

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

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

1,000 Bushels

	BNSF		CP		RRVW		DMVW		NP	Truck	Total		
2008-09	103,069	53%	33,811	18%	14,352	7%	10,174	5%	16,897	9%	14,433	7%	192,735
2009-10	156,761	59%	42,818	16%	13,287	5%	15,267	6%	18,573	7%	19,564	7%	266,271
2010-11	211,978	65%	39,730	12%	16,502	5%	13,281	4%	21,184	6%	25,472	8%	328,147
2011-12	116,708	61%	19,829	10%	7,901	4%	9,345	5%	17,506	9%	18,872	10%	190,161
2012-13	147,527	64%	28,589	12%	7,123	3%	10,153	4%	16,605	7%	21,499	9%	231,495
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	140,870	62%	24,549	11%	4,942	2%	9,348	4%	24,497	11%	21,440	10%	225,647

	BNSF		CP		RRVW		DMVW		NP	Truck	Total		
2008-09	8,649	39%	4,027	18%	103	0%	4,296	20%	1,686	8%	3,151	14%	21,911
2009-10	22,648	53%	10,477	25%	60	0%	6,231	15%	65	0%	3,218	8%	42,698
2010-11	30,859	58%	10,818	20%	76	0%	4,980	9%	268	1%	5,784	11%	52,786
2011-12	12,117	50%	5,067	21%	94	0%	2,799	12%	200	1%	3,972	16%	24,249
2012-13	21,500	56%	6,304	16%	467	1%	5,009	13%	297	1%	4,919	13%	38,496
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	9,074	51%	2,895	16%	294	2%	1,083	6%	273	2%	4,017	23%	17,635

	BNSF		CP		RRVW		DMVW		NP	Truck	Total		
2008-09	22,945	40%	3,089	5%	1,291	2%	205	0%	9,689	17%	20,010	35%	57,230
2009-10	19,042	38%	4,327	9%	2,189	4%	754	1%	5,782	11%	18,484	37%	50,579
2010-11	19,544	40%	2,542	5%	2,103	4%	1,509	3%	6,101	12%	17,437	35%	49,237
2011-12	12,031	30%	1,691	4%	1,568	4%	632	2%	5,022	13%	18,639	47%	39,584
2012-13	16,983	40%	2,647	6%	1,404	3%	407	1%	5,169	12%	16,117	38%	42,727
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	10,577	27%	677	2%	1,032	3%	9	0%	2,311	6%	24,544	63%	39,150

	BNSF		CP		RRVW		DMVW		NP	Truck	Total		
2008-09	45,747	42%	17,237	16%	23,284	21%	13,025	12%	3,040	3%	7,873	7%	110,207
2009-10	62,415	45%	20,575	15%	26,194	19%	14,813	11%	3,498	3%	10,671	8%	138,166
2010-11	70,839	51%	19,935	14%	22,847	16%	12,999	9%	3,292	2%	9,879	7%	139,791
2011-12	71,702	53%	16,430	12%	22,128	16%	12,750	9%	2,466	2%	9,698	7%	135,175
2012-13	88,652	51%	23,837	14%	26,659	15%	15,397	9%	5,054	3%	12,892	7%	172,489
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	124,517	57%	22,425	10%	31,925	15%	16,458	7%	12,068	5%	12,693	6%	220,085

	BNSF		CP		RRVW		DMVW		NP	Truck	Total		
2008-09	36,591	19%	16,507	9%	47,800	25%	31,347	17%	1,106	1%	56,549	30%	189,900
2009-10	23,504	14%	16,361	10%	36,312	22%	27,478	16%	1,261	1%	62,412	37%	167,327
2010-11	50,033	26%	15,803	8%	46,163	24%	19,299	10%	1,421	1%	59,732	31%	192,452
2011-12	45,598	28%	11,493	7%	37,052	22%	20,590	12%	1,883	1%	48,997	30%	165,613
2012-13	117,667	39%	33,719	11%	61,134	20%	31,018	10%	2,392	1%	56,111	19%	302,041
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	112,863	40%	26,367	9%	76,258	27%	20,692	7%	1,774	1%	44,780	16%	282,733

