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ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2017-18



NDSU UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE

ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2017-18

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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 2017-18* 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 2017 to June 2018.
- **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.



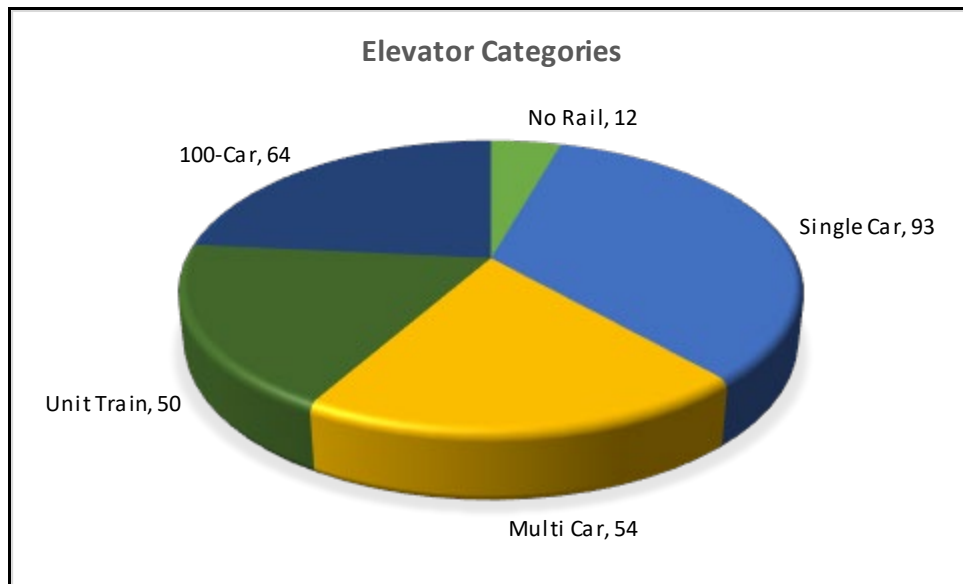
NORTH DAKOTA ELEVATORS, 2017-18

Storage: 390,391 thousand bu.

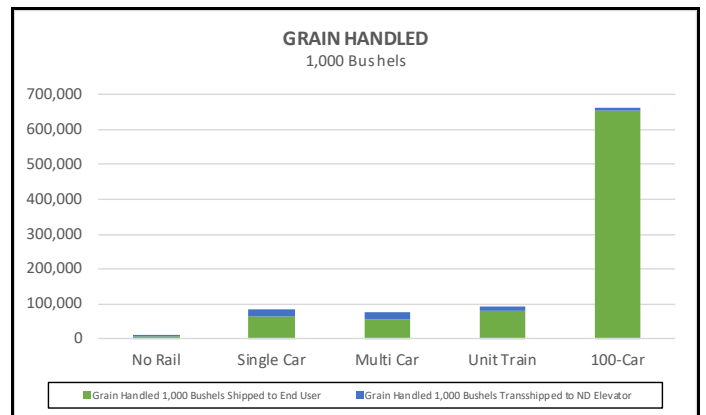
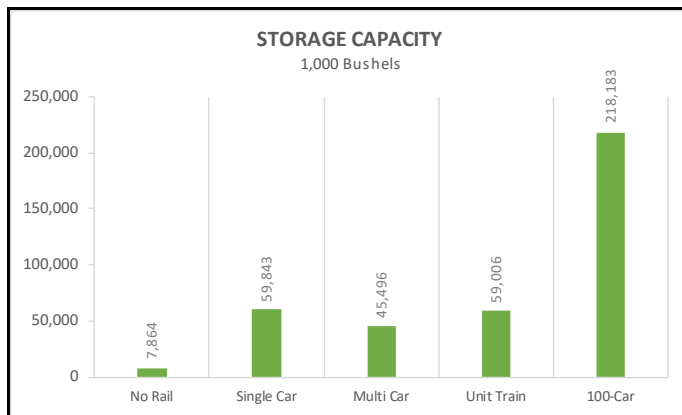
Grain Shipped to End User: 862,337 thousand bu.

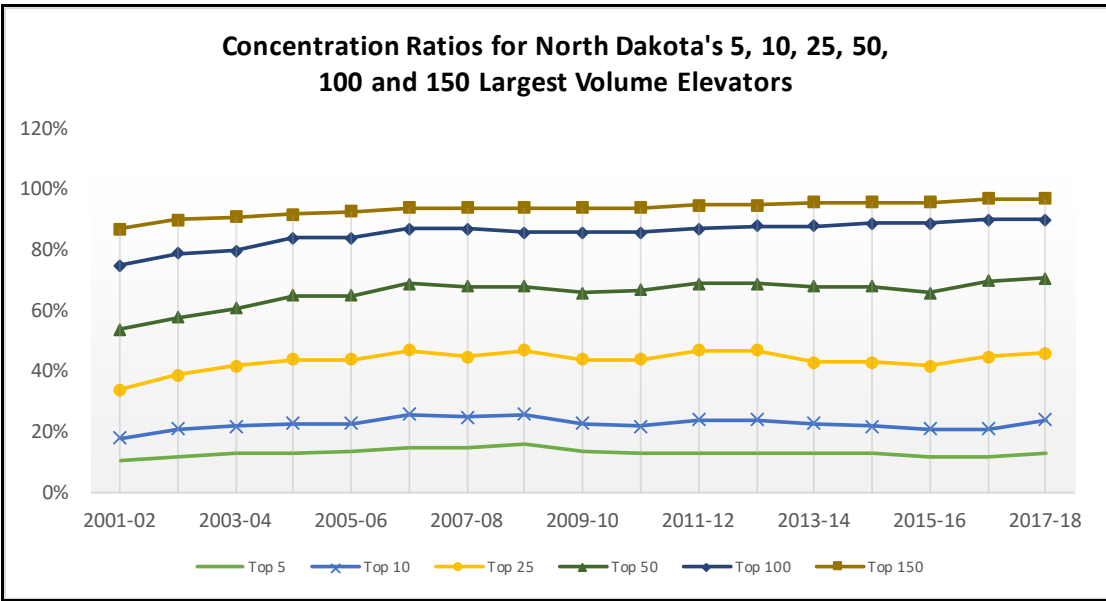
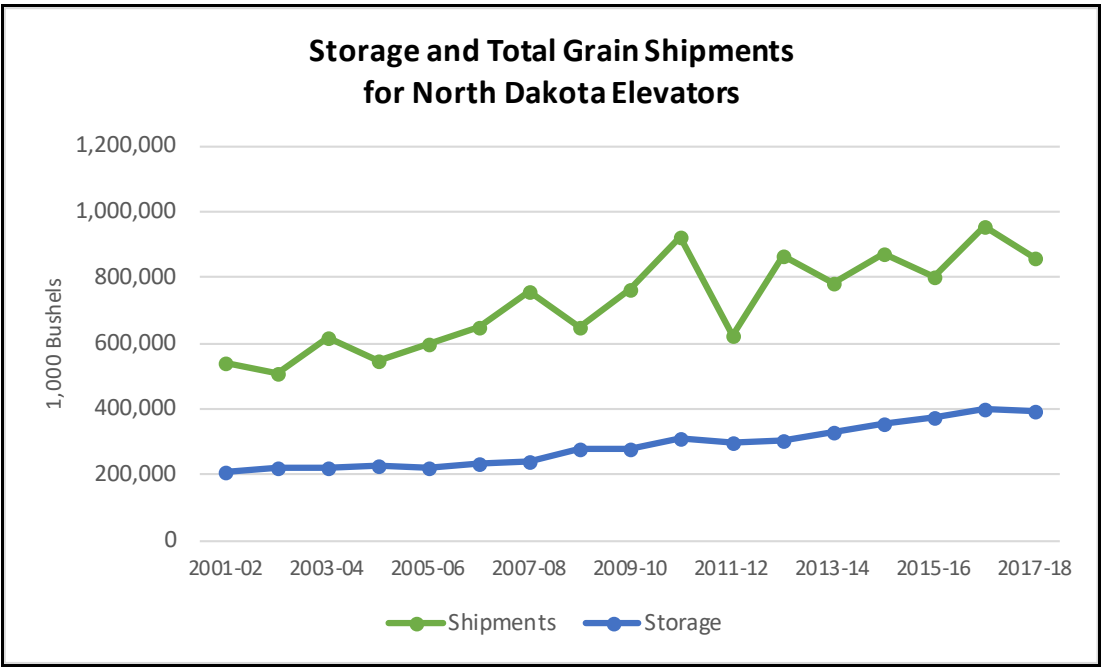
Grain Transshipped to ND Elevator: 60,111 thousand bu.

Average Turnover: 4.2



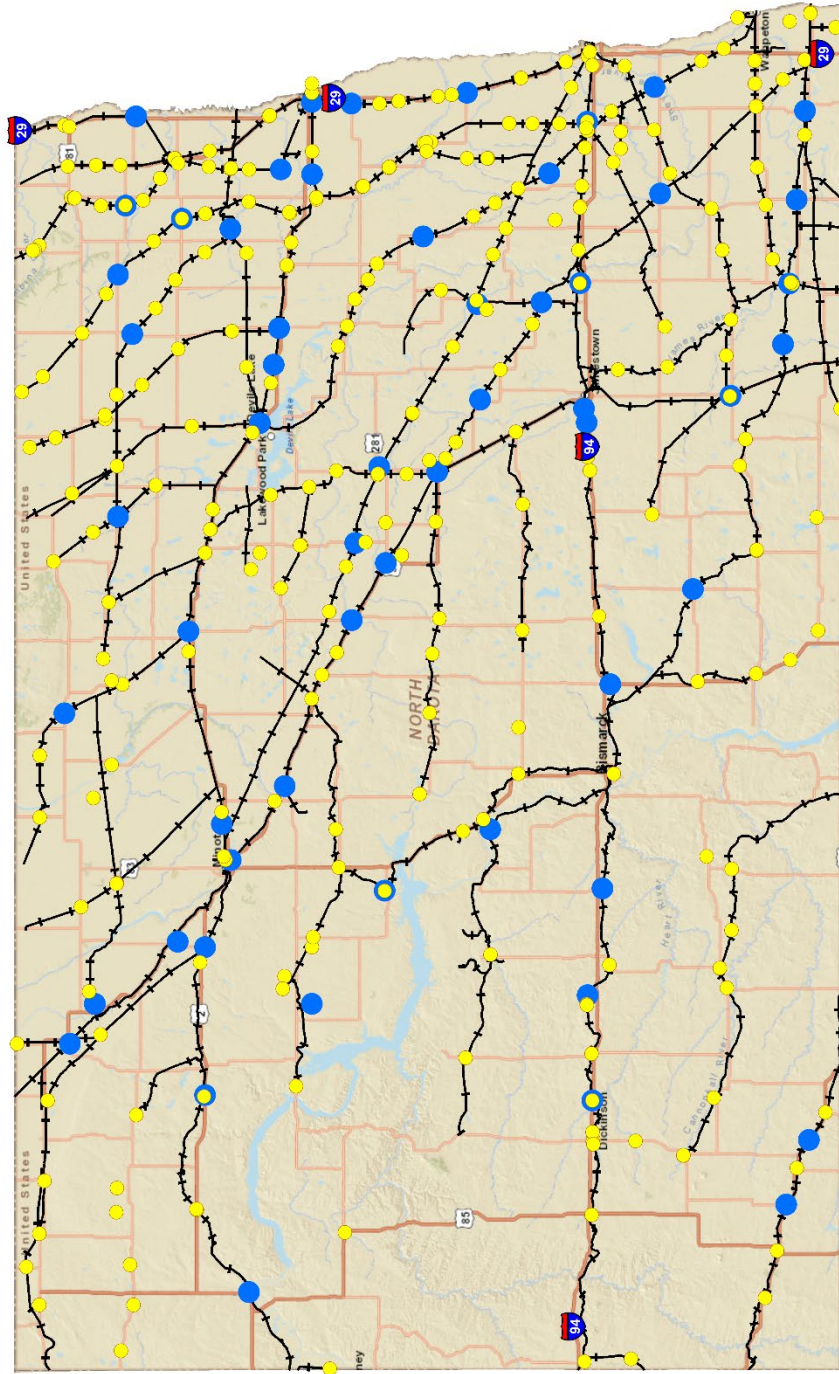
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg. iv).



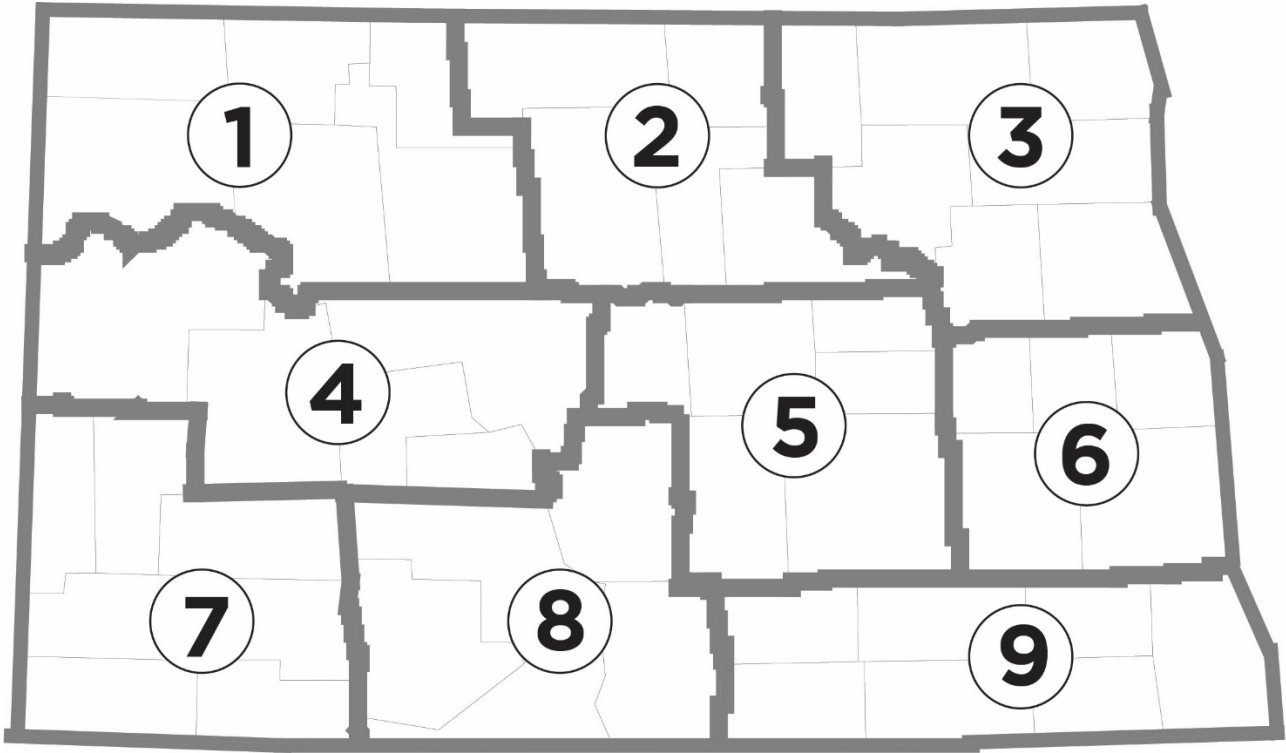


Licensed ND Grain Facilities

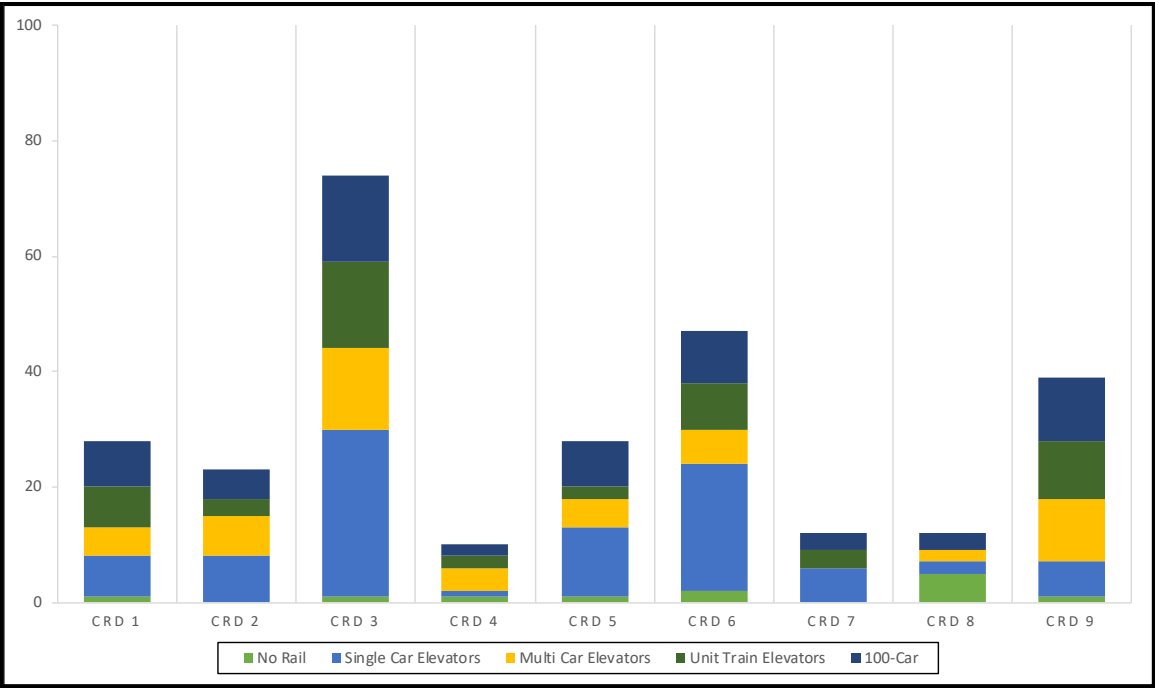
● Other Elevators ● Shuttle Elevators

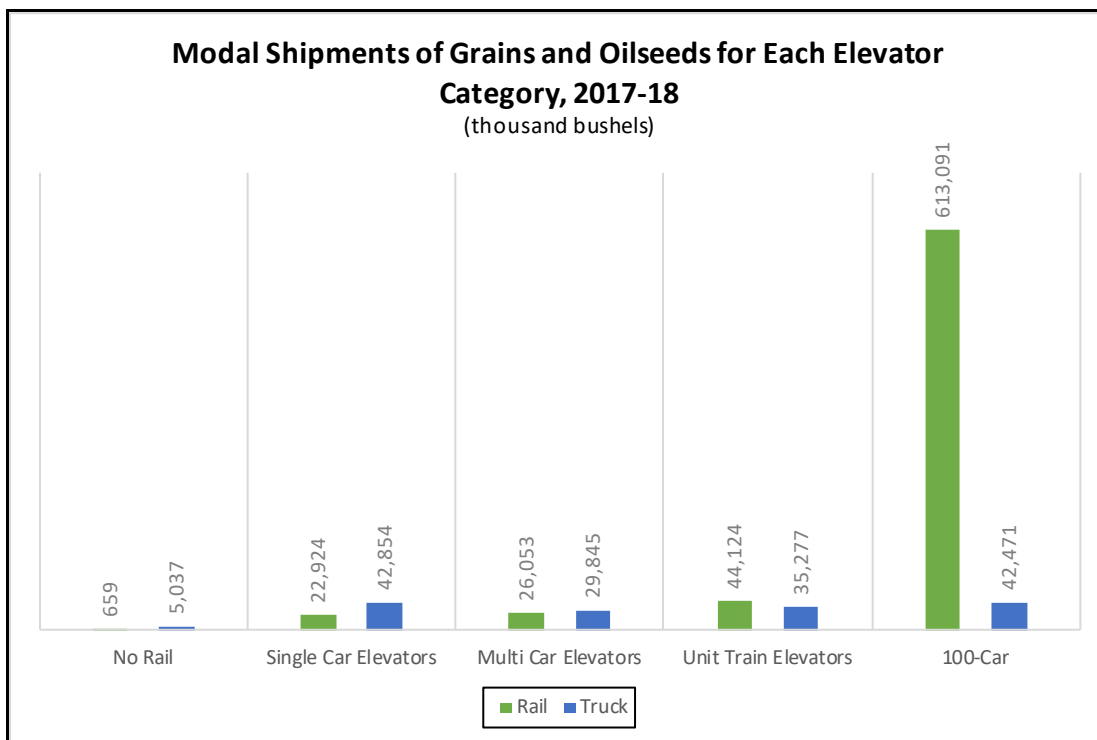
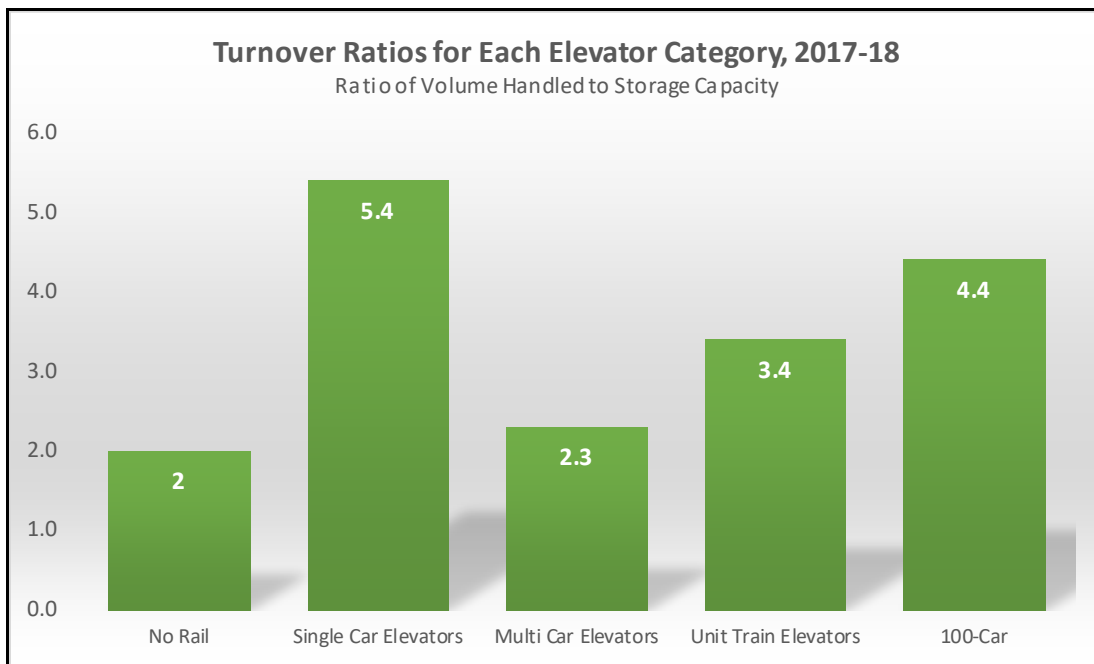


