

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

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

1,000 Bushels

	<u>HRS Wheat</u>												
	BNSF	CP	RRVW		DMVW		NP	Truck		Total			
2013-14	165,670	66%	28,816	12%	7,241	3%	11,628	5%	15,326	6%	21,487	9%	250,168
2014-15	184,152	65%	31,482	11%	6,917	2%	14,129	5%	19,653	7%	28,299	10%	284,631
2015-16	180,812	64%	30,841	11%	7,914	3%	15,939	6%	22,211	8%	25,949	9%	283,666
2016-17	198,053	65%	34,989	11%	7,878	3%	17,636	6%	22,573	7%	24,831	8%	305,961
2017-18	134,602	63%	24,048	11%	4,825	2%	8,988	4%	22,273	10%	20,348	9%	215,085
2018-19	165,514	66%	22,397	9%	5,635	2%	12,924	5%	25,667	10%	20,156	8%	252,293
2019-20*	177,615	68%	22,598	9%	5,832	2%	14,330	5%	20,715	8%	21,819	8%	262,909
2020-21*	150,357	64%	28,692	12%	3,892	2%	14,615	6%	18,526	8%	18,758	8%	234,840
2021-22*	134,873	61%	24,882	11%	8,866	4%	9,940	5%	23,692	11%	18,501	8%	220,755
2022-23*	154,389	65%	22,941	10%	6,292	3%	10,418	4%	21,773	9%	21,984	9%	237,797
2023-24*	80,476	67%	11,361	9%	2,844	2%	6,205	5%	9,381	8%	10,492	9%	120,758

	<u>Durum Wht</u>												
	BNSF	CP	RRVW		DMVW		NP	Truck		Total			
2013-14	21,187	61%	4,972	14%	27	0%	1,701	5%	157	0%	6,541	19%	34,587
2014-15	14,138	56%	5,415	21%	0	0%	1,027	4%	24	0%	4,612	18%	25,216
2015-16	16,604	62%	5,995	22%	48	0%	1,432	5%	39	0%	2,810	10%	26,929
2016-17	19,408	64%	4,582	15%	287	1%	2,343	8%	197	1%	3,746	12%	30,564
2017-18	8,742	51%	2,869	17%	294	2%	1,076	6%	273	2%	3,744	22%	16,997
2018-19	15,995	65%	3,251	13%	235	1%	1,483	6%	131	1%	3,495	14%	24,590
2019-20*	21,813	69%	3,626	11%	0	0%	2,686	8%	34	0%	3,613	11%	31,772
2020-21*	14,210	64%	2,292	10%	29	0%	2,496	11%	0	0%	3,339	15%	22,365
2021-22*	10,380	46%	1,294	6%	0	0%	2,043	9%	3,524	16%	5,133	23%	22,375
2022-23*	13,206	63%	1,211	6%	0	0%	907	4%	512	2%	5,271	25%	21,107
2023-24*	12,048	73%	1,156	7%	0	0%	896	5%	94	1%	2,343	14%	16,536

	<u>Barley</u>												
	BNSF	CP	RRVW		DMVW		NP	Truck		Total			
2013-14	19,003	41%	1,868	4%	635	1%	16	0%	3,128	7%	21,863	47%	46,514
2014-15	21,225	46%	1,665	4%	418	1%	208	0%	2,397	5%	20,679	44%	46,592
2015-16	19,453	39%	870	2%	3,348	7%	125	0%	2,914	6%	22,998	46%	49,708
2016-17	15,263	35%	1,166	3%	1,026	2%	134	0%	1,941	4%	24,361	56%	43,891
2017-18	10,317	27%	677	2%	1,032	3%	9	0%	2,161	6%	23,946	63%	38,142
2018-19	9,622	29%	282	1%	626	2%	19	0%	2,379	7%	19,786	60%	32,714
2019-20*	8,788	16%	204	0%	308	1%	0	0%	1,669	3%	44,904	80%	55,874
2020-21*	7,312	28%	238	1%	52	0%	0	0%	2,332	9%	16,165	62%	26,098
2021-22*	4,854	24%	166	1%	38	0%	0	0%	2,035	10%	13,526	66%	20,619
2022-23*	5,900	31%	479	3%	1,420	7%	202	1%	2,163	11%	8,868	47%	19,031
2023-24*	2,169	25%	0	0%	0	0%	68	1%	1,129	13%	5,189	61%	8,555

	<u>Soybeans</u>												
	BNSF	CP	RRVW		DMVW		NP	Truck		Total			
2013-14	83,642	51%	24,323	15%	19,772	12%	15,922	10%	8,930	5%	11,859	7%	164,448
2014-15	100,761	49%	30,109	15%	30,744	15%	17,876	9%	10,515	5%	15,830	8%	205,835
2015-16	95,102	53%	23,095	13%	23,804	13%	15,382	9%	9,223	5%	13,551	8%	180,157
2016-17	120,747	51%	30,769	13%	40,236	17%	18,145	8%	12,146	5%	13,170	6%	235,212
2017-18	119,950	56%	22,045	10%	31,462	15%	16,028	7%	12,068	6%	12,256	6%	213,809
2018-19	90,342	50%	21,445	12%	29,758	16%	11,016	6%	12,199	7%	15,613	9%	180,373
2019-20*	112,503	57%	23,046	12%	29,114	15%	8,108	4%	8,203	4%	17,406	9%	198,380
2020-21*	104,115	55%	24,186	13%	21,879	12%	13,618	7%	7,892	4%	16,468	9%	188,159
2021-22*	82,632	51%	13,990	9%	33,267	21%	7,664	5%	9,788	6%	14,298	9%	161,640
2022-23*	91,775	49%	19,317	10%	40,187	22%	9,019	5%	11,162	6%	15,402	8%	186,862
2023-24*	61,517	56%	10,959	10%	19,128	17%	5,964	5%	6,318	6%	6,067	6%	109,953

