

**Annual North Dakota Elevator
Marketing Report, 1995-96**

Scott Andreson
Kimberly Vachal

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**ANNUAL NORTH DAKOTA ELEVATOR
MARKETING REPORT, 1995-96**

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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 1995-96* was prepared by Scott Andreson 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. **1995-96 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 1995 to June 1996.
- **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.

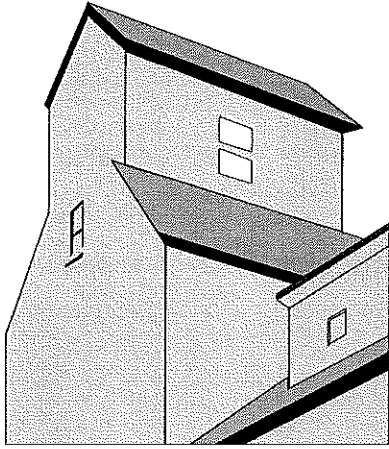
Mode for Grain & Oilseed Shipments by Rail:

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.



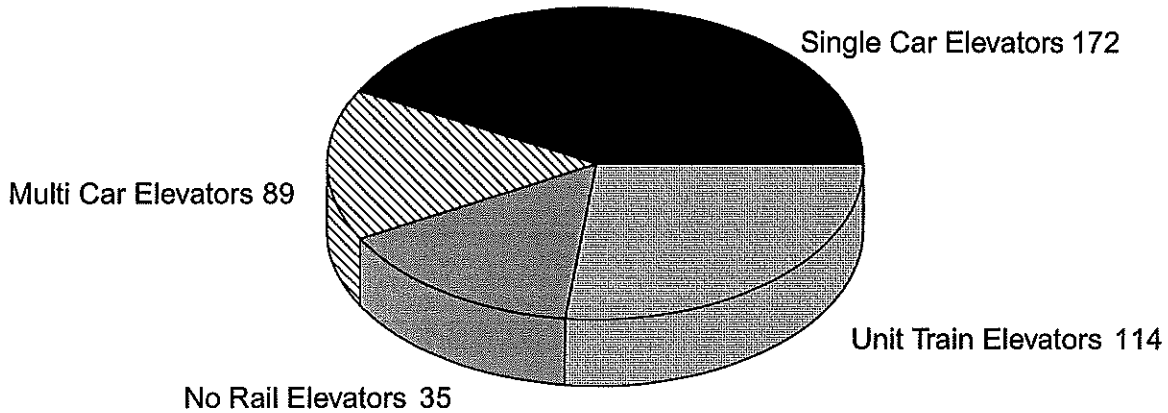
North Dakota Elevators, 1995-96

Storage: 216,527 Thousand Bu.

Grain Handled: 551,568 Thousand Bu.

Median Turnover: 2.41

Elevator Categories



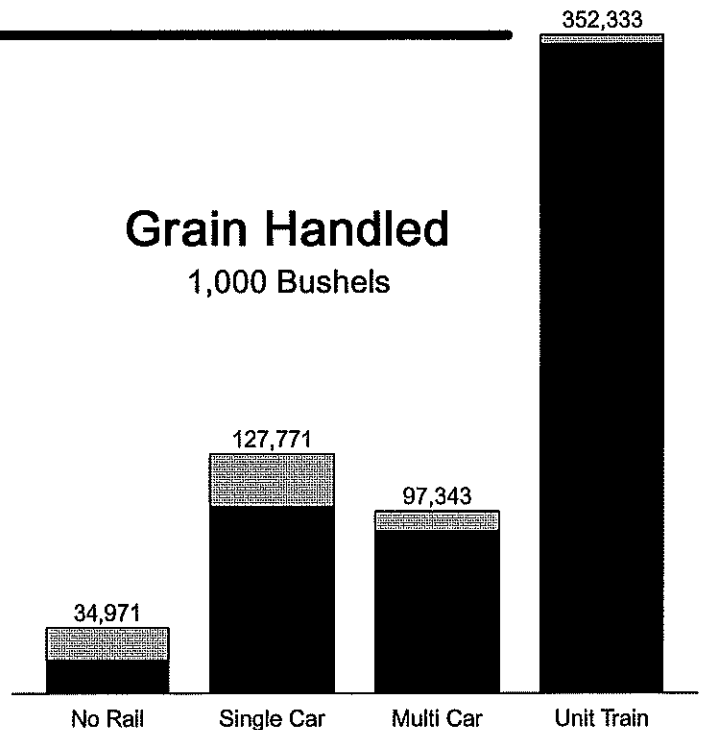
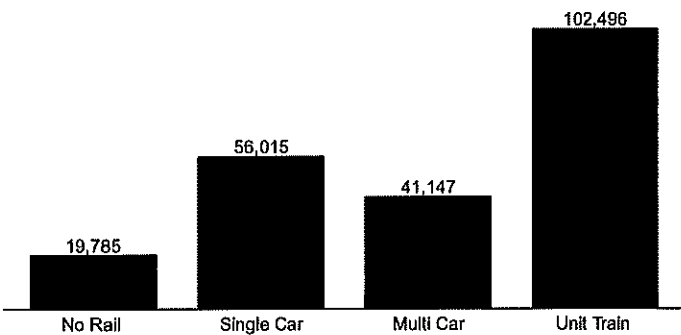
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).

Storage Capacity

1,000 Bushels

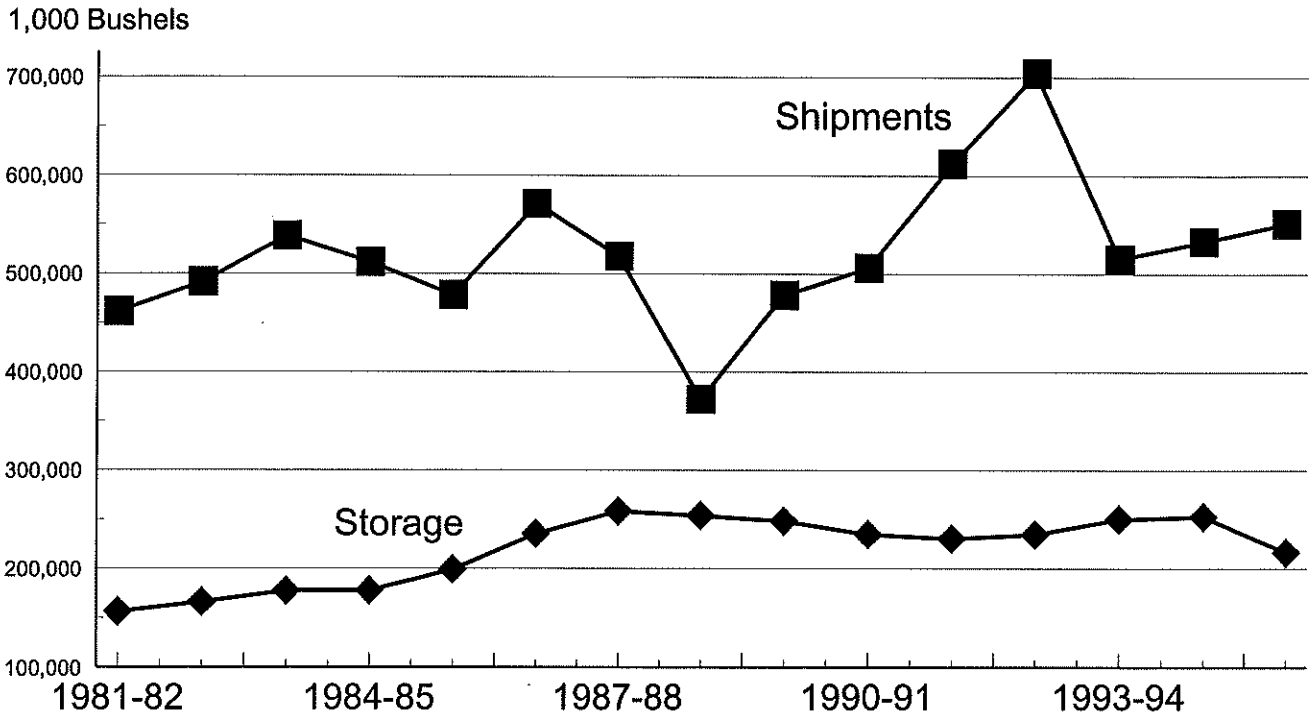
Grain Handled

1,000 Bushels

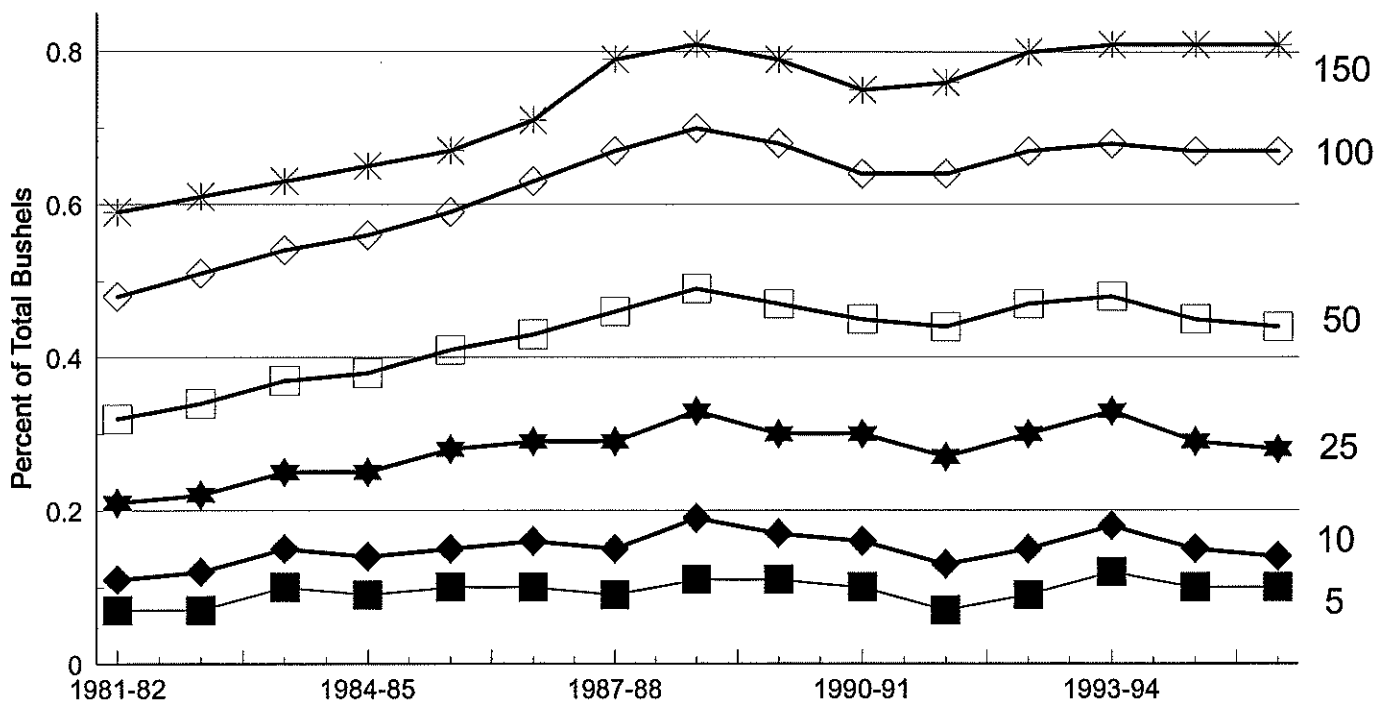


Shipped to End User
 Transhipped to ND Elevator

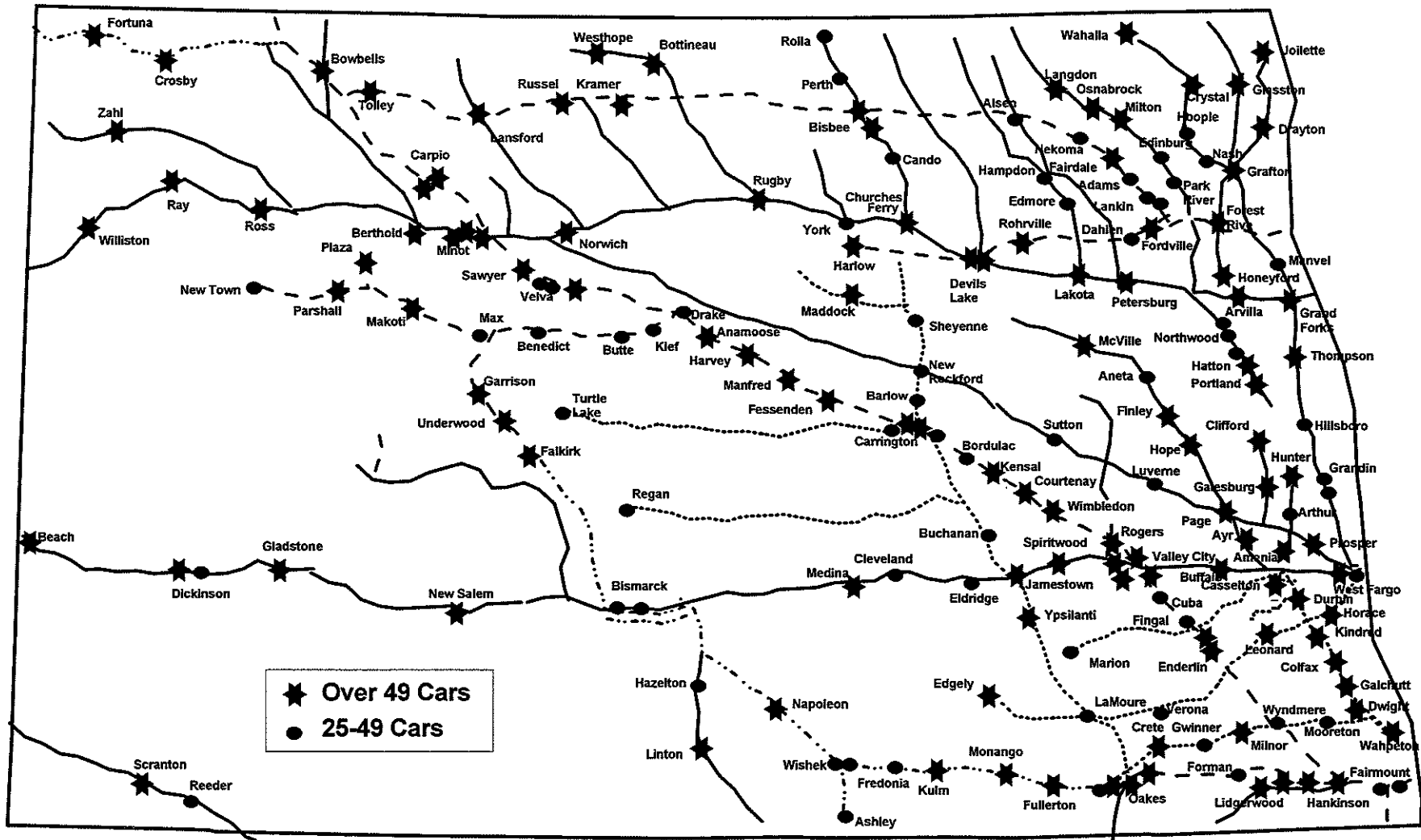
Storage and Total Grain Shipments for North Dakota Elevators



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



NORTH DAKOTA MULTI & UNIT CAR LOADING STATIONS, 1995

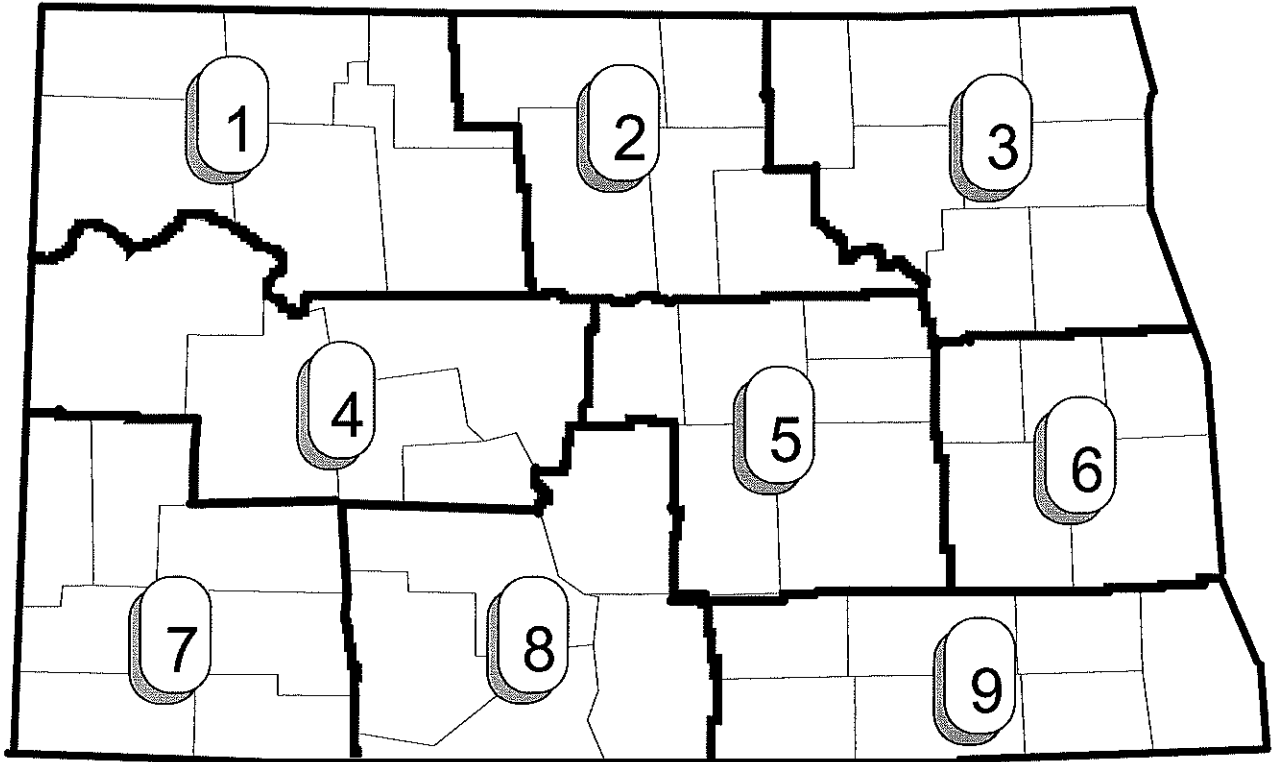


★ Over 49 Cars
● 25-49 Cars

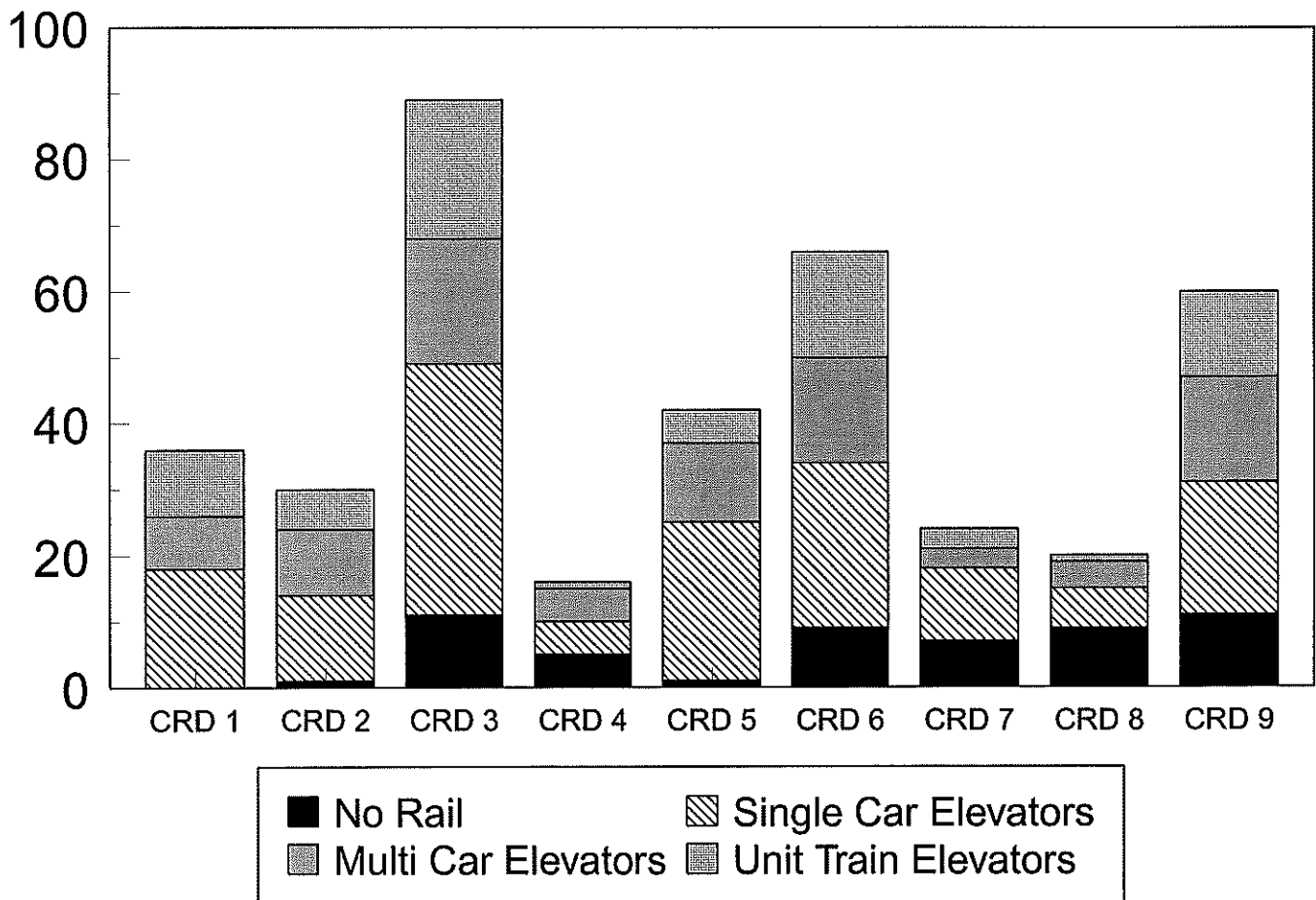
Burlington Northern —————
CP Rail - - - - -

Red River Valley & Western
Dakota, Missouri Valley & Western - · - · - ·

NORTH DAKOTA CROP REPORTING DISTRICTS

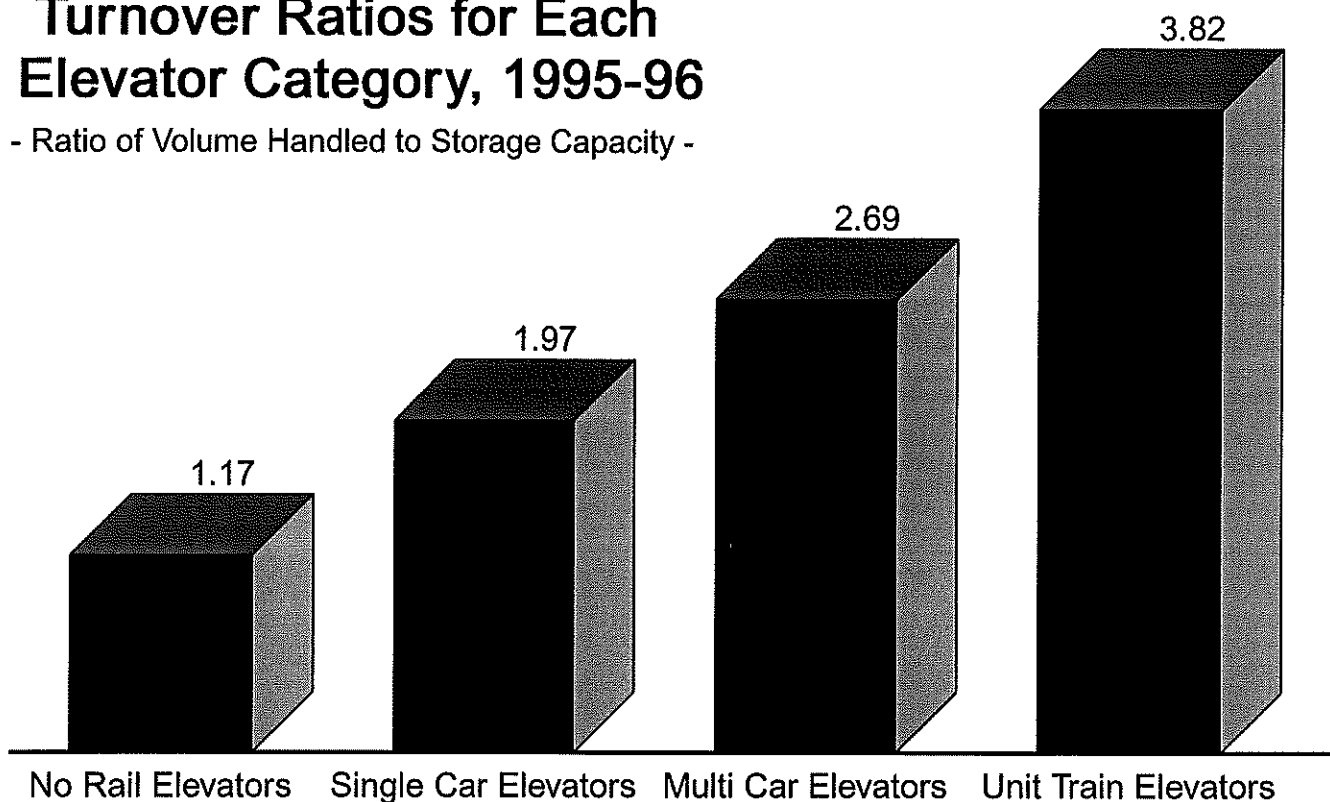


Elevators in Each CRD, 1995-96



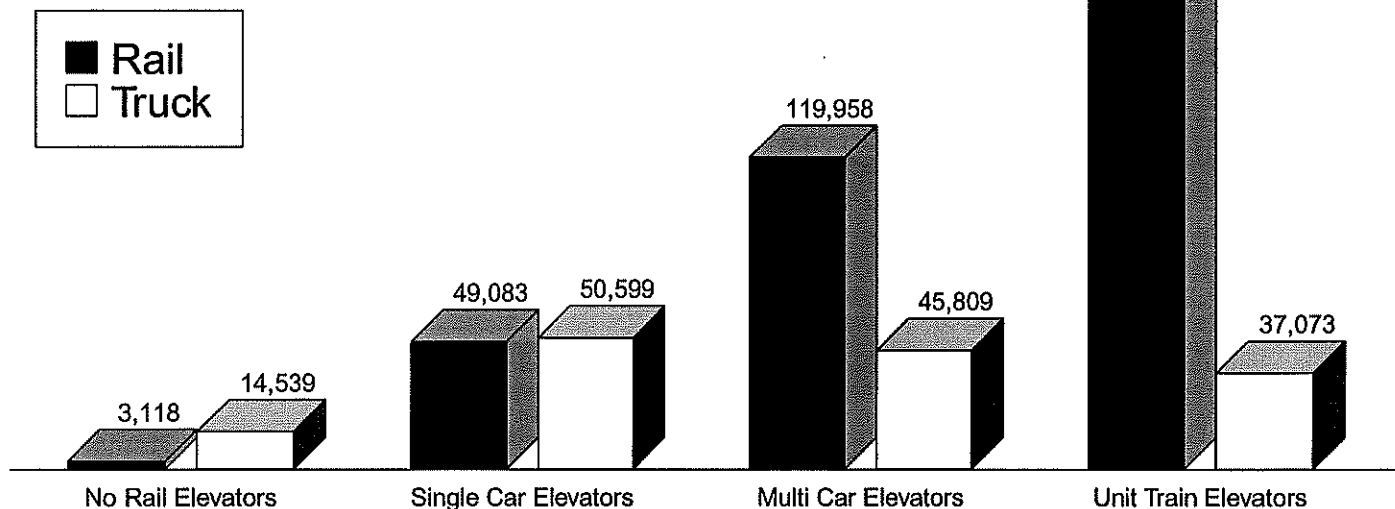
Turnover Ratios for Each Elevator Category, 1995-96

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 1995-96

- 1,000 Bushels -



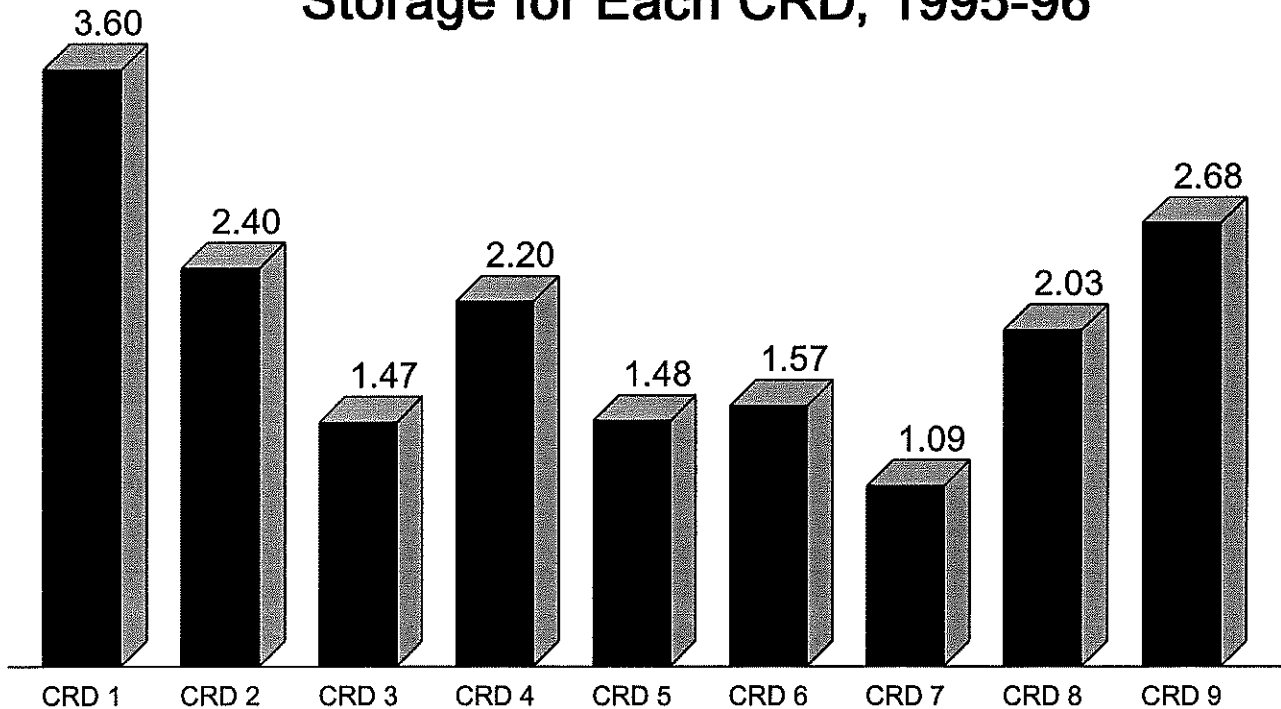
**ND Elevator Shipments, Storage, and Turnover Ratios
for Each CRD, 1995-96**

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Median Turnover
1	36	21,869,500	5,453,435	81,567,634	3.60
2	30	14,204,000	3,547,059	48,673,608	2.40
3	89	46,728,567	17,266,567	110,753,120	1.47
4	16	702,900	1,839,078	19,953,141	2.20
5	41	33,117,700	9,232,267	50,142,544	1.48
6	66	50,269,568	8,817,143	103,634,652	1.57
7	24	11,170,500	3,423,976	32,860,595	1.09
8	20	6,112,404	3,463,265	14,619,364	2.03
9	60	30,630,370	7,824,823	89,363,006	2.68
All	382	221,131,609	60,867,615	551,567,664	1.93

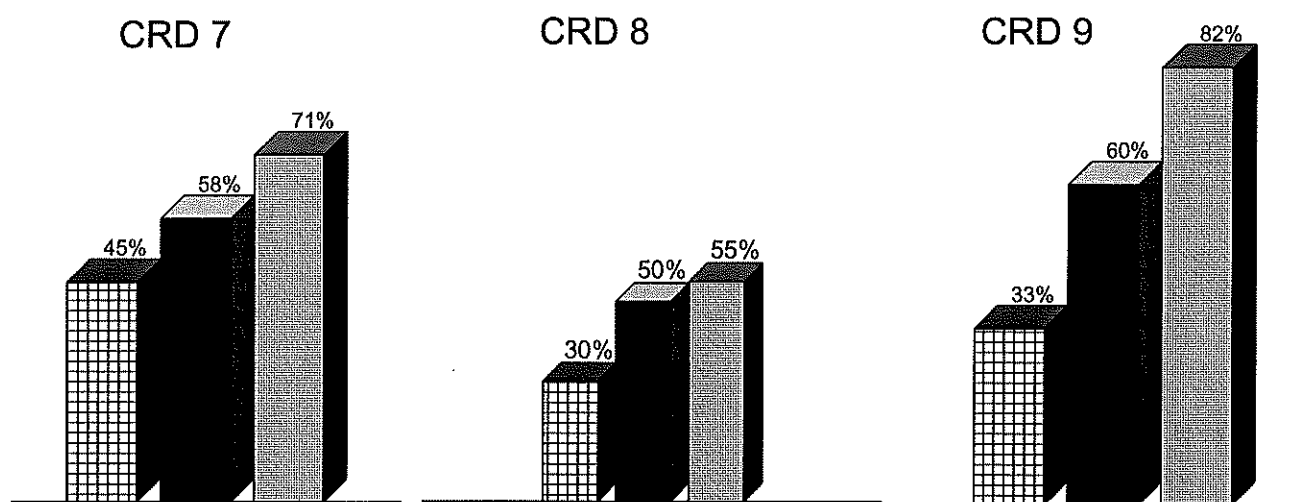
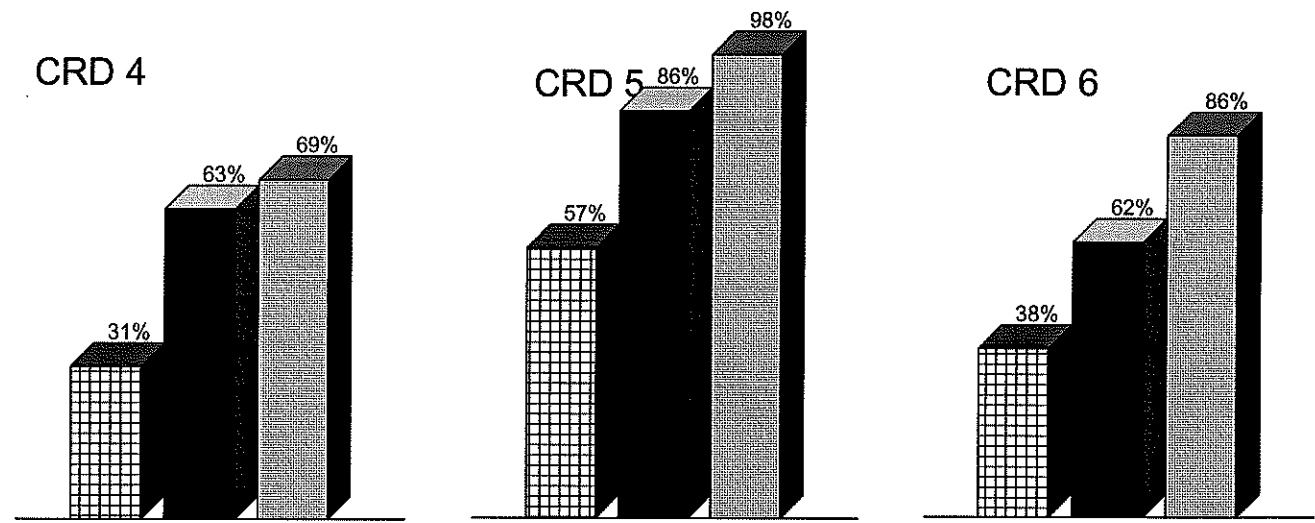
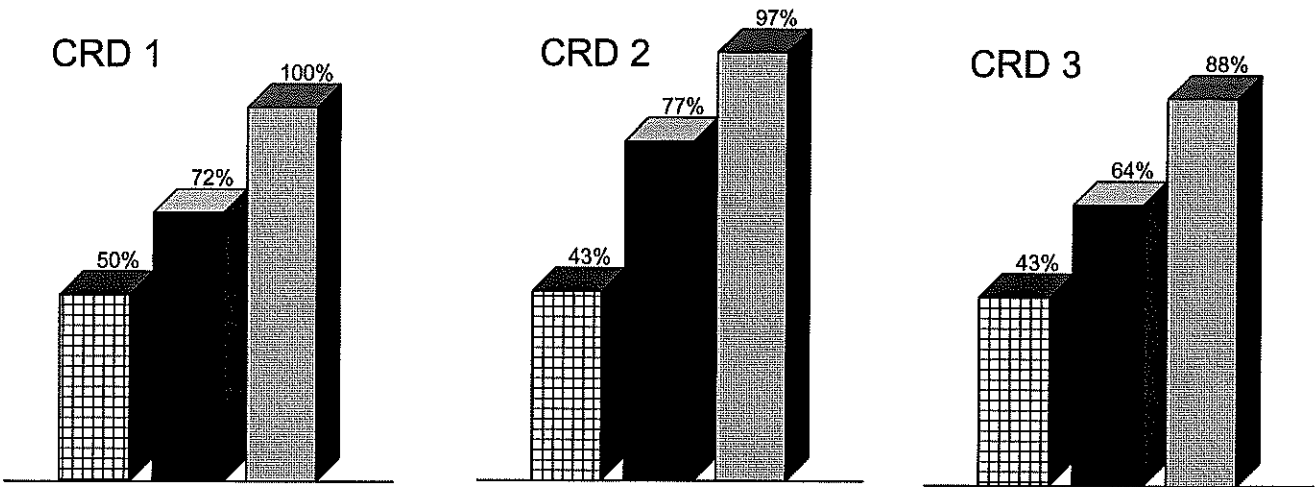
^aGrain transhipped to other ND elevators.

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

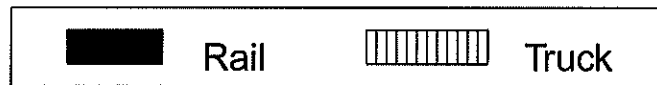
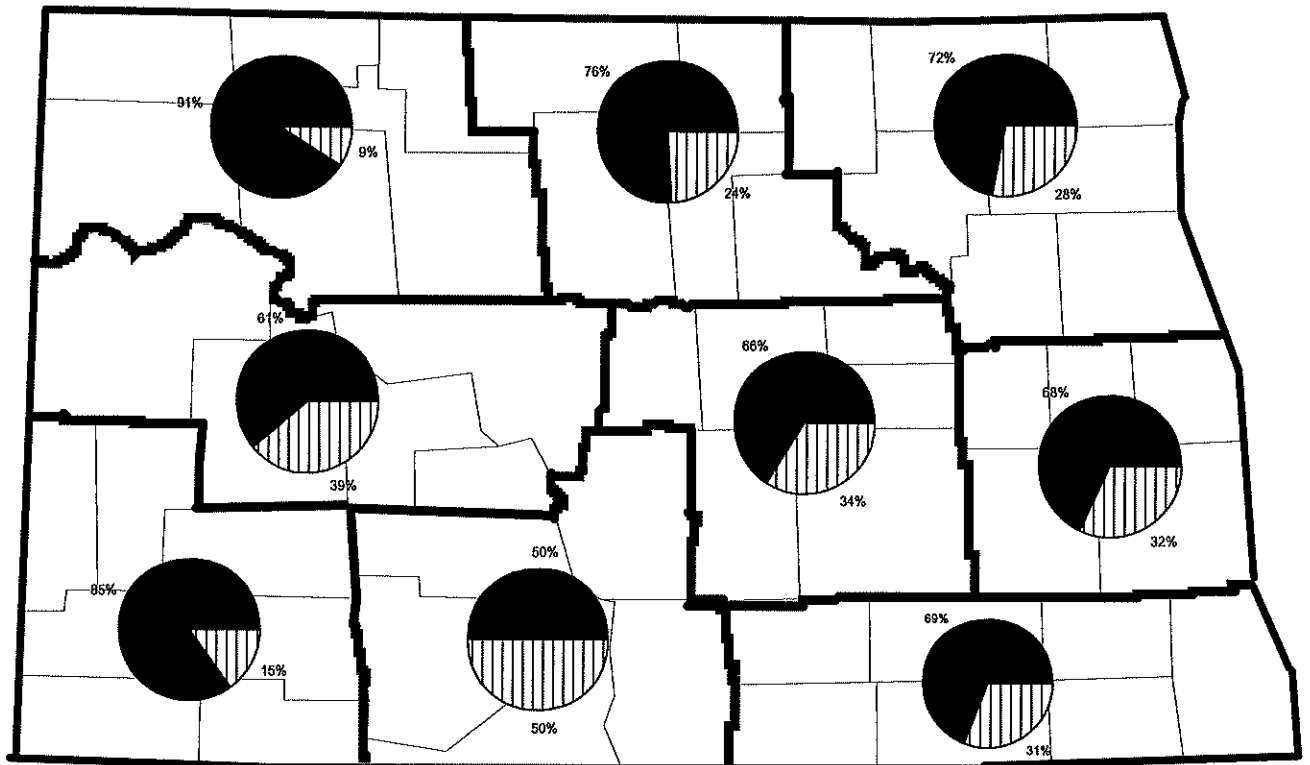
**Median Turnover of Shipments to
Storage for Each CRD, 1995-96**



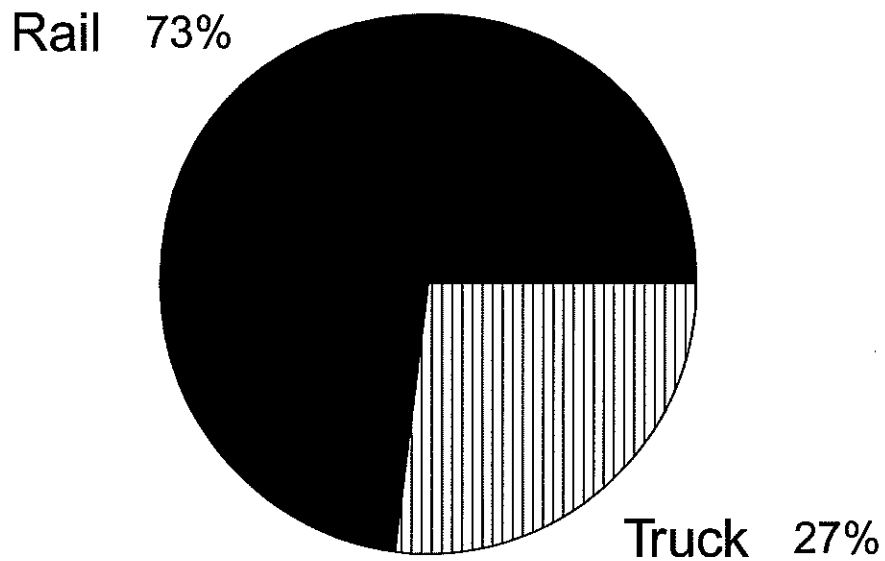
Percent of Shipments by Rail for Elevators in Each CRD, 1995-96

