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ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2013-14



NDSU UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE

ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2013-14

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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 2013-14* 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 2013 to June 2014.
- **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.



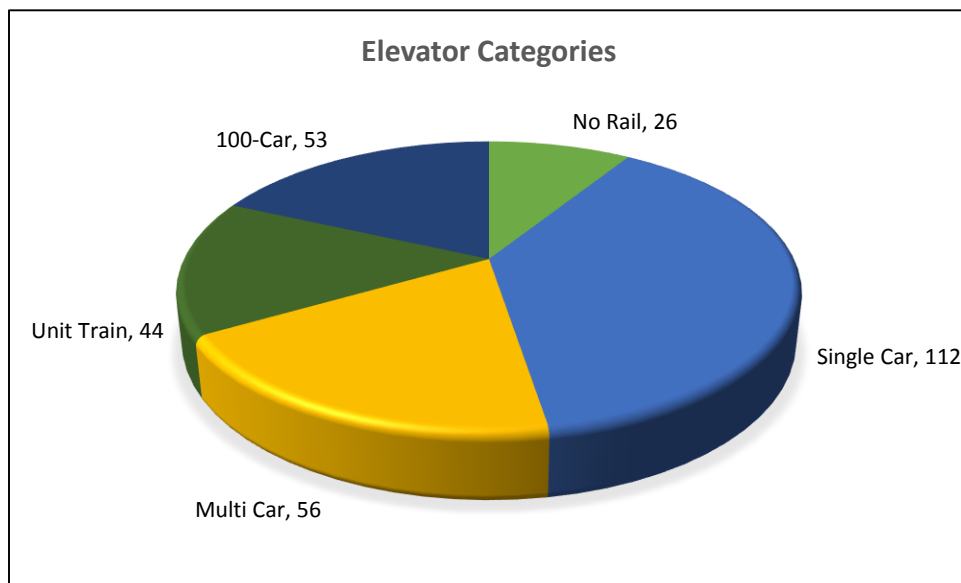
NORTH DAKOTA ELEVATORS, 2013-14

Storage: 329,490 thousand bu.

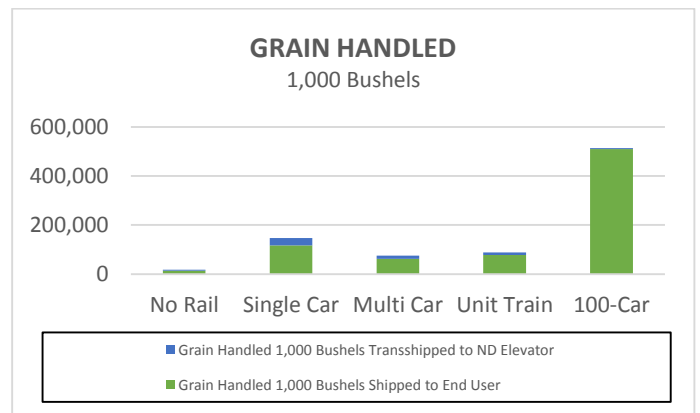
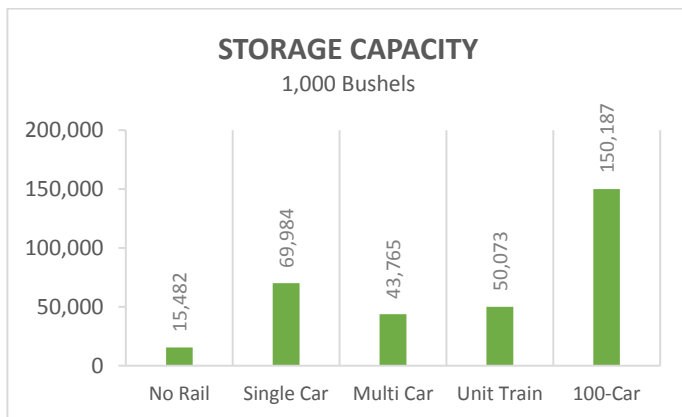
Grain Shipped to End User: 781,216 thousand bu.

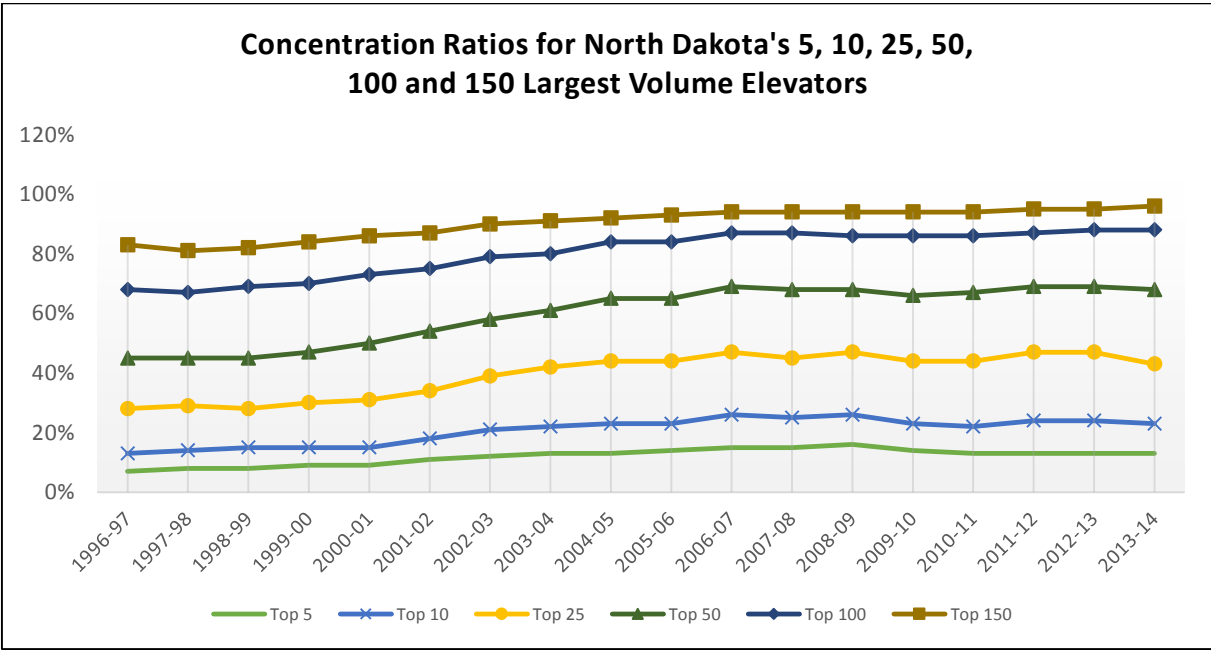
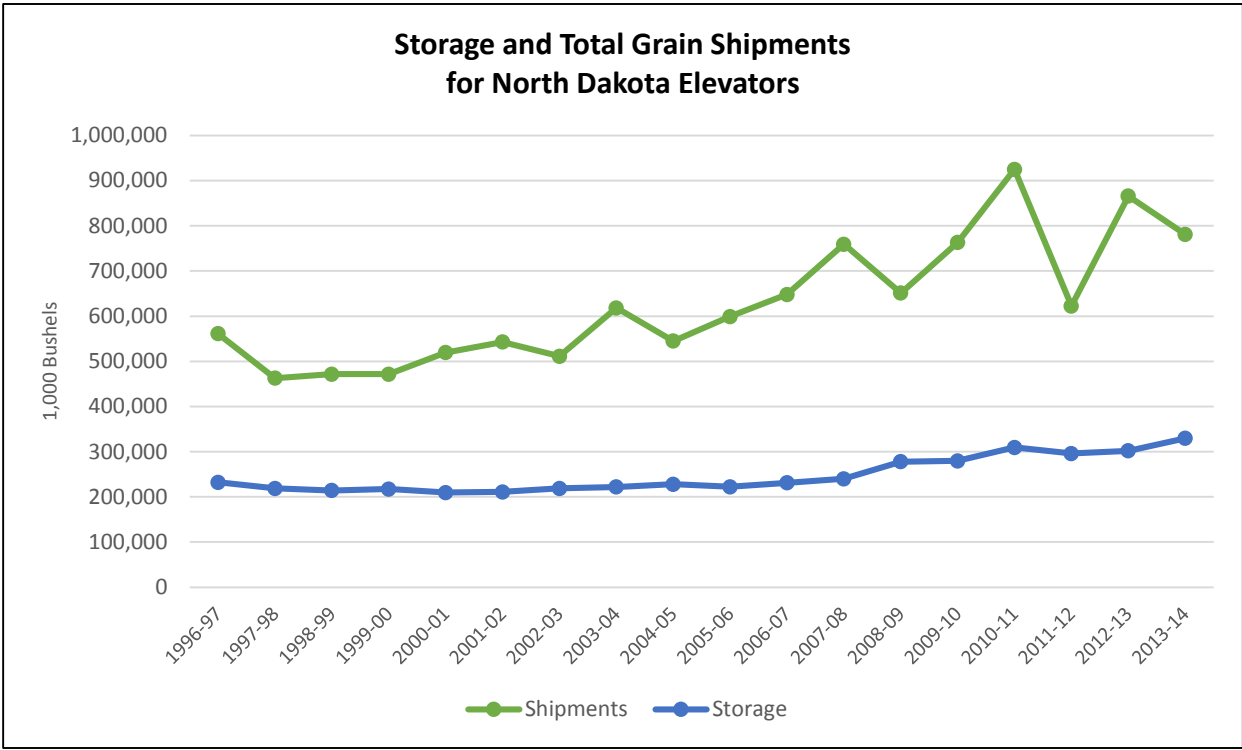
Grain Transshipped to ND Elevator: 61,429 thousand bu.

Average Turnover: 4.9

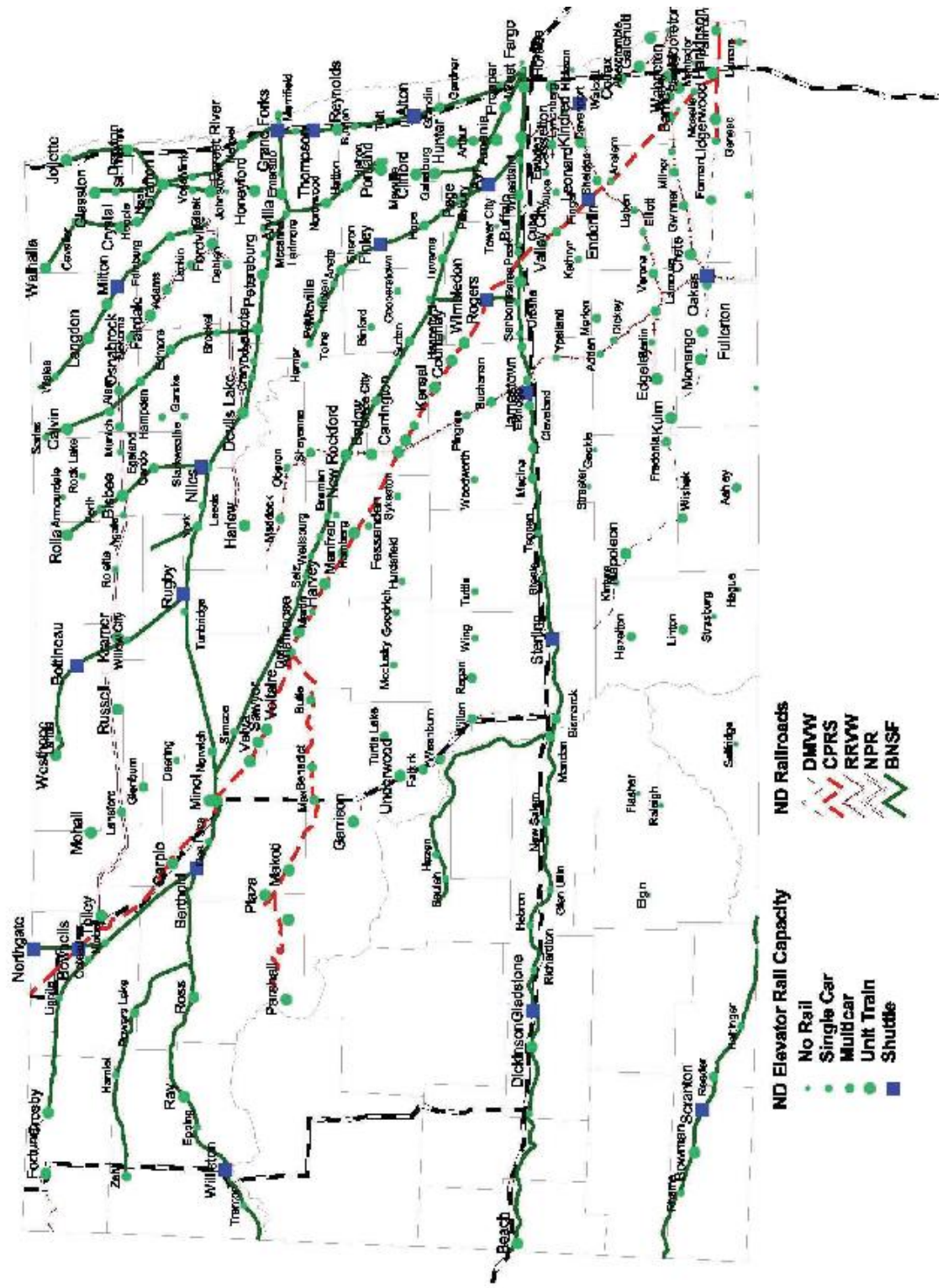


Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg. iv).

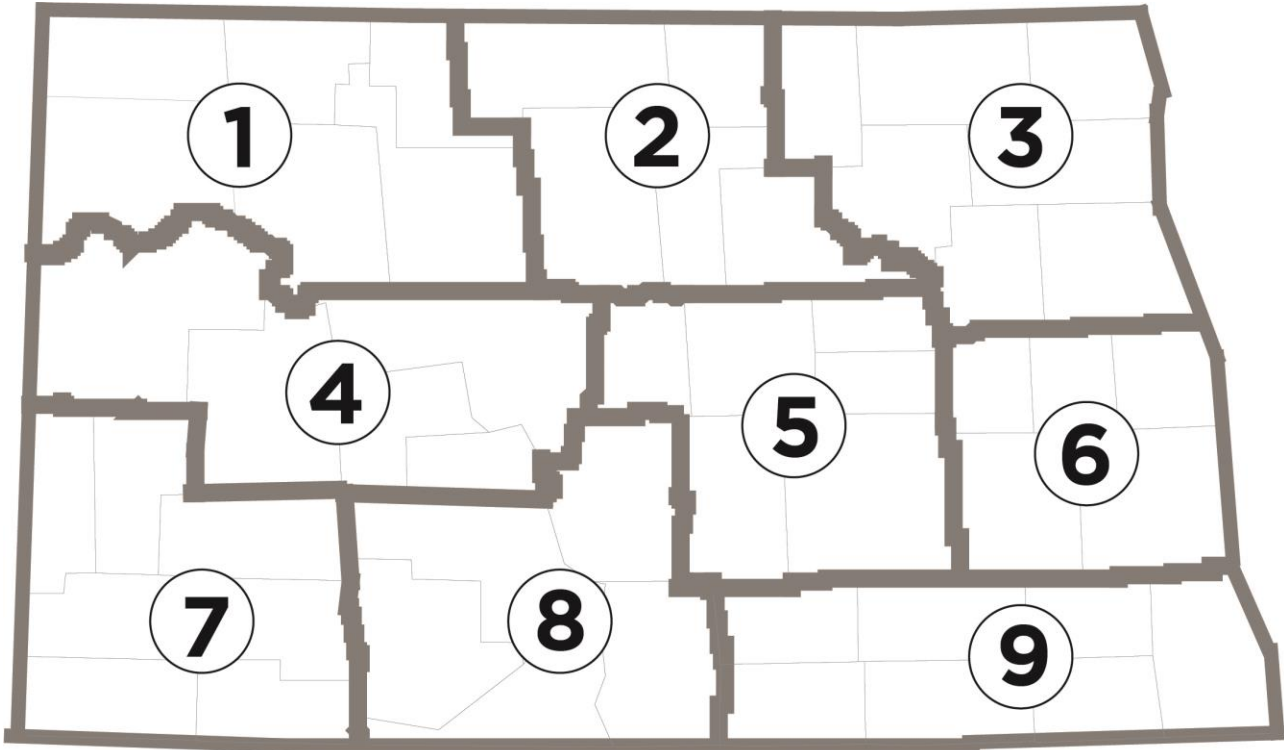




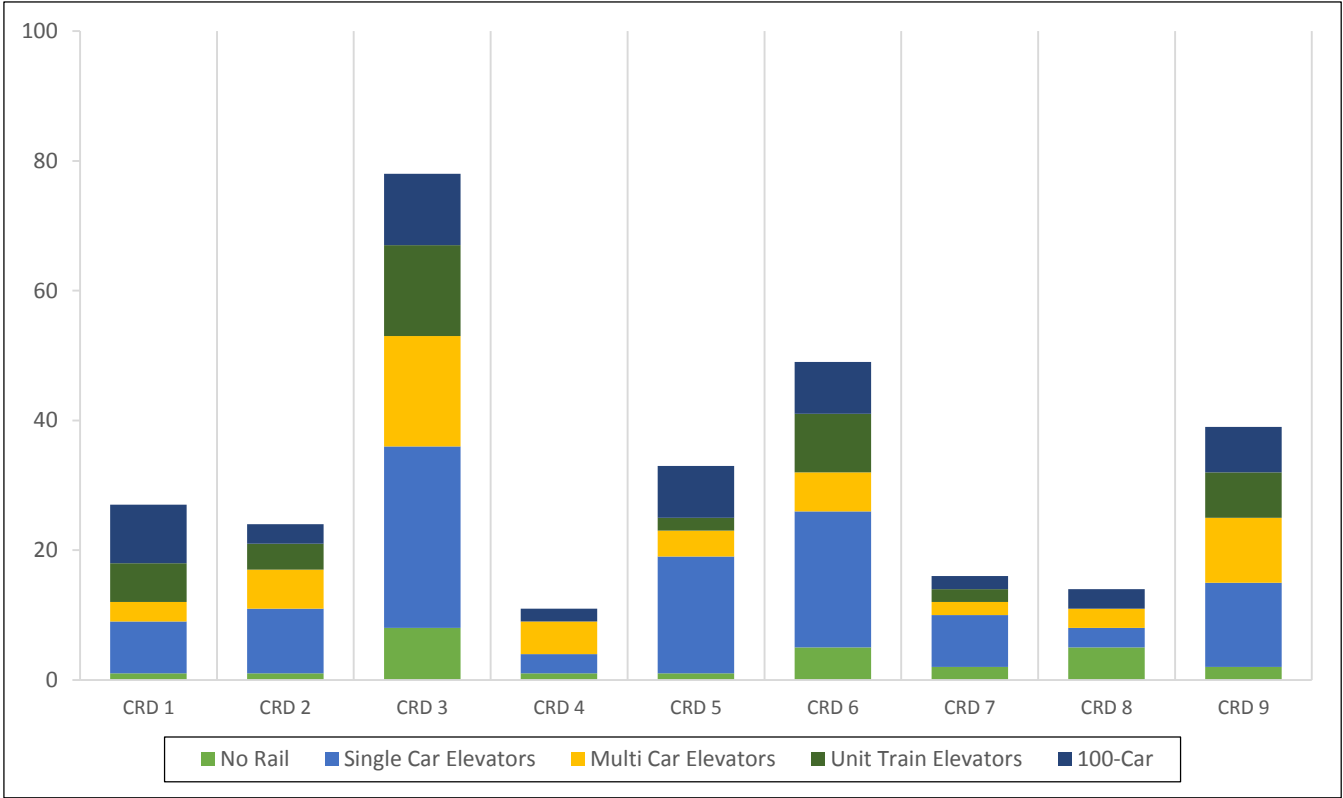
North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2007

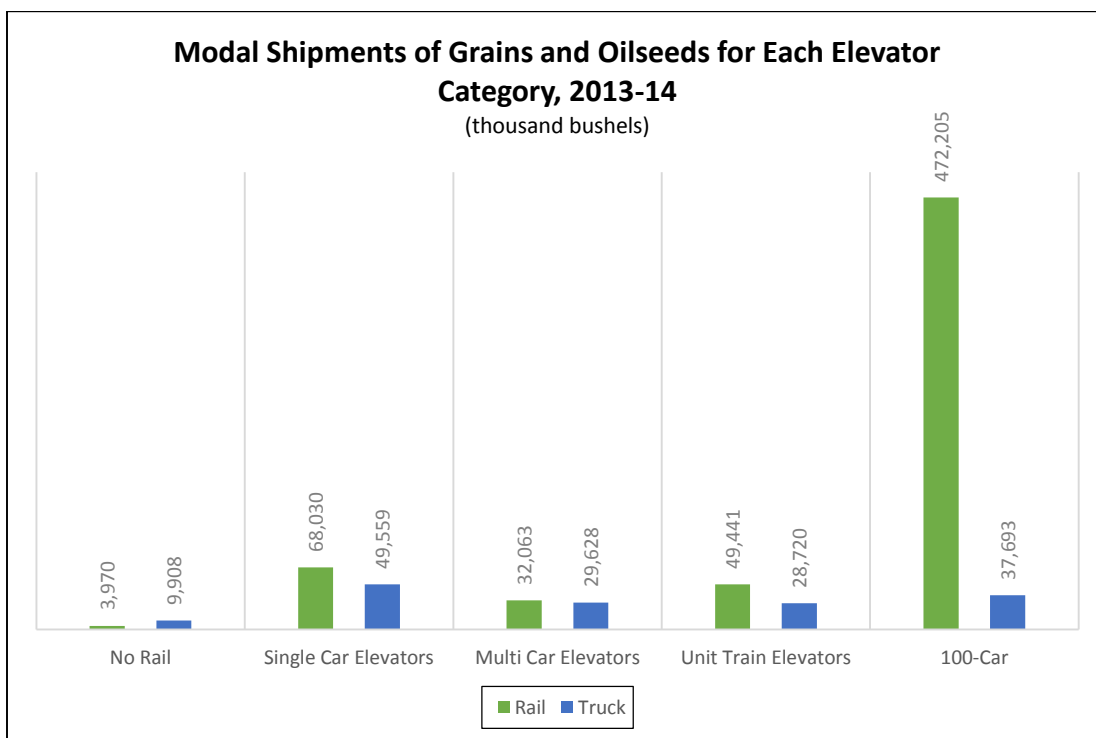
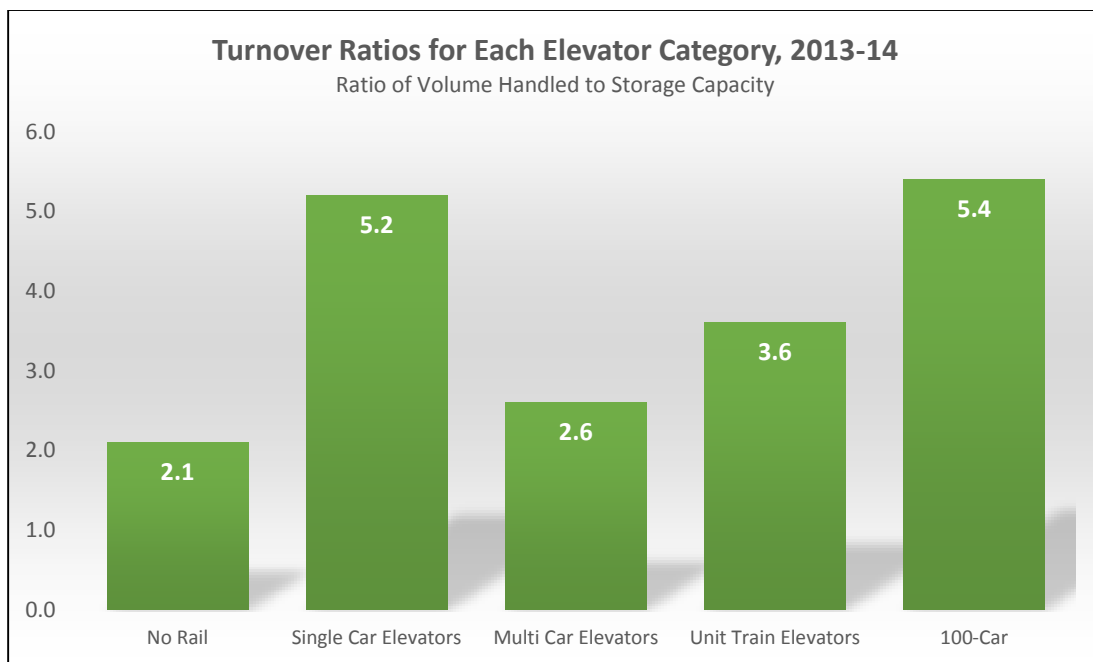


