

**NORTH DAKOTA GRAIN AND OILSEED  
TRANSPORTATION STATISTICS  
1994-95**

Scott Andreson  
Kimberly Vachal

UGPTI Publication No. 106  
September 1995

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# **North Dakota Grain and Oilseed Transportation Statistics 1994-95**

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and

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*in cooperation with*

**North Dakota Wheat Commission**

**Bismarck, ND**

and

**North Dakota Public Service Commission**

**Bismarck, ND**



*With special thanks to the North Dakota grain elevator industry who provide these data monthly.*



## Preface

The 1994-95 North Dakota Grain and Oilseed Transportation Statistics Report was prepared by Scott Andreson and Kimberly Vachal, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the desktop publishing assistance of Bev Trittin in constructing this report.

This report represents a continuation of analysis concerned with the patterns and methods of distributing grains and oilseeds from North Dakota. This series began with the analysis of 1956-57 data and was published in Agricultural Economics Reports 15, 17, 44, 56, and 86 and Agricultural Experiment Station Bulletin 462. The compilation and analysis of data for the year 1967-68 in this series was assumed by the Upper Great Plains Transportation Institute. Also, the data representing the 1967-68 period were the first results of the requirements of the North Dakota Public Service Commission that all North Dakota elevators report monthly movements of grains and oilseeds by truck and rail. Prior to 1967-68, these data had been estimated from questionnaires completed by a sample of country elevators.

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# NORTH DAKOTA GRAIN AND OILSEED TRANSPORTATION STATISTICS 1994-95

## *Objective of Report*

This report represents a continuation of analysis concerned with the patterns and methods of distributing grain from North Dakota. The collection and compilation of this type of data began in 1956-57. The objectives of this report, like prior reports, is to provide the necessary database for identifying trends in the distribution of grain and oilseeds from North Dakota.

## *Scope of Report*

Data are tabulated according to major characteristics which typically describe commodity flows. The major shipment characteristics considered are destination, mode, origin, time and commodity. These characteristics are defined as follows:

- ◆ **Destination:** Minneapolis-St. Paul, Duluth-Superior, West (ID, OR, WA), and miscellaneous markets. Miscellaneous markets consist of Other Minnesota/Wisconsin, Midland/Southwest States (AR, AZ, CA, CO, IA, KS, LA, MO, MT, NE, NM, NV, OK, SD, TX, and WY), North Dakota and other destinations.
- ◆ **Mode:** Rail or truck. Rail includes Commodity Credit Corporation shipments.
- ◆ **Origin:** The nine crop reporting districts in North Dakota (Figure 1).
- ◆ **Time:** By month, from July 1994 to June 1995, and previous years.
- ◆ **Commodity:** Hard red spring wheat, durum, barley, sunflower, oats, soybeans, flax and corn.

## *Source of Data*

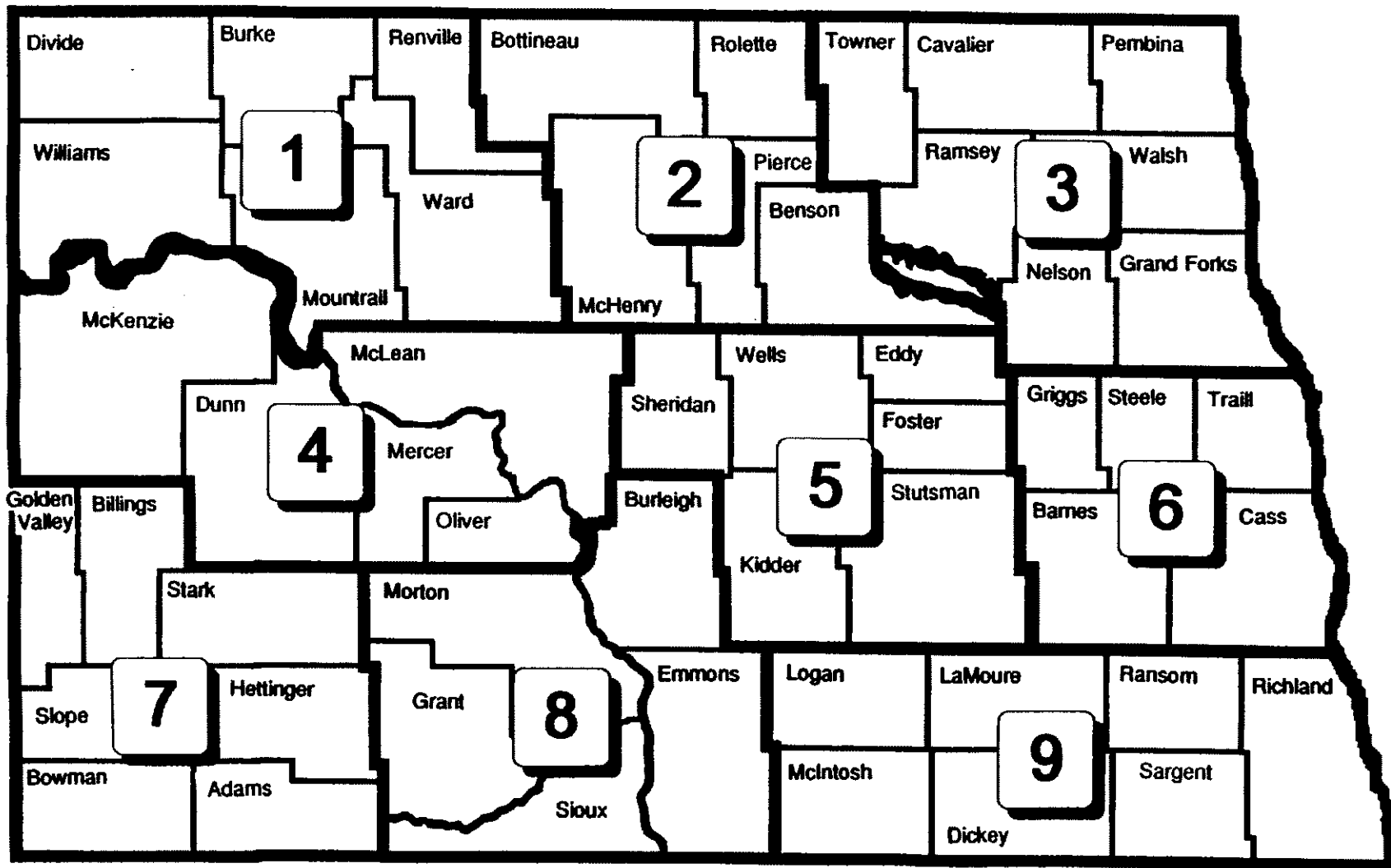
The data used to analyze North Dakota grain distribution patterns for the period July 1994 through June 1995 were obtained from all country elevators in North Dakota. The data source is the North Dakota Public Service Commission's "Grain Movement Report." Every country elevator in North Dakota is required under state statute to assemble and submit a "Grain Movement Report" to the Public Service Commission on a monthly basis.

## *Organization of the Remainder of the Report*

The same general commodity flow characteristics are considered in this report as in previous years' reports. Flow patterns for each type of grain are described in separate sections in the following order: (1) Total Grain and Oilseed Shipments, (2) Hard Red Spring Wheat, (3) Durum, (4) Barley, (5) Sunflower, (6) Oats, (7) Soybeans, (8) Flax, and (9) Corn.

Some small inconsistencies in totals may be noted when comparing tables and graphs due to rounding error.

**1994-95 totals are preliminary, representing 99 percent of the required reports.**



North Dakota Crop Reporting Districts and Counties



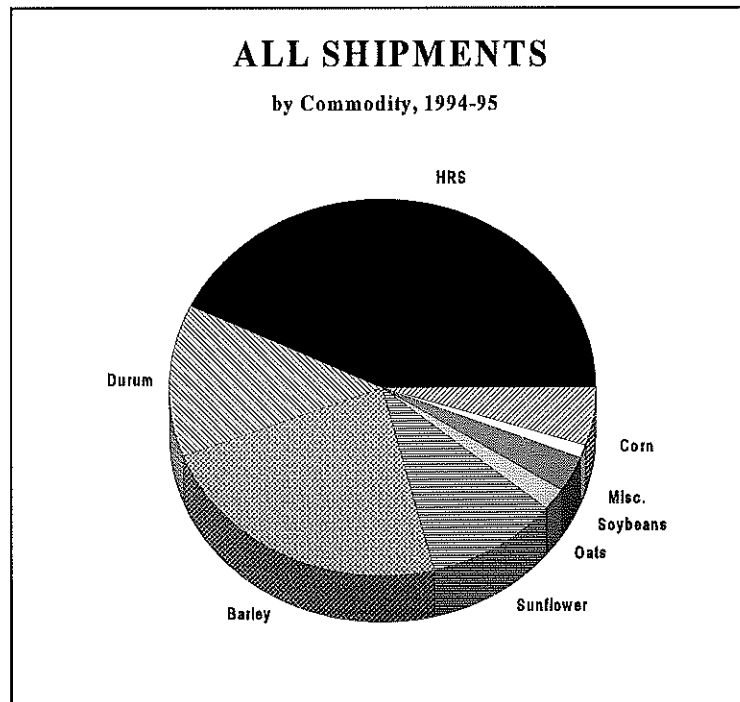
***TOTAL  
GRAIN & OILSEED  
SHIPMENTS***





**NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS**  
**1984-85 to 1994-95**  
 (thousand bu.)

YEAR	HRS	Durum	Barley	Sunflower	Oats	Soybeans	Flax	Misc.	Corn	TOTAL
1984-85	183,109 (36%)	80,670 (16%)	106,030 (21%)	77,412 (15%)	11,232 (2%)	14,292 (3%)	4,098 (1%)	12,389 (2%)	22,623 (4%)	511,855 (100%)
1985-86	181,089 (38%)	87,344 (18%)	105,436 (22%)	53,541 (11%)	7,706 (2%)	12,116 (3%)	5,503 (1%)	12,261 (3%)	13,394 (3%)	478,390 (100%)
1986-87	193,962 (34%)	104,968 (18%)	146,342 (26%)	61,067 (11%)	9,387 (2%)	9,990 (2%)	6,666 (1%)	12,500 (2%)	26,437 (5%)	571,319 (100%)
1987-88	187,835 (36%)	77,395 (15%)	104,399 (20%)	63,418 (12%)	15,577 (3%)	18,415 (4%)	6,110 (1%)	14,263 (3%)	30,426 (6%)	517,838 (100%)
1988-89	135,640 (36%)	43,906 (12%)	92,715 (25%)	39,056 (10%)	4,297 (1%)	12,160 (3%)	2,013 (1%)	13,243 (4%)	29,344 (8%)	372,376 (100%)
1989-90	192,485 (40%)	72,003 (15%)	112,256 (23%)	32,174 (7%)	5,015 (1%)	14,015 (3%)	1,077 (1%)	14,632 (3%)	34,764 (7%)	478,421 (100%)
1990-91	191,072 (38%)	78,309 (15%)	114,046 (23%)	37,086 (7%)	5,601 (1%)	10,185 (2%)	2,258 (0%)	39,229 (8%)	28,434 (6%)	506,220 (100%)
1991-92	261,169 (43%)	83,827 (14%)	124,755 (20%)	57,364 (9%)	7,601 (1%)	16,464 (3%)	4,058 (1%)	21,047 (3%)	36,084 (6%)	612,376 (100%)
1992-93	344,261 (49%)	88,080 (12%)	131,139 (19%)	66,965 (10%)	13,272 (2%)	15,528 (2%)	3,621 (1%)	12,257 (2%)	18,054 (3%)	704,083 (100%)
1993-94	252,566 (49%)	82,921 (16%)	109,935 (21%)	26,017 (5%)	11,427 (2%)	9,815 (2%)	2,200 (1%)	12,429 (2%)	8,047 (2%)	515,357 (100%)
1994-95	221,373 (43%)	69,201 (13%)	119,405 (23%)	49,642 (10%)	10,248 (2%)	14,504 (3%)	2,261 (0)	7,402 (1%)	24,398 (5%)	518,434 (100%)



**NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS  
BY DESTINATION  
1984-85 to 1994-95  
(thousand bu.)**

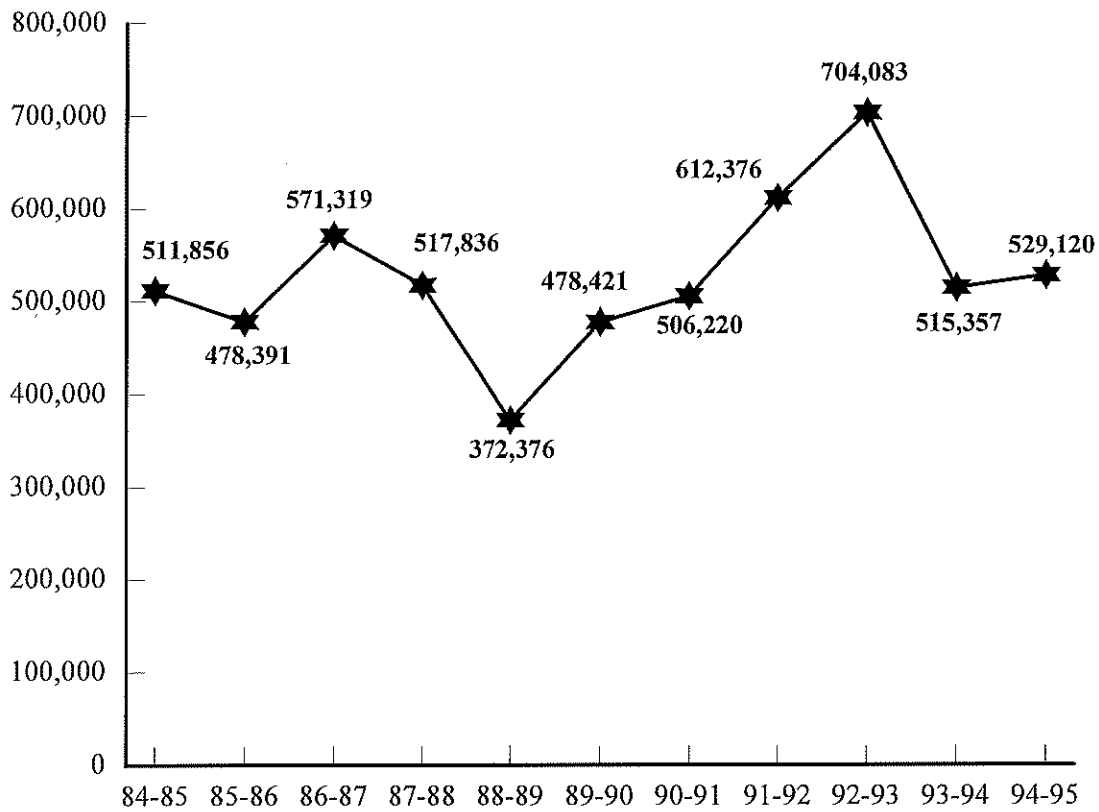
<b>YEAR</b>	<b>Minneapolis- St. Paul</b>	<b>Duluth- Superior</b>	<b>West</b>	<b>North Dakota</b>	<b>Misc. Markets</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>129,455</b> (25%)	<b>178,299</b> (35%)	<b>61,002</b> (12%)	<b>41,521</b> (8%)	<b>101,578</b> (20%)	<b>511,856</b> (100%)
<b>1985-86</b>	<b>131,879</b> (28%)	<b>109,232</b> (23%)	<b>44,812</b> (9%)	<b>58,337</b> (12%)	<b>134,130</b> (28%)	<b>478,391</b> (100%)
<b>1986-87</b>	<b>121,620</b> (21%)	<b>119,016</b> (21%)	<b>92,923</b> (16%)	<b>66,874</b> (12%)	<b>170,887</b> (33%)	<b>571,319</b> (100%)
<b>1987-88</b>	<b>124,984</b> (24%)	<b>92,320</b> (18%)	<b>64,727</b> (12%)	<b>64,982</b> (13%)	<b>170,823</b> (33%)	<b>517,836</b> (100%)
<b>1988-89</b>	<b>85,561</b> (23%)	<b>50,767</b> (14%)	<b>67,862</b> (18%)	<b>50,854</b> (14%)	<b>117,333</b> (31%)	<b>372,376</b> (100%)
<b>1989-90</b>	<b>107,958</b> (22%)	<b>85,112</b> (18%)	<b>67,347</b> (14%)	<b>54,110</b> (11%)	<b>163,894</b> (35%)	<b>478,421</b> (100%)
<b>1990-91</b>	<b>114,712</b> (23%)	<b>80,740</b> (16%)	<b>77,311</b> (15%)	<b>61,987</b> (12%)	<b>171,470</b> (34%)	<b>506,220</b> (100%)
<b>1991-92</b>	<b>134,437</b> (22%)	<b>73,029</b> (12%)	<b>75,720</b> (12%)	<b>74,695</b> (12%)	<b>254,491</b> (42%)	<b>612,376</b> (100%)
<b>1992-93</b>	<b>145,713</b> (21%)	<b>82,087</b> (12%)	<b>95,005</b> (13%)	<b>89,780</b> (13%)	<b>291,497</b> (41%)	<b>704,083</b> (100%)
<b>1993-94</b>	<b>122,774</b> (24%)	<b>65,572</b> (13%)	<b>82,292</b> (16%)	<b>53,760</b> (10%)	<b>189,762<sup>a</sup></b> (37%)	<b>515,357</b> (100%)
<b>1994-95</b>	<b>134,298</b> (25%)	<b>62,349</b> (12%)	<b>81,831</b> (15%)	<b>77,092</b> (15%)	<b>172,116</b> (33%)	<b>529,120</b> (100%)

<sup>a</sup>Miscellaneous markets include shipments to Midland/Southwest destinations, other Minnesota/Wisconsin destinations, and all other markets.

## ALL COMMODITY SHIPMENTS

1984-85 to 1994-95

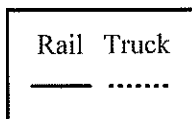
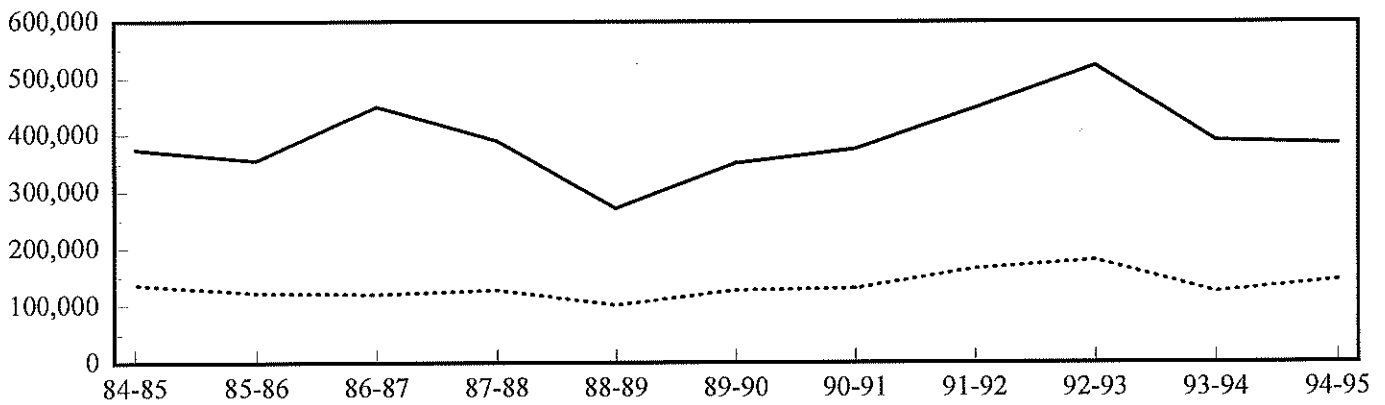
thousand bushels



## ALL COMMODITY SHIPMENTS

1984-85 to 1994-95

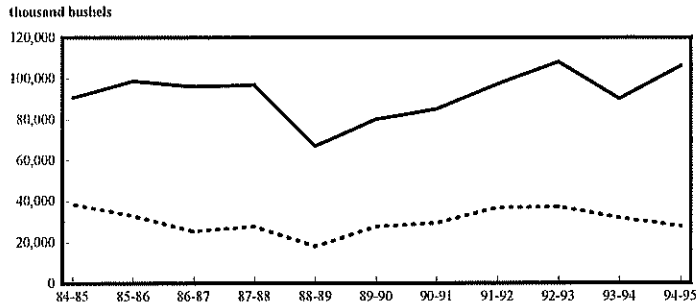
thousand bushels



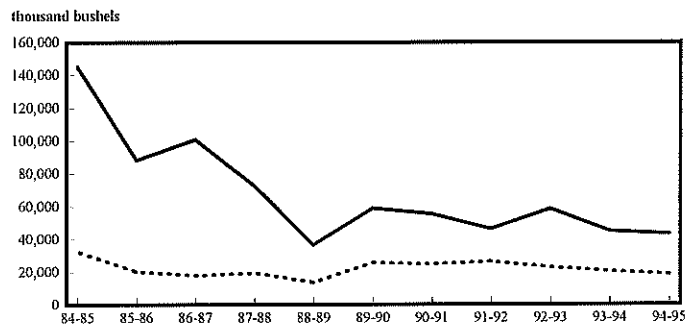
**NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION  
(thousand bu.)**

YEAR	Minneapolis-St. Paul		Duluth-Superior		West		Misc. Markets		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1984-85	90,807 (70%)	38,648 (30%)	145,495 (82%)	32,804 (18%)	51,786 (85%)	9,217 (15%)	86,921 (61%)	56,179 (39%)	375,009 (73%)	136,847 (27%)
1985-86	99,046 (75%)	32,833 (25%)	88,796 (81%)	20,436 (19%)	38,091 (85%)	6,722 (15%)	129,454 (67%)	63,013 (33%)	355,387 (74%)	123,004 (26%)
1986-87	96,166 (79%)	25,454 (21%)	101,009 (85%)	18,008 (15%)	87,738 (94%)	5,185 (6%)	165,655 (70%)	72,105 (30%)	450,569 (79%)	120,750 (21%)
1987-88	97,285 (78%)	27,699 (22%)	72,835 (79%)	19,485 (21%)	59,834 (92%)	4,893 (8%)	160,318 (68%)	75,487 (32%)	390,272 (75%)	127,564 (25%)
1988-89	67,358 (79%)	18,203 (21%)	37,044 (73%)	13,723 (27%)	62,570 (92%)	5,291 (8%)	103,988 (62%)	64,199 (38%)	270,961 (73%)	101,416 (27%)
1989-90	80,412 (74%)	27,546 (26%)	59,256 (70%)	25,857 (30%)	62,826 (93%)	4,520 (7%)	148,839 (68%)	69,165 (32%)	351,333 (73%)	127,088 (27%)
1990-91	85,295 (74%)	29,416 (26%)	55,844 (69%)	24,896 (31%)	74,543 (96%)	2,768 (4%)	160,029 (69%)	73,430 (31%)	375,712 (74%)	130,510 (26%)
1991-92	97,591 (73%)	36,846 (27%)	46,537 (64%)	26,492 (36%)	72,253 (95%)	3,466 (5%)	231,055 (70%)	98,129 (30%)	447,439 (73%)	164,937 (27%)
1992-93	108,441 (74%)	37,272 (26%)	59,021 (72%)	23,067 (28%)	90,912 (96%)	4,093 (4%)	265,465 (70%)	115,813 (30%)	523,839 (74%)	180,244 (26%)
1993-94	90,920 (74%)	31,854 (26%)	45,243 (69%)	20,330 (31%)	79,660 (97%)	2,632 (3%)	174,906 (72%)	68,616 (28%)	390,885 (76%)	124,472 (24%)
1994-95	106,350 (79%)	27,948 (21%)	43,560 (70%)	18,789 (30%)	78,852 (96%)	2,979 (4%)	136,694 (79%)	35,423 (21%)	384,341 (73%)	144,779 (27%)

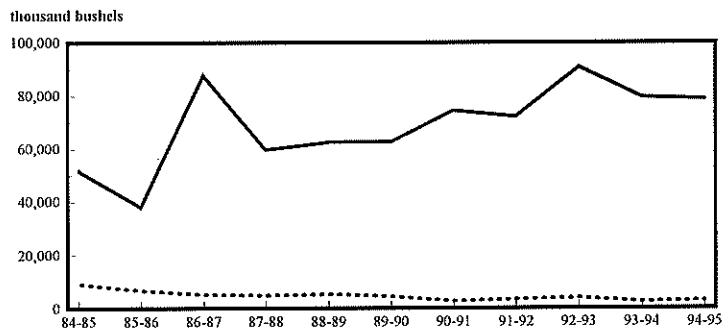
ALL SHIPMENTS TO MINNEAPOLIS  
1984-85 to 1994-95



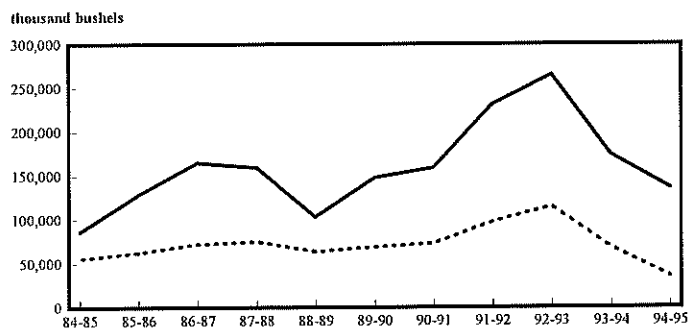
ALL SHIPMENTS TO DULUTH-SUPERIOR  
1984-85 to 1994-95



