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ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2022–2023



NDSU UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE

ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2022–23

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in cooperation with

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North Dakota Soybean Council
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North Dakota Corn Utilization Council
Fargo, ND

North Dakota Department of Agriculture
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 2022–23* was prepared by the Upper Great Plains Transportation Institute. The authors gratefully acknowledge the assistance of the North Dakota Soybean Council, the North Dakota Corn Utilization Council, the North Dakota Wheat Commission, and the North Dakota Department of Agriculture 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 were developed from the North Dakota Department of Agriculture reports that require elevators to report monthly movements of grains and oilseeds by truck and rail. The elevator storage capacities reported to the North Dakota Department of Agriculture were used to calculate the turnover ratios. Elevator size is estimated based on public data sources.

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 2022 to June 2023.
- **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 Department of Agriculture.

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 North Dakota Department of Agriculture 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 North Dakota Department of Agriculture.

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.



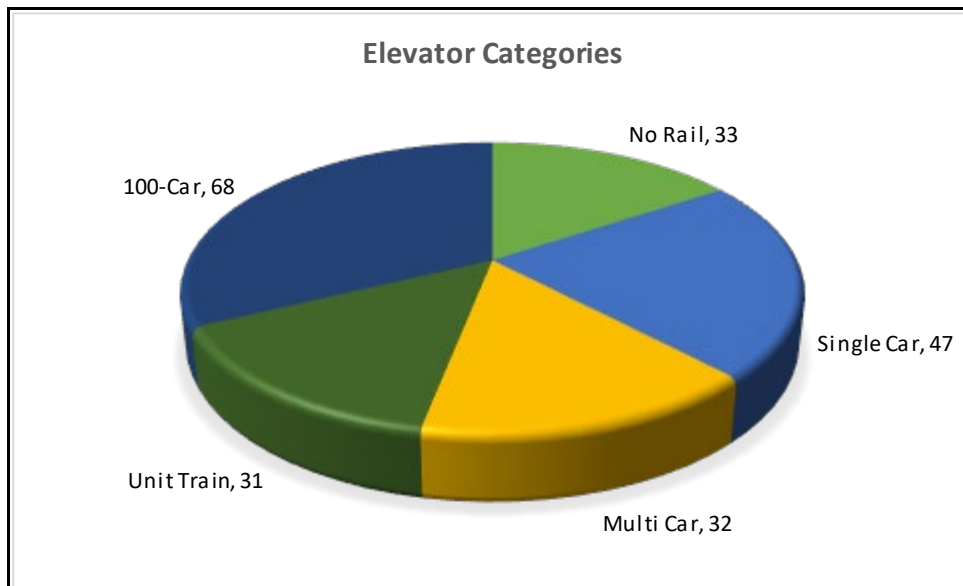
NORTH DAKOTA ELEVATORS, 2022-23

Storage: 375,111 thousand bu.

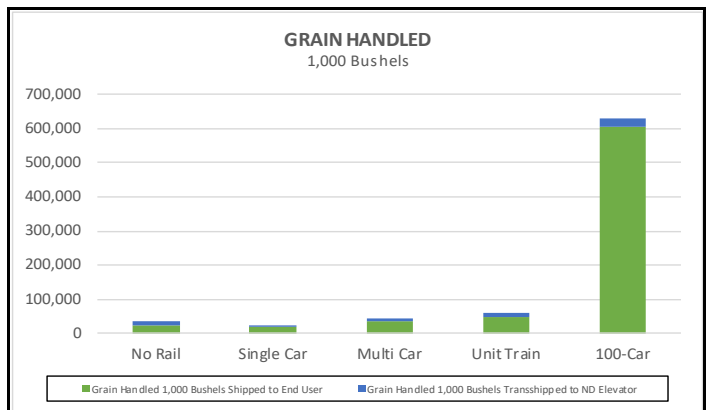
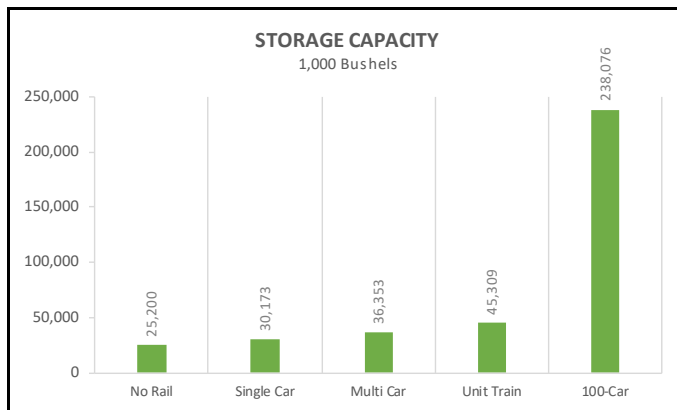
Grain Shipped to End User: 733,324 thousand bu.

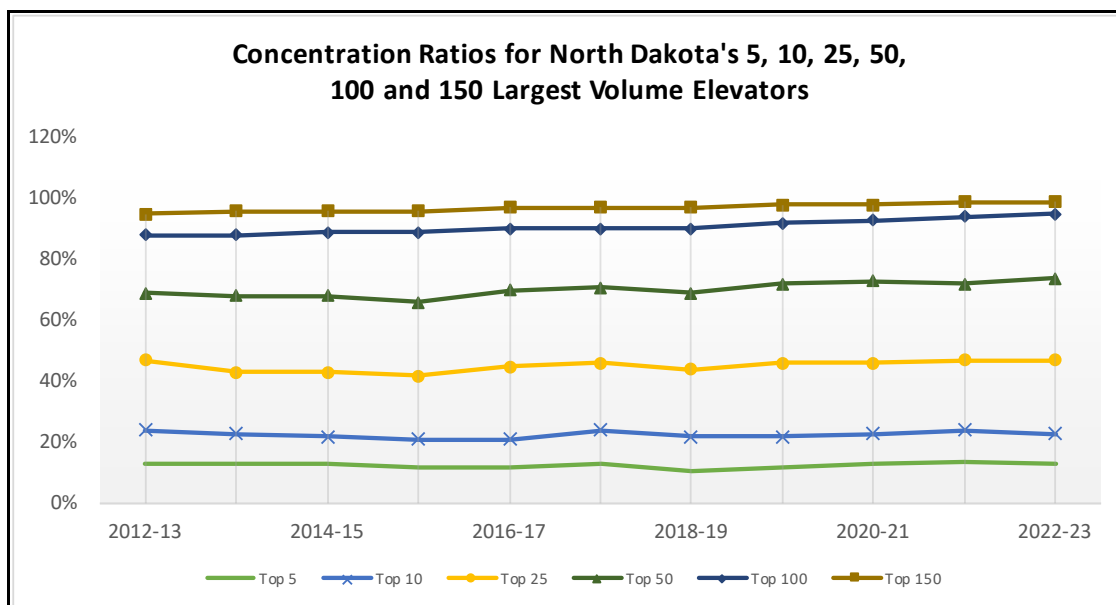
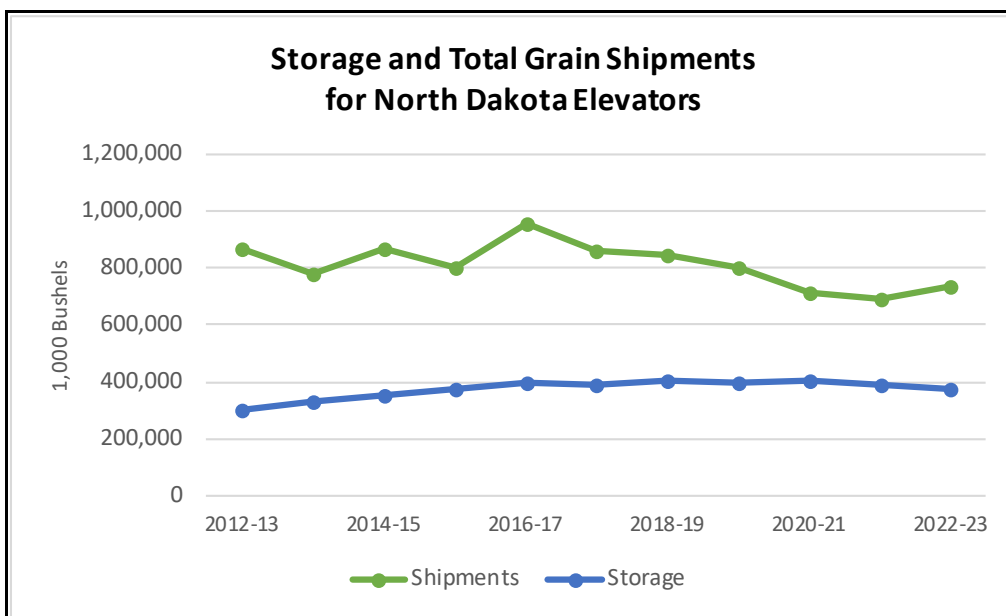
Grain Transshipped to ND Elevator: 57,831 thousand bu.

Average Turnover: 3.5



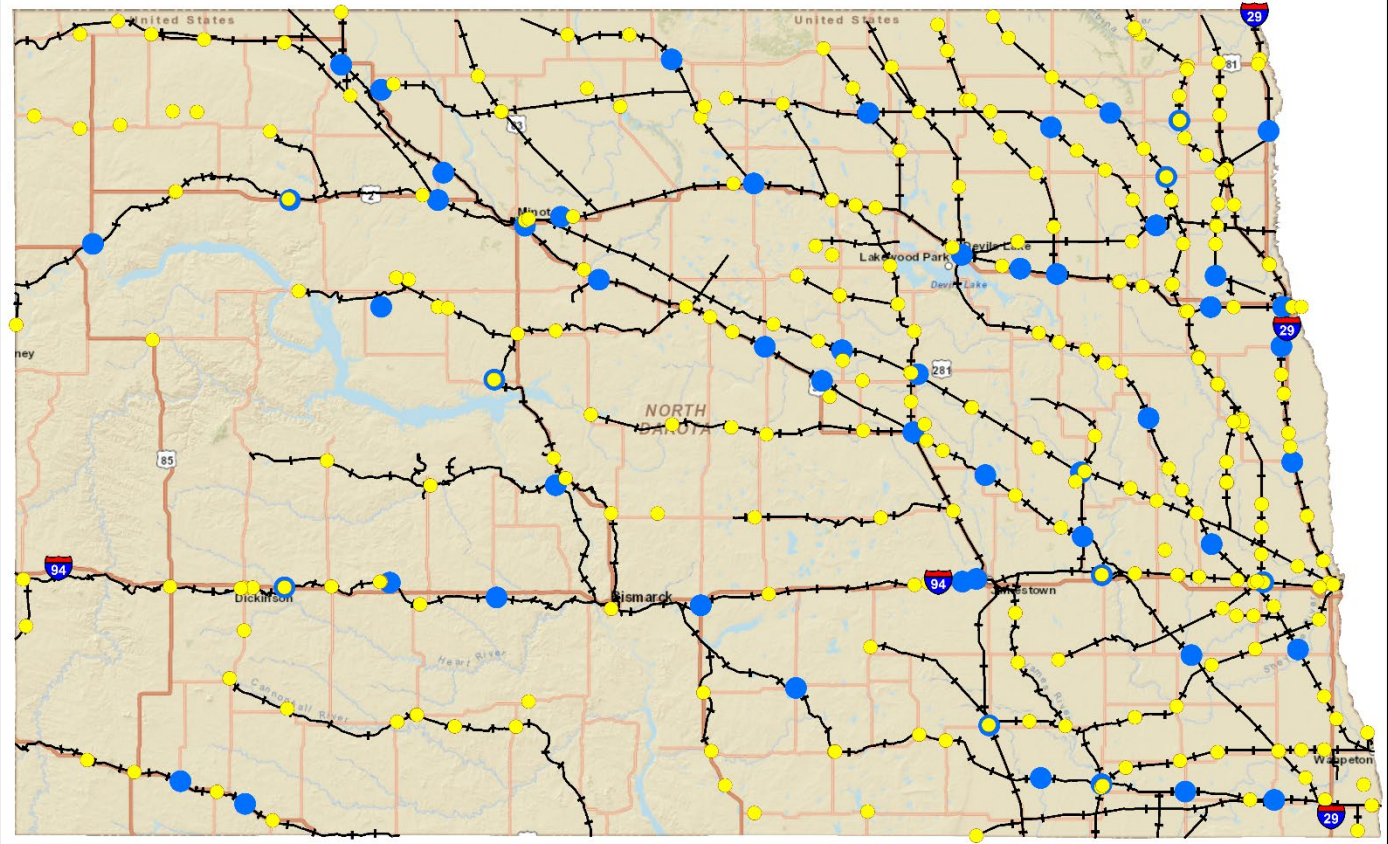
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg. iv).



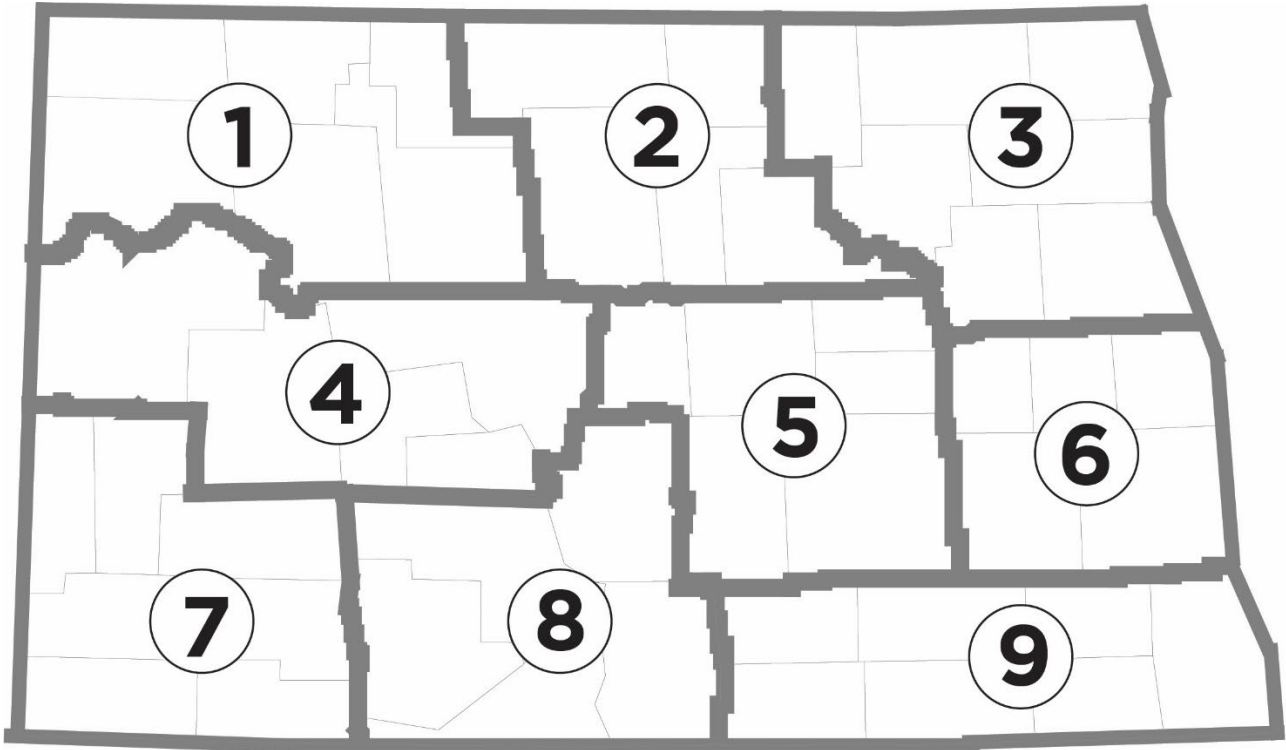


Licensed ND Grain Facilities

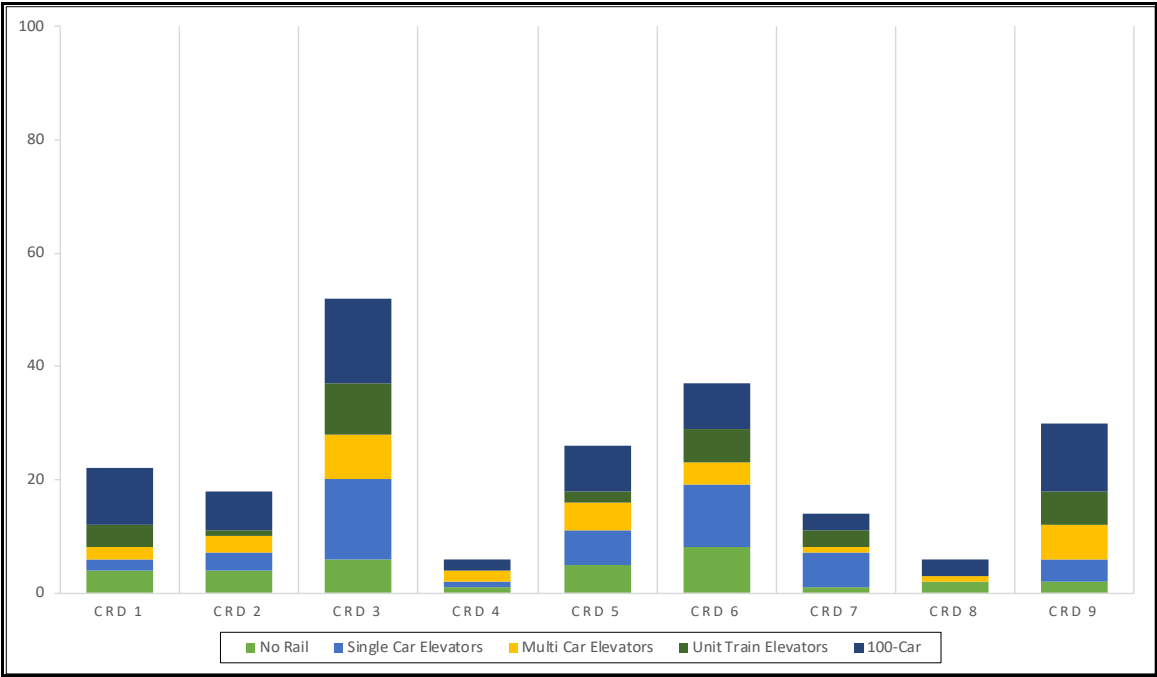
● Other Elevators ● Shuttle Elevators

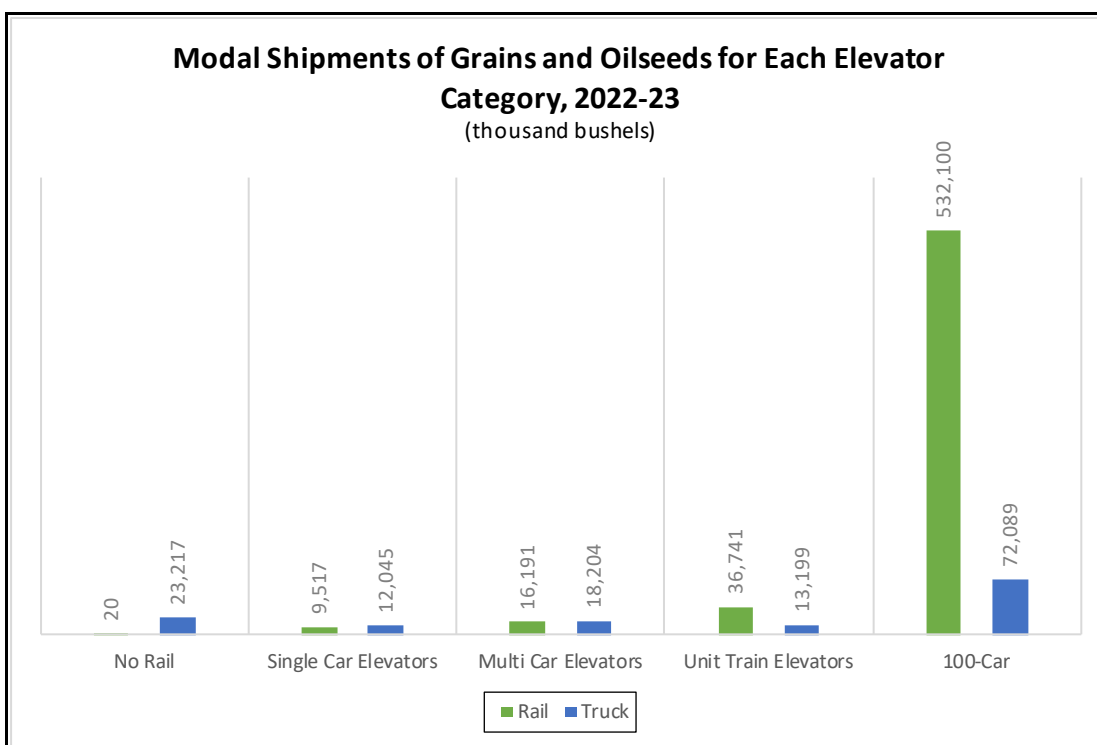
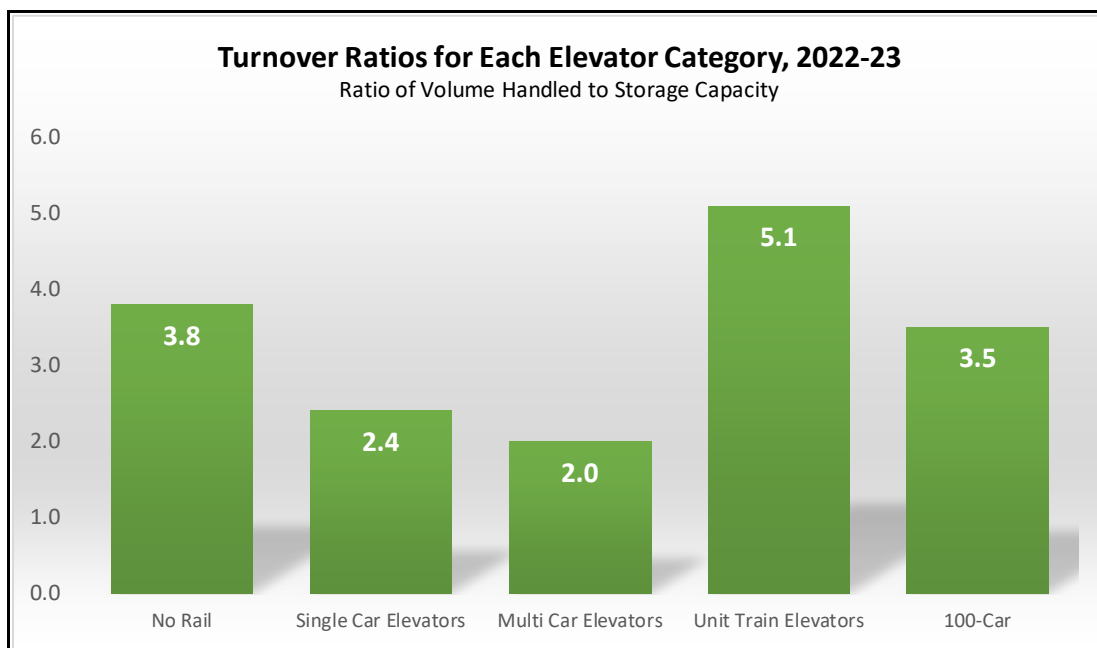


