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## ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2014-15



**NDSU** UPPER GREAT PLAINS  
TRANSPORTATION INSTITUTE

# **ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2014-15**

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in cooperation with

**North Dakota Wheat Commission**

Bismarck, ND

**North Dakota Public Service Commission**

Bismarck, ND

With special thanks to the North Dakota grain elevator industry for providing this data monthly.

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## Overview

The *Annual North Dakota Elevator Marketing Report for 2014-15* was prepared by Kimberly Vachal and Laurel Benson, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the assistance of the North Dakota Wheat Commission and the North Dakota Public Service Commission in compiling this report.

The objective of this report is to provide a benchmark for elevator managers in assessing performance, and supply a source for recognizing trends in the characteristics of North Dakota elevators. This report and the statistics mailed to individual elevators are presented as a source of information for elevator managers and those interested in the North Dakota grain industry. Continuation of the report as an annual project will be considered based on public response.

## Source of Data

The distribution and shipment data in this report was developed from the Public Service Commission reports that require elevators to report monthly movements of grains and oilseeds by truck and rail. The storage capacities reported to the ND PSC were used to calculate the turnover ratios.

## Scope of Report

Data are tabulated according to elevator type to provide general information on characteristics that describe commodity flows or provide a benchmark for elevators.

- **Turnover:** Equal to the ratio of volume of grain handled to the storage capacity available.
- **Destination:** Duluth-Superior, MN/WI, PNW, Midland-Southwest, North Dakota, and miscellaneous markets.
- **Origin:** Nine crop reporting districts.
- **Mode:** Truck or rail.
- **Elevator Size:** Elevators are stratified into five groups based on the number of cars an elevator can load without railroad switching services (1) Single Car (1 to 24 cars), (2) Multiple Car (25 to 49 cars), (3) Unit Train (50 to 99 cars), (4) No Rail, and (5) Shuttle Train (100 cars or more).
- **Time:** Crop year, from July 2014 to June 2015.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, soybeans, canola, corn, dry edible beans, and dry edible peas.

## Organization of the Report

Five groups of data will be presented in this report: (1) individual elevator performance (e.g. turnover) and distribution information (due to confidentiality agreements, each elevator receives individual data on only its own activities), (2) storage capacity, volume handled, and turnover ratios by elevator size and for each crop reporting district, (3) elevator distribution and modal choice for the state, (4) destination information for each of the state's nine crop reporting districts and each of the commodities, (5) modal selection for each of the crop reporting districts and for each commodity marketed. Elevator managers will be able to compare their performance to that of similar elevators (e.g. size and location).

## Definition of Elevator Summary Variables

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**Storage:** Bushels of storage as reported by the elevator to the ND PSC.

**Turnover Ratio:** Ratio of grain and oilseed shipments to available storage capacity.

**Elevator Size:**

No Rail Elevator:	Elevator with no rail service
Single Car Elevator:	Elevator with track space for 1 to 24 cars
Multi Car Elevator:	Elevator with track space for 25 to 49 cars
Unit Train Elevator:	Elevator with track space for 50 to 99 cars
Shuttle Train Elevator:	Elevator with track space for 100 cars or more

Information used in the reports was based on railroad and ND PSC data. Track space refers to the number of cars that can be loaded without railroad switching assistance.

### Mode for Grain & Oilseed Shipments by Rail:

Single Car Shipments:	Car orders purchased under rates for 1 to 24 cars
25 to 49 Car Shipments:	Car orders purchased under rates for 25 to 49 cars
50 Car Shipments:	Car orders purchased under rates for 50 or more cars
100 Car Shipments:	Car orders purchased under rates for 100 or more cars

Information used in reports was based on the monthly grain and oilseed movement and storage reports that elevators submit to the ND PSC.

### Destinations for Grain and Oilseed Shipments:

Destinations for grain and oilseed shipments, reported by the elevators in the monthly reports, are not final destinations for shipments. The destinations reported for rail shipments are the Waybill destinations. The destinations for truck shipments are reported as they are specified on the billing statement.



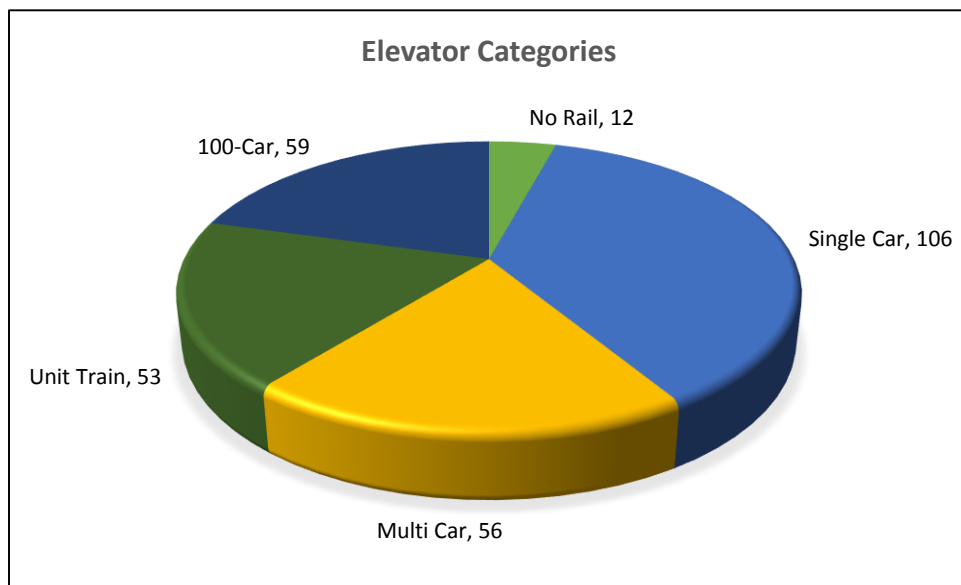
## NORTH DAKOTA ELEVATORS, 2014-15

Storage: 352,461 thousand bu.

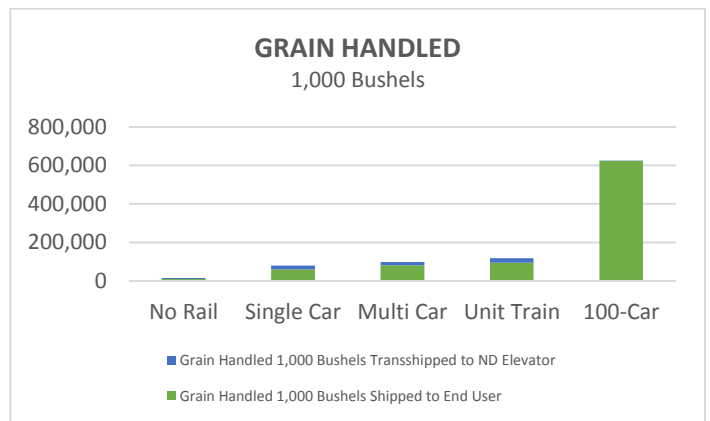
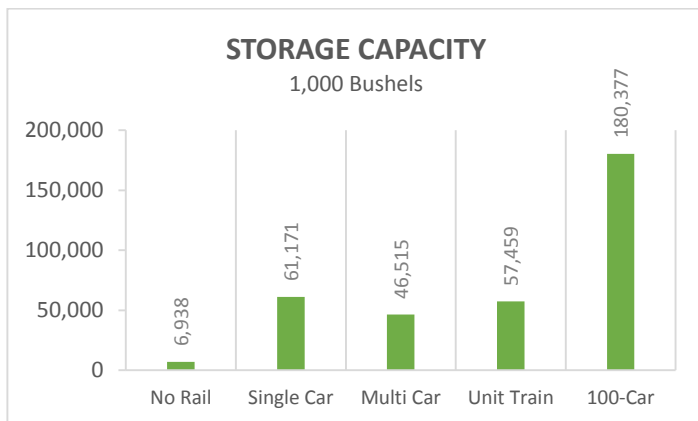
Grain Shipped to End User: 869,541 thousand bu.

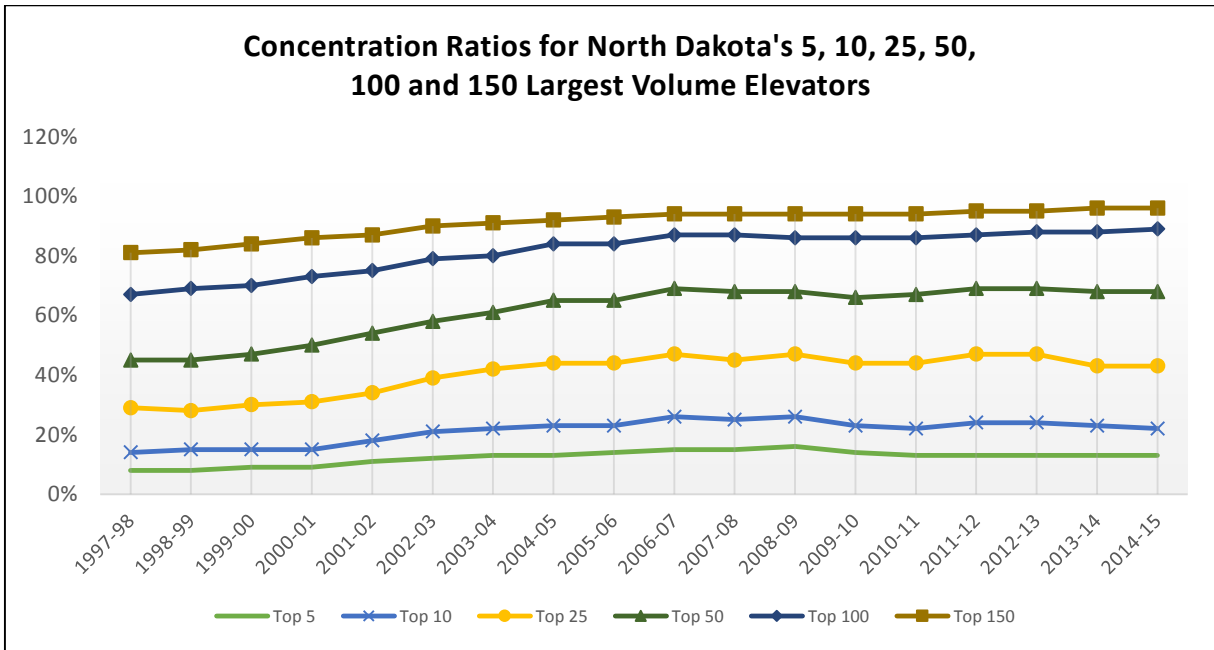
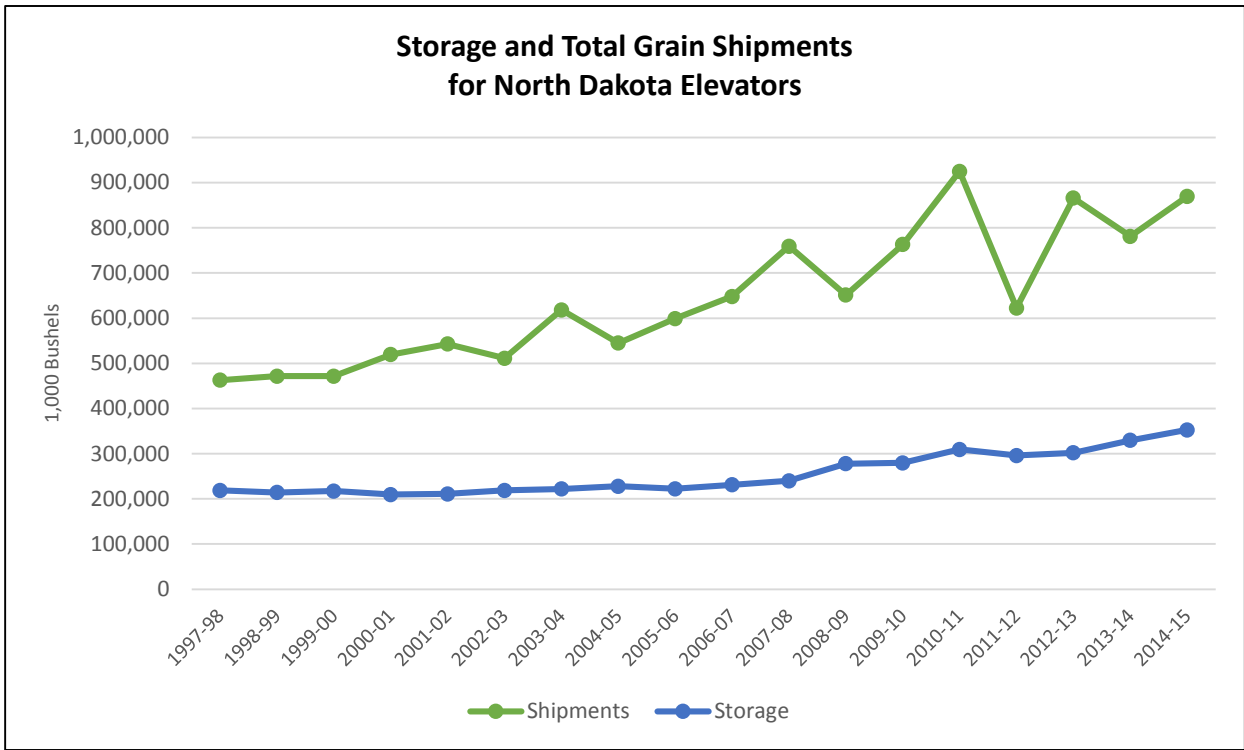
Grain Transshipped to ND Elevator: 67,543 thousand bu.

Average Turnover: 4.6



Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg. iv).

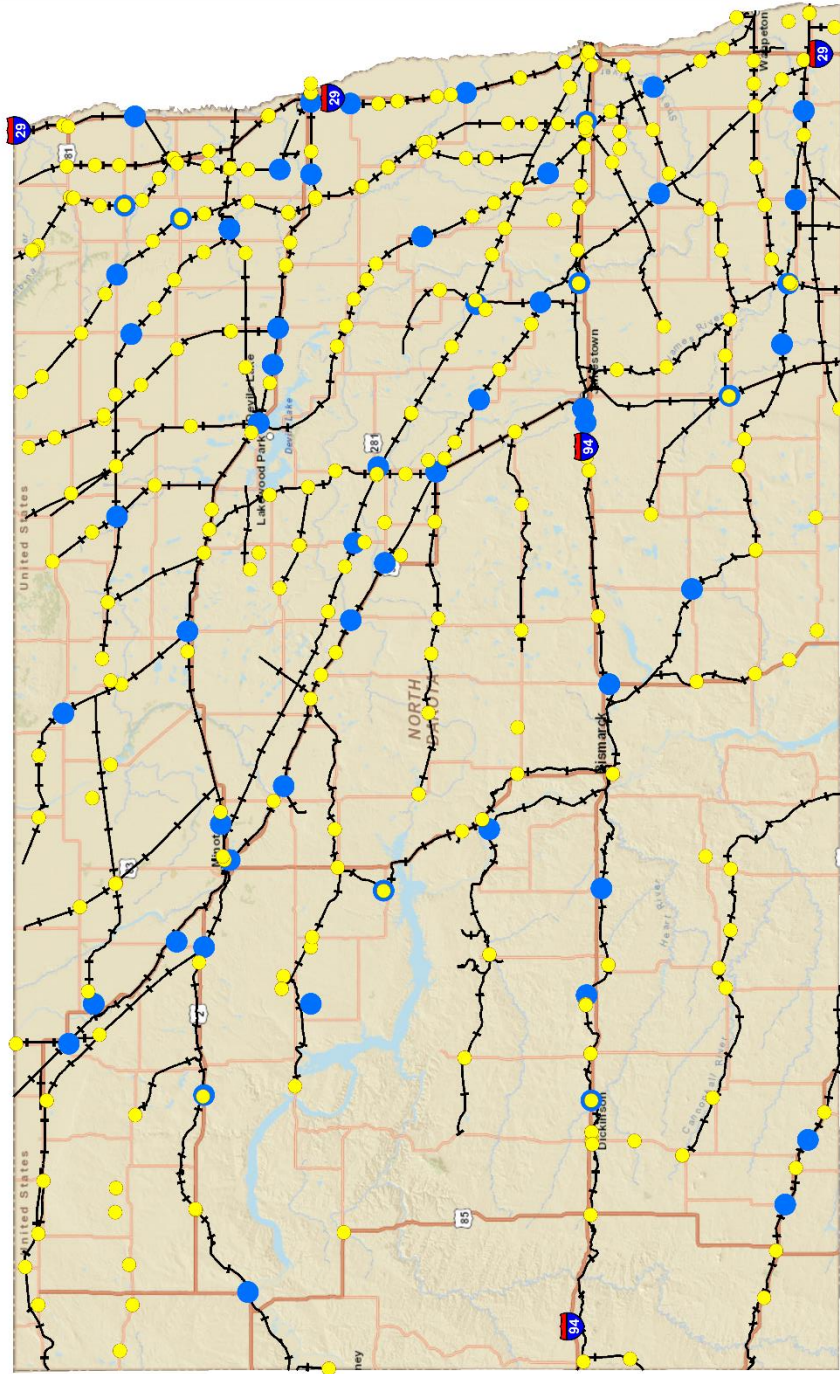




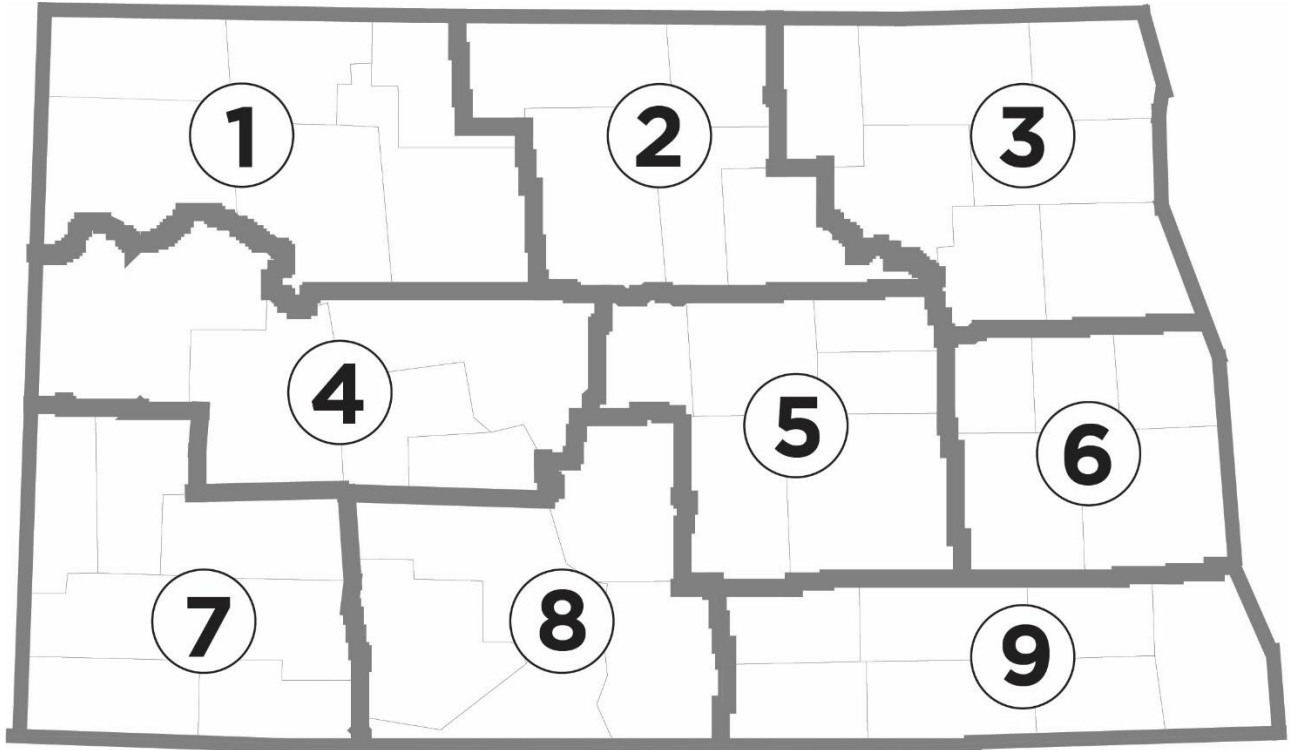


# Licensed ND Grain Facilities

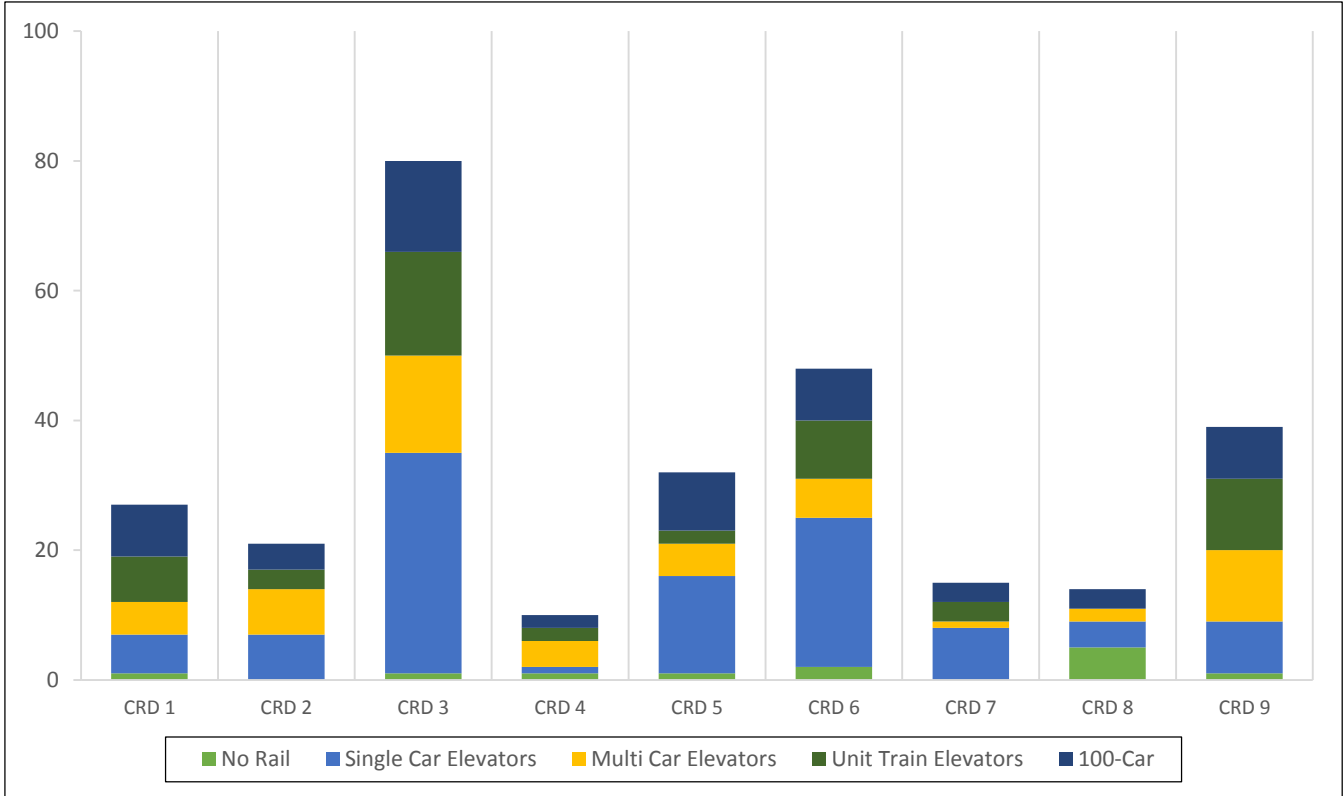
- Other Elevators
- Shuttle Elevators

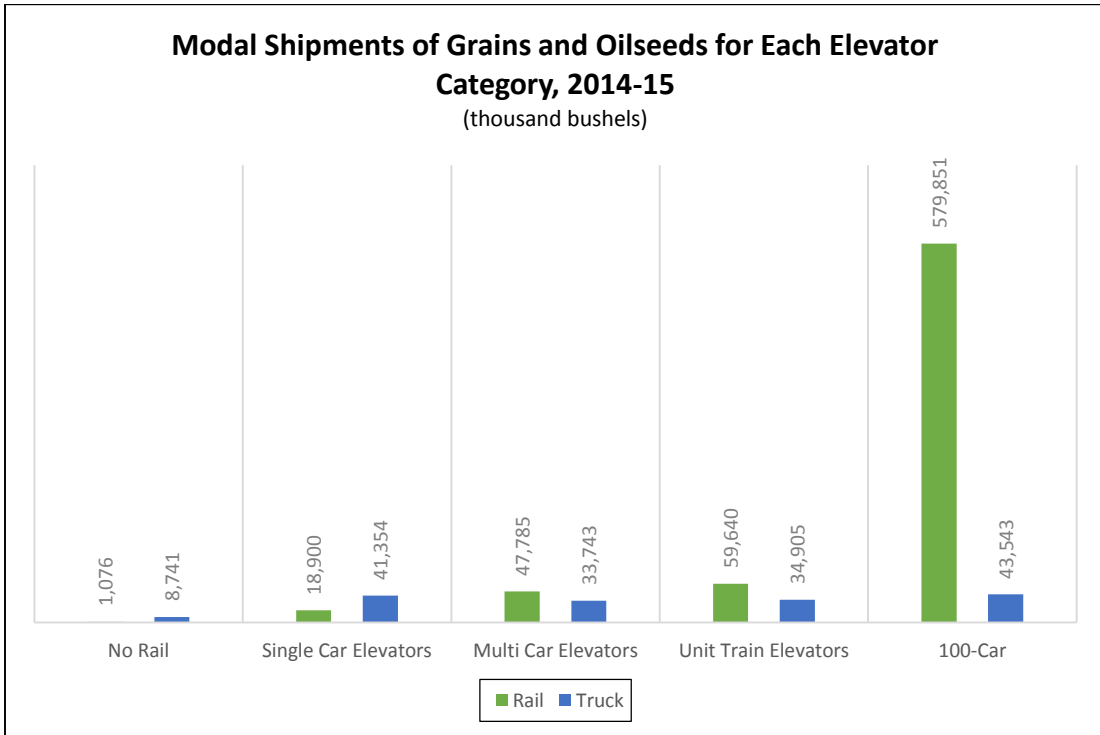
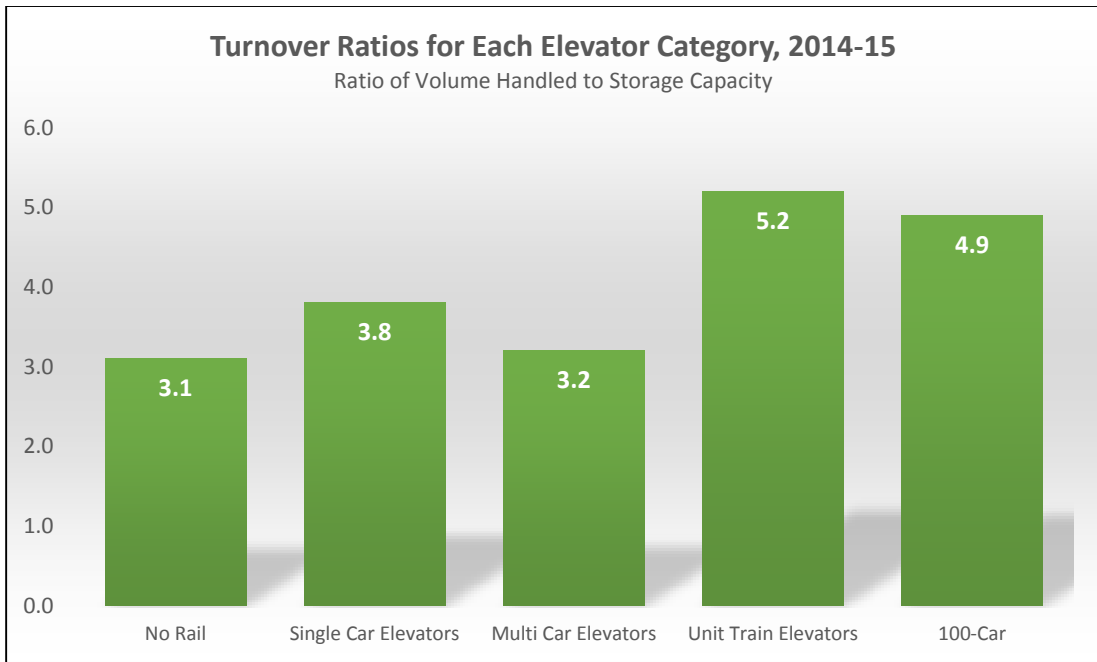