ALL SHIPMENTS TO WEST  
1984-85 to 1994-95



ALL SHIPMENTS TO MISCELLANEOUS MARKETS  
1984-85 to 1994-95

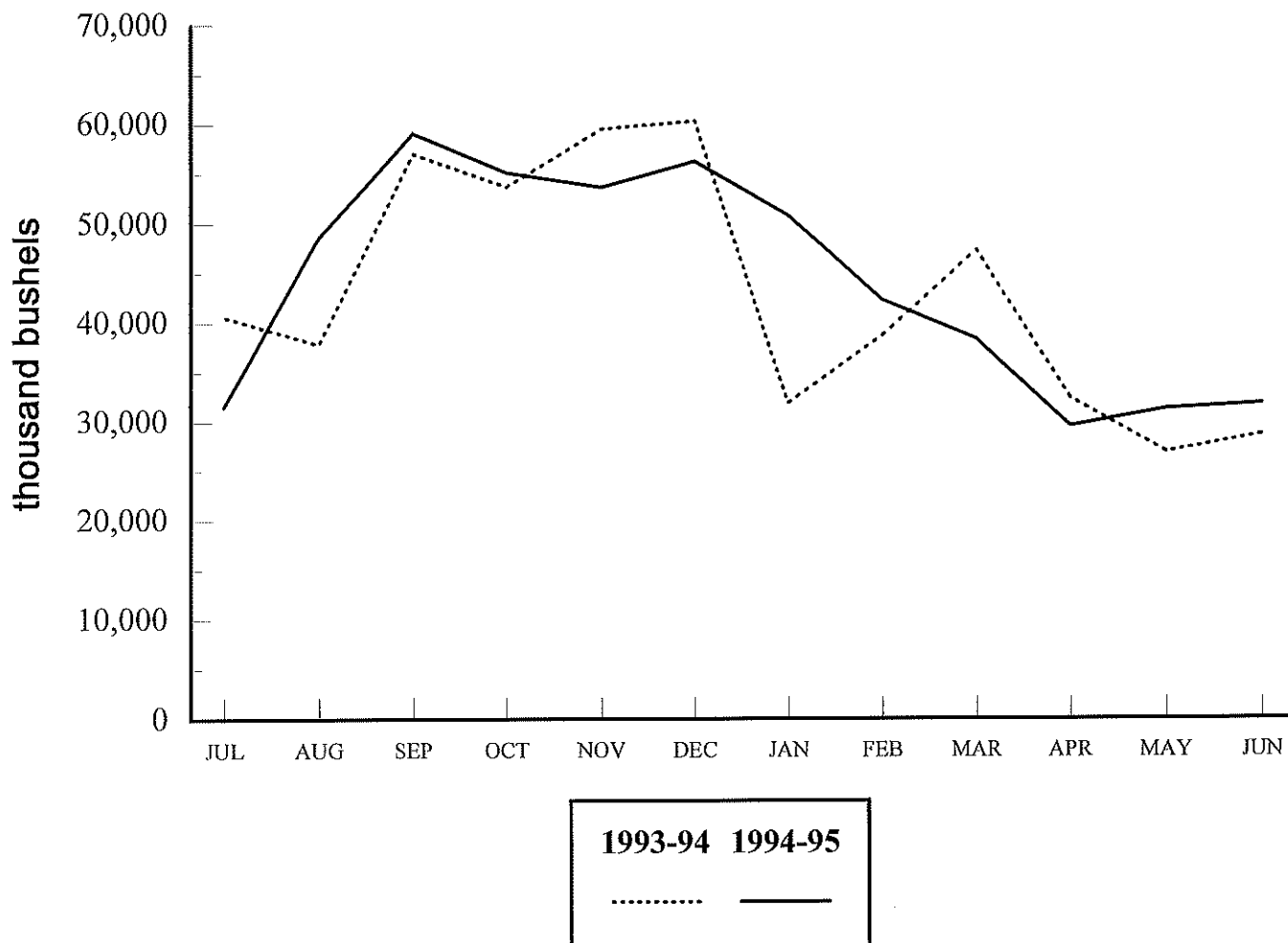


**NORTH DAKOTA GRAIN AND OILSEED MOVEMENTS  
BY MONTH  
July 1994 - June 1995  
(thousand bu.)**

<b>MONTH</b>	<b>HRS</b>	<b>Durum</b>	<b>Soyb</b>	<b>Flax</b>	<b>Barley</b>	<b>Oats</b>	<b>Corn</b>	<b>SF</b>	<b>Misc.</b>	<b>TOTAL</b>
<b>July</b>	11,732	3,134	950	119	11,566	914	628	1,748	786	31,577
<b>August</b>	16,357	4,535	600	265	22,151	1,794	607	1,391	935	48,635
<b>September</b>	27,250	9,524	332	472	16,076	2,006	553	1,081	1,825	59,118
<b>October</b>	23,581	8,106	1,860	385	10,261	1,023	1,381	5,439	3,158	55,195
<b>November</b>	21,556	7,817	1,295	203	8,801	878	3,214	8,391	1,989	53,743
<b>December</b>	24,859	7,009	1,862	216	11,554	396	3,554	5,463	1,444	56,346
<b>January</b>	18,112	6,897	1,838	192	11,254	661	3,172	7,220	1,526	50,871
<b>February</b>	15,821	5,844	1,697	90	9,273	849	3,789	3,645	1,367	42,374
<b>March</b>	15,275	5,405	891	212	7,667	542	2,257	4,687	1,464	38,399
<b>April</b>	12,561	4,405	1,428	46	3,210	467	1,984	3,785	1,738	29,623
<b>May</b>	17,113	3,243	1,029	19	3,563	360	1,564	3,469	990	31,352
<b>June</b>	17,568	3,281	722	44	4,029	358	1,694	3,322	878	31,886
<b>TOTAL</b>	<b>221,373</b>	<b>69,201</b>	<b>14,504</b>	<b>2,261</b>	<b>119,405</b>	<b>10,248</b>	<b>24,398</b>	<b>49,642</b>	<b>18,088</b>	<b>529,120</b>

# ALL COMMODITY SHIPMENTS

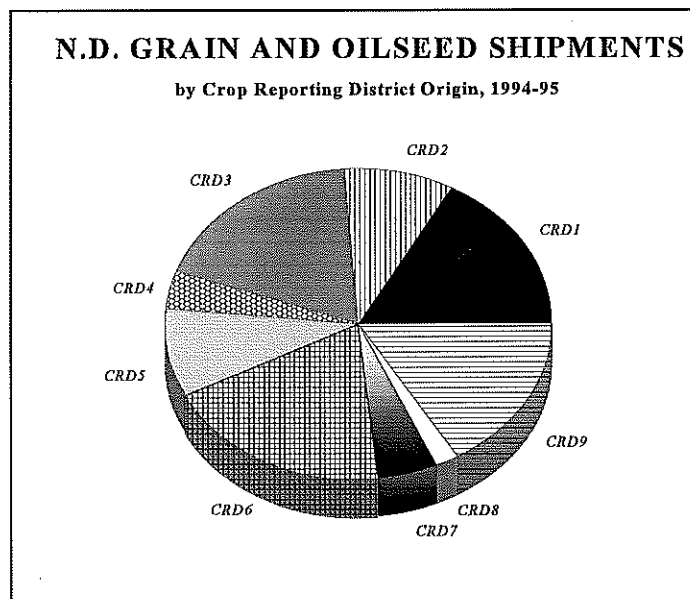
## By Month, 1993-94 and 1994-95





**NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS**  
**BY CROP REPORTING DISTRICT ORIGIN**  
1984-85 to 1994-95  
(thousand bu.)

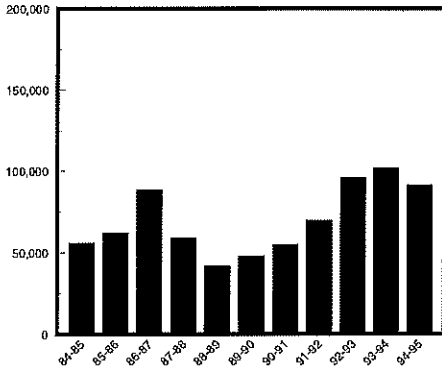
YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	56,106 (11%)	40,973 (9%)	119,549 (23%)	16,346 (3%)	51,963 (10%)	101,475 (20%)	28,236 (5%)	16,856 (3%)	80,352 (15%)	511,856 (100%)
1985-86	62,459 (13%)	39,674 (8%)	104,951 (22%)	19,241 (4%)	51,713 (11%)	86,015 (18%)	27,497 (6%)	15,567 (3%)	71,301 (15%)	478,391 (100%)
1986-87	88,714 (16%)	53,092 (9%)	123,222 (22%)	23,220 (4%)	59,899 (10%)	100,863 (18%)	29,473 (5%)	14,906 (3%)	77,929 (14%)	571,319 (100%)
1987-88	59,183 (11%)	32,984 (6%)	131,537 (25%)	16,035 (3%)	50,741 (10%)	104,169 (20%)	27,701 (5%)	14,721 (3%)	80,764 (16%)	517,835 (100%)
1988-89	41,877 (11%)	23,012 (6%)	91,616 (25%)	8,148 (2%)	34,629 (9%)	88,380 (24%)	16,943 (5%)	6,565 (2%)	61,205 (16%)	372,376 (100%)
1989-90	47,958 (10%)	35,000 (7%)	124,101 (26%)	10,596 (2%)	35,032 (7%)	109,025 (23%)	22,581 (5%)	6,830 (2%)	87,298 (18%)	478,421 (100%)
1990-91	55,109 (11%)	41,253 (8%)	117,055 (23%)	13,028 (3%)	41,778 (8%)	118,104 (23%)	15,336 (3%)	6,649 (1%)	97,908 (19%)	506,220 (100%)
1991-92	69,889 (11%)	49,595 (8%)	151,523 (25%)	15,580 (3%)	58,815 (10%)	130,741 (21%)	24,399 (4%)	12,668 (2%)	99,162 (16%)	612,376 (100%)
1992-93	96,075 (14%)	55,530 (8%)	181,745 (26%)	20,567 (3%)	71,819 (10%)	132,408 (19%)	32,897 (4%)	15,456 (2%)	97,586 (14%)	704,083 (100%)
1993-94	102,070 (20%)	53,508 (10%)	95,577 (18%)	19,843 (4%)	51,371 (10%)	83,238 (16%)	34,431 (7%)	13,665 (3%)	61,662 (12%)	515,357 (100%)
1994-95	91,367 (17%)	49,478 (9%)	97,642 (18%)	19,721 (4%)	48,105 (9%)	98,373 (19%)	27,532 (5%)	12,301 (2%)	84,602 (16%)	529,120 (100%)



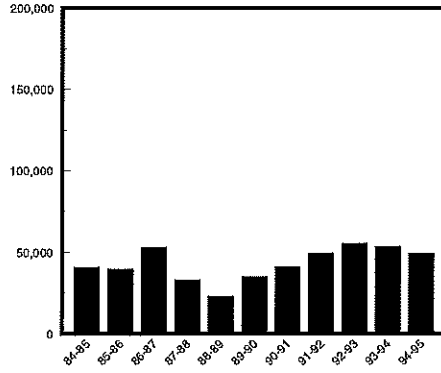
# ALL GRAIN AND OILSEED SHIPMENTS BY CROP REPORTING DISTRICT

(thousand bushels)

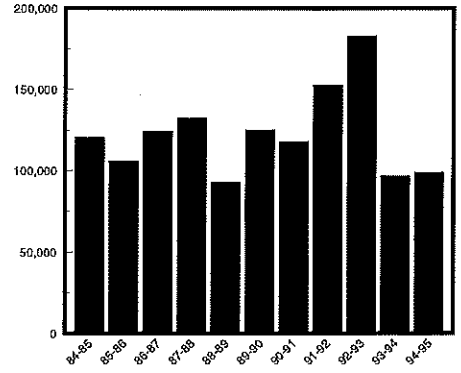
CRD 1



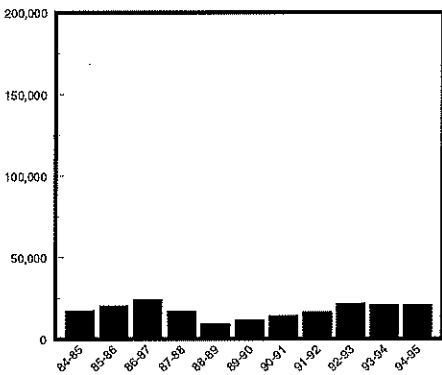
CRD 2



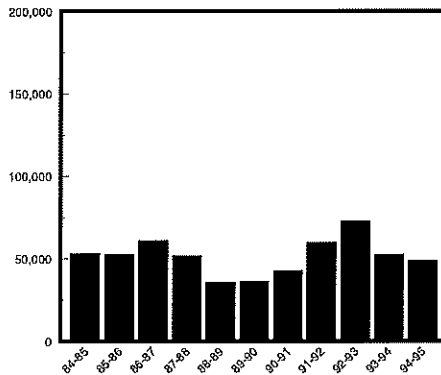
CRD 3



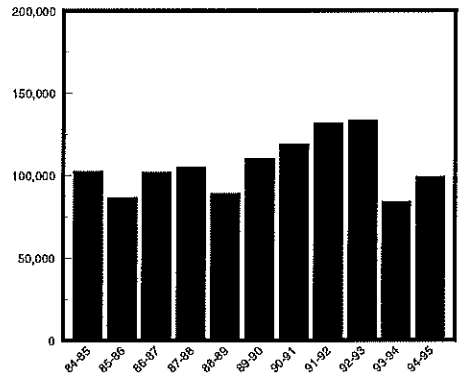
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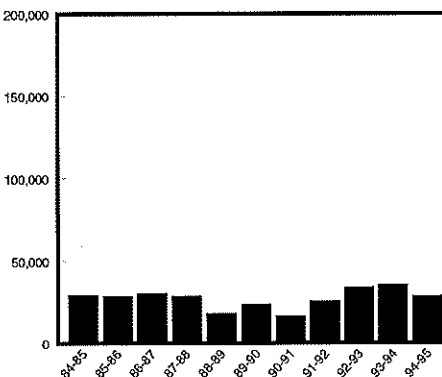
CRD 5



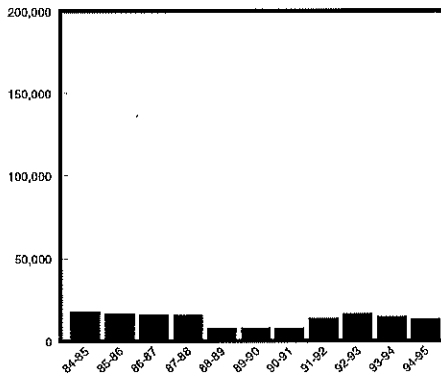
CRD 6



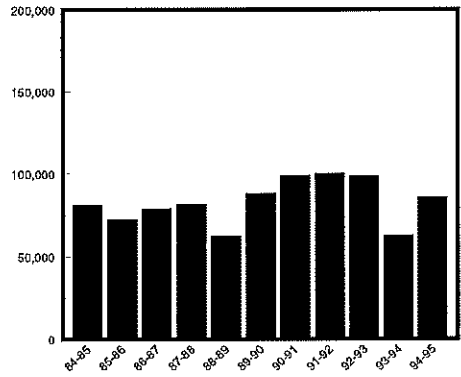
CRD 7



CRD 8



CRD 9







***HRS  
WHEAT  
SHIPMENTS***

**NORTH DAKOTA HARD RED SPRING WHEAT SHIPMENTS  
BY DESTINATION  
(thousand bu.)**

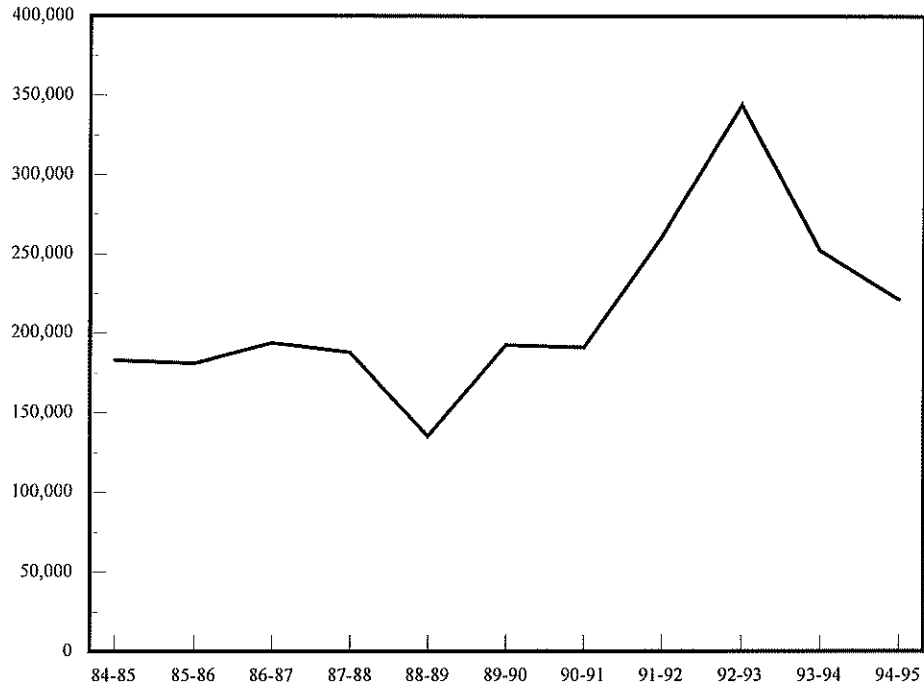
<b>YEAR</b>	<b>Minneapolis- St. Paul</b>	<b>Duluth- Superior</b>	<b>West</b>	<b>Misc. Markets</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>66,796</b> (36%)	<b>56,002</b> (31%)	<b>28,452</b> (16%)	<b>31,859</b> (17%)	<b>183,109</b> (100%)
<b>1985-86</b>	<b>68,458</b> (38%)	<b>48,723</b> (27%)	<b>21,311</b> (12%)	<b>42,597</b> (24%)	<b>181,088</b> (100%)
<b>1986-87</b>	<b>59,020</b> (30%)	<b>51,564</b> (27%)	<b>24,446</b> (13%)	<b>28,933</b> (30%)	<b>193,962</b> (100%)
<b>1987-88</b>	<b>62,463</b> (33%)	<b>36,755</b> (20%)	<b>23,549</b> (13%)	<b>65,069</b> (34%)	<b>187,836</b> (100%)
<b>1988-89</b>	<b>42,265</b> (31%)	<b>26,239</b> (19%)	<b>29,789</b> (29%)	<b>37,347</b> (28%)	<b>135,640</b> (100%)
<b>1989-90</b>	<b>58,880</b> (31%)	<b>38,510</b> (20%)	<b>25,131</b> (13%)	<b>69,964</b> (36%)	<b>192,485</b> (100%)
<b>1990-91</b>	<b>56,356</b> (29%)	<b>39,229</b> (21%)	<b>39,521</b> (21%)	<b>55,966</b> (29%)	<b>191,072</b> (100%)
<b>1991-92</b>	<b>74,751</b> (29%)	<b>23,891</b> (9%)	<b>29,125</b> (11%)	<b>133,400</b> (51%)	<b>261,169</b> (100%)
<b>1992-93</b>	<b>81,210</b> (24%)	<b>38,573</b> (11%)	<b>62,458</b> (18%)	<b>162,021<sup>a</sup></b> (47%)	<b>344,261</b> (100%)
<b>1993-94</b>	<b>63,417</b> (25%)	<b>35,405</b> (14%)	<b>65,754</b> (26%)	<b>87,990</b> (35%)	<b>252,566</b> (100%)
<b>1994-95</b>	<b>61,810</b> (28%)	<b>34,567</b> (16%)	<b>52,174</b> (24%)	<b>72,822</b> (33%)	<b>221,373</b> (100%)

<sup>a</sup>Miscellaneous markets include shipments to Midland/Southwest destinations (8%), other Minnesota/Wisconsin destinations (6%), and all other markets including North Dakota processors (19%).

## HRS WHEAT SHIPMENTS

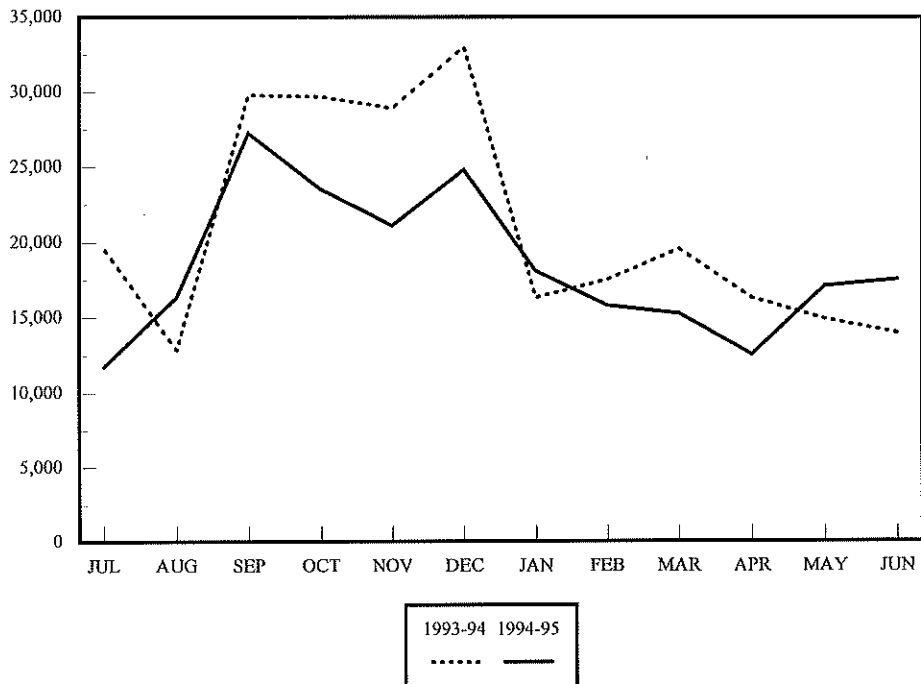
1984-85 to 1994-95

thousand bushels



## HRS WHEAT SHIPMENTS by Month, 1993-94 TO 1994-95

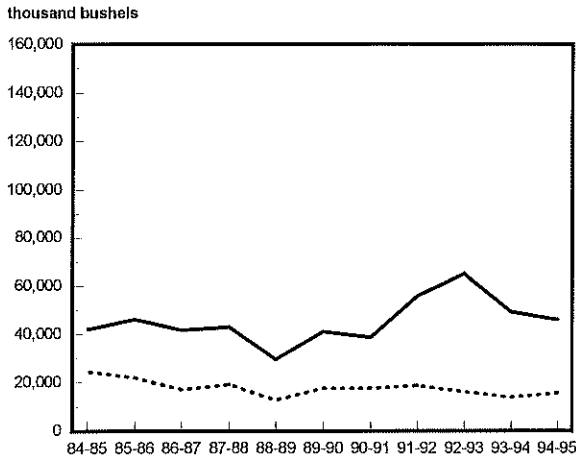
thousand bushels



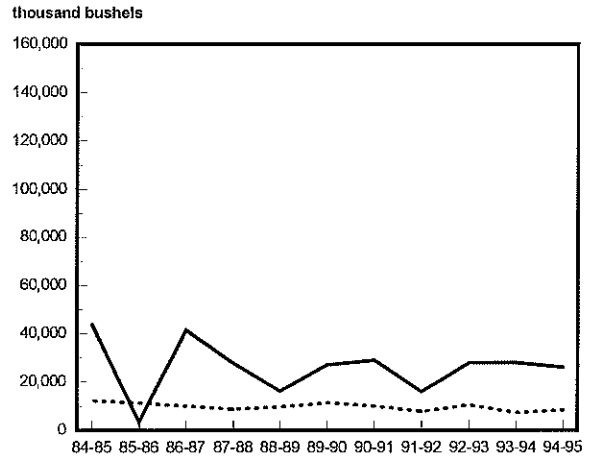
**NORTH DAKOTA HARD RED SPRING WHEAT SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION  
(thousand bu.)**

YEAR	Minneapolis-St. Paul		Duluth-Superior		West		Misc. Markets		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1984-85	42,183 (63%)	24,613 (37%)	43,780 (78%)	12,223 (22%)	21,322 (75%)	7,130 (25%)	22,765 (71%)	9,094 (29%)	130,050 (71%)	53,061 (25%)
1985-86	46,269 (68%)	22,189 (32%)	37,313 (77%)	11,409 (23%)	16,478 (77%)	4,832 (23%)	31,648 (74%)	10,948 (26%)	131,709 (73%)	49,379 (27%)
1986-87	41,857 (71%)	17,163 (29%)	41,516 (81%)	10,048 (19%)	20,491 (84%)	3,955 (16%)	49,533 (84%)	9,399 (16%)	153,397 (79%)	40,565 (21%)
1987-88	43,082 (69%)	19,381 (31%)	27,911 (76%)	8,844 (24%)	20,068 (85%)	3,481 (15%)	49,838 (77%)	15,231 (23%)	140,899 (75%)	46,937 (25%)
1988-89	29,566 (70%)	12,700 (30%)	16,414 (63%)	9,825 (37%)	25,688 (86%)	4,100 (14%)	27,697 (74%)	9,650 (26%)	99,365 (73%)	36,275 (27%)
1989-90	41,249 (70%)	17,631 (30%)	27,148 (70%)	11,362 (30%)	21,552 (86%)	3,578 (14%)	57,236 (82%)	12,728 (18%)	147,186 (76%)	45,299 (24%)
1990-91	38,707 (69%)	17,649 (31%)	29,079 (74%)	10,150 (26%)	37,359 (95%)	2,162 (5%)	45,281 (81%)	10,685 (19%)	150,426 (79%)	40,646 (21%)
1991-92	55,940 (75%)	18,811 (25%)	16,154 (68%)	7,737 (32%)	27,087 (83%)	2,037 (17%)	116,553 (87%)	16,843 (13%)	215,738 (83%)	45,431 (17%)
1992-93	65,059 (80%)	16,150 (20%)	27,958 (72%)	10,616 (28%)	60,140 (96%)	2,317 (4%)	148,773 (92%)	13,247 (8%)	301,930 (88%)	42,331 (12%)
1993-94	49,416 (80%)	14,001 (20%)	28,137 (79%)	7,269 (21%)	63,604 (97%)	2,150 (3%)	76,529 (87%)	11,460 (13%)	217,685 (86%)	34,880 (14%)
1994-95	46,051 (75%)	15,759 (25%)	26,132 (76%)	8,435 (24%)	50,163 (96%)	2,011 (4%)	60,967 (84%)	11,855 (16%)	183,314 (83%)	38,059 (17%)

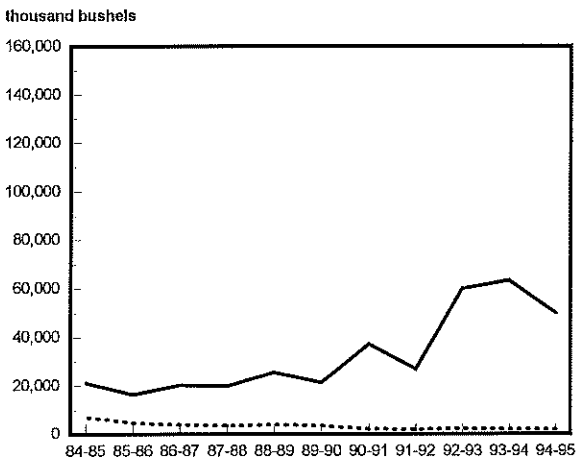
**HRS WHEAT TO MINNEAPOLIS**  
1984-85 to 1994-95



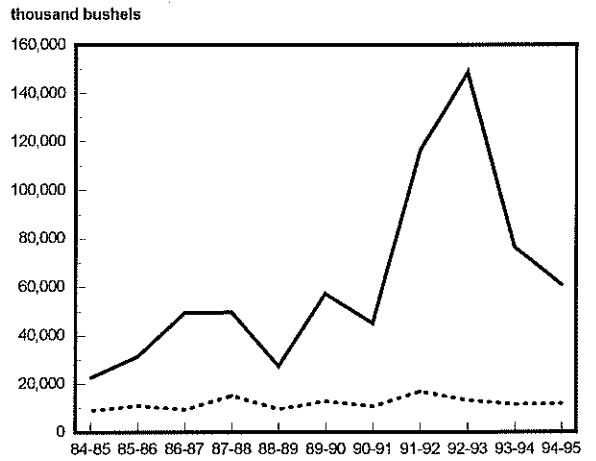
**HRS WHEAT TO DULUTH-SUPERIOR**  
1984-85 to 1994-95



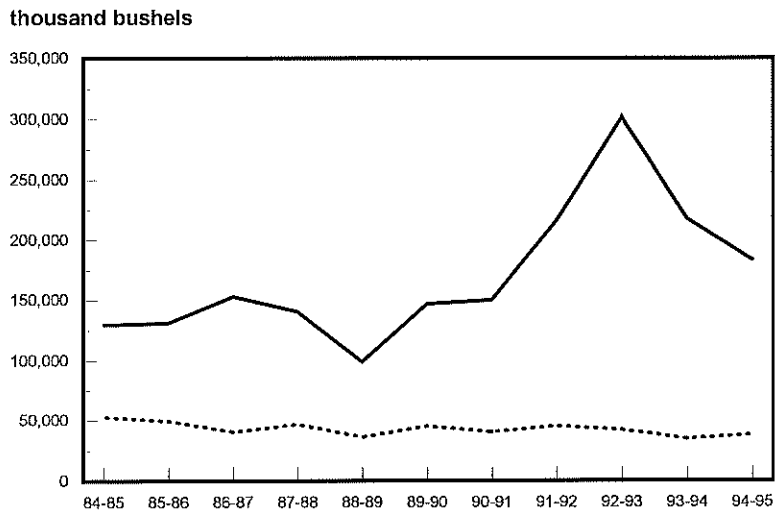
**HRS WHEAT TO WEST**  
1984-85 to 1994-95



**HRS WHEAT TO MISCELLANEOUS MARKETS**  
1984-85 to 1994-95



**HRS WHEAT SHIPMENTS**  
1984-85 to 1994-95



Rail Truck  
— ....