	<u>Corn</u>												
	BNSF	CP	RRVW		DMVW		NP	Truck		Total			
2013-14	72,970	33%	21,332	10%	49,037	23%	18,567	9%	2,929	1%	53,001	24%	217,835
2014-15	69,675	29%	24,443	10%	57,086	24%	29,156	12%	3,695	2%	53,336	22%	237,390
2015-16	56,861	31%	15,365	8%	38,204	21%	23,005	12%	1,178	1%	50,514	27%	185,128
2016-17	104,193	39%	19,312	7%	68,418	26%	19,483	7%	2,992	1%	50,623	19%	265,021
2017-18	102,918	39%	25,951	10%	73,218	27%	20,329	8%	1,393	1%	43,184	16%	266,993
2018-19	94,678	38%	20,903	8%	78,855	31%	17,515	7%	787	0%	37,824	15%	250,562
2019-20*	65,376	41%	12,472	8%	30,771	19%	11,856	7%	0	0%	38,925	24%	159,401
2020-21*	47,402	32%	15,456	10%	32,335	22%	8,760	6%	197	0%	46,054	31%	150,203
2021-22*	60,795	30%	12,329	6%	66,413	33%	10,169	5%	797	0%	50,645	25%	201,148
2022-23*	78,588	40%	13,010	7%	50,013	25%	12,485	6%	807	0%	41,898	21%	196,801
2023-24*	44,870	43%	6,167	6%	22,090	21%	7,038	7%	552	1%	23,056	22%	103,773

	<u>All Grain</u>												
	BNSF	CP	RRVW		DMVW		NP	Truck		Total			
2013-14	382,636	49%	85,788	11%	77,326	10%	48,910	6%	31,048	4%	155,507	20%	781,216
2014-15	412,320	47%	98,362	11%	96,192	11%	63,082	7%	37,297	4%	162,287	19%	869,541
2015-16	393,754	49%	82,283	10%	73,953	9%	57,172	7%	36,676	5%	160,283	20%	804,121
2016-17	480,837	50%	95,986	10%	118,659	12%	59,486	6%	40,224	4%	161,101	17%	956,294
2017-18	396,454	48%	80,821	10%	111,686	14%	46,895	6%	38,915	5%	149,117	18%	823,888
2018-19	399,839	49%	71,613	9%	115,733	14%	43,242	5%	41,750	5%	136,545	17%	808,723
2019-20*	411,113	50%	64,246	8%	66,540	8%	38,760	5%	31,673	4%	216,263	26%	828,594
2020-21*	350,486	49%	73,485	10%	58,845	8%	40,472	6%	29,357	4%	157,842	22%	710,487
2021-22*	305,988	44%	53,495	8%	110,374	16%	30,196	4%	40,077	6%	151,344	22%	691,474
2022-23*	363,136	49%	61,632	8%	99,872	14%	33,255	5%	37,158	5%	139,159	19%	734,213
2023-24*	210,490	52%	30,207	8%	44,463	11%	23,402	6%	18,808	5%	74,024	18%	401,395

\*results are preliminary  
\*\*\* Revised 9/21

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

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

1,000 Bushels

	<u>HRS Wheat</u>																		Total		
	BNSF				CP				RRVW				DMVW				NP				
	Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			
2013-14	165,670	92%	14,491	8%	28,816	93%	2,148	7%	7,241	79%	1,952	21%	11,628	96%	461	4%	15,326	91%	1,558	9%	250,168
2014-15	184,152	91%	19,287	9%	31,482	89%	4,016	11%	6,917	77%	2,066	23%	14,129	99%	188	1%	19,653	92%	1,741	8%	284,631
2015-16	180,812	92%	15,527	8%	30,841	87%	4,497	13%	7,914	71%	3,177	29%	15,939	95%	765	5%	22,211	93%	1,670	7%	283,666
2016-17	198,053	93%	14,273	7%	34,989	92%	3,204	8%	7,878	69%	3,580	31%	17,636	93%	1,344	7%	22,573	94%	1,534	6%	305,961
2017-18	134,602	91%	12,869	9%	24,048	94%	1,510	6%	4,825	61%	3,049	39%	8,988	88%	1,203	12%	22,273	95%	1,183	5%	215,085
2018-19	165,514	93%	13,089	7%	22,397	95%	1,211	5%	5,635	72%	2,182	28%	12,924	95%	610	5%	25,667	92%	2,210	8%	252,293
2019-20*	177,615	92%	15,655	8%	22,598	95%	1,246	5%	5,832	71%	2,428	29%	14,330	96%	648	4%	20,715	92%	1,711	8%	262,909
2020-21*	150,357	92%	13,549	8%	28,692	97%	959	3%	3,892	63%	2,287	37%	14,615	98%	366	2%	18,526	96%	796	4%	234,840
2021-22*	134,873	91%	13,380	9%	24,882	97%	699	3%	8,866	81%	2,068	19%	9,940	98%	238	2%	23,692	94%	1,433	6%	220,755
2022-23*	154,389	90%	17,407	10%	22,941	96%	871	4%	6,292	84%	1,219	16%	10,418	99%	144	1%	21,773	94%	1,286	6%	237,797
2023-24*	80,476	92%	7,096	8%	11,361	97%	320	3%	2,844	72%	1,105	28%	6,205	97%	184	3%	9,381	89%	1,162	11%	120,758

