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# ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2016-17



**NDSU** UPPER GREAT PLAINS  
TRANSPORTATION INSTITUTE

# **ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2016-17**

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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 2016-17* 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:**

2015/16 Crop Years and Earlier	2016/17 Crop Years and Later
Minneapolis/St. Paul	Minneapolis/SE MN & Chicago
Duluth-Superior	Duluth-Superior (unchanged)
Pacific Northwest (ID, OR, WA)	Pacific Northwest (unchanged)
Other Minnesota/Wisconsin	Other Upper Midwest
Midland & Gulf States (AR, AZ, CA, CO, IA, KS, LA, MO, MT, NE, MN, MV, OK, SD, TX, and WY)	Midland & SW States (new label, states unchanged)
North Dakota	North Dakota (unchanged)
Other	Other (unchanged)

- **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 2016 to June 2017.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, soybeans, canola, corn, dry edible beans, and dry edible peas.

## ORGANIZATION OF THE REPORT

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

## DEFINITION OF ELEVATOR SUMMARY VARIABLES

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

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

<b>Elevator Size:</b>	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.



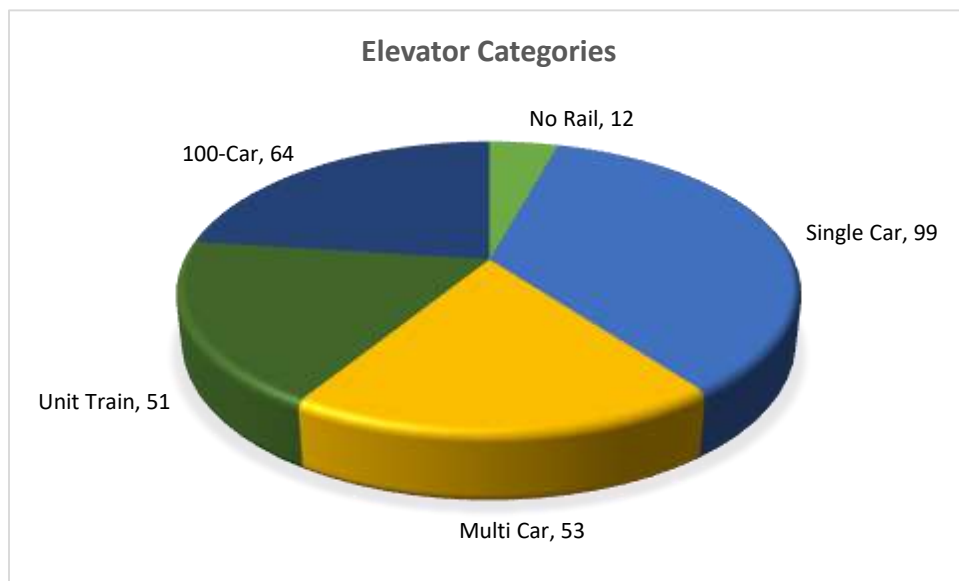
## NORTH DAKOTA ELEVATORS, 2016-17

Storage: 400,372 thousand bu.

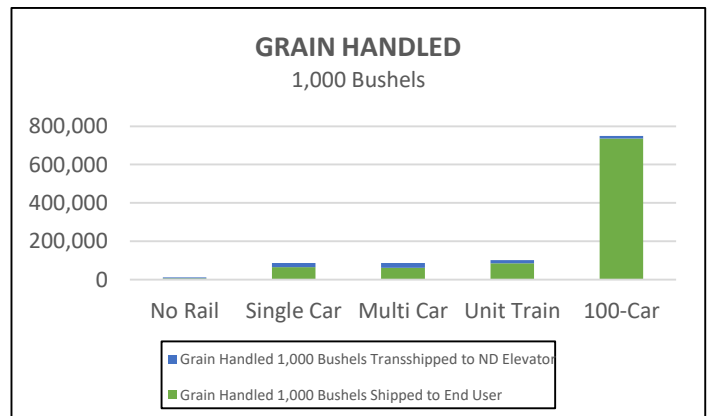
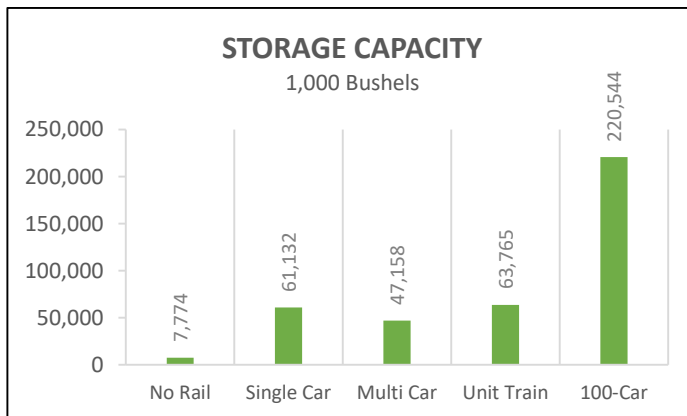
Grain Shipped to End User: 956,294 thousand bu.

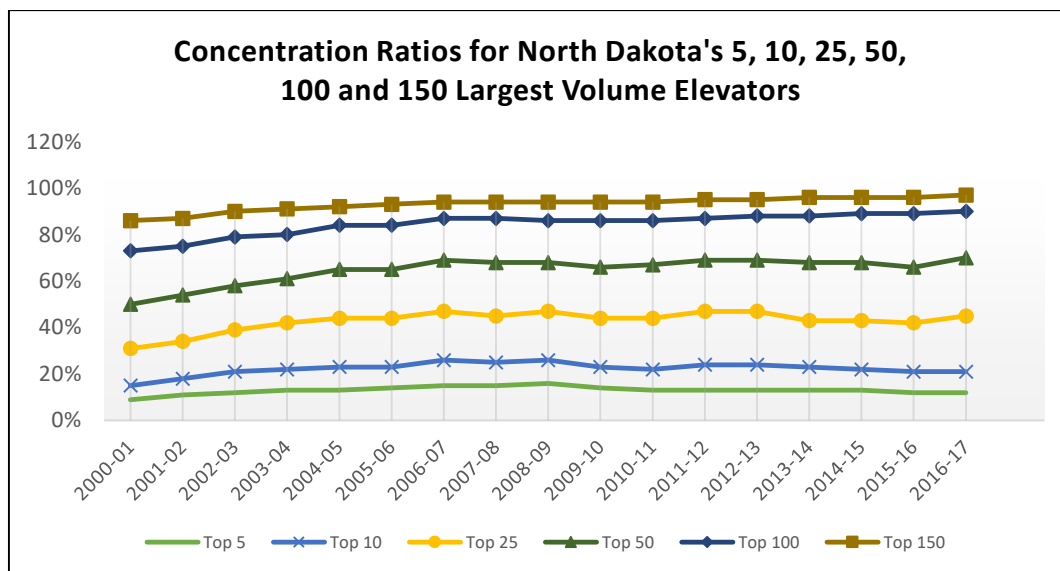
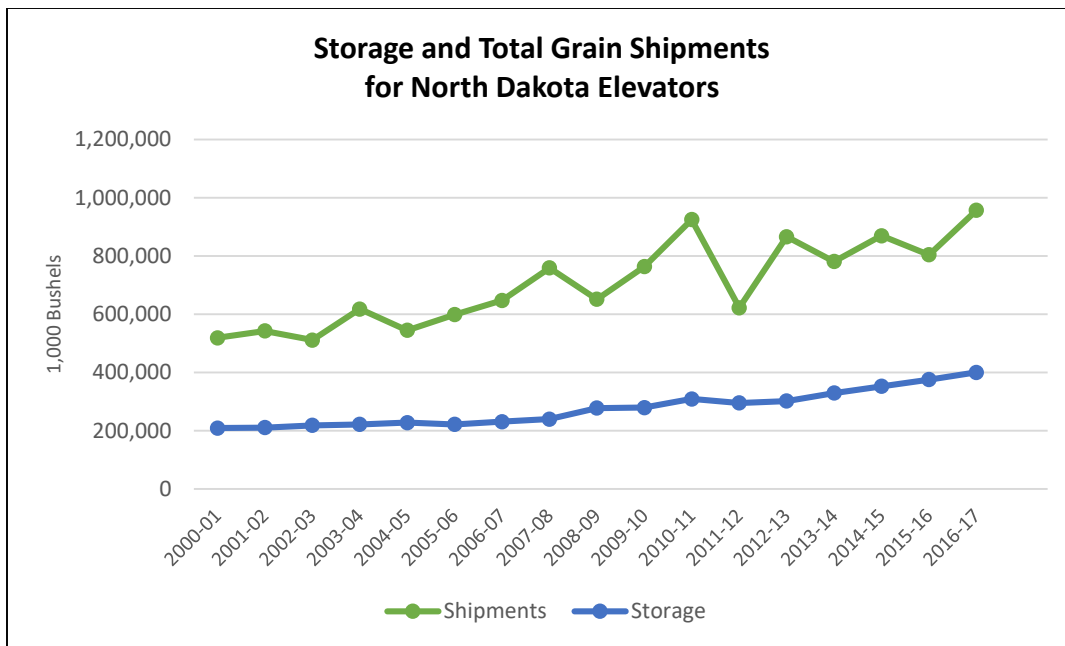
Grain Transshipped to ND Elevator: 80,883 thousand bu.

Average Turnover: 4.6



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

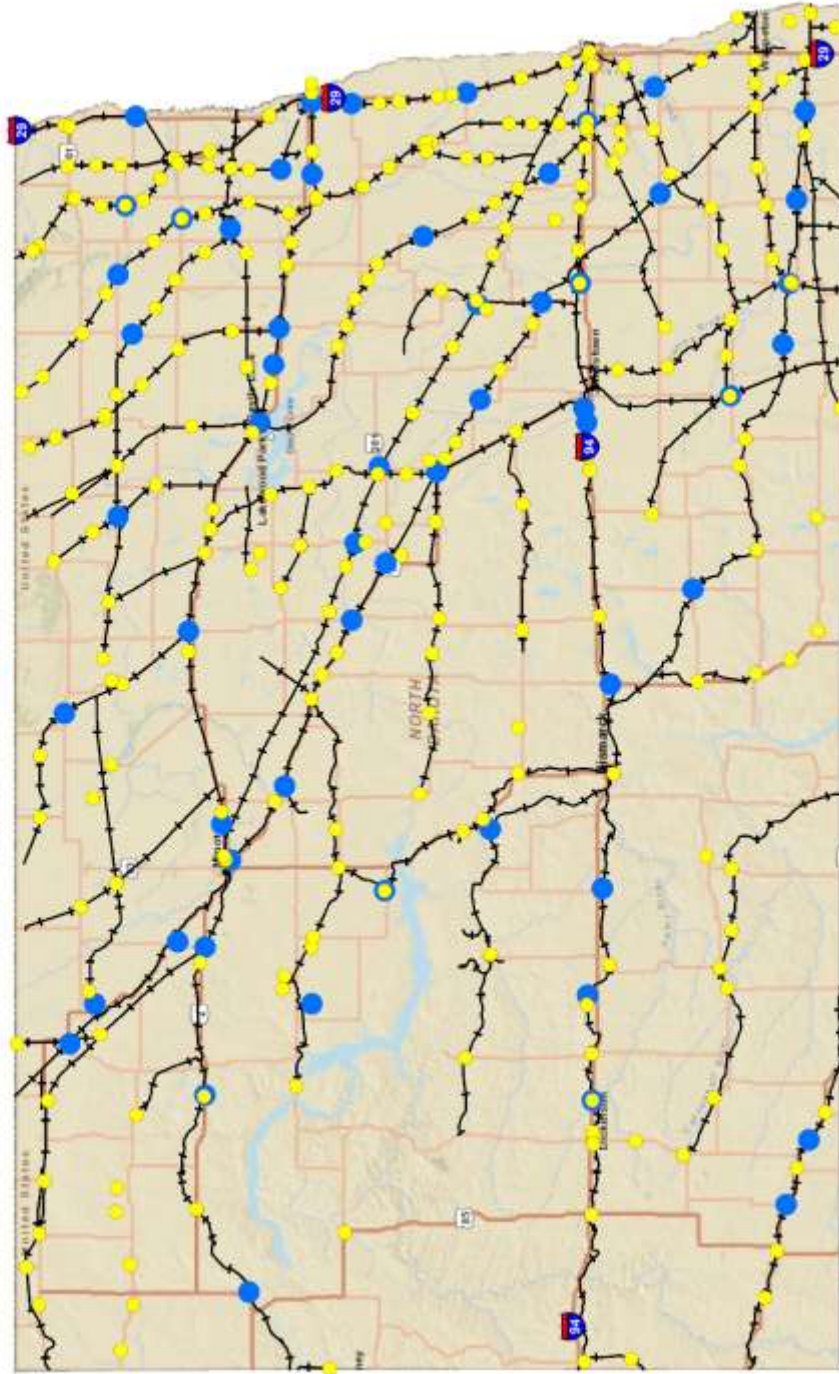




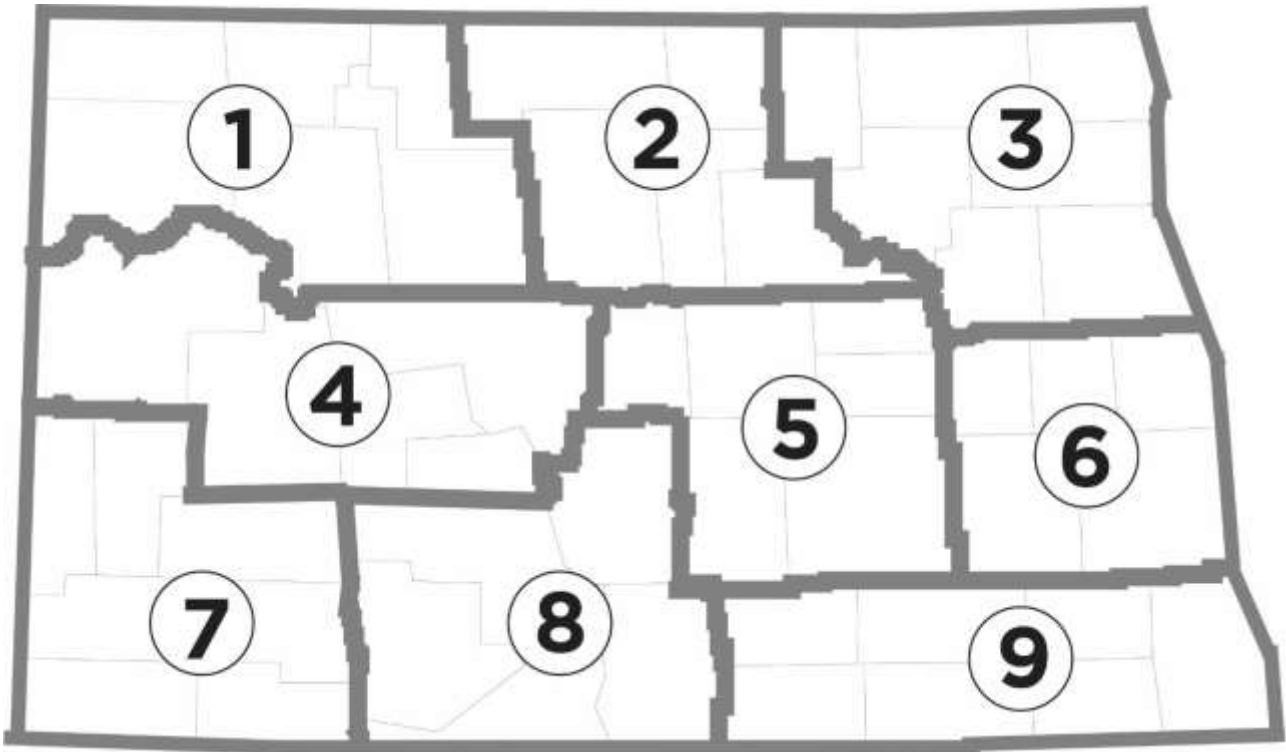


## Licensed ND Grain Facilities

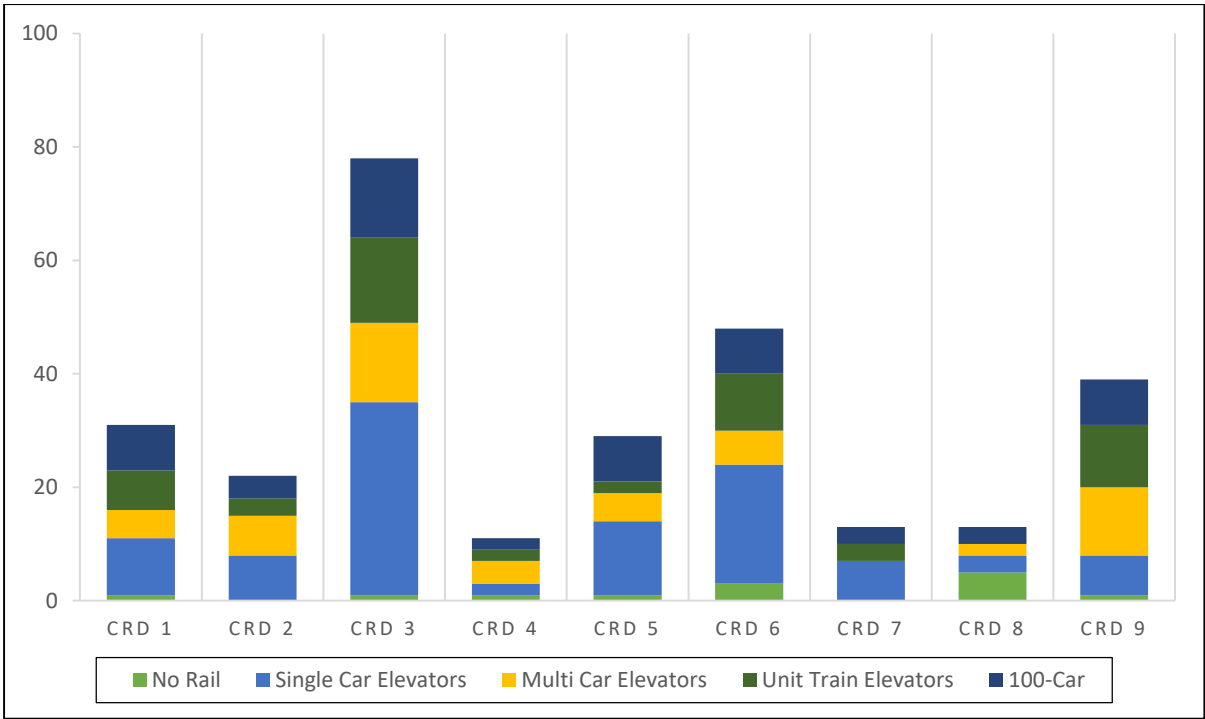
● Other Elevators    ● Shuttle Elevators

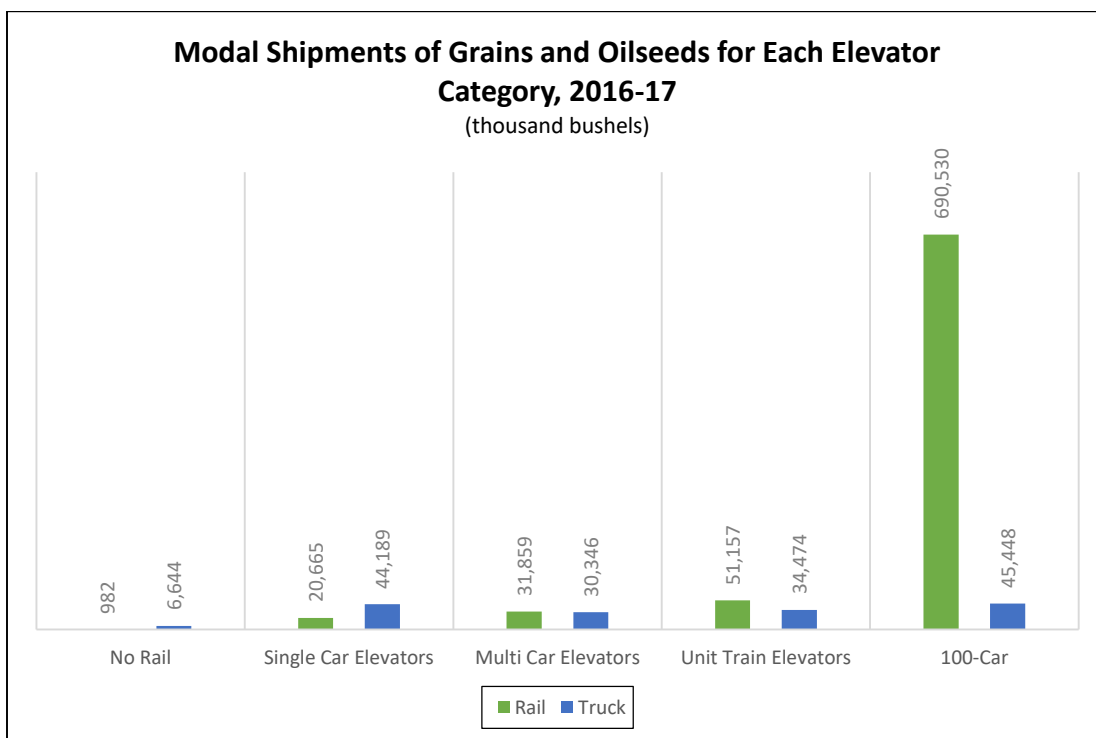
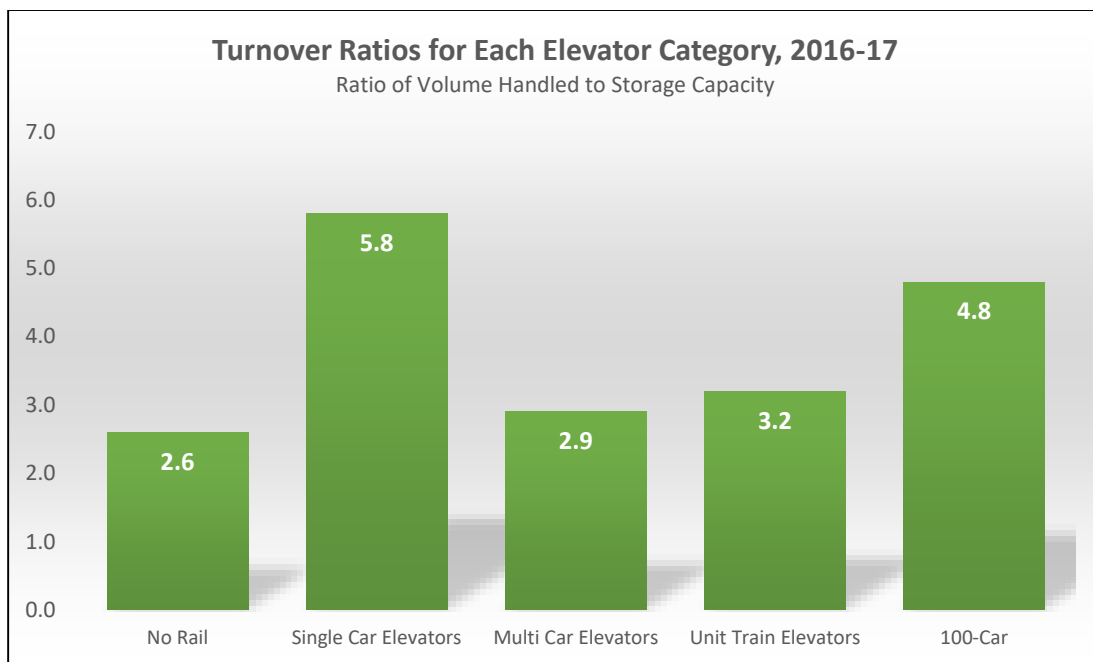


