

**Annual North Dakota Elevator
Marketing Report, 1999-2000**

Kimberly Vachal

UGPTI Department Publication No. 139

November 2000

*UGPTI Publication No 139
November 2000*



**ANNUAL NORTH DAKOTA ELEVATOR
MARKETING REPORT, 1999-00**

Kimberly Vachal
Research Assistant

Upper Great Plains Transportation Institute
North Dakota State University
Fargo, North Dakota



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.

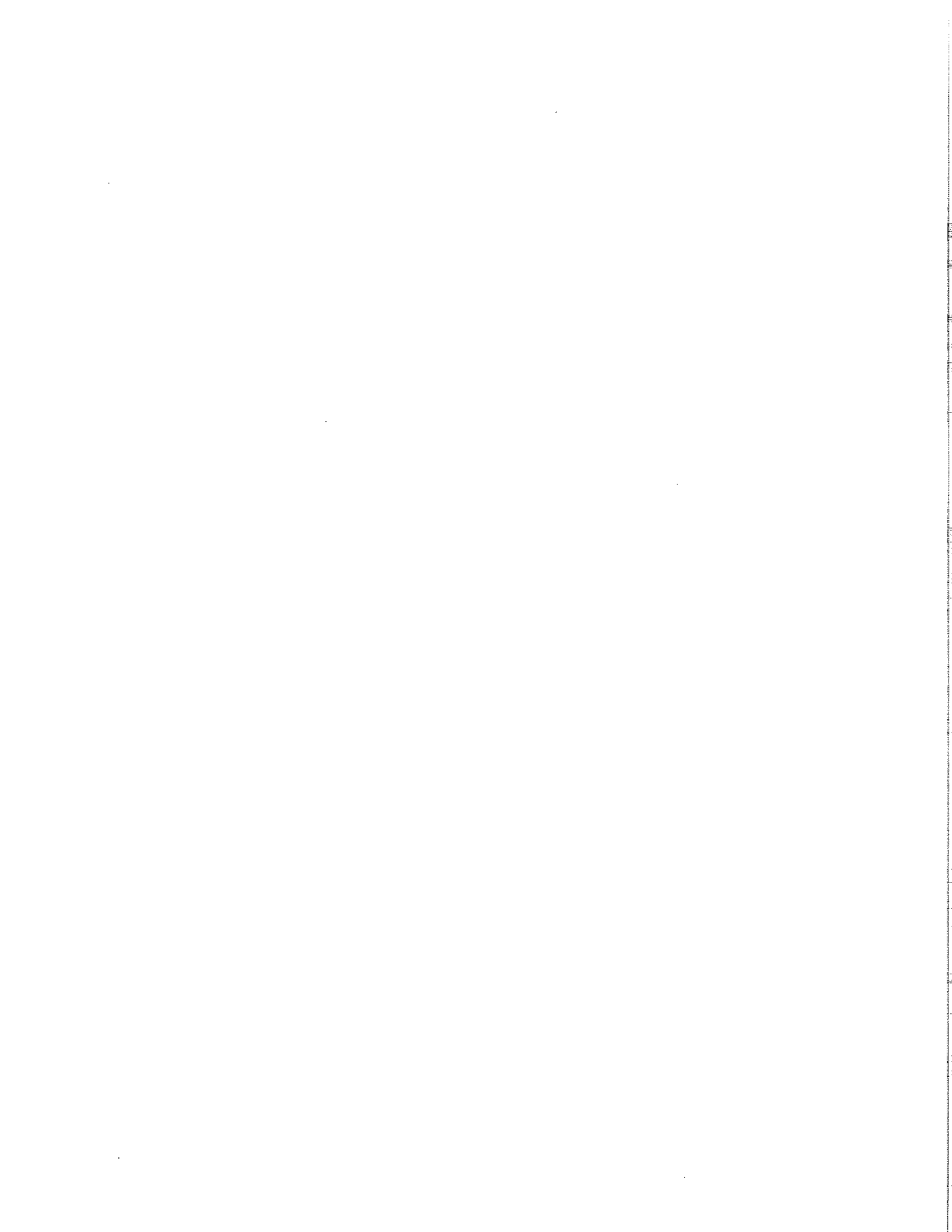
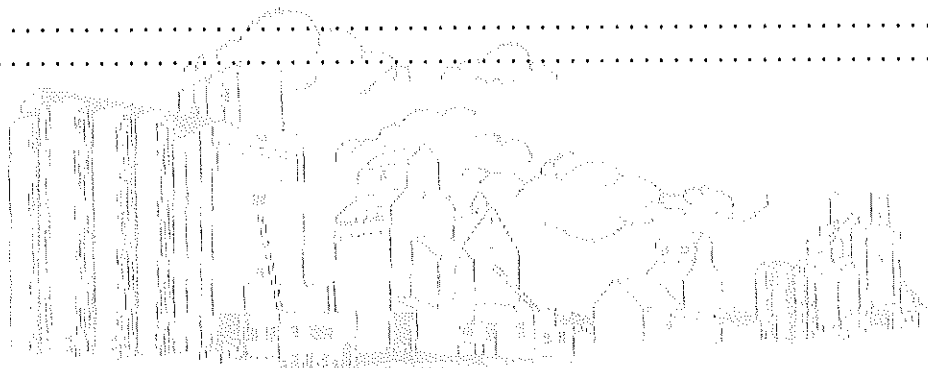


TABLE OF CONTENTS

	<i>page</i>
North Dakota Elevator Marketing Statistics	iii
Overview	iii
Source of Data	iii
Scope of Report	iii
Organization of the Report	iii
Definition of Elevator Summary Variables	iv
North Dakota Elevators	1
Elevator Categories	1
Storage Capacity	1
Grain Handled	1
Storage and Total Grain Shipments for North Dakota Elevators	2
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators	2
North Dakota Multi and Unit Car Loading Facilities	3
Elevators in Each CRD	4
Turnover Ratios for Each Elevator Category	5
Modal Shipments of Grains and Oilseeds for Each Elevator Category	5
ND Elevator Shipments, Storage, and Turnover Ratios for Each CRD	6
Modal Share of Grain and Oilseed Shipments from Each CRD	7
Destinations for Grain and Oilseed Shipments Originating from North Dakota Elevators	9
All Grains and Oilseeds	11
HRS Wheat	17
Durum	23
Barley	29
Oats	33
Sunflowers	37
Canola	41
Soybeans	45
Corn	49

Mode for Grain and Oilseed Shipments Originating from North Dakota Elevators	53
All Grains and Oilseeds	54
HRS Wheat	56
Durum	58
Barley	60
Oats	61
Sunflowers	62
Canola	63
Soybeans	64
Corn	65



Overview

The *Annual North Dakota Elevator Marketing Report for 1999-00* was prepared by Charlie Cooper 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. **1999-00 numbers represent 95 percent of the required reports.**

Scope of Report

Data are tabulated according to elevator type to provide general information on characteristics that describe commodity flows or provide a benchmark for elevators.

- **Turnover:** Equal to the ratio of volume of grain handled to the storage capacity available.
- **Destination:** Duluth-Superior, Minneapolis-St. Paul (include other MN and WI), PNW, Midland-Southwest, North Dakota, and miscellaneous markets.
- **Origin:** Nine crop reporting districts.
- **Mode:** Truck or rail.
- **Elevator Size:** Elevators are stratified into four groups based on the number of cars an elevator can load without railroad switching services (1) Single Car (1 to 24 cars), (2) Multiple Car (25 to 49 cars), (3) Unit Train (50 to 99 cars), (4) No Rail, and (5) 100-car (100 cars or more).
- **Time:** Crop year, from July 1999 to June 2000.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, oats, soybeans, canola, and corn.

Organization of the Report

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

Definition of Elevator Summary Variables

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

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

Elevator Size:

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

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

Mode for Grain & Oilseed Shipments by Rail:

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

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

Destinations for Grain and Oilseed Shipments:

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

North Dakota Elevators, 1999-00

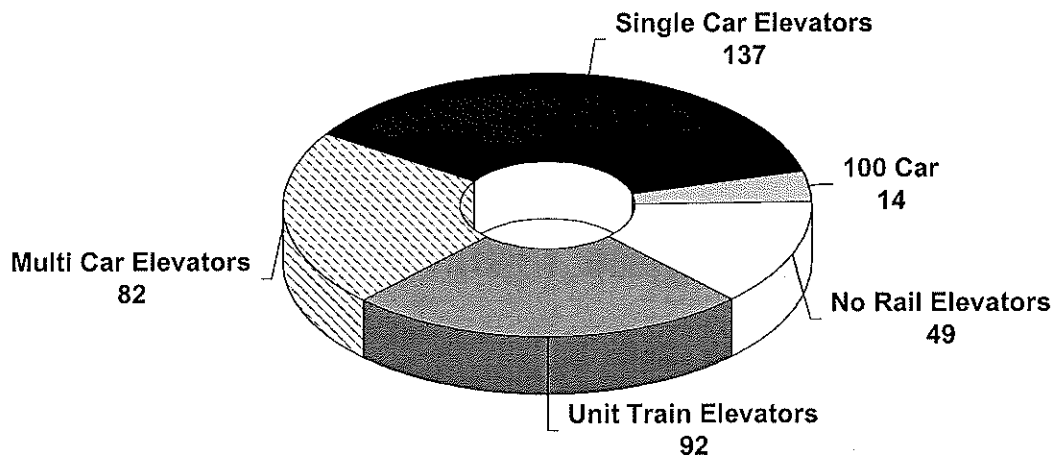
Storage: 215,628 Thousand Bu.

Grain Shipped to End User: 454,211 Thousand Bu.

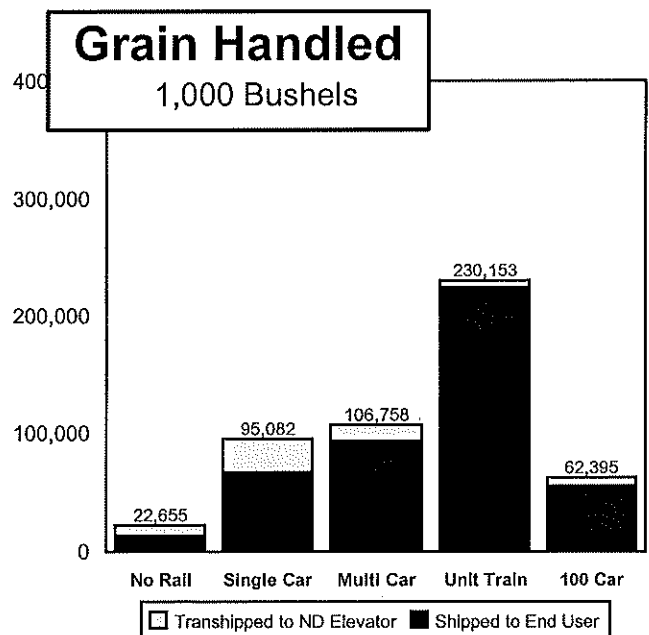
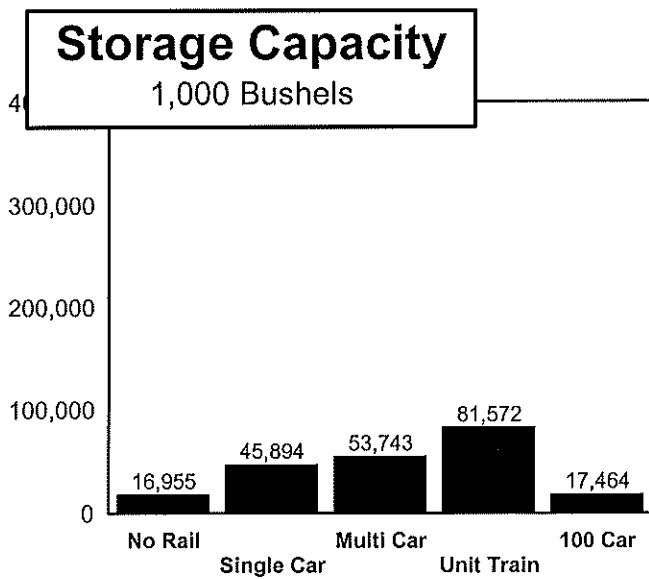
Grain Transhipped to ND Elevator: 62,832 Thousand Bu.

Average Turnover: 3.7

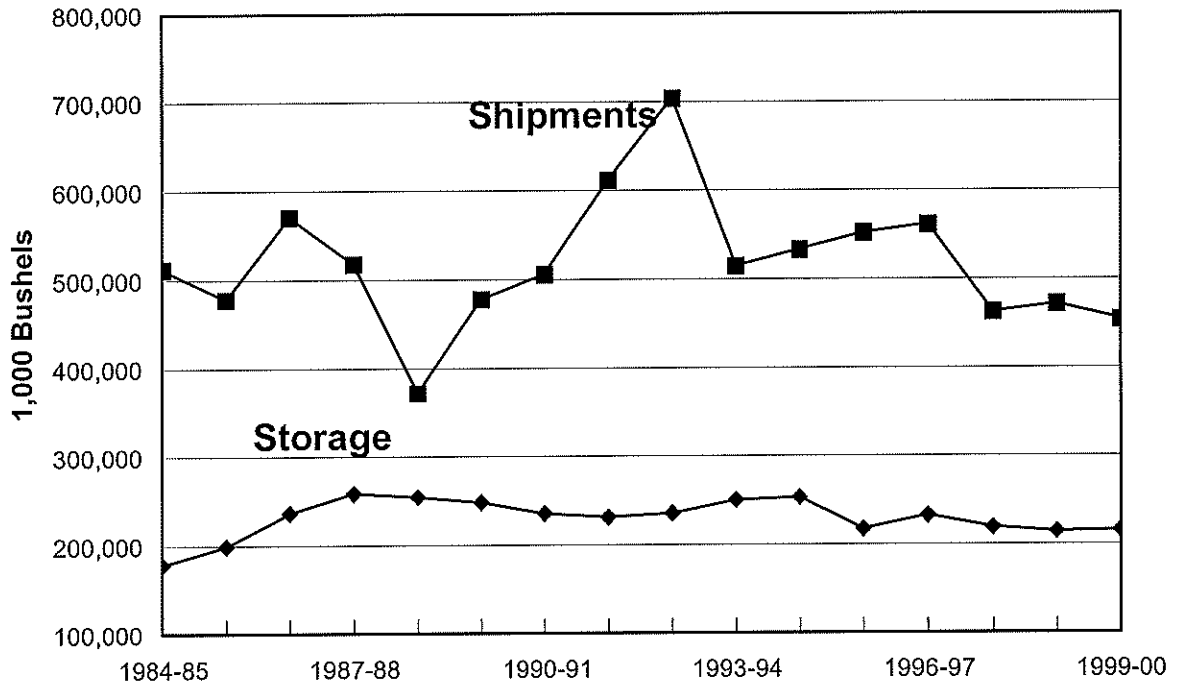
Elevator Categories



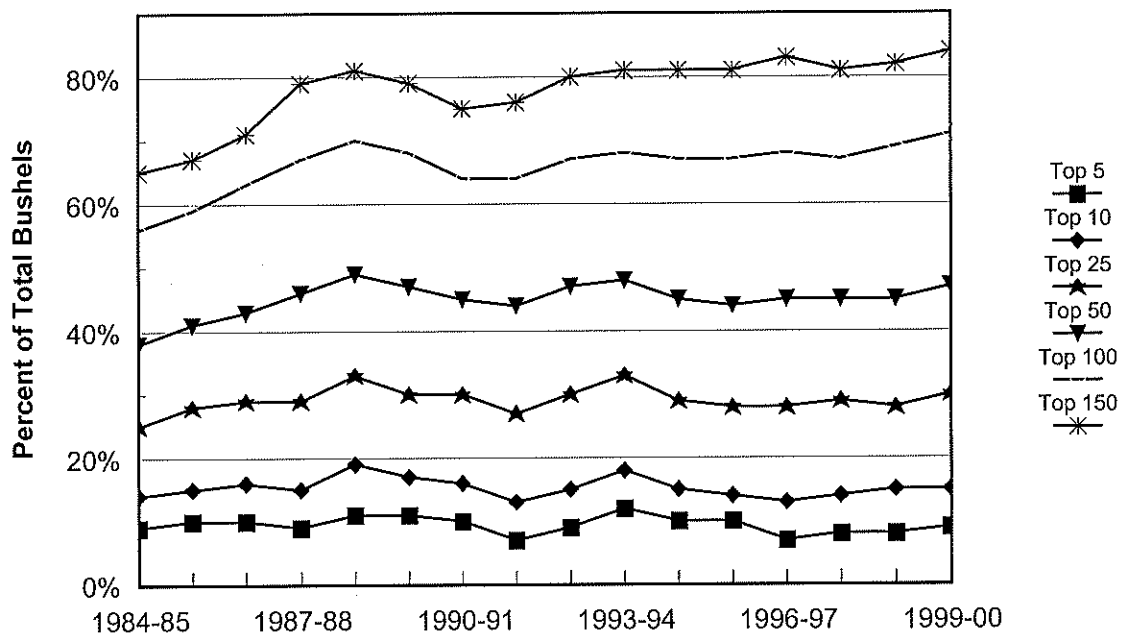
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg iv).



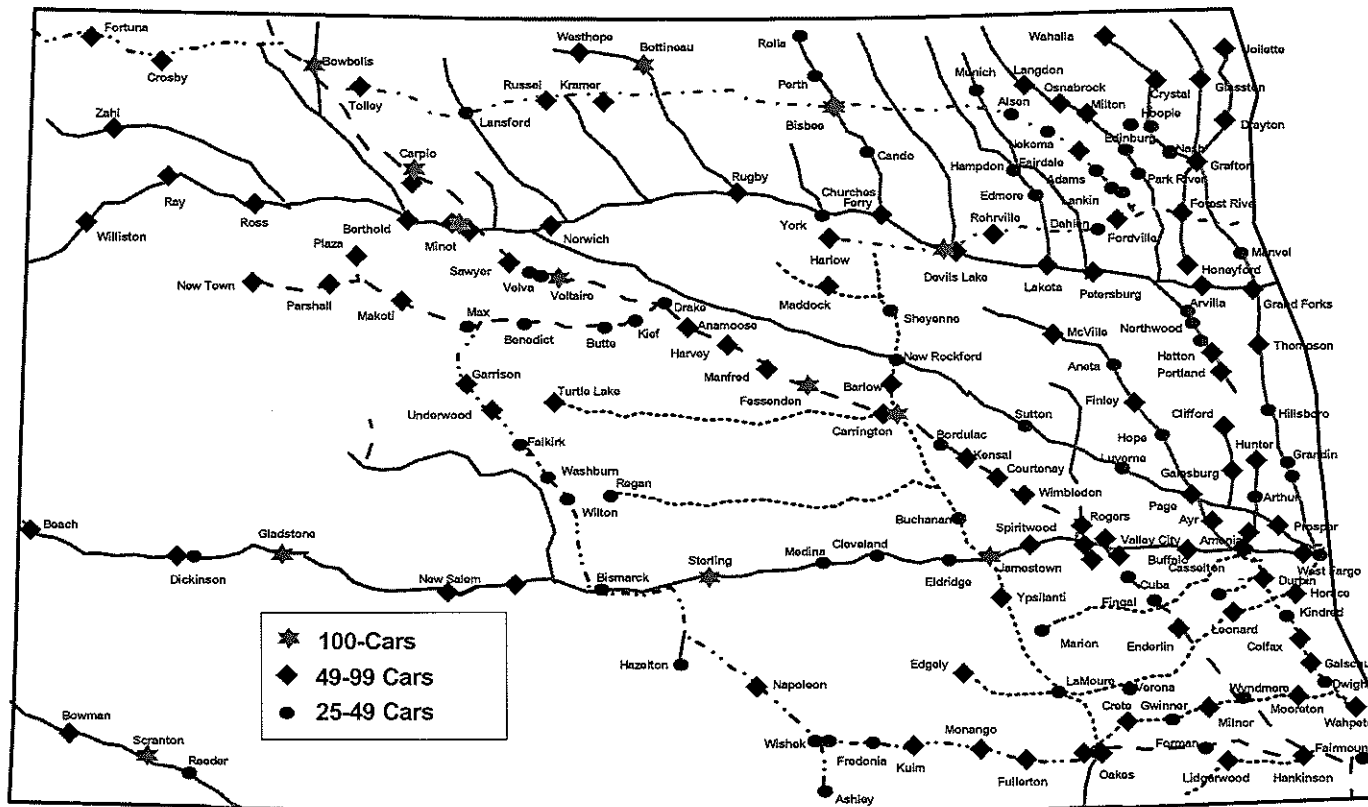
Storage and Total Grain Shipments for North Dakota Elevators



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



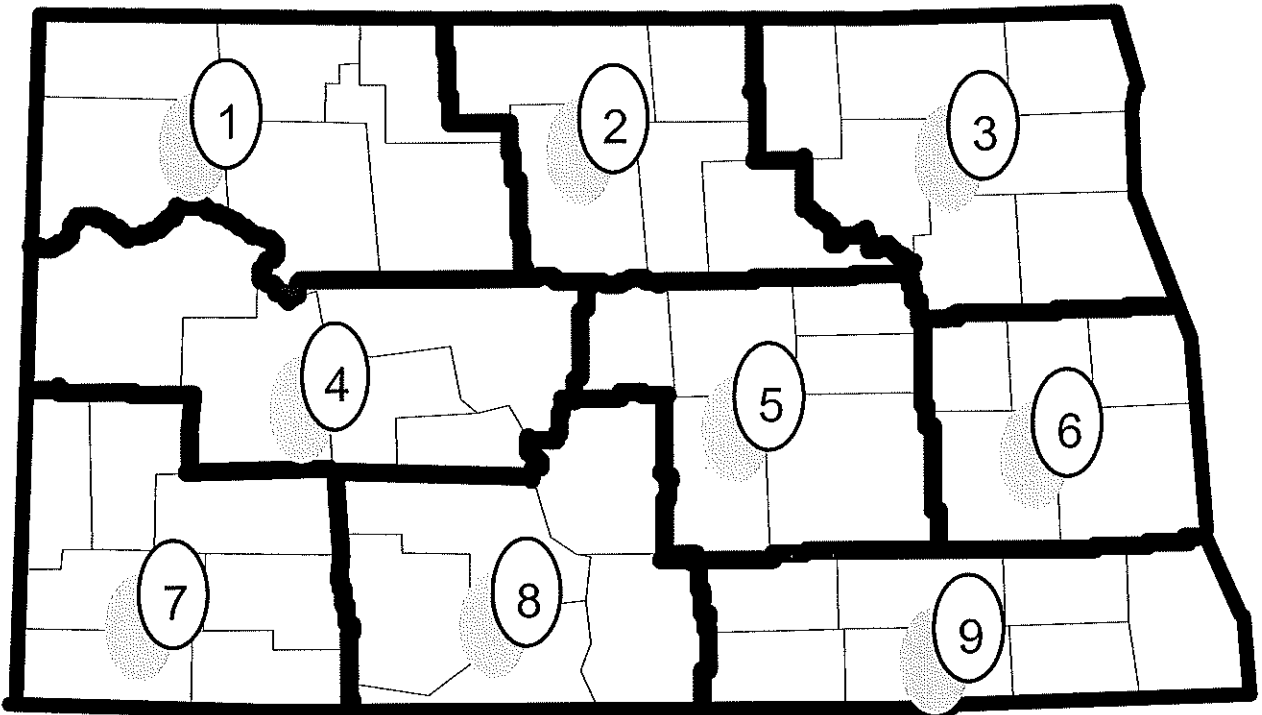
North Dakota Multicar, Unit & Shuttle Train Car Loading Stations, 1999



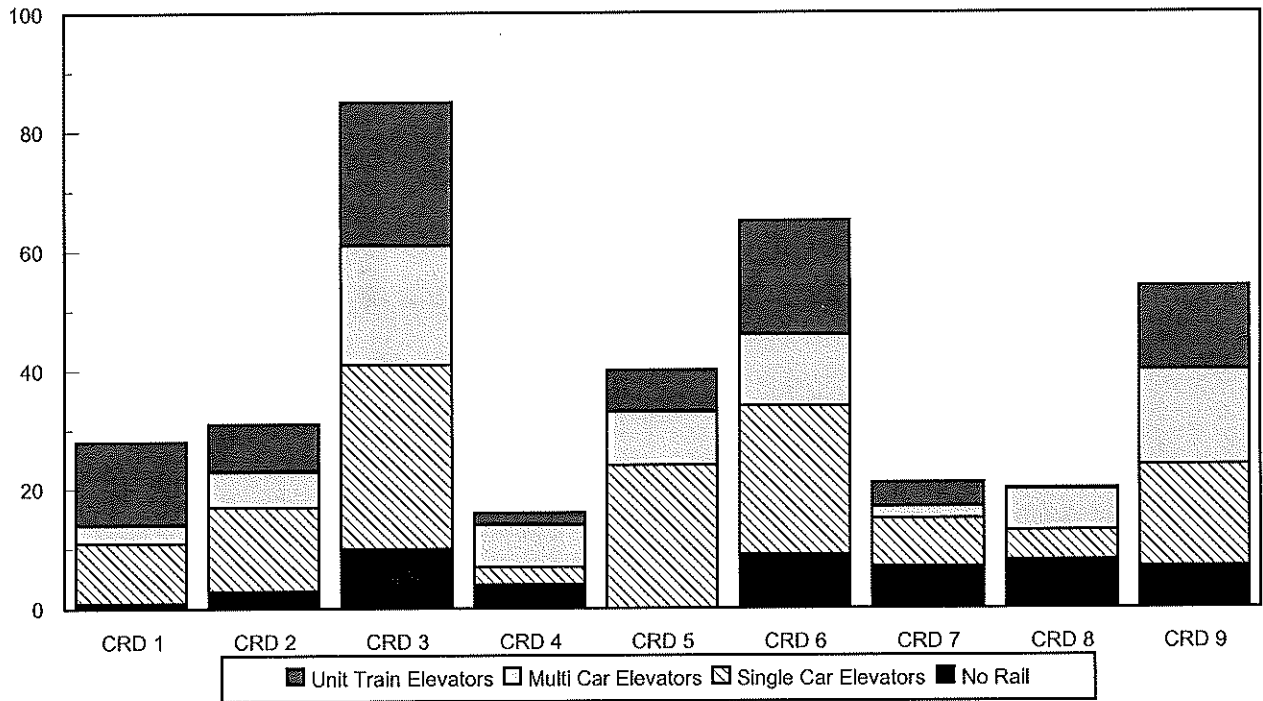
★ 100-Cars
 ◆ 49-99 Cars
 ● 25-49 Cars

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

NORTH DAKOTA CROP REPORTING DISTRICTS

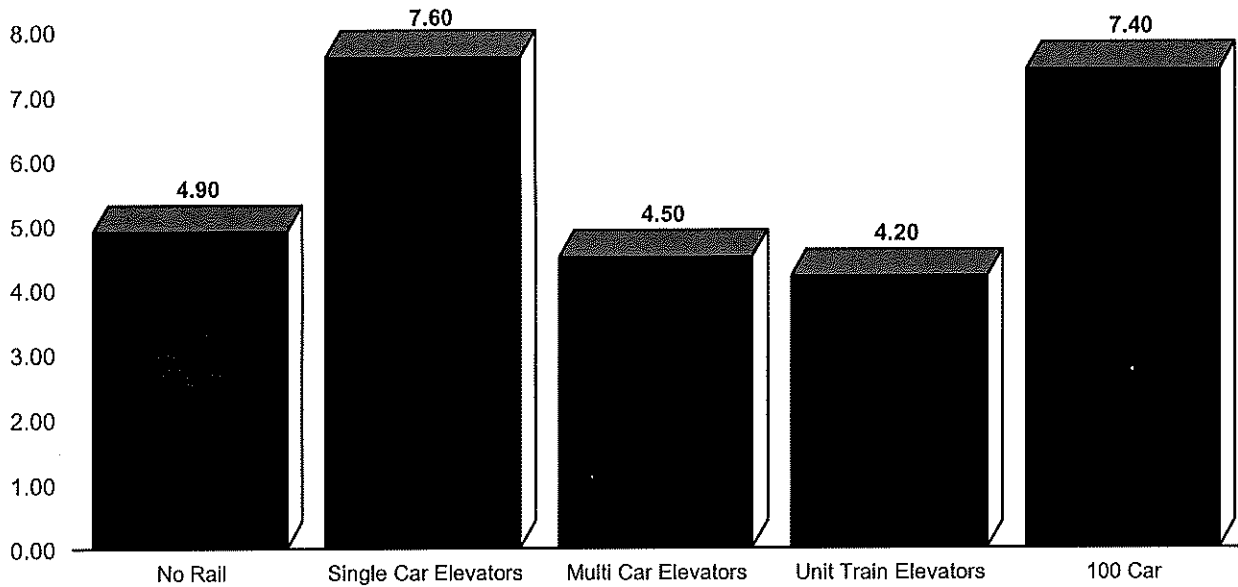


Elevators in Each CRD, 1999-00



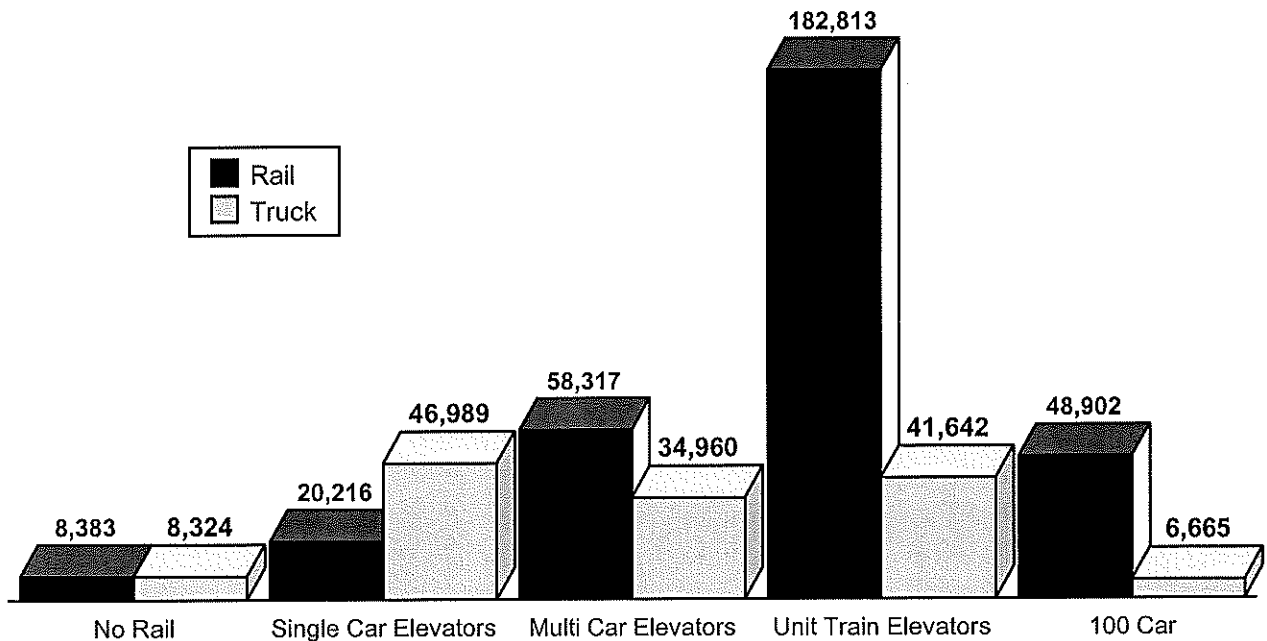
Turnover Ratios for Each Elevator Category, 1999-00

