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THE
UPPER
GREAT PLAINS
TRANSPORTATION
INSTITUTE

NORTH DAKOTA GRAIN AND OILSEED TRANSPORTATION STATISTICS 1990-91

by

Don Leapoldt
and
Daniel L. Zink

UGPTI Publication No.86
December 1991

North Dakota State University

Fargo, North Dakota

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

North Dakota Grain and Oilseed Transportation Statistics 1990-91

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Student Research Assistant

and

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in cooperation with

North Dakota Wheat Commission
Bismarck, North Dakota

and

North Dakota Public Service Commission
Bismarck, North Dakota

With special thanks to
the North Dakota Grain Elevator Industry
who provide these data monthly.

PREFACE

The 1990-91 North Dakota Grain and Oilseed Transportation Statistics Report was prepared by Don Leapoldt and Daniel L. Zink, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the desktop publishing assistance of Ms. Angela Carroll 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, and 56, 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.

North Dakota State Wheat Commission

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NORTH DAKOTA GRAIN AND OILSEED TRANSPORTATION STATISTICS 1990-91

Objective of Report

The 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 data base 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. For two commodities (barley and sunflower) the Pacific Northwest market has become a less significant market. For these commodities, therefore, the top three market destinations are reported.

- **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 1990 to June 1991, 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 1990 through June 1991 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.

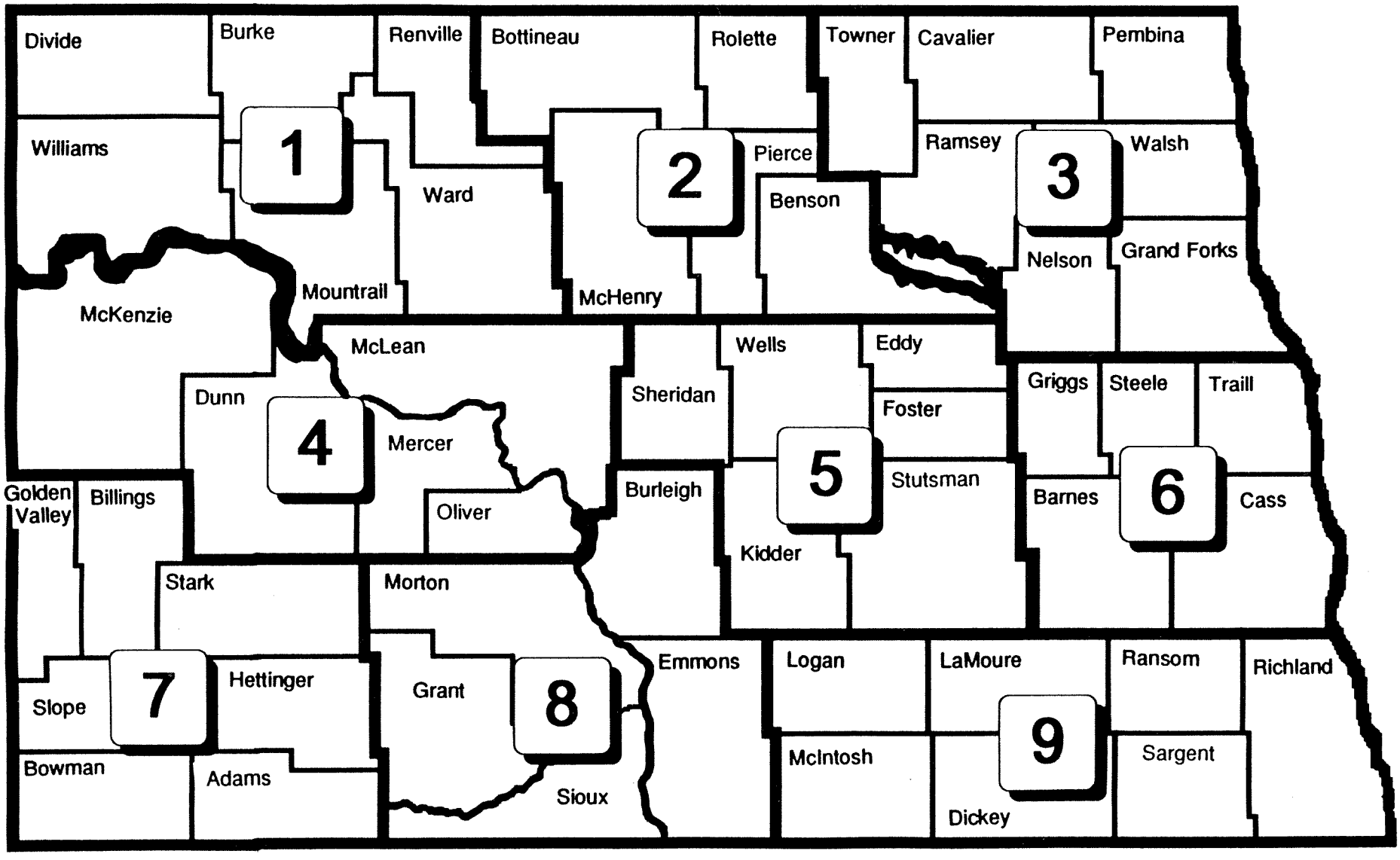


Figure 1. North Dakota Crop Reporting Districts and Counties.

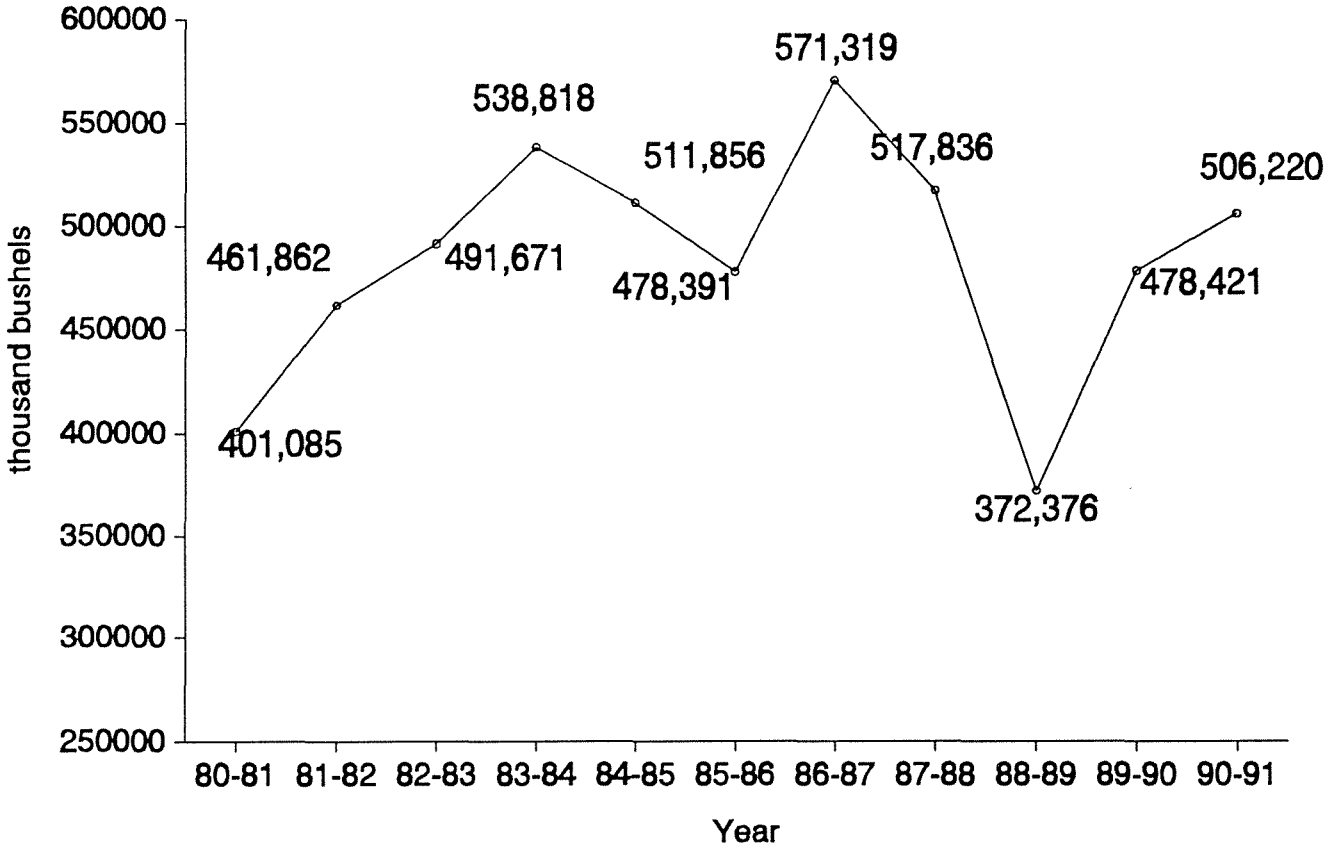
TOTAL GRAIN AND OILSEED SHIPMENTS

NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
BY DESTINATION
1977-78 to 1990-91
(thousand bu.)

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	109,620 (36%)	128,044 (42%)	20,823 (7%)	47,425 (16%)	305,912 (100%)
1977-78	85,231 (24%)	192,925 (54%)	29,031 (8%)	51,417 (14%)	358,604 (100%)
1978-79	93,353 (20%)	250,653 (55%)	46,413 (10%)	65,814 (14%)	456,233 (100%)
1979-80	119,711 (25%)	230,544 (48%)	46,954 (10%)	78,856 (17%)	476,065 (100%)
1980-81	81,487 (20%)	184,825 (46%)	39,975 (10%)	94,798 (24%)	401,085 (100%)
1981-82	92,099 (20%)	230,899 (50%)	37,006 (8%)	101,859 (22%)	461,862 (100%)
1982-83	122,745 (25%)	201,427 (41%)	45,240 (9%)	122,259 (25%)	491,671 (100%)
1983-84	134,312 (25%)	195,942 (36%)	59,203 (11%)	149,362 (28%)	538,818 (100%)
1984-85	129,455 (25%)	178,299 (35%)	61,002 (12%)	143,099 (28%)	511,856 (100%)
1985-86	131,879 (28%)	109,232 (23%)	44,812 (9%)	192,467 (40%)	478,391 (100%)
1986-87	121,620 (21%)	119,016 (21%)	92,923 (16%)	237,761 (42%)	571,319 (100%)
1987-88	124,984 (24%)	92,320 (18%)	64,727 (12%)	235,805 (46%)	517,836 (100%)
1988-89	85,561 (23%)	50,767 (14%)	67,862 (18%)	168,187 (45%)	372,376 (100%)
1989-90	107,958 (22%)	85,112 (18%)	67,347 (14%)	218,004 (46%)	478,421 (100%)
1990-91	114,712 (23%)	80,740 (16%)	77,311 (15%)	233,457[a] (46%)	506,220 (100%)

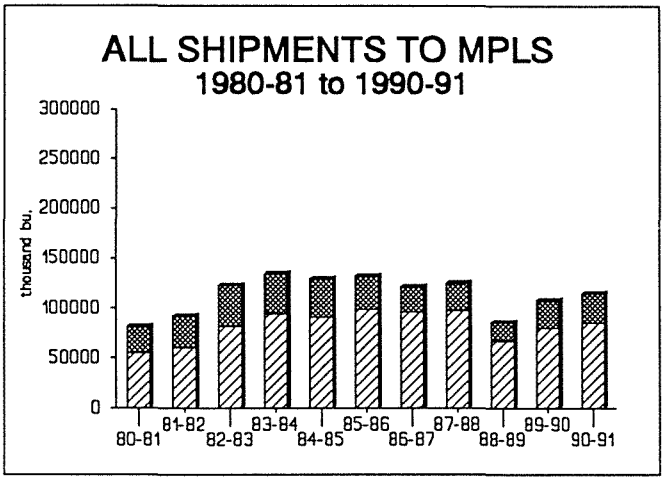
[a]Miscellaneous markets include shipments to Midland/Southwest destinations (60.5 million bushels or 12%), North Dakota destinations (62 million bushels or 12%), other Minnesota/Wisconsin destinations (34.2 million bushels or 7%), and all other markets (76.7 million bushels or 15%).

ALL COMMODITY SHIPMENTS
1980-81 to 1990-91



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
1976-77	82,764 (75%)	26,856 (24%)	80,207 (63%)	47,837 (37%)	11,703 (56%)	9,120 (44%)	30,455 (64%)	16,970 (36%)	205,129 (67%)	100,783 (33%)
1977-78	60,859 (71%)	24,372 (29%)	121,899 (63%)	71,025 (37%)	19,386 (67%)	9,645 (33%)	33,034 (64%)	18,384 (36%)	235,178 (66%)	123,426 (34%)
1978-79	61,186 (66%)	32,168 (34%)	140,112 (56%)	110,541 (44%)	33,461 (72%)	12,952 (28%)	36,310 (55%)	29,504 (45%)	271,069 (59%)	185,165 (41%)
1979-80	79,040 (60%)	40,672 (40%)	138,313 (66%)	92,225 (34%)	31,878 (68%)	15,076 (32%)	45,106 (57%)	33,750 (43%)	294,342 (62%)	181,724 (38%)
1980-81	54,815 (67%)	26,672 (33%)	117,168 (63%)	67,657 (37%)	25,549 (64%)	14,426 (36%)	54,406 (57%)	40,392 (43%)	251,938 (63%)	149,147 (37%)
1981-82	60,345 (66%)	31,753 (34%)	170,762 (74%)	60,136 (26%)	24,165 (65%)	12,841 (35%)	62,032 (61%)	39,827 (39%)	317,304 (69%)	144,558 (31%)
1982-83	81,525 (66%)	41,220 (34%)	158,282 (78%)	43,145 (21%)	30,108 (67%)	15,132 (33%)	70,546 (58%)	51,713 (42%)	340,461 (69%)	151,210 (31%)
1983-84	94,392 (70%)	39,920 (30%)	150,766 (77%)	45,176 (23%)	49,055 (83%)	10,148 (17%)	98,897 (66%)	50,465 (34%)	393,110 (73%)	145,709 (27%)
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	85,296 (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%)


ALL SHIPMENTS TO MPLS
1980-81 to 1990-91
thousand bu.
300000
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88-89
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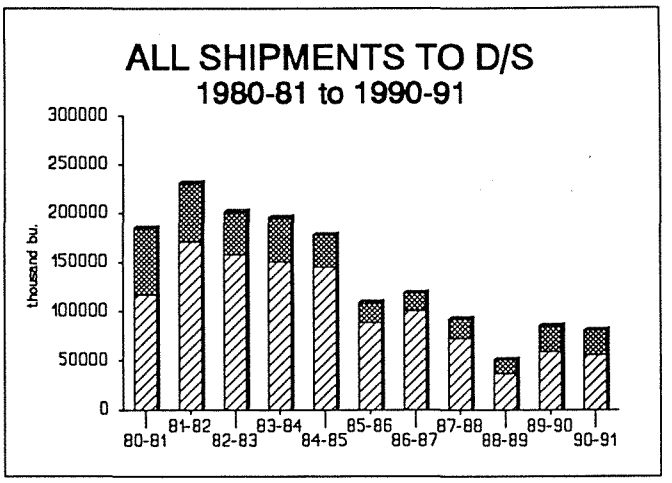
90-91


ALL SHIPMENTS TO D/S
1980-81 to 1990-91
thousand bu.
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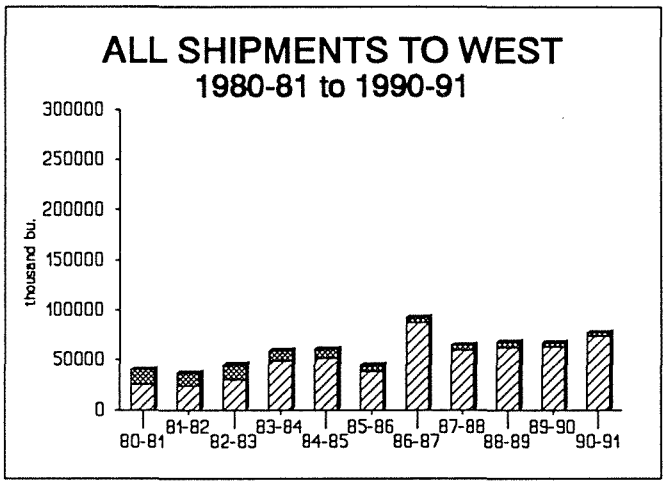
ALL SHIPMENTS TO WEST
1980-81 to 1990-91
thousand bu.
300000
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150000
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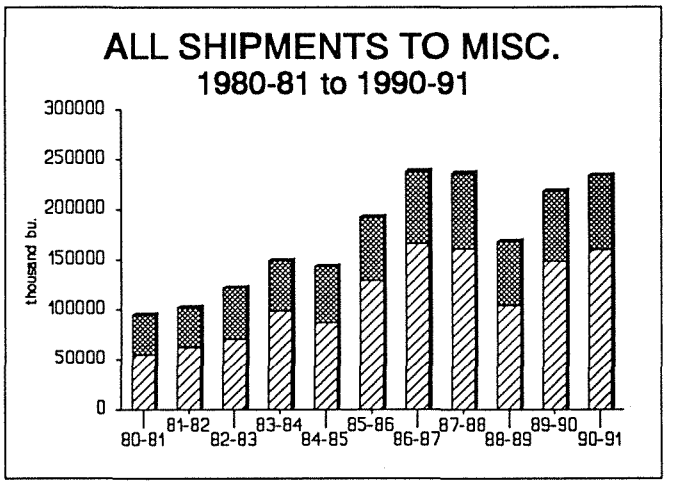
ALL SHIPMENTS TO MISC.
1980-81 to 1990-91
thousand bu.
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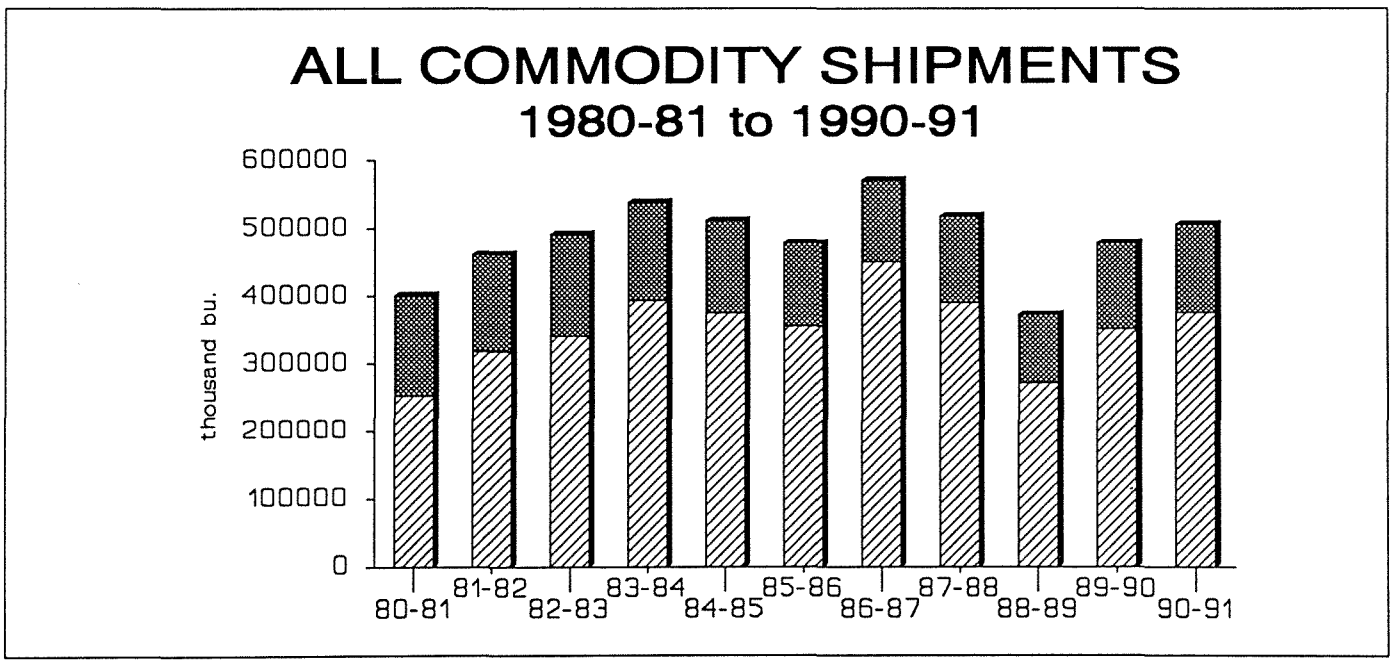
90-91

Rail

Truck


ALL COMMODITY SHIPMENTS
1980-81 to 1990-91
thousand bu.
600000
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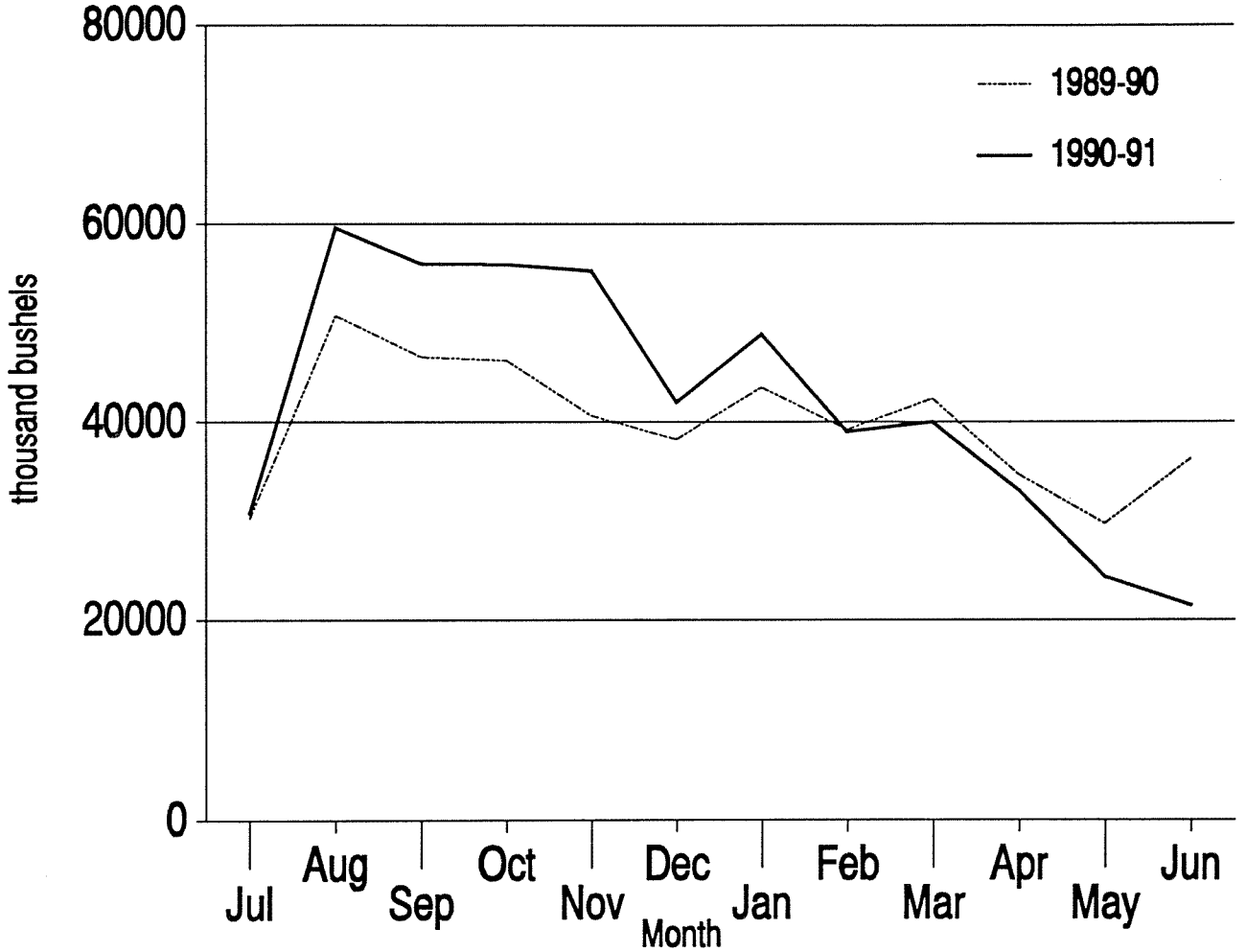
90-91

NORTH DAKOTA GRAIN AND OILSEED MOVEMENTS
BY MONTH
July 1990 - June 1991
(thousand bu.)

MONTH	HRS	DURUM	SOYB	FLAX	BARLEY	OATS	CORN	SF	MISC.	TOTAL
July	8,794	4,640	765	53	10,075	634	1,730	1,404	2,689	30,784
August	26,329	7,494	375	235	18,960	1,213	610	661	3,725	59,602
September	26,466	11,214	670	1,111	11,193	741	275	969	3,322	55,961
October	13,773	9,591	4,119	354	10,223	515	4,914	6,112	6,268	55,869
November	17,447	7,340	685	106	15,439	383	5,887	3,576	4,406	55,269
December	14,612	6,420	959	81	10,814	400	3,317	2,879	2,517	41,999
January	15,475	10,744	443	89	8,637	373	2,325	5,210	5,553	48,849
February	15,991	7,545	510	46	7,871	156	2,967	2,888	1,092	39,066
March	17,414	5,030	291	45	7,187	385	3,214	2,260	4,148	39,974
April	12,832	3,350	819	47	5,590	399	1,715	7,006	1,338	33,096
May	12,134	3,248	363	53	5,185	284	1,012	927	1,119	24,325
June	9,805	1,693	187	37	2,869	117	468	3,194	3,052	21,422
Total	**191,072**	**78,309**	**10,186**	**2,257**	**114,043**	**5,600**	**28,434**	**37,086**	**39,229**	**506,216**

ALL COMMODITY SHIPMENTS
By Month, 1989-90 & 1990-91

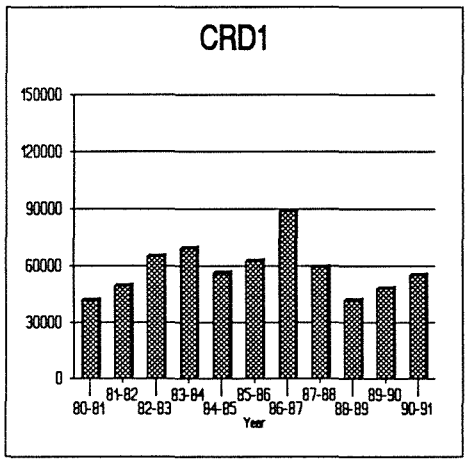


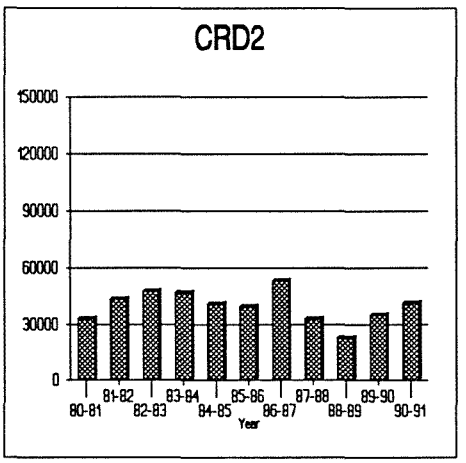
NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
1977-78 to 1990-91
(thousand bu.)