NORTH DAKOTA CROP REPORTING DISTRICTS



ELEVATORS IN EACH CRD, 2017-18



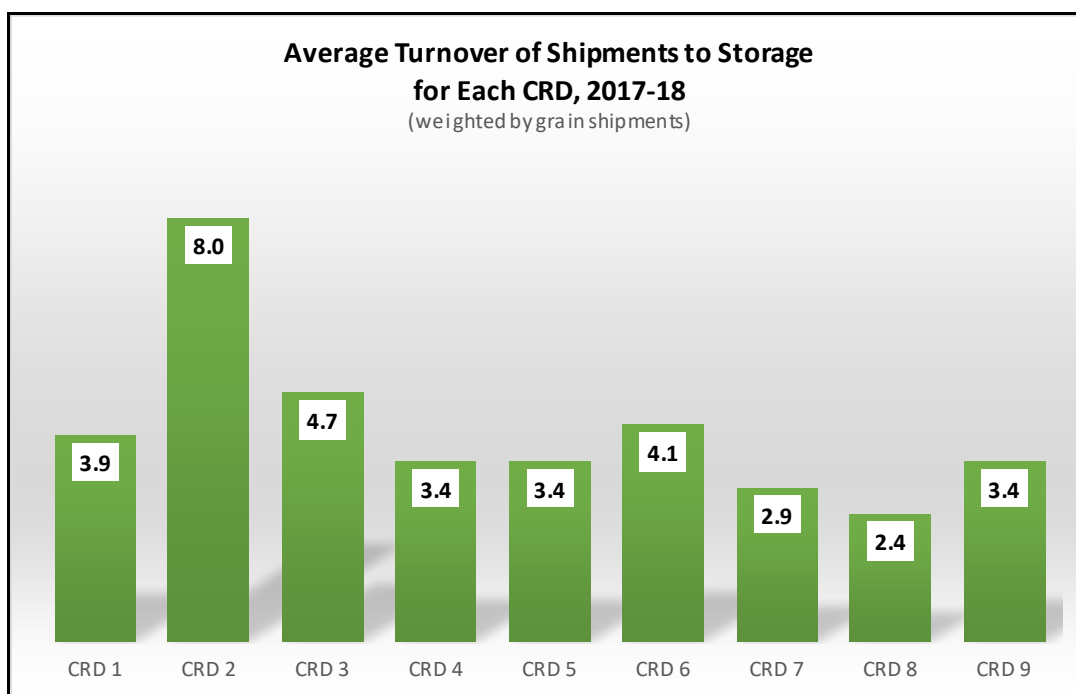


**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2017-18**

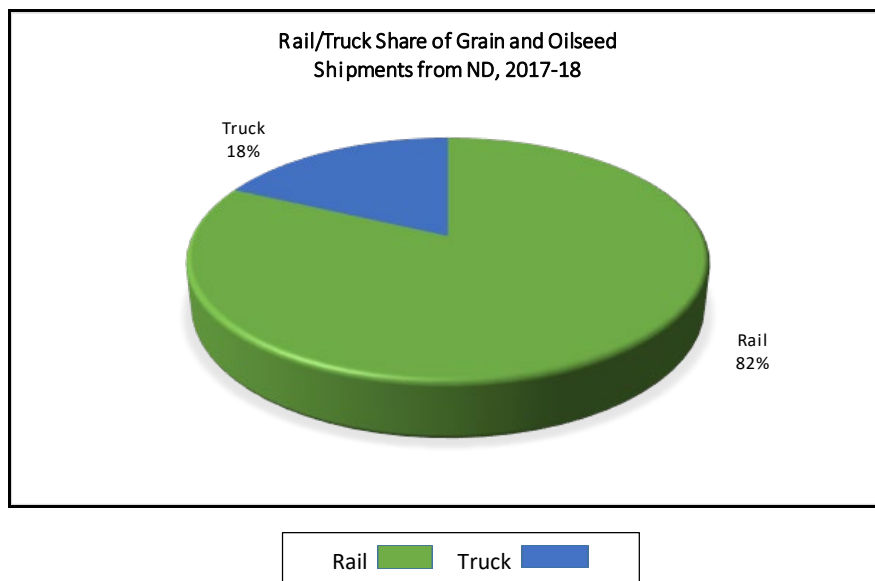
CRD	# Elev	Storage Capacity	Total Transshipped ^a	Total Shipments ^b	Average Turnover
1	28	27,499,850	5,722,430	76,078,268	3.9
2	23	25,074,500	2,050,365	68,810,942	8.0
3	74	73,426,308	18,767,758	195,165,045	4.7
4	10	10,436,000	6,656,167	23,243,795	3.4
5	28	49,951,828	8,155,314	115,399,756	3.4
6	47	100,565,618	12,549,633	174,503,398	4.1
7	12	11,132,254	9,774	20,241,319	2.9
8	12	12,376,500	771,242	16,189,047	2.4
9	39	79,928,150	5,428,282	172,705,246	3.4
All	273	390,391,008	60,110,966	862,336,816	4.2

^aBushels transshipped to other ND elevators.

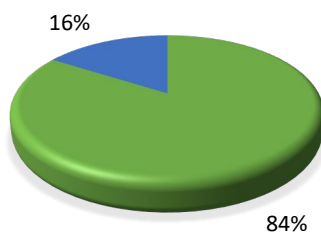
^bBushels shipped to processors and various export points.



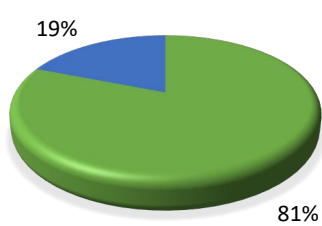
Modal Share of Grain and Oilseed Shipments from Each CRD, 2017-18



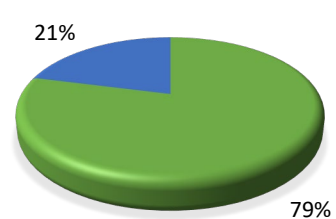
CRD1



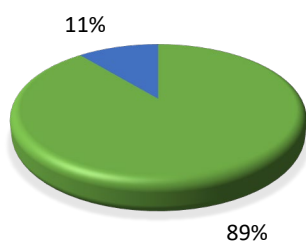
CRD2



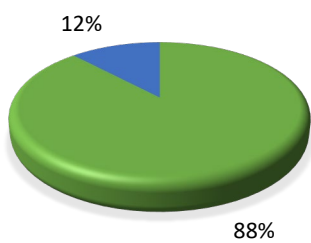
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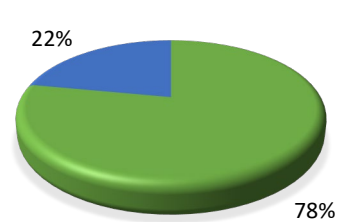
CRD4



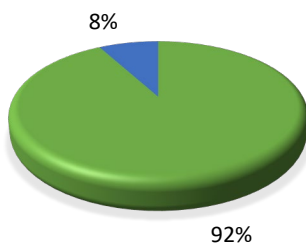
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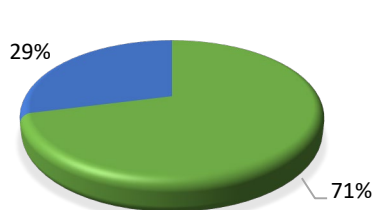
CRD6



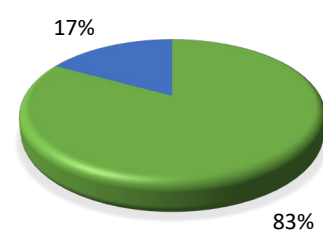
CRD7



CRD8



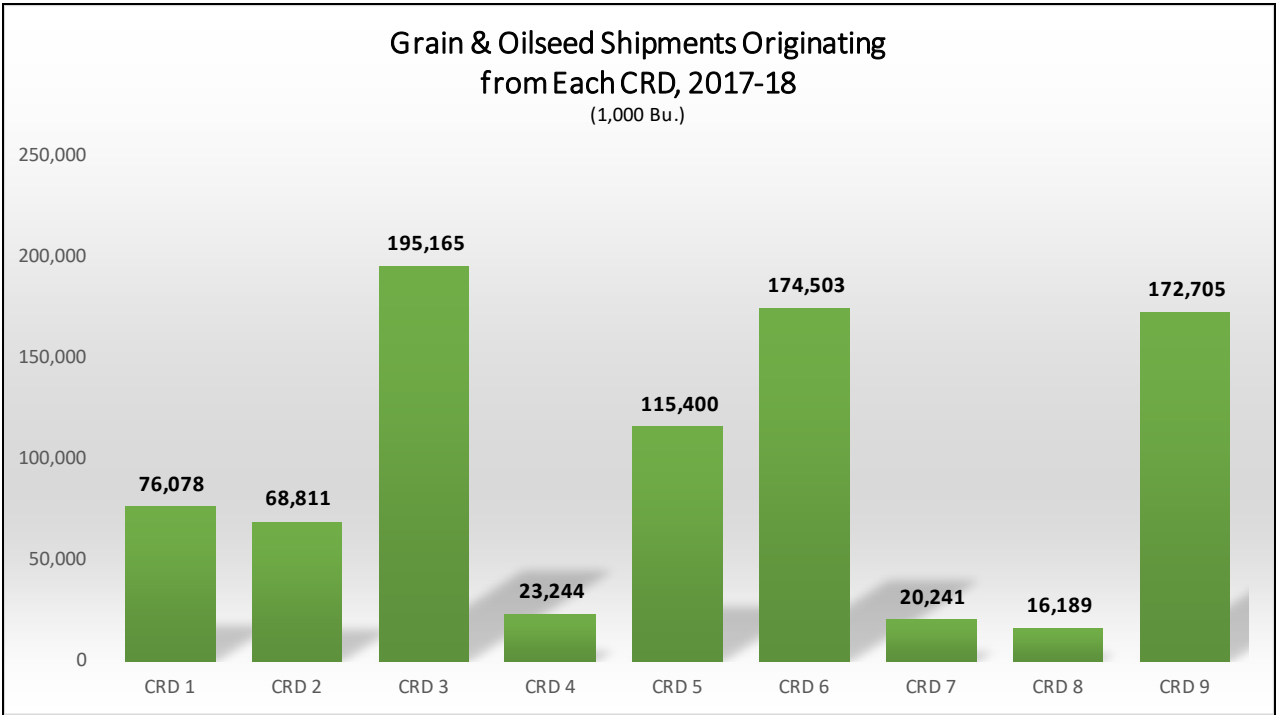
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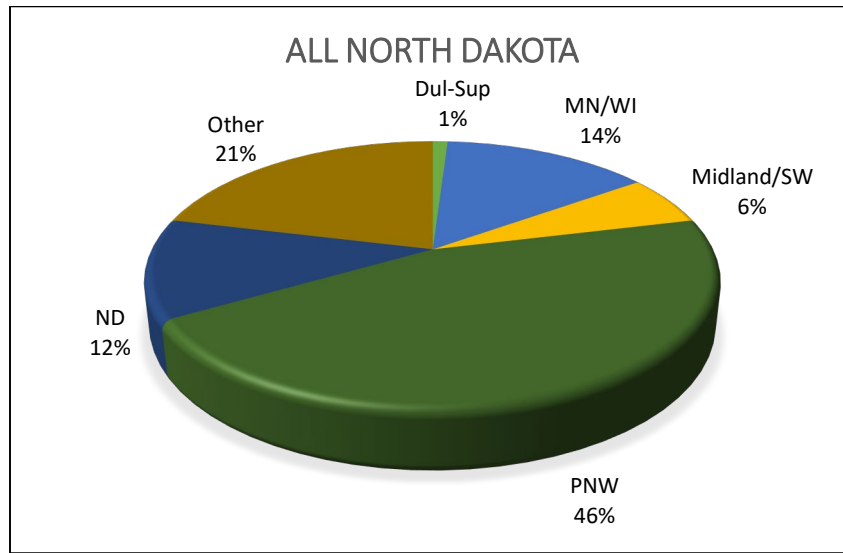


DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

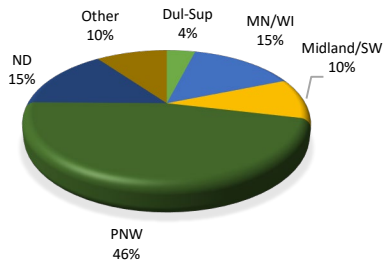
ALL GRAIN AND OILSEED SHIPMENTS



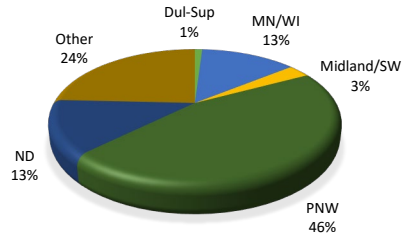
Destinations for Grain & Oilseed Shipments, 2017 -18 Crop Reporting District



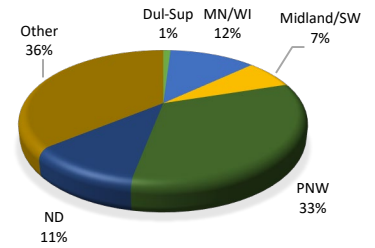
CRD1



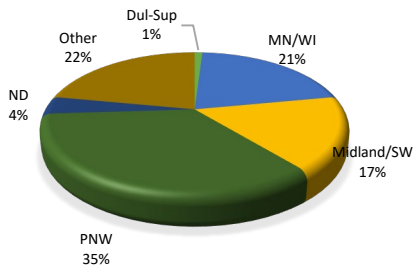
CRD2



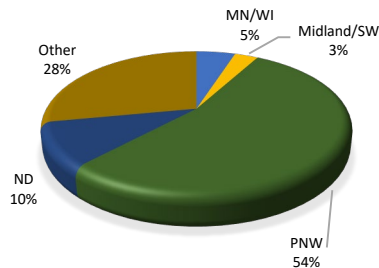
CRD3



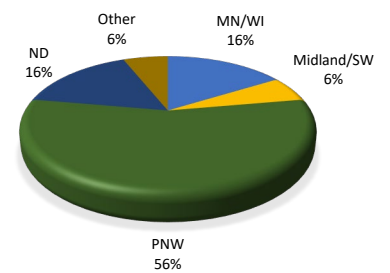
CRD4



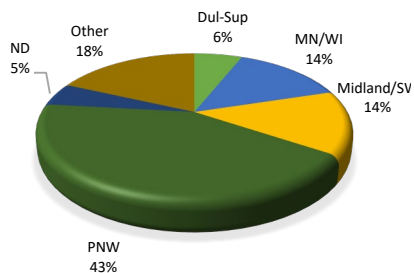
CRD5



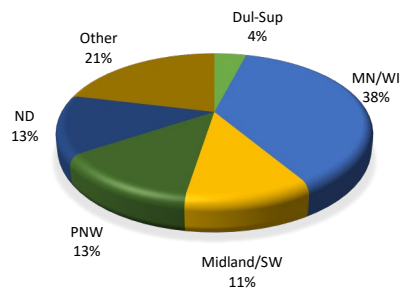
CRD6



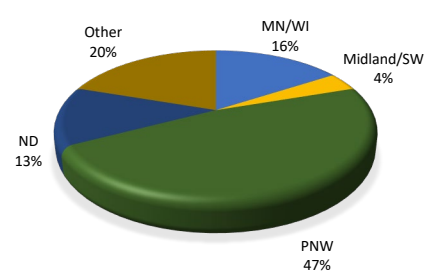
CRD7



CRD8

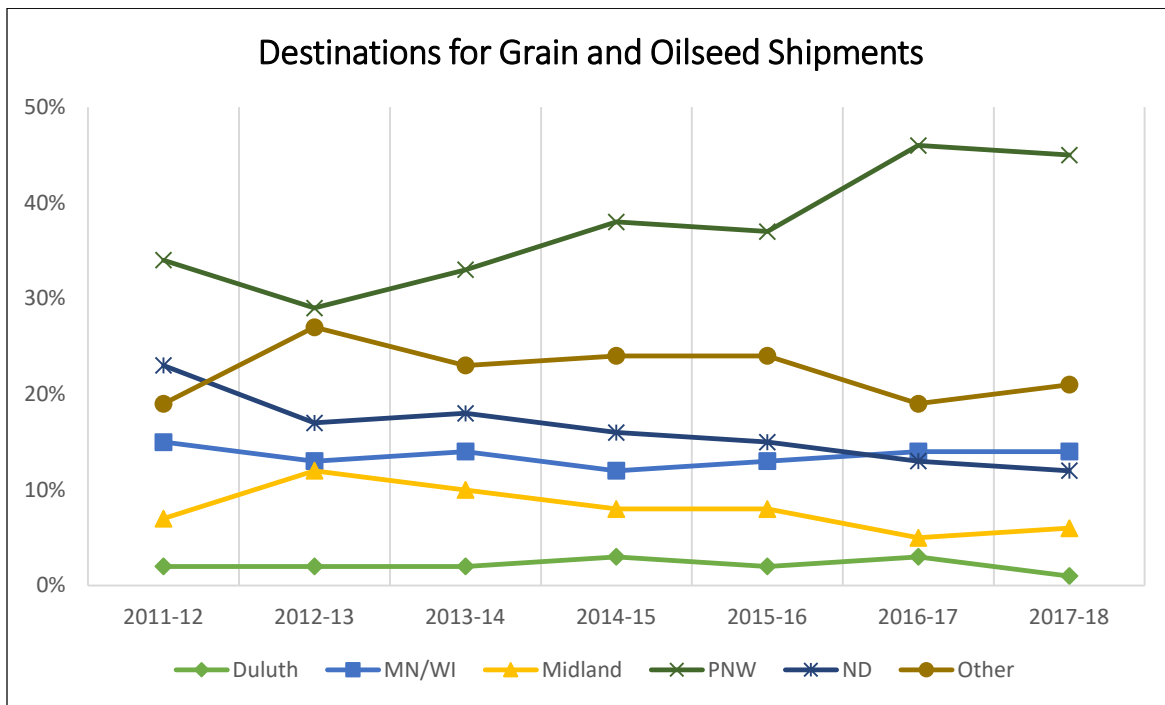


CRD9



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

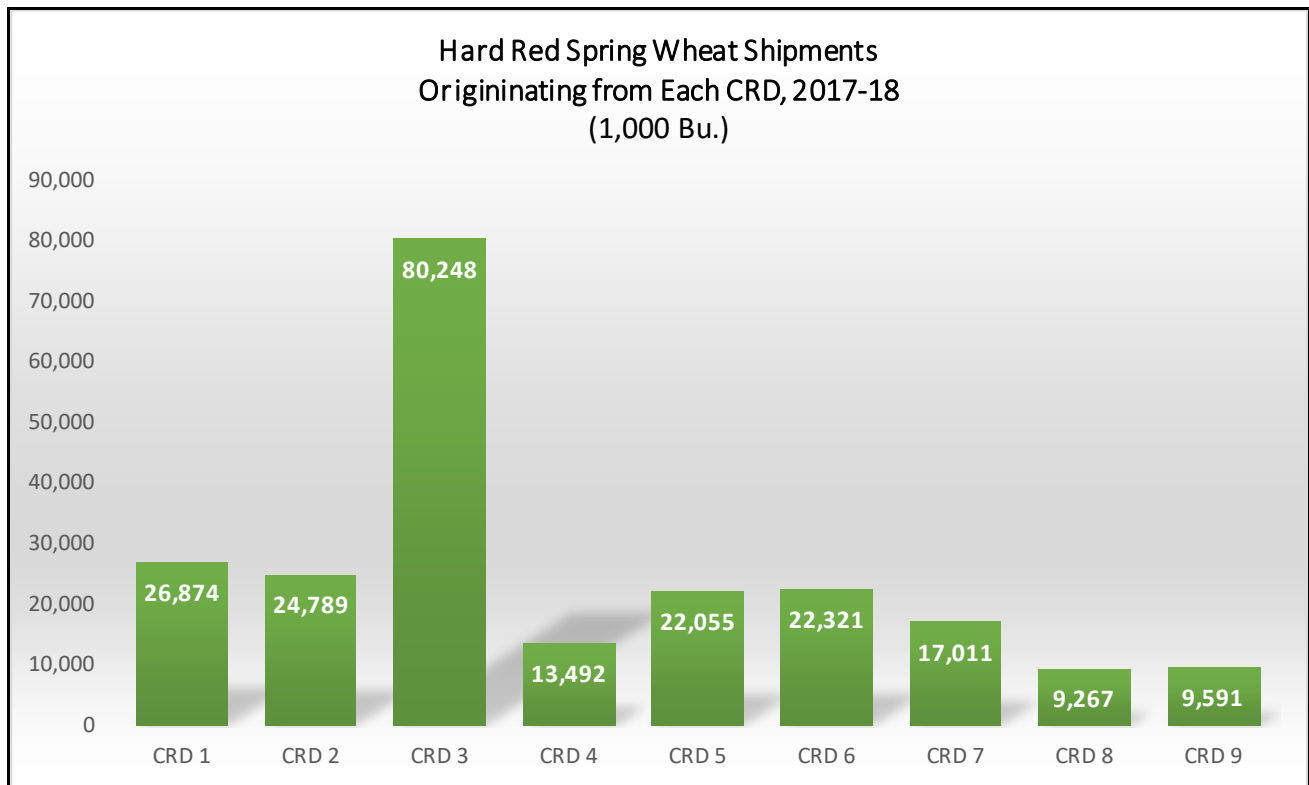
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	13,910 2%	95,113 15%	41,259 7%	211,609 34%	140,187 23%	622,330
2012-13	15,259 2%	116,369 13%	100,986 12%	246,965 29%	150,882 17%	865,931
2013-14	16,484 2%	106,236 14%	78,197 10%	254,995 33%	143,327 18%	781,216
2014-15	22,320 3%	105,183 12%	69,028 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
2017-18	8,502 1%	118,226 14%	52,397 6%	390,562 45%	107,756 12%	862,337



