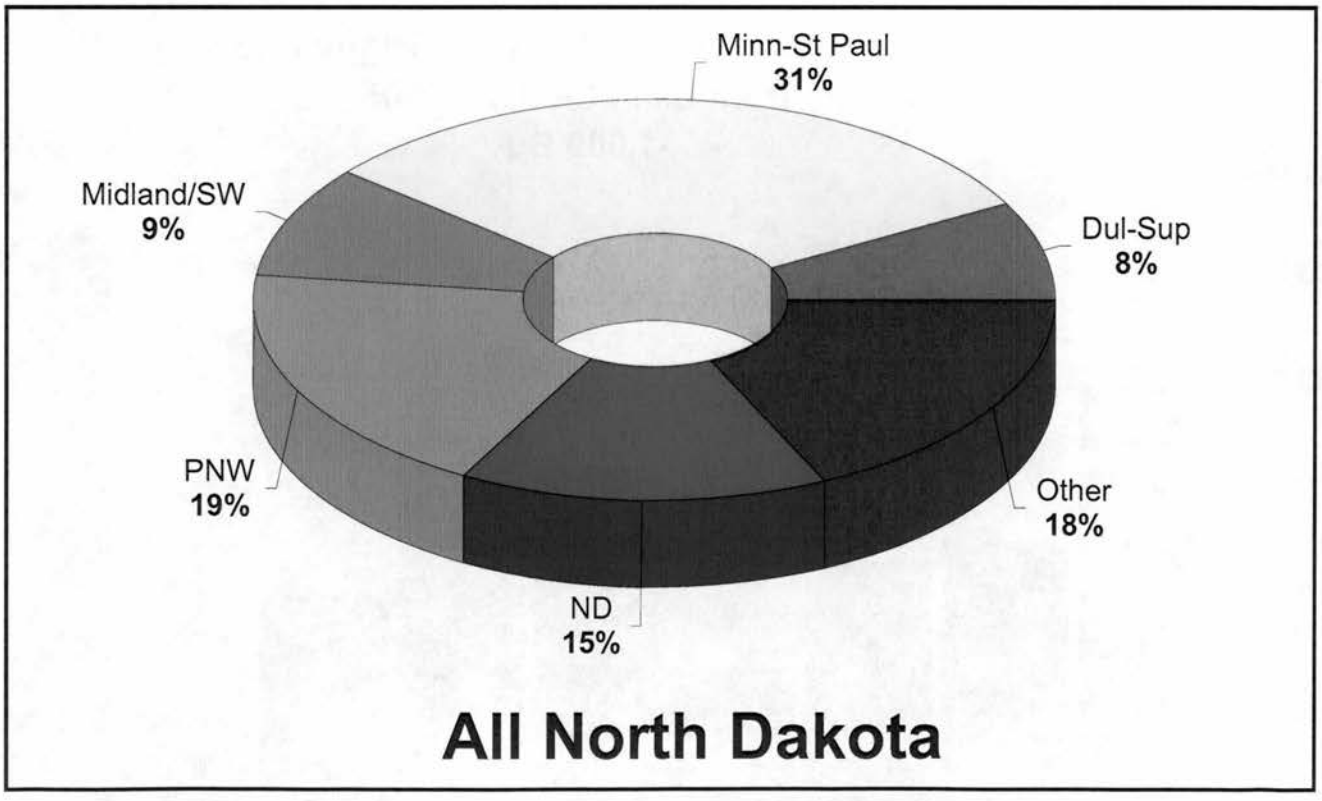


Grain & Oilseed Shipments Originating from Each CRD, 2004-05
-1,000 Bu-



Destinations for Grain & Oilseed Shipments
2004-05
Crop Reporting District

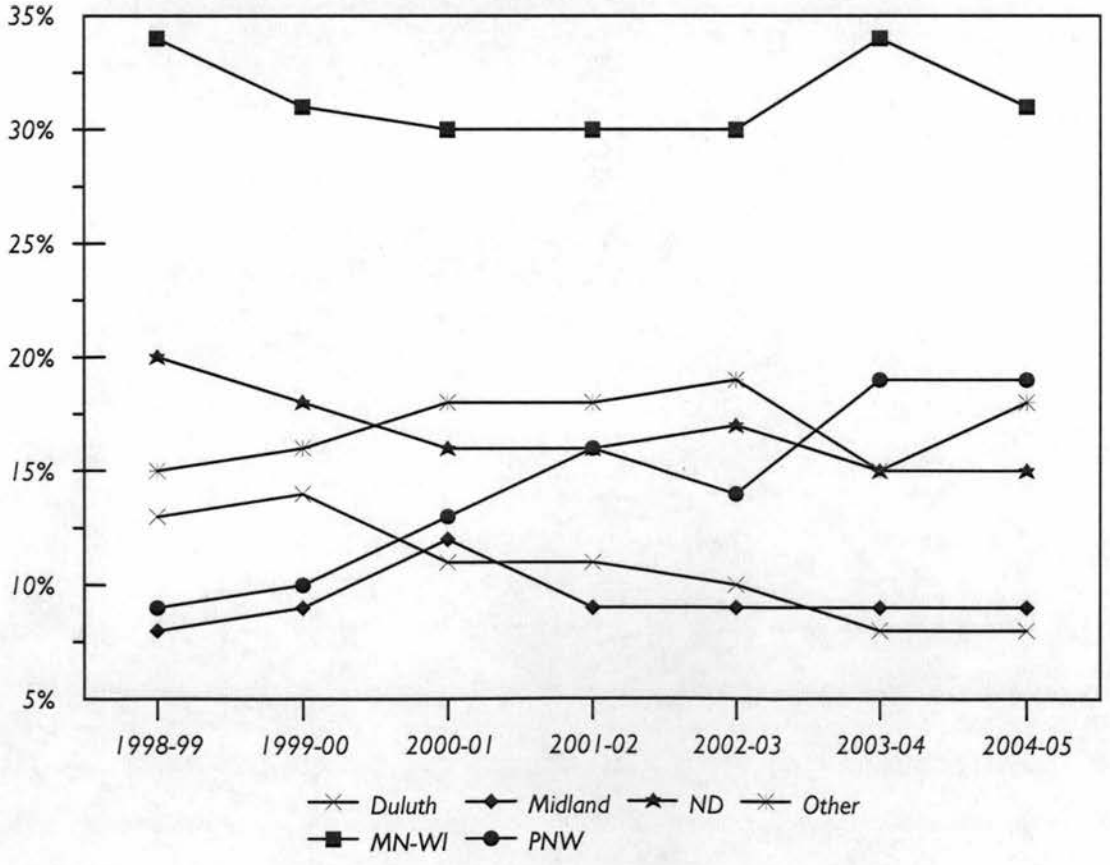




Trends for Destinations of Grain and Oilseed Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	58,959	158,368	37,597	42,398	471,958
	12%	34%	8%	9%	
1999-00	68,356	145,809	41,636	47,411	471,737
	14%	31%	9%	10%	
2000-01	57,011	162,650	62,423	70,984	538,110
	11%	30%	12%	13%	
2001-02	53,551	147,730	43,182	80,220	497,969
	11%	30%	9%	16%	
2002-03	52,366	154,241	45,442	71,345	511,167
	10%	30%	9%	14%	
2003-04	48,692	210,517	53,271	116,793	618,193
	8%	34%	9%	19%	
2004-05	45,445	170,439	49,980	103,380	545,004
	8%	31%	9%	19%	

Destinations for Grain and Oilseed Shipments



Destinations for Grain and Oilseed Shipments from ND CRD's

(1,000 Bushels)

CRD 1

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	4%	46%	8%	13%	19%	9%	55,473
1999-00	5%	36%	16%	15%	22%	7%	61,527
2000-01	7%	28%	23%	17%	18%	8%	76,136
2001-02	15%	25%	10%	20%	20%	10%	75,680
2002-03	13%	24%	13%	18%	23%	10%	66,422
2003-04	8%	25%	21%	20%	17%	9%	77,316
2004-05	6%	21%	19%	24%	16%	15%	75,036

CRD 2

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	9%	28%	7%	13%	31%	12%	41,444
1999-00	11%	26%	6%	11%	38%	9%	27,929
2000-01	7%	37%	7%	11%	31%	8%	36,266
2001-02	11%	34%	6%	17%	25%	7%	34,920
2002-03	11%	24%	9%	23%	25%	7%	38,608
2003-04	11%	29%	9%	20%	24%	7%	53,113
2004-05	12%	27%	11%	18%	2%	14%	45,969

CRD 3

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	22%	25%	8%	5%	21%	20%	93,014
1999-00	16%	26%	11%	1%	18%	27%	93,794
2000-01	17%	27%	10%	4%	18%	24%	96,766
2001-02	15%	25%	9%	4%	20%	26%	80,976
2002-03	13%	33%	6%	3%	20%	25%	98,876
2003-04	9%	36%	6%	7%	17%	24%	126,613
2004-05	13%	32%	7%	7%	20%	24%	102,546

CRD 4

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	2%	33%	17%	2%	12%	35%	19,200
1999-00	4%	39%	9%	5%	13%	31%	16,338
2000-01	3%	27%	6%	8%	21%	35%	21,227
2001-02	6%	46%	6%	3%	22%	17%	18,295
2002-03	1%	53%	7%	3%	17%	18%	16,634
2003-04	3%	60%	7%	3%	15%	12%	20,327
2004-05	2%	62%	10%	2%	14%	12%	22,360

CRD 5

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	5%	32%	7%	1%	31%	24%	45,241
1999-00	8%	28%	12%	1%	28%	24%	49,294
2000-01	7%	29%	16%	5%	25%	18%	53,336
2001-02	4%	34%	7%	19%	18%	18%	50,879
2002-03	14%	33%	10%	6%	24%	14%	50,881
2003-04	8%	34%	5%	13%	19%	21%	61,479
2004-05	13%	38%	9%	12%	16%	12%	60,076

CRD 6

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	17%	32%	9%	9%	18%	16%	100,757
1999-00	23%	30%	7%	10%	11%	19%	98,723
2000-01	16%	28%	12%	15%	11%	19%	104,415
2001-02	17%	22%	11%	17%	12%	21%	98,730
2002-03	13%	23%	11%	22%	12%	18%	120,036
2003-04	10%	28%	9%	33%	10%	8%	143,523
2004-05	7%	33%	6%	26%	15%	12%	85,371

CRD 7

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	5%	39%	10%	30%	7%	8%	29,497
1999-00	9%	25%	14%	40%	6%	6%	27,254
2000-01	4%	29%	15%	37%	5%	9%	37,346
2001-02	4%	24%	15%	47%	5%	5%	36,670
2002-03	0%	34%	15%	38%	4%	8%	24,112
2003-04	6%	51%	11%	20%	2%	9%	33,341
2004-05	11%	23%	17%	35%	6%	8%	35,681

CRD 8

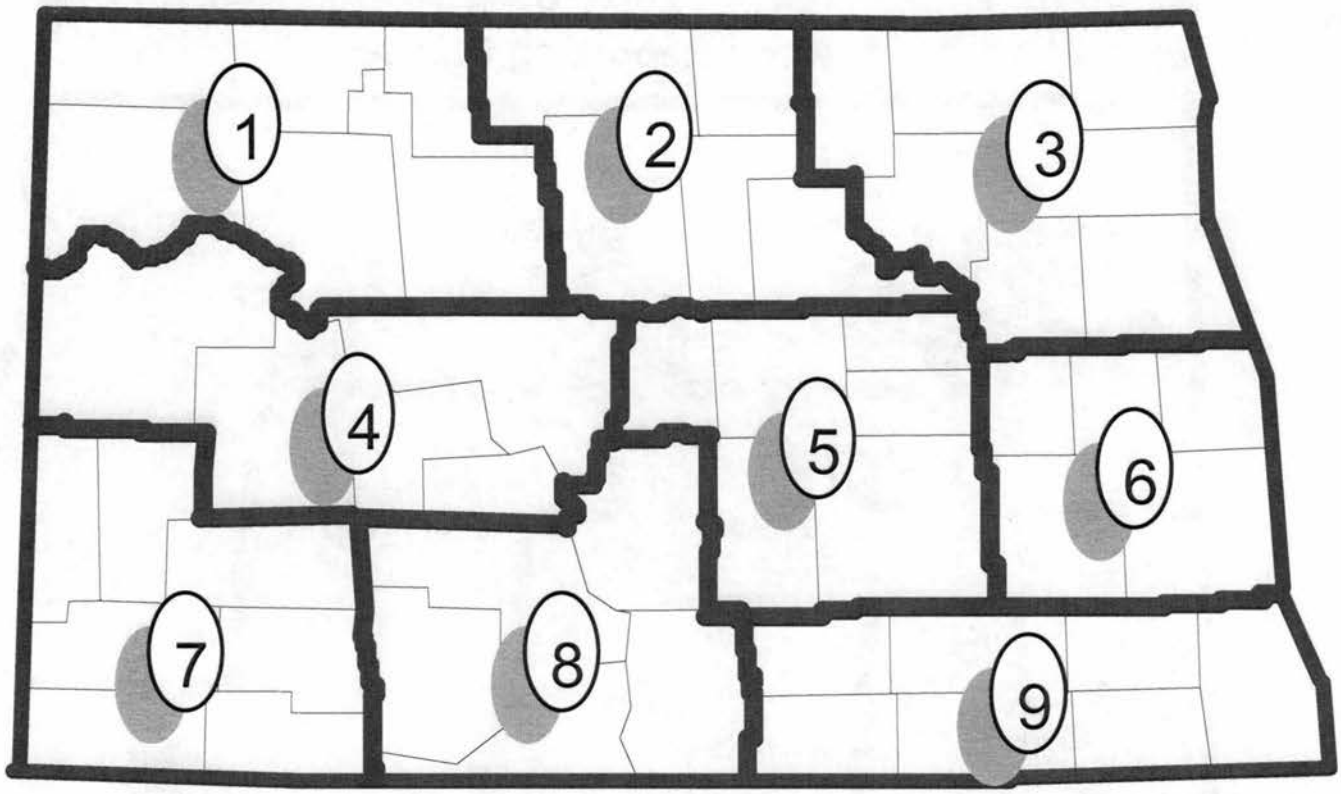
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	1%	71%	3%	3%	15%	8%	13,101
1999-00	3%	70%	2%	3%	16%	7%	13,795
2000-01	5%	66%	4%	1%	18%	6%	17,907
2001-02	1%	72%	3%	1%	20%	3%	16,071
2002-03	1%	68%	9%	5%	13%	4%	10,833
2003-04	2%	72%	7%	0%	16%	2%	15,487
2004-05	5%	72%	13%	1%	8%	1%	14,515

CRD 9

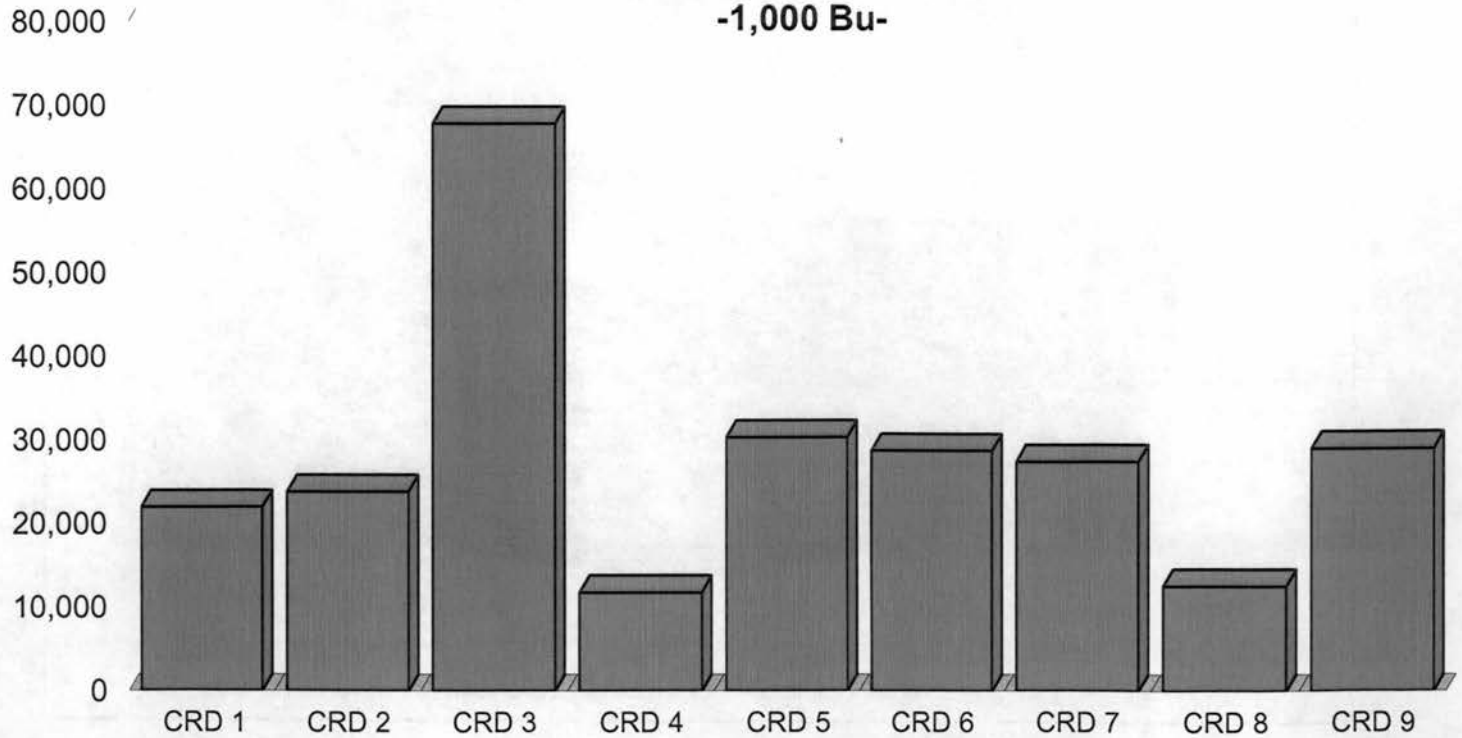
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	15%	33%	6%	9%	22%	16%	74,229
1999-00	19%	31%	3%	15%	15%	18%	83,082
2000-01	10%	30%	5%	18%	12%	25%	94,713
2001-02	5%	35%	5%	12%	11%	32%	94,187
2002-03	4%	32%	3%	10%	13%	38%	84,763
2003-04	2%	33%	2%	21%	14%	27%	86,994
2004-05	2%	25%	2%	26%	12%	33%	103,451

HRS Wheat

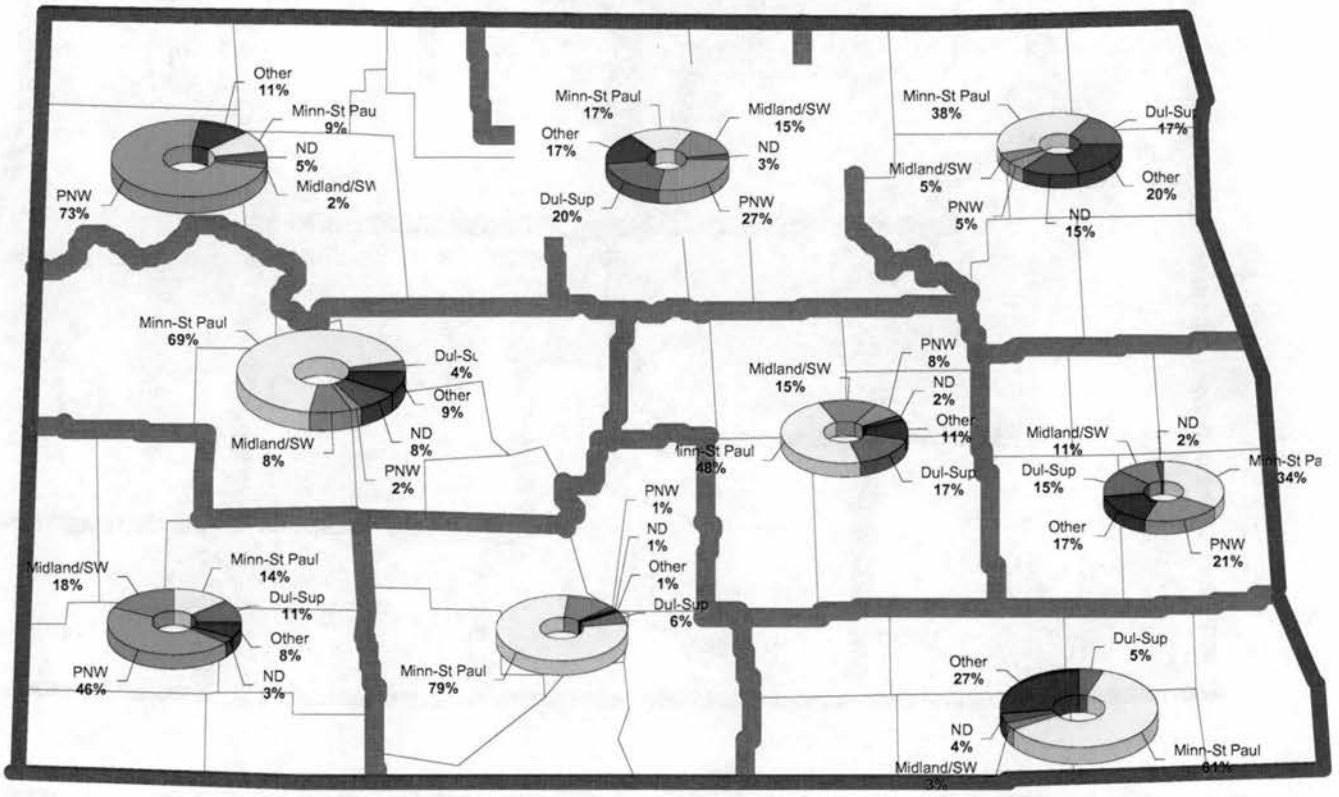
NORTH DAKOTA CROP REPORTING DISTRICTS

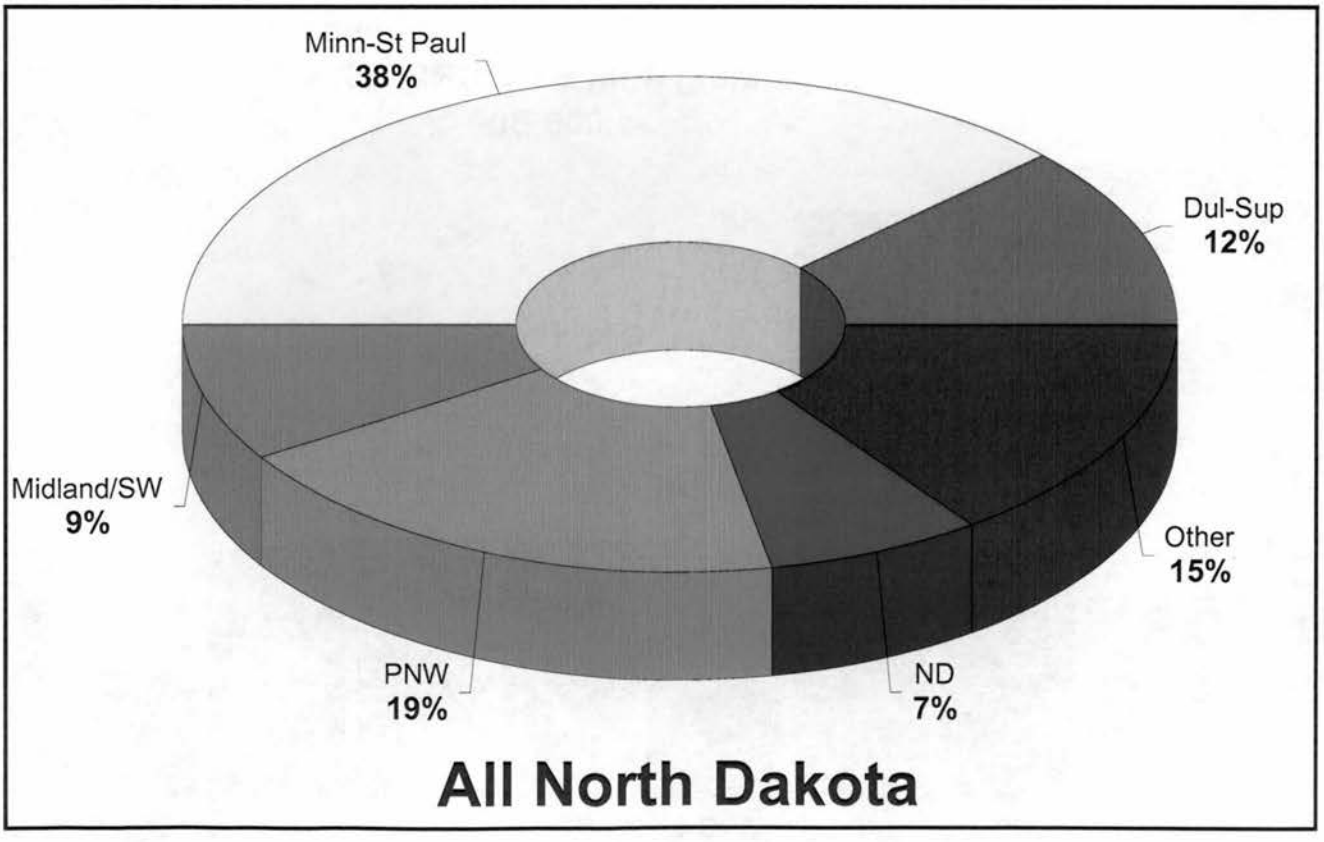


Hard Red Spring Wheat Shipments
Originating from Each CRD, 2004-05
-1,000 Bu-



Destinations for Hard Red Spring Wheat Shipments
2004-05
Crop Reporting District

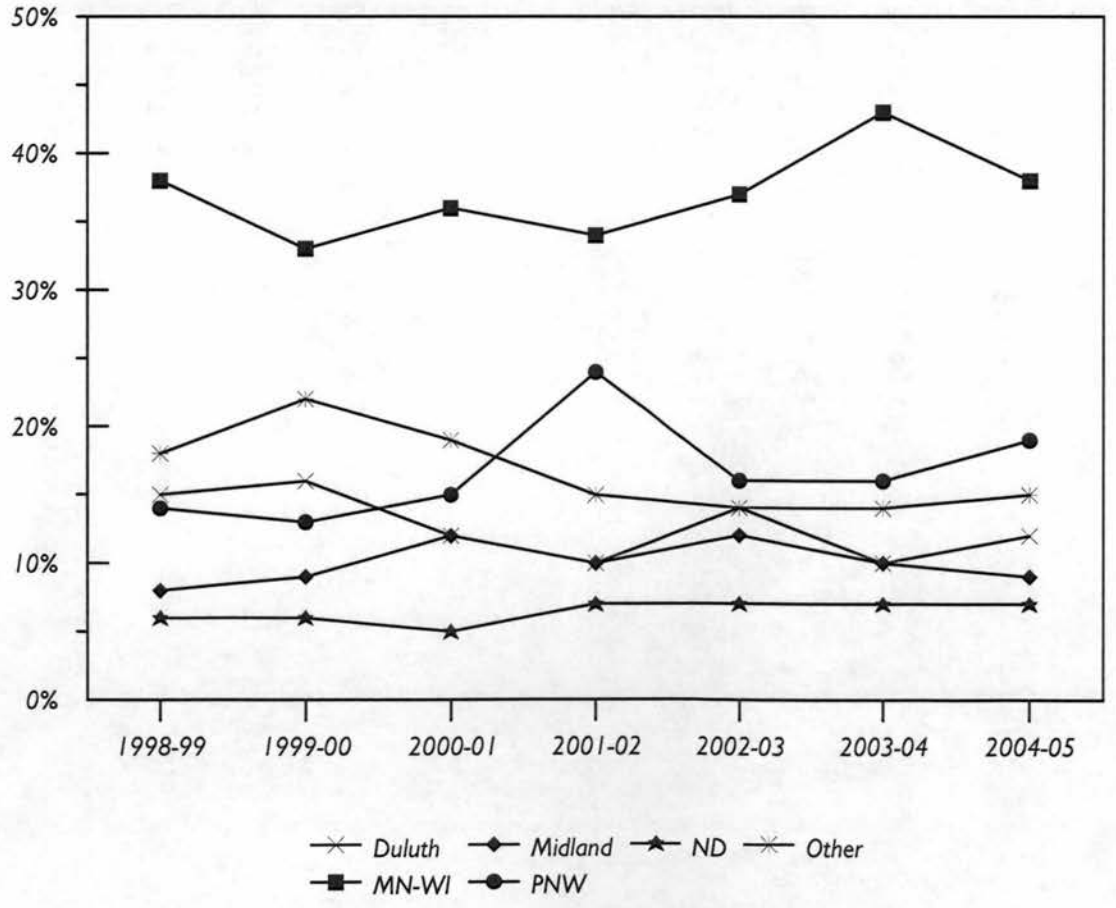




Trends for Destinations of Hard Red Spring Wheat Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	24,326	64,921	13,389	23,672	167,713
	15%	39%	8%	14%	
1999-00	29,068	28,179	15,809	23,644	177,450
	16%	33%	9%	13%	
2000-01	24,403	71,865	24,447	29,848	200,068
	12%	36%	12%	15%	
2001-02	19,105	65,497	19,104	46,300	192,457
	10%	34%	10%	24%	
2002-03	26,006	73,182	22,744	30,210	193,462
	13%	38%	12%	16%	
2003-04	25,000	103,746	24,017	39,511	243,408
	10%	43%	10%	16%	
2004-05	31,369	95,259	23,462	47,226	253,110
	12%	38%	9%	19%	