**NORTH DAKOTA CROP REPORTING DISTRICTS**



**ELEVATORS IN EACH CRD, 2016-17**



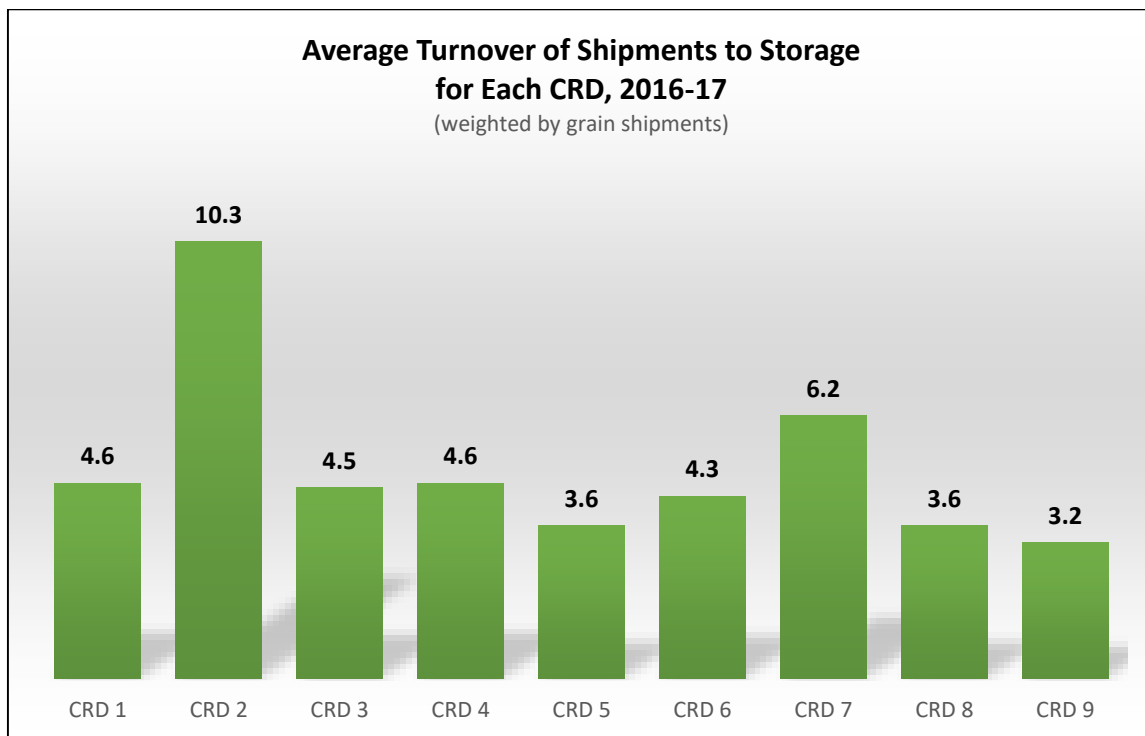


ND Elevator Storage, Shipments, and Turnover Ratios  
for Each CRD, 2016-17

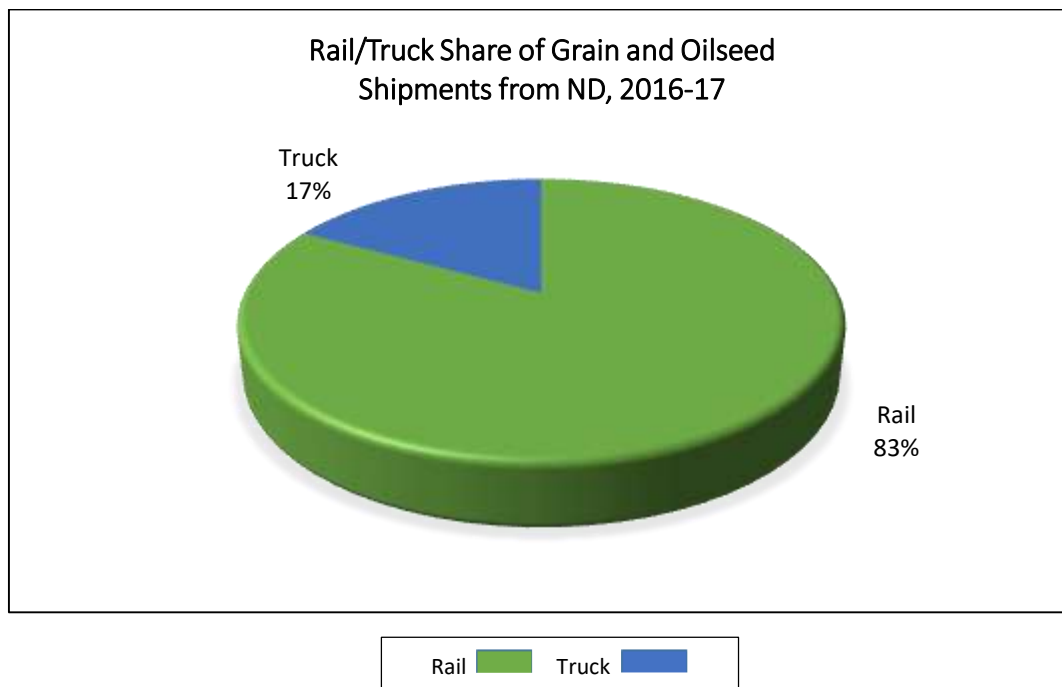
CRD	# Elev	Storage Capacity	Total Transshipped <sup>a</sup>	Total Shipments <sup>b</sup>	Average Turnover
1	28	29,663,000	8,486,166	95,710,657	4.6
2	22	24,582,000	1,231,576	67,338,917	10.3
3	78	74,900,190	16,860,587	195,716,703	4.5
4	11	11,288,000	8,373,476	31,603,020	4.6
5	29	51,925,828	13,949,084	122,883,669	3.6
6	46	103,688,600	14,489,503	194,978,884	4.3
7	13	10,861,254	60,662	44,132,988	6.2
8	12	12,376,500	1,721,897	28,953,201	3.6
9	40	81,087,000	15,709,706	174,975,606	3.2
All	279	400,372,372	80,882,659	956,293,645	4.6

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

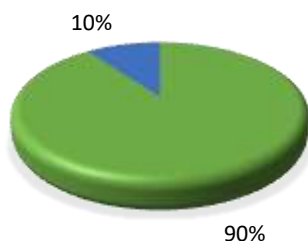
<sup>b</sup>Bushels shipped to processors and various export points.



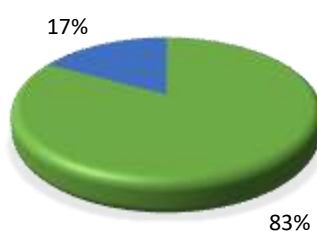
## Modal Share of Grain and Oilseed Shipments from Each CRD, 2016-17



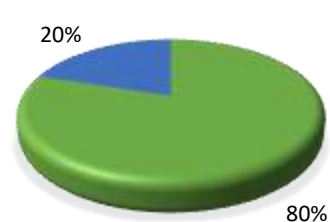
**CRD1**



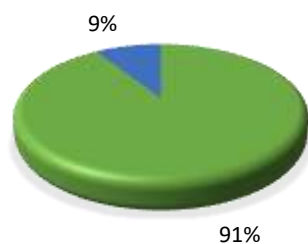
**CRD2**



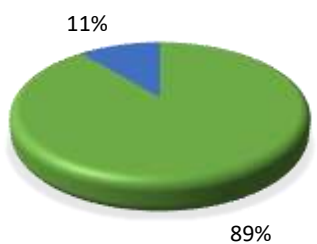
**CRD3**



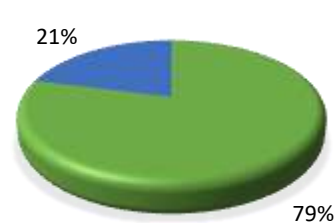
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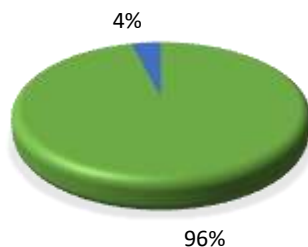
**CRD5**



**CRD6**



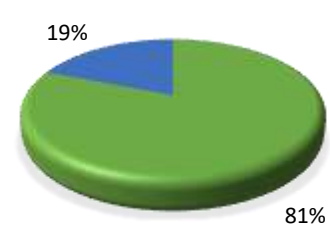
**CRD7**



**CRD8**



**CRD9**

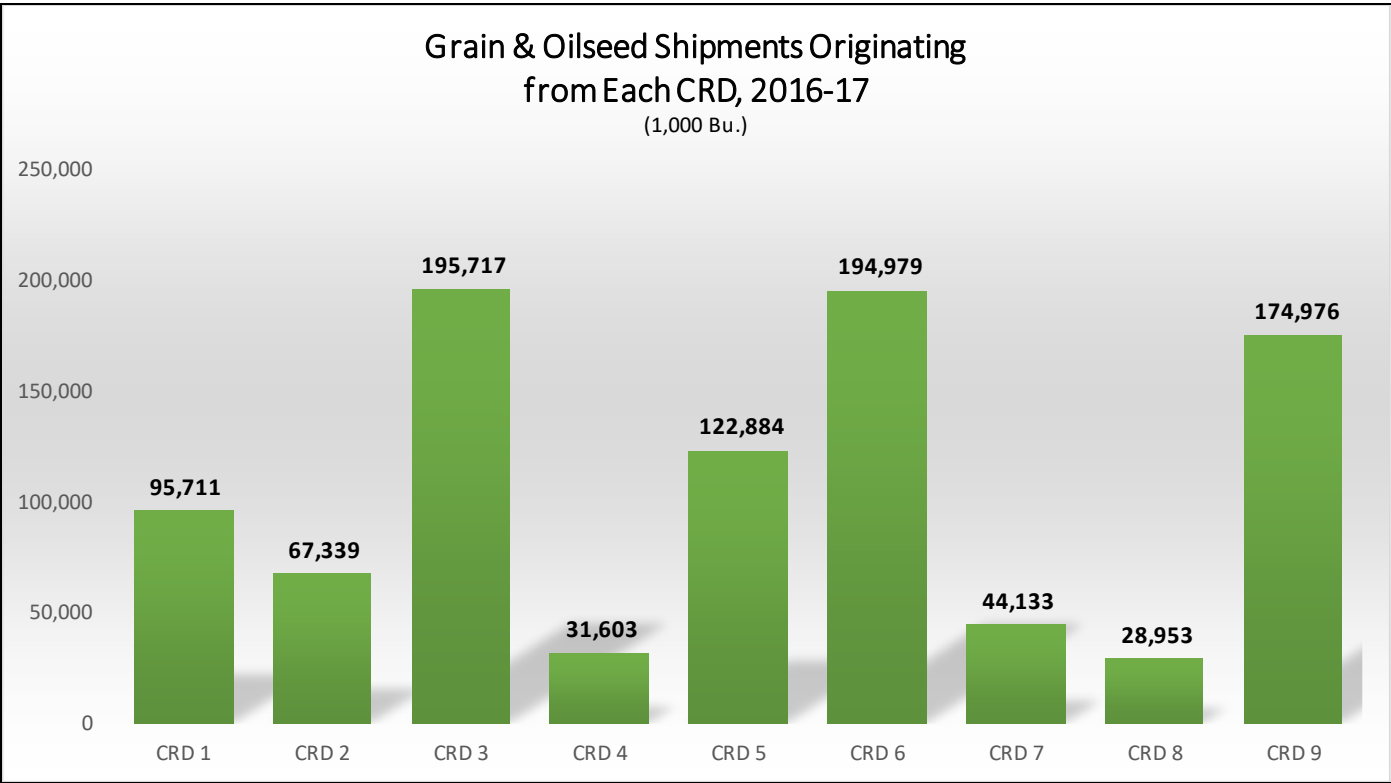




## **DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS**

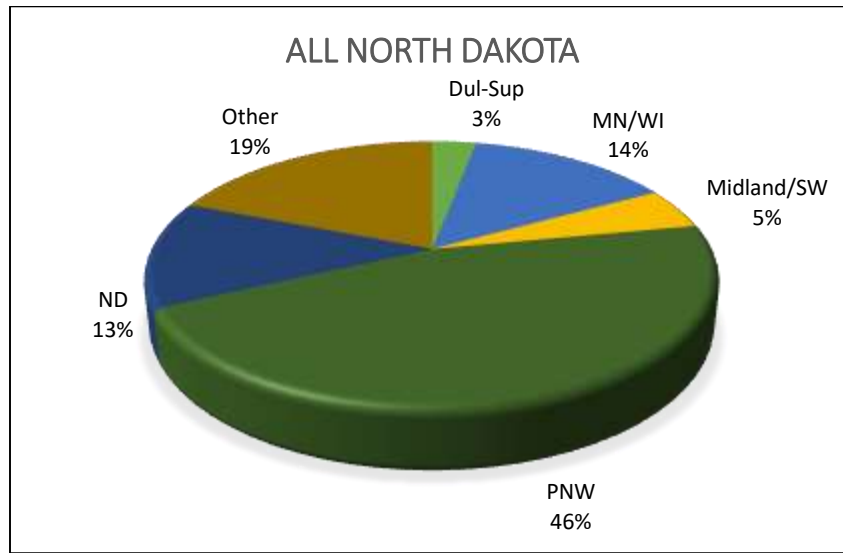
# ALL GRAIN AND OILSEED SHIPMENTS

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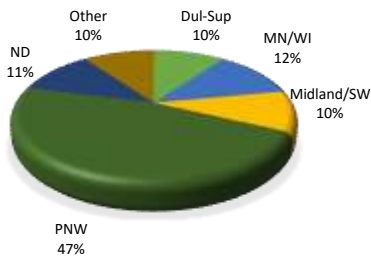




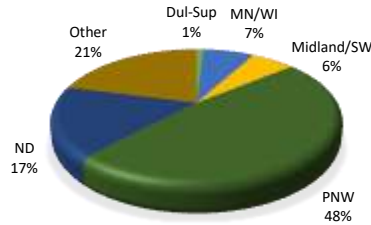
## Destinations for Grain & Oilseed Shipments, 2016-17 Crop Reporting District



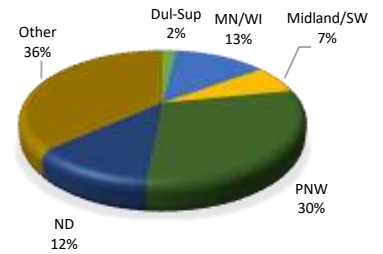
**CRD1**



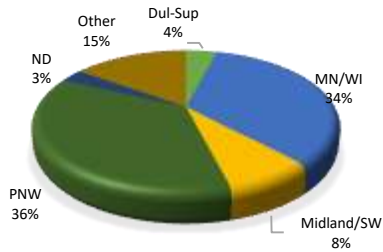
**CRD2**



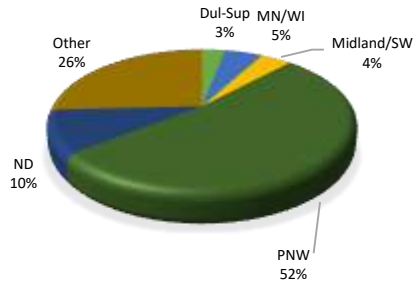
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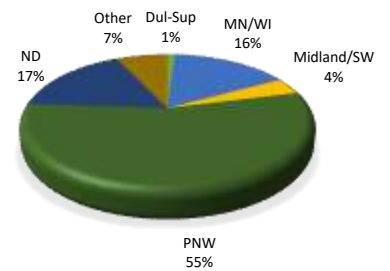
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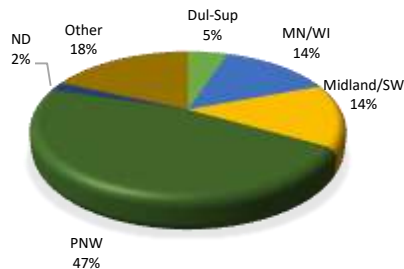
**CRD5**



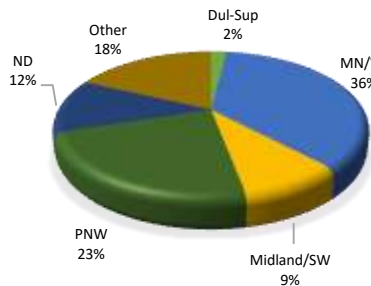
**CRD6**



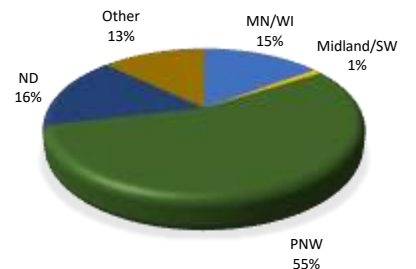
**CRD7**



**CRD8**



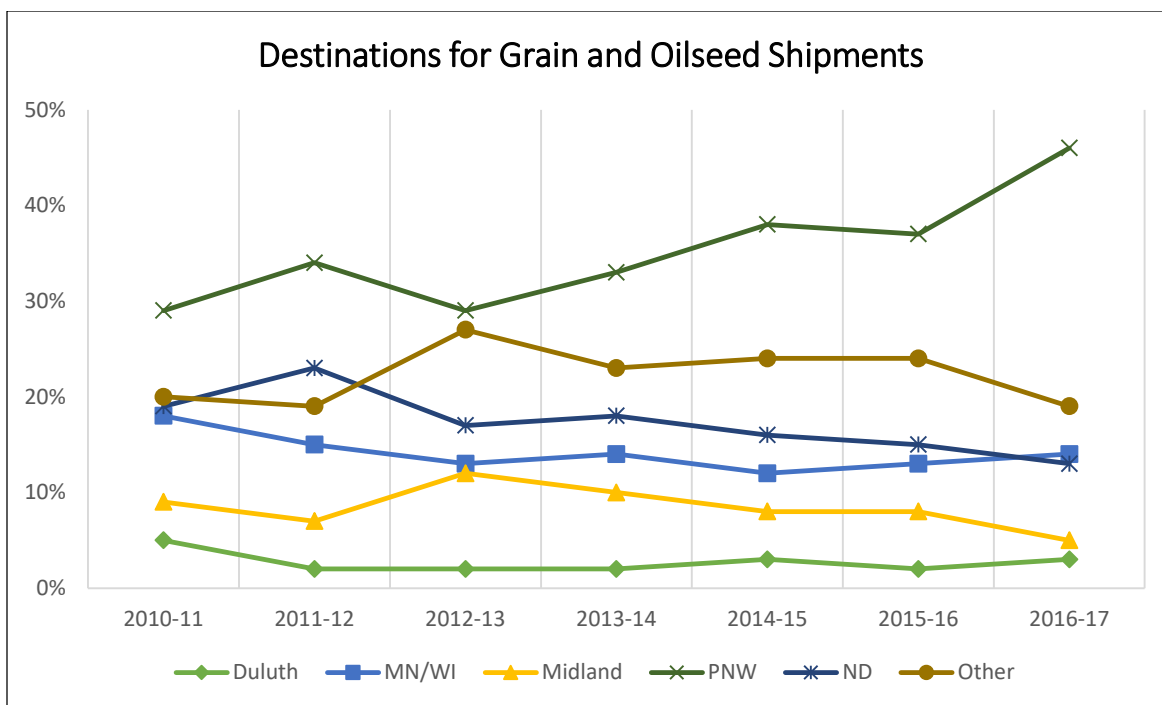
**CRD9**





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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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
2014-15	22,320 3%	105,183 12%	69,028 8%	326,514 38%	139,929 16%	869,541
2015-16	18,074 2%	103,532 13%	64,105 8%	299,478 37%	123,494 15%	804,121
2016-17	24,427 3%	131,452 14%	51,462 5%	444,267 46%	123,941 13%	956,294

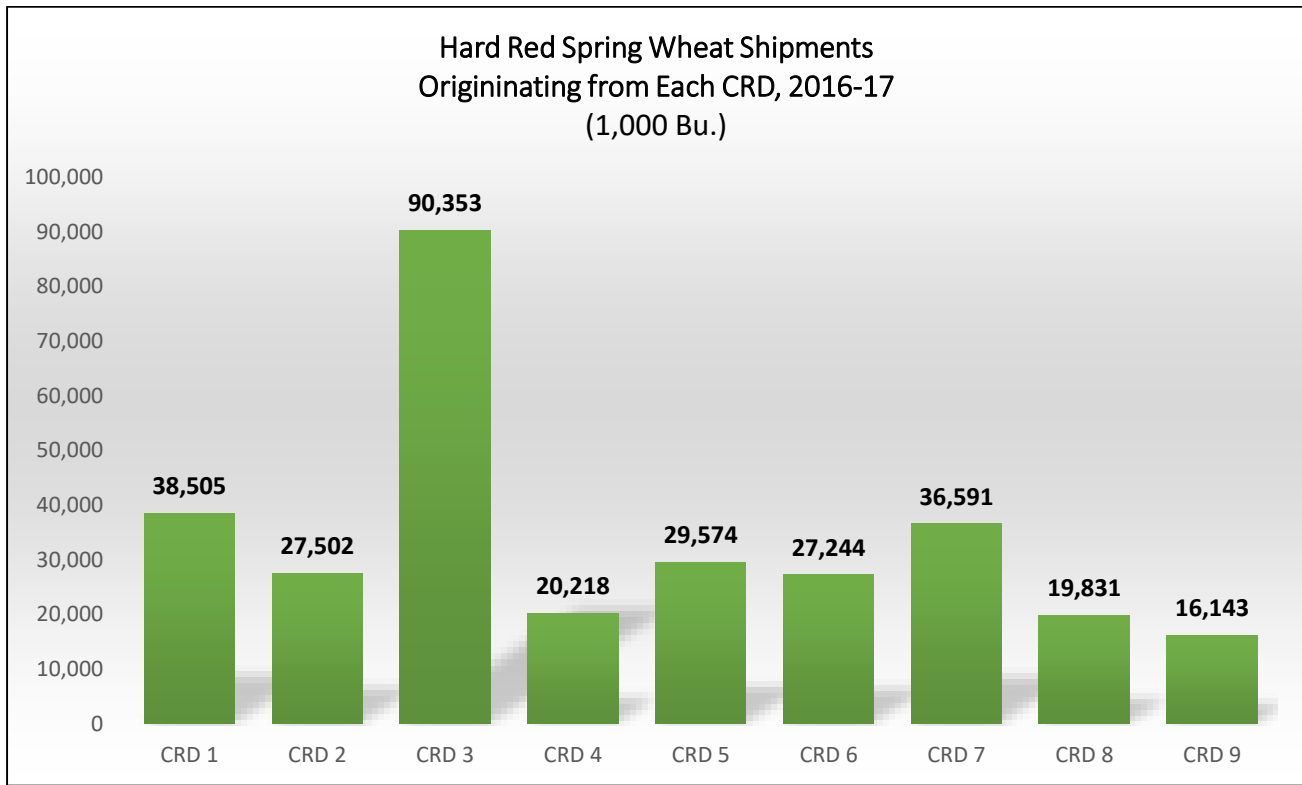


## Destinations for Grain and Oilseed Shipments from ND CRDs (1000 Bushels)

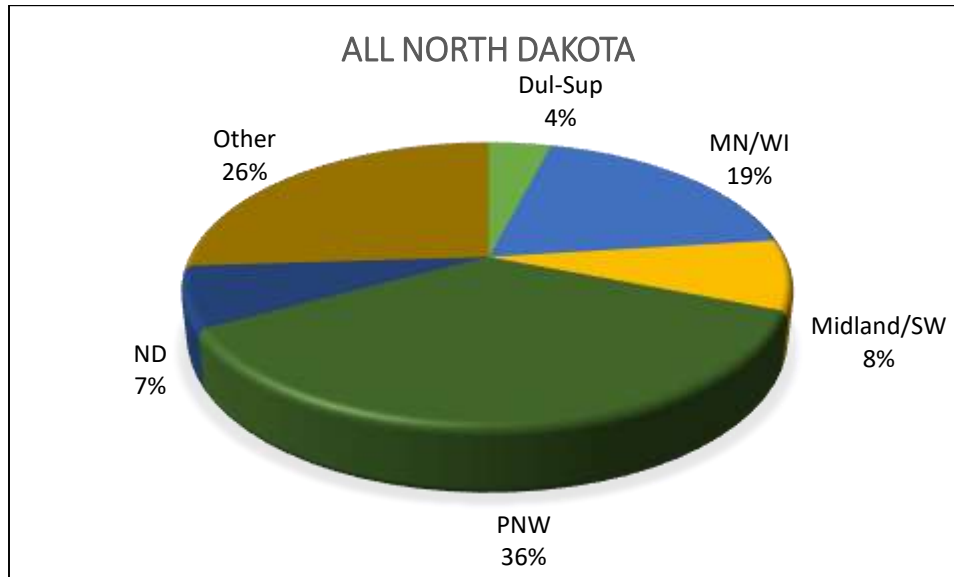
CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	18%	13%	13%	24%	14%	18%	98,911	2010-11	1%	19%	9%	19%	28%	24%	61,845
2011-12	9%	15%	17%	24%	21%	15%	48,832	2011-12	1%	18%	4%	27%	22%	28%	33,981
2012-13	7%	17%	13%	31%	18%	14%	94,274	2012-13	1%	16%	4%	16%	26%	37%	53,654
2013-14	9%	17%	14%	34%	16%	10%	87,999	2013-14	1%	14%	7%	21%	20%	36%	43,127
2014-15	10%	15%	14%	36%	12%	12%	98,413	2014-15	1%	9%	6%	33%	20%	31%	57,292
2015-16	8%	11%	12%	45%	9%	16%	96,607	2015-16	0%	8%	4%	47%	20%	20%	46,967
2016-17	10%	12%	10%	47%	11%	10%	95,711	2016-17	1%	7%	6%	48%	17%	21%	67,339
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	8%	19%	10%	20%	16%	27%	185,083	2010-11	0%	23%	10%	10%	26%	30%	37,945
2011-12	4%	19%	7%	24%	17%	30%	148,429	2011-12	1%	15%	20%	8%	25%	32%	23,426
2012-13	2%	15%	17%	22%	14%	32%	166,737	2012-13	0%	6%	13%	24%	18%	39%	30,874
2013-14	2%	14%	11%	22%	14%	36%	156,847	2013-14	0%	4%	11%	22%	22%	41%	31,398
2014-15	2%	12%	7%	23%	14%	41%	179,410	2014-15	0%	7%	12%	25%	16%	41%	34,607
2015-16	2%	14%	9%	20%	12%	43%	169,090	2015-16	3%	6%	11%	26%	11%	43%	29,032
2016-17	2%	13%	7%	30%	12%	37%	195,717	2016-17	4%	34%	8%	36%	3%	15%	31,603
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	3%	17%	5%	28%	17%	30%	101,974	2010-11	1%	15%	13%	45%	18%	8%	165,825
2011-12	2%	7%	2%	42%	19%	28%	82,246	2011-12	1%	18%	4%	52%	20%	5%	128,400
2012-13	2%	8%	8%	31%	11%	40%	115,238	2012-13	1%	13%	12%	41%	16%	17%	177,147
2013-14	2%	8%	9%	38%	12%	31%	89,005	2013-14	1%	13%	8%	44%	22%	11%	150,664
2014-15	3%	5%	5%	50%	9%	28%	109,094	2014-15	1%	11%	8%	50%	20%	10%	152,949
2015-16	1%	4%	3%	47%	11%	32%	94,936	2015-16	1%	16%	10%	40%	22%	11%	155,423
2016-17	3%	5%	4%	53%	10%	26%	122,884	2016-17	1%	16%	4%	55%	17%	7%	194,979
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	11%	23%	8%	29%	3%	25%	49,187	2010-11	0%	54%	18%	0%	25%	3%	20,344
2011-12	4%	15%	11%	39%	8%	23%	30,591	2011-12	1%	30%	23%	1%	26%	19%	17,222
2012-13	5%	18%	15%	31%	4%	28%	46,563	2012-13	1%	31%	15%	5%	29%	18%	20,611
2013-14	2%	10%	12%	50%	3%	23%	54,779	2013-14	4%	22%	19%	21%	15%	19%	32,688
2014-15	5%	19%	11%	31%	3%	31%	41,352	2014-15	1%	26%	21%	20%	18%	15%	34,332
2015-16	4%	10%	11%	39%	3%	32%	51,044	2015-16	0%	28%	17%	26%	12%	17%	31,612
2016-17	5%	14%	14%	46%	2%	18%	44,133	2016-17	2%	36%	9%	23%	12%	18%	28,953
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2010-11	0%	14%	5%	37%	30%	14%	144,318								
2011-12	0%	11%	2%	37%	40%	10%	109,202								
2012-13	0%	12%	9%	26%	26%	28%	160,833								
2013-14	0%	16%	6%	29%	30%	18%	134,709								
2014-15	0%	13%	4%	44%	23%	16%	162,091								
2015-16	0%	16%	2%	44%	25%	13%	129,409								
2016-17	0%	15%	1%	56%	16%	13%	174,976								