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 1999-00

- Thousand Bushels -



**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 1999-00**

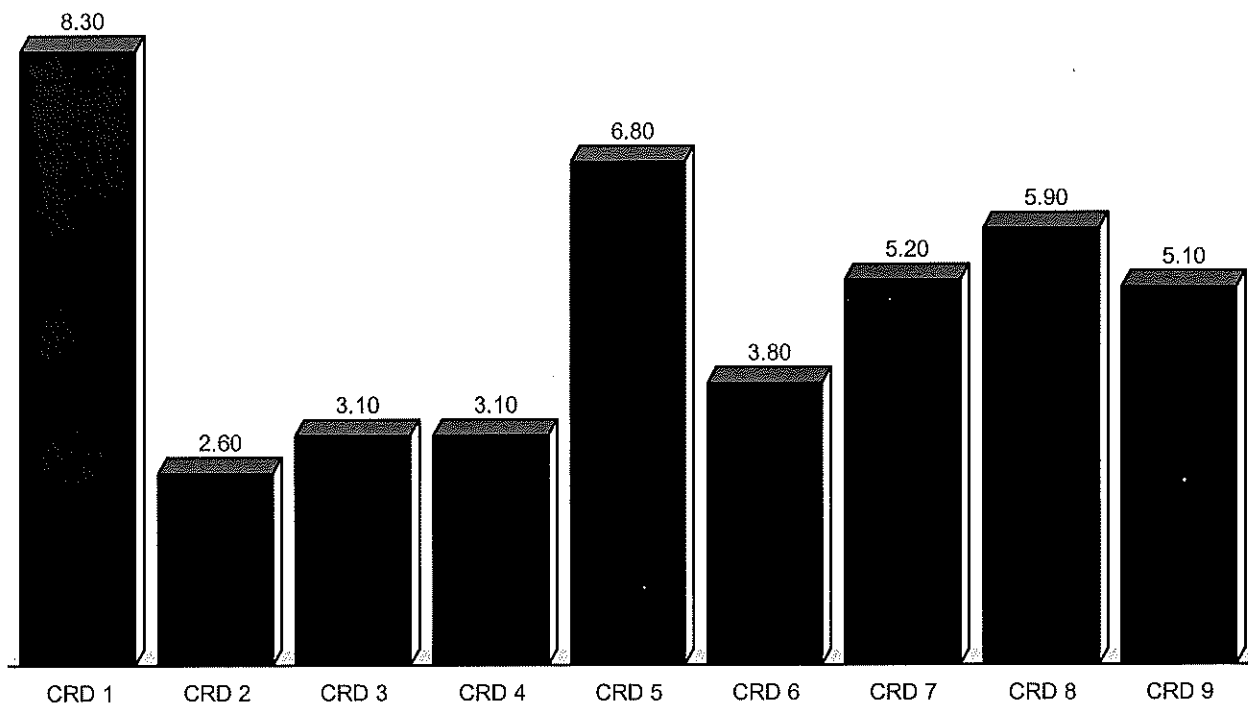
CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	32	18,763,000	9,571,620	57,058,791	8.30
2	33	15,640,100	1,782,943	26,732,682	2.60
3	87	48,126,752	6,632,429	93,305,085	3.10
4	16	7,053,050	1,507,084	15,223,892	3.10
5	43	32,494,700	22,824,779	48,131,663	6.80
6	65	44,604,493	7,935,917	94,917,764	3.80
7	22	11,052,300	2,615,950	27,227,610	5.20
8	21	6,475,000	4,461,765	13,792,965	5.90
9	55	31,418,559	5,499,423	77,820,162	5.10
All	374	215,627,954	62,831,910	454,210,614	3.70

^aBushels transhipped to other ND elevators.

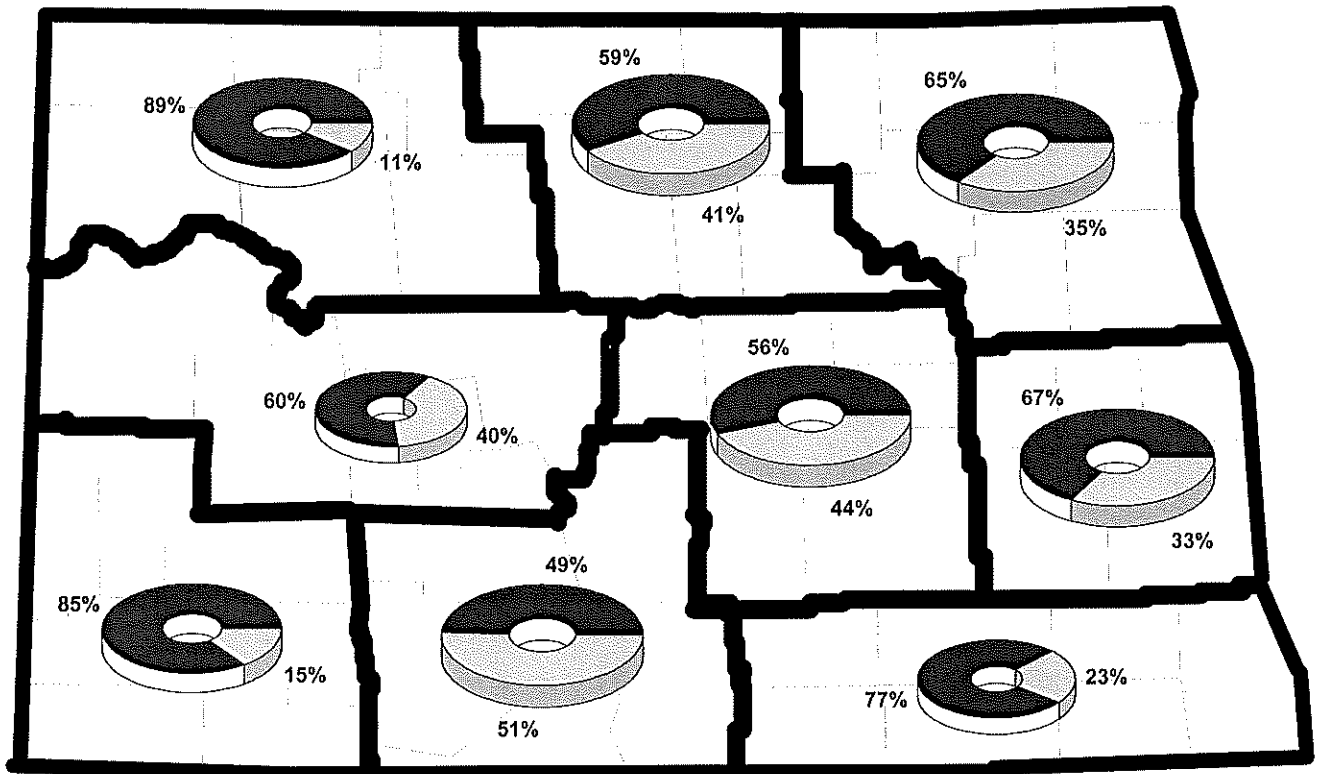
^bBushels shipped to processors, and various export points.

**Average Turnover of Shipments to Storage for
Each CRD, 1999-00**

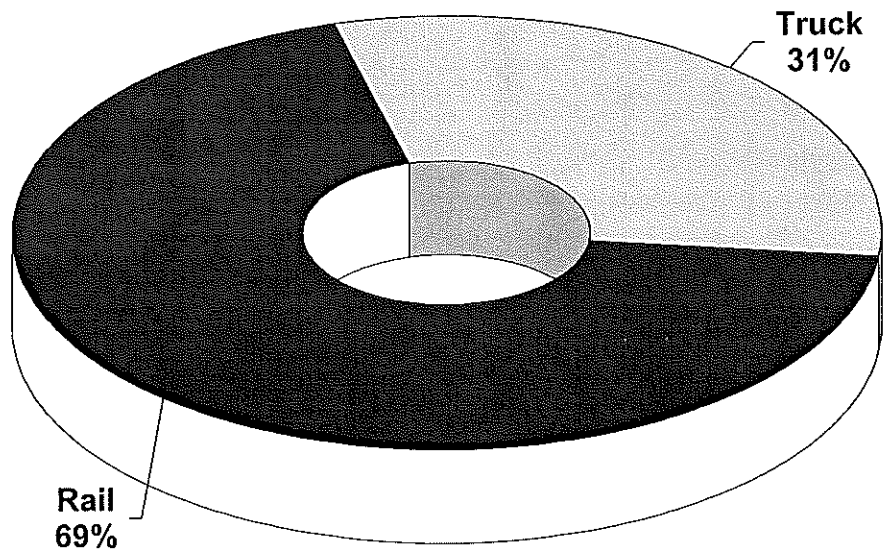
-Weighted by grain shipments-

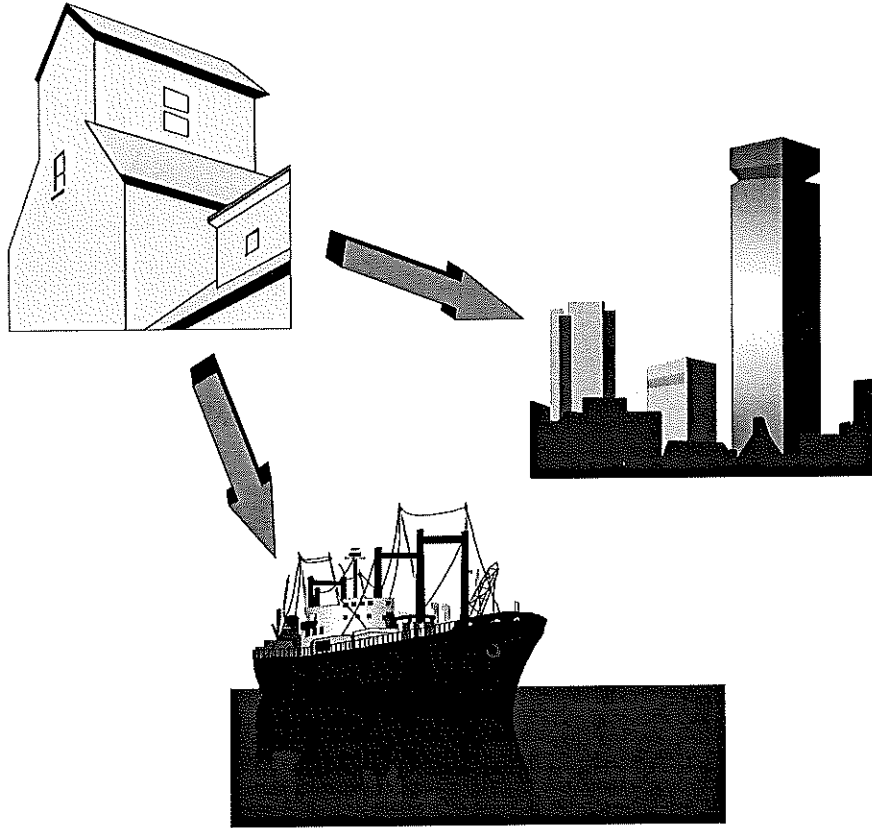


Modal Share of Grain and Oilseed Shipments from Each CRD, 1999-00



Rail/Truck Share of Grain and Oilseed Shipments from ND, 1999-00

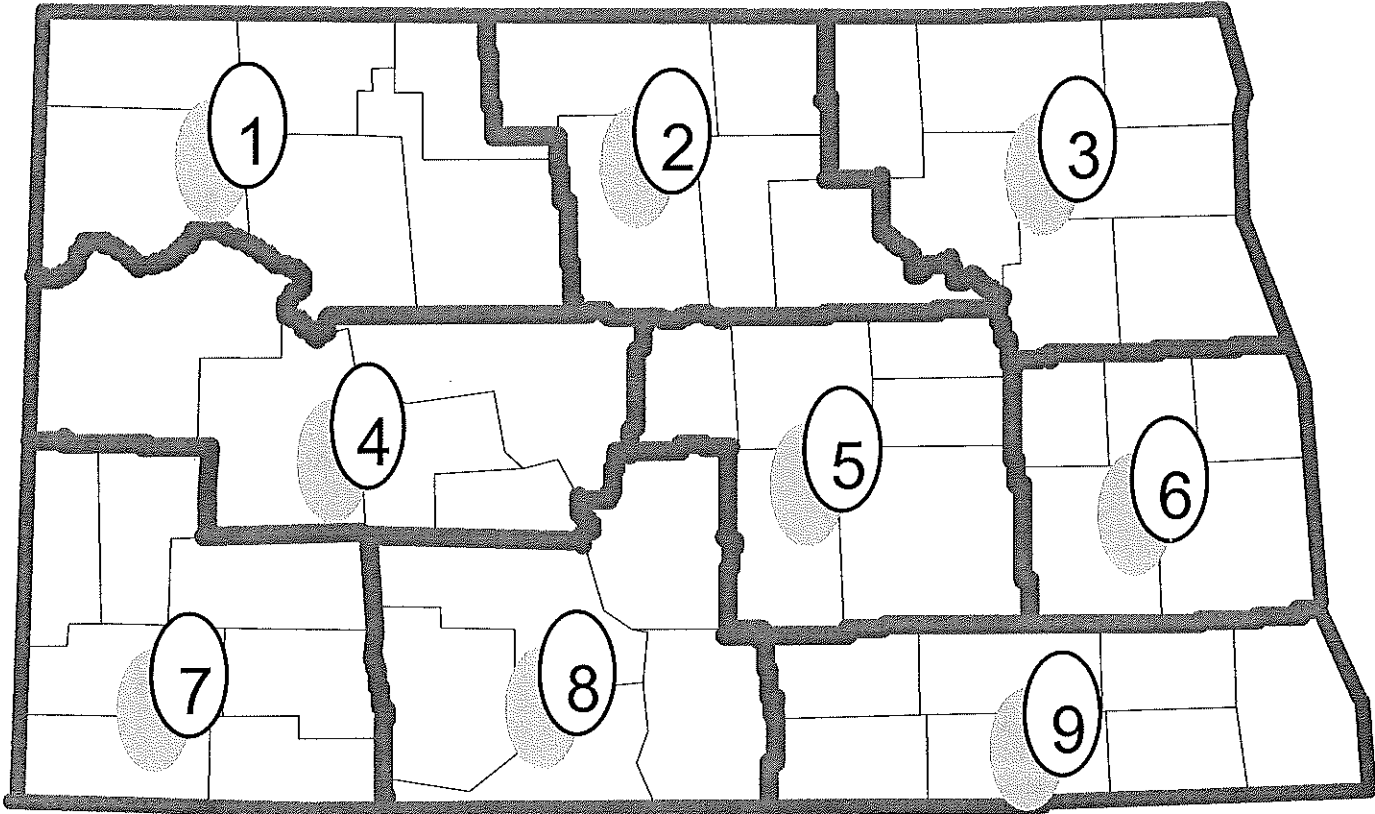




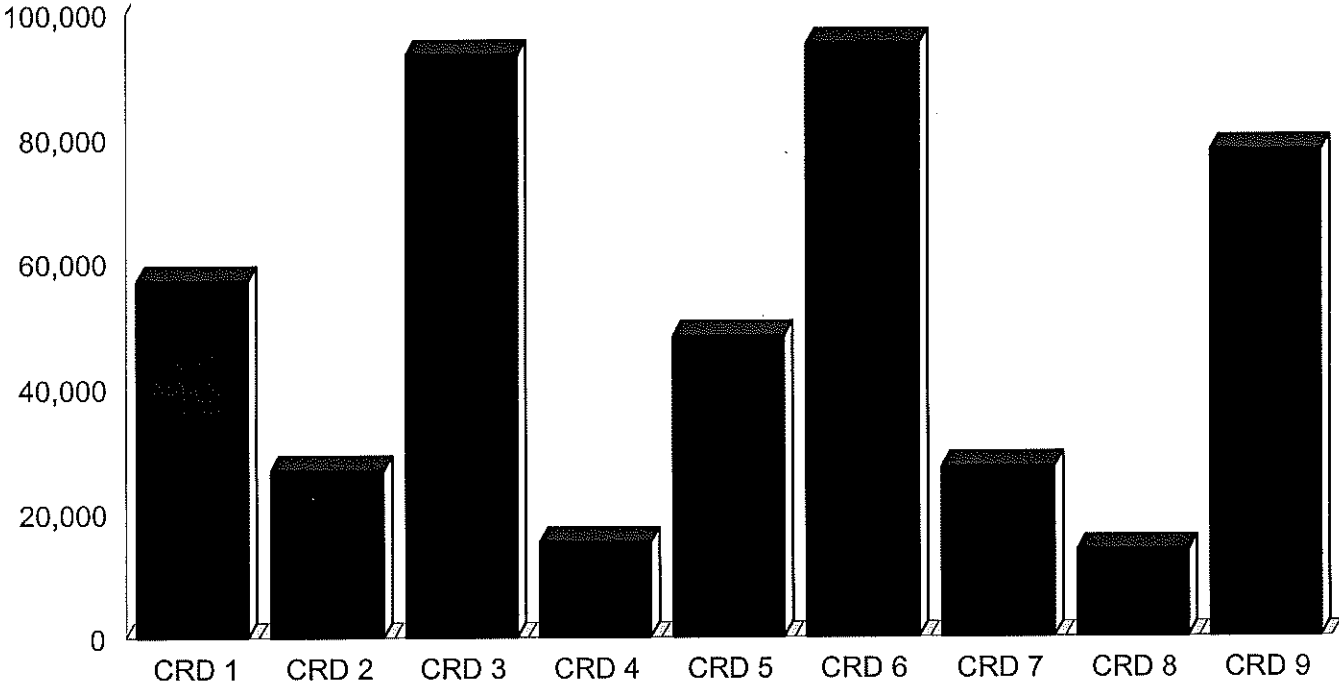
*Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

All Grains and Oilseeds

NORTH DAKOTA CROP REPORTING DISTRICTS



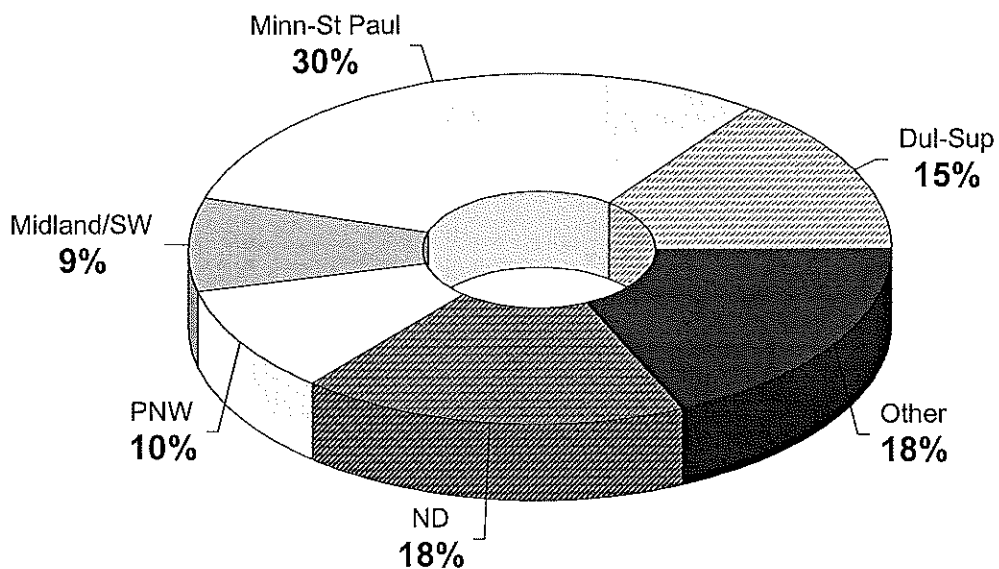
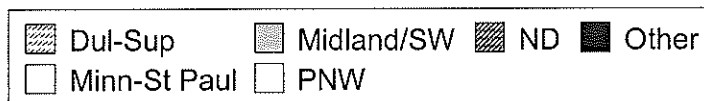
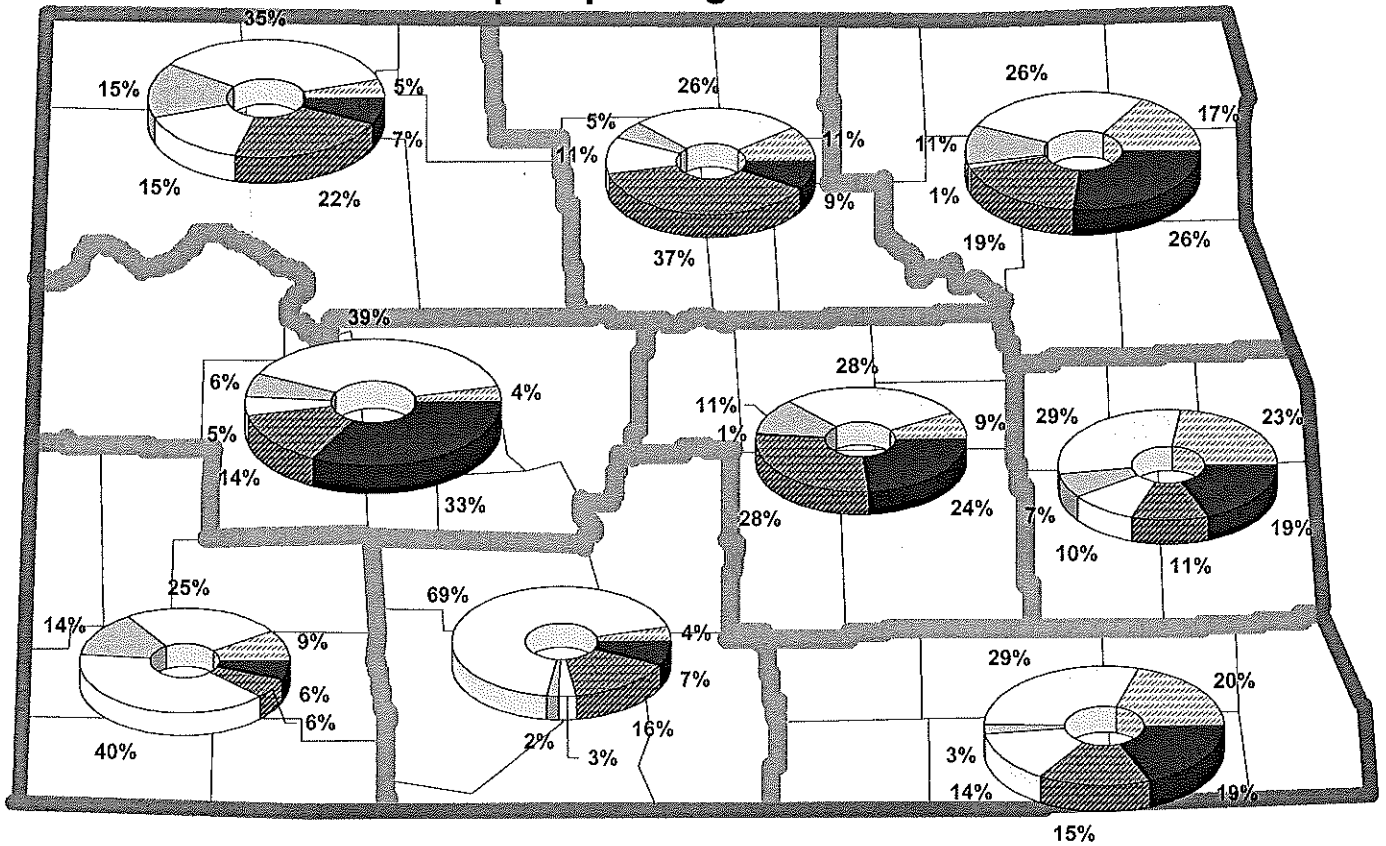
**Grain & Oilseed Shipments Originating
from Each CRD, 1999-00
-1,000 Bu-**