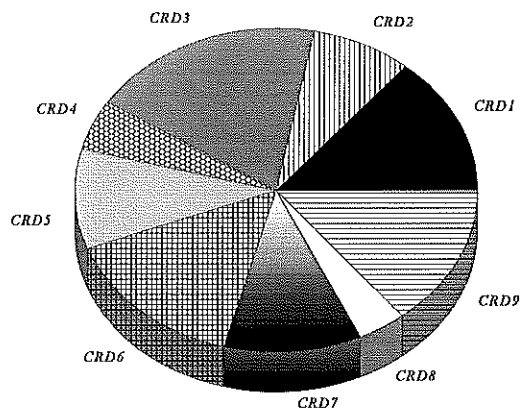


**NORTH DAKOTA HARD RED SPRING WHEAT SHIPMENTS  
BY CROP REPORTING DISTRICT ORIGIN**  
(thousand bu.)

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	13,898 (8%)	7,035 (4%)	45,117 (25%)	5,923 (3%)	17,297 (9%)	36,598 (20%)	18,091 (10%)	10,937 (6%)	28,213 (15%)	183,109 (100%)
1985-86	17,154 (9%)	7,247 (4%)	35,921 (20%)	7,160 (4%)	23,066 (13%)	30,432 (17%)	21,285 (12%)	11,428 (6%)	27,395 (15%)	181,089 (100%)
1986-87	20,393 (11%)	7,885 (4%)	44,955 (23%)	8,137 (4%)	24,189 (12%)	32,423 (17%)	20,379 (11%)	10,701 (6%)	24,901 (13%)	193,962 (100%)
1987-88	16,285 (9%)	4,600 (2%)	51,209 (27%)	6,060 (3%)	18,106 (10%)	37,842 (18%)	19,422 (12%)	9,545 (5%)	24,766 (13%)	187,835 (100%)
1988-89	14,445 (10%)	4,157 (3%)	40,595 (29%)	3,595 (3%)	12,453 (9%)	26,334 (19%)	13,016 (9%)	4,373 (3%)	16,673 (12%)	135,640 (100%)
1989-90	16,523 (9%)	6,775 (4%)	58,154 (30%)	4,477 (2%)	15,229 (8%)	40,511 (21%)	18,217 (9%)	5,043 (3%)	27,556 (14%)	192,485 (100%)
1990-91	16,896 (9%)	8,751 (5%)	48,869 (26%)	5,299 (3%)	20,484 (11%)	46,365 (24%)	12,921 (7%)	5,890 (3%)	25,597 (13%)	191,072 (100%)
1991-92	22,914 (9%)	12,920 (5%)	66,696 (26%)	7,854 (3%)	28,334 (11%)	53,005 (20%)	21,429 (8%)	11,389 (4%)	36,623 (14%)	261,169 (100%)
1992-93	37,519 (10%)	18,768 (5%)	94,790 (28%)	10,260 (5%)	36,094 (10%)	57,697 (17%)	29,701 (9%)	12,519 (4%)	46,910 (14%)	344,261 (100%)
1993-94	38,854 (15%)	21,648 (8%)	47,873 (19%)	11,948 (5%)	29,456 (12%)	36,425 (14%)	30,408 (12%)	11,148 (4%)	24,805 (10%)	252,566 (100%)
1994-95	30,429 (14%)	17,330 (8%)	41,768 (19%)	10,003 (5%)	22,851 (10%)	32,801 (15%)	24,976 (11%)	9,638 (4%)	31,576 (14%)	221,373 (100%)

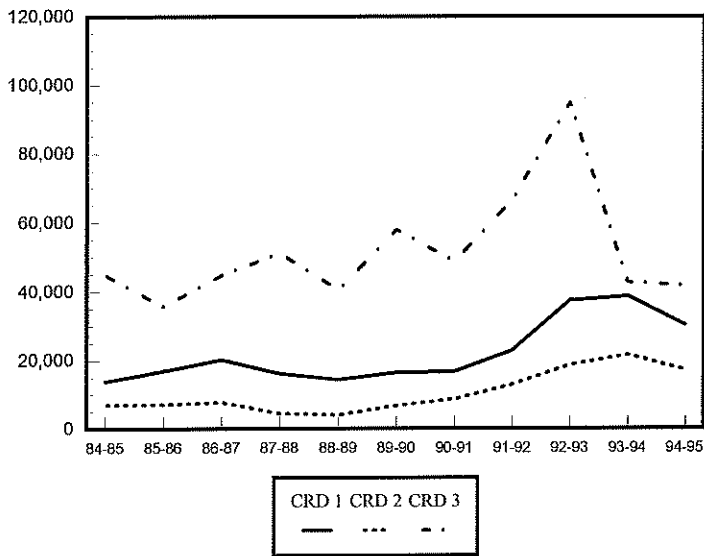
**HARD RED SPRING WHEAT SHIPMENTS**

by Crop Reporting District Origin, 1994-95

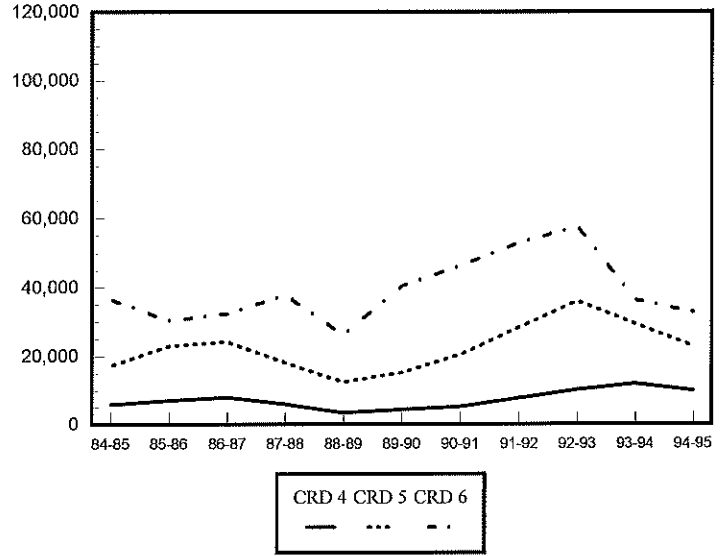


# HARD RED SPRING WHEAT SHIPMENTS BY CROP REPORTING DISTRICT

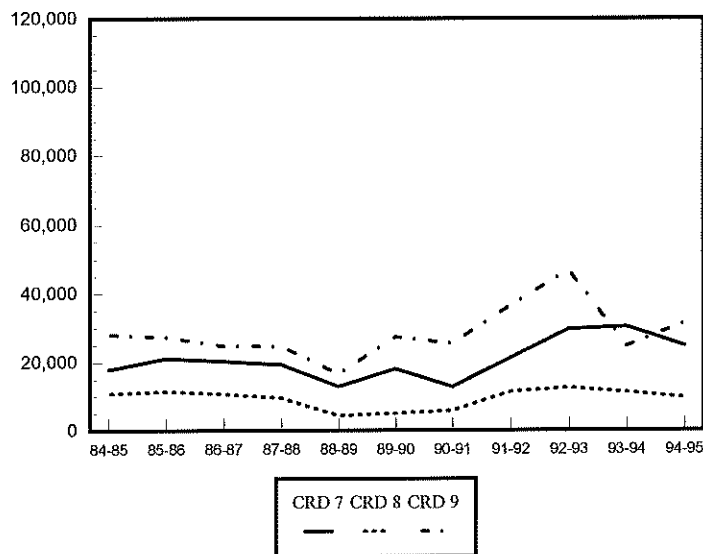
**NORTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



**CENTRAL CROP REPORTING DISTRICTS**  
(thousand bushels)



**SOUTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)







***DURUM  
SHIPMENTS***

**NORTH DAKOTA DURUM SHIPMENTS  
BY DESTINATION  
(thousand bu.)**

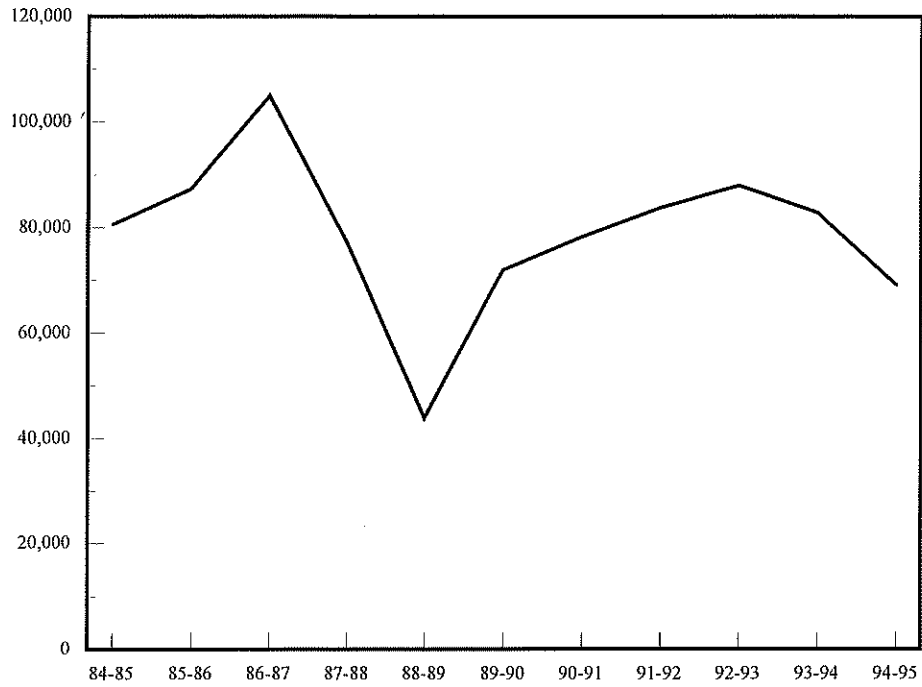
<b>YEAR</b>	<b>Minneapolis - St. Paul</b>	<b>Duluth- Superior</b>	<b>West</b>	<b>Misc. Markets</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>18,352</b> (23%)	<b>48,137</b> (60%)	<b>1,420</b> (2%)	<b>12,761</b> (16%)	<b>80,670</b> (100%)
<b>1985-86</b>	<b>23,498</b> (27%)	<b>38,026</b> (44%)	<b>2,925</b> (3%)	<b>22,895</b> (26%)	<b>87,344</b> (100%)
<b>1986-87</b>	<b>17,350</b> (17%)	<b>46,150</b> (44%)	<b>2,969</b> (3%)	<b>38,498</b> (37%)	<b>104,968</b> (100%)
<b>1987-88</b>	<b>15,347</b> (20%)	<b>28,215</b> (36%)	<b>1,183</b> (2%)	<b>32,649</b> (42%)	<b>77,394</b> (100%)
<b>1988-89</b>	<b>10,665</b> (24%)	<b>10,033</b> (23%)	<b>1,437</b> (3%)	<b>21,769</b> (50%)	<b>43,905</b> (100%)
<b>1989-90</b>	<b>15,612</b> (22%)	<b>21,103</b> (29%)	<b>1,127</b> (2%)	<b>34,161</b> (47%)	<b>72,003</b> (100%)
<b>1990-91</b>	<b>18,159</b> (23%)	<b>24,167</b> (31%)	<b>929</b> (1%)	<b>35,054</b> (45%)	<b>78,309</b> (100%)
<b>1991-92</b>	<b>16,379</b> (20%)	<b>26,063</b> (31%)	<b>1,191</b> (1%)	<b>40,191</b> (48%)	<b>83,827</b> (100%)
<b>1992-93</b>	<b>19,434</b> (22%)	<b>20,627</b> (23%)	<b>2,424</b> (3%)	<b>45,596<sup>a</sup></b> (52%)	<b>88,080</b> (100%)
<b>1993-94</b>	<b>20,725</b> (25%)	<b>12,760</b> (15%)	<b>2,196</b> (3%)	<b>47,240</b> (57%)	<b>82,921</b> (100%)
<b>1994-95</b>	<b>25,258</b> (36%)	<b>6,328</b> (9%)	<b>1,570</b> (2%)	<b>36,046</b> (52%)	<b>69,201</b> (100%)

<sup>a</sup>Miscellaneous markets include shipments to Midland/Southwest destinations (18%), other Minnesota/Wisconsin destinations (8%), and all other markets including North Dakota processors (25%).

## DURUM SHIPMENTS

1984-85 to 1994-95

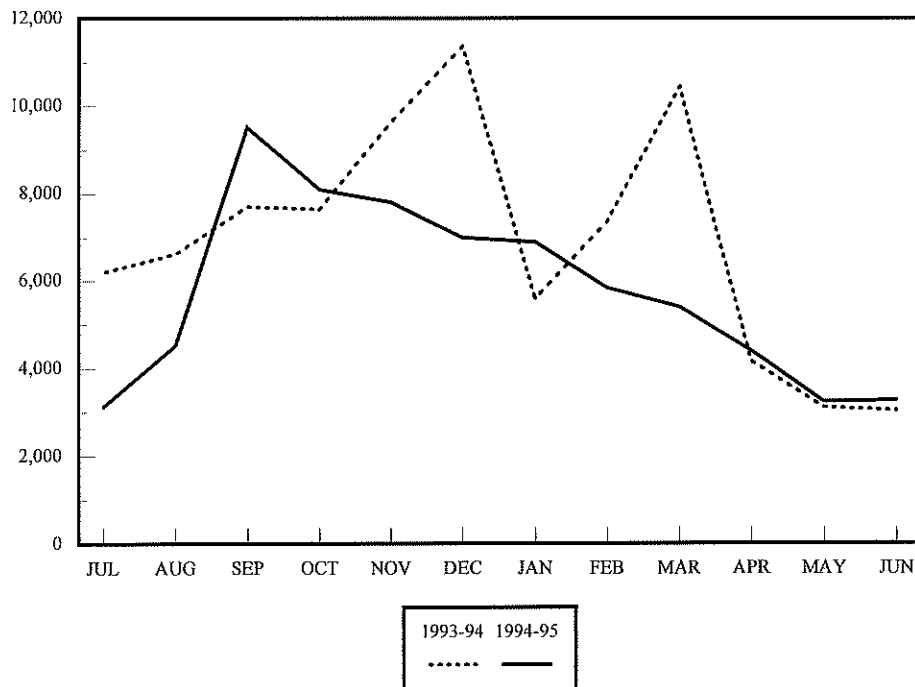
thousand bushels



## DURUM SHIPMENTS

by Month, 1993-94 TO 1994-95

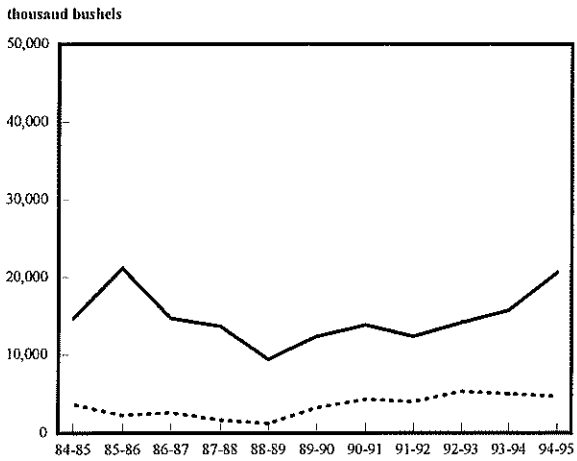
thousand bushels



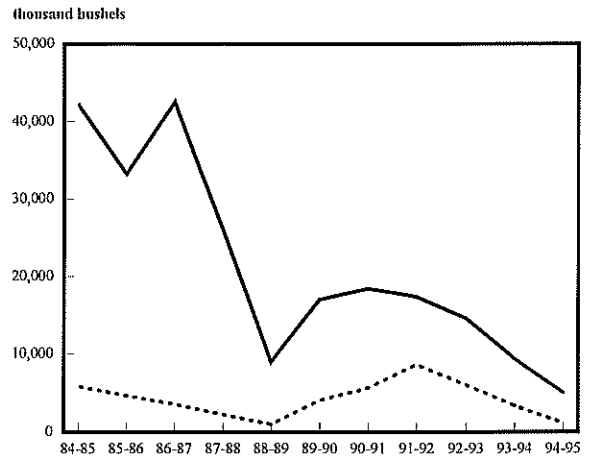
**NORTH DAKOTA DURUM SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION  
(thousand bu.)**

YEAR	Minneapolis - St. Paul		Duluth - Superior		West		Misc. Markets		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1984-85	14,652 (80%)	3,700 (20%)	42,238 (88%)	5,899 (12%)	1,241 (87%)	180 (13%)	9,856 (77%)	2,905 (23%)	67,987 (84%)	12,684 (16%)
1985-86	21,191 (90%)	2,307 (10%)	33,330 (88%)	4,695 (12%)	2,850 (97%)	75 (3%)	18,695 (82%)	4,200 (18%)	76,067 (87%)	11,278 (13%)
1986-87	14,679 (85%)	2,671 (15%)	42,543 (92%)	3,608 (8%)	2,932 (99%)	37 (1%)	34,843 (91%)	3,656 (9%)	94,996 (91%)	9,972 (9%)
1987-88	13,662 (89%)	1,685 (11%)	25,969 (92%)	2,246 (6%)	1,110 (94%)	73 (6%)	26,542 (81%)	6,107 (19%)	67,283 (87%)	10,111 (13%)
1988-89	9,421 (88%)	1,244 (12%)	8,995 (90%)	1,037 (10%)	1,426 (99%)	10 (1%)	15,444 (71%)	6,324 (29%)	35,288 (80%)	8,617 (20%)
1989-90	12,346 (79%)	3,265 (21%)	17,022 (81%)	4,081 (19%)	1,118 (99%)	8 (1%)	28,039 (82%)	6,123 (18%)	58,525 (81%)	13,478 (19%)
1990-91	13,842 (76%)	4,317 (24%)	18,463 (76%)	5,705 (24%)	914 (98%)	15 (2%)	28,391 (81%)	6,662 (19%)	61,610 (79%)	16,699 (21%)
1991-92	12,373 (76%)	4,005 (24%)	17,382 (67%)	8,680 (33%)	1,149 (96%)	42 (4%)	18,479 (78%)	5,162 (22%)	65,658 (78%)	18,168 (22%)
1992-93	14,129 (73%)	5,305 (27%)	14,565 (71%)	6,062 (29%)	2,317 (96%)	106 (4%)	39,340 (86%)	6,256 (14%)	70,351 (80%)	17,730 (20%)
1993-94	15,747 (76%)	4,977 (24%)	9,376 (73%)	3,384 (27%)	2,195 (100%)	1 (0%)	41,286 (87%)	5,954 (13%)	68,604 (83%)	14,317 (17%)
1994-95	20,576 (81%)	4,691 (19%)	5,100 (81%)	1,228 (19%)	1,555 (99%)	14 (1%)	28,744 (80%)	7,302 (20%)	55,966 (81%)	13,235 (19%)

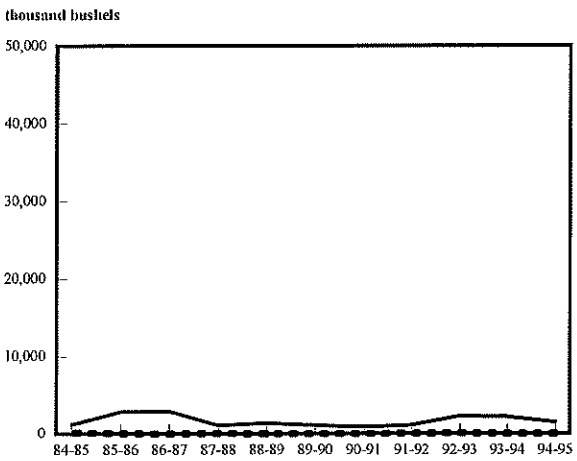
**DURUM TO MINNEAPOLIS**  
1984-85 to 1994-95



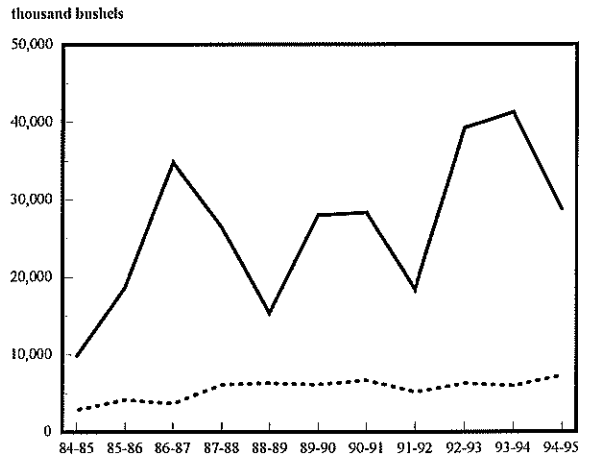
**DURUM TO DULUTH-SUPERIOR**  
1984-85 to 1994-95



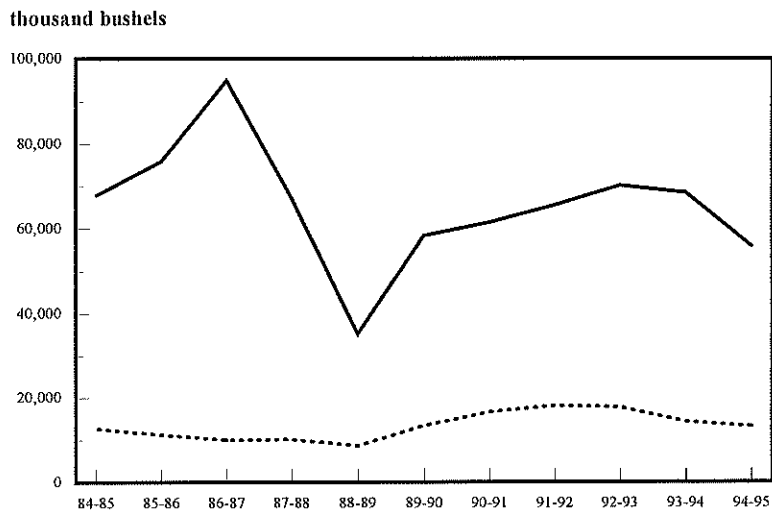
**DURUM TO WEST**  
1984-85 to 1994-95



**DURUM TO MISCELLANEOUS MARKETS**  
1984-85 to 1994-95



**DURUM SHIPMENTS**  
1984-85 to 1994-95

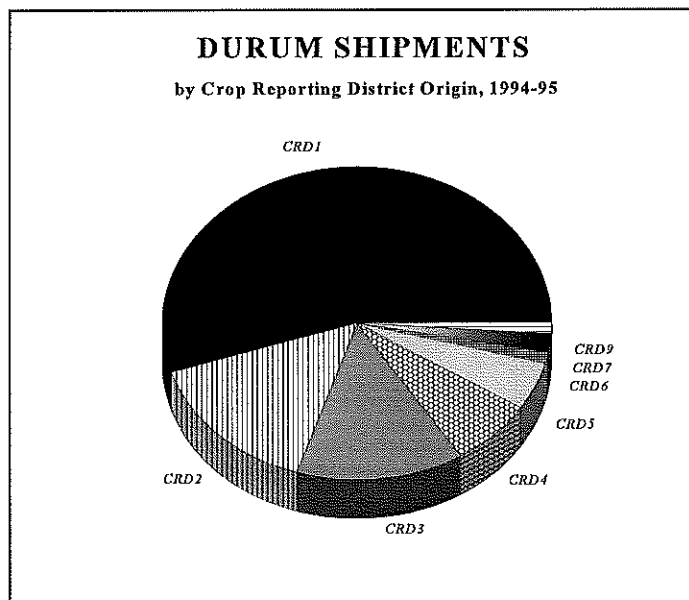


Rail Truck  
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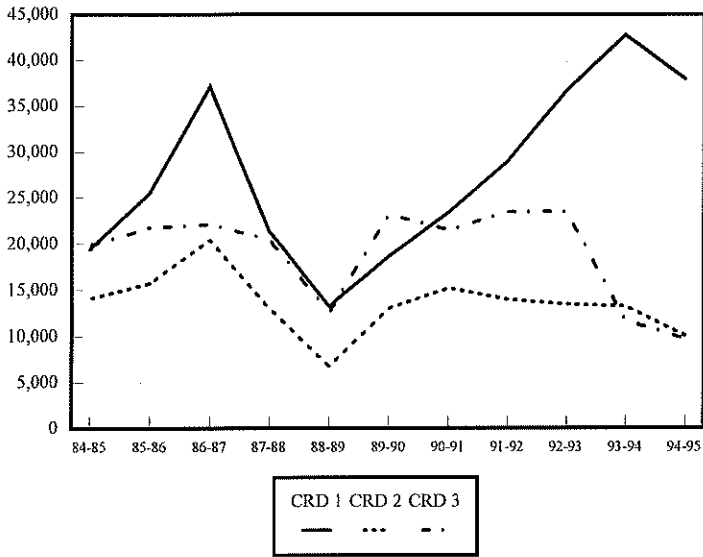
**NORTH DAKOTA DURUM SHIPMENTS  
BY CROP REPORTING DISTRICT ORIGIN**  
(thousand bu.)