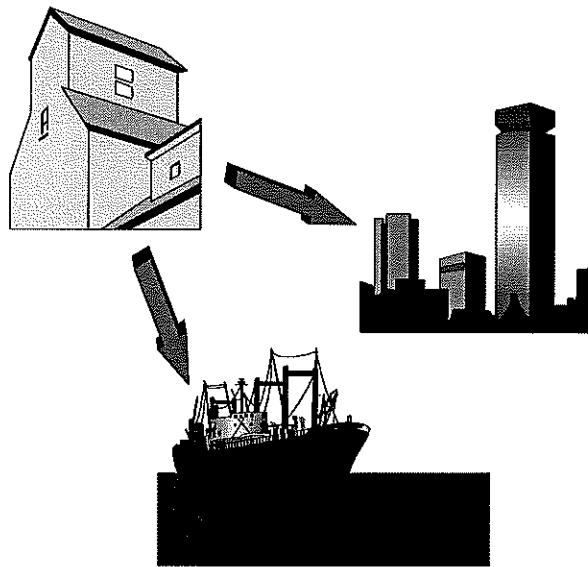


Modal Share of Grain and Oilseed Shipments from Each CRD, 1995-96

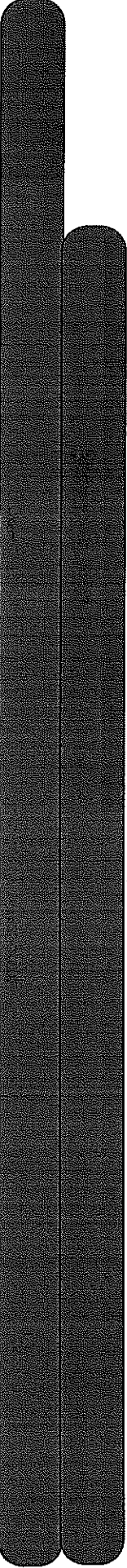


Rail/Truck Share of Grain and Oilseed Shipments from ND, 1995-96



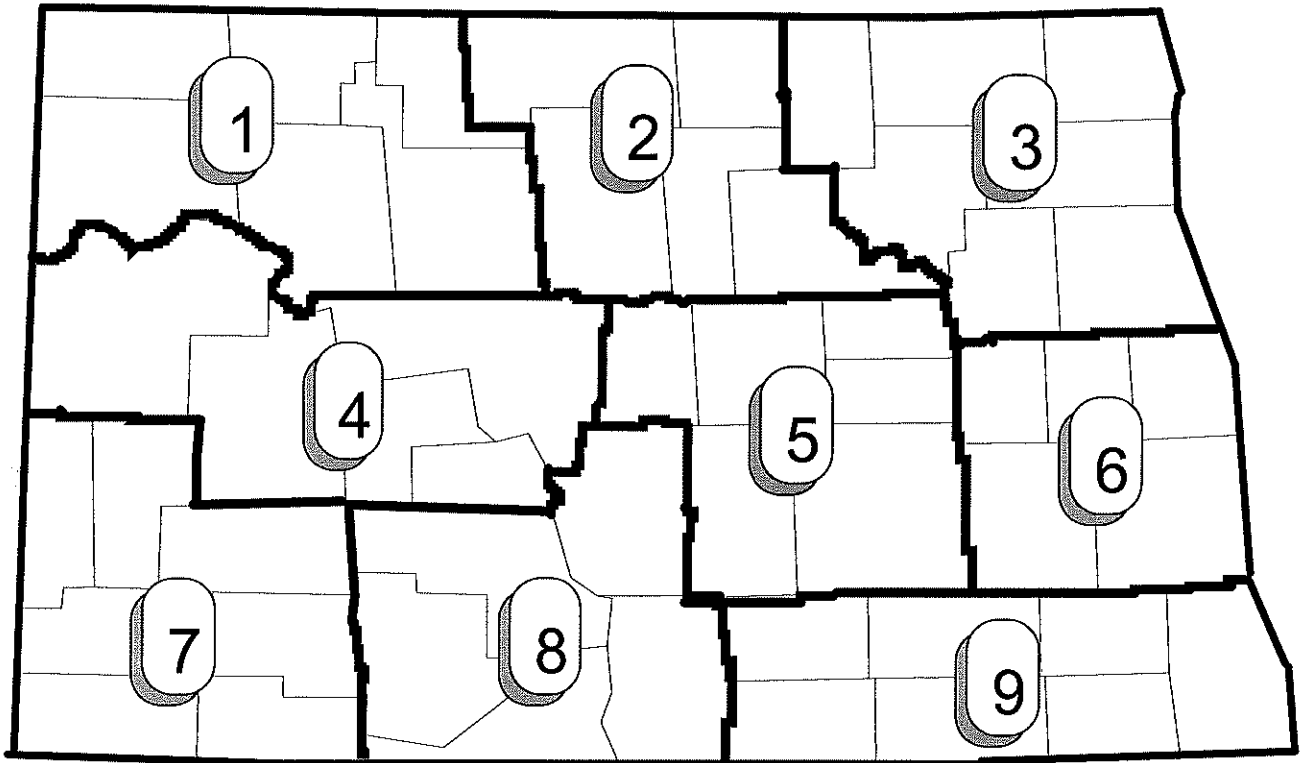


DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS



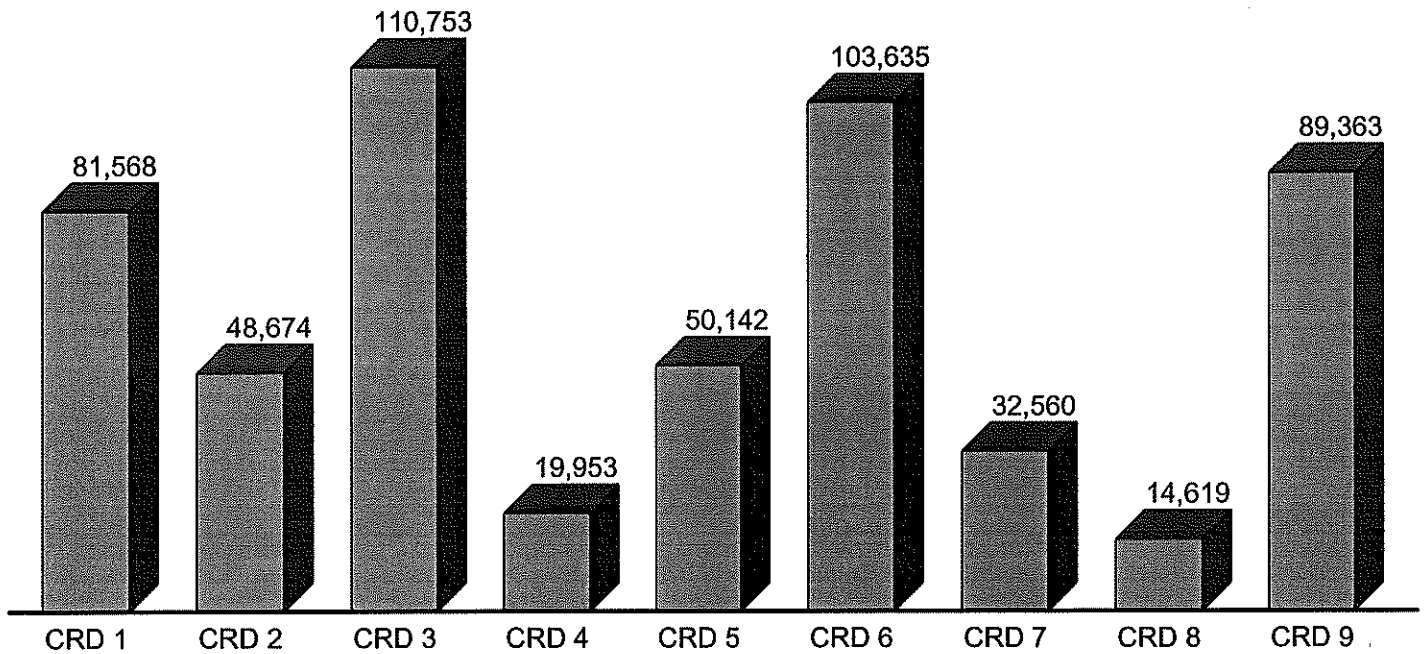
All Grains & Oilseeds

NORTH DAKOTA CROP REPORTING DISTRICTS

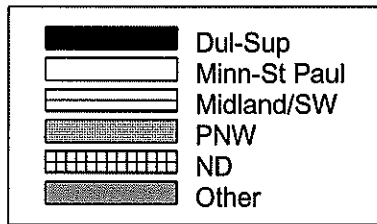
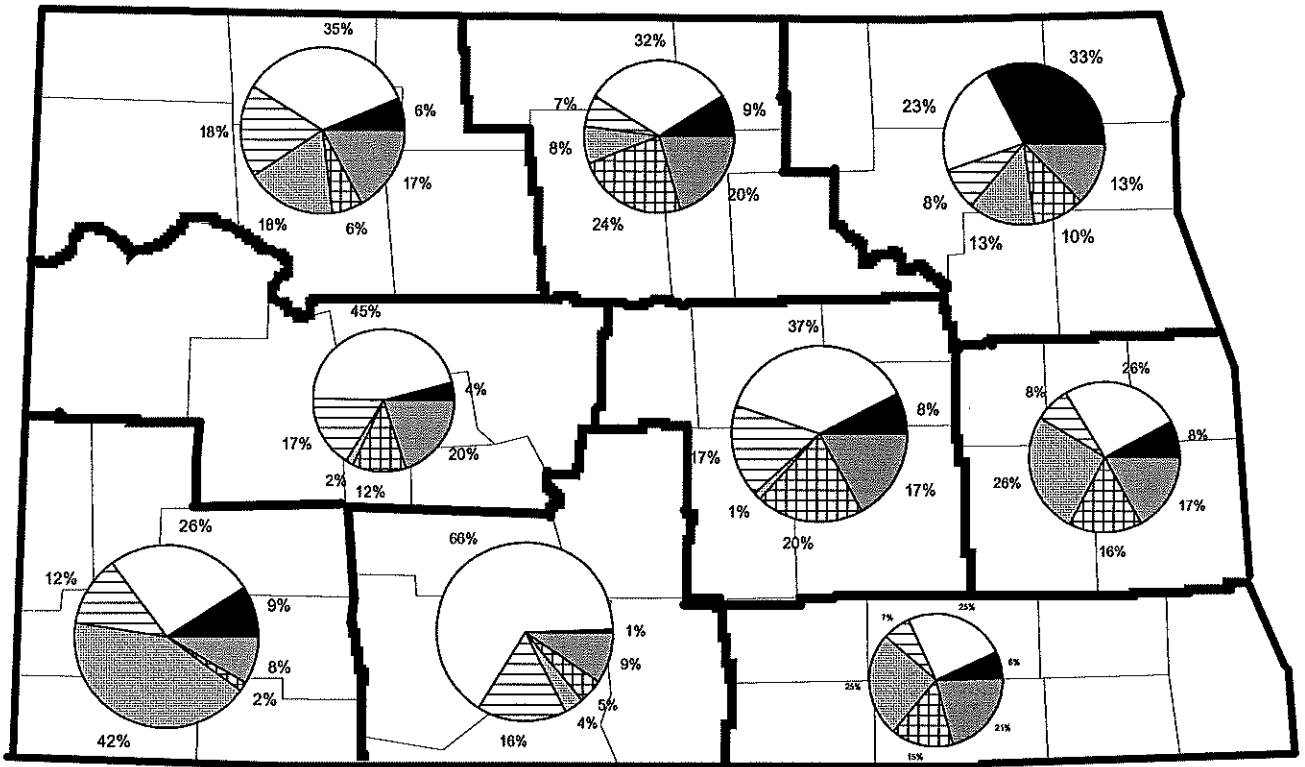


Grain & Oilseed Shipments Originating from Each CRD, 1995-96

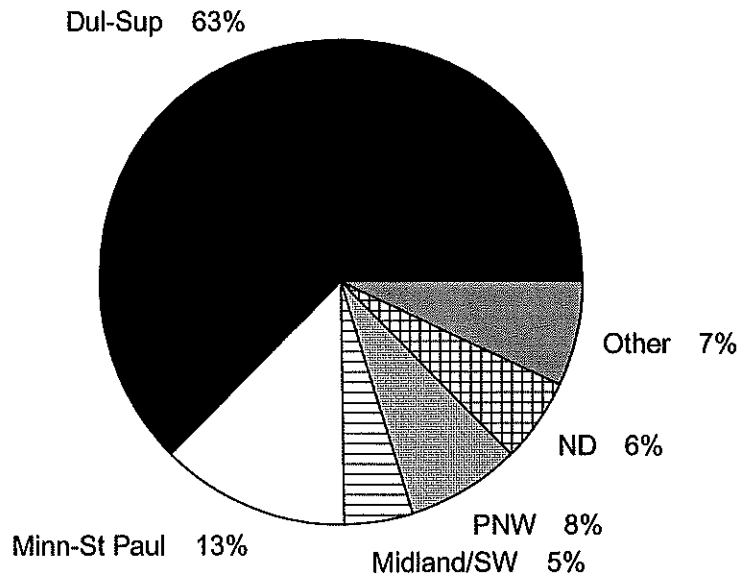
- 1,000 Bushels -



Destinations for Grain and Oilseed Shipments from Each CRD, 1995-96

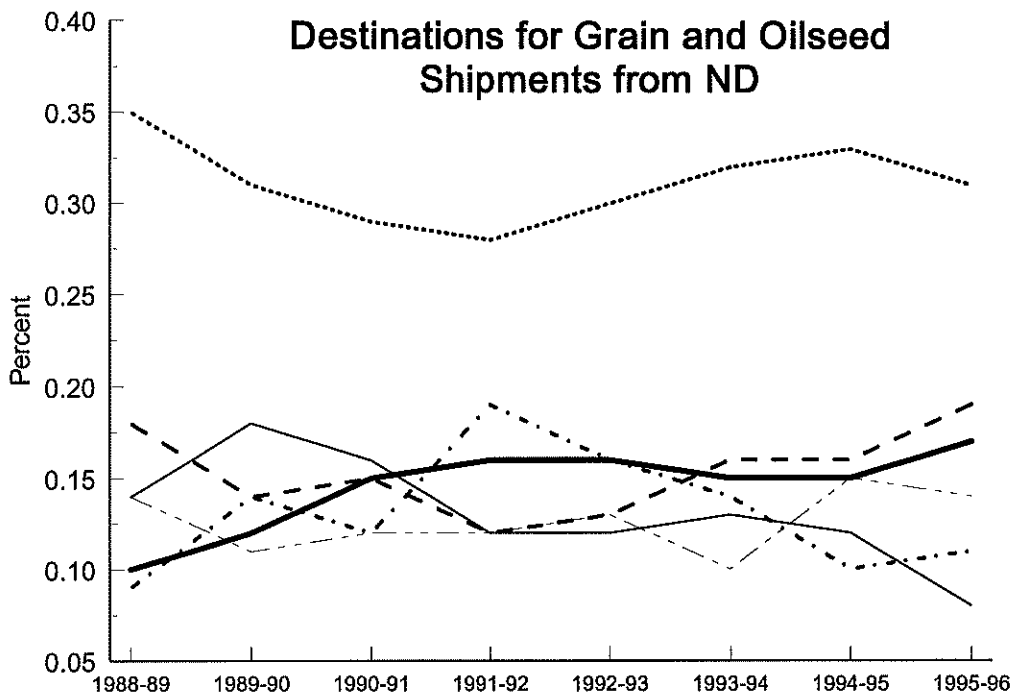


Destinations for Grain and Oilseed Shipments from ND Elevators, 1995-96



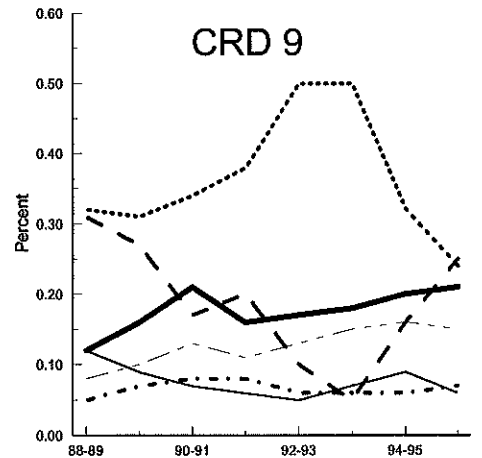
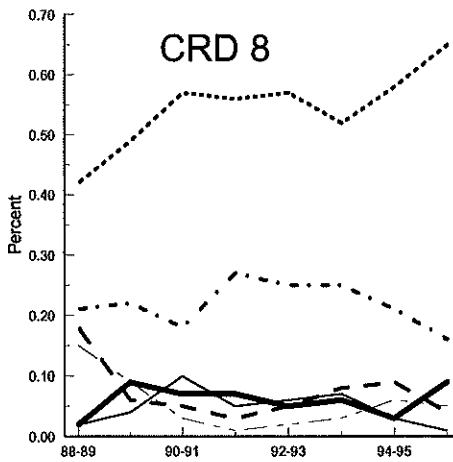
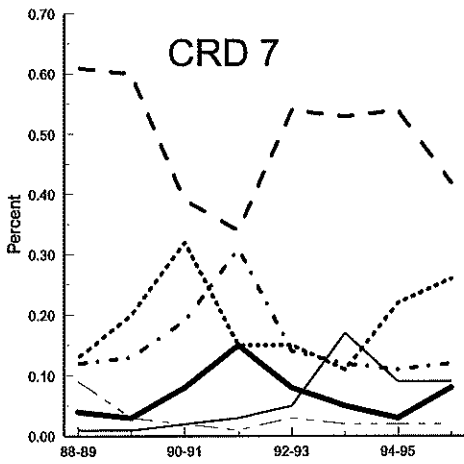
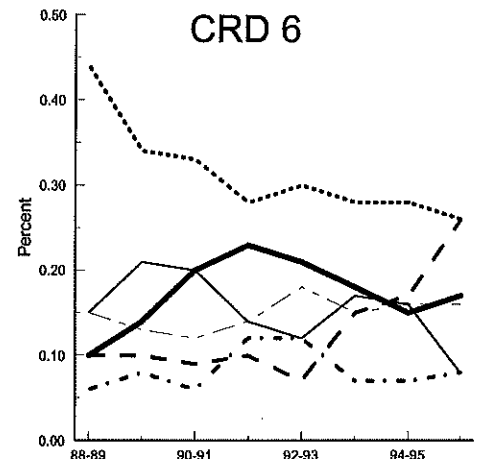
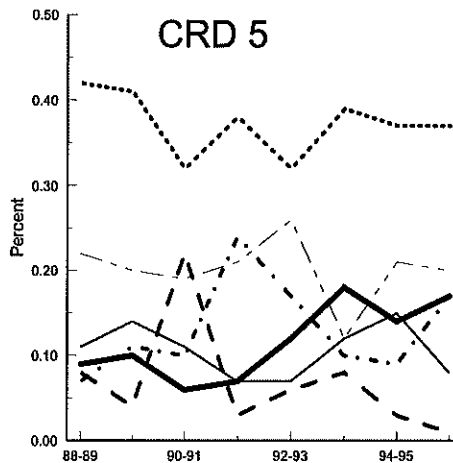
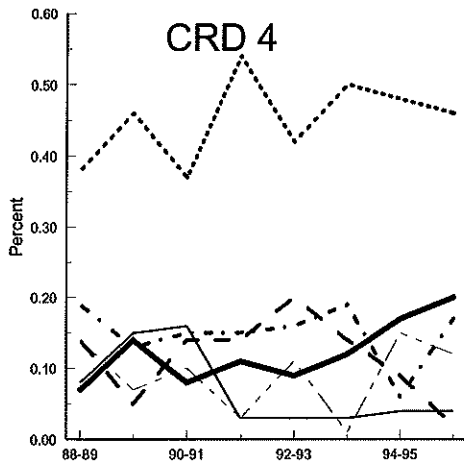
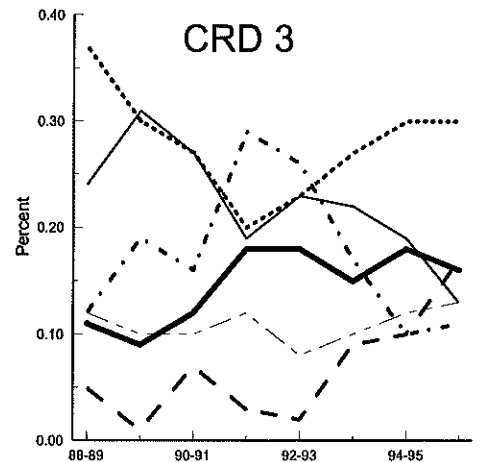
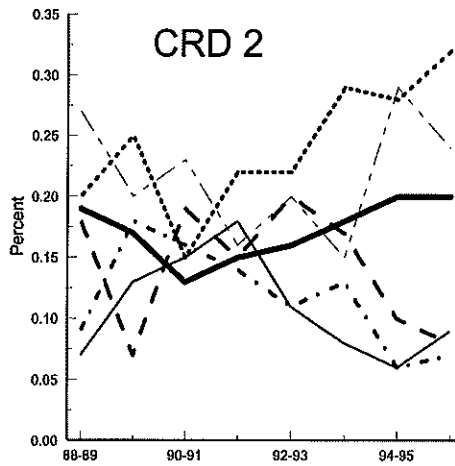
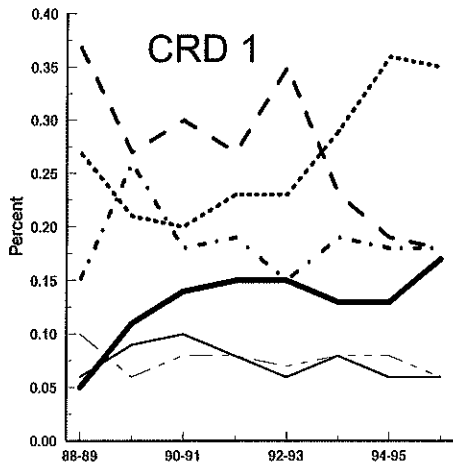
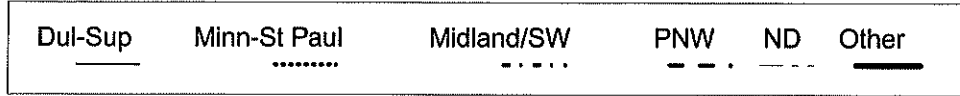
Destinations for Grain and Oilseed Shipments from ND
(1,000 Bushels)

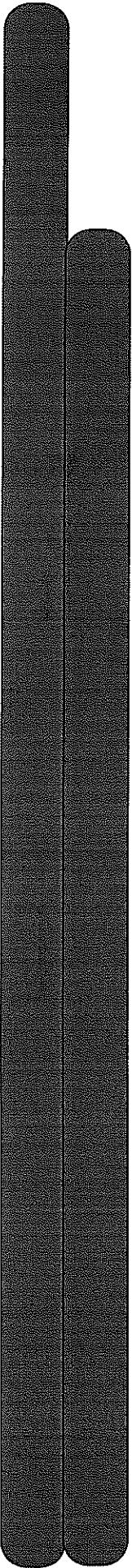
	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	80,740	148,949	60,522	77,311	61,987	76,713	506,222
	0.16	0.29	0.12	0.15	0.12	0.15	
1991-92	73,030	173,784	114,903	75,901	74,695	100,450	612,763
	0.12	0.28	0.19	0.12	0.12	0.16	
1992-93	82,088	210,649	112,349	95,005	89,780	114,221	704,092
	0.12	0.30	0.16	0.13	0.13	0.16	
1993-94	65,572	165,713	70,179	82,292	53,760	77,841	515,357
	0.13	0.32	0.14	0.16	0.10	0.15	
1994-95	62,919	174,791	52,804	82,823	77,563	82,330	533,233
	0.12	0.33	0.10	0.16	0.15	0.15	
1995-96	45,114	171,707	62,233	102,804	74,815	94,895	551,568
	0.08	0.31	0.11	0.19	0.14	0.17	



Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other
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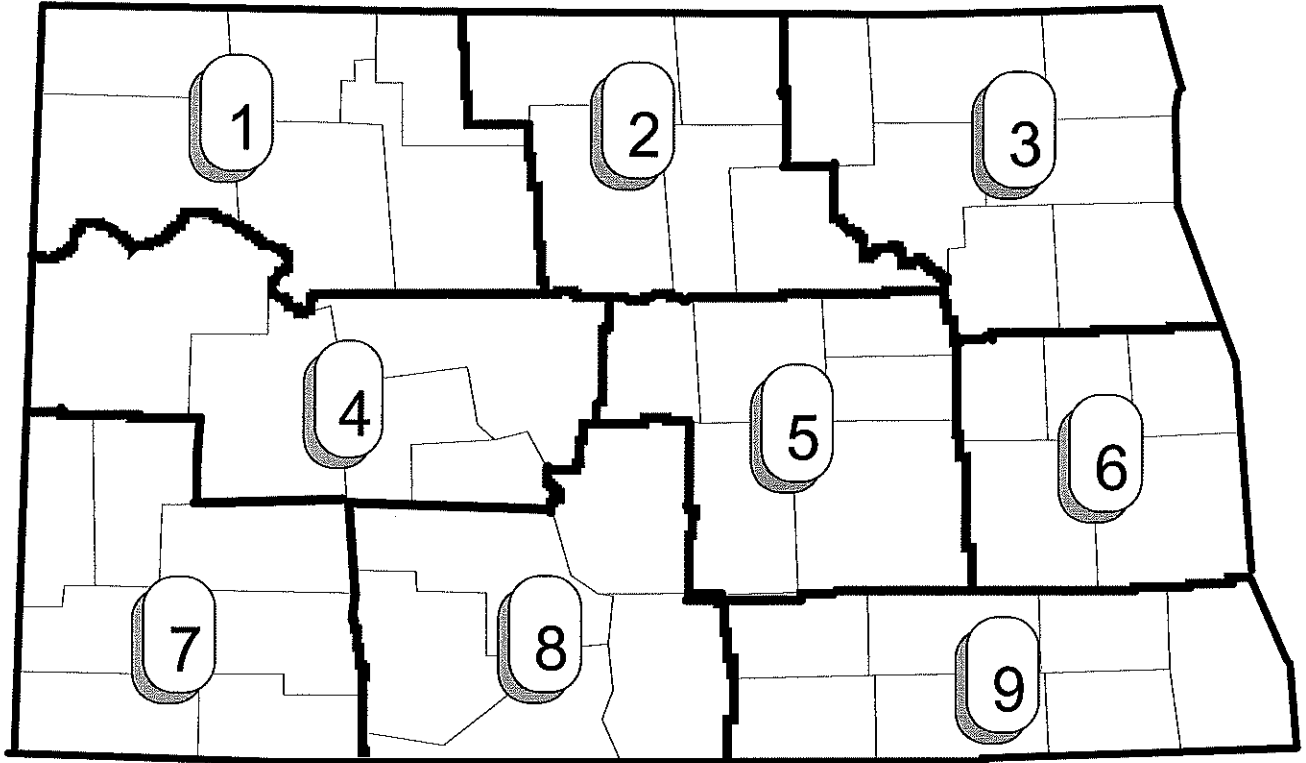
Destinations for Grain and Oilseed Shipments from ND CRDs





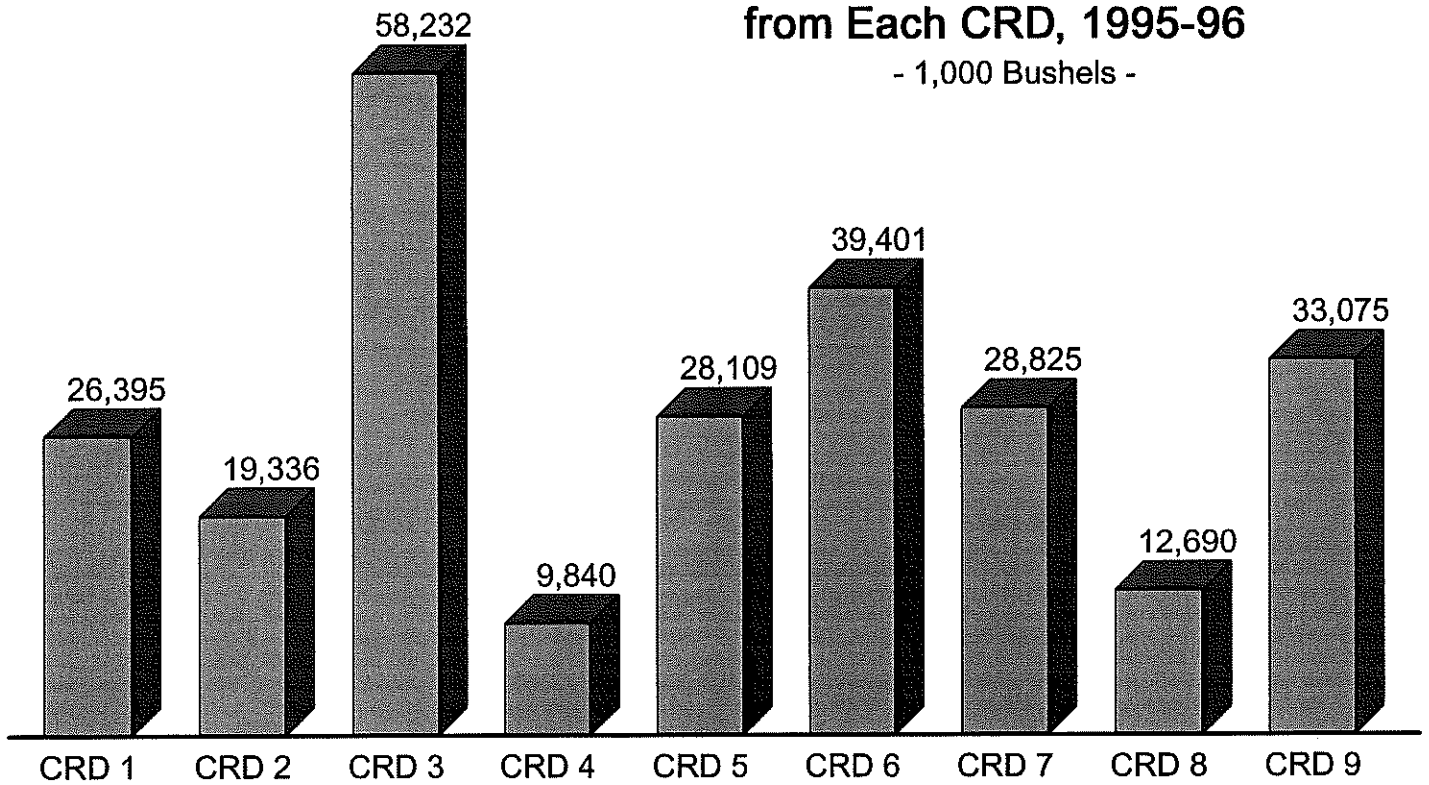
HRS Wheat

NORTH DAKOTA CROP REPORTING DISTRICTS

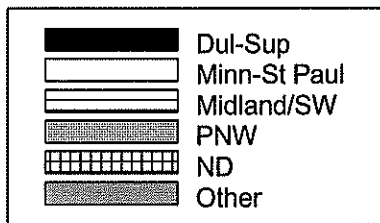
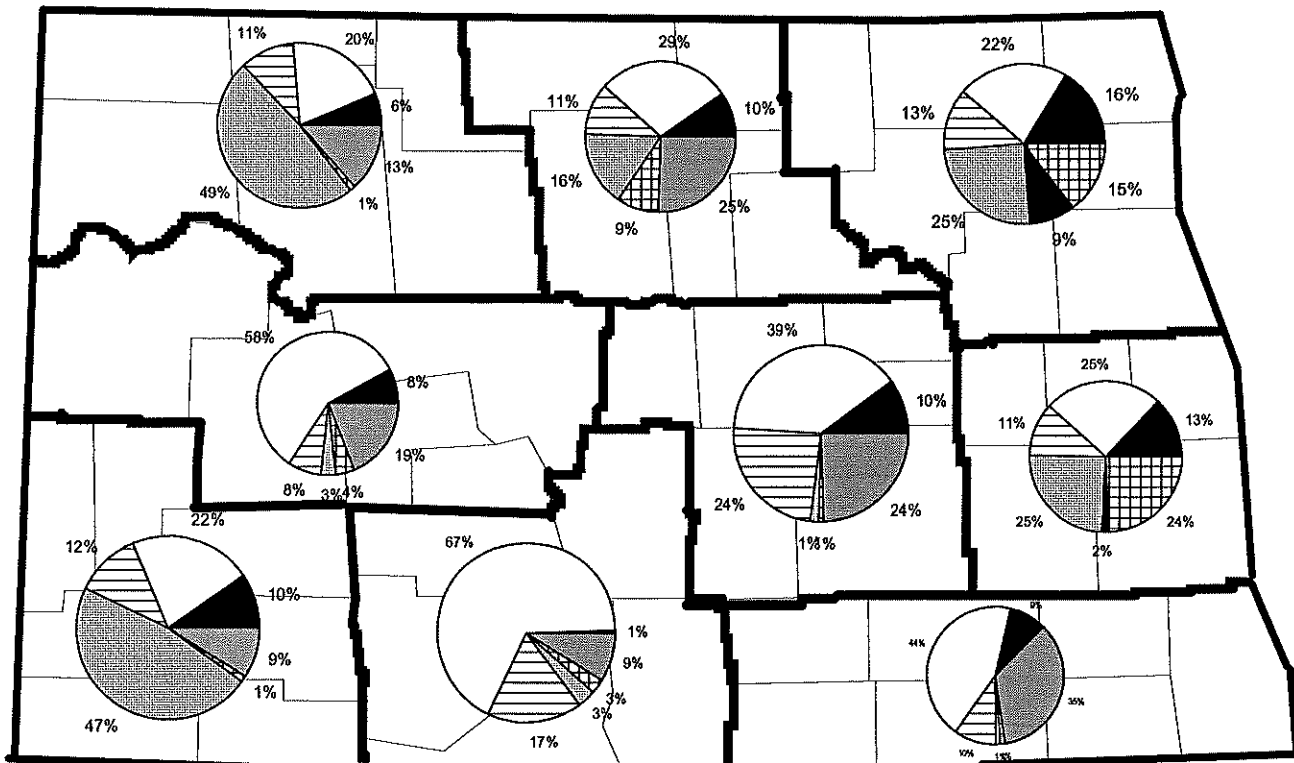


HRS Wheat Shipments Originating from Each CRD, 1995-96

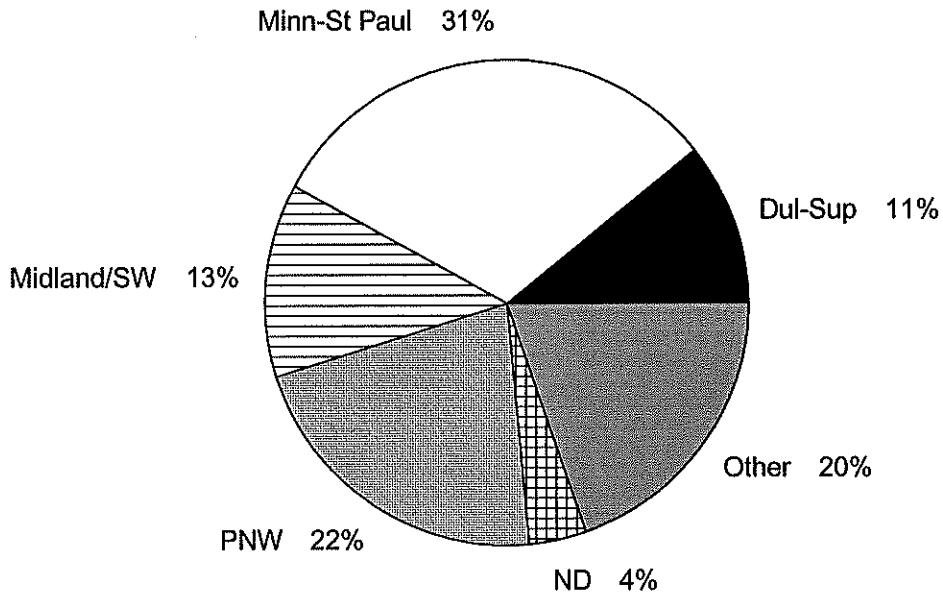
- 1,000 Bushels -



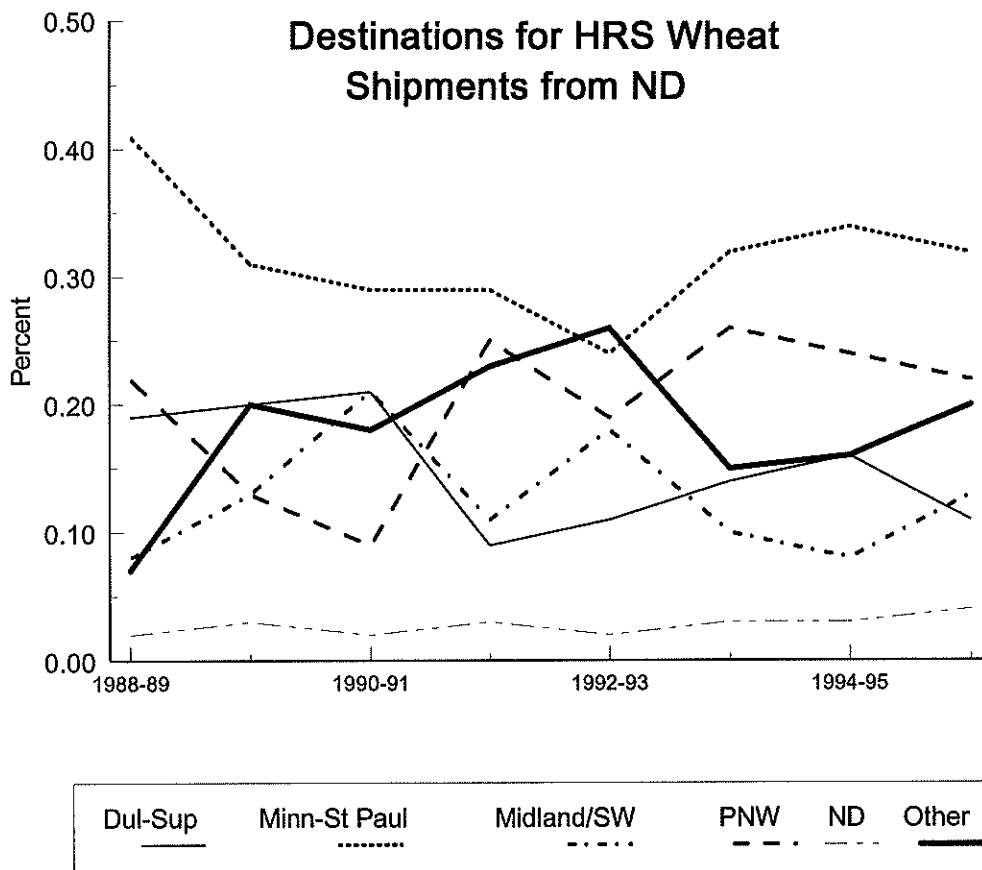
Destinations for HRS Wheat Shipments from Each CRD, 1995-96



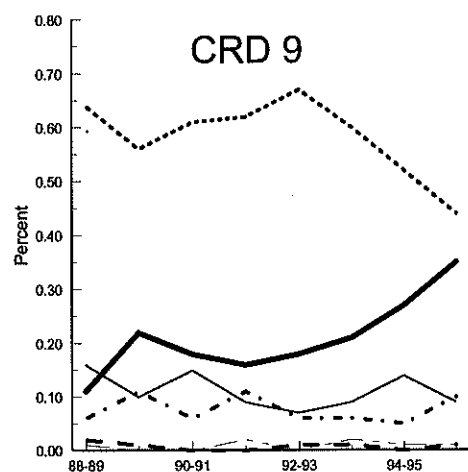
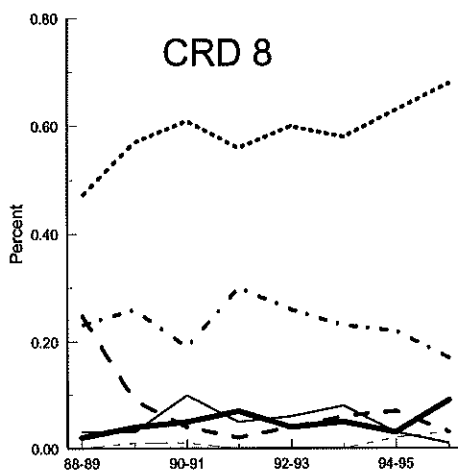
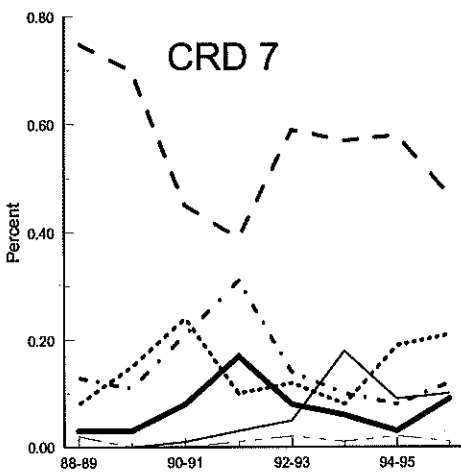
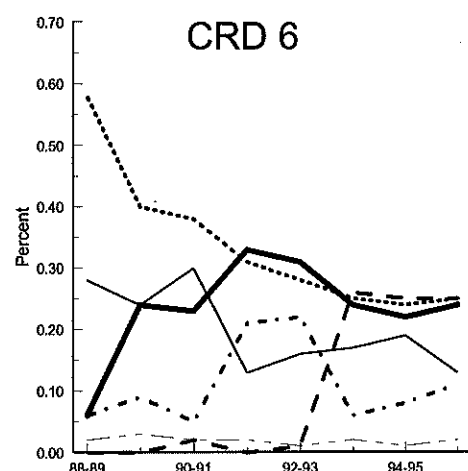
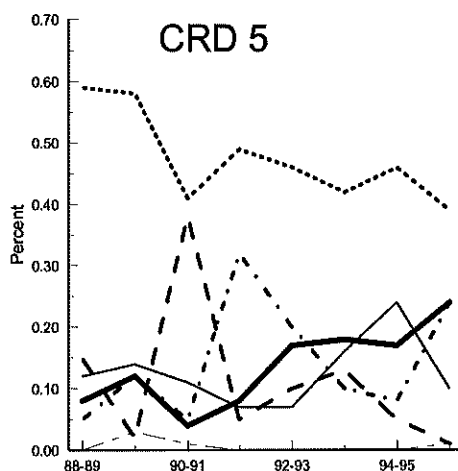
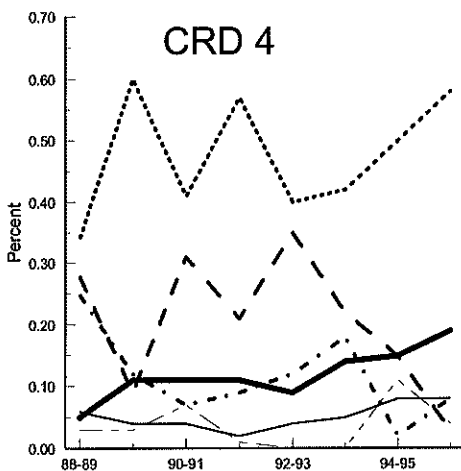
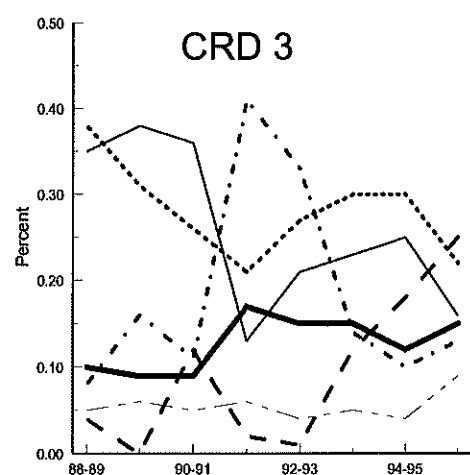
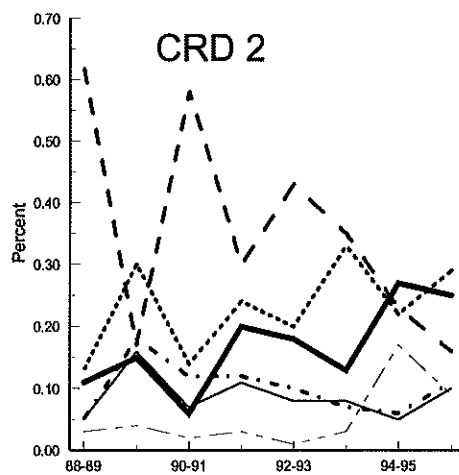
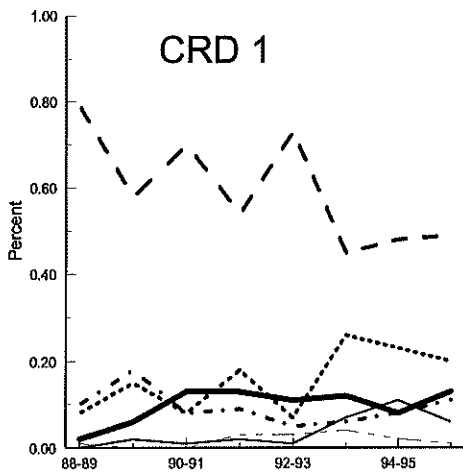
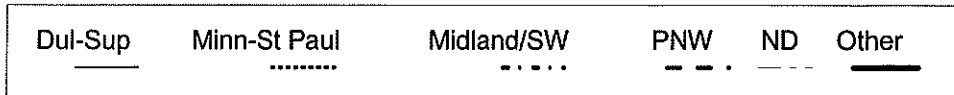
Destinations for HRS Wheat Shipments from ND Elevators, 1995-96

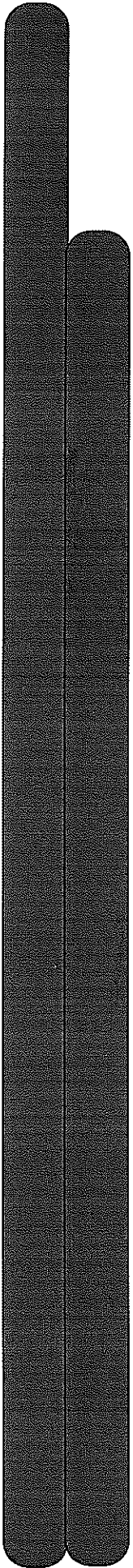


Destinations for HRS Wheat Shipments from ND (1,000 Bushels)							
	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	39,229	56,356	39,521	16,898	4,042	35,026	191,072
	0.21	0.29	0.21	0.09	0.02	0.18	
1991-92	23,892	74,837	29,290	66,246	7,005	60,150	261,420
	0.09	0.29	0.11	0.25	0.03	0.23	
1992-93	38,573	81,210	62,458	66,819	6,684	88,517	344,261
	0.11	0.24	0.18	0.19	0.02	0.26	
1993-94	35,405	81,738	25,318	65,754	6,408	37,943	252,566
	0.14	0.32	0.10	0.26	0.03	0.15	
1994-95	34,840	74,999	18,671	52,971	7,510	8,592	223,886
	0.16	0.34	0.08	0.24	0.03	0.16	
1995-96	27,635	79,757	33,063	55,168	9,795	50,485	255,904
	0.11	0.32	0.13	0.22	0.04	0.20	