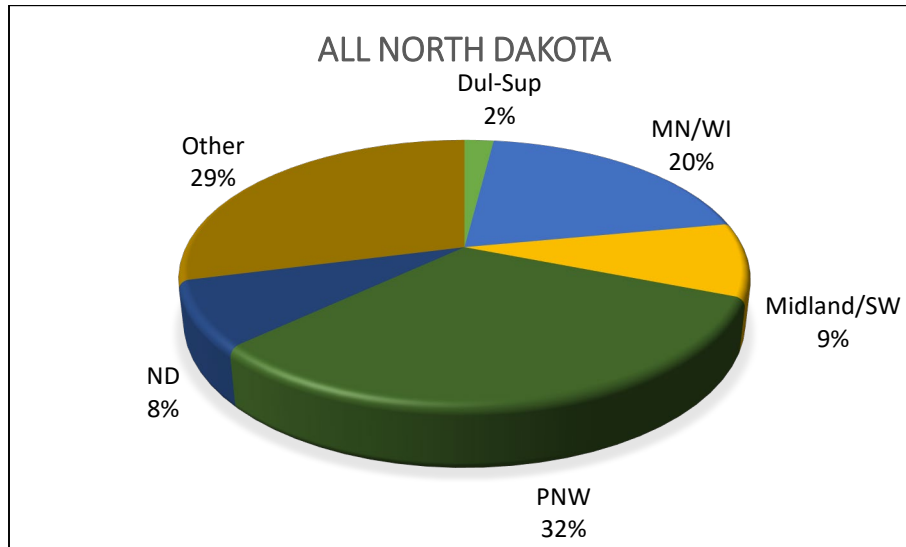
Destinations for Grain and Oilseed Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	4%	15%	10%	47%	15%	10%	76,078	2017-18	1%	13%	3%	45%	13%	24%	68,811
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	1%	12%	7%	33%	11%	36%	195,165	2017-18	1%	21%	17%	35%	4%	22%	23,244
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	0%	5%	3%	54%	10%	28%	115,400	2017-18	0%	16%	6%	55%	16%	6%	174,503
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	6%	14%	14%	42%	5%	18%	20,241	2017-18	4%	37%	11%	13%	13%	21%	16,189
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
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								
2017-18	0%	16%	4%	48%	13%	20%	172,705								

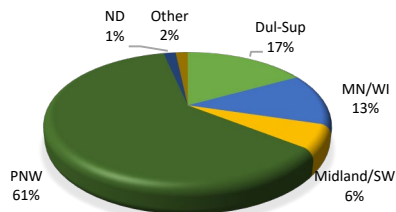
HARD RED SPRING WHEAT SHIPMENTS



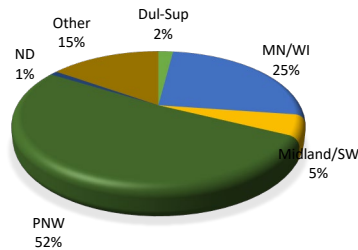
Destinations for Hard Red Spring Wheat Shipments, 2017-18 Crop Reporting District



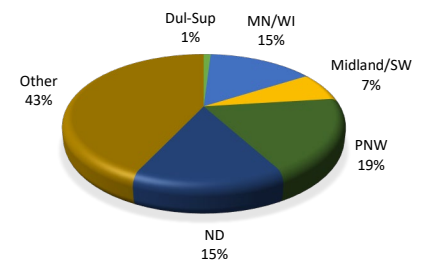
CRD1



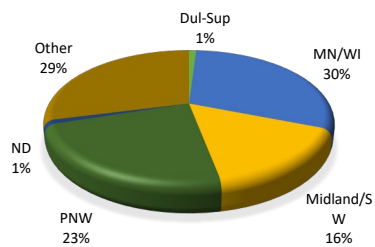
CRD2



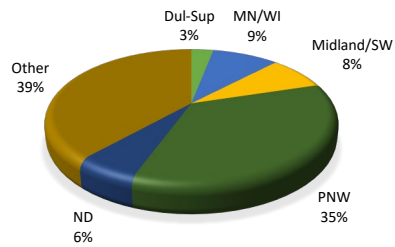
CRD3



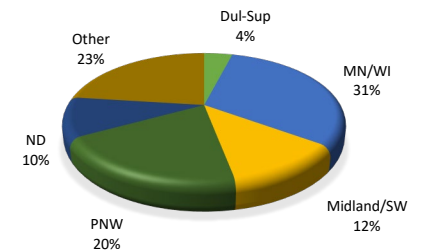
CRD4



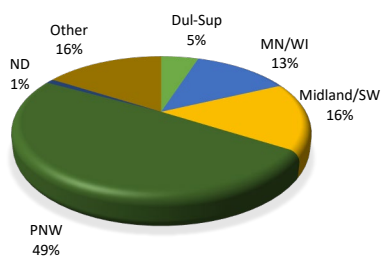
CRD5



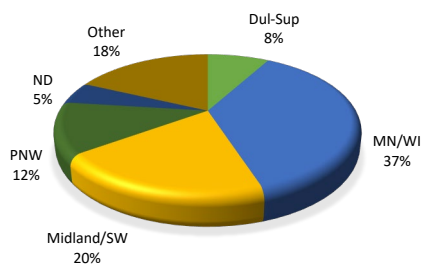
CRD6



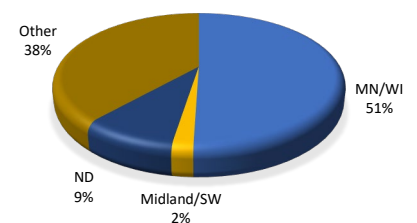
CRD7



CRD8

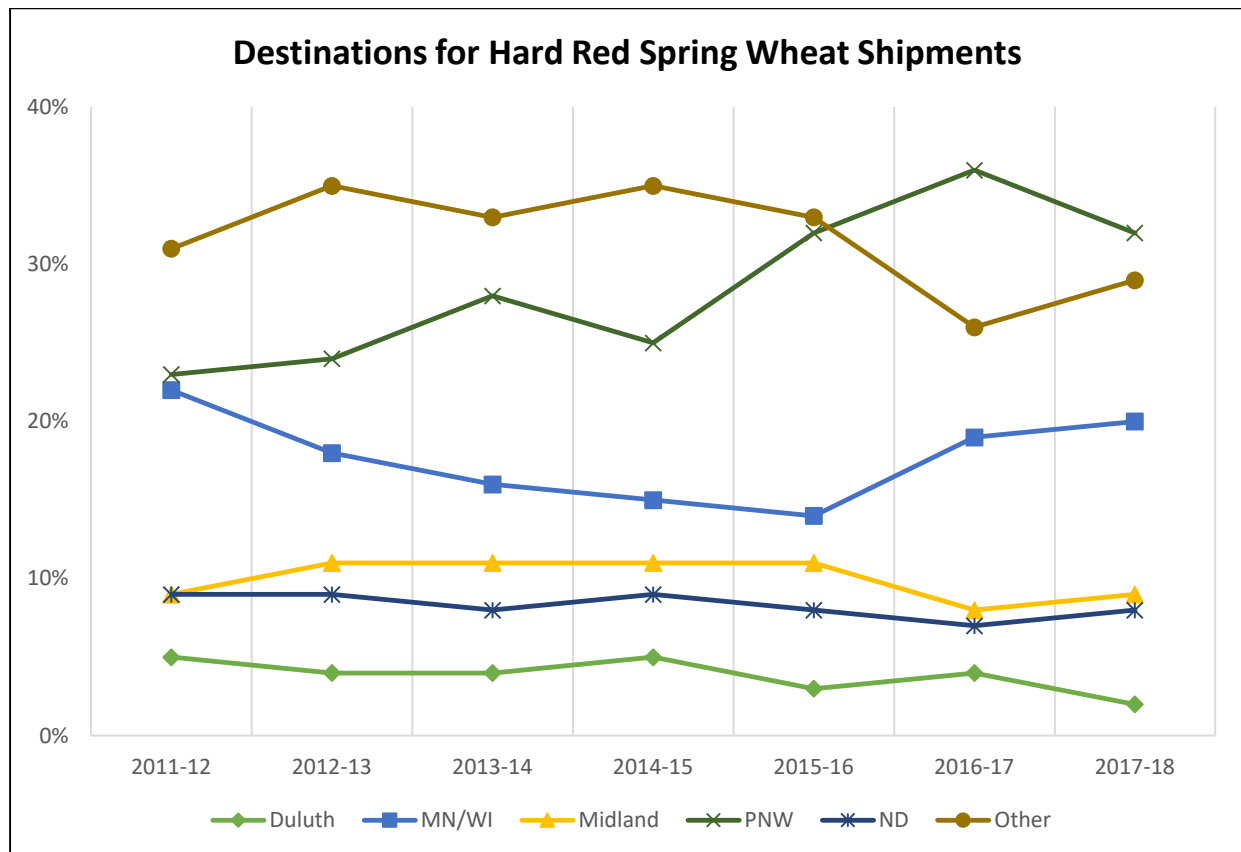


CRD9



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

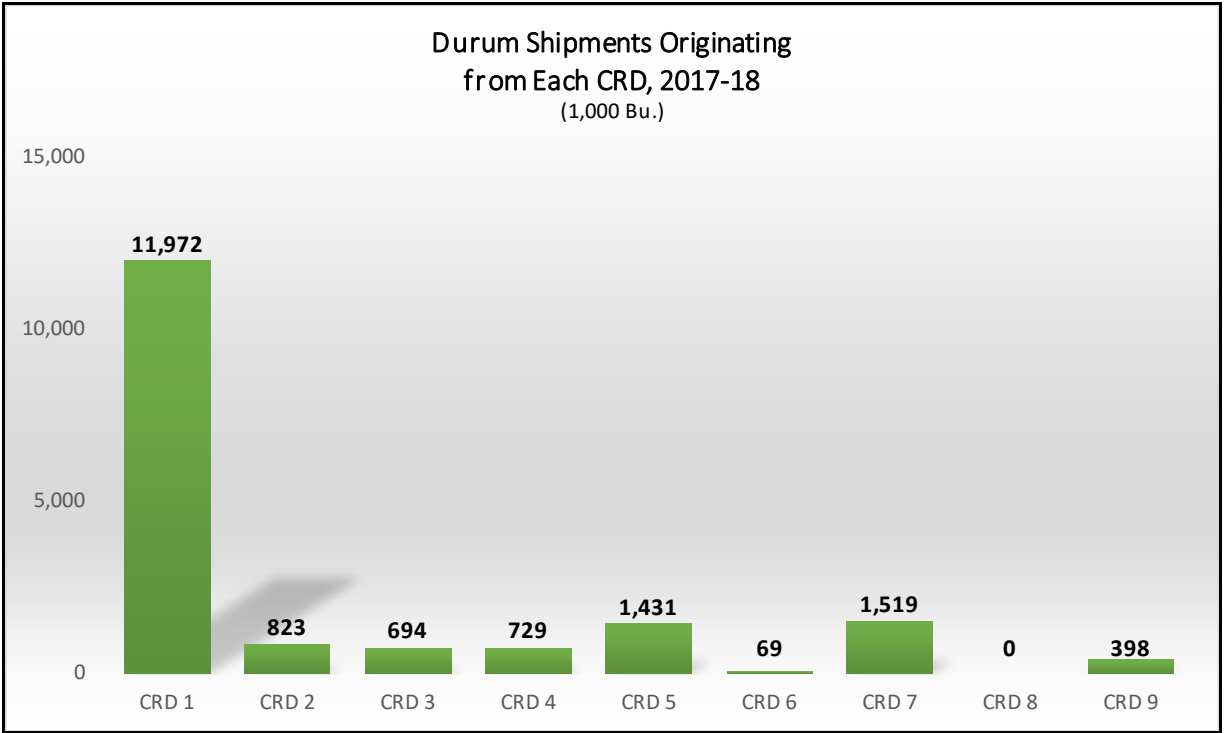
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	9,804 5%	42,399 22%	17,698 9%	44,479 23%	17,425 9%	190,161
2012-13	8,217 5%	41,952 18%	24,553 11%	56,424 24%	20,405 9%	231,495
2013-14	8,767 4%	40,226 16%	27,337 11%	70,255 28%	20,584 8%	250,168
2014-15	15,159 5%	43,131 15%	30,389 11%	70,867 25%	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
2017-18	5,188 2%	45,465 20%	19,897 9%	72,515 32%	18,095 8%	225,647



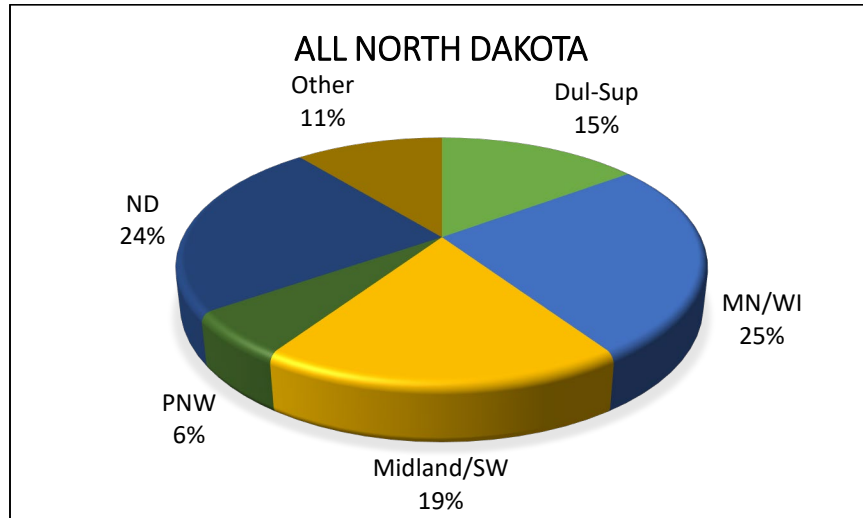
Destinations for Hard Red Spring Wheat Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	2%	15%	7%	72%	2%	2%	26,874	2017-18	2%	25%	5%	51%	1%	15%	24,789
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	1%	15%	7%	19%	15%	43%	80,248	2017-18	1%	30%	16%	23%	1%	29%	13,492
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	3%	9%	8%	35%	6%	38%	22,055	2017-18	4%	31%	12%	20%	10%	23%	22,321
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	5%	13%	16%	49%	1%	16%	17,011	2017-18	8%	37%	20%	12%	5%	18%	9,267
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
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								
2017-18	0%	50%	2%	0%	9%	38%	9,591								

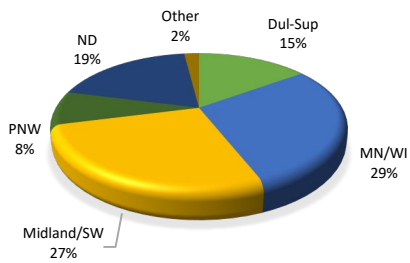
DURUM SHIPMENTS



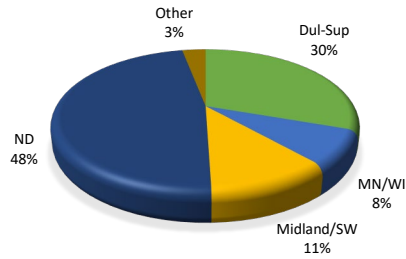
Destinations for Durum Shipments, 2017-18 Crop Reporting District



