

**NORTH DAKOTA GRAIN AND OILSEED
TRANSPORTATION STATISTICS
1991-92**

**Dean Busch
and
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Upper Great Plains Transportation Institute
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North Dakota Grain and Oilseed Transportation Statistics 1991-92

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in cooperation with

**North Dakota Wheat Commission
Bismarck, North Dakota**

and

**North Dakota Public Service Commission
Bismarck, North Dakota**

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

PREFACE

The 1991-92 North Dakota Grain and Oilseed Transportation Statistics Report was prepared by Dean Busch and Kimberly Vachal, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the desktop publishing assistance of Bev Trittin in constructing this report.

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

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NORTH DAKOTA GRAIN AND OILSEED TRANSPORTATION STATISTICS 1991-92

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.
- ◆ **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 1991 to June 1992, 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 1991 through June 1992 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.

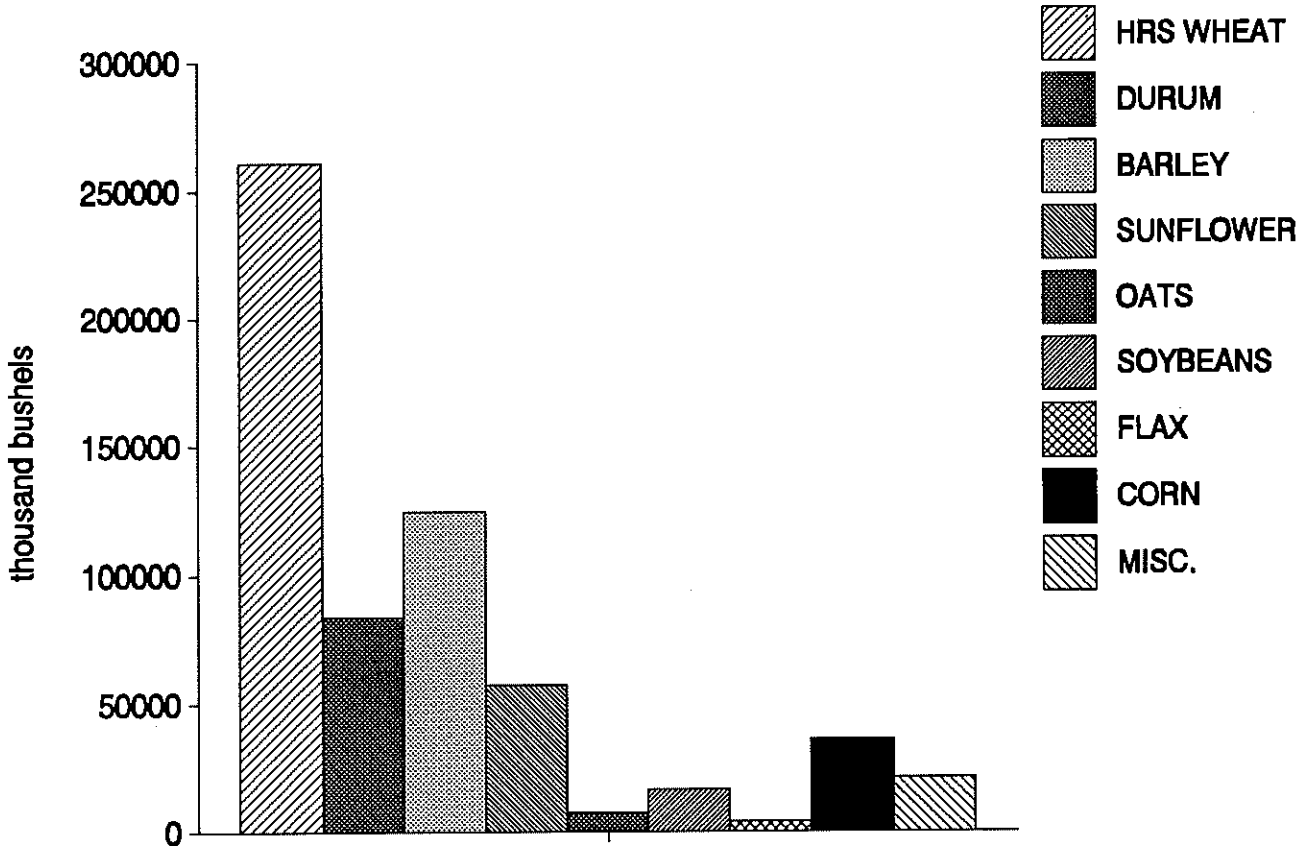


***TOTAL
GRAIN AND OILSEED
SHIPMENTS***

NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
1977-78 to 1991-92
(thousand bu.)

YEAR	HARD RED SPRING	DURUM	BARLEY	SUNFLOWER	OATS	SOYBEANS	FLAX	MISC.	CORN	TOTAL
1977-78	127,953 (36%)	88,366 (25%)	63,115 (18%)	51,278 (14%)	10,492 (3%)	1,776 (1%)	6,174 (2%)	9,450 (3%)	N.A.	358,604 (100%)
1978-79	184,923 (41%)	88,659 (19%)	69,648 (15%)	79,253 (17%)	12,087 (3%)	2,943 (1%)	4,541 (1%)	14,180 (3%)	N.A.	456,234 (100%)
1979-80	169,573 (36%)	94,581 (20%)	78,621 (17%)	95,940 (20%)	7,959 (2%)	5,452 (1%)	4,580 (1%)	19,358 (4%)	N.A.	476,064 (100%)
1980-81	126,115 (31%)	63,193 (16%)	62,672 (15%)	114,866 (28%)	3,515 (1%)	3,109 (1%)	4,176 (1%)	9,498 (2%)	13,941 (3%)	401,085 (100%)
1981-82	148,169 (32%)	81,881 (18%)	79,801 (17%)	111,496 (24%)	8,379 (2%)	5,801 (1%)	3,644 (1%)	12,232 (3%)	10,460 (2%)	461,862 (100%)
1982-83	178,800 (36%)	79,132 (16%)	70,106 (14%)	121,744 (25%)	10,583 (2%)	7,687 (2%)	4,883 (1%)	8,219 (2%)	10,518 (2%)	491,671 (100%)
1983-84	163,305 (30%)	84,941 (16%)	106,645 (20%)	103,449 (19%)	21,261 (4%)	12,504 (2%)	4,235 (1%)	10,014 (2%)	32,463 (6%)	538,818 (100%)
1984-85	183,109 (36%)	80,670 (16%)	106,030 (21%)	77,412 (15%)	11,232 (2%)	14,292 (3%)	4,098 (1%)	12,389 (2%)	22,623 (4%)	511,855 (100%)
1985-86	181,089 (38%)	87,344 (18%)	105,436 (22%)	53,541 (11%)	7,706 (2%)	12,116 (3%)	5,503 (1%)	12,261 (3%)	13,394 (3%)	478,390 (100%)
1986-87	193,962 (34%)	104,968 (18%)	146,342 (26%)	61,067 (11%)	9,387 (2%)	9,990 (2%)	6,666 (1%)	12,500 (2%)	26,437 (5%)	571,319 (100%)
1987-88	187,835 (36%)	77,395 (15%)	104,399 (20%)	63,418 (12%)	15,577 (3%)	18,415 (4%)	6,110 (1%)	14,263 (3%)	30,426 (6%)	517,838 (100%)
1988-89	135,640 (36%)	43,906 (12%)	92,715 (25%)	39,056 (10%)	4,297 (1%)	12,160 (3%)	2,013 (1%)	13,243 (4%)	29,344 (8%)	372,376 (100%)
1989-90	192,485 (40%)	72,003 (15%)	112,256 (23%)	32,174 (7%)	5,015 (1%)	14,015 (3%)	1,077 (1%)	14,632 (3%)	34,764 (7%)	478,421 (100%)
1990-91	191,072 (38%)	78,309 (15%)	114,046 (23%)	37,086 (7%)	5,601 (1%)	10,185 (2%)	2,258 (0%)	39,229 (8%)	28,434 (6%)	506,220 (100%)
1991-92	261,169 (43%)	83,827 (14%)	124,755 (20%)	57,364 (9%)	7,601 (1%)	16,464 (3%)	4,058 (1%)	21,047 (3%)	36,084 (6%)	612,376 (100%)

ALL SHIPMENTS BY COMMODITY, 1991-92

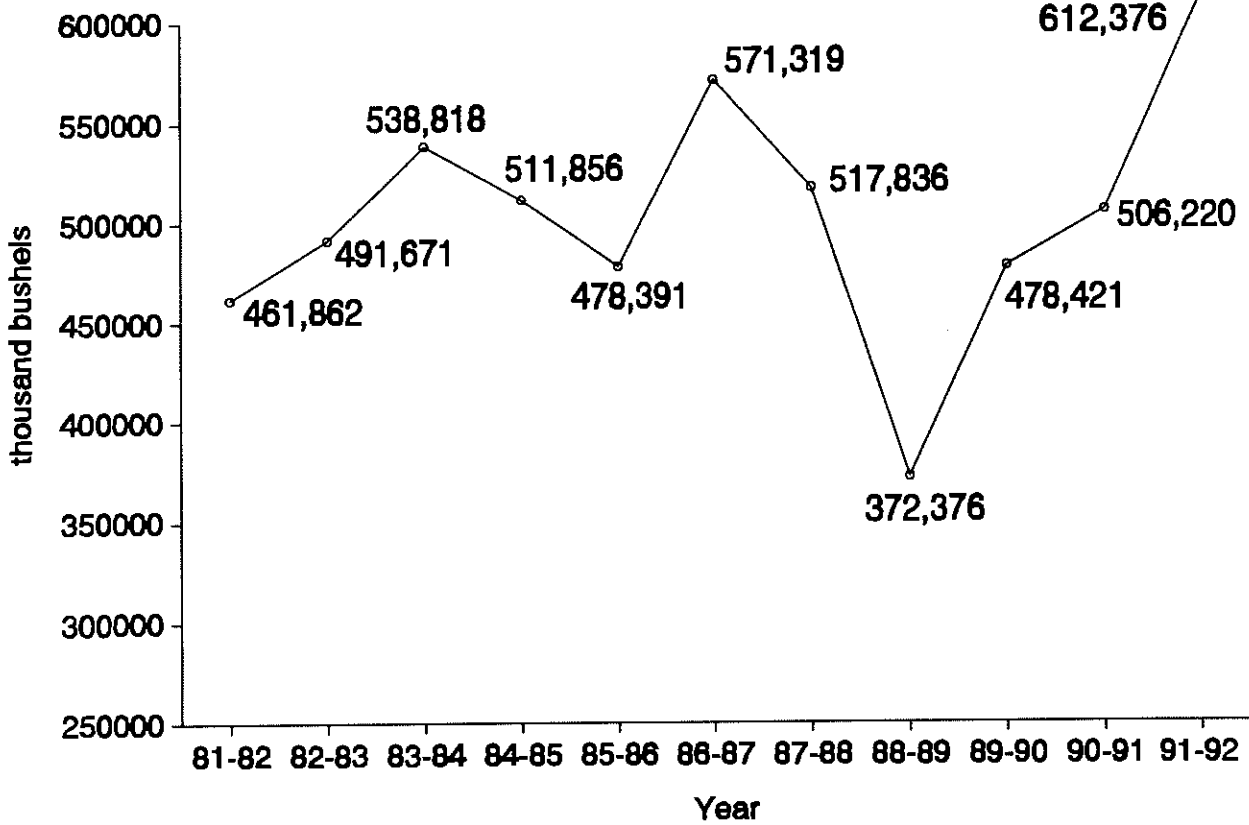


**NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
BY DESTINATION
1977-78 to 1991-92
(thousand bu.)**

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1977-78	85,231 (24%)	192,925 (54%)	29,031 (8%)	51,417 (14%)	358,604 (100%)
1978-79	93,353 (20%)	250,653 (55%)	46,413 (10%)	65,814 (14%)	456,233 (100%)
1979-80	119,711 (25%)	230,544 (48%)	46,954 (10%)	78,856 (17%)	476,065 (100%)
1980-81	81,487 (20%)	184,825 (46%)	39,975 (10%)	94,798 (24%)	401,085 (100%)
1981-82	92,099 (20%)	230,899 (50%)	37,006 (8%)	101,859 (22%)	461,862 (100%)
1982-83	122,745 (25%)	201,427 (41%)	45,240 (9%)	122,259 (25%)	491,671 (100%)
1983-84	134,312 (25%)	195,942 (36%)	59,203 (11%)	149,362 (28%)	538,818 (100%)
1984-85	129,455 (25%)	178,299 (35%)	61,002 (12%)	143,099 (28%)	511,856 (100%)
1985-86	131,879 (28%)	109,232 (23%)	44,812 (9%)	192,467 (40%)	478,391 (100%)
1986-87	121,620 (21%)	119,016 (21%)	92,923 (16%)	237,761 (42%)	571,319 (100%)
1987-88	124,984 (24%)	92,320 (18%)	64,727 (12%)	235,805 (46%)	517,836 (100%)
1988-89	85,561 (23%)	50,767 (14%)	67,862 (18%)	168,187 (45%)	372,376 (100%)
1989-90	107,958 (22%)	85,112 (18%)	67,347 (14%)	218,004 (46%)	478,421 (100%)
1990-91	114,712 (23%)	80,740 (16%)	77,311 (15%)	233,457 (46%)	506,220 (100%)
1991-92	134,437 (22%)	73,029 (12%)	75,720 (12%)	329,186 ^a (54%)	612,376 (100%)

^aMiscellaneous markets include shipments to Midland/Southwest destinations (19%), North Dakota destinations (12%), other Minnesota/Wisconsin destinations (7%), and all other markets (16%).

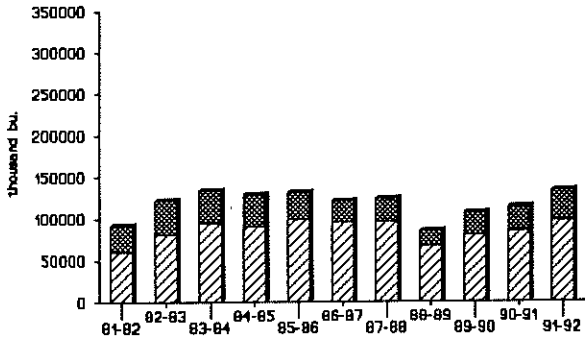
ALL COMMODITY SHIPMENTS 1981-82 to 1991-92



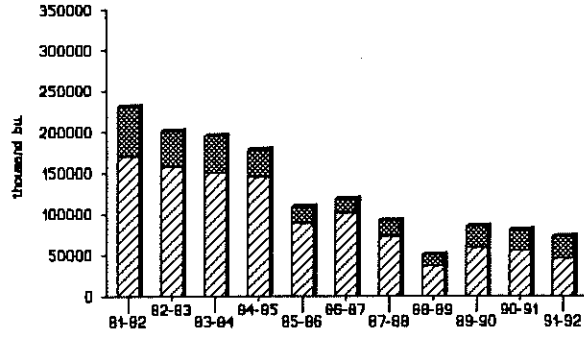
**NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)**

YEAR	MINNEAPOLIS- ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	RAIL	TRUCK	RAIL	TRUCK	RAIL	TRUCK	RAIL	TRUCK	RAIL	TRUCK
1977-78	60,859 (71%)	24,372 (29%)	121,899 (63%)	71,025 (37%)	19,386 (67%)	9,645 (33%)	33,034 (64%)	18,384 (36%)	235,178 (66%)	123,426 (34%)
1978-79	61,186 (66%)	32,168 (34%)	140,112 (56%)	110,541 (44%)	33,461 (72%)	12,952 (28%)	36,310 (55%)	29,504 (45%)	271,069 (59%)	185,165 (41%)
1979-80	79,040 (60%)	40,672 (40%)	138,313 (66%)	92,225 (34%)	31,878 (68%)	15,076 (32%)	45,106 (57%)	33,750 (43%)	294,342 (62%)	181,724 (38%)
1980-81	54,815 (67%)	26,672 (33%)	117,168 (63%)	67,657 (37%)	25,549 (64%)	14,426 (36%)	54,406 (57%)	40,392 (43%)	251,938 (63%)	149,147 (37%)
1981-82	60,345 (66%)	31,753 (34%)	170,762 (74%)	60,136 (26%)	24,165 (65%)	12,841 (35%)	62,032 (61%)	39,827 (39%)	317,304 (69%)	144,558 (31%)
1982-83	81,525 (66%)	41,220 (34%)	158,282 (78%)	43,145 (21%)	30,108 (67%)	15,132 (33%)	70,546 (58%)	51,713 (42%)	340,461 (69%)	151,210 (31%)
1983-84	94,392 (70%)	39,920 (30%)	150,766 (77%)	45,176 (23%)	49,055 (83%)	10,148 (17%)	98,897 (66%)	50,465 (34%)	393,110 (73%)	145,709 (27%)
1984-85	90,807 (70%)	38,648 (30%)	145,495 (82%)	32,804 (18%)	51,786 (85%)	9,217 (15%)	86,921 (61%)	56,179 (39%)	375,009 (73%)	136,847 (27%)
1985-86	99,046 (75%)	32,833 (25%)	88,796 (81%)	20,436 (19%)	38,091 (85%)	6,722 (15%)	129,454 (67%)	63,013 (33%)	355,387 (74%)	123,004 (26%)
1986-87	96,166 (79%)	25,454 (21%)	101,009 (85%)	18,008 (15%)	87,738 (94%)	5,185 (6%)	165,655 (70%)	72,105 (30%)	450,569 (79%)	120,750 (21%)
1987-88	97,285 (78%)	27,699 (22%)	72,835 (79%)	19,485 (21%)	59,834 (92%)	4,893 (8%)	160,318 (68%)	75,487 (32%)	390,272 (75%)	127,564 (25%)
1988-89	67,358 (79%)	18,203 (21%)	37,044 (73%)	13,723 (27%)	62,570 (92%)	5,291 (8%)	103,988 (62%)	64,199 (38%)	270,961 (73%)	101,416 (27%)
1989-90	80,412 (74%)	27,546 (26%)	59,256 (70%)	25,857 (30%)	62,826 (93%)	4,520 (7%)	148,839 (68%)	69,165 (32%)	351,333 (73%)	127,088 (27%)
1990-91	85,295 (74%)	29,416 (26%)	55,844 (69%)	24,896 (31%)	74,543 (96%)	2,768 (4%)	160,029 (69%)	73,430 (31%)	375,712 (74%)	130,510 (26%)
1991-92	97,591 (73%)	36,846 (27%)	46,537 (64%)	26,492 (36%)	72,253 (95%)	3,466 (5%)	231,055 (70%)	98,129 (30%)	447,439 (73%)	164,937 (27%)

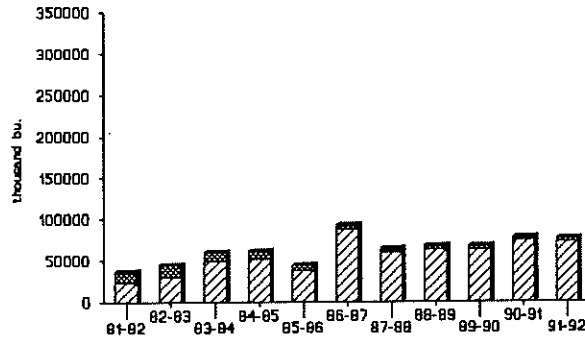
**ALL SHIPMENTS TO MPLS
1981-82 to 1991-92**



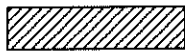
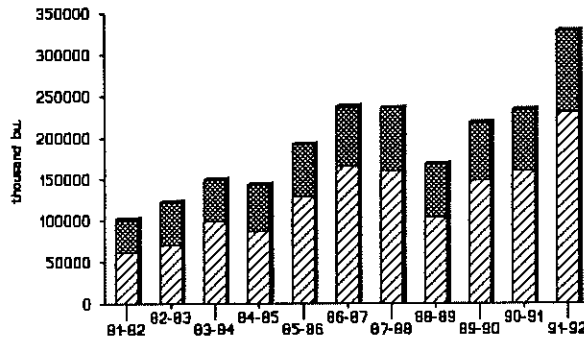
**ALL SHIPMENTS TO D/S
1981-82 to 1991-92**



**ALL SHIPMENTS TO WEST
1981-82 to 1991-92**



**ALL SHIPMENTS TO MISC.
1981-82 to 1991-92**

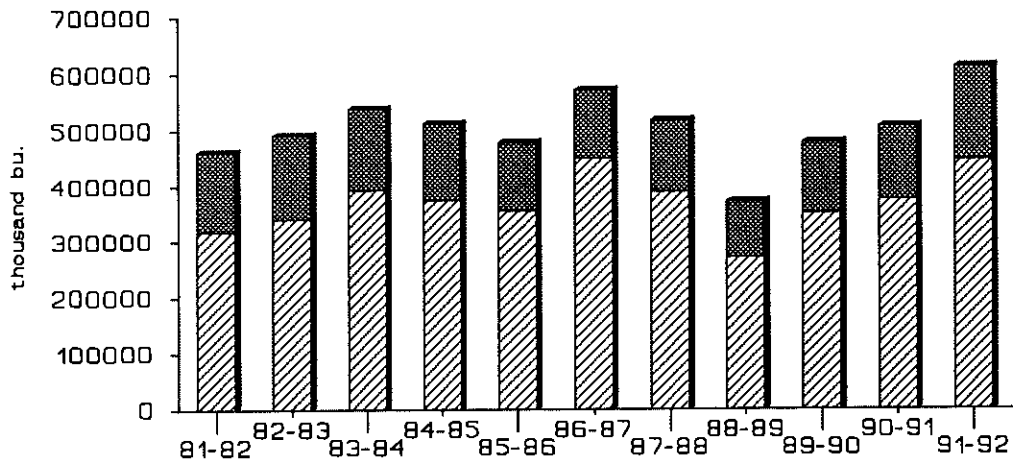


Rail



Truck

**ALL COMMODITY SHIPMENTS
1981-82 to 1991-92**

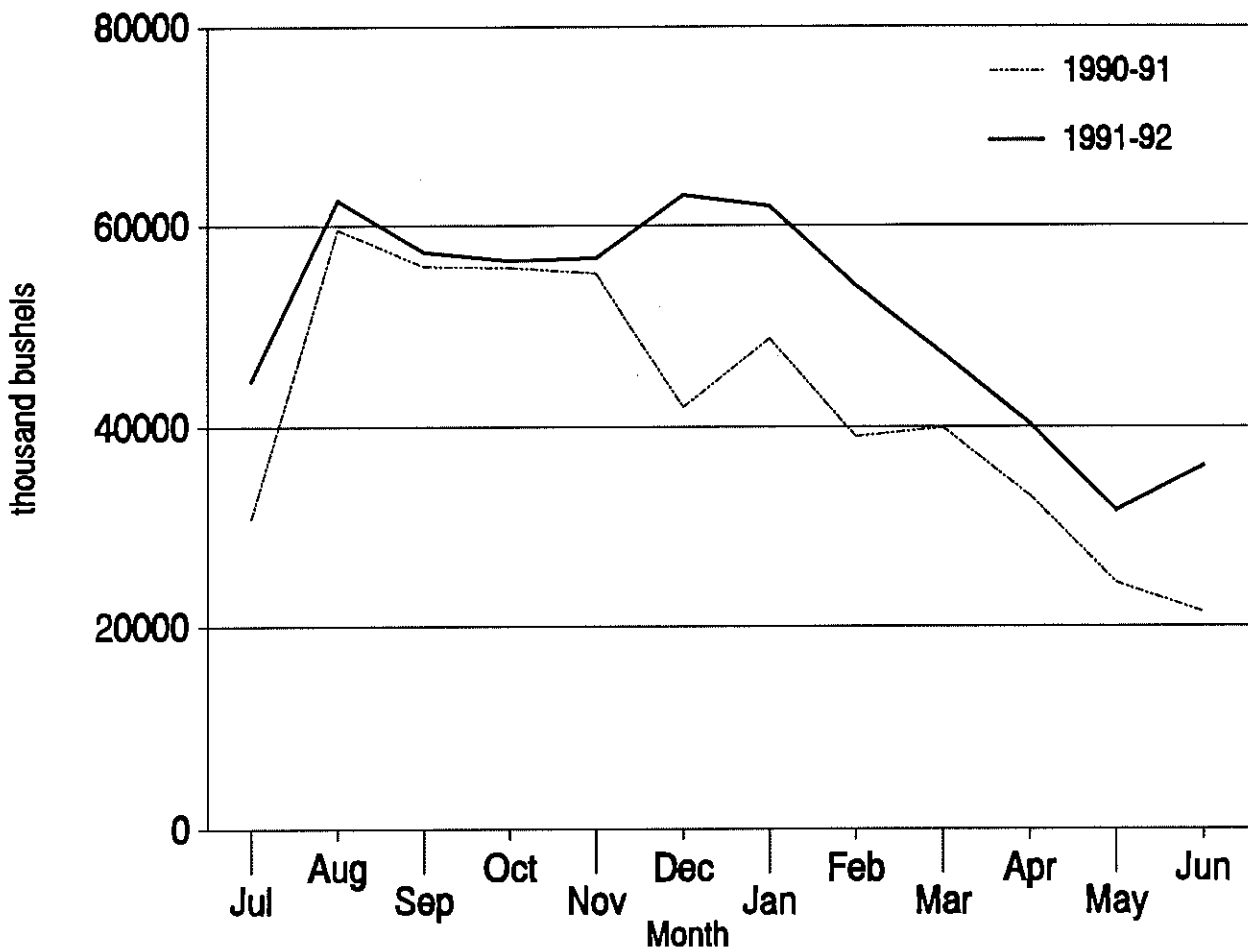


**NORTH DAKOTA GRAIN AND OILSEED MOVEMENTS
BY MONTH
July 1991 - June 1992
(thousand bu.)**

MONTH	HRS	DURUM	SOYB	FLAX	BARLEY	OATS	CORN	SF	MISC.	TOTAL
July	20,970	6,274	512	57	8,460	1,073	1,874	4,443	970	44,633
August	30,436	7,983	550	257	15,988	2,193	1,093	1,104	2,879	62,483
September	27,902	8,484	1,691	812	11,783	866	1,748	1,489	2,604	57,379
October	18,165	7,409	3,331	288	10,499	462	4,832	8,800	2,742	56,528
November	23,318	6,338	2,086	148	11,102	205	4,310	7,225	2,075	56,807
December	30,494	5,998	1,357	482	12,718	347	4,594	5,779	1,230	62,999
January	29,368	8,100	1,298	230	12,074	468	3,728	5,557	1,095	61,918
February	24,928	7,338	949	397	10,084	576	4,463	3,293	2,123	54,151
March	15,702	5,713	1,386	286	8,954	540	4,662	8,193	1,919	47,355
April	14,664	8,736	1,060	430	9,048	307	1,542	3,346	1,196	40,329
May	11,948	4,715	1,135	524	7,509	275	1,029	3,250	1,238	31,623
June	13,268	6,733	1,101	143	6,532	284	2,204	4,871	963	36,099
Total	261,169	83,827	16,464	4,058	124,755	7,601	36,084	57,364	21,047	612,376

ALL COMMODITY SHIPMENTS

By Month, 1990-91 & 1991-92

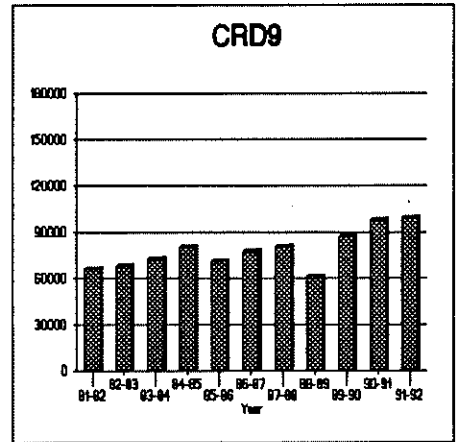
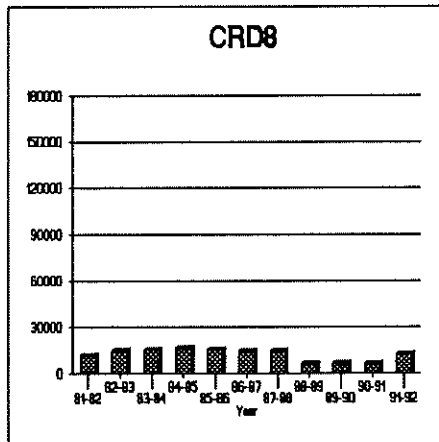
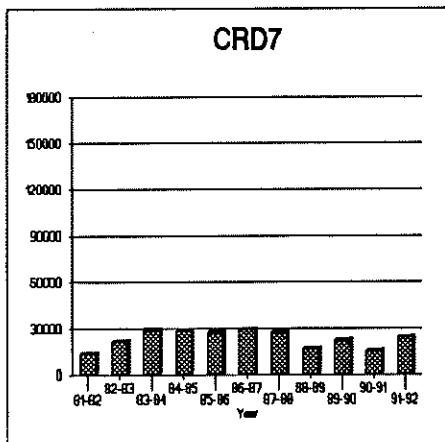
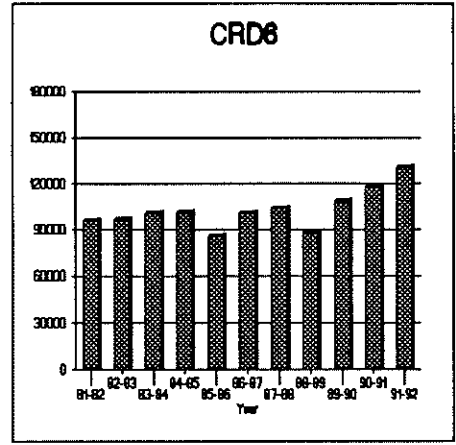
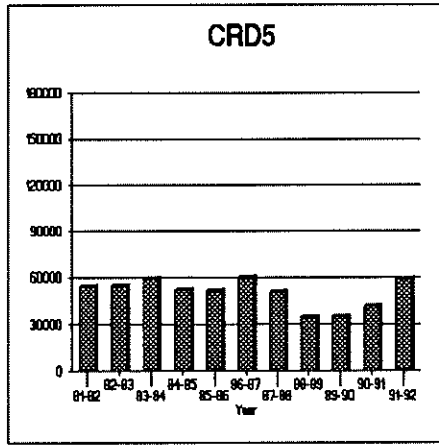
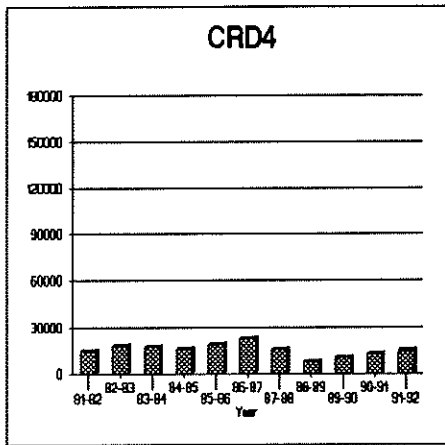
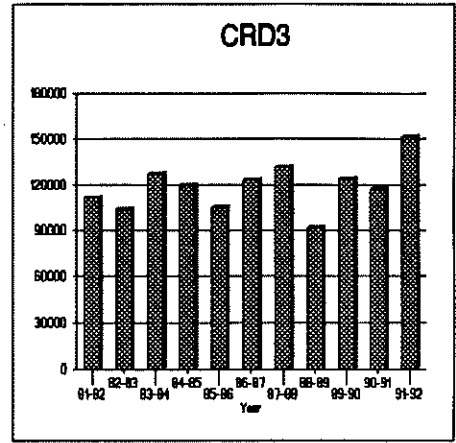
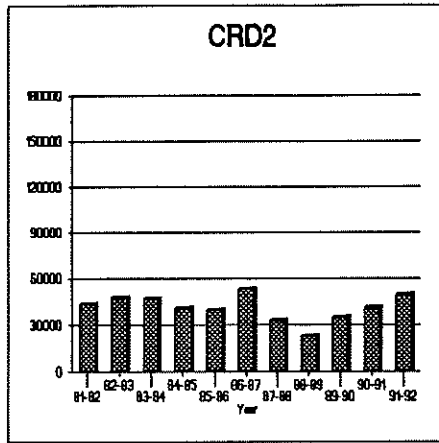
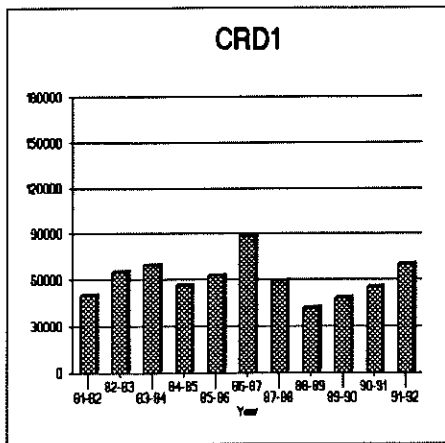


**NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
1977-78 to 1991-92
(thousand bu.)**

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	47,881 (13%)	32,552 (9%)	92,607 (26%)	14,323 (4%)	32,575 (9%)	74,423 (21%)	14,150 (4%)	6,373 (2%)	43,721 (12%)	358,605 (100%)
1978-79	55,802 (12%)	38,668 (8%)	103,393 (23%)	17,394 (4%)	49,133 (11%)	97,722 (21%)	23,776 (5%)	12,099 (3%)	58,249 (13%)	456,236 (100%)
1979-80	55,571 (12%)	39,278 (8%)	116,150 (24%)	18,722 (4%)	44,364 (9%)	97,513 (20%)	24,865 (5%)	12,761 (3%)	66,843 (14%)	476,067 (100%)
1980-81	41,942 (10%)	32,879 (8%)	94,203 (24%)	12,540 (3%)	44,670 (11%)	88,147 (22%)	12,060 (3%)	7,864 (2%)	26,779 (17%)	401,085 (100%)
1981-82	49,664 (11%)	43,480 (9%)	111,527 (24%)	15,078 (3%)	54,129 (12%)	95,952 (20%)	13,820 (3%)	11,984 (2%)	66,228 (14%)	461,862 (100%)
1982-83	64,835 (13%)	47,675 (10%)	103,975 (21%)	18,459 (4%)	54,562 (11%)	96,897 (20%)	21,755 (4%)	15,245 (3%)	68,266 (14%)	491,671 (100%)
1983-84	69,142 (13%)	46,862 (9%)	127,082 (24%)	17,675 (3%)	59,256 (11%)	100,845 (19%)	29,322 (5%)	15,796 (3%)	72,839 (14%)	538,818 (100%)
1984-85	56,106 (11%)	40,973 (9%)	119,549 (23%)	16,346 (3%)	51,963 (10%)	101,475 (20%)	28,236 (5%)	16,856 (3%)	80,352 (15%)	511,856 (100%)
1985-86	62,459 (13%)	39,674 (8%)	104,951 (22%)	19,241 (4%)	51,713 (11%)	86,015 (18%)	27,497 (6%)	15,567 (3%)	71,301 (15%)	478,391 (100%)
1986-87	88,714 (16%)	53,092 (9%)	123,222 (22%)	23,220 (4%)	59,899 (10%)	100,863 (18%)	29,473 (5%)	14,906 (3%)	77,929 (14%)	571,319 (100%)
1987-88	59,183 (11%)	32,984 (6%)	131,537 (25%)	16,035 (3%)	50,741 (10%)	104,169 (20%)	27,701 (5%)	14,721 (3%)	80,764 (16%)	517,835 (100%)
1988-89	41,877 (11%)	23,012 (6%)	91,616 (25%)	8,148 (2%)	34,629 (9%)	88,380 (24%)	16,943 (5%)	6,565 (2%)	61,205 (16%)	372,376 (100%)
1989-90	47,958 (10%)	35,000 (7%)	124,101 (26%)	10,596 (2%)	35,032 (7%)	109,025 (23%)	22,581 (5%)	6,830 (2%)	87,298 (18%)	478,421 (100%)
1990-91	55,109 (11%)	41,253 (8%)	117,055 (23%)	13,028 (3%)	41,778 (8%)	118,104 (23%)	15,336 (3%)	6,649 (1%)	97,908 (19%)	506,220 (100%)
1991-92	69,889 (11%)	49,595 (8%)	151,523 (25%)	15,580 (3%)	58,815 (10%)	130,741 (21%)	24,399 (4%)	12,668 (2%)	99,162 (16%)	612,376 (100%)

ALL GRAIN AND OILSEED SHIPMENTS BY CROP REPORTING DISTRICT

(thousand bushels)





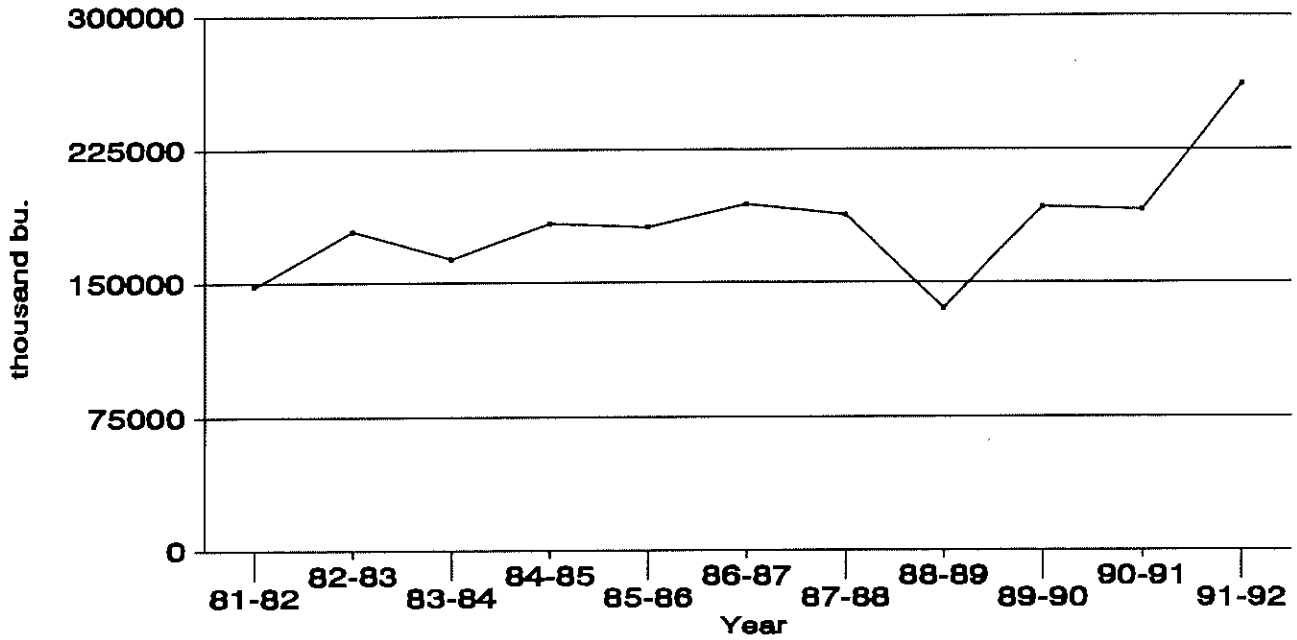
***HARD RED SPRING
WHEAT SHIPMENTS***

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

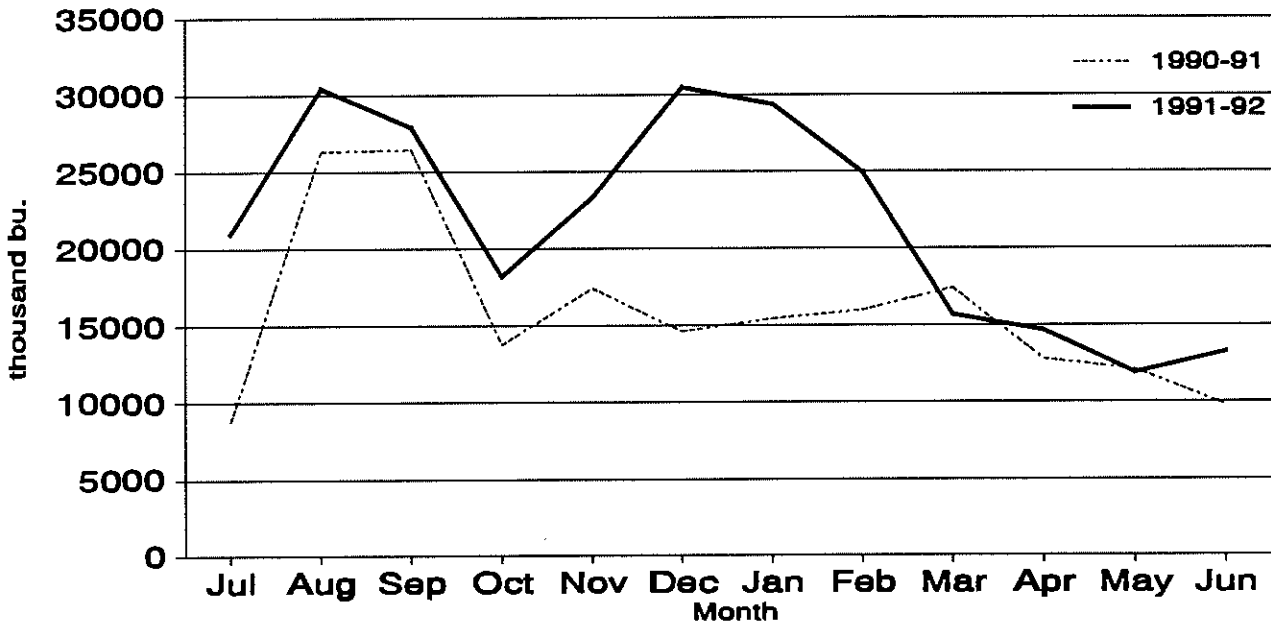
YEAR	MINNEAPOLIS- ST. PAUL	DULUTH- SUPERIOR	WEST	MISC. MARKETS	TOTAL
1977-78	28,199 (22%)	65,832 (51%)	21,502 (17%)	12,402 (10%)	127,935 (100%)
1978-79	28,846 (16%)	108,717 (59%)	34,818 (19%)	12,542 (7%)	184,923 (100%)
1979-80	44,031 (26%)	76,887 (45%)	31,377 (19%)	17,278 (10%)	169,573 (100%)
1980-81	27,981 (22%)	62,608 (50%)	23,074 (18%)	12,453 (10%)	126,116 (100%)
1981-82	31,584 (21%)	77,113 (52%)	25,325 (17%)	14,146 (10%)	148,168 (100%)
1982-83	49,562 (28%)	79,160 (44%)	34,527 (19%)	15,550 (9%)	178,800 (100%)
1983-84	48,696 (30%)	66,518 (41%)	29,091 (18%)	19,000 (12%)	163,305 (100%)
1984-85	66,796 (36%)	56,002 (31%)	28,452 (16%)	31,859 (17%)	183,109 (100%)
1985-86	68,458 (38%)	48,723 (27%)	21,311 (12%)	42,597 (24%)	181,088 (100%)
1986-87	59,020 (30%)	51,564 (27%)	24,446 (13%)	28,933 (30%)	193,962 (100%)
1987-88	62,463 (33%)	36,755 (20%)	23,549 (13%)	65,069 (34%)	187,836 (100%)
1988-89	42,265 (31%)	26,239 (19%)	29,789 (29%)	37,347 (28%)	135,640 (100%)
1989-90	58,880 (31%)	38,510 (20%)	25,131 (13%)	69,964 (36%)	192,485 (100%)
1990-91	56,356 (29%)	39,229 (21%)	39,521 (21%)	55,966 (29%)	191,072 (100%)
1991-92	74,751 (29%)	23,891 (9%)	29,125 (11%)	133,400 ^a (51%)	261,169 (100%)

^aMiscellaneous markets include shipments to Midland/Southwest destinations (24%), other Minnesota/Wisconsin destinations (6%), and all other markets including North Dakota processors (21%).

HRS WHEAT SHIPMENTS 1981-82 to 1991-92

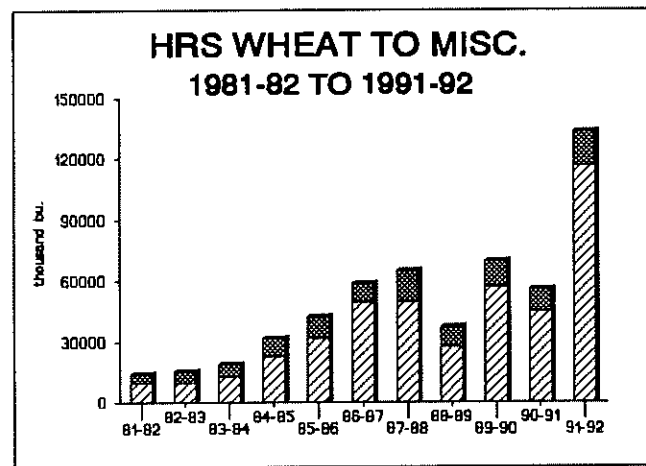
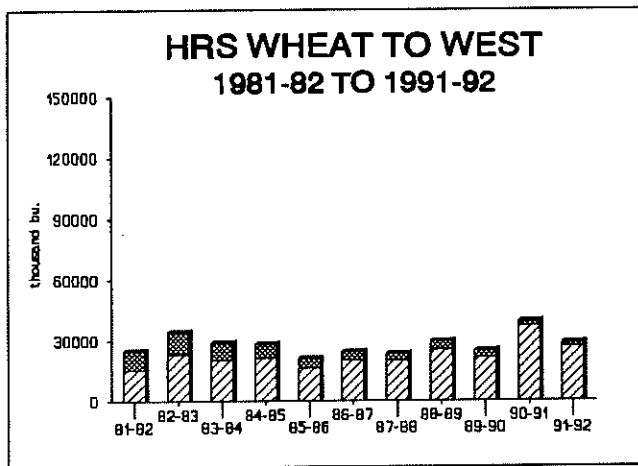
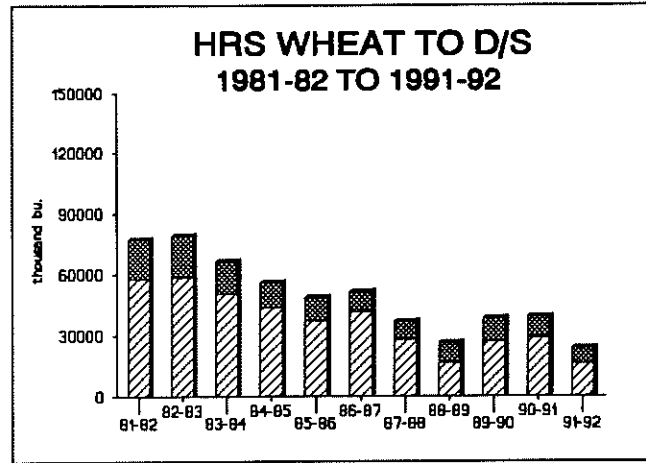
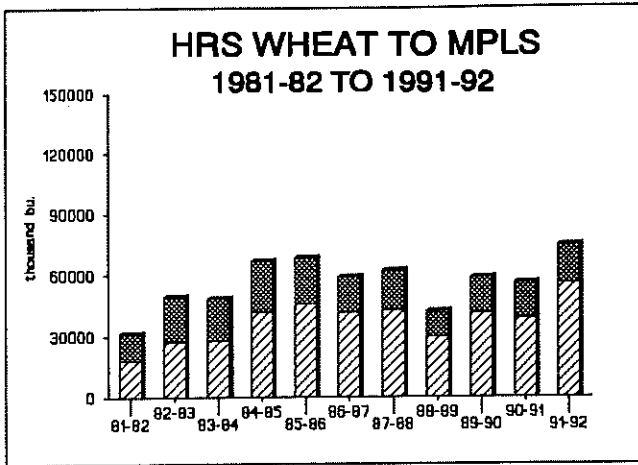


HRS WHEAT SHIPMENTS BY MONTH, 1990-91 & 1991-92

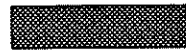


**NORTH DAKOTA HARD RED SPRING WHEAT SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)**

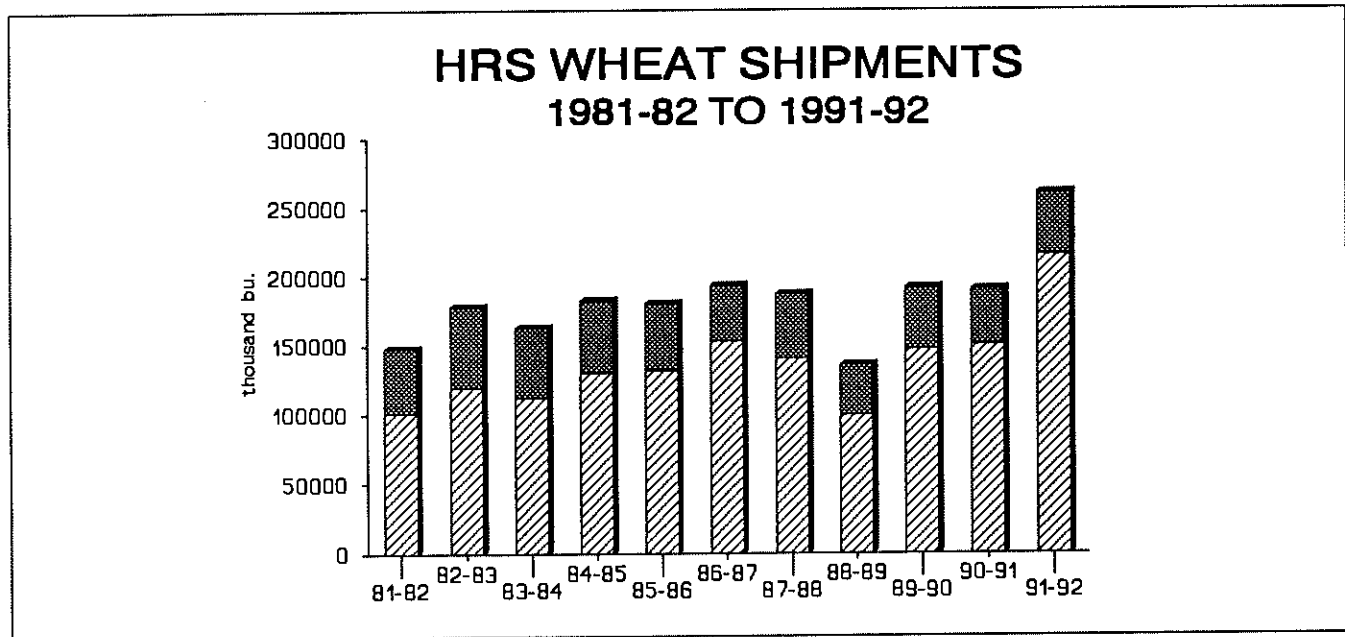
YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	16,211 (57%)	11,988 (43%)	46,283 (70%)	19,548 (30%)	14,630 (68%)	6,873 (32%)	9,385 (76%)	3,035 (24%)	86,509 (68%)	41,444 (32%)
1978-79	12,762 (44%)	16,084 (56%)	64,230 (59%)	44,487 (41%)	24,389 (70%)	10,429 (30%)	7,429 (59%)	5,114 (41%)	108,810 (59%)	76,114 (41%)
1979-80	22,476 (51%)	21,555 (49%)	51,970 (67%)	24,917 (33%)	19,337 (62%)	12,040 (38%)	12,481 (72%)	4,796 (28%)	106,265 (63%)	63,308 (37%)
1980-81	15,942 (57%)	12,039 (43%)	44,702 (71%)	17,906 (29%)	12,444 (54%)	10,630 (46%)	9,670 (78%)	2,783 (22%)	82,758 (66%)	43,358 (34%)
1981-82	18,080 (57%)	13,504 (43%)	57,821 (74%)	19,292 (26%)	15,709 (62%)	9,616 (38%)	9,709 (68%)	4,436 (32%)	101,319 (68%)	46,848 (32%)
1982-83	27,413 (55%)	22,149 (45%)	58,601 (74%)	20,559 (26%)	23,371 (68%)	11,156 (32%)	9,798 (63%)	5,752 (37%)	119,183 (67%)	59,616 (33%)
1983-84	28,084 (49%)	20,609 (37%)	50,383 (78%)	16,136 (22%)	20,523 (75%)	8,568 (25%)	13,020 (71%)	5,980 (29%)	112,010 (71%)	51,293 (29%)
1984-85	42,183 (63%)	24,613 (37%)	43,780 (78%)	12,223 (22%)	21,322 (75%)	7,130 (25%)	22,765 (71%)	9,094 (29%)	130,050 (71%)	53,061 (25%)
1985-86	46,269 (68%)	22,189 (32%)	37,313 (77%)	11,409 (23%)	16,478 (77%)	4,832 (23%)	31,648 (74%)	10,948 (26%)	131,709 (73%)	49,379 (27%)
1986-87	41,857 (71%)	17,163 (29%)	41,516 (81%)	10,048 (19%)	20,491 (84%)	3,955 (16%)	49,533 (84%)	9,399 (16%)	153,397 (79%)	40,565 (21%)
1987-88	43,082 (69%)	19,381 (31%)	27,911 (76%)	8,844 (24%)	20,068 (85%)	3,481 (15%)	49,838 (77%)	15,231 (23%)	140,899 (75%)	46,937 (25%)
1988-89	29,566 (70%)	12,700 (30%)	16,414 (63%)	9,825 (37%)	25,688 (86%)	4,100 (14%)	27,697 (74%)	9,650 (26%)	99,365 (73%)	36,275 (27%)
1989-90	41,249 (70%)	17,631 (30%)	27,148 (70%)	11,362 (30%)	21,552 (86%)	3,578 (14%)	57,236 (82%)	12,728 (18%)	147,186 (76%)	45,299 (24%)
1990-91	38,707 (69%)	17,649 (31%)	29,079 (74%)	10,150 (26%)	37,359 (95%)	2,162 (5%)	45,281 (81%)	10,685 (19%)	150,426 (79%)	40,646 (21%)
1991-92	55,940 (75%)	18,811 (25%)	16,154 (68%)	7,737 (32%)	27,087 (93%)	2,037 (7%)	116,553 (87%)	16,843 (13%)	215,738 (83%)	45,431 (7%)



Rail



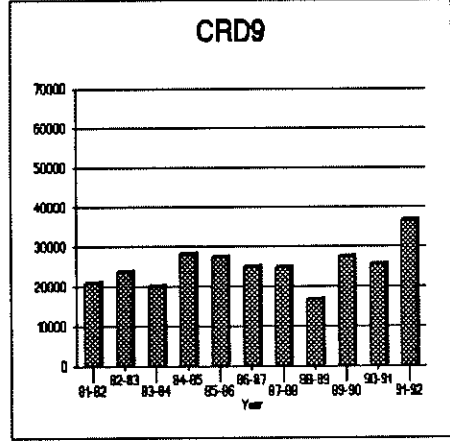
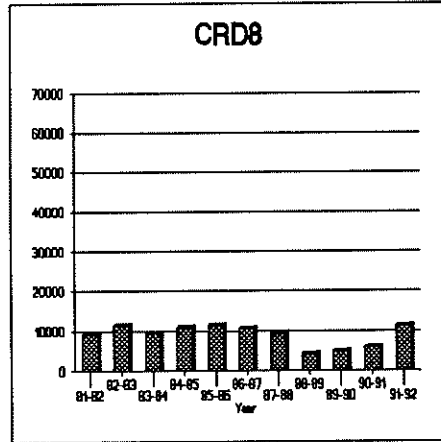
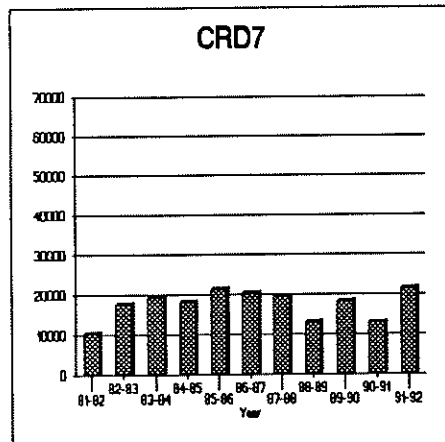
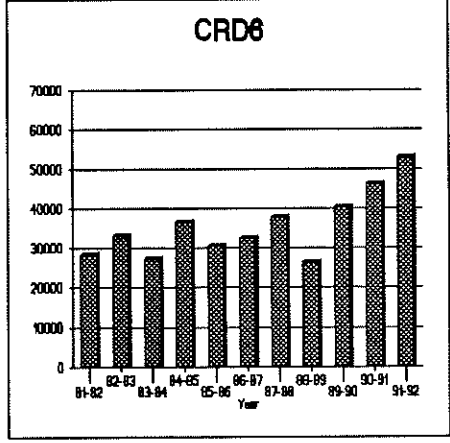
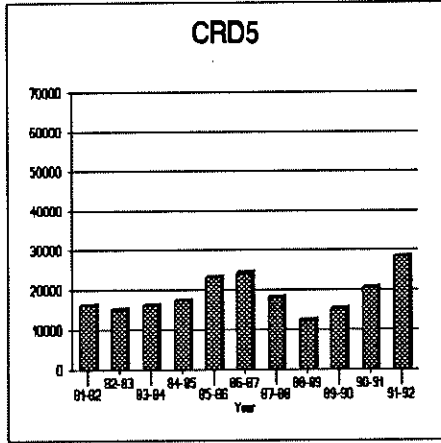
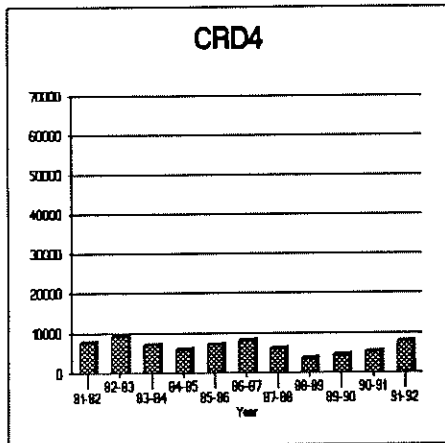
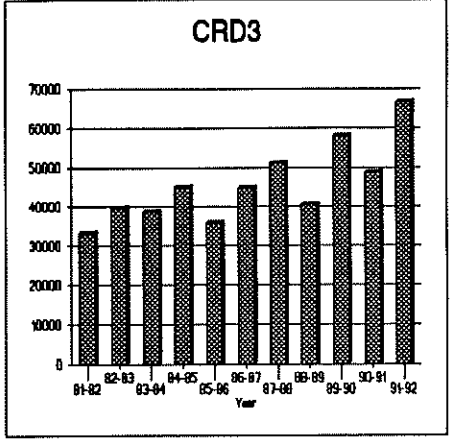
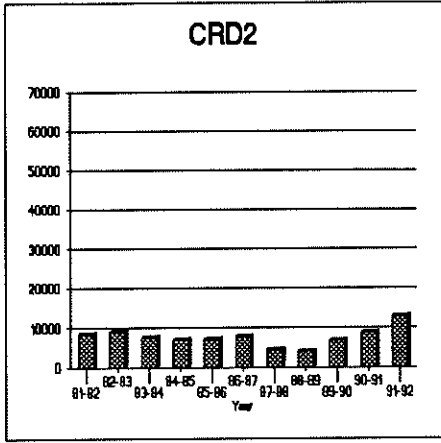
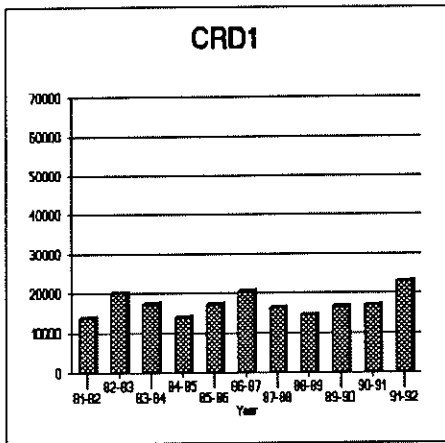
Truck