NORTH DAKOTA CROP REPORTING DISTRICTS



ELEVATORS IN EACH CRD, 2022-23



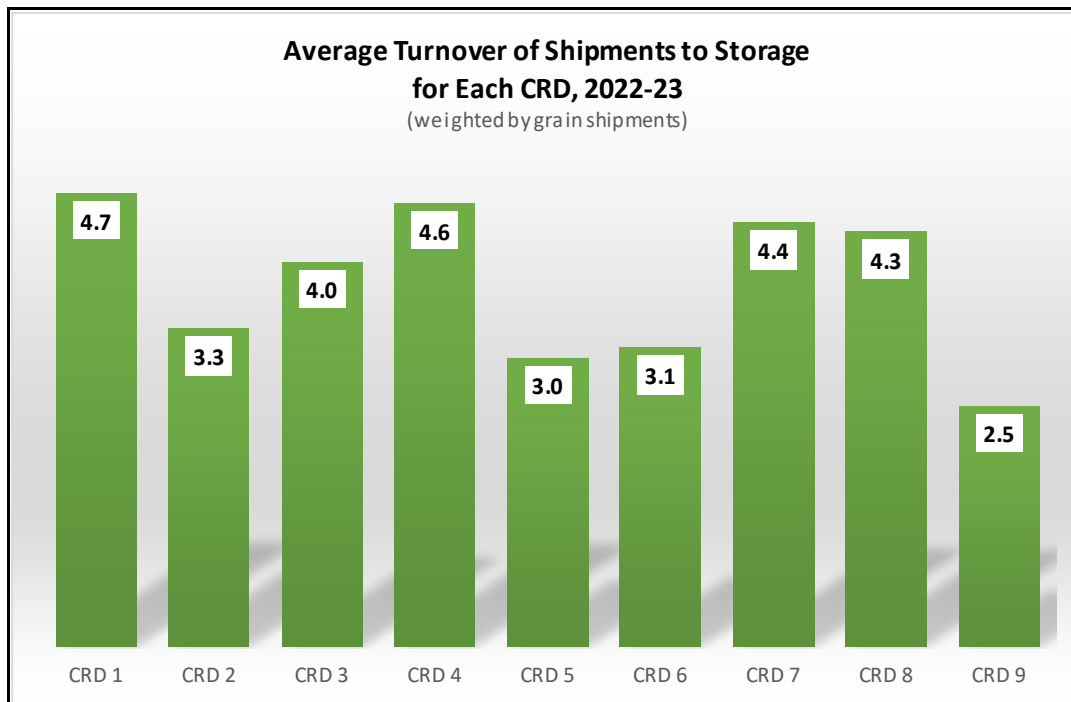


**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2022-23**

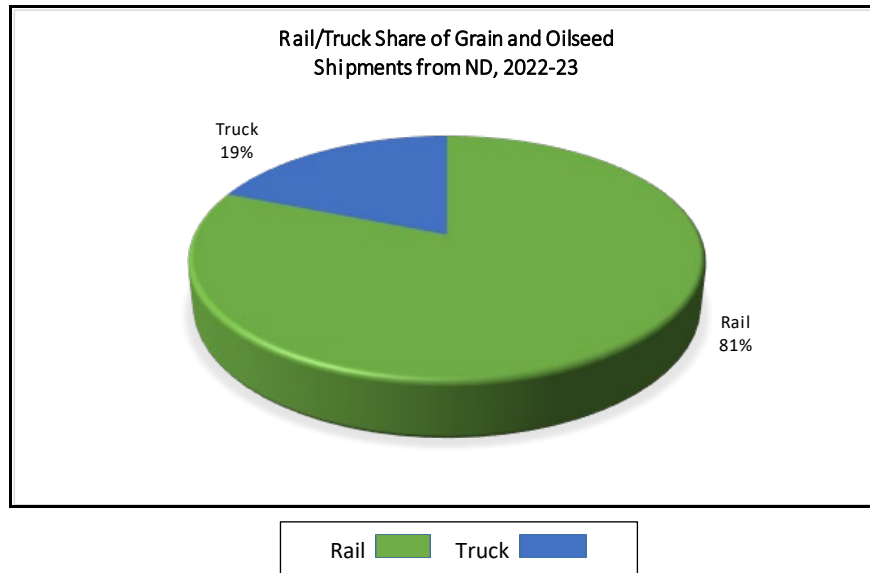
CRD	# Elev	Storage Capacity	Total Transshipped ^a	Total Shipments ^b	Average Turnover
1	22	31,262,000	2,226,463	73,906,213	4.7
2	18	29,260,000	1,577,247	58,835,382	3.3
3	52	66,232,000	7,488,018	166,844,705	4.0
4	6	8,279,000	3,685,387	25,161,261	4.6
5	26	48,175,000	16,015,516	93,006,478	3.0
6	37	91,784,702	18,470,650	133,090,848	3.1
7	14	11,977,000	71,156	38,510,720	4.4
8	6	9,071,000	3,347,203	25,085,455	4.3
9	30	79,070,000	4,949,548	118,882,730	2.5
All	211	375,110,702	57,831,188	733,323,792	3.5

^aBushels transhipped to other ND elevators.

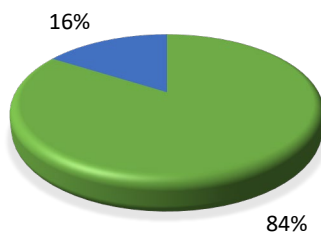
^bBushels shipped to processors and various export points.



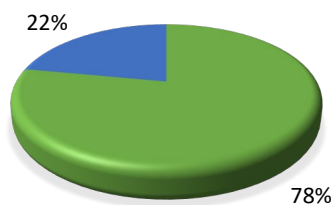
Modal Share of Grain and Oilseed Shipments from Each CRD, 2022-23



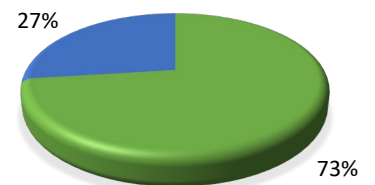
CRD1



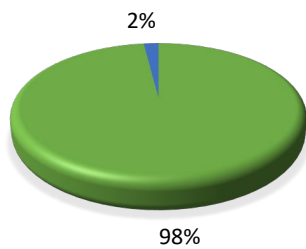
CRD2



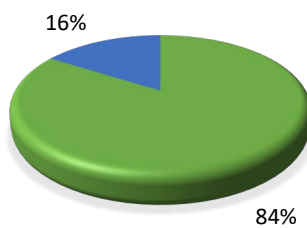
CRD3



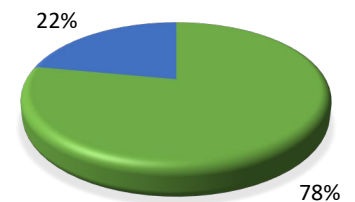
CRD4



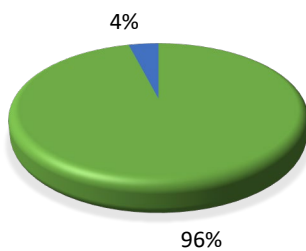
CRD5



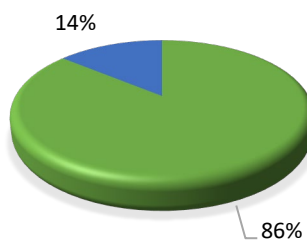
CRD6



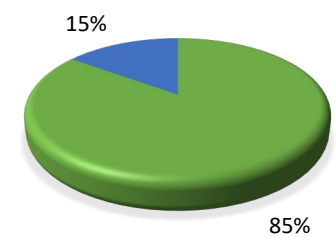
CRD7



CRD8



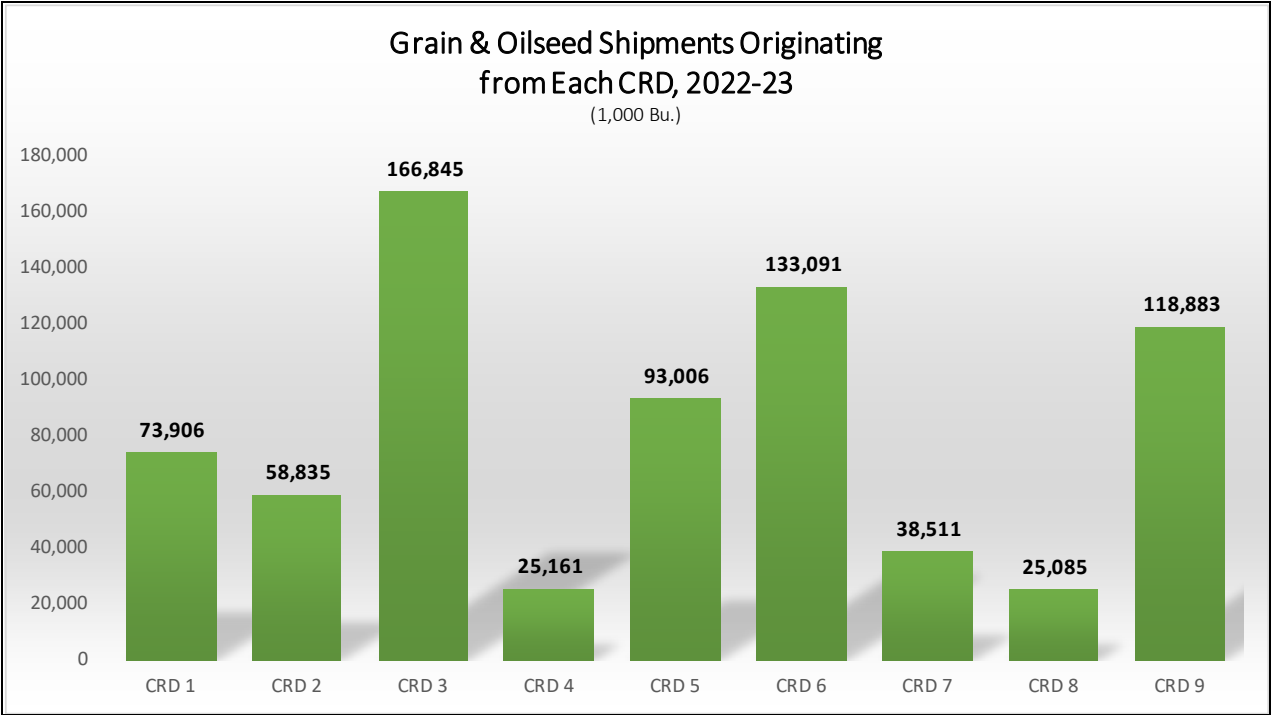
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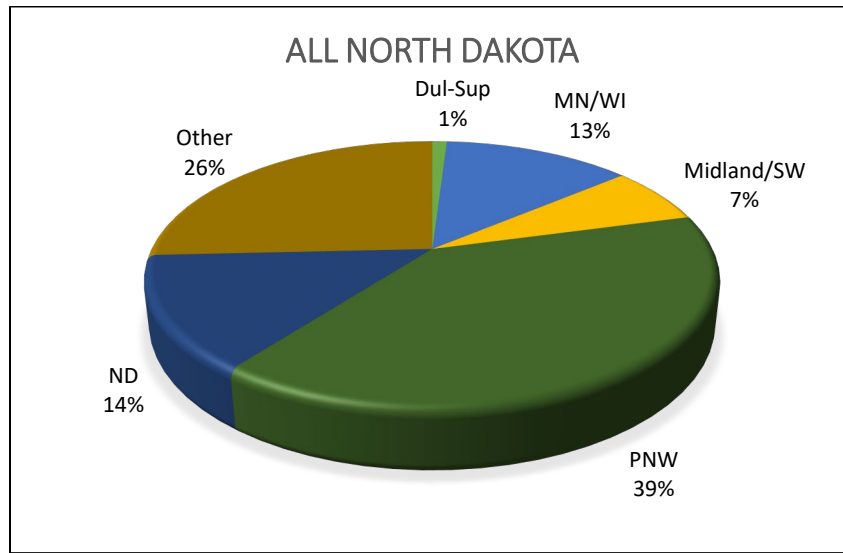


DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

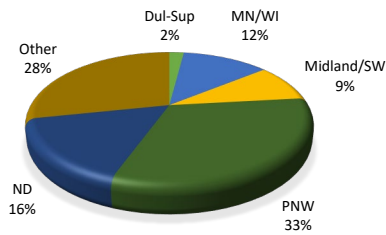
ALL GRAIN AND OILSEED SHIPMENTS



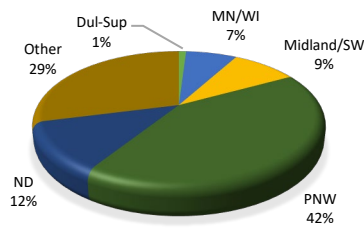
Destinations for Grain & Oilseed Shipments, 2022-23 Crop Reporting District



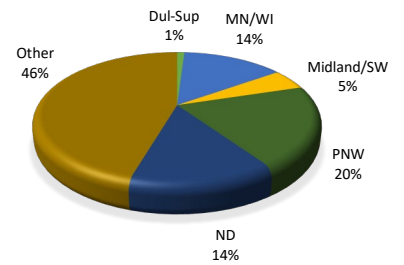
CRD1



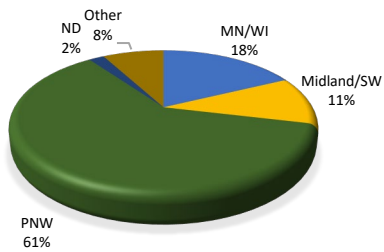
CRD2



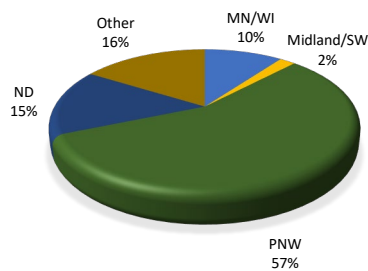
CRD3



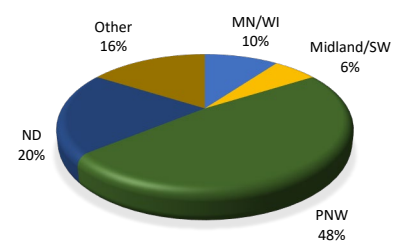
CRD4



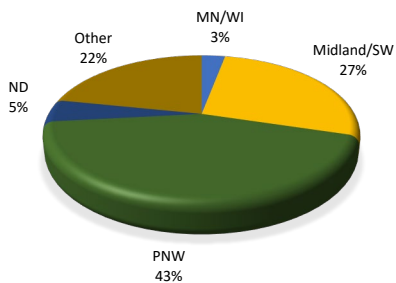
CRD5



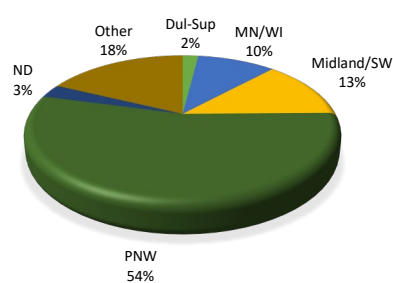
CRD6



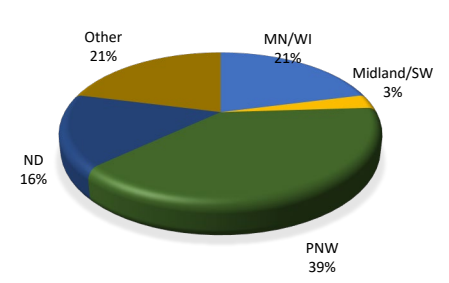
CRD7



CRD8

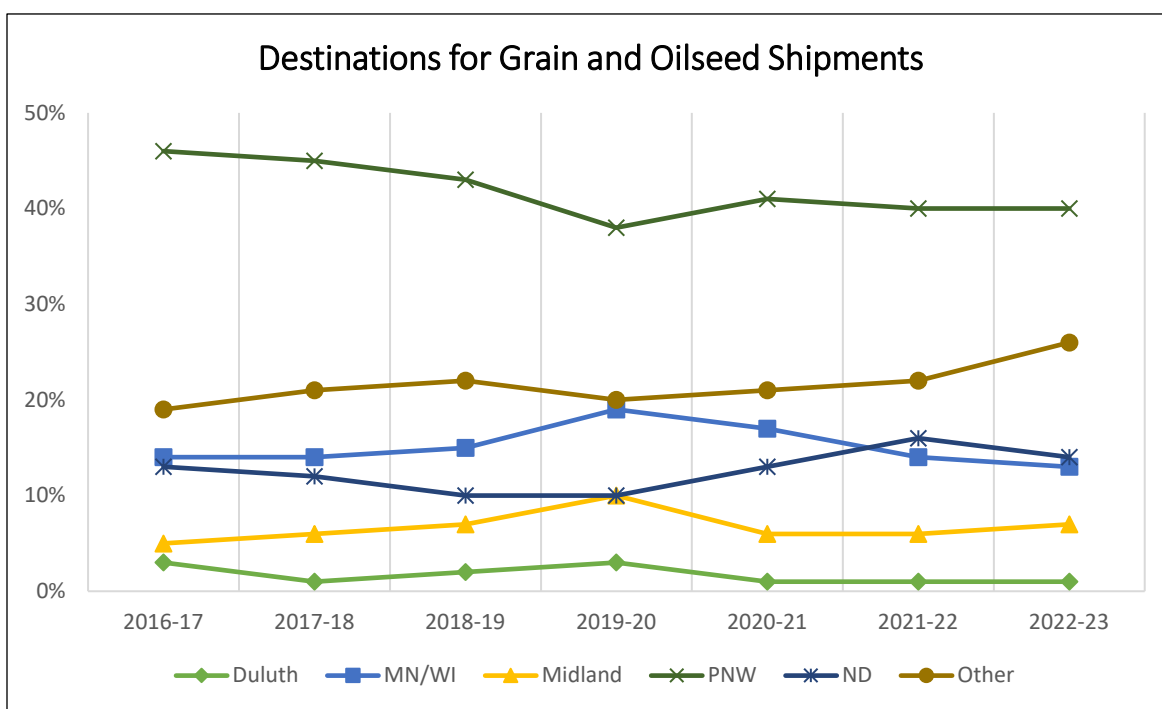


CRD9



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

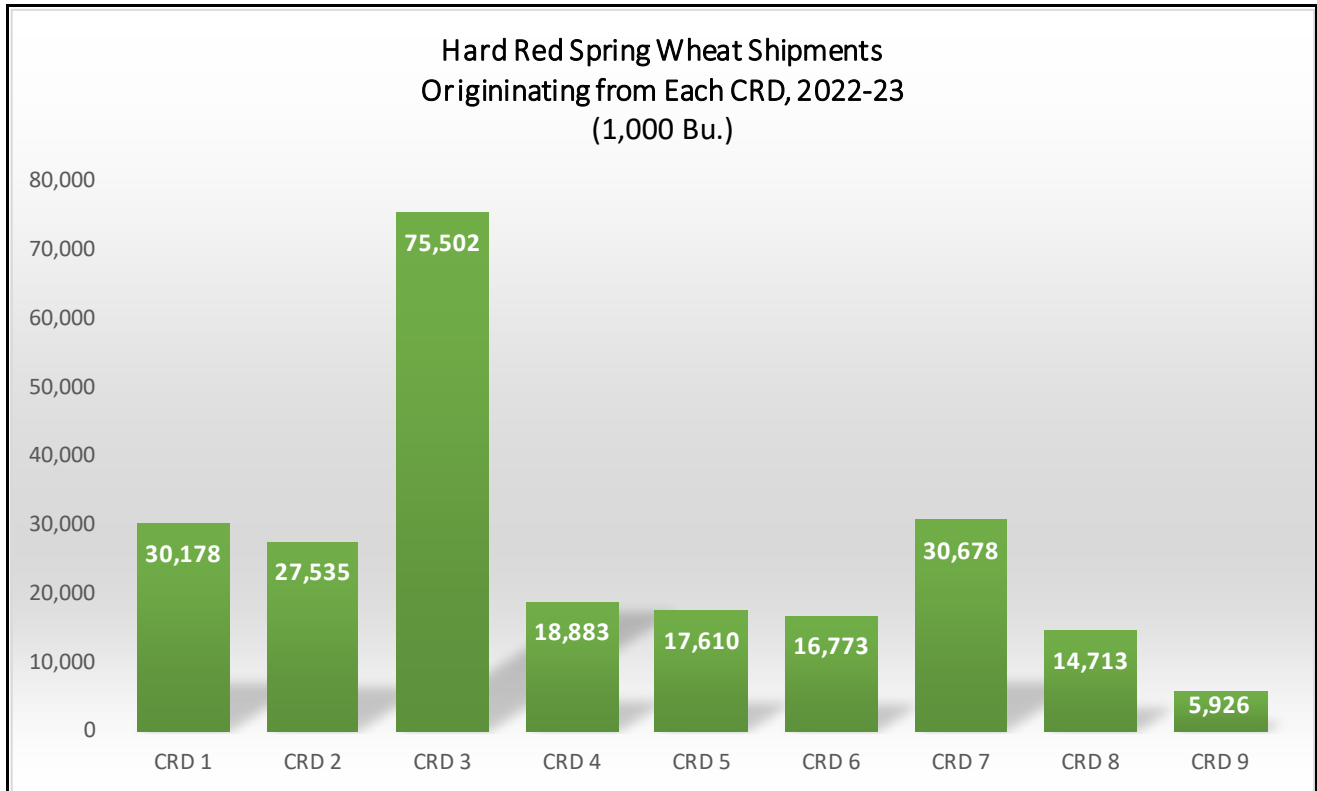
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	24,427	131,452	51,462	444,267	123,941	956,294
	3%	14%	5%	46%	13%	
2017-18	8,502	118,226	52,397	390,562	107,756	862,337
	1%	14%	6%	45%	12%	
2018-19	18,712	123,298	59,970	364,831	87,340	843,032
	2%	15%	7%	43%	10%	
2019-20	25,577	149,062	81,615	303,227	79,720	798,833
	3%	19%	10%	38%	10%	
2020-21	10,231	120,876	45,309	291,498	94,861	713,176
	1%	17%	6%	41%	13%	
2021-22	8,030	99,802	40,110	277,787	109,971	690,659
	1%	14%	6%	40%	16%	
2022-23	4,940	91,893	50,845	290,730	102,788	733,324
	1%	13%	7%	40%	14%	