# NORTH DAKOTA CROP REPORTING DISTRICTS



## ELEVATORS IN EACH CRD, 2014-15



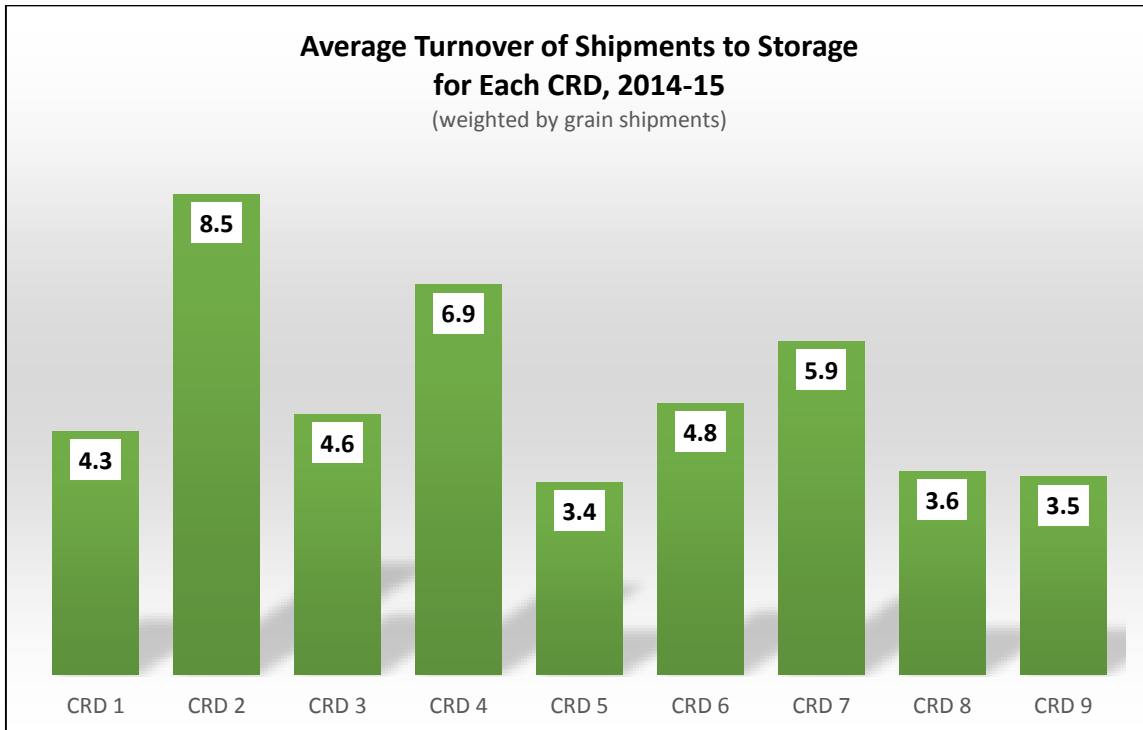


**ND Elevator Storage, Shipments, and Turnover Ratios  
for Each CRD, 2014-15**

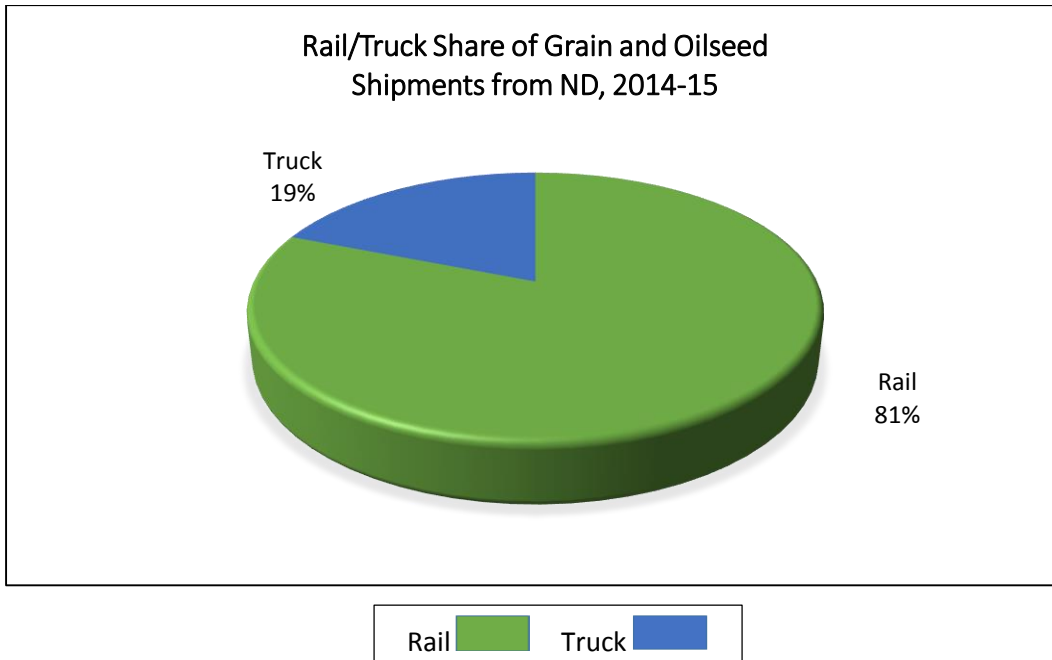
CRD	# Elev	Storage Capacity	Total Transshipped <sup>a</sup>	Total Shipments <sup>b</sup>	Average Turnover
1	27	28,430,000	4,939,229	98,413,054	4.3
2	21	18,079,000	5,835,445	57,291,928	8.5
3	80	68,879,261	17,561,931	179,409,752	4.6
4	10	8,517,000	3,590,699	34,607,331	6.9
5	32	48,415,828	10,480,744	109,093,612	3.4
6	48	91,788,735	20,248,751	152,949,158	4.8
7	15	11,518,200	59,973	41,352,117	5.9
8	14	12,959,500	1,239,750	34,332,263	3.6
9	39	63,873,000	3,586,701	162,091,490	3.5
All	286	352,460,524	67,543,223	869,540,705	4.6

<sup>a</sup> Bushels transshipped to other ND elevators.

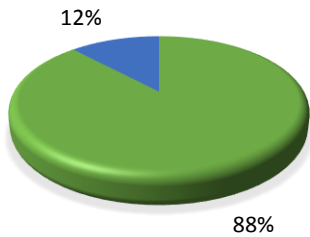
<sup>b</sup> Bushels shipped to processors and various export points.



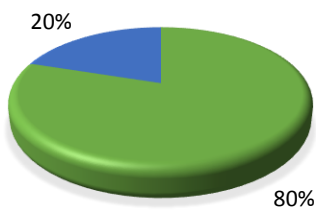
## Modal Share of Grain and Oilseed Shipments from Each CRD, 2014-15



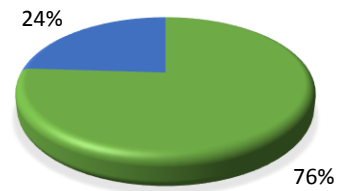
**CRD1**



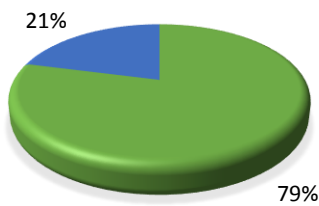
**CRD2**



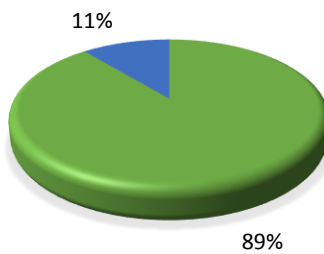
**CRD3**



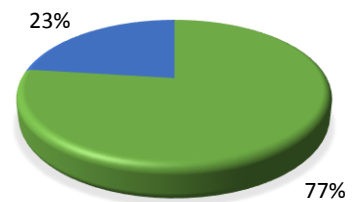
**CRD4**



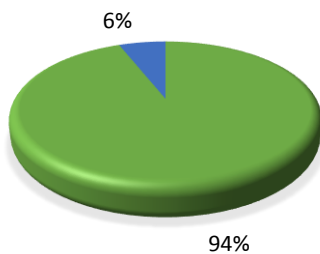
**CRD5**



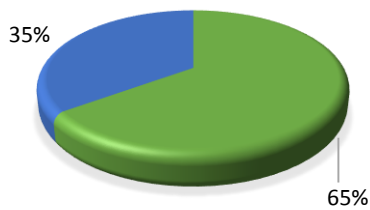
**CRD6**



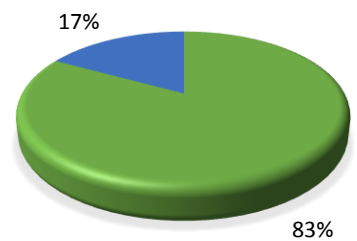
**CRD7**



**CRD8**



**CRD9**

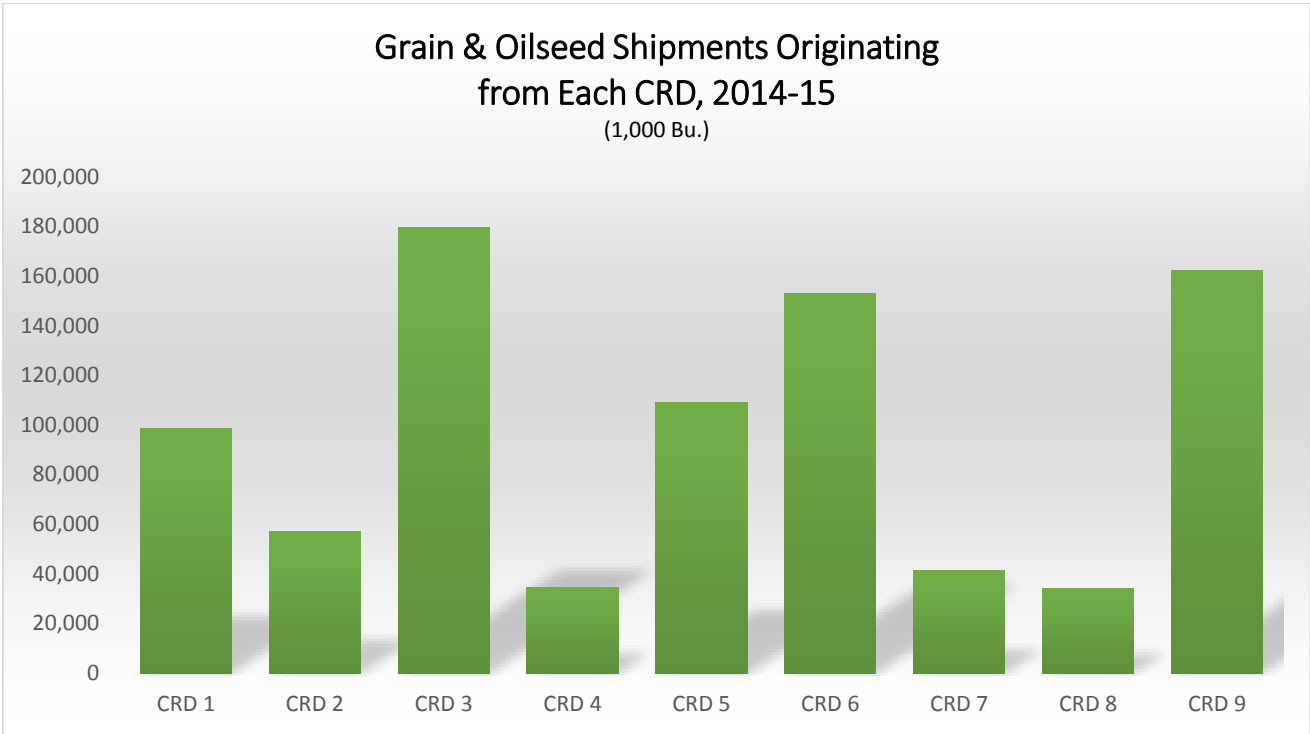




## **DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS**

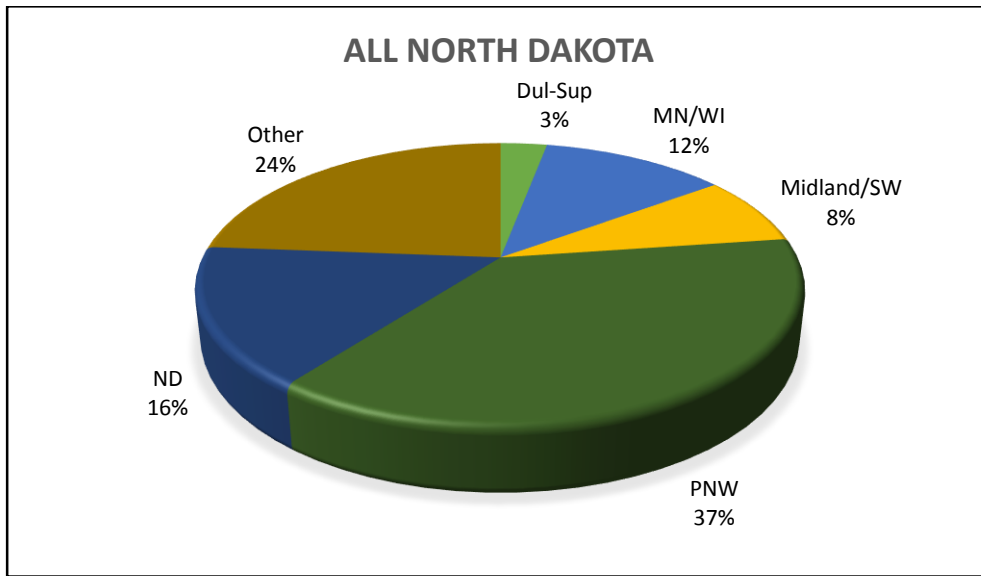
# ALL GRAIN AND OILSEED SHIPMENTS

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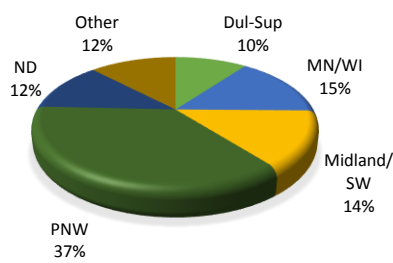




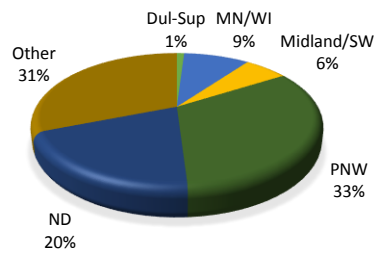
## Destinations for Grain & Oilseed Shipments, 2014-15 Crop Reporting District



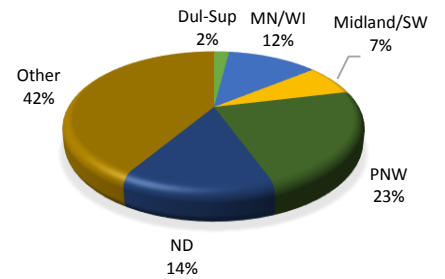
**CRD1**



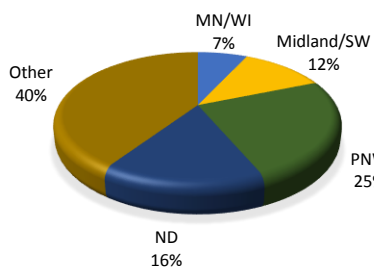
**CRD2**



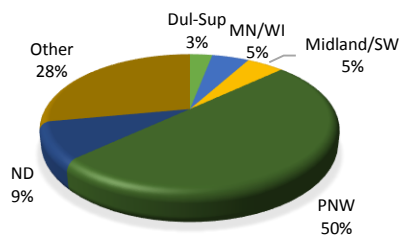
**CRD3**



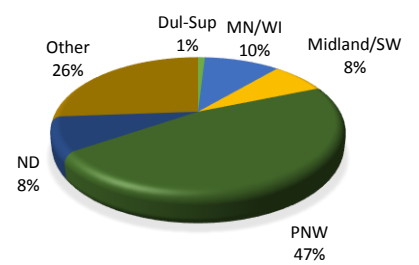
**CRD4**



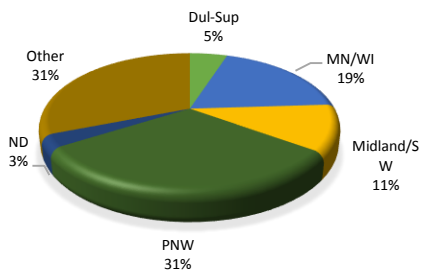
**CRD5**



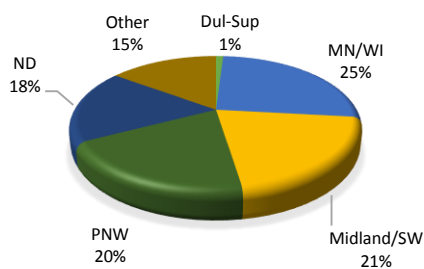
**CRD6**



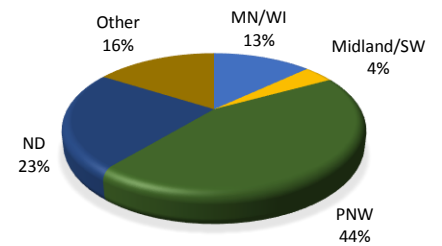
**CRD7**



**CRD8**



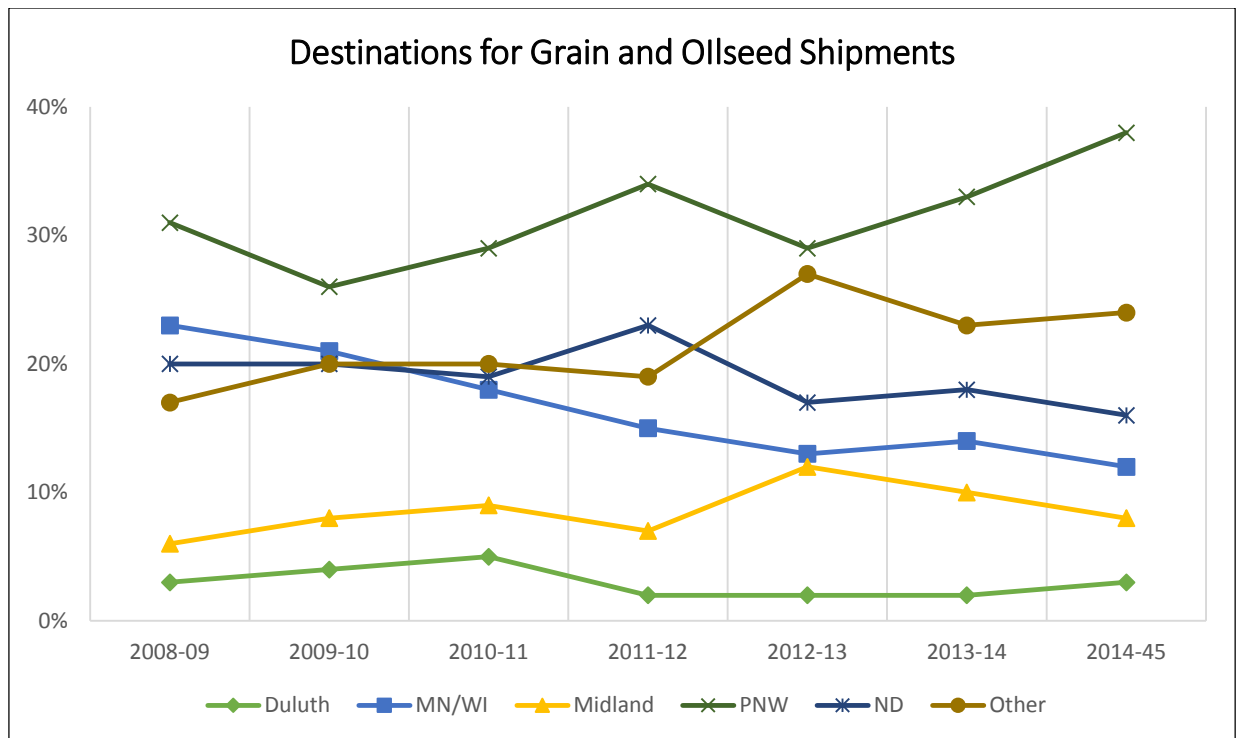
**CRD9**





**Trends for Destinations of Grain and Oilseed Shipments from ND  
(1,000 Bushels)**

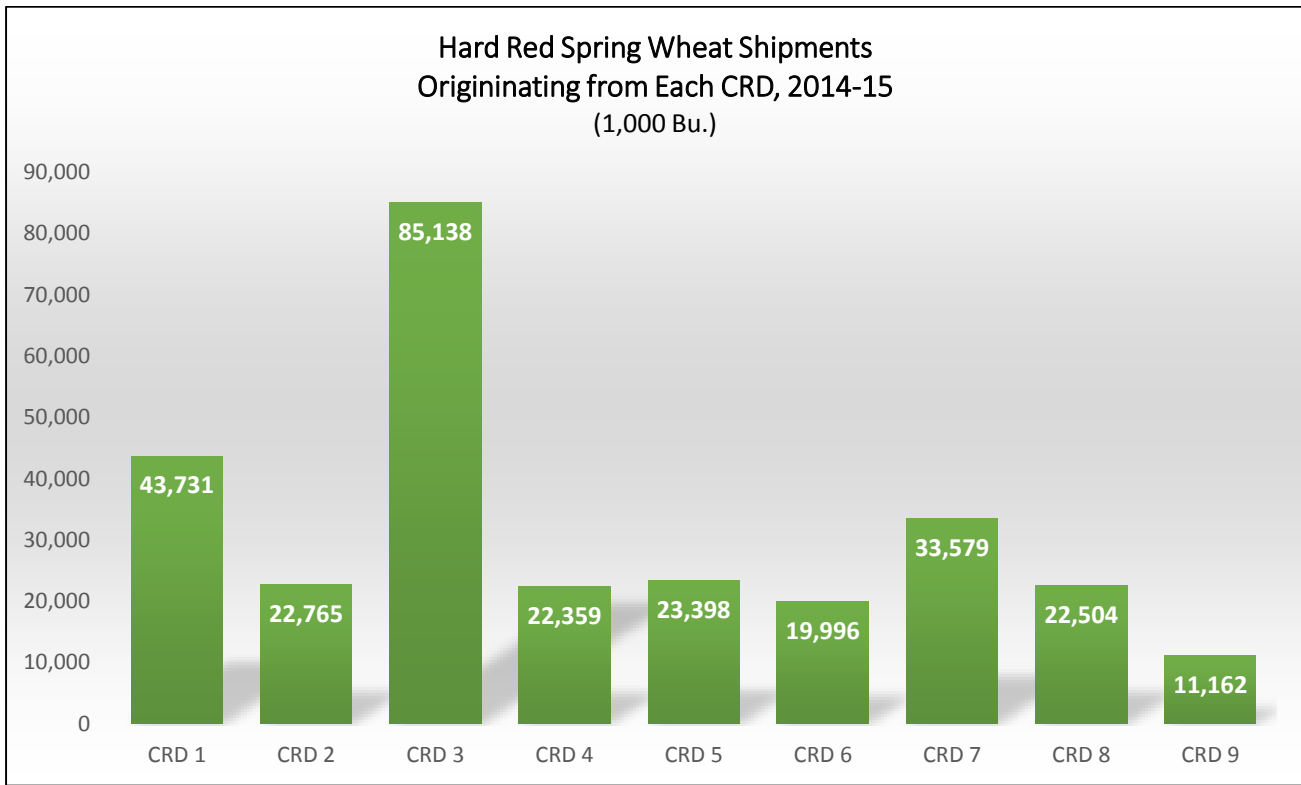
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	16,608	149,794	41,526	203,054	131,806	651,345
	3%	23%	6%	31%	20%	
2009-10	33,486	159,539	62,757	200,436	155,917	763,289
	4%	21%	8%	26%	20%	
2010-11	44,953	152,972	81,345	249,026	165,731	865,431
	5%	18%	9%	29%	19%	
2011-12	13,910	95,113	41,259	211,609	140,187	622,330
	2%	15%	7%	34%	23%	
2012-13	15,259	116,369	100,986	246,965	150,882	865,931
	2%	13%	12%	29%	17%	
2013-14	16,484	106,236	78,197	254,995	143,327	781,216
	2%	14%	10%	33%	18%	
2014-15	22,320	105,183	69,028	326,514	139,929	869,541
	3%	12%	8%	38%	16%	