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	19,441 (24%)	14,079 (17%)	19,872 (25%)	4,423 (15)	9,092 (11%)	5,115 (6%)	3,341 (4%)	795 (1%)	4,511 (6%)	80,670 (100%)
1985-86	25,555 (29%)	15,786 (18%)	21,760 (25%)	5,956 (7%)	6,383 (7%)	4,246 (5%)	2,192 (3%)	553 (1%)	4,915 (6%)	87,344 (100%)
1986-87	37,163 (35%)	20,465 (19%)	22,148 (21%)	7,038 (7%)	7,989 (7%)	3,536 (3%)	3,421 (3%)	505 (0%)	2,703 (3%)	104,968 (100%)
1987-88	21,414 (28%)	13,049 (17%)	20,479 (26%)	3,272 (4%)	6,993 (9%)	3,455 (4%)	3,552 (5%)	472 (1%)	4,707 (6%)	77,393 (100%)
1988-89	13,346 (30%)	6,820 (16%)	12,607 (29%)	1,671 (4%)	2,919 (7%)	2,596 (6%)	1,394 (3%)	229 (1%)	2,320 (5%)	43,902 (100%)
1989-90	18,690 (26%)	13,063 (18%)	23,198 (32%)	4,035 (6%)	4,013 (5%)	2,703 (4%)	2,991 (4%)	478 (1%)	2,832 (4%)	72,003 (100%)
1990-91	23,441 (30%)	15,241 (19%)	21,489 (27%)	4,446 (6%)	5,039 (6%)	3,641 (5%)	2,008 (3%)	175 (0%)	2,829 (4%)	78,309 (100%)
1991-92	28,978 (35%)	14,003 (17%)	23,461 (28%)	5,114 (6%)	4,269 (5%)	3,485 (4%)	1,874 (2%)	193 (0%)	2,445 (3%)	83,827 (100%)
1992-93	36,683 (42%)	13,516 (15%)	23,491 (27%)	5,136 (6%)	3,547 (4%)	2,012 (2%)	1,711 (2%)	430 (0%)	1,551 (2%)	88,080 (100%)
1993-94	42,796 (52%)	13,255 (16%)	11,754 (14%)	4,669 (6%)	4,270 (5%)	1,720 (2%)	2,661 (3%)	225 (0%)	1,570 (2%)	82,921 (100%)
1994-95	37,976 (55%)	10,153 (15%)	9,824 (14%)	4,956 (7%)	3,209 (5%)	883 (1%)	1,301 (2%)	153 (0%)	747 (1%)	69,201 (100%)

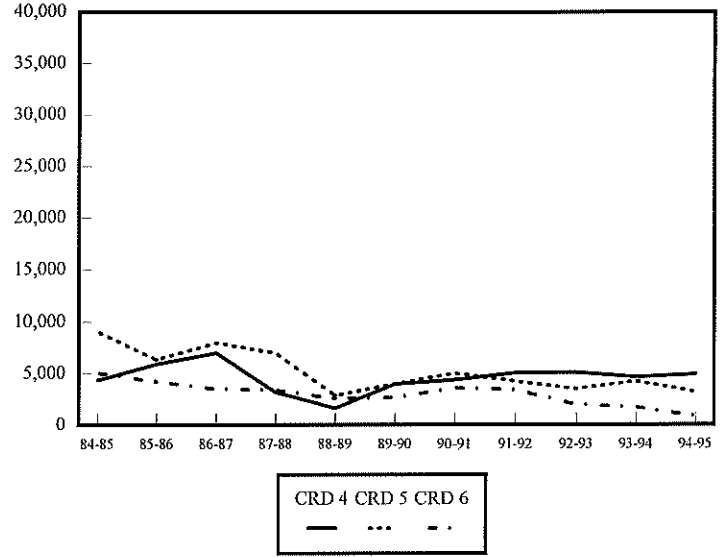


# DURUM SHIPMENTS BY CROP REPORTING DISTRICT

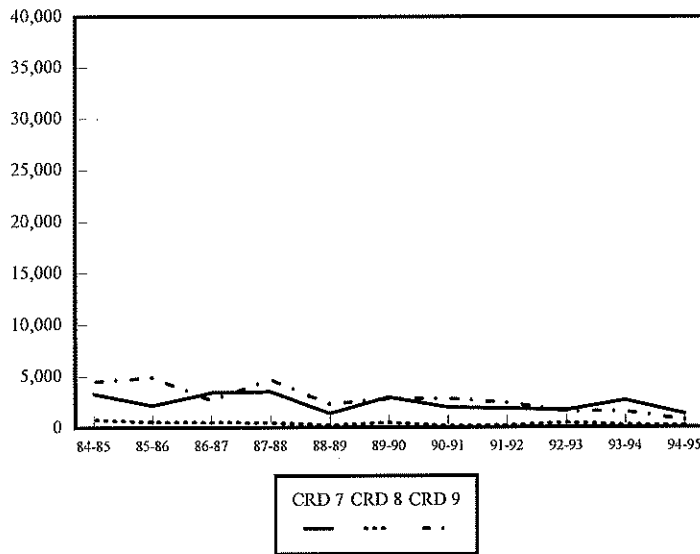
**BY NORTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



**BY CENTRAL CROP REPORTING DISTRICTS**  
(thousand bushels)



**SOUTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)







***BARLEY***  
***SHIPMENTS***

**NORTH DAKOTA BARLEY SHIPMENTS  
BY DESTINATION  
(thousand bu.)**

<b>YEAR</b>	<b>Minneapolis - St. Paul</b>	<b>Duluth - Superior</b>	<b>Midland/ Southwest</b>	<b>Misc. Markets</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>22,827</b> (22%)	<b>26,665</b> (25%)	-	-	<b>106,030</b> (100%)
<b>1985-86</b>	<b>20,434</b> (19%)	<b>8,175</b> (8%)	- <sup>a</sup>	- <sup>a</sup>	<b>105,436</b> (100%)
<b>1986-87</b>	<b>29,521</b> (20%)	<b>10,136</b> (7%)	<b>19,154</b> (13%)	<b>87,531</b> (60%)	<b>146,342</b> (100%)
<b>1987-88</b>	<b>27,230</b> (26%)	<b>16,112</b> (15%)	<b>16,203</b> (16%)	<b>44,854</b> (43%)	<b>104,399</b> (100%)
<b>1988-89</b>	<b>22,691</b> (24%)	<b>9,735</b> (11%)	<b>12,486</b> (13%)	<b>47,803</b> (52%)	<b>92,715</b> (100%)
<b>1989-90</b>	<b>23,464</b> (21%)	<b>22,893</b> (20%)	<b>19,061</b> (17%)	<b>46,838</b> (42%)	<b>112,256</b> (100%)
<b>1990-91</b>	<b>24,174</b> (21%)	<b>14,200</b> (12%)	<b>20,482</b> (18%)	<b>55,190</b> (48%)	<b>114,046</b> (100%)
<b>1991-92</b>	<b>28,184</b> (23%)	<b>19,398</b> (16%)	<b>22,430</b> (17%)	<b>54,740</b> (44%)	<b>124,755</b> (100%)
<b>1992-93</b>	<b>29,461</b> (23%)	<b>20,799</b> (16%)	<b>18,724</b> (14%)	<b>62,153<sup>b</sup></b> (47%)	<b>131,139</b> (100%)
<b>1993-94</b>	<b>25,580</b> (23%)	<b>16,257</b> (15%)	<b>18,105</b> (16%)	<b>49,991</b> (46%)	<b>109,935</b> (100%)
<b>1994-95</b>	<b>33,912</b> (28%)	<b>14,514</b> (12%)	<b>11,790</b> (10%)	<b>59,188</b> (50%)	<b>119,405</b> (100%)

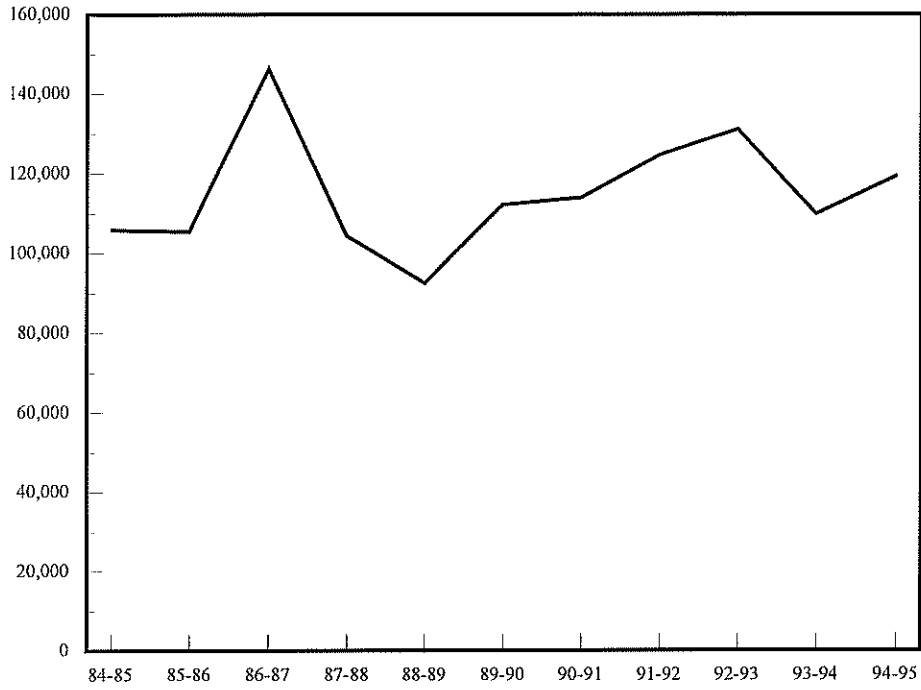
<sup>a</sup>Not available prior to 1986-87.

<sup>b</sup>Miscellaneous markets include shipments to Pacific Northwest destinations (6%), other Minnesota/Wisconsin destinations (14%), North Dakota destinations, and all other markets (31%).

## BARLEY SHIPMENTS

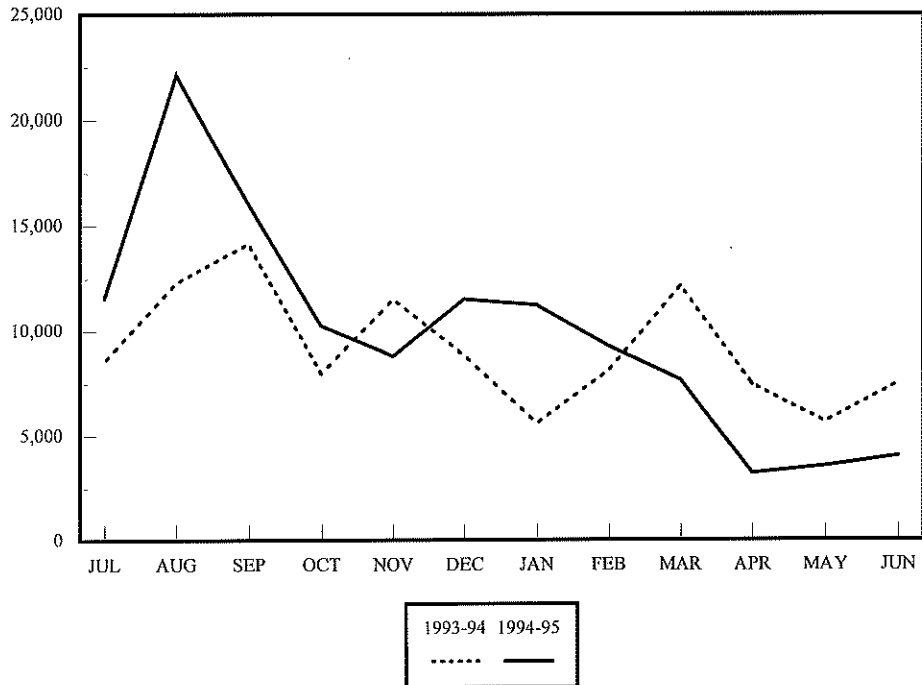
1984-85 to 1994-95

thousand bushels



## BARLEY SHIPMENTS BY MONTH, 1993-94 TO 1994-95

thousand bushels

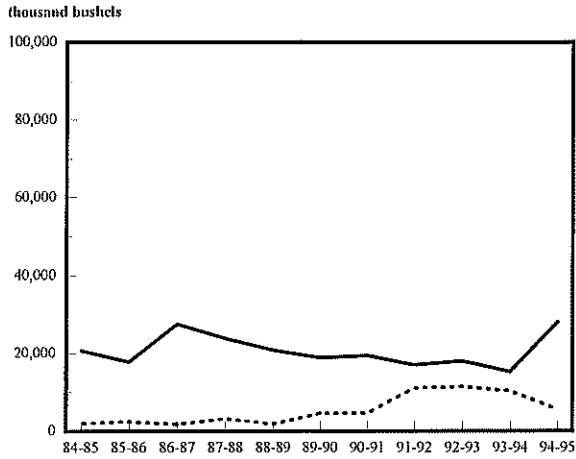


**NORTH DAKOTA BARLEY SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION  
(thousand bu.)**

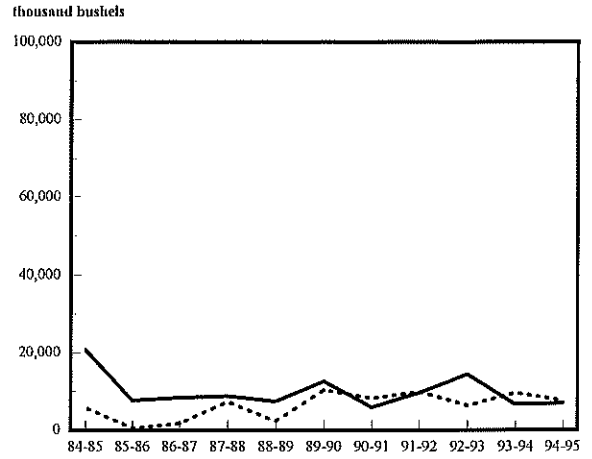
YEAR	Minneapolis - St. Paul		Duluth - Superior		Midland/ Southwest		Misc. Markets		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1984-85	20,821 (91%)	2,006 (9%)	20,822 (78%)	5,843 (22%)	-	-	-	-	87,901 (83%)	18,128 (17%)
1985-86	17,888 (88%)	2,546 (12%)	7,610 (93%)	565 (7%)	-	-	-	<sup>a</sup>	91,717 (87%)	13,719 (13%)
1986-87	27,731 (94%)	1,789 (6%)	8,429 (83%)	1,707 (17%)	17,858 (93%)	1,296 (7%)	82,176 (94%)	5,356 (6%)	136,194 (93%)	10,148 (7%)
1987-88	23,958 (88%)	3,272 (12%)	8,827 (55%)	7,285 (45%)	15,522 (96%)	681 (4%)	35,271 (79%)	9,583 (21%)	83,548 (80%)	20,851 (20%)
1988-89	20,908 (92%)	1,782 (8%)	7,395 (76%)	2,340 (24%)	11,566 (93%)	920 (7%)	36,599 (77%)	11,204 (23%)	76,467 (82%)	16,248 (18%)
1989-90	18,892 (81%)	4,572 (19%)	12,603 (55%)	10,290 (45%)	17,919 (94%)	1,142 (6%)	35,370 (76%)	11,468 (24%)	84,784 (76%)	27,472 (24%)
1990-91	19,533 (81%)	4,641 (19%)	5,969 (42%)	8,231 (58%)	19,678 (96%)	804 (4%)	45,005 (82%)	10,185 (18%)	90,185 (79%)	23,861 (21%)
1991-92	17,098 (61%)	11,085 (39%)	9,599 (49%)	9,798 (51%)	21,710 (97%)	719 (3%)	38,878 (71%)	15,860 (29%)	87,290 (70%)	37,465 (30%)
1992-93	18,070 (61%)	11,391 (39%)	14,468 (70%)	6,331 (30%)	10,472 (97%)	327 (3%)	50,921 (73%)	19,159 (27%)	93,931 (72%)	37,208 (28%)
1993-94	15,293 (60%)	10,287 (40%)	6,705 (41%)	9,551 (59%)	17,208 (95%)	897 (5%)	35,239 (70%)	14,754 (30%)	74,445 (68%)	35,490 (32%)
1994-95	28,247 (83%)	5,665 (17%)	6,980 (48%)	7,534 (52%)	10,890 (92%)	900 (8%)	23,247 (55%)	19,241 (45%)	86,064 (72%)	33,341 (28%)

<sup>a</sup>Before 1986-87, Midland/Southwest shipments were included in Miscellaneous Markets.

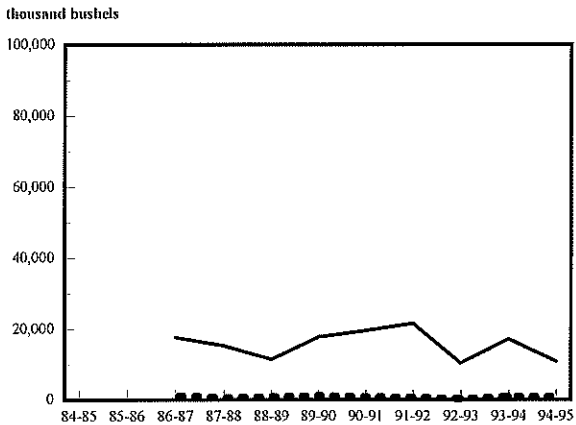
**BARLEY TO MINNEAPOLIS**  
1984-85 to 1994-95



**BARLEY TO DULUTH-SUPERIOR**  
1984-85 to 1994-95

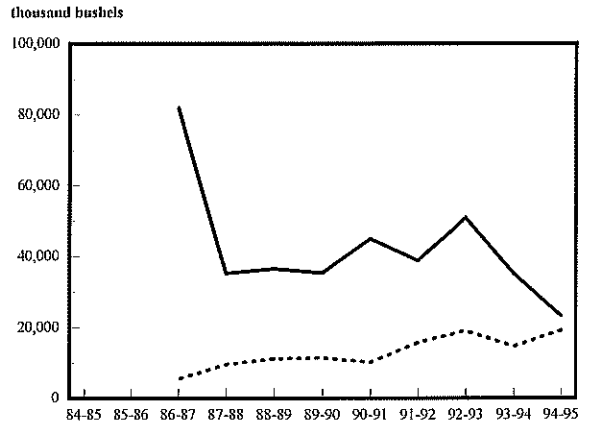


**BARLEY TO MIDLAND/SOUTHWEST**  
1984-85 to 1994-95



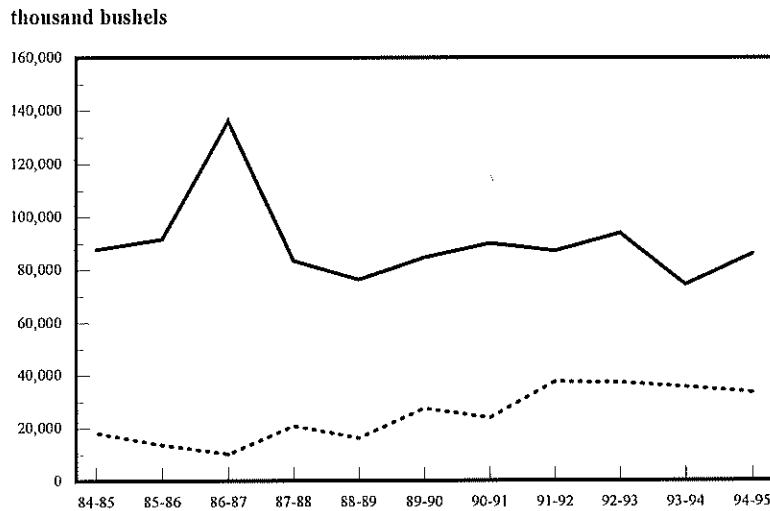
Prior to 1986-87, shipments to Midland/Southwest destinations were included in Miscellaneous

**BARLEY TO MISCELLANEOUS MARKETS**  
1984-85 to 1994-95



Prior to 1986-87, shipments to Midland/Southwest destinations were included in Miscellaneous

**BARLEY SHIPMENTS**  
1984-85 to 1994-95

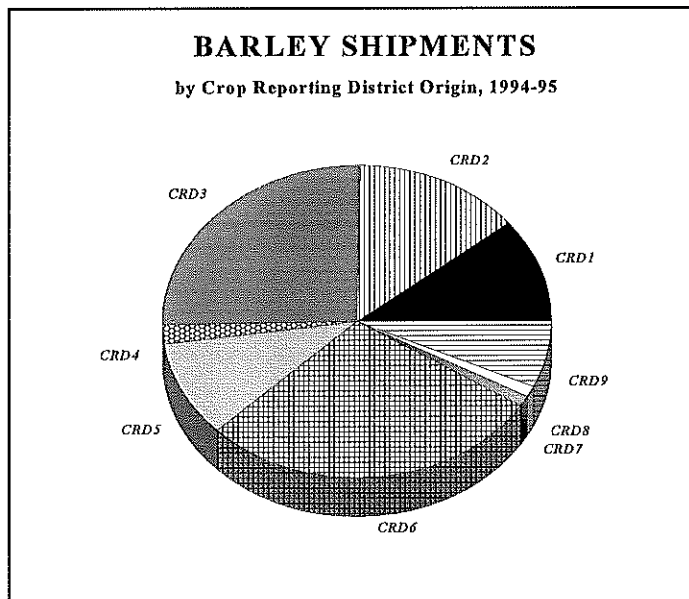


Rail Truck  
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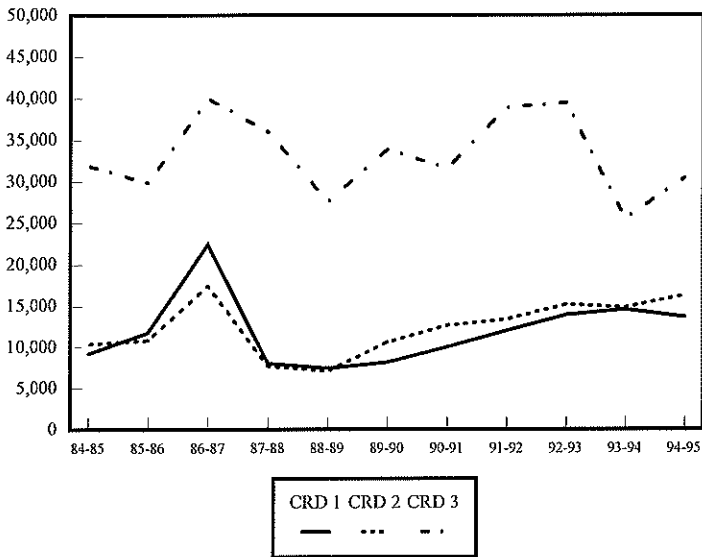
**NORTH DAKOTA BARLEY SHIPMENTS  
BY CROP REPORTING DISTRICT ORIGIN**  
(thousand bu.)

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	9,245 (9%)	10,420 (10%)	32,002 (30%)	692 (1%)	8,587 (8%)	29,904 (28%)	1,386 (1%)	1,006 (1%)	12,789 (12%)	106,030 (100%)
1985-86	11,790 (11%)	10,918 (10%)	29,931 (28%)	1,328 (1%)	10,275 (10%)	28,258 (27%)	1,232 (1%)	611 (1%)	11,092 (11%)	105,436 (100%)
1986-87	22,443 (15%)	17,501 (12%)	40,032 (27%)	2,698 (2%)	15,079 (10%)	33,838 (23%)	3,883 (3%)	945 (1%)	9,931 (7%)	146,342 (100%)
1987-88	8,070 (8%)	7,713 (7%)	36,026 (35%)	658 (1%)	9,370 (9%)	32,593 (31%)	1,053 (1%)	497 (1%)	8,419 (8%)	104,399 (100%)
1988-89	7,472 (8%)	7,135 (8%)	27,618 (30%)	413 (0%)	10,072 (11%)	33,502 (36%)	535 (1%)	211 (0%)	5,752 (6%)	92,710 (100%)
1989-90	8,234 (7%)	10,645 (10%)	33,912 (30%)	419 (0%)	7,755 (7%)	40,160 (36%)	798 (1%)	123 (0%)	10,210 (9%)	112,256 (100%)
1990-91	10,057 (9%)	12,675 (11%)	31,650 (28%)	756 (1%)	7,936 (7%)	39,682 (35%)	117 (0%)	187 (0%)	10,986 (10%)	114,046 (100%)
1991-92	12,025 (10%)	13,402 (11%)	38,945 (31%)	1,088 (1%)	10,569 (8%)	37,116 (30%)	794 (1%)	531 (0%)	10,281 (8%)	124,755 (100%)
1992-93	13,966 (11%)	15,193 (12%)	39,522 (30%)	1,762 (1%)	9,106 (7%)	36,618 (28%)	883 (1%)	1,084 (1%)	13,000 (10%)	131,138 (100%)
1993-94	14,600 (13%)	14,854 (14%)	25,579 (23%)	1,308 (1%)	10,867 (10%)	26,844 (24%)	847 (1%)	930 (1%)	14,105 (13%)	109,935 (100%)
1994-95	13,695 (11%)	16,334 (14%)	30,456 (26%)	2,400 (2%)	12,390 (10%)	34,246 (29%)	846 (1%)	1,059 (1%)	7,979 (7%)	119,405 (100%)

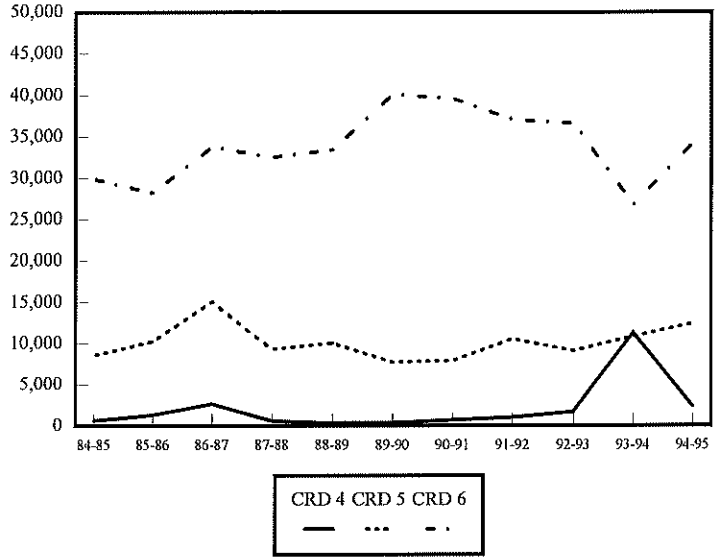


# BARLEY SHIPMENTS BY CROP REPORTING DISTRICT

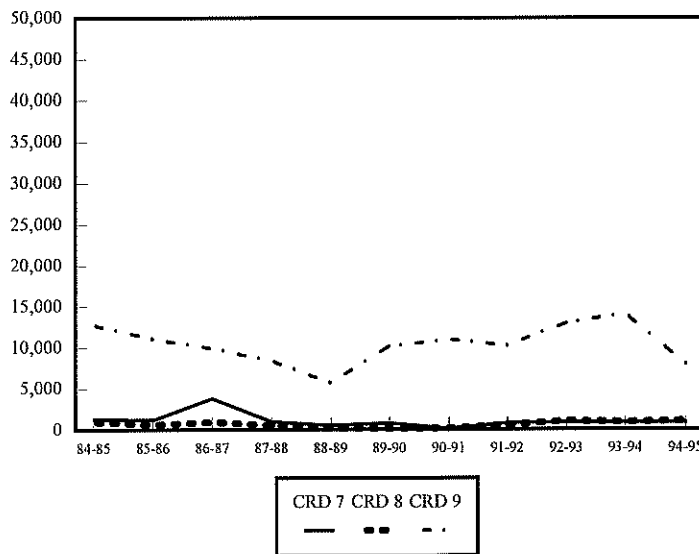
**BY NORTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



**BY CENTRAL CROP REPORTING DISTRICTS**  
(thousand bushels)



**SOUTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)







**SUNFLOWER  
SHIPMENTS**

**NORTH DAKOTA SUNFLOWER SHIPMENTS  
BY DESTINATION  
(thousand bu.)**

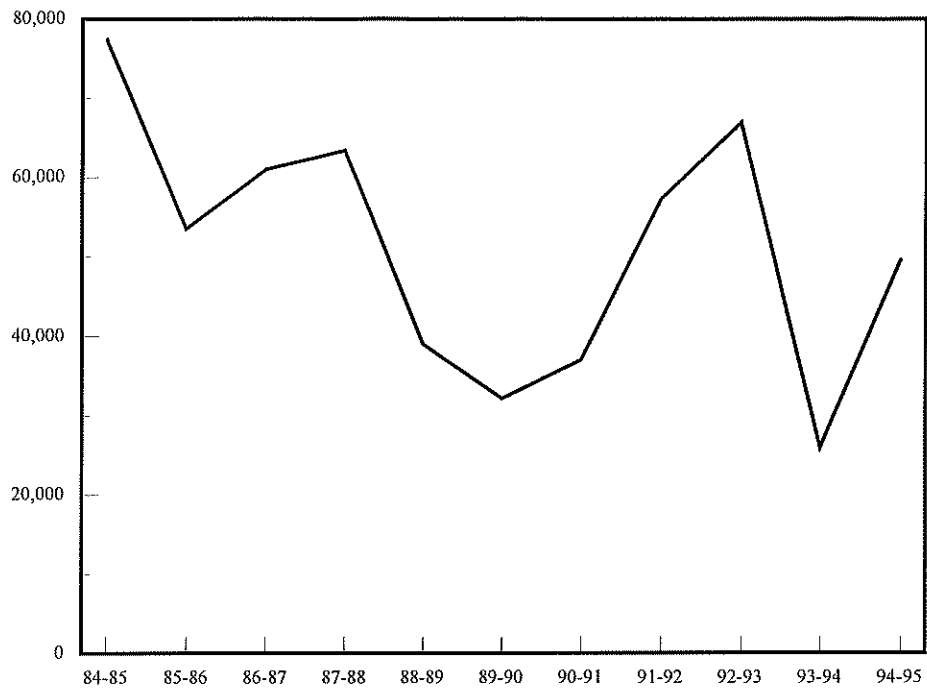
<b>YEAR</b>	<b>Minneapolis - St. Paul</b>	<b>Duluth - Superior</b>	<b>North Dakota</b>	<b>Misc. Markets</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>5,636</b> (7%)	<b>42,875</b> (55%)	<b>12,931</b> (17%)	<b>15,969</b> (21%)	<b>77,412</b> (100%)
<b>1985-86</b>	<b>3,623</b> (7%)	<b>12,659</b> (24%)	<b>27,393</b> (51%)	<b>9,866</b> (18%)	<b>53,541</b> (100%)
<b>1986-87</b>	<b>3,142</b> (5%)	<b>9,705</b> (16%)	<b>38,131</b> (62%)	<b>10,088</b> (17%)	<b>61,067</b> (100%)
<b>1987-88</b>	<b>4,085</b> (6%)	<b>7,629</b> (12%)	<b>32,153</b> (51%)	<b>19,552</b> (31%)	<b>63,419</b> (100%)
<b>1988-89</b>	<b>2,496</b> (6%)	<b>105</b> (0%)	<b>20,834</b> (53%)	<b>15,619</b> (40%)	<b>39,056</b> (100%)
<b>1989-90</b>	<b>2,219</b> (7%)	<b>433</b> (1%)	<b>20,964</b> (65%)	<b>8,558</b> (27%)	<b>32,174</b> (100%)
<b>1990-91</b>	<b>4,264</b> (11%)	<b>716</b> (2%)	<b>20,866</b> (56%)	<b>11,240</b> (30%)	<b>37,086</b> (100%)
<b>1991-92</b>	<b>4,050</b> (7%)	<b>1,157</b> (2%)	<b>33,428</b> (58%)	<b>18,720</b> (33%)	<b>57,364</b> (100%)
<b>1992-93</b>	<b>4,367</b> (7%)	<b>845</b> (1%)	<b>47,059</b> (70%)	<b>14,964</b> (22%)	<b>66,965</b> (100%)
<b>1993-94</b>	<b>1,992</b> (9%)	<b>38</b> (1%)	<b>16,507</b> (64%)	<b>6,520<sup>a</sup></b> (26%)	<b>26,017</b> (100%)
<b>1994-95</b>	<b>2,590</b> (5%)	<b>2,741</b> (6%)	<b>32,542</b> (66%)	<b>10,636</b> (21%)	<b>49,642</b> (100%)

<sup>a</sup>Miscellaneous markets for sunflower in 1994-95 include Other Minnesota and Wisconsin destinations (1%), Midland/Southwest markets (3%), Pacific Northwest destinations (1%), and all other markets (17%).