Destinations for Grain & Oilseed Shipments

1999-00

Crop Reporting District

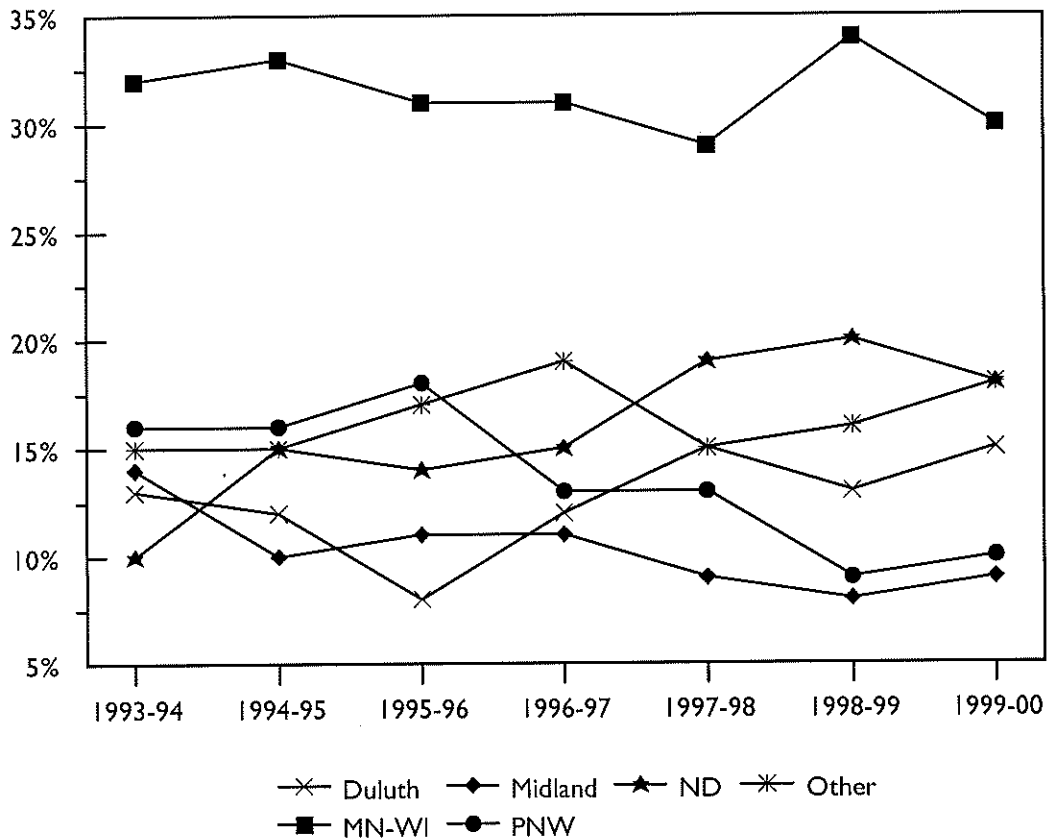


All North Dakota

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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	62,920 12%	174,791 33%	52,804 10%	82,823 16%	533,233
1995-96	46,572 8%	177,764 31%	62,904 11%	104,130 18%	565,142
1996-97	62,308 12%	158,553 31%	56,208 11%	66,838 13%	517,175
1997-98	65,502 15%	140,473 29%	42,836 9%	62,414 13%	462,945
1998-99	58,959 12%	158,368 34%	37,597 8%	42,398 9%	471,958
1999-00	66,935 15%	138,085 30%	39,224 9%	45,398 10%	454,211

Destinations for Grain and Oilseed Shipments



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

CRD 1								CRD 2							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	6%	36%	18%	19%	8%	13%	91,368	1994-95	6%	28%	6%	10%	29%	20%	49,978
1995-96	7%	37%	20%	16%	5%	15%	65,801	1995-96	10%	39%	6%	9%	23%	12%	35,947
1996-97	8%	34%	16%	17%	13%	12%	66,374	1996-97	10%	34%	4%	9%	19%	24%	48,029
1997-98	8%	32%	13%	14%	18%	15%	51,769	1997-98	11%	24%	5%	15%	28%	18%	44,327
1998-99	4%	46%	8%	13%	19%	9%	55,473	1998-99	9%	28%	7%	13%	31%	12%	41,444
1999-00	5%	35%	15%	15%	22%	7%	57,059	1999-00	11%	26%	5%	11%	37%	9%	26,733

CRD 3								CRD 4							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	19%	31%	10%	10%	12%	18%	100,348	1994-95	4%	49%	6%	9%	15%	17%	19,722
1995-96	13%	30%	11%	17%	12%	16%	100,985	1995-96	5%	52%	6%	1%	16%	20%	15,557
1996-97	18%	23%	18%	7%	13%	21%	123,753	1996-97	3%	41%	14%	7%	11%	24%	18,385
1997-98	26%	19%	9%	13%	19%	14%	93,284	1997-98	2%	42%	12%	3%	11%	30%	17,456
1998-99	22%	25%	8%	5%	21%	20%	93,014	1998-99	2%	33%	17%	2%	12%	35%	19,200
1999-00	17%	26%	11%	1%	19%	26%	93,305	1999-00	4%	39%	6%	5%	14%	33%	15,224

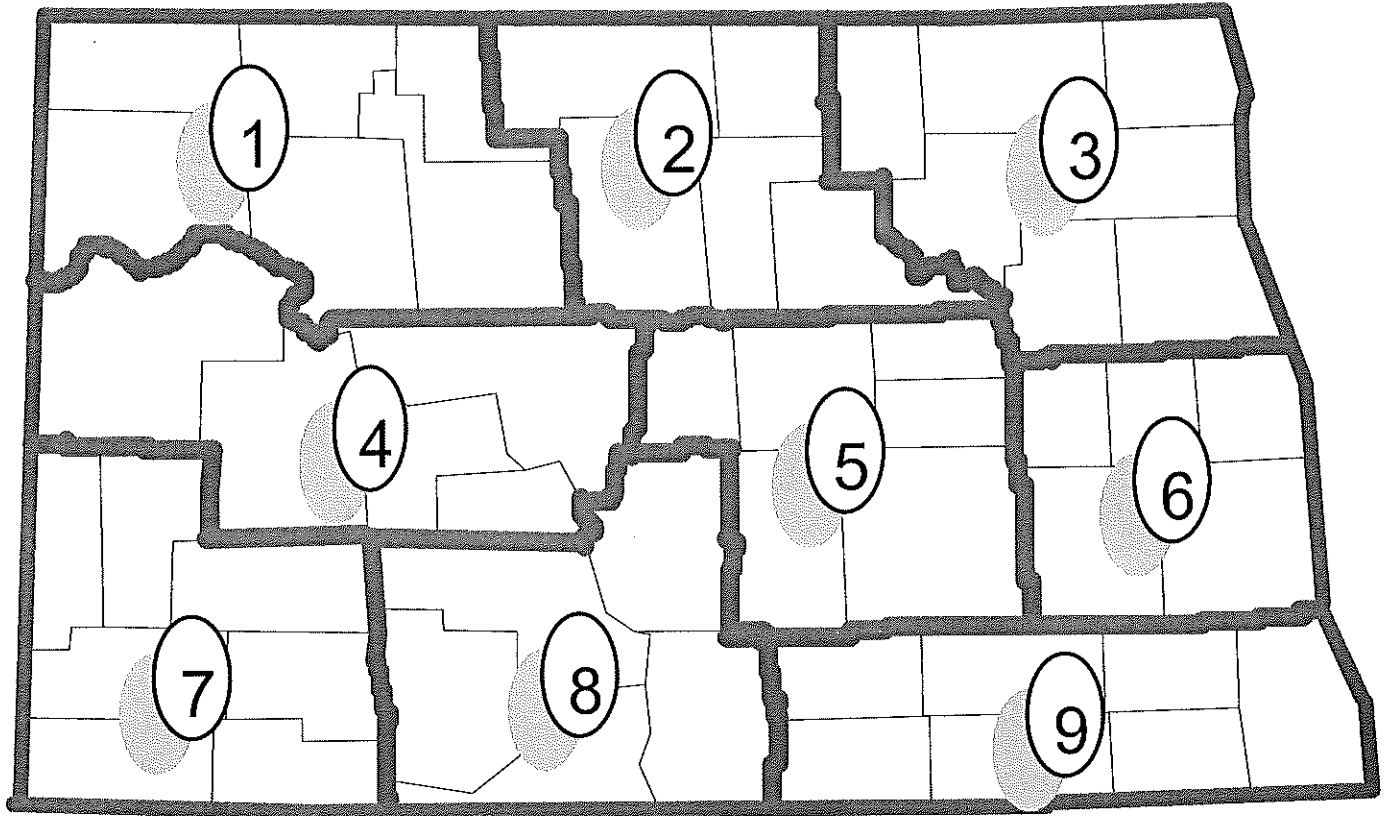
CRD 5								CRD 6							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	15%	38%	9%	3%	21%	14%	48,493	1994-95	16%	28%	7%	17%	16%	15%	98,501
1995-96	8%	44%	12%	1%	19%	16%	44,278	1995-96	8%	27%	7%	27%	15%	17%	91,036
1996-97	12%	35%	8%	3%	26%	16%	45,560	1996-97	15%	31%	8%	13%	12%	21%	97,606
1997-98	17%	28%	6%	3%	29%	17%	44,384	1997-98	19%	28%	11%	12%	15%	14%	87,515
1998-99	5%	32%	7%	1%	31%	24%	45,241	1998-99	17%	32%	9%	9%	18%	16%	100,757
1999-00	9%	28%	11%	1%	28%	24%	48,132	1999-00	23%	29%	7%	10%	11%	19%	94,918

CRD 7								CRD 8							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	9%	21%	11%	54%	2%	3%	27,635	1994-95	3%	58%	21%	9%	6%	3%	12,593
1995-96	11%	26%	13%	40%	1%	9%	27,680	1995-96	1%	63%	17%	4%	5%	11%	14,020
1996-97	5%	21%	7%	61%	1%	6%	24,972	1996-97	2%	74%	11%	4%	3%	4%	10,413
1997-98	4%	36%	16%	37%	3%	3%	27,709	1997-98	2%	67%	10%	4%	10%	8%	10,376
1998-99	5%	39%	10%	30%	7%	8%	29,497	1998-99	1%	71%	3%	3%	15%	8%	13,101
1999-00	9%	25%	14%	40%	6%	6%	27,228	1999-00	4%	69%	2%	3%	16%	7%	13,793

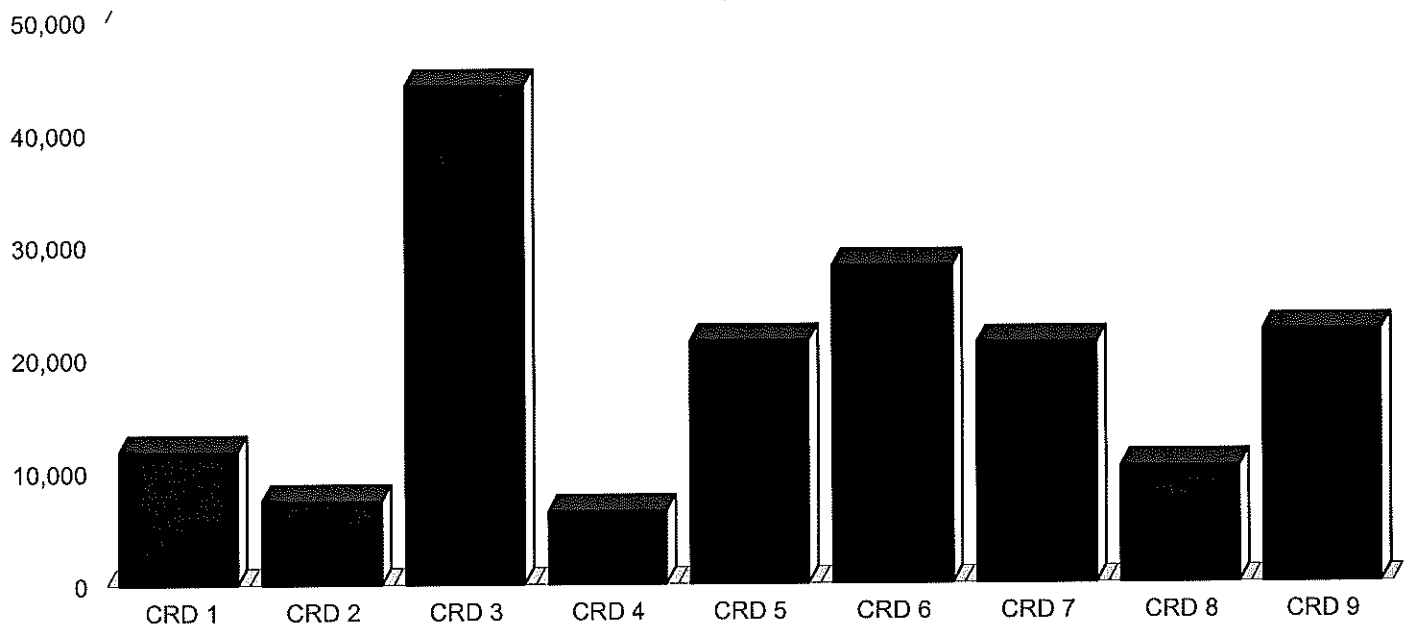
CRD 9							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	9%	32%	6%	16%	16%	20%	84,603
1995-96	6%	26%	7%	25%	14%	22%	84,995
1996-97	9%	32%	4%	14%	21%	20%	74,002
1997-98	8%	34%	7%	14%	20%	17%	72,855
1998-99	15%	33%	6%	9%	22%	16%	74,229
1999-00	20%	29%	3%	14%	15%	19%	77,820

HRS Wheat

NORTH DAKOTA CROP REPORTING DISTRICTS

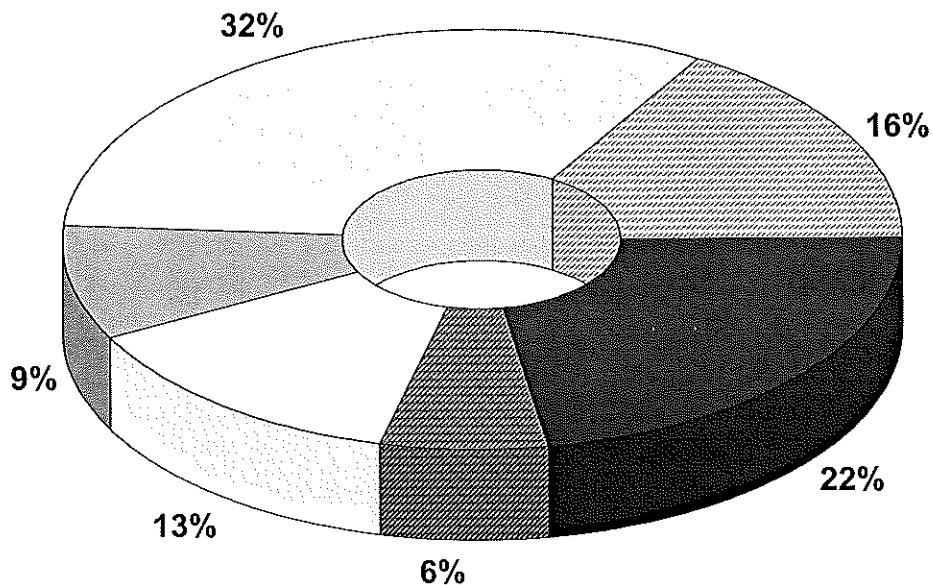
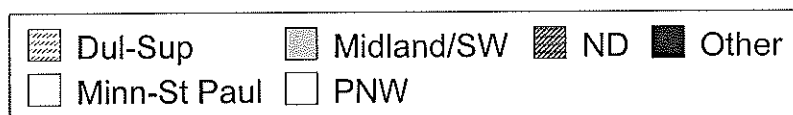


**Hard Red Spring Wheat Shipments
Originating from Each CRD, 1999-00
-1,000 Bu-**



Destinations for Hard Red Spring Wheat Shipments 1999-00

Crop Reporting District

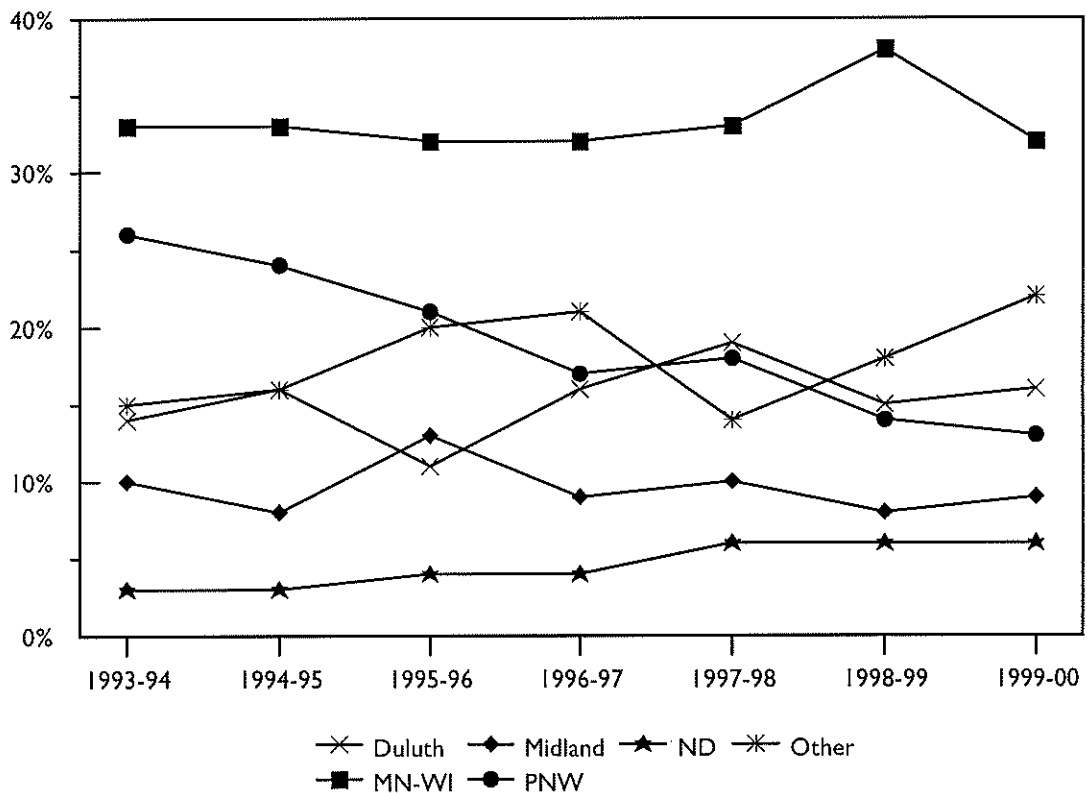


All North Dakota

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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	34,840 16%	74,999 33%	18,672 8%	52,971 24%	223,886
1995-96	28,842 11%	83,708 32%	33,524 13%	56,223 21%	264,379
1996-97	36,028 16%	72,461 32%	21,048 9%	37,722 17%	223,145
1997-98	32,140 19%	60,997 33%	18,040 10%	32,646 18%	179,327
1998-99	24,326 15%	64,921 39%	13,389 8%	23,672 14%	167,713
1999-00	28,285 16%	56,037 32%	15,270 9%	23,271 13%	172,831

Destinations for Hard Red Spring Wheat Shipments



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

CRD 1								CRD 2							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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
1997-98	3%	28%	2%	64%	1%	2%	11,214	1997-98	13%	16%	7%	43%	9%	11%	12,487
1998-99	1%	28%	5%	57%	2%	8%	11,384	1998-99	10%	26%	14%	37%	3%	9%	11,601
1999-00	0%	18%	4%	71%	3%	4%	11,757	1999-00	14%	25%	9%	35%	5%	12%	7,430

CRD 3								CRD 4							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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
1997-98	32%	20%	7%	13%	20%	10%	35,248	1997-98	4%	55%	6%	7%	1%	26%	7,718
1998-99	32%	23%	5%	6%	18%	16%	35,393	1998-99	2%	61%	1%	4%	3%	29%	6,594
1999-00	24%	23%	8%	1%	16%	28%	44,147	1999-00	2%	66%	0%	11%	7%	14%	6,429

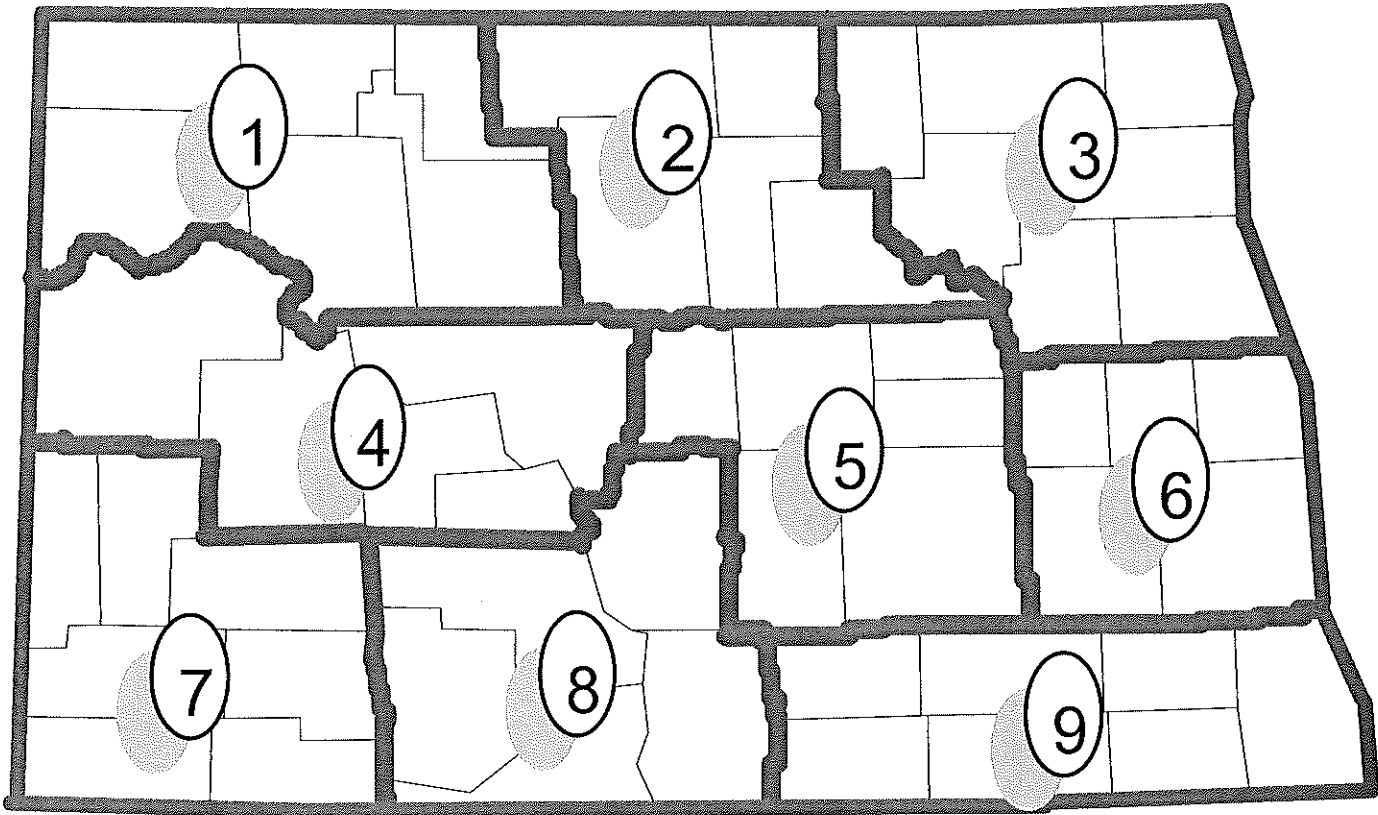
CRD 5								CRD 6							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	24%	46%	8%	5%	0%	17%	23,171	1994-95	19%	24%	8%	25%	1%	22%	32,963
1995-96	21%	41%	7%	5%	1%	25%	21,991	1995-96	12%	26%	10%	26%	0%	25%	34,972
1996-97	12%	26%	10%	26%	0%	25%	34,972	1996-97	22%	32%	10%	3%	2%	31%	37,986
1997-98	33%	27%	5%	5%	1%	28%	17,870	1997-98	31%	28%	21%	6%	2%	11%	27,803
1998-99	8%	34%	9%	1%	2%	47%	16,430	1998-99	21%	38%	10%	5%	4%	22%	29,389
1999-00	14%	32%	19%	0%	1%	34%	21,393	1999-00	28%	30%	9%	1%	1%	30%	28,069

CRD 7								CRD 8							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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
1997-98	4%	31%	17%	43%	2%	4%	23,779	1997-98	3%	72%	10%	4%	4%	7%	9,301
1998-99	5%	34%	12%	38%	2%	9%	23,092	1998-99	1%	82%	3%	3%	5%	7%	10,145
1999-00	11%	15%	14%	51%	3%	6%	21,175	1999-00	2%	81%	2%	3%	4%	7%	10,235

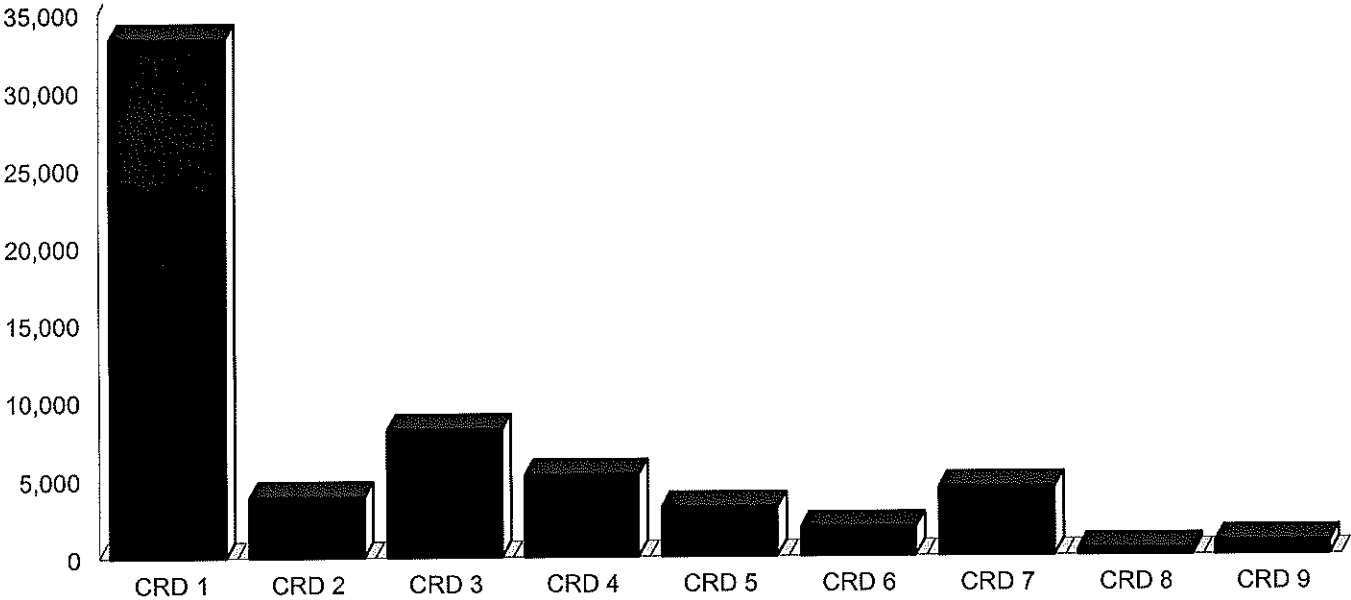
CRD 9							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	14%	53%	5%	0%	1%	27%	31,577
1995-96	9%	45%	10%	1%	1%	34%	31,546
1996-97	12%	53%	4%	0%	0%	31%	30,319
1997-98	12%	54%	8%	0%	0%	26%	27,332
1998-99	11%	56%	8%	1%	4%	20%	23,686
1999-00	12%	49%	2%	0%	7%	30%	22,196

Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



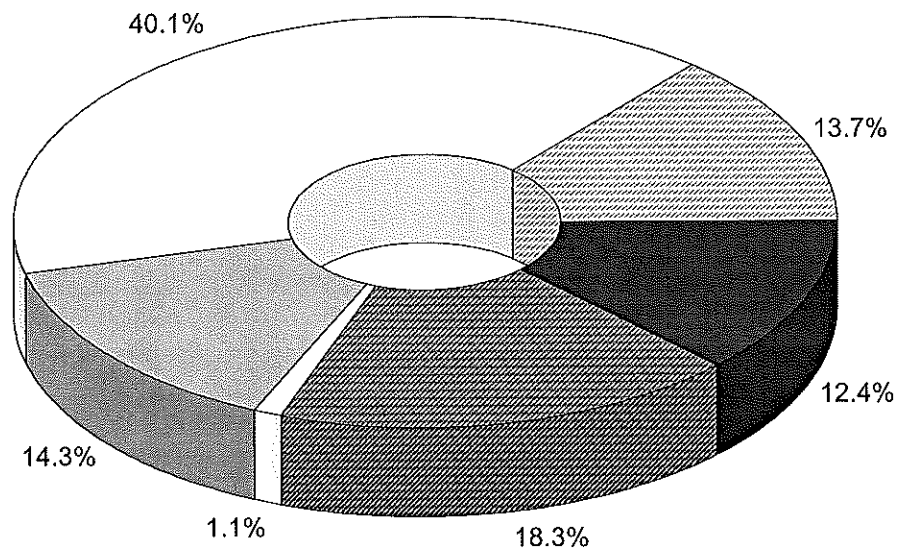
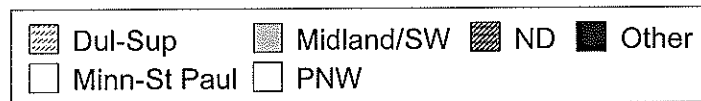
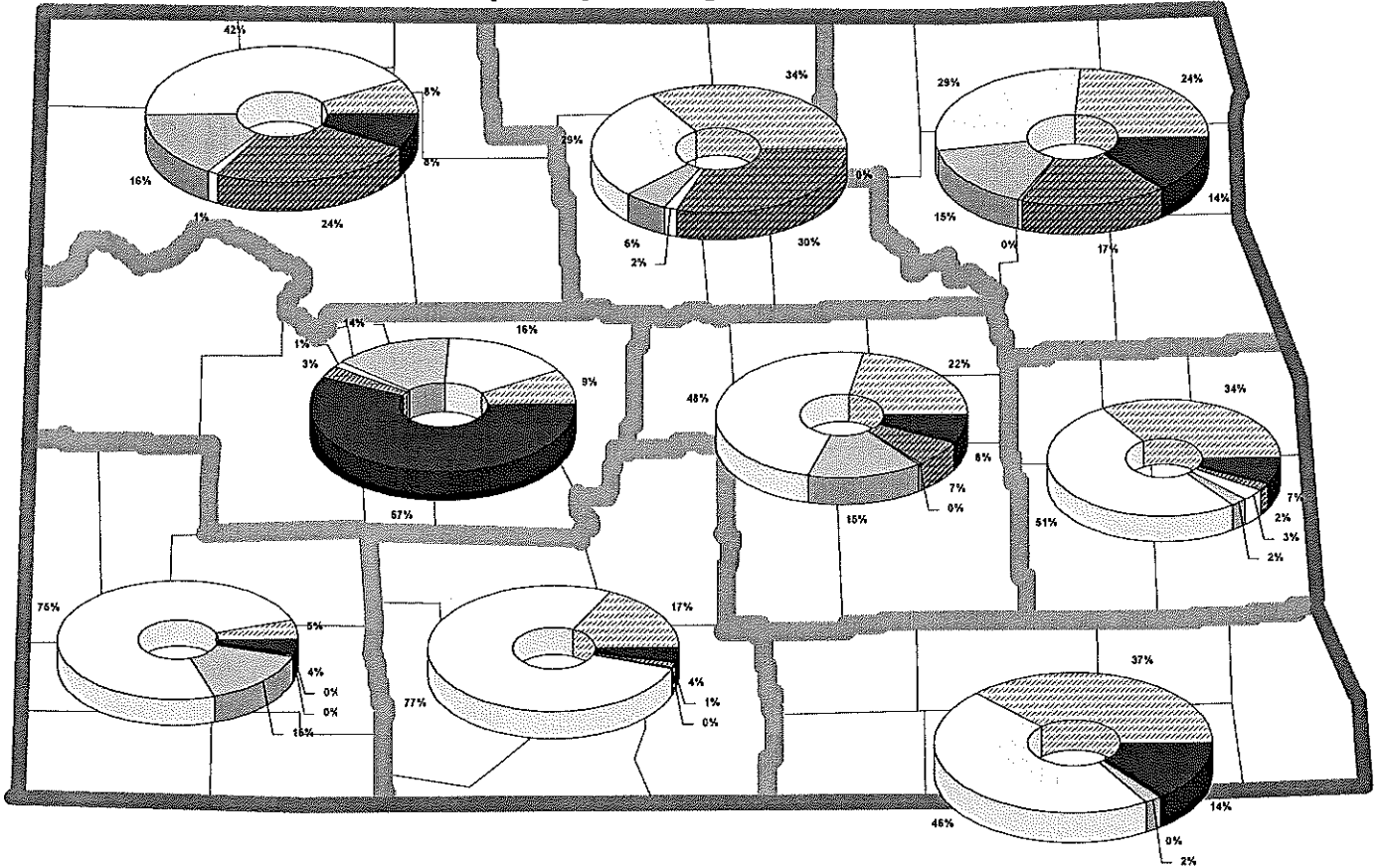
**Durum Shipments Originating
from Each CRD, 1999-00
-1,000 Bu-**



Destinations for Durum Shipments

1999-00

Crop Reporting District

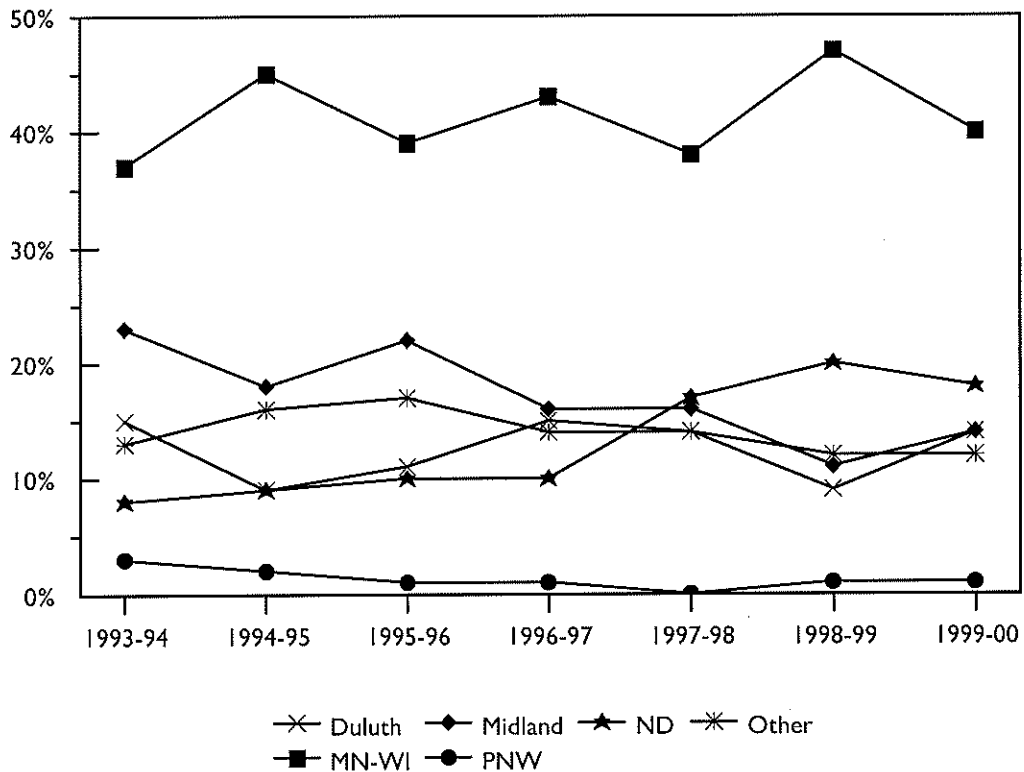


All North Dakota

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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	6,592 9%	31,165 45%	12,590 18%	1,569 2%	69,562
1995-96	7,481 11%	27,853 39%	15,461 22%	692 1%	70,875
1996-97	10,541 15%	29,663 43%	11,333 16%	879 1%	68,712
1997-98	9,091 14%	22,650 38%	8,727 16%	216 0%	57,550
1998-99	4,884 9%	25,983 47%	6,229 11%	608 1%	55,372
1999-00	8,370 14%	24,456 40%	8,720 14%	665 1%	60,929

Destinations for Durum Shipments



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

CRD 1								CRD 2							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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
1997-98	13%	36%	22%	0%	22%	7%	26,582	1997-98	24%	30%	6%	1%	20%	19%	7,204
1998-99	7%	51%	9%	2%	26%	5%	28,588	1998-99	14%	32%	3%	1%	31%	18%	4,622
1999-00	8%	42%	16%	1%	24%	8%	33,328	1999-00	34%	29%	6%	2%	30%	0%	3,861

CRD 3								CRD 4							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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
1997-98	36%	22%	3%	2%	18%	20%	4,526	1997-98	1%	37%	20%	0%	10%	32%	7,351
1998-99	19%	46%	2%	0%	19%	15%	4,323	1998-99	1%	24%	34%	0%	5%	36%	8,010
1999-00	24%	29%	15%	0%	17%	14%	8,125	1999-00	9%	16%	14%	1%	3%	57%	5,196

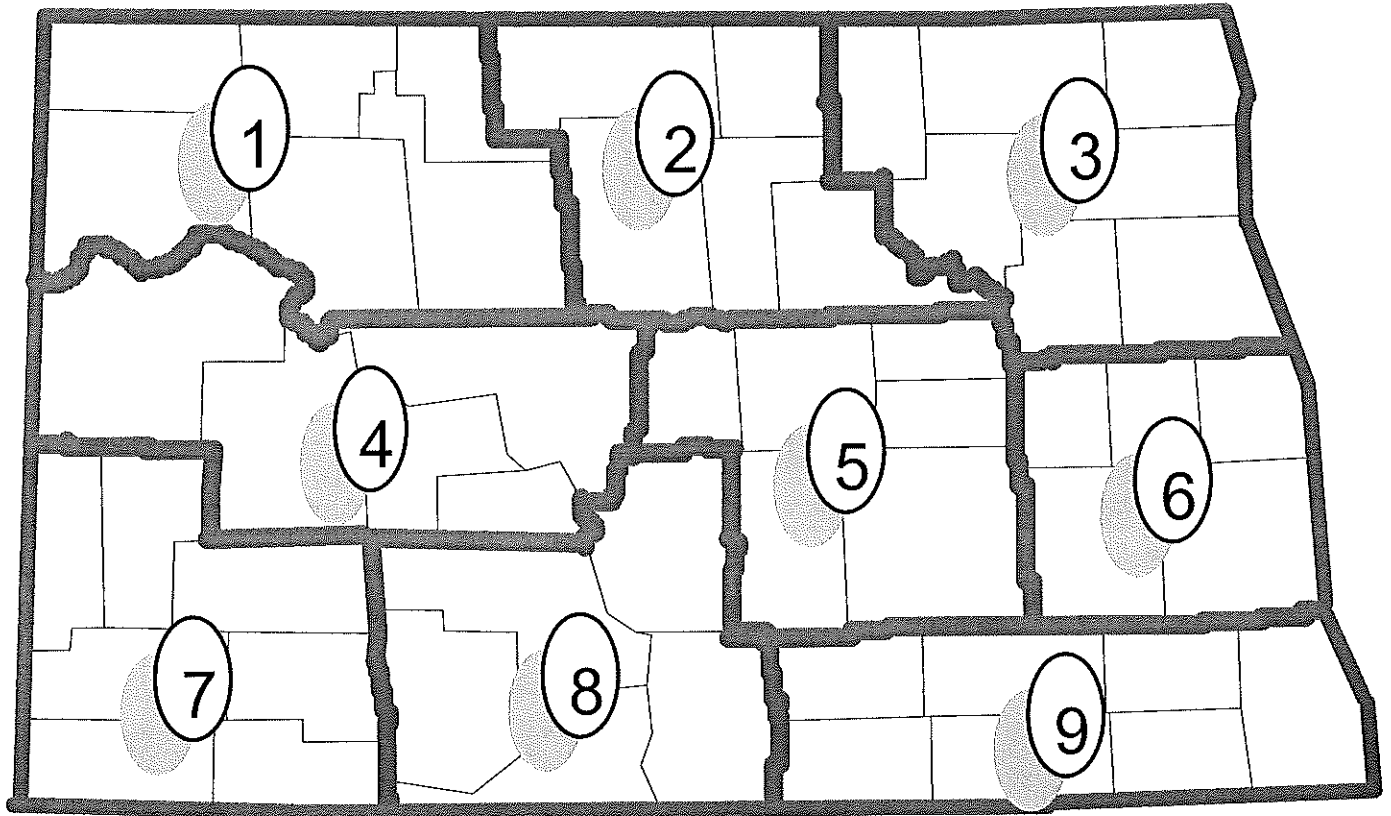
CRD 5								CRD 6							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	16%	47%	10%	0%	9%	19%	3,211	1994-95	52%	36%	6%	0%	1%	5%	885
1995-96	13%	71%	2%	2%	7%	6%	1,887	1995-96	16%	36%	12%	25%	4%	6%	363
1996-97	14%	47%	28%	0%	3%	9%	3,221	1996-97	24%	69%	1%	0%	0%	6%	906
1997-98	12%	49%	14%	2%	1%	23%	2,471	1997-98	29%	54%	1%	0%	5%	10%	238
1998-99	13%	49%	18%	0%	11%	10%	3,126	1998-99	17%	50%	12%	11%	3%	7%	998
1999-00	22%	48%	15%	0%	7%	8%	3,121	1999-00	34%	51%	2%	3%	2%	7%	1,791

CRD 7								CRD 8							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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
1997-98	5%	81%	10%	0%	4%	0%	3,469	1997-98	3%	87%	1%	0%	8%	0%	137
1998-99	9%	71%	3%	0%	11%	5%	4,995	1998-99	0%	98%	1%	0%	1%	0%	285
1999-00	5%	75%	15%	0%	0%	4%	4,321	1999-00	17%	77%	0%	0%	1%	4%	348

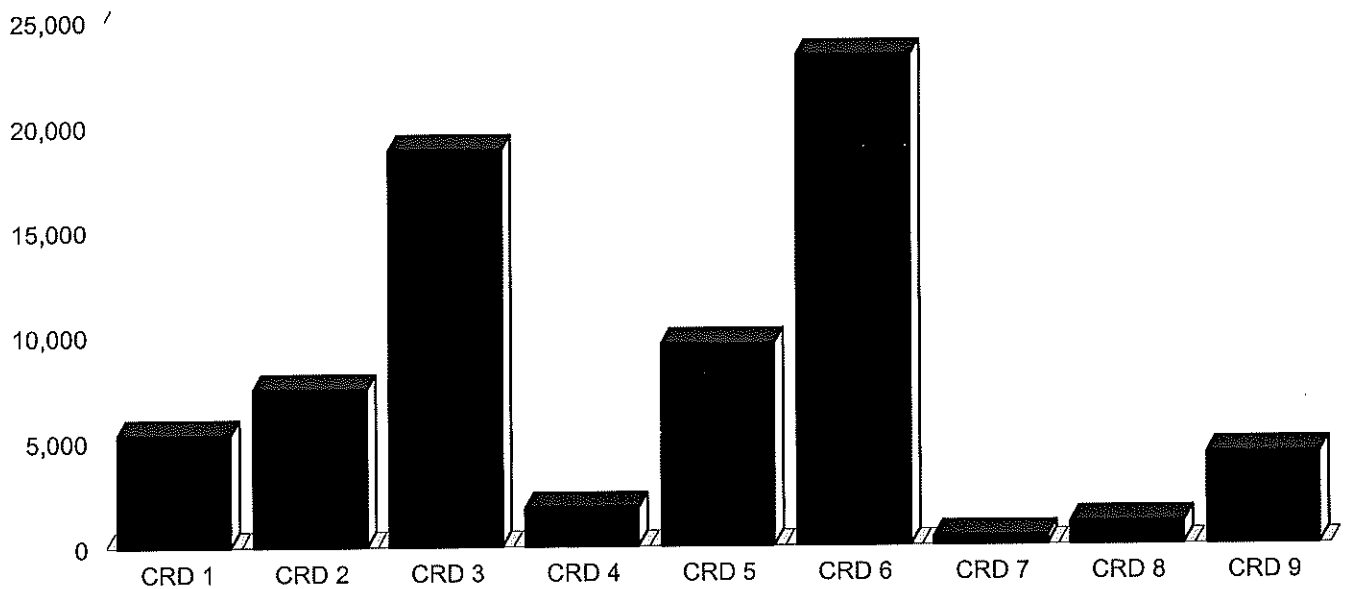
CRD 9							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	22%	52%	6%	1%	1%	19%	750
1995-96	15%	50%	20%	0%	1%	14%	348
1996-97	10%	59%	15%	0%	1%	15%	523
1997-98	23%	45%	6%	0%	1%	26%	429
1998-99	52%	35%	4%	0%	0%	9%	425
1999-00	37%	46%	2%	0%	0%	14%	838

Barley

NORTH DAKOTA CROP REPORTING DISTRICTS



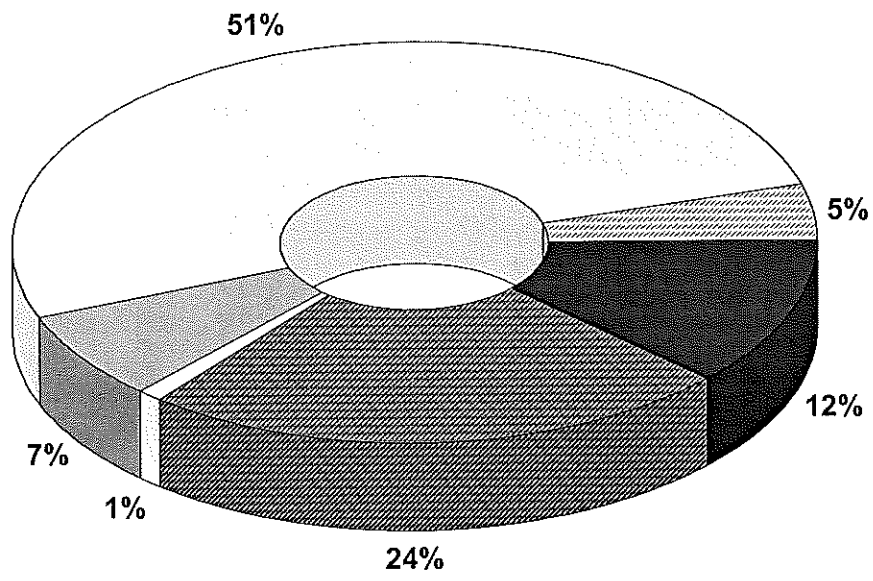
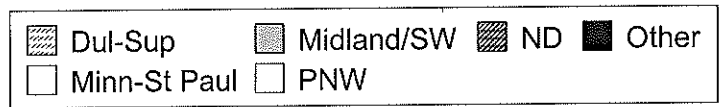
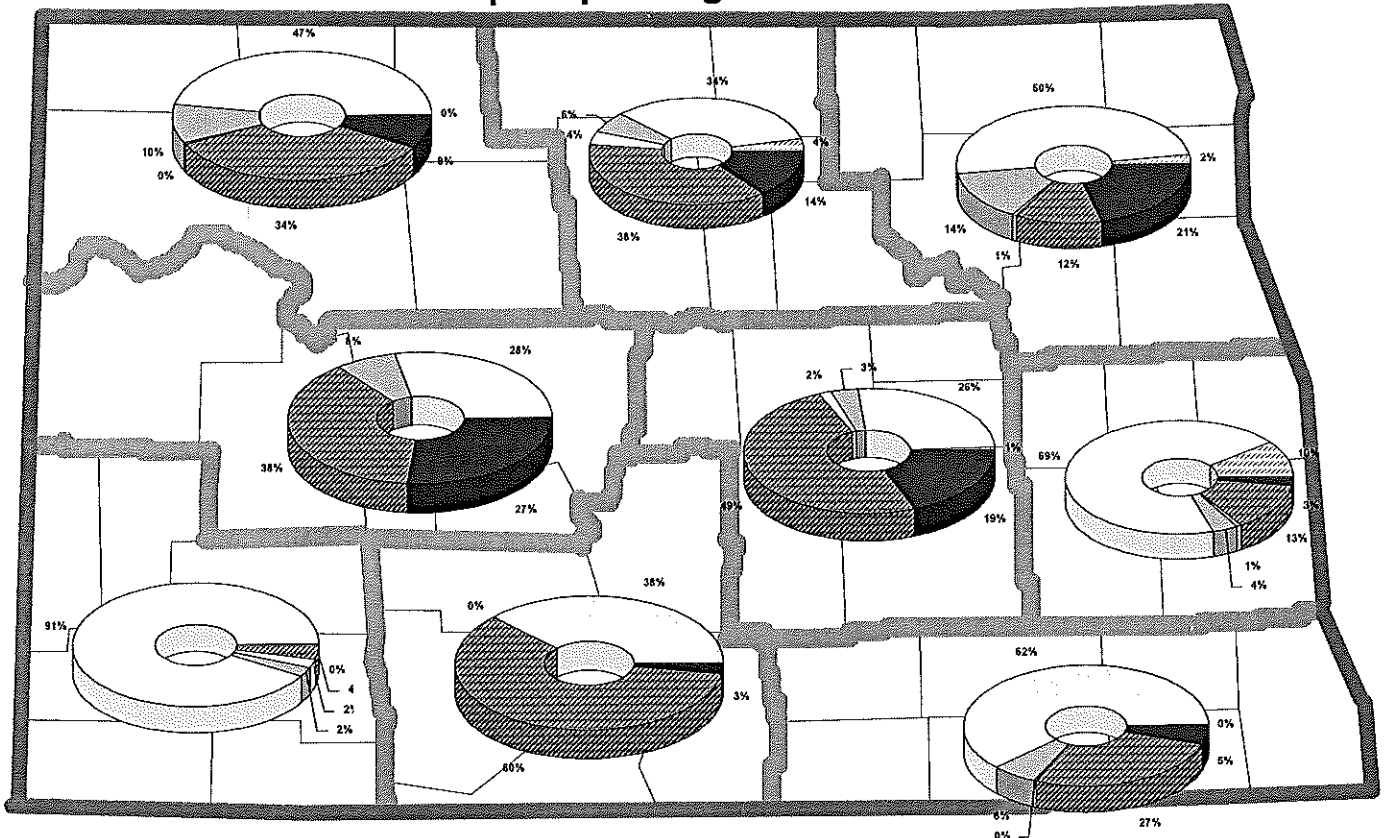
**Barley Shipments Originating
from Each CRD, 1999-00
-1,000 Bu-**



Destinations for Barley Shipments

1999-00

Crop Reporting District

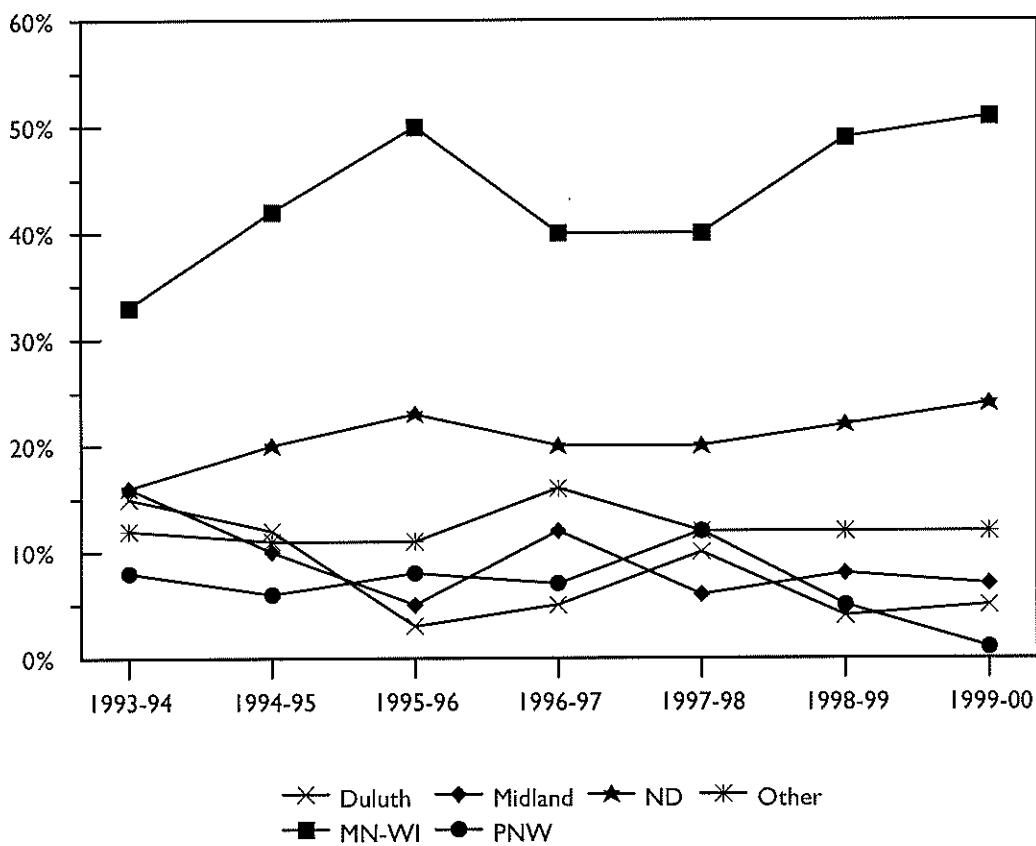


All North Dakota

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

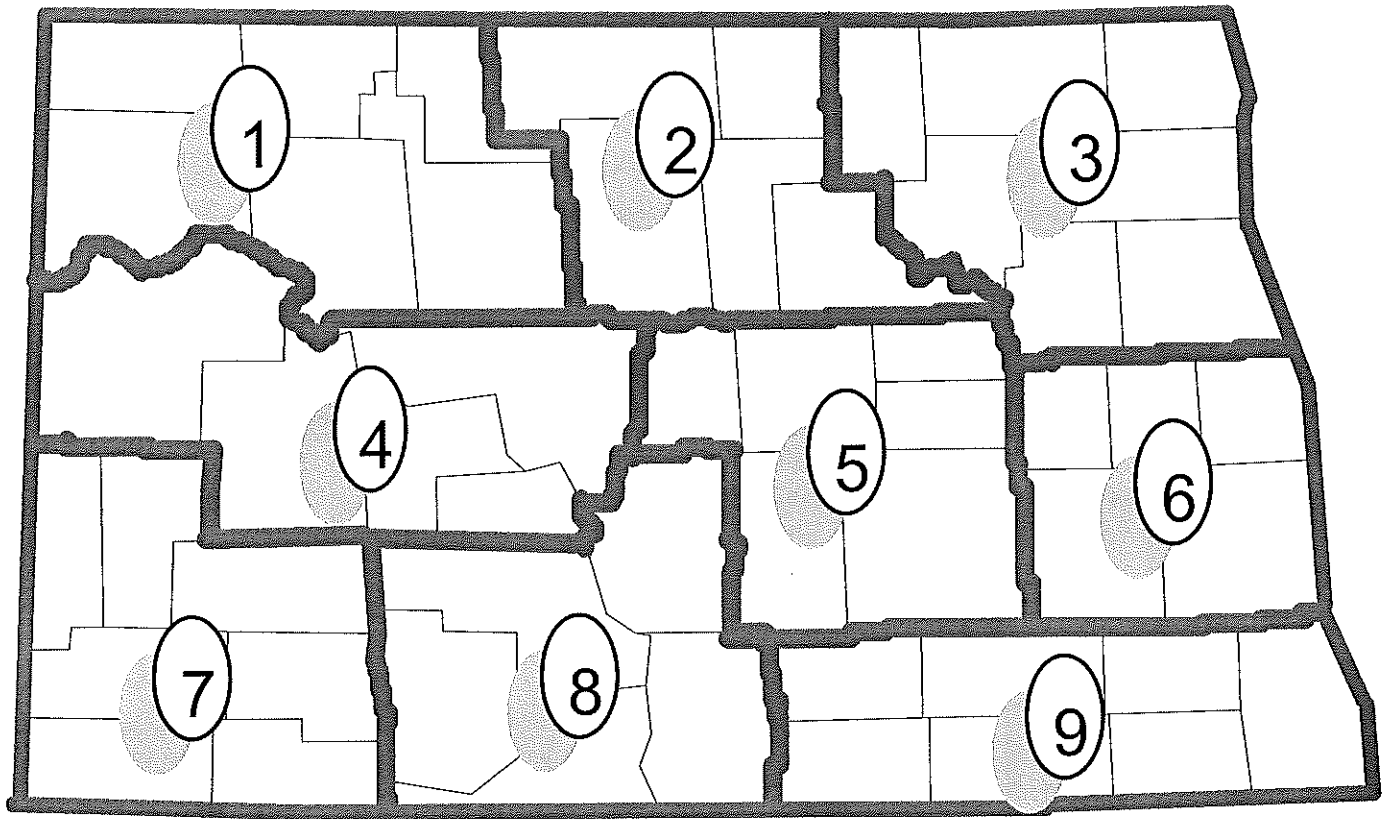
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	14,514	50,493	11,798	6,763	120,251
	12%	42%	10%	6%	
1995-96	2,748	51,476	5,385	8,287	103,590
	3%	50%	5%	8%	
1996-97	5,912	44,213	12,697	7,749	109,587
	5%	40%	12%	7%	
1997-98	9,213	38,712	5,902	10,818	94,005
	10%	40%	6%	12%	
1998-99	3,400	43,999	7,642	4,314	90,892
	4%	48%	8%	5%	
1999-00	3,234	36,851	5,152	730	71,799
	5%	51%	7%	1%	