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

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	15,009 (11%)	7,370 (6%)	27,331 (21%)	8,477 (7%)	12,521 (10%)	25,013 (20%)	11,563 (9%)	5,567 (4%)	15,103 (12%)	127,954 (100%)
1978-79	19,640 (11%)	10,028 (5%)	38,757 (21%)	11,116 (6%)	18,546 (10%)	35,425 (19%)	20,117 (11%)	10,317 (6%)	20,977 (11%)	184,923 (100%)
1979-80	17,678 (10%)	8,124 (5%)	35,407 (21%)	11,230 (7%)	17,253 (10%)	29,088 (17%)	19,327 (11%)	10,284 (6%)	28,182 (12%)	176,573 (100%)
1980-81	12,552 (10%)	7,182 (6%)	27,836 (22%)	6,793 (5%)	13,584 (11%)	25,503 (20%)	8,241 (7%)	5,832 (5%)	18,593 (15%)	126,116 (100%)
1981-82	13,703 (9%)	8,468 (6%)	33,325 (23%)	7,690 (5%)	16,187 (11%)	28,331 (19%)	10,373 (7%)	9,220 (6%)	20,873 (14%)	148,168 (100%)
1982-83	20,007 (11%)	9,074 (5%)	39,668 (22%)	9,217 (5%)	15,149 (8%)	33,061 (18%)	17,568 (10%)	11,457 (6%)	23,599 (13%)	178,800 (100%)
1983-84	17,360 (11%)	7,662 (5%)	38,766 (24%)	7,121 (4%)	16,189 (10%)	27,265 (17%)	19,397 (12%)	9,518 (6%)	20,027 (12%)	163,305 (100%)
1984-85	13,898 (8%)	7,035 (4%)	45,117 (25%)	5,923 (3%)	17,297 (9%)	36,598 (20%)	18,091 (10%)	10,937 (6%)	28,213 (15%)	183,109 (100%)
1985-86	17,154 (9%)	7,247 (4%)	35,921 (20%)	7,160 (4%)	23,066 (13%)	30,432 (17%)	21,285 (12%)	11,428 (6%)	27,395 (15%)	181,089 (100%)
1986-87	20,393 (11%)	7,885 (4%)	44,955 (23%)	8,137 (4%)	24,189 (12%)	32,423 (17%)	20,379 (11%)	10,701 (6%)	24,901 (13%)	193,962 (100%)
1987-88	16,285 (9%)	4,600 (2%)	51,209 (27%)	6,060 (3%)	18,106 (10%)	37,842 (18%)	19,422 (12%)	9,545 (5%)	24,766 (13%)	187,835 (100%)
1988-89	14,445 (10%)	4,157 (3%)	40,595 (29%)	3,595 (3%)	12,453 (9%)	26,334 (19%)	13,016 (9%)	4,373 (3%)	16,673 (12%)	135,640 (100%)
1989-90	16,523 (9%)	6,775 (4%)	58,154 (30%)	4,477 (2%)	15,229 (8%)	40,511 (21%)	18,217 (9%)	5,043 (3%)	27,556 (14%)	192,485 (100%)
1990-91	16,896 (9%)	8,751 (5%)	48,869 (26%)	5,299 (3%)	20,484 (11%)	46,365 (24%)	12,921 (7%)	5,890 (3%)	25,597 (13%)	191,072 (100%)
1991-92	22,914 (9%)	12,920 (5%)	66,696 (26%)	7,854 (3%)	28,334 (11%)	53,005 (20%)	21,429 (8%)	11,389 (4%)	36,623 (14%)	261,169 (100%)

HARD RED SPRING WHEAT SHIPMENTS BY CROP REPORTING DISTRICT (thousand bushels)







***DURUM
SHIPMENTS***

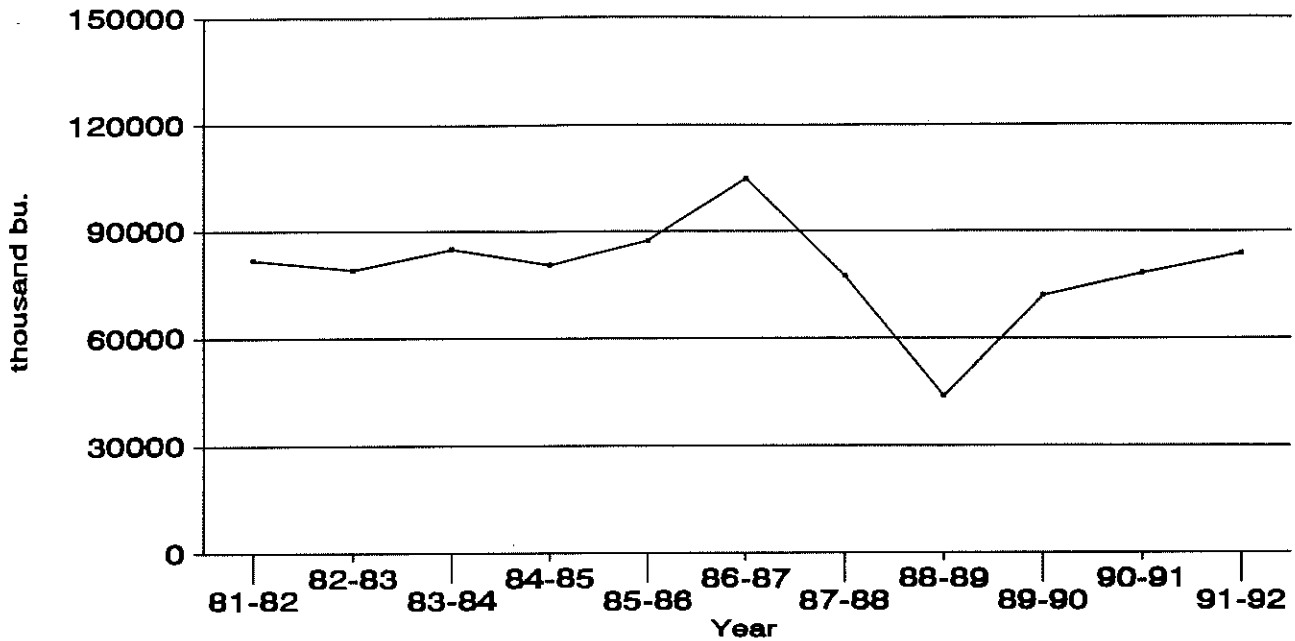
**NORTH DAKOTA DURUM SHIPMENTS
BY DESTINATION
(thousand bu.)**

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1977-78	16,478 (19%)	61,990 (70%)	1,339 (2%)	8,559 (10%)	88,366 (100%)
1978-79	18,797 (21%)	60,973 (69%)	1,545 (2%)	7,345 (8%)	88,660 (100%)
1979-80	26,712 (28%)	57,379 (61%)	1,506 (2%)	8,985 (9%)	94,582 (100%)
1980-81	15,046 (24%)	38,502 (61%)	483 (1%)	9,160 (14%)	63,191 (100%)
1981-82	19,768 (24%)	49,242 (60%)	621 (1%)	12,250 (15%)	81,881 (100%)
1982-83	22,010 (28%)	42,820 (54%)	735 (1%)	13,567 (17%)	79,132 (100%)
1983-84	23,842 (28%)	43,143 (51%)	1,379 (2%)	16,578 (20%)	84,941 (100%)
1984-85	18,352 (23%)	48,137 (60%)	1,420 (2%)	12,761 (16%)	80,670 (100%)
1985-86	23,498 (27%)	38,026 (44%)	2,925 (3%)	22,895 (28%)	87,344 (100%)
1986-87	17,350 (17%)	46,150 (44%)	2,969 (3%)	38,498 (37%)	104,968 (100%)
1987-88	15,347 (20%)	28,215 (36%)	1,183 (2%)	32,649 (42%)	77,394 (100%)
1988-89	10,665 (24%)	10,033 (23%)	1,437 (3%)	21,769 (50%)	43,905 (100%)
1989-90	15,612 (22%)	21,103 (29%)	1,127 (2%)	34,161 (47%)	72,003 (100%)
1990-91	18,159 (23%)	24,167 (31%)	929 (1%)	35,054 (45%)	78,309 (100%)
1991-92	16,379 (20%)	26,063 (31%)	1,191 (1%)	40,191 ^a (48%)	83,827 (100%)

^aMiscellaneous markets include shipments to Midland/Southwest destinations (21%), other Minnesota/Wisconsin destinations (8%), and all other markets including North Dakota processors (19%).

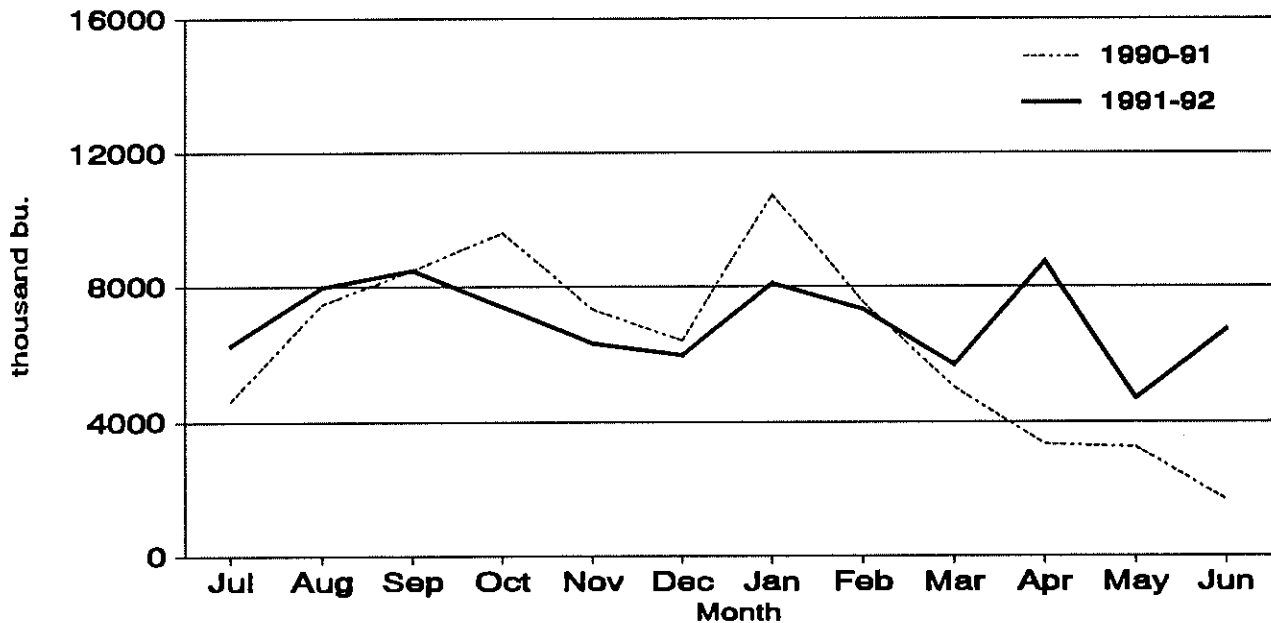
DURUM SHIPMENTS

1981-82 TO 1991-92



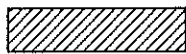
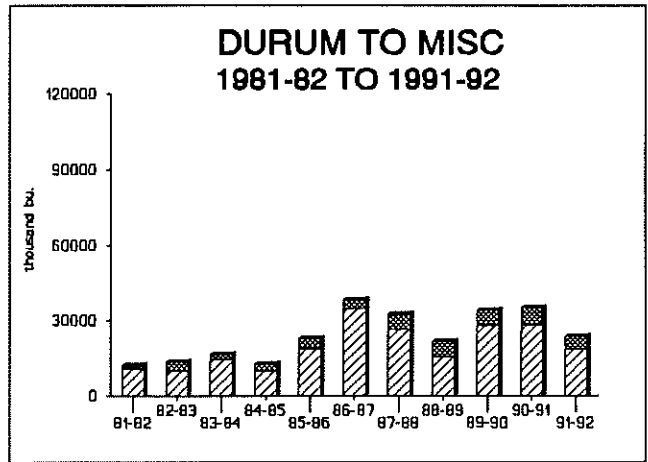
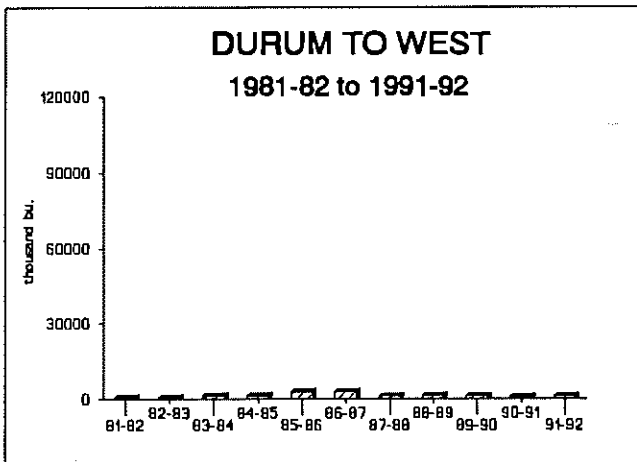
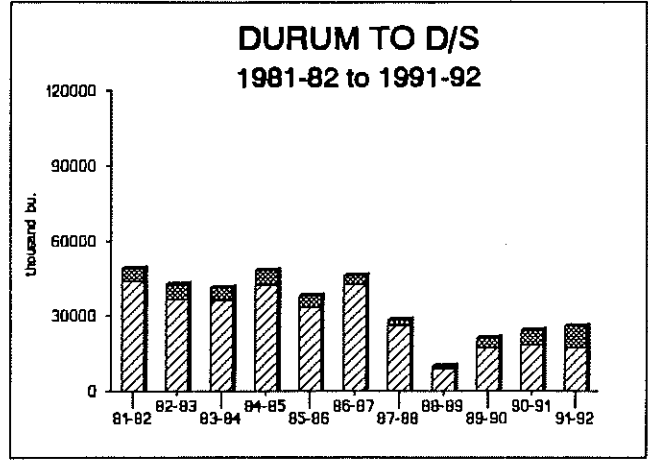
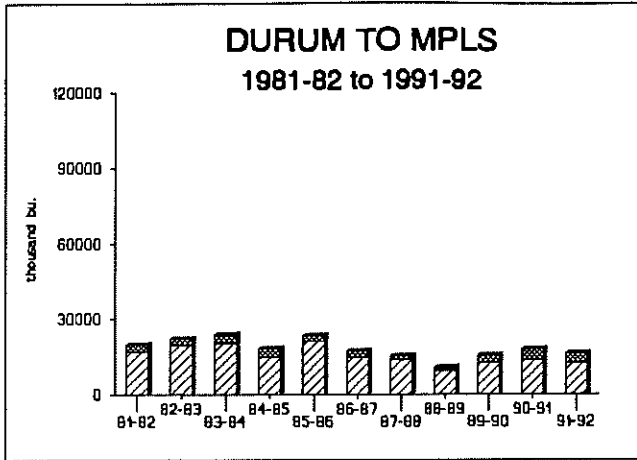
DURUM SHIPMENTS

BY MONTH, 1990-91 and 1991-92

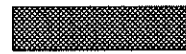


**NORTH DAKOTA DURUM SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)**

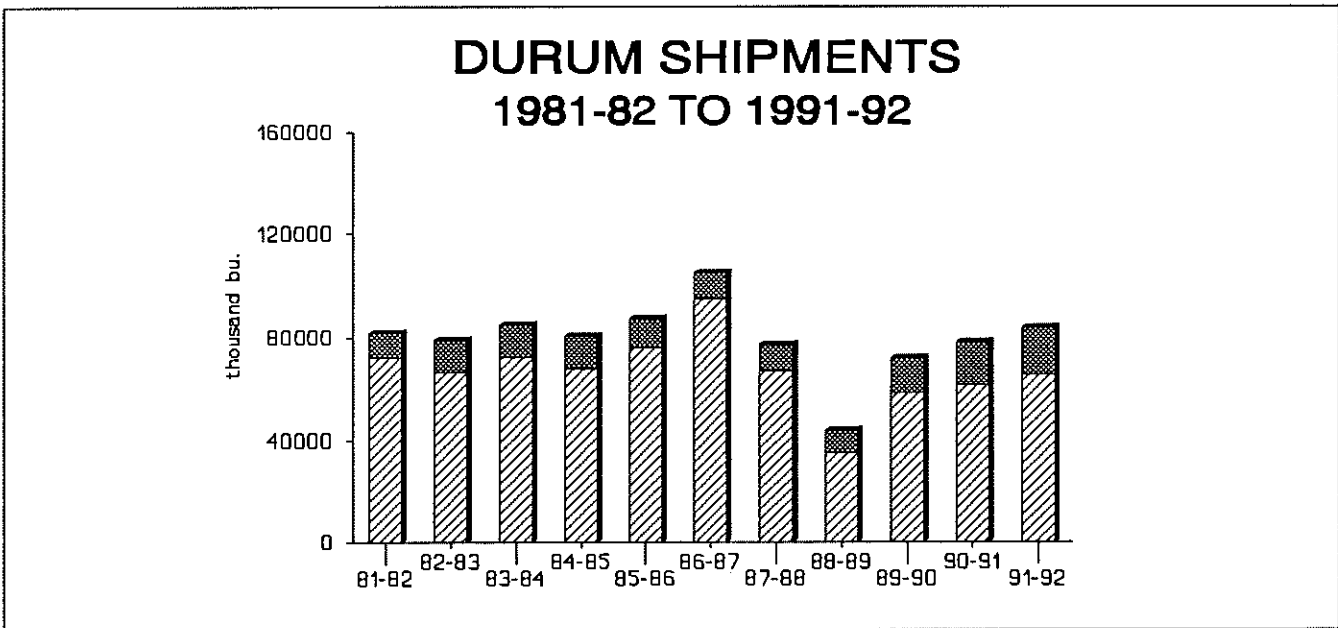
YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	14,576 (88%)	1,902 (12%)	52,552 (85%)	9,438 (15%)	871 (65%)	468 (35%)	7,419 (87%)	1,139 (13%)	75,418 (85%)	12,947 (15%)
1978-79	15,950 (85%)	2,847 (15%)	47,950 (79%)	13,023 (21%)	1,341 (87%)	203 (13%)	5,797 (79%)	1,548 (21%)	71,038 (80%)	17,621 (20%)
1979-80	22,408 (81%)	4,304 (19%)	48,415 (84%)	8,964 (16%)	1,254 (83%)	252 (17%)	7,178 (80%)	1,807 (20%)	79,255 (84%)	15,327 (16%)
1980-81	13,599 (90%)	1,447 (10%)	33,852 (88%)	4,650 (12%)	353 (73%)	130 (27%)	7,834 (86%)	1,326 (14%)	55,638 (88%)	7,553 (12%)
1981-82	17,013 (86%)	2,754 (14%)	43,972 (89%)	5,271 (11%)	443 (71%)	177 (29%)	10,662 (87%)	1,588 (13%)	72,090 (88%)	9,790 (12%)
1982-83	19,464 (88%)	2,546 (12%)	36,670 (86%)	6,149 (14%)	541 (73%)	194 (26%)	10,034 (74%)	3,533 (26%)	66,710 (84%)	12,422 (16%)
1983-84	20,380 (86%)	3,462 (14%)	36,166 (84%)	6,976 (16%)	1,322 (96%)	56 (4%)	14,546 (88%)	2,032 (12%)	72,415 (85%)	12,527 (15%)
1984-85	14,652 (80%)	3,700 (20%)	42,238 (88%)	5,899 (12%)	1,241 (87%)	180 (13%)	9,856 (77%)	2,905 (23%)	67,987 (84%)	12,684 (16%)
1985-86	21,191 (90%)	2,307 (10%)	33,330 (88%)	4,695 (12%)	2,850 (97%)	75 (3%)	18,695 (82%)	4,200 (18%)	76,067 (87%)	11,278 (13%)
1986-87	14,679 (85%)	2,671 (15%)	42,543 (92%)	3,608 (8%)	2,932 (99%)	37 (1%)	34,843 (91%)	3,656 (9%)	94,996 (91%)	9,972 (9%)
1987-88	13,662 (89%)	1,685 (11%)	25,969 (92%)	2,246 (6%)	1,110 (94%)	73 (6%)	26,542 (81%)	6,107 (19%)	67,283 (87%)	10,111 (13%)
1988-89	9,421 (88%)	1,244 (12%)	8,995 (90%)	1,037 (10%)	1,426 (99%)	10 (1%)	15,444 (71%)	6,324 (29%)	35,288 (80%)	8,617 (20%)
1989-90	12,346 (79%)	3,265 (21%)	17,022 (81%)	4,081 (19%)	1,118 (99%)	8 (1%)	28,039 (82%)	6,123 (18%)	58,525 (81%)	13,478 (19%)
1990-91	13,842 (76%)	4,317 (24%)	18,463 (76%)	5,705 (24%)	914 (98%)	15 (2%)	28,391 (81%)	6,662 (19%)	61,610 (79%)	16,699 (21%)
1991-92	12,373 (76%)	4,005 (24%)	17,382 (67%)	8,680 (33%)	1,149 (96%)	42 (4%)	18,479 (78%)	5,162 (22%)	65,658 (78%)	18,168 (22%)



Rail



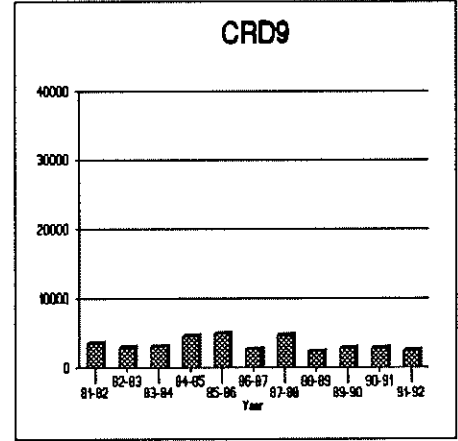
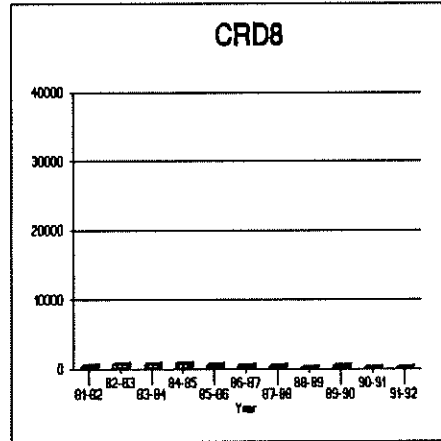
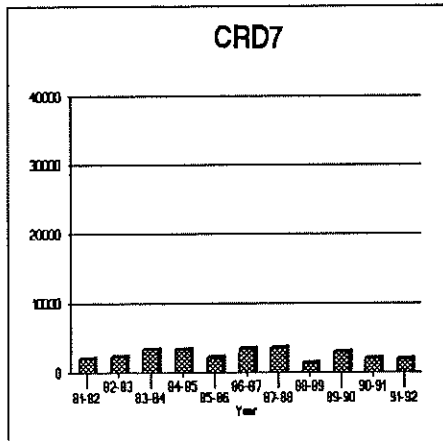
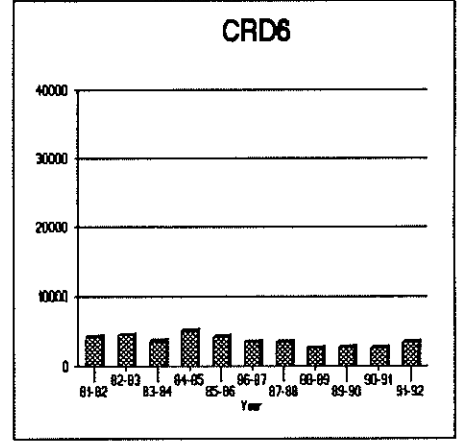
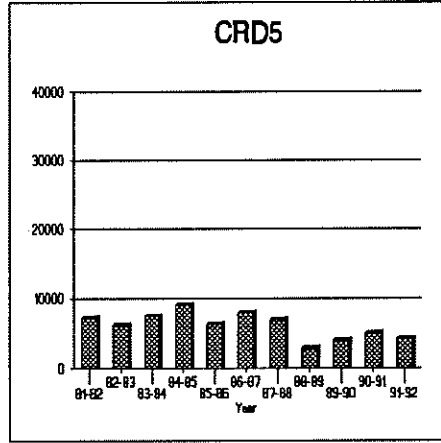
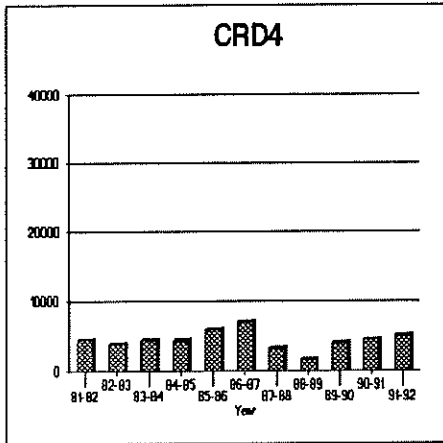
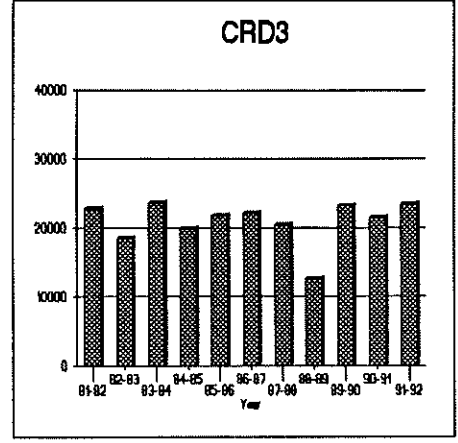
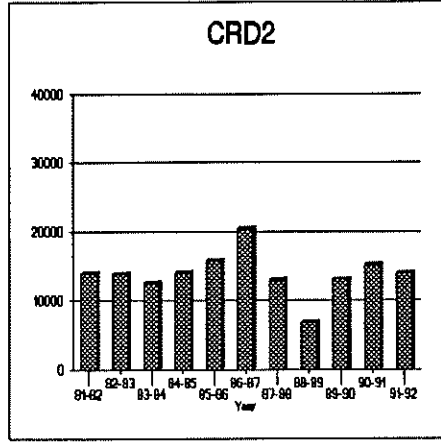
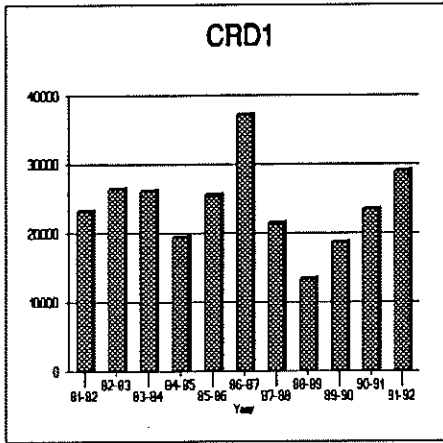
Truck



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

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	26,813 (30%)	16,378 (19%)	25,707 (29%)	4,449 (5%)	5,945 (7%)	3,269 (4%)	2,071 (2%)	469 (1%)	3,266 (4%)	88,367 (100%)
1978-79	27,496 (31%)	16,256 (18%)	22,902 (26%)	4,808 (5%)	7,269 (8%)	3,251 (4%)	2,755 (3%)	728 (1%)	3,197 (4%)	88,662 (100%)
1979-80	29,060 (31%)	16,472 (17%)	24,453 (26%)	5,512 (6%)	7,670 (8%)	3,432 (4%)	3,619 (4%)	800 (1%)	3,565 (4%)	94,583 (100%)
1980-81	19,774 (31%)	10,223 (16%)	15,644 (25%)	3,129 (5%)	5,817 (9%)	3,150 (5%)	2,177 (3%)	503 (1%)	2,774 (4%)	63,191 (100%)
1981-82	23,105 (28%)	13,973 (17%)	22,807 (28%)	4,467 (5%)	7,272 (9%)	4,238 (5%)	2,045 (2%)	448 (1%)	3,525 (4%)	81,881 (100%)
1982-83	26,387 (33%)	13,835 (17%)	18,509 (23%)	3,906 (5%)	6,237 (8%)	4,446 (6%)	2,268 (3%)	616 (1%)	2,929 (4%)	79,132 (100%)
1983-84	26,080 (31%)	12,612 (15%)	23,621 (28%)	4,405 (5%)	7,531 (9%)	3,644 (4%)	3,349 (4%)	629 (1%)	3,070 (4%)	84,941 (100%)
1984-85	19,441 (24%)	14,079 (17%)	19,872 (25%)	4,423 (5%)	9,092 (11%)	5,115 (6%)	3,341 (4%)	795 (1%)	4,511 (6%)	80,670 (100%)
1985-86	25,555 (29%)	15,786 (18%)	21,760 (25%)	5,956 (7%)	6,383 (7%)	4,246 (5%)	2,192 (3%)	553 (1%)	4,915 (6%)	87,344 (100%)
1986-87	37,163 (35%)	20,465 (19%)	22,148 (21%)	7,038 (7%)	7,989 (7%)	3,536 (3%)	3,421 (3%)	505 (0%)	2,703 (3%)	104,968 (100%)
1987-88	21,414 (28%)	13,049 (17%)	20,479 (26%)	3,272 (4%)	6,993 (9%)	3,455 (4%)	3,552 (5%)	472 (1%)	4,707 (6%)	77,393 (100%)
1988-89	13,346 (30%)	6,820 (16%)	12,607 (29%)	1,671 (4%)	2,919 (7%)	2,596 (6%)	1,394 (3%)	229 (1%)	2,320 (5%)	43,902 (100%)
1989-90	18,690 (26%)	13,063 (18%)	23,198 (32%)	4,035 (6%)	4,013 (5%)	2,703 (4%)	2,991 (4%)	478 (1%)	2,832 (4%)	72,003 (100%)
1990-91	23,441 (30%)	15,241 (19%)	21,489 (27%)	4,446 (6%)	5,039 (6%)	3,641 (5%)	2,008 (3%)	175 (0%)	2,829 (4%)	78,309 (100%)
1991-92	28,978 (35%)	14,003 (17%)	23,461 (28%)	5,114 (6%)	4,269 (5%)	3,485 (4%)	1,874 (2%)	193 (0%)	2,445 (3%)	83,827 (100%)

DURUM SHIPMENTS BY CROP REPORTING DISTRICT (thousand bushels)







