#### NORTH DAKOTA GRAIN AND OILSEED TRANSPORTATION STATISTICS 1990-91

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Don Leapoldt Daniel Zink

UGPTI Publication No. 86 December 1991



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

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#### **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.

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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.

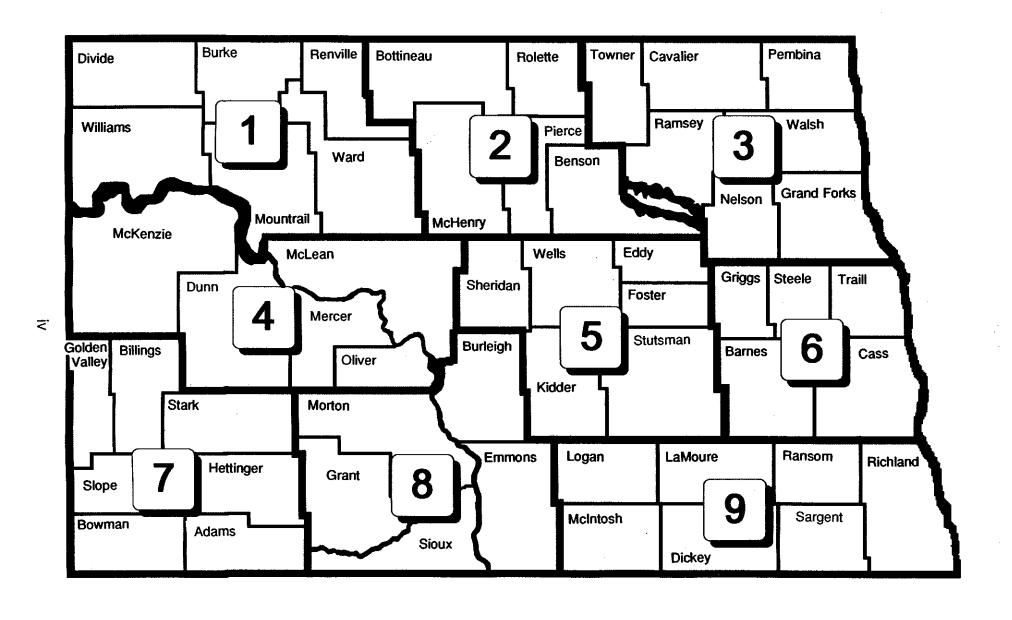


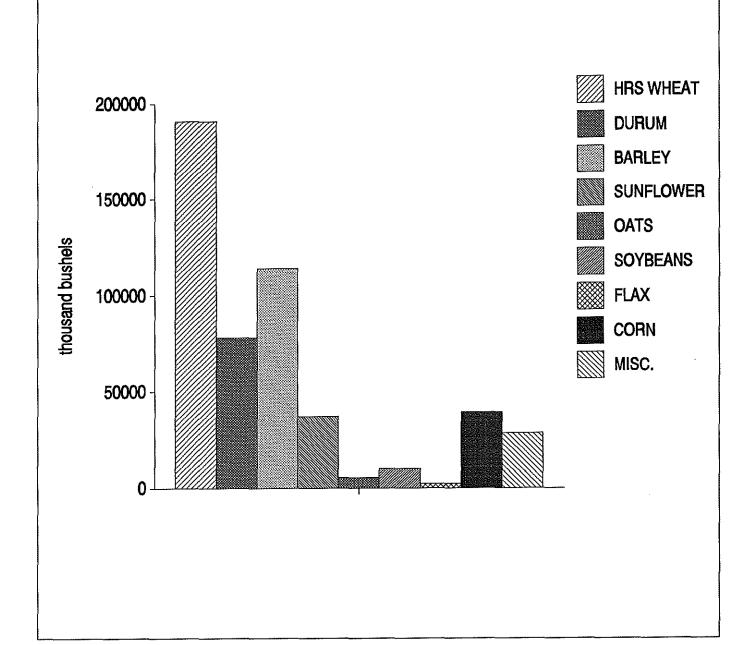
Figure 1. North Dakota Crop Reporting Districts and Counties.

# TOTAL GRAIN AND OILSEED SHIPMENTS

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

YEAR	HARD RED SPRING	DURUM	BARLEY	SUNFLOWER	OATS	SOYBEANS	FLAX	MISC.	CORN	TOTAL
1976-77	123,976 (41%)	<b>65,024</b> (21%)	<b>73,314</b> (24%)	<b>15,622</b> (5%)	12,158 (4%)	1,941 (1%)	4,883 (2%)	8,994 (3%)	N.A.	<b>305,912</b> (100%)
1977-78	<b>127,953</b> (36%)	<b>88,366</b> (25%)	<b>63,115</b> (18%)	<b>51,278</b> (14%)	<b>10,492</b> (3%)	<b>1,776</b> (1%)	6,174 (2%)	9,450 (3%)	N.A.	<b>358,604</b> (100%)
1978-79	<b>184,923</b> (41%)	<b>88,659</b> (19%)	<b>69,648</b> (15%)	<b>79,253</b> (17%)	1 <b>2,087</b> (3%)	<b>2,943</b> (1%)	<b>4,541</b> (1%)	<b>14,180</b> (3%)	N.A.	<b>456,234</b> (100%)
1979-80	1 <b>69,573</b> (36%)	<b>94,581</b> (20%)	<b>78,621</b> (17%)	<b>95,940</b> (20%)	<b>7,959</b> (2%)	<b>5,452</b> (1%)	<b>4,580</b> (1%)	<b>19,358</b> (4%)	N.A.	<b>476,064</b> (100%)
1980-81	1 <b>26,115</b> (31%)	<b>63,193</b> (16%)	<b>62,672</b> (15%)	<b>114,866</b> (28%)	<b>3,515</b> (1%)	<b>3,109</b> (1%)	<b>4,176</b> (1%)	<b>9,498</b> (2%)	<b>13,941</b> (3%)	<b>401,085</b> (100%)
1981-82	1 <b>48,169</b> (32%)	<b>81,881</b> (18%)	<b>79,801</b> (17%)	111,496 (24%)	<b>8,379</b> (2%)	5,801 (1%)	3,644 (1%)	<b>12,232</b> (3%)	10,460 (2%)	<b>461,862</b> (100%)
1982-83	<b>178,800</b> (36%)	<b>79,132</b> (16%)	<b>70,106</b> (14%)	<b>121,744</b> (25%)	<b>10,583</b> (2%)	<b>7,687</b> (2%)	<b>4,883</b> (1%)	<b>8,219</b> (2%)	10,518 (2%)	<b>491,671</b> (100%)
1983-84	1 <b>63,305</b> (30%)	<b>84,941</b> (16%)	<b>106,645</b> (20%)	<b>103,449</b> (19%)	<b>21,261</b> (4%)	1 <b>2,504</b> (2%)	<b>4,235</b> (1%)	10,014 (2%)	<b>32,463</b> (6%)	<b>538,818</b> (100%)
1984-85	1 <b>83,109</b> (36%)	<b>80,670</b> (16%)	106,030 (21%)	<b>77,412</b> (15%)	<b>11,232</b> (2%)	<b>14,292</b> (3%)	<b>4,098</b> (1%)	<b>12,389</b> (2%)	<b>22,623</b> (4%)	<b>511,855</b> (100%)
1985-86	1 <b>81,089</b> (38%)	<b>87,344</b> (18%)	105,436 (22%)	<b>53,541</b> (11%)	<b>7,706</b> (2%)	<b>12,116</b> (3%)	5,503 (1%)	1 <b>2,261</b> (3%)	13,394 (3%)	<b>478,390</b> (100%)
1986-87	1 <b>93,962</b> (34%)	<b>104,968</b> (18%)	1 <b>46,342</b> (26%)	<b>61,067</b> (11%)	<b>9,387</b> (2%)	9,99 <b>0</b> (2%)	6,666 (1%)	<b>12,500</b> (2%)	<b>26,437</b> (5%)	<b>571,319</b> (100%)
1987-88	1 <b>87,835</b> (36%)	<b>77,395</b> (15%)	<b>104,399</b> (20%)	<b>63,418</b> (12%)	<b>15,577</b> (3%)	1 <b>8,415</b> (4%)	<b>6,110</b> (1%)	<b>14,263</b> (3%)	<b>30,426</b> (6%)	<b>517,838</b> (100%)
1988-89	<b>135,640</b> (36%)	43,906 (12%)	<b>92,715</b> (25%)	<b>39,056</b> (10%)	<b>4,297</b> (1%)	<b>12,160</b> (3%)	<b>2,013</b> (1%)	1 <b>3,243</b> (4%)	<b>29,344</b> (8%)	<b>372,376</b> (100%)
1989-90	1 <b>92,485</b> (40%)	<b>72,003</b> (15%)	11 <b>2,256</b> (23%)	<b>32,174</b> (7%)	<b>5,015</b> (1%)	14,015 (3%)	1 <b>,077</b> (1%)	<b>14,632</b> (3%)	<b>34,764</b> (7%)	<b>478,421</b> (100%)
1990-91	<b>191,072</b> (38%)	<b>78,309</b> (15%)	114,046 (23%)	<b>37,086</b> (7%)	<b>5,601</b> (1%)	<b>10,185</b> (2%)	<b>2,258</b> (0%)	<b>39,229</b> (8%)	<b>28,434</b> (6%)	<b>506,220</b> (100%)

## ALL SHIPMENTS BY COMMODITY, 1990-91

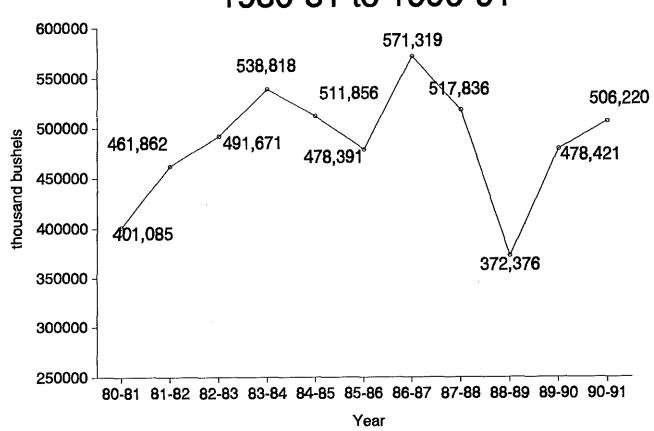


#### NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS BY DESTINATION 1977-78 to 1990-91 (thousand bu.)

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	<b>109,620</b> (36%)	<b>128,044</b> (42%)	<b>20,823</b> (7%)	<b>47,425</b> (16%)	<b>305,912</b> (100%)
1977-78	<b>85,231</b>	<b>192,925</b>	<b>29,031</b>	51,41 <b>7</b>	<b>358,604</b>
	(24%)	(54%)	(8%)	(14%)	(100%)
1978-79	<b>93,353</b>	<b>250,653</b>	<b>46,413</b>	65,814	<b>456,233</b>
	(20%)	(55%)	(10%)	(14%)	(100%)
1979-80	11 <b>9,711</b>	<b>230,544</b>	<b>46,954</b>	<b>78,856</b>	<b>476,065</b>
	(25%)	(48%)	(10%)	(17%)	(100%)
1980-81	<b>81,487</b>	<b>184,825</b>	<b>39,975</b>	<b>94,798</b>	<b>401,085</b>
	(20%)	(46%)	(10%)	(24%)	(100%)
1981-82	<b>92,099</b>	<b>230,899</b>	<b>37,006</b>	<b>101,859</b>	<b>461,862</b>
	(20%)	(50%)	(8%)	(22%)	(100%)
1982-83	<b>122,745</b>	<b>201,427</b>	<b>45,240</b>	<b>122,259</b>	<b>491,671</b>
	(25%)	(41%)	(9%)	(25%)	(100%)
1983-84	<b>134,312</b> (25%)	<b>195,942</b> (36%)	59,203 (11%)	1 <b>49,362</b> (28%)	<b>538,818</b> (100%)
1984-85	<b>129,455</b> (25%)	<b>178,299</b> (35%)	6 <b>1,002</b> (12%)	143,099 (28%)	<b>511,856</b> (100%)
1985-86	<b>131,879</b> (28%)	<b>109,232</b> (23%)	<b>44,812</b> (9%)	<b>192,467</b> (40%)	<b>478,391</b> (100%)
1986-87	<b>121,620</b> (21%)	119,016 (21%)	92,923 (16%)	<b>237,761</b> (42%)	<b>571,319</b> (100%)
1987-88	<b>124,984</b> (24%)	<b>92,320</b> (18%)	<b>64,727</b> (12%)	<b>235,805</b> (46%)	<b>517,836</b> (100%)
1988-89	<b>85,561</b>	<b>50,767</b>	<b>67,862</b>	<b>168,187</b>	<b>372,376</b>
	(23%)	(14%)	(18%)	(45%)	(100%)
1989-90	1 <b>07,958</b> (22%)	<b>85,112</b> (18%)	6 <b>7,347</b> (14%)	<b>218,004</b> (46%)	<b>478,421</b> (100%)
1990-91	<b>114,712</b>	<b>80,740</b>	<b>77,311</b>	<b>233,457<sup>a</sup></b>	<b>506,220</b>
	(23%)	(16%)	(15%)	(46%)	(100%)

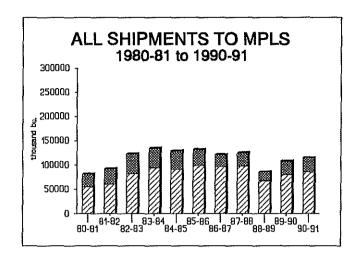
<sup>&</sup>lt;sup>a</sup>Miscellaneous markets include shipments to Midland/Southwest destinations (60.5 million bushels or 12%), North Dakota destinations (62 million bushels or 12%), other Minnesota/Wisconsin destinations (34.2 million bushels or 7%), and all other markets (76.7 million bushels or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

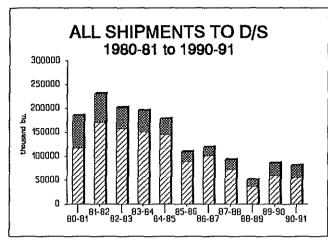
### ALL COMMODITY SHIPMENTS 1980-81 to 1990-91

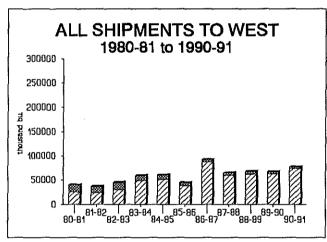


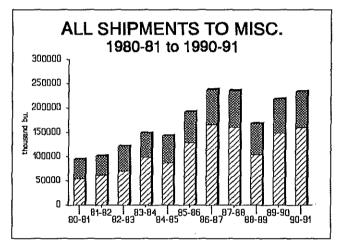
#### NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

		APOLIS- PAUL	DULUTH-	SUPERIOR	WI	EST	MISC. N	IARKETS	то	TAL
YEAR	RAIL	TRUCK	RAIL	TRUCK	RAIL	TRUCK	RAIL	TRUCK	RAIL	TRUCK
1976-77	<b>82,764</b> (75%)	<b>26,856</b> (24%)	<b>80,207</b> (63%)	<b>47,837</b> (37%)	11,703 (56%)	9,120 (44%)	<b>30,455</b> (64%)	<b>16,970</b> (36%)	<b>205,129</b> (67%)	1 <b>00,783</b> (33%)
1977-78	<b>60,859</b> (71%)	<b>24,372</b> (29%)	<b>121,899</b> (63%)	<b>71,025</b> (37%)	<b>19,386</b> (67%)	<b>9,645</b> (33%)	<b>33,034</b> (64%)	<b>18,384</b> (36%)	<b>235,178</b> (66%)	<b>123,426</b> (34%)
1978-79	<b>61,186</b> (66%)	<b>32,168</b> (34%)	1 <b>40,112</b> (56%)	110,541 (44%)	<b>33,461</b> (72%)	<b>12,952</b> (28%)	<b>36,310</b> (55%)	<b>29,504</b> (45%)	<b>271,069</b> (59%)	185,165 (41%)
1979-80	<b>79,040</b> (60%)	<b>40,672</b> (40%)	1 <b>38,313</b> (66%)	<b>92,225</b> (34%)	<b>31,878</b> (68%)	1 <b>5,076</b> (32%)	<b>45,106</b> (57%)	<b>33,750</b> (43%)	<b>294,342</b> (62%)	1 <b>81,724</b> (38%)
1980-81	<b>54,815</b> (67%)	<b>26,672</b> (33%)	11 <b>7,168</b> (63%)	<b>67,657</b> (37%)	<b>25,549</b> (64%)	<b>14,426</b> (36%)	<b>54,406</b> (57%)	<b>40,392</b> (43%)	<b>251,938</b> (63%)	149,14 <b>7</b> (37%)
1981-82	<b>60,345</b> (66%)	<b>31,753</b> (34%)	<b>170,762</b> (74%)	<b>60,136</b> (26%)	<b>24,165</b> (65%)	<b>12,841</b> (35%)	<b>62,032</b> (61%)	<b>39,827</b> (39%)	<b>317,304</b> (69%)	<b>144,558</b> (31%)
1982-83	<b>81,525</b> (66%)	<b>41,220</b> (34%)	<b>158,282</b> (78%)	<b>43,145</b> (21%)	<b>30,108</b> (67%)	<b>15,132</b> (33%)	<b>70,546</b> (58%)	<b>51,713</b> (42%)	<b>340,461</b> (69%)	<b>151,210</b> (31%)
1983-84	<b>94,392</b> (70%)	<b>39,920</b> (30%)	<b>150,766</b> (77%)	<b>45,176</b> (23%)	<b>49,055</b> (83%)	<b>10,148</b> (17%)	<b>98,897</b> (66%)	<b>50,465</b> (34%)	<b>393,110</b> (73%)	145,709 (27%)
1984-85	<b>90,807</b> (70%)	<b>38,648</b> (30%)	1 <b>45,495</b> (82%)	<b>32,804</b> (18%)	<b>51,786</b> (85%)	<b>9,217</b> (15%)	<b>86,921</b> (61%)	<b>56,179</b> (39%)	<b>375,009</b> (73%)	<b>136,847</b> (27%)
1985-86	99, <b>046</b> (75%)	<b>32,833</b> (25%)	<b>88,796</b> (81%)	<b>20,436</b> (19%)	<b>38,091</b> (85%)	<b>6,722</b> (15%)	1 <b>29,454</b> (67%)	<b>63,013</b> (33%)	<b>355,387</b> (74%)	1 <b>23,004</b> (26%)
1986-87	<b>96,166</b> (79%)	<b>25,454</b> (21%)	101,009 (85%)	<b>18,008</b> (15%)	<b>87,738</b> (94%)	<b>5,185</b> (6%)	<b>165,655</b> (70%)	<b>72,105</b> (30%)	<b>450,569</b> (79%)	<b>120,750</b> (21%)
1987-88	<b>97,285</b> (78%)	<b>27,699</b> (22%)	<b>72,835</b> (79%)	19,485 (21%)	<b>59,834</b> (92%)	<b>4,893</b> (8%)	1 <b>60,318</b> (68%)	<b>75,487</b> (32%)	<b>390,272</b> (75%)	<b>127,564</b> (25%)
1988-89	<b>67,358</b> (79%)	<b>18,203</b> (21%)	<b>37,044</b> (73%)	<b>13,723</b> (27%)	<b>62,570</b> (92%)	<b>5,291</b> (8%)	<b>103,988</b> (62%)	<b>64,199</b> (38%)	<b>270,961</b> (73%)	<b>101,416</b> (27%)
1989-90	<b>80,412</b> (74%)	<b>27,546</b> (26%)	<b>59,256</b> (70%)	<b>25,857</b> (30%)	<b>62,826</b> (93%)	<b>4,520</b> (7%)	1 <b>48,839</b> (68%)	<b>69,165</b> (32%)	<b>351,333</b> (73%)	<b>127,088</b> (27%)
1990-91	<b>85,296</b> (74%)	<b>29,416</b> (26%)	<b>55,844</b> (69%)	<b>24,896</b> (31%)	<b>74,543</b> (96%)	<b>2,768</b> (4%)	1 <b>60,029</b> (69%)	<b>73,430</b> (31%)	<b>375,712</b> (74%)	130,510 (26%)







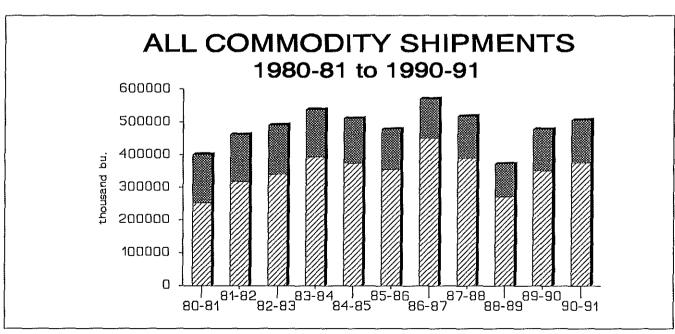




Rail



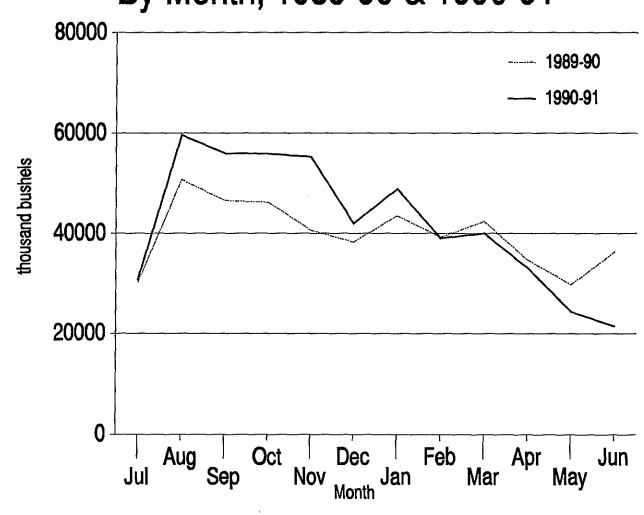
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#### NORTH DAKOTA GRAIN AND OILSEED MOVEMENTS BY MONTH July 1990 - June 1991 (thousand bu.)