	<u>Durum Wht</u>																		Total		
	BNSF				CP				RRVW				DMVW				NP				
	Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			
2013-14	21,187	85%	3,657	15%	4,972	64%	2,809	36%	27	100%	0	0%	1,701	99%	14	1%	157	74%	56	26%	34,587
2014-15	14,138	88%	1,925	12%	5,415	68%	2,574	32%	0	0%	30	100%	1,027	99%	14	1%	24	26%	69	74%	25,216
2015-16	16,604	92%	1,535	8%	5,995	85%	1,032	15%	48	69%	21	31%	1,432	95%	76	5%	39	46%	47	54%	26,929
2016-17	19,408	89%	2,441	11%	4,582	88%	612	12%	287	59%	201	41%	2,343	96%	89	4%	197	74%	68	26%	30,564
2017-18	8,742	79%	2,386	21%	2,869	76%	891	24%	294	59%	201	41%	1,076	96%	42	4%	273	100%	0	0%	16,997
2018-19	15,995	88%	2,244	12%	3,251	76%	1,038	24%	235	73%	88	27%	1,483	98%	30	2%	131	100%	0	0%	24,590
2019-20*	21,813	89%	2,722	11%	3,626	85%	642	15%	0	0%	31	100%	2,686	97%	92	3%	34	28%	90	72%	31,772
2020-21*	14,210	85%	2,575	15%	2,292	88%	309	12%	29	100%	0	0%	2,496	98%	58	2%	0	0%	0	0%	22,365
2021-22*	10,380	72%	3,978	28%	1,294	67%	628	33%	0	0%	0	0%	2,043	98%	45	2%	3,524	94%	241	6%	22,375
2022-23*	13,206	80%	3,339	20%	1,211	70%	517	30%	0	0%	0	0%	907	100%	0	0%	512	53%	449	47%	21,107
2023-24*	12,048	90%	1,270	10%	1,156	78%	322	22%	0	0%	1	100%	896	100%	4	0%	94	21%	343	79%	16,536

	<u>Barley</u>																		Total		
	BNSF				CP				RRVW				DMVW				NP				
	Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			
2013-14	19,003	57%	14,412	43%	1,868	33%	3,772	67%	635	32%	1,367	68%	16	5%	310	95%	3,128	75%	1,055	25%	46,514
2014-15	21,225	59%	14,971	41%	1,665	49%	1,756	51%	418	23%	1,402	77%	208	41%	295	59%	2,397	62%	1,441	38%	46,592
2015-16	19,453	54%	16,857	46%	870	27%	2,383	73%	3,348	64%	1,917	36%	125	55%	101	45%	2,914	73%	1,097	27%	49,708
2016-17	15,263	45%	18,539	55%	1,166	42%	1,624	58%	1,026	30%	2,416	70%	134	95%	8	5%	1,941	70%	833	30%	43,891
2017-18	10,317	36%	18,371	64%	677	27%	1,799	73%	1,032	32%	2,164	68%	9	20%	35	80%	2,161	69%	973	31%	38,142
2018-19	9,622	38%	15,456	62%	282	24%	891	76%	626	23%	2,065	77%	19	63%	11	37%	2,379	77%	712	23%	32,714
2019-20*	8,788	17%	41,506	83%	204	23%	702	77%	308	13%	1,983	87%	0	0%	33	100%	1,669	81%	390	19%	55,874
2020-21*	7,312	33%	14,894	67%	238	41%	343	59%	52	13%	340	87%	0	0%	4	100%	2,332	91%	244	9%	26,098
2021-22*	4,854	29%	12,025	71%	166	29%	410	71%	38	8%	408	92%	0	0%	0	0%	2,035	89%	250	11%	20,619
2022-23*	5,900	44%	7,413	56%	479	43%	640	57%	1,420	85%	260	15%	202	100%	0	0%	2,163	93%	154	7%	19,031
2023-24*	2,169	36%	3,906	64%	0	0%	141	####	0	0%	296	100%	68	100%	0	0%	1,129	63%	668	37%	8,555

