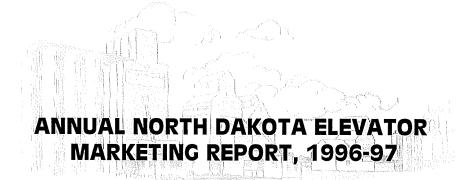
Annual North Dakota Elevator Marketing Report, 1996-97

Kimberly Vachal Jolene Dalebout Tiffany Erickson

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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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Mode for Grain and Oilseed Shipments Originating from North Dakota Elevators	1
All Grains and Oilseeds 6	52
HRS Wheat	,4
Durum 6	6
Barley 6	8
Oats	9
Sunflowers	0
Flaxseed	1
Soybeans	2
Corn	/3

Overview

The Annual North Dakota Elevator Marketing Report for 1996-97 was prepared by Jolene Dalebout and Kimberly Vachal, 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. 1996-97 numbers represent 99 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 (more than 49

cars), and (4) No Rail.

Time: Crop year, from July 1996 to June 1997.

Commodity: Hard red spring wheat, durum, barley, sunflowers, oats, soybeans,

flaxseed, and corn.

Organization of the Report

Five groups of data will be presented 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 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.

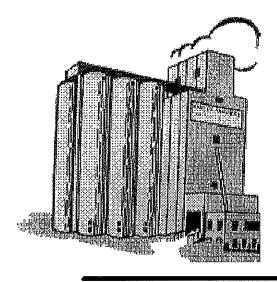
Mode for Grain & Oilseed Shipments by Rail:

Single Car Shipments:
Car orders purchased under rates for 1 to 24 cars
Car orders purchased under rates for 25 to 49 cars
Car orders purchased under rates for 25 to 49 cars
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, 1996-97

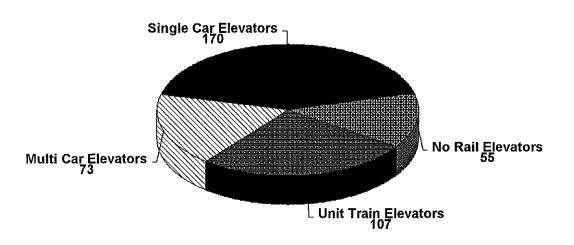
Storage: 232,312 Thousand Bu.

Grain Shipped to End User: 509,086 Thousand Bu.

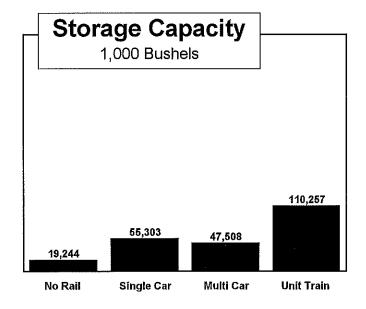
Grain Transhipped to ND Elevator: 52,169 Thousand Bu.

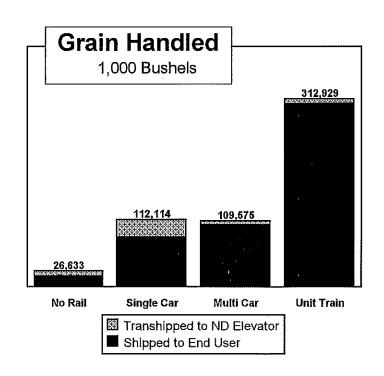
Average Turnover: 3.96

Elevator Categories

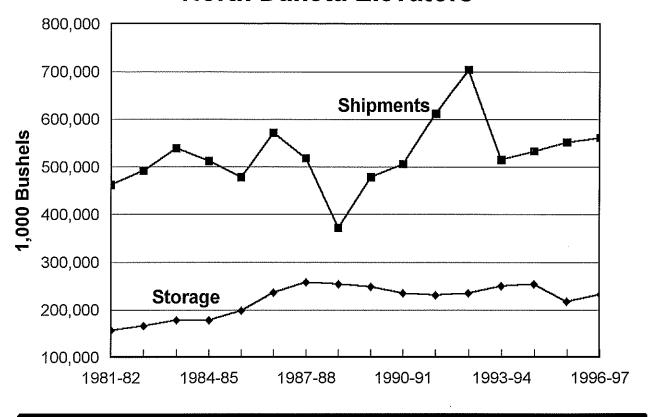


Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).

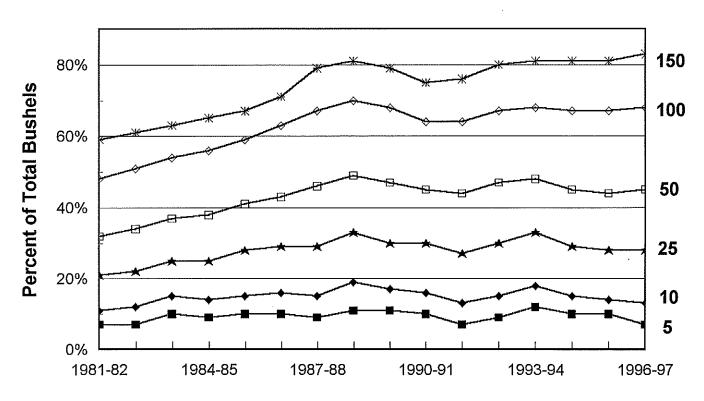




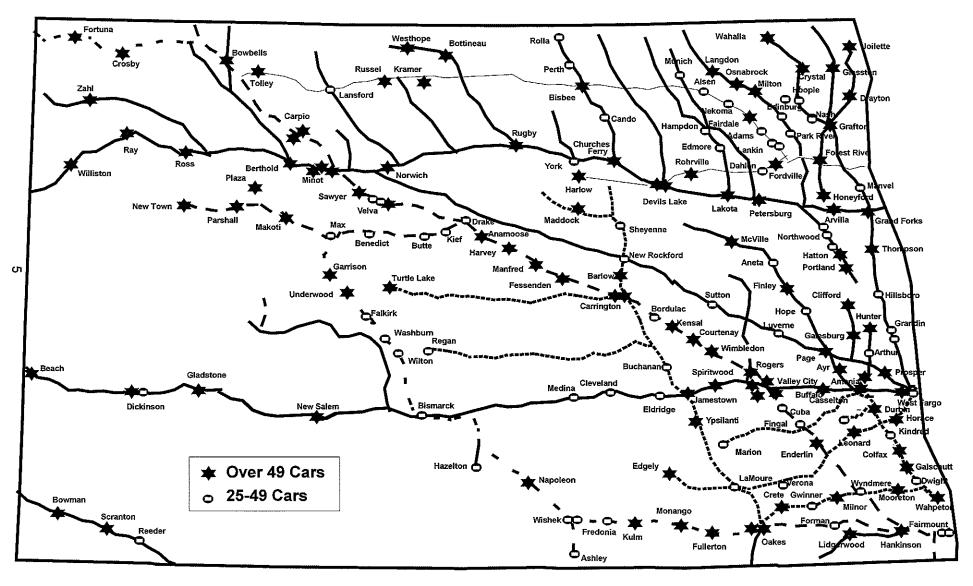
Storage and Total Grain Shipments for North Dakota Elevators



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



North Dakota Multi & Unit Train Car Loading Stations, 1997

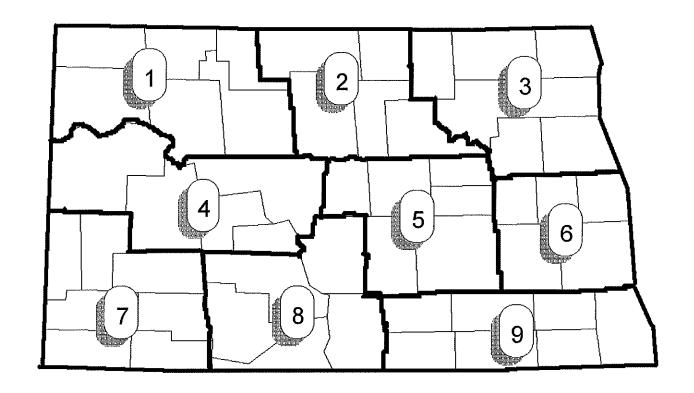


Burlington Northern Red River Valley & Western (1987)

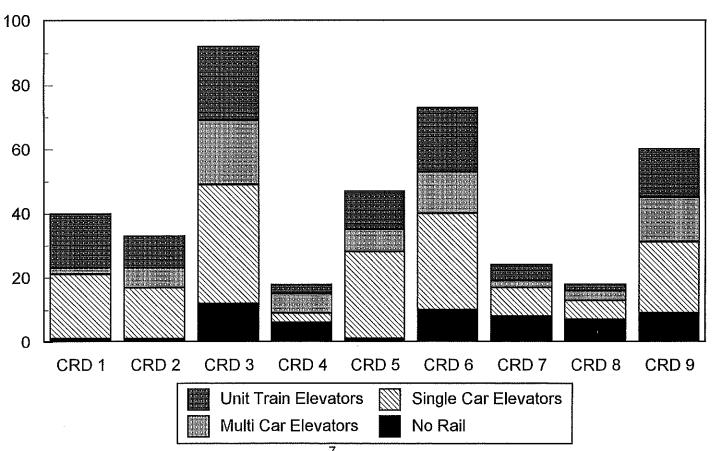
CP Rail Dakota, Missouri Valley & Western (1991) - - - - Northern Plains (1997)



NORTH DAKOTA CROP REPORTING DISTRICTS

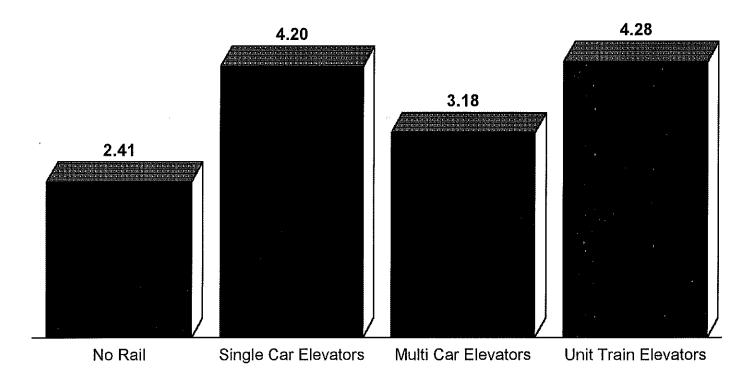


Elevators in Each CRD, 1996-97



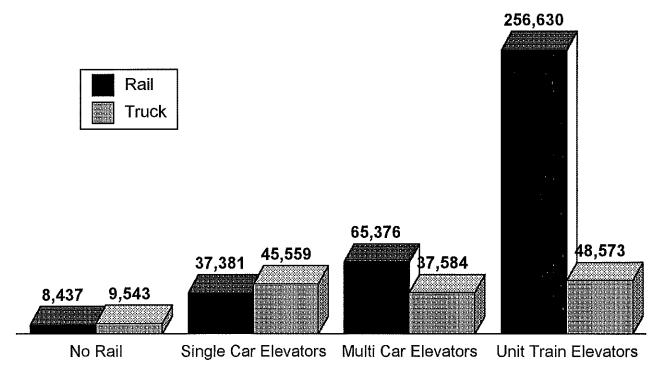
Turnover Ratios for Each Elevator Category, 1996-97

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 1996-97

- Million Bushels -



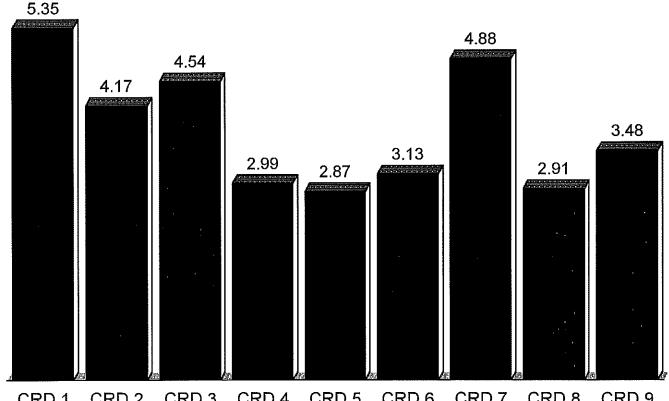
ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 1996-97

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Avera ge Turnover
1	40	25,622,650	4,184,395	70,556,905	5,35
2	33	16,384,000	3,689,390	51,716,839	4.17
3	92	48,581,921	14,995,147	138,747,783	4,54
4	18	7,627,450	1,596,562	19,980,308	2.99
5	47	33,589,600	7,095,672	52,655,881	2.87
6	73	52,151,167	10,029,307	107,633,645	3.13
7	24	11,266,500	4,601,141	29,573,175	4.88
8	18	5,628,000	1,248,868	11,660,817	2.91
9	60	31,461,527	4,728,837	78,730,903	3.48
A11	405	232,312,815	52,169,319	561,256,256	3.96

^aGrain transhipped to other ND elevators.