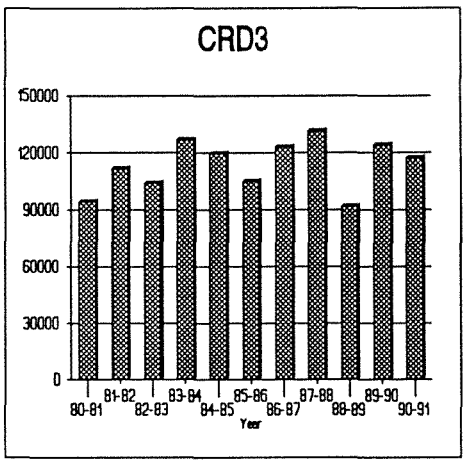
YEAR	Crop Reporting District 1	2	3	4	5	6	7	8	9	TOTAL
1976-77	38,628 (13%)	29,421 (10%)	80,085 (25%)	13,315 (4%)	29,763 (10%)	58,924 (19%)	17,044 (6%)	9,454 (3%)	29,280 (10%)	305,914 (100%)
1977-78	47,881 (13%)	32,552 (9%)	92,607 (26%)	14,323 (4%)	32,575 (9%)	74,423 (21%)	14,150 (4%)	6,373 (2%)	43,721 (12%)	358,605 (100%)
1978-79	55,802 (12%)	38,668 (8%)	103,393 (23%)	17,394 (4%)	49,133 (11%)	97,722 (21%)	23,776 (5%)	12,099 (3%)	58,249 (13%)	456,236 (100%)
1979-80	55,571 (12%)	39,278 (8%)	116,150 (24%)	18,722 (4%)	44,364 (9%)	97,513 (20%)	24,865 (5%)	12,761 (3%)	66,843 (14%)	476,067 (100%)
1980-81	41,942 (10%)	32,879 (8%)	94,203 (24%)	12,540 (3%)	44,670 (11%)	88,147 (22%)	12,060 (3%)	7,864 (2%)	26,779 (17%)	401,085 (100%)
1981-82	49,664 (11%)	43,480 (9%)	111,527 (24%)	15,078 (3%)	54,129 (12%)	95,952 (20%)	13,820 (3%)	11,984 (2%)	66,228 (14%)	461,862 (100%)
1982-83	64,835 (13%)	47,675 (10%)	103,975 (21%)	18,459 (4%)	54,562 (11%)	96,897 (20%)	21,755 (4%)	15,245 (3%)	68,266 (14%)	491,671 (100%)
1983-84	69,142 (13%)	46,862 (9%)	127,082 (24%)	17,675 (3%)	59,256 (11%)	100,845 (19%)	29,322 (5%)	15,796 (3%)	72,839 (14%)	538,818 (100%)
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%)

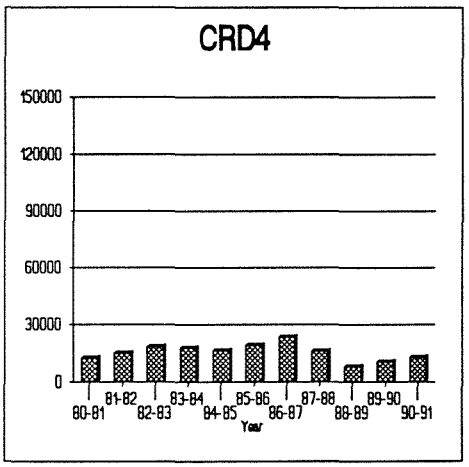
ALL GRAIN AND OILSEED SHIPMENTS BY CROP REPORTING DISTRICT

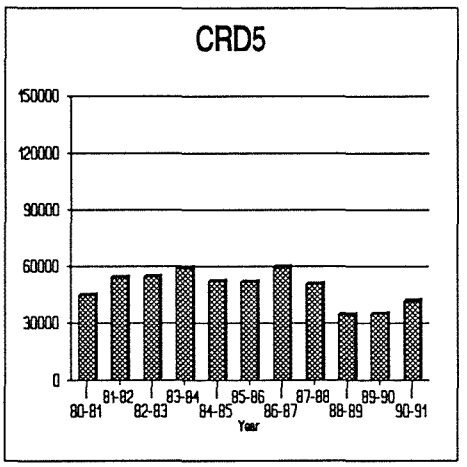
(thousand bushels)

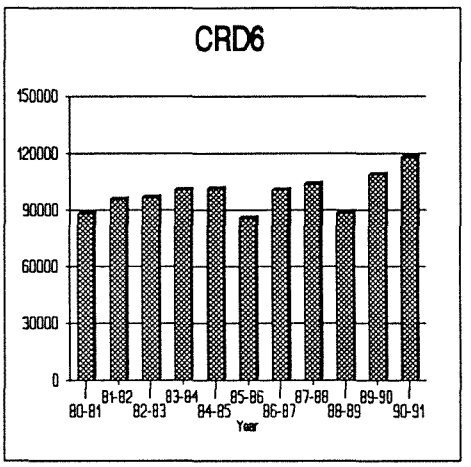


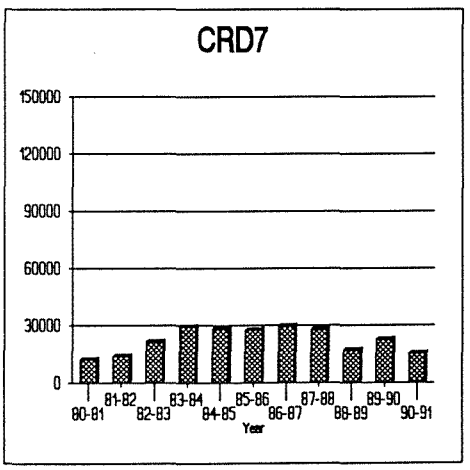


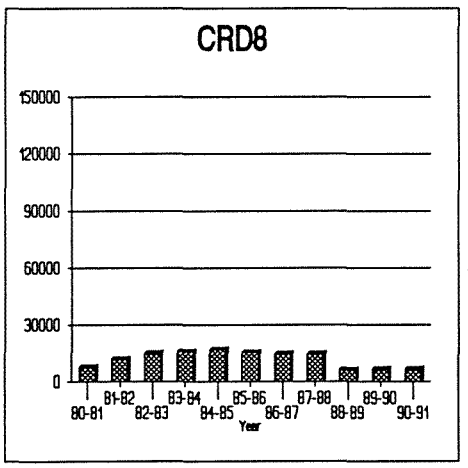


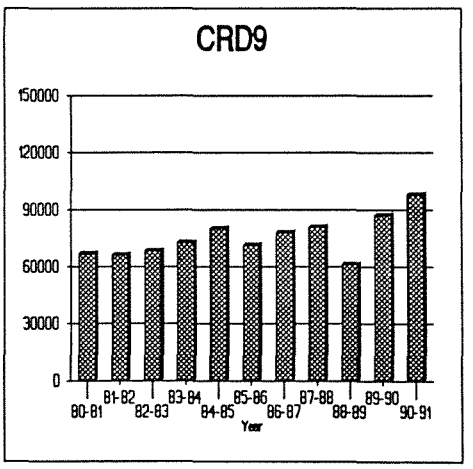












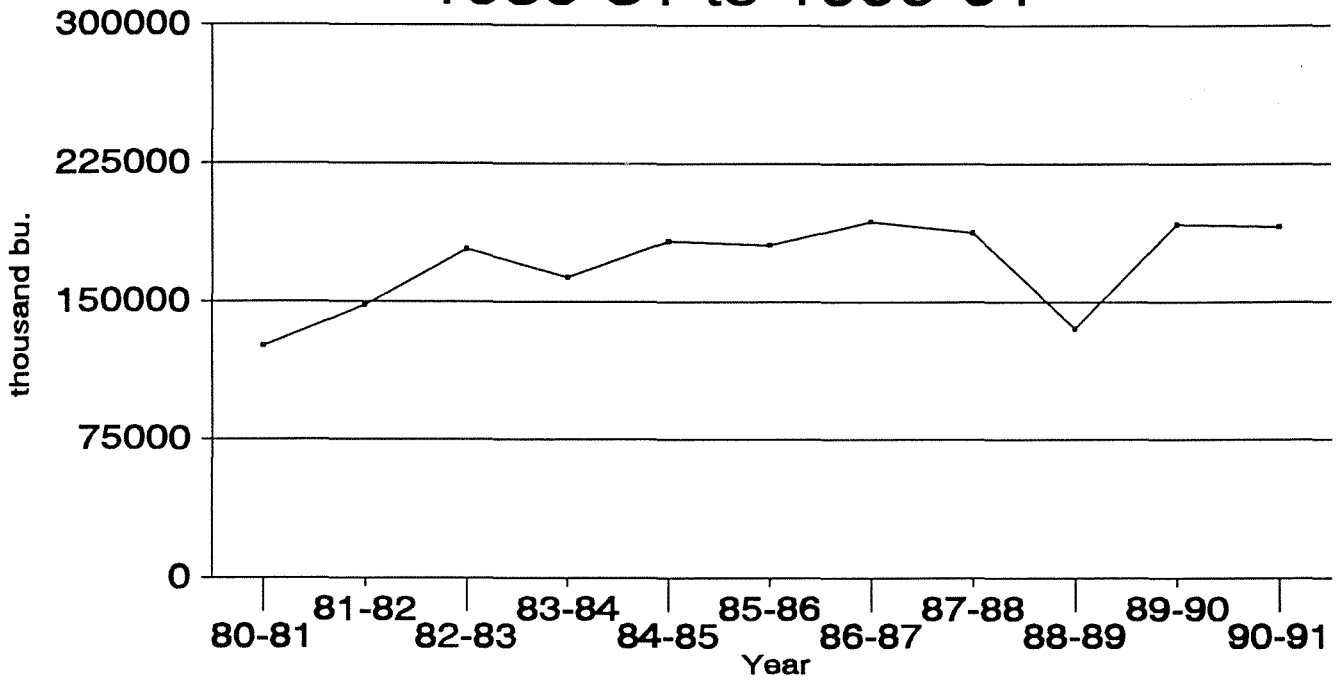
HARD RED SPRING WHEAT SHIPMENTS

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

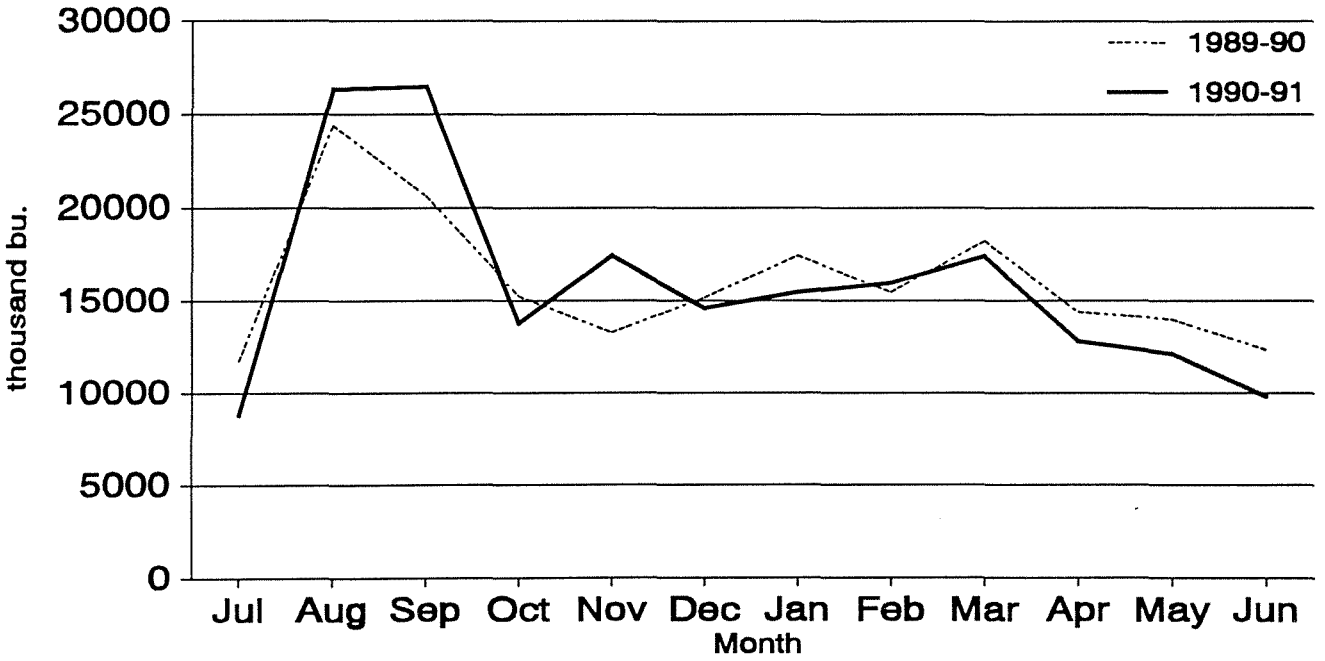
YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	38,230 (31%)	53,419 (43%)	13,675 (13%)	15,651 (13%)	123,975 (100%)
1977-78	28,199 (22%)	65,832 (51%)	21,502 (17%)	12,402 (10%)	127,935 (100%)
1978-79	28,846 (16%)	108,717 (59%)	34,818 (19%)	12,542 (7%)	184,923 (100%)
1979-80	44,031 (26%)	76,887 (45%)	31,377 (19%)	17,278 (10%)	169,573 (100%)
1980-81	27,981 (22%)	62,608 (50%)	23,074 (18%)	12,453 (10%)	126,116 (100%)
1981-82	31,584 (21%)	77,113 (52%)	25,325 (17%)	14,146 (10%)	148,168 (100%)
1982-83	49,562 (28%)	79,160 (44%)	34,527 (19%)	15,550 (9%)	178,800 (100%)
1983-84	48,696 (30%)	66,518 (41%)	29,091 (18%)	19,000 (12%)	163,305 (100%)
1984-85	66,796 (36%)	56,002 (31%)	28,452 (16%)	31,859 (17%)	183,109 (100%)
1985-86	68,458 (38%)	48,723 (27%)	21,311 (12%)	42,597 (24%)	181,088 (100%)
1986-87	59,020 (30%)	51,564 (27%)	24,446 (13%)	28,933 (30%)	193,962 (100%)
1987-88	62,463 (33%)	36,755 (20%)	23,549 (13%)	65,069 (34%)	187,836 (100%)
1988-89	42,265 (31%)	26,239 (19%)	29,789 (29%)	37,347 (28%)	135,640 (100%)
1989-90	58,880 (31%)	38,510 (20%)	25,131 (13%)	69,964 (36%)	192,485 (100%)
1990-91	56,356 (29%)	39,229 (21%)	39,521 (21%)	55,966[a] (29%)	191,072 (100%)

[a]Miscellaneous markets include shipments to Midland/Southwest destinations (16.9 million bushels or 9%), other Minnesota/Wisconsin destinations (9.6 million bushels or 5%), and all other markets including North Dakota processors (29.4 million bushels or 15%).

HRS WHEAT SHIPMENTS
1980-81 to 1990-91

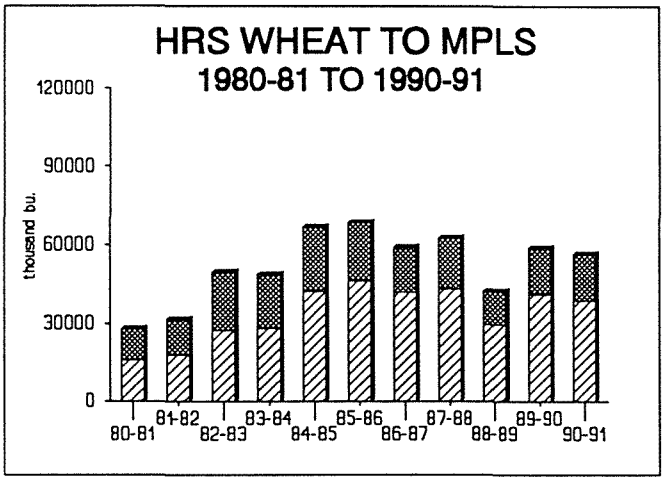


HRS WHEAT SHIPMENTS
BY MONTH, 1989-90 & 1990-91



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
1976-77	22,206 (58%)	16,024 (42%)	37,140 (70%)	16,280 (30%)	10,629 (64%)	6,047 (36%)	12,249 (78%)	3,402 (22%)	82,224 (66%)	41,753 (33%)
1977-78	16,211 (57%)	11,988 (43%)	46,283 (70%)	19,548 (30%)	14,630 (68%)	6,873 (32%)	9,385 (76%)	3,035 (24%)	86,509 (68%)	41,444 (32%)
1978-79	12,762 (44%)	16,084 (56%)	64,230 (59%)	44,487 (41%)	24,389 (70%)	10,429 (30%)	7,429 (59%)	5,114 (41%)	108,810 (59%)	76,114 (41%)
1979-80	22,476 (51%)	21,555 (49%)	51,970 (67%)	24,917 (33%)	19,337 (62%)	12,040 (38%)	12,481 (72%)	4,796 (28%)	106,265 (63%)	63,308 (37%)
1980-81	15,942 (57%)	12,039 (43%)	44,702 (71%)	17,906 (29%)	12,444 (54%)	10,630 (46%)	9,670 (78%)	2,783 (22%)	82,758 (66%)	43,358 (34%)
1981-82	18,080 (57%)	13,504 (43%)	57,821 (74%)	19,292 (26%)	15,709 (62%)	9,616 (38%)	9,709 (68%)	4,436 (32%)	101,319 (68%)	46,848 (32%)
1982-83	27,413 (55%)	22,149 (45%)	58,601 (74%)	20,559 (26%)	23,371 (68%)	11,156 (32%)	9,798 (63%)	5,752 (37%)	119,183 (67%)	59,616 (33%)
1983-84	28,084 (49%)	20,609 (37%)	50,383 (78%)	16,136 (22%)	20,523 (75%)	8,568 (25%)	13,020 (71%)	5,980 (29%)	112,010 (71%)	51,293 (29%)
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%)


HRS WHEAT TO MPLS
1980-81 TO 1990-91
120000
90000
60000
30000
0
thousand bu.
80-81
81-82
82-83
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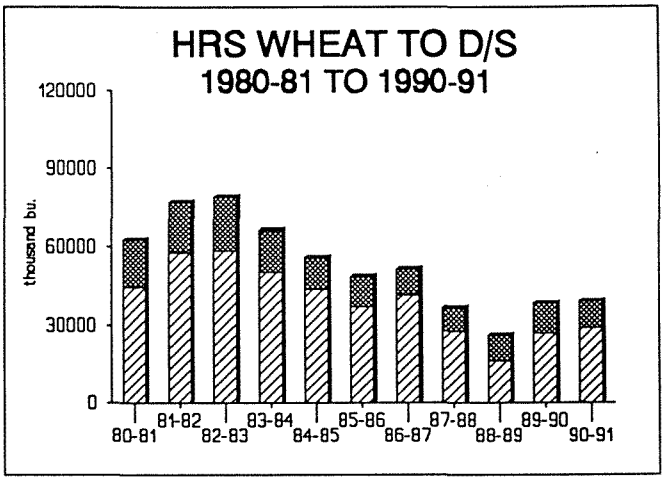
88-89
89-90
90-91


HRS WHEAT TO D/S
1980-81 TO 1990-91
120000
90000
60000
30000
0
thousand bu.
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81-82
82-83
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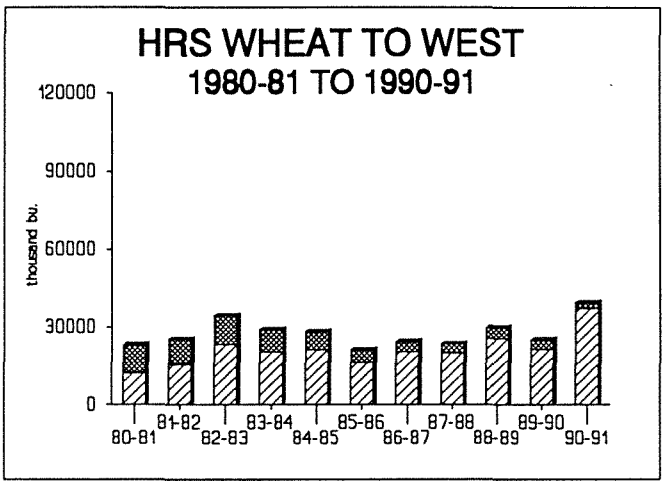
89-90
90-91


HRS WHEAT TO WEST
1980-81 TO 1990-91
120000
90000
60000
30000
0
thousand bu.
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81-82
82-83
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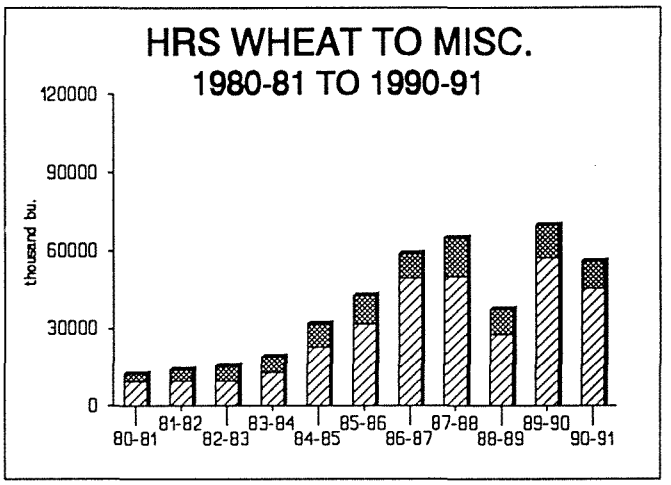
85-86
86-87
87-88
88-89
89-90
90-91


HRS WHEAT TO MISC.
1980-81 TO 1990-91
120000
90000
60000
30000
0
thousand bu.
80-81
81-82
82-83
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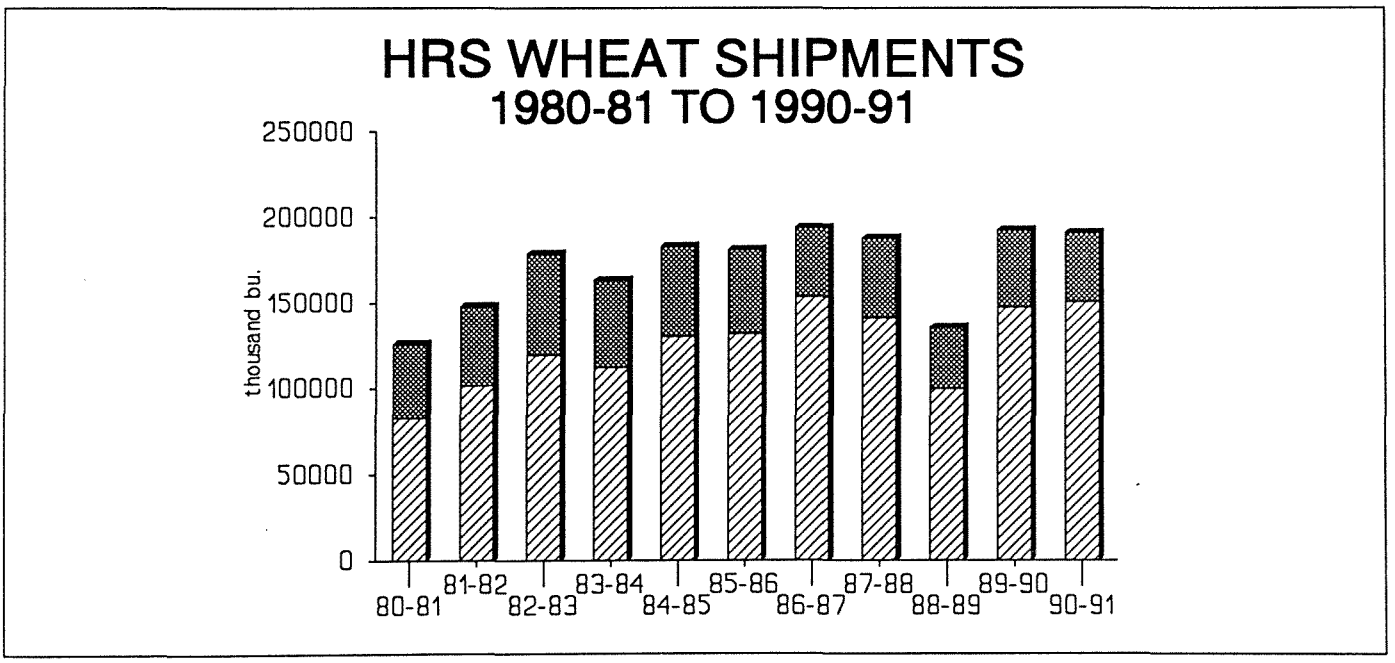
89-90
90-91

Rail Truck

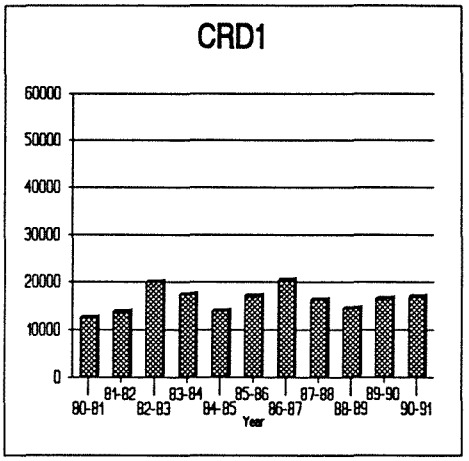

HRS WHEAT SHIPMENTS
1980-81 TO 1990-91
250000
200000
150000
100000
50000
0
thousand bu.
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

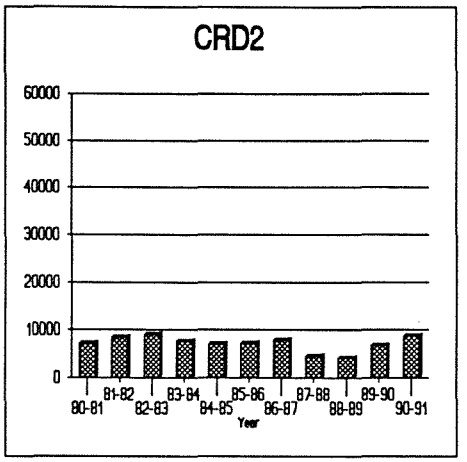
NORTH DAKOTA HARD RED SPRING WHEAT MOVEMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)

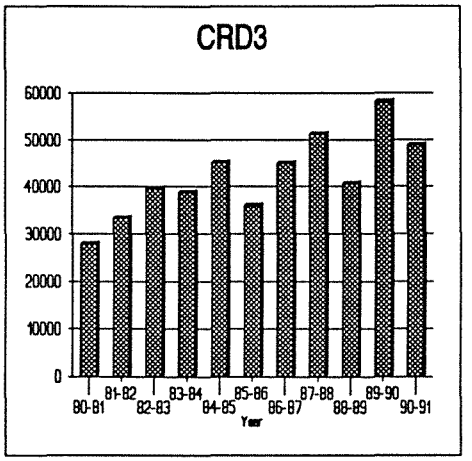
YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1976-77	12,657 (10%)	6,807 (5%)	24,053 (19%)	8,209 (7%)	15,253 (12%)	22,000 (18%)	14,182 (11%)	7,782 (6%)	13,033 (11%)	123,976 (100%)
1977-78	15,009 (11%)	7,370 (6%)	27,331 (21%)	8,477 (7%)	12,521 (10%)	25,013 (20%)	11,563 (9%)	5,567 (4%)	15,103 (12%)	127,954 (100%)
1978-79	19,640 (11%)	10,028 (5%)	38,757 (21%)	11,116 (6%)	18,546 (10%)	35,425 (19%)	20,117 (11%)	10,317 (6%)	20,977 (11%)	184,923 (100%)
1979-80	17,678 (10%)	8,124 (5%)	35,407 (21%)	11,230 (7%)	17,253 (10%)	29,088 (17%)	19,327 (11%)	10,284 (6%)	28,182 (12%)	176,573 (100%)
1980-81	12,552 (10%)	7,182 (6%)	27,836 (22%)	6,793 (5%)	13,584 (11%)	25,503 (20%)	8,241 (7%)	5,832 (5%)	18,593 (15%)	126,116 (100%)
1981-82	13,703 (9%)	8,468 (6%)	33,325 (23%)	7,690 (5%)	16,187 (11%)	28,331 (19%)	10,373 (7%)	9,220 (6%)	20,873 (14%)	148,168 (100%)
1982-83	20,007 (11%)	9,074 (5%)	39,668 (22%)	9,217 (5%)	15,149 (8%)	33,061 (18%)	17,568 (10%)	11,457 (6%)	23,599 (13%)	178,800 (100%)
1983-84	17,360 (11%)	7,662 (5%)	38,766 (24%)	7,121 (4%)	16,189 (10%)	27,265 (17%)	19,397 (12%)	9,518 (6%)	20,027 (12%)	163,305 (100%)
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%)

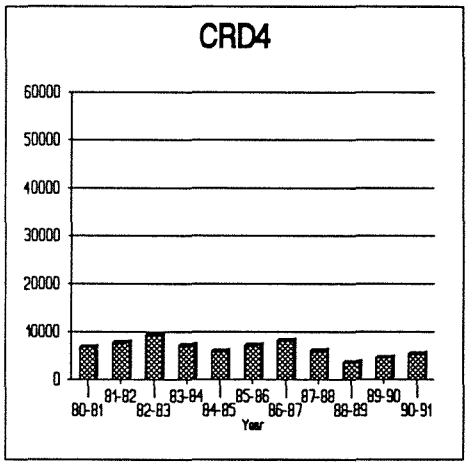
HARD RED SPRING WHEAT SHIPMENTS BY CROP REPORTING DISTRICT

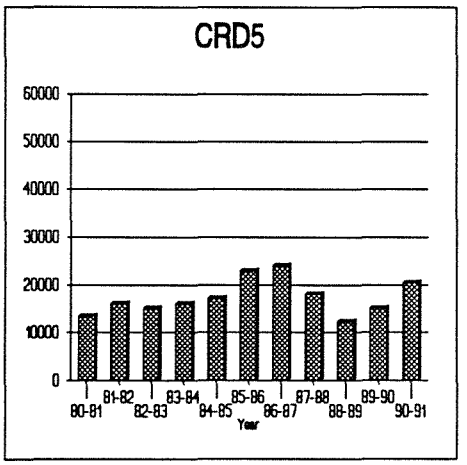
(thousand bushels)