	<u>Soybeans</u>																		Total		
	BNSF				CP				RRVW				DMVW				NP				
	Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			
2013-14	83,642	95%	4,360	5%	24,323	87%	3,633	13%	19,772	89%	2,535	11%	15,922	95%	775	5%	8,930	98%	185	2%	164,448
2014-15	100,761	95%	5,861	5%	30,109	90%	3,317	10%	30,744	88%	4,307	12%	17,876	93%	1,342	7%	10,515	98%	201	2%	205,835
2015-16	95,102	96%	3,891	4%	23,095	86%	3,627	14%	23,804	83%	5,027	17%	15,382	97%	545	3%	9,223	99%	91	1%	180,157
2016-17	120,747	97%	4,362	3%	30,769	89%	3,835	11%	40,236	92%	3,499	8%	18,145	97%	542	3%	12,146	99%	142	1%	235,212
2017-18	119,950	97%	3,711	3%	22,045	86%	3,665	14%	31,462	90%	3,347	10%	16,028	96%	668	4%	12,068	100%	32	0%	213,809
2018-19	90,342	95%	5,188	5%	21,445	89%	2,632	11%	29,758	84%	5,877	16%	11,016	91%	1,130	9%	12,199	100%	22	0%	180,373
2019-20*	112,503	96%	4,861	4%	23,046	89%	2,875	11%	29,114	83%	5,804	17%	8,108	77%	2,428	23%	8,203	98%	198	2%	198,380
2020-21*	104,115	95%	5,685	5%	24,186	89%	3,046	11%	21,879	85%	3,731	15%	13,618	90%	1,522	10%	7,892	100%	0	0%	188,159
2021-22*	82,632	96%	3,131	4%	13,990	86%	2,240	14%	33,267	87%	5,078	13%	7,664	89%	918	11%	9,788	99%	122	1%	161,640
2022-23*	91,775	92%	8,141	8%	19,317	89%	2,290	11%	40,187	97%	1,435	3%	9,019	92%	789	8%	11,162	99%	168	1%	186,862
2023-24*	61,517	97%	1,852	3%	10,959	91%	1,089	9%	19,128	96%	860	4%	5,964	90%	659	10%	6,318	99%	94	1%	109,953

	<u>Corn</u>																		Total		
	BNSF				CP				RRVW				DMVW				NP				
	Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			
2013-14	72,970	79%	19,494	21%	21,332	61%	13,499	39%	49,037	81%	11,475	19%	18,567	79%	4,824	21%	2,929	0%	125	0%	217,835
2014-15	69,675	75%	23,319	25%	24,443	73%	9,133	27%	57,086	85%	10,433	15%	29,156	82%	6,226	18%	3,695	0%	435	0%	237,390
2015-16	56,861	73%	20,809	27%	15,365	66%	7,904	34%	38,204	75%	12,997	25%	23,005	86%	3,704	14%	1,178	0%	1,019	0%	185,128
2016-17	104,193	86%	16,427	14%	19,312	67%	9,490	33%	68,418	82%	14,786	18%	19,483	84%	3,751	16%	2,992	0%	842	0%	265,021
2017-18	102,918	87%	15,488	13%	25,951	77%	7,968	23%	73,218	86%	12,274	14%	20,329	90%	2,289	10%	1,393	0%	1,885	0%	266,993
2018-19	94,678	86%	15,415	14%	20,903	76%	6,466	24%	78,855	90%	8,925	10%	17,515	89%	2,231	11%	787	0%	1,371	0%	250,562
2019-20*	65,376	80%	16,068	20%	12,472	69%	5,505	31%	30,771	74%	10,613	26%	11,856	88%	1,570	12%	0	0%	1,232	0%	159,401
2020-21*	47,402	69%	21,487	31%	15,456	69%	7,075	31%	32,335	84%	6,162	16%	8,760	74%	3,020	26%	197	0%	1,035	0%	150,203
2021-22*	60,795	68%	28,365	32%	12,329	67%	5,938	33%	66,413	92%	5,660	8%	10,169	82%	2,292	18%	797	0%	943	0%	201,148
2022-23*	78,588	82%	17,265	18%	13,010	71%	5,340	29%	50,013	88%	6,561	12%	12,485	84%	2,330	16%	807	0%	625	0%	196,801
2023-24*	44,870	80%	11,531	20%	6,167	79%	1,671	21%	22,090	86%	3,718	14%	7,038	84%	1,302	16%	552	0%	464	0%	103,773

	<u>All Grain</u>																		Total
	BNSF				CP				RRVW				DMVW				NP		
	Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck			Rail	Truck	
2013-14	382,636	82%	83																

2018-19	399,839	84%	78,709	16%	71,613	83%	14,821	17%	115,733	85%	20,721	15%	43,242	90%	4,910	10%	41,750	81%	9,562	19%	808,723
2019-20*	411,113	74%	147,780	26%	64,246	79%	17,416	21%	66,540	75%	22,342	25%	38,760	82%	8,781	18%	31,673	70%	13,642	30%	828,594
2020-21*	350,486	80%	88,198	20%	73,485	80%	18,427	20%	58,845	82%	13,092	18%	40,472	71%	16,135	29%	29,357	82%	6,476	18%	710,487
2021-22*	305,988	78%	87,269	22%	53,495	80%	13,486	20%	110,374	89%	13,731	11%	30,196	77%	9,217	23%	40,077	80%	10,050	20%	691,474
2022-23*	363,136	82%	79,169	18%	61,632	80%	15,240	20%	99,872	91%	10,221	9%	33,255	90%	3,768	10%	37,158	78%	10,259	22%	734,213
2023-24*	210,490	84%	40,853	16%	30,207	83%	6,194	17%	44,463	88%	6,249	12%	23,402	92%	2,166	8%	18,808	71%	7,698	29%	401,395