# SUNFLOWER SHIPMENTS

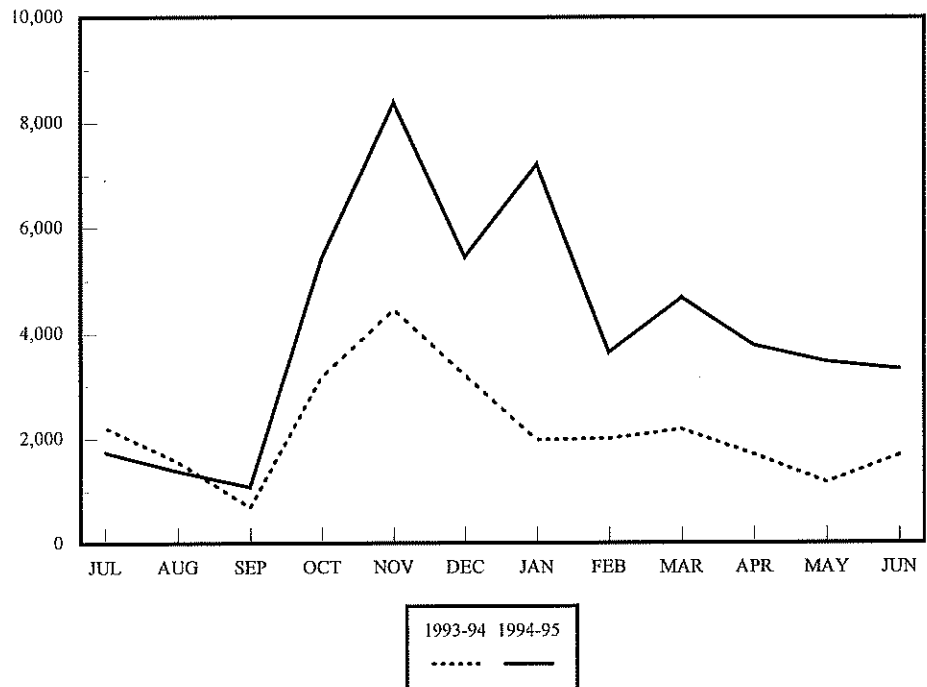
## 1984-85 to 1994-95

thousand bushels



# SUNFLOWER SHIPMENTS by Month, 1993-94 TO 1994-95

thousand bushels

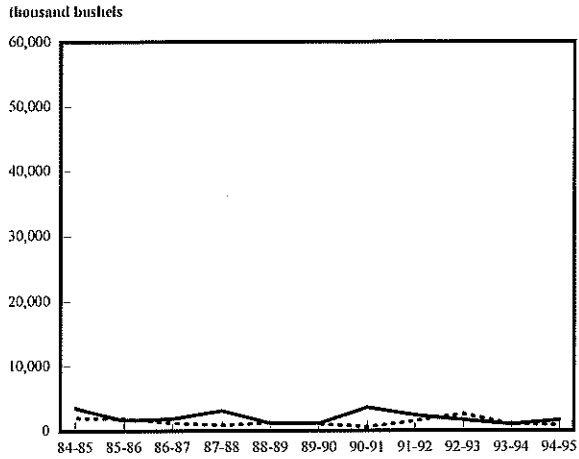


1993-94 1994-95  
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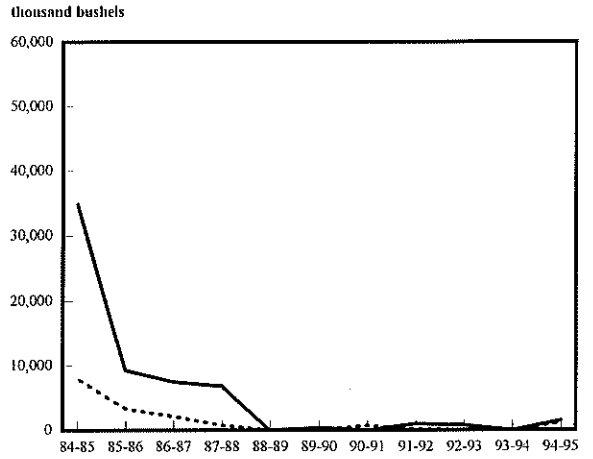
**NORTH DAKOTA SUNFLOWER SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION  
(thousand bu.)**

YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		NORTH DAKOTA		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Trucks
1984-85	3,617 (64%)	2,019 (36%)	34,912 (81%)	7,963 (19%)	1,442 (31%)	3,217 (69%)	8,646 (54%)	7,323 (46%)	48,618 (63%)	28,793 (37%)
1985-86	1,690 (47%)	1,932 (53%)	9,286 (73%)	3,373 (27%)	7,343 (27%)	20,050 (73%)	4,291 (43%)	5,575 (57%)	22,610 (42%)	30,931 (58%)
1986-87	1,925 (61%)	1,217 (39%)	7,521 (77%)	2,185 (23%)	4,850 (13%)	33,280 (87%)	4,805 (48%)	5,283 (52%)	19,101 (31%)	41,965 (65%)
1987-88	3,214 (79%)	871 (21%)	6,842 (90%)	787 (10%)	9,540 (30%)	22,613 (70%)	10,730 (55%)	8,821 (45%)	30,327 (48%)	33,092 (52%)
1988-89	1,227 (49%)	1,269 (51%)	70 (67%)	35 (33%)	4,306 (21%)	16,529 (79%)	6,942 (44%)	8,678 (56%)	12,545 (32%)	26,510 (68%)
1989-90	1,159 (52%)	1,060 (48%)	420 (97%)	13 (3%)	4,750 (23%)	16,214 (77%)	2,041 (24%)	6,517 (76%)	8,370 (26%)	23,804 (74%)
1990-91	3,653 (86%)	610 (14%)	0 (0%)	716 (100%)	4,875 (23%)	15,991 (77%)	4,843 (43%)	6,398 (57%)	13,371 (36%)	23,715 (64%)
1991-92	2,464 (61%)	1,582 (39%)	1,010 (87%)	146 (13%)	4,421 (13%)	29,007 (87%)	8,648 (46%)	10,065 (54%)	16,553 (29%)	40,810 (71%)
1992-93	1,746 (40%)	2,621 (60%)	803 (95%)	42 (5%)	3,918 (8%)	43,141 (92%)	3,215 (21%)	11,478 (89%)	9,682 (14%)	57,283 (86%)
1993-94	1,027 (52%)	965 (48%)	0 (0%)	38 (100%)	1,012 (6%)	15,494 (94%)	950 (15%)	5,570 (86%)	3,125 (12%)	22,891 (88%)
1994-95	1,692 (65%)	898 (35%)	1,582 (58%)	1,159 (42%)	3,066 (9%)	29,475 (91%)	3,853 (36%)	6,783 (64%)	10,341 (21%)	39,301 (79%)

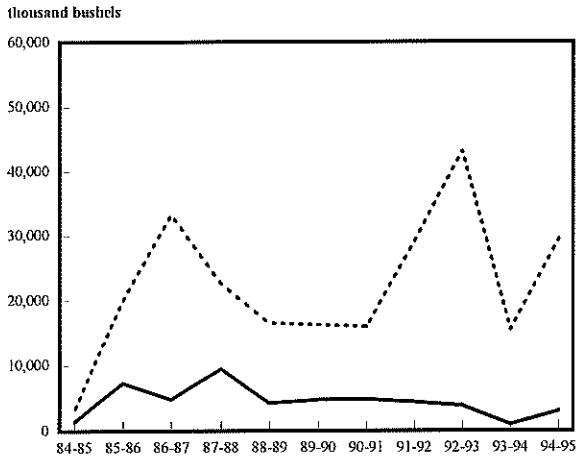
**SUNFLOWER TO MINNEAPOLIS**  
1984-85 to 1994-95



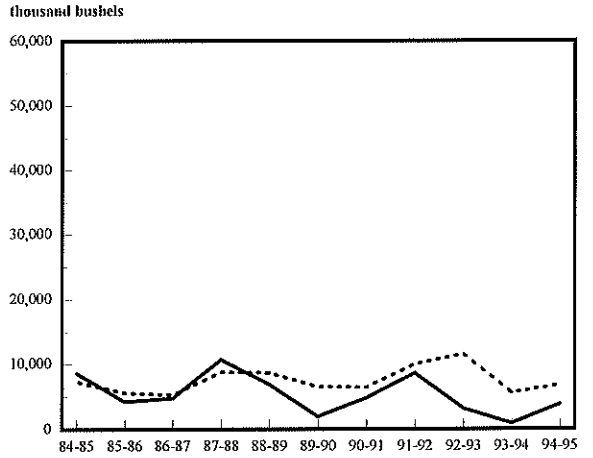
**SUNFLOWER TO DULUTH-SUPERIOR**  
1984-85 to 1994-95



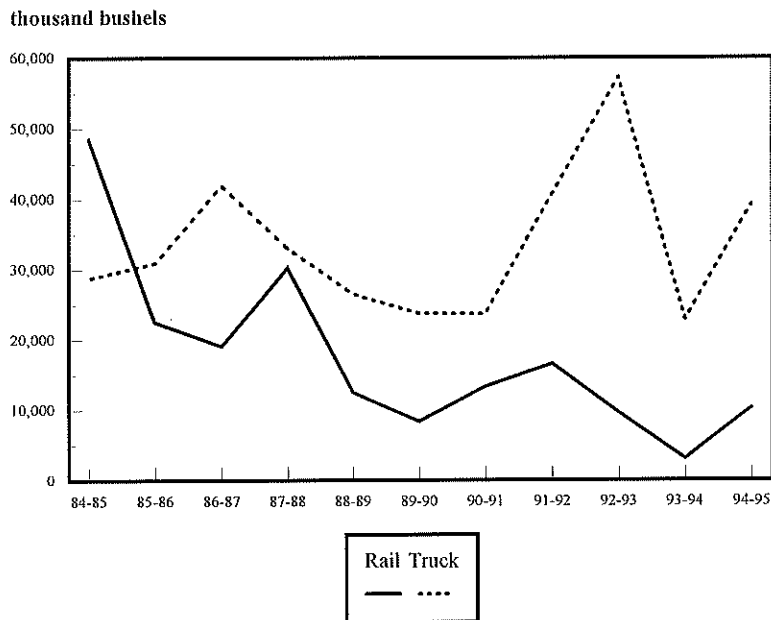
**SUNFLOWER TO NORTH DAKOTA**  
1984-85 to 1994-95



**SUNFLOWER TO MISCELLANEOUS MARKETS**  
1984-85 to 1994-95



**SUNFLOWER SHIPMENTS**  
1984-85 to 1994-95

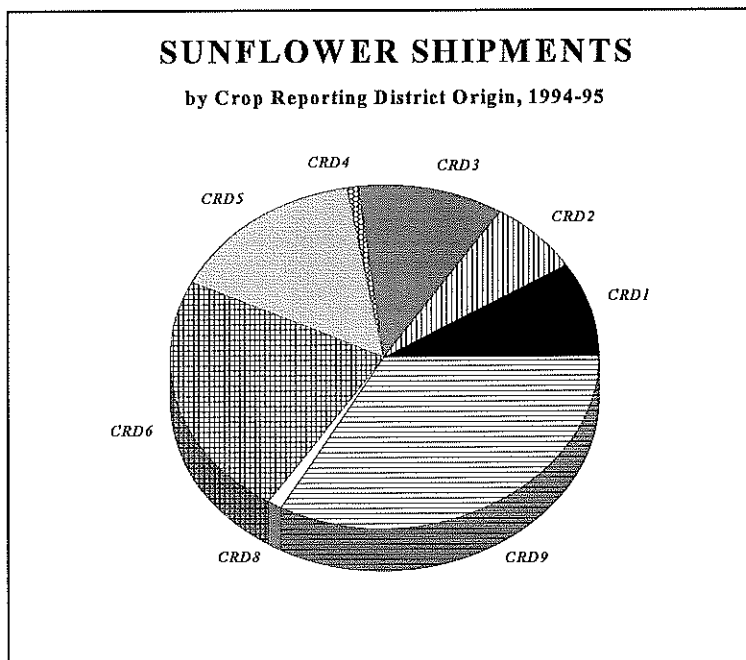


Rail Truck  
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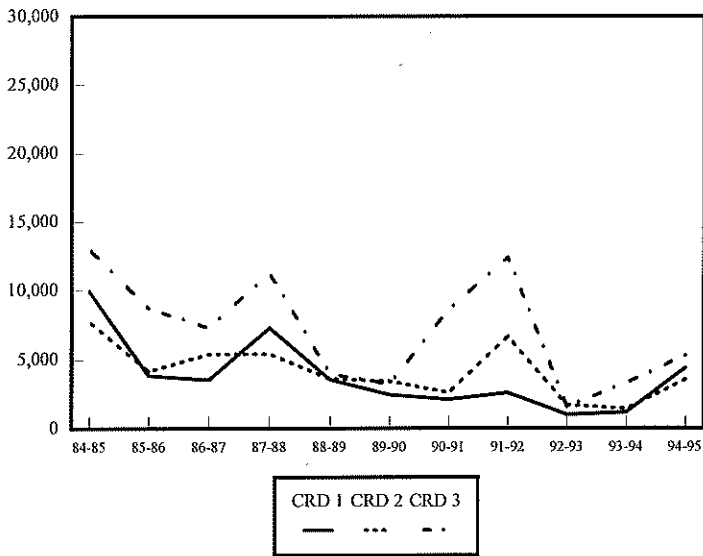
**NORTH DAKOTA SUNFLOWER SHIPMENTS  
BY CROP REPORTING DISTRICT ORIGIN  
(thousand bu.)**

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	10,002 (13%)	7,761 (10%)	13,053 (17%)	3,701 (5%)	13,962 (18%)	12,943 (17%)	3,573 (5%)	2,277 (3%)	10,140 (13%)	77,412 (100%)
1985-86	3,899 (7%)	4,208 (8%)	8,722 (16%)	2,894 (5%)	9,382 (18%)	10,994 (21%)	2,077 (4%)	2,153 (4%)	9,211 (17%)	53,541 (100%)
1986-87	3,582 (6%)	5,414 (9%)	7,336 (12%)	2,753 (5%)	10,284 (17%)	14,437 (24%)	830 (1%)	1,875 (3%)	14,556 (24%)	61,067 (100%)
1987-88	7,305 (12%)	5,414 (9%)	11,280 (18%)	3,031 (5%)	11,429 (18%)	9,926 (16%)	1,543 (2%)	2,371 (4%)	11,120 (18%)	63,419 (100%)
1988-89	3,608 (9%)	3,631 (9%)	3,983 (10%)	1,554 (4%)	7,228 (19%)	11,054 (28%)	1,076 (3%)	1,019 (3%)	5,899 (15%)	39,052 (100%)
1989-90	2,487 (8%)	3,466 (11%)	3,258 (10%)	810 (3%)	6,560 (20%)	7,460 (23%)	308 (1%)	613 (2%)	7,212 (22%)	32,174 (100%)
1990-91	2,146 (6%)	2,648 (7%)	8,634 (23%)	1,357 (4%)	6,893 (19%)	7,900 (21%)	118 (0%)	291 (1%)	7,099 (19%)	37,086 (100%)
1991-92	2,635 (5%)	6,689 (12%)	12,414 (22%)	385 (1%)	13,507 (23%)	11,307 (19%)	78 (0%)	185 (0%)	10,142 (18%)	57,364 (100%)
1992-93	1,033 (6%)	1,681 (9%)	1,571 (8%)	520 (2%)	5,216 (28%)	5,191 (28%)	29 (0%)	53 (0%)	3,451 (18%)	18,750 (100%)
1993-94	1,223 (1%)	1,443 (1%)	3,333 (13%)	81 (1%)	4,339 (17%)	7,873 (30%)	59 (1%)	79 (1%)	7,586 (29%)	26,017 (100%)
1994-95	4,413 (9%)	3,582 (7%)	5,310 (11%)	552 (1%)	7,584 (15%)	11,316 (23%)	45 (0%)	411 (1%)	16,430 (33%)	49,642 (100%)

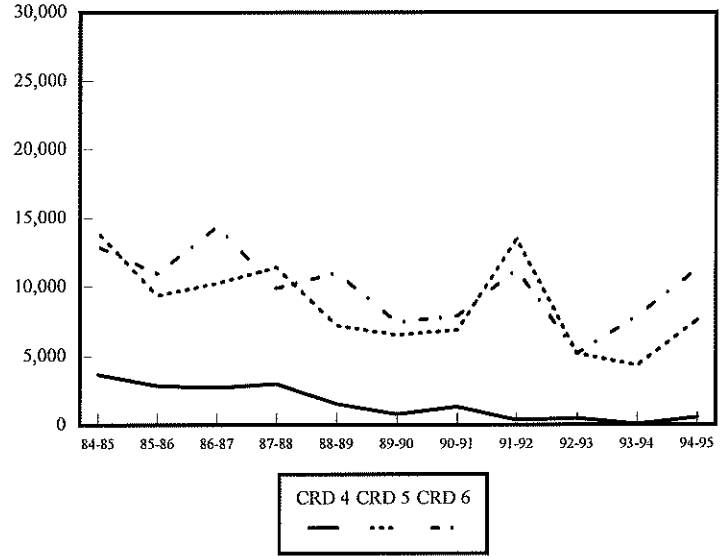


# SUNFLOWER SHIPMENTS BY CROP REPORTING DISTRICT

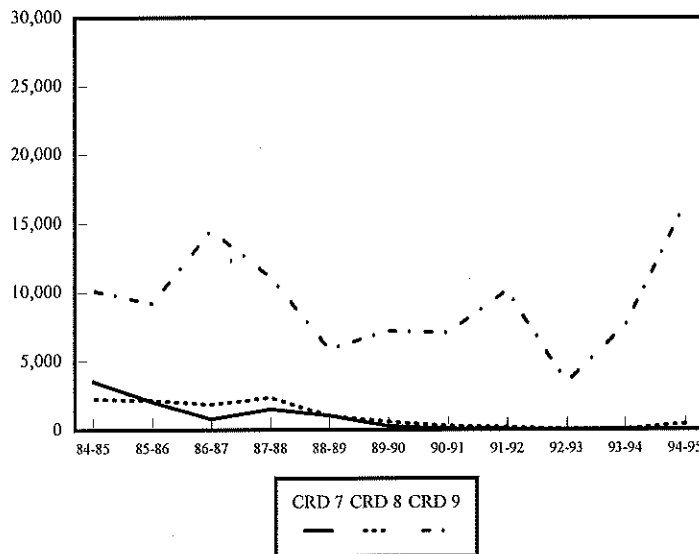
**BY NORTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



**BY CENTRAL CROP REPORTING DISTRICTS**  
(thousand bushels)



**SOUTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)







***OATS***  
***SHIPMENTS***

**NORTH DAKOTA OATS SHIPMENTS  
BY DESTINATION  
(thousand bu.)**

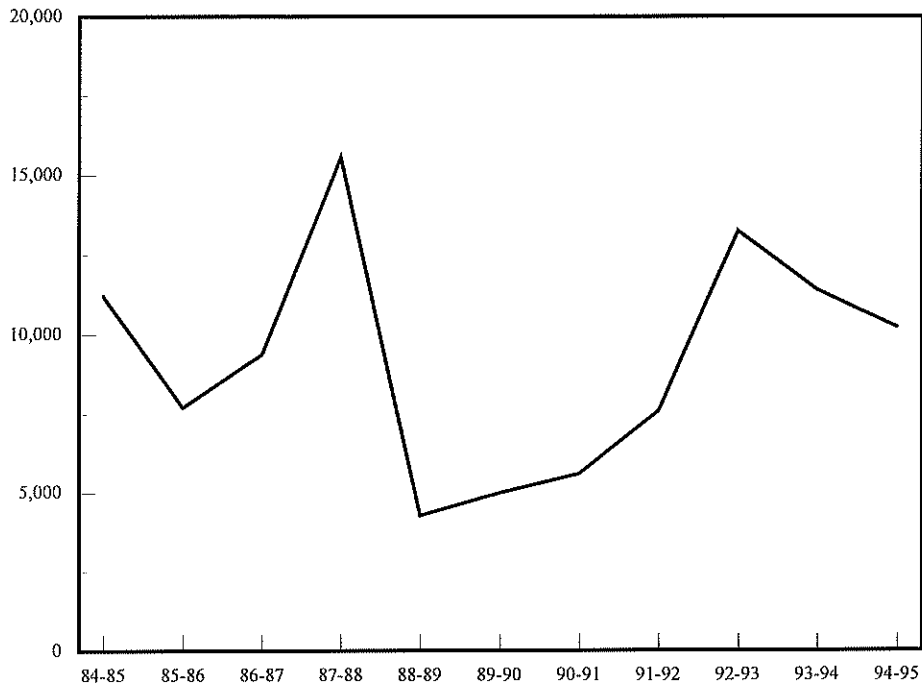
<b>YEAR</b>	<b>Minneapolis - St. Paul</b>	<b>Duluth - Superior</b>	<b>West</b>	<b>Misc. Markets</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>6,467</b> (58%)	<b>166</b> (1%)	<b>437</b> (4%)	<b>4,163</b> (37%)	<b>11,233</b> (100%)
<b>1985-86</b>	<b>4,029</b> (52%)	<b>115</b> (1%)	<b>431</b> (6%)	<b>3,131</b> (41%)	<b>7,706</b> (100%)
<b>1986-87</b>	<b>4,690</b> (50%)	<b>74</b> (1%)	<b>193</b> (2%)	<b>4,430</b> (47%)	<b>9,387</b> (100%)
<b>1987-88</b>	<b>8,272</b> (53%)	<b>25</b> (0%)	<b>96</b> (1%)	<b>7,183</b> (46%)	<b>15,576</b> (100%)
<b>1988-89</b>	<b>2,999</b> (70%)	<b>83</b> (2%)	<b>17</b> (0%)	<b>1,197</b> (28%)	<b>4,296</b> (100%)
<b>1989-90</b>	<b>3,179</b> (63%)	<b>36</b> (1%)	<b>12</b> (0%)	<b>1,788</b> (36%)	<b>5,015</b> (100%)
<b>1990-91</b>	<b>2,496</b> (45%)	<b>45</b> (1%)	<b>316</b> (6%)	<b>2,744</b> (49%)	<b>5,601</b> (100%)
<b>1991-92</b>	<b>4,518</b> (59%)	<b>146</b> (2%)	<b>181</b> (2%)	<b>2,754</b> (37%)	<b>7,601</b> (100%)
<b>1992-93</b>	<b>5,468</b> (41%)	<b>284</b> (0%)	<b>270</b> (2%)	<b>7,505<sup>a</sup></b> (57%)	<b>13,272</b> (100%)
<b>1993-94</b>	<b>6,361</b> (56%)	<b>206</b> (2%)	<b>47</b> (0%)	<b>4,812</b> (42%)	<b>11,427</b> (100%)
<b>1994-95</b>	<b>5,848</b> (57%)	<b>105</b> (1%)	<b>67</b> (1%)	<b>4,228</b> (41%)	<b>10,248</b> (100%)

<sup>a</sup>Miscellaneous markets include shipments to North Dakota destinations (1%), Midland/Southwest destinations (24%), other Minnesota/Wisconsin destinations (9%), and all other markets (8%).