	BNSF		CP		RRVW		DMVW		NP	Truck	Total		
2008-09	242,324	37%	81,211	12%	87,904	13%	62,170	10%	34,227	5%	143,510	22%	651,345
2009-10	316,170	41%	101,068	13%	78,772	10%	69,052	9%	30,400	4%	167,829	22%	763,289
2010-11	419,924	49%	94,172	11%	88,850	10%	55,341	6%	33,235	4%	173,909	20%	865,431
2011-12	279,318	45%	58,326	9%	70,394	11%	47,350	8%	27,986	4%	139,759	22%	623,132
2012-13	414,876	48%	101,662	12%	97,397	11%	63,434	7%	30,661	4%	157,902	18%	865,932
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	419,186	49%	82,383	10%	115,486	13%	48,104	6%	41,693	5%	155,485	18%	862,337

**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

	<b>HRS Wheat</b>																<b>Total</b>				
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>					<b>NP</b>			
	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>					
2008-09	103,069	92%	9,327	8%	33,811	95%	1,863	5%	14,352	96%	586	4%	10,174	96%	463	4%	16,897	93%	1,293	7%	192,735
2009-10	156,761	93%	12,219	7%	42,818	95%	2,432	5%	13,287	93%	996	7%	15,267	93%	1,236	7%	18,573	92%	1,530	8%	266,271
2010-11	211,978	92%	17,933	8%	39,730	92%	3,497	8%	16,502	96%	679	4%	13,281	92%	1,222	8%	21,184	95%	1,112	5%	328,147
2011-12	116,708	89%	14,395	11%	19,829	92%	1,833	8%	7,901	93%	562	7%	9,345	98%	199	2%	17,506	94%	1,163	6%	190,161
2012-13	147,527	90%	15,774	10%	28,589	93%	2,167	7%	7,123	92%	661	8%	10,153	97%	326	3%	16,605	91%	1,683	9%	231,495
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	140,870	91%	13,746	9%	24,549	94%	1,557	6%	4,942	62%	3,076	38%	9,348	88%	1,222	12%	24,497	95%	1,183	5%	225,647

	<b>Durum Wheat</b>																<b>Total</b>				
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>					<b>NP</b>			
	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>					
2008-09	8,649	87%	1,291	13%	4,027	75%	1,359	25%	103	71%	42	29%	4,296	97%	137	3%	1,686	89%	205	11%	21,911
2009-10	22,648	94%	1,331	6%	10,477	86%	1,647	14%	60	100%	0	0%	6,231	97%	166	3%	65	100%	0	0%	42,698
2010-11	30,859	90%	3,283	10%	10,818	85%	1,932	15%	76	96%	3	4%	4,980	90%	541	10%	268	96%	11	4%	52,786
2011-12	12,117	86%	1,989	14%	5,067	74%	1,749	26%	94	98%	2	2%	2,799	94%	178	6%	200	79%	52	21%	24,249
2012-13	21,500	89%	2,780	11%	6,304	78%	1,752	22%	467	93%	35	7%	5,009	100%	0	0%	297	50%	302	50%	38,496
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	9,074	78%	2,537	22%	2,895	74%	1,002	26%	294	59%	201	41%	1,083	96%	42	4%	273	100%	0	0%	17,635

	<b>Barley</b>																<b>Total</b>				
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>					<b>NP</b>			
	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>					
2008-09	22,945	64%	13,059	36%	3,089	62%	1,895	38%	1,291	41%	1,861	59%	205	14%	1,248	86%	9,689	92%	883	8%	57,230
2009-10	19,042	63%	11,189	37%	4,327	70%	1,851	30%	2,189	51%	2,108	49%	754	28%	1,958	72%	5,782	90%	675	10%	50,579
2010-11	19,544	65%	10,608	35%	2,542	55%	2,062	45%	2,103	48%	2,298	52%	1,509	62%	920	38%	6,101	88%	827	12%	49,237
2011-12	12,031	49%	12,510	51%	1,691	48%	1,866	52%	1,568	55%	1,291	45%	632	50%	621	50%	5,022	74%	1,730	26%	39,584
2012-13	16,983	61%	10,878	39%	2,647	56%	2,043	44%	1,404	50%	1,422	50%	407	67%	203	33%	5,169	89%	645	11%	42,727
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	10,577	36%	18,590	64%	677	27%	1,821	73%	1,032	30%	2,368	70%	9	20%	35	80%	2,311	69%	1,031	31%	39,150

