

**Market Share for Grain & Oilseed Shipments from North Dakota Elevators**

*North Dakota PSC Grain Movement Summary, July-June*

1,000 Bushels

	<u>HRS Wheat</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2014-15	184,152	65%	31,482	11%	6,917	2%	14,129	5%	19,653	7%	28,299	10%	284,631
2015-16	180,812	64%	30,841	11%	7,914	3%	15,939	6%	22,211	8%	25,949	9%	283,666
2016-17	198,053	65%	34,989	11%	7,878	3%	17,636	6%	22,573	7%	24,831	8%	305,961
2017-18	134,602	63%	24,048	11%	4,825	2%	8,988	4%	22,273	10%	20,348	9%	215,085
2018-19	165,514	66%	22,397	9%	5,635	2%	12,924	5%	25,667	10%	20,156	8%	252,293
2019-20	177,615	68%	22,598	9%	5,832	2%	14,330	5%	20,715	8%	21,819	8%	262,909
2020-21	150,357	64%	28,692	12%	3,892	2%	14,615	6%	18,526	8%	18,758	8%	234,840
2021-22	134,873	61%	24,882	11%	8,866	4%	9,940	5%	23,692	11%	18,501	8%	220,755
2022-23	154,389	65%	22,941	10%	6,292	3%	10,418	4%	21,773	9%	21,984	9%	237,797
2023-24*	160,504	64%	29,829	12%	7,999	3%	10,733	4%	20,738	8%	21,077	8%	250,880
2024-25*	108,437	62%	22,829	13%	2,885	2%	8,025	5%	17,081	10%	15,204	9%	174,461

	<u>Durum Wht</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2014-15	14,138	56%	5,415	21%	0	0%	1,027	4%	24	0%	4,612	18%	25,216
2015-16	16,604	62%	5,995	22%	48	0%	1,432	5%	39	0%	2,810	10%	26,929
2016-17	19,408	64%	4,582	15%	287	1%	2,343	8%	197	1%	3,746	12%	30,564
2017-18	8,742	51%	2,869	17%	294	2%	1,076	6%	273	2%	3,744	22%	16,997
2018-19	15,995	65%	3,251	13%	235	1%	1,483	6%	131	1%	3,495	14%	24,590
2019-20	21,813	69%	3,626	11%	0	0%	2,686	8%	34	0%	3,613	11%	31,772
2020-21	14,210	64%	2,292	10%	29	0%	2,496	11%	0	0%	3,339	15%	22,365
2021-22	10,380	46%	1,294	6%	0	0%	2,043	9%	3,524	16%	5,133	23%	22,375
2022-23	13,206	63%	1,211	6%	0	0%	907	4%	512	2%	5,271	25%	21,107
2023-24*	17,679	69%	1,645	6%	0	0%	1,173	5%	914	4%	4,272	17%	25,682
2024-25*	10,290	66%	888	6%	31	0%	1,242	8%	7	0%	3,196	20%	15,654

	<u>Barley</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2014-15	21,225	46%	1,665	4%	418	1%	208	0%	2,397	5%	20,679	44%	46,592
2015-16	19,453	39%	870	2%	3,348	7%	125	0%	2,914	6%	22,998	46%	49,708
2016-17	15,263	35%	1,166	3%	1,026	2%	134	0%	1,941	4%	24,361	56%	43,891
2017-18	10,317	27%	677	2%	1,032	3%	9	0%	2,161	6%	23,946	63%	38,142
2018-19	9,622	29%	282	1%	626	2%	19	0%	2,379	7%	19,786	60%	32,714
2019-20	8,788	16%	204	0%	308	1%	0	0%	1,669	3%	44,904	80%	55,874
2020-21	7,312	28%	238	1%	52	0%	0	0%	2,332	9%	16,165	62%	26,098
2021-22	4,854	24%	166	1%	38	0%	0	0%	2,035	10%	13,526	66%	20,619
2022-23	5,900	31%	479	3%	1,420	7%	202	1%	2,163	11%	8,868	47%	19,031
2023-24*	5,894	31%	90	0%	44	0%	91	0%	2,135	11%	10,810	57%	19,064
2024-25*	4,011	35%	151	1%	43	0%	0	0%	2,464	21%	4,924	42%	11,593

	<u>Soybeans</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2014-15	100,761	49%	30,109	15%	30,744	15%	17,876	9%	10,515	5%	15,830	8%	205,835
2015-16	95,102	53%	23,095	13%	23,804	13%	15,382	9%	9,223	5%	13,551	8%	180,157
2016-17	120,747	51%	30,769	13%	40,236	17%	18,145	8%	12,146	5%	13,170	6%	235,212
2017-18	119,950	56%	22,045	10%	31,462	15%	16,028	7%	12,068	6%	12,256	6%	213,809
2018-19	90,342	50%	21,445	12%	29,758	16%	11,016	6%	12,199	7%	15,613	9%	180,373
2019-20	112,503	57%	23,046	12%	29,114	15%	8,108	4%	8,203	4%	17,406	9%	198,380
2020-21	104,115	55%	24,186	13%	21,879	12%	13,618	7%	7,892	4%	16,468	9%	188,159
2021-22	82,632	51%	13,990	9%	33,267	21%	7,664	5%	9,788	6%	14,298	9%	161,640
2022-23	91,775	49%	19,317	10%	40,187	22%	9,019	5%	11,162	6%	15,402	8%	186,862
2023-24*	85,888	48%	20,806	12%	35,302	20%	7,994	4%	10,122	6%	19,903	11%	180,014
2024-25*	81,642	50%	13,030	8%	27,104	17%	8,788	5%	11,007	7%	21,944	13%	163,515

