

**Annual North Dakota Elevator
Marketing Report, 1996-97**

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**ANNUAL NORTH DAKOTA ELEVATOR
MARKETING REPORT, 1996-97**

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in cooperation with

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

and

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

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Overview

The *Annual North Dakota Elevator Marketing Report for 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.

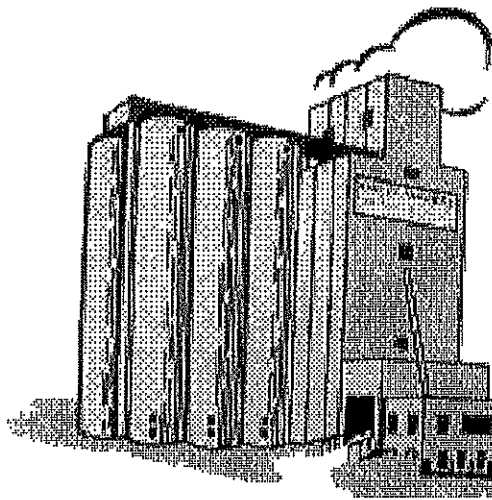
Mode for Grain & Oilseed Shipments by Rail:

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

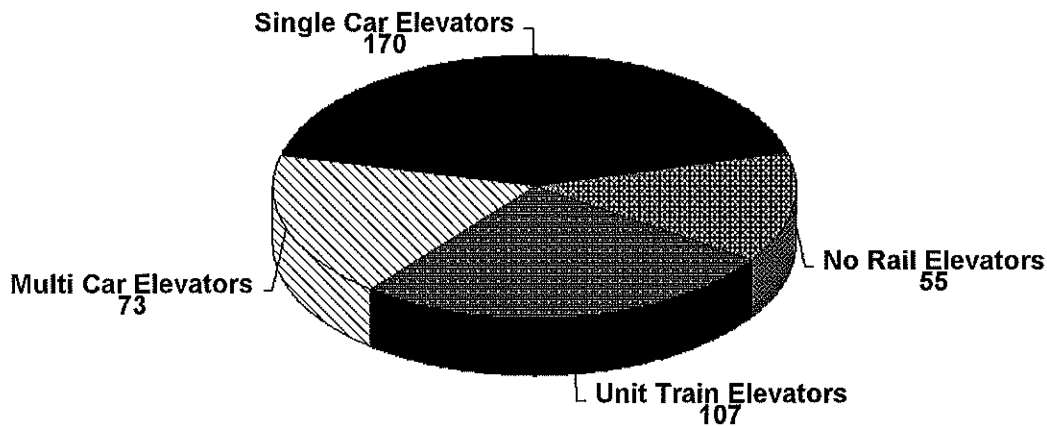
Storage: 232,312 Thousand Bu.

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

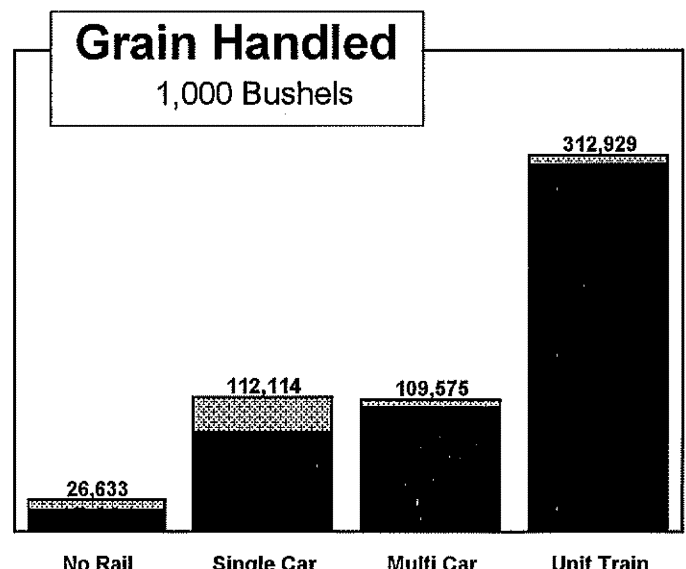
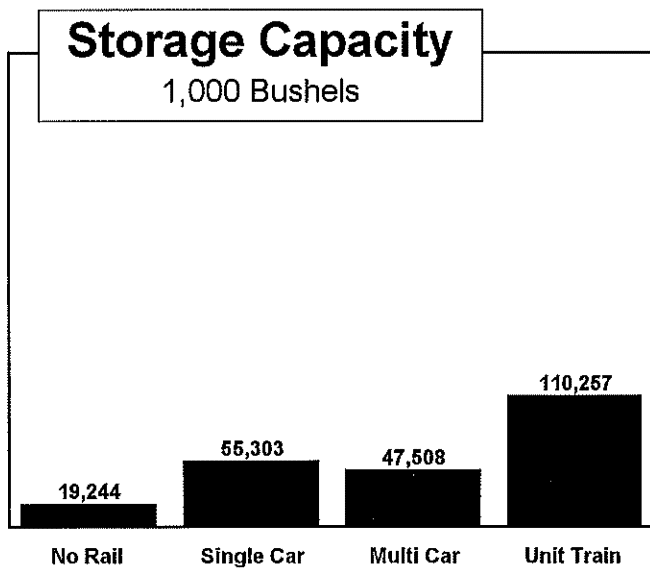
Grain Transhipped to ND Elevator: 52,169 Thousand Bu.

Average Turnover: 3.96

Elevator Categories

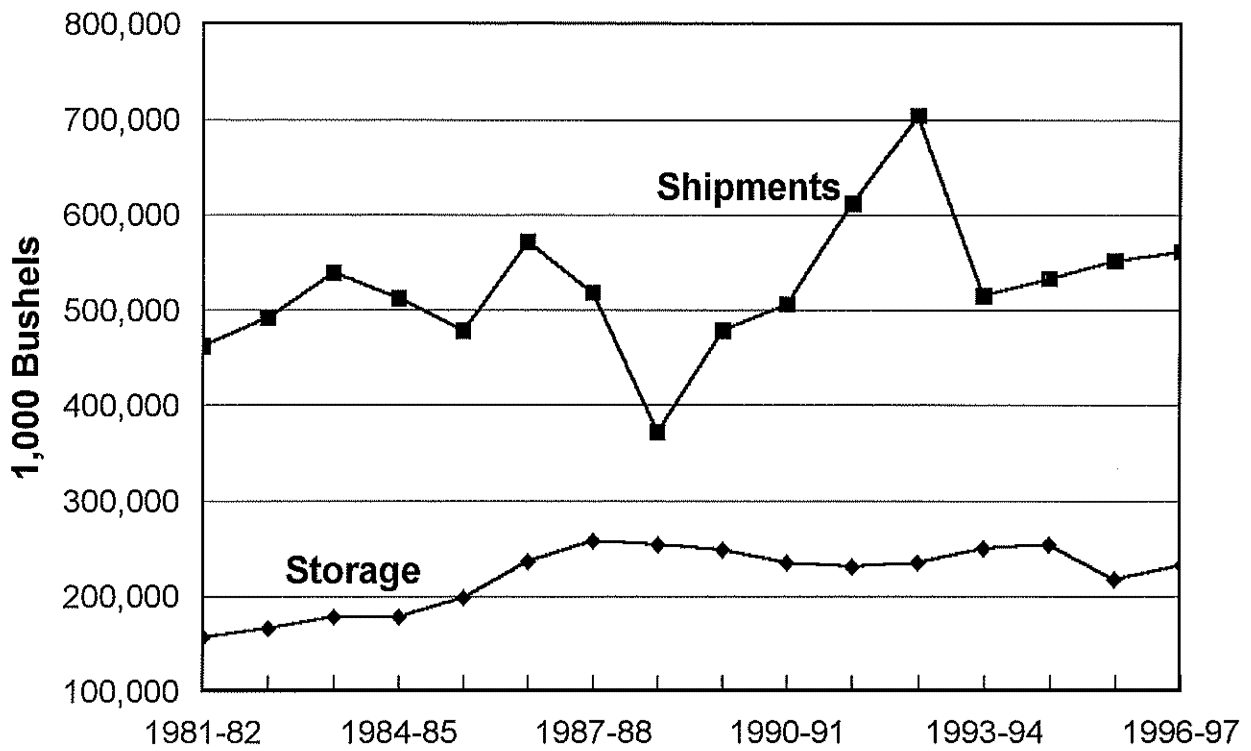


Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).

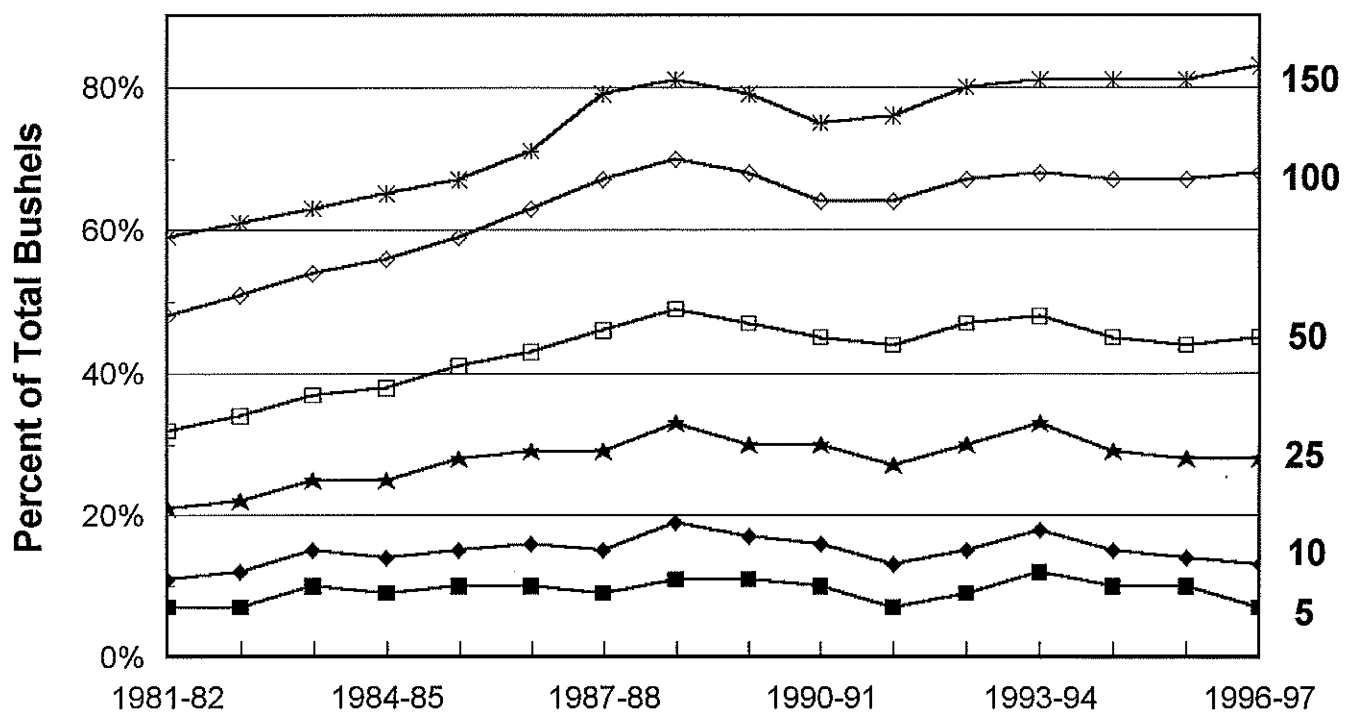


Transhipped to ND Elevator
 Shipped to End User

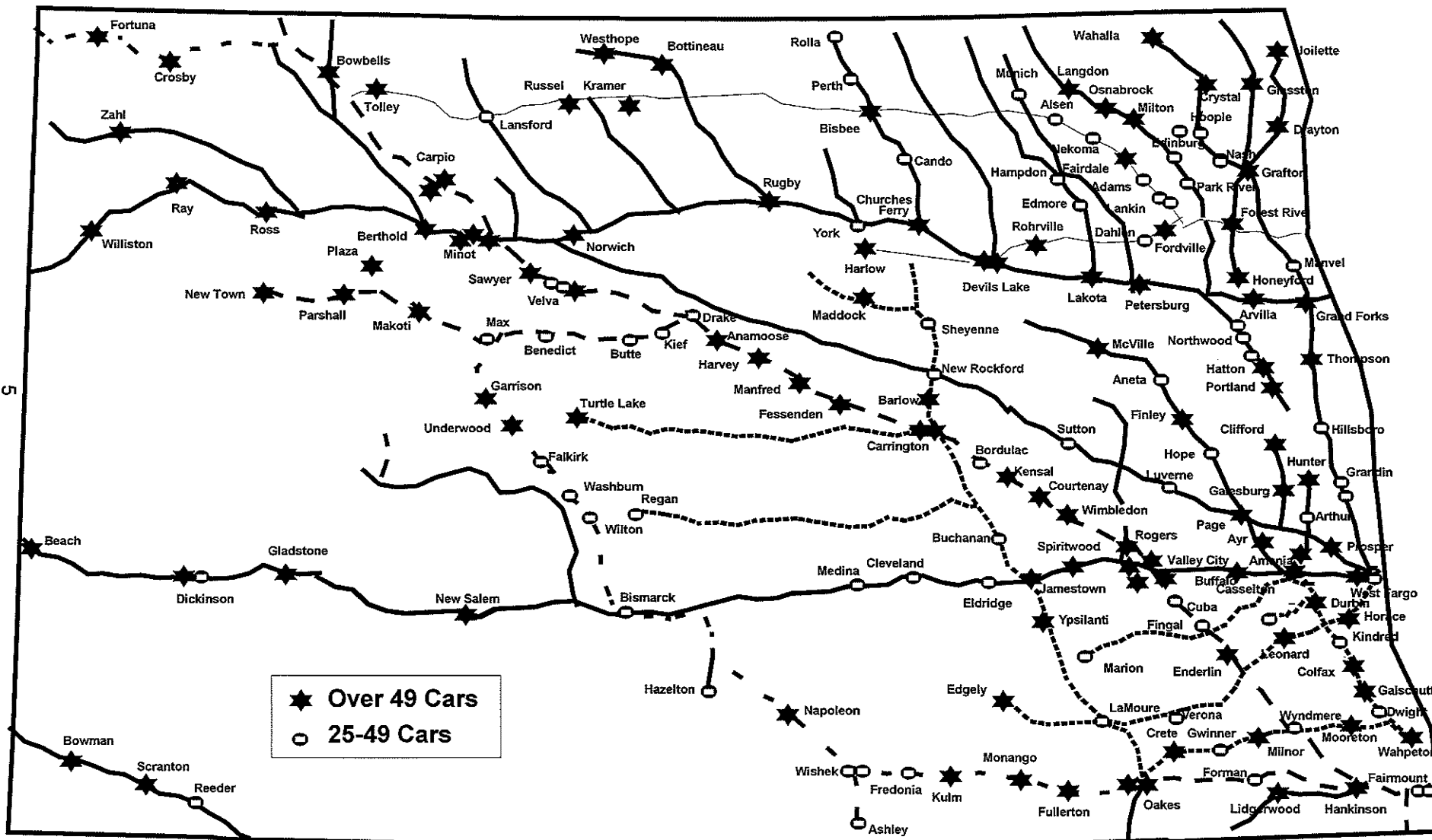
Storage and Total Grain Shipments for North Dakota Elevators



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



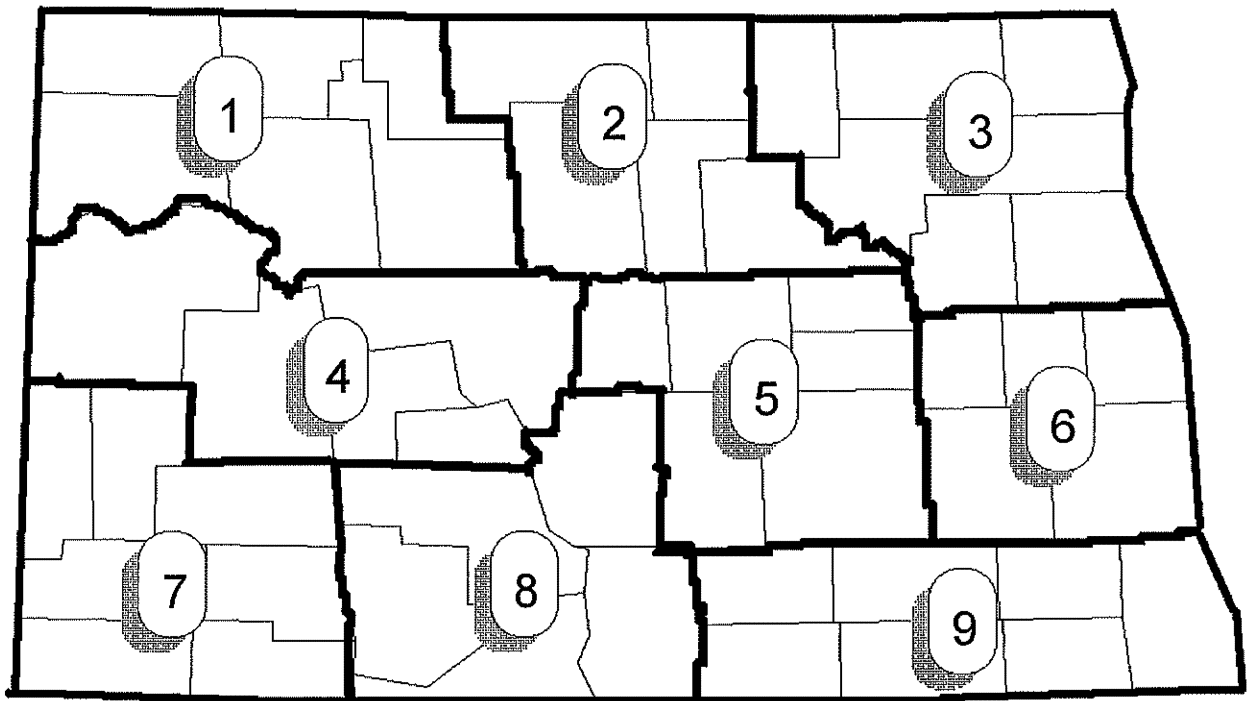
★ Over 49 Cars
○ 25-49 Cars

Burlington Northern —————
CP Rail - - - - -

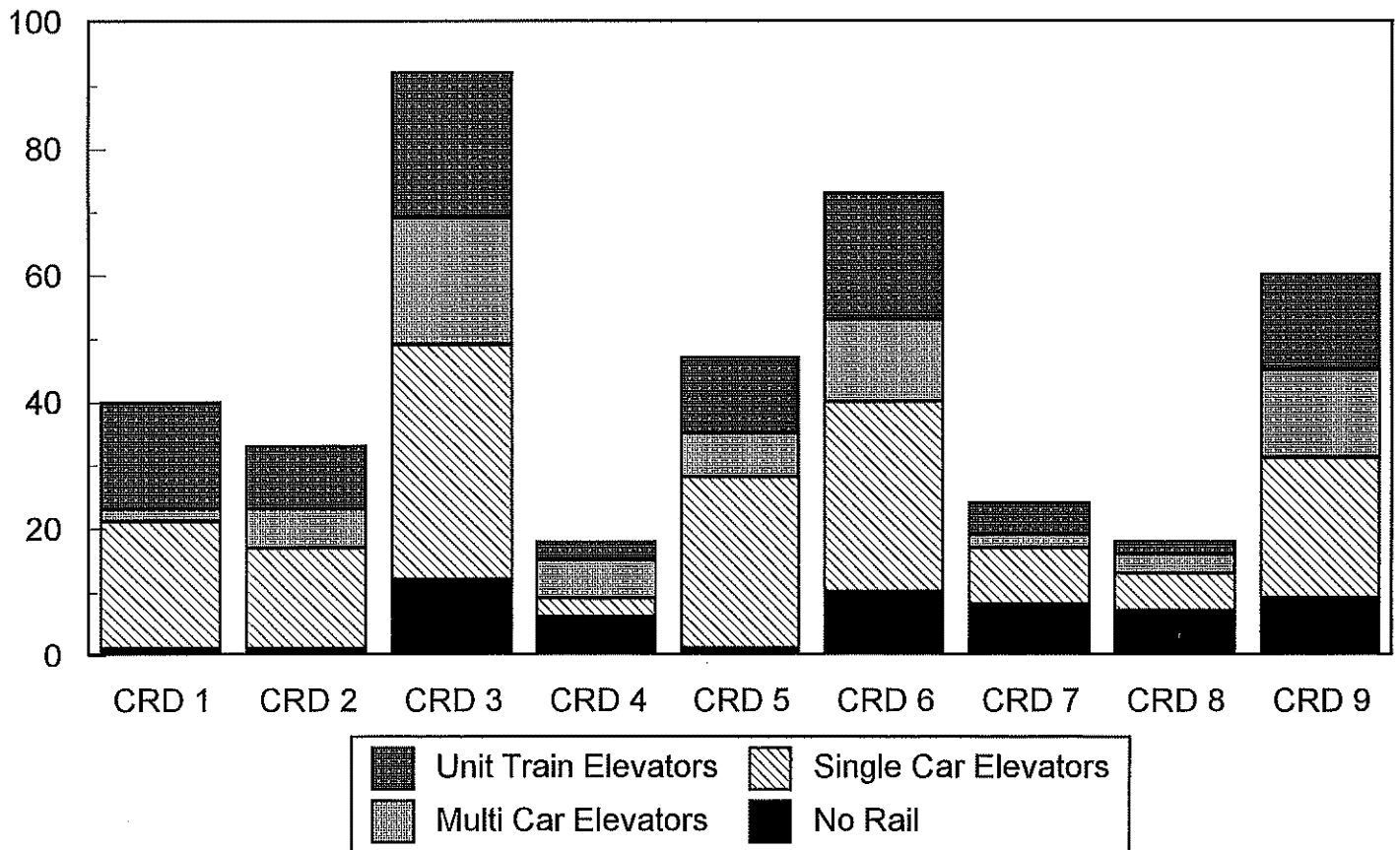
Red River Valley & Western (1987) - - - - -
Dakota, Missouri Valley & Western (1991) - - - - -
Northern Plains (1997) —————



NORTH DAKOTA CROP REPORTING DISTRICTS

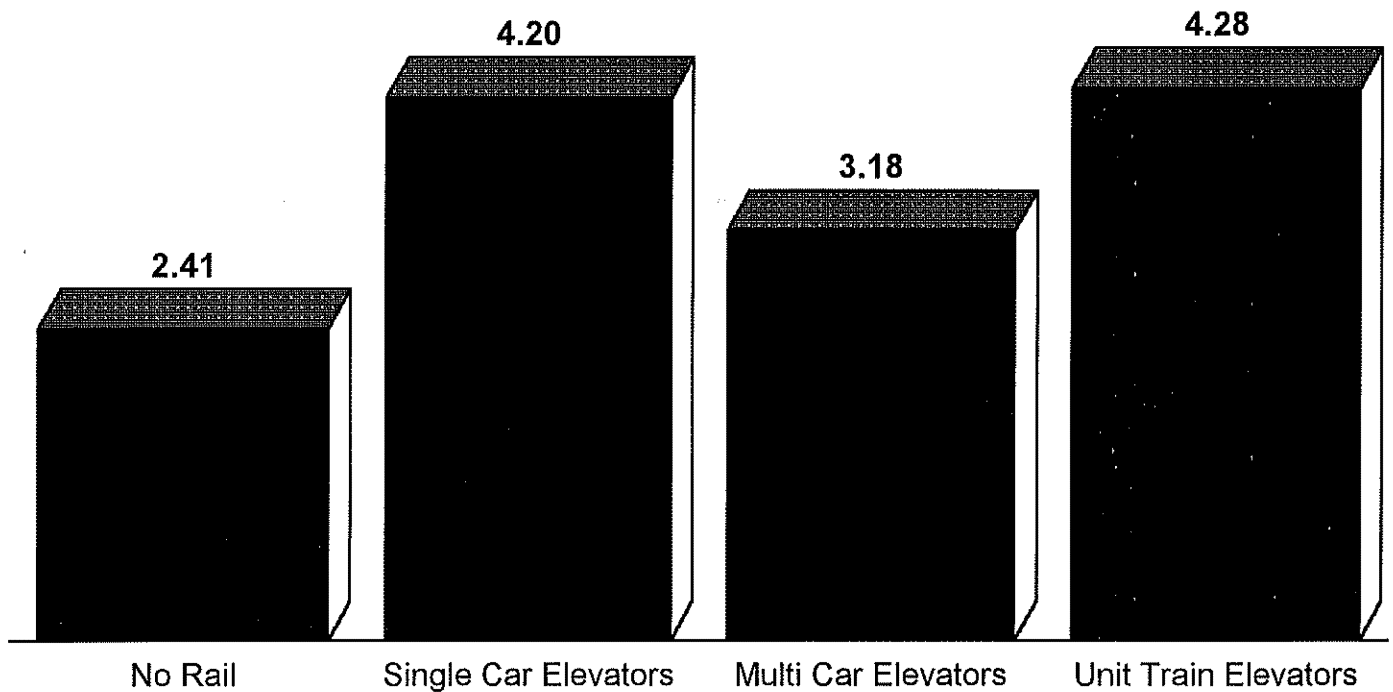


Elevators in Each CRD, 1996-97



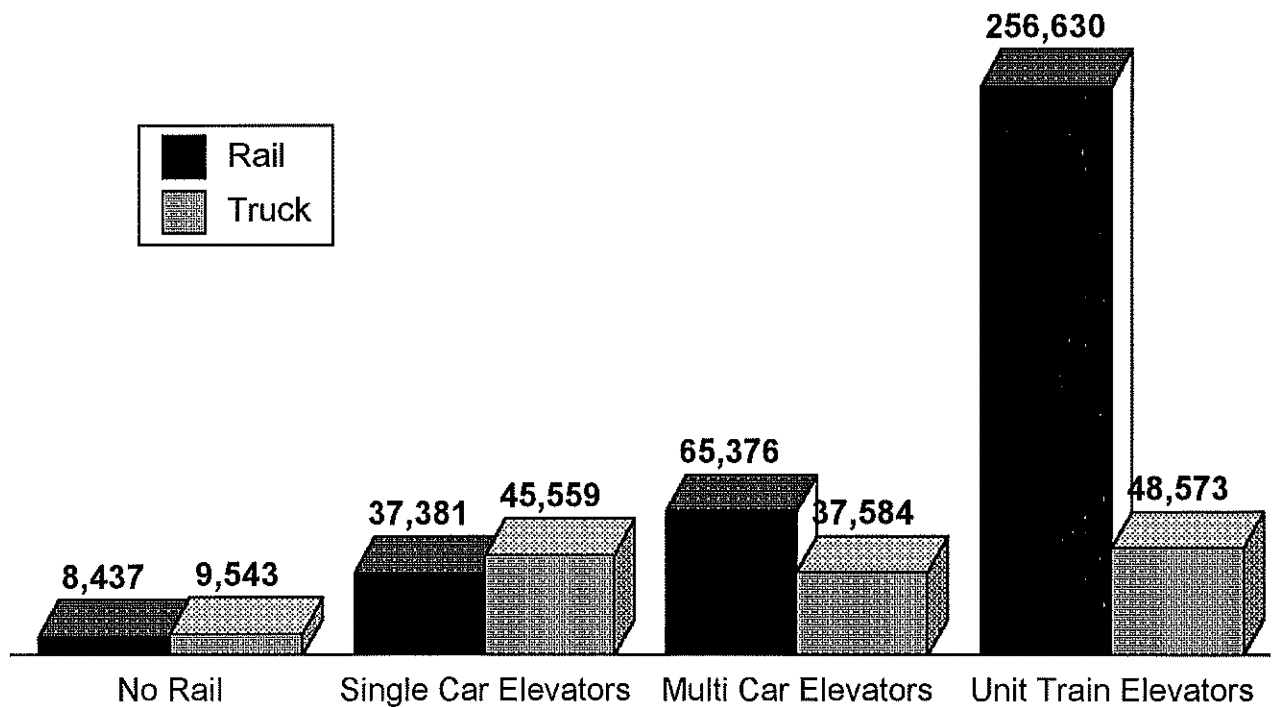
Turnover Ratios for Each Elevator Category, 1996-97