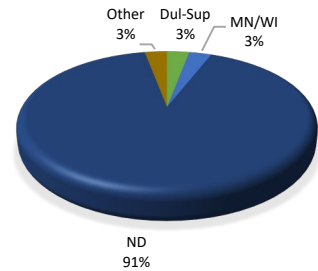
CRD1



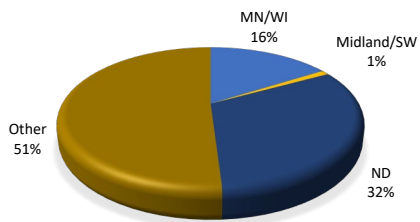
CRD2



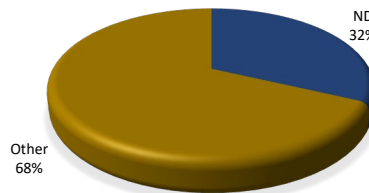
CRD3



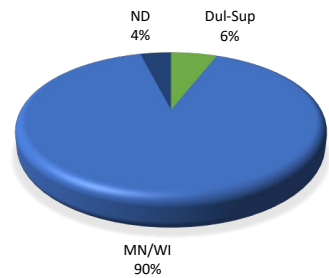
CRD4



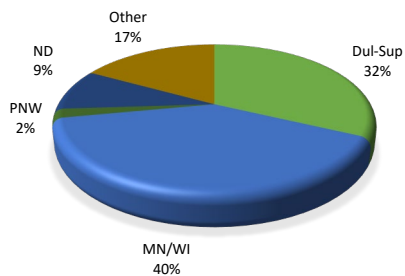
CRD5



CRD6



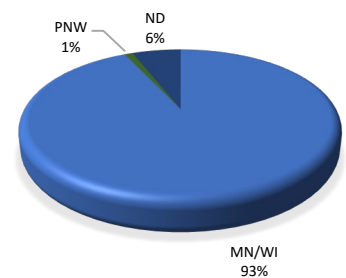
CRD7



CRD8

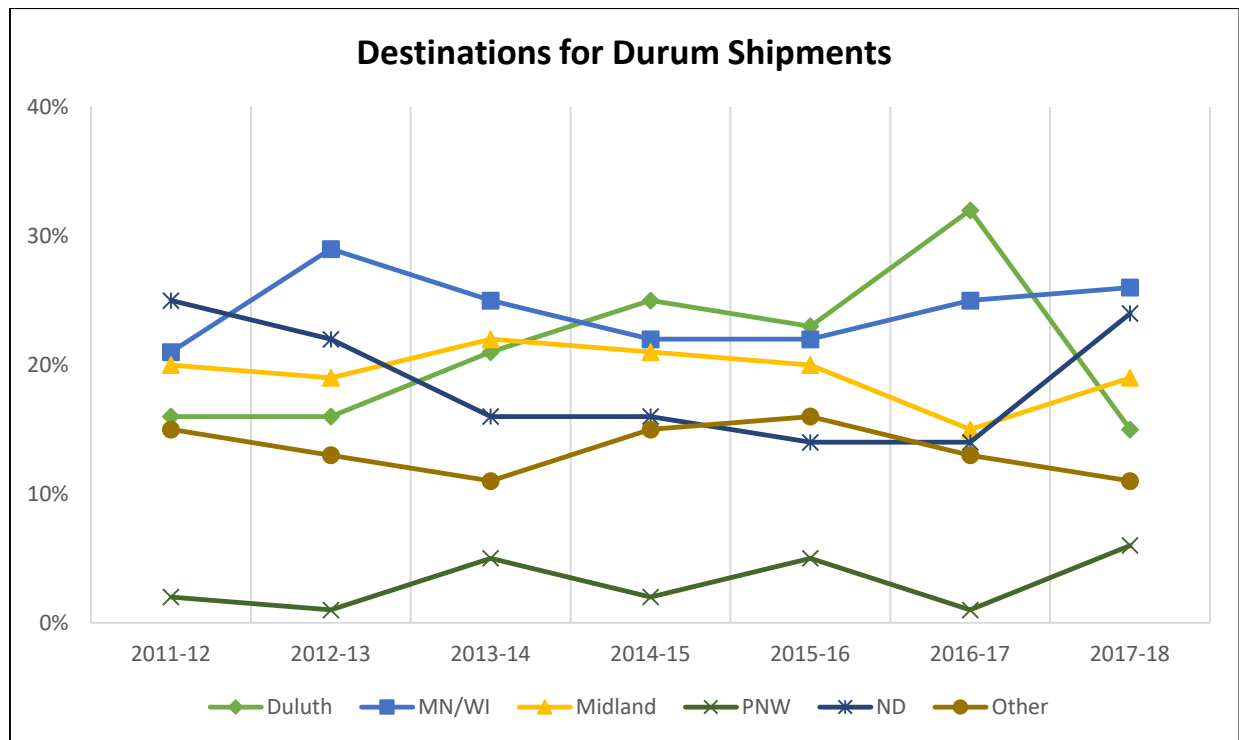
No Shipments

CRD9



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

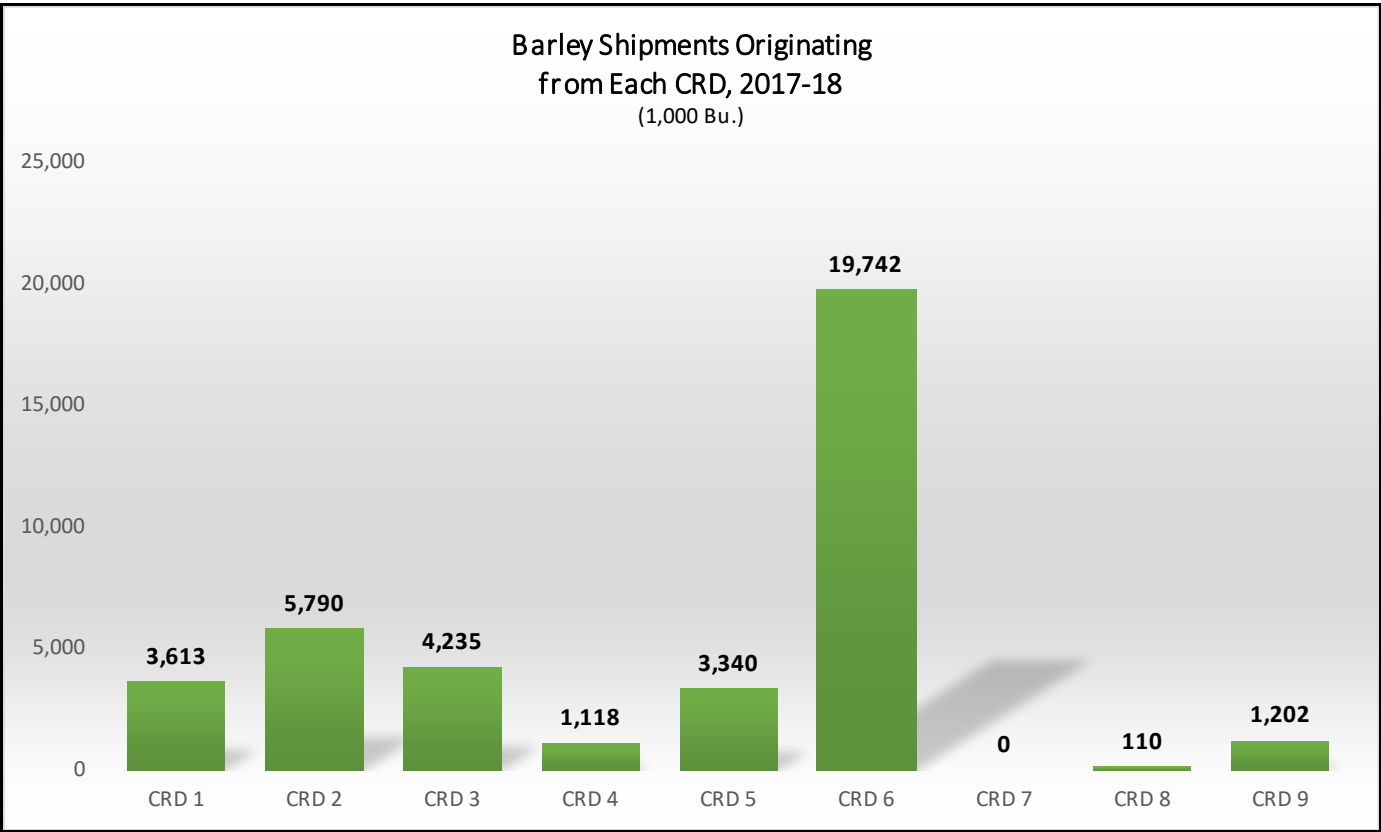
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	3,949	5,172	4,729	404	6,101	24,249
	16%	21%	20%	2%	25%	
2012-13	6,207	11,123	7,127	287	8,557	38,496
	16%	29%	19%	1%	22%	
2013-14	7,125	8,812	7,477	1,784	5,530	34,587
	21%	25%	22%	5%	16%	
2014-15	6,178	5,605	5,340	440	3,942	25,216
	25%	22%	21%	2%	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%	
2017-18	2,598	4,662	3,379	994	4,146	17,635
	15%	26%	19%	6%	24%	



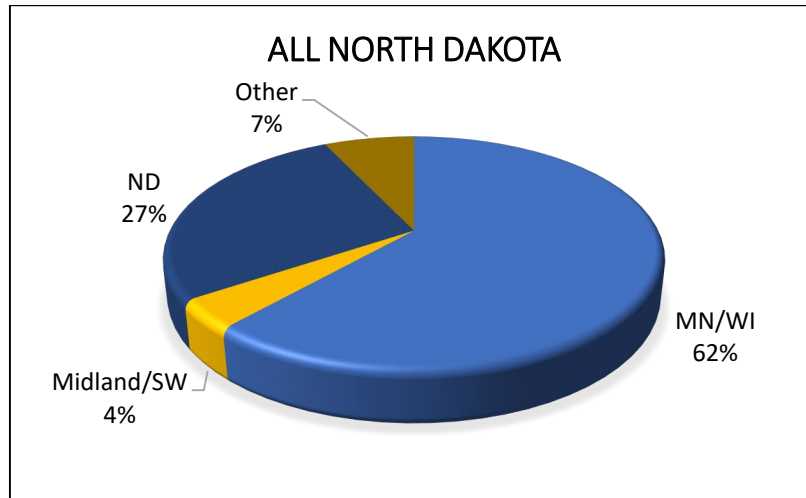
Destinations for Durum Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	15%	29%	27%	8%	19%	2%	11,972	2017-18	30%	8%	11%	0%	47%	3%	823
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	3%	3%	0%	0%	92%	3%	694	2017-18	0%	16%	1%	0%	32%	51%	729
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	0%	0%	0%	0%	32%	68%	1,431	2017-18	6%	91%	0%	0%	4%	0%	69
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2017-18	32%	40%	0%	2%	9%	17%	1,519	2017-18	0%	0%	0%	0%	0%	0%	0
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
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								
2017-18	0%	92%	0%	1%	6%	0%	398								

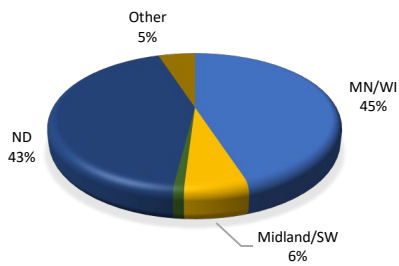
BARLEY SHIPMENTS



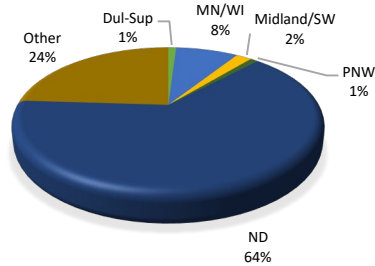
Destinations for Barley Shipments, 2017-18 Crop Reporting District



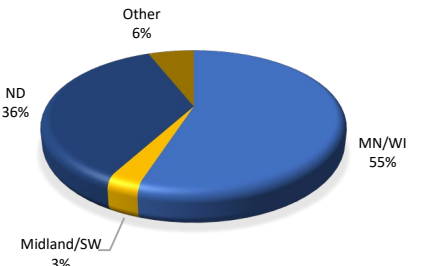
CRD1



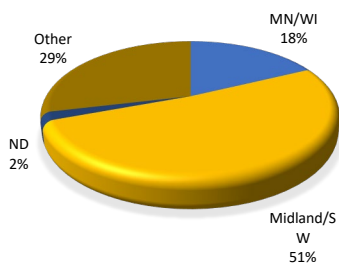
CRD2



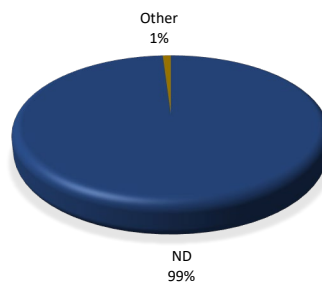
CRD3



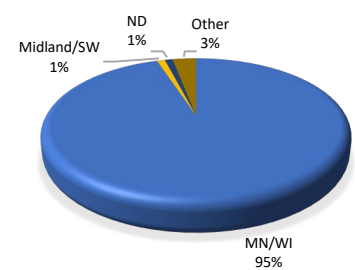
CRD4



CRD5



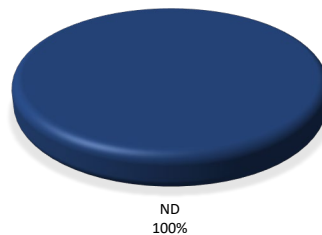
CRD6



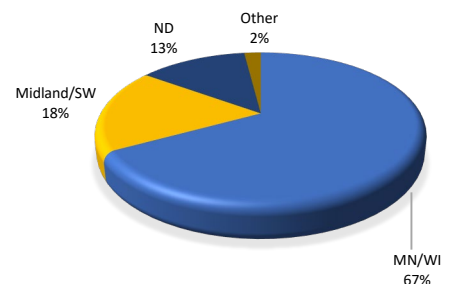
CRD7

No Shipments

CRD8

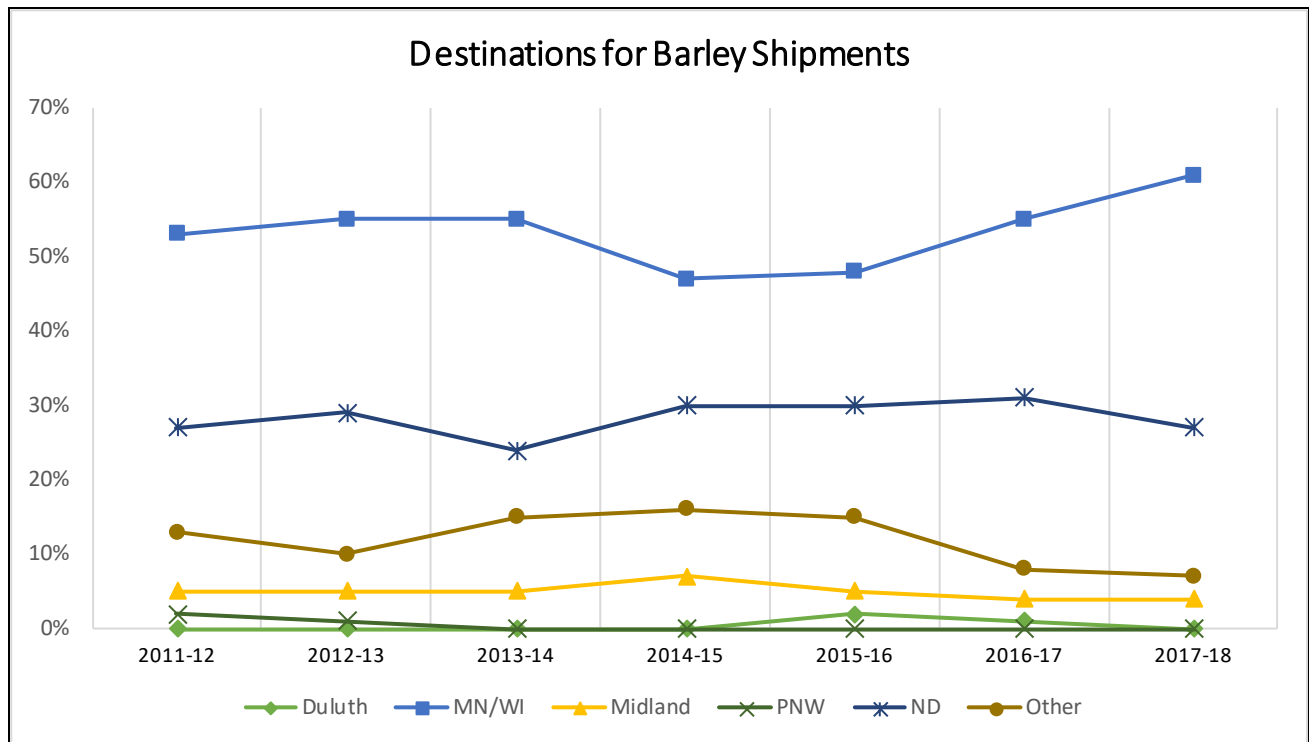


CRD9

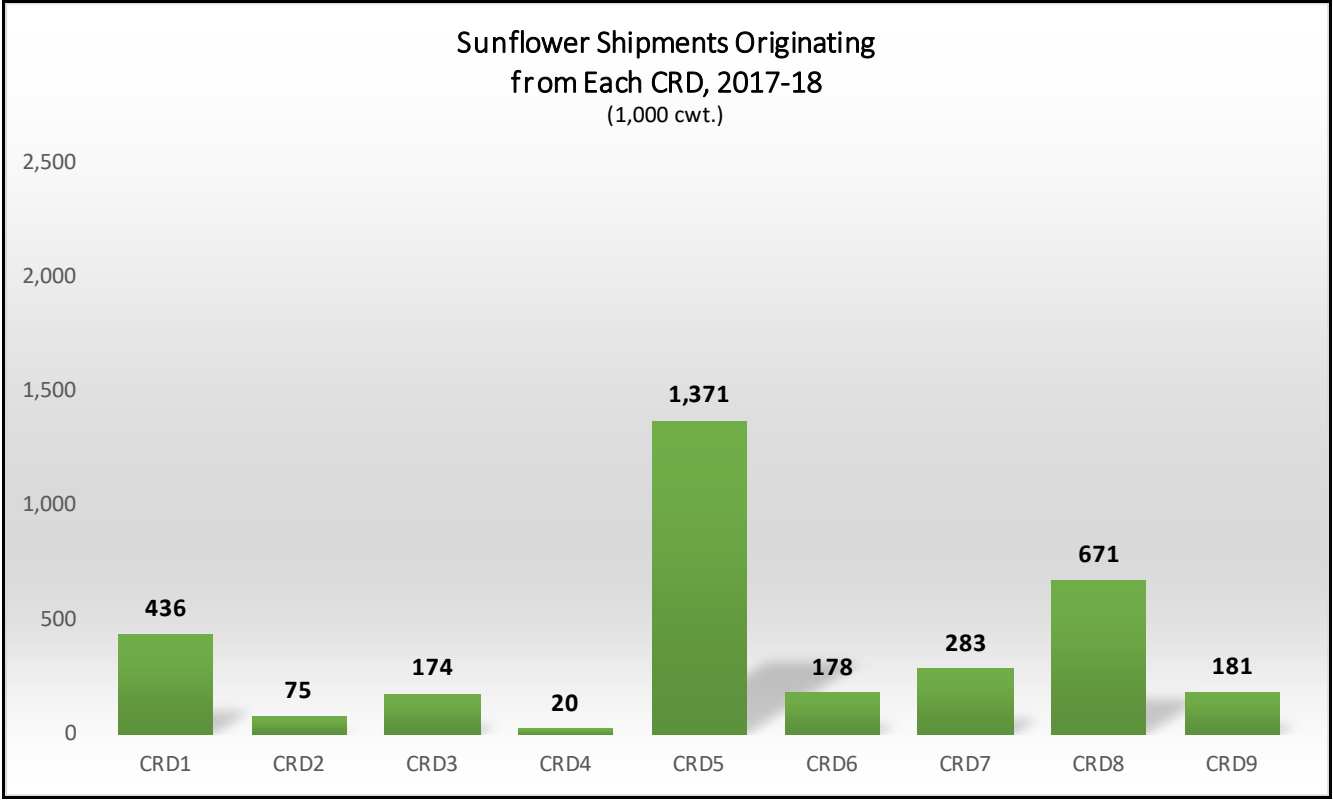


**Trends for Destinations of Barley Shipments from ND
(1,000 Bushels)**

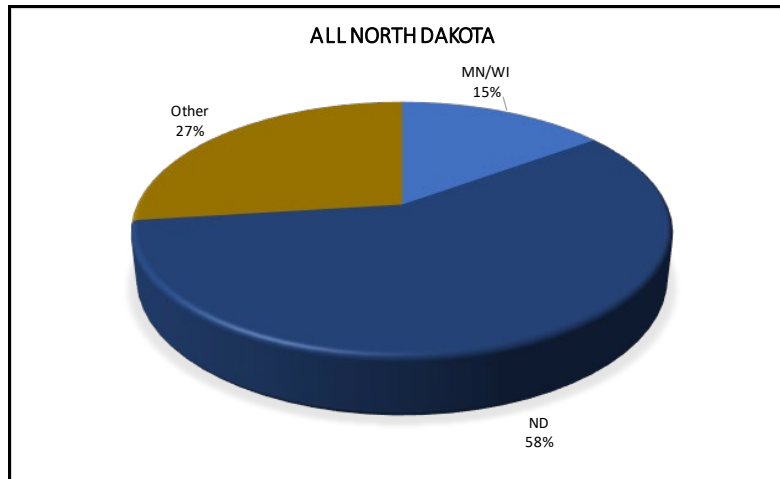
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	17 0%	21,050 53%	2,067 5%	672 2%	10,641 27%	39,584
2012-13	36 0%	23,575 55%	2,158 5%	315 1%	12,375 29%	42,727
2013-14	12 0%	25,577 55%	2,502 5%	114 0%	11,199 24%	46,514
2014-15	0 0%	21,963 47%	3,112 7%	24 0%	14,170 30%	46,592
2015-16	1,174 2%	23,680 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
2017-18	54 0%	24,076 61%	1,464 4%	115 0%	10,609 27%	39,150



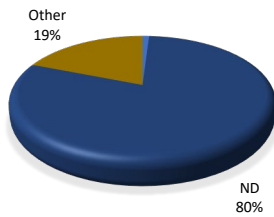
SUNFLOWER SHIPMENTS



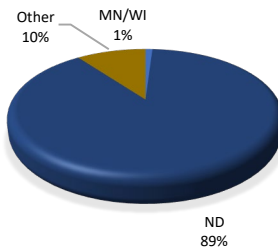
Destinations for Sunflower Shipments, 2017-18 Crop Reporting District