	<u>Corn</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2014-15	69,675	29%	24,443	10%	57,086	24%	29,156	12%	3,695	2%	53,336	22%	237,390
2015-16	56,861	31%	15,365	8%	38,204	21%	23,005	12%	1,178	1%	50,514	27%	185,128
2016-17	104,193	39%	19,312	7%	68,418	26%	19,483	7%	2,992	1%	50,623	19%	265,021
2017-18	102,918	39%	25,951	10%	73,218	27%	20,329	8%	1,393	1%	43,184	16%	266,993
2018-19	94,678	38%	20,903	8%	78,855	31%	17,515	7%	787	0%	37,824	15%	250,562
2019-20	65,376	41%	12,472	8%	30,771	19%	11,856	7%	0	0%	38,925	24%	159,401
2020-21	47,402	32%	15,456	10%	32,335	22%	8,760	6%	197	0%	46,054	31%	150,203
2021-22	60,795	30%	12,329	6%	66,413	33%	10,169	5%	797	0%	50,645	25%	201,148
2022-23	78,588	40%	13,010	7%	50,013	25%	12,485	6%	807	0%	41,898	21%	196,801
2023-24*	113,892	40%	22,544	8%	85,247	30%	20,306	7%	2,001	1%	42,148	15%	286,138
2024-25*	102,476	45%	12,686	6%	72,396	32%	14,181	6%	2,006	1%	21,583	10%	225,328

	<u>All Grain</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2014-15	412,320	47%	98,362	11%	96,192	11%	63,082	7%	37,297	4%	162,287	19%	869,541
2015-16	393,754	49%	82,283	10%	73,953	9%	57,172	7%	36,676	5%	160,283	20%	804,121
2016-17	480,837	50%	95,986	10%	118,659	12%	59,486	6%	40,224	4%	161,101	17%	956,294
2017-18	396,454	48%	80,821	10%	111,686	14%	46,895	6%	38,915	5%	149,117	18%	823,888
2018-19	399,839	49%	71,613	9%	115,733	14%	43,242	5%	41,750	5%	136,545	17%	808,723
2019-20	411,113	50%	64,246	8%	66,540	8%	38,760	5%	31,673	4%	216,263	26%	828,594
2020-21	350,486	49%	73,485	10%	58,845	8%	40,472	6%	29,357	4%	157,842	22%	710,487
2021-22	305,988	44%	53,495	8%	110,374	16%	30,196	4%	40,077	6%	151,344	22%	691,474
2022-23	363,136	49%	61,632	8%	99,872	14%	33,255	5%	37,158	5%	139,159	19%	734,213
2023-24*	403,133	48%	78,405	9%	129,232	15%	44,262	5%	37,499	4%	148,379	18%	840,909
2024-25*	330,264	50%	53,814	8%	103,022	16%	34,046	5%	32,937	5%	103,761	16%	657,844

\*results are preliminary

\*\*\* Revised 9/21

**Modal Share for Grain & Oilseed Shipments Originating from ND Elevators on BN,CP,RRVW,DMVW, and NP Railroads**

*North Dakota Department of Agriculture Grain Movement Summary, July-June*

*1,000 Bushels*

	<b>HRS Wheat</b>																				<b>Total</b>
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>				<b>NP</b>				
	<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			
2014-15	184,152	91%	19,287	9%	31,482	89%	4,016	11%	6,917	77%	2,066	23%	14,129	99%	188	1%	19,653	92%	1,741	8%	284,631
2015-16	180,812	92%	15,527	8%	30,841	87%	4,497	13%	7,914	71%	3,177	29%	15,939	95%	765	5%	22,211	93%	1,670	7%	283,666
2016-17	198,053	93%	14,273	7%	34,989	92%	3,204	8%	7,878	69%	3,580	31%	17,636	93%	1,344	7%	22,573	94%	1,534	6%	305,961
2017-18	134,602	91%	12,869	9%	24,048	94%	1,510	6%	4,825	61%	3,049	39%	8,988	88%	1,203	12%	22,273	95%	1,183	5%	215,085
2018-19	165,514	93%	13,089	7%	22,397	95%	1,211	5%	5,635	72%	2,182	28%	12,924	95%	610	5%	25,667	92%	2,210	8%	252,293
2019-20	177,615	92%	15,655	8%	22,598	95%	1,246	5%	5,832	71%	2,428	29%	14,330	96%	648	4%	20,715	92%	1,711	8%	262,909
2020-21	150,357	92%	13,549	8%	28,692	97%	959	3%	3,892	63%	2,287	37%	14,615	98%	366	2%	18,526	96%	796	4%	234,840
2021-22	134,873	91%	13,380	9%	24,882	97%	699	3%	8,866	81%	2,068	19%	9,940	98%	238	2%	23,692	94%	1,433	6%	220,755
2022-23	154,389	90%	17,407	10%	22,941	96%	871	4%	6,292	84%	1,219	16%	10,418	99%	144	1%	21,773	94%	1,286	6%	237,797
2023-24*	160,504	91%	14,918	9%	29,829	98%	506	2%	7,999	77%	2,344	23%	10,733	96%	475	4%	20,738	93%	1,656	7%	250,880
2024-25*	108,437	90%	11,552	10%	22,829	99%	333	1%	2,885	68%	1,371	32%	8,025	96%	324	4%	17,081	96%	667	4%	174,461

