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# ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2015-16

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NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

# ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2015-16

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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 2015-16* 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 2015 to June 2016.
- **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

**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, 2015-16

Storage: 376,001 thousand bu.

Grain Shipped to End User: 804,121 thousand bu.

Grain Transshipped to ND Elevator: 61,293 thousand bu.

Average Turnover: 4.0

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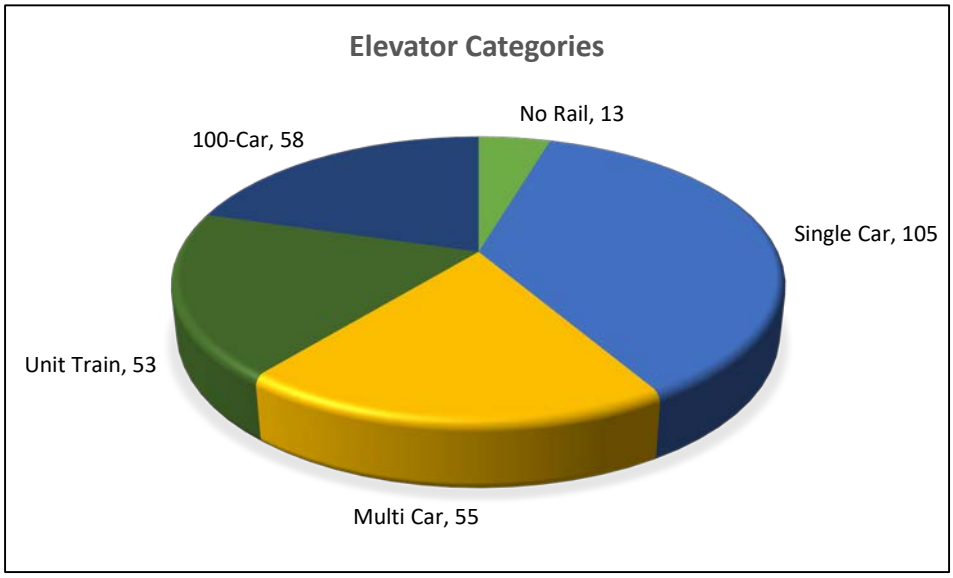


Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg. iv).

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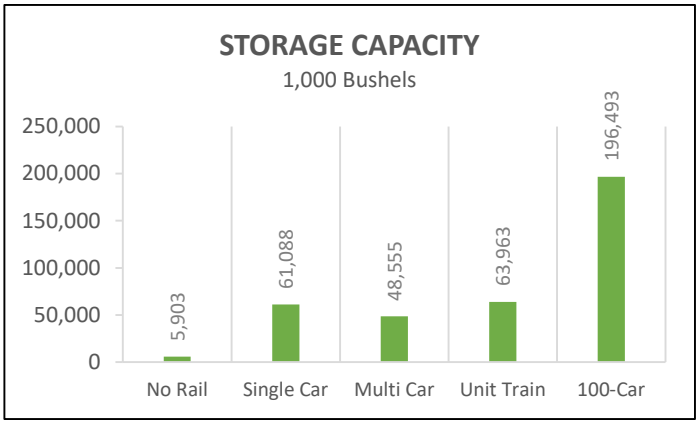
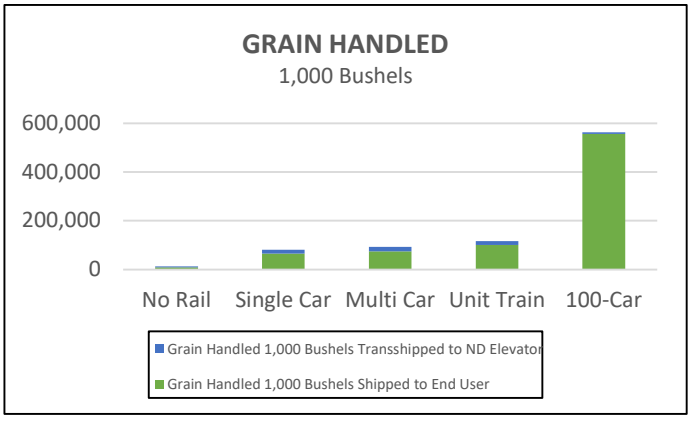
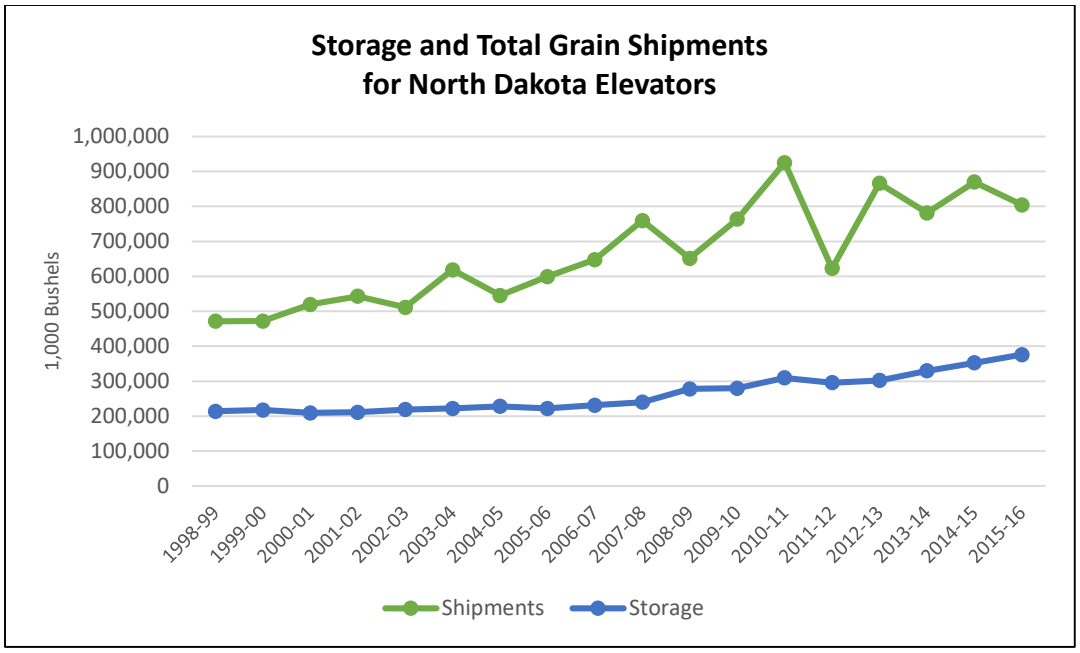
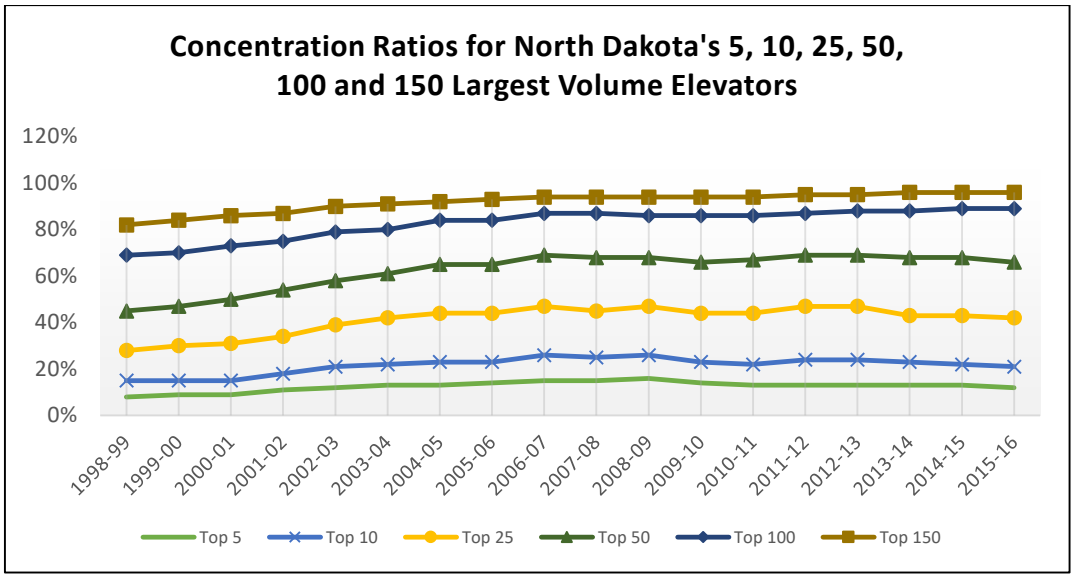
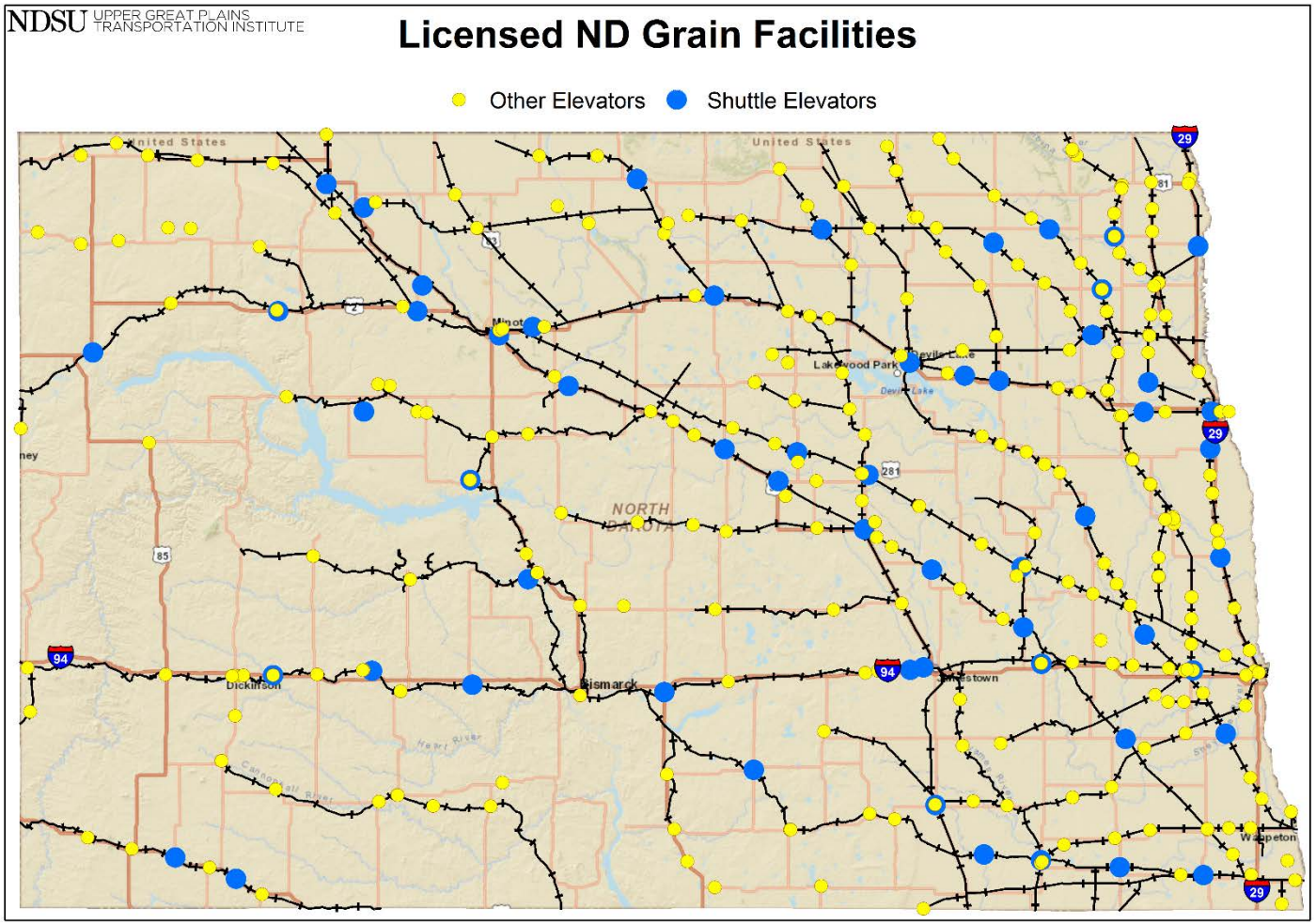


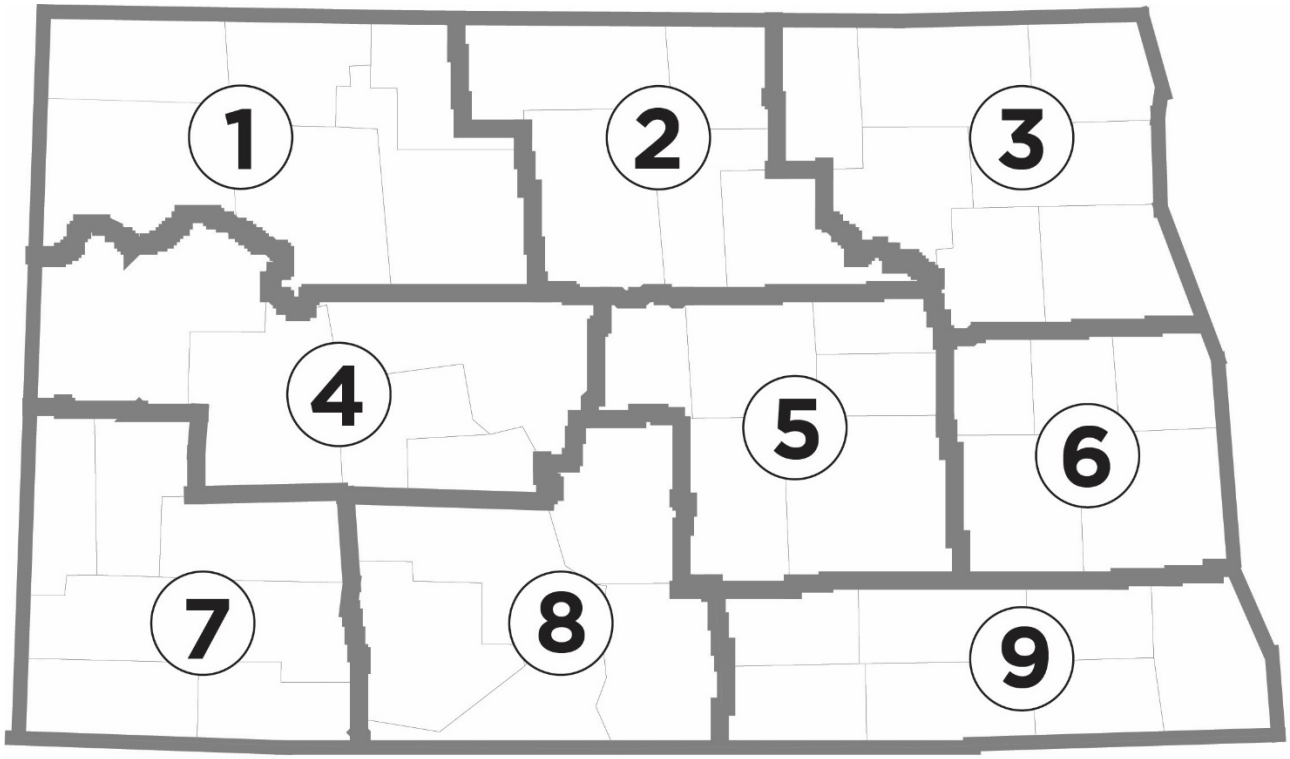




Storage and Total Grain Shipments
for North Dakota Elevators
1,000 Bushels
1,000,000
900,000
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0
1998-99
1999-00
2000-01
2001-02
2002-03
2003-04
2004-05
2005-06
2006-07
2007-08
2008-09
2009-10
2010-11
2011-12
2012-13
2013-14
2014-15
2015-16
Shipments
Storage

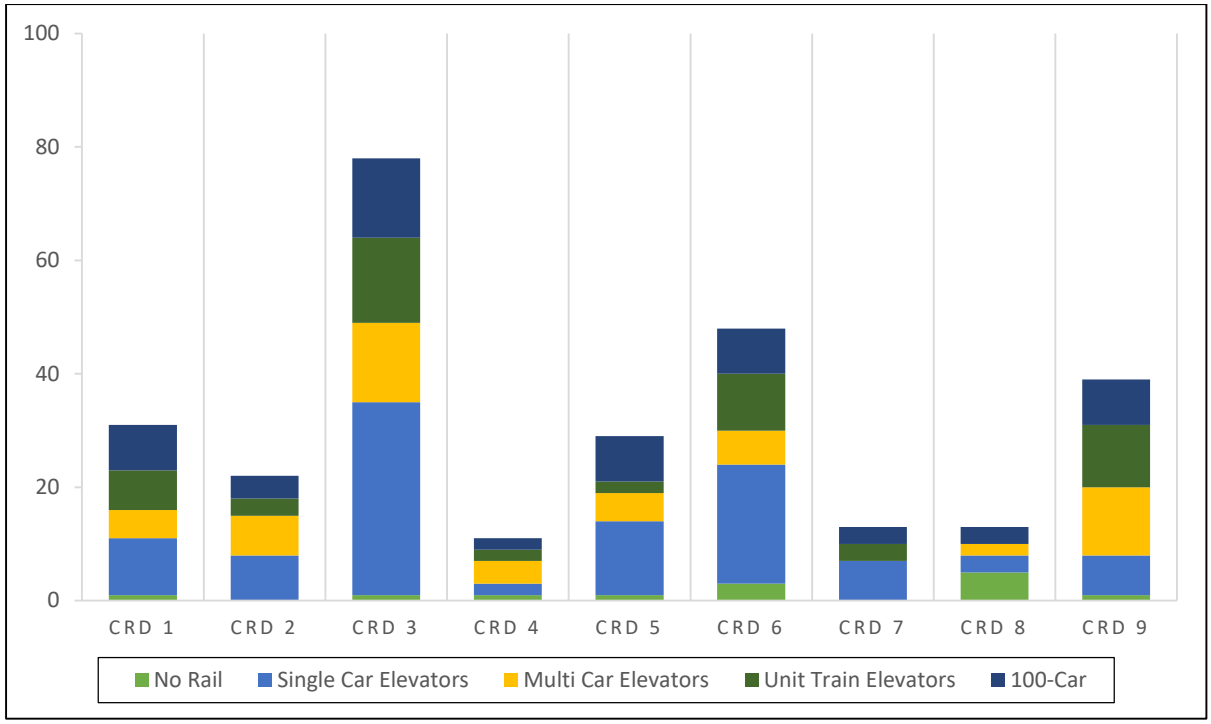

Concentration Ratios for North Dakota's 5, 10, 25, 50,
100 and 150 Largest Volume Elevators
120%
100%
80%
60%
40%
20%
0%
1998-99
1999-00
2000-01
2001-02
2002-03
2003-04
2004-05
2005-06
2006-07
2007-08
2008-09
2009-10
2010-11
2011-12
2012-13
2013-14
2014-15
2015-16
Top 5
Top 10
Top 25
Top 50
Top 100
Top 150

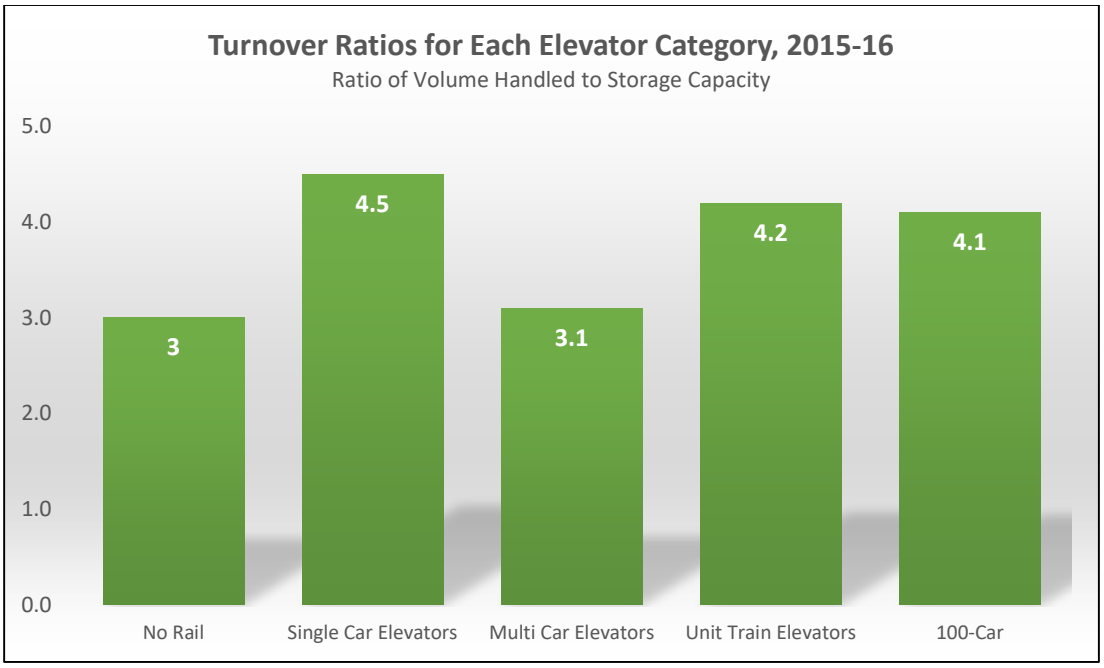

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
Licensed ND Grain Facilities
Other Elevators
Shuttle Elevators
NORTH DAKOTA
Minot
Devils Lake
Lakewood Park
Dickinson
Bismarck
Jamestown
Wahpeton
Heart River
Cannonball River
Sheyenne River
United States
29
94
85
281
81

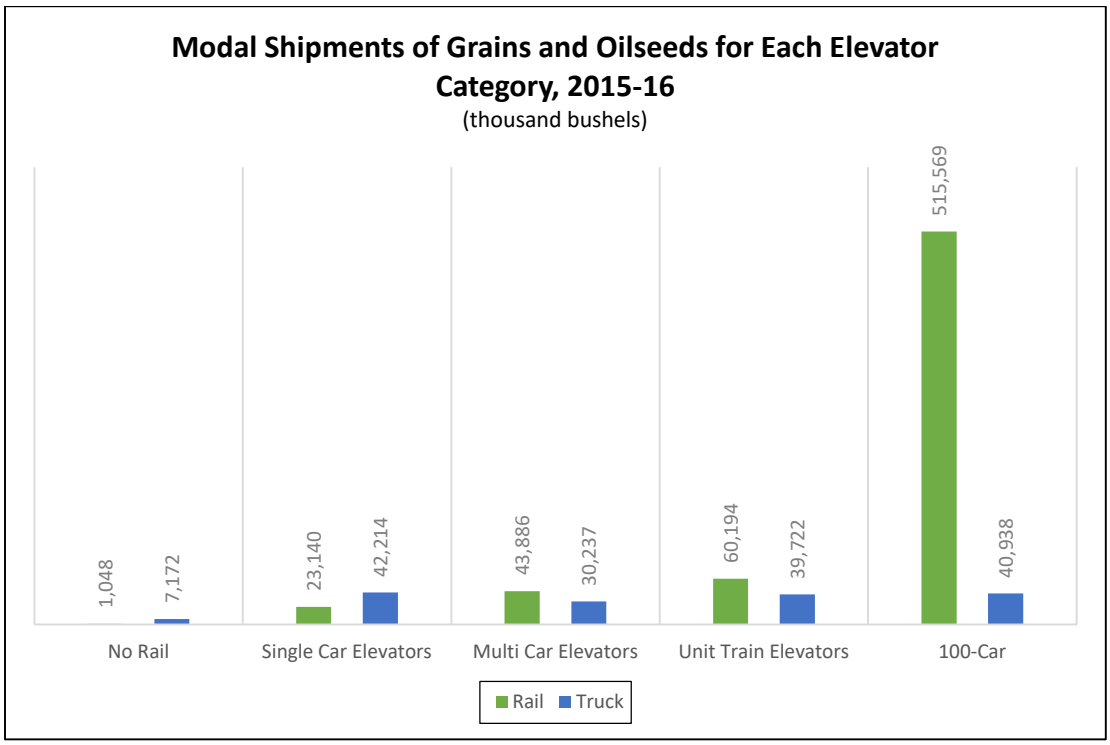
## NORTH DAKOTA CROP REPORTING DISTRICTS




## ELEVATORS IN EACH CRD, 2015-16



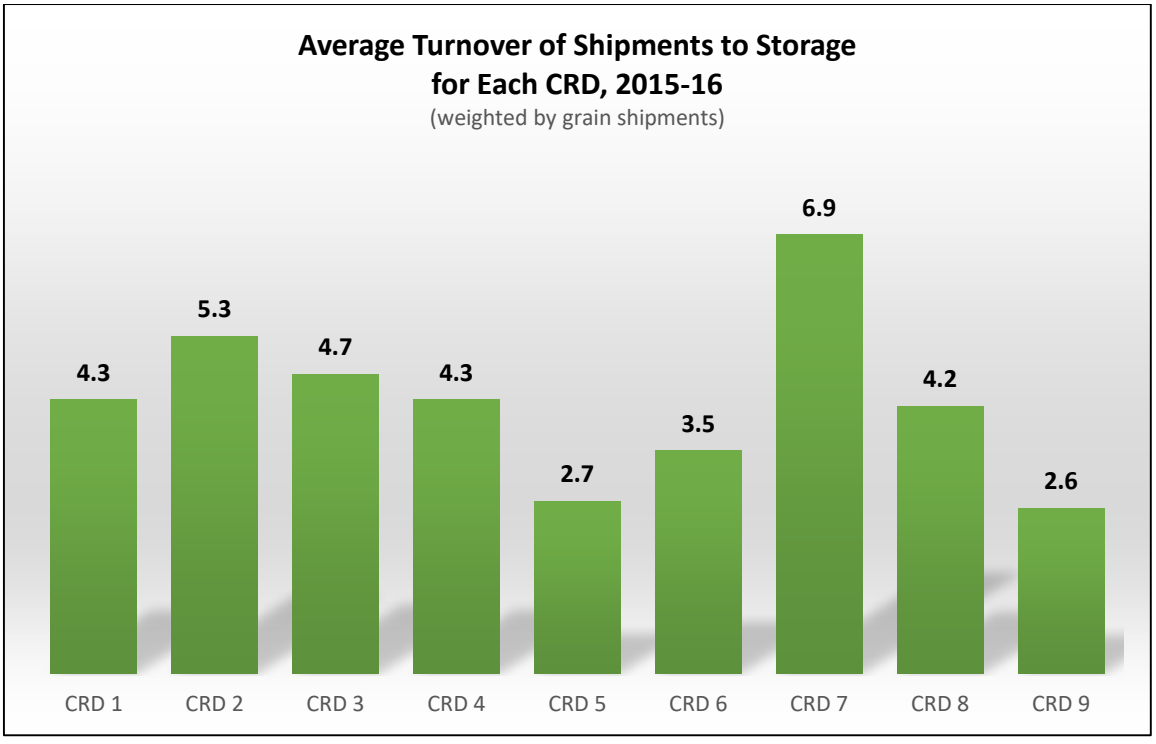

Turnover Ratios for Each Elevator Category, 2015-16
Ratio of Volume Handled to Storage Capacity
5.0
4.0
3.0
2.0
1.0
0.0
3
4.5
3.1
4.2
4.1
No Rail
Single Car Elevators
Multi Car Elevators
Unit Train Elevators
100-Car


Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2015-16
(thousand bushels)
1,048
7,172
23,140
42,214
43,886
30,237
60,194
39,722
515,569
40,938
No Rail
Single Car Elevators
Multi Car Elevators
Unit Train Elevators
100-Car
Rail
Truck

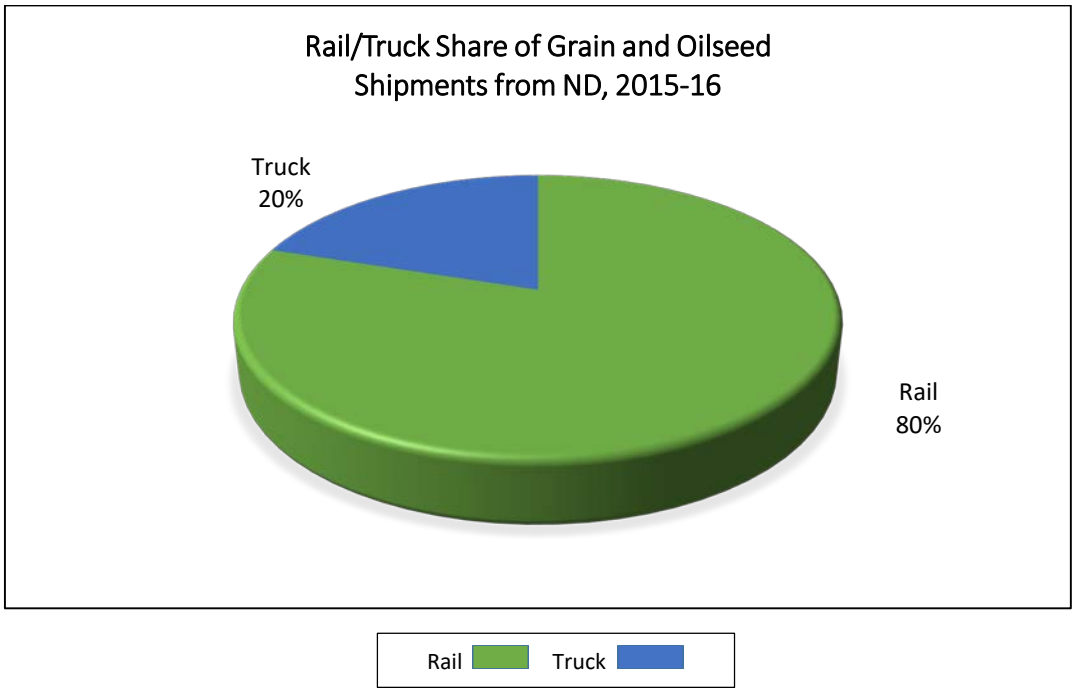
**ND Elevator Storage, Shipments, and Turnover Ratios for Each CRD, 2015-16**

| CRD | # Elev | Storage Capacity | Total Transshipped[a] | Total Shipments[b] | Average Turnover |
|---|---|---|---|---|---|
| 1 | 31 | 33,484,000 | 5,070,522 | 96,606,623 | 4.3 |
| 2 | 22 | 20,033,000 | 4,313,683 | 46,967,073 | 5.3 |
| 3 | 78 | 68,792,651 | 18,128,457 | 169,089,879 | 4.7 |
| 4 | 11 | 10,876,016 | 6,602,938 | 29,032,127 | 4.3 |
| 5 | 29 | 48,004,828 | 8,971,052 | 94,936,394 | 2.7 |
| 6 | 48 | 104,541,600 | 11,768,789 | 155,422,524 | 3.5 |
| 7 | 13 | 10,328,054 | 148,937 | 51,044,392 | 6.9 |
| 8 | 13 | 10,678,000 | 929,991 | 31,612,342 | 4.2 |
| 9 | 39 | 69,263,000 | 5,359,077 | 129,409,442 | 2.6 |
| All | 284 | 376,001,149 | 61,293,446 | 804,120,796 | 4.0 |

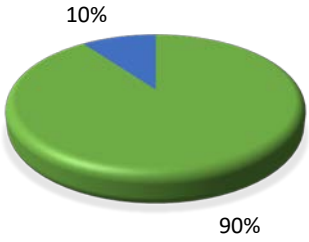
[a] Bushels transshipped to other ND elevators.
[b] Bushels shipped to processors and various export points.



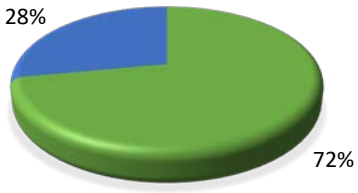
## Modal Share of Grain and Oilseed Shipments from Each CRD, 2015-16



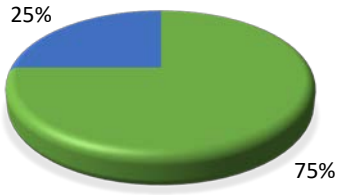

**CRD1**



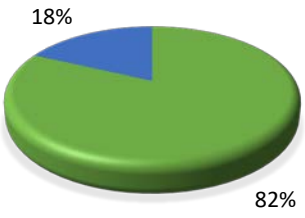

**CRD2**



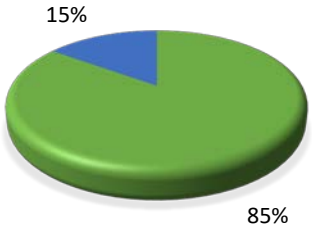

**CRD3**



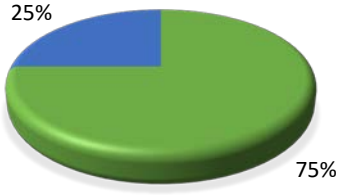

**CRD4**



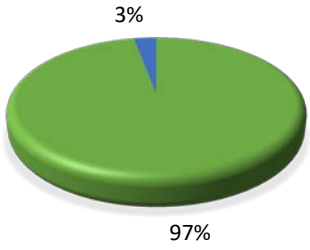

**CRD5**



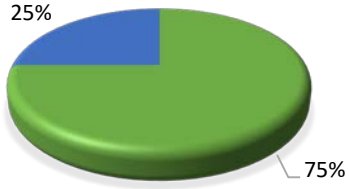

**CRD6**



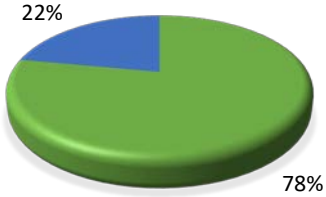

**CRD7**




**CRD8**

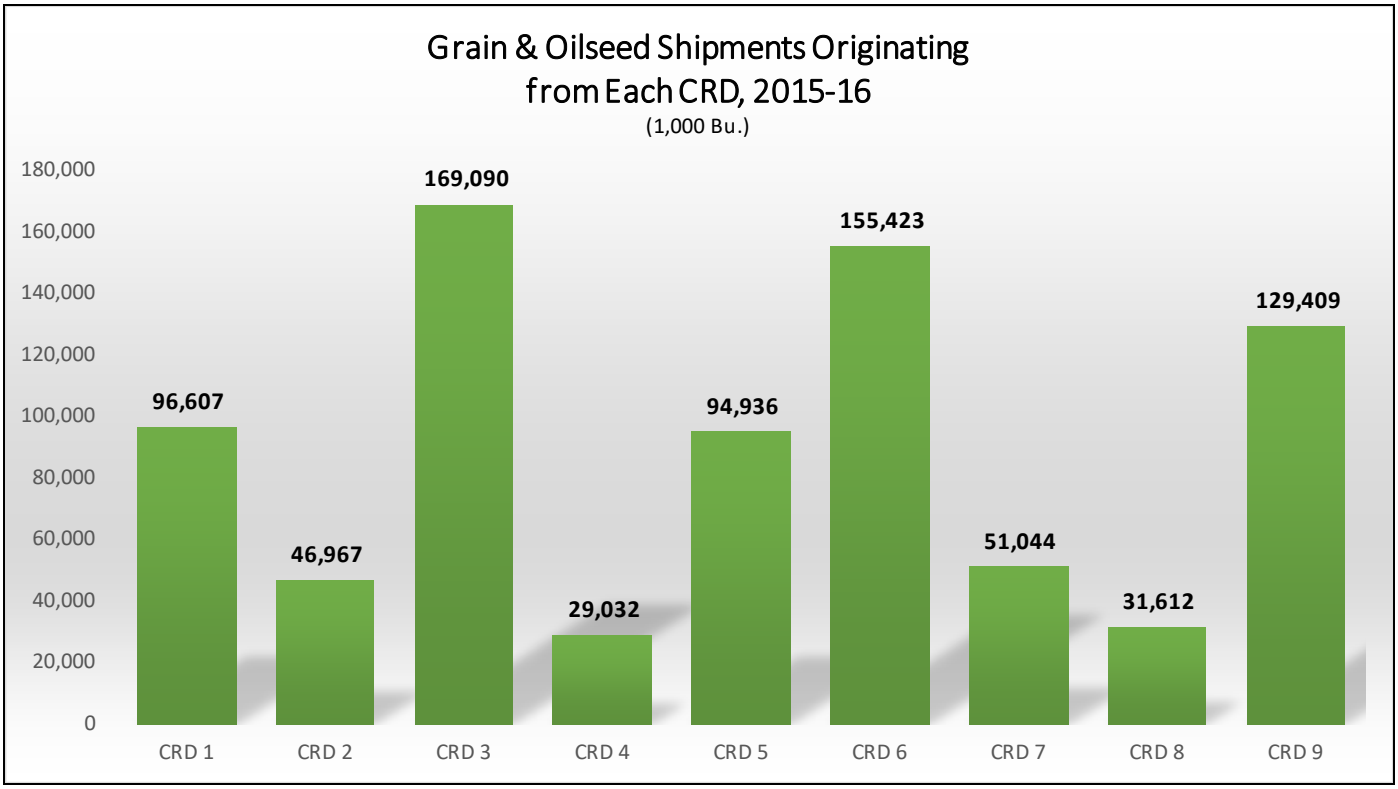



**CRD9**

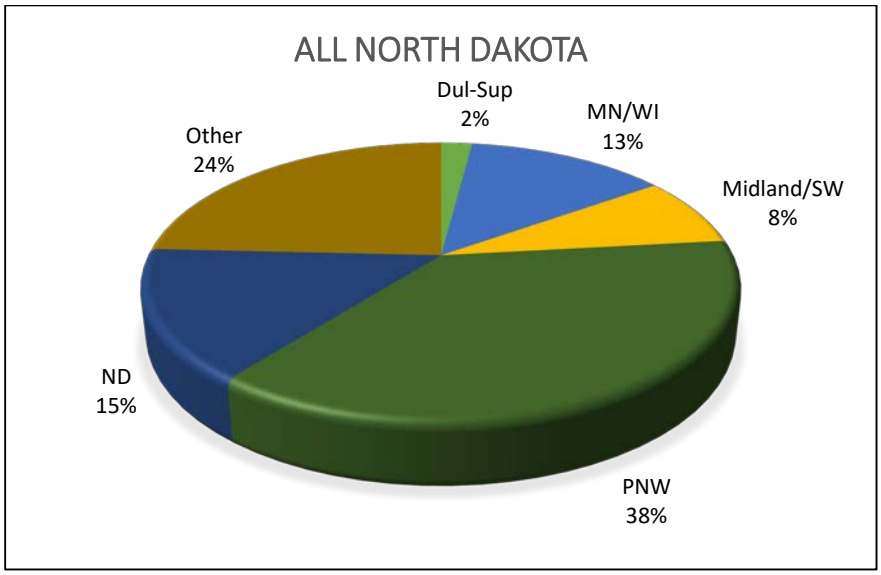


# DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

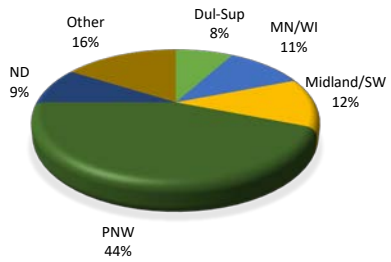
# ALL GRAIN AND OILSEED SHIPMENTS



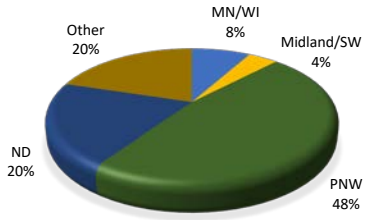
# Destinations for Grain & Oilseed Shipments, 2015-16
## Crop Reporting District



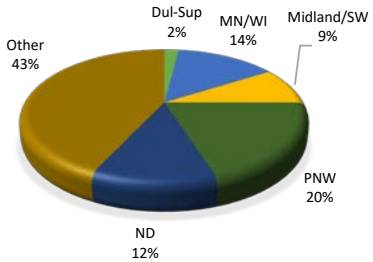

### CRD1



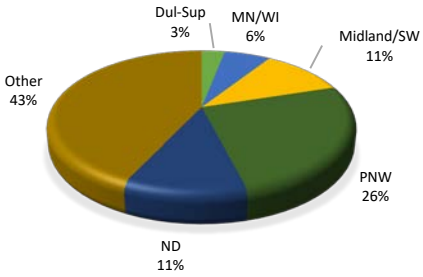

### CRD2



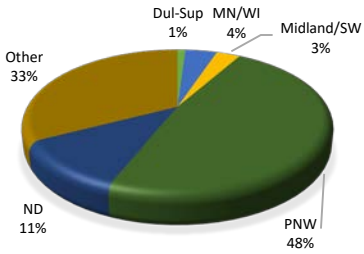

### CRD3



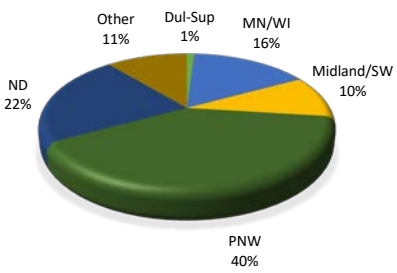

### CRD4



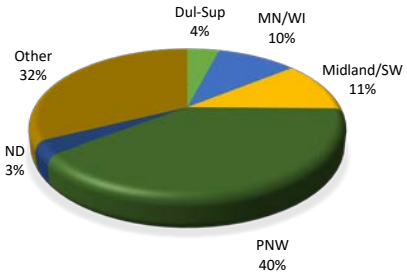

### CRD5



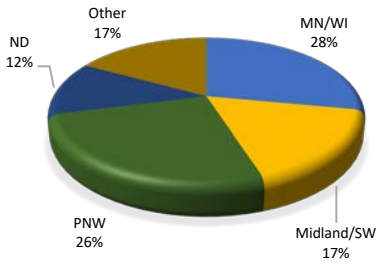

### CRD6



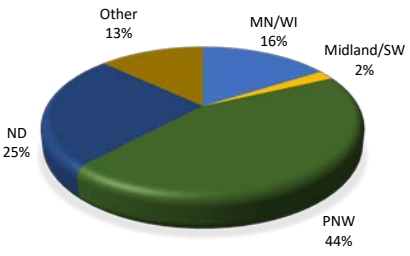

### CRD7




### CRD8

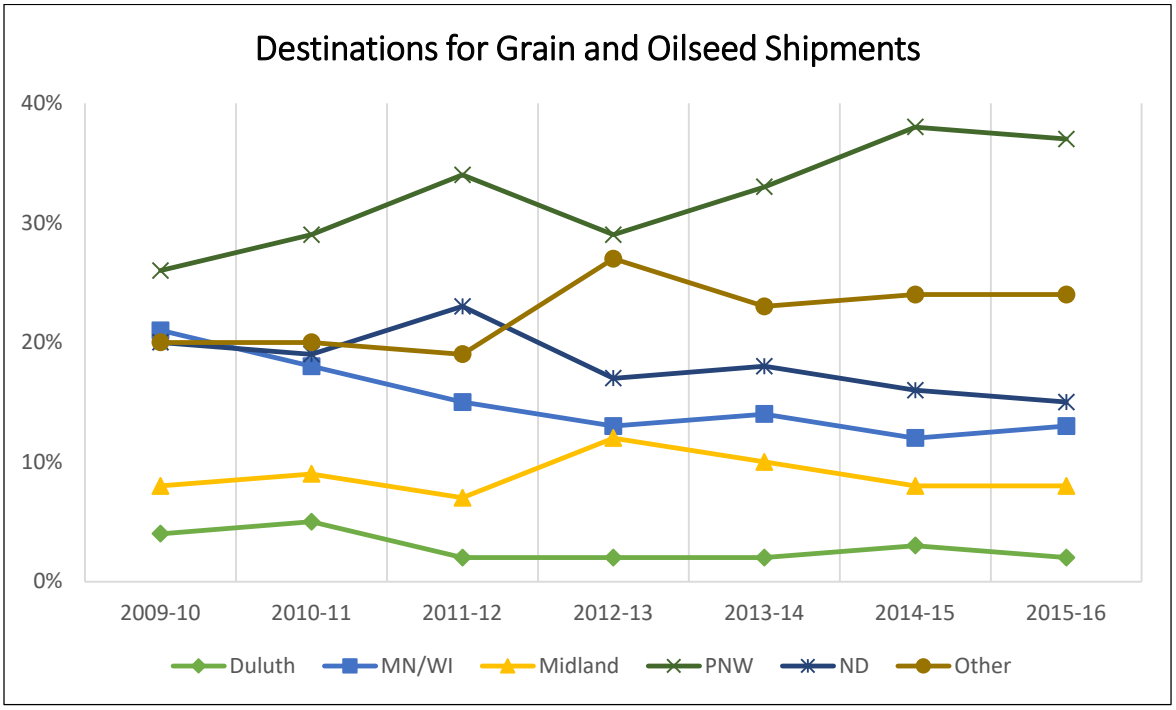



### CRD9



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

| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 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% | |
| 2015-16 | 18,074 | 103,532 | 64,105 | 299,478 | 123,494 | 804,121 |
| | 2% | 13% | 8% | 37% | 15% | |



# Destinations for Grain and Oilseed Shipments from ND CRDs

(1000 Bushels)

**CRD 1**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 15% | 23% | 15% | 19% | 14% | 15% | 93,306 |
| 2010-11 | 18% | 13% | 13% | 24% | 14% | 18% | 98,911 |
| 2011-12 | 9% | 15% | 17% | 24% | 21% | 15% | 48,832 |
| 2012-13 | 7% | 17% | 13% | 31% | 18% | 14% | 94,274 |
| 2013-14 | 9% | 17% | 14% | 34% | 16% | 10% | 87,999 |
| 2014-15 | 10% | 15% | 14% | 36% | 12% | 12% | 98,413 |
| 2015-16 | 8% | 11% | 12% | 45% | 9% | 16% | 96,607 |

**CRD 2**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 3% | 23% | 5% | 10% | 26% | 32% | 54,521 |
| 2010-11 | 1% | 19% | 9% | 19% | 28% | 24% | 61,845 |
| 2011-12 | 1% | 18% | 4% | 27% | 22% | 28% | 33,981 |
| 2012-13 | 1% | 16% | 4% | 16% | 26% | 37% | 53,654 |
| 2013-14 | 1% | 14% | 7% | 21% | 20% | 36% | 43,127 |
| 2014-15 | 1% | 9% | 6% | 33% | 20% | 31% | 57,292 |
| 2015-16 | 0% | 8% | 4% | 47% | 20% | 20% | 46,967 |

**CRD 3**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 5% | 17% | 8% | 19% | 18% | 31% | 144,186 |
| 2010-11 | 8% | 19% | 10% | 20% | 16% | 27% | 185,083 |
| 2011-12 | 4% | 19% | 7% | 24% | 17% | 30% | 148,429 |
| 2012-13 | 2% | 15% | 17% | 22% | 14% | 32% | 166,737 |
| 2013-14 | 2% | 14% | 11% | 22% | 14% | 36% | 156,847 |
| 2014-15 | 2% | 12% | 7% | 23% | 14% | 41% | 179,410 |
| 2015-16 | 2% | 14% | 9% | 20% | 12% | 43% | 169,090 |

**CRD 4**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 0% | 28% | 11% | 9% | 25% | 26% | 38,435 |
| 2010-11 | 0% | 23% | 10% | 10% | 26% | 30% | 37,945 |
| 2011-12 | 1% | 15% | 20% | 8% | 25% | 32% | 23,426 |
| 2012-13 | 0% | 6% | 13% | 24% | 18% | 39% | 30,874 |
| 2013-14 | 0% | 4% | 11% | 22% | 22% | 41% | 31,398 |
| 2014-15 | 0% | 7% | 12% | 25% | 16% | 41% | 34,607 |
| 2015-16 | 3% | 6% | 11% | 26% | 11% | 43% | 29,032 |

**CRD 5**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 2% | 25% | 4% | 23% | 22% | 24% | 81,038 |
| 2010-11 | 3% | 17% | 5% | 28% | 17% | 30% | 101,974 |
| 2011-12 | 2% | 7% | 2% | 42% | 19% | 28% | 82,246 |
| 2012-13 | 2% | 8% | 8% | 31% | 11% | 40% | 115,238 |
| 2013-14 | 2% | 8% | 9% | 38% | 12% | 31% | 89,005 |
| 2014-15 | 3% | 5% | 5% | 50% | 9% | 28% | 109,094 |
| 2015-16 | 1% | 4% | 3% | 47% | 11% | 32% | 94,936 |

**CRD 6**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 2% | 17% | 9% | 45% | 20% | 8% | 140,149 |
| 2010-11 | 1% | 15% | 13% | 45% | 18% | 8% | 165,825 |
| 2011-12 | 1% | 18% | 4% | 52% | 20% | 5% | 128,400 |
| 2012-13 | 1% | 13% | 12% | 41% | 16% | 17% | 177,147 |
| 2013-14 | 1% | 13% | 8% | 44% | 22% | 11% | 150,664 |
| 2014-15 | 1% | 11% | 8% | 50% | 20% | 10% | 152,949 |
| 2015-16 | 1% | 16% | 10% | 40% | 22% | 11% | 155,423 |

**CRD 7**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 9% | 20% | 15% | 29% | 3% | 24% | 50,062 |
| 2010-11 | 11% | 23% | 8% | 29% | 3% | 25% | 49,187 |
| 2011-12 | 4% | 15% | 11% | 39% | 8% | 23% | 30,591 |
| 2012-13 | 5% | 18% | 15% | 31% | 4% | 28% | 46,563 |
| 2013-14 | 2% | 10% | 12% | 50% | 3% | 23% | 54,779 |
| 2014-15 | 5% | 19% | 11% | 31% | 3% | 31% | 41,352 |
| 2015-16 | 4% | 10% | 11% | 39% | 3% | 32% | 51,044 |

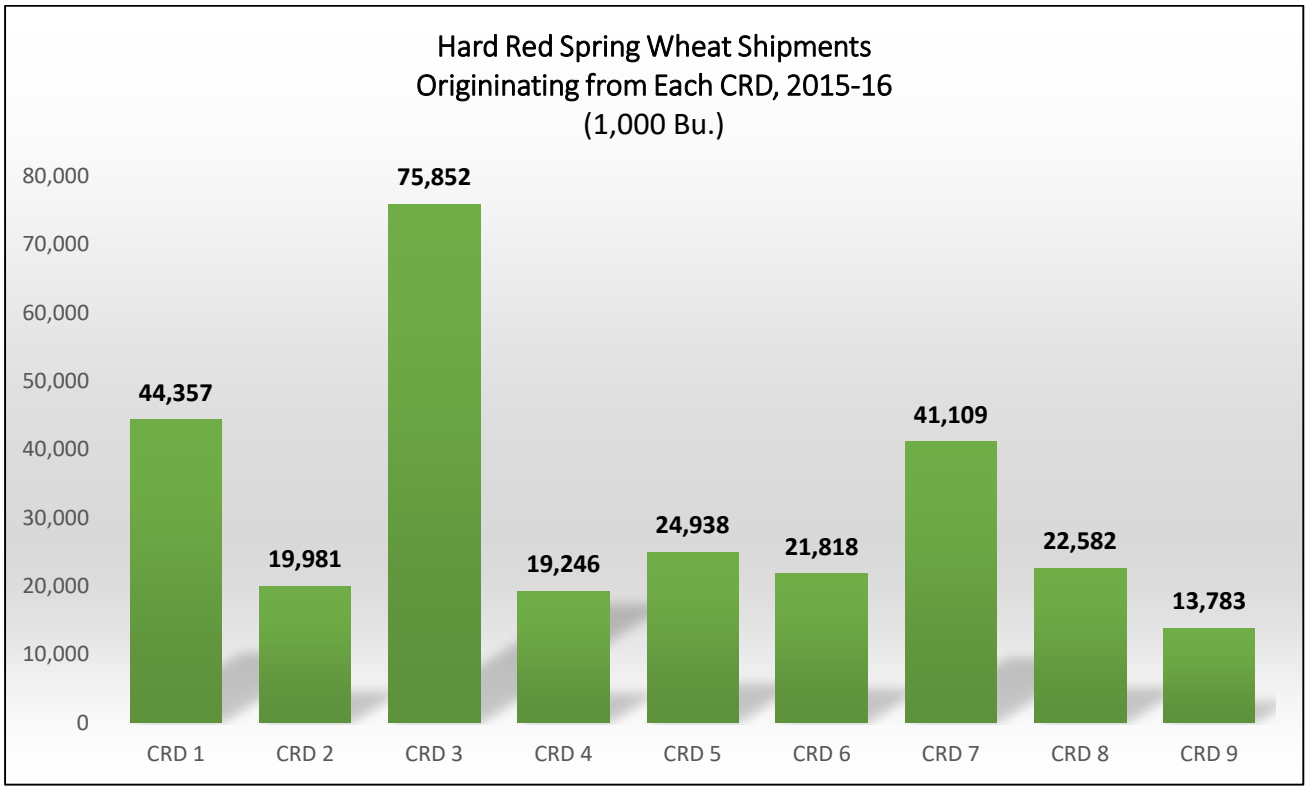
**CRD 8**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 1% | 62% | 13% | 0% | 22% | 3% | 18,411 |
| 2010-11 | 0% | 54% | 18% | 0% | 25% | 3% | 20,344 |
| 2011-12 | 1% | 30% | 23% | 1% | 26% | 19% | 17,222 |
| 2012-13 | 1% | 31% | 15% | 5% | 29% | 18% | 20,611 |
| 2013-14 | 4% | 22% | 19% | 21% | 15% | 19% | 32,688 |
| 2014-15 | 1% | 26% | 21% | 20% | 18% | 15% | 34,332 |
| 2015-16 | 0% | 28% | 17% | 26% | 12% | 17% | 31,612 |