Average Turnover of Shipments to Storage for Each CRD, 1996-97

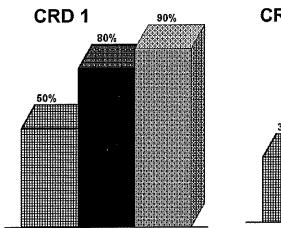
-Weighted by total transhipped and shipped to end user-

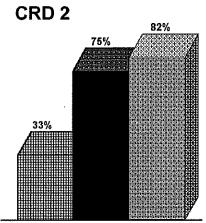


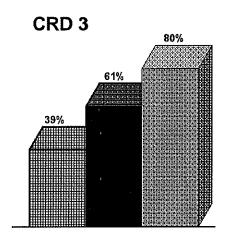
bBushels shipped to other ND elevators, processors, and various export points.

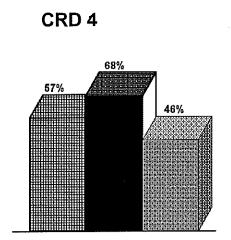
Percent of Shipments by Rail for Elevators in Each CRD, 1996-97

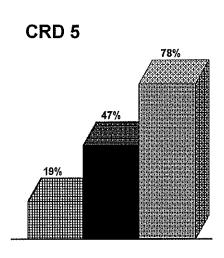
Single Car Elevators Multi Car Elevators Unit Train Elevators

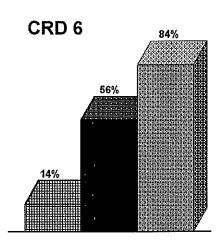


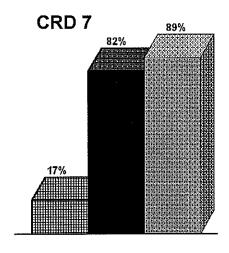


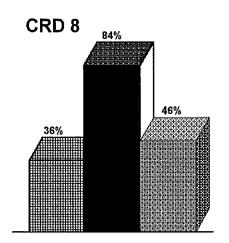


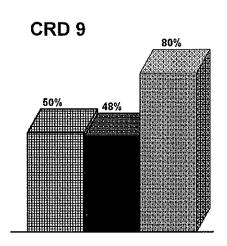




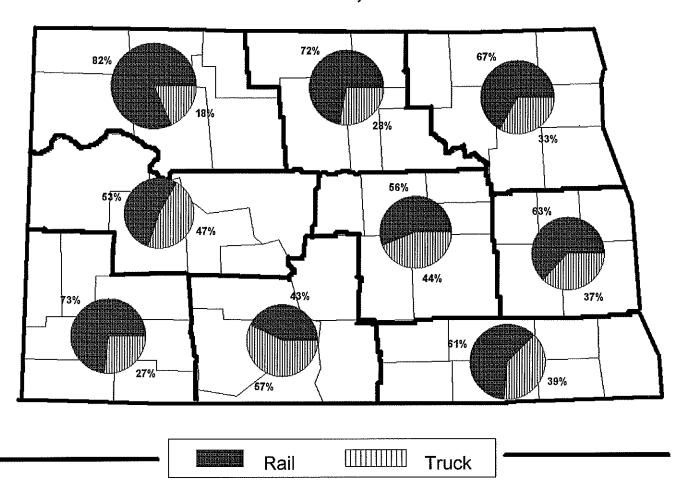




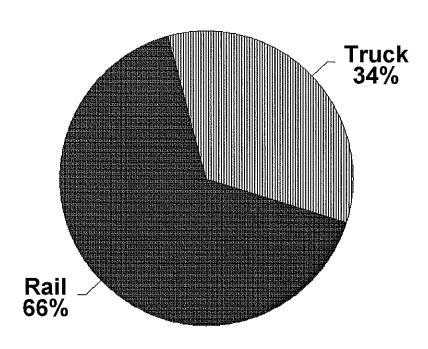


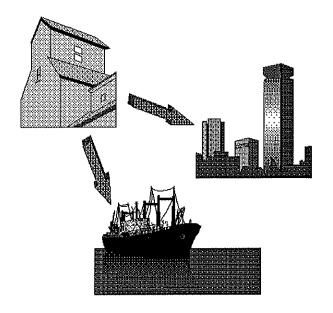


Modal Share of Grain and Oilseed Shipments from Each CRD, 1996-97



Rail/Truck Share of Grain and Oilseed Shipments from ND, 1996-97

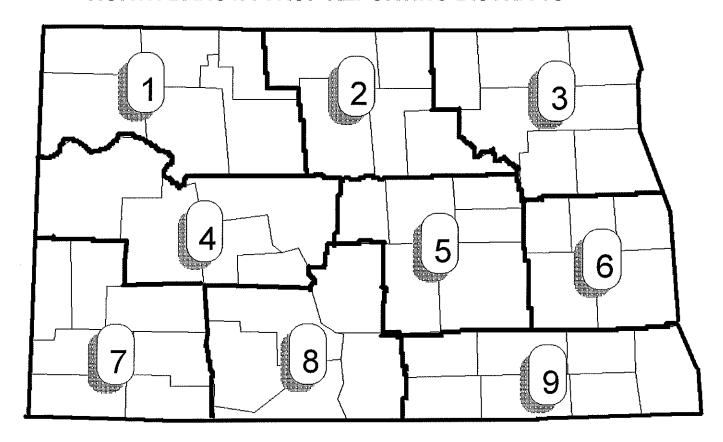




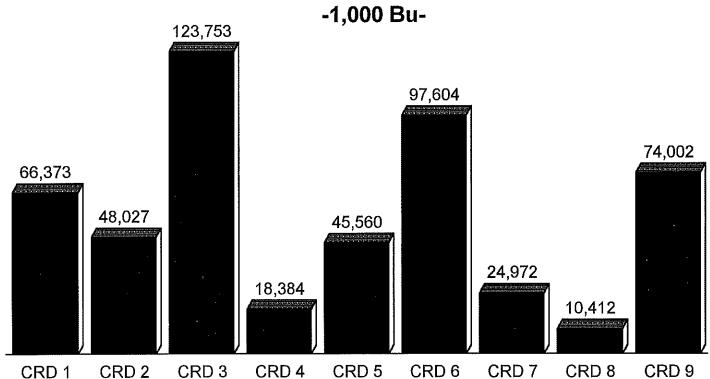
DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

All Grains & Oilseeds

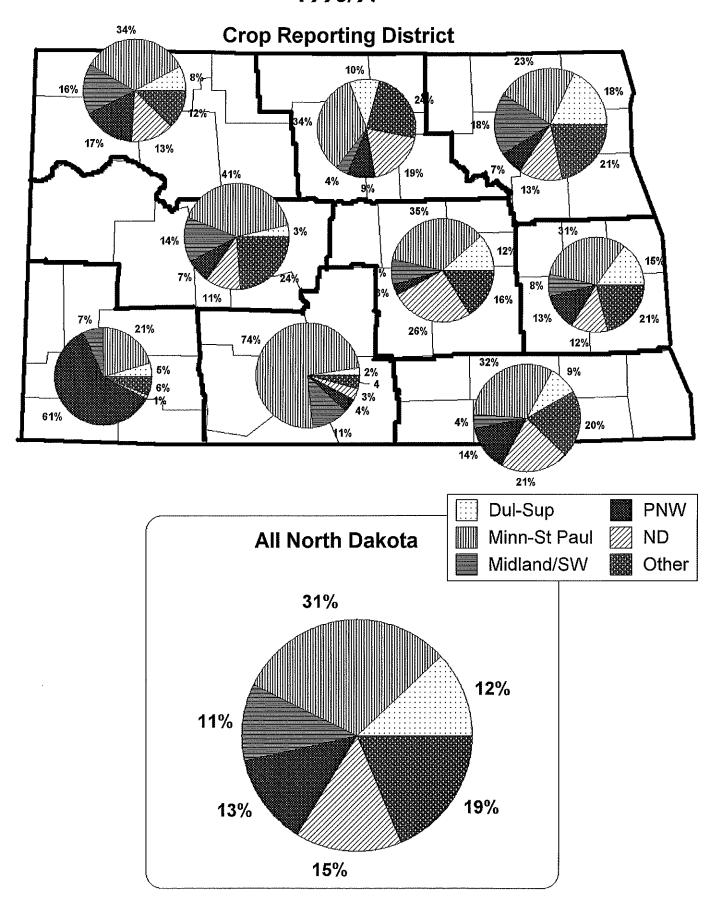
NORTH DAKOTA CROP REPORTING DISTRICTS



Grain & Oilseed Shipments Originating from Each CRD, 1996-97



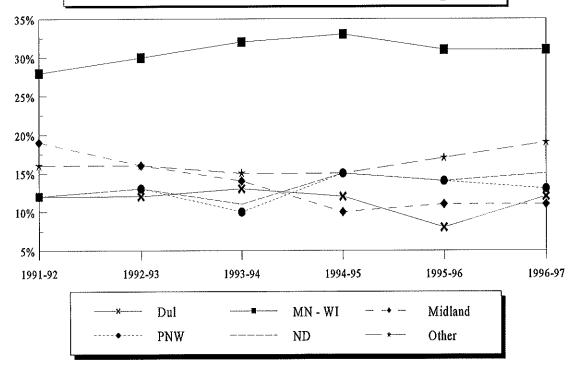
Destinations for Grain & Oilseed Shipments 1996/97



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

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	73,030	173,784	114,903	74,695	74,695	100,450	612,763
	12%	28%	19%	12%	12%	16%	
1992-93	85,088	210,649	112,349	89,780	89,780	114,221	704,092
	12%	30%	16%	13%	13%	16%	
1993-94	65,572	165,713	70,179	53,760	56,760	77,841	515,357
	13%	32%	14%	10%	11%	15%	
1994-95	62,919	174,791	52,804	77,563	77,453	82,330	533,233
	12%	33%	10%	15%	15%	15%	
1995-96	45,114	171,707	62,233	74,815	74,815	94,895	551,568
	8%	31%	11%	14%	14%	17%	
1996-97	60,839	155,357	54,409	65,044	75,334	94,280	506,263
	12%	31%	11%	13%	15%	19%	

Destinations for Grain and Oilseed Shipments

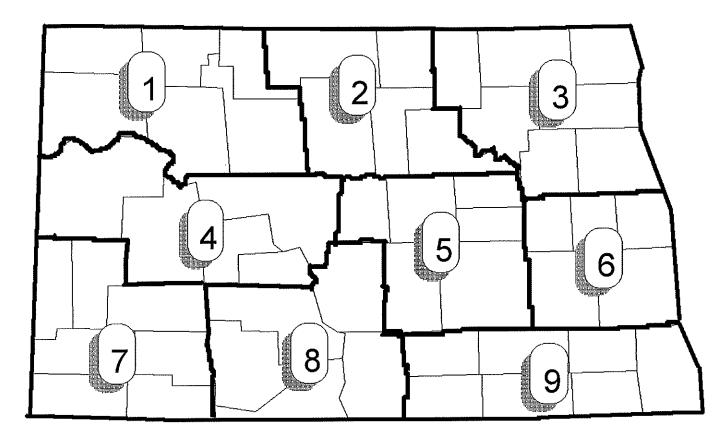


Destinations for Grain and Oilseed Shipments from ND CRDs (1,000 Bushels)