\*results are preliminary

\*\*\* Revised 9/21

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

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		HRS Wht Gulf***		Midland***	PNW	SW***	ND
	2013-14	8,767	4%	30,272	12%	9,955	4%	27,337	11%		70,255	28%
2014-15	15,159	5%	27,823	10%	15,308	5%	30,389	11%		70,867	25%	25,775
2015-16	9,271	3%	26,868	9%	11,443	4%	29,934	11%		89,365	32%	22,877
2016-17	13,217	4%	43,058	14%	14,232	5%	24,411	8%		109,590	36%	20,657
2017-18	4,736	2%	30,261	14%	13,724	6%	19,133	9%		68,684	32%	16,997
2018-19	9,920	4%	33,282	13%	9,909	4%	28,565	11%		89,178	35%	16,323
2019-20*	10,820	4%	40,359	15%	13,032	5%	31,053	12%		90,014	34%	17,715
2020-21*	4,431	2%	35,302	15%	13,083	6%	23,921	10%		76,380	33%	17,280
2021-22*	6,088	3%	36,966	17%	11,179	5%	25,301	11%		65,648	30%	19,372
2022-23*	3,624	2%	37,498	16%	6,724	3%	11,132	5%	8575 4%	72,850	31%	18,714
2023-24*	2,934	2%	21,993	18%	4,356	4%	3,779	3%	5,517 5%	38,353	32%	9,920

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND
	2013-14	7,125	21%	3,806	11%	5,005	14%	7,477	22%		1,784	5%
2014-15	6,178	25%	3,747	15%	1,858	7%	5,340	21%		440	2%	3,942
2015-16	6,294	23%	4,637	17%	1,220	5%	5,291	20%		1,414	5%	3,800
2016-17	9,926	32%	6,085	20%	1,685	6%	4,635	15%		173	1%	4,201
2017-18	2,454	14%	3,159	19%	1,354	8%	3,427	20%		852	5%	3,931
2018-19	7,365	30%	4,258	17%	2,068	8%	2,100	9%		1,040	4%	4,550
2019-20*	14,585	46%	4,076	13%	2,503	8%	1,896	6%		180	1%	4,808
2020-21*	5,154	20%	3,497	13%	2,237	8%	3,252	12%		4,145	16%	4,027
2021-22*	1,481	8%	2,388	8%	2,621	9%	4,197	15%		1	23%	6,502
2022-23*	1,313	6%	2,191	10%	1,620	8%	3,397	16%	395 2%	1	0%	7,369
2023-24*	4,565	28%	1,825	11%	1,821	11%	920	6%	824 5%	22	0%	2,890

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND
	2013-14	12	0%	15,010	32%	10,567	23%	2,502	5%		114	0%
2014-15	0	0%	12,999	28%	8,964	19%	3,112	7%		24	0%	14,170
2015-16	1,174	2%	12,675	25%	11,006	22%	2,277	5%		43	0%	15,025
2016-17	219	1%	16,751	38%	7,353	17%	1,973	4%		84	0%	13,799
2017-18	54	0%	16,618	44%	7,136	19%	1,336	4%		115	0%	10,201
2018-19	13	0%	15,728	48%	6,725	21%	1,067	3%		347	1%	6,289
2019-20*	4	0%	11,435	20%	19,956	36%	12,806	23%		51	0%	3,831
2020-21*	1	0%	10,005	38%	7,636	29%	882	3%		92	0%	2,595
2021-22*	0	0%	8,613	42%	6,359	31%	809	4%		107	1%	2,203
2022-23*	0	0%	3,538	18%	6,679	34%	598	3%	598 3%	322	2%	5,339
2023-24*	0	0%	1,736	20%	2,701	32%	13	0%	674 8%	0	0%	2,142

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND
	2013-14	72	0%	3,008	2%	6,503	4%	11,727	7%		98,474	60%
2014-15	0	0%	4,749	2%	6,163	3%	7,395	4%		142,210	69%	13,571
2015-16	3	0%	7,343	4%	5,045	3%	6,958	4%		119,051	66%	13,676
2016-17	87	0%	8,879	4%	6,944	3%	6,671	3%		168,274	72%	14,783
2017-18	369	0%	7,052	3%	5,815	3%	2,727	1%		154,419	72%	10,954
2018-19	539	0%	6,554	4%	9,291	5%	12,850	7%		112,786	63%	11,901
2019-20*	0	0%	7,654	4%	6,866	3%	8,247	4%		141,552	71%	8,154
2020-21*	1	0%	4,628	2%	9,796	5%	5,812	3%		133,463	71%	11,798
2021-22*	420	0%	3,237	2%	8,843	5%	2,001	1%		115,279	71%	10,066
2022-23*	0	0%	7,052	4%	10,768	6%	0	0%	1596 1%	125,878	67%	7,498
2023-24*	1,725	2%	3,868	4%	3,758	3%	93	0%	1,858 2%	76,807	70%	4,016

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND
	2013-14	3	0%	2,384	1%	6,534	3%	18,973	9%		78,994	36%
2014-15	113	0%	4,673	2%	7,097	3%	12,005	5%		106,631	45%	61,525
2015-16	509	0%	5,110	3%	2,981	2%	6,498	4%		83,921	45%	49,512
2016-17	422	0%	4,838	2%	8,512	3%	1,627	1%		160,361	61%	46,613
2017-18	0	0%	5,075	2%	10,612	4%	12,123	5%		144,573	54%	37,130
2018-19	368	0%	11,820	5%	4,588	2%	1,351	1%		146,713	59%	31,301
2019-20*	2	0%	8,426	5%	10,350	6%	9,412	6%		64,327	40%	28,729
2020-21*	0	0%	3,101	2%	5,729	4%	2,346	2%		73,942	49%	36,068
2021-22*	0	0%	5,851	3%	7,963	4%	2,220	1%		90,642	45%	46,352
2022-23*	0	0%	4,044	2%	6,762	3%	2,606	1%	2747 1%	82,926	42%	41,413
2023-24*	0	0%	2,030	2%	2,993	3%	2,845	3%	429 0%	40,076	39%	17,536