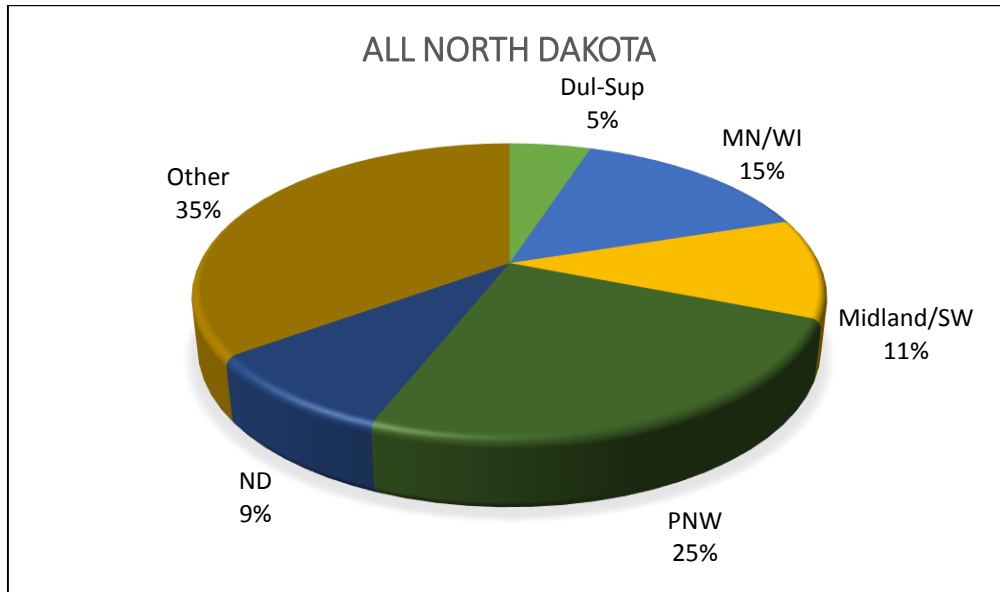
## Destinations for Grain and Oilseed Shipments from ND CRDs (1000 Bushels)

	CRD 1								CRD 2						
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	6%	25%	17%	19%	21%	11%	70,041	2008-09	4%	23%	6%	16%	30%	20%	43,796
2009-10	15%	23%	15%	19%	14%	15%	93,306	2009-10	3%	23%	5%	10%	26%	32%	54,521
2010-11	18%	13%	13%	24%	14%	18%	98,911	2010-11	1%	19%	9%	19%	28%	24%	61,845
2011-12	9%	15%	17%	24%	21%	15%	48,832	2011-12	1%	18%	4%	27%	22%	28%	33,981
2012-13	7%	17%	13%	31%	18%	14%	94,274	2012-13	1%	16%	4%	16%	26%	37%	53,654
2013-14	9%	17%	14%	34%	16%	10%	87,999	2013-14	1%	14%	7%	21%	20%	36%	43,127
2014-15	10%	15%	14%	36%	12%	12%	98,413	2014-15	1%	9%	6%	33%	20%	31%	57,292
	CRD 3								CRD 4						
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	2%	26%	5%	17%	18%	32%	138,404	2008-09	2%	22%	9%	8%	36%	24%	24,489
2009-10	5%	17%	8%	19%	18%	31%	144,186	2009-10	0%	28%	11%	9%	25%	26%	38,435
2010-11	8%	19%	10%	20%	16%	27%	185,083	2010-11	0%	23%	10%	10%	26%	30%	37,945
2011-12	4%	19%	7%	24%	17%	30%	148,429	2011-12	1%	15%	20%	8%	25%	32%	23,426
2012-13	2%	15%	17%	22%	14%	32%	166,737	2012-13	0%	6%	13%	24%	18%	39%	30,874
2013-14	2%	14%	11%	22%	14%	36%	156,847	2013-14	0%	4%	11%	22%	22%	41%	31,398
2014-15	2%	12%	7%	23%	14%	41%	179,410	2014-15	0%	7%	12%	25%	16%	41%	34,607
	CRD 5								CRD 6						
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	3%	27%	7%	22%	22%	19%	69,168	2008-09	2%	18%	5%	53%	15%	6%	142,770
2009-10	2%	25%	4%	23%	22%	24%	81,038	2009-10	2%	17%	9%	45%	20%	8%	140,149
2010-11	3%	17%	5%	28%	17%	30%	101,974	2010-11	1%	15%	13%	45%	18%	8%	165,825
2011-12	2%	7%	2%	42%	19%	28%	82,246	2011-12	1%	18%	4%	52%	20%	5%	128,400
2012-13	2%	8%	8%	31%	11%	40%	115,238	2012-13	1%	13%	12%	41%	16%	17%	177,147
2013-14	2%	8%	9%	38%	12%	31%	89,005	2013-14	1%	13%	8%	44%	22%	11%	150,664
2014-15	3%	5%	5%	50%	9%	28%	109,094	2014-15	1%	11%	8%	50%	20%	10%	152,949
	CRD 7								CRD 8						
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	18%	38%	10%	4%	4%	25%	13,651	2008-09	0%	56%	12%	0%	31%	0%	7,443
2009-10	9%	20%	15%	29%	3%	24%	50,062	2009-10	1%	62%	13%	0%	22%	3%	18,411
2010-11	11%	23%	8%	29%	3%	25%	49,187	2010-11	0%	54%	18%	0%	25%	3%	20,344
2011-12	4%	15%	11%	39%	8%	23%	30,591	2011-12	1%	30%	23%	1%	26%	19%	17,222
2012-13	5%	18%	15%	31%	4%	28%	46,563	2012-13	1%	31%	15%	5%	29%	18%	20,611
2013-14	2%	10%	12%	50%	3%	23%	54,779	2013-14	4%	22%	19%	21%	15%	19%	32,688
2014-15	5%	19%	11%	31%	3%	31%	41,352	2014-15	1%	26%	21%	20%	18%	15%	34,332
	CRD 9														
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2008-09	0%	19%	2%	46%	21%	12%	141,583								
2009-10	0%	17%	3%	35%	29%	15%	140,181								
2010-11	0%	14%	5%	37%	30%	14%	144,318								
2011-12	0%	11%	2%	37%	40%	10%	109,202								
2012-13	0%	12%	9%	26%	26%	28%	160,833								
2013-14	0%	16%	6%	29%	30%	18%	134,709								
2014-15	0%	13%	4%	44%	23%	16%	162,091								

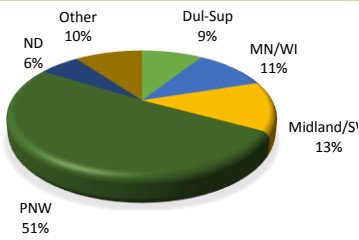
# HARD RED SPRING WHEAT SHIPMENTS



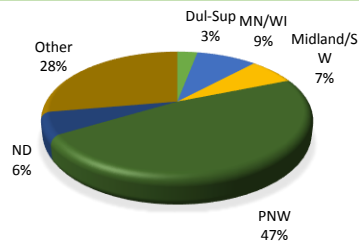
## Destinations for Hard Red Spring Wheat Shipments, 2014-15 Crop Reporting District



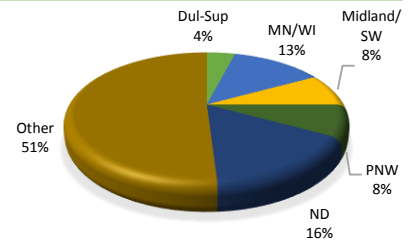
**CRD1**



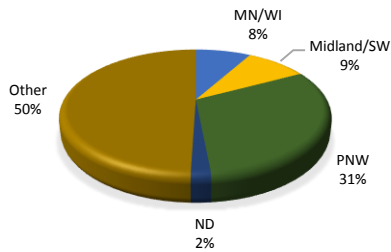
**CRD2**



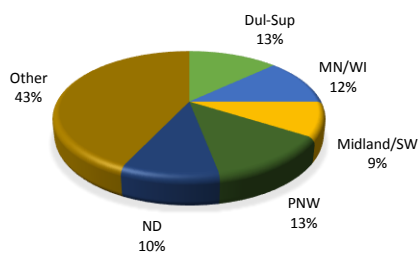
**CRD3**



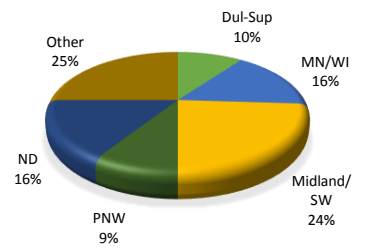
**CRD4**



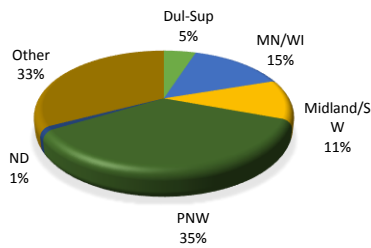
**CRD5**



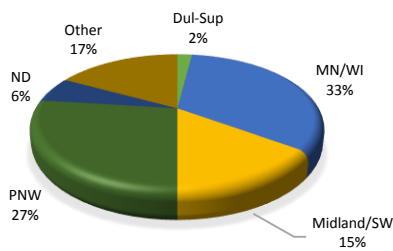
**CRD6**



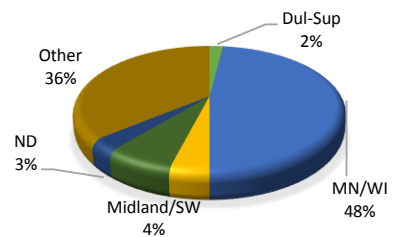
**CRD7**



**CRD8**

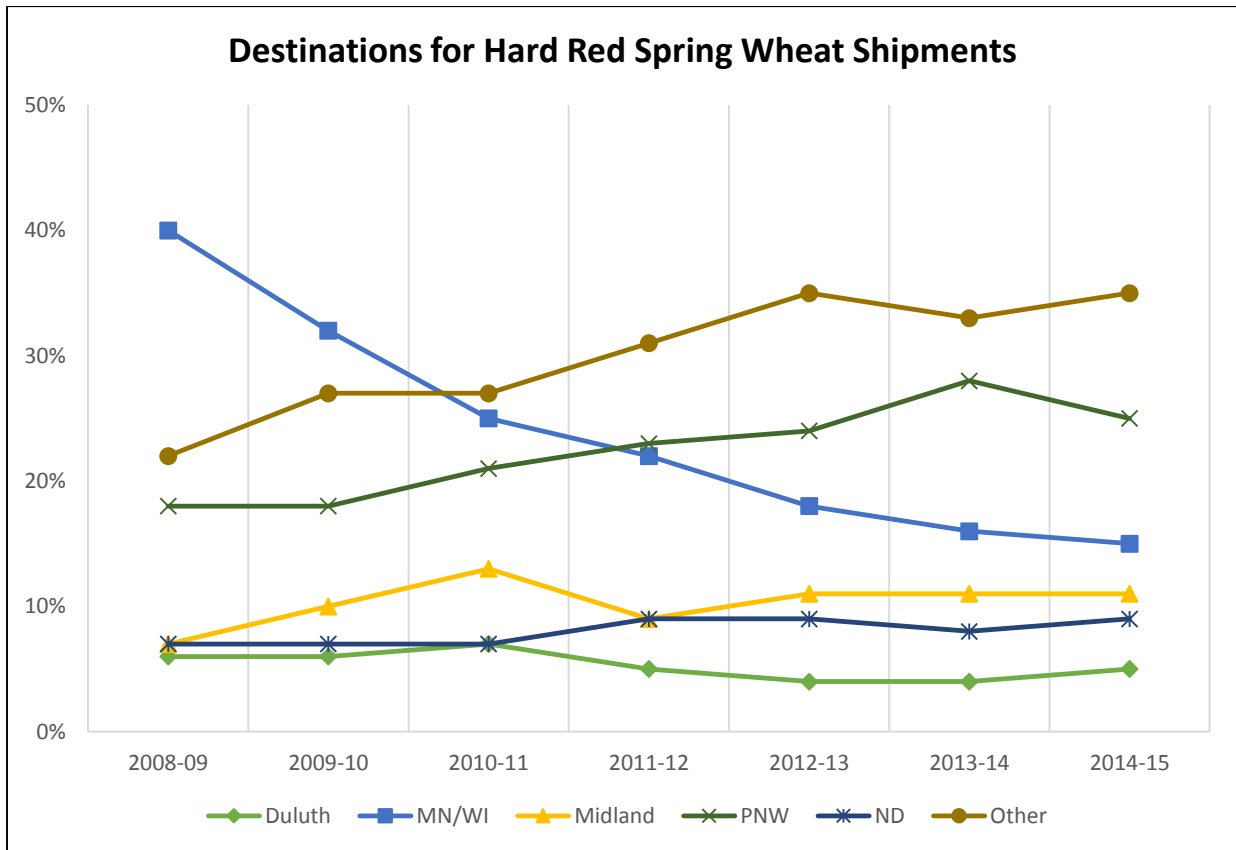


**CRD9**



**Trends for Destinations of Hard Red Spring Wheat Shipments from ND  
(1,000 Bushels)**

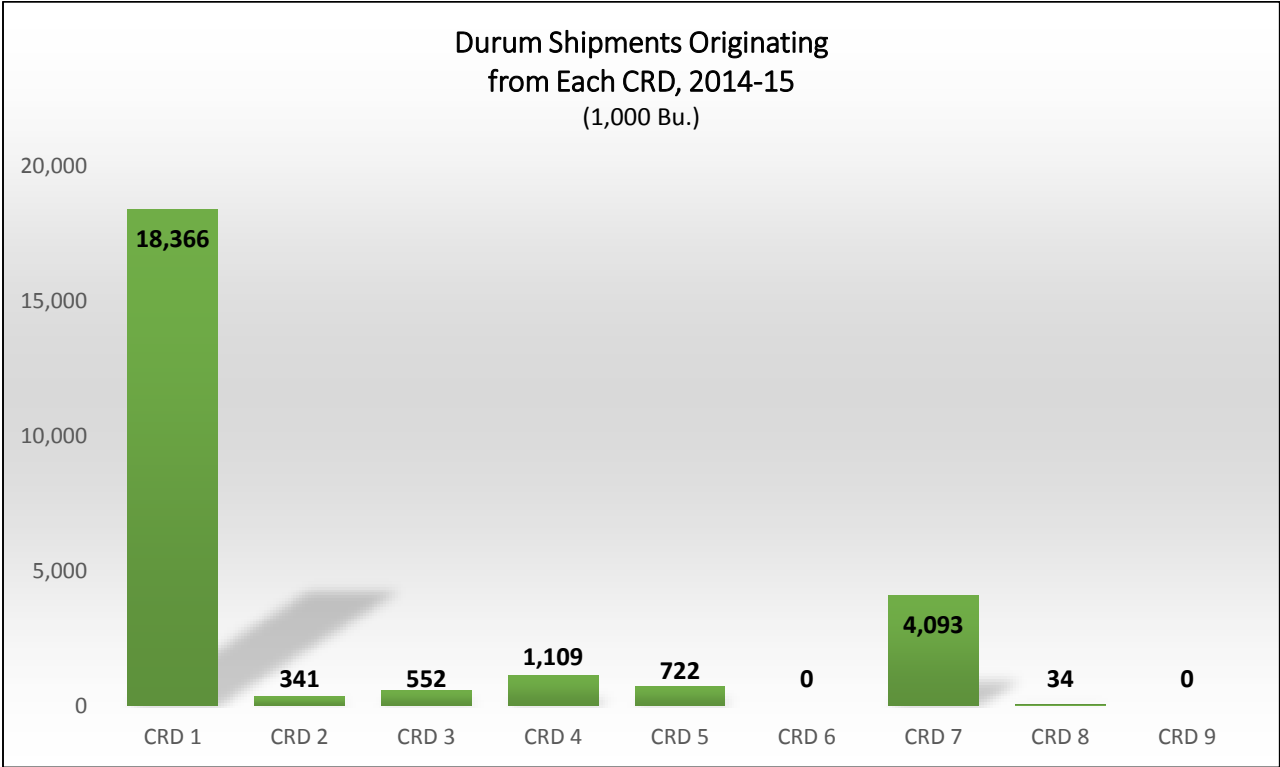
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	11,312 6%	77,674 40%	14,448 7%	33,829 18%	13,564 7%	192,735
2009-10	17,269 6%	85,204 32%	25,518 10%	47,571 18%	19,619 7%	266,271
2010-11	23,661 7%	81,778 25%	41,956 13%	68,089 21%	23,702 7%	328,147
2011-12	9,804 5%	42,399 22%	17,698 9%	44,479 23%	17,425 9%	190,161
2012-13	8,217 5%	41,952 18%	24,553 11%	56,424 24%	20,405 9%	231,495
2013-14	8,767 4%	40,226 16%	27,337 11%	70,255 28%	20,584 8%	250,168
2014-15	15,159 5%	43,131 15%	30,389 11%	70,867 25%	25,775 9%	284,631



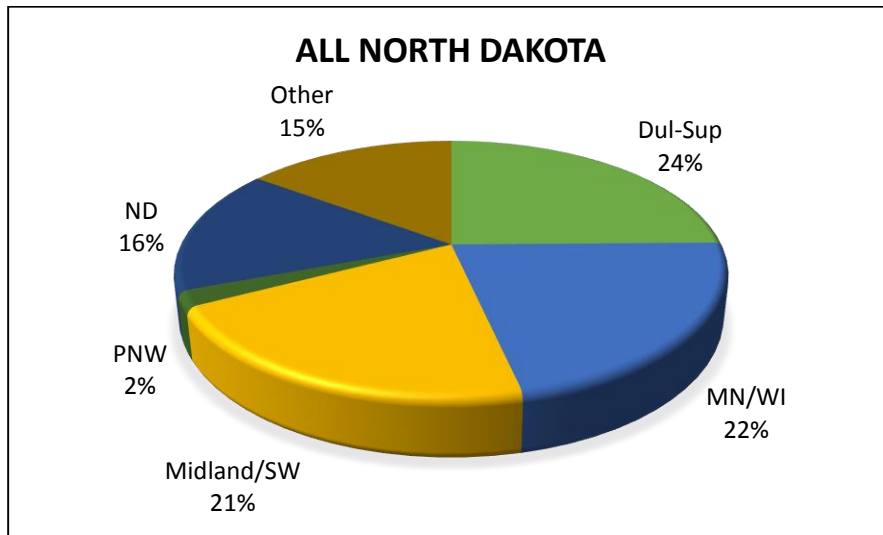
## Destinations for Hard Red Spring Wheat Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	1%	31%	8%	50%	6%	4%	19,164	2008-09	5%	29%	12%	28%	3%	23%	18,905
2009-10	4%	29%	10%	36%	6%	16%	34,472	2009-10	7%	25%	7%	9%	3%	49%	25,272
2010-11	5%	16%	8%	46%	4%	20%	35,053	2010-11	1%	20%	17%	24%	3%	35%	27,521
2011-12	7%	12%	5%	58%	4%	15%	16,048	2011-12	3%	13%	5%	33%	5%	40%	12,402
2012-13	3%	11%	6%	62%	2%	16%	36,831	2012-13	2%	20%	1%	16%	4%	57%	19,431
2013-14	4%	9%	9%	65%	3%	10%	35,864	2013-14	2%	13%	7%	22%	4%	52%	18,289
2014-15	9%	11%	13%	51%	6%	10%	43,731	2014-15	3%	9%	7%	48%	6%	28%	22,765
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	5%	38%	3%	9%	12%	33%	65,227	2008-09	3%	30%	7%	14%	9%	36%	12,186
2009-10	10%	24%	8%	13%	15%	31%	66,503	2009-10	0%	29%	11%	13%	10%	38%	22,381
2010-11	14%	23%	11%	12%	12%	28%	102,337	2010-11	0%	22%	11%	16%	10%	42%	20,721
2011-12	8%	25%	7%	12%	14%	32%	72,528	2011-12	0%	16%	19%	12%	7%	46%	12,822
2012-13	4%	19%	14%	10%	19%	35%	63,935	2012-13	0%	8%	11%	34%	2%	45%	18,635
2013-14	4%	17%	11%	4%	17%	46%	65,839	2013-14	0%	5%	8%	33%	5%	49%	19,696
2014-15	4%	13%	8%	8%	16%	51%	85,138	2014-15	0%	8%	9%	31%	2%	49%	22,359
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	9%	53%	9%	3%	6%	19%	22,552	2008-09	10%	23%	16%	42%	4%	5%	22,884
2009-10	7%	48%	7%	5%	7%	27%	26,899	2009-10	12%	23%	16%	32%	6%	11%	20,945
2010-11	5%	29%	10%	9%	7%	40%	38,865	2010-11	4%	14%	30%	32%	9%	11%	35,101
2011-12	8%	13%	5%	17%	8%	49%	17,733	2011-12	4%	23%	14%	32%	9%	18%	17,579
2012-13	10%	25%	8%	9%	12%	36%	17,535	2012-13	5%	15%	12%	9%	14%	46%	18,984
2013-14	7%	20%	15%	6%	12%	41%	17,960	2013-14	5%	25%	18%	8%	15%	29%	16,962
2014-15	13%	12%	9%	13%	10%	43%	23,398	2014-15	10%	16%	24%	9%	16%	25%	19,996
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	24%	41%	8%	4%	1%	22%	9,734	2008-09	0%	84%	10%	0%	7%	0%	4,423
2009-10	8%	17%	15%	33%	2%	25%	39,404	2009-10	1%	84%	9%	1%	2%	3%	12,809
2010-11	10%	18%	9%	37%	1%	24%	36,102	2010-11	0%	81%	13%	0%	3%	3%	12,682
2011-12	1%	13%	13%	50%	1%	21%	22,351	2011-12	1%	55%	21%	2%	9%	13%	8,693
2012-13	4%	16%	15%	36%	0%	29%	37,521	2012-13	2%	41%	12%	10%	6%	29%	9,599
2013-14	2%	5%	11%	60%	1%	21%	43,677	2013-14	6%	31%	13%	25%	2%	23%	21,377
2014-15	5%	15%	11%	36%	1%	33%	33,579	2014-15	2%	33%	15%	27%	6%	17%	22,504
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2008-09	0%	70%	4%	5%	1%	19%	17,659								
2009-10	1%	64%	4%	3%	2%	25%	17,586								
2010-11	2%	48%	9%	7%	3%	31%	19,765								
2011-12	0%	45%	5%	4%	8%	38%	10,004								
2012-13	0%	40%	8%	0%	11%	41%	9,025								
2013-14	3%	50%	4%	0%	9%	33%	10,505								
2014-15	2%	48%	4%	7%	3%	36%	11,162								

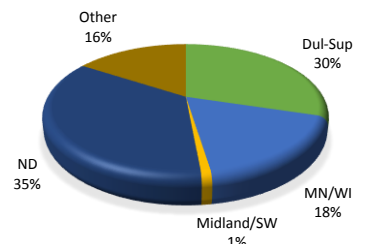
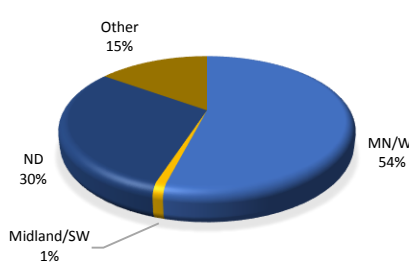
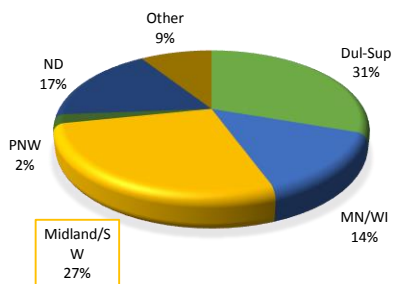
# DURUM SHIPMENTS



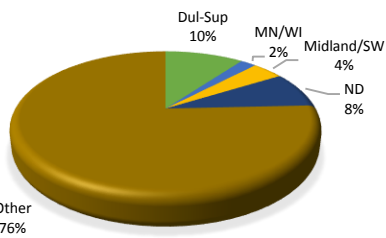
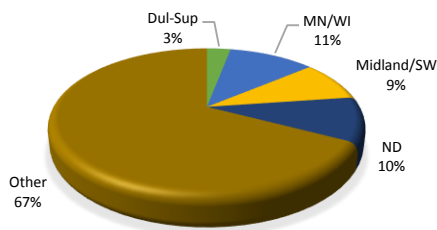
## Destinations for Durum Shipments, 2014-15 Crop Reporting District



### CRD1    CRD2    CRD3

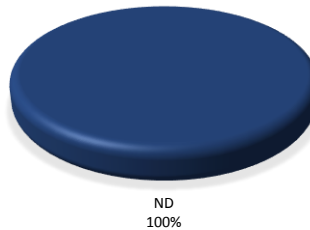
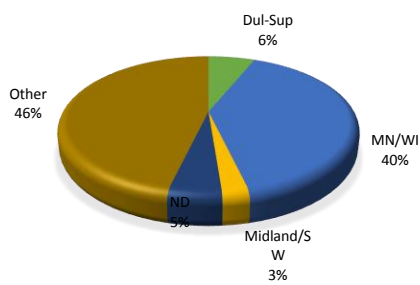