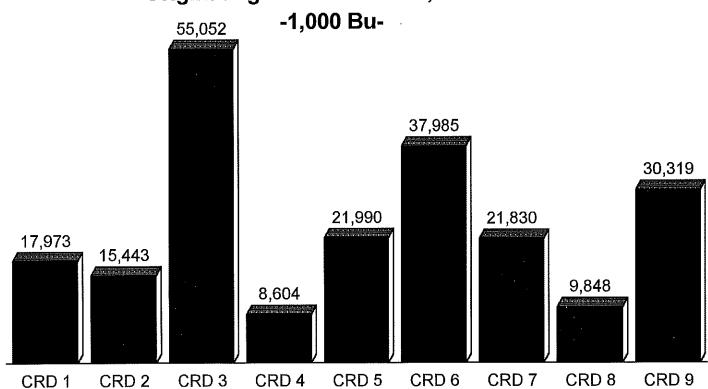
			CRD 1								CRD 2				
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	8%	23%	19%	27%	8%	15%	69,422	1991-92	18%	22%	14%	15%	16%	15%	49,597
1992-93	3%	19%	8%	49%	1%	20%	35,157	1992-93	11%	22%	11%	20%	20%	16%	55,963
1993-94	8%	30%	19%	23%	8%	13%	103,041	1993-94	8%	29%	13%	17%	15%	18%	53,735
1994-95	6%	36%	18%	19%	8%	13%	91,368	1994-95	6%	28%	6%	10%	29%	20%	49,978
1995-96	7%	37%	20%	16%	5%	15%	65,801	1995-96	10%	39%	6%	9%	23%	12%	35,947
1996-97	8%	34%	16%	17%	13%	12%	66,374	1996-97	10%	34%	4%	9%	19%	24%	48,029
			CRD 3			- 1	Seef . d		~ 1 .1		CRD 4			- J	æ 1
			Midland				Total				Midland				Total
1991-92	19%	20%	29%	3%	12%	18%	152,643	1991-92	3%	54%	15%	14%	3%	11%	15,967
1992-93	23%	23%	26%	2%	8%	18%	182,269	1992-93	3%	42%	16%	20%	11%	9%	20,522
1993-94	22%	26%	18%	9%	9%	15%	97,902	1993-94	3%	50%	20%	14%	1%	12%	20,403
1994-95	19%	31%	10%	10%	12%	18%	100,348	1994-95	4%	49%	6%	9%	15%	17%	19,722
1995-96	13%	30%	11%	17%	12%	16%	100,985	1995-96	5%	52%	6%	1%	16%	20%	15,557
1996-97	18%	23%	18%	7%	13%	21%	123,753	1996-97	3%	41%	14%	7%	11%	24%	18,385
			CRD 5								CRD 6				
	Deduct	MAN W/I	Midland		NITA	Othan	Total		Duluth	MINI WI	Midland		NID	Other	Total
4004.00	7%	38%	24%	3%	21%	7%	58,818	1991-92	16%	33%	2%	1%	31%	16%	48,246
1991-92				5% 6%	26%	12%	71,387	1992-93	12%	30%	12%	7%	18%	21%	131,996
1992-93	7%	32%	17%						17%			15%	15%	18%	
1993-94	12%	40%	10%	8% 3%	12% 21%	18% 14%	52,755	1993-94 1994-95	16%	28% 28%	7% 7%	17%	16%	15%	83,265 98,501
1994-95	15%	38%	9%		19%	16%	48,493		8%	27%	7% 7%	27%	15%	17%	91,036
1995-96	8%	44%	12%	1%			44,278	1995-96	15%	31%	7 % 8%	13%	12%	21%	97,606
1996-97	12%	35%	8%	3%	26%	16%	45,560	1996-97	15%	31%	0%	1376	1270	2170	97,000
			CRD 7								CRD 8				
	Duluth	MN-WI	Midland		ND	Other	Total		Duluth	MN-WI	Midland		ND	Other	Total
1991-92	3%	15%	31%	34%	1%	15%	24,401	1991-92	5%	56%	27%	3%	1%	7%	13,516
1992-93	5%	15%	14%	54%	3%	8%	32,835	1992-93	6%	57%	25%	5%	2%	5%	15,457
1993-94	17%	11%	12%	53%	2%	5%	34,439	1993-94	7%	52%	24%	9%	4%	5%	14,576
1994-95	9%	21%	11%	54%	2%	3%	27,635	1994-95	3%	58%	21%	9%	6%	3%	12,593
1995-96	11%	26%	13%	40%	1%	9%	27,680	1995-96	1%	63%	17%	4%	5%	11%	14,020
1996-97	5%	21%	7%	61%	1%	6%	24,972	1996-97	2%	74%	11%	4%	3%	4%	10,413
			CRD 9		***	~ 1	H . 1								
1004 55			Midland				Total								
1991-92	6%	38%	8%	20%			99,165								
1992-93	5%	50%	6%		13%	17%	97,587								
1993-94	7%	50%	6%	5%	15%	18%	62,123								
1994-95	9%	32%	6%	16%	16%		84,603								
1995-96	6%	26%	7%	25%	14%		84,995								
1996-97	9%	32%	4%	14%	21%	20%	74,002								

HRS Wheat

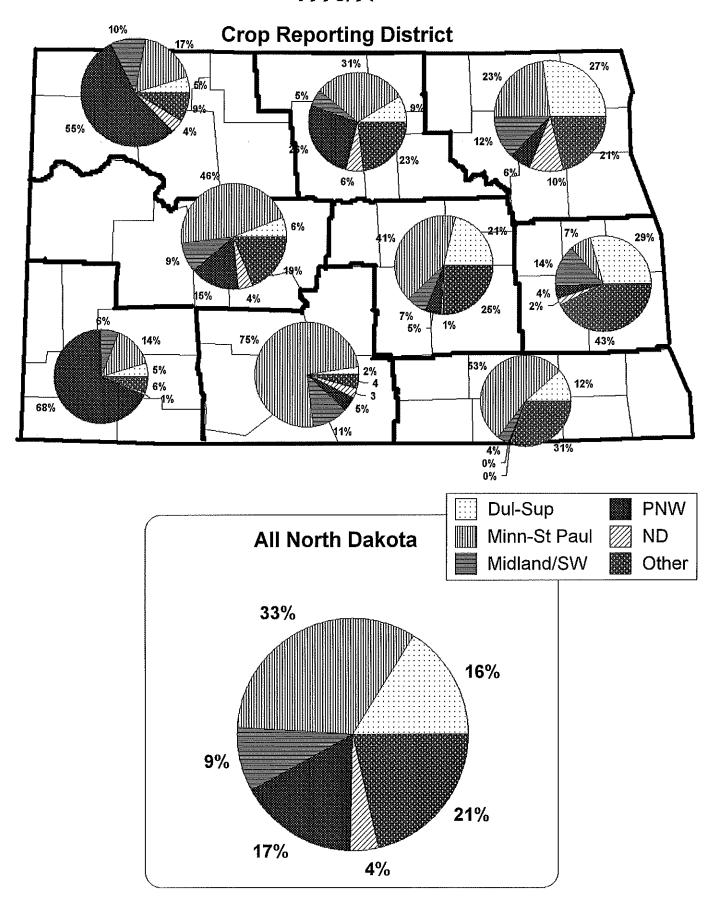
NORTH DAKOTA CROP REPORTING DISTRICTS



Hard Red Spring Wheat Shipments Originating from Each CRD, 1996-97



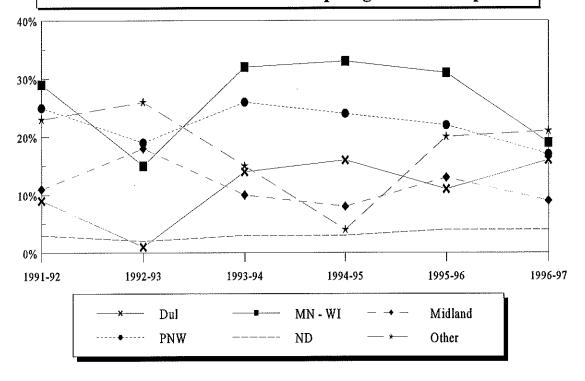
Destinations for Hard Red Spring Wheat Shipments 1996/97



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

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	23,892	74,837	29,290	66,246	7,005	60,180	261,420
	9%	29%	11%	25%	3%	23%	
1992-93	3,857	51,210	62,458	66,819	6,684	88,517	344,261
	1%	15%	18%	19%	2%	26%	
1993-94	35,105	81,738	25,318	65,754	6,408	37,943	252,566
	14%	32%	10%	26%	3%	15%	
1994-95	34,840	74,999	18,671	52,971	7,510	8,592	223,886
	16%	33%	8%	24%	3%	4%	
1995-96	27,635	79,757	33,063	55,168	9,795	50,485	255,904
	11%	31%	13%	22%	4%	20%	
1996-97	35,311	41,012	19,431	36,581	8,733	46,701	217,769
	16%	19%	9%	17%	4%	21%	

Destinations for Hard Red Spring Wheat Shipments

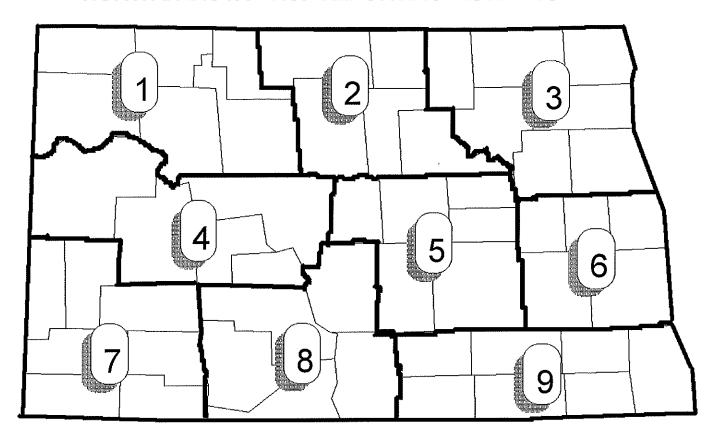


Destinations for Hard Red Spring Wheat Shipments from ND CRDs (1,000 Bushels)

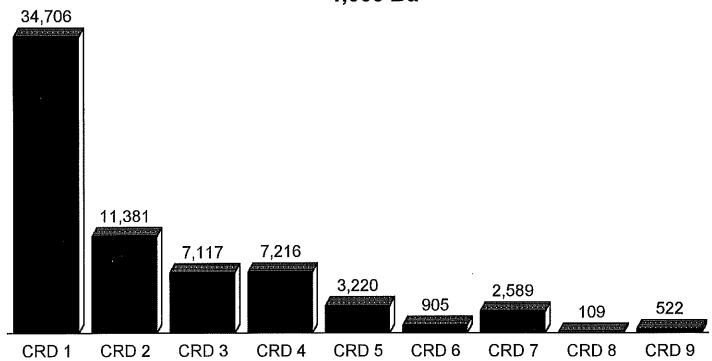
			CRD								CRD 2				
			Midland		ND	Other	Total				Midland		ND	Other	Total
1991-92	2%	18%	9%	54%	3%	13%	22,913	1991-92		24%	12%	30%	3%	20%	12,922
1992-93	1%	7%	5%	73%	3%	11%	37,521	1992-93		20%	10%	43%	1%	18%	18,769
1993-94	7%	26%	6%	45%	4%	12%	39,247	1993-94		33%	7%	35%	3%	13%	21,664
1994-95	11%	23%	8%	48%	2%	8%	30,431	1994-95		22%	6%	23%	17%	27%	17,671
1995-96	8%	20%	14%	45%	1%	13%	21,000	1995-96	8%	31%	8%	20%	12%	20%	15,404
1996-97	5%	17%	10%	55%	4%	9%	17,975	1996-97	9%	31%	5%	26%	6%	23%	15,444
			CRD								CRD 4				
	Duluth	MN-WI	Midland	\mathtt{PNW}	ND	Other	Total		Duluth		Midland	PNW	ND	Other	Total
1991-92	13%	21%	41%	2%	6%	17%	66,741	1991-92	2%	57%	9%	21%	1%	11%	8,107
1992-93	21%	27%	33%	1%	4%	15%	94,793	1992-93	4%	40%	12%	35%	0%	9%	10,262
1993-94	24%	30%	14%	12%	5%	15%	49,070	1993-94	5%	42%	18%	21%	0%	14%	12,031
1994-95	25%	30%	10%	18%	4%	12%	43,100	1994-95	8%	50%	2%	15%	11%	15%	10,004
1995-96	17%	23%	14%	24%	8%	15%	55,776	1995-96	9%	61%	7%	2%	5%	16%	8,351
1996-97	27%	23%	12%	6%	10%	21%	55,052	1996-97	6%	46%	9%	15%	4%	19%	8,605
CRD 5											CRD 6				
	Duluth	MN-WI	Midland	_	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	7%	49%	32%	5%	0%	8%	28,335	1991-92		31%	21%	0%	2%	33%	52,746
1992-93	7%	46%	20%	10%	0%	17%	36,096	1992-93		29%	23%	1%	1%	32%	57,699
1993-94	15%	43%	10%	13%	0%	18%	30,307	1993-94		25%	6%	26%	2%	24%	36,026
1994-95	24%	46%	8%	5%	0%	17%	23,171	1994-95		24%	8%	25%	1%	22%	32,963
1995-96	21%	41%	7%	5%	1%	25%	21,991	1995-96		26%	10%	26%	0%	25%	34,972
1996-97	12%	26%	10%	26%	0%	25%	34,972	1996-97		32%	10%	3%	2%	31%	37,986
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1-77						,								,
			CRD								<u>CRD 8</u>				
	Duluth	MN-WI	Midland	PNW	ND	Other	Total				Midland		ND	Other	Total
1991-92	3%	10%	31%	39%	1%	17%	21,430	1991-92		45%	44%	2%	0%	5%	14,611
1992-93	5%	12%	14%	59%	2%	8%	29,701	1992-93		60%	26%	4%	0%	4%	12,521
1993-94	18%	8%	10%	57%	1%	6%	30,409	1993-94		58%	22%	8%	0%	4%	11,720
1994-95	9%	19%	8%	58%	2%	3%	25,079	1994-95		62%	22%	7%	2%	3%	9,899
1995-96	11%	22%	12%	44%	1%	10%	24,593	1995-96		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
CRD 9															
	Duluth	MN-WI	Midland	\mathtt{PNW}	ND	Other	Total								
1991-92	9%	62%	11%	0%	2%	16%	36,624								
1992-93	7%	67%	6%	1%	0%	18%	46,911								
1993-94	9%	60%	6%	1%	2%	20%	24,914								
1994-95	14%	53%	5%	0%	1%	27%	31,577								
1995-96	9%	45%	10%	1%	1%	34%	31,546								
1996-97	12%	53%	4%	0%	0%	31%	30,319								