NORTH DAKOTA CROP REPORTING DISTRICTS



ELEVATORS IN EACH CRD, 2013-14



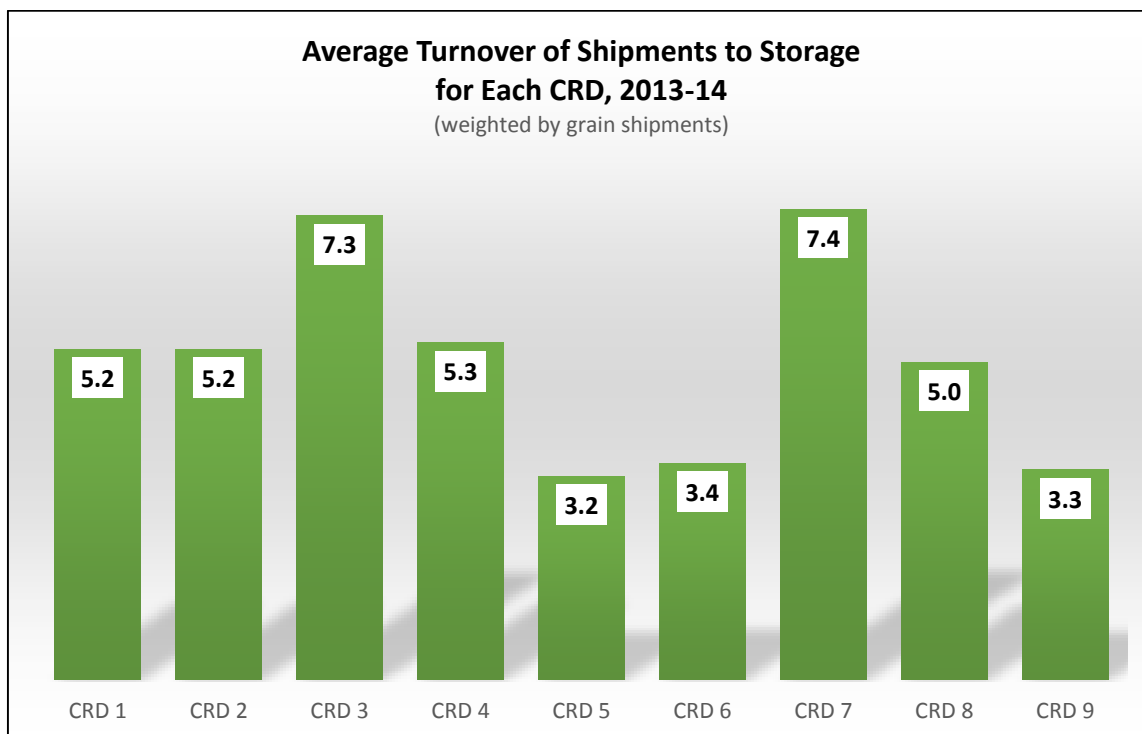


**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2013-14**

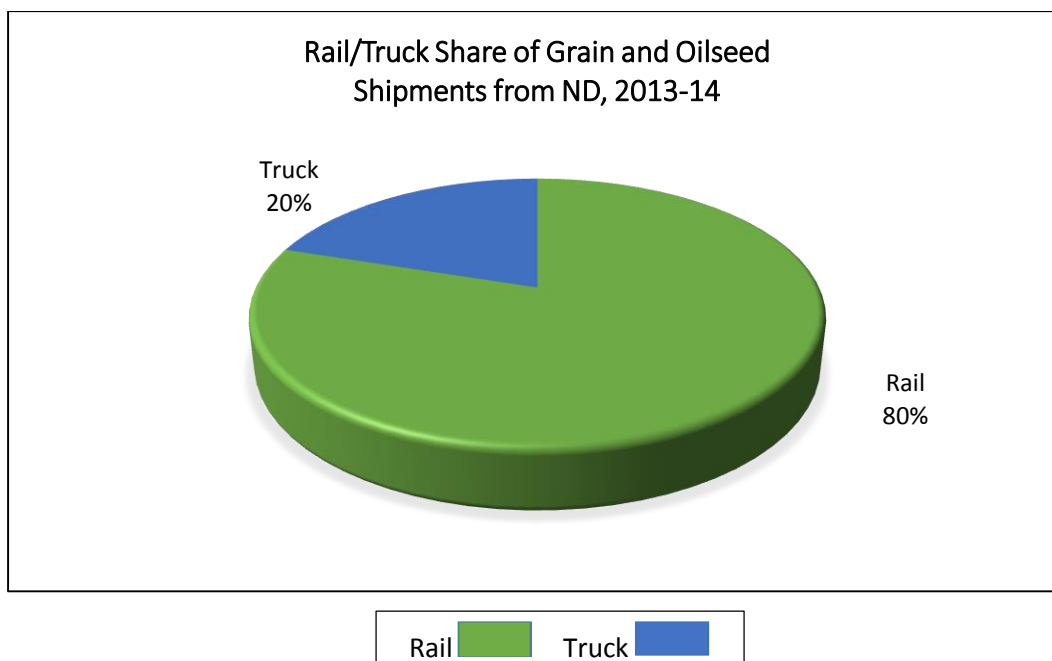
CRD	# Elev	Storage Capacity	Total Transshipped ^a	Total Shipments ^b	Average Turnover
1	27	25,756,000	10,606,858	87,999,102	5.2
2	24	19,052,000	5,790,485	43,127,355	5.2
3	78	59,646,720	15,970,834	156,847,018	7.3
4	11	8,538,016	3,229,558	31,398,155	5.3
5	33	43,816,828	8,458,477	89,005,149	3.2
6	49	89,757,600	13,428,667	150,663,748	3.4
7	16	11,583,200	399,441	54,779,179	7.4
8	14	10,550,000	1,596,033	32,687,745	5.0
9	39	60,790,000	1,948,954	134,709,036	3.3
All	291	329,490,364	61,429,307	781,216,487	5.0

^a Bushels transshipped to other ND elevators.

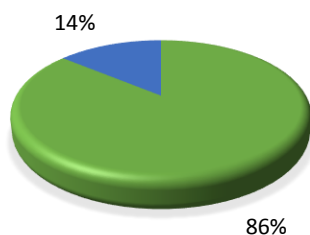
^b Bushels shipped to processors and various export points.



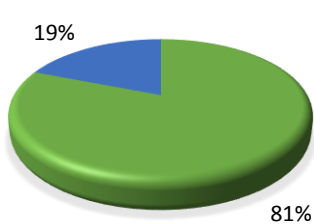
Modal Share of Grain and Oilseed Shipments from Each CRD, 2013-14



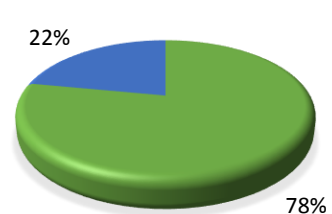
CRD1



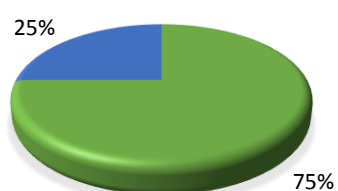
CRD2



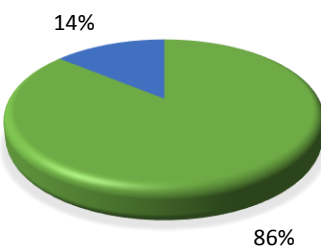
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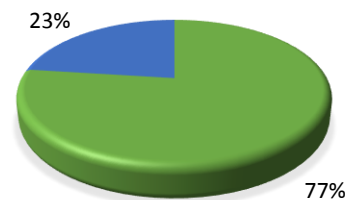
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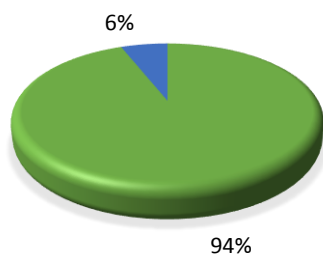
CRD5



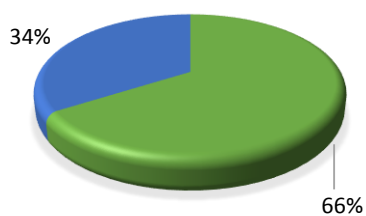
CRD6



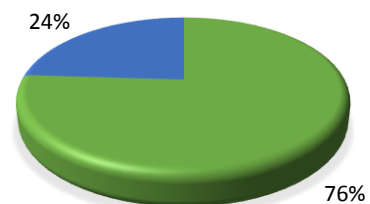
CRD7



CRD8



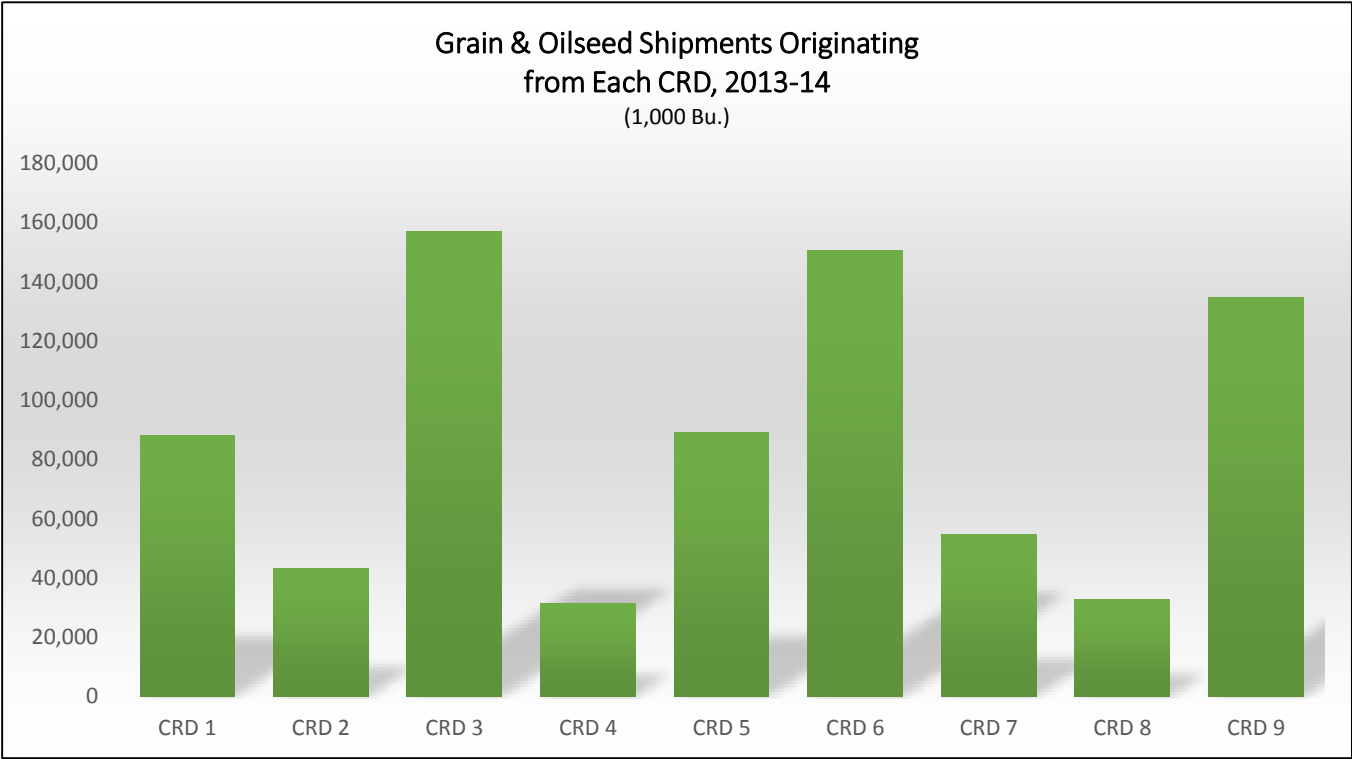
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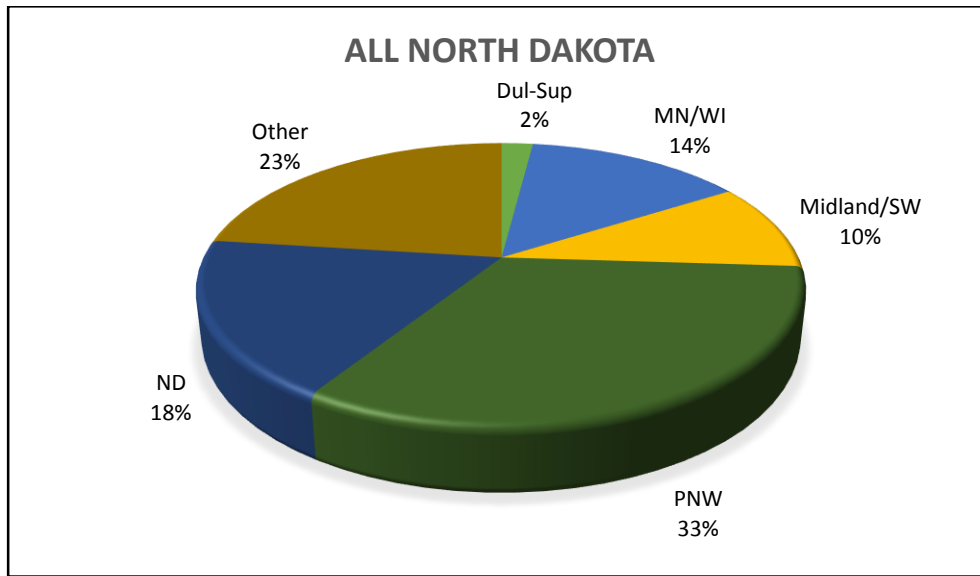


DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

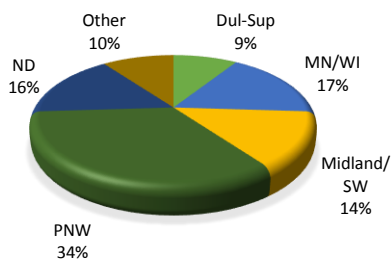
ALL GRAIN AND OILSEED SHIPMENTS



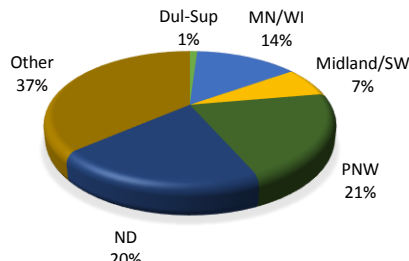
Destinations for Grain & Oilseed Shipments, 2013-14 Crop Reporting District



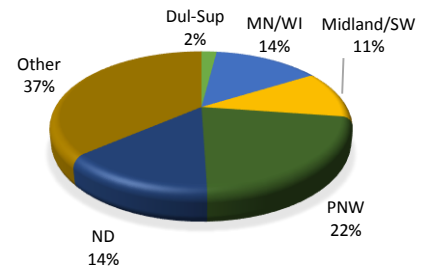
CRD1



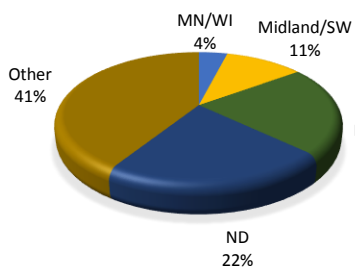
CRD2



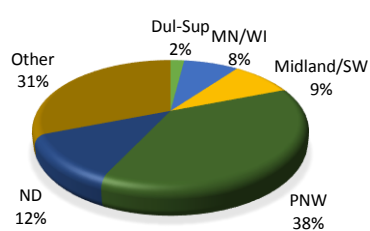
CRD3



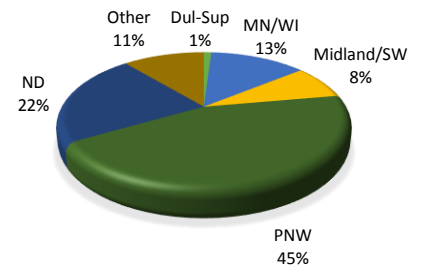
CRD4



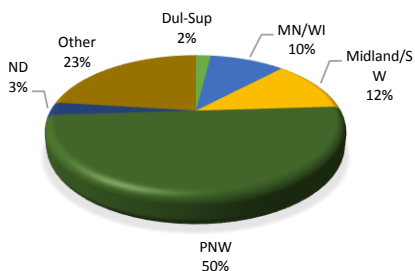
CRD5



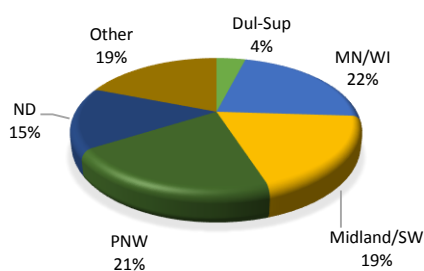
CRD6



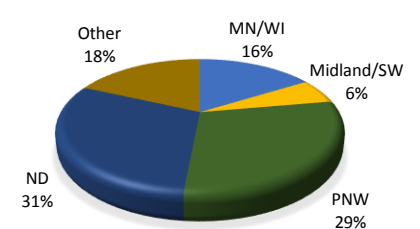
CRD7



CRD8

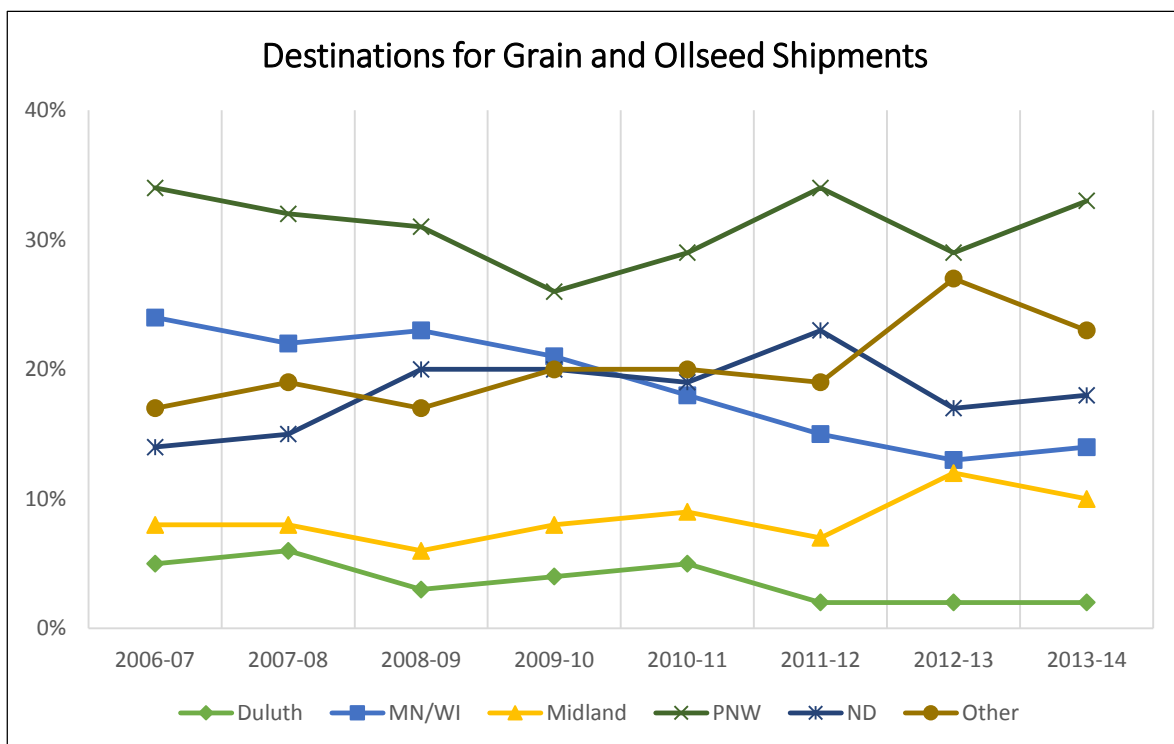


CRD9



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

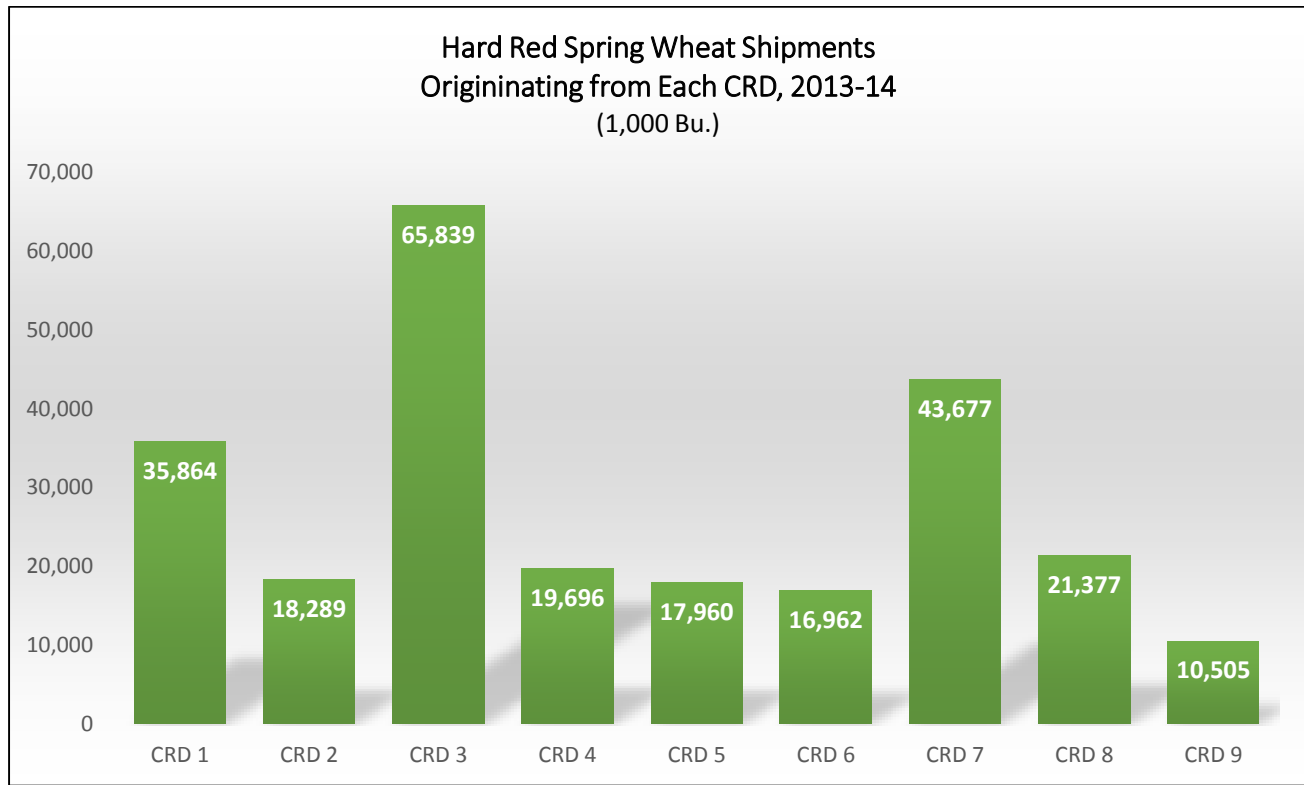
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2007-08	42,339 6%	163,483 22%	60,977 8%	241,577 32%	116,783 15%	759,132
2008-09	16,608 3%	149,794 23%	41,526 6%	203,054 31%	131,806 20%	651,345
2009-10	33,486 4%	159,539 21%	62,757 8%	200,436 26%	155,917 20%	763,289
2010-11	44,953 5%	152,972 18%	81,345 9%	249,026 29%	165,731 19%	865,431
2011-12	13,910 2%	95,113 15%	41,259 7%	211,609 34%	140,187 23%	622,330
2012-13	15,259 2%	116,369 13%	100,986 12%	246,965 29%	150,882 17%	865,931
2013-14	16,484 2%	106,236 14%	78,197 10%	254,995 33%	143,327 18%	781,216