- 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**

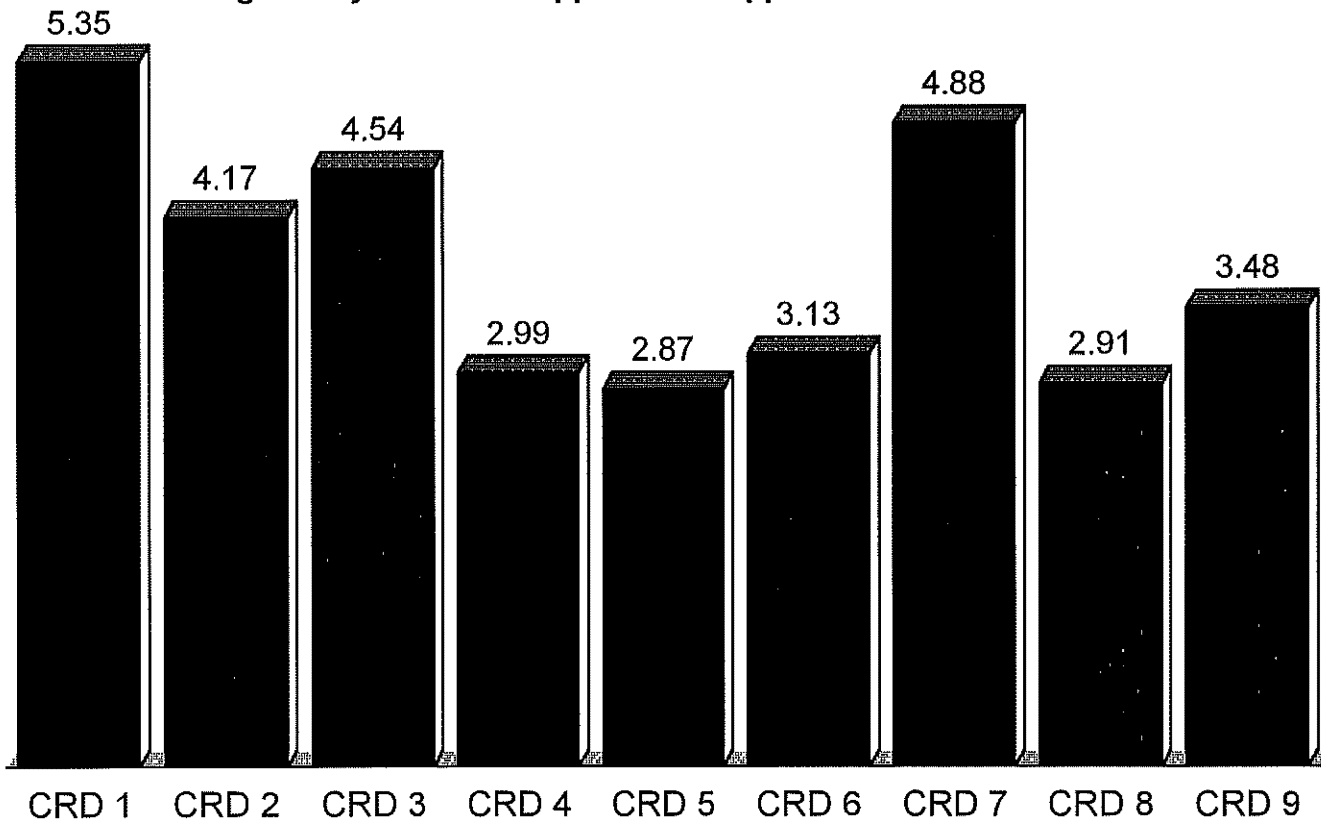
CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	40	25,622,650	4,184,395	70,556,905	5.35
2	33	16,384,000	3,689,390	51,716,839	4.17
3	92	48,581,921	14,995,147	138,747,783	4.54
4	18	7,627,450	1,596,562	19,980,308	2.99
5	47	33,589,600	7,095,672	52,655,881	2.87
6	73	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
All	405	232,312,815	52,169,319	561,256,256	3.96

^aGrain transhipped to other ND elevators.

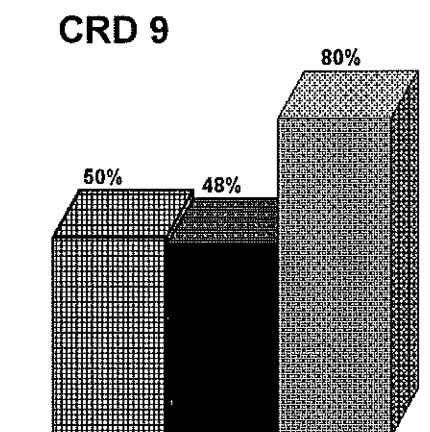
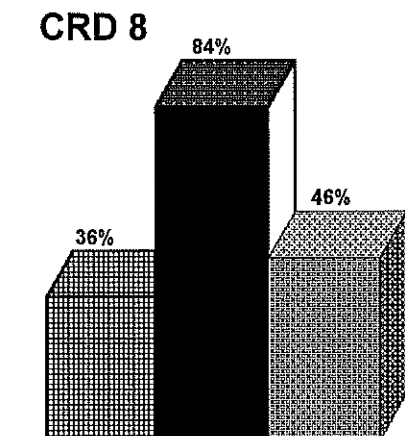
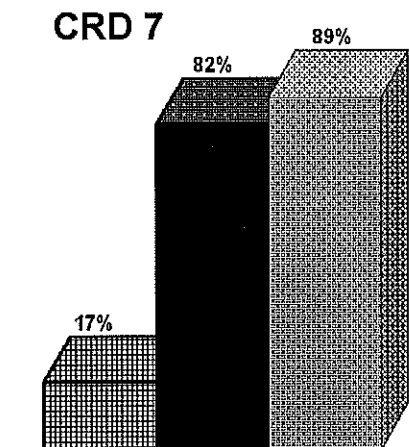
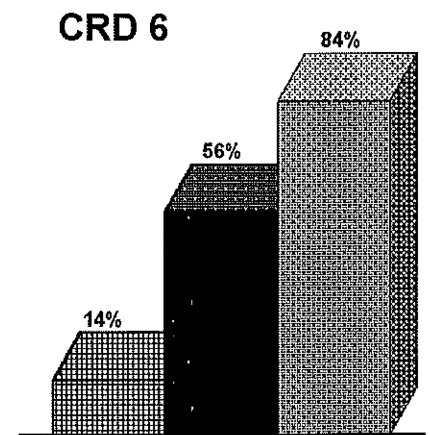
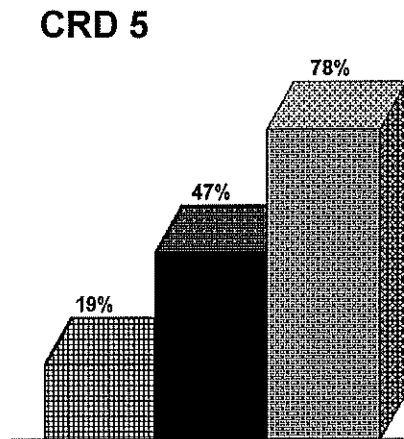
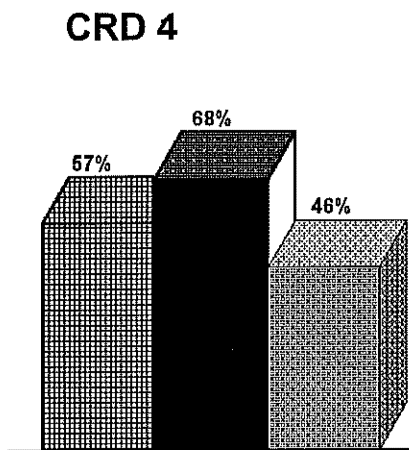
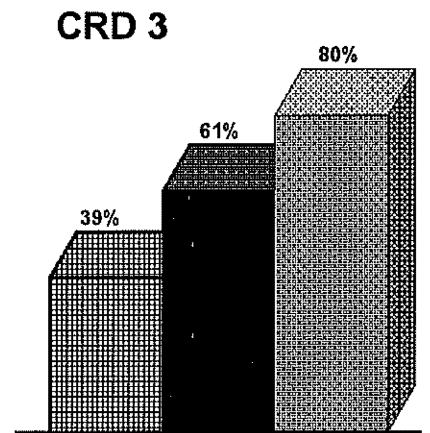
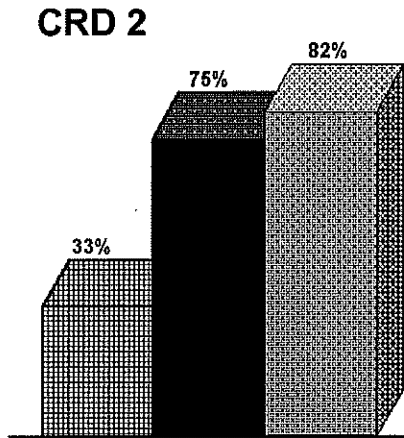
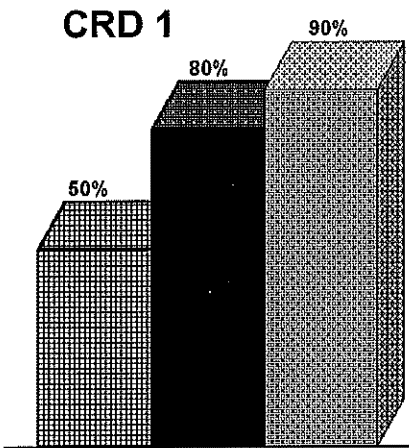
^bBushels shipped to other ND elevators, processors, and various export points.

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

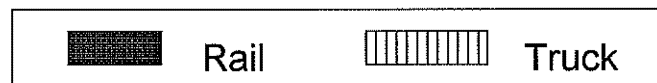
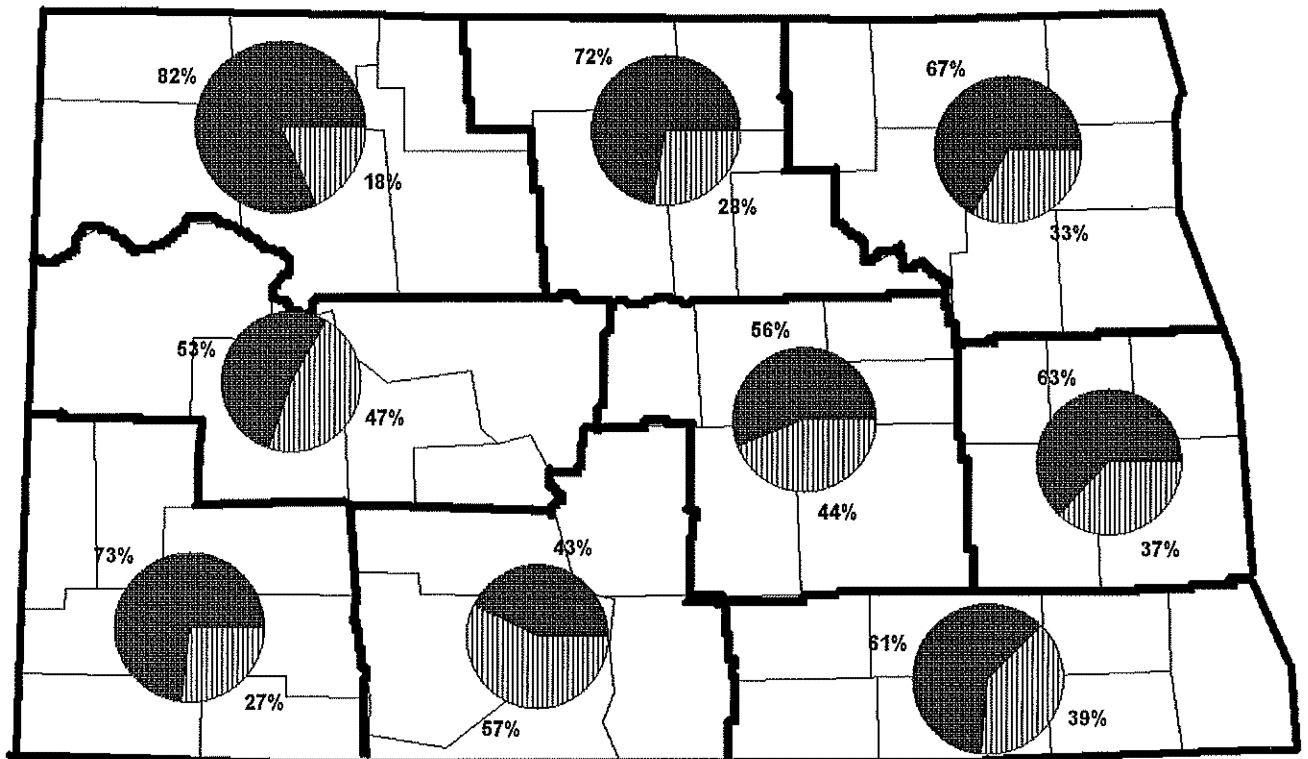
-Weighted by total transhipped and shipped to end user-



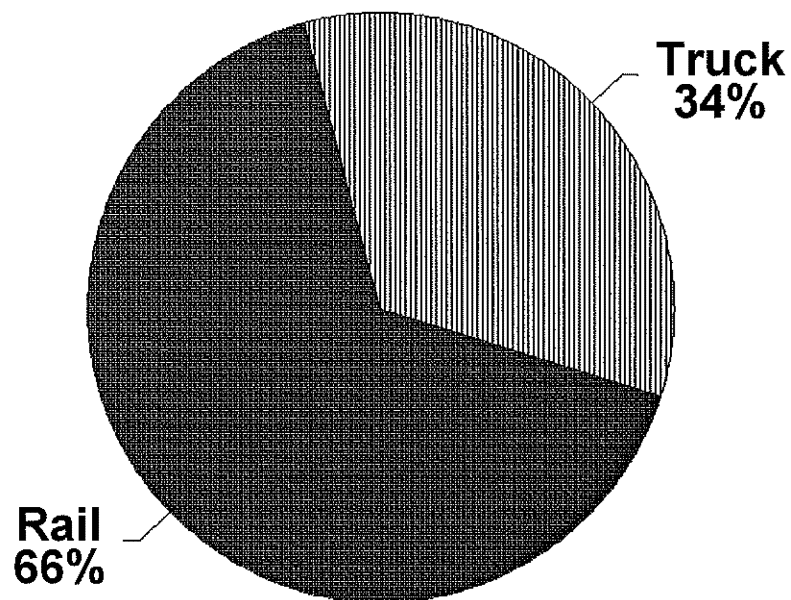
Percent of Shipments by Rail for Elevators in Each CRD, 1996-97

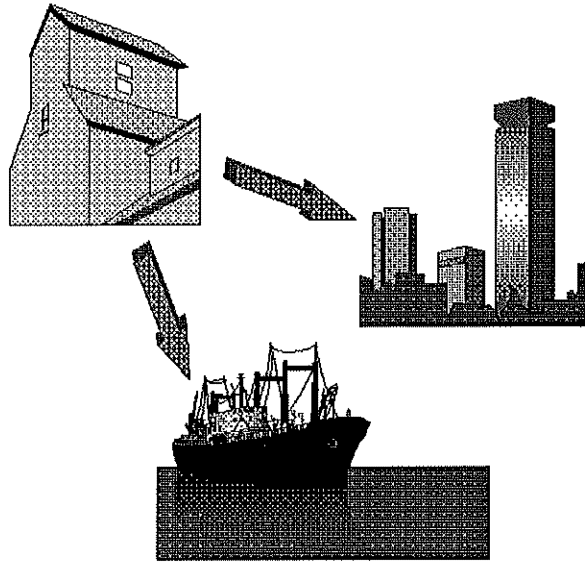


Modal Share of Grain and Oilseed Shipments from Each CRD, 1996-97



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



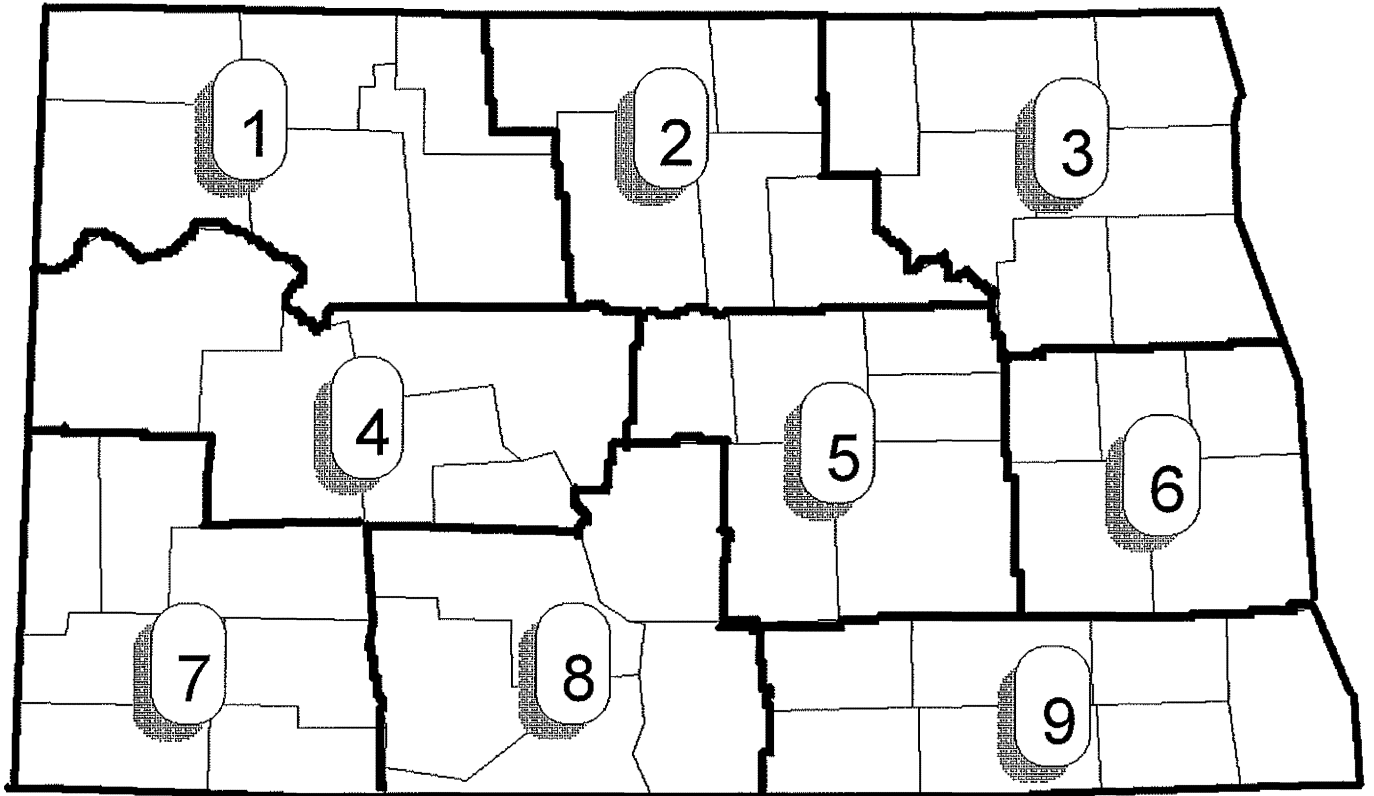


DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

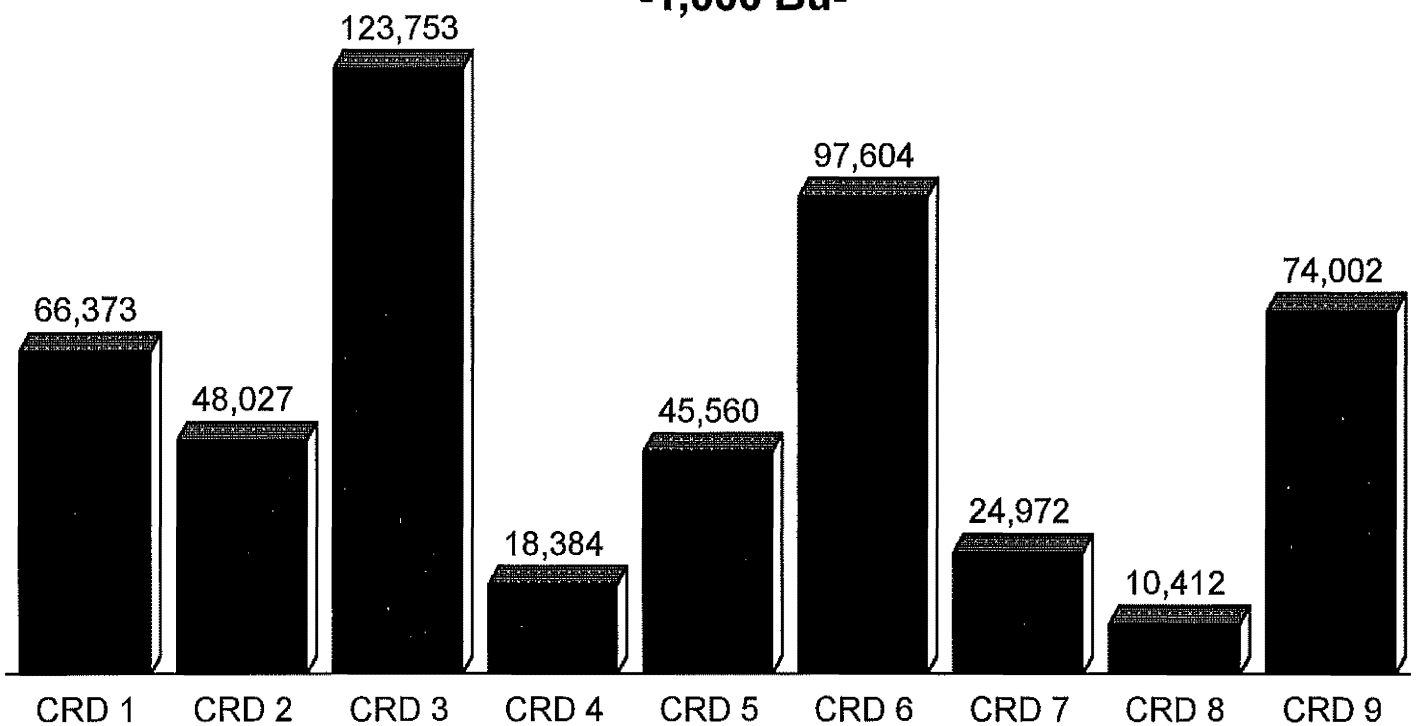


All Grains & Oilseeds

NORTH DAKOTA CROP REPORTING DISTRICTS



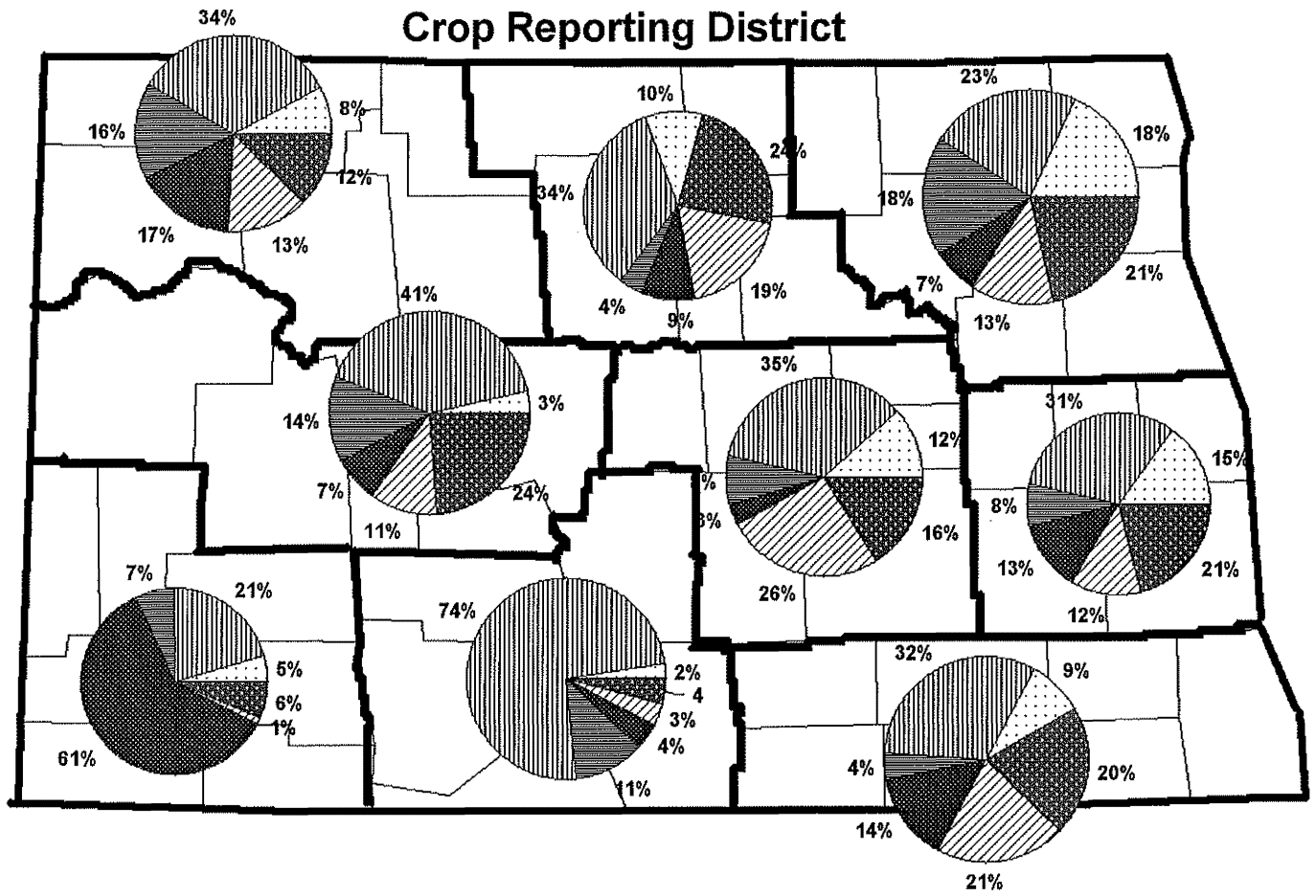
Grain & Oilseed Shipments Originating from Each CRD, 1996-97 -1,000 Bu-