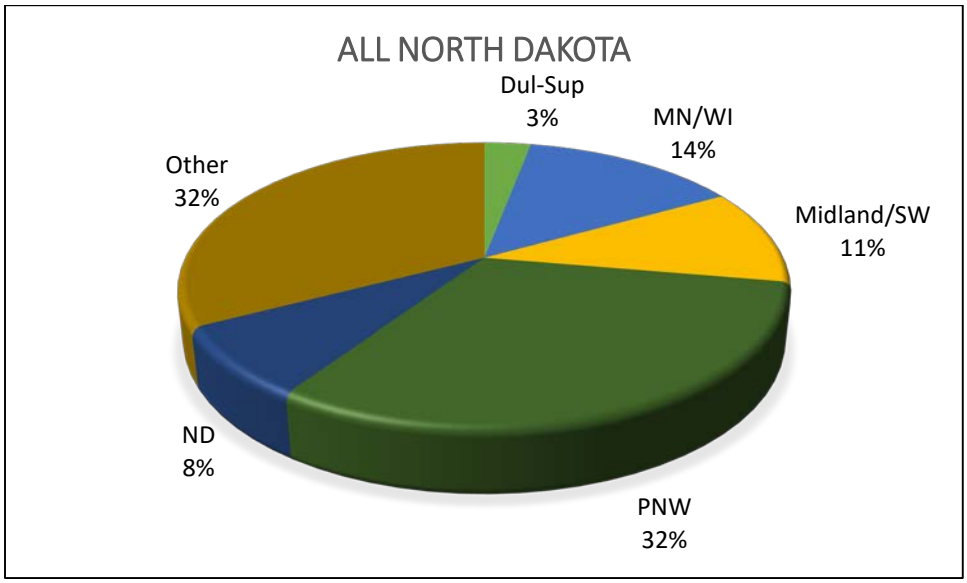
**CRD 9**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 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 |
| 2015-16 | 0% | 16% | 2% | 44% | 25% | 13% | 129,409 |

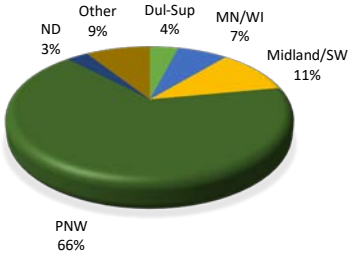
# HARD RED SPRING WHEAT SHIPMENTS



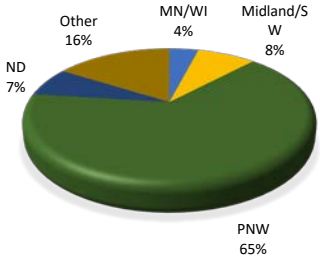
## Destinations for Hard Red Spring Wheat Shipments, 2015-16
## Crop Reporting District



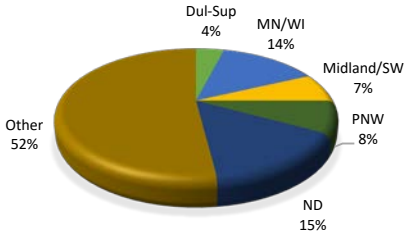

### CRD1



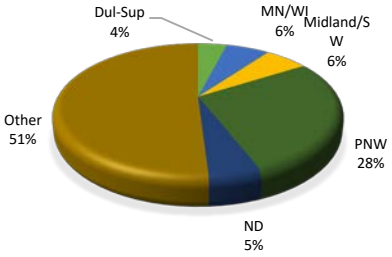

### CRD2



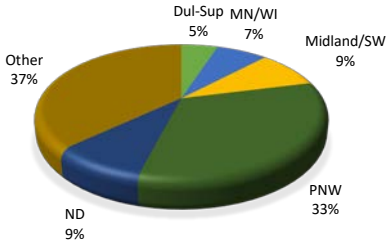

### CRD3



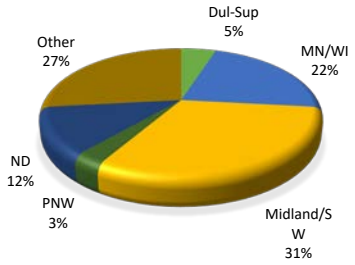

### CRD4



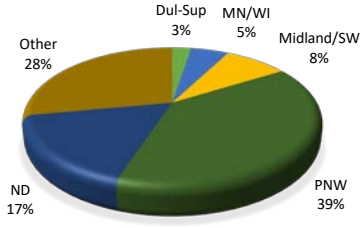

### CRD5



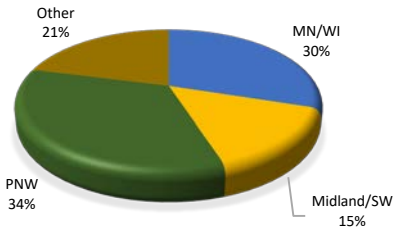

### CRD6



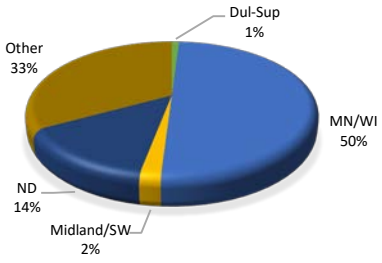

### CRD7




### CRD8

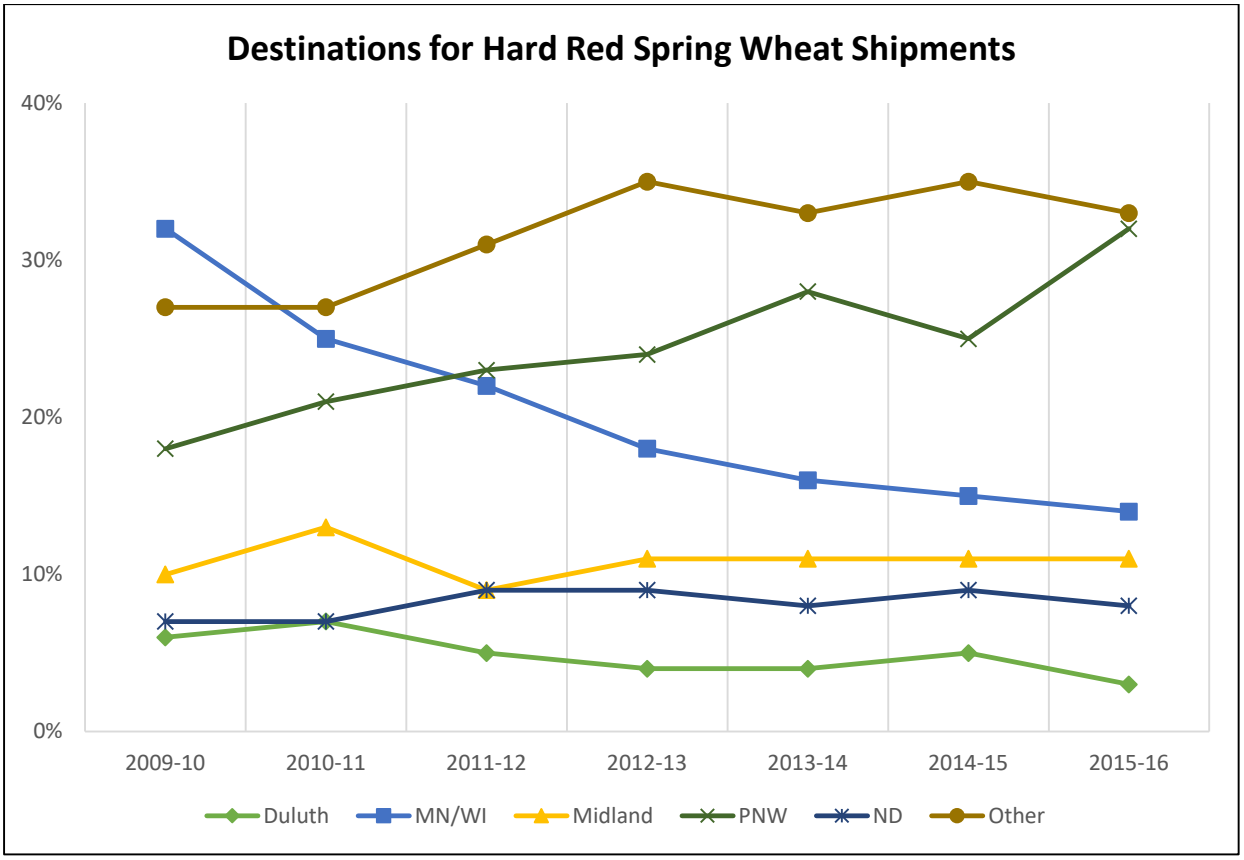



### CRD9



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

| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 17,269 | 85,204 | 25,518 | 47,571 | 19,619 | 266,271 |
| | 6% | 32% | 10% | 18% | 7% | |
| 2010-11 | 23,661 | 81,778 | 41,956 | 68,089 | 23,702 | 328,147 |
| | 7% | 25% | 13% | 21% | 7% | |
| 2011-12 | 9,804 | 42,399 | 17,698 | 44,479 | 17,425 | 190,161 |
| | 5% | 22% | 9% | 23% | 9% | |
| 2012-13 | 8,217 | 41,952 | 24,553 | 56,424 | 20,405 | 231,495 |
| | 5% | 18% | 11% | 24% | 9% | |
| 2013-14 | 8,767 | 40,226 | 27,337 | 70,255 | 20,584 | 250,168 |
| | 4% | 16% | 11% | 28% | 8% | |
| 2014-15 | 15,159 | 43,131 | 30,389 | 70,867 | 25,775 | 284,631 |
| | 5% | 15% | 11% | 25% | 9% | |
| 2015-16 | 9,271 | 38,311 | 29,934 | 89,365 | 22,877 | 283,666 |
| | 3% | 14% | 11% | 32% | 8% | |



# Destinations for Hard Red Spring Wheat Shipments from ND CRDs

(1000 Bushels)

**CRD 1**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 4% | 29% | 10% | 36% | 6% | 16% | 34,472 |
| 2010-11 | 5% | 16% | 8% | 46% | 4% | 20% | 35,053 |
| 2011-12 | 7% | 12% | 5% | 58% | 4% | 15% | 16,048 |
| 2012-13 | 3% | 11% | 6% | 62% | 2% | 16% | 36,831 |
| 2013-14 | 4% | 9% | 9% | 65% | 3% | 10% | 35,864 |
| 2014-15 | 9% | 11% | 13% | 51% | 6% | 10% | 43,731 |
| 2015-16 | 4% | 7% | 11% | 66% | 3% | 9% | 44,357 |

**CRD 2**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 7% | 25% | 7% | 9% | 3% | 49% | 25,272 |
| 2010-11 | 1% | 20% | 17% | 24% | 3% | 35% | 27,521 |
| 2011-12 | 3% | 13% | 5% | 33% | 5% | 40% | 12,402 |
| 2012-13 | 2% | 20% | 1% | 16% | 4% | 57% | 19,431 |
| 2013-14 | 2% | 13% | 7% | 22% | 4% | 52% | 18,289 |
| 2014-15 | 3% | 9% | 7% | 48% | 6% | 28% | 22,765 |
| 2015-16 | 0% | 4% | 8% | 65% | 7% | 16% | 19,981 |

**CRD 3**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 10% | 24% | 8% | 13% | 15% | 31% | 66,503 |
| 2010-11 | 14% | 23% | 11% | 12% | 12% | 28% | 102,337 |
| 2011-12 | 8% | 25% | 7% | 12% | 14% | 32% | 72,528 |
| 2012-13 | 4% | 19% | 14% | 10% | 19% | 35% | 63,935 |
| 2013-14 | 4% | 17% | 11% | 4% | 17% | 46% | 65,839 |
| 2014-15 | 4% | 13% | 8% | 8% | 16% | 51% | 85,138 |
| 2015-16 | 4% | 14% | 7% | 8% | 15% | 52% | 76,852 |

**CRD 4**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 0% | 29% | 11% | 13% | 10% | 38% | 22,381 |
| 2010-11 | 0% | 22% | 11% | 16% | 10% | 42% | 20,721 |
| 2011-12 | 0% | 16% | 19% | 12% | 7% | 46% | 12,822 |
| 2012-13 | 0% | 8% | 11% | 34% | 2% | 45% | 18,635 |
| 2013-14 | 0% | 5% | 8% | 33% | 5% | 49% | 19,696 |
| 2014-15 | 0% | 8% | 9% | 31% | 2% | 49% | 22,359 |
| 2015-16 | 4% | 6% | 6% | 28% | 5% | 51% | 19,246 |

**CRD 5**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 7% | 48% | 7% | 5% | 7% | 27% | 26,899 |
| 2010-11 | 5% | 29% | 10% | 9% | 7% | 40% | 38,865 |
| 2011-12 | 8% | 13% | 5% | 17% | 8% | 49% | 17,733 |
| 2012-13 | 10% | 25% | 8% | 9% | 12% | 36% | 17,535 |
| 2013-14 | 7% | 20% | 15% | 6% | 12% | 41% | 17,960 |
| 2014-15 | 13% | 12% | 9% | 13% | 10% | 43% | 23,398 |
| 2015-16 | 5% | 7% | 9% | 33% | 9% | 37% | 24,938 |

**CRD 6**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 12% | 23% | 16% | 32% | 6% | 11% | 20,945 |
| 2010-11 | 4% | 14% | 30% | 32% | 9% | 11% | 35,101 |
| 2011-12 | 4% | 23% | 14% | 32% | 9% | 18% | 17,579 |
| 2012-13 | 5% | 15% | 12% | 9% | 14% | 46% | 18,984 |
| 2013-14 | 5% | 25% | 18% | 8% | 15% | 29% | 16,962 |
| 2014-15 | 10% | 16% | 24% | 9% | 16% | 25% | 19,996 |
| 2015-16 | 5% | 22% | 32% | 3% | 12% | 27% | 21,818 |

**CRD 7**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 8% | 17% | 15% | 33% | 2% | 25% | 39,404 |
| 2010-11 | 10% | 18% | 9% | 37% | 1% | 24% | 36,102 |
| 2011-12 | 1% | 13% | 13% | 50% | 1% | 21% | 22,351 |
| 2012-13 | 4% | 16% | 15% | 36% | 0% | 29% | 37,521 |
| 2013-14 | 2% | 5% | 11% | 60% | 1% | 21% | 43,677 |
| 2014-15 | 5% | 15% | 11% | 36% | 1% | 33% | 33,579 |
| 2015-16 | 3% | 6% | 10% | 46% | 2% | 33% | 41,109 |

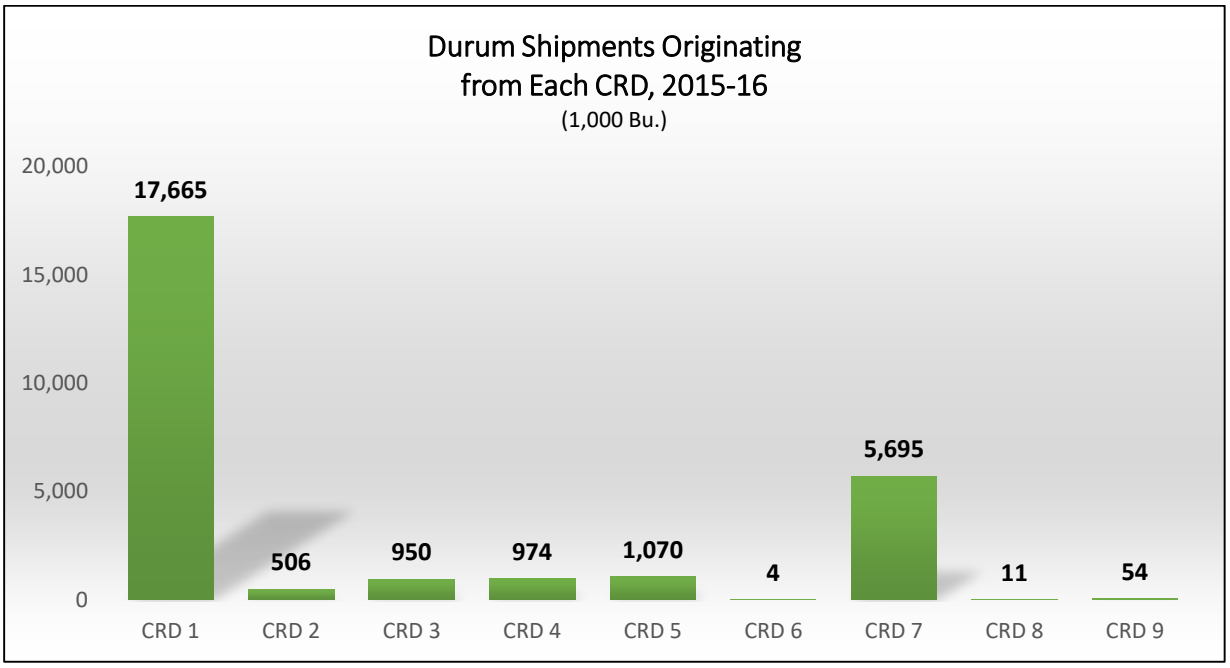
**CRD 8**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 1% | 84% | 9% | 1% | 2% | 3% | 12,809 |
| 2010-11 | 0% | 81% | 13% | 0% | 3% | 3% | 12,682 |
| 2011-12 | 1% | 55% | 21% | 2% | 9% | 13% | 8,693 |
| 2012-13 | 2% | 41% | 12% | 10% | 6% | 29% | 9,599 |
| 2013-14 | 6% | 31% | 13% | 25% | 2% | 23% | 21,377 |
| 2014-15 | 2% | 33% | 15% | 27% | 6% | 17% | 22,504 |
| 2015-16 | 0% | 30% | 15% | 34% | 0% | 21% | 22,582 |

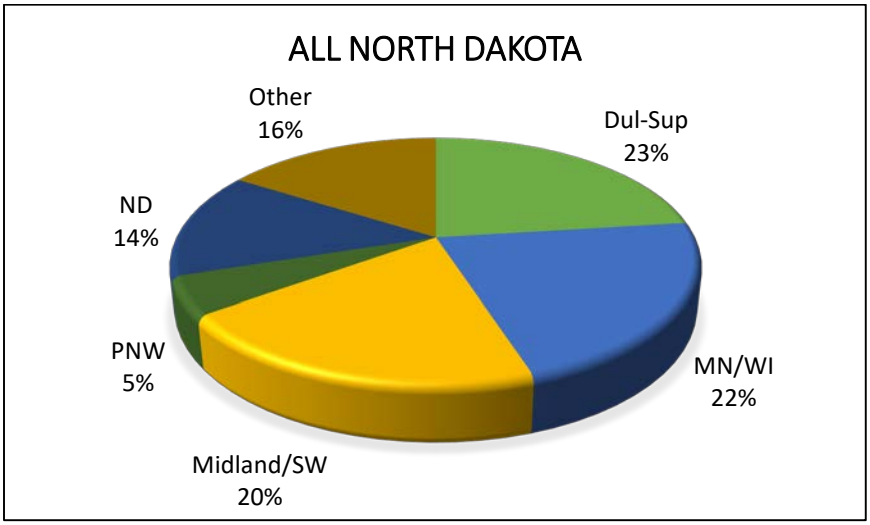
**CRD 9**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 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 |
| 2015-16 | 1% | 50% | 2% | 0% | 14% | 33% | 13,783 |

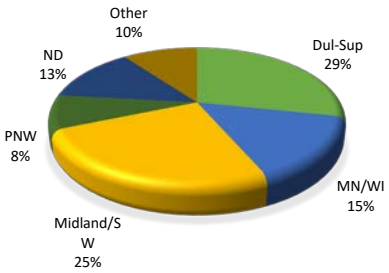
# DURUM SHIPMENTS



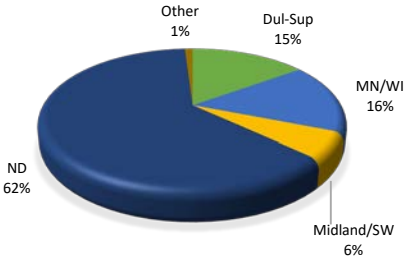
## Destinations for Durum Shipments, 2015-16
## Crop Reporting District



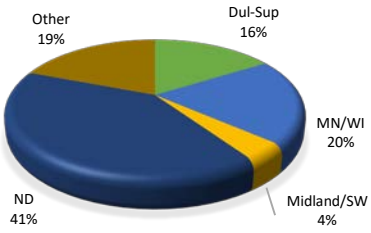

### CRD1



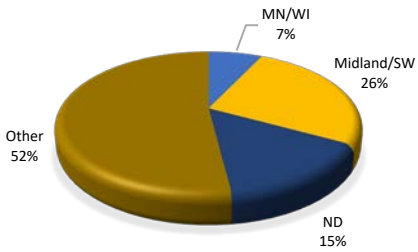

### CRD2



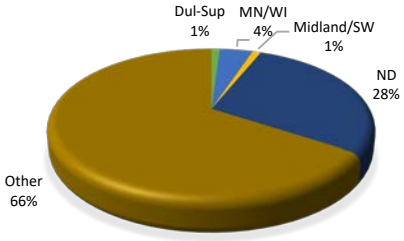

### CRD3



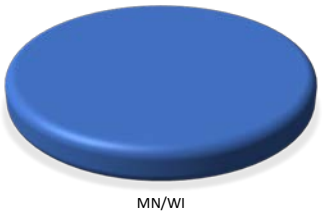

### CRD4



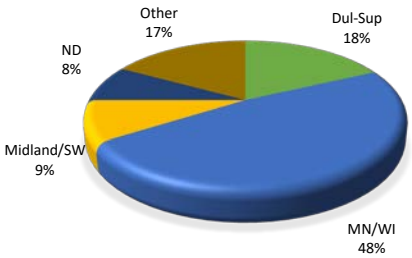

### CRD5



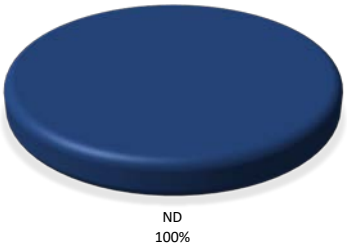

### CRD6



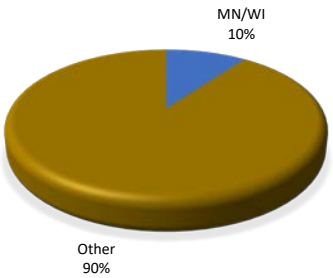

### CRD7




### CRD8

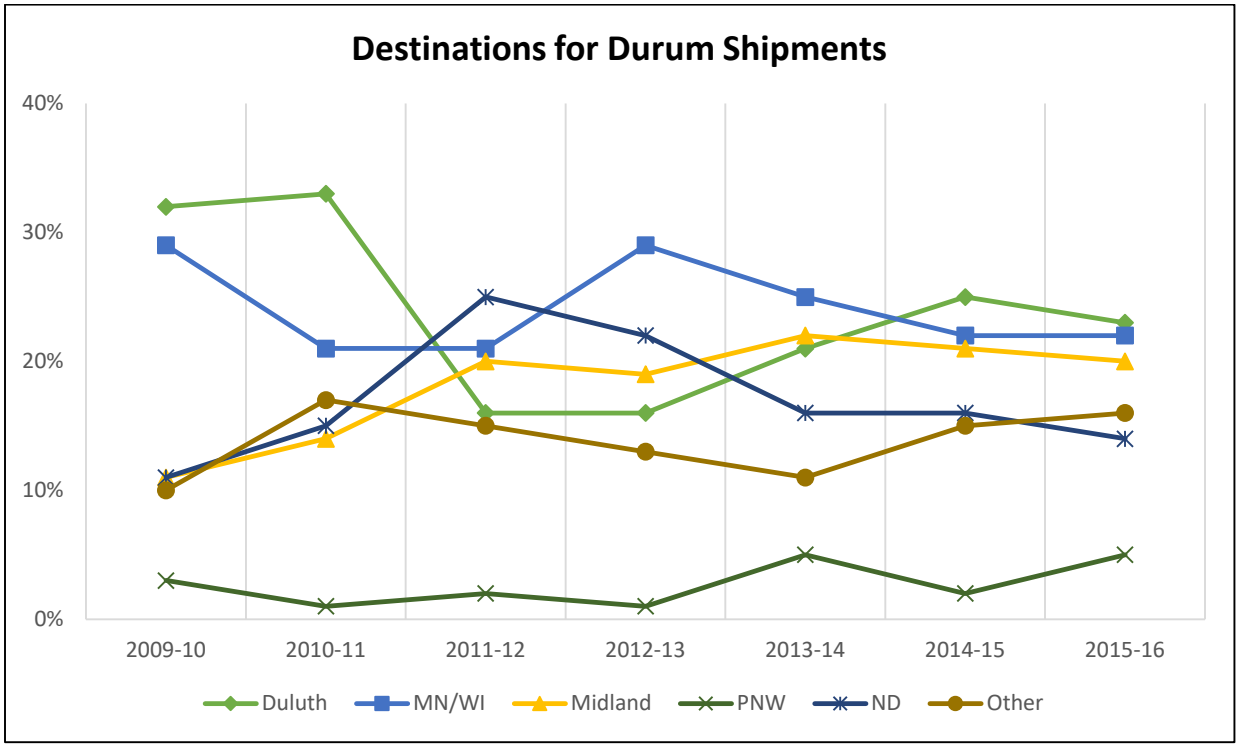



### CRD9



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

| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 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% | |
| 2015-16 | 6,294 | 5,857 | 5,291 | 1,414 | 3,800 | 26,929 |
| | 23% | 22% | 20% | 5% | 14% | |



# Destinations for Durum Shipments from ND CRDs

(1000 Bushels)

**CRD 1**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 39% | 23% | 16% | 3% | 11% | 8% | 30,675 |
| 2010-11 | 44% | 11% | 16% | 1% | 13% | 15% | 34,073 |
| 2011-12 | 20% | 19% | 20% | 2% | 28% | 10% | 14,862 |
| 2012-13 | 21% | 23% | 23% | 1% | 26% | 6% | 24,535 |
| 2013-14 | 26% | 23% | 24% | 7% | 16% | 4% | 24,577 |
| 2014-15 | 30% | 14% | 27% | 2% | 17% | 9% | 18,366 |
| 2015-16 | 28% | 15% | 25% | 8% | 13% | 10% | 17,665 |

**CRD 2**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 18% | 39% | 1% | 0% | 41% | 2% | 1,116 |
| 2010-11 | 3% | 23% | 4% | 0% | 57% | 13% | 2,400 |
| 2011-12 | 12% | 12% | 0% | 0% | 60% | 15% | 816 |
| 2012-13 | 1% | 21% | 0% | 0% | 57% | 21% | 1,127 |
| 2013-14 | 6% | 39% | 0% | 0% | 53% | 2% | 732 |
| 2014-15 | 0% | 54% | 1% | 0% | 30% | 15% | 341 |
| 2015-16 | 15% | 16% | 6% | 0% | 62% | 1% | 506 |