***BARLEY
SHIPMENTS***

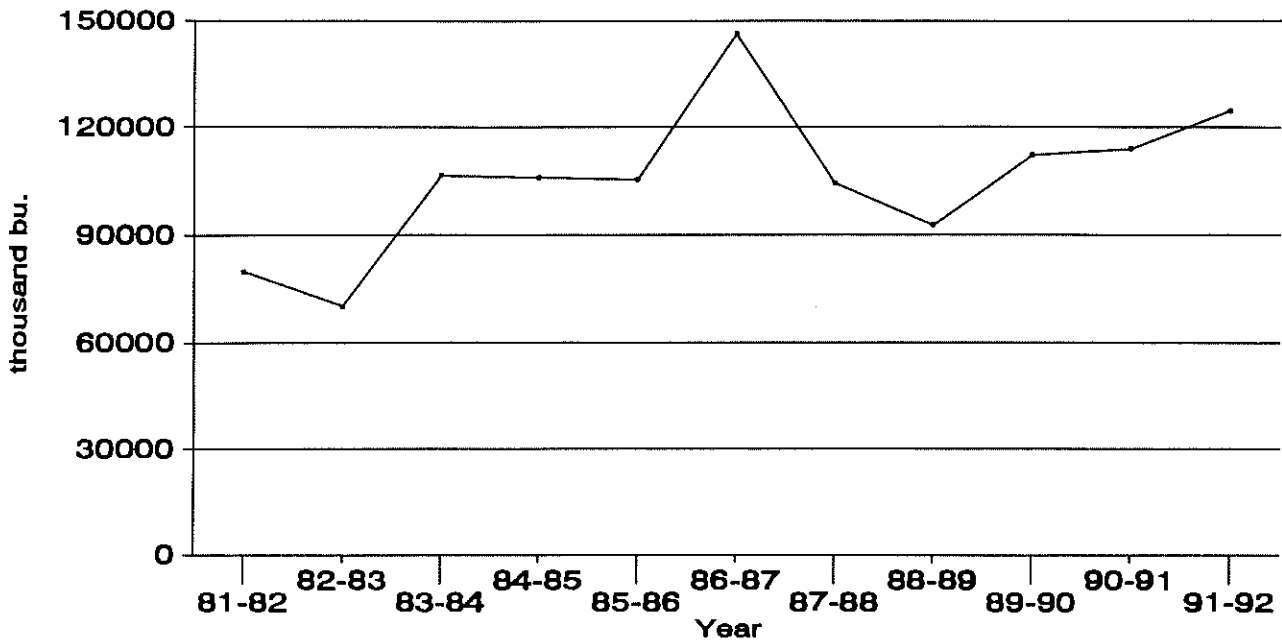
**NORTH DAKOTA BARLEY SHIPMENTS
BY DESTINATION
(thousand bu.)**

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	MIDLAND/ SOUTHWEST	MISC. MARKETS	TOTAL
1977-78	25,006 (40%)	22,394 (35%)	-	-	63,115 (100%)
1978-79	27,092 (39%)	12,786 (18%)	-	-	69,648 (100%)
1979-80	29,169 (37%)	22,643 (29%)	-	-	78,621 (100%)
1980-81	20,034 (32%)	14,214 (23%)	-	-	62,672 (100%)
1981-82	19,942 (25%)	31,671 (40%)	-	-	79,801 (100%)
1982-83	20,857 (30%)	12,544 (18%)	-	-	70,106 (100%)
1983-84	21,394 (20%)	38,578 (36%)	-	-	106,645 (100%)
1984-85	22,827 (22%)	26,665 (25%)	-	-	106,030 (100%)
1985-86	20,434 (19%)	8,175 (8%)	- ^a	- ^a	105,436 (100%)
1986-87	29,521 (20%)	10,136 (7%)	19,154 (13%)	87,531 (60%)	146,342 (100%)
1987-88	27,230 (26%)	16,112 (15%)	16,203 (16%)	44,854 (43%)	104,399 (100%)
1988-89	22,691 (24%)	9,735 (11%)	12,486 (13%)	47,803 (52%)	92,715 (100%)
1989-90	23,464 (21%)	22,893 (20%)	19,061 (17%)	46,838 (42%)	112,256 (100%)
1990-91	24,174 (21%)	14,200 (12%)	20,482 (18%)	55,190 (48%)	114,046 (100%)
1991-92	28,184 (23%)	19,398 (16%)	22,430 (17%)	54,740 ^b (44%)	124,755 (100%)

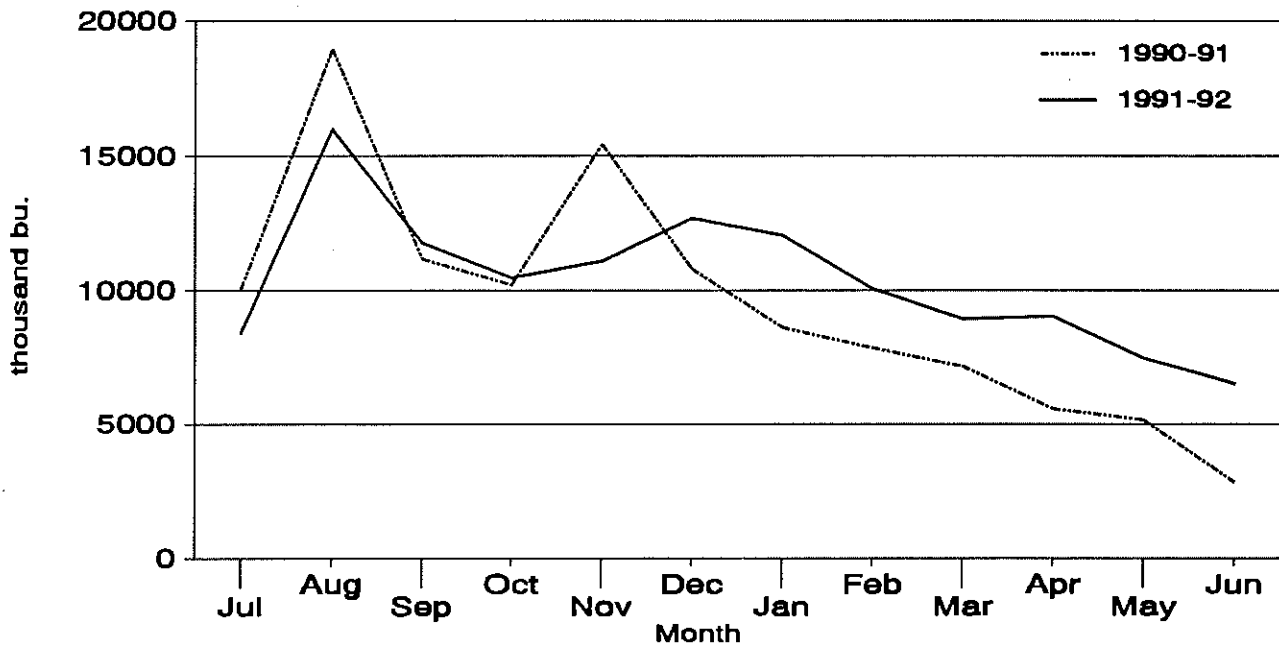
^aNot available prior to 1986-87.

^bMiscellaneous markets include shipments to Pacific Northwest destinations (9%), other Minnesota/Wisconsin destinations (10%), North Dakota destinations (14%), and all other markets (11%).

BARLEY SHIPMENTS 1981-82 to 1991-92



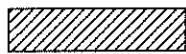
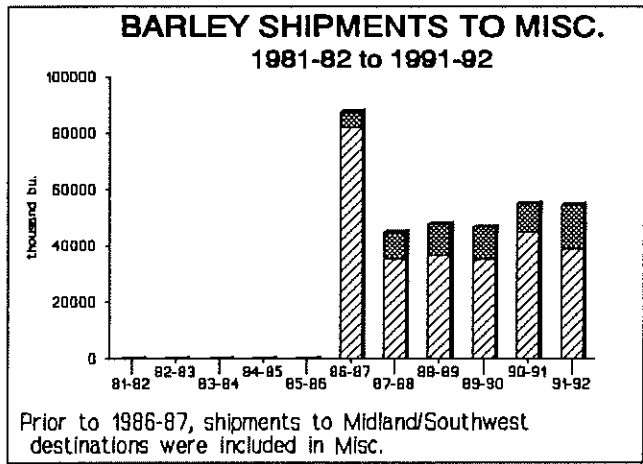
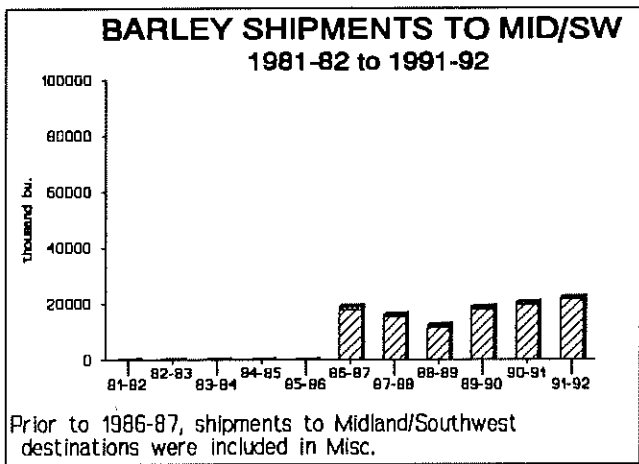
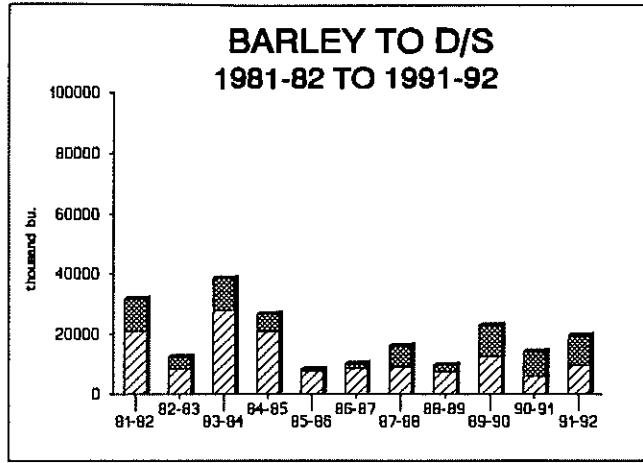
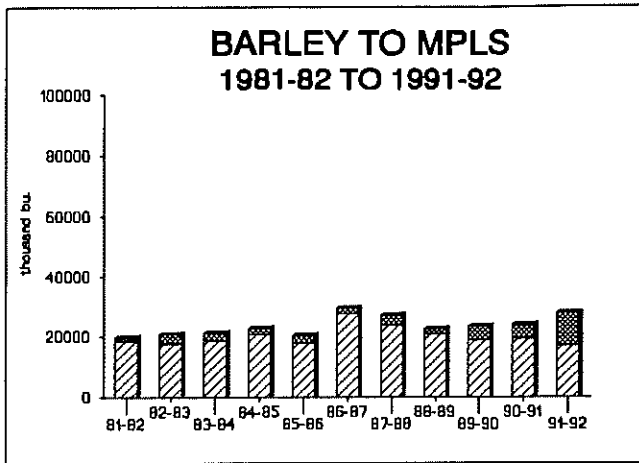
BARLEY SHIPMENTS BY MONTH, 1990-91 & 1991-92



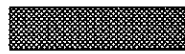
**NORTH DAKOTA BARLEY SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)**

YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		MIDLAND/ SOUTHWEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	23,111 (92%)	1,895 (8%)	6,145 (27%)	16,249 (73%)	-	-	-	-	41,162 (65%)	21,953 (35%)
1978-79	25,414 (94%)	1,678 (6%)	7,578 (59%)	5,210 (41%)	-	-	-	-	52,325 (75%)	17,325 (25%)
1979-80	27,963 (96%)	1,206 (4%)	15,697 (69%)	6,945 (31%)	-	-	-	-	61,689 (79%)	16,931 (21%)
1980-81	19,535 (98%)	499 (2%)	9,025 (63%)	5,189 (37%)	-	-	-	-	47,785 (76%)	14,887 (24%)
1981-82	18,619 (93%)	1,323 (7%)	20,889 (66%)	10,782 (34%)	-	-	-	-	59,943 (75%)	19,858 (25%)
1982-83	17,680 (85%)	3,176 (15%)	8,484 (68%)	4,060 (32%)	-	-	-	-	55,337 (79%)	14,768 (21%)
1983-84	18,763 (88%)	2,631 (12%)	27,896 (72%)	10,682 (28%)	-	-	-	-	87,225 (82%)	19,420 (18%)
1984-85	20,821 (91%)	2,006 (9%)	20,822 (78%)	5,843 (22%)	-	-	-	-	87,901 (83%)	18,128 (17%)
1985-86	17,888 (88%)	2,546 (12%)	7,610 (93%)	565 (7%)	-	-	-	^a	91,717 (87%)	13,719 (13%)
1986-87	27,731 (94%)	1,789 (6%)	8,429 (83%)	1,707 (17%)	17,858 (93%)	1,296 (7%)	82,176 (94%)	5,356 (6%)	136,194 (93%)	10,148 (7%)
1987-88	23,958 (88%)	3,272 (12%)	8,827 (55%)	7,285 (45%)	15,522 (96%)	681 (4%)	35,271 (79%)	9,583 (21%)	83,548 (80%)	20,851 (20%)
1988-89	20,908 (92%)	1,782 (8%)	7,395 (76%)	2,340 (24%)	11,566 (93%)	920 (7%)	36,599 (77%)	11,204 (23%)	76,467 (82%)	16,248 (18%)
1989-90	18,892 (81%)	4,572 (19%)	12,603 (55%)	10,290 (45%)	17,919 (94%)	1,142 (6%)	35,370 (76%)	11,468 (24%)	84,784 (76%)	27,472 (24%)
1990-91	19,533 (81%)	4,641 (19%)	5,969 (42%)	8,231 (58%)	19,678 (96%)	804 (4%)	45,005 (82%)	10,185 (18%)	90,185 (79%)	23,861 (21%)
1991-92	17,098 (61%)	11,085 (39%)	9,599 (49%)	9,798 (51%)	21,710 (97%)	719 (3%)	38,878 (71%)	15,860 (29%)	87,290 (70%)	37,465 (30%)

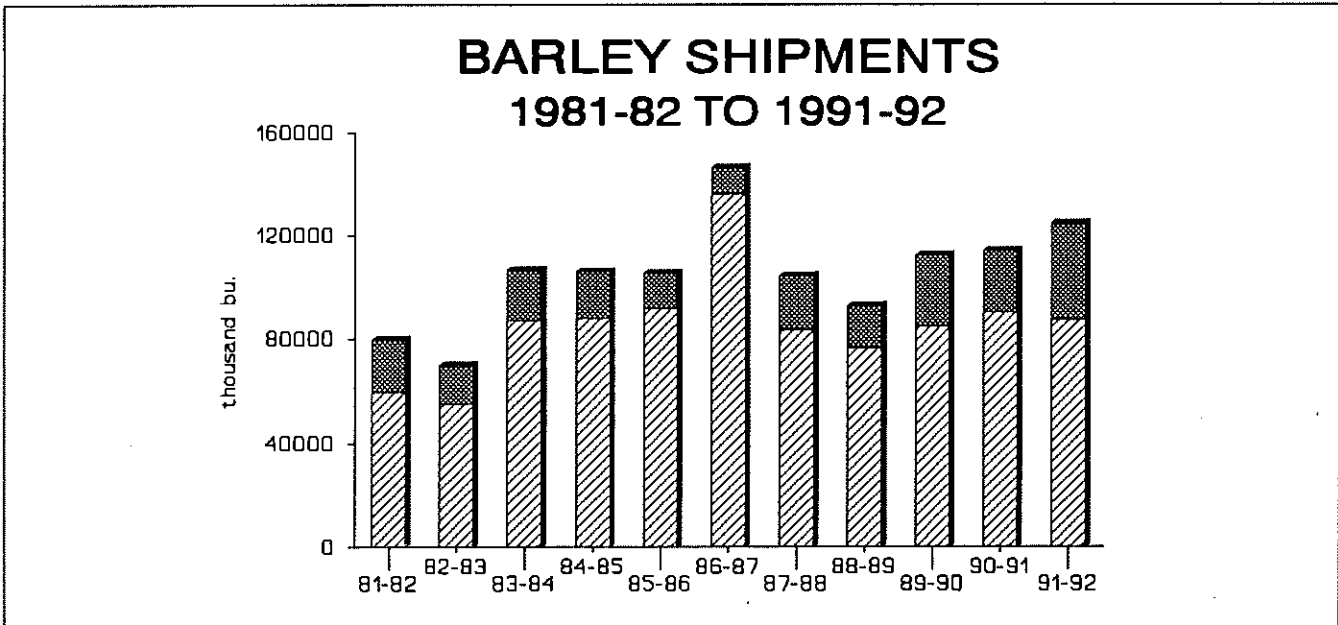
^a Before 1986-87, Midland/Southwest shipments were included in Miscellaneous Markets.



Rail



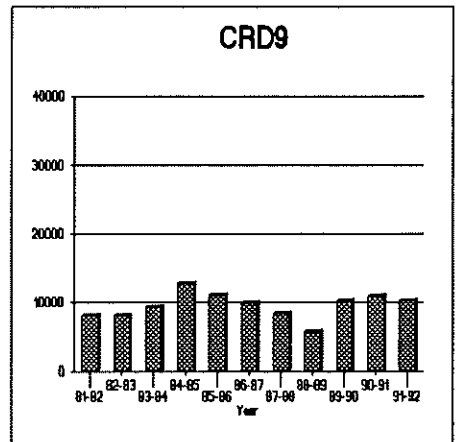
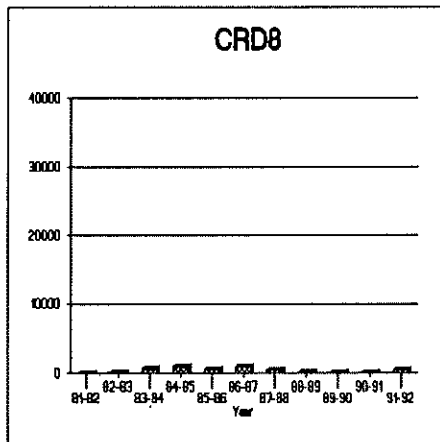
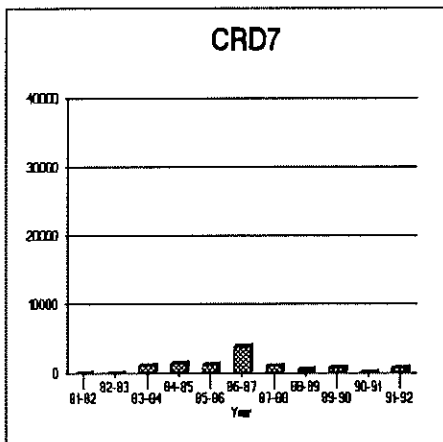
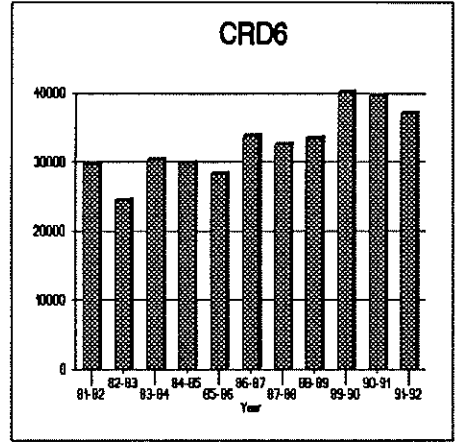
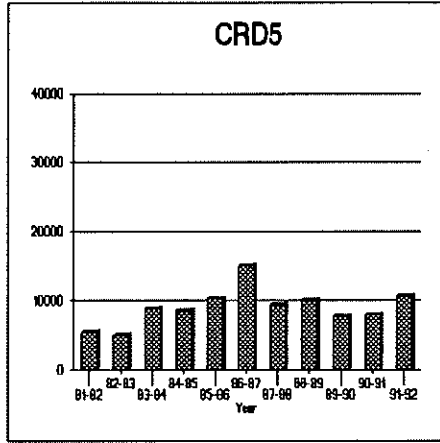
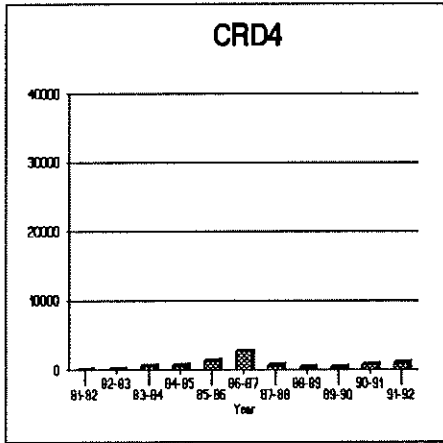
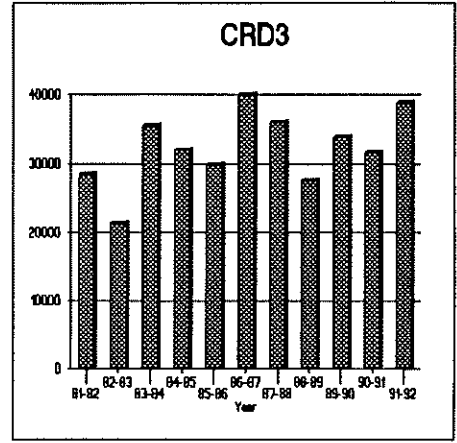
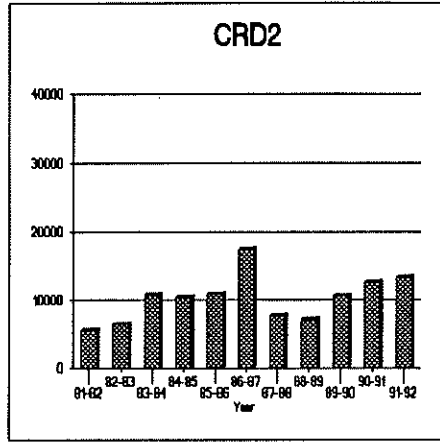
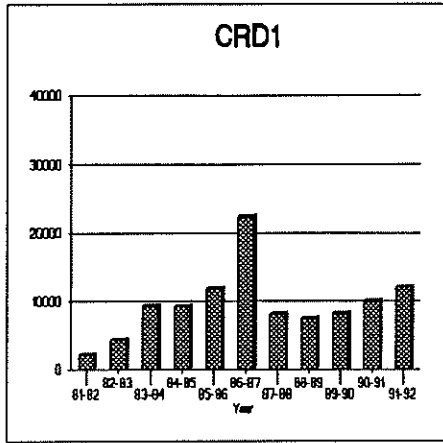
Truck



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

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	2,502 (4%)	5,220 (8%)	25,417 (40%)	175 (0%)	3,682 (6%)	20,258 (32%)	94 (0%)	20 (0%)	5,747 (5%)	63,115 (100%)
1978-79	3,515 (5%)	6,930 (10%)	23,449 (34%)	164 (0%)	5,423 (8%)	22,739 (33%)	120 (0%)	122 (0%)	7,185 (10%)	69,647 (100%)
1979-80	2,355 (3%)	6,267 (8%)	30,625 (39%)	214 (0%)	4,697 (6%)	25,247 (32%)	130 (0%)	106 (0%)	8,980 (11%)	78,621 (100%)
1980-81	2,162 (3%)	4,217 (7%)	21,561 (36%)	56 (0%)	3,782 (6%)	21,812 (35%)	13 (0%)	21 (0%)	9,049 (14%)	62,673 (100%)
1981-82	2,175 (3%)	5,571 (7%)	28,506 (36%)	89 (0%)	5,504 (7%)	29,773 (37%)	12 (0%)	63 (0%)	8,108 (10%)	79,801 (100%)
1982-83	4,304 (6%)	6,458 (9%)	21,380 (30%)	139 (0%)	5,028 (7%)	24,481 (35%)	57 (0%)	113 (0%)	8,146 (12%)	70,106 (100%)
1983-84	9,304 (9%)	10,838 (10%)	35,568 (33%)	612 (1%)	8,891 (8%)	30,281 (28%)	1,125 (1%)	672 (1%)	9,354 (9%)	106,645 (100%)
1984-85	9,245 (9%)	10,420 (10%)	32,002 (30%)	692 (1%)	8,587 (8%)	29,904 (28%)	1,386 (1%)	1,006 (1%)	12,789 (12%)	106,030 (100%)
1985-86	11,790 (11%)	10,918 (10%)	29,931 (28%)	1,328 (1%)	10,275 (10%)	28,258 (27%)	1,232 (1%)	611 (1%)	11,092 (11%)	105,436 (100%)
1986-87	22,443 (15%)	17,501 (12%)	40,032 (27%)	2,698 (2%)	15,079 (10%)	33,828 (23%)	3,883 (3%)	945 (1%)	9,931 (7%)	146,342 (100%)
1987-88	8,070 (8%)	7,713 (7%)	36,026 (35%)	658 (1%)	9,370 (9%)	32,593 (31%)	1,053 (1%)	497 (1%)	8,419 (8%)	104,399 (100%)
1988-89	7,472 (8%)	7,135 (8%)	27,618 (30%)	413 (0%)	10,072 (11%)	33,502 (36%)	535 (1%)	211 (0%)	5,752 (6%)	92,710 (100%)
1989-90	8,234 (7%)	10,645 (10%)	33,912 (30%)	419 (0%)	7,755 (7%)	40,160 (36%)	798 (1%)	123 (10%)	10,210 (9%)	112,256 (100%)
1990-91	10,057 (9%)	12,675 (11%)	31,650 (28%)	756 (1%)	7,936 (7%)	39,682 (35%)	117 (0%)	187 (0%)	10,986 (10%)	114,046 (100%)
1991-92	12,025 (10%)	13,402 (11%)	38,945 (31%)	1,088 (1%)	10,569 (8%)	37,116 (30%)	794 (1%)	531 (0%)	10,281 (8%)	124,755 (100%)

BARLEY SHIPMENTS BY CROP REPORTING DISTRICT (thousand bushels)







***SUNFLOWER
SHIPMENTS***

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

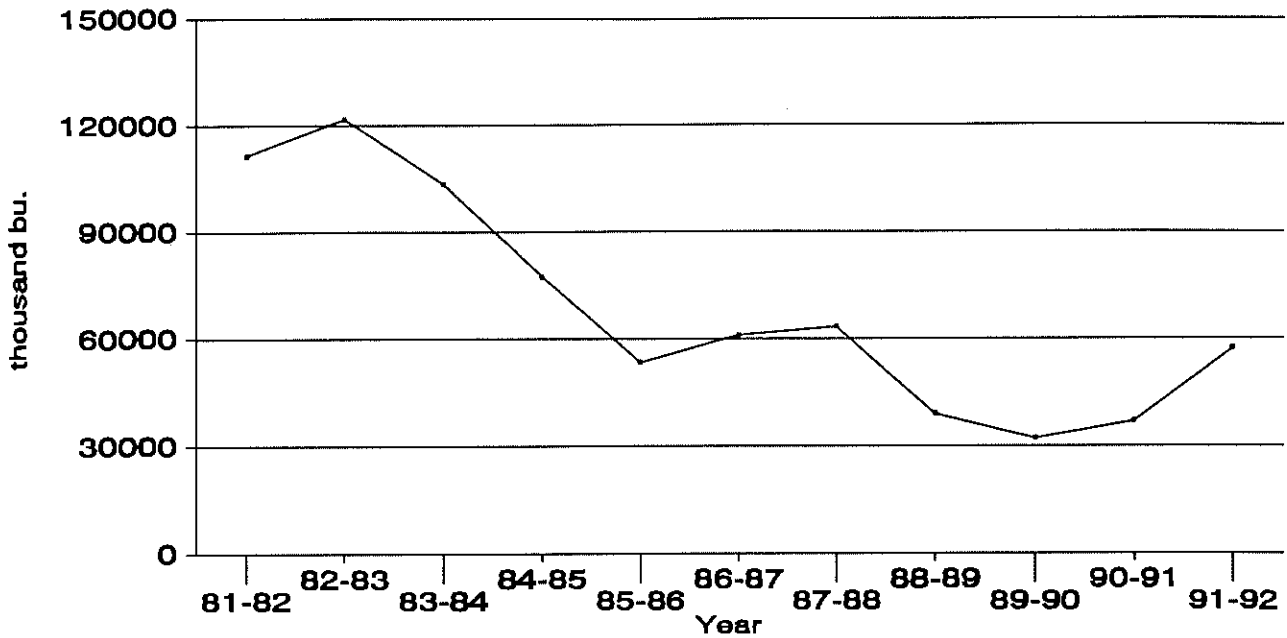
YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	NORTH DAKOTA	MISC. MARKETS	TOTAL
1977-78	2,992 (6%)	38,019 (74%)	- -	10,267 (20%)	51,278 (100%)
1978-79	4,790 (6%)	63,178 (80%)	- -	11,285 (14%)	79,253 (100%)
1979-80	6,154 (6%)	69,422 (72%)	- -	20,364 (22%)	95,940 (100%)
1980-81	10,167 (9%)	67,277 (59%)	- -	37,422 (32%)	114,866 (100%)
1981-82	6,664 (6%)	70,391 (63%)	- -	34,441 (31%)	111,496 (100%)
1982-83	14,374 (12%)	64,849 (53%)	- -	42,522 (35%)	121,744 (100%)
1983-84	11,741 (11%)	40,560 (39%)	- - ^a	51,147 (49%)	103,449 (100%)
1984-85	5,636 (7%)	42,875 (55%)	12,931 (17%)	15,969 (21%)	77,412 (100%)
1985-86	3,623 (7%)	12,659 (24%)	27,393 (51%)	9,866 (18%)	53,541 (100%)
1986-87	3,142 (5%)	9,705 (16%)	38,131 (62%)	10,088 (17%)	61,067 (100%)
1987-88	4,085 (6%)	7,629 (12%)	32,153 (51%)	19,552 (31%)	63,419 (100%)
1988-89	2,496 (6%)	105 (0%)	20,834 (53%)	15,619 (40%)	39,056 (100%)
1989-90	2,219 (7%)	433 (1%)	20,964 (65%)	8,558 (27%)	32,174 (100%)
1990-91	4,264 (11%)	716 (2%)	20,866 (56%)	11,240 (30%)	37,086 (100%)
1991-92	4,050 (7%)	1,157 (2%)	33,428 (58%)	18,720 ^b (33%)	57,364 (100%)

^aPrior to the 1984-85 crop year, shipments to North Dakota processors were reported under "Miscellaneous" shipments.

^bMiscellaneous markets for sunflower in 1990-91 include Other Minnesota and Wisconsin destinations (7%), Midland/Southwest markets (4%), Pacific Northwest destinations (less than 1%), and all other markets (21%).