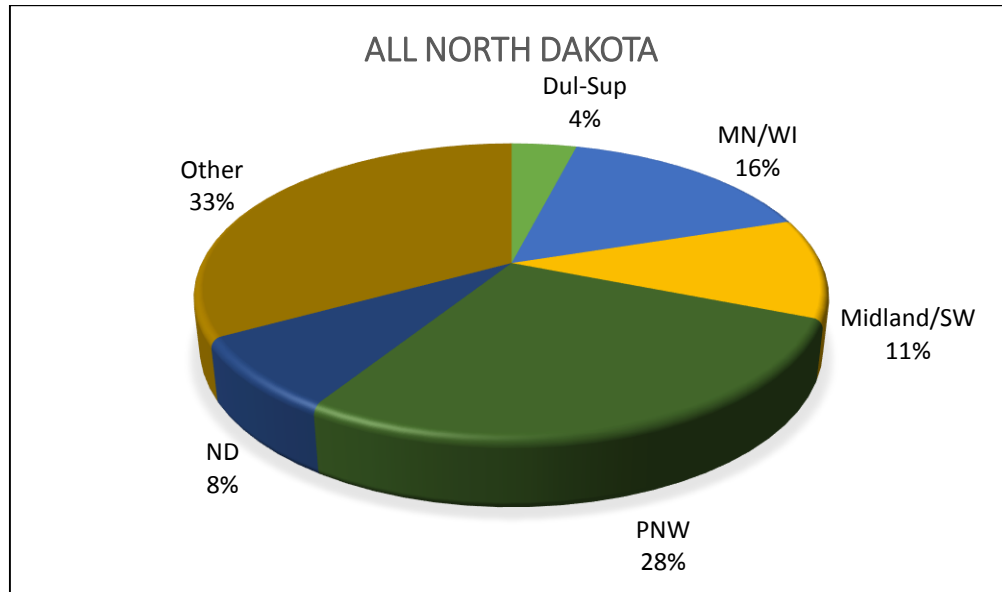
Destinations for Grain and Oilseed Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	16%	20%	10%	24%	14%	13%	96,419	2007-08	6%	30%	7%	19%	21%	20%	56,003
2008-09	6%	25%	17%	19%	21%	11%	70,041	2008-09	4%	23%	6%	16%	30%	20%	43,796
2009-10	15%	23%	15%	19%	14%	15%	93,306	2009-10	3%	23%	5%	10%	26%	32%	54,521
2010-11	18%	13%	13%	24%	14%	18%	98,911	2010-11	1%	19%	9%	19%	28%	24%	61,845
2011-12	9%	15%	17%	24%	21%	15%	48,832	2011-12	1%	18%	4%	27%	22%	28%	33,981
2012-13	7%	17%	13%	31%	18%	14%	94,274	2012-13	1%	16%	4%	16%	26%	37%	53,654
2013-14	9%	17%	14%	34%	16%	10%	87,999	2013-14	1%	14%	7%	21%	20%	36%	43,127
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	5%	24%	7%	18%	17%	32%	155,866	2007-08	3%	25%	14%	5%	30%	24%	32,427
2008-09	2%	26%	5%	17%	18%	32%	138,404	2008-09	2%	22%	9%	8%	36%	24%	24,489
2009-10	5%	17%	8%	19%	18%	31%	144,186	2009-10	0%	28%	11%	9%	25%	26%	38,435
2010-11	8%	19%	10%	20%	16%	27%	185,083	2010-11	0%	23%	10%	10%	26%	30%	37,945
2011-12	4%	19%	7%	24%	17%	30%	148,429	2011-12	1%	15%	20%	8%	25%	32%	23,426
2012-13	2%	15%	17%	22%	14%	32%	166,737	2012-13	0%	6%	13%	24%	18%	39%	30,874
2013-14	2%	14%	11%	22%	14%	36%	156,847	2013-14	0%	4%	11%	22%	22%	41%	31,398
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	3%	29%	4%	27%	19%	18%	83,564	2007-08	4%	16%	5%	55%	11%	9%	149,859
2008-09	3%	27%	7%	22%	22%	19%	69,168	2008-09	2%	18%	5%	53%	15%	6%	142,770
2009-10	2%	25%	4%	23%	22%	24%	81,038	2009-10	2%	17%	9%	45%	20%	8%	140,149
2010-11	3%	17%	5%	28%	17%	30%	101,974	2010-11	1%	15%	13%	45%	18%	8%	165,825
2011-12	2%	7%	2%	42%	19%	28%	82,246	2011-12	1%	18%	4%	52%	20%	5%	128,400
2012-13	2%	8%	8%	31%	11%	40%	115,238	2012-13	1%	13%	12%	41%	16%	17%	177,147
2013-14	2%	8%	9%	38%	12%	31%	89,005	2013-14	1%	13%	8%	44%	22%	11%	150,664
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	14%	18%	22%	33%	2%	12%	42,556	2007-08	1%	65%	8%	1%	21%	4%	14,765
2008-09	18%	38%	10%	4%	4%	25%	13,651	2008-09	0%	56%	12%	0%	31%	0%	7,443
2009-10	9%	20%	15%	29%	3%	24%	50,062	2009-10	1%	62%	13%	0%	22%	3%	18,411
2010-11	11%	23%	8%	29%	3%	25%	49,187	2010-11	0%	54%	18%	0%	25%	3%	20,344
2011-12	4%	15%	11%	39%	8%	23%	30,591	2011-12	1%	30%	23%	1%	26%	19%	17,222
2012-13	5%	18%	15%	31%	4%	28%	46,563	2012-13	1%	31%	15%	5%	29%	18%	20,611
2013-14	2%	10%	12%	50%	3%	23%	54,779	2013-14	4%	22%	19%	21%	15%	19%	32,688
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2007-08	1%	14%	4%	47%	15%	20%	127,674								
2008-09	0%	19%	2%	46%	21%	12%	141,583								
2009-10	0%	17%	3%	35%	29%	15%	140,181								
2010-11	0%	14%	5%	37%	30%	14%	144,318								
2011-12	0%	11%	2%	37%	40%	10%	109,202								
2012-13	0%	12%	9%	26%	26%	28%	160,833								
2013-14	0%	16%	6%	29%	30%	18%	134,709								

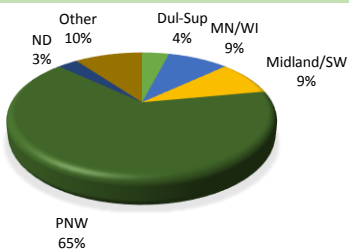
HARD RED SPRING WHEAT SHIPMENTS



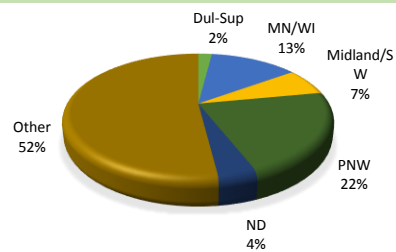
Destinations for Hard Red Spring Wheat Shipments, 2013-14 Crop Reporting District



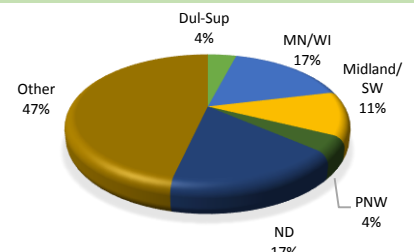
CRD1



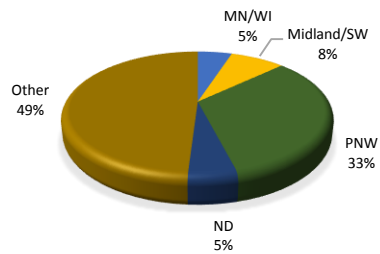
CRD2



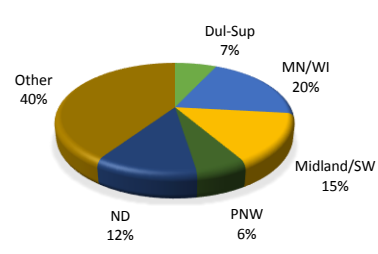
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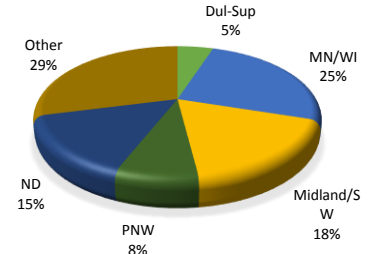
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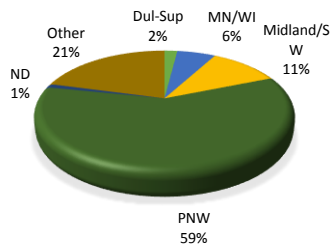
CRD5



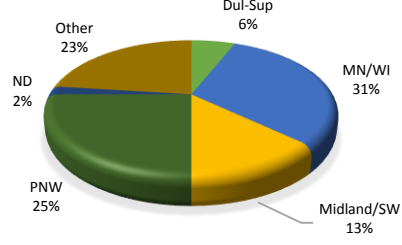
CRD6



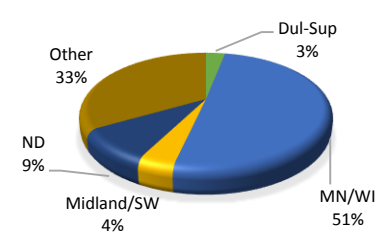
CRD7



CRD8

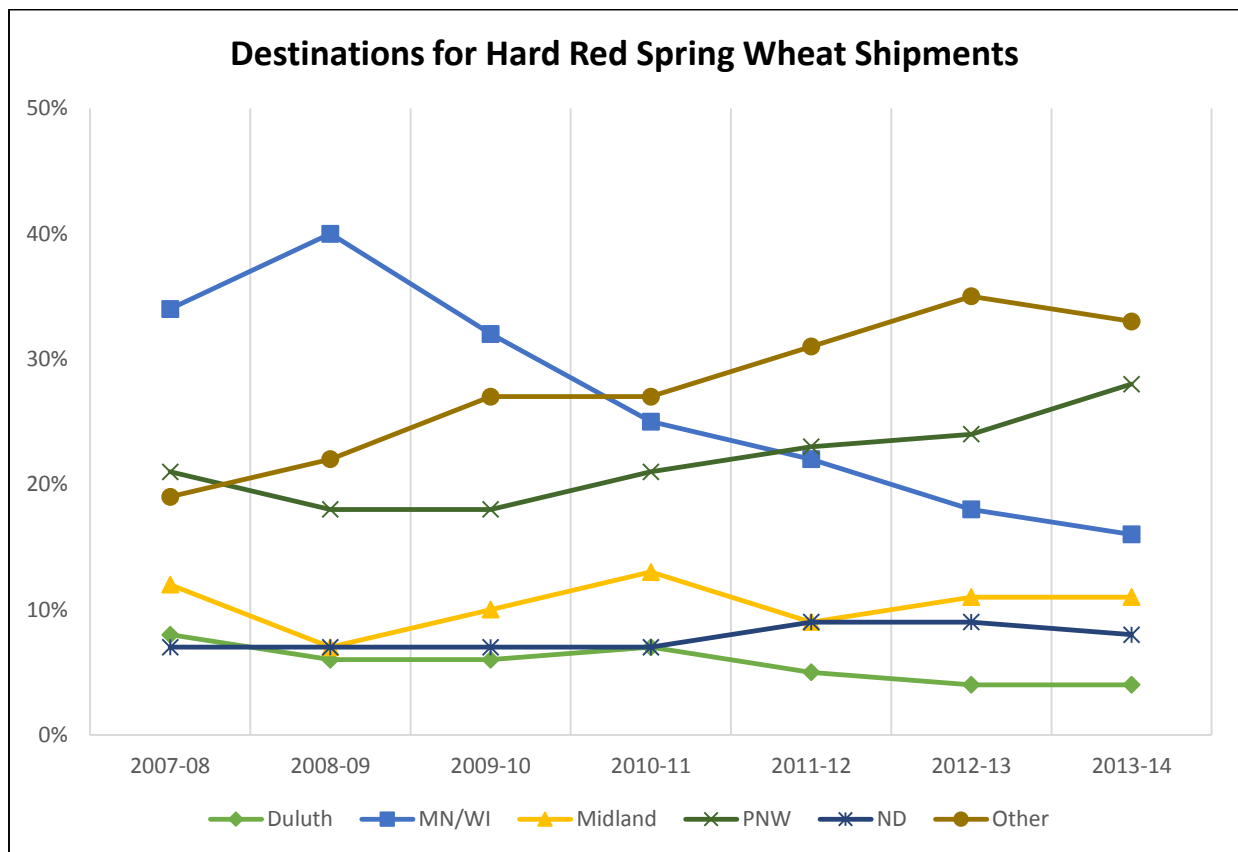


CRD9



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

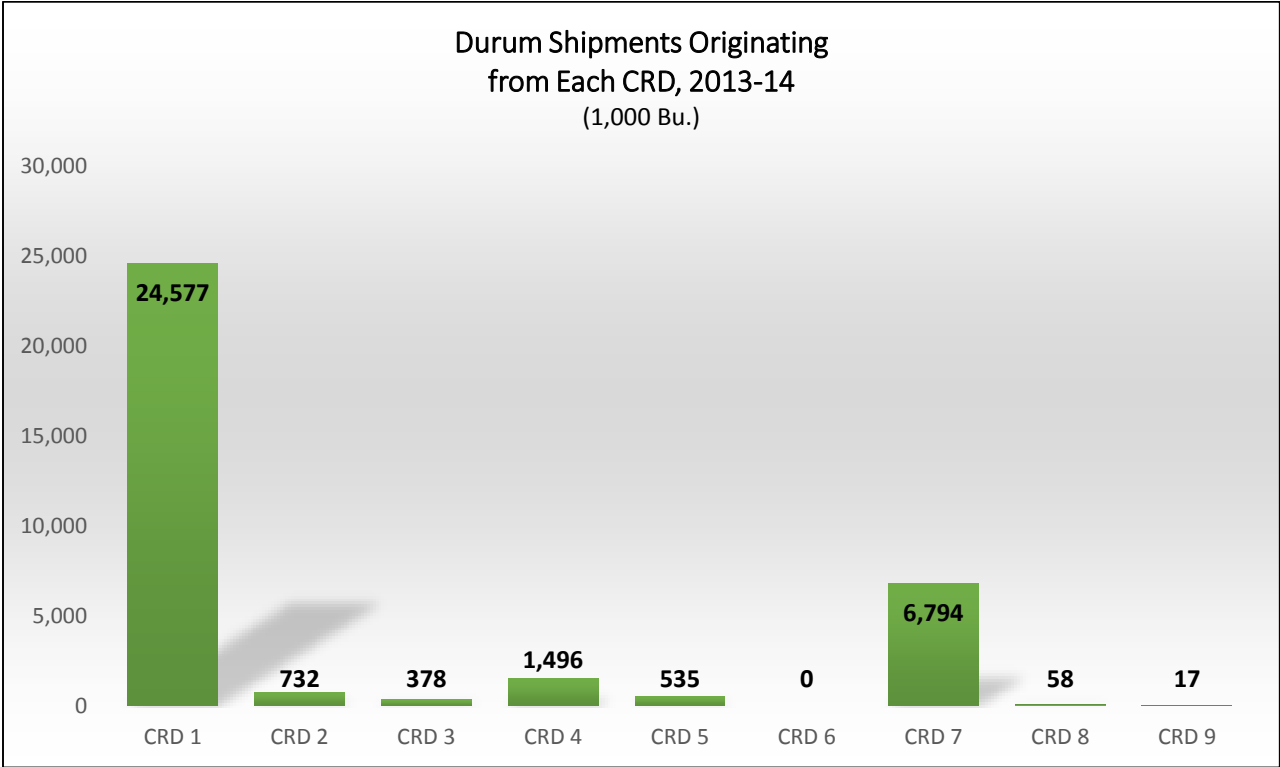
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2007-08	20,640	88,719	30,756	56,645	17,532	196,760
	8%	34%	12%	21%	7%	
2008-09	11,312	77,674	14,448	33,829	13,564	192,735
	6%	40%	7%	18%	7%	
2009-10	17,269	85,204	25,518	47,571	19,619	266,271
	6%	32%	10%	18%	7%	
2010-11	23,661	81,778	41,956	68,089	23,702	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%	



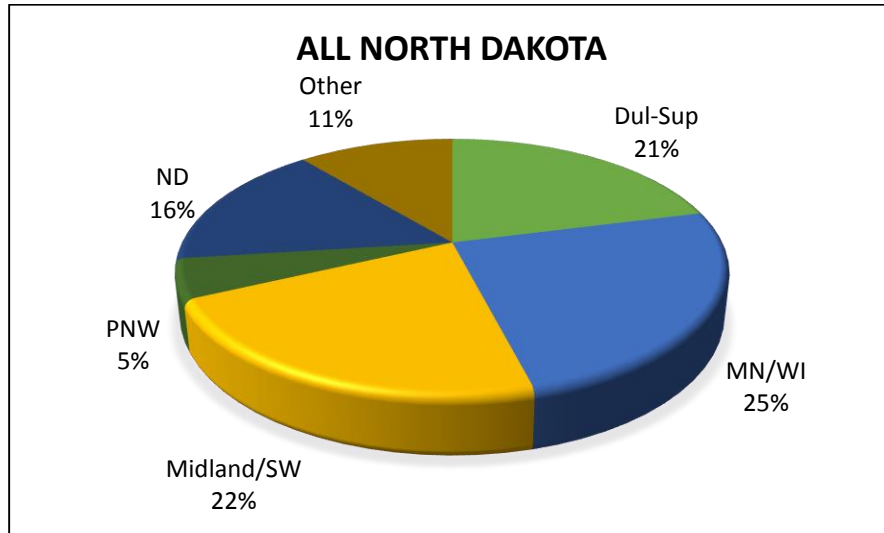
Destinations for Hard Red Spring Wheat Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	1%	18%	4%	62%	4%	10%	27,135	2007-08	10%	34%	13%	21%	3%	19%	28,203
2008-09	1%	31%	8%	50%	6%	4%	19,164	2008-09	5%	29%	12%	28%	3%	23%	18,905
2009-10	4%	29%	10%	36%	6%	16%	34,472	2009-10	7%	25%	7%	9%	3%	49%	25,272
2010-11	5%	16%	8%	46%	4%	20%	35,053	2010-11	1%	20%	17%	24%	3%	35%	27,521
2011-12	7%	12%	5%	58%	4%	15%	16,048	2011-12	3%	13%	5%	33%	5%	40%	12,402
2012-13	3%	11%	6%	62%	2%	16%	36,831	2012-13	2%	20%	1%	16%	4%	57%	19,431
2013-14	4%	9%	9%	65%	3%	10%	35,864	2013-14	2%	13%	7%	22%	4%	52%	18,289
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	9%	36%	9%	10%	12%	24%	75,259	2007-08	5%	28%	19%	7%	6%	35%	18,021
2008-09	5%	38%	3%	9%	12%	33%	65,227	2008-09	3%	30%	7%	14%	9%	36%	12,186
2009-10	10%	24%	8%	13%	15%	31%	66,503	2009-10	0%	29%	11%	13%	10%	38%	22,381
2010-11	14%	23%	11%	12%	12%	28%	102,337	2010-11	0%	22%	11%	16%	10%	42%	20,721
2011-12	8%	25%	7%	12%	14%	32%	72,528	2011-12	0%	16%	19%	12%	7%	46%	12,822
2012-13	4%	19%	14%	10%	19%	35%	63,935	2012-13	0%	8%	11%	34%	2%	45%	18,635
2013-14	4%	17%	11%	4%	17%	46%	65,839	2013-14	0%	5%	8%	33%	5%	49%	19,696
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	7%	55%	7%	5%	10%	16%	28,867	2007-08	15%	16%	11%	37%	6%	15%	26,023
2008-09	9%	53%	9%	3%	6%	19%	22,552	2008-09	10%	23%	16%	42%	4%	5%	22,884
2009-10	7%	48%	7%	5%	7%	27%	26,899	2009-10	12%	23%	16%	32%	6%	11%	20,945
2010-11	5%	29%	10%	9%	7%	40%	38,865	2010-11	4%	14%	30%	32%	9%	11%	35,101
2011-12	8%	13%	5%	17%	8%	49%	17,733	2011-12	4%	23%	14%	32%	9%	18%	17,579
2012-13	10%	25%	8%	9%	12%	36%	17,535	2012-13	5%	15%	12%	9%	14%	46%	18,984
2013-14	7%	20%	15%	6%	12%	41%	17,960	2013-14	5%	25%	18%	8%	15%	29%	16,962
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	10%	12%	26%	40%	0%	12%	32,956	2007-08	1%	84%	8%	1%	5%	2%	10,983
2008-09	24%	41%	8%	4%	1%	22%	9,734	2008-09	0%	84%	10%	0%	7%	0%	4,423
2009-10	8%	17%	15%	33%	2%	25%	39,404	2009-10	1%	84%	9%	1%	2%	3%	12,809
2010-11	10%	18%	9%	37%	1%	24%	36,102	2010-11	0%	81%	13%	0%	3%	3%	12,682
2011-12	1%	13%	13%	50%	1%	21%	22,351	2011-12	1%	55%	21%	2%	9%	13%	8,693
2012-13	4%	16%	15%	36%	0%	29%	37,521	2012-13	2%	41%	12%	10%	6%	29%	9,599
2013-14	2%	5%	11%	60%	1%	21%	43,677	2013-14	6%	31%	13%	25%	2%	23%	21,377
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2007-08	5%	57%	12%	2%	2%	22%	16,018								
2008-09	0%	70%	4%	5%	1%	19%	17,659								
2009-10	1%	64%	4%	3%	2%	25%	17,586								
2010-11	2%	48%	9%	7%	3%	31%	19,765								
2011-12	0%	45%	5%	4%	8%	38%	10,004								
2012-13	0%	40%	8%	0%	11%	41%	9,025								
2013-14	3%	50%	4%	0%	9%	33%	10,505								

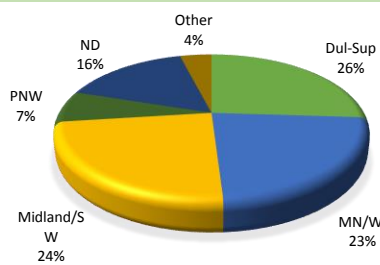
DURUM SHIPMENTS



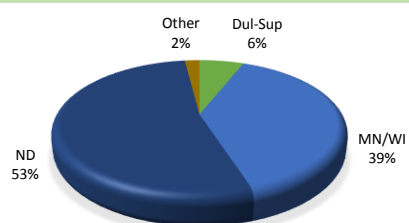
Destinations for Durum Shipments, 2013-14 Crop Reporting District