### CRD4    CRD5    CRD6



**No Shipments**

### CRD7    CRD8    CRD9

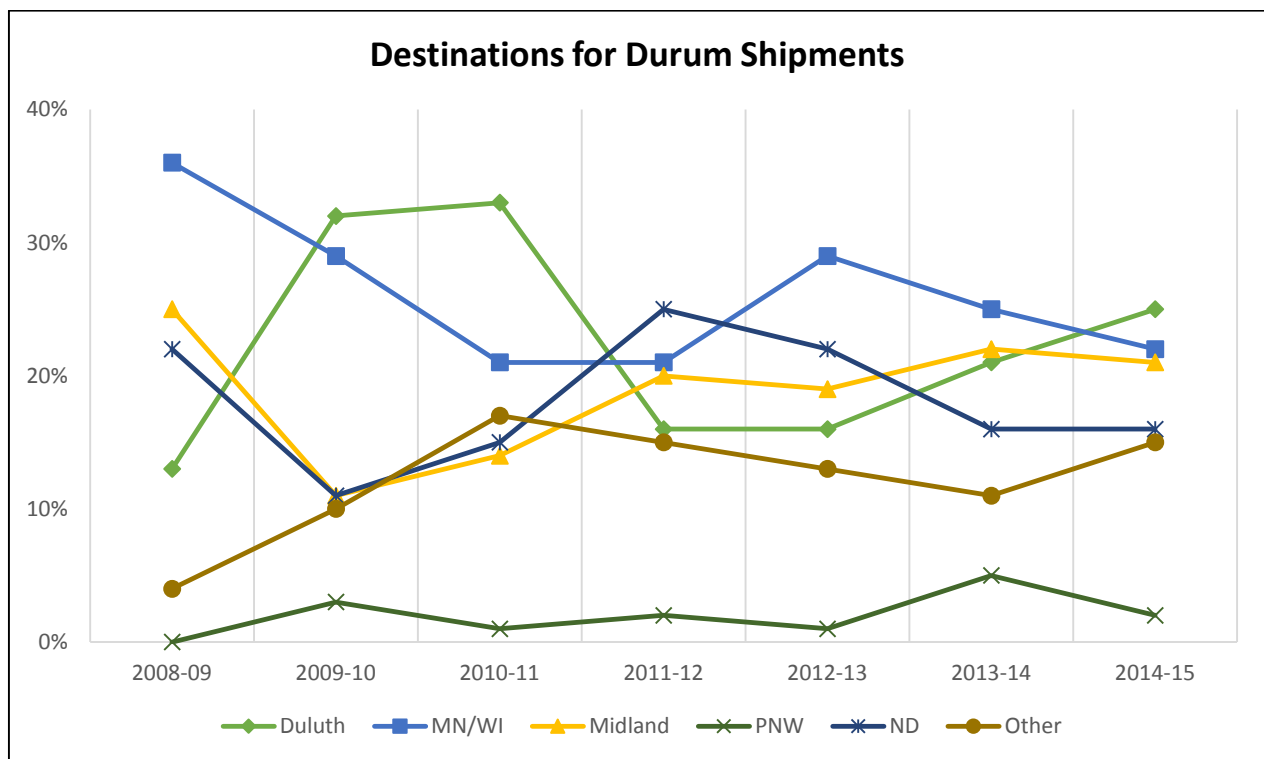


**No Shipments**



**Trends for Destinations of Durum Wheat Shipments from ND  
(1,000 Bushels)**

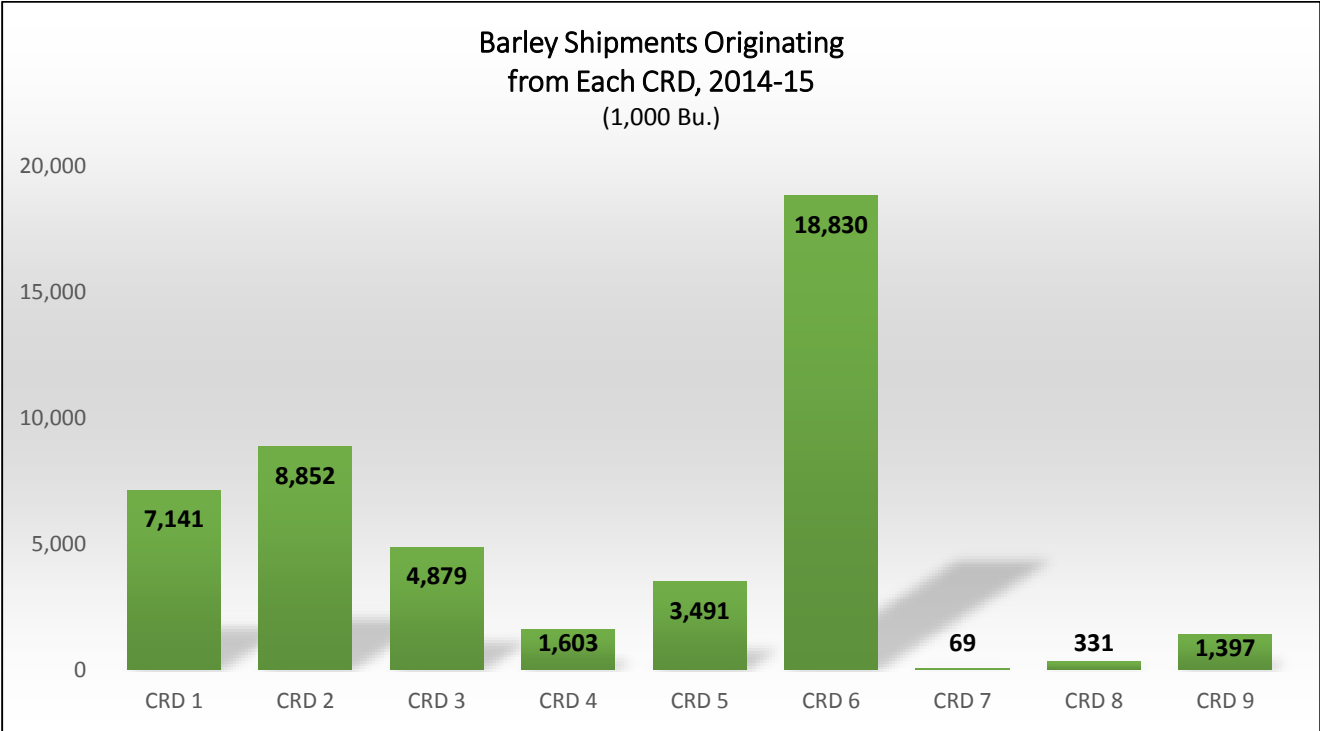
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	2,879	7,920	5,551	21	4,762	21,911
	13%	36%	25%	0%	22%	
2009-10	13,535	12,363	6,898	1,087	4,749	42,698
	32%	29%	11%	3%	11%	
2010-11	17,424	10,874	7,370	591	7,703	52,786
	33%	21%	14%	1%	15%	
2011-12	3,949	5,172	4,729	404	6,101	24,249
	16%	21%	20%	2%	25%	
2012-13	6,207	11,123	7,127	287	8,557	38,496
	16%	29%	19%	1%	22%	
2013-14	7,125	8,812	7,477	1,784	5,530	34,587
	21%	25%	22%	5%	16%	
2014-15	6,178	5,605	5,340	440	3,942	25,216
	25%	22%	21%	2%	16%	



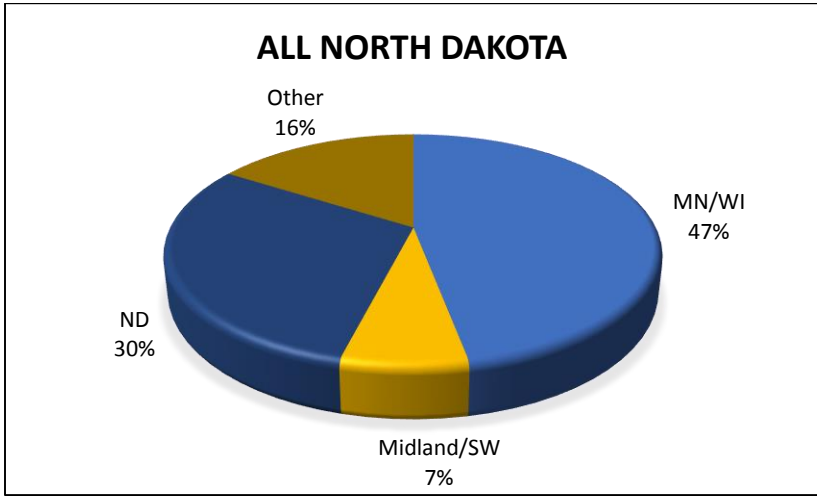
## Destinations for Durum Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	16%	34%	26%	0%	21%	3%	16,797	2008-09	1%	28%	4%	0%	66%	1%	584
2009-10	39%	23%	16%	3%	11%	8%	30,675	2009-10	18%	39%	1%	0%	41%	2%	1,116
2010-11	44%	11%	16%	1%	13%	15%	34,073	2010-11	3%	23%	4%	0%	57%	13%	2,400
2011-12	20%	19%	20%	2%	28%	10%	14,862	2011-12	12%	12%	0%	0%	60%	15%	816
2012-13	21%	23%	23%	1%	26%	6%	24,535	2012-13	1%	21%	0%	0%	57%	21%	1,127
2013-14	26%	23%	24%	7%	16%	4%	24,577	2013-14	6%	39%	0%	0%	53%	2%	732
2014-15	30%	14%	27%	2%	17%	9%	18,366	2014-15	0%	54%	1%	0%	30%	15%	341
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	1%	13%	65%	0%	14%	7%	508	2008-09	0%	41%	26%	0%	33%	0%	1,620
2009-10	2%	53%	0%	0%	13%	32%	145	2009-10	4%	51%	23%	1%	20%	1%	3,406
2010-11	10%	29%	0%	5%	20%	36%	975	2010-11	1%	37%	17%	0%	26%	19%	5,084
2011-12	3%	24%	5%	5%	25%	37%	578	2011-12	3%	9%	46%	0%	36%	6%	2,821
2012-13	4%	35%	0%	0%	35%	25%	764	2012-13	2%	0%	28%	0%	20%	50%	2,576
2013-14	41%	10%	6%	0%	31%	11%	378	2013-14	0%	10%	14%	0%	38%	39%	1,496
2014-15	30%	18%	1%	0%	36%	16%	552	2014-15	3%	11%	9%	0%	10%	68%	1,109
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	3%	47%	0%	0%	24%	25%	440	2008-09	0%	0%	0%	0%	0%	0%	0
2009-10	16%	24%	6%	0%	11%	43%	683	2009-10	0%	0%	0%	0%	85%	15%	56
2010-11	28%	14%	21%	0%	6%	31%	1,485	2010-11	0%	0%	0%	0%	0%	0%	0
2011-12	0%	34%	19%	0%	22%	24%	679	2011-12	0%	100%	0%	0%	0%	0%	60
2012-13	8%	7%	13%	0%	29%	43%	1,627	2012-13	0%	100%	0%	0%	0%	0%	2,254
2013-14	5%	0%	7%	0%	24%	64%	535	2013-14	0%	0%	0%	0%	0%	0%	0
2014-15	10%	2%	4%	0%	8%	75%	722	2014-15	0%	0%	0%	0%	0%	0%	0
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2008-09	11%	51%	24%	1%	4%	11%	1,781	2008-09	0%	70%	0%	0%	30%	0%	56
2009-10	16%	44%	16%	3%	2%	19%	6,564	2009-10	0%	84%	0%	0%	16%	0%	53
2010-11	20%	49%	7%	2%	4%	17%	8,730	2010-11	16%	84%	0%	0%	0%	0%	30
2011-12	16%	36%	6%	1%	3%	39%	4,409	2011-12	0%	0%	0%	0%	100%	0%	23
2012-13	14%	42%	11%	2%	4%	27%	5,079	2012-13	0%	0%	0%	0%	100%	0%	29
2013-14	9%	40%	18%	0%	3%	29%	6,794	2013-14	0%	0%	0%	0%	100%	0%	58
2014-15	10%	65%	4%	0%	7%	13%	4,093	2014-15	0%	0%	0%	0%	100%	0%	34
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2008-09	0%	96%	0%	0%	11%	0%	124								
2009-10	0%	0%	0%	0%	0%	0%	0								
2010-11	0%	79%	0%	0%	21%	0%	9								
2011-12	0%	0%	0%	0%	100%	0%	1								
2012-13	0%	97%	0%	0%	0%	3%	505								
2013-14	0%	100%	0%	0%	0%	0%	17								
2014-15	0%	0%	0%	0%	0%	0%	0								

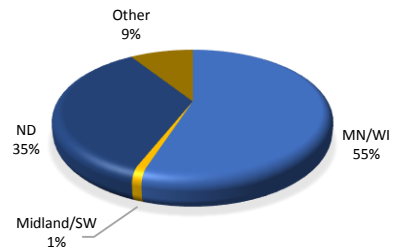
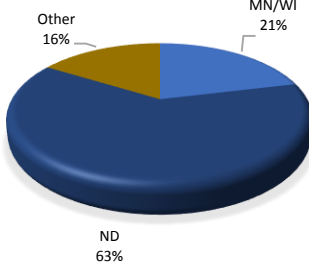
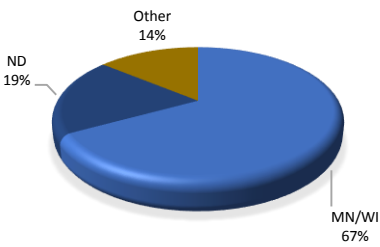
# BARLEY SHIPMENTS



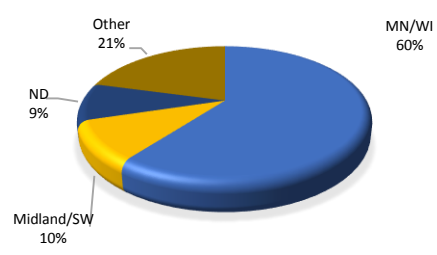
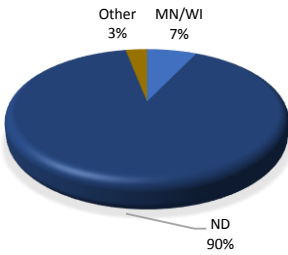
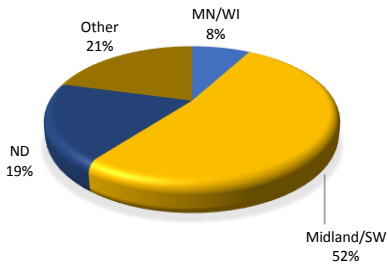
## Destinations for Barley Shipments, 2014-15 Crop Reporting District



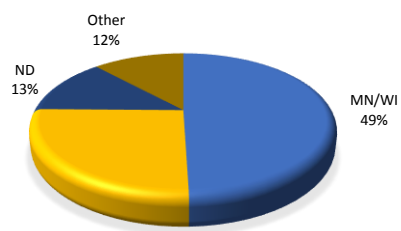
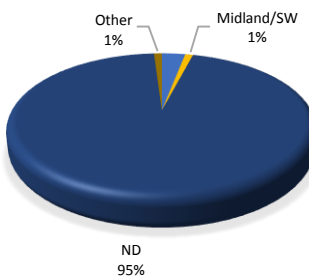
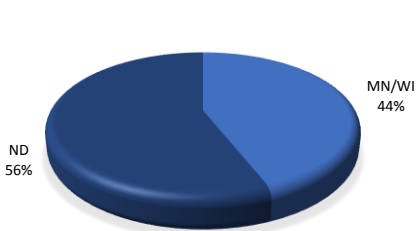
### CRD1                      CRD2                      CRD3



### CRD4                      CRD5                      CRD6

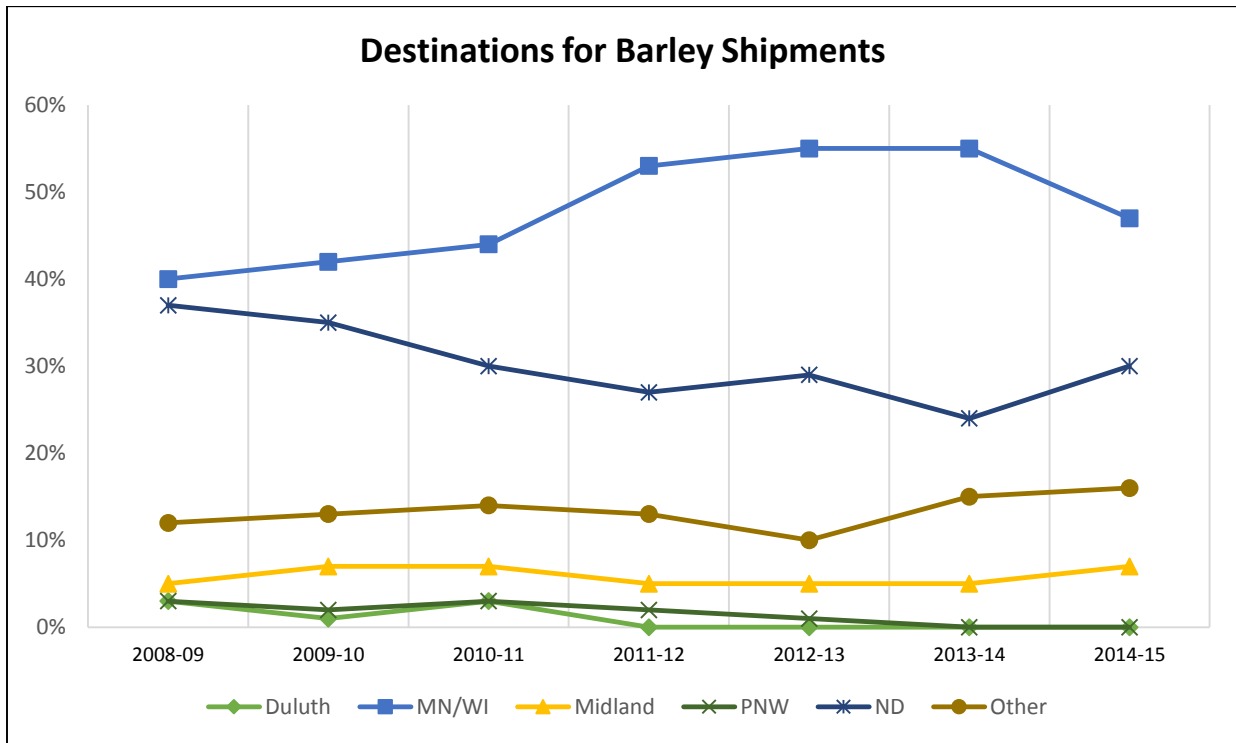


### CRD7                      CRD8                      CRD9



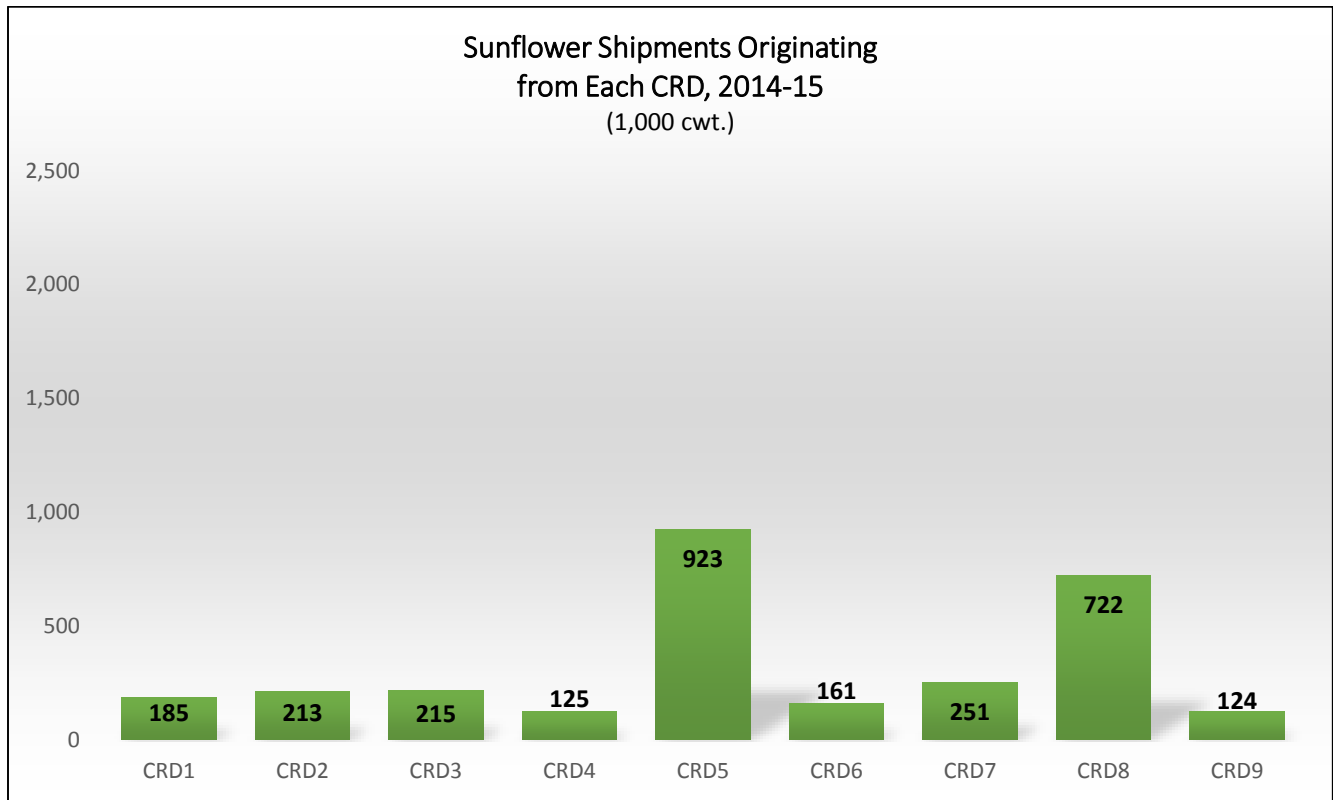
**Trends for Destinations of Barley Shipments from ND  
(1,000 Bushels)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	1,891 3%	22,855 40%	2,974 5%	1,681 3%	20,892 37%	57,230
2009-10	464 1%	21,464 42%	3,549 7%	1,001 2%	17,544 35%	50,579
2010-11	1,309 3%	21,671 44%	3,289 7%	1,300 3%	14,823 30%	49,237
2011-12	17 0%	21,050 53%	2,067 5%	672 2%	10,641 27%	39,584
2012-13	36 0%	23,575 55%	2,158 5%	315 1%	12,375 29%	42,727
2013-14	12 0%	25,577 55%	2,502 5%	114 0%	11,199 24%	46,514
2014-15	0 0%	21,963 47%	3,112 7%	24 0%	14,170 30%	46,592

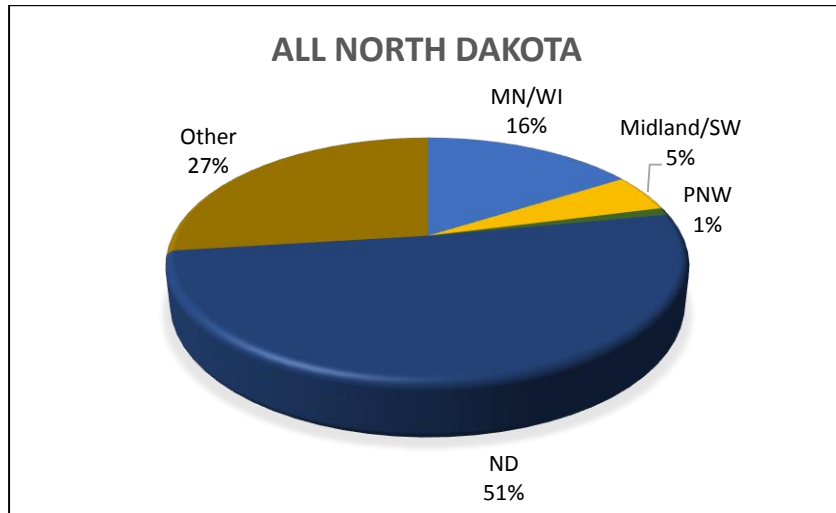


# SUNFLOWER SHIPMENTS

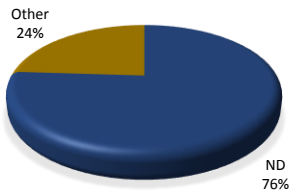
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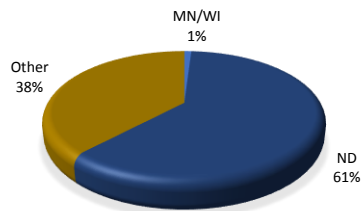
## Destinations for Sunflower Shipments, 2014-15 Crop Reporting District



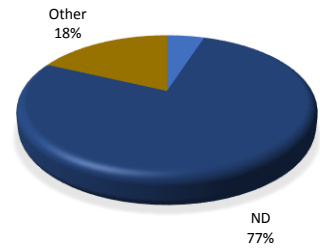
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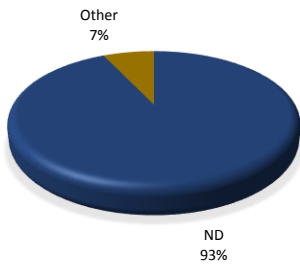
**CRD2**