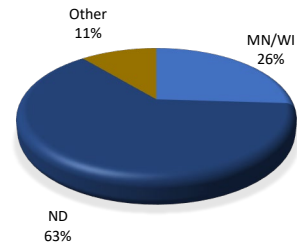
CRD1



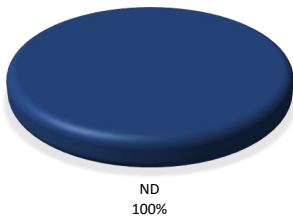
CRD2



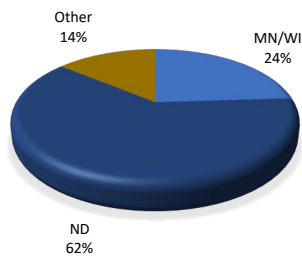
CRD3



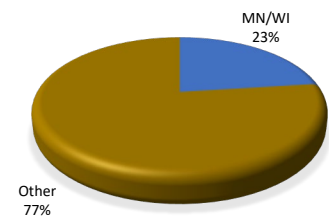
CRD4



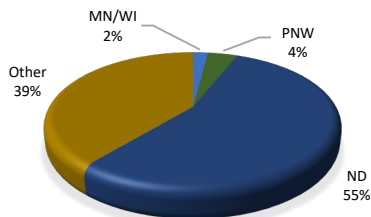
CRD5



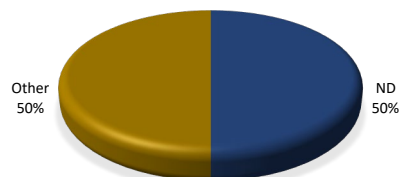
CRD6



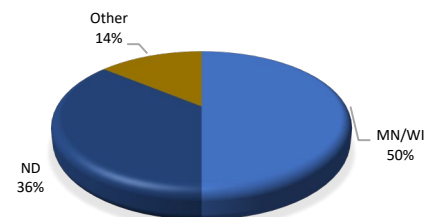
CRD7



CRD8

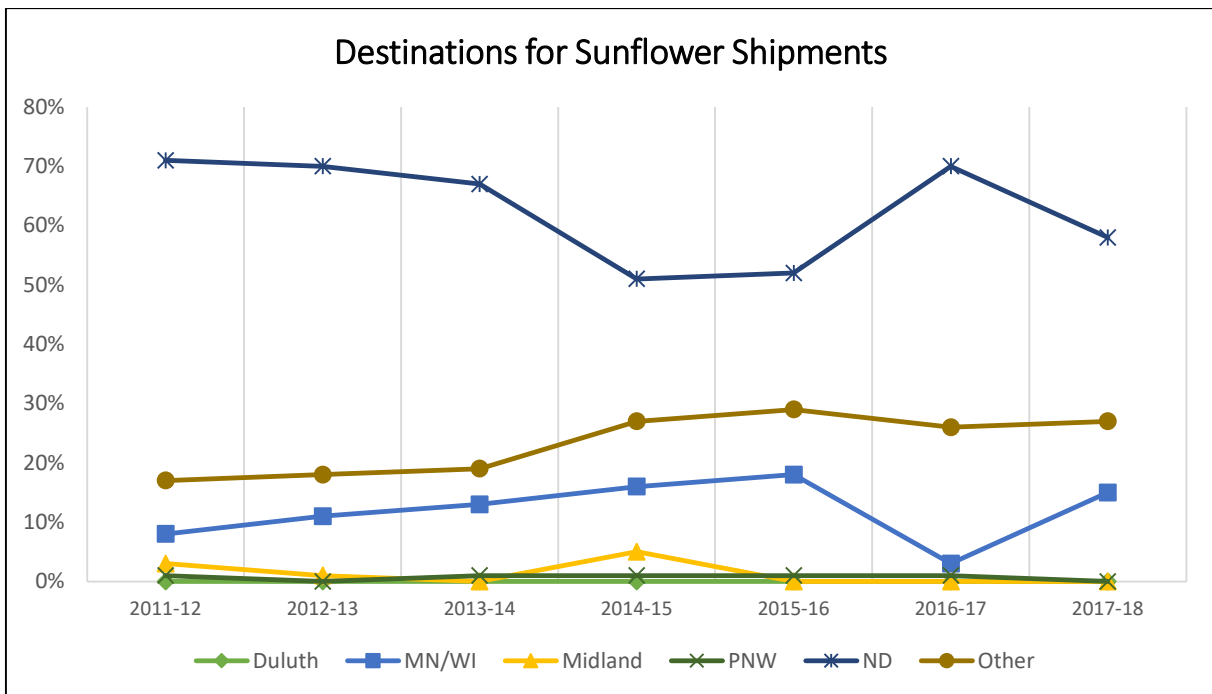


CRD9

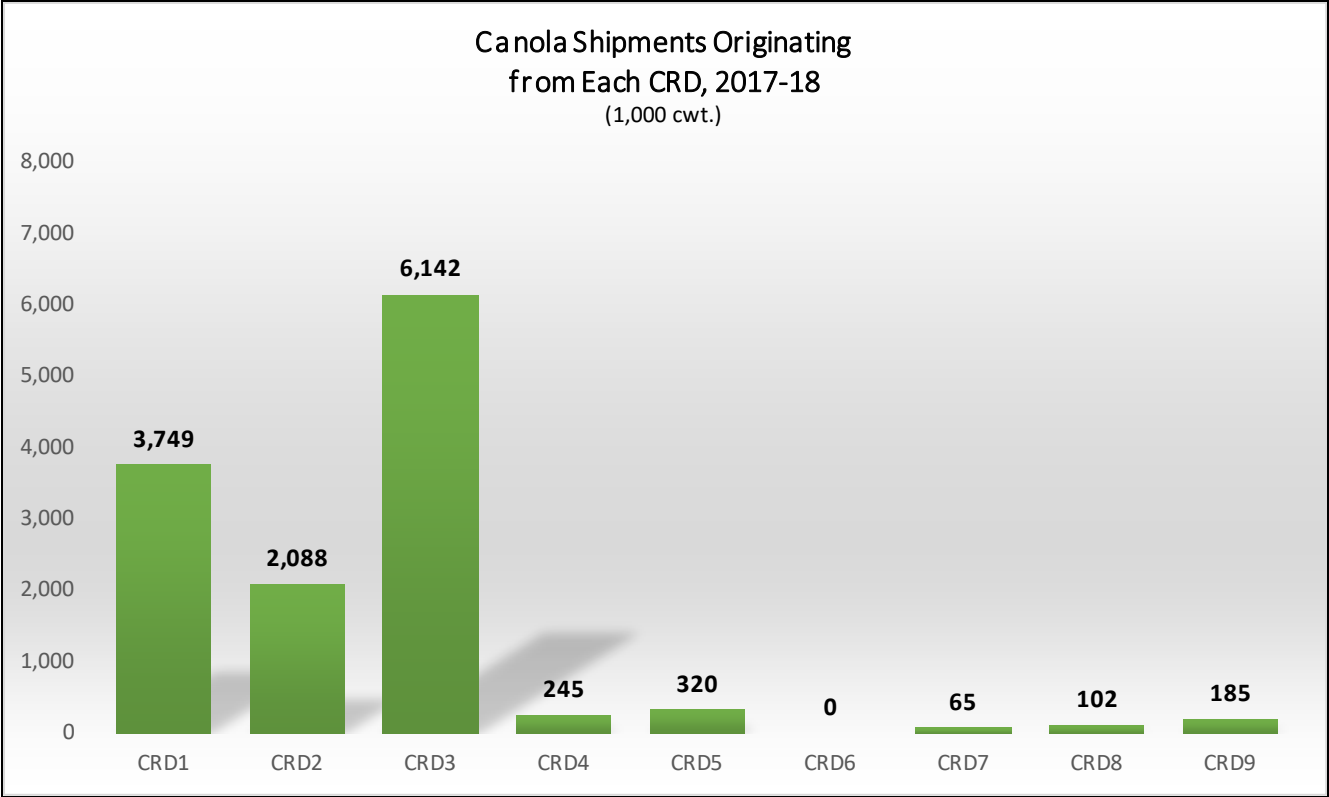


**Trends for Destinations of Sunflower Shipments from ND
(1,000 cwt)**

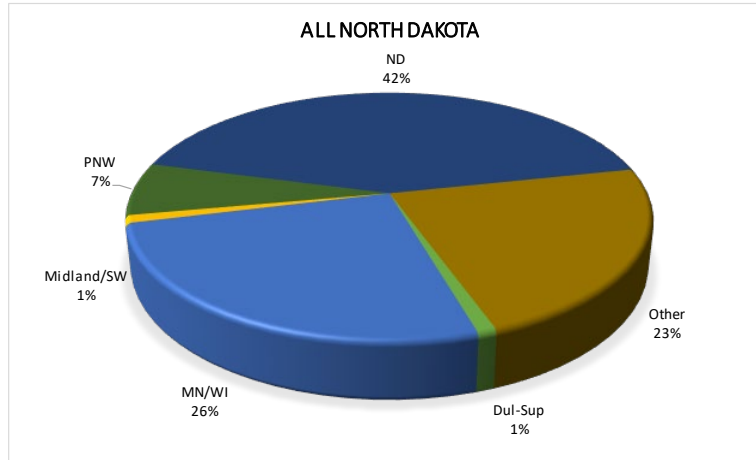
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	0	393	130	27	3,267	4,622
	0%	8%	3%	1%	71%	
2012-13	0	604	68	17	3,814	5,476
	0%	11%	1%	1%	70%	
2013-14	0	511	4	21	2,633	3,907
	0%	13%	0%	1%	67%	
2014-15	0	464	153	28	1,494	2,921
	0%	16%	5%	1%	51%	
2015-16	1	479	4	24	1,406	2,686
	0%	18%	0%	1%	52%	
2016-17	0	82	12	22	2,061	2,938
	0%	3%	0%	1%	70%	
2017-18	0	515	0	12	1,955	3,390
	0%	15%	0%	0%	58%	



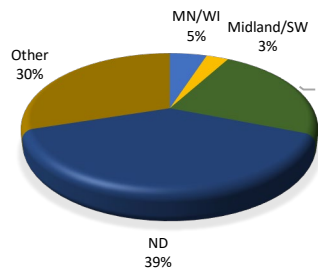
CANOLA SHIPMENTS



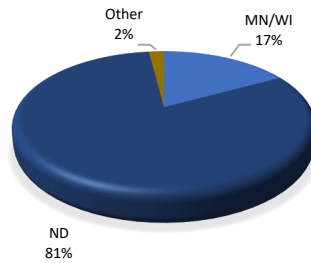
Destinations for Canola Shipments, 2017-18 Crop Reporting District



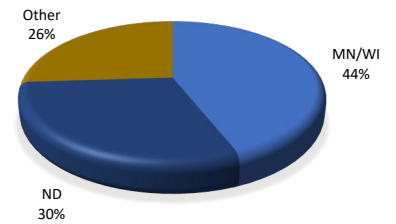
CRD1



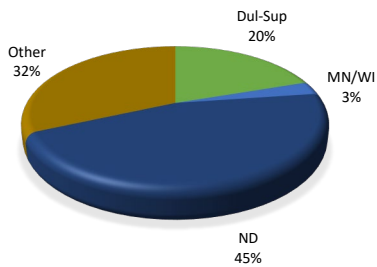
CRD2



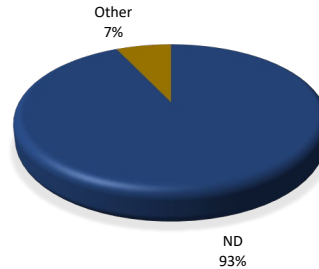
CRD3



CRD4



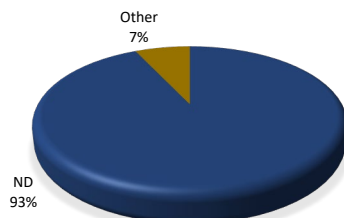
CRD5



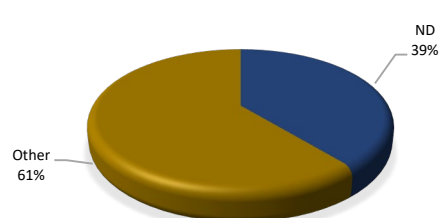
CRD6

No Shipments

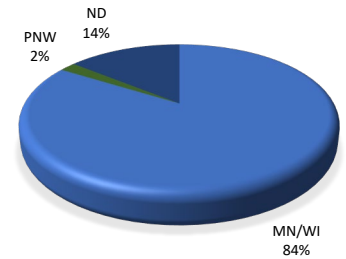
CRD7



CRD8

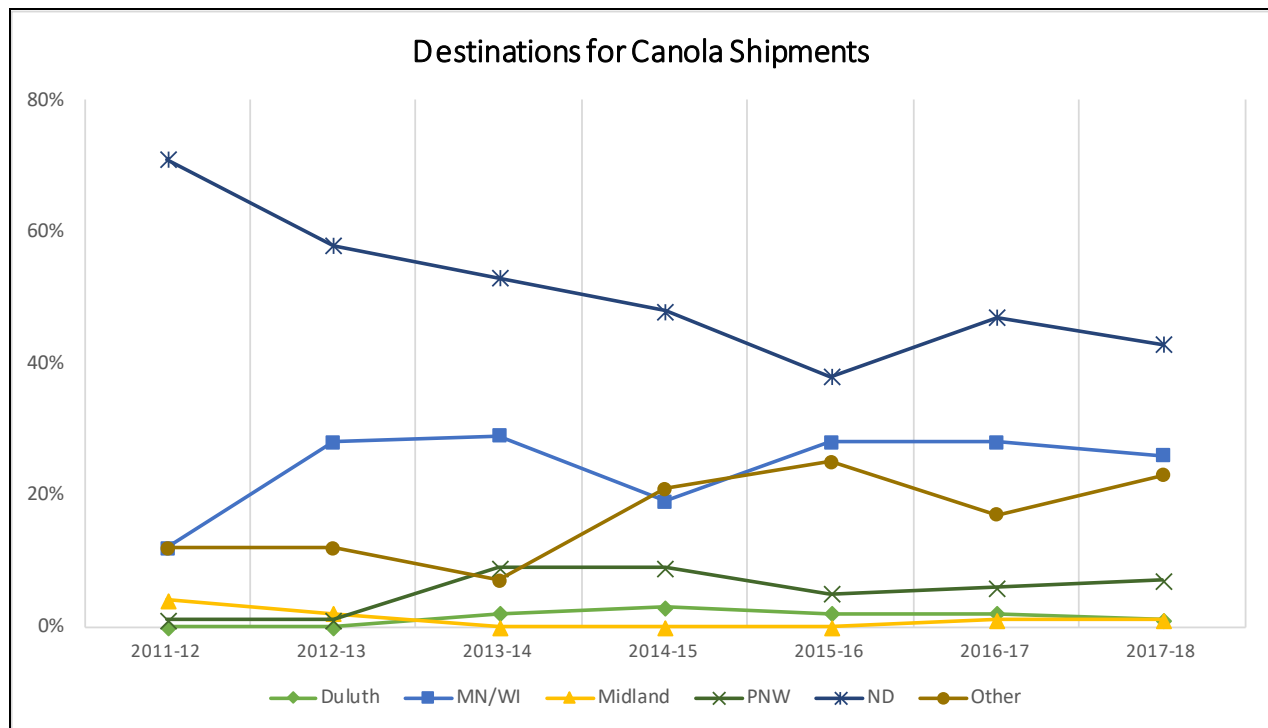


CRD9

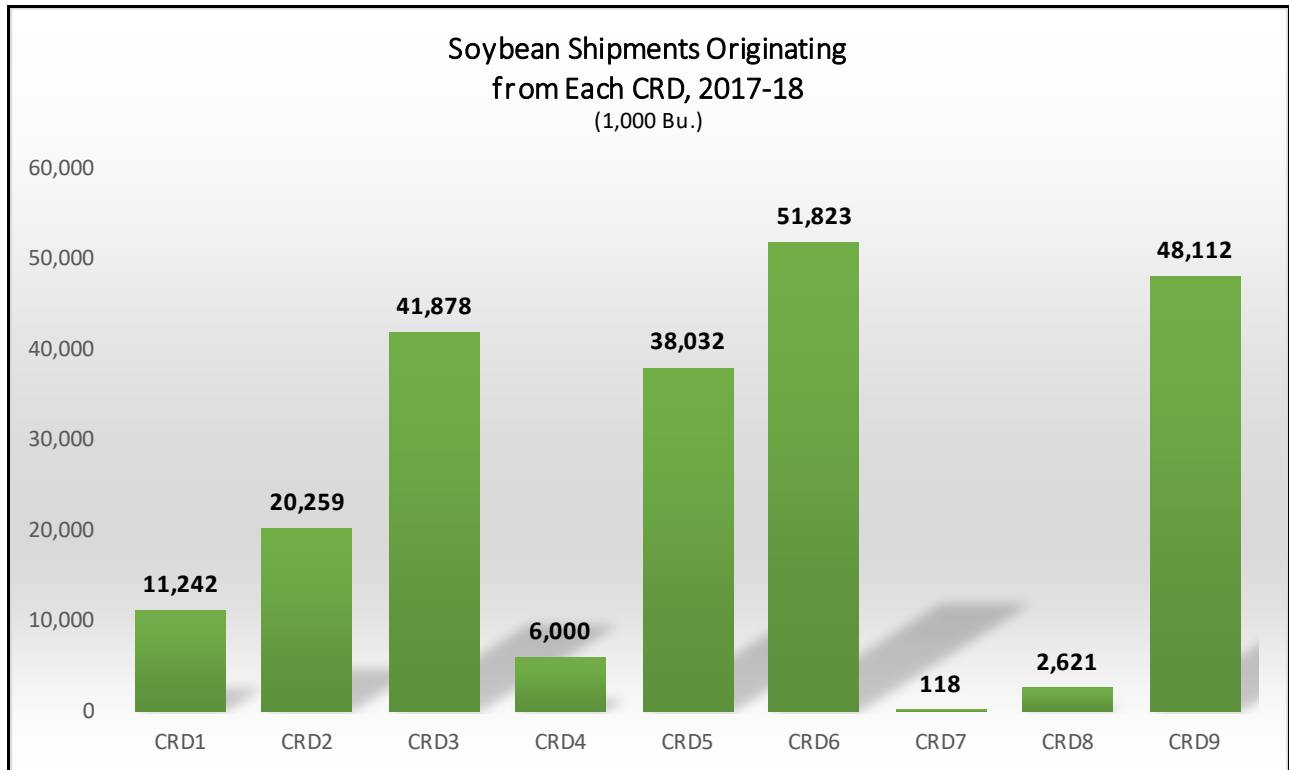


**Trends for Destinations of Canola Shipments from ND
(1,000 cwt)**

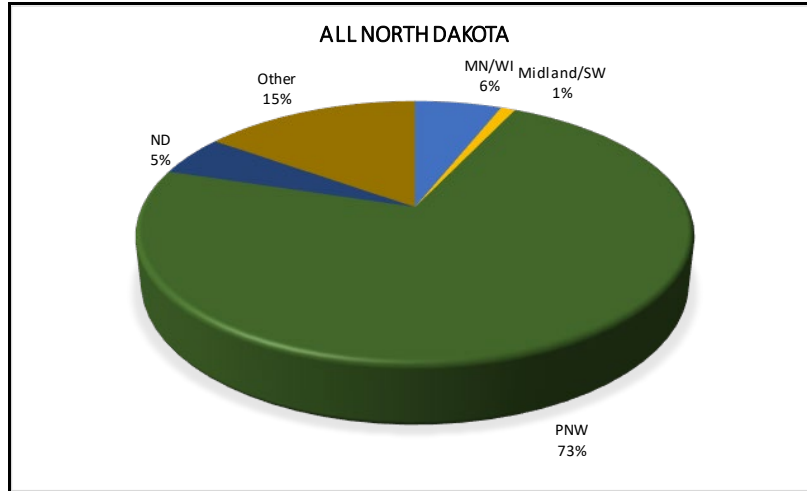
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	11 0%	1,282 12%	395 4%	136 1%	7,378 71%	10,439
2012-13	12 0%	3,587 28%	197 2%	153 1%	7,435 58%	12,919
2013-14	215 2%	3,683 29%	38 0%	1,106 9%	6,673 53%	12,580
2014-15	394 3%	2,482 19%	31 0%	1,182 9%	6,377 48%	13,305
2015-16	328 2%	4,028 28%	19 0%	777 5%	5,431 38%	14,154
2016-17	242 2%	3,843 28%	90 1%	833 6%	6,547 47%	13,935
2017-18	66 1%	3,390 26%	108 1%	878 7%	5,523 43%	12,896



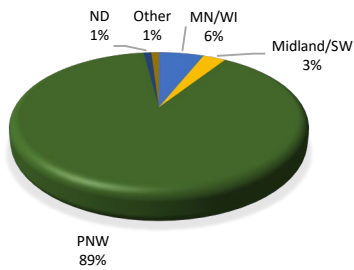
SOYBEAN SHIPMENTS



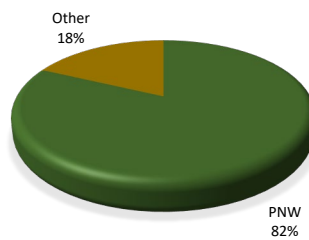
Destinations for Soybean Shipments, 2017-18 Crop Reporting District