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***	PNW	SW***	ND
	2013-14	16,484	2%	58,258	7%	47,978	6%	78,197	10%		254,995	33%
2014-15	22,320	3%	56,580	7%	48,603	6%	69,028	8%		326,514	38%	139,929
2015-16	18,074	2%	58,651	7%	44,881	6%	64,105	8%		299,478	37%	123,494
2016-17	24,427	3%	82,530	9%	48,922	5%	51,462	5%		444,267	46%	123,941
2017-18	7,906	1%	65,034	8%	49,971	6%	49,909	6%		373,736	45%	101,583
2018-19	18,564	2%	74,104	9%	44,780	6%	56,700	7%		356,334	44%	84,844
2019-20*	25,744	3%	83,743	10%	72,311	9%	87,465	11%		301,249	36%	95,087
2020-21*	10,231	1%	65,740	9%	53,955	8%	44,784	6%		288,913	41%	93,753
2021-22*	8,031	1%	57,894	8%	47,721	7%	40,299	6%		277,884	40%	110,223
2022-23*	4,940	1%	55,810	8%	40,798	6%	19,193	3%	16047 2%	290,973	40%	103,023
2023-24*	9,223	2%	33,048	8%	19,048	5%	8,476	2%	10,572 3%	157,599	39%	48,309

\*results are preliminary

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

North Dakota PSC Grain Movement Summary, July-June  
1,000 Bushels

**HRS Wheat**

	MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck				
2013-14	100%	0%	93%	7%	94%	6%	94%	6%		100%	0%		25%	75%		
2014-15	99%	1%	92%	8%	92%	8%	96%	4%		99%	1%		19%	81%		
2015-16	100%	0%	86%	14%	89%	11%	95%	5%		100%	0%		22%	78%		
2016-17	100%	0%	88%	12%	83%	17%	99%	1%		100%	0%		22%	78%		
2017-18	100%	0%	90%	10%	88%	12%	99%	1%		99%	1%		18%	82%		
2018-19	100%	0%	92%	8%	90%	10%	99%	1%		100%	0%		16%	84%		
2019-20*	100%	0%	92%	8%	92%	8%	100%	0%		100%	0%		28%	72%		
2020-21*	100%	0%	94%	6%	95%	5%	100%	0%		100%	0%		28%	72%		
2021-22*	100%	0%	97%	3%	95%	5%	100%	0%		100%	0%		31%	69%		
2022-23*	100%	0%	97%	3%	95%	5%	96%	4%	99%	1%	99%	1%	100%	0%	13%	87%
2023-24*	100%	0%	98%	2%	94%	6%	100%	0%	96%	4%	100%	0%	100%	0%	18%	82%

**Durum Wheat**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Truck
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2013-14	100%	0%	70%	30%	94%	6%	95%	5%			100%	0%		22%	78%	
2014-15	97%	3%	82%	18%	97%	3%	97%	3%			100%	0%		16%	84%	
2015-16	100%	0%	98%	2%	95%	5%	99%	1%			100%	0%		39%	61%	
2016-17	100%	0%	93%	7%	96%	4%	100%	0%			100%	0%		39%	61%	
2017-18	100%	0%	85%	15%	100%	0%	100%	0%			96%	4%		27%	73%	
2018-19	100%	0%	88%	12%	100%	0%	99%	1%			100%	0%		47%	53%	
2019-20*	100%	0%	88%	12%	98%	2%	100%	0%			83%	17%		39%	61%	
2020-21*	99%	1%	88%	12%	99%	1%	100%	0%			28%	72%		29%	71%	
2021-22*	98%	2%	97%	3.2%	97%	3%	100%	0%			0%	100%		24%	76%	
2022-23*	100%	0%	100%	0.2%	93%	7%	100%	0%	100%	0%	0%	100%	100%	0%	31%	69%
2023-24*	100%	0%	100%	0%	100%	0%	100%	0%	100%	0%	83%	17%	100%	0%	24%	76%

**Barley**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Truck
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2013-14	100%	0%	44%	56%	71%	29%	51%	49%			69%	31%		27%	73%	
2014-15	0%	0%	55%	45%	63%	37%	46%	54%			100%	0%		42%	58%	
2015-16	59%	41%	50%	50%	71%	29%	63%	37%			97%	3%		28%	72%	
2016-17	100%	0%	40%	60%	52%	48%	66%	34%			95%	5%		36%	64%	
2017-18	95%	5%	39%	61%	42%	58%	71%	29%			78%	22%		18%	82%	
2018-19	100%	0%	40%	60%	38%	62%	65%	35%			77%	23%		20%	80%	
2019-20*	100%	0%	34%	66%	18%	82%	3%	97%			100%	0%		13%	87%	
2020-21*	0%	0%	23%	77%	37%	63%	60%	40%			98%	2%		23%	77%	
2021-22*	0%	0%	32%	68%	29%	71%	7%	93%			99%	1%		8%	92%	
2022-23*	0%	0%	77%	23%	40%	60%	98%	2%	33%	67%	100%	0%	100%	0%	33%	67%
2023-24*	#DIV/0!	#DIV/0!	61%	39%	31%	69%	100%	0%	68%	32%	#DIV/0!	#DIV/0!	100%	0%	0%	100%