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

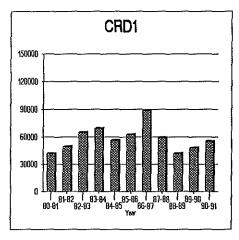


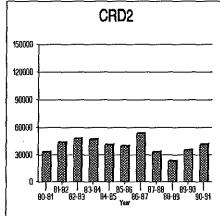
#### NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS BY CROP REPORTING DISTRICT ORIGIN 1977-78 to 1990-91 (thousand bu.)

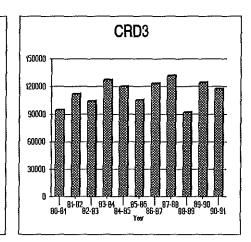
				Crop F	Reporting	District				
YEAR	1	2	3	4	5	6	7	8	9	TOTAL
1976-77	<b>38,628</b> (13%)	<b>29,421</b> (10%)	<b>80,085</b> (25%)	13,315 (4%)	<b>29,763</b> (10%)	<b>58,924</b> (19%)	1 <b>7,044</b> (6%)	<b>9,454</b> (3%)	<b>29,280</b> (10%)	<b>305,914</b> (100%)
1977-78	<b>47,881</b> (13%)	<b>32,552</b> (9%)	<b>92,607</b> (26%)	1 <b>4,323</b> (4%)	<b>32,575</b> (9%)	<b>74,423</b> (21%)	<b>14,150</b> (4%)	<b>6,373</b> (2%)	<b>43,721</b> (12%)	<b>358,605</b> (100%)
1978-79	<b>55,802</b> (12%)	<b>38,668</b> (8%)	103,393 (23%)	1 <b>7,394</b> (4%)	<b>49,133</b> (11%)	<b>97,722</b> (21%)	<b>23,776</b> (5%)	<b>12,099</b> (3%)	<b>58,249</b> (13%)	<b>456,236</b> (100%)
1979-80	<b>55,571</b> (12%)	<b>39,278</b> (8%)	116,150 (24%)	18, <b>722</b> (4%)	<b>44,364</b> (9%)	<b>97,513</b> (20%)	<b>24,865</b> (5%)	12,761 (3%)	<b>66,843</b> (14%)	<b>476,067</b> (100%)
1980-81	<b>41,942</b> (10%)	<b>32,879</b> (8%)	<b>94,203</b> (24%)	<b>12,540</b> (3%)	<b>44,670</b> (11%)	<b>88,147</b> (22%)	<b>12,060</b> (3%)	<b>7,864</b> (2%)	<b>26,779</b> (17%)	<b>401,085</b> (100%)
1981-82	<b>49,664</b> (11%)	<b>43,480</b> (9%)	<b>111,527</b> (24%)	<b>15,078</b> (3%)	<b>54,129</b> (12%)	<b>95,952</b> (20%)	<b>13,820</b> (3%)	<b>11,984</b> (2%)	66 <b>,228</b> (14%)	<b>461,862</b> (100%)
1982-83	<b>64,835</b> (13%)	<b>47,675</b> (10%)	103,975 (21%)	18,459 (4%)	<b>54,562</b> (11%)	<b>96,897</b> (20%)	<b>21,755</b> (4%)	<b>15,245</b> (3%)	<b>68,266</b> (14%)	<b>491,671</b> (100%)
1983-84	<b>69,142</b> (13%)	<b>46,862</b> (9%)	1 <b>27,082</b> (24%)	<b>17,675</b> (3%)	59,256 (11%)	<b>100,845</b> (19%)	<b>29,322</b> (5%)	15, <b>79</b> 6 (3%)	<b>72,839</b> (14%)	<b>538,818</b> (100%)
1984-85	56,106 (11%)	<b>40,973</b> (9%)	119,549 (23%)	16,346 (3%)	<b>51,963</b> (10%)	1 <b>01,475</b> (20%)	<b>28,236</b> (5%)	16,856 (3%)	<b>80,352</b> (15%)	<b>511,856</b> (100%)
1985-86	<b>62,459</b> (13%)	<b>39,674</b> (8%)	1 <b>04,951</b> (22%)	19 <b>,24</b> 1 (4%)	<b>51,713</b> (11%)	<b>86,015</b> (18%)	<b>27,497</b> (6%)	1 <b>5,567</b> (3%)	<b>71,301</b> (15%)	<b>478,391</b> (100%)
1986-87	<b>88,714</b> (16%)	<b>53,092</b> (9%)	1 <b>23,222</b> (22%)	<b>23,220</b> (4%)	<b>59,899</b> (10%)	<b>100,863</b> (18%)	<b>29,473</b> (5%)	14,906 (3%)	<b>77,929</b> (14%)	<b>571,319</b> (100%)
1987-88	59,183 (11%)	<b>32,984</b> (6%)	<b>131,537</b> (25%)	16, <b>035</b> (3%)	<b>50,741</b> (10%)	<b>104,169</b> (20%)	<b>27,701</b> (5%)	<b>14,721</b> (3%)	<b>80,764</b> (16%)	<b>517,835</b> (100%)
1988-89	41,877 (11%)	<b>23,012</b> (6%)	<b>91,616</b> (25%)	8,148 (2%)	<b>34,629</b> (9%)	<b>88,380</b> (24%)	16,943 (5%)	6,56 <b>5</b> (2%)	<b>61,205</b> (16%)	<b>372,376</b> (100%)
1989-90	<b>47,958</b> (10%)	<b>35,000</b> (7%)	1 <b>24,101</b> (26%)	<b>10,596</b> (2%)	<b>35,032</b> (7%)	109,025 (23%)	<b>22,581</b> (5%)	6,830 (2%)	<b>87,298</b> (18%)	<b>478,421</b> (100%)
1990-91	<b>55,109</b> (11%)	<b>41,253</b> (8%)	<b>117,055</b> (23%)	<b>13,028</b> (3%)	<b>41,778</b> (8%)	118,104 (23%)	<b>15,336</b> (3%)	6,649 (1%)	<b>97,908</b> (19%)	<b>506,220</b> (100%)

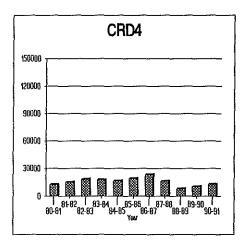
# ALL GRAIN AND OILSEED SHIPMENTS BY CROP REPORTING DISTRICT

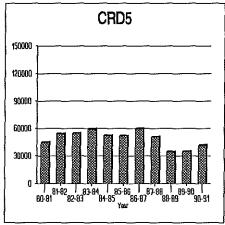
(thousand bushels)

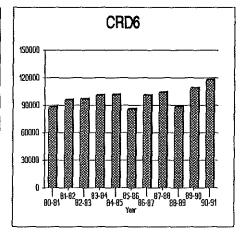


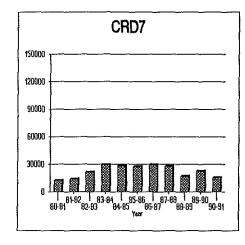


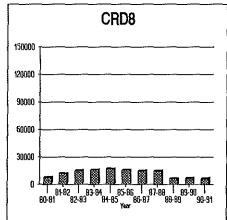


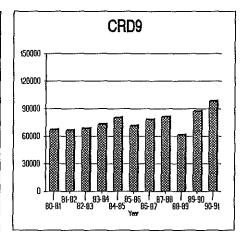












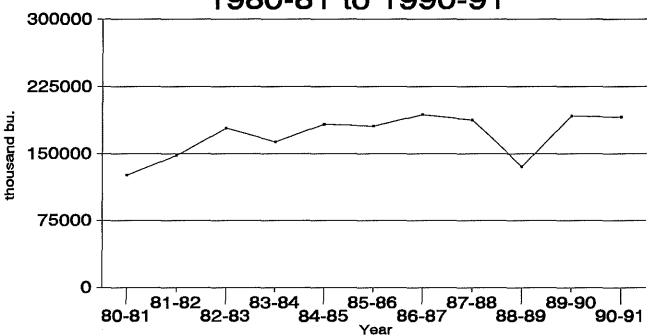
# HARD RED SPRING WHEAT SHIPMENTS

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

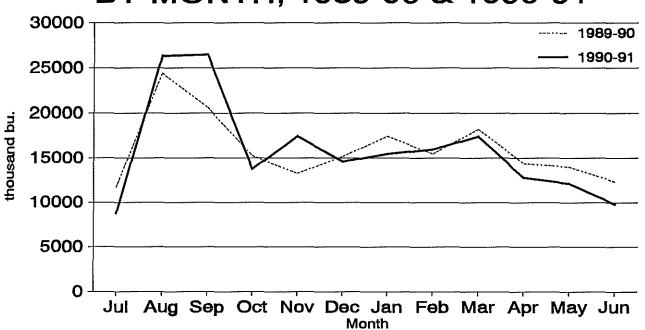
YEAR	MINNEAPOLIS- ST. PAUL	DULUTH- SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	38,230	53,419	13,675	15,651	123,975
	(31%)	(43%)	(13%)	(13%)	(100%)
1977-78	28,199	65,832	21,502	12,402	127,935
	(22%)	(51%)	(17%)	(10%)	(100%)
1978-79	28,846	108,717	34,818	12,542	184,923
	(16%)	(59%)	(19%)	(7%)	(100%)
1979-80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

<sup>&</sup>lt;sup>a</sup>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

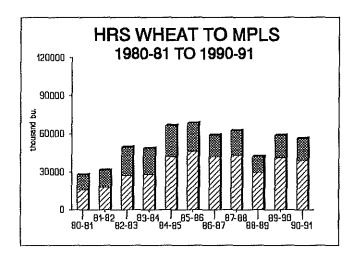


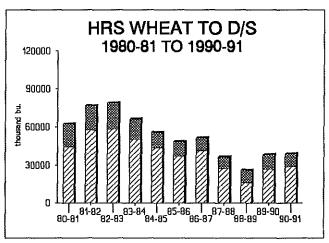
### HRS WHEAT SHIPMENTS BY MONTH, 1989-90 & 1990-91

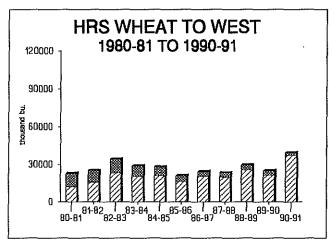


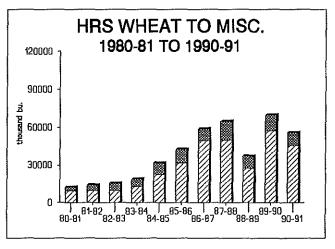
# NORTH DAKOTA HARD RED SPRING WHEAT SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

		POLIS -		UTH - ERIOR	Wi	EST	MISC. M	ARKETS	TO1	TAL_
YEAR	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	<b>22,206</b> (58%)	16 <b>,024</b> (42%)	<b>37,140</b> (70%)	1 <b>6,280</b> (30%)	1 <b>0,629</b> (64%)	<b>6,047</b> (36%)	<b>12,249</b> (78%)	<b>3,402</b> (22%)	<b>82,224</b> (66%)	<b>41,753</b> (33%)
1977-78	<b>16,211</b> (57%)	<b>11,988</b> (43%)	<b>46,283</b> (70%)	<b>19,548</b> (30%)	<b>14,630</b> (68%)	<b>6,873</b> (32%)	<b>9,385</b> (76%)	<b>3,035</b> (24%)	<b>86,509</b> (68%)	<b>41,444</b> (32%)
1978-79	<b>12,762</b> (44%)	<b>16,084</b> (56%)	<b>64,230</b> (59%)	<b>44,487</b> (41%)	<b>24,389</b> (70%)	<b>10,429</b> (30%)	<b>7,429</b> (59%)	<b>5,114</b> (41%)	<b>108,810</b> (59%)	<b>76,114</b> (41%)
1979-80	<b>22,476</b> (51%)	<b>21,555</b> (49%)	<b>51,970</b> (67%)	<b>24,917</b> (33%)	<b>19,337</b> (62%)	<b>12,040</b> (38%)	<b>12,481</b> (72%)	<b>4,796</b> (28%)	<b>106,265</b> (63%)	<b>63,30</b> 8 (37%)
1980-81	<b>15,942</b> (57%)	<b>12,039</b> (43%)	<b>44,702</b> (71%)	<b>17,906</b> (29%)	<b>12,444</b> (54%)	<b>10,630</b> (46%)	9 <b>,670</b> (78%)	<b>2,783</b> (22%)	<b>82,758</b> (66%)	43,358 (34%)
1981-82	<b>18,080</b> (57%)	<b>13,504</b> (43%)	<b>57,821</b> (74%)	<b>19,292</b> (26%)	15,709 (62%)	<b>9,616</b> (38%)	<b>9,709</b> (68%)	<b>4,436</b> (32%)	<b>101,319</b> (68%)	<b>46,848</b> (32%)
1982-83	<b>27,413</b> (55%)	<b>22,149</b> (45%)	58,601 (74%)	<b>20,559</b> (26%)	<b>23,371</b> (68%)	11,156 (32%)	<b>9,798</b> (63%)	<b>5,752</b> (37%)	<b>119,183</b> (67%)	<b>59,616</b> (33%)
1983-84	<b>28,084</b> (49%)	<b>20,609</b> (37%)	<b>50,383</b> (78%)	16,136 (22%)	<b>20,523</b> (75%)	<b>8,568</b> (25%)	<b>13,020</b> (71%)	<b>5,980</b> (29%)	<b>112,010</b> (71%)	<b>51,293</b> (29%)
1984-85	<b>42,183</b> (63%)	<b>24,613</b> (37%)	<b>43,780</b> (78%)	<b>12,223</b> (22%)	<b>21,322</b> (75%)	<b>7,130</b> (25%)	<b>22,7</b> 65 (71%)	<b>9,094</b> (29%)	130,050 (71%)	<b>53,061</b> (25%)
1985-86	<b>46,269</b> (68%)	<b>22,189</b> (32%)	<b>37,313</b> (77%)	<b>11,409</b> (23%)	<b>16,478</b> (77%)	<b>4,832</b> (23%)	<b>31,648</b> (74%)	<b>10,948</b> (26%)	<b>131,709</b> (73%)	<b>49,379</b> (27%)
1986-87	41,85 <b>7</b> (71%)	<b>17,163</b> (29%)	<b>41,516</b> (81%)	<b>10,048</b> (19%)	<b>20,491</b> (84%)	<b>3,955</b> (16%)	<b>49,533</b> (84%)	<b>9,399</b> (16%)	<b>153,397</b> (79%)	<b>40,565</b> (21%)
1987-88	<b>43,082</b> (69%)	<b>19,381</b> (31%)	<b>27,911</b> (76%)	<b>8,844</b> (24%)	<b>20,068</b> (85%)	<b>3,481</b> (15%)	<b>49,838</b> (77%)	<b>15,231</b> (23%)	1 <b>40,899</b> (75%)	<b>46,937</b> (25%)
1988-89	<b>29,566</b> (70%)	<b>12,700</b> (30%)	<b>16,414</b> (63%)	<b>9,825</b> (37%)	<b>25,688</b> (86%)	<b>4,100</b> (14%)	<b>27,697</b> (74%)	<b>9,650</b> (26%)	<b>99,365</b> (73%)	<b>36,275</b> (27%)
1989-90	<b>41,249</b> (70%)	1 <b>7,631</b> (30%)	<b>27,148</b> (70%)	<b>11,362</b> (30%)	<b>21,552</b> (86%)	3,578 (14%)	<b>57,236</b> (82%)	<b>12,728</b> (18%)	1 <b>47,186</b> (76%)	<b>45,299</b> (24%)
1990-91	<b>38,707</b> (69%)	<b>17,649</b> (31%)	<b>29,079</b> (74%)	<b>10,150</b> (26%)	<b>37,359</b> (95%)	<b>2,162</b> (5%)	<b>45,281</b> (81%)	<b>10,685</b> (19%)	<b>150,426</b> (79%)	<b>40,646</b> (21%)





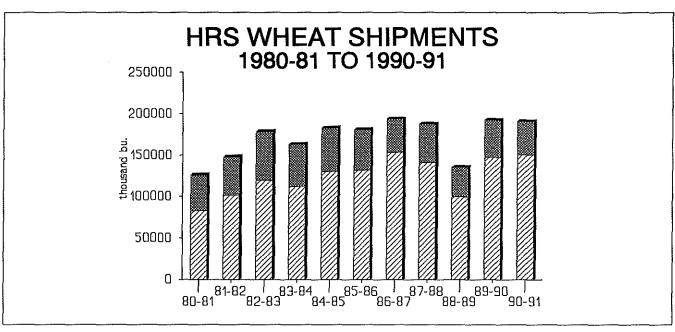








**Truck** 

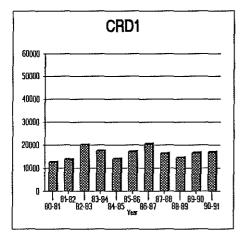


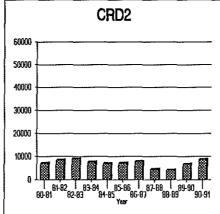
#### NORTH DAKOTA HARD RED SPRING WHEAT MOVEMENTS BY CROP REPORTING DISTRICT ORIGIN (thousand bu.)