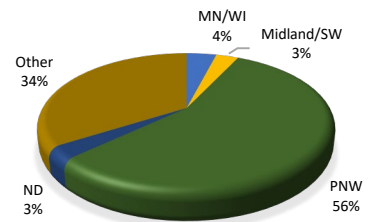
CRD1



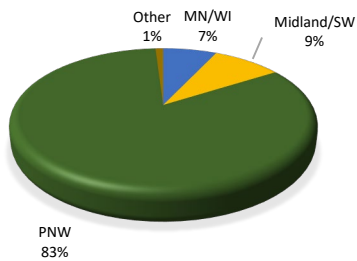
CRD2



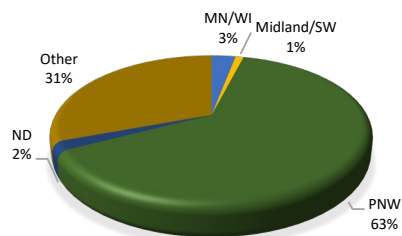
CRD3



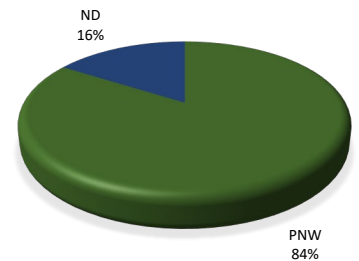
CRD4



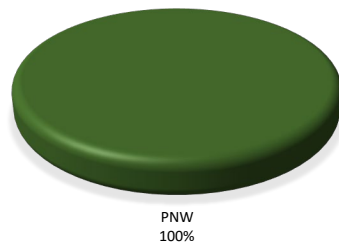
CRD5



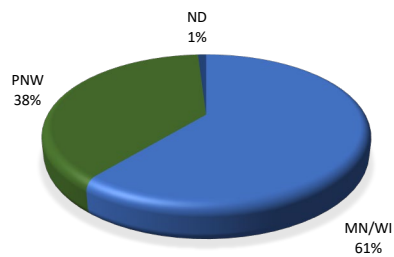
CRD6



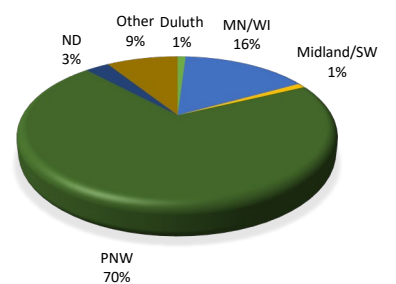
CRD7



CRD8

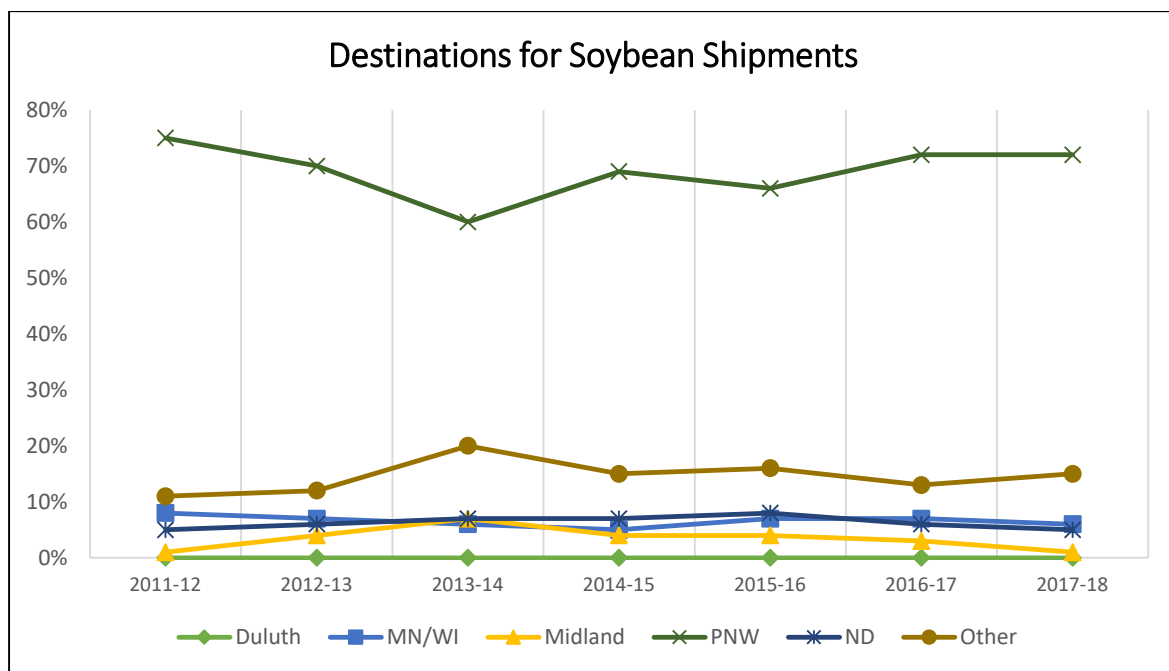


CRD9

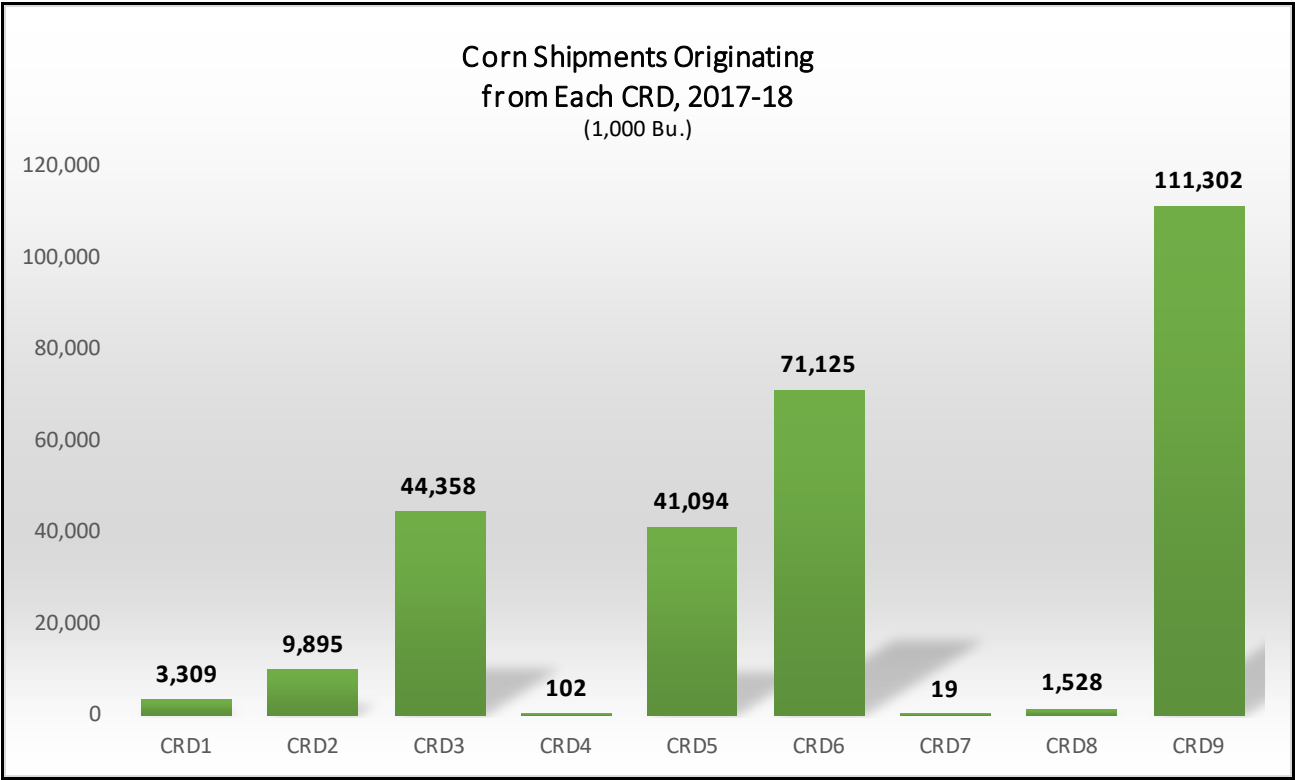


**Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)**

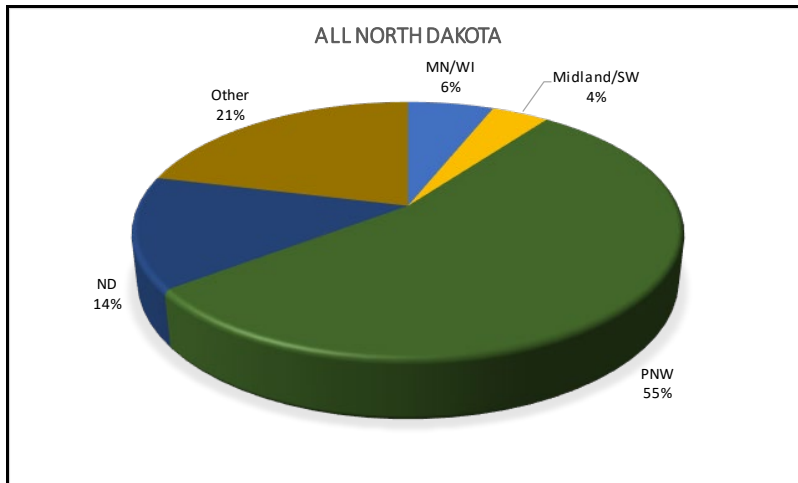
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	0	10,887	989	102,333	7,052	135,965
	0%	8%	1%	75%	5%	
2012-13	533	11,549	7,030	121,422	10,727	172,489
	0%	7%	4%	70%	6%	
2013-14	72	9,511	11,727	98,474	11,979	164,448
	0%	6%	7%	60%	7%	
2014-15	0	10,911	7,395	142,201	13,571	205,835
	0%	5%	4%	69%	7%	
2015-16	3	12,389	6,958	119,051	13,676	180,157
	0%	7%	4%	66%	8%	
2016-17	87	15,823	6,671	168,274	14,783	235,212
	0%	7%	3%	72%	6%	
2017-18	369	12,961	3,107	158,268	11,522	220,085
	0%	6%	1%	72%	5%	



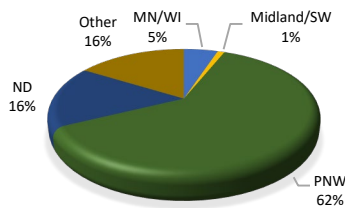
CORN SHIPMENTS



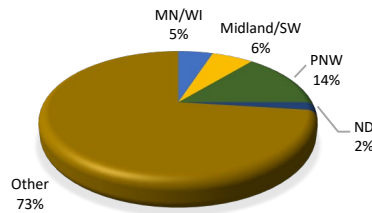
Destinations for Corn Shipments, 2017-18 Crop Reporting District



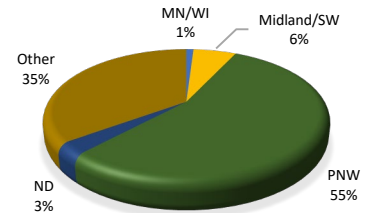
CRD1



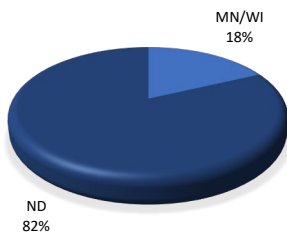
CRD2



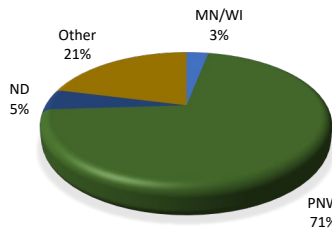
CRD3



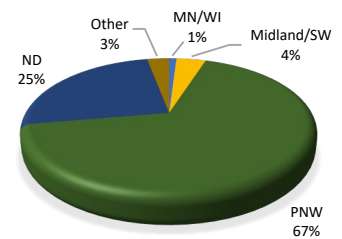
CRD4



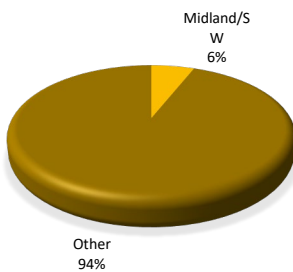
CRD5



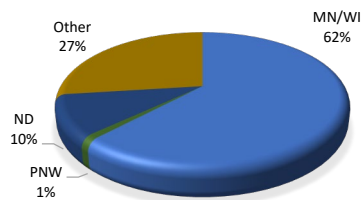
CRD6



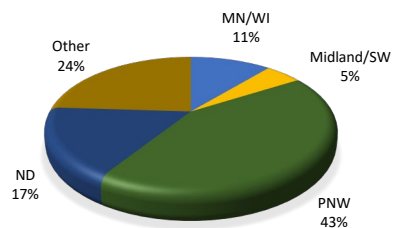
CRD7



CRD8

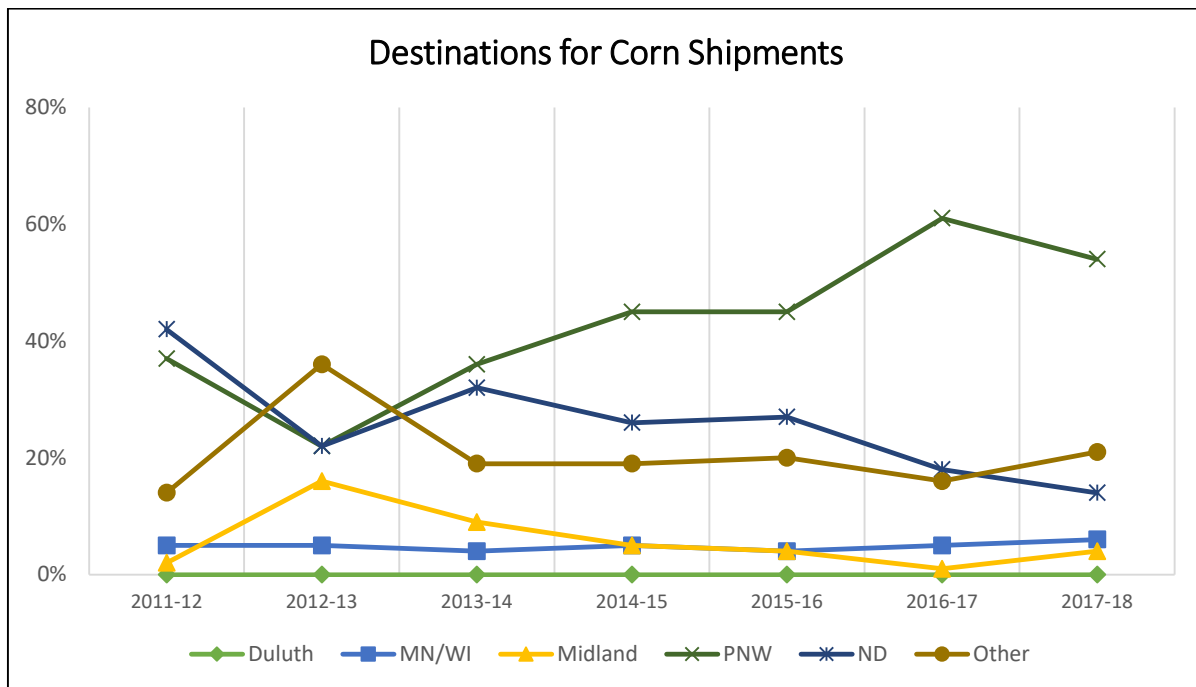


CRD9

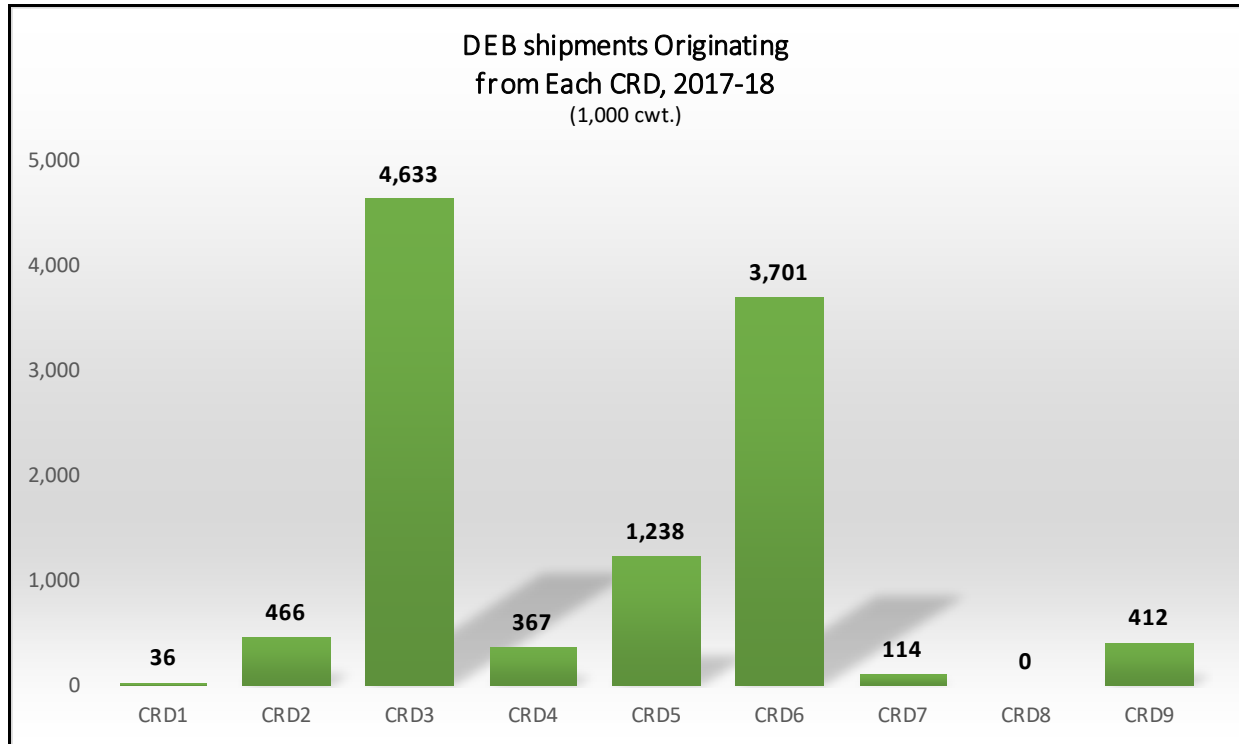


**Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)**

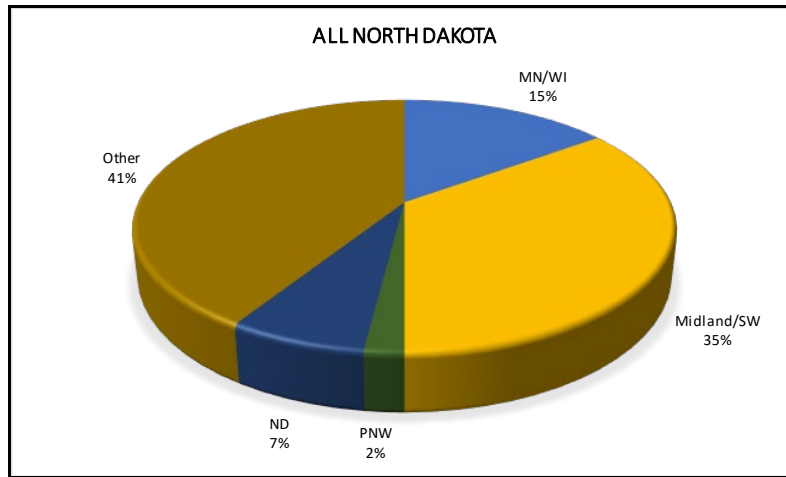
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	2,918 0%	7,941 5%	3,603 2%	61,640 37%	69,488 42%	165,631
2012-13	6,274 0%	14,979 5%	47,218 16%	65,008 22%	67,197 22%	302,041
2013-14	3 0%	8,918 4%	18,973 9%	78,994 36%	68,961 32%	217,835
2014-15	113 0%	11,770 5%	12,005 5%	106,631 45%	61,525 26%	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
2017-18	0 0%	16,155 6%	12,123 4%	153,514 54%	40,575 14%	282,733



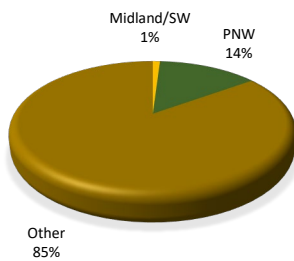
DRY EDIBLE BEAN SHIPMENTS



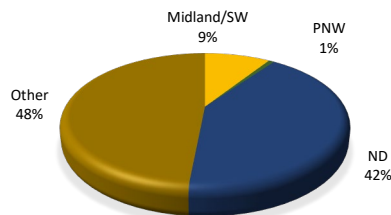
Destinations for Dry Edible Bean Shipments, 2017-18 Crop Reporting District