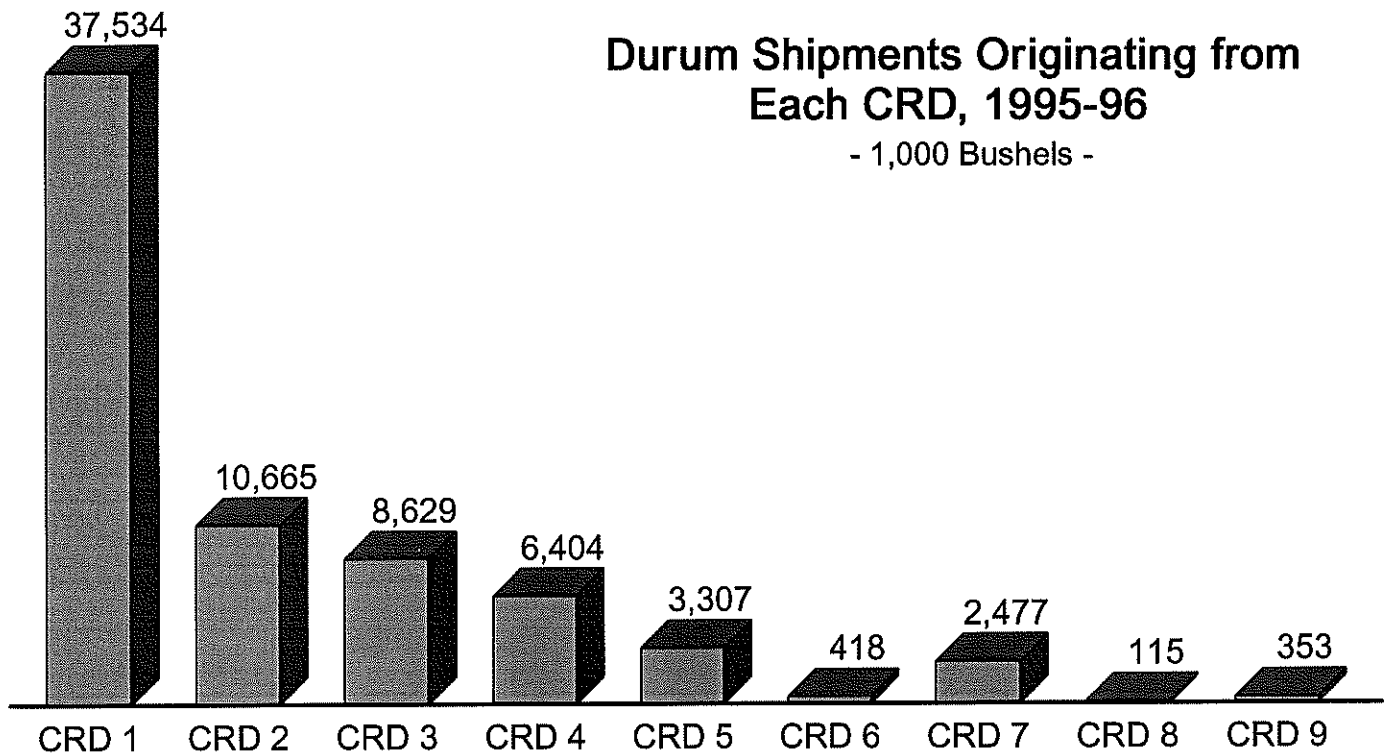
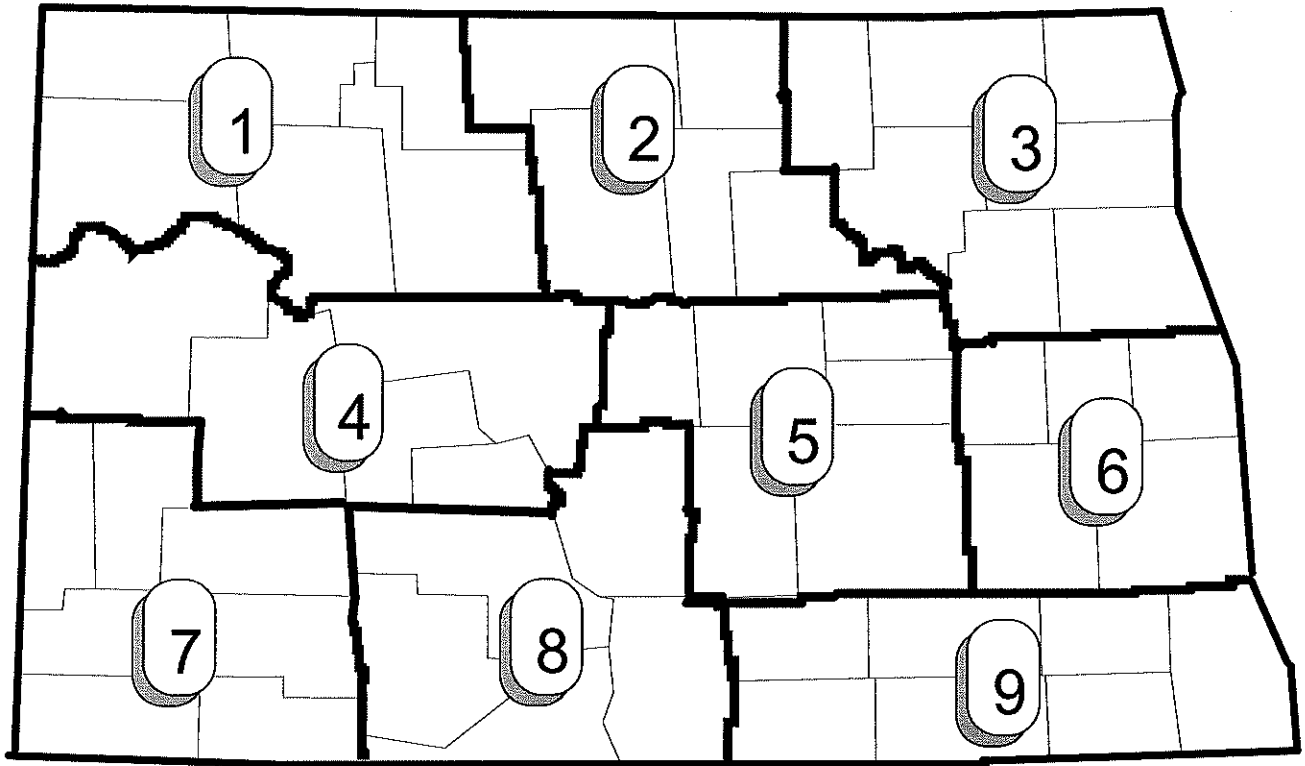
Destinations for HRS Wheat Shipments from ND CRDs



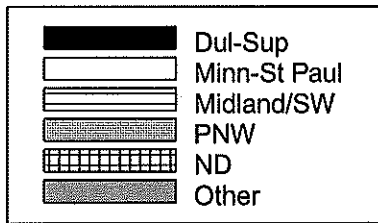
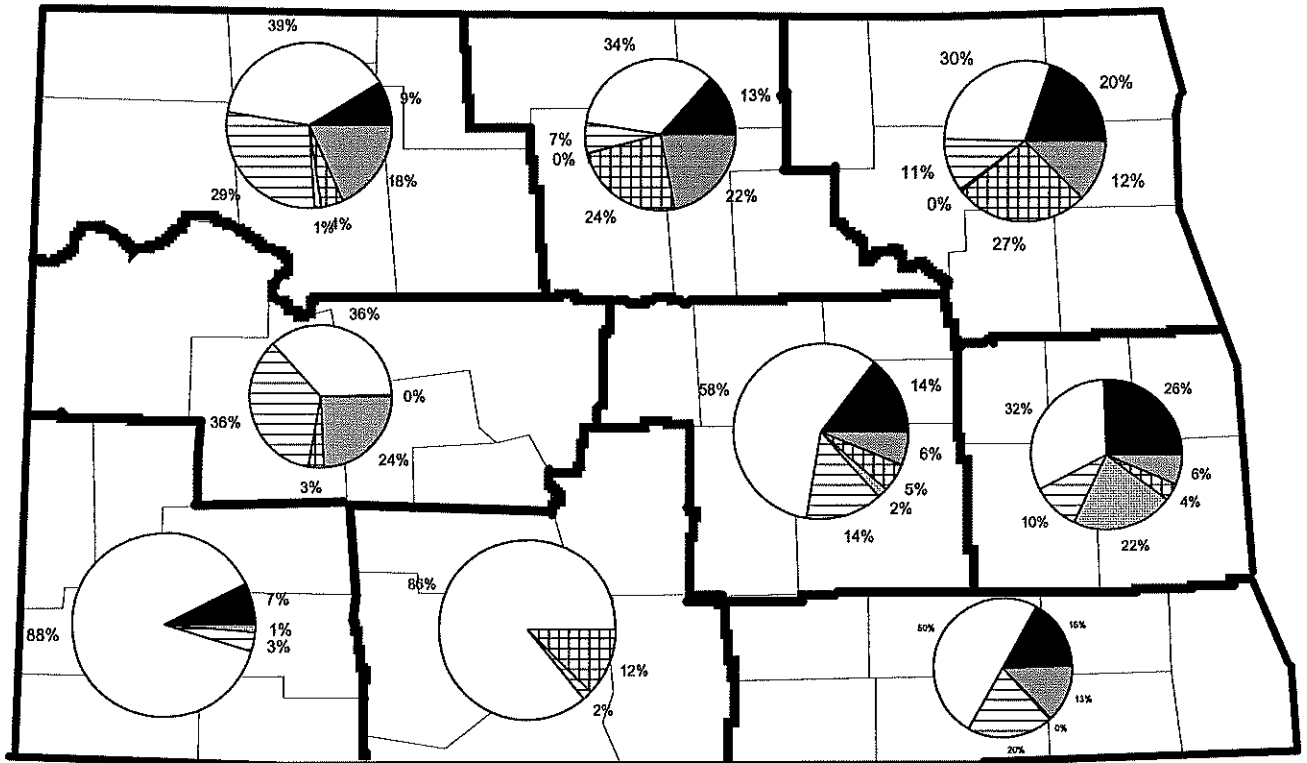


Durum

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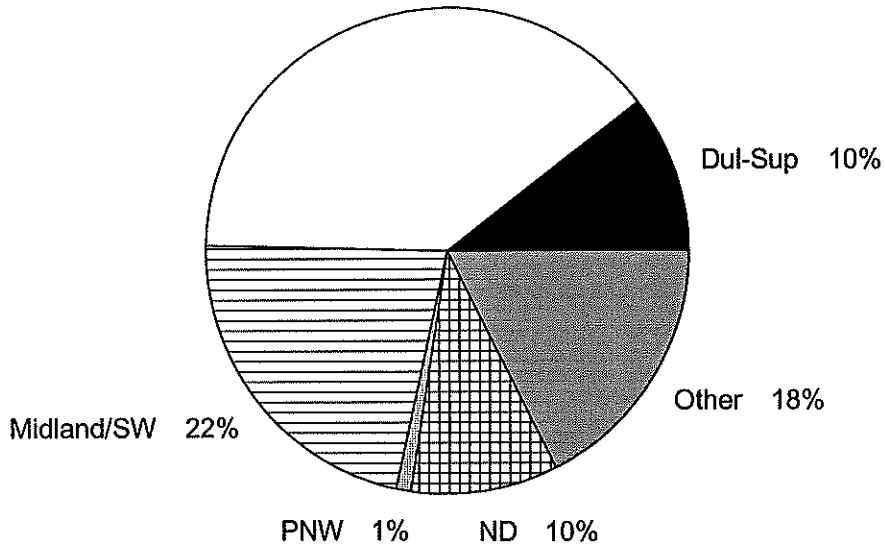


Destinations for Durum Shipments from Each CRD, 1995-96



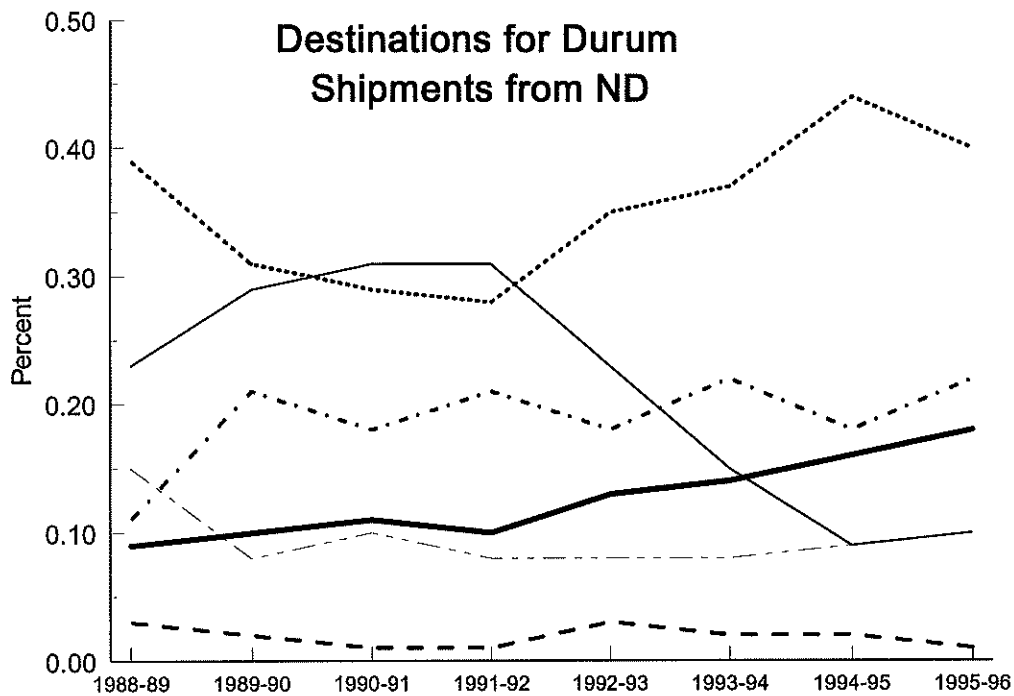
Destinations for Durum Shipments from ND Elevators, 1995-96

Minn-St Paul 39%

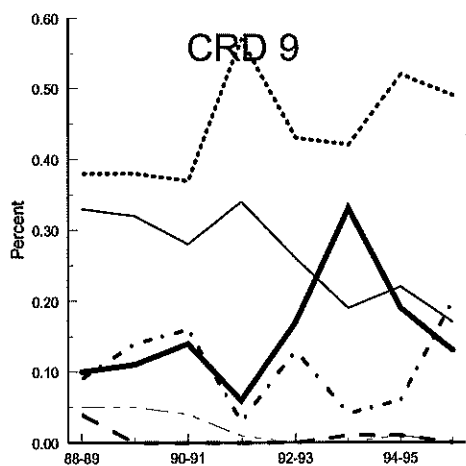
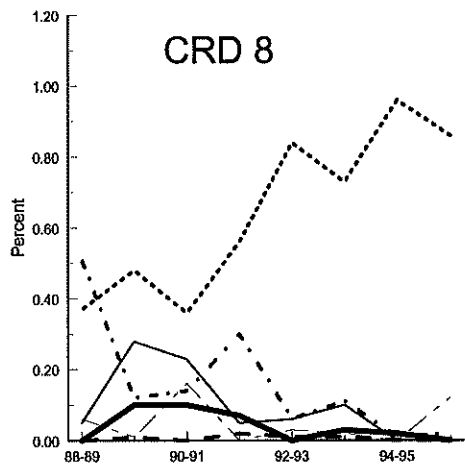
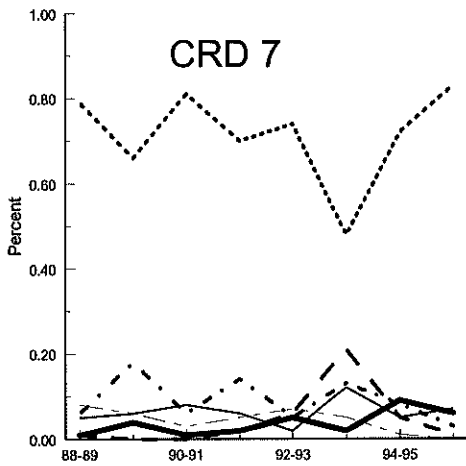
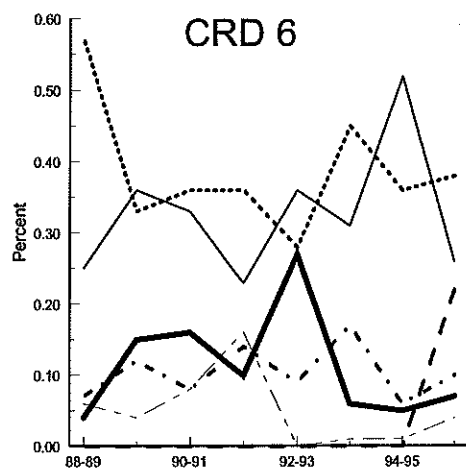
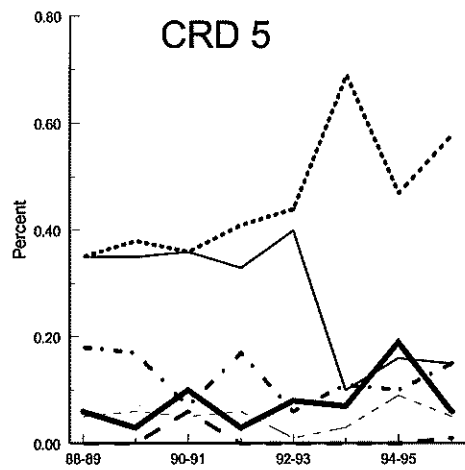
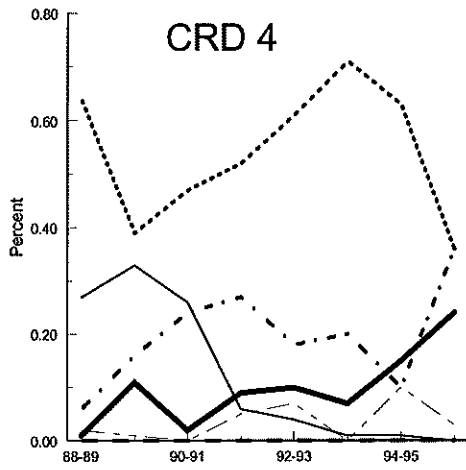
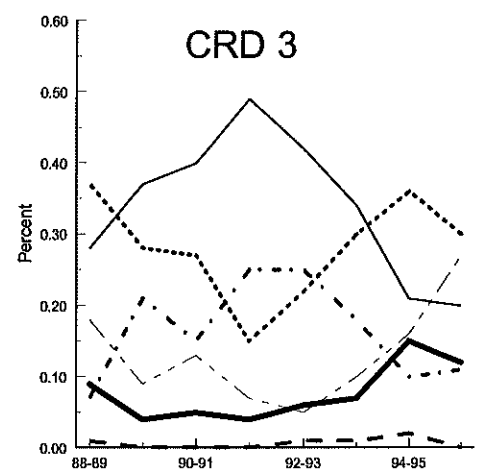
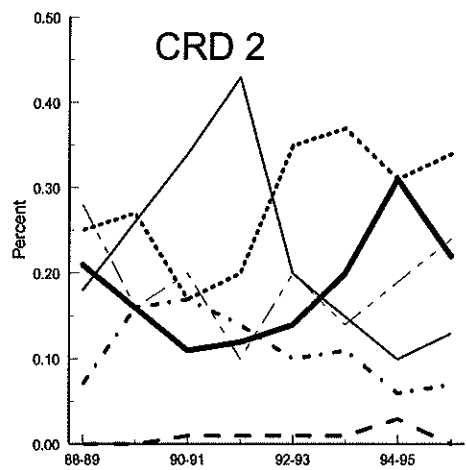
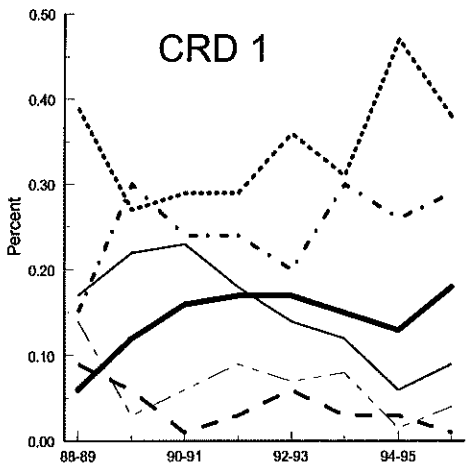
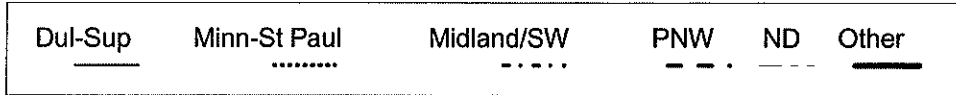


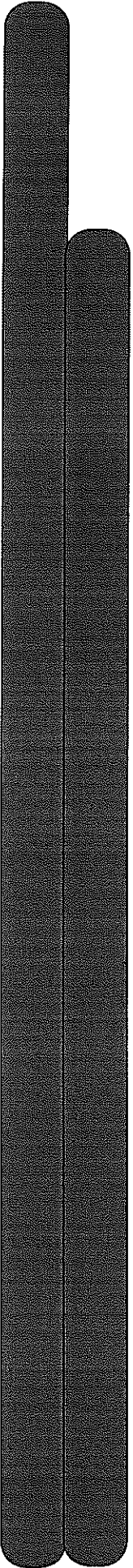
Destinations for Durum Shipments from ND
(1,000 Bushels)

	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	24,167	23,024	13,912	929	8,049	8,227	78,308
	0.31	0.29	0.18	0.01	0.10	0.11	
1991-92	26,063	23,524	17,740	1,192	6,738	8,636	83,893
	0.31	0.28	0.21	0.01	0.08	0.10	
1992-93	20,627	30,825	15,986	2,424	6,914	11,305	88,081
	0.23	0.35	0.18	0.03	0.08	0.13	
1993-94	12,760	31,049	18,678	2,196	6,802	11,436	82,921
	0.15	0.37	0.23	0.03	0.08	0.14	
1994-95	6,592	31,165	12,590	1,569	6,493	11,152	69,562
	0.09	0.44	0.18	0.02	0.09	0.16	
1995-96	7,284	27,385	15,374	687	6,929	12,245	69,903
	0.10	0.40	0.22	0.01	0.10	0.18	



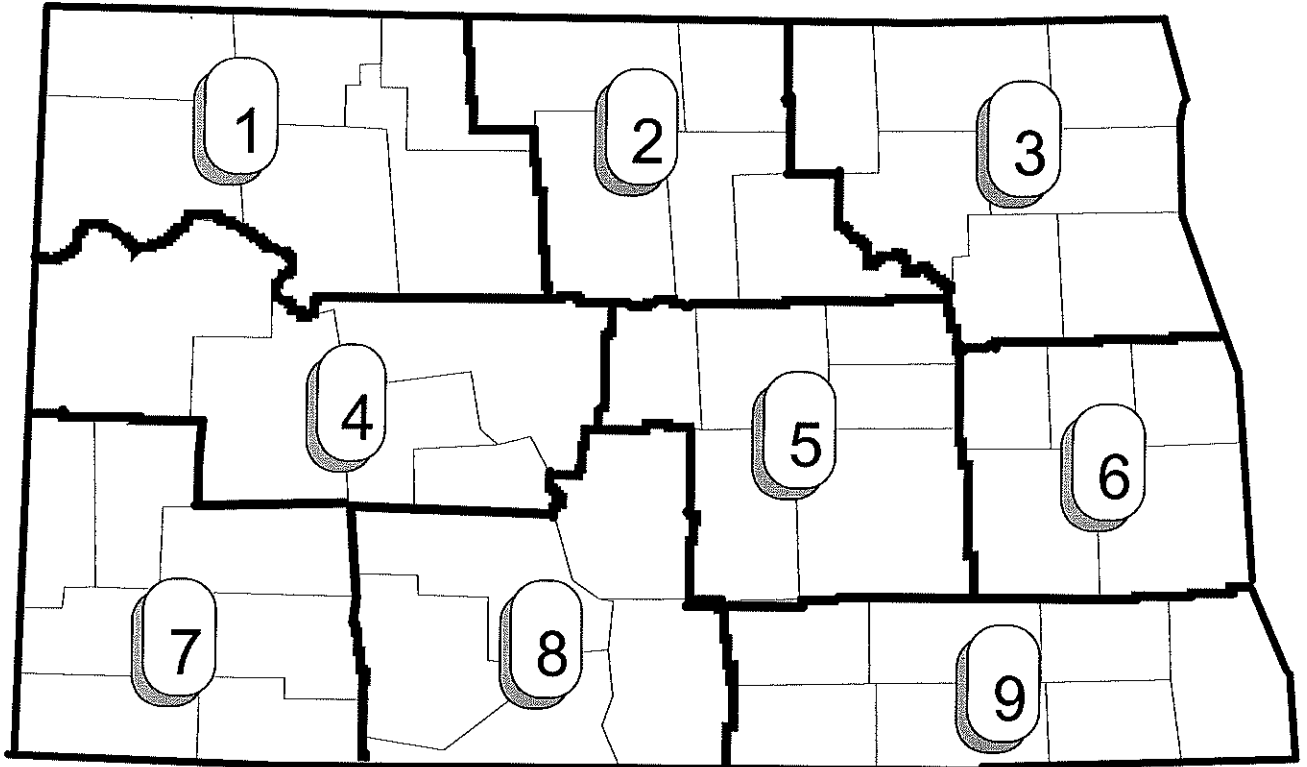
Destinations for Durum Shipments from ND CRDs





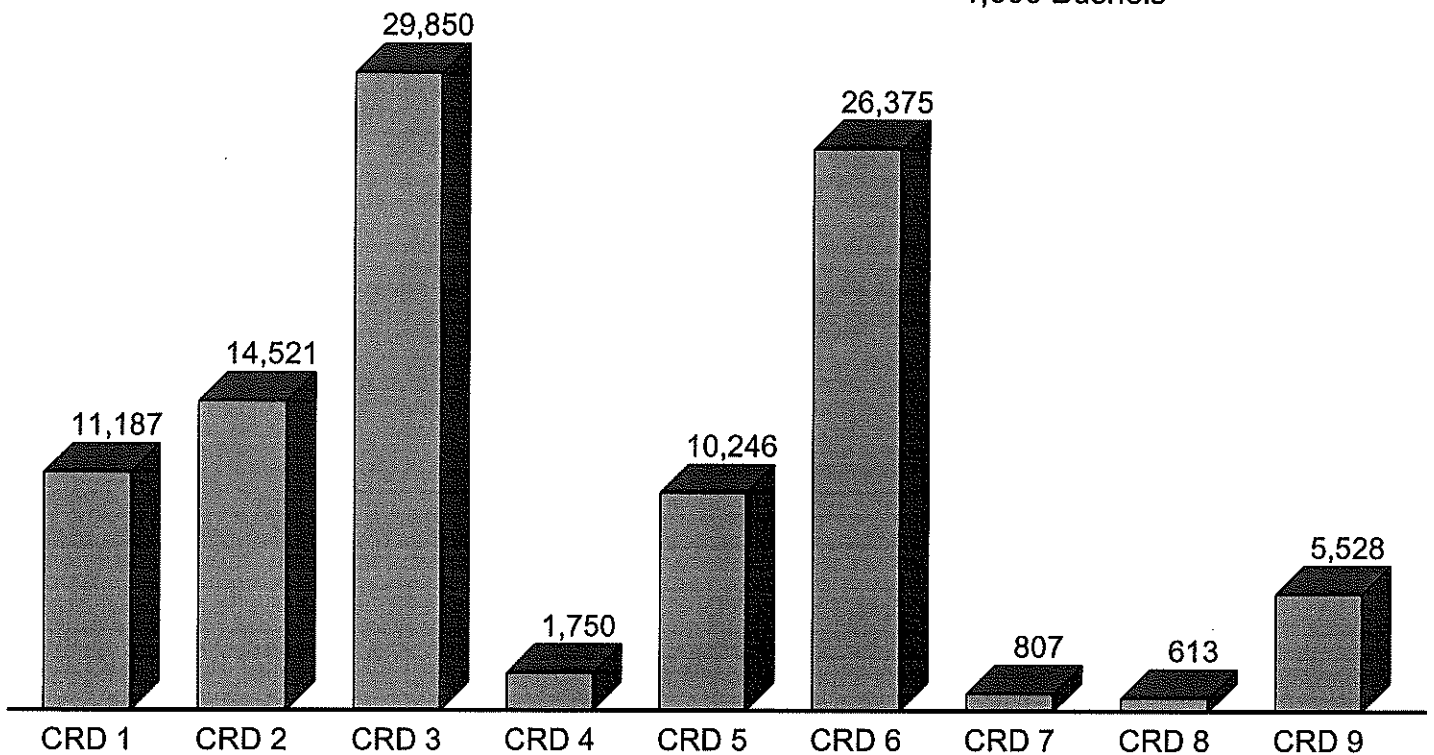
Barley

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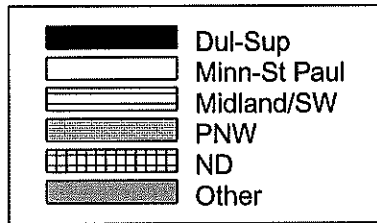
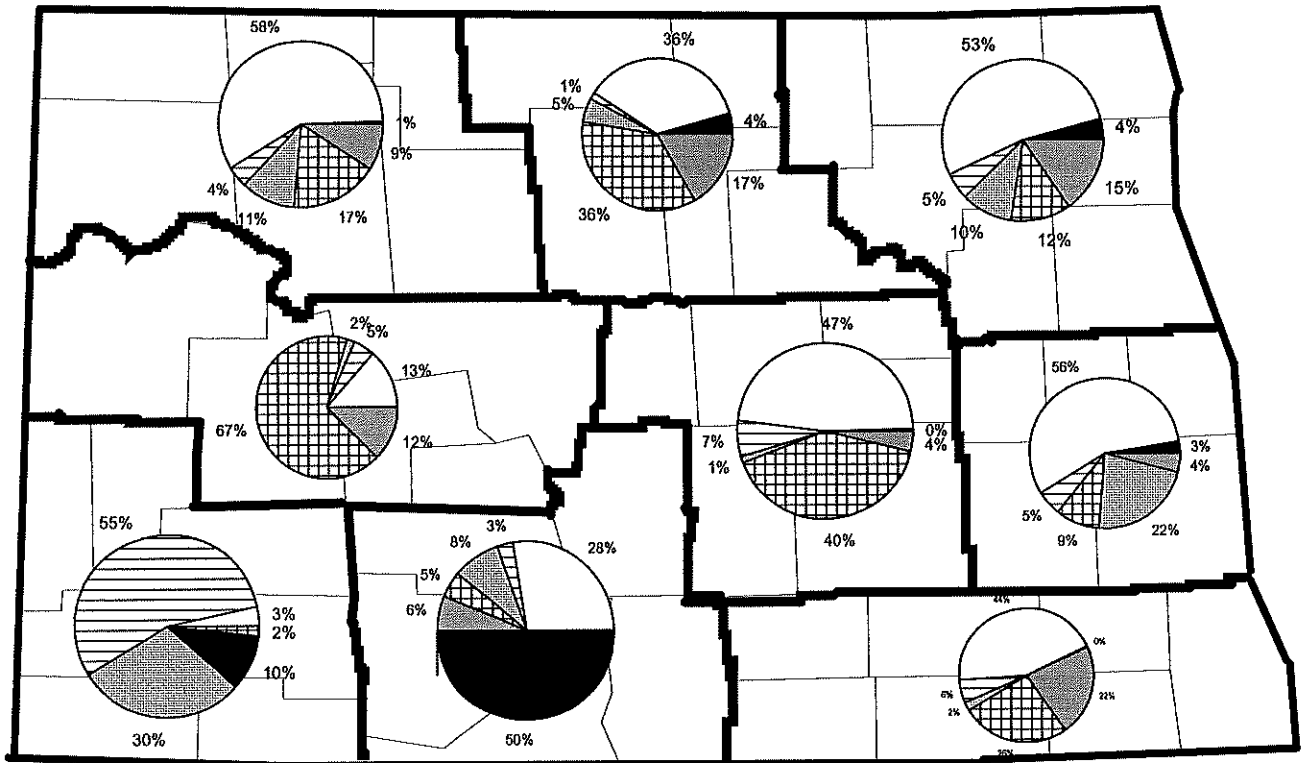


Barley Shipments Originating from Each CRD, 1995-96

- 1,000 Bushels -

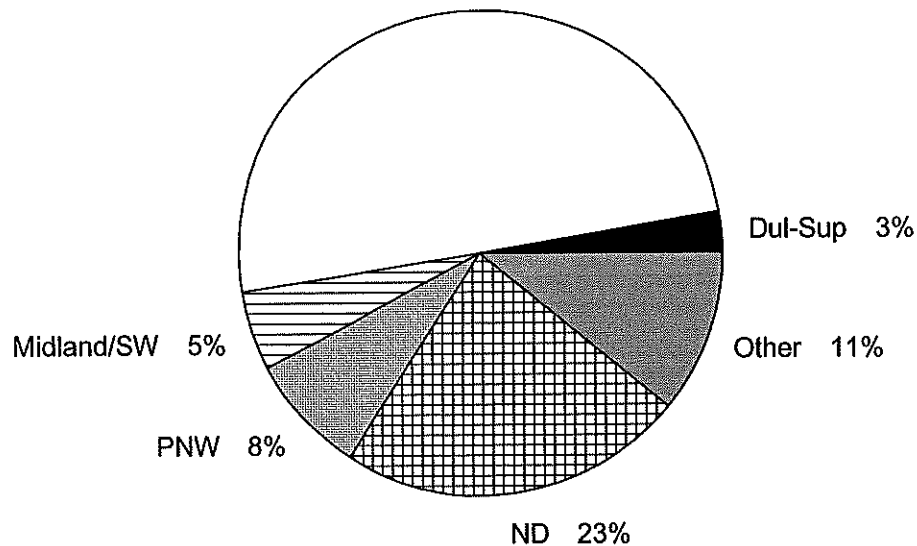


Destinations for Barley Shipments from Each CRD, 1995-96



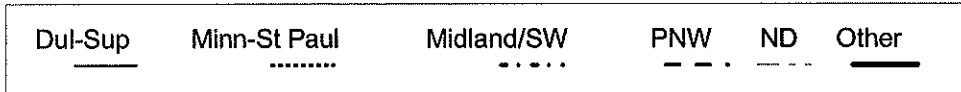
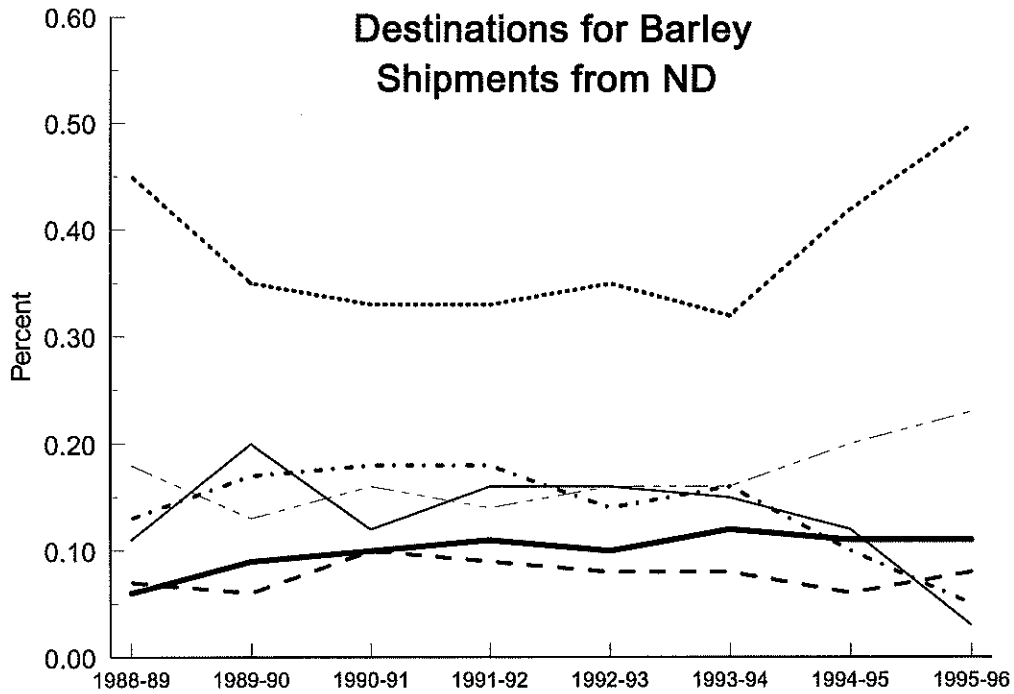
Destinations for Barley Shipments from ND Elevators, 1995-96

Minn-St Paul 50%

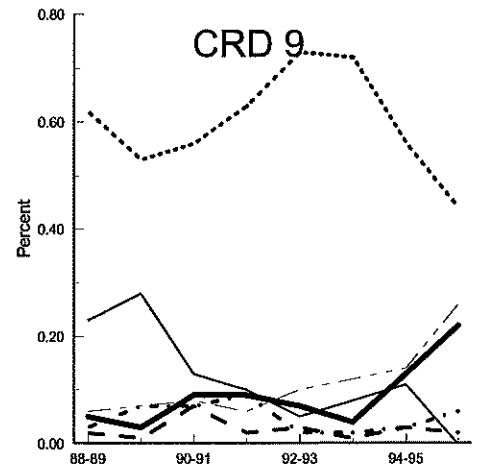
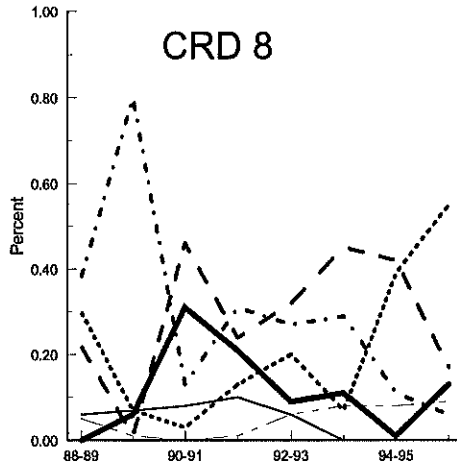
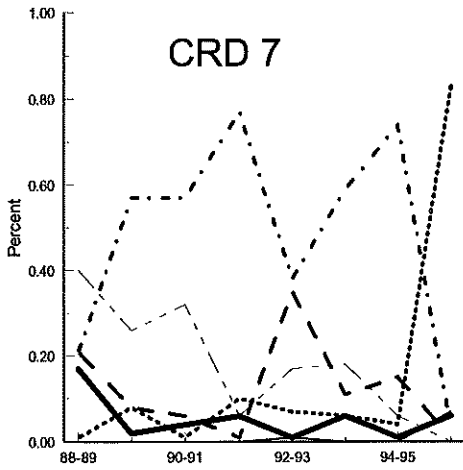
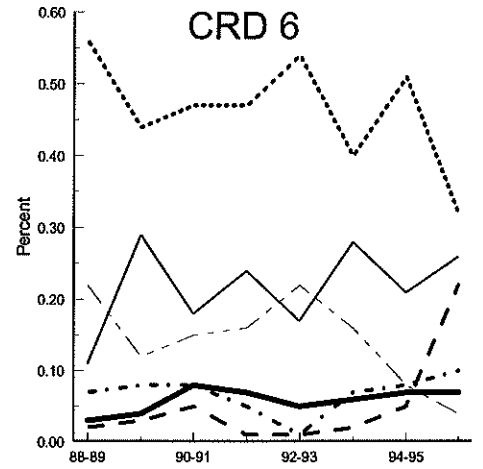
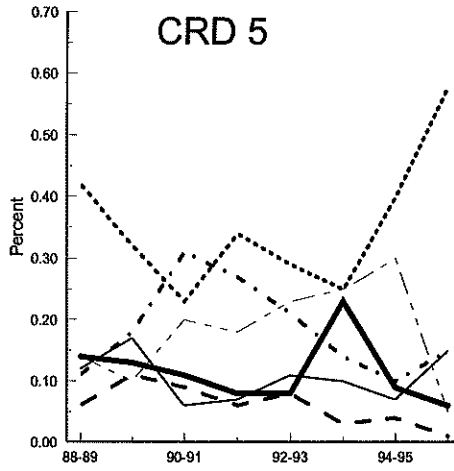
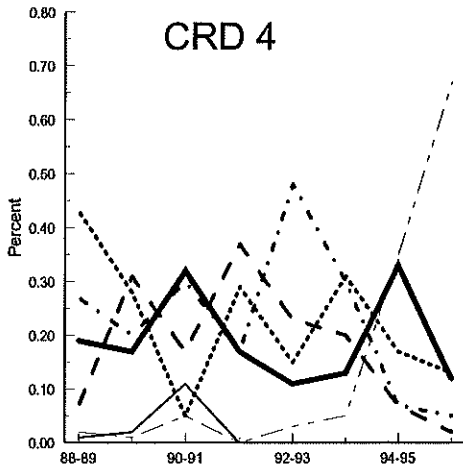
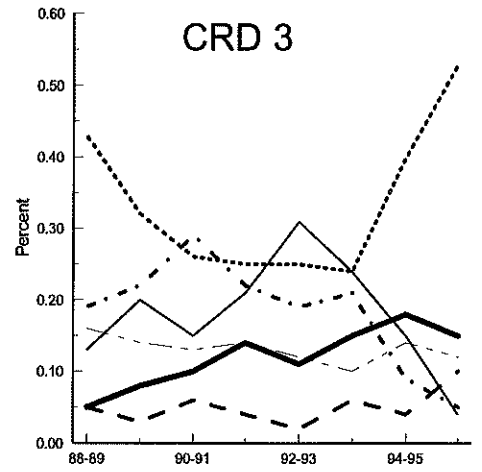
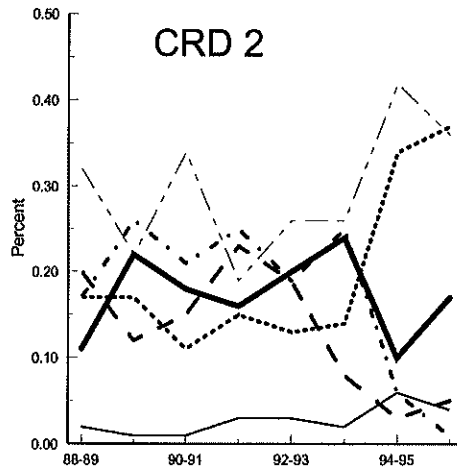
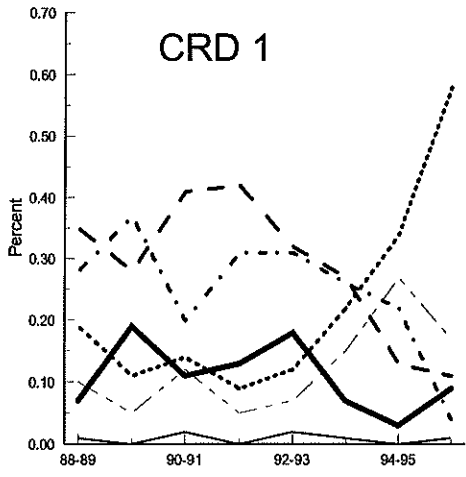


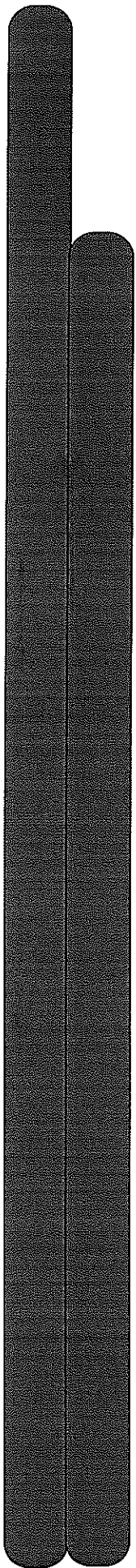
Destinations for Barley Shipments from ND
(1,000 Bushels)

	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	14,200	38,032	20,482	11,695	17,776	11,861	114,046
	0.12	0.33	0.18	0.10	0.16	0.10	
1991-92	19,398	40,691	22,431	11,197	17,219	13,848	124,784
	0.16	0.33	0.18	0.09	0.14	0.11	
1992-93	20,799	45,943	18,725	10,799	21,407	13,466	131,139
	0.16	0.35	0.14	0.08	0.16	0.10	
1993-94	16,257	35,630	18,105	8,447	17,756	13,739	109,934
	0.15	0.32	0.16	0.08	0.16	0.13	
1994-95	14,514	50,493	11,798	6,763	23,597	13,085	120,251
	0.12	0.42	0.10	0.06	0.20	0.11	
1995-96	2,705	50,241	5,302	8,098	23,533	10,998	100,878
	0.03	0.50	0.05	0.08	0.23	0.11	