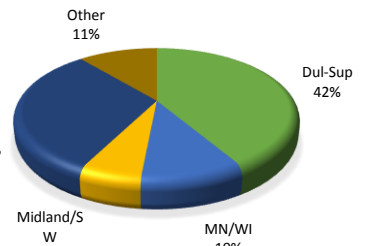
CRD1



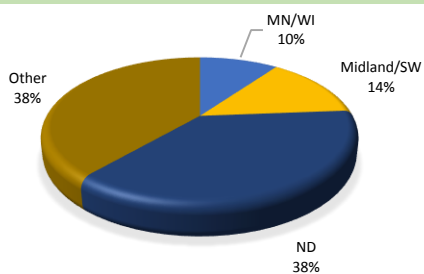
CRD2



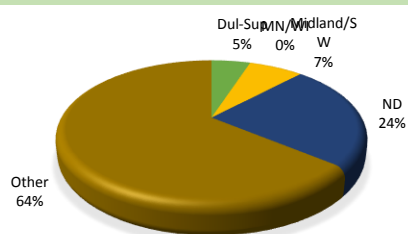
CRD3



CRD4



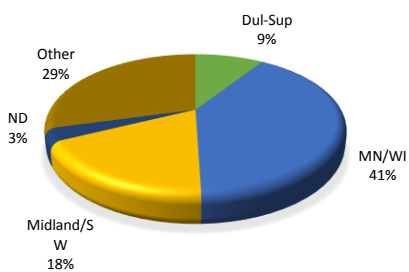
CRD5



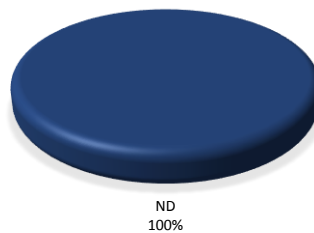
CRD6

No Shipments

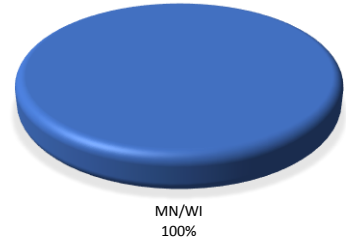
CRD7



CRD8

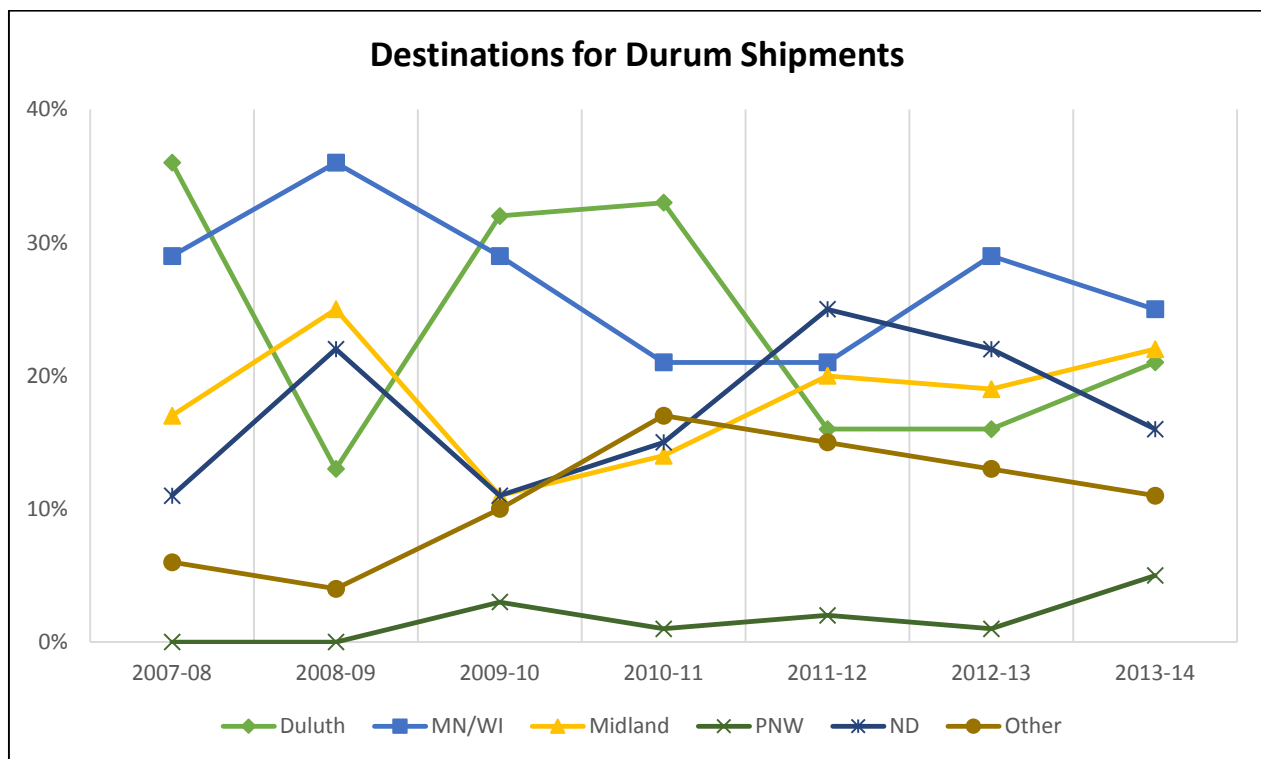


CRD9



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

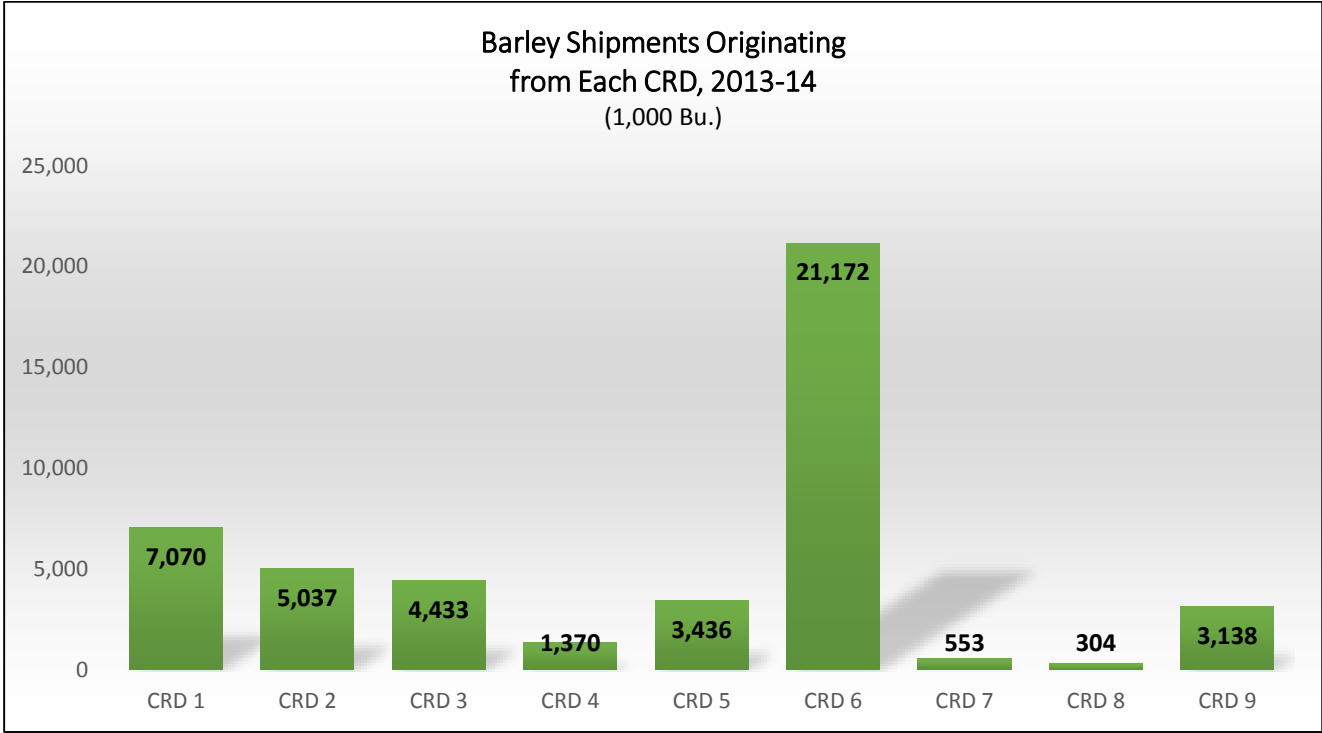
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2007-08	17,024 36%	13,806 29%	8,339 17%	207 0%	5,436 11%	39,376
2008-09	2,879 13%	7,920 36%	5,551 25%	21 0%	4,762 22%	21,911
2009-10	13,535 32%	12,363 29%	6,898 11%	1,087 3%	4,749 11%	42,698
2010-11	17,424 33%	10,874 21%	7,370 14%	591 1%	7,703 15%	52,786
2011-12	3,949 16%	5,172 21%	4,729 20%	404 2%	6,101 25%	24,249
2012-13	6,207 16%	11,123 29%	7,127 19%	287 1%	8,557 22%	38,496
2013-14	7,125 21%	8,812 25%	7,477 22%	1,784 5%	5,530 16%	34,587



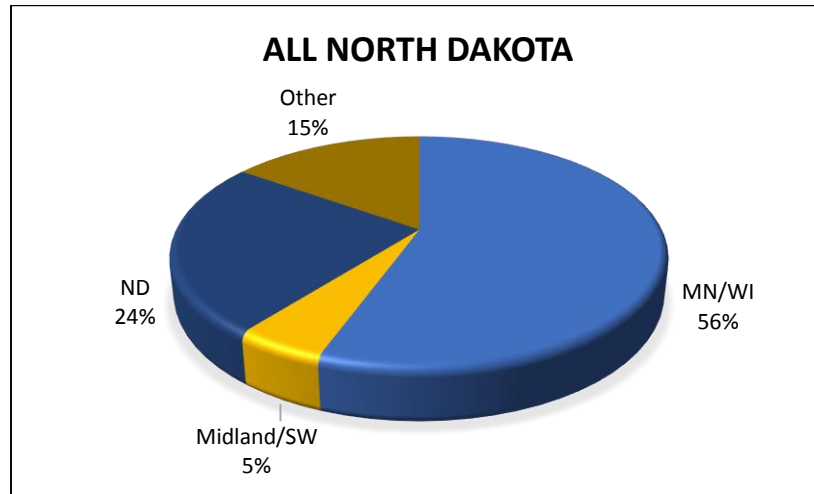
Destinations for Durum Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	40%	23%	20%	0%	11%	5%	33,798	2007-08	5%	35%	0%	0%	25%	33%	1,404
2008-09	16%	34%	26%	0%	21%	3%	16,797	2008-09	1%	28%	4%	0%	66%	1%	584
2009-10	39%	23%	16%	3%	11%	8%	30,675	2009-10	18%	39%	1%	0%	41%	2%	1,116
2010-11	44%	11%	16%	1%	13%	15%	34,073	2010-11	3%	23%	4%	0%	57%	13%	2,400
2011-12	20%	19%	20%	2%	28%	10%	14,862	2011-12	12%	12%	0%	0%	60%	15%	816
2012-13	21%	23%	23%	1%	26%	6%	24,535	2012-13	1%	21%	0%	0%	57%	21%	1,127
2013-14	26%	23%	24%	7%	16%	4%	24,577	2013-14	6%	39%	0%	0%	53%	2%	732
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	16%	17%	0%	0%	20%	46%	887	2007-08	2%	42%	24%	0%	32%	0%	3,450
2008-09	1%	13%	65%	0%	14%	7%	508	2008-09	0%	41%	26%	0%	33%	0%	1,620
2009-10	2%	53%	0%	0%	13%	32%	145	2009-10	4%	51%	23%	1%	20%	1%	3,406
2010-11	10%	29%	0%	5%	20%	36%	975	2010-11	1%	37%	17%	0%	26%	19%	5,084
2011-12	3%	24%	5%	5%	25%	37%	578	2011-12	3%	9%	46%	0%	36%	6%	2,821
2012-13	4%	35%	0%	0%	35%	25%	764	2012-13	2%	0%	28%	0%	20%	50%	2,576
2013-14	41%	10%	6%	0%	31%	11%	378	2013-14	0%	10%	14%	0%	38%	39%	1,496
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	29%	47%	4%	0%	10%	11%	1,215	2007-08	2%	71%	0%	0%	2%	25%	138
2008-09	3%	47%	0%	0%	24%	25%	440	2008-09	0%	0%	0%	0%	0%	0%	0
2009-10	16%	24%	6%	0%	11%	43%	683	2009-10	0%	0%	0%	0%	85%	15%	56
2010-11	28%	14%	21%	0%	6%	31%	1,485	2010-11	0%	0%	0%	0%	0%	0%	0
2011-12	0%	34%	19%	0%	22%	24%	679	2011-12	0%	100%	0%	0%	0%	0%	60
2012-13	8%	7%	13%	0%	29%	43%	1,627	2012-13	0%	100%	0%	0%	0%	0%	2,254
2013-14	5%	0%	7%	0%	24%	64%	535	2013-14	0%	0%	0%	0%	0%	0%	0
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2007-08	41%	44%	9%	1%	0%	4%	6,567	2007-08	0%	100%	0%	0%	0%	0%	85
2008-09	11%	51%	24%	1%	4%	11%	1,781	2008-09	0%	70%	0%	0%	30%	0%	56
2009-10	16%	44%	16%	3%	2%	19%	6,564	2009-10	0%	84%	0%	0%	16%	0%	53
2010-11	20%	49%	7%	2%	4%	17%	8,730	2010-11	16%	84%	0%	0%	0%	0%	30
2011-12	16%	36%	6%	1%	3%	39%	4,409	2011-12	0%	0%	0%	0%	100%	0%	23
2012-13	14%	42%	11%	2%	4%	27%	5,079	2012-13	0%	0%	0%	0%	100%	0%	29
2013-14	9%	40%	18%	0%	3%	29%	6,794	2013-14	0%	0%	0%	0%	100%	0%	58
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2007-08	0%	100%	0%	0%	0%	0%	356								
2008-09	0%	96%	0%	0%	11%	0%	124								
2009-10	0%	0%	0%	0%	0%	0%	0								
2010-11	0%	79%	0%	0%	21%	0%	9								
2011-12	0%	0%	0%	0%	100%	0%	1								
2012-13	0%	97%	0%	0%	0%	3%	505								
2013-14	0%	100%	0%	0%	0%	0%	17								

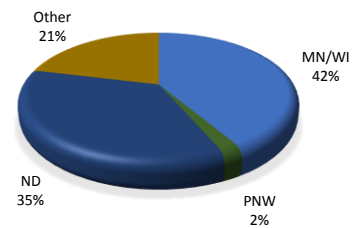
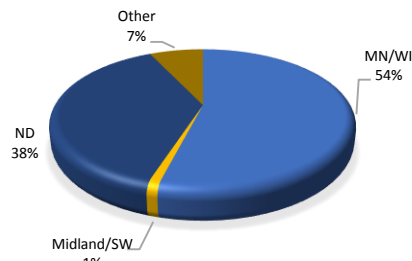
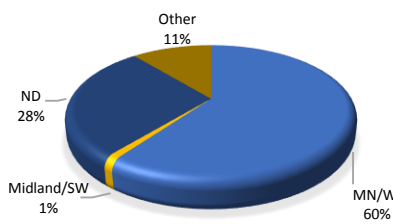
BARLEY SHIPMENTS



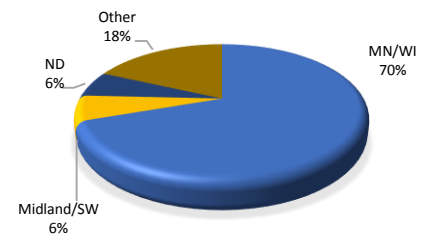
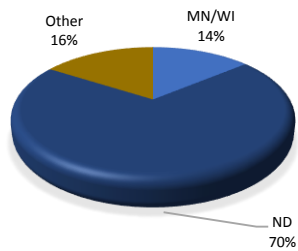
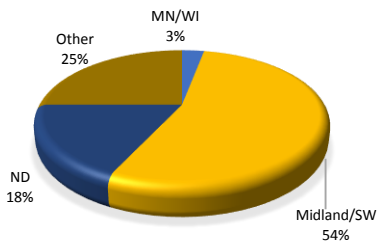
Destinations for Barley Shipments, 2013-14 Crop Reporting District



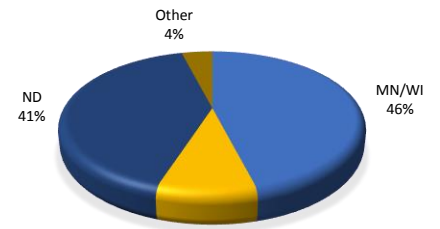
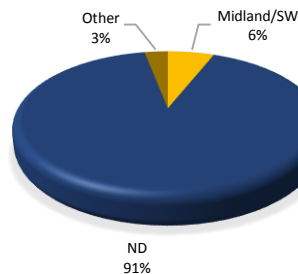
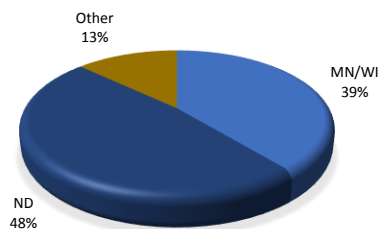
CRD1 CRD2 CRD3



CRD4 CRD5 CRD6

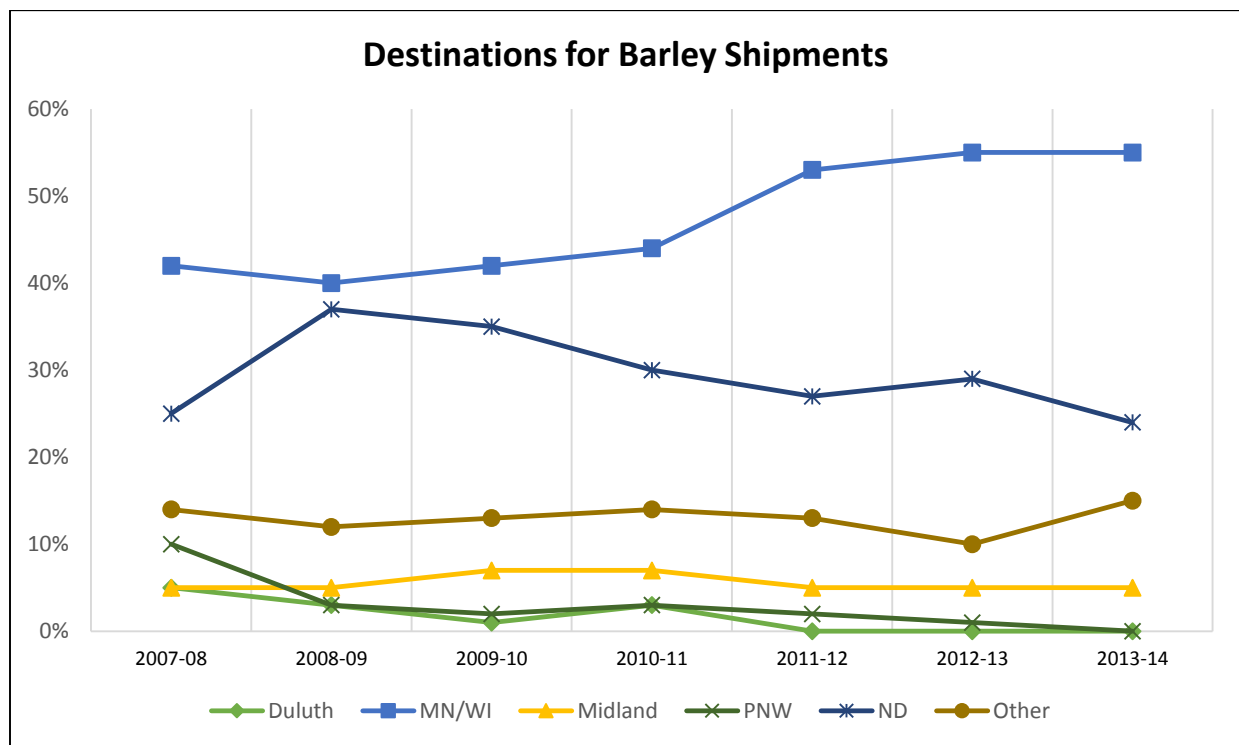


CRD7 CRD8 CRD9

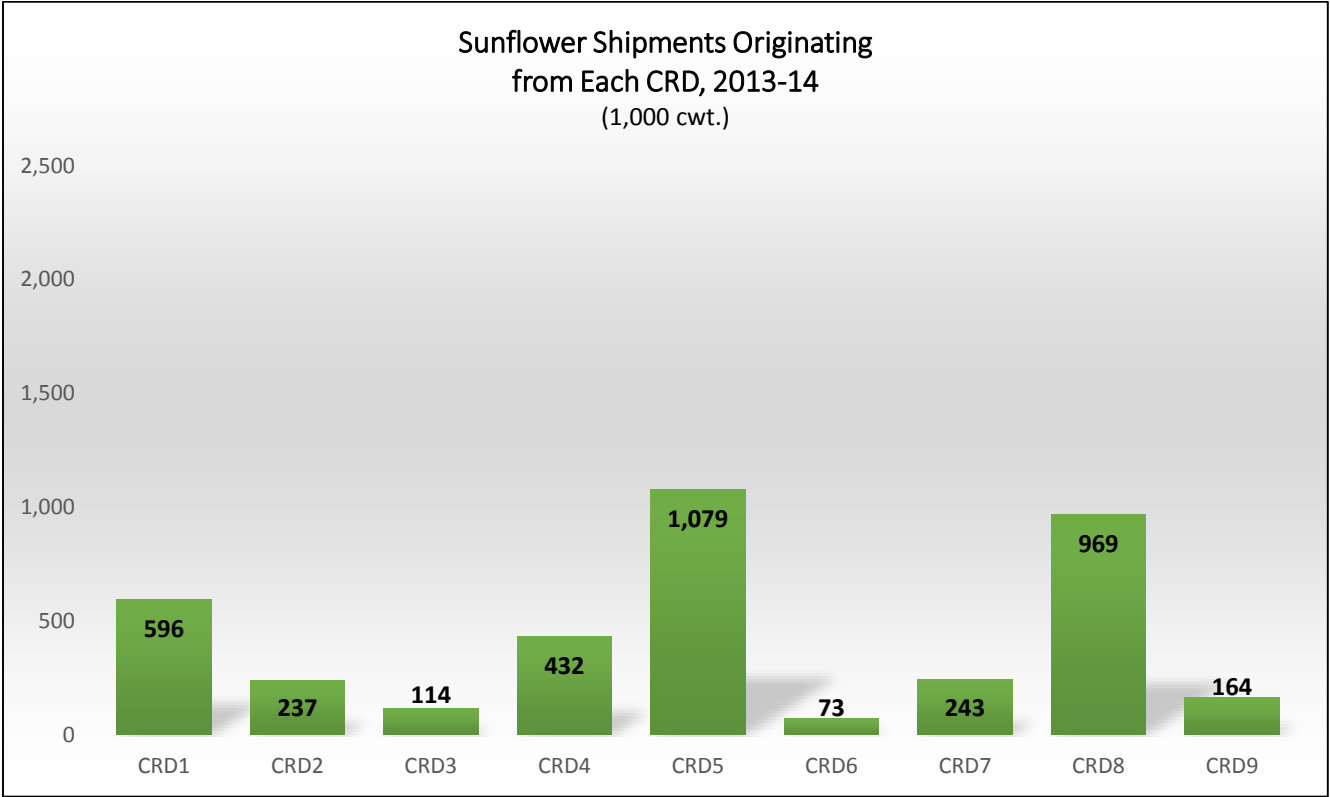


**Trends for Destinations of Barley Shipments from ND
(1,000 Bushels)**

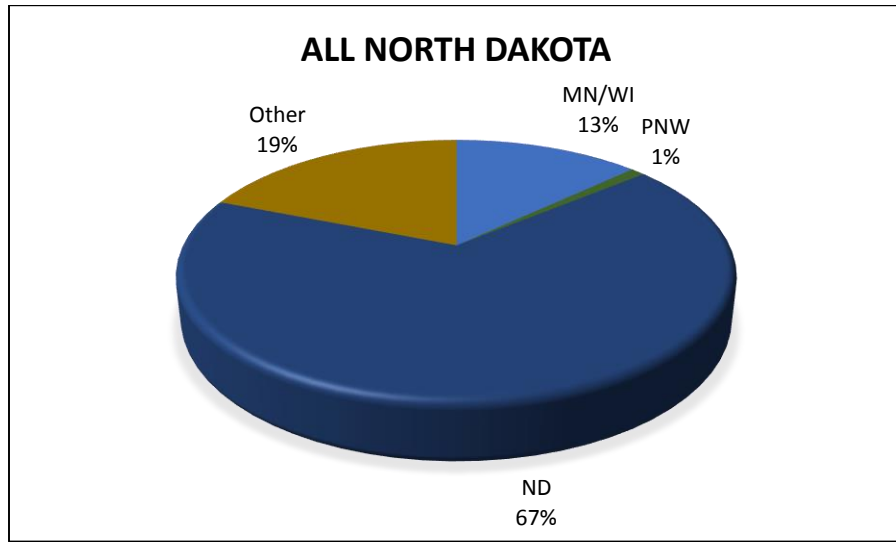
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2007-08	3,164 5%	29,421 42%	3,227 5%	6,606 10%	17,561 25%	42,418
2008-09	1,891 3%	22,855 40%	2,974 5%	1,681 3%	20,892 37%	57,230
2009-10	464 1%	21,464 42%	3,549 7%	1,001 2%	17,544 35%	50,579
2010-11	1,309 3%	21,671 44%	3,289 7%	1,300 3%	14,823 30%	49,237
2011-12	17 0%	21,050 53%	2,067 5%	672 2%	10,641 27%	39,584
2012-13	36 0%	23,575 55%	2,158 5%	315 1%	12,375 29%	42,727
2013-14	12 0%	25,577 55%	2,502 5%	114 0%	11,199 24%	46,514



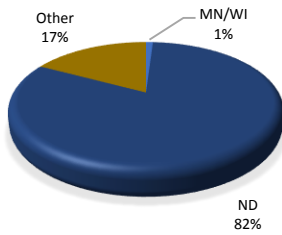
SUNFLOWER SHIPMENTS



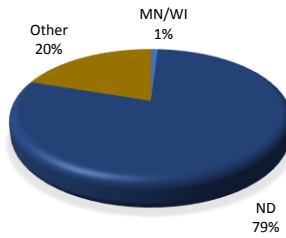
Destinations for Sunflower Shipments, 2013-14 Crop Reporting District