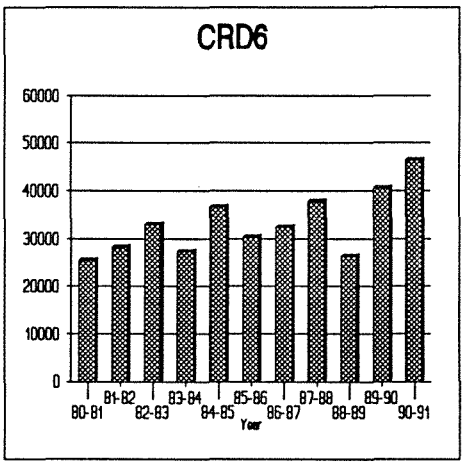


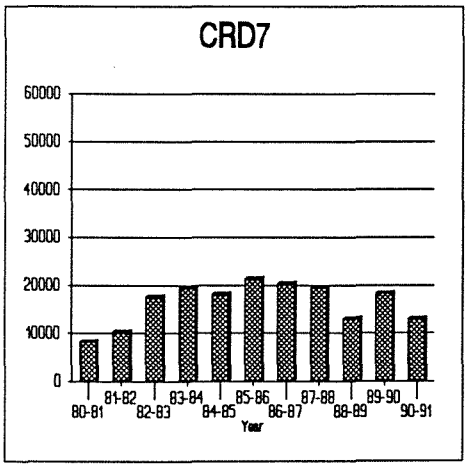


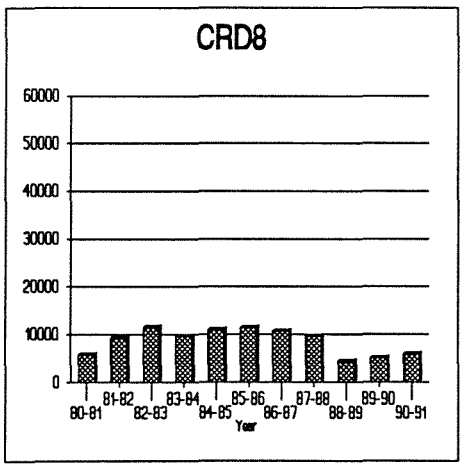


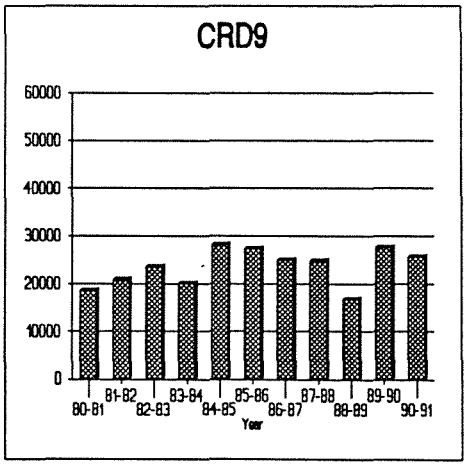












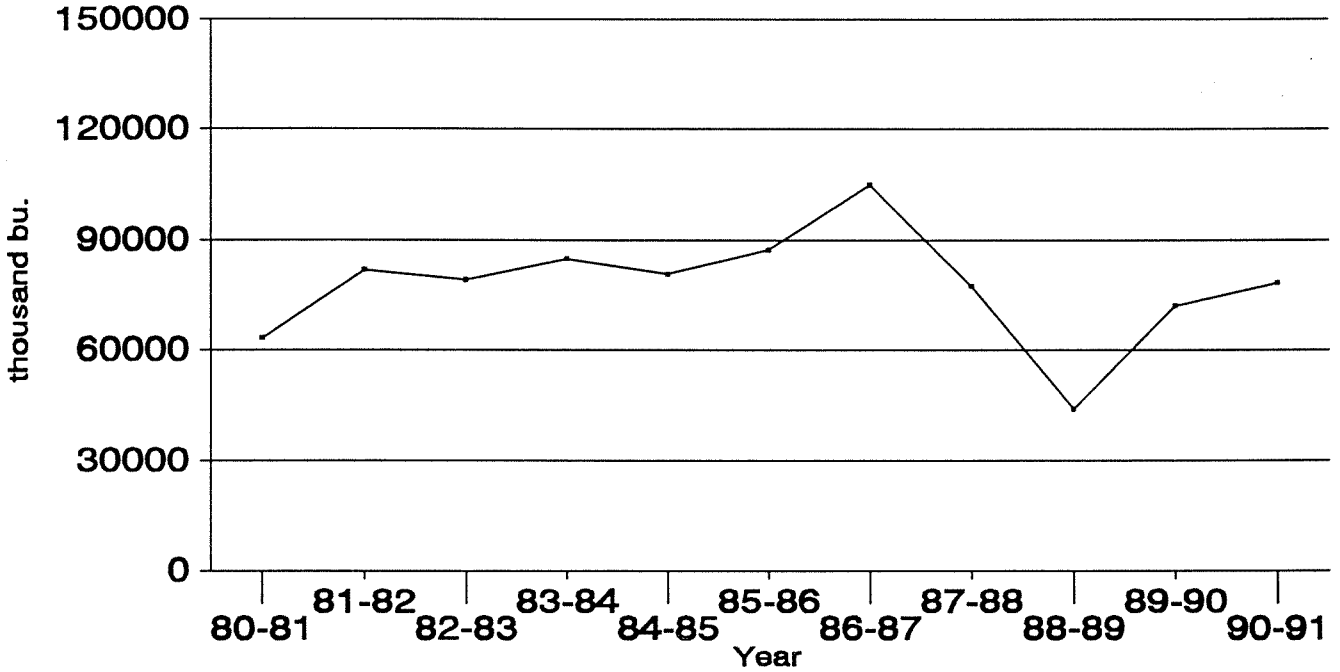
DURUM SHIPMENTS

NORTH DAKOTA DURUM SHIPMENTS
BY DESTINATION
(thousand bu.)

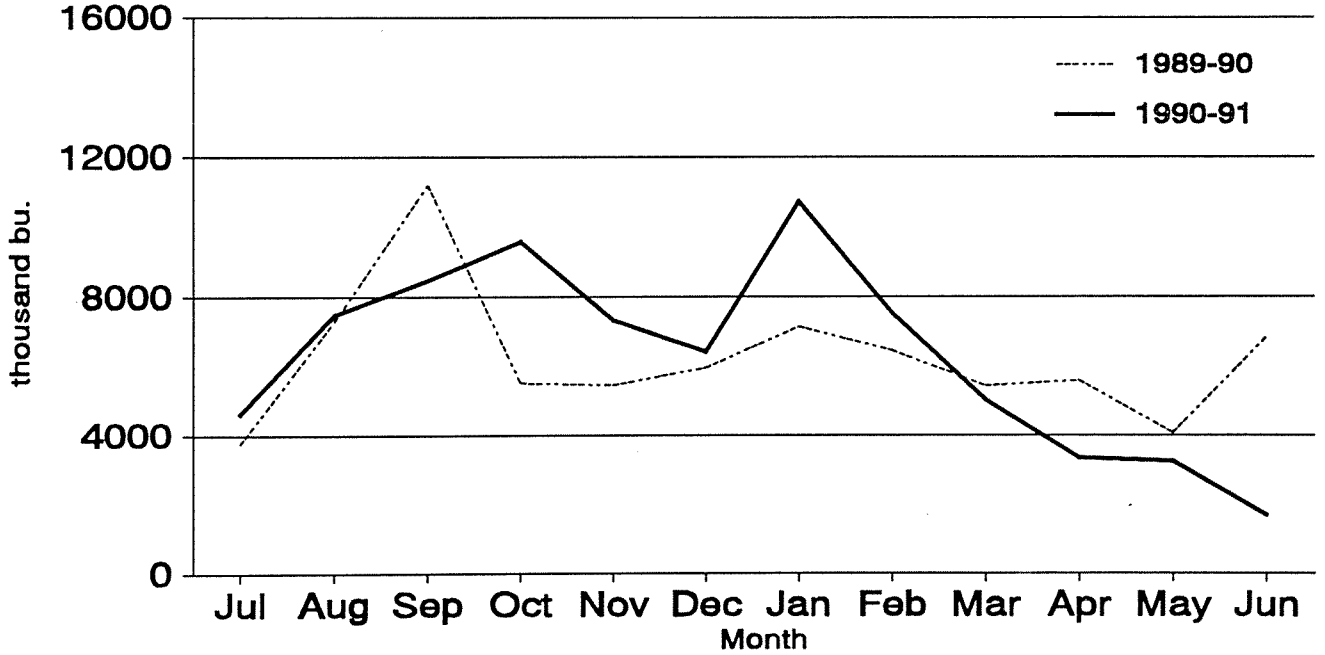
YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	17,024 (26%)	35,537 (55%)	1,636 (3%)	10,827 (17%)	65,024 (100%)
1977-78	16,478 (19%)	61,990 (70%)	1,339 (2%)	8,559 (10%)	88,366 (100%)
1978-79	18,797 (21%)	60,973 (69%)	1,545 (2%)	7,345 (8%)	88,660 (100%)
1979-80	26,712 (28%)	57,379 (61%)	1,506 (2%)	8,985 (9%)	94,582 (100%)
1980-81	15,046 (24%)	38,502 (61%)	483 (1%)	9,160 (14%)	63,191 (100%)
1981-82	19,768 (24%)	49,242 (60%)	621 (1%)	12,250 (15%)	81,881 (100%)
1982-83	22,010 (28%)	42,820 (54%)	735 (1%)	13,567 (17%)	79,132 (100%)
1983-84	23,842 (28%)	43,143 (51%)	1,379 (2%)	16,578 (20%)	84,941 (100%)
1984-85	18,352 (23%)	48,137 (60%)	1,420 (2%)	12,761 (16%)	80,670 (100%)
1985-86	23,498 (27%)	38,026 (44%)	2,925 (3%)	22,895 (26%)	87,344 (100%)
1986-87	17,350 (17%)	46,150 (44%)	2,969 (3%)	38,498 (37%)	104,968 (100%)
1987-88	15,347 (20%)	28,215 (36%)	1,183 (2%)	32,649 (42%)	77,394 (100%)
1988-89	10,665 (24%)	10,033 (23%)	1,437 (3%)	21,769 (50%)	43,905 (100%)
1989-90	15,612 (22%)	21,103 (29%)	1,127 (2%)	34,161 (47%)	72,003 (100%)
1990-91	18,159 (23%)	24,167 (31%)	929 (1%)	35,054[a] (45%)	78,309 (100%)

[a]Miscellaneous markets include shipments to Midland/Southwest destinations (13.9 million bushels or 18%), other Minnesota/Wisconsin destinations (4.9 million bushels or 6%), and all other markets including North Dakota processors (16.3 million bushels or 21%).

DURUM SHIPMENTS
1980-81 TO 1990-91

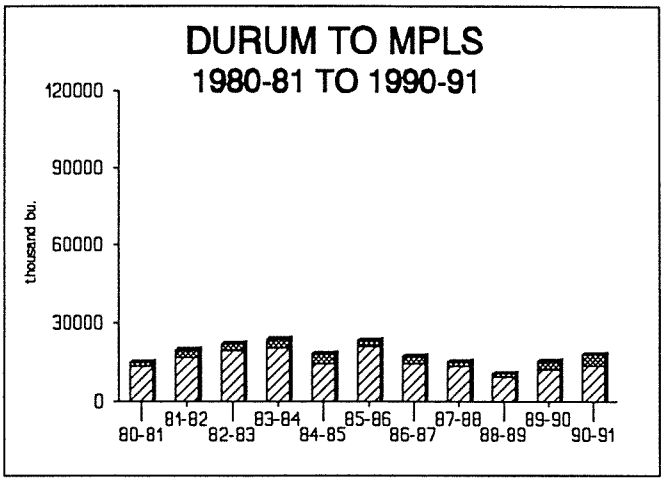


DURUM SHIPMENTS
BY MONTH, 1989-90 and 1990-91



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
1976-77	14,664 (86%)	2,360 (14%)	29,747 (84%)	5,790 (16%)	481 (29%)	1,155 (71%)	9,681 (89%)	1,147 (11%)	54,573 (84%)	10,542 (16%)
1977-78	14,576 (88%)	1,902 (12%)	52,552 (85%)	9,438 (15%)	871 (65%)	468 (35%)	7,419 (87%)	1,139 (13%)	75,418 (85%)	12,947 (15%)
1978-79	15,950 (85%)	2,847 (15%)	47,950 (79%)	13,023 (21%)	1,341 (87%)	203 (13%)	5,797 (79%)	1,548 (21%)	71,038 (80%)	17,621 (20%)
1979-80	22,408 (81%)	4,304 (19%)	48,415 (84%)	8,964 (16%)	1,254 (83%)	252 (17%)	7,178 (80%)	1,807 (20%)	79,255 (84%)	15,327 (16%)
1980-81	13,599 (90%)	1,447 (10%)	33,852 (88%)	4,650 (12%)	353 (73%)	130 (27%)	7,834 (86%)	1,326 (14%)	55,638 (88%)	7,553 (12%)
1981-82	17,013 (86%)	2,754 (14%)	43,972 (89%)	5,271 (11%)	443 (71%)	177 (29%)	10,662 (87%)	1,588 (13%)	72,090 (88%)	9,790 (12%)
1982-83	19,464 (88%)	2,546 (12%)	36,670 (86%)	6,149 (14%)	541 (73%)	194 (26%)	10,034 (74%)	3,533 (26%)	66,710 (84%)	12,422 (16%)
1983-84	20,380 (86%)	3,462 (14%)	36,166 (84%)	6,976 (16%)	1,322 (96%)	56 (4%)	14,546 (88%)	2,032 (12%)	72,415 (85%)	12,527 (15%)
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%)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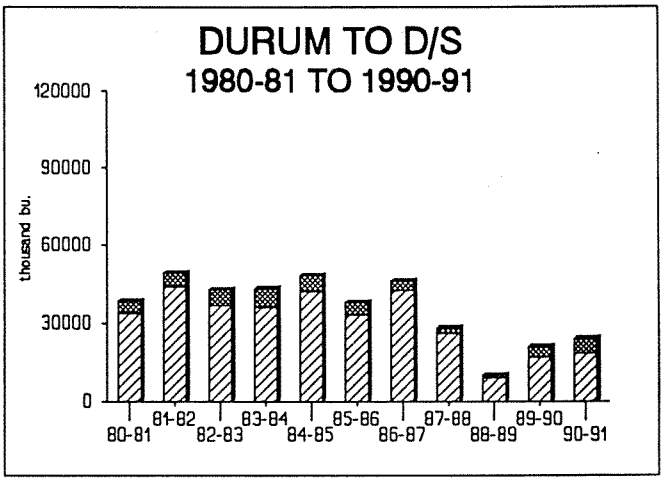
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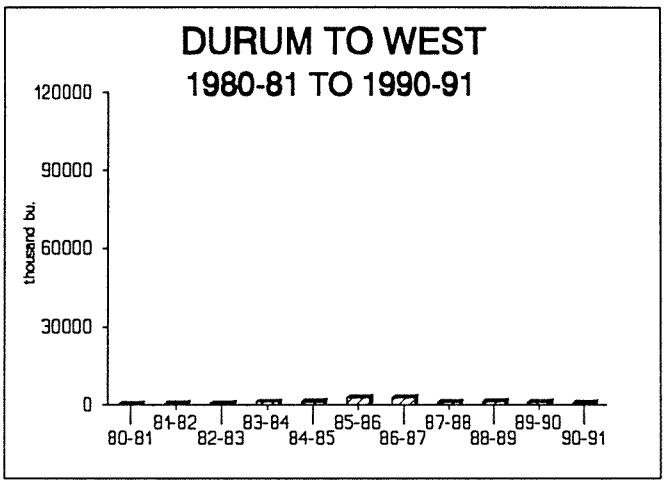
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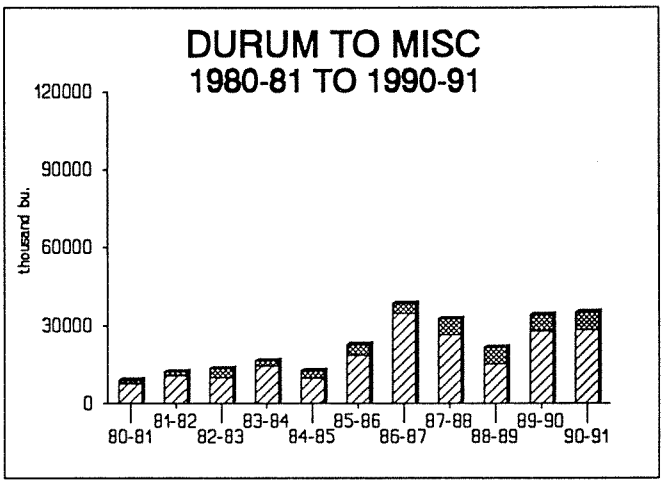
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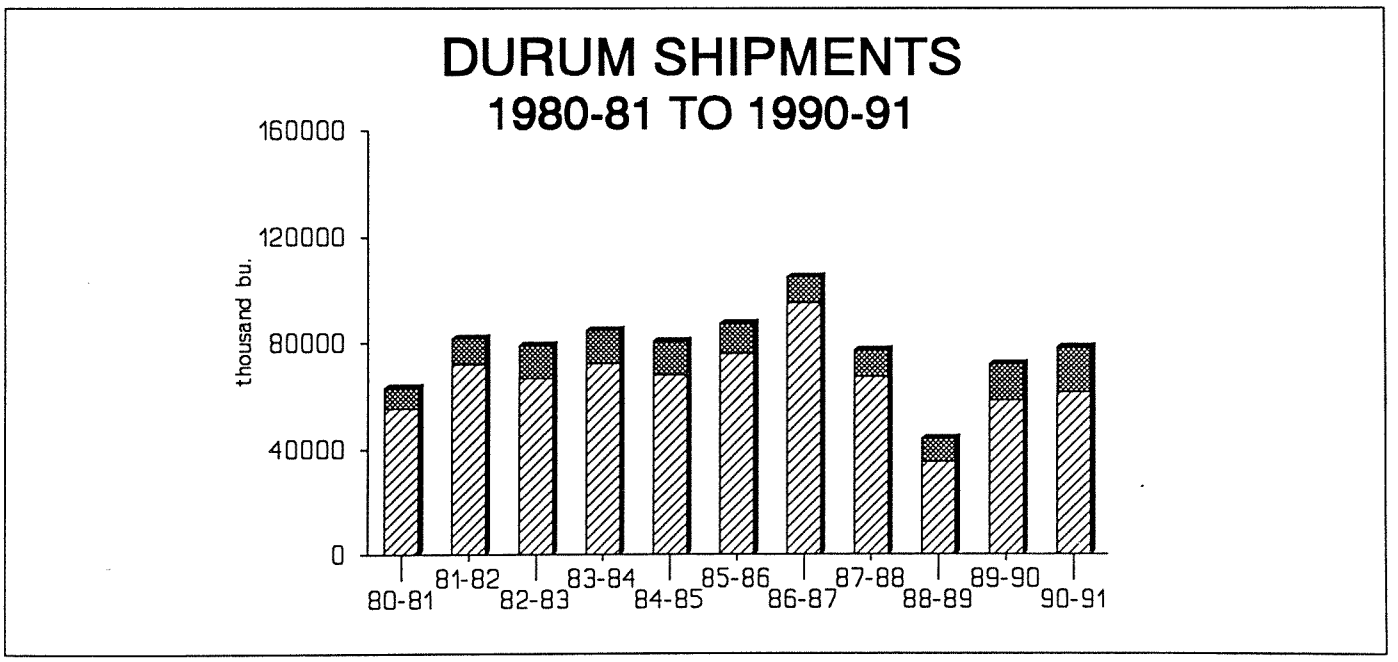
89-90
90-91

Rail Truck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1980-81 TO 1990-91
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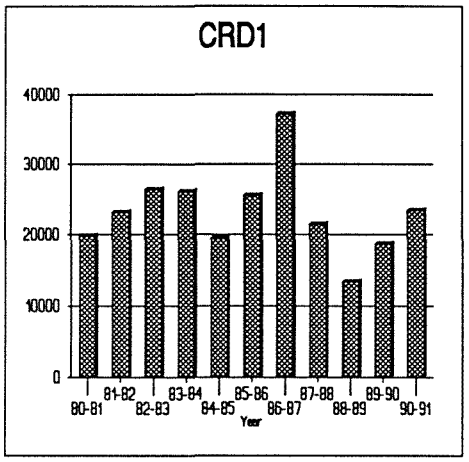
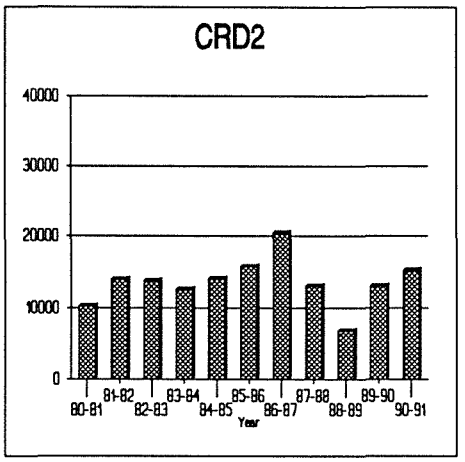
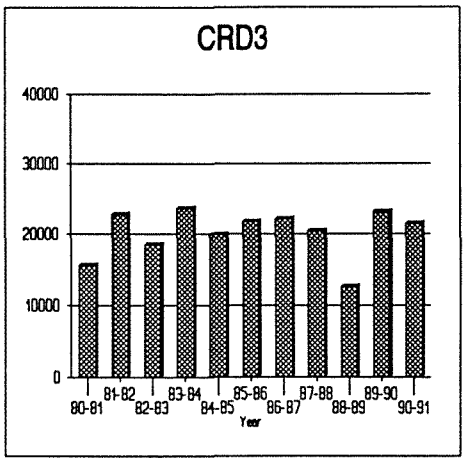
NORTH DAKOTA DURUM SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)

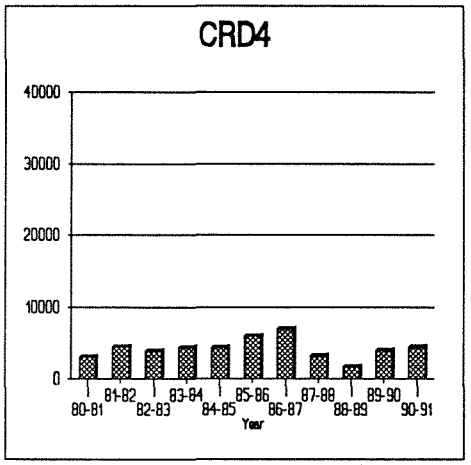
YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1976-77	19,420 (30%)	11,279 (17%)	18,168 (28%)	3,728 (6%)	4,960 (8%)	2,573 (4%)	2,013 (3%)	760 (1%)	2,123 (3%)	65,024 (100%)
1977-78	26,813 (30%)	16,378 (19%)	25,707 (29%)	4,449 (5%)	5,945 (7%)	3,269 (4%)	2,071 (2%)	469 (1%)	3,266 (4%)	88,367 (100%)
1978-79	27,496 (31%)	16,256 (18%)	22,902 (26%)	4,808 (5%)	7,269 (8%)	3,251 (4%)	2,755 (3%)	728 (1%)	3,197 (4%)	88,662 (100%)
1979-80	29,060 (31%)	16,472 (17%)	24,453 (26%)	5,512 (6%)	7,670 (8%)	3,432 (4%)	3,619 (4%)	800 (1%)	3,565 (4%)	94,583 (100%)
1980-81	19,774 (31%)	10,223 (16%)	15,644 (25%)	3,129 (5%)	5,817 (9%)	3,150 (5%)	2,177 (3%)	503 (1%)	2,774 (4%)	63,191 (100%)
1981-82	23,105 (28%)	13,973 (17%)	22,807 (28%)	4,467 (5%)	7,272 (9%)	4,238 (5%)	2,045 (2%)	448 (1%)	3,525 (4%)	81,881 (100%)
1982-83	26,387 (33%)	13,835 (17%)	18,509 (23%)	3,906 (5%)	6,237 (8%)	4,446 (6%)	2,268 (3%)	616 (1%)	2,929 (4%)	79,132 (100%)
1983-84	26,080 (31%)	12,612 (15%)	23,621 (28%)	4,405 (5%)	7,531 (9%)	3,644 (4%)	3,349 (4%)	629 (1%)	3,070 (4%)	84,941 (100%)
1984-85	19,441 (24%)	14,079 (17%)	19,872 (25%)	4,423 (5%)	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%)

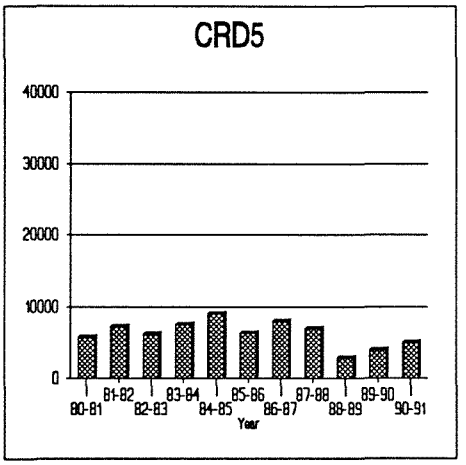
DURUM SHIPMENTS
BY CROP REPORTING DISTRICT
(thousand bushels)

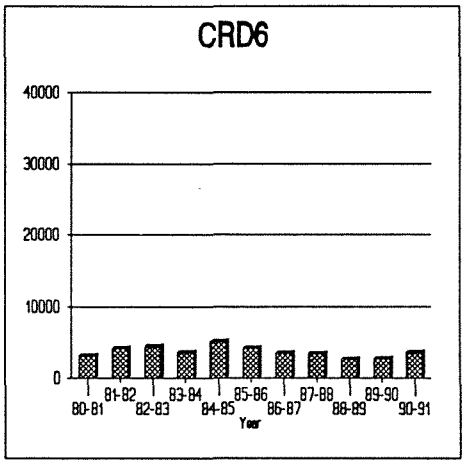


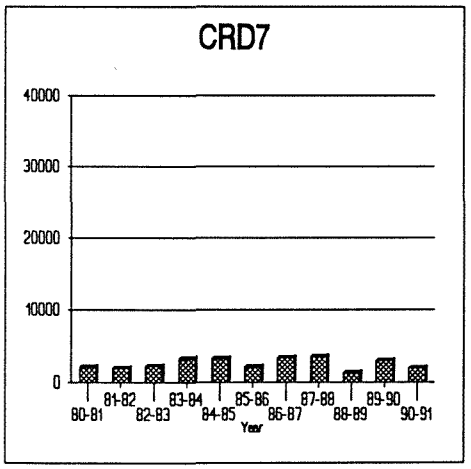


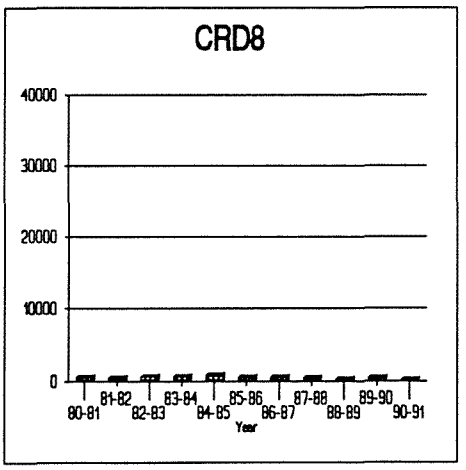


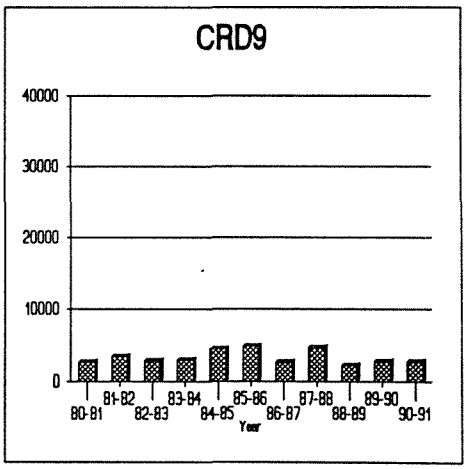












BARLEY SHIPMENTS

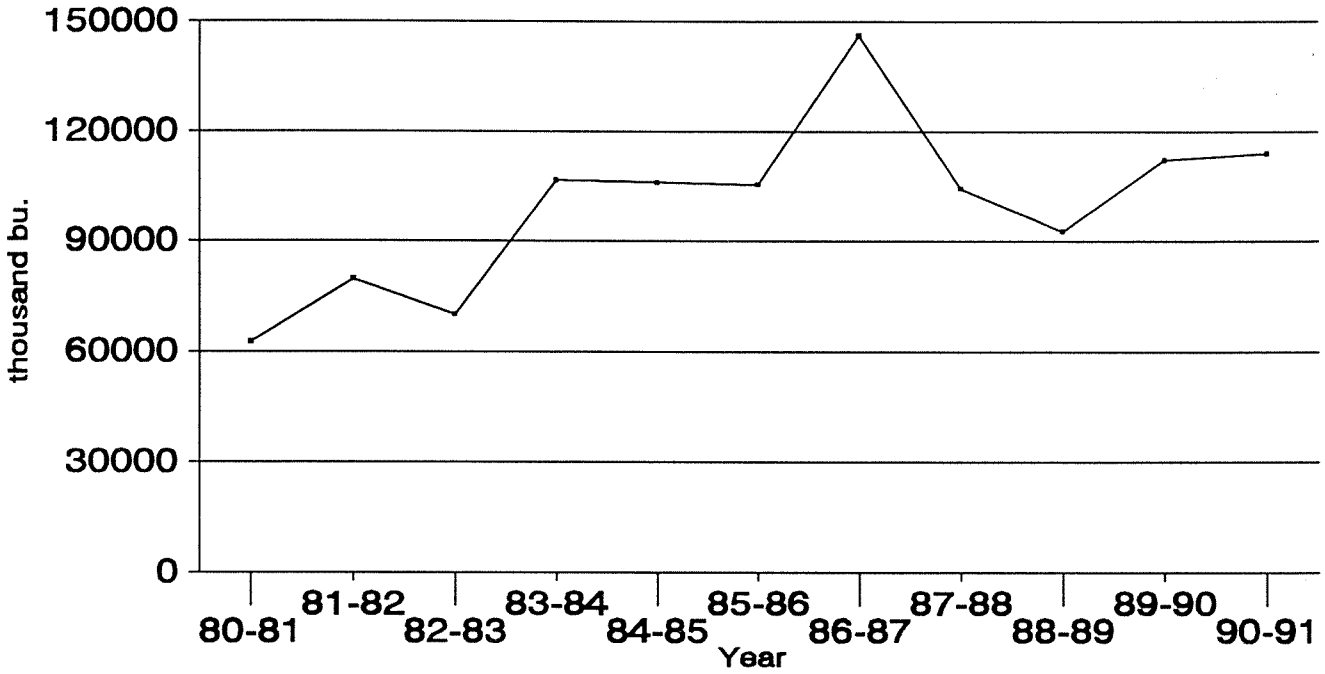
NORTH DAKOTA BARLEY SHIPMENTS
BY DESTINATION
(thousand bu.)