	<b>Durum Wht</b>																				<b>Total</b>
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>				<b>NP</b>				
	<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			
2014-15	14,138	88%	1,925	12%	5,415	68%	2,574	32%	0	0%	30	100%	1,027	99%	14	1%	24	26%	69	74%	25,216
2015-16	16,604	92%	1,535	8%	5,995	85%	1,032	15%	48	69%	21	31%	1,432	95%	76	5%	39	46%	47	54%	26,929
2016-17	19,408	89%	2,441	11%	4,582	88%	612	12%	287	59%	201	41%	2,343	96%	89	4%	197	74%	68	26%	30,564
2017-18	8,742	79%	2,386	21%	2,869	76%	891	24%	294	59%	201	41%	1,076	96%	42	4%	273	100%	0	0%	16,997
2018-19	15,995	88%	2,244	12%	3,251	76%	1,038	24%	235	73%	88	27%	1,483	98%	30	2%	131	100%	0	0%	24,590
2019-20	21,813	89%	2,722	11%	3,626	85%	642	15%	0	0%	31	100%	2,686	97%	92	3%	34	28%	90	72%	31,772
2020-21	14,210	85%	2,575	15%	2,292	88%	309	12%	29	100%	0	0%	2,496	98%	58	2%	0	0%	0	0%	22,365
2021-22	10,380	72%	3,978	28%	1,294	67%	628	33%	0	0%	0	0%	2,043	98%	45	2%	3,524	94%	241	6%	22,375
2022-23	13,206	80%	3,339	20%	1,211	70%	517	30%	0	0%	0	0%	907	100%	0	0%	512	53%	449	47%	21,107
2023-24*	17,679	89%	2,264	11%	1,645	69%	730	31%	0	0%	1	100%	1,173	98%	20	2%	914	62%	564	38%	25,682
2024-25*	10,290	88%	1,345	12%	888	65%	483	35%	31	100%	0	0%	1,242	86%	203	14%	7	1%	880	99%	15,654

	<b>Barley</b>																				<b>Total</b>
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>				<b>NP</b>				
	<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			
2014-15	21,225	59%	14,971	41%	1,665	49%	1,756	51%	418	23%	1,402	77%	208	41%	295	59%	2,397	62%	1,441	38%	46,592
2015-16	19,453	54%	16,857	46%	870	27%	2,383	73%	3,348	64%	1,917	36%	125	55%	101	45%	2,914	73%	1,097	27%	49,708
2016-17	15,263	45%	18,539	55%	1,166	42%	1,624	58%	1,026	30%	2,416	70%	134	95%	8	5%	1,941	70%	833	30%	43,891
2017-18	10,317	36%	18,371	64%	677	27%	1,799	73%	1,032	32%	2,164	68%	9	20%	35	80%	2,161	69%	973	31%	38,142
2018-19	9,622	38%	15,456	62%	282	24%	891	76%	626	23%	2,065	77%	19	63%	11	37%	2,379	77%	712	23%	32,714
2019-20	8,788	17%	41,506	83%	204	23%	702	77%	308	13%	1,983	87%	0	0%	33	100%	1,669	81%	390	19%	55,874
2020-21	7,312	33%	14,894	67%	238	41%	343	59%	52	13%	340	87%	0	0%	4	100%	2,332	91%	244	9%	26,098
2021-22	4,854	29%	12,025	71%	166	29%	410	71%	38	8%	408	92%	0	0%	0	0%	2,035	89%	250	11%	20,619
2022-23	5,900	44%	7,413	56%	479	43%	640	57%	1,420	85%	260	15%	202	100%	0	0%	2,163	93%	154	7%	19,031
2023-24*	5,894	41%	8,518	59%	90	12%	675	88%	44	9%	447	91%	91	99%	1	1%	2,135	73%	781	27%	19,064
2024-25*	4,011	51%	3,899	49%	151	29%	364	71%	43	30%	99	70%	0	0%	5	100%	2,464	94%	160	6%	11,593