## HARD RED SPRING WHEAT SHIPMENTS

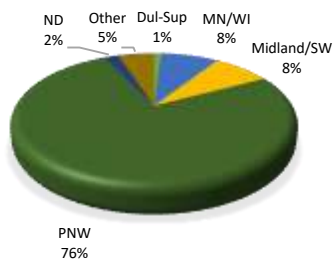
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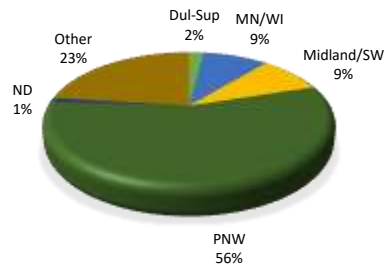
## Destinations for Hard Red Spring Wheat Shipments, 2016-17 Crop Reporting District



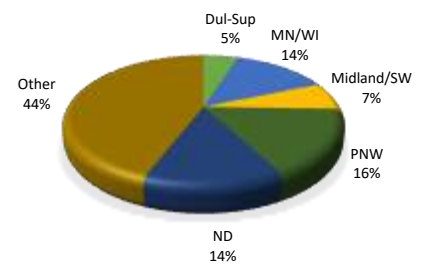
**CRD1**



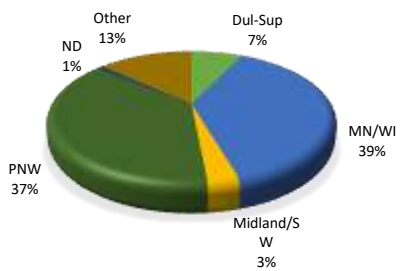
**CRD2**



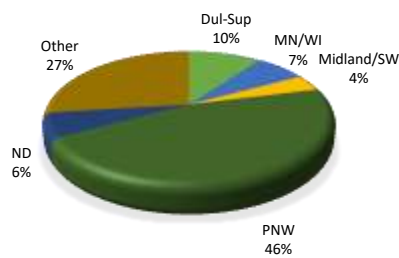
**CRD3**



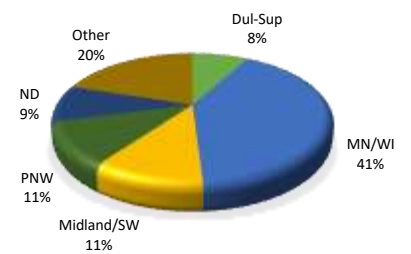
**CRD4**



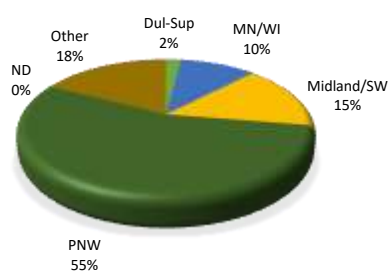
**CRD5**



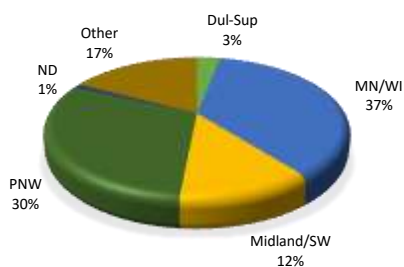
**CRD6**



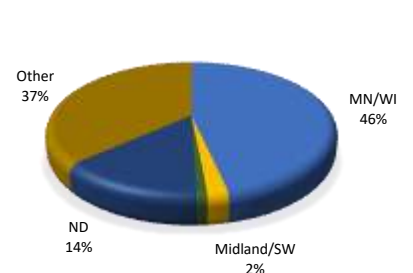
**CRD7**



**CRD8**

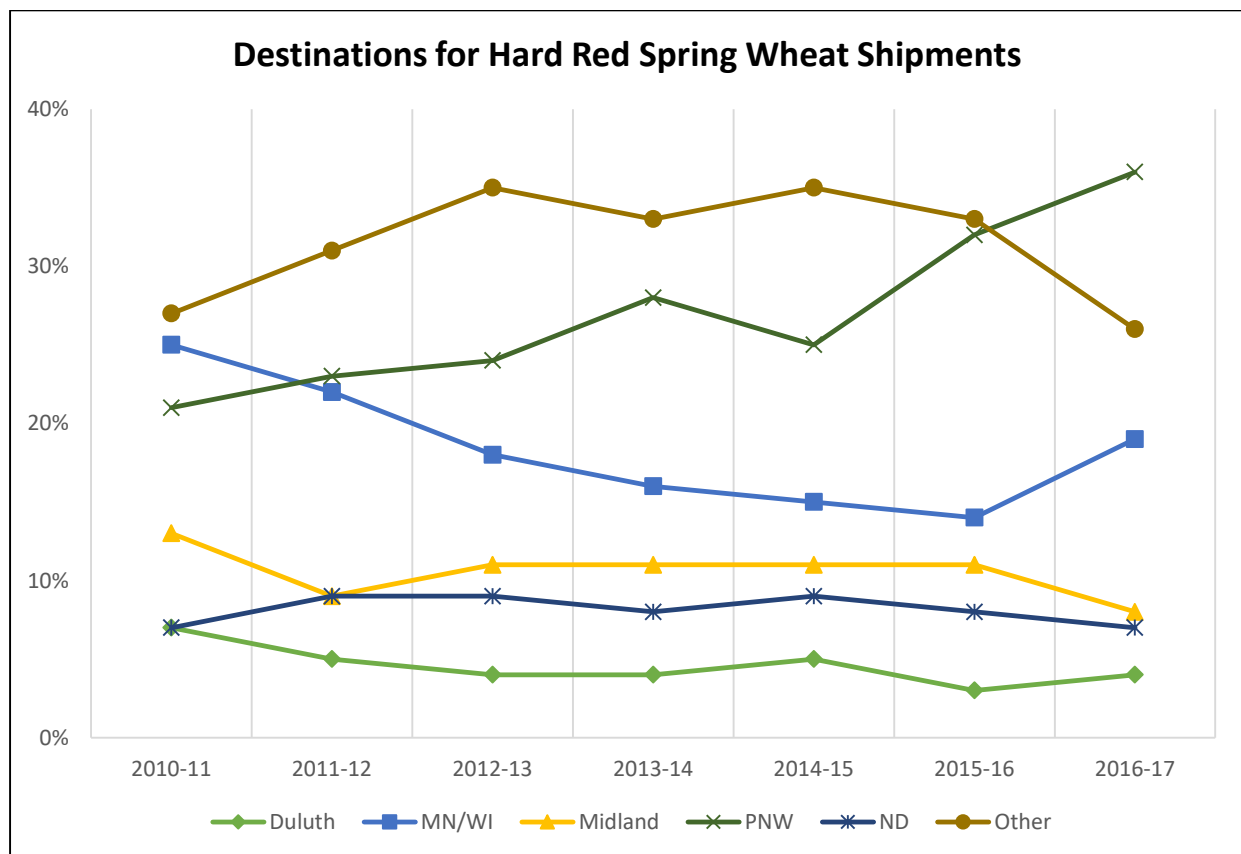


**CRD9**



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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2010-11	23,661 7%	81,778 25%	41,956 13%	68,089 21%	23,702 7%	328,147
2011-12	9,804 5%	42,399 22%	17,698 9%	44,479 23%	17,425 9%	190,161
2012-13	8,217 5%	41,952 18%	24,553 11%	56,424 24%	20,405 9%	231,495
2013-14	8,767 4%	40,226 16%	27,337 11%	70,255 28%	20,584 8%	250,168
2014-15	15,159 5%	43,131 15%	30,389 11%	70,867 25%	25,775 9%	284,631
2015-16	9,271 3%	38,311 14%	29,934 11%	89,365 32%	22,877 8%	283,666
2016-17	13,217 4%	57,289 19%	24,411 8%	109,590 36%	20,657 7%	305,961

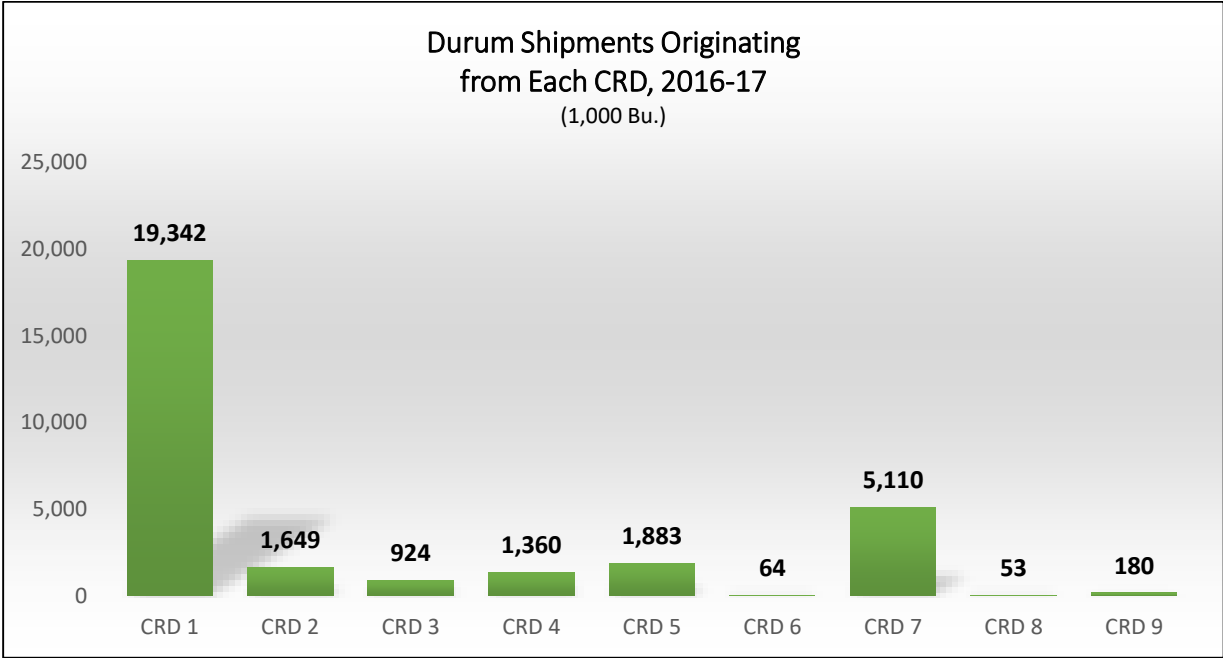


## Destinations for Hard Red Spring Wheat Shipments from ND CRDs (1000 Bushels)

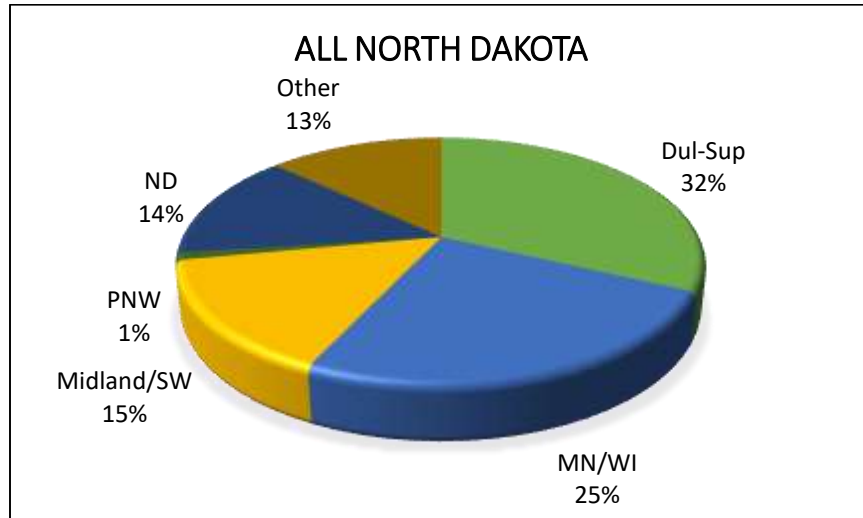
CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	5%	16%	8%	46%	4%	20%	35,053	2010-11	1%	20%	17%	24%	3%	35%	27,521
2011-12	7%	12%	5%	58%	4%	15%	16,048	2011-12	3%	13%	5%	33%	5%	40%	12,402
2012-13	3%	11%	6%	62%	2%	16%	36,831	2012-13	2%	20%	1%	16%	4%	57%	19,431
2013-14	4%	9%	9%	65%	3%	10%	35,864	2013-14	2%	13%	7%	22%	4%	52%	18,289
2014-15	9%	11%	13%	51%	6%	10%	43,731	2014-15	3%	9%	7%	48%	6%	28%	22,765
2015-16	4%	7%	11%	66%	3%	9%	44,357	2015-16	0%	4%	8%	65%	7%	16%	19,981
2016-17	1%	8%	8%	75%	2%	5%	38,505	2016-17	2%	9%	9%	56%	1%	23%	27,502
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	14%	23%	11%	12%	12%	28%	102,337	2010-11	0%	22%	11%	16%	10%	42%	20,721
2011-12	8%	25%	7%	12%	14%	32%	72,528	2011-12	0%	16%	19%	12%	7%	46%	12,822
2012-13	4%	19%	14%	10%	19%	35%	63,935	2012-13	0%	8%	11%	34%	2%	45%	18,635
2013-14	4%	17%	11%	4%	17%	46%	65,839	2013-14	0%	5%	8%	33%	5%	49%	19,696
2014-15	4%	13%	8%	8%	16%	51%	85,138	2014-15	0%	8%	9%	31%	2%	49%	22,359
2015-16	4%	14%	7%	8%	15%	52%	76,852	2015-16	4%	6%	6%	28%	5%	51%	19,246
2016-17	5%	14%	7%	17%	14%	45%	90,353	2016-17	7%	38%	3%	37%	1%	13%	20,218
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	5%	29%	10%	9%	7%	40%	38,865	2010-11	4%	14%	30%	32%	9%	11%	35,101
2011-12	8%	13%	5%	17%	8%	49%	17,733	2011-12	4%	23%	14%	32%	9%	18%	17,579
2012-13	10%	25%	8%	9%	12%	36%	17,535	2012-13	5%	15%	12%	9%	14%	46%	18,984
2013-14	7%	20%	15%	6%	12%	41%	17,960	2013-14	5%	25%	18%	8%	15%	29%	16,962
2014-15	13%	12%	9%	13%	10%	43%	23,398	2014-15	10%	16%	24%	9%	16%	25%	19,996
2015-16	5%	7%	9%	33%	9%	37%	24,938	2015-16	5%	22%	32%	3%	12%	27%	21,818
2016-17	10%	7%	4%	46%	6%	27%	29,574	2016-17	8%	41%	11%	11%	9%	20%	27,244
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	10%	18%	9%	37%	1%	24%	36,102	2010-11	0%	81%	13%	0%	3%	3%	12,682
2011-12	1%	13%	13%	50%	1%	21%	22,351	2011-12	1%	55%	21%	2%	9%	13%	8,693
2012-13	4%	16%	15%	36%	0%	29%	37,521	2012-13	2%	41%	12%	10%	6%	29%	9,599
2013-14	2%	5%	11%	60%	1%	21%	43,677	2013-14	6%	31%	13%	25%	2%	23%	21,377
2014-15	5%	15%	11%	36%	1%	33%	33,579	2014-15	2%	33%	15%	27%	6%	17%	22,504
2015-16	3%	6%	10%	46%	2%	33%	41,109	2015-16	0%	30%	15%	34%	0%	21%	22,582
2016-17	2%	10%	15%	54%	0%	17%	36,591	2016-17	3%	36%	12%	30%	1%	17%	19,831
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2010-11	2%	48%	9%	7%	3%	31%	19,765								
2011-12	0%	45%	5%	4%	8%	38%	10,004								
2012-13	0%	40%	8%	0%	11%	41%	9,025								
2013-14	3%	50%	4%	0%	9%	33%	10,505								
2014-15	2%	48%	4%	7%	3%	36%	11,162								
2015-16	1%	50%	2%	0%	14%	33%	13,783								
2016-17	0%	47%	2%	1%	14%	37%	16,143								

# DURUM SHIPMENTS

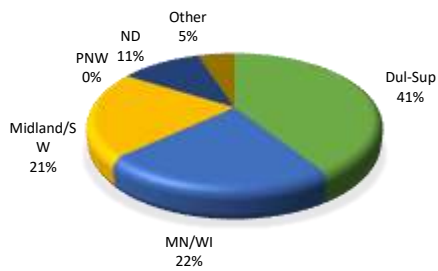
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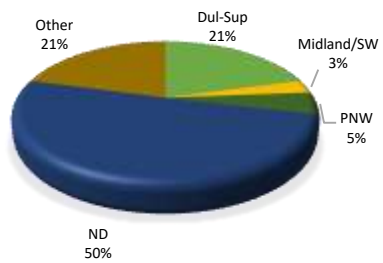
## Destinations for Durum Shipments, 2016-17 Crop Reporting District



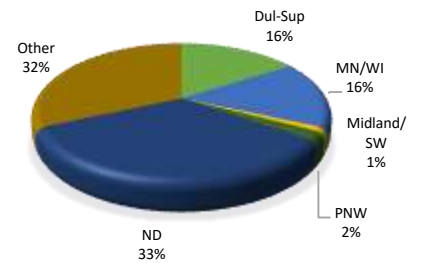
**CRD1**



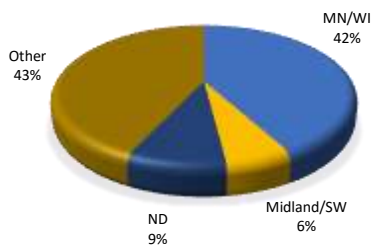
**CRD2**



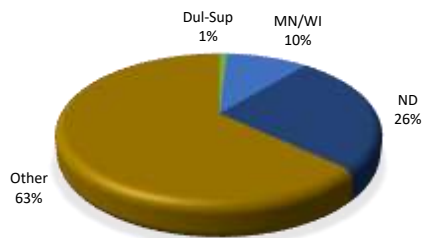
**CRD3**



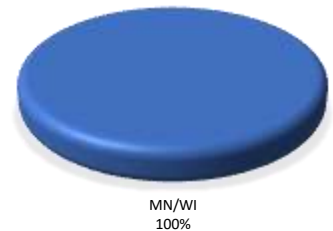
**CRD4**



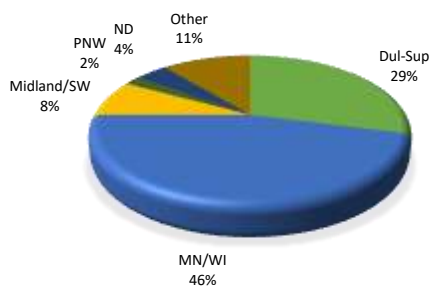
**CRD5**



**CRD6**



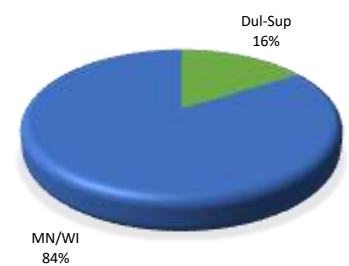
**CRD7**



**CRD8**



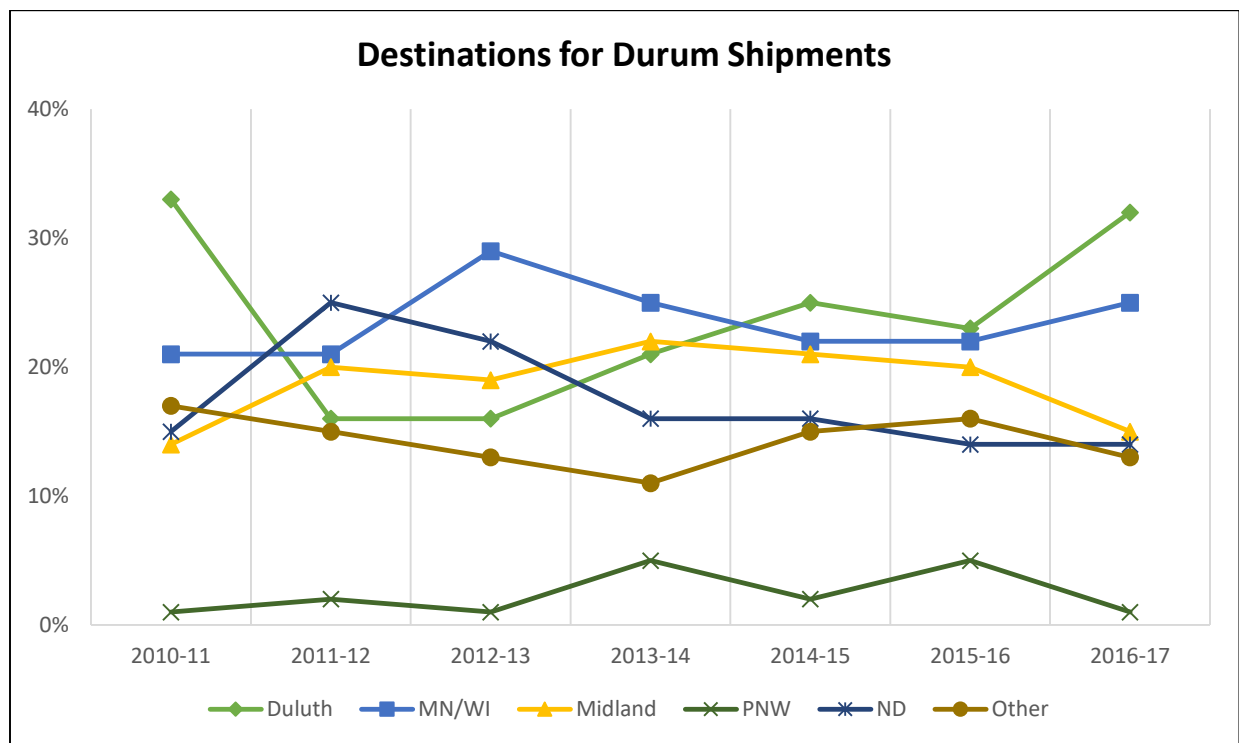
**CRD9**





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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2010-11	17,424	10,874	7,370	591	7,703	52,786
	33%	21%	14%	1%	15%	
2011-12	3,949	5,172	4,729	404	6,101	24,249
	16%	21%	20%	2%	25%	
2012-13	6,207	11,123	7,127	287	8,557	38,496
	16%	29%	19%	1%	22%	
2013-14	7,125	8,812	7,477	1,784	5,530	34,587
	21%	25%	22%	5%	16%	
2014-15	6,178	5,605	5,340	440	3,942	25,216
	25%	22%	21%	2%	16%	
2015-16	6,294	5,857	5,291	1,414	3,800	26,929
	23%	22%	20%	5%	14%	
2016-17	9,926	7,770	4,635	173	4,201	30,564
	32%	25%	15%	1%	14%	