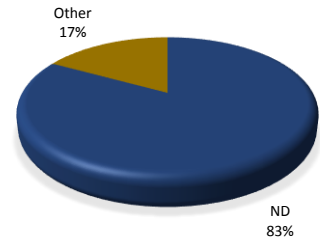
CRD1



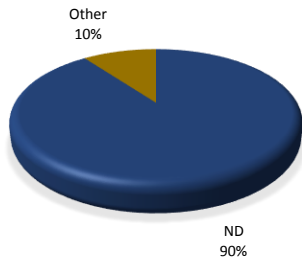
CRD2



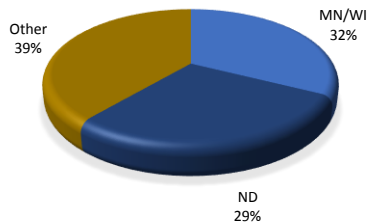
CRD3



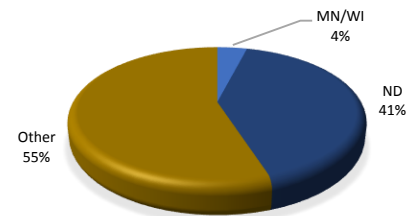
CRD4



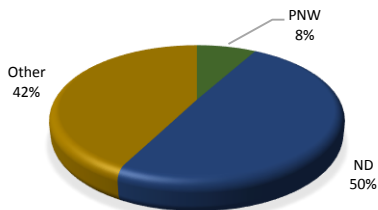
CRD5



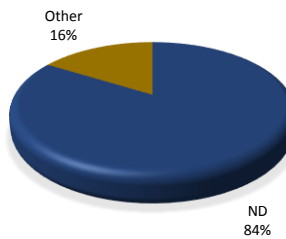
CRD6



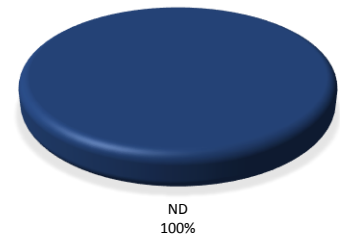
CRD7



CRD8

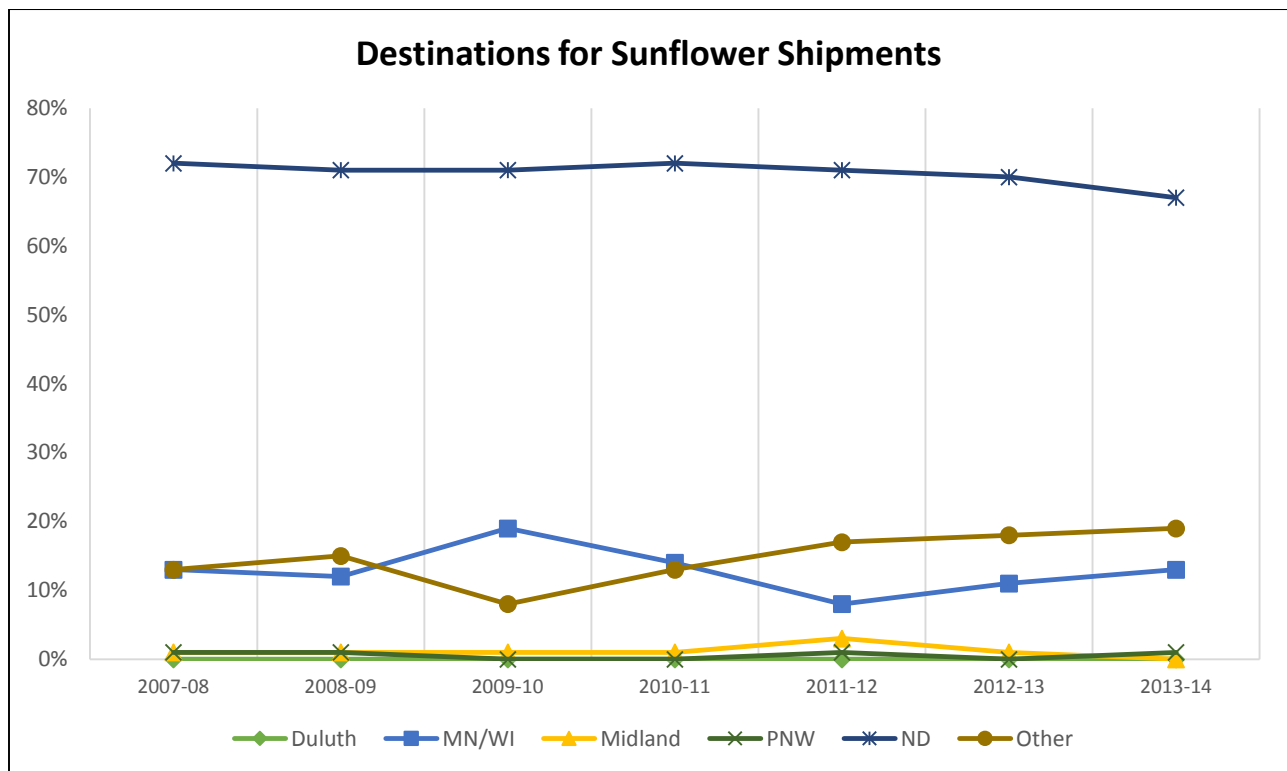


CRD9

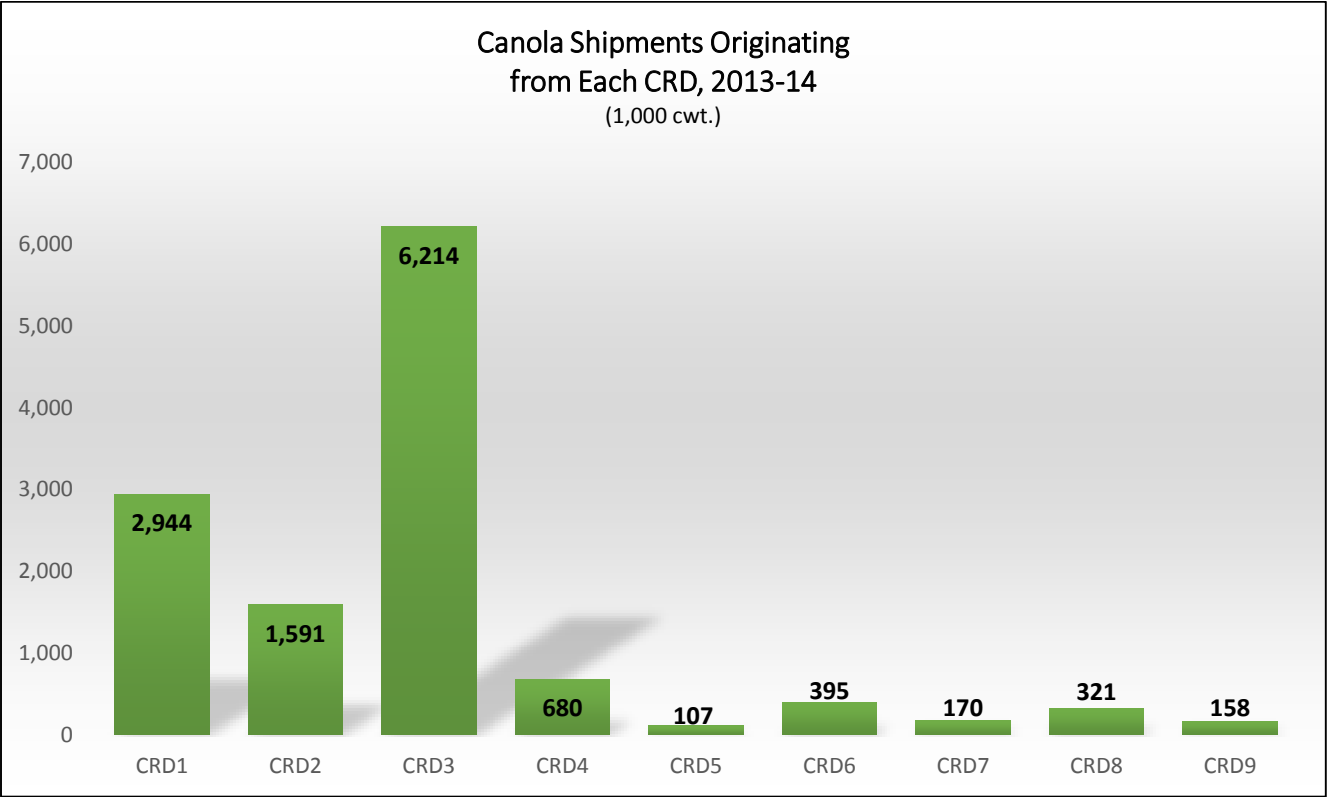


**Trends for Destinations of Sunflower Shipments from ND
(1,000 cwt)**

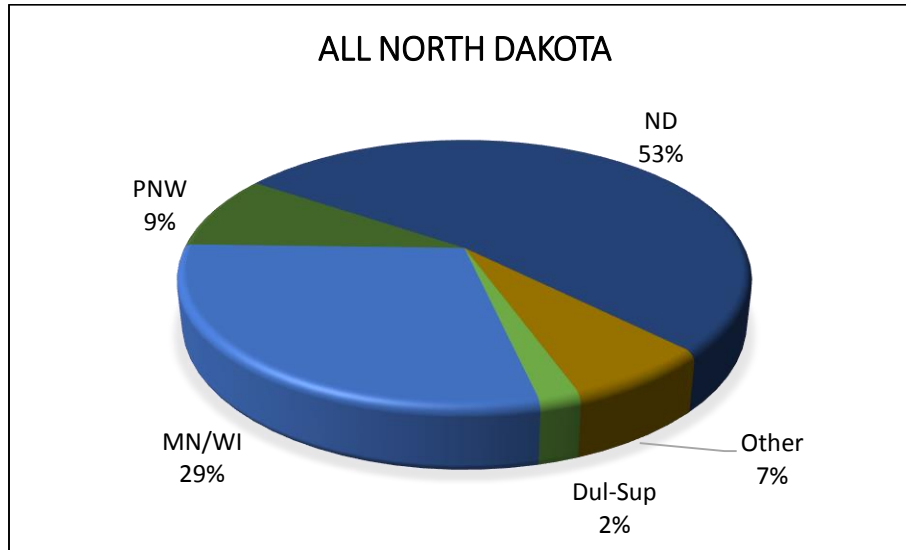
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2007-08	0	929	87	54	5,170	7,187
	0%	13%	1%	1%	72%	
2008-09	1	865	63	62	4,931	6,949
	0%	12%	1%	1%	71%	
2009-10	21	1,571	58	20	5,850	8,208
	0%	19%	1%	0%	71%	
2010-11	0	985	55	30	5,065	7,074
	0%	14%	1%	0%	72%	
2011-12	0	393	130	27	3,267	4,622
	0%	8%	3%	1%	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%	



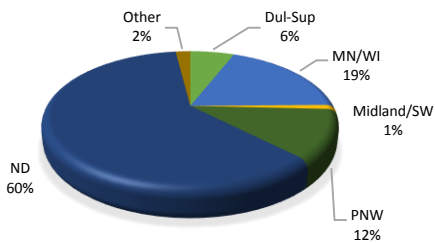
CANOLA SHIPMENTS



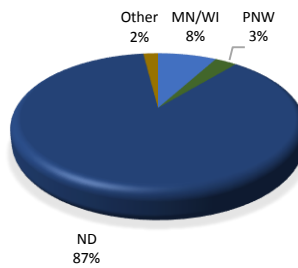
Destinations for Canola Shipments, 2013-14 Crop Reporting District



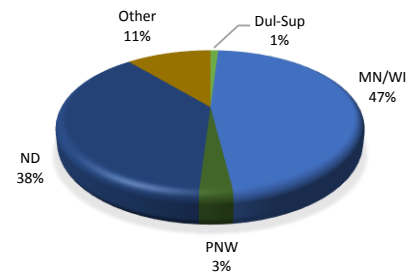
CRD1



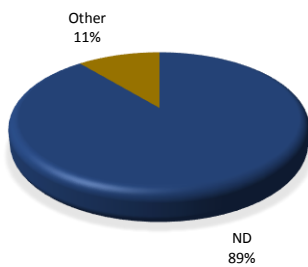
CRD2



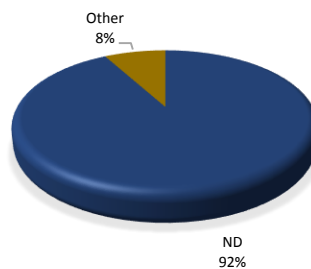
CRD3



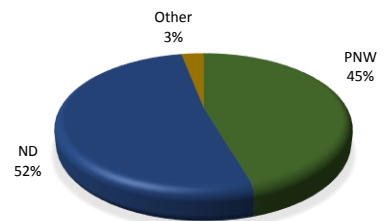
CRD4



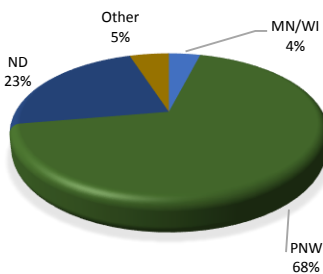
CRD5



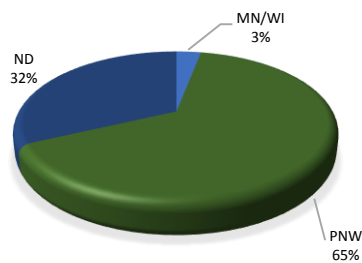
CRD6



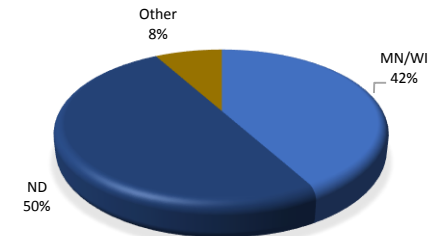
CRD7



CRD8

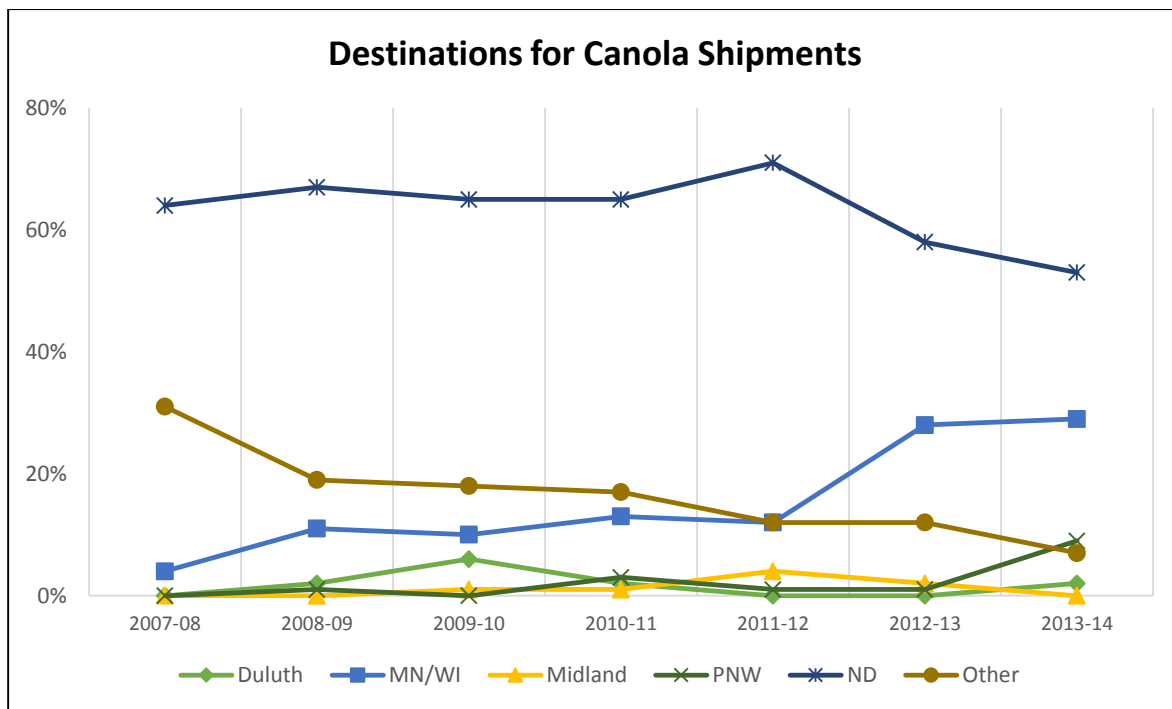


CRD9

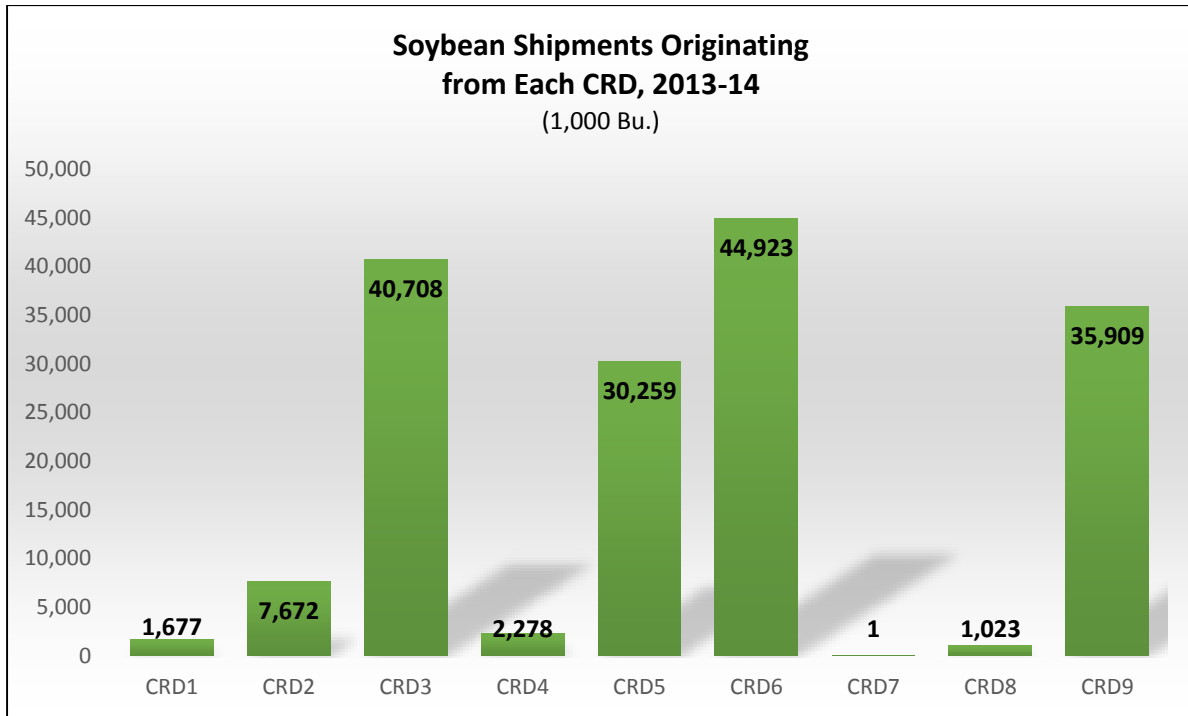


**Trends for Destinations of Canola Shipments from ND
(1,000 cwt)**

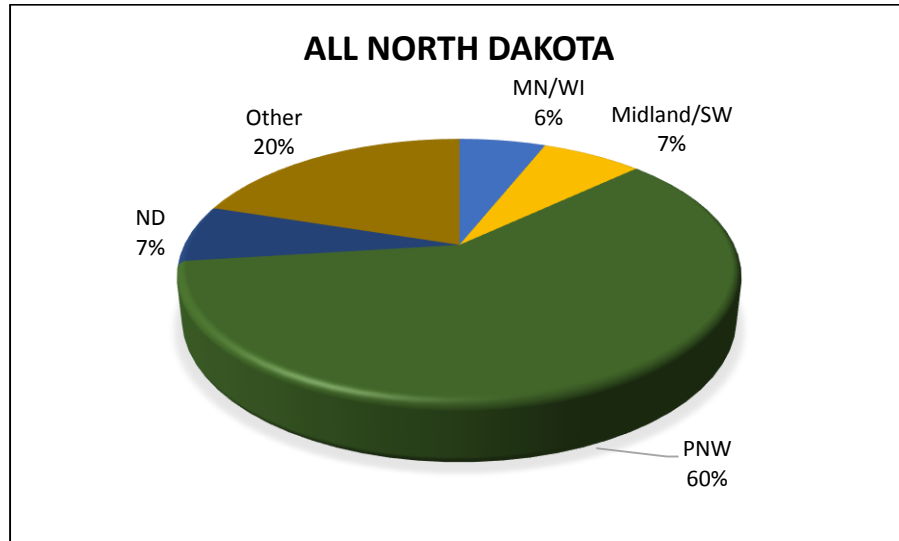
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2007-08	0	397	0	44	5,663	8,894
	0%	4%	0%	0%	64%	
2008-09	174	962	0	61	5,704	8,516
	3%	11%	0%	1%	67%	
2009-10	623	1,049	60	4	6,854	10,532
	6%	10%	1%	0%	65%	
2010-11	275	1,817	1115	397	9,388	14,468
	2%	13%	1%	3%	65%	
2011-12	11	1,282	395	136	7,378	10,439
	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%	



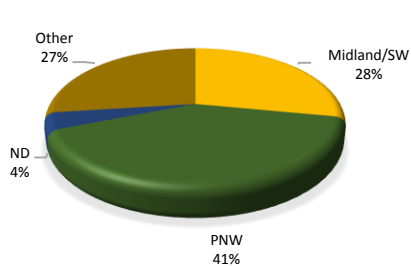
SOYBEAN SHIPMENTS



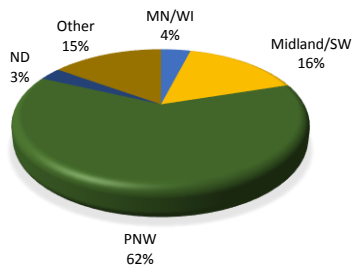
Destinations for Soybean Shipments, 2013-14 Crop Reporting District



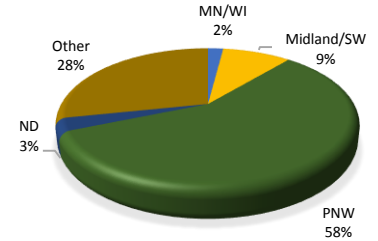
CRD1



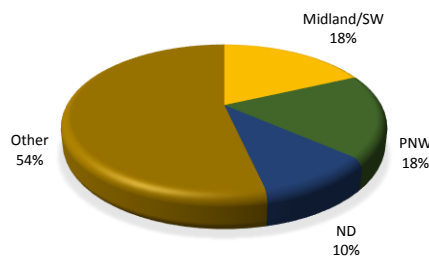
CRD2



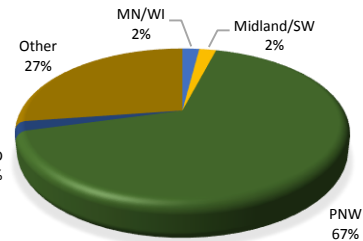
CRD3



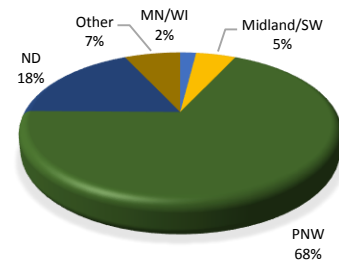
CRD4



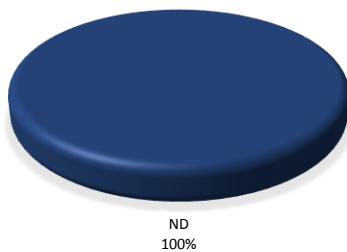
CRD5



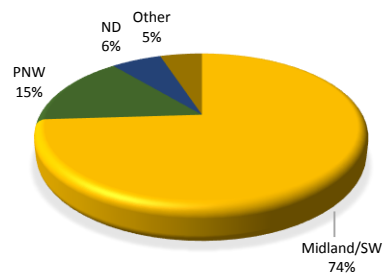
CRD6



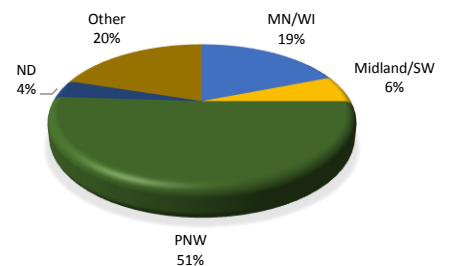
CRD7



CRD8

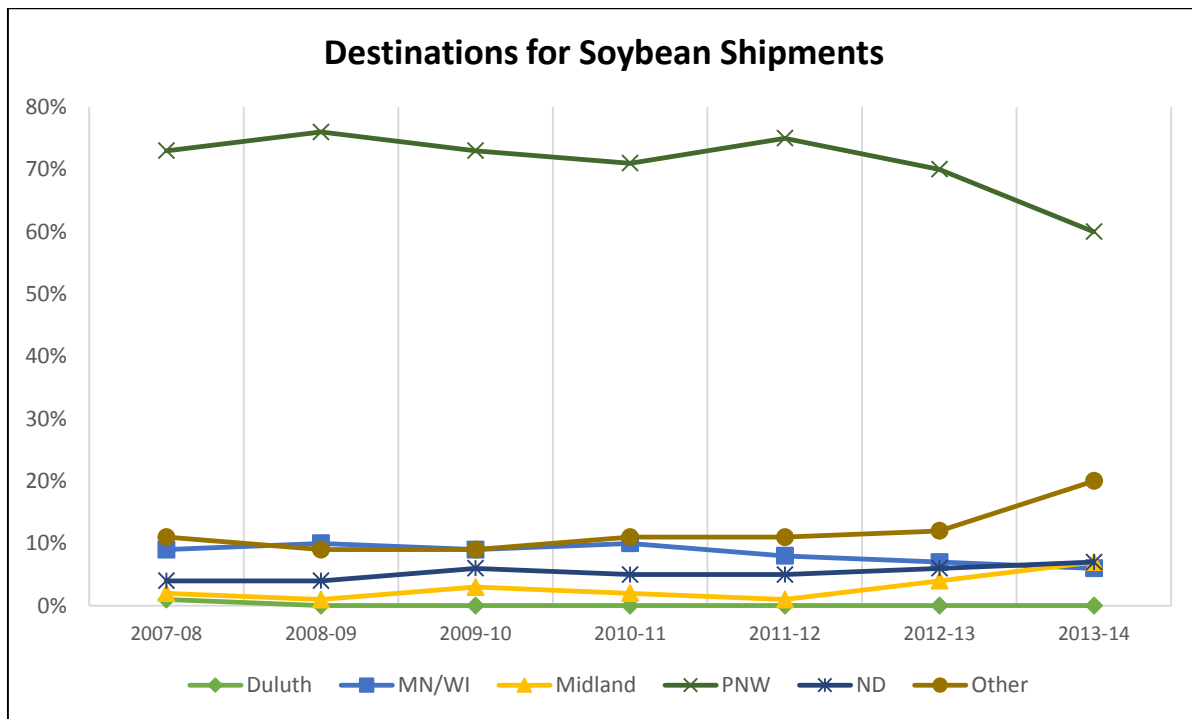


CRD9

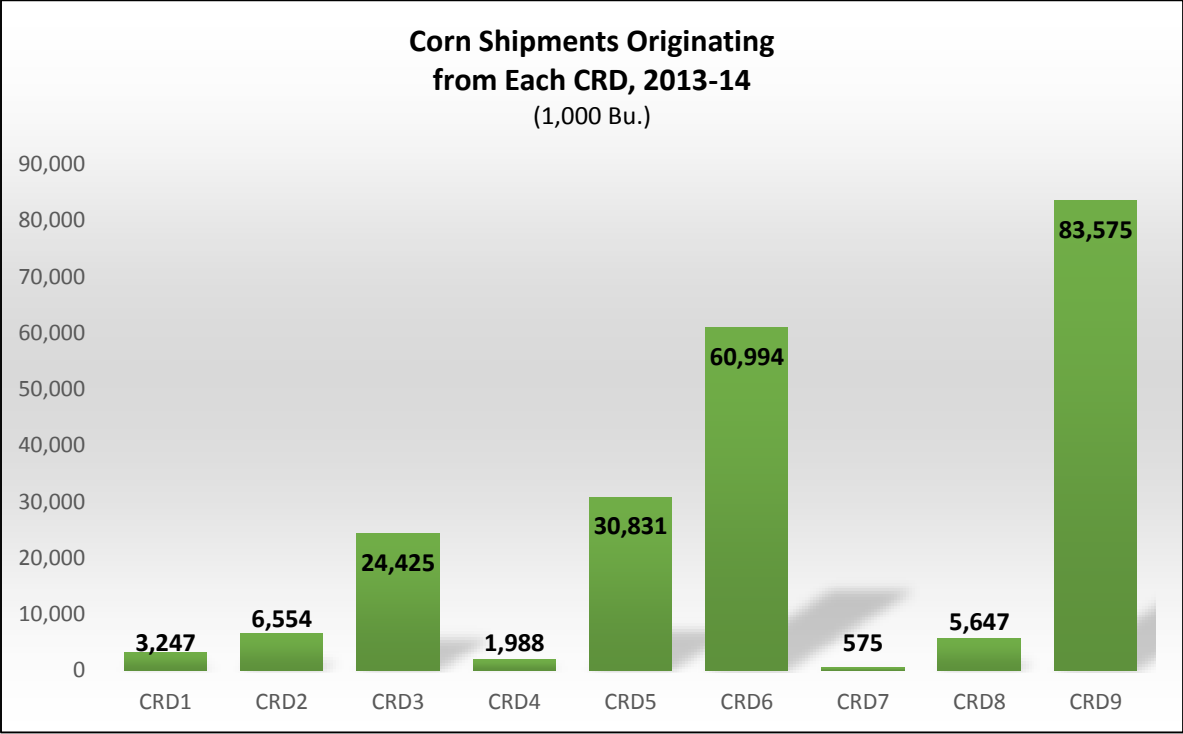


**Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)**

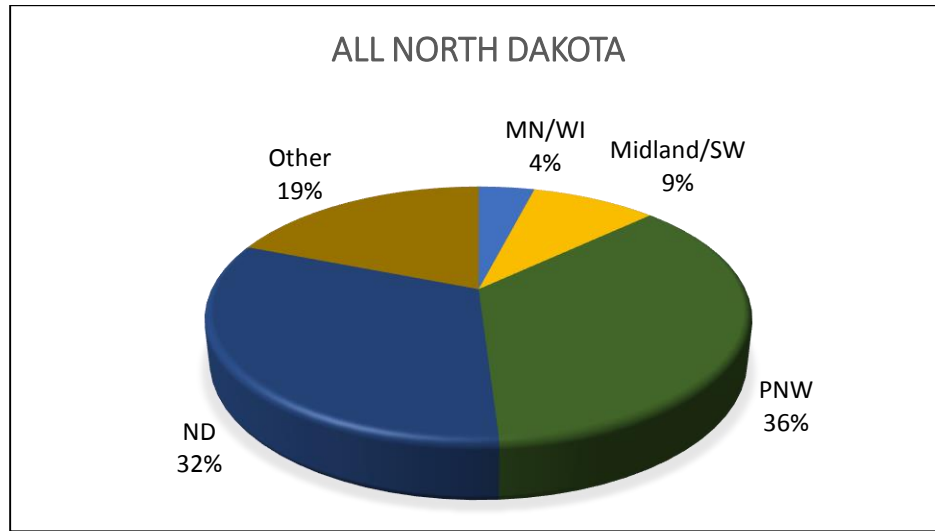
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2007-08	702 1%	11,622 9%	3,112 2%	94,008 73%	5,465 4%	128,838
2008-09	1 0%	10,900 10%	1,252 1%	83,365 76%	4,314 4%	110,207
2009-10	103 0%	12,327 9%	4,266 3%	100,526 73%	7,905 6%	138,166
2010-11	418 0%	14,675 10%	2,292 2%	99,656 71%	7,126 5%	139,791
2011-12	0 0%	10,887 8%	989 1%	102,333 75%	7,052 5%	135,965
2012-13	533 0%	11,549 7%	7,030 4%	121,422 70%	10,727 6%	172,489
2013-14	72 0%	9,511 6%	11,727 7%	98,474 60%	11,979 7%	164,448