Durum

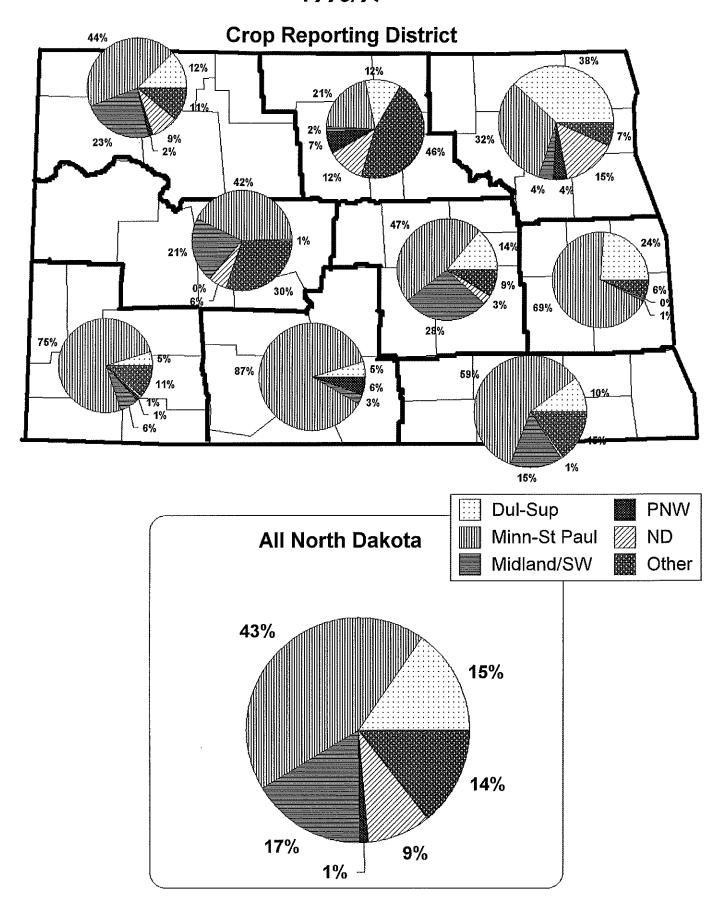
NORTH DAKOTA CROP REPORTING DISTRICTS



Durum Shipments Originating from Each CRD, 1996-97 -1,000 Bu-



Destinations for Durum Shipments1996/97

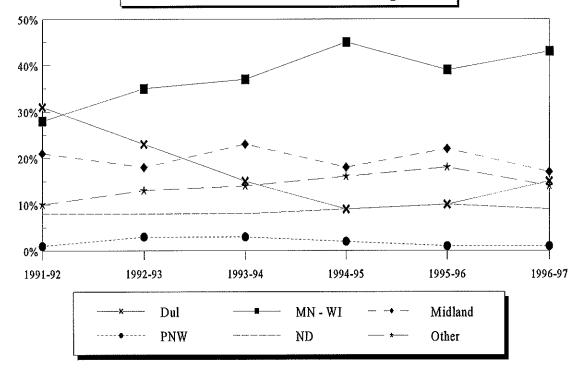


Trends for Destinations of Durum Shipments from ND

(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	26,063	23,527	17,740	1,192	6,738	8,636	83,893
	31%	28%	21%	1%	8%	10%	
1992-93	20,627	30,825	15,986	2,424	6,914	11,305	88,081
	23%	35%	18%	3%	8%	13%	
1993-94	12,760	31,049	18,678	2,196	6,802	11,436	82,921
	15%	37%	23%	3%	8%	14%	
1994-95	6,592	31,165	12,590	1,569	6,493	11,152	69,562
	9%	45%	18%	2%	9%	16%	
1995-96	7,284	27,385	15,374	687	6,929	12,245	69,903
	10%	39%	22%	1%	10%	18%	
1996-97	10,246	29,084	11,245	872	6,190	9,717	67,355
	15%	43%	17%	1%	9%	14%	

Destinations for Durum Shipments

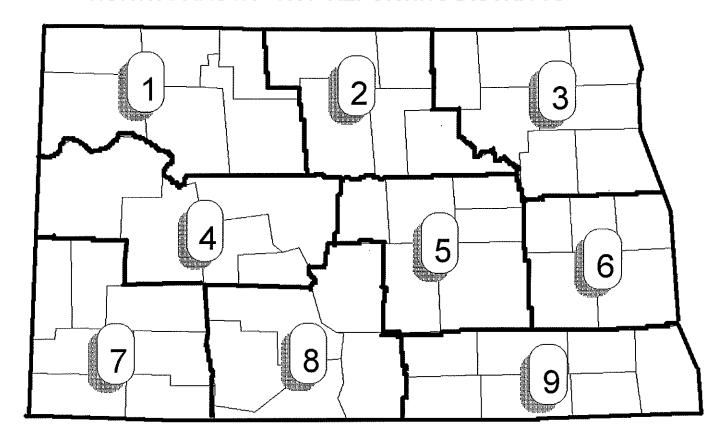


Destinations for Durum Shipments from ND CRDs (1,000 Bushels)

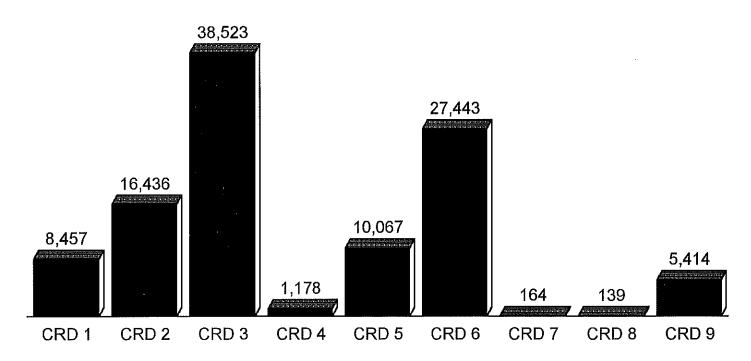
CRD 1 CRD 2	
Duluth MN-WI Midland PNW ND Other Total Duluth MN-WI Midland PNW NI	D Other Total
1991-92 18% 29% 24% 3% 9% 17% 28,555 1991-92 43% 20% 14% 1% 10%	
1992-93 14% 36% 20% 6% 7% 17% 36,685 1992-93 20% 35% 10% 1% 20%	% 14% 13,518
1993-94 12% 32% 30% 3% 8% 15% 43,241 1993-94 15% 38% 12% 2% 14%	% 20% 13,427
1994-95 6% 47% 26% 3% 5% 13% 37,976 1994-95 10% 31% 6% 3% 19 ⁴	
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
CRD 3	
Duluth MN-WI Midland PNW ND Other Total Duluth MN-WI Midland PNW NI	
1991-92 49% 15% 25% 0% 7% 4% 23,469 1991-92 6% 52% 27% 0% 5%	-
1992-93 42% 22% 25% 1% 5% 6% 23,493 1992-93 3% 95% 0% 0% 0%	
1993-94 33% 28% 21% 1% 10% 7% 12,422 1993-94 1% 67% 25% 0% 0%	
1994-95 21% 36% 10% 2% 16% 15% 10,160 1994-95 1% 63% 10% 0% 10%	
1995-96 26% 29% 15% 1% 22% 8% 6,344 1995-96 1% 58% 0% 0% 6%	
1996-97 38% 32% 4% 4% 15% 7% 7,118 1996-97 1% 42% 21% 0% 6%	6 30% 7,216
OPD 6	
CRD 5	5 Od M. (.1
Duluth MN-WI Midland PNW ND Other Total Duluth MN-WI Midland PNW NI	
1991-92 33% 41% 17% 0% 6% 3% 4,271 1991-92 23% 36% 14% 0% 169	
1992-93 40% 44% 6% 0% 1% 8% 3,549 1992-93 36% 28% 9% 0% 0%	
1993-94 10% 69% 11% 0% 3% 7% 4,359 1993-94 30% 46% 17% 0% 1%	
1994-95 16% 47% 10% 0% 9% 19% 3,211 1994-95 52% 36% 6% 0% 1%	
1995-96 13% 71% 2% 2% 7% 6% 1,887 1995-96 16% 36% 12% 25% 4%	
1996-97 14% 47% 28% 0% 3% 9% 3,221 1996-97 24% 69% 1% 0% 0%	6 6% 906
CRD 7	
Duluth MN-WI Midland PNW ND Other Total Duluth MN-WI Midland PNW NI	Other Total
1991-92 6% 70% 14% 2% 5% 2% 1,877 1991-92 4% 80% 3% 5% 2%	
1992-93 2% 74% 5% 6% 7% 5% 1,712 1992-93 6% 83% 6% 1% 3%	
1993-94 12% 48% 13% 21% 5% 2% 2,663 1993-94 9% 75% 10% 1% 2%	
1994-95 5% 71% 8% 5% 1% 9% 1,301 1994-95 0% 95% 1% 0% 0%	
1995-96 9% 85% 2% 0% 0% 5% 1,960 1995-96 0% 94% 4% 0% 0%	
1996-97 5% 75% 6% 1% 1% 11% 2,590 1996-97 5% 86% 3% 6% 0%	
1000 07 070 1070 070 170 1770 1770 1000 07 070 070	0.00 1.11
CRD 9	
Duluth MN-WI Midland PNW ND Other Total	
1991-92 34% 57% 3% 0% 1% 6% 2,446	
1992-93 46% 43% 0% 0% 3% 8% 216	
1993-94 19% 42% 4% 1% 0% 33% 1,570	
1994-95 22% 52% 6% 1% 1% 19% 750	
1995-96 15% 50% 20% 0% 1% 14% 348	
1996-97 10% 59% 15% 0% 1% 15% 523	

Barley

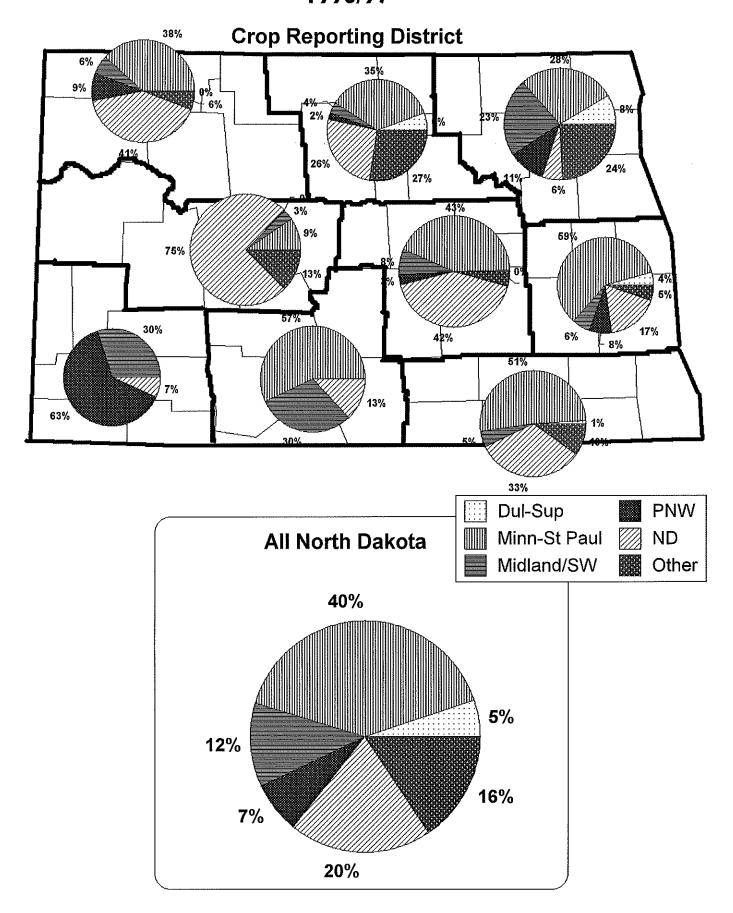
NORTH DAKOTA CROP REPORTING DISTRICTS



Barley Shipments Originating from Each CRD, 1996-97 -1,000 Bu-



Destinations for Barley Shipments 1996/97

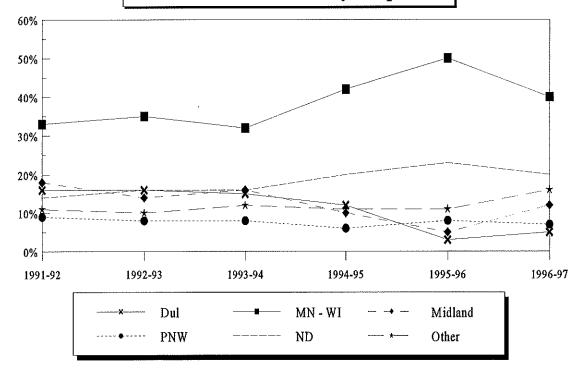


Trends for Destinations of Barley Shipments from ND

(1,000 Bushels)