	<b>Soybeans</b>																<b>Total</b>				
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>					<b>NP</b>			
	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>					
2008-09	45,747	93%	3,231	7%	17,237	86%	2,743	14%	23,284	96%	950	4%	13,025	98%	214	2%	3,040	90%	348	10%	110,207
2009-10	62,415	93%	4,926	7%	20,575	87%	3,102	13%	26,194	96%	1,159	4%	14,813	97%	499	3%	3,498	91%	336	9%	138,166
2010-11	70,839	95%	3,728	5%	19,935	85%	3,656	15%	22,847	94%	1,537	6%	12,999	96%	576	4%	3,292	98%	53	2%	139,791
2011-12	71,702	94%	4,251	6%	16,430	87%	2,451	13%	22,128	96%	952	4%	12,750	92%	1,136	8%	2,466	93%	194	7%	135,175
2012-13	88,652	95%	5,129	5%	23,837	87%	3,539	13%	26,659	93%	1,992	7%	15,397	94%	1,009	6%	5,054	92%	461	8%	172,489
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	124,517	97%	3,891	3%	22,425	86%	3,665	14%	31,925	90%	3,487	10%	16,458	96%	674	4%	12,068	100%	32	0%	220,085

	<b>Corn</b>																<b>Total</b>				
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>					<b>NP</b>			
	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>					
2008-09	36,591	59%	25,414	41%	16,507	61%	10,757	39%	47,800	79%	12,686	21%	31,347	89%	3,986	11%	1,106	0%	471	0%	189,900
2009-10	23,504	43%	30,664	57%	16,361	61%	10,630	39%	36,312	71%	14,562	29%	27,478	90%	2,901	10%	1,261	0%	312	0%	167,327
2010-11	50,033	67%	25,142	33%	15,803	60%	10,531	40%	46,163	73%	16,854	27%	19,299	87%	2,958	13%	1,421	0%	207	0%	192,452
2011-12	45,598	66%	23,467	34%	11,493	56%	8,885	44%	37,052	78%	10,368	22%	20,590	89%	2,491	11%	1,883	0%	332	0%	165,613
2012-13	117,667	86%	19,184	14%	33,719	72%	12,892	28%	61,134	78%	17,023	22%	31,018	92%	2,826	8%	2,392	0%	208	0%	302,041
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	112,863	87%	16,319	13%	26,367	76%	8,209	24%	76,258	86%	12,362	14%	20,692	90%	2,365	10%	1,774	0%	1,913	0%	282,733

	<b>All Grains &amp; Oilseeds</b>																<b>Total</b>				
	<b>BNSF</b>				<b>CP</b>				<b>RRVW</b>				<b>DMVW</b>					<b>NP</b>			
	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>	<u>Rail</u>	<u>Truck</u>					
2008-09	242,324	76%	76,511	24%	81,211	77%	23,671	23%	87,904	83%	17,600	17%	62,170	87%	9,265	13%	34,227	81%	8,041	19%	651,345
2009-10	316,170	77%	92,978	23%	101,068	79%	26,126	21%	78,772	78%	21,916	22%	69,052	86%	11,182	14%	30,40				