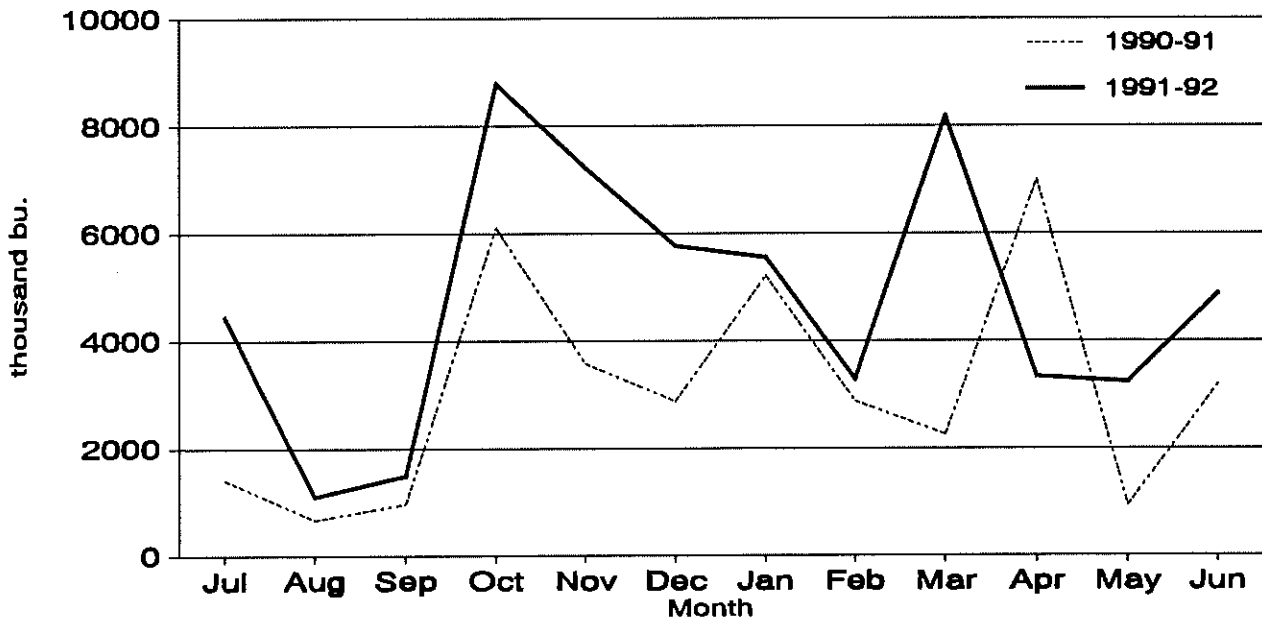
SUNFLOWER SHIPMENTS

1981-82 to 1991-92



SUNFLOWER SHIPMENTS

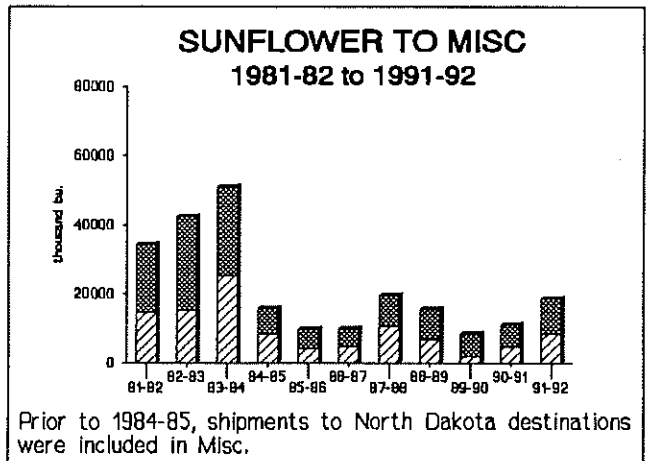
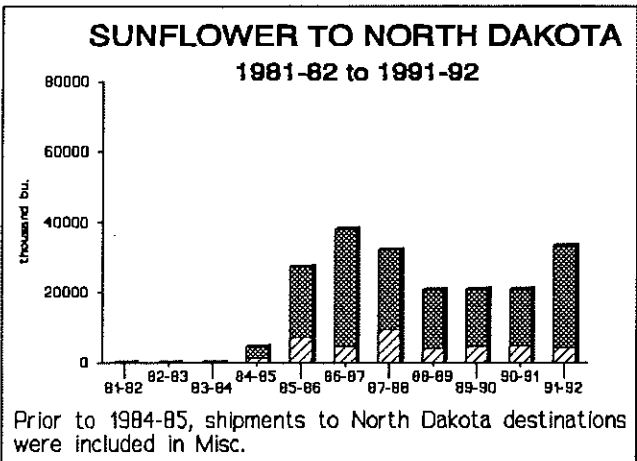
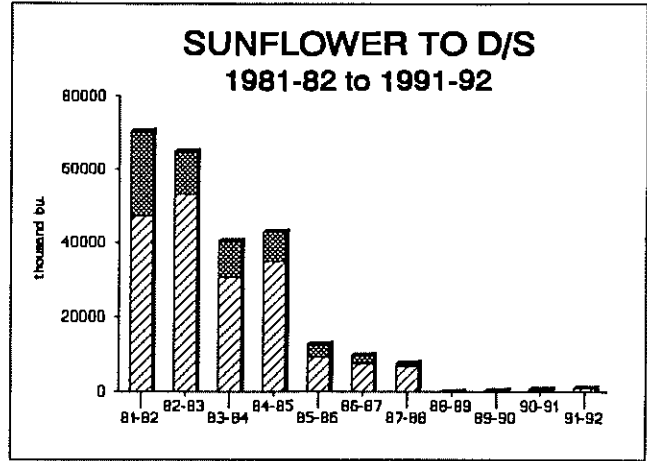
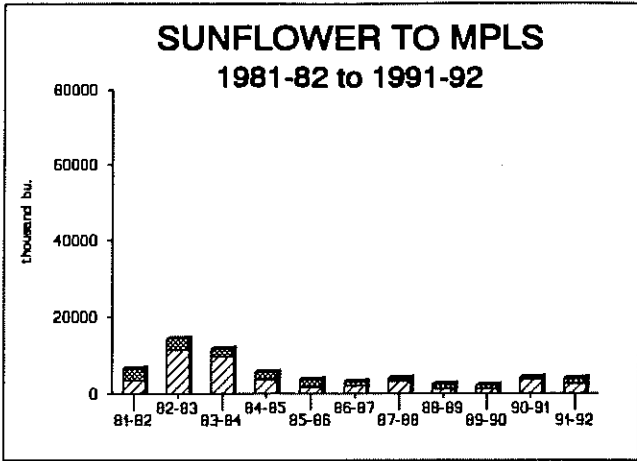
BY MONTH, 1990-91 and 1991-92



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

YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		NORTH DAKOTA		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	770 (26%)	2,223 (74%)	14,820 (39%)	23,199 (61%)	-	-	2,981 (29%)	7,286 (71%)	18,571 (36%)	32,708 (64%)
1978-79	489 (10%)	4,301 (90%)	18,830 (30%)	44,348 (70%)	-	-	2,164 (19%)	9,112 (81%)	21,492 (27%)	57,761 (73%)
1979-80	1,395 (23%)	4,759 (77%)	20,419 (29%)	49,003 (71%)	-	-	5,473 (27%)	14,892 (73%)	27,287 (28%)	68,654 (72%)
1980-81	3,621 (36%)	6,545 (64%)	28,607 (43%)	38,670 (57%)	-	-	14,216 (37%)	23,900 (63%)	46,444 (40%)	69,116 (60%)
1981-82	3,563 (53%)	3,101 (47%)	47,223 (67%)	23,168 (33%)	-	-	14,667 (43%)	19,774 (52%)	65,453 (59%)	46,043 (41%)
1982-83	11,367 (79%)	3,007 (21%)	53,207 (82%)	11,641 (18%)	-	-	15,527 (37%)	26,995 (63%)	80,101 (66%)	41,643 (34%)
1983-84	9,650 (82%)	2,090 (18%)	30,672 (76%)	9,888 (24%)	-	^a	25,385 (50%)	25,762 (50%)	65,708 (64%)	37,742 (36%)
1984-85	3,617 (64%)	2,019 (36%)	34,912 (81%)	7,963 (19%)	1,442 (31%)	3,217 (69%)	8,646 (54%)	7,323 (46%)	48,618 (63%)	28,793 (37%)
1985-86	1,690 (47%)	1,932 (53%)	9,286 (73%)	3,373 (27%)	7,343 (27%)	20,050 (73%)	4,291 (43%)	5,575 (57%)	22,610 (42%)	30,931 (58%)
1986-87	1,925 (61%)	1,217 (39%)	7,521 (77%)	2,185 (23%)	4,850 (13%)	33,280 (87%)	4,805 (48%)	5,283 (52%)	19,101 (31%)	41,965 (65%)
1987-88	3,214 (79%)	871 (21%)	6,842 (90%)	787 (10%)	9,540 (30%)	22,613 (70%)	10,730 (55%)	8,821 (45%)	30,327 (48%)	33,092 (52%)
1988-89	1,227 (49%)	1,269 (51%)	70 (67%)	35 (33%)	4,306 (21%)	16,529 (79%)	6,942 (44%)	8,678 (56%)	12,545 (32%)	26,510 (68%)
1989-90	1,159 (52%)	1,060 (48%)	420 (97%)	13 (3%)	4,750 (23%)	16,214 (77%)	2,041 (24%)	6,517 (76%)	8,370 (26%)	23,804 (74%)
1990-91	3,653 (86%)	610 (14%)	0 (0%)	716 (100%)	4,875 (23%)	15,991 (77%)	4,843 (43%)	6,398 (57%)	13,371 (36%)	23,715 (64%)
1991-92	2,464 (61%)	1,582 (39%)	1,010 (87%)	146 (13%)	4,421 (13%)	29,007 (87%)	8,648 (46%)	10,065 (54%)	16,553 (29%)	40,810 (71%)

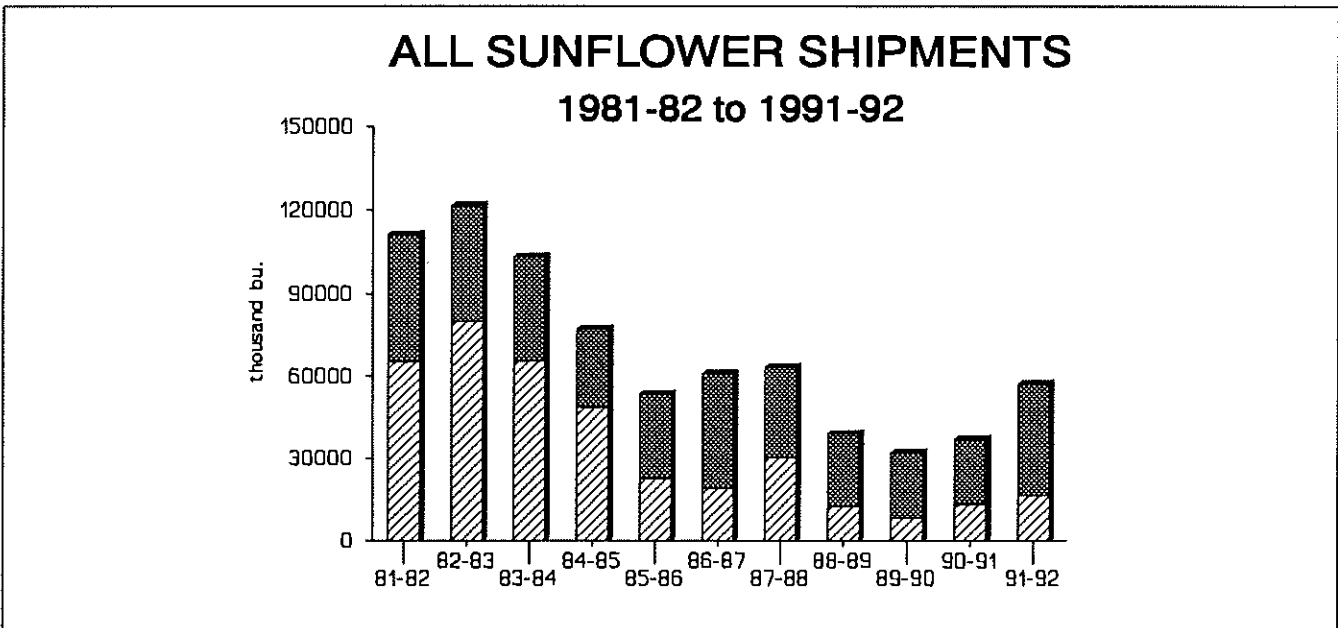
^a Prior to the 1984-85 crop year, shipments to North Dakota processors and feedlots were reported under "Miscellaneous" shipments.



Rail



Truck

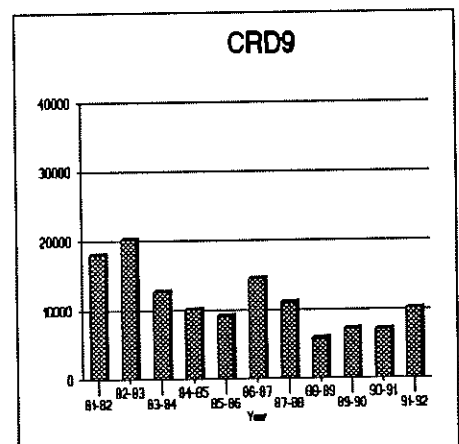
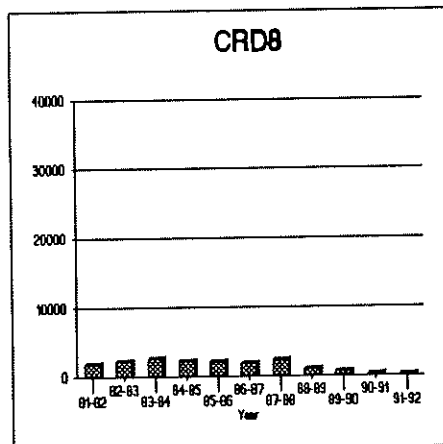
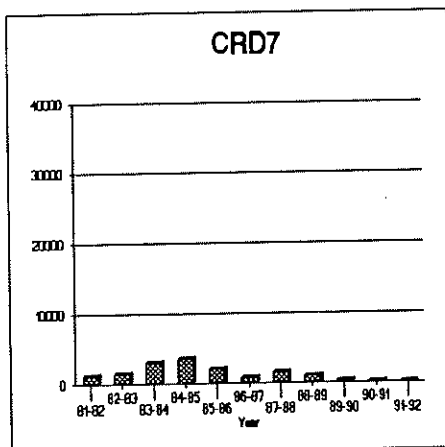
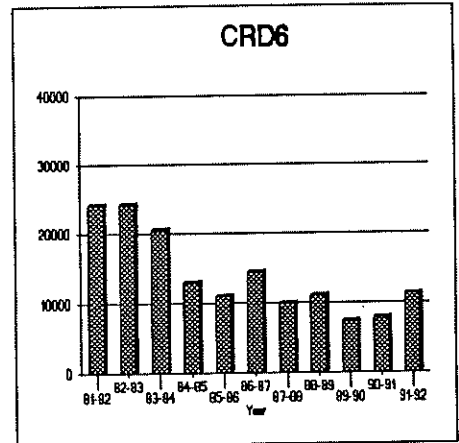
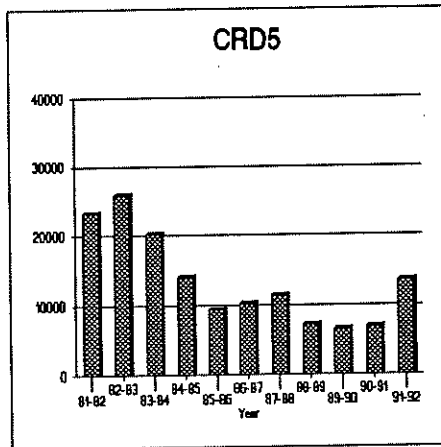
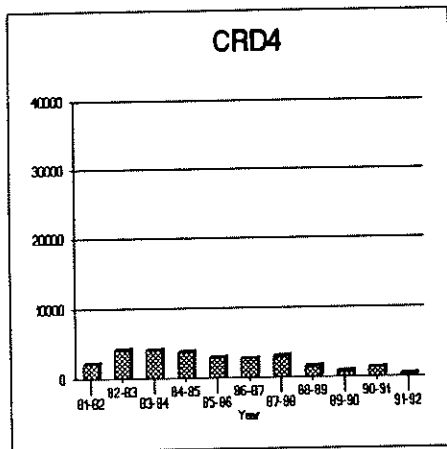
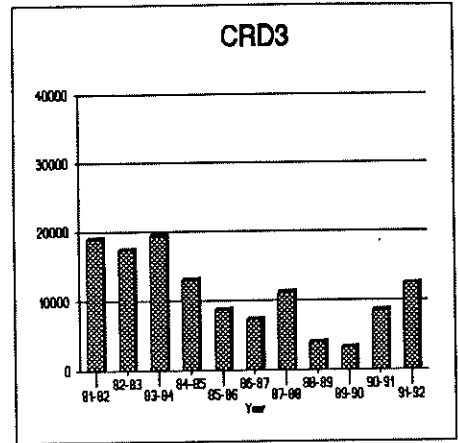
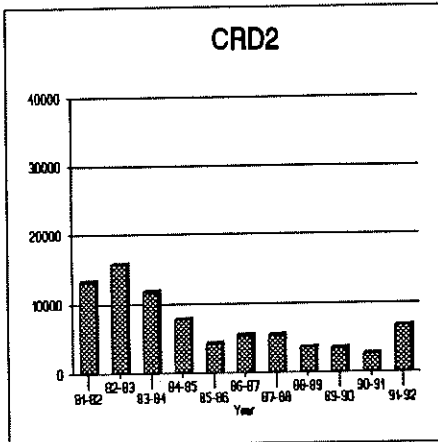
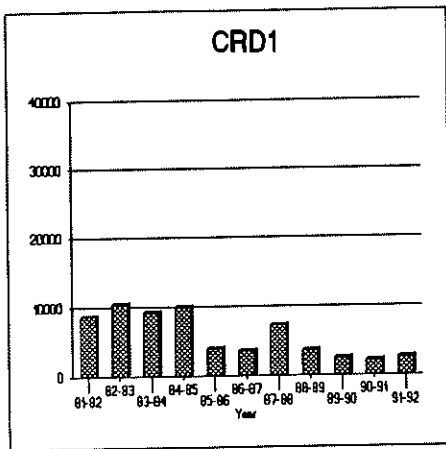


**NORTH DAKOTA SUNFLOWER SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)**

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	771 (2%)	1,267 (2%)	10,469 (20%)	179 (0%)	9,087 (18%)	20,710 (40%)	225 (0%)	129 (0%)	8,442 (16%)	51,279 (100%)
1978-79	2,233 (3%)	2,839 (4%)	14,803 (19%)	336 (0%)	15,560 (20%)	30,050 (38%)	485 (1%)	225 (0%)	12,722 (16%)	79,253 (100%)
1979-80	4,317 (5%)	6,101 (6%)	21,814 (23%)	819 (1%)	12,706 (13%)	30,333 (32%)	1,550 (2%)	1,045 (1%)	17,254 (18%)	95,939 (100%)
1980-81	6,422 (6%)	9,970 (9%)	24,165 (21%)	1,668 (1%)	20,114 (18%)	30,871 (27%)	1,528 (1%)	1,256 (1%)	18,872 (16%)	114,866 (100%)
1981-82	8,702 (8%)	13,245 (12%)	18,996 (17%)	2,106 (2%)	23,244 (21%)	24,067 (22%)	1,219 (1%)	1,831 (2%)	18,086 (16%)	111,496 (100%)
1982-83	10,434 (9%)	15,728 (13%)	17,391 (14%)	4,084 (3%)	25,906 (21%)	24,230 (20%)	1,510 (1%)	2,206 (2%)	20,253 (17%)	121,744 (100%)
1983-84	9,188 (9%)	11,780 (11%)	19,429 (19%)	4,037 (4%)	20,200 (20%)	20,522 (20%)	3,023 (3%)	2,604 (3%)	12,666 (12%)	103,449 (100%)
1984-85	10,002 (13%)	7,761 (10%)	13,053 (17%)	3,701 (5%)	13,962 (18%)	12,943 (17%)	3,573 (5%)	2,277 (3%)	10,140 (13%)	77,412 (100%)
1985-86	3,899 (7%)	4,208 (8%)	8,722 (16%)	2,894 (5%)	9,382 (18%)	10,994 (21%)	2,077 (4%)	2,153 (4%)	9,211 (17%)	53,541 (100%)
1986-87	3,582 (6%)	5,414 (9%)	7,336 (12%)	2,753 (5%)	10,284 (17%)	14,437 (24%)	830 (1%)	1,875 (3%)	14,556 (24%)	61,067 (100%)
1987-88	7,305 (12%)	5,414 (9%)	11,280 (18%)	3,031 (5%)	11,429 (18%)	9,926 (16%)	1,543 (2%)	2,371 (4%)	11,120 (18%)	63,419 (100%)
1988-89	3,608 (9%)	3,631 (9%)	3,983 (10%)	1,554 (4%)	7,228 (19%)	11,054 (28%)	1,076 (3%)	1,019 (3%)	5,899 (15%)	39,052 (100%)
1989-90	2,487 (8%)	3,466 (11%)	3,258 (10%)	810 (3%)	6,560 (20%)	7,460 (23%)	308 (1%)	613 (2%)	7,212 (22%)	32,174 (100%)
1990-91	2,146 (6%)	2,648 (7%)	8,634 (23%)	1,357 (4%)	6,893 (19%)	7,900 (21%)	118 (0%)	291 (1%)	7,099 (19%)	37,086 (100%)
1991-92	2,635 (5%)	6,689 (12%)	12,414 (22%)	385 (1%)	13,507 (23%)	11,307 (19%)	78 (0%)	185 (0%)	10,142 (18%)	57,364 (100%)

SUNFLOWER SHIPMENTS BY CROP REPORTING DISTRICT

(thousand bushels)





***OATS
SHIPMENTS***



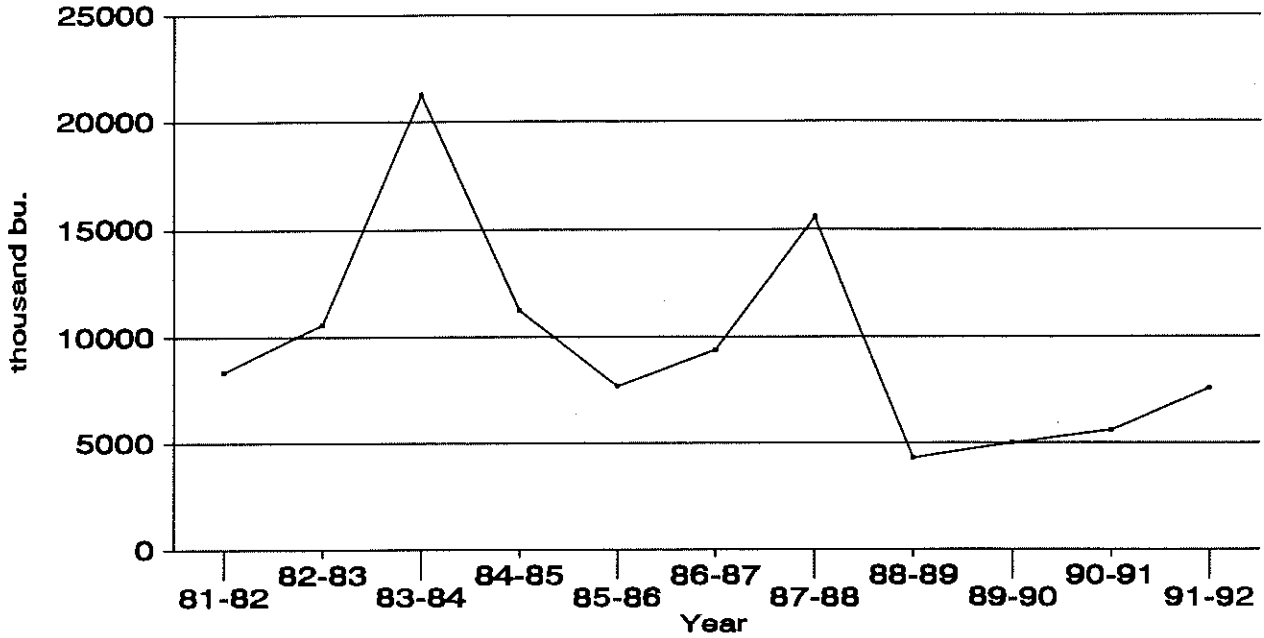
**NORTH DAKOTA OATS SHIPMENTS
BY DESTINATION
(thousand bu.)**

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1977-78	5,860 (56%)	2,385 (23%)	851 (8%)	1,396 (13%)	10,492 (100%)
1978-79	6,969 (58%)	2,078 (17%)	1,200 (10%)	1,839 (15%)	12,086 (100%)
1979-80	4,298 (54%)	346 (4%)	1,580 (20%)	1,735 (22%)	7,959 (100%)
1980-81	1,269 (36%)	299 (8%)	936 (27%)	1,011 (29%)	3,515 (100%)
1981-82	5,491 (65%)	722 (9%)	630 (8%)	1,536 (18%)	8,379 (100%)
1982-83	7,045 (67%)	410 (4%)	675 (6%)	2,453 (23%)	10,583 (100%)
1983-84	14,984 (70%)	588 (3%)	400 (2%)	5,289 (25%)	21,261 (100%)
1984-85	6,467 (58%)	166 (1%)	437 (4%)	4,163 (37%)	11,233 (100%)
1985-86	4,029 (52%)	115 (1%)	431 (6%)	3,131 (41%)	7,706 (100%)
1986-87	4,690 (50%)	74 (1%)	193 (2%)	4,430 (47%)	9,387 (100%)
1987-88	8,272 (53%)	25 (0%)	96 (1%)	7,183 (46%)	15,576 (100%)
1988-89	2,999 (70%)	83 (2%)	17 (0%)	1,197 (28%)	4,296 (100%)
1989-90	3,179 (63%)	36 (1%)	12 (0%)	1,788 (36%)	5,015 (100%)
1990-91	2,496 (45%)	45 (1%)	316 (6%)	2,744 (49%)	5,601 (100%)
1991-92	4,518 (59%)	146 (2%)	181 (2%)	2,754^a (37%)	7,601 (100%)

^aMiscellaneous markets include shipments to North Dakota destinations (3%), Midland/Southwest destinations (8%), other Minnesota/Wisconsin destinations (10%), and all other markets (16%).