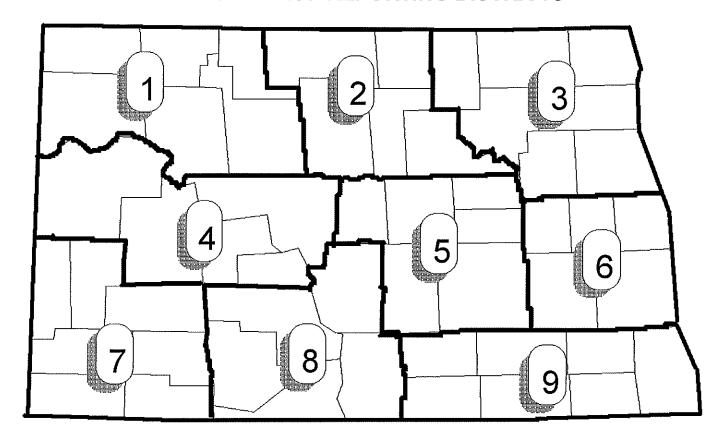
	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	19,398	40,691	22,431	11,197	17,219	13,848	124,784
	16%	33%	18%	9%	14%	11%	
1992-93	20,799	45,943	18,725	10,799	21,407	13,466	131,139
	16%	35%	14%	8%	16%	10%	
1993-94	16,257	35,630	18,105	8,447	17,756	13,739	109,934
	15%	32%	16%	8%	16%	12%	
1994-95	14,514	50,493	11,798	6,763	23,597	13,085	120,251
	12%	42%	10%	6%	20%	11%	
1995-96	2,705	50,241	5,302	8,098	23,533	10,998	100,878
	3%	50%	5%	8%	23%	11%	
1996-97	5,456	43,106	12,670	7,745	21,749	16,828	107,554
	5%	40%	12%	7%	20%	16%	

Destinations for Barley Shipments

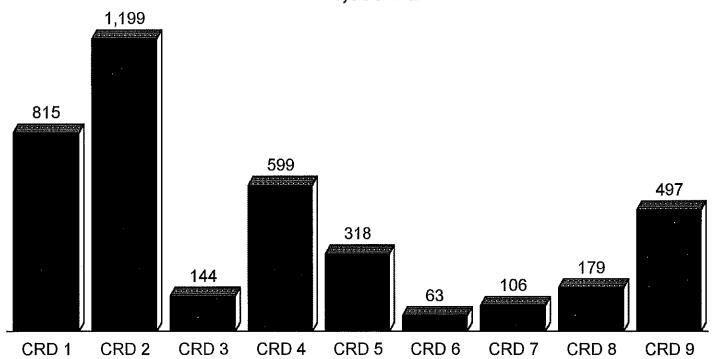


Oats

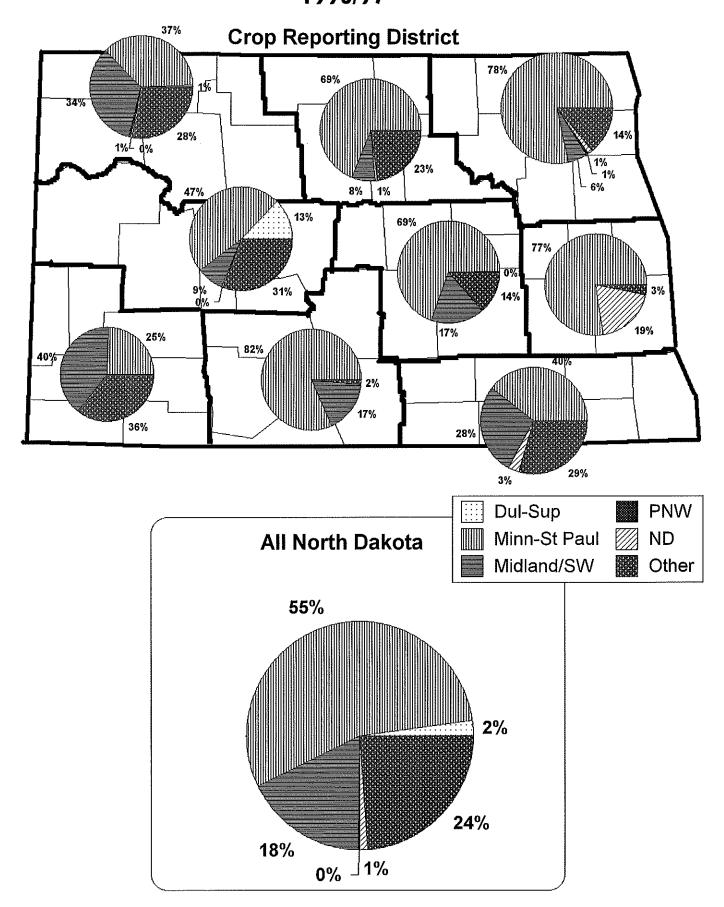
NORTH DAKOTA CROP REPORTING DISTRICTS



Oat Shipments Originating from Each CRD, 1996-97 -1,000 Bu-



Destinations for Oat Shipments 1996/97

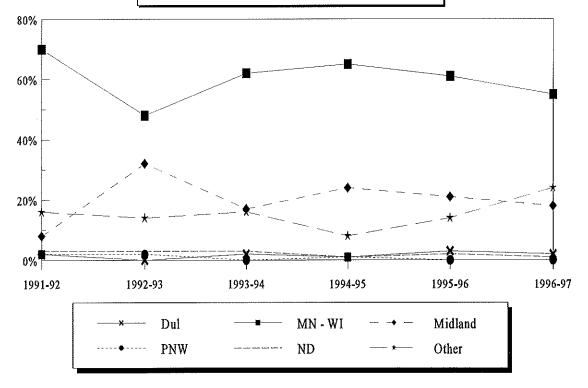


Trends for Destinations of Oat Shipments from ND

(1,000 Bushels)

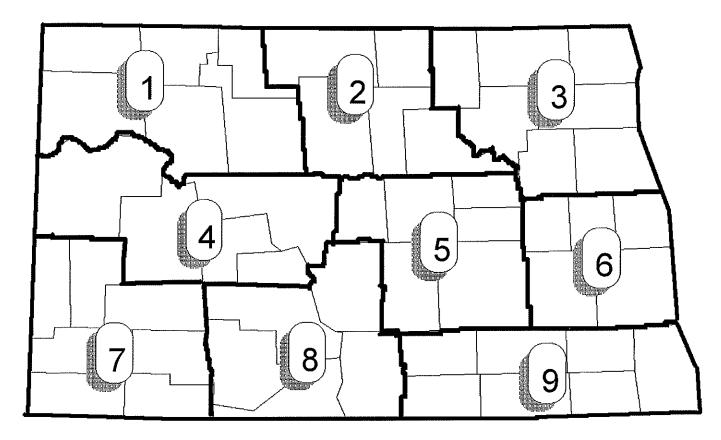
	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	146	5,291	603	181	197	1,192	7,610
	2%	70%	8%	2%	3%	16%	
1992-93	28	6,411	4,259	270	441	1,863	13,272
	0%	48%	32%	2%	3%	14%	
1993-94	206	7,073	1,990	47	289	1,820	11,425
	2%	62%	17%	0%	3%	16%	
1994-95	105	6,721	2,467	67	121	781	10,262
	1%	65%	24%	1%	1%	8%	
1995-96	191	4,569	1,539	28	113	1,022	7,461
	3%	61%	21%	0%	2%	14%	
1996-97	83	2,160	687	6	48	935	3,919
	2%	55%	18%	0%	1%	24%	

Destinations for Oat Shipments

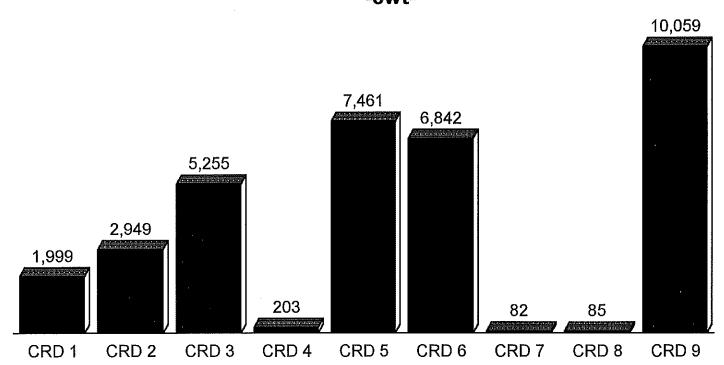


Sunflowers

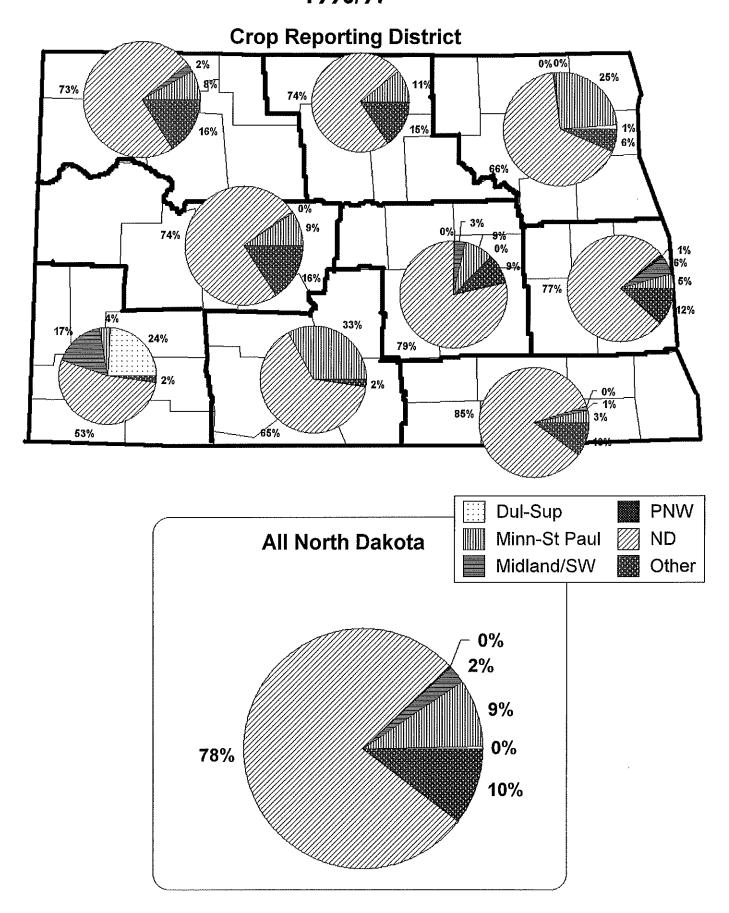
NORTH DAKOTA CROP REPORTING DISTRICTS



Sunflower Shipments Originating from Each CRD, 1996-97 -cwt-



Destinations for Sunflower Shipments 1996/97

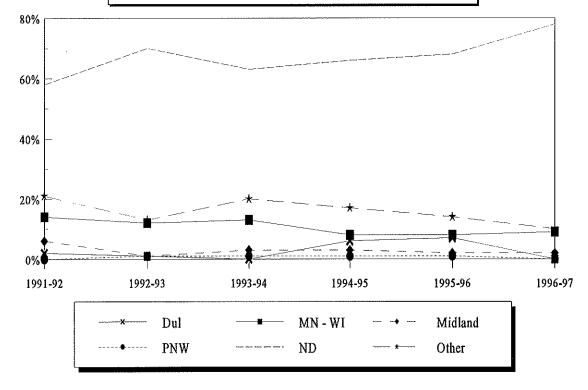


Trends for Destinations of Sunflower Shipments from ND

(1,000 Bushels)