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	MIDLAND/ SOUTHWEST	MISC. MARKETS	TOTAL
1976-77	39,728 (54%)	26,672 (36%)	-	-	73,314 (100%)
1977-78	25,006 (40%)	22,394 (35%)	-	-	63,115 (100%)
1978-79	27,092 (39%)	12,786 (18%)	-	-	69,648 (100%)
1979-80	29,169 (37%)	22,643 (29%)	-	-	78,621 (100%)
1980-81	20,034 (32%)	14,214 (23%)	-	-	62,672 (100%)
1981-82	19,942 (25%)	31,671 (40%)	-	-	79,801 (100%)
1982-83	20,857 (30%)	12,544 (18%)	-	-	70,106 (100%)
1983-84	21,394 (20%)	38,578 (36%)	-	-	106,645 (100%)
1984-85	22,827 (22%)	26,665 (25%)	-	-	106,030 (100%)
1985-86	20,434 (19%)	8,175 (8%)	-[a]	-[a]	105,436 (100%)
1986-87	29,521 (20%)	10,136 (7%)	19,154 (13%)	87,531 (60%)	146,342 (100%)
1987-88	27,230 (26%)	16,112 (15%)	16,203 (16%)	44,854 (43%)	104,399 (100%)
1988-89	22,691 (24%)	9,735 (11%)	12,486 (13%)	47,803 (52%)	92,715 (100%)
1989-90	23,464 (21%)	22,893 (20%)	19,061 (17%)	46,838 (42%)	112,256 (100%)
1990-91	24,174 (21%)	14,200 (12%)	20,482 (18%)	55,190[b] (48%)	114,046 (100%)

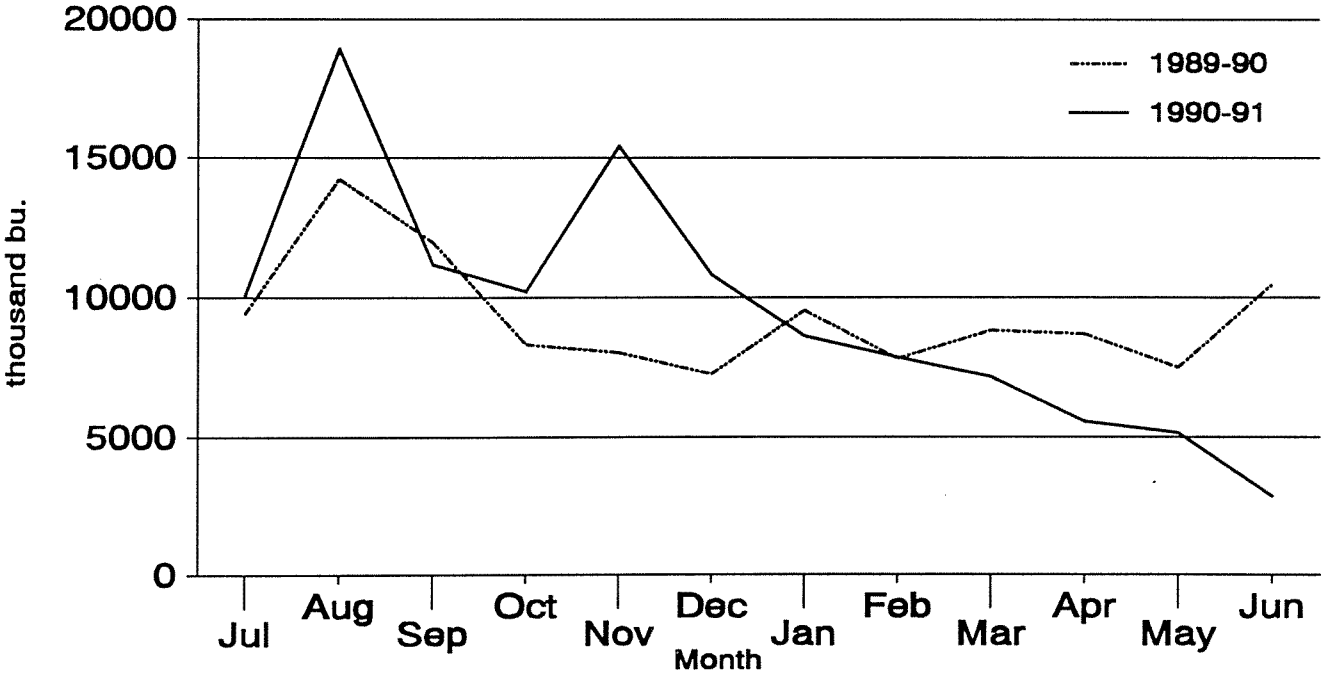
[a]Not available prior to 1986-87.

[b]Miscellaneous markets include shipments to Pacific Northwest destinations (11.7 million bushels or 10%), other Minnesota/Wisconsin destinations (13.8 million bushels or 12%), North Dakota destinations (17.8 million bushels or 16%), and all other markets (11.9 million bushels or 10%).

BARLEY SHIPMENTS
1980-81 to 1990-91



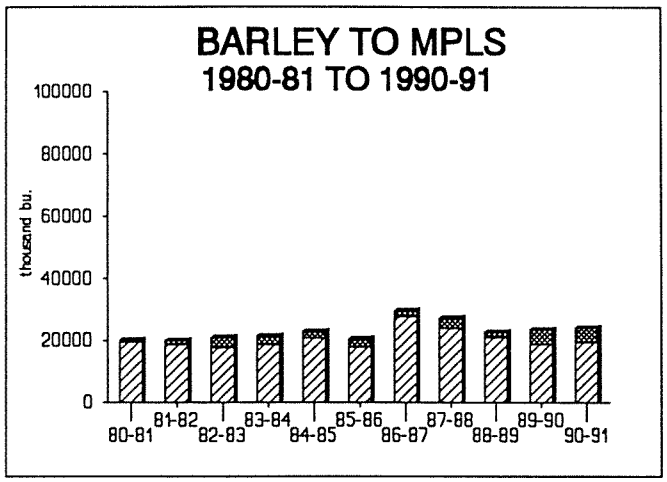
BARLEY SHIPMENTS
BY MONTH, 1989-90 & 1990-91

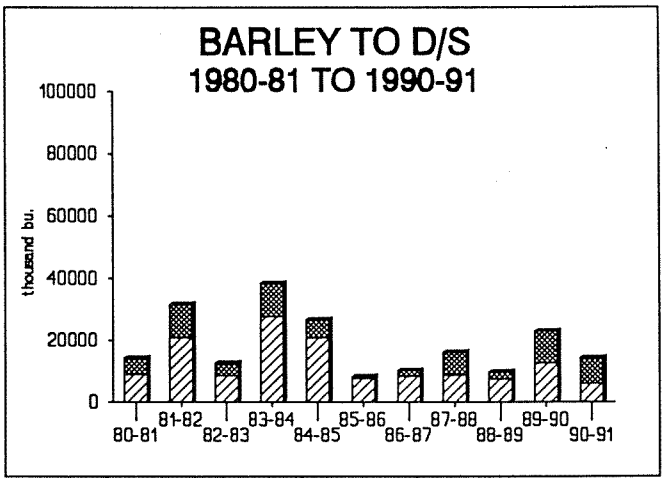


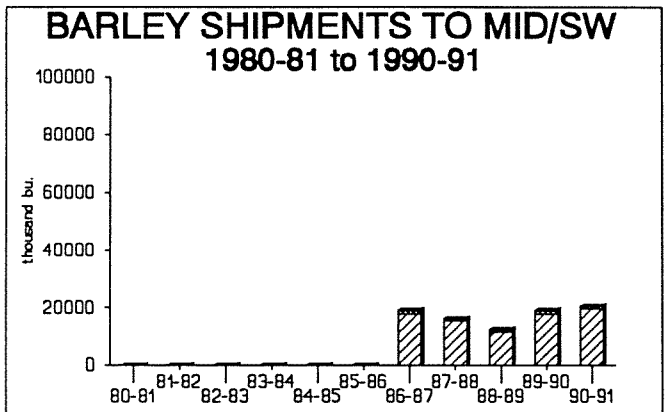
NORTH DAKOTA BARLEY SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)

YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		MIDLAND/ SOUTHWEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	37,974 (96%)	1,753 (4%)	5,792 (22%)	20,880 (78%)	-	-	-	-	48,169 (66%)	25,144 (34%)
1977-78	23,111 (92%)	1,895 (8%)	6,145 (27%)	16,249 (73%)	-	-	-	-	41,162 (65%)	21,953 (35%)
1978-79	25,414 (94%)	1,678 (6%)	7,578 (59%)	5,210 (41%)	-	-	-	-	52,325 (75%)	17,325 (25%)
1979-80	27,963 (96%)	1,206 (4%)	15,697 (69%)	6,945 (31%)	-	-	-	-	61,689 (79%)	16,931 (21%)
1980-81	19,535 (98%)	499 (2%)	9,025 (63%)	5,189 (37%)	-	-	-	-	47,785 (76%)	14,887 (24%)
1981-82	18,619 (93%)	1,323 (7%)	20,889 (66%)	10,782 (34%)	-	-	-	-	59,943 (75%)	19,858 (25%)
1982-83	17,680 (85%)	3,176 (15%)	8,484 (68%)	4,060 (32%)	-	-	-	-	55,337 (79%)	14,768 (21%)
1983-84	18,763 (88%)	2,631 (12%)	27,896 (72%)	10,682 (28%)	-	-	-	-	87,225 (82%)	19,420 (18%)
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%)	-	-	-	-[a]	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%)

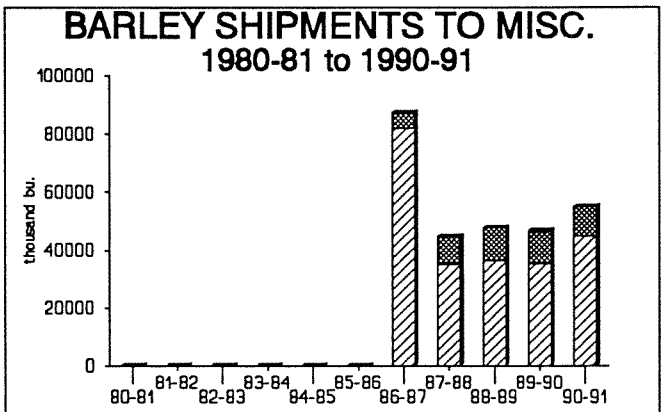
[a]Before 1986-87, Midland/Southwest shipments were inlcuded in Miscellaneous Markets.





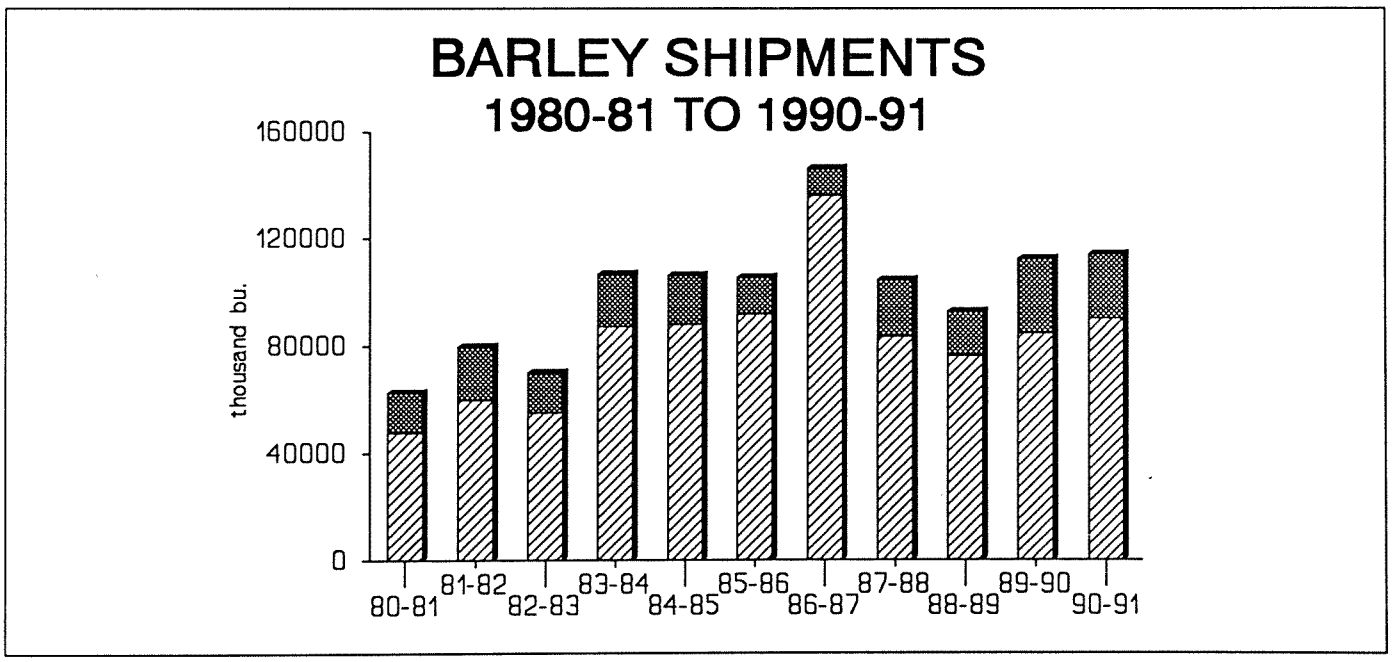


Prior to 1986-87, shipments to Midland/Southwest destinations were included in Misc.



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

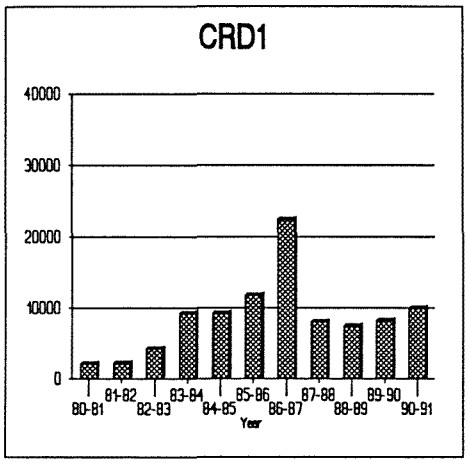
Rail Truck

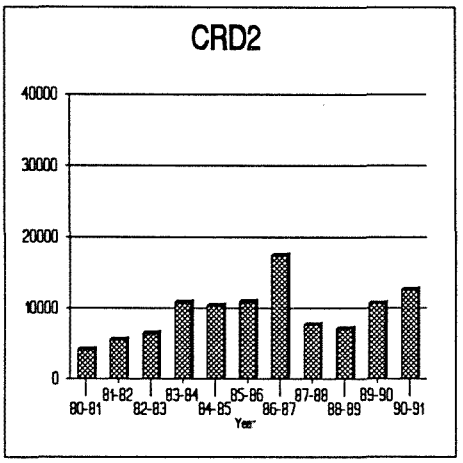


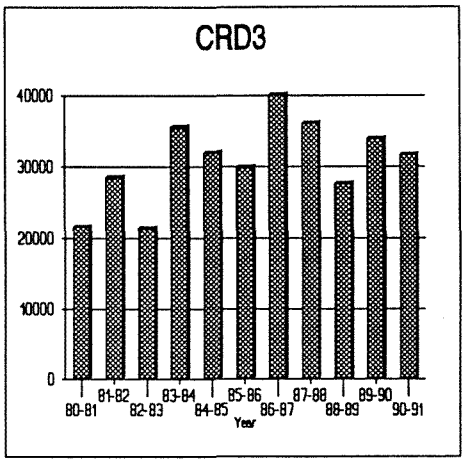
NORTH DAKOTA BARLEY SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)

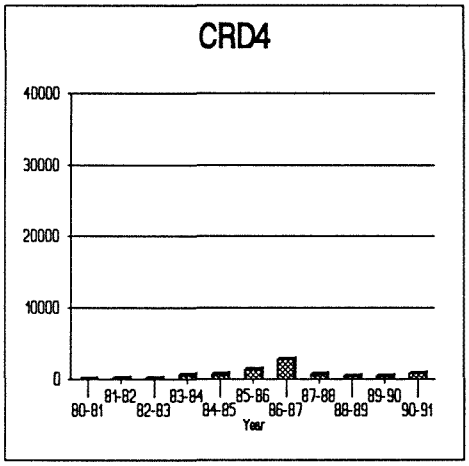
YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1976-77	3,229 (4%)	7,761 (11%)	30,727 (42%)	345 (1%)	4,773 (7%)	22,440 (31%)	300 (0%)	237 (0%)	3,501 (5%)	73,313 (100%)
1977-78	2,502 (4%)	5,220 (8%)	25,417 (40%)	175 (0%)	3,682 (6%)	20,258 (32%)	94 (0%)	20 (0%)	5,747 (5%)	63,115 (100%)
1978-79	3,515 (5%)	6,930 (10%)	23,449 (34%)	164 (0%)	5,423 (8%)	22,739 (33%)	120 (0%)	122 (0%)	7,185 (10%)	69,647 (100%)
1979-80	2,355 (3%)	6,267 (8%)	30,625 (39%)	214 (0%)	4,697 (6%)	25,247 (32%)	130 (0%)	106 (0%)	8,980 (11%)	78,621 (100%)
1980-81	2,162 (3%)	4,217 (7%)	21,561 (36%)	56 (0%)	3,782 (6%)	21,812 (35%)	13 (0%)	21 (0%)	9,049 (14%)	62,673 (100%)
1981-82	2,175 (3%)	5,571 (7%)	28,506 (36%)	89 (0%)	5,504 (7%)	29,773 (37%)	12 (0%)	63 (0%)	8,108 (10%)	79,801 (100%)
1982-83	4,304 (6%)	6,458 (9%)	21,380 (30%)	139 (0%)	5,028 (7%)	24,481 (35%)	57 (0%)	113 (0%)	8,146 (12%)	70,106 (100%)
1983-84	9,304 (9%)	10,838 (10%)	35,568 (33%)	612 (1%)	8,891 (8%)	30,281 (28%)	1,125 (1%)	672 (1%)	9,354 (9%)	106,645 (100%)
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%)	33,828 (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 (10%)	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%)

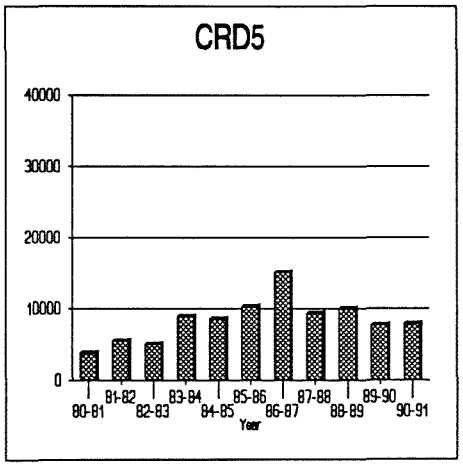
BARLEY SHIPMENTS
BY CROP REPORTING DISTRICT
(thousand bushels)

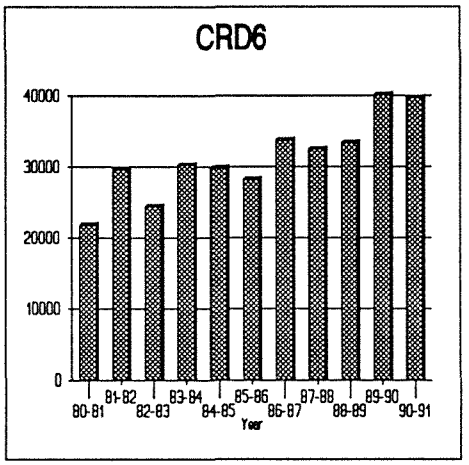


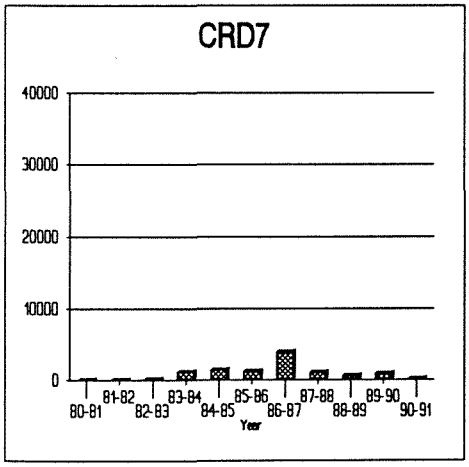


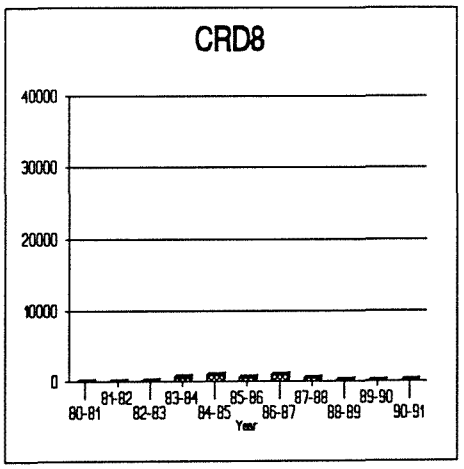


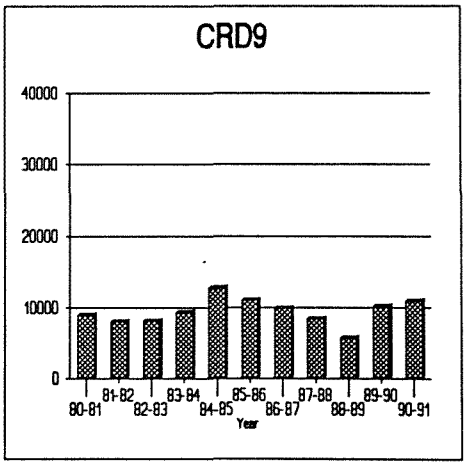












SUNFLOWER SHIPMENTS

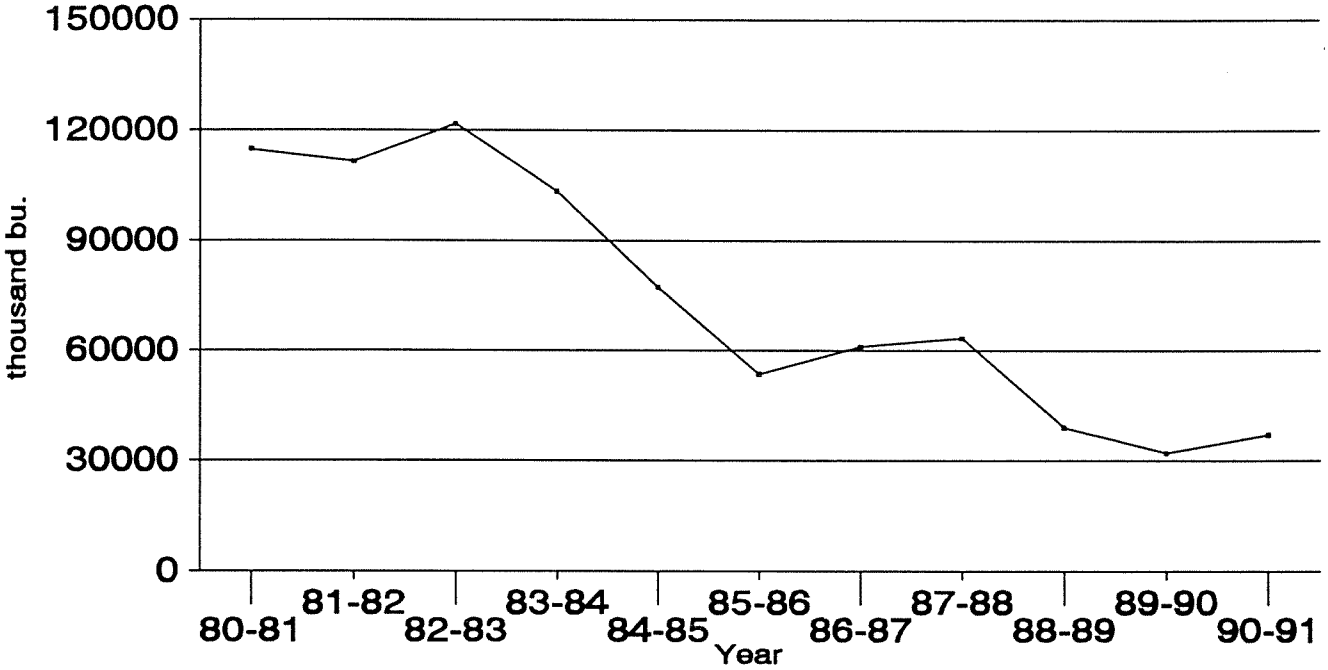
NORTH DAKOTA SUNFLOWER SHIPMENTS
BY DESTINATION
(thousand bu.)

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	NORTH DAKOTA	MISC. MARKETS	TOTAL
1976-77	863 (6%)	8,693 (56%)	- -	6,066 (39%)	15,622 (100%)
1977-78	2,992 (6%)	38,019 (74%)	- -	10,267 (20%)	51,278 (100%)
1978-79	4,790 (6%)	63,178 (80%)	- -	11,285 (14%)	79,253 (100%)
1979-80	6,154 (6%)	69,422 (72%)	- -	20,364 (22%)	95,940 (100%)
1980-81	10,167 (9%)	67,277 (59%)	- -	37,422 (32%)	114,866 (100%)
1981-82	6,664 (6%)	70,391 (63%)	- -	34,441 (31%)	111,496 (100%)
1982-83	14,374 (12%)	64,849 (53%)	- -	42,522 (35%)	121,744 (100%)
1983-84	11,741 (11%)	40,560 (39%)	-[a] -	51,147 (49%)	103,449 (100%)
1984-85	5,636 (7%)	42,875 (55%)	12,931 (17%)	15,969 (21%)	77,412 (100%)
1985-86	3,623 (7%)	12,659 (24%)	27,393 (51%)	9,866 (18%)	53,541 (100%)
1986-87	3,142 (5%)	9,705 (16%)	38,131 (62%)	10,088 (17%)	61,067 (100%)
1987-88	4,085 (6%)	7,629 (12%)	32,153 (51%)	19,552 (31%)	63,419 (100%)
1988-89	2,496 (6%)	105 (0%)	20,834 (53%)	15,619 (40%)	39,056 (100%)
1989-90	2,219 (7%)	433 (1%)	20,964 (65%)	8,558 (27%)	32,174 (100%)
1990-91	4,264 (11%)	716 (2%)	20,866 (56%)	11,240[b] (30%)	37,086 (100%)

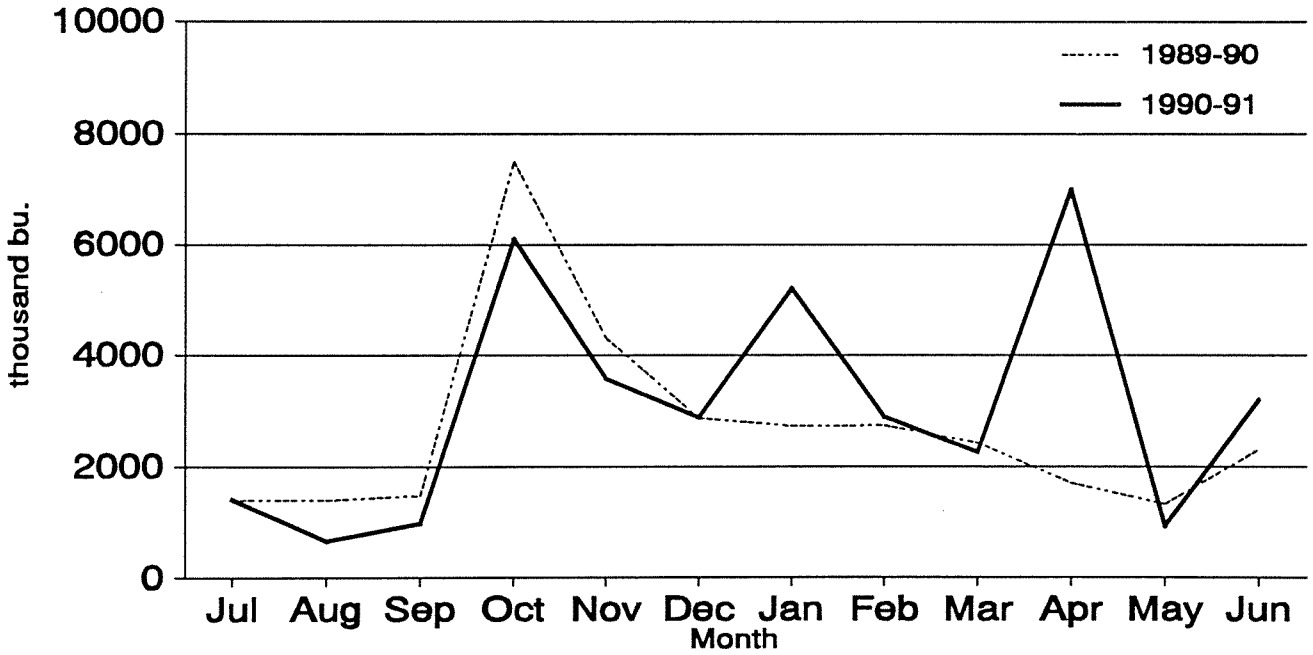
[a]Prior to the 1984-85 crop year, shipments to North Dakota processors were reported under "Miscellaneous" shipments.