**CRD 3**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 2% | 53% | 0% | 0% | 13% | 32% | 145 |
| 2010-11 | 10% | 29% | 0% | 5% | 20% | 36% | 975 |
| 2011-12 | 3% | 24% | 5% | 5% | 25% | 37% | 578 |
| 2012-13 | 4% | 35% | 0% | 0% | 35% | 25% | 764 |
| 2013-14 | 41% | 10% | 6% | 0% | 31% | 11% | 378 |
| 2014-15 | 30% | 18% | 1% | 0% | 36% | 16% | 552 |
| 2015-16 | 16% | 20% | 4% | 0% | 40% | 19% | 950 |

**CRD 4**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 4% | 51% | 23% | 1% | 20% | 1% | 3,406 |
| 2010-11 | 1% | 37% | 17% | 0% | 26% | 19% | 5,084 |
| 2011-12 | 3% | 9% | 46% | 0% | 36% | 6% | 2,821 |
| 2012-13 | 2% | 0% | 28% | 0% | 20% | 50% | 2,576 |
| 2013-14 | 0% | 10% | 14% | 0% | 38% | 39% | 1,496 |
| 2014-15 | 3% | 11% | 9% | 0% | 10% | 68% | 1,109 |
| 2015-16 | 0% | 7% | 26% | 0% | 15% | 52% | 974 |

**CRD 5**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 16% | 24% | 6% | 0% | 11% | 43% | 683 |
| 2010-11 | 28% | 14% | 21% | 0% | 6% | 31% | 1,485 |
| 2011-12 | 0% | 34% | 19% | 0% | 22% | 24% | 679 |
| 2012-13 | 8% | 7% | 13% | 0% | 29% | 43% | 1,627 |
| 2013-14 | 5% | 0% | 7% | 0% | 24% | 64% | 535 |
| 2014-15 | 10% | 2% | 4% | 0% | 8% | 75% | 722 |
| 2015-16 | 1% | 4% | 1% | 0% | 28% | 65% | 1,070 |

**CRD 6**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 0% | 0% | 0% | 0% | 85% | 15% | 56 |
| 2010-11 | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| 2011-12 | 0% | 100% | 0% | 0% | 0% | 0% | 60 |
| 2012-13 | 0% | 100% | 0% | 0% | 0% | 0% | 2,254 |
| 2013-14 | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| 2014-15 | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| 2015-16 | 0% | 100% | 0% | 0% | 0% | 0% | 4 |

**CRD 7**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 16% | 44% | 16% | 3% | 2% | 19% | 6,564 |
| 2010-11 | 20% | 49% | 7% | 2% | 4% | 17% | 8,730 |
| 2011-12 | 16% | 36% | 6% | 1% | 3% | 39% | 4,409 |
| 2012-13 | 14% | 42% | 11% | 2% | 4% | 27% | 5,079 |
| 2013-14 | 9% | 40% | 18% | 0% | 3% | 29% | 6,794 |
| 2014-15 | 10% | 65% | 4% | 0% | 7% | 13% | 4,093 |
| 2015-16 | 18% | 48% | 9% | 0% | 8% | 17% | 5,695 |

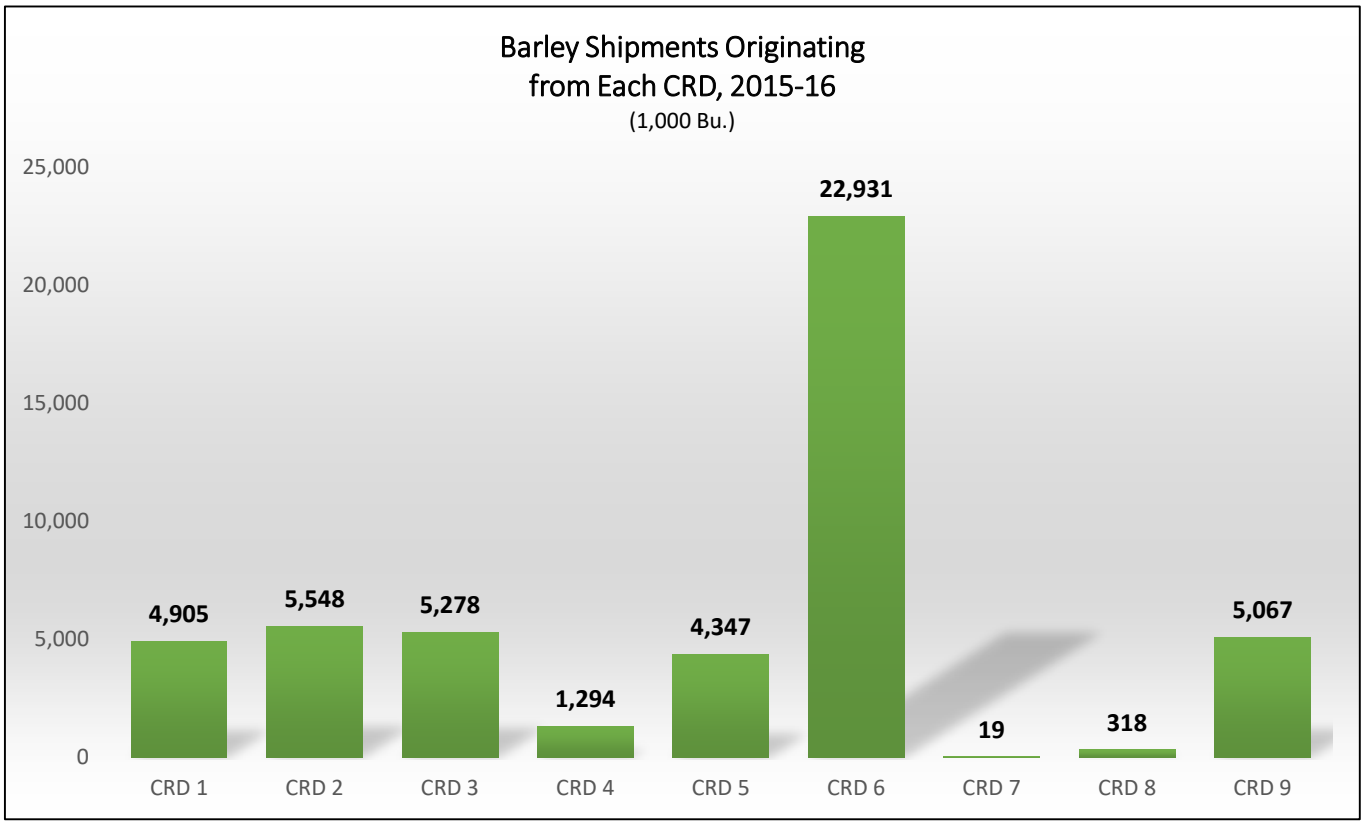
**CRD 8**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 2009-10 | 0% | 84% | 0% | 0% | 16% | 0% | 53 |
| 2010-11 | 16% | 84% | 0% | 0% | 0% | 0% | 30 |
| 2011-12 | 0% | 0% | 0% | 0% | 100% | 0% | 23 |
| 2012-13 | 0% | 0% | 0% | 0% | 100% | 0% | 29 |
| 2013-14 | 0% | 0% | 0% | 0% | 100% | 0% | 58 |
| 2014-15 | 0% | 0% | 0% | 0% | 100% | 0% | 34 |
| 2015-16 | 0% | 0% | 0% | 0% | 100% | 0% | 11 |

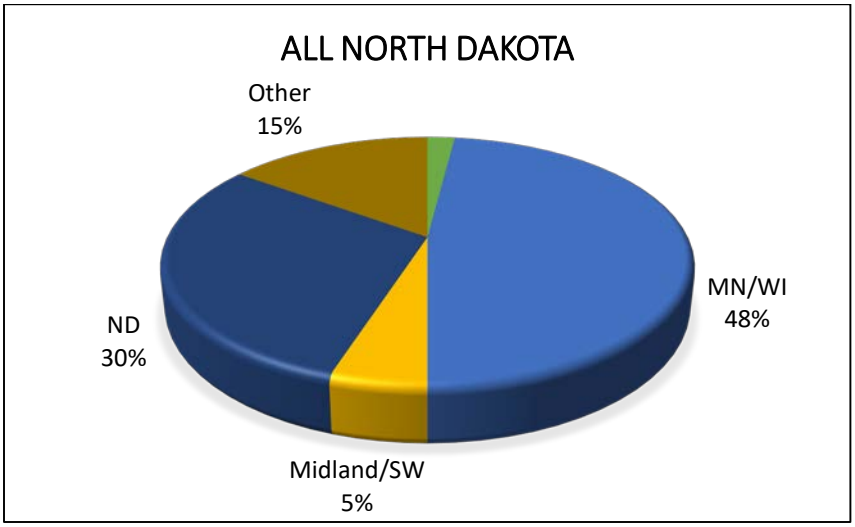
**CRD 9**

| | Duluth | MN/WI | Midland | PNW | ND | Other | Total |
|---|---|---|---|---|---|---|---|
| 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 |
| 2015-16 | 0% | 1000% | 0% | 0% | 0% | 90% | 54 |

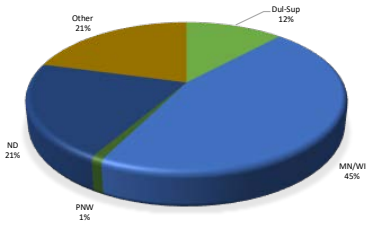
# BARLEY SHIPMENTS



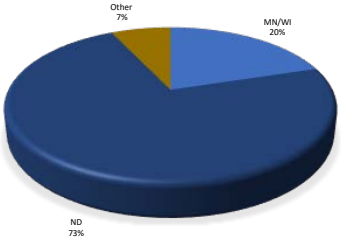
## Destinations for Barley Shipments, 2015-16
## Crop Reporting District



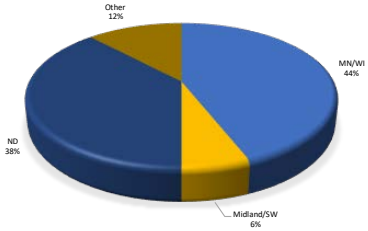

### CRD1



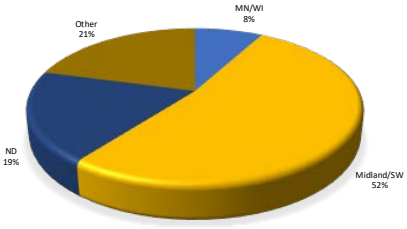

### CRD2



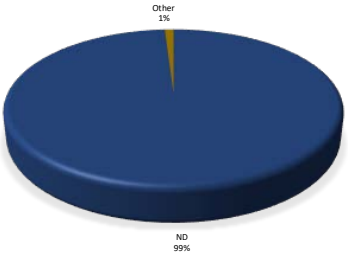

### CRD3



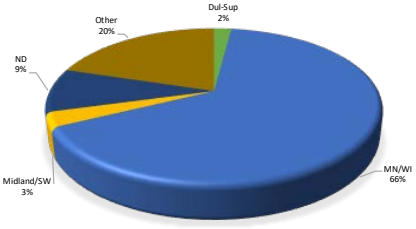

### CRD4



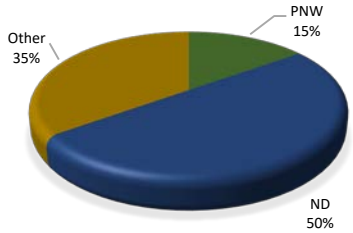

### CRD5



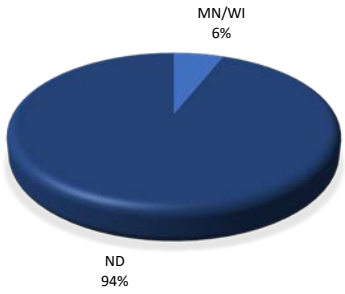

### CRD6



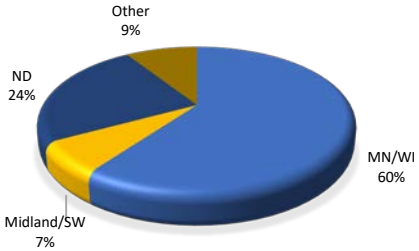

### CRD7




### CRD8

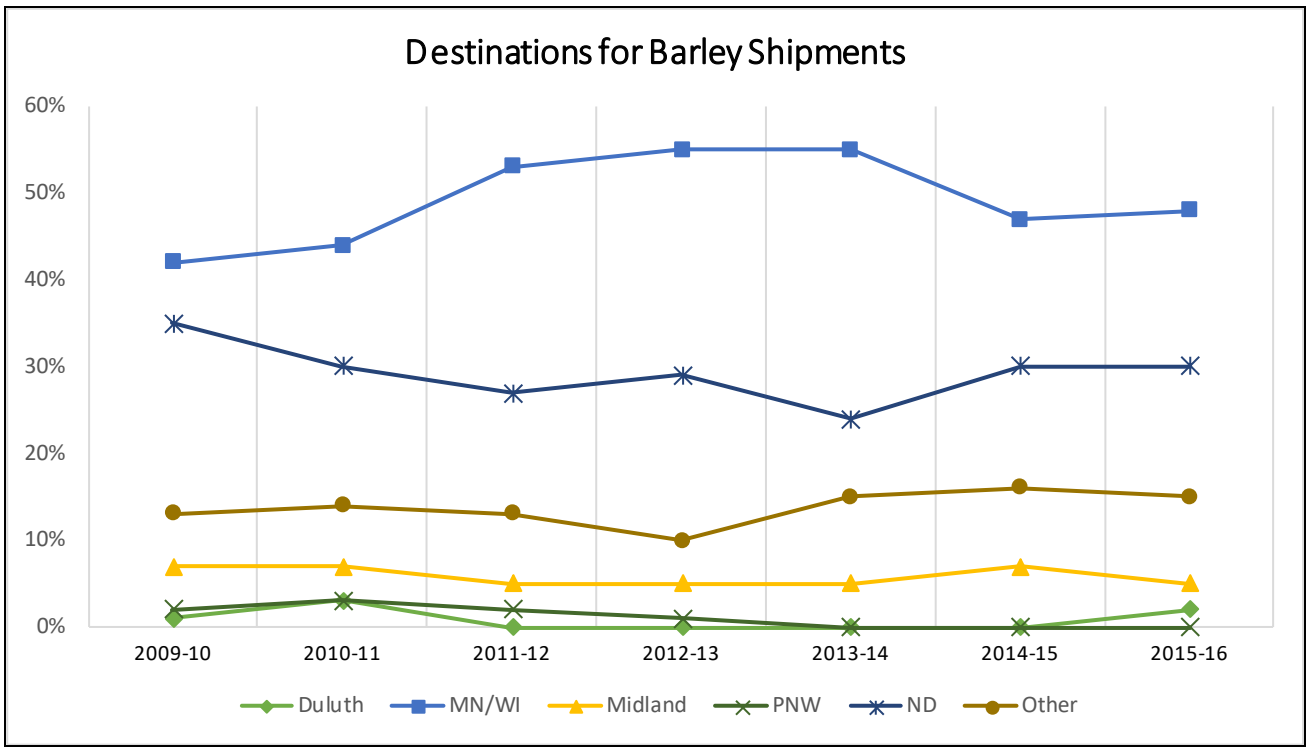



### CRD9

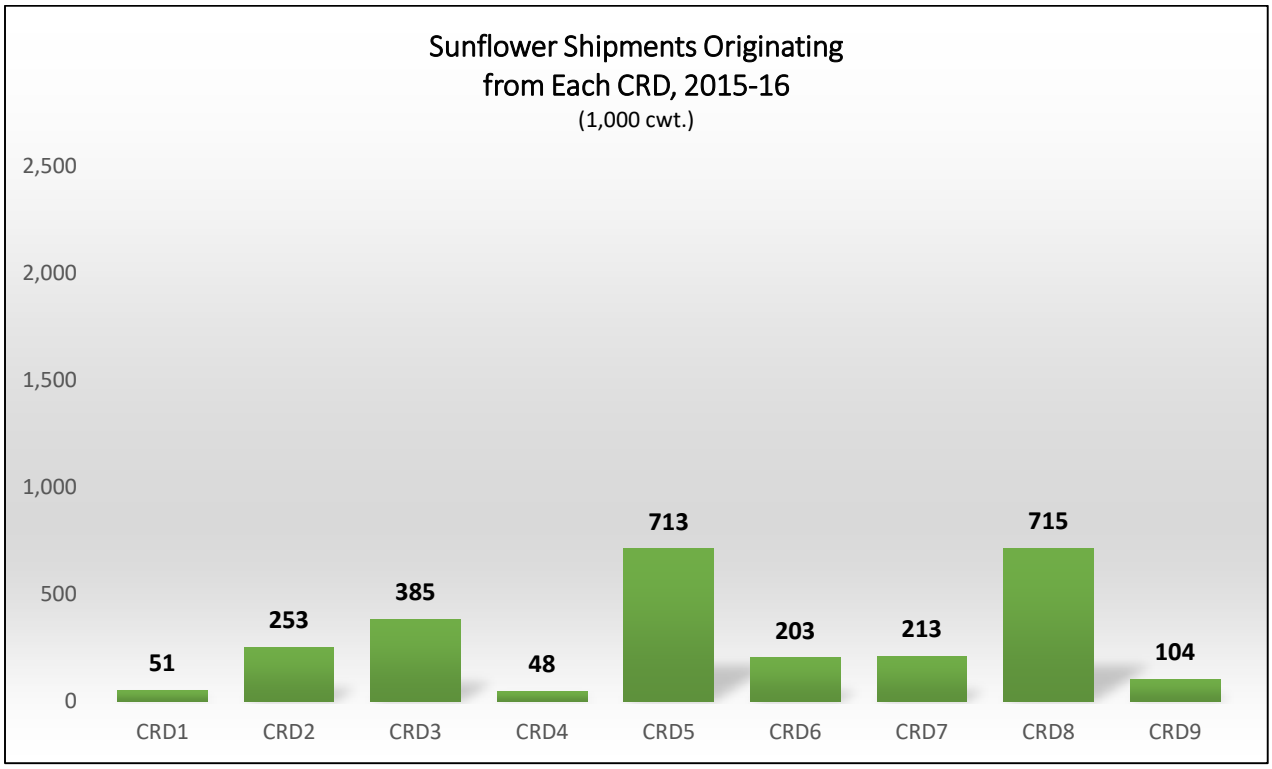


**Trends for Destinations of Barley Shipments from ND**
**(1,000 Bushels)**

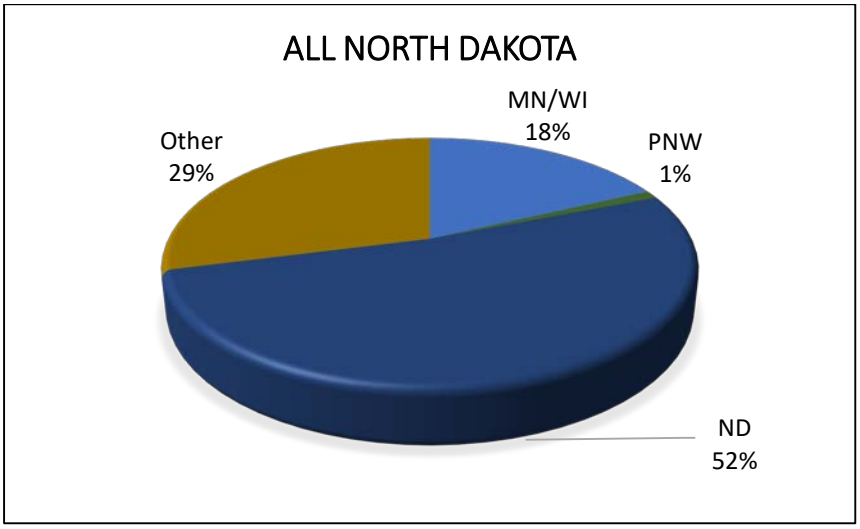
| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 464 | 21,464 | 3,549 | 1,001 | 17,544 | 50,579 |
| | 1% | 42% | 7% | 2% | 35% | |
| 2010-11 | 1,309 | 21,671 | 3,289 | 1,300 | 14,823 | 49,237 |
| | 3% | 44% | 7% | 3% | 30% | |
| 2011-12 | 17 | 21,050 | 2,067 | 672 | 10,641 | 39,584 |
| | 0% | 53% | 5% | 2% | 27% | |
| 2012-13 | 36 | 23,575 | 2,158 | 315 | 12,375 | 42,727 |
| | 0% | 55% | 5% | 1% | 29% | |
| 2013-14 | 12 | 25,577 | 2,502 | 114 | 11,199 | 46,514 |
| | 0% | 55% | 5% | 0% | 24% | |
| 2014-15 | 0 | 21,963 | 3,112 | 24 | 14,170 | 46,592 |
| | 0% | 47% | 7% | 0% | 30% | |
| 2015-16 | 1,174 | 23,680 | 2,277 | 43 | 15,025 | 49,708 |
| | 2% | 48% | 5% | 0% | 30% | |



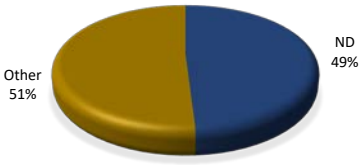
# SUNFLOWER SHIPMENTS



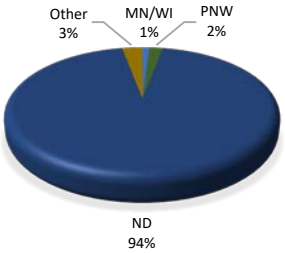
## Destinations for Sunflower Shipments, 2015-16
## Crop Reporting District