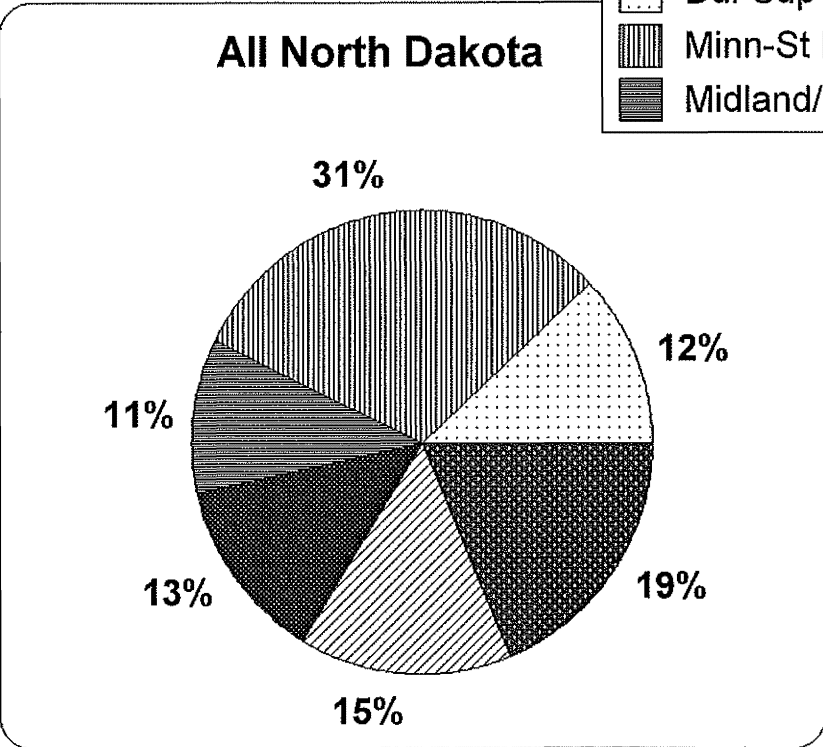
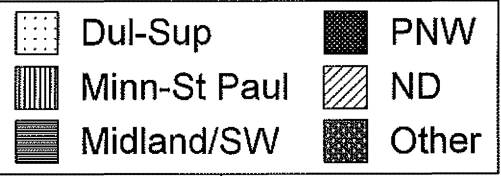
Destinations for Grain & Oilseed Shipments

1996/97

Crop Reporting District



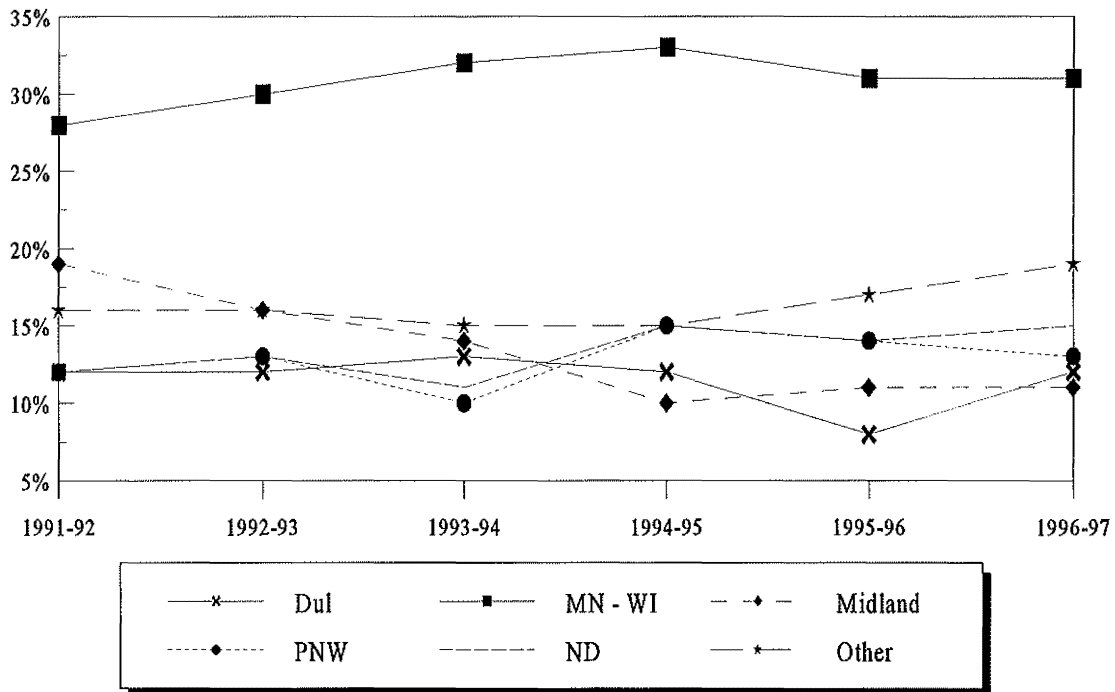
All North Dakota



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

Destinations for Grain and Oilseed Shipments



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

CRD 1

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	8%	23%	19%	27%	8%	15%	69,422
1992-93	3%	19%	8%	49%	1%	20%	35,157
1993-94	8%	30%	19%	23%	8%	13%	103,041
1994-95	6%	36%	18%	19%	8%	13%	91,368
1995-96	7%	37%	20%	16%	5%	15%	65,801
1996-97	8%	34%	16%	17%	13%	12%	66,374

CRD 2

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	18%	22%	14%	15%	16%	15%	49,597
1992-93	11%	22%	11%	20%	20%	16%	55,963
1993-94	8%	29%	13%	17%	15%	18%	53,735
1994-95	6%	28%	6%	10%	29%	20%	49,978
1995-96	10%	39%	6%	9%	23%	12%	35,947
1996-97	10%	34%	4%	9%	19%	24%	48,029

CRD 3

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	19%	20%	29%	3%	12%	18%	152,643
1992-93	23%	23%	26%	2%	8%	18%	182,269
1993-94	22%	26%	18%	9%	9%	15%	97,902
1994-95	19%	31%	10%	10%	12%	18%	100,348
1995-96	13%	30%	11%	17%	12%	16%	100,985
1996-97	18%	23%	18%	7%	13%	21%	123,753

CRD 4

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	3%	54%	15%	14%	3%	11%	15,967
1992-93	3%	42%	16%	20%	11%	9%	20,522
1993-94	3%	50%	20%	14%	1%	12%	20,403
1994-95	4%	49%	6%	9%	15%	17%	19,722
1995-96	5%	52%	6%	1%	16%	20%	15,557
1996-97	3%	41%	14%	7%	11%	24%	18,385

CRD 5

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	7%	38%	24%	3%	21%	7%	58,818
1992-93	7%	32%	17%	6%	26%	12%	71,387
1993-94	12%	40%	10%	8%	12%	18%	52,755
1994-95	15%	38%	9%	3%	21%	14%	48,493
1995-96	8%	44%	12%	1%	19%	16%	44,278
1996-97	12%	35%	8%	3%	26%	16%	45,560

CRD 6

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	16%	33%	2%	1%	31%	16%	48,246
1992-93	12%	30%	12%	7%	18%	21%	131,996
1993-94	17%	28%	7%	15%	15%	18%	83,265
1994-95	16%	28%	7%	17%	16%	15%	98,501
1995-96	8%	27%	7%	27%	15%	17%	91,036
1996-97	15%	31%	8%	13%	12%	21%	97,606

CRD 7

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	3%	15%	31%	34%	1%	15%	24,401
1992-93	5%	15%	14%	54%	3%	8%	32,835
1993-94	17%	11%	12%	53%	2%	5%	34,439
1994-95	9%	21%	11%	54%	2%	3%	27,635
1995-96	11%	26%	13%	40%	1%	9%	27,680
1996-97	5%	21%	7%	61%	1%	6%	24,972

CRD 8

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	5%	56%	27%	3%	1%	7%	13,516
1992-93	6%	57%	25%	5%	2%	5%	15,457
1993-94	7%	52%	24%	9%	4%	5%	14,576
1994-95	3%	58%	21%	9%	6%	3%	12,593
1995-96	1%	63%	17%	4%	5%	11%	14,020
1996-97	2%	74%	11%	4%	3%	4%	10,413

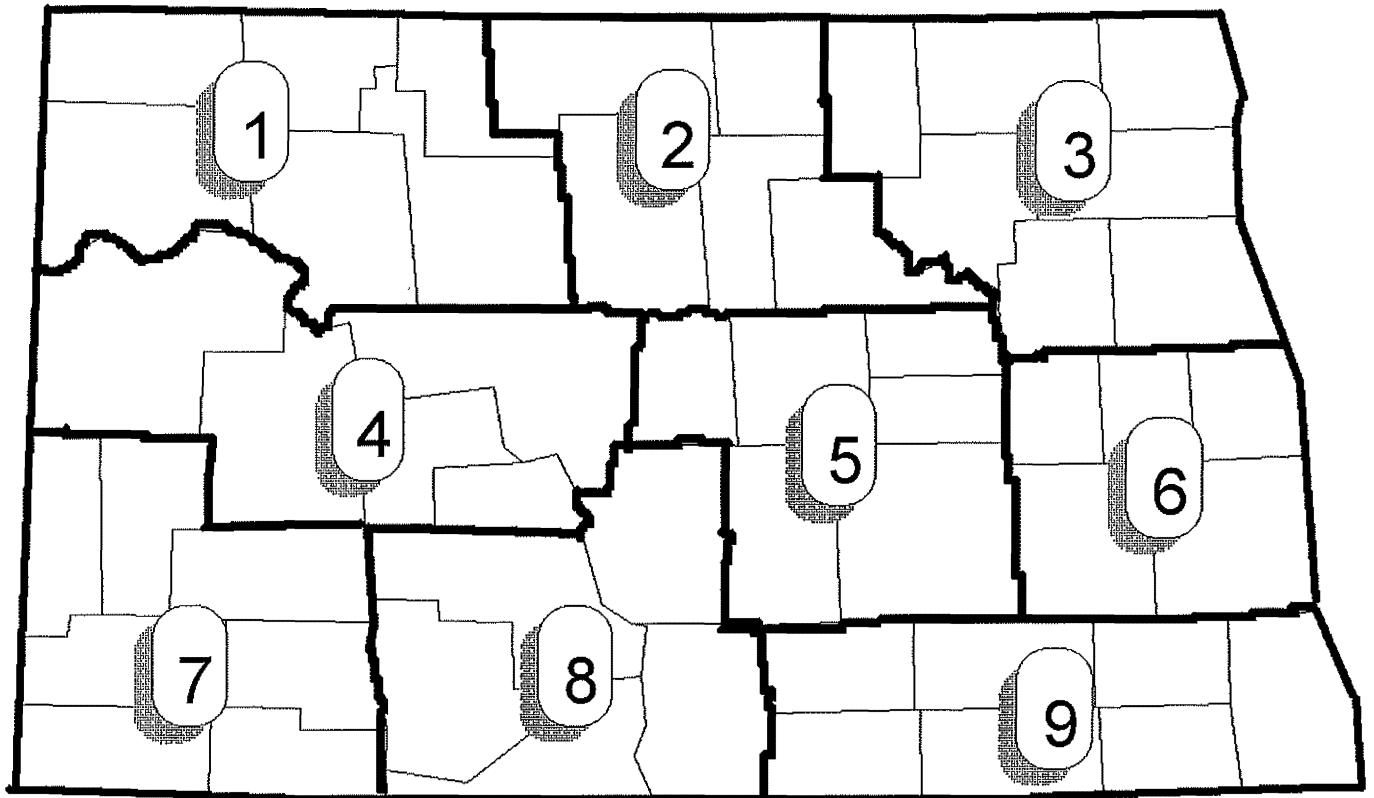
CRD 9

	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	6%	38%	8%	20%	11%	16%	99,165
1992-93	5%	50%	6%	10%	13%	17%	97,587
1993-94	7%	50%	6%	5%	15%	18%	62,123
1994-95	9%	32%	6%	16%	16%	20%	84,603
1995-96	6%	26%	7%	25%	14%	22%	84,995
1996-97	9%	32%	4%	14%	21%	20%	74,002

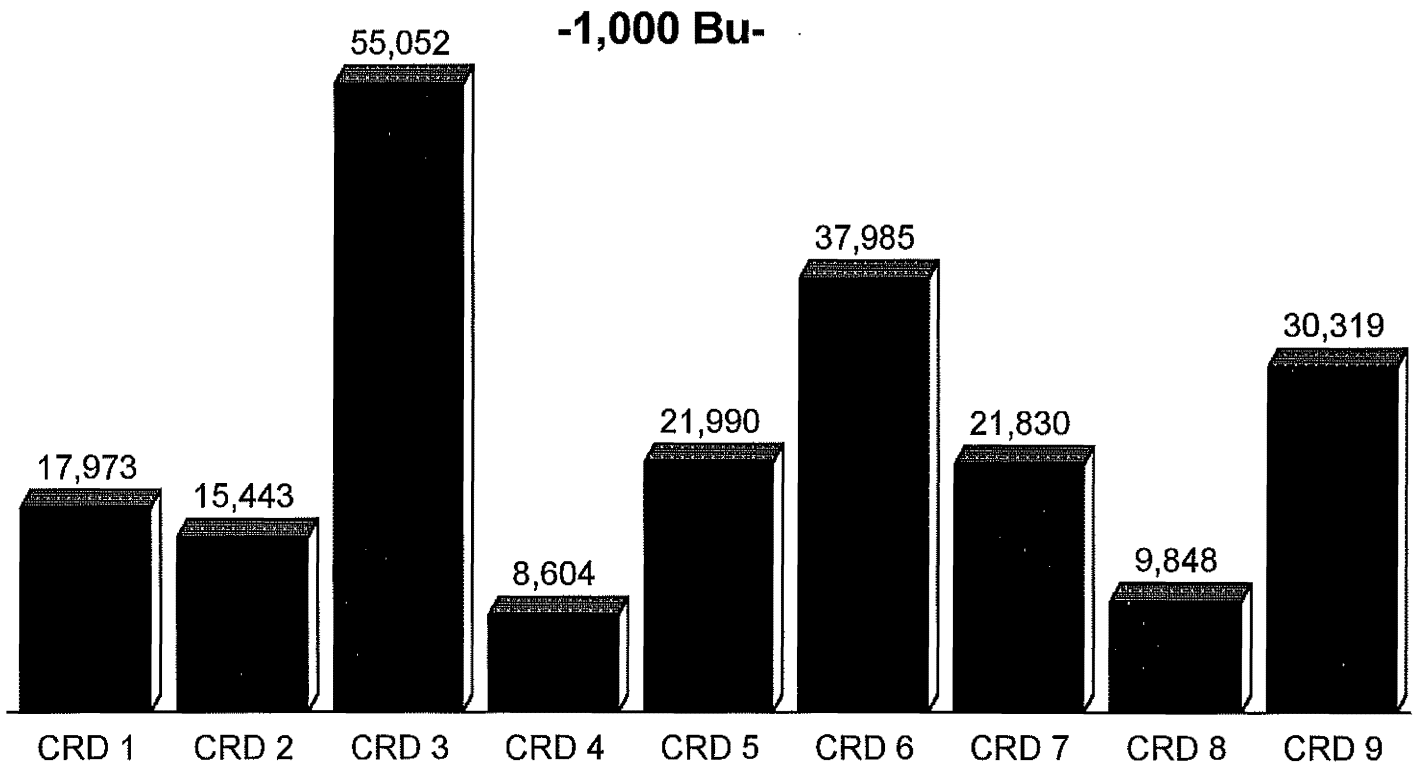


HRS Wheat

NORTH DAKOTA CROP REPORTING DISTRICTS



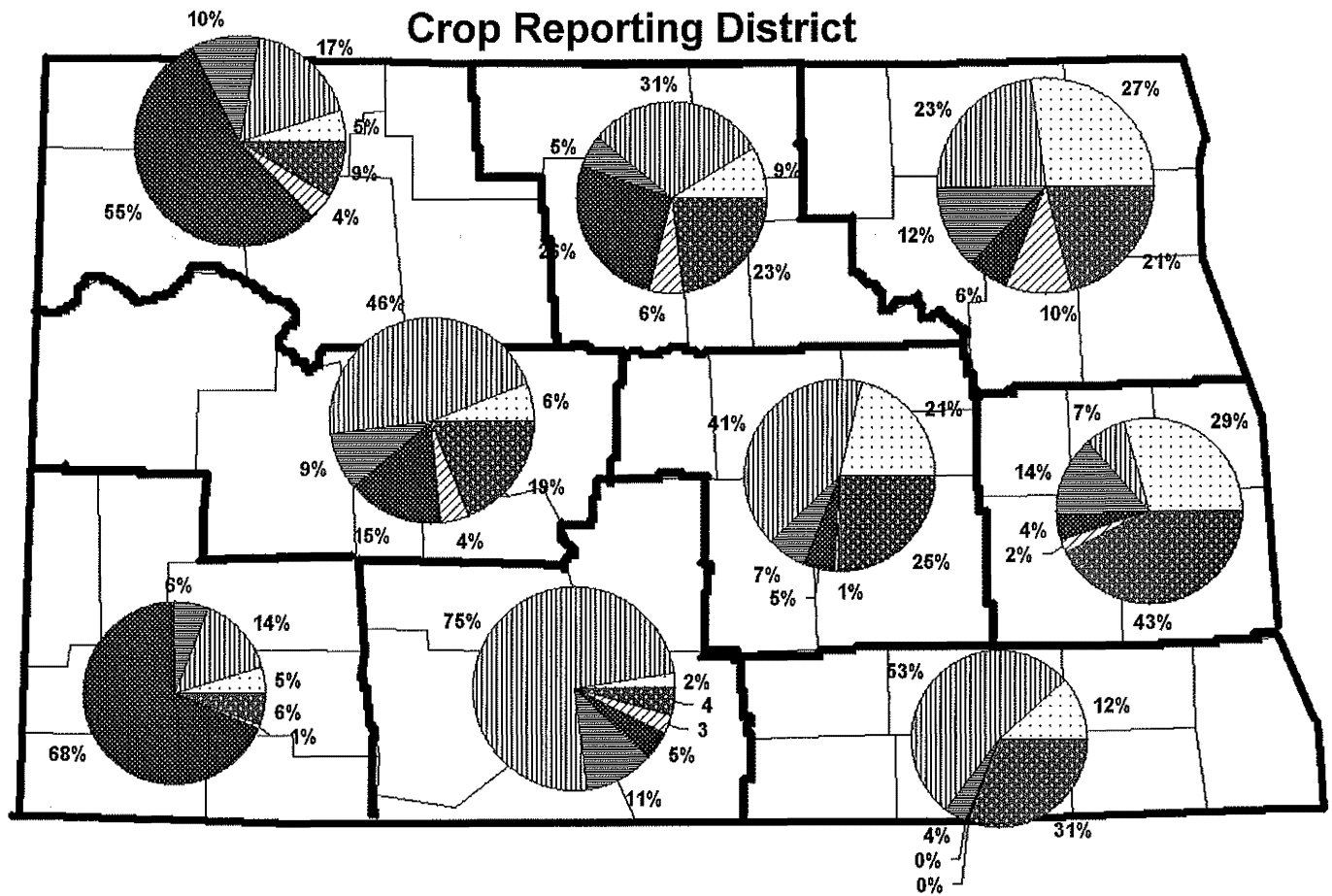
Hard Red Spring Wheat Shipments Originating from Each CRD, 1996-97



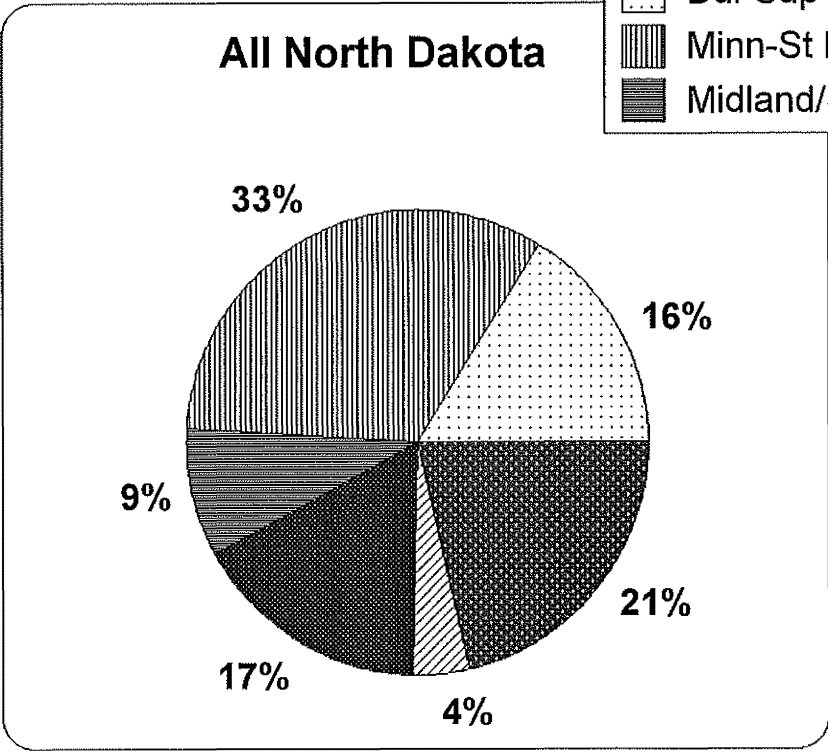
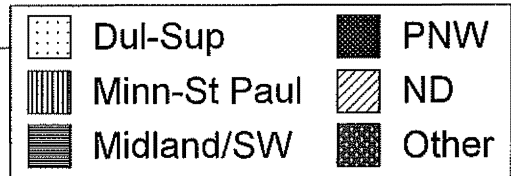
Destinations for Hard Red Spring Wheat Shipments

1996/97

Crop Reporting District



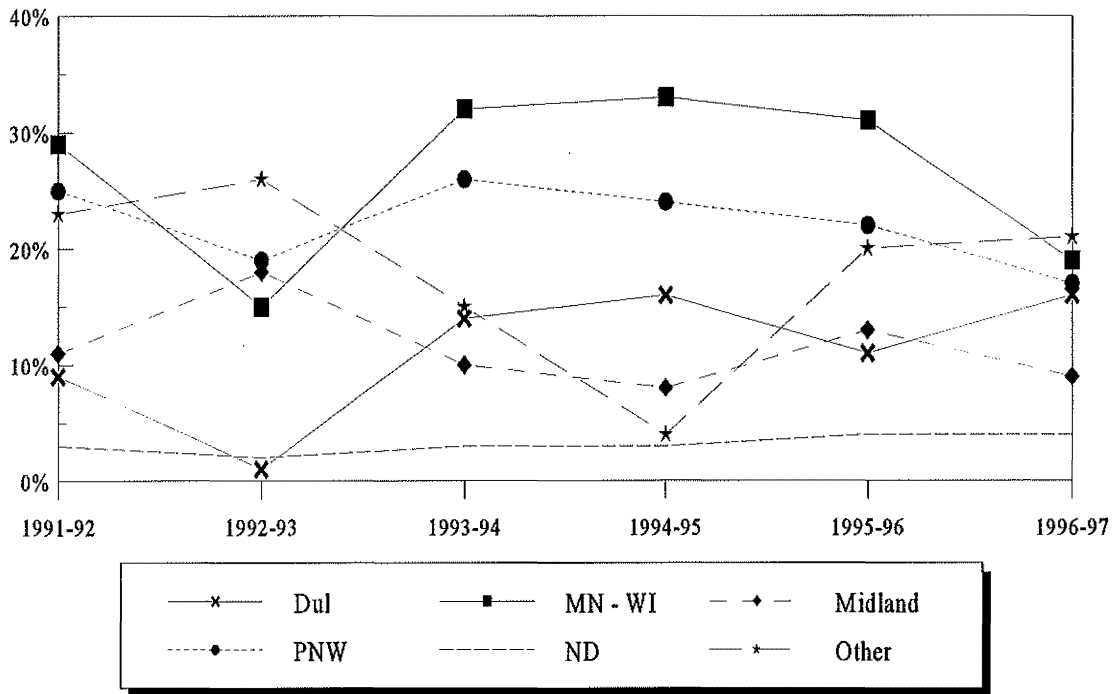
All North Dakota



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

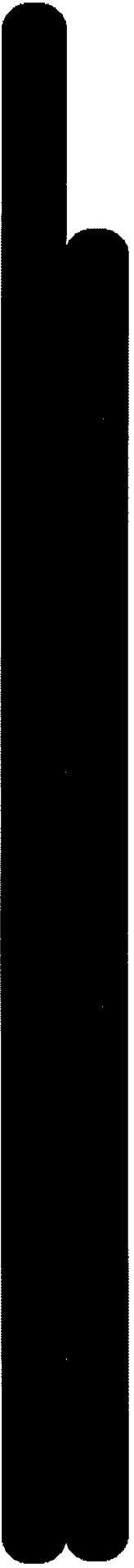
	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1991-92	23,892	74,837	29,290	66,246	7,005	60,180	261,420
	9%	29%	11%	25%	3%	23%	
1992-93	3,857	51,210	62,458	66,819	6,684	88,517	344,261
	1%	15%	18%	19%	2%	26%	
1993-94	35,105	81,738	25,318	65,754	6,408	37,943	252,566
	14%	32%	10%	26%	3%	15%	
1994-95	34,840	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