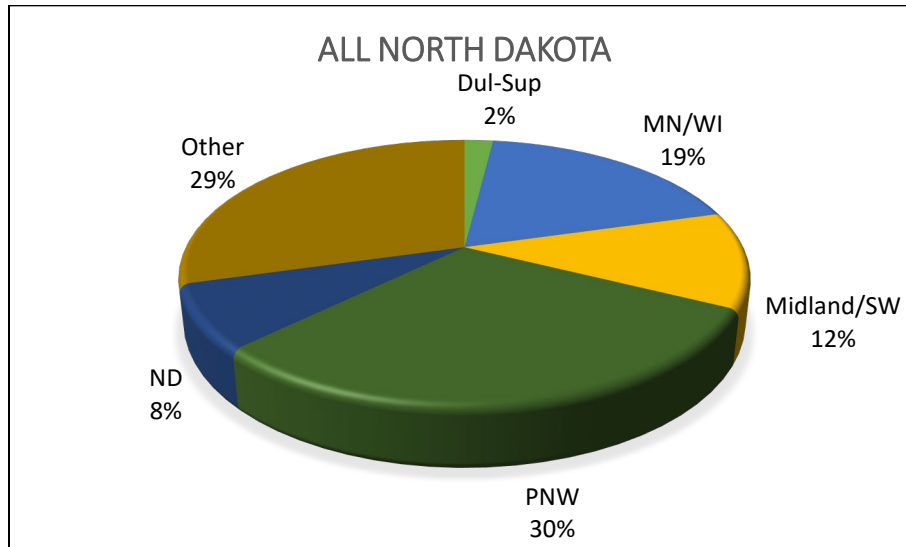
Destinations for Grain and Oilseed Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	10%	13%	6%	45%	11%	14%	83,442	2018-19	0%	18%	6%	46%	8%	22%	65,001
2019-20	20%	11%	7%	42%	12%	8%	76,042	2019-20	1%	20%	6%	55%	7%	11%	71,957
2020-21	7%	22%	7%	42%	11%	11%	90,148	2020-21	1%	17%	6%	55%	9%	13%	76,207
2021-22	2%	17%	8%	30%	19%	24%	71,999	2021-22	2%	6%	12%	38%	10%	31%	46,413
2022-22	2%	12%	9%	32%	16%	28%	73,906	2022-23	1%	7%	9%	42%	12%	29%	58,835
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	2%	13%	10%	24%	10%	41%	187,916	2018-19	1%	24%	10%	43%	3%	19%	21,593
2019-20	1%	14%	9%	22%	10%	43%	160,938	2019-20	1%	28%	9%	45%	2%	16%	30,781
2020-21	1%	10%	5%	23%	13%	49%	156,425	2020-21	0%	62%	5%	16%	5%	11%	28,426
2021-22	2%	15%	4%	21%	13%	43%	154,722	2021-22	2%	15%	4%	34%	27%	18%	21,070
2022-23	1%	14%	5%	20%	14%	45%	166,845	2022-23	0%	18%	11%	62%	2%	8%	25,161
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	2%	6%	8%	60%	8%	16%	99,163	2018-19	1%	20%	6%	52%	15%	6%	169,221
2019-20	1%	13%	8%	55%	9%	13%	100,554	2019-20	1%	26%	17%	35%	11%	10%	177,041
2020-21	0%	12%	3%	55%	16%	13%	95,764	2020-21	0%	16%	8%	45%	24%	7%	115,832
2021-22	1%	11%	2%	55%	21%	8%	76,446	2021-22	1%	14%	6%	49%	22%	8%	137,841
2022-23	0%	10%	2%	56%	15%	16%	93,006	2022-23	0%	10%	2%	56%	15%	16%	133,091
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	2%	8%	20%	48%	3%	18%	35,777	2018-19	3%	9%	12%	40%	10%	27%	18,134
2019-20	8%	11%	23%	39%	3%	15%	41,024	2019-20	6%	12%	17%	46%	3%	17%	23,927
2020-21	5%	6%	25%	37%	5%	22%	29,084	2020-21	1%	16%	7%	47%	2%	26%	15,424
2021-22	0%	5%	24%	56%	4%	10%	31,954	2021-22	0%	15%	10%	52%	4%	18%	19,647
2022-23	0%	3%	27%	44%	5%	22%	38,511	2022-23	2%	10%	13%	55%	3%	18%	25,085
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2016-17	0%	15%	1%	56%	16%	13%	174,976								
2017-18	0%	16%	4%	48%	13%	20%	172,705								
2018-19	1%	16%	1%	44%	11%	27%	162,787								
2019-20	0%	24%	3%	32%	14%	26%	116,570								
2020-21	0%	19%	4%	46%	12%	19%	105,866								
2021-22	0%	20%	2%	47%	13%	18%	130,566								
2022-23	0%	21%	3%	39%	16%	21%	118,883								

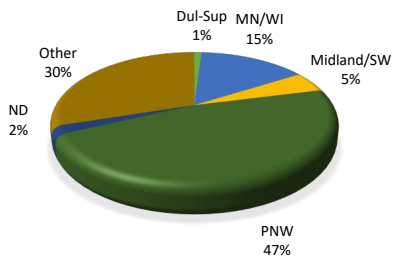
HARD RED SPRING WHEAT SHIPMENTS



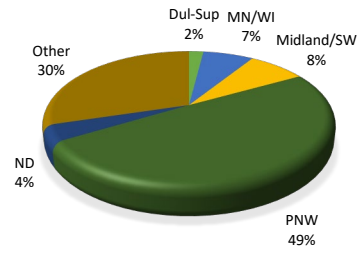
Destinations for Hard Red Spring Wheat Shipments, 2022-23 Crop Reporting District



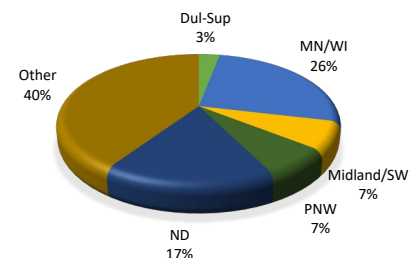
CRD1



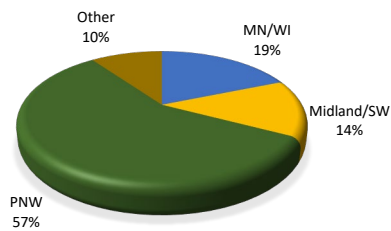
CRD2



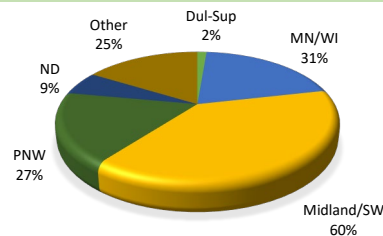
CRD3



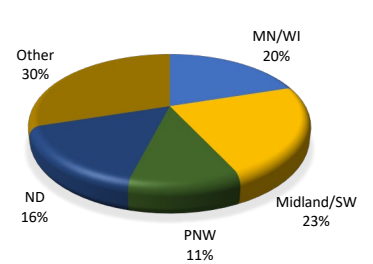
CRD4



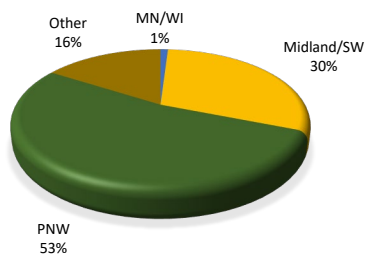
CRD5



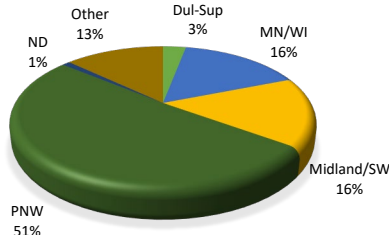
CRD6



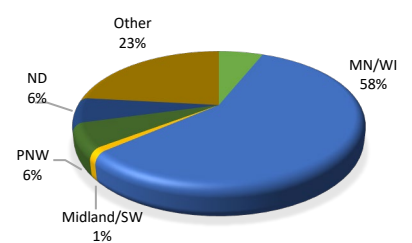
CRD7



CRD8

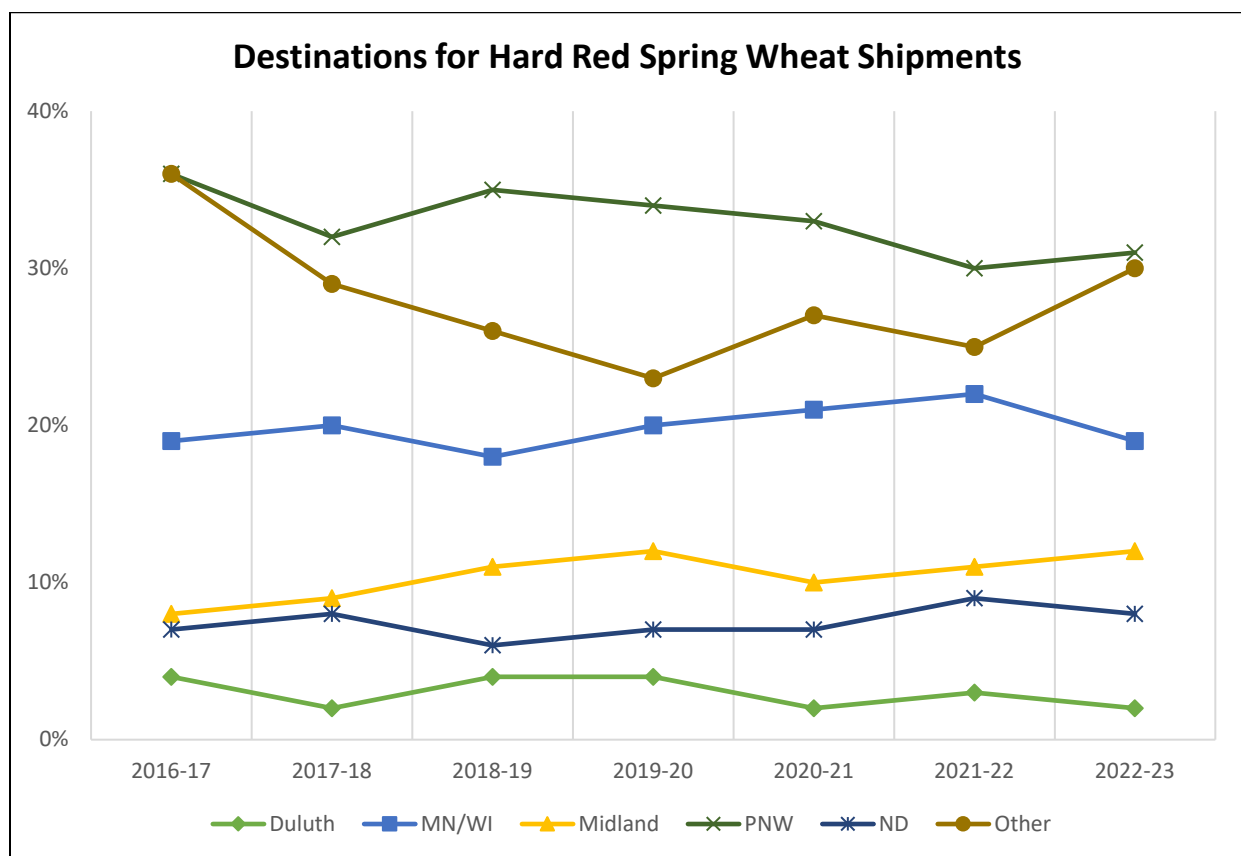


CRD9



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

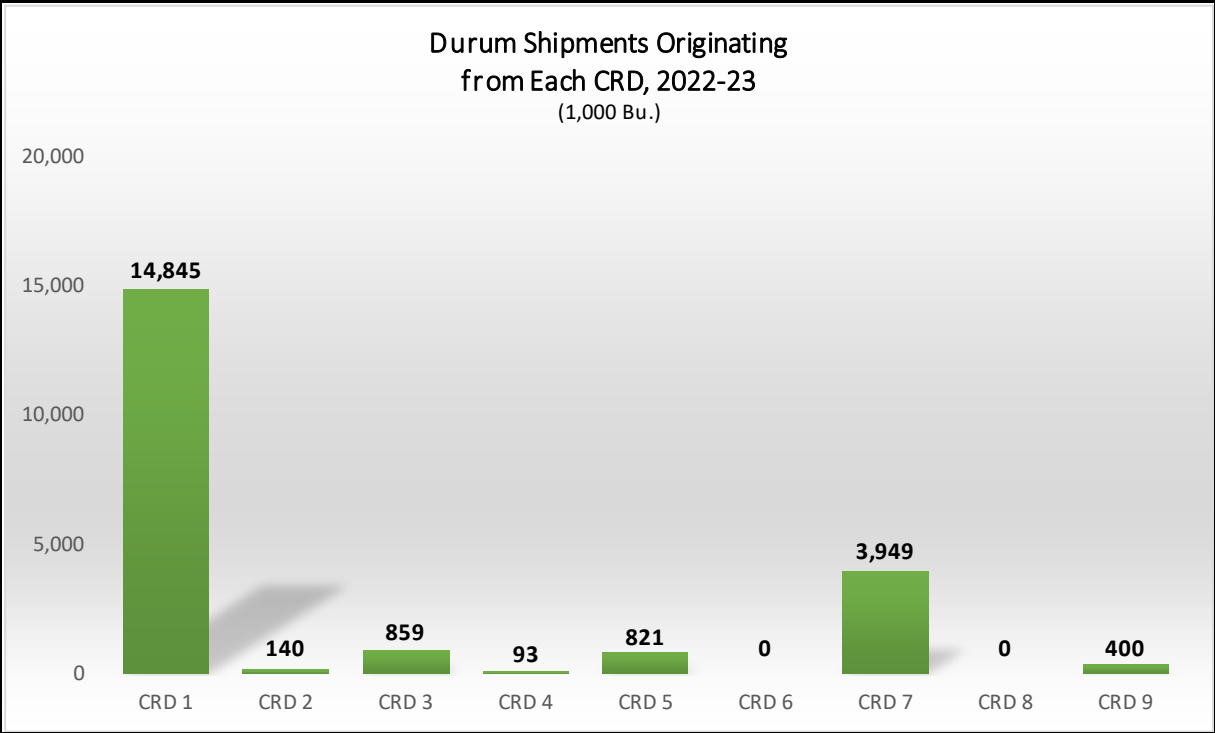
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	13,217	57,289	24,411	109,590	20,657	305,961
	4%	19%	8%	36%	7%	
2017-18	5,188	45,465	19,897	72,515	18,095	225,647
	2%	20%	9%	32%	8%	
2018-19	10,008	45,374	29,173	90,482	16,693	258,885
	4%	18%	11%	35%	6%	
2019-20	10,820	54,783	31,053	91,015	18,106	268,063
	4%	20%	12%	34%	7%	
2020-21	4,431	48,836	23,921	77,971	17,304	237,336
	2%	21%	10%	33%	7%	
2021-22	6,088	48,145	25,301	65,648	19,372	220,755
	3%	22%	11%	30%	9%	
2022-23	3,624	44,222	28,072	72,850	18,714	237,797
	2%	19%	12%	31%	8%	



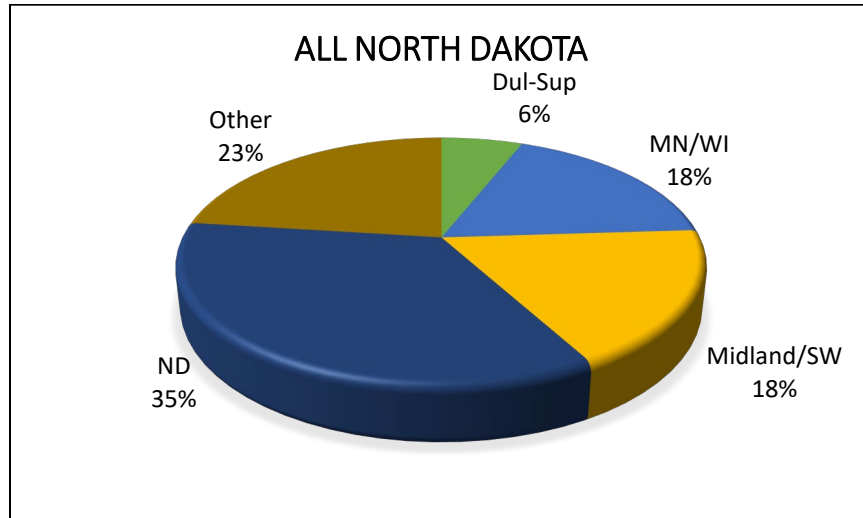
Destinations for Hard Red Spring Wheat Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	3%	16%	5%	66%	1%	8%	34,436	2018-19	0%	19%	9%	48%	0%	24%	34,368
2019-20	5%	13%	7%	64%	5%	6%	32,297	2019-20	1%	22%	8%	53%	3%	12%	35,312
2020-21	3%	25%	7%	54%	1%	10%	41,741	2020-21	1%	16%	8%	60%	4%	11%	38,746
2021-22	0%	23%	5%	40%	4%	28%	33,355	2021-22	3%	6%	19%	40%	4%	27%	25,556
2022-23	1%	15%	5%	47%	2%	30%	30,178	2022-23	2%	7%	8%	50%	4%	30%	27,535
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	4%	14%	14%	12%	14%	42%	82,323	2018-19	1%	27%	8%	45%	1%	18%	15,016
2019-20	2%	17%	10%	11%	14%	46%	80,599	2019-20	1%	30%	11%	43%	0%	15%	18,253
2020-21	1%	13%	6%	10%	16%	54%	74,874	2020-21	0%	55%	3%	24%	0%	18%	9,668
2021-22	4%	27%	4%	8%	19%	38%	67,670	2021-22	4%	21%	5%	36%	0%	35%	10,765
2022-23	3%	26%	7%	7%	17%	41%	75,502	2022-23	0%	19%	14%	58%	0%	10%	18,883
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	11%	16%	4%	34%	11%	25%	20,728	2018-19	7%	38%	11%	24%	9%	11%	19,969
2019-20	5%	29%	6%	28%	9%	22%	24,094	2019-20	11%	33%	13%	21%	6%	16%	20,028
2020-21	2%	31%	6%	27%	9%	25%	22,096	2020-21	3%	12%	37%	16%	12%	20%	14,282
2021-22	4%	29%	10%	35%	11%	12%	16,240	2021-22	7%	27%	28%	16%	10%	13%	17,416
2022-23	1%	32%	7%	16%	6%	38%	17,610	2022-23	0%	20%	23%	11%	16%	30%	16,773
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	1%	4%	22%	56%	0%	17%	30,629	2018-19	4%	13%	13%	43%	0%	27%	12,854
2019-20	6%	5%	24%	52%	0%	12%	30,509	2019-20	8%	16%	23%	46%	0%	7%	17,238
2020-21	4%	4%	27%	49%	0%	15%	20,893	2020-21	3%	29%	13%	47%	0%	8%	8,011
2021-22	0%	3%	25%	66%	0%	7%	26,879	2021-22	0%	23%	16%	52%	0%	10%	12,993
2022-23	0%	1%	30%	53%	0%	16%	30,678	2022-23	3%	16%	16%	51%	1%	13%	14,713
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2016-17	0%	47%	2%	1%	14%	37%	16,143								
2017-18	0%	50%	2%	0%	9%	38%	9,591								
2018-19	9%	47%	3%	0%	1%	39%	8,562								
2019-20	1%	60%	1%	3%	6%	29%	9,732								
2020-21	0%	74%	0%	1%	0%	24%	7,027								
2021-22	0%	4%	5%	1%	3%	37%	9,881								
2022-23	6%	57%	1%	6%	6%	23%	5,926								

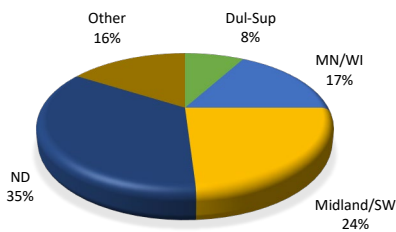
DURUM SHIPMENTS



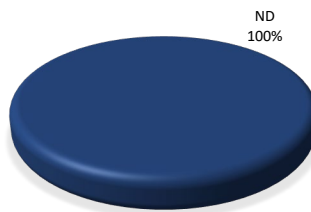
Destinations for Durum Shipments, 2022-23 Crop Reporting District