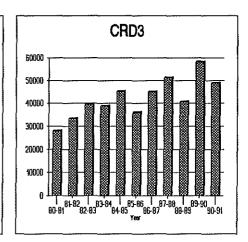
		· · · · · · · · · · · · · · · · · · ·		Crop	Reporting	District				
YEAR	1	2	3	4	5	6	7	8	9	TOTAL
1976-77	<b>12,657</b> (10%)	<b>6,807</b> (5%)	<b>24,053</b> (19%)	8 <b>,209</b> (7%)	<b>15,253</b> (12%)	<b>22,000</b> (18%)	14,182 (11%)	<b>7,782</b> (6%)	13,033 (11%)	<b>123,976</b> (100%)
1977-78	<b>15,009</b> (11%)	<b>7,370</b> (6%)	<b>27,331</b> (21%)	<b>8,477</b> (7%)	<b>12,521</b> (10%)	<b>25,013</b> (20%)	<b>11,563</b> (9%)	5,567 (4%)	<b>15,103</b> (12%)	<b>127,954</b> (100%)
1978-79	19,640 (11%)	<b>10,028</b> (5%)	<b>38,757</b> (21%)	<b>11,116</b> (6%)	18,546 (10%)	<b>35,425</b> (19%)	<b>20,117</b> (11%)	<b>10,317</b> (6%)	<b>20,977</b> (11%)	<b>184,923</b> (100%)
1979-80	<b>17,678</b> (10%)	<b>8,124</b> (5%)	<b>35,407</b> (21%)	<b>11,230</b> (7%)	<b>17,253</b> (10%)	<b>29,088</b> (17%)	<b>19,327</b> (11%)	<b>10,284</b> (6%)	<b>28,182</b> (12%)	<b>176,573</b> (100%)
1980-81	<b>12,552</b> (10%)	<b>7,182</b> (6%)	<b>27,836</b> (22%)	<b>6,793</b> (5%)	13,584 (11%)	<b>25,503</b> (20%)	8 <b>,241</b> (7%)	<b>5,832</b> (5%)	<b>18,593</b> (15%)	<b>126,116</b> (100%)
1981-82	<b>13,703</b> (9%)	<b>8,468</b> (6%)	<b>33,325</b> (23%)	<b>7,690</b> (5%)	16,187 (11%)	<b>28,331</b> (19%)	<b>10,373</b> (7%)	<b>9,220</b> (6%)	<b>20,873</b> (14%)	<b>148,168</b> (100%)
1982-83	<b>20,007</b> (11%)	<b>9,074</b> (5%)	<b>39,668</b> (22%)	<b>9,217</b> (5%)	15,149 (8%)	<b>33,061</b> (18%)	<b>17,568</b> (10%)	<b>11,457</b> (6%)	<b>23,599</b> (13%)	<b>178,800</b> (100%)
1983-84	<b>17,360</b> (11%)	<b>7,662</b> (5%)	<b>38,766</b> (24%)	<b>7,121</b> (4%)	16,189 (10%)	<b>27,265</b> (17%)	<b>19,397</b> (12%)	9,518 (6%)	<b>20,027</b> (12%)	<b>163,305</b> (100%)
1984-85	<b>13,898</b> (8%)	<b>7,035</b> (4%)	<b>45,117</b> (25%)	<b>5,923</b> (3%)	<b>17,297</b> (9%)	<b>36,598</b> (20%)	<b>18,091</b> (10%)	<b>10,937</b> (6%)	<b>28,213</b> (15%)	<b>183,109</b> (100%)
1985-86	<b>17,154</b> (9%)	<b>7,247</b> (4%)	<b>35,921</b> (20%)	<b>7,160</b> (4%)	<b>23,066</b> (13%)	3 <b>0,432</b> (17%)	<b>21,285</b> (12%)	11,428 (6%)	<b>27,395</b> (15%)	1 <b>81,089</b> (100%)
1986-87	<b>20,393</b> (11%)	<b>7,885</b> (4%)	<b>44,955</b> (23%)	8,137 (4%)	<b>24,189</b> (12%)	<b>32,423</b> (17%)	<b>20,379</b> (11%)	<b>10,701</b> (6%)	<b>24,901</b> (13%)	<b>193,962</b> (100%)
1987-88	<b>16,285</b> (9%)	<b>4,600</b> (2%)	<b>51,209</b> (27%)	<b>6,060</b> (3%)	<b>18,106</b> (10%)	<b>37,842</b> (18%)	<b>19,422</b> (12%)	<b>9,545</b> (5%)	<b>24,766</b> (13%)	<b>187,835</b> (100%)
1988-89	<b>14,445</b> (10%)	<b>4,157</b> (3%)	<b>40,595</b> (29%)	<b>3,595</b> (3%)	<b>12,453</b> (9%)	<b>26,334</b> (19%)	<b>13,016</b> (9%)	<b>4,373</b> (3%)	<b>16,673</b> (12%)	<b>135,640</b> (100%)
1989-90	<b>16,523</b> (9%)	6,775 (4%)	<b>58,154</b> (30%)	<b>4,477</b> (2%)	<b>15,229</b> (8%)	<b>40,511</b> (21%)	18,217 (9%)	<b>5,043</b> (3%)	<b>27,556</b> (14%)	<b>192,485</b> (100%)
1990-91	<b>16,896</b> (9%)	<b>8,751</b> (5%)	<b>48,869</b> (26%)	<b>5,299</b> (3%)	<b>20,484</b> (11%)	<b>46,365</b> (24%)	<b>12,921</b> (7%)	5,890 (3%)	<b>25,597</b> (13%)	<b>191,072</b> (100%)

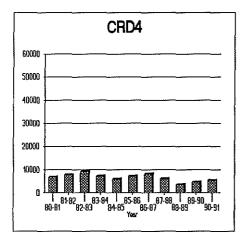
# HARD RED SPRING WHEAT SHIPMENTS BY CROP REPORTING DISTRICT

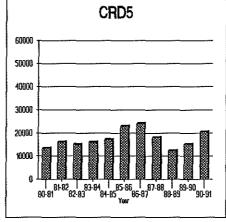
(thousand bushels)

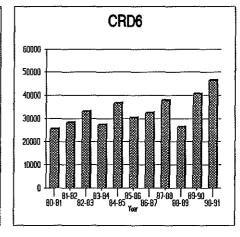


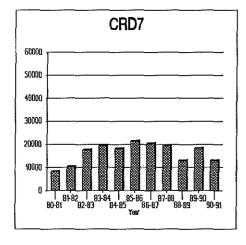


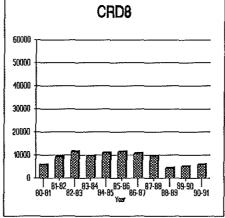


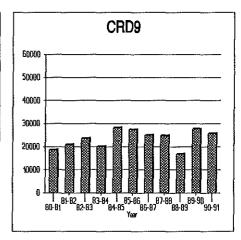












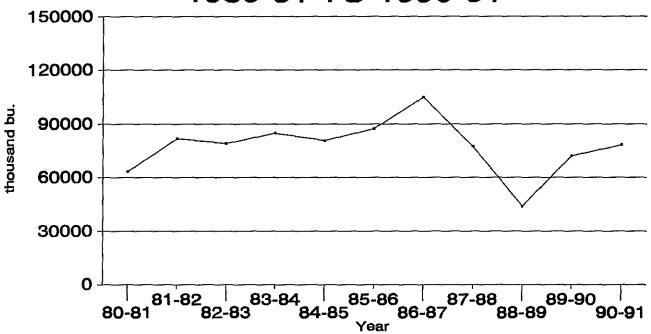
# DURUM SHIPMENTS

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

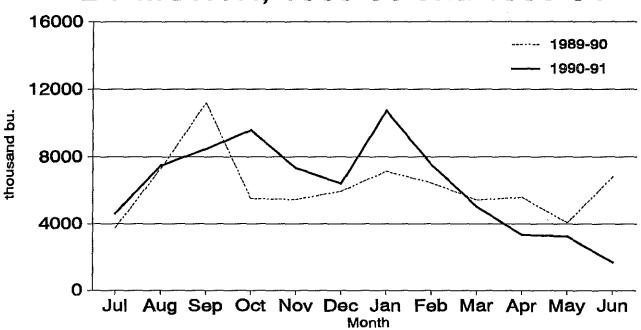
YEAR	MINNEAPOLIS - ST, PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	<b>17,024</b> (26%)	<b>35,537</b> (55%)	1,636 (3%)	<b>10,827</b> (17%)	<b>65,024</b> (100%)
1977-78	<b>16,478</b> (19%)	<b>61,990</b> (70%)	<b>1,339</b> (2%)	<b>8,559</b> (10%)	<b>88,366</b> (100%)
1978-79	<b>18,797</b> (21%)	<b>60,973</b> (69%)	<b>1,545</b> (2%)	<b>7,345</b> (8%)	<b>88,660</b> (100%)
1979-80	<b>26,712</b> (28%)	<b>57,379</b> (61%)	1,5 <b>0</b> 6 (2%)	<b>8,985</b> (9%)	<b>94,582</b> (100%)
1980-81	<b>15,046</b> (24%)	<b>38,502</b> (61%)	<b>483</b> (1%)	9 <b>,160</b> (14%)	<b>63,191</b> (100%)
1981-82	19,768 (24%)	<b>49,242</b> (60%)	<b>621</b> (1%)	<b>12,250</b> (15%)	<b>81,881</b> (100%)
1982-83	<b>22,010</b> (28%)	<b>42,820</b> (54%)	<b>735</b> (1%)	<b>13,567</b> (17%)	<b>79,132</b> (100%)
1983-84	<b>23,842</b> (28%)	<b>43,143</b> (51%)	<b>1,379</b> (2%)	<b>16,578</b> (20%)	<b>84,941</b> (100%)
1984-85	<b>18,352</b> (23%)	<b>48,137</b> (60%)	<b>1,420</b> (2%)	1 <b>2,76</b> 1 (16%)	<b>80,670</b> (100%)
1985-86	<b>23,498</b> (27%)	<b>38,026</b> (44%)	<b>2,925</b> (3%)	<b>22,895</b> (26%)	<b>87,344</b> (100%)
1986-87	1 <b>7,350</b> (17%)	<b>46,150</b> (44%)	<b>2,969</b> (3%)	<b>38,498</b> (37%)	<b>104,968</b> (100%)
1987-88	<b>15,347</b> (20%)	<b>28,215</b> (36%)	1,183 (2%)	<b>32,649</b> (42%)	<b>77,394</b> (100%)
1988-89	10,665 (24%)	<b>10,033</b> (23%)	1, <b>437</b> (3%)	<b>21,769</b> (50%)	<b>43,905</b> (100%)
1989-90	<b>15,612</b> (22%)	<b>21,103</b> (29%)	<b>1,127</b> (2%)	<b>34,161</b> (47%)	<b>72,003</b> (100%)
1990-91	<b>18,159</b> (23%)	<b>24,167</b> (31%)	<b>929</b> (1%)	<b>35,054<sup>a</sup></b> (45%)	<b>78,309</b> (100%)

<sup>&</sup>lt;sup>a</sup>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

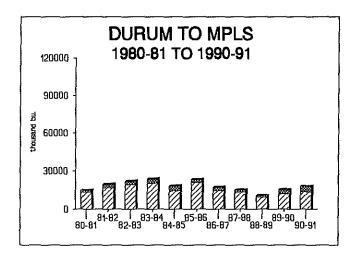


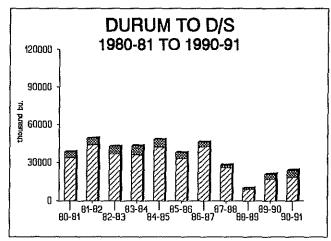
### DURUM SHIPMENTS BY MONTH, 1989-90 and 1990-91

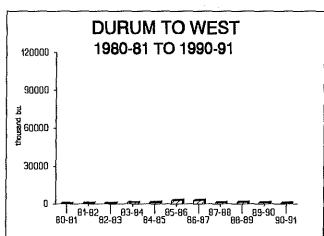


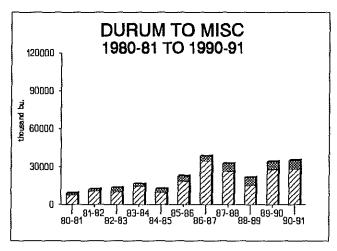
#### NORTH DAKOTA DURUM SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

		MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		WEST		MISC. MARKETS		TOTAL	
YEAR -	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
1976-77	<b>14,664</b> (86%)	2,360 (14%)	<b>29,747</b> (84%)	<b>5,790</b> (16%)	<b>481</b> (29%)	<b>1,155</b> (71%)	<b>9,681</b> (89%)	1,147 (11%)	<b>54,573</b> (84%)	<b>10,542</b> (16%)	
1977-78	<b>14,576</b> (88%)	<b>1,902</b> (12%)	<b>52,552</b> (85%)	<b>9,438</b> (15%)	<b>871</b> (65%)	<b>468</b> (35%)	<b>7,419</b> (87%)	<b>1,139</b> (13%)	<b>75,418</b> (85%)	1 <b>2,947</b> (15%)	
1978-79	<b>15,950</b> (85%)	<b>2,847</b> (15%)	<b>47,950</b> (79%)	1 <b>3,023</b> (21%)	<b>1,341</b> (87%)	<b>203</b> (13%)	<b>5,797</b> (79%)	<b>1,548</b> (21%)	<b>71,038</b> (80%)	<b>17,621</b> (20%)	
1979-80	<b>22,408</b> (81%)	<b>4,304</b> (19%)	<b>48,415</b> (84%)	<b>8,964</b> (16%)	<b>1,254</b> (83%)	<b>252</b> (17%)	<b>7,178</b> (80%)	<b>1,807</b> (20%)	<b>79,255</b> (84%)	<b>15,327</b> (16%)	
1980-81	<b>13,599</b> (90%)	<b>1,447</b> (10%)	<b>33,852</b> (88%)	<b>4,650</b> (12%)	<b>353</b> (73%)	<b>130</b> (27%)	<b>7,834</b> (86%)	<b>1,326</b> (14%)	<b>55,638</b> (88%)	<b>7,553</b> (12%)	
1981-82	<b>17,013</b> (86%)	<b>2,754</b> (14%)	<b>43,972</b> (89%)	5 <b>,271</b> (11%)	443 (71%)	<b>177</b> (29%)	<b>10,662</b> (87%)	<b>1,588</b> (13%)	<b>72,090</b> (88%)	9 <b>,790</b> (12%)	
1982-83	1 <b>9,464</b> (88%)	<b>2,546</b> (12%)	<b>36,670</b> (86%)	6,149 (14%)	<b>541</b> (73%)	<b>194</b> (26%)	10,034 (74%)	<b>3,533</b> (26%)	<b>66,710</b> (84%)	<b>12,422</b> (16%)	
1983-84	<b>20,380</b> (86%)	<b>3,462</b> (14%)	<b>36,166</b> (84%)	<b>6,976</b> (16%)	<b>1,322</b> (96%)	<b>56</b> (4%)	<b>14,546</b> (88%)	<b>2,032</b> (12%)	<b>72,415</b> (85%)	1 <b>2,527</b> (15%)	
1984-85	<b>14,652</b> (80%)	<b>3,700</b> (20%)	<b>42,238</b> (88%)	<b>5,899</b> (12%)	<b>1,241</b> (87%)	<b>180</b> (13%)	9,856 (77%)	<b>2,905</b> (23%)	<b>67,987</b> (84%)	<b>12,684</b> (16%)	
1985-86	<b>21,191</b> (90%)	<b>2,307</b> (10%)	<b>33,330</b> (88%)	4,695 (12%)	<b>2,850</b> (97%)	<b>75</b> (3%)	18,695 (82%)	<b>4,200</b> (18%)	<b>76,067</b> (87%)	11, <b>278</b> (13%)	
1986-87	<b>14,679</b> (85%)	<b>2,671</b> (15%)	<b>42,543</b> (92%)	<b>3,608</b> (8%)	<b>2,932</b> (99%)	<b>37</b> (1%)	<b>34,843</b> (91%)	<b>3,656</b> (9%)	<b>94,996</b> (91%)	<b>9,972</b> (9%)	
1987-88	<b>13,662</b> (89%)	<b>1,685</b> (11%)	<b>25,969</b> (92%)	<b>2,246</b> (6%)	<b>1,110</b> (94%)	<b>73</b> (6%)	<b>26,542</b> (81%)	<b>6,107</b> (19%)	<b>67,283</b> (87%)	1 <b>0,111</b> (13%)	
1988-89	<b>9,421</b> (88%)	<b>1,244</b> (12%)	<b>8,995</b> (90%)	<b>1,037</b> (10%)	<b>1,426</b> (99%)	<b>10</b> (1%)	<b>15,444</b> (71%)	<b>6,324</b> (29%)	<b>35,288</b> (80%)	<b>8,617</b> (20%)	
1989-90	<b>12,346</b> (79%)	<b>3,265</b> (21%)	1 <b>7,022</b> (81%)	<b>4,081</b> (19%)	<b>1,118</b> (99%)	8 (1%)	<b>28,039</b> (82%)	<b>6,123</b> (18%)	<b>58,525</b> (81%)	<b>13,478</b> (19%)	
1990-91	<b>13,842</b> (76%)	<b>4,317</b> (24%)	1 <b>8,463</b> (76%)	<b>5,705</b> (24%)	<b>914</b> (98%)	<b>15</b> (2%)	<b>28,391</b> (81%)	6,662 (19%)	<b>61,610</b> (79%)	<b>16,699</b> (21%)	







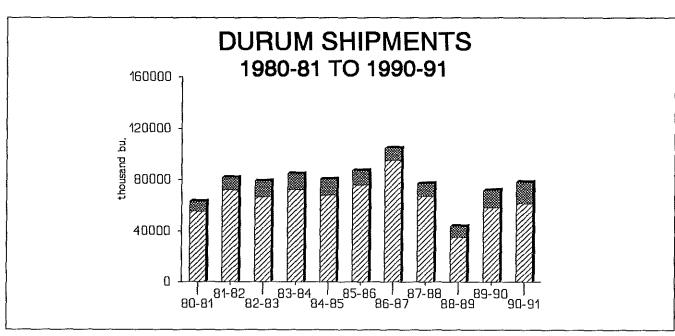




Rail



Truck

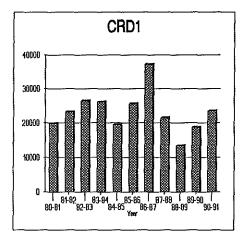


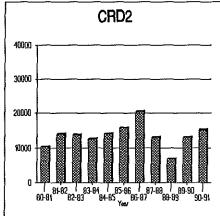
#### NORTH DAKOTA DURUM SHIPMENTS BY CROP REPORTING DISTRICT ORIGIN (thousand bu.)