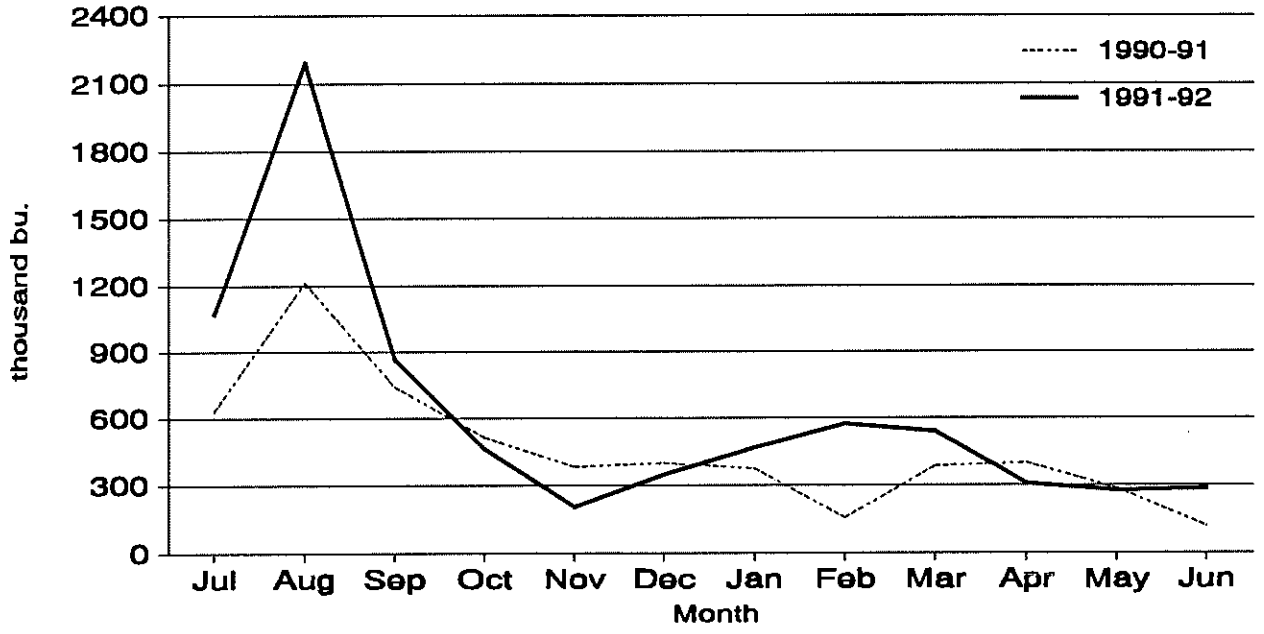
OATS SHIPMENTS

1981-82 to 1991-92



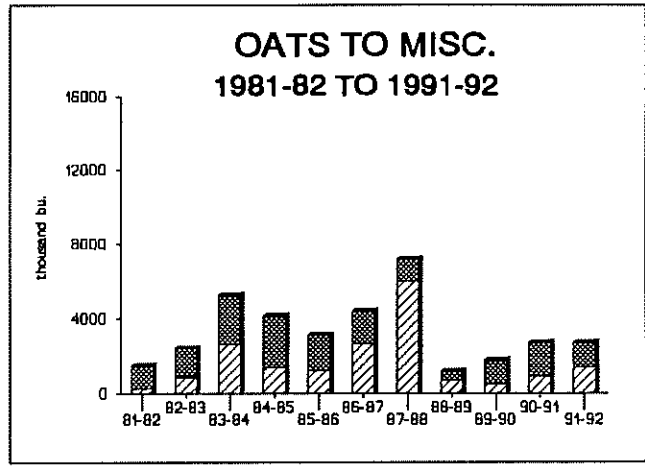
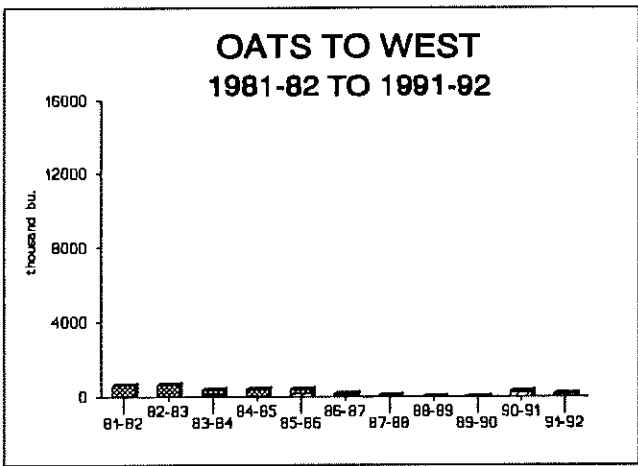
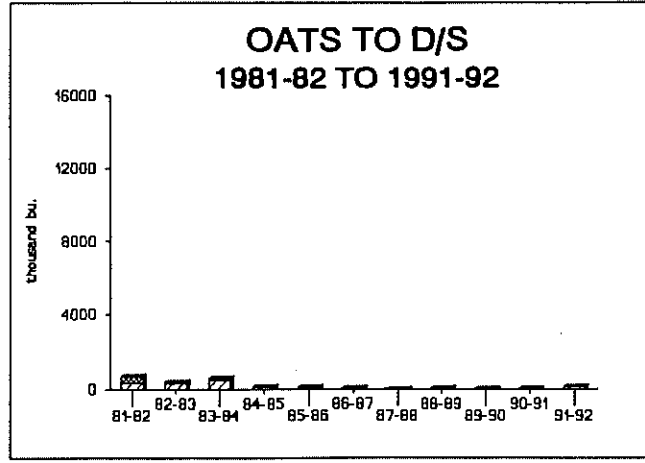
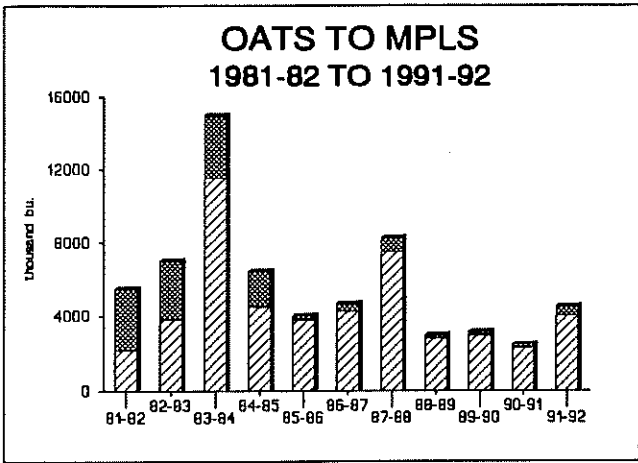
OATS SHIPMENTS

BY MONTH, 1990-91 & 1991-92



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

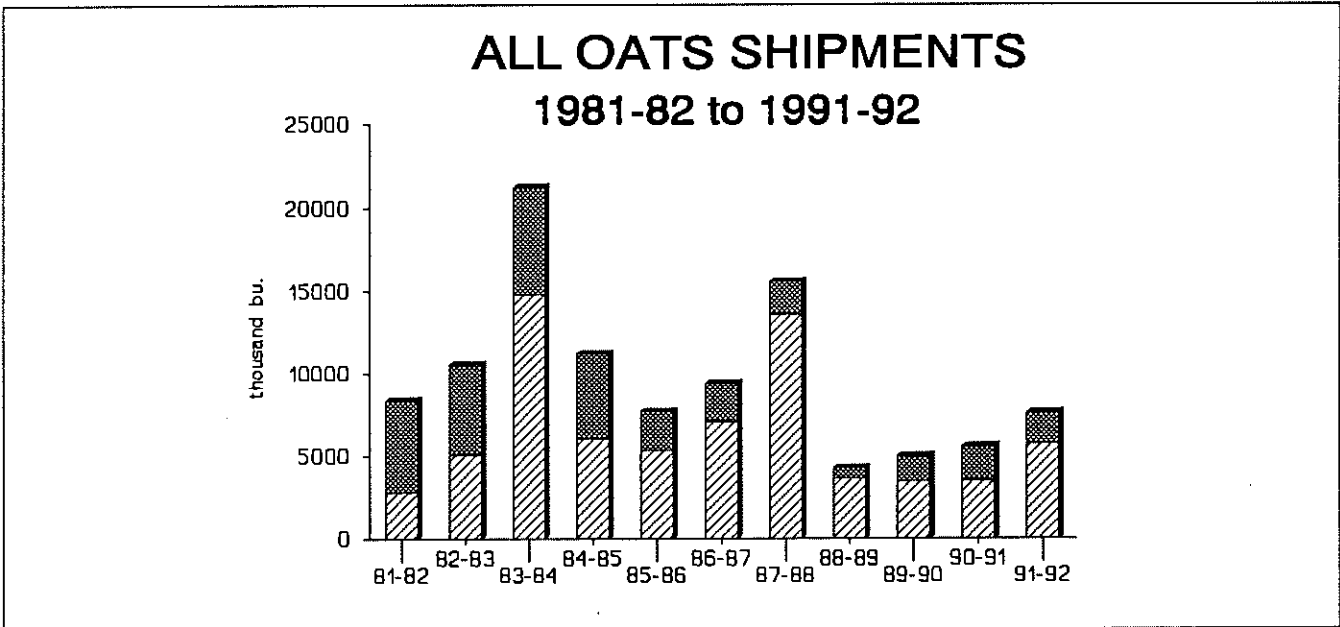
YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	4,244 (72%)	1,616 (28%)	869 (36%)	1,516 (64%)	12 (1%)	839 (99%)	255 (18%)	1,142 (82%)	5,380 (51%)	5,113 (49%)
1978-79	4,767 (68%)	2,202 (32%)	623 (30%)	1,455 (70%)	185 (16%)	1,016 (84%)	252 (14%)	1,587 (86%)	5,827 (48%)	6,260 (52%)
1979-80	3,077 (72%)	1,220 (28%)	184 (53%)	162 (47%)	91 (5%)	1,489 (95%)	338 (19%)	1,397 (81%)	3,690 (46%)	4,268 (54%)
1980-81	913 (72%)	356 (28%)	99 (33%)	200 (67%)	11 (1%)	925 (99%)	74 (7%)	939 (93%)	1,097 (31%)	2,418 (69%)
1981-82	2,167 (39%)	3,324 (61%)	349 (48%)	373 (52%)	35 (6%)	596 (94%)	285 (19%)	1,251 (81%)	2,835 (34%)	5,544 (66%)
1982-83	3,848 (55%)	3,197 (45%)	319 (78%)	91 (22%)	19 (3%)	656 (97%)	877 (38%)	1,576 (64%)	5,063 (48%)	5,520 (52%)
1983-84	11,547 (77%)	3,436 (23%)	503 (85%)	86 (15%)	99 (25%)	301 (75%)	2,645 (50%)	2,643 (50%)	14,794 (70%)	6,466 (30%)
1984-85	4,481 (69%)	1,986 (31%)	137 (83%)	29 (17%)	30 (7%)	407 (93%)	1,406 (34%)	2,757 (66%)	6,054 (51%)	5,179 (49%)
1985-86	3,796 (94%)	233 (6%)	109 (95%)	6 (5%)	190 (44%)	241 (56%)	1,237 (40%)	1,894 (60%)	5,333 (69%)	2,373 (31%)
1986-87	4,287 (91%)	403 (9%)	73 (98%)	1 (2%)	55 (28%)	139 (72%)	2,659 (60%)	1,771 (40%)	7,074 (75%)	2,314 (25%)
1987-88	7,525 (91%)	747 (9%)	24 (96%)	1 (4%)	61 (64%)	35 (36%)	6,005 (84%)	1,178 (16%)	13,615 (87%)	1,961 (13%)
1988-89	2,810 (94%)	189 (6%)	82 (98%)	1 (2%)	8 (51%)	8 (49%)	736 (61%)	461 (39%)	3,637 (85%)	660 (15%)
1989-90	2,959 (93%)	220 (7%)	5 (13%)	31 (87%)	9 (73%)	3 (27%)	511 (29%)	1,277 (71%)	3,484 (69%)	1,531 (31%)
1990-91	2,306 (92%)	191 (8%)	36 (80%)	9 (20%)	240 (76%)	75 (24%)	924 (34%)	1,820 (66%)	3,506 (63%)	2,095 (37%)
1991-92	4,055 (90%)	461 (10%)	140 (96%)	5 (4%)	149 (82%)	31 (8%)	1,411 (51%)	1,341 (49%)	5,758 (76%)	1,842 (24%)



Rail



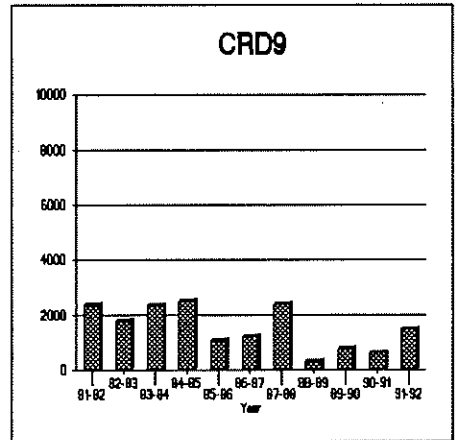
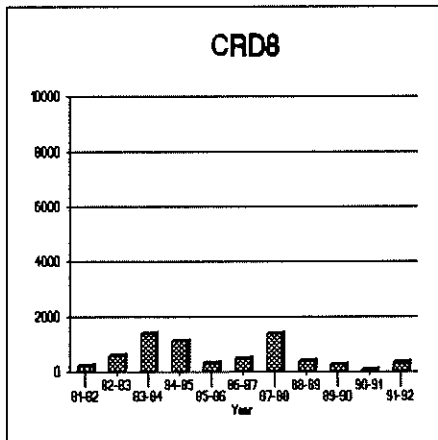
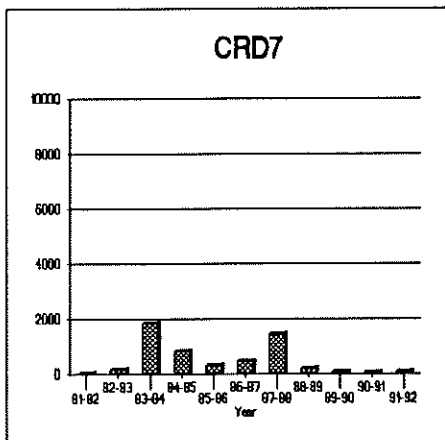
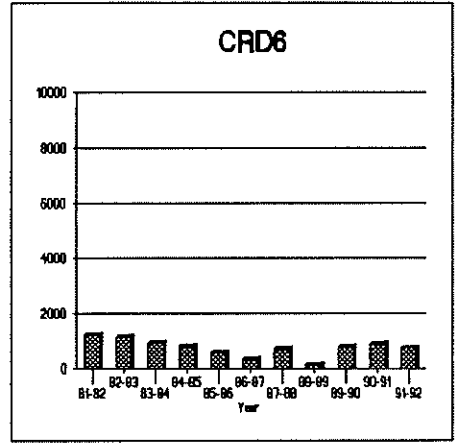
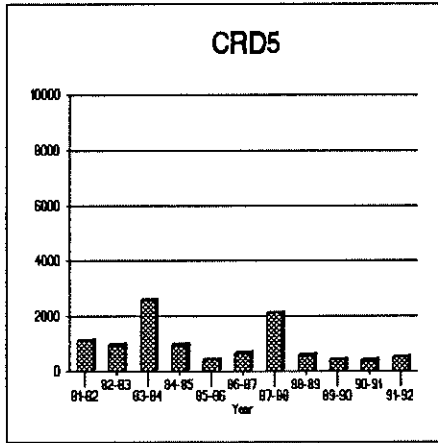
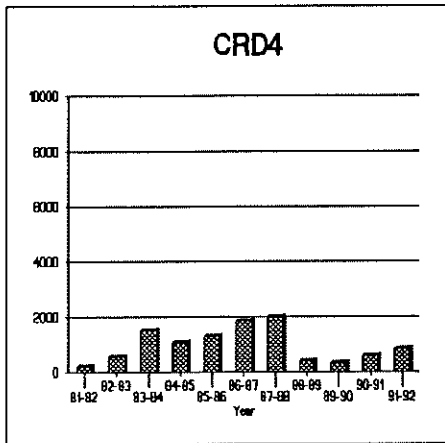
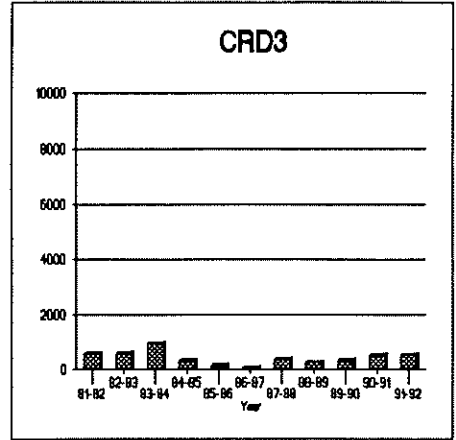
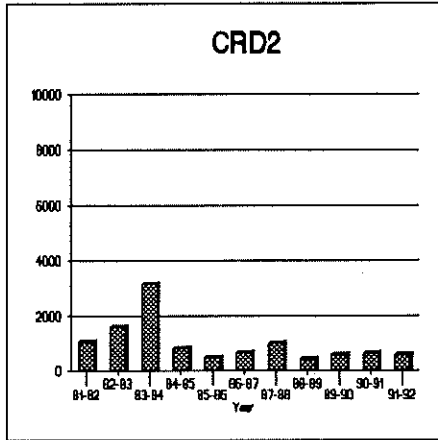
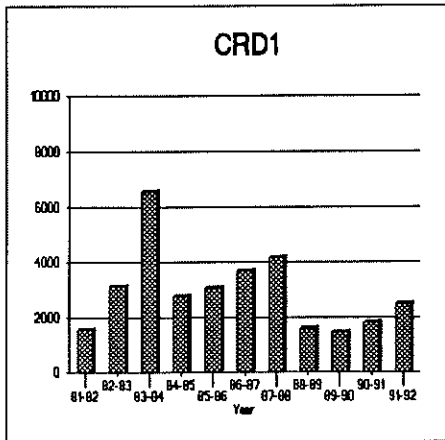
Truck



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

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	1,769 (17%)	974 (9%)	1,485 (14%)	137 (1%)	507 (5%)	2,077 (20%)	47 (0%)	7 (0%)	3,490 (33%)	10,493 (100%)
1978-79	2,200 (18%)	1,184 (10%)	1,132 (9%)	425 (4%)	1,016 (8%)	1,760 (15%)	68 (1%)	301 (2%)	4,002 (33%)	12,086 (100%)
1979-80	1,305 (16%)	875 (11%)	544 (7%)	282 (4%)	619 (8%)	1,057 (13%)	38 (1%)	159 (2%)	3,079 (39%)	7,958 (100%)
1980-81	590 (17%)	502 (14%)	292 (8%)	42 (1%)	167 (5%)	558 (16%)	4 (0%)	8 (0%)	1,352 (38%)	3,515 (100%)
1981-82	1,556 (20%)	1,070 (13%)	579 (7%)	217 (3%)	1,106 (13%)	1,243 (15%)	19 (0%)	212 (2%)	2,377 (28%)	8,379 (100%)
1982-83	3,130 (30%)	1,614 (15%)	598 (6%)	573 (5%)	946 (9%)	1,176 (11%)	164 (2%)	578 (5%)	1,804 (17%)	10,583 (100%)
1983-84	6,562 (31%)	3,163 (15%)	952 (4%)	1,530 (7%)	2,561 (12%)	934 (4%)	1,834 (9%)	1,368 (6%)	2,356 (11%)	21,261 (100%)
1984-85	2,780 (24%)	828 (7%)	328 (3%)	1,085 (10%)	956 (9%)	824 (7%)	823 (7%)	1,101 (10%)	2,509 (21%)	11,234 (100%)
1985-86	3,078 (40%)	490 (6%)	150 (2%)	1,306 (17%)	404 (5%)	599 (8%)	301 (4%)	312 (4%)	1,065 (14%)	7,705 (100%)
1986-87	3,681 (39%)	656 (7%)	72 (1%)	1,858 (20%)	642 (7%)	354 (4%)	452 (5%)	463 (5%)	1,211 (13%)	9,387 (100%)
1987-88	4,162 (27%)	1,017 (7%)	352 (2%)	2,001 (13%)	2,101 (13%)	729 (5%)	1,443 (9%)	1,365 (9%)	2,398 (15%)	15,568 (100%)
1988-89	1,600 (37%)	424 (10%)	255 (6%)	402 (9%)	587 (14%)	158 (4%)	192 (4%)	363 (8%)	313 (7%)	4,294 (100%)
1989-90	1,453 (29%)	600 (12%)	342 (7%)	330 (7%)	409 (8%)	794 (16%)	75 (1%)	240 (5%)	772 (15%)	5,015 (100%)
1990-91	1,809 (32%)	636 (11%)	515 (9%)	605 (11%)	386 (7%)	911 (16%)	52 (1%)	70 (1%)	617 (11%)	5,601 (100%)
1991-92	2,492 (33%)	596 (8%)	532 (7%)	848 (11%)	499 (7%)	763 (10%)	73 (1%)	322 (4%)	1,472 (19%)	7,601 (100%)

OATS SHIPMENTS BY CROP REPORTING DISTRICT (thousand bushels)







***SOYBEAN
SHIPMENTS***

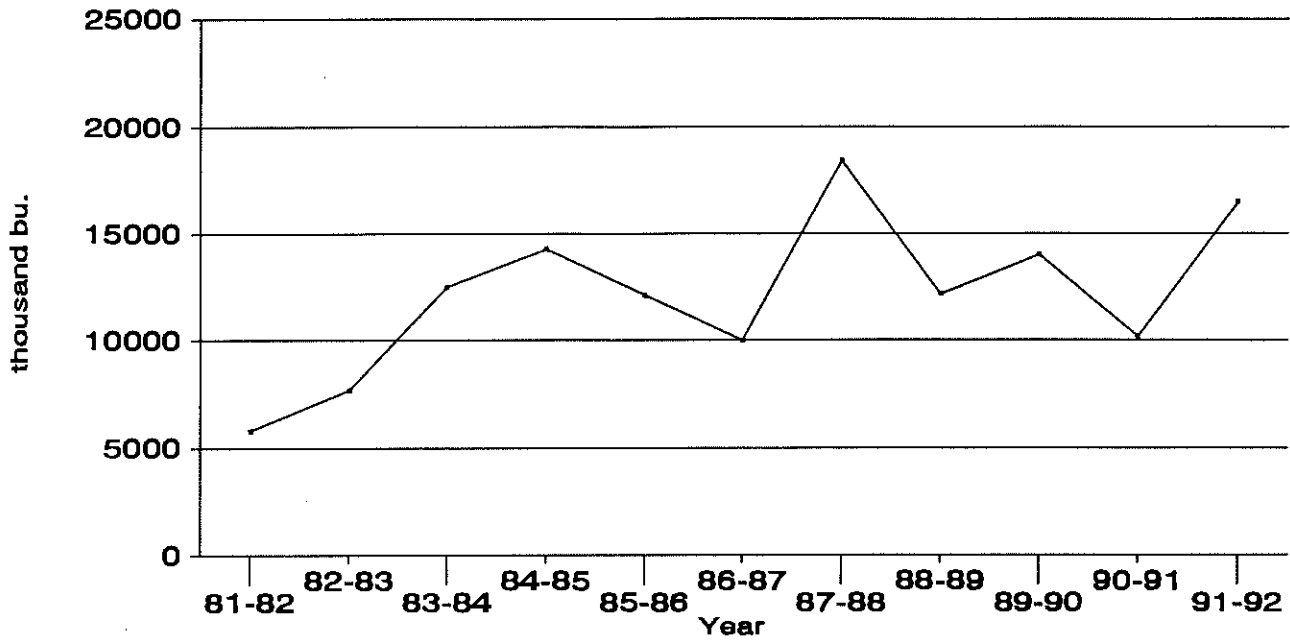
**NORTH DAKOTA SOYBEAN SHIPMENTS
BY DESTINATION
(thousand bu.)**

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1977-78	367 (21%)	311 (18%)	29 (2%)	1,068 (60%)	1,776 (100%)
1978-79	1,020 (35%)	773 (26%)	10 (0%)	1,139 (39%)	2,942 (100%)
1979-80	3,469 (64%)	674 (12%)	20 (0%)	1,289 (24%)	5,452 (100%)
1980-81	1,762 (57%)	337 (11%)	22 (1%)	988 (32%)	3,109 (100%)
1981-82	3,758 (65%)	310 (5%)	317 (5%)	1,416 (24%)	5,801 (100%)
1982-83	5,639 (73%)	185 (2%)	952 (12%)	910 (12%)	7,687 (100%)
1983-84	7,625 (61%)	1,430 (11%)	2,418 (19%)	1,030 (8%)	12,504 (100%)
1984-85	4,361 (31%)	491 (3%)	6,825 (48%)	2,615 (18%)	14,292 (100%)
1985-86	5,739 (47%)	184 (2%)	3,631 (30%)	2,563 (21%)	12,116 (100%)
1986-87	4,933 (49%)	166 (2%)	2,144 (21%)	2,747 (27%)	9,990 (100%)
1987-88	4,666 (25%)	2,800 (15%)	7,797 (42%)	3,150 (17%)	18,413 (100%)
1988-89	2,315 (19%)	2,347 (19%)	5,375 (44%)	2,121 (17%)	12,160 (100%)
1989-90	1,819 (13%)	1,379 (10%)	6,712 (48%)	4,105 (29%)	14,015 (100%)
1990-91	1,802 (18%)	1,268 (12%)	4,001 (39%)	3,114 (31%)	10,185 (100%)
1991-92	3,025 (18%)	510 (3%)	7,552 (46%)	5,374 ^a (33%)	16,464 (100%)

^aMiscellaneous markets include shipments to other Minnesota/Wisconsin destinations (2%), Midland/Southwest destinations (3%), and all other markets including North Dakota processors (28%).

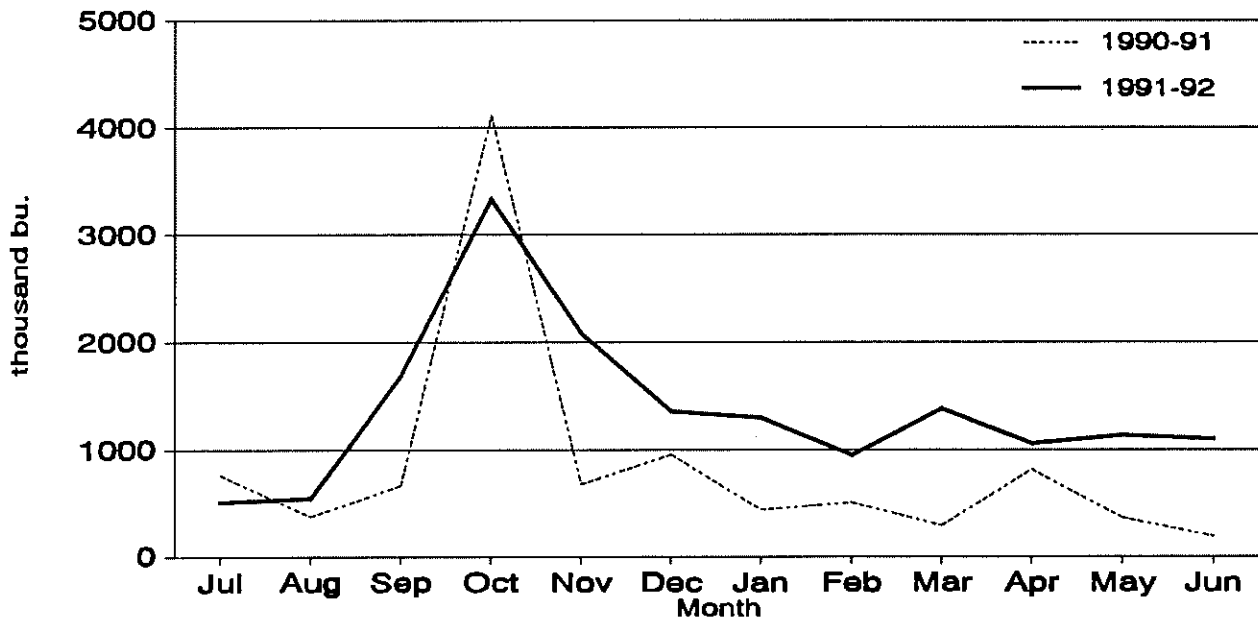
SOYBEAN SHIPMENTS

1981-82 to 1991-92



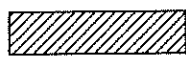
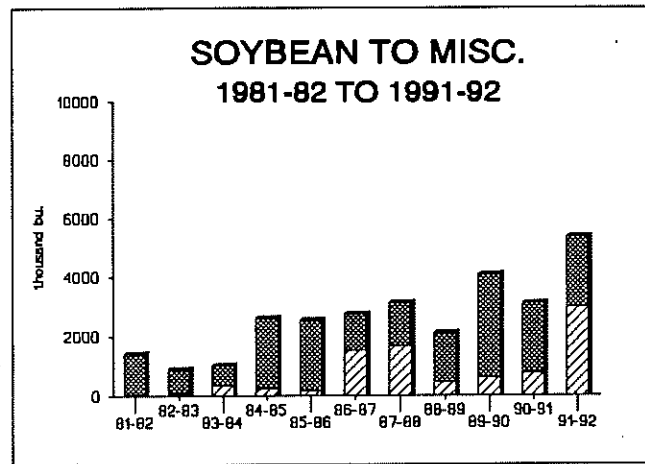
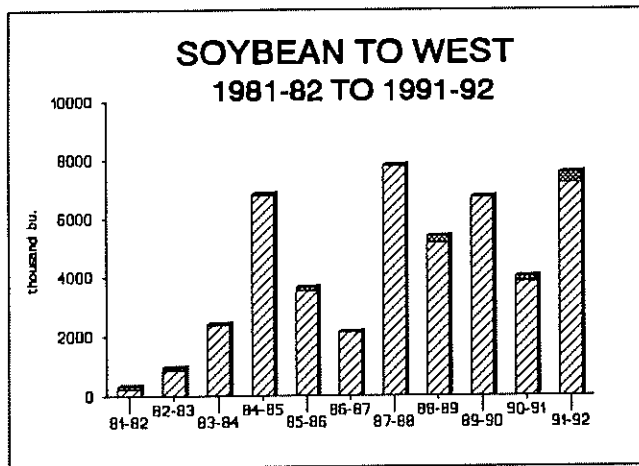
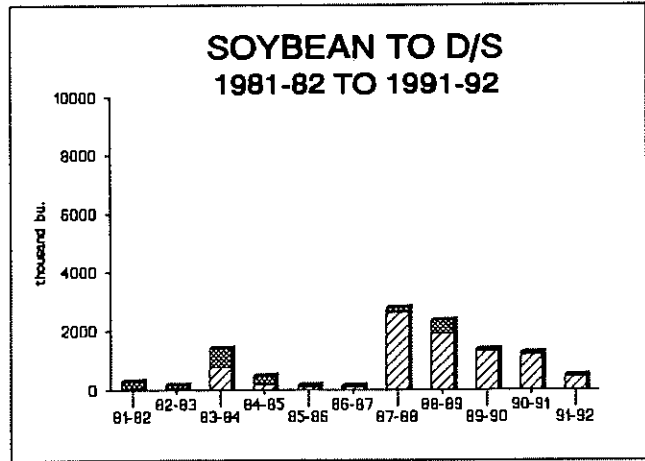
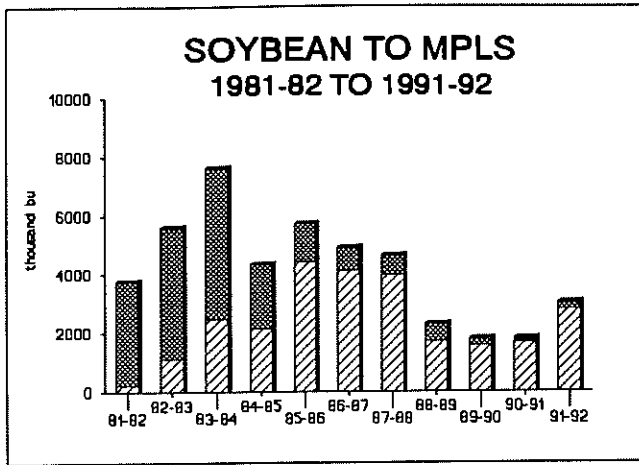
SOYBEAN SHIPMENTS