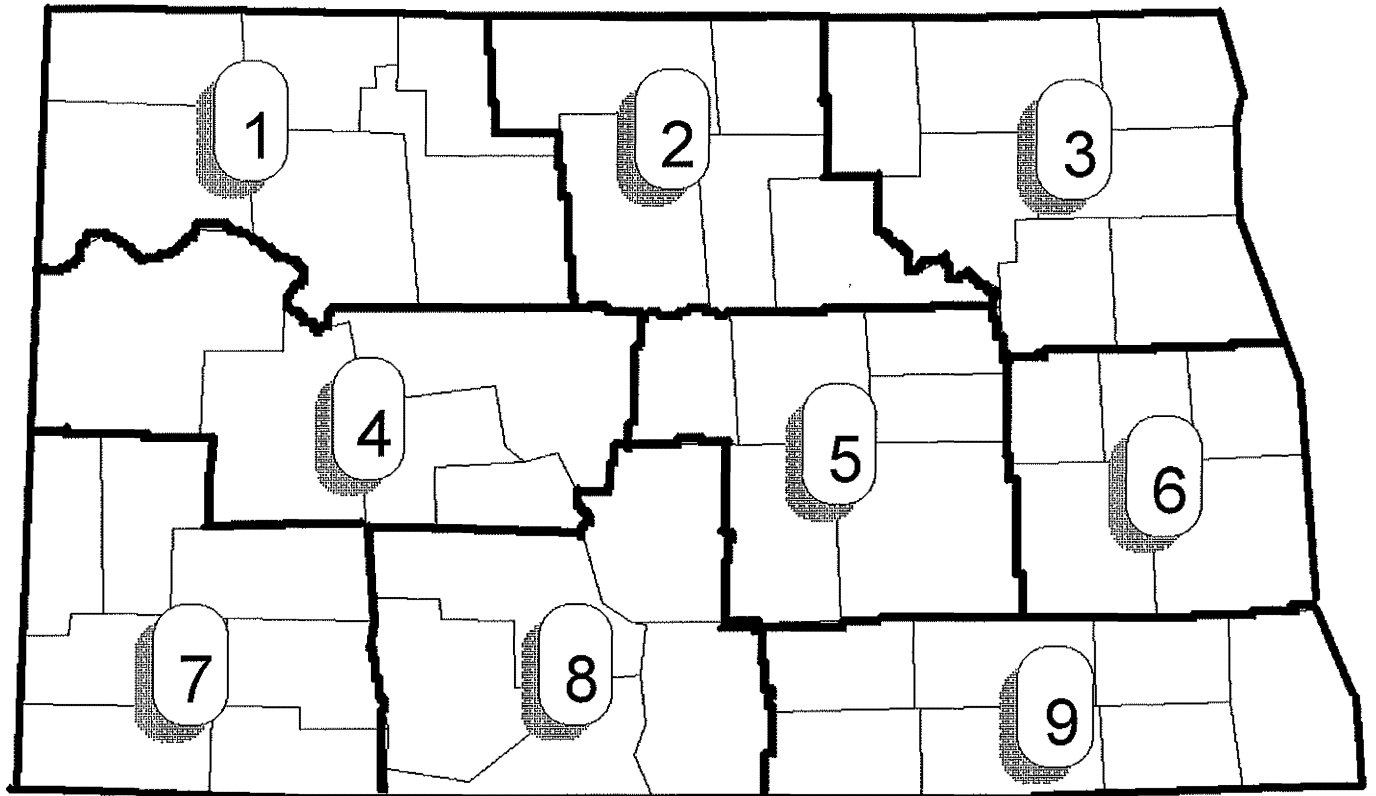
**Destinations for Hard Red Spring Wheat Shipments from ND CRDs
(1,000 Bushels)**

<u>CRD 1</u>							<u>CRD 2</u>								
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	2%	18%	9%	54%	3%	13%	22,913	1991-92	11%	24%	12%	30%	3%	20%	12,922
1992-93	1%	7%	5%	73%	3%	11%	37,521	1992-93	8%	20%	10%	43%	1%	18%	18,769
1993-94	7%	26%	6%	45%	4%	12%	39,247	1993-94	8%	33%	7%	35%	3%	13%	21,664
1994-95	11%	23%	8%	48%	2%	8%	30,431	1994-95	5%	22%	6%	23%	17%	27%	17,671
1995-96	8%	20%	14%	45%	1%	13%	21,000	1995-96	8%	31%	8%	20%	12%	20%	15,404
1996-97	5%	17%	10%	55%	4%	9%	17,975	1996-97	9%	31%	5%	26%	6%	23%	15,444
<u>CRD 3</u>							<u>CRD 4</u>								
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	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
<u>CRD 5</u>							<u>CRD 6</u>								
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	7%	49%	32%	5%	0%	8%	28,335	1991-92	13%	31%	21%	0%	2%	33%	52,746
1992-93	7%	46%	20%	10%	0%	17%	36,096	1992-93	14%	29%	23%	1%	1%	32%	57,699
1993-94	15%	43%	10%	13%	0%	18%	30,307	1993-94	17%	25%	6%	26%	2%	24%	36,026
1994-95	24%	46%	8%	5%	0%	17%	23,171	1994-95	19%	24%	8%	25%	1%	22%	32,963
1995-96	21%	41%	7%	5%	1%	25%	21,991	1995-96	12%	26%	10%	26%	0%	25%	34,972
1996-97	12%	26%	10%	26%	0%	25%	34,972	1996-97	22%	32%	10%	3%	2%	31%	37,986
<u>CRD 7</u>							<u>CRD 8</u>								
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	3%	10%	31%	39%	1%	17%	21,430	1991-92	4%	45%	44%	2%	0%	5%	14,611
1992-93	5%	12%	14%	59%	2%	8%	29,701	1992-93	6%	60%	26%	4%	0%	4%	12,521
1993-94	18%	8%	10%	57%	1%	6%	30,409	1993-94	8%	58%	22%	8%	0%	4%	11,720
1994-95	9%	19%	8%	58%	2%	3%	25,079	1994-95	3%	62%	22%	7%	2%	3%	9,899
1995-96	11%	22%	12%	44%	1%	10%	24,593	1995-96	1%	65%	18%	4%	3%	10%	12,193
1996-97	5%	14%	6%	68%	1%	6%	21,831	1996-97	2%	75%	11%	5%	3%	4%	9,849
<u>CRD 9</u>															
	Duluth	MN-WI	Midland	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								

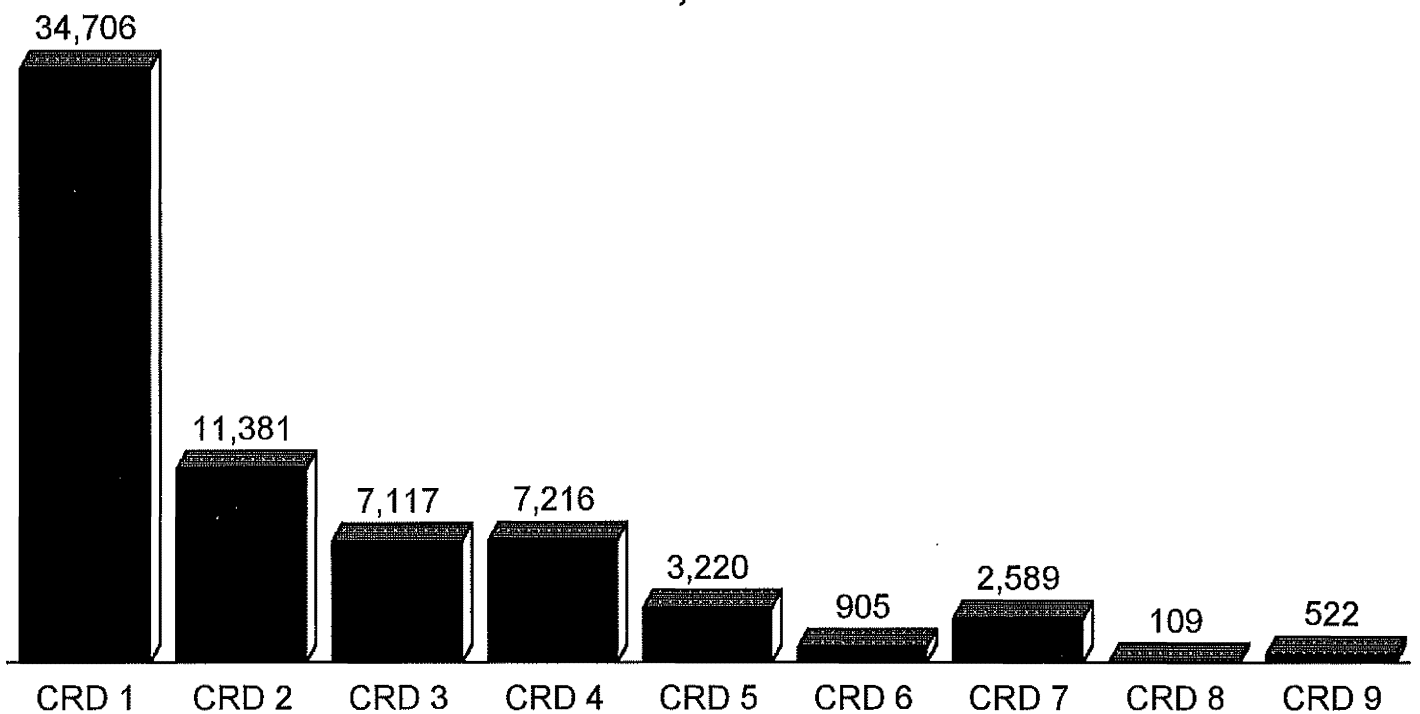


Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



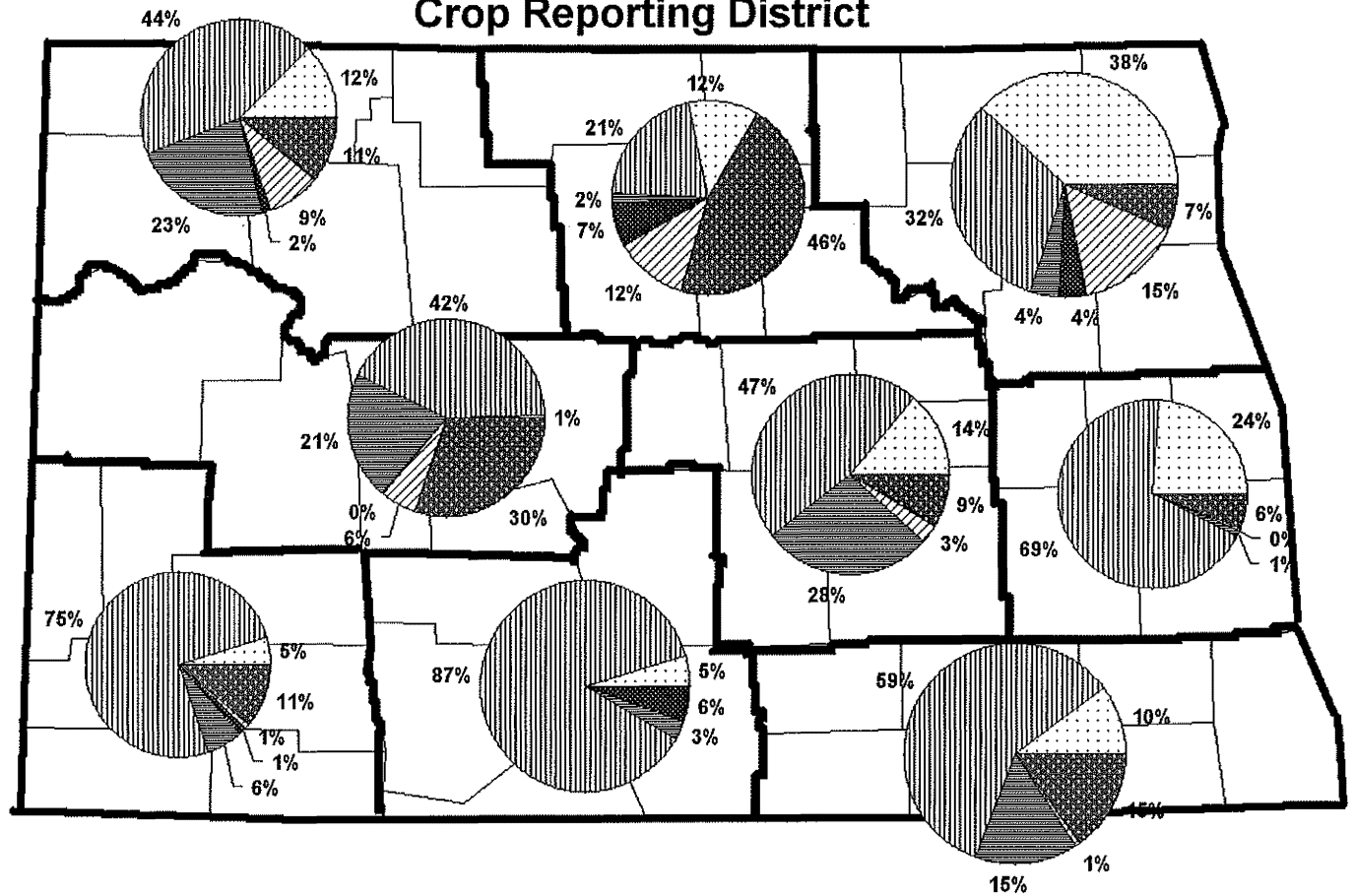
Durum Shipments Originating from Each CRD, 1996-97 -1,000 Bu-



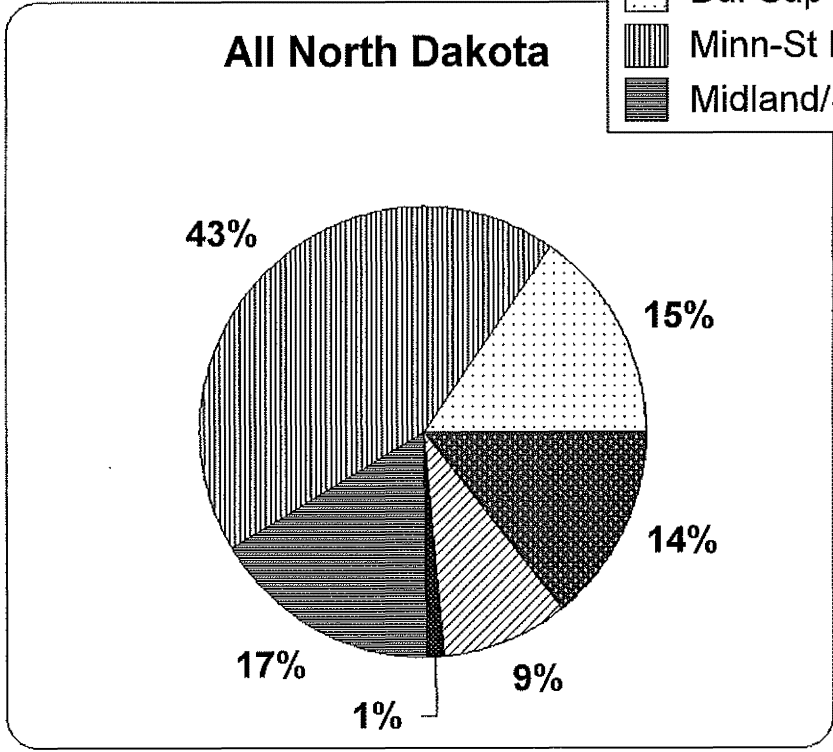
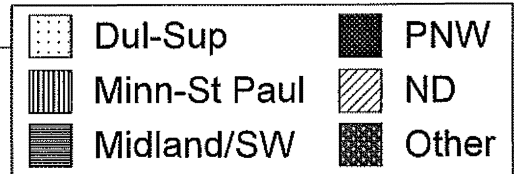
Destinations for Durum Shipments

1996/97

Crop Reporting District



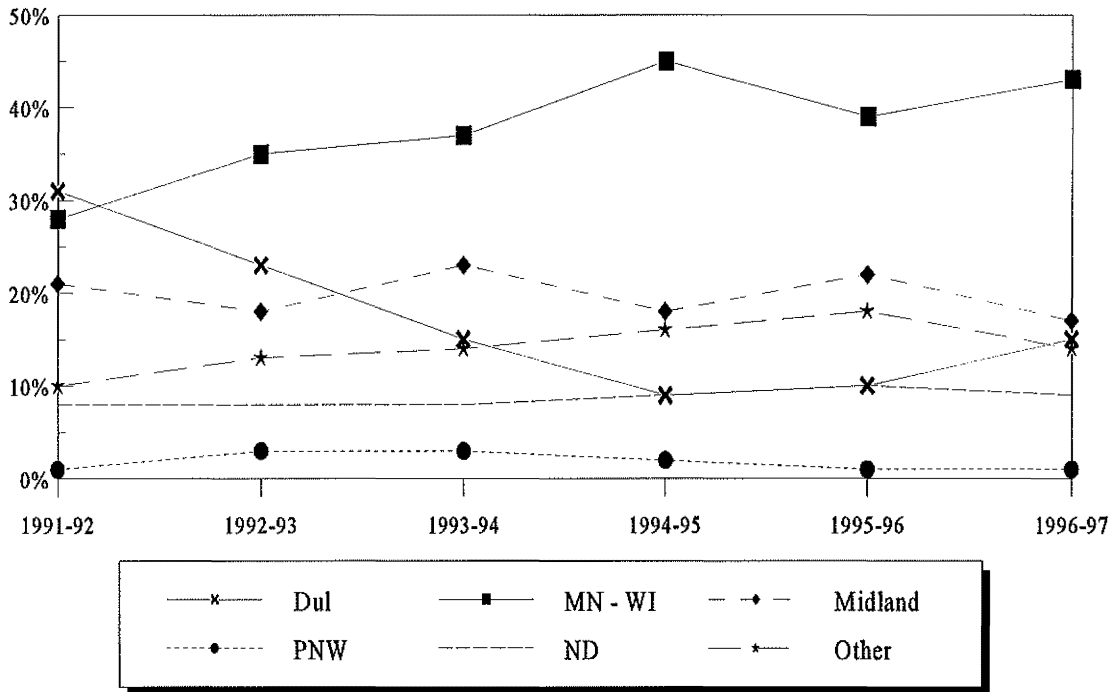
All North Dakota



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)**

<u>CRD 1</u>								<u>CRD 2</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	18%	29%	24%	3%	9%	17%	28,555	1991-92	43%	20%	14%	1%	10%	12%	14,005
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%	31%	10,179
1995-96	10%	39%	31%	1%	3%	16%	30,450	1995-96	15%	42%	8%	0%	30%	6%	8,610
1996-97	12%	44%	23%	2%	9%	11%	34,707	1996-97	22%	38%	4%	0%	14%	22%	11,382

<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	49%	15%	25%	0%	7%	4%	23,469	1991-92	6%	52%	27%	0%	5%	9%	5,183
1992-93	42%	22%	25%	1%	5%	6%	23,493	1992-93	3%	95%	0%	0%	0%	2%	1,416
1993-94	33%	28%	21%	1%	10%	7%	12,422	1993-94	1%	67%	25%	0%	0%	6%	5,119
1994-95	21%	36%	10%	2%	16%	15%	10,160	1994-95	1%	63%	10%	0%	10%	15%	4,957
1995-96	26%	29%	15%	1%	22%	8%	6,344	1995-96	1%	58%	0%	0%	6%	35%	3,709
1996-97	38%	32%	4%	4%	15%	7%	7,118	1996-97	1%	42%	21%	0%	6%	30%	7,216

<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	33%	41%	17%	0%	6%	3%	4,271	1991-92	23%	36%	14%	0%	16%	10%	3,475
1992-93	40%	44%	6%	0%	1%	8%	3,549	1992-93	36%	28%	9%	0%	0%	27%	2,013
1993-94	10%	69%	11%	0%	3%	7%	4,359	1993-94	30%	46%	17%	0%	1%	6%	1,706
1994-95	16%	47%	10%	0%	9%	19%	3,211	1994-95	52%	36%	6%	0%	1%	5%	885
1995-96	13%	71%	2%	2%	7%	6%	1,887	1995-96	16%	36%	12%	25%	4%	6%	363
1996-97	14%	47%	28%	0%	3%	9%	3,221	1996-97	24%	69%	1%	0%	0%	6%	906

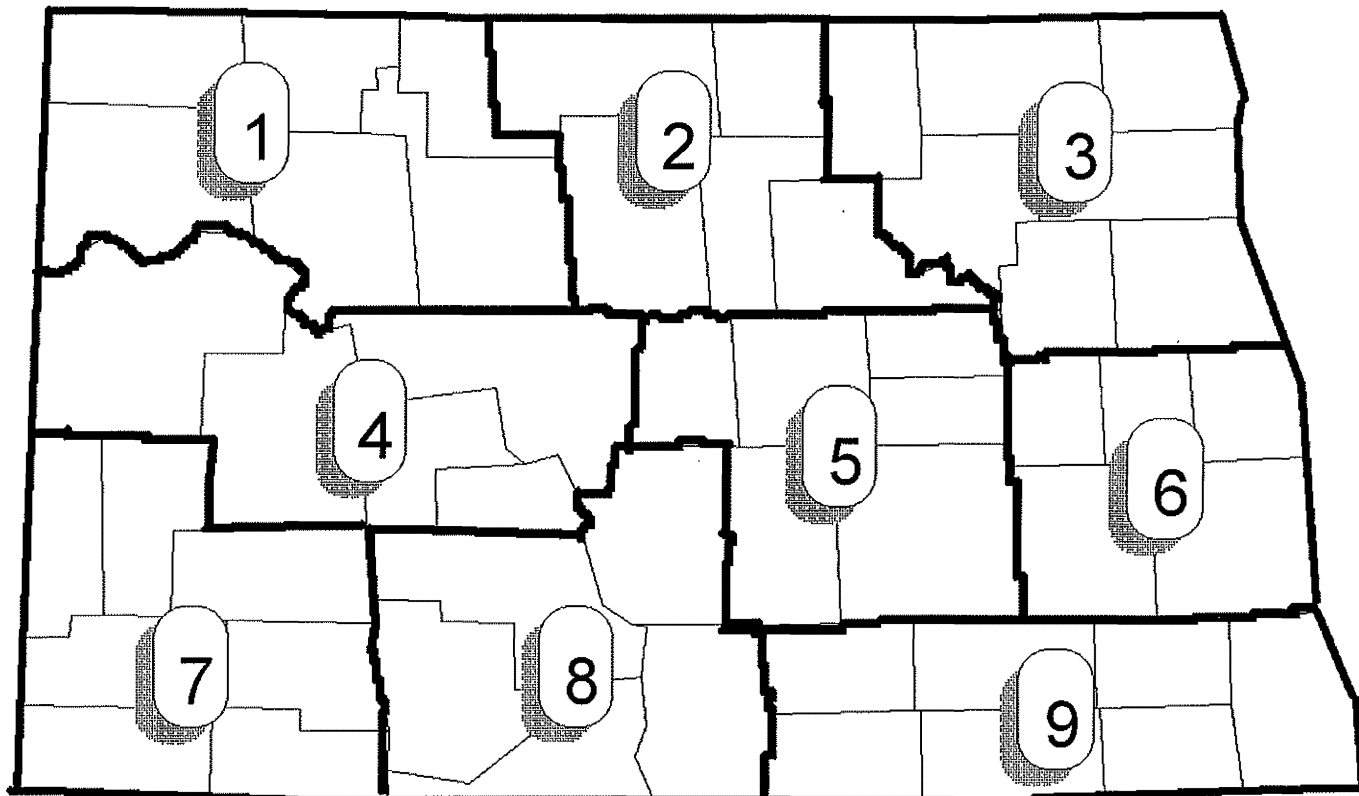
<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1991-92	6%	70%	14%	2%	5%	2%	1,877	1991-92	4%	80%	3%	5%	2%	6%	625
1992-93	2%	74%	5%	6%	7%	5%	1,712	1992-93	6%	83%	6%	1%	3%	0%	431
1993-94	12%	48%	13%	21%	5%	2%	2,663	1993-94	9%	75%	10%	1%	2%	3%	242
1994-95	5%	71%	8%	5%	1%	9%	1,301	1994-95	0%	95%	1%	0%	0%	3%	154
1995-96	9%	85%	2%	0%	0%	5%	1,960	1995-96	0%	94%	4%	0%	0%	0%	49
1996-97	5%	75%	6%	1%	1%	11%	2,590	1996-97	5%	86%	3%	6%	0%	0%	109

<u>CRD 9</u>							
	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

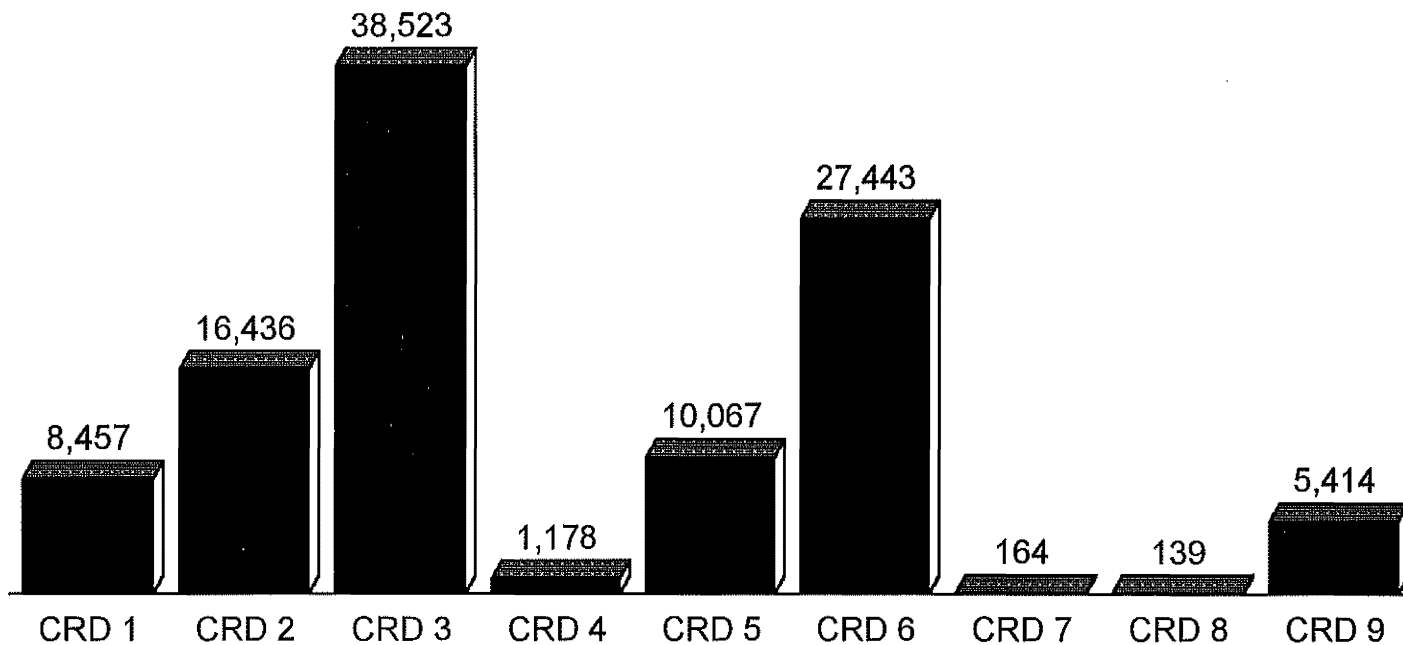


Barley

NORTH DAKOTA CROP REPORTING DISTRICTS



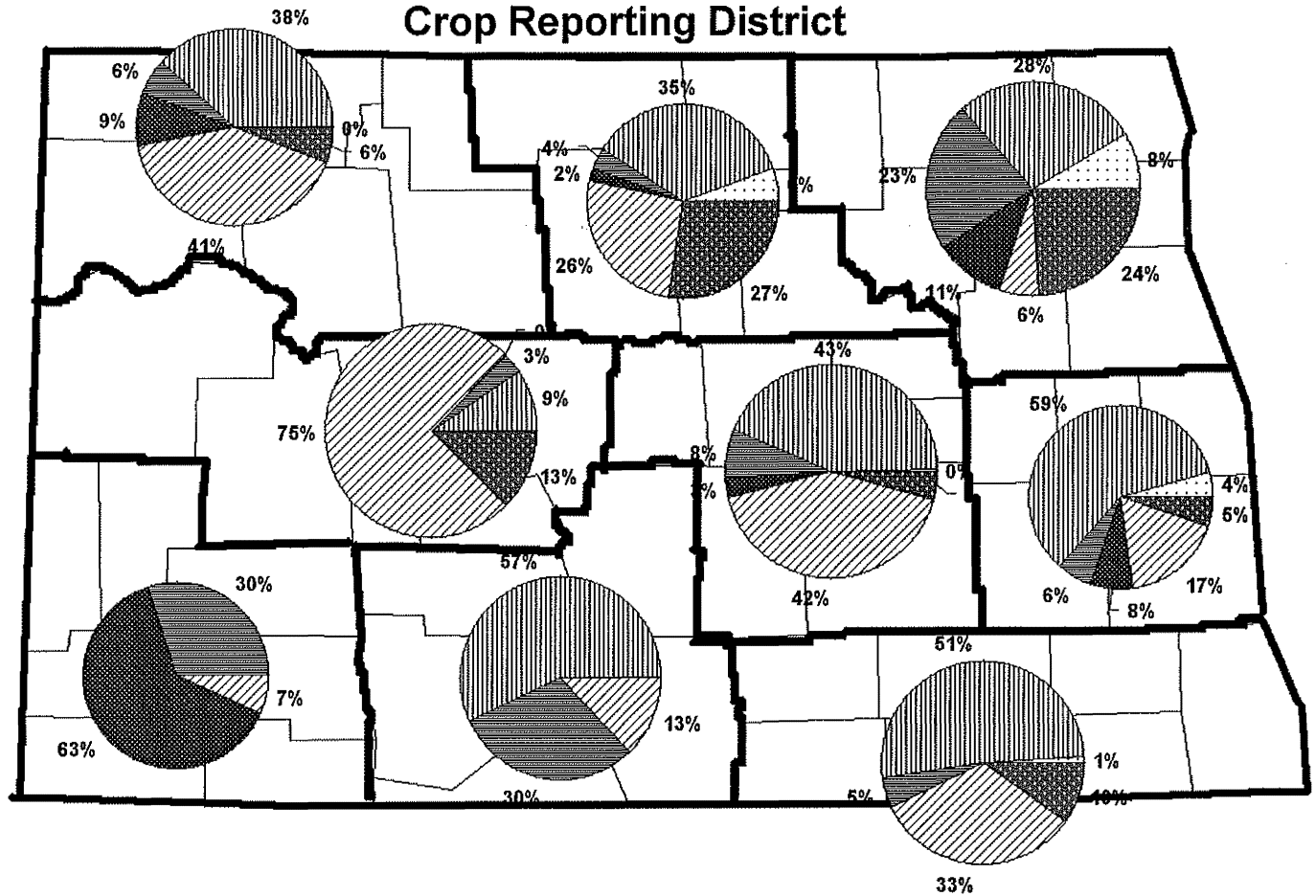
Barley Shipments Originating from Each CRD, 1996-97 -1,000 Bu-