**Soybeans**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Truck
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2013-14	100%	0%	91%	9%	31%	69%	88%	12%			100%	0%		61%	39%	
2014-15	0%	0%	74%	26%	24%	76%	70%	30%			100%	0%		58%	42%	
2015-16	100%	0%	95%	5%	17%	83%	91%	9%			100%	0%		46%	54%	
2016-17	99%	1%	93%	7%	35%	65%	100%	0%			100%	0%		60%	40%	
2017-18	100%	0%	98%	2%	18%	82%	93%	7%			100%	0%		44%	56%	
2018-19	100%	0%	100%	0%	59%	41%	100%	0%			100%	0%		26%	74%	
2019-20*	0%	0%	99%	1%	17%	83%	97%	3%			100%	0%		43%	57%	
2020-21*	0%	100%	100%	0%	41%	59%	91%	9%			99%	1%		58%	42%	
2021-22*	100%	0%	95%	5%	61%	39%	54%	46%			98%	2%		50%	50%	
2022-23*	0%	0%	95%	5%	70%	30%	0%	0%	100%	0%	95%	5%	100%	0%	59%	41%
2023-24*	100%	0%	96%	4%	40%	60%	100%	0%	96%	4%	100%	0%	100%	0%	60%	40%

**Corn**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Truck
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2013-14	100%	0%	99%	1%	10%	90%	76%	24%			100%	0%		52%	48%	
2014-15	0%	100%	100%	0%	35%	65%	61%	39%			100%	0%		51%	49%	
2015-16	100%	0%	100%	0%	21%	79%	71%	29%			100%	0%		42%	58%	
2016-17	100%	0%	99%	1%	18%	82%	81%	19%			100%	0%		37%	63%	
2017-18	0%	0%	98%	2%	21%	79%	98%	2%			100%	0%		45%	55%	
2018-19	100%	0%	100%	0%	21%	79%	87%	13%			100%	0%		46%	54%	
2019-20*	0%	100%	100%	0%	55%	45%	98%	2%			100%	0%		37%	63%	
2020-21*	0%	0%	100%	0%	27%	73%	94%	6%			98%	2%		34%	66%	
2021-22*	0%	0%	98%	2%	26%	74%	91%	9%			100%	0%		49%	51%	
2022-23*	0%	0%	100%	0%	58%	42%	100%	0%	83%	17%	99%	1%	100%	0%	50%	50%
2023-24*	#DIV/0!	#DIV/0!	96%	4%	33%	67%	100%	0%	87%	13%	100%	0%	99%	1%	47%	53%

**All Grains and Oilseeds**

	Duluth Superior***		MPLS/SE MN % CHI***		Other Upper Midwest***		Gulf***		Midland***		PNW		SW***		ND	Truck
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		
2013-14	100%	0%	79%	21%	53%	47%	85%	15%			100%	0%		39%	61%	
2014-15	98%	2%	82%	18%	55%	45%	82%	18%			100%	0%		37%	63%	
2015-16	97%	3%	81%	19%	49%	51%	88%	12%			100%	0%		32%	68%	
2016-17	100%	0%	79%	21%	47%	53%	93%	7%			100%	0%		31%	69%	
2017-18	99%	1%	77%	23%	42%	58%	92%	8%			100%	0%		28%	72%	
2018-19	100%	0%	82%	18%	47%	53%	94%	6%			100%	0%		28%	72%	
2019-20*	100%	0%	78%	22%	36%	64%	66%	34%			100%	0%		24%	76%	
2020-21*	100%	0%	78%	22%	45%	55%	92%	8%			99%	1%		29%	71%	
2021-22*	99%	1%	86%	14%	48%	52%	91%	9%			99%	1%		33%	67%	
2022-23*	100%	0%	95%	5%	57%	43%	97%	3%	91%	9%	98%	2%	98%	2%	33%	67%
2023-24*	100%	0%	96%	4%	51%	49%	98%	2%	93%	7%	100%	0%	97%	3%	30%	70%

\*Results are preliminary

	<u>Sunflowers Market Share</u>												
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total
2012-13	907	5%	839	4%	15	0%	103	1%	168	1%	17,527	90%	19,560
2013-14	489	4%	308	2%	0	0%	29	0%	37	0%	13,091	94%	13,954
2014-15	529	5%	771	7%	0	0%	0	0%	0	0%	9,132	88%	10,432
2015-16	309	3%	27	0%	52	1%	68	1%	0	0%	9,136	95%	9,593
2016-17	137	1%	238	2%	0	0%	2	0%	0	0%	10,116	96%	10,493
2017-18	365	3%	171	1%	143	1%	0	0%	6	0%	11,347	94%	12,032
2019-20 <sup>†</sup>	490	3%	0	0%	0	0%	73	0%	0	0%	18,041	97%	18,604
2020-21 <sup>†</sup>	3,311	29%	28	0%	0	0%	0	0%	0	0%	7,990	71%	11,329
2021-22 <sup>†</sup>	199	1%	0	0%	0	0%	0	0%	11,789	55%	9,501	44%	21,489
2022-23 <sup>†</sup>	558	8%	4	0%	0	0%	0	0%	0	0%	6,572	92%	7,134
2023-24 <sup>†</sup>	287	8%	0	0%	0	0%	0	0%	0	0%	3,476	92%	3,763