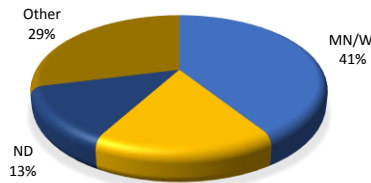
**CRD3**



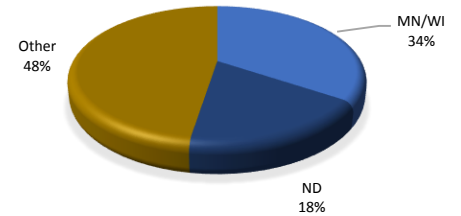
**CRD4**



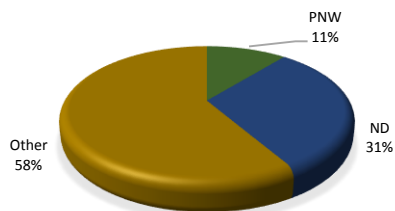
**CRD5**



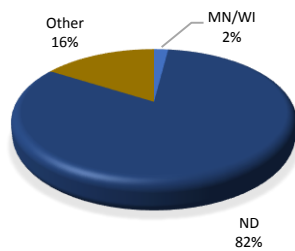
**CRD6**



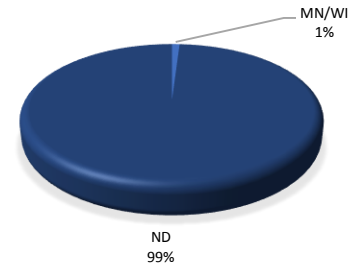
**CRD7**



**CRD8**

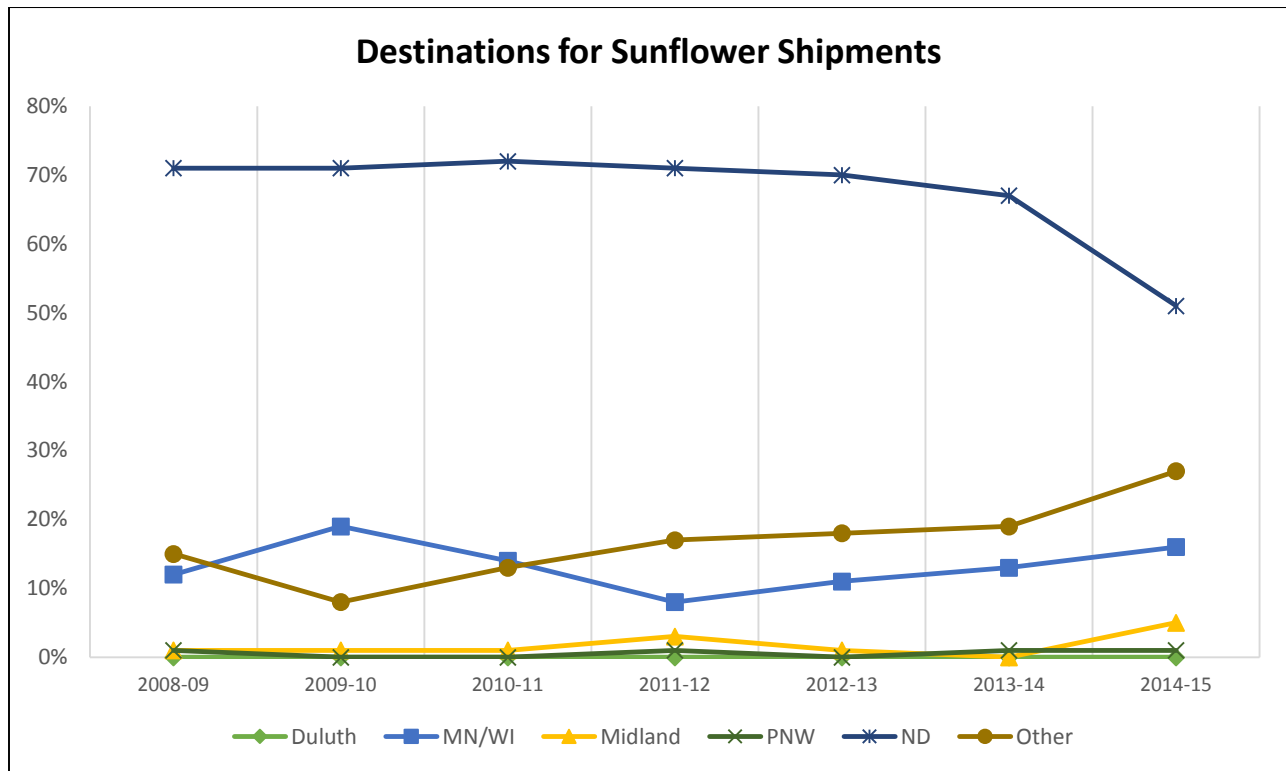


**CRD9**



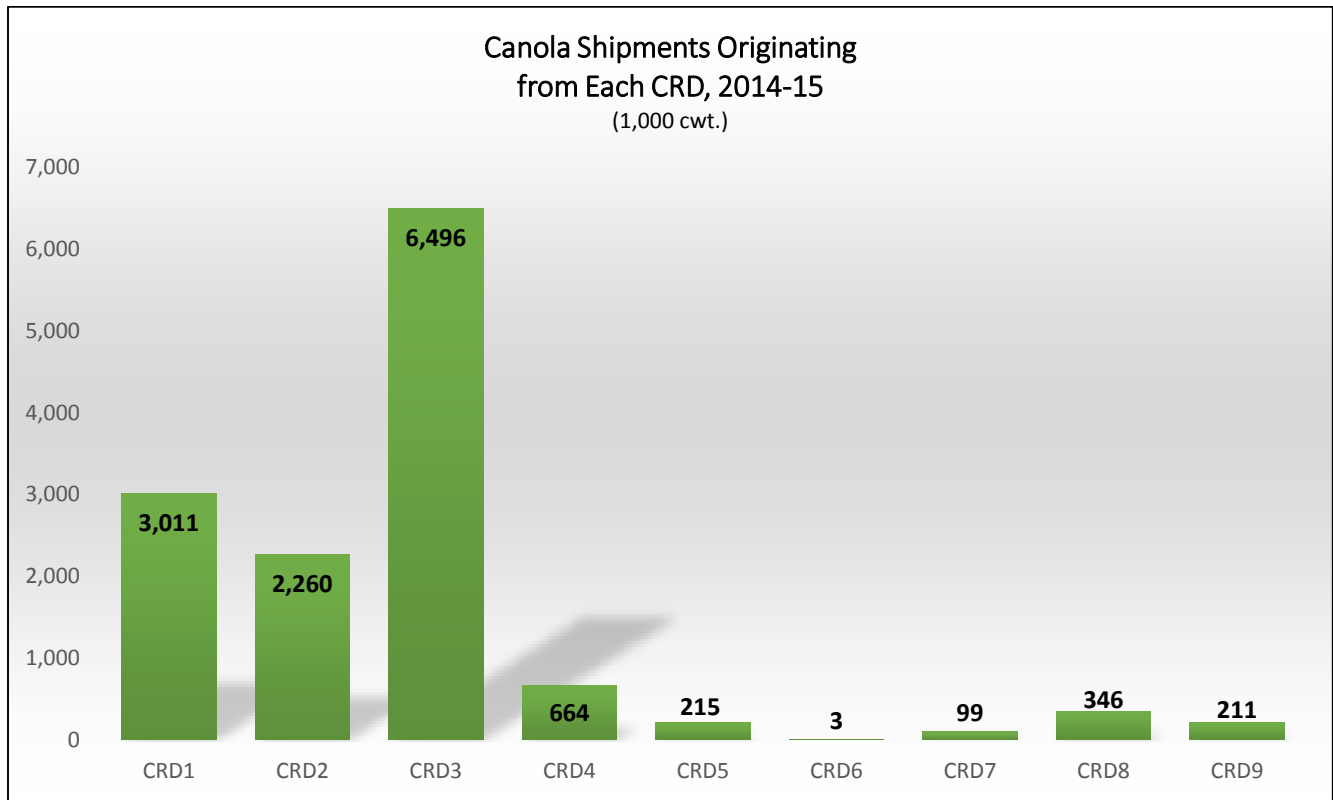
**Trends for Destinations of Sunflower Shipments from ND  
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	1 0%	865 12%	63 1%	62 1%	4,931 71%	6,949
2009-10	21 0%	1,571 19%	58 1%	20 0%	5,850 71%	8,208
2010-11	0 0%	985 14%	55 1%	30 0%	5,065 72%	7,074
2011-12	0 0%	393 8%	130 3%	27 1%	3,267 71%	4,622
2012-13	0 0%	604 11%	68 1%	17 1%	3,814 70%	5,476
2013-14	0 0%	511 13%	4 0%	21 1%	2,633 67%	3,907
2014-15	0 0%	464 16%	153 5%	28 1%	1,494 51%	2,921

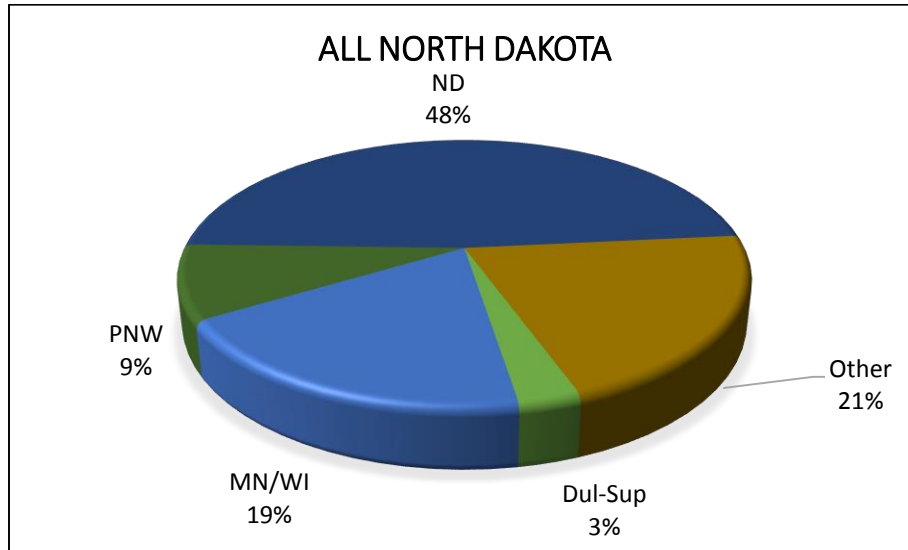




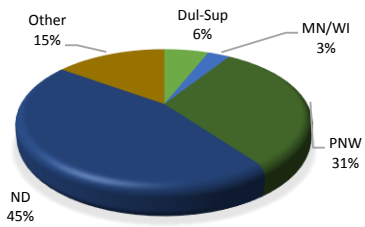
# CANOLA SHIPMENTS



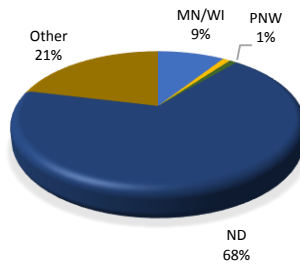
## Destinations for Canola Shipments, 2014-15 Crop Reporting District



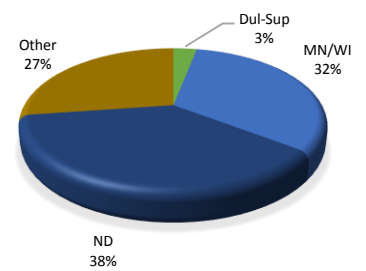
**CRD1**



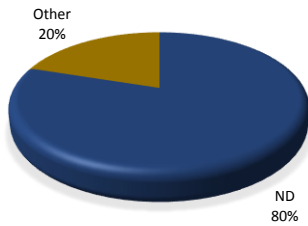
**CRD2**



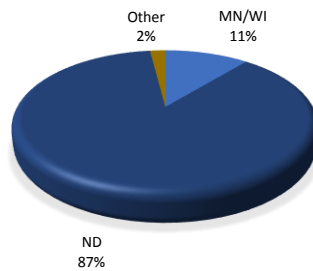
**CRD3**



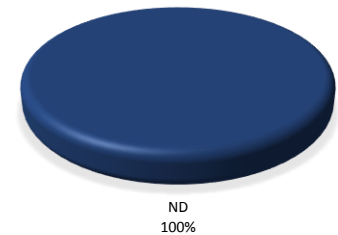
**CRD4**



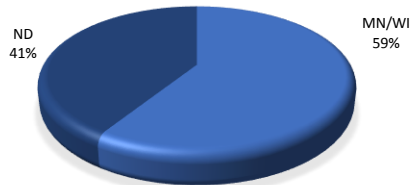
**CRD5**



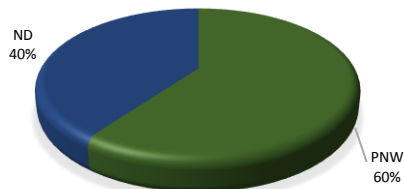
**CRD6**



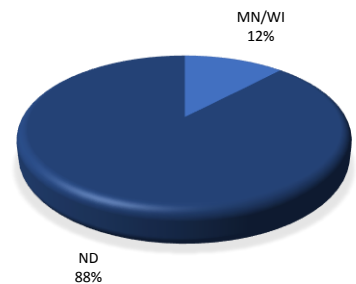
**CRD7**



**CRD8**

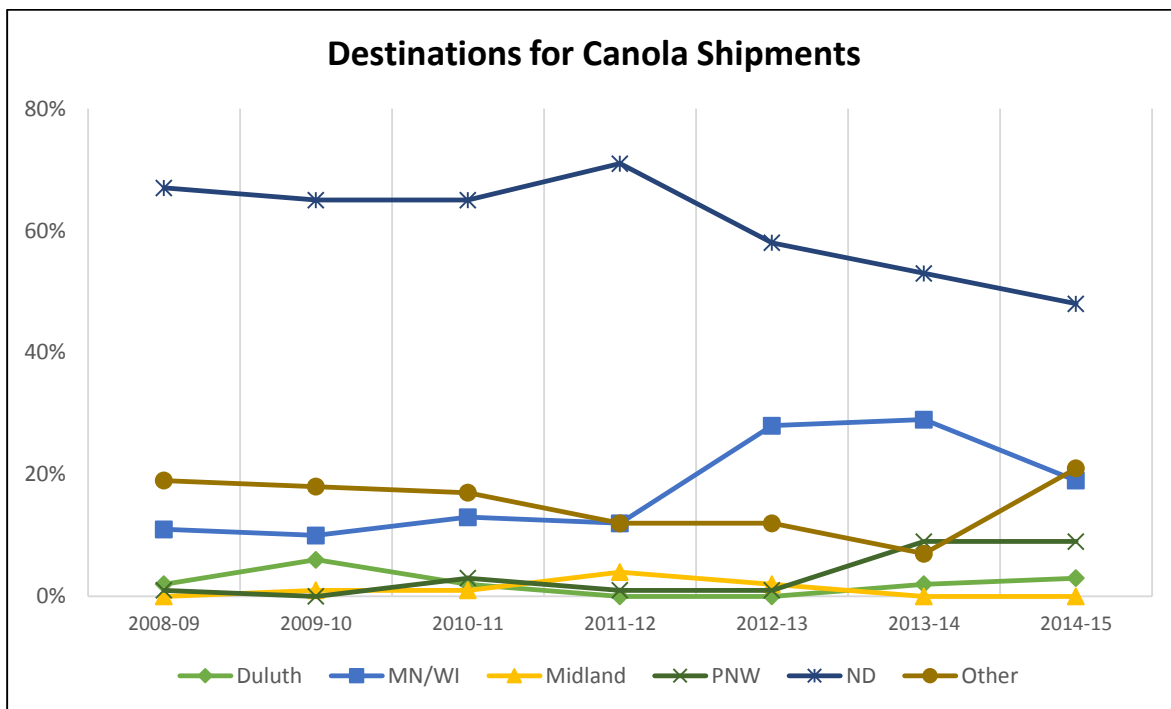


**CRD9**



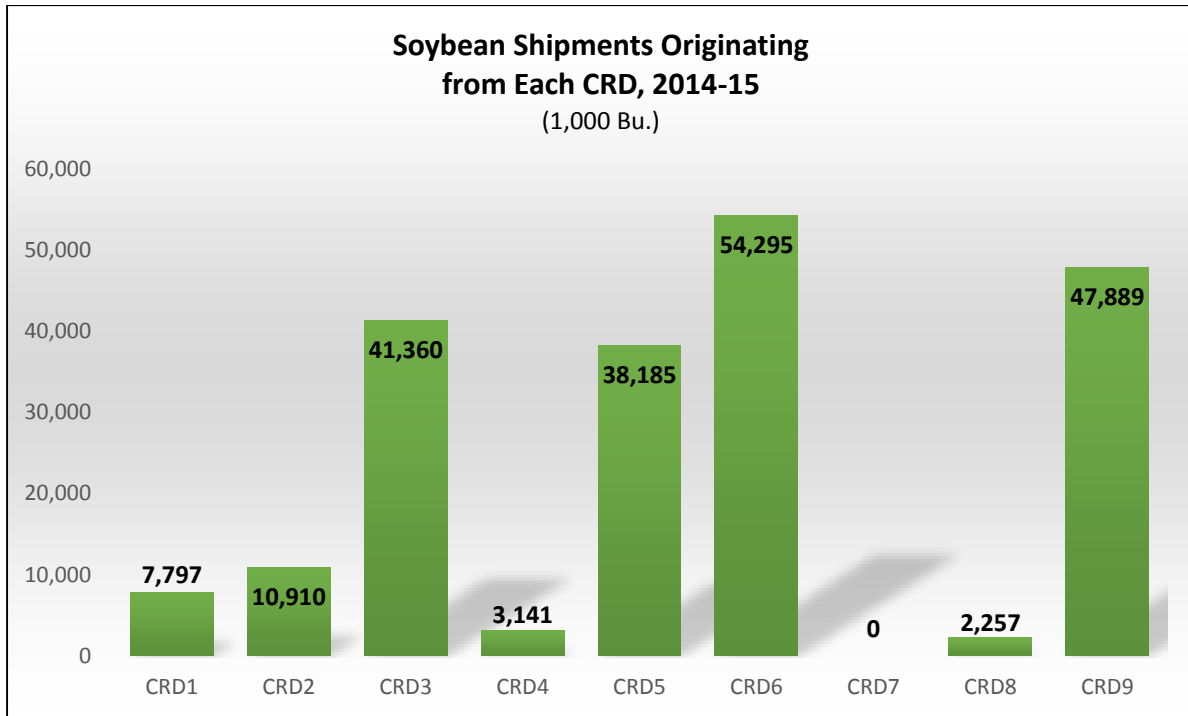
**Trends for Destinations of Canola Shipments from ND  
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	174 3%	962 11%	0 0%	61 1%	5,704 67%	8,516
2009-10	623 6%	1,049 10%	60 1%	4 0%	6,854 65%	10,532
2010-11	275 2%	1,817 13%	1115 1%	397 3%	9,388 65%	14,468
2011-12	11 0%	1,282 12%	395 4%	136 1%	7,378 71%	10,439
2012-13	12 0%	3,587 28%	197 2%	153 1%	7,435 58%	12,919
2013-14	215 2%	3,683 29%	38 0%	1,106 9%	6,673 53%	12,580
2014-15	394 3%	2,482 19%	31 0%	1,182 9%	6,377 48%	13,305

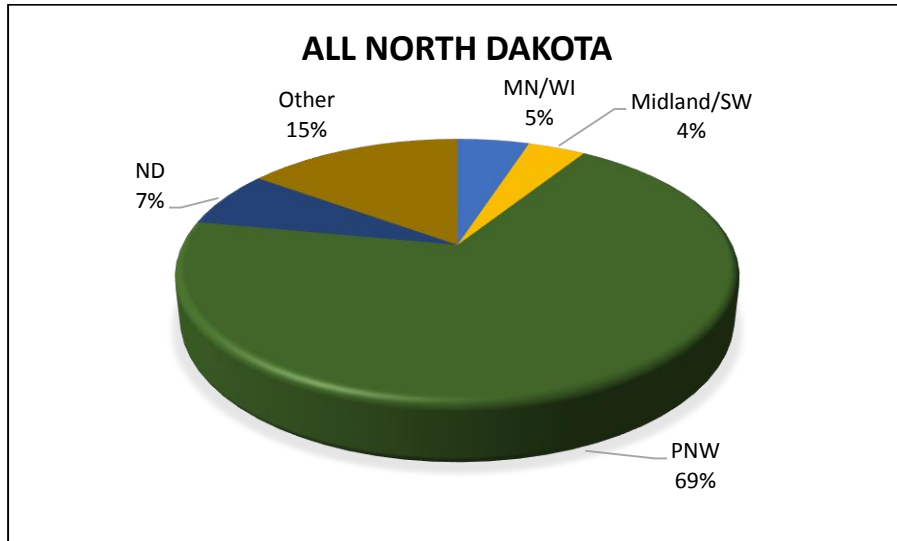


# SOYBEAN SHIPMENTS

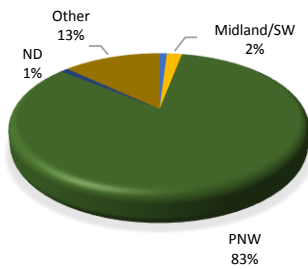
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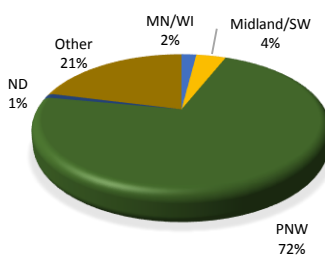
## Destinations for Soybean Shipments, 2014-15 Crop Reporting District



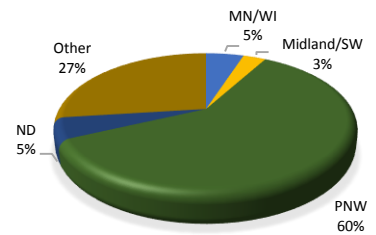
**CRD1**



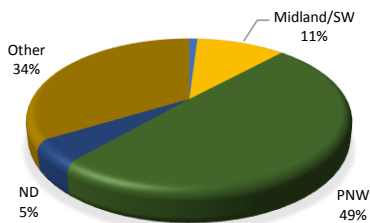
**CRD2**



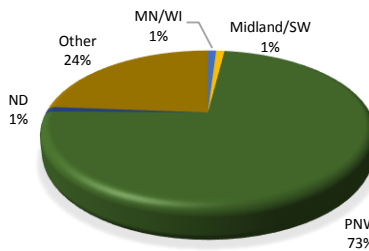
**CRD3**



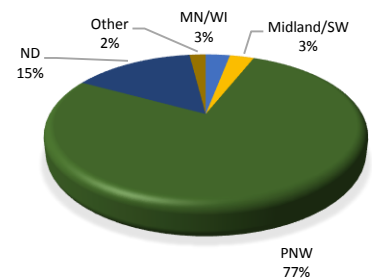
**CRD4**



**CRD5**



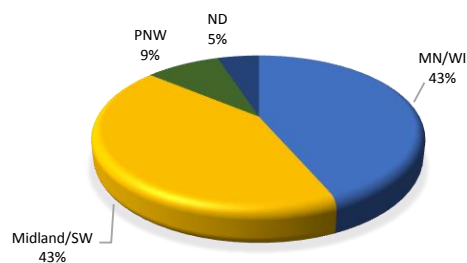
**CRD6**



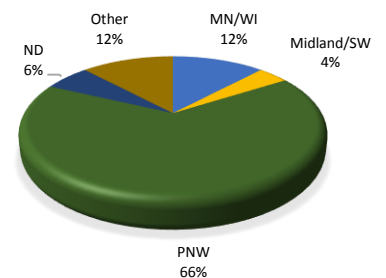
**CRD7**

**No Shipments**

**CRD8**

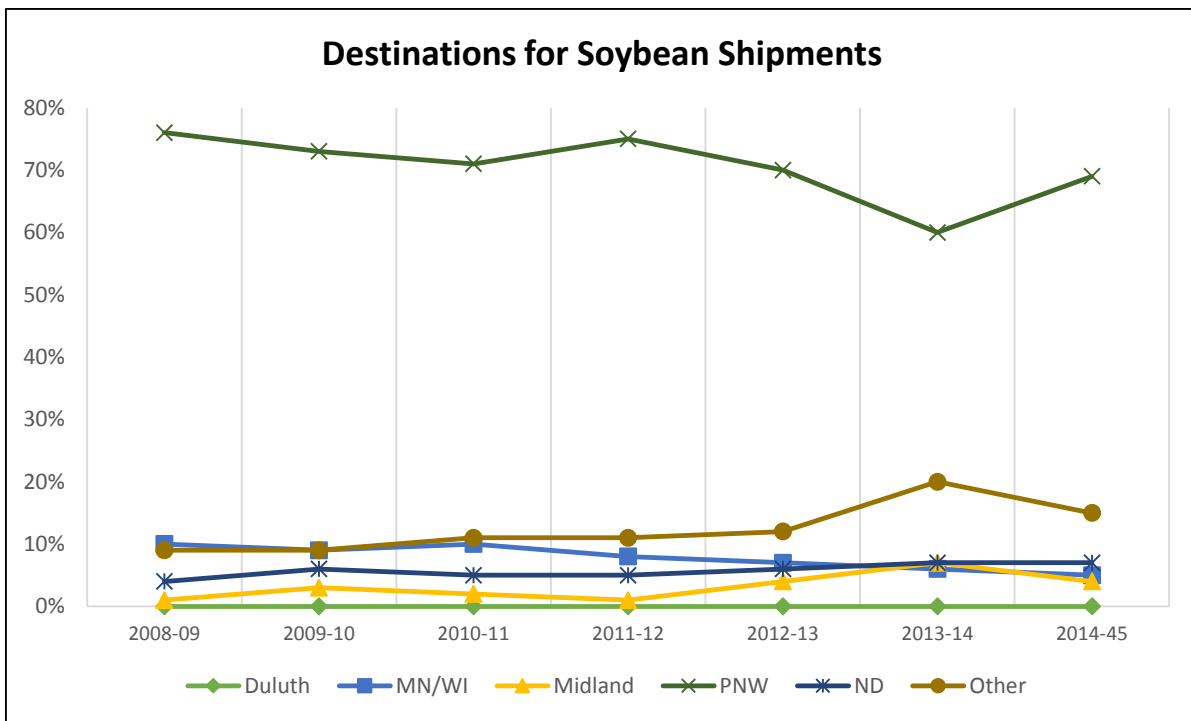


**CRD9**



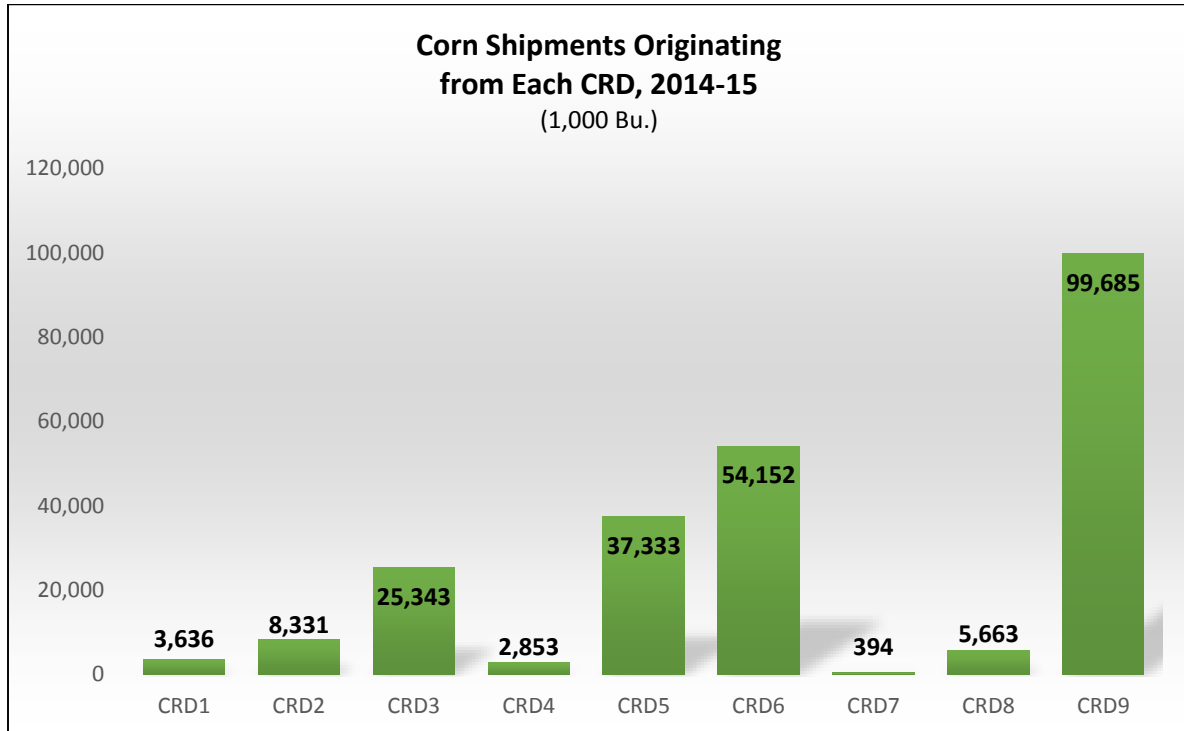
**Trends for Destinations of Soybean Shipments from ND  
(1,000 Bushels)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	1 0%	10,900 10%	1,252 1%	83,365 76%	4,314 4%	110,207
2009-10	103 0%	12,327 9%	4,266 3%	100,526 73%	7,905 6%	138,166
2010-11	418 0%	14,675 10%	2,292 2%	99,656 71%	7,126 5%	139,791
2011-12	0 0%	10,887 8%	989 1%	102,333 75%	7,052 5%	135,965
2012-13	533 0%	11,549 7%	7,030 4%	121,422 70%	10,727 6%	172,489
2013-14	72 0%	9,511 6%	11,727 7%	98,474 60%	11,979 7%	164,448
2014-15	0 0%	10,911 5%	7,395 4%	142,201 69%	13,571 7%	205,835