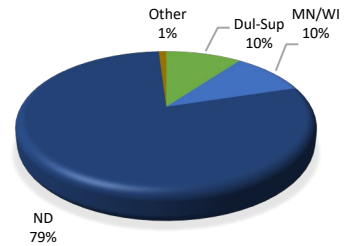
CRD1



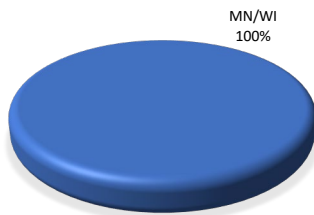
CRD2



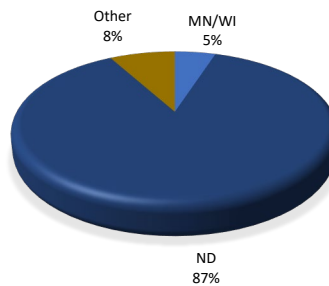
CRD3



CRD4



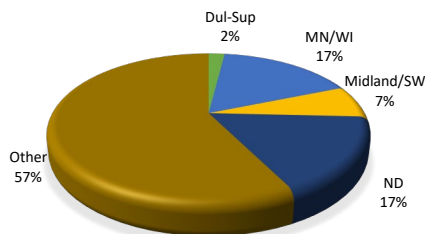
CRD5



CRD6

No Shipments

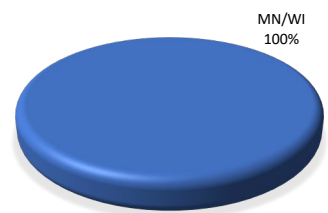
CRD7



CRD8

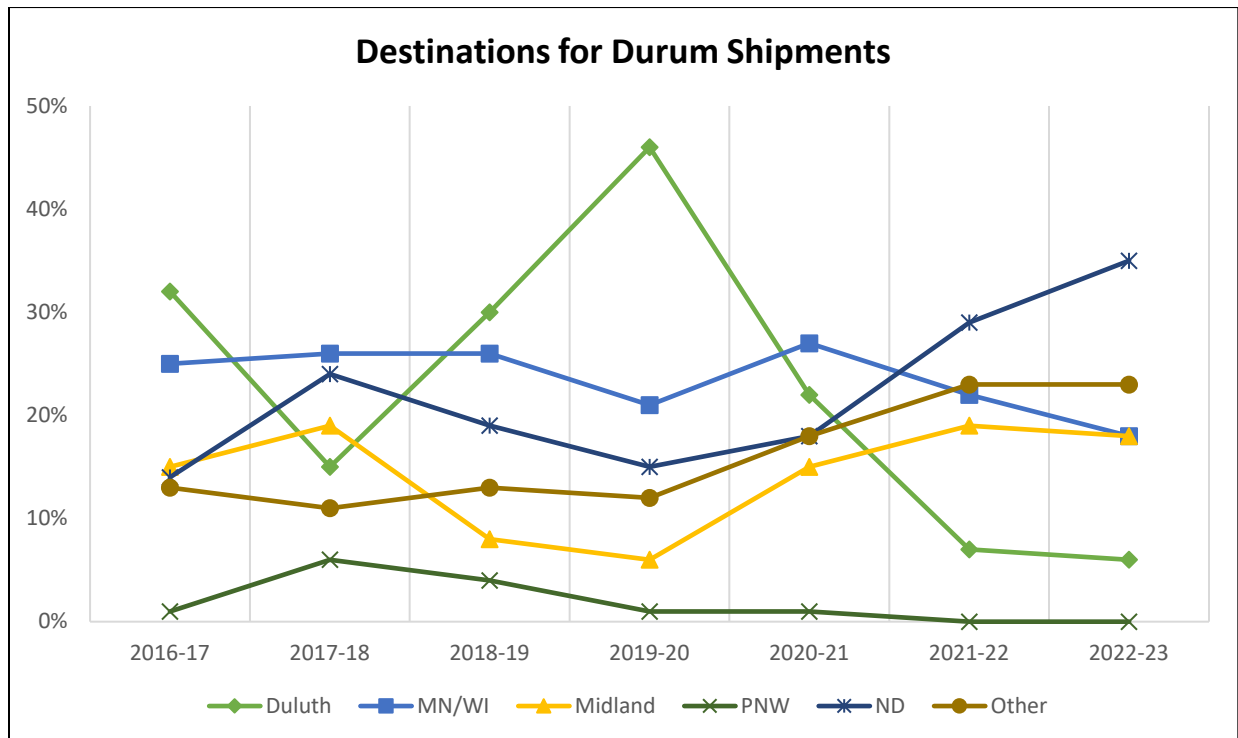
No Shipments

CRD9



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

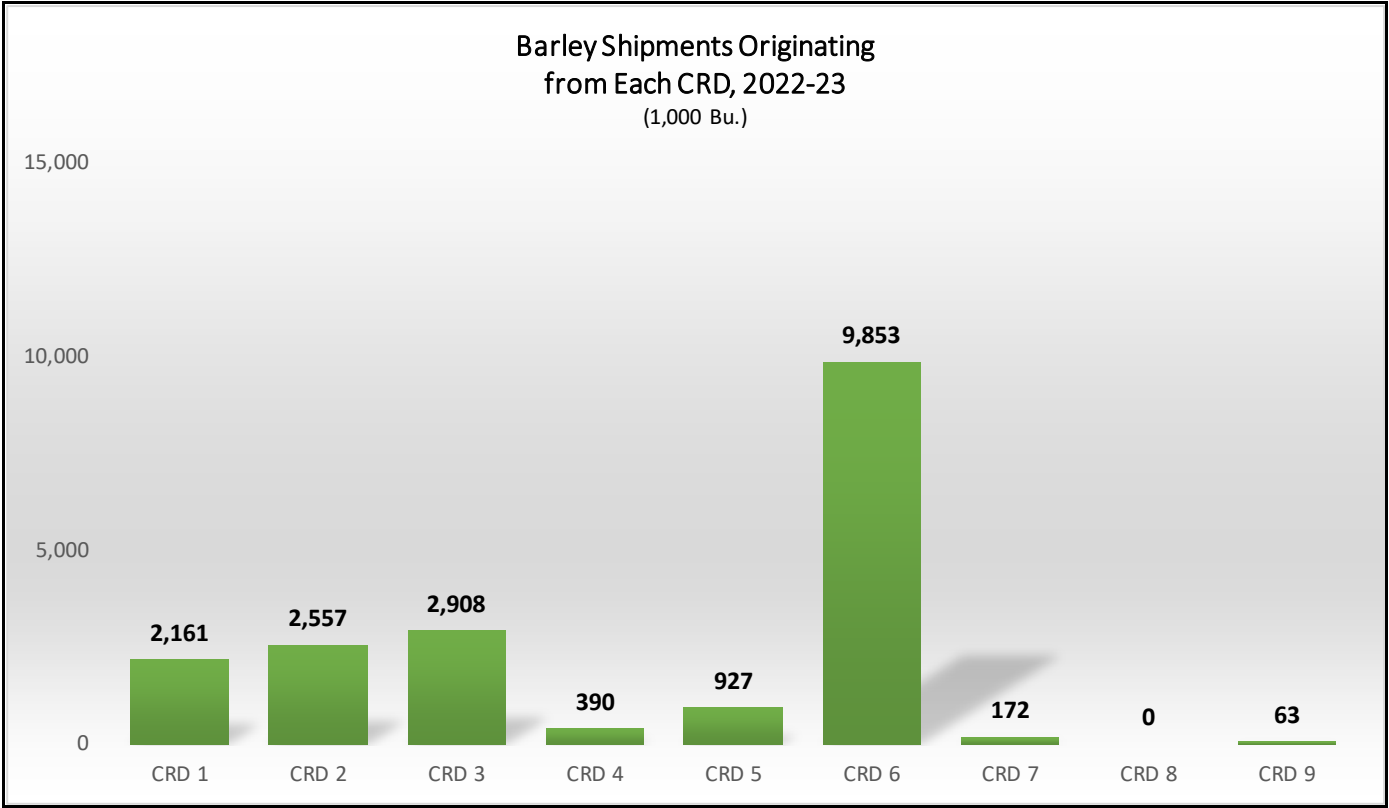
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	9,926	7,770	4,635	173	4,201	30,564
	32%	25%	15%	1%	14%	
2017-18	2,598	4,662	3,379	994	4,146	17,635
	15%	26%	19%	6%	24%	
2018-19	7,424	6,465	2,100	1,040	4,697	25,060
	30%	26%	8%	4%	19%	
2019-20	14,585	6,536	1,896	180	4,823	31,744
	46%	21%	6%	1%	15%	
2020-21	5,154	6,123	3,435	119	4,041	22,953
	22%	27%	15%	1%	18%	
2021-22	1,481	5,009	4,197	1	6,502	22,375
	7%	22%	19%	0%	29%	
2022-23	1,313	3,812	3,829	1,467	7,369	21,107
	6%	18%	18%	0%	35%	



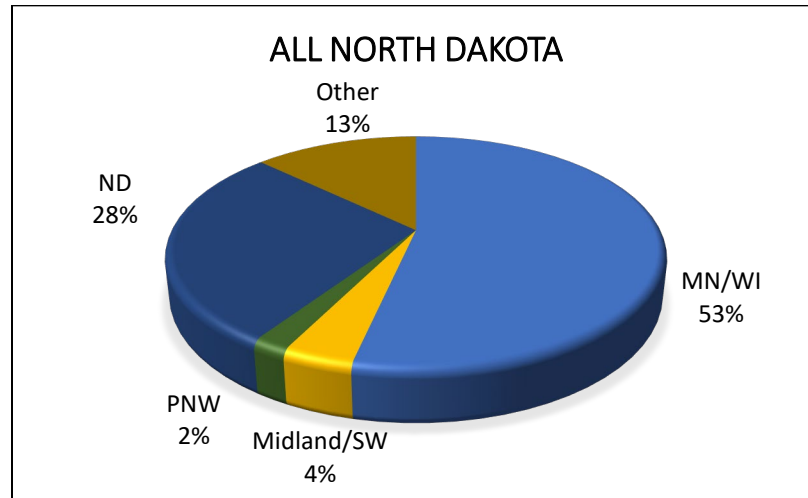
Destinations for Durum Shipments from ND CRDs (1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	38%	21%	10%	5%	18%	8%	18,117	2018-19	7%	17%	9%	0%	66%	1%	427
2019-20	64%	11%	4%	1%	17%	4%	20,354	2019-20	0%	32%	8%	4%	47%	10%	592
2020-21	30%	31%	1%	0%	15%	9%	15,102	2020-21	0%	21%	0%	0%	79%	0%	378
2021-22	7%	20%	21%	0%	30%	23%	16,433	2021-22	13%	2%	0%	0%	81%	3%	286
2022-23	8%	17%	24%	0%	35%	16%	14,845	2022-23	0%	0%	0%	0%	100%	0%	140
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	0%	29%	10%	0%	43%	18%	1,079	2018-19	16%	28%	3%	0%	21%	32%	898
2019-20	14%	5%	5%	2%	73%	0%	814	2019-20	0%	20%	7%	0%	14%	60%	1,625
2020-21	0%	0%	0%	0%	99%	0%	544	2020-21	0%	29%	0%	0%	0%	71%	701
2021-22	18%	21%	0%	0%	39%	22%	1,738	2021-22	0%	93%	1%	0%	7%	0%	472
2022-23	10%	10%	0%	0%	78%	1%	859	2022-23	0%	100%	0%	0%	0%	0%	93
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	2%	0%	0%	0%	39%	59%	1,004	2018-19	0%	98%	0%	0%	2%	0%	358
2019-20	0%	46%	0%	3%	25%	26%	943	2019-20	0%	100%	0%	0%	0%	0%	243
2020-21	0%	24%	0%	0%	61%	14%	1,339	2020-21	0%	10%	0%	0%	90%	0%	27
2021-22	0%	10%	0%	0%	80%	10%	686	2021-22	0%	0%	0%	0%	0%	0%	0
2022-23	0%	5%	0%	0%	87%	8%	821	2022-23	0%	0%	0%	0%	0%	0%	0
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2018-19	13%	50%	5%	2%	3%	26%	3,177	2018-19	0%	0%	0%	0%	0%	0%	0
2019-20	20%	42%	15%	0%	1%	23%	7,154	2019-20	0%	0%	0%	0%	0%	0%	0
2020-21	13%	17%	26%	2%	2%	42%	4,862	2020-21	0%	0%	0%	0%	0%	0%	0
2021-22	0%	33%	29%	0%	4%	34%	2,759	2021-22	0%	0%	0%	0%	0%	0%	0
2022-23	2%	17%	7%	0%	17%	58%	3,949	2022-23	0%	0%	0%	0%	0%	0%	0
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2016-17	16%	84%	0%	0%	0%	0%	180								
2017-18	0%	92%	0%	1%	6%	0%	398								
2018-19	0%	0%	0%	0%	0%	0%	0								
2019-20	0%	92%	0%	0%	8%	0%	19								
2020-21	0%	0%	0%	0%	0%	0%	0								
2021-22	0%	0%	0%	0%	0%	0%	0								
2022-23	0%	100%	0%	0%	0%	0%	400								

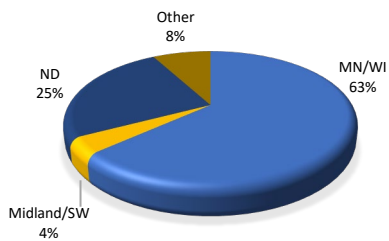
BARLEY SHIPMENTS



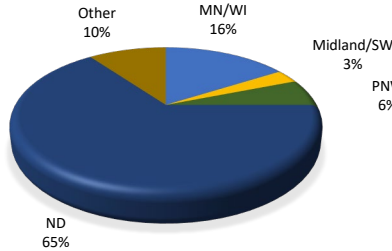
Destinations for Barley Shipments, 2022-23 Crop Reporting District



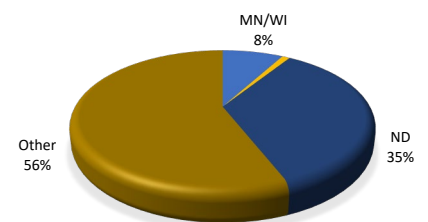
CRD1



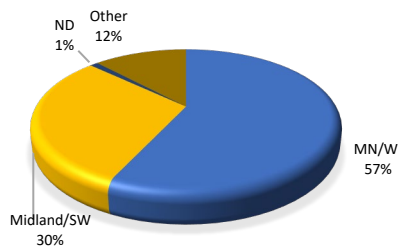
CRD2



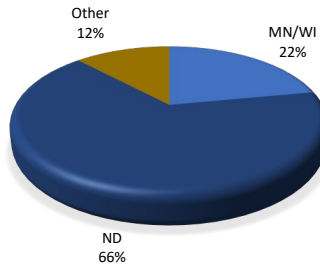
CRD3



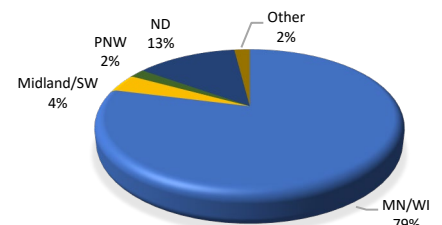
CRD4



CRD5



CRD6



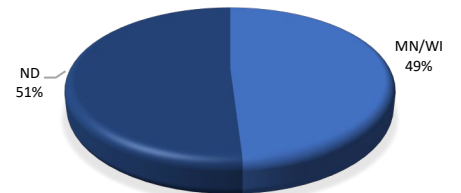
CRD7

No Shipments

CRD8

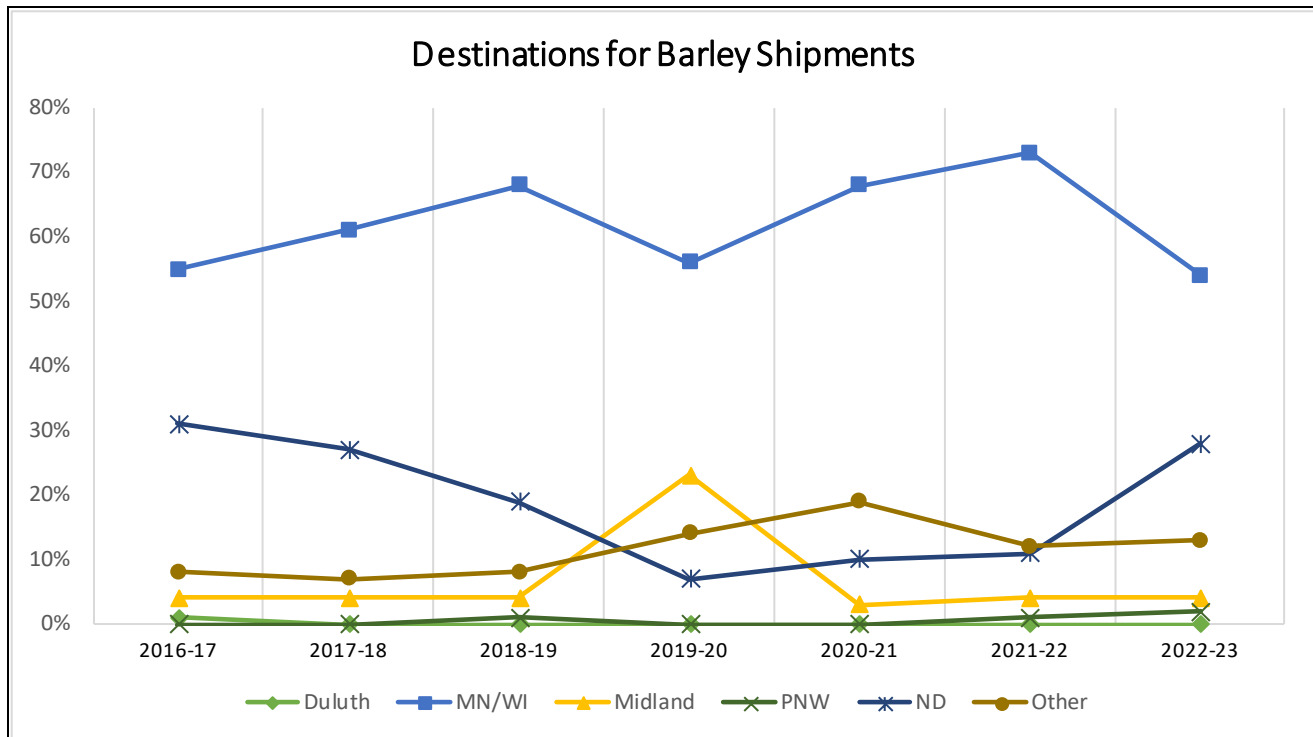
No Shipments

CRD9

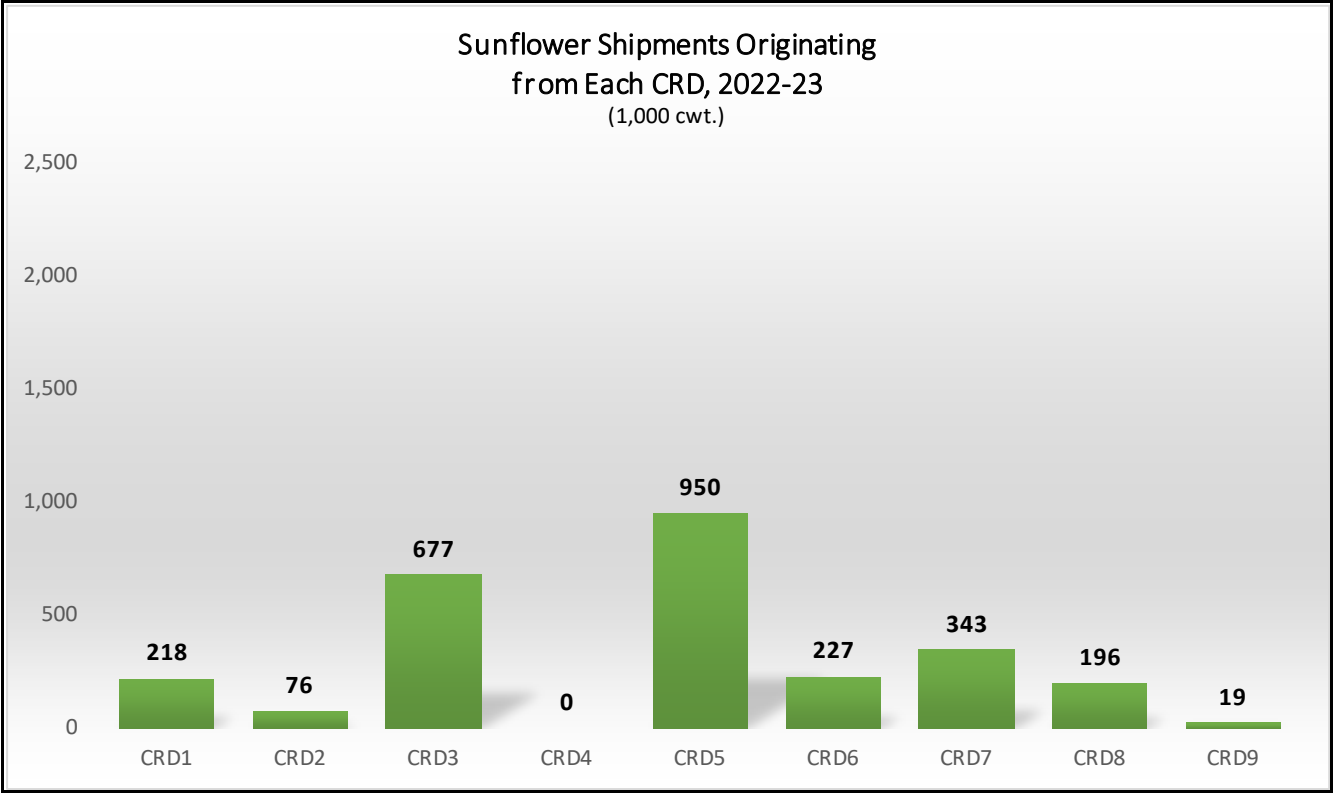


**Trends for Destinations of Barley Shipments from ND
(1,000 Bushels)**

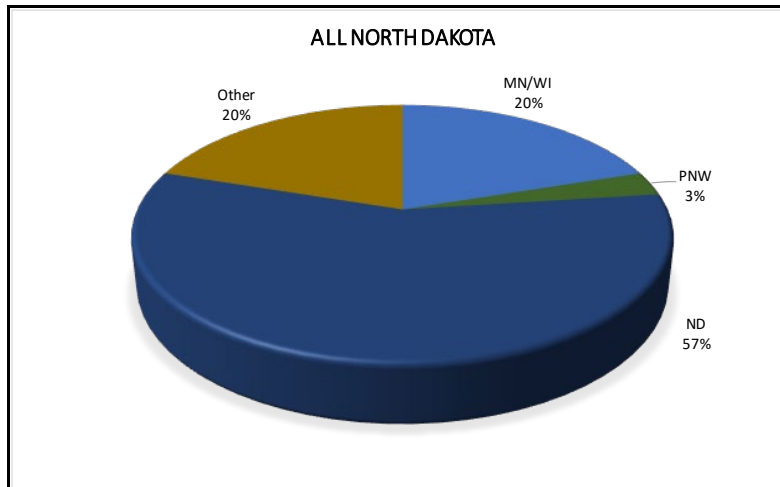
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	219 1%	24,104 55%	1,973 4%	84 0%	13,799 31%	43,891
2017-18	54 0%	24,076 61%	1,464 4%	115 0%	10,609 27%	39,150
2018-19	13 0%	22,758 68%	1,249 4%	347 1%	6,308 19%	33,365
2019-20	4 0%	31,723 56%	12,933 23%	51 0%	3,836 7%	56,438
2020-21	1 0%	17,668 68%	882 3%	92 0%	2,633 10%	26,162
2021-22	0 0%	14,972 73%	809 4%	107 1%	2,203 11%	20,619
2022-23	0 0%	10,217 54%	722 4%	322 2%	5,339 28%	19,031