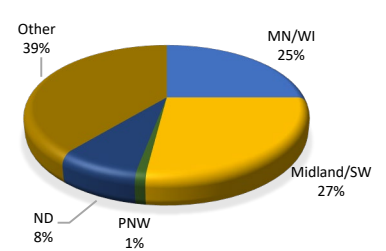
CRD1



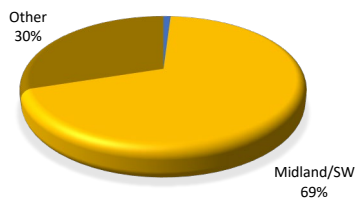
CRD2



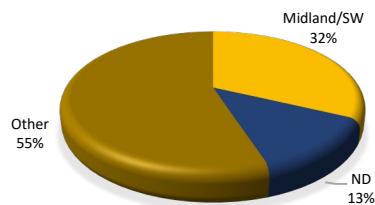
CRD3



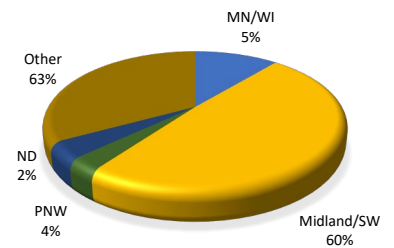
CRD4



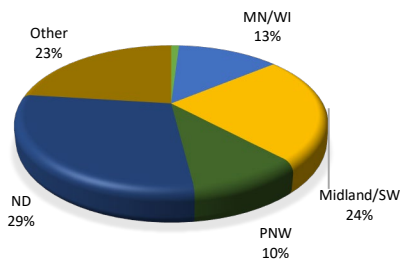
CRD5



CRD6



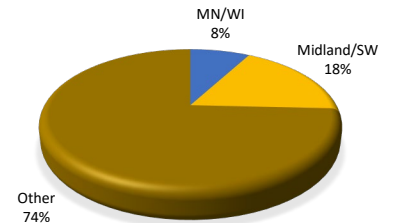
CRD7



CRD8

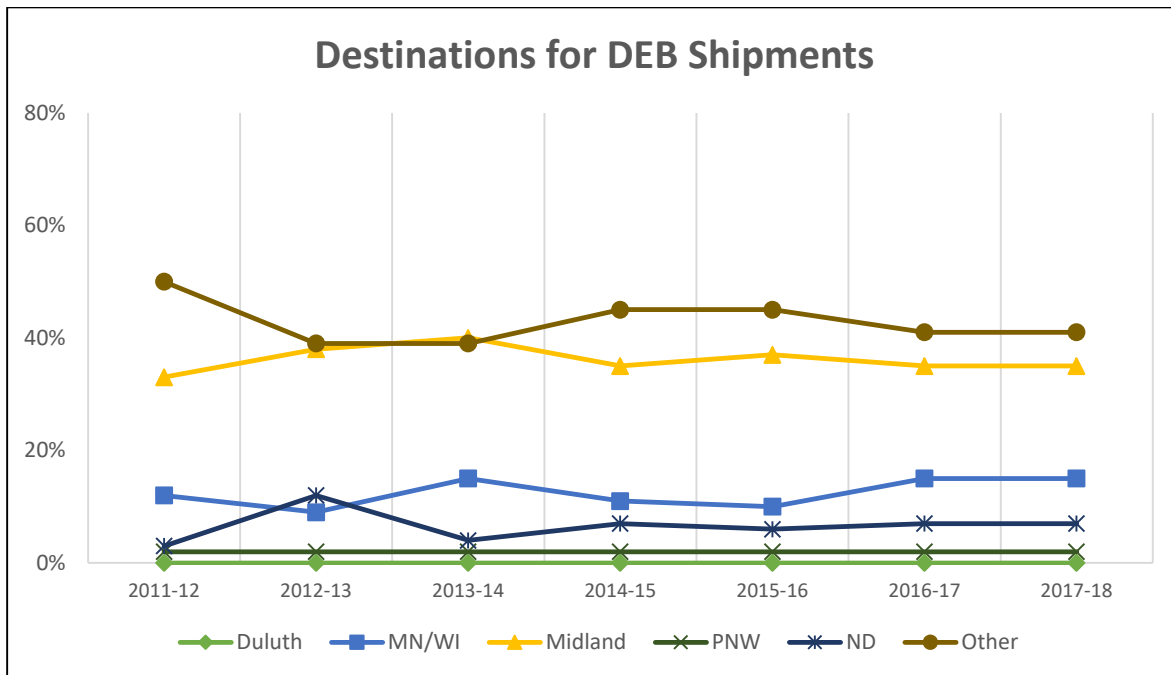
No Shipments

CRD9

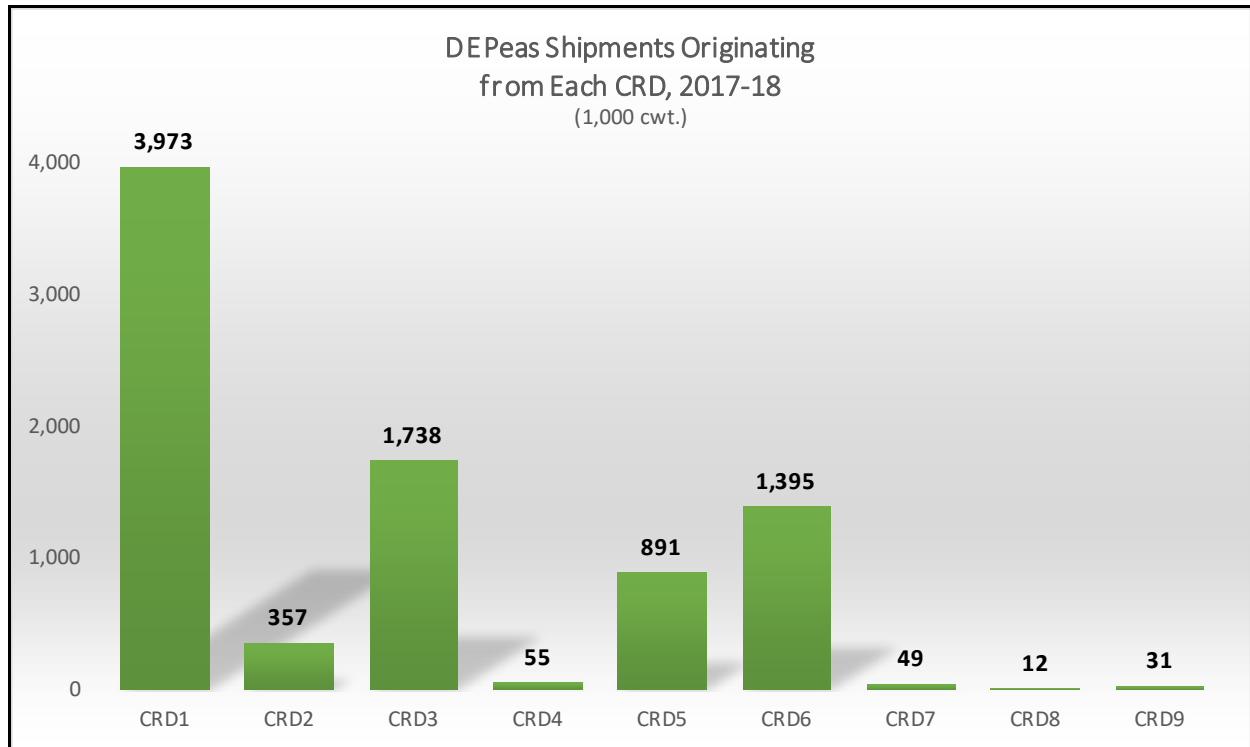


**Trends for Destinations of DEB Shipments from ND
(1,000 cwt)**

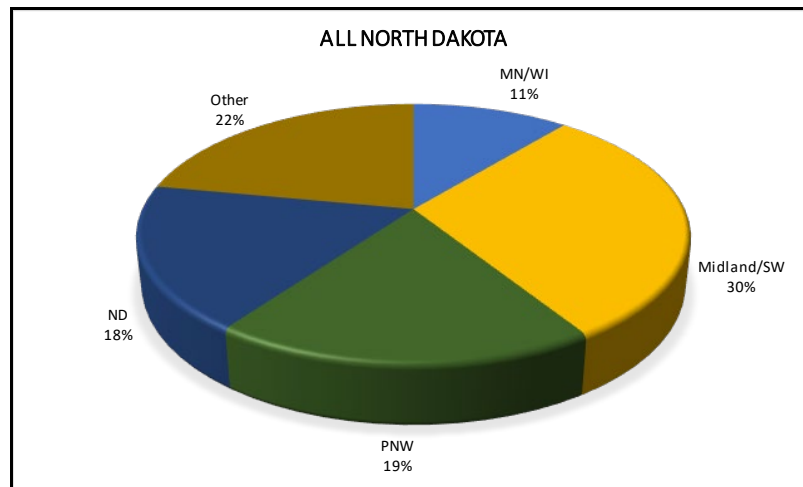
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2011-12	0	940	2,456	154	261	7,546
	0%	12%	33%	2%	3%	
2012-13	0	815	3,543	201	1,169	9,374
	0%	9%	38%	2%	12%	
2013-14	1	1,172	3,159	174	284	7,917
	0%	15%	40%	2%	4%	
2014-15	0	906	2,913	153	578	8,326
	0%	11%	35%	2%	7%	
2015-16	0	952	3,417	193	514	9,308
	0%	10%	37%	2%	6%	
2016-17	0	1,307	3,162	195	656	8,994
	0%	15%	35%	2%	7%	
2017-18	1	1,616	3,847	201	821	10,967
	0%	15%	35%	2%	7%	



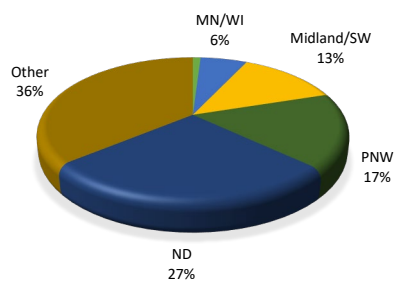
DRY EDIBLE PEA SHIPMENTS



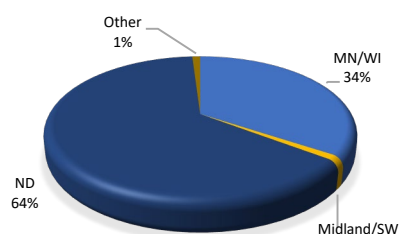
Destinations for Dry Edible Pea Shipments, 2017-18 Crop Reporting District



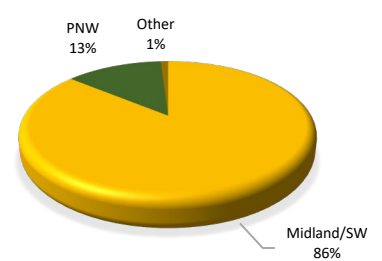
CRD1



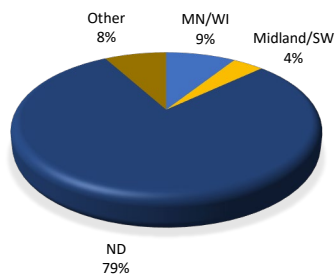
CRD2



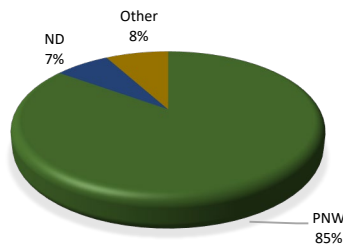
CRD3



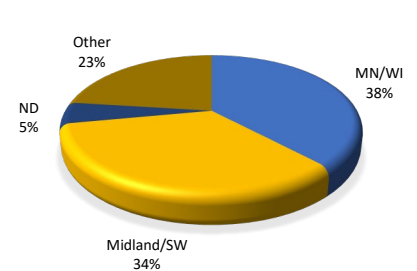
CRD4



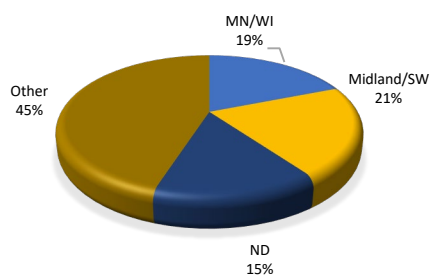
CRD5



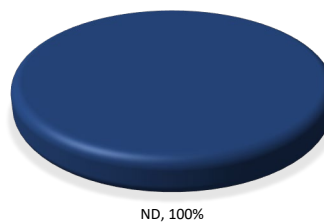
CRD6



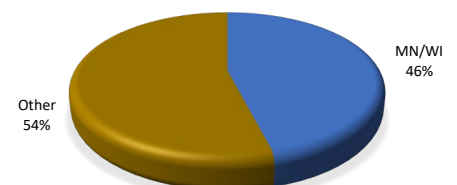
CRD7



CRD8

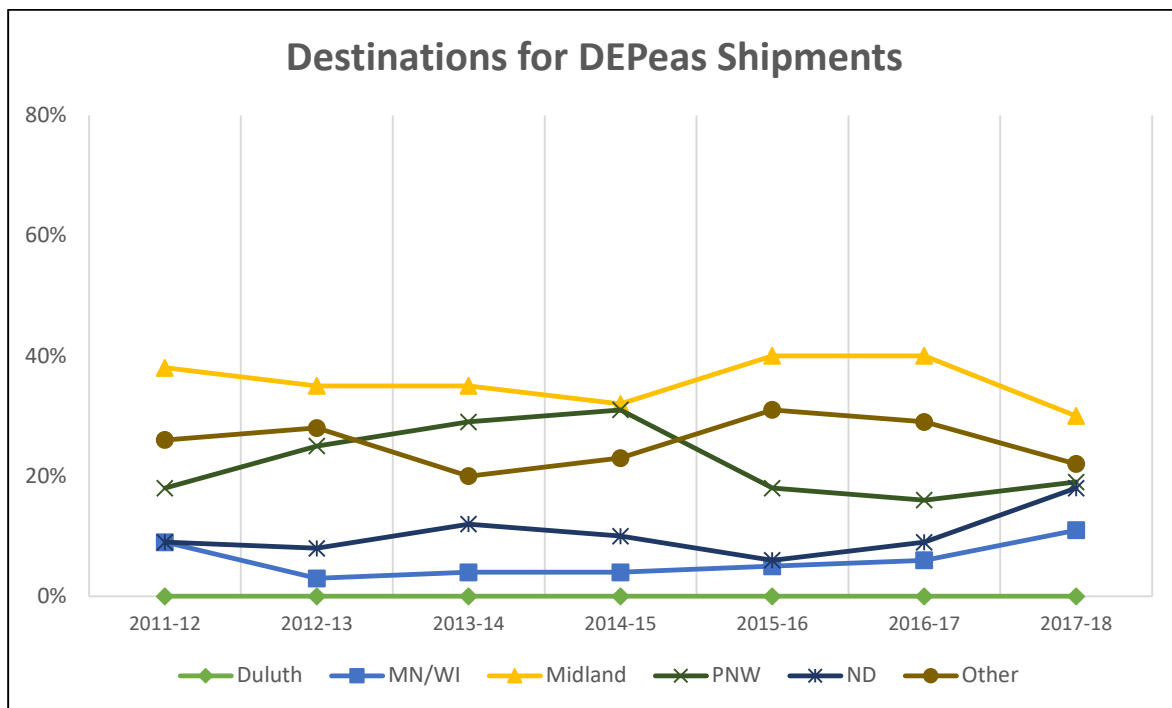


CRD9



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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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
2014-15	0 0%	170 4%	1,415 32%	1,347 31%	415 10%	4,357
2015-16	0 0%	372 5%	3,182 40%	1,476 18%	491 6%	7,991
2016-17	4 0%	493 6%	3,022 40%	1,226 16%	684 9%	7,594
2017-18	33 0%	906 11%	2,512 30%	1,650 19%	1,499 18%	8,501

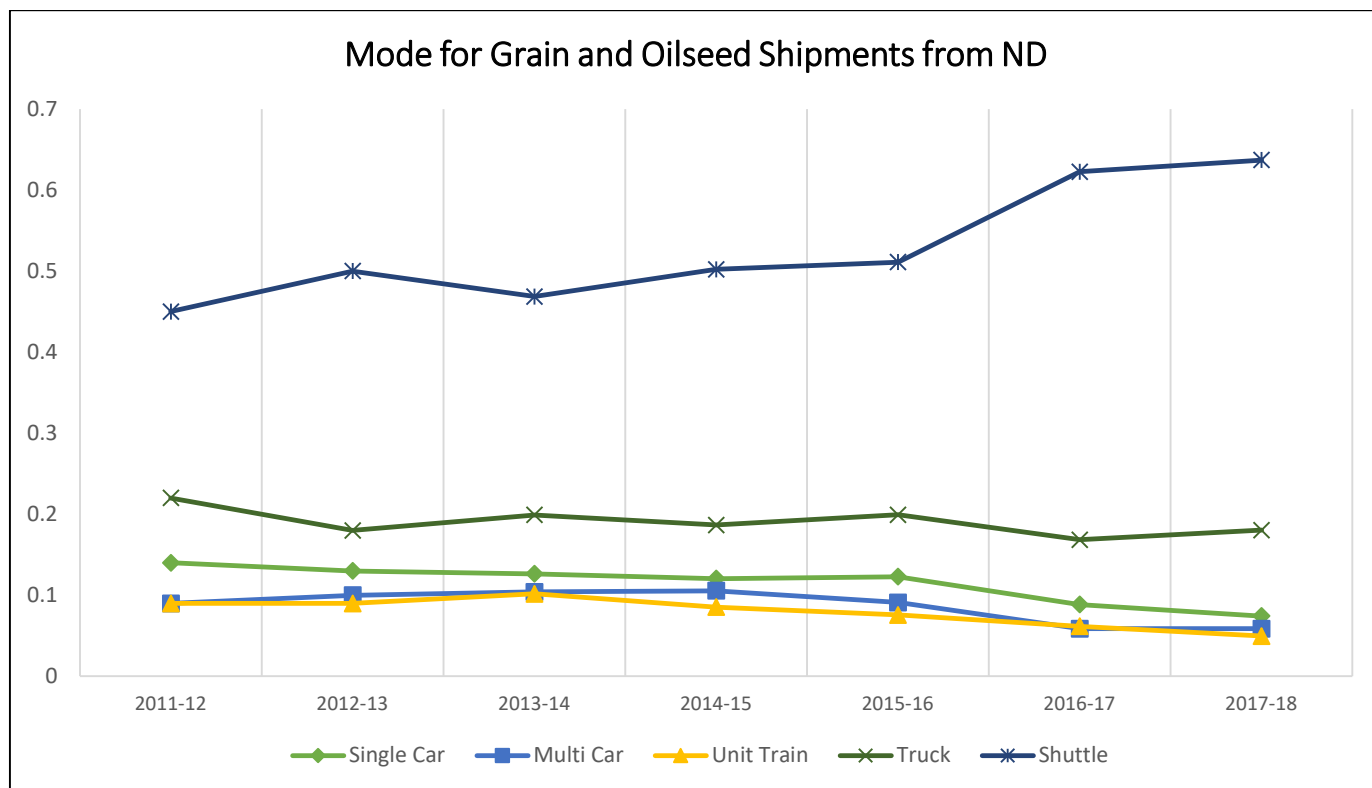




MODE FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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
2014-15	104,813 12%	91,655 10%	74,178 8%	162,287 19%	436,638 50%	869,541
2015-16	98,787 12%	73,171 9%	60,815 8%	160,283 20%	411,064 51%	804,121
2016-17	84,651 9%	56,102 6%	58,947 6%	161,101 17%	595,492 62%	956,294
2017-18	64,141 7%	50,578 6%	42,830 5%	155,485 18%	549,303 64%	862,337



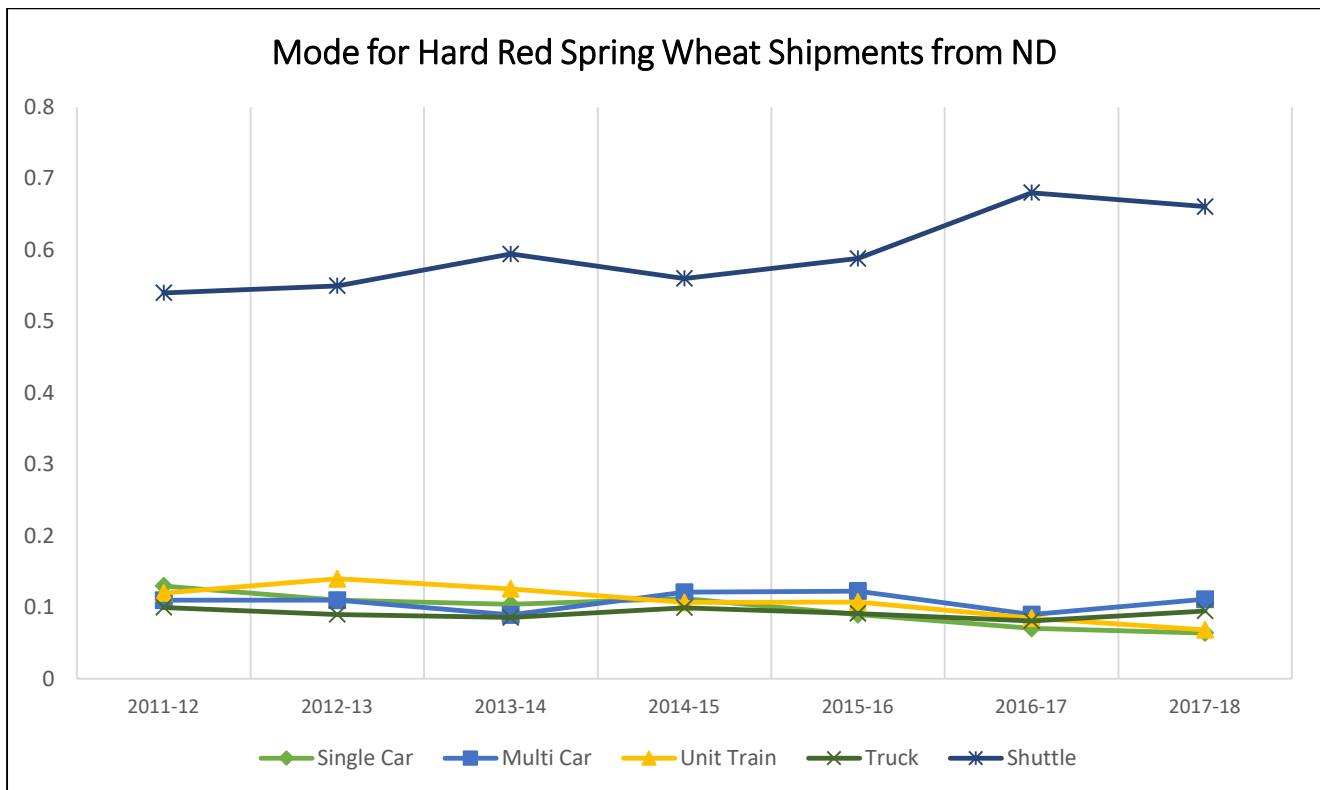
Mode for Grain and Oilseed Shipments from Each CRD

(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
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
2017-18	25%	13%	8%	16%	36%	76,078	2017-18	8%	6%	2%	19%	66%	68,811
CRD 3							CRD 4						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2017-18	7%	6%	4%	21%	62%	195,165	2017-18	10%	7%	13%	11%	60%	23,244
CRD 5							CRD 6						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2017-18	4%	4%	3%	12%	76%	115,400	2017-18	4%	2%	3%	22%	70%	174,503
CRD 7							CRD 8						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2017-18	9%	8%	16%	8%	59%	20,241	2017-18	6%	6%	11%	29%	49%	16,189
CRD 9													
	Single	Multi	Unit										
	Car	Car	Train	Truck	Shuttle	Total							
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							
2017-18	6%	7%	6%	17%	65%	172,705							

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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
2017-18	14,446 6%	25,148 11%	15,493 7%	21,440 10%	149,119 66%	225,647

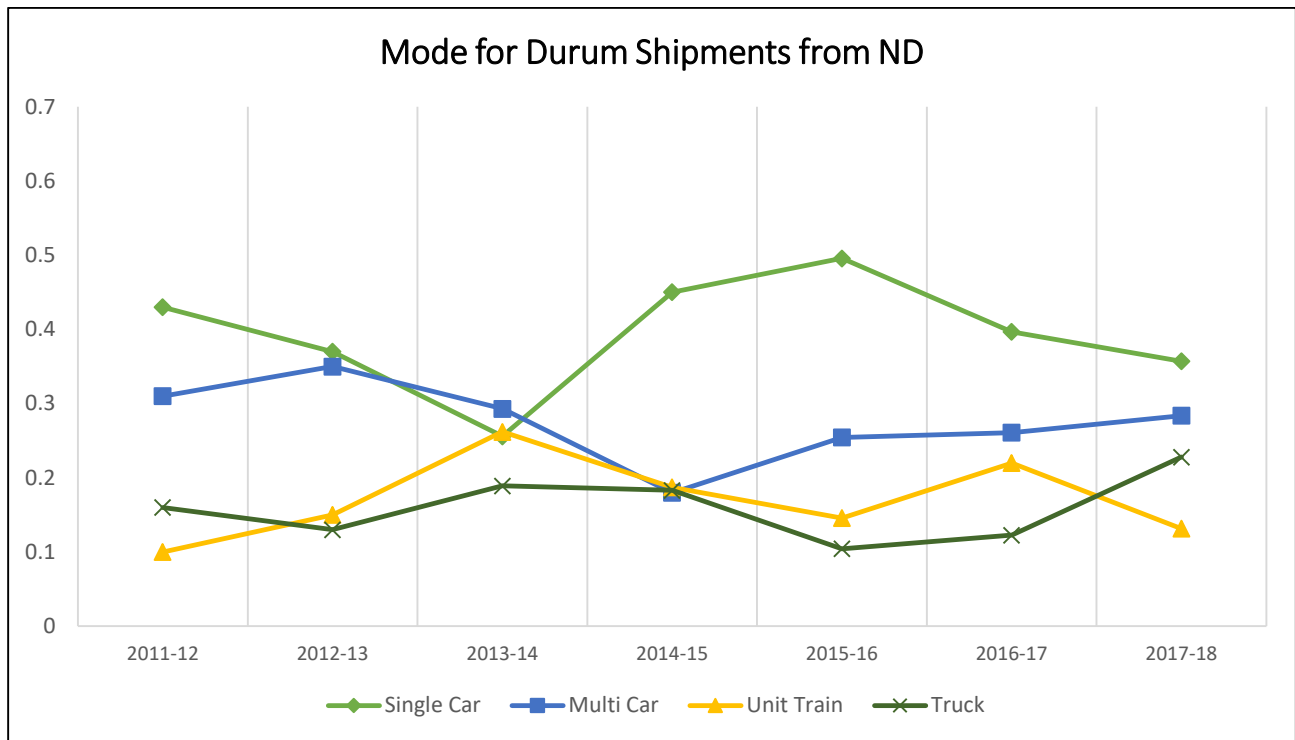


Mode for Hard Red Spring Wheat Shipments from Each CRD
(1,000 Bushels)

CRD 1							CRD 2						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
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
2017-18	14%	10%	9%	3%	64%	26,874	2017-18	5%	4%	3%	1%	87%	24,789
CRD 3							CRD 4						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
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
2017-18	4%	12%	4%	15%	65%	80,248	2017-18	2%	9%	20%	6%	64%	13,492
CRD 5							CRD 6						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
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
2017-18	7%	17%	6%	6%	65%	22,055	2017-18	2%	5%	1%	13%	79%	22,321
CRD 7							CRD 8						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
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
2017-18	6%	7%	18%	0%	69%	17,011	2017-18	8%	10%	17%	6%	59%	9,267
CRD 9													
	Single	Multi	Unit			Total							
	Car	Car	Train	Truck	Shuttle								
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							
2017-18	26%	35%	1%	31%	8%	9,591							