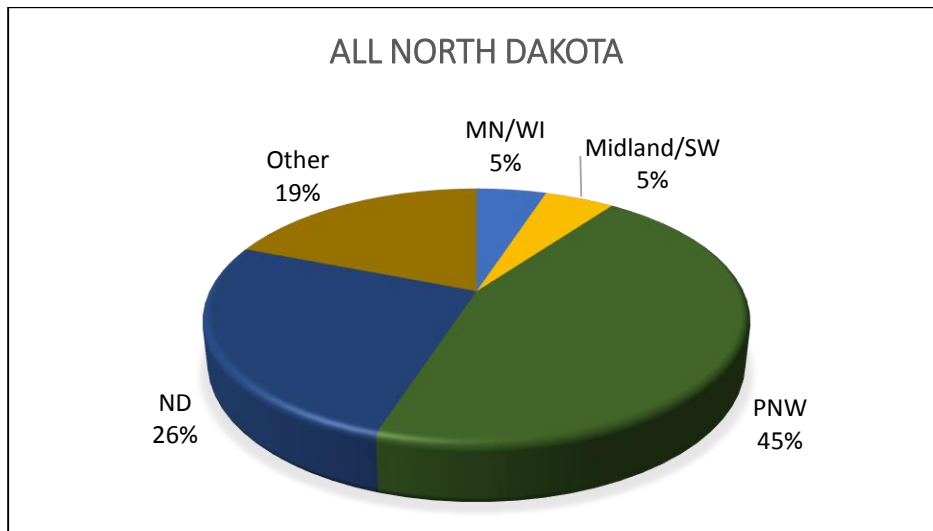


# CORN SHIPMENTS

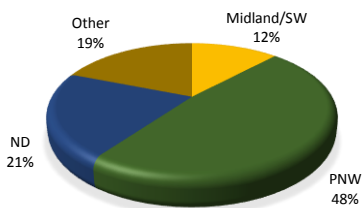
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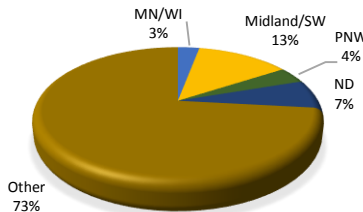
## Destinations for Corn Shipments, 2014-15 Crop Reporting District



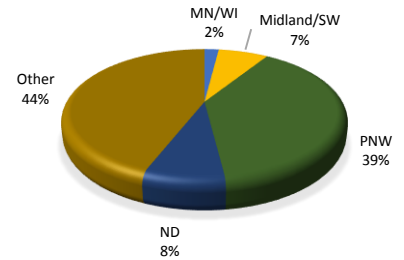
**CRD1**



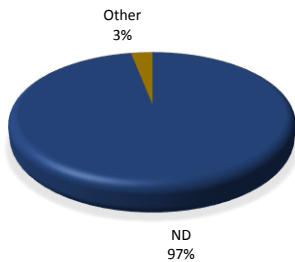
**CRD2**



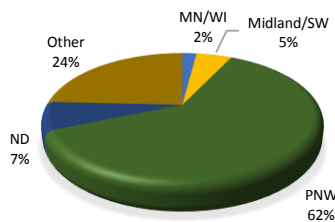
**CRD3**



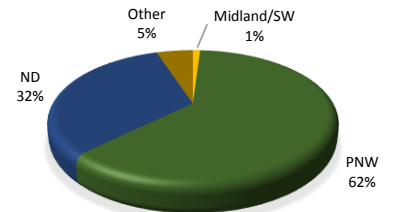
**CRD4**



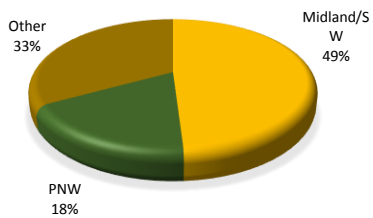
**CRD5**



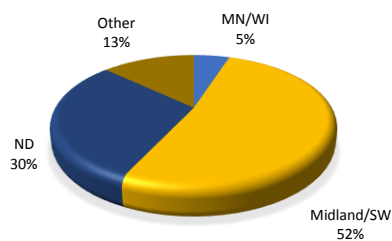
**CRD6**



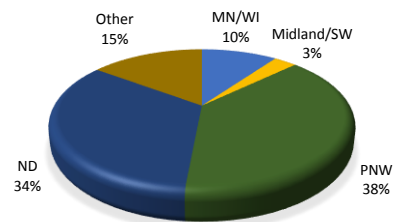
**CRD7**



**CRD8**



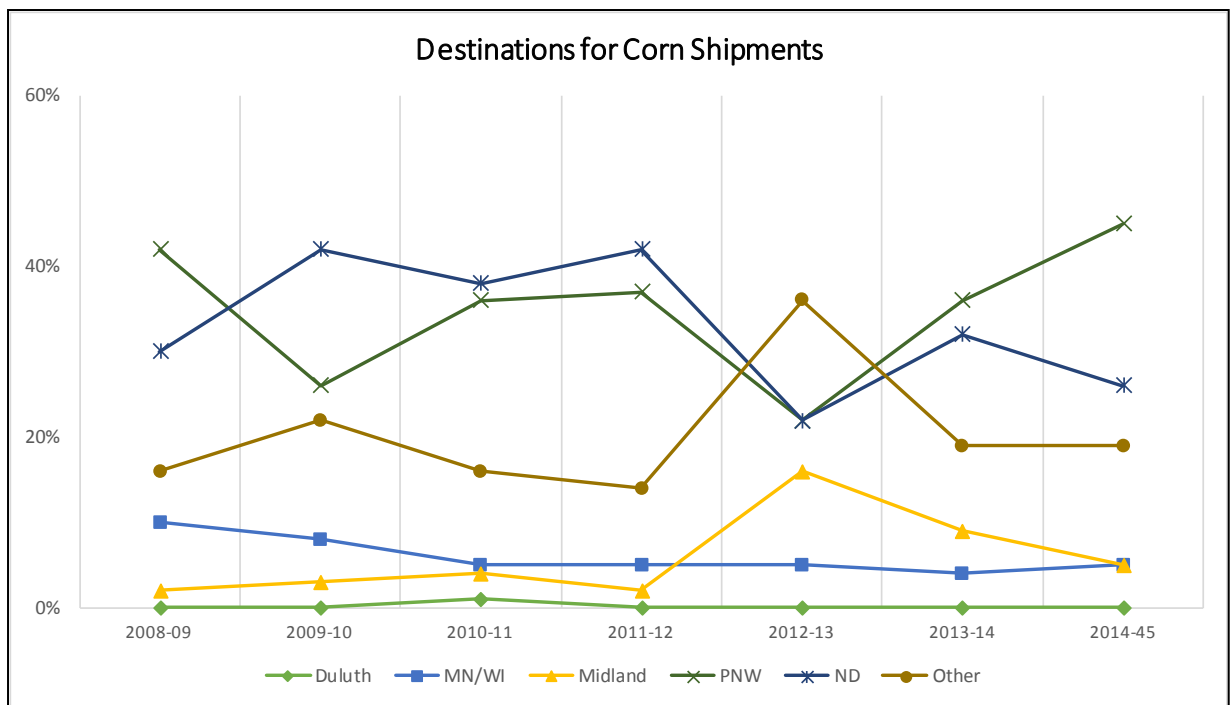
**CRD9**





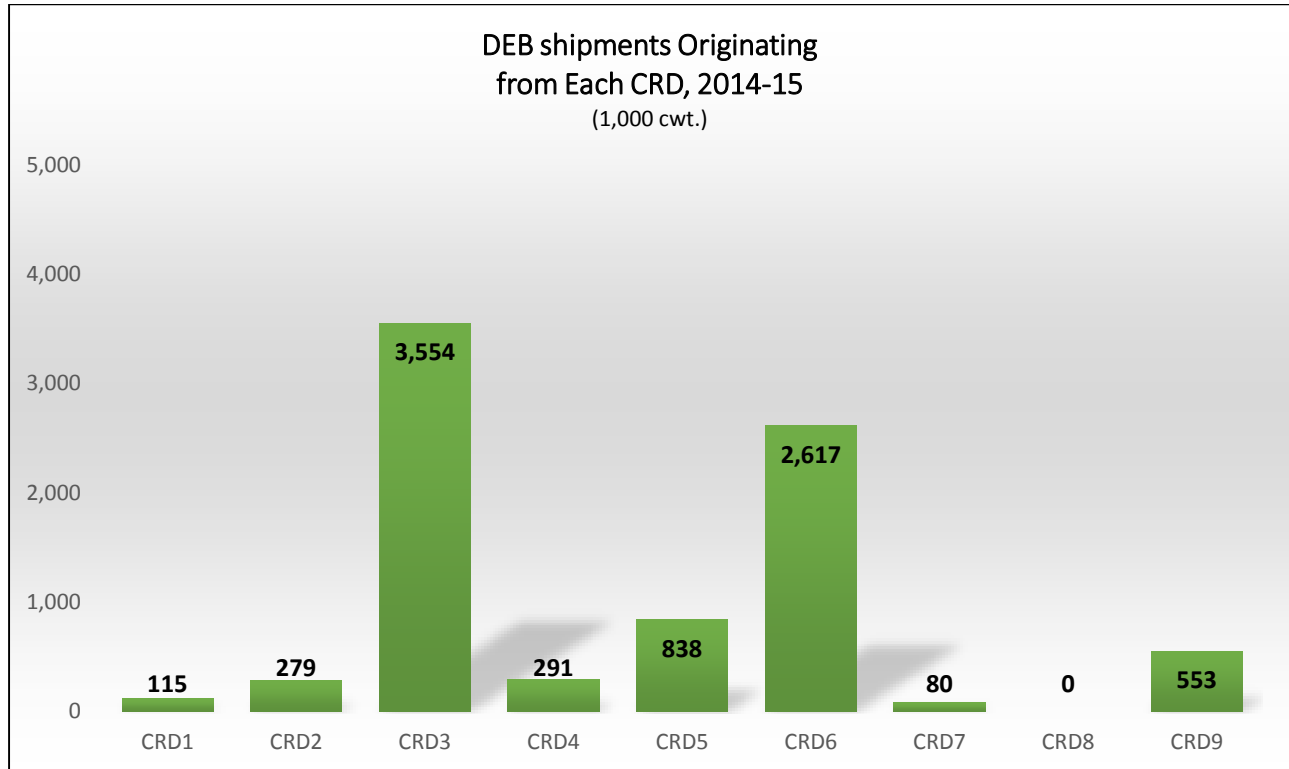
**Trends for Destinations of Corn Shipments from ND  
(1,000 Bushels)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	1	19,852	2,906	80,482	56,657	189,900
	0%	10%	2%	42%	30%	
2009-10	514	12,652	4,812	43,002	69,490	167,327
	0%	8%	3%	26%	42%	
2010-11	1,075	10,466	7,661	70,225	73,074	192,452
	1%	5%	4%	36%	38%	
2011-12	2,918	7,941	3,603	61,640	69,488	165,631
	0%	5%	2%	37%	42%	
2012-13	6,274	14,979	47,218	65,008	67,197	302,041
	0%	5%	16%	22%	22%	
2013-14	3	8,918	18,973	78,994	68,961	217,835
	0%	4%	9%	36%	32%	
2014-15	113	11,770	12,005	106,631	61,525	237,390
	0%	5%	5%	45%	26%	

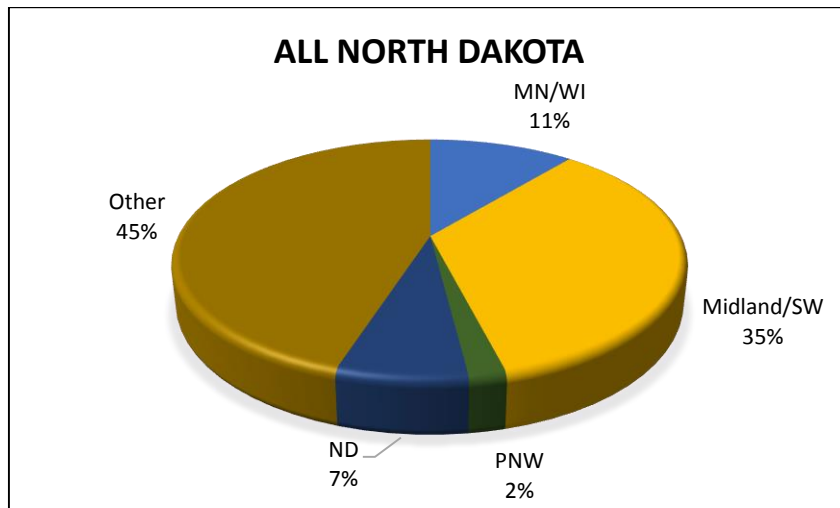


# DRY EDIBLE BEAN SHIPMENTS

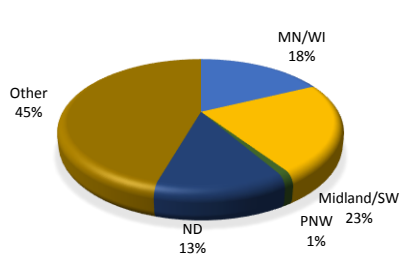
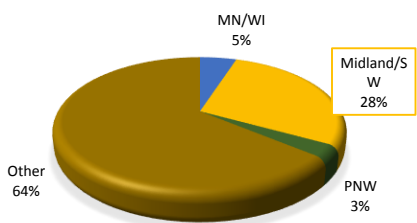
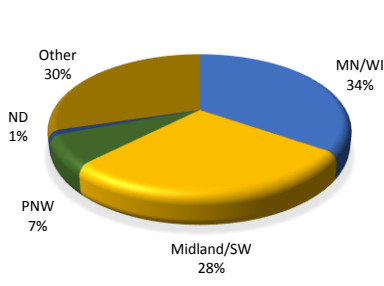
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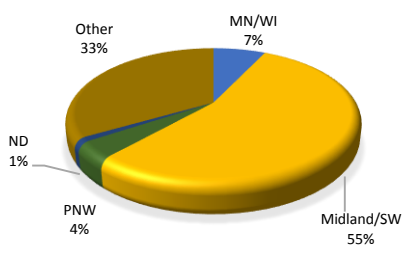
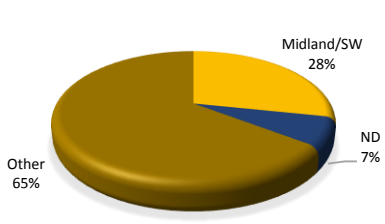
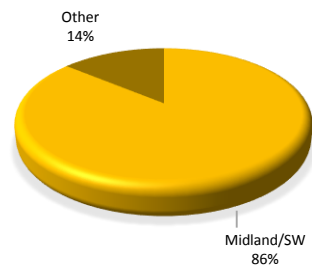
## Destinations for Dry Edible Bean Shipments, 2014-15 Crop Reporting District



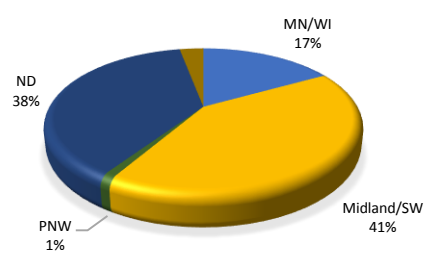
### CRD1                                  CRD2                                  CRD3



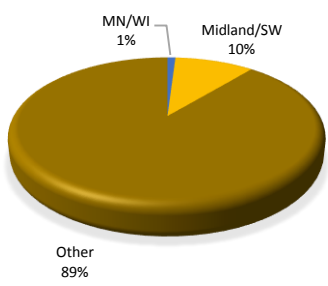
### CRD4                                  CRD5                                  CRD6



### CRD7                                  CRD8                                  CRD9

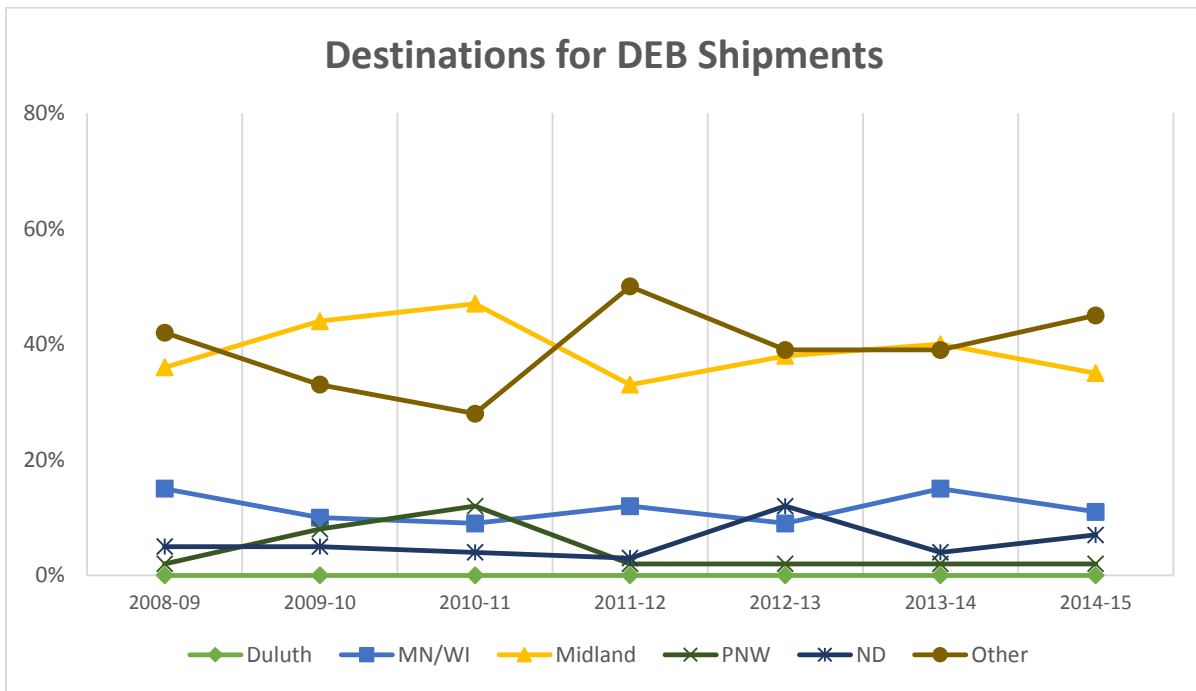


**No Shipments**



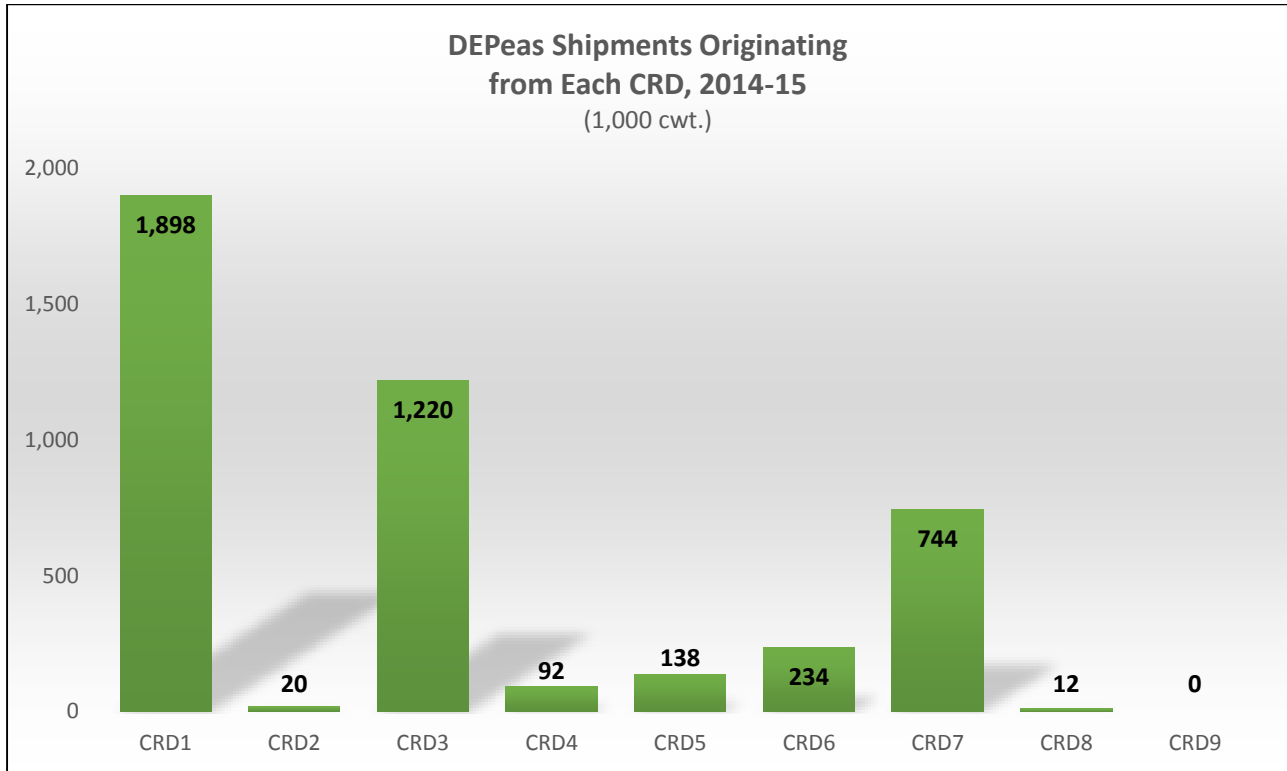
**Trends for Destinations of DEB Shipments from ND  
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	0	1,437	3,437	192	462	9,583
	0%	15%	36%	2%	5%	
2009-10	6	1,145	5,023	893	597	11,462
	0%	10%	44%	8%	5%	
2010-11	0	1,092	5,905	1,545	554	12,565
	0%	9%	47%	12%	4%	
2011-12	0	940	2,456	154	261	7,546
	0%	12%	33%	2%	3%	
2012-13	0	815	3,543	201	1,169	9,374
	0%	9%	38%	2%	12%	
2013-14	1	1,172	3,159	174	284	7,917
	0%	15%	40%	2%	4%	
2014-15	0	906	2,913	153	578	8,326
	0%	11%	35%	2%	7%	