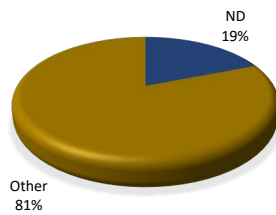
SUNFLOWER SHIPMENTS



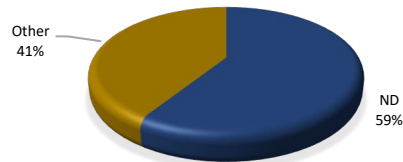
Destinations for Sunflower Shipments, 2022-23 Crop Reporting District



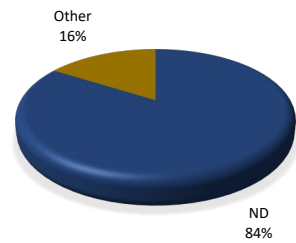
CRD1



CRD2



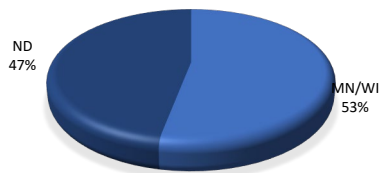
CRD3



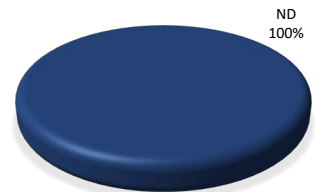
CRD4

No Shipments

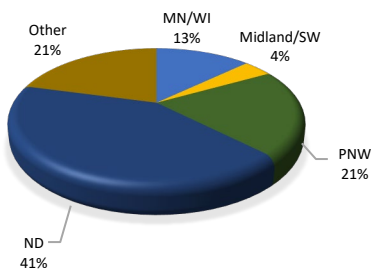
CRD5



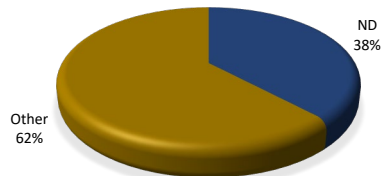
CRD6



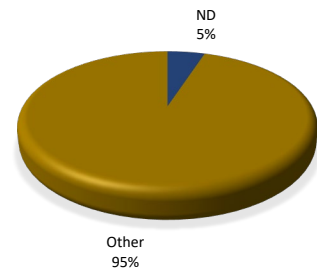
CRD7



CRD8

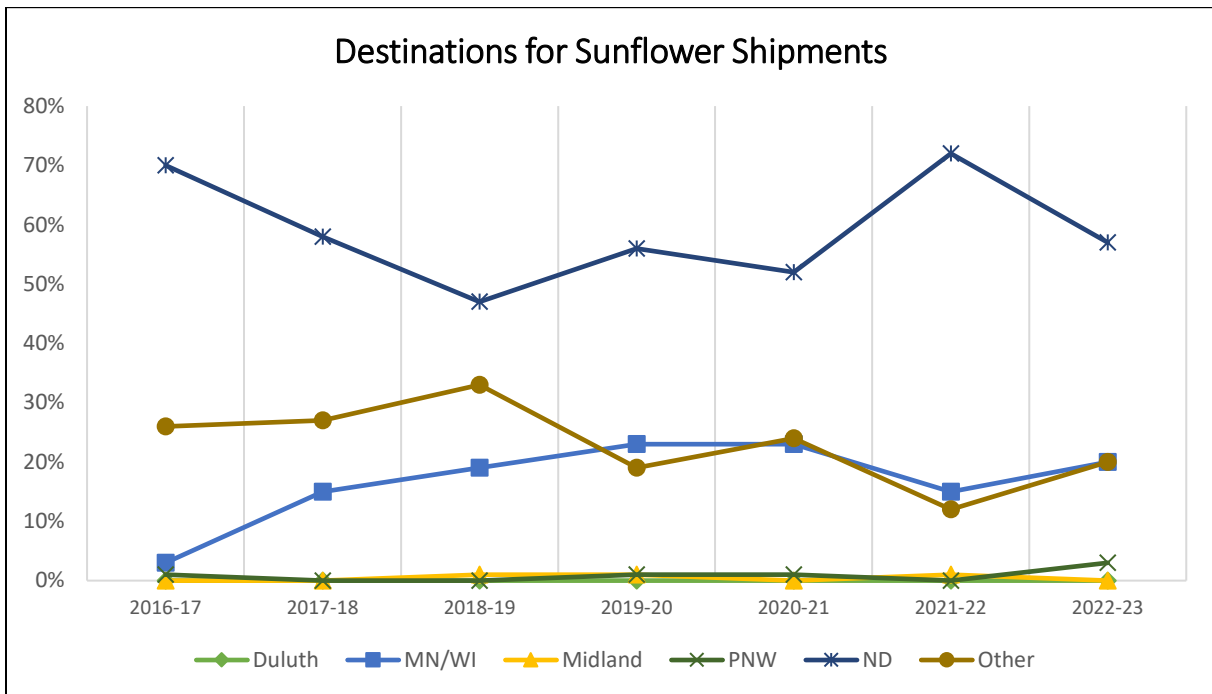


CRD9

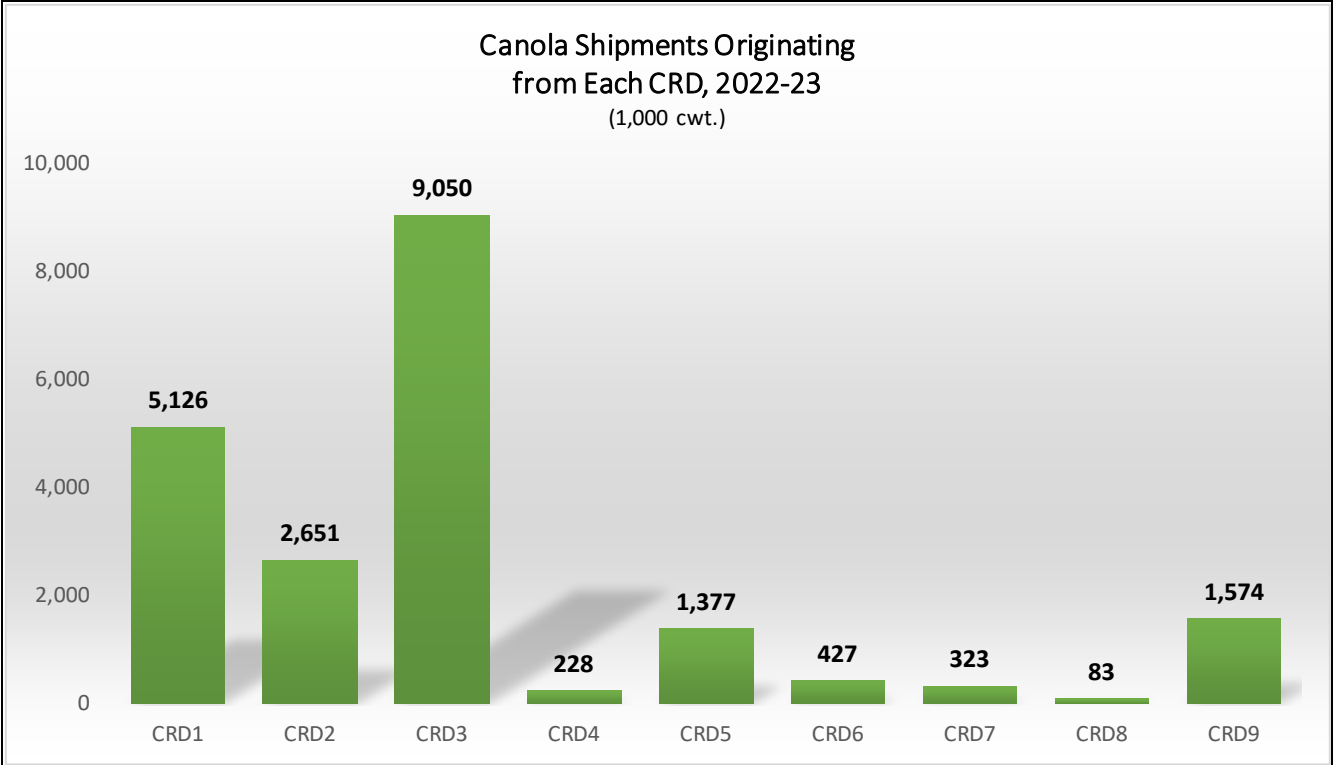


**Trends for Destinations of Sunflower Shipments from ND
(1,000 cwt)**

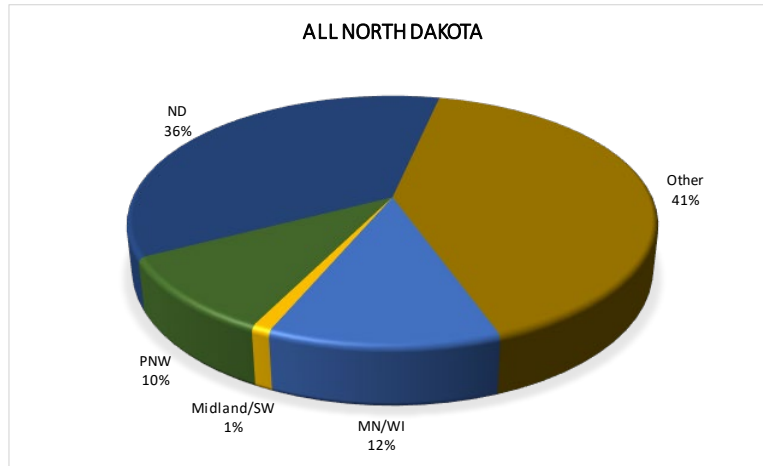
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	0	82	12	22	2,061	2,938
	0%	3%	0%	1%	70%	
2017-18	0	515	0	12	1,955	3,390
	0%	15%	0%	0%	58%	
2018-19	0	475	14	10	1,142	2,443
	0%	19%	1%	0%	47%	
2019-20	0	417	12	20	1,041	1,850
	0%	23%	1%	1%	56%	
2020-21	2	584	8	18	1,289	2,494
	0%	23%	0%	1%	52%	
2021-22	0	525	22	13	2,552	3,555
	0%	15%	1%	0%	72%	
2022-23	0	544	13	72	1,542	2,706
	0%	20%	0%	3%	57%	



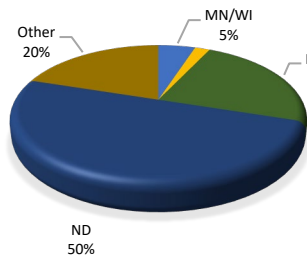
CANOLA SHIPMENTS



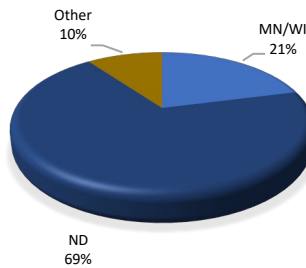
Destinations for Canola Shipments, 2022-23 Crop Reporting District



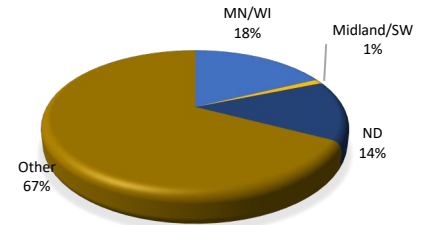
CRD1



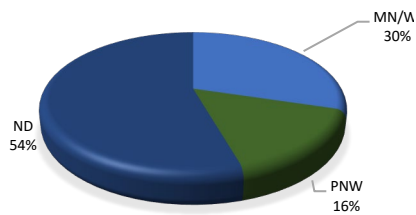
CRD2



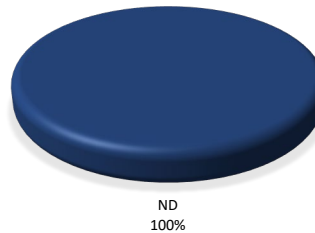
CRD3



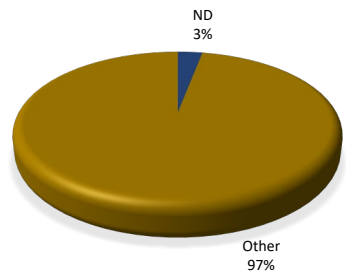
CRD4



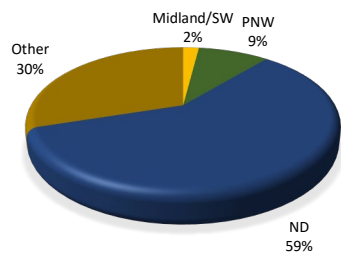
CRD5



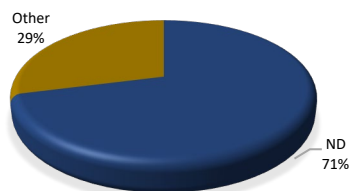
CRD6



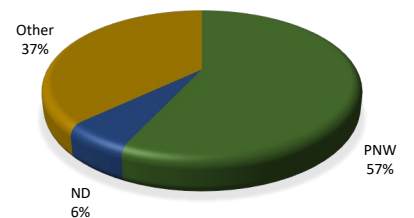
CRD7



CRD8

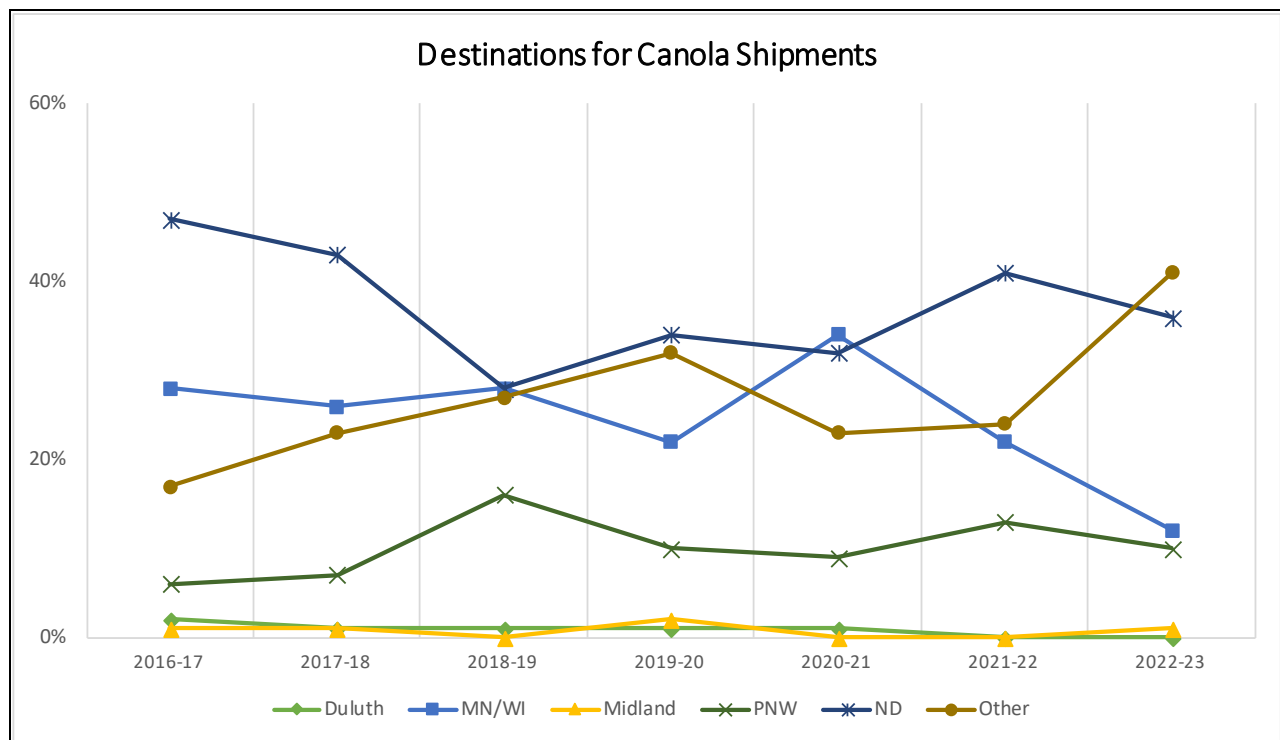


CRD9

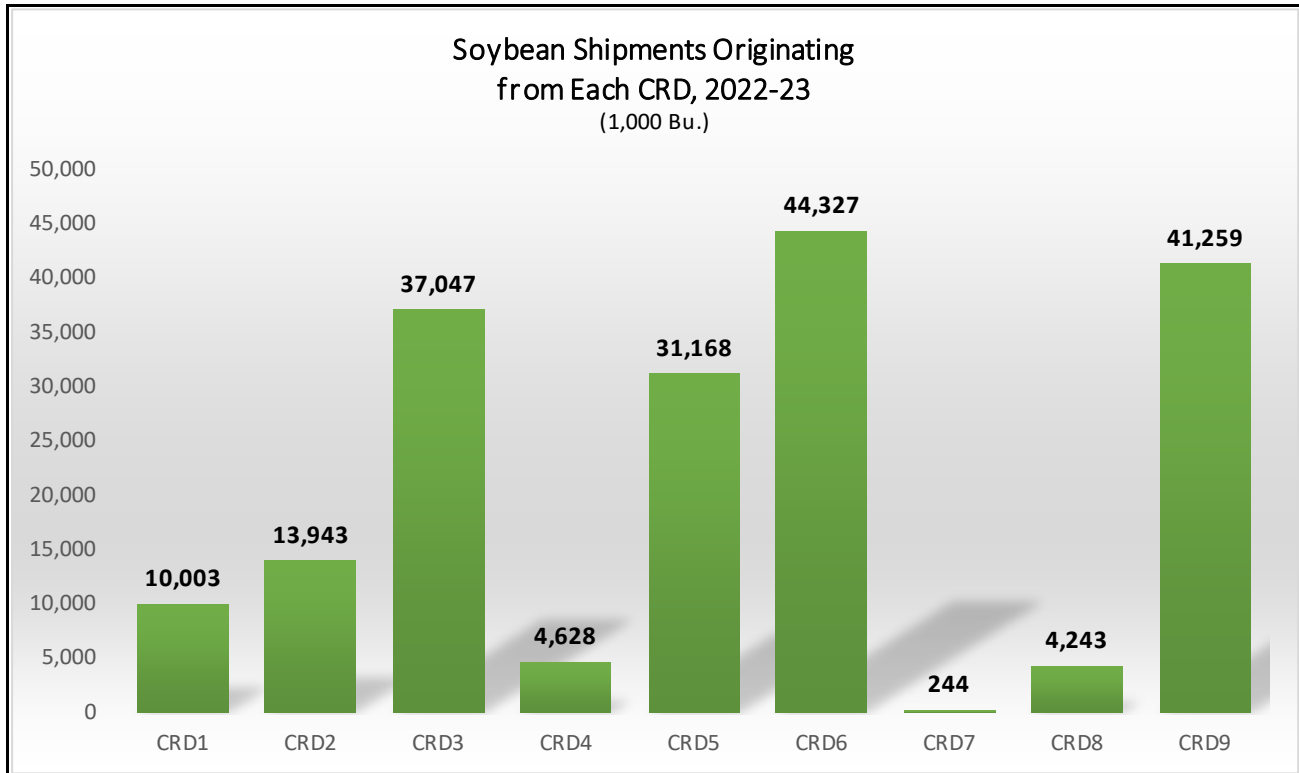


**Trends for Destinations of Canola Shipments from ND
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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
2018-19	150 1%	4,011 28%	1 0%	2,266 16%	4,098 28%	14,378
2019-20	167 1%	4,552 22%	376 2%	2,100 10%	7,035 34%	20,800
2020-21	308 1%	7,541 34%	0 0%	2,084 9%	6,994 32%	21,988
2021-22	0 0%	3,827 22%	6 0%	2,158 13%	7,020 41%	17,115
2022-23	0 0%	2,451 12%	239 1%	2,148 10%	7,522 36%	20,841