	<b>Soybeans</b>																				<b>Total</b>
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>				<b>NP</b>				
	<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			
2014-15	100,761	95%	5,861	5%	30,109	90%	3,317	10%	30,744	88%	4,307	12%	17,876	93%	1,342	7%	10,515	98%	201	2%	205,835
2015-16	95,102	96%	3,891	4%	23,095	86%	3,627	14%	23,804	83%	5,027	17%	15,382	97%	545	3%	9,223	99%	91	1%	180,157
2016-17	120,747	97%	4,362	3%	30,769	89%	3,835	11%	40,236	92%	3,499	8%	18,145	97%	542	3%	12,146	99%	142	1%	235,212
2017-18	119,950	97%	3,711	3%	22,045	86%	3,665	14%	31,462	90%	3,347	10%	16,028	96%	668	4%	12,068	100%	32	0%	213,809
2018-19	90,342	95%	5,188	5%	21,445	89%	2,632	11%	29,758	84%	5,877	16%	11,016	91%	1,130	9%	12,199	100%	22	0%	180,373
2019-20	112,503	96%	4,861	4%	23,046	89%	2,875	11%	29,114	83%	5,804	17%	8,108	77%	2,428	23%	8,203	98%	198	2%	198,380
2020-21	104,115	95%	5,685	5%	24,186	89%	3,046	11%	21,879	85%	3,731	15%	13,618	90%	1,522	10%	7,892	100%	0	0%	188,159
2021-22	82,632	96%	3,131	4%	13,990	86%	2,240	14%	33,267	87%	5,078	13%	7,664	89%	918	11%	9,788	99%	122	1%	161,640
2022-23	91,775	92%	8,141	8%	19,317	89%	2,290	11%	40,187	97%	1,435	3%	9,019	92%	789	8%	11,162	99%	168	1%	186,862
2023-24*	85,888	91%	8,075	9%	20,806	92%	1,927	8%	35,302	89%	4,265	11%	7,994	87%	1,239	13%	10,122	94%	594	6%	180,014
2024-25*	81,642	89%	9,982	11%	13,030	88%	1,717	12%	27,104	87%	4,205	13%	8,788	90%	978	10%	11,007	96%	409	4%	163,515

	<b>Corn</b>																				<b>Total</b>
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>				<b>NP</b>				
	<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			<u>Rail</u>	<u>Truck</u>			
2014-15	69,675	75%	23,319	25%	24,443	73%	9,133	27%	57,086	85%	10,433	15%	29,156	82%	6,226	18%	3,695	0%	435	0%	237,390
2015-16	56,861	73%	20,809	27%	15,365	66%	7,904	34%	38,204	75%	12,997	25%	23,005	86%	3,704	14%	1,178	0%	1,019	0%	185,128
2016-17	104,193	86%	16,427	14%	19,312	67%	9,490	33%	68,418	82%	14,786	18%	19,483	84%	3,751	16%	2,992	0%	842	0%	265,021
2017-18	102,918	87%	15,488	13%	25,951	77%	7,968	23%	73,218	86%	12,274	14%	20,329	90%	2,289	10%	1,393	0%	1,885	0%	266,993
2018-19	94,678	86%	15,415	14%	20,903	76%	6,466	24%	78,855	90%	8,925	10%	17,515	89%	2,231	11%	787	0%	1,371	0%	250,562
2019-20	65,376	80%	16,068	20%	12,472	69%	5,505	31%	30,771	74%	10,613	26%	11,856	88%	1,570	12%	0	0%	1,232	0%	159,401
2020-21	47,402	69%	21,487	31%	15,456	69%	7,075	31%	32,335	84%	6,162	16%	8,760	74%	3,020	26%	197	0%	1,035	0%	150,203
2021-22	60,795	68%	28,365	32%	12,329	67%	5,938	33%	66,413	92%	5,660	8%	10,169	82%	2,292	18%	797	0%	943	0%	201,148
2022-23	78,588	82%	17,265	18%	13,010	71%	5,340	29%	50,013	88%	6,561	12%	12,485	84%	2,330	16%	807	0%	625	0%	196,801
2023-24*	113,892	85%	19,477	15%	22,544	82%	5,071	18%	85,247	93%	6,278	7%	20,306	92%	1,886	8%	2,001	0%	778	0%	286,138
2024-25*	102,476	91%	9,944	9%	12,686	92%	1,161	8%	72,396	97%	1,982	3%	14,181	87%	2,074	13%					

2022-23	363,136	82%	79,169	18%	61,632	80%	15,240	20%	99,872	91%	10,221	9%	33,255	90%	3,768	10%	37,158	78%	10,259	22%	734,213
2023-24*	403,133	83%	82,842	17%	78,405	86%	13,099	14%	129,232	90%	14,026	10%	44,262	91%	4,155	9%	37,499	74%	13,366	26%	840,909
2024-25*	330,264	85%	56,825	15%	53,814	88%	7,479	12%	103,022	93%	8,323	7%	34,046	87%	4,930	13%	32,937	78%	9,024	22%	657,844

\*results are preliminary

\*\*\* Revised 9/21

**Destination for Grain & Oilseed Shipments Originating from North Dakota Elevators**  
 North Dakota Department of Agriculture Grain Movement Summary, July-June  
 1,000 Bushels