[b]Miscellaneous markets for sunflower in 1990-91 include Other Minnesota and Wisconsin destinations (2.3 millions bushels or 6%), Midland/Southwest markets (1.1 million bushels or 3%), Pacific Northwest destinations (0.1 million bushels or less than 1%), and all other markets (7.8 million bushels or 21%).

SUNFLOWER SHIPMENTS
1980-81 to 1990-91



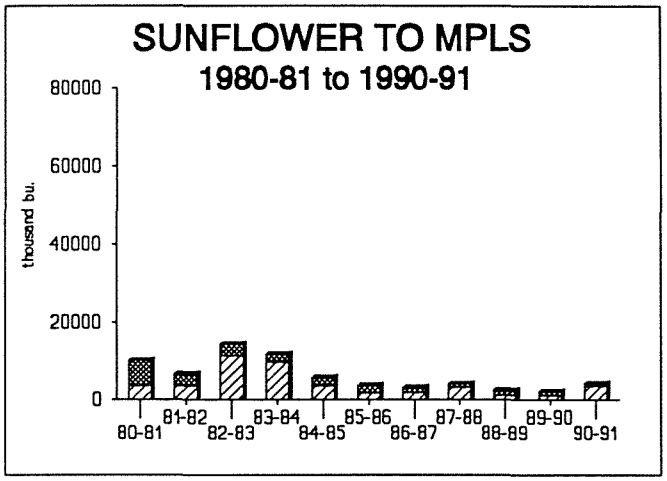
SUNFLOWER SHIPMENTS
BY MONTH, 1989-90 and 1990-91

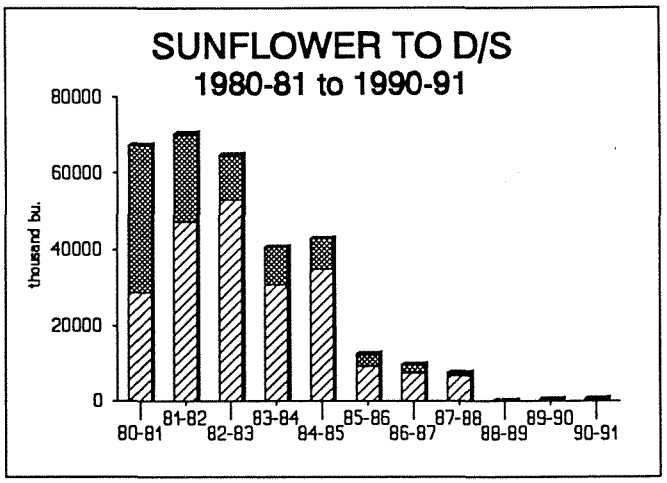


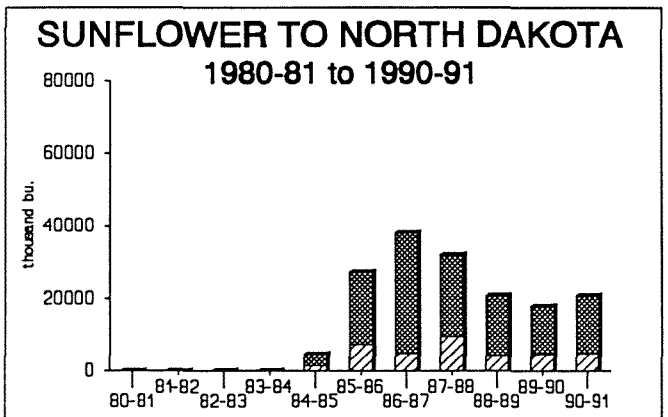
NORTH DAKOTA SUNFLOWER SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)

YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		NORTH DAKOTA		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	700 (81%)	163 (19%)	5,598 (64%)	3,095 (36%)	-	-	2,222 (37%)	3,844 (63%)	8,520 (55%)	7,102 (45%)
1977-78	770 (26%)	2,223 (74%)	14,820 (39%)	23,199 (61%)	-	-	2,981 (29%)	7,286 (71%)	18,571 (36%)	32,708 (64%)
1978-79	489 (10%)	4,301 (90%)	18,830 (30%)	44,348 (70%)	-	-	2,164 (19%)	9,112 (81%)	21,492 (27%)	57,761 (73%)
1979-80	1,395 (23%)	4,759 (77%)	20,419 (29%)	49,003 (71%)	-	-	5,473 (27%)	14,892 (73%)	27,287 (28%)	68,654 (72%)
1980-81	3,621 (36%)	6,545 (64%)	28,607 (43%)	38,670 (57%)	-	-	14,216 (37%)	23,900 (63%)	46,444 (40%)	69,116 (60%)
1981-82	3,563 (53%)	3,101 (47%)	47,223 (67%)	23,168 (33%)	-	-	14,667 (43%)	19,774 (52%)	65,453 (59%)	46,043 (41%)
1982-83	11,367 (79%)	3,007 (21%)	53,207 (82%)	11,641 (18%)	-	-	15,527 (37%)	26,995 (63%)	80,101 (66%)	41,643 (34%)
1983-84	9,650 (82%)	2,090 (18%)	30,672 (76%)	9,888 (24%)	-	-[a]	25,385 (50%)	25,762 (50%)	65,708 (64%)	37,742 (36%)
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%)

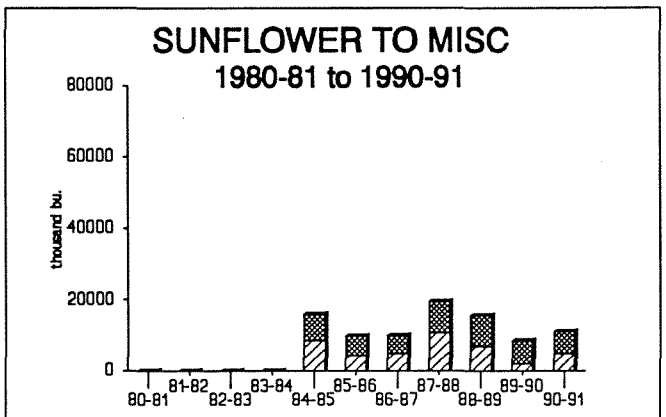
[a]Prior to the 1984-85 crop year, shipments to North Dakota processors and feedlots were reported under "Miscellaneous" shipments.





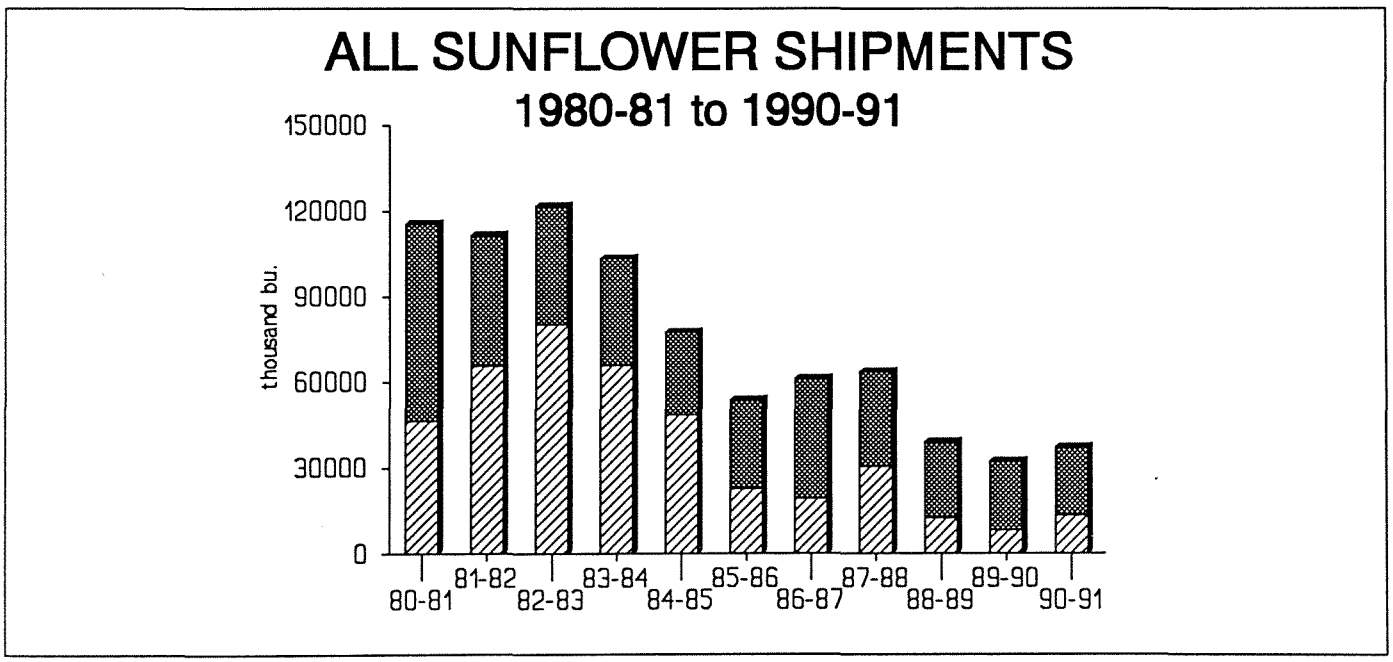


Prior to 1984-85, shipments to North Dakota destinations were included in Misc.



Prior to 1984-85, shipments to North Dakota destinations were included in Misc.

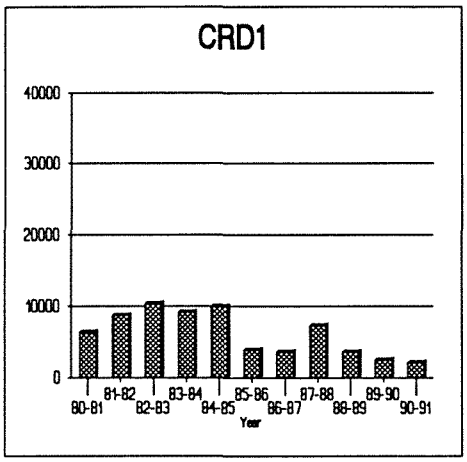
Rail Truck

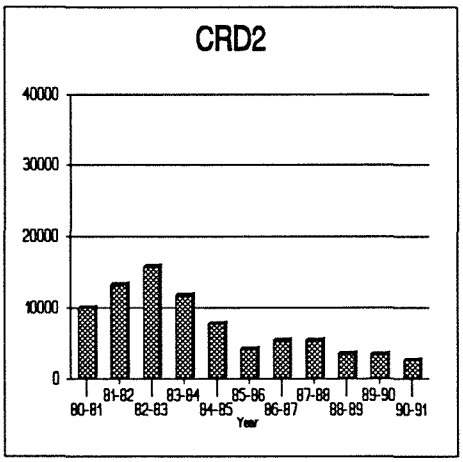


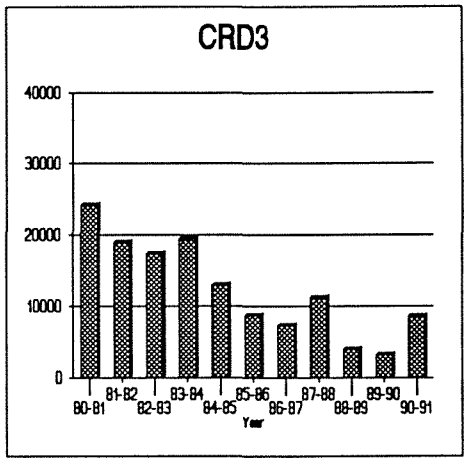
NORTH DAKOTA SUNFLOWER SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)

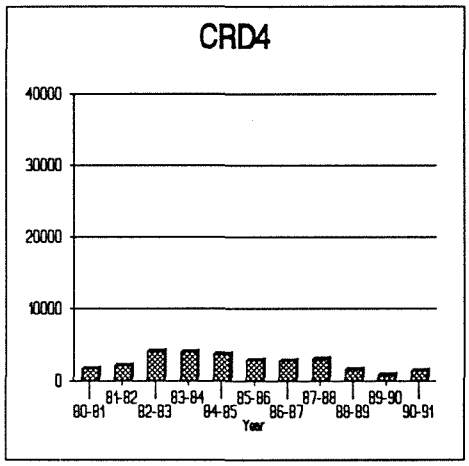
YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1976-77	7 (0%)	26 (0%)	2,184 (14%)	20 (0%)	1,788 (11%)	7,861 (50%)	25 (0%)	0 (0%)	3,711 (24%)	15,622 (100%)
1977-78	771 (2%)	1,267 (2%)	10,469 (20%)	179 (0%)	9,087 (18%)	20,710 (40%)	225 (0%)	129 (0%)	8,442 (16%)	51,279 (100%)
1978-79	2,233 (3%)	2,839 (4%)	14,803 (19%)	336 (0%)	15,560 (20%)	30,050 (38%)	485 (1%)	225 (0%)	12,722 (16%)	79,253 (100%)
1979-80	4,317 (5%)	6,101 (6%)	21,814 (23%)	819 (1%)	12,706 (13%)	30,333 (32%)	1,550 (2%)	1,045 (1%)	17,254 (18%)	95,939 (100%)
1980-81	6,422 (6%)	9,970 (9%)	24,165 (21%)	1,668 (1%)	20,114 (18%)	30,871 (27%)	1,528 (1%)	1,256 (1%)	18,872 (16%)	114,866 (100%)
1981-82	8,702 (8%)	13,245 (12%)	18,996 (17%)	2,106 (2%)	23,244 (21%)	24,067 (22%)	1,219 (1%)	1,831 (2%)	18,086 (16%)	111,496 (100%)
1982-83	10,434 (9%)	15,728 (13%)	17,391 (14%)	4,084 (3%)	25,906 (21%)	24,230 (20%)	1,510 (1%)	2,206 (2%)	20,253 (17%)	121,744 (100%)
1983-84	9,188 (9%)	11,780 (11%)	19,429 (19%)	4,037 (4%)	20,200 (20%)	20,522 (20%)	3,023 (3%)	2,604 (3%)	12,666 (12%)	103,449 (100%)
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%)

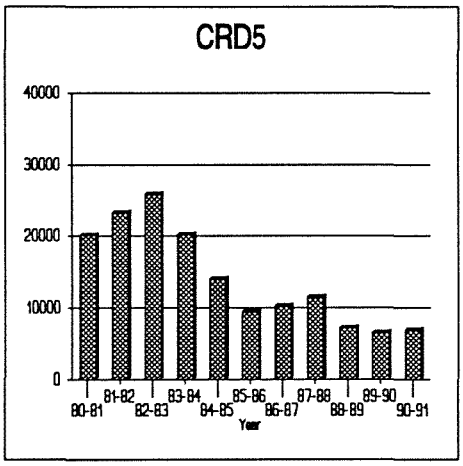
SUNFLOWER SHIPMENTS
BY CROP REPORTING DISTRICT
(thousand bushels)

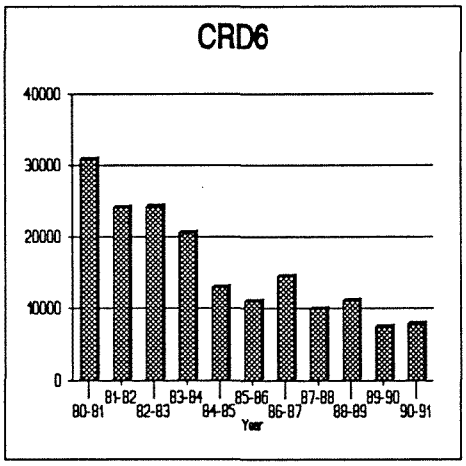


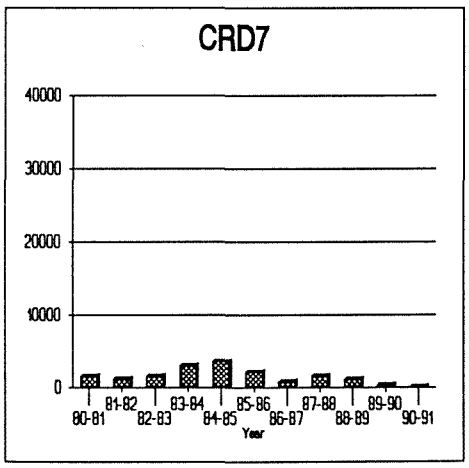


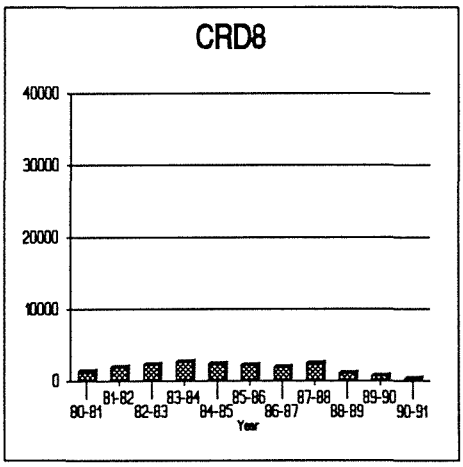


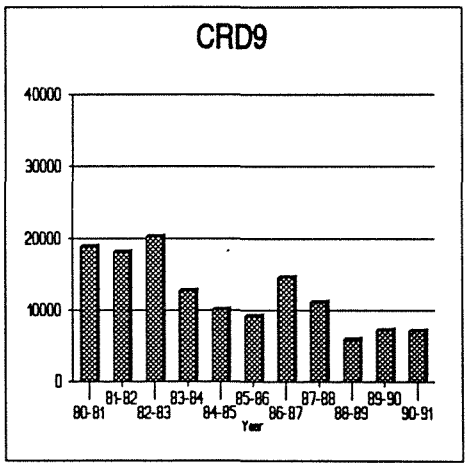












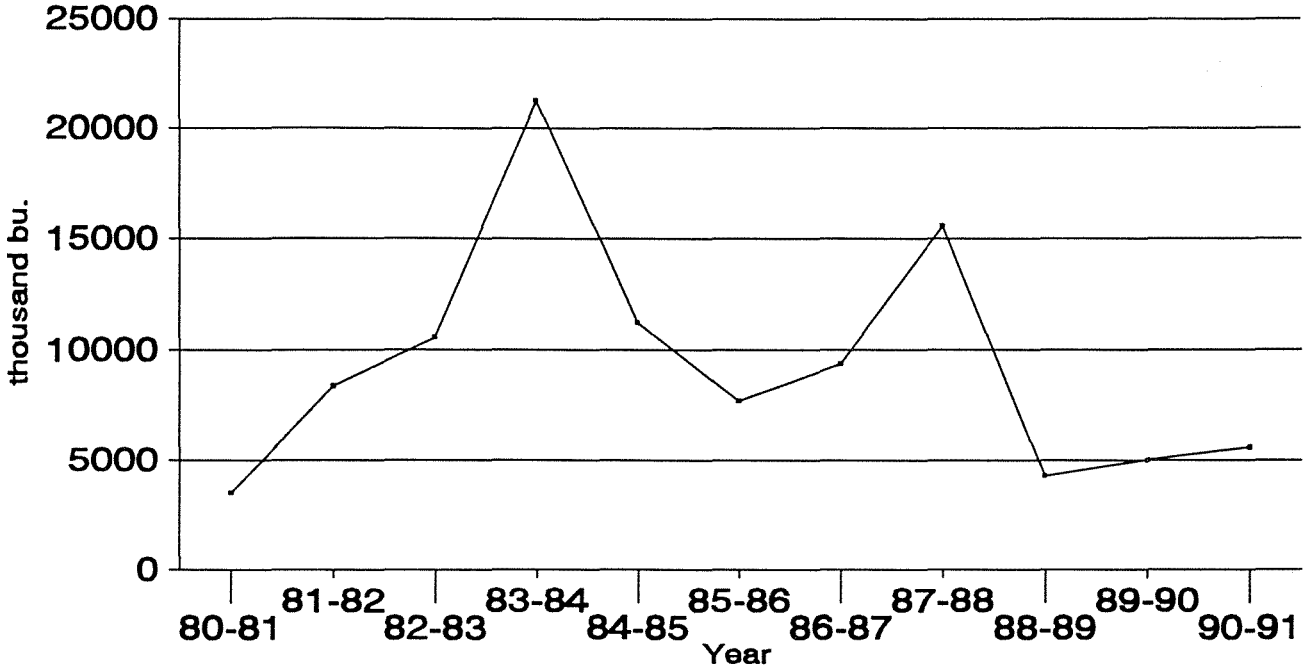
OATS SHIPMENTS

NORTH DAKOTA OATS SHIPMENTS
BY DESTINATION
(thousand bu.)

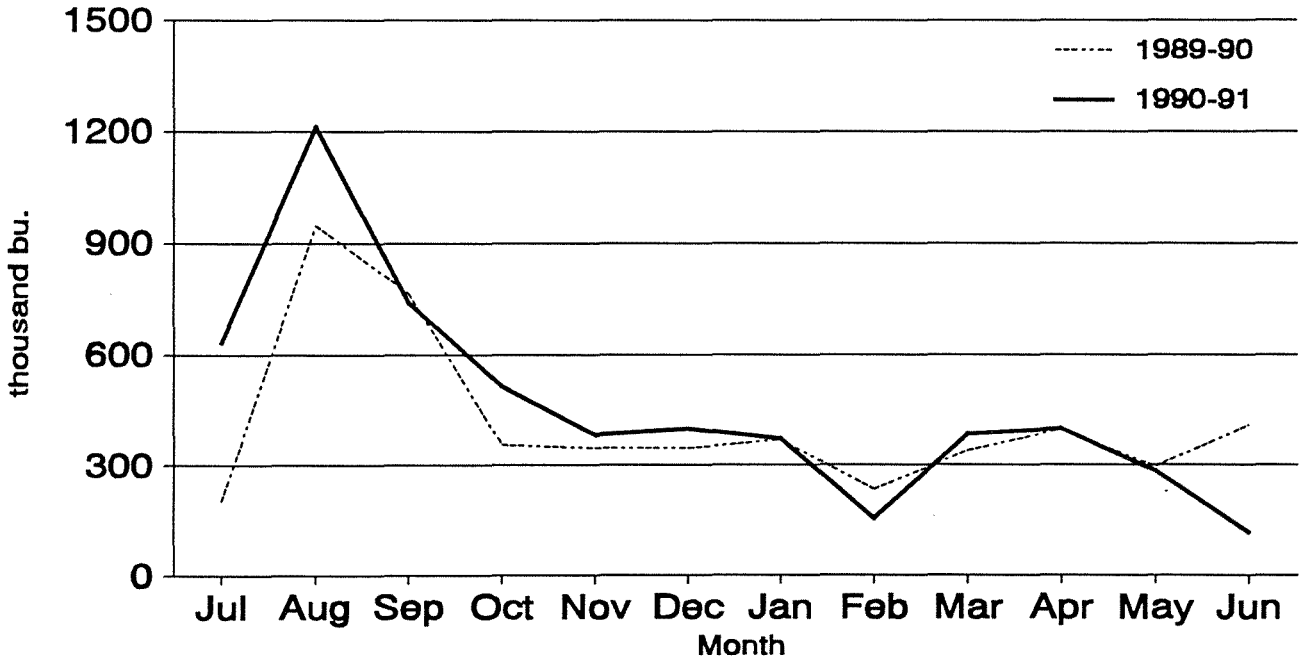
YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	6,769 (56%)	1,932 (16%)	1,427 (12%)	2,031 (17%)	12,159 (100%)
1977-78	5,860 (56%)	2,385 (23%)	851 (8%)	1,396 (13%)	10,492 (100%)
1978-79	6,969 (58%)	2,078 (17%)	1,200 (10%)	1,839 (15%)	12,086 (100%)
1979-80	4,298 (54%)	346 (4%)	1,580 (20%)	1,735 (22%)	7,959 (100%)
1980-81	1,269 (36%)	299 (8%)	936 (27%)	1,011 (29%)	3,515 (100%)
1981-82	5,491 (65%)	722 (9%)	630 (8%)	1,536 (18%)	8,379 (100%)
1982-83	7,045 (67%)	410 (4%)	675 (6%)	2,453 (23%)	10,583 (100%)
1983-84	14,984 (70%)	588 (3%)	400 (2%)	5,289 (25%)	21,261 (100%)
1984-85	6,467 (58%)	166 (1%)	437 (4%)	4,163 (37%)	11,233 (100%)
1985-86	4,029 (52%)	115 (1%)	431 (6%)	3,131 (41%)	7,706 (100%)
1986-87	4,690 (50%)	74 (1%)	193 (2%)	4,430 (47%)	9,387 (100%)
1987-88	8,272 (53%)	25 (0%)	96 (1%)	7,183 (46%)	15,576 (100%)
1988-89	2,999 (70%)	83 (2%)	17 (0%)	1,197 (28%)	4,296 (100%)
1989-90	3,179 (63%)	36 (1%)	12 (0%)	1,788 (36%)	5,015 (100%)
1990-91	2,496 (45%)	45 (1%)	316 (6%)	2,744[a] (49%)	5,601 (100%)

[a]Miscellaneous markets include shipments to North Dakota destinations (0.3 million bushels or 5%), Midland/Southwest destinations (0.8 million bushels or 16%), other Minnesota/Wisconsin destinations (0.4 million bushels or 6%), and all other markets (1.2 million bushels or 22%).