## Destination for Grain & Oilseed Shipments Originating from North Dakota Elevators

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

	<u>HRS Wheat</u>														
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2008-09	11,312	6%	68,273	35%	9,401	5%	14,448	7%	33,829	18%	13,564	7%	41,907	22%	192,735
2009-10	17,269	6%	75,959	29%	9,246	3%	25,518	10%	47,571	18%	19,619	7%	71,089	27%	266,271
2010-11	23,661	7%	66,783	20%	14,995	5%	41,956	13%	68,089	21%	23,702	7%	88,960	27%	328,147
2011-12	9,804	5%	34,461	18%	7,938	4%	17,698	9%	44,479	23%	17,425	9%	58,355	31%	190,161
2012-13	8,217	4%	33,586	15%	8,366	4%	24,553	11%	56,424	24%	20,405	9%	79,944	35%	231,495
2013-14	8,767	4%	30,272	12%	9,955	4%	27,337	11%	70,255	28%	20,584	8%	82,999	33%	250,168
2014-15	15,159	5%	27,823	10%	15,308	5%	30,389	11%	70,867	25%	25,775	9%	99,309	35%	284,631
2015-16	9,271	3%	26,868	9%	11,443	4%	29,934	11%	89,365	32%	22,877	8%	93,909	33%	283,666
2016-17	13,217	4%	43,058	14%	14,232	5%	24,411	8%	109,590	36%	20,657	7%	80,797	26%	305,961
2017-18	5,188	2%	31,359	14%	14,106	6%	19,897	9%	72,515	32%	18,095	8%	64,488	29%	225,647

	<u>Durum Wheat</u>														
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2008-09	2,879	13%	6,342	29%	1,578	7%	5,551	25%	21	0%	4,762	22%	778	4%	21,911
2009-10	13,535	32%	8,615	20%	3,748	9%	6,898	16%	1,087	3%	4,749	11%	4,068	10%	42,698
2010-11	17,424	33%	7,235	14%	3,639	7%	7,370	14%	591	1%	7,703	15%	8,824	17%	52,786
2011-12	3,949	16%	3,320	14%	1,852	8%	4,729	20%	404	2%	6,101	25%	3,894	16%	24,249
2012-13	6,207	16%	6,190	16%	4,933	13%	7,127	19%	287	1%	8,557	22%	5,195	13%	38,496
2013-14	7,125	21%	3,806	11%	5,005	14%	7,477	22%	1,784	5%	5,530	16%	3,860	11%	34,587
2014-15	6,178	25%	3,747	15%	1,858	7%	5,340	21%	440	2%	3,942	16%	3,711	15%	25,216
2015-16	6,294	23%	4,637	17%	1,220	5%	5,291	20%	1,414	5%	3,800	14%	4,272	16%	26,929
2016-17	9,926	32%	6,085	20%	1,685	6%	4,635	15%	173	1%	4,201	14%	3,859	13%	30,564
2017-18	2,598	15%	3,083	17%	1,579	9%	3,379	19%	994	6%	4,146	24%	1,856	11%	17,635

	<u>Barley</u>														
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2008-09	1,891	3%	13,848	24%	9,007	16%	2,974	5%	1,681	3%	20,892	37%	6,937	12%	57,230
2009-10	464	1%	11,915	24%	9,549	19%	3,549	7%	1,001	2%	17,544	35%	6,556	13%	50,579
2010-11	1,309	3%	10,636	22%	11,035	22%	3,289	7%	1,300	3%	14,823	30%	6,845	14%	49,237
2011-12	17	0%	11,900	30%	9,150	23%	2,067	5%	672	2%	10,641	27%	5,138	13%	39,584
2012-13	36	0%	14,179	33%	9,396	22%	2,158	5%	315	1%	12,375	29%	4,268	10%	42,727
2013-14	12	0%	15,010	32%	10,567	23%	2,502	5%	114	0%	11,199	24%	7,109	15%	46,514
2014-15	0	0%	12,999	28%	8,964	19%	3,112	7%	24	0%	14,170	30%	7,322	16%	46,592
2015-16	1,174	2%	12,675	25%	11,006	22%	2,277	5%	43	0%	15,025	30%	7,508	15%	49,708
2016-17	219	1%	16,751	38%	7,353	17%	1,973	4%	84	0%	13,799	31%	3,712	8%	43,891
2017-18	54	0%	16,700	43%	7,376	19%	1,464	4%	115	0%	10,609	27%	2,832	7%	39,150