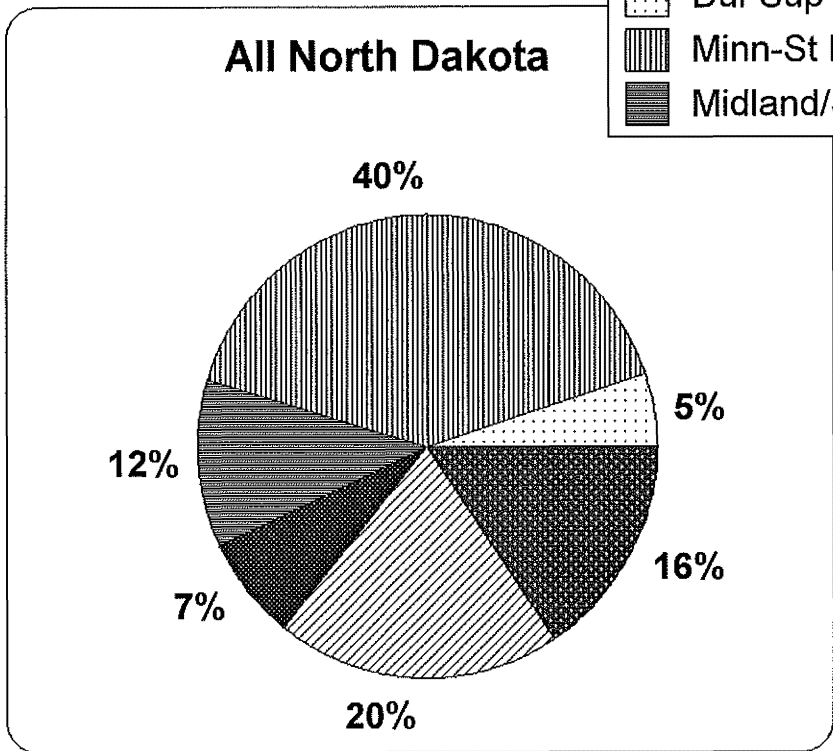
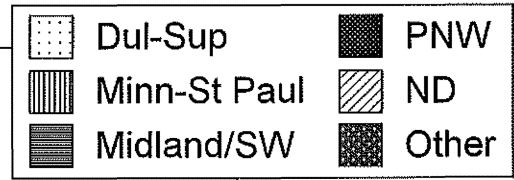
Destinations for Barley Shipments

1996/97

Crop Reporting District



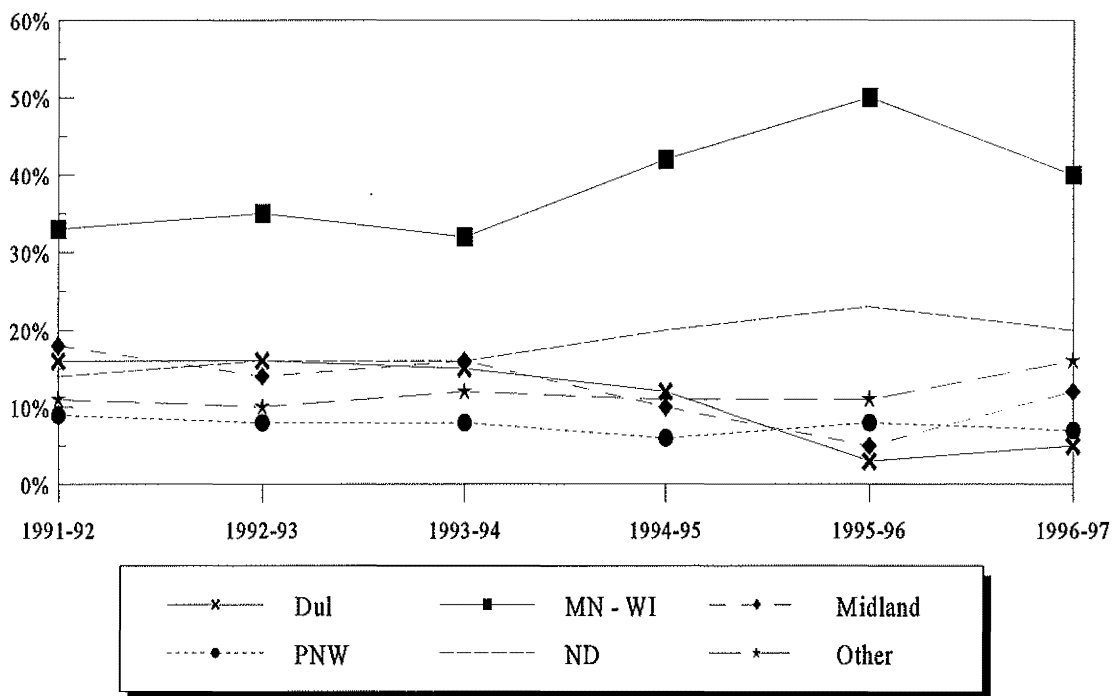
All North Dakota



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

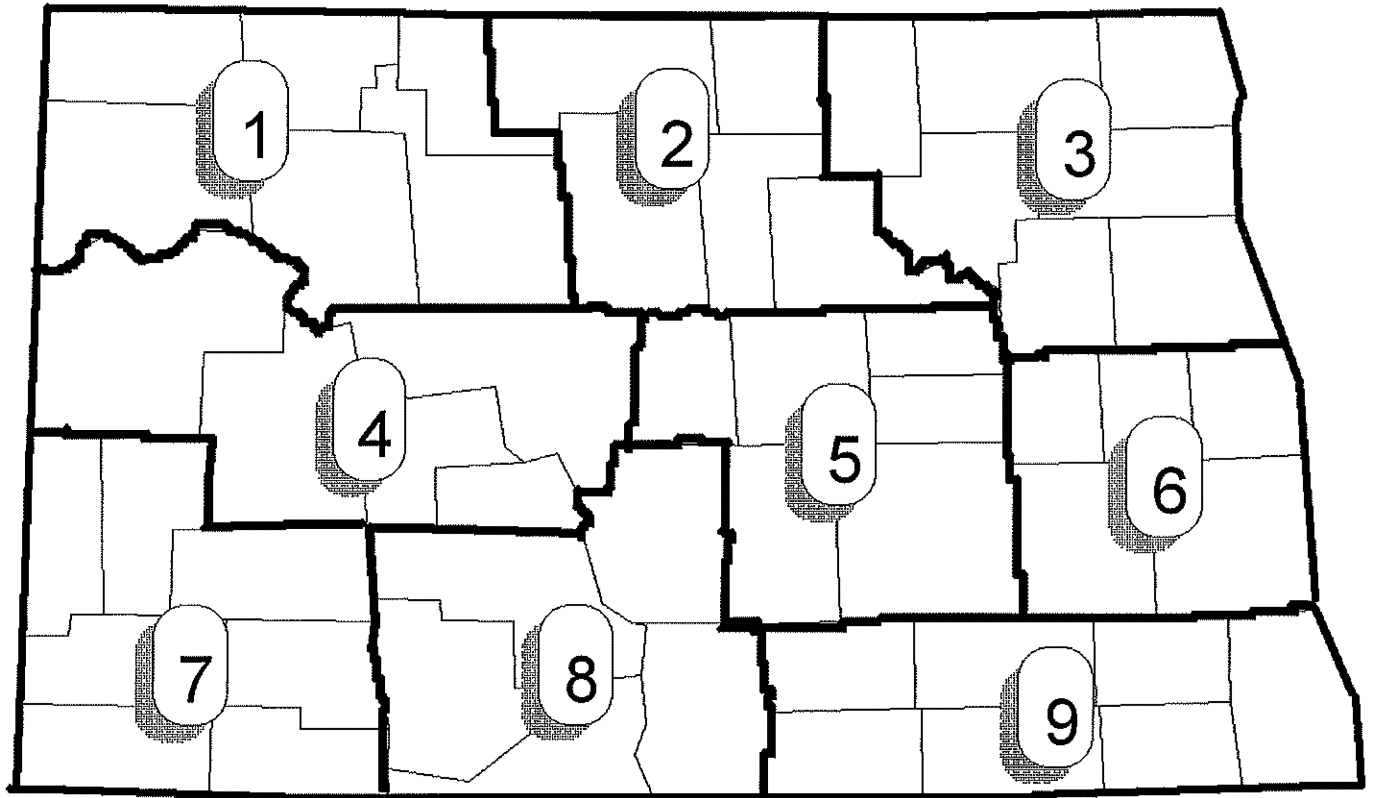
Destinations for Barley Shipments



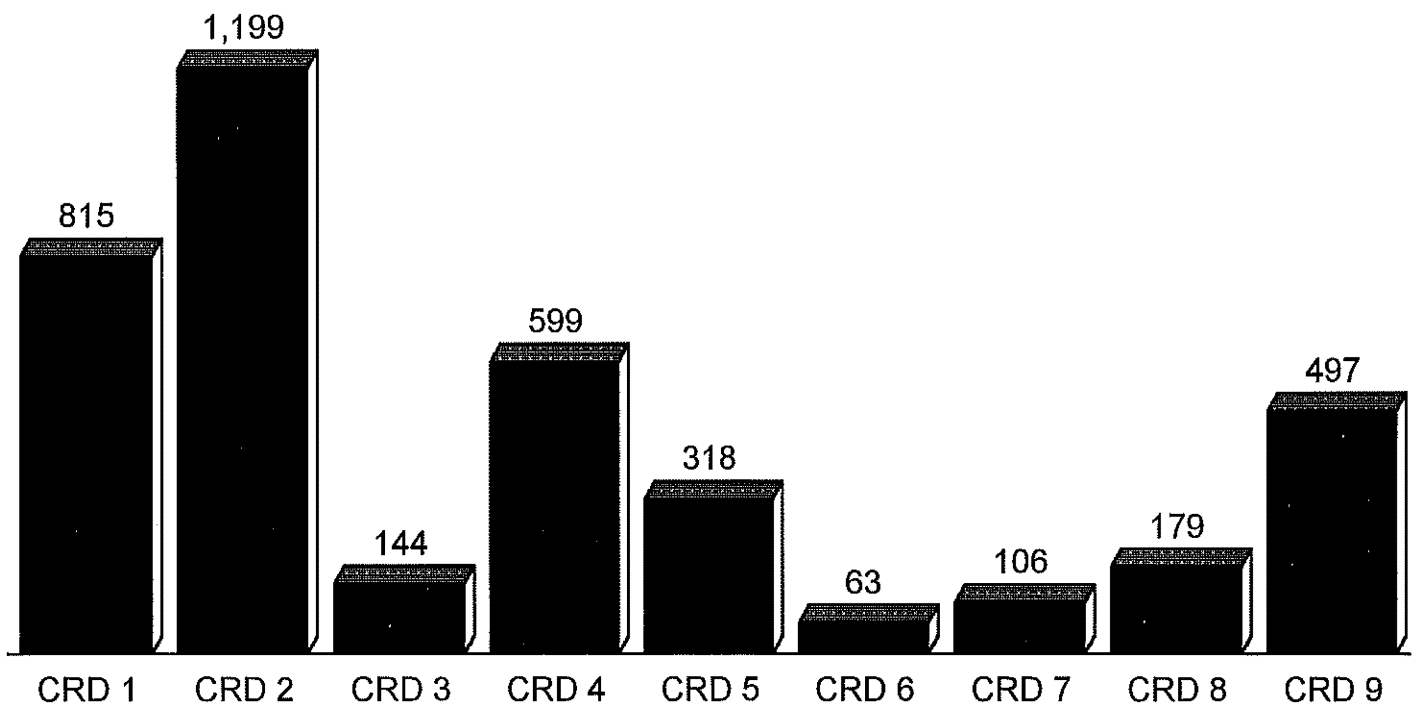


Oats

NORTH DAKOTA CROP REPORTING DISTRICTS



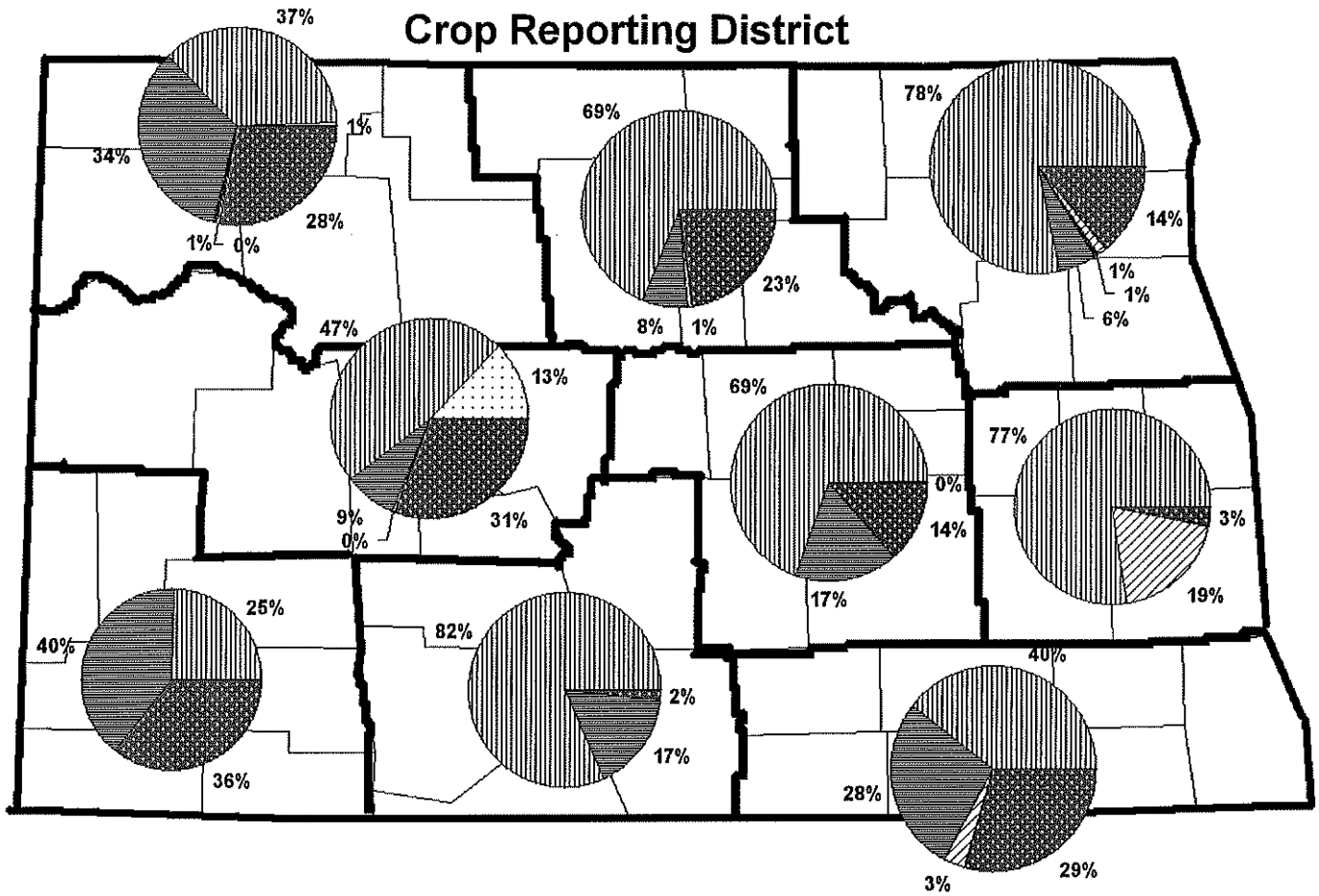
**Oat Shipments Originating
from Each CRD, 1996-97
-1,000 Bu-**



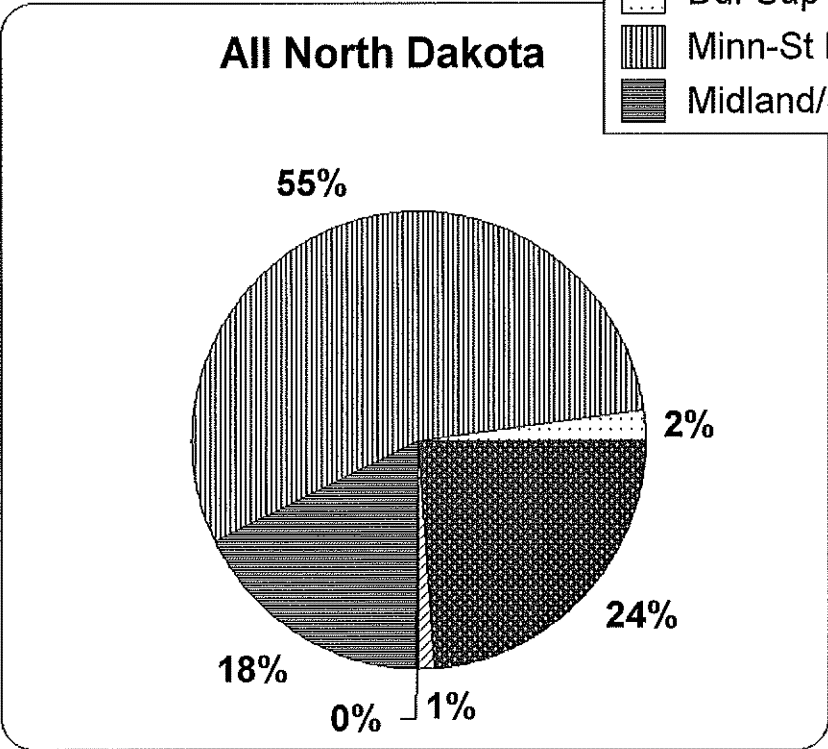
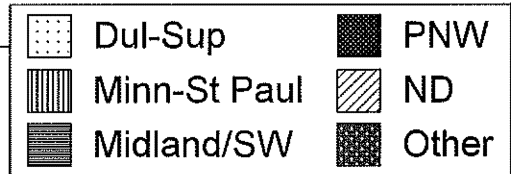
Destinations for Oat Shipments