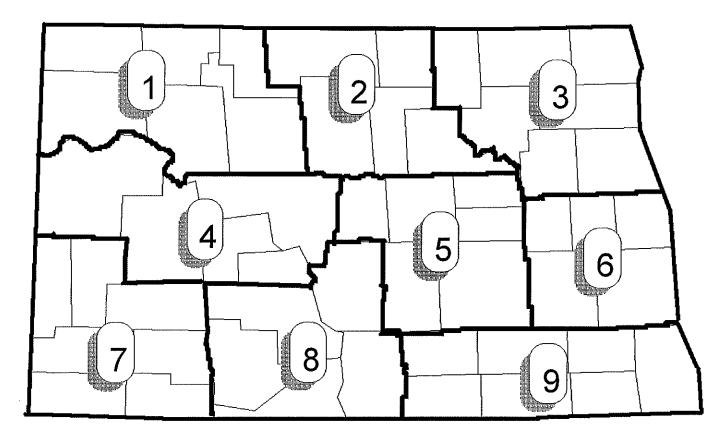
	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	325	2,285	896	64	9,364	3,432	16,066
	2%	14%	6%	0%	58%	21%	
1992-93	237	2,288	274	270	13,176	2,505	18,750
	1%	12%	1%	1%	70%	13%	
1993-94	11	931	202	43	4,622	1,476	7,285
	0%	13%	3%	1%	63%	20%	
1994-95	2,775	4,193	1,260	425	32,726	8,542	49,921
	6%	8%	3%	1%	66%	17%	
1995-96	2,804	3,515	822	481	28,296	5,609	41,528
	7%	8%	2%	1%	68%	14%	
1996-97	108	3,189	838	86	26,804	3,501	34,526
	0%	9%	2%	0%	78%	10%	

Destinations for Sunflower Shipments

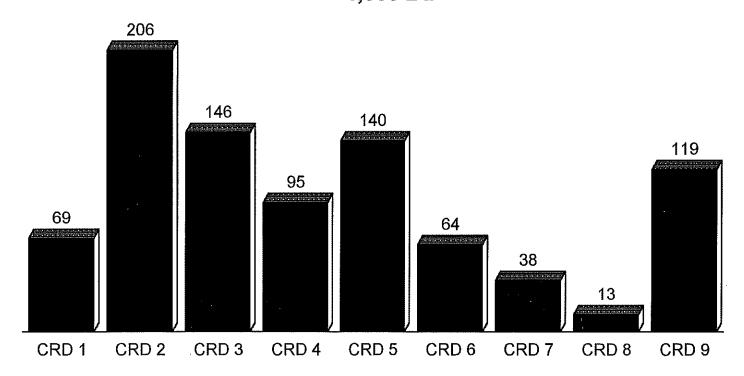


Flaxseed

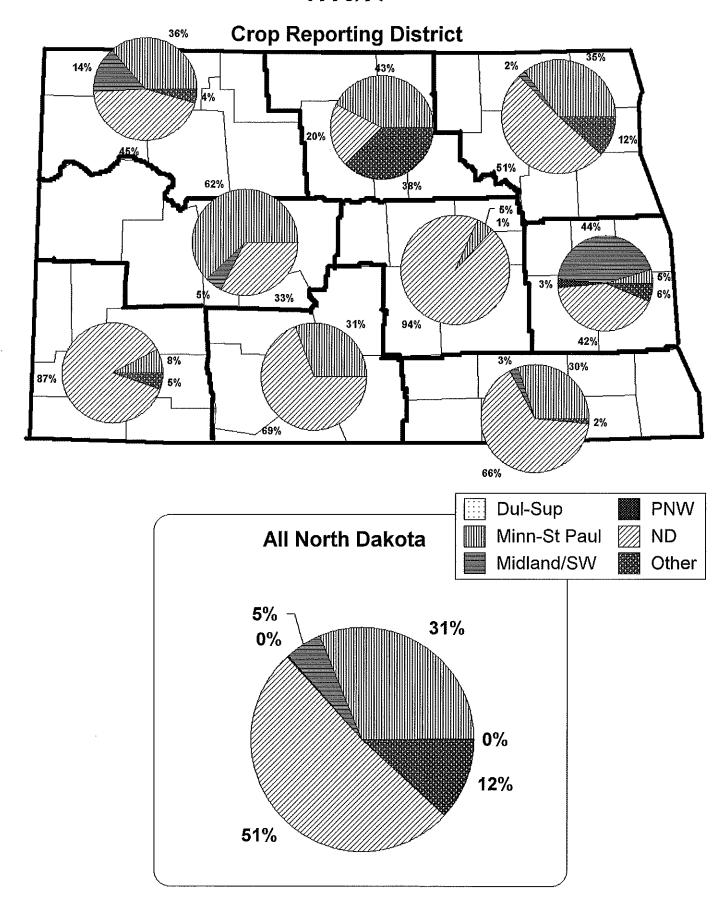
NORTH DAKOTA CROP REPORTING DISTRICTS



Flaxseed Shipments Originating from Each CRD, 1996-97 -1,000 Bu-



Destinations for Flaxseed Shipments 1996/97

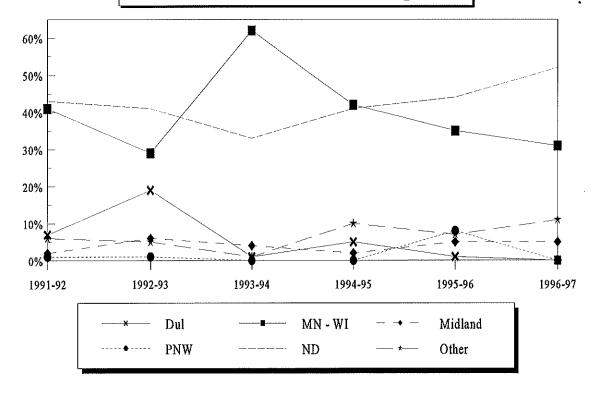


Trends for Destinations of Flaxseed Shipments from ND

(along Dualicia)	(1.	000	Bushels)
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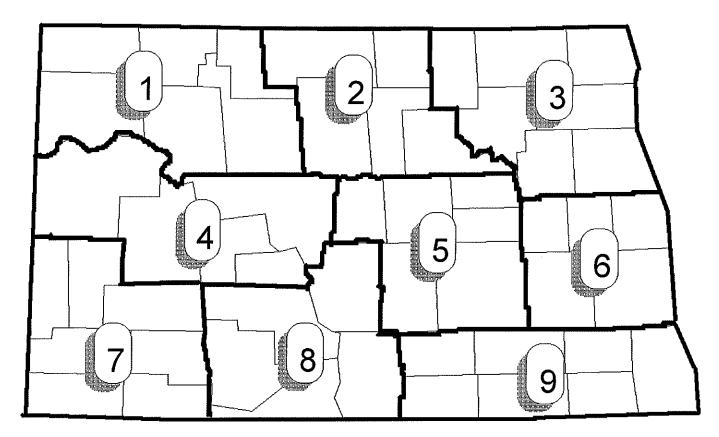
	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	297	1,668	81	46	1,751	238	4,081
	7%	41%	2%	1%	43%	6%	
1992-93	682	1,036	205	29	1,501	168	3,621
	19%	29%	6%	1%	41%	5%	
1993-94	25	1,290	80	2	683	12	2,092
	1%	62%	4%	0%	33%	1%	
1994-95	113	960	50	5	923	218	2,270
	5%	42%	2%	0%	41%	10%	
1995-96	13	542	80	128	691	117	1,571
	1%	35%	5%	8%	44%	7%	
1996-97	1	277	48	2	458	98	883
	0%	31%	5%	0%	52%	11%	

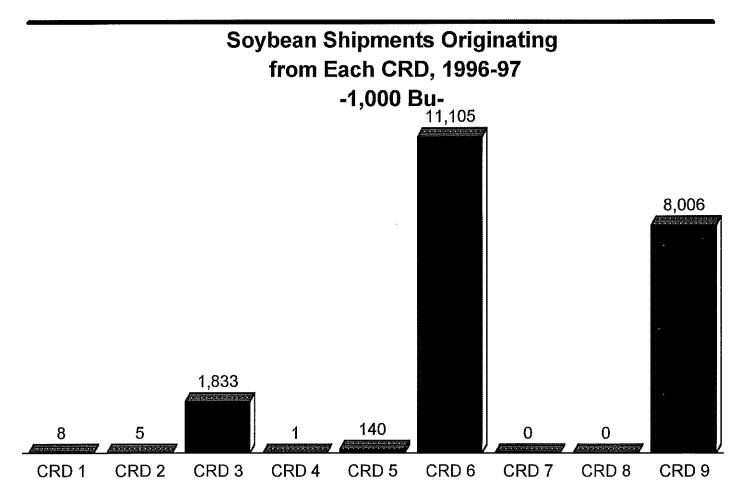
Destinations for Flaxseed Shipments



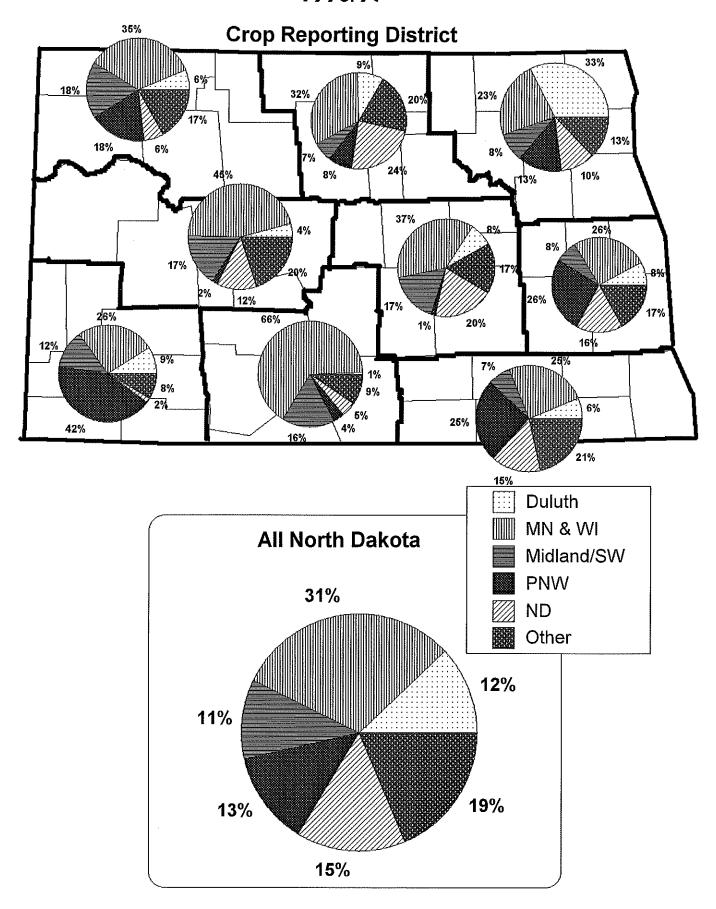
Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS





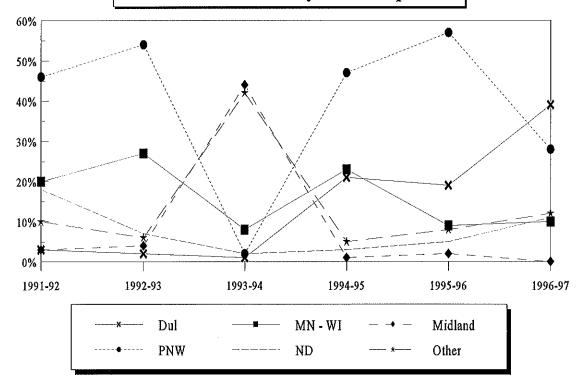
Destinations for Grain & Oilseed Shipments 1996/97



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

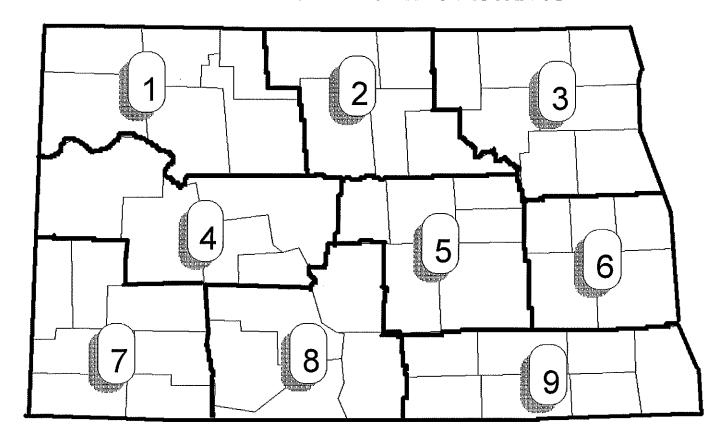
	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	511	3,255	428	7,552	30,023	1,715	16,463
	3%	20%	3%	46%	182%	10%	
1992-93	354	4,136	558	8,396	1,113	971	15,528
	2%	27%	4%	54%	7%	6%	
1993-94	182	1,057	5,718	305	268	5,508	13,038
	1%	8%	44%	2%	2%	42%	
1994-95	3,110	3,393	121	6,806	373	792	14,594
	21%	23%	1%	47%	3%	5%	
1995-96	3,935	1,927	463	11,676	976	1,685	20,663
	19%	9%	2%	57%	5%	8%	
1996-97	8,252	2,093	17	5,809	2,281	2,542	20,994
	39%	10%	0%	28%	11%	12%	