	<u>Soybeans</u>														
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2008-09	1	0%	6,096	6%	4,804	4%	1,252	1%	83,365	76%	4,314	4%	10,374	9%	110,207
2009-10	103	0%	6,496	5%	5,831	4%	4,266	3%	100,526	73%	7,905	6%	13,039	9%	138,166
2010-11	418	0%	7,344	5%	7,331	5%	2,292	2%	99,656	71%	7,126	5%	15,624	11%	139,791
2011-12	0	0%	6,553	5%	4,334	3%	989	1%	101,543	75%	7,052	5%	14,704	11%	135,175
2012-13	533	0%	4,196	2%	7,353	4%	7,030	4%	121,422	70%	10,727	6%	21,230	12%	172,489
2013-14	72	0%	3,008	2%	6,503	4%	11,727	7%	98,474	60%	11,979	7%	32,685	20%	164,448
2014-15	0	0%	4,749	2%	6,163	3%	7,395	4%	142,210	69%	13,571	7%	31,747	15%	205,835
2015-16	3	0%	7,343	4%	5,045	3%	6,958	4%	119,051	66%	13,676	8%	28,080	16%	180,157
2016-17	87	0%	8,879	4%	6,944	3%	6,671	3%	168,274	72%	14,783	6%	29,573	13%	235,212
2017-18	369	0%	7,146	3%	5,815	3%	3,107	1%	158,268	72%	11,522	5%	33,859	15%	220,085

	<u>Corn</u>														
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2008-09	1	0%	10,891	6%	8,961	5%	2,906	2%	80,482	42%	56,657	30%	30,003	16%	189,900
2009-10	514	0%	7,496	4%	5,155	3%	4,812	3%	43,002	26%	69,490	42%	36,858	22%	167,327
2010-11	1,075	1%	8,273	4%	2,193	1%	7,661	4%	70,225	36%	73,074	38%	29,951	16%	192,452
2011-12	3	0%	6,020	4%	1,921	1%	3,603	2%	61,640	37%	69,488	42%	22,937	14%	165,613
2012-13	6	0%	9,920	3%	5,059	2%	47,218	16%	65,008	22%	67,197	22%	107,633	36%	302,041
2013-14	3	0%	2,384	1%	6,534	3%	18,973	9%	78,994	36%	68,961	32%	41,986	19%	217,835
2014-15	113	0%	4,673	2%	7,097	3%	12,005	5%	106,631	45%	61,525	26%	45,347	19%	237,390
2015-16	509	0%	5,110	3%	2,981	2%	6,498	4%	83,921	45%	49,512	27%	36,598	20%	185,128
2016-17	422	0%	4,838	2%	8,512	3%	1,627	1%	160,361	61%	46,613	18%	42,647	16%	265,021
2017-18	0	0%	5,438	2%	10,718	4%	12,123	4%	153,514	54%	40,575	14%	60,366	21%	282,733

	<u>All Grains &amp; Oilseeds</u>														
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2008-09	16,608	3%	109,295	17%	40,499	6%	41,526	6%	203,054	31%	131,806	20%	108,558	17%	651,345
2009-10	33,486	4%	116,638	15%	42,901	6%	62,757	8%	200,436	26%	155,917	20%	151,155	20%	763,289
2010-11	44,953	5%	106,922	12%	46,050	5%	81,345	9%	249,025	29%	165,731	19%	171,405	20%	865,431
2011-12	13,910	2%	65,251	10%	29,862	5%	41,259	7%	212,399	34%	140,218	23%	120,234	19%	623,132
2012-13	15,259	2%	71,550	8%	44,819	5%	100,988	12%	246,965	29%	150,882	17%	235,469	27%	865,932
2013-14	16,484	2%	58,258	7%	47,978	6%	78,197	10%	254,995	33%	143,327	18%	181,978	23%	781,216
2014-15	22,320	3%	56,580	7%	48,603	6%	69,028	8%	326,514	38%	139,929	16%	206,567	24%	869,541
2015-16	18,074	2%	58,651	7%	44,881	6%	64,105	8%	299,478	37%	123,494	15%	195,438	24%	804,121
2016-17	24,427	3%	82,530	9%	48,922	5%	51,462	5%	444,267	46%	123,941	13%	180,745	19%	956,294
2017-18	8,502	1%	66,731	8%	51,495	6%	52,397	6%	390,562	45%	107,756	12%	184,894	21%	862,337

\*\*Note: Includes Minneapolis, southeastern Minnesota, and Chicago gateway. Markets revised 07/16.