Destinations for Hard Red Spring Wheat Shipments



Destinations for Hard Red Spring Wheat Shipments from ND CRD's

(1,000 Bushels)

CRD 1

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	8%	19%	66%	7%	11,384
1999-00	9%	16%	68%	6%	12,268
2000-01	11%	19%	65%	5%	16,171
2001-02	7%	11%	76%	6%	16,831
2002-03	7%	9%	79%	5%	15,740
2003-04	12%	11%	72%	4%	17,820
2004-05	7%	9%	80%	4%	21,945

CRD 2

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	15%	29%	48%	8%	11,405
1999-00	15%	38%	29%	18%	7,977
2000-01	14%	30%	46%	9%	9,090
2001-02	20%	13%	60%	7%	10,186
2002-03	11%	8%	77%	7%	15,644
2003-04	13%	13%	69%	5%	20,998
2004-05	11%	12%	61%	4%	23,765

CRD 3

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	14%	21%	26%	39%	35,099
1999-00	13%	32%	29%	26%	44,229
2000-01	14%	31%	32%	23%	46,282
2001-02	13%	28%	25%	33%	39,364
2002-03	7%	22%	47%	24%	54,305
2003-04	7%	19%	49%	25%	70,521
2004-05	11%	17%	54%	19%	67,782

CRD 4

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11%	45%	3%	41%	6,594
1999-00	11%	28%	8%	52%	6,636
2000-01	15%	44%	5%	37%	6,301
2001-02	20%	30%	8%	42%	6,716
2002-03	15%	22%	17%	46%	7,501
2003-04	17%	33%	16%	34%	9,017
2004-05	32%	23%	25%	21%	11,786

CRD 5

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11%	32%	39%	18%	15,410
1999-00	12%	21%	55%	12%	22,078
2000-01	17%	27%	40%	16%	22,214
2001-02	14%	25%	43%	18%	23,571
2002-03	10%	29%	47%	14%	20,395
2003-04	6%	37%	28%	13%	24,206
2004-05	13%	27%	55%	6%	30,261

CRD 6

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	7%	34%	34%	25%	27,539
1999-00	8%	46%	26%	20%	29,400
2000-01	8%	41%	37%	14%	33,091
2001-02	4%	32%	53%	11%	35,475
2002-03	2%	23%	66%	11%	32,285
2003-04	3%	13%	75%	7%	38,292
2004-05	3%	19%	68%	11%	28,650

CRD 7

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	2%	10%	80%	8%	21,999
1999-00	2%	13%	76%	9%	21,192
2000-01	4%	9%	81%	6%	27,822
2001-02	1%	6%	86%	6%	27,684
2002-03	1%	7%	86%	5%	17,940
2003-04	22%	11%	121%	4%	24,874
2004-05	0%	14%	83%	2%	27,393

CRD 8

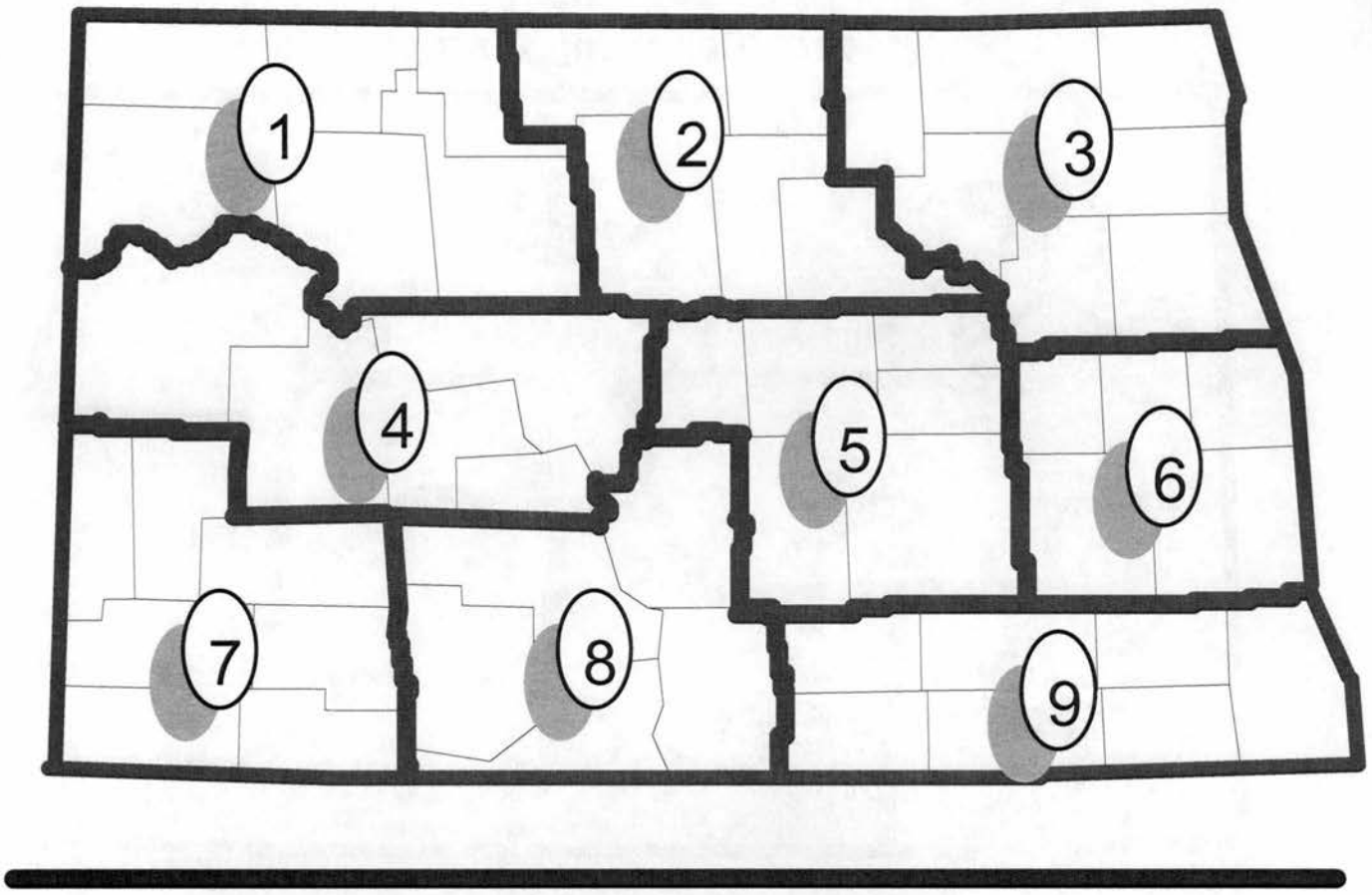
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	10%	22%	19%	49%	9,731
1999-00	15%	9%	29%	47%	10,289
2000-01	7%	10%	52%	31%	12,822
2001-02	6%	3%	55%	36%	11,689
2002-03	3%	5%	58%	34%	8,530
2003-04	4%	4%	63%	29%	12,047
2004-05	6%	3%	58%	33%	12,522

CRD 9

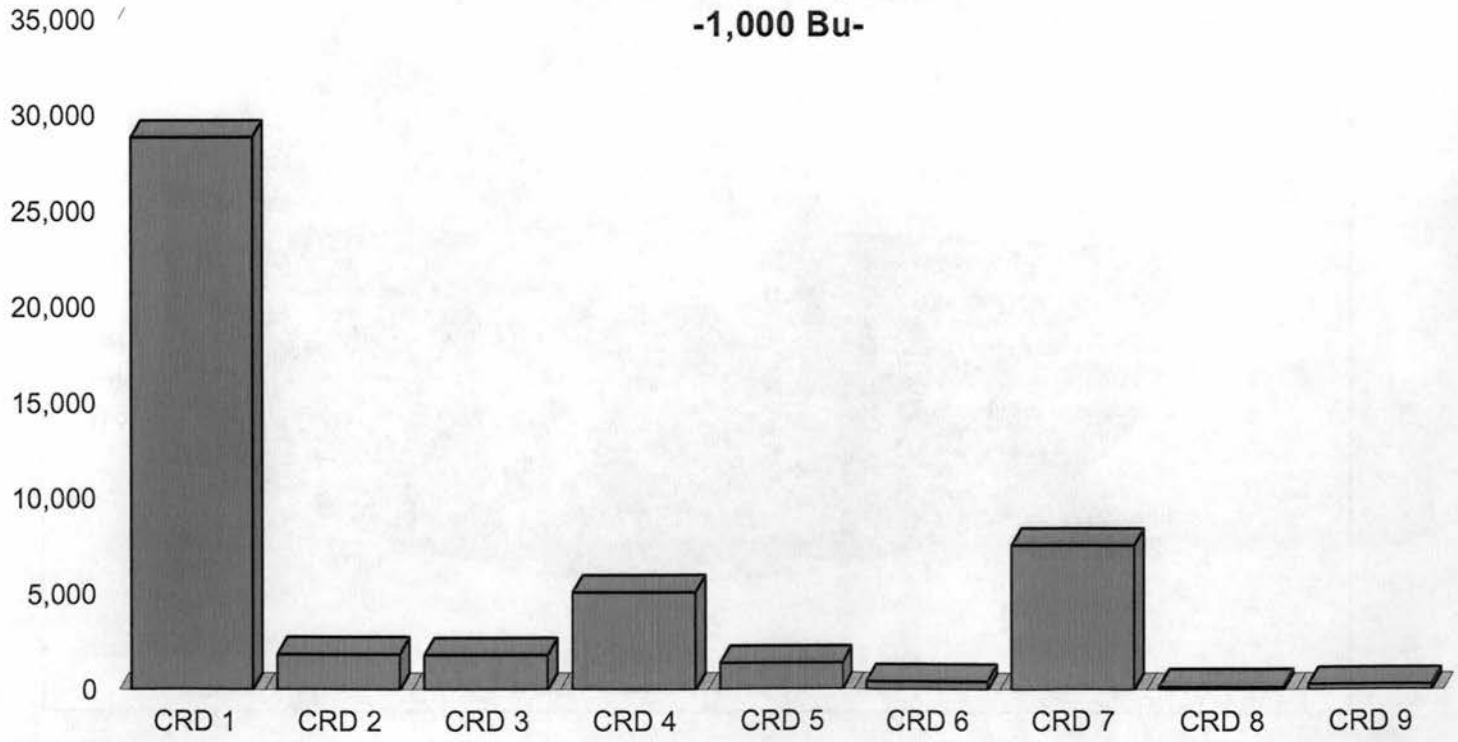
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	30%	28%	18%	24%	23,451
1999-00	44%	35%	5%	16%	23,381
2000-01	33%	48%	9%	10%	26,276
2001-02	32%	38%	18%	12%	26,128
2002-03	34%	38%	15%	13%	20,196
2003-04	25%	36%	67%	8%	25,632
2004-05	27%	33%	34%	6%	29,007

Durum

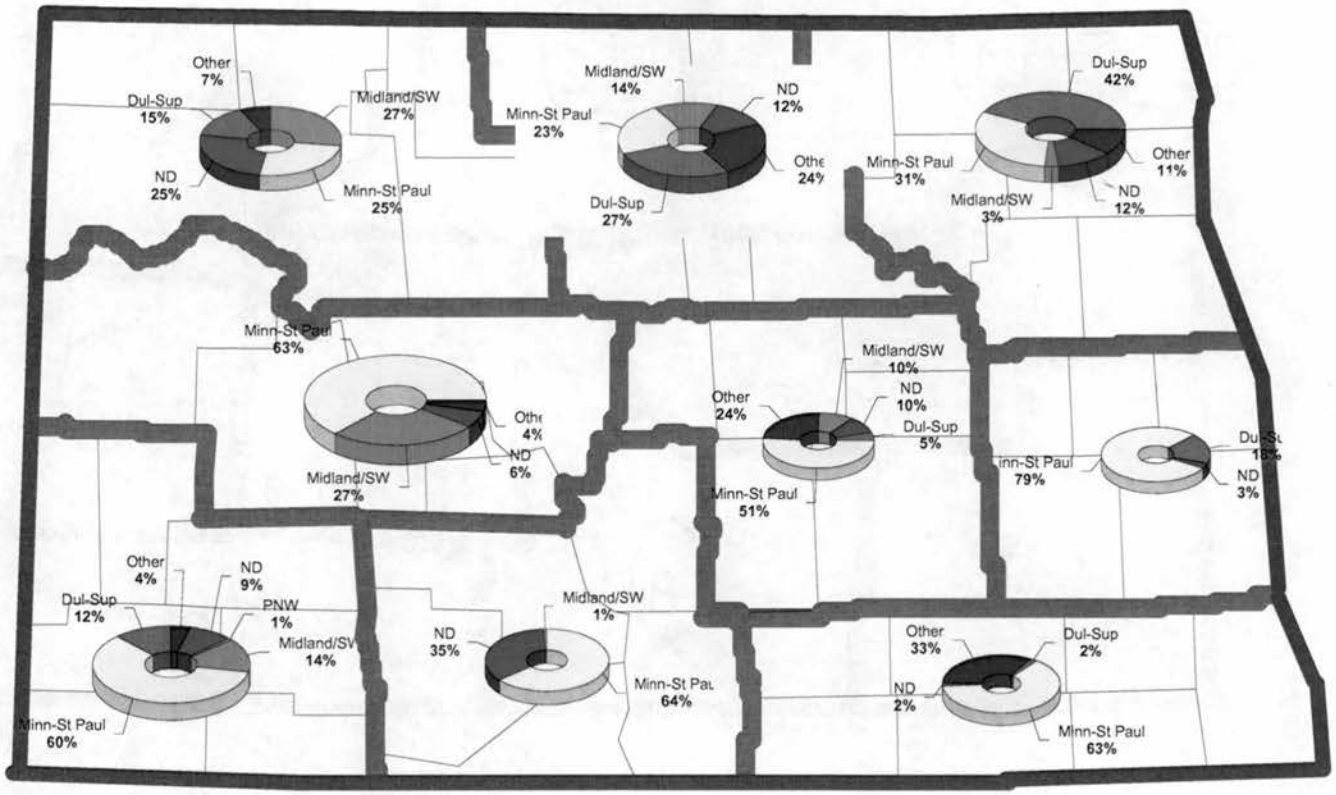
NORTH DAKOTA CROP REPORTING DISTRICTS

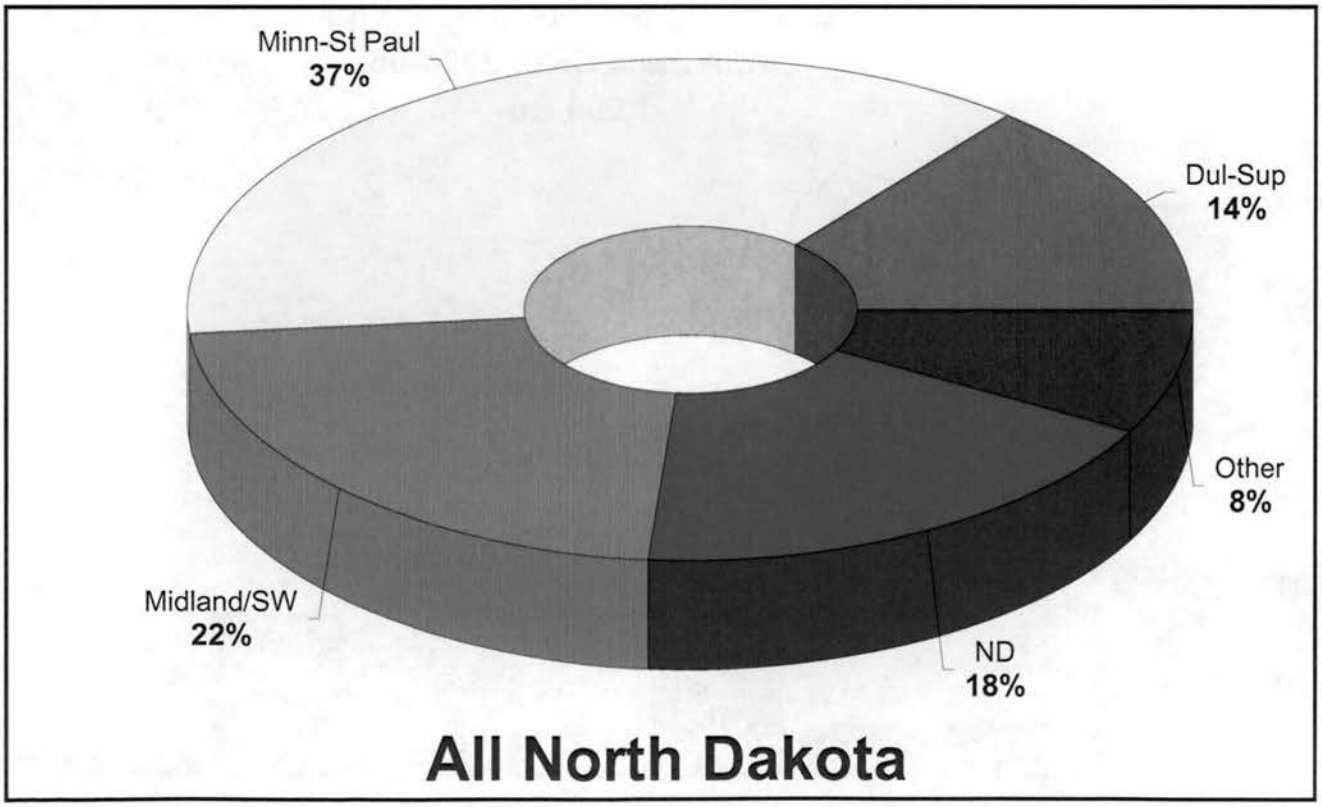


Durum Shipments Originating from Each CRD, 2004-05
-1,000 Bu-



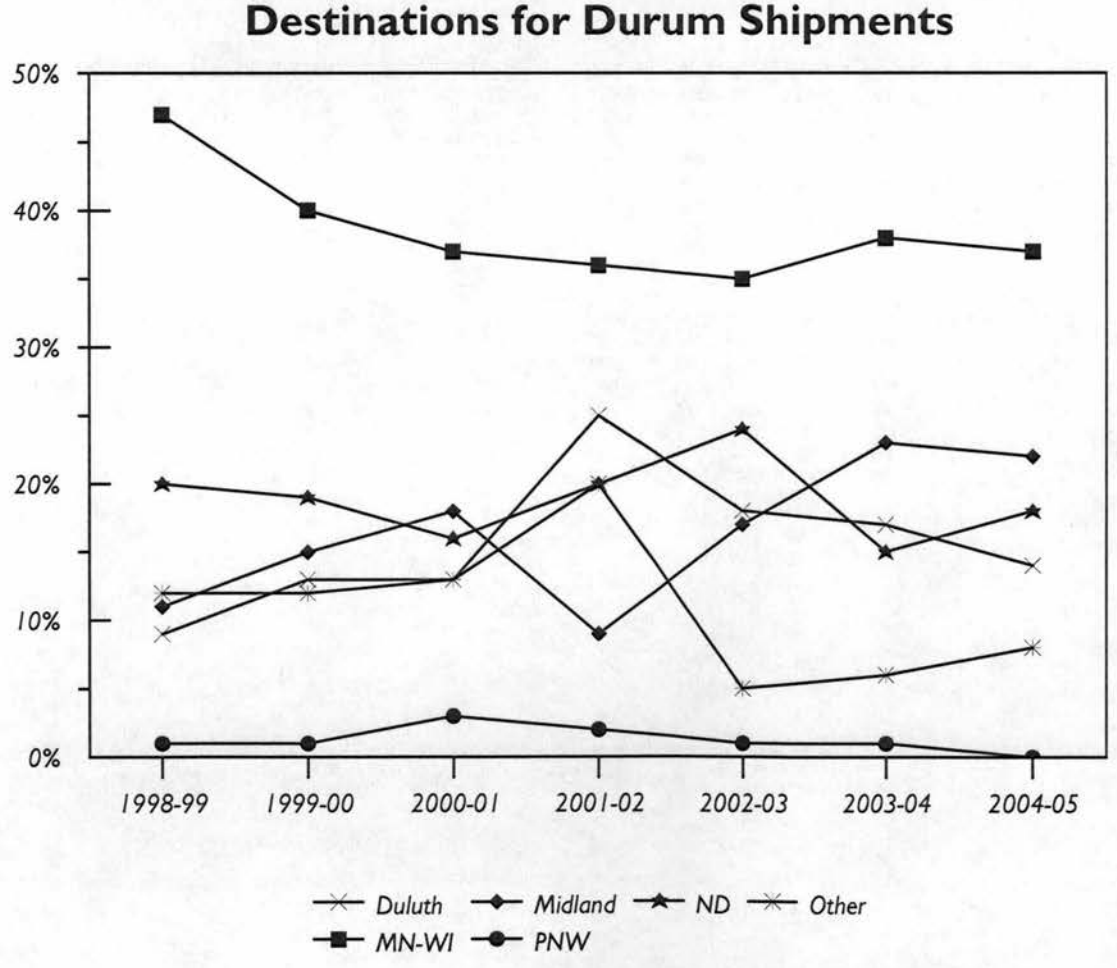
Destinations for Durum Shipments
2004-05
Crop Reporting District





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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
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	15,272	21,595	57,041	1,469	60,845
	25%	35%	94%	2%	
2002-03	7,990	16,101	7,773	365	45,327
	18%	36%	17%	1%	
2003-04	8,935	20,578	12,376	800	53,946
	17%	38%	23%	1%	
2004-05	6,476	16,980	10,038	176	45,518
	14%	37%	22%	0%	



Destinations for Durum Shipments from ND CRD's

(1,000 Bushels)

CRD 1

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	7%	51%	9%	2%	26%	5%	28,588
1999-00	8%	42%	16%	1%	25%	8%	35,273
2000-01	12%	34%	27%	3%	20%	4%	39,479
2001-02	29%	28%	10%	2%	29%	2%	34,509
2002-03	21%	24%	21%	0%	32%	2%	29,854
2003-04	18%	24%	32%	1%	19%	5%	31,759
2004-05	15%	25%	27%	0%	25%	7%	26,849

CRD 2

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	14%	32%	3%	1%	31%	18%	4,622
1999-00	34%	28%	5%	2%	31%	1%	4,116
2000-01	25%	39%	5%	9%	17%	4%	5,751
2001-02	33%	48%	1%	3%	11%	3%	4,392
2002-03	32%	44%	0%	0%	15%	8%	2,146
2003-04	37%	45%	0%	0%	17%	0%	2,478
2004-05	27%	23%	14%	0%	12%	24%	1,864

CRD 3

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	19%	46%	2%	0%	19%	15%	4,324
1999-00	24%	29%	15%	0%	17%	14%	8,131
2000-01	26%	26%	8%	2%	17%	22%	8,864
2001-02	41%	18%	3%	1%	9%	29%	6,251
2002-03	31%	40%	2%	0%	13%	14%	2,535
2003-04	15%	50%	15%	0%	8%	12%	4,187
2004-05	42%	31%	3%	0%	12%	11%	1,818

CRD 4

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	1%	24%	34%	0%	5%	36%	8,010
1999-00	7%	18%	21%	1%	3%	50%	5,954
2000-01	6%	17%	9%	2%	14%	53%	8,838
2001-02	12%	28%	18%	0%	21%	21%	5,095
2002-03	1%	36%	24%	0%	16%	23%	3,752
2003-04	7%	63%	16%	0%	10%	4%	5,305
2004-05	0%	63%	27%	0%	6%	4%	5,088