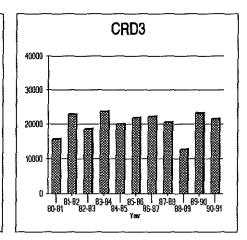
	Crop Reporting District									
YEAR 1	2	3	4	5	6	7	8	9	TOTAL	
1976-77	1 <b>9,420</b> (30%)	<b>11,279</b> (17%)	18,168 (28%)	<b>3,728</b> (6%)	4, <b>960</b> (8%)	<b>2,573</b> (4%)	<b>2,013</b> (3%)	760 (1%)	<b>2,123</b> (3%)	<b>65,024</b> (100%)
1977-78	<b>26,813</b> (30%)	<b>16,378</b> (19%)	<b>25,707</b> (29%)	<b>4,449</b> (5%)	<b>5,945</b> (7%)	<b>3,269</b> (4%)	<b>2,071</b> (2%)	469 (1%)	<b>3,266</b> (4%)	<b>88,367</b> (100%)
1978-79	<b>27,496</b> (31%)	1 <b>6,256</b> (18%)	<b>22,902</b> (26%)	<b>4,808</b> (5%)	<b>7,269</b> (8%)	<b>3,251</b> (4%)	<b>2,755</b> (3%)	<b>728</b> (1%)	3,19 <b>7</b> (4%)	<b>88,662</b> (100%)
1979-80	<b>29,060</b> (31%)	<b>16,472</b> (17%)	<b>24,453</b> (26%)	<b>5,512</b> (6%)	<b>7,670</b> (8%)	<b>3,432</b> (4%)	3,619 (4%)	<b>800</b> (1%)	3,565 (4%)	<b>94,583</b> (100%)
1980-81	<b>19,774</b> (31%)	<b>10,223</b> (16%)	<b>15,644</b> (25%)	<b>3,129</b> (5%)	5, <b>817</b> (9%)	<b>3,150</b> (5%)	<b>2,177</b> (3%)	<b>503</b> (1%)	<b>2,774</b> (4%)	<b>63,191</b> (100%)
1981-82	<b>23,105</b> (28%)	<b>13,973</b> (17%)	<b>22,807</b> (28%)	<b>4,467</b> (5%)	7, <b>272</b> (9%)	<b>4,238</b> (5%)	<b>2,045</b> (2%)	448 (1%)	3, <b>525</b> (4%)	<b>81,881</b> (100%)
1982-83	<b>26,387</b> (33%)	<b>13,835</b> (17%)	1 <b>8,509</b> (23%)	3,906 (5%)	6 <b>,237</b> (8%)	<b>4,446</b> (6%)	<b>2,268</b> (3%)	616 (1%)	<b>2,929</b> (4%)	<b>79,132</b> (100%)
1983-84	<b>26,080</b> (31%)	1 <b>2,612</b> (15%)	<b>23,621</b> (28%)	<b>4,405</b> (5%)	<b>7,531</b> (9%)	<b>3,644</b> (4%)	3,349 (4%)	<b>629</b> (1%)	<b>3,070</b> (4%)	<b>84,941</b> (100%)
1984-85	<b>19,441</b> (24%)	<b>14,079</b> (17%)	<b>19,872</b> (25%)	<b>4,423</b> (5%)	9 <b>,092</b> (11%)	<b>5,115</b> (6%)	<b>3,341</b> (4%)	<b>795</b> (1%)	<b>4,511</b> (6%)	<b>80,670</b> (100%)
1985-86	<b>25,555</b> (29%)	<b>15,786</b> (18%)	<b>21,760</b> (25%)	<b>5,956</b> (7%)	<b>6,383</b> (7%)	<b>4,246</b> (5%)	<b>2,192</b> (3%)	553 (1%)	4,915 (6%)	<b>87,344</b> (100%)
1986-87	<b>37,163</b> (35%)	<b>20,465</b> (19%)	<b>22,148</b> (21%)	<b>7,038</b> (7%)	<b>7,989</b> (7%)	<b>3,536</b> (3%)	<b>3,421</b> (3%)	<b>505</b> (0%)	<b>2,703</b> (3%)	<b>104,968</b> (100%)
1987-88	<b>21,414</b> (28%)	<b>13,049</b> (17%)	<b>20,479</b> (26%)	<b>3,272</b> (4%)	<b>6,993</b> (9%)	3,455 (4%)	<b>3,552</b> (5%)	<b>472</b> (1%)	<b>4,707</b> (6%)	<b>77,393</b> (100%)
1988-89	<b>13,346</b> (30%)	<b>6,820</b> (16%)	<b>12,607</b> (29%)	1,6 <b>7</b> 1 (4%)	<b>2,919</b> (7%)	<b>2,596</b> (6%)	1 <b>,394</b> (3%)	<b>229</b> (1%)	<b>2,320</b> (5%)	<b>43,902</b> (100%)
1989-90	<b>18,690</b> (26%)	<b>13,063</b> (18%)	<b>23,198</b> (32%)	<b>4,035</b> (6%)	<b>4,013</b> (5%)	<b>2,70</b> 3 (4%)	<b>2,991</b> (4%)	<b>478</b> (1%)	<b>2,832</b> (4%)	<b>72,003</b> (100%)
1990-91	<b>23,441</b> (30%)	<b>15,241</b> (19%)	<b>21,489</b> (27%)	4,446 (6%)	<b>5,039</b> (6%)	<b>3,641</b> (5%)	<b>2,008</b> (3%)	<b>175</b> (0%)	2,829 (4%)	<b>78,309</b> (100%)

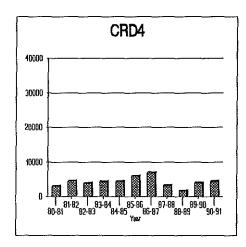
# DURUM SHIPMENTS BY CROP REPORTING DISTRICT

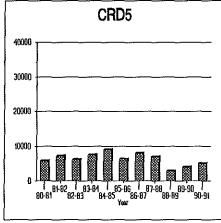
(thousand bushels)

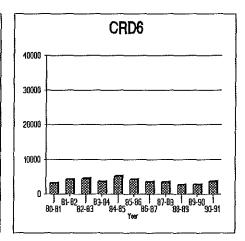


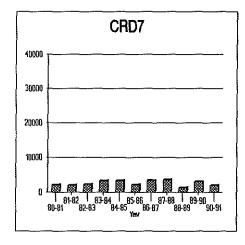


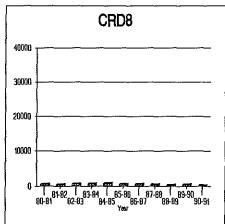


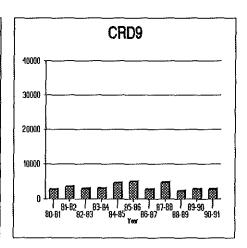












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# **BARLEY SHIPMENTS**

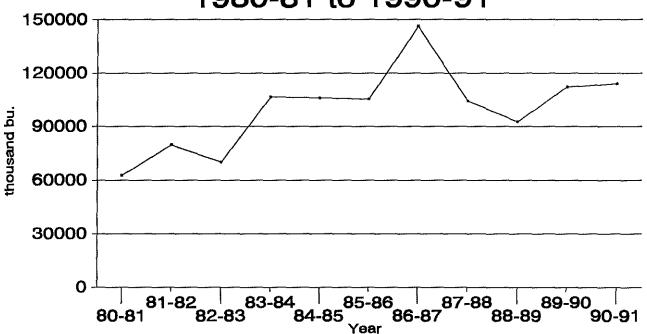
## NORTH DAKOTA BARLEY SHIPMENTS BY DESTINATION (thousand bu.)

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

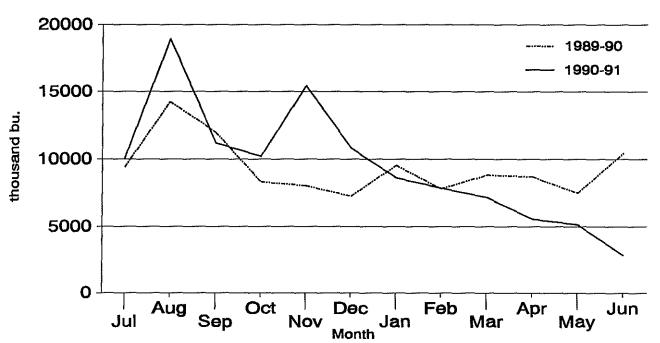
<sup>&</sup>lt;sup>a</sup>Not available prior to 1986-87.

<sup>&</sup>lt;sup>b</sup>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



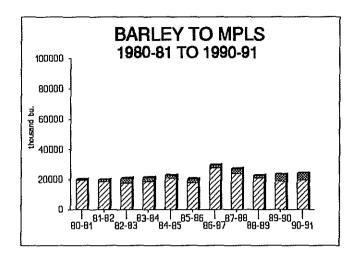
# **BARLEY SHIPMENTS**BY MONTH, 1989-90 & 1990-91

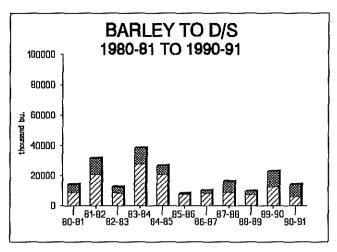


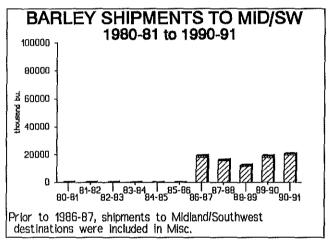
#### NORTH DAKOTA BARLEY SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

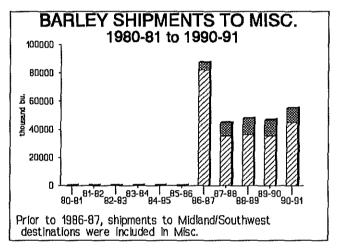
	MINNEA ST. P			UTH - ERIOR		LAND/ HWEST		ISC. RKETS	то	ΓAL
YEAR	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	<b>37,974</b> (96%)	1,753 (4%)	<b>5,792</b> (22%)	<b>20,880</b> (78%)	•	•	<b>u</b>	**	<b>48,169</b> (66%)	<b>25,144</b> (34%)
1977-78	<b>23,111</b> (92%)	<b>1,895</b> (8%)	6,145 (27%)	<b>16,249</b> (73%)		W	-	-	<b>41,162</b> (65%)	<b>21,953</b> (35%)
1978-79	<b>25,414</b> (94%)	<b>1,678</b> (6%)	<b>7,578</b> (59%)	<b>5,210</b> (41%)	•	-	-		<b>52,325</b> (75%)	<b>17,325</b> (25%)
1979-80	<b>27,963</b> (96%)	1 <b>,206</b> (4%)	<b>15,697</b> (69%)	<b>6,945</b> (31%)	-	-	-	<b>**</b>	<b>61,689</b> (79%)	<b>16,931</b> (21%)
1980-81	<b>19,535</b> (98%)	<b>499</b> (2%)	<b>9,025</b> (63%)	<b>5,189</b> (37%)	-	5	-	-	<b>47,785</b> (76%)	14,887 (24%)
1981-82	<b>18,619</b> (93%)	<b>1,323</b> (7%)	<b>20,889</b> (66%)	<b>10,782</b> (34%)	-	-	-	-	<b>59,943</b> (75%)	19,858 (25%)
1982-83	<b>17,680</b> (85%)	<b>3,176</b> (15%)	<b>8,484</b> (68%)	<b>4,060</b> (32%)	-	-	-	-	<b>55,337</b> (79%)	14, <b>7</b> 68 (21%)
1983-84	<b>18,763</b> (88%)	<b>2,631</b> (12%)	<b>27,896</b> (72%)	<b>10,682</b> (28%)	-	-	-	-	<b>87,225</b> (82%)	<b>19,420</b> (18%)
1984-85	<b>20,821</b> (91%)	<b>2,006</b> (9%)	<b>20,822</b> (78%)	<b>5,843</b> (22%)	-	-	-	-	<b>87,901</b> (83%)	<b>18,128</b> (17%)
1985-86	<b>17,888</b> (88%)	<b>2,546</b> (12%)	<b>7,610</b> (93%)	<b>565</b> (7%)	-	•	-	-a	<b>91,717</b> (87%)	<b>13,719</b> (13%)
1986-87	<b>27,731</b> (94%)	1,789 (6%)	<b>8,429</b> (83%)	<b>1,707</b> (17%)	<b>17,858</b> (93%)	<b>1,296</b> (7%)	<b>82,176</b> (94%)	<b>5,356</b> (6%)	136,194 (93%)	<b>10,148</b> (7%)
1987-88	<b>23,958</b> (88%)	<b>3,272</b> (12%)	<b>8,827</b> (55%)	<b>7,285</b> (45%)	<b>15,522</b> (96%)	681 (4%)	<b>35,271</b> (79%)	9,583 (21%)	<b>83,548</b> (80%)	<b>20,851</b> (20%)
1988-89	<b>20,908</b> (92%)	<b>1,782</b> (8%)	<b>7,395</b> (76%)	<b>2,340</b> (24%)	<b>11,566</b> (93%)	<b>920</b> (7%)	<b>36,599</b> (77%)	<b>11,204</b> (23%)	<b>76,467</b> (82%)	<b>16,248</b> (18%)
1989-90	<b>18,892</b> (81%)	<b>4,572</b> (19%)	<b>12,603</b> (55%)	<b>10,290</b> (45%)	<b>17,919</b> (94%)	1 <b>,142</b> (6%)	<b>35,370</b> (76%)	<b>11,468</b> (24%)	<b>84,784</b> (76%)	<b>27,472</b> (24%)
1990-91	<b>19,533</b> (81%)	<b>4,641</b> (19%)	5,969 (42%)	<b>8,231</b> (58%)	<b>19,678</b> (96%)	<b>804</b> (4%)	<b>45,005</b> (82%)	<b>10,185</b> (18%)	<b>90,185</b> (79%)	<b>23,861</b> (21%)

<sup>&</sup>lt;sup>a</sup>Before 1986-87, Midland/Southwest shipments were inlcuded in Miscellaneous Markets.





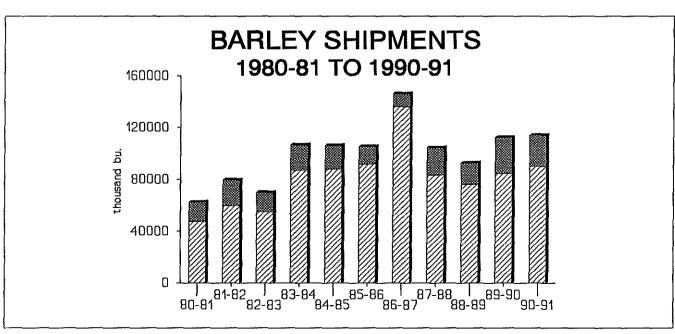








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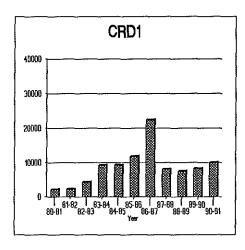


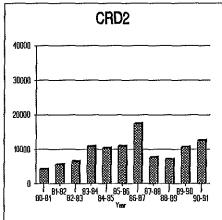
#### NORTH DAKOTA BARLEY SHIPMENTS BY CROP REPORTING DISTRICT ORIGIN (thousand bu.)

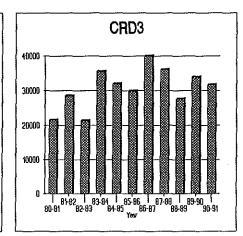
<u> </u>				Crop	Reporting	District				
YEAR	1	2	3	4	5	6	7	8	9	TOTAL
1976-77	<b>3,229</b> (4%)	<b>7,761</b> (11%)	<b>30,727</b> (42%)	<b>345</b> (1%)	<b>4,773</b> (7%)	<b>22,440</b> (31%)	<b>300</b> (0%)	<b>237</b> (0%)	<b>3,501</b> (5%)	<b>73,313</b> (100%)
1977-78	<b>2,502</b> (4%)	<b>5,220</b> (8%)	<b>25,417</b> (40%)	<b>175</b> (0%)	<b>3,682</b> (6%)	<b>20,258</b> (32%)	<b>94</b> (0%)	<b>20</b> (0%)	<b>5,747</b> (5%)	<b>63,115</b> (100%)
1978-79	3,515 (5%)	<b>6,930</b> (10%)	<b>23,449</b> (34%)	<b>164</b> (0%)	<b>5,423</b> (8%)	<b>22,739</b> (33%)	<b>120</b> (0%)	<b>122</b> (0%)	<b>7,185</b> (10%)	<b>69,647</b> (100%)
1979-80	<b>2,355</b> (3%)	<b>6,267</b> (8%)	<b>30,625</b> (39%)	<b>214</b> (0%)	<b>4,697</b> (6%)	<b>25,247</b> (32%)	<b>130</b> (0%)	<b>106</b> (0%)	8,980 (11%)	<b>78,621</b> (100%)
1980-81	<b>2,162</b> (3%)	<b>4,217</b> (7%)	<b>21,561</b> (36%)	<b>56</b> (0%)	<b>3,782</b> (6%)	<b>21,812</b> (35%)	<b>13</b> (0%)	<b>21</b> (0%)	9 <b>,049</b> (14%)	<b>62,673</b> (100%)
1981-82	<b>2,175</b> (3%)	<b>5,571</b> (7%)	<b>28,506</b> (36%)	<b>89</b> (0%)	<b>5,504</b> (7%)	<b>29,773</b> (37%)	12 (0%)	<b>63</b> (0%)	<b>8,108</b> (10%)	<b>79,801</b> (100%)
1982-83	<b>4,304</b> (6%)	<b>6,458</b> (9%)	<b>21,380</b> (30%)	<b>139</b> (0%)	<b>5,028</b> (7%)	<b>24,481</b> (35%)	<b>57</b> (0%)	11 <b>3</b> (0%)	<b>8,146</b> (12%)	<b>70,106</b> (100%)
1983-84	<b>9,304</b> (9%)	10,838 (10%)	<b>35,568</b> (33%)	<b>612</b> (1%)	<b>8,891</b> (8%)	<b>30,281</b> (28%)	<b>1,125</b> (1%)	6 <b>72</b> (1%)	<b>9,354</b> (9%)	<b>106,645</b> (100%)
1984-85	9, <b>245</b> (9%)	<b>10,420</b> (10%)	<b>32,002</b> (30%)	<b>692</b> (1%)	<b>8,587</b> (8%)	<b>29,904</b> (28%)	<b>1,386</b> (1%)	<b>1,006</b> (1%)	<b>12,789</b> (12%)	<b>106,030</b> (100%)
1985-86	<b>11,790</b> (11%)	<b>10,918</b> (10%)	<b>29,931</b> (28%)	<b>1,328</b> (1%)	<b>10,275</b> (10%)	<b>28,258</b> (27%)	1,232 (1%)	611 (1%)	<b>11,092</b> (11%)	<b>105,436</b> (100%)
1986-87	<b>22,443</b> (15%)	<b>17,501</b> (12%)	<b>40,032</b> (27%)	<b>2,698</b> (2%)	<b>15,079</b> (10%)	<b>33,828</b> (23%)	<b>3,883</b> (3%)	945 (1%)	9 <b>,931</b> (7%)	<b>146,342</b> (100%)
1987-88	<b>8,070</b> (8%)	<b>7,713</b> (7%)	<b>36,026</b> (35%)	<b>658</b> (1%)	<b>9,370</b> (9%)	<b>32,593</b> (31%)	1,053 (1%)	<b>497</b> (1%)	<b>8,419</b> (8%)	<b>104,399</b> (100%)
1988-89	<b>7,472</b> (8%)	<b>7,135</b> (8%)	<b>27,618</b> (30%)	<b>413</b> (0%)	1 <b>0,072</b> (11%)	<b>33,502</b> (36%)	<b>535</b> (1%)	<b>211</b> (0%)	<b>5,752</b> (6%)	<b>92,710</b> (100%)
1989-90	<b>8,234</b> (7%)	<b>10,645</b> (10%)	<b>33,912</b> (30%)	<b>419</b> (0%)	<b>7,755</b> (7%)	<b>40,160</b> (36%)	<b>798</b> (1%)	<b>123</b> (10%)	1 <b>0,210</b> (9%)	<b>112,256</b> (100%)
1990-91	<b>10,057</b> (9%)	1 <b>2,675</b> (11%)	<b>31,650</b> (28%)	<b>75</b> 6 (1%)	<b>7,936</b> (7%)	<b>39,682</b> (35%)	<b>117</b> (0%)	<b>187</b> (0%)	<b>10,986</b> (10%)	<b>114,046</b> (100%)

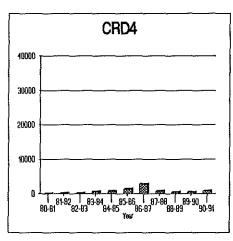
## BARLEY SHIPMENTS BY CROP REPORTING DISTRICT

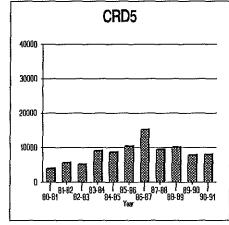
(thousand bushels)

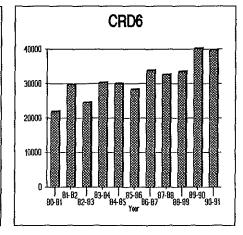


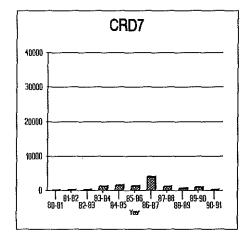


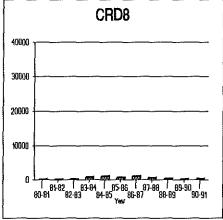


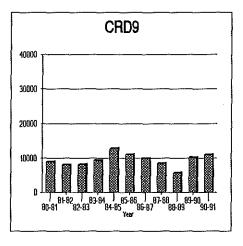












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# SUNFLOWER SHIPMENTS

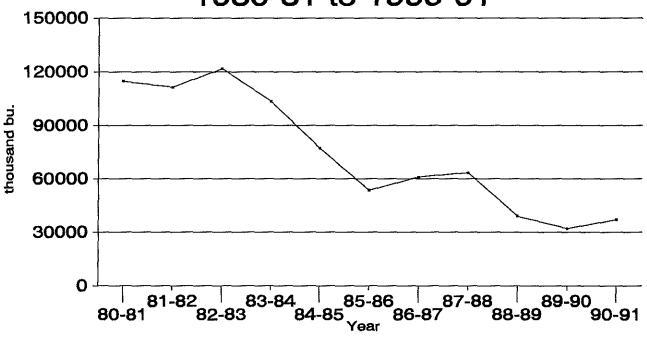
### NORTH DAKOTA SUNFLOWER SHIPMENTS BY DESTINATION (thousand bu.)