BY MONTH, 1990-91 & 1991-92



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

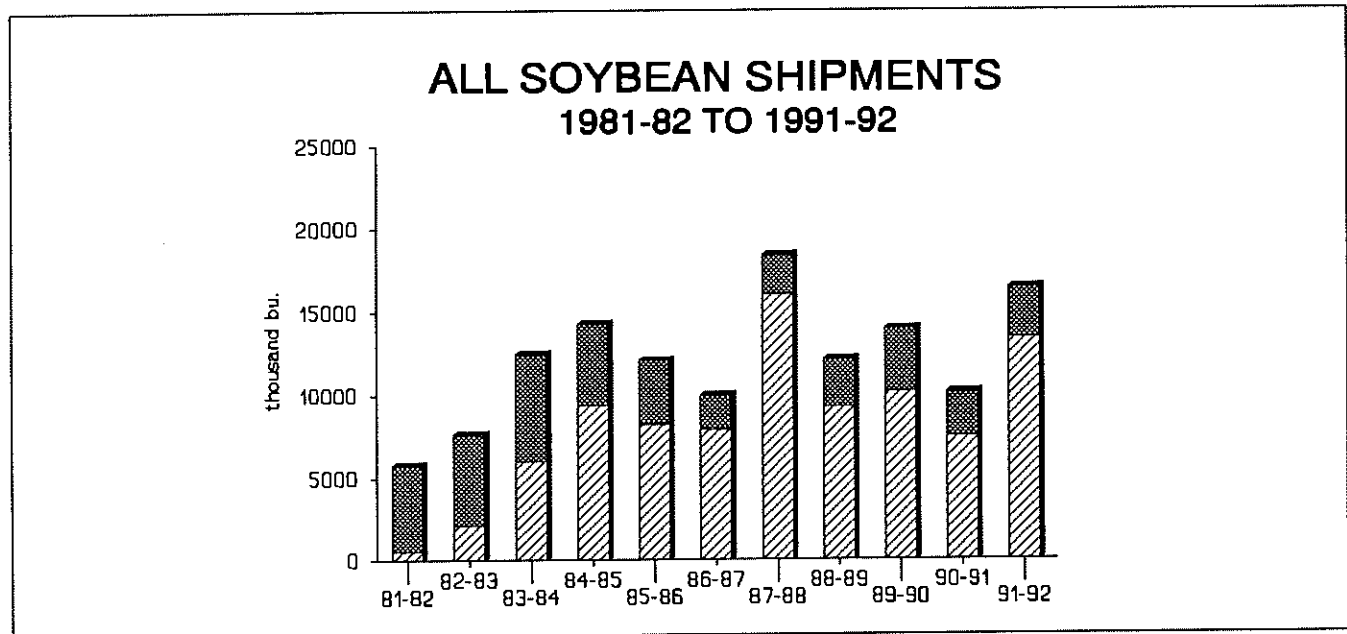
YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	28 (8%)	339 (92%)	35 (11%)	276 (89%)	3 (12%)	26 (88%)	10 (1%)	1,058 (99%)	77 (4%)	1,699 (96%)
1978-79	90 (9%)	930 (91%)	114 (15%)	659 (85%)	4 (35%)	7 (65%)	26 (2%)	1,113 (98%)	233 (8%)	2,709 (92%)
1979-80	147 (4%)	3,322 (96%)	196 (29%)	478 (71%)	10 (47%)	11 (53%)	5 (1%)	1,285 (99%)	357 (7%)	5,095 (93%)
1980-81	51 (3%)	1,711 (97%)	93 (28%)	244 (72%)	13 (61%)	8 (39%)	4 (1%)	983 (99%)	162 (5%)	2,947 (95%)
1981-82	243 (6%)	3,515 (94%)	38 (12%)	272 (88%)	229 (72%)	88 (28%)	43 (3%)	1,374 (97%)	553 (10%)	5,249 (90%)
1982-83	1,137 (20%)	4,502 (80%)	69 (37%)	117 (63%)	872 (92%)	80 (8%)	79 (9%)	831 (91%)	2,158 (28%)	5,529 (72%)
1983-84	2,482 (33%)	5,143 (67%)	804 (56%)	626 (44%)	2,370 (98%)	48 (2%)	368 (36%)	663 (64%)	6,023 (48%)	6,480 (52%)
1984-85	2,162 (50%)	2,199 (50%)	212 (43%)	279 (57%)	6,788 (99%)	37 (1%)	255 (10%)	2,361 (90%)	9,417 (66%)	4,876 (34%)
1985-86	4,434 (77%)	1,305 (23%)	112 (61%)	72 (39%)	3,532 (97%)	100 (3%)	175 (7%)	2,388 (93%)	8,252 (68%)	3,864 (32%)
1986-87	4,137 (84%)	797 (16%)	123 (74%)	42 (26%)	2,132 (99%)	12 (1%)	1,532 (56%)	1,215 (44%)	7,924 (79%)	2,066 (21%)
1987-88	3,979 (85%)	687 (15%)	2,645 (94%)	155 (6%)	7,778 (100%)	19 (0%)	1,692 (54%)	1,458 (46%)	16,094 (87%)	2,319 (13%)
1988-89	1,732 (75%)	583 (25%)	1,931 (82%)	416 (18%)	5,162 (96%)	213 (4%)	468 (22%)	1,652 (78%)	9,294 (76%)	2,865 (24%)
1989-90	1,565 (86%)	254 (14%)	1,320 (96%)	60 (4%)	6,705 (100%)	7 (0%)	618 (15%)	3,486 (85%)	10,208 (73%)	3,807 (27%)
1990-91	1,683 (93%)	120 (7%)	1,215 (96%)	54 (4%)	3,816 (95%)	185 (5%)	772 (25%)	2,340 (75%)	7,486 (74%)	2,699 (26%)
1991-92	2,782 (92%)	242 (8%)	479 (94%)	31 (6%)	7,184 (95%)	367 (5%)	2,987 (56%)	2,386 (44%)	13,434 (82%)	3,029 (18%)



Rail



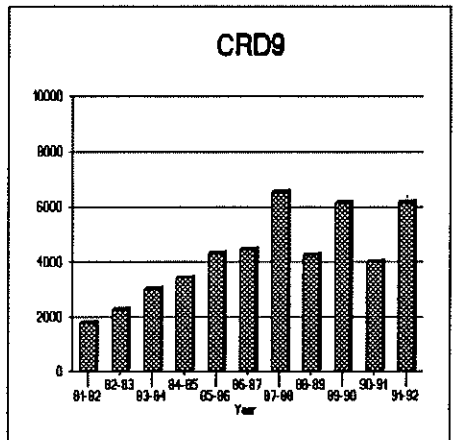
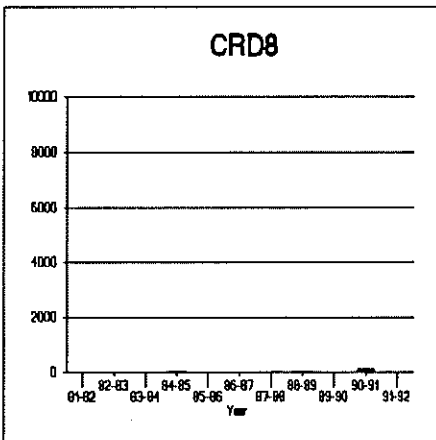
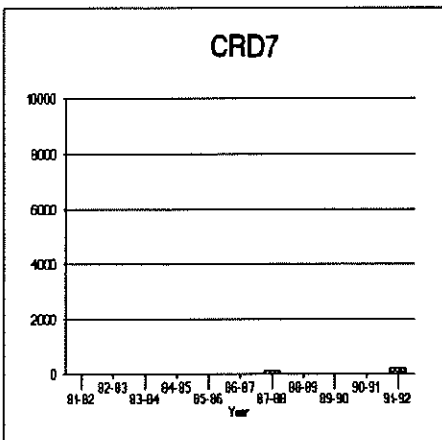
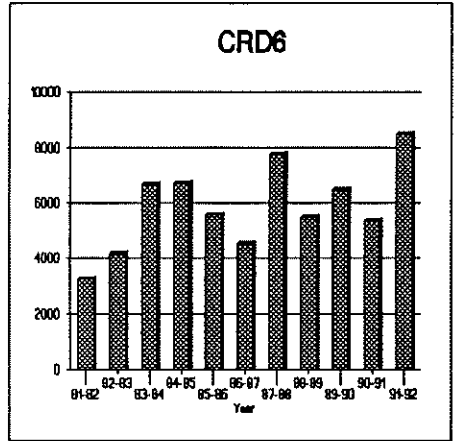
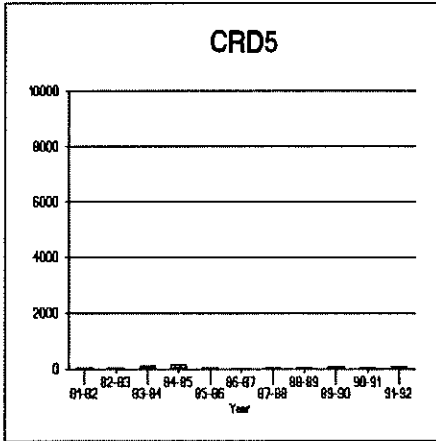
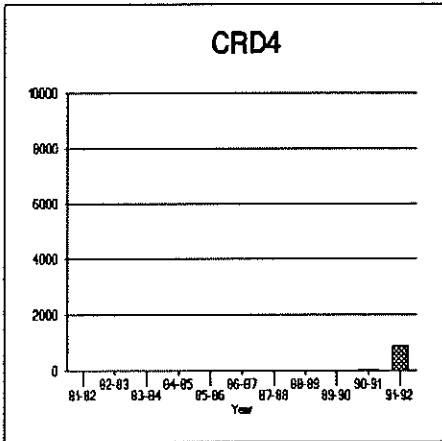
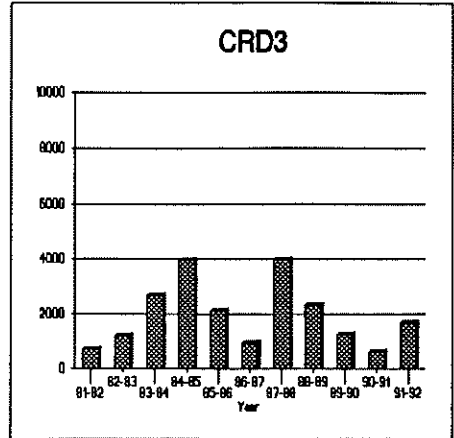
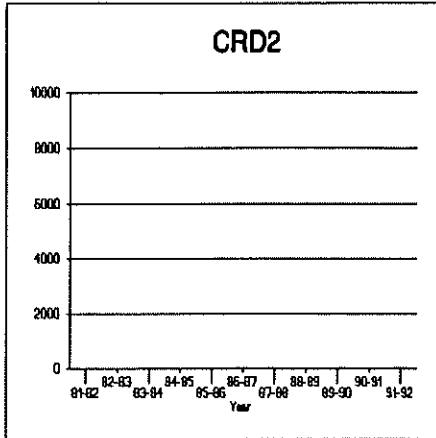
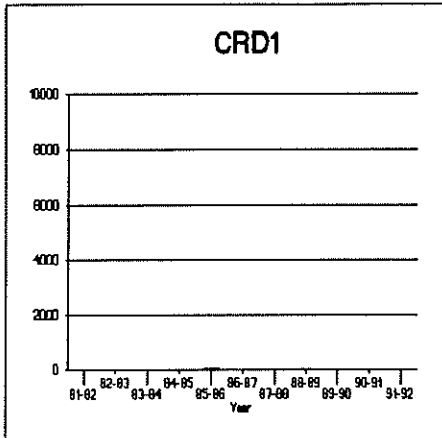
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**NORTH DAKOTA SOYBEAN SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)**

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	0 (0%)	0 (0%)	39 (2%)	4 (0%)	0 (0%)	997 (36%)	0 (0%)	0 (0%)	736 (41%)	1,776 (100%)
1978-79	3 (0%)	0 (0%)	89 (3%)	3 (0%)	94 (3%)	1,608 (55%)	0 (0%)	0 (0%)	1,145 (39%)	2,943 (100%)
1979-80	11 (0%)	0 (0%)	155 (3%)	0 (0%)	8 (0%)	3,845 (71%)	0 (0%)	0 (0%)	1,434 (26%)	5,452 (100%)
1980-81	2 (0%)	0 (0%)	182 (6%)	0 (0%)	1 (0%)	1,678 (54%)	0 (0%)	0 (0%)	1,246 (40%)	3,109 (100%)
1981-82	0 (0%)	2 (0%)	722 (12%)	0 (0%)	37 (1%)	3,250 (56%)	0 (0%)	0 (0%)	1,790 (31%)	5,801 (100%)
1982-83	0 (0%)	3 (0%)	1,206 (16%)	0 (0%)	36 (1%)	4,164 (54%)	2 (0%)	0 (0%)	2,277 (30%)	7,687 (100%)
1983-84	2 (0%)	20 (0%)	2,665 (21%)	2 (0%)	112 (1%)	6,683 (53%)	4 (0%)	0 (0%)	3,016 (24%)	12,504 (100%)
1984-85	2 (0%)	2 (0%)	3,954 (28%)	5 (0%)	145 (1%)	6,736 (47%)	18 (0%)	7 (0%)	3,424 (24%)	14,292 (100%)
1985-86	43 (0%)	4 (0%)	2,114 (17%)	15 (0%)	44 (0%)	5,575 (46%)	0 (0%)	5 (0%)	4,317 (36%)	12,116 (100%)
1986-87	0 (0%)	9 (0%)	958 (10%)	0 (0%)	11 (0%)	4,540 (45%)	0 (0%)	3 (0%)	4,469 (45%)	9,990 (100%)
1987-88	20 (0%)	15 (0%)	3,966 (21%)	1 (0%)	47 (0%)	7,780 (42%)	113 (1%)	18 (0%)	6,555 (35%)	18,414 (100%)
1988-89	7 (0%)	6 (0%)	2,331 (19%)	0 (0%)	35 (0%)	5,502 (45%)	0 (0%)	18 (0%)	4,258 (35%)	12,157 (100%)
1989-90	0 (0%)	14 (0%)	1,251 (9%)	3 (0%)	77 (1%)	6,491 (46%)	4 (0%)	3 (0%)	6,172 (44%)	14,015 (100%)
1990-91	3 (0%)	6 (0%)	622 (6%)	29 (0%)	36 (0%)	5,369 (53%)	0 (0%)	122 (1%)	3,998 (39%)	10,185 (100%)
1991-92	0 (0%)	11 (0%)	1,696 (10%)	883 (5%)	78 (0%)	8,491 (51%)	220 (1%)	0 (0%)	6,184 (37%)	16,464 (100%)

SOYBEAN SHIPMENTS BY CROP REPORTING DISTRICT (thousand bushels)







***FLAX
SHIPMENTS***

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

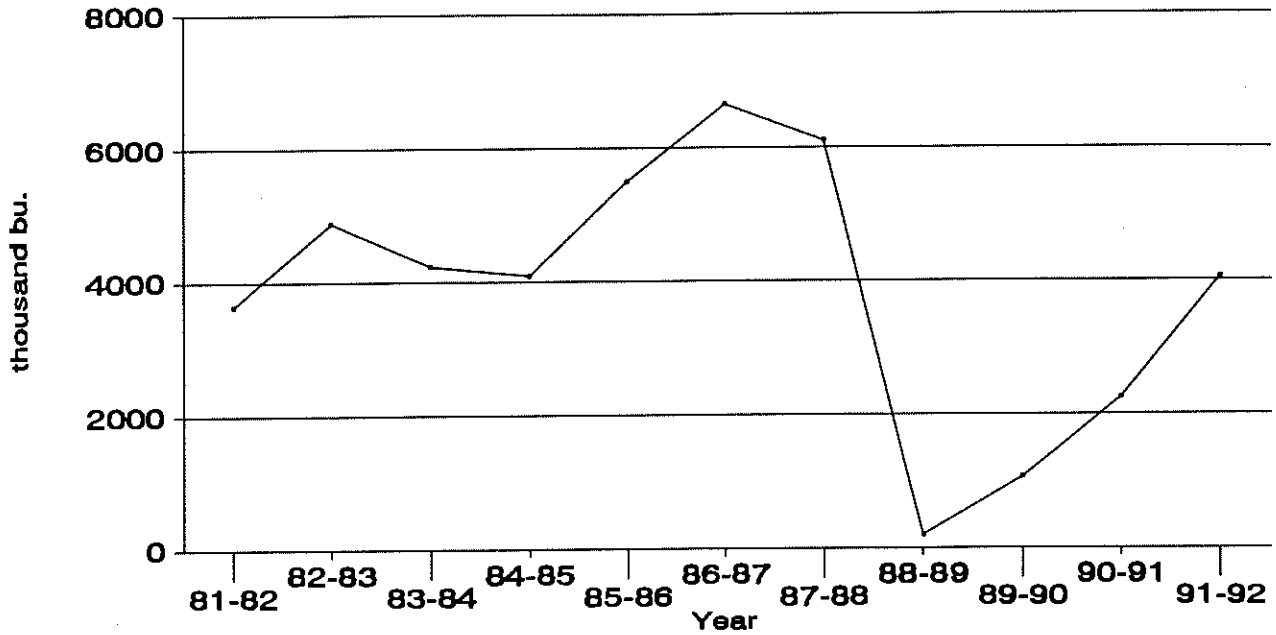
YEAR	MINNEAPOLIS - ST. PAUL	OTHER MINNESOTA - WISCONSIN	NORTH DAKOTA	MISC.	TOTAL
1977-78	4,941 (80%)	-	-	-	6,174 (100%)
1978-79	4,054 (89%)	-	-	-	4,541 (100%)
1979-80	4,114 (90%)	-	-	-	4,582 (100%)
1980-81	3,874 (93%)	-	-	-	4,176 (100%)
1981-82	3,207 (88%)	-	-	-	3,644 (100%)
1982-83	1,820 (37%)	-	-	-	4,883 (100%)
1983-84	1,598 (38%)	-	-	-	4,235 (100%)
1984-85	1,555 (38%)	-	-	-	4,098 (100%)
1985-86	2,171 (39%)	-	-	^a	5,503 (100%)
1986-87	1,055 (16%)	1,829 (27%)	2,495 (37%)	1,287 (19%)	6,666 (100%)
1987-88	1,202 (20%)	2,007 (33%)	1,758 (29%)	1,143 (19%)	6,110 (100%)
1988-89	214 (11%)	849 (42%)	650 (32%)	299 (15%)	2,013 (100%)
1989-90	209 (19%)	269 (25%)	425 (39%)	174 (16%)	1,077 (100%)
1990-91	422 (19%)	487 (22%)	1,068 (47%)	281 (12%)	2,258 (100%)
1991-92	1,141 (28%)	504 (12%)	1,750 (43%)	659 ^b (16%)	4,058 (100%)

^aNot available prior to 1986-87.

^bMiscellaneous markets include shipments to Duluth Superior destinations (7%), Midland/Southwest markets (2%), Pacific Northwest markets (1%), and all other markets (6%).

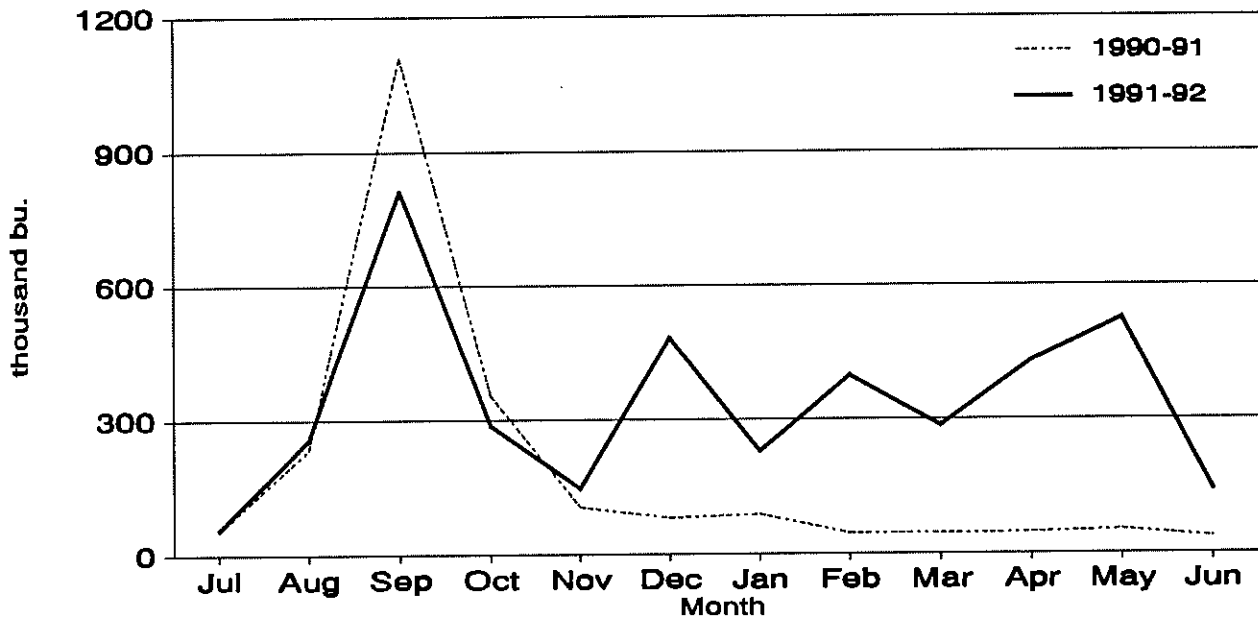
FLAX SHIPMENTS

1981-82 to 1991-92



FLAX SHIPMENTS

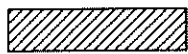
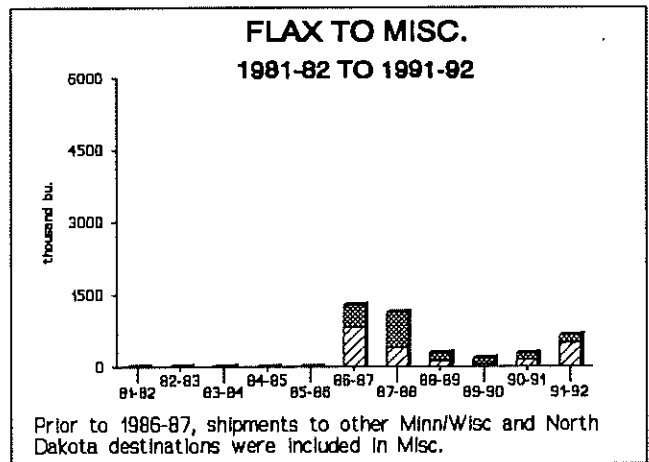
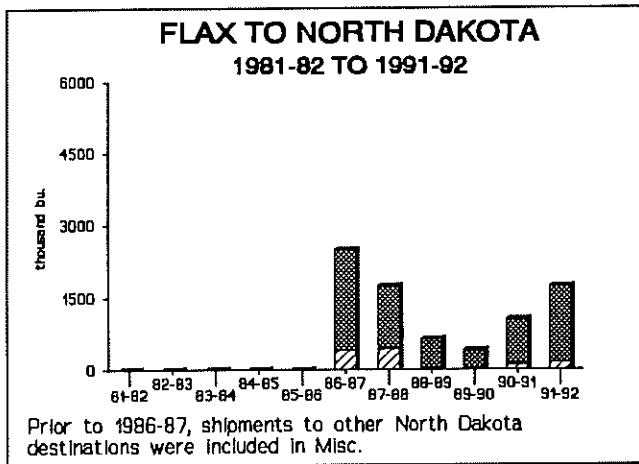
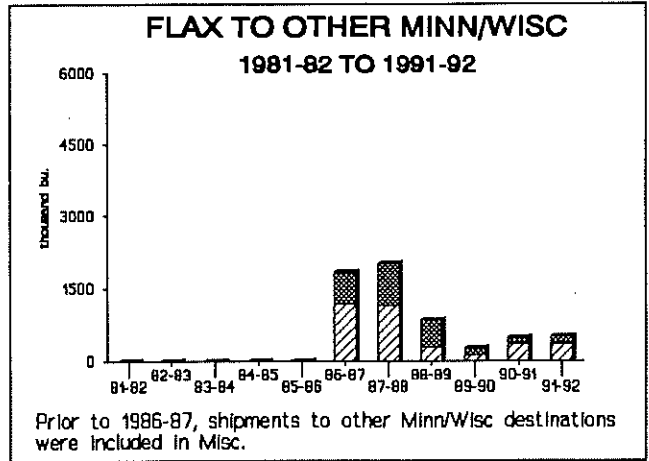
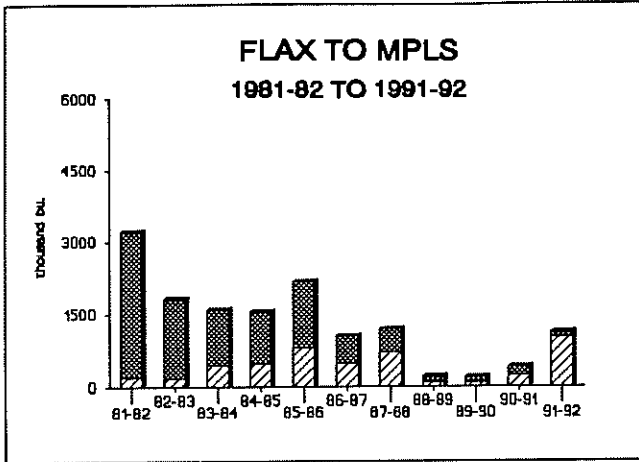
BY MONTH, 1990-91 & 1991-92



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

YEAR	MINNEAPOLIS- ST. PAUL		OTHER MINNESOTA - WISCONSIN		NORTH DAKOTA		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	987 (20%)	3,954 (80%)	-	-	-	-	-	-	1,287 (21%)	4,887 (79%)
1978-79	541 (13%)	3,513 (87%)	-	-	-	-	-	-	593 (15%)	3,948 (85%)
1979-80	555 (13%)	3,558 (87%)	-	-	-	-	-	-	653 (14%)	3,927 (86%)
1980-81	358 (9%)	3,516 (91%)	-	-	-	-	-	-	465 (11%)	3,711 (89%)
1981-82	203 (6%)	3,004 (94%)	-	-	-	-	-	-	228 (6%)	3,415 (94%)
1982-83	184 (10%)	1,635 (90%)	-	-	-	-	-	-	749 (15%)	4,134 (85%)
1983-84	455 (29%)	1,143 (71%)	-	-	-	-	-	-	785 (19%)	3,451 (81%)
1984-85	480 (31%)	1,075 (69%)	-	-	-	-	-	-	996 (24%)	3,103 (76%)
1985-86	813 (37%)	1,358 (63%)	-	-	-	-	-	^a	1,768 (32%)	3,736 (68%)
1986-87	478 (45%)	577 (55%)	1,175 (64%)	654 (36%)	413 (17%)	2,082 (83%)	830 (64%)	457 (36%)	2,896 (43%)	3,770 (57%)
1987-88	721 (60%)	481 (40%)	1,152 (57%)	855 (43%)	445 (25%)	1,313 (75%)	404 (35%)	737 (65%)	2,722 (45%)	3,386 (55%)
1988-89	101 (47%)	112 (53%)	288 (34%)	561 (66%)	44 (7%)	606 (93%)	125 (42%)	174 (58%)	559 (28%)	1,454 (72%)
1989-90	92 (44%)	116 (56%)	125 (46%)	144 (54%)	25 (6%)	400 (94%)	61 (35%)	113 (65%)	304 (28%)	773 (72%)
1990-91	238 (56%)	184 (44%)	358 (74%)	129 (26%)	117 (11%)	951 (89%)	145 (52%)	136 (48%)	858 (38%)	1,400 (62%)
1991-92	1,039 (91%)	102 (9%)	364 (72%)	140 (28%)	160 (9%)	1,590 (91%)	499 (76%)	158 (24%)	2,065 (51%)	1,993 (49%)

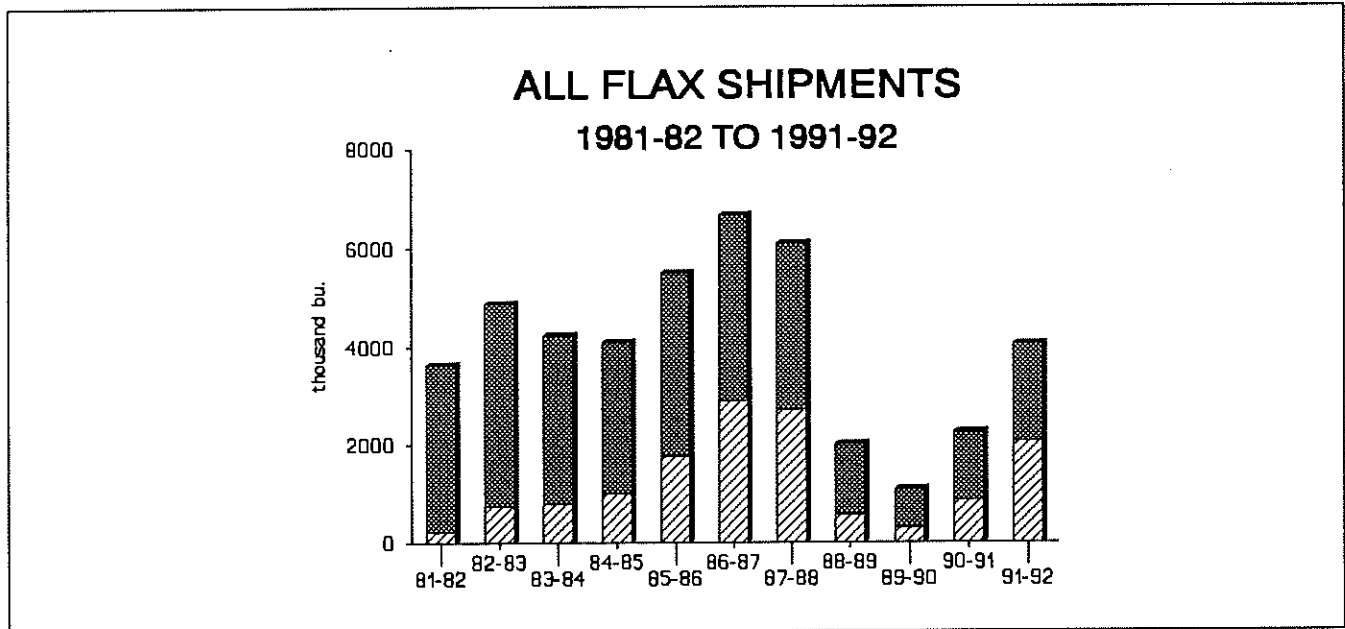
^aPrior to 1986-87 crop year, Other Minn./Wisconsin and North Dakota destinations were included in "Miscellaneous" Markets. Miscellaneous markets now includes shipments to Duluth-Superior and Pacific Northwest destinations.