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		HRS Wht Gulf***		Midland***	PNW	SW***	ND	
	2014-15	15,159	5%	27,823	10%	15,308	5%	30,389	11%		70,867	25%	25,775
2015-16	9,271	3%	26,868	9%	11,443	4%	29,934	11%		89,365	32%	22,877	
2016-17	13,217	4%	43,058	14%	14,232	5%	24,411	8%		109,590	36%	20,657	
2017-18	4,736	2%	30,261	14%	13,724	6%	19,133	9%		68,684	32%	16,997	
2018-19	9,920	4%	33,282	13%	9,909	4%	28,565	11%		89,178	35%	16,323	
2019-20	10,820	4%	40,359	15%	13,032	5%	31,053	12%		90,014	34%	17,715	
2020-21	4,431	2%	35,302	15%	13,083	6%	23,921	10%		76,380	33%	17,280	
2021-22	6,088	3%	36,966	17%	11,179	5%	25,301	11%		65,648	30%	19,372	
2022-23	3,624	2%	37,498	16%	6,724	3%	11,132	5%	8,575	4%	72,850	31%	18,714
2023-24*	3,549	1%	41,344	16%	11,137	4%	14,287	6%	9,779	4%	80,828	32%	19,812
2024-25*	4,926	3%	33,115	19%	10,809	6%	6,280	4%	6,213	4%	49,477	28%	14,498

  

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND
	2014-15	6,178	25%	3,747	15%	1,858	7%	5,340	21%		440	2%
2015-16	6,294	23%	4,637	17%	1,220	5%	5,291	20%		1,414	5%	3,800
2016-17	9,926	32%	6,085	20%	1,685	6%	4,635	15%		173	1%	4,201
2017-18	2,454	14%	3,159	19%	1,354	8%	3,427	20%		852	5%	3,931
2018-19	7,365	30%	4,258	17%	2,068	8%	2,100	9%		1,040	4%	4,550
2019-20	14,585	46%	4,076	13%	2,503	8%	1,896	6%		180	1%	4,808
2020-21	5,154	20%	3,497	13%	2,237	8%	3,252	12%		4,145	16%	4,027
2021-22	1,481	8%	2,388	8%	2,621	9%	4,197	15%		1	23%	6,502
2022-23	1,313	6%	2,191	10%	1,620	8%	3,397	16%	395	2%	1	7,369
2023-24*	4,652	18%	2,425	9%	2,696	10%	3,107	12%	1,008	4%	841	5,064
2024-25*	958	6%	2,273	15%	3,251	21%	726	5%	1,941	##	30	3,786

  

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND
	2014-15	0	0%	12,999	28%	8,964	19%	3,112	7%		24	0%
2015-16	1,174	2%	12,675	25%	11,006	22%	2,277	5%		43	0%	15,025
2016-17	219	1%	16,751	38%	7,353	17%	1,973	4%		84	0%	13,799
2017-18	54	0%	16,618	44%	7,136	19%	1,336	4%		115	0%	10,201
2018-19	13	0%	15,728	48%	6,725	21%	1,067	3%		347	1%	6,289
2019-20	4	0%	11,435	20%	19,956	36%	12,806	23%		51	0%	3,831
2020-21	1	0%	10,005	38%	7,636	29%	882	3%		92	0%	2,595
2021-22	0	0%	8,613	42%	6,359	31%	809	4%		107	1%	2,203
2022-23	0	0%	3,538	18%	6,679	34%	598	3%	598	3%	322	5,339
2023-24*	0	0%	4,570	24%	7,190	38%	72	0%	1,244	7%	107	3,461
2024-25*	0	0%	3,932	34%	2,794	24%	16	0%	509	4%	35	1,224

  

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND	
	2014-15	0	0%	4,749	2%	6,163	3%	7,395	4%		142,210	69%	13,571
2015-16	3	0%	7,343	4%	5,045	3%	6,958	4%		119,051	66%	13,676	
2016-17	87	0%	8,879	4%	6,944	3%	6,671	3%		168,274	72%	14,783	
2017-18	369	0%	7,052	3%	5,815	3%	2,727	1%		154,419	72%	10,954	
2018-19	539	0%	6,554	4%	9,291	5%	12,850	7%		112,786	63%	11,901	
2019-20	0	0%	7,654	4%	6,866	3%	8,247	4%		141,552	71%	8,154	
2020-21	1	0%	4,628	2%	9,796	5%	5,812	3%		133,463	71%	11,798	
2021-22	420	0%	3,237	2%	8,843	5%	2,001	1%		115,279	71%	10,066	
2022-23	0	0%	7,052	4%	10,768	6%	0	0%	1,596	1%	125,878	67%	7,498
2023-24*	1,725	1%	6,059	3%	8,669	5%	93	0%	2,173	1%	118,193	66%	16,065
2024-25*	0	0%	5,281	3%	5,726	4%	0	0%	525	0%	104,291	64%	19,112

  

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND	
	2014-15	113	0%	4,673	2%	7,097	3%	12,005	5%		106,631	45%	61,525
2015-16	509	0%	5,110	3%	2,981	2%	6,498	4%		83,921	45%	49,512	
2016-17	422	0%	4,838	2%	8,512	3%	1,627	1%		160,361	61%	46,613	
2017-18	0	0%	5,075	2%	10,612	4%	12,123	5%		144,573	54%	37,130	
2018-19	368	0%	11,820	5%	4,588	2%	1,351	1%		146,713	59%	31,301	
2019-20	2	0%	8,426	5%	10,350	6%	9,412	6%		64,327	40%	28,729	
2020-21	0	0%	3,101	2%	5,729	4%	2,346	2%		73,942	49%	36,068	
2021-22	0	0%	5,851	3%	7,963	4%	2,220	1%		90,642	45%	46,352	
2022-23	0	0%	4,044	2%	6,762	3%	2,606	1%	2,747	1%	82,926	42%	41,413
2023-24*	925	0%	9,106	3%	6,106	2%	3,862	1%	1,576	1%	157,289	55%	33,784
2024-25*	0	0%	6,958	3%	7,173	3%	2,090	1%	2,109	1%	143,130	64%	17,365