Destinations for Soybean Shipments

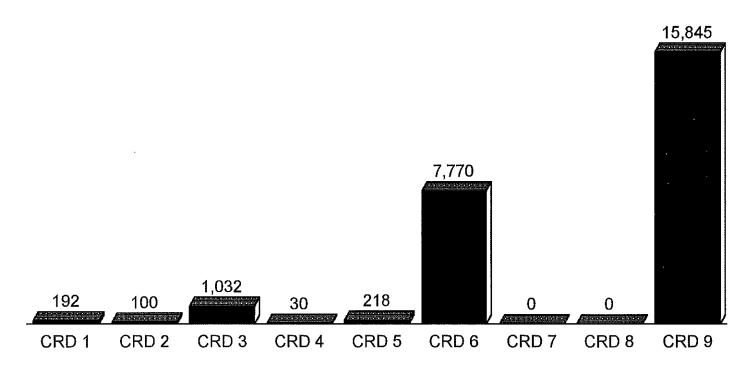


Corn

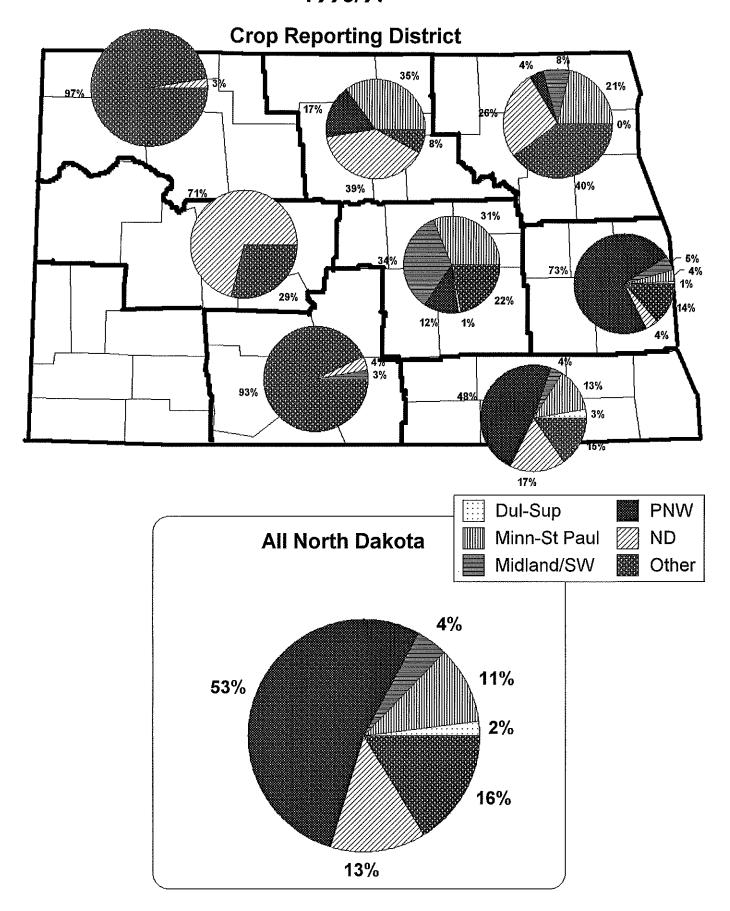
NORTH DAKOTA CROP REPORTING DISTRICTS



Corn Shipments Originating from Each CRD, 1996-97
-1,000 Bu-



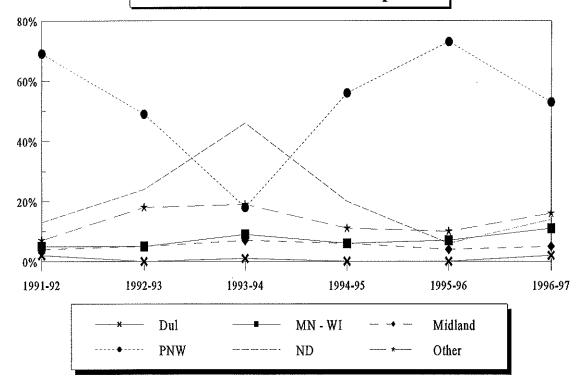
Destinations for Corn Shipments1996/97

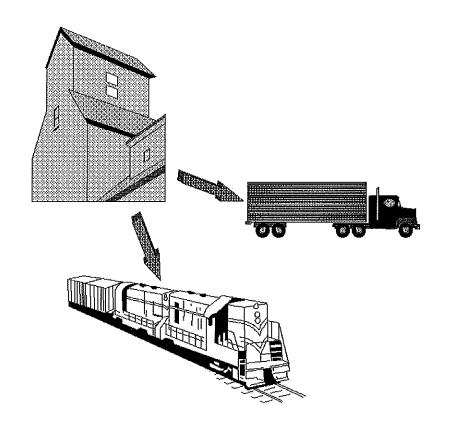


Trends for Destinations of Corn Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	666	1,873	1,287	25,034	4,603	2,621	36,084
	2%	5%	4%	69%	13%	7%	
1992-93	_	929	814	8,903	4,247	3,161	18,054
	0%	5%	5%	49%	24%	18%	
1993-94	75	727	574	1,465	3,672	1,533	8,046
	1%	9%	7%	18%	46%	19%	
1994-95	114	1,507	1,410	13,703	4,992	2,672	24,398
	0%	6%	6%	56%	20%	11%	
1995-96	24	2,320	1,576	25,888	2,043	3,592	35,444
	0%	7%	4%	73%	6%	10%	
1996-97	514	2,685	1,129	13,072	3,357	4,096	24,852
	2%	11%	5%	53%	14%	16%	

Destinations for Corn Shipments



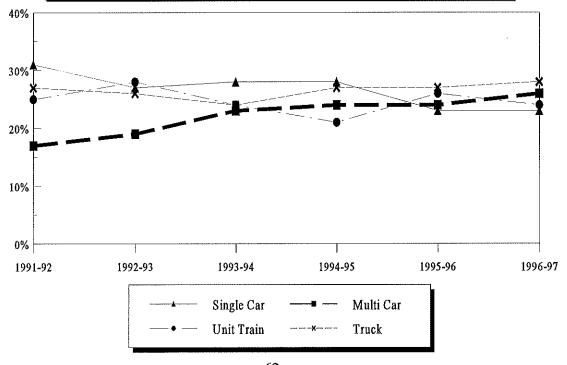


MODE FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

Mode for Grain and Oilseed Shipments from ND

	Single Car	Multi Car	Unit Train	Truck	Total
1991-92	188,150	107,019	152,650	165,033	612,852
	31%	17%	25%	27%	
1992-93	190,645	133,087	200,211	180,140	704,083
	27%	19%	28%	26%	
1993-94	145,614	119,493	125,778	124,472	515,357
	28%	23%	24%	24%	
1994-95	148,107	130,197	109,314	145,615	533,233
	28%	24%	21%	27%	
1995-96	124,170	133,264	146,097	148,036	551,568
	23%	24%	26%	27%	
1996-97	114,558	130,885	120,512	140,308	506,263
	23%	26%	24%	28%	





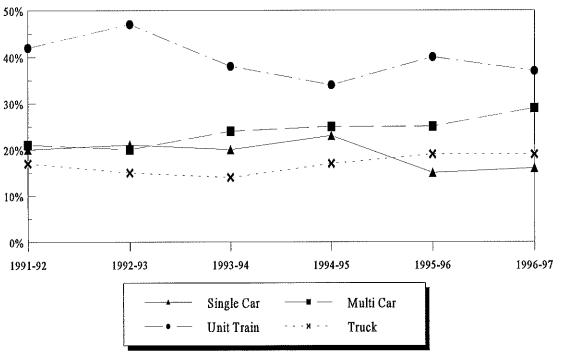
Mode for Grain and Oilseed Shipments From Each CRD (1,000 Bushels)

	Single	Multi	CRD :	<u>L</u>			Single	<u>CR</u> Multi	D 2		
	Car	Car		Truck	Total		Car	Car		Truck	Tracel.
1991-92	34%	32%	22%	12%	69,421	1991-92	38%	27%	10%	25%	Total 49,596
1991-92	27%	27%	37%	10%	96,075	1992-93	33%	13%	29%	25% 25%	,
1992-93	21%	31%	38%	9%	-	1992-93	27%	33%	22%	18%	152,643
	24%	34%			103,039						53,735
1994-95			32%	10%	91,367	1994-95	31%	36%	13%	21%	49,978
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
			CRD 3	<u>}</u>				CR	<u>D 4</u>		
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
1991-92	33%	13%	29%	25%	152,643	1991-92	36%	30%	0%	35%	15,966
1992-93	23%	16%	38%	23%	182,267	1992-93	34%	26%	5%	36%	20,522
1993-94	36%	21%	18%	25%	97,901	1993-94	32%	31%	4%	33%	20,402
1994-95	31%	22%	17%	30%	100,347	1994-95	23%	22%	5%	50%	19,720
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
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			CRD 5	<u>i</u>				CR			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
1991-92	29%	13%	29%	29%	58,815	1991-92	20%	13%	29%	37%	129,245
1992-93	31%	13%	23%	33%	71,387	1992-93	20%	14%	28%	39%	131,996
1993-94	33%	17%	27%	23%	52,753	1993-94	21%	19%	21%	39%	83,265
1994-95	30%	18%	21%	31%	48,492	1994-95	21%	25%	19%	34%	98,499
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
			CRD 7	,				CR	D 8		
	Single	Multi		•			Single	Multi			
	Car	Car		Truck	Total		Car	Car		Truck	Total
1991-92	10%	10%		28%	24,462	1991-92	25%	27%	0%	48%	13,515
1992-93	14%	14%	54%	18%	30,711	1992-93	39%	23%	3%	35%	15,455
1993-94	10%	10%	68%	12%	33,051	1993-94	36%	26%	0%	38%	14,576
1994-95	19%	19%	50%	13%	29,167	1994-95	20%	29%	4%	47%	12,594
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
			ODD (
	Ct1	Na.1.	CRD 9	2							
	Single			hrt 1	hrt 1						
1001.00	Car		Train		Total						
1991-92	42%	16%	21%	22%	99,161						
1992-93	37%	21%	18%	23%	97,587						
1993-94	40%	18%	6%	35%	62,122						
1994-95	38%	16%	13%	33%	84,602						
1995-96	23%	23%	27%	27%	480,290						
1996-97	23%	26%	24%	28%	509,086						

Mode for Hard Red Spring Wheat Shipments from ND

	Single Car	Multi Car	Unit Train	Truck	Total
1991-92	51,778	53,793	110,316	45,500	261,420
	20%	21%	42%	17%	
1992-93	71,563	70,064	160,350	52,281	344,258
	21%	20%	47%	15%	
1993-94	51,042	60,126	95,518	34,880	252,566
	20%	24%	38%	14%	
1994-95	51,214	56,990	77,167	38,514	223,886
	23%	25%	34%	17%	
1995-96	39,518	64,337	103,594	48,456	255,904
	15%	25%	40%	19%	
1996-97	33,834	62,184	81,307	40,445	217,769
	16%	29%	37%	19%	



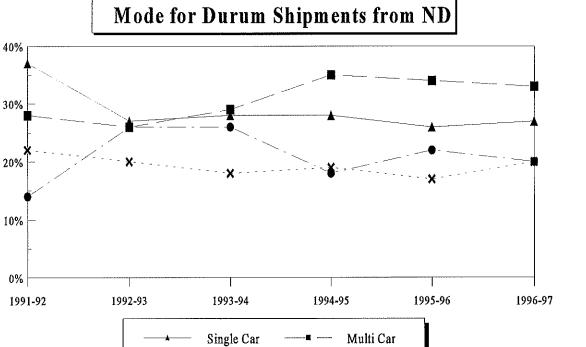


Mode for Hard Red Spring Wheat Shipments From Each CRD (1,000 Bushels)