Destinations for Barley Shipments

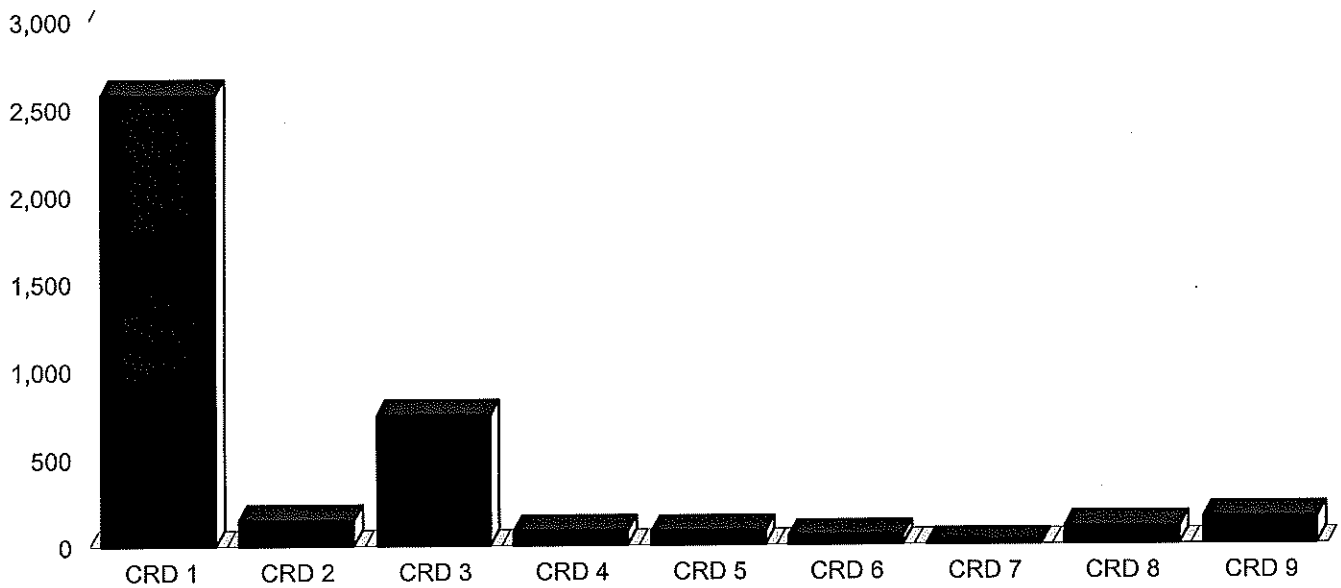


Oats

NORTH DAKOTA CROP REPORTING DISTRICTS



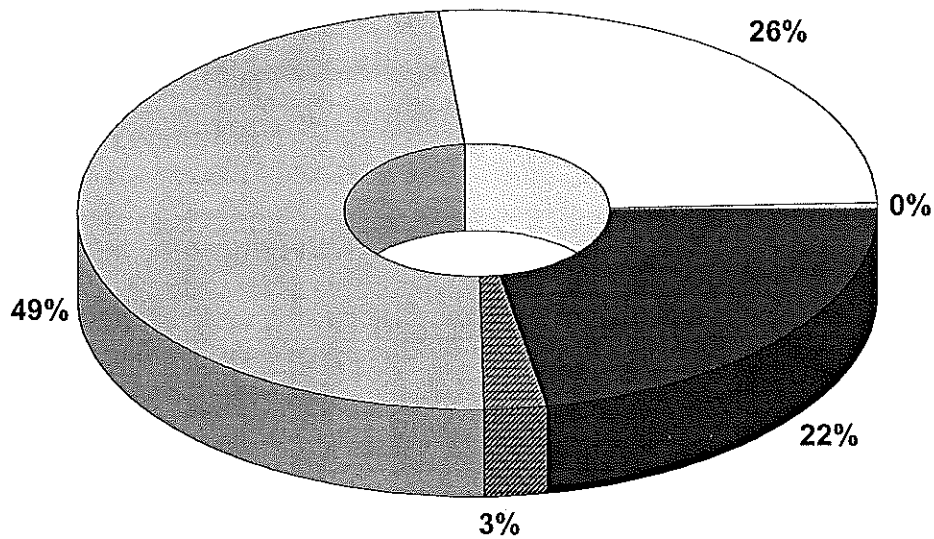
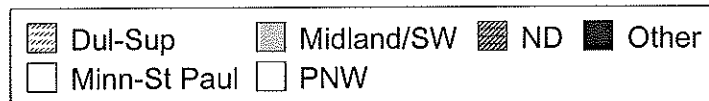
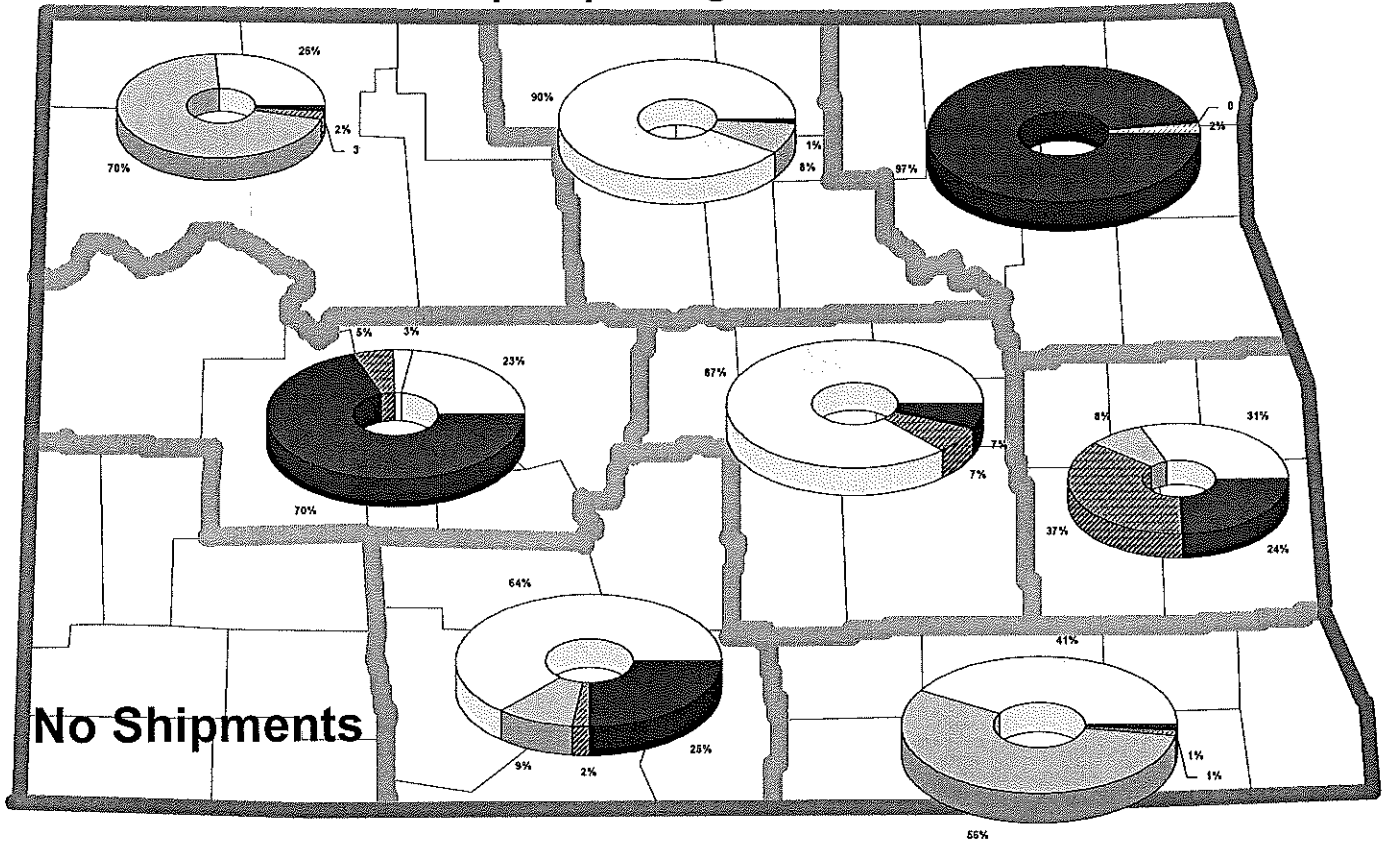
**Oat Shipments Originating
from Each CRD, 1999-00
-1,000 Bu-**



Destinations for Oat Shipments

1999-00

Crop Reporting District



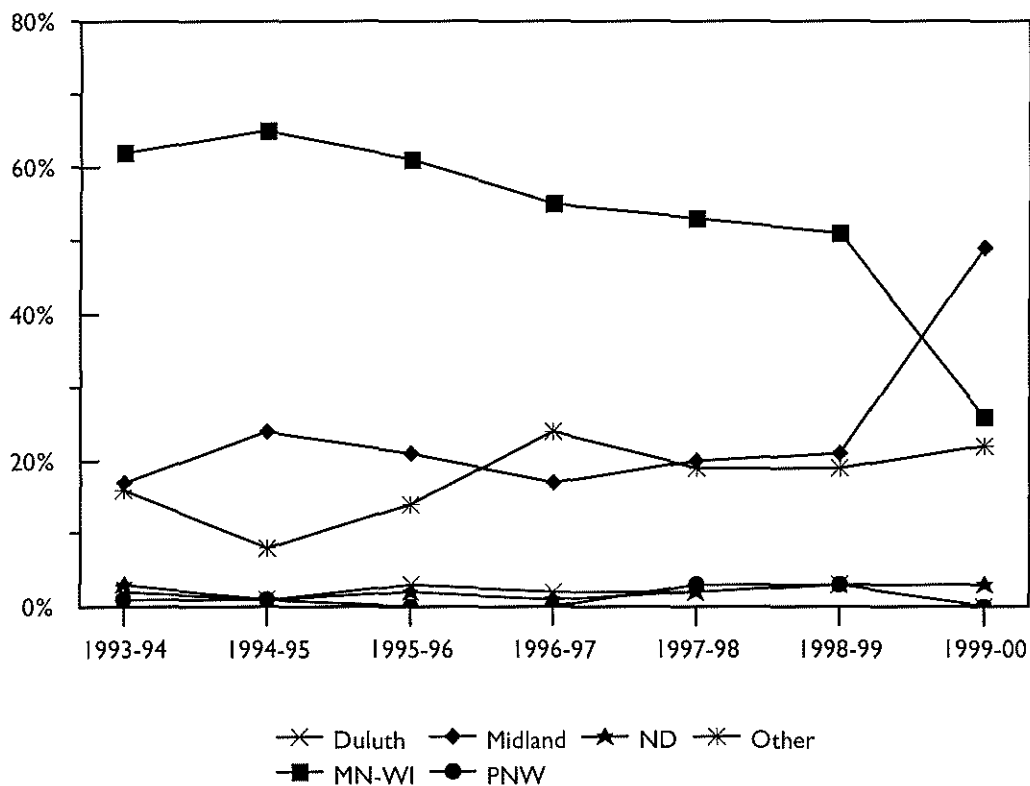
All North Dakota

Trends for Destinations of Oat Shipments from ND

(1,000 Bushels)

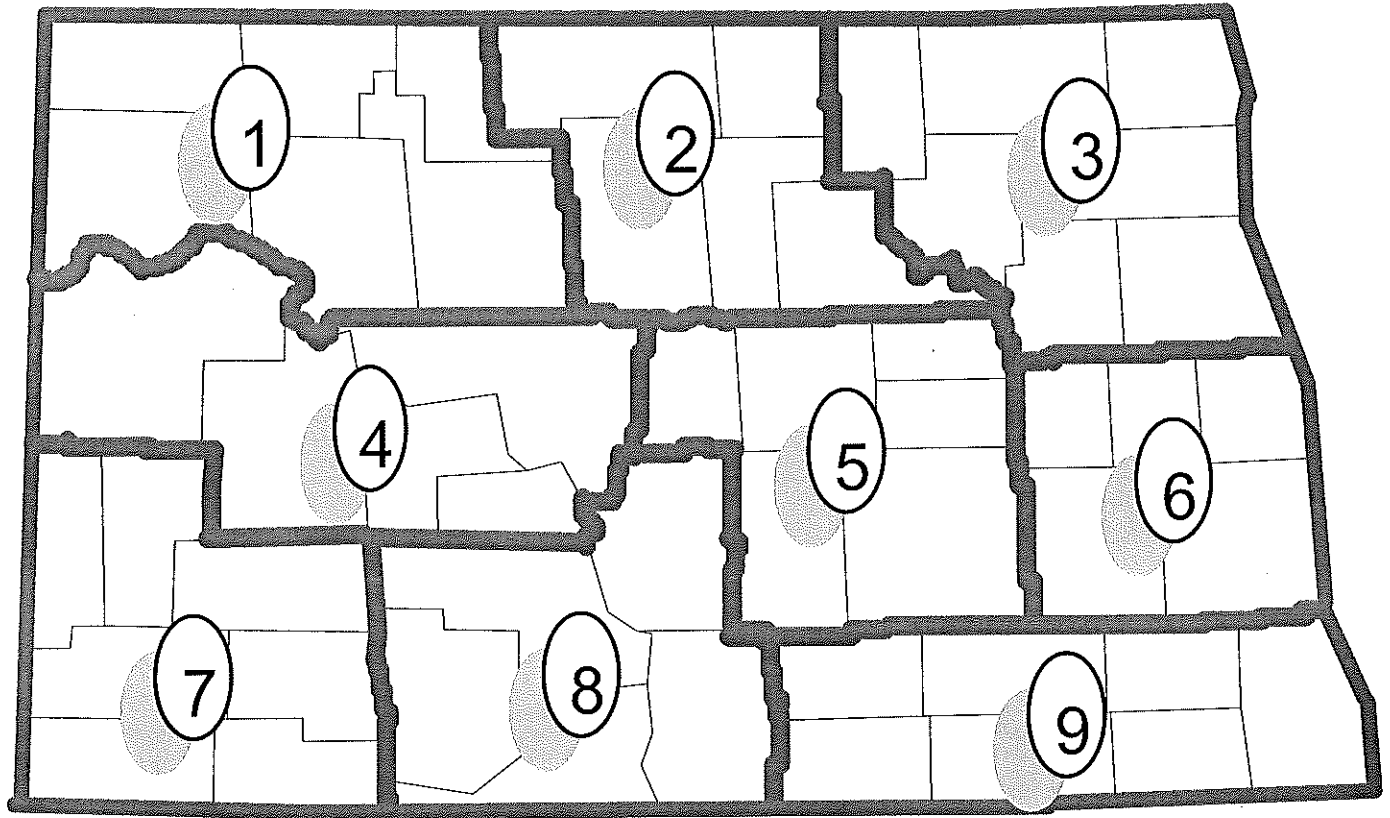
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	105	6,721	2,467	67	10,262
	1%	65%	24%	1%	
1995-96	191	4,647	1,561	28	7,576
	3%	61%	21%	0%	
1996-97	83	2,170	690	6	3,967
	2%	55%	17%	0%	
1997-98	101	1,602	667	91	3,128
	2%	53%	20%	3%	
1998-99	20	782	392	53	2,273
	1%	34%	17%	2%	
1999-00	18	1,018	1,904	2	3,906
	0%	26%	49%	0%	

Destinations for Oat Shipments

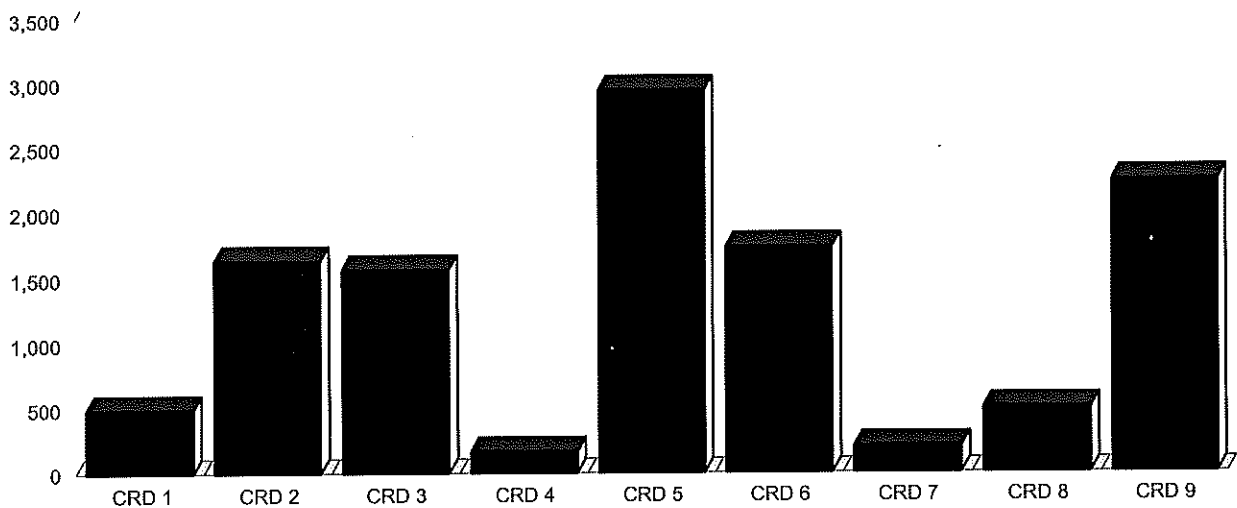


Sunflowers

NORTH DAKOTA CROP REPORTING DISTRICTS



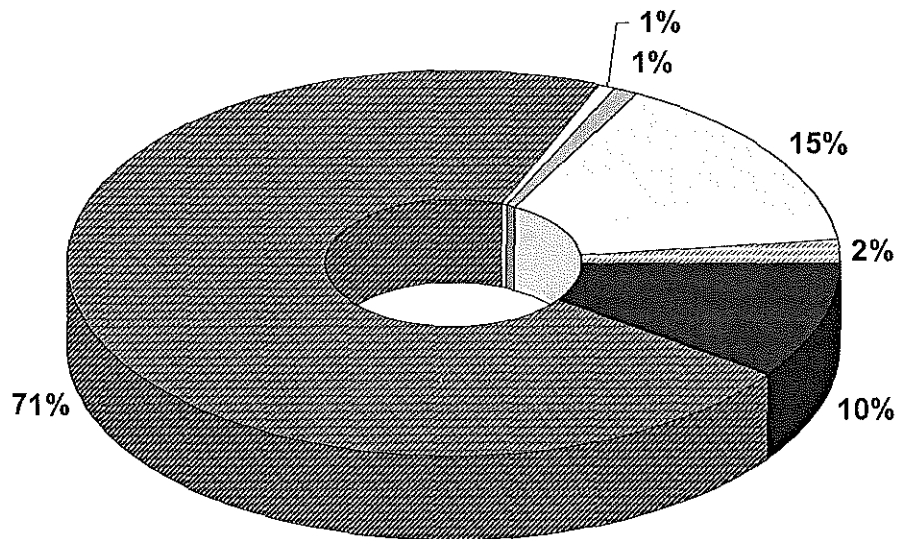
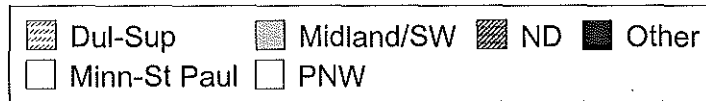
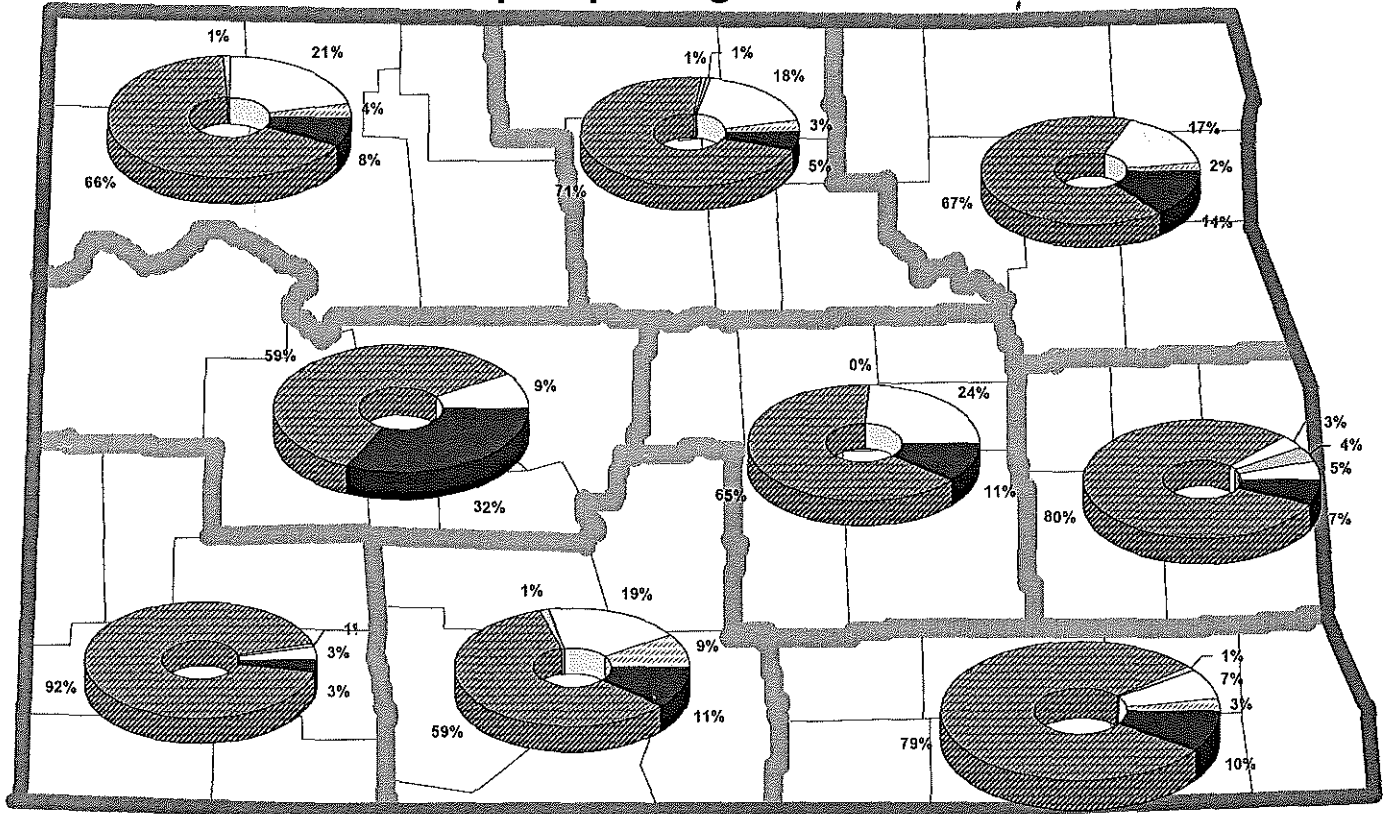
**Sunflower Shipments Originating
from Each CRD, 1999-00
-cwt-**



Destinations for Sunflower Shipments

1999-00

Crop Reporting District



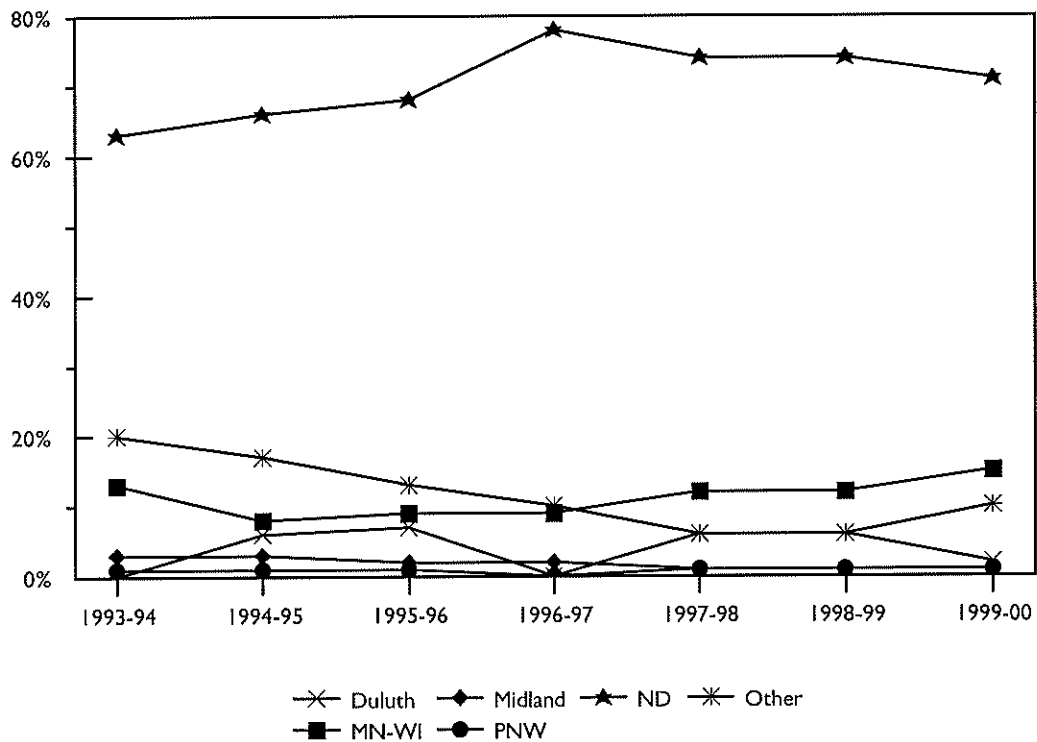
All North Dakota

Trends for Destinations of Sunflower Shipments from ND

(1,000 Bushels)