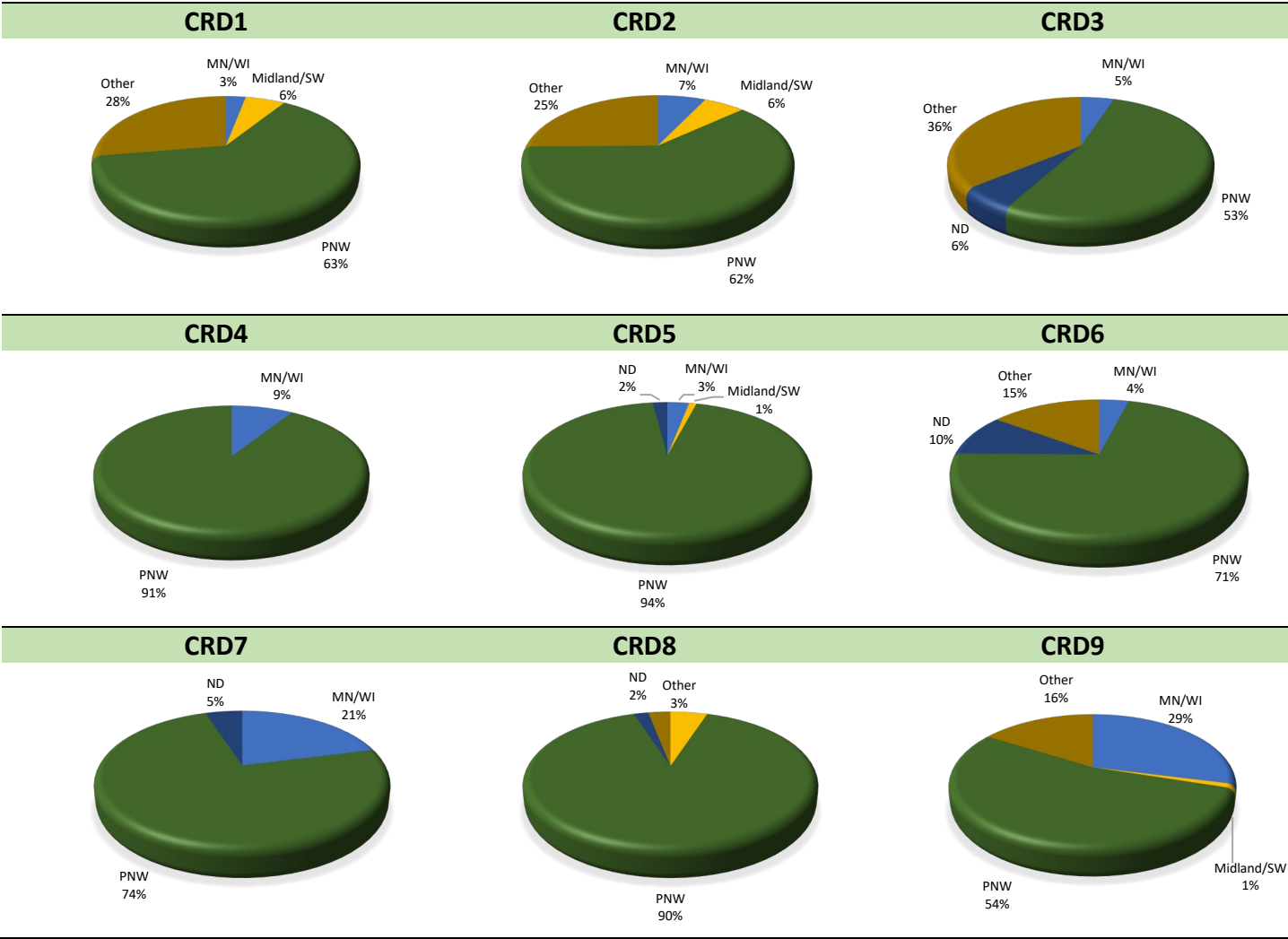
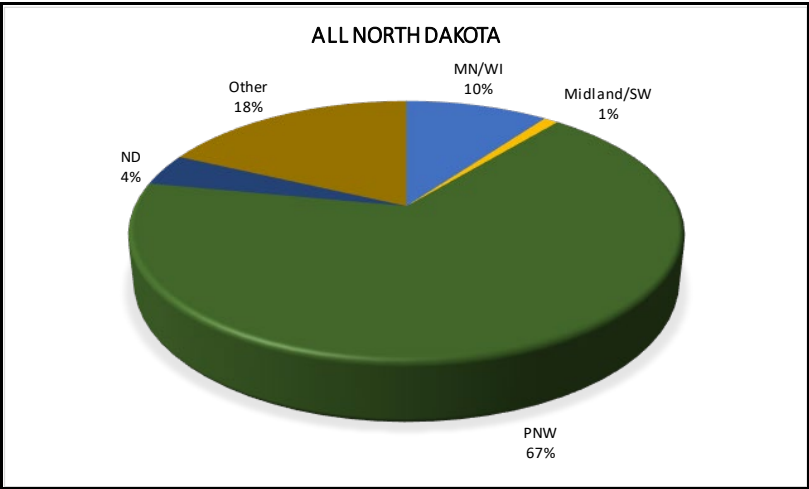


SOYBEAN SHIPMENTS



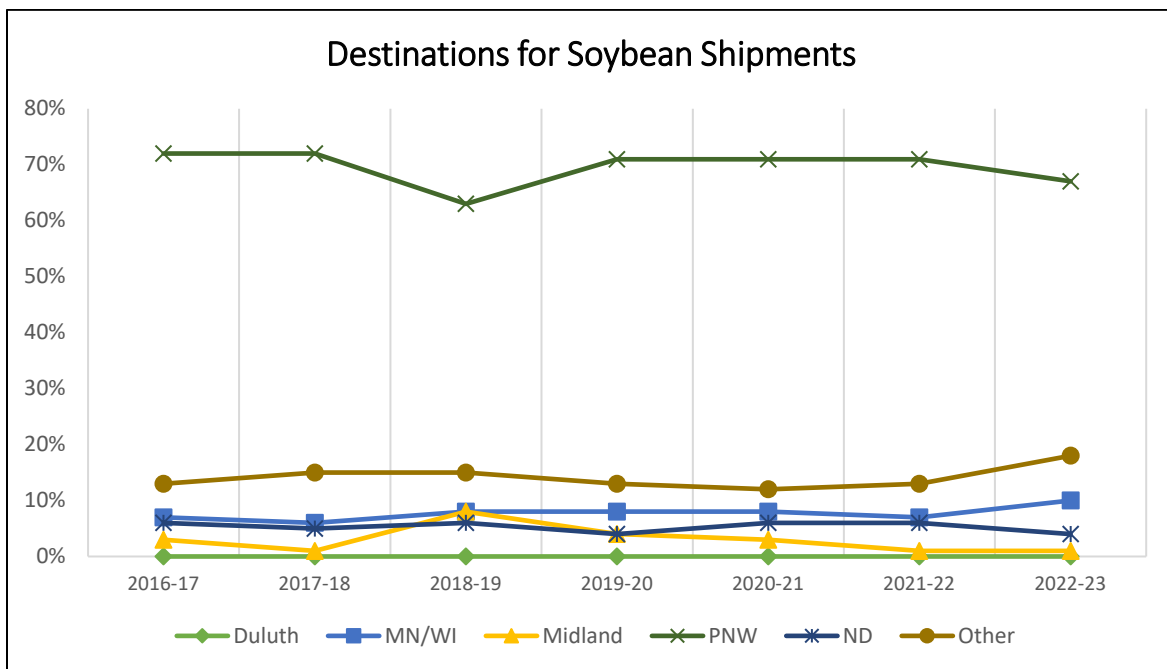
Destinations for Soybean Shipments, 2022-23

Crop Reporting District

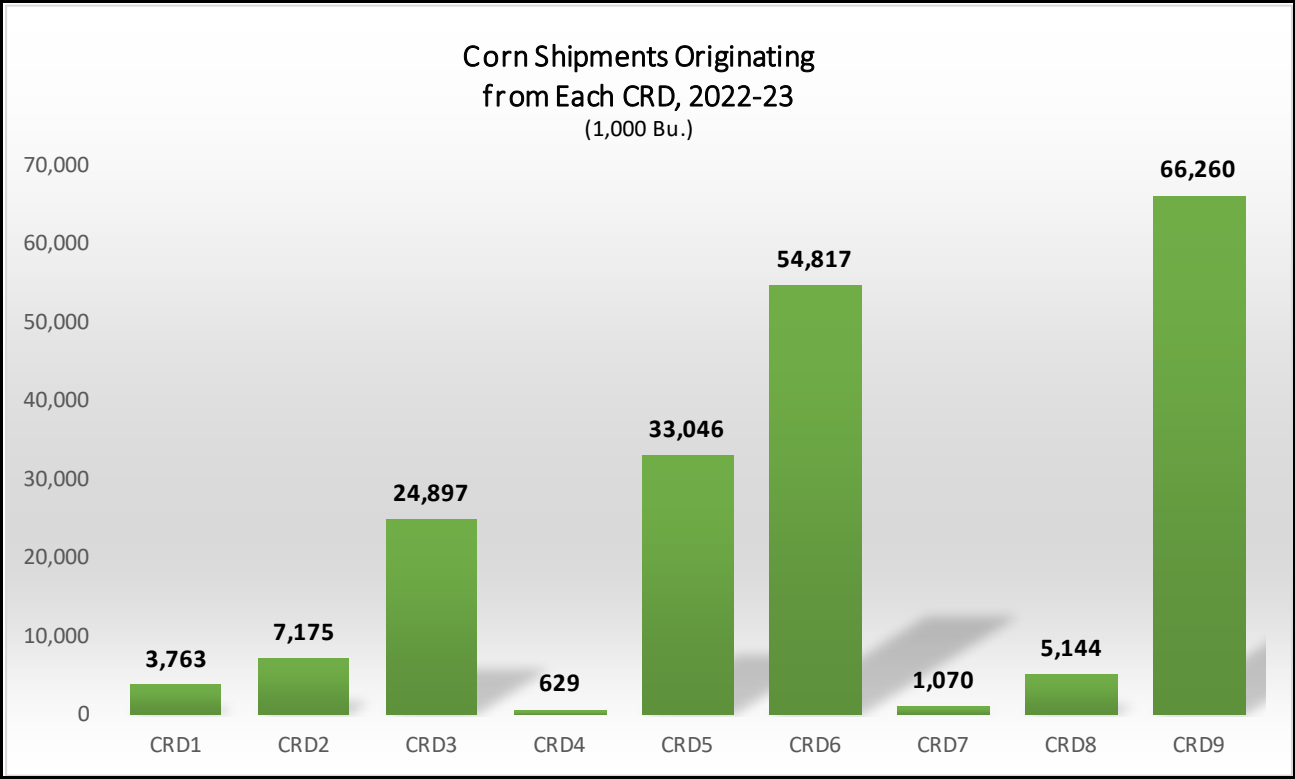


**Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)**

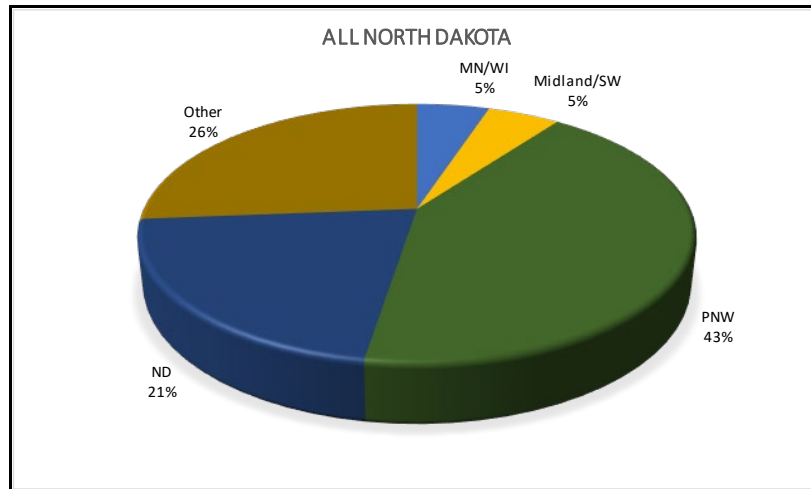
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	87 0%	15,823 7%	6,671 3%	168,274 72%	14,783 6%	235,212
2017-18	369 0%	12,961 6%	3,107 1%	158,268 72%	11,522 5%	220,085
2018-19	539 0%	15,845 8%	14,068 8%	117,150 63%	12,139 6%	187,282
2019-20	0 0%	14,983 8%	8,247 4%	141,552 71%	8,383 4%	199,083
2020-21	1 0%	14,631 8%	5,901 3%	133,463 71%	11,890 6%	188,548
2021-22	420 0%	12,081 7%	2,001 1%	115,279 71%	10,066 6%	161,640
2022-23	0 0%	17,821 10%	2,401 1%	125,878 67%	7,498 4%	186,862



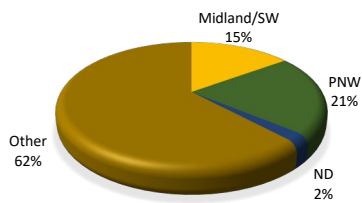
CORN SHIPMENTS



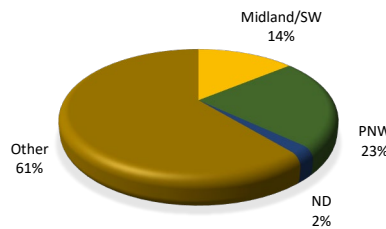
Destinations for Corn Shipments, 2022-23 Crop Reporting District



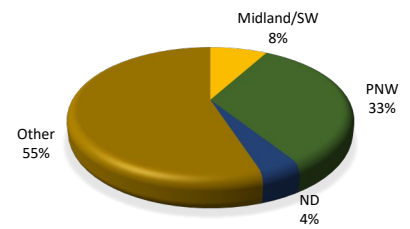
CRD1



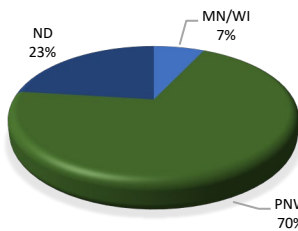
CRD2



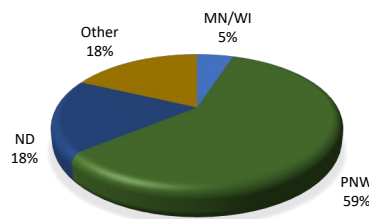
CRD3



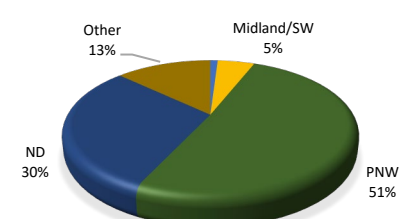
CRD4



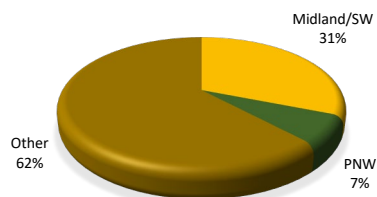
CRD5



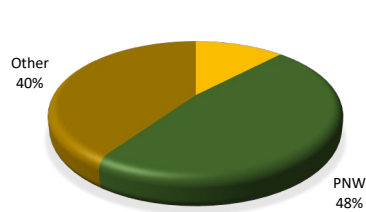
CRD6



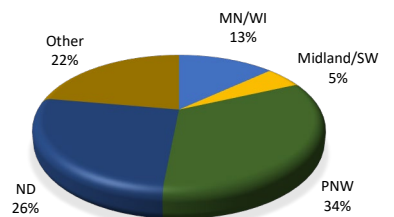
CRD7



CRD8

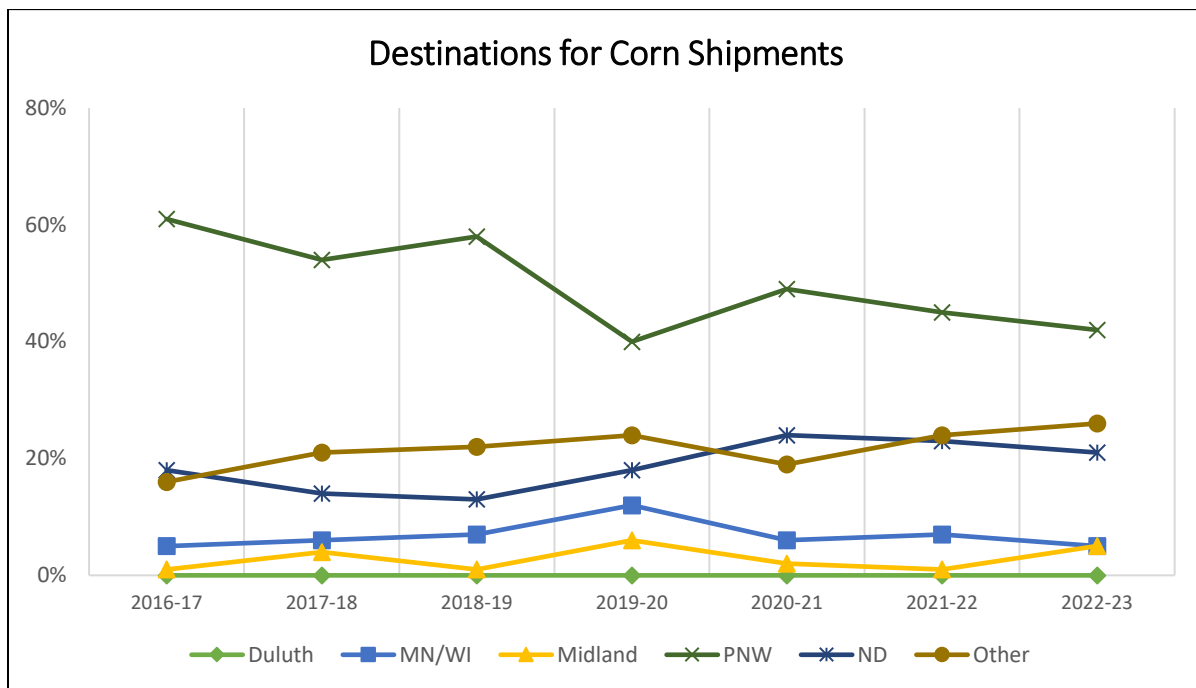


CRD9

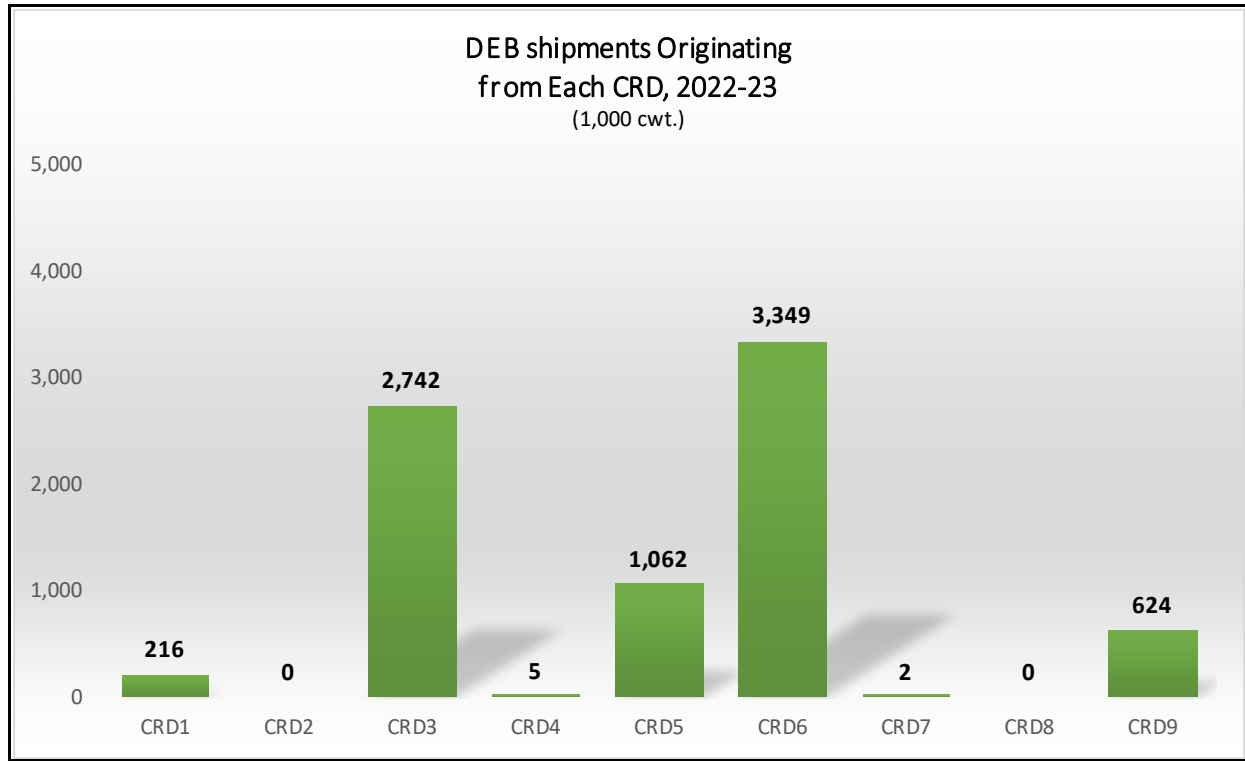


**Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)**

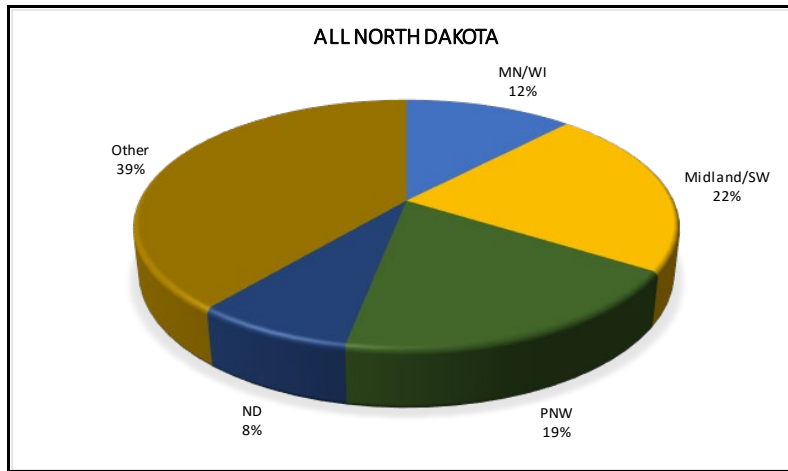
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	422	13,350	1,627	160,361	46,613	265,021
	0%	5%	1%	61%	18%	
2017-18	0	16,155	12,123	153,514	40,575	282,733
	0%	6%	4%	54%	14%	
2018-19	368	17,230	1,351	149,330	32,653	257,302
	0%	7%	1%	58%	13%	
2019-20	2	19,685	9,417	67,385	30,889	167,344
	0%	12%	6%	40%	18%	
2020-21	0	8,866	2,346	74,750	36,764	151,743
	0%	6%	2%	49%	24%	
2021-22	0	13,814	2,220	90,642	46,352	201,148
	0%	7%	1%	45%	23%	
2022-23	0	10,806	10,688	82,926	41,413	196,801
	0%	5%	5%	42%	21%	