CRD 5

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	13%	49%	18%	0%	11%	10%	3,126
1999-00	21%	48%	14%	0%	9%	7%	3,250
2000-01	17%	49%	15%	1%	11%	8%	3,393
2001-02	15%	52%	11%	13%	2%	7%	2,600
2002-03	14%	51%	11%	0%	6%	19%	1,444
2003-04	10%	54%	9%	0%	12%	15%	2,390
2004-05	5%	52%	10%	0%	10%	24%	1,388

CRD 6

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	17%	50%	12%	11%	3%	7%	998
1999-00	34%	51%	2%	3%	2%	7%	1,815
2000-01	27%	35%	8%	0%	1%	30%	1,899
2001-02	44%	31%	2%	6%	1%	16%	752
2002-03	14%	84%	0%	0%	1%	1%	160
2003-04	21%	18%	0%	0%	62%	0%	272
2004-05	18%	79%	0%	0%	3%	0%	453

CRD 7

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	9%	71%	3%	0%	11%	5%	4,995
1999-00	5%	75%	15%	0%	0%	4%	4,321
2000-01	2%	81%	11%	1%	3%	2%	7,601
2001-02	0%	78%	13%	2%	3%	5%	6,910
2002-03	0%	84%	7%	7%	1%	0%	5,216
2003-04	13%	68%	8%	5%	1%	5%	7,099
2004-05	12%	60%	14%	1%	9%	4%	7,544

CRD 8

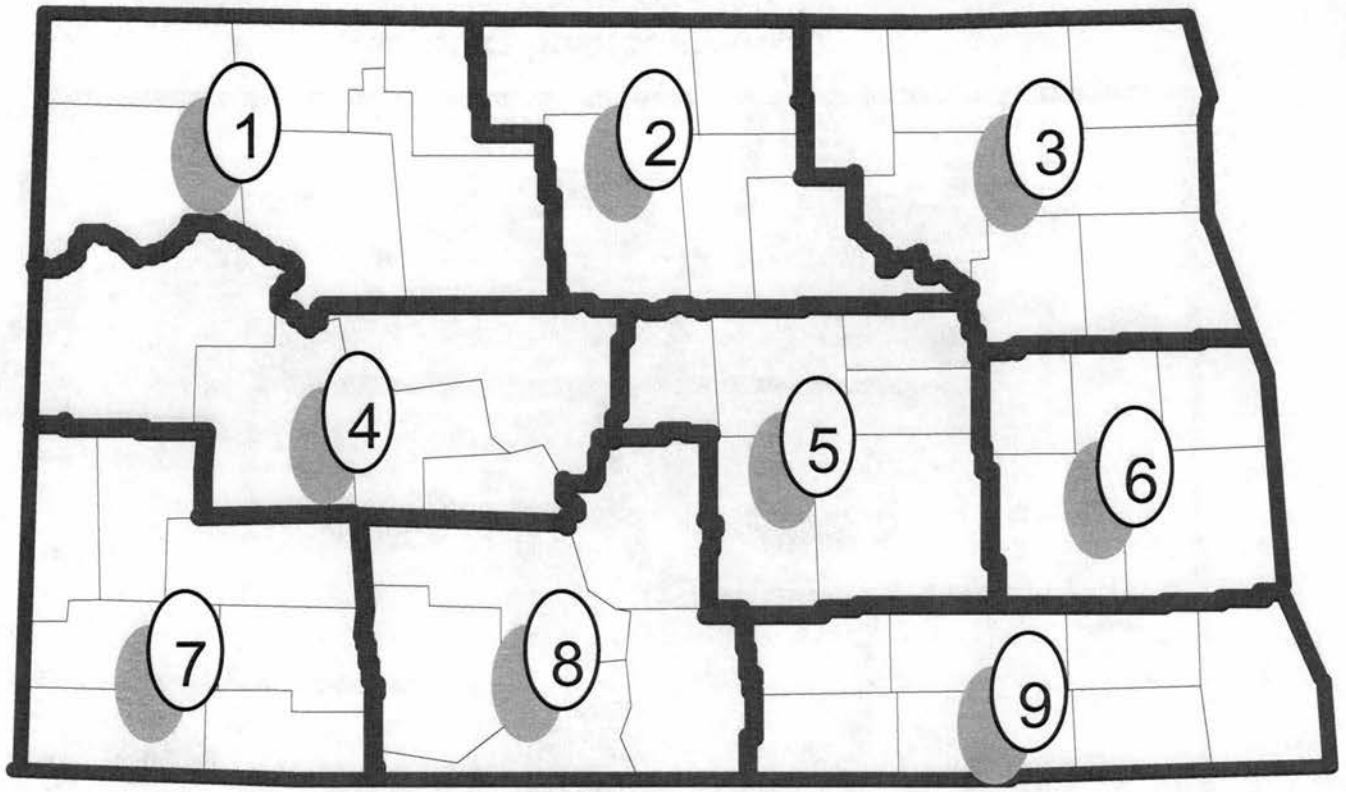
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	0%	98%	1%	0%	1%	0%	285
1999-00	17%	76%	0%	0%	2%	4%	352
2000-01	5%	90%	0%	0%	4%	0%	514
2001-02	2%	92%	0%	0%	5%	0%	348
2002-03	0%	100%	0%	0%	0%	0%	110
2003-04	0%	92%	3%	0%	5%	0%	185
2004-05	0%	64%	1%	0%	35%	0%	199

CRD 9

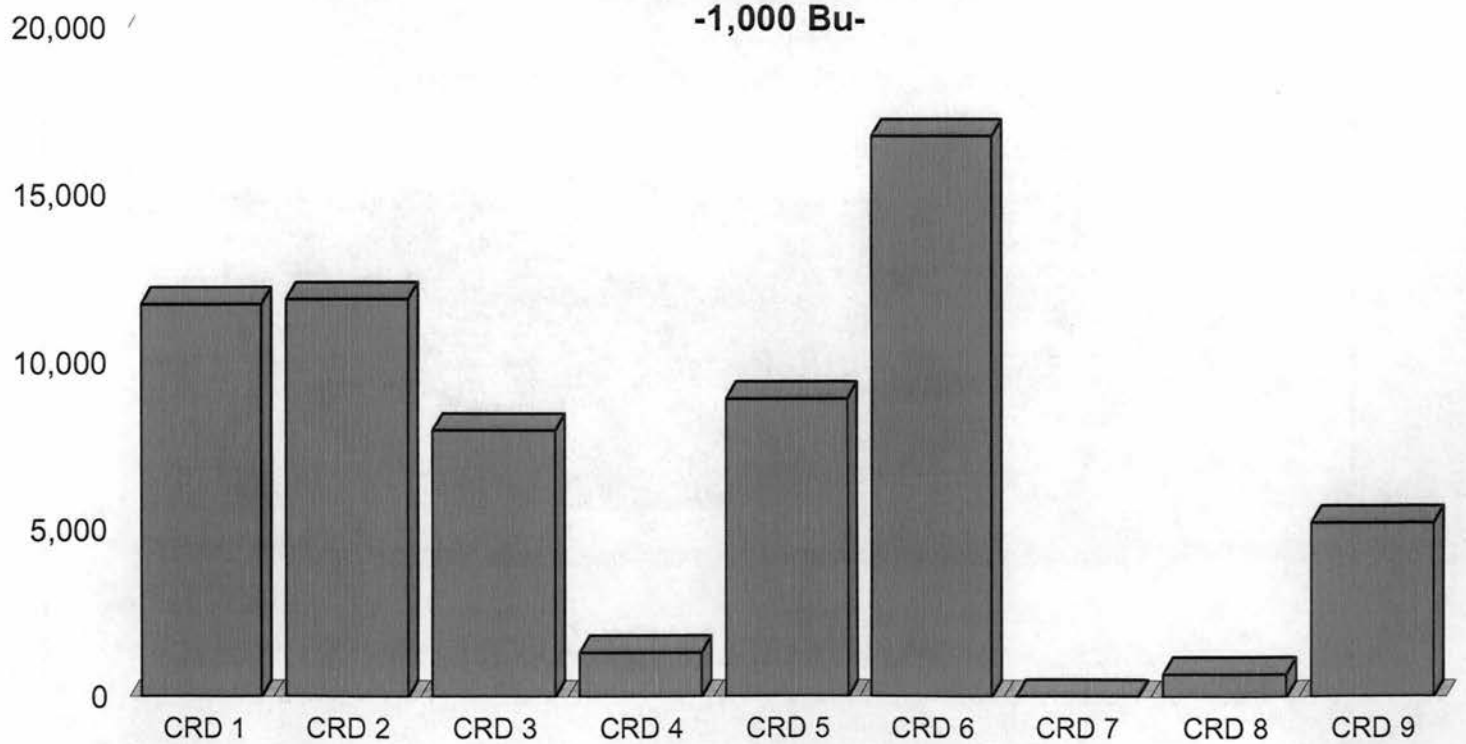
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	52%	35%	4%	0%	0%	9%	425
1999-00	37%	46%	2%	0%	0%	14%	844
2000-01	24%	52%	0%	0%	1%	23%	687
2001-02	10%	70%	8%	0%	2%	10%	380
2002-03	8%	85%	0%	0%	5%	2%	110
2003-04	2%	68%	2%	0%	11%	16%	271
2004-05	2%	64%	0%	0%	2%	33%	314

Barley

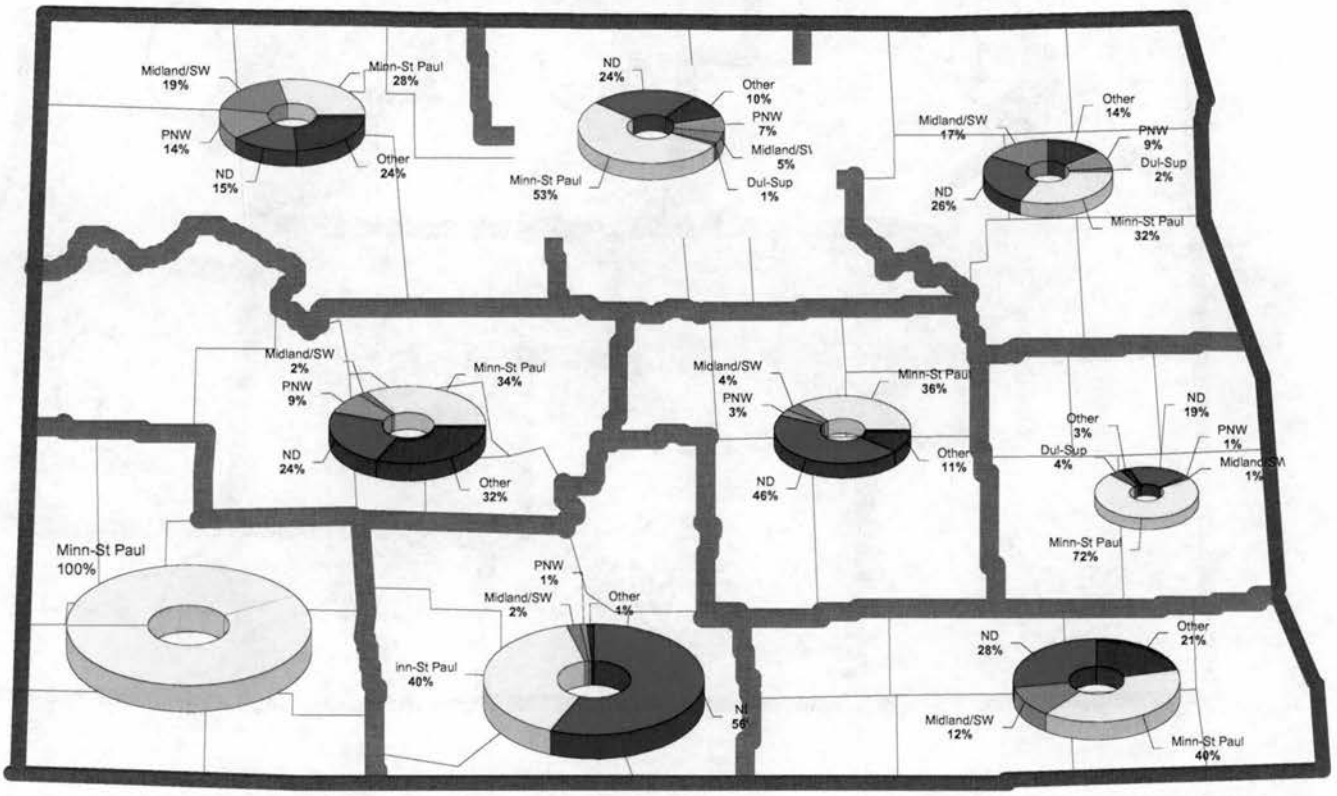
NORTH DAKOTA CROP REPORTING DISTRICTS

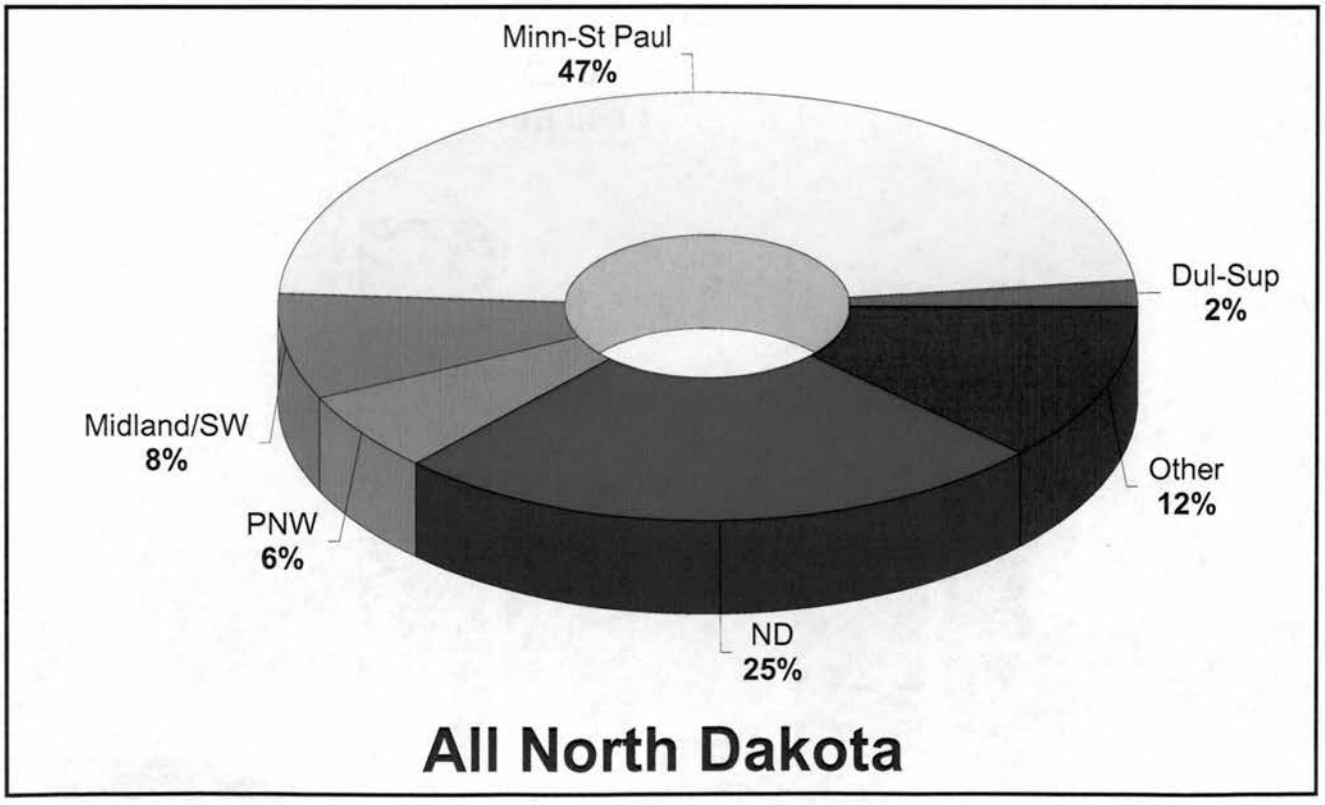


Barley Shipments Originating from Each CRD, 2004-05
-1,000 Bu-



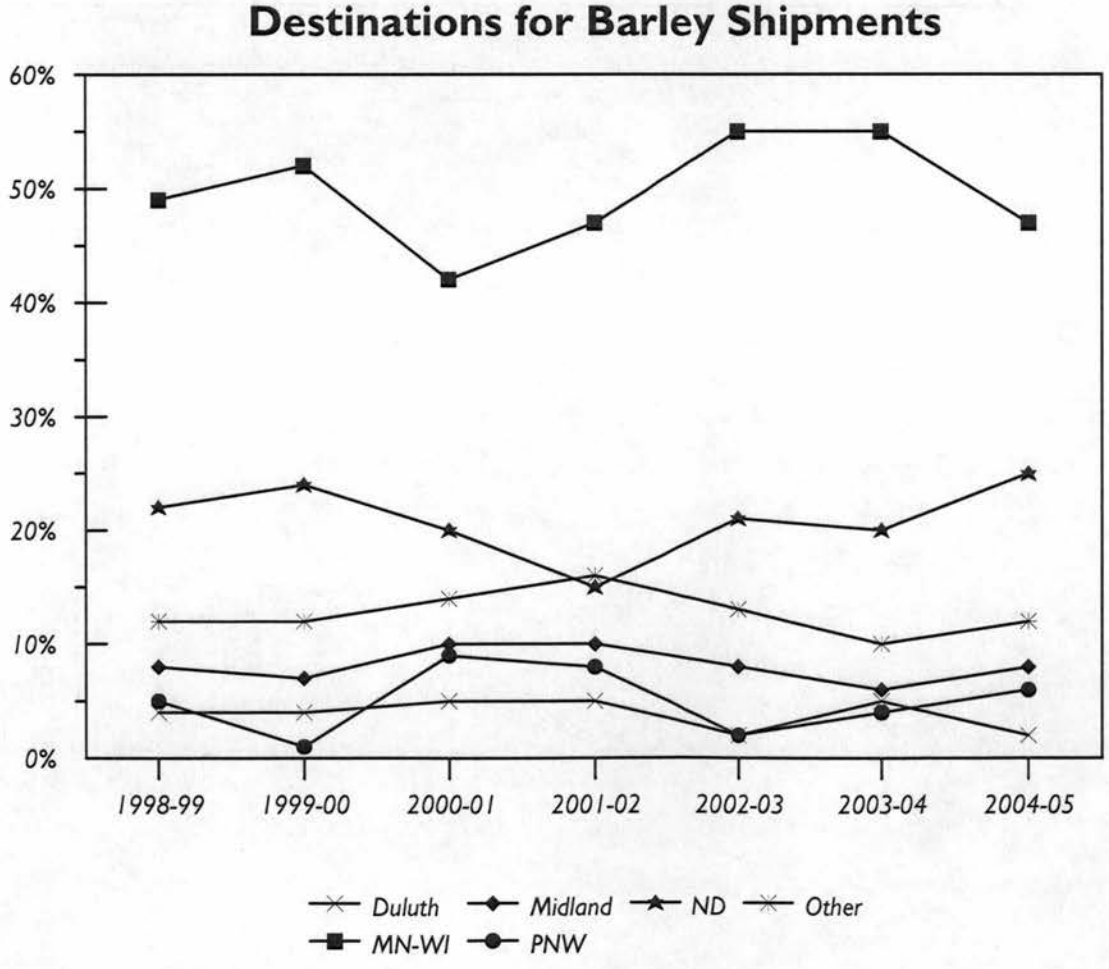
Destinations for Barley Shipments
2004-05
Crop Reporting District





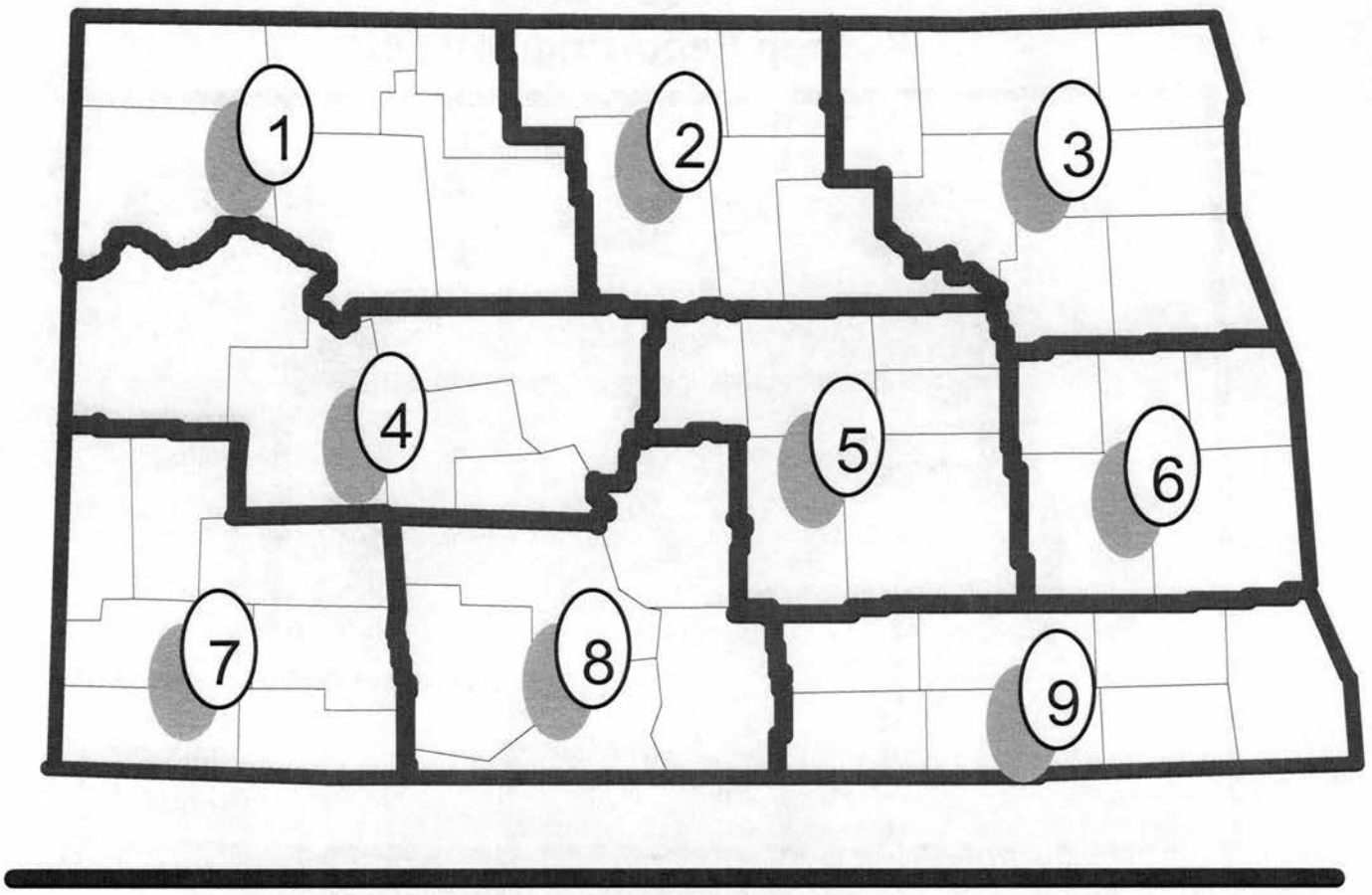
Trends for Destinations of Barley Shipments from ND
(1,000 Bushels)

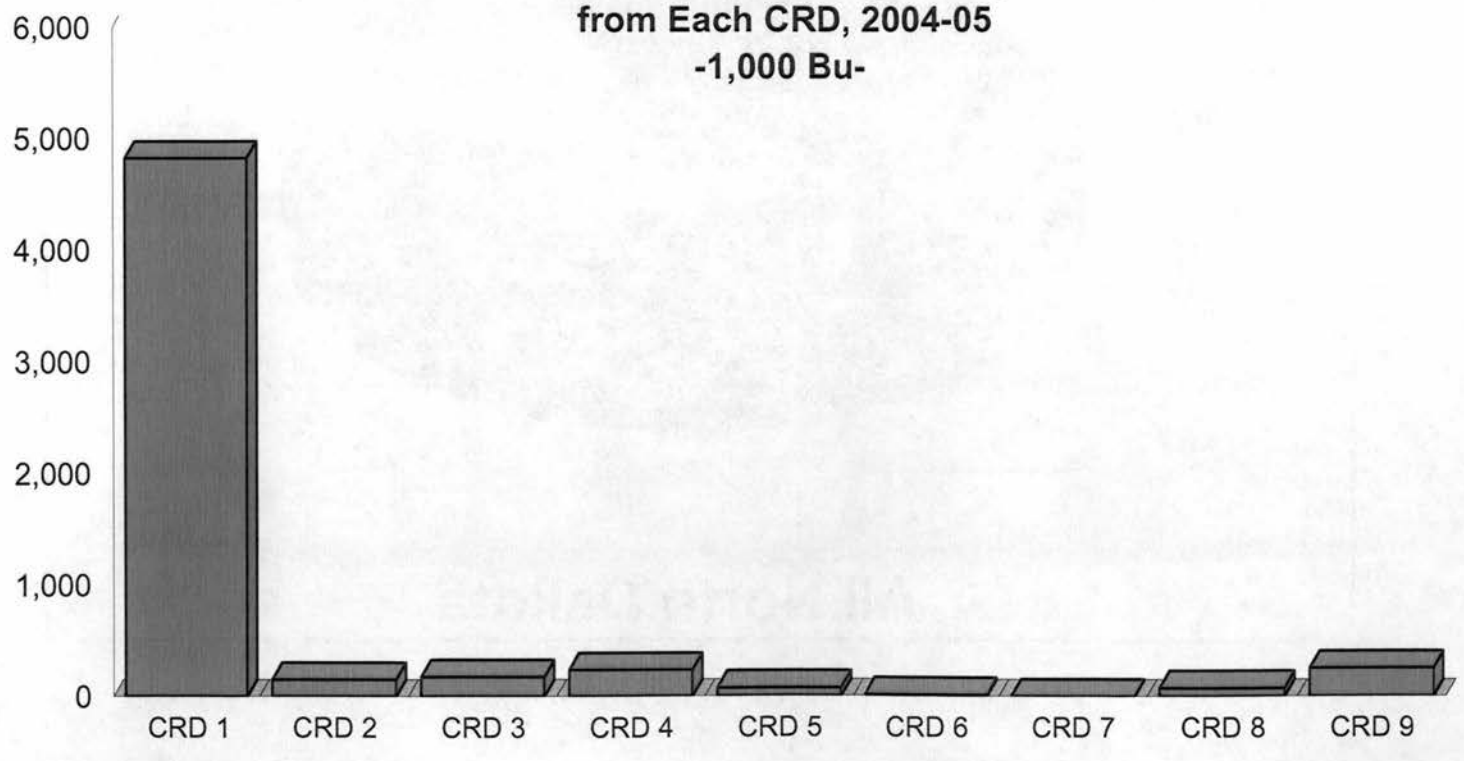
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	3,400	43,999	7,642	4,314	90,892
	4%	48%	8%	5%	
1999-00	3,245	38,569	5,256	738	74,142
	4%	52%	7%	1%	
2000-01	4,361	35,357	8,278	7,266	84,531
	5%	42%	10%	9%	
2001-02	3,435	32,049	6,744	5,151	67,994
	5%	47%	10%	8%	
2003-03	1,325	33,981	4,612	1,030	61,485
	2%	55%	8%	2%	
2003-04	3,773	44,546	4,657	3,029	80,768
	5%	55%	6%	4%	
2004-05	1,024	30,250	5,431	3,674	64,569
	2%	47%	8%	6%	