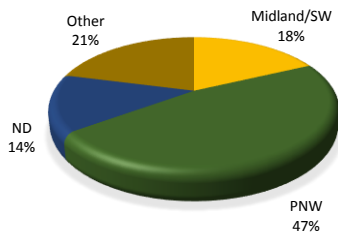
CORN SHIPMENTS



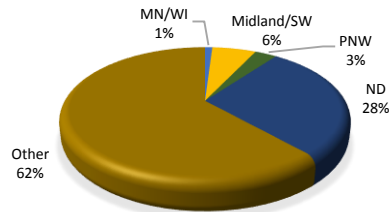
Destinations for Corn Shipments, 2013-14 Crop Reporting District



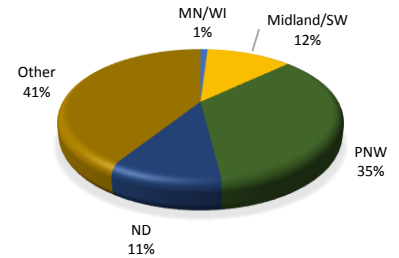
CRD1



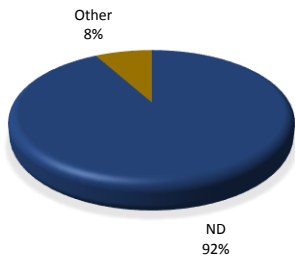
CRD2



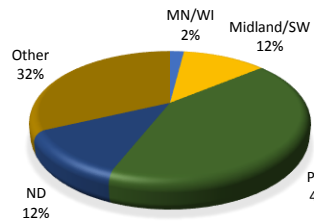
CRD3



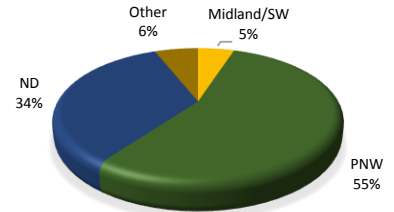
CRD4



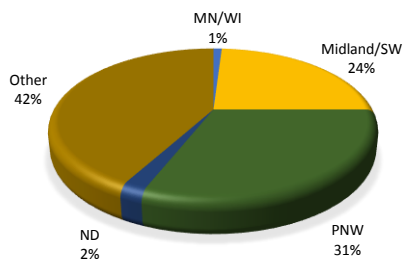
CRD5



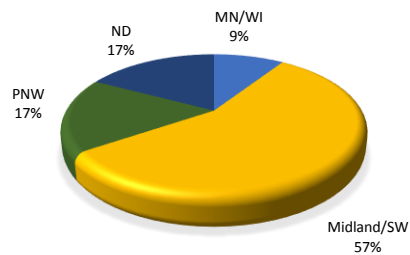
CRD6



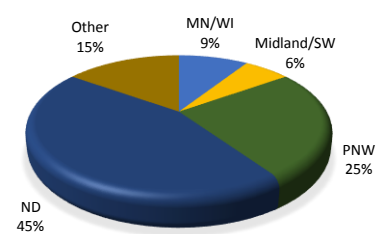
CRD7



CRD8

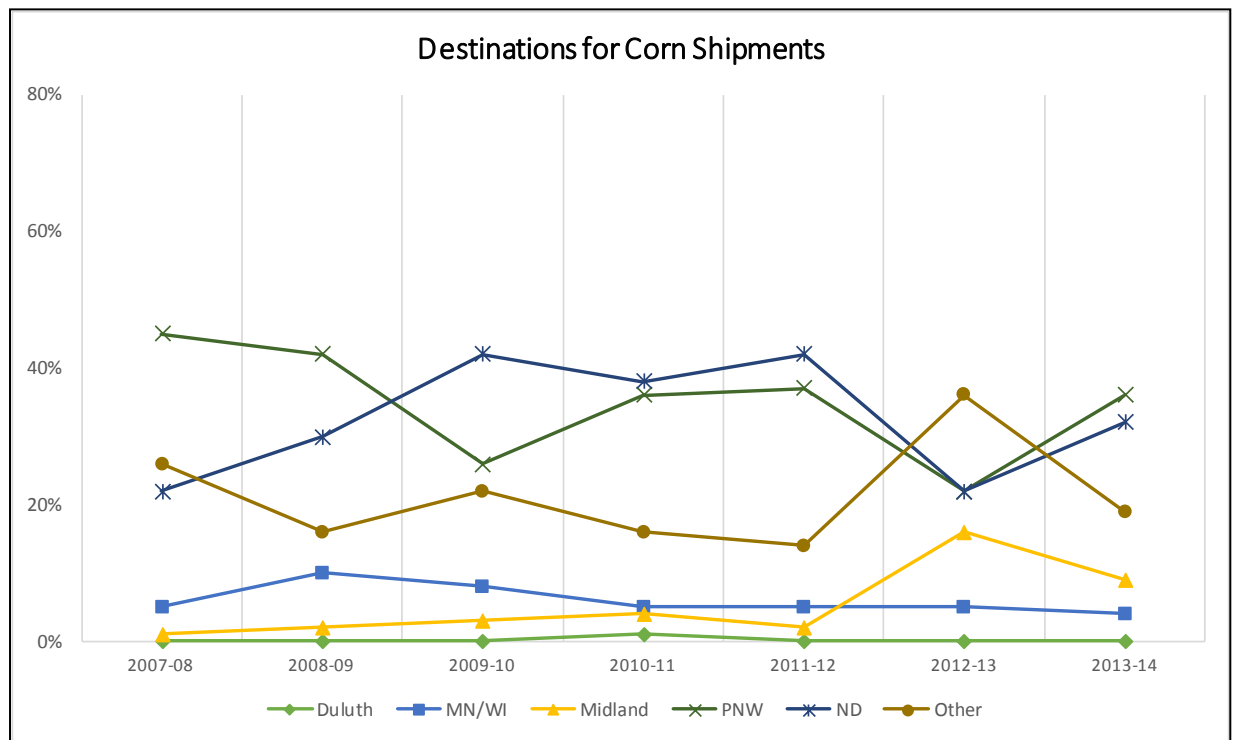


CRD9

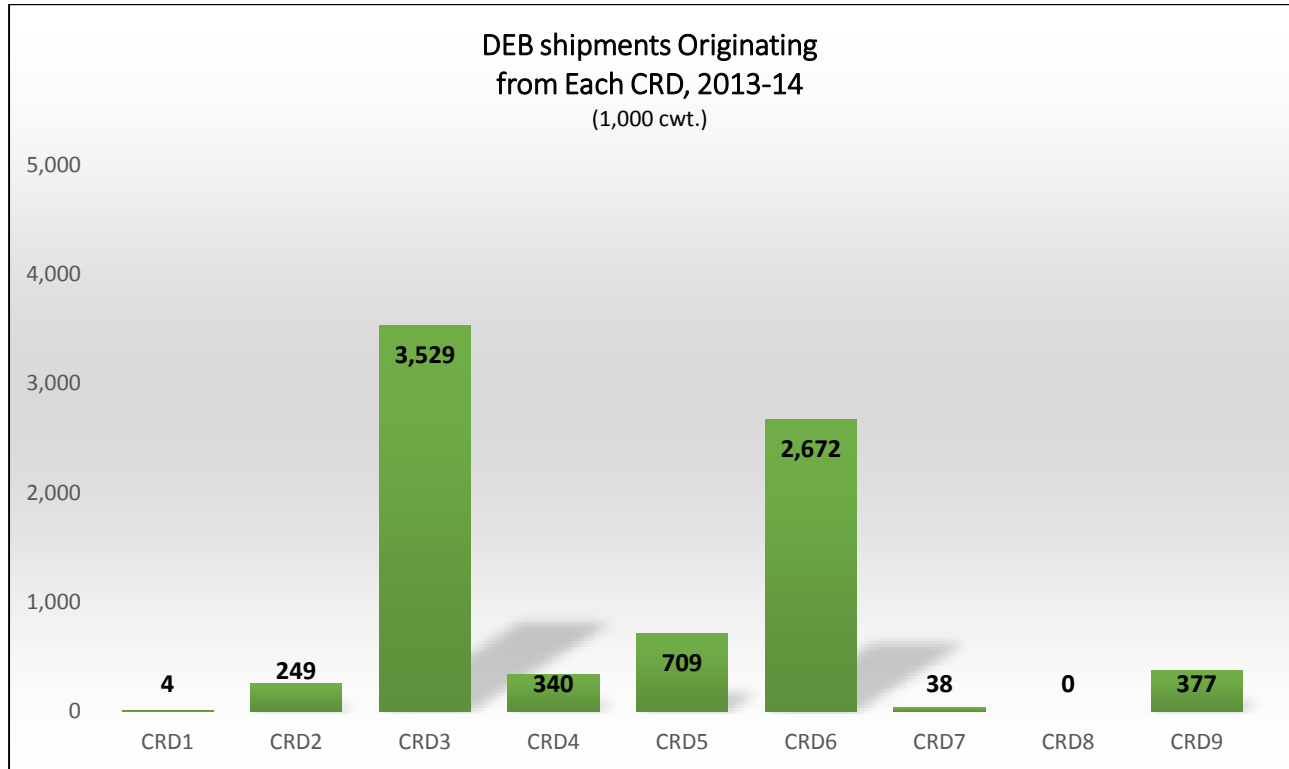


**Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)**

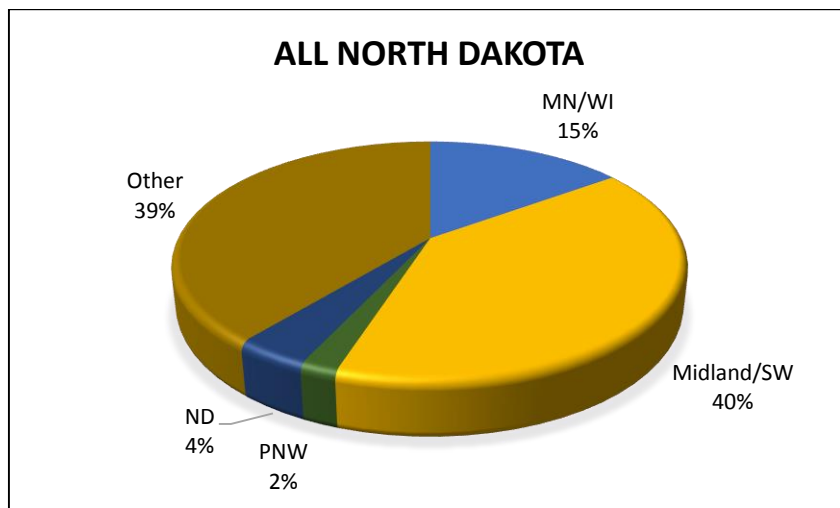
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2007-08	72 0%	9,257 5%	1,724 1%	78,985 45%	38,125 22%	174,058
2008-09	1 0%	19,852 10%	2,906 2%	80,482 42%	56,657 30%	189,900
2009-10	514 0%	12,652 8%	4,812 3%	43,002 26%	69,490 42%	167,327
2010-11	1,075 1%	10,466 5%	7,661 4%	70,225 36%	73,074 38%	192,452
2011-12	2,918 0%	7,941 5%	3,603 2%	61,640 37%	69,488 42%	165,631
2012-13	6,274 0%	14,979 5%	47,218 16%	65,008 22%	67,197 22%	302,041
2013-14	3 0%	8,918 4%	18,973 9%	78,994 36%	68,961 32%	217,835



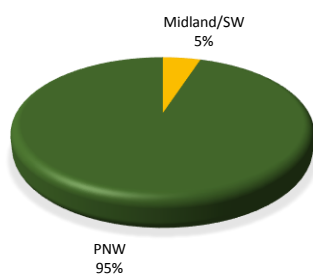
DRY EDIBLE BEAN SHIPMENTS



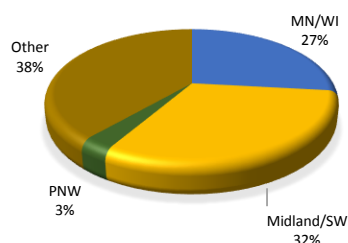
Destinations for Dry Edible Bean Shipments, 2013-14 Crop Reporting District



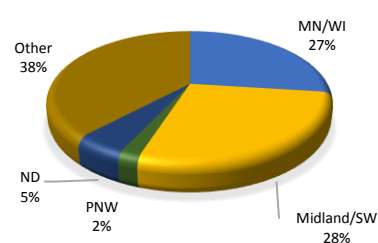
CRD1



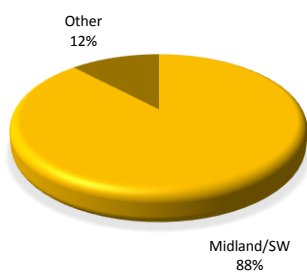
CRD2



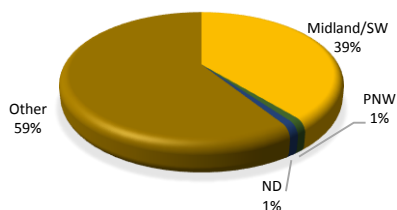
CRD3



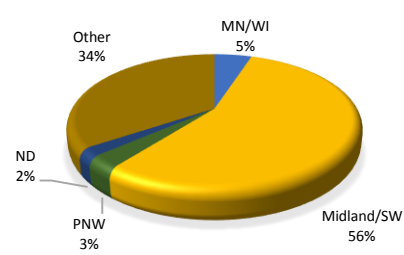
CRD4



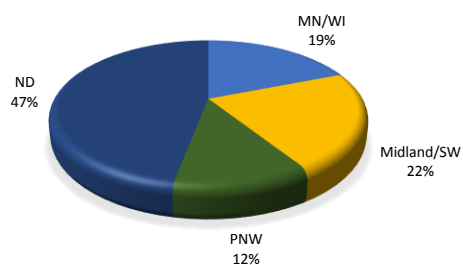
CRD5



CRD6



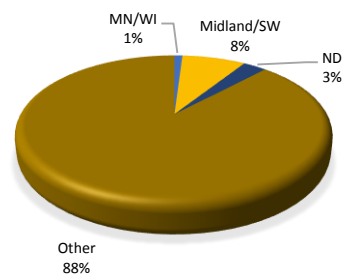
CRD7



CRD8

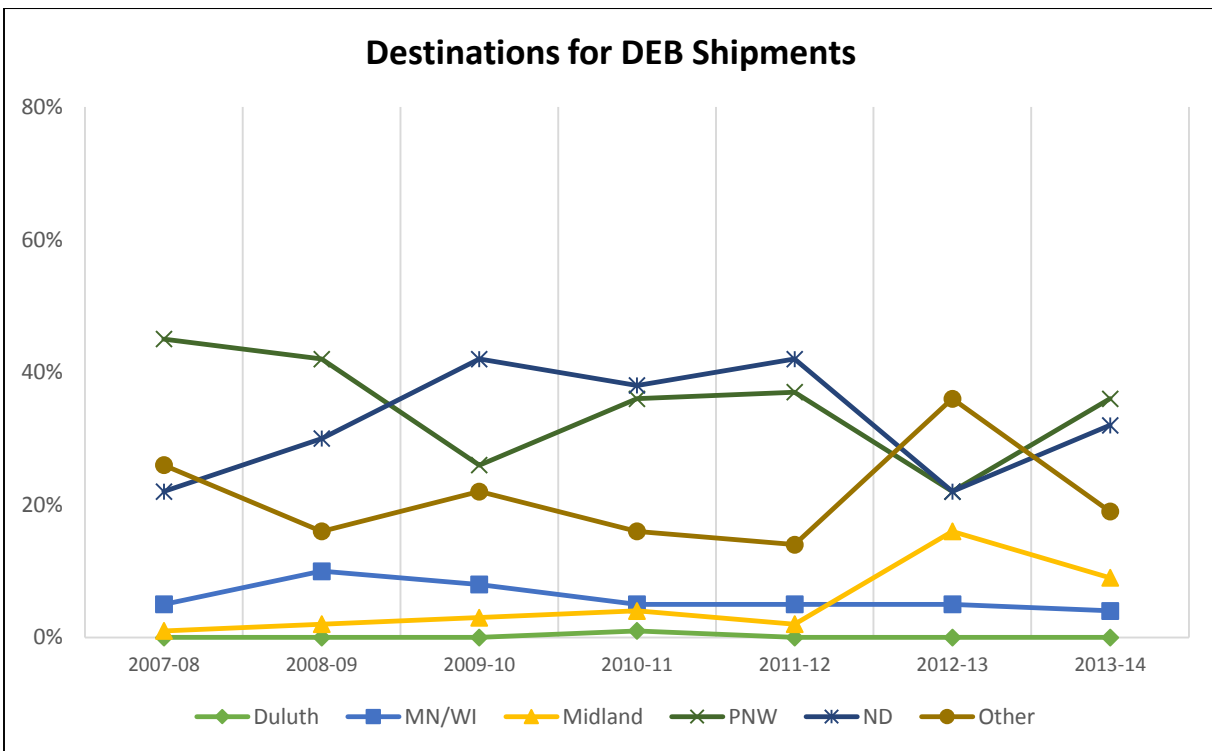
No Shipments

CRD9

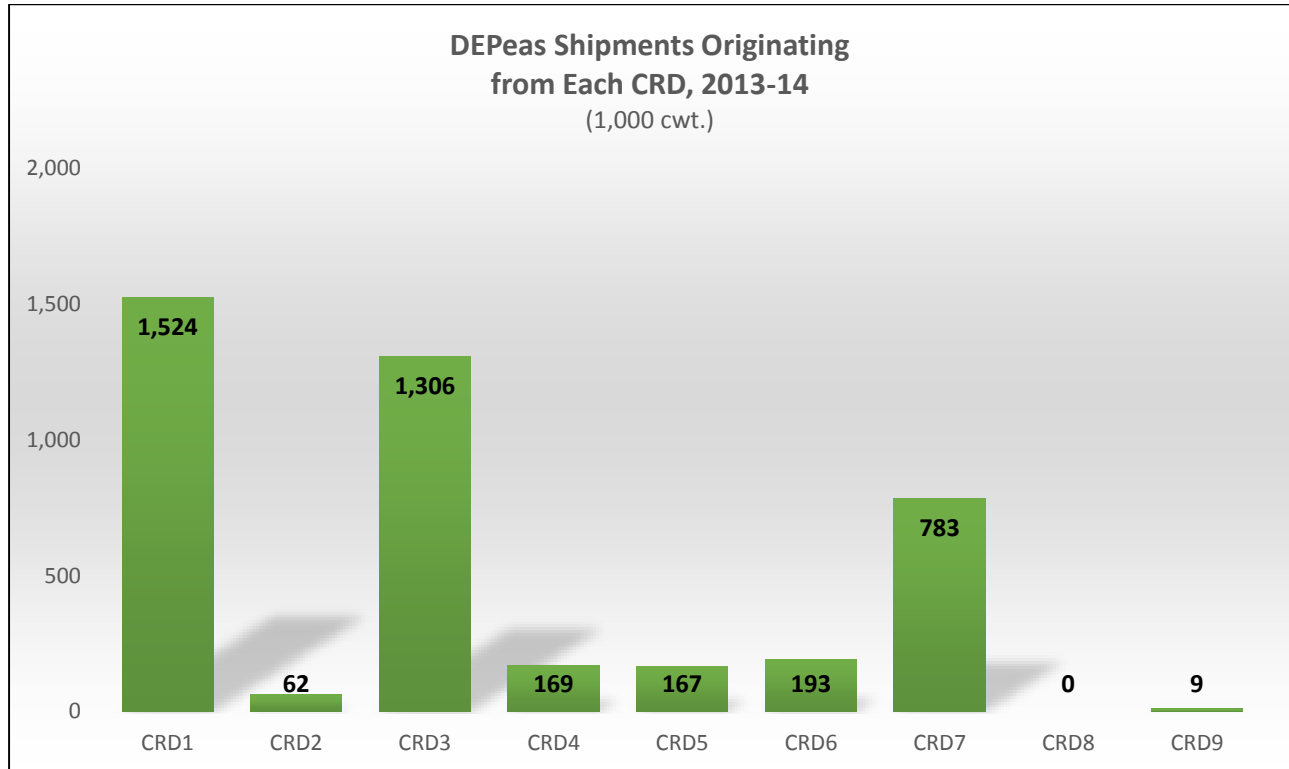


**Trends for Destinations of DEB Shipments from ND
(1,000 cwt)**

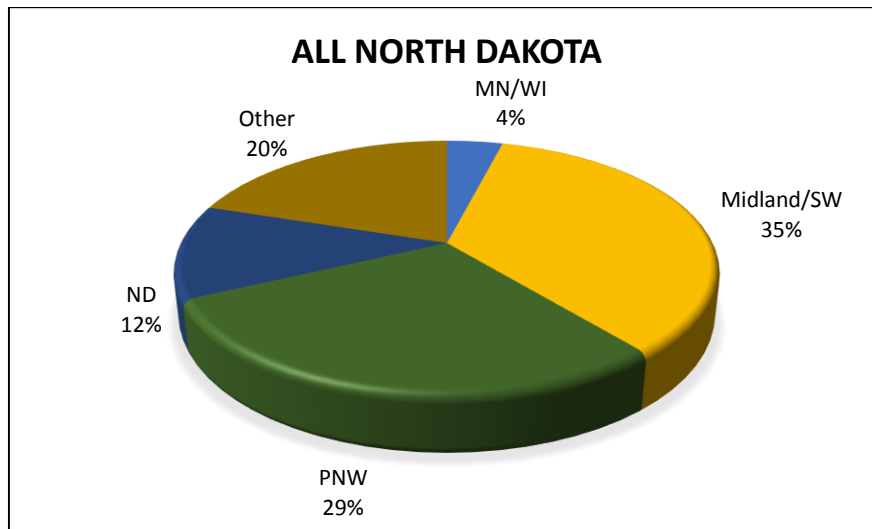
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2008-09	0 0%	1,437 15%	3,437 36%	192 2%	462 5%	9,583
2009-10	6 0%	1,145 10%	5,023 44%	893 8%	597 5%	11,462
2010-11	0 0%	1,092 9%	5,905 47%	1,545 12%	554 4%	12,565
2011-12	0 0%	940 12%	2,456 33%	154 2%	261 3%	7,546
2012-13	0 0%	815 9%	3,543 38%	201 2%	1,169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