1996/97

Crop Reporting District



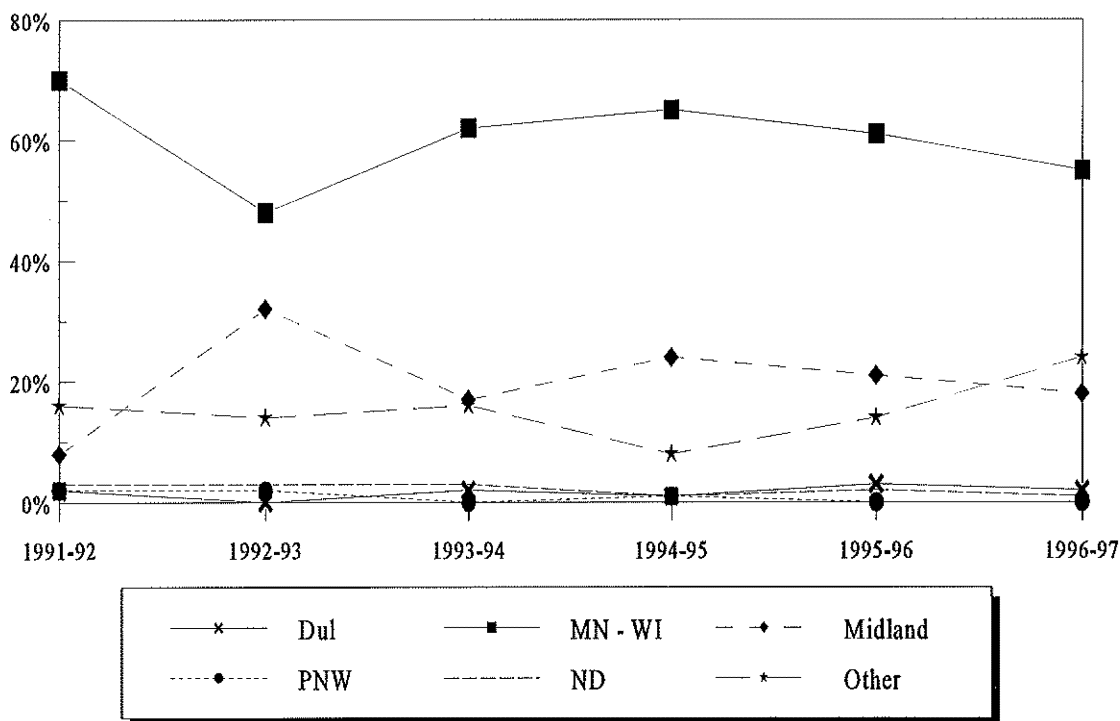
All North Dakota



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%	

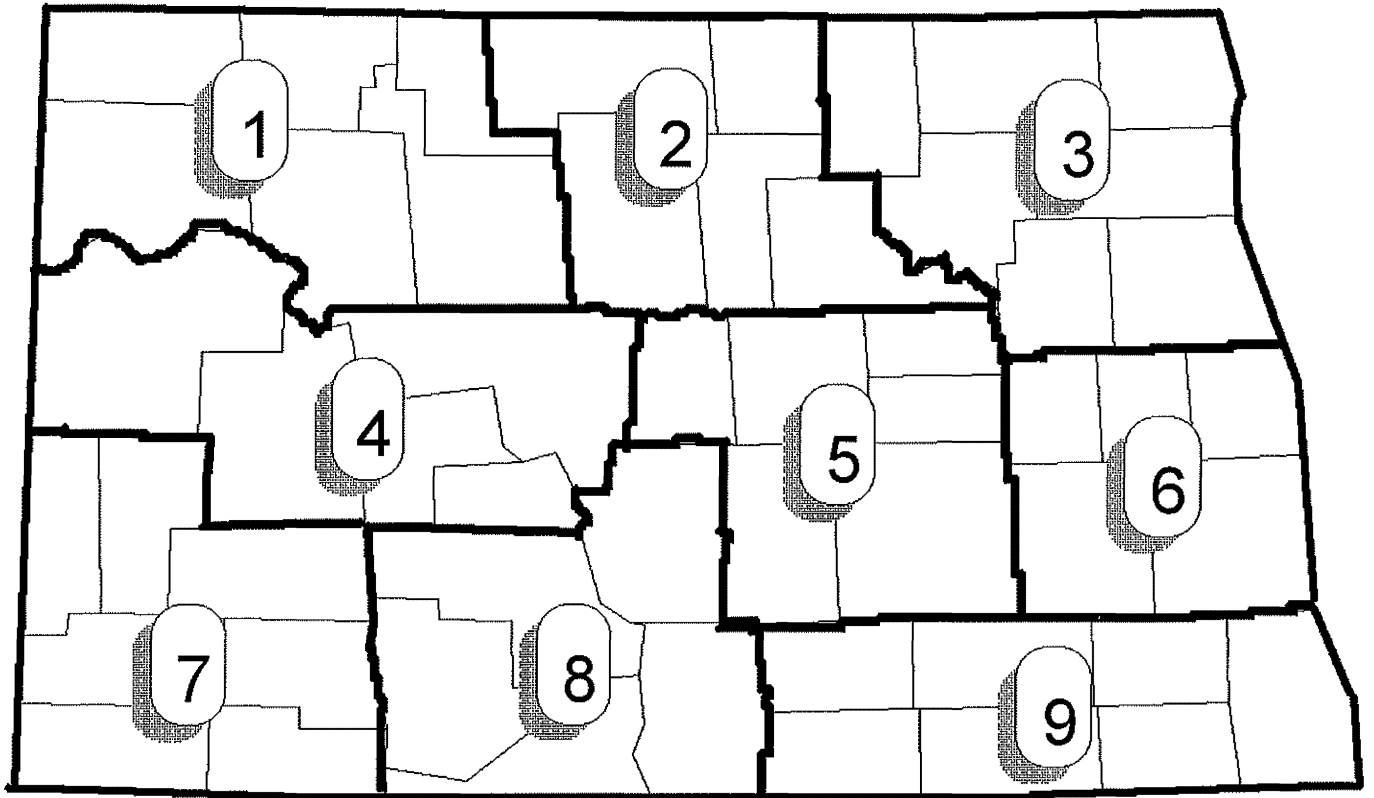
Destinations for Oat Shipments



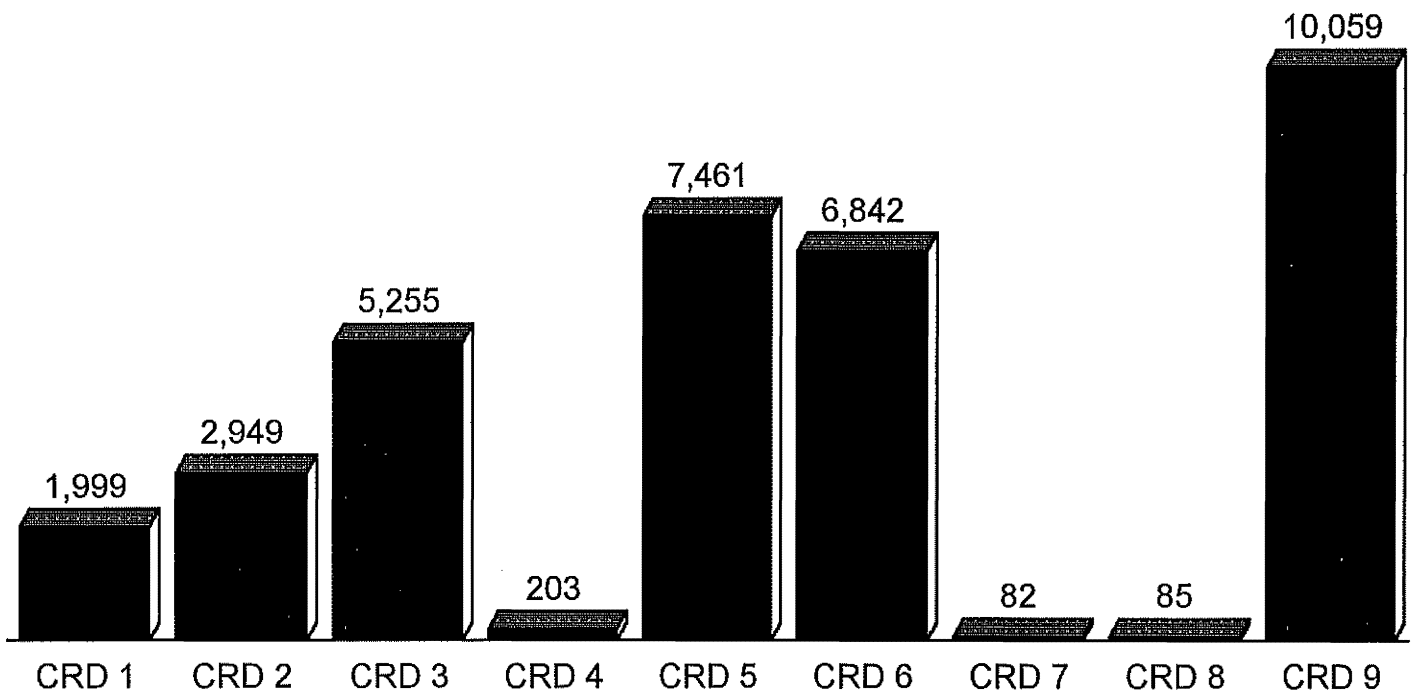


Sunflowers

NORTH DAKOTA CROP REPORTING DISTRICTS



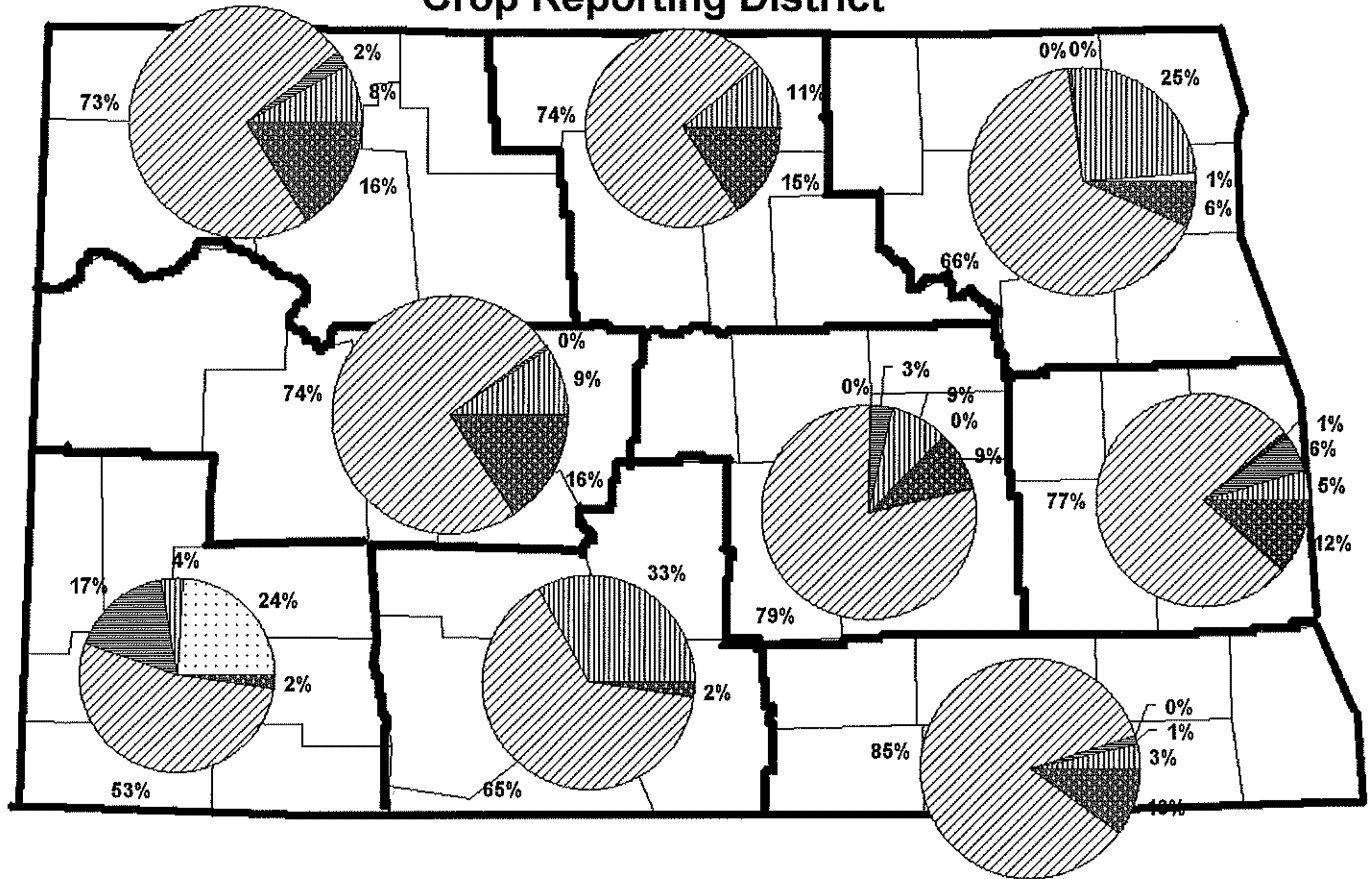
Sunflower Shipments Originating from Each CRD, 1996-97 -cwt-



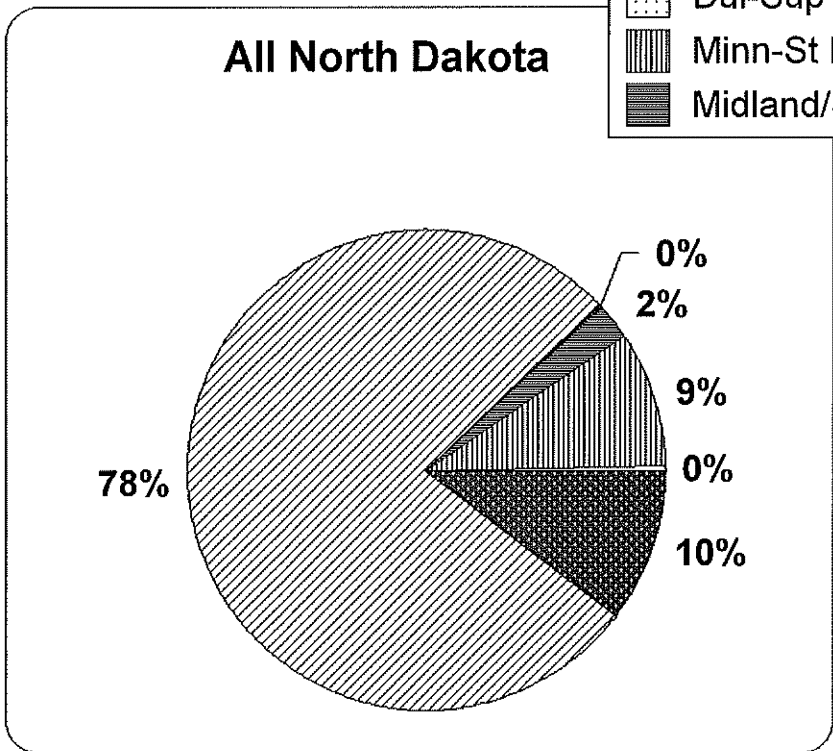
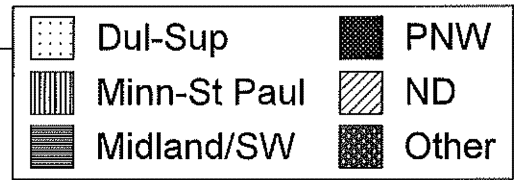
Destinations for Sunflower Shipments

1996/97

Crop Reporting District



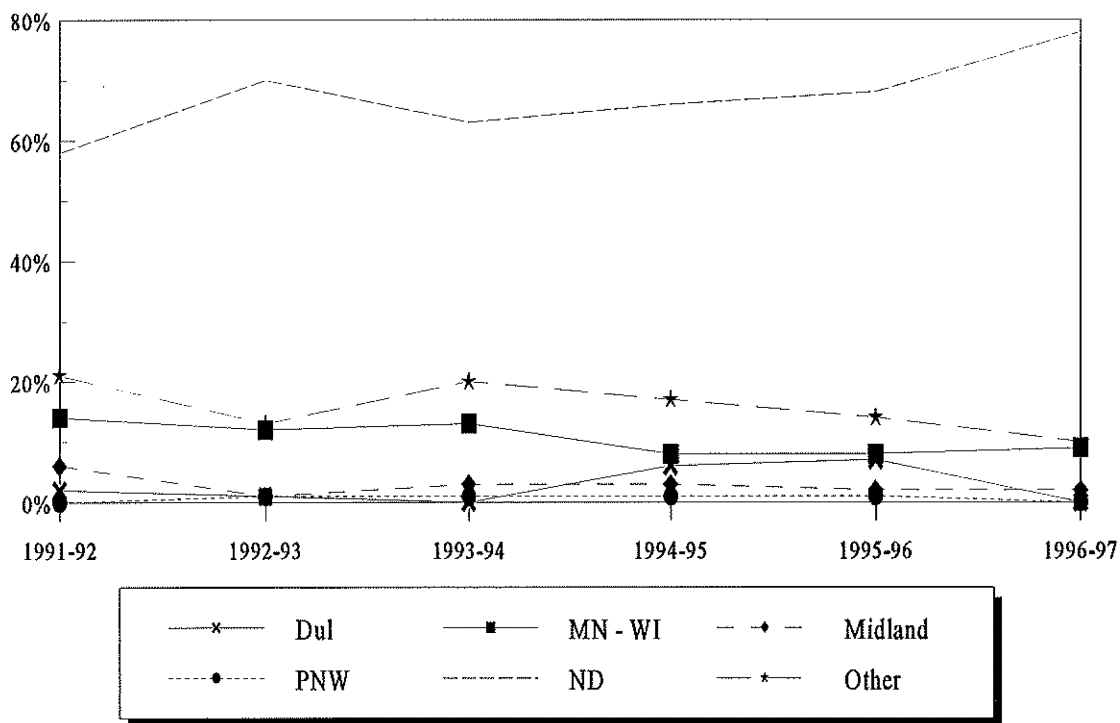
All North Dakota



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

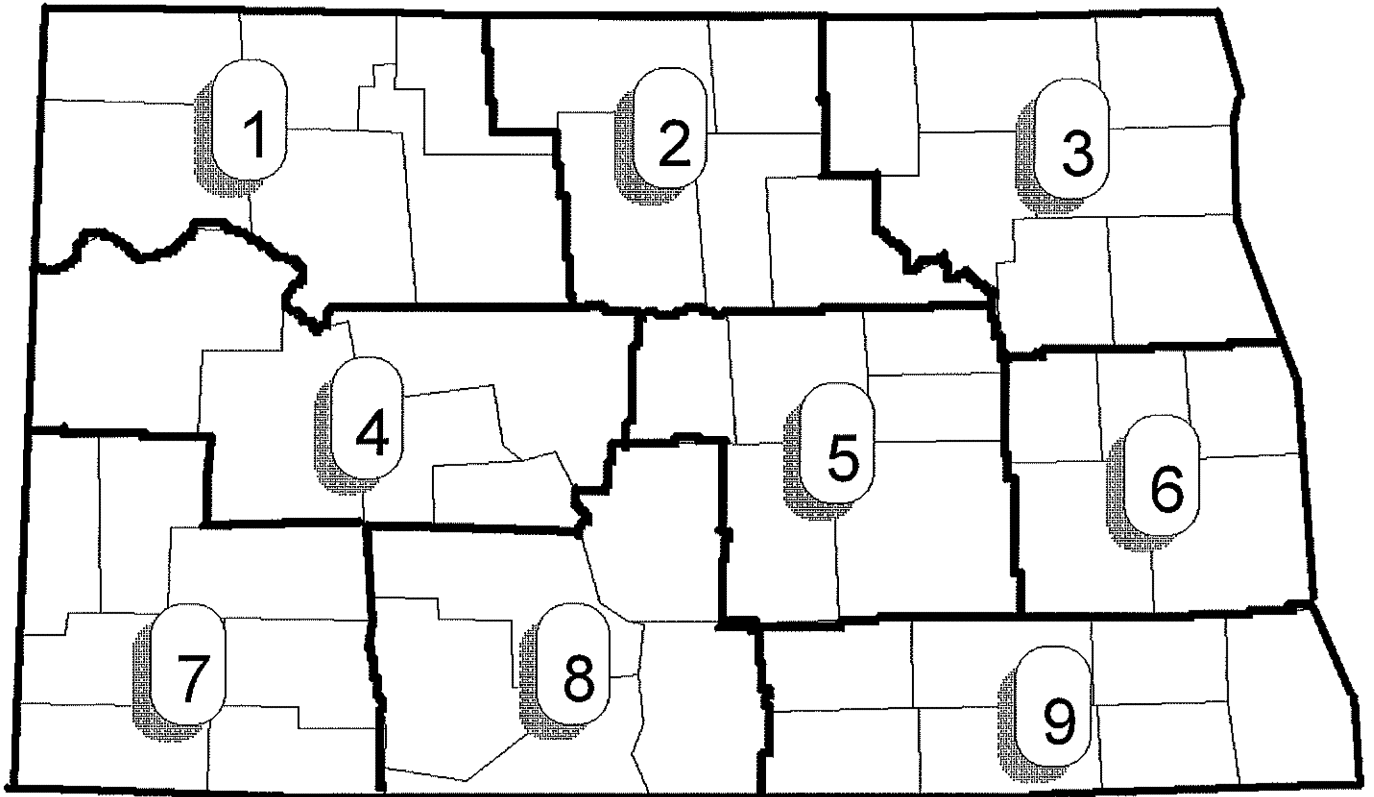
Destinations for Sunflower Shipments



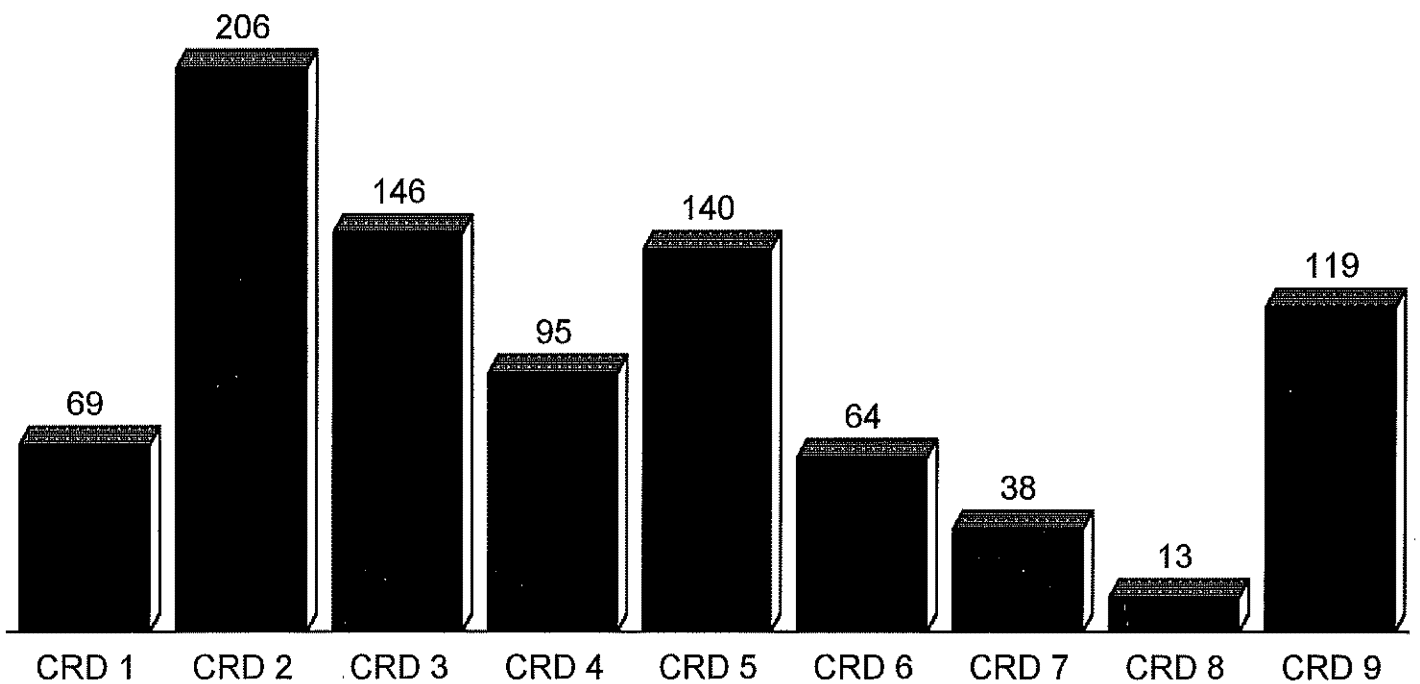


Flaxseed

NORTH DAKOTA CROP REPORTING DISTRICTS



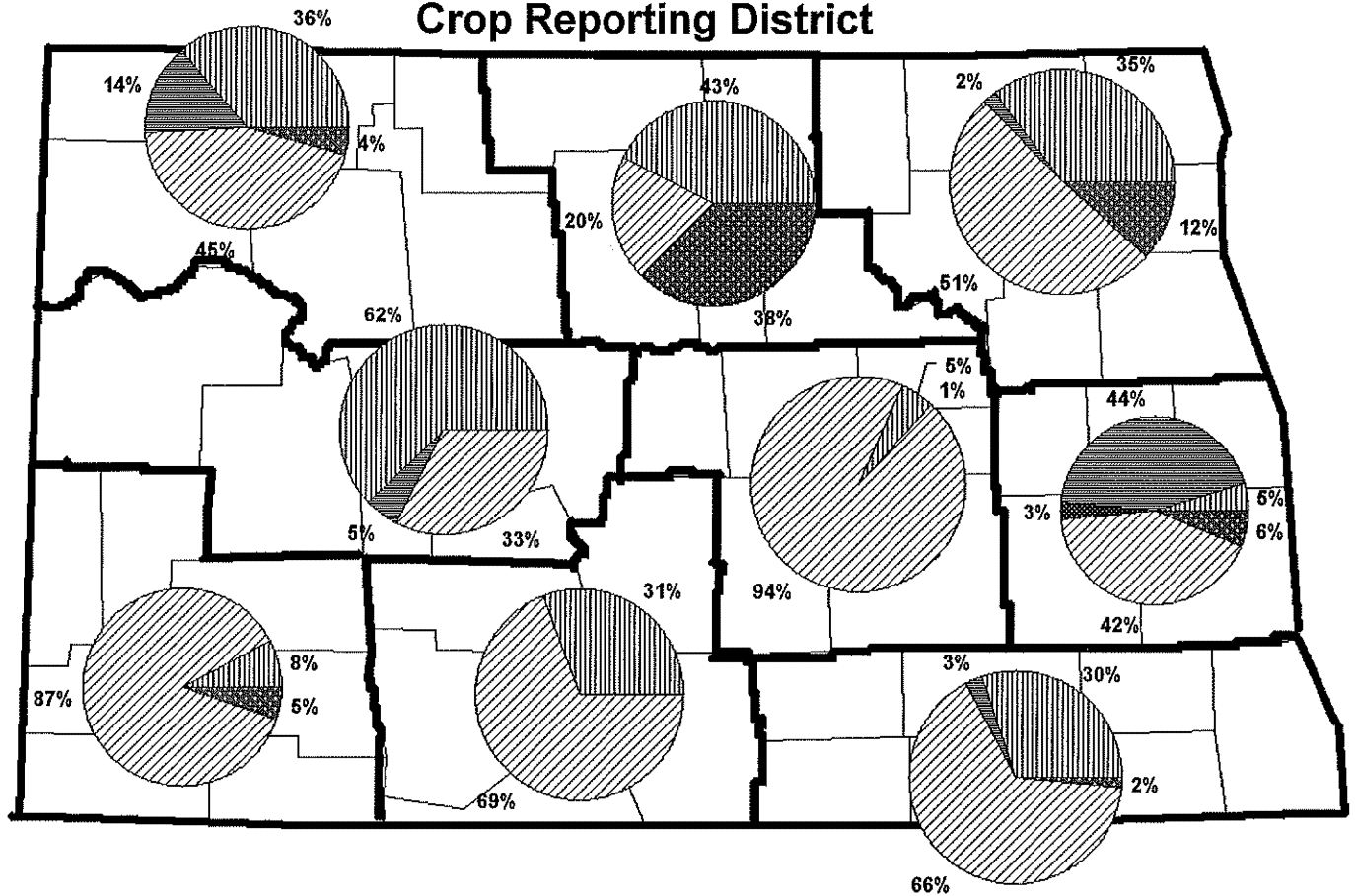
**Flaxseed Shipments Originating
from Each CRD, 1996-97
-1,000 Bu-**



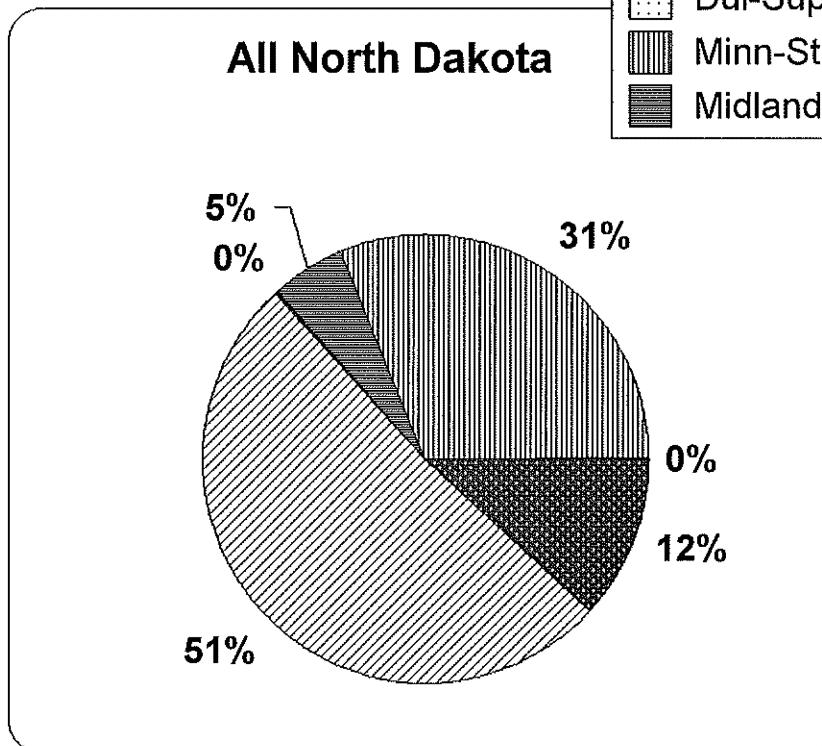
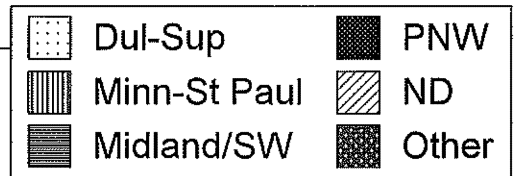
Destinations for Flaxseed Shipments

1996/97

Crop Reporting District



All North Dakota

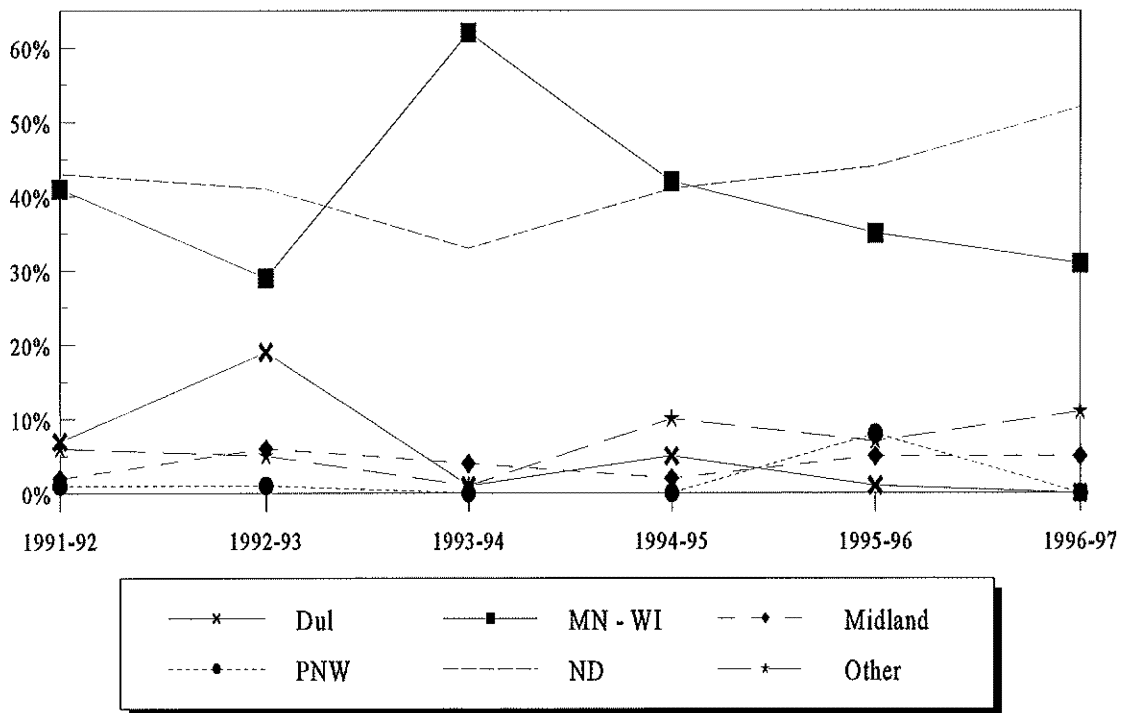


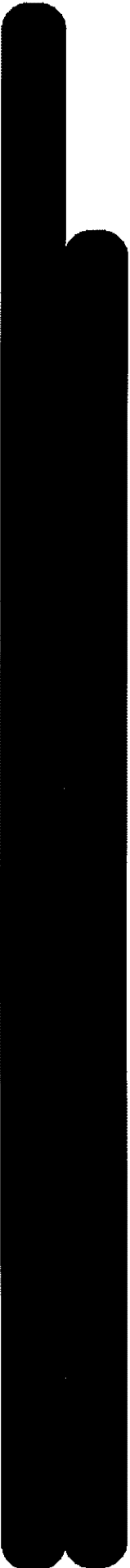
Trends for Destinations of Flaxseed Shipments from ND