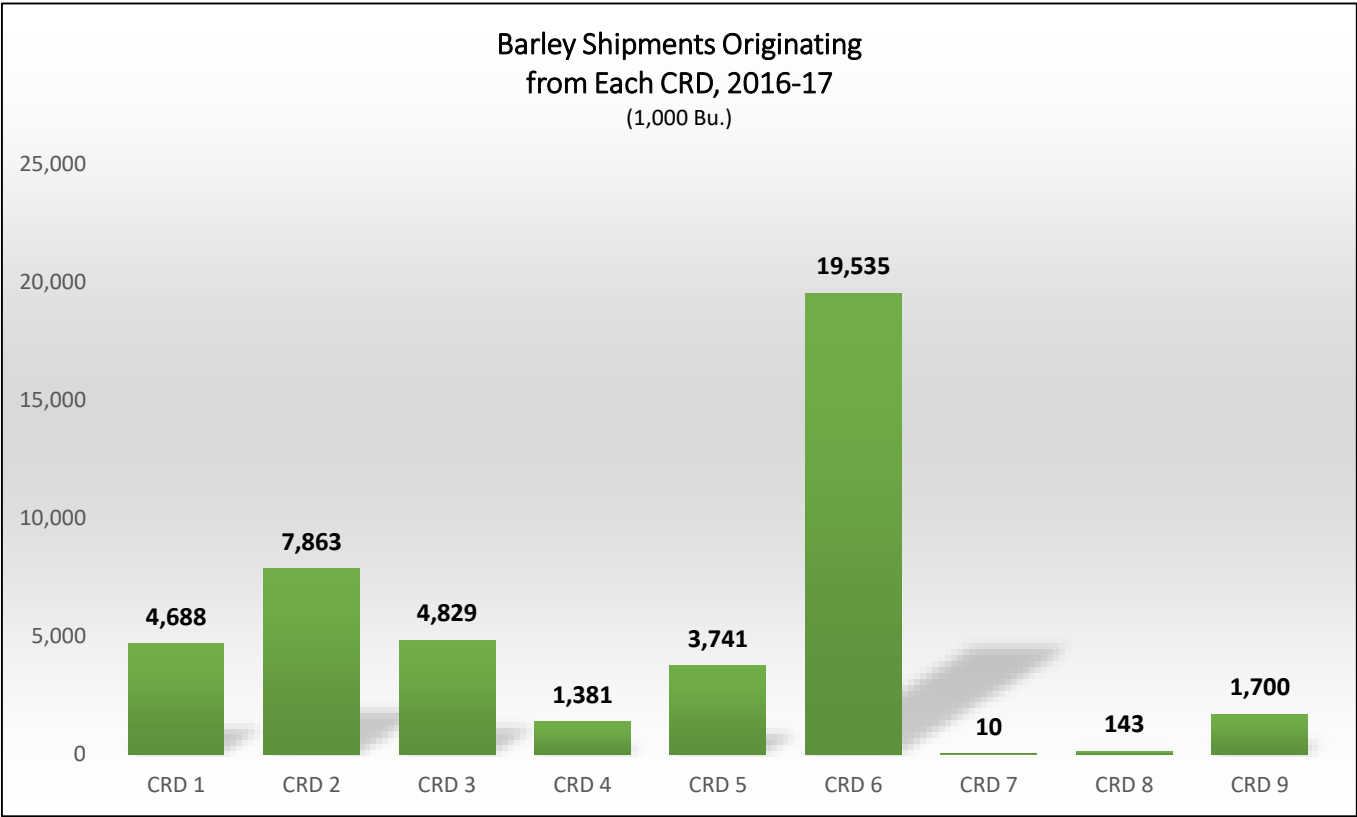


## Destinations for Durum Shipments from ND CRDs (1000 Bushels)

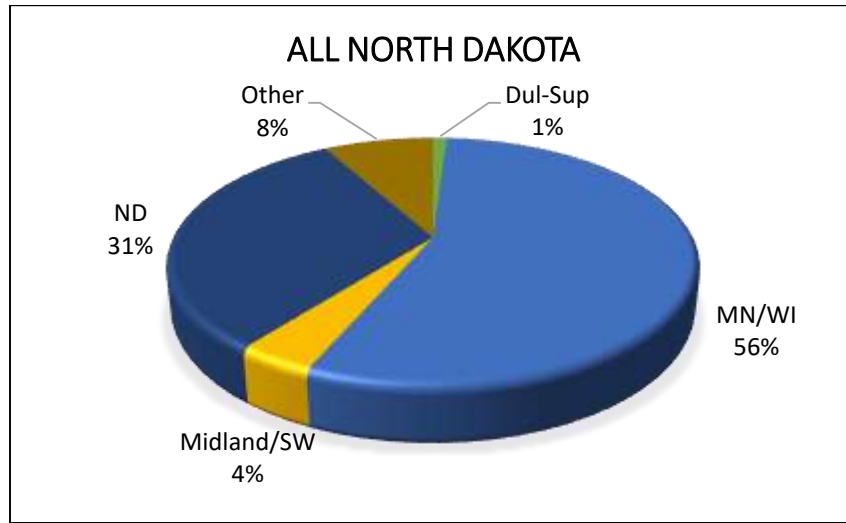
CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	44%	11%	16%	1%	13%	15%	34,073	2010-11	3%	23%	4%	0%	57%	13%	2,400
2011-12	20%	19%	20%	2%	28%	10%	14,862	2011-12	12%	12%	0%	0%	60%	15%	816
2012-13	21%	23%	23%	1%	26%	6%	24,535	2012-13	1%	21%	0%	0%	57%	21%	1,127
2013-14	26%	23%	24%	7%	16%	4%	24,577	2013-14	6%	39%	0%	0%	53%	2%	732
2014-15	30%	14%	27%	2%	17%	9%	18,366	2014-15	0%	54%	1%	0%	30%	15%	341
2015-16	28%	15%	25%	8%	13%	10%	17,665	2015-16	15%	16%	6%	0%	62%	1%	506
2016-17	41%	22%	21%	0%	11%	5%	19,342	2016-17	21%	0%	3%	5%	51%	21%	1,649
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	10%	29%	0%	5%	20%	36%	975	2010-11	1%	37%	17%	0%	26%	19%	5,084
2011-12	3%	24%	5%	5%	25%	37%	578	2011-12	3%	9%	46%	0%	36%	6%	2,821
2012-13	4%	35%	0%	0%	35%	25%	764	2012-13	2%	0%	28%	0%	20%	50%	2,576
2013-14	41%	10%	6%	0%	31%	11%	378	2013-14	0%	10%	14%	0%	38%	39%	1,496
2014-15	30%	18%	1%	0%	36%	16%	552	2014-15	3%	11%	9%	0%	10%	68%	1,109
2015-16	16%	20%	4%	0%	40%	19%	950	2015-16	0%	7%	26%	0%	15%	52%	974
2016-17	16%	16%	1%	2%	34%	32%	924	2016-17	0%	42%	6%	0%	9%	43%	1,360
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	28%	14%	21%	0%	6%	31%	1,485	2010-11	0%	0%	0%	0%	0%	0%	0
2011-12	0%	34%	19%	0%	22%	24%	679	2011-12	0%	100%	0%	0%	0%	0%	60
2012-13	8%	7%	13%	0%	29%	43%	1,627	2012-13	0%	100%	0%	0%	0%	0%	2,254
2013-14	5%	0%	7%	0%	24%	64%	535	2013-14	0%	0%	0%	0%	0%	0%	0
2014-15	10%	2%	4%	0%	8%	75%	722	2014-15	0%	0%	0%	0%	0%	0%	0
2015-16	1%	4%	1%	0%	28%	65%	1,070	2015-16	0%	100%	0%	0%	0%	0%	4
2016-17	1%	10%	0%	0%	26%	63%	1,883	2016-17	0%	100%	0%	0%	0%	0%	64
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2010-11	20%	49%	7%	2%	4%	17%	8,730	2010-11	16%	84%	0%	0%	0%	0%	30
2011-12	16%	36%	6%	1%	3%	39%	4,409	2011-12	0%	0%	0%	0%	100%	0%	23
2012-13	14%	42%	11%	2%	4%	27%	5,079	2012-13	0%	0%	0%	0%	100%	0%	29
2013-14	9%	40%	18%	0%	3%	29%	6,794	2013-14	0%	0%	0%	0%	100%	0%	58
2014-15	10%	65%	4%	0%	7%	13%	4,093	2014-15	0%	0%	0%	0%	100%	0%	34
2015-16	18%	48%	9%	0%	8%	17%	5,695	2015-16	0%	0%	0%	0%	100%	0%	11
2016-17	29%	46%	8%	2%	4%	11%	5,110	2016-17	0%	33%	0%	0%	67%	0%	53
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2010-11	0%	79%	0%	0%	21%	0%	9								
2011-12	0%	0%	0%	0%	100%	0%	1								
2012-13	0%	97%	0%	0%	0%	3%	505								
2013-14	0%	100%	0%	0%	0%	0%	17								
2014-15	0%	0%	0%	0%	0%	0%	0								
2015-16	0%	10%	0%	0%	0%	90%	54								
2016-17	16%	84%	0%	0%	0%	0%	180								

# BARLEY SHIPMENTS

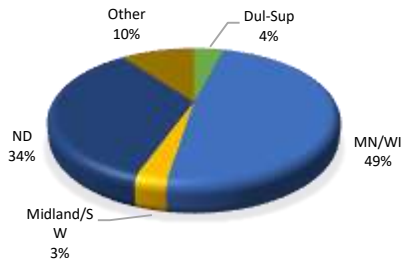
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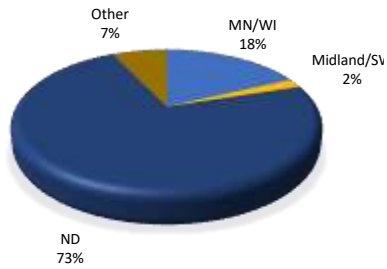
## Destinations for Barley Shipments, 2016-17 Crop Reporting District



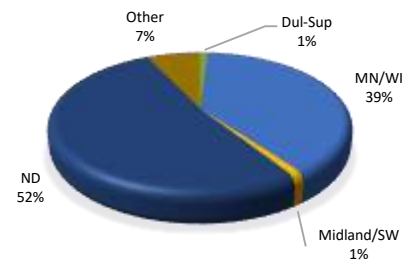
**CRD1**



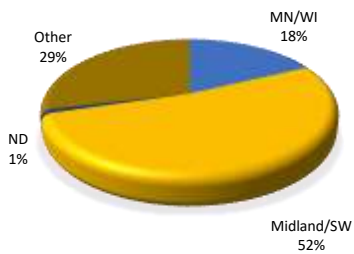
**CRD2**



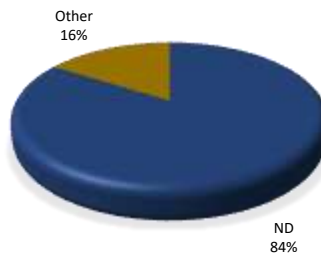
**CRD3**



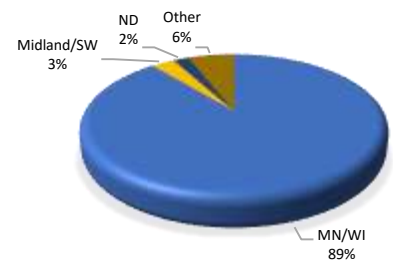
**CRD4**



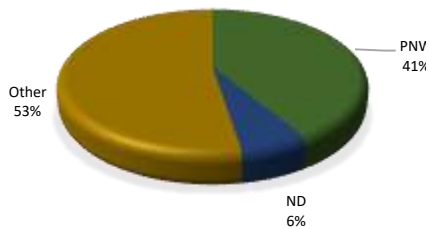
**CRD5**



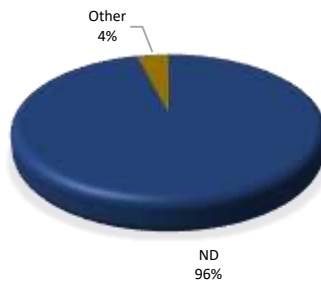
**CRD6**



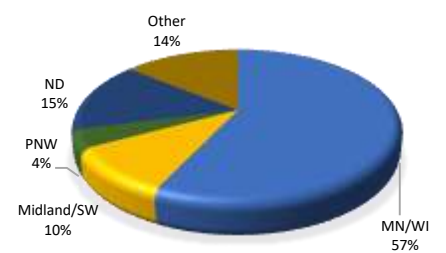
**CRD7**



**CRD8**

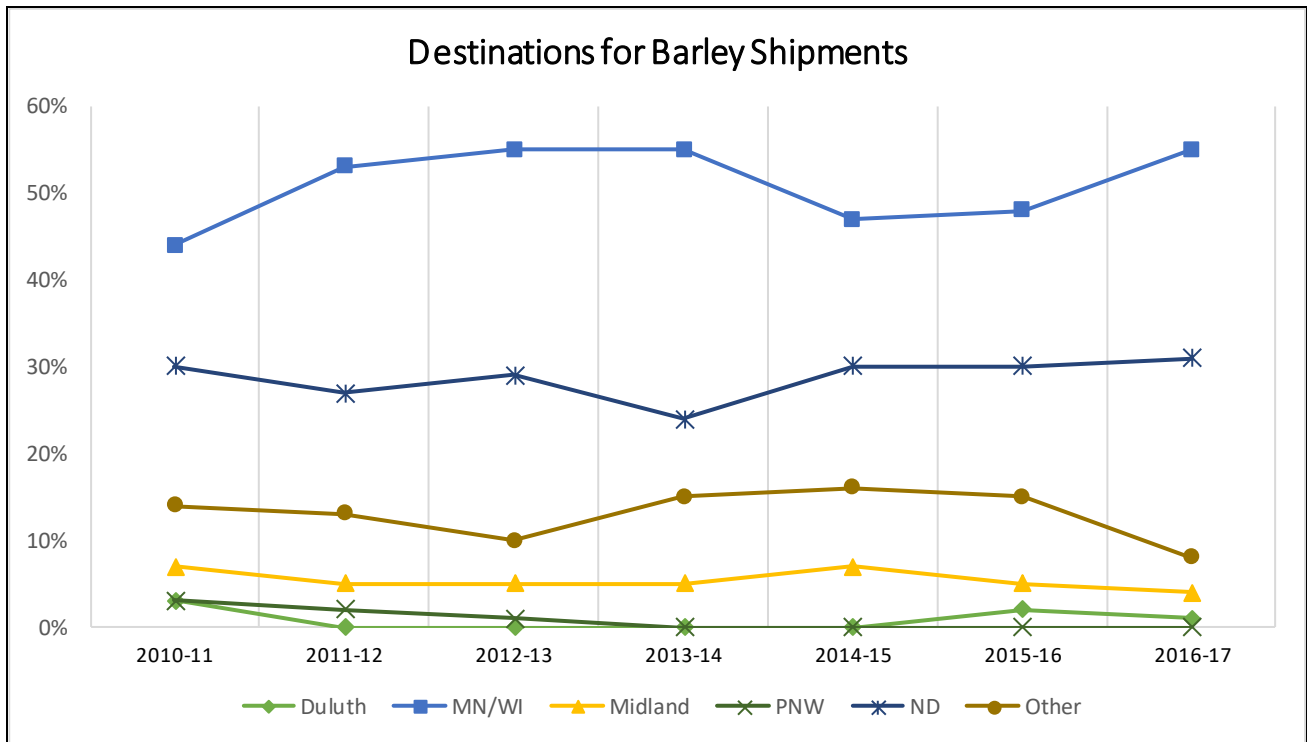


**CRD9**



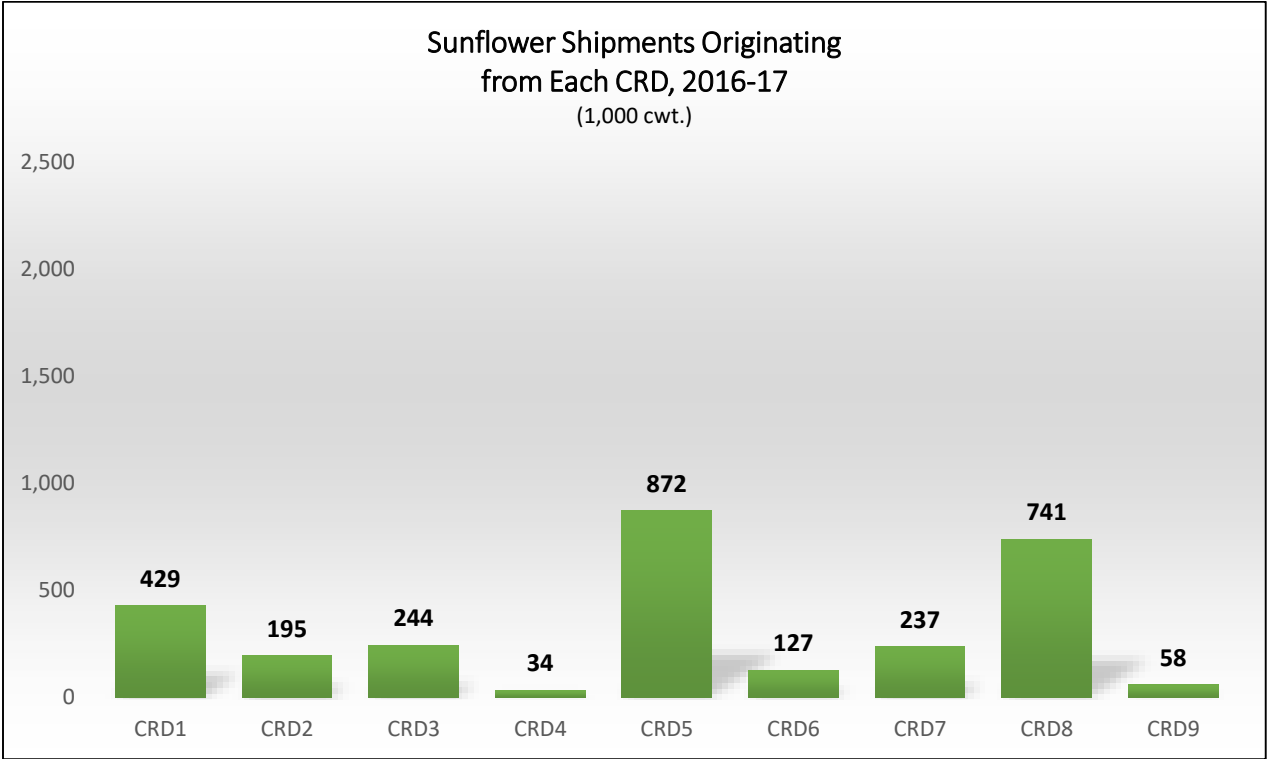
**Trends for Destinations of Barley Shipments from ND  
(1,000 Bushels)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2010-11	1,309 3%	21,671 44%	3,289 7%	1,300 3%	14,823 30%	49,237
2011-12	17 0%	21,050 53%	2,067 5%	672 2%	10,641 27%	39,584
2012-13	36 0%	23,575 55%	2,158 5%	315 1%	12,375 29%	42,727
2013-14	12 0%	25,577 55%	2,502 5%	114 0%	11,199 24%	46,514
2014-15	0 0%	21,963 47%	3,112 7%	24 0%	14,170 30%	46,592
2015-16	1,174 2%	23,680 48%	2,277 5%	43 0%	15,025 30%	49,708
2016-17	219 1%	24,104 55%	1,973 4%	84 0%	13,799 31%	43,891

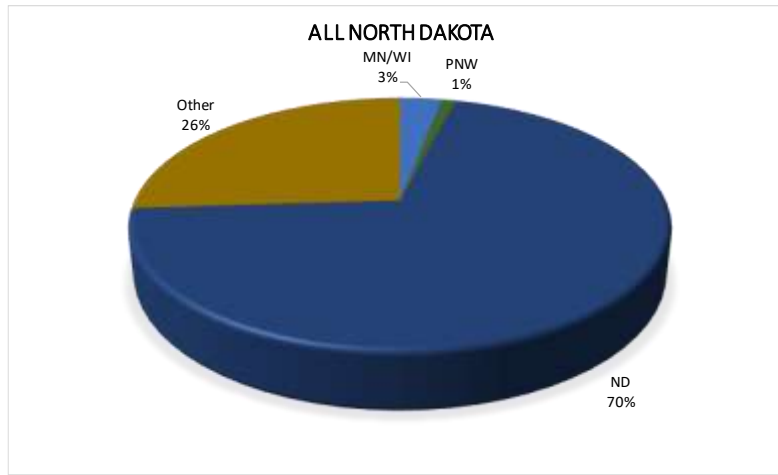


# SUNFLOWER SHIPMENTS

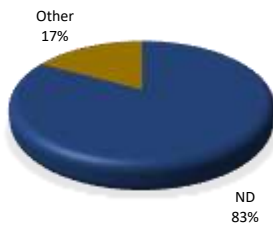
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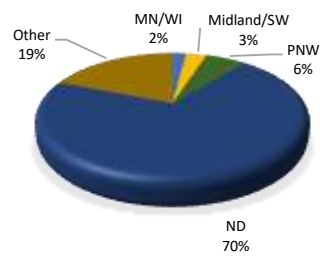
## Destinations for Sunflower Shipments, 2016-17 Crop Reporting District