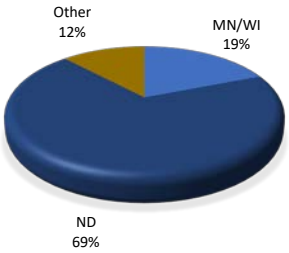

### CRD1



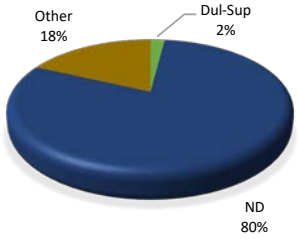

### CRD2



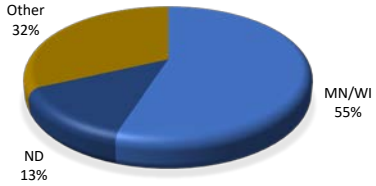

### CRD3



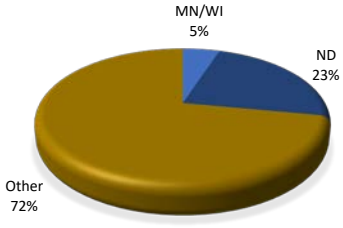

### CRD4



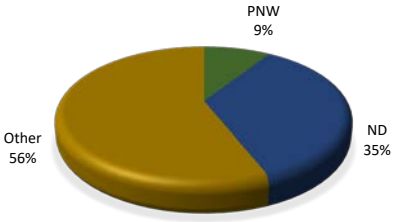

### CRD5



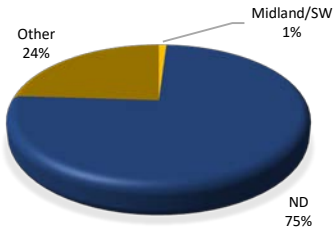

### CRD6



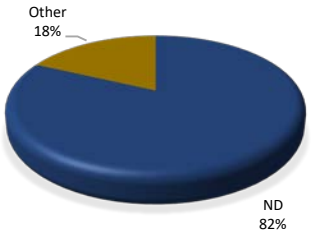

### CRD7




### CRD8

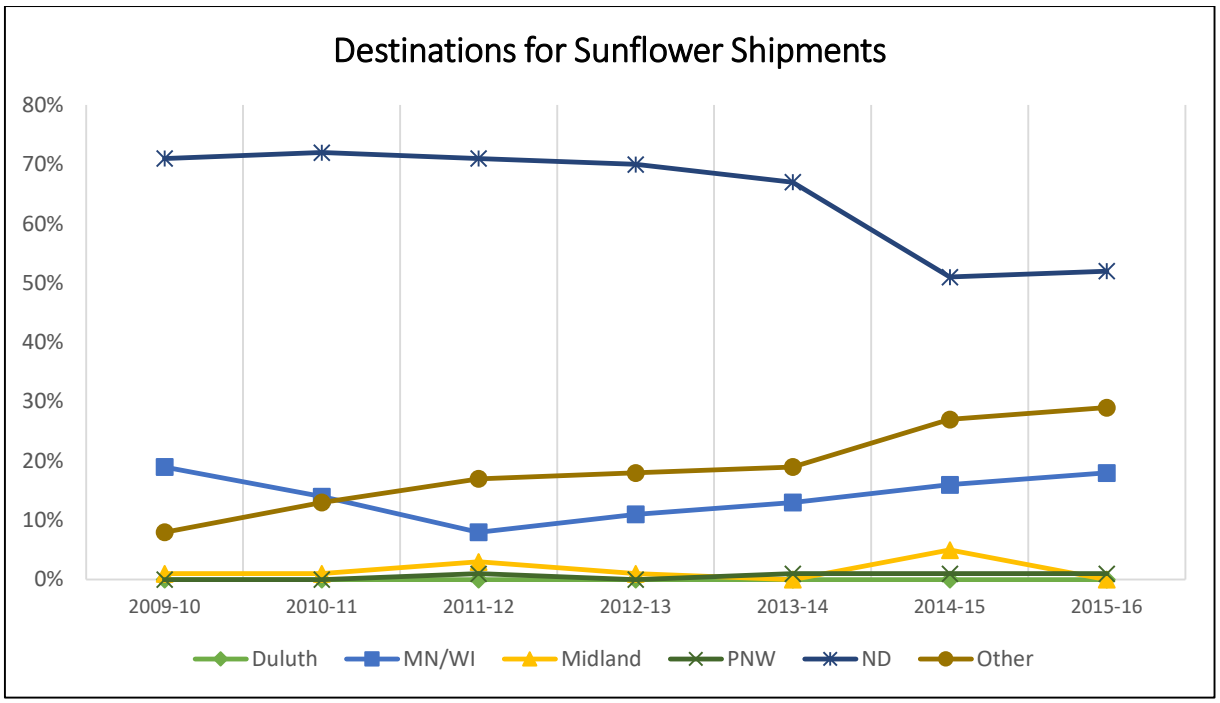



### CRD9

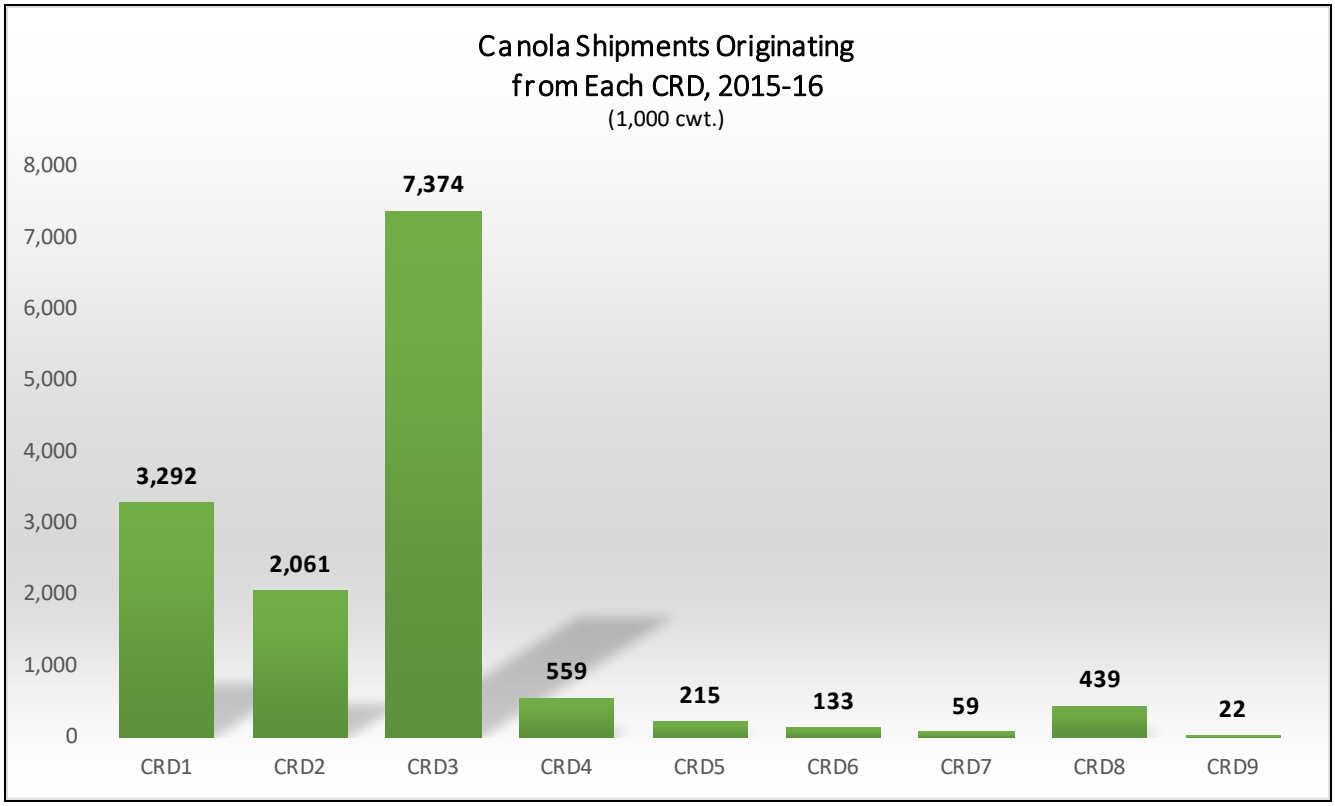


**Trends for Destinations of Sunflower Shipments from ND**
**(1,000 cwt)**

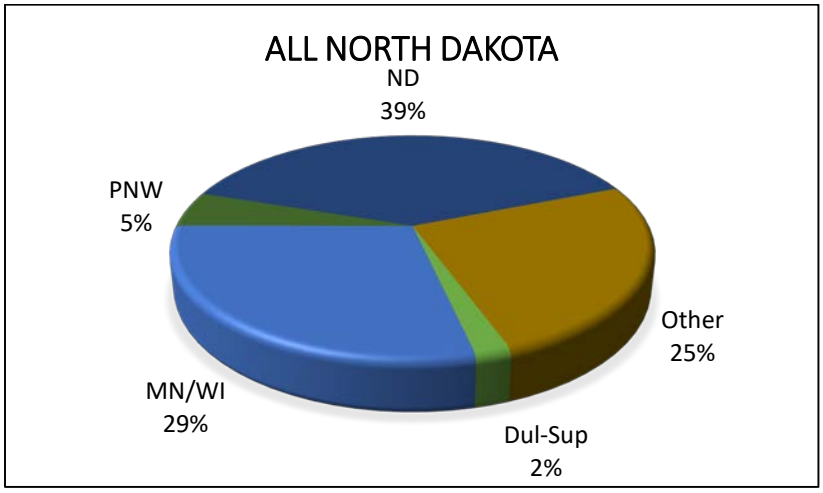
| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 21 | 1,571 | 58 | 20 | 5,850 | 8,208 |
| | 0% | 19% | 1% | 0% | 71% | |
| 2010-11 | 0 | 985 | 55 | 30 | 5,065 | 7,074 |
| | 0% | 14% | 1% | 0% | 72% | |
| 2011-12 | 0 | 393 | 130 | 27 | 3,267 | 4,622 |
| | 0% | 8% | 3% | 1% | 71% | |
| 2012-13 | 0 | 604 | 68 | 17 | 3,814 | 5,476 |
| | 0% | 11% | 1% | 1% | 70% | |
| 2013-14 | 0 | 511 | 4 | 21 | 2,633 | 3,907 |
| | 0% | 13% | 0% | 1% | 67% | |
| 2014-15 | 0 | 464 | 153 | 28 | 1,494 | 2,921 |
| | 0% | 16% | 5% | 1% | 51% | |
| 2015-16 | 1 | 479 | 4 | 24 | 1,406 | 2,686 |
| | 0% | 18% | 0% | 1% | 52% | |



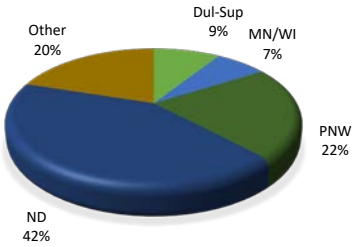
# CANOLA SHIPMENTS



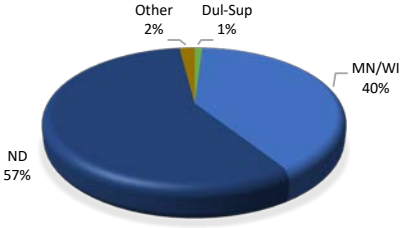
## Destinations for Canola Shipments, 2015-16
## Crop Reporting District



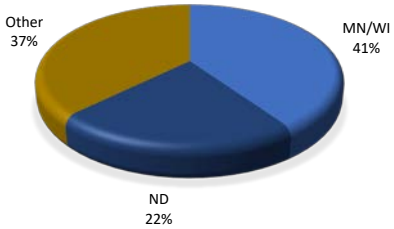

### CRD1



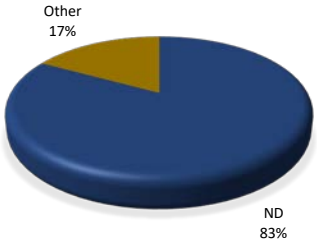

### CRD2




### CRD3




### CRD4

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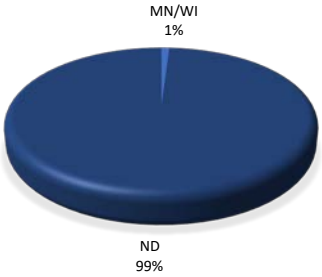
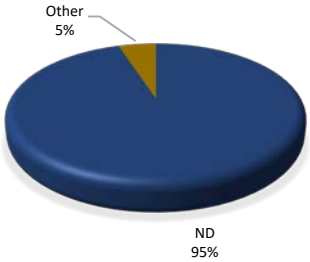
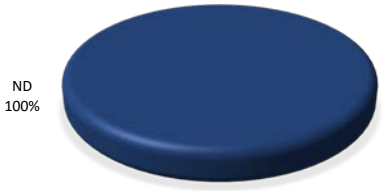


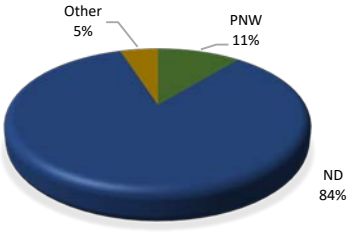

### CRD6



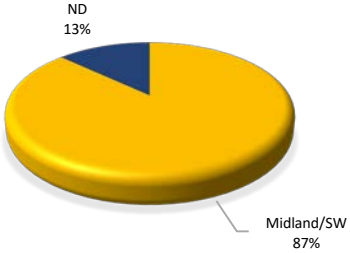

### CRD7




### CRD8

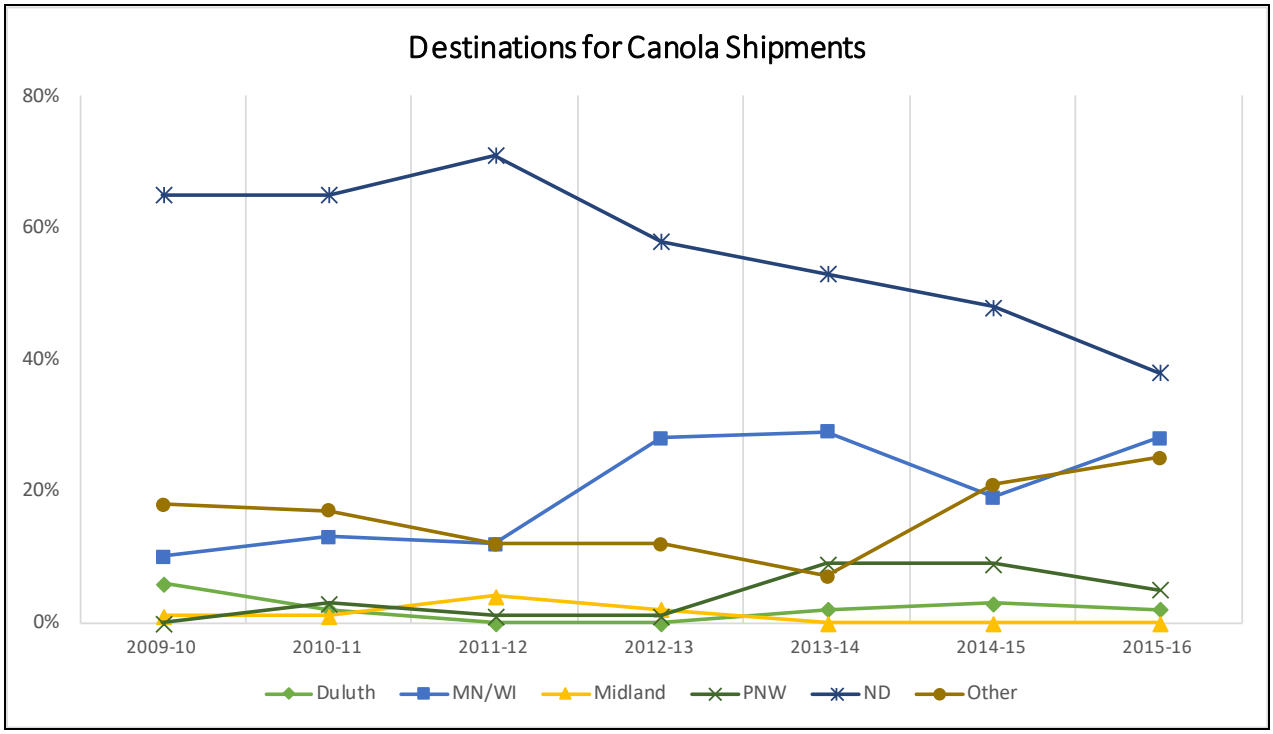



### CRD9

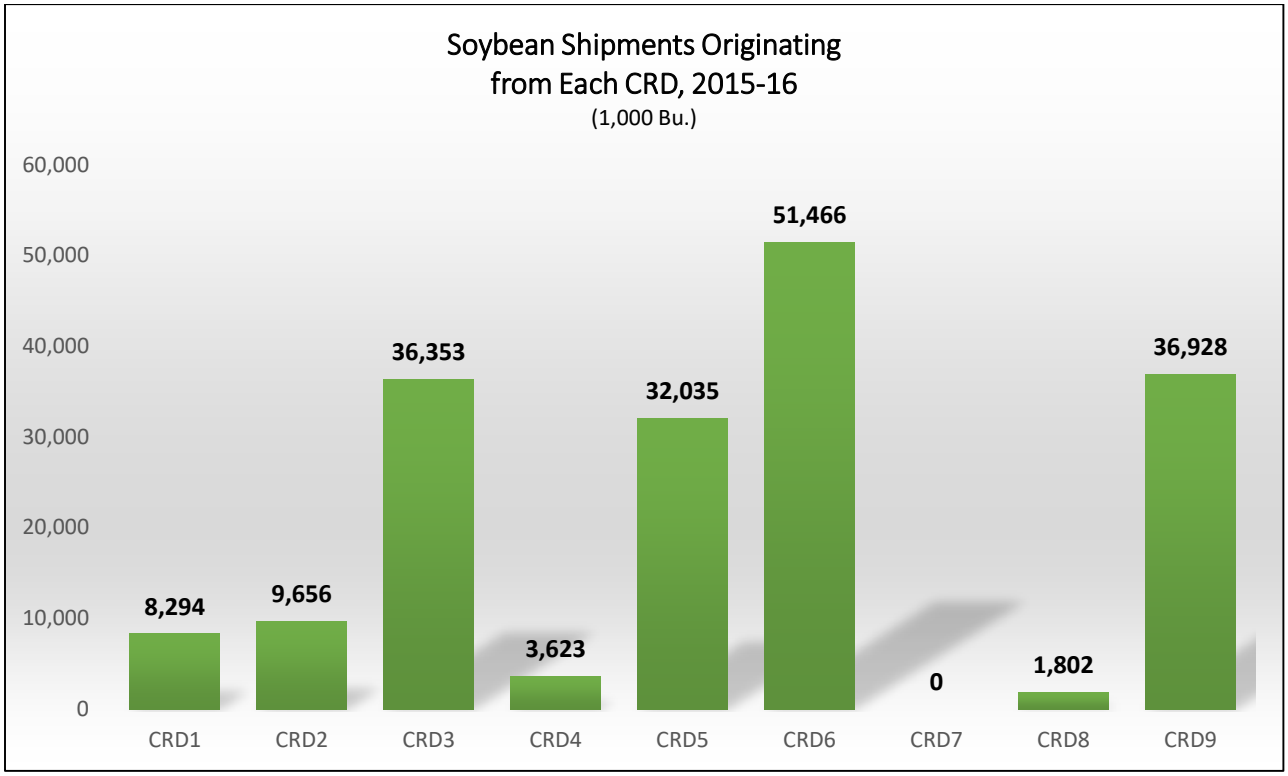


**Trends for Destinations of Canola Shipments from ND**
**(1,000 cwt)**

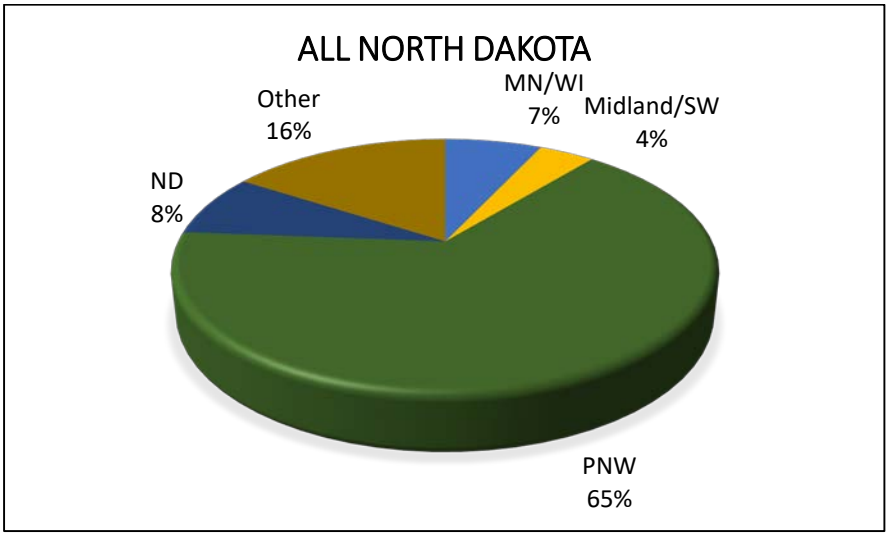
| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 623 | 1,049 | 60 | 4 | 6,854 | 10,532 |
| | 6% | 10% | 1% | 0% | 65% | |
| 2010-11 | 275 | 1,817 | 1115 | 397 | 9,388 | 14,468 |
| | 2% | 13% | 1% | 3% | 65% | |
| 2011-12 | 11 | 1,282 | 395 | 136 | 7,378 | 10,439 |
| | 0% | 12% | 4% | 1% | 71% | |
| 2012-13 | 12 | 3,587 | 197 | 153 | 7,435 | 12,919 |
| | 0% | 28% | 2% | 1% | 58% | |
| 2013-14 | 215 | 3,683 | 38 | 1,106 | 6,673 | 12,580 |
| | 2% | 29% | 0% | 9% | 53% | |
| 2014-15 | 394 | 2,482 | 31 | 1,182 | 6,377 | 13,305 |
| | 3% | 19% | 0% | 9% | 48% | |
| 2015-16 | 328 | 4,028 | 19 | 777 | 5,431 | 14,154 |
| | 2% | 28% | 0% | 5% | 38% | |



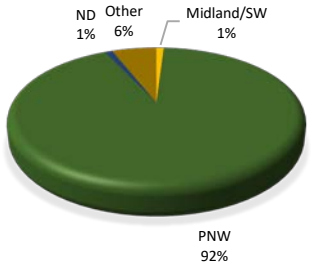
# SOYBEAN SHIPMENTS



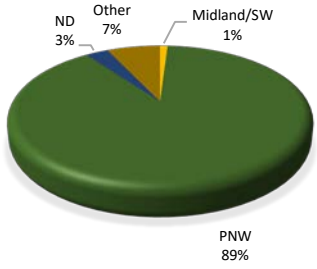
## Destinations for Soybean Shipments, 2015-16
## Crop Reporting District



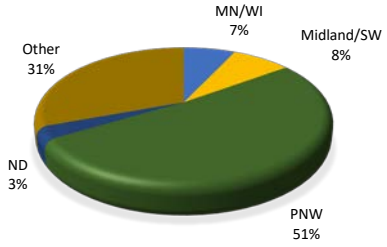

### CRD1



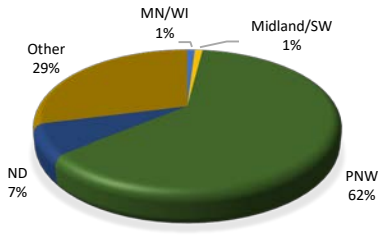

### CRD2



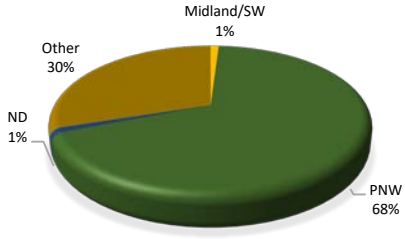

### CRD3



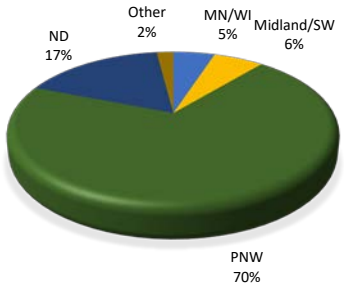

### CRD4




### CRD5



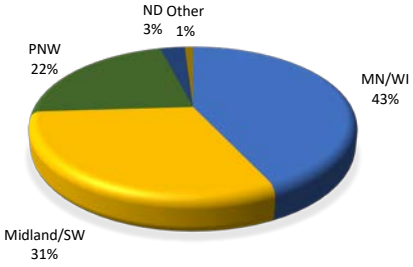

### CRD6



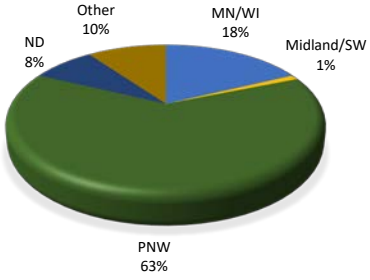

### CRD7

**No Shipments**

### CRD8

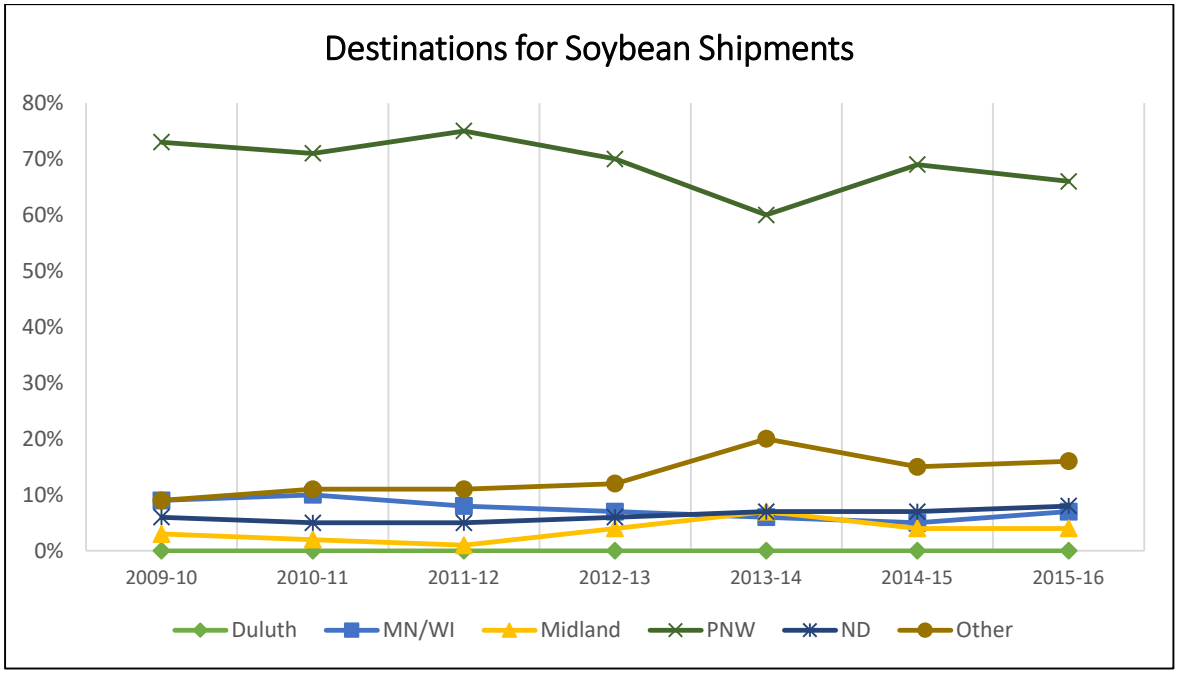



### CRD9

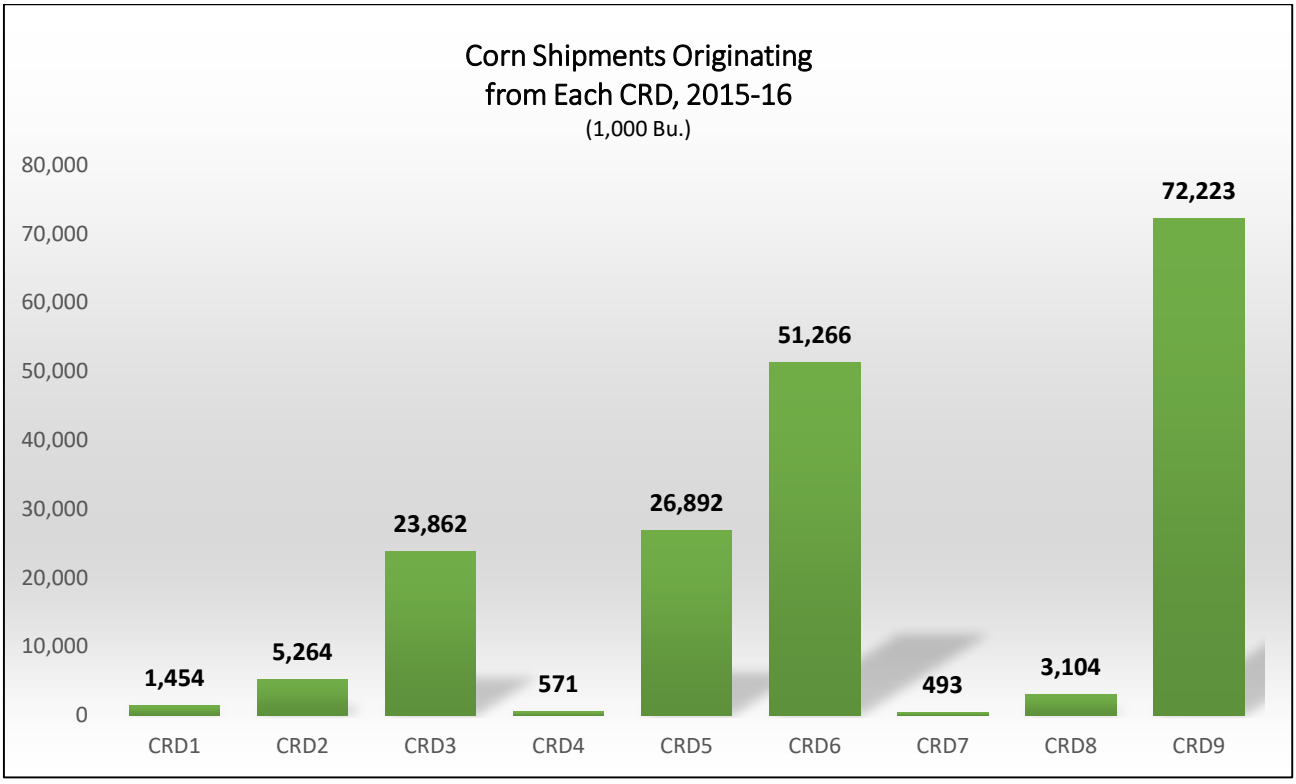


**Trends for Destinations of Soybean Shipments from ND**
**(1,000 Bushels)**

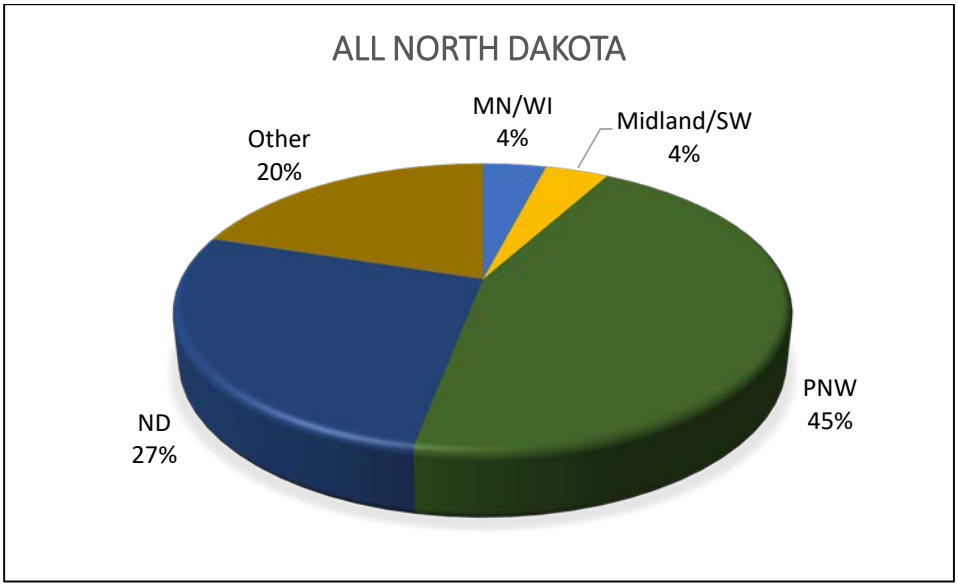
| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 103 | 12,327 | 4,266 | 100,526 | 7,905 | 138,166 |
| | 0% | 9% | 3% | 73% | 6% | |
| 2010-11 | 418 | 14,675 | 2,292 | 99,656 | 7,126 | 139,791 |
| | 0% | 10% | 2% | 71% | 5% | |
| 2011-12 | 0 | 10,887 | 989 | 102,333 | 7,052 | 135,965 |
| | 0% | 8% | 1% | 75% | 5% | |
| 2012-13 | 533 | 11,549 | 7,030 | 121,422 | 10,727 | 172,489 |
| | 0% | 7% | 4% | 70% | 6% | |
| 2013-14 | 72 | 9,511 | 11,727 | 98,474 | 11,979 | 164,448 |
| | 0% | 6% | 7% | 60% | 7% | |
| 2014-15 | 0 | 10,911 | 7,395 | 142,201 | 13,571 | 205,835 |
| | 0% | 5% | 4% | 69% | 7% | |
| 2015-16 | 3 | 12,389 | 6,958 | 119,051 | 13,676 | 180,157 |
| | 0% | 7% | 4% | 66% | 8% | |