(1,000 Bushels)

	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%	

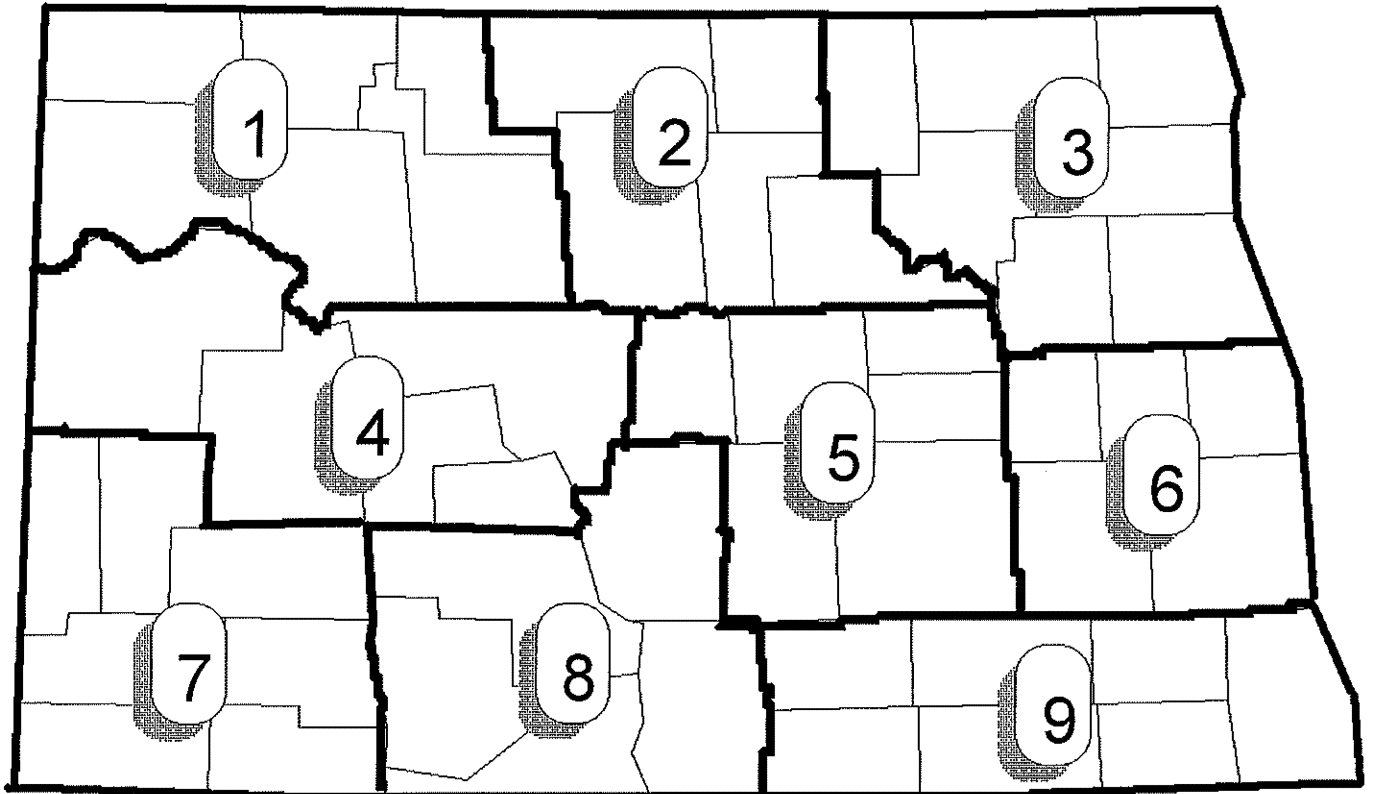
Destinations for Flaxseed Shipments





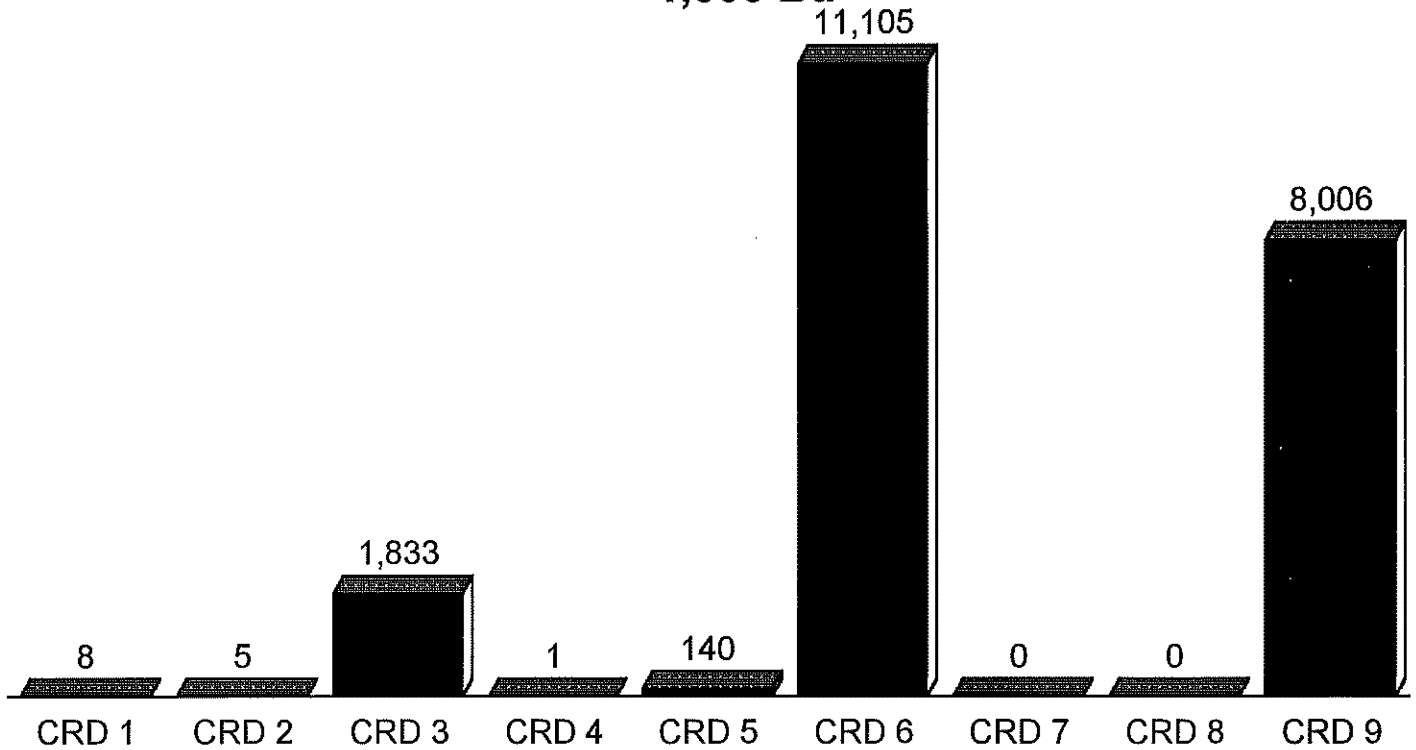
Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



Soybean Shipments Originating from Each CRD, 1996-97

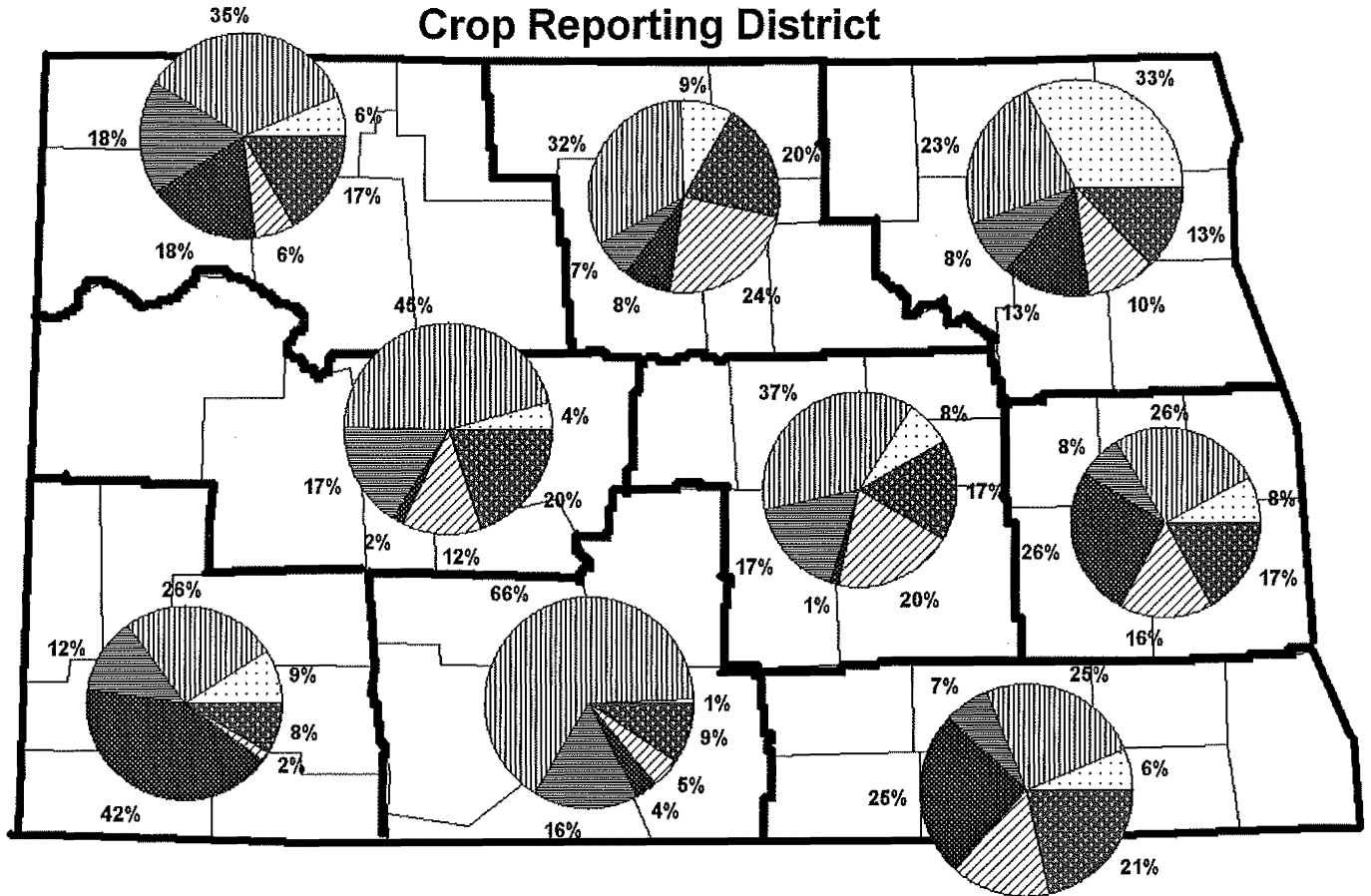
-1,000 Bu-



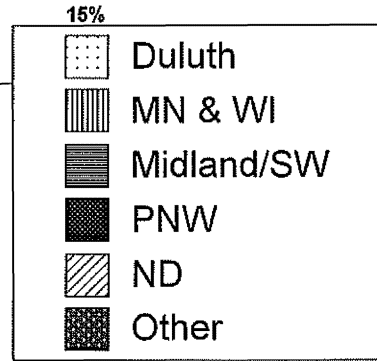
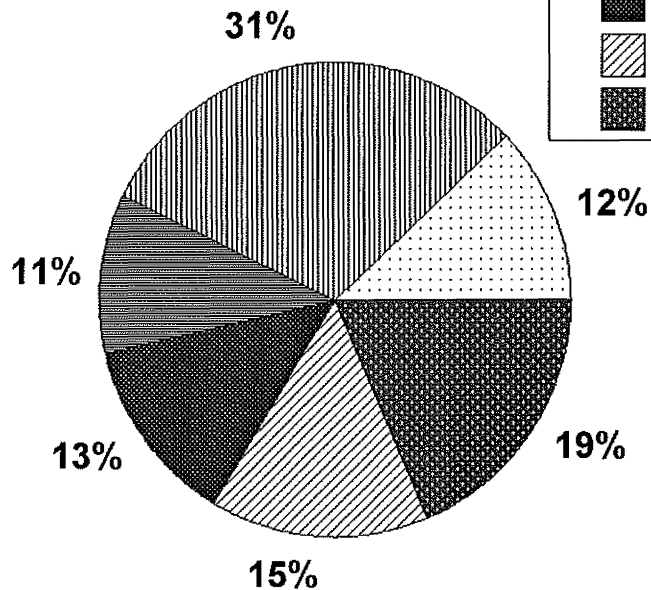
Destinations for Grain & Oilseed Shipments

1996/97

Crop Reporting District



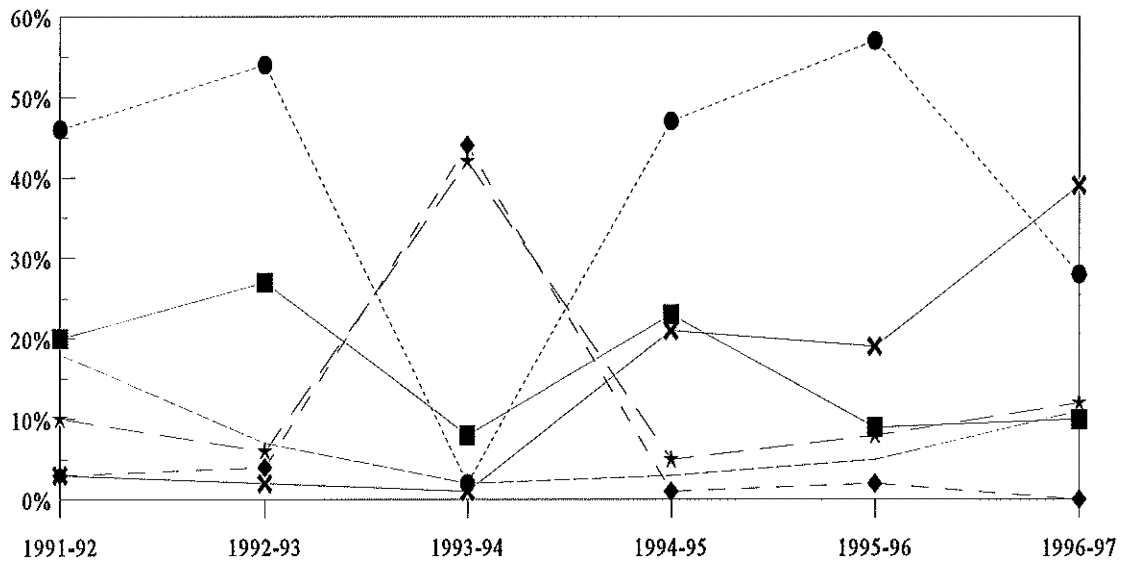
All North Dakota

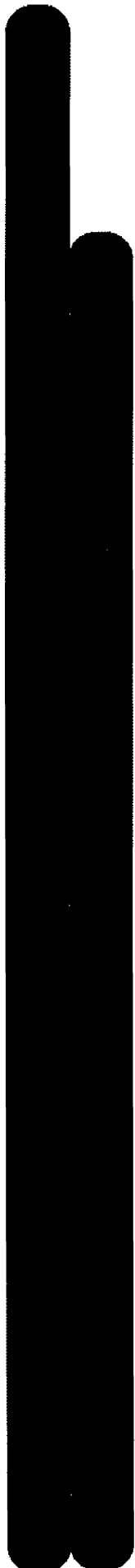


Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)

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

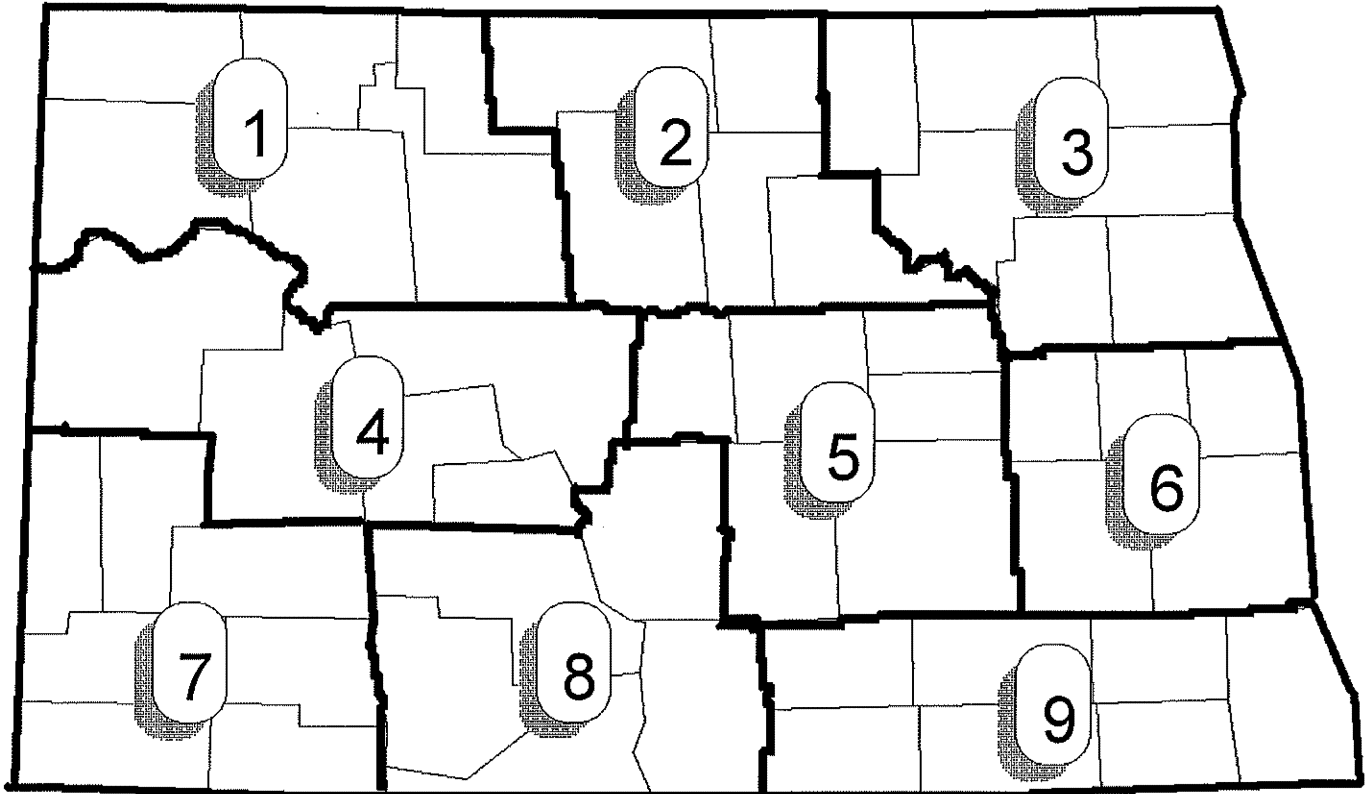
Destinations for Soybean Shipments



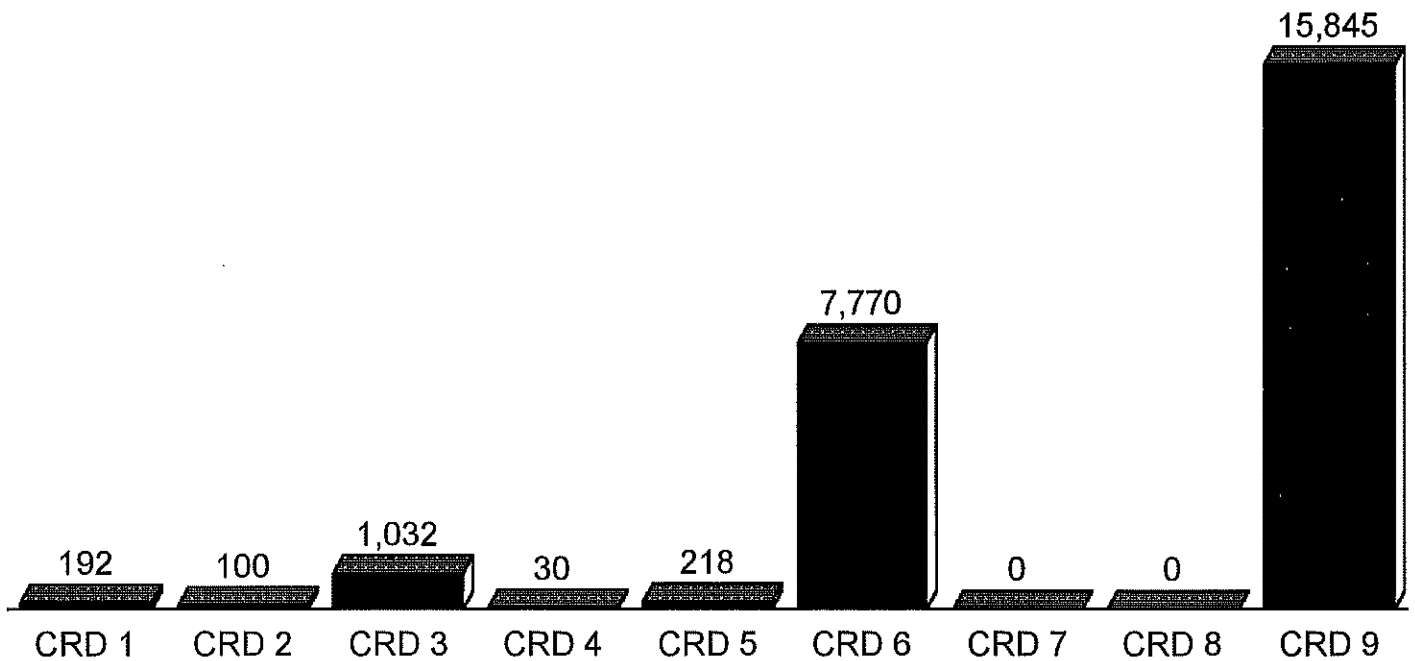


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



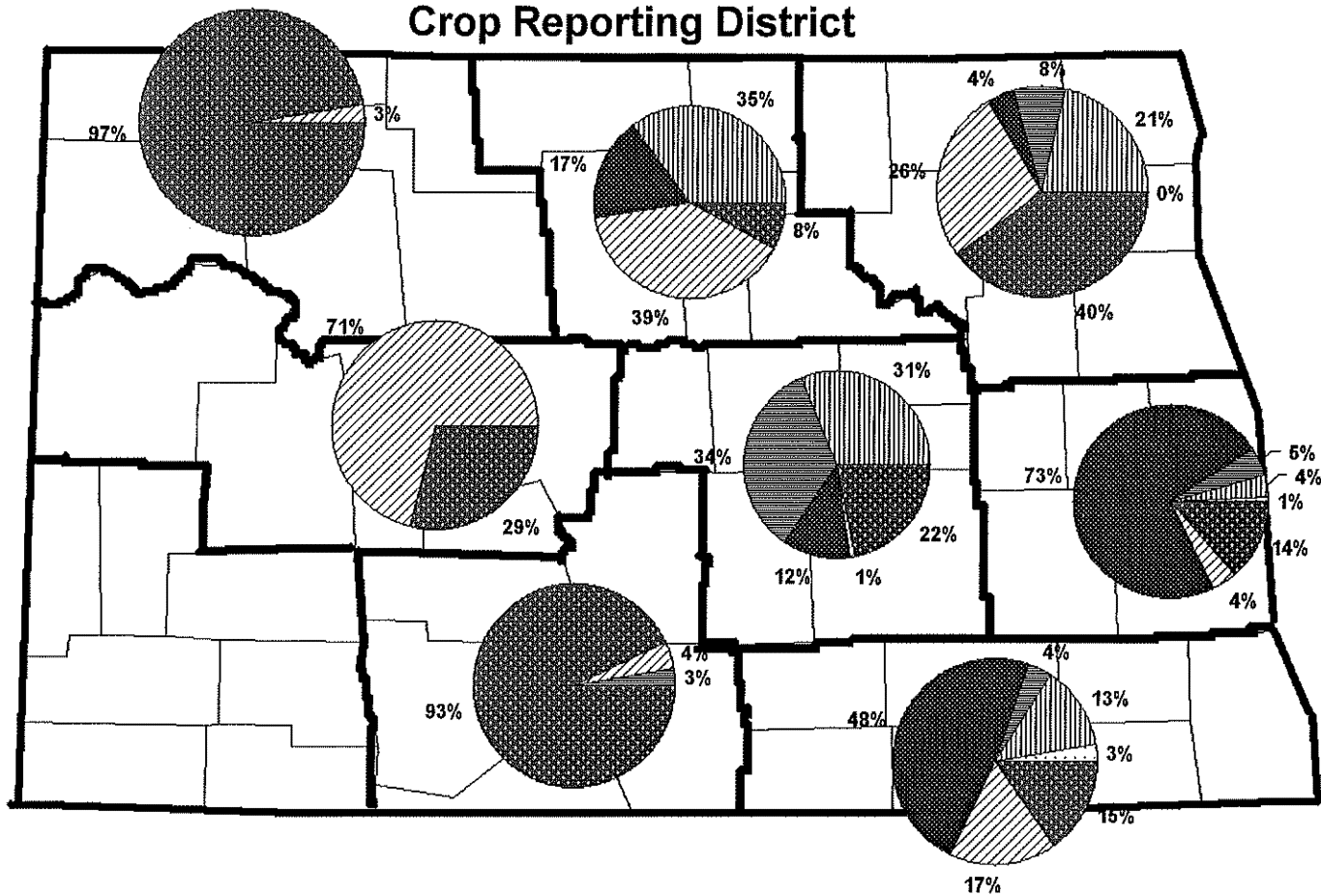
**Corn Shipments Originating
from Each CRD, 1996-97
-1,000 Bu-**



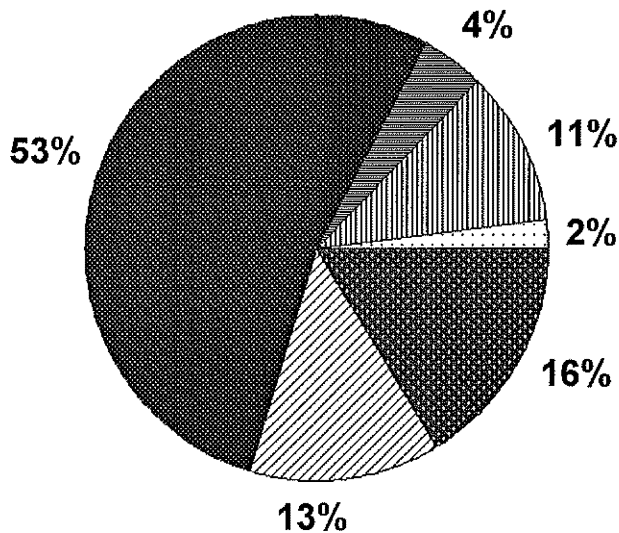
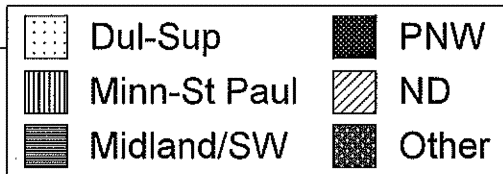
Destinations for Corn Shipments