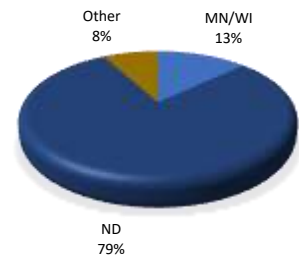
**CRD1**



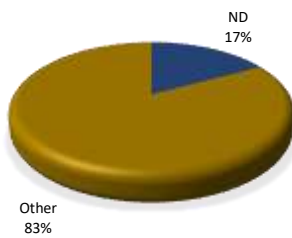
**CRD2**



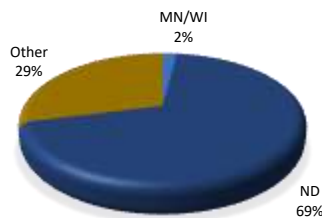
**CRD3**



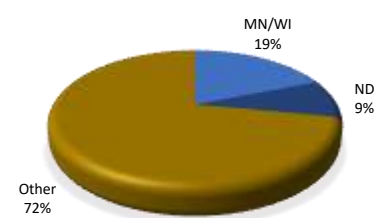
**CRD4**



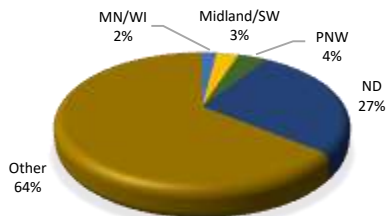
**CRD5**



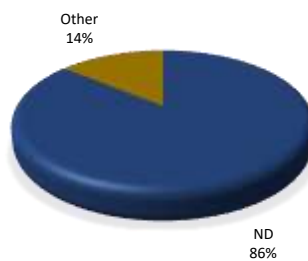
**CRD6**



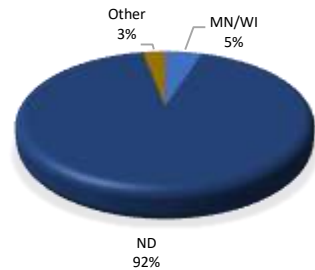
**CRD7**



**CRD8**

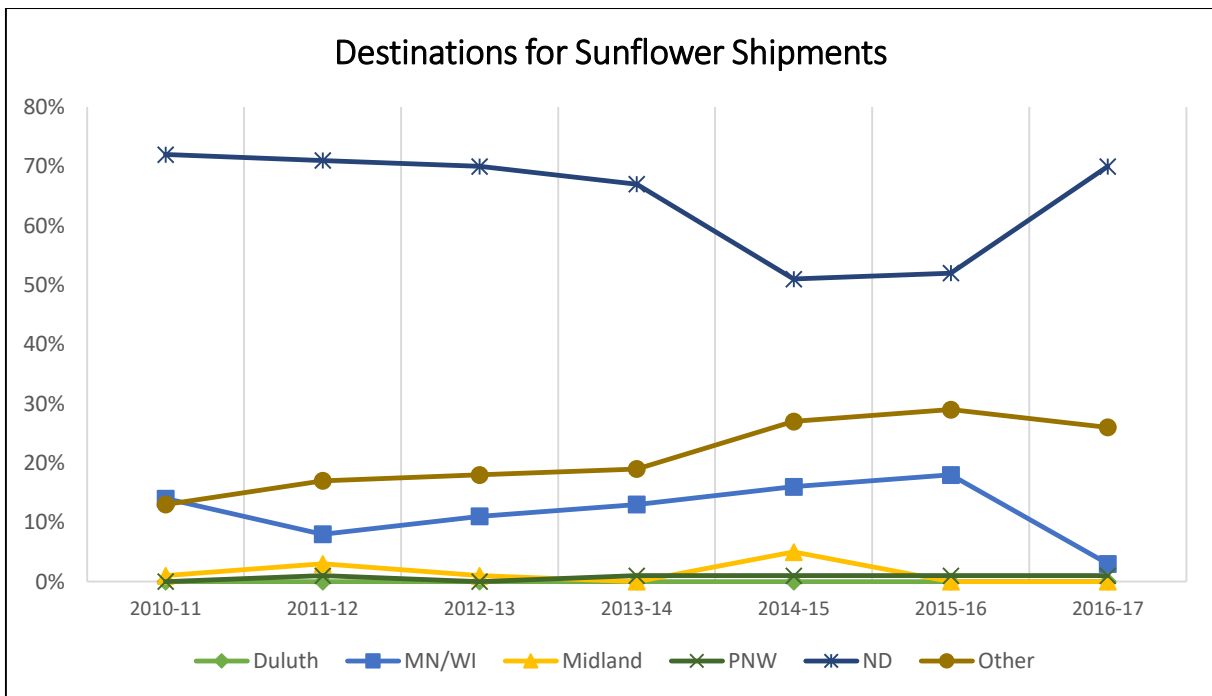


**CRD9**



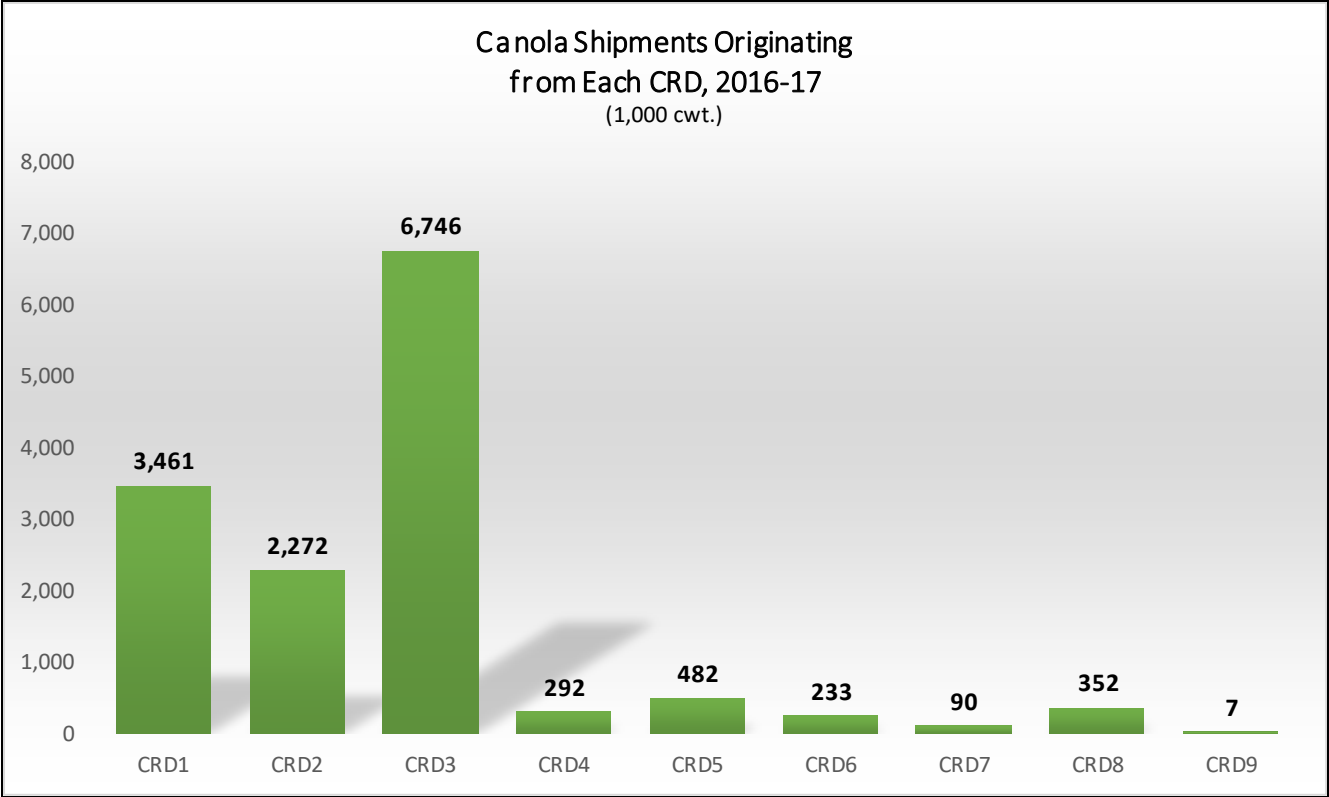
**Trends for Destinations of Sunflower Shipments from ND  
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2010-11	0	985	55	30	5,065	7,074
	0%	14%	1%	0%	72%	
2011-12	0	393	130	27	3,267	4,622
	0%	8%	3%	1%	71%	
2012-13	0	604	68	17	3,814	5,476
	0%	11%	1%	1%	70%	
2013-14	0	511	4	21	2,633	3,907
	0%	13%	0%	1%	67%	
2014-15	0	464	153	28	1,494	2,921
	0%	16%	5%	1%	51%	
2015-16	1	479	4	24	1,406	2,686
	0%	18%	0%	1%	52%	
2016-17	0	82	12	22	2,061	2,938
	0%	3%	0%	1%	70%	

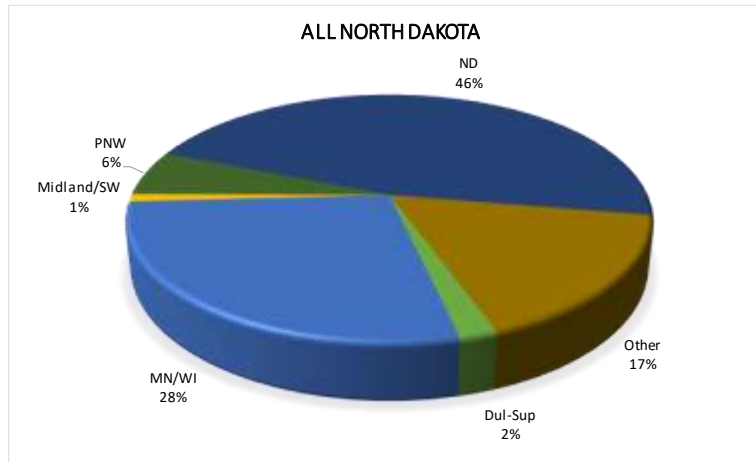




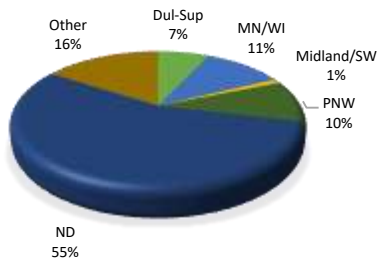
# CANOLA SHIPMENTS



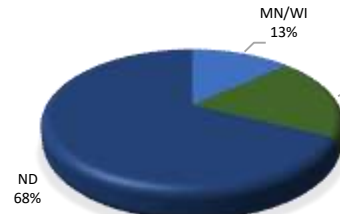
## Destinations for Canola Shipments, 2016-17 Crop Reporting District



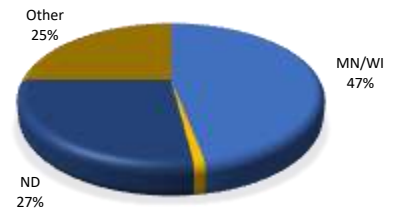
**CRD1**



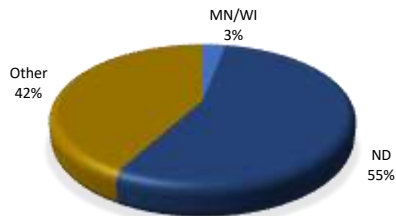
**CRD2**



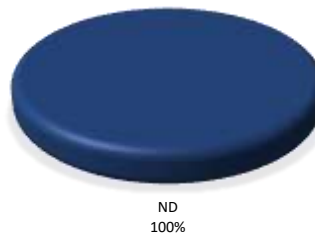
**CRD3**



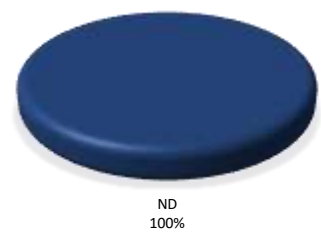
**CRD4**



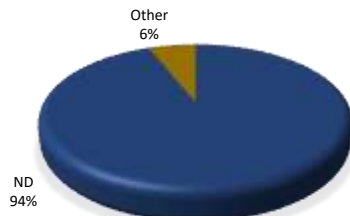
**CRD5**



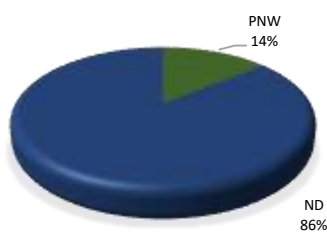
**CRD6**



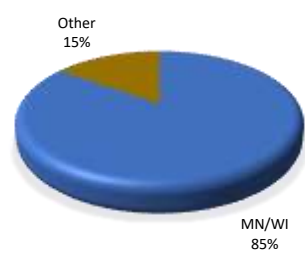
**CRD7**



**CRD8**

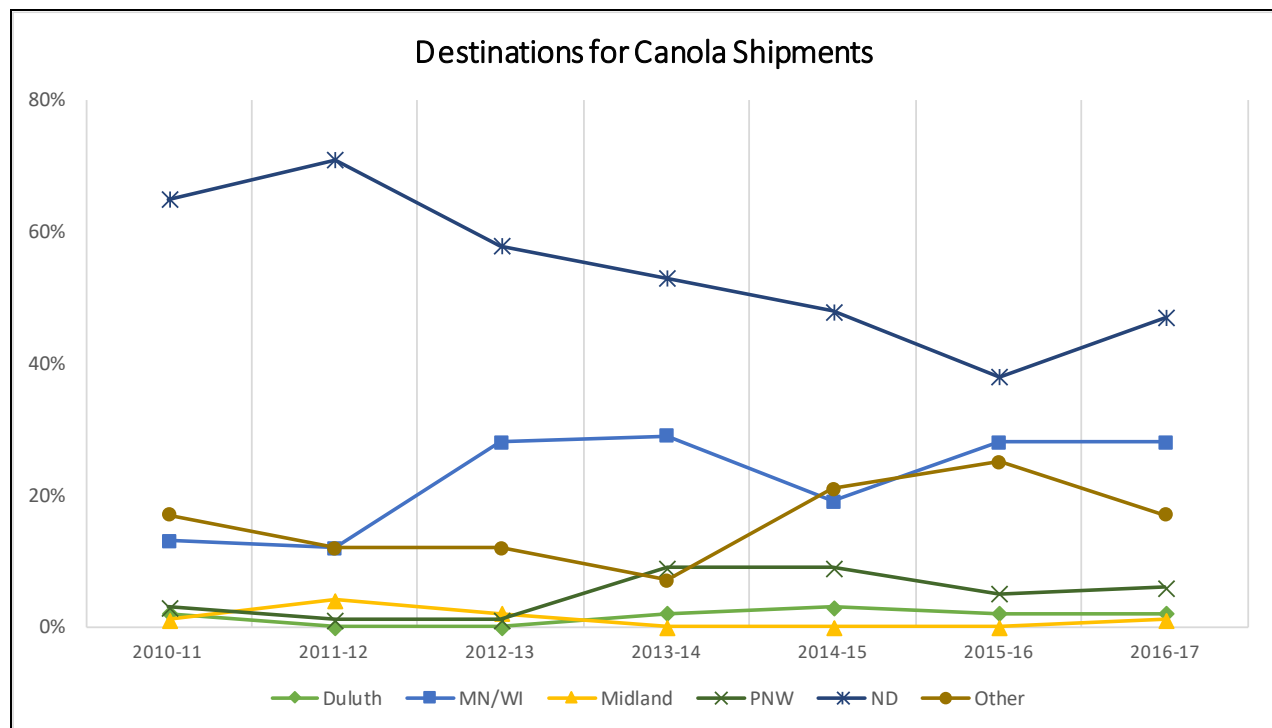


**CRD9**



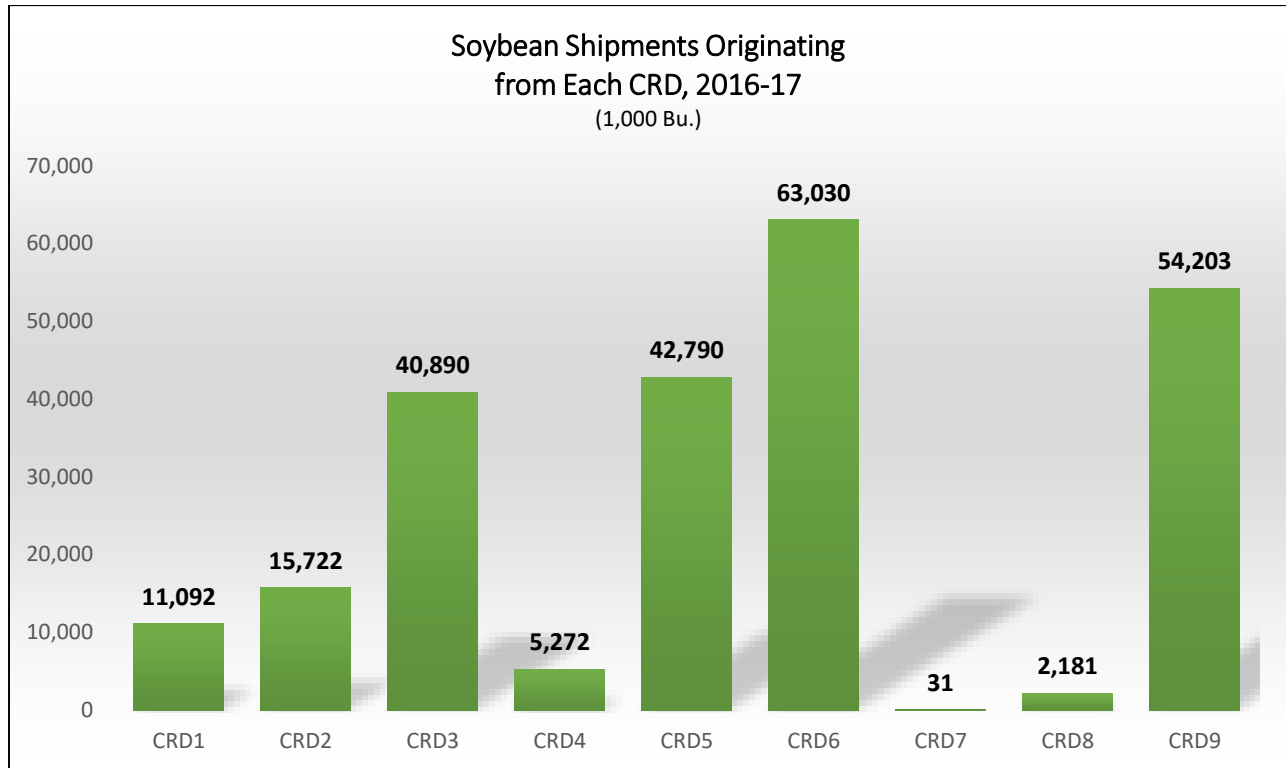
**Trends for Destinations of Canola Shipments from ND  
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2010-11	275 2%	1,817 13%	1115 1%	397 3%	9,388 65%	14,468
2011-12	11 0%	1,282 12%	395 4%	136 1%	7,378 71%	10,439
2012-13	12 0%	3,587 28%	197 2%	153 1%	7,435 58%	12,919
2013-14	215 2%	3,683 29%	38 0%	1,106 9%	6,673 53%	12,580
2014-15	394 3%	2,482 19%	31 0%	1,182 9%	6,377 48%	13,305
2015-16	328 2%	4,028 28%	19 0%	777 5%	5,431 38%	14,154
2016-17	242 2%	3,843 28%	90 1%	833 6%	6,547 47%	13,935

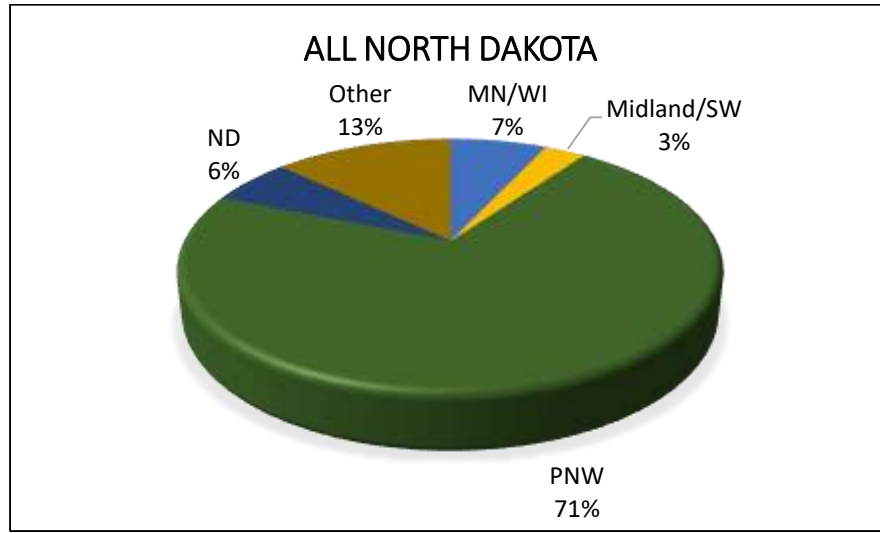


# SOYBEAN SHIPMENTS

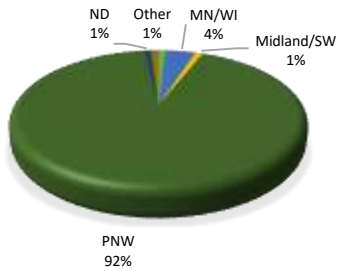
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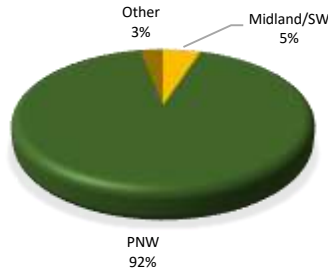
## Destinations for Soybean Shipments, 2016-17 Crop Reporting District



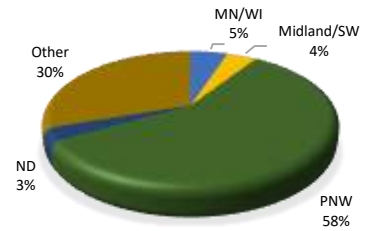
**CRD1**



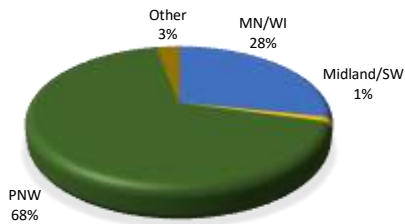
**CRD2**



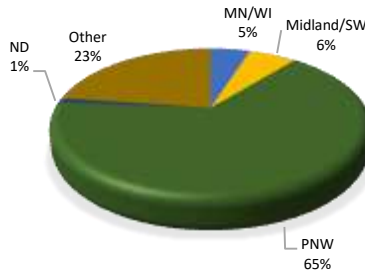
**CRD3**



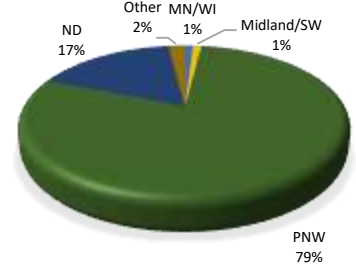
**CRD4**



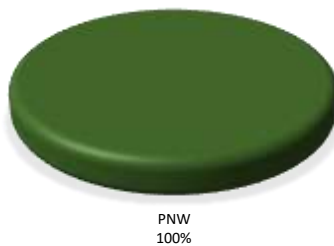
**CRD5**



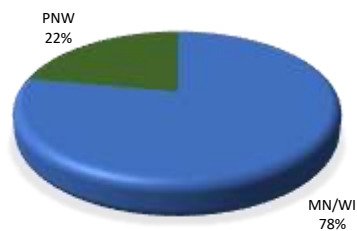
**CRD6**



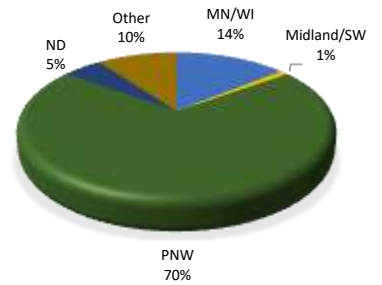
**CRD7**



**CRD8**

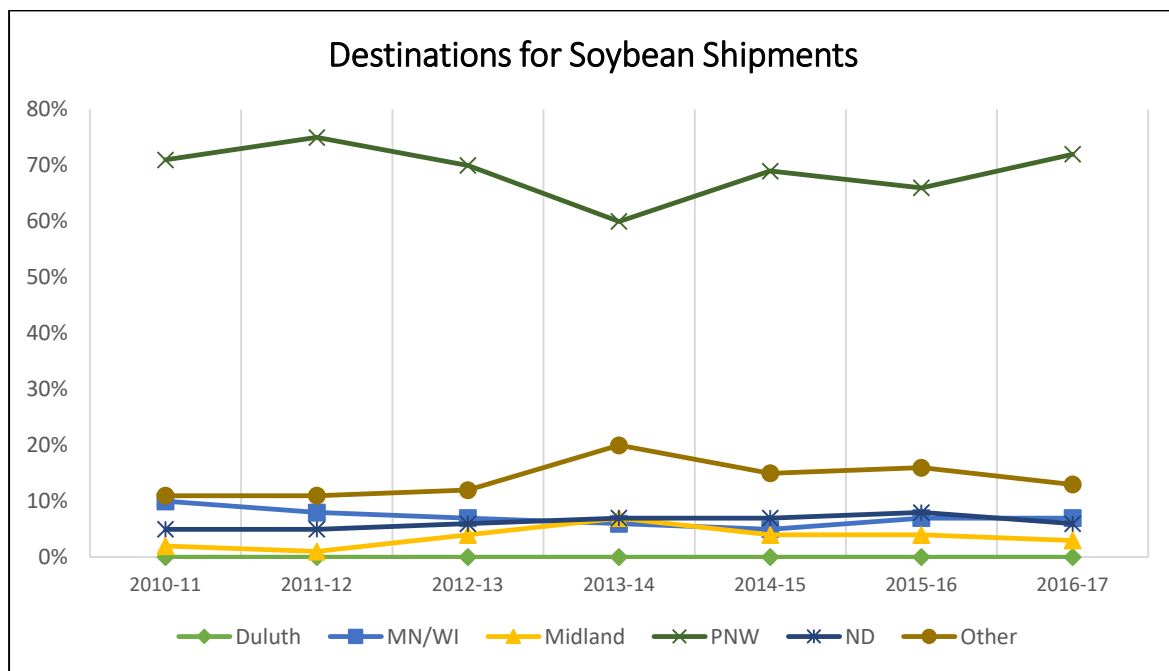


**CRD9**



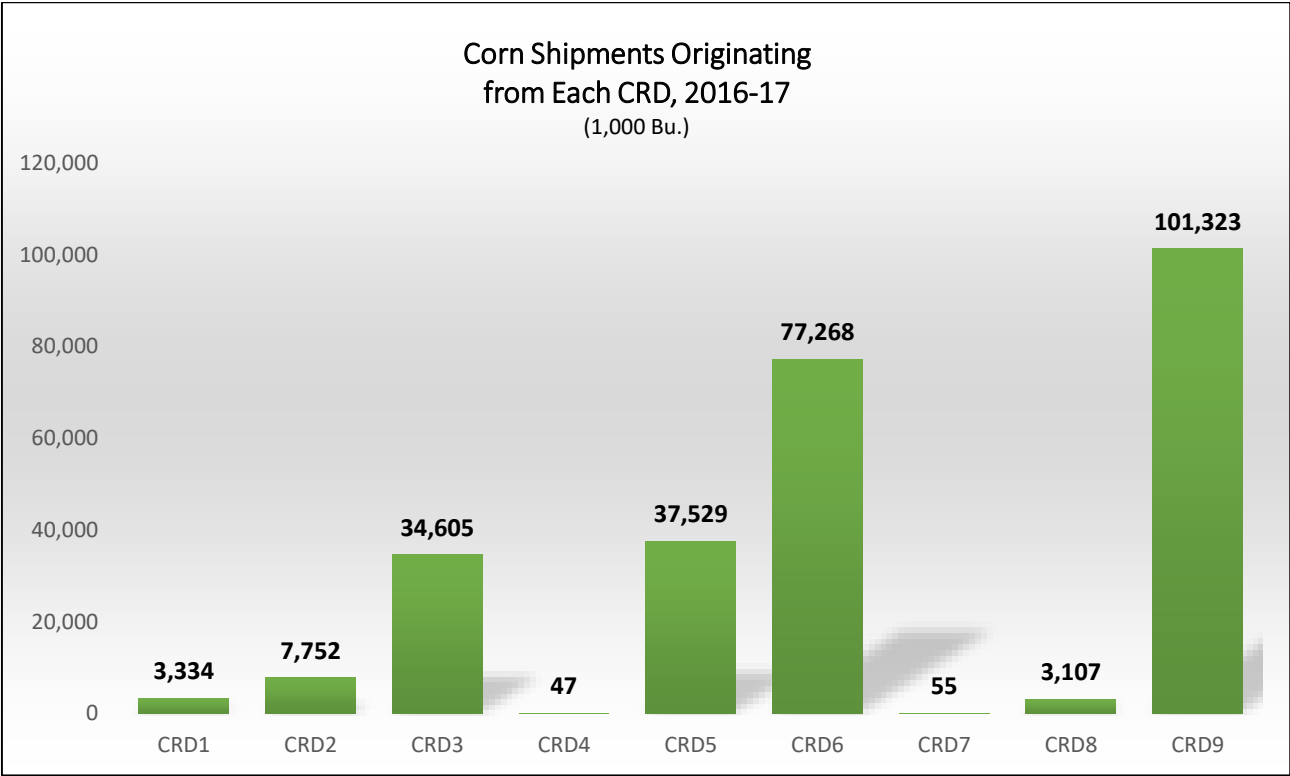
**Trends for Destinations of Soybean Shipments from ND  
(1,000 Bushels)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2010-11	418 0%	14,675 10%	2,292 2%	99,656 71%	7,126 5%	139,791
2011-12	0 0%	10,887 8%	989 1%	102,333 75%	7,052 5%	135,965
2012-13	533 0%	11,549 7%	7,030 4%	121,422 70%	10,727 6%	172,489
2013-14	72 0%	9,511 6%	11,727 7%	98,474 60%	11,979 7%	164,448
2014-15	0 0%	10,911 5%	7,395 4%	142,201 69%	13,571 7%	205,835
2015-16	3 0%	12,389 7%	6,958 4%	119,051 66%	13,676 8%	180,157
2016-17	87 0%	15,823 7%	6,671 3%	168,274 72%	14,783 6%	235,212