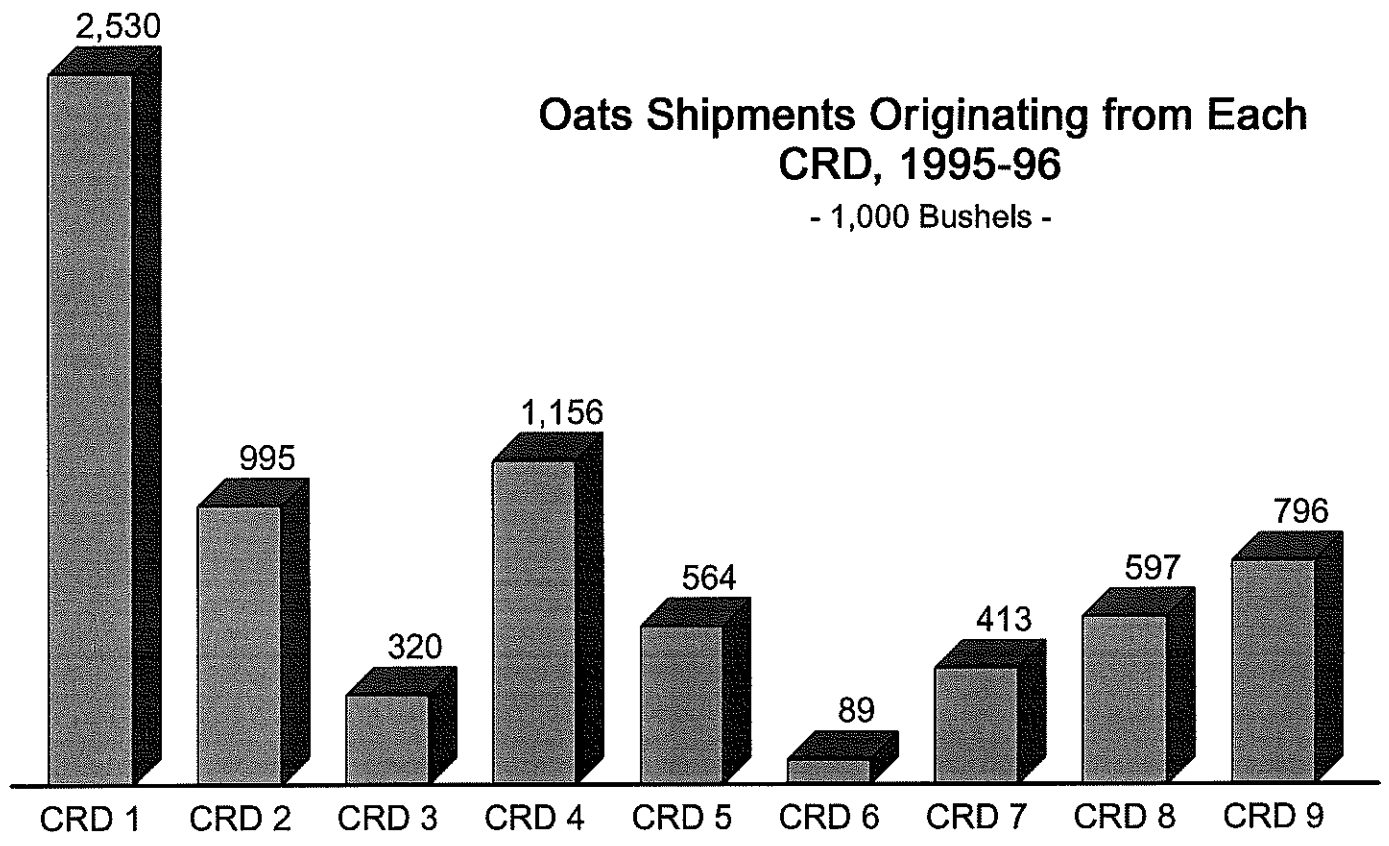
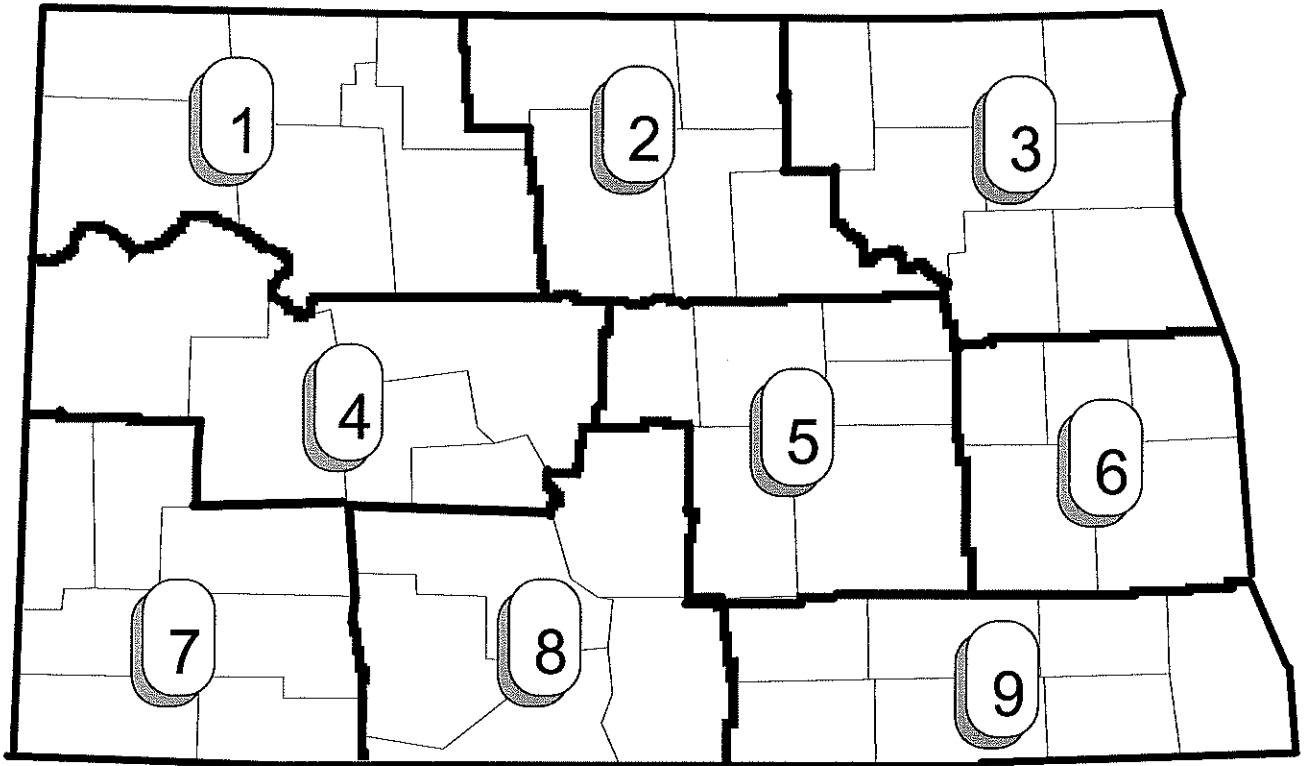
Destinations for Barley Shipments from ND CRDs



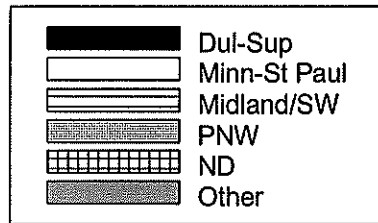
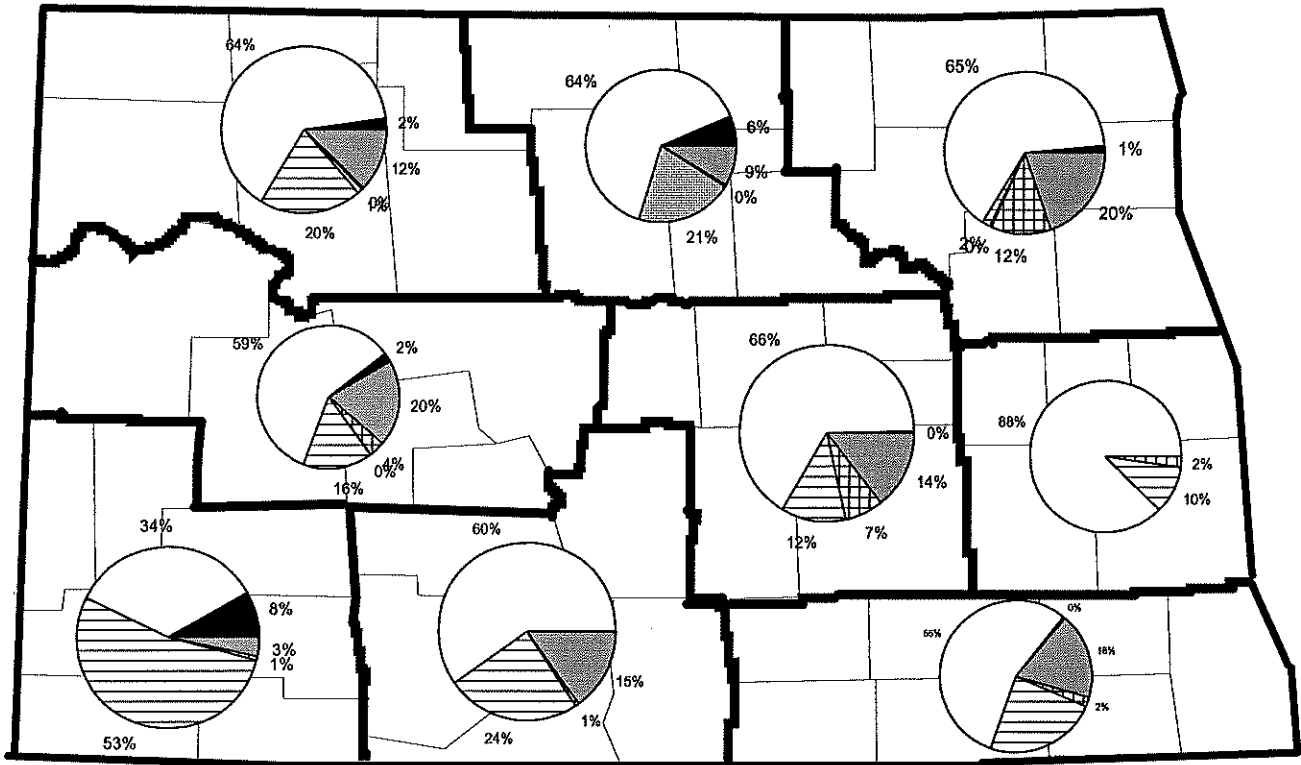


Oats

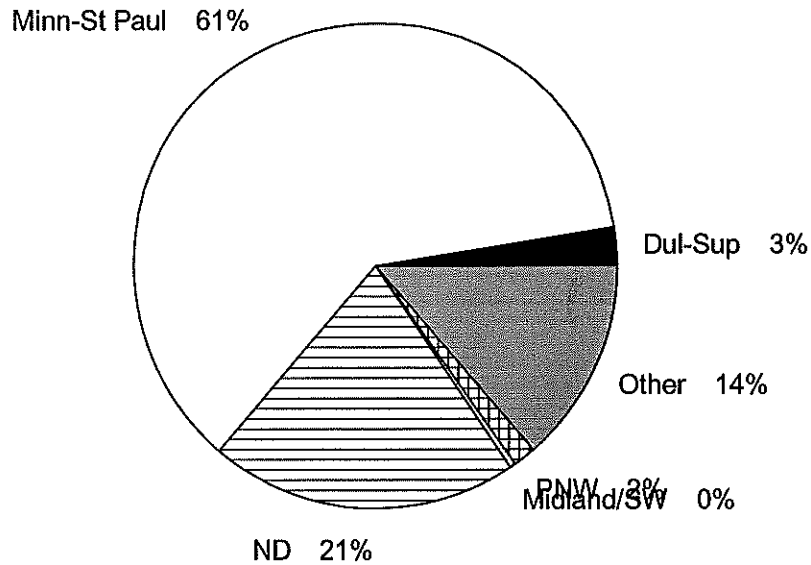
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Destinations for Oats Shipments from Each CRD, 1995-96

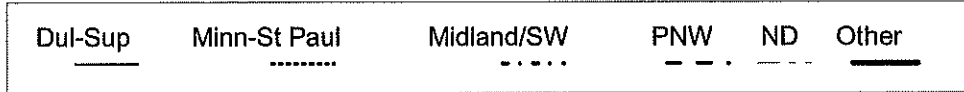
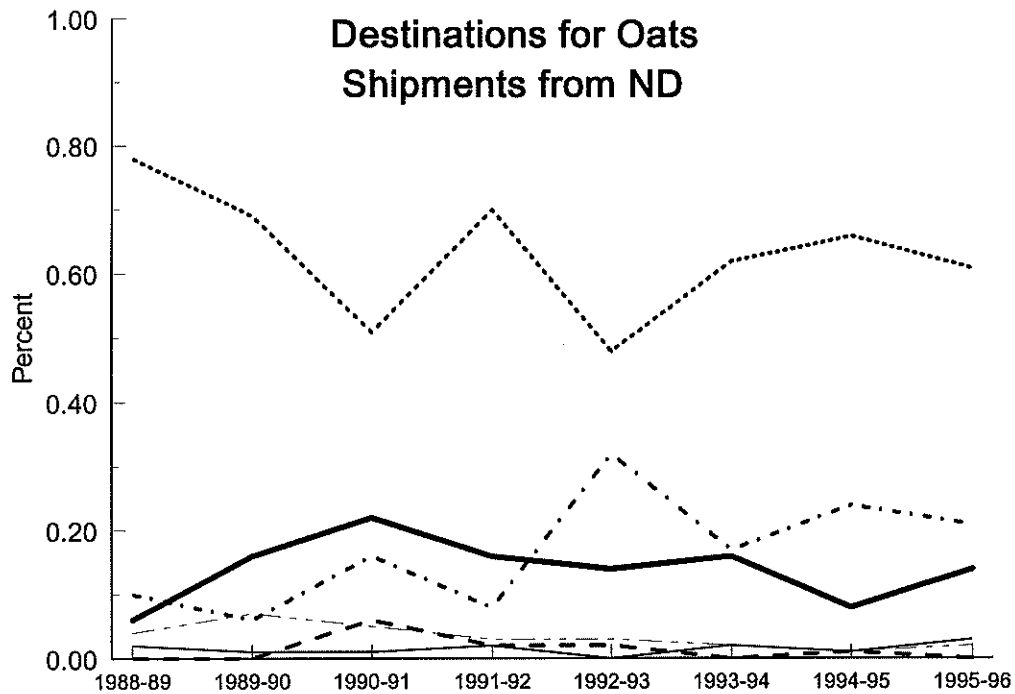


Destinations for Oats Shipments from ND Elevators, 1995-96

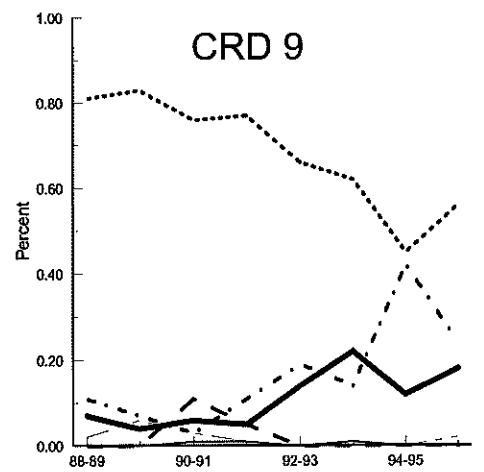
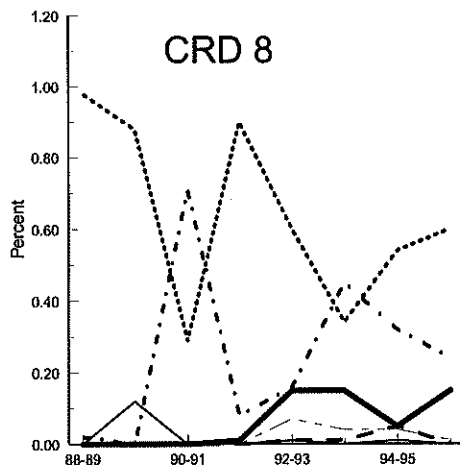
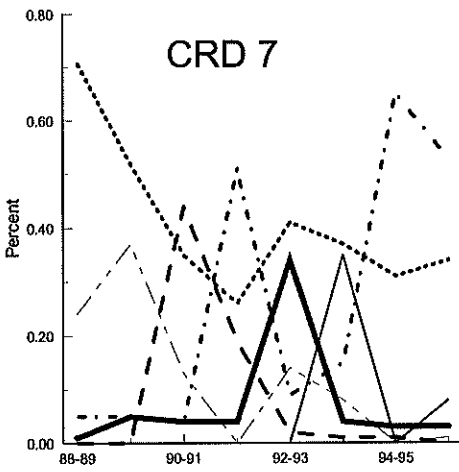
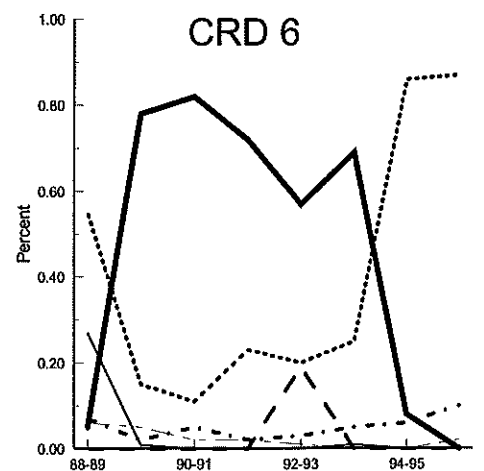
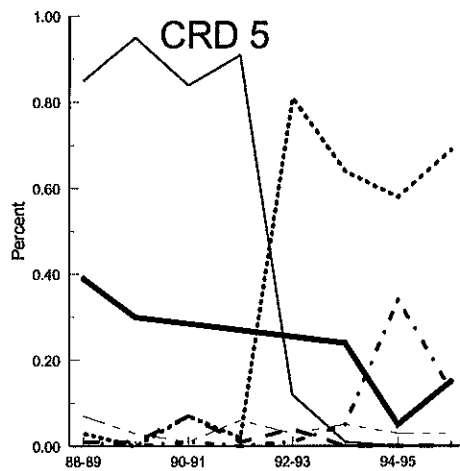
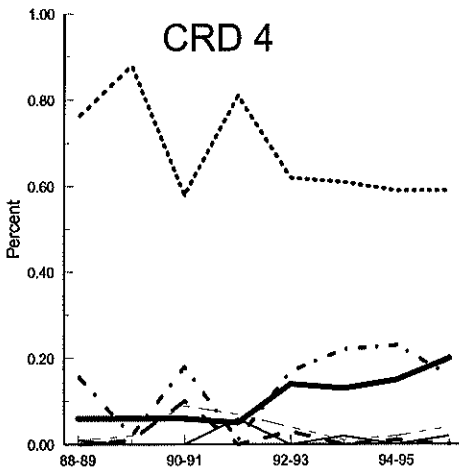
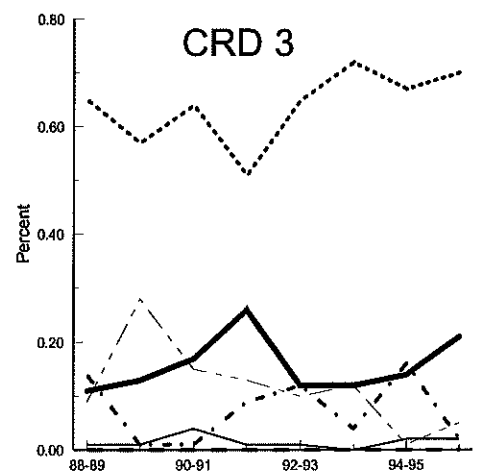
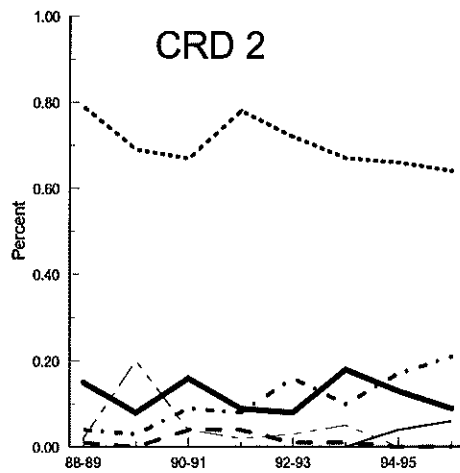
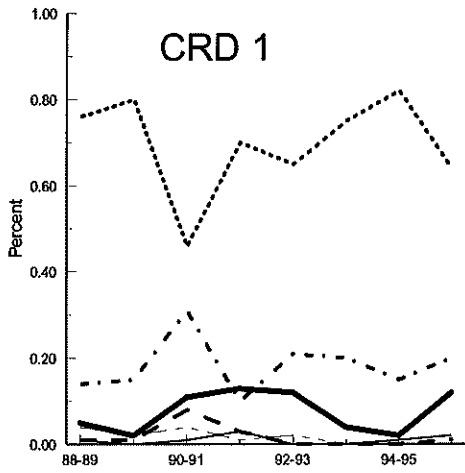
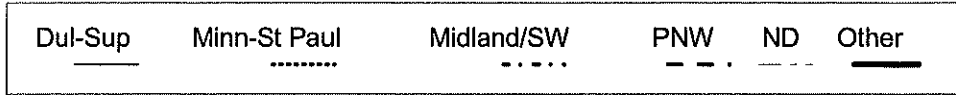


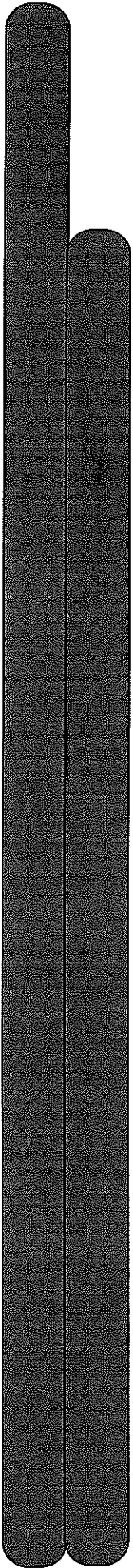
Destinations for Oats Shipments from ND
(1,000 Bushels)

	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	45	2,858	871	316	295	1,216	5,601
	0.01	0.51	0.16	0.06	0.05	0.22	
1991-92	146	5,291	603	181	197	1,192	7,610
	0.02	0.70	0.08	0.02	0.03	0.16	
1992-93	28	6,411	4,259	270	441	1,863	13,272
	0.00	0.48	0.32	0.02	0.03	0.14	
1993-94	206	7,073	1,990	47	289	1,820	11,425
	0.02	0.62	0.17	0.00	0.03	0.16	
1994-95	105	6,721	2,467	67	121	781	10,262
	0.01	0.66	0.24	0.01	0.01	0.08	
1995-96	191	4,569	1,539	28	113	1,022	7,461
	0.03	0.61	0.21	0.00	0.02	0.14	



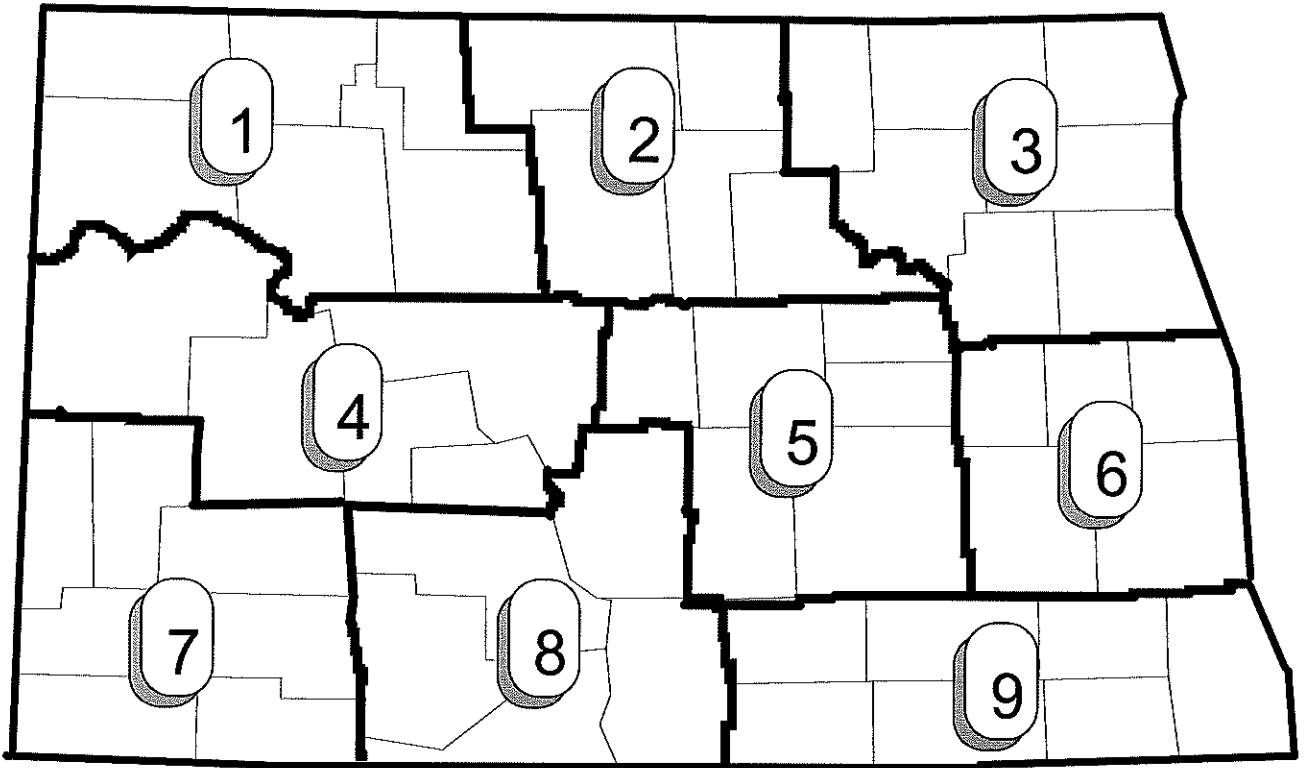
Destinations for Oats Shipments from ND CRDs





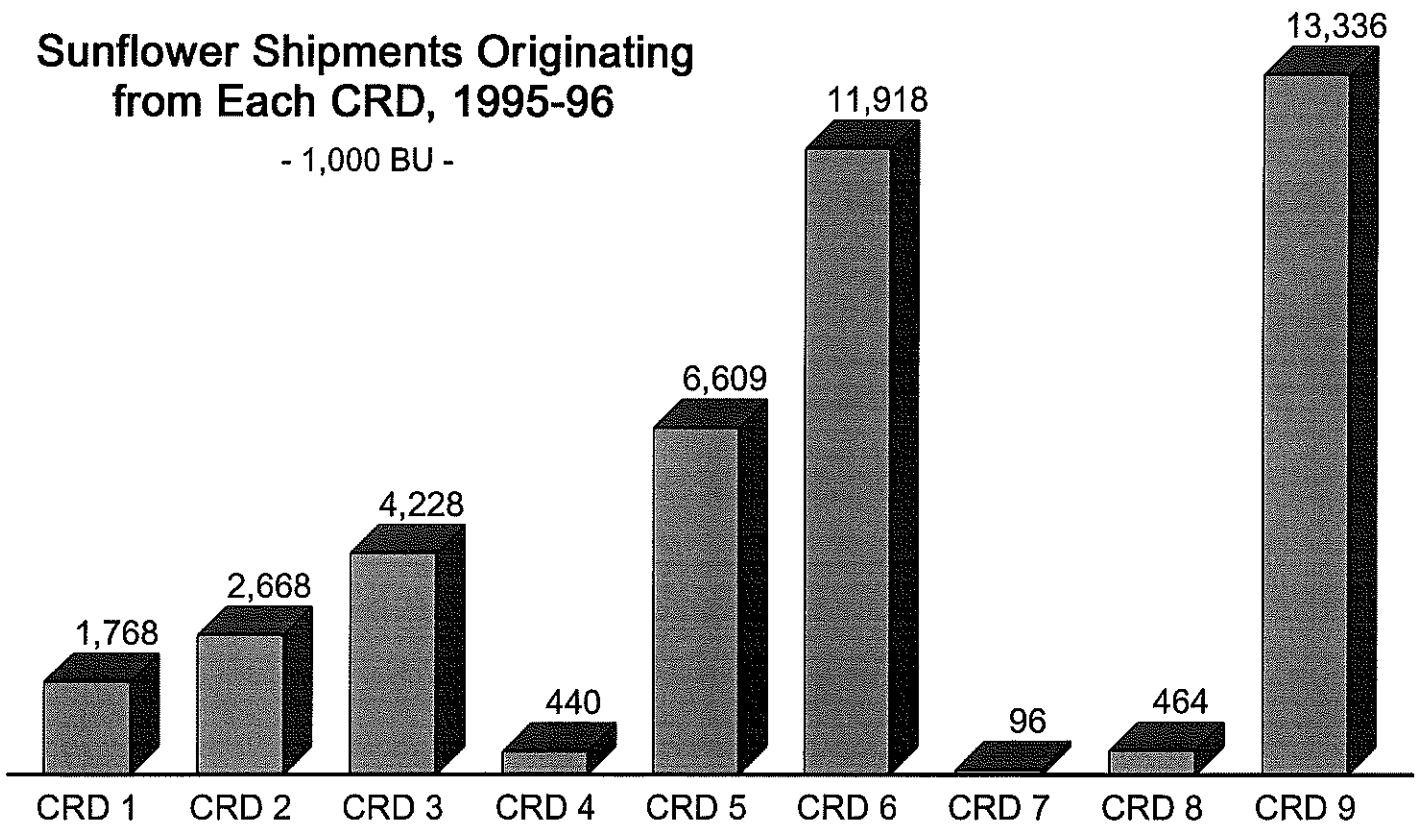
Sunflowers

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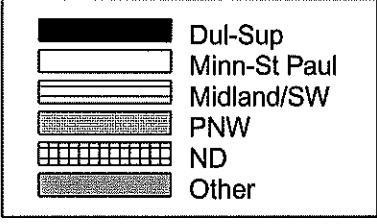
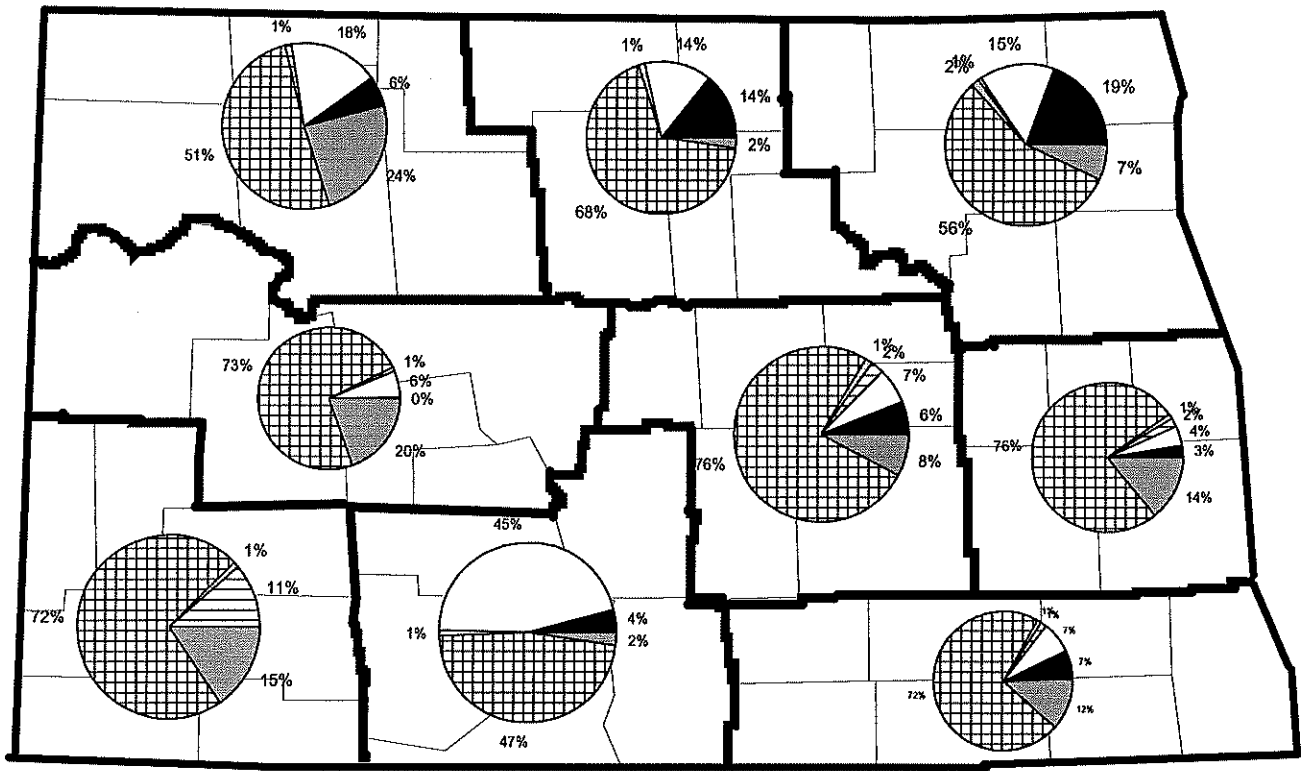


Sunflower Shipments Originating from Each CRD, 1995-96

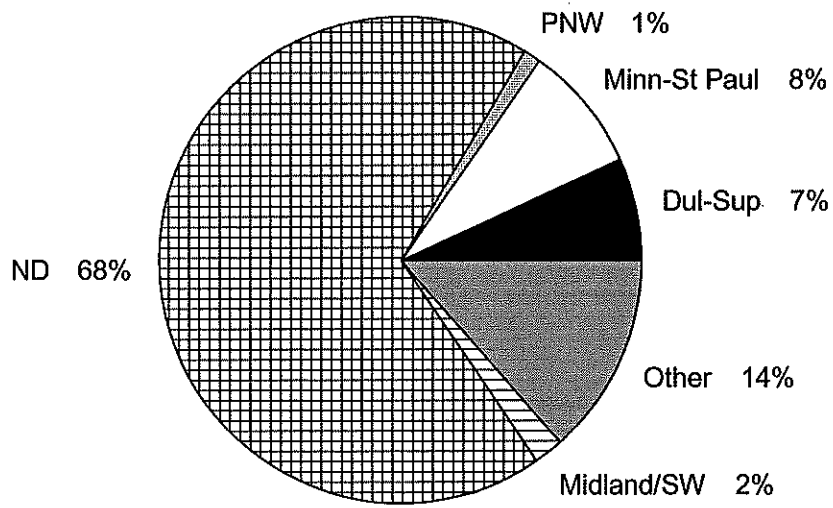
- 1,000 BU -



Destinations for Sunflower Shipments from Each CRD, 1995-96

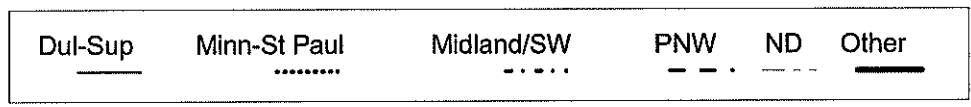
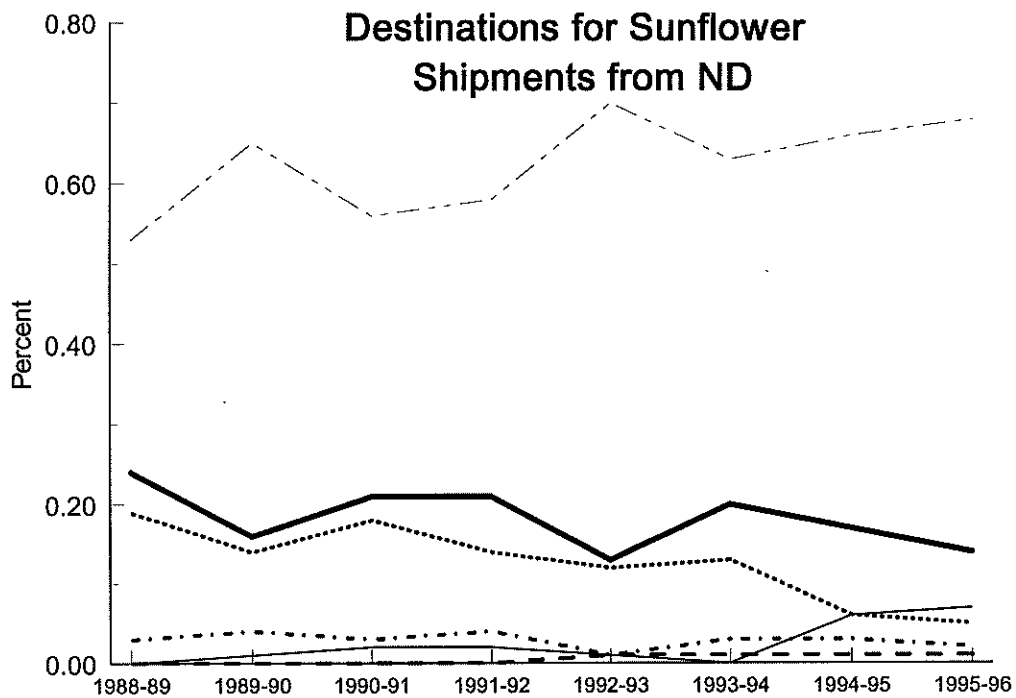


Destinations for Sunflower Shipments from Elevators, 1995-96

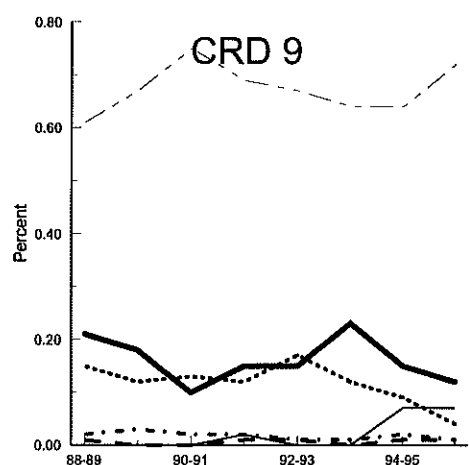
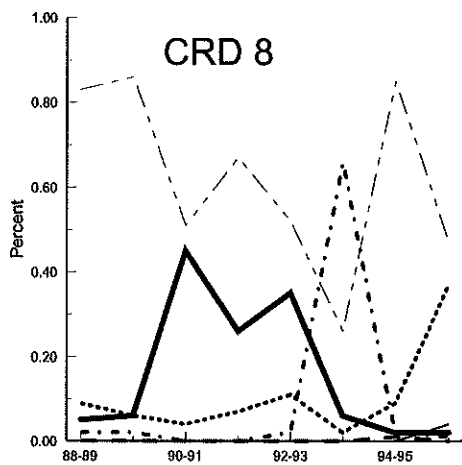
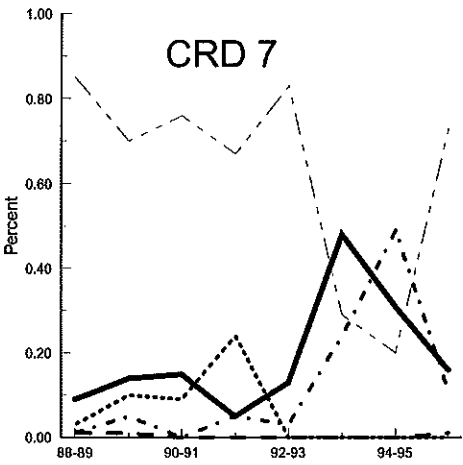
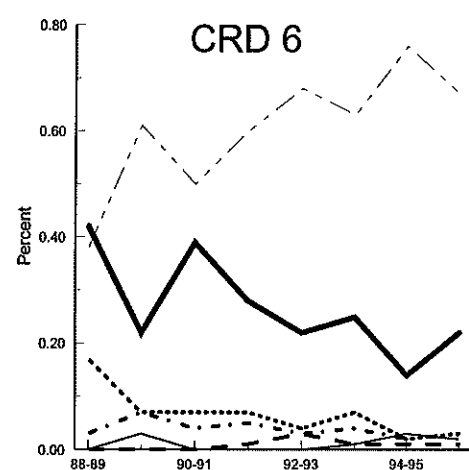
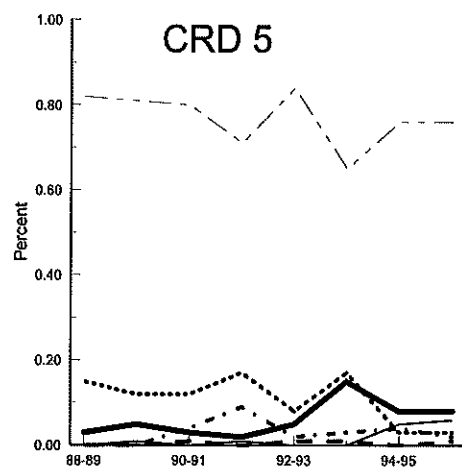
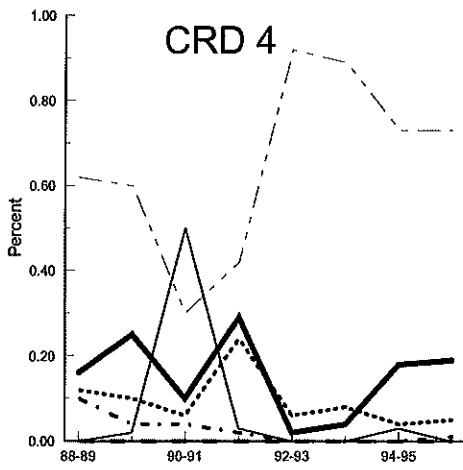
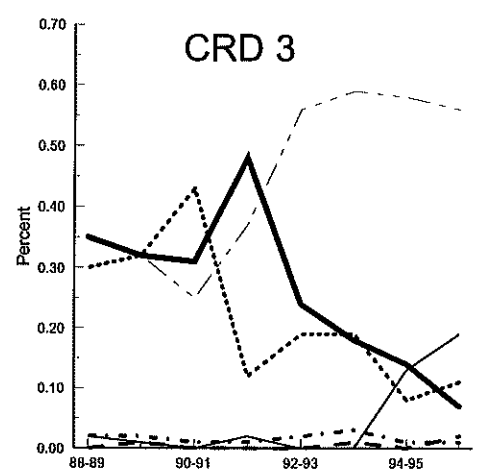
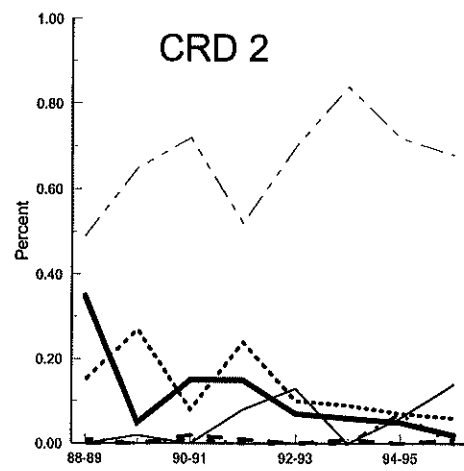
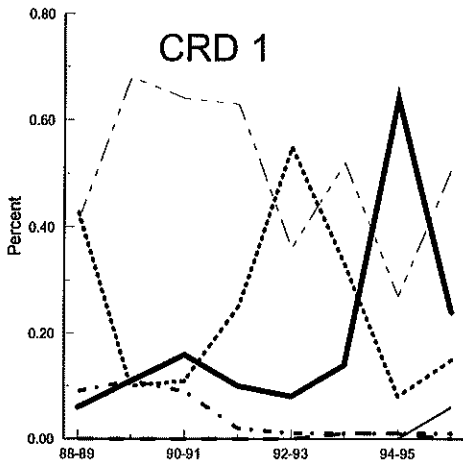
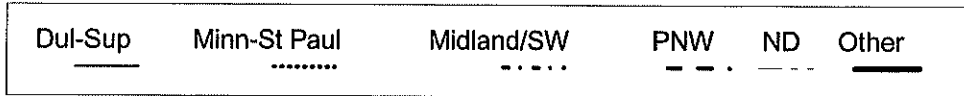


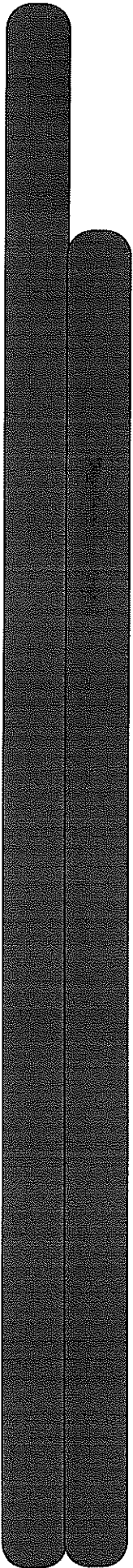
Destinations for Sunflower Shipments from ND
(1,000 Bushels)

	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	201	1,828	301	41	5,843	2,171	10,385
(cwt)	0.02	0.18	0.03	0.00	0.56	0.21	
1991-92	325	2,285	596	64	9,364	3,432	16,066
(cwt)	0.02	0.14	0.04	0.00	0.58	0.21	
1992-93	237	2,288	274	270	13,176	2,505	18,750
(cwt)	0.01	0.12	0.01	0.01	0.70	0.13	
1993-94	11	931	202	43	4,622	1,476	7,285
(cwt)	0.00	0.13	0.03	0.01	0.63	0.20	
1994-95	2,775	4,193	1,260	425	32,726	8,542	49,921
(bu)	0.06	0.08	0.03	0.01	0.66	0.17	
1995-96	2,804	3,515	822	481	28,296	5,609	41,528
	0.07	0.05	0.02	0.01	0.68	0.14	



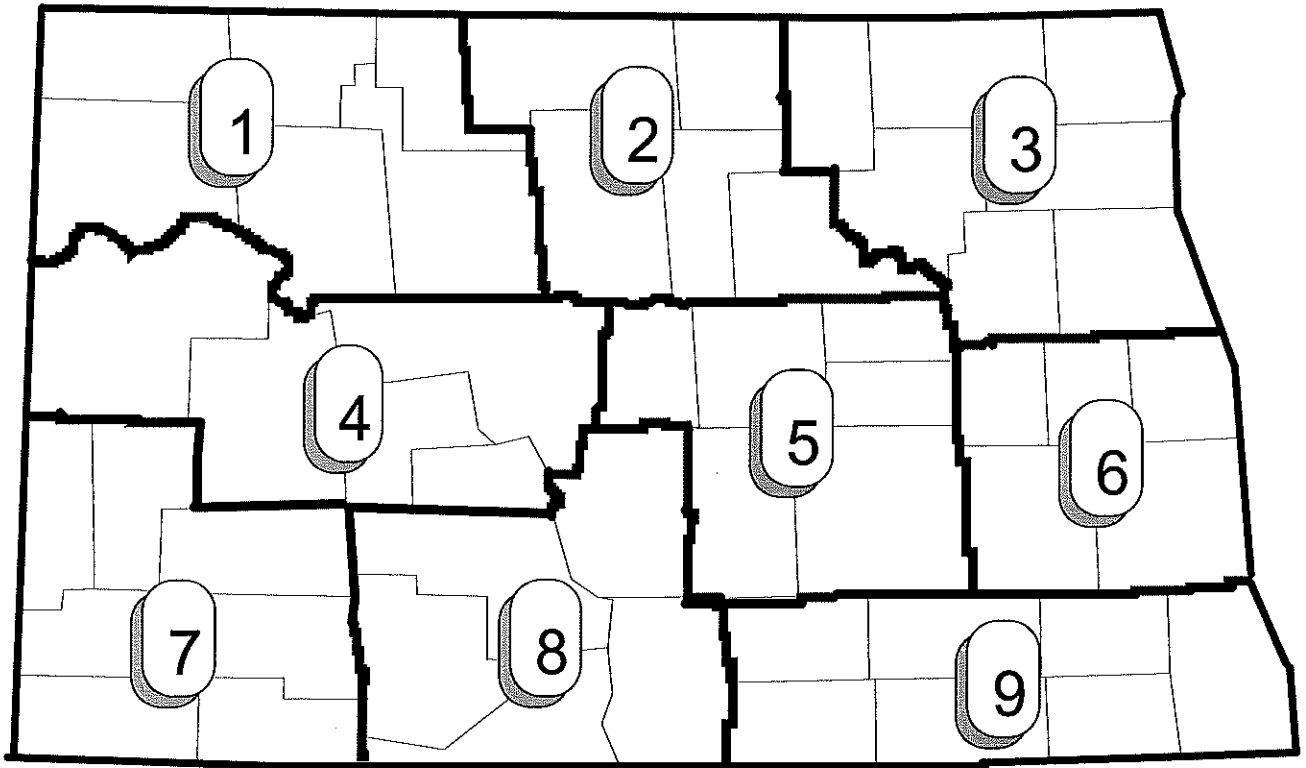
Destinations for Sunflower Shipments from ND CRDs