  

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND	
	2014-15	22,320	3%	56,580	7%	48,603	6%	69,028	8%		326,514	38%	139,929
2015-16	18,074	2%	58,651	7%	44,881	6%	64,105	8%		299,478	37%	123,494	
2016-17	24,427	3%	82,530	9%	48,922	5%	51,462	5%		444,267	46%	123,941	
2017-18	7,906	1%	65,034	8%	49,971	6%	49,909	6%		373,736	45%	101,583	
2018-19	18,564	2%	74,104	9%	44,780	6%	56,700	7%		356,334	44%	84,844	
2019-20	25,744	3%	83,743	10%	72,311	9%	87,465	11%		301,249	36%	95,087	
2020-21	10,231	1%	65,740	9%	53,955	8%	44,784	6%		288,913	41%	93,753	
2021-22	8,031	1%	57,894	8%	47,721	7%	40,299	6%		277,884	40%	110,223	
2022-23	4,940	1%	55,810	8%	40,798	6%	19,193	3%	16,047	2%	290,973	40%	103,023
2023-24*	10,860	1%	65,595	8%	42,436	5%	23,368	3%	18,025	2%	362,255	43%	102,568
2024-25*	5,885	1%	53,863	8%	35,248	5%	10,501	2%	13,975	2%	307,677	47%	72,007

\*results are preliminary

**Modal Share to Each Destination for Grain & Oilseed Shipments Originating from North Dakota Elevators**

North Dakota Department of Agriculture Grain Movement Summary, July-June  
1,000 Bushels

**HRS Wheat**

	MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck				
2014-15	99%	1%	92%	8%	92%	8%	96%	4%			99%	1%	19%	81%		
2015-16	100%	0%	86%	14%	89%	11%	95%	5%			100%	0%	22%	78%		
2016-17	100%	0%	88%	12%	83%	17%	99%	1%			100%	0%	22%	78%		
2017-18	100%	0%	90%	10%	88%	12%	99%	1%			99%	1%	18%	82%		
2018-19	100%	0%	92%	8%	90%	10%	99%	1%			100%	0%	16%	84%		
2019-20	100%	0%	92%	8%	92%	8%	100%	0%			100%	0%	28%	72%		
2020-21	100%	0%	94%	6%	95%	5%	100%	0%			100%	0%	28%	72%		
2021-22	100%	0%	97%	3%	95%	5%	100%	0%			100%	0%	31%	69%		
2022-23	100%	0%	97%	3%	95%	5%	96%	4%	99%	1%	99%	1%	100%	0%	13%	87%
2023-24*	100%	0%	97%	3%	95%	5%	100%	0%	98%	2%	100%	0%	100%	0%	21%	79%
2024-25*	100%	0%	98%	2%	98%	2%	100%	0%	98%	2%	100%	0%	100%	0%	18%	82%

**Durum Wheat**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Other
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2014-15	97%	3%	82%	18%	97%	3%	97%	3%			100%	0%			16%	84%
2015-16	100%	0%	98%	2%	95%	5%	99%	1%			100%	0%			39%	61%
2016-17	100%	0%	93%	7%	96%	4%	100%	0%			100%	0%			39%	61%
2017-18	100%	0%	85%	15%	100%	0%	100%	0%			96%	4%			27%	73%
2018-19	100%	0%	88%	12%	100%	0%	99%	1%			100%	0%			47%	53%
2019-20	100%	0%	88%	12%	98%	2%	100%	0%			83%	17%			39%	61%
2020-21	99%	1%	88%	12%	99%	1%	100%	0%			28%	72%			29%	71%
2021-22	98%	2%	97%	3%	97%	3%	100%	0%			0%	100%			24%	76%
2022-23	100%	0%	100%	0%	93%	7%	100%	0%	100%	0%	0%	100%	100%	0%	31%	69%
2023-24*	100%	0%	99%	1%	98%	2%	100%	0%	100%	0%	100%	0%	100%	0%	23%	77%
2024-25*	100%	0%	99%	1%	100%	0%	100%	0%	100%	0%	100%	0%	#DIV/0!	#DIV/0!	21%	79%

**Barley**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Other
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2014-15	0%	0%	55%	45%	63%	37%	46%	54%			100%	0%			42%	58%
2015-16	59%	41%	50%	50%	71%	29%	63%	37%			97%	3%			28%	72%
2016-17	100%	0%	40%	60%	52%	48%	66%	34%			95%	5%			36%	64%
2017-18	95%	5%	39%	61%	42%	58%	71%	29%			78%	22%			18%	82%
2018-19	100%	0%	40%	60%	38%	62%	65%	35%			77%	23%			20%	80%
2019-20	100%	0%	34%	66%	18%	82%	3%	97%			100%	0%			13%	87%
2020-21	0%	0%	23%	77%	37%	63%	60%	40%			98%	2%			23%	77%
2021-22	0%	0%	32%	68%	29%	71%	7%	93%			99%	1%			8%	92%
2022-23	0%	0%	77%	23%	40%	60%	98%	2%	33%	67%	100%	0%	100%	0%	33%	67%
2023-24*	0%	0%	64%	36%	32%	68%	18%	82%	68%	32%	100%	0%	100%	0%	2%	98%
2024-25*	#DIV/0!	#DIV/0!	49%	51%	50%	50%	100%	0%	45%	55%	100%	0%	90%	10%	9%	91%