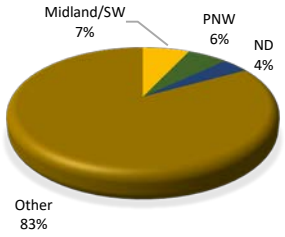
# CORN SHIPMENTS



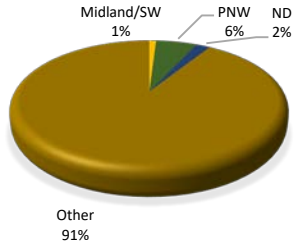
## Destinations for Corn Shipments, 2015-16
## Crop Reporting District



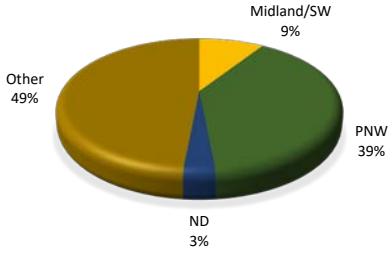

### CRD1



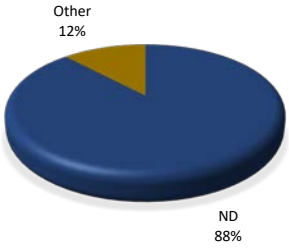

### CRD2



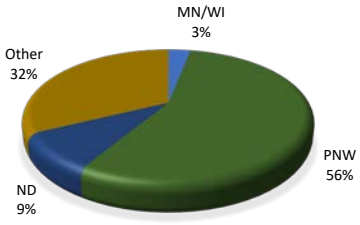

### CRD3



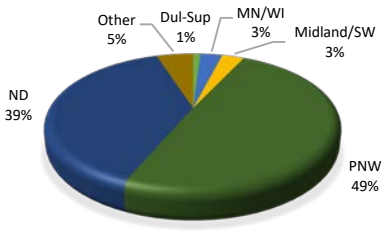

### CRD4



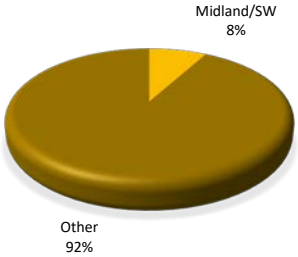

### CRD5



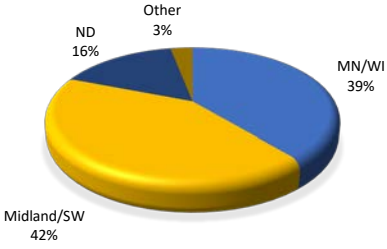

### CRD6



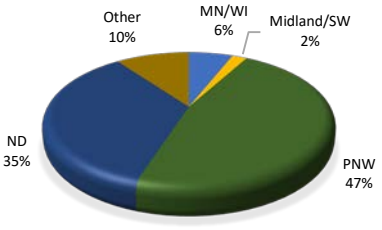

### CRD7




### CRD8

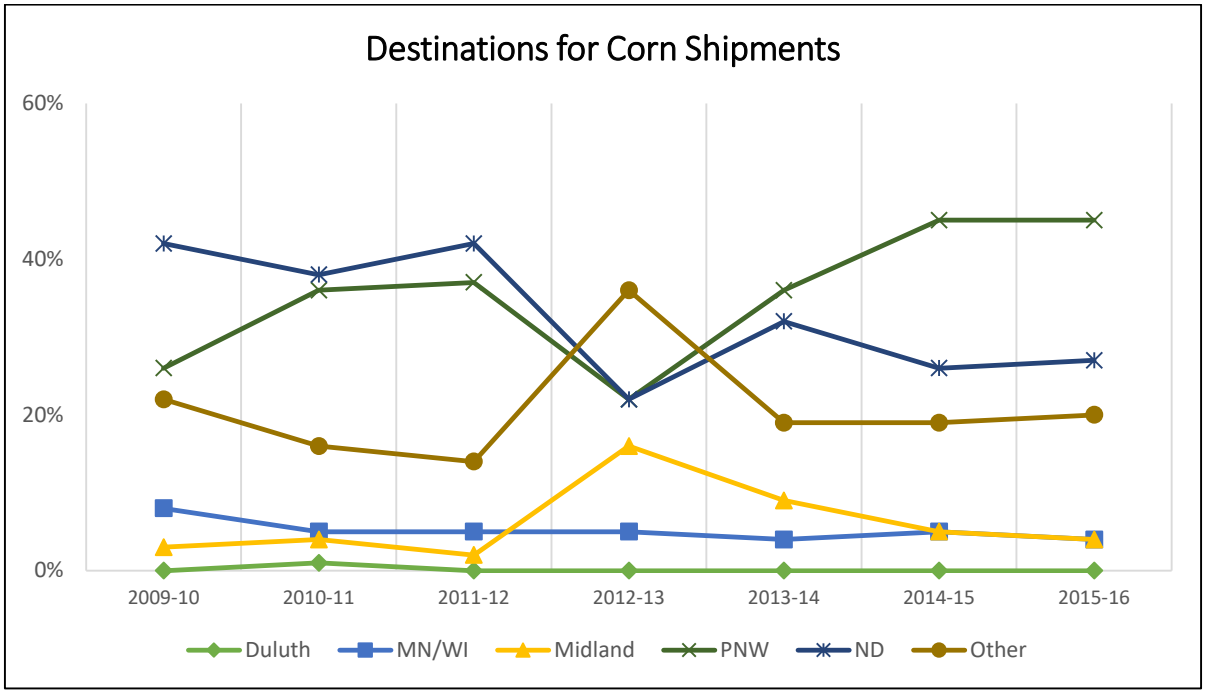



### CRD9

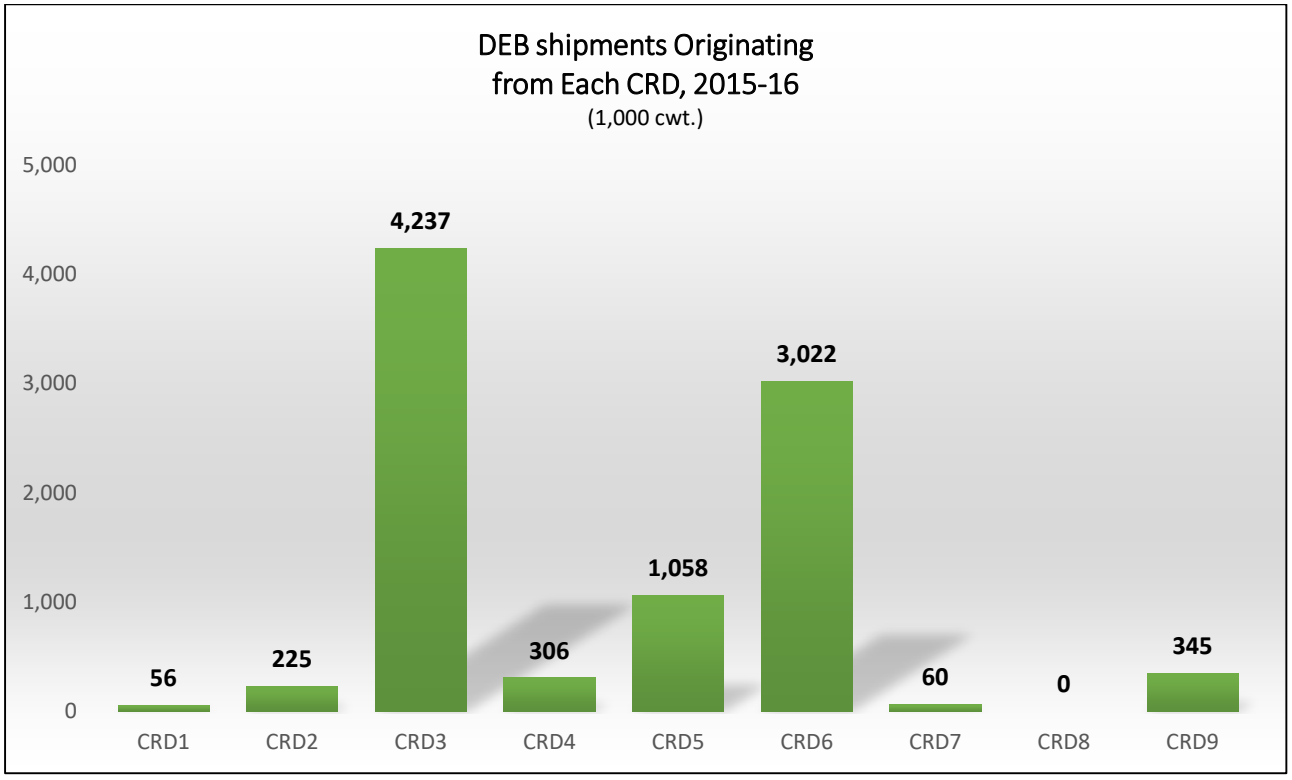


**Trends for Destinations of Corn Shipments from ND**
**(1,000 Bushels)**

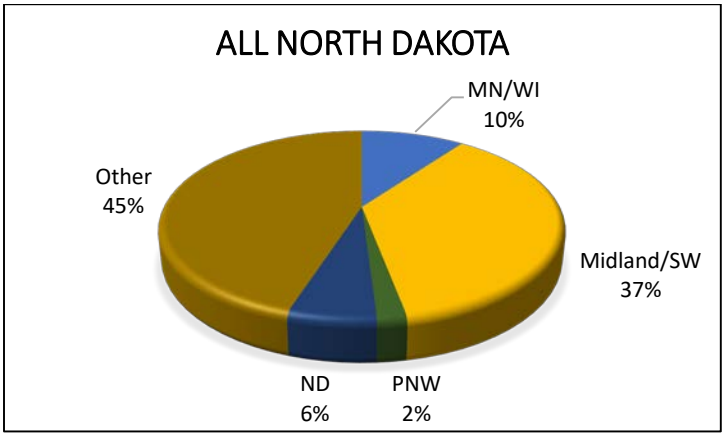
| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 514 | 12,652 | 4,812 | 43,002 | 69,490 | 167,327 |
| | 0% | 8% | 3% | 26% | 42% | |
| 2010-11 | 1,075 | 10,466 | 7,661 | 70,225 | 73,074 | 192,452 |
| | 1% | 5% | 4% | 36% | 38% | |
| 2011-12 | 2,918 | 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% | |
| 2015-16 | 509 | 8,090 | 6,498 | 83,921 | 49,512 | 185,128 |
| | 0% | 4% | 4% | 45% | 27% | |



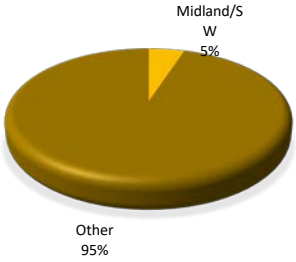
# DRY EDIBLE BEAN SHIPMENTS



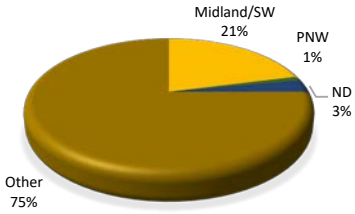
## Destinations for Dry Edible Bean Shipments, 2015-16
## Crop Reporting District



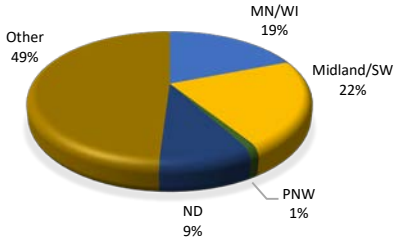

### CRD1



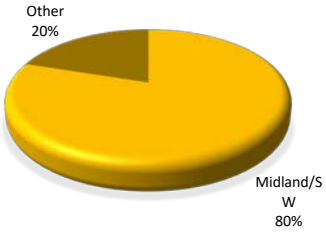

### CRD2



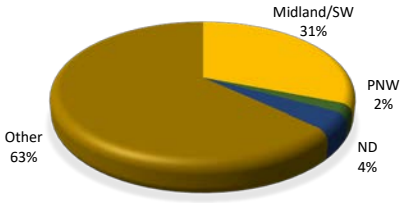

### CRD3



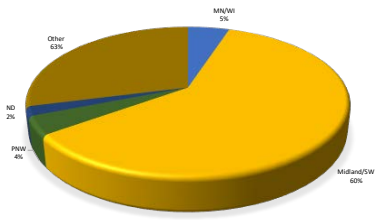

### CRD4



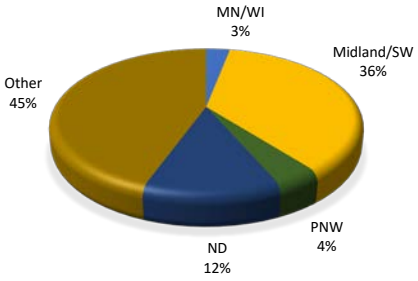

### CRD5




### CRD6



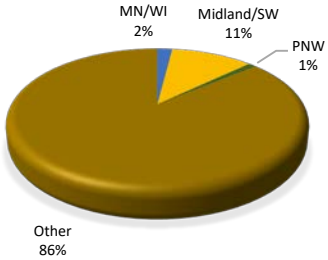

### CRD7




### CRD8

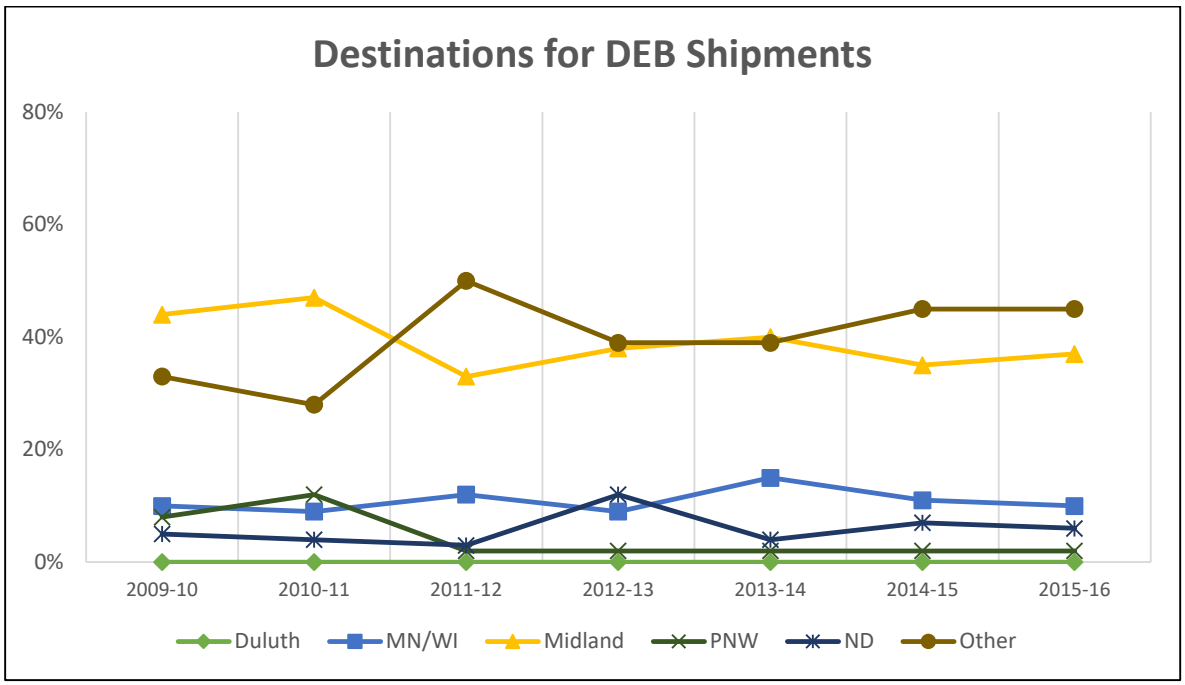
**No Shipments**

### CRD9

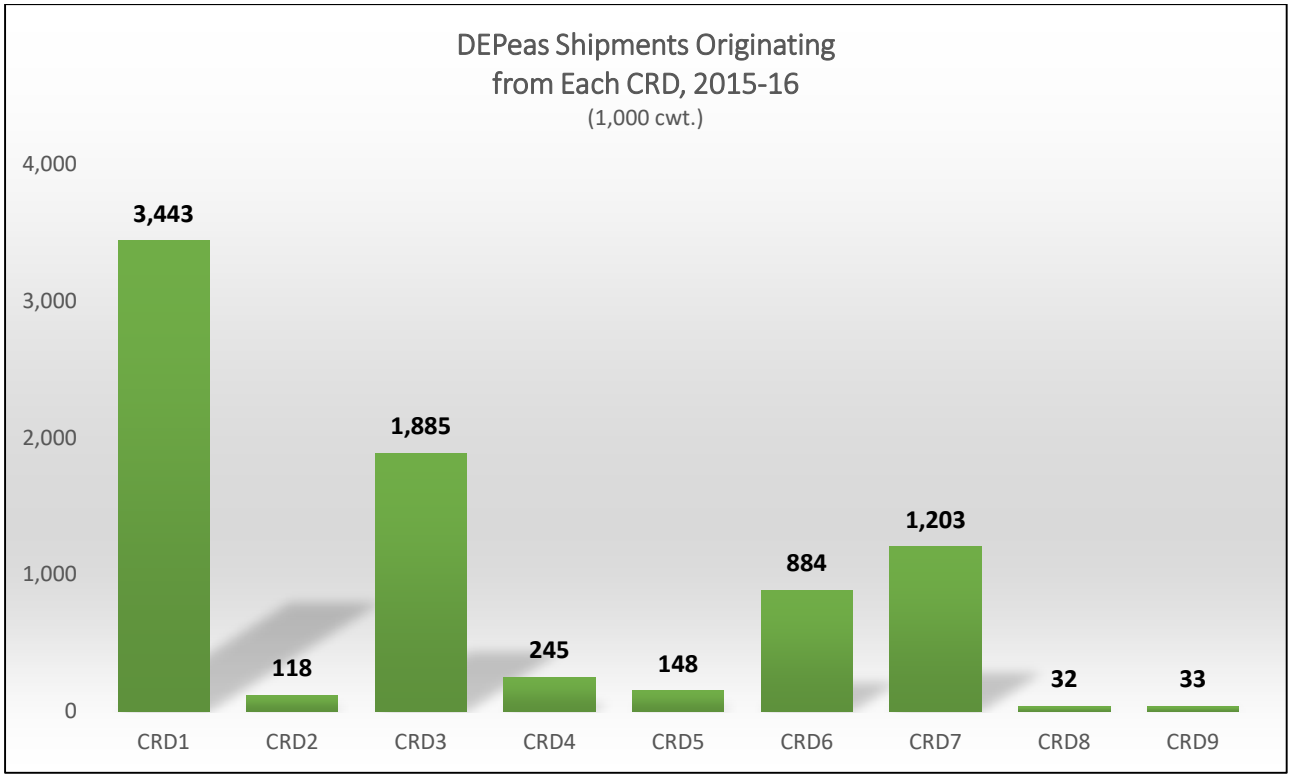


**Trends for Destinations of DEB Shipments from ND**
**(1,000 cwt)**

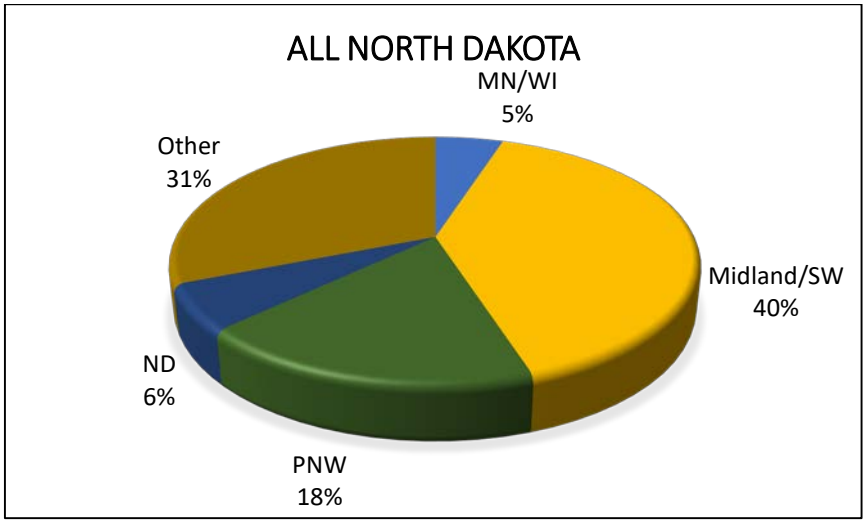
| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 6 | 1,145 | 5,023 | 893 | 597 | 11,462 |
| | 0% | 10% | 44% | 8% | 5% | |
| 2010-11 | 0 | 1,092 | 5,905 | 1,545 | 554 | 12,565 |
| | 0% | 9% | 47% | 12% | 4% | |
| 2011-12 | 0 | 940 | 2,456 | 154 | 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% | |
| 2015-16 | 0 | 952 | 3,417 | 193 | 514 | 9,308 |
| | 0% | 10% | 37% | 2% | 6% | |



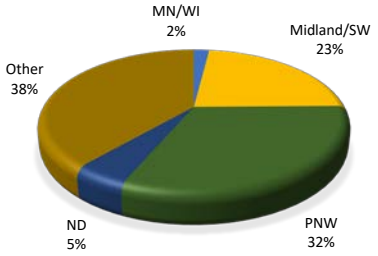
# DRY EDIBLE PEA SHIPMENTS



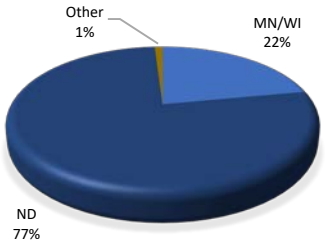
## Destinations for Dry Edible Pea Shipments, 2015-16
## Crop Reporting District