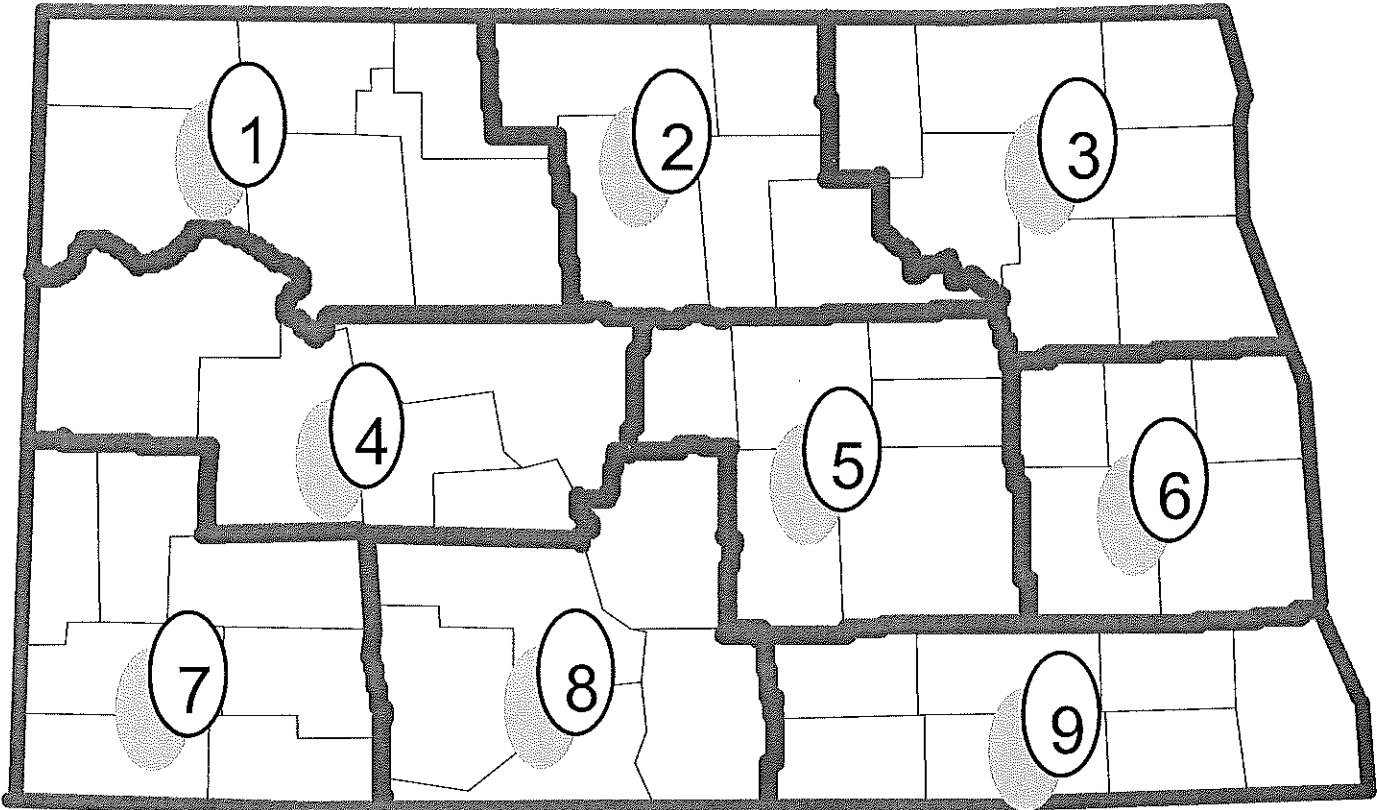
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	777	1,174	353	119	13,978
	6%	8%	3%	1%	
1995-96	785	1,033	231	136	11,855
	7%	9%	2%	1%	
1996-97	30	898	235	24	9,917
	0%	9%	2%	0%	
1997-98	890	1,656	171	78	13,940
	6%	12%	1%	1%	
1998-99	925	2,428	159	100	14,634
	6%	17%	1%	1%	
1999-00	221	1,743	117	79	11,466
	2%	15%	1%	1%	

Destinations for Sunflower Shipments

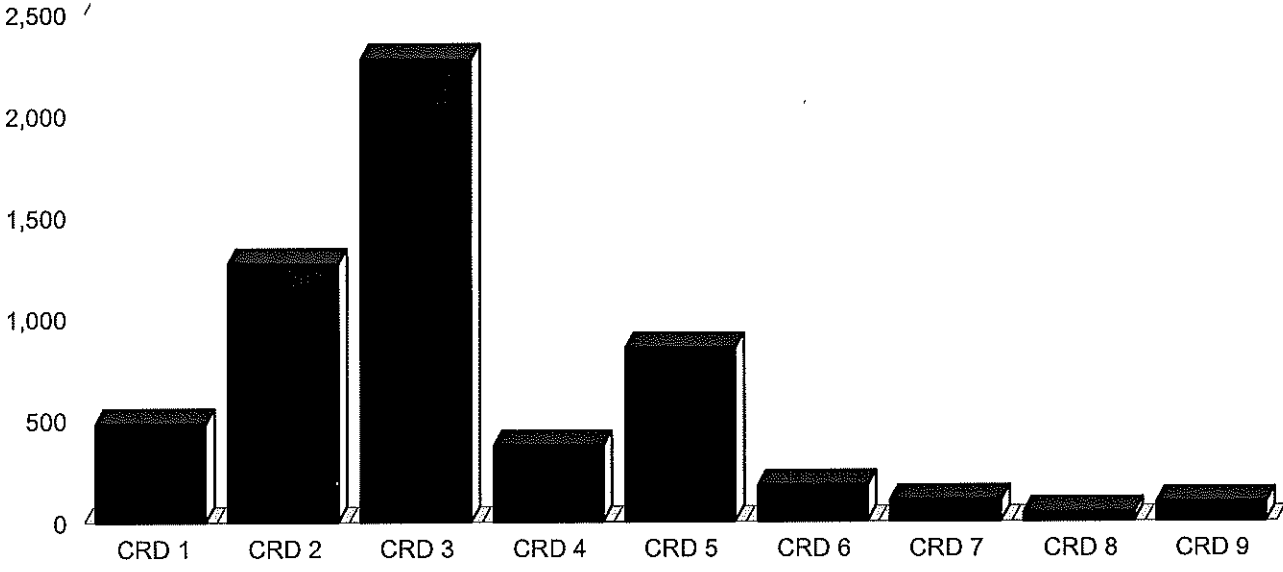


Canola

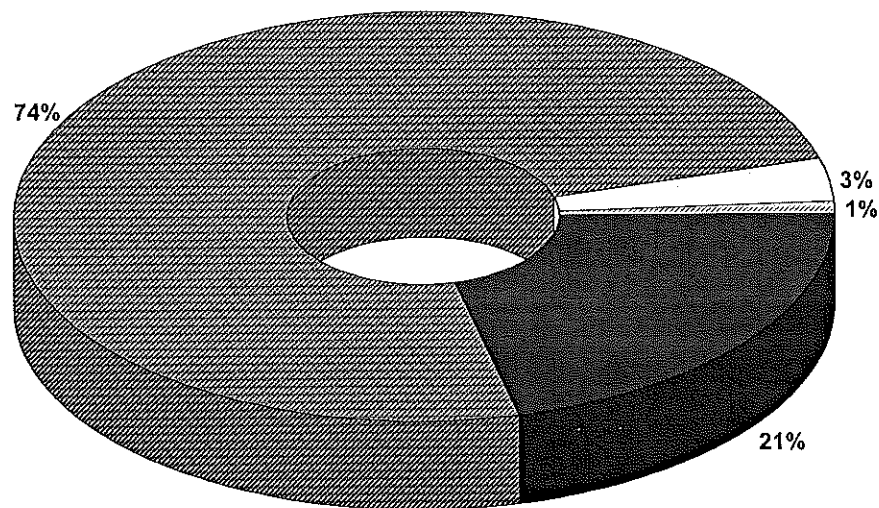
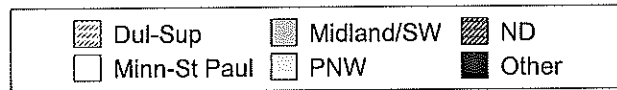
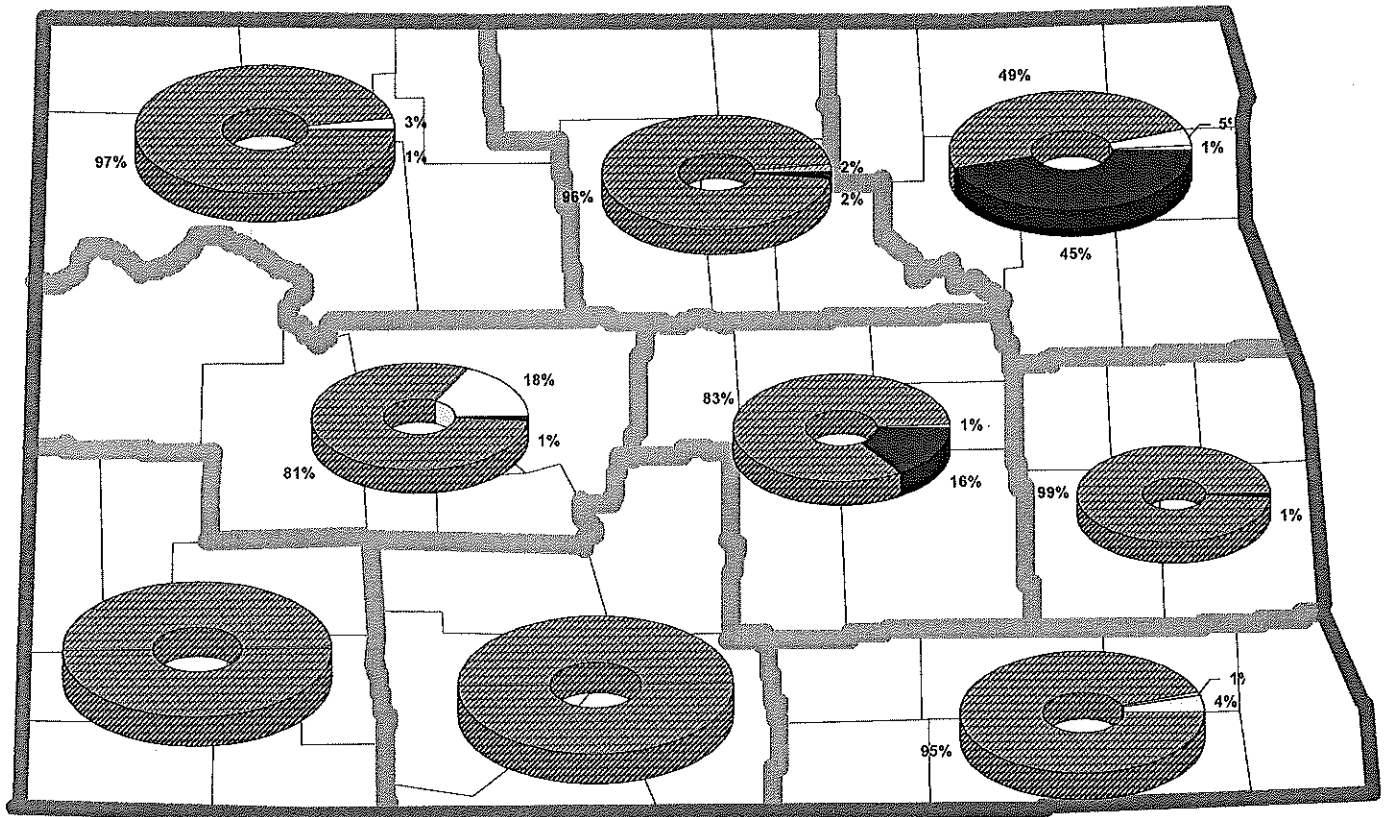
NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating
from Each CRD, 1999-00
-1,000 Bu-**



Destinations for Canola Shipments 1999-00 Crop Reporting District

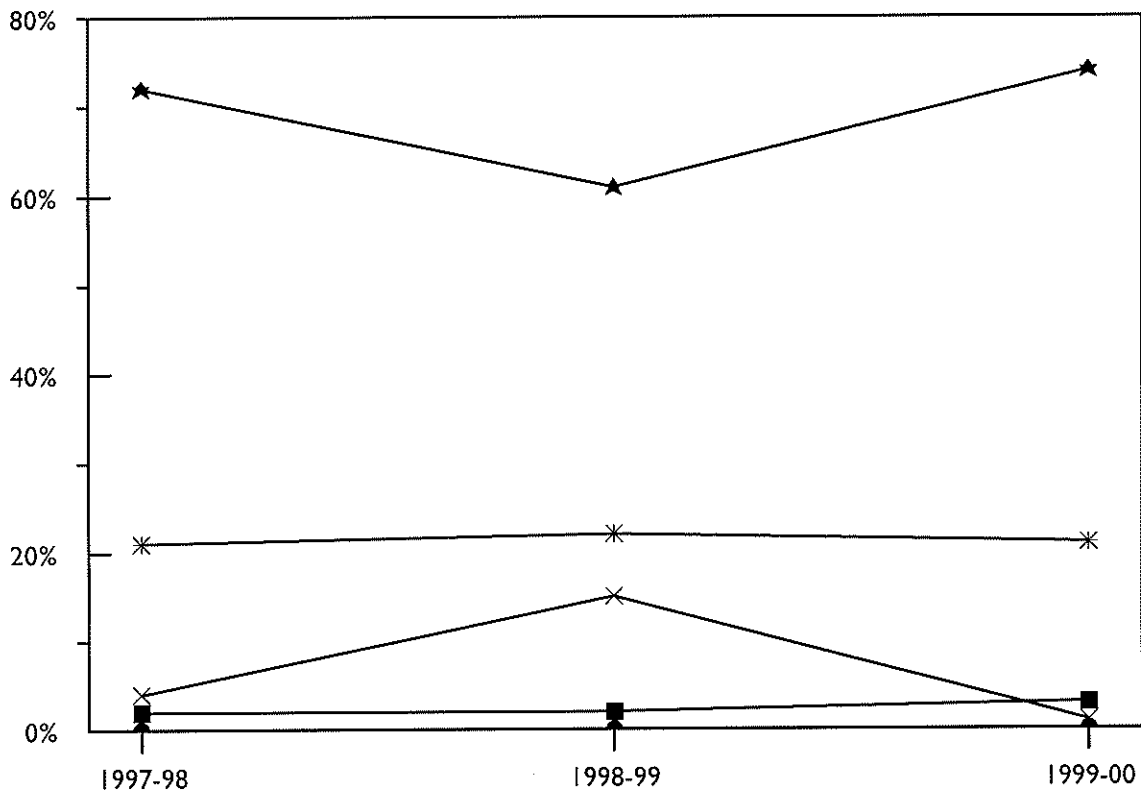


All North Dakota

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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	260	96	8	2	5,934
	4%	2%	0%	0%	
1998-99	1,685	287	1	0	11,941
	14%	2%	0%	0%	
1999-00	56	193	2	4	5,655
	1%	3%	0%	0%	

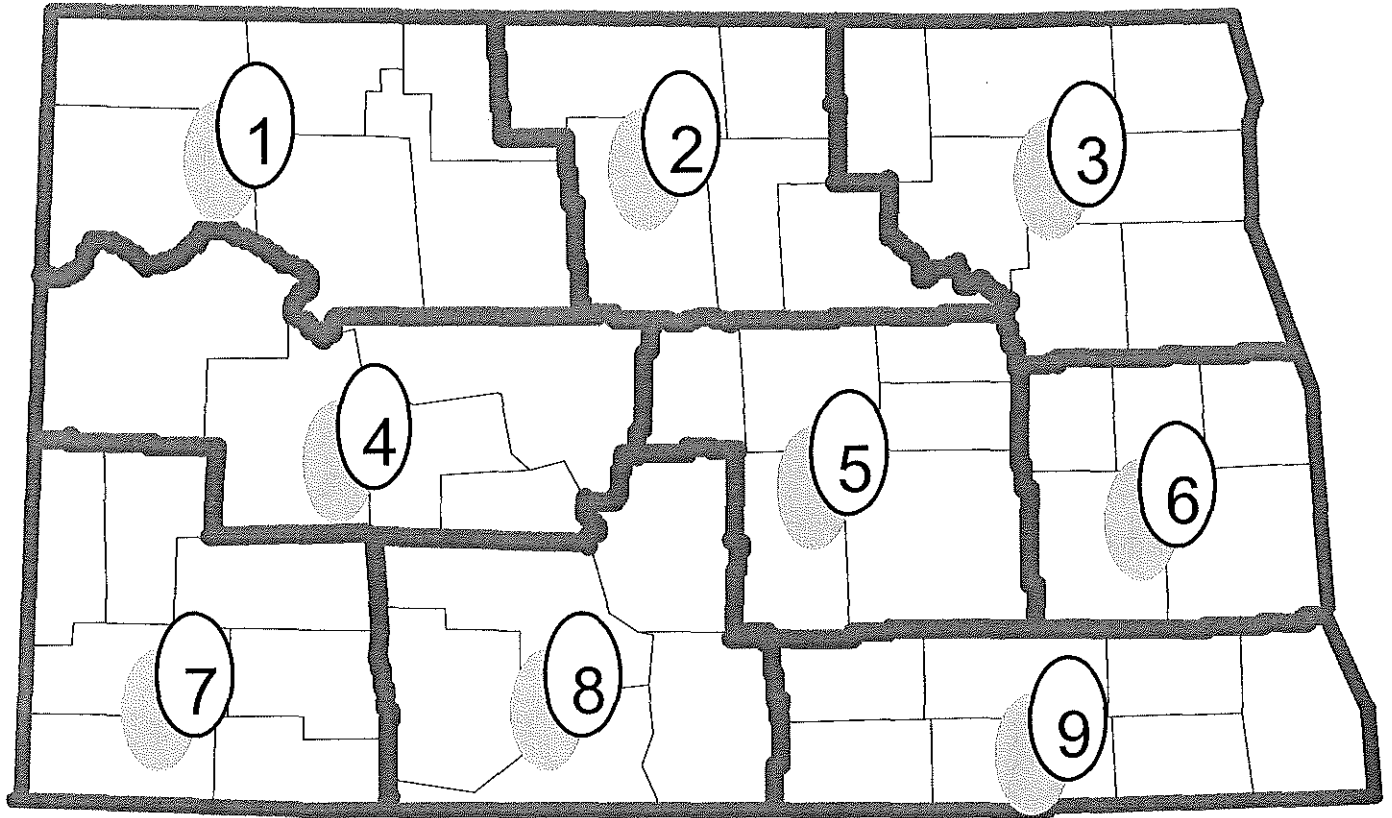
Destinations for Canola Shipments



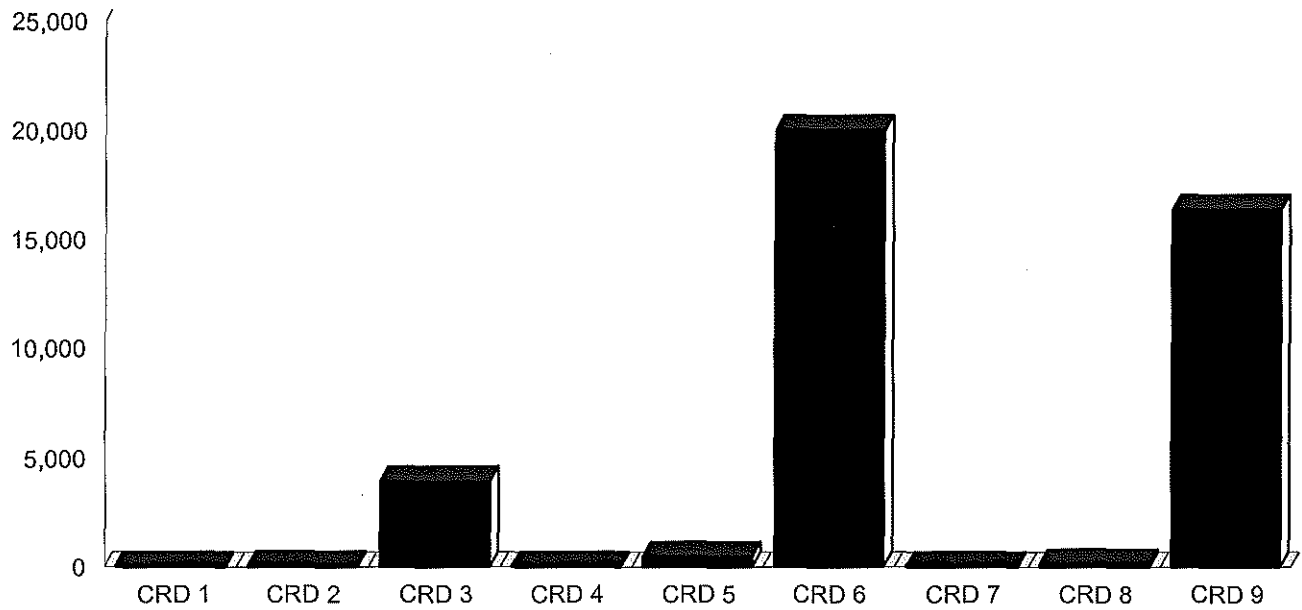
✕ Duluth ◆ Midland ★ ND * Other
 ■ MN-WI ● PNW

Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



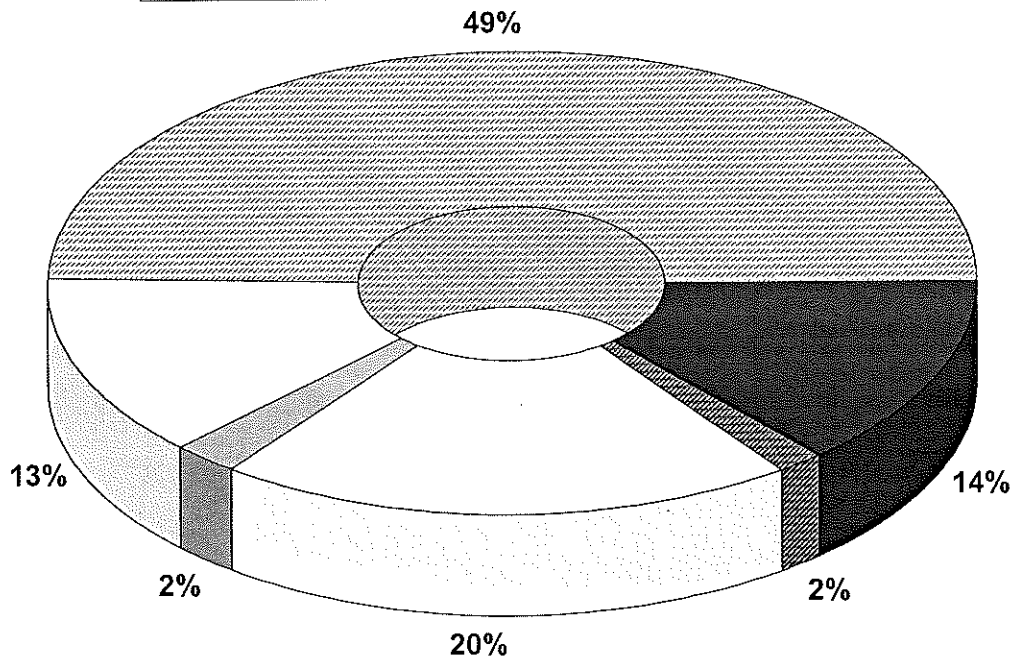
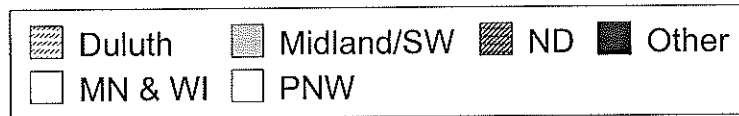
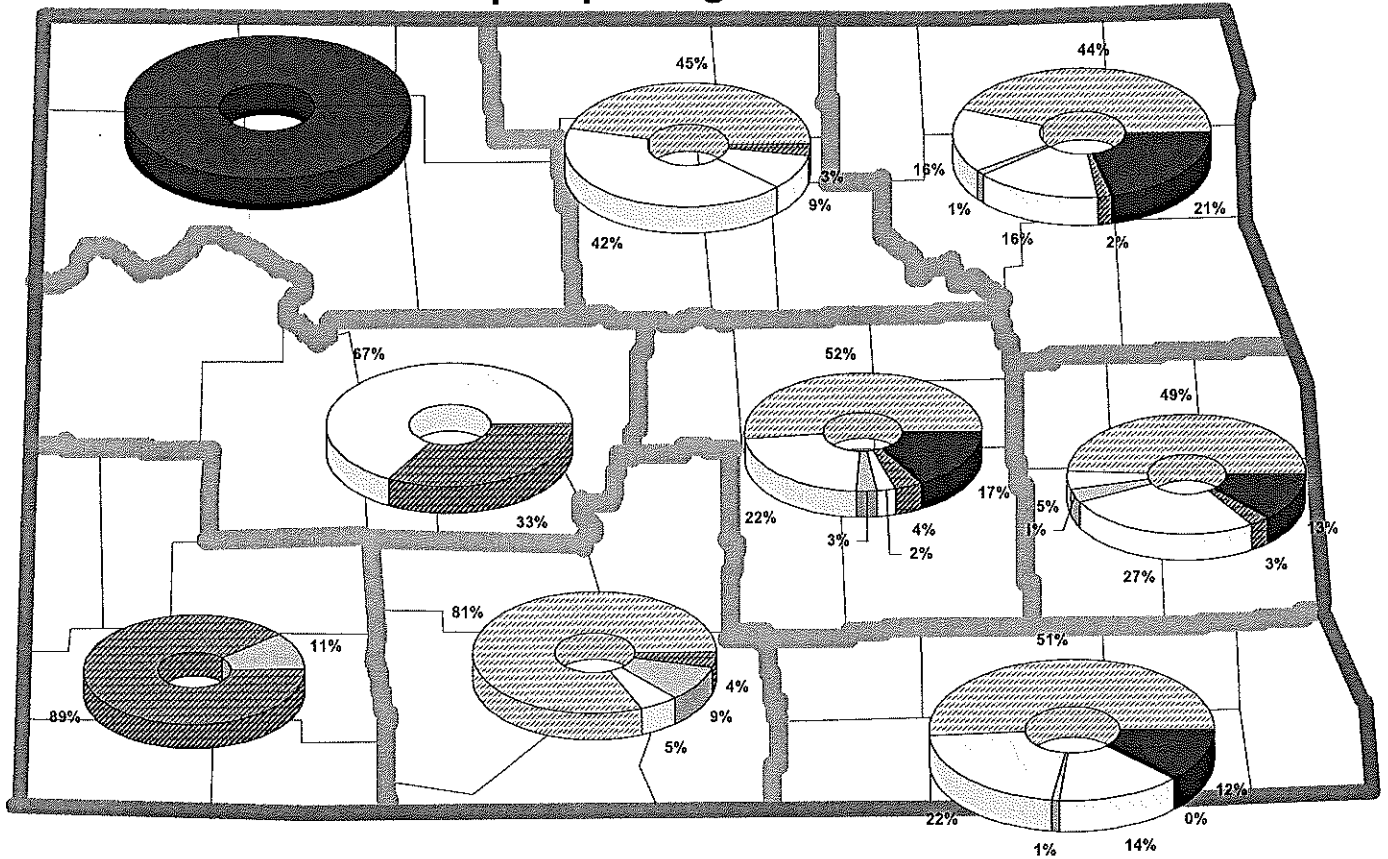
**Soybean Shipments Originating
from Each CRD, 1999-00
-1,000 Bu-**