Rail



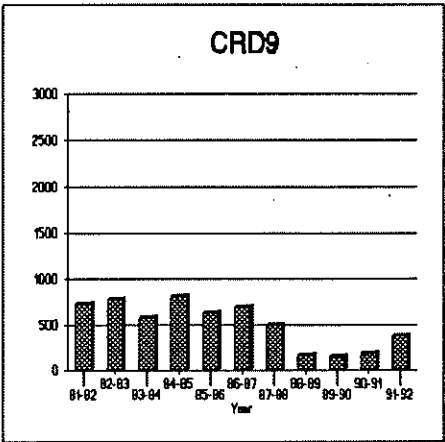
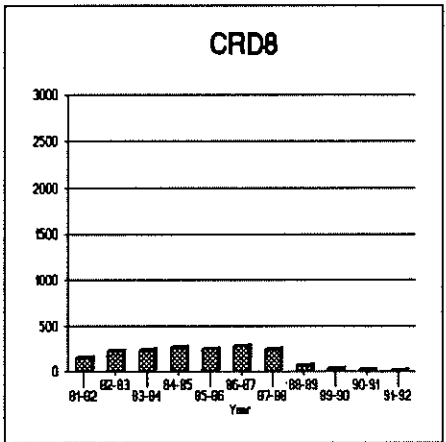
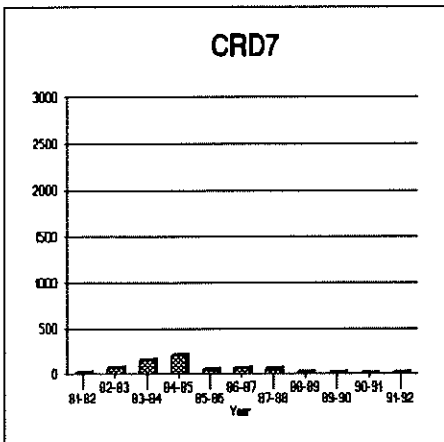
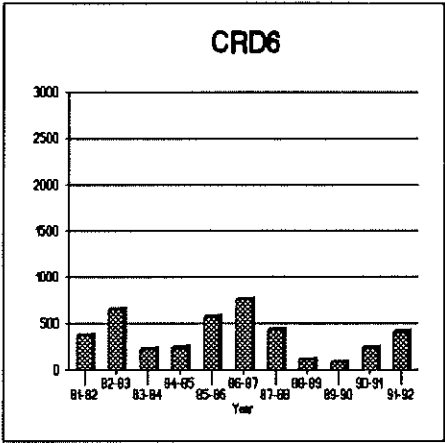
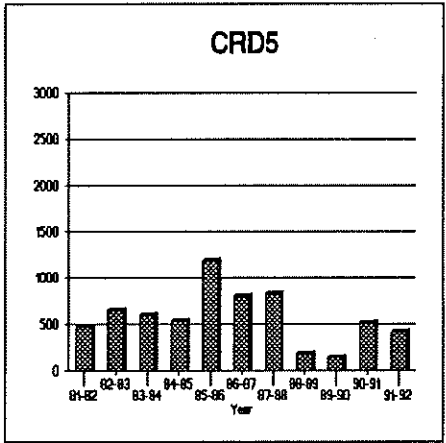
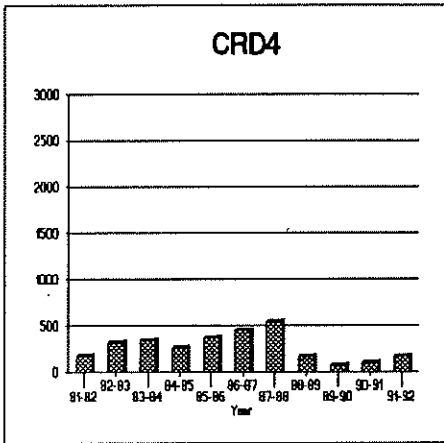
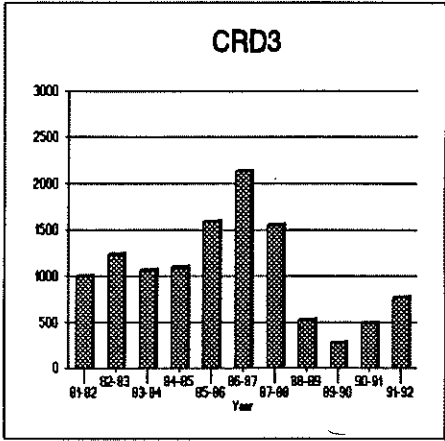
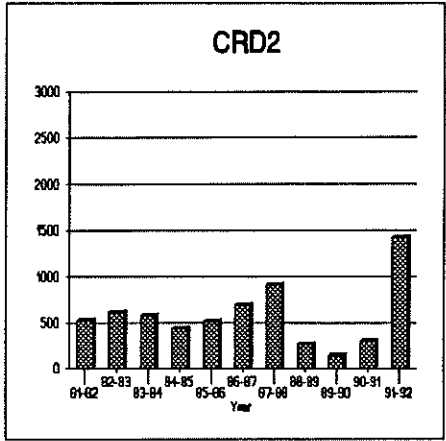
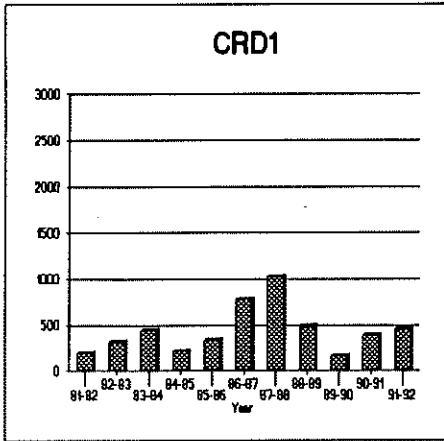
Truck

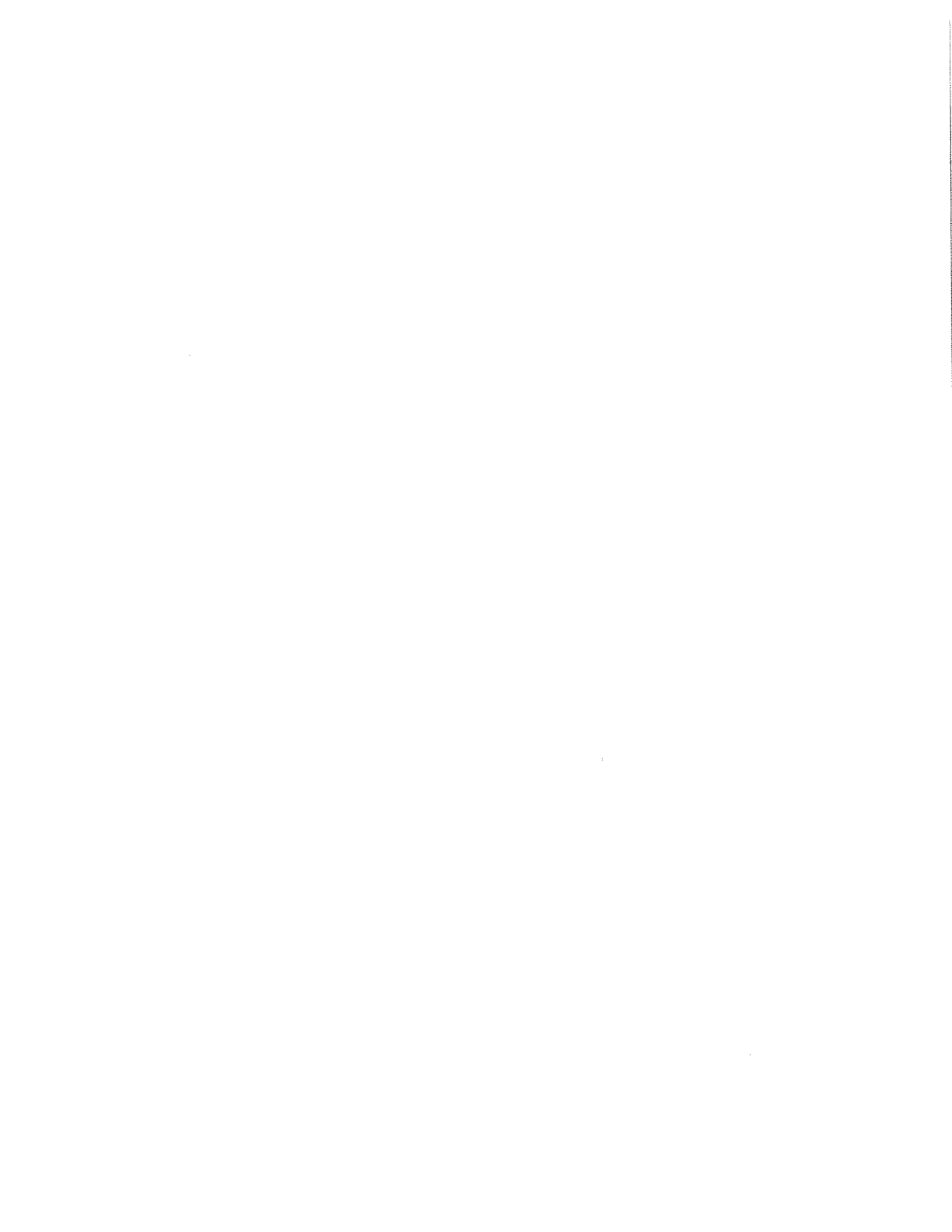


**NORTH DAKOTA FLAXSEED SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN
(thousand bu.)**

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	678 (11%)	1,022 (17%)	1,054 (17%)	203 (3%)	679 (11%)	1,024 (17%)	74 (1%)	145 (2%)	1,295 (21%)	6,174 (100%)
1978-79	515 (11%)	765 (17%)	547 (12%)	254 (6%)	474 (10%)	533 (12%)	57 (1%)	295 (6%)	1,102 (24%)	4,542 (100%)
1979-80	398 (9%)	752 (16%)	682 (15%)	207 (5%)	438 (10%)	641 (14%)	59 (1%)	203 (4%)	1,202 (26%)	4,582 (100%)
1980-81	348 (8%)	648 (16%)	707 (17%)	194 (4%)	481 (12%)	609 (15%)	22 (1%)	138 (3%)	1,029 (25%)	4,176 (100%)
1981-82	195 (5%)	530 (15%)	996 (27%)	178 (5%)	475 (13%)	377 (10%)	14 (0%)	147 (4%)	731 (20%)	3,644 (100%)
1982-83	319 (7%)	617 (13%)	1,235 (25%)	323 (7%)	654 (13%)	655 (13%)	67 (1%)	223 (5%)	780 (16%)	4,873 (100%)
1983-84	441 (10%)	579 (14%)	1,062 (25%)	349 (8%)	602 (14%)	227 (5%)	149 (4%)	239 (6%)	587 (14%)	4,235 (100%)
1984-85	217 (5%)	443 (11%)	1,097 (27%)	266 (6%)	541 (13%)	249 (6%)	204 (5%)	265 (6%)	816 (20%)	4,098 (100%)
1985-86	336 (6%)	518 (9%)	1,587 (29%)	373 (7%)	1,188 (22%)	573 (10%)	45 (1%)	247 (4%)	635 (12%)	5,503 (100%)
1986-87	780 (12%)	697 (10%)	2,132 (32%)	454 (7%)	803 (12%)	759 (11%)	62 (1%)	280 (4%)	697 (11%)	6,666 (100%)
1987-88	1,026 (17%)	918 (15%)	1,548 (25%)	545 (9%)	835 (14%)	436 (7%)	54 (1%)	244 (4%)	503 (8%)	6,109 (100%)
1988-89	494 (25%)	268 (13%)	525 (26%)	169 (8%)	187 (9%)	112 (6%)	19 (1%)	67 (3%)	168 (8%)	2,009 (100%)
1989-90	161 (15%)	145 (13%)	276 (26%)	72 (7%)	146 (13%)	84 (8%)	9 (1%)	30 (3%)	154 (14%)	1,077 (100%)
1990-91	388 (17%)	308 (14%)	490 (22%)	102 (5%)	523 (23%)	241 (11%)	4 (0%)	16 (1%)	186 (8%)	2,258 (100%)
1991-92	456 (11%)	1,421 (35%)	769 (19%)	173 (4%)	423 (10%)	413 (10%)	13 (0%)	5 (0%)	381 (9%)	4,058 (100%)

FLAX SHIPMENTS BY CROP REPORTING DISTRICT (thousand bushels)





***CORN
SHIPMENTS***

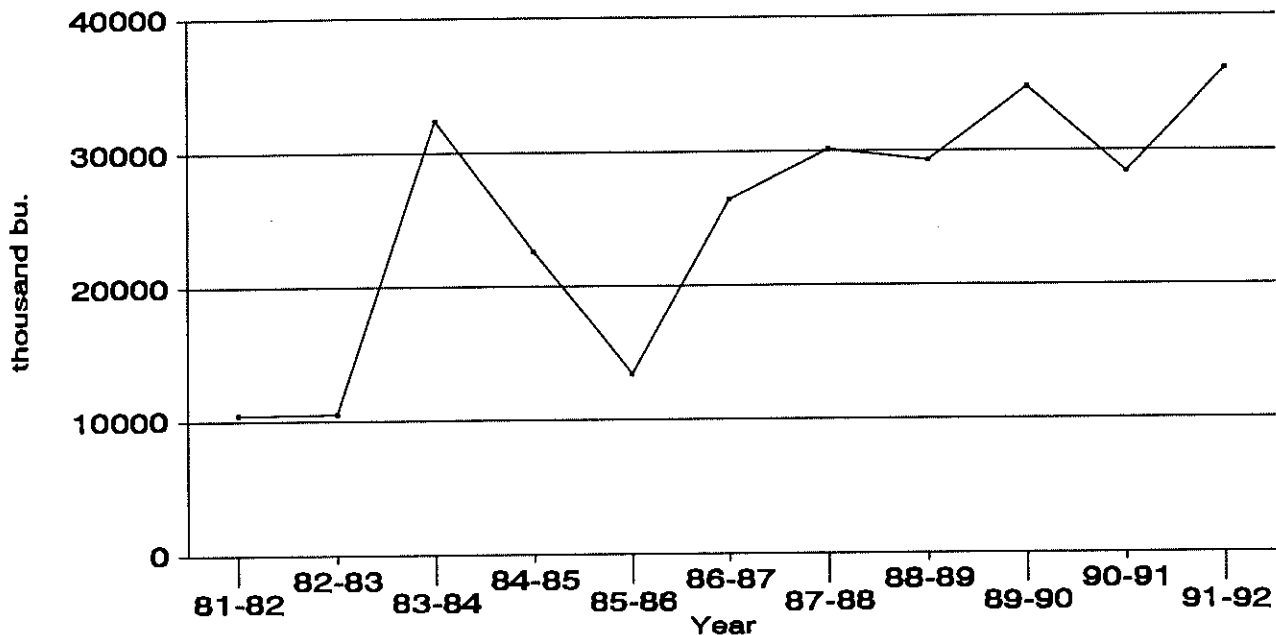
**NORTH DAKOTA CORN SHIPMENTS
BY DESTINATION
(thousand bu.)**

YEAR	MINNEAPOLIS - ST. PAUL	DULUTH - SUPERIOR	WEST	MISC. MARKETS	TOTAL
1978-79	157 (2%)	262 (3%)	6,373 (82%)	1,019 (13%)	7,808 (100%)
1979-80	265 (2%)	270 (2%)	9,802 (88%)	786 (7%)	11,123 (100%)
1980-81	406 (3%)	154 (1%)	11,409 (82%)	2,013 (14%)	13,982 (100%)
1981-82	514 (5%)	243 (2%)	7,247 (69%)	2,457 (23%)	10,460 (100%)
1982-83	296 (3%)	350 (3%)	5,474 (52%)	4,397 (42%)	10,518 (100%)
1983-84	2,735 (8%)	4,175 (13%)	20,323 (63%)	5,229 (16%)	32,463 (100%)
1984-85	1,189 (5%)	2,859 (13%)	13,659 (60%)	4,916 (22%)	22,623 (100%)
1985-86	1,254 (9%)	68 (1%)	6,488 (48%)	5,584 (42%)	13,394 (100%)
1986-87	359 (1%)	59 (0%)	18,952 (72%)	7,067 (27%)	26,437 (100%)
1987-88	312 (1%)	55 (0%)	23,742 (79%)	6,080 (20%)	30,189 (100%)
1988-89	603 (2%)	1,741 (6%)	21,861 (74%)	5,138 (18%)	29,344 (100%)
1989-90	900 (3%)	358 (1%)	26,133 (75%)	7,374 (21%)	34,764 (100%)
1990-91	944 (3%)	710 (2%)	19,590 (69%)	7,190 (25%)	28,434 (100%)
1991-92	1,556 (4%)	665 (2%)	25,034 (69%)	8,826^a (24%)	36,084 (100%)

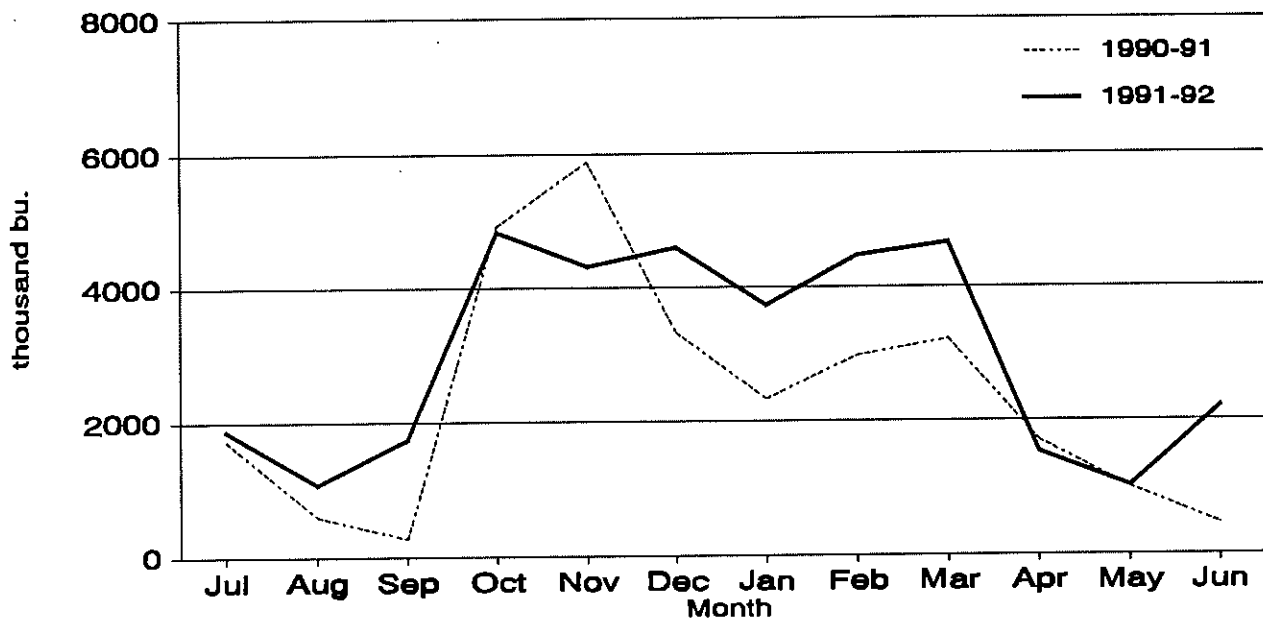
^aMiscellaneous markets include shipments to North Dakota destinations (13%), Midland/Southwest destinations (4%), and all other markets (7%).

CORN SHIPMENTS

1981-82 to 1991-92

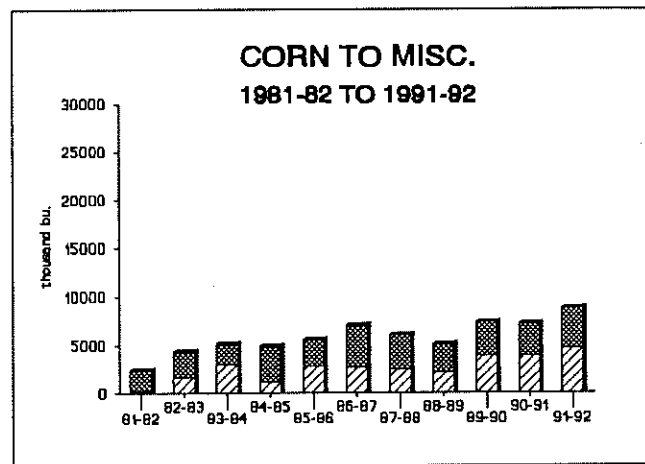
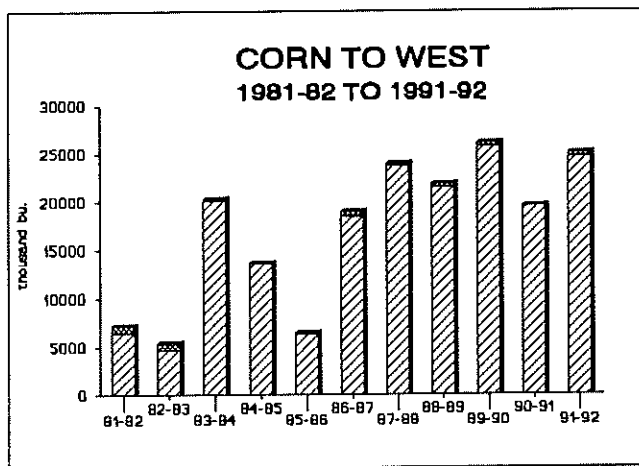
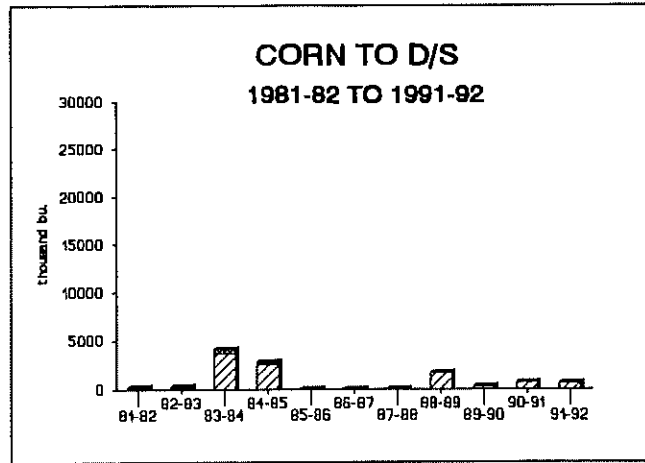
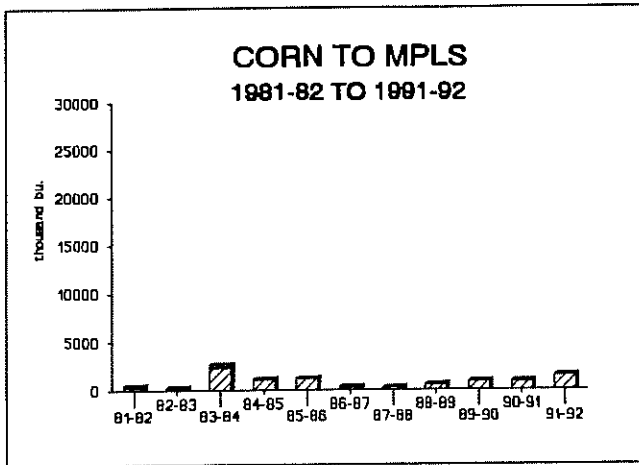


CORN SHIPMENTS BY MONTH, 1990-91 & 1991-92

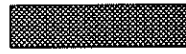


**NORTH DAKOTA CORN SHIPMENTS
BY RAIL, TRUCK AND DESTINATION
(thousand bu.)**

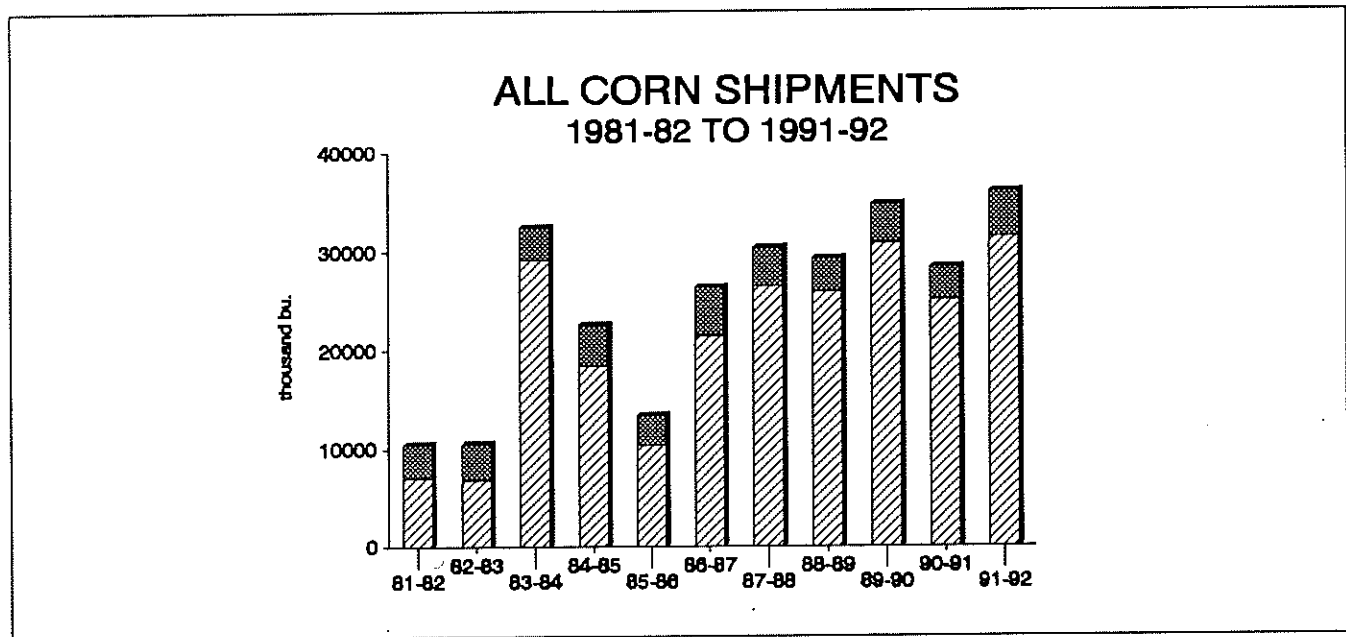
YEAR	MINNEAPOLIS - ST. PAUL		DULUTH - SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
1977-78	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1978-79	132 (84%)	25 (16%)	117 (45%)	142 (55%)	6,233 (98%)	140 (2%)	785 (77%)	234 (23%)	7,267 (93%)	541 (7%)
1979-80	221 (83%)	44 (17%)	150 (56%)	120 (44%)	9,752 (99%)	50 (1%)	525 (71%)	261 (29%)	10,648 (96%)	475 (4%)
1980-81	322 (79%)	84 (21%)	100 (53%)	54 (47%)	11,220 (98%)	189 (2%)	815 (40%)	1,198 (60%)	12,417 (89%)	1,525 (11%)
1981-82	278 (54%)	236 (46%)	74 (31%)	169 (69%)	6,465 (89%)	782 (11%)	256 (10%)	2,201 (90%)	7,072 (68%)	3,388 (32%)
1982-83	155 (52%)	141 (48%)	196 (56%)	154 (44%)	4,748 (87%)	726 (13%)	1,731 (39%)	2,666 (61%)	6,831 (65%)	3,687 (35%)
1983-84	2,332 (85%)	404 (15%)	3,737 (90%)	438 (10%)	20,133 (99%)	190 (1%)	3,034 (58%)	2,195 (42%)	29,236 (90%)	3,228 (10%)
1984-85	1,057 (89%)	132 (11%)	2,579 (90%)	280 (10%)	13,623 (100%)	36 (0%)	1,156 (24%)	3,759 (76%)	18,415 (81%)	4,207 (19%)
1985-86	1,185 (95%)	69 (5%)	43 (64%)	24 (36%)	6,305 (97%)	183 (3%)	2,815 (50%)	2,769 (50%)	10,348 (77%)	3,046 (23%)
1986-87	287 (80%)	71 (20%)	56 (95%)	3 (5%)	18,407 (97%)	544 (3%)	2,703 (38%)	4,364 (62%)	21,454 (81%)	4,982 (19%)
1987-88	291 (93%)	21 (7%)	14 (25%)	41 (75%)	23,742 (99%)	236 (1%)	2,524 (42%)	3,556 (58%)	26,571 (87%)	3,854 (13%)
1988-89	570 (95%)	32 (5%)	1,727 (99%)	13 (1%)	21,498 (98%)	362 (2%)	2,175 (42%)	2,962 (58%)	25,972 (89%)	3,371 (11%)
1989-90	876 (97%)	24 (3%)	357 (100%)	1 (0%)	25,720 (98%)	412 (2%)	3,914 (53%)	3,460 (47%)	30,867 (89%)	3,897 (11%)
1990-91	915 (97%)	28 (3%)	708 (100%)	2 (0%)	19,555 (100%)	35 (0%)	3,913 (54%)	3,278 (46%)	25,091 (88%)	3,343 (12%)
1991-92	1,474 (95%)	81 (5%)	651 (98%)	13 (2%)	24,641 (98%)	392 (2%)	4,731 (54%)	4,093 (46%)	31,501 (87%)	4,583 (13%)



Rail



Truck



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

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
1977-78	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1978-79	0 (0%)	0 (0%)	424 (5%)	0 (0%)	64 (1%)	1,388 (18%)	0 (0%)	3 (0%)	5,929 (76%)	7,808 (100%)
1979-80	0 (0%)	0 (0%)	384 (3%)	0 (0%)	53 (0%)	2,527 (23%)	0 (0%)	0 (0%)	8,159 (73%)	11,123 (100%)
1980-81	2 (0%)	0 (0%)	382 (3%)	0 (0%)	88 (1%)	2,329 (17%)	0 (0%)	0 (0%)	11,141 (80%)	13,942 (100%)
1981-82	0 (0%)	0 (0%)	769 (7%)	3 (0%)	35 (0%)	1,982 (19%)	0 (0%)	0 (0%)	7,671 (73%)	10,460 (100%)
1982-83	121 (1%)	6 (0%)	791 (8%)	33 (0%)	137 (1%)	3,132 (30%)	5 (0%)	0 (0%)	6,293 (60%)	10,518 (100%)
1983-84	12 (0%)	139 (0%)	1,997 (6%)	242 (1%)	1,159 (4%)	9,477 (29%)	249 (1%)	224 (1%)	18,963 (58%)	32,463 (100%)
1984-85	0 (0%)	20 (0%)	1,109 (5%)	49 (0%)	600 (3%)	6,800 (30%)	496 (2%)	304 (1%)	13,246 (59%)	22,623 (100%)
1985-86	1 (0%)	9 (0%)	334 (2%)	12 (0%)	162 (1%)	3,181 (24%)	12 (0%)	11 (0%)	9,671 (72%)	13,394 (100%)
1986-87	0 (0%)	129 (0%)	1,394 (5%)	95 (0%)	383 (1%)	9,360 (35%)	54 (0%)	12 (0%)	15,008 (57%)	26,437 (100%)
1987-88	14 (0%)	26 (0%)	1,591 (5%)	127 (0%)	582 (2%)	8,516 (28%)	9 (0%)	116 (0%)	19,445 (64%)	30,426 (100%)
1988-89	12 (0%)	0 (0%)	648 (2%)	40 (0%)	173 (1%)	6,926 (23%)	0 (0%)	0 (0%)	21,542 (73%)	29,341 (100%)
1989-90	7 (0%)	0 (0%)	797 (2%)	7 (0%)	153 (1%)	7,784 (22%)	1 (0%)	0 (0%)	26,015 (75%)	34,764 (100%)
1990-91	0 (0%)	144 (1%)	479 (2%)	142 (0%)	78 (0%)	6,812 (24%)	0 (0%)	871 (3%)	19,908 (70%)	28,434 (100%)
1991-92	30 (0%)	18 (0%)	1,391 (4%)	20 (0%)	593 (2%)	9,660 (27%)	1 (0%)	17 (0%)	24,350 (67%)	36,084 (100%)

CORN SHIPMENTS BY CROP REPORTING DISTRICT (thousand bushels)