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

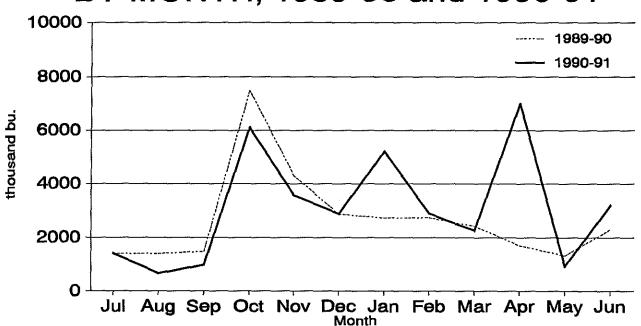
<sup>&</sup>lt;sup>a</sup>Prior to the 1984-85 crop year, shipments to North Dakota processors were reported under "Miscellaneous" shipments.

<sup>&</sup>lt;sup>b</sup>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



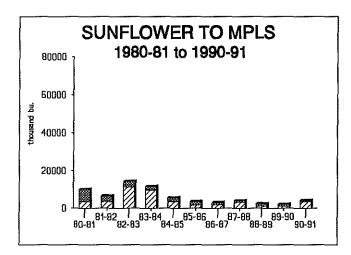
### SUNFLOWER SHIPMENTS BY MONTH, 1989-90 and 1990-91

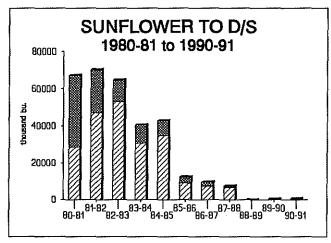


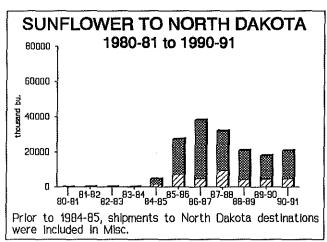
#### NORTH DAKOTA SUNFLOWER SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

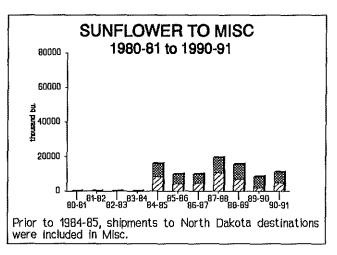
		POLIS - PAUL		UTH - ERIOR		RTH KOTA		SC. KETS	то	OTAL
YEAR	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	<b>700</b> (81%)	<b>163</b> (19%)	<b>5,598</b> (64%)	<b>3,095</b> (36%)	=	=	<b>2,222</b> (37%)	<b>3,844</b> (63%)	<b>8,520</b> (55%)	<b>7,102</b> (45%)
1977-78	<b>770</b> (26%)	<b>2,223</b> (74%)	<b>14,820</b> (39%)	<b>23,199</b> (61%)	•	-	<b>2,981</b> (29%)	<b>7,2</b> 86 (71%)	<b>18,571</b> (36%)	<b>32,708</b> (64%)
1978-79	<b>489</b> (10%)	<b>4,301</b> (90%)	<b>18,830</b> (30%)	<b>44,348</b> (70%)	-	-	<b>2,164</b> (19%)	<b>9,112</b> (81%)	<b>21,492</b> (27%)	<b>57,761</b> (73%)
1979-80	1 <b>,395</b> (23%)	<b>4,759</b> (77%)	<b>20,419</b> (29%)	<b>49,003</b> (71%)	-	•	<b>5,473</b> (27%)	<b>14,892</b> (73%)	<b>27,287</b> (28%)	<b>68,654</b> (72%)
1980-81	<b>3,621</b> (36%)	<b>6,545</b> (64%)	<b>28,607</b> (43%)	<b>38,670</b> (57%)	-	-	<b>14,216</b> (37%)	<b>23,900</b> (63%)	<b>46,444</b> (40%)	<b>69,116</b> (60%)
1981-82	<b>3,563</b> (53%)	<b>3,101</b> (47%)	<b>47,223</b> (67%)	<b>23,168</b> (33%)	u	-	<b>14</b> ,66 <b>7</b> (43%)	19,774 (52%)	<b>65,453</b> (59%)	<b>46,043</b> (41%)
1982-83	<b>11,367</b> (79%)	<b>3,007</b> (21%)	<b>53,207</b> (82%)	<b>11,641</b> (18%)	-	-	<b>15,527</b> (37%)	<b>26,995</b> (63%)	<b>80,101</b> (66%)	<b>41,643</b> (34%)
1983-84	<b>9,650</b> (82%)	<b>2,090</b> (18%)	<b>30,672</b> (76%)	<b>9,888</b> (24%)	-	_a _	<b>25,385</b> (50%)	<b>25,762</b> (50%)	<b>65,708</b> (64%)	<b>37,742</b> (36%)
1984-85	<b>3,617</b> (64%)	<b>2,019</b> (36%)	<b>34,912</b> (81%)	<b>7,963</b> (19%)	<b>1,442</b> (31%)	<b>3,217</b> (69%)	<b>8,646</b> (54%)	<b>7,323</b> (46%)	<b>48,618</b> (63%)	<b>28,793</b> (37%)
1985-86	1,69 <b>0</b> (47%)	<b>1,932</b> (53%)	<b>9,286</b> (73%)	<b>3,373</b> (27%)	<b>7,343</b> (27%)	<b>20,050</b> (73%)	<b>4,291</b> (43%)	<b>5,575</b> (57%)	<b>22,610</b> (42%)	<b>30,931</b> (58%)
1986-87	<b>1,925</b> (61%)	<b>1,217</b> (39%)	<b>7,521</b> (77%)	<b>2,185</b> (23%)	<b>4,850</b> (13%)	<b>33,280</b> (87%)	<b>4,805</b> (48%)	<b>5,283</b> (52%)	<b>19,101</b> (31%)	<b>41,965</b> (65%)
1987-88	<b>3,214</b> (79%)	<b>871</b> (21%)	<b>6,842</b> (90%)	<b>787</b> (10%)	<b>9,540</b> (30%)	<b>22,613</b> (70%)	<b>10,730</b> (55%)	<b>8,821</b> (45%)	<b>30,327</b> (48%)	<b>33,092</b> (52%)
1988-89	<b>1,227</b> (49%)	<b>1,269</b> (51%)	<b>70</b> (67%)	<b>35</b> (33%)	<b>4,306</b> (21%)	<b>16,529</b> (79%)	<b>6,942</b> (44%)	<b>8,678</b> (56%)	<b>12,545</b> (32%)	<b>26,510</b> (68%)
1989-90	<b>1,159</b> (52%)	<b>1,060</b> (48%)	<b>420</b> (97%)	<b>13</b> (3%)	<b>4,750</b> (23%)	<b>16,214</b> (77%)	<b>2,041</b> (24%)	<b>6,517</b> (76%)	<b>8,370</b> (26%)	<b>23,804</b> (74%)
1990-91	<b>3,653</b> (86%)	<b>610</b> (14%)	<b>0</b> (0%)	<b>716</b> (100%)	<b>4,875</b> (23%)	<b>15,991</b> (77%)	<b>4,843</b> (43%)	<b>6,398</b> (57%)	<b>13,371</b> (36%)	<b>23,715</b> (64%)

<sup>&</sup>lt;sup>a</sup>Prior to the 1984-85 crop year, shipments to North Dakota processors and feedlots were reported under "Miscellaneous" shipments.





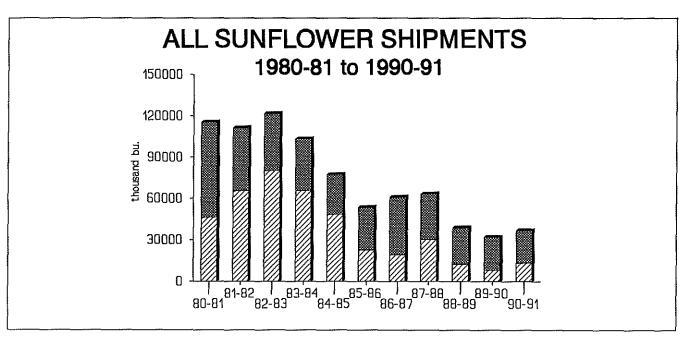








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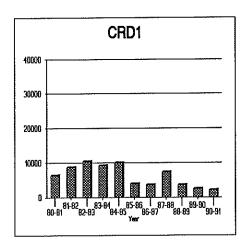


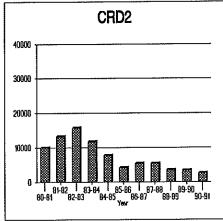
#### NORTH DAKOTA SUNFLOWER SHIPMENTS BY CROP REPORTING DISTRICT ORIGIN (thousand bu.)

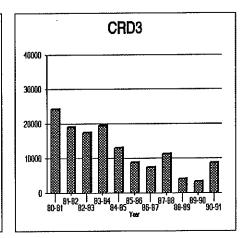
				Crop	Reporting	District				
YEAR	1	2	3	4	5	6	7	8	9	TOTAL
1976-77	<b>7</b> (0%)	<b>26</b> (0%)	<b>2,184</b> (14%)	<b>20</b> (0%)	<b>1,788</b> (11%)	<b>7,861</b> (50%)	<b>25</b> (0%)	<b>0</b> (0%)	<b>3,711</b> (24%)	<b>15,622</b> (100%)
1977-78	<b>771</b> (2%)	<b>1,267</b> (2%)	<b>10,469</b> (20%)	<b>179</b> (0%)	<b>9,087</b> (18%)	<b>20,710</b> (40%)	<b>225</b> (0%)	1 <b>29</b> (0%)	<b>8,442</b> (16%)	<b>51,279</b> (100%)
1978-79	<b>2,233</b> (3%)	2,839 (4%)	<b>14,803</b> (19%)	<b>336</b> (0%)	<b>15,560</b> (20%)	<b>30,050</b> (38%)	485 (1%)	<b>225</b> (0%)	1 <b>2,722</b> (16%)	<b>79,253</b> (100%)
1979-80	<b>4,317</b> (5%)	<b>6,101</b> (6%)	<b>21,814</b> (23%)	<b>819</b> (1%)	1 <b>2,706</b> (13%)	<b>30,333</b> (32%)	1,550 (2%)	1,045 (1%)	<b>17,254</b> (18%)	<b>95,939</b> (100%)
1980-81	<b>6,422</b> (6%)	<b>9,970</b> (9%)	<b>24,165</b> (21%)	<b>1,668</b> (1%)	<b>20,114</b> (18%)	<b>30,871</b> (27%)	<b>1,528</b> (1%)	<b>1,256</b> (1%)	<b>18,872</b> (16%)	114,866 (100%)
1981-82	<b>8,702</b> (8%)	<b>13,245</b> (12%)	<b>18,996</b> (17%)	<b>2,106</b> (2%)	<b>23,244</b> (21%)	<b>24,067</b> (22%)	1,219 (1%)	<b>1,831</b> (2%)	<b>18,086</b> (16%)	<b>111,496</b> (100%)
1982-83	<b>10,434</b> (9%)	<b>15,728</b> (13%)	<b>17,391</b> (14%)	<b>4,084</b> (3%)	<b>25,906</b> (21%)	<b>24,230</b> (20%)	<b>1,510</b> (1%)	<b>2,206</b> (2%)	<b>20,253</b> (17%)	121,744 (100%)
1983-84	<b>9,188</b> (9%)	<b>11,780</b> (11%)	<b>19,429</b> (19%)	<b>4,037</b> (4%)	<b>20,200</b> (20%)	<b>20,522</b> (20%)	<b>3,023</b> (3%)	<b>2,604</b> (3%)	<b>12,666</b> (12%)	<b>103,449</b> (100%)
1984-85	<b>10,002</b> (13%)	<b>7,761</b> (10%)	<b>13,053</b> (17%)	<b>3,701</b> (5%)	<b>13,962</b> (18%)	1 <b>2,943</b> (17%)	<b>3,573</b> (5%)	<b>2,277</b> (3%)	<b>10,140</b> (13%)	<b>77,412</b> (100%)
1985-86	<b>3,899</b> (7%)	<b>4,208</b> (8%)	<b>8,722</b> (16%)	<b>2,894</b> (5%)	<b>9,382</b> (18%)	<b>10,994</b> (21%)	2,077 (4%)	<b>2,153</b> (4%)	9,211 (17%)	<b>53,541</b> (100%)
1986-87	<b>3,582</b> (6%)	<b>5,414</b> (9%)	<b>7,336</b> (12%)	<b>2,753</b> (5%)	<b>10,284</b> (17%)	14 <b>,437</b> (24%)	<b>830</b> (1%)	<b>1,875</b> (3%)	<b>14,556</b> (24%)	<b>61,067</b> (100%)
198 <b>7</b> -88	<b>7,305</b> (12%)	<b>5,414</b> (9%)	<b>11,280</b> (18%)	<b>3,031</b> (5%)	<b>11,429</b> (18%)	<b>9,926</b> (16%)	1, <b>543</b> (2%)	<b>2,371</b> (4%)	<b>11,120</b> (18%)	<b>63,419</b> (100%)
1988-89	<b>3,608</b> (9%)	<b>3,631</b> (9%)	<b>3,983</b> (10%)	<b>1,554</b> (4%)	<b>7,228</b> (19%)	11 <b>,054</b> (28%)	1, <b>076</b> (3%)	<b>1,019</b> (3%)	5,899 (15%)	<b>39,052</b> (100%)
1989-90	<b>2,487</b> (8%)	<b>3,466</b> (11%)	<b>3,258</b> (10%)	<b>810</b> (3%)	<b>6,560</b> (20%)	<b>7,460</b> (23%)	<b>308</b> (1%)	<b>613</b> (2%)	<b>7,212</b> (22%)	<b>32,174</b> (100%)
1990-91	<b>2,146</b> (6%)	<b>2,648</b> (7%)	<b>8,634</b> (23%)	<b>1,357</b> (4%)	<b>6,893</b> (19%)	<b>7,900</b> (21%)	<b>118</b> (0%)	<b>291</b> (1%)	<b>7,099</b> (19%)	<b>37,086</b> (100%)

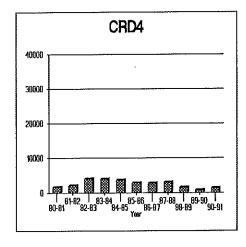
# SUNFLOWER SHIPMENTS BY CROP REPORTING DISTRICT

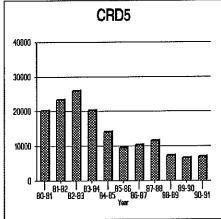
(thousand bushels)

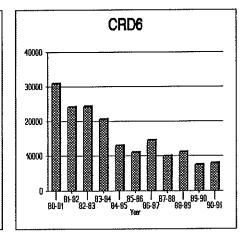


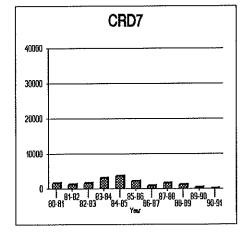


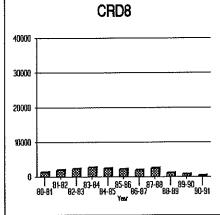


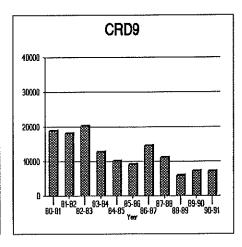












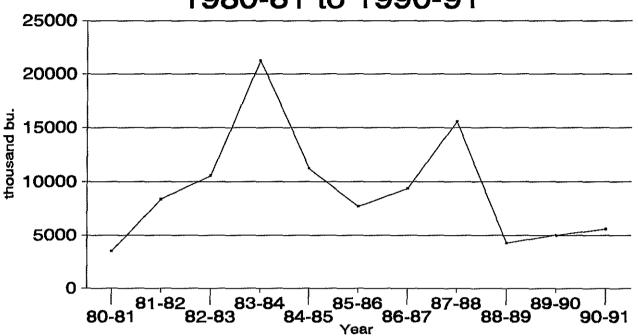
## OATS SHIPMENTS

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

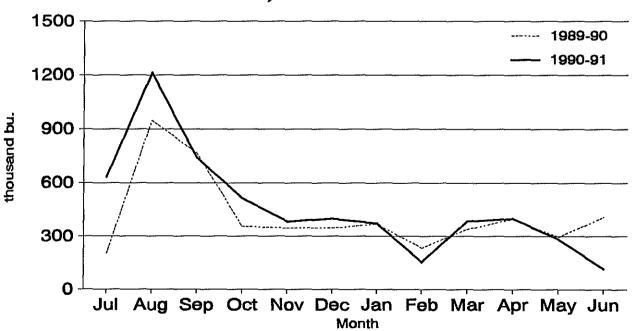
YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1976-77	<b>6,769</b> (56%)	<b>1,932</b> (16%)	<b>1,427</b> (12%)	<b>2,031</b> (17%)	<b>12,159</b> (100%)
1977-78	<b>5,860</b> (56%)	<b>2,385</b> (23%)	<b>851</b> (8%)	<b>1,39</b> 6 (13%)	<b>10,492</b> (100%)
1978-79	<b>6,969</b>	<b>2,078</b>	<b>1,200</b>	<b>1,83</b> 9	<b>12,086</b>
	(58%)	(17%)	(10%)	(15%)	(100%)
1979-80	<b>4,298</b>	<b>346</b>	<b>1,580</b>	<b>1,735</b>	<b>7,959</b>
	(54%)	(4%)	(20%)	(22%)	(100%)
1980-81	<b>1,269</b>	<b>299</b>	<b>936</b>	1 <b>,011</b>	<b>3,515</b>
	(36%)	(8%)	(27%)	(29%)	(100%)
1981-82	<b>5,491</b>	<b>722</b>	<b>630</b>	1 <b>,536</b>	<b>8,379</b>
	(65%)	(9%)	(8%)	(18%)	(100%)
1982-83	<b>7,045</b> (67%)	<b>410</b> (4%)	<b>675</b> (6%)	<b>2,453</b> (23%)	<b>10,583</b> (100%)
1983-84	<b>14,984</b>	<b>588</b>	<b>400</b>	<b>5,289</b>	<b>21,261</b>
	(70%)	(3%)	(2%)	(25%)	(100%)
1984-85	<b>6,467</b>	166	<b>437</b>	<b>4,163</b>	<b>11,233</b>
	(58%)	(1%)	(4%)	(37%)	(100%)
1985-86	<b>4,029</b>	115	<b>431</b>	<b>3,131</b>	<b>7,706</b>
	(52%)	(1%)	(6%)	(41%)	(100%)
1986-87	<b>4,690</b>	<b>74</b>	1 <b>93</b>	<b>4,430</b>	<b>9,387</b>
	(50%)	(1%)	(2%)	(47%)	(100%)
1987-88	<b>8,272</b>	<b>25</b>	96	<b>7,183</b>	<b>15,576</b>
	(53%)	(0%)	(1%)	(46%)	(100%)
1988-89	<b>2,999</b>	<b>83</b>	17	<b>1,197</b>	<b>4,296</b>
	(70%)	(2%)	(0%)	(28%)	(100%)
1989-90	<b>3,179</b>	<b>36</b>	<b>12</b>	<b>1,788</b>	5, <b>015</b>
	(63%)	(1%)	(0%)	(36%)	(100%)
1990-91	<b>2,496</b>	<b>45</b>	<b>316</b>	<b>2,744<sup>a</sup></b>	<b>5,601</b>
	(45%)	(1%)	(6%)	(49%)	(100%)