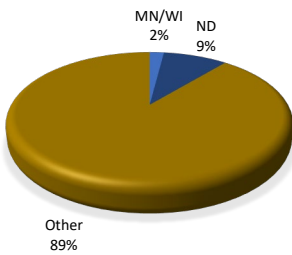
DRY EDIBLE BEAN SHIPMENTS



Destinations for Dry Edible Bean Shipments, 2022-23 Crop Reporting District



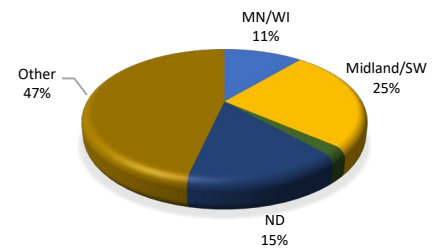
CRD1



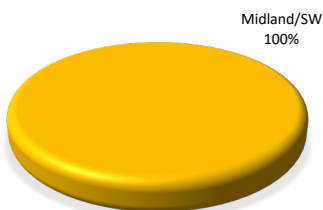
CRD2

No Shipments

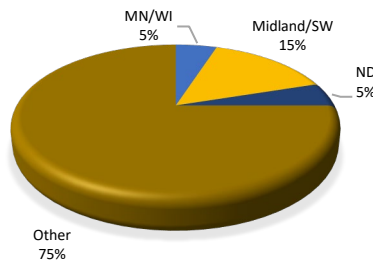
CRD3



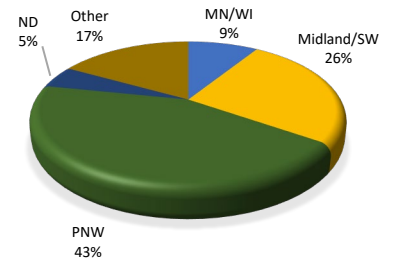
CRD4



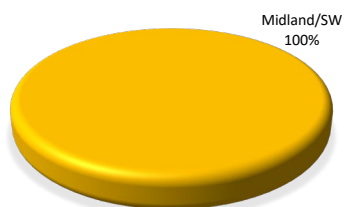
CRD5



CRD6



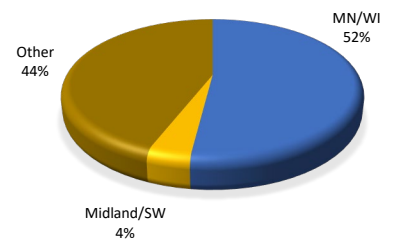
CRD7



CRD8

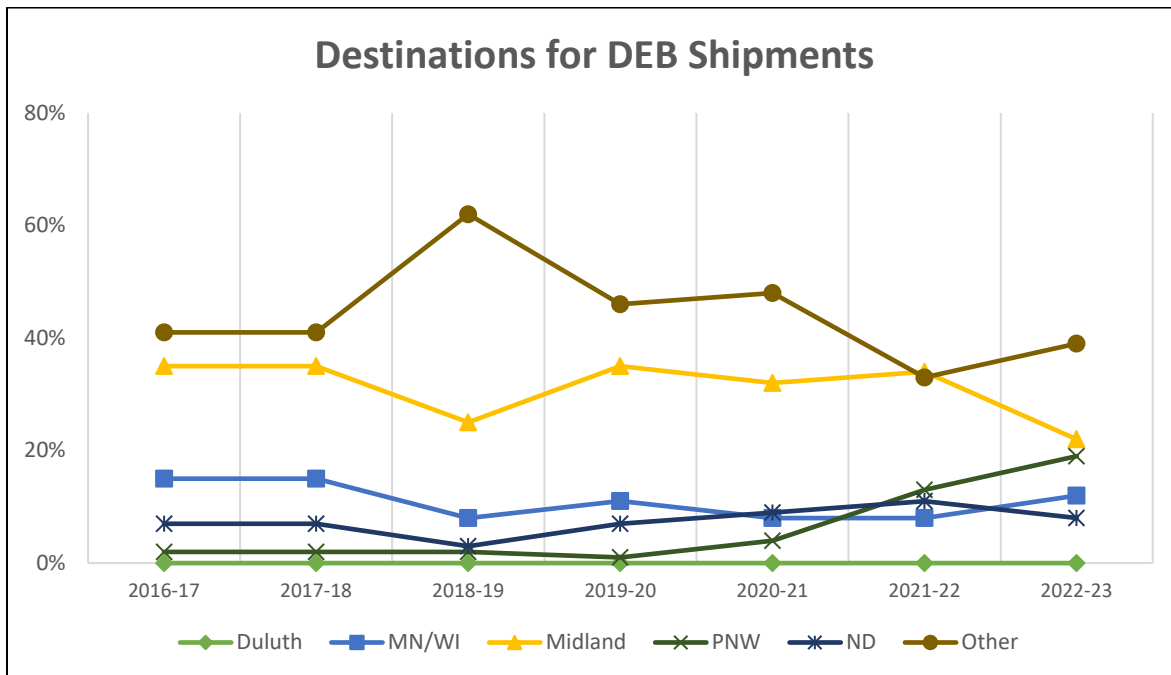
No Shipments

CRD9

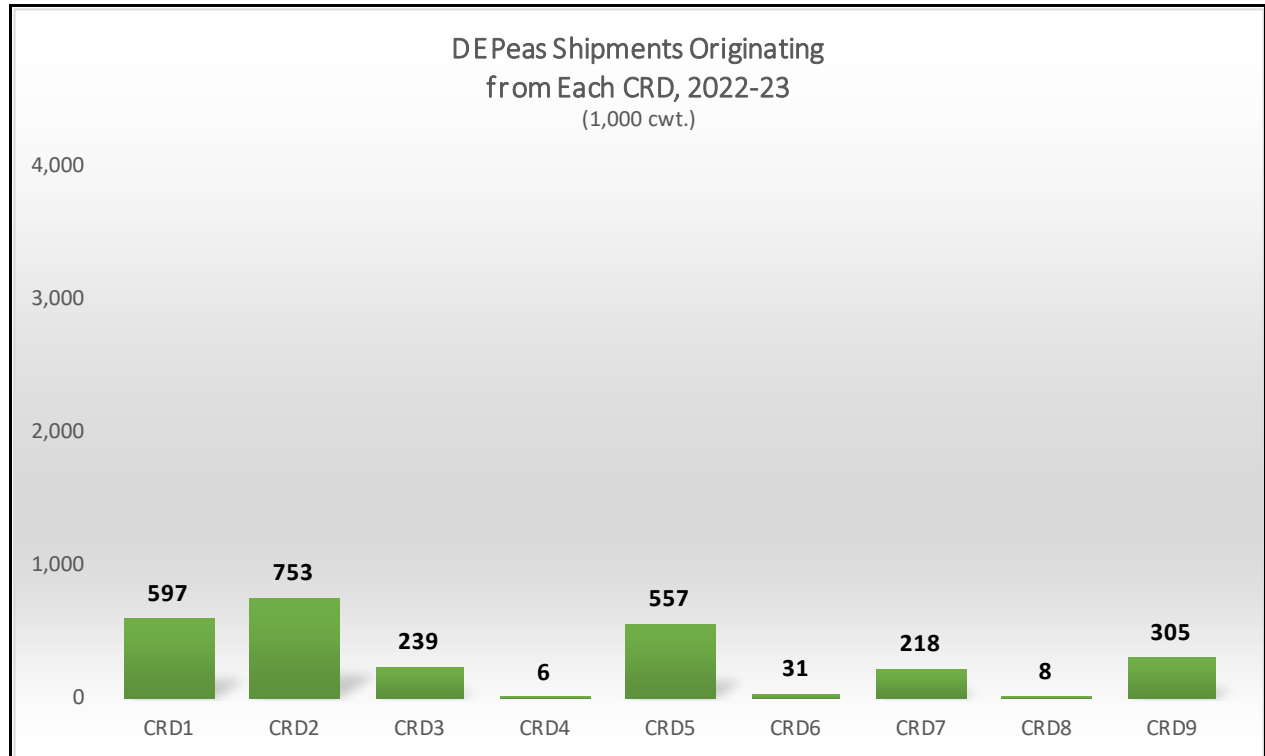


**Trends for Destinations of DEB Shipments from ND
(1,000 cwt)**

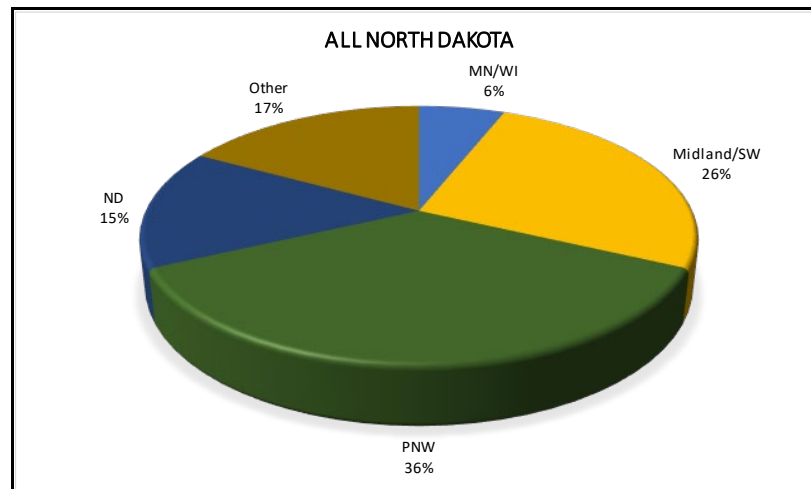
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	0	1,307	3,162	195	656	8,994
	0%	15%	35%	2%	7%	
2017-18	1	1,616	3,847	201	821	10,967
	0%	15%	35%	2%	7%	
2018-19	0	1,202	3,924	321	509	15,555
	0%	8%	25%	2%	3%	
2019-20	0	1,237	3,989	141	744	11,276
	0%	11%	35%	1%	7%	
2020-21	2	849	3,473	411	932	10,926
	0%	8%	32%	4%	9%	
2021-22	2	641	2,554	988	871	7,600
	0%	8%	34%	13%	11%	
2022-23	0	998	1,743	1,527	640	8,001
	0%	12%	22%	19%	8%	



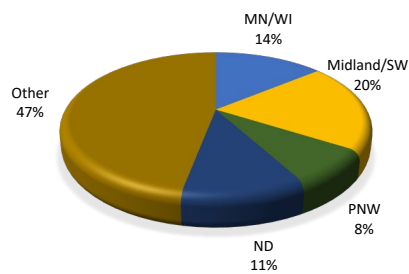
DRY EDIBLE PEA SHIPMENTS



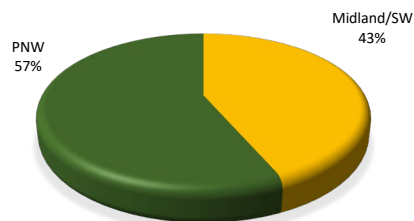
Destinations for Dry Edible Pea Shipments, 2022-23 Crop Reporting District



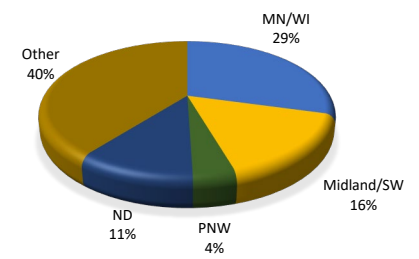
CRD1



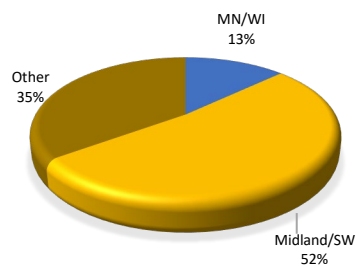
CRD2



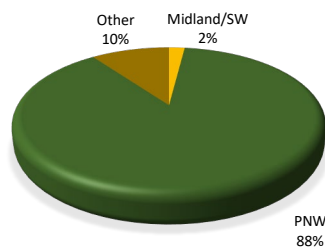
CRD3



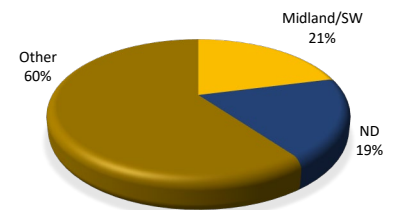
CRD4



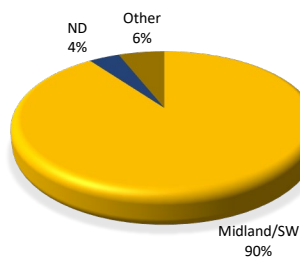
CRD5



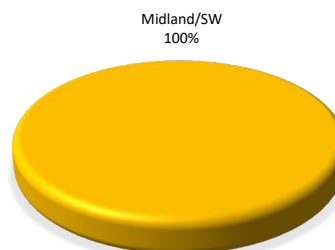
CRD6



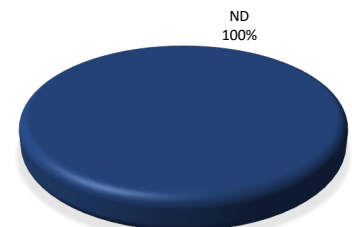
CRD7



CRD8

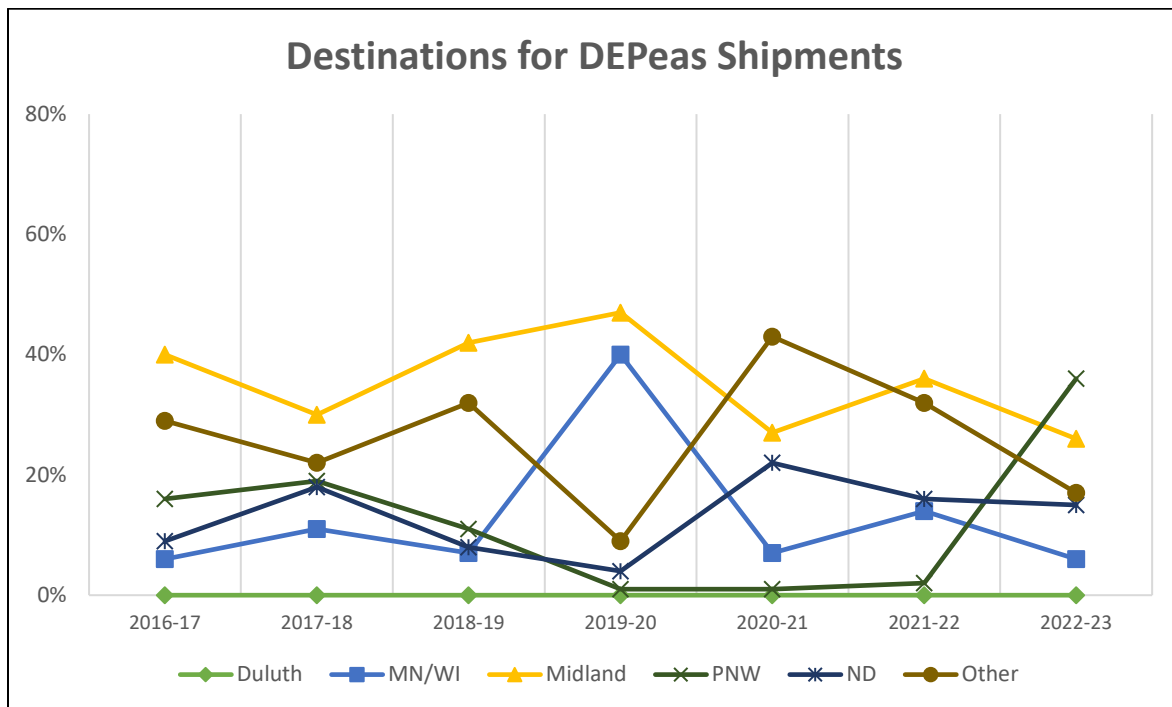


CRD9



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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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
2018-19	0 0%	429 7%	2,594 42%	651 11%	496 8%	6,151
2019-20	0 0%	8,230 40%	9,684 47%	213 1%	781 4%	20,707
2020-21	1 0%	229 7%	856 27%	20 1%	678 22%	3,142
2021-22	0 0%	193 14%	513 36%	27 2%	229 16%	1,412
2022-23	0 0%	157 6%	706 26%	970 36%	412 15%	2,714

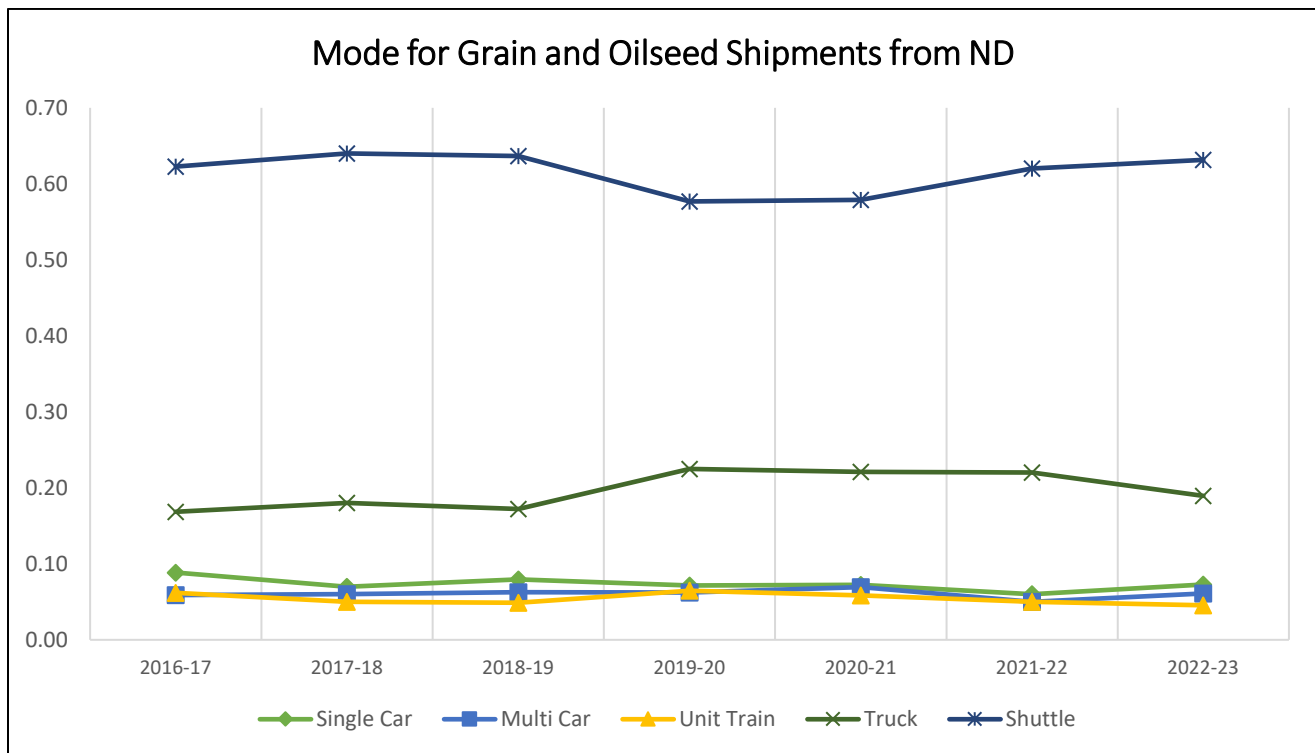




MODE FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2016-17	84,651	56,102	58,947	161,101	595,492	956,294
	9%	6%	6%	17%	62%	
2017-18	64,141	50,578	42,830	155,485	549,303	862,337
	7%	6%	5%	18%	64%	
2018-19	66,935	53,000	41,251	145,273	536,573	843,032
	8%	6%	5%	18%	64%	
2019-20	57,121	49,693	51,609	179,616	460,794	798,833
	7%	6%	6%	22%	58%	
2020-21	51,558	49,455	41,653	157,680	412,829	713,176
	7%	6%	6%	22%	58%	
2021-22	39,091	37,322	37,142	150,913	426,191	690,659
	6%	5%	5%	22%	62%	
2022-23	53,283	44,871	33,326	138,755	463,088	733,324
	7%	6%	5%	19%	63%	