OATS SHIPMENTS
1980-81 to 1990-91

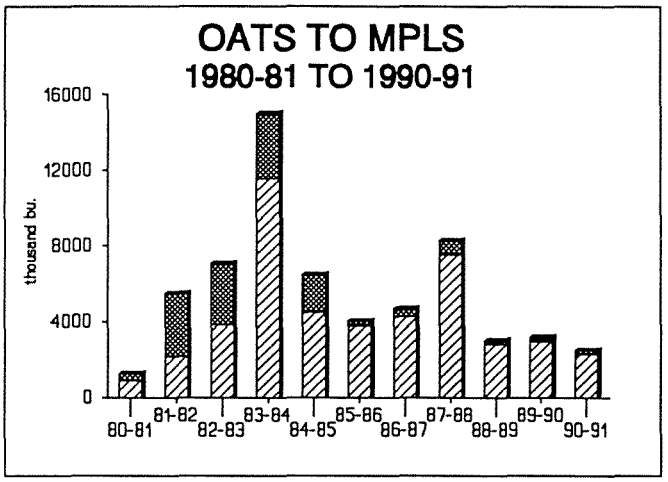


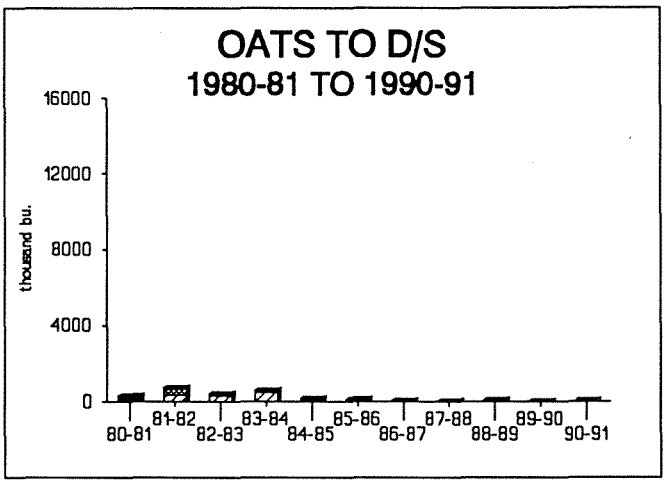
OATS SHIPMENTS
BY MONTH, 1989-90 & 1990-91



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
1976-77	4,602 (68%)	2,166 (32%)	761 (39%)	1,171 (61%)	121 (8%)	1,306 (92%)	231 (11%)	1,800 (89%)	5,715 (47%)	6,443 (53%)
1977-78	4,244 (72%)	1,616 (28%)	869 (36%)	1,516 (64%)	12 (1%)	839 (99%)	255 (18%)	1,142 (82%)	5,380 (51%)	5,113 (49%)
1978-79	4,767 (68%)	2,202 (32%)	623 (30%)	1,455 (70%)	185 (16%)	1,016 (84%)	252 (14%)	1,587 (86%)	5,827 (48%)	6,260 (52%)
1979-80	3,077 (72%)	1,220 (28%)	184 (53%)	162 (47%)	91 (5%)	1,489 (95%)	338 (19%)	1,397 (81%)	3,690 (46%)	4,268 (54%)
1980-81	913 (72%)	356 (28%)	99 (33%)	200 (67%)	11 (1%)	925 (99%)	74 (7%)	939 (93%)	1,097 (31%)	2,418 (69%)
1981-82	2,167 (39%)	3,324 (61%)	349 (48%)	373 (52%)	35 (6%)	596 (94%)	285 (19%)	1,251 (81%)	2,835 (34%)	5,544 (66%)
1982-83	3,848 (55%)	3,197 (45%)	319 (78%)	91 (22%)	19 (3%)	656 (97%)	877 (38%)	1,576 (64%)	5,063 (48%)	5,520 (52%)
1983-84	11,547 (77%)	3,436 (23%)	503 (85%)	86 (15%)	99 (25%)	301 (75%)	2,645 (50%)	2,643 (50%)	14,794 (70%)	6,466 (30%)
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%)


OATS TO MPLS
1980-81 TO 1990-91
thousand bu.
16000
12000
8000
4000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91


OATS TO D/S
1980-81 TO 1990-91
thousand bu.
16000
12000
8000
4000
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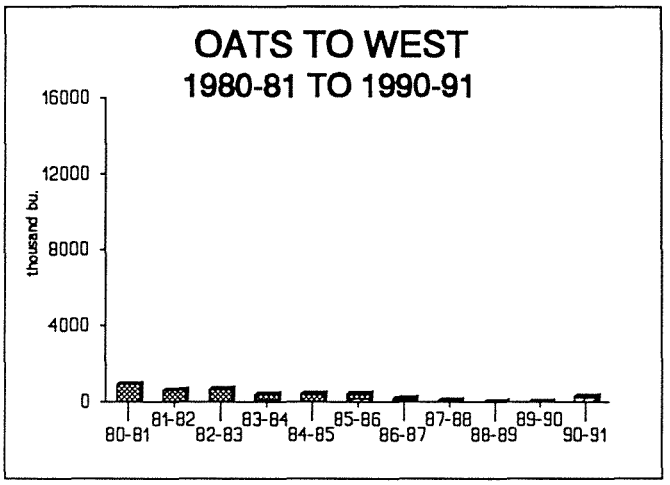
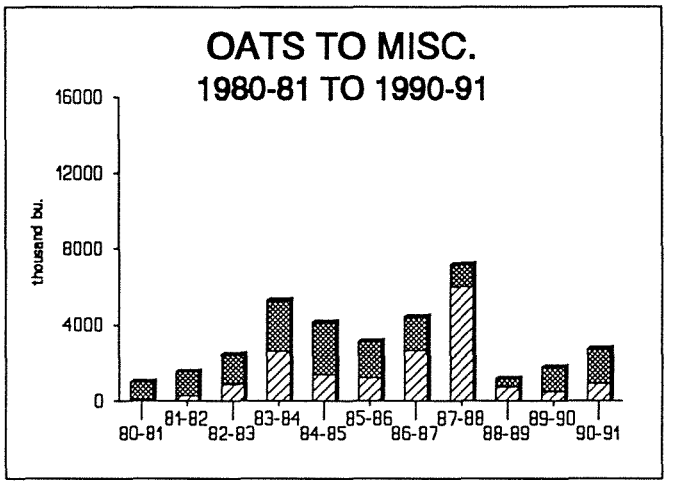
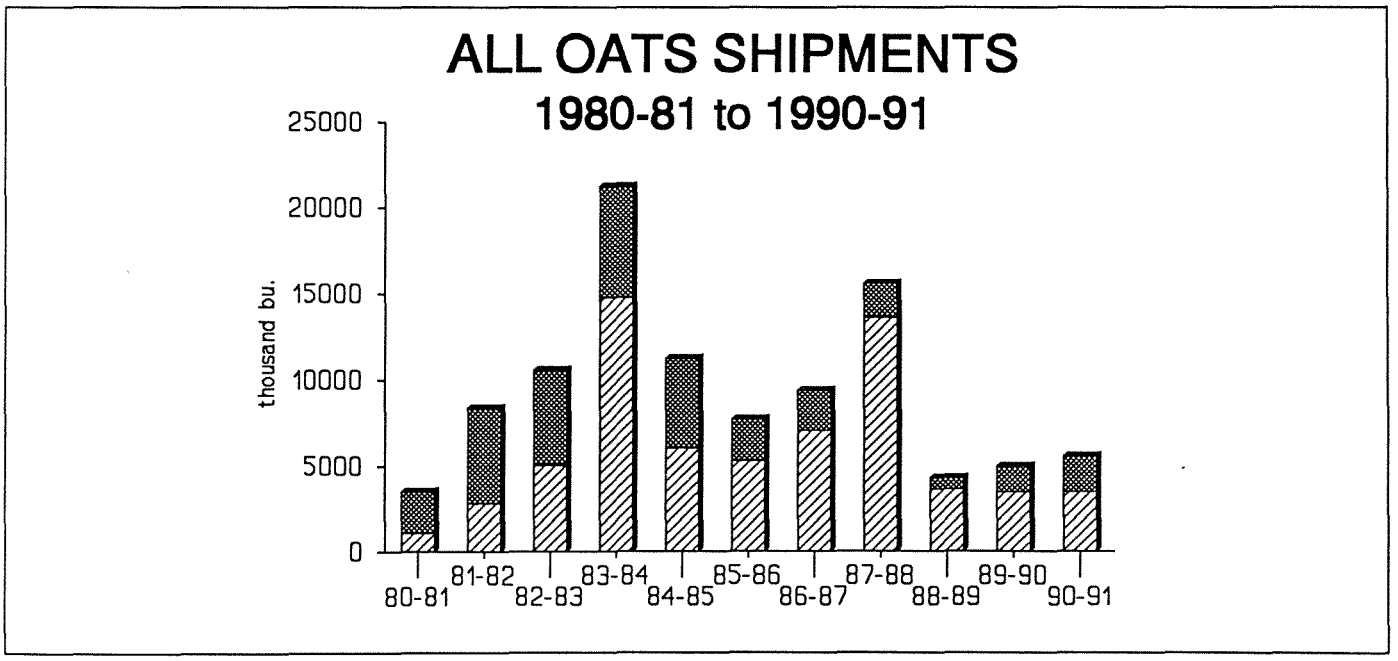
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91


OATS TO WEST
1980-81 TO 1990-91
thousand bu.
16000
12000
8000
4000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91


OATS TO MISC.
1980-81 TO 1990-91
thousand bu.
16000
12000
8000
4000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

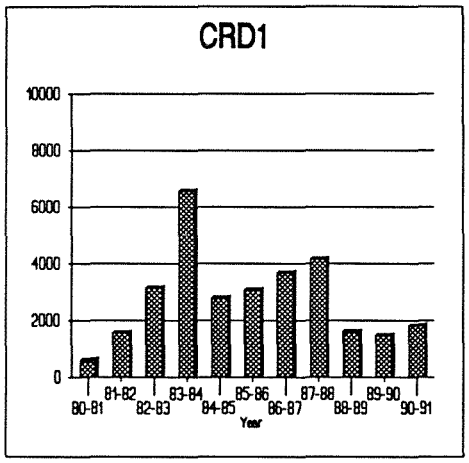
Rail Truck

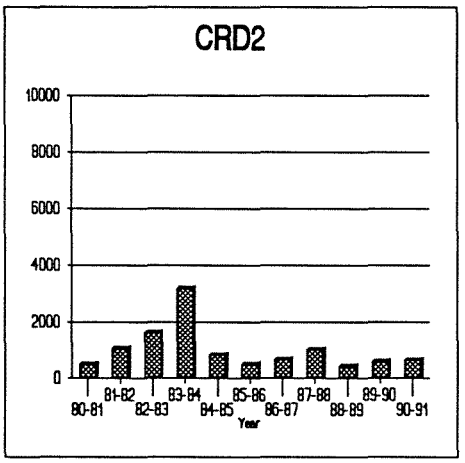

ALL OATS SHIPMENTS
1980-81 to 1990-91
thousand bu.
25000
20000
15000
10000
5000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

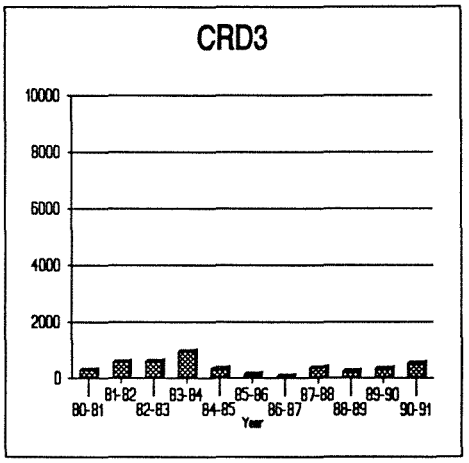
NORTH DAKOTA OATS SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)

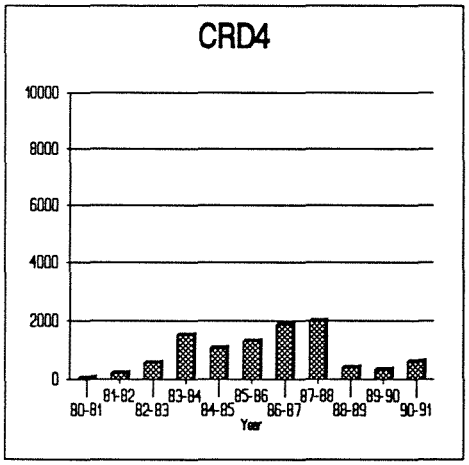
YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1976-77	2,309 (17%)	2,081 (15%)	1,904 (20%)	436 (3%)	976 (11%)	1,733 (14%)	225 (2%)	226 (2%)	2,269 (17%)	12,159 (100%)
1977-78	1,769 (17%)	974 (9%)	1,485 (14%)	137 (1%)	507 (5%)	2,077 (20%)	47 (0%)	7 (0%)	3,490 (33%)	10,493 (100%)
1978-79	2,200 (18%)	1,184 (10%)	1,132 (9%)	425 (4%)	1,016 (8%)	1,760 (15%)	68 (1%)	301 (2%)	4,002 (33%)	12,086 (100%)
1979-80	1,305 (16%)	875 (11%)	544 (7%)	282 (4%)	619 (8%)	1,057 (13%)	38 (1%)	159 (2%)	3,079 (39%)	7,958 (100%)
1980-81	590 (17%)	502 (14%)	292 (8%)	42 (1%)	167 (5%)	558 (16%)	4 (0%)	8 (0%)	1,352 (38%)	3,515 (100%)
1981-82	1,556 (20%)	1,070 (13%)	579 (7%)	217 (3%)	1,106 (13%)	1,243 (15%)	19 (0%)	212 (2%)	2,377 (28%)	8,379 (100%)
1982-83	3,130 (30%)	1,614 (15%)	598 (6%)	573 (5%)	946 (9%)	1,176 (11%)	164 (2%)	578 (5%)	1,804 (17%)	10,583 (100%)
1983-84	6,562 (31%)	3,163 (15%)	952 (4%)	1,530 (7%)	2,561 (12%)	934 (4%)	1,834 (9%)	1,368 (6%)	2,356 (11%)	21,261 (100%)
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%)

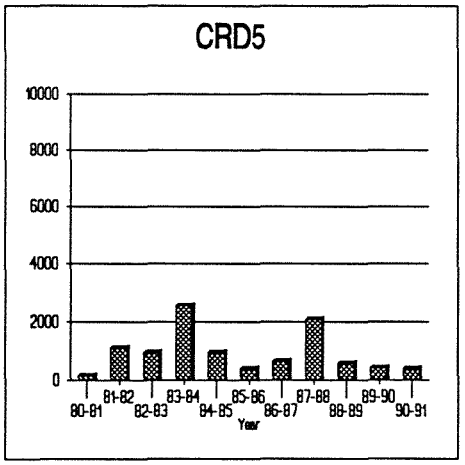
OATS SHIPMENTS
BY CROP REPORTING DISTRICT
(thousand bushels)

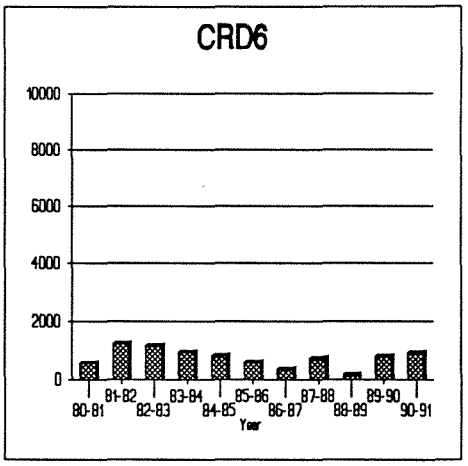


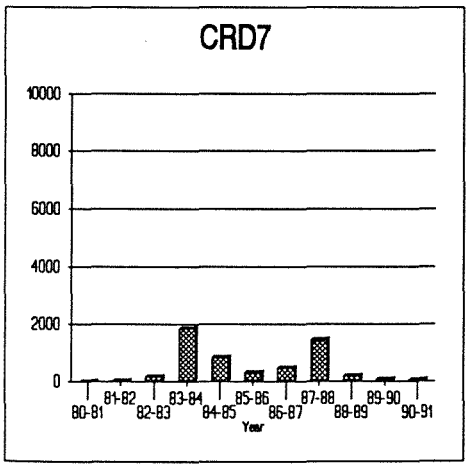


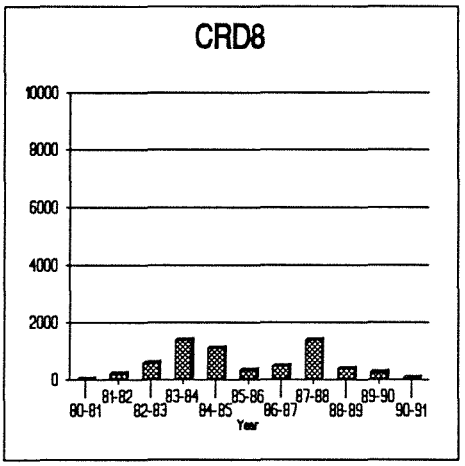


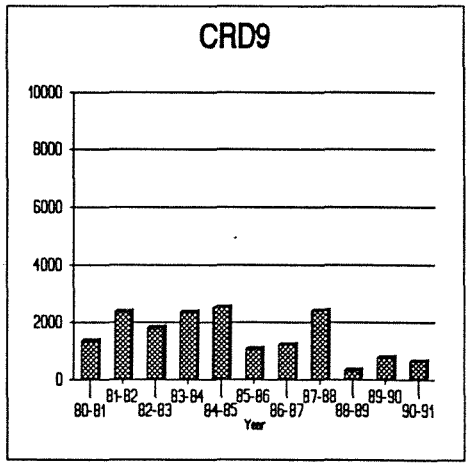












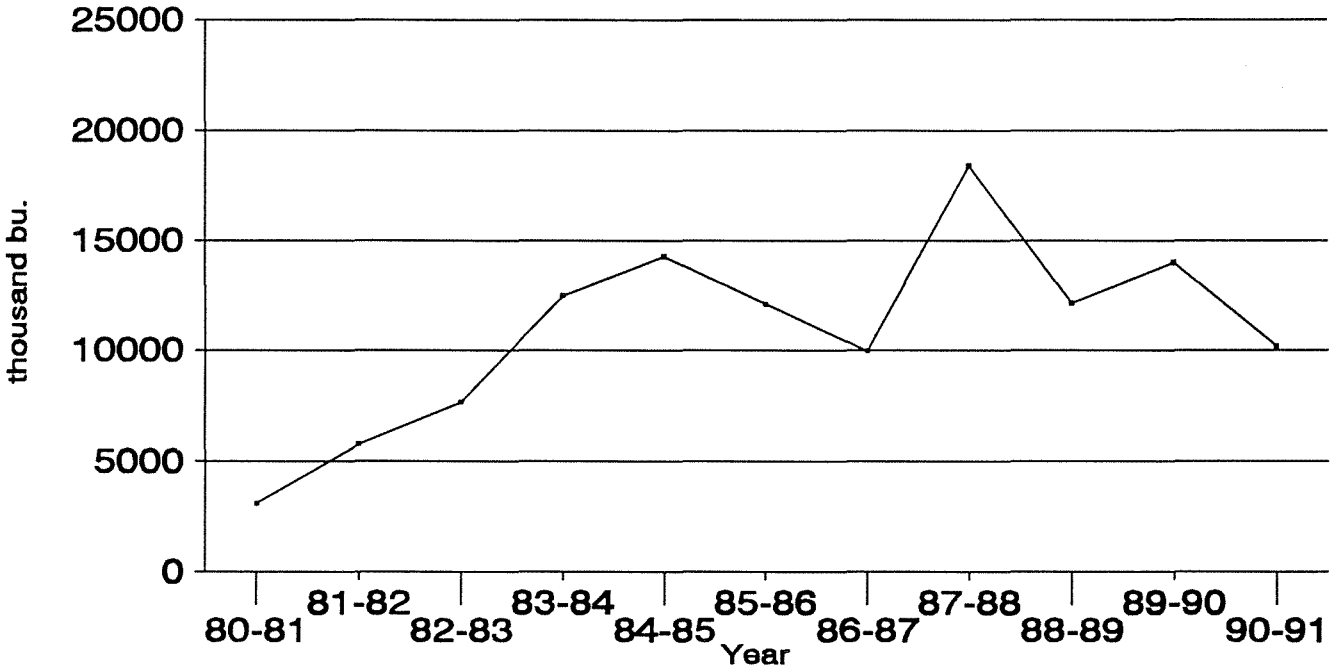
SOYBEAN SHIPMENTS

NORTH DAKOTA SOYBEAN SHIPMENTS
BY DESTINATION
(thousand bu.)

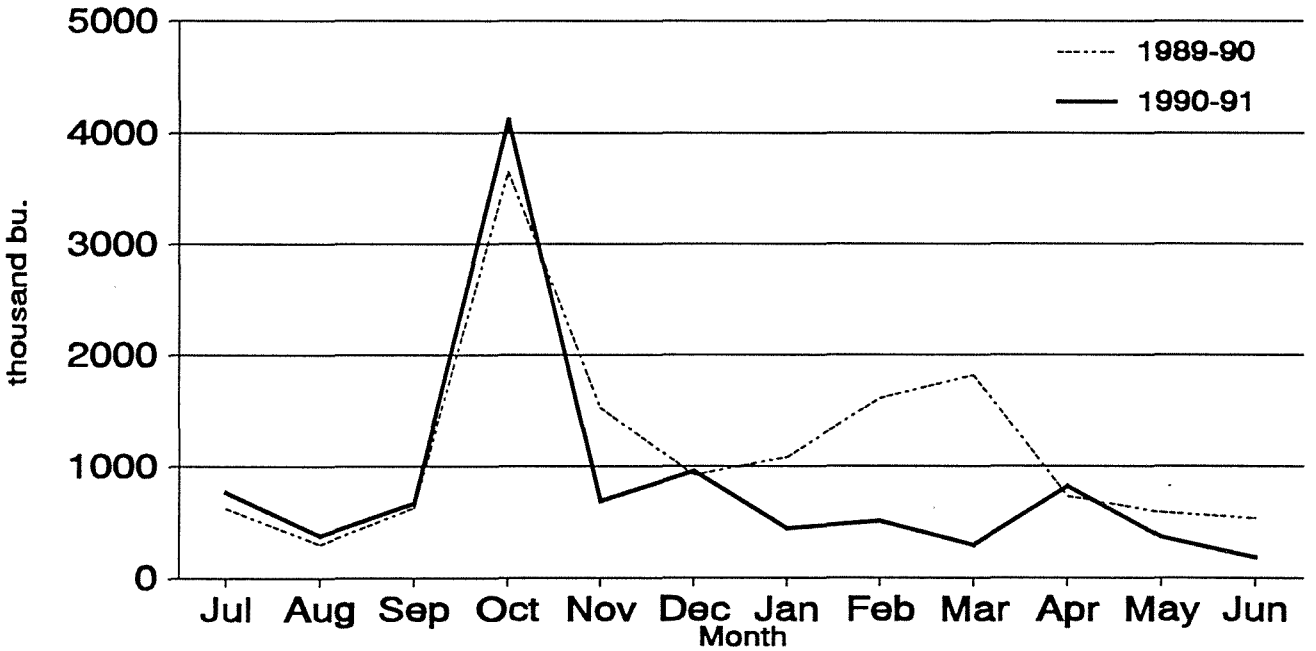
YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	389 (20%)	72 (4%)	21 (1%)	1,459 (75%)	1,941 (100%)
1977-78	367 (21%)	311 (18%)	29 (2%)	1,068 (60%)	1,776 (100%)
1978-79	1,020 (35%)	773 (26%)	10 (0%)	1,139 (39%)	2,942 (100%)
1979-80	3,469 (64%)	674 (12%)	20 (0%)	1,289 (24%)	5,452 (100%)
1980-81	1,762 (57%)	337 (11%)	22 (1%)	988 (32%)	3,109 (100%)
1981-82	3,758 (65%)	310 (5%)	317 (5%)	1,416 (24%)	5,801 (100%)
1982-83	5,639 (73%)	185 (2%)	952 (12%)	910 (12%)	7,687 (100%)
1983-84	7,625 (61%)	1,430 (11%)	2,418 (19%)	1,030 (8%)	12,504 (100%)
1984-85	4,361 (31%)	491 (3%)	6,825 (48%)	2,615 (18%)	14,292 (100%)
1985-86	5,739 (47%)	184 (2%)	3,631 (30%)	2,563 (21%)	12,116 (100%)
1986-87	4,933 (49%)	166 (2%)	2,144 (21%)	2,747 (27%)	9,990 (100%)
1987-88	4,666 (25%)	2,800 (15%)	7,797 (42%)	3,150 (17%)	18,413 (100%)
1988-89	2,315 (19%)	2,347 (19%)	5,375 (44%)	2,121 (17%)	12,160 (100%)
1989-90	1,819 (13%)	1,379 (10%)	6,712 (48%)	4,105 (29%)	14,015 (100%)
1990-91	1,802 (18%)	1,268 (12%)	4,001 (39%)	3,114[a] (31%)	10,185 (100%)

[a]Miscellaneous markets include shipments to other Minnesota/Wisconsin destinations (0.3 million bushels or 2%), Midland/Southwest destinations (0.1 million bushels or 1%), and all other markets including North Dakota processors (2.6 million bushels or 26%).

SOYBEAN SHIPMENTS
1980-81 to 1990-91

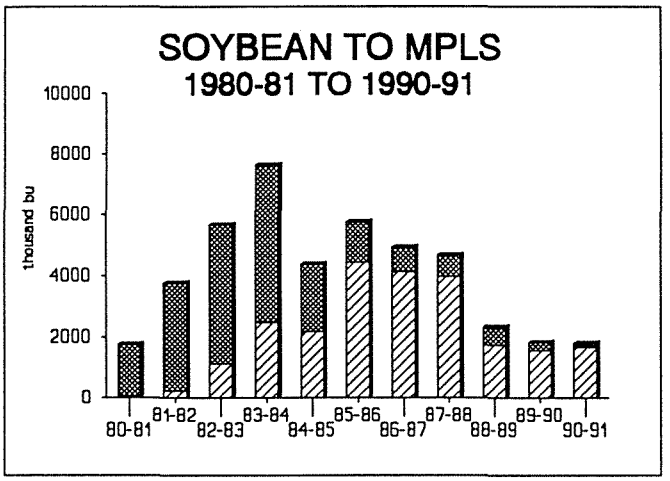


SOYBEAN SHIPMENTS
BY MONTH, 1989-90 & 1990-91



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
1976-77	15 (4%)	373 (96%)	59 (83%)	12 (17%)	1 (4%)	20 (96%)	22 (1%)	1,438 (99%)	97 (5%)	1,844 (95%)
1977-78	28 (8%)	339 (92%)	35 (11%)	276 (89%)	3 (12%)	26 (88%)	10 (1%)	1,058 (995)	77 (4%)	1,699 (96%)
1978-79	90 (9%)	930 (91%)	114 (15%)	659 (85%)	4 (35%)	7 (65%)	26 (2%)	1,113 (98%)	233 (8%)	2,709 (92%)
1979-80	147 (4%)	3,322 (96%)	196 (29%)	478 (71%)	10 (47%)	11 (53%)	5 (1%)	1,285 (99%)	357 (7%)	5,095 (93%)
1980-81	51 (3%)	1,711 (97%)	93 (28%)	244 (72%)	13 (61%)	8 (39%)	4 (1%)	983 (99%)	162 (5%)	2,947 (95%)
1981-82	243 (6%)	3,515 (94%)	38 (12%)	272 (88%)	229 (72%)	88 (28%)	43 (3%)	1,374 (97%)	553 (10%)	5,249 (90%)
1982-83	1,137 (20%)	4,502 (80%)	69 (37%)	117 (63%)	872 (92%)	80 (8%)	79 (9%)	831 (91%)	2,158 (28%)	5,529 (72%)
1983-84	2,482 (33%)	5,143 (67%)	804 (56%)	626 (44%)	2,370 (98%)	48 (2%)	368 (36%)	663 (64%)	6,023 (48%)	6,480 (52%)
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%)


SOYBEAN TO MPLS
1980-81 TO 1990-91
thousand bu
10000
8000
6000
4000
2000
0
80-81
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82-83
83-84
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87-88
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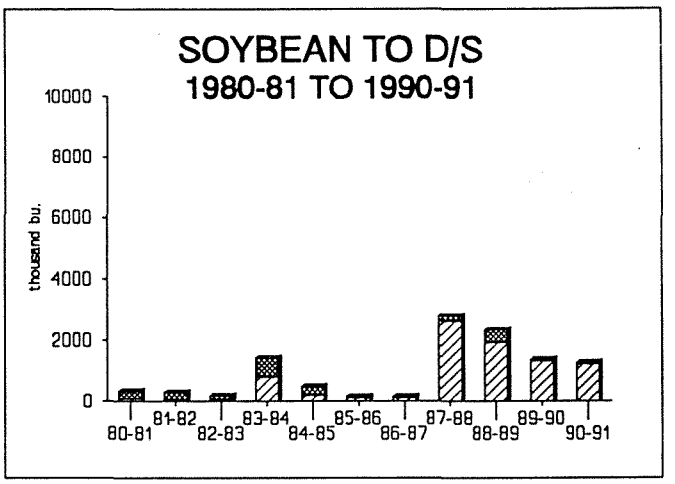
SOYBEAN TO D/S
1980-81 TO 1990-91
thousand bu.
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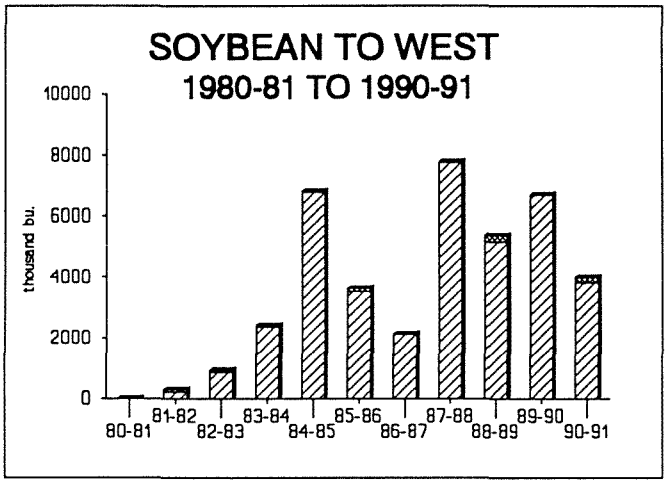
SOYBEAN TO WEST
1980-81 TO 1990-91
thousand bu.
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6000
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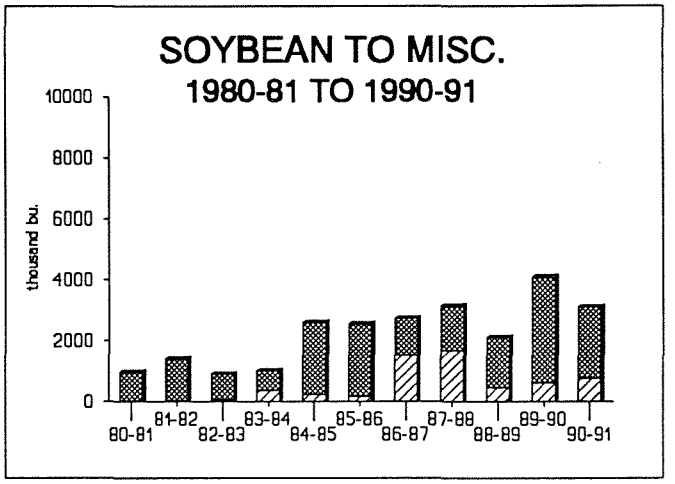
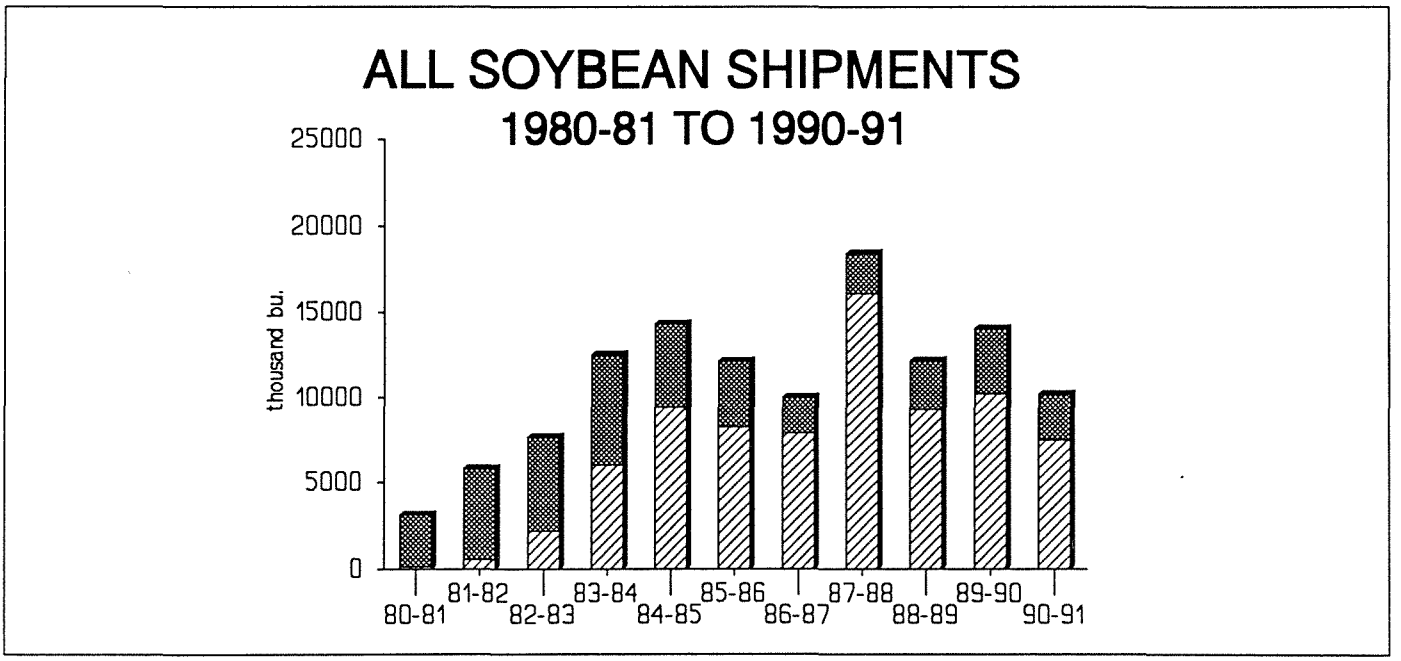
89-90
90-91