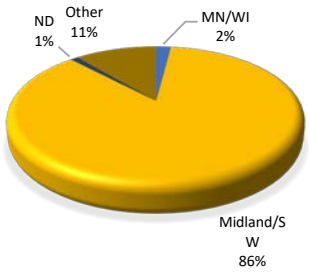

### CRD1



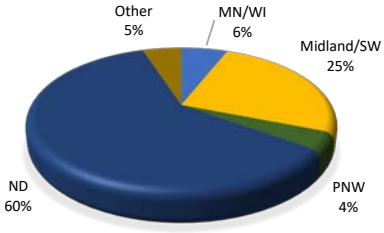

### CRD2



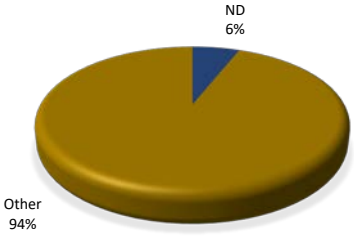

### CRD3



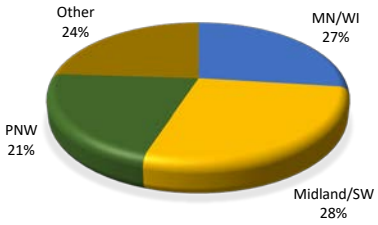

### CRD4



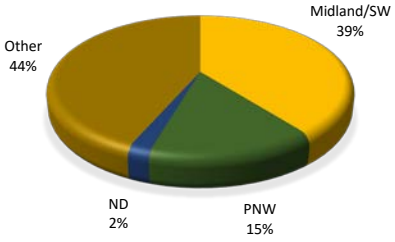

### CRD5



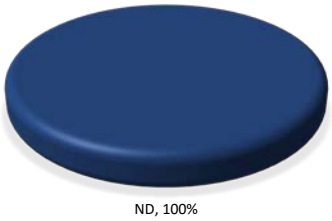

### CRD6



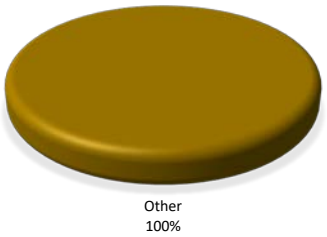

### CRD7




### CRD8

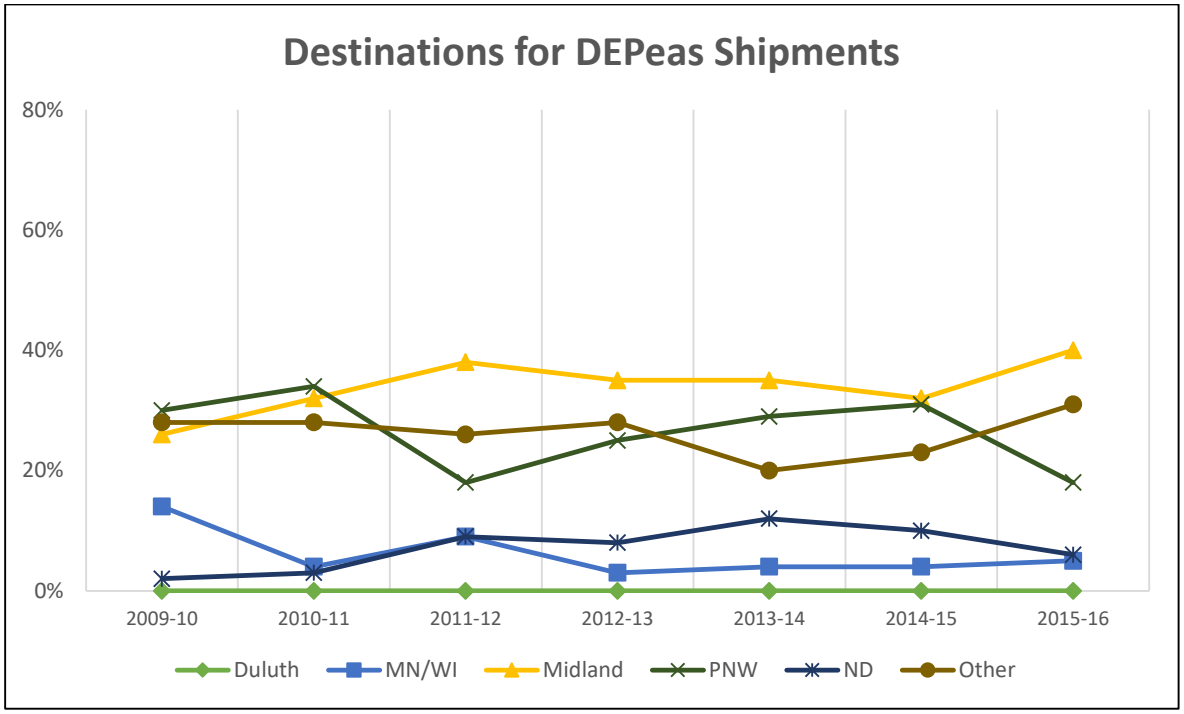



### CRD9



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

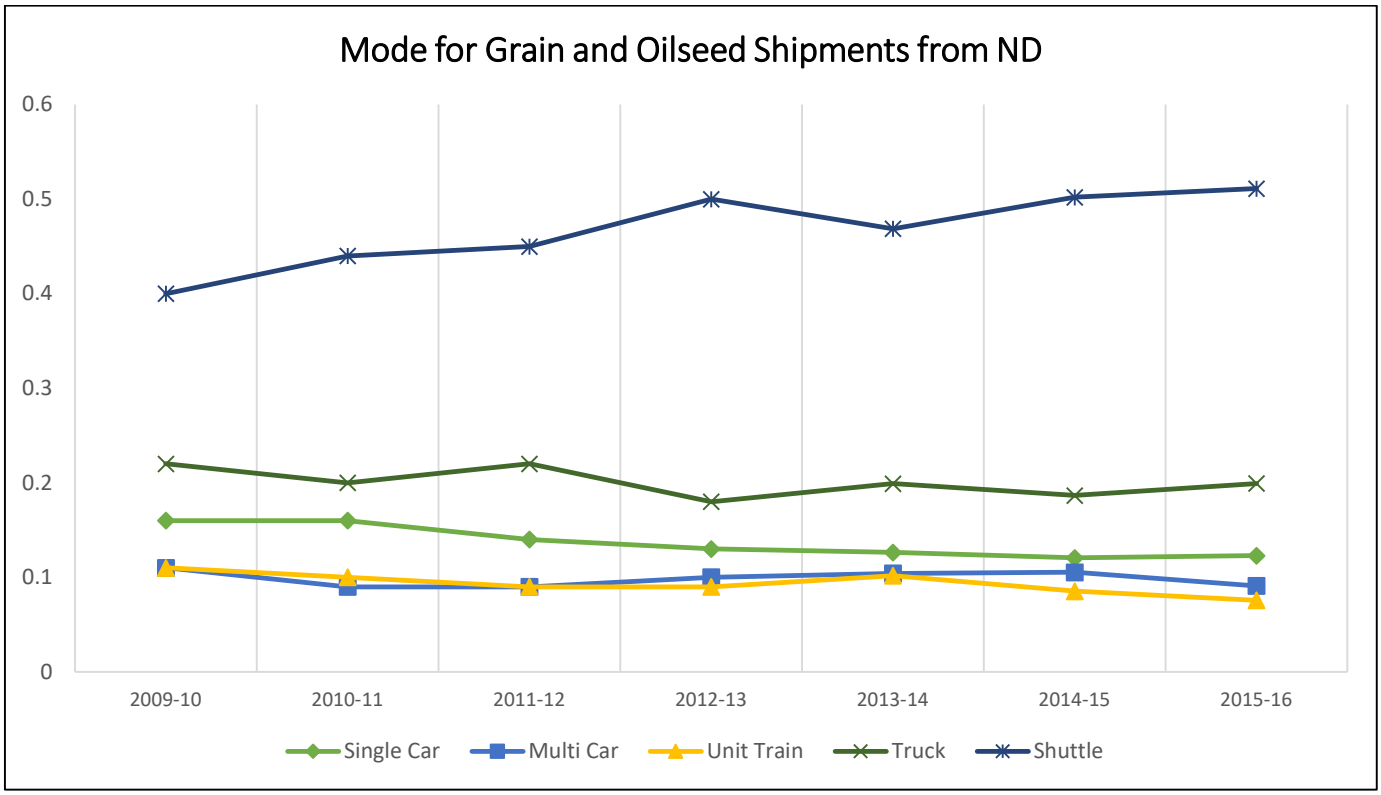
| | Dul-Sup | MN/WI | Midland/SW | PNW | North Dakota | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 0 | 1,211 | 2,318 | 2,697 | 202 | 8,939 |
| | 0% | 14% | 26% | 30% | 2% | |
| 2010-11 | 4 | 363 | 2,894 | 3,025 | 242 | 9,015 |
| | 0% | 4% | 32% | 34% | 3% | |
| 2011-12 | 2 | 357 | 1,490 | 680 | 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% | |
| 2015-16 | 0 | 372 | 3,182 | 1,476 | 491 | 7,991 |
| | 0% | 5% | 40% | 18% | 6% | |



# 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 |
|---|---|---|---|---|---|---|
| 2009-10 | 119,824 | 81,377 | 86,703 | 167,829 | 307,558 | 763,289 |
| | 16% | 11% | 11% | 22% | 40% | |
| 2010-11 | 139,567 | 77,289 | 89,796 | 173,909 | 384,868 | 865,431 |
| | 16% | 9% | 10% | 20% | 44% | |
| 2011-12 | 87,687 | 57,162 | 56,026 | 139,778 | 281,677 | 622,330 |
| | 14% | 9% | 9% | 22% | 45% | |
| 2012-13 | 112,094 | 82,436 | 79,768 | 157,904 | 433,729 | 865,931 |
| | 13% | 10% | 9% | 18% | 50% | |
| 2013-14 | 98,724 | 81,364 | 79,490 | 155,507 | 366,131 | 781,216 |
| | 13% | 10% | 10% | 20% | 47% | |
| 2014-15 | 104,813 | 91,655 | 74,178 | 162,287 | 436,638 | 869,541 |
| | 12% | 10% | 8% | 19% | 50% | |
| 2015-16 | 98,787 | 73,171 | 60,815 | 160,283 | 411,064 | 804,121 |
| | 12% | 9% | 8% | 20% | 51% | |



# Mode for Grain and Oilseed Shipments from Each CRD

(1,000 Bushels)

**CRD 1**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 26% | 26% | 26% | 6% | 15% | 96,306 |
| 2010-11 | 28% | 19% | 26% | 8% | 19% | 98,911 |
| 2011-12 | 37% | 25% | 11% | 13% | 14% | 48,832 |
| 2012-13 | 34% | 21% | 16% | 10% | 19% | 94,274 |
| 2013-14 | 30% | 17% | 19% | 14% | 20% | 87,999 |
| 2014-15 | 29% | 17% | 14% | 12% | 28% | 98,413 |
| 2015-16 | 31% | 16% | 13% | 10% | 31% | 96,607 |

**CRD 2**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 17% | 14% | 17% | 26% | 27% | 54,521 |
| 2010-11 | 21% | 12% | 12% | 26% | 30% | 61,845 |
| 2011-12 | 20% | 5% | 13% | 32% | 30% | 33,981 |
| 2012-13 | 23% | 9% | 12% | 22% | 33% | 53,654 |
| 2013-14 | 16% | 12% | 8% | 19% | 44% | 43,127 |
| 2014-15 | 13% | 16% | 4% | 20% | 47% | 57,292 |
| 2015-16 | 11% | 7% | 4% | 28% | 51% | 46,967 |

**CRD 3**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 13% | 5% | 7% | 29% | 45% | 144,186 |
| 2010-11 | 13% | 5% | 9% | 23% | 51% | 185,083 |
| 2011-12 | 10% | 6% | 8% | 25% | 50% | 148,429 |
| 2012-13 | 10% | 7% | 8% | 22% | 53% | 166,737 |
| 2013-14 | 9% | 7% | 12% | 22% | 50% | 156,847 |
| 2014-15 | 11% | 9% | 11% | 24% | 46% | 179,410 |
| 2015-16 | 101% | 9% | 9% | 25% | 47% | 169,090 |

**CRD 4**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 18% | 11% | 8% | 30% | 33% | 38,435 |
| 2010-11 | 17% | 8% | 12% | 31% | 33% | 37,945 |
| 2011-12 | 22% | 7% | 15% | 30% | 27% | 23,426 |
| 2012-13 | 17% | 10% | 12% | 22% | 39% | 30,874 |
| 2013-14 | 12% | 5% | 14% | 25% | 44% | 31,398 |
| 2014-15 | 10% | 6% | 20% | 21% | 43% | 34,607 |
| 2015-16 | 14% | 8% | 15% | 18% | 45% | 29,032 |

**CRD 5**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 19% | 7% | 7% | 27% | 40% | 81,038 |
| 2010-11 | 15% | 6% | 5% | 20% | 54% | 101,974 |
| 2011-12 | 13% | 4% | 4% | 21% | 58% | 82,246 |
| 2012-13 | 8% | 4% | 4% | 15% | 69% | 115,238 |
| 2013-14 | 11% | 6% | 5% | 14% | 64% | 89,005 |
| 2014-15 | 12% | 4% | 3% | 11% | 70% | 109,094 |
| 2015-16 | 9% | 7% | 4% | 15% | 65% | 94,936 |

**CRD 6**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 9% | 5% | 6% | 26% | 53% | 140,149 |
| 2010-11 | 13% | 4% | 4% | 20% | 58% | 165,825 |
| 2011-12 | 7% | 4% | 6% | 24% | 59% | 128,400 |
| 2012-13 | 7% | 6% | 7% | 18% | 63% | 177,147 |
| 2013-14 | 76% | 7% | 5% | 23% | 56% | 150,664 |
| 2014-15 | 6% | 6% | 4% | 23% | 60% | 152,949 |
| 2015-16 | 6% | 7% | 4% | 25% | 58% | 155,423 |

**CRD 7**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 15% | 13% | 5% | 5% | 61% | 50,062 |
| 2010-11 | 13% | 17% | 9% | 7% | 54% | 49,187 |
| 2011-12 | 21% | 17% | 7% | 7% | 48% | 30,591 |
| 2012-13 | 12% | 12% | 8% | 6% | 62% | 46,563 |
| 2013-14 | 13% | 10% | 8% | 6% | 64% | 54,779 |
| 2014-15 | 18% | 12% | 7% | 6% | 56% | 41,352 |
| 2015-16 | 19% | 8% | 7% | 3% | 63% | 51,044 |

**CRD 8**

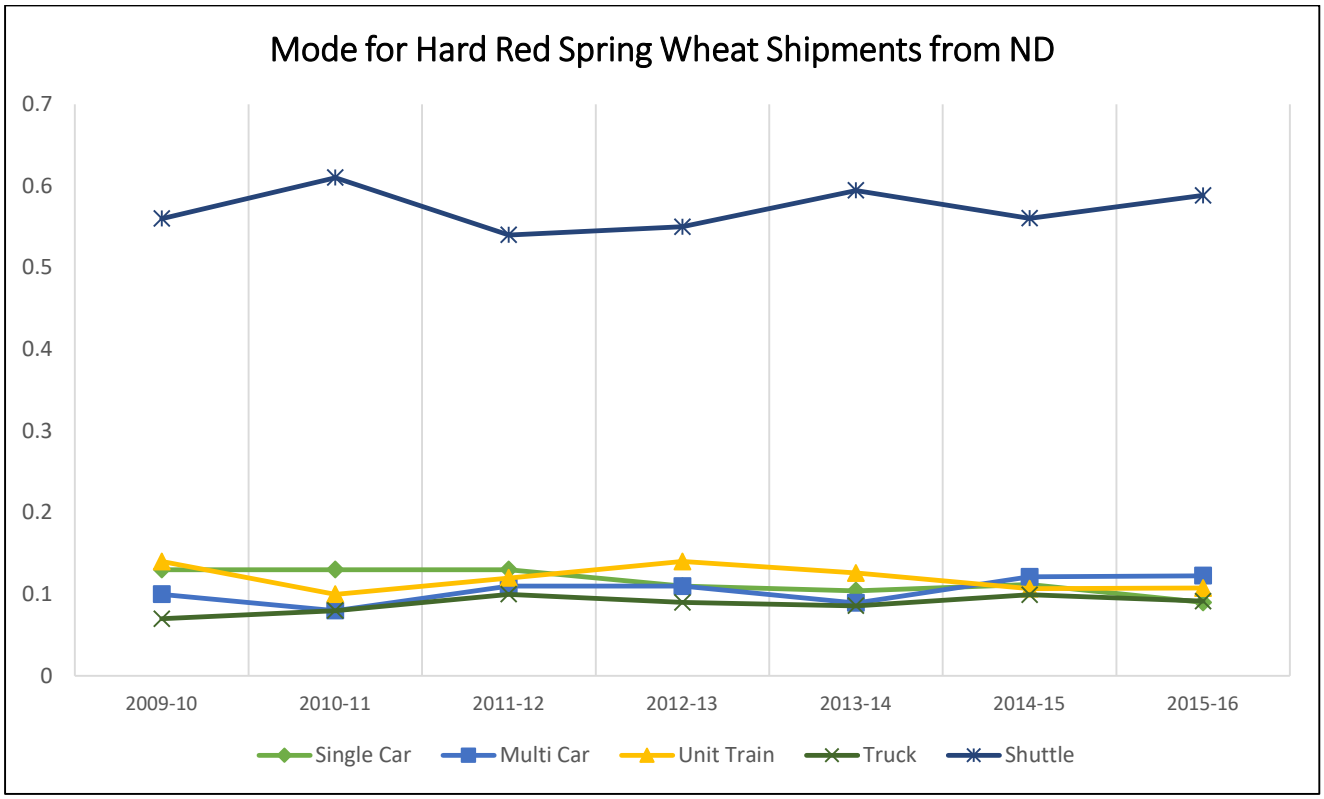
| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 12% | 2% | 6% | 34% | 45% | 18,411 |
| 2010-11 | 9% | 1% | 6% | 44% | 41% | 20,344 |
| 2011-12 | 3% | 10% | 10% | 60% | 17% | 17,222 |
| 2012-13 | 6% | 8% | 10% | 46% | 30% | 20,611 |
| 2013-14 | 2% | 8% | 12% | 34% | 44% | 32,688 |
| 2014-15 | 1% | 7% | 8% | 35% | 49% | 34,332 |
| 2015-16 | 2% | 4% | 9% | 25% | 60% | 31,612 |

**CRD 9**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 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 |
| 2015-16 | 11% | 10% | 9% | 22% | 49% | 129,409 |

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

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 35,211 | 27,456 | 36,076 | 19,564 | 147,963 | 266,271 |
| | 13% | 10% | 14% | 7% | 56% | |
| 2010-11 | 41,865 | 26,382 | 33,694 | 25,472 | 200,733 | 328,147 |
| | 13% | 8% | 10% | 8% | 61% | |
| 2011-12 | 25,533 | 20,035 | 23,023 | 18,872 | 102,698 | 190,161 |
| | 13% | 11% | 12% | 10% | 54% | |
| 2012-13 | 24,559 | 26,161 | 31,876 | 21,499 | 127,401 | 231,495 |
| | 11% | 11% | 14% | 9% | 55% | |
| 2013-14 | 26,094 | 22,370 | 31,498 | 21,487 | 148,718 | 250,168 |
| | 10% | 9% | 13% | 9% | 59% | |
| 2014-15 | 31,919 | 34,520 | 30,401 | 28,299 | 159,492 | 284,631 |
| | 11% | 12% | 11% | 10% | 56% | |
| 2015-16 | 25,503 | 34,813 | 30,530 | 25,949 | 166,871 | 283,666 |
| | 9% | 12% | 11% | 9% | 59% | |



# Mode for Hard Red Spring Wheat Shipments from Each CRD

(1,000 Bushels)

**CRD 1**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 15% | 15% | 26% | 2% | 42% | 34,472 |
| 2010-11 | 18% | 9% | 19% | 3% | 51% | 35,053 |
| 2011-12 | 25% | 10% | 20% | 3% | 41% | 16,048 |
| 2012-13 | 21% | 19% | 22% | 1% | 36% | 36,831 |
| 2013-14 | 19% | 13% | 22% | 1% | 44% | 35,864 |
| 2014-15 | 16% | 16% | 18% | 4% | 46% | 43,731 |
| 2015-16 | 15% | 15% | 16% | 3% | 52% | 44,357 |

**CRD 2**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 5% | 12% | 35% | 3% | 45% | 25,272 |
| 2010-11 | 107% | 10% | 25% | 2% | 53% | 27,521 |
| 2011-12 | 13% | 6% | 29% | 6% | 47% | 12,402 |
| 2012-13 | 15% | 9% | 21% | 4% | 51% | 19,431 |
| 2013-14 | 8% | 7% | 18% | 4% | 63% | 18,289 |
| 2014-15 | 8% | 10% | 5% | 5% | 72% | 22,765 |
| 2015-16 | 8% | 5% | 3% | 6% | 78% | 19,981 |

**CRD 3**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 8% | 5% | 8% | 14% | 64% | 66,503 |
| 2010-11 | 9% | 5% | 6% | 12% | 67% | 102,337 |
| 2011-12 | 8% | 7% | 8% | 15% | 62% | 72,528 |
| 2012-13 | 4% | 11% | 9% | 20% | 56% | 63,935 |
| 2013-14 | 6% | 9% | 10% | 17% | 59% | 65,839 |
| 2014-15 | 8% | 14% | 10% | 16% | 53% | 85,138 |
| 2015-16 | 6% | 15% | 13% | 14% | 51% | 75,852 |

**CRD 4**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 10% | 10% | 12% | 12% | 56% | 22,381 |
| 2010-11 | 5% | 7% | 17% | 10% | 61% | 20,721 |
| 2011-12 | 13% | 7% | 23% | 7% | 49% | 12,822 |
| 2012-13 | 6% | 8% | 20% | 5% | 62% | 18,635 |
| 2013-14 | 6% | 3% | 22% | 5% | 64% | 19,696 |
| 2014-15 | 2% | 6% | 27% | 5% | 60% | 22,359 |
| 2015-16 | 5% | 10% | 19% | 10% | 56% | 19,246 |

**CRD 5**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 25% | 13% | 12% | 2% | 48% | 26,899 |
| 2010-11 | 19% | 8% | 8% | 4% | 62% | 38,865 |
| 2011-12 | 25% | 10% | 8% | 2% | 56% | 17,733 |
| 2012-13 | 17% | 10% | 9% | 5% | 61% | 17,535 |
| 2013-14 | 20% | 10% | 4% | 9% | 58% | 17,960 |
| 2014-15 | 24% | 10% | 5% | 9% | 52% | 23,398 |
| 2015-16 | 10% | 23% | 3% | 9% | 56% | 24,938 |

**CRD 6**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 10% | 18% | 9% | 10% | 53% | 20,945 |
| 2010-11 | 9% | 7% | 5% | 10% | 69% | 35,101 |
| 2011-12 | 10% | 15% | 8% | 11% | 56% | 17,579 |
| 2012-13 | 3% | 11% | 12% | 17% | 57% | 18,984 |
| 2013-14 | 8% | 8% | 8% | 17% | 59% | 16,962 |
| 2014-15 | 6% | 9% | 2% | 21% | 62% | 19,996 |
| 2015-16 | 5% | 7% | 7% | 17% | 65% | 21,818 |

**CRD 7**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 8% | 8% | 4% | 2% | 77% | 39,404 |
| 2010-11 | 7% | 11% | 5% | 2% | 74% | 36,102 |
| 2011-12 | 11% | 15% | 6% | 2% | 66% | 22,351 |
| 2012-13 | 6% | 8% | 8% | 0% | 77% | 37,521 |
| 2013-14 | 8% | 7% | 5% | 0% | 80% | 43,677 |
| 2014-15 | 12% | 11% | 8% | 1% | 69% | 33,579 |
| 2015-16 | 9% | 6% | 7% | 0% | 79% | 41,109 |

**CRD 8**

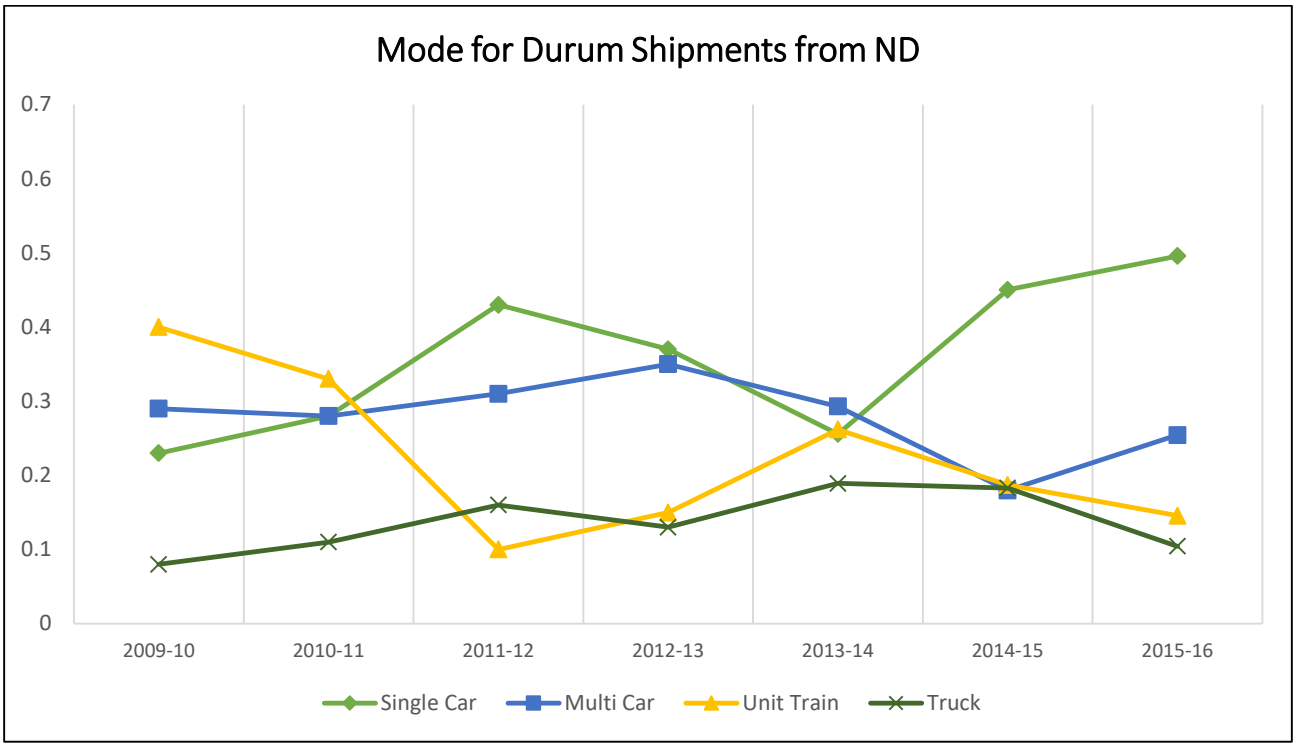
| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 14% | 3% | 8% | 11% | 65% | 12,809 |
| 2010-11 | 10% | 1% | 8% | 16% | 65% | 12,682 |
| 2011-12 | 3% | 25% | 20% | 27% | 34% | 8,693 |
| 2012-13 | 5% | 12% | 21% | 15% | 46% | 9,599 |
| 2013-14 | 1% | 10% | 16% | 9% | 63% | 21,377 |
| 2014-15 | 2% | 8% | 9% | 9% | 72% | 22,504 |
| 2015-16 | 0% | 4% | 12% | 7% | 76% | 22,582 |

**CRD 9**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 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 |
| 2015-16 | 32% | 26% | 13% | 21% | 7% | 13,783 |

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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 2009-10 | 9,943 | 12,462 | 17,076 | 3,218 | 42,698 |
| | 23% | 29% | 40% | 8% | |
| 2010-11 | 14,929 | 14,854 | 17,218 | 5,784 | 52,786 |
| | 28% | 28% | 33% | 11% | |
| 2011-12 | 10,327 | 7,548 | 2,402 | 3,972 | 24,249 |
| | 43% | 31% | 10% | 16% | |
| 2012-13 | 14,081 | 13,539 | 5,956 | 4,919 | 38,496 |
| | 37% | 35% | 15% | 13% | |
| 2013-14 | 8,851 | 10,135 | 9,060 | 6,541 | 34,587 |
| | 26% | 29% | 26% | 19% | |
| 2014-15 | 11,354 | 4,533 | 4,717 | 4,612 | 25,216 |
| | 45% | 18% | 19% | 18% | |
| 2015-16 | 13,349 | 6,849 | 3,921 | 2,810 | 26,929 |
| | 50% | 25% | 15% | 10% | |



# Mode for Durum Shipments from Each CRD

(1,000 Bushels)

**CRD 1**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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 |
| 2015-16 | 45% | 30% | 18% | 7% | 17,665 |

**CRD 2**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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 |
| 2015-16 | 35% | 0% | 1% | 64% | 506 |

**CRD 3**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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 |
| 2015-16 | 51% | 10% | 0% | 40% | 950 |

**CRD 4**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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 |
| 2015-16 | 81% | 0% | 0% | 19% | 974 |

**CRD 5**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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 |
| 2015-16 | 57% | 0% | 0% | 43% | 1,070 |

**CRD 6**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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 |
| 2015-16 | 0% | 0% | 0% | 100% | 4 |

**CRD 7**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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 |
| 2015-16 | 59% | 25% | 12% | 4% | 5,695 |