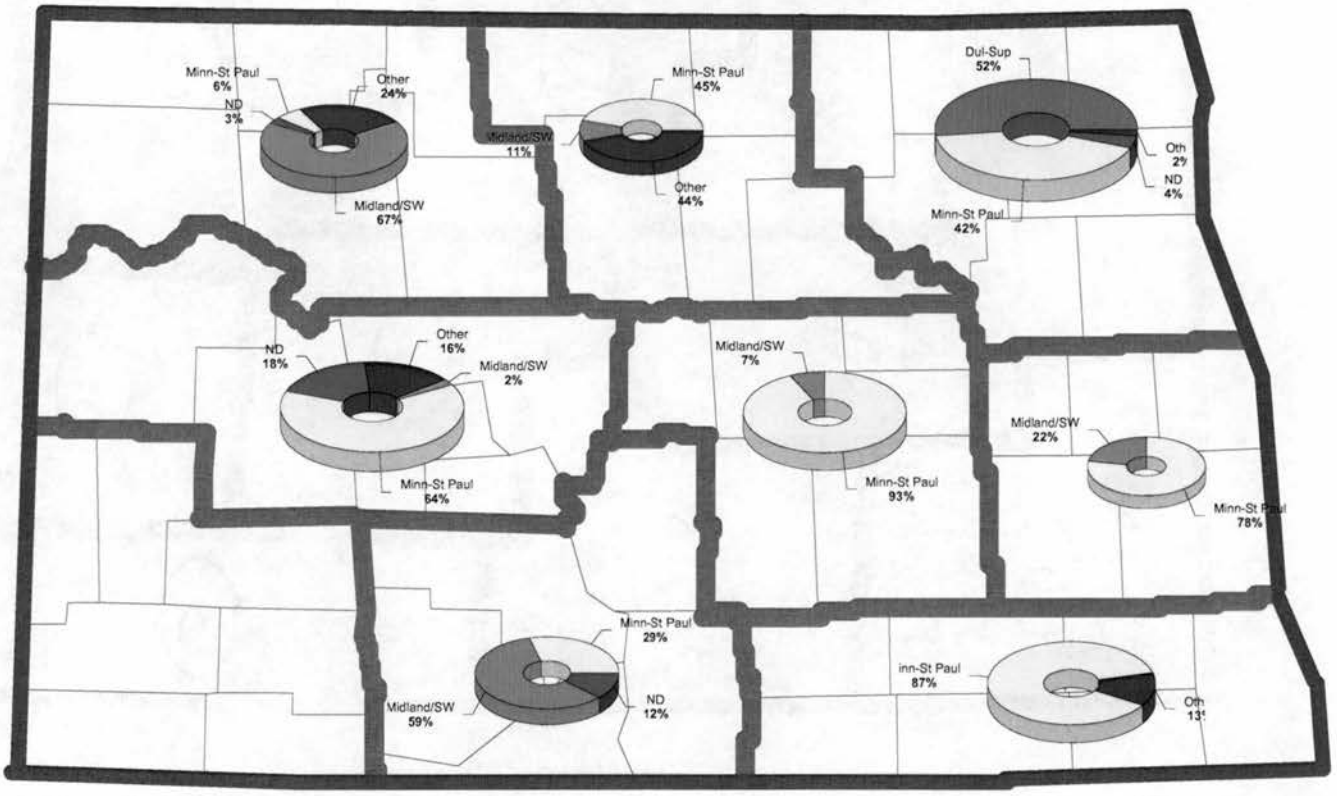
Oats

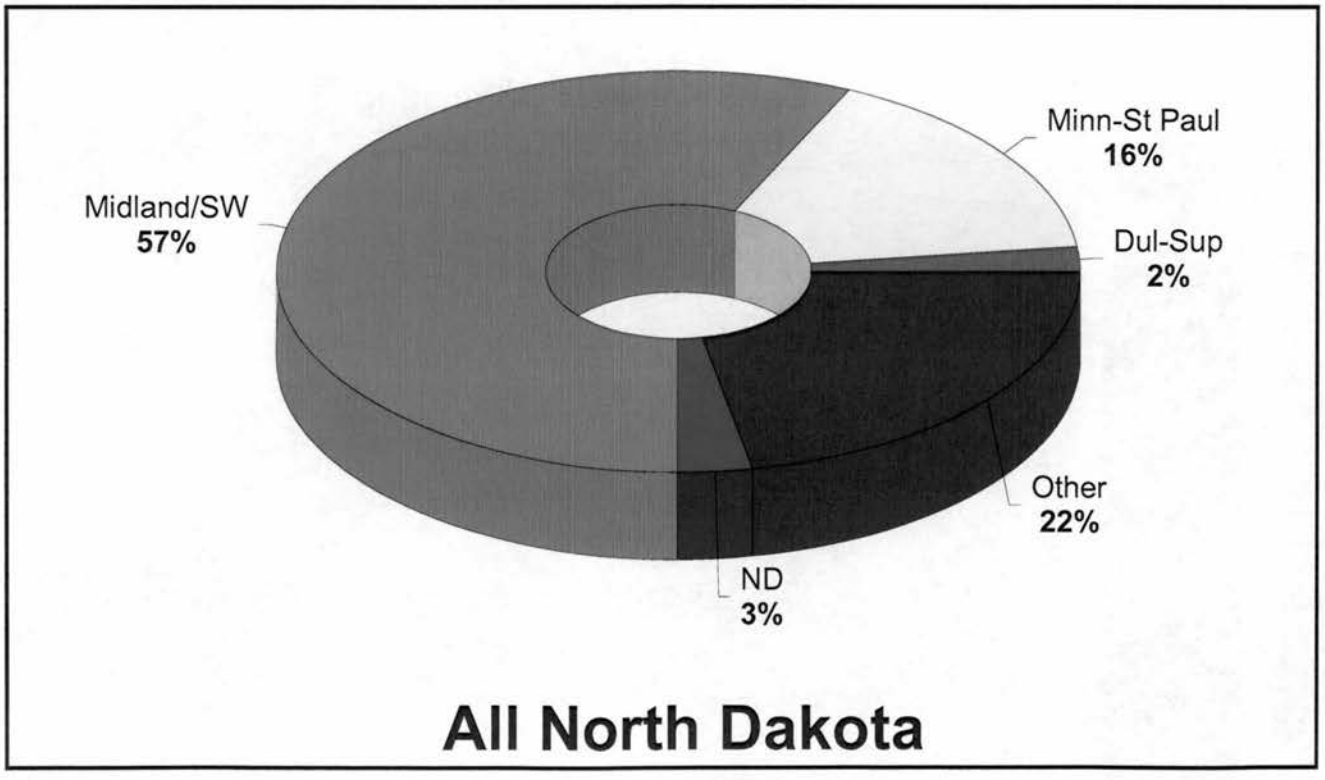
NORTH DAKOTA CROP REPORTING DISTRICTS





Destinations for Oat Shipments
2004-05
Crop Reporting District

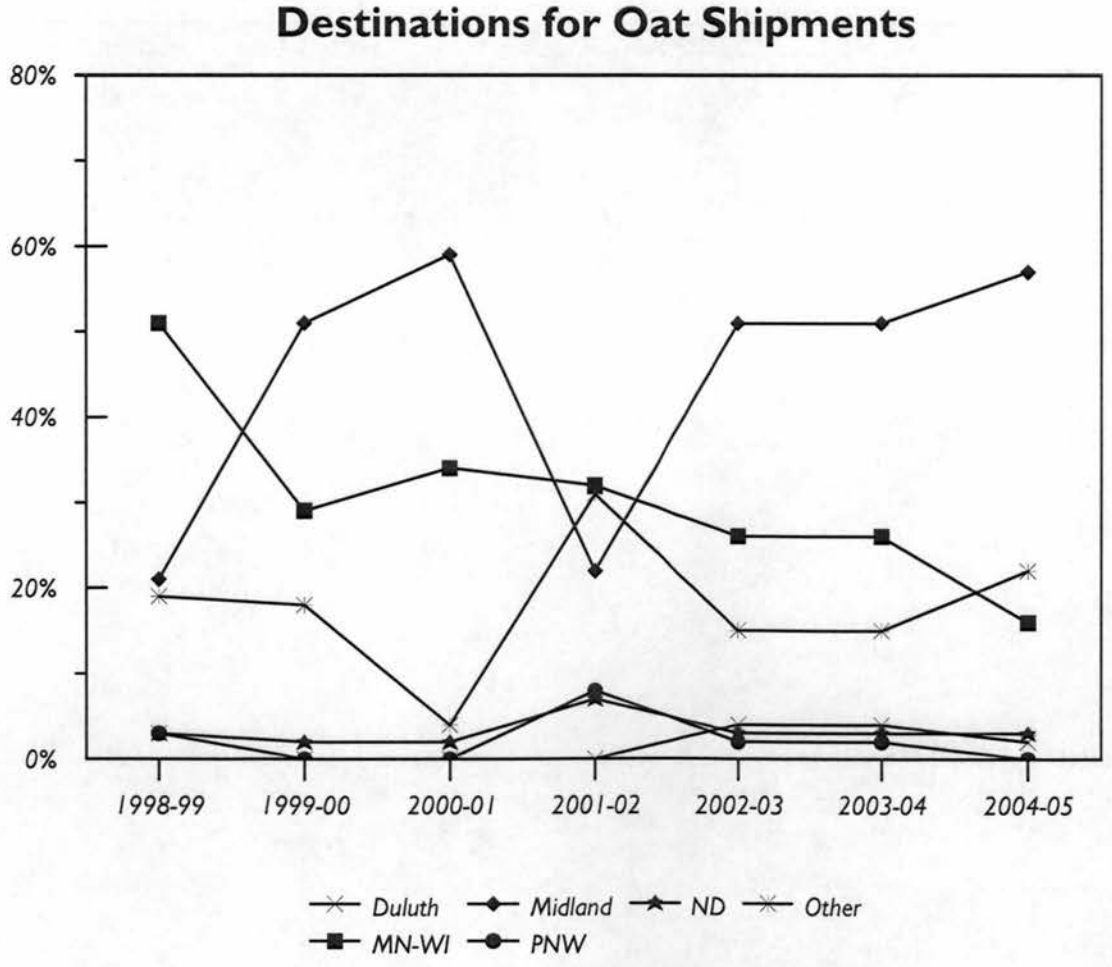




All North Dakota

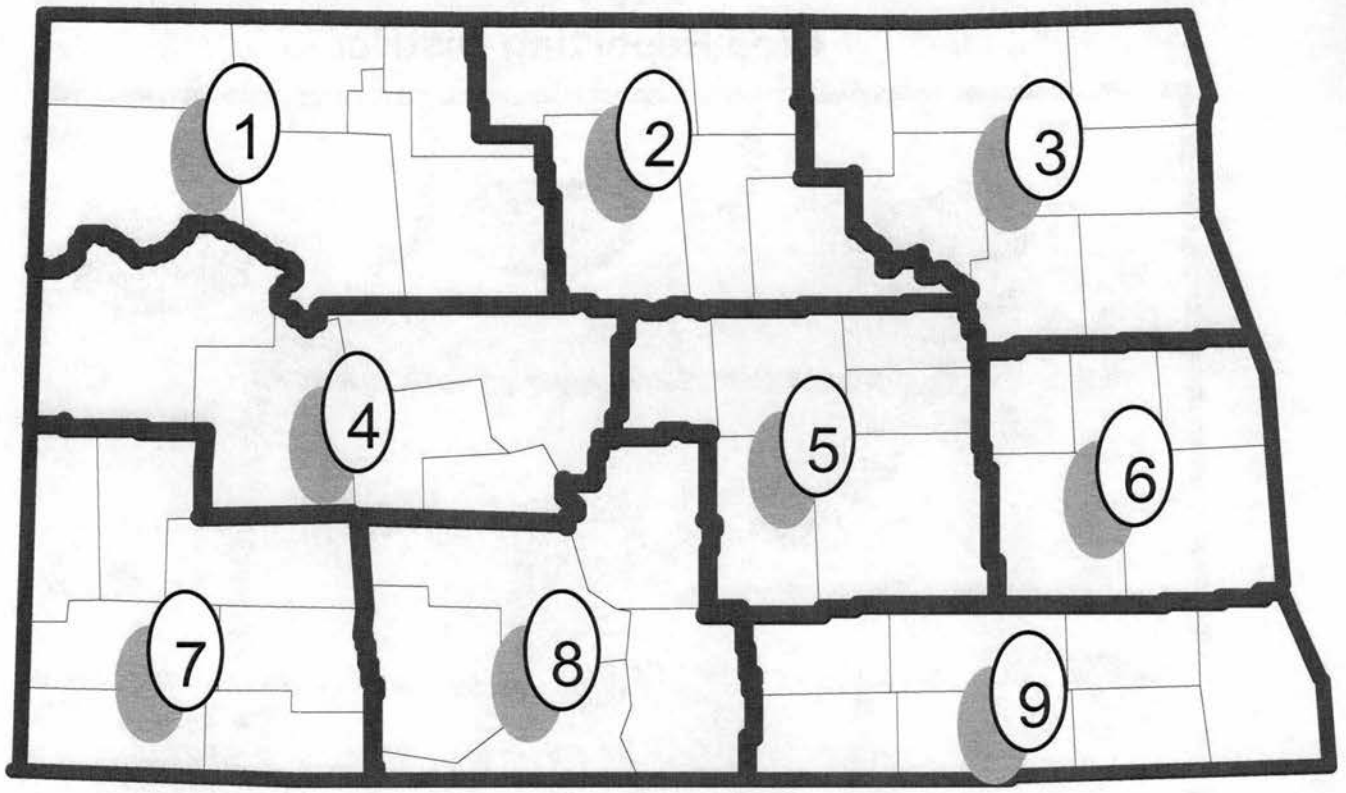
Trends for Destinations of Oat Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
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	6,299
	0%	23%	37%	9%	
2002-03	5	1,157	786	202	3,655
	0%	32%	22%	8%	
2003-04	193	1,451	2,782	94	5,487
	4%	26%	51%	2%	
2004-05	90	911	3,342	0	5,817
	2%	16%	57%	0%	

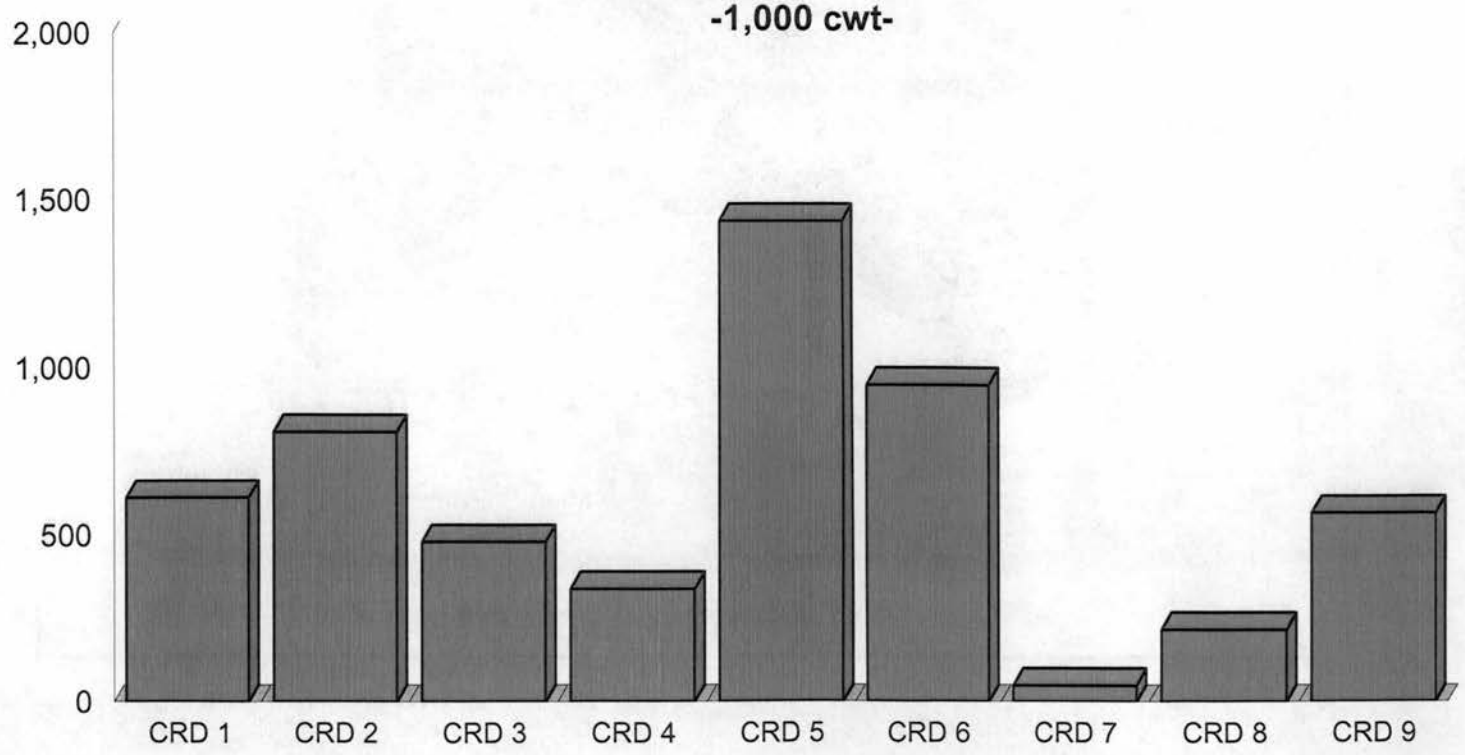


Sunflowers

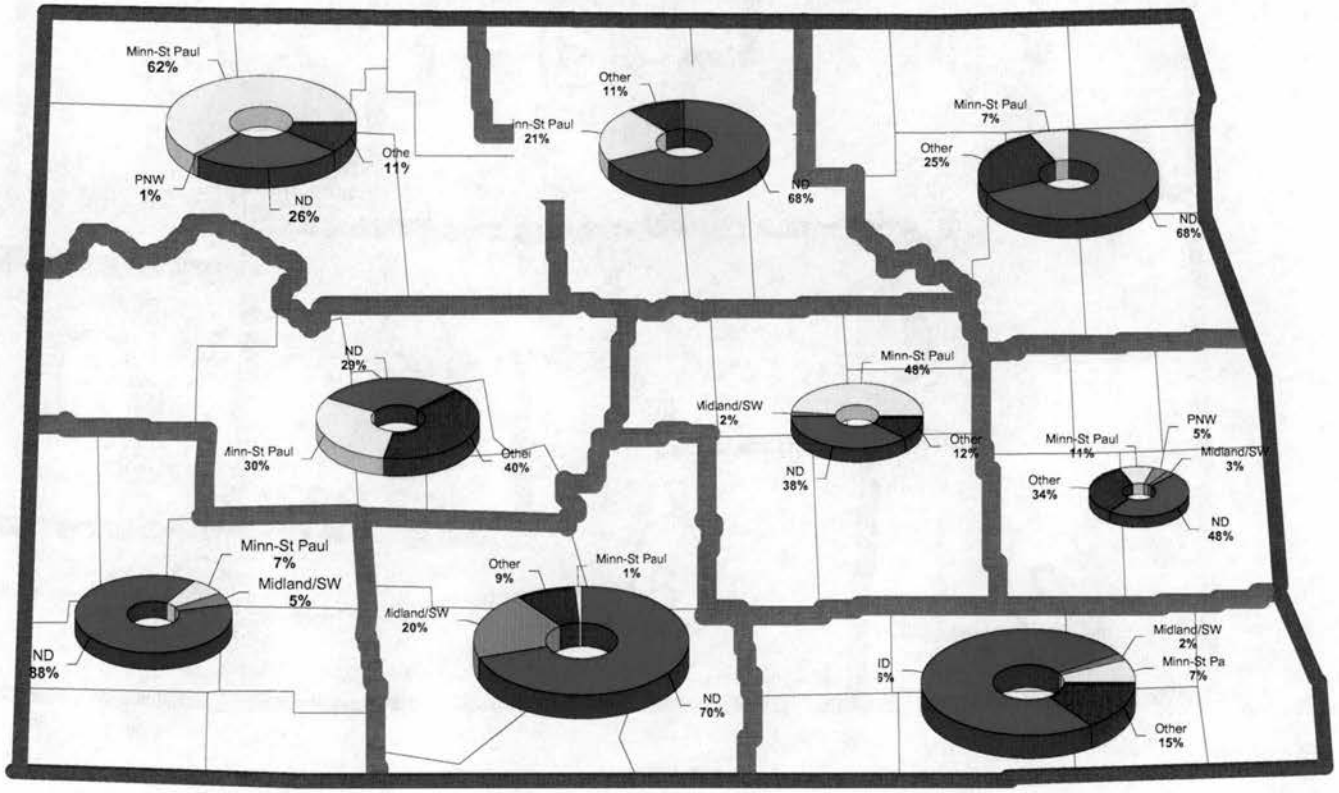
NORTH DAKOTA CROP REPORTING DISTRICTS

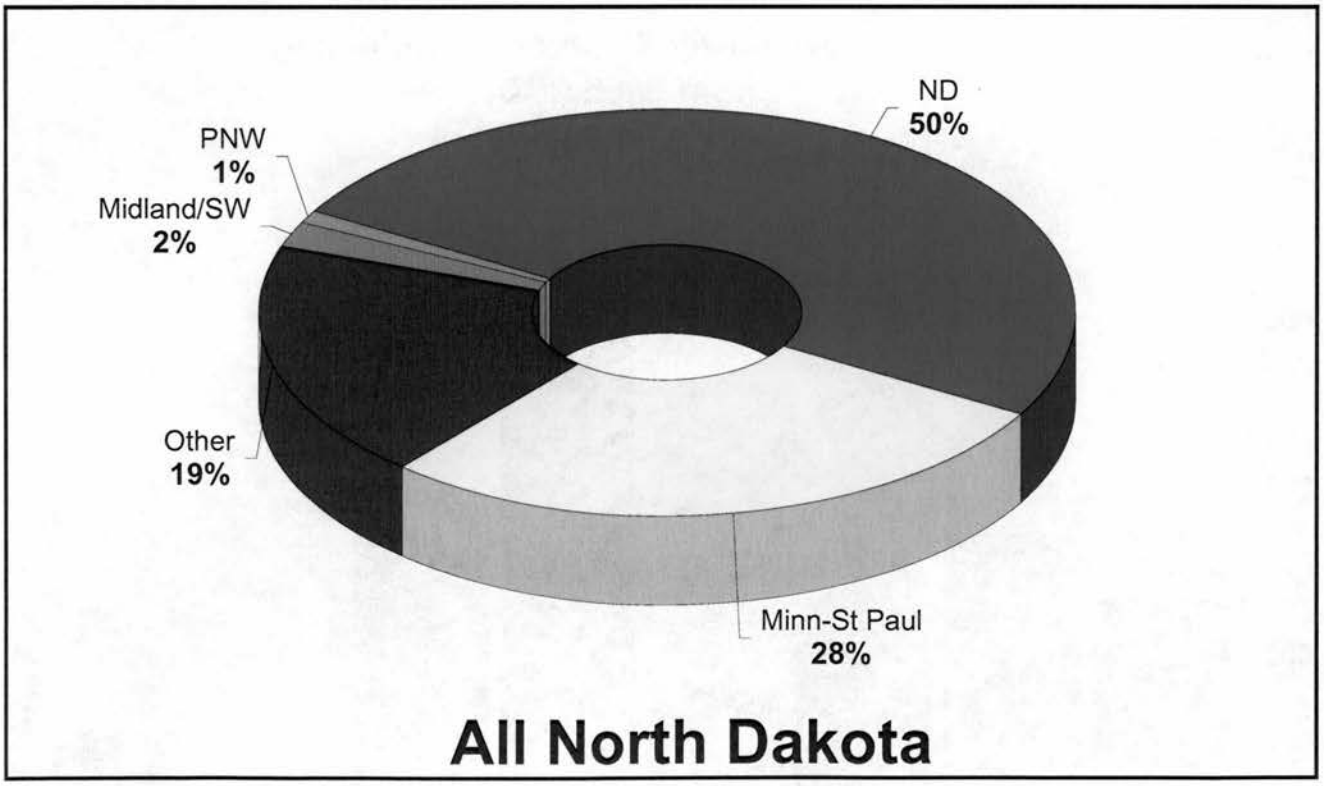


Sunflower Shipments Originating from Each CRD, 2004-05
-1,000 cwt-



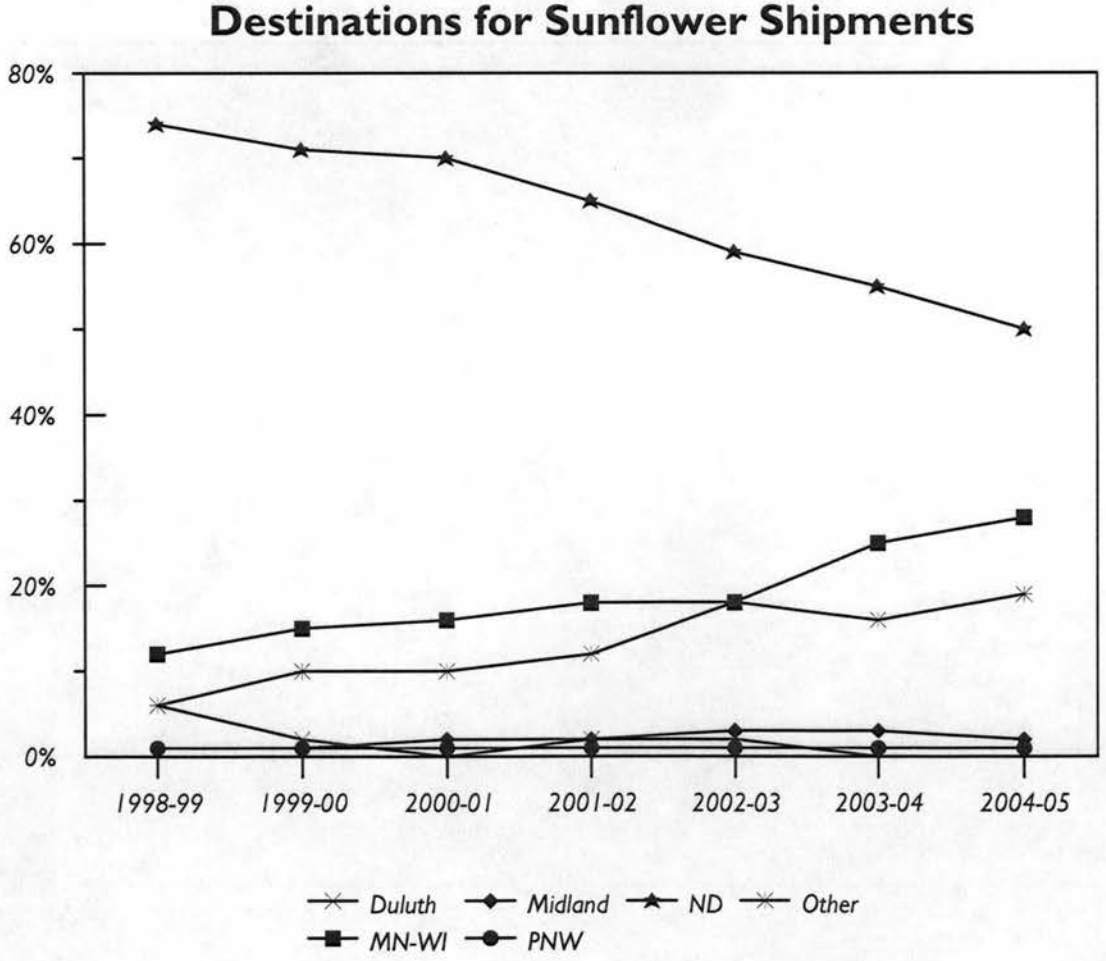
Destinations for Sunflower Shipments
2004-05
Crop Reporting District