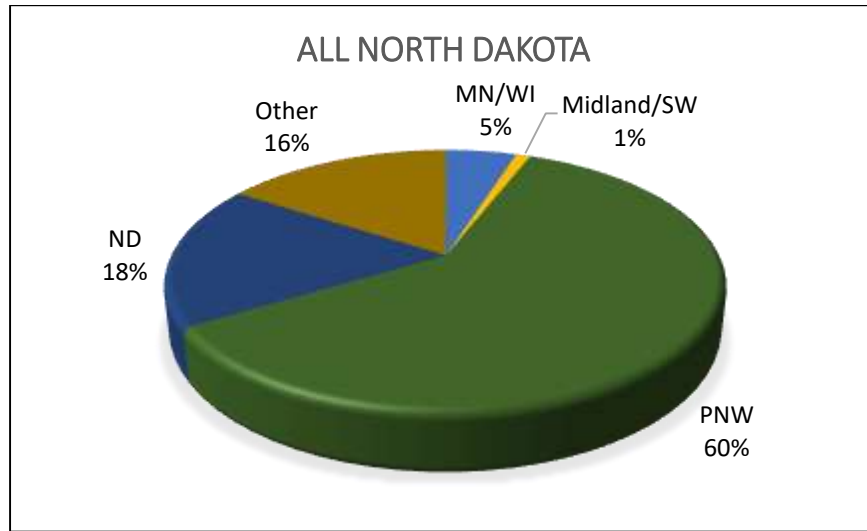


# CORN SHIPMENTS

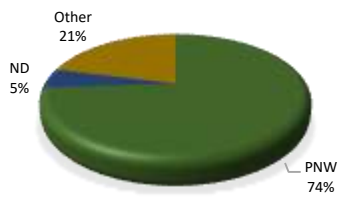
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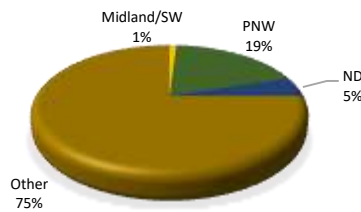
## Destinations for Corn Shipments, 2016-17 Crop Reporting District



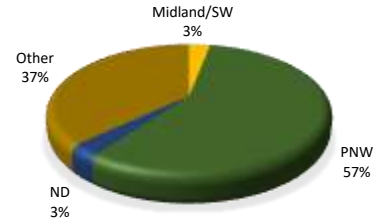
**CRD1**



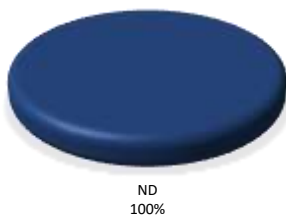
**CRD2**



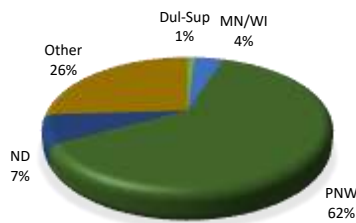
**CRD3**



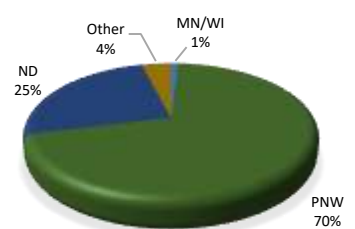
**CRD4**



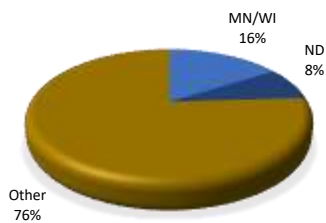
**CRD5**



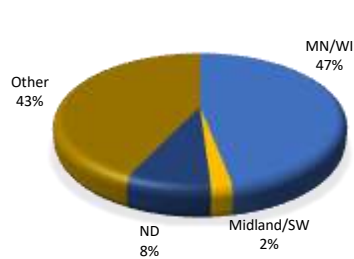
**CRD6**



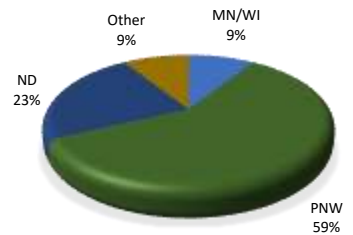
**CRD7**



**CRD8**



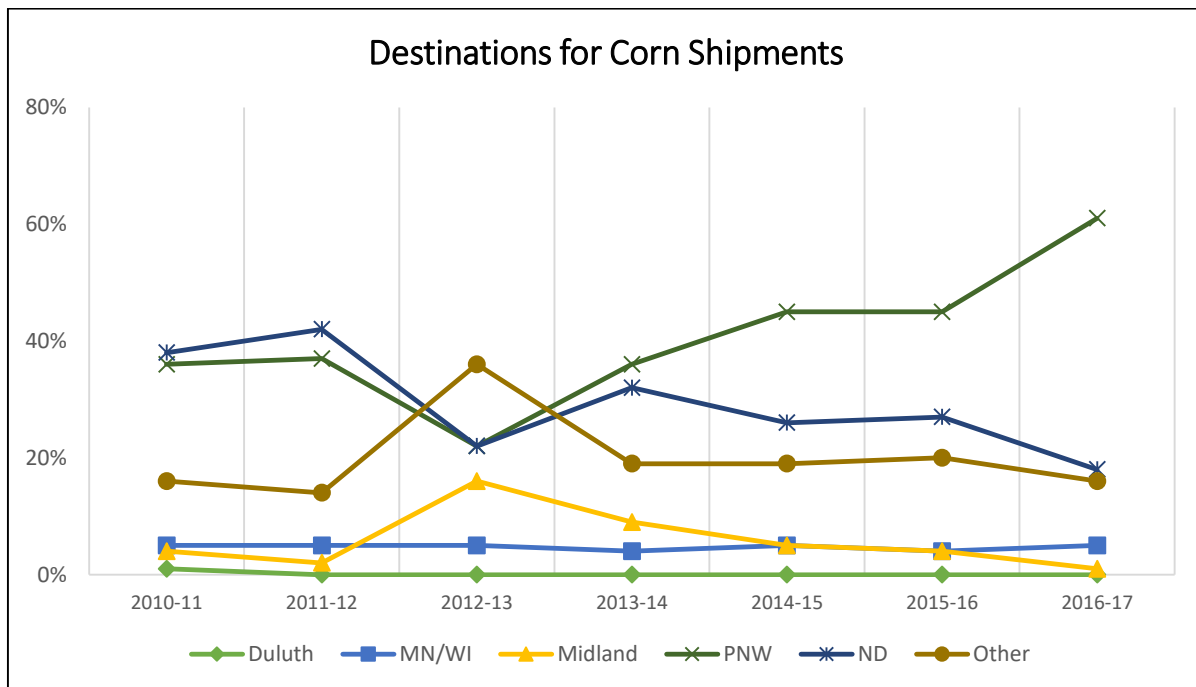
**CRD9**





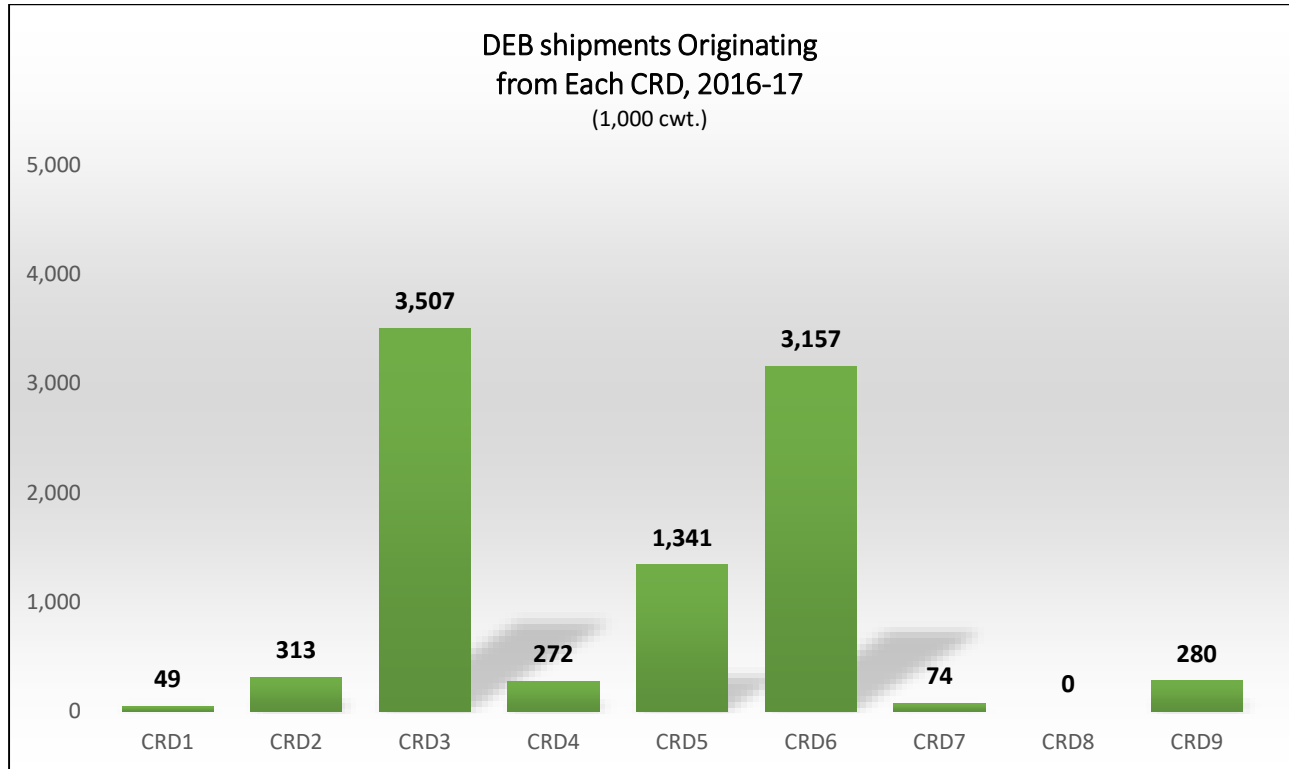
**Trends for Destinations of Corn Shipments from ND  
(1,000 Bushels)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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
2014-15	113 0%	11,770 5%	12,005 5%	106,631 45%	61,525 26%	237,390
2015-16	509 0%	8,090 4%	6,498 4%	83,921 45%	49,512 27%	185,128
2016-17	422 0%	13,350 5%	1,627 1%	160,361 61%	46,613 18%	265,021

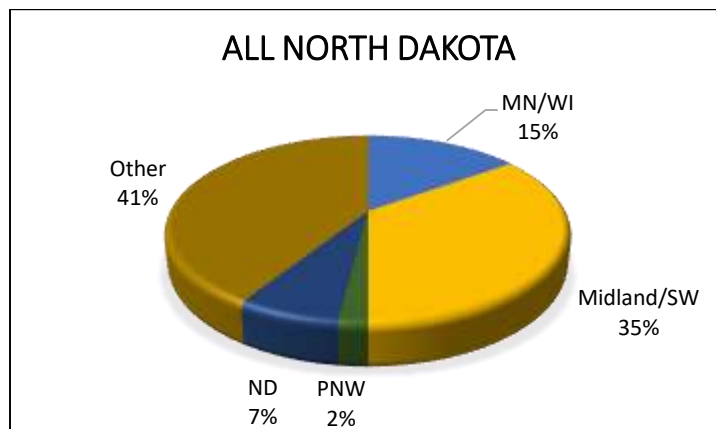


# DRY EDIBLE BEAN SHIPMENTS

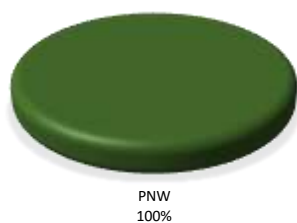
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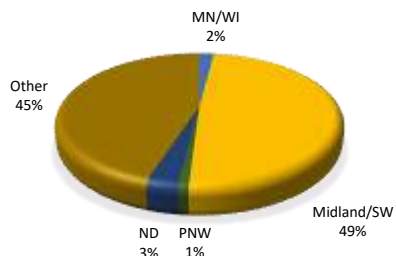
## Destinations for Dry Edible Bean Shipments, 2016-17 Crop Reporting District



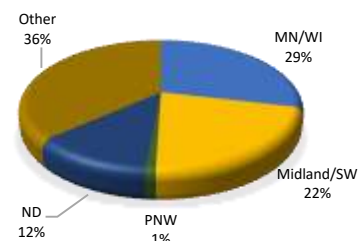
**CRD1**



**CRD2**



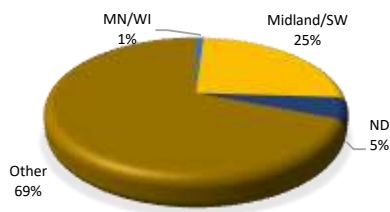
**CRD3**



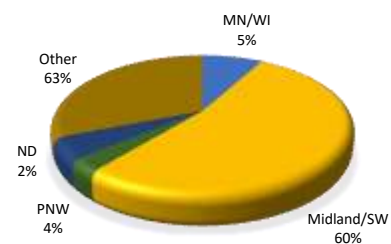
**CRD4**



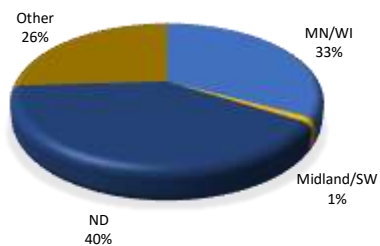
**CRD5**



**CRD6**



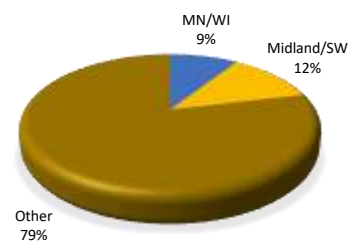
**CRD7**



**CRD8**

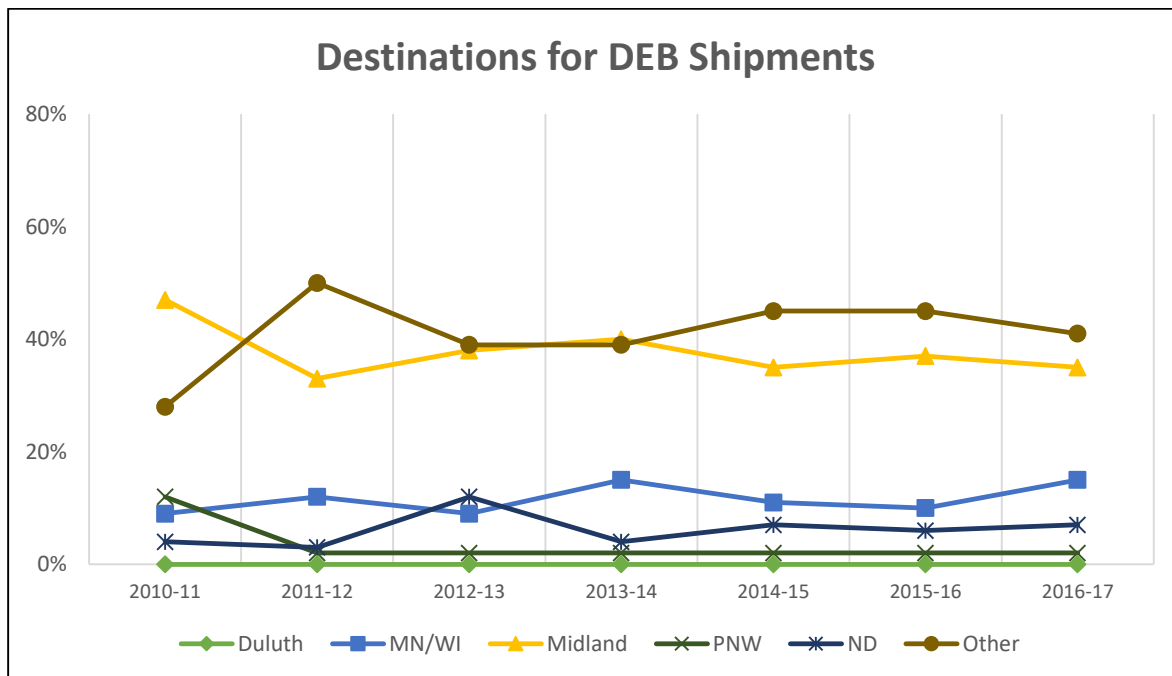
**No Shipments**

**CRD9**



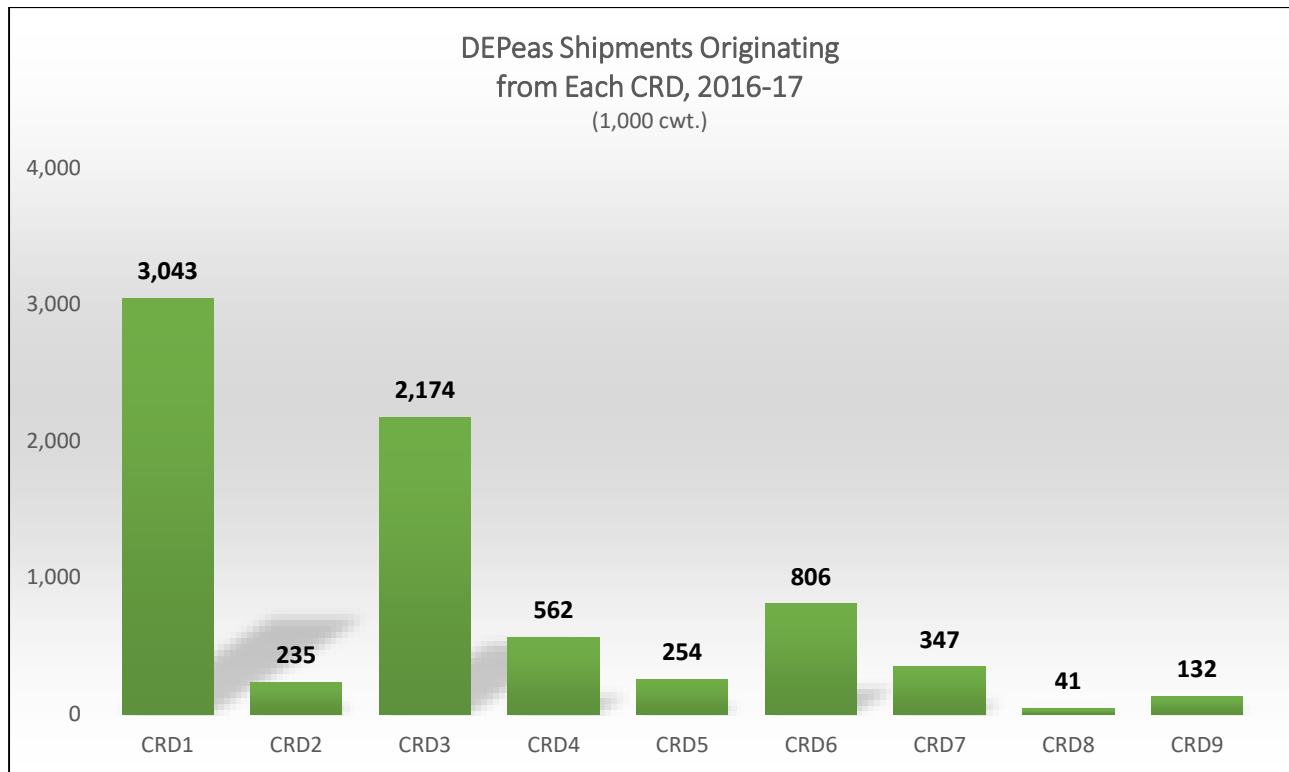
**Trends for Destinations of DEB Shipments from ND  
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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
2014-15	0 0%	906 11%	2,913 35%	153 2%	578 7%	8,326
2015-16	0 0%	952 10%	3,417 37%	193 2%	514 6%	9,308
2016-17	0 0%	1,307 15%	3,162 35%	195 2%	656 7%	8,994

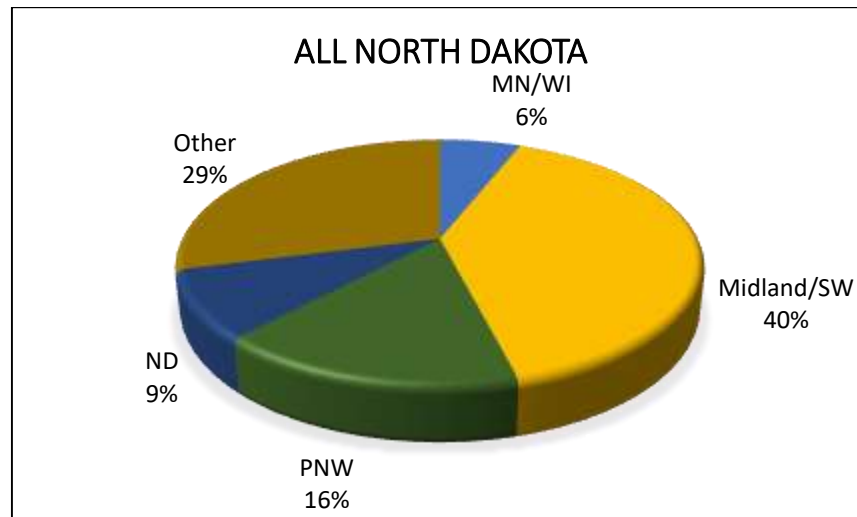


# DRY EDIBLE PEA SHIPMENTS

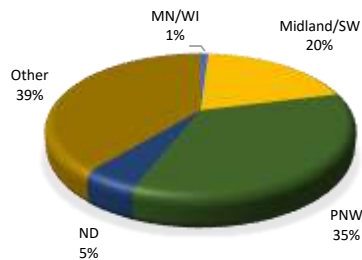
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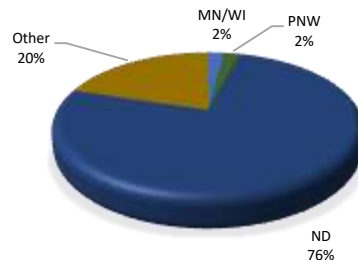
## Destinations for Dry Edible Pea Shipments, 2016-17 Crop Reporting District