**Soybeans**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Other
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2014-15	0%	0%	74%	26%	24%	76%	70%	30%			100%	0%			58%	42%
2015-16	100%	0%	95%	5%	17%	83%	91%	9%			100%	0%			46%	54%
2016-17	99%	1%	93%	7%	35%	65%	100%	0%			100%	0%			60%	40%
2017-18	100%	0%	98%	2%	18%	82%	93%	7%			100%	0%			44%	56%
2018-19	100%	0%	100%	0%	59%	41%	100%	0%			100%	0%			26%	74%
2019-20	0%	0%	99%	1%	17%	83%	97%	3%			100%	0%			43%	57%
2020-21	0%	100%	100%	0%	41%	59%	91%	9%			99%	1%			58%	42%
2021-22	100%	0%	95%	5%	61%	39%	54%	46%			98%	2%			50%	50%
2022-23	0%	0%	95%	5%	70%	30%	0%	0%	100%	0%	95%	5%	100%	0%	59%	41%
2023-24*	100%	0%	97%	3%	47%	53%	100%	0%	96%	4%	100%	0%	100%	0%	31%	69%
2024-25*	#DIV/0!	#DIV/0!	99%	1%	55%	45%	#DIV/0!	#DIV/0!	99%	1%	99%	1%	#DIV/0!	#DIV/0!	21%	79%

**Corn**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Other
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2014-15	0%	100%	100%	0%	35%	65%	61%	39%			100%	0%			51%	49%
2015-16	100%	0%	100%	0%	21%	79%	71%	29%			100%	0%			42%	58%
2016-17	100%	0%	99%	1%	18%	82%	81%	19%			100%	0%			37%	63%
2017-18	0%	0%	98%	2%	21%	79%	98%	2%			100%	0%			45%	55%
2018-19	100%	0%	100%	0%	21%	79%	87%	13%			100%	0%			46%	54%
2019-20	0%	100%	100%	0%	55%	45%	98%	2%			100%	0%			37%	63%
2020-21	0%	0%	100%	0%	27%	73%	94%	6%			98%	2%			34%	66%
2021-22	0%	0%	98%	2%	26%	74%	91%	9%			100%	0%			49%	51%
2022-23	0%	0%	100%	0%	58%	42%	100%	0%	83%	17%	99%	1%	100%	0%	50%	50%
2023-24*	100%	0%	99%	1%	18%	82%	100%	0%	96%	4%	99%	1%	99%	1%	53%	47%
2024-25*	#DIV/0!	#DIV/0!	100%	0%	75%	25%	100%	0%	98%	2%	99%	1%	100%	0%	45%	55%

**All Grains and Oilseeds**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Other
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2014-15	98%	2%	82%	18%	55%	45%	82%	18%			100%	0%			37%	63%
2015-16	97%	3%	81%	19%	49%	51%	88%	12%			100%	0%			32%	68%
2016-17	100%	0%	79%	21%	47%	53%	93%	7%			100%	0%			31%	69%
2017-18	99%	1%	77%	23%	42%	58%	92%	8%			100%	0%			28%	72%
2018-19	100%	0%	82%	18%	47%	53%	94%	6%			100%	0%			28%	72%
2019-20	100%	0%	78%	22%	36%	64%	66%	34%			100%	0%			24%	76%
2020-21	100%	0%	78%	22%	45%	55%	92%	8%			99%	1%			29%	71%
2021-22	99%	1%	86%	14%	48%	52%	91%	9%			99%	1%			33%	67%
2022-23	100%	0%	95%	5%	57%	43%	97%	3%	91%	9%	98%	2%	98%	2%	33%	67%
2023-24*	100%	0%	95%	5%	50%	50%	98%	2%	94%	6%	100%	0%	97%	3%	30%	70%
2024-25*	100%	0%	94%	6%	68%	32%	98%	2%	91%	9%	99%	1%	97%	3%	23%	77%

\*Results are preliminary

	<u>Sunflowers Market Share</u>												
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total
2014-15	529	5%	771	7%	0	0%	0	0%	0	0%	9,132	88%	10,432
2015-16	309	3%	27	0%	52	1%	68	1%	0	0%	9,136	95%	9,593
2016-17	137	1%	238	2%	0	0%	2	0%	0	0%	10,116	96%	10,493
2017-18	365	3%	171	1%	143	1%	0	0%	6	0%	11,347	94%	12,032
2019-20	490	3%	0	0%	0	0%	73	0%	0	0%	18,041	97%	18,604
2020-21	3,311	29%	28	0%	0	0%	0	0%	0	0%	7,990	71%	11,329
2021-22	199	1%	0	0%	0	0%	0	0%	11,789	55%	9,501	44%	21,489
2022-23	558	8%	4	0%	0	0%	0	0%	0	0%	6,572	92%	7,134
2023-24*	462	5%	0	0%	0	0%	0	0%	0	0%	9,566	95%	10,029
2024-25*	689	15%	0	0%	0	0%	0	0%	0	0%	3,872	85%	4,561