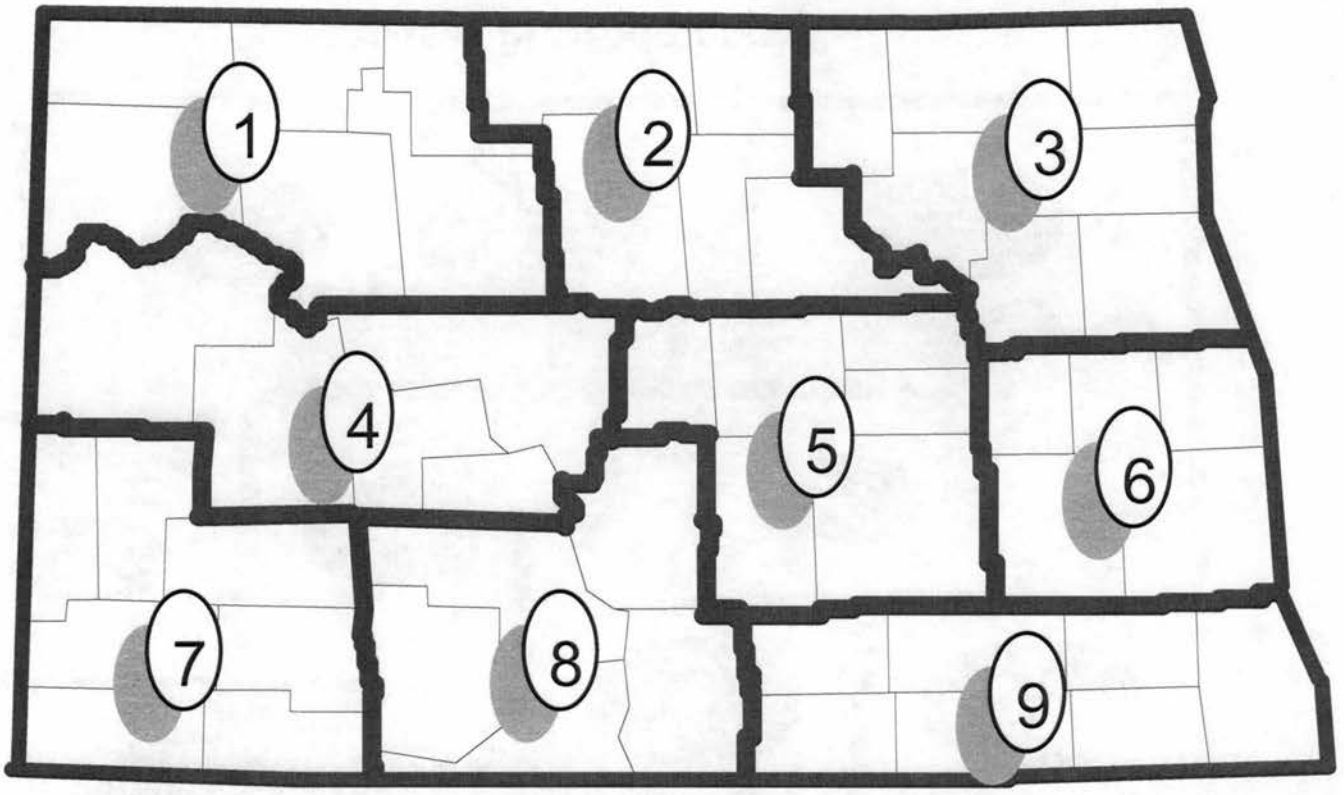
Trends for Destinations of Sunflower Shipments from ND
(1,000 cwt)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	925	2,428	159	100	14,634
	6%	17%	1%	1%	
1999-00	221	1,804	153	101	11,773
	2%	15%	1%	1%	
2000-01	4	1,667	261	129	10,693
	0%	16%	2%	1%	
2001-02	201	1,561	135	103	8,891
	2%	18%	2%	1%	
2002-03	3	1,658	312	112	9,155
	2%	18%	3%	1%	
2003-04	9	2,770	279	100	10,873
	0%	25%	3%	1%	
2004-05	3	1,527	114	48	5,452
	0%	28%	2%	1%	

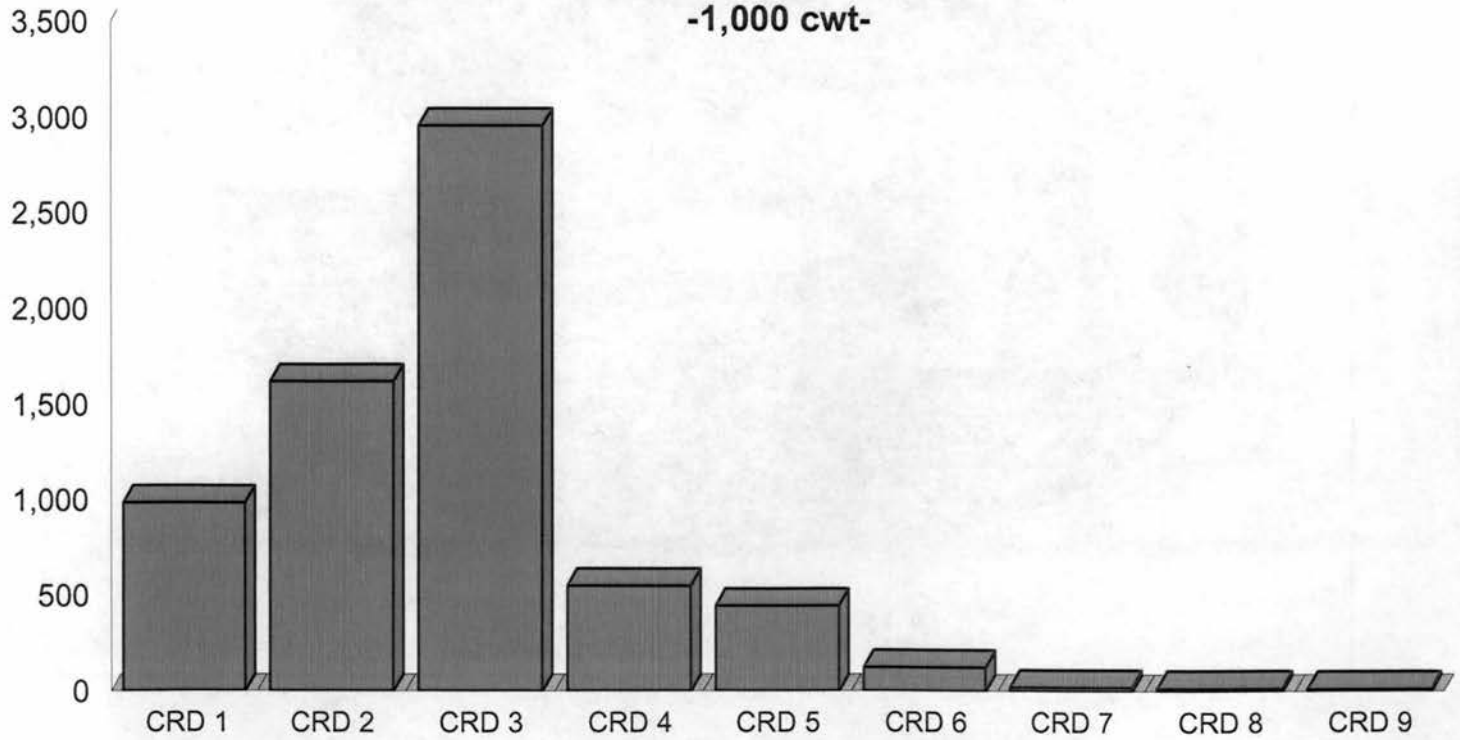


Canola

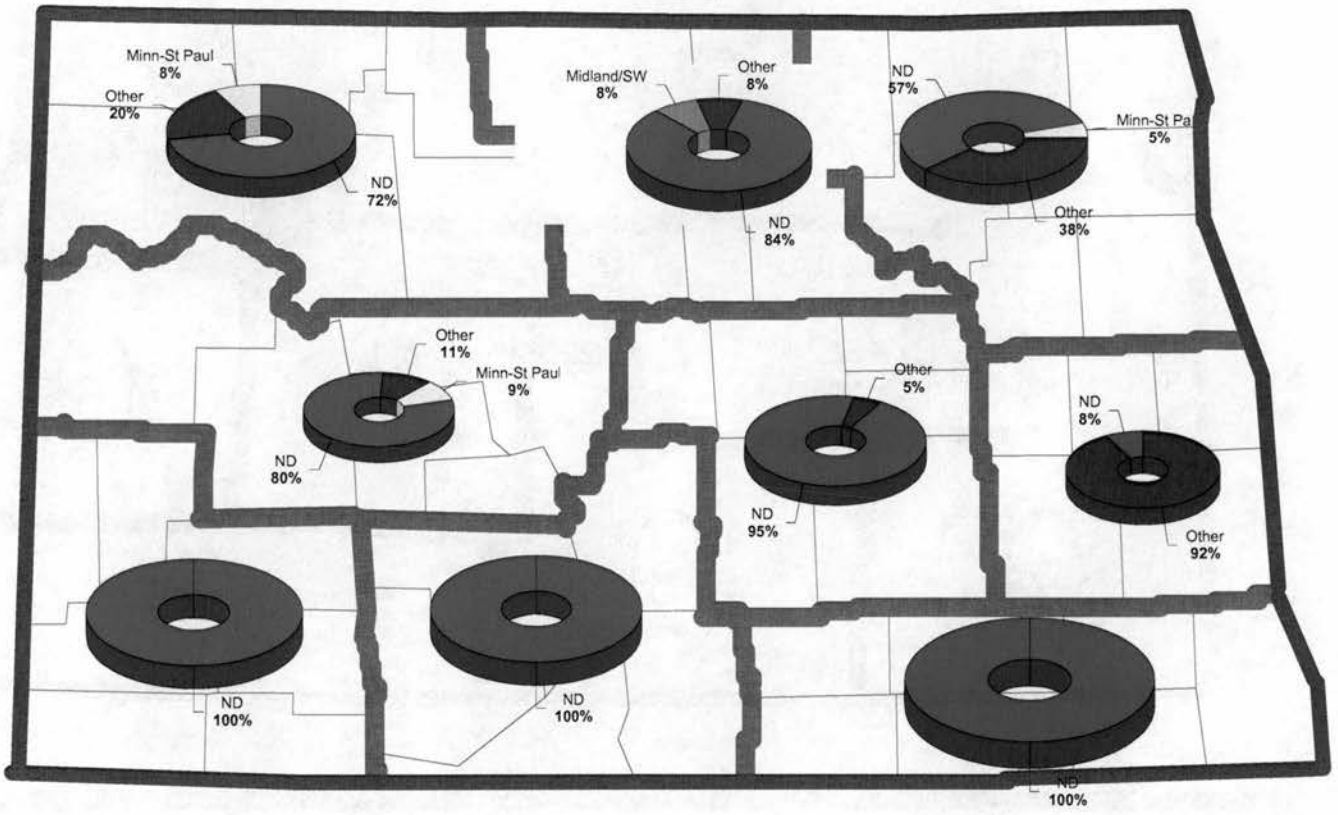
NORTH DAKOTA CROP REPORTING DISTRICTS

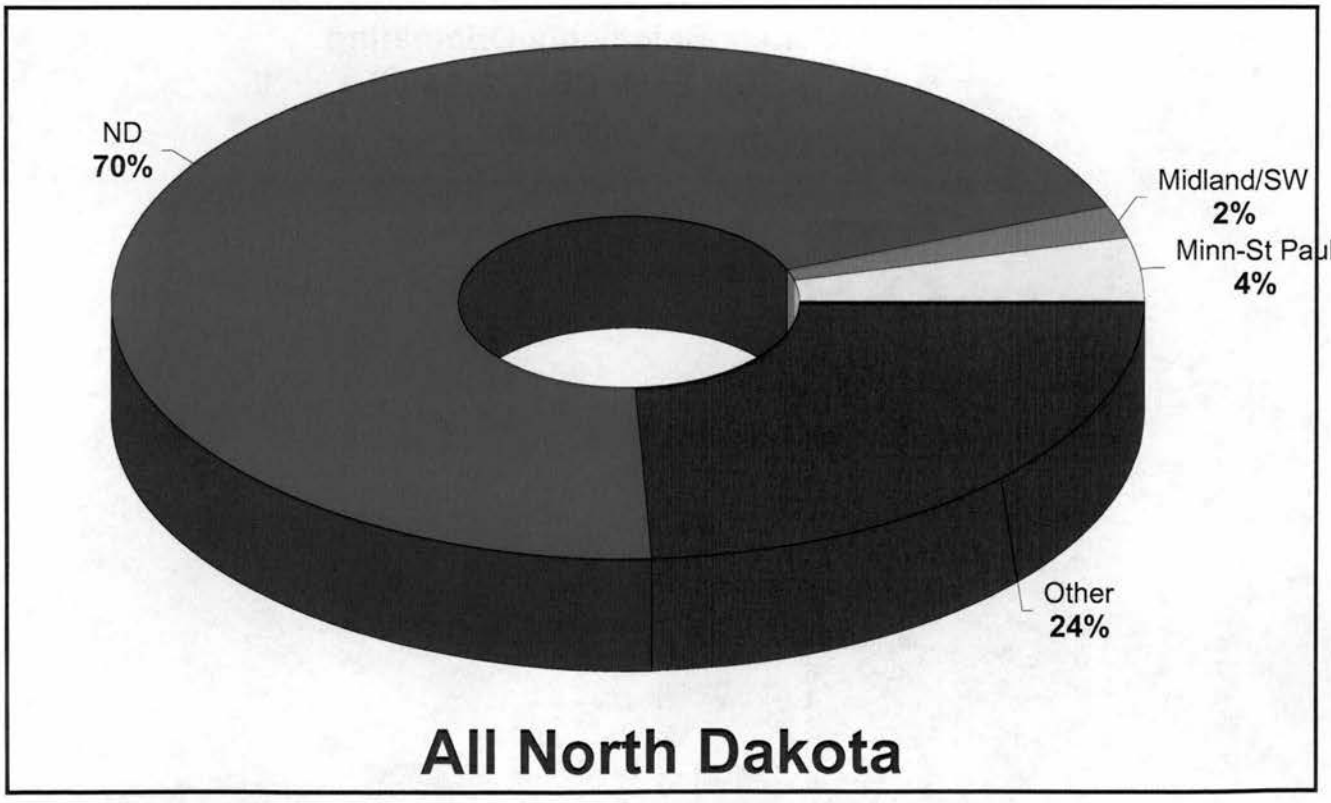


Canola Shipments Originating from Each CRD, 2004-05
-1,000 cwt-



Destinations for Canola Shipments
2004-05
Crop Reporting District

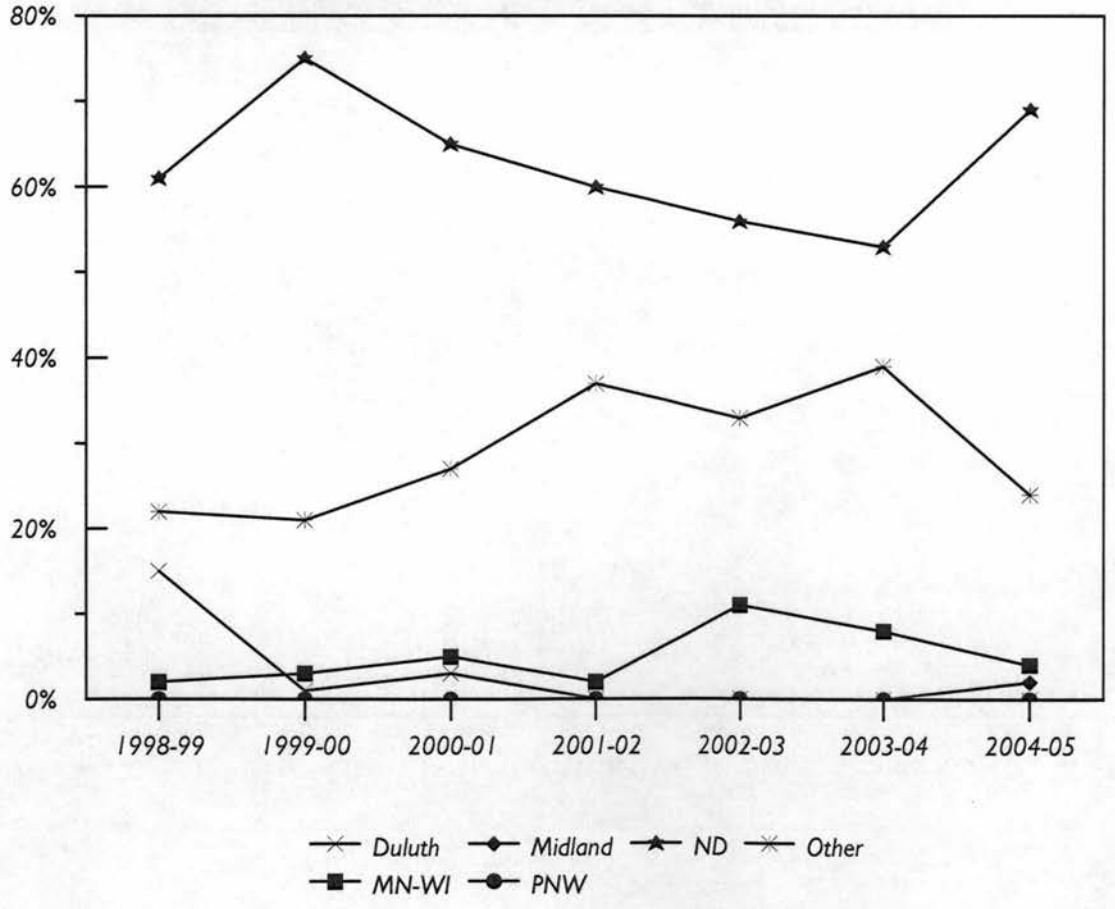




Trends for Destinations of Canola Shipments from ND
(1,000 cwt)

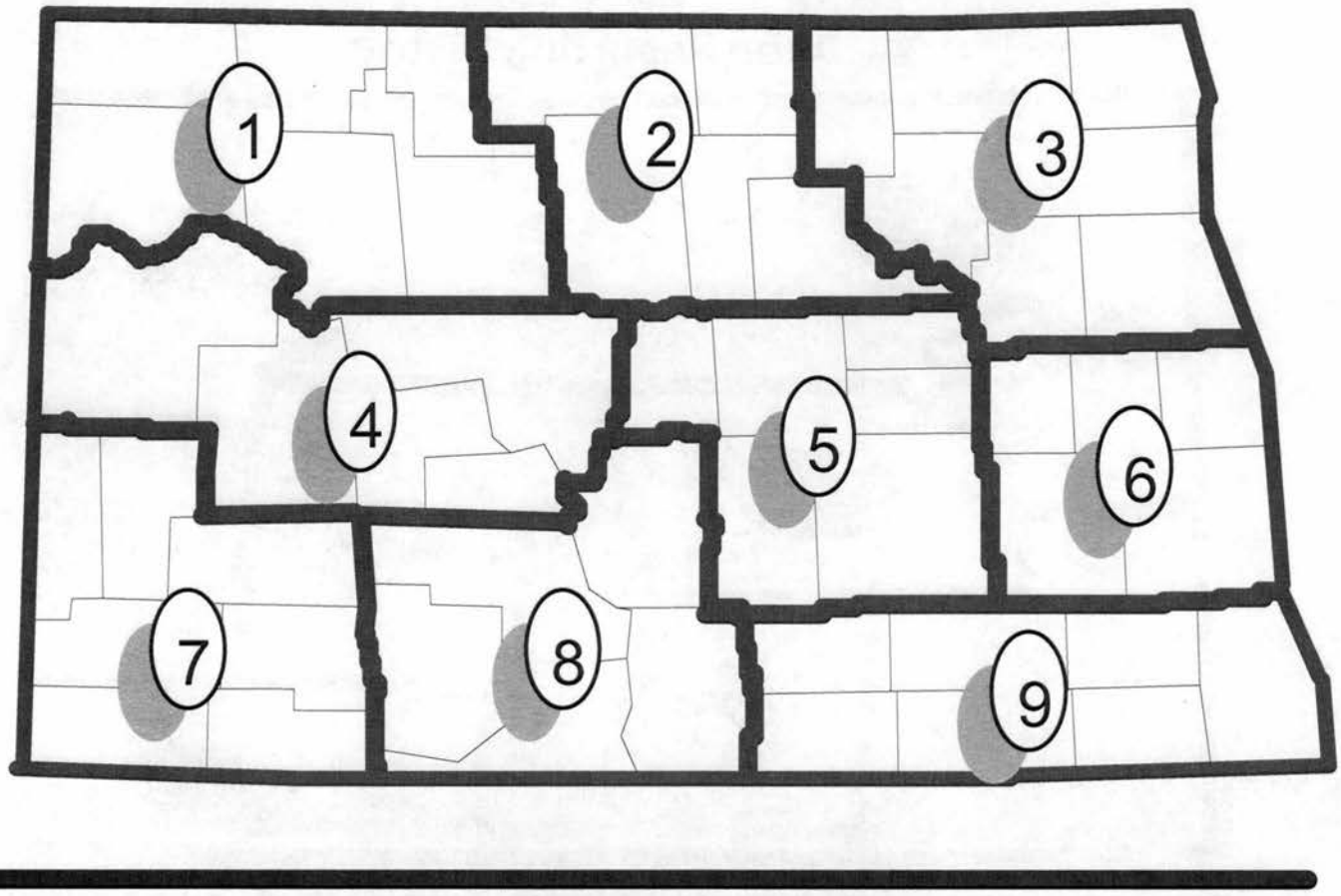
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	1,685	287	1	0	11,941
	14%	2%	0%	0%	
1999-00	56	224	2	19	7,013
	1%	3%	0%	0%	
2000-01	297	483	7	28	10,233
	3%	5%	0%	0%	
2001-02	26	183	14	0	9,208
	0%	2%	0%	0%	
2002-03	19	906	0	0	8,450
	0%	11%	0%	0%	
2003-04	5	749	0	24	9,038
	0%	8%	0%	0%	
2004-05	4	278	136	0	6,753
	0%	4%	2%	0%	