<sup>&</sup>lt;sup>a</sup>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

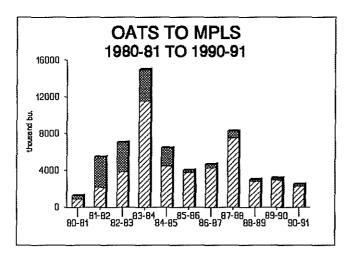


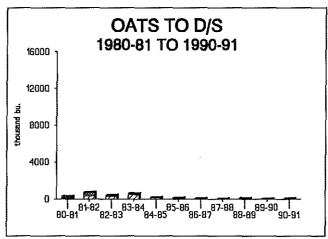
### OATS SHIPMENTS BY MONTH, 1989-90 & 1990-91

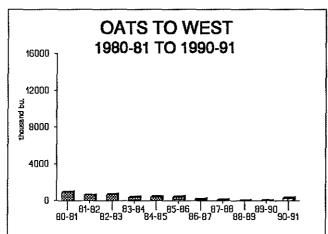


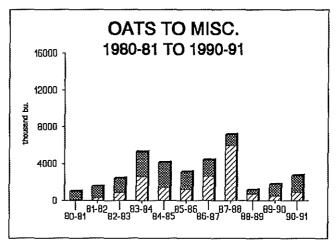
NORTH DAKOTA OATS SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

	MINNEAI ST. P			UTH - ERIOR	W	EST	*****	SC. RKETS	TO	ΓAL
YEAR	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	<b>4,602</b> (68%)	<b>2,</b> 166 (32%)	<b>761</b> (39%)	<b>1,171</b> (61%)	1 <b>21</b> (8%)	<b>1,306</b> (92%)	<b>231</b> (11%)	<b>1,800</b> (89%)	<b>5,715</b> (47%)	<b>6,443</b> (53%)
1977-78	<b>4,244</b> (72%)	<b>1,616</b> (28%)	<b>869</b> (36%)	<b>1,516</b> (64%)	<b>12</b> (1%)	<b>839</b> (99%)	<b>255</b> (18%)	1 <b>,142</b> (82%)	<b>5,380</b> (51%)	<b>5,113</b> (49%)
1978-79	4, <b>767</b> (68%)	<b>2,202</b> (32%)	<b>623</b> (30%)	<b>1,455</b> (70%)	<b>185</b> (16%)	<b>1,016</b> (84%)	<b>252</b> (14%)	<b>1,587</b> (86%)	<b>5,827</b> (48%)	<b>6,260</b> (52%)
1979-80	<b>3,077</b> (72%)	1, <b>220</b> (28%)	<b>184</b> (53%)	162 (47%)	<b>91</b> (5%)	<b>1,489</b> (95%)	<b>338</b> (19%)	1 <b>,397</b> (81%)	<b>3,690</b> (46%)	<b>4,268</b> (54%)
1980-81	<b>913</b> (72%)	<b>356</b> (28%)	<b>99</b> (33%)	<b>200</b> (67%)	<b>11</b> (1%)	<b>925</b> (99%)	<b>74</b> (7%)	<b>939</b> (93%)	<b>1,097</b> (31%)	<b>2,418</b> (69%)
1981-82	<b>2,167</b> (39%)	<b>3,324</b> (61%)	<b>349</b> (48%)	<b>373</b> (52%)	<b>35</b> (6%)	<b>596</b> (94%)	<b>285</b> (19%)	1 <b>,251</b> (81%)	<b>2,835</b> (34%)	<b>5,544</b> (66%)
1982-83	<b>3,848</b> (55%)	<b>3,197</b> (45%)	<b>319</b> (78%)	91 (22%)	19 (3%)	<b>656</b> (97%)	<b>877</b> (38%)	<b>1,576</b> (64%)	<b>5,063</b> (48%)	<b>5,520</b> (52%)
1983-84	11,54 <b>7</b> (77%)	<b>3,436</b> (23%)	<b>503</b> (85%)	<b>86</b> (15%)	<b>99</b> (25%)	<b>301</b> (75%)	<b>2,645</b> (50%)	<b>2,643</b> (50%)	1 <b>4,794</b> (70%)	<b>6,466</b> (30%)
1984-85	<b>4,481</b> (69%)	<b>1,986</b> (31%)	<b>137</b> (83%)	<b>29</b> (17%)	<b>30</b> (7%)	<b>407</b> (93%)	<b>1,406</b> (34%)	<b>2,757</b> (66%)	<b>6,054</b> (51%)	<b>5,179</b> (49%)
1985-86	<b>3,796</b> (94%)	<b>233</b> (6%)	<b>109</b> (95%)	<b>6</b> (5%)	190 (44%)	<b>241</b> (56%)	<b>1,237</b> (40%)	<b>1,894</b> (60%)	<b>5,333</b> (69%)	<b>2,373</b> (31%)
1986-87	<b>4,287</b> (91%)	<b>403</b> (9%)	<b>73</b> (98%)	<b>1</b> (2%)	<b>55</b> (28%)	<b>139</b> (72%)	<b>2,659</b> (60%)	<b>1,771</b> (40%)	<b>7,074</b> (75%)	<b>2,314</b> (25%)
1987-88	<b>7,525</b> (91%)	<b>747</b> (9%)	<b>24</b> (96%)	1 (4%)	<b>61</b> (64%)	<b>35</b> (36%)	6, <b>005</b> (84%)	1 <b>,178</b> (16%)	1 <b>3,615</b> (87%)	1,961 (13%)
1988-89	<b>2,810</b> (94%)	189 (6%)	<b>82</b> (98%)	<b>1</b> (2%)	<b>8</b> (51%)	<b>8</b> (49%)	<b>736</b> (61%)	<b>461</b> (39%)	<b>3,637</b> (85%)	<b>660</b> (15%)
1989-90	<b>2,959</b> (93%)	<b>220</b> (7%)	5 (13%)	<b>31</b> (87%)	<b>9</b> (73%)	<b>3</b> (27%)	<b>511</b> (29%)	<b>1,277</b> (71%)	<b>3,484</b> (69%)	<b>1,531</b> (31%)
1990-91	<b>2,306</b> (92%)	<b>191</b> (8%)	<b>36</b> (80%)	9 (20%)	<b>240</b> (76%)	<b>75</b> (24%)	<b>924</b> (34%)	1,820 (66%)	<b>3,506</b> (63%)	<b>2,095</b> (37%)





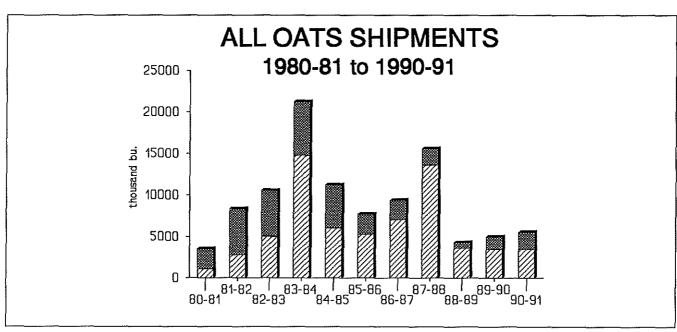








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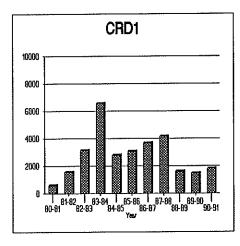


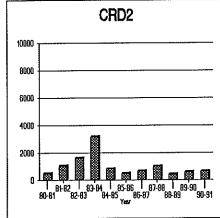
#### NORTH DAKOTA OATS SHIPMENTS BY CROP REPORTING DISTRICT ORIGIN (thousand bu.)

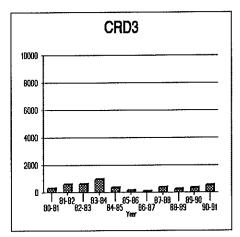
				Crop l	Reporting	District				
YEAR	1	2	3	4	5	6	7	8	9	TOTAL
1976-77	<b>2,309</b> (17%)	<b>2,081</b> (15%)	1,904 (20%)	<b>436</b> (3%)	<b>976</b> (11%)	1, <b>733</b> (14%)	<b>225</b> (2%)	<b>226</b> (2%)	<b>2,269</b> (17%)	<b>12,159</b> (100%)
1977-78	<b>1,769</b> (17%)	<b>974</b> (9%)	1,485 (14%)	1 <b>37</b> (1%)	<b>507</b> (5%)	<b>2,077</b> (20%)	<b>47</b> (0%)	<b>7</b> (0%)	<b>3,490</b> (33%)	<b>10,493</b> (100%)
1978-79	<b>2,200</b> (18%)	<b>1,184</b> (10%)	<b>1,132</b> (9%)	<b>425</b> (4%)	<b>1,016</b> (8%)	<b>1,760</b> (15%)	68 (1%)	<b>301</b> (2%)	<b>4,002</b> (33%)	<b>12,086</b> (100%)
1979-80	<b>1,305</b> (16%)	<b>875</b> (11%)	<b>544</b> (7%)	<b>282</b> (4%)	<b>619</b> (8%)	<b>1,057</b> (13%)	<b>38</b> (1%)	159 (2%)	<b>3,079</b> (39%)	<b>7,958</b> (100%)
1980-81	59 <b>0</b> (17%)	<b>502</b> (14%)	<b>292</b> (8%)	<b>42</b> (1%)	16 <b>7</b> (5%)	<b>558</b> (16%)	4 (0%)	<b>8</b> (0%)	<b>1,352</b> (38%)	<b>3,515</b> (100%)
1981-82	<b>1,556</b> (20%)	<b>1,070</b> (13%)	<b>579</b> (7%)	<b>217</b> (3%)	<b>1,106</b> (13%)	<b>1,243</b> (15%)	<b>19</b> (0%)	<b>212</b> (2%)	<b>2,377</b> (28%)	<b>8,379</b> (100%)
1982-83	<b>3,130</b> (30%)	<b>1,614</b> (15%)	<b>598</b> (6%)	<b>573</b> (5%)	<b>946</b> (9%)	1,1 <b>76</b> (11%)	164 (2%)	<b>578</b> (5%)	<b>1,804</b> (17%)	<b>10,583</b> (100%)
1983-84	<b>6,562</b> (31%)	<b>3,163</b> (15%)	9 <b>52</b> (4%)	1, <b>530</b> (7%)	<b>2,561</b> (12%)	<b>934</b> (4%)	1 <b>,834</b> (9%)	<b>1,368</b> (6%)	<b>2,356</b> (11%)	<b>21,261</b> (100%)
1984-85	<b>2,780</b> (24%)	<b>828</b> (7%)	<b>328</b> (3%)	1 <b>,085</b> (10%)	<b>956</b> (9%)	8 <b>24</b> (7%)	<b>823</b> (7%)	1,101 (10%)	<b>2,509</b> (21%)	<b>11,234</b> (100%)
1985-86	<b>3,078</b> (40%)	<b>490</b> (6%)	150 (2%)	<b>1,306</b> (17%)	<b>404</b> (5%)	599 (8%)	301 (4%)	<b>312</b> (4%)	1,065 (14%)	<b>7,705</b> (100%)
1986-87	<b>3,681</b> (39%)	<b>656</b> (7%)	<b>72</b> (1%)	1 <b>,858</b> (20%)	<b>642</b> (7%)	<b>354</b> (4%)	<b>452</b> (5%)	<b>463</b> (5%)	<b>1,211</b> (13%)	<b>9,387</b> (100%)
1987-88	<b>4,162</b> (27%)	1, <b>017</b> (7%)	<b>352</b> (2%)	<b>2,001</b> (13%)	<b>2,101</b> (13%)	<b>729</b> (5%)	<b>1,443</b> (9%)	<b>1,365</b> (9%)	<b>2,398</b> (15%)	<b>15,568</b> (100%)
1988-89	<b>1,600</b> (37%)	<b>424</b> (10%)	<b>255</b> (6%)	<b>402</b> (9%)	<b>587</b> (14%)	158 (4%)	<b>192</b> (4%)	<b>363</b> (8%)	<b>313</b> (7%)	<b>4,294</b> (100%)
1989-90	<b>1,453</b> (29%)	<b>600</b> (12%)	<b>342</b> (7%)	<b>330</b> (7%)	<b>409</b> (8%)	<b>794</b> (16%)	<b>75</b> (1%)	<b>240</b> (5%)	<b>772</b> (15%)	<b>5,015</b> (100%)
1990-91	1,809 (32%)	<b>636</b> (11%)	<b>515</b> (9%)	605 (11%)	<b>386</b> (7%)	<b>911</b> (16%)	<b>52</b> (1%)	<b>70</b> (1%)	61 <b>7</b> (11%)	<b>5,601</b> (100%)

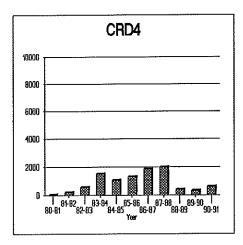
# OATS SHIPMENTS BY CROP REPORTING DISTRICT

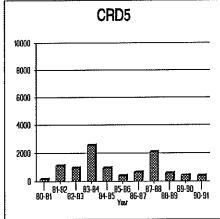
(thousand bushels)

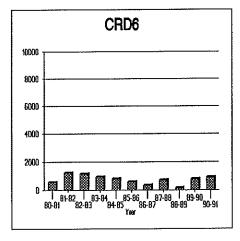


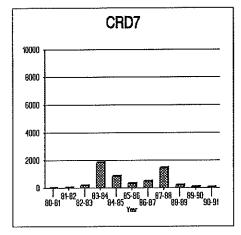


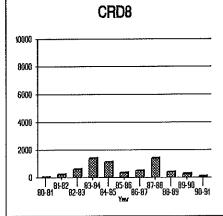


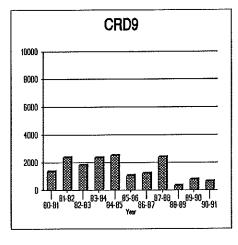












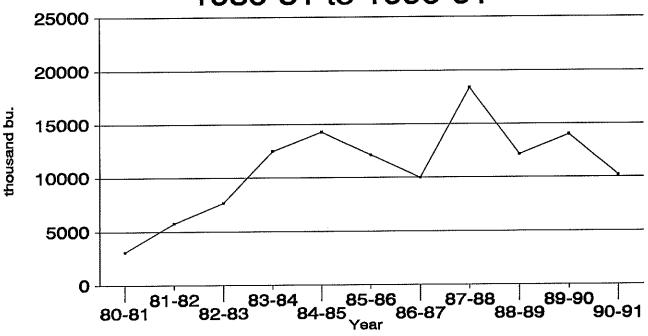
## SOYBEAN SHIPMENTS

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

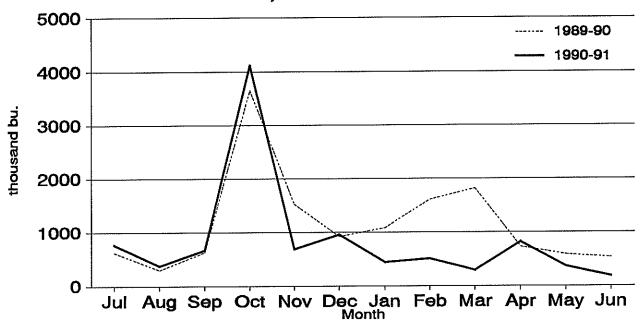
YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL.
1976-77	<b>389</b> (20%)	<b>72</b> (4%)	<b>21</b> (1%)	1,459 (75%)	1, <b>941</b> (100%)
1977-78	<b>367</b>	<b>311</b>	<b>29</b>	<b>1,068</b>	1, <b>776</b>
	(21%)	(18%)	(2%)	(60%)	(100%)
1978-79	<b>1,020</b>	<b>773</b>	<b>10</b>	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

<sup>&</sup>lt;sup>a</sup>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

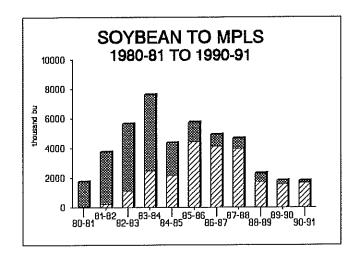


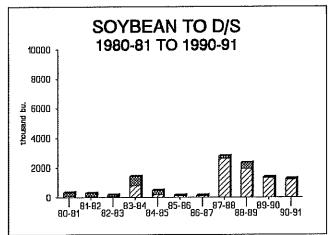
### SOYBEAN SHIPMENTS BY MONTH, 1989-90 & 1990-91

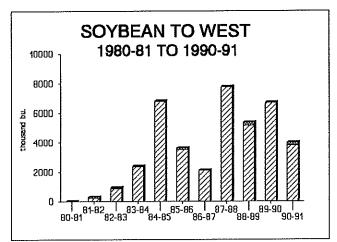


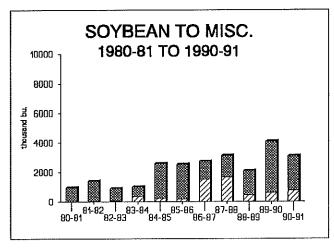
NORTH DAKOTA SOYBEAN SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