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

	Single Car	Multi Car	Unit Train	Truck	Total
2011-12	10,327 43%	7,548 31%	2,402 10%	3,972 16%	24,249
2012-13	14,081 37%	13,539 35%	5,956 15%	4,919 13%	38,496
2013-14	8,851 26%	10,135 29%	9,060 26%	6,541 19%	34,587
2014-15	11,354 45%	4,533 18%	4,717 19%	4,612 18%	25,216
2015-16	13,349 50%	6,849 25%	3,921 15%	2,810 10%	26,929
2016-17	12,124 40%	7,976 26%	6,718 22%	3,746 12%	30,564
2017-18	6,296 36%	5,004 28%	2,318 13%	4,017 23%	17,635



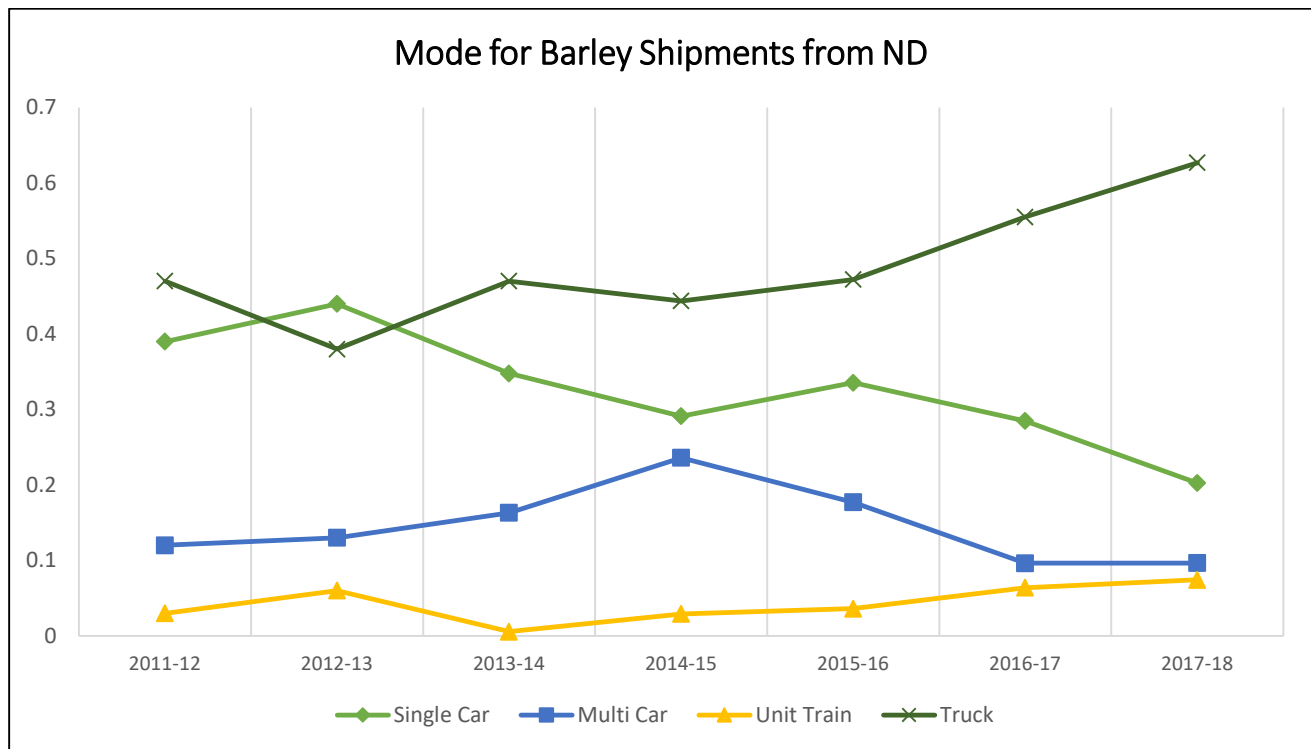
Mode for Durum Shipments from Each CRD

(1,000 Bushels)

CRD 1						CRD 2					
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
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
2017-18	37%	38%	13%	12%	11,972	2017-18	30%	3%	11%	56%	823
CRD 3						CRD 4					
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
2017-18	5%	0%	0%	95%	694	2017-18	58%	0%	1%	41%	729
CRD 5						CRD 6					
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
2011-12	66%	0%	0%	34%	679	2011-12	100%	0%	0%	0%	60
2012-13	40%	0%	22%	38%	1,627	2012-13	0%	98%	0%	2%	2,254
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
2017-18	15%	0%	31%	54%	1,431	2017-18	0%	0%	0%	100%	69
CRD 7						CRD 8					
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
2017-18	41%	27%	14%	18%	1,519	2017-18	0%	0%	0%	0%	0
CRD 9											
	Single	Multi	Unit								
	Car	Car	Train	Truck	Total						
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						

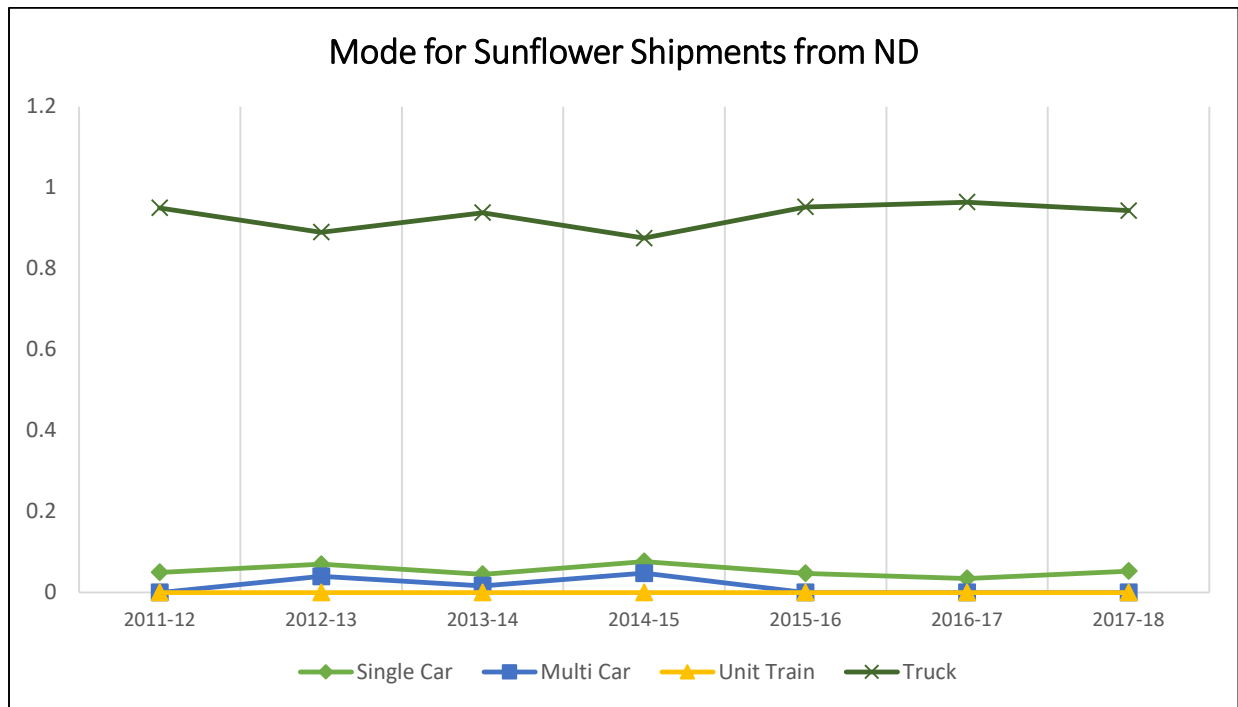
**Mode for Barley Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%		46,592
2015-16	16,335 34%	8,622 18%	1,752 4%	22,998 47%		49,708
2016-17	12,496 28%	4,229 10%	2,805 6%	24,361 56%		43,891
2017-18	7,926 20%	3,776 10%	2,904 7%	24,544 63%		39,150



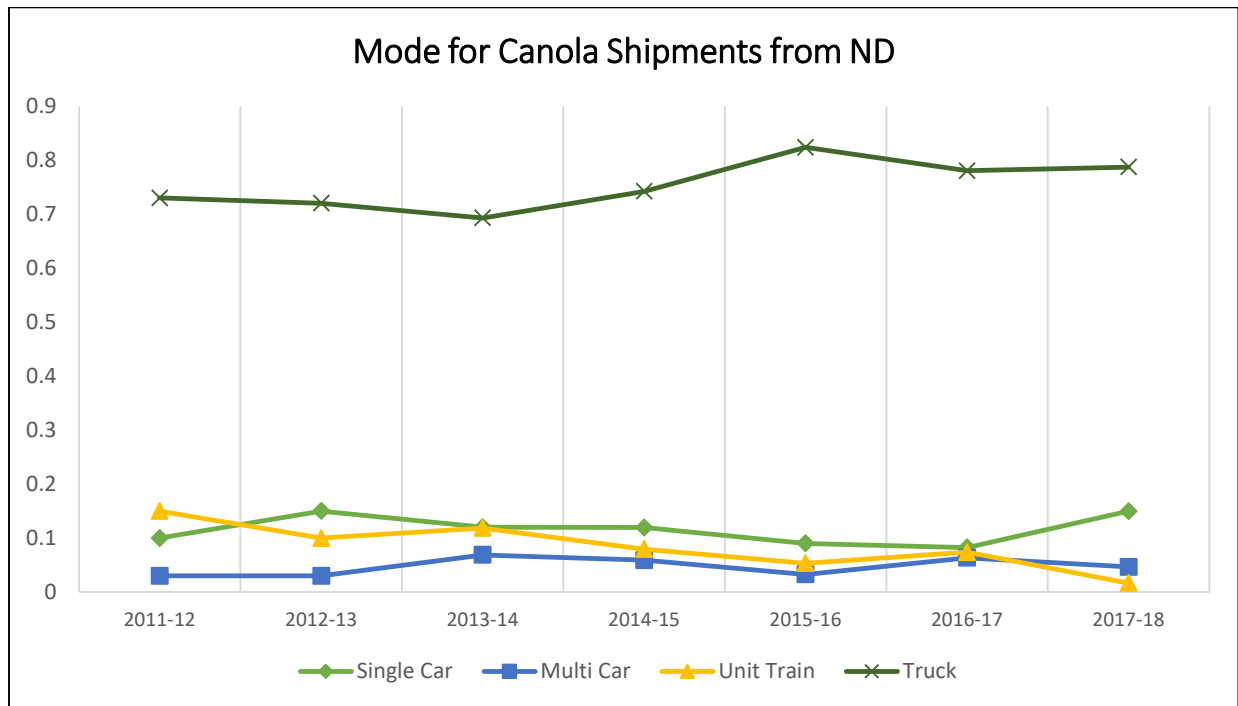
**Mode for Sunflower Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2017-18	180	12	0	3,198	3,390
	5%	0%	0%	94%	



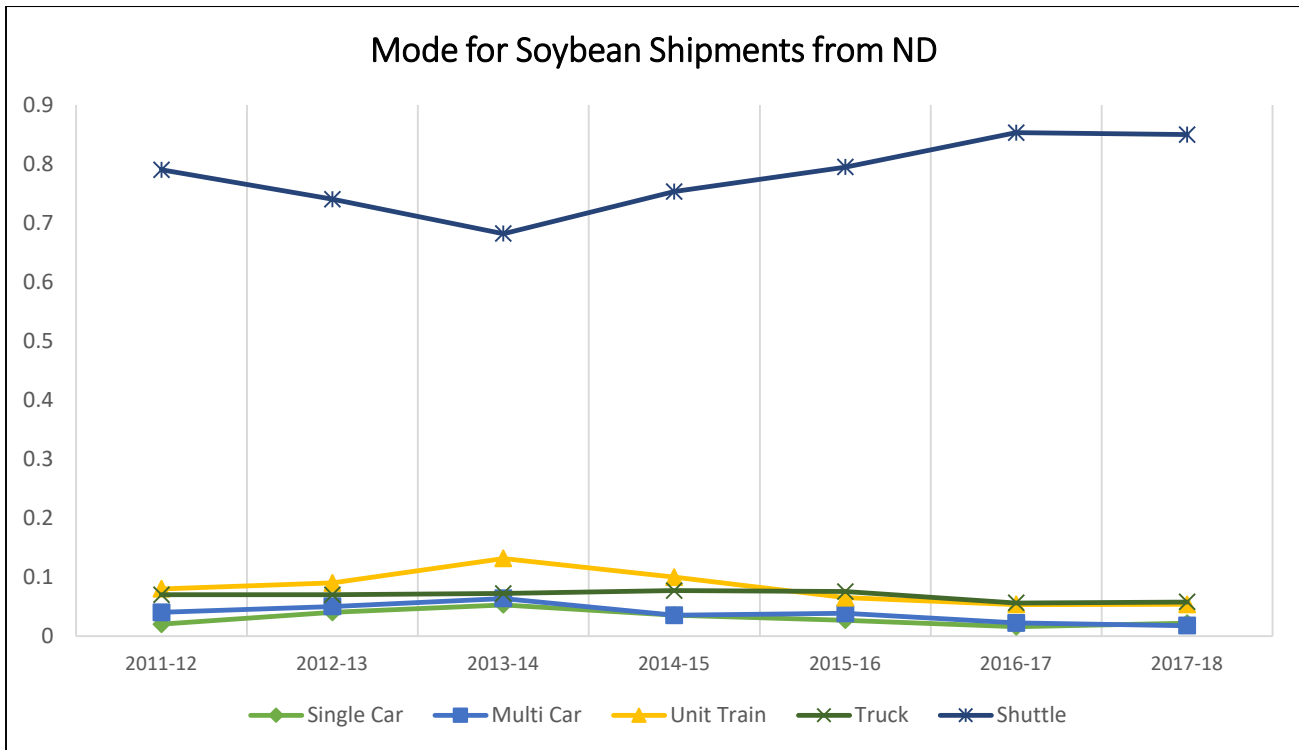
**Mode for Canola Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2011-12	992	294	1,548	7,606	10,439
	10%	3%	15%	73%	
2012-13	1,910	446	1,291	9,273	12,919
	15%	3%	10%	72%	
2013-14	1,510	864	1,491	8,715	12,580
	12%	7%	12%	69%	
2014-15	1,588	787	1,057	9,874	13,305
	12%	6%	8%	74%	
2015-16	1,277	463	756	11,657	14,154
	9%	3%	5%	82%	
2016-17	1,150	885	1,027	10,872	13,935
	8%	6%	7%	78%	
2017-18	1,931	602	214	10,150	12,896
	15%	5%	2%	79%	



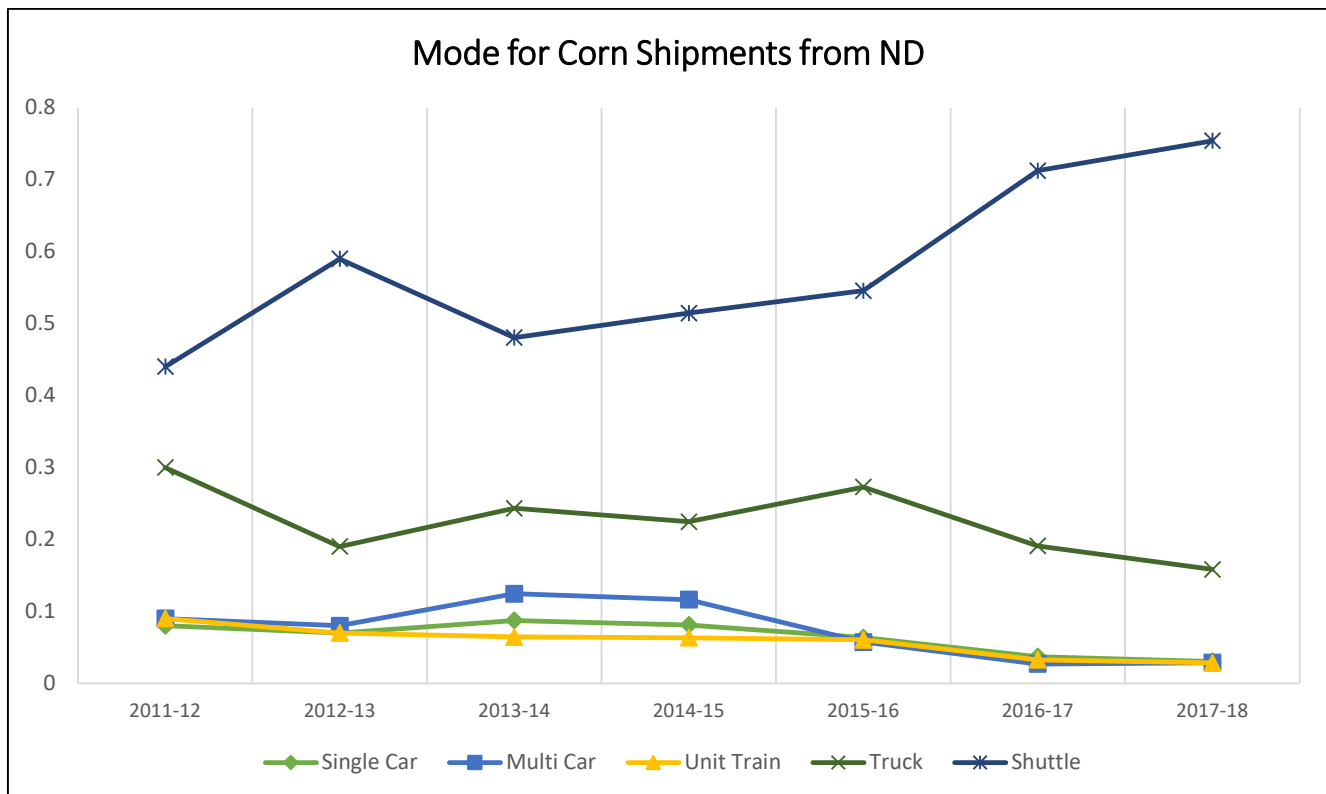
**Mode for Soybean Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	
2017-18	4,758	3,896	11,780	12,693	186,958	220,085
	2%	2%	5%	6%	85%	



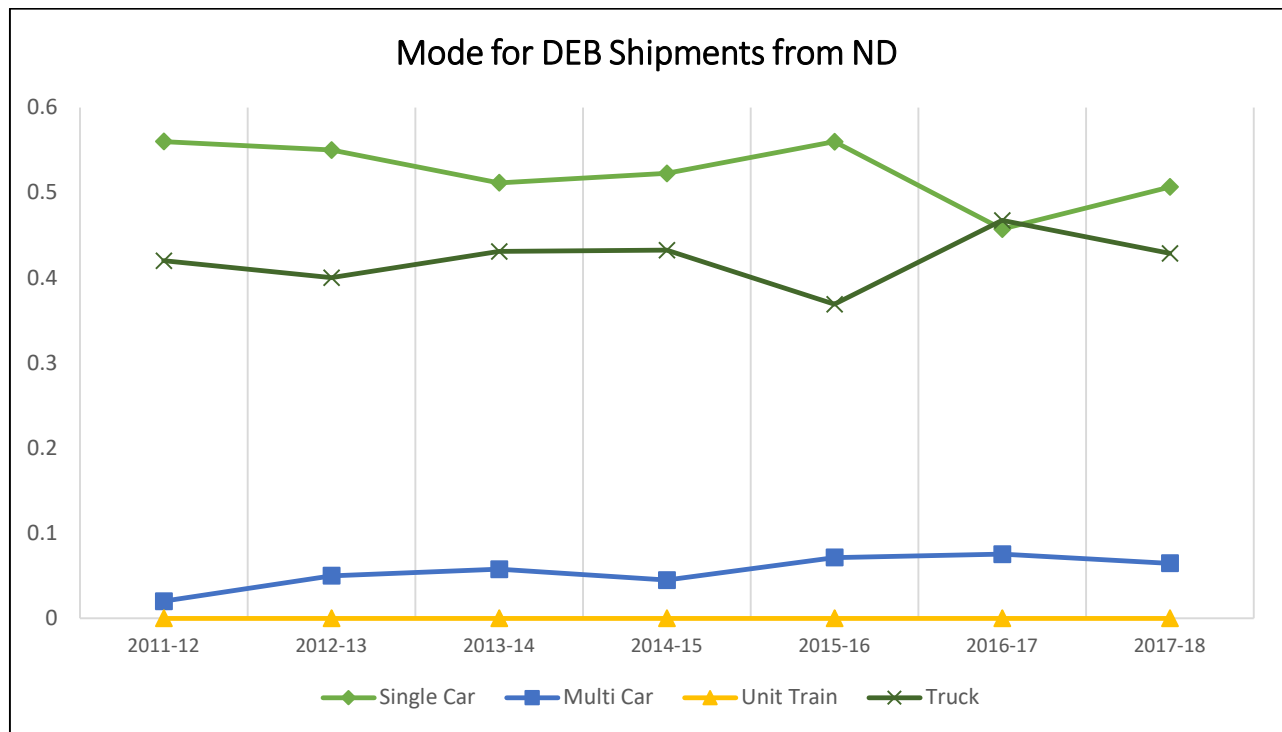
**Mode for Corn Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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
2017-18	8,611 3%	8,104 3%	8,012 1%	44,780 16%	213,226 75%	282,733



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

	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2017-18	5,557	709	0	4,701	10,967
	51%	6%	0	43%	



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

	Single Car	Multi Car	Unit Train	Truck	Total
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
2017-18	3,003 35%	601 7%	1,138 13%	3,759 44%	8,501