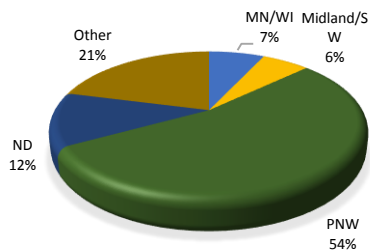
DRY EDIBLE PEA SHIPMENTS



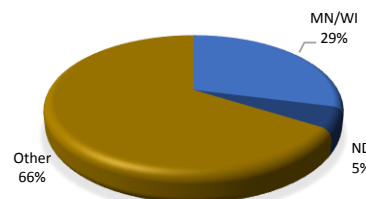
Destinations for Dry Edible Pea Shipments, 2013-14 Crop Reporting District



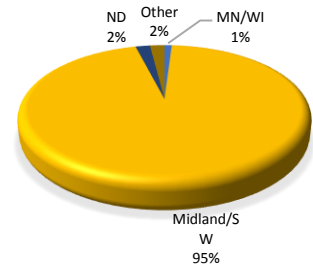
CRD1



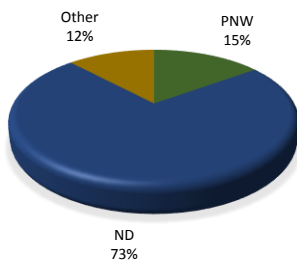
CRD2



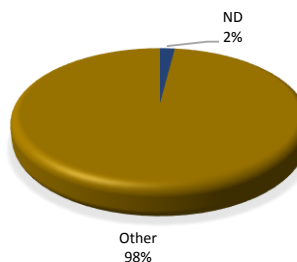
CRD3



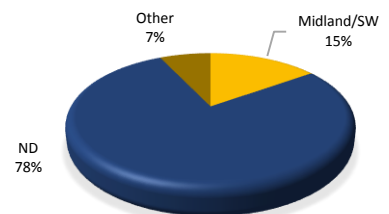
CRD4



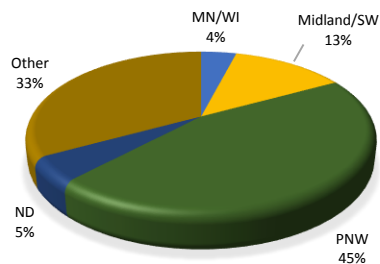
CRD5



CRD6



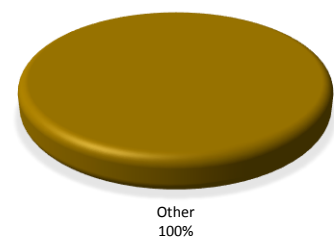
CRD7



CRD8

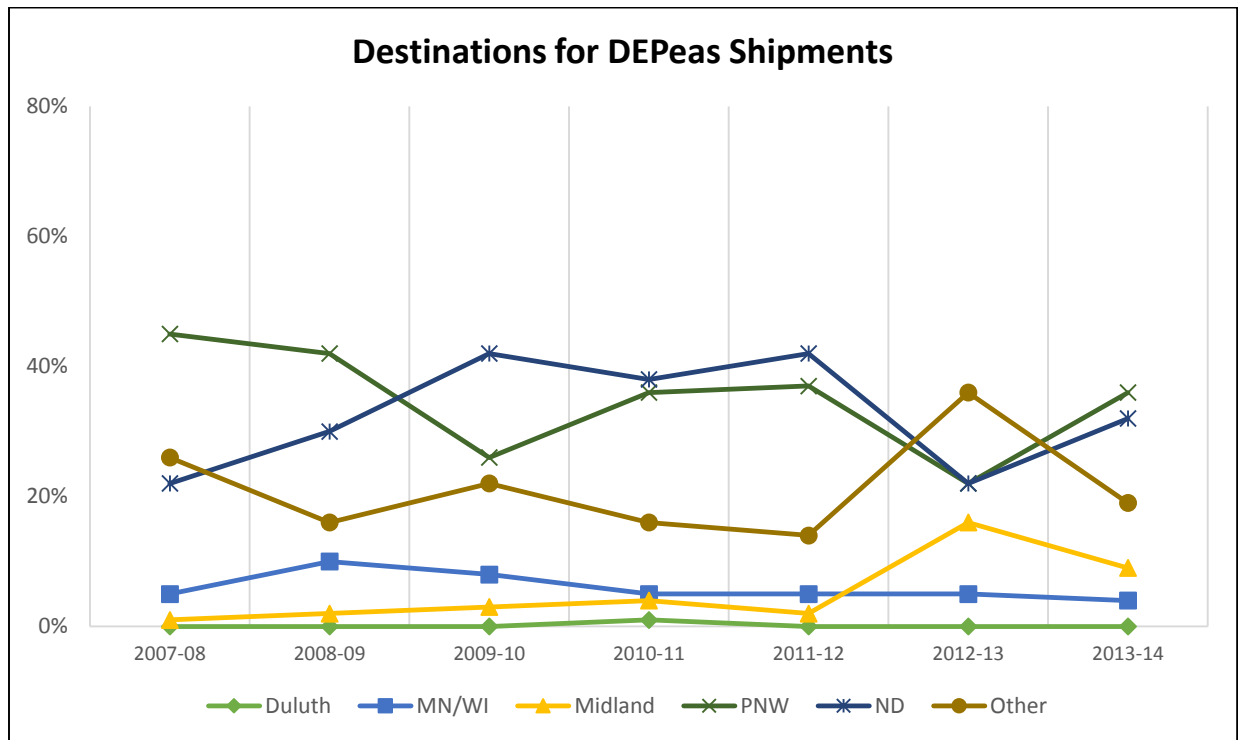
No Shipments

CRD9



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

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

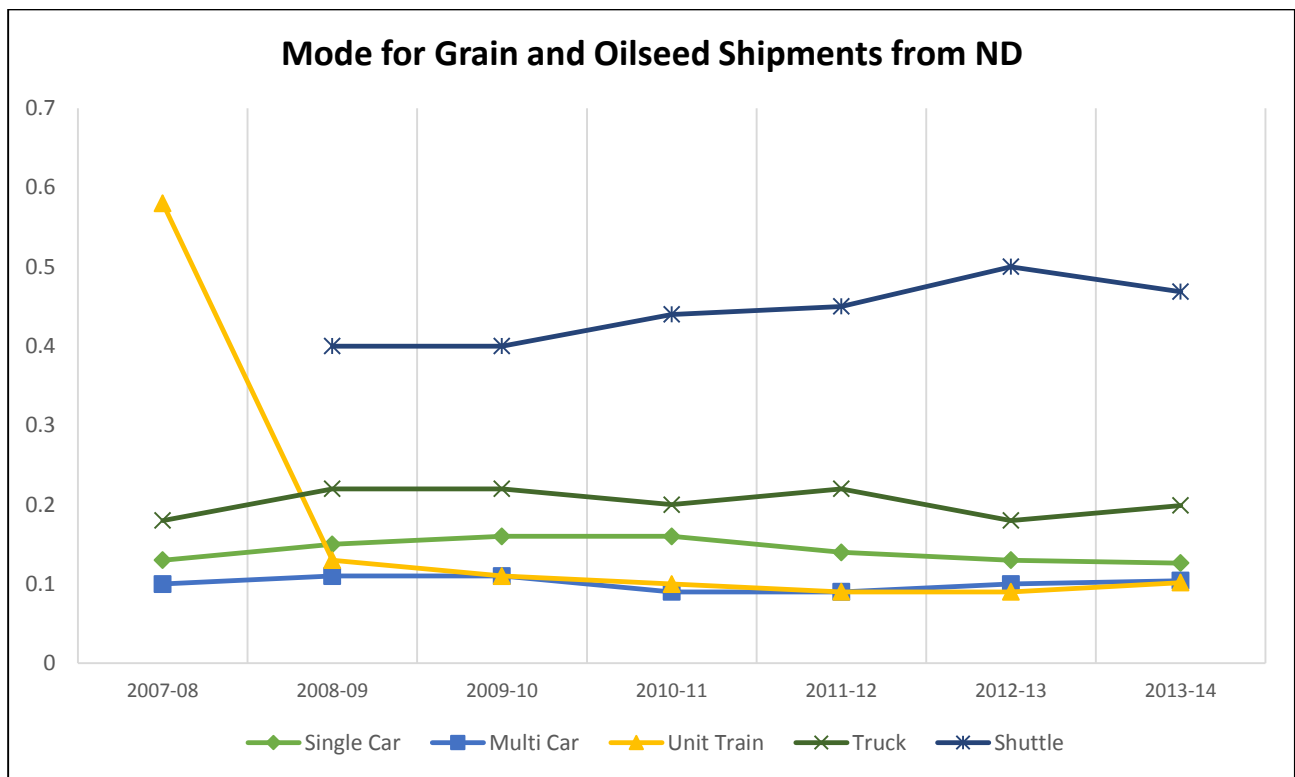




MODE FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2007-08	101,011 13%	78,669 10%	444,088 58%	135,365 18%		759,133
2008-09	99,457 15%	68,628 11%	82,386 13%	143,510 22%	257,365 40%	651,345
2009-10	119,824 16%	81,377 11%	86,703 11%	167,829 22%	307,558 40%	763,289
2010-11	139,567 16%	77,289 9%	89,796 10%	173,909 20%	384,868 44%	865,431
2011-12	87,687 14%	57,162 9%	56,026 9%	139,778 22%	281,677 45%	622,330
2012-13	112,094 13%	82,436 10%	79,768 9%	157,904 18%	433,729 50%	865,931
2013-14	98,724 13%	81,364 10%	79,490 10%	155,507 20%	366,131 47%	781,216



Mode for Grain and Oilseed Shipments from Each CRD

(1,000 Bushels)

CRD 1							CRD 2						
	Single	Multi	Unit		Shuttle	Total		Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck				Car	Car	Train	Truck		
2007-08	22%	20%	51%	6%		96,419	2007-08	14%	15%	51%	21%		56,003
2008-09	31%	28%	22%	7%	12%	70,041	2008-09	16%	19%	17%	25%	22%	43,796
2009-10	26%	26%	26%	6%	15%	96,306	2009-10	17%	14%	17%	26%	27%	54,521
2010-11	28%	19%	26%	8%	19%	98,911	2010-11	21%	12%	12%	26%	30%	61,845
2011-12	37%	25%	11%	13%	14%	48,832	2011-12	20%	5%	13%	32%	30%	33,981
2012-13	34%	21%	16%	10%	19%	94,274	2012-13	23%	9%	12%	22%	33%	53,654
2013-14	30%	17%	19%	14%	20%	87,999	2013-14	16%	12%	8%	19%	44%	43,127

CRD 3							CRD 4						
	Single	Multi	Unit		Shuttle	Total		Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck				Car	Car	Train	Truck		
2007-08	13%	8%	53%	26%		155,866	2007-08	14%	11%	43%	31%		32,427
2008-09	14%	7%	9%	26%	44%	138,404	2008-09	17%	9%	12%	40%	22%	24,489
2009-10	13%	5%	7%	29%	45%	144,186	2009-10	18%	11%	8%	30%	33%	38,435
2010-11	13%	5%	9%	23%	51%	185,083	2010-11	17%	8%	12%	31%	33%	37,945
2011-12	10%	6%	8%	25%	50%	148,429	2011-12	22%	7%	15%	30%	27%	23,426
2012-13	10%	7%	8%	22%	53%	166,737	2012-13	17%	10%	12%	22%	39%	30,874
2013-14	9%	7%	12%	22%	50%	156,847	2013-14	12%	5%	14%	25%	44%	31,398

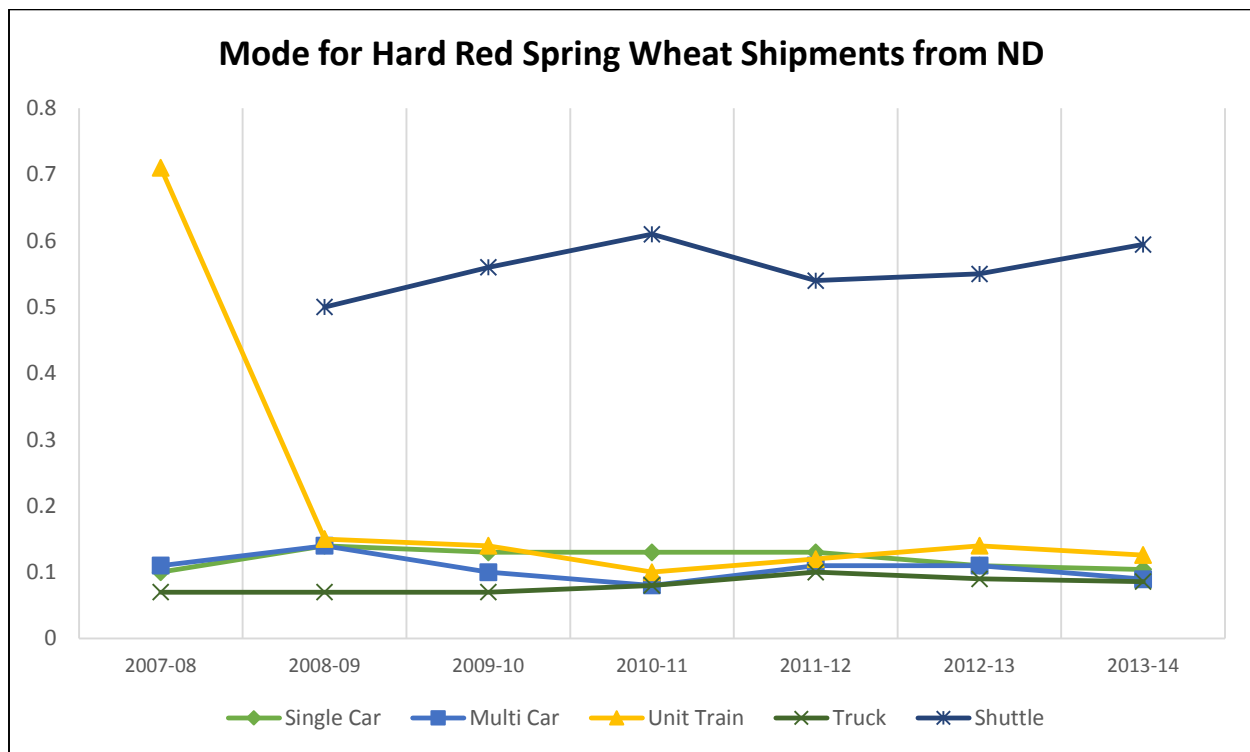
CRD 5							CRD 6						
	Single	Multi	Unit		Shuttle	Total		Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck				Car	Car	Train	Truck		
2007-08	20%	11%	46%	24%		83,564	2007-08	4%	7%	68%	20%		149,859
2008-09	22%	9%	14%	29%	27%	69,168	2008-09	5%	4%	5%	25%	60%	142,770
2009-10	19%	7%	7%	27%	40%	81,038	2009-10	9%	5%	6%	26%	53%	140,149
2010-11	15%	6%	5%	20%	54%	101,974	2010-11	13%	4%	4%	20%	58%	165,825
2011-12	13%	4%	4%	21%	58%	82,246	2011-12	7%	4%	6%	24%	59%	128,400
2012-13	8%	4%	4%	15%	69%	115,238	2012-13	7%	6%	7%	18%	63%	177,147
2013-14	11%	6%	5%	14%	64%	89,005	2013-14	76%	7%	5%	23%	56%	150,664

CRD 7							CRD 8						
	Single	Multi	Unit		Shuttle	Total		Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck				Car	Car	Train	Truck		
2007-08	8%	10%	78%	4%		42,556	2007-08	9%	2%	55%	34%		14,765
2008-09	19%	25%	40%	12%	3%	13,651	2008-09	5%	11%	10%	47%	27%	7,443
2009-10	15%	13%	5%	5%	61%	50,062	2009-10	12%	2%	6%	34%	45%	18,411
2010-11	13%	17%	9%	7%	54%	49,187	2010-11	9%	1%	6%	44%	41%	20,344
2011-12	21%	17%	7%	7%	48%	30,591	2011-12	3%	10%	10%	60%	17%	17,222
2012-13	12%	12%	8%	6%	62%	46,563	2012-13	6%	8%	10%	46%	30%	20,611
2013-14	13%	10%	8%	6%	64%	54,779	2013-14	2%	8%	12%	34%	44%	32,688

CRD 9						
	Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck		
2007-08	15%	8%	69%	9%		127,674
2008-09	15%	9%	15%	14%	47%	141,583
2009-10	15%	12%	14%	19%	39%	140,181
2010-11	16%	12%	13%	21%	37%	144,318
2011-12	14%	16%	14%	17%	39%	109,202
2012-13	11%	13%	12%	20%	44%	160,833
2013-14	11%	19%	12%	24%	35%	134,709

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2007-08	25,892 10%	29,743 11%	188,294 71%	19,535 7%		263,464
2008-09	27,200 14%	26,965 14%	28,459 15%	14,433 7%	95,678 50%	192,735
2009-10	35,211 13%	27,456 10%	36,076 14%	19,564 7%	147,963 56%	266,271
2010-11	41,865 13%	26,382 8%	33,694 10%	25,472 8%	200,733 61%	328,147
2011-12	25,533 13%	20,035 11%	23,023 12%	18,872 10%	102,698 54%	190,161
2012-13	24,559 11%	26,161 11%	31,876 14%	21,499 9%	127,401 55%	231,495
2013-14	26,094 10%	22,370 9%	31,498 13%	21,487 9%	148,718 59%	250,168



Mode for Hard Red Spring Wheat Shipments from Each CRD

(1,000 Bushels)

CRD 1							CRD 2						
	Single	Multi	Unit		Shuttle	Total		Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck				Car	Car	Train	Truck		
2007-08	12%	10%	72%	6%		27,135	2007-08	6%	19%	73%	2%		28,203
2008-09	16%	15%	25%	2%	42%	19,164	2008-09	10%	20%	27%	3%	41%	18,905
2009-10	15%	15%	26%	2%	42%	34,472	2009-10	5%	12%	35%	3%	45%	25,272
2010-11	18%	9%	19%	3%	51%	35,053	2010-11	107%	10%	25%	2%	53%	27,521
2011-12	25%	10%	20%	3%	41%	16,048	2011-12	13%	6%	29%	6%	47%	12,402
2012-13	21%	19%	22%	1%	36%	36,831	2012-13	15%	9%	21%	4%	51%	19,431
2013-14	19%	13%	22%	1%	44%	35,864	2013-14	8%	7%	18%	4%	63%	18,289

CRD 3							CRD 4						
	Single	Multi	Unit		Shuttle	Total		Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck				Car	Car	Train	Truck		
2007-08	8%	10%	78%	13%		75,259	2007-08	6%	10%	75%	9%		18,021
2008-09	9%	8%	5%	12%	66%	65,227	2008-09	9%	14%	23%	11%	44%	12,186
2009-10	8%	5%	8%	14%	64%	66,503	2009-10	10%	10%	12%	12%	56%	22,381
2010-11	9%	5%	6%	12%	67%	102,337	2010-11	5%	7%	17%	10%	61%	20,721
2011-12	8%	7%	8%	15%	62%	72,528	2011-12	13%	7%	23%	7%	49%	12,822
2012-13	4%	11%	9%	20%	56%	63,935	2012-13	6%	8%	20%	5%	62%	18,635
2013-14	6%	9%	10%	17%	59%	65,839	2013-14	6%	3%	22%	5%	64%	19,696

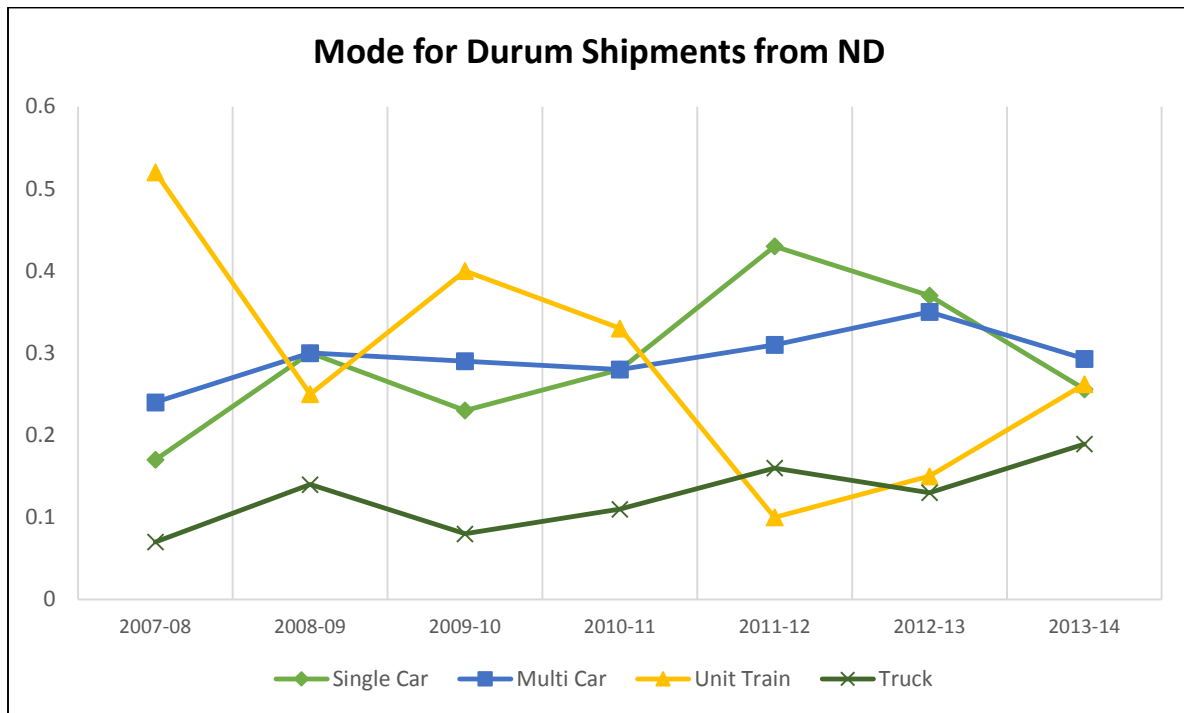
CRD 5							CRD 6						
	Single	Multi	Unit		Shuttle	Total		Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck				Car	Car	Train	Truck		
2007-08	20%	13%	63%	4%		28,867	2007-08	3%	10%	80%	7%		26,023
2008-09	30%	7%	8%	2%	30%	22,552	2008-09	8%	7%	8%	5%	72%	22,884
2009-10	25%	13%	12%	2%	48%	26,899	2009-10	10%	18%	9%	10%	53%	20,945
2010-11	19%	8%	8%	4%	62%	38,865	2010-11	9%	7%	5%	10%	69%	35,101
2011-12	25%	10%	8%	2%	56%	17,733	2011-12	10%	15%	8%	11%	56%	17,579
2012-13	17%	10%	9%	5%	61%	17,535	2012-13	3%	11%	12%	17%	57%	18,984
2013-14	20%	10%	4%	9%	58%	17,960	2013-14	8%	8%	8%	17%	59%	16,962

CRD 7							CRD 8						
	Single	Multi	Unit		Shuttle	Total		Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck				Car	Car	Train	Truck		
2007-08	2%	5%	92%	1%		32,956	2007-08	6%	2%	74%	18%		10,983
2008-09	14%	29%	47%	6%	4%	9,734	2008-09	0%	18%	17%	19%	46%	4,423
2009-10	8%	8%	4%	2%	77%	39,404	2009-10	14%	3%	8%	11%	65%	12,809
2010-11	7%	11%	5%	2%	74%	36,102	2010-11	10%	1%	8%	16%	65%	12,682
2011-12	11%	15%	6%	2%	66%	22,351	2011-12	3%	25%	20%	27%	34%	8,693
2012-13	6%	8%	8%	0%	77%	37,521	2012-13	5%	12%	21%	15%	46%	9,599
2013-14	8%	7%	5%	0%	80%	43,677	2013-14	1%	10%	16%	9%	63%	21,377

CRD 9						
	Single	Multi	Unit		Shuttle	Total
	Car	Car	Train	Truck		
2007-08	37%	27%	32%	4%		16,018
2008-09	22%	13%	9%	5%	8%	17,659
2009-10	42%	16%	13%	7%	23%	17,586
2010-11	42%	21%	12%	10%	17%	19,765
2011-12	39%	22%	16%	9%	14%	10,004
2012-13	41%	10%	15%	13%	21%	9,025
2013-14	40%	18%	14%	15%	13%	10,505

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

	Single Car	Multi Car	Unit Train	Truck	Total
2007-08	7,996	11,596	24,795	3,513	47,900
	14%	24%	52%	7%	
2008-09	6,574	6,607	5,579	3,151	21,911
	30%	30%	25%	14%	
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%	



Mode for Durum Shipments from Each CRD

(1,000 Bushels)