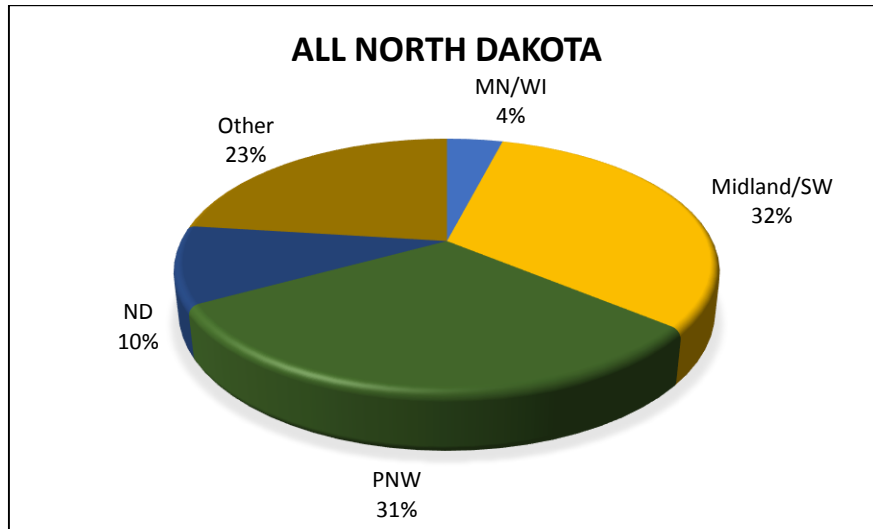


# DRY EDIBLE PEA SHIPMENTS

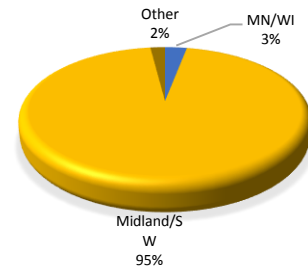
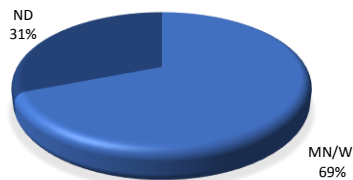
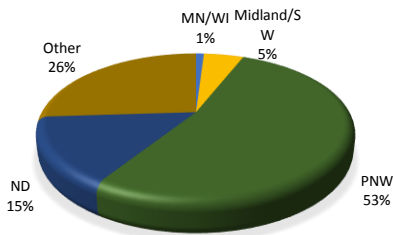
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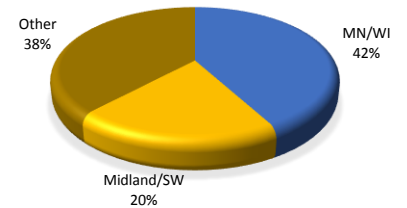
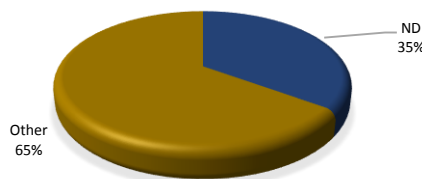
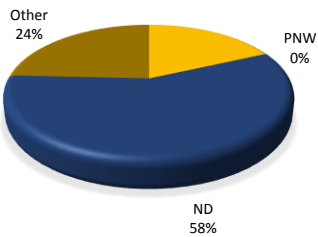
## Destinations for Dry Edible Pea Shipments, 2014-15 Crop Reporting District



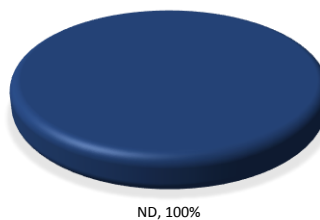
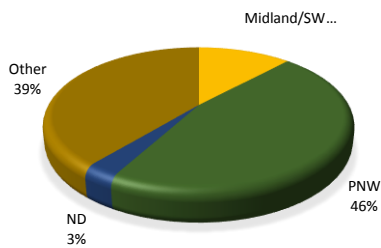
### CRD1                                      CRD2                                      CRD3



### CRD4                                      CRD5                                      CRD6



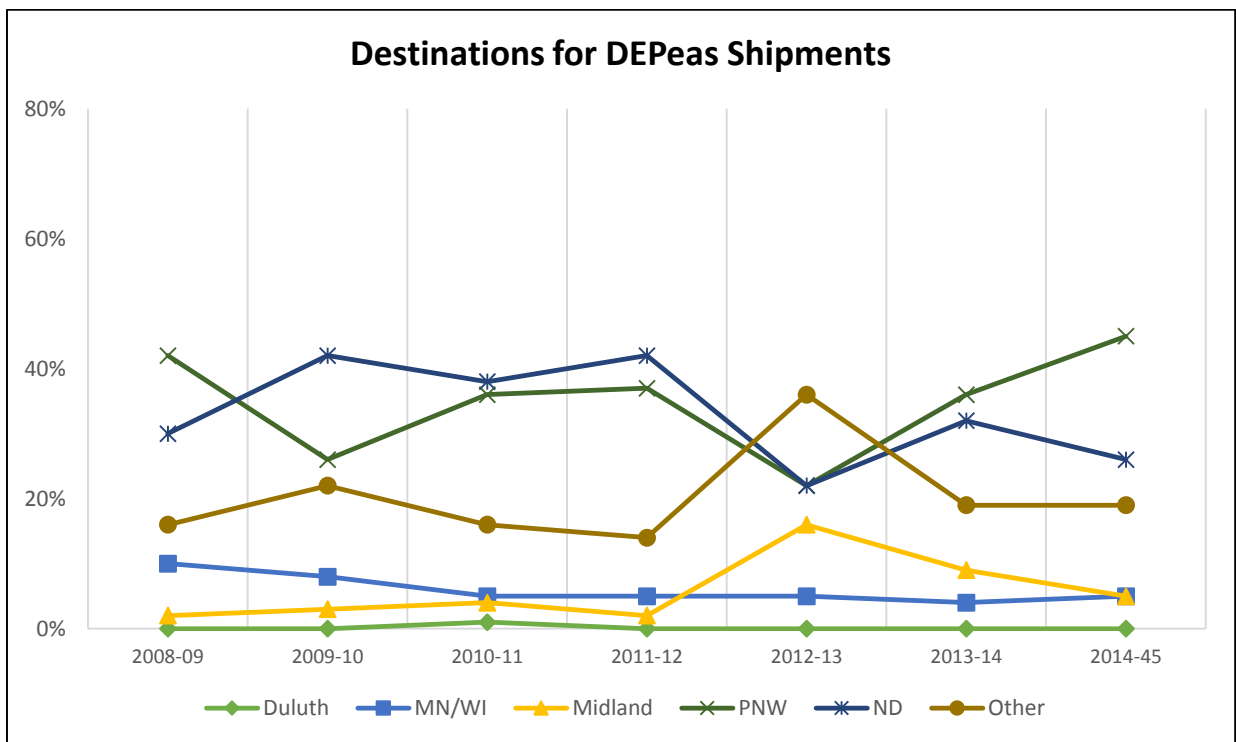
### CRD7                                      CRD8                                      CRD9



**No Shipments**

**Trends for Destinations of DEPeas Shipments from ND  
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	52	433	1,384	1,631	406	5,805
	1%	7%	24%	28%	7%	
2009-10	0	1,211	2,318	2,697	202	8,939
	0%	14%	26%	30%	2%	
2010-11	4	363	2,894	3,025	242	9,015
	0%	4%	32%	34%	3%	
2011-12	2	357	1,490	680	353	3,874
	0%	9%	38%	18%	9%	
2012-13	0	140	1,494	1,072	352	4,227
	0%	3%	35%	25%	8%	
2013-14	0	172	1,471	1,204	523	4,214
	0%	4%	35%	29%	12%	
2014-15	0	170	1,415	1,347	415	4,357
	0%	4%	32%	31%	10%	



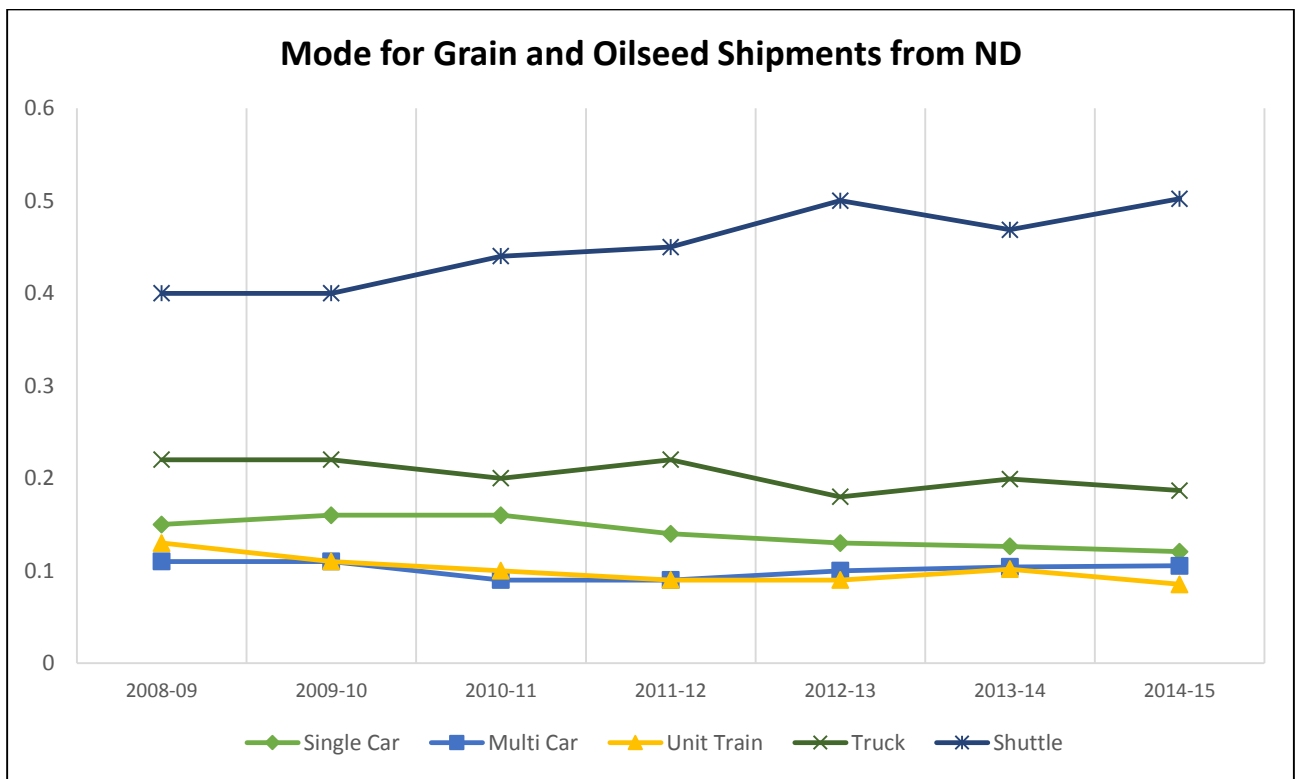


**MODE FOR GRAIN AND OILSEED SHIPMENTS  
ORIGINATING FROM NORTH DAKOTA ELEVATORS**



**Mode for Grain and Oilseed Shipments from ND  
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2008-09	99,457 15%	68,628 11%	82,386 13%	143,510 22%	257,365 40%	651,345
2009-10	119,824 16%	81,377 11%	86,703 11%	167,829 22%	307,558 40%	763,289
2010-11	139,567 16%	77,289 9%	89,796 10%	173,909 20%	384,868 44%	865,431
2011-12	87,687 14%	57,162 9%	56,026 9%	139,778 22%	281,677 45%	622,330
2012-13	112,094 13%	82,436 10%	79,768 9%	157,904 18%	433,729 50%	865,931
2013-14	98,724 13%	81,364 10%	79,490 10%	155,507 20%	366,131 47%	781,216
2014-15	104,813 12%	91,655 10%	74,178 8%	162,287 19%	436,638 50%	869,541



## Mode for Grain and Oilseed Shipments from Each CRD (1,000 Bushels)

	CRD 1						CRD 2						
	Single		Multi		Unit		Single		Multi		Unit		
	Car	Car	Train	Truck	Shuttle	Total	Car	Car	Train	Truck	Shuttle	Total	
2008-09	31%	28%	22%	7%	12%	70,041	2008-09	16%	19%	17%	25%	22%	43,796
2009-10	26%	26%	26%	6%	15%	96,306	2009-10	17%	14%	17%	26%	27%	54,521
2010-11	28%	19%	26%	8%	19%	98,911	2010-11	21%	12%	12%	26%	30%	61,845
2011-12	37%	25%	11%	13%	14%	48,832	2011-12	20%	5%	13%	32%	30%	33,981
2012-13	34%	21%	16%	10%	19%	94,274	2012-13	23%	9%	12%	22%	33%	53,654
2013-14	30%	17%	19%	14%	20%	87,999	2013-14	16%	12%	8%	19%	44%	43,127
2014-15	29%	17%	14%	12%	28%	98,413	2014-15	13%	16%	4%	20%	47%	57,292

	CRD 3						CRD 4						
	Single		Multi		Unit		Single		Multi		Unit		
	Car	Car	Train	Truck	Shuttle	Total	Car	Car	Train	Truck	Shuttle	Total	
2008-09	14%	7%	9%	26%	44%	138,404	2008-09	17%	9%	12%	40%	22%	24,489
2009-10	13%	5%	7%	29%	45%	144,186	2009-10	18%	11%	8%	30%	33%	38,435
2010-11	13%	5%	9%	23%	51%	185,083	2010-11	17%	8%	12%	31%	33%	37,945
2011-12	10%	6%	8%	25%	50%	148,429	2011-12	22%	7%	15%	30%	27%	23,426
2012-13	10%	7%	8%	22%	53%	166,737	2012-13	17%	10%	12%	22%	39%	30,874
2013-14	9%	7%	12%	22%	50%	156,847	2013-14	12%	5%	14%	25%	44%	31,398
2014-15	11%	9%	11%	24%	46%	179,410	2014-15	10%	6%	20%	21%	43%	34,607

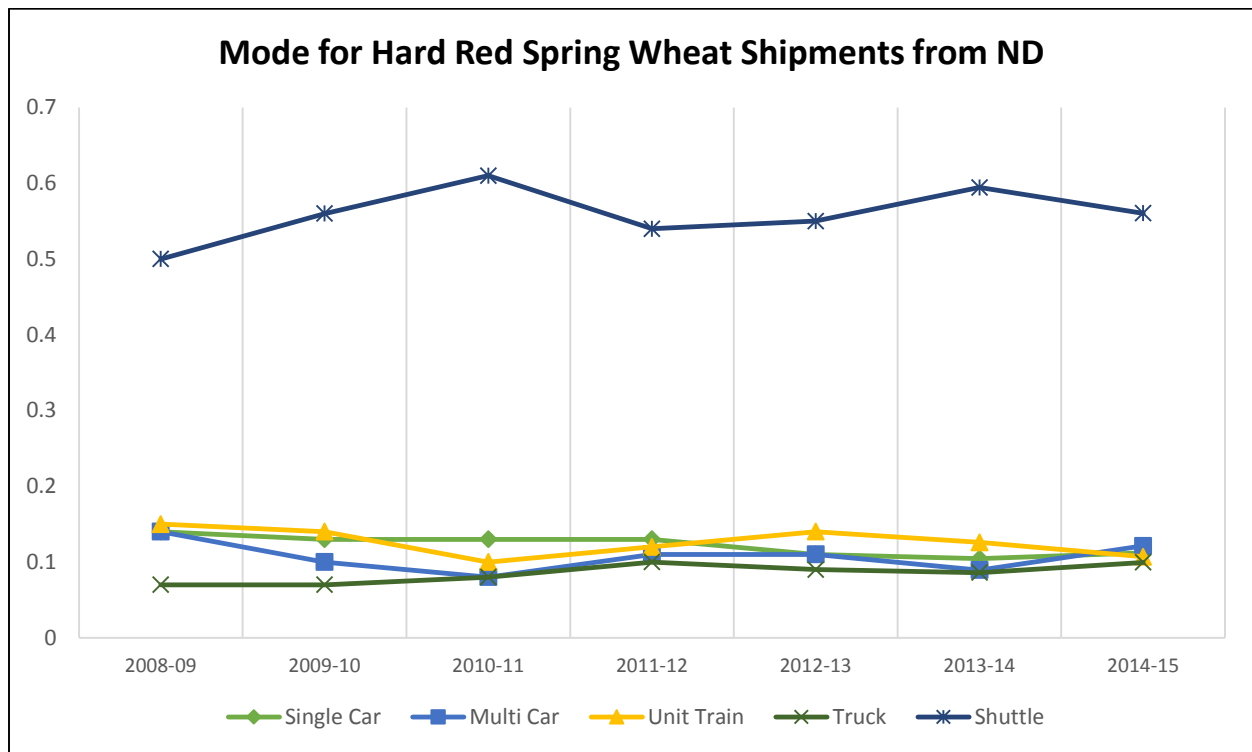
	CRD 5						CRD 6						
	Single		Multi		Unit		Single		Multi		Unit		
	Car	Car	Train	Truck	Shuttle	Total	Car	Car	Train	Truck	Shuttle	Total	
2008-09	22%	9%	14%	29%	27%	69,168	2008-09	5%	4%	5%	25%	60%	142,770
2009-10	19%	7%	7%	27%	40%	81,038	2009-10	9%	5%	6%	26%	53%	140,149
2010-11	15%	6%	5%	20%	54%	101,974	2010-11	13%	4%	4%	20%	58%	165,825
2011-12	13%	4%	4%	21%	58%	82,246	2011-12	7%	4%	6%	24%	59%	128,400
2012-13	8%	4%	4%	15%	69%	115,238	2012-13	7%	6%	7%	18%	63%	177,147
2013-14	11%	6%	5%	14%	64%	89,005	2013-14	76%	7%	5%	23%	56%	150,664
2014-15	12%	4%	3%	11%	70%	109,094	2014-15	6%	6%	4%	23%	60%	152,949

	CRD 7						CRD 8						
	Single		Multi		Unit		Single		Multi		Unit		
	Car	Car	Train	Truck	Shuttle	Total	Car	Car	Train	Truck	Shuttle	Total	
2008-09	19%	25%	40%	12%	3%	13,651	2008-09	5%	11%	10%	47%	27%	7,443
2009-10	15%	13%	5%	5%	61%	50,062	2009-10	12%	2%	6%	34%	45%	18,411
2010-11	13%	17%	9%	7%	54%	49,187	2010-11	9%	1%	6%	44%	41%	20,344
2011-12	21%	17%	7%	7%	48%	30,591	2011-12	3%	10%	10%	60%	17%	17,222
2012-13	12%	12%	8%	6%	62%	46,563	2012-13	6%	8%	10%	46%	30%	20,611
2013-14	13%	10%	8%	6%	64%	54,779	2013-14	2%	8%	12%	34%	44%	32,688
2014-15	18%	12%	7%	6%	56%	41,352	2014-15	1%	7%	8%	35%	49%	34,332

	CRD 9					
	Single		Multi		Unit	
	Car	Car	Train	Truck	Shuttle	Total
2008-09	15%	9%	15%	14%	47%	141,583
2009-10	15%	12%	14%	19%	39%	140,181
2010-11	16%	12%	13%	21%	37%	144,318
2011-12	14%	16%	14%	17%	39%	109,202
2012-13	11%	13%	12%	20%	44%	160,833
2013-14	11%	19%	12%	24%	35%	134,709
2014-15	10%	16%	10%	17%	47%	162,091

**Mode for Hard Red Spring Wheat Shipments from ND  
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2008-09	27,200 14%	26,965 14%	28,459 15%	14,433 7%	95,678 50%	192,735
2009-10	35,211 13%	27,456 10%	36,076 14%	19,564 7%	147,963 56%	266,271
2010-11	41,865 13%	26,382 8%	33,694 10%	25,472 8%	200,733 61%	328,147
2011-12	25,533 13%	20,035 11%	23,023 12%	18,872 10%	102,698 54%	190,161
2012-13	24,559 11%	26,161 11%	31,876 14%	21,499 9%	127,401 55%	231,495
2013-14	26,094 10%	22,370 9%	31,498 13%	21,487 9%	148,718 59%	250,168
2014-15	31,919 11%	34,520 12%	30,401 11%	28,299 10%	159,492 56%	284,631



## Mode for Hard Red Spring Wheat Shipments from Each CRD (1,000 Bushels)

CRD 1							CRD 2						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2008-09	16%	15%	25%	2%	42%	19,164	2008-09	10%	20%	27%	3%	41%	18,905
2009-10	15%	15%	26%	2%	42%	34,472	2009-10	5%	12%	35%	3%	45%	25,272
2010-11	18%	9%	19%	3%	51%	35,053	2010-11	107%	10%	25%	2%	53%	27,521
2011-12	25%	10%	20%	3%	41%	16,048	2011-12	13%	6%	29%	6%	47%	12,402
2012-13	21%	19%	22%	1%	36%	36,831	2012-13	15%	9%	21%	4%	51%	19,431
2013-14	19%	13%	22%	1%	44%	35,864	2013-14	8%	7%	18%	4%	63%	18,289
2014-15	16%	16%	18%	4%	46%	43,731	2014-15	8%	10%	5%	5%	72%	22,765

CRD 3							CRD 4						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2008-09	9%	8%	5%	12%	66%	65,227	2008-09	9%	14%	23%	11%	44%	12,186
2009-10	8%	5%	8%	14%	64%	66,503	2009-10	10%	10%	12%	12%	56%	22,381
2010-11	9%	5%	6%	12%	67%	102,337	2010-11	5%	7%	17%	10%	61%	20,721
2011-12	8%	7%	8%	15%	62%	72,528	2011-12	13%	7%	23%	7%	49%	12,822
2012-13	4%	11%	9%	20%	56%	63,935	2012-13	6%	8%	20%	5%	62%	18,635
2013-14	6%	9%	10%	17%	59%	65,839	2013-14	6%	3%	22%	5%	64%	19,696
2014-15	8%	14%	10%	16%	53%	85,138	2014-15	2%	6%	27%	5%	60%	22,359

CRD 5							CRD 6						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2008-09	30%	7%	8%	2%	30%	22,552	2008-09	8%	7%	8%	5%	72%	22,884
2009-10	25%	13%	12%	2%	48%	26,899	2009-10	10%	18%	9%	10%	53%	20,945
2010-11	19%	8%	8%	4%	62%	38,865	2010-11	9%	7%	5%	10%	69%	35,101
2011-12	25%	10%	8%	2%	56%	17,733	2011-12	10%	15%	8%	11%	56%	17,579
2012-13	17%	10%	9%	5%	61%	17,535	2012-13	3%	11%	12%	17%	57%	18,984
2013-14	20%	10%	4%	9%	58%	17,960	2013-14	8%	8%	8%	17%	59%	16,962
2014-15	24%	10%	5%	90%	52%	23,398	2014-15	6%	9%	2%	21%	62%	19,996

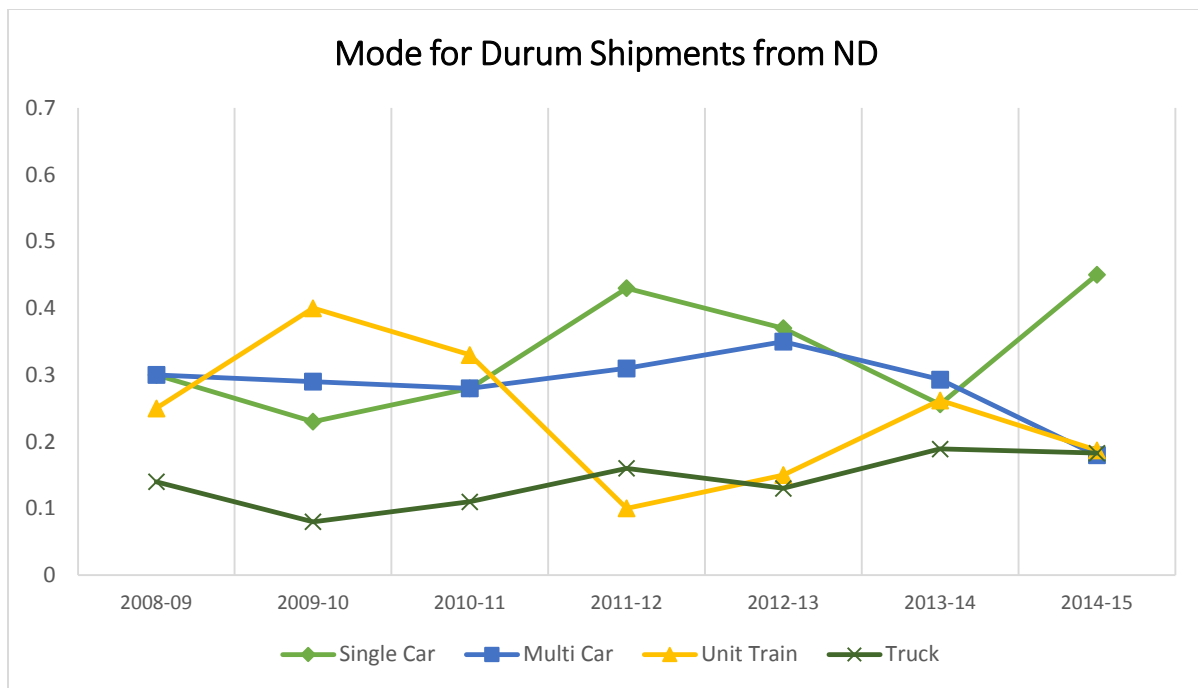
CRD 7							CRD 8						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2008-09	14%	29%	47%	6%	4%	9,734	2008-09	0%	18%	17%	19%	46%	4,423
2009-10	8%	8%	4%	2%	77%	39,404	2009-10	14%	3%	8%	11%	65%	12,809
2010-11	7%	11%	5%	2%	74%	36,102	2010-11	10%	1%	8%	16%	65%	12,682
2011-12	11%	15%	6%	2%	66%	22,351	2011-12	3%	25%	20%	27%	34%	8,693
2012-13	6%	8%	8%	0%	77%	37,521	2012-13	5%	12%	21%	15%	46%	9,599
2013-14	8%	7%	5%	0%	80%	43,677	2013-14	1%	10%	16%	9%	63%	21,377
2014-15	12%	11%	8%	1%	69%	33,579	2014-15	2%	8%	9%	9%	72%	22,504

CRD 9						
	Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total
2008-09	22%	13%	9%	5%	8%	17,659
2009-10	42%	16%	13%	7%	23%	17,586
2010-11	42%	21%	12%	10%	17%	19,765
2011-12	39%	22%	16%	9%	14%	10,004
2012-13	41%	10%	15%	13%	21%	9,025
2013-14	40%	18%	14%	15%	13%	10,505
2014-15	46%	23%	5%	20%	6%	11,162