**CRD 8**

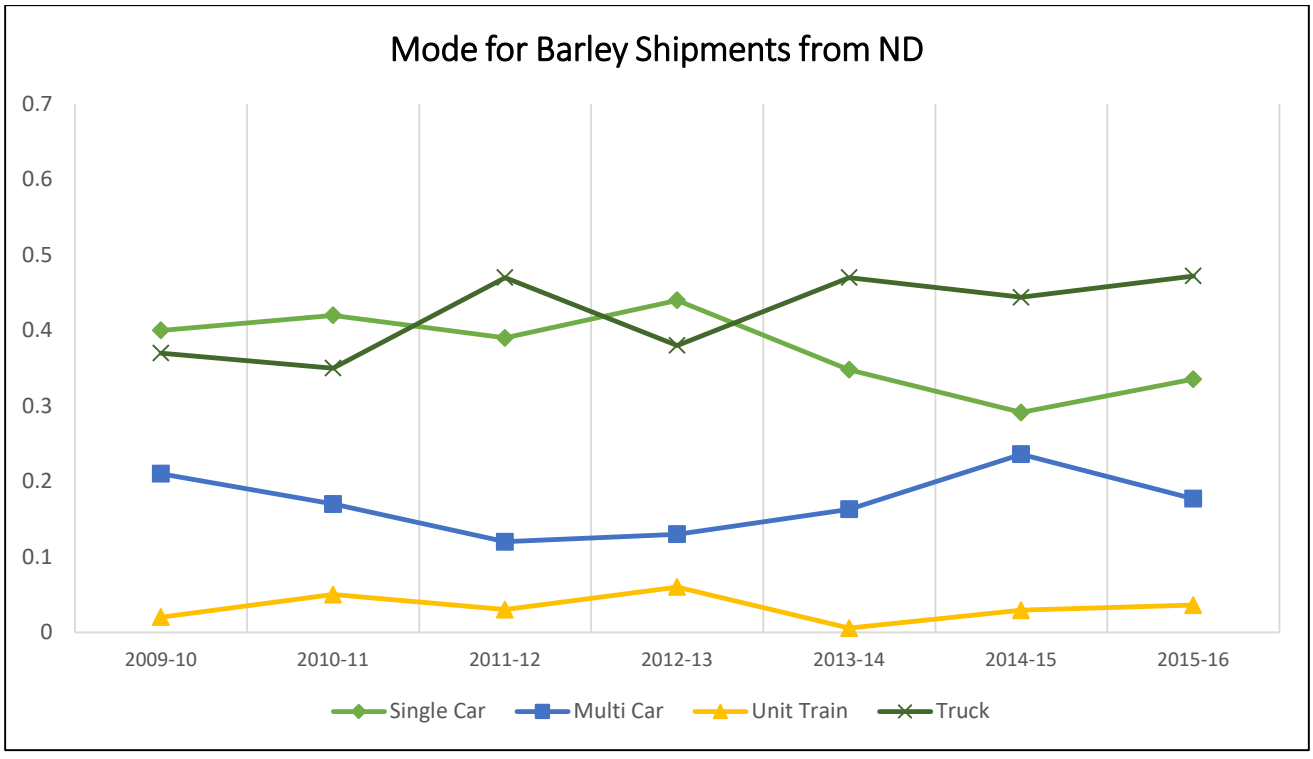
| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 2009-10 | 7% | 0% | 0% | 93% | 6 |
| 2010-11 | 83% | 0% | 0% | 17% | 30 |
| 2011-12 | 0% | 0% | 0% | 100% | 23 |
| 2012-13 | 0% | 0% | 0% | 100% | 29 |
| 2013-14 | 0% | 0% | 0% | 100% | 58 |
| 2014-15 | 0% | 0% | 0% | 100% | 33 |
| 2015-16 | 0% | 0% | 0% | 100% | 11 |

**CRD 9**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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 |
| 2015-16 | 100% | 0% | 0% | 0% | 54 |

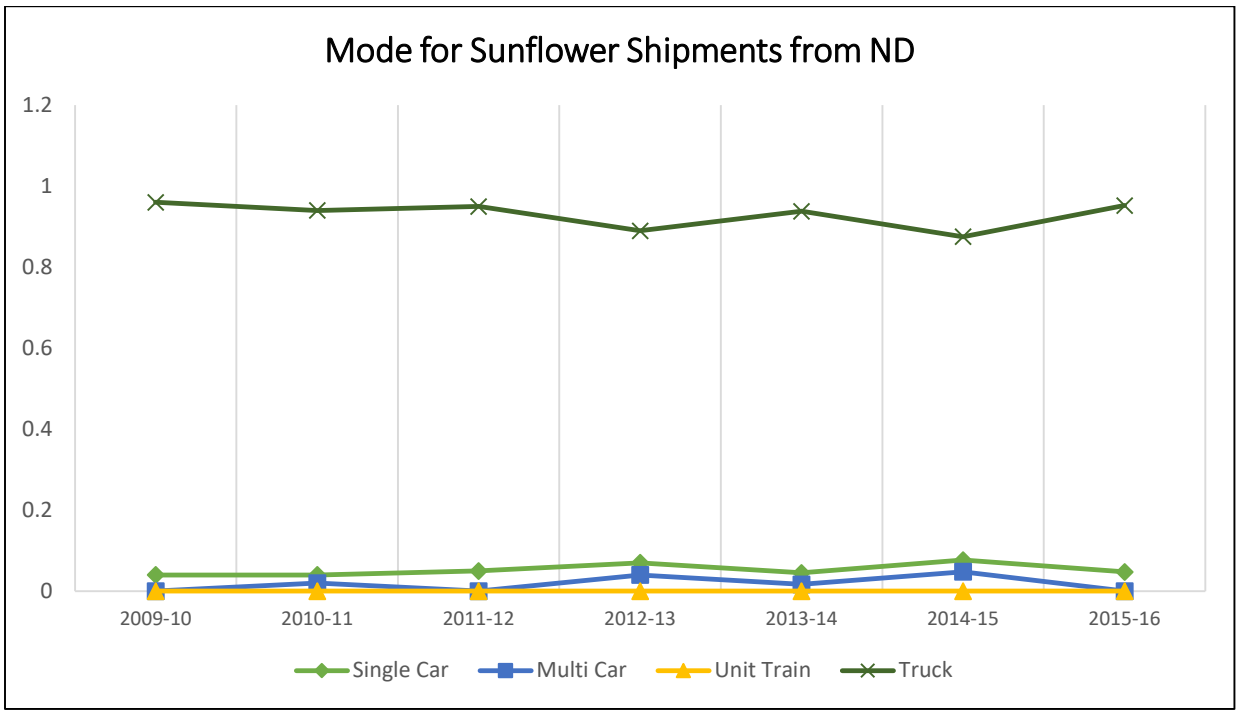
## Mode for Barley Shipments from ND
## (1,000 Bushels)

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 20,385 | 10,604 | 1,105 | 18,484 | | 50,579 |
| | 40% | 21% | 2% | 37% | | |
| 2010-11 | 20,774 | 8,584 | 2,442 | 17,437 | | 49,237 |
| | 42% | 17% | 5% | 35% | | |
| 2011-12 | 15,314 | 4,581 | 1,050 | 18,639 | | 39,584 |
| | 39% | 12% | 3% | 47% | | |
| 2012-13 | 18,690 | 5,556 | 2,364 | 16,117 | | 42,727 |
| | 44% | 13% | 6% | 38% | | |
| 2013-14 | 16,178 | 7,582 | 259 | 21,862 | 632 | 46,514 |
| | 35% | 16% | 0% | 47% | 1% | |
| 2014-15 | 13,566 | 10,991 | 1,357 | 20,679 | 0 | 46,592 |
| | 29% | 24% | 3% | 44% | 0 | |
| 2015-16 | 16,335 | 8,622 | 1,752 | 22,998 | 0 | 49,708 |
| | 34% | 18% | 4% | 47% | 0 | |



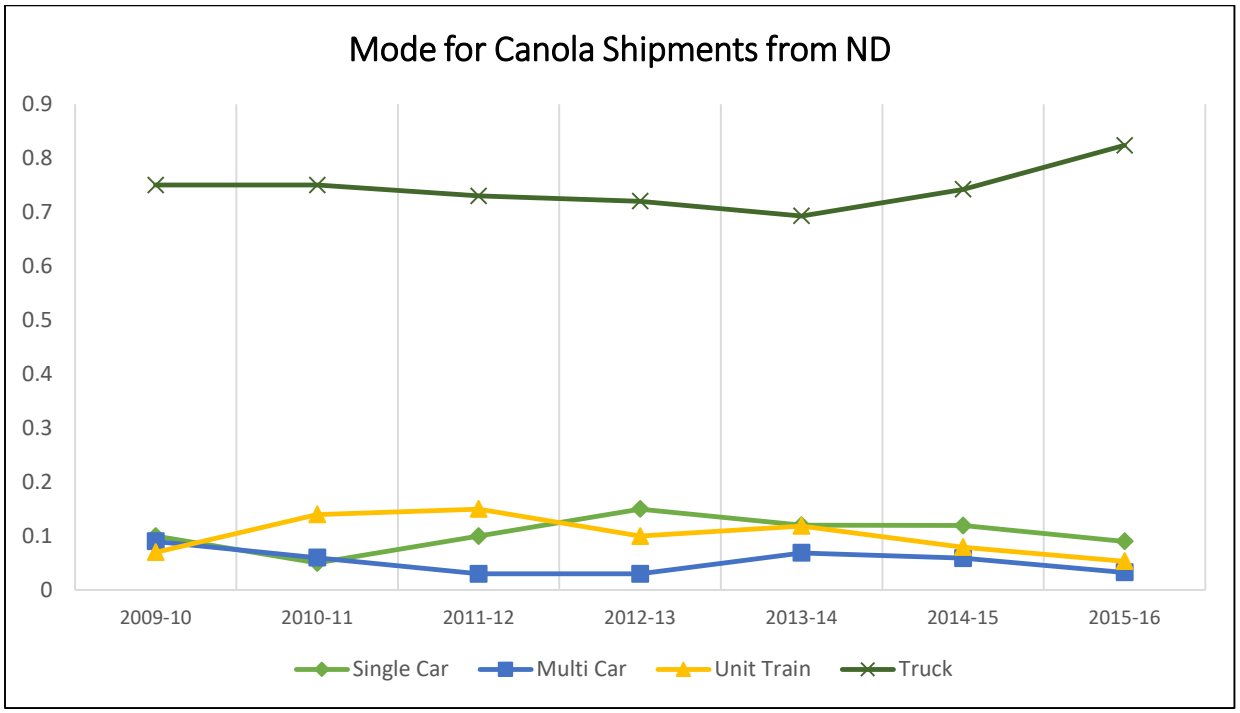
**Mode for Sunflower Shipments from ND**
**(1,000 cwt)**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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% | |
| 2015-16 | 128 | 0 | 0 | 2,558 | 2,686 |
| | 5% | 0 | 0 | 95% | |



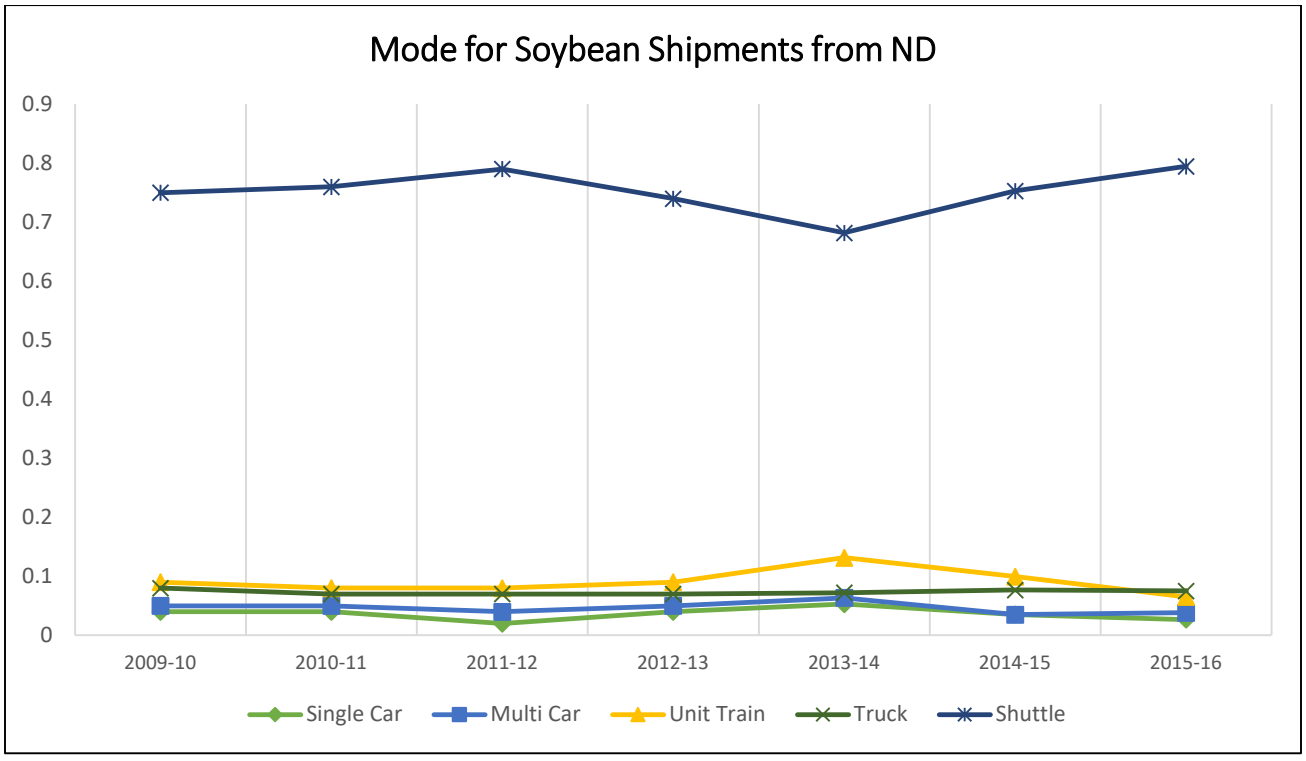
**Mode for Canola Shipments from ND**
**(1,000 cwt)**

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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% | |
| 2015-16 | 1,277 | 463 | 756 | 11,657 | 14,154 |
| | 9% | 3% | 5% | 82% | |



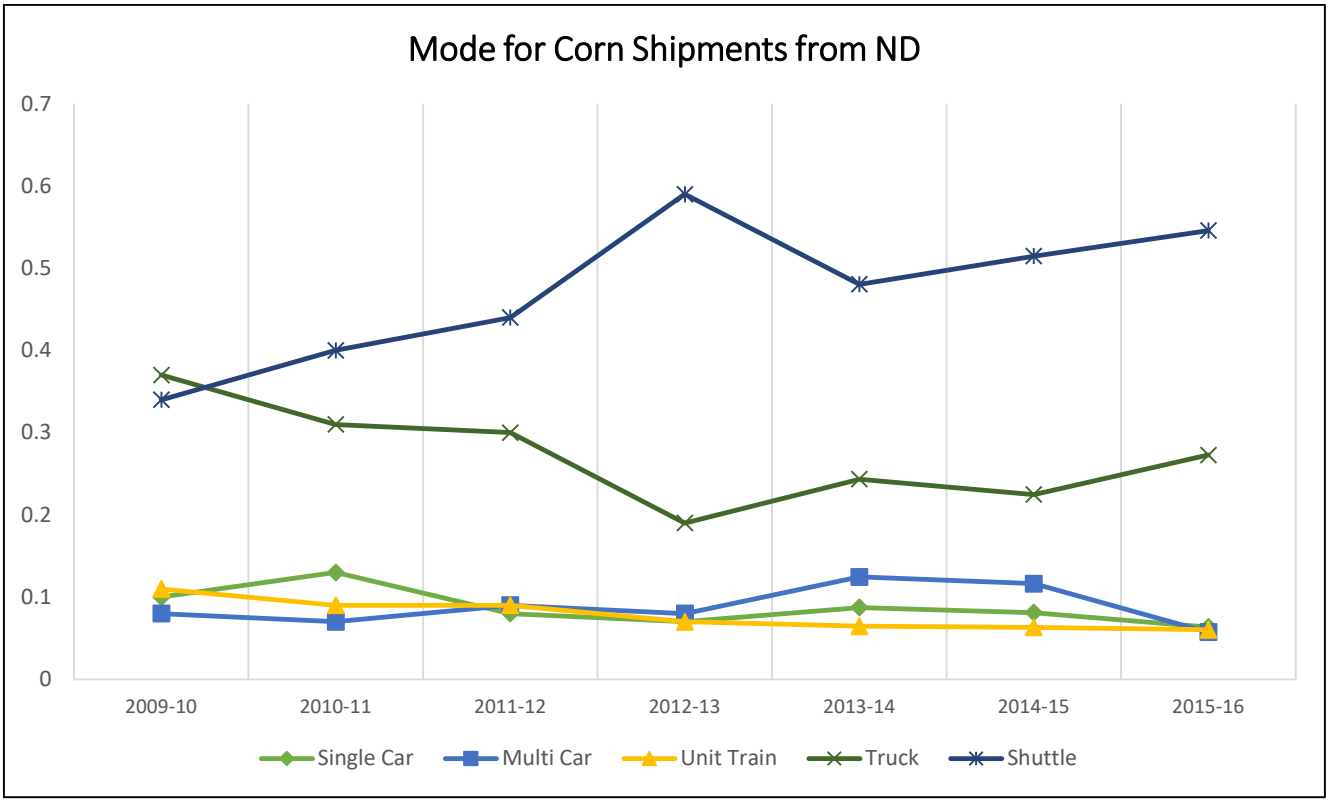
**Mode for Soybean Shipments from ND**
**(1,000 Bushels)**

| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 5,725 | 6,504 | 12,257 | 10,671 | 103,008 | 138,166 |
| | 4% | 5% | 9% | 8% | 75% | |
| 2010-11 | 4,984 | 6,530 | 11,849 | 9,879 | 106,549 | 139,791 |
| | 4% | 5% | 8% | 7% | 76% | |
| 2011-12 | 3,225 | 4,791 | 11,368 | 9,698 | 106,882 | 135,965 |
| | 2% | 4% | 8% | 7% | 79% | |
| 2012-13 | 6,820 | 8,597 | 15,839 | 12,892 | 128,342 | 172,489 |
| | 4% | 5% | 9% | 7% | 74% | |
| 2013-14 | 8,394 | 10,456 | 21,617 | 11,859 | 112,122 | 164,448 |
| | 5% | 6% | 13% | 7% | 68% | |
| 2014-15 | 7,264 | 7,240 | 20,508 | 15,830 | 154,993 | 205,835 |
| | 4% | 4% | 10% | 8% | 75% | |
| 2015-16 | 4,811 | 6,923 | 11,718 | 13,551 | 143,155 | 180,157 |
| | 3% | 4% | 7% | 8% | 79% | |



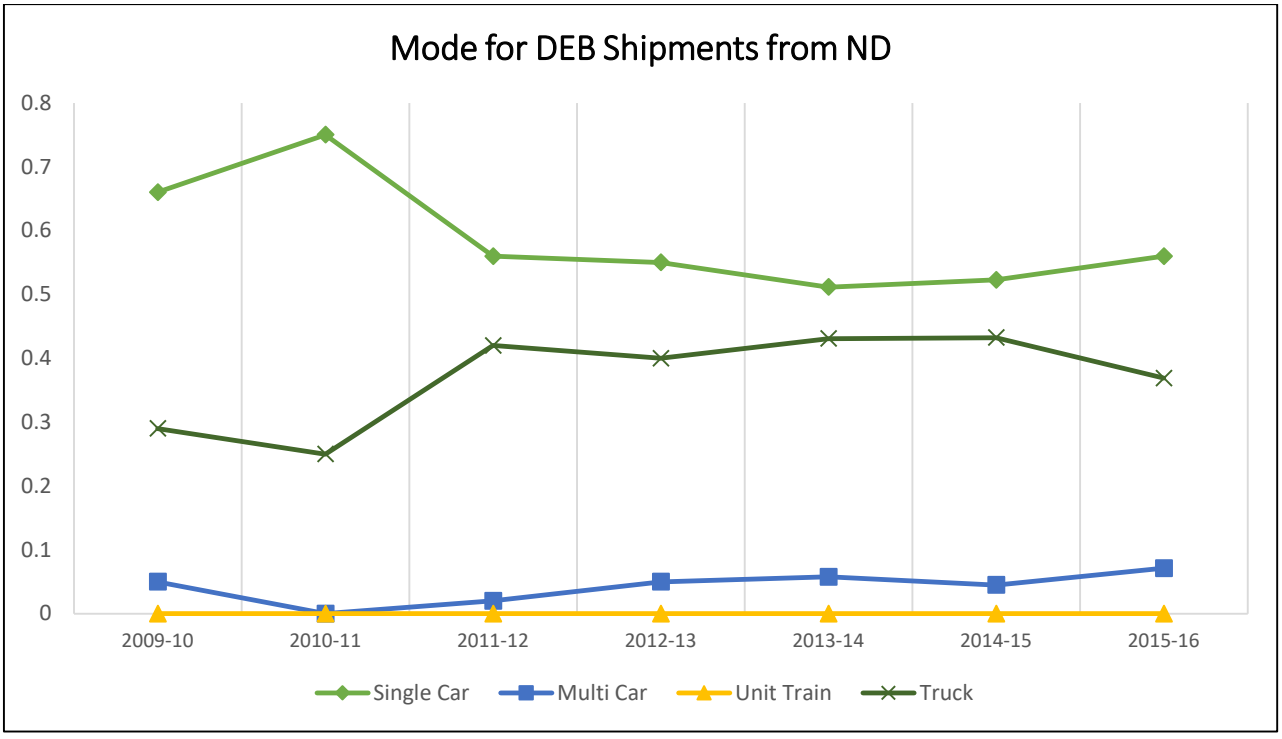
**Mode for Corn Shipments from ND**
**(1,000 Bushels)**

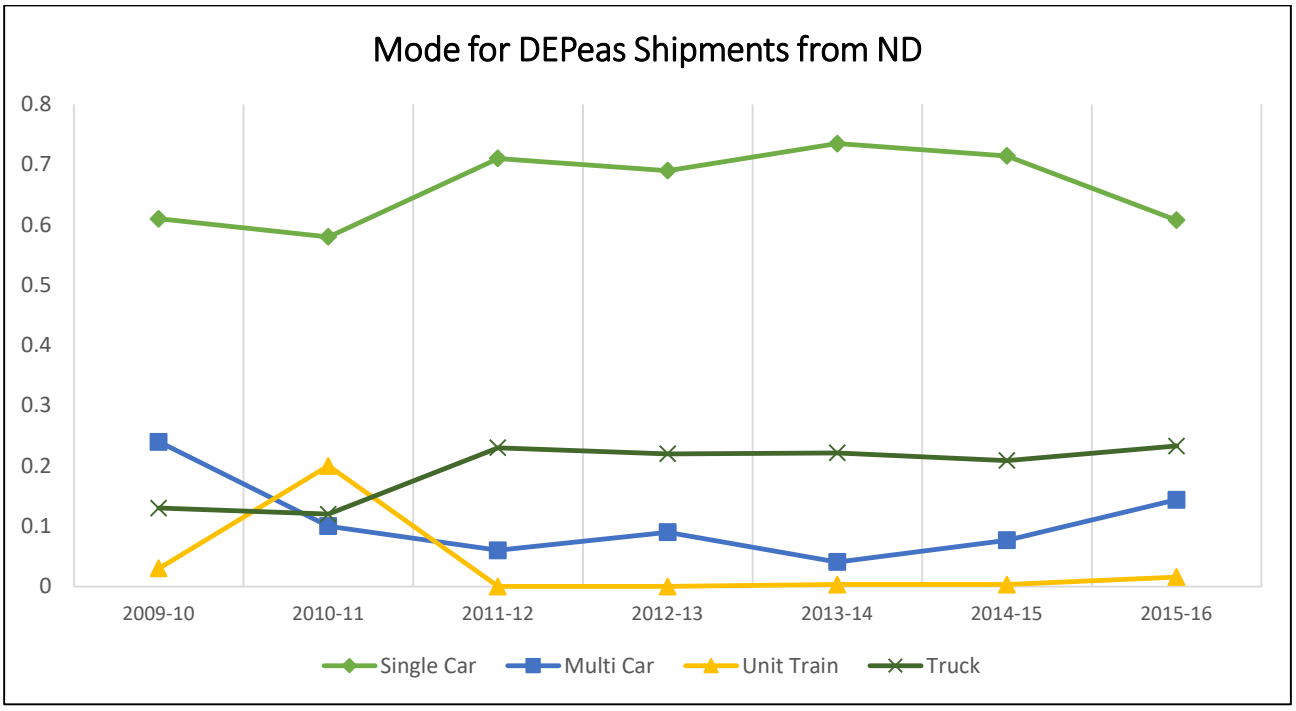
| | Single Car | Multi Car | Unit Train | Truck | Shuttle | Total |
|---|---|---|---|---|---|---|
| 2009-10 | 17,547 | 12,578 | 18,251 | 62,412 | 56,539 | 167,327 |
| | 10% | 8% | 11% | 37% | 34% | |
| 2010-11 | 24,105 | 13,621 | 17,408 | 59,732 | 77,586 | 192,452 |
| | 13% | 7% | 9% | 31% | 40% | |
| 2011-12 | 13,824 | 15,605 | 15,088 | 49,016 | 72,098 | 165,631 |
| | 8% | 9% | 9% | 30% | 44% | |
| 2012-13 | 23,120 | 23,720 | 21,105 | 56,111 | 177,985 | 302,041 |
| | 7% | 8% | 7% | 19% | 59% | |
| 2013-14 | 19,014 | 27,111 | 14,052 | 53,001 | 104,658 | 217,835 |
| | 9% | 12% | 6% | 24% | 48% | |
| 2014-15 | 19,257 | 27,615 | 15,029 | 53,336 | 122,153 | 237,390 |
| | 8% | 12% | 6% | 22% | 51% | |
| 2015-16 | 11,767 | 10,632 | 11,176 | 50,514 | 101,038 | 185,128 |
| | 6% | 6% | 6% | 27% | 55% | |



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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 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% | |
| 2015-16 | 5,211 | 664 | 0 | 3,433 | 9,308 |
| | 56% | 7% | 0 | 37% | |



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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---|---|---|---|---|---|
| 2009-10 | 5,423 | 2,104 | 287 | 1,124 | 8,939 |
| | 61% | 24% | 3% | 13% | |
| 2010-11 | 5,243 | 864 | 1,838 | 1,070 | 9,015 |
| | 58% | 10% | 20% | 12% | |
| 2011-12 | 2,769 | 216 | 0 | 889 | 3,874 |
| | 71% | 6% | 0% | 23% | |
| 2012-13 | 2,937 | 365 | 0 | 924 | 4,227 |
| | 69% | 9% | 0% | 22% | |
| 2013-14 | 3,096 | 171 | 13 | 934 | 4,214 |
| | 73% | 4% | 0 | 22% | |
| 2014-15 | 3,113 | 334 | 0 | 910 | 4,357 |
| | 71% | 8% | 0 | 21% | |
| 2015-16 | 4,855 | 1,149 | 124 | 1,863 | 7,991 |
| | 61% | 14% | 2% | 23% | |