Destinations for Soybeans Shipments

1999-00

Crop Reporting District

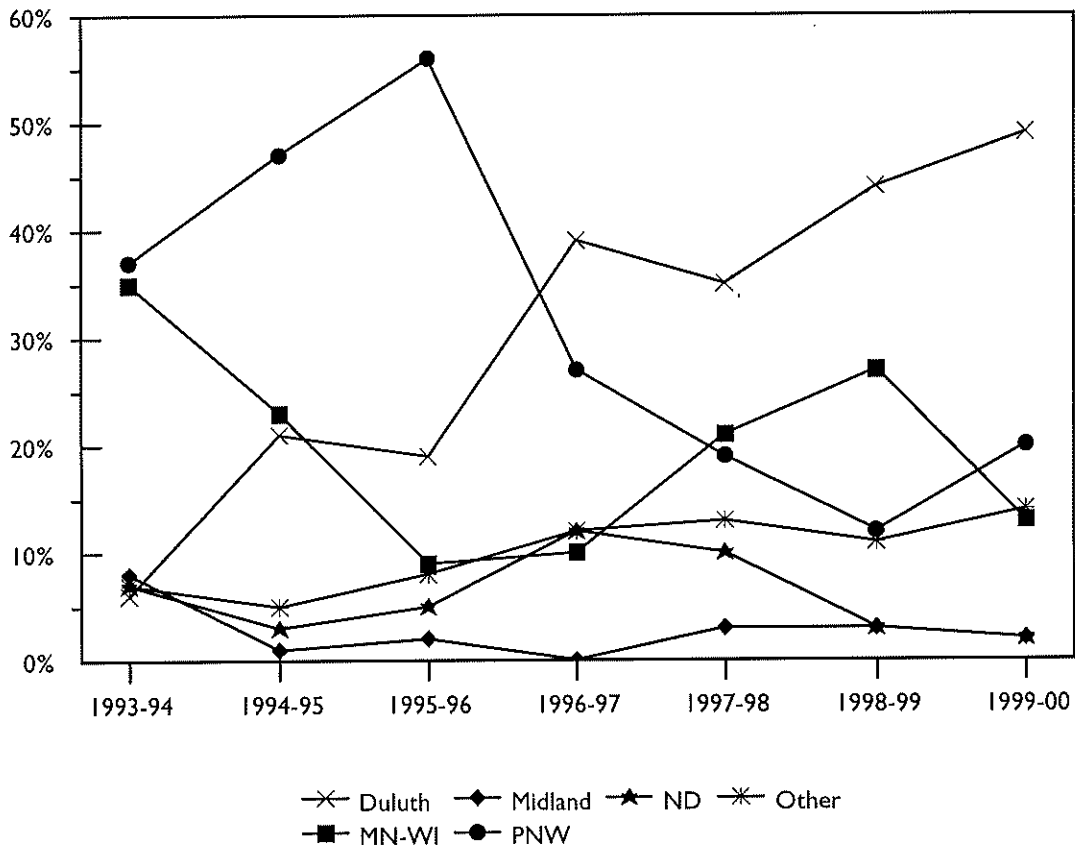


All North Dakota

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

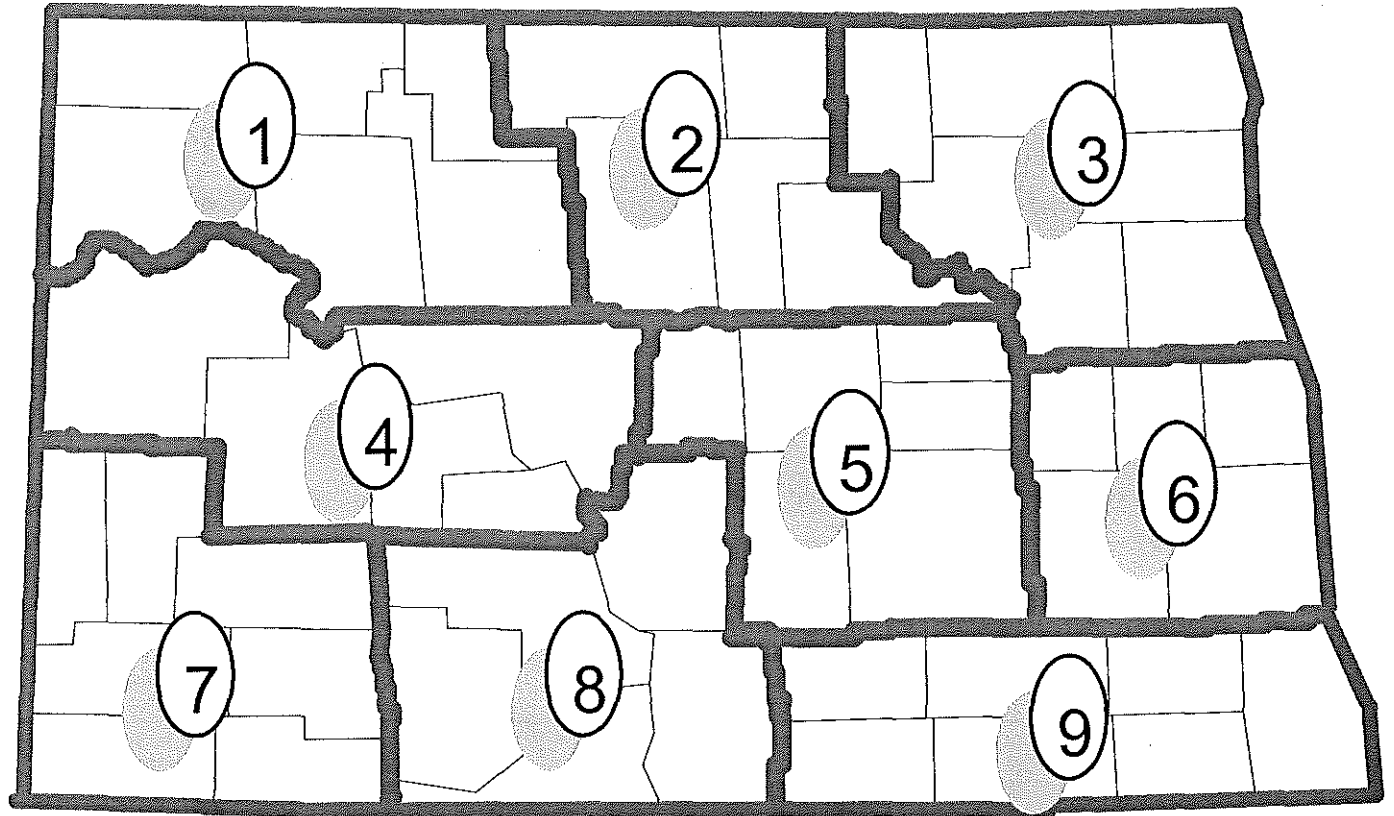
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	3,110	3,393	121	6,806	14,594
	21%	23%	1%	47%	
1995-96	3,935	1,950	463	11,676	20,704
	19%	9%	2%	56%	
1996-97	8,252	2,093	17	5,809	21,236
	39%	10%	0%	27%	
1997-98	9,210	5,112	813	4,751	25,223
	35%	21%	3%	19%	
1998-99	12,978	7,833	854	3,516	29,526
	44%	27%	3%	12%	
1999-00	20,185	5,279	948	8,267	40,872
	49%	13%	2%	20%	

Destinations for Soybean Shipments

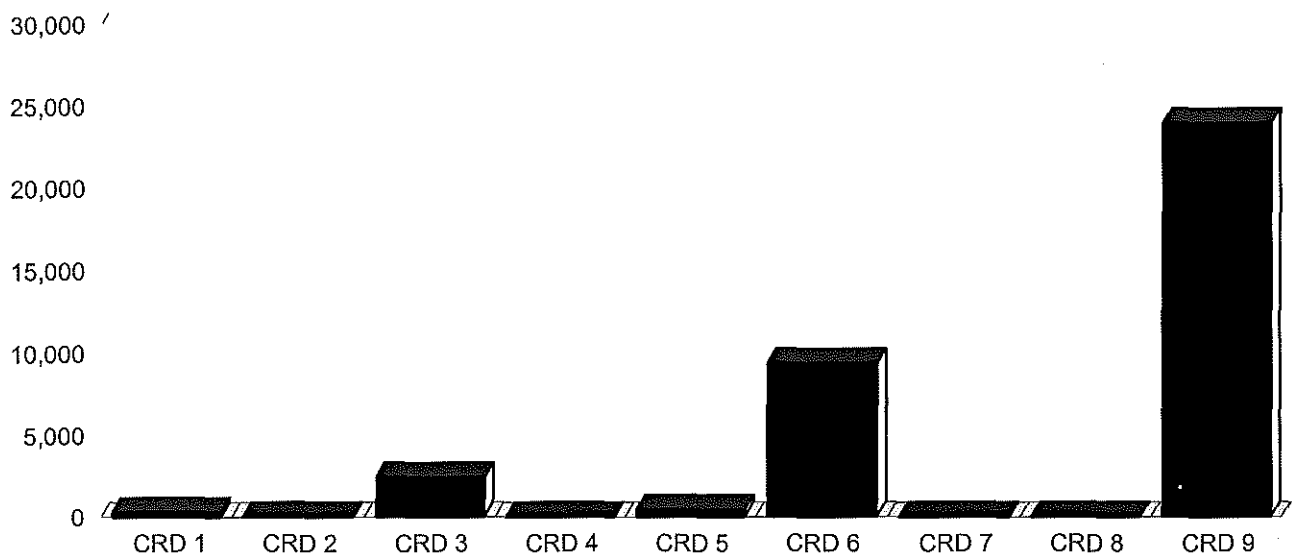


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



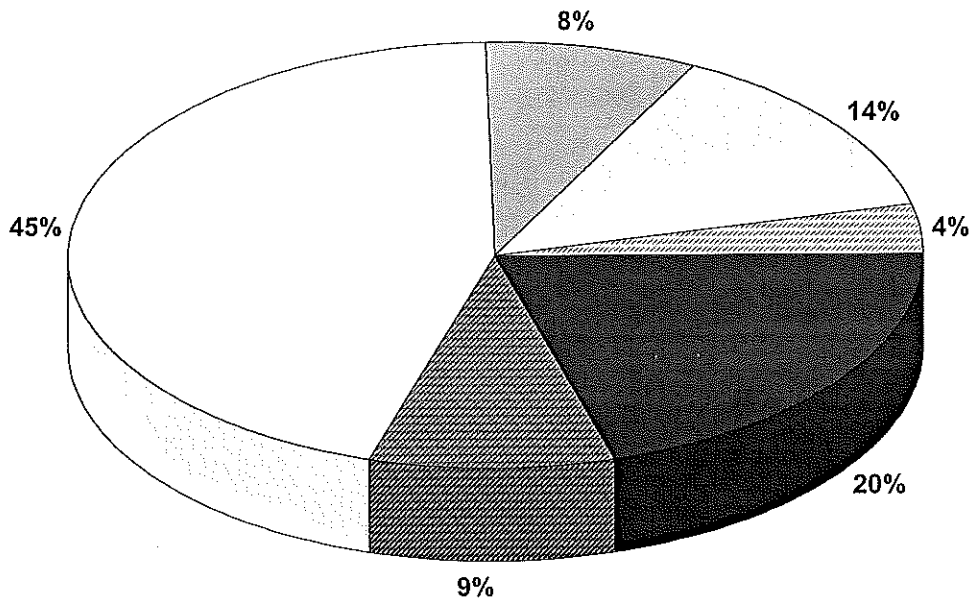
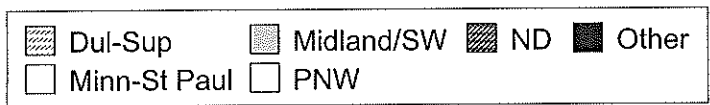
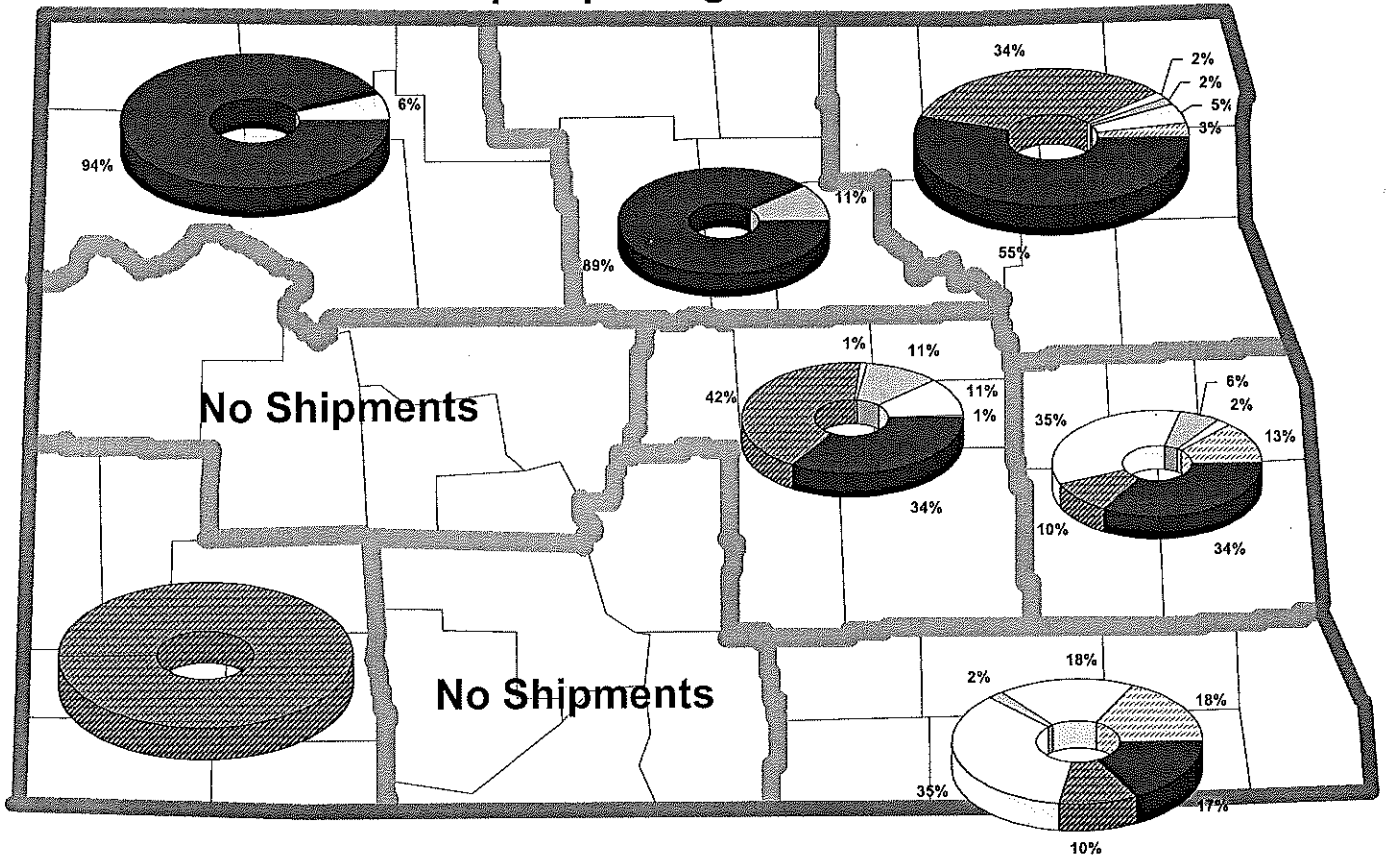
**Corn Shipments Originating
from Each CRD, 1999-00
-1,000 Bu-**



Destinations for Corn Shipments

1999-00

Crop Reporting District

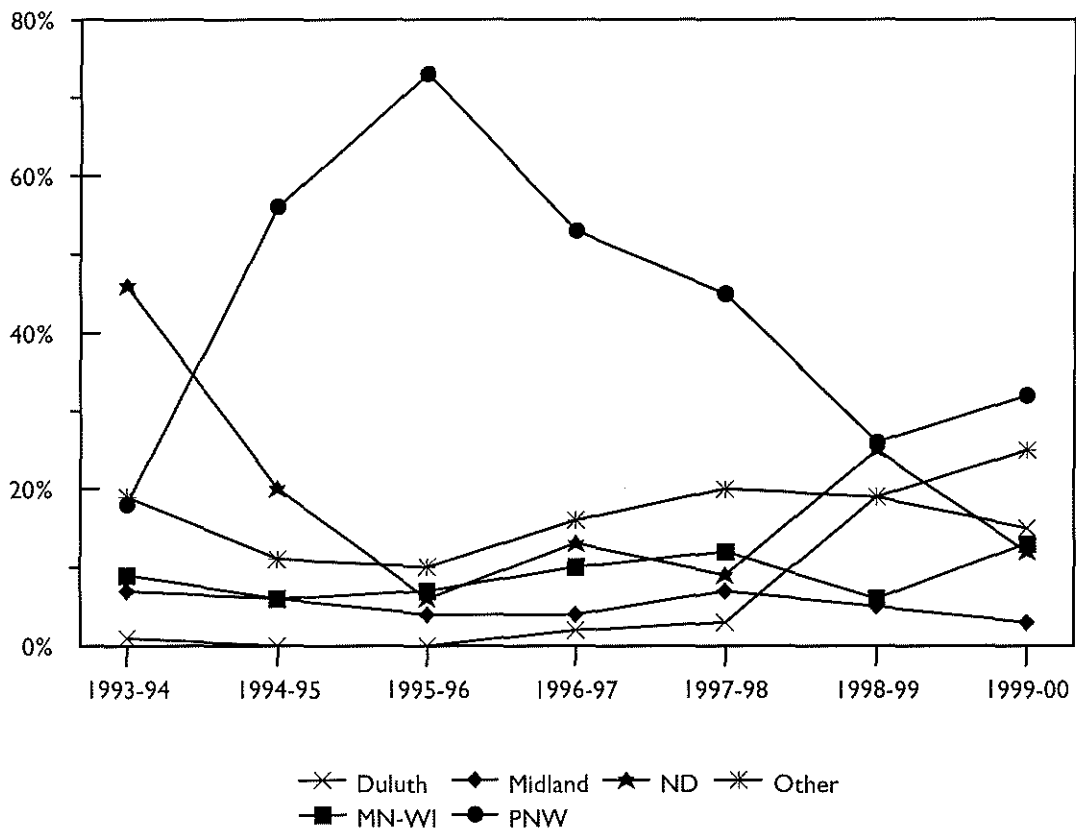


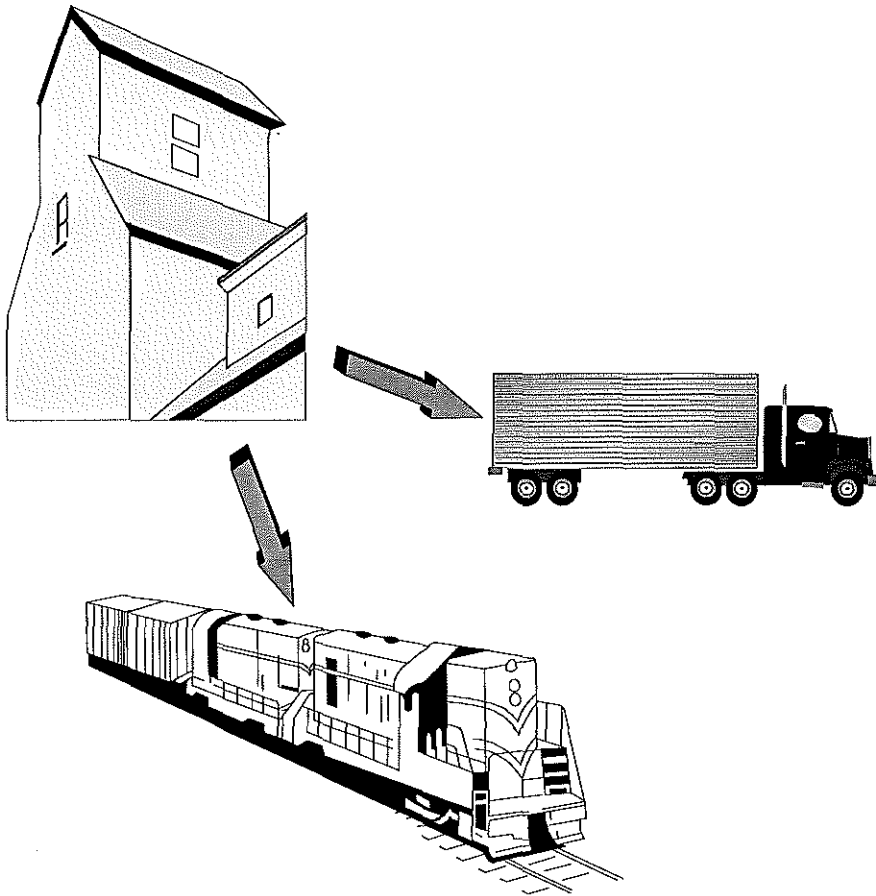
All North Dakota

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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1994-95	114	1,507	1,410	13,703	24,698
	0%	6%	6%	56%	
1995-96	24	2,417	1,576	25,947	35,722
	0%	7%	4%	73%	
1996-97	514	2,685	1,131	13,687	25,637
	2%	10%	4%	53%	
1997-98	1,073	3,868	2,317	12,851	28,642
	3%	12%	7%	45%	
1998-99	7,012	1,994	1,909	9,177	35,886
	20%	6%	5%	26%	
1999-00	5,541	4,564	1,188	11,709	36,407
	15%	13%	3%	32%	

Destinations for Corn Shipments



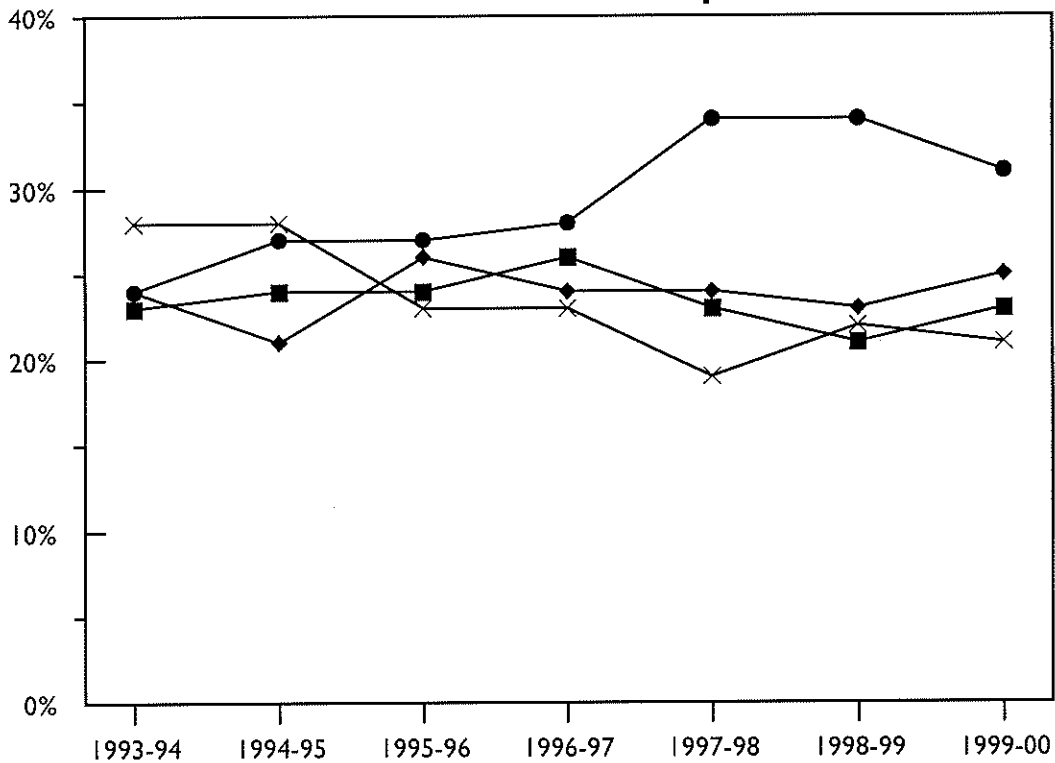


*Mode for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	148,107 28%	130,197 24%	109,314 21%	145,615 27%	533,233
1995-96	128,450 23%	136,072 24%	148,776 26%	151,843 27%	565,142
1996-97	116,212 23%	133,418 26%	124,325 24%	143,220 28%	517,176
1997-98	87,760 19%	105,800 23%	114,635 24%	154,749 34%	462,945
1998-99	103,902 22%	99,061 21%	106,272 23%	162,723 34%	471,958
1999-00	98,623 21%	105,201 23%	111,807 25%	138,580 31%	454,211

Mode for Grain and Oilseed Shipments from ND



—x— Single Car —■— Multi Car —◆— Unit Train —●— Truck

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

CRD 1						CRD 2					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
1997-98	5%	8%	41%	22%	51,769	1997-98	1%	10%	34%	33%	44,327
1998-99	24%	29%	33%	14%	55,473	1998-99	23%	27%	19%	31%	41,444
1999-00	23%	23%	43%	11%	57,059	1999-00	20%	23%	16%	41%	26,733

CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
1997-98	8%	9%	41%	35%	93,284	1997-98	6%	31%	23%	40%	17,456
1998-99	26%	18%	15%	41%	93,014	1998-99	21%	23%	21%	35%	19,200
1999-00	25%	23%	16%	35%	93,305	1999-00	23%	21%	17%	40%	15,224

CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
1997-98	7%	6%	16%	46%	44,384	1997-98	2%	12%	48%	38%	87,515
1998-99	21%	17%	16%	46%	45,241	1998-99	14%	25%	22%	39%	100,757
1999-00	17%	14%	25%	44%	48,132	1999-00	12%	31%	23%	33%	94,918

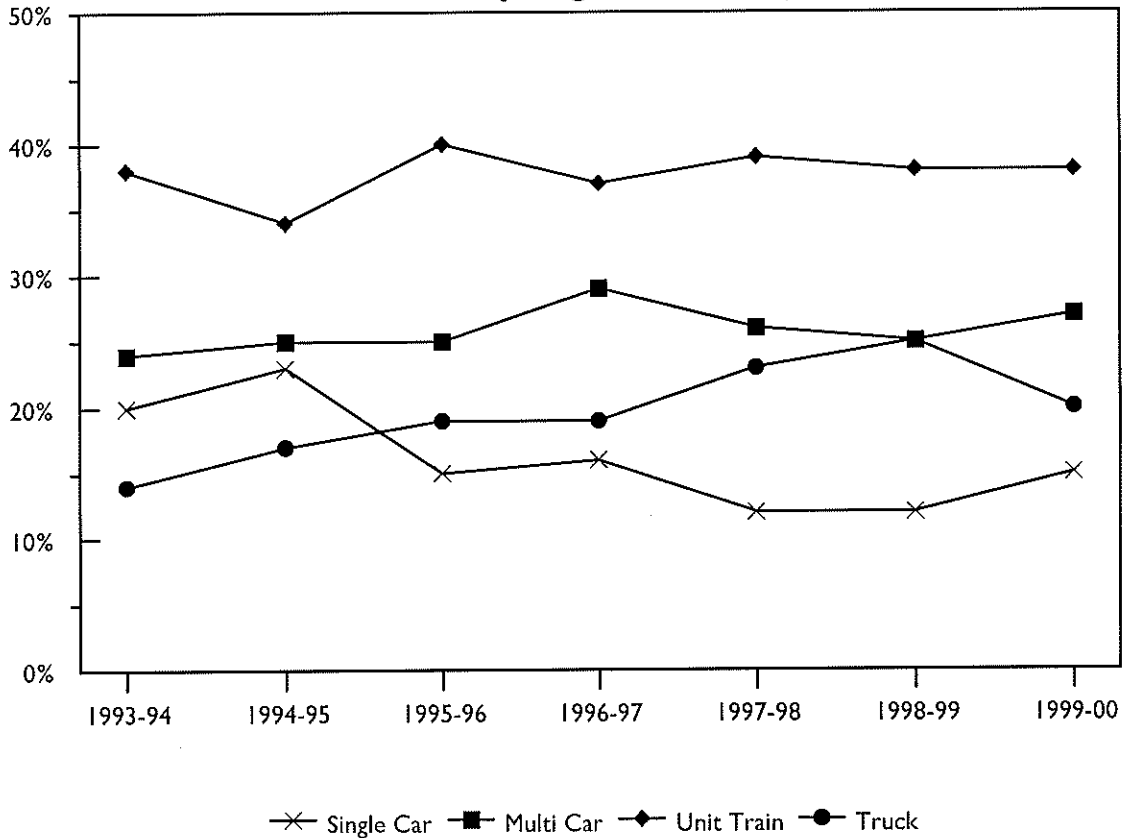
CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1994-95	19%	19%	50%	13%	29,167	1994-95	20%	29%	4%	47%	12,594
1995-96	8%	8%	71%	13%	27,044	1995-96	18%	20%	10%	53%	14,018
1996-97	9%	9%	68%	14%	24,561	1996-97	17%	26%	5%	52%	10,411
1997-98	0%	4%	45%	13%	27,709	1997-98	6%	34%	0%	60%	10,376
1998-99	5%	14%	67%	14%	29,497	1998-99	12%	16%	14%	58%	13,101
1999-00	4%	18%	63%	15%	27,228	1999-00	18%	9%	22%	51%	13,793

CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	38%	16%	13%	33%	84,602
1995-96	23%	23%	27%	27%	480,290
1996-97	23%	26%	24%	28%	509,086
1997-98	9%	16%	34%	36%	72,855
1998-99	36%	17%	14%	33%	74,229
1999-00	38%	24%	14%	23%	77,820

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	51,214 23%	56,990 25%	77,167 34%	38,514 17%	223,886
1995-96	41,882 15%	65,888 25%	106,273 40%	50,337 19%	264,379
1996-97	34,365 16%	63,866 29%	83,794 37%	41,119 19%	223,145
1997-98	21,661 12%	47,354 26%	70,086 39%	40,224 23%	179,327
1998-99	21,096 12%	42,355 25%	62,368 38%	41,894 25%	167,713
1999-00	25,342 15%	49,724 27%	62,533 38%	35,232 20%	172,831

Mode for Hard Red Spring Wheat Shipments from ND



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

CRD 1						CRD 2					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
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
1997-98	8%	16%	70%	6%	11,214	1997-98	17%	27%	39%	18%	12,487
1998-99	9%	19%	65%	7%	11,384	1998-99	15%	29%	47%	9%	11,601
1999-00	9%	16%	69%	6%	11,757	1999-00	15%	36%	31%	18%	7,430

CRD 3						CRD 4					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
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
1997-98	11%	28%	30%	32%	35,248	1997-98	18%	35%	7%	40%	7,718
1998-99	14%	21%	26%	39%	35,393	1998-99	11%	45%	3%	41%	6,594
1999-00	13%	32%	29%	26%	44,147	1999-00	11%	27%	9%	53%	6,429

CRD 5						CRD 6					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
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
1997-98	8%	23%	53%	16%	17,870	1997-98	8%	27%	45%	20%	27,803
1998-99	13%	33%	37%	18%	16,430	1998-99	7%	35%	33%	25%	29,389
1999-00	11%	22%	55%	12%	21,393	1999-00	8%	47%	24%	21%	28,069

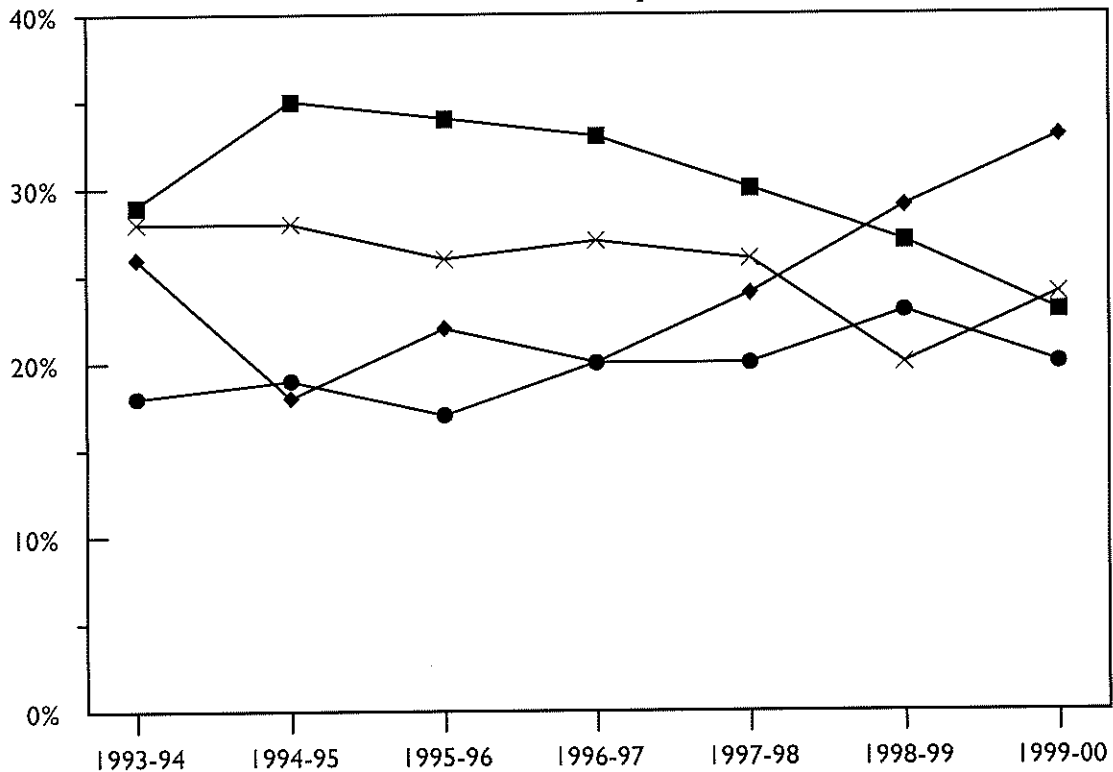
CRD 7						CRD 8					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
1994-95	16%	15%	58%	12%	25,079	1994-95	14%	33%	5%	48%	9,900
1995-96	3%	7%	79%	11%	24,593	1995-96	15%	23%	11%	51%	12,192
1996-97	5%	9%	75%	11%	21,831	1996-97	15%	27%	6%	52%	9,848
1997-98	2%	17%	70%	10%	23,779	1997-98	13%	23%	8%	57%	9,301
1998-99	2%	10%	80%	8%	23,092	1998-99	9%	21%	18%	52%	10,145
1999-00	2%	13%	76%	9%	21,175	1999-00	15%	11%	29%	45%	10,235

CRD 9					
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
1994-95	44%	24%	13%	19%	31,576
1995-96	28%	28%	22%	22%	31,547
1996-97	30%	33%	14%	23%	30,320
1997-98	26%	37%	15%	22%	27,332
1998-99	30%	27%	17%	26%	23,686
1999-00	45%	34%	5%	16%	22,196

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	19,719 28%	24,079 35%	12,487 18%	13,277 19%	69,562
1995-96	18,868 26%	24,154 34%	15,538 22%	12,315 17%	70,875
1996-97	18,210 27%	22,911 33%	13,902 20%	13,689 20%	68,712
1997-98	15,070 26%	17,397 30%	13,832 24%	11,250 20%	57,550
1998-99	11,459 20%	15,088 27%	15,871 29%	12,955 23%	55,372
1999-00	14,349 24%	14,058 23%	20,557 33%	11,966 20%	60,929

Mode for Durum Shipments from ND



—×— Single Car —■— Multi Car —◆— Unit Train —●— Truck

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

	CRD 1					CRD 2					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
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
1997-98	33%	33%	27%	7%	26,582	1997-98	23%	29%	14%	34%	7,204
1998-99	22%	35%	32%	13%	28,588	1998-99	20%	13%	15%	52%	4,822
1999-00	21%	25%	45%	9%	33,328	1999-00	21%	5%	26%	48%	3,861

	CRD 3					CRD 4					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
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
1997-98	18%	13%	16%	53%	4,526	1997-98	7%	43%	16%	34%	7,351
1998-99	13%	14%	20%	52%	4,323	1998-99	12%	16%	47%	25%	8,010
1999-00	25%	17%	17%	41%	8,125	1999-00	25%	23%	38%	14%	5,196

	CRD 5					CRD 6					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
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
1997-98	66%	18%	0%	16%	2,471	1997-98	63%	0%	0%	37%	238
1998-99	49%	7%	6%	38%	3,126	1998-99	12%	42%	0%	46%	998
1999-00	47%	10%	2%	41%	3,121	1999-00	32%	39%	0%	28%	1,791

	CRD 7					CRD 8					
	Single	Multi	Unit	Truck	Total	Single	Multi	Unit	Truck	Total	
	Car	Car	Train			Car	Car	Train			
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
1997-98	22%	32%	25%	21%	3,469	1997-98	22%	0%	0%	77%	137
1998-99	17%	39%	24%	20%	4,995	1998-99	21%	0%	0%	79%	285
1999-00	7%	47%	26%	20%	4,321	1999-00	72%	0%	0%	28%	348

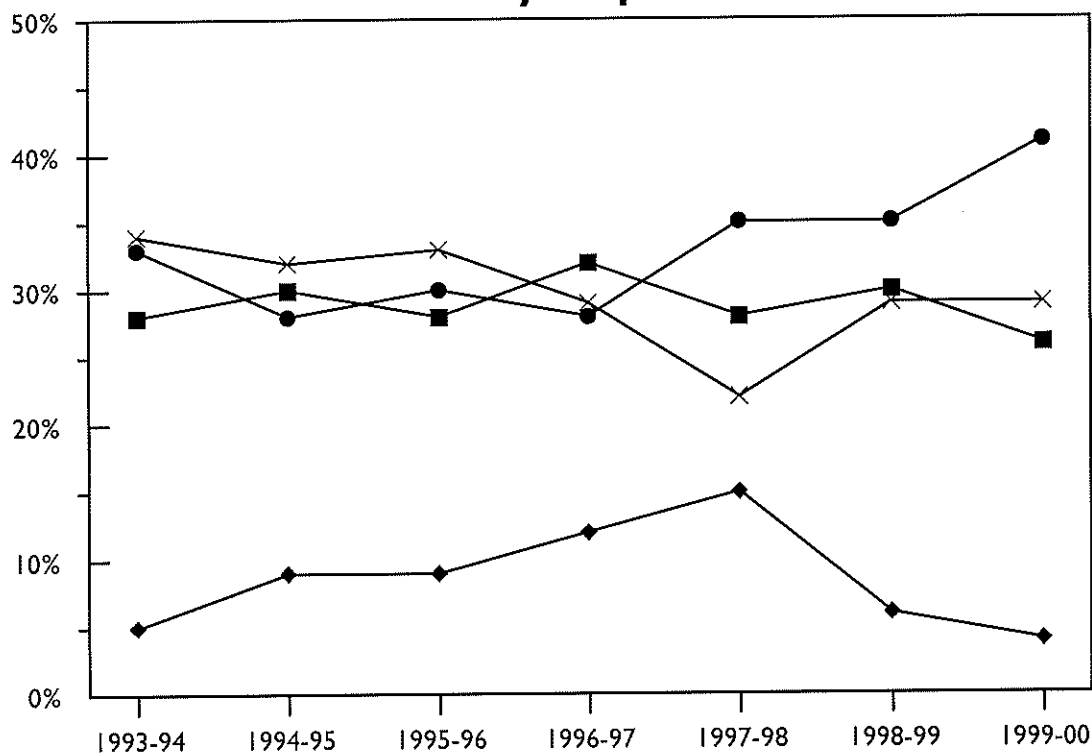
	CRD 9				
	Single	Multi	Unit	Truck	Total
	Car	Car	Train		
1994-95	97%	0%	0%	3%	747
1995-96	97%	0%	0%	3%	346
1996-97	75%	0%	0%	25%	522
1997-98	82%	0%	2%	16%	429
1998-99	47%	20%	0%	33%	425
1999-00	65%	1%	0%	34%	838

Mode for Barley Shipments from ND

(1,000 Bushels)

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	38,888	37,625	10,319	33,420	120,251
	32%	31%	9%	28%	
1995-96	34,205	29,104	8,950	31,330	103,590
	33%	28%	9%	30%	
1996-97	31,449	34,470	12,999	30,668	109,587
	29%	32%	12%	28%	
1997-98	20,614	26,433	13,978	32,978	94,005
	22%	28%	15%	35%	
1998-99	25,941	27,121	6,184	31,646	90,892
	29%	30%	6%	35%	
1999-00	20,675	18,697	2,662	29,766	71,799
	29%	26%	4%	41%	

Mode for Barley Shipments from ND

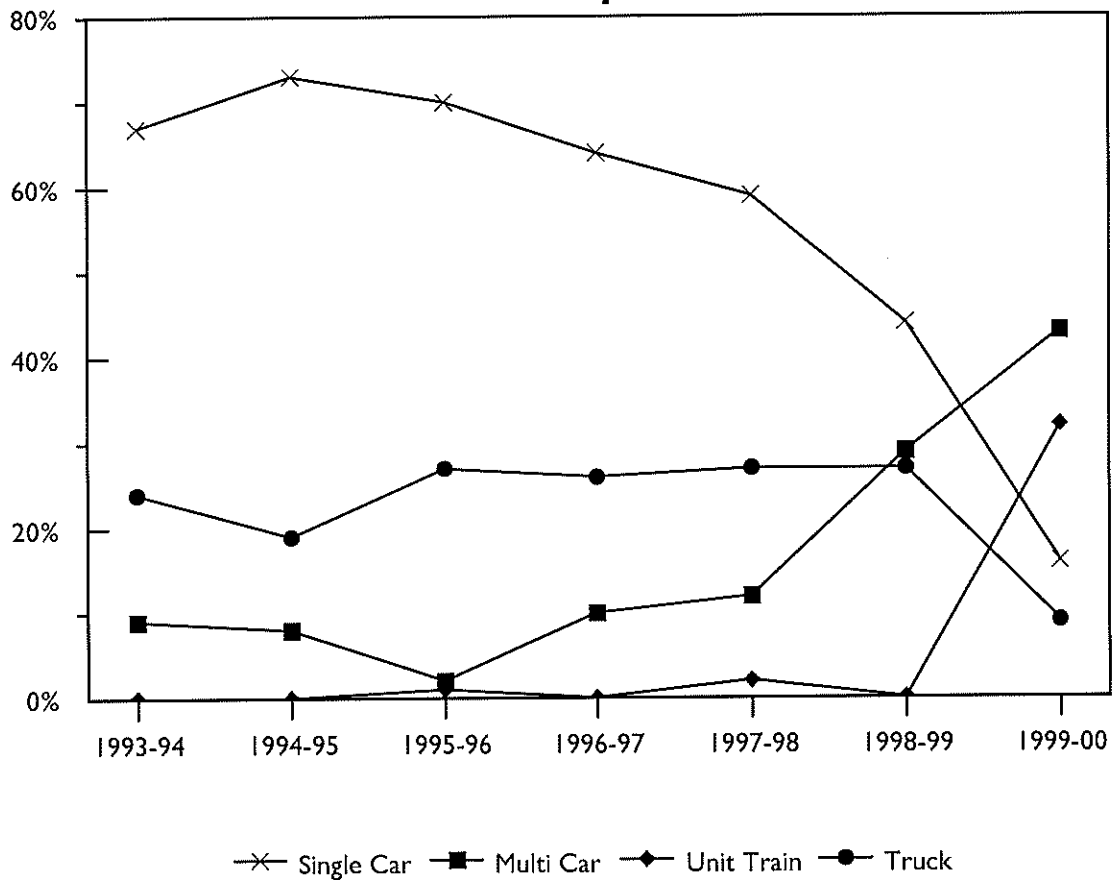


—x— Single Car
—■— Multi Car
—◆— Unit Train
—●— Truck

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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	7,452 73%	809 8%	0% 0%	2,001 19%	10,262
1995-96	5,331 70%	151 2%	46 1%	2,047 27%	7,576
1996-97	2,522 64%	384 10%	0% 0%	1,061 26%	3,967
1997-98	1,834 59%	369 12%	55 2%	869 27%	3,128
1998-99	1,001 44%	655 29%	0% 0%	617 27%	2,273
1999-00	628 16%	1,672 43%	1,250 32%	356 9%	3,906

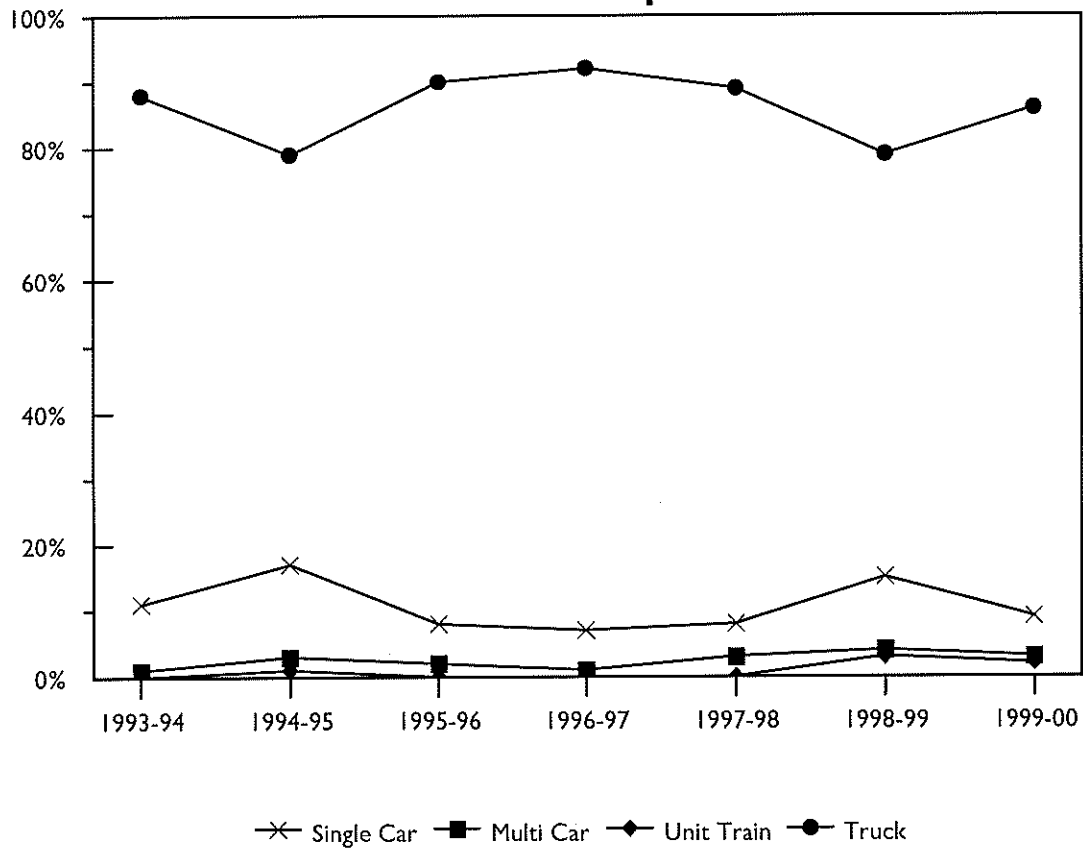
Mode for Oat Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	2,361	367	176	11,074	13,978
	17%	3%	1%	79%	
1995-96	932	214	102	10,708	11,855
	8%	2%	0%	90%	
1996-97	690	111	7	9,110	9,917
	7%	1%	0%	92%	
1997-98	1,151	375	67	12,345	13,940
	8%	3%	0%	89%	
1998-99	2,139	508	437	11,549	14,634
	15%	4%	3%	79%	
1999-00	1,085	353	195	9,832	11,465
	9%	3%	2%	86%	

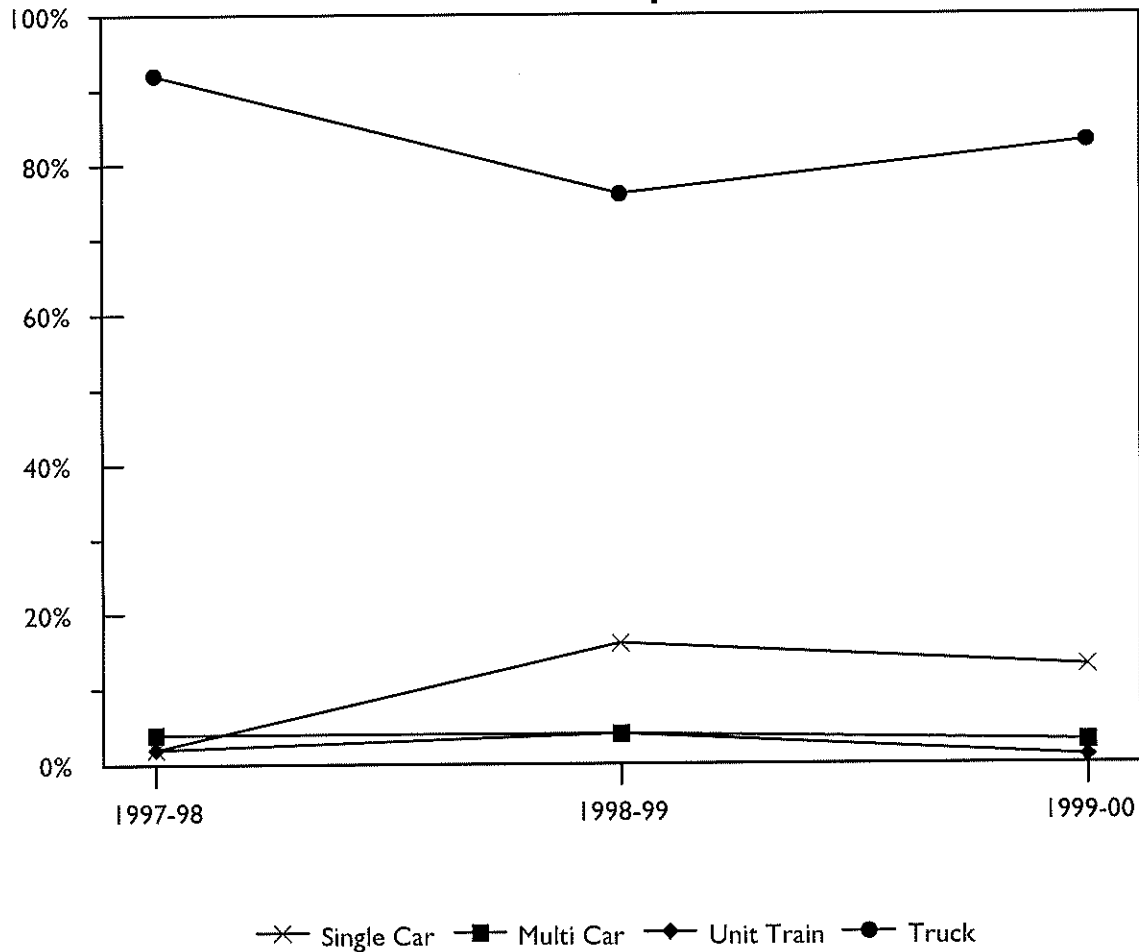
Mode for Sunflower Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	144	234	155	5,399	5,934
	2%	4%	2%	92%	
1998-99	1,877	473	437	9,143	11,941
	16%	4%	4%	76%	
1999-00	1,085	353	195	9,832	11,465
	9%	3%	2%	86%	

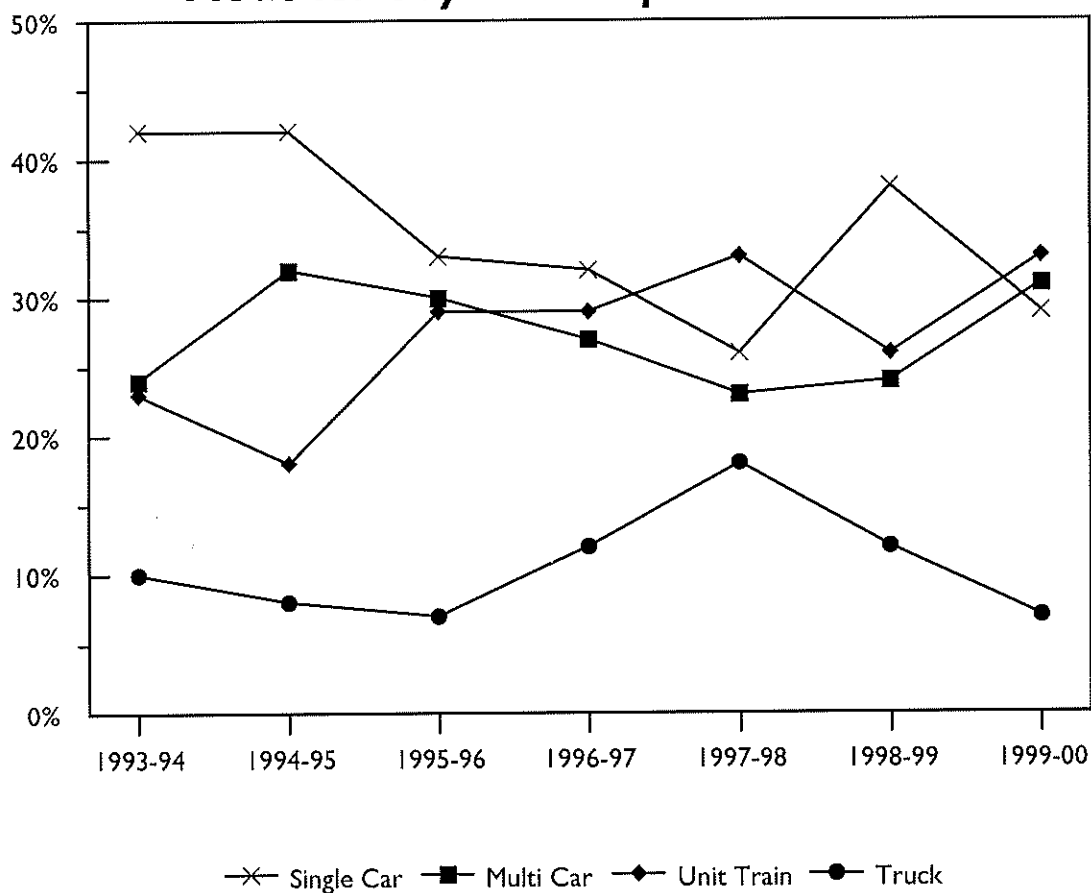
Mode for Canola Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	6,161	4,662	2,608	1,163	14,594
	42%	32%	18%	8%	
1995-96	6,939	6,268	6,049	1,447	20,704
	33%	30%	29%	7%	
1996-97	6,624	5,695	6,090	2,826	21,236
	32%	27%	29%	12%	
1997-98	6,664	6,020	8,136	4,402	25,223
	26%	23%	33%	18%	
1998-99	10,992	7,132	7,827	3,576	29,526
	38%	24%	26%	12%	
1999-00	11,918	12,596	13,555	2,803	40,872
	29%	31%	33%	7%	

Mode for Soybean Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
1994-95	7,383 30%	4,014 16%	6,074 25%	6,927 28%	24,398
1995-96	10,270 29%	9,535 27%	11,702 31%	4,214 12%	35,722
1996-97	8,209 32%	4,777 19%	7,513 29%	5,138 20%	25,637
1997-98	8,577 30%	6,254 22%	7,844 27%	5,966 21%	28,642
1998-99	11,251 31%	3,493 9%	11,561 33%	9,580 27%	35,886
1999-00	10,856 30%	6,507 18%	10,495 29%	8,549 23%	36,407

Mode for Corn Shipments from ND