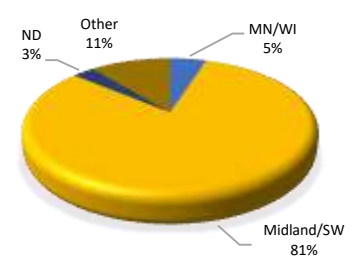
**CRD1**



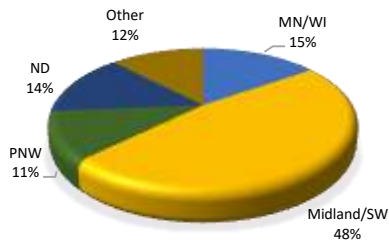
**CRD2**



**CRD3**



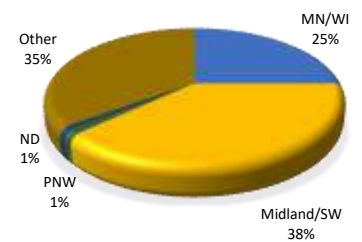
**CRD4**



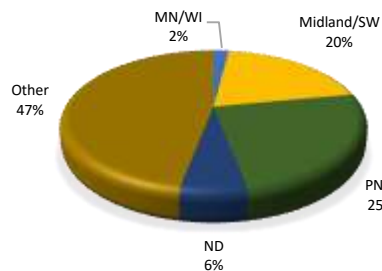
**CRD5**



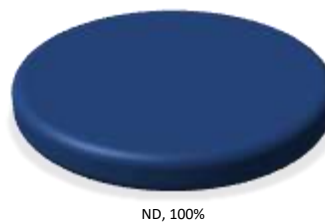
**CRD6**



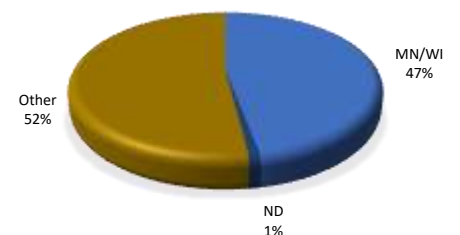
**CRD7**



**CRD8**

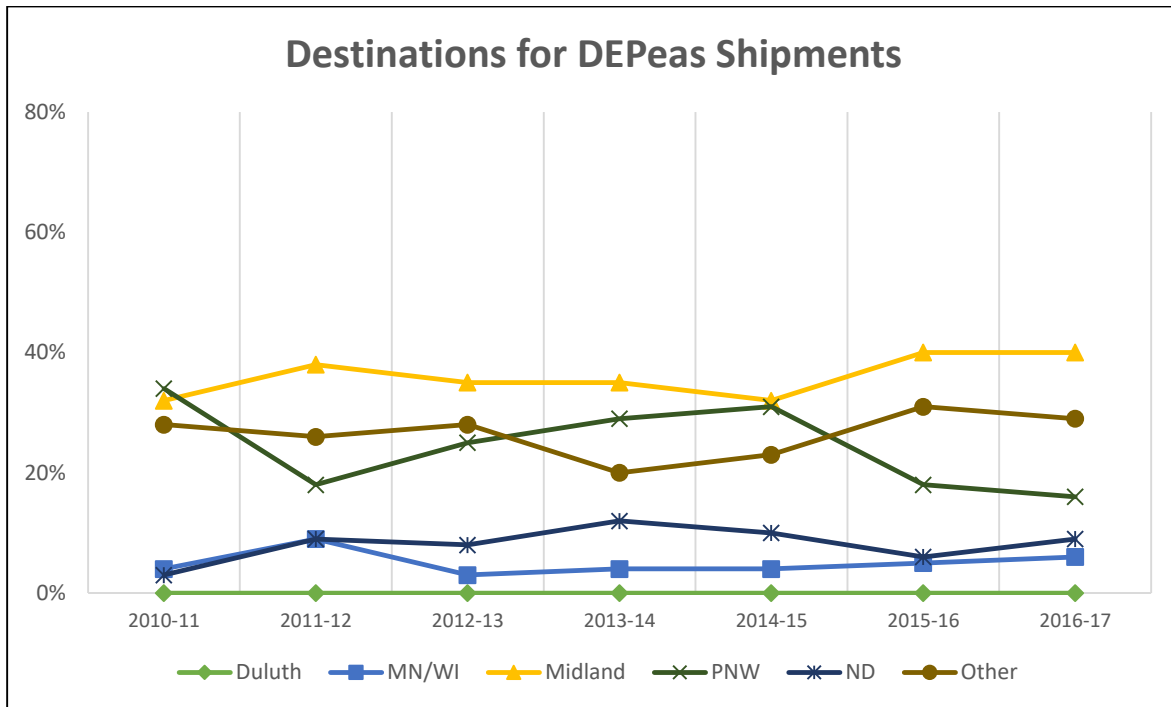


**CRD9**



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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2010-11	4	363	2,894	3,025	242	9,015
	0%	4%	32%	34%	3%	
2011-12	2	357	1,490	680	353	3,874
	0%	9%	38%	18%	9%	
2012-13	0	140	1,494	1,072	352	4,227
	0%	3%	35%	25%	8%	
2013-14	0	172	1,471	1,204	523	4,214
	0%	4%	35%	29%	12%	
2014-15	0	170	1,415	1,347	415	4,357
	0%	4%	32%	31%	10%	
2015-16	0	372	3,182	1,476	491	7,991
	0%	5%	40%	18%	6%	
2016-17	4	493	3,022	1,226	684	7,594
	0%	6%	40%	16%	9%	



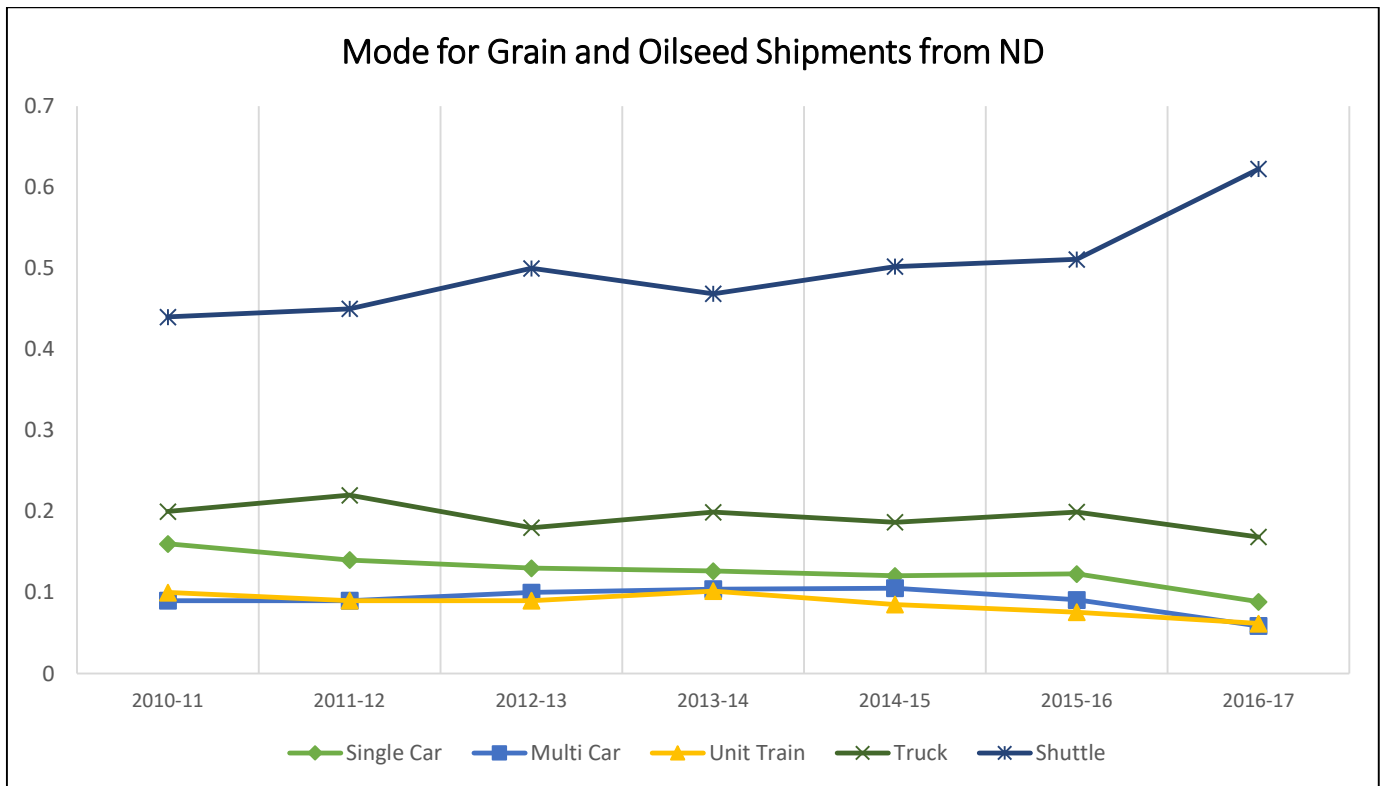


**MODE FOR GRAIN AND OILSEED SHIPMENTS  
ORIGINATING FROM NORTH DAKOTA ELEVATORS**



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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2010-11	139,567	77,289	89,796	173,909	384,868	865,431
	16%	9%	10%	20%	44%	
2011-12	87,687	57,162	56,026	139,778	281,677	622,330
	14%	9%	9%	22%	45%	
2012-13	112,094	82,436	79,768	157,904	433,729	865,931
	13%	10%	9%	18%	50%	
2013-14	98,724	81,364	79,490	155,507	366,131	781,216
	13%	10%	10%	20%	47%	
2014-15	104,813	91,655	74,178	162,287	436,638	869,541
	12%	10%	8%	19%	50%	
2015-16	98,787	73,171	60,815	160,283	411,064	804,121
	12%	9%	8%	20%	51%	
2016-17	84,651	56,102	58,947	161,101	595,492	956,294
	9%	6%	6%	17%	62%	



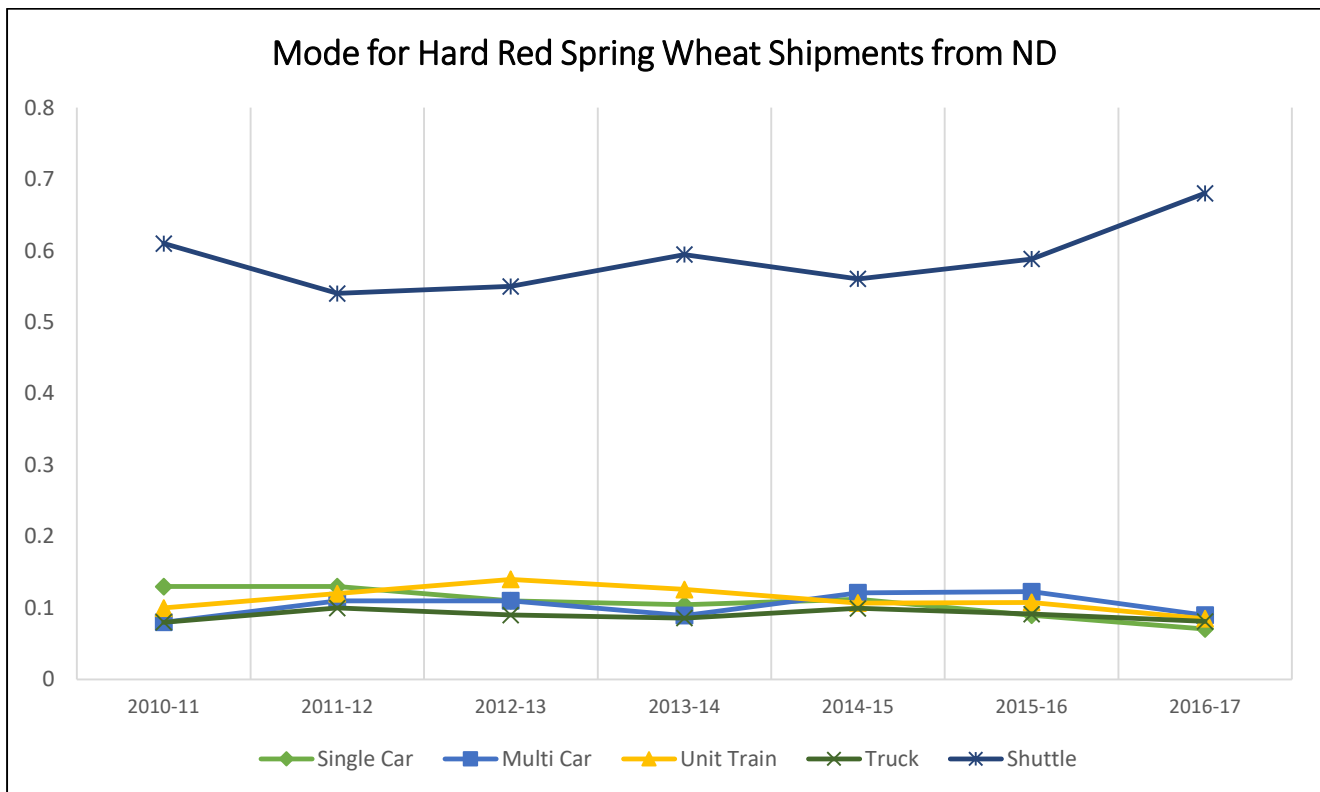
## Mode for Grain and Oilseed Shipments from Each CRD

(1,000 Bushels)

CRD 1							CRD 2						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2010-11	28%	19%	26%	8%	19%	98,911	2010-11	21%	12%	12%	26%	30%	61,845
2011-12	37%	25%	11%	13%	14%	48,832	2011-12	20%	5%	13%	32%	30%	33,981
2012-13	34%	21%	16%	10%	19%	94,274	2012-13	23%	9%	12%	22%	33%	53,654
2013-14	30%	17%	19%	14%	20%	87,999	2013-14	16%	12%	8%	19%	44%	43,127
2014-15	29%	17%	14%	12%	28%	98,413	2014-15	13%	16%	4%	20%	47%	57,292
2015-16	31%	16%	13%	10%	31%	96,607	2015-16	11%	7%	4%	28%	51%	46,967
2016-17	26%	13%	12%	10%	39%	95,711	2016-17	7%	6%	10%	17%	60%	67,339
CRD 3							CRD 4						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2010-11	13%	5%	9%	23%	51%	185,083	2010-11	17%	8%	12%	31%	33%	37,945
2011-12	10%	6%	8%	25%	50%	148,429	2011-12	22%	7%	15%	30%	27%	23,426
2012-13	10%	7%	8%	22%	53%	166,737	2012-13	17%	10%	12%	22%	39%	30,874
2013-14	9%	7%	12%	22%	50%	156,847	2013-14	12%	5%	14%	25%	44%	31,398
2014-15	11%	9%	11%	24%	46%	179,410	2014-15	10%	6%	20%	21%	43%	34,607
2015-16	10%	9%	9%	25%	47%	169,090	2015-16	14%	8%	15%	18%	45%	29,032
2016-17	7%	5%	4%	20%	63%	195,717	2016-17	13%	6%	14%	9%	58%	31,603
CRD 5							CRD 6						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2010-11	15%	6%	5%	20%	54%	101,974	2010-11	13%	4%	4%	20%	58%	165,825
2011-12	13%	4%	4%	21%	58%	82,246	2011-12	7%	4%	6%	24%	59%	128,400
2012-13	8%	4%	4%	15%	69%	115,238	2012-13	7%	6%	7%	18%	63%	177,147
2013-14	11%	6%	5%	14%	64%	89,005	2013-14	76%	7%	5%	23%	56%	150,664
2014-15	12%	4%	3%	11%	70%	109,094	2014-15	6%	6%	4%	23%	60%	152,949
2015-16	9%	7%	4%	15%	65%	94,936	2015-16	6%	7%	4%	25%	58%	155,423
2016-17	8%	3%	3%	11%	75%	122,884	2016-17	5%	3%	5%	21%	67%	194,979
CRD 7							CRD 8						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2010-11	13%	17%	9%	7%	54%	49,187	2010-11	9%	1%	6%	44%	41%	20,344
2011-12	21%	17%	7%	7%	48%	30,591	2011-12	3%	10%	10%	60%	17%	17,222
2012-13	12%	12%	8%	6%	62%	46,563	2012-13	6%	8%	10%	46%	30%	20,611
2013-14	13%	10%	8%	6%	64%	54,779	2013-14	2%	8%	12%	34%	44%	32,688
2014-15	18%	12%	7%	6%	56%	41,352	2014-15	1%	7%	8%	35%	49%	34,332
2015-16	19%	8%	7%	3%	63%	51,044	2015-16	2%	4%	9%	25%	60%	31,612
2016-17	15%	7%	9%	4%	65%	44,133	2016-17	3%	8%	14%	28%	48%	28,953
CRD 9													
	Single	Multi	Unit										
	Car	Car	Train	Truck	Shuttle	Total							
2010-11	16%	12%	13%	21%	37%	144,318							
2011-12	14%	16%	14%	17%	39%	109,202							
2012-13	11%	13%	12%	20%	44%	160,833							
2013-14	11%	19%	12%	24%	35%	134,709							
2014-15	10%	16%	10%	17%	47%	162,091							
2015-16	11%	10%	9%	22%	49%	129,409							
2016-17	6%	7%	4%	19%	64%	174,976							

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2010-11	41,865 13%	26,382 8%	33,694 10%	25,472 8%	200,733 61%	328,147
2011-12	25,533 13%	20,035 11%	23,023 12%	18,872 10%	102,698 54%	190,161
2012-13	24,559 11%	26,161 11%	31,876 14%	21,499 9%	127,401 55%	231,495
2013-14	26,094 10%	22,370 9%	31,498 13%	21,487 9%	148,718 59%	250,168
2014-15	31,919 11%	34,520 12%	30,401 11%	28,299 10%	159,492 56%	284,631
2015-16	25,503 9%	34,813 12%	30,530 11%	25,949 9%	166,871 59%	283,666
2016-17	21,572 7%	27,496 9%	25,966 8%	24,831 8%	206,096 67%	305,961

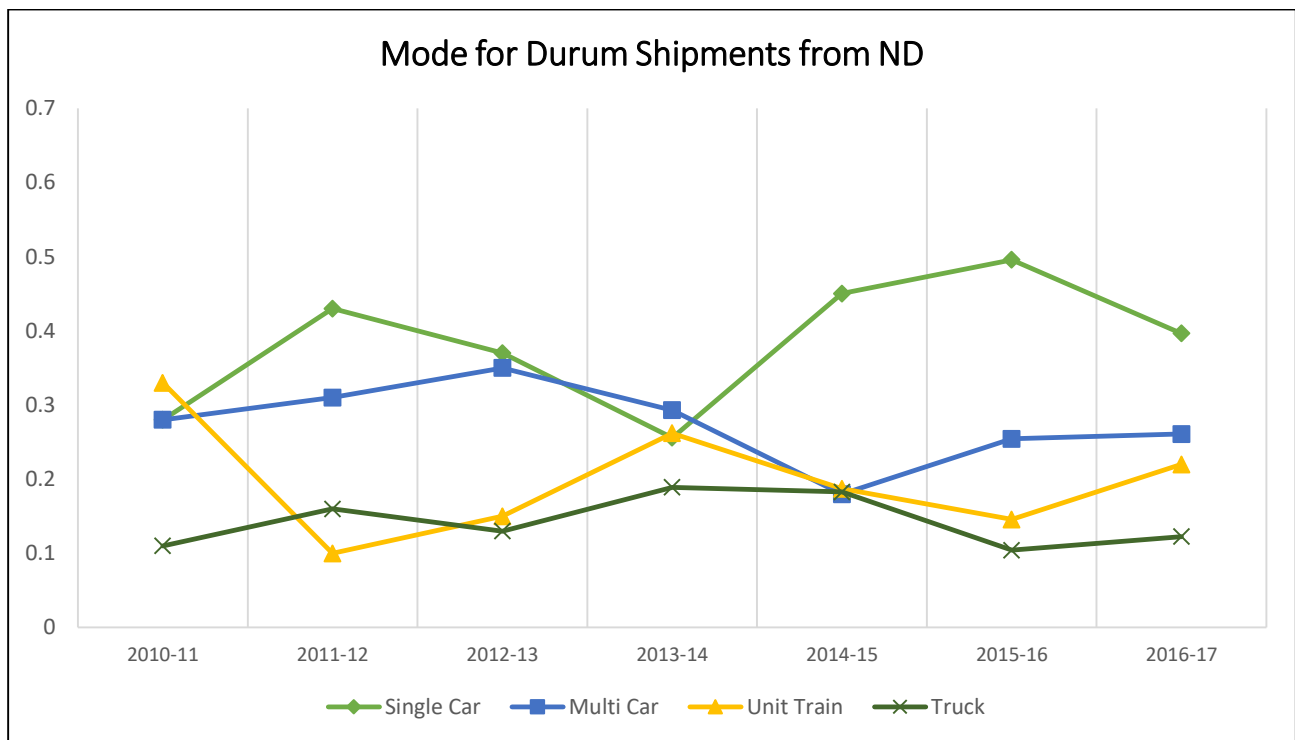


**Mode for Hard Red Spring Wheat Shipments from Each CRD**  
(1,000 Bushels)

CRD 1							CRD 2						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
2010-11	18%	9%	19%	3%	51%	35,053	2010-11	10%	10%	25%	2%	53%	27,521
2011-12	25%	10%	20%	3%	41%	16,048	2011-12	13%	6%	29%	6%	47%	12,402
2012-13	21%	19%	22%	1%	36%	36,831	2012-13	15%	9%	21%	4%	51%	19,431
2013-14	19%	13%	22%	1%	44%	35,864	2013-14	8%	7%	18%	4%	63%	18,289
2014-15	16%	16%	18%	4%	46%	43,731	2014-15	8%	10%	5%	5%	72%	22,765
2015-16	15%	15%	16%	3%	52%	44,357	2015-16	8%	5%	3%	6%	78%	19,981
2016-17	10%	12%	9%	2%	68%	38,505	2016-17	3%	7%	14%	1%	77%	27,502
CRD 3							CRD 4						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
2010-11	9%	5%	6%	12%	67%	102,337	2010-11	5%	7%	17%	10%	61%	20,721
2011-12	8%	7%	8%	15%	62%	72,528	2011-12	13%	7%	23%	7%	49%	12,822
2012-13	4%	11%	9%	20%	56%	63,935	2012-13	6%	8%	20%	5%	62%	18,635
2013-14	6%	9%	10%	17%	59%	65,839	2013-14	6%	3%	22%	5%	64%	19,696
2014-15	8%	14%	10%	16%	53%	85,138	2014-15	2%	6%	27%	5%	60%	22,359
2015-16	6%	15%	13%	14%	51%	75,852	2015-16	5%	10%	19%	10%	56%	19,246
2016-17	6%	7%	6%	13%	68%	90,353	2016-17	1%	5%	20%	5%	69%	20,218
CRD 5							CRD 6						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
2010-11	19%	8%	8%	4%	62%	38,865	2010-11	9%	7%	5%	10%	69%	35,101
2011-12	25%	10%	8%	2%	56%	17,733	2011-12	10%	15%	8%	11%	56%	17,579
2012-13	17%	10%	9%	5%	61%	17,535	2012-13	3%	11%	12%	17%	57%	18,984
2013-14	20%	10%	4%	9%	58%	17,960	2013-14	8%	8%	8%	17%	59%	16,962
2014-15	24%	10%	5%	9%	52%	23,398	2014-15	6%	9%	2%	21%	62%	19,996
2015-16	10%	23%	3%	9%	56%	24,938	2015-16	5%	7%	7%	17%	65%	21,818
2016-17	10%	7%	4%	5%	75%	29,574	2016-17	7%	8%	4%	13%	68%	27,244
CRD 7							CRD 8						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
2010-11	7%	11%	5%	2%	74%	36,102	2010-11	10%	1%	8%	16%	65%	12,682
2011-12	11%	15%	6%	2%	66%	22,351	2011-12	3%	25%	20%	27%	34%	8,693
2012-13	6%	8%	8%	0%	77%	37,521	2012-13	5%	12%	21%	15%	46%	9,599
2013-14	8%	7%	5%	0%	80%	43,677	2013-14	1%	10%	16%	9%	63%	21,377
2014-15	12%	11%	8%	1%	69%	33,579	2014-15	2%	8%	9%	9%	72%	22,504
2015-16	9%	6%	7%	0%	79%	41,109	2015-16	0%	4%	12%	7%	76%	22,582
2016-17	9%	4%	8%	0%	79%	36,591	2016-17	2%	11%	20%	6%	61%	19,831
CRD 9													
	Single	Multi	Unit			Total							
	Car	Car	Train	Truck	Shuttle								
2010-11	42%	21%	12%	10%	17%	19,765							
2011-12	39%	22%	16%	9%	14%	10,004							
2012-13	41%	10%	15%	13%	21%	9,025							
2013-14	40%	18%	14%	15%	13%	10,505							
2014-15	46%	23%	5%	20%	6%	11,162							
2015-16	32%	26%	13%	21%	7%	13,783							
2016-17	20%	36%	2%	30%	12%	16,143							

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

	Single Car	Multi Car	Unit Train	Truck	Total
2010-11	14,929	14,854	17,218	5,784	52,786
	28%	28%	33%	11%	
2011-12	10,327	7,548	2,402	3,972	24,249
	43%	31%	10%	16%	
2012-13	14,081	13,539	5,956	4,919	38,496
	37%	35%	15%	13%	
2013-14	8,851	10,135	9,060	6,541	34,587
	26%	29%	26%	19%	
2014-15	11,354	4,533	4,717	4,612	25,216
	45%	18%	19%	18%	
2015-16	13,349	6,849	3,921	2,810	26,929
	50%	25%	15%	10%	
2016-17	12,124	7,976	6,718	3,746	30,564
	40%	26%	22%	12%	