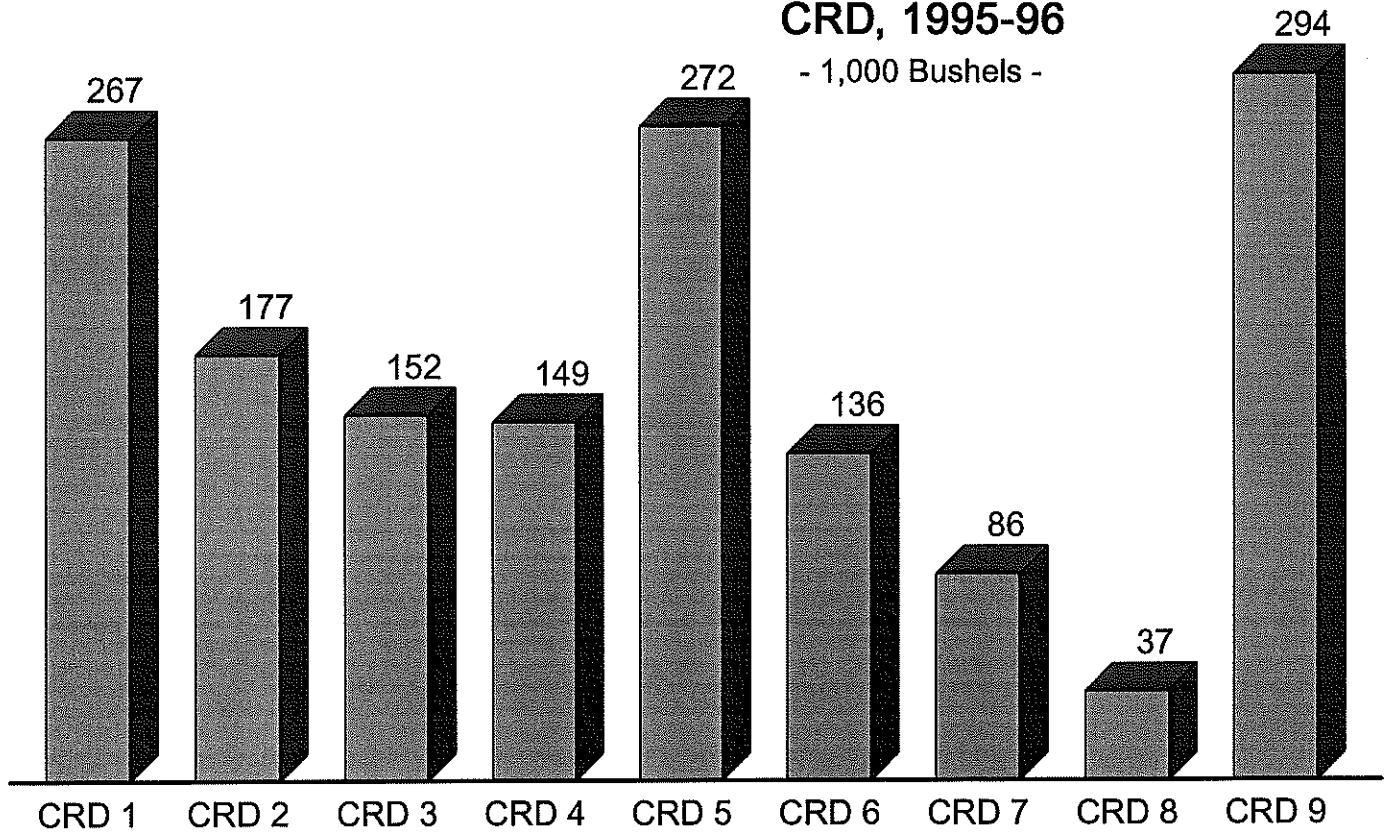


Flaxseed

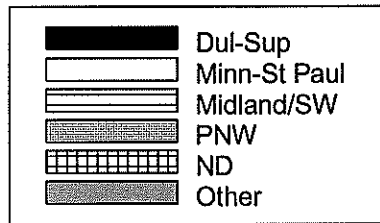
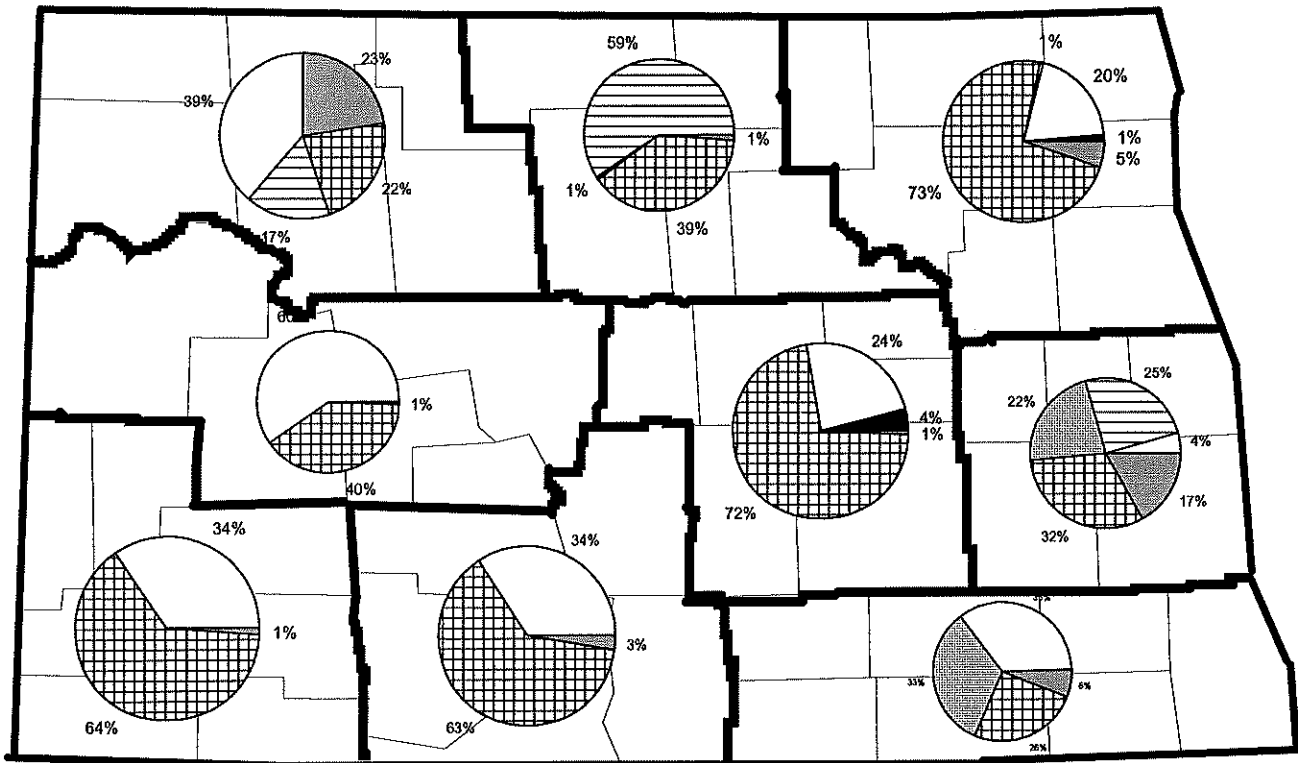
NORTH DAKOTA CROP REPORTING DISTRICTS



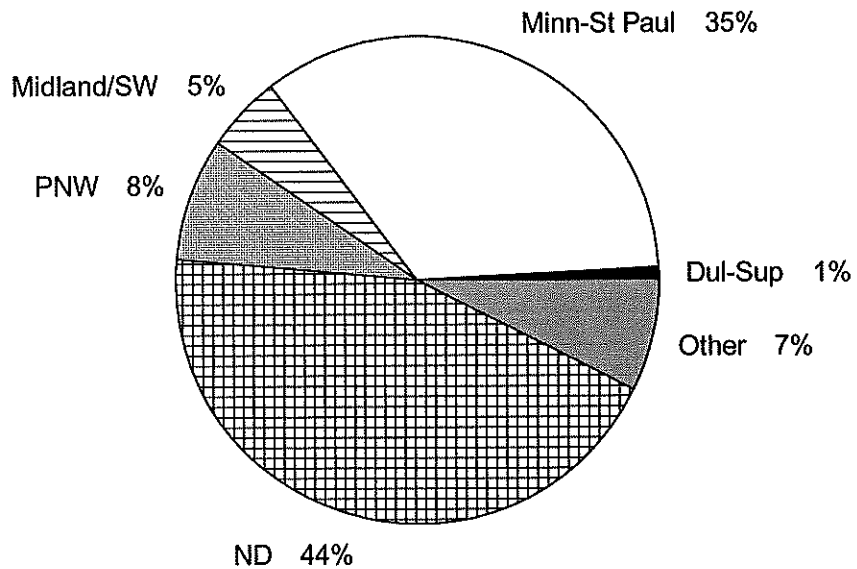
Flaxseed Shipments Originating from Each CRD, 1995-96



Destinations for Flaxseed Shipments from Each CRD, 1995-96

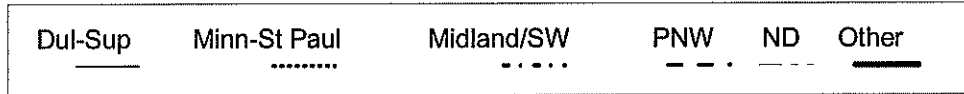
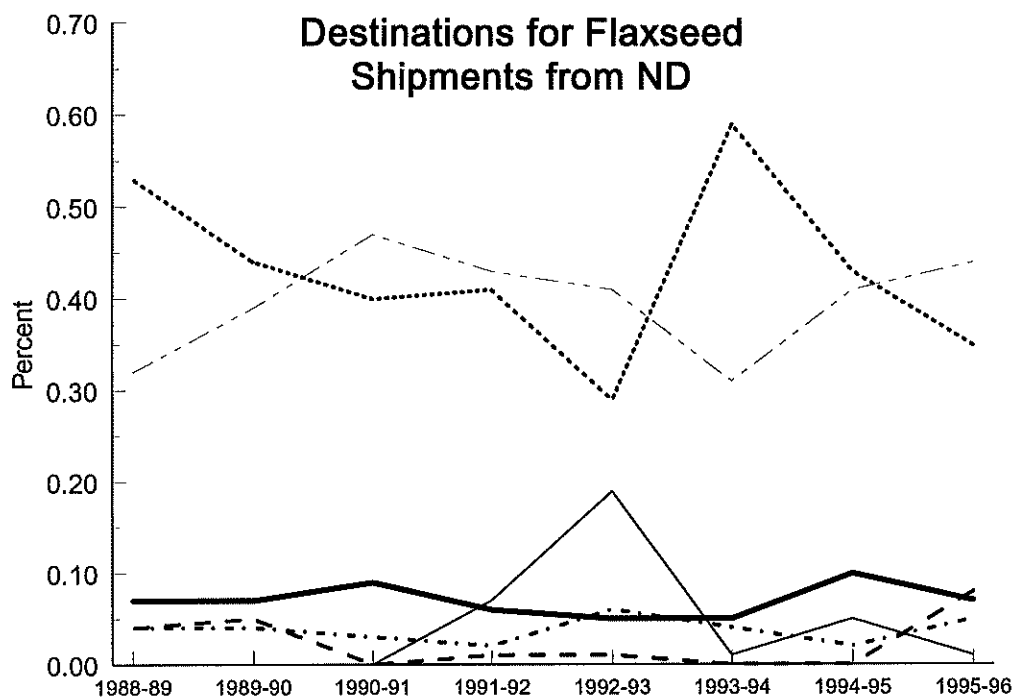


Destinations for Flaxseed Shipments from Elevators, 1995-96

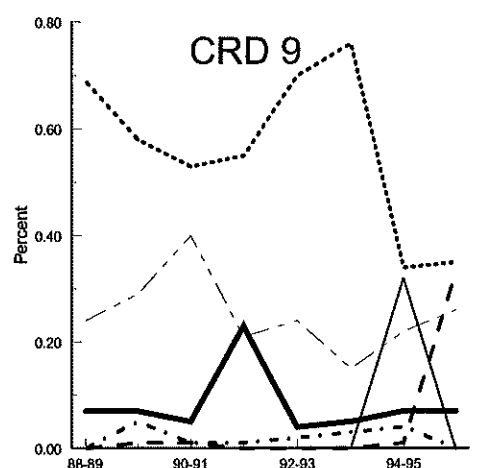
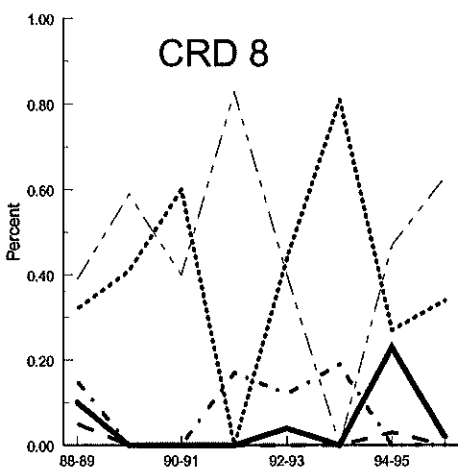
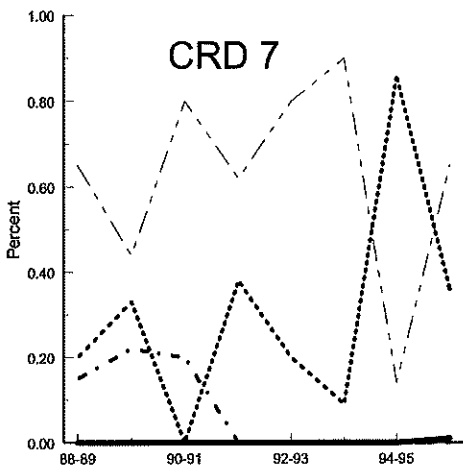
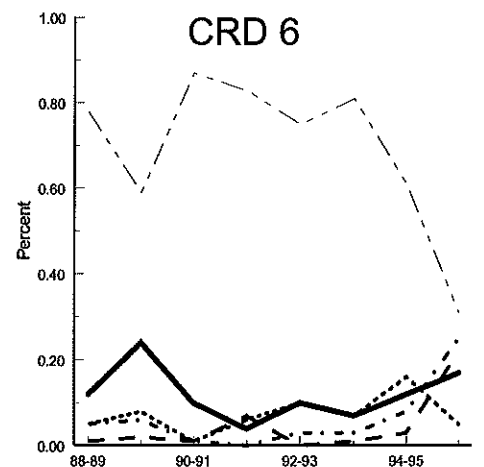
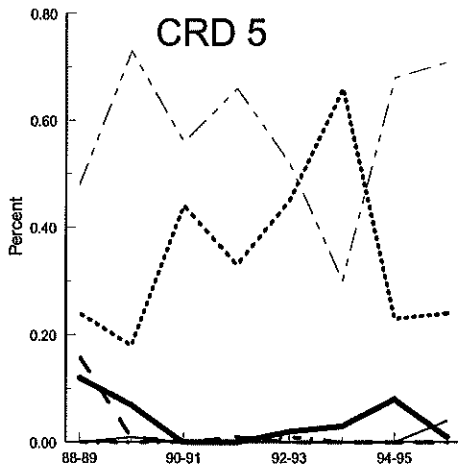
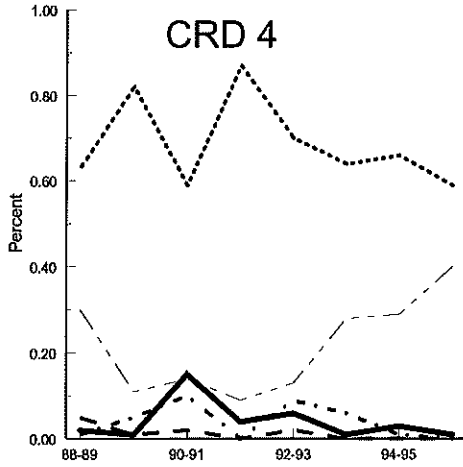
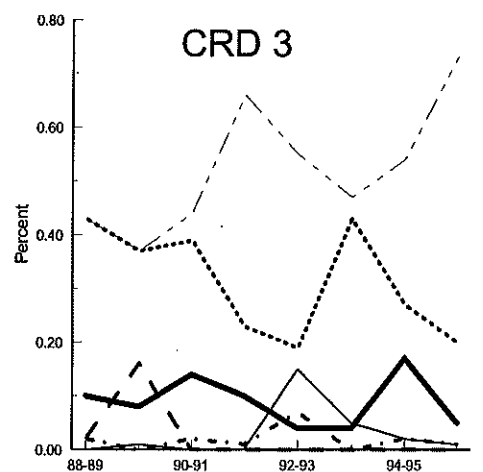
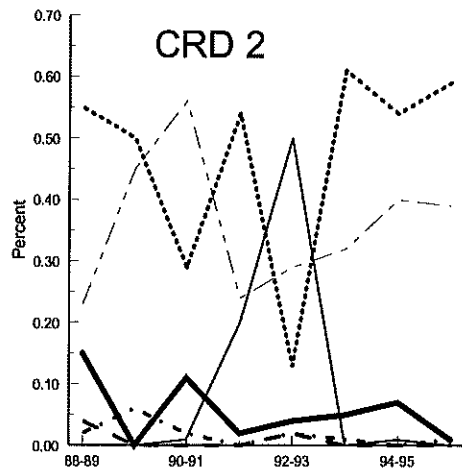
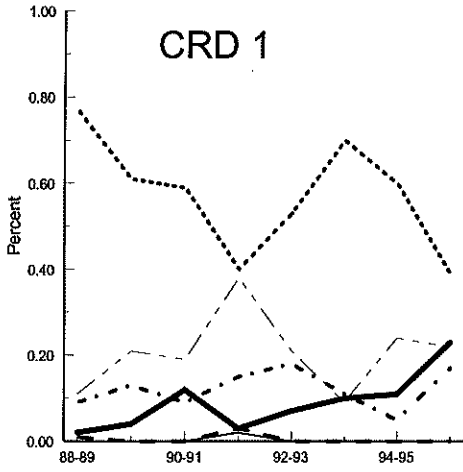
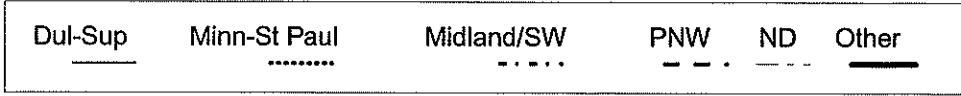


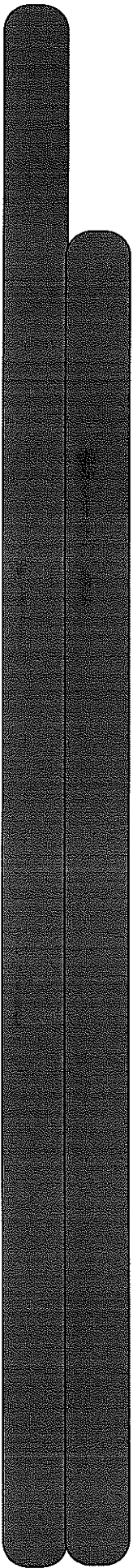
Destinations for Flaxseed Shipments from ND
(1,000 Bushels)

	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	6	909	69	7	1,068	199	2,258
	0.00	0.40	0.03	0.00	0.47	0.09	
1991-92	297	1,668	81	46	1,751	238	4,081
	0.07	0.41	0.02	0.01	0.43	0.06	
1992-93	682	1,036	205	29	1,501	168	3,621
	0.19	0.29	0.06	0.01	0.41	0.05	
1993-94	25	1,290	80	2	683	12	2,092
	0.01	0.62	0.04	0.00	0.33	0.01	
1994-95	113	960	50	5	923	218	2,270
	0.05	0.42	0.02	0.00	0.41	0.10	
1995-96	13	542	80	128	691	117	1,571
	0.01	0.35	0.05	0.08	0.44	0.07	



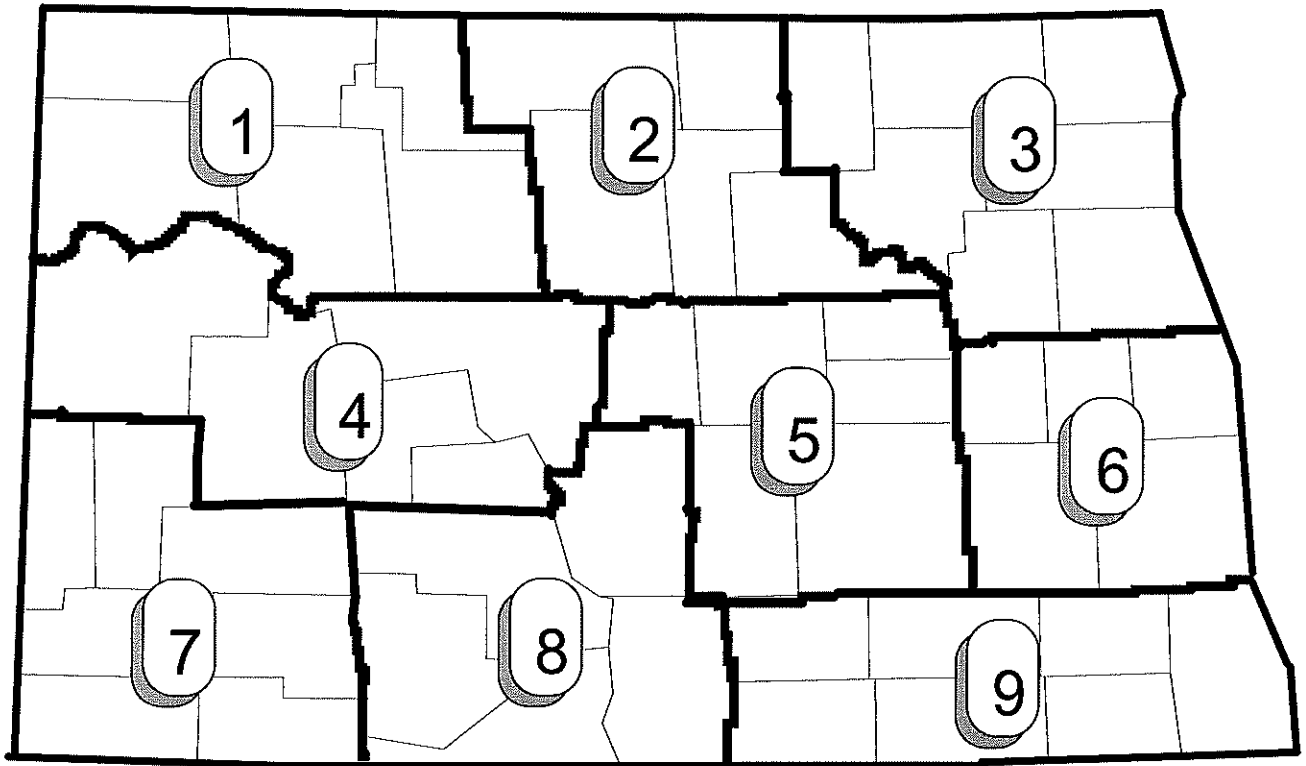
Destinations for Flaxseed Shipments from ND CRDs





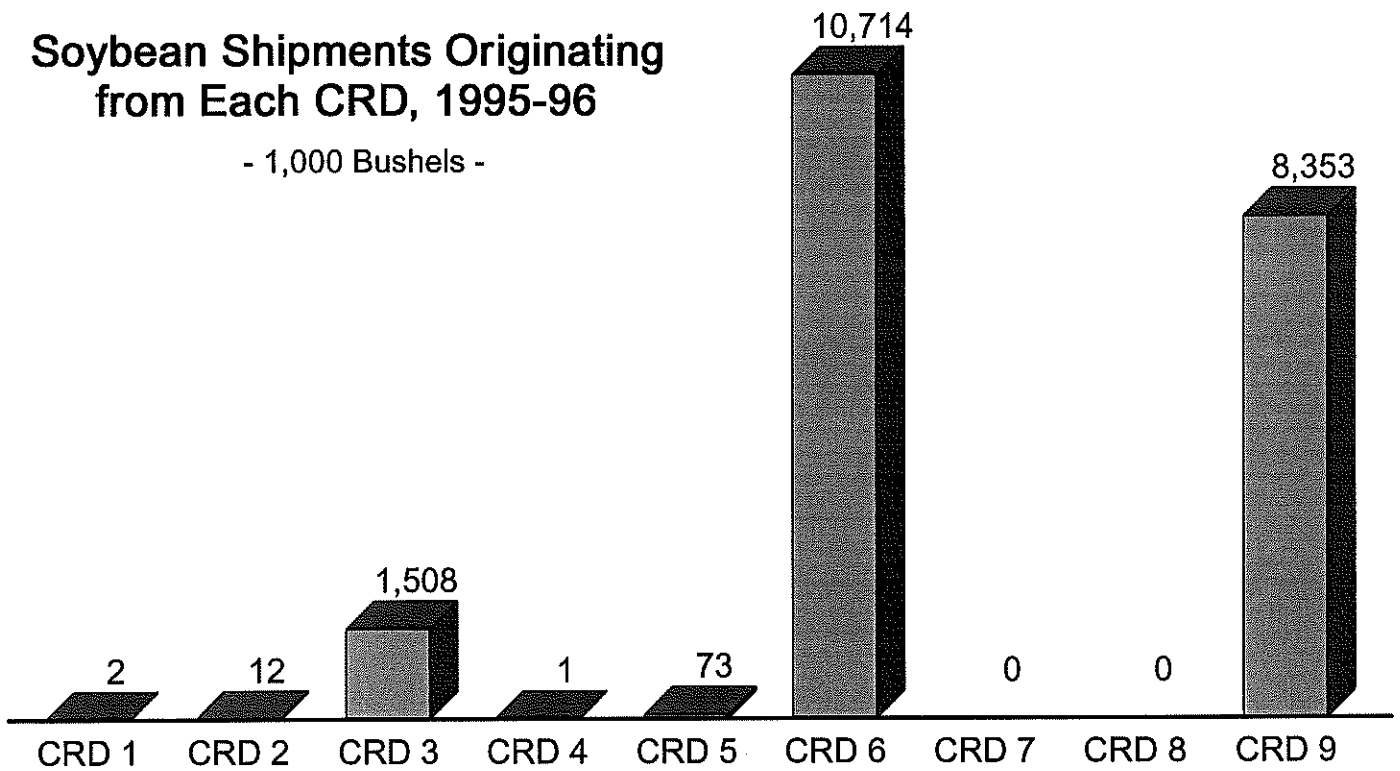
Soybeans

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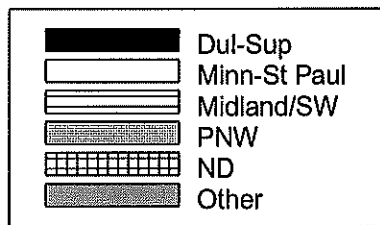
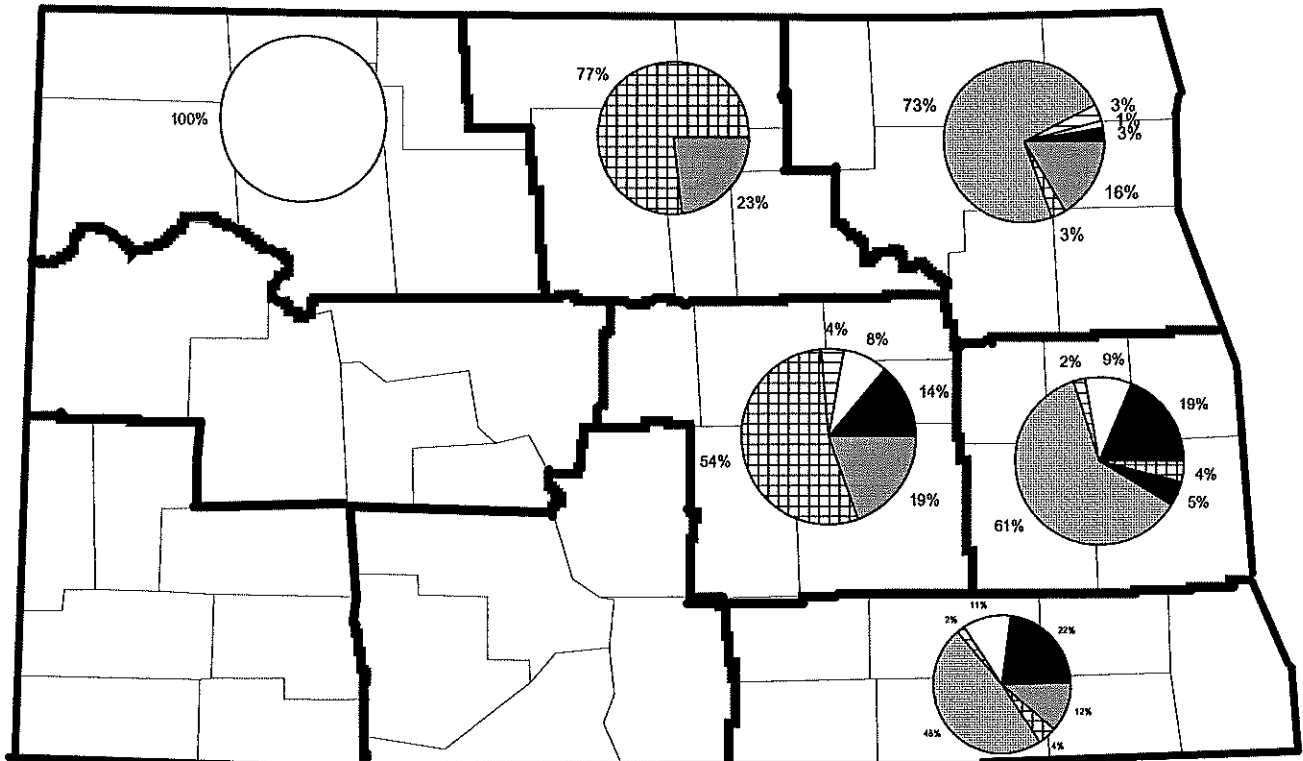


Soybean Shipments Originating from Each CRD, 1995-96

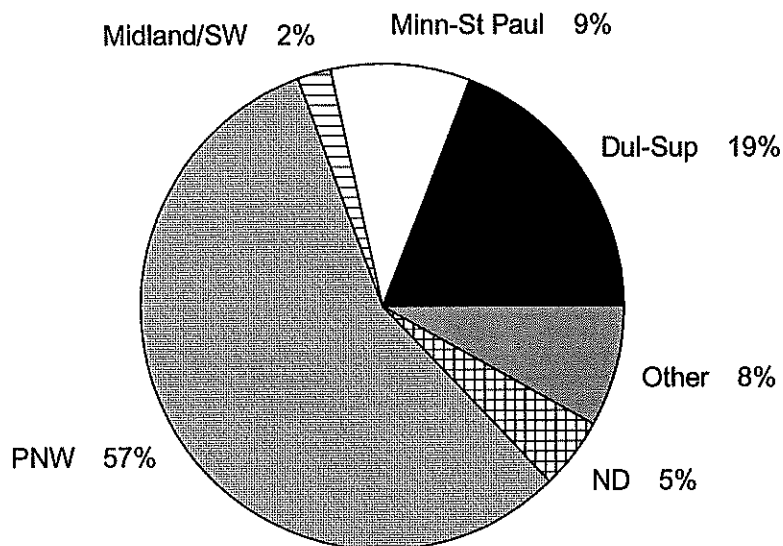
- 1,000 Bushels -



Destinations for Soybean Shipments from Each CRD, 1995-96

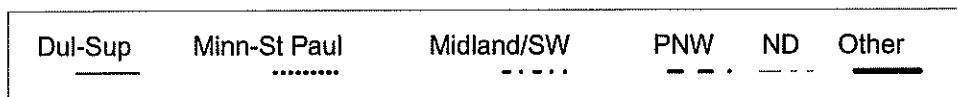
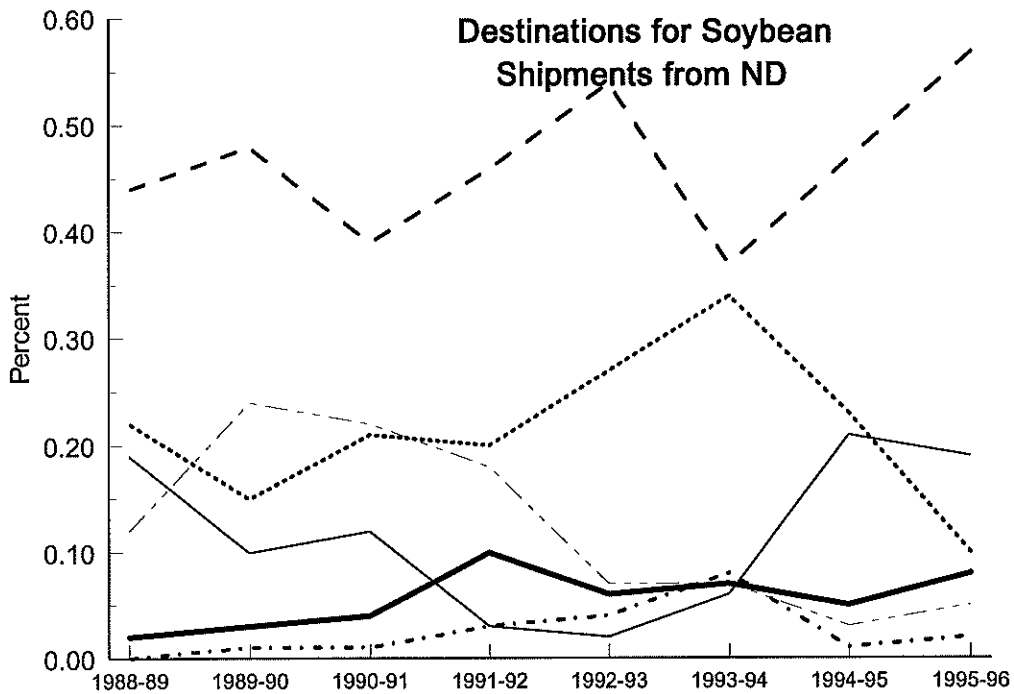


Destinations for Soybean Shipments from Elevators, 1995-96

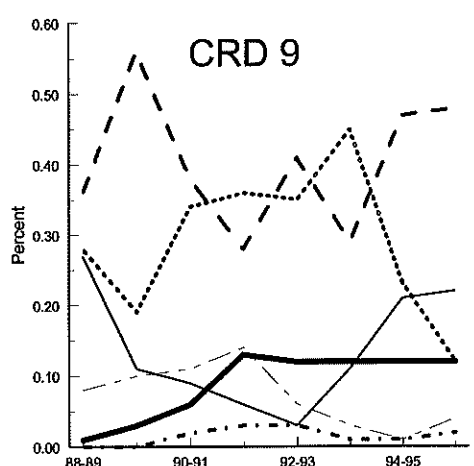
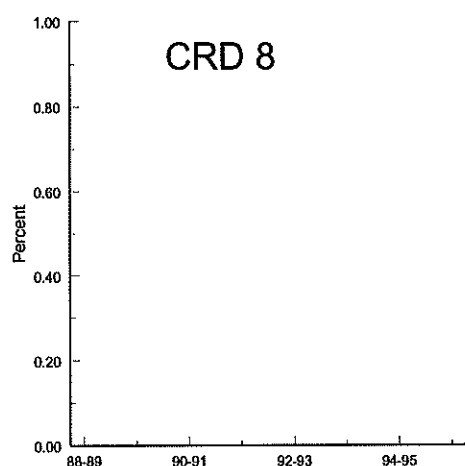
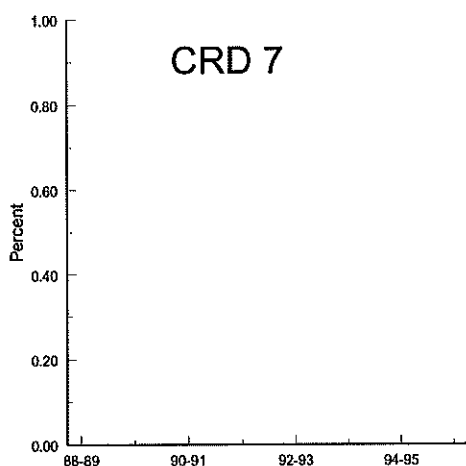
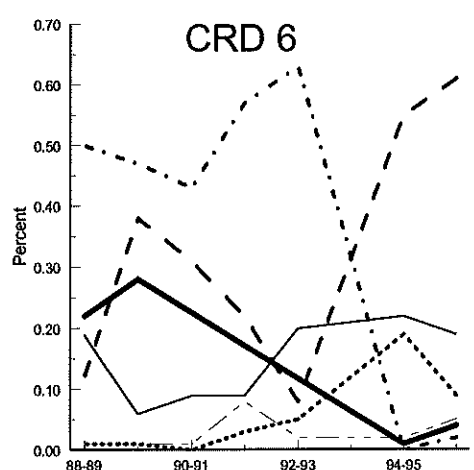
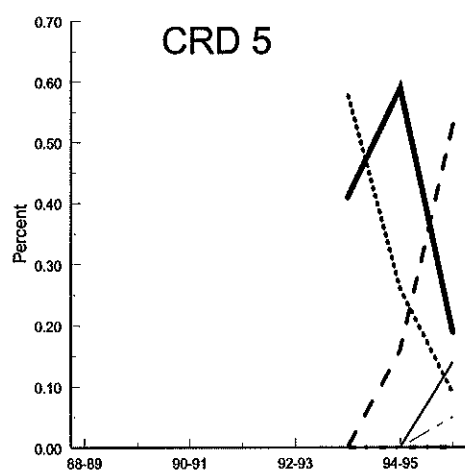
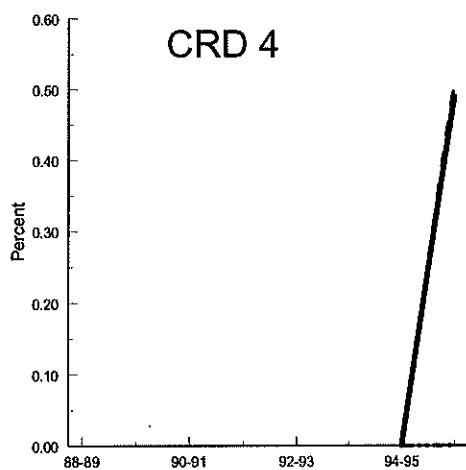
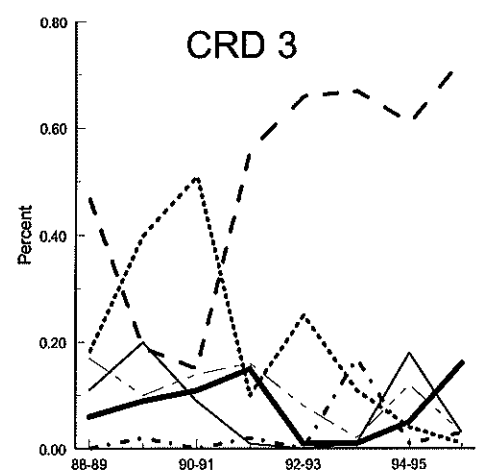
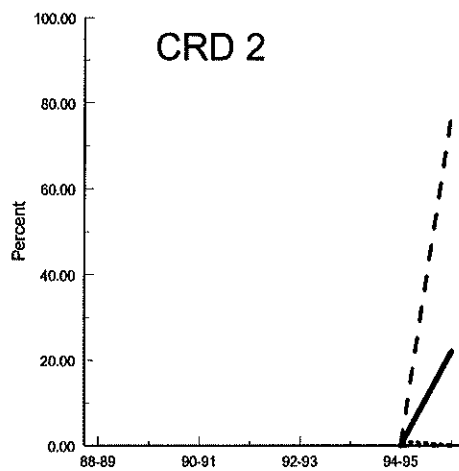
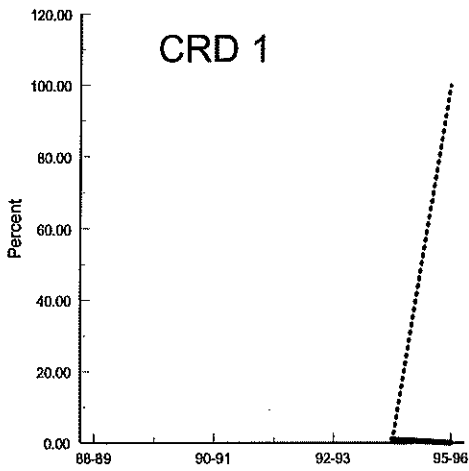


Destinations for Soybean Shipments from ND
(1,000 Bushels)

	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	1,268	2,189	81	4,001	2,285	361	10,185
(cwt)	0.12	0.21	0.01	0.39	0.22	0.04	
1991-92	511	3,255	428	7,552	3,002	1,715	16,463
(cwt)	0.03	0.20	0.03	0.46	0.18	0.10	
1992-93	354	4,136	558	8,396	1,113	971	15,528
(cwt)	0.02	0.27	0.04	0.54	0.07	0.06	
1993-94	182	1,057	5,718	305	268	5,508	13,038
(cwt)	0.01	0.08	0.44	0.02	0.02	0.42	
1994-95	3,110	3,393	121	6,806	373	792	14,594
(bu)	0.21	0.23	0.01	0.47	0.03	0.05	
1995-96	3,935	1,927	463	11,676	976	1,685	20,663
	0.19	0.10	0.02	0.57	0.05	0.08	