SOYBEAN TO MISC.
1980-81 TO 1990-91
thousand bu.
10000
8000
6000
4000
2000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

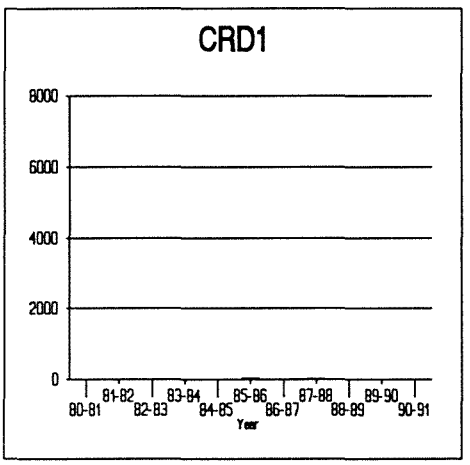
Rail Truck

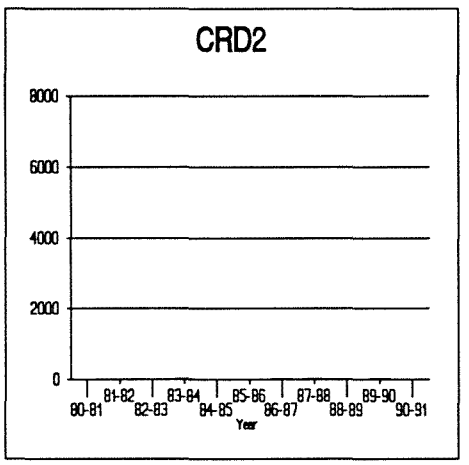

ALL SOYBEAN SHIPMENTS
1980-81 TO 1990-91
thousand bu.
25000
20000
15000
10000
5000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

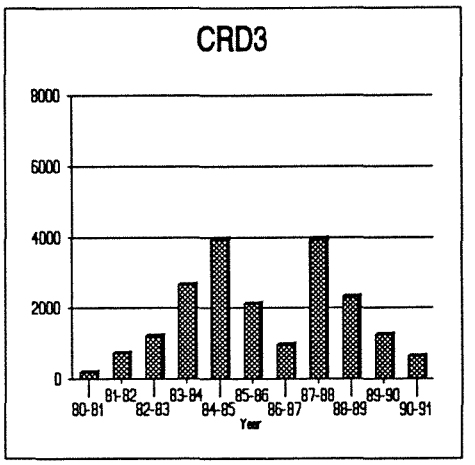
NORTH DAKOTA SOYBEAN SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)

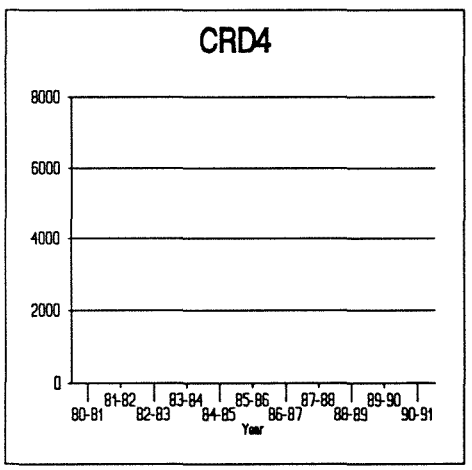
YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1976-77	0 (0%)	0 (0%)	9 (1%)	0 (0%)	1 (0%)	1,093 (56%)	0 (0%)	0 (0%)	838 (43%)	1,941 (100%)
1977-78	0 (0%)	0 (0%)	39 (2%)	4 (0%)	0 (0%)	997 (36%)	0 (0%)	0 (0%)	736 (41%)	1,776 (100%)
1978-79	3 (0%)	0 (0%)	89 (3%)	3 (0%)	94 (3%)	1,608 (55%)	0 (0%)	0 (0%)	1,145 (39%)	2,943 (100%)
1979-80	11 (0%)	0 (0%)	155 (3%)	0 (0%)	8 (0%)	3,845 (71%)	0 (0%)	0 (0%)	1,434 (26%)	5,452 (100%)
1980-81	2 (0%)	0 (0%)	182 (6%)	0 (0%)	1 (0%)	1,678 (54%)	0 (0%)	0 (0%)	1,246 (40%)	3,109 (100%)
1981-82	0 (0%)	2 (0%)	722 (12%)	0 (0%)	37 (1%)	3,250 (56%)	0 (0%)	0 (0%)	1,790 (31%)	5,801 (100%)
1982-83	0 (0%)	3 (0%)	1,206 (16%)	0 (0%)	36 (1%)	4,164 (54%)	2 (0%)	0 (0%)	2,277 (30%)	7,687 (100%)
1983-84	2 (0%)	20 (0%)	2,665 (21%)	2 (0%)	112 (1%)	6,683 (53%)	4 (0%)	0 (0%)	3,016 (24%)	12,504 (100%)
1984-85	2 (0%)	2 (0%)	3,954 (28%)	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%)

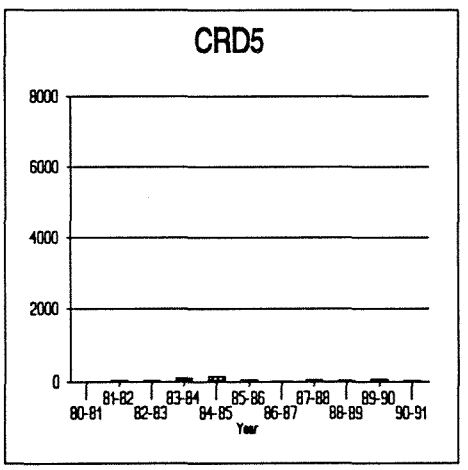
SOYBEAN SHIPMENTS
BY CROP REPORTING DISTRICT
(thousand bushels)

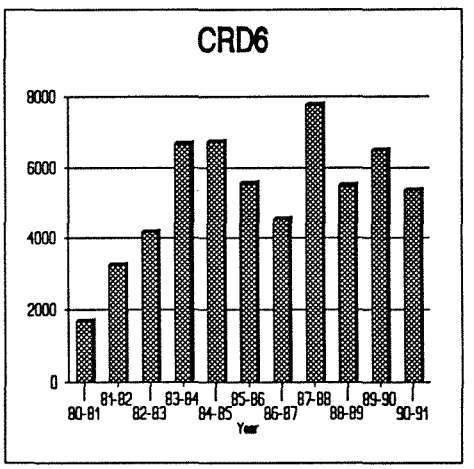


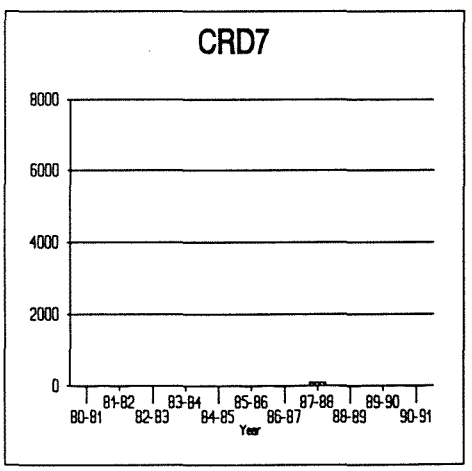


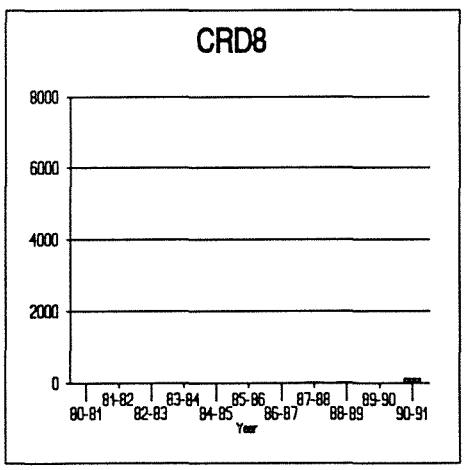


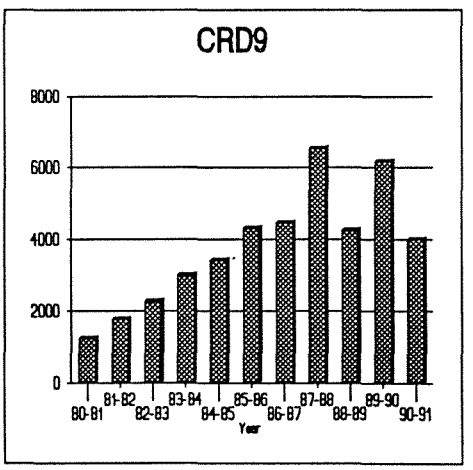












FLAX SHIPMENTS

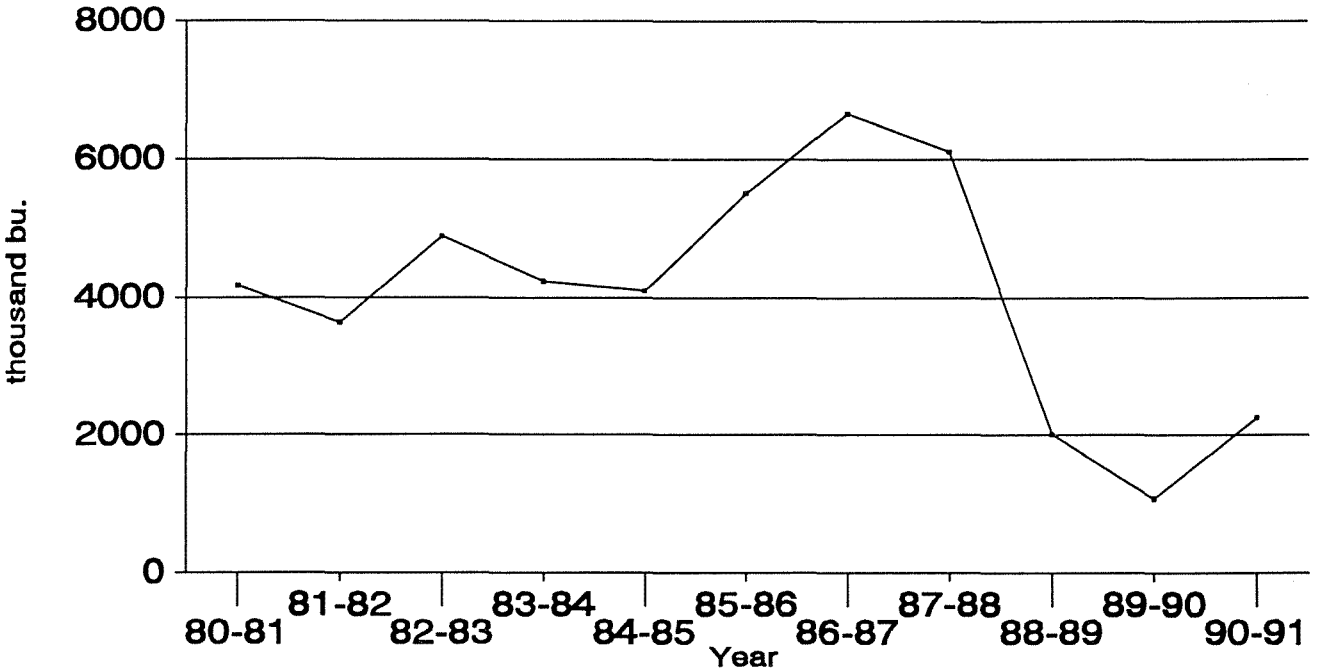
NORTH DAKOTA FLAXSEED SHIPMENTS
BY DESTINATION
(thousand bu.)

YEAR	MINNEAPOLIS - ST. PAUL	OTHER MINNESOTA - WISCONSIN	NORTH DAKOTA	MISC.	TOTAL
1976-77	4,260 (87%)	-	-	-	4,882 (100%)
1977-78	4,941 (80%)	-	-	-	6,174 (100%)
1978-79	4,054 (89%)	-	-	-	4,541 (100%)
1979-80	4,114 (90%)	-	-	-	4,582 (100%)
1980-81	3,874 (93%)	-	-	-	4,176 (100%)
1981-82	3,207 (88%)	-	-	-	3,644 (100%)
1982-83	1,820 (37%)	-	-	-	4,883 (100%)
1983-84	1,598 (38%)	-	-	-	4,235 (100%)
1984-85	1,555 (38%)	-	-	-	4,098 (100%)
1985-86	2,171 (39%)	-	-	-[a]	5,503 (100%)
1986-87	1,055 (16%)	1,829 (27%)	2,495 (37%)	1,287 (19%)	6,666 (100%)
1987-88	1,202 (20%)	2,007 (33%)	1,758 (29%)	1,143 (19%)	6,110 (100%)
1988-89	214 (11%)	849 (42%)	650 (32%)	299 (15%)	2,013 (100%)
1989-90	209 (19%)	269 (25%)	425 (39%)	174 (16%)	1,077 (100%)
1990-91	422 (19%)	487 (22%)	1,068 (47%)	281[b] (12%)	2,258 (100%)

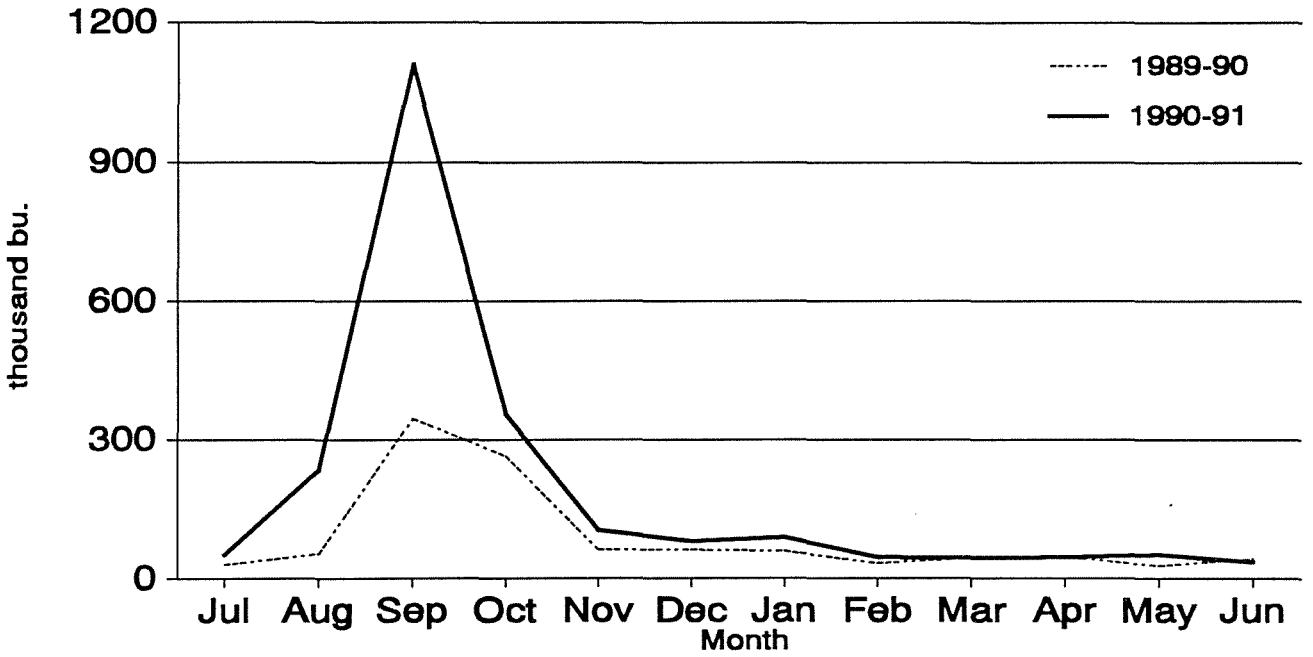
[a]Not available prior to 1986-87.

[b]Miscellaneous markets include shipments to Duluth Superior destinations (0.006 million bushels or 0%), Midland/Southwest markets (0.069 million bushels or 3%), Pacific Northwest markets (0.007 million bushels or 0%), and all other markets (0.199 million bushels or 9%).

FLAX SHIPMENTS
1980-81 to 1990-91



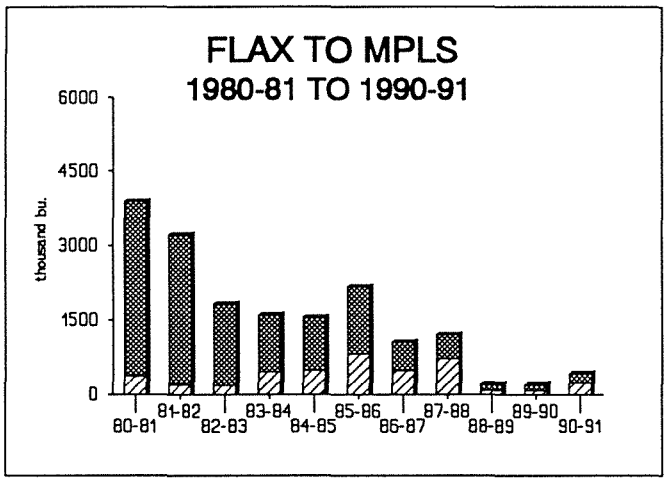
FLAX SHIPMENTS
BY MONTH, 1989-90 & 1990-91

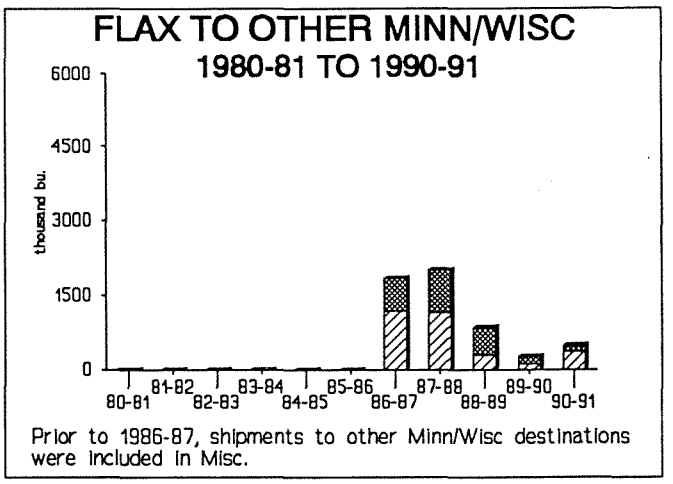


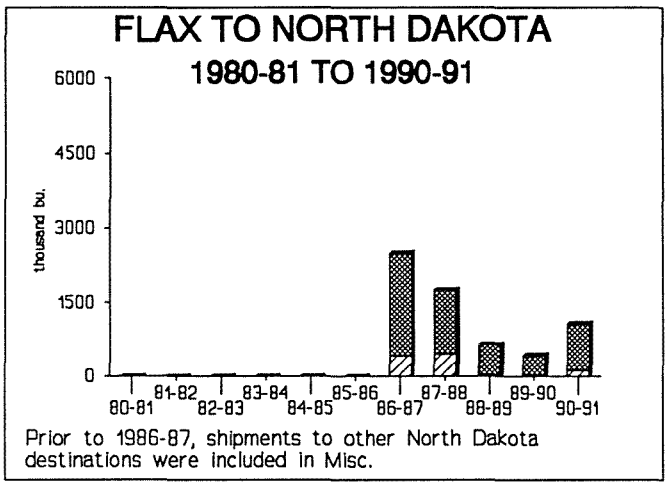
NORTH DAKOTA FLAXSEED SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)

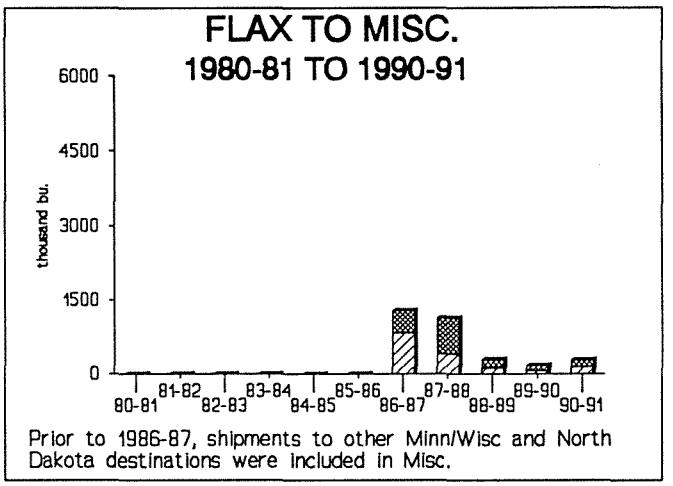
YEAR	MINNEAPOLIS-ST. PAUL		OTHER MINNESOTA - WISCONSIN		NORTH DAKOTA		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	1,046 (25%)	3,214 (75%)	-	-	-	-	-	-	1,354 (28%)	3,530 (72%)
1977-78	987 (20%)	3,954 (80%)	-	-	-	-	-	-	1,287 (21%)	4,887 (79%)
1978-79	541 (13%)	3,513 (87%)	-	-	-	-	-	-	593 (15%)	3,948 (85%)
1979-80	555 (13%)	3,558 (87%)	-	-	-	-	-	-	653 (14%)	3,927 (86%)
1980-81	358 (9%)	3,516 (91%)	-	-	-	-	-	-	465 (11%)	3,711 (89%)
1981-82	203 (6%)	3,004 (94%)	-	-	-	-	-	-	228 (6%)	3,415 (94%)
1982-83	184 (10%)	1,635 (90%)	-	-	-	-	-	-	749 (15%)	4,134 (85%)
1983-84	455 (29%)	1,143 (71%)	-	-	-	-	-	-	785 (19%)	3,451 (81%)
1984-85	480 (31%)	1,075 (69%)	-	-	-	-	-	-	996 (24%)	3,103 (76%)
1985-86	813 (37%)	1,358 (63%)	-	-	-	-	-	-[a]	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%)

[a]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 MPLS
1980-81 TO 1990-91
thousand bu.
6000
4500
3000
1500
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

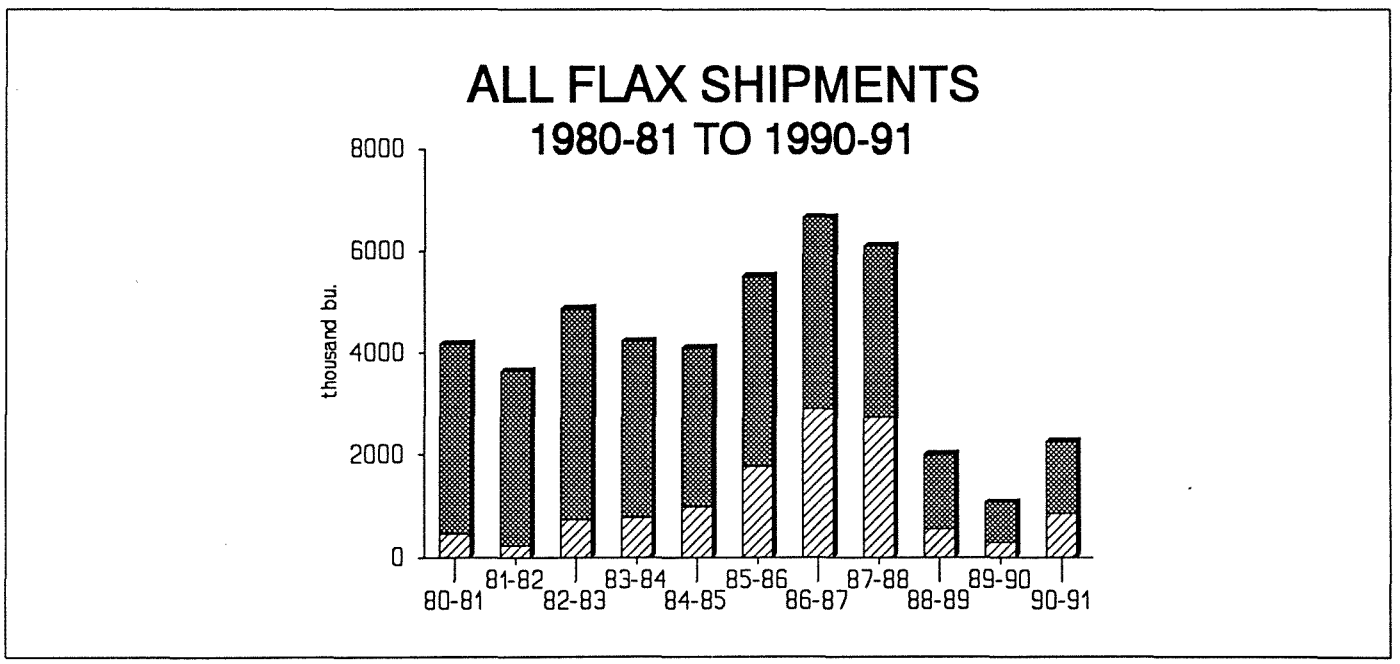

FLAX TO OTHER MINN/WISC
1980-81 TO 1990-91
thousand bu.
6000
4500
3000
1500
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91
Prior to 1986-87, shipments to other Minn/Wisc destinations were included in Misc.


FLAX TO NORTH DAKOTA
1980-81 TO 1990-91
thousand bu.
6000
4500
3000
1500
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91
Prior to 1986-87, shipments to other North Dakota destinations were included in Misc.


FLAX TO MISC.
1980-81 TO 1990-91
thousand bu.
6000
4500
3000
1500
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91
Prior to 1986-87, shipments to other Minn/Wisc and North Dakota destinations were included in Misc.