**Mode for Durum Shipments from ND  
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	6,574 30%	6,607 30%	5,579 25%	3,151 14%	21,911
2009-10	9,943 23%	12,462 29%	17,076 40%	3,218 8%	42,698
2010-11	14,929 28%	14,854 28%	17,218 33%	5,784 11%	52,786
2011-12	10,327 43%	7,548 31%	2,402 10%	3,972 16%	24,249
2012-13	14,081 37%	13,539 35%	5,956 15%	4,919 13%	38,496
2013-14	8,851 26%	10,135 29%	9,060 26%	6,541 19%	34,587
2014-15	11,354 45%	4,533 18%	4,717 19%	4,612 18%	25,216



## Mode for Durum Shipments from Each CRD (1,000 Bushels)

	CRD 1				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2008-09	29%	32%	33%	7%	16,797
2009-10	20%	26%	50%	3%	30,675
2010-11	30%	24%	41%	5%	34,073
2011-12	43%	37%	10%	11%	14,862
2012-13	39%	32%	20%	9%	24,535
2014-15	43%	16%	24%	18%	18,366

	CRD 2				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2008-09	25%	8%	0%	67%	584
2009-10	13%	44%	0%	43%	1,116
2010-11	16%	23%	0%	61%	2,400
2011-12	15%	10%	0%	74%	816
2012-13	12%	14%	0%	74%	1,127
2014-15	23%	29%	0%	48%	341

	CRD 3				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2008-09	68%	18%	0%	14%	508
2009-10	77%	1%	3%	20%	145
2010-11	57%	18%	0%	25%	975
2011-12	86%	0%	0%	15%	578
2012-13	42%	14%	0%	44%	764
2013-14	69%	0%	0%	31%	378
2014-15	59%	0%	0%	41%	552

	CRD 4				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2008-09	15%	27%	7%	51%	1,620
2009-10	26%	30%	11%	33%	3,406
2010-11	26%	21%	17%	37%	5,084
2011-12	40%	13%	7%	40%	2,821
2012-13	44%	35%	0%	21%	2,576
2013-14	29%	23%	0%	48%	1,496
2014-15	73%	4%	1%	22%	1,109

	CRD 5				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2007-08	55%	18%	0%	26%	1,215
2008-09	48%	0%	0%	52%	440
2009-10	57%	0%	25%	18%	683
2010-11	48%	39%	0%	14%	1,485
2011-12	66%	0%	0%	34%	679
2013-14	20%	20%	0%	60%	535
2014-15	76%	17%	0%	7%	722

	CRD 6				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2007-08	0%	70%	0%	30%	138
2008-09	0%	0%	0%	0%	0
2009-10	14%	0%	0%	86%	56
2010-11	0%	0%	0%	0%	0
2011-12	100%	0%	0%	0%	60
2013-14	0%	0%	0%	0%	0
2014-15	0%	0%	0%	0%	0

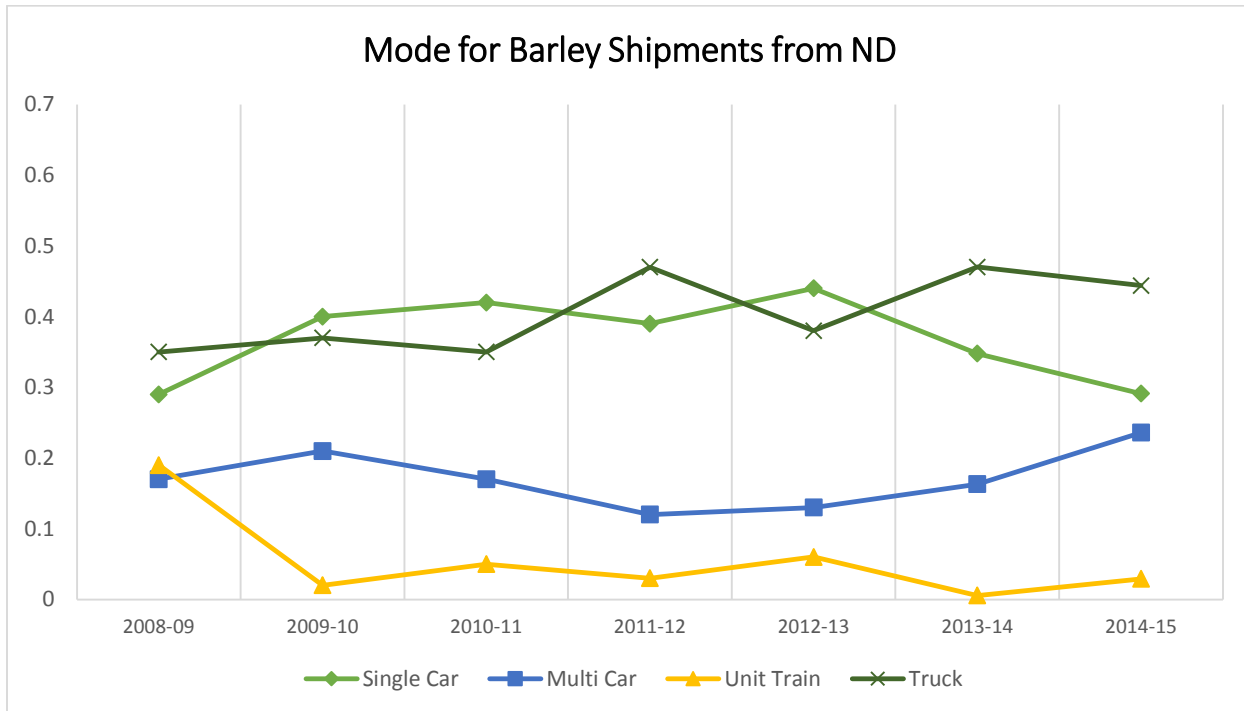
	CRD 7				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2008-09	35%	44%	16%	6%	6,564
2009-10	1%	61%	31%	1%	5,993
2010-11	20%	53%	30%	5%	8,730
2011-12	39%	37%	18%	6%	4,409
2012-13	34%	47%	14%	5%	5,079
2013-14	24%	33%	29%	14%	6,794
2014-15	44%	32%	9%	16%	4,093

	CRD 8				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2008-09	49%	0%	0%	51%	53
2009-10	7%	0%	0%	93%	6
2010-11	83%	0%	0%	17%	30
2011-12	0%	0%	0%	100%	23
2012-13	0%	0%	0%	100%	29
2013-14	0%	0%	0%	100%	58
2014-15	0%	0%	0%	100%	33

	CRD 9				
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2008-09	0%	77%	0%	23%	124
2009-10	0%	0%	0%	0%	0
2010-11	78%	0%	0%	22%	9
2011-12	0%	0%	0%	0%	0
2012-13	97%	0%	0%	3%	505
2013-14	100%	0%	0%	0%	17
2014-15	50%	31%	0%	19%	1,397

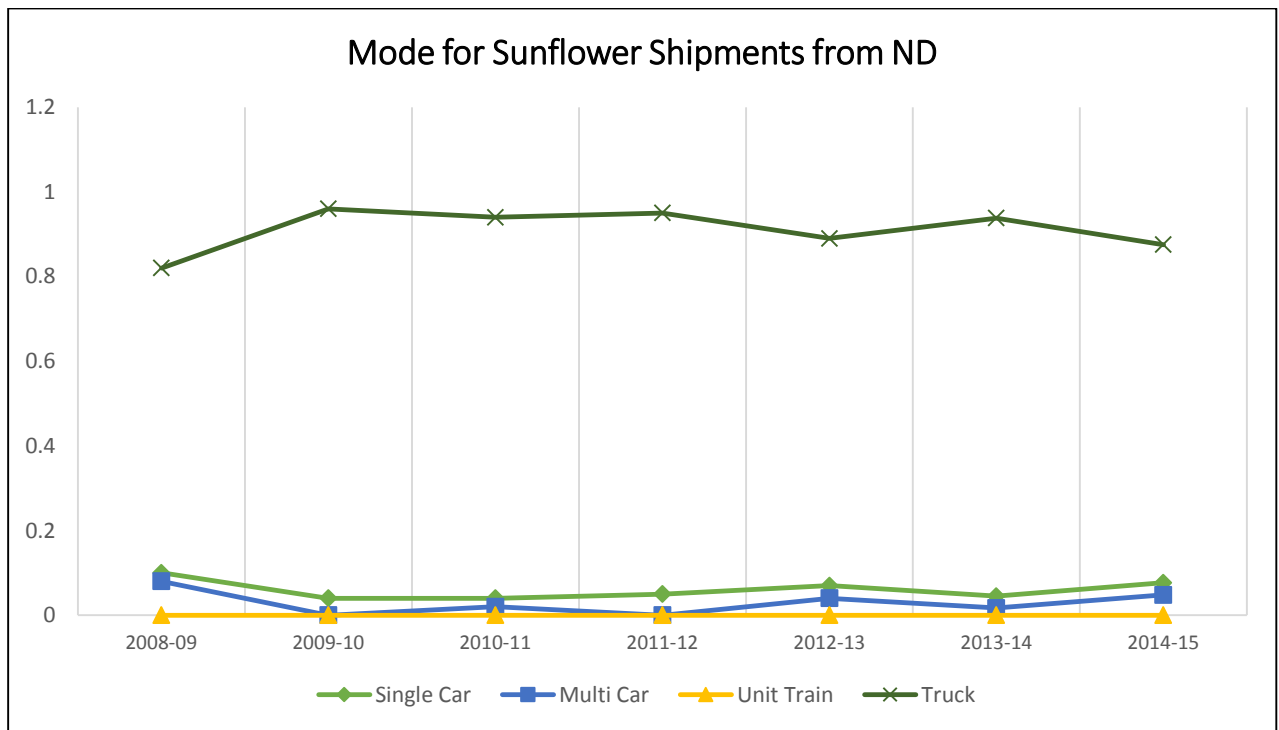
**Mode for Barley Shipments from ND**  
**(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2008-09	16,772 29%	9,748 17%	10,700 19%	20,010 35%		57,230
2009-10	20,385 40%	10,604 21%	1,105 2%	18,484 37%		50,579
2010-11	20,774 42%	8,584 17%	2,442 5%	17,437 35%		49,237
2011-12	15,314 39%	4,581 12%	1,050 3%	18,639 47%		39,584
2012-13	18,690 44%	5,556 13%	2,364 6%	16,117 38%		42,727
2013-14	16,178 35%	7,582 16%	259 0%	21,862 47%	632 1%	46,514
2014-15	13,566 29%	10,991 24%	1,357 3%	20,679 44%	0 0	46,592



**Mode for Sunflower Shipments from ND  
(1,000 cwt)**

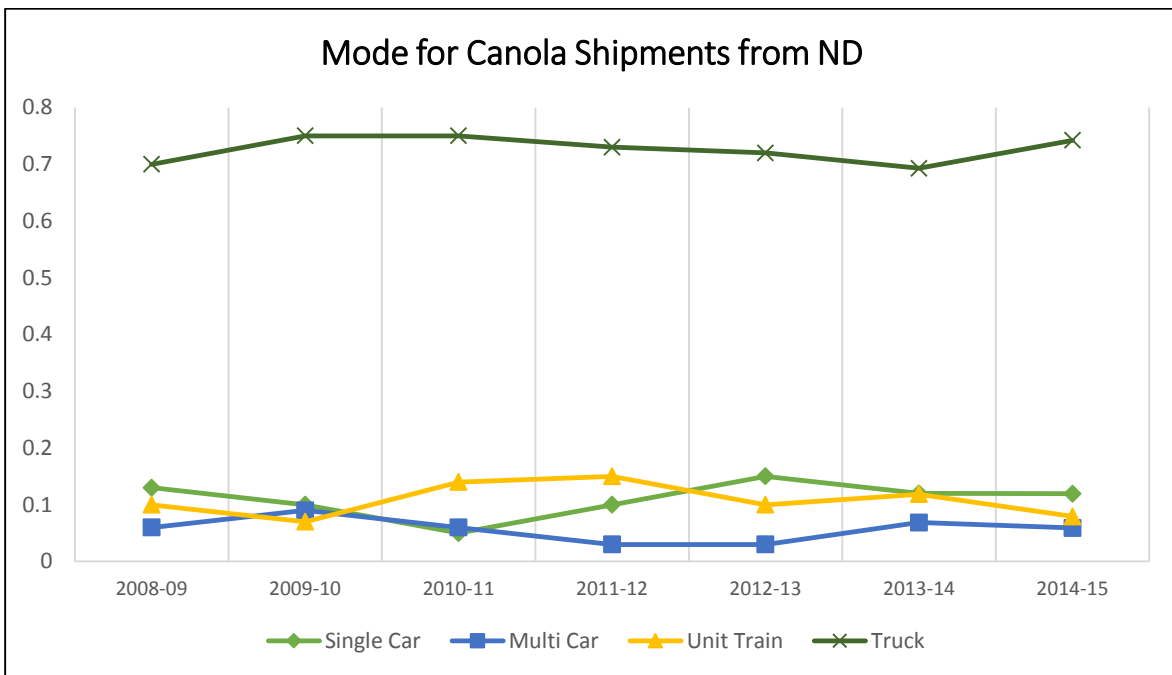
	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	686	551	2	5,711	6,949
	10%	8%	0%	82%	
2009-10	326	28	13	7,841	8,208
	4%	0%	0%	96%	
2010-11	282	161	0	6,631	7,074
	4%	2%	0%	94%	
2011-12	233	6	0	4,383	4,622
	5%	0%	0%	95%	
2012-13	372	197	0	4,908	5,476
	7%	4%	0%	89%	
2013-14	176	66	0	3,665	3,907
	5%	1%	0	94%	
2014-15	224	140	0	2,557	2,921
	8%	5%	0	87%	





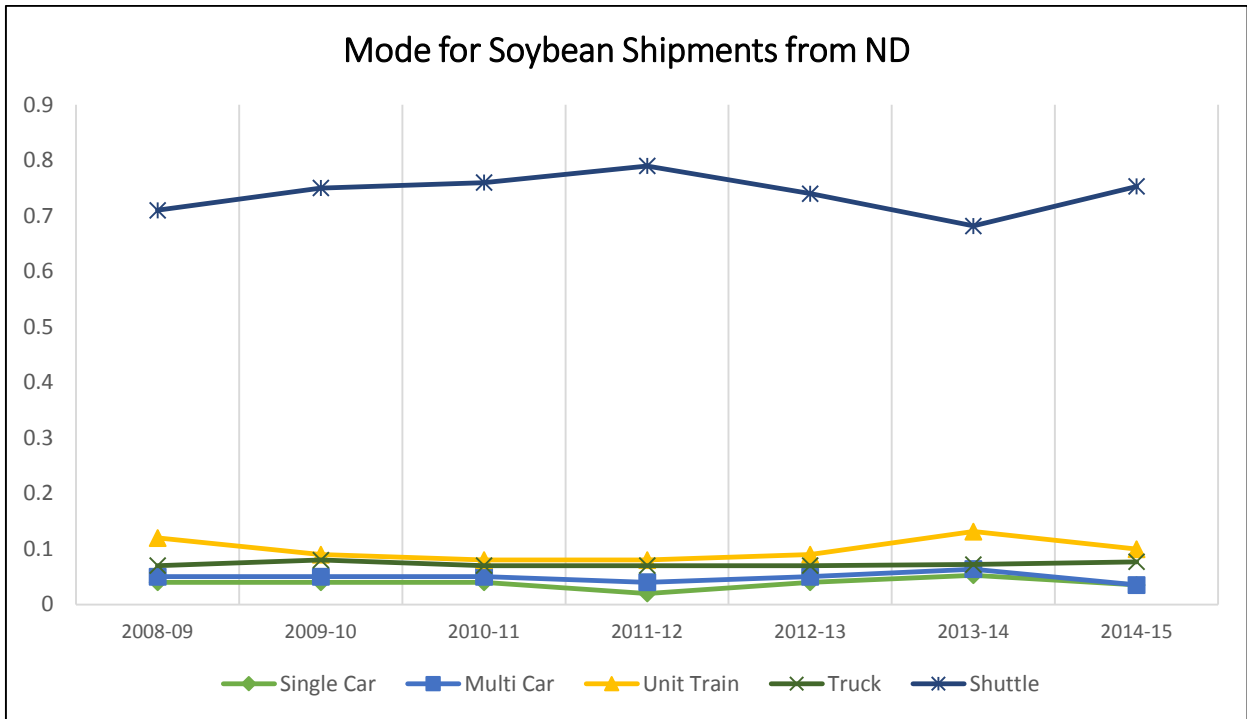
**Mode for Canola Shipments from ND  
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	1,125	521	889	5,981	8,516
	13%	6%	10%	70%	
2009-10	1,042	916	709	7,865	10,532
	10%	9%	7%	75%	
2010-11	730	847	2,060	10,829	14,468
	5%	6%	14%	75%	
2011-12	992	294	1,548	7,606	10,439
	10%	3%	15%	73%	
2012-13	1,910	446	1,291	9,273	12,919
	15%	3%	10%	72%	
2013-14	1,510	864	1,491	8,715	12,580
	12%	7%	12%	69%	
2014-15	1,588	787	1,057	9,874	13,305
	12%	6%	8%	74%	



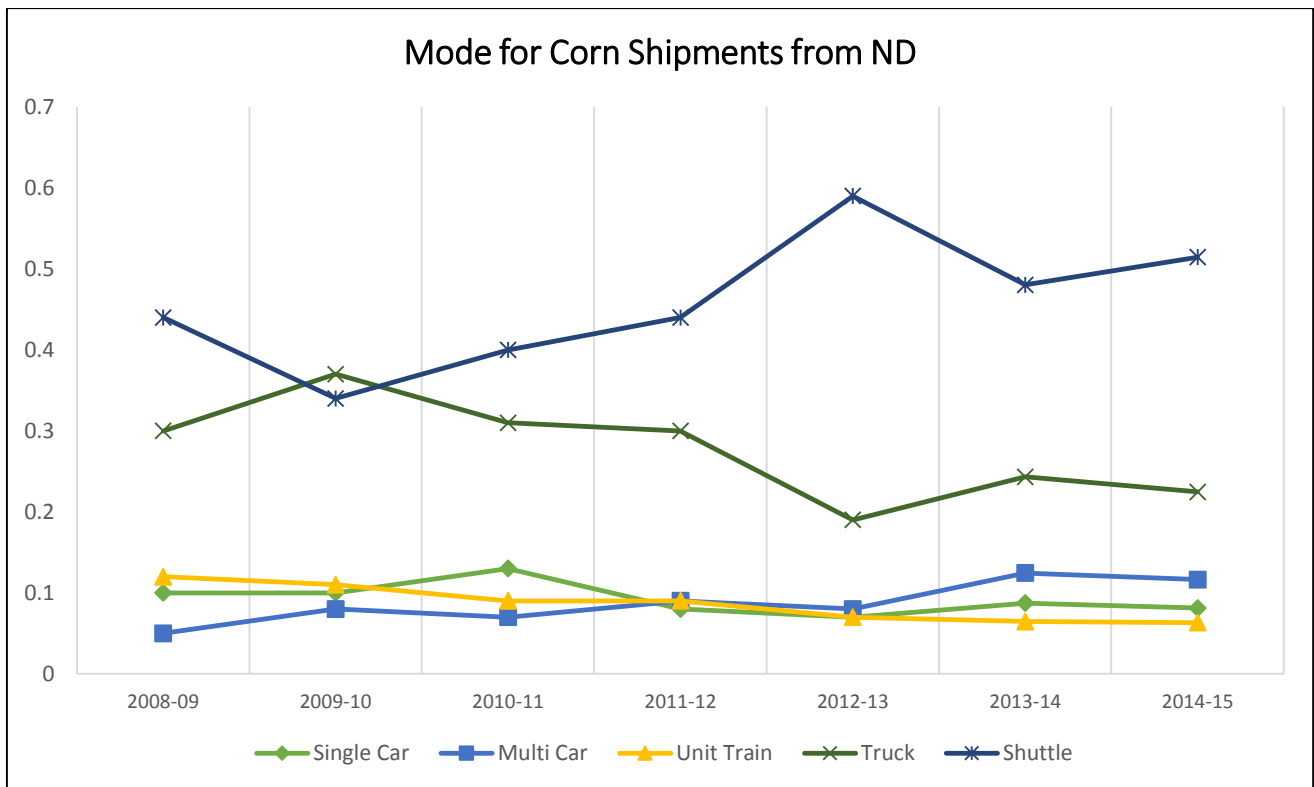
**Mode for Soybean Shipments from ND  
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2008-09	4,844 4%	5,668 5%	13,151 12%	7,873 7%	78,670 71%	110,207
2009-10	5,725 4%	6,504 5%	12,257 9%	10,671 8%	103,008 75%	138,166
2010-11	4,984 4%	6,530 5%	11,849 8%	9,879 7%	106,549 76%	139,791
2011-12	3,225 2%	4,791 4%	11,368 8%	9,698 7%	106,882 79%	135,965
2012-13	6,820 4%	8,597 5%	15,839 9%	12,892 7%	128,342 74%	172,489
2013-14	8,394 5%	10,456 6%	21,617 13%	11,859 7%	112,122 68%	164,448
2014-15	7,264 4%	7,240 4%	20,508 10%	15,830 8%	154,993 75%	205,835



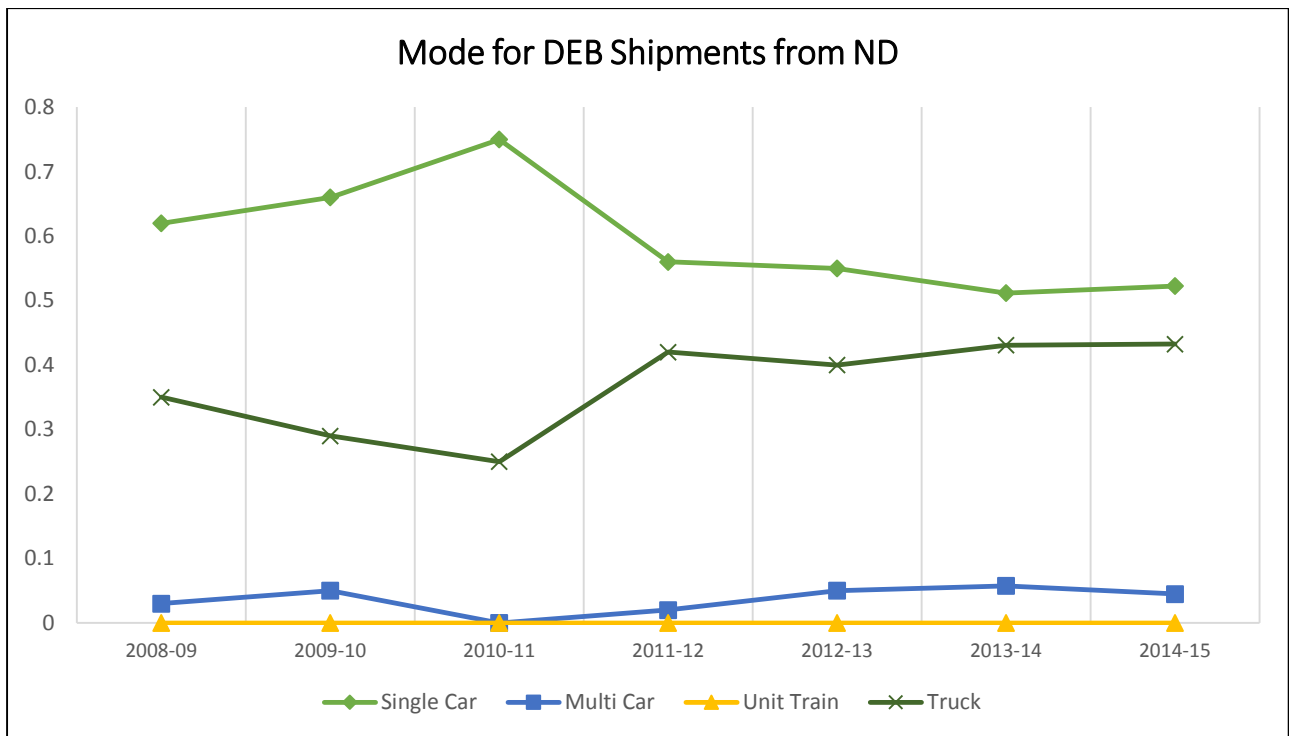
**Mode for Corn Shipments from ND  
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2008-09	18,142 10%	9,525 5%	22,666 12%	56,549 30%	83,018 44%	189,900
2009-10	17,547 10%	12,578 8%	18,251 11%	62,412 37%	56,539 34%	167,327
2010-11	24,105 13%	13,621 7%	17,408 9%	59,732 31%	77,586 40%	192,452
2011-12	13,824 8%	15,605 9%	15,088 9%	49,016 30%	72,098 44%	165,631
2012-13	23,120 7%	23,720 8%	21,105 7%	56,111 19%	177,985 59%	302,041
2013-14	19,014 9%	27,111 12%	14,052 6%	53,001 24%	104,658 48%	217,835
2014-15	19,257 8%	27,615 12%	15,029 6%	53,336 22%	122,153 51%	237,390



**Mode for DEB Shipments from ND  
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	5,896	287	0	3,400	9,583
	62%	3%	0%	35%	
2009-10	7,566	613	0	3,284	11,462
	66%	5%	0%	29%	
2010-11	9,384	44	0	3,137	12,565
	75%	0%	0%	25%	
2011-12	4,212	154	0	3,181	7,546
	56%	2%	0%	42%	
2012-13	5,114	481	0	3,779	9,374
	55%	5%	0%	40%	
2013-14	4,050	456	0	3,411	7,917
	51%	6%	0	43%	
2014-15	4,352	374	0	3,600	8,326
	52%	4%	0	43%	



**Mode for DEPeas Shipments from ND  
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	4,392 76%	652 11%	29 0%	732 13%	5,805
2009-10	5,423 61%	2,104 24%	287 3%	1,124 13%	8,939
2010-11	5,243 58%	864 10%	1,838 20%	1,070 12%	9,015
2011-12	2,769 71%	216 6%	0 0%	889 23%	3,874
2012-13	2,937 69%	365 9%	0 0%	924 22%	4,227
2013-14	3,096 73%	171 4%	13 0%	934 22%	4,214
2014-15	3,113 71%	334 8%	0 0%	910 21%	4,357