Destinations for Canola Shipments

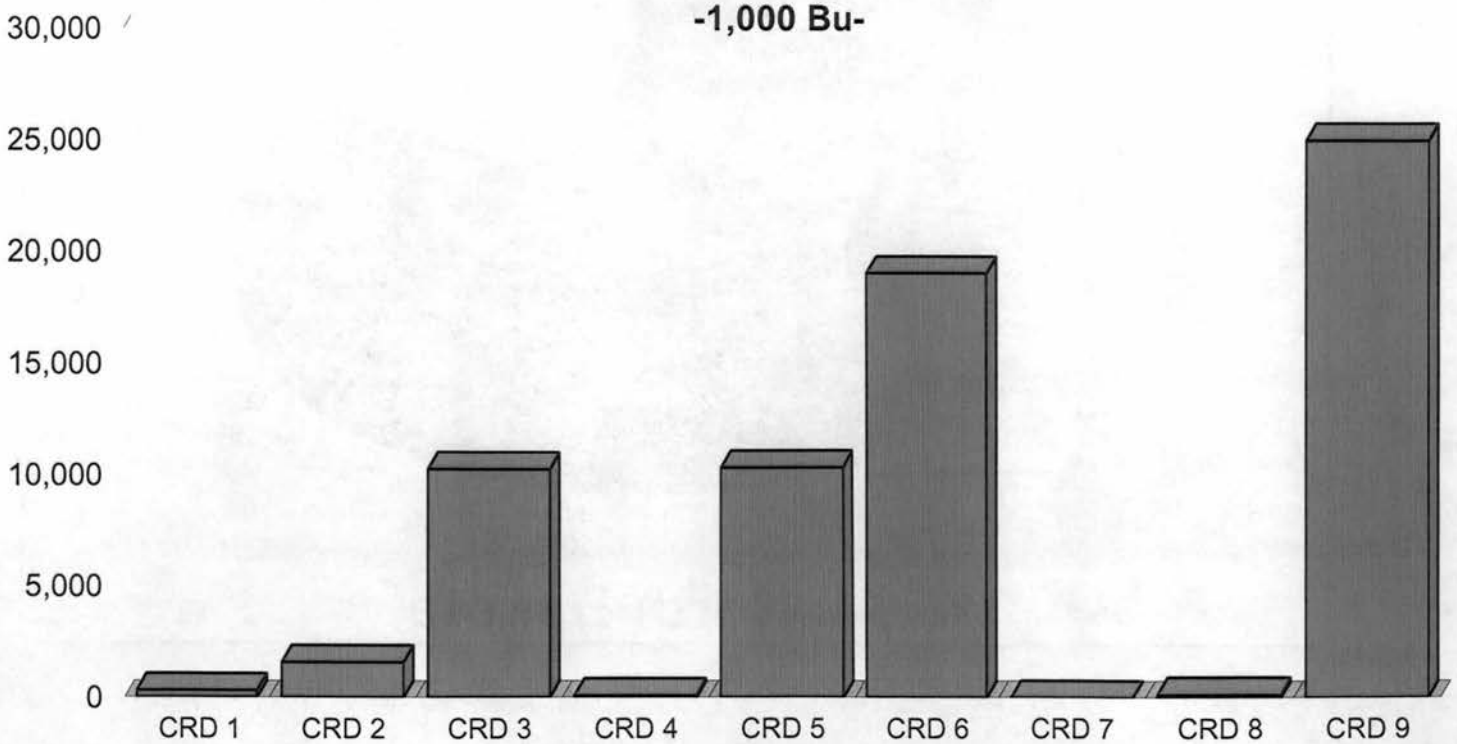


Soybeans

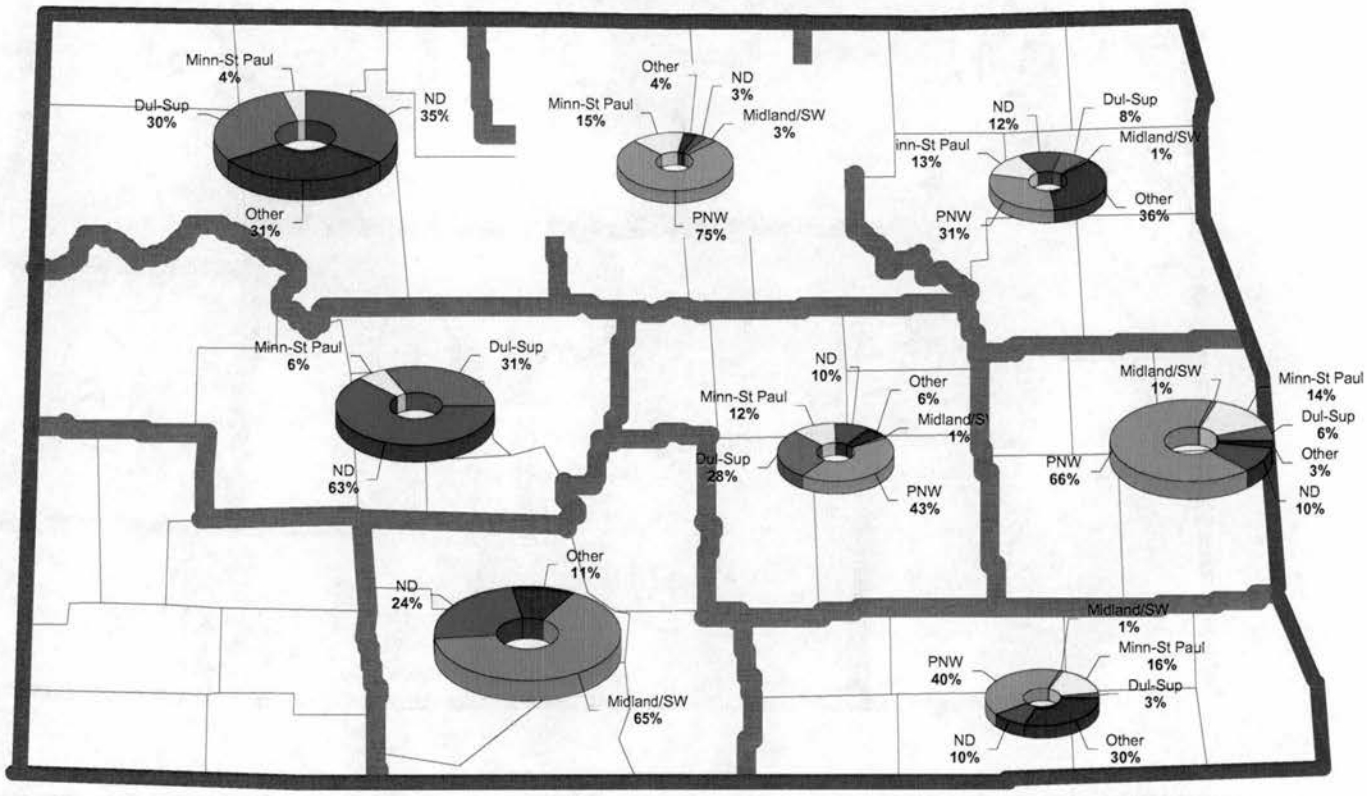
NORTH DAKOTA CROP REPORTING DISTRICTS

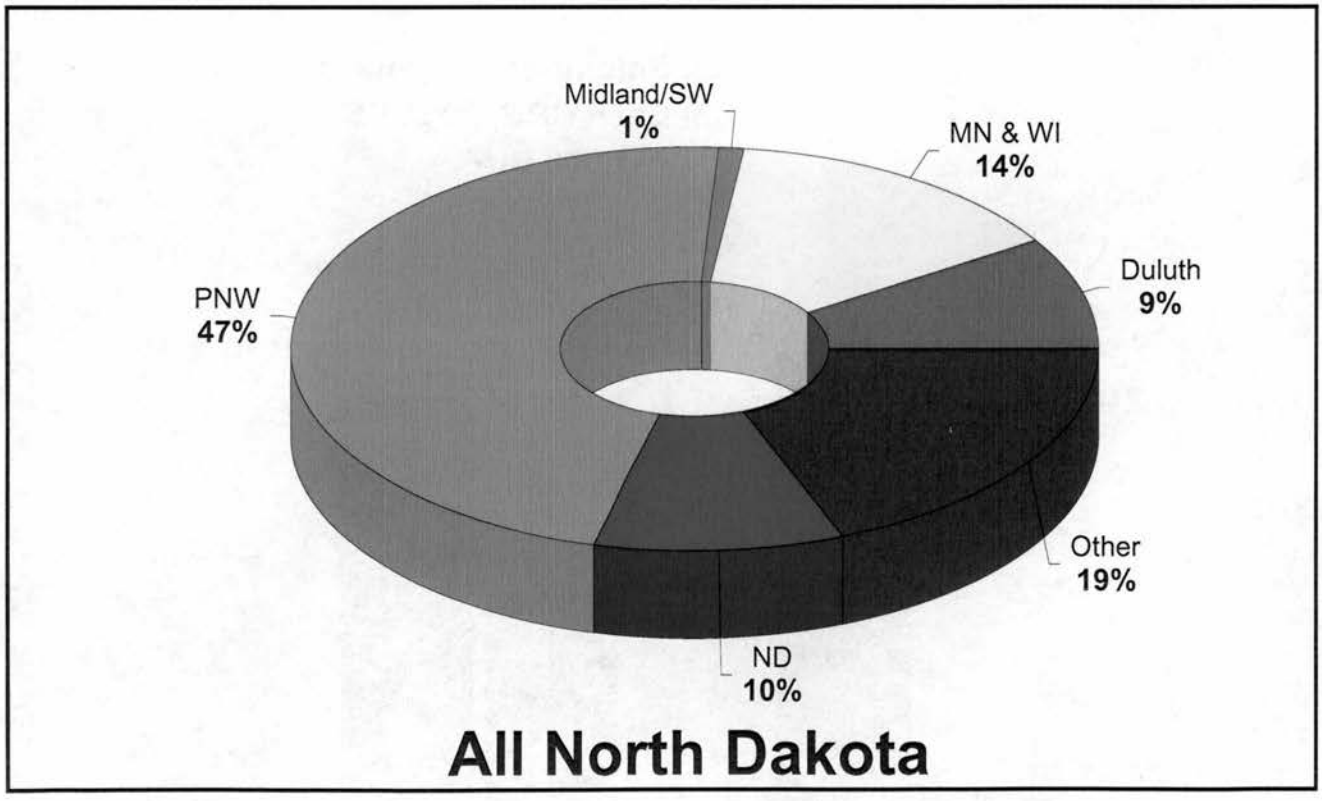


Soybean Shipments Originating from Each CRD, 2004-05
-1,000 Bu-



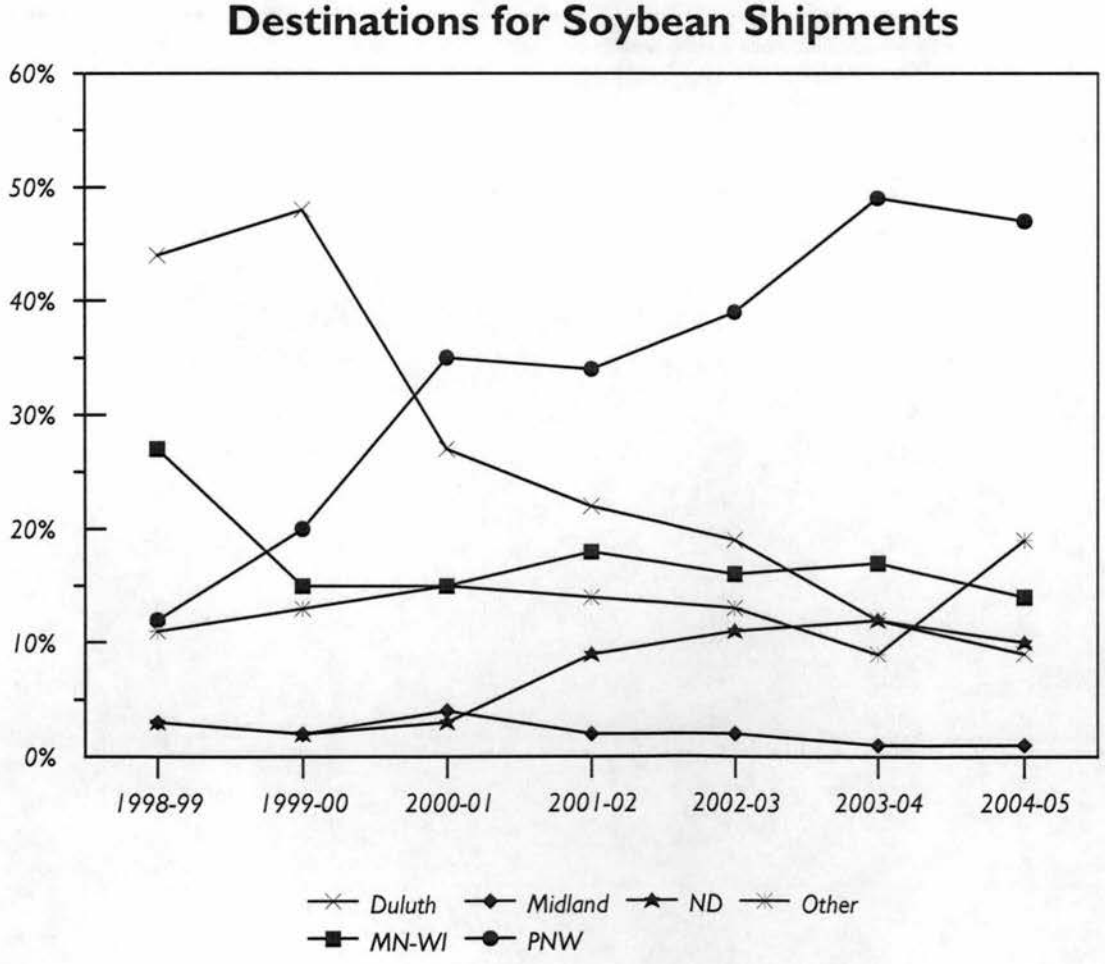
Destinations for Soybeans Shipments
2004-05
Crop Reporting District





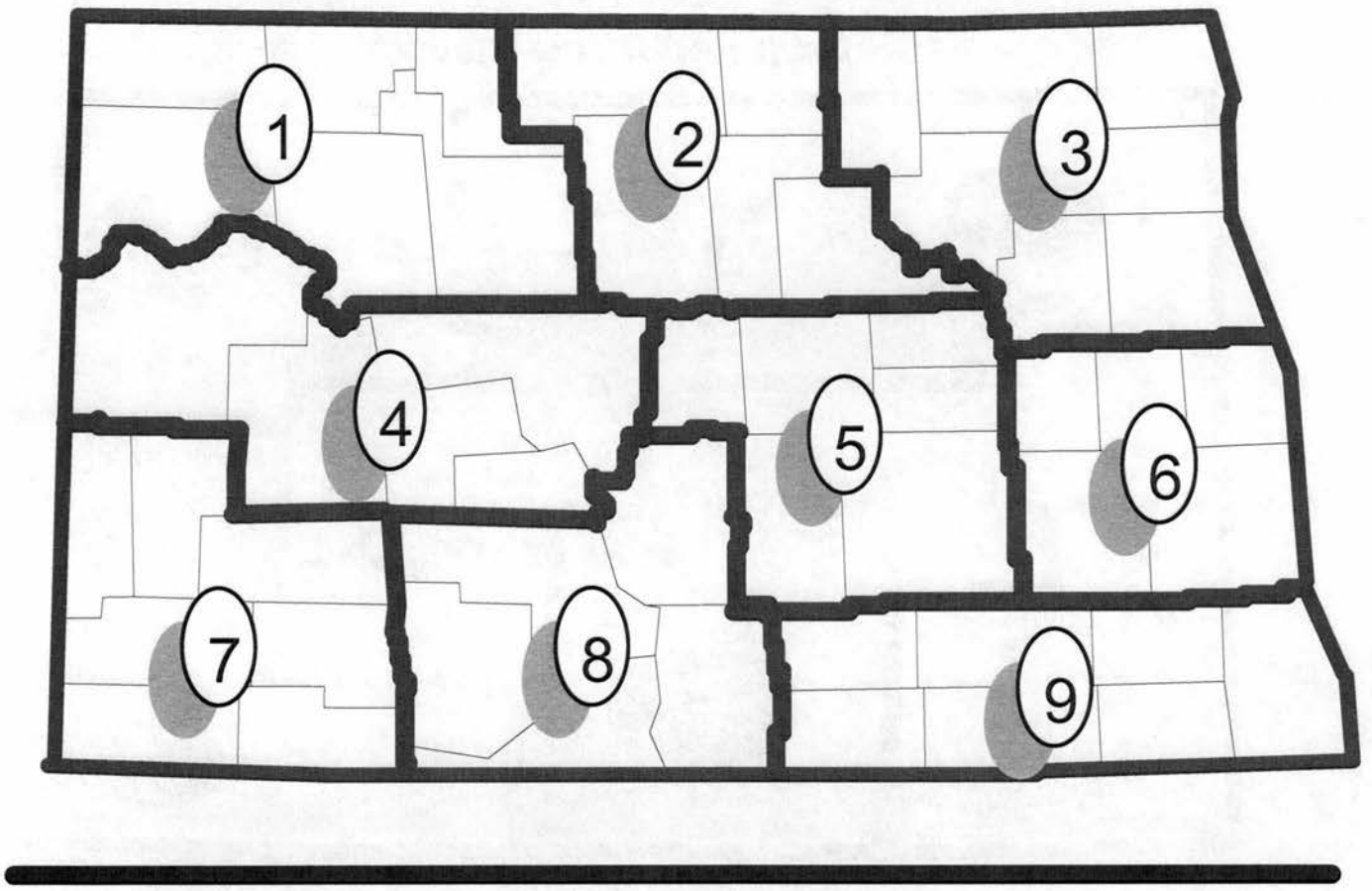
Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	12,978	7,833	854	3,516	29,526
	44%	27%	3%	12%	
1999-00	20,753	6,514	950	8,393	42,668
	48%	15%	2%	20%	
2000-01	13,523	7,372	2,129	17,296	49,617
	27%	15%	4%	35%	
2001-02	13,358	11,022	1,219	20,644	60,153
	22%	18%	2%	34%	
2002-03	15,473	13,053	1,824	32,233	82,784
	19%	16%	2%	39%	
2003-04	10,292	15,216	493	42,919	87,260
	12%	17%	1%	49%	
2004-05	5,718	9,642	639	31,332	66,732
	9%	14%	1%	47%	

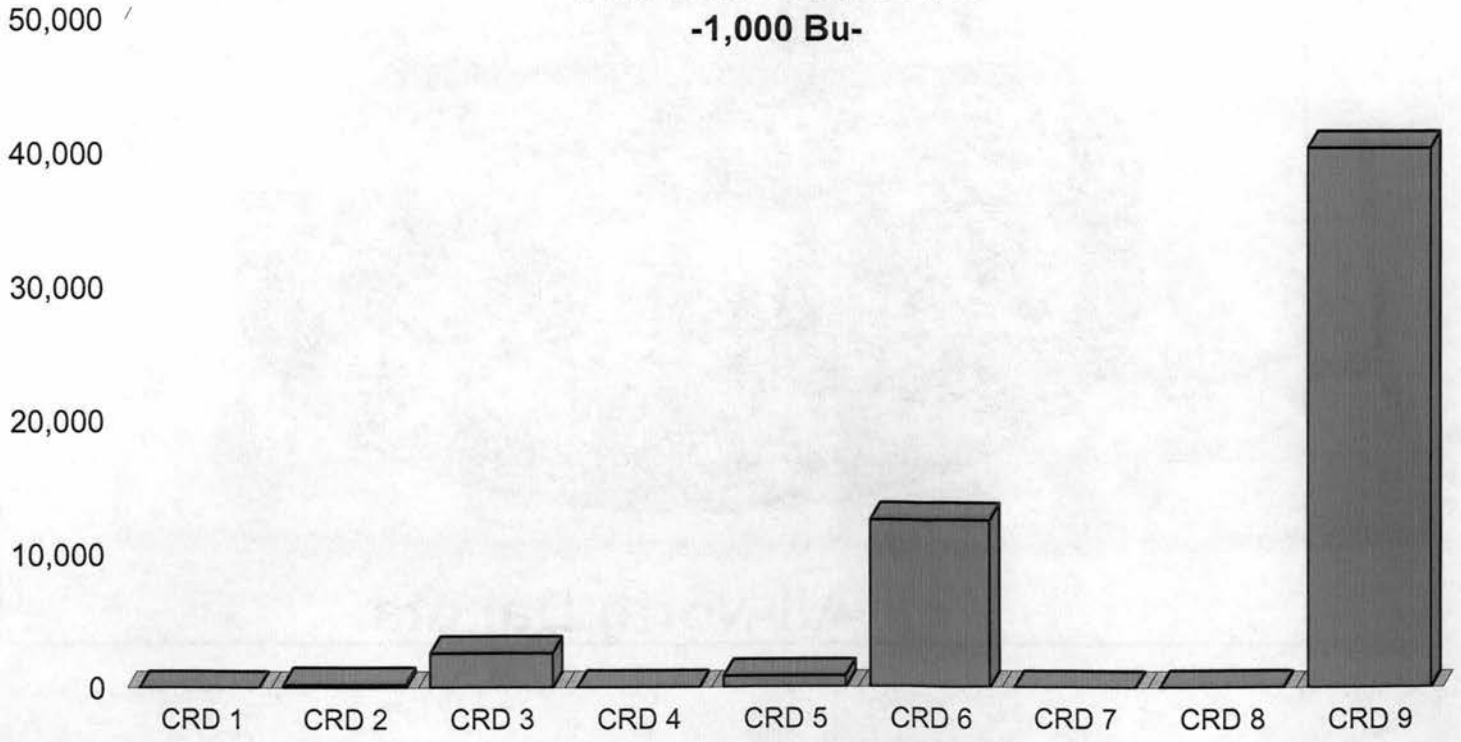


Corn

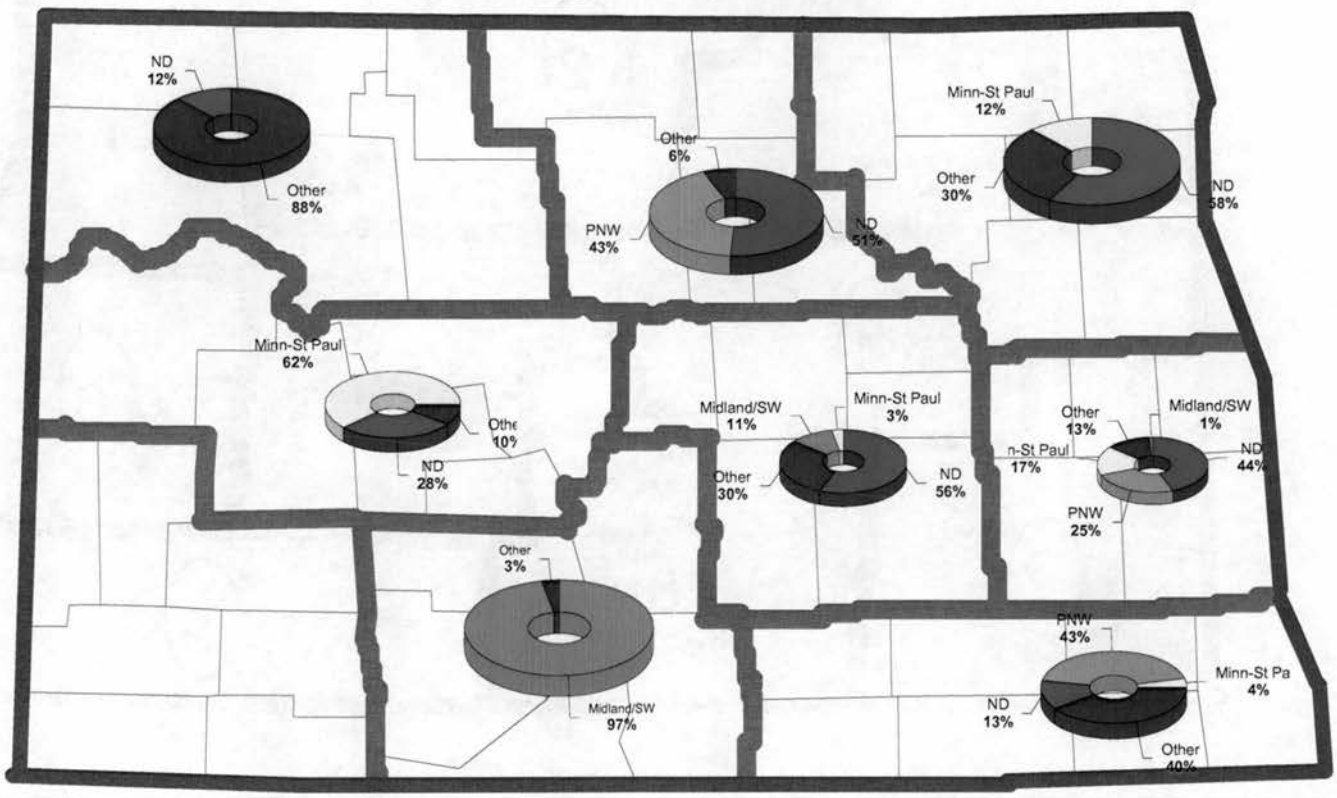
NORTH DAKOTA CROP REPORTING DISTRICTS

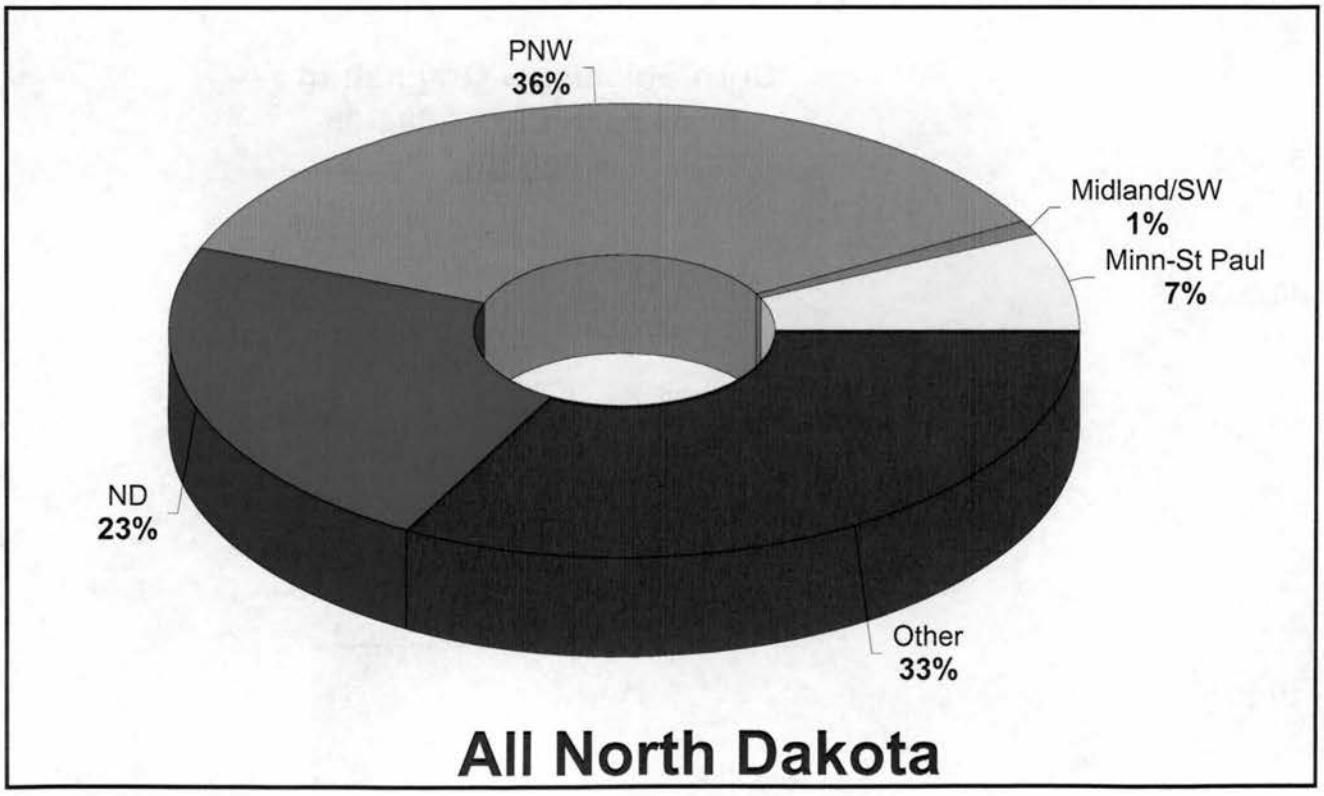


Corn Shipments Originating from Each CRD, 2004-05
-1,000 Bu-



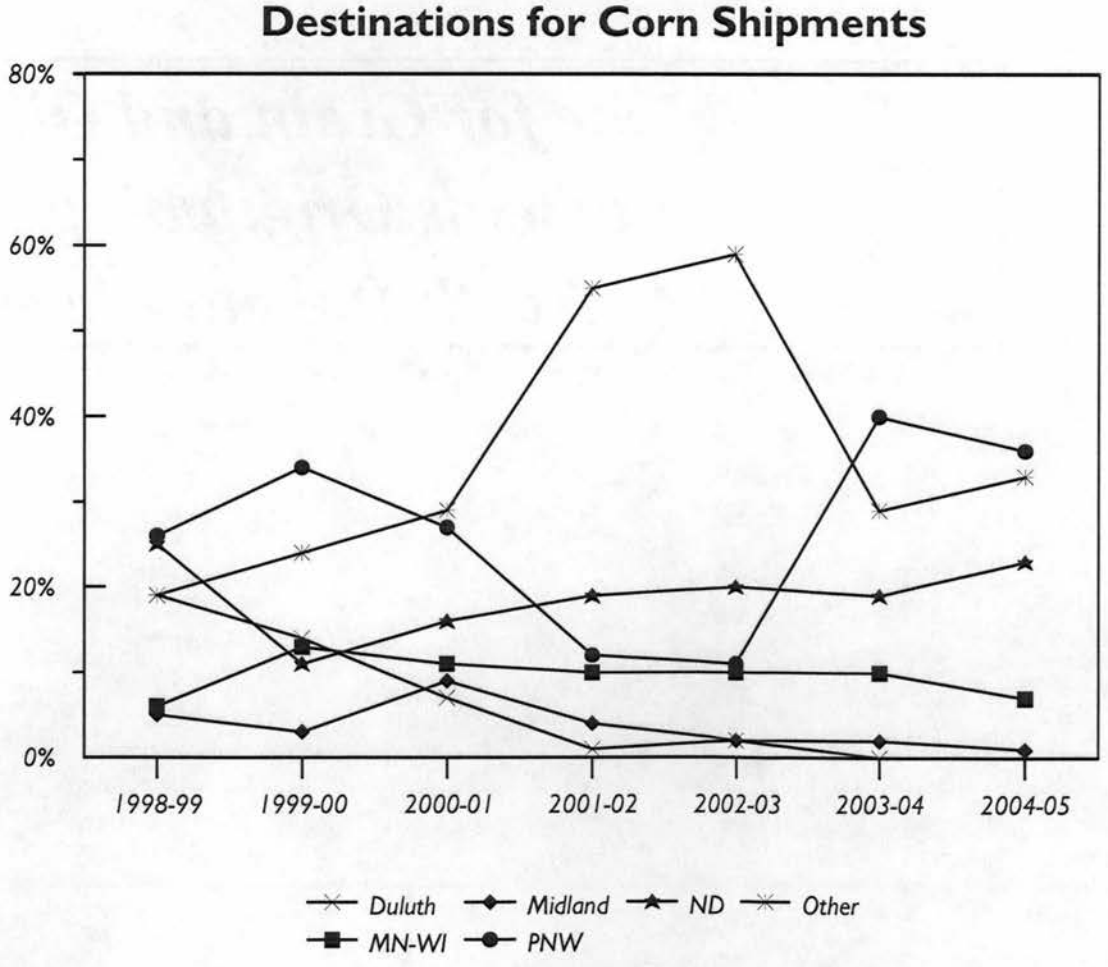
Destinations for Corn Shipments
2004-05
Crop Reporting District