Rail

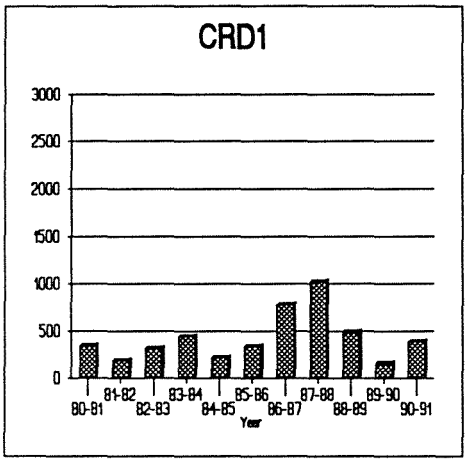
Truck

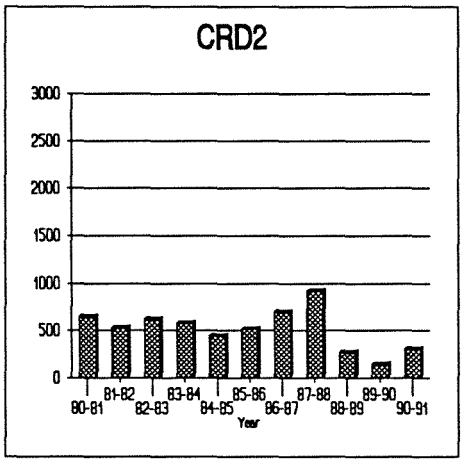

ALL FLAX SHIPMENTS
1980-81 TO 1990-91
thousand bu.
8000
6000
4000
2000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

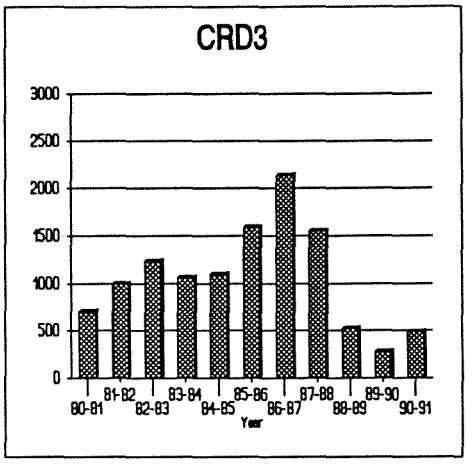
NORTH DAKOTA FLAXSEED SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)

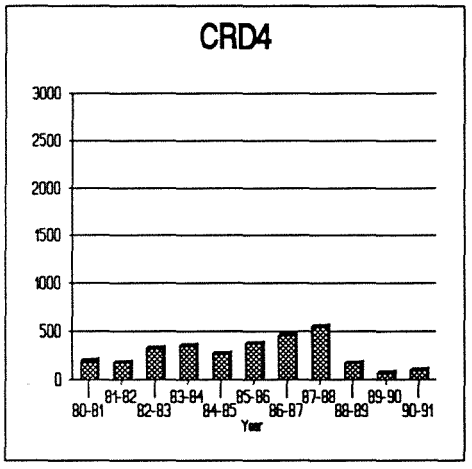
YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1976-77	450 (9%)	794 (16%)	656 (13%)	307 (6%)	829 (17%)	491 (10%)	98 (2%)	323 (7%)	935 (19%)	4,883 (100%)
1977-78	678 (11%)	1,022 (17%)	1,054 (17%)	203 (3%)	679 (11%)	1,024 (17%)	74 (1%)	145 (2%)	1,295 (21%)	6,174 (100%)
1978-79	515 (11%)	765 (17%)	547 (12%)	254 (6%)	474 (10%)	533 (12%)	57 (1%)	295 (6%)	1,102 (24%)	4,542 (100%)
1979-80	398 (9%)	752 (16%)	682 (15%)	207 (5%)	438 (10%)	641 (14%)	59 (1%)	203 (4%)	1,202 (26%)	4,582 (100%)
1980-81	348 (8%)	648 (16%)	707 (17%)	194 (4%)	481 (12%)	609 (15%)	22 (1%)	138 (3%)	1,029 (25%)	4,176 (100%)
1981-82	195 (5%)	530 (15%)	996 (27%)	178 (5%)	475 (13%)	377 (10%)	14 (0%)	147 (4%)	731 (20%)	3,644 (100%)
1982-83	319 (7%)	617 (13%)	1,235 (25%)	323 (7%)	654 (13%)	655 (13%)	67 (1%)	223 (5%)	780 (16%)	4,873 (100%)
1983-84	441 (10%)	579 (14%)	1,062 (25%)	349 (8%)	602 (14%)	227 (5%)	149 (4%)	239 (6%)	587 (14%)	4,235 (100%)
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 (8%)	2,009 (100%)
1989-90	161 (15%)	145 (13%)	276 (26%)	72 (7%)	146 (13%)	84 (8%)	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%)

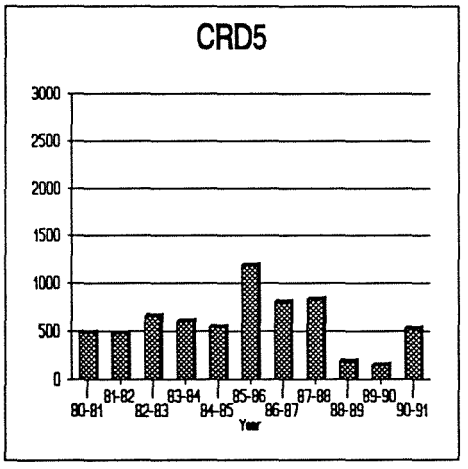
FLAX SHIPMENTS
BY CROP REPORTING DISTRICT
(thousand bushels)

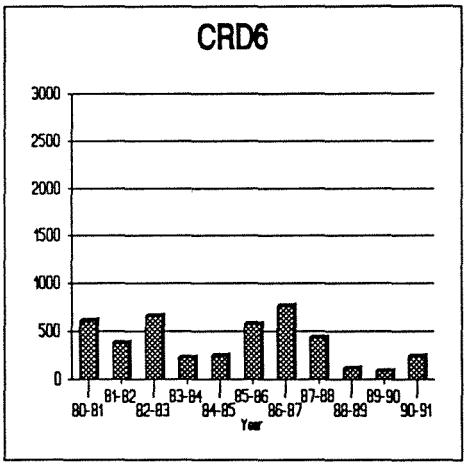


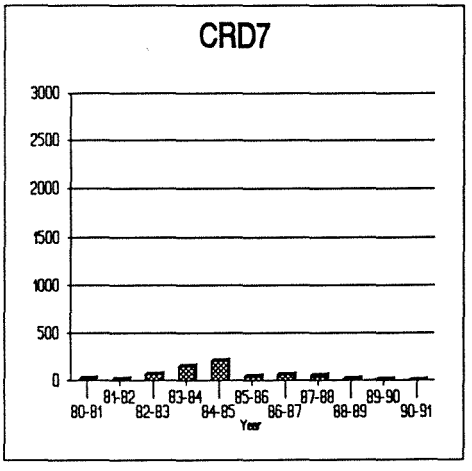


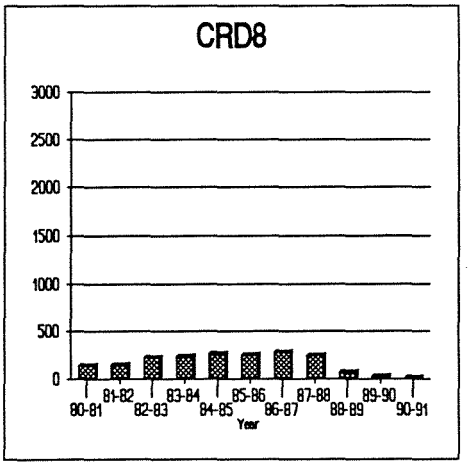


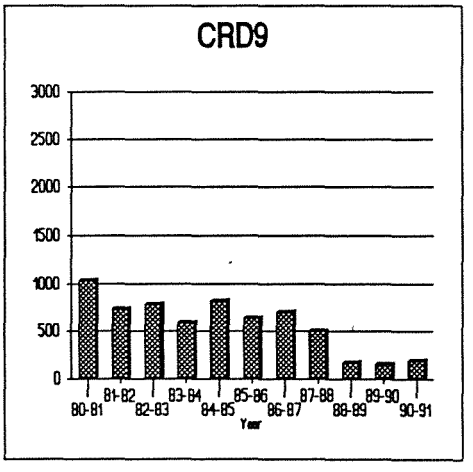












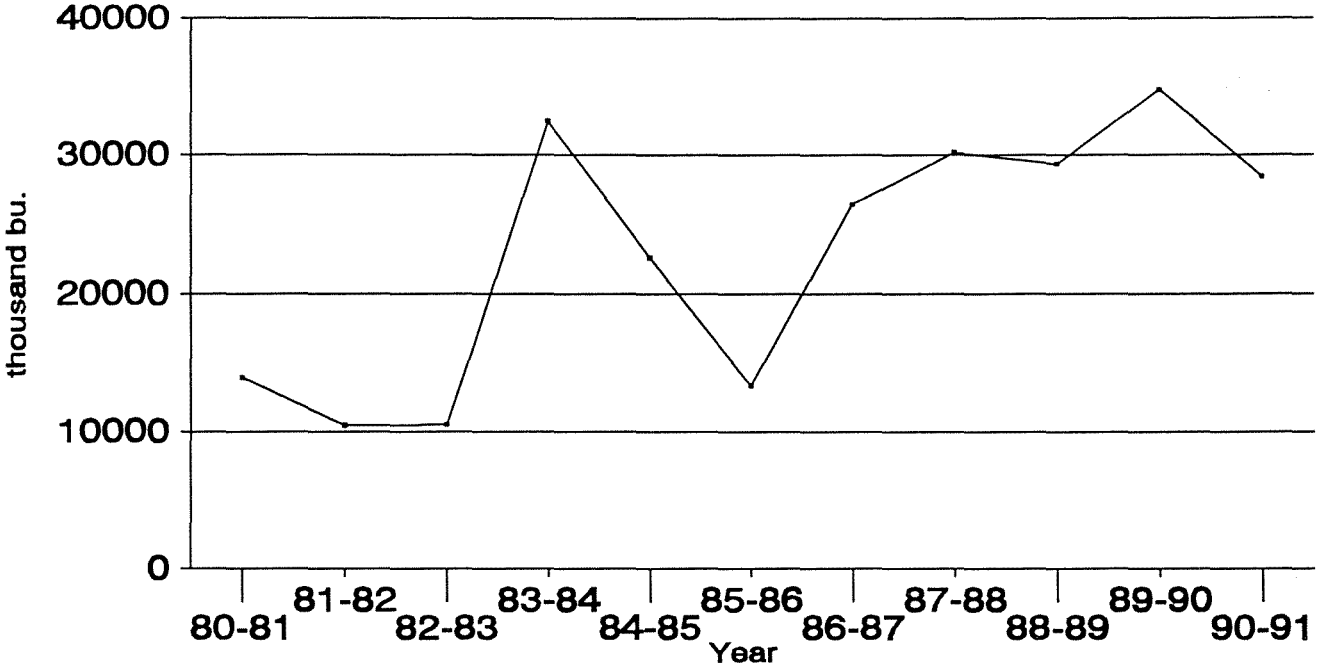
CORN SHIPMENTS

NORTH DAKOTA CORN SHIPMENTS
BY DESTINATION
(thousand bu.)

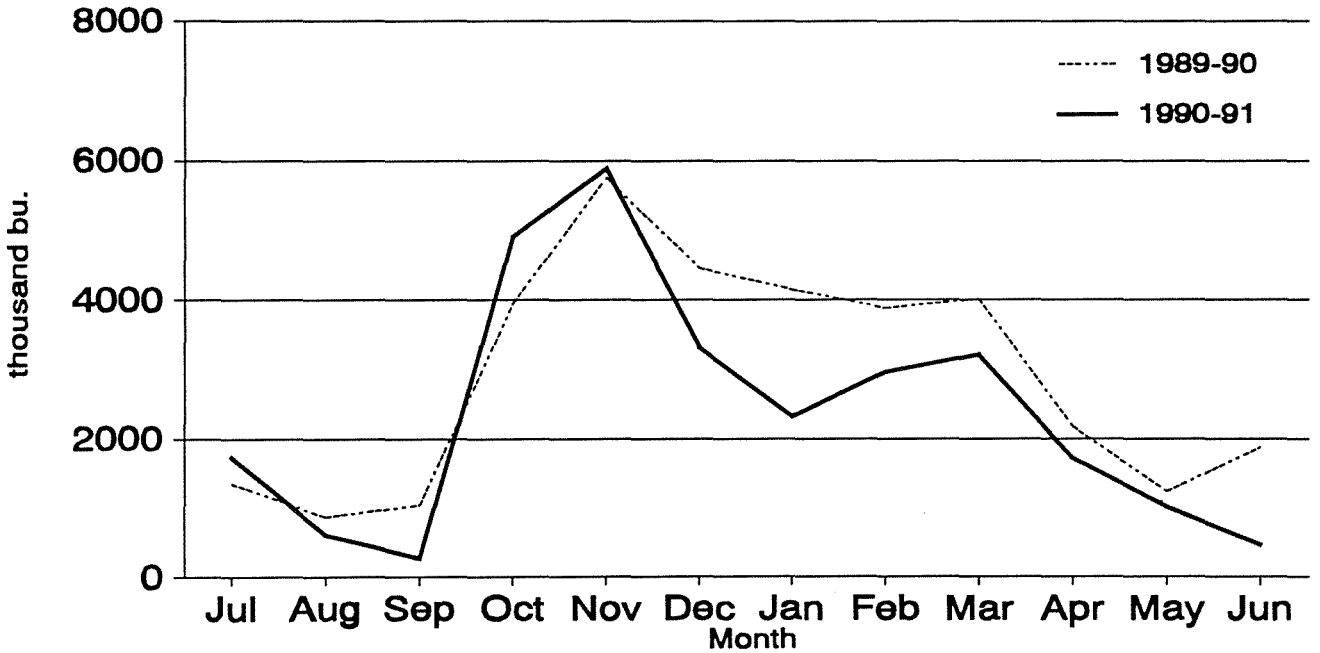
YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1978-79	157 (2%)	262 (3%)	6,373 (82%)	1,019 (13%)	7,808 (100%)
1979-80	265 (2%)	270 (2%)	9,802 (88%)	786 (7%)	11,123 (100%)
1980-81	406 (3%)	154 (1%)	11,409 (82%)	2,013 (14%)	13,982 (100%)
1981-82	514 (5%)	243 (2%)	7,247 (69%)	2,457 (23%)	10,460 (100%)
1982-83	296 (3%)	350 (3%)	5,474 (52%)	4,397 (42%)	10,518 (100%)
1983-84	2,735 (8%)	4,175 (13%)	20,323 (63%)	5,229 (16%)	32,463 (100%)
1984-85	1,189 (5%)	2,859 (13%)	13,659 (60%)	4,916 (22%)	22,623 (100%)
1985-86	1,254 (9%)	68 (1%)	6,488 (48%)	5,584 (42%)	13,394 (100%)
1986-87	359 (1%)	59 (0%)	18,952 (72%)	7,067 (27%)	26,437 (100%)
1987-88	312 (1%)	55 (0%)	23,742 (79%)	6,080 (20%)	30,189 (100%)
1988-89	603 (2%)	1,741 (6%)	21,861 (74%)	5,138 (18%)	29,344 (100%)
1989-90	900 (3%)	358 (1%)	26,133 (75%)	7,374 (21%)	34,764 (100%)
1990-91	944 (3%)	710 (2%)	19,590 (69%)	7,190[a] (25%)	28,434 (100%)

[a]Miscellaneous markets include shipments to North Dakota destinations (3.9 million bushels or 14%), Midland/Southwest destinations (0.7 million bushels or 3%), and all other markets (2.5 million bushels or 9%).

CORN SHIPMENTS
1980-81 to 1990-91

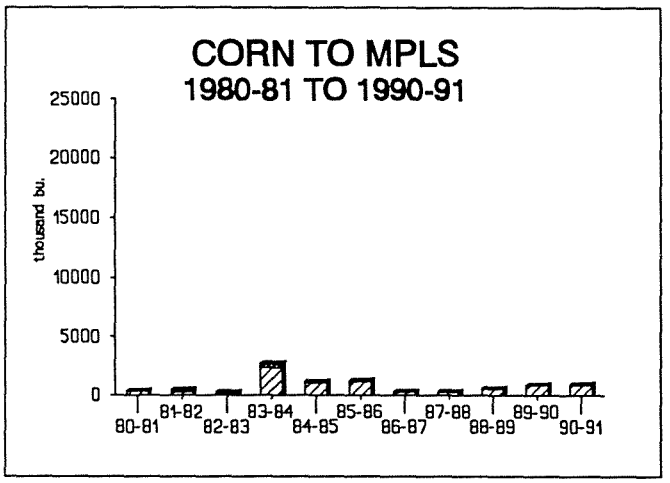


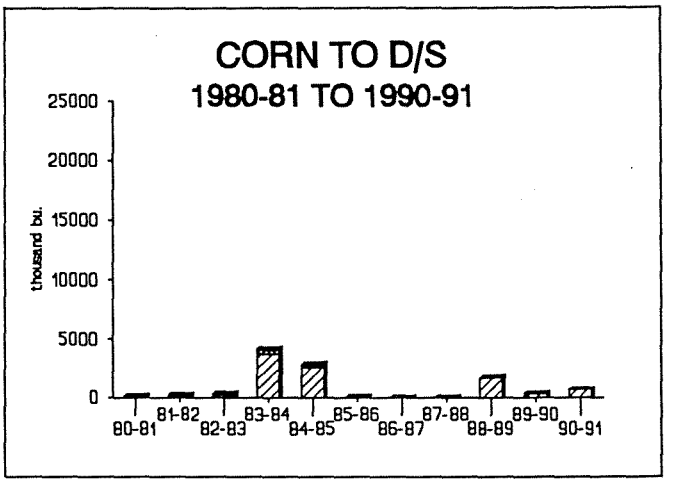
CORN SHIPMENTS
BY MONTH, 1989-90 & 1990-91

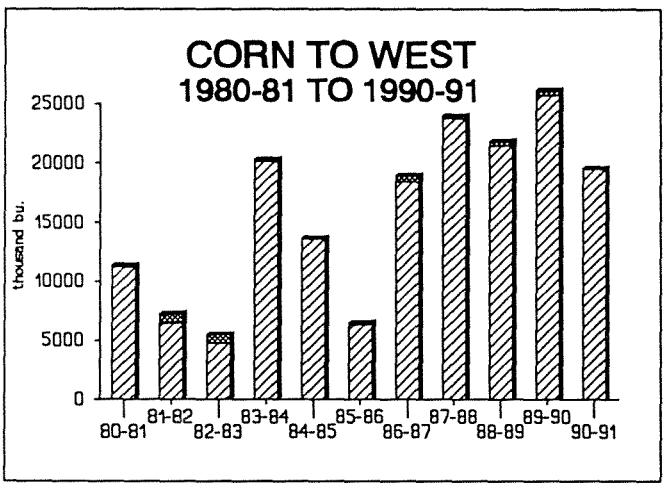


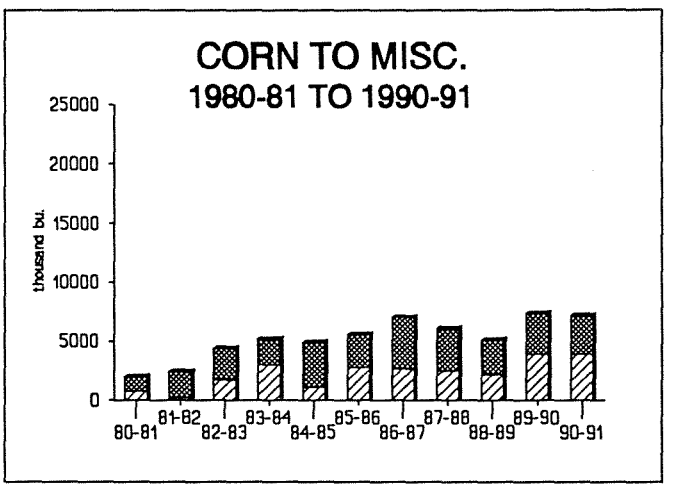
NORTH DAKOTA CORN SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)

YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1978-79	132 (84%)	25 (16%)	117 (45%)	142 (55%)	6,233 (98%)	140 (2%)	785 (77%)	234 (23%)	7,267 (93%)	541 (7%)
1979-80	221 (83%)	44 (17%)	150 (56%)	120 (44%)	9,752 (99%)	50 (1%)	525 (71%)	261 (29%)	10,648 (96%)	475 (4%)
1980-81	322 (79%)	84 (21%)	100 (53%)	54 (47%)	11,220 (98%)	189 (2%)	815 (40%)	1,198 (60%)	12,417 (89%)	1,525 (11%)
1981-82	278 (54%)	236 (46%)	74 (31%)	169 (69%)	6,465 (89%)	782 (11%)	256 (10%)	2,201 (90%)	7,072 (68%)	3,388 (32%)
1982-83	155 (52%)	141 (48%)	196 (56%)	154 (44%)	4,748 (87%)	726 (13%)	1,731 (39%)	2,666 (61%)	6,831 (65%)	3,687 (35%)
1983-84	2,332 (85%)	404 (15%)	3,737 (90%)	438 (10%)	20,133 (99%)	190 (1%)	3,034 (58%)	2,195 (42%)	29,236 (90%)	3,228 (10%)
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%)

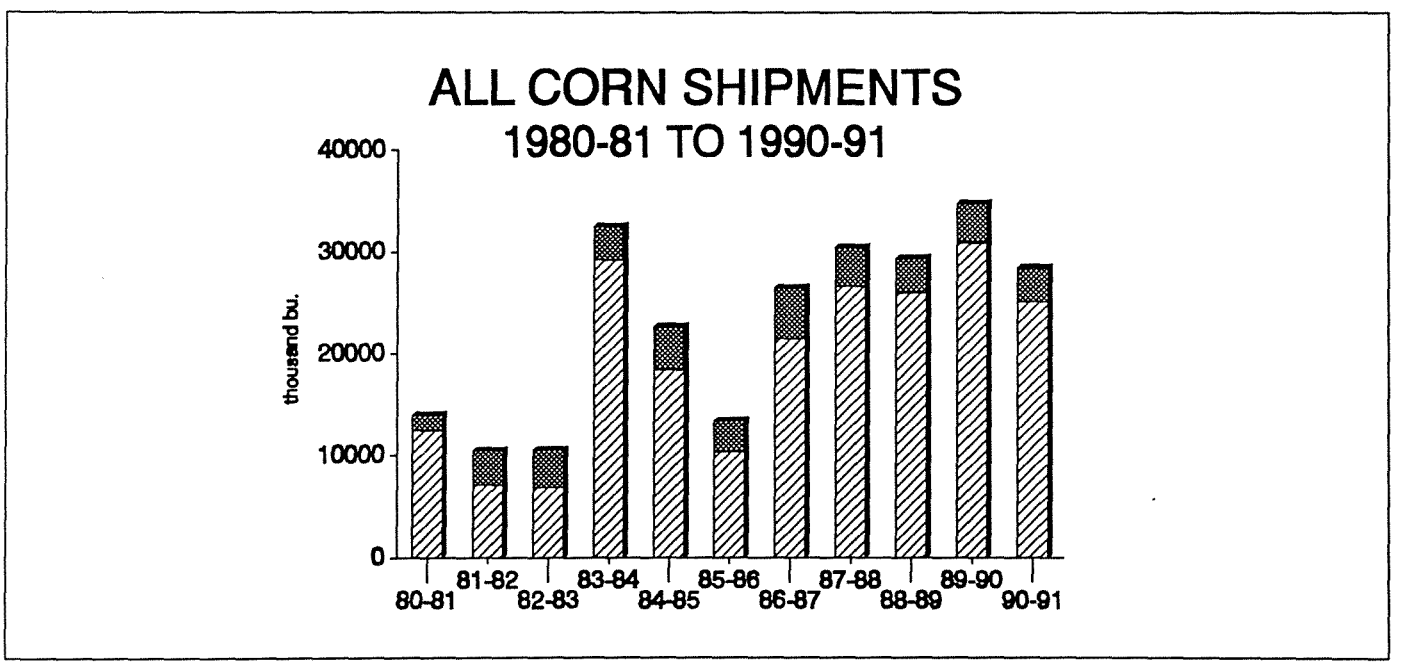

CORN TO MPLS
1980-81 TO 1990-91
thousand bu.
25000
20000
15000
10000
5000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91


CORN TO D/S
1980-81 TO 1990-91
thousand bu.
25000
20000
15000
10000
5000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

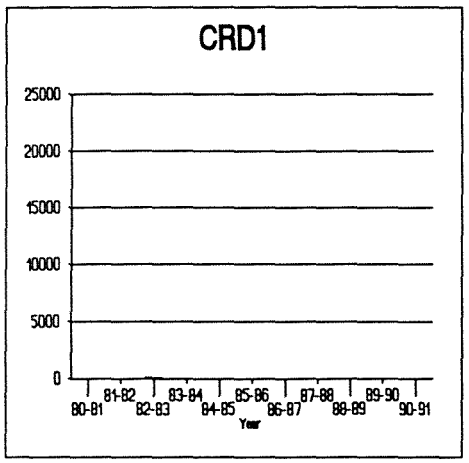
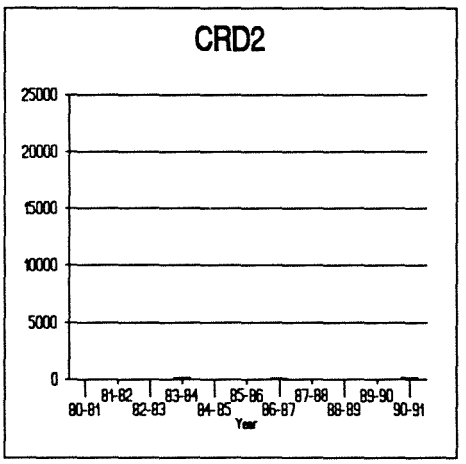
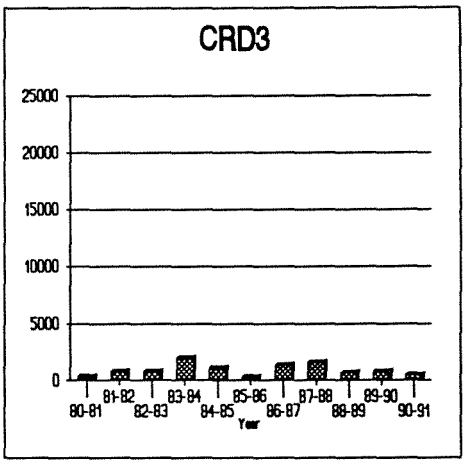
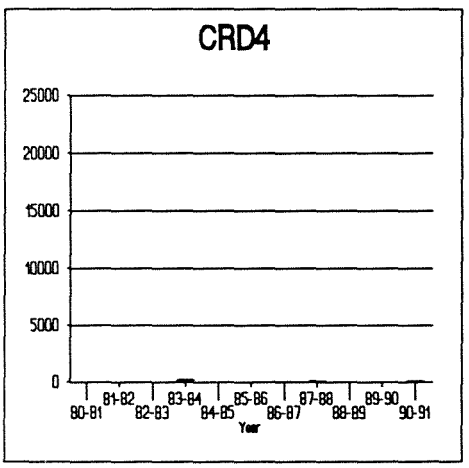
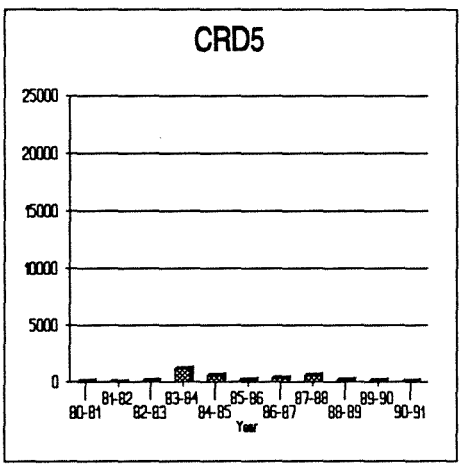
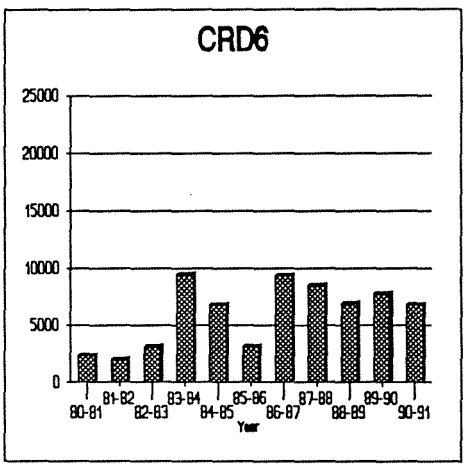
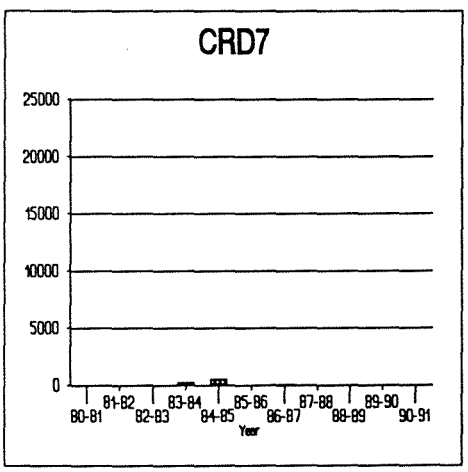
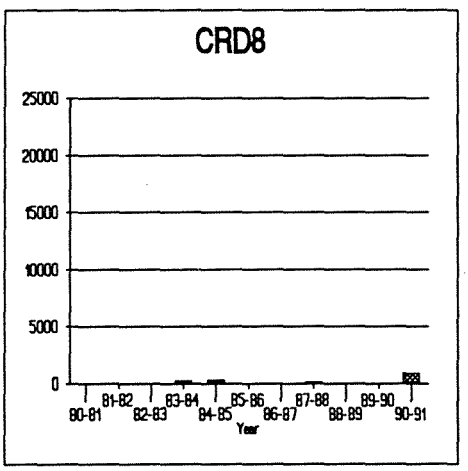
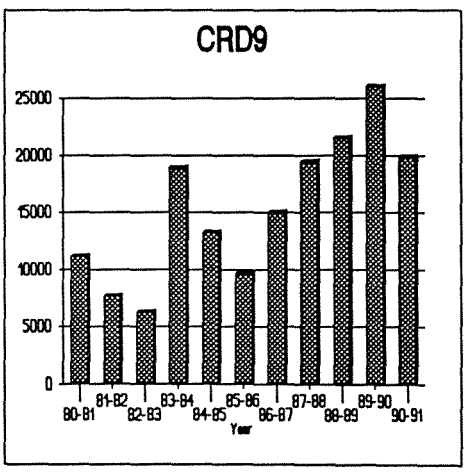

CORN TO WEST
1980-81 TO 1990-91
thousand bu.
25000
20000
15000
10000
5000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91


CORN TO MISC.
1980-81 TO 1990-91
thousand bu.
25000
20000
15000
10000
5000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

Rail Truck


ALL CORN SHIPMENTS
1980-81 TO 1990-91
thousand bu.
40000
30000
20000
10000
0
80-81
81-82
82-83
83-84
84-85
85-86
86-87
87-88
88-89
89-90
90-91

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

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1976-77	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1977-78	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1978-79	0 (0%)	0 (0%)	424 (5%)	0 (0%)	64 (1%)	1,388 (18%)	0 (0%)	3 (0%)	5,929 (76%)	7,808 (100%)
1979-80	0 (0%)	0 (0%)	384 (3%)	0 (0%)	53 (0%)	2,527 (23%)	0 (0%)	0 (0%)	8,159 (73%)	11,123 (100%)
1980-81	2 (0%)	0 (0%)	382 (3%)	0 (0%)	88 (1%)	2,329 (17%)	0 (0%)	0 (0%)	11,141 (80%)	13,942 (100%)
1981-82	0 (0%)	0 (0%)	769 (7%)	3 (0%)	35 (0%)	1,982 (19%)	0 (0%)	0 (0%)	7,671 (73%)	10,460 (100%)
1982-83	121 (1%)	6 (0%)	791 (8%)	33 (0%)	137 (1%)	3,132 (30%)	5 (0%)	0 (0%)	6,293 (60%)	10,518 (100%)
1983-84	12 (0%)	139 (0%)	1,997 (6%)	242 (1%)	1,159 (4%)	9,477 (29%)	249 (1%)	224 (1%)	18,963 (58%)	32,463 (100%)
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%)

CORN SHIPMENTS
BY CROP REPORTING DISTRICT
(thousand bushels)