# OATS SHIPMENTS

## 1984-85 to 1994-95

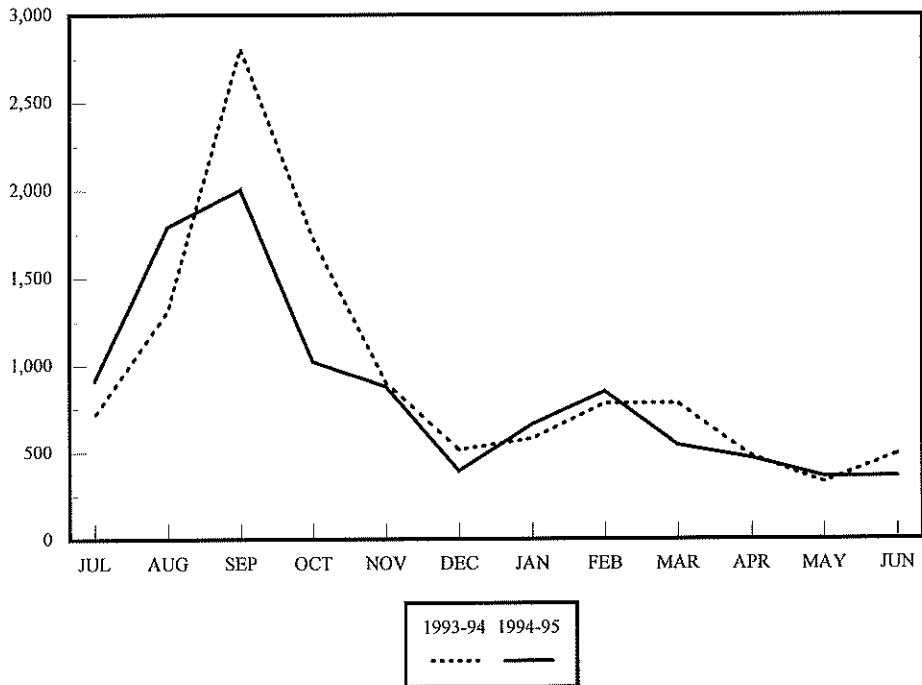
thousand bushels



# OATS SHIPMENTS

## by Month, 1993-94 TO 1994-95

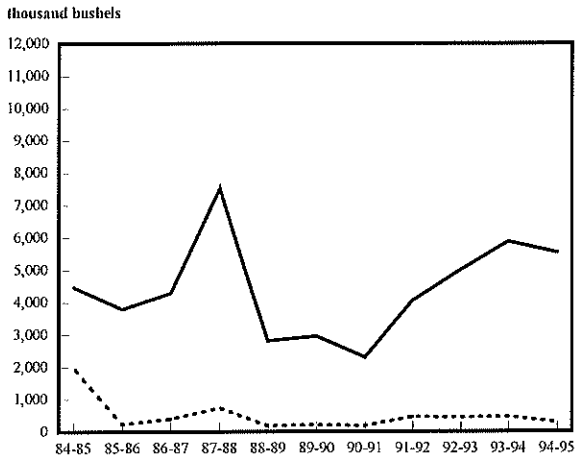
thousand bushels



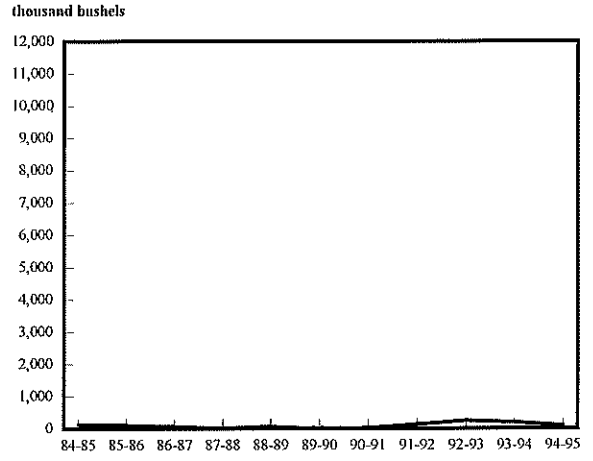
**NORTH DAKOTA OATS SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION  
(thousand bu.)**

YEAR	Minneapolis - St. Paul		Duluth - Superior		West		Misc. Markets		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1984-85	4,481 (69%)	1,986 (31%)	137 (83%)	29 (17%)	30 (7%)	407 (93%)	1,406 (34%)	2,757 (66%)	6,054 (51%)	5,179 (49%)
1985-86	3,796 (94%)	233 (6%)	109 (95%)	6 (5%)	190 (44%)	241 (56%)	1,237 (40%)	1,894 (60%)	5,333 (69%)	2,373 (31%)
1986-87	4,287 (91%)	403 (9%)	73 (98%)	1 (2%)	55 (28%)	139 (72%)	2,659 (60%)	1,771 (40%)	7,074 (75%)	2,314 (25%)
1987-88	7,525 (91%)	747 (9%)	24 (96%)	1 (4%)	61 (64%)	35 (36%)	6,005 (84%)	1,178 (16%)	13,615 (87%)	1,961 (13%)
1988-89	2,810 (94%)	189 (6%)	82 (98%)	1 (2%)	8 (51%)	8 (49%)	736 (61%)	461 (39%)	3,637 (85%)	660 (15%)
1989-90	2,959 (93%)	220 (7%)	5 (13%)	31 (87%)	9 (73%)	3 (27%)	511 (29%)	1,277 (71%)	3,484 (69%)	1,531 (31%)
1990-91	2,306 (92%)	191 (8%)	36 (80%)	9 (20%)	240 (76%)	75 (24%)	924 (34%)	1,820 (66%)	3,506 (63%)	2,095 (37%)
1991-92	4,055 (90%)	461 (10%)	140 (96%)	5 (4%)	149 (82%)	31 (8%)	1,411 (51%)	1,341 (49%)	5,758 (76%)	1,842 (24%)
1992-93	5,018 (92%)	450 (8%)	251 (88%)	3 (12%)	74 (27%)	196 (73%)	5,415 (72%)	2,090 (28%)	10,533 (79%)	2,739 (21%)
1993-94	5,893 (93%)	468 (7%)	195 (95%)	11 (5%)	20 (43%)	26 (57%)	2,596 (54%)	2,216 (46%)	8,705 (76%)	2,722 (24%)
1994-95	5,546 (95%)	302 (5%)	99 (94%)	7 (6%)	52 (77%)	15 (23%)	2,551 (60%)	1,678 (40%)	8,247 (80%)	2,001 (20%)

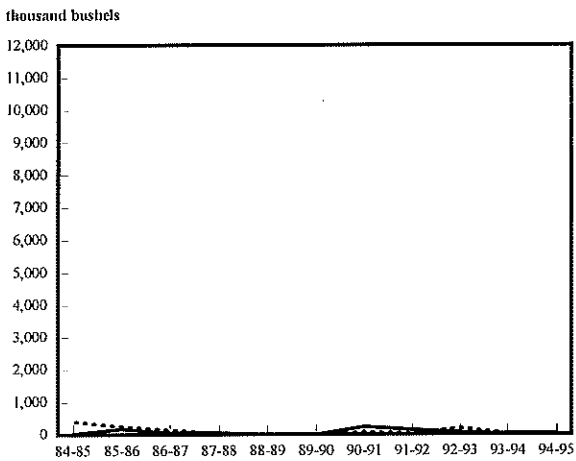
**OATS TO MINNEAPOLIS**  
1984-85 to 1994-95



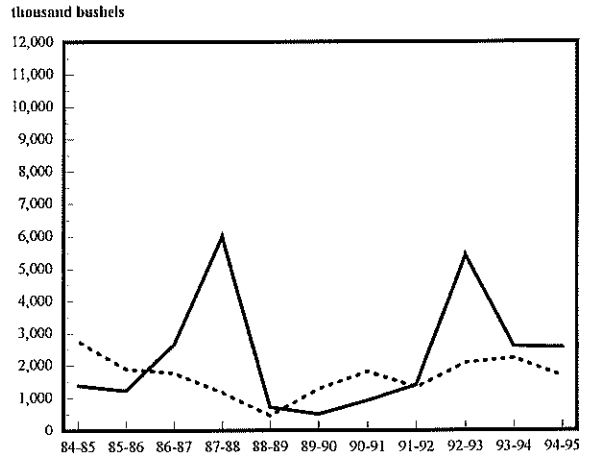
**OATS TO DULUTH-SUPERIOR**  
1984-85 to 1994-95



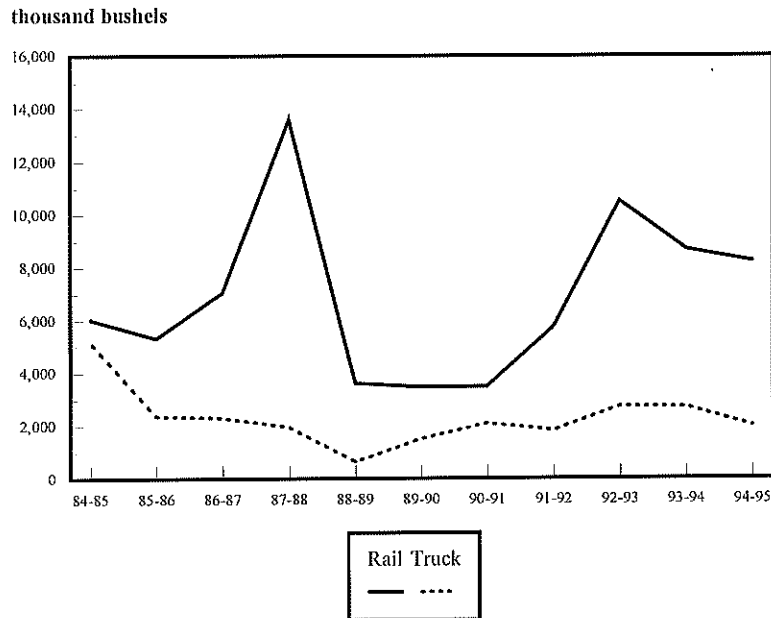
**OATS TO WEST**  
1984-85 to 1994-95



**OATS TO MISCELLANEOUS MARKETS**  
1984-85 to 1994-95



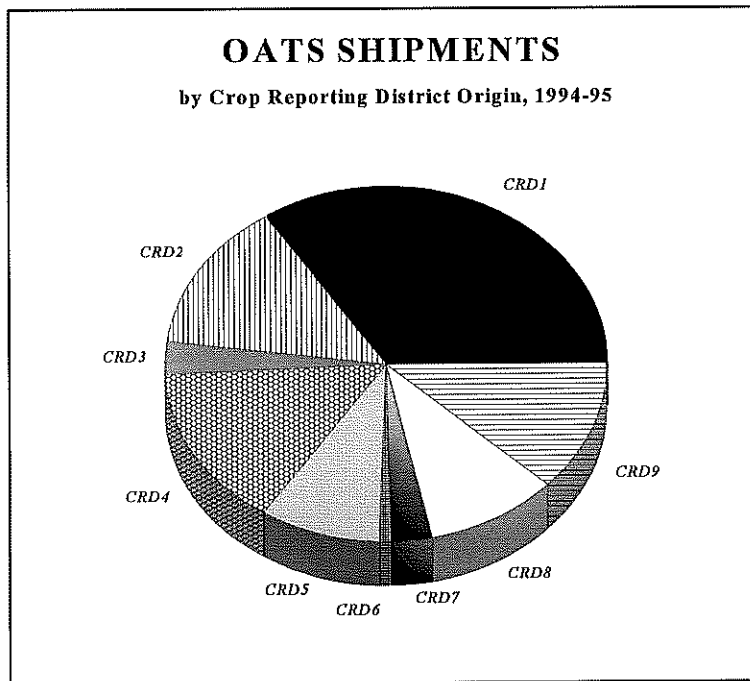
**OATS SHIPMENTS**  
1984-85 to 1994-95





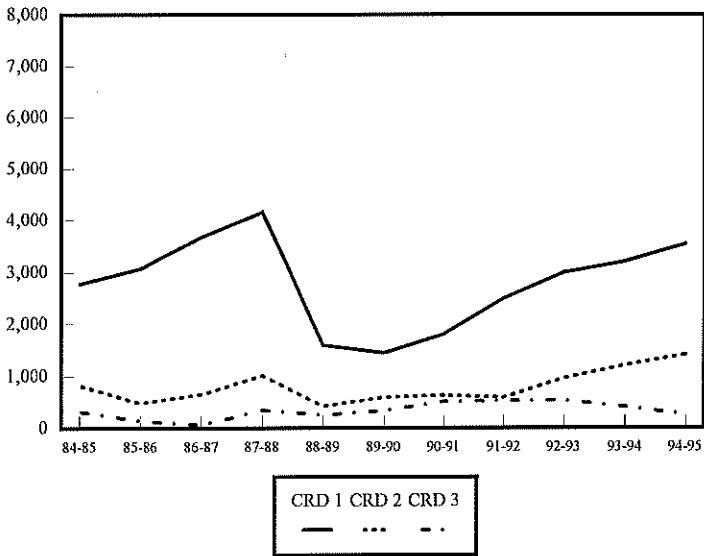
**NORTH DAKOTA OATS SHIPMENTS  
BY CROP REPORTING DISTRICT ORIGIN  
(thousand bu.)**

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	2,780 (24%)	828 (7%)	328 (3%)	1,085 (10%)	956 (9%)	824 (7%)	823 (7%)	1,101 (10%)	2,509 (21%)	11,234 (100%)
1985-86	3,078 (40%)	490 (6%)	150 (2%)	1,306 (17%)	404 (5%)	599 (8%)	301 (4%)	312 (4%)	1,065 (14%)	7,705 (100%)
1986-87	3,681 (39%)	656 (7%)	72 (1%)	1,858 (20%)	642 (7%)	354 (4%)	452 (5%)	463 (5%)	1,211 (13%)	9,387 (100%)
1987-88	4,162 (27%)	1,017 (7%)	352 (2%)	2,001 (13%)	2,101 (13%)	729 (5%)	1,443 (9%)	1,365 (9%)	2,398 (15%)	15,568 (100%)
1988-89	1,600 (37%)	424 (10%)	255 (6%)	402 (9%)	587 (14%)	158 (4%)	192 (4%)	363 (8%)	313 (7%)	4,294 (100%)
1989-90	1,453 (29%)	600 (12%)	342 (7%)	330 (7%)	409 (8%)	794 (16%)	75 (1%)	240 (5%)	772 (15%)	5,015 (100%)
1990-91	1,809 (32%)	636 (11%)	515 (9%)	605 (11%)	386 (7%)	911 (16%)	52 (1%)	70 (1%)	617 (11%)	5,601 (100%)
1991-92	2,492 (33%)	596 (8%)	532 (7%)	848 (11%)	499 (7%)	763 (10%)	73 (1%)	322 (4%)	1,472 (19%)	7,601 (100%)
1992-93	2,997 (23%)	971 (7%)	539 (4%)	1,308 (10%)	3,209 (24%)	948 (7%)	289 (2%)	1,127 (9%)	1,879 (14%)	13,271 (100%)
1993-94	3,211 (28%)	1,210 (11%)	409 (4%)	1,616 (14%)	1,537 (13%)	455 (4%)	337 (3%)	1,032 (9%)	1,618 (14%)	11,427 (100%)
1994-95	3,544 (35%)	1,412 (14%)	260 (3%)	1,540 (15%)	968 (9%)	79 (1%)	276 (3%)	975 (10%)	1,195 (12%)	10,248 (100%)

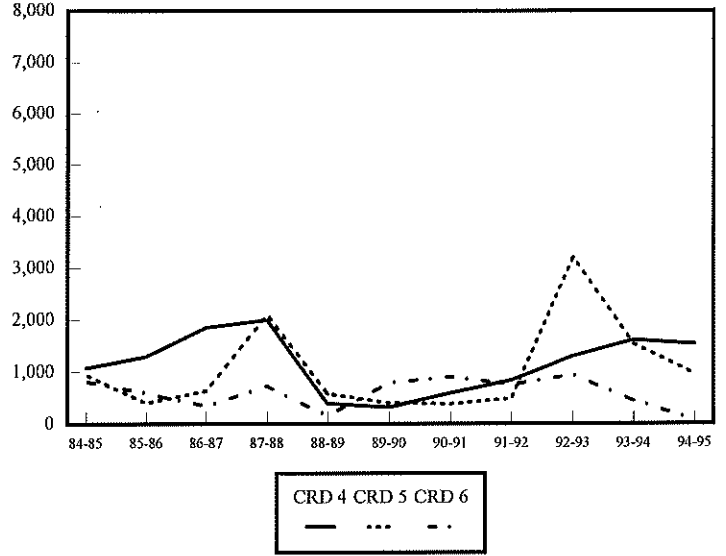


# OATS SHIPMENTS BY CROP REPORTING DISTRICT

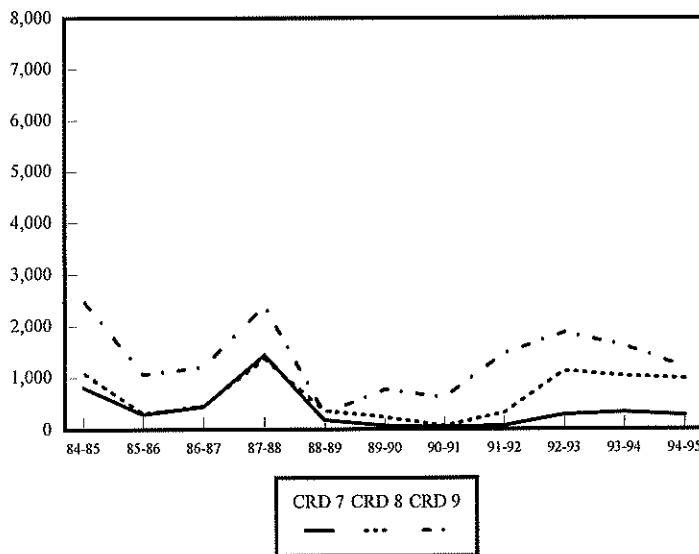
**BY NORTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



**BY CENTRAL CROP REPORTING DISTRICTS**  
(thousand bushels)



**SOUTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)







***SOYBEAN  
SHIPMENTS***

**NORTH DAKOTA SOYBEAN SHIPMENTS  
BY DESTINATION  
(thousand bu.)**

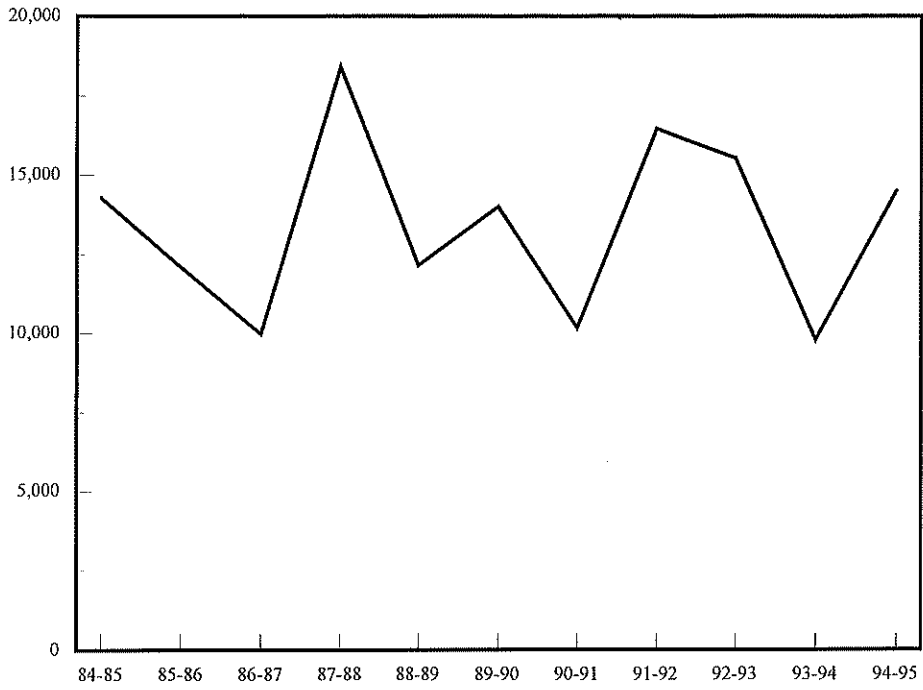
<b>YEAR</b>	<b>Minneapolis - St. Paul</b>	<b>Duluth - Superior</b>	<b>West</b>	<b>Misc. Markets</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>4,361</b> (31%)	<b>491</b> (3%)	<b>6,825</b> (48%)	<b>2,615</b> (18%)	<b>14,292</b> (100%)
<b>1985-86</b>	<b>5,739</b> (47%)	<b>184</b> (2%)	<b>3,631</b> (30%)	<b>2,563</b> (21%)	<b>12,116</b> (100%)
<b>1986-87</b>	<b>4,933</b> (49%)	<b>166</b> (2%)	<b>2,144</b> (21%)	<b>2,747</b> (27%)	<b>9,990</b> (100%)
<b>1987-88</b>	<b>4,666</b> (25%)	<b>2,800</b> (15%)	<b>7,797</b> (42%)	<b>3,150</b> (17%)	<b>18,413</b> (100%)
<b>1988-89</b>	<b>2,315</b> (19%)	<b>2,347</b> (19%)	<b>5,375</b> (44%)	<b>2,121</b> (17%)	<b>12,160</b> (100%)
<b>1989-90</b>	<b>1,819</b> (13%)	<b>1,379</b> (10%)	<b>6,712</b> (48%)	<b>4,105</b> (29%)	<b>14,015</b> (100%)
<b>1990-91</b>	<b>1,802</b> (18%)	<b>1,268</b> (12%)	<b>4,001</b> (39%)	<b>3,114</b> (31%)	<b>10,185</b> (100%)
<b>1991-92</b>	<b>3,025</b> (18%)	<b>510</b> (3%)	<b>7,552</b> (46%)	<b>5,374</b> (33%)	<b>16,464</b> (100%)
<b>1992-93</b>	<b>3,594</b> (23%)	<b>354</b> (2%)	<b>8,396</b> (54%)	<b>3,184<sup>a</sup></b> (21%)	<b>15,528</b> (100%)
<b>1993-94</b>	<b>3,115</b> (32%)	<b>621</b> (6%)	<b>3,669</b> (37%)	<b>2,410</b> (25%)	<b>9,815</b> (100%)
<b>1994-95</b>	<b>2,824</b> (19%)	<b>3,110</b> (21%)	<b>6,716</b> (46%)	<b>1,853</b> (13%)	<b>14,504</b> (100%)

<sup>a</sup>Miscellaneous markets include shipments to other Minnesota/Wisconsin destinations (4%), Midland/Southwest destinations (1%), and all other markets including North Dakota processors (8%).

# SOYBEAN SHIPMENTS

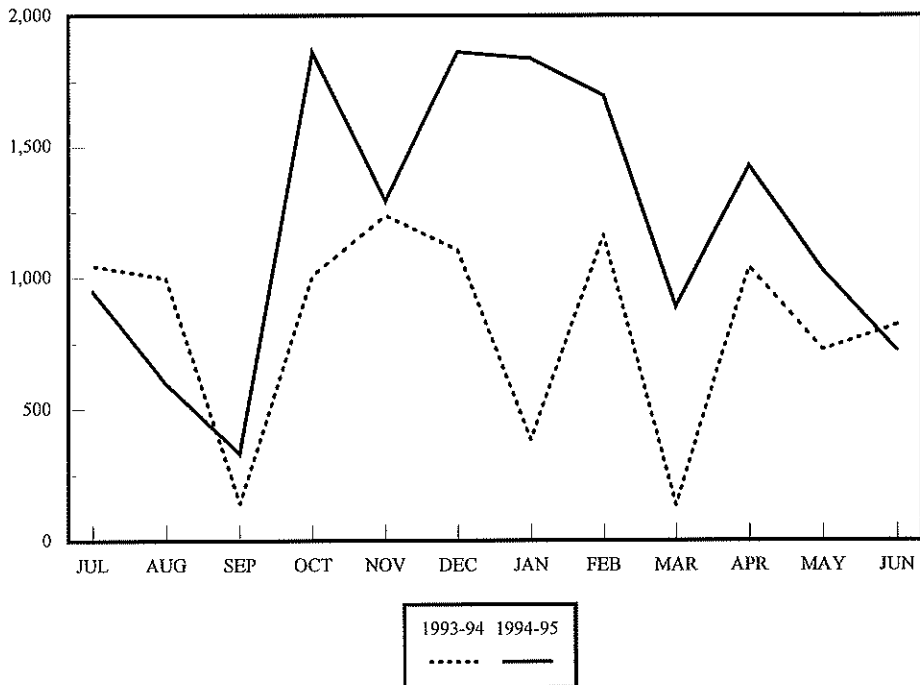
1984-85 to 1994-95

thousand bushels



# SOYBEAN SHIPMENTS by Month, 1993-94 TO 1994-95

thousand bushels

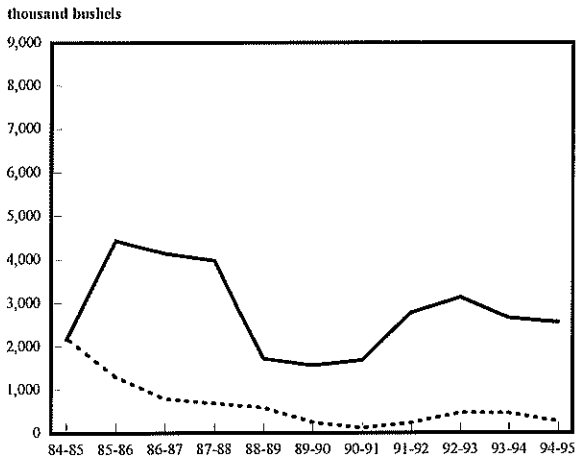


1993-94 1994-95

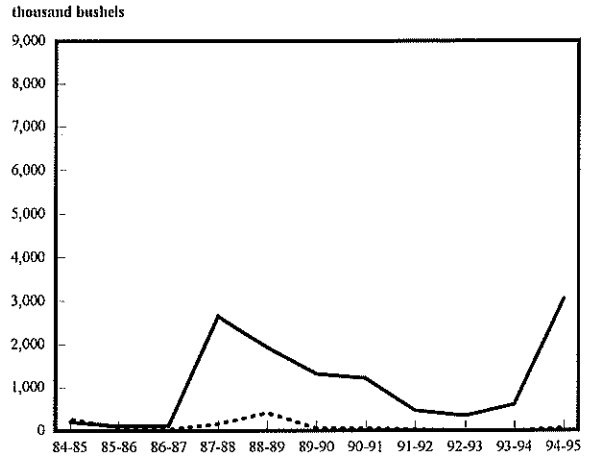
**NORTH DAKOTA SOYBEAN SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION  
(thousand bu.)**

YEAR	Minneapolis - St. Paul		Duluth - Superior		West		Misc. Markets		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1984-85	2,162 (50%)	2,199 (50%)	212 (43%)	279 (57%)	6,788 (99%)	37 (1%)	255 (10%)	2,361 (90%)	9,417 (66%)	4,876 (34%)
1985-86	4,434 (77%)	1,305 (23%)	112 (61%)	72 (39%)	3,532 (97%)	100 (3%)	175 (7%)	2,388 (93%)	8,252 (68%)	3,864 (32%)
1986-87	4,137 (84%)	797 (16%)	123 (74%)	42 (26%)	2,132 (99%)	12 (1%)	1,532 (56%)	1,215 (44%)	7,924 (79%)	2,066 (21%)
1987-88	3,979 (85%)	687 (15%)	2,645 (94%)	155 (6%)	7,778 (100%)	19 (0%)	1,692 (54%)	1,458 (46%)	16,094 (87%)	2,319 (13%)
1988-89	1,732 (75%)	583 (25%)	1,931 (82%)	416 (18%)	5,162 (96%)	213 (4%)	468 (22%)	1,652 (78%)	9,294 (76%)	2,865 (24%)
1989-90	1,565 (86%)	254 (14%)	1,320 (96%)	60 (4%)	6,705 (100%)	7 (0%)	618 (15%)	3,486 (85%)	10,208 (73%)	3,807 (27%)
1990-91	1,683 (93%)	120 (7%)	1,215 (96%)	54 (4%)	3,816 (95%)	185 (5%)	772 (25%)	2,340 (75%)	7,486 (74%)	2,699 (26%)
1991-92	2,782 (92%)	242 (8%)	479 (94%)	31 (6%)	7,184 (95%)	367 (5%)	2,987 (56%)	2,386 (44%)	13,434 (82%)	3,029 (18%)
1992-93	3,131 (87%)	463 (13%)	349 (99%)	5 (1%)	8,387 (100%)	8 (0%)	2,126 (67%)	1,058 (33%)	13,992 (90%)	1,536 (10%)
1993-94	2,655 (85%)	460 (15%)	614 (99%)	7 (1%)	3,667 (100%)	3 (0%)	1,855 (77%)	556 (23%)	8,789 (89%)	1,026 (11%)
1994-95	2,552 (90%)	273 (10%)	3,047 (98%)	63 (2%)	6,452 (96%)	264 (4%)	1,290 (70%)	563 (30%)	13,341 (92%)	1,162 (8%)