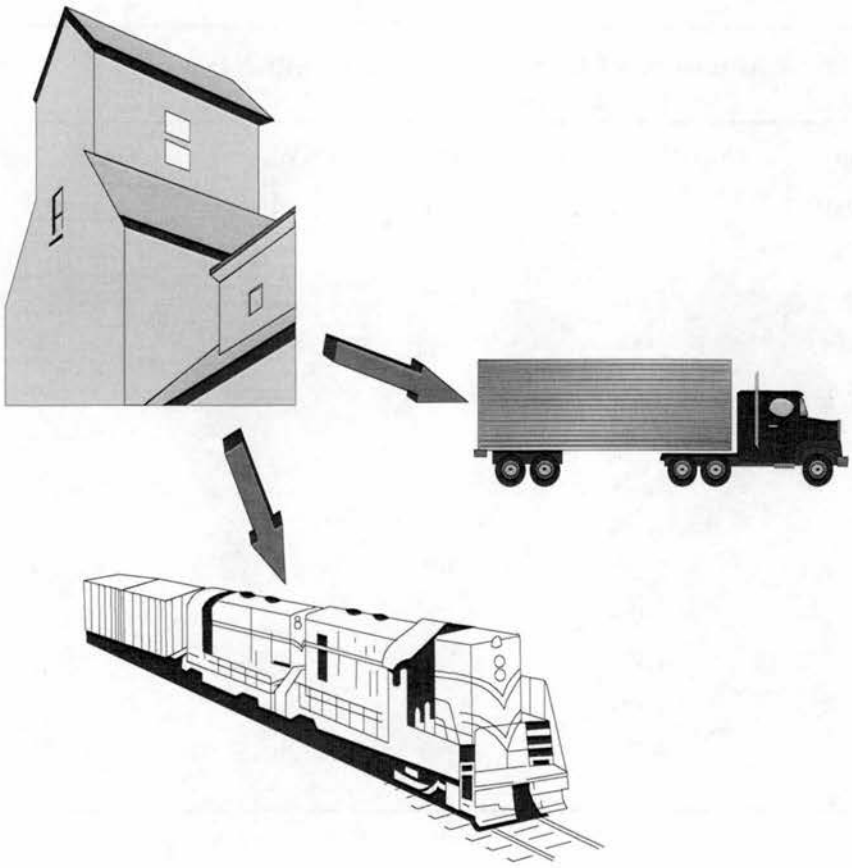




Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
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	315	4,824	1,658	5,447	46,079
	1%	10%	4%	12%	
2002-03	954	3,886	1,303	6,488	60,147
	2%	10%	2%	11%	
2003-04	8	7,312	1,399	29,642	73,981
	0%	10%	2%	40%	
2004-05	0	4,192	493	20,452	56,821
	0%	7%	1%	36%	

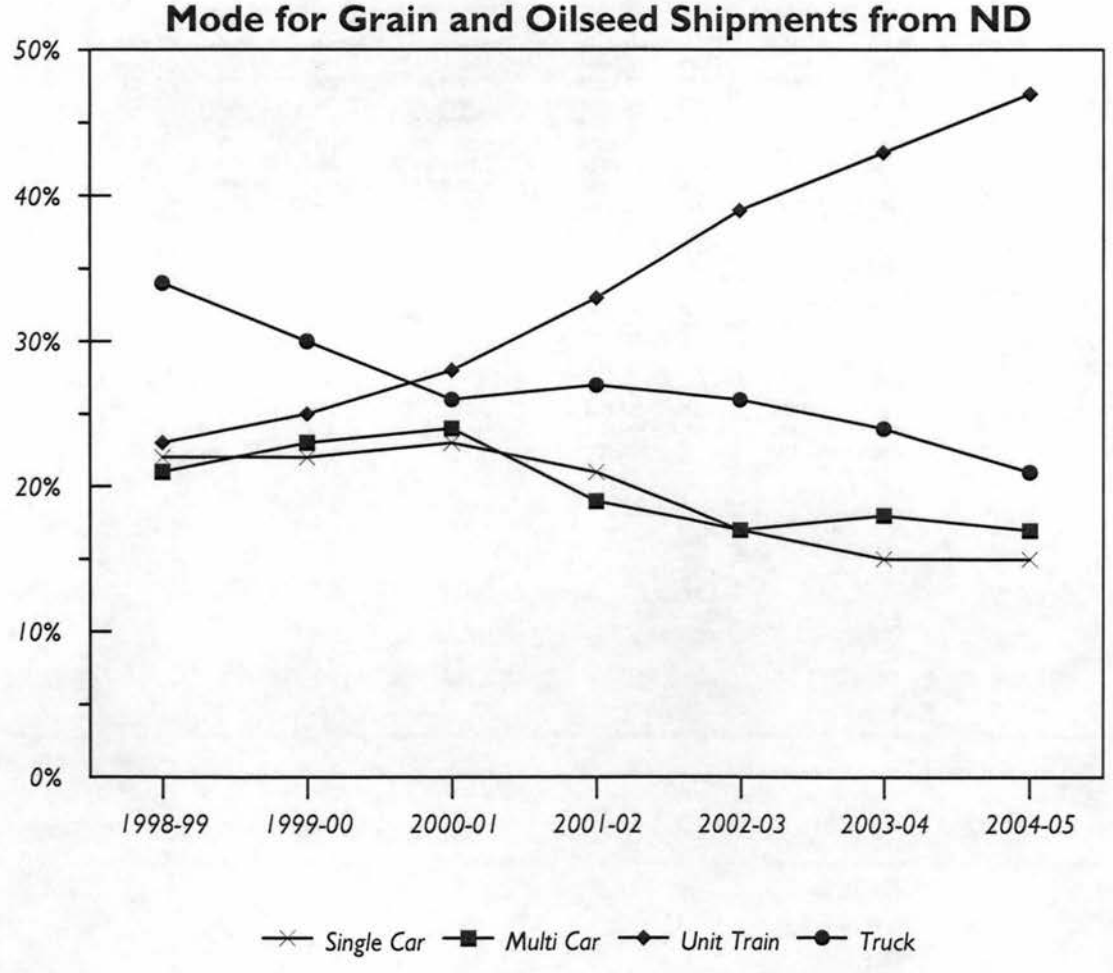




Mode for Grain and Oilseed Shipments Originating from North Dakota Elevators

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

	Single Car	Multi Car	Unit Train	Truck	Total
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	105,449	97,682	163,026	131,812	497,969
	21%	20%	33%	26%	
2002-03	88,314	86,497	201,327	135,029	511,167
	17%	17%	39%	26%	
2003-04	90,457	114,113	265,330	148,293	618,193
	15%	18%	43%	24%	
2004-05	84,122	91,432	254,069	115,381	545,004
	15%	17%	47%	21%	



Mode for Grain and Oilseed Shipments from Each CRD

(1,000 Bushels)

CRD 1

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	24%	29%	33%	14%	54,675
1999-00	22%	23%	43%	12%	61,527
2000-01	26%	25%	38%	11%	76,136
2001-02	27%	18%	43%	12%	75,680
2002-03	30%	19%	38%	13%	66,422
2003-04	24%	23%	39%	14%	77,316
2004-05	23%	23%	41%	13%	75,036

CRD 2

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	23%	26%	20%	31%	40,535
1999-00	20%	23%	15%	42%	27,929
2000-01	24%	19%	30%	28%	36,266
2001-02	27%	17%	31%	25%	34,921
2002-03	23%	8%	46%	23%	38,608
2003-04	19%	17%	42%	23%	53,113
2004-05	18%	11%	54%	17%	45,969

CRD 3

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	26%	17%	16%	41%	92,029
1999-00	25%	23%	16%	35%	93,794
2000-01	27%	22%	20%	32%	96,766
2001-02	25%	19%	17%	39%	80,976
2002-03	16%	3%	32%	35%	98,876
2003-04	15%	15%	37%	32%	126,613
2004-05	16%	15%	42%	27%	102,546

CRD 4

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	22%	23%	20%	35%	18,863
1999-00	22%	24%	17%	38%	16,338
2000-01	39%	22%	2%	36%	21,227
2001-02	33%	17%	8%	42%	18,295
2002-03	49%	20%	13%	43%	16,634
2003-04	24%	23%	15%	38%	20,327
2004-05	29%	20%	23%	28%	22,360

CRD 5

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	21%	17%	15%	46%	41,132
1999-00	17%	14%	25%	44%	49,294
2000-01	25%	10%	21%	39%	53,336
2001-02	25%	16%	24%	35%	50,879
2002-03	16%	14%	31%	38%	50,881
2003-04	14%	21%	31%	34%	61,479
2004-05	17%	18%	39%	26%	60,076

CRD 6

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	13%	25%	23%	39%	95,954
1999-00	13%	31%	23%	34%	98,723
2000-01	12%	28%	30%	30%	104,415
2001-02	8%	25%	38%	30%	98,730
2002-03	7%	17%	50%	26%	120,036
2003-04	6%	18%	54%	22%	143,523
2004-05	6%	15%	47%	32%	85,371

CRD 7

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	4%	15%	66%	15%	28,202
1999-00	4%	18%	63%	15%	27,254
2000-01	5%	14%	70%	10%	37,346
2001-02	3%	13%	73%	10%	36,670
2002-03	2%	17%	71%	10%	24,112
2003-04	2%	24%	64%	9%	33,341
2004-05	1%	23%	71%	5%	35,681

CRD 8

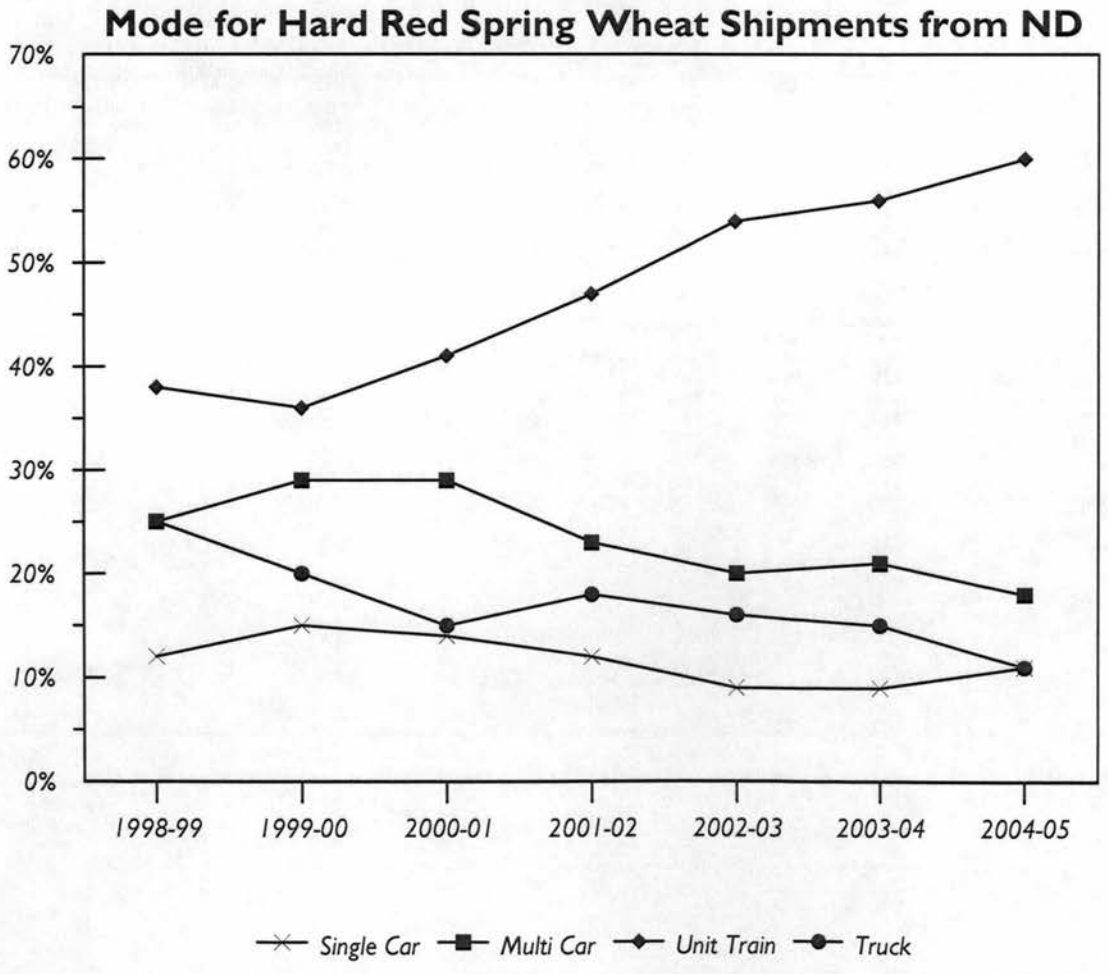
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	12%	17%	15%	56%	12,358
1999-00	17%	8%	22%	53%	13,795
2000-01	10%	8%	21%	44%	17,907
2001-02	7%	2%	40%	50%	16,072
2002-03	5%	4%	47%	44%	10,833
2003-04	5%	4%	49%	42%	15,487
2004-05	7%	4%	50%	39%	14,515

CRD 9

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	36%	17%	14%	33%	73,721
1999-00	36%	25%	16%	23%	83,082
2000-01	32%	16%	16%	21%	94,713
2001-02	30%	25%	26%	19%	94,188
2002-03	27%	21%	31%	21%	84,763
2003-04	22%	19%	25%	14%	86,994
2004-05	18%	17%	51%	14%	103,451

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

	Single Car	Multi Car	Unit Train	Truck	Total
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	23,649	44,087	91,117	33,603	192,457
	12%	23%	47%	17%	
2002-03	17,876	38,922	105,186	31,478	193,462
	9%	20%	54%	16%	
2003-04	20,966	50,019	136,461	35,962	243,408
	9%	21%	56%	15%	
2004-05	27,974	45,513	151,461	28,161	253,110
	11%	18%	60%	11%	



Mode for Hard Red Spring Wheat Shipments from Each CRD

(1,000 Bushels)

CRD 1

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	8%	19%	66%	7%	11,384
1999-00	9%	16%	68%	6%	12,268
2000-01	11%	19%	65%	5%	16,171
2001-02	7%	11%	76%	6%	16,831
2002-03	7%	9%	79%	5%	15,740
2003-04	12%	11%	72%	4%	17,820
2004-05	7%	9%	80%	4%	21,945

CRD 2

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	15%	29%	48%	8%	11,405
1999-00	15%	38%	29%	18%	7,977
2000-01	14%	30%	46%	9%	9,090
2001-02	20%	13%	60%	7%	10,186
2002-03	11%	8%	77%	7%	15,644
2003-04	13%	13%	69%	5%	20,998
2004-05	11%	12%	61%	4%	23,765

CRD 3

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	14%	21%	26%	39%	35,099
1999-00	13%	32%	29%	26%	44,229
2000-01	14%	31%	32%	23%	46,282
2001-02	13%	28%	25%	33%	39,364
2002-03	7%	22%	47%	24%	54,305
2003-04	7%	19%	49%	25%	70,521
2004-05	11%	17%	54%	19%	67,782

CRD 4

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11%	45%	3%	41%	6,594
1999-00	11%	28%	8%	52%	6,636
2000-01	15%	44%	5%	37%	6,301
2001-02	20%	30%	8%	42%	6,716
2002-03	15%	22%	17%	46%	7,501
2003-04	17%	33%	16%	34%	9,017
2004-05	32%	23%	25%	21%	11,786

CRD 5

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11%	32%	39%	18%	15,410
1999-00	12%	21%	55%	12%	22,078
2000-01	17%	27%	40%	16%	22,214
2001-02	14%	25%	43%	18%	23,571
2002-03	10%	29%	47%	14%	20,395
2003-04	6%	37%	28%	13%	24,206
2004-05	13%	27%	55%	6%	30,261

CRD 6

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	7%	34%	34%	25%	27,539
1999-00	8%	46%	26%	20%	29,400
2000-01	8%	41%	37%	14%	33,091
2001-02	4%	32%	53%	11%	35,475
2002-03	2%	23%	66%	11%	32,285
2003-04	3%	13%	75%	7%	38,292
2004-05	3%	19%	68%	11%	28,650

CRD 7

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	2%	10%	80%	8%	21,999
1999-00	2%	13%	76%	9%	21,192
2000-01	4%	9%	81%	6%	27,822
2001-02	1%	6%	86%	6%	27,684
2002-03	1%	7%	86%	5%	17,940
2003-04	22%	11%	121%	4%	24,874
2004-05	0%	14%	83%	2%	27,393

CRD 8

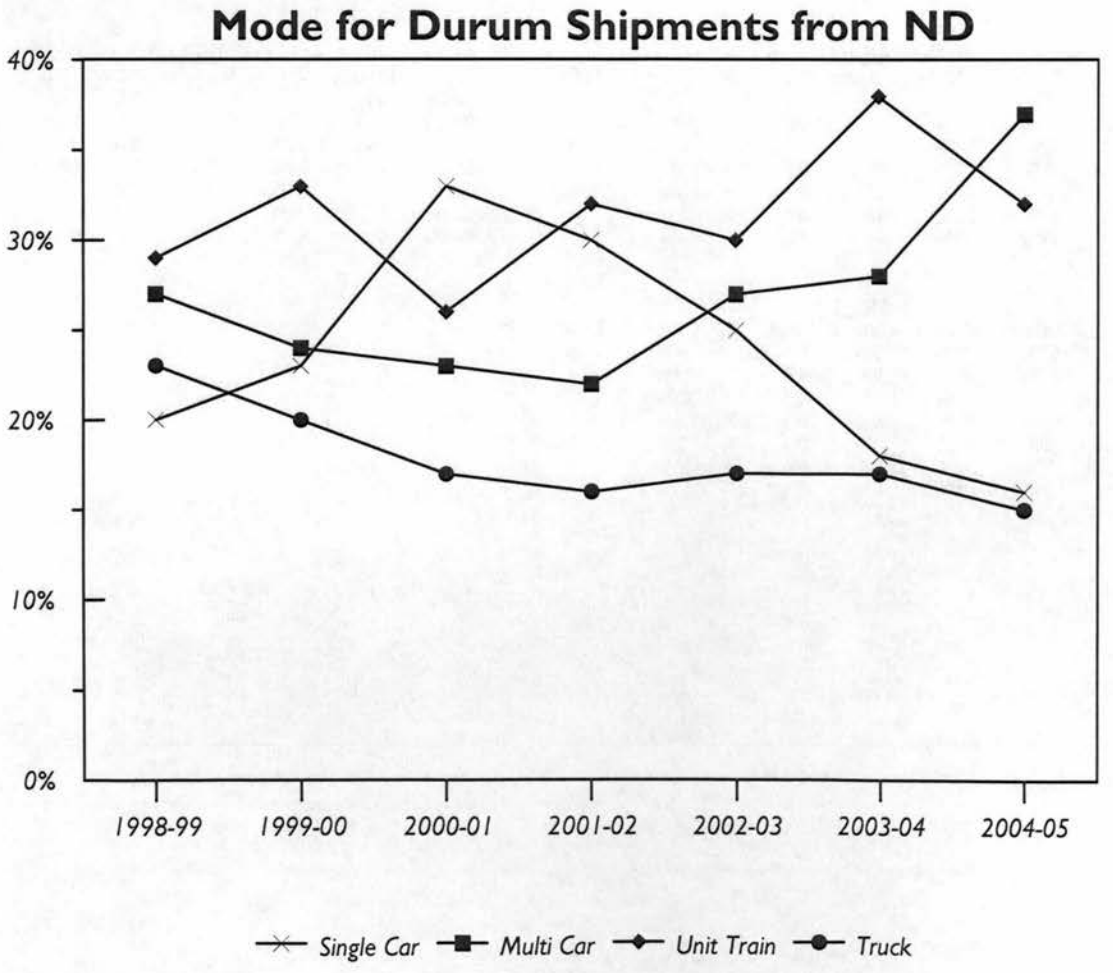
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	10%	22%	19%	49%	9,731
1999-00	15%	9%	29%	47%	10,289
2000-01	7%	10%	52%	31%	12,822
2001-02	6%	3%	55%	36%	11,689
2002-03	3%	5%	58%	34%	8,530
2003-04	4%	4%	63%	29%	12,047
2004-05	6%	3%	58%	33%	12,522

CRD 9

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	30%	28%	18%	24%	23,451
1999-00	44%	35%	5%	16%	23,381
2000-01	33%	48%	9%	10%	26,276
2001-02	32%	38%	18%	12%	26,128
2002-03	34%	38%	15%	13%	20,196
2003-04	25%	36%	67%	8%	25,632
2004-05	27%	33%	34%	6%	29,007

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

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11,459	15,088	15,871	12,955	55,372
	20%	27%	29%	23%	
1999-00	14,726	15,244	21,079	13,007	64,056
	23%	24%	33%	20%	
2000-01	25,104	17,501	20,426	13,994	77,025
	33%	23%	27%	18%	
2001-02	16,926	13,610	20,504	9,804	60,845
	28%	22%	34%	16%	
2002-03	11,421	12,313	13,787	7,805	45,327
	25%	27%	30%	17%	
2003-04	9,498	15,023	20,426	8,999	53,946
	18%	28%	38%	17%	
2004-05	7,195	16,750	14,552	7,020	45,518
	16%	37%	32%	15%	



Mode for Durum Shipments from Each CRD

(1,000 Bushels)

CRD 1

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	7%	51%	9%	2%	26%	5%	28,588
1999-00	8%	42%	16%	1%	25%	8%	35,273
2000-01	12%	34%	27%	3%	20%	4%	39,479
2001-02	29%	28%	10%	2%	29%	2%	34,509
2002-03	21%	24%	21%	0%	32%	2%	29,854
2003-04	18%	24%	32%	1%	19%	5%	31,759
2004-05	15%	25%	27%	0%	25%	7%	26,849

CRD 2

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	14%	32%	3%	1%	31%	18%	4,622
1999-00	34%	28%	5%	2%	31%	1%	4,116
2000-01	25%	39%	5%	9%	17%	4%	5,751
2001-02	33%	48%	1%	3%	11%	3%	4,392
2002-03	32%	44%	0%	0%	15%	8%	2,146
2003-04	37%	45%	0%	0%	17%	0%	2,478
2004-05	27%	23%	14%	0%	12%	24%	1,864

CRD 3

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	19%	46%	2%	0%	19%	15%	4,324
1999-00	24%	29%	15%	0%	17%	14%	8,131
2000-01	26%	26%	8%	2%	17%	22%	8,864
2001-02	41%	18%	3%	1%	9%	29%	6,251
2002-03	31%	40%	2%	0%	13%	14%	2,535
2003-04	15%	50%	15%	0%	8%	12%	4,187
2004-05	42%	31%	3%	0%	12%	11%	1,818