1996/97

Crop Reporting District



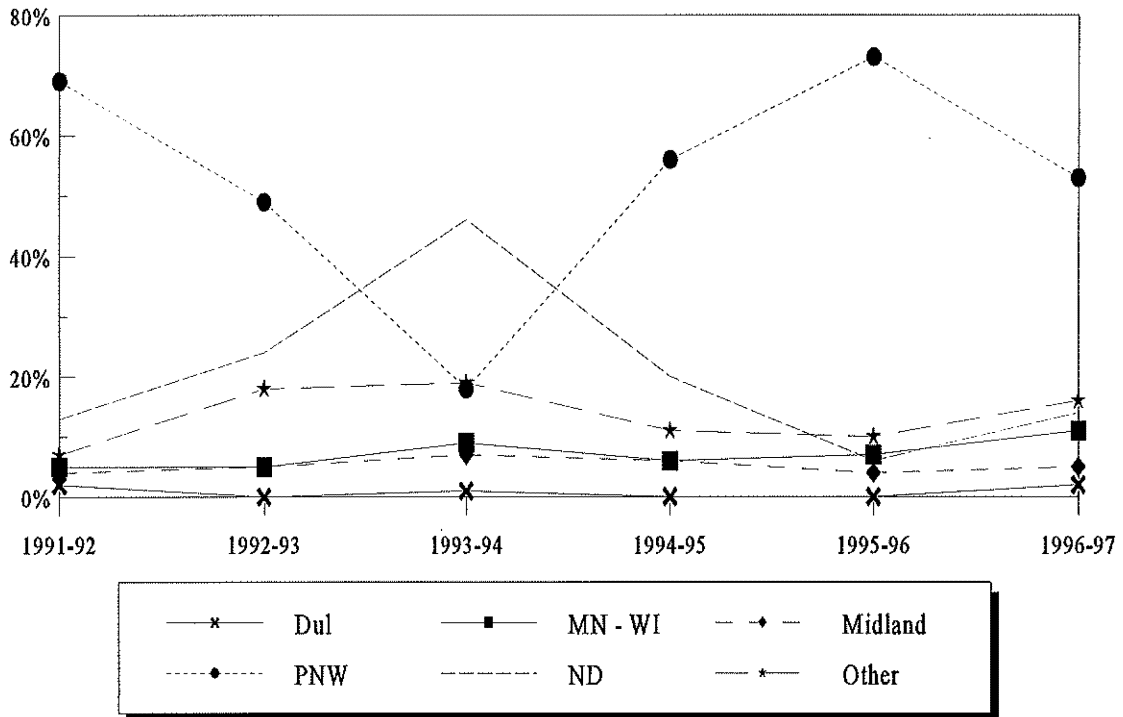
All North Dakota

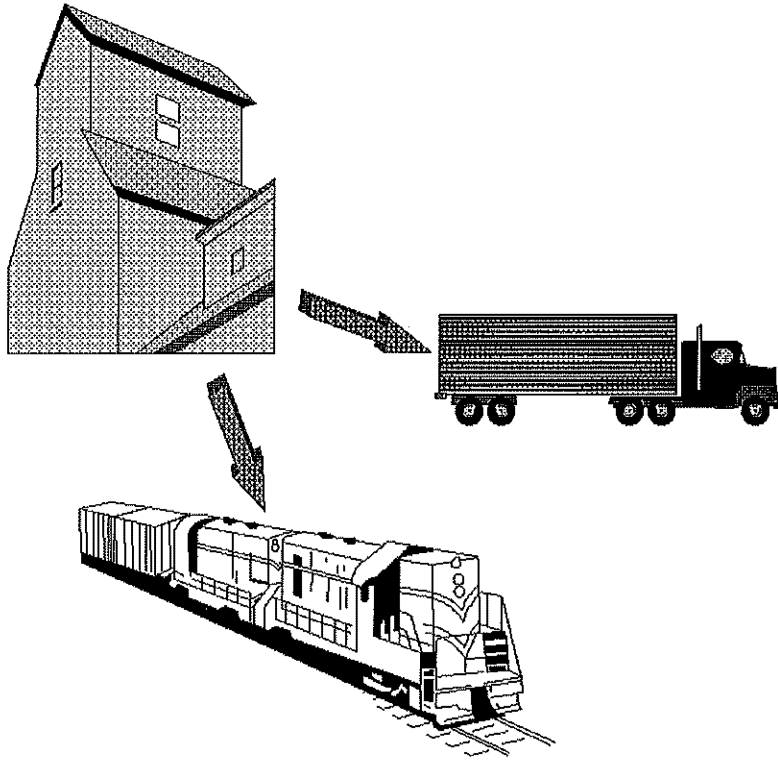


Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)

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

Destinations for Corn Shipments



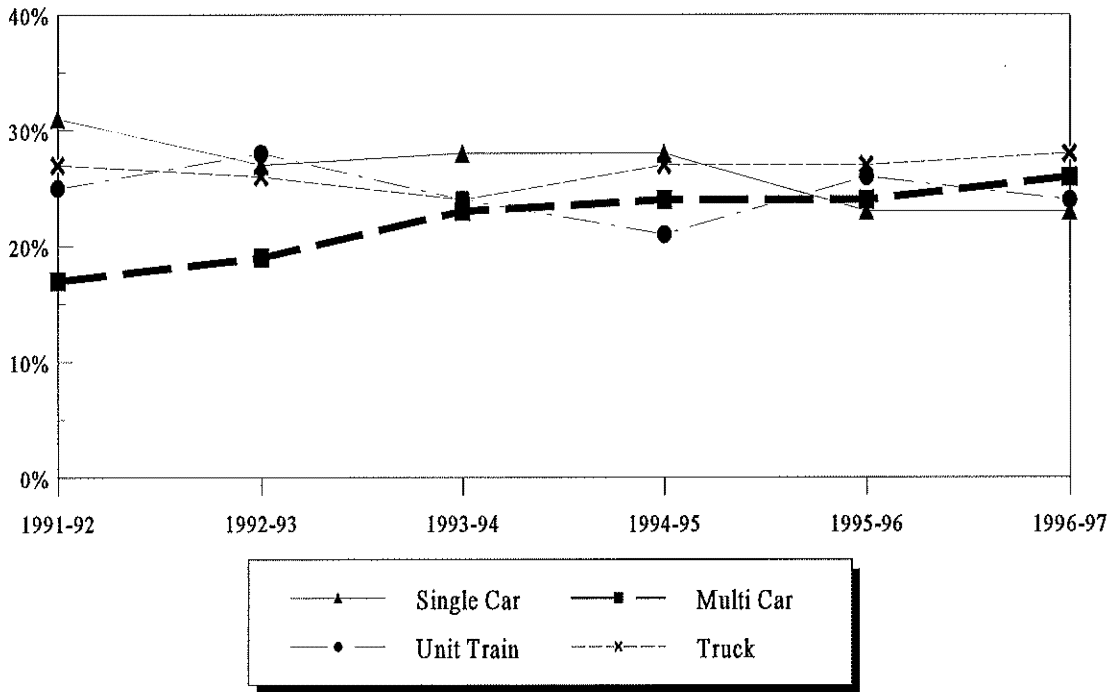


**MODE FOR GRAIN AND OILSEED
SHIPMENTS ORIGINATING FROM
NORTH DAKOTA ELEVATORS**

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

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

Mode for Grain and Oilseed Shipments from ND



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

<u>CRD 1</u>						<u>CRD 2</u>					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
1991-92	34%	32%	22%	12%	69,421	1991-92	38%	27%	10%	25%	49,596
1992-93	27%	27%	37%	10%	96,075	1992-93	33%	13%	29%	25%	152,643
1993-94	21%	31%	38%	9%	103,039	1993-94	27%	33%	22%	18%	53,735
1994-95	24%	34%	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

<u>CRD 3</u>						<u>CRD 4</u>					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
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

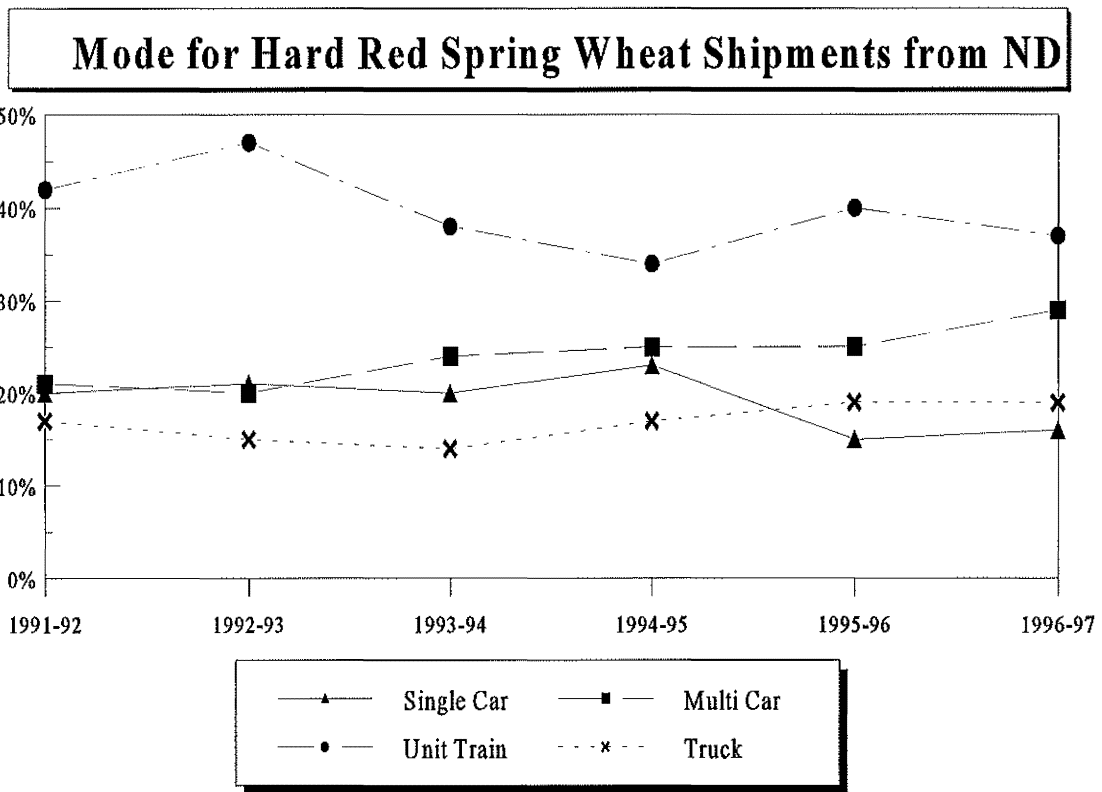
<u>CRD 5</u>						<u>CRD 6</u>					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
1991-92	29%	13%	29%	29%	58,815	1991-92	20%	13%	29%	37%	129,245
1992-93	31%	13%	23%	33%	71,387	1992-93	20%	14%	28%	39%	131,996
1993-94	33%	17%	27%	23%	52,753	1993-94	21%	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

<u>CRD 7</u>						<u>CRD 8</u>					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
1991-92	10%	10%	51%	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

<u>CRD 9</u>					
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
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
(1,000 Bushels)

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



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

	<u>CRD 1</u>					<u>CRD 2</u>					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
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

	<u>CRD 3</u>					<u>CRD 4</u>					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
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

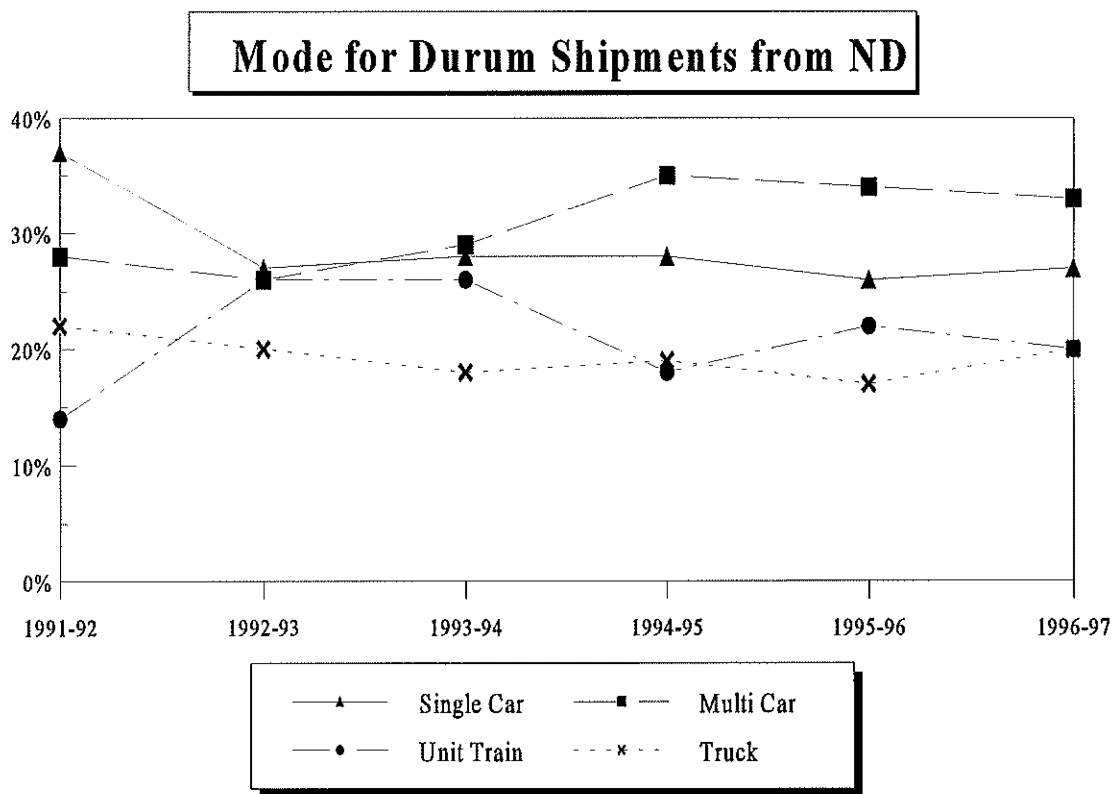
	<u>CRD 5</u>					<u>CRD 6</u>					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
1991-92	18%	23%	51%	9%	28,335	1991-92	13%	16%	50%	21%	52,747
1992-93	30%	21%	41%	8%	36,095	1992-93	15%	16%	52%	17%	57,699
1993-94	27%	23%	39%	10%	30,308	1993-94	24%	20%	39%	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

	<u>CRD 7</u>					<u>CRD 8</u>					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
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%	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

	<u>CRD 9</u>				
	Single	Multi	Unit	Truck	Total
	Car	Car	Train		
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 37%	23,459 28%	11,481 14%	18,169 22%	83,893
1992-93	24,187 27%	23,009 26%	23,155 26%	17,730 20%	88,081
1993-94	23,252 28%	24,010 29%	21,342 26%	14,617 18%	82,921
1994-95	19,719 28%	24,079 35%	12,487 18%	13,277 19%	69,662
1995-96	18,485 26%	23,897 34%	15,538 22%	12,000 17%	69,903
1996-97	17,999 27%	22,475 33%	13,379 20%	13,502 20%	67,355



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

	<u>CRD 1</u>					<u>CRD 2</u>					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
1991-92	32%	41%	15%	12%	28,554	1991-92	34%	24%	8%	34%	14,003
1992-93	22%	30%	36%	12%	36,684	1992-93	35%	25%	1%	39%	13,516
1993-94	21%	34%	36%	8%	43,239	1993-94	27%	33%	11%	29%	13,426
1994-95	20%	46%	26%	8%	37,976	1994-95	32%	30%	5%	33%	10,179
1995-96	25%	42%	28%	5%	30,448	1995-96	17%	26%	13%	44%	8,610
1996-97	26%	38%	29%	6%	34,706	1996-97	21%	36%	13%	29%	11,380

	<u>CRD 3</u>					<u>CRD 4</u>					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
1991-92	35%	20%	22%	23%	23,466	1991-92	35%	37%	0%	28%	5,181
1992-93	21%	24%	37%	19%	23,490	1992-93	30%	42%	0%	28%	5,135
1993-94	31%	20%	26%	23%	12,420	1993-94	25%	39%	0%	36%	5,117
1994-95	33%	21%	21%	25%	10,157	1994-95	19%	18%	2%	61%	4,956
1995-96	25%	23%	15%	37%	6,343	1995-96	17%	20%	23%	40%	3,708
1996-97	27%	10%	14%	49%	7,117	1996-97	11%	41%	12%	36%	7,215

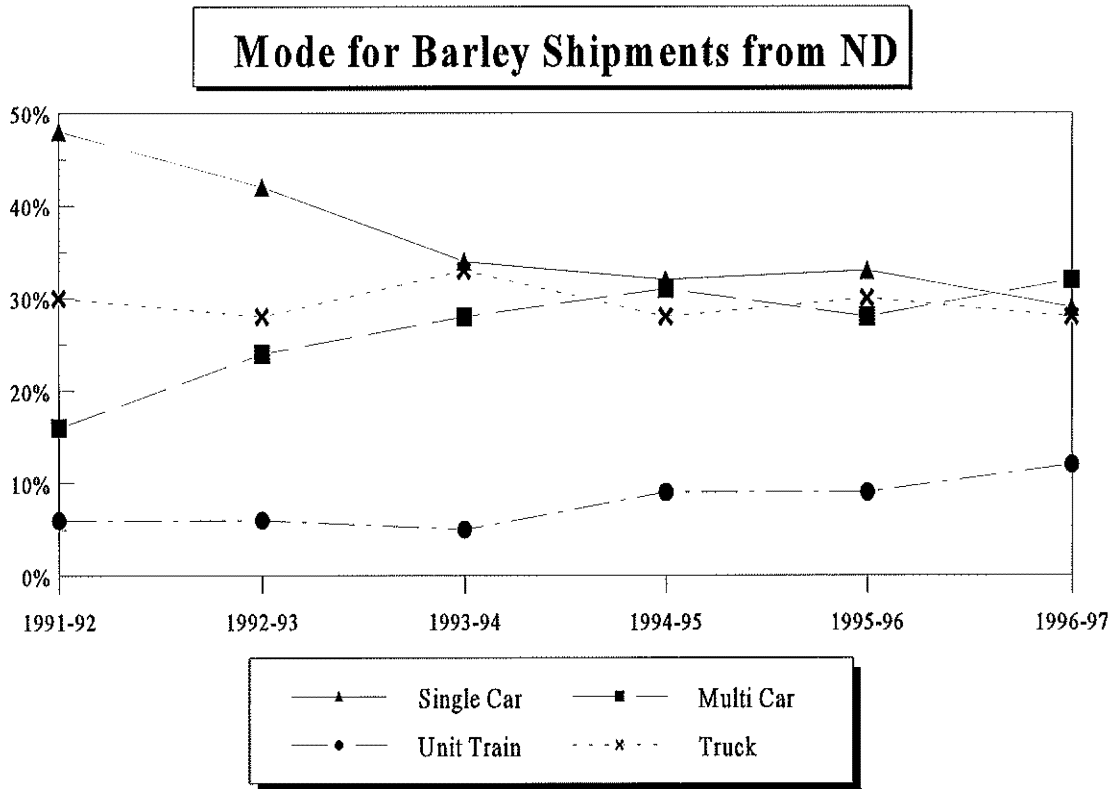
	<u>CRD 5</u>					<u>CRD 6</u>					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
1991-92	63%	16%	12%	9%	4,270	1991-92	40%	11%	0%	48%	3,474
1992-93	65%	11%	13%	10%	3,548	1992-93	39%	7%	27%	27%	2,012
1993-94	64%	4%	20%	12%	4,357	1993-94	44%	10%	0%	45%	1,704
1994-95	76%	4%	1%	19%	3,211	1994-95	38%	27%	0%	35%	884
1995-96	73%	5%	1%	21%	1,886	1995-96	89%	0%	0%	11%	362
1996-97	70%	3%	0%	27%	3,220	1996-97	17%	57%	0%	25%	904

	<u>CRD 7</u>					<u>CRD 8</u>					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
1991-92	23%	16%	20%	41%	1,874	1991-92	73%	0%	0%	27%	625
1992-93	30%	20%	0%	49%	1,712	1992-93	38%	0%	0%	62%	431
1993-94	42%	18%	20%	20%	2,661	1993-94	29%	4%	0%	67%	241
1994-95	67%	13%	0%	20%	1,301	1994-95	26%	5%	0%	68%	152
1995-96	53%	36%	0%	12%	1,959	1995-96	14%	0%	0%	86%	49
1996-97	38%	25%	7%	30%	2,589	1996-97	12%	0%	0%	88%	109

	<u>CRD 9</u>				
	Single	Multi	Unit	Truck	Total
	Car	Car	Train		
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
(1,000 Bushels)

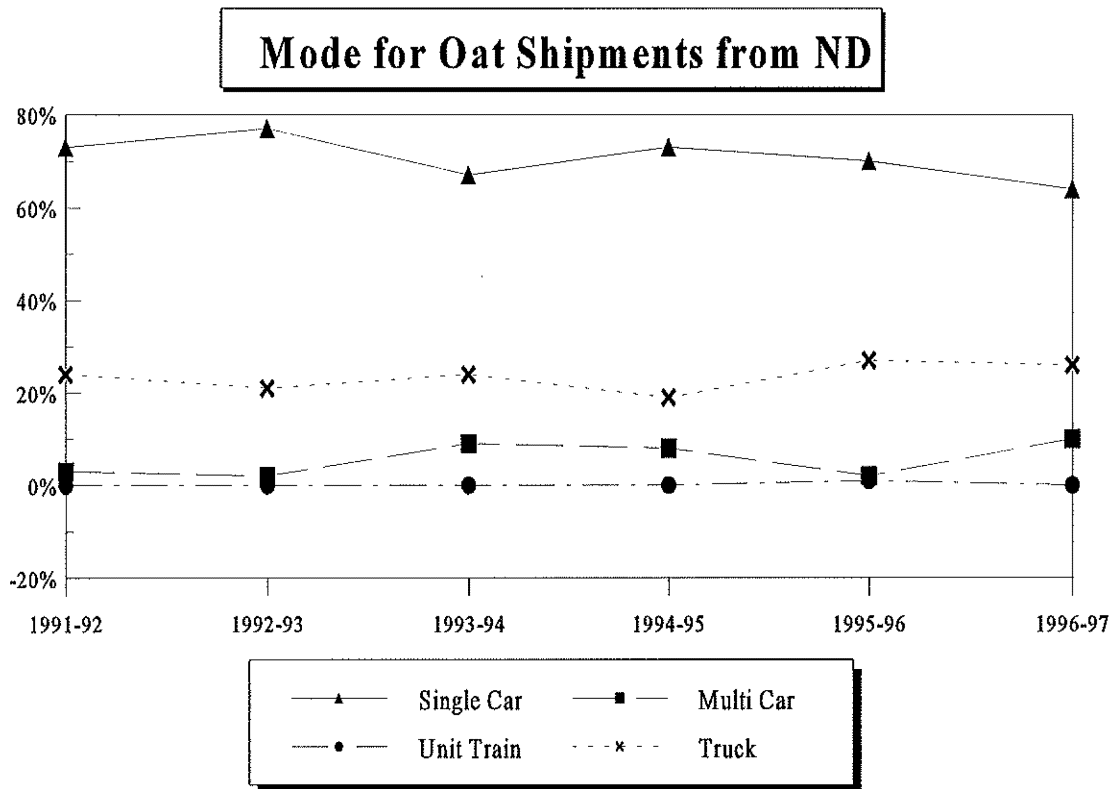
	Single Car	Multi Car	Unit Train	Truck	Total
1991-92	59,573 48%	19,900 16%	7,833 6%	37,478 30%	124,784
1992-93	54,859 42%	31,754 24%	7,354 6%	37,181 28%	131,148
1993-94	37,494 34%	31,049 28%	5,901 5%	35,790 33%	109,934
1994-95	38,888 32%	37,625 31%	10,319 9%	33,420 28%	120,251
1995-96	33,120 33%	28,184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



Mode for Oat Shipments from ND

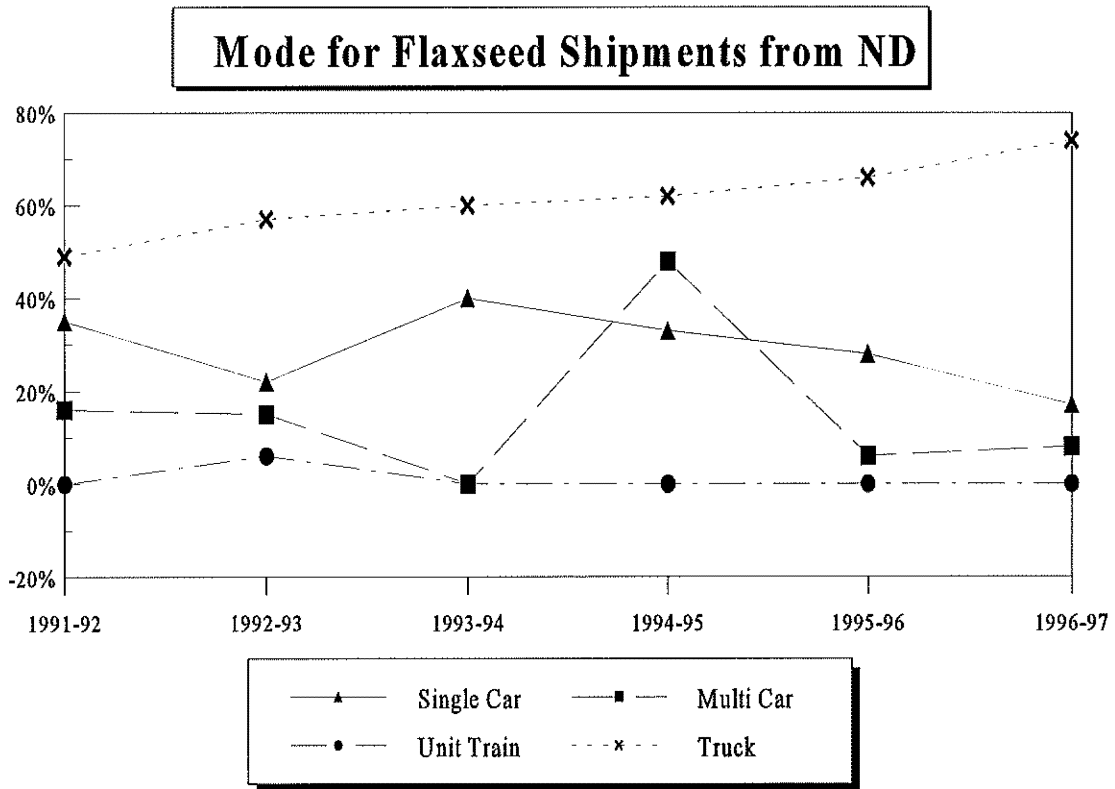
(1,000 Bushels)

	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
(1,000 Bushels)

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



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

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

Mode for Soybean Shipments from ND