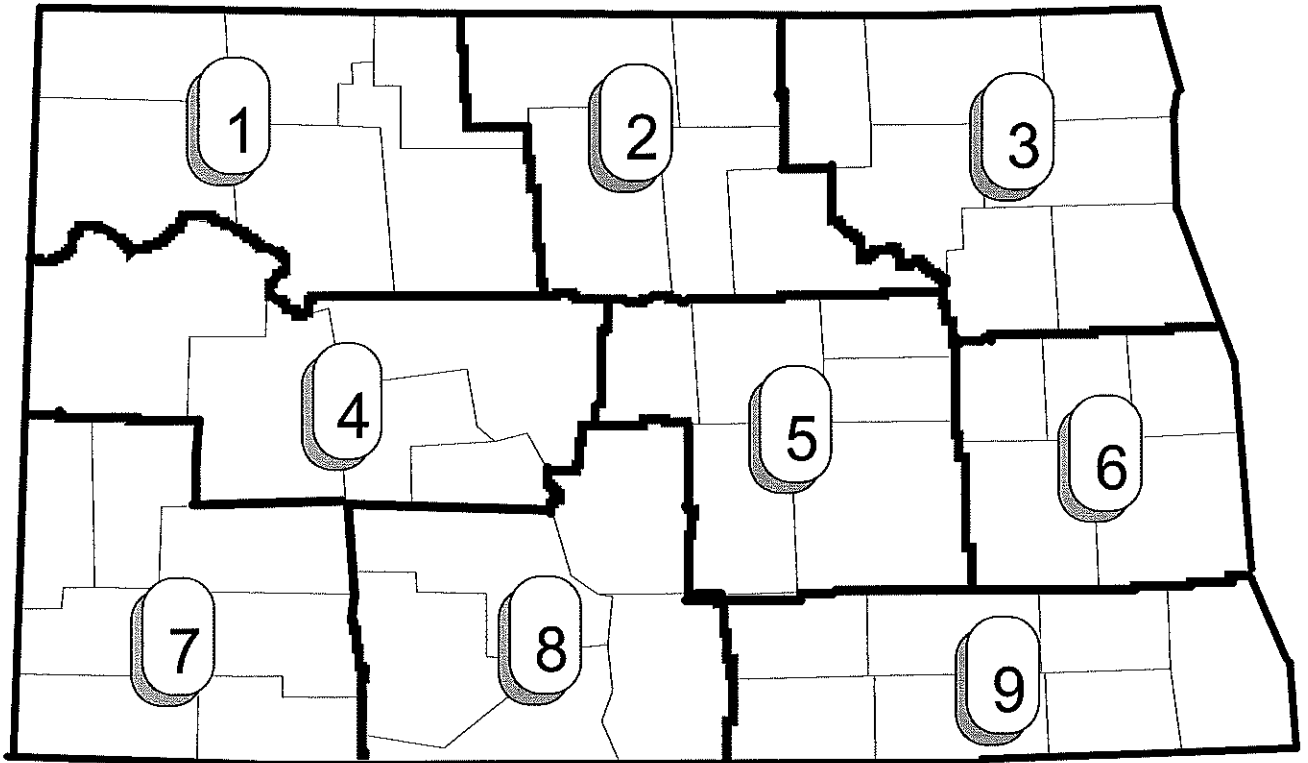


Destinations for Soybean Shipments from ND CRDs

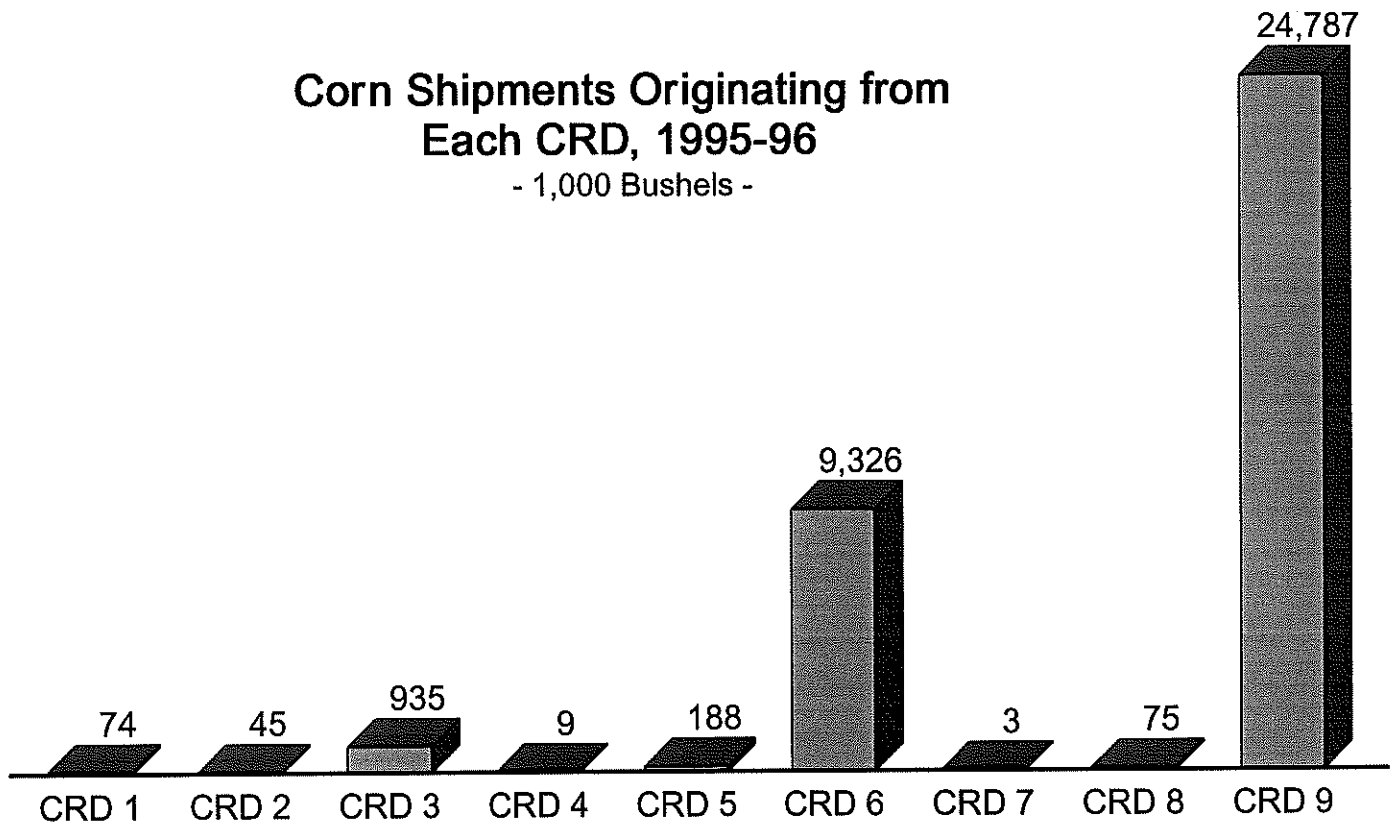


Corn

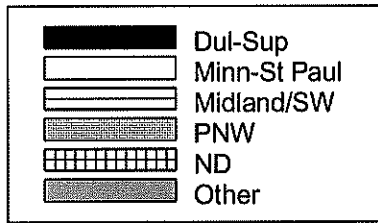
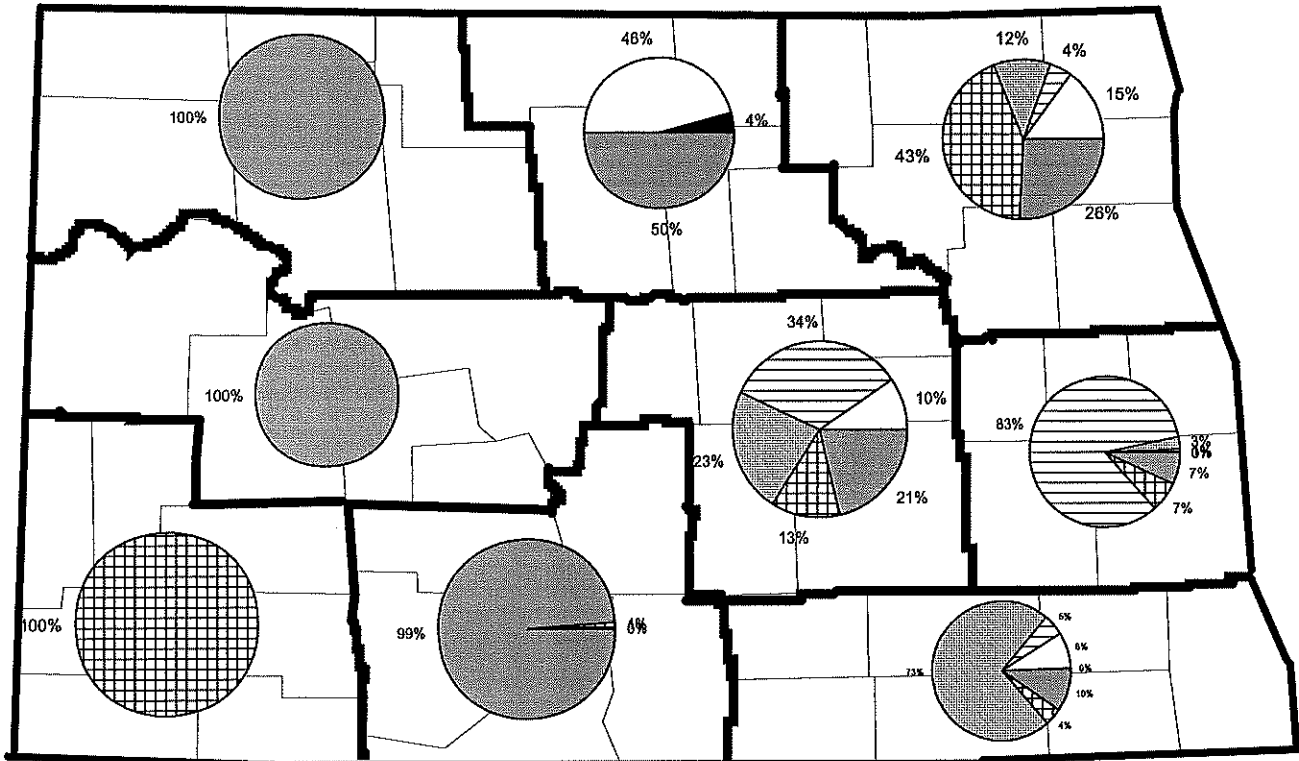
NORTH DAKOTA CROP REPORTING DISTRICTS



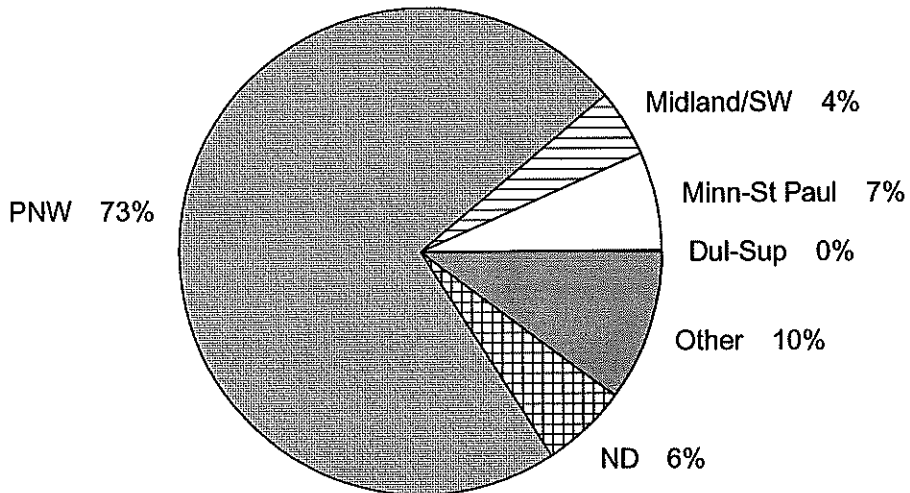
**Corn Shipments Originating from
Each CRD, 1995-96**
- 1,000 Bushels -



Destinations for Corn Shipments from Each CRD, 1995-96

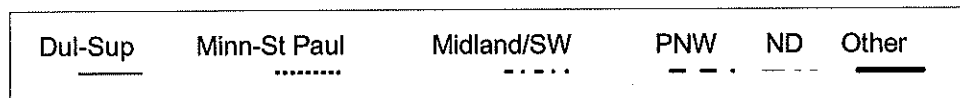
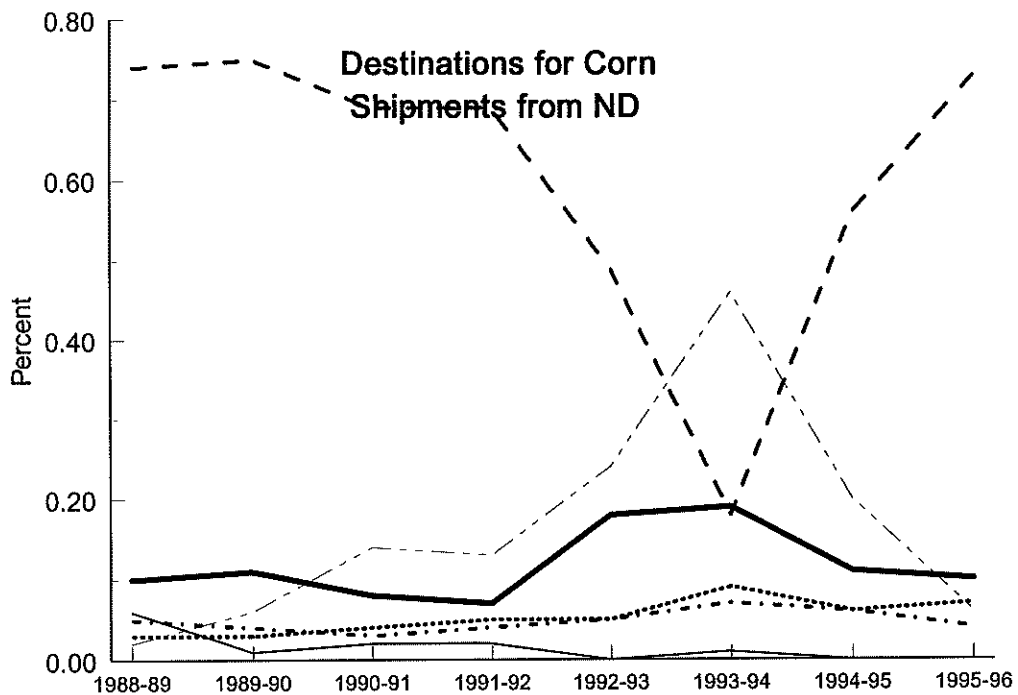


Destinations for Corn Shipments from Elevators, 1995-96

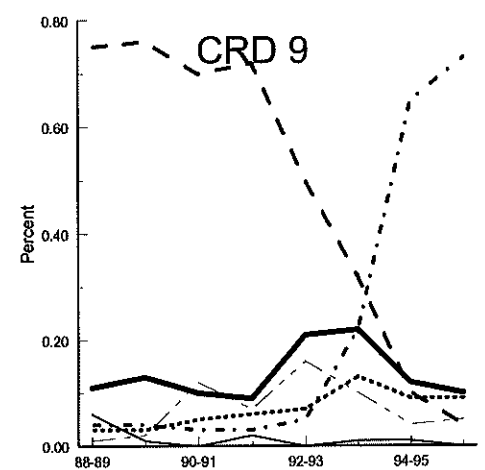
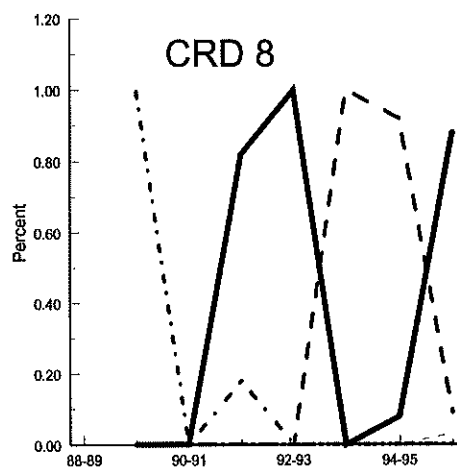
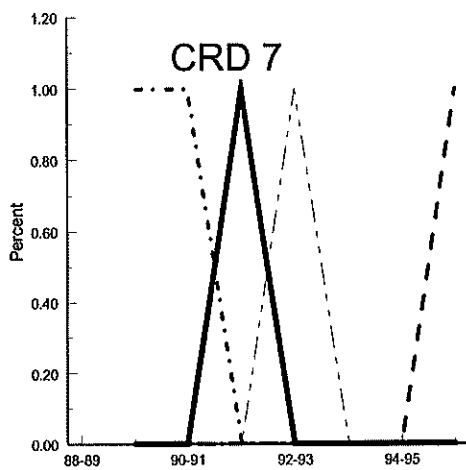
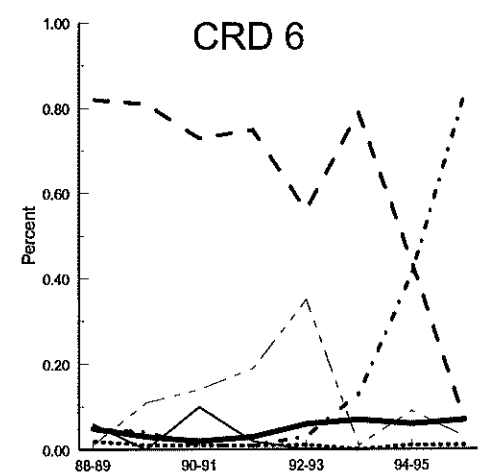
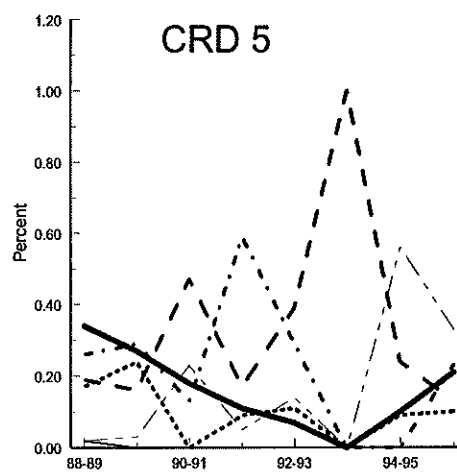
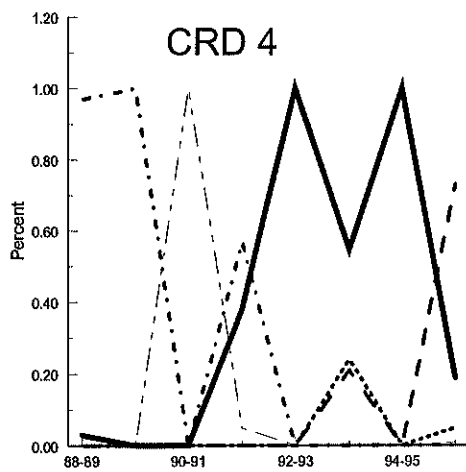
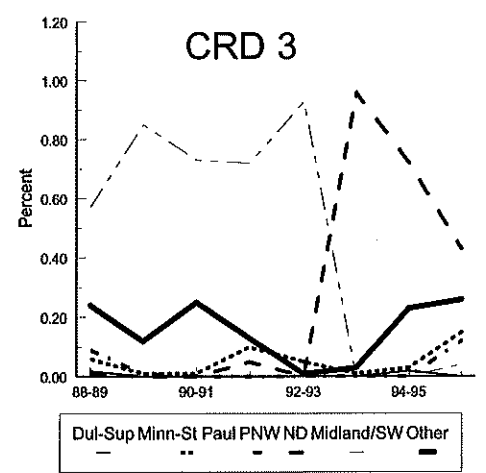
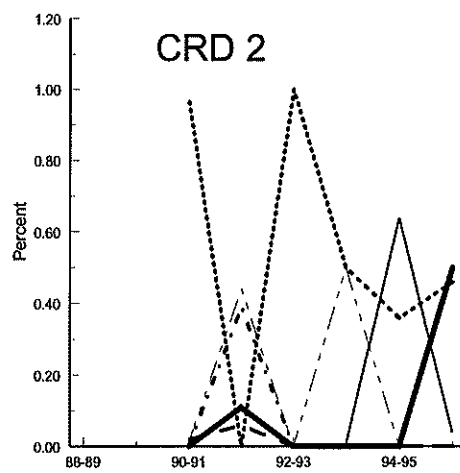
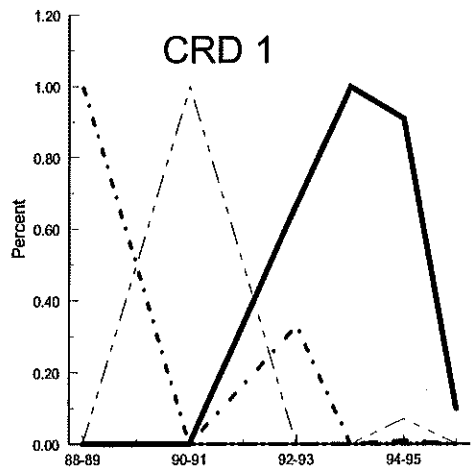
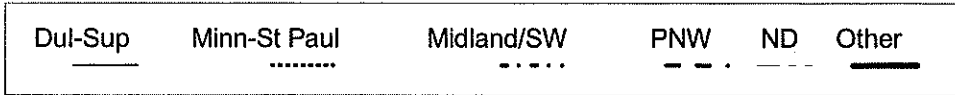


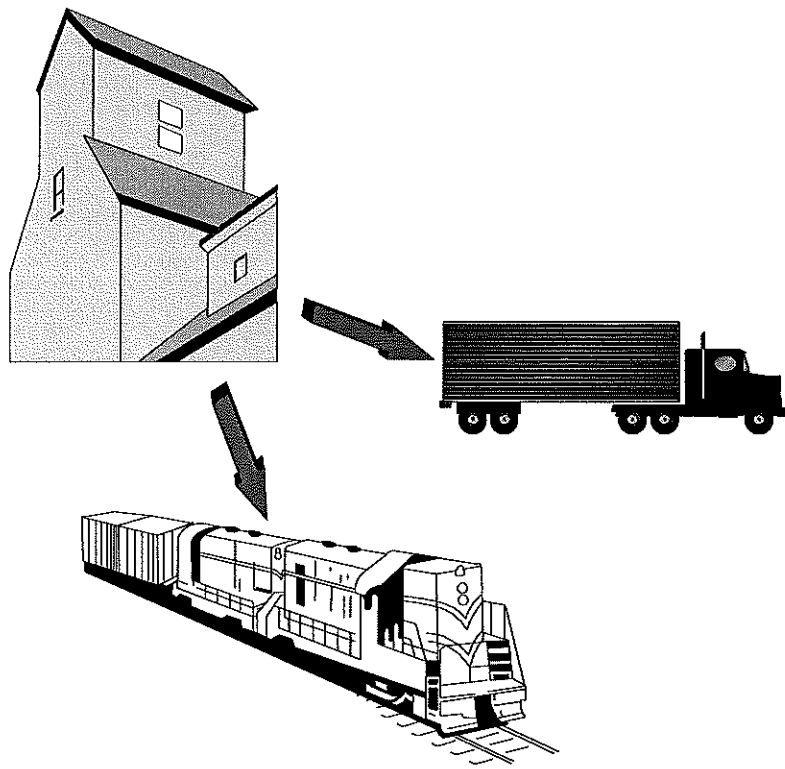
Destinations for Corn Shipments from ND
(1,000 Bushels)

	Dul-Sup	Minn-St Paul	Midland/SW	PNW	ND	Other	Total
1990-91	710	1,188	715	19,590	3,929	2,303	28,435
	0.03	0.04	0.03	0.69	0.14	0.08	
1991-92	666	1,873	1,287	25,034	4,603	2,621	36,084
	0.02	0.05	0.04	0.69	0.13	0.07	
1992-93	0	929	814	8,903	4,247	3,161	18,054
	0.00	0.05	0.05	0.49	0.24	0.18	
1993-94	75	727	574	1,465	3,672	1,533	8,046
	0.01	0.09	0.07	0.18	0.46	0.19	
1994-95	114	1,507	1,410	13,703	4,992	2,672	24,398
	0.00	0.06	0.06	0.56	0.20	0.11	
1995-96	24	2,320	1,576	25,888	2,043	3,592	35,444
	0.00	0.07	0.04	0.73	0.06	0.10	



Destinations for Corn Shipments from ND CRDs

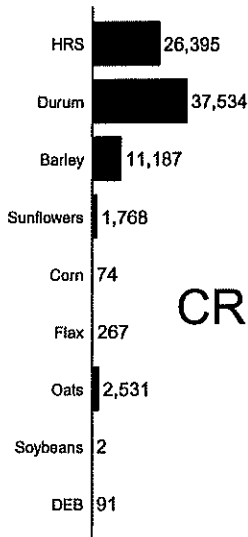




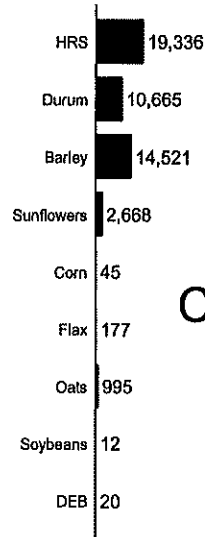
**MODE FOR GRAIN AND OILSEED
SHIPMENTS ORIGINATING FROM
NORTH DAKOTA ELEVATORS**

Grain and Oilseed Shipments from Each CRD, 1995-96

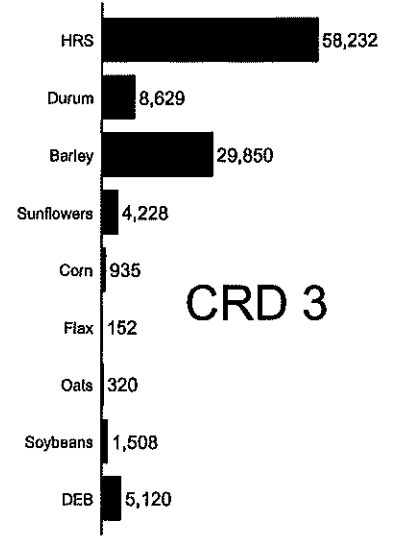
- 1,000 Bushels -



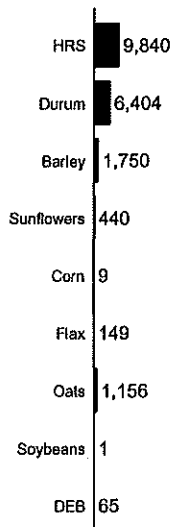
CRD 1



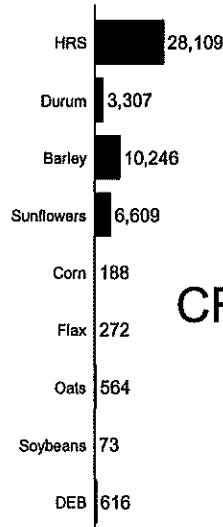
CRD 2



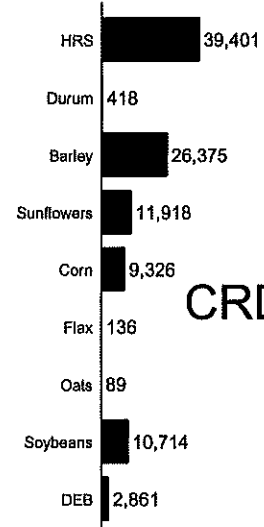
CRD 3



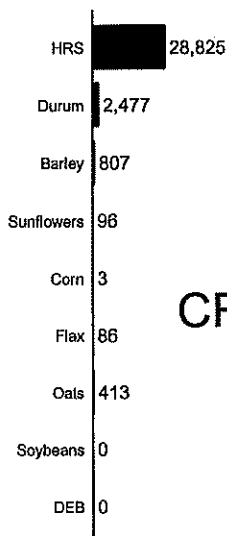
CRD 4



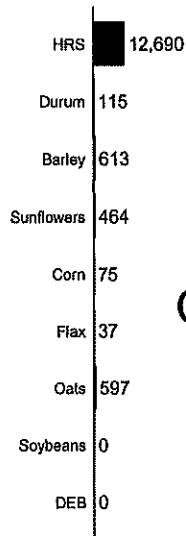
CRD 5



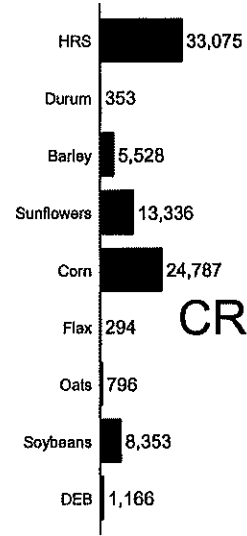
CRD 6



CRD 7

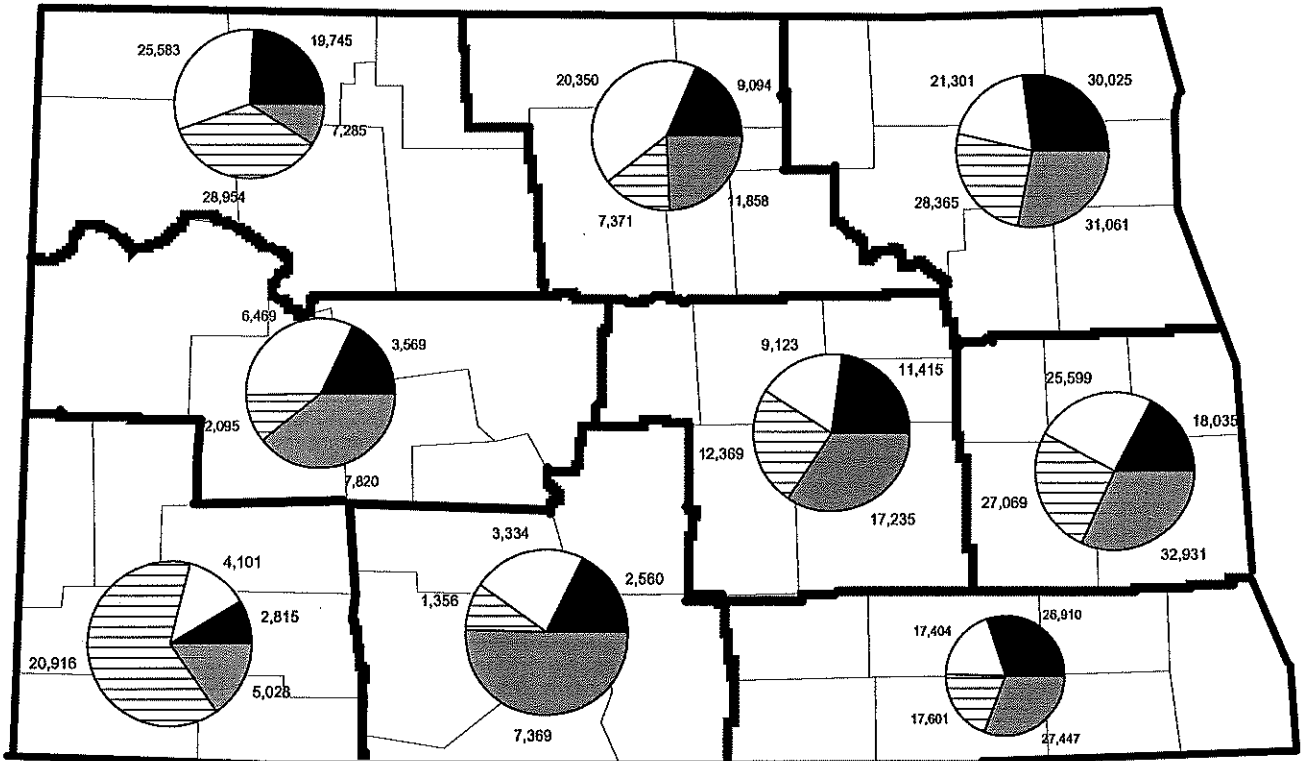


CRD 8

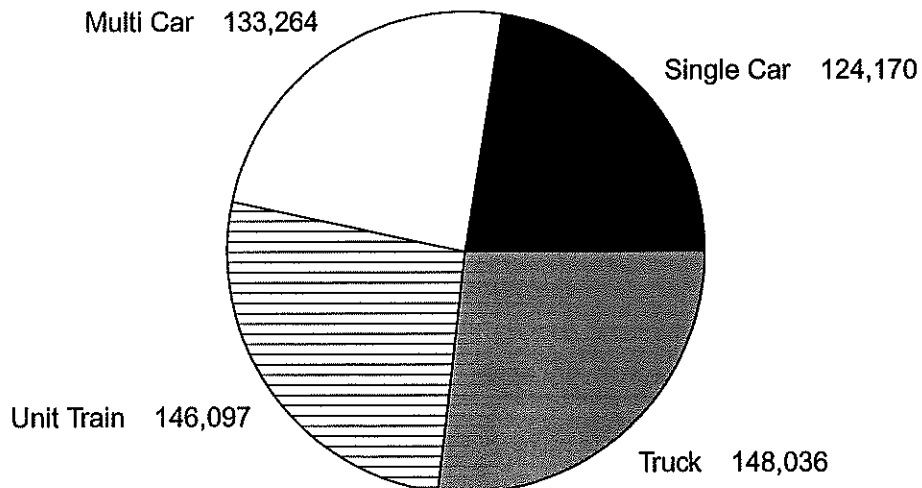


CRD 9

Mode for Shipments of Grain and Oilseeds from Each CRD, 1995-96 - 1,000 Bushels -

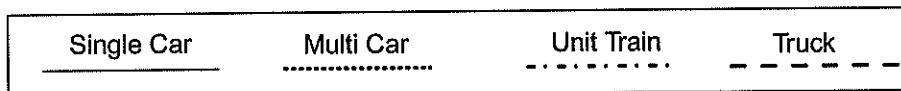
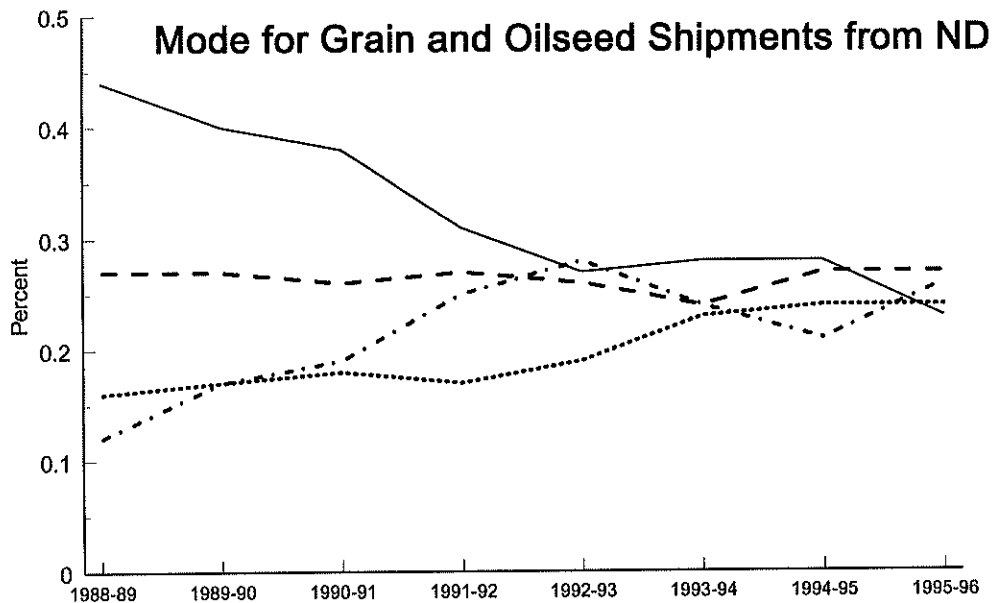


Shipments from All ND Elevators by Each Mode - 1,000 Bushels -

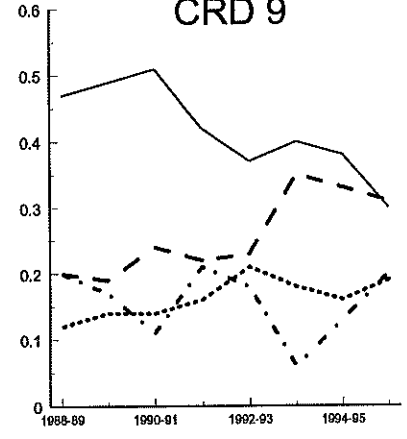
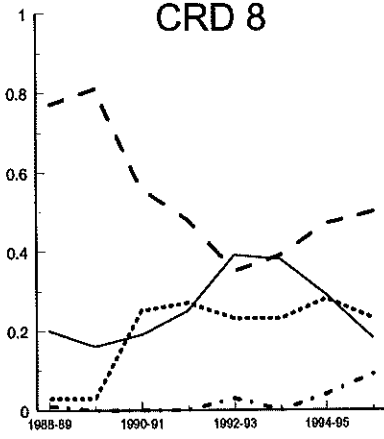
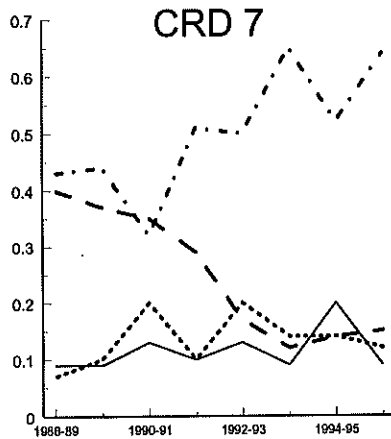
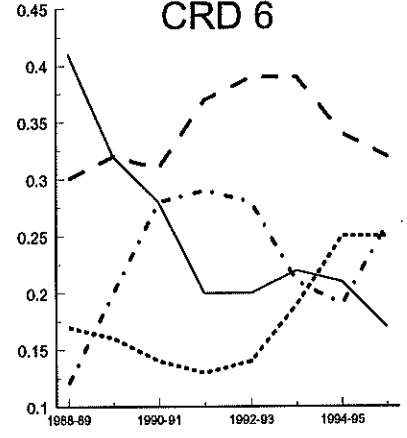
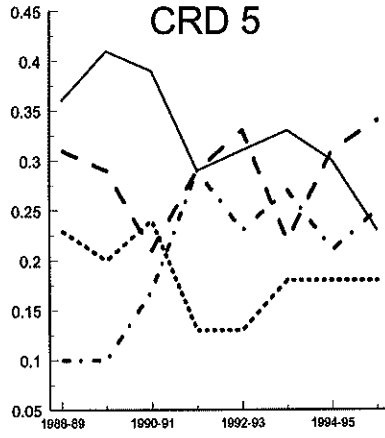
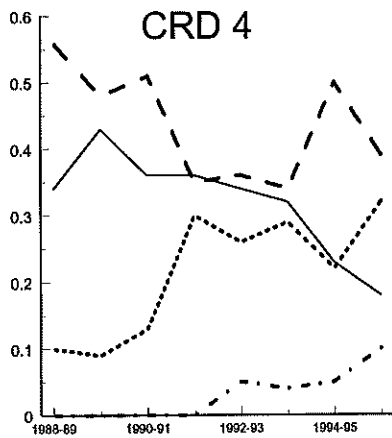
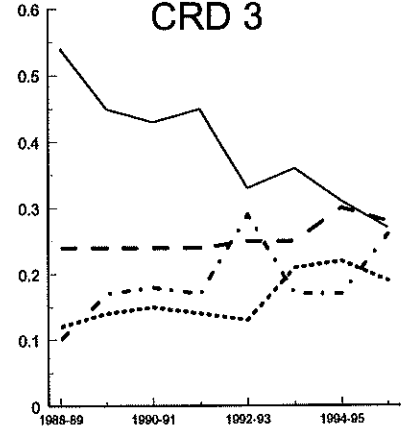
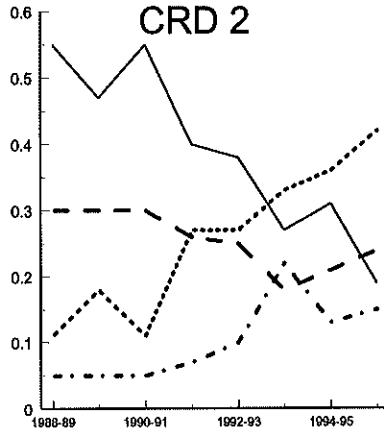
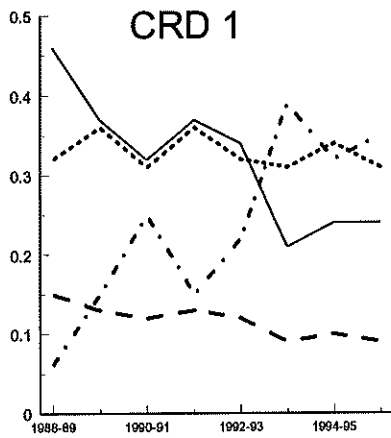


Mode for Grain and Oilseed Shipments from ND
(1,000 Bushels)

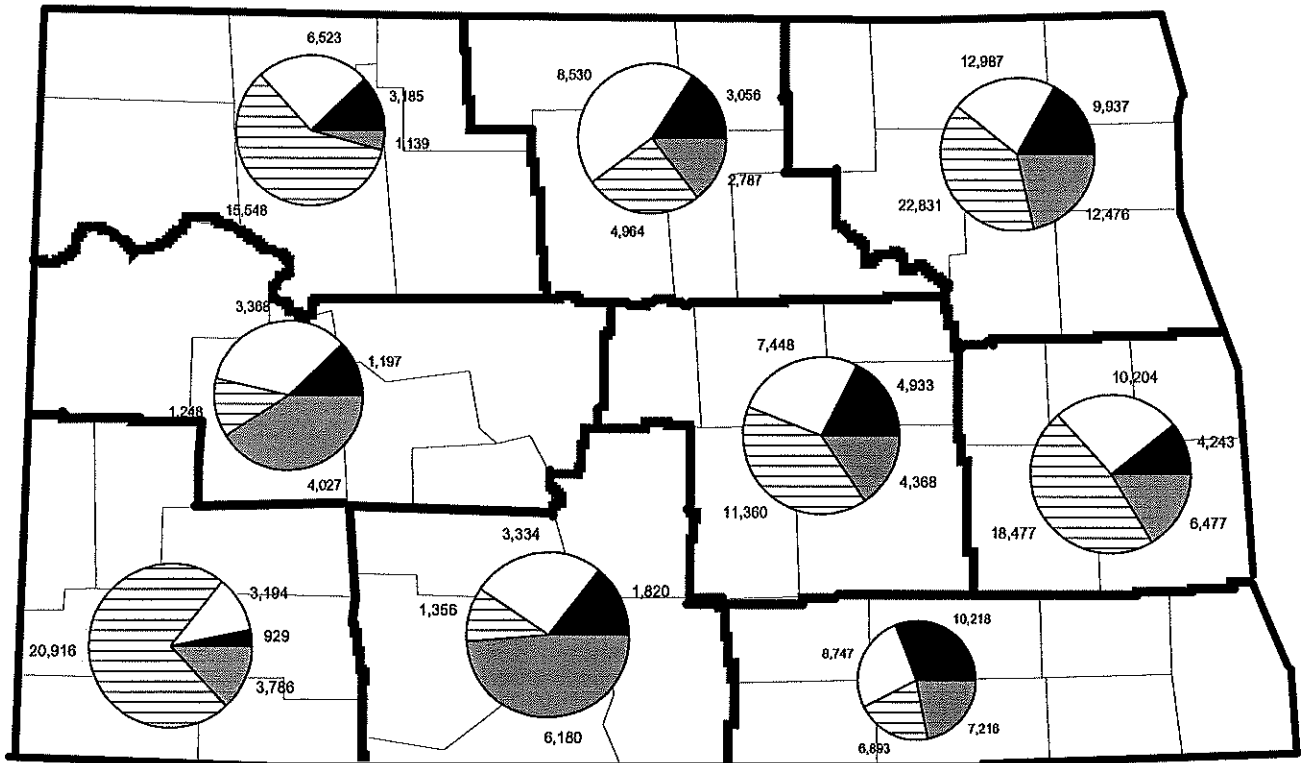
	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	191,164	91,534	94,089	129,435	506,222
	0.38	0.18	0.19	0.26	
1991-92	188,150	107,019	152,650	165,033	612,852
	0.31	0.17	0.25	0.27	
1992-93	190,645	133,087	200,211	180,140	704,083
	0.27	0.19	0.28	0.26	
1993-94	145,614	119,493	125,778	124,472	515,357
	0.28	0.23	0.24	0.24	
1994-95	148,107	130,197	109,314	145,615	533,233
	0.28	0.24	0.21	0.27	
1995-96	124,170	133,264	146,097	148,036	551,568
	0.23	0.24	0.26	0.27	



Mode for Grain and Oilseed Shipments from Each CRD - Percent -

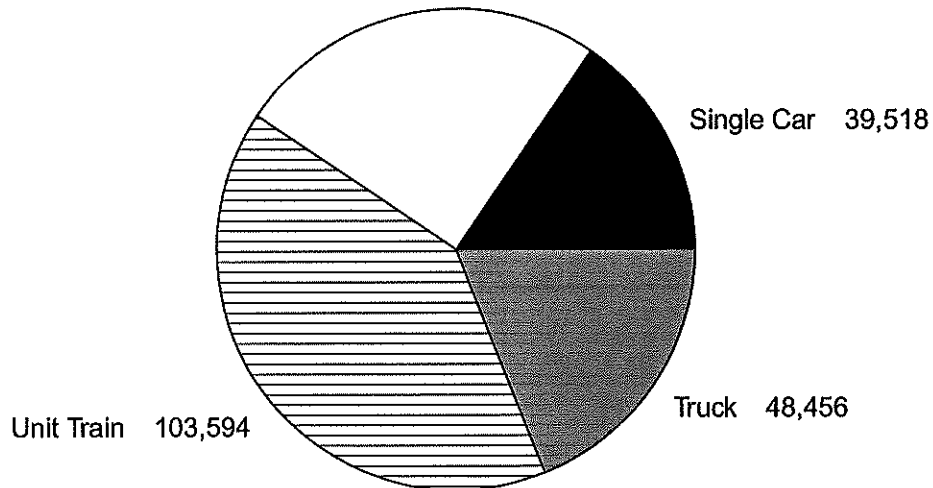


**Mode for Shipments of HRS Wheat from
Each CRD, 1995-96
- 1,000 Bushels -**



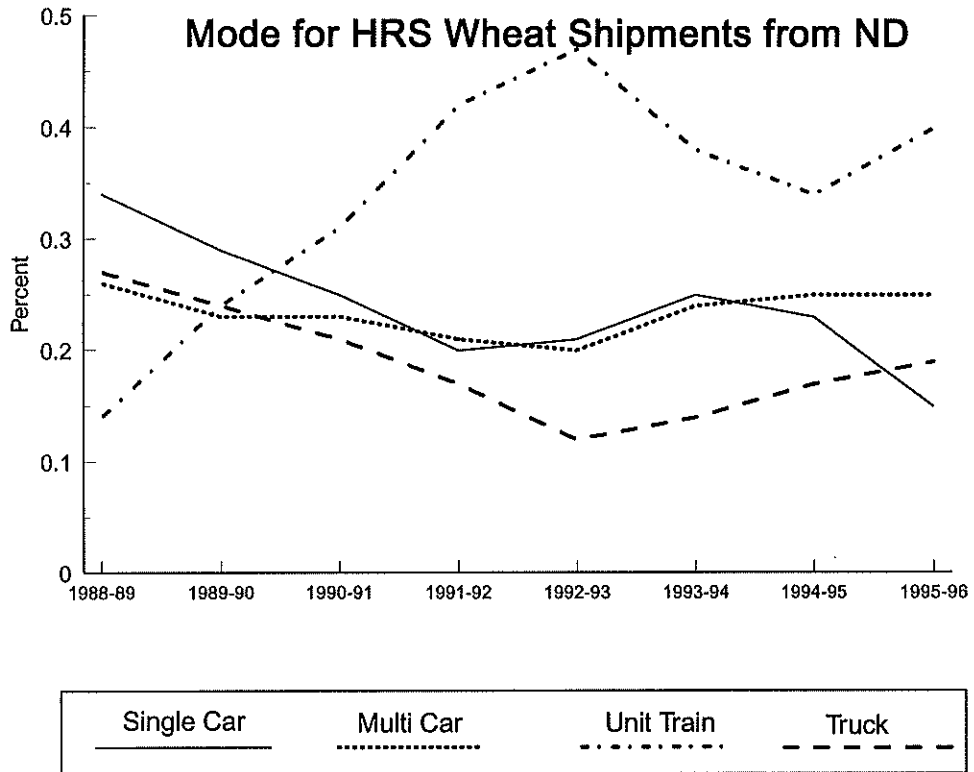
**Shipments of HRS Wheat from
All ND Elevators by Each Mode
- 1,000 Bushels -**