CRD 4

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	1%	24%	34%	0%	5%	36%	8,010
1999-00	7%	18%	21%	1%	3%	50%	5,954
2000-01	6%	17%	9%	2%	14%	53%	8,838
2001-02	12%	28%	18%	0%	21%	21%	5,095
2002-03	1%	36%	24%	0%	16%	23%	3,752
2003-04	7%	63%	16%	0%	10%	4%	5,305
2004-05	0%	63%	27%	0%	6%	4%	5,088

CRD 5

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	13%	49%	18%	0%	11%	10%	3,126
1999-00	21%	48%	14%	0%	9%	7%	3,250
2000-01	17%	49%	15%	1%	11%	8%	3,393
2001-02	15%	52%	11%	13%	2%	7%	2,600
2002-03	14%	51%	11%	0%	6%	19%	1,444
2003-04	10%	54%	9%	0%	12%	15%	2,390
2004-05	5%	52%	10%	0%	10%	24%	1,388

CRD 6

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	17%	50%	12%	11%	3%	7%	998
1999-00	34%	51%	2%	3%	2%	7%	1,815
2000-01	27%	35%	8%	0%	1%	30%	1,899
2001-02	44%	31%	2%	6%	1%	16%	752
2002-03	14%	84%	0%	0%	1%	1%	160
2003-04	21%	18%	0%	0%	62%	0%	272
2004-05	18%	79%	0%	0%	3%	0%	453

CRD 7

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	9%	71%	3%	0%	11%	5%	4,995
1999-00	5%	75%	15%	0%	0%	4%	4,321
2000-01	2%	81%	11%	1%	3%	2%	7,601
2001-02	0%	78%	13%	2%	3%	5%	6,910
2002-03	0%	84%	7%	7%	1%	0%	5,216
2003-04	13%	68%	8%	5%	1%	5%	7,099
2004-05	12%	60%	14%	1%	9%	4%	7,544

CRD 8

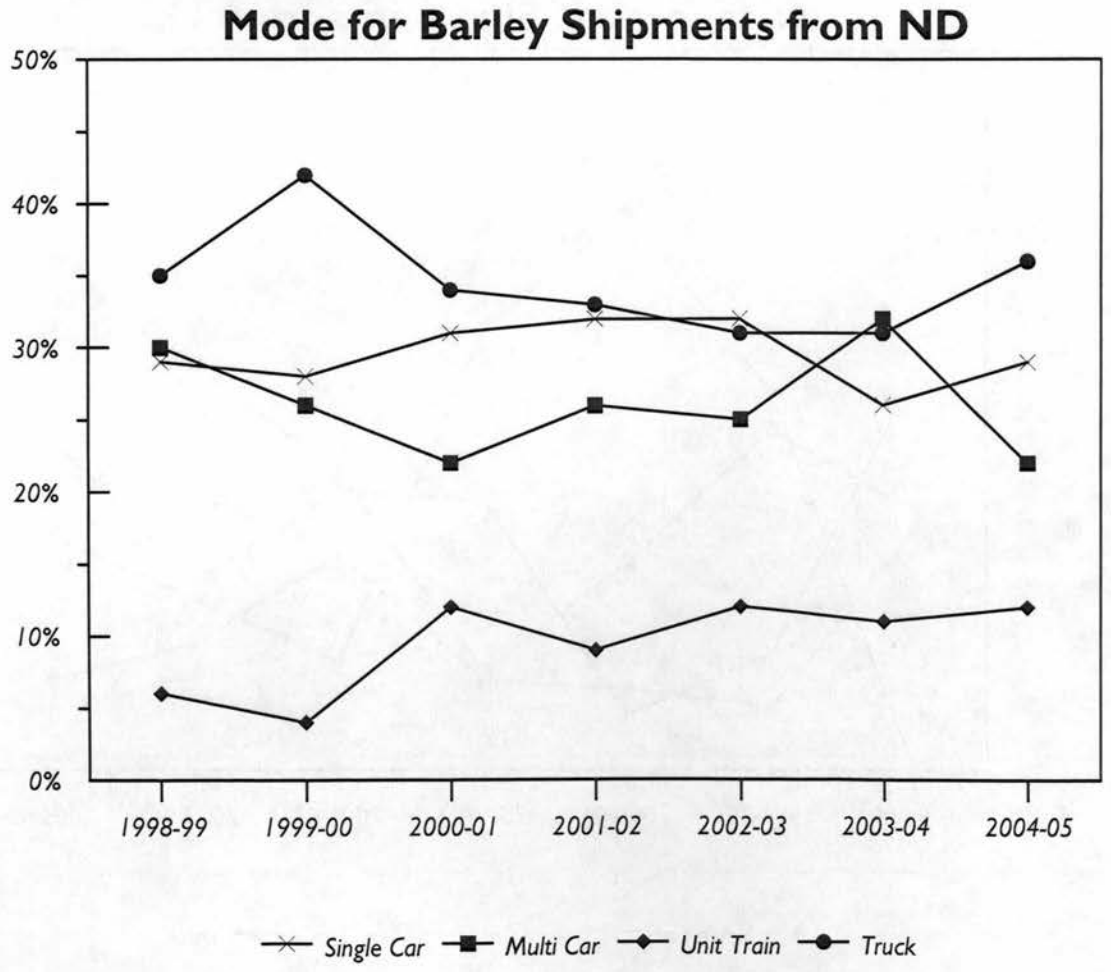
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	0%	98%	1%	0%	1%	0%	285
1999-00	17%	76%	0%	0%	2%	4%	352
2000-01	5%	90%	0%	0%	4%	0%	514
2001-02	2%	92%	0%	0%	5%	0%	348
2002-03	0%	100%	0%	0%	0%	0%	110
2003-04	0%	92%	3%	0%	5%	0%	185
2004-05	0%	64%	1%	0%	35%	0%	199

CRD 9

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	52%	35%	4%	0%	0%	9%	425
1999-00	37%	46%	2%	0%	0%	14%	844
2000-01	24%	52%	0%	0%	1%	23%	687
2001-02	10%	70%	8%	0%	2%	10%	380
2002-03	8%	85%	0%	0%	5%	2%	110
2003-04	2%	68%	2%	0%	11%	16%	271
2004-05	2%	64%	0%	0%	2%	33%	314

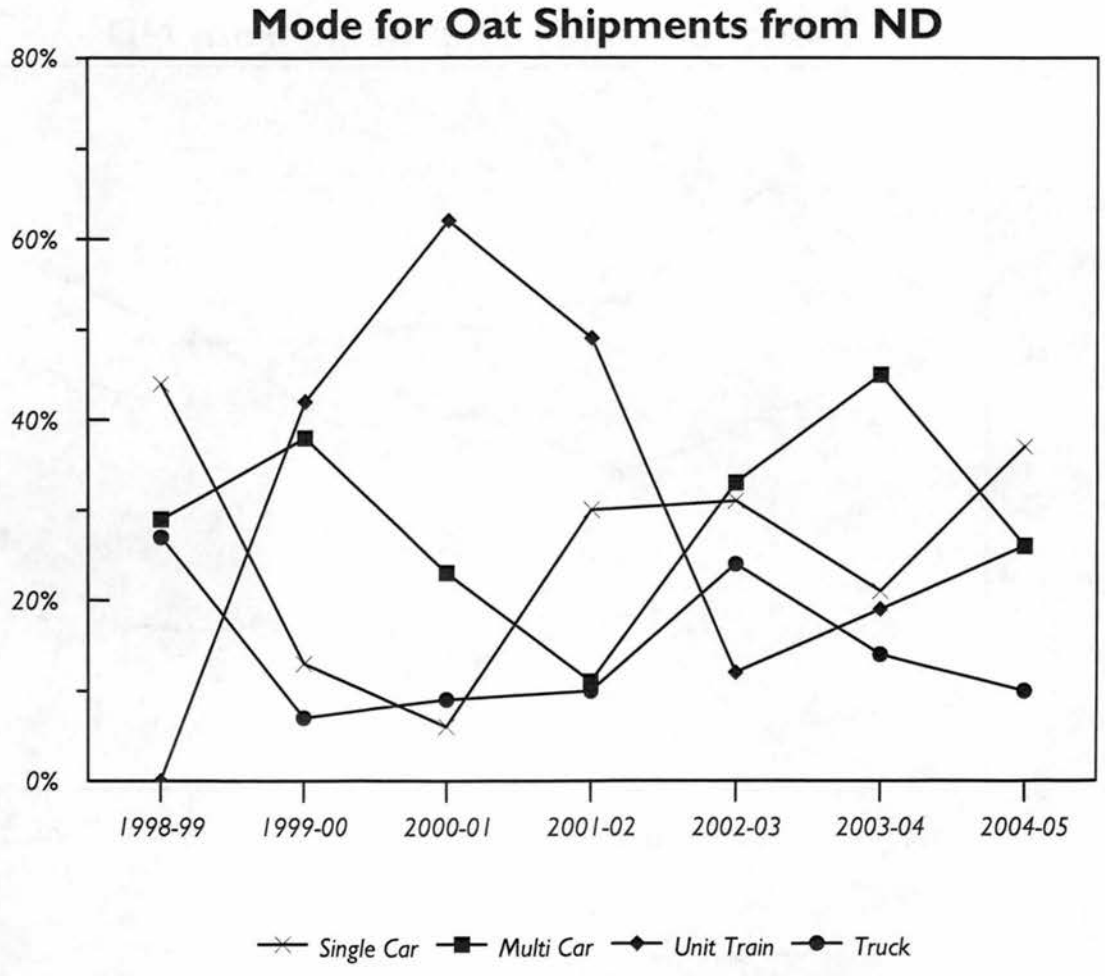
Mode for Barley Shipments from ND
(1,000 Bushels)

	Single Car	Multi Car	Unit Train	Truck	Total
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	21,692	17,534	6,391	22,376	67,994
	32%	26%	9%	33%	
2002-03	19,597	15,221	7,319	19,348	61,485
	32%	25%	12%	31%	
2003-04	21,165	26,017	8,572	25,014	80,768
	26%	32%	11%	31%	
2004-05	18,967	14,256	7,959	23,387	64,569
	29%	22%	12%	36%	



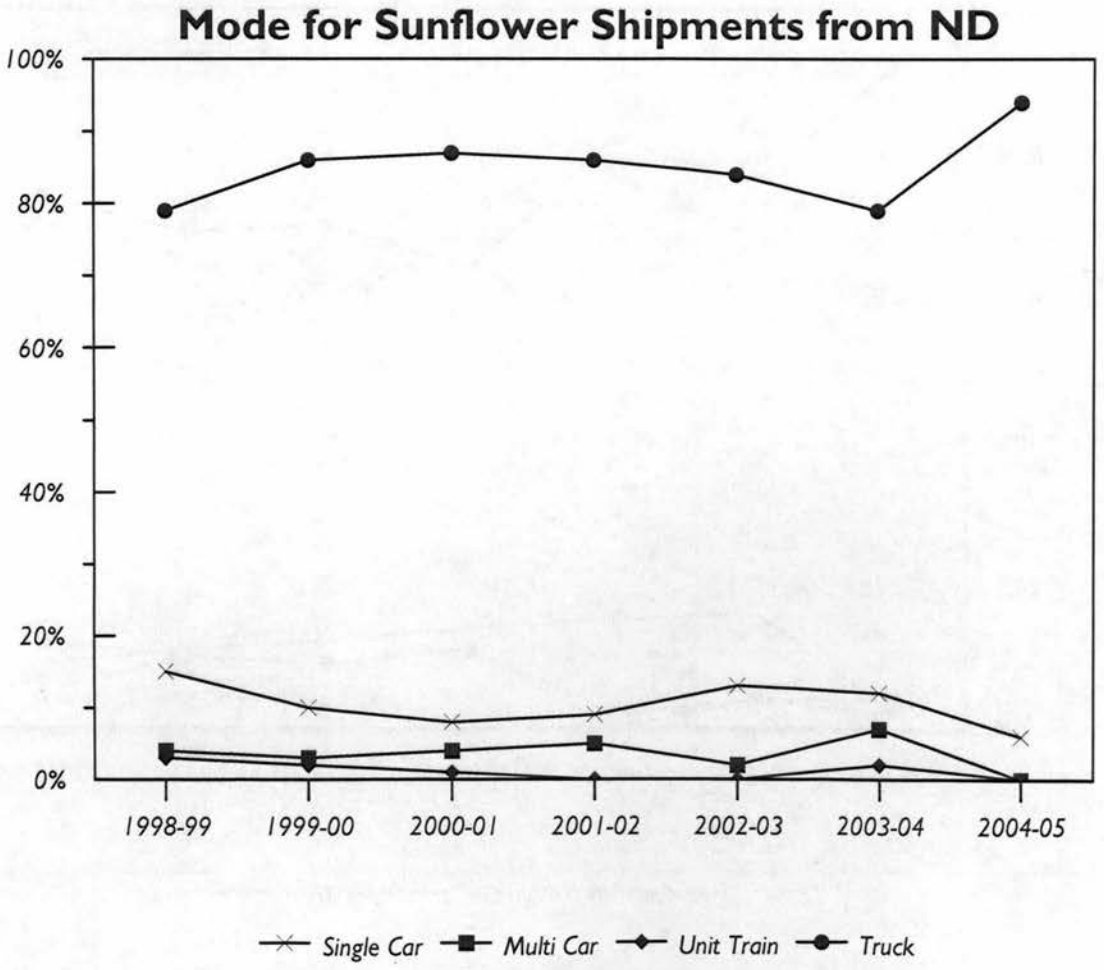
Mode for Oat Shipments from ND
(1,000 Bushels)

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	1,001	655	0	617	2,273
	44%	29%	0%	27%	
1999-00	638	1,930	2,092	374	5,034
	13%	38%	42%	7%	
2000-01	226	944	2,482	378	4,031
	6%	23%	62%	9%	
2001-02	1,872	669	3,108	650	6,299
	30%	11%	49%	10%	
2002-03	1,132	1,212	428	883	3,655
	31%	33%	12%	24%	
2003-04	1,164	2,483	1,064	777	5,487
	21%	45%	19%	14%	
2004-05	2,169	1,534	1,519	594	5,817
	37%	26%	26%	10%	



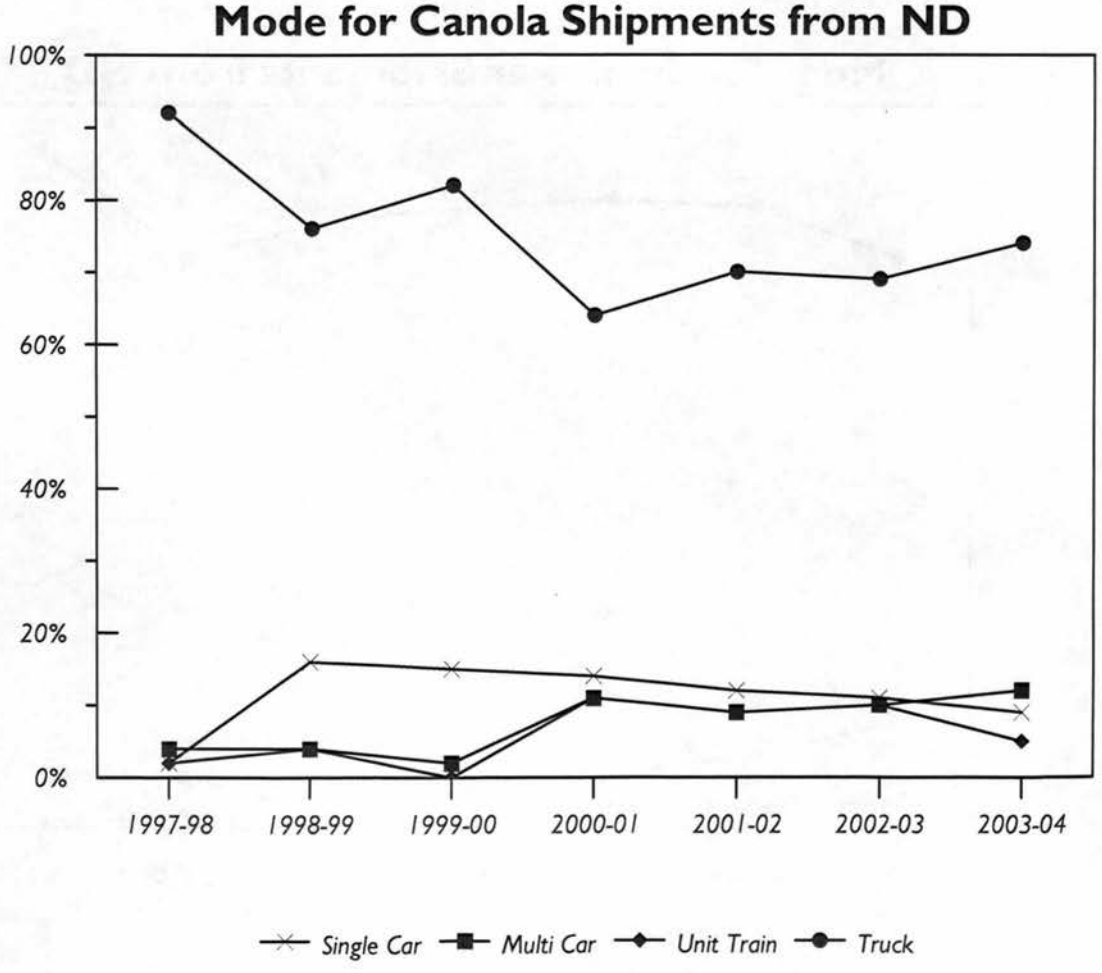
Mode for Sunflower Shipments from ND
(1,000 cwt)

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	2,139	508	437	11,549	14,634
	15%	4%	3%	79%	
1999-00	1,123	353	196	10,100	11,773
	10%	3%	2%	86%	
2000-01	820	394	156	9,323	10,693
	8%	4%	1%	87%	
2001-02	825	450	0	8,891	10,433
	8%	4%	0%	85%	
2002-03	1,220	213	5	7,717	9,155
	13%	2%	0%	84%	
2003-04	1,275	798	165	8,635	10,873
	12%	7%	2%	79%	
2004-05	341	0	0	5,111	5,452
	6%	0%	0%	94%	



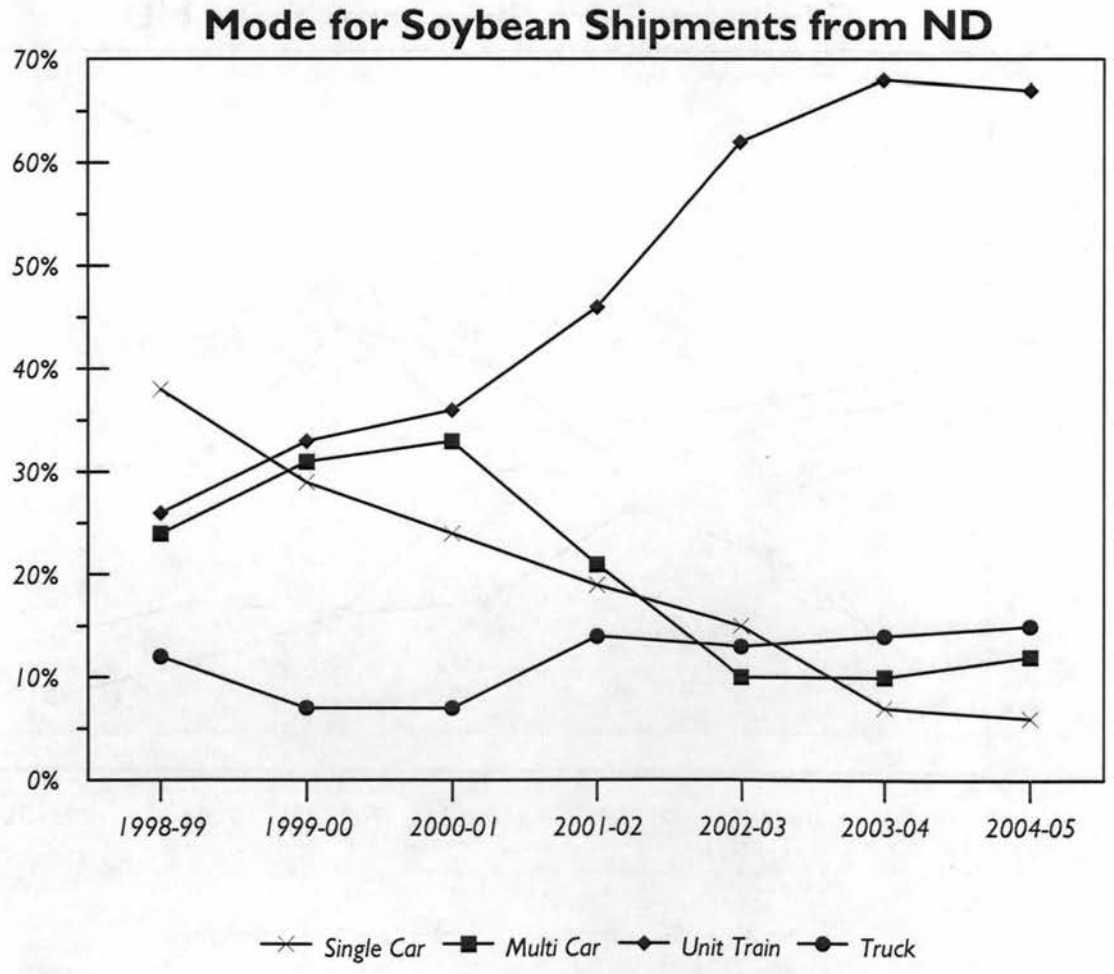
Mode for Canola Shipments from ND
(1,000 cwt)

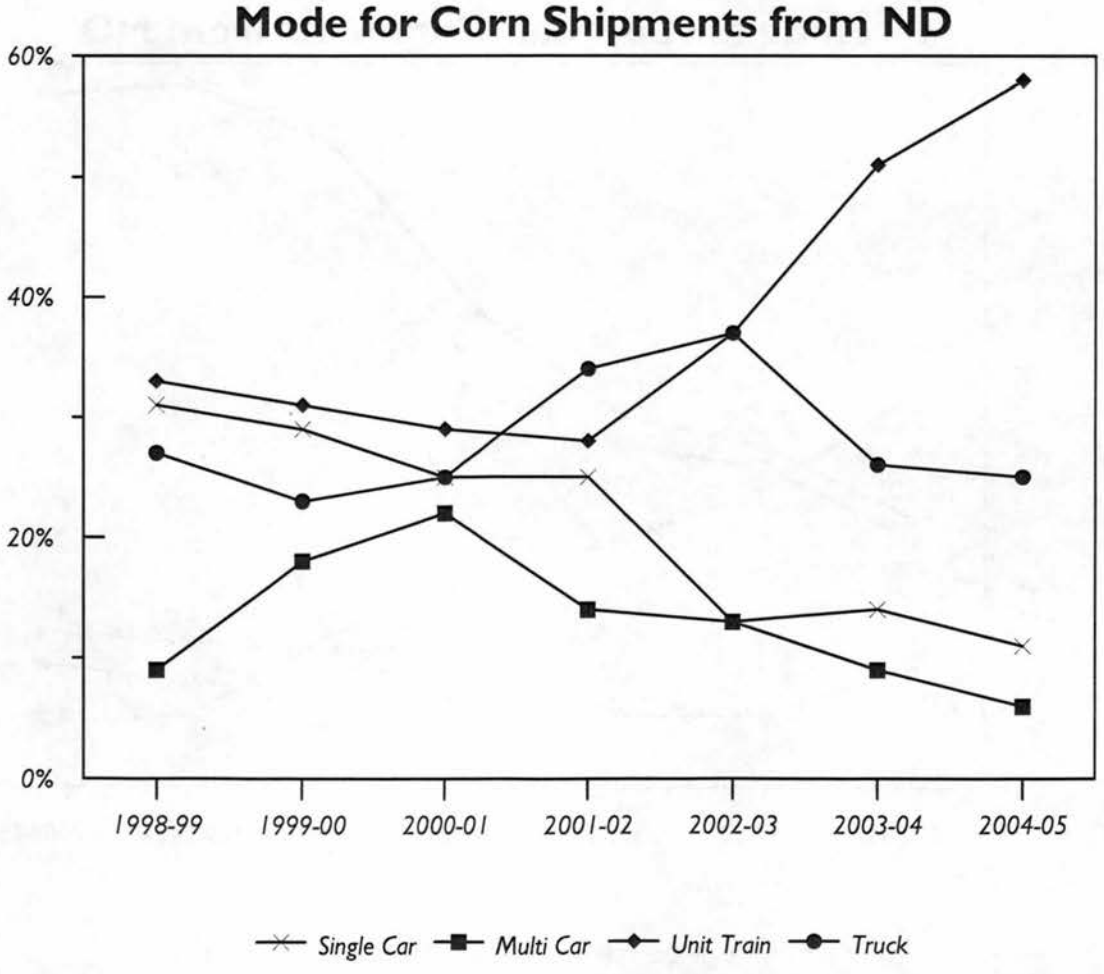
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	1,877	473	437	9,143	11,941
	16%	4%	4%	76%	
1999-00	1,078	143	29	5,763	7,013
	15%	2%	0%	82%	
2000-01	1,461	1,130	1,117	6,525	10,234
	14%	11%	11%	64%	
2001-02	1,147	855	802	6,403	9,208
	12%	9%	9%	70%	
2002-03	923	833	812	5,882	8,450
	11%	10%	10%	69%	
2003-04	783	1,069	469	6,716	9,038
	9%	12%	5%	74%	
2004-05	647	703	380	5,023	6,753
	9%	10%	6%	74%	



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

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	10,992	7,132	7,827	3,576	29,526
	38%	24%	26%	12%	
1999-00	12,407	13,287	13,975	2,999	42,668
	29%	31%	33%	7%	
2000-01	12,494	16,170	17,357	3,596	49,617
	25%	33%	35%	7%	
2001-02	11,803	12,217	27,914	8,219	60,153
	20%	20%	46%	14%	
2002-03	12,811	8,097	50,934	10,942	82,784
	15%	10%	62%	13%	
2003-04	6,169	8,907	59,646	12,539	87,260
	7%	10%	68%	14%	
2004-05	4,234	7,735	44,726	10,037	66,732
	6%	12%	67%	15%	



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

	Single Car	Multi Car	Unit Train	Truck	Total
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	13,125	11,242	14,033	12,730	51,130
	26%	22%	27%	25%	
2001-02	11,318	6,232	13,038	15,492	46,079
	25%	14%	28%	34%	
2002-03	7,623	7,638	22,423	22,462	60,147
	13%	13%	37%	37%	
2003-04	10,145	6,421	38,065	19,350	73,981
	14%	9%	51%	26%	
2004-05	6,020	3,159	33,188	14,453	56,821
	11%	6%	58%	25%