					,	•					
		<u>CR</u>	<u>D 1</u>					CRD	2		
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
1991-92	5%	11%	17%	4%	60,433	1991-92	26%	30%	25%	18%	12,922
1992-93	7%	13%	27%	2%	76,766	1992-93	31%	21%	39%	9%	18,768
1993-94	6%	13%	33%	4%	69,676	1993-94	21%	33%	39%	7%	21,663
1994-95	6%	12%	37%	4%	51,429	1994-95	21%	35%	30%	14%	17,670
1995-96	8%	14%	29%	3%	38,974	1995-96	19%	39%	26%	16%	15,403
1996-97	11%	36%	51%	3%	17,975	1996-97	16%	42%	32%	9%	15,445
	e!1.		<u>D 3</u>				Charle	<u>CRD</u>			
	Single	Multi	Unit	ht1.	₩1		Single	Multi	Unit	7T1	Pet 1
4004.00	Car	Car	Train	Truck	Total	4004.00	Car	Car	Train	Truck	Total
1991-92	16%	16%	54%	14%	66,742	1991-92	25%	35%	0%	41%	8,106
1992-93	15%	15%	58%	12%	94,792	1992-93	26%	30%	10%	35%	10,261
1993-94	35%	24%	27%	14%	49,069	1993-94	26%	34%	6%	33%	12,029
1994-95	27%	31%	25%	18%	43,101	1994-95	14%	33%	8%	45%	10,004
1995-96	18%	23%	40%	19%	55,777	1995-96	9%	39%	15%	37%	8,352
1996-97	15%	28%	37%	21%	55,053	1996-97	14%	27%	17%	43%	8,605
		CR	D 5					CRD	6		
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
1991-92	18%	23%	51%	9%	28,335	1991-92	13%	16%	50%	21%	52,747
1992-93	30%	21%	41%	8%	36,095	1992-93	15%	16%	52%	17%	57,699
1993-94	27%	23%	39%	10%	30,308	1993-94	24%	20%	39%	17%	36,026
1994-95	23%	26%	38%	13%	23,171	1994-95	21%	23%	40%	16%	32,962
1995-96	24%	29%	33%	14%	21,990	1995-96	9%	27%	51%	13%	34,972
1996-97	9%	27%	51%	13%	34,972	1996-97	9%	30%	44%	16%	37,986
	01 1		<u>D 7</u>				01 1	CRD			
	Single	Multi	Unit	rr 1	ed . 1		Single	Multi	Unit	hri 1	hart 1
1004.00	Car	Car	Train	Truck	Total	4004.00	Car	Car	Train	Truck	Total
1991-92	8%	10%	56%	26%	21,430	1991-92	18%	32%	0%	50%	11,608
1992-93	11%	21%	55%	13%	29,702	1992-93	33%	28%	3%	35%	12,519
1993-94	6%	13%	72%	9% 120/	30,410	1993-94	33%	31%	0%	37%	11,720
1994-95	16%	15%	58%	12%	25,079	1994-95	14%	33%	5%	48%	9,900
1995-96	3%	7%	79%	11%	24,593	1995-96	15%	23%	11%	51%	12,192
1996-97	5%	9%	75%	11%	21,831	1996-97	15%	27%	6%	52%	9,848
		CR	D 9								
	Single	Multi	Unit								
	Car	Car	Train	Truck	Total						
1991-92	47%	23%	22%	8%	36,625						
1992-93	37%	26%	30%	7%	46,911						
1993-94	47%	26%	12%	15%	24,914						
1994-95	44%	24%	13%	19%	31,576						
1995-96	28%	28%	22%	22%	31,547						
1996-97	30%	33%	14%	23%	30,320						

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

	Single Car	Multi Car	Unit Train	Truck	Total
1991-92	30,784	23,459	11,481	18,169	83,893
	37%	28%	14%	22%	
1992-93	24,187	23,009	23,155	17,730	88,081
	27%	26%	26%	20%	
1993-94	23,252	24,010	21,342	14,617	82,921
	28%	29%	26%	18%	
1994-95	19,719	24,079	12,487	13,277	69,662
	28%	35%	18%	19%	
1995-96	18,485	23,897	15,538	12,000	69,903
	26%	34%	22%	17%	
1996-97	17,999	22,475	13,379	13,502	67,355
	27%	33%	20%	20%	



Truck

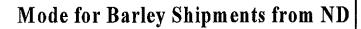
Unit Train

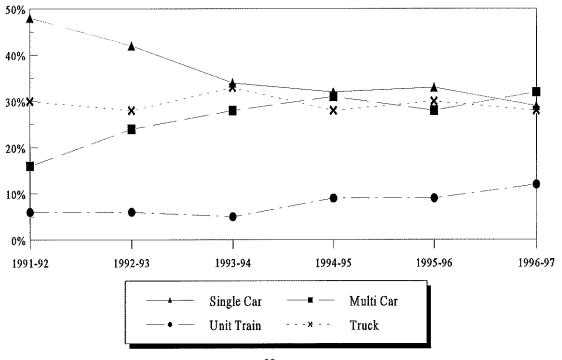
Mode for Durum Shipments From Each CRD (1,000 Bushels)

	Single	<u>CRI</u> Multi	-					Single	<u>CRI</u> Multi	<u>) 2</u> Unit		
	Car	Car	Train	Truck	Total			Car	Car	Train	Truck	Total
1991-92	32%	41%	15%	12%	28,554	199 ⁻	192	34%	24%	8%	34%	14,003
1992-93	22%	30%	36%	12%	36,684	1992		35%	25%	1%	39%	13,516
1993-94	21%	34%	36%	8%	43,239	1993		27%	33%	11%	29%	13,426
1994-95	20%	46%	26%	8%	37,976	1994		32%	30%	5%	33%	10,179
1995-96	25%	42%	28%	5%	30,448	199		17%	26%	13%	44%	8,610
1995-90	26%	38%	29%	5 % 6%	•	1996		21%	36%	13%	29%	11,380
1990-97	20%	30%	2970	070	34,706	1990)-9 <i>1</i>	2170	30%	1370	2970	11,300
		<u>CRI</u>	<u>) 3</u>						CRI	<u>) 4</u>		
	Single	Multi	Unit					Single	Multi	Unit		
	Car	Car	Train	Truck	Total			Car	Car	Train	Truck	Total
1991-92	35%	20%	22%	23%	23,466	1991	1-92	35%	37%	0%	28%	5,181
1992-93	21%	24%	37%	19%	23,490	1992		30%	42%	0%	28%	5,135
1993-94	31%	20%	26%	23%	12,420	1993		25%	39%	0%	36%	5,117
1994-95	33%	21%	21%	25%	10,157	1994		19%	18%	2%	61%	4,956
1995-96	25%	23%	15%	37%	6,343	1995		17%	20%	23%	40%	3,708
1996-97	27%	10%	14%	49%	7,117	1996		11%	41%	12%	36%	7,215
,000 07	2770	1070	, ,	1070	.,	,,,,,		1170	,	,	0070	.,
		CRI) 5						CRI	0 6		
	Single	Multi	Unit					Single	Multi	Unit		
	Car	Car	Train	Truck	Total			Car	Car	Train	Truck	Total
1991-92	63%	16%	12%	9%	4,270	1991	-92	40%	11%	0%	48%	3,474
1992-93	65%	11%	13%	10%	3,548	1992		39%	7%	27%	27%	2,012
1993-94	64%	4%	20%	12%	4,357	1993		44%	10%	0%	45%	1,704
1994-95	76%	4%	1%	19%	3,211	1994		38%	27%	0%	35%	884
199 4 -95 1995-96	73%	5%	1%	21%	1,886	1995		89%	0%	0%	11%	362
1995-90	70%	3%	0%	27%	3,220	1996		17%	57%	0%	25%	904
1990-91	1070	570	0 70	2170	3,220	1000)O I	17 70	0170	0 70	2070	504
		<u>CRI</u>						•	CRI			
	Single	Multi	Unit					Single	Multi	Unit		
	Car	Car	Train	Truck	Total			Car	Car	Train	Truck	Total
1991-92	23%	16%	20%	41%	1,874	1991	l-92	73%	0%	0%	27%	625
1992-93	30%	20%	0%	49%	1,712	1992	2-93	38%	0%	0%	62%	431
1993-94	42%	18%	20%	20%	2,661	1993	3-94	29%	4%	0%	67%	241
1994-95	67%	13%	0%	20%	1,301	1994	1-95	26%	5%	0%	68%	152
1995-96	53%	36%	0%	12%	1,959	1995	5-96	14%	0%	0%	86%	49
1996-97	38%	25%	7%	30%	2,589	1996	S-97	12%	0%	0%	88%	109
		ODI	2.0									
	ot 1	CRI										
	Single	Multi			hrt . 1							
4004.00	Car	Car		Truck	Total							
1991-92	78%	18%	0%	5%	2,445							
1992-93	67%	11%	8%	14%	1,552							
1993-94	72%	18%	0%	10%	1,570							
1994-95	97%	0%	0%	3%	747							
1995-96	97%	0%	0%	3%	346							
1996-97	75%	0%	0%	25%	522							

Mode for Barley Shipments from ND

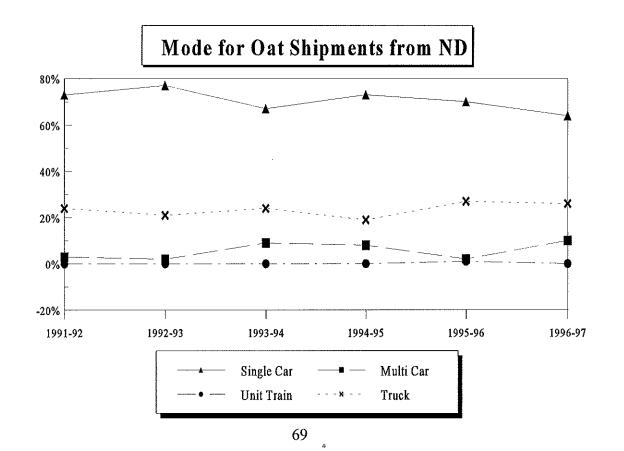
	Single Car	Multi Car	Unit Train	Truck	Total
1991-92	59,573	19,900	7,833	37,478	124,784
	48%	16%	6%	30%	
1992-93	54,859	31,754	7,354	37,181	131,148
	42%	24%	6%	28%	
1993-94	37,494	31,049	5,901	35,790	109,934
	34%	28%	5%	33%	
1994-95	38,888	37,625	10,319	33,420	120,251
	32%	31%	9%	28%	
1995-96	33,120	28,184	8,950	30,624	100,878
	33%	28%	9%	30%	
1996-97	30,876	34,152	12,582	29,943	107,554
	29%	32%	12%	28%	





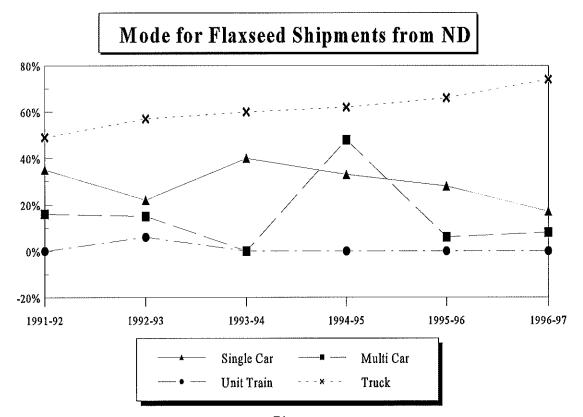
Mode for Oat Shipments from ND

	Single Car	Multi Car	Unit Train	Truck	Total	
1991-92	5,530	237	-	1,843	7,610	
	73%	3%	0%	24%		
1992-93	10,279	224	30	2,739	13,272	
	77%	2%	0%	21%		
1993-94	7,659	1,040	6	2,722	11,427	
	67%	9%	0%	24%		
1994-95	7,452	809	-	2,001	10,262	
	73%	8%	0%	19%		
1995-96	5,256	151	46	2,008	7,461	
	70%	2%	1%	27%		
1996-97	2,511	384	-	1,024	3,919	
	64%	10%	0%	26%		



Mode for Flaxseed Shipments from ND

	Single Car	Multi Car	Unit Train	Truck	Total
1991-92	1,417	663	-	2,001	4,081
	35%	16%	0%	49%	
1992-93	810	560	201	2,050	3,621
	22%	15%	6%	57%	
1993-94	872		-	1,328	2,200
	40%	0%	0%	60%	
1994-95	759	1,085	-	1,402	2,270
	33%	48%	0%	62%	
1995-96	440	96	-	1,034	1,571
	28%	6%	0%	66%	
1996-97	153	73	-	657	883
	17%	8%	0%	74%	



Mode for Soybean Shipments from ND

	Single Car	Multi Car	Unit Train	Truck	Total
1991-92	5,837	2,095	5,504	3,029	16,465
	35%	13%	33%	18%	
1992-93	6,472	3,099	4,434	1,523	15,528
	42%	20%	29%	10%	
1993-94	4,105	2,390	2,294	1,026	9,815
	42%	24%	23%	10%	
1994-95	6,161	4,662	2,608	1,163	14,594
	42%	32%	18%	8%	
1995-96	6,899	6,268	6,049	1,447	20,663
	33%	30%	29%	7%	
1996-97	6,624	5,695	6,090	2,585	20,994
	32%	27%	29%	12%	