CRD 1						CRD 2					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
2007-08	13%	22%	62%	3%	33,798	2007-08	23%	32%	18%	27%	1,404
2008-09	29%	32%	33%	7%	16,797	2008-09	25%	8%	0%	67%	584
2009-10	20%	26%	50%	3%	30,675	2009-10	13%	44%	0%	43%	1,116
2010-11	30%	24%	41%	5%	34,073	2010-11	16%	23%	0%	61%	2,400
2011-12	43%	37%	10%	11%	14,862	2011-12	15%	10%	0%	74%	816
2012-13	39%	32%	20%	9%	24,535	2012-13	12%	14%	0%	74%	1,127
2013-14	25%	30%	29%	16%	24,577	2013-14	26%	12%	0%	62%	732

CRD 3						CRD 4					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
2007-08	55%	13%	11%	21%	887	2007-08	27%	24%	15%	34%	3,450
2008-09	68%	18%	0%	14%	508	2008-09	15%	27%	7%	51%	1,620
2009-10	77%	1%	3%	20%	145	2009-10	26%	30%	11%	33%	3,406
2010-11	57%	18%	0%	25%	975	2010-11	26%	21%	17%	37%	5,084
2011-12	86%	0%	0%	15%	578	2011-12	40%	13%	7%	40%	2,821
2012-13	42%	14%	0%	44%	764	2012-13	44%	35%	0%	21%	2,576
2013-14	69%	0%	0%	31%	378	2013-14	29%	23%	0%	48%	1,496

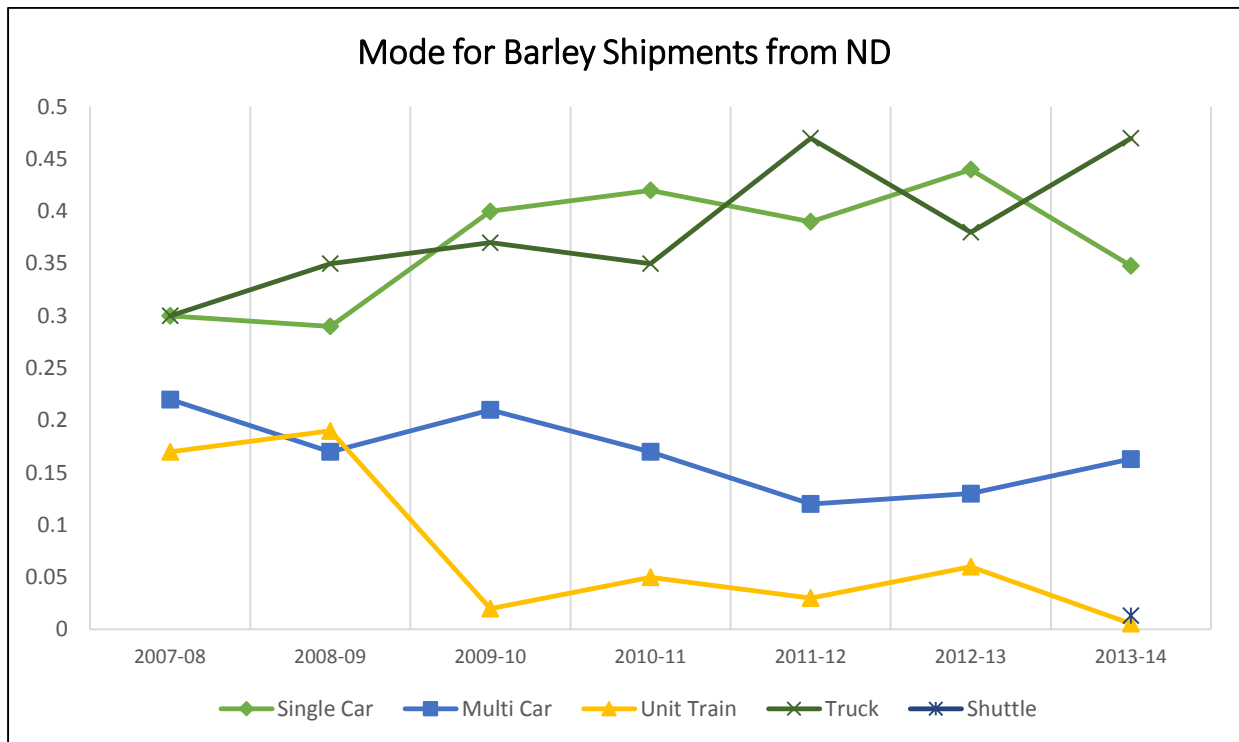
CRD 5						CRD 6					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
2006-07	34%	0%	0%	66%	1,156	2006-07	0%	0%	0%	100%	31
2007-08	55%	18%	0%	26%	1,215	2007-08	0%	70%	0%	30%	138
2008-09	48%	0%	0%	52%	440	2008-09	0%	0%	0%	0%	0
2009-10	57%	0%	25%	18%	683	2009-10	14%	0%	0%	86%	56
2010-11	48%	39%	0%	14%	1,485	2010-11	0%	0%	0%	0%	0
2011-12	66%	0%	0%	34%	679	2011-12	100%	0%	0%	0%	60
2013-14	20%	20%	0%	60%	535	2013-14	0%	0%	0%	0%	0

CRD 7						CRD 8					
	Single	Multi	Unit		Total		Single	Multi	Unit		Total
	Car	Car	Train	Truck			Car	Car	Train	Truck	
2007-08	16%	34%	46%	4%	6,567	2007-08	12%	0%	0%	88%	85
2008-09	35%	44%	16%	6%	6,564	2008-09	49%	0%	0%	51%	53
2009-10	1%	61%	31%	1%	5,993	2009-10	7%	0%	0%	93%	6
2010-11	20%	53%	30%	5%	8,730	2010-11	83%	0%	0%	17%	30
2011-12	39%	37%	18%	6%	4,409	2011-12	0%	0%	0%	100%	23
2012-13	34%	47%	14%	5%	5,079	2012-13	0%	0%	0%	100%	29
2013-14	24%	33%	29%	14%	6,794	2013-14	0%	0%	0%	100%	58

CRD 9					
	Single	Multi	Unit		Total
	Car	Car	Train	Truck	
2007-08	7%	93%	0%	0%	356
2008-09	0%	77%	0%	23%	124
2009-10	0%	0%	0%	0%	0
2010-11	78%	0%	0%	22%	9
2011-12	0%	0%	0%	0%	0
2012-13	97%	0%	0%	3%	505
2013-14	100%	0%	0%	0%	17

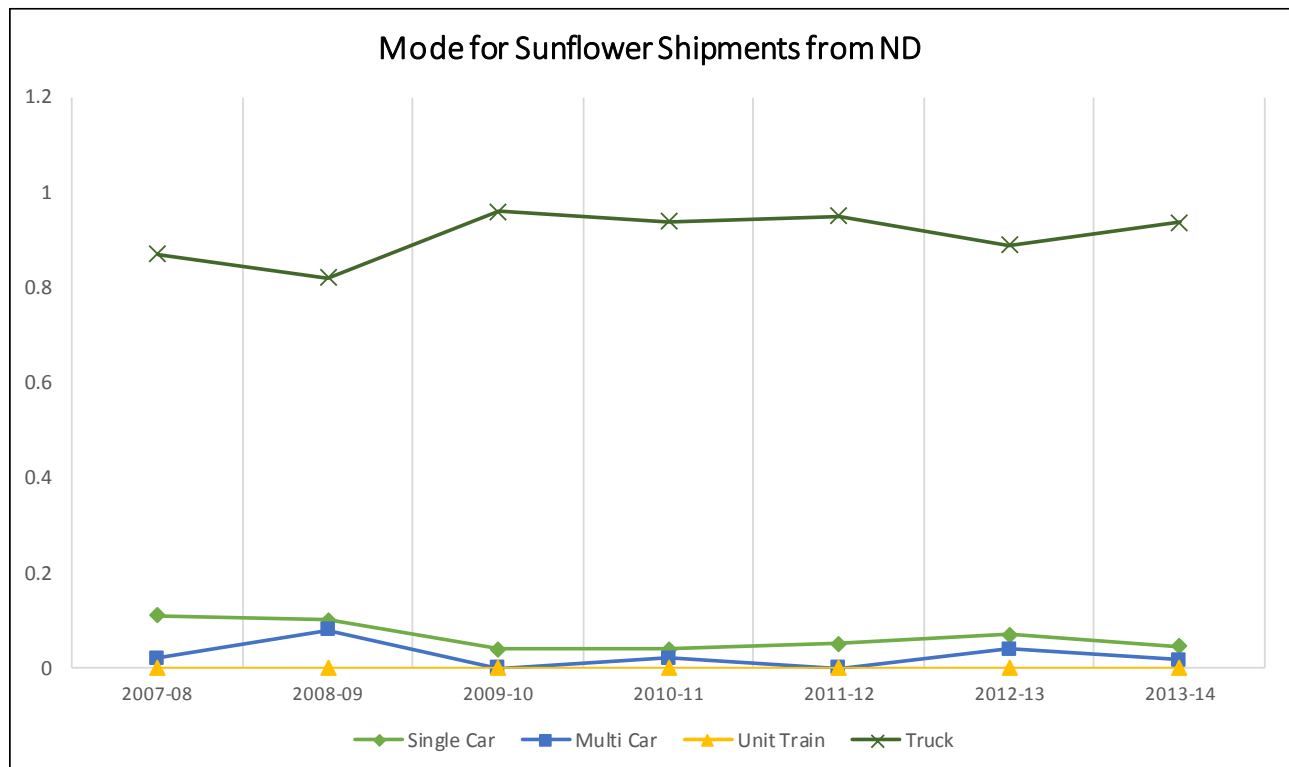
**Mode for Barley Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2007-08	21,008 30%	15,360 22%	12,018 17%	21,016 30%		69,402
2008-09	16,772 29%	9,748 17%	10,700 19%	20,010 35%		57,230
2009-10	20,385 40%	10,604 21%	1,105 2%	18,484 37%		50,579
2010-11	20,774 42%	8,584 17%	2,442 5%	17,437 35%		49,237
2011-12	15,314 39%	4,581 12%	1,050 3%	18,639 47%		39,584
2012-13	18,690 44%	5,556 13%	2,364 6%	16,117 38%		42,727
2013-14	16,178 35%	7,582 16%	259 0%	21,862 47%	632 1%	46,514



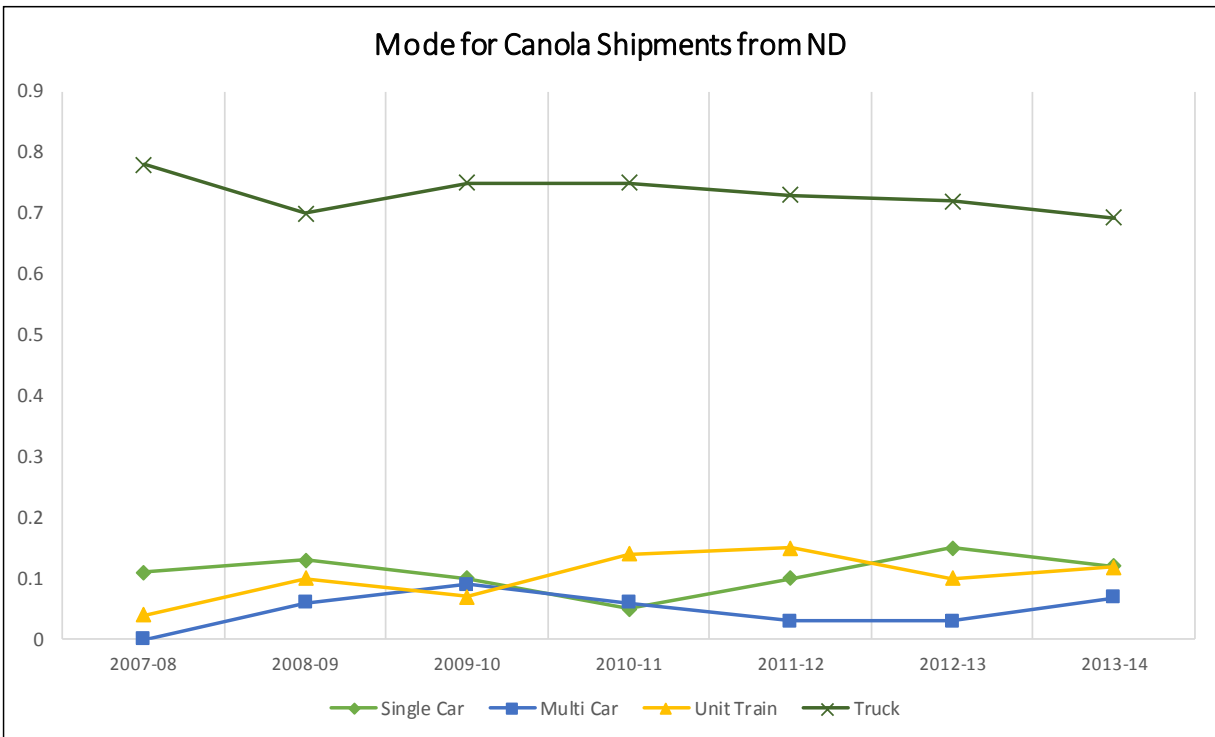
**Mode for Sunflower Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2007-08	792	161	0	6,234	7,187
	11%	2%	0%	87%	
2008-09	686	551	2	5,711	6,949
	10%	8%	0%	82%	
2009-10	326	28	13	7,841	8,208
	4%	0%	0%	96%	
2010-11	282	161	0	6,631	7,074
	4%	2%	0%	94%	
2011-12	233	6	0	4,383	4,622
	5%	0%	0%	95%	
2012-13	372	197	0	4,908	5,476
	7%	4%	0%	89%	
2013-14	176	66	0	3,665	3,907
	5%	1%	0	94%	



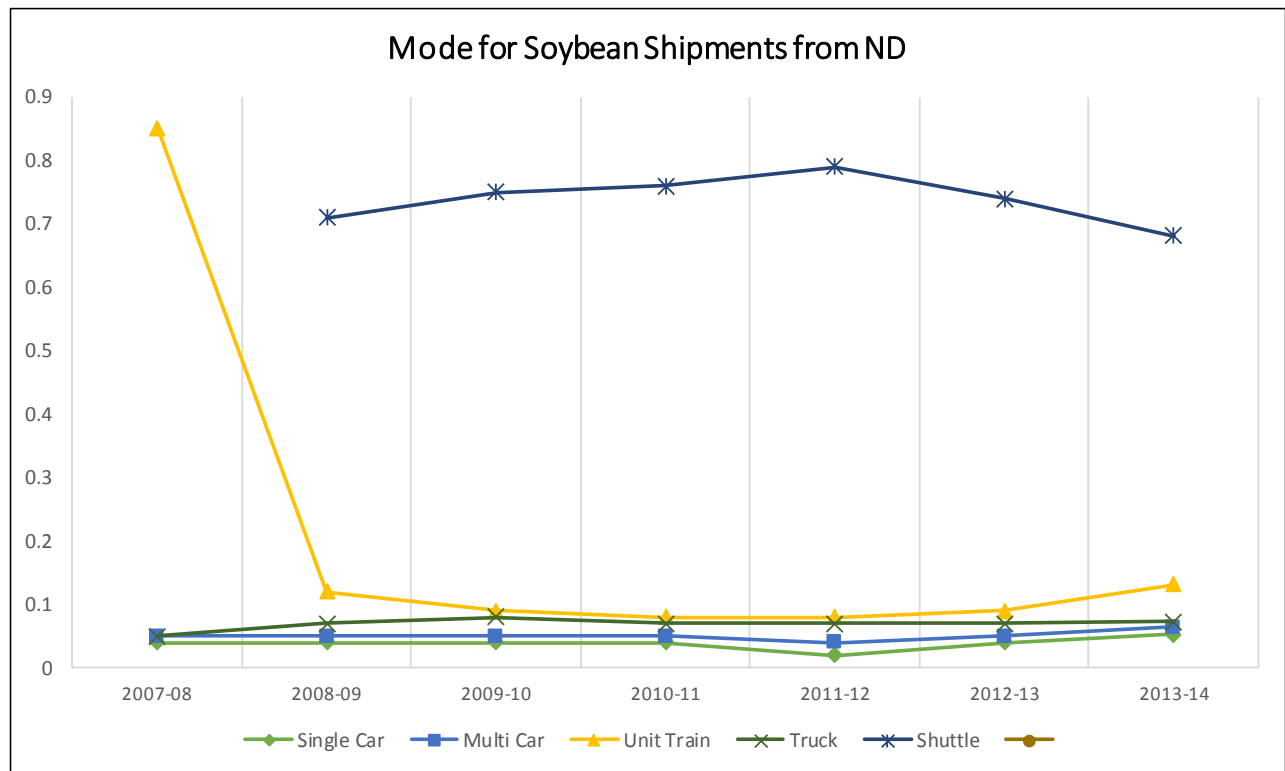
**Mode for Canola Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2007-08	999	571	384	6,940	8,894
	11%	6%	4%	78%	
2008-09	1,125	521	889	5,981	8,516
	13%	6%	10%	70%	
2009-10	1,042	916	709	7,865	10,532
	10%	9%	7%	75%	
2010-11	730	847	2,060	10,829	14,468
	5%	6%	14%	75%	
2011-12	992	294	1,548	7,606	10,439
	10%	3%	15%	73%	
2012-13	1,910	446	1,291	9,273	12,919
	15%	3%	10%	72%	
2013-14	1,510	864	1,491	8,715	12,580
	12%	7%	12%	69%	



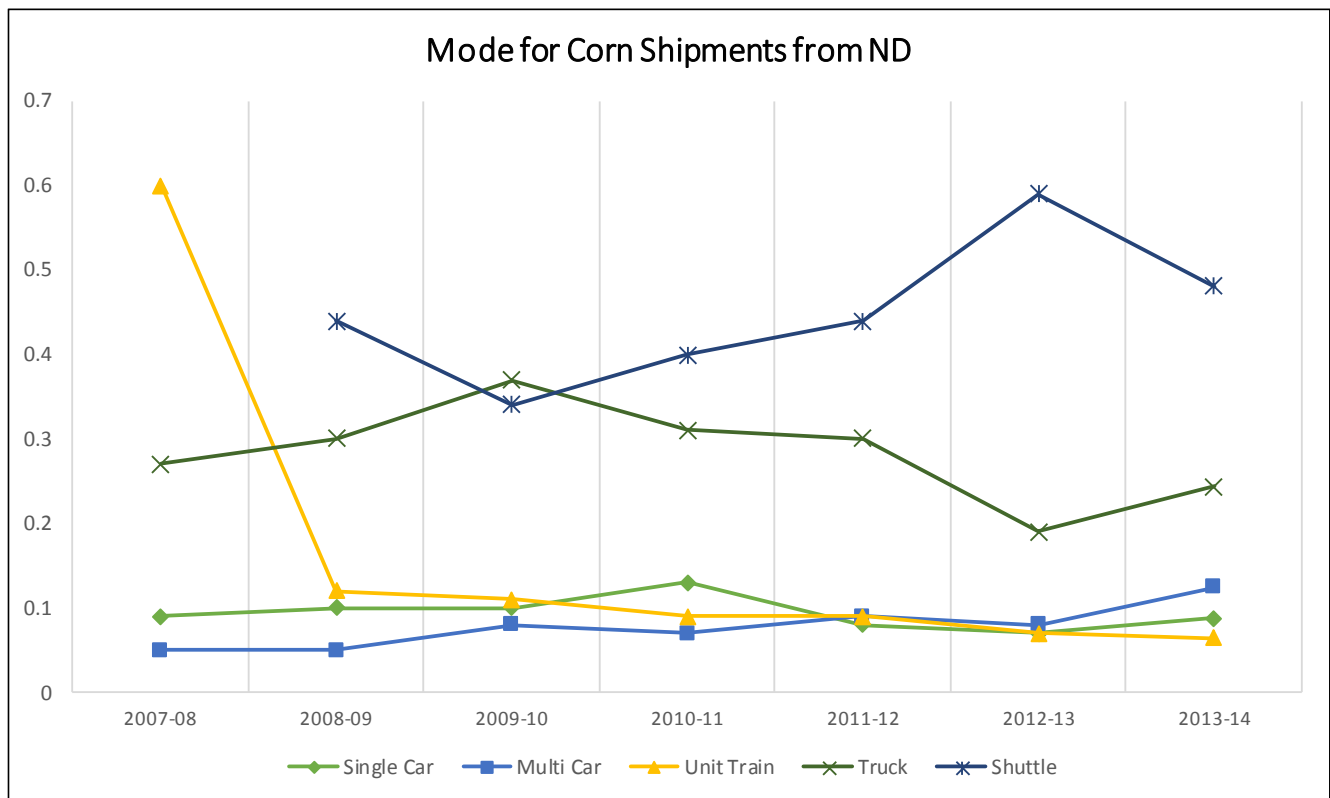
**Mode for Soybean Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2007-08	4,998 4%	7,019 5%	109,875 85%	6,945 5%		128,837
2008-09	4,844 4%	5,668 5%	13,151 12%	7,873 7%	78,670 71%	110,207
2009-10	5,725 4%	6,504 5%	12,257 9%	10,671 8%	103,008 75%	138,166
2010-11	4,984 4%	6,530 5%	11,849 8%	9,879 7%	106,549 76%	139,791
2011-12	3,225 2%	4,791 4%	11,368 8%	9,698 7%	106,882 79%	135,965
2012-13	6,820 4%	8,597 5%	15,839 9%	12,892 7%	128,342 74%	172,489
2013-14	8,394 5%	10,456 6%	21,617 13%	11,859 7%	112,122 68%	164,448



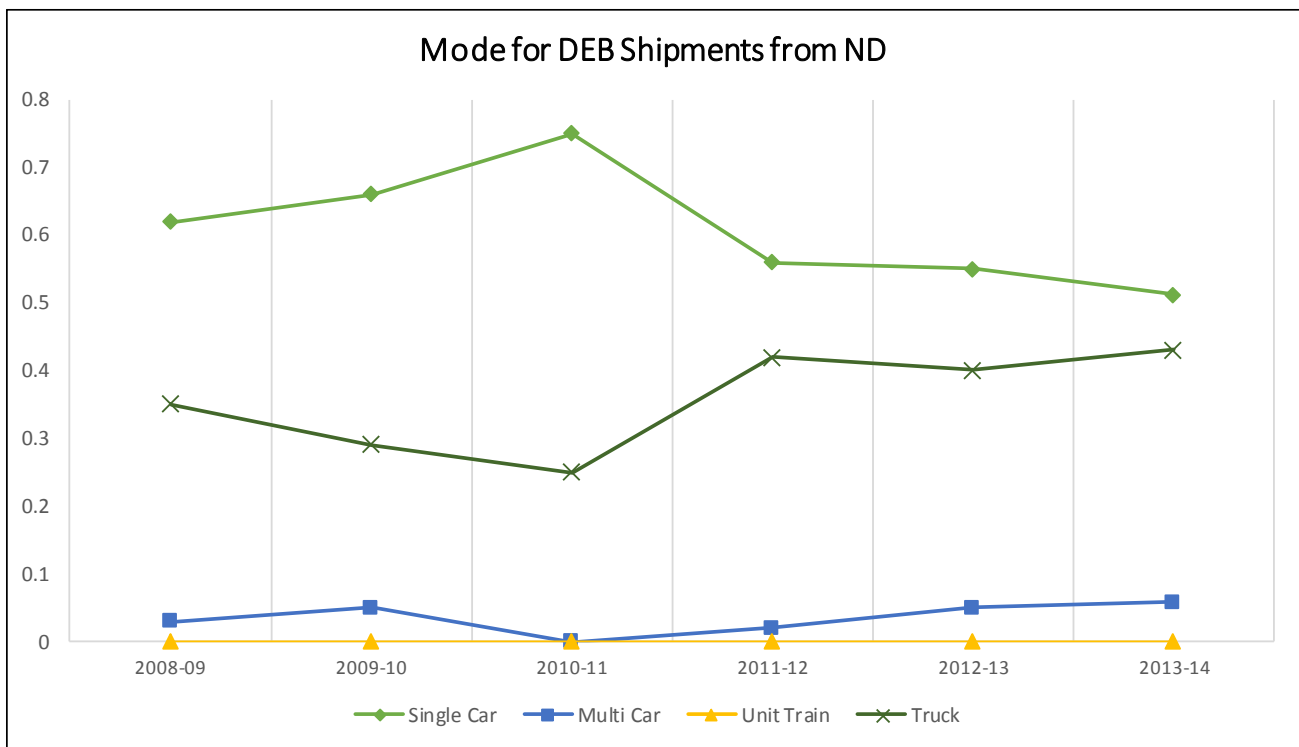
**Mode for Corn Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2007-08	15,825 9%	8,457 5%	103,646 60%	46,131 27%		174,059
2008-09	18,142 10%	9,525 5%	22,666 12%	56,549 30%	83,018 44%	189,900
2009-10	17,547 10%	12,578 8%	18,251 11%	62,412 37%	56,539 34%	167,327
2010-11	24,105 13%	13,621 7%	17,408 9%	59,732 31%	77,586 40%	192,452
2011-12	13,824 8%	15,605 9%	15,088 9%	49,016 30%	72,098 44%	165,631
2012-13	23,120 7%	23,720 8%	21,105 7%	56,111 19%	177,985 59%	302,041
2013-14	19,014 9%	27,111 12%	14,052 6%	53,001 24%	104,658 48%	217,835



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

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



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

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