# 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

	<u>HRS Wheat</u>														Total
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2008-09	100%	0%	98%	2%	91%	9%	94%	6%	100%	0%	23%	77%	99%	1%	192,735
2009-10	100%	0%	97%	3%	90%	10%	94%	6%	100%	0%	28%	72%	99%	1%	266,271
2010-11	100%	0%	98%	2%	94%	6%	94%	6%	100%	0%	22%	78%	98%	2%	328,147
2011-12	100%	0%	96%	4%	90%	10%	93%	7%	100%	0%	25%	75%	96%	4%	190,161
2012-13	100%	0%	95%	5%	92%	8%	97%	3%	100%	0%	25%	75%	97%	3%	231,495
2013-14	100%	0%	93%	7%	94%	6%	94%	6%	100%	0%	25%	75%	98%	2%	250,168
2014-15	99%	1%	92%	8%	92%	8%	96%	4%	99%	1%	19%	81%	98%	2%	284,631
2015-16	100%	0%	86%	14%	89%	11%	95%	5%	100%	0%	22%	78%	98%	2%	283,666
2016-17	100%	0%	88%	12%	83%	17%	99%	1%	100%	0%	22%	78%	99%	1%	305,961
2017-18	100%	0%	90%	10%	88%	12%	99%	1%	99%	1%	18%	82%	98%	2%	225,647

	<u>Durum Wheat</u>														Total
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2008-09	100%	0%	93%	7%	89%	11%	97%	3%	100%	0%	52%	48%	99%	1%	21,911
2009-10	100%	0%	93%	7%	97%	3%	97%	3%	99%	1%	56%	44%	99%	1%	42,698
2010-11	100%	0%	90%	10%	98%	2%	98%	2%	100%	0%	42%	58%	96%	4%	52,786
2011-12	100%	0%	86%	14%	100%	0%	100%	0%	99%	1%	48%	52%	92%	8%	24,249
2012-13	100%	0%	95%	5%	96%	4%	99%	1%	94%	6%	55%	45%	92%	8%	38,496
2013-14	100%	0%	70%	30%	94%	6%	95%	5%	100%	0%	22%	78%	90%	10%	34,587
2014-15	97%	3%	82%	18%	97%	3%	97%	3%	100%	0%	16%	84%	93%	7%	25,216
2015-16	100%	0%	98%	2%	95%	5%	99%	1%	100%	0%	39%	61%	93%	7%	26,929
2016-17	100%	0%	93%	7%	96%	4%	100%	0%	100%	0%	39%	61%	82%	18%	30,564
2017-18	98%	2%	84%	16%	100%	0%	100%	0%	97%	3%	26%	74%	81%	19%	17,635

	<u>Barley</u>														Total
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2008-09	100%	0%	55%	45%	90%	10%	56%	44%	99%	1%	48%	52%	91%	9%	57,230
2009-10	91%	9%	69%	31%	89%	11%	56%	44%	100%	0%	38%	62%	80%	20%	50,579
2010-11	100%	0%	66%	34%	80%	20%	50%	50%	96%	4%	47%	53%	70%	30%	49,237
2011-12	100%	0%	52%	48%	70%	30%	63%	37%	87%	13%	22%	78%	81%	19%	39,584
2012-13	100%	0%	61%	39%	76%	24%	59%	41%	97%	3%	48%	52%	76%	24%	42,727
2013-14	100%	0%	44%	56%	71%	29%	51%	49%	69%	31%	27%	73%	87%	13%	46,514
2014-15	#DIV/0!	#DIV/0!	55%	45%	63%	37%	46%	54%	100%	0%	42%	58%	78%	22%	46,592
2015-16	59%	41%	50%	50%	71%	29%	63%	37%	97%	3%	28%	72%	83%	17%	49,708
2016-17	100%	0%	40%	60%	52%	48%	66%	34%	95%	5%	36%	64%	65%	35%	43,891
2017-18	95%	5%	39%	61%	43%	57%	71%	29%	78%	22%	17%	83%	67%	33%	39,150