	MINNEA ST. F			DULUTH - SUPERIOR		WEST		SC. RKETS	TOTAL	
YEAR -	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	15 (4%)	<b>373</b> (96%)	<b>59</b> (83%)	<b>12</b> (17%)	<b>1</b> (4%)	<b>20</b> (96%)	<b>22</b> (1%)	<b>1,438</b> (99%)	<b>97</b> (5%)	1,844 (95%)
1977-78	<b>28</b> (8%)	<b>339</b> (92%)	<b>35</b> (11%)	<b>276</b> (89%)	<b>3</b> (12%)	<b>26</b> (88%)	<b>10</b> (1%)	<b>1,058</b> (995)	<b>77</b> (4%)	1 <b>,699</b> (96%)
1978-79	<b>90</b> (9%)	<b>930</b> (91%)	<b>114</b> (15%)	<b>659</b> (85%)	<b>4</b> (35%)	<b>7</b> (65%)	<b>26</b> (2%)	<b>1,113</b> (98%)	<b>233</b> (8%)	<b>2,709</b> (92%)
1979-80	<b>147</b> (4%)	<b>3,322</b> (96%)	<b>196</b> (29%)	<b>478</b> (71%)	<b>10</b> (47%)	<b>11</b> (53%)	5 (1%)	<b>1,285</b> (99%)	<b>357</b> (7%)	<b>5,095</b> (93%)
1980-81	<b>51</b> (3%)	<b>1,711</b> (97%)	<b>93</b> (28%)	<b>244</b> (72%)	<b>13</b> (61%)	<b>8</b> (39%)	<b>4</b> (1%)	<b>983</b> (99%)	<b>162</b> (5%)	<b>2,947</b> (95%)
1981-82	<b>243</b> (6%)	<b>3,515</b> (94%)	<b>38</b> (12%)	<b>272</b> (88%)	<b>229</b> (72%)	<b>88</b> (28%)	<b>43</b> (3%)	<b>1,374</b> (97%)	<b>553</b> (10%)	<b>5,249</b> (90%)
1982-83	<b>1,137</b> (20%)	<b>4,502</b> (80%)	<b>69</b> (37%)	11 <b>7</b> (63%)	<b>872</b> (92%)	<b>80</b> (8%)	<b>79</b> (9%)	<b>831</b> (91%)	<b>2,158</b> (28%)	<b>5,529</b> (72%)
1983-84	<b>2,482</b> (33%)	<b>5,143</b> (67%)	<b>804</b> (56%)	<b>626</b> (44%)	<b>2,370</b> (98%)	<b>48</b> (2%)	<b>368</b> (36%)	<b>663</b> (64%)	<b>6,023</b> (48%)	<b>6,480</b> (52%)
1984-85	<b>2,162</b> (50%)	<b>2,199</b> (50%)	<b>212</b> (43%)	<b>279</b> (57%)	<b>6,788</b> (99%)	<b>37</b> (1%)	<b>255</b> (10%)	<b>2,361</b> (90%)	<b>9,417</b> (66%)	<b>4,876</b> (34%)
1985-86	<b>4,434</b> (77%)	1 <b>,305</b> (23%)	112 (61%)	<b>72</b> (39%)	<b>3,532</b> (97%)	<b>100</b> (3%)	<b>175</b> (7%)	<b>2,388</b> (93%)	<b>8,252</b> (68%)	<b>3,864</b> (32%)
1986-87	<b>4,137</b> (84%)	<b>797</b> (16%)	<b>123</b> (74%)	<b>42</b> (26%)	<b>2,132</b> (99%)	12 (1%)	<b>1,532</b> (56%)	1, <b>215</b> (44%)	<b>7,924</b> (79%)	<b>2,066</b> (21%)
1987-88	<b>3,979</b> (85%)	<b>687</b> (15%)	<b>2,645</b> (94%)	155 (6%)	<b>7,778</b> (100%)	19 (0%)	<b>1,692</b> (54%)	<b>1,458</b> (46%)	<b>16,094</b> (87%)	<b>2,319</b> (13%)
1988-89	<b>1,732</b> (75%)	<b>583</b> (25%)	<b>1,93</b> 1 (82%)	<b>416</b> (18%)	<b>5,162</b> (96%)	<b>213</b> (4%)	468 (22%)	<b>1,652</b> (78%)	<b>9,294</b> (76%)	<b>2,865</b> (24%)
1989-90	<b>1,565</b> (86%)	<b>254</b> (14%)	<b>1,320</b> (96%)	<b>60</b> (4%)	<b>6,705</b> (100%)	<b>7</b> (0%)	<b>618</b> (15%)	<b>3,486</b> (85%)	<b>10,208</b> (73%)	<b>3,807</b> (27%)
1990-91	<b>1,683</b> (93%)	<b>120</b> (7%)	<b>1,215</b> (96%)	<b>54</b> (4%)	<b>3,816</b> (95%)	1 <b>85</b> (5%)	<b>772</b> (25%)	<b>2,340</b> (75%)	<b>7,486</b> (74%)	<b>2,699</b> (26%)







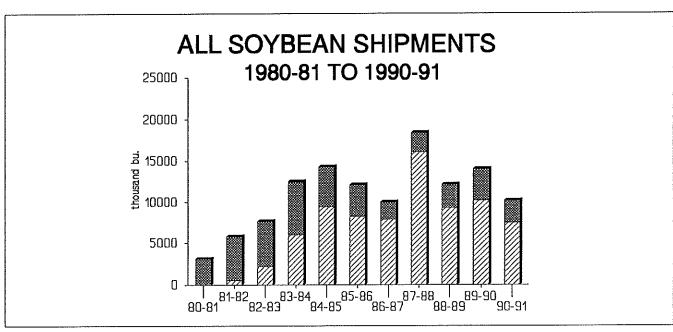




Rail



Truck

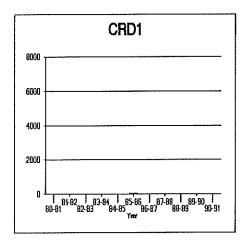


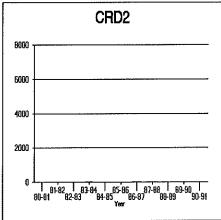
#### NORTH DAKOTA SOYBEAN SHIPMENTS BY CROP REPORTING DISTRICT ORIGIN (thousand bu.)

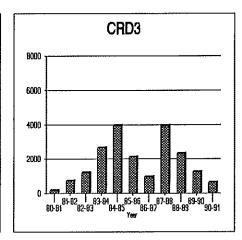
				Crop F	leporting	District				
YEAR	1	2	3	4	5	6	7	8	9	TOTAL
1976-77	<b>0</b>	<b>0</b>	9	<b>0</b>	<b>1</b>	<b>1,093</b>	<b>0</b>	<b>0</b>	<b>838</b>	<b>1,941</b>
	(0%)	(0%)	(1%)	(0%)	(0%)	(56%)	(0%)	(0%)	(43%)	(100%)
1977-78	<b>0</b>	<b>0</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>997</b>	<b>0</b>	<b>0</b>	<b>736</b>	<b>1,776</b>
	(0%)	(0%)	(2%)	(0%)	(0%)	(36%)	(0%)	(0%)	(41%)	(100%)
1978-79	<b>3</b>	<b>o</b>	<b>89</b>	<b>3</b>	<b>94</b>	<b>1,608</b>	<b>0</b>	<b>0</b>	<b>1,145</b>	<b>2,943</b>
	(0%)	(0%)	(3%)	(0%)	(3%)	(55%)	(0%)	(0%)	(39%)	(100%)
1979-80	<b>11</b>	<b>o</b>	<b>155</b>	<b>0</b>	<b>8</b>	3,845	<b>0</b>	<b>0</b>	<b>1,434</b>	<b>5,452</b>
	(0%)	(0%)	(3%)	(0%)	(0%)	(71%)	(0%)	(0%)	(26%)	(100%)
1980-81	<b>2</b>	<b>o</b>	<b>182</b>	<b>o</b>	1	<b>1,678</b>	<b>0</b>	<b>0</b>	<b>1,246</b>	<b>3,109</b>
	(0%)	(0%)	(6%)	(0%)	(0%)	(54%)	(0%)	(0%)	(40%)	(100%)
1981-82	<b>0</b>	<b>2</b>	<b>722</b>	<b>0</b>	<b>37</b>	<b>3,250</b>	<b>0</b>	<b>0</b>	<b>1,790</b>	<b>5,801</b>
	(0%)	(0%)	(12%)	(0%)	(1%)	(56%)	(0%)	(0%)	(31%)	(100%)
1982-83	<b>0</b> (0%)	<b>3</b> (0%)	<b>1,206</b> (16%)	<b>o</b> (0%)	<b>36</b> (1%)	<b>4,164</b> (54%)	<b>2</b> (0%)	<b>0</b> (0%)	<b>2,277</b> (30%)	<b>7,687</b> (100%)
1983-84	<b>2</b> (0%)	<b>20</b> (0%)	<b>2,665</b> (21%)	<b>2</b> (0%)	<b>112</b> (1%)	<b>6,683</b> (53%)	<b>4</b> (0%)	<b>0</b> (0%)	<b>3,016</b> (24%)	<b>12,504</b> (100%)
1984-85	<b>2</b>	<b>2</b>	<b>3,954</b>	<b>5</b>	145	6, <b>73</b> 6	<b>18</b>	<b>7</b>	<b>3,424</b>	<b>14,292</b>
	(0%)	(0%)	(28%)	(0%)	(1%)	(47%)	(0%)	(0%)	(24%)	(100%)
1985-86	<b>43</b>	<b>4</b>	<b>2,114</b>	15	44	<b>5,575</b>	<b>0</b>	<b>5</b>	<b>4,317</b>	<b>12,116</b>
	(0%)	(0%)	(17%)	(0%)	(0%)	(46%)	(0%)	(0%)	(36%)	(100%)
1986-87	<b>0</b>	<b>9</b>	<b>958</b>	<b>o</b>	<b>11</b>	<b>4,540</b>	<b>0</b>	<b>3</b>	<b>4,469</b>	<b>9,990</b>
	(0%)	(0%)	(10%)	(0%)	(0%)	(45%)	(0%)	(0%)	(45%)	(100%)
1987-88	<b>20</b> (0%)	<b>15</b> (0%)	<b>3,966</b> (21%)	<b>1</b> (0%)	<b>47</b> (0%)	<b>7,780</b> (42%)	<b>113</b> (1%)	1 <b>8</b> (0%)	<b>6,555</b> (35%)	1 <b>8,414</b> (100%)
1988-89	<b>7</b> (0%)	<b>6</b> (0%)	<b>2,331</b> (19%)	<b>0</b> (0%)	<b>35</b> (0%)	<b>5,502</b> (45%)	<b>0</b> (0%)	<b>18</b> (0%)	<b>4,258</b> (35%)	<b>12,157</b> (100%)
1989-90	<b>0</b> (0%)	14 (0%)	<b>1,251</b> (9%)	<b>3</b> (0%)	77 (1%)	<b>6,491</b> (46%)	<b>4</b> (0%)	<b>3</b> (0%)	6 <b>,172</b> (44%)	<b>14,015</b> (100%)
1990-91	<b>3</b> (0%)	<b>6</b> (0%)	<b>622</b> (6%)	<b>29</b> (0%)	<b>36</b> (0%)	<b>5,369</b> (53%)	<b>0</b> (0%)	<b>122</b> (1%)	<b>3,998</b> (39%)	<b>10,185</b> (100%)

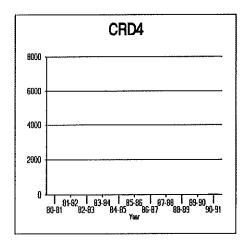
## SOYBEAN SHIPMENTS BY CROP REPORTING DISTRICT

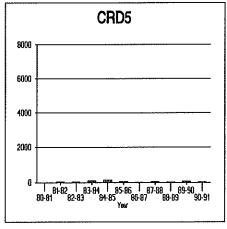
(thousand bushels)

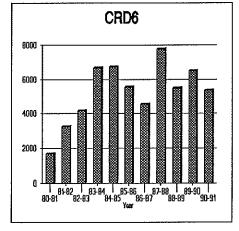


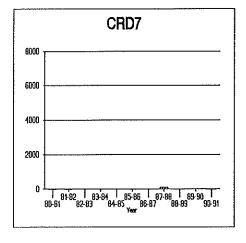


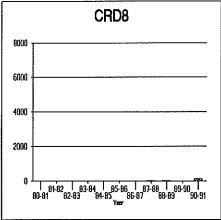


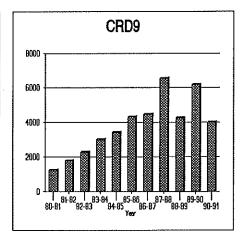












## FLAX SHIPMENTS

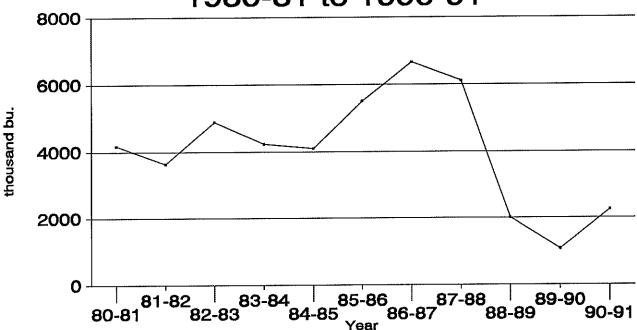
## NORTH DAKOTA FLAXSEED SHIPMENTS BY DESTINATION (thousand bu.)

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

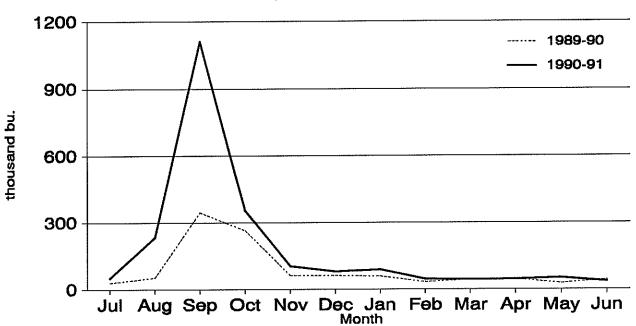
<sup>&</sup>lt;sup>a</sup>Not available prior to 1986-87.

<sup>&</sup>lt;sup>b</sup>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



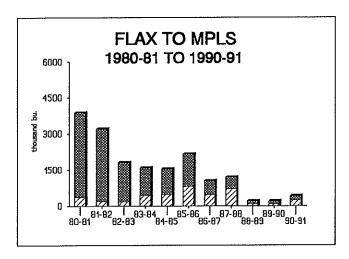
### FLAX SHIPMENTS BY MONTH, 1989-90 & 1990-91

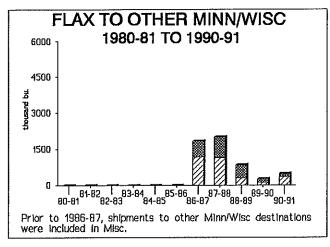


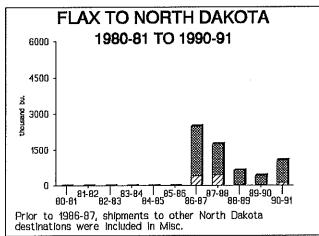
#### NORTH DAKOTA FLAXSEED SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

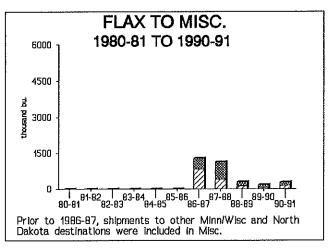
YEAR	MINNEAPOLIS- ST. PAUL		MINNE	HER SOTA - ONSIN		NORTH DAKOTA		MARKETS	TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1976-77	<b>1,046</b> (25%)	<b>3,214</b> (75%)	-	-	_	-	44	-	1, <b>354</b> (28%)	<b>3,530</b> (72%)
1977-78	<b>987</b> (20%)	<b>3,954</b> (80%)	-	-	-	H	-	-	1 <b>,287</b> (21%)	<b>4,887</b> (79%)
1978-79	<b>541</b> (13%)	<b>3,513</b> (87%)	-		-	-	-	•	<b>593</b> (15%)	<b>3,948</b> (85%)
1979-80	<b>555</b> (13%)	<b>3,558</b> (87%)	-	-	-	**	-	-	<b>653</b> (14%)	<b>3,927</b> (86%)
1980-81	<b>358</b> (9%)	<b>3,516</b> (91%)	-	-	-	-	-	-	<b>465</b> (11%)	<b>3,711</b> (89%)
1981-82	<b>203</b> (6%)	<b>3,004</b> (94%)	-	-	-	<del></del>	-	-	<b>228</b> (6%)	<b>3,415</b> (94%)
1982-83	<b>184</b> (10%)	<b>1,635</b> (90%)	-	-	-	-	-	-	<b>749</b> (15%)	<b>4,134</b> (85%)
1983-84	<b>455</b> (29%)	<b>1,143</b> (71%)	-	-	-	•	-	-	<b>785</b> (19%)	<b>3,451</b> (81%)
1984-85	<b>480</b> (31%)	<b>1,075</b> (69%)	-	-	-	-	-	-	996 (24%)	<b>3,103</b> (76%)
1985-86	<b>813</b> (37%)	<b>1,358</b> (63%)	-	-	-	-	*	_a _	<b>1,768</b> (32%)	<b>3,736</b> (68%)
1986-87	<b>478</b> (45%)	<b>577</b> (55%)	<b>1,175</b> (64%)	<b>654</b> (36%)	41 <b>3</b> (17%)	<b>2,082</b> (83%)	<b>830</b> (64%)	<b>457</b> (36%)	<b>2,896</b> (43%)	<b>3,770</b> (57%)
1987-88	<b>721</b> (60%)	<b>481</b> (40%)	<b>1,152</b> (57%)	<b>855</b> (43%)	<b>445</b> (25%)	<b>1,313</b> (75%)	<b>404</b> (35%)	<b>737</b> (65%)	<b>2,722</b> (45%)	<b>3,386</b> (55%)
1988-89	<b>101</b> (47%)	<b>112</b> (53%)	<b>288</b> (34%)	<b>561</b> (66%)	<b>44</b> (7%)	<b>606</b> (93%)	<b>125</b> (42%)	<b>174</b> (58%)	<b>559</b> (28%)	<b>1,454</b> (72%)
1989-90	<b>92</b> (44%)	<b>116</b> (56%)	<b>125</b> (46%)	<b>144</b> (54%)	<b>25</b> (6%)	<b>400</b> (94%)	<b>61</b> (35%)	<b>113</b> (65%)	<b>304</b> (28%)	<b>773</b> (72%)
1990- 91	<b>238</b> (56%)	184 (44%)	<b>358</b> (74%)	<b>129</b> (26%)	<b>117</b> (11%)	<b>951</b> (89%)	<b>145</b> (52%)	<b>136</b> (48%)	<b>858</b> (38%)	<b>1,400</b> (62%)

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







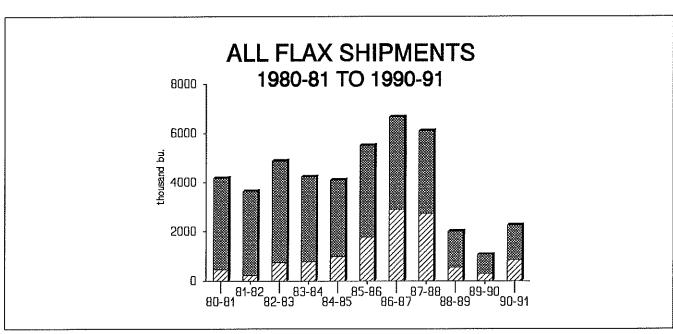




Rail



Truck

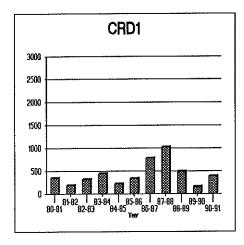


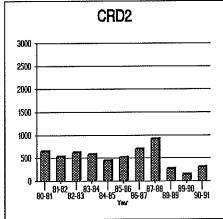
NORTH DAKOTA FLAXSEED SHIPMENTS BY CROP REPORTING DISTRICT ORIGIN (thousand bu.)