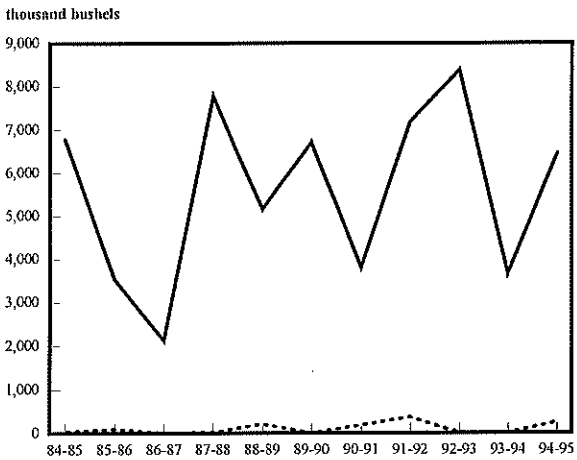
**SOYBEANS TO MINNEAPOLIS**  
1984-85 to 1994-95



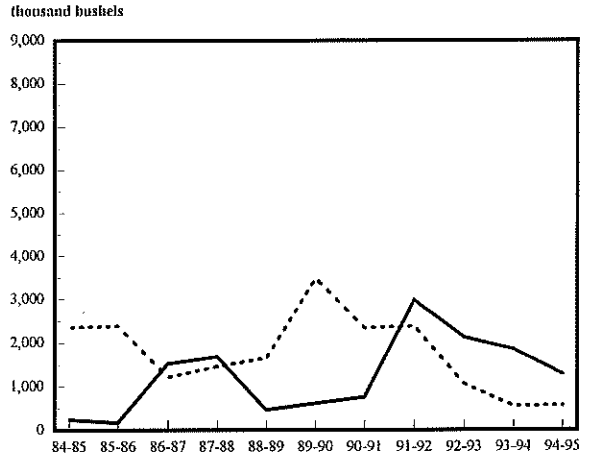
**SOYBEANS TO DULUTH-SUPERIOR**  
1984-85 to 1994-95



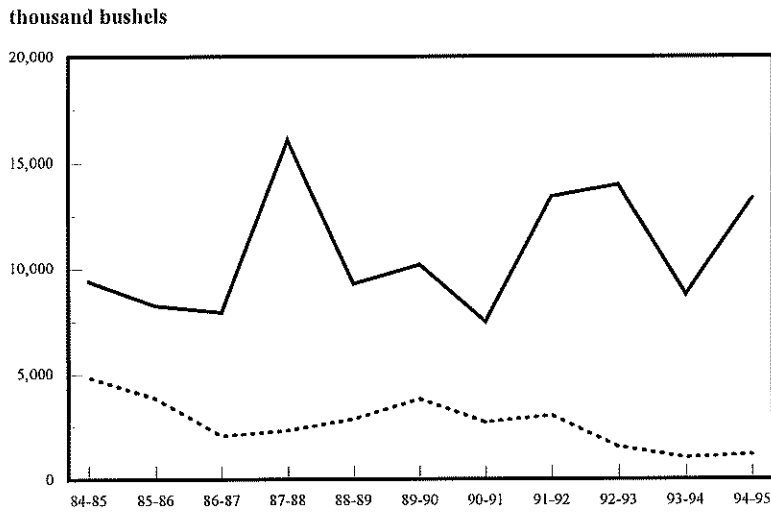
**SOYBEANS TO WEST**  
1984-85 to 1994-95



**SOYBEANS TO MISCELLANEOUS MARKETS**  
1984-85 to 1994-95



**SOYBEAN SHIPMENTS**  
1984-85 to 1994-95

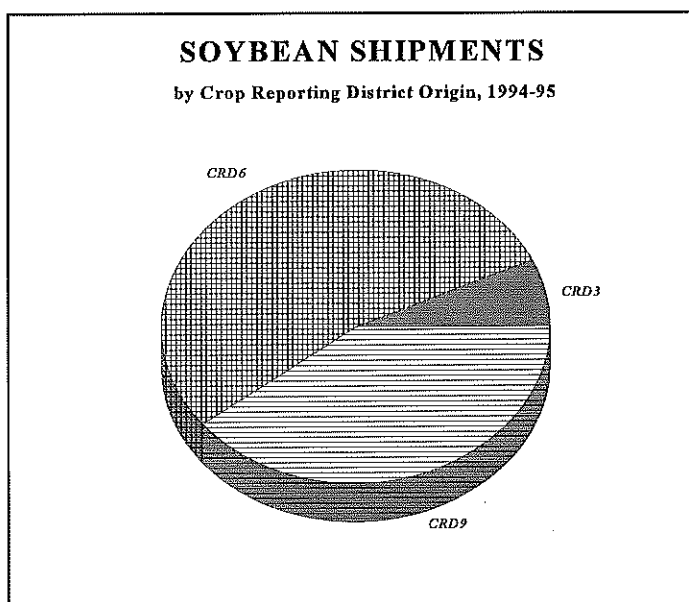


Rail Truck  
—    .....



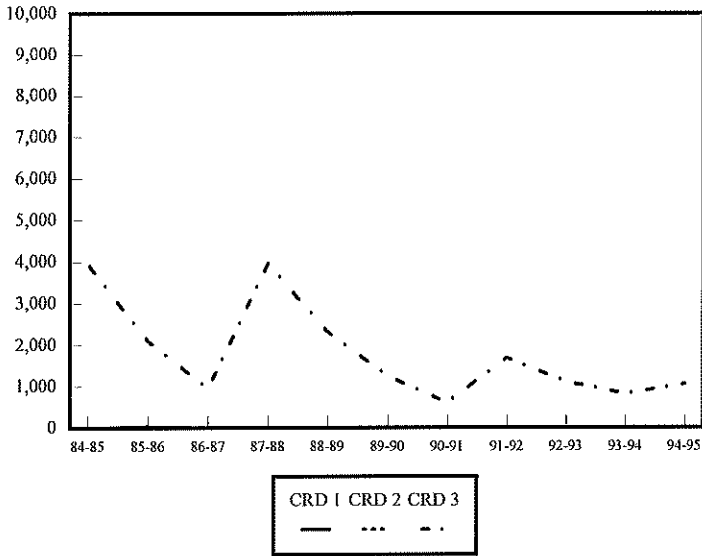
**NORTH DAKOTA SOYBEAN SHIPMENTS  
BY CROP REPORTING DISTRICT ORIGIN  
(thousand bu.)**

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	2 (0%)	2 (0%)	3,954 (29%)	5 (0%)	145 (1%)	6,736 (47%)	18 (0%)	7 (0%)	3,424 (24%)	14,292 (100%)
1985-86	43 (0%)	4 (0%)	2,114 (17%)	15 (0%)	44 (0%)	5,575 (46%)	0 (0%)	5 (0%)	4,317 (36%)	12,116 (100%)
1986-87	0 (0%)	9 (0%)	958 (10%)	0 (0%)	11 (0%)	4,540 (45%)	0 (0%)	3 (0%)	4,469 (45%)	9,990 (100%)
1987-88	20 (0%)	15 (0%)	3,966 (21%)	1 (0%)	47 (0%)	7,780 (42%)	113 (1%)	18 (0%)	6,555 (35%)	18,414 (100%)
1988-89	7 (0%)	6 (0%)	2,331 (19%)	0 (0%)	35 (0%)	5,502 (45%)	0 (0%)	18 (0%)	4,258 (35%)	12,157 (100%)
1989-90	0 (0%)	14 (0%)	1,251 (9%)	3 (0%)	77 (1%)	6,491 (46%)	4 (0%)	3 (0%)	6,172 (44%)	14,015 (100%)
1990-91	3 (0%)	6 (0%)	622 (6%)	29 (0%)	36 (0%)	5,369 (53%)	0 (0%)	122 (1%)	3,998 (39%)	10,185 (100%)
1991-92	0 (0%)	11 (0%)	1,696 (10%)	883 (5%)	78 (0%)	8,491 (51%)	220 (1%)	0 (0%)	6,184 (37%)	16,464 (100%)
1992-93	8 (0%)	4 (0%)	1,112 (7%)	8 (0%)	14 (0%)	7,900 (51%)	--	3 (0%)	6,475 (42%)	15,527 (100%)
1993-94	3 (0%)	0 (0%)	827 (8%)	0 (0%)	22 (0%)	4,986 (51%)	0 (0%)	0 (0%)	3,976 (41%)	9,815 (100%)
1994-95	0 (0%)	5 (0%)	1,057 (7%)	0 (0%)	15 (0%)	7,727 (53%)	0 (0%)	0 (0%)	5,700 (39%)	14,504 (100%)

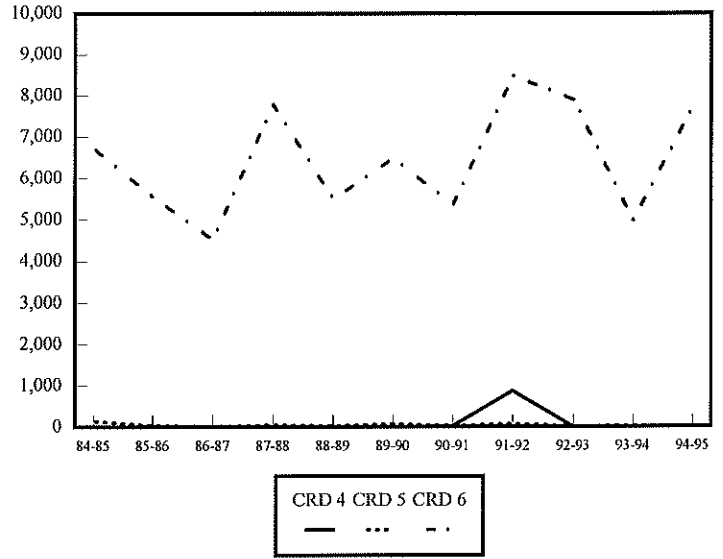


# SOYBEAN SHIPMENTS BY CROP REPORTING DISTRICT

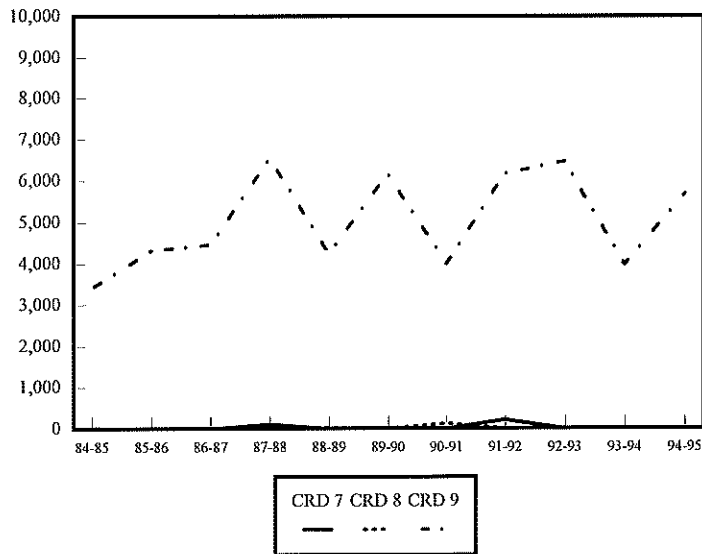
**BY NORTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



**BY CENTRAL CROP REPORTING DISTRICTS**  
(thousand bushels)



**SOUTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)







***FLAX  
SHIPMENTS***

**NORTH DAKOTA FLAXSEED SHIPMENTS  
BY DESTINATION  
(thousand bu.)**

<b>YEAR</b>	<b>Minneapolis - St. Paul</b>	<b>Other Minnesota - Wisconsin</b>	<b>North Dakota</b>	<b>Misc.</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>1,555</b> (38%)	-	-	-	<b>4,098</b> (100%)
<b>1985-86</b>	<b>2,171</b> (39%)	-	-	- <sup>a</sup>	<b>5,503</b> (100%)
<b>1986-87</b>	<b>1,055</b> (16%)	<b>1,829</b> (27%)	<b>2,495</b> (37%)	<b>1,287</b> (19%)	<b>6,666</b> (100%)
<b>1987-88</b>	<b>1,202</b> (20%)	<b>2,007</b> (33%)	<b>1,758</b> (29%)	<b>1,143</b> (19%)	<b>6,110</b> (100%)
<b>1988-89</b>	<b>214</b> (11%)	<b>849</b> (42%)	<b>650</b> (32%)	<b>299</b> (15%)	<b>2,013</b> (100%)
<b>1989-90</b>	<b>209</b> (19%)	<b>269</b> (25%)	<b>425</b> (39%)	<b>174</b> (16%)	<b>1,077</b> (100%)
<b>1990-91</b>	<b>422</b> (19%)	<b>487</b> (22%)	<b>1,068</b> (47%)	<b>281</b> (12%)	<b>2,258</b> (100%)
<b>1991-92</b>	<b>1,141</b> (28%)	<b>504</b> (12%)	<b>1,750</b> (43%)	<b>659</b> (16%)	<b>4,058</b> (100%)
<b>1992-93</b>	<b>469</b> (13%)	<b>567</b> (16%)	<b>1,501</b> (41%)	<b>1,084</b> (30%)	<b>3,621</b> (100%)
<b>1993-94</b>	<b>750</b> (34%)	<b>539</b> (25%)	<b>683</b> (31%)	<b>227<sup>b</sup></b> (10%)	<b>2,200</b> (100%)
<b>1994-95</b>	<b>512</b> (23%)	<b>447</b> (20%)	<b>917</b> (41%)	<b>386</b> (17%)	<b>2,261</b> (100%)

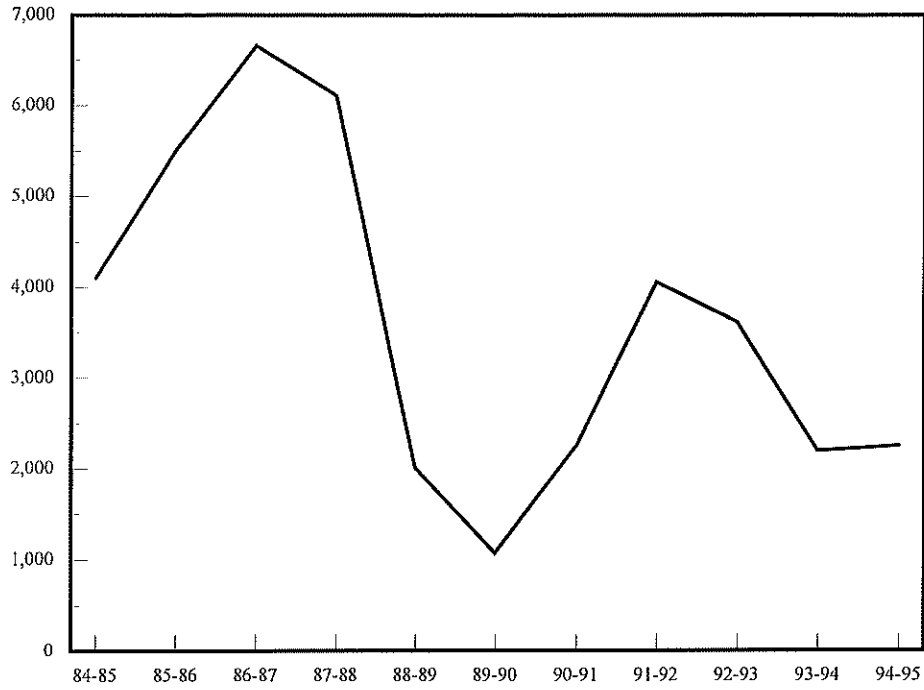
<sup>a</sup>Not available prior to 1986-87.

<sup>b</sup>Miscellaneous markets include shipments to Duluth Superior destinations (5%), Midland/Southwest markets (2%), Pacific Northwest markets (0%), and all other markets (10%).

# FLAX SHIPMENTS

## 1984-85 to 1994-95

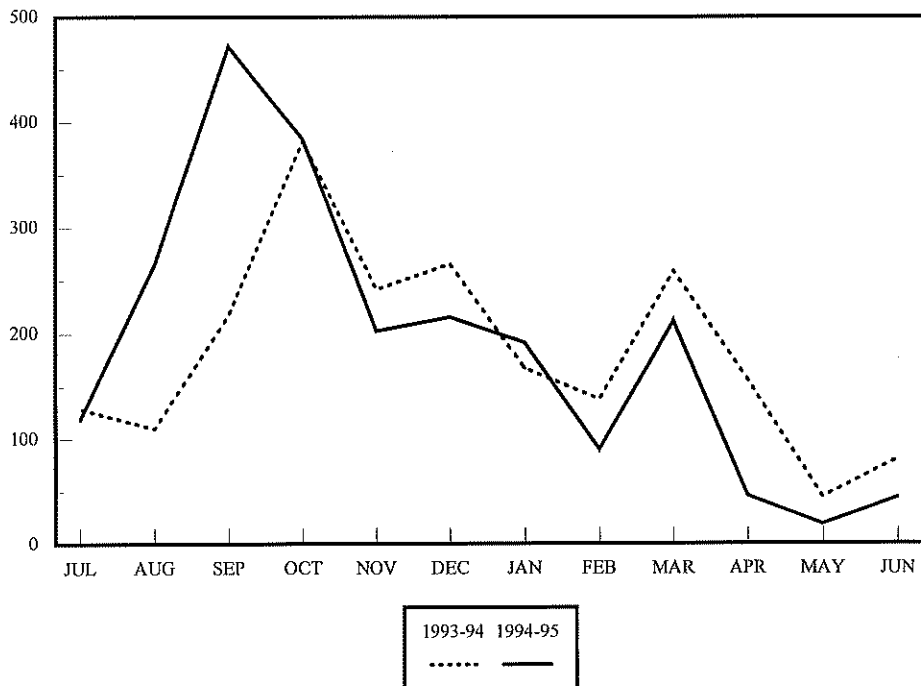
thousand bushels



# FLAX SHIPMENTS

## by Month, 1993-94 TO 1994-95

thousand bushels

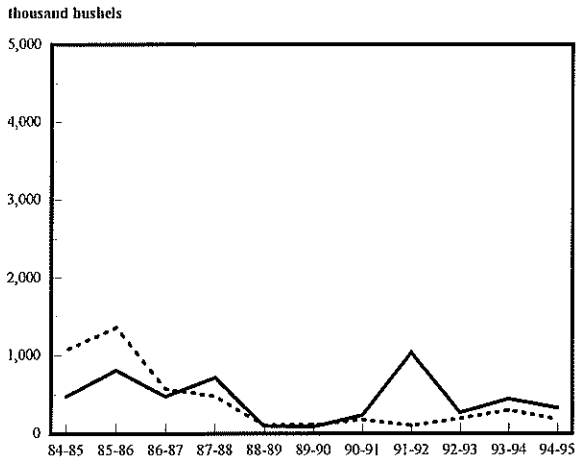


**NORTH DAKOTA FLAXSEED SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION  
(thousand bu.)**

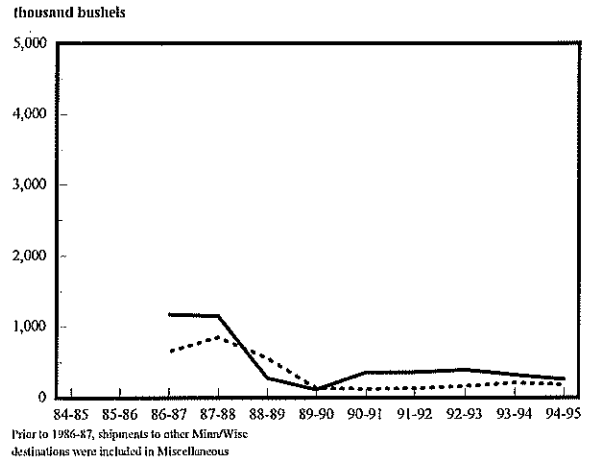
YEAR	Minneapolis- St. Paul		Other Minnesota - Wisconsin		North Dakota		Misc. Markets		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1984-85	480 (31%)	1,075 (69%)	-	-	-	-	-	-	996 (24%)	3,103 (76%)
1985-86	813 (37%)	1,358 (63%)	-	-	-	-	-	- <sup>a</sup>	1,768 (32%)	3,736 (68%)
1986-87	478 (45%)	577 (55%)	1,175 (64%)	654 (36%)	413 (17%)	2,082 (83%)	830 (64%)	457 (36%)	2,896 (43%)	3,770 (57%)
1987-88	721 (60%)	481 (40%)	1,152 (57%)	855 (43%)	445 (25%)	1,313 (75%)	404 (35%)	737 (65%)	2,722 (45%)	3,386 (55%)
1988-89	101 (47%)	112 (53%)	288 (34%)	561 (66%)	44 (7%)	606 (93%)	125 (42%)	174 (58%)	559 (28%)	1,454 (72%)
1989-90	92 (44%)	116 (56%)	125 (46%)	144 (54%)	25 (6%)	400 (94%)	61 (35%)	113 (65%)	304 (28%)	773 (72%)
1990-91	238 (56%)	184 (44%)	358 (74%)	129 (26%)	117 (11%)	951 (89%)	145 (52%)	136 (48%)	858 (38%)	1,400 (62%)
1991-92	1,039 (91%)	102 (9%)	364 (72%)	140 (28%)	160 (9%)	1,590 (91%)	499 (76%)	158 (24%)	2,065 (51%)	1,993 (49%)
1992-93	275 (59%)	195 (41%)	398 (70%)	169 (30%)	81 (5%)	1,420 (95%)	819 (75%)	266 (25%)	1,572 (43%)	2,050 (57%)
1993-94	449 (60%)	302 (40%)	327 (61%)	213 (39%)	19 (3%)	664 (97%)	78 (34%)	150 (66%)	872 (40%)	1,329 (60%)
1994-95	330 (65%)	181 (35%)	260 (58%)	187 (42%)	122 (13%)	794 (87%)	155 (40%)	231 (60%)	867 (38%)	1,394 (62%)

<sup>a</sup>Prior to 1986-87 crop year, Other Minn./Wisconsin and North Dakota destinations were included in "Miscellaneous" Markets. Miscellaneous markets now includes shipments to Duluth-Superior and Pacific Northwest destinations.

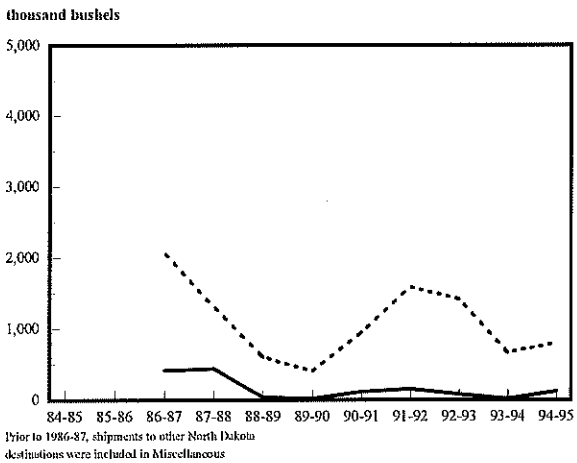
**FLAX TO MINNEAPOLIS**  
1984-85 to 1994-95



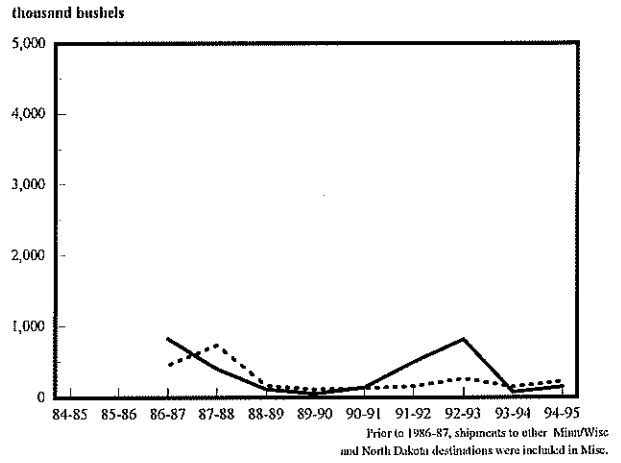
**FLAX TO OTHER MINN/WISC**  
1984-85 to 1994-95



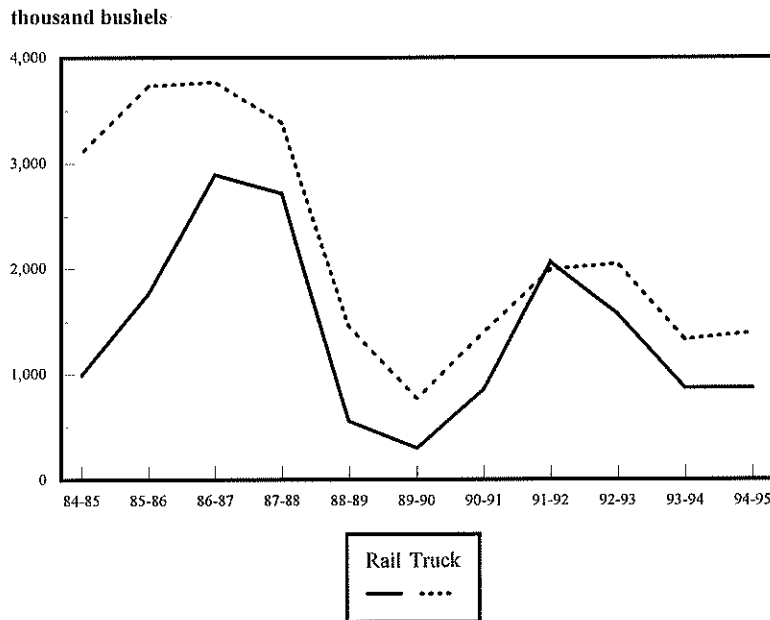
**FLAX TO NORTH DAKOTA**  
1984-85 to 1994-95



**FLAX TO MISCELLANEOUS MARKETS**  
1984-85 to 1994-95



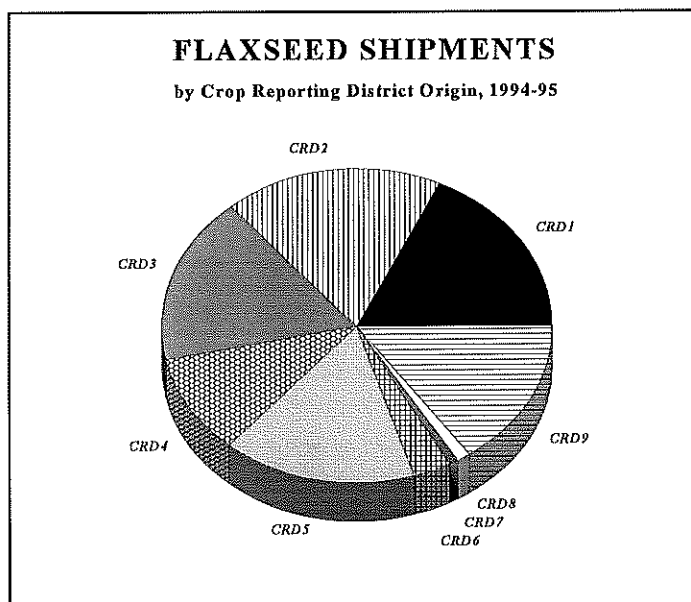
**FLAX SHIPMENTS**  
1984-85 to 1994-95





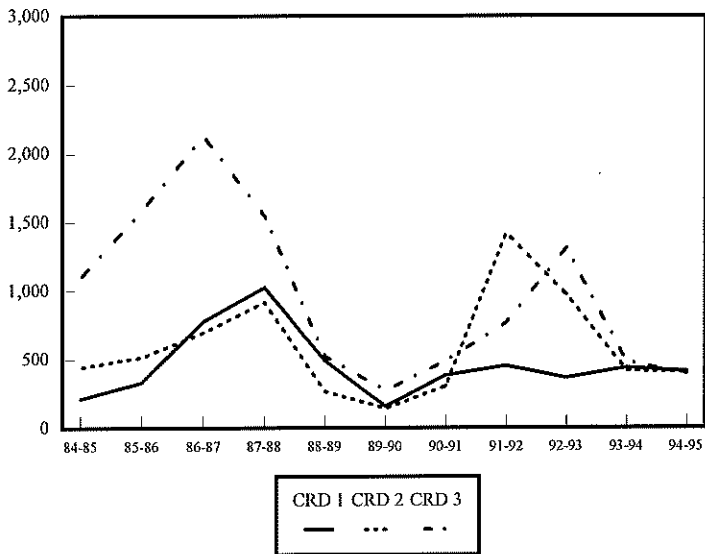
**NORTH DAKOTA FLAXSEED SHIPMENTS  
BY CROP REPORTING DISTRICT ORIGIN**  
(thousand bu.)