	<u>Soybeans</u>														Total
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2008-09	0%	100%	99%	1%	27%	73%	83%	17%	100%	0%	44%	56%	84%	16%	110,207
2009-10	90%	10%	92%	8%	42%	58%	80%	20%	100%	0%	48%	52%	86%	14%	138,166
2010-11	100%	0%	99%	1%	41%	59%	84%	16%	100%	0%	35%	65%	97%	3%	139,791
2011-12	#DIV/0!	#DIV/0!	99%	1%	30%	70%	47%	53%	100%	0%	43%	57%	89%	11%	135,175
2012-13	100%	0%	94%	6%	39%	61%	90%	10%	100%	0%	49%	51%	91%	9%	172,489
2013-14	100%	0%	91%	9%	31%	69%	88%	12%	100%	0%	61%	39%	97%	3%	164,448
2014-15	#DIV/0!	#DIV/0!	74%	26%	24%	76%	70%	30%	100%	0%	58%	42%	94%	6%	205,835
2015-16	100%	0%	95%	5%	17%	83%	91%	9%	100%	0%	46%	54%	97%	3%	180,157
2016-17	99%	1%	93%	7%	35%	65%	100%	0%	100%	0%	60%	40%	93%	7%	235,212
2017-18	100%	0%	98%	2%	18%	82%	94%	6%	100%	0%	44%	56%	97%	3%	220,085

	<u>Corn</u>														Total
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2008-09	0%	100%	96%	4%	32%	68%	77%	23%	99%	1%	43%	57%	46%	54%	189,900
2009-10	100%	0%	97%	3%	37%	63%	75%	25%	99%	1%	43%	57%	52%	48%	167,327
2010-11	100%	0%	99%	1%	45%	55%	49%	51%	100%	0%	45%	55%	54%	46%	192,452
2011-12	0%	100%	94%	6%	71%	29%	16%	84%	100%	0%	53%	47%	48%	52%	165,613
2012-13	0%	100%	100%	0%	32%	68%	91%	9%	100%	0%	48%	52%	88%	12%	302,041
2013-14	100%	0%	99%	1%	10%	90%	76%	24%	100%	0%	52%	48%	77%	23%	217,835
2014-15	0%	100%	100%	0%	35%	65%	61%	39%	100%	0%	51%	49%	70%	30%	237,390
2015-16	100%	0%	100%	0%	21%	79%	71%	29%	100%	0%	42%	58%	53%	47%	185,128
2016-17	100%	0%	99%	1%	18%	82%	81%	19%	100%	0%	37%	63%	68%	32%	265,021
2017-18	#DIV/0!	#DIV/0!	99%	1%	21%	79%	98%	2%	100%	0%	47%	53%	76%	24%	282,733

	<u>All Grains and Oilseeds</u>														Total
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2008-09	99%	1%	91%	9%	60%	40%	89%	11%	99%	1%	35%	65%	76%	24%	651,345
2009-10	99%	1%	93%	7%	63%	37%	89%	11%	100%	0%	32%	68%	80%	20%	763,289
2010-11	100%	0%	94%	6%	70%	30%	88%	12%	100%	0%	32%	68%	83%	17%	865,431
2011-12	100%	0%	87%	13%	64%	36%	82%	18%	100%	0%	38%	62%	79%	21%	623,132
2012-13	100%	0%	88%	12%	58%	42%	91%	9%	100%	0%	37%	63%	89%	11%	865,932
2013-14	100%	0%	79%	21%	53%	47%	85%	15%	100%	0%	39%	61%	89%	11%	781,216
2014-15	98%	2%	82%	18%	55%	45%	82%	18%	100%	0%	37%	63%	86%	14%	869,541
2015-16	97%	3%	81%	19%	49%	51%	88%	12%	100%	0%	32%	68%	83%	17%	804,121
2016-17	100%	0%	79%	21%	47%	53%	93%	7%	100%	0%	31%	69%	84%	16%	956,294
2017-18	99%	1%	77%	23%	42%	58%	92%	8%	100%	0%	29%	71%	85%	15%	862,337

\*\*Note: Includes Minneapolis, southeastern Minnesota, and Chicago gateway. Markets revised 07/16.