	<u>Sunflowers Modal Share</u>																				
	BNSF				CP				RRVW				DMVW				NP				Total
	Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		
2014-15	529	8%	6,403	92%	771	45%	940	55%	0	0%	107	100%	0	0%	899	100%	0	0%	346	100%	10,432
2015-16	309	4%	6,841	96%	27	3%	938	97%	52	59%	37	41%	68	18%	314	82%	0	0%	388	100%	9,593
2016-17	137	2%	5,717	98%	238	13%	1,544	87%	0	0%	1,791	100%	2	1%	294	99%	0	0%	384	100%	10,493
2017-18	365	6%	5,833	94%	171	13%	1,166	87%	143	4%	3,128	96%	0	0%	393	100%	6	3%	187	97%	12,032
2019-20	490	3%	14,884	97%	0	0%	469	100%	0	0%	634	100%	0	0%	73	100%	0	0%	1,981	100%	18,760
2020-21	3,311	34%	6,382	66%	28	6%	408	94%	0	0%	118	100%	0	0%	41	100%	0	100%	1,042	100%	12,324
2021-22	199	3%	7,296	97%	0	0%	352	100%	0	0%	0	0%	0	0%	1,297	100%	12	100%	555	98%	12,696
2022-23	558	10%	4,864	90%	4	1%	525	99%	0	0%	0	0%	0	0%	66	100%	0	100%	1,116	100%	9,664
2023-24*	462	6%	6,814	94%	0	0%	186	100%	0	0%	0	0%	0	0%	169	100%	0	100%	428	100%	10,029
2024-25*	689	25%	2,039	75%	0	0%	83	100%	0	0%	22	100%	0	0%	260	100%	0	100%	188	100%	4,561

	<u>Sunflowers Destination</u>																
	Duluth	MPLS/SE MN %		Other Upper		Gulf***		Midland***		PNW	SW***		ND		Other	Total	
2014-15	0	0%	12	0%	1,644	16%	546	5%		98	1%		5,337	51%	2,794	27%	10,432
2015-16	4	0%	0	0%	1,710	18%	13	0%		87	1%		5,020	52%	2,759	29%	9,593
2016-17	0	0%	34	0%	259	2%	41	0%		80	1%		7,361	70%	2,718	26%	10,493
2017-18	0	0%	166	1%	1,675	14%	0	0%		45	0%		6,938	58%	3,209	27%	12,032
2019-20	0	0%	183	1%	1,637	9%	43	0%		70	0%		14,515	77%	2,312	12%	18,760
2020-21	7	0%	97	1%	1,988	16%	29	0%		64	1%		4,603	37%	5,535	45%	12,324
2021-22	0	0%	13	0%	1,861	15%	80	0%		47	0%		9,116	72%	1,581	13%	12,697
2022-23	0	0%	49	1%	1,895	20%	0	0%	0	0%	47	0%	5,506	57%	1,912	20%	9,617
2023-24*	0	0%	56	1%	1,630	16%	0	0%	11	0%	77	1%	6,700	67%	1,399	14%	10,029
2024-25*	0	0%	139	3%	937	21%	0	0%	8	0%	41	1%	1,992	44%	1,425	31%	4,561

	<u>Sunflowers Destination Mode</u>																		
	Duluth		MPLS/SE MN %		Other Upper		Gulf***		Midland***		PNW		SW***		ND		Other	Total	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	All		
2014-15	0%	0%	0%	100%	0%	100%	100%	0%		100%	0%		4%	96%	19%	81%	10,432		
2015-16	100%	0%	0%	0%	0%	100%	0%	100%		0%	100%		2%	98%	12%	88%	9,593		
2016-17	0%	0%	12%	88%	3%	97%	46%	54%		46%	54%		0%	100%	11%	89%	10,493		
2017-18	0%	0%	99%	1%	8%	92%	0%	0%		0%	0%		1%	99%	10%	90%	12,032		
2019-20	0%	0%	0%	100%	0%	100%	0%	100%		0%	100%		1%	99%	16%	84%	18,760		
2020-21	0%	100%	81%	19%	1%	99%	0%	100%		0%	100%		5%	95%	54%	46%	12,324		
2021-22	0%	0%	0%	100%	0%	100%	0%	0%		0%	0%		1%	99%	5%	95%	12,696		
2022-23	0%	0%	87%	13%	0%	100%	0%	0%	0%	0%	0%		3%	97%	10%	90%	9,664		
2023-24*	0%	0%	33%	67%	0%	100%	0%	0%	100%	0%	0%		1%	99%	21%	79%	10,029		
2024-25*	#DIV/0!	#####	0%	100%	1%	99%	#DIV/0!	#DIV/0!	51%	49%	20%	80%	0%	100%	2%	98%	44%	56%	4,561

\*results are preliminary

\*\*\*Revised 9/21