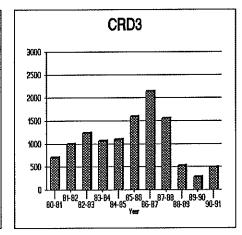
				Crop I	Reporting	District				
YEAR	1	2	3	4	5	6	7	8	9	TOTAL
1976-77	<b>450</b> (9%)	<b>794</b> (16%)	<b>656</b> (13%)	<b>307</b> (6%)	829 (17%)	<b>491</b> (10%)	<b>98</b> (2%)	<b>323</b> (7%)	<b>935</b> (19%)	<b>4,883</b> (100%)
1977-78	<b>678</b> (11%)	1 <b>,022</b> (17%)	<b>1,054</b> (17%)	<b>203</b> (3%)	<b>679</b> (11%)	<b>1,024</b> (17%)	<b>74</b> (1%)	<b>145</b> (2%)	<b>1,295</b> (21%)	<b>6,174</b> (100%)
1978-79	515 (11%)	<b>765</b> (17%)	<b>547</b> (12%)	<b>254</b> (6%)	<b>474</b> (10%)	<b>533</b> (12%)	<b>57</b> (1%)	<b>295</b> (6%)	<b>1,102</b> (24%)	<b>4,542</b> (100%)
1979-80	<b>398</b> (9%)	<b>752</b> (16%)	<b>682</b> (15%)	<b>207</b> (5%)	<b>438</b> (10%)	<b>641</b> (14%)	<b>59</b> (1%)	<b>203</b> (4%)	<b>1,202</b> (26%)	<b>4,582</b> (100%)
1980-81	<b>348</b> (8%)	<b>648</b> (16%)	<b>707</b> (17%)	1 <b>94</b> (4%)	<b>481</b> (12%)	<b>609</b> (15%)	<b>22</b> (1%)	1 <b>38</b> (3%)	<b>1,029</b> (25%)	<b>4,176</b> (100%)
1981-82	195 (5%)	<b>530</b> (15%)	996 (27%)	1 <b>78</b> (5%)	<b>475</b> (13%)	<b>377</b> (10%)	<b>14</b> (0%)	14 <b>7</b> (4%)	<b>731</b> (20%)	<b>3,644</b> (100%)
1982-83	<b>319</b> (7%)	<b>617</b> (13%)	<b>1,235</b> (25%)	<b>323</b> (7%)	<b>654</b> (13%)	<b>655</b> (13%)	<b>67</b> (1%)	<b>223</b> (5%)	<b>780</b> (16%)	<b>4,873</b> (100%)
1983-84	<b>441</b> (10%)	<b>579</b> (14%)	<b>1,062</b> (25%)	<b>349</b> (8%)	<b>602</b> (14%)	<b>227</b> (5%)	149 (4%)	<b>239</b> (6%)	<b>587</b> (14%)	<b>4,235</b> (100%)
1984-85	<b>217</b> (5%)	<b>443</b> (11%)	<b>1,097</b> (27%)	<b>266</b> (6%)	<b>541</b> (13%)	<b>249</b> (6%)	<b>204</b> (5%)	<b>265</b> (6%)	<b>816</b> (20%)	<b>4,098</b> (100%)
1985-86	<b>336</b> (6%)	<b>518</b> (9%)	<b>1,587</b> (29%)	<b>373</b> (7%)	1,188 (22%)	<b>573</b> (10%)	<b>45</b> (1%)	<b>247</b> (4%)	<b>635</b> (12%)	<b>5,503</b> (100%)
1986-87	<b>780</b> (12%)	<b>697</b> (10%)	<b>2,132</b> (32%)	<b>454</b> (7%)	<b>803</b> (12%)	<b>759</b> (11%)	<b>62</b> (1%)	<b>280</b> (4%)	<b>697</b> (11%)	<b>6,666</b> (100%)
1987-88	1, <b>026</b> (17%)	<b>918</b> (15%)	<b>1,548</b> (25%)	<b>545</b> (9%)	<b>835</b> (14%)	<b>436</b> (7%)	<b>54</b> (1%)	<b>244</b> (4%)	<b>503</b> (8%)	<b>6,109</b> (100%)
1988-89	<b>494</b> (25%)	<b>268</b> (13%)	<b>525</b> (26%)	1 <b>69</b> (8%)	<b>187</b> (9%)	<b>112</b> (6%)	19 (1%)	6 <b>7</b> (3%)	<b>168</b> (8%)	<b>2,009</b> (100%)
1989-90	1 <b>61</b> (15%)	145 (13%)	<b>276</b> (26%)	<b>72</b> (7%)	146 (13%)	<b>84</b> (8%)	9 (1%)	<b>30</b> (3%)	154 (14%)	<b>1,077</b> (100%)
1990-91	388 (17%)	308 (14%)	<b>490</b> (22%)	<b>102</b> (5%)	<b>523</b> (23%)	<b>241</b> (11%)	<b>4</b> (0%)	<b>16</b> (1%)	<b>186</b> (8%)	<b>2,258</b> (100%)

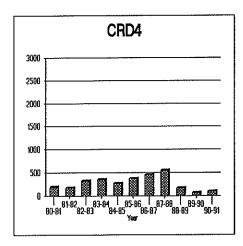
## FLAX SHIPMENTS BY CROP REPORTING DISTRICT

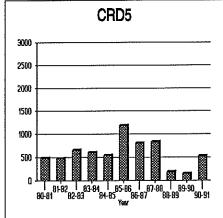
(thousand bushels)

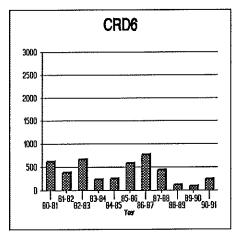


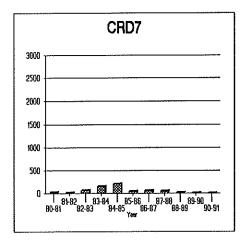


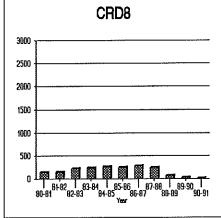


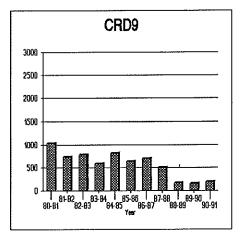














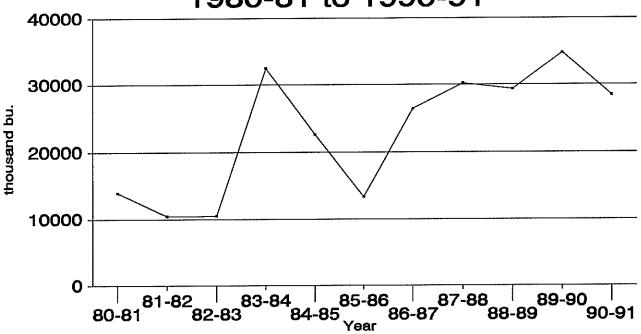
## CORN SHIPMENTS

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

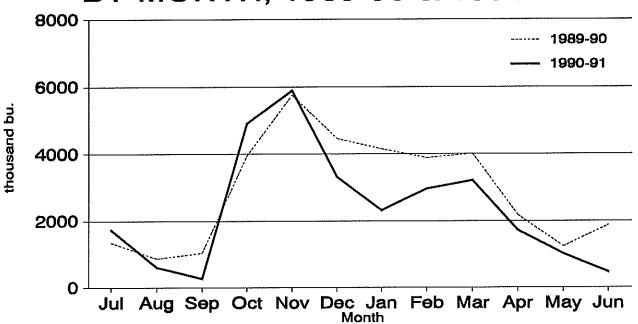
YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1978-79	157	262	6,373	1,019	7,808
	(2%)	(3%)	(82%)	(13%)	(100%)
1979-80	265	270	9,802	786	11,123
	(2%)	(2%)	(88%)	(7%)	(100%)
1980-81	406	154	11,409	2,013	13,982
	(3%)	(1%)	(82%)	(14%)	(100%)
1981-82	514	243	7,247	2,457	10,460
	(5%)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

<sup>&</sup>lt;sup>a</sup>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

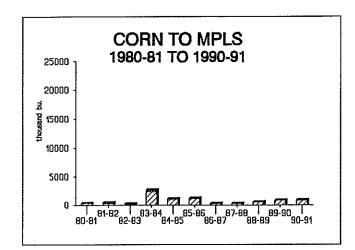


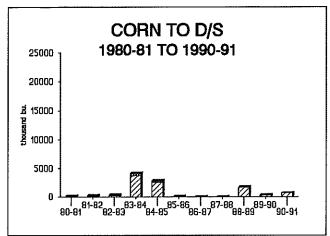
### CORN SHIPMENTS BY MONTH, 1989-90 & 1990-91

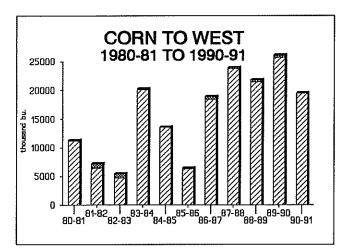


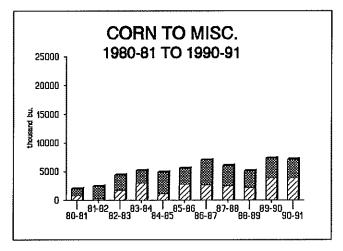
NORTH DAKOTA CORN SHIPMENTS BY RAIL, TRUCK AND DESTINATION (thousand bu.)

	MINNEAF ST. P		DULU SUPE	JTH - RIOR	WI	EST	MIS MAR	SC. KETS	TOTAL	
YEAR ~	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	<b>0</b> (0%)	<b>0</b> (0%)	<b>0</b> (0%)	<b>0</b> (0%)	<b>0</b> (0%)	<b>0</b> (0%)	<b>0</b> (0%)	<b>0</b> (0%)	<b>0</b> (0%)	<b>0</b> (0%)
1978-79	<b>132</b> (84%)	<b>25</b> (16%)	<b>117</b> (45%)	142 (55%)	<b>6,233</b> (98%)	14 <b>0</b> (2%)	<b>785</b> (77%)	<b>234</b> (23%)	<b>7,267</b> (93%)	<b>541</b> (7%)
1979-80	<b>221</b> (83%)	<b>44</b> (17%)	<b>150</b> (56%)	1 <b>20</b> (44%)	<b>9,752</b> (99%)	<b>50</b> (1%)	<b>525</b> (71%)	<b>261</b> (29%)	<b>10,648</b> (96%)	<b>475</b> (4%)
1980-81	<b>322</b> (79%)	<b>84</b> (21%)	<b>100</b> (53%)	<b>54</b> (47%)	<b>11,220</b> (98%)	189 (2%)	<b>815</b> (40%)	<b>1,198</b> (60%)	1 <b>2,417</b> (89%)	<b>1,525</b> (11%)
1981-82	<b>278</b> (54%)	<b>236</b> (46%)	<b>74</b> (31%)	<b>169</b> (69%)	<b>6,465</b> (89%)	<b>782</b> (11%)	<b>256</b> (10%)	<b>2,201</b> (90%)	<b>7,072</b> (68%)	<b>3,388</b> (32%)
1982-83	<b>155</b> (52%)	<b>141</b> (48%)	1 <b>96</b> (56%)	<b>154</b> (44%)	<b>4,748</b> (87%)	<b>726</b> (13%)	<b>1,731</b> (39%)	<b>2,666</b> (61%)	<b>6,831</b> (65%)	<b>3,687</b> (35%)
1983-84	<b>2,332</b> (85%)	<b>404</b> (15%)	<b>3,737</b> (90%)	<b>438</b> (10%)	<b>20,133</b> (99%)	190 (1%)	<b>3,034</b> (58%)	<b>2,195</b> (42%)	<b>29,236</b> (90%)	<b>3,228</b> (10%)
1984-85	<b>1,057</b> (89%)	132 (11%)	<b>2,579</b> (90%)	<b>280</b> (10%)	<b>13,623</b> (100%)	<b>36</b> (0%)	<b>1,156</b> (24%)	<b>3,759</b> (76%)	<b>18,415</b> (81%)	<b>4,207</b> (19%)
1985-86	<b>1,185</b> (95%)	<b>69</b> (5%)	<b>43</b> (64%)	<b>24</b> (36%)	<b>6,305</b> (97%)	<b>183</b> (3%)	<b>2,815</b> (50%)	<b>2,769</b> (50%)	<b>10,348</b> (77%)	<b>3,046</b> (23%)
1986-87	<b>287</b> (80%)	<b>71</b> (20%)	<b>56</b> (95%)	<b>3</b> (5%)	<b>18,407</b> (97%)	544 (3%)	<b>2,703</b> (38%)	<b>4,364</b> (62%)	<b>21,454</b> (81%)	<b>4,982</b> (19%)
1987-88	<b>291</b> (93%)	<b>21</b> (7%)	14 (25%)	<b>41</b> (75%)	<b>23,742</b> (99%)	<b>236</b> (1%)	<b>2,524</b> (42%)	<b>3,556</b> (58%)	<b>26,571</b> (87%)	<b>3,854</b> (13%)
1988-89	<b>570</b> (95%)	<b>32</b> (5%)	<b>1,727</b> (99%)	<b>13</b> (1%)	<b>21,498</b> (98%)	<b>362</b> (2%)	<b>2,175</b> (42%)	<b>2,962</b> (58%)	<b>25,972</b> (89%)	3,371 (11%)
1989-90	<b>876</b> (97%)	<b>24</b> (3%)	<b>357</b> (100%)	<b>1</b> (0%)	<b>25,720</b> (98%)	<b>412</b> (2%)	<b>3,914</b> (53%)	<b>3,460</b> (47%)	<b>30,867</b> (89%)	<b>3,897</b> (11%)
1990-91	<b>915</b> (97%)	<b>28</b> (3%)	<b>708</b> (100%)	<b>2</b> (0%)	<b>19,555</b> (100%)	<b>35</b> (0%)	<b>3,913</b> (54%)	<b>3,278</b> (46%)	<b>25,091</b> (88%)	<b>3,343</b> (12%)







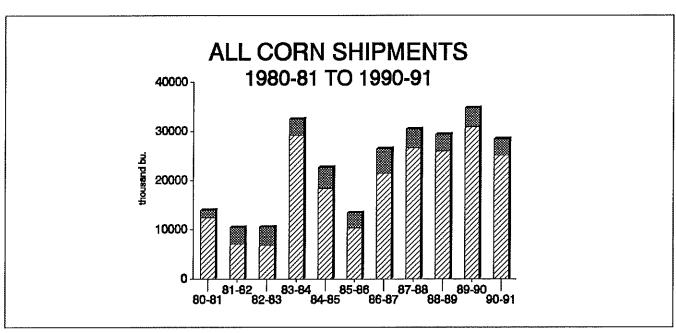




Rail



Truck



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

				Crop I	Reporting	District				
YEAR	1	2	3	4	5	6	7	8	9	TOTAL
1976-77	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)
1977-78	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)
1978-79	<b>0</b> (0%)	<b>0</b> (0%)	<b>424</b> (5%)	<b>0</b> (0%)	<b>64</b> (1%)	<b>1,388</b> (18%)	<b>0</b> (0%)	<b>3</b> (0%)	<b>5,929</b> (76%)	<b>7,808</b> (100%)
1979-80	<b>0</b>	<b>0</b>	<b>384</b>	<b>0</b>	<b>53</b>	<b>2,527</b>	<b>0</b>	<b>0</b>	<b>8,159</b>	<b>11,123</b>
	(0%)	(0%)	(3%)	(0%)	(0%)	(23%)	(0%)	(0%)	(73%)	(100%)
1980-81	<b>2</b>	<b>0</b>	<b>382</b>	<b>0</b>	88	<b>2,329</b>	<b>0</b>	<b>0</b>	<b>11,141</b>	<b>13,942</b>
	(0%)	(0%)	(3%)	(0%)	(1%)	(17%)	(0%)	(0%)	(80%)	(100%)
1981-82	. <b>0</b>	<b>0</b>	<b>769</b>	<b>3</b>	<b>35</b>	<b>1,982</b>	<b>0</b>	<b>0</b>	<b>7,671</b>	<b>10,460</b>
	(0%)	(0%)	(7%)	(0%)	(0%)	(19%)	(0%)	(0%)	(73%)	(100%)
1982-83	1 <b>21</b>	<b>6</b>	<b>791</b>	<b>33</b>	<b>137</b>	<b>3,132</b>	<b>5</b>	<b>0</b>	<b>6,293</b>	<b>10,518</b>
	(1%)	(0%)	(8%)	(0%)	(1%)	(30%)	(0%)	(0%)	(60%)	(100%)
1983-84	<b>12</b>	139	<b>1,997</b>	<b>242</b>	1,159	<b>9,477</b>	<b>249</b>	224	<b>18,963</b>	<b>32,463</b>
	(0%)	(0%)	(6%)	(1%)	(4%)	(29%)	(1%)	(1%)	(58%)	(100%)
1984-85	<b>0</b>	<b>20</b>	1,109	<b>49</b>	<b>600</b>	<b>6,800</b>	<b>496</b>	<b>304</b>	<b>13,246</b>	<b>22,623</b>
	(0%)	(0%)	(5%)	(0%)	(3%)	(30%)	(2%)	(1%)	(59%)	(100%)
1985-86	<b>1</b>	<b>9</b>	334	<b>12</b>	<b>162</b>	<b>3,181</b>	<b>12</b>	11	9,6 <b>71</b>	<b>13,394</b>
	(0%)	(0%)	(2%)	(0%)	(1%)	(24%)	(0%)	(0%)	(72%)	(100%)
1986-87	<b>0</b>	<b>129</b>	1 <b>,394</b>	<b>95</b>	383	<b>9,360</b>	<b>54</b>	<b>12</b>	1 <b>5,008</b>	<b>26,437</b>
	(0%)	(0%)	(5%)	(0%)	(1%)	(35%)	(0%)	(0%)	(57%)	(100%)
1987-88	<b>14</b>	<b>26</b>	<b>1,59</b> 1	<b>127</b>	<b>582</b>	<b>8,516</b>	<b>9</b>	116	1 <b>9,445</b>	<b>30,426</b>
	(0%)	(0%)	(5%)	(0%)	(2%)	(28%)	(0%)	(0%)	(64%)	(100%)
1988-89	<b>12</b> (0%)	<b>0</b> (0%)	648 (2%)	<b>40</b> (0%)	<b>173</b> (1%)	<b>6,926</b> (23%)	<b>0</b> (0%)	<b>0</b> (0%)	<b>21,542</b> (73%)	<b>29,341</b> (100%)
1989-90	<b>7</b> (0%)	<b>0</b> (0%)	<b>797</b> (2%)	<b>7</b> (0%)	<b>153</b> (1%)	<b>7,784</b> (22%)	1 (0%)	<b>0</b> (0%)	<b>26,015</b> (75%)	<b>34,764</b> (100%)
1990-91	<b>0</b>	144	<b>479</b>	<b>142</b>	<b>78</b>	6, <b>812</b>	<b>0</b>	<b>871</b>	<b>19,908</b>	<b>28,434</b>
	(0%)	(1%)	(2%)	(0%)	(0%)	(24%)	(0%)	(3%)	(70%)	(100%)

## CORN SHIPMENTS BY CROP REPORTING DISTRICT

(thousand bushels)