Multi Car 64,337

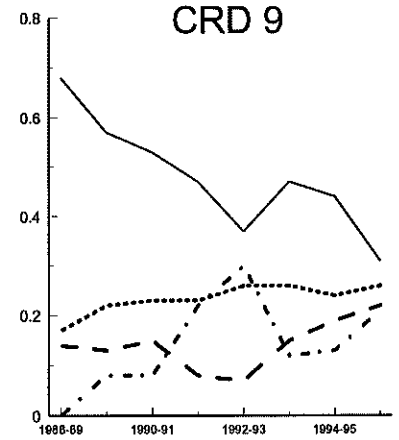
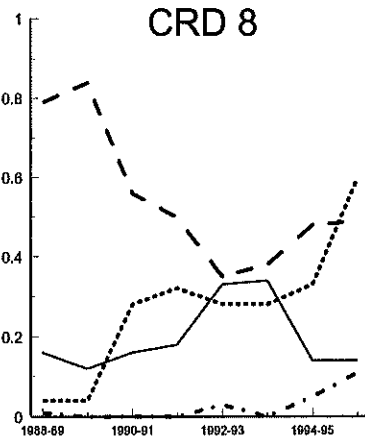
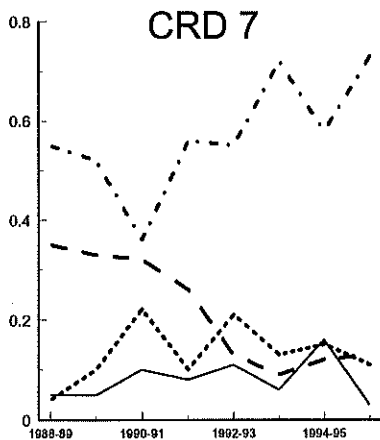
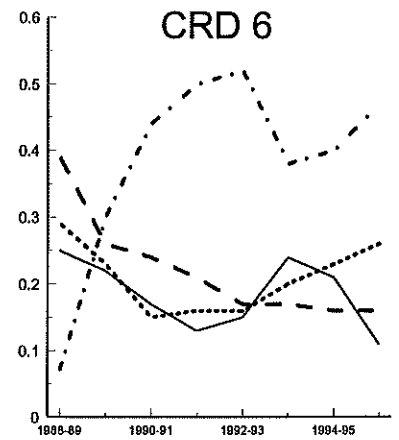
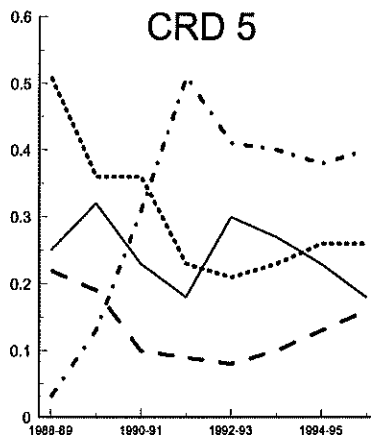
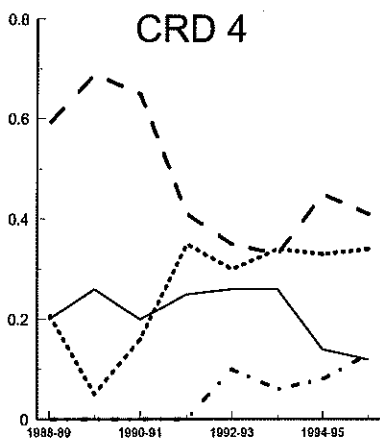
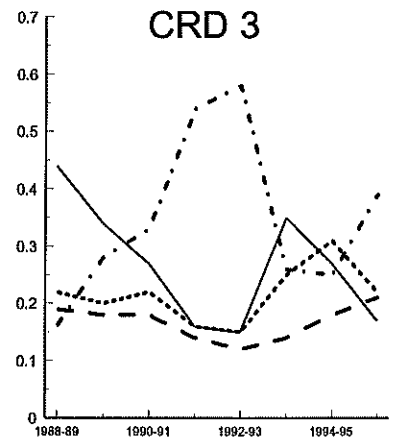
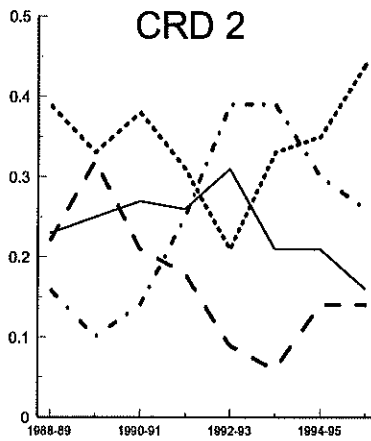
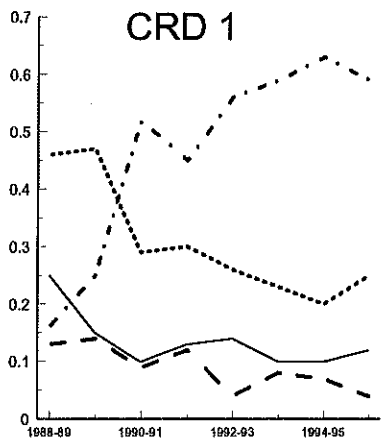
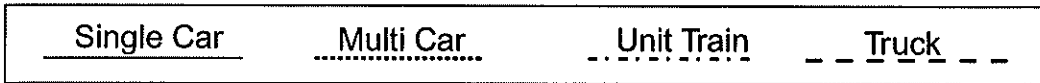


**Mode for HRS Wheat Shipments from ND
(1,000 Bushels)**

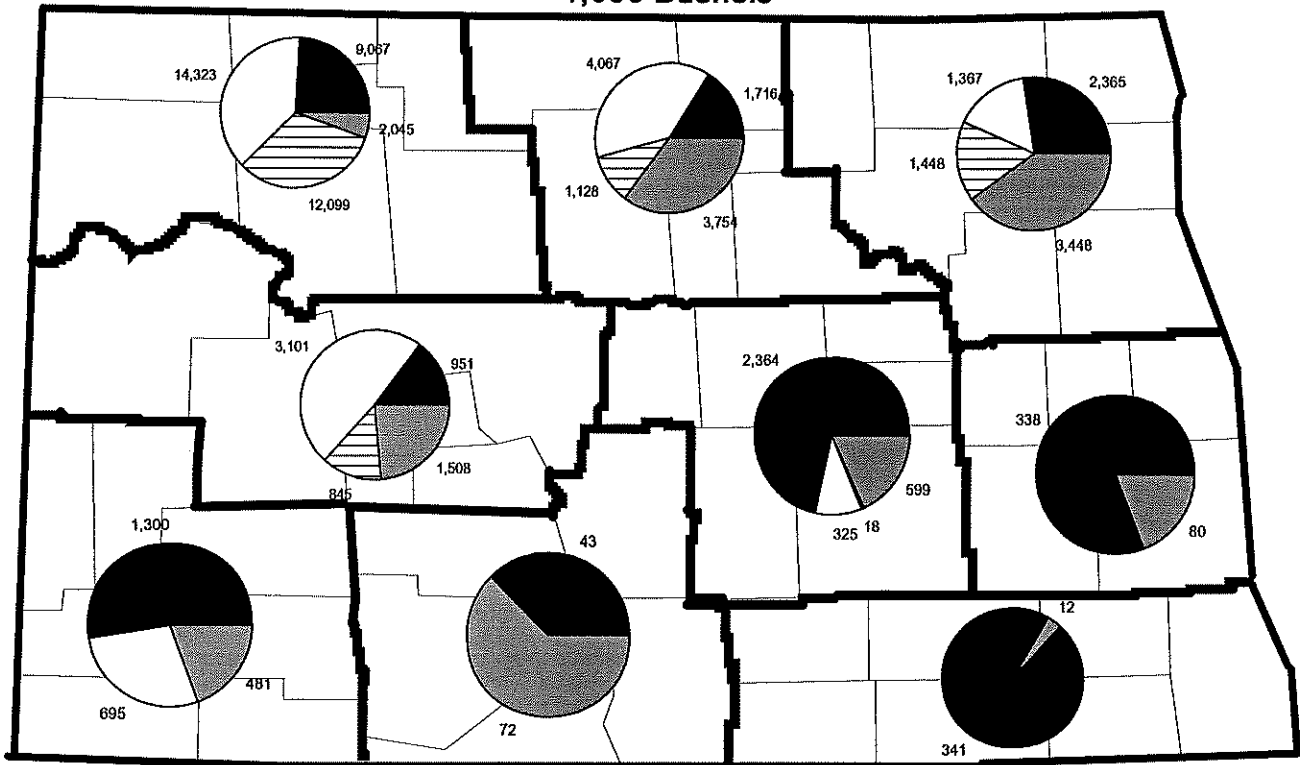
	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	46,978	44,463	59,497	40,134	191,072
	0.25	0.23	0.31	0.21	
1991-92	51,778	53,793	110,349	45,500	261,420
	0.20	0.21	0.42	0.17	
1992-93	71,563	70,064	160,350	42,281	344,258
	0.21	0.20	0.47	0.12	
1993-94	62,042	60,126	95,518	34,880	252,566
	0.25	0.24	0.38	0.14	
1994-95	51,214	56,990	77,167	38,514	223,886
	0.23	0.25	??	0.17	
1995-96	39,518	64,337	103,594	48,456	255,904
	0.15	0.25	0.40	0.19	



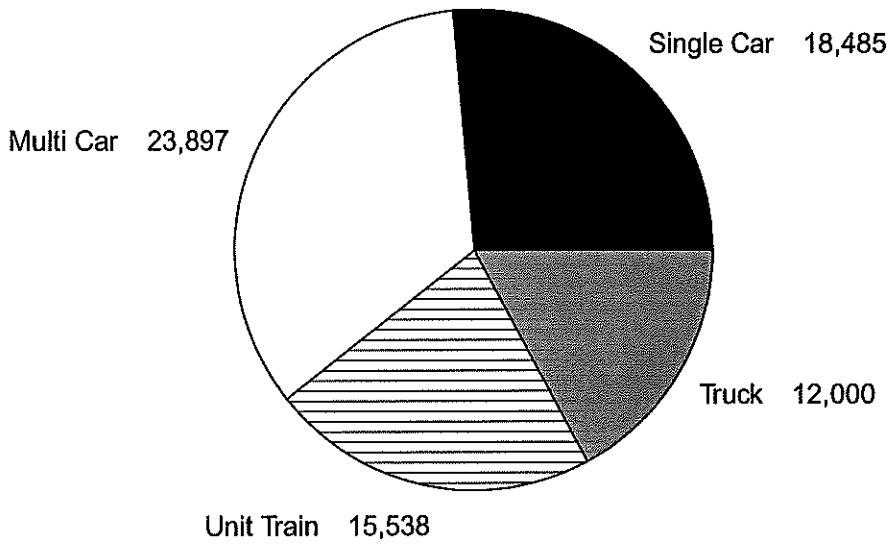
Mode for HRS Wheat Shipments from Each CRD - Percent -



Mode for Shipments of Durum from Each CRD, 1995-96 - 1,000 Bushels -

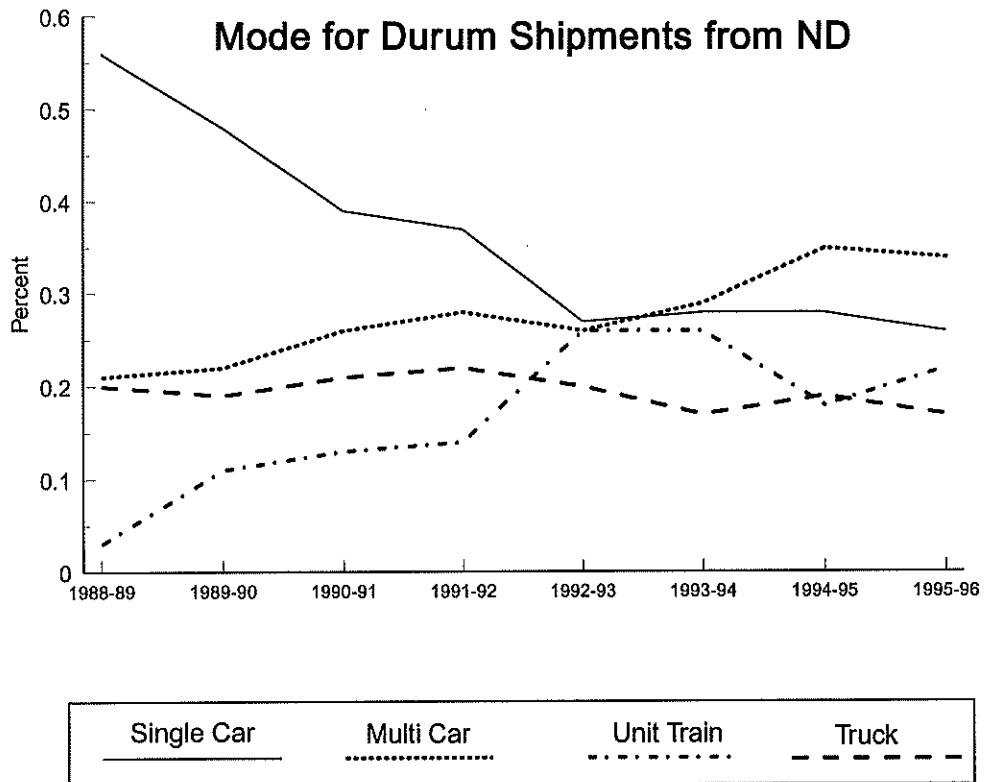


Shipments of Durum from All ND Elevators by Each Mode - 1,000 Bushels -

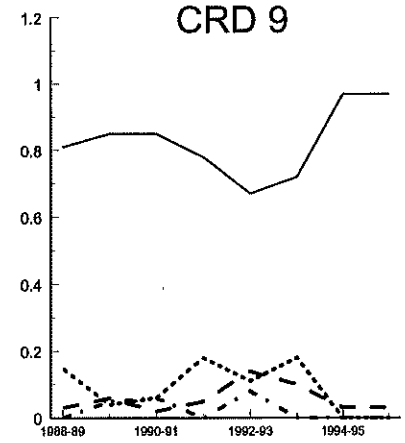
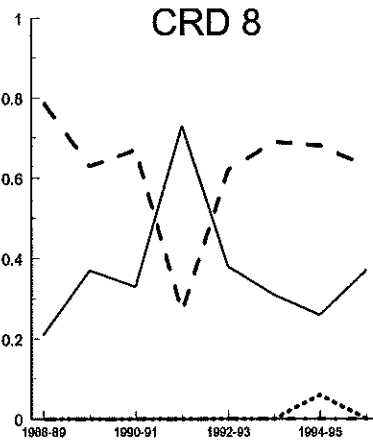
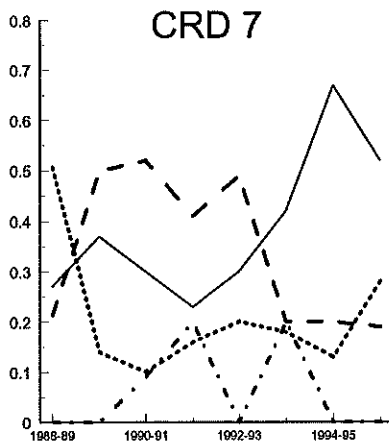
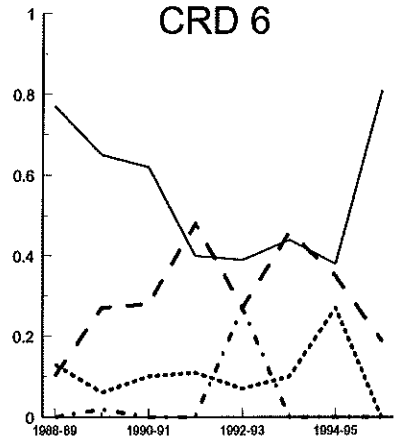
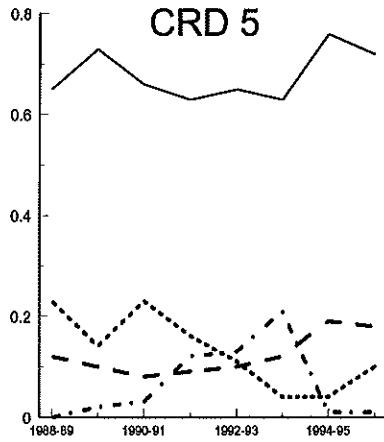
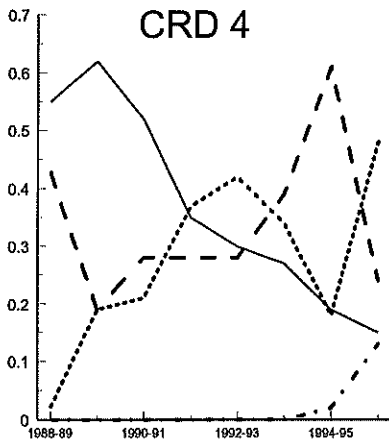
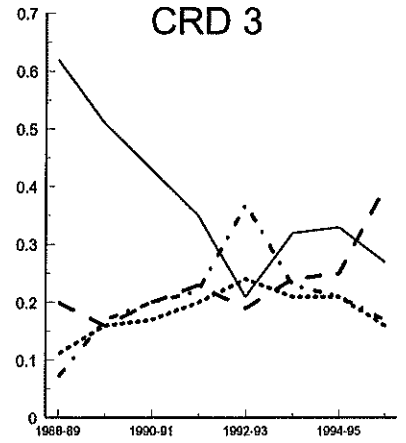
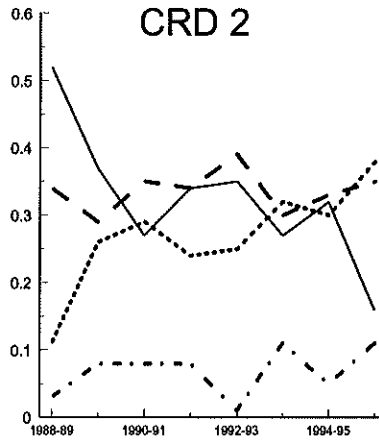
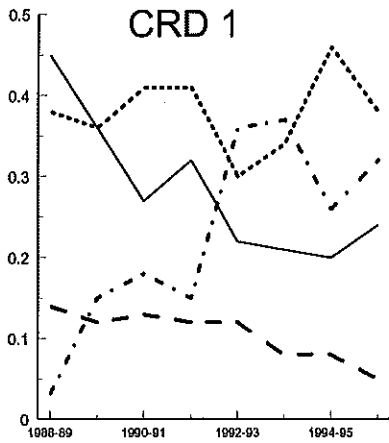


**Mode for Durum Shipments from ND
(1,000 Bushels)**

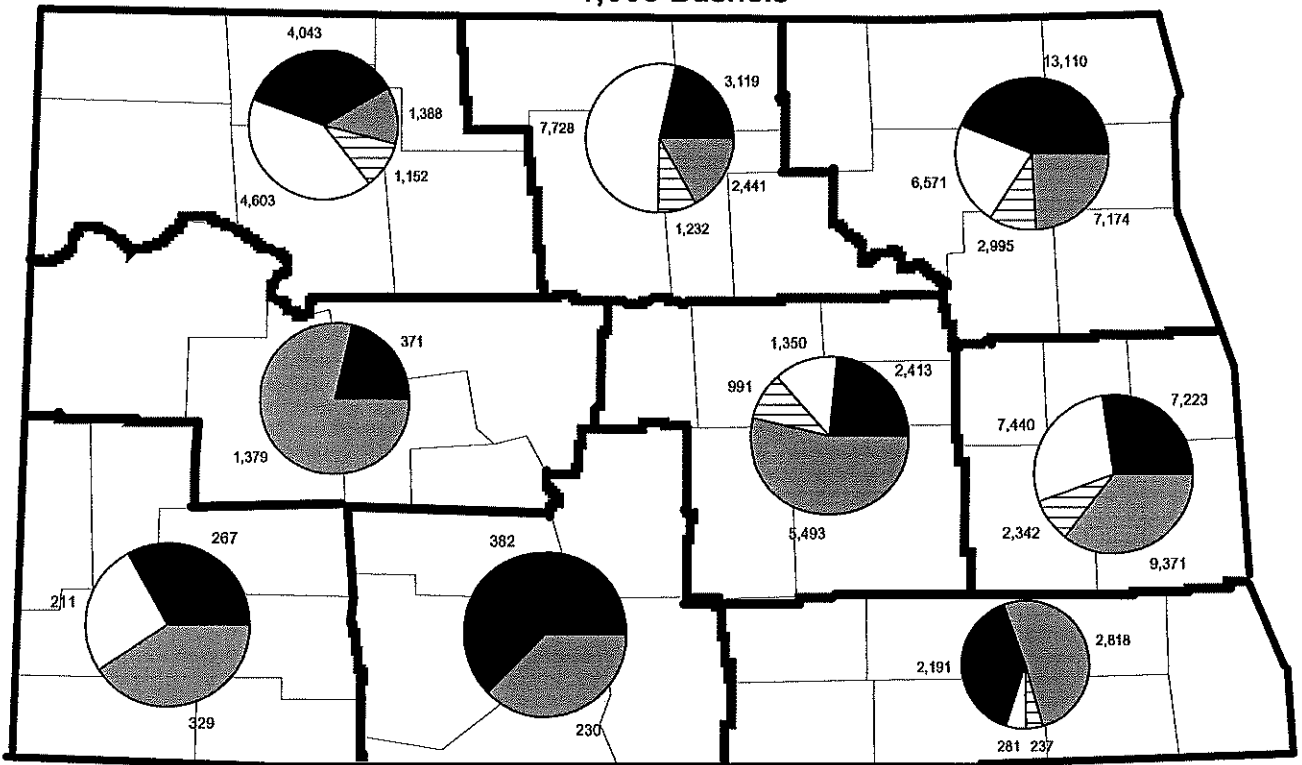
	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	30,759	20,512	10,399	16,638	78,308
	0.39	0.26	0.13	0.21	
1991-92	30,784	23,459	11,481	18,169	83,893
	0.37	0.28	0.14	0.22	
1992-93	24,187	23,009	23,155	17,730	88,081
	0.27	0.26	0.26	0.20	
1993-94	23,252	24,010	21,342	14,317	82,921
	0.28	0.29	0.26	0.17	
1994-95	19,719	24,079	12,487	13,277	69,662
	0.28	0.35	0.18	0.19	
1995-96	18,485	23,897	15,538	12,000	69,903
	0.26	0.34	0.22	0.17	



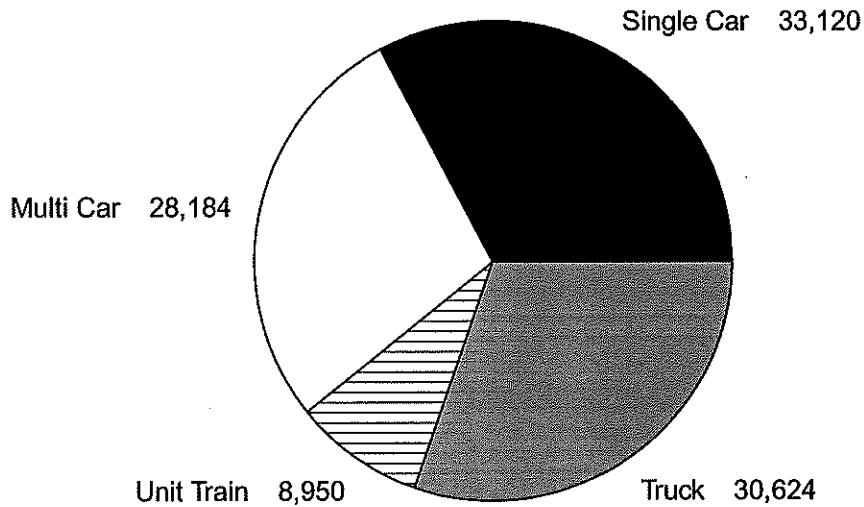
Mode for Durum Shipments from Each CRD - Percent



Mode for Shipments of Barley from Each CRD, 1995-96 - 1,000 Bushels -

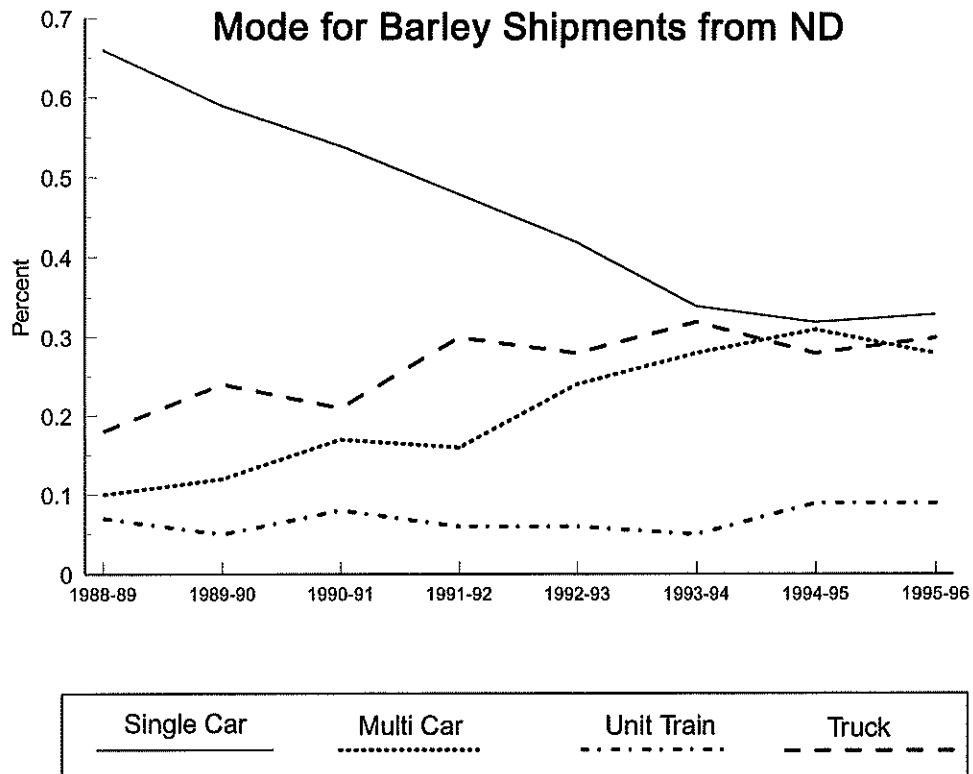


Shipments of Barley from All ND Elevators by Each Mode - 1,000 Bushels -

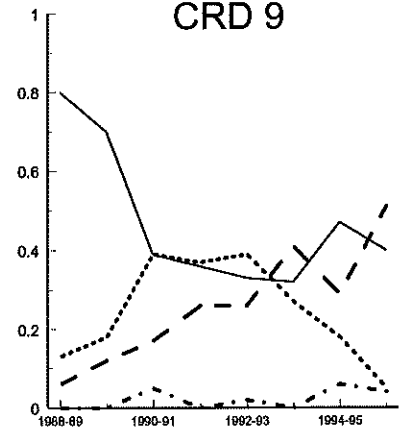
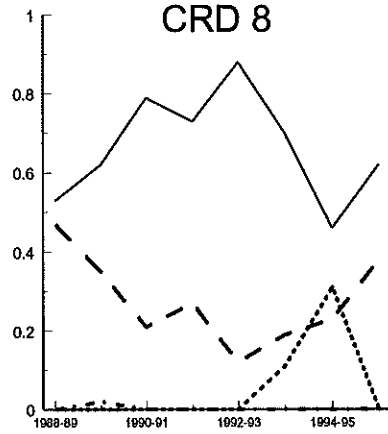
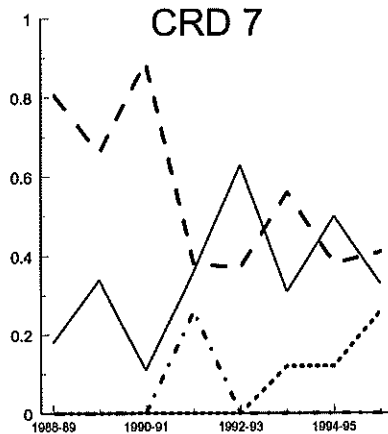
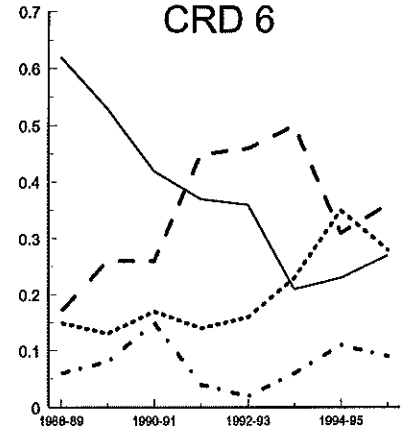
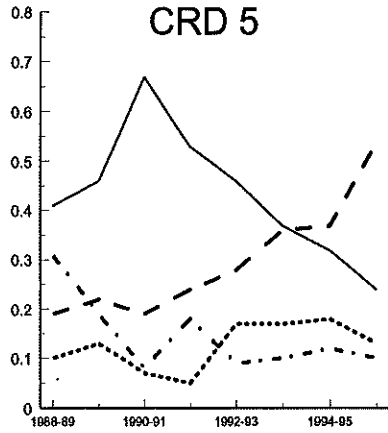
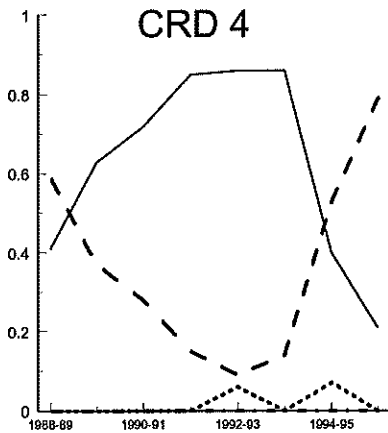
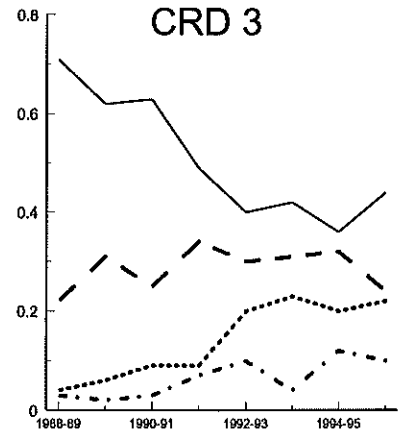
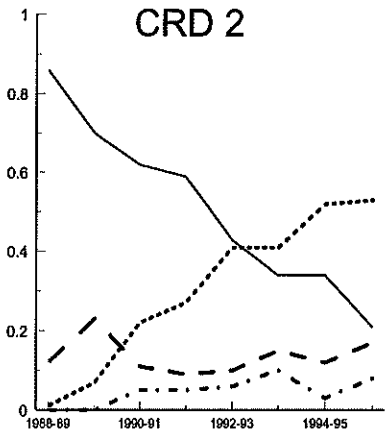
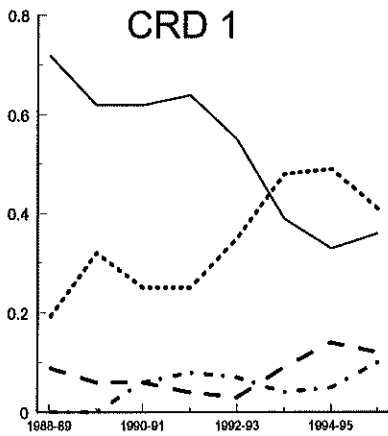


**Mode for Barley Shipments from ND
(1,000 Bushels)**

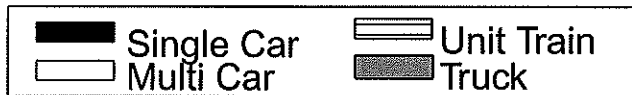
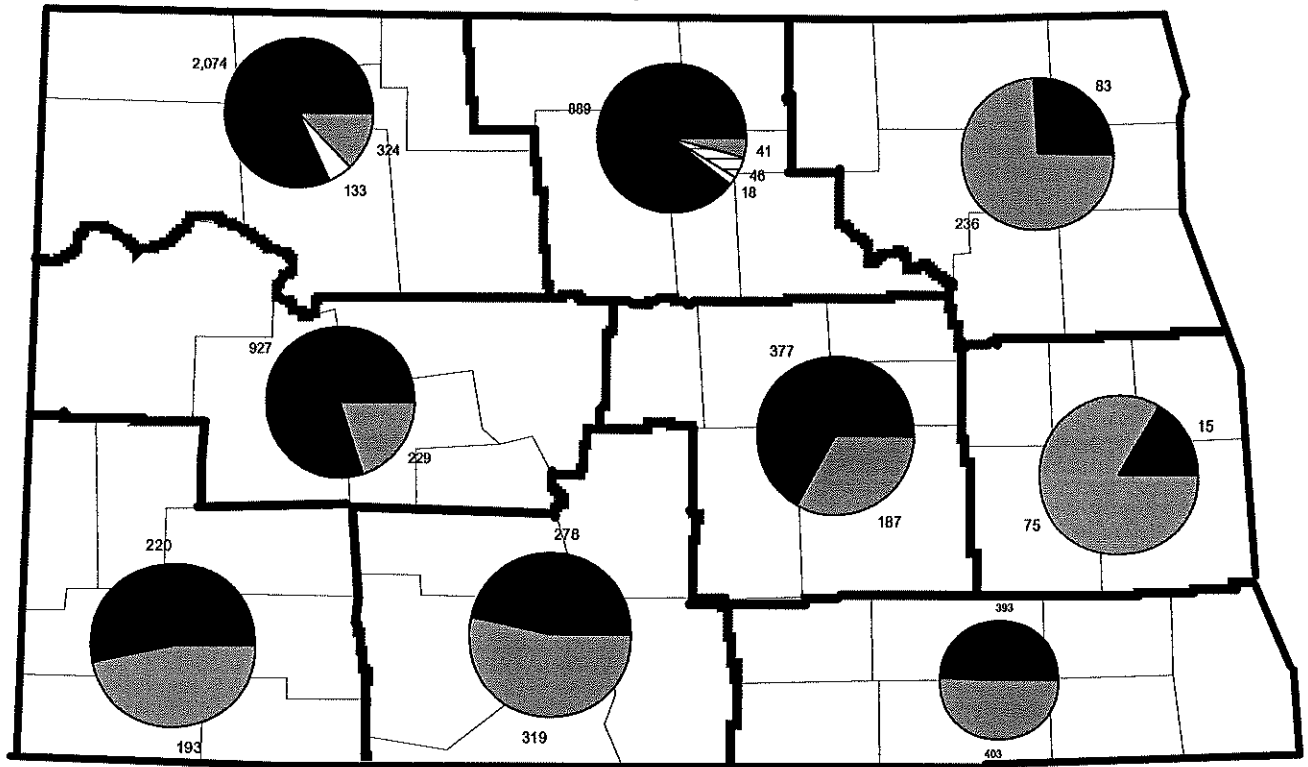
	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	61,138	19,859	9,244	23,805	114,046
	0.54	0.17	0.08	0.21	
1991-92	59,573	19,900	7,833	37,478	124,784
	0.48	0.16	0.06	0.30	
1992-93	54,849	31,754	7,354	37,181	131,138
	0.42	0.24	0.06	0.28	
1993-94	37,494	31,049	5,901	35,490	109,934
	0.34	0.28	0.05	0.32	
1994-95	38,888	37,625	10,319	33,420	120,251
	0.32	0.31	0.09	0.28	
1995-96	33,120	28,184	8,950	30,624	100,878
	0.33	0.28	0.01	0.30	



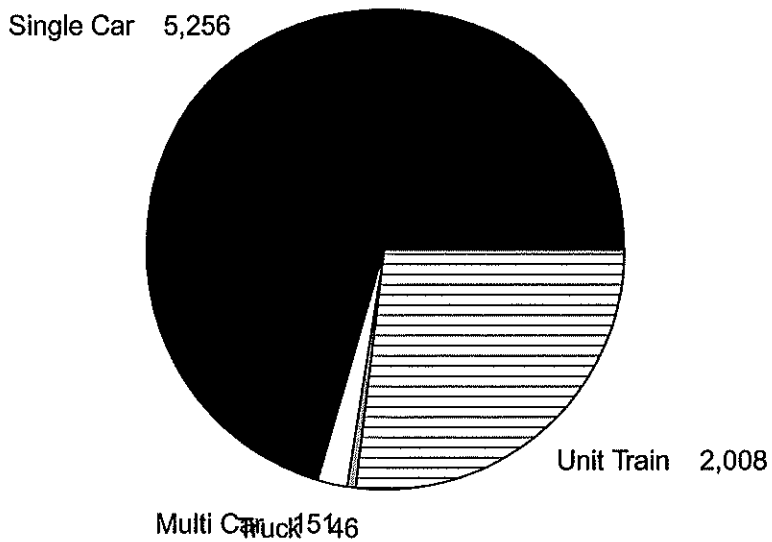
Mode for Barley Shipments from Each CRD - Percent



Mode for Shipments of Oats from Each CRD, 1995-96 - 1,000 Bushels -

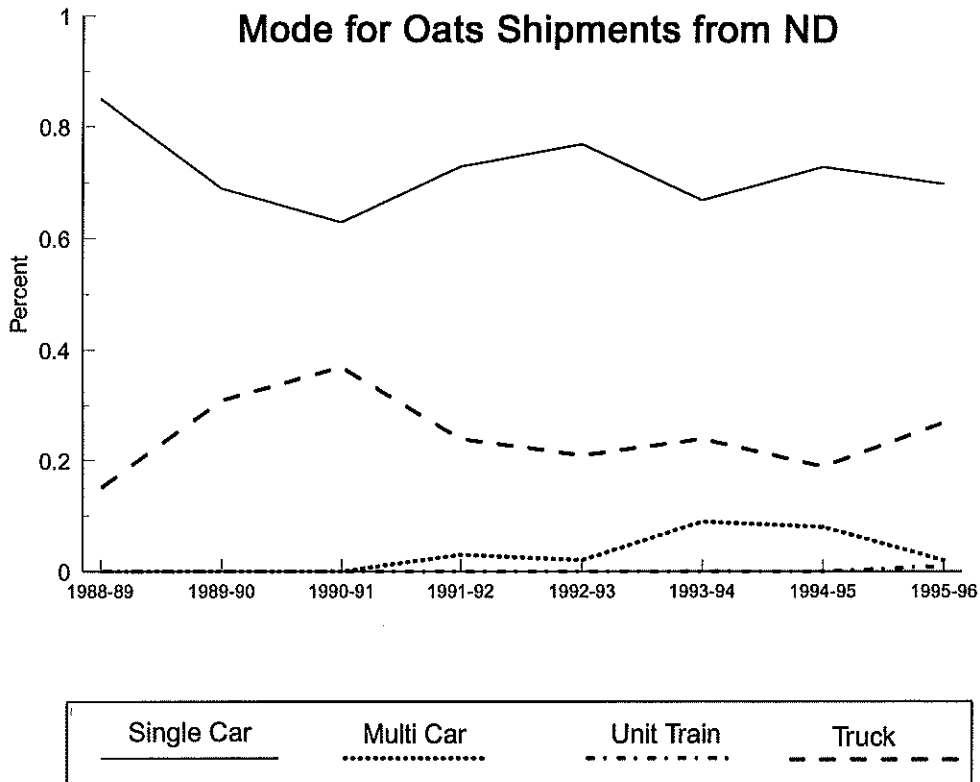


Shipments of Oats from All ND Elevators by Each Mode - 1,000 Bushels -



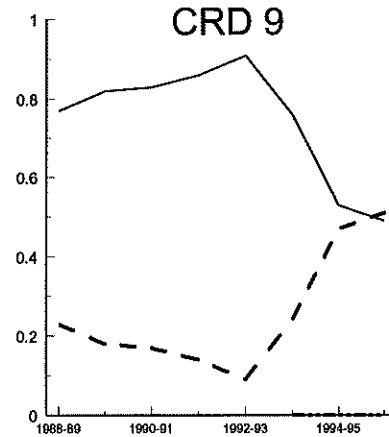
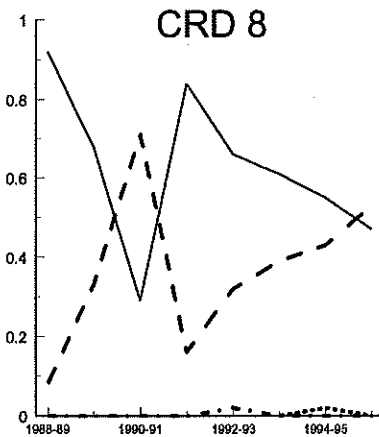
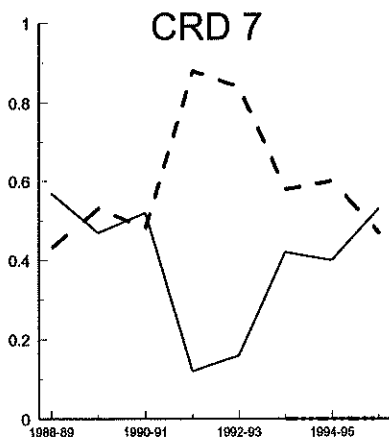
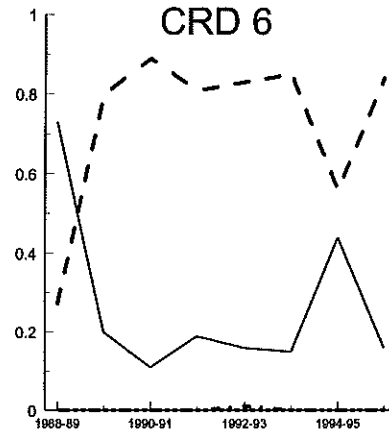
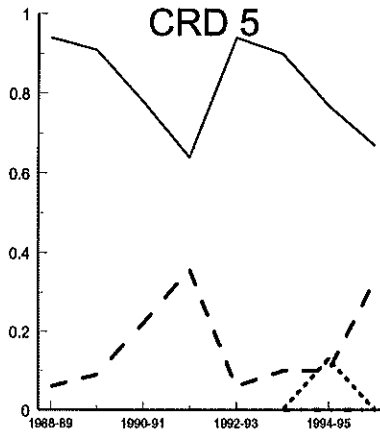
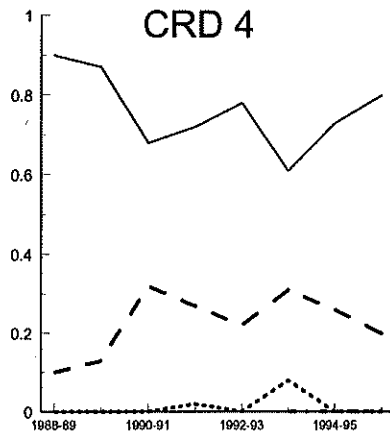
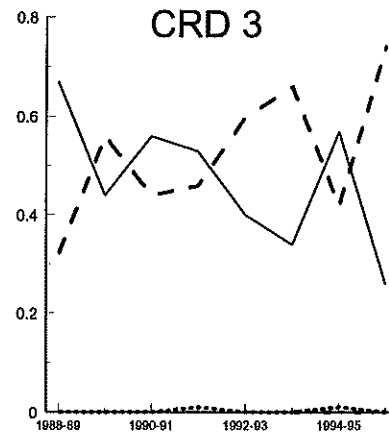
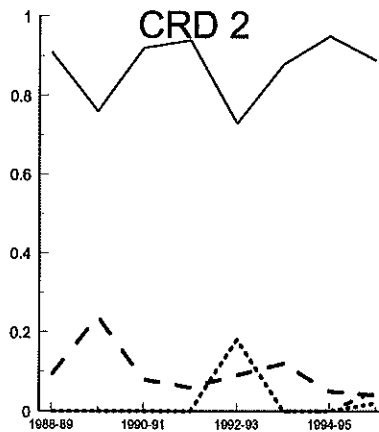
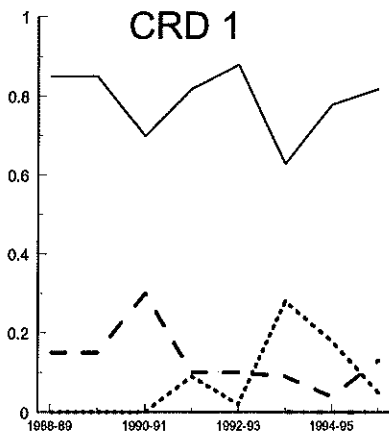
Mode for Oats Shipments from ND
(1,000 Bushels)

	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	3,519	0	0	2,082	5,601
	0.63	0.00	0.00	0.37	
1991-92	5,530	237	0	1,843	7,610
	0.73	0.03	0.00	0.24	
1992-93	10,279	224	30	2,739	13,272
	0.77	0.02	0.00	0.21	
1993-94	7,659	1,040	6	2,722	11,427
	0.67	0.09	0.00	0.24	
1994-95	7,452	809	0	2,001	10,262
	0.73	0.08	0.00	0.20	
1995-96	5,256	151	46	2,008	7,461
	0.70	0.02	0.01	0.27	