	<u>Sunflowers Modal Share</u>																				
	BNSF				CP				RRVW				DMVW				NP				Total
	Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		
2012-13	907	9%	9,423	91%	839	24%	2,666	76%	15	2%	839	98%	103	4%	2,514	96%	168	16%	877	84%	19,560
2013-14	489	6%	7,917	94%	308	15%	1,708	85%	0	0%	198	100%	29	1%	2,194	99%	37	9%	398	91%	13,954
2014-15	529	8%	6,403	92%	771	45%	940	55%	0	0%	107	100%	0	0%	899	100%	0	0%	346	100%	10,432
2015-16	309	4%	6,841	96%	27	3%	938	97%	52	59%	37	41%	68	18%	314	82%	0	0%	388	100%	9,593
2016-17	137	2%	5,717	98%	238	13%	1,544	87%	0	0%	1,791	100%	2	1%	294	99%	0	0%	384	100%	10,493
2017-18	365	6%	5,833	94%	171	13%	1,166	87%	143	4%	3,128	96%	0	0%	393	100%	6	3%	187	97%	12,032
2019-20 <sup>†</sup>	490	3%	14,884	97%	0	0%	469	100%	0	0%	634	100%	0	0%	73	100%	0	0%	1,981	100%	18,760
2020-21 <sup>†</sup>	3,311	34%	6,382	66%	28	6%	408	94%	0	0%	118	100%	0	0%	41	100%	0	100%	1,042	100%	12,324
2021-22 <sup>†</sup>	199	3%	7,296	97%	0	0%	352	100%	0	0%	0	0%	0	0%	1,297	100%	12	100%	555	98%	12,696
2022-23 <sup>†</sup>	558	10%	4,864	90%	4	1%	525	99%	0	0%	0	0%	0	0%	66	100%	0	100%	1,116	100%	9,664
2023-24 <sup>†</sup>	287	12%	2,011	88%	0	0%	115	100%	0	#DIV/0!	0	#DIV/0!	0	0%	1	100%	0	100%	330	100%	3,763

	<u>Sunflowers Destination</u>																		
	Duluth		MPLS/SE MN %		Other Upper		Gulf***		Midland***		PNW		SW***		ND		Other		Total
2012-13	0	0%	219	1%	1,937	10%	245	1%			60	0%			13,620	70%	3,479	18%	19,560
2013-14	0	0%	27	0%	1,800	13%	15	0%			74	1%			9,404	67%	2,635	19%	13,954
2014-15	0	0%	12	0%	1,644	16%	546	5%			98	1%			5,337	51%	2,794	27%	10,432
2015-16	4	0%	0	0%	1,710	18%	13	0%			87	1%			5,020	52%	2,759	29%	9,593
2016-17	0	0%	34	0%	259	2%	41	0%			80	1%			7,361	70%	2,718	26%	10,493
2017-18	0	0%	166	1%	1,675	14%	0	0%			45	0%			6,938	58%	3,209	27%	12,032
2019-20 <sup>†</sup>	0	0%	183	1%	1,637	9%	43	0%			70	0%			14,515	77%	2,312	12%	18,760
2020-21 <sup>†</sup>	7	0%	97	1%	1,988	16%	29	0%			64	1%			4,603	37%	5,535	45%	12,324
2021-22 <sup>†</sup>	0	0%	13	0%	1,861	15%	80	0%			47	0%			9,116	72%	1,581	13%	12,697
2022-23 <sup>†</sup>	0	0%	49	1%	1,895	20%	0	0%	0	0%	256	3%	47	0%	5,506	57%	1,912	20%	9,617
2023-24 <sup>†</sup>	0	0%	0	0%	956	25%	0	0%	0	0%	122	3%	26	1%	1,910	51%	749	20%	3,763

	<u>Sunflowers Destination Mode</u>									
	Duluth	MPLS/SE MN %	Other Upper	Gulf***	Midland***	PNW	SW***	ND	Other	Total

	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	Rail	Truck	<u>Rail</u>	<u>Truck</u>	Rail	Truck	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>All</u>
2012-13	0%	0%	16%	84%	1%	99%	39%	61%			39%	61%	7%	93%	25%	75%			19,560
2013-14	0%	0%	85%	15%	0%	100%	0%	100%			0%	100%	4%	96%	19%	81%			13,954
2014-15	0%	0%	0%	100%	0%	100%	100%	0%			100%	0%	4%	96%	19%	81%			10,432
2015-16	100%	0%	0%	0%	0%	100%	0%	100%			0%	100%	2%	98%	12%	88%			9,593
2016-17	0%	0%	12%	88%	3%	97%	46%	54%			46%	54%	0%	100%	11%	89%			10,493
2017-18	0%	0%	99%	1%	8%	92%	0%	0%			0%	0%	1%	99%	10%	90%			12,032
2019-20 <sup>†</sup>	0%	0%	0%	100%	0%	100%	0%	100%			0%	100%	1%	99%	16%	84%			18,760
2020-21 <sup>†</sup>	0%	100%	81%	19%	1%	99%	0%	100%			0%	100%	5%	95%	54%	46%			12,324
2021-22 <sup>†</sup>	0%	0%	0%	100%	0%	100%	0%	0%			0%	0%	1%	99%	5%	95%			12,696
2022-23 <sup>†</sup>	0%	0%	87%	13%	0%	100%	0%	0%	0%	0%	0%	0%	3%	97%	10%	90%			9,664
2023-24 <sup>†</sup>	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	100%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	72%	28%	0%	100%	2%	98%	21%	79%	3,763

\*results are preliminary

\*\*\*Revised 9/21