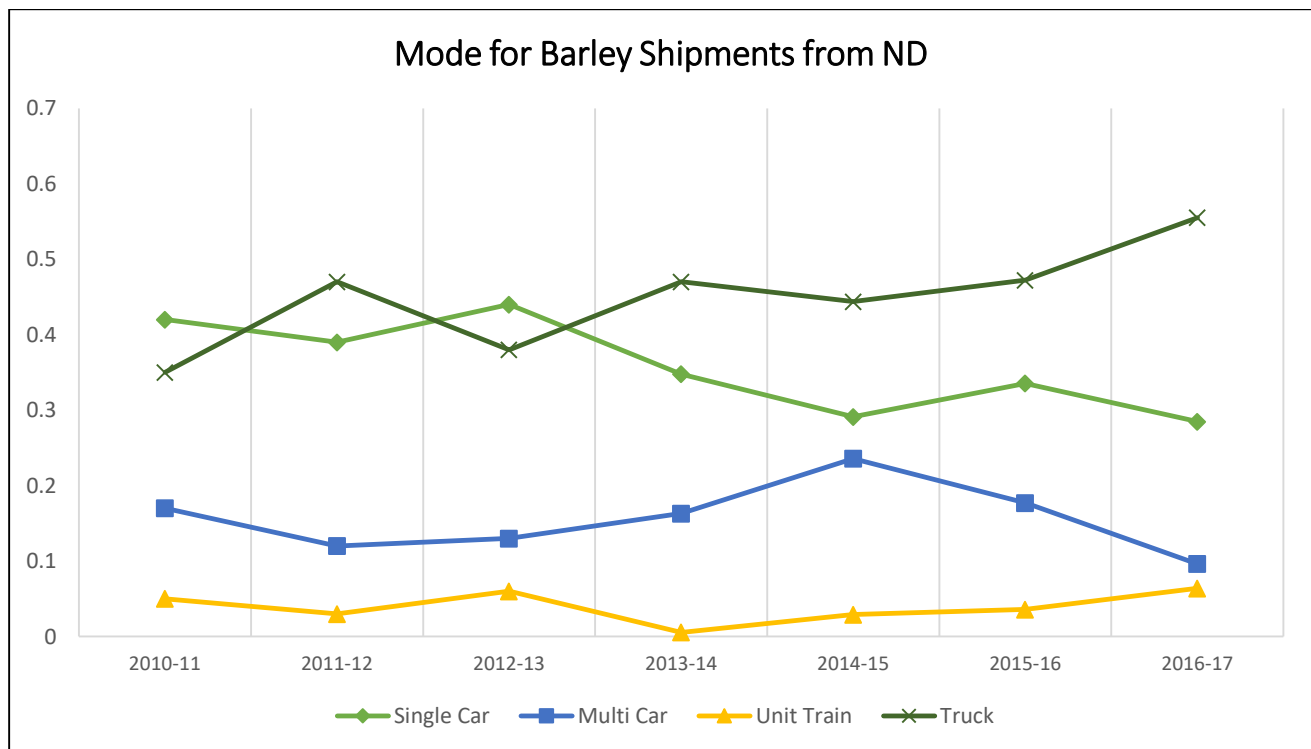
## Mode for Durum Shipments from Each CRD

(1,000 Bushels)

CRD 1						CRD 2					
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
2014-15	43%	16%	24%	18%	18,366	2014-15	23%	29%	0%	48%	341
2015-16	45%	30%	18%	7%	17,665	2015-16	35%	0%	1%	64%	506
2016-17	38%	28%	29%	5%	19,342	2016-17	32%	19%	0%	49%	1,649
CRD 3						CRD 4					
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
2014-15	59%	0%	0%	41%	552	2014-15	73%	4%	1%	22%	1,109
2015-16	51%	10%	0%	40%	950	2015-16	81%	0%	0%	19%	974
2016-17	38%	28%	0%	34%	924	2016-17	55%	31%	0%	14%	1,360
CRD 5						CRD 6					
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
2014-15	76%	17%	0%	7%	722	2014-15	0%	0%	0%	0%	0
2015-16	57%	0%	0%	43%	1,070	2015-16	0%	0%	0%	100%	4
2016-17	39%	0%	1%	60%	1,883	2016-17	0%	0%	0%	100%	64
CRD 7						CRD 8					
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
2014-15	44%	32%	9%	16%	4,093	2014-15	0%	0%	0%	100%	33
2015-16	59%	25%	12%	4%	5,695	2015-16	0%	0%	0%	100%	11
2016-17	47%	29%	21%	3%	5,110	2016-17	32%	0%	0%	68%	53
CRD 9											
	Single	Multi	Unit								
	Car	Car	Train	Truck	Total						
2010-11	78%	0%	0%	22%	9						
2011-12	0%	0%	0%	0%	0						
2012-13	97%	0%	0%	3%	505						
2013-14	100%	0%	0%	0%	17						
2014-15	50%	31%	0%	19%	1,397						
2015-16	100%	0%	0%	0%	54						
2016-17	9%	0%	0%	91%	180						

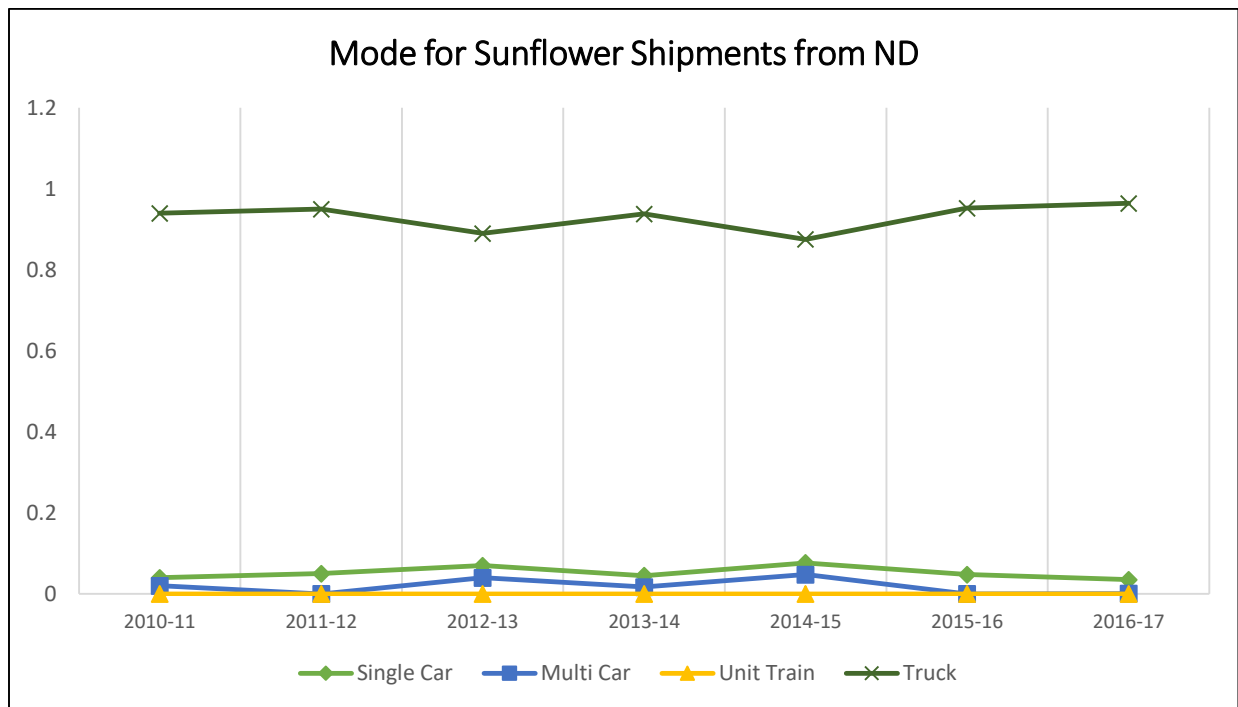
**Mode for Barley Shipments from ND  
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2010-11	20,774 42%	8,584 17%	2,442 5%	17,437 35%		49,237
2011-12	15,314 39%	4,581 12%	1,050 3%	18,639 47%		39,584
2012-13	18,690 44%	5,556 13%	2,364 6%	16,117 38%		42,727
2013-14	16,178 35%	7,582 16%	259 0%	21,862 47%	632 1%	46,514
2014-15	13,566 29%	10,991 24%	1,357 3%	20,679 44%	0 0%	46,592
2015-16	16,335 34%	8,622 18%	1,752 4%	22,998 47%	0 0%	49,708
2016-17	12,496 28%	4,229 10%	2,805 6%	24,361 56%	0 0%	43,891



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

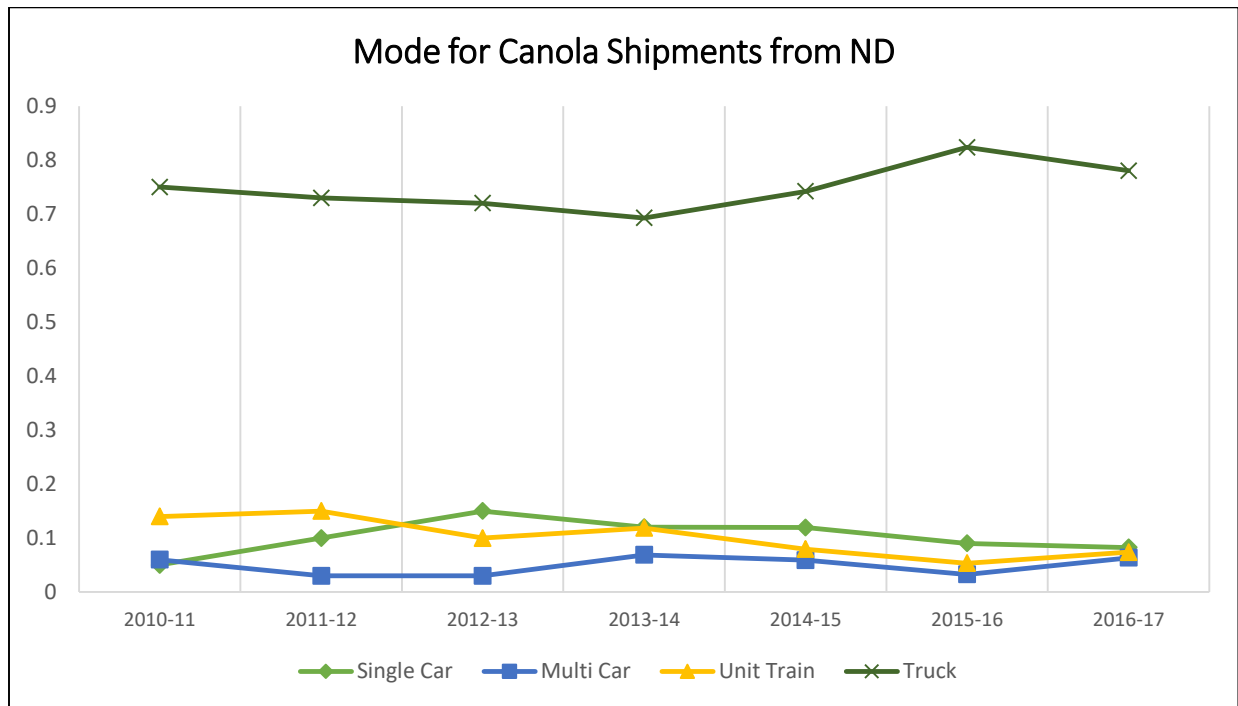
	Single Car	Multi Car	Unit Train	Truck	Total
2010-11	282	161	0	6,631	7,074
	4%	2%	0%	94%	
2011-12	233	6	0	4,383	4,622
	5%	0%	0%	95%	
2012-13	372	197	0	4,908	5,476
	7%	4%	0%	89%	
2013-14	176	66	0	3,665	3,907
	5%	1%	0%	94%	
2014-15	224	140	0	2,557	2,921
	8%	5%	0%	87%	
2015-16	128	0	0	2,558	2,686
	5%	0%	0%	95%	
2016-17	103	2	0	2,833	2,938
	4%	0%	0%	96%	





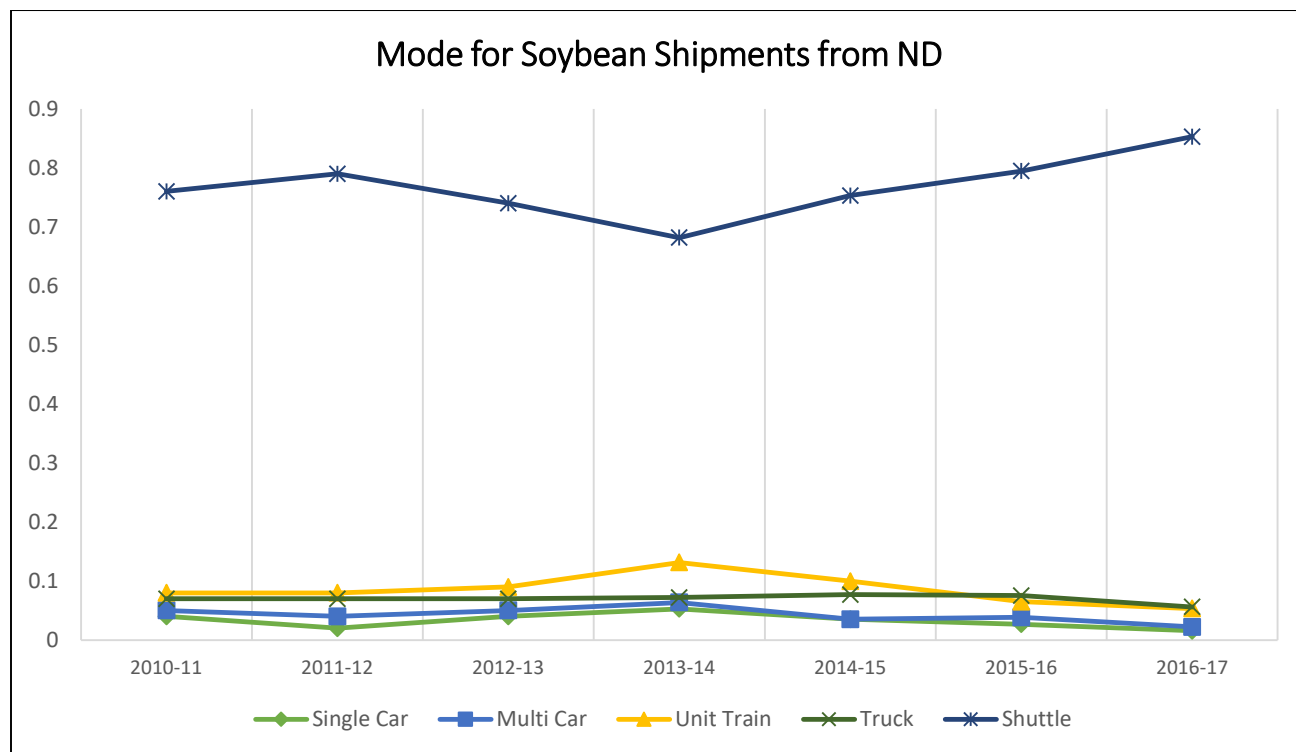
**Mode for Canola Shipments from ND  
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2010-11	730 5%	847 6%	2,060 14%	10,829 75%	14,468
2011-12	992 10%	294 3%	1,548 15%	7,606 73%	10,439
2012-13	1,910 15%	446 3%	1,291 10%	9,273 72%	12,919
2013-14	1,510 12%	864 7%	1,491 12%	8,715 69%	12,580
2014-15	1,588 12%	787 6%	1,057 8%	9,874 74%	13,305
2015-16	1,277 9%	463 3%	756 5%	11,657 82%	14,154
2016-17	1,150 8%	885 6%	1,027 7%	10,872 78%	13,935



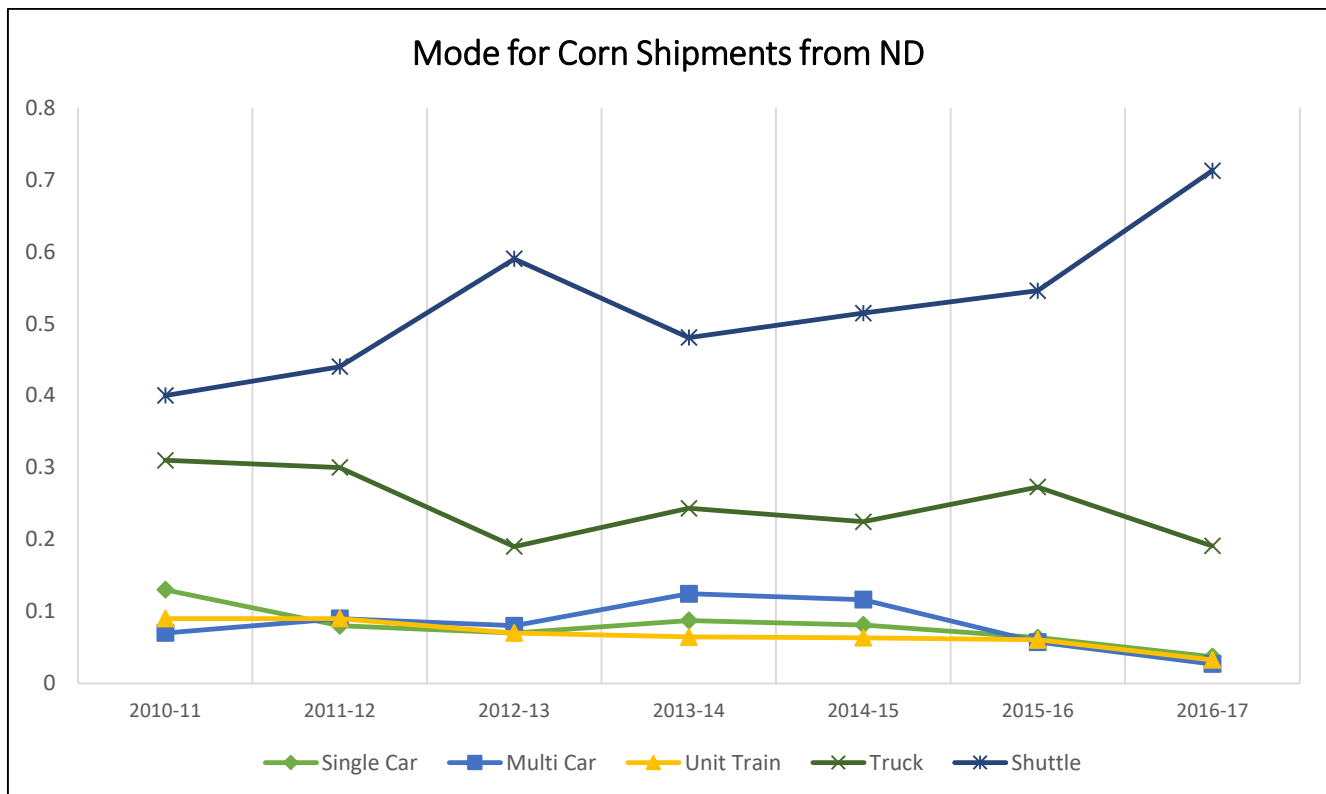
**Mode for Soybean Shipments from ND  
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2010-11	4,984	6,530	11,849	9,879	106,549	139,791
	4%	5%	8%	7%	76%	
2011-12	3,225	4,791	11,368	9,698	106,882	135,965
	2%	4%	8%	7%	79%	
2012-13	6,820	8,597	15,839	12,892	128,342	172,489
	4%	5%	9%	7%	74%	
2013-14	8,394	10,456	21,617	11,859	112,122	164,448
	5%	6%	13%	7%	68%	
2014-15	7,264	7,240	20,508	15,830	154,993	205,835
	4%	4%	10%	8%	75%	
2015-16	4,811	6,923	11,718	13,551	143,155	180,157
	3%	4%	7%	8%	79%	
2016-17	3,693	5,204	12,582	13,170	200,562	235,212
	2%	2%	5%	6%	85%	



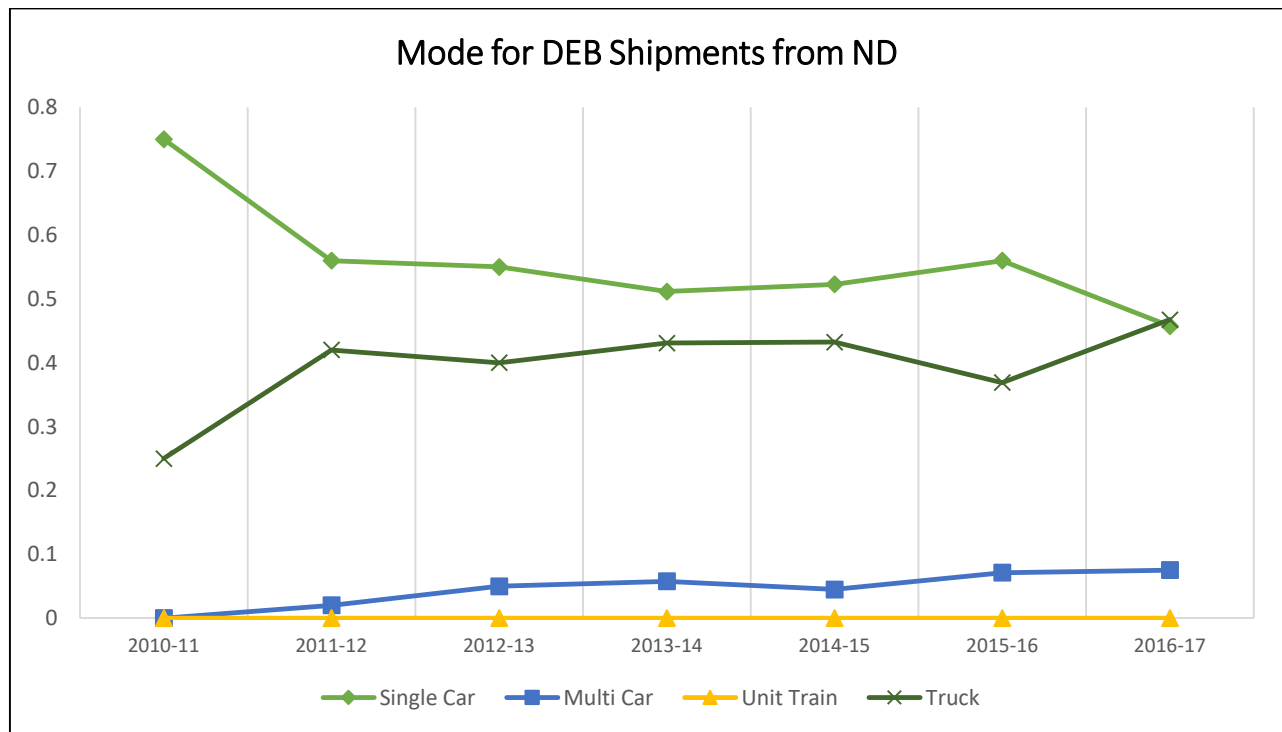
**Mode for Corn Shipments from ND  
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2010-11	24,105 13%	13,621 7%	17,408 9%	59,732 31%	77,586 40%	192,452
2011-12	13,824 8%	15,605 9%	15,088 9%	49,016 30%	72,098 44%	165,631
2012-13	23,120 7%	23,720 8%	21,105 7%	56,111 19%	177,985 59%	302,041
2013-14	19,014 9%	27,111 12%	14,052 6%	53,001 24%	104,658 48%	217,835
2014-15	19,257 8%	27,615 12%	15,029 6%	53,336 22%	122,153 51%	237,390
2015-16	11,767 6%	10,632 6%	11,176 6%	50,514 27%	101,038 55%	185,128
2016-17	9,838 4%	7,095 3%	8,630 3%	50,623 19%	188,833 71%	265,021



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

	Single Car	Multi Car	Unit Train	Truck	Total
2010-11	9,384	44	0	3,137	12,565
	75%	0%	0%	25%	
2011-12	4,212	154	0	3,181	7,546
	56%	2%	0%	42%	
2012-13	5,114	481	0	3,779	9,374
	55%	5%	0%	40%	
2013-14	4,050	456	0	3,411	7,917
	51%	6%	0	43%	
2014-15	4,352	374	0	3,600	8,326
	52%	4%	0	43%	
2015-16	5,211	664	0	3,433	9,308
	56%	7%	0	37%	
2016-17	4,113	677	0	4,203	8,994
	46%	8%	0	46%	



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

	Single Car	Multi Car	Unit Train	Truck	Total
2010-11	5,243 58%	864 10%	1,838 20%	1,070 12%	9,015
2011-12	2,769 71%	216 6%	0 0%	889 23%	3,874
2012-13	2,937 69%	365 9%	0 0%	924 22%	4,227
2013-14	3,096 73%	171 4%	13 0	934 22%	4,214
2014-15	3,113 71%	334 8%	0 0	910 21%	4,357
2015-16	4,855 61%	1,149 14%	124 2%	1,863 23%	7,991
2016-17	5,207 69%	438 5%	115 2%	1,834 24%	7,594