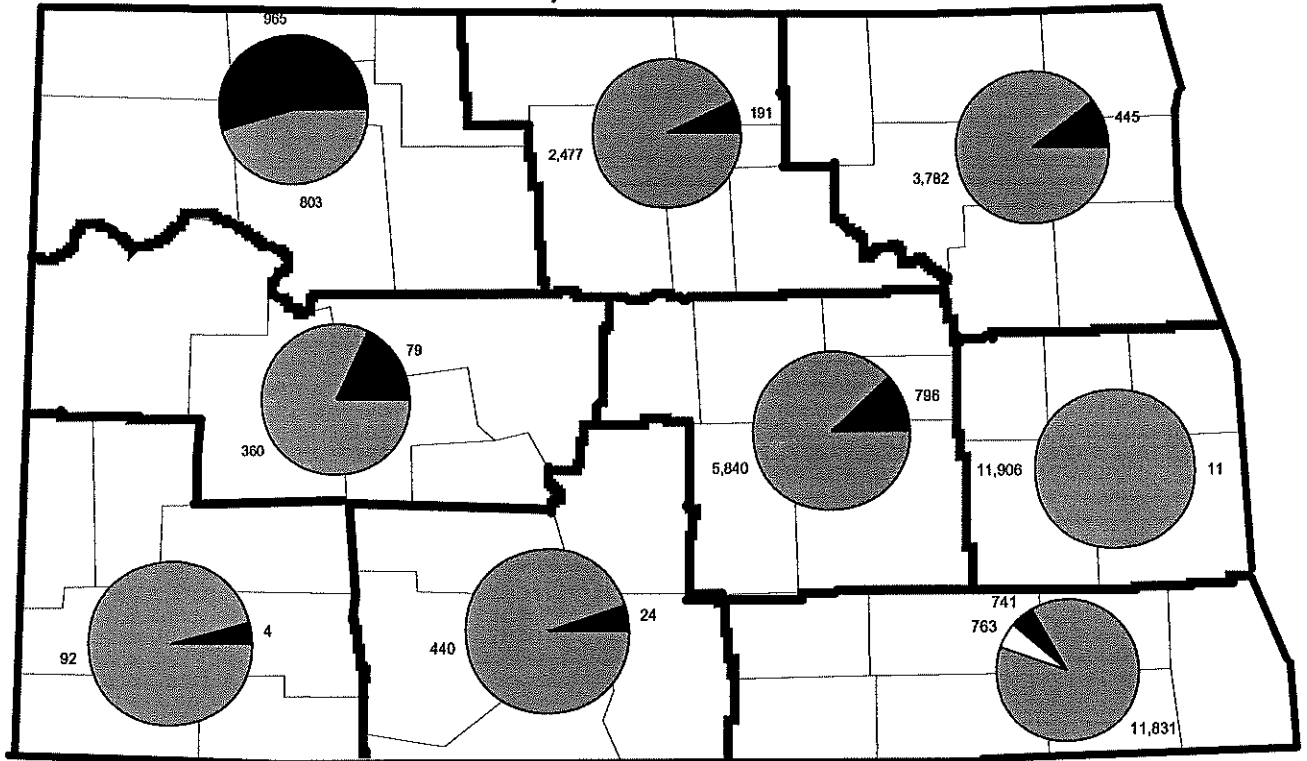


Mode for Oats Shipments from Each CRD

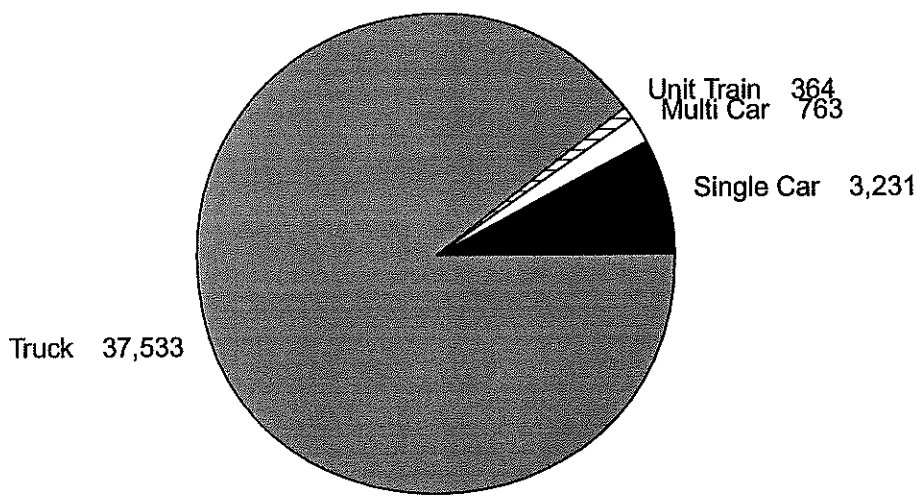
- Percent -



**Mode for Shipments of Sunflowers
from Each CRD, 1995-96
- 1,000 Bushels -**

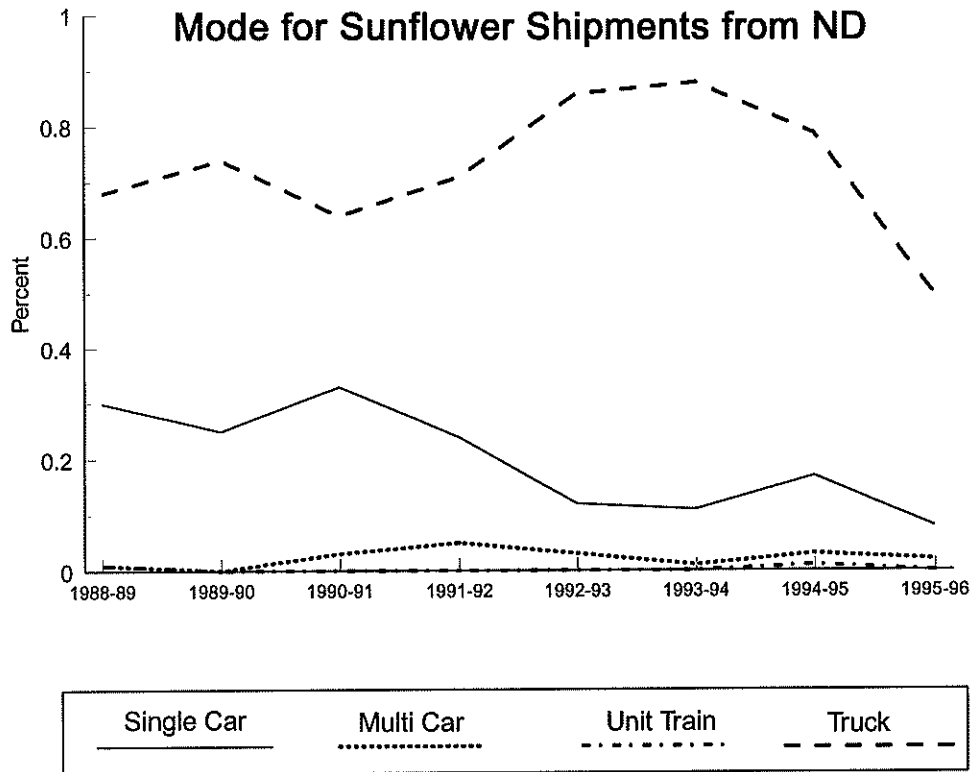


**Shipments of Sunflower from
All ND Elevators by Each Mode
- 1,000 Bushel**

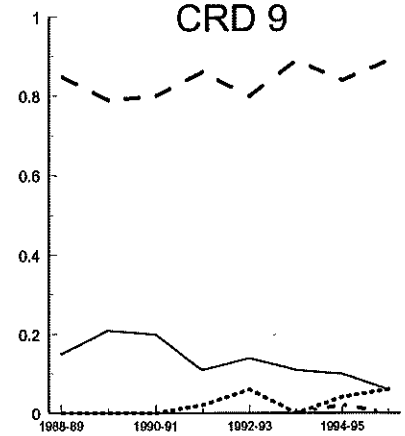
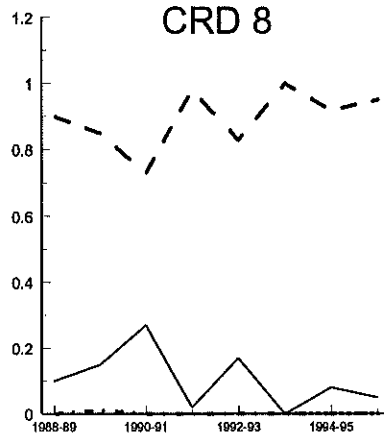
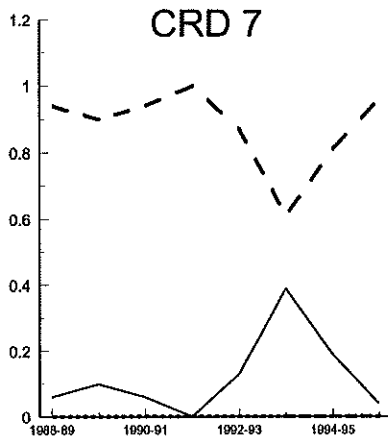
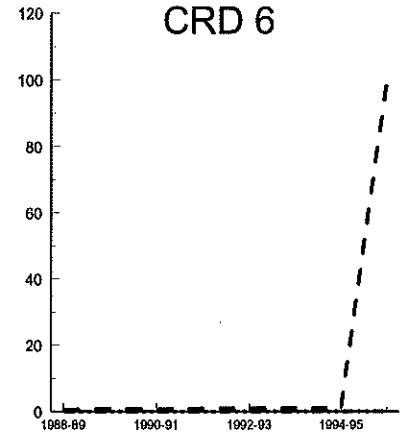
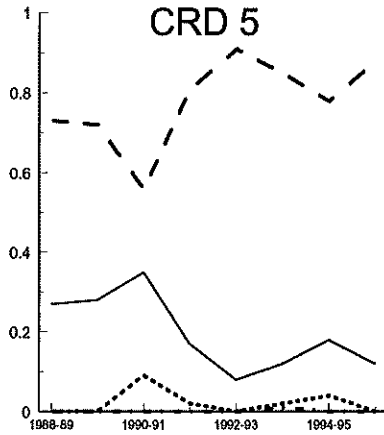
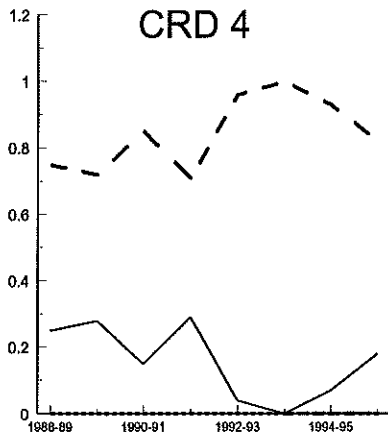
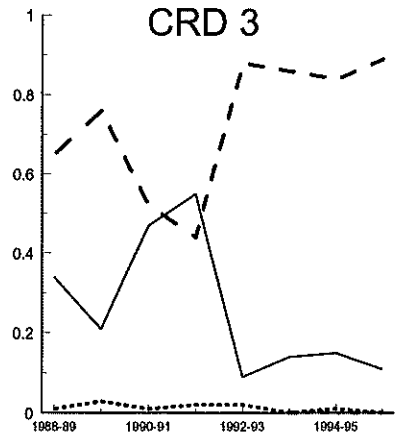
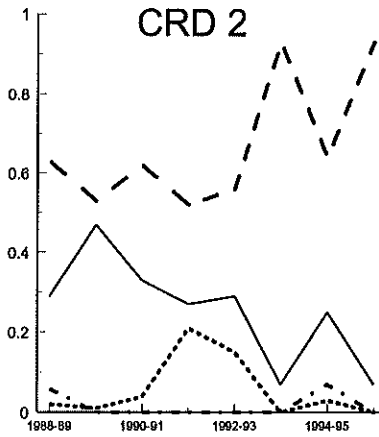
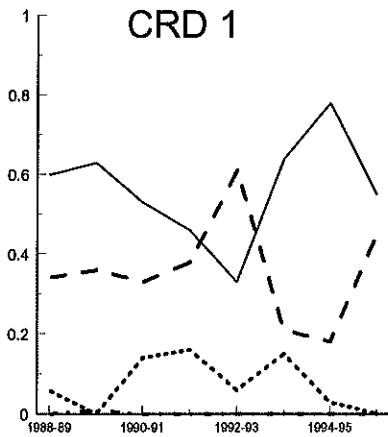


**Mode for Sunflower Shipments from ND
(1,000 Bushels)**

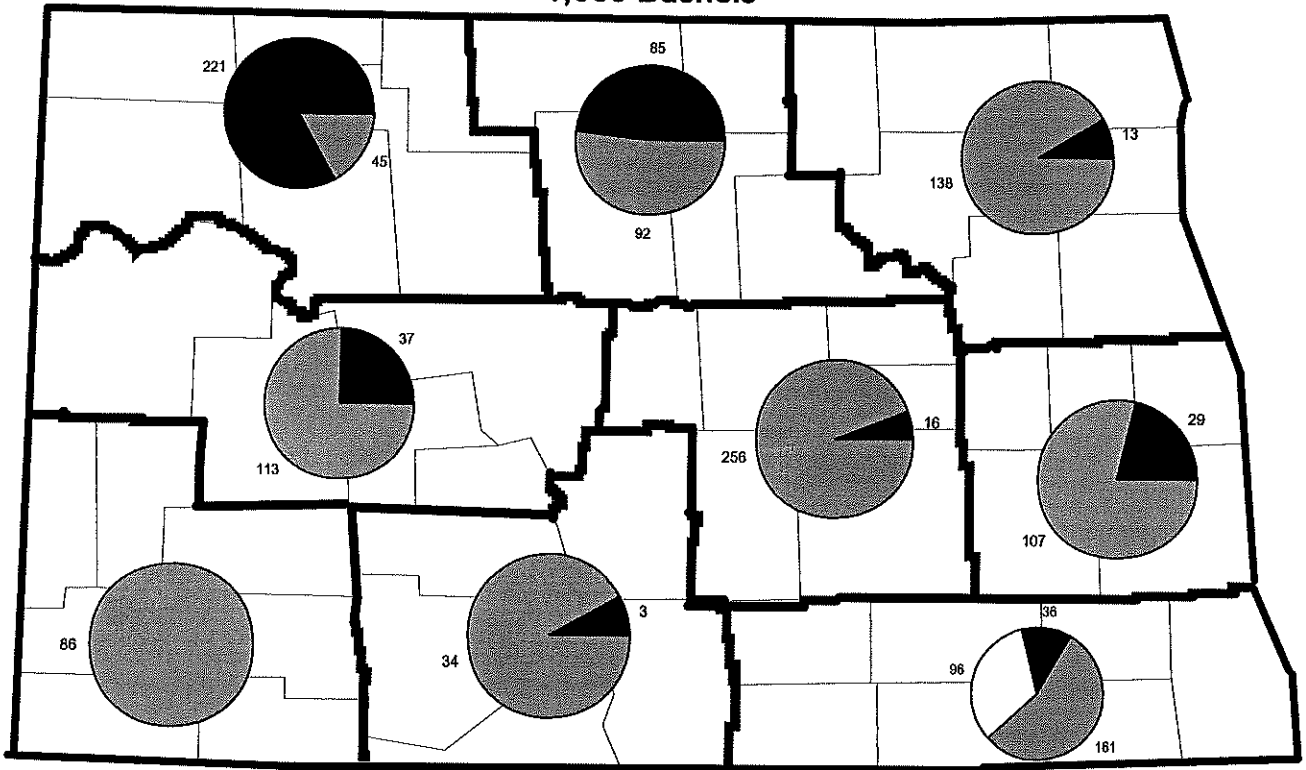
	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	3,437	320	1	6,626	10,384
(cwt)	0.33	0.03	0.00	0.64	
1991-92	3,910	727	0	11,429	16,066
(cwt)	0.24	0.05	0.00	0.71	
1992-93	2,159	548	3	16,039	18,749
(cwt)	0.12	0.03	0.00	0.86	
1993-94	785	77	14	6,409	7,284
(cwt)	0.11	0.01	0.00	0.88	
1994-95	8,432	1,309	630	39,550	49,921
(bu)	0.17	0.03	0.01	0.79	
1995-96	3,231	763	0	37,533	41,528
	0.08	0.02	0.00	0.90	



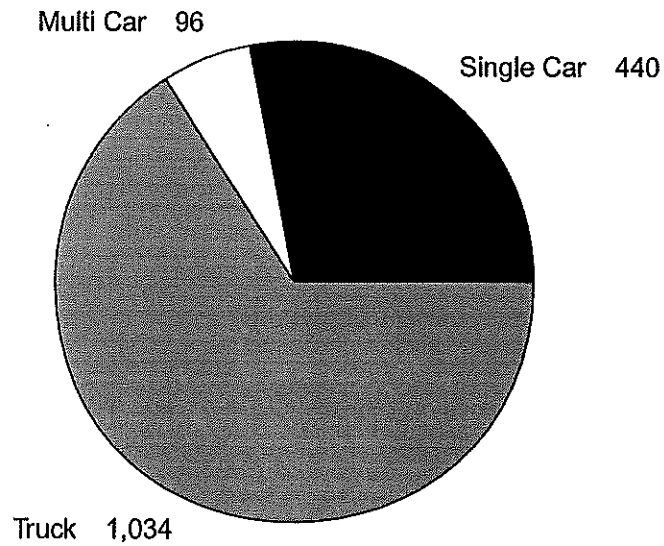
Mode for Sunflower Shipments from Each CRD - Percent -



**Mode for Shipments of Flaxseed
from Each CRD, 1995-96
- 1,000 Bushels -**

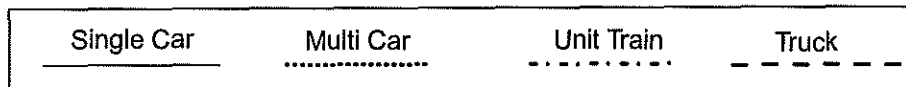
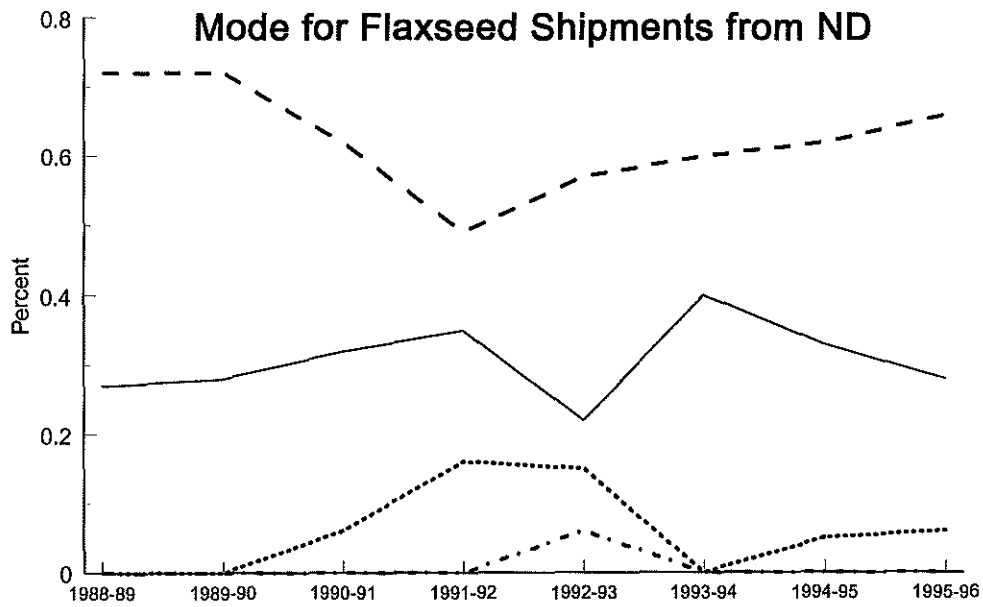


**Shipments of Flaxseed from
All ND Elevators by Each Mode
- 1,000 Bushels -**

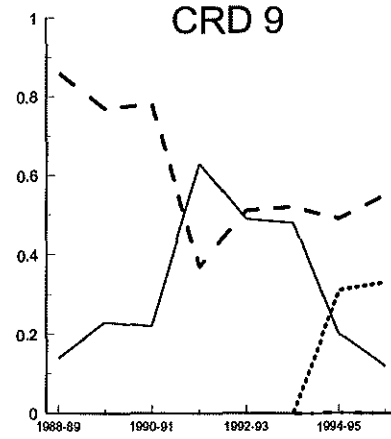
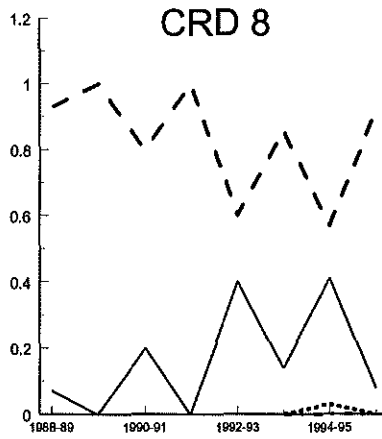
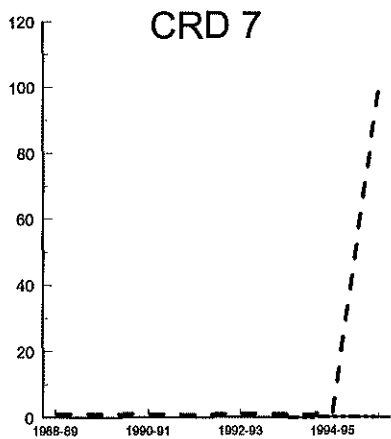
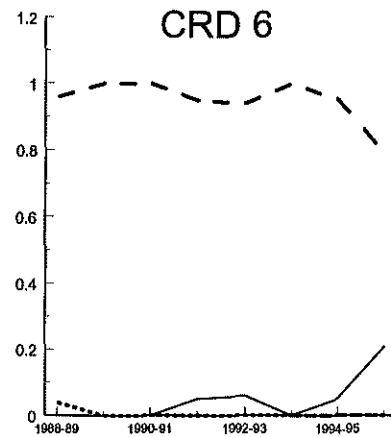
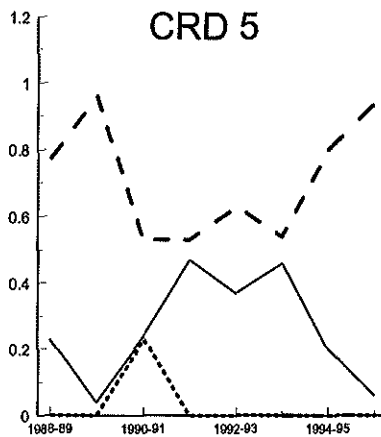
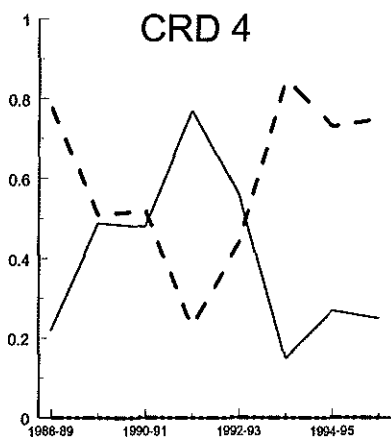
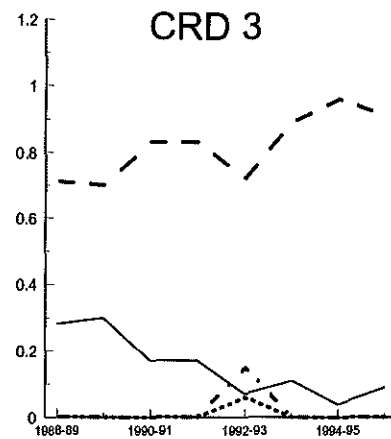
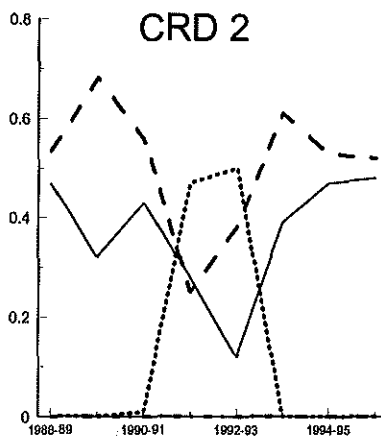
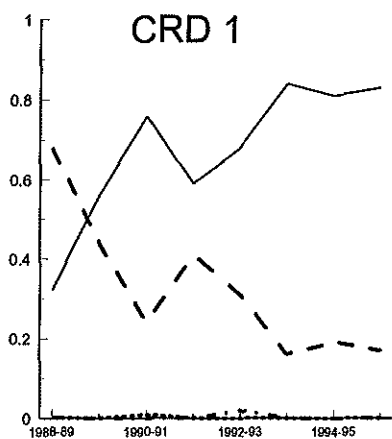


**Mode for Flaxseed Shipments from ND
(1,000 Bushels)**

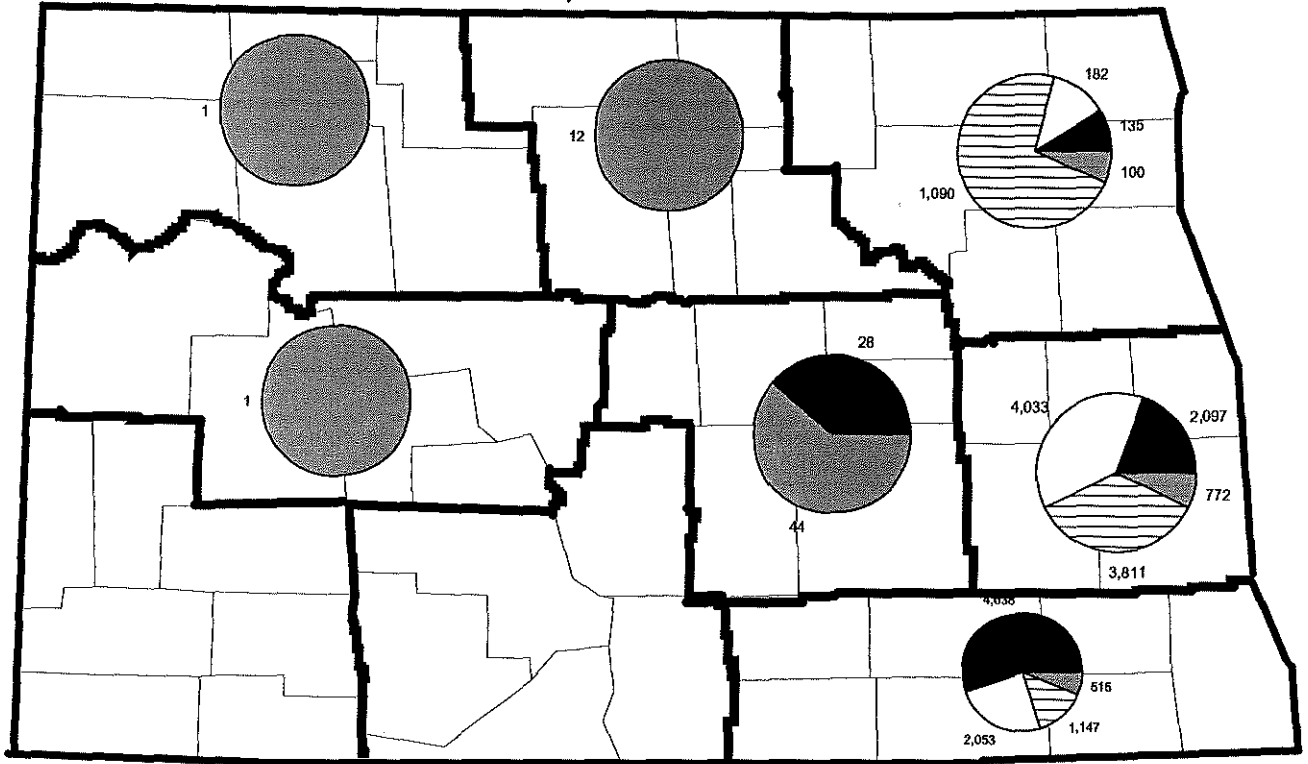
	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	732	127	0	1,400	2,259
	0.32	0.06	0.00	0.62	
1991-92	1,417	663	0	2,001	4,081
	0.35	0.16	0.00	0.49	
1992-93	810	560	201	2,050	3,621
	0.22	0.15	0.06	0.57	
1993-94	872	0	0	1,328	2,200
	0.40	0.00	0.00	0.60	
1994-95	759	108	0	1,402	2,270
	0.34	0.05	0.00	0.62	
1995-96	440	96	0	1,034	1,571
	0.28	0.06	0.00	0.66	



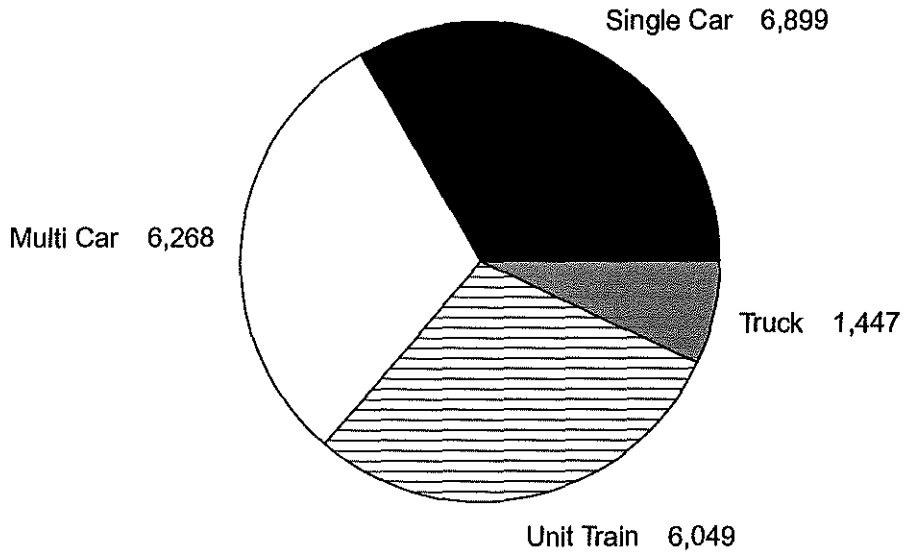
Mode for Flaxseed Shipments from Each CRD - Percent -



**Mode for Shipments of Soybeans
from Each CRD, 1995-96
- 1,000 Bushels -**

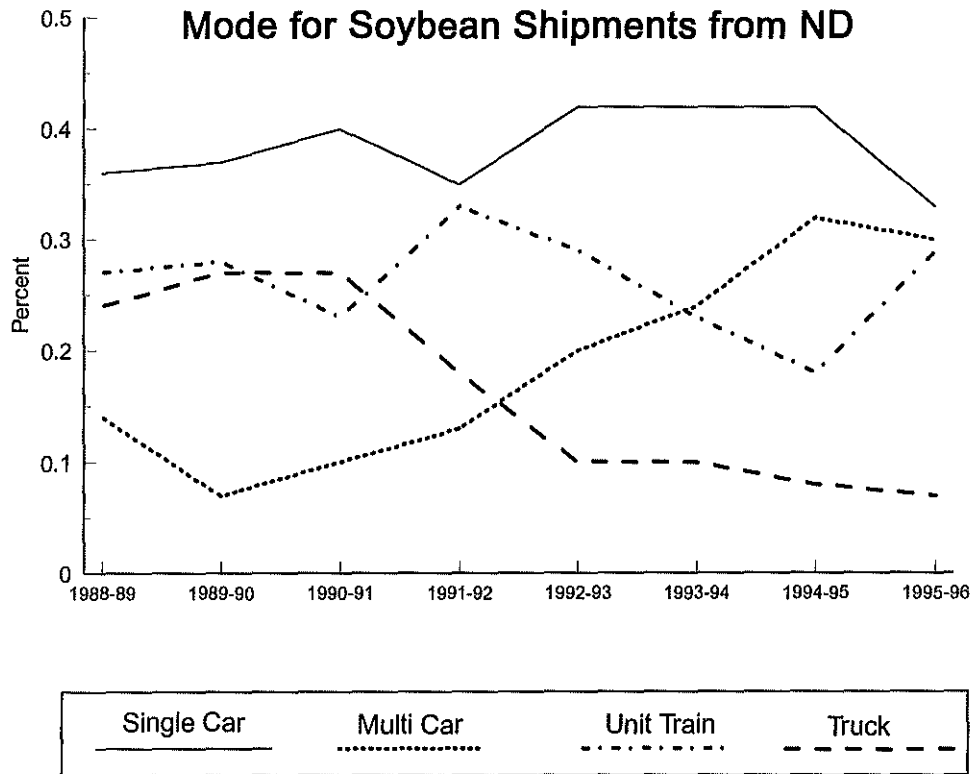


**Shipments of Soybeans
All ND Elevators by Each Mode
- 1,000 Bushels -**

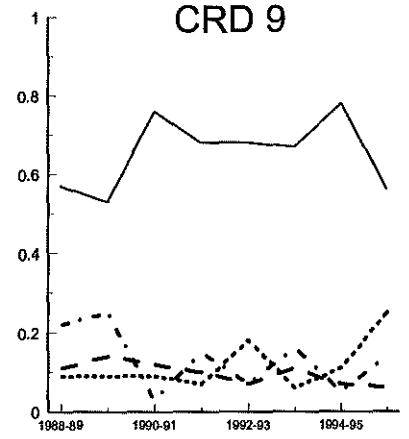
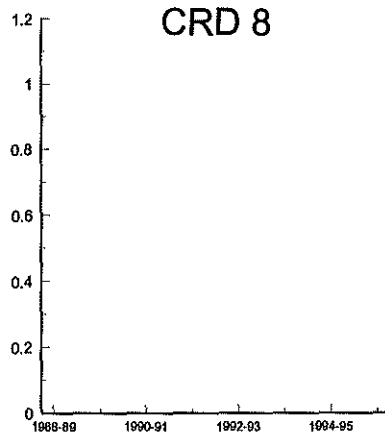
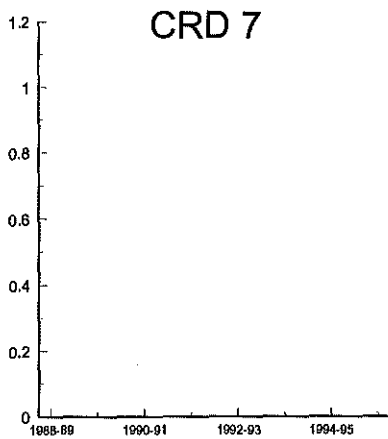
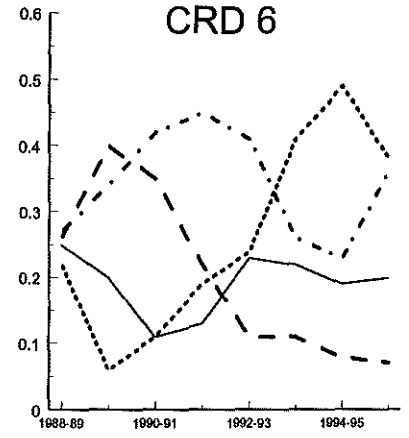
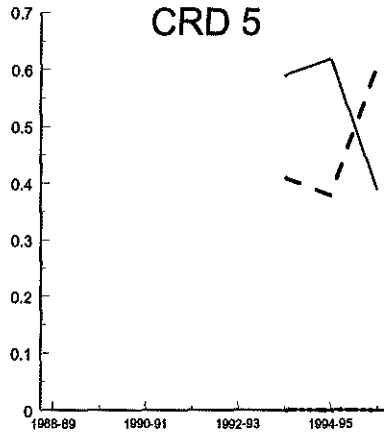
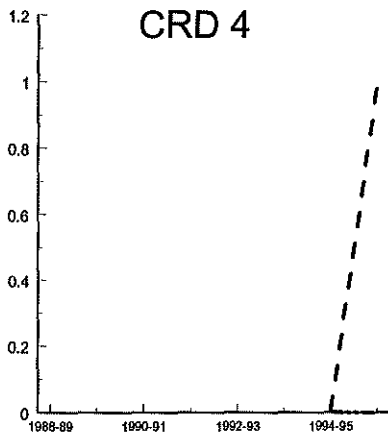
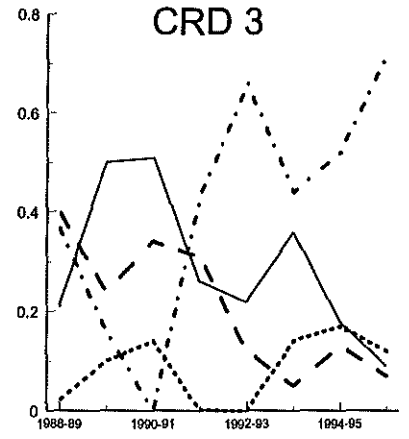
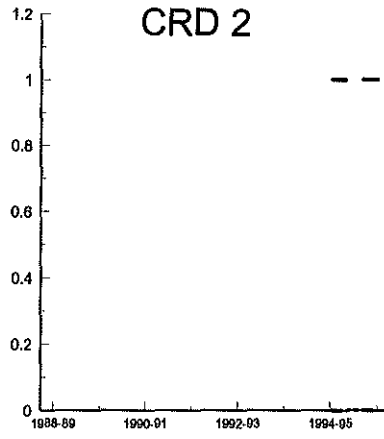
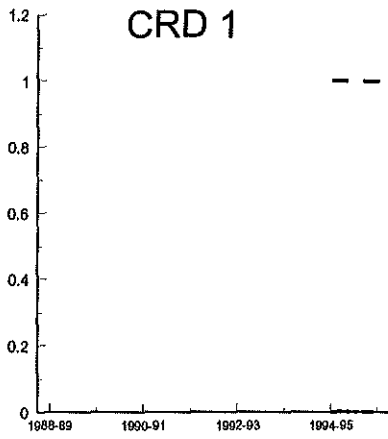


**Mode for Soybean Shipments from ND
(1,000 Bushels)**

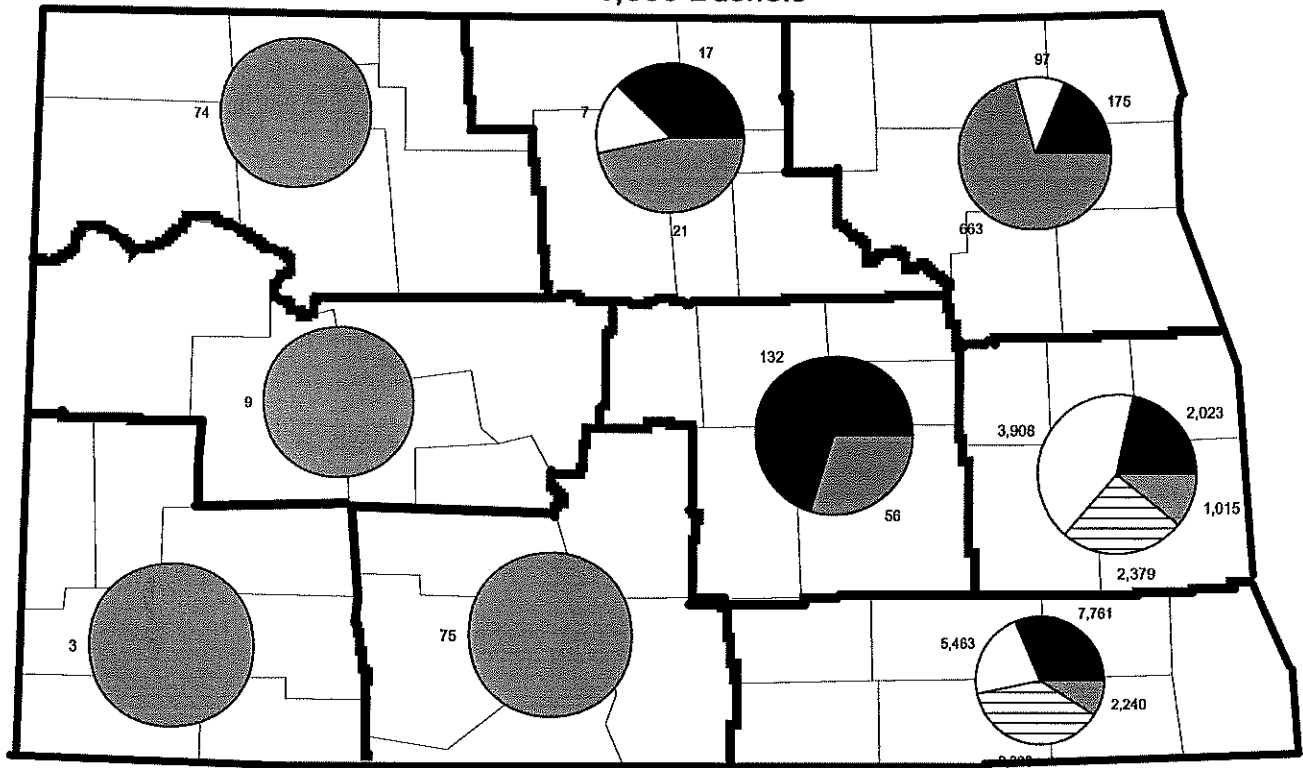
	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	4,024	1,068	2,393	2,700	10,185
	0.40	0.10	0.24	0.27	
1991-92	5,837	2,095	5,504	3,029	16,465
	0.35	0.13	0.33	0.18	
1992-93	6,472	3,099	4,434	1,523	15,528
	0.42	0.20	0.29	0.10	
1993-94	4,105	2,390	2,294	1,026	9,815
	0.42	0.24	0.23	0.10	
1994-95	6,161	4,662	2,608	1,163	14,594
	0.42	0.32	0.18	0.08	
1995-96	6,899	6,268	6,049	1,447	20,663
	0.33	0.30	0.29	0.07	



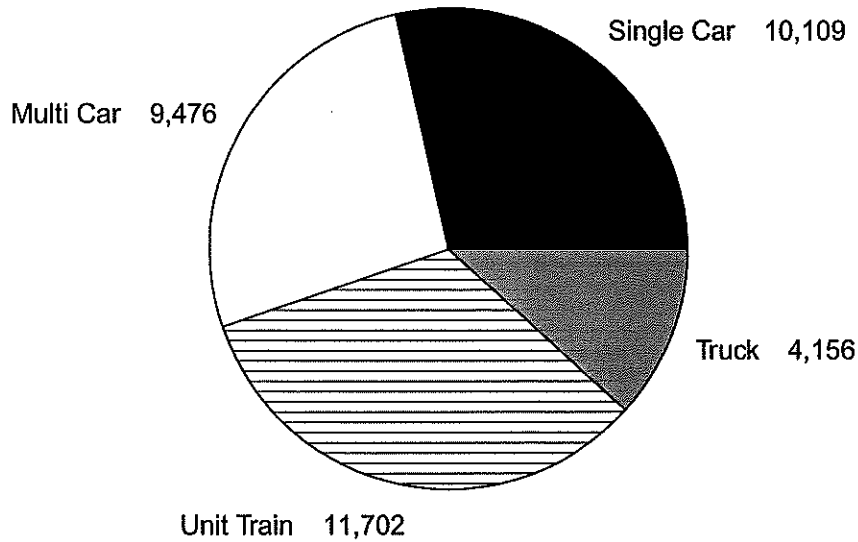
Mode for Soybean Shipments from Each CRD - Percent -



Mode for Shipments of Corn from Each CRD, 1995-96 - 1,000 Bushels -

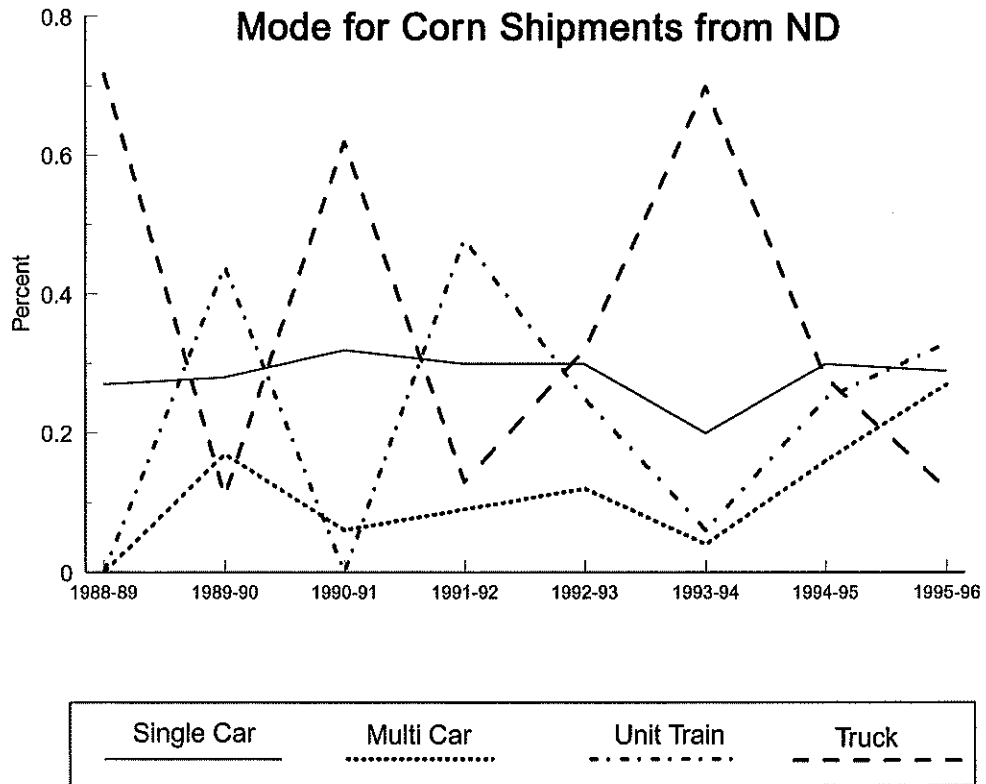


Shipments of Corn All ND Elevators by Each Mode - 1,000 Bushels -



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

	Single Car	Multi Car	Unit Train	Truck	Total
1990-91	732	127	0	1,400	2,259
	0.32	0.06	0.00	0.62	
1991-92	10,976	3,137	17,388	4,583	36,084
	0.30	0.09	0.48	0.13	
1992-93	5,506	2,128	4,568	5,851	18,053
	0.31	0.12	0.25	0.32	
1993-94	1,629	317	498	5,604	8,048
	0.20	0.04	0.06	0.70	
1994-95	7,383	4,014	6,074	6,927	24,398
	0.30	0.16	0.25	0.28	
1995-96	10,109	9,476	11,702	4,156	35,444
	0.29	0.27	0.33	0.12	



Mode for Corn Shipments from Each CRD

- Percent -