	<u>Sunflowers</u>												
	BNSF		CP		RRWV		DMVW		NP*		Truck		Total
2008-09	1,870	8%	2,101	8%	0	0%	77	0%	375	2%	20,395	82%	24,818
2009-10	501	2%	394	1%	42	0%	171	1%	203	1%	28,005	96%	29,316
2010-11	891	4%	595	2%	59	0%	4	0%	33	0%	23,683	94%	25,266
2011-12	486	3%	313	2%	24	0%	13	0%	15	0%	15,655	95%	16,506
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%	11,422	94%	12,107

	<u>Sunflowers</u>																				
	BNSF				CP				RRWV				DMVW				NP		Total		
	Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		Rail	Truck			
2008-09	1,870	15%	10,487	85%	2,101	37%	3,641	63%	0	0%	778	100%	77	3%	2,330	97%	375	15%	2,048	85%	24,818
2009-10	501	3%	14,802	97%	394	8%	4,764	92%	42	2%	2,412	98%	171	5%	3,145	95%	203	15%	1,178	85%	29,316
2010-11	891	8%	10,363	92%	595	12%	4,331	88%	59	2%	2,782	98%	4	0%	2,990	100%	33	2%	1,666	98%	25,266
2011-12	486	5%	9,554	95%	313	18%	1,443	82%	24	2%	1,086	98%	13	1%	1,783	99%	15	5%	269	95%	16,506
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%	5,858	94%	171	13%	1,166	87%	143	4%	3,128	96%	0	0%	393	100%	6	3%	231	97%	12,107

	<u>Sunflowers</u>														
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2008-09	4	0%	360	1%	2,729	11%	225	1%	221	1%	17,609	71%	3,670	15%	24,818
2009-10	77	0%	838	3%	4,773	16%	206	1%	73	0%	20,892	71%	2,458	8%	29,316
2010-11	0	0%	455	2%	3,064	12%	198	1%	106	0%	18,090	72%	3,351	13%	25,266
2011-12	2	0%	58	0%	1,344	8%	464	3%	98	1%	11,668	71%	2,873	17%	16,506
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%	6,981	58%	3,240	27%	12,107

	<u>Sunflowers</u>														
	Duluth		Mpls**		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2008-09	0%	100%	17%	83%	16%	84%	27%	73%	27%	73%	15%	85%	28%	72%	24,818
2009-10	0%	100%	32%	68%	0%	100%	0%	100%	0%	100%	3%	97%	19%	81%	29,316
2010-11	#DIV/0!	#DIV/0!	10%	90%	0%	100%	0%	100%	0%	100%	4%	96%	25%	75%	25,266
2011-12	0%	100%	22%	78%	0%	100%	36%	64%	36%	64%	1%	99%	20%	80%	16,506
2012-13	#DIV/0!	#DIV/0!	16%	84%	1%	99%	39%	61%	39%	61%	7%	93%	25%	75%	19,560
2013-14	#DIV/0!	#DIV/0!	85%	15%	0%	100%	0%	100%	0%	100%	4%	96%	19%	81%	13,954
2014-15	#DIV/0!	#DIV/0!	0%	100%	0%	100%	100%	0%	100%	0%	4%	96%	19%	81%	10,432
2015-16	100%	0%	#DIV/0!	#DIV/0!	0%	100%	0%	100%	0%	100%	2%	98%	12%	88%	9,593
2016-17	#DIV/0!	#DIV/0!	12%	88%	3%	97%	46%	54%	46%	54%	0%	100%	11%	89%	10,493
2017-18	#DIV/0!	#DIV/0!	99%	1%	8%	92%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	99%	9%	91%	12,107

\*\*Note: Includes Minneapolis, southeastern Minnesota, and Chicago gateway. Markets revised 07/16.