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	217 (5%)	443 (11%)	1,097 (27%)	266 (6%)	541 (13%)	249 (6%)	204 (5%)	265 (6%)	816 (20%)	4,098 (100%)
1985-86	336 (6%)	518 (9%)	1,587 (29%)	373 (7%)	1,188 (22%)	573 (10%)	45 (1%)	247 (4%)	635 (12%)	5,503 (100%)
1986-87	780 (12%)	697 (10%)	2,132 (32%)	454 (7%)	803 (12%)	759 (11%)	62 (1%)	280 (4%)	697 (11%)	6,666 (100%)
1987-88	1,026 (17%)	918 (15%)	1,548 (25%)	545 (9%)	835 (14%)	436 (7%)	54 (1%)	244 (4%)	503 (8%)	6,109 (100%)
1988-89	494 (25%)	268 (13%)	525 (26%)	169 (8%)	187 (9%)	112 (6%)	19 (1%)	67 (3%)	168 (98%)	2,009 (100%)
1989-90	161 (15%)	145 (13%)	276 (26%)	72 (7%)	146 (13%)	84 (9%)	9 (1%)	30 (3%)	154 (14%)	1,077 (100%)
1990-91	388 (17%)	308 (14%)	490 (22%)	102 (5%)	523 (23%)	241 (11%)	4 (0%)	16 (1%)	186 (8%)	2,258 (100%)
1991-92	456 (11%)	1,421 (35%)	769 (19%)	173 (4%)	423 (10%)	413 (10%)	13 (0%)	5 (0%)	381 (9%)	4,058 (100%)
1992-93	367 (10%)	974 (27%)	1,312 (36%)	140 (4%)	313 (9%)	200 (6%)	9 (0%)	25 (1%)	278 (8%)	3,621 (100%)
1993-94	442 (20%)	418 (19%)	483 (22%)	182 (8%)	323 (15%)	114 (5%)	5 (0%)	19 (1%)	213 (10%)	2,200 (100%)
1994-95	411 (18%)	404 (18%)	395 (17%)	234 (10%)	363 (16%)	61 (3%)	13 (1%)	33 (1%)	347 (15%)	2,261 (100%)

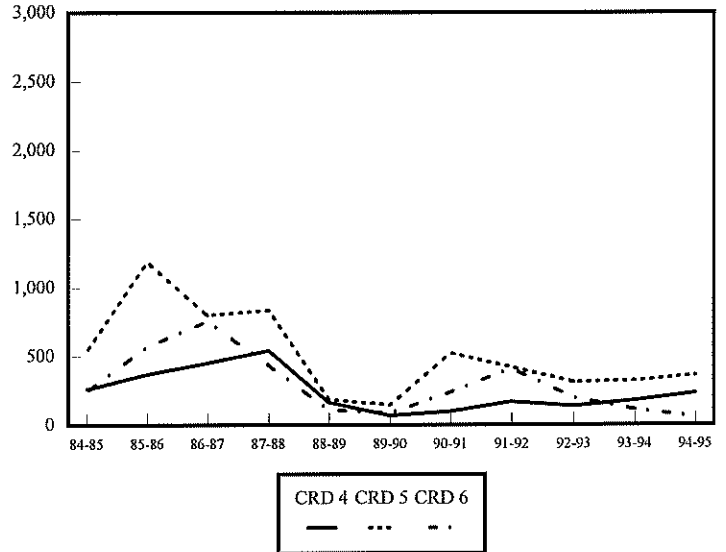


# FLAX SHIPMENTS BY CROP REPORTING DISTRICT

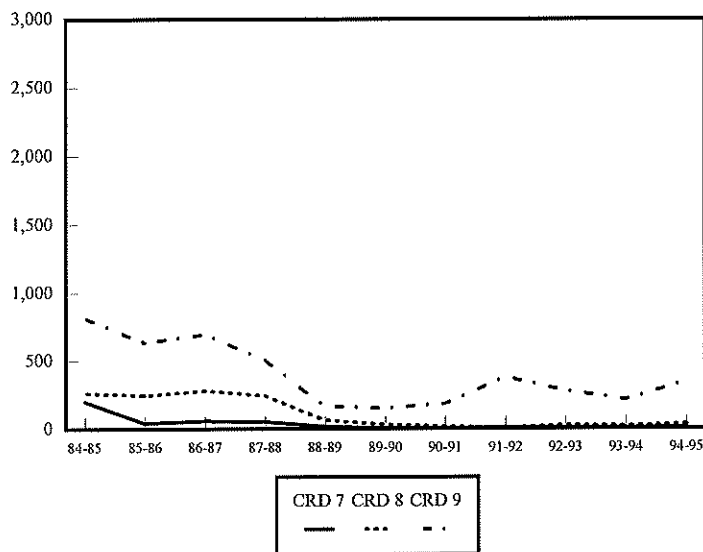
**BY NORTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



**BY CENTRAL CROP REPORTING DISTRICTS**  
(thousand bushels)



**SOUTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)







***CORN  
SHIPMENTS***

**NORTH DAKOTA CORN SHIPMENTS  
BY DESTINATION  
(thousand bu.)**

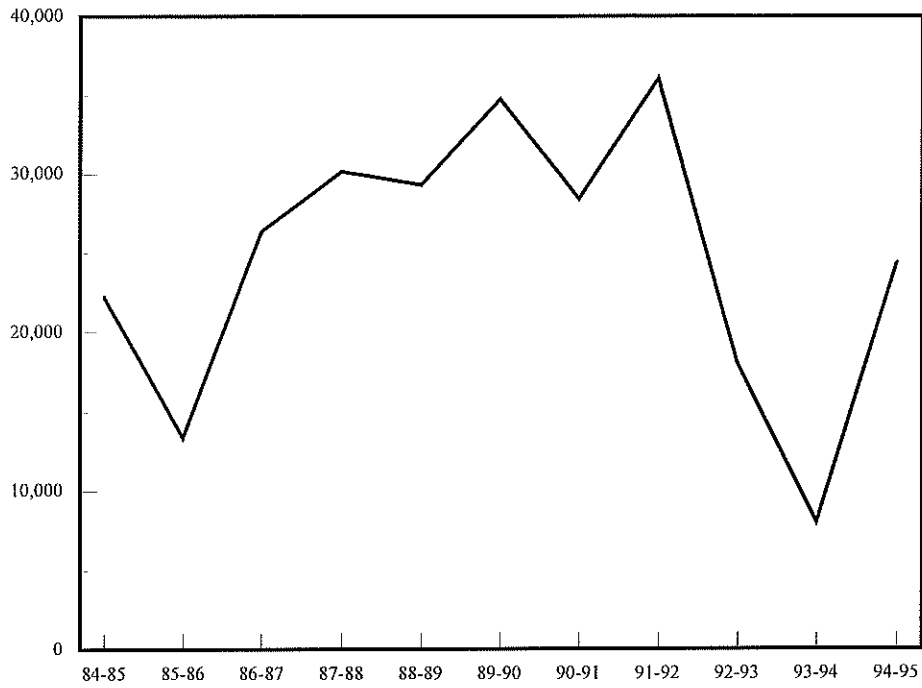
<b>YEAR</b>	<b>Minneapolis - St. Paul</b>	<b>Duluth - Superior</b>	<b>West</b>	<b>Misc. Markets</b>	<b>TOTAL</b>
<b>1984-85</b>	<b>1,189</b> (5%)	<b>2,859</b> (13%)	<b>13,659</b> (60%)	<b>4,916</b> (22%)	<b>22,623</b> (100%)
<b>1985-86</b>	<b>1,254</b> (9%)	<b>68</b> (1%)	<b>6,488</b> (48%)	<b>5,584</b> (42%)	<b>13,394</b> (100%)
<b>1986-87</b>	<b>359</b> (1%)	<b>59</b> (0%)	<b>18,952</b> (72%)	<b>7,067</b> (27%)	<b>26,437</b> (100%)
<b>1987-88</b>	<b>312</b> (1%)	<b>55</b> (0%)	<b>23,742</b> (79%)	<b>6,080</b> (20%)	<b>30,189</b> (100%)
<b>1988-89</b>	<b>603</b> (2%)	<b>1,741</b> (6%)	<b>21,861</b> (74%)	<b>5,138</b> (18%)	<b>29,344</b> (100%)
<b>1989-90</b>	<b>900</b> (3%)	<b>358</b> (1%)	<b>26,133</b> (75%)	<b>7,374</b> (21%)	<b>34,764</b> (100%)
<b>1990-91</b>	<b>944</b> (3%)	<b>710</b> (2%)	<b>19,590</b> (69%)	<b>7,190</b> (25%)	<b>28,434</b> (100%)
<b>1991-92</b>	<b>1,556</b> (4%)	<b>665</b> (2%)	<b>25,034</b> (69%)	<b>8,826</b> (24%)	<b>36,084</b> (100%)
<b>1992-93</b>	<b>807</b> (5%)	<b>0</b> (0%)	<b>8,903</b> (49%)	<b>8,344<sup>a</sup></b> (46%)	<b>18,054</b> (100%)
<b>1993-94</b>	<b>196</b> (2%)	<b>75</b> (1%)	<b>1,465</b> (18%)	<b>6,309</b> (79%)	<b>8,047</b> (100%)
<b>1994-95</b>	<b>1,098</b> (5%)	<b>114</b> (0%)	<b>13,703</b> (56%)	<b>9,431</b> (39%)	<b>24,398</b> (100%)

<sup>a</sup>Miscellaneous markets include shipments to North Dakota destinations (20%), Midland/Southwest destinations (6%), and all other markets (12%).

## CORN SHIPMENTS

1984-85 to 1994-95

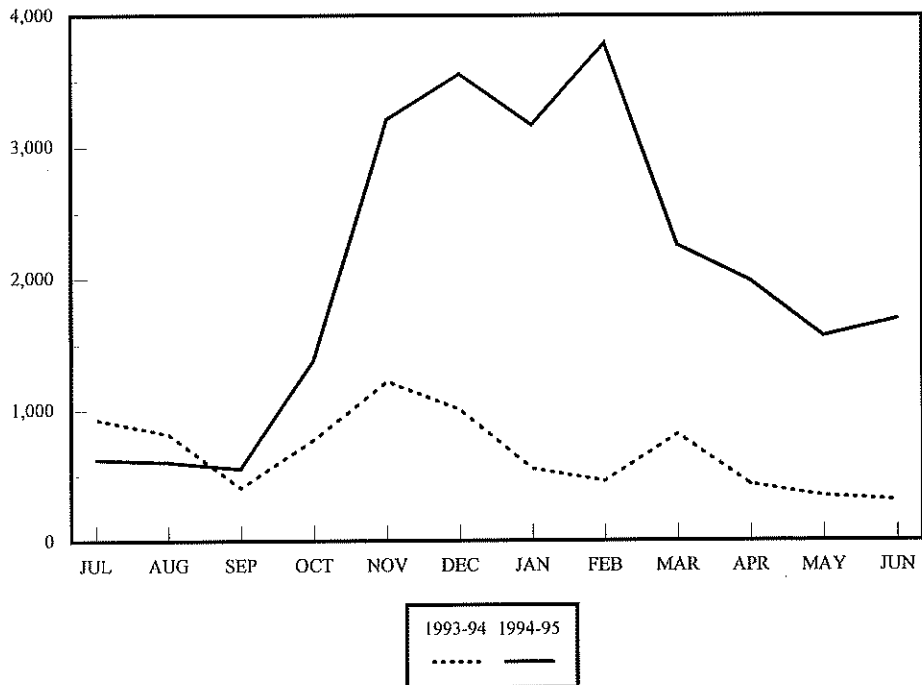
thousand bushels



## CORN SHIPMENTS

by Month, 1993-94 TO 1994-95

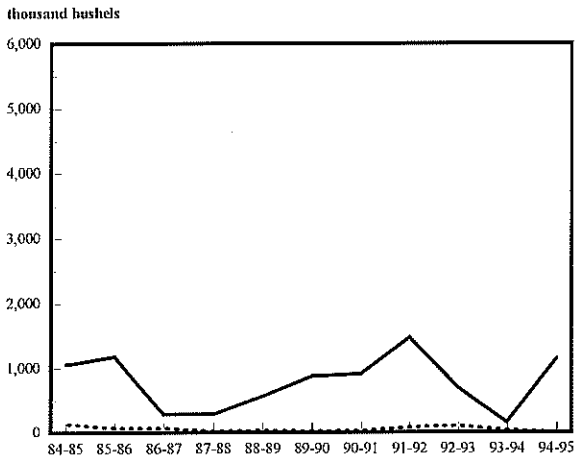
thousand bushels



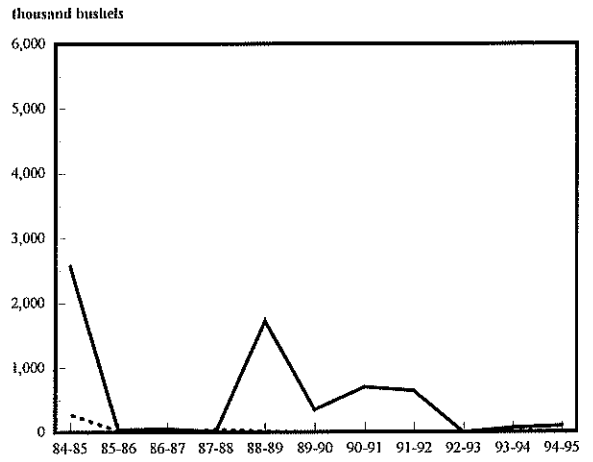
**NORTH DAKOTA CORN SHIPMENTS  
BY RAIL, TRUCK AND DESTINATION**  
(thousand bu.)

YEAR	Minneapolis - St. Paul		Duluth - Superior		West		Misc. Markets		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1984-85	1,057 (89%)	132 (11%)	2,579 (90%)	280 (10%)	13,623 (100%)	36 (0%)	1,156 (24%)	3,759 (76%)	18,415 (81%)	4,207 (19%)
1985-86	1,185 (95%)	69 (5%)	43 (64%)	24 (36%)	6,305 (97%)	183 (3%)	2,815 (50%)	2,769 (50%)	10,348 (77%)	3,046 (23%)
1986-87	287 (80%)	71 (20%)	56 (95%)	3 (5%)	18,407 (97%)	544 (3%)	2,703 (38%)	4,364 (62%)	21,454 (81%)	4,982 (19%)
1987-88	291 (93%)	21 (7%)	14 (25%)	41 (75%)	23,742 (99%)	236 (1%)	2,524 (42%)	3,556 (58%)	26,571 (87%)	3,854 (13%)
1988-89	570 (95%)	32 (5%)	1,727 (99%)	13 (1%)	21,498 (98%)	362 (2%)	2,175 (42%)	2,962 (58%)	25,972 (89%)	3,371 (11%)
1989-90	876 (97%)	24 (3%)	357 (100%)	1 (0%)	25,720 (98%)	412 (2%)	3,914 (53%)	3,460 (47%)	30,867 (89%)	3,897 (11%)
1990-91	915 (97%)	28 (3%)	708 (100%)	2 (0%)	19,555 (100%)	35 (0%)	3,913 (54%)	3,278 (46%)	25,091 (88%)	3,343 (12%)
1991-92	1,474 (95%)	81 (5%)	651 (98%)	13 (2%)	24,641 (98%)	392 (2%)	4,731 (54%)	4,093 (46%)	31,501 (87%)	4,583 (13%)
1992-93	705 (87%)	102 (13%)	0 (0%)	0 (0%)	8,807 (99%)	96 (1%)	2,680 (32%)	5,663 (68%)	12,192 (68%)	5,861 (32%)
1993-94	162 (83%)	35 (17%)	69 (92%)	6 (8%)	1,451 (99%)	14 (1%)	761 (12%)	5,550 (88%)	2,444 (30%)	5,604 (70%)
1994-95	1,147 (100%)	3 (0%)	97 (85%)	17 (15%)	13,700 (100%)	4 (0%)	2,528 (27%)	6,903 (73%)	17,472 (72%)	6,927 (28%)

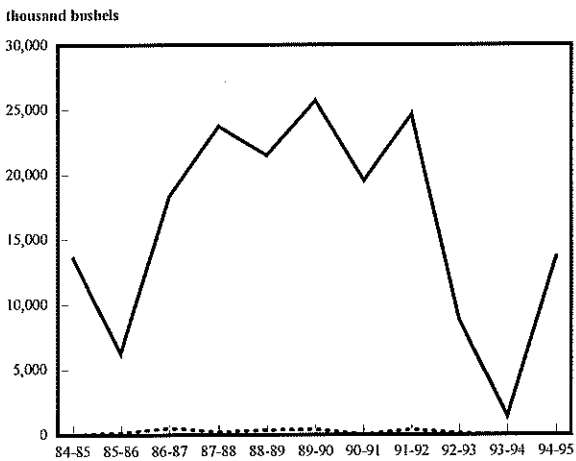
**CORN TO MINNEAPOLIS**  
1984-85 to 1994-95



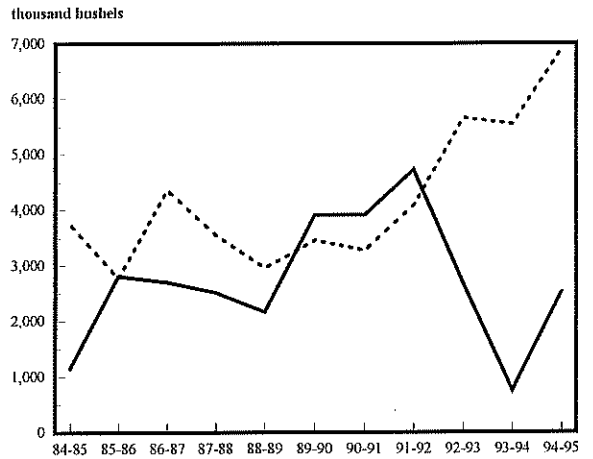
**CORN TO DULUTH-SUPERIOR**  
1984-85 to 1994-95



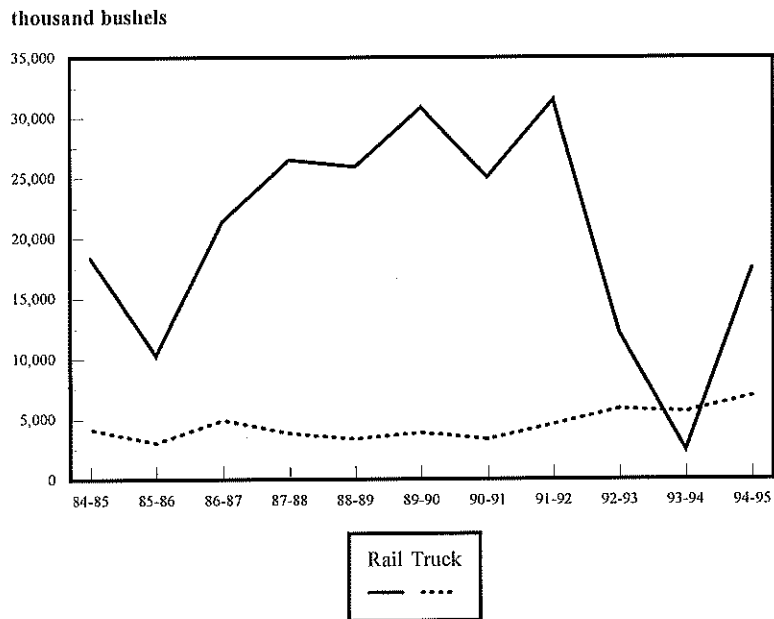
**CORN TO WEST**  
1984-85 to 1994-95



**CORN TO MISCELLANEOUS MARKETS**  
1984-85 to 1994-95



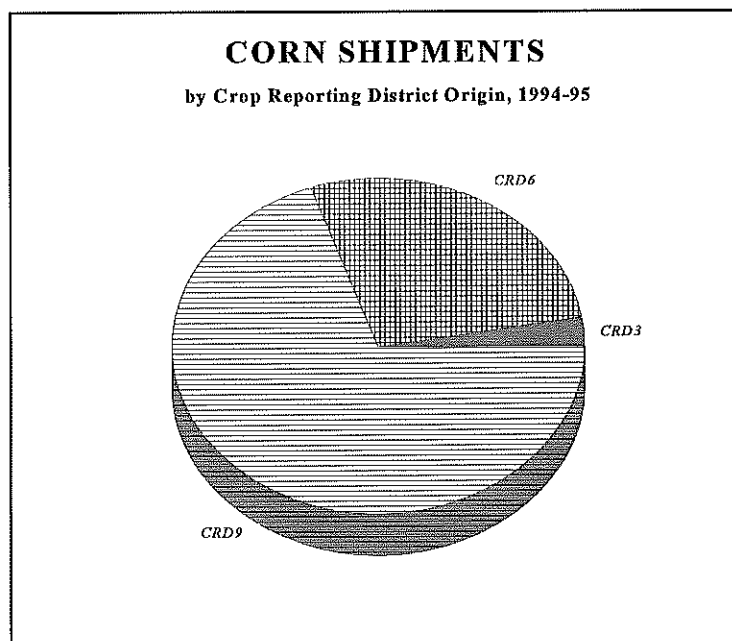
**CORN SHIPMENTS**  
1984-85 to 1994-95





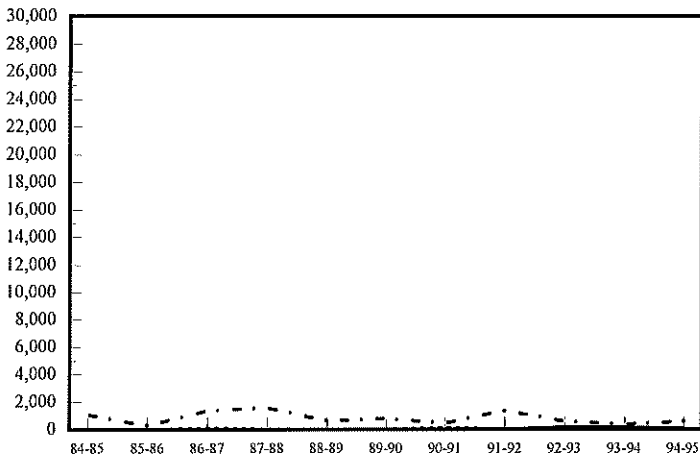
**NORTH DAKOTA CORN SHIPMENTS  
BY CROP REPORTING DISTRICT  
(thousand bu.)**

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1984-85	0 (0%)	20 (0%)	1,109 (5%)	49 (0%)	600 (3%)	6,800 (30%)	496 (2%)	304 (1%)	13,246 (59%)	22,623 (100%)
1985-86	1 (0%)	9 (0%)	334 (2%)	12 (0%)	162 (1%)	3,181 (24%)	12 (0%)	11 (0%)	9,671 (72%)	13,394 (100%)
1986-87	0 (0%)	129 (0%)	1,394 (5%)	95 (0%)	383 (1%)	9,360 (35%)	54 (0%)	12 (0%)	15,008 (57%)	26,437 (100%)
1987-88	14 (0%)	26 (0%)	1,591 (5%)	127 (0%)	582 (2%)	8,516 (28%)	9 (0%)	116 (0%)	19,445 (64%)	30,426 (100%)
1988-89	12 (0%)	0 (0%)	648 (2%)	40 (0%)	173 (1%)	6,926 (23%)	0 (0%)	0 (0%)	21,542 (73%)	29,341 (100%)
1989-90	7 (0%)	0 (0%)	797 (2%)	7 (0%)	153 (1%)	7,784 (22%)	1 (0%)	0 (0%)	26,015 (75%)	34,764 (100%)
1990-91	0 (0%)	144 (1%)	479 (2%)	142 (0%)	78 (0%)	6,812 (24%)	0 (0%)	871 (3%)	19,908 (70%)	28,434 (100%)
1991-92	30 (0%)	18 (0%)	1,391 (4%)	20 (0%)	593 (2%)	9,660 (27%)	1 (0%)	17 (0%)	24,350 (67%)	36,084 (100%)
1992-93	208 (1%)	6 (0%)	623 (3%)	11 (0%)	27 (0%)	4,599 (25%)	1 (0%)	7 (0%)	12,567 (70%)	18,053 (100%)
1993-94	173 (2%)	10 (0%)	389 (5%)	12 (0%)	20 (0%)	1,738 (22%)	0 (0%)	101 (1%)	5,604 (70%)	8,047 (100%)
1994-95	108 (0%)	7 (0%)	621 (3%)	12 (0%)	115 (0%)	6,636 (27%)	0 (0%)	26 (0%)	16,873 (69%)	24,398 (100%)



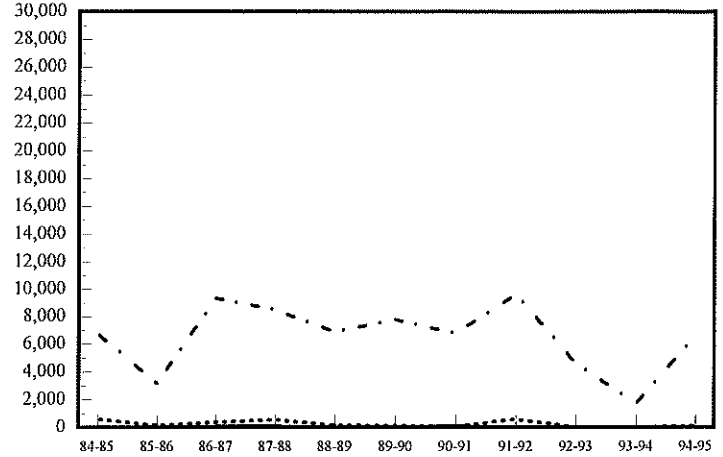
# CORN SHIPMENTS BY CROP REPORTING DISTRICT

**BY NORTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



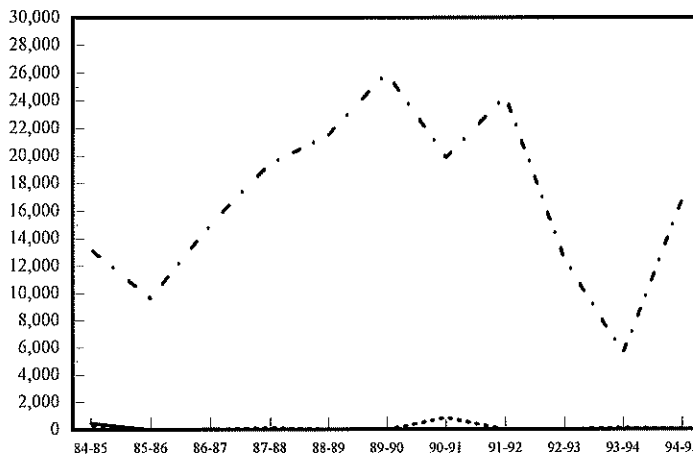
CRD 1 CRD 2 CRD 3  
— ... - -

**BY CENTRAL CROP REPORTING DISTRICTS**  
(thousand bushels)



CRD 4 CRD 5 CRD 6  
— ... - -

**SOUTHERN CROP REPORTING DISTRICTS**  
(thousand bushels)



CRD 7 CRD 8 CRD 9  
— ... - -