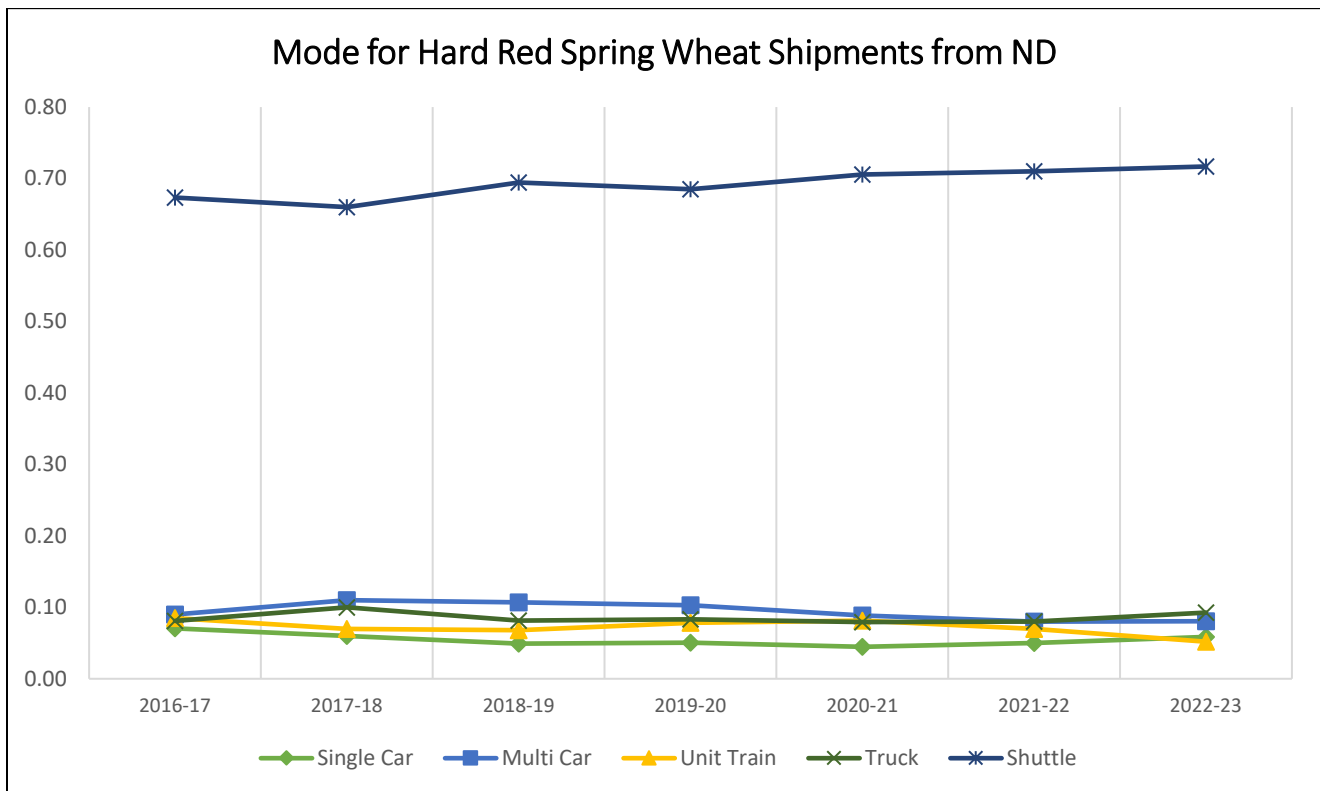
Mode for Grain and Oilseed Shipments from Each CRD

(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
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
2018-19	20%	20%	13%	10%	37%	83,442	2018-19	5%	7%	4%	13%	71%	65,001
2019-20	20%	12%	18%	8%	42%	76,042	2019-20	6%	7%	2%	9%	76%	71,597
2020-21	21%	13%	15%	10%	42%	90,148	2020-21	6%	10%	4%	13%	67%	76,207
2021-22	15%	10%	8%	18%	49%	71,999	2021-22	3%	4%	1%	20%	72%	46,413
2022-23	16%	9%	8%	16%	50%	73,906	2022-23	7%	3%	3%	22%	65%	58,835
CRD 3							CRD 4						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2018-19	9%	6%	4%	26%	55%	187,916	2018-19	9%	6%	11%	10%	65%	21,593
2019-20	5%	7%	5%	26%	57%	160,938	2019-20	11%	11%	15%	12%	51%	30,781
2020-21	4%	3%	4%	27%	61%	156,425	2020-21	8%	5%	15%	42%	30%	28,426
2021-22	4%	4%	4%	29%	60%	154,723	2021-22	6%	8%	13%	29%	45%	21,070
2022-23	5%	5%	2%	27%	61%	166,845	2022-23	2%	7%	15%	2%	74%	25,161
CRD 5							CRD 6						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2018-19	5%	6%	3%	10%	76%	99,163	2018-19	6%	1%	2%	23%	68%	169,221
2019-20	5%	6%	4%	12%	73%	100,554	2019-20	4%	1%	2%	43%	50%	177,041
2020-21	6%	7%	2%	17%	67%	95,764	2020-21	5%	2%	2%	32%	59%	115,832
2021-22	5%	4%	5%	25%	61%	76,446	2021-22	4%	3%	5%	25%	63%	137,841
2022-23	7%	7%	2%	16%	68%	93,006	2022-23	6%	5%	4%	22%	64%	133,091
CRD 7							CRD 8						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2018-19	11%	3%	8%	5%	72%	35,777	2018-19	2%	8%	11%	16%	63%	18,134
2019-20	14%	10%	14%	7%	56%	41,024	2019-20	1%	4%	15%	15%	64%	23,927
2020-21	13%	15%	16%	8%	48%	29,084	2020-21	1%	2%	9%	25%	63%	15,424
2021-22	11%	7%	5%	6%	72%	31,954	2021-22	2%	2%	8%	18%	71%	19,647
2022-23	17%	6%	7%	4%	65%	38,511	2022-23	2%	5%	3%	14%	77%	25,085
CRD 9													
	Single	Multi	Unit										
	Car	Car	Train	Truck	Shuttle	Total							
2016-17	6%	7%	4%	19%	64%	174,976							
2017-18	6%	7%	6%	17%	65%	172,705							
2018-19	6%	6%	4%	14%	70%	162,787							
2019-20	6%	6%	6%	23%	59%	116,570							
2020-21	3%	9%	4%	24%	60%	105,866							
2021-22	5%	9%	5%	16%	66%	130,566							
2022-23	6%	9%	7%	15%	63%	118,883							

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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
2018-19	12,718 5%	27,738 11%	17,555 7%	21,110 8%	179,763 69%	258,885
2019-20	13,587 5%	27,571 10%	21,044 8%	22,274 8%	183,586 68%	268,063
2020-21	10,611 4%	21,025 9%	19,363 8%	18,828 8%	167,509 71%	237,336
2021-22	12,121 5%	17,906 8%	15,221 7%	18,501 8%	157,006 71%	220,755
2022-23	13,908 6%	19,100 8%	12,339 5%	21,984 9%	170,466 72%	237,797



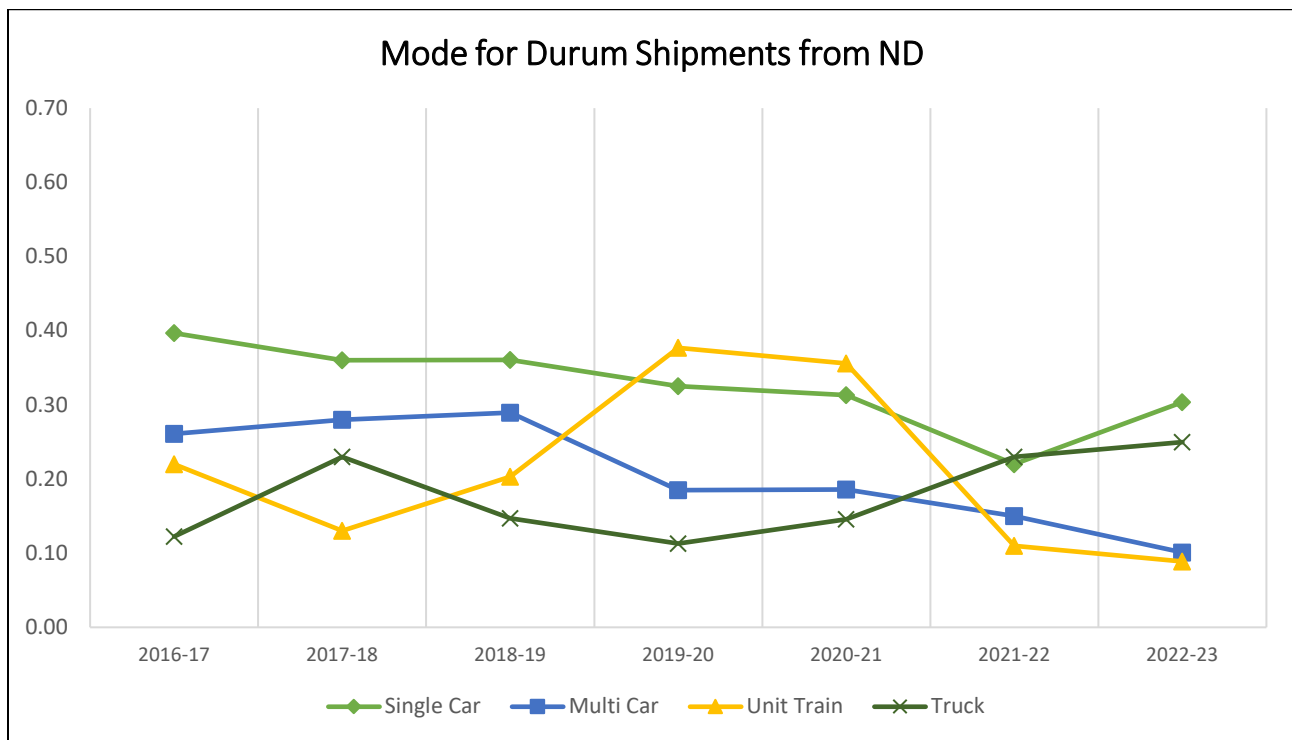
Mode for Hard Red Spring Wheat Shipments from Each CRD

(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
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
2018-19	10%	15%	6%	1%	68%	34,436	2018-19	3%	4%	6%	0%	87%	34,368
2019-20	11%	10%	8%	2%	69%	32,297	2019-20	3%	4%	3%	1%	89%	35,312
2020-21	8%	12%	14%	2%	64%	41,741	2020-21	3%	6%	3%	1%	88%	38,746
2021-22	7%	11%	8%	2%	71%	33,355	2021-22	2%	5%	1%	1%	91%	25,556
2022-23	7%	10%	9%	3%	71%	30,178	2022-23	5%	5%	0%	6%	84%	27,535
CRD 3							CRD 4						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2018-19	3%	10%	6%	17%	64%	82,323	2018-19	1%	5%	13%	3%	78%	15,016
2019-20	1%	12%	4%	19%	64%	80,599	2019-20	3%	18%	21%	3%	55%	18,253
2020-21	2%	3%	6%	16%	74%	74,874	2020-21	4%	9%	22%	2%	64%	9,668
2021-22	2%	5%	6%	19%	69%	67,670	2021-22	6%	14%	22%	0%	57%	10,765
2022-23	3%	6%	2%	19%	70%	75,502	2022-23	0%	6%	19%	0%	75%	18,883
CRD 5							CRD 6						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2018-19	7%	25%	7%	4%	57%	20,728	2018-19	4%	6%	6%	15%	69%	19,969
2019-20	7%	18%	7%	3%	65%	24,094	2019-20	3%	3%	6%	9%	78%	20,028
2020-21	8%	25%	5%	1%	61%	22,096	2020-21	3%	4%	1%	17%	75%	14,282
2021-22	11%	18%	23%	1%	54%	16,240	2021-22	4%	4%	1%	12%	79%	17,416
2022-23	13%	24%	7%	2%	55%	17,610	2022-23	8%	5%	2%	22%	63%	16,773
CRD 7							CRD 8						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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
2018-19	4%	3%	8%	0%	85%	30,629	2018-19	0%	10%	14%	1%	75%	12,854
2019-20	7%	6%	11%	0%	75%	30,509	2019-20	1%	5%	20%	0%	73%	17,238
2020-21	4%	14%	15%	0%	67%	20,893	2020-21	1%	2%	17%	0%	79%	8,011
2021-22	6%	5%	6%	0%	83%	26,879	2021-22	2%	3%	8%	3%	84%	12,993
2022-23	8%	6%	7%	0%	79%	30,678	2022-23	2%	7%	3%	1%	87%	14,713
CRD 9													
	Single	Multi	Unit										
	Car	Car	Train	Truck	Shuttle	Total							
2016-17	20%	36%	2%	30%	12%	16,143							
2017-18	26%	35%	1%	31%	8%	9,591							
2018-19	28%	34%	5%	28%	4%	8,562							
2019-20	29%	22%	2%	31%	16%	9,732							
2020-21	20%	22%	2%	41%	15%	7,027							
2021-22	27%	29%	6%	21%	17%	9,881							
2022-23	4%	23%	0%	21%	25%	5,926							

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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
2018-19	9,035 36%	7,255 29%	5,086 20%	3,685 15%		25,060
2019-20	10,326 33%	5,872 18%	11,961 38%	3,585 11%		31,744
2020-21	7,183 31%	4,261 19%	8,170 36%	3,339 14%		22,953
2021-22	2,944 22%	3,361 15%	2,405 11%	5,133 23%	6,531 29%	22,375
2022-23	6,404 30%	2,132 10%	1,874 1%	5,271 25%	5,427 26%	21,107



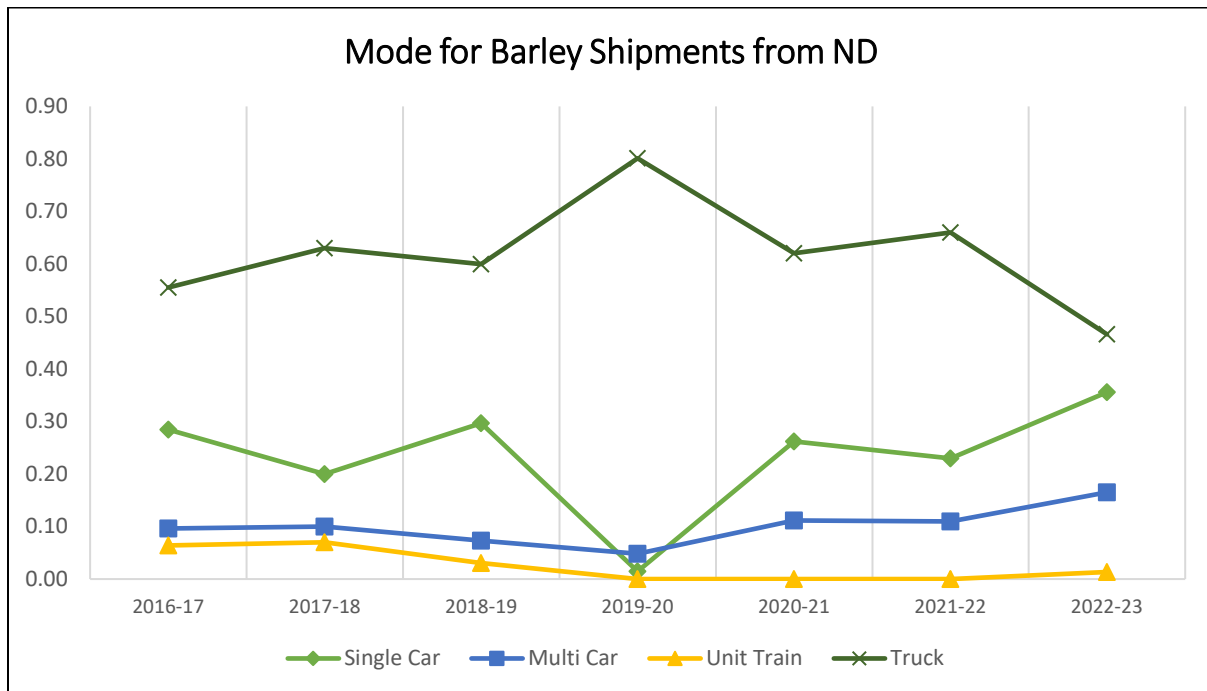
Mode for Durum Shipments from Each CRD

(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
2016-17	38%	28%	29%	5%	0%	19,342	2016-17	32%	19%	0%	49%	0%	1,649
2017-18	37%	38%	13%	12%	0%	11,972	2017-18	30%	3%	11%	56%	0%	823
2018-19	29%	38%	25%	8%	0%	18,117	2018-19	36%	0%	0%	64%	0%	427
2019-20	25%	19%	48%	8%	0%	20,354	2019-20	45%	0%	0%	55%	0%	592
2020-21	32%	18%	42%	8%	0%	15,102	2020-21	19%	0%	0%	81%	0%	378
2021-22	15%	13%	13%	22%	37%	16,433	2021-22	10%	0%	0%	66%	0%	378
2022-23	25%	9%	8%	24%	34%	14,885	2022-23	0%	0%	0%	100%	0%	140
CRD 3							CRD 4						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2016-17	38%	28%	0%	34%	0%	924	2016-17	55%	31%	0%	14%	0%	1,360
2017-18	5%	0%	0%	95%	0%	694	2017-18	58%	0%	1%	41%	0%	729
2018-19	34%	11%	0%	55%	0%	1,079	2018-19	33%	13%	0%	54%	0%	898
2019-20	35%	1%	0%	64%	0%	814	2019-20	81%	0%	0%	19%	0%	1,625
2020-21	0%	0%	0%	100%	0%	544	2020-21	21%	13%	58%	8%	0%	701
2021-22	21%	21%	20%	38%	0%	1,738	2021-22	71%	19%	0%	10%	0%	472
2022-23	12%	10%	0%	78%	0%	859	2022-23	0%	100%	0%	0%	0%	93
CRD 5							CRD 6						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2016-17	39%	0%	1%	60%	0%	1,883	2016-17	0%	0%	0%	100%	0%	64
2017-18	15%	0%	31%	54%	0%	1,431	2017-18	0%	0%	0%	100%	0%	69
2018-19	57%	0%	0%	42%	0%	1,004	2018-19	13%	0%	0%	87%	0%	358
2019-20	22%	11%	0%	67%	0%	943	2019-20	74%	0%	0%	26%	0%	243
2020-21	17%	0%	0%	83%	0%	1,339	2020-21	0%	0%	0%	100%	0%	27
2021-22	17%	6%	0%	77%	0%	686	2021-22	0%	0%	0%	0%	0%	0
2022-23	8%	0%	0%	92%	0%	821	2022-23	0%	0%	0%	0%	0%	0
CRD 7							CRD 8						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2016-17	47%	29%	21%	3%	0%	5,110	2016-17	32%	0%	0%	68%	0%	53
2017-18	41%	27%	14%	18%	0%	1,519	2017-18	0%	0%	0%	0%	0%	0
2018-19	72%	7%	18%	4%	0%	3,177	2018-19	0%	0%	0%	0%	0%	0
2019-20	43%	26%	29%	1%	0%	7,154	2019-20	0%	0%	0%	0%	0%	0
2020-21	40%	29%	31%	1%	0%	4,862	2020-21	0%	0%	0%	0%	0%	0
2021-22	57%	26%	0%	2%	15%	2,759	2021-22	0%	0%	0%	0%	0%	0
2022-23	64%	15%	16%	4%	0%	3,949	2022-23	0%	0%	0%	0%	0%	0
CRD 9													
	Single	Multi	Unit										
	Car	Car	Train	Truck	Shuttle	Total							
2016-17	9%	0%	0%	91%	0%	180							
2017-18	74%	0%	0%	26%	0%	398							
2018-19	0%	0%	0%	0%	0%	0							
2019-20	0%	0%	0%	100%	0%	19							
2020-21	0%	0%	0%	0%	0%	0							
2021-22	0%	0%	0%	0%	0%	0							
2022-23	0%	0%	0%	0%	100%	400							

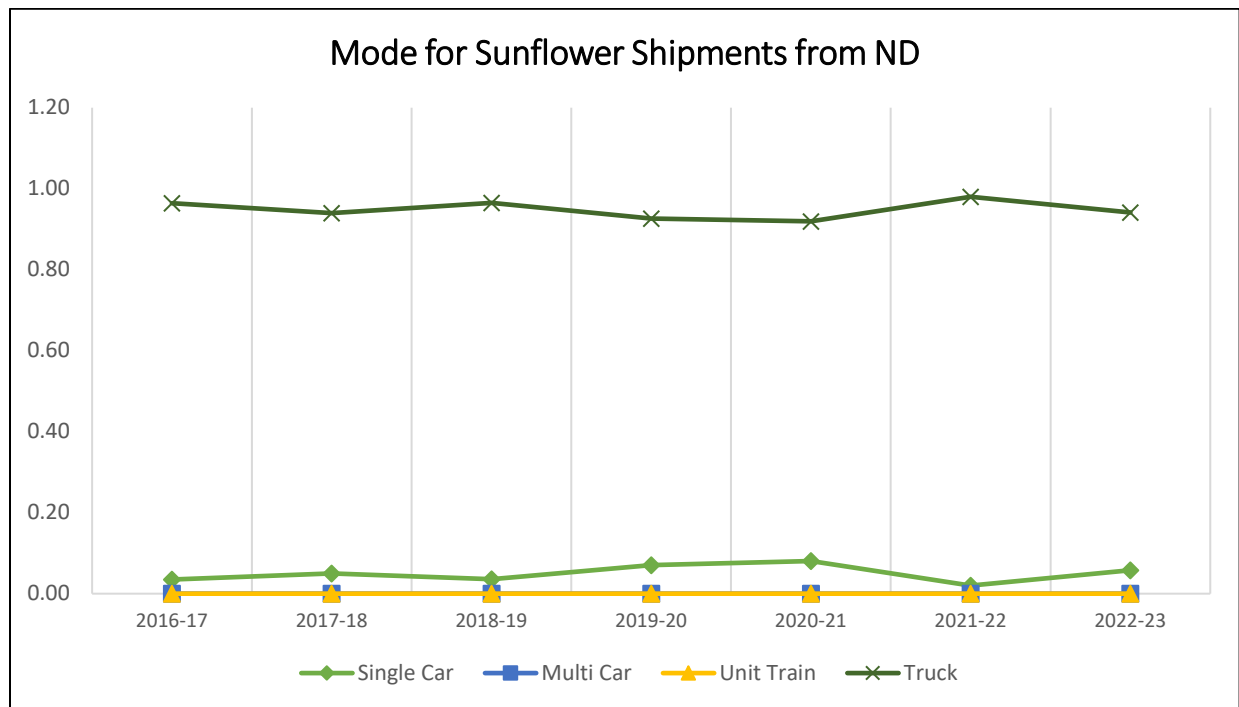
**Mode for Barley Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
2017-18	28% 7,926	10% 3,776	6% 2,904	56% 24,544	39,150
2018-19	20% 9,902	10% 2,447	7% 1,016	63% 19,999	33,365
2019-20	30% 8,258	7% 2,720	3% 243	60% 45,218	56,438
2020-21	15% 6,860	5% 2,917	0% 156	80% 16,229	26,162
2021-22	26% 4,762	11% 2,331	0% 0	62% 13,526	20,619
2022-23	23% 6,770	11% 3,143	0% 251	66% 8,868	19,031
	36%	17%	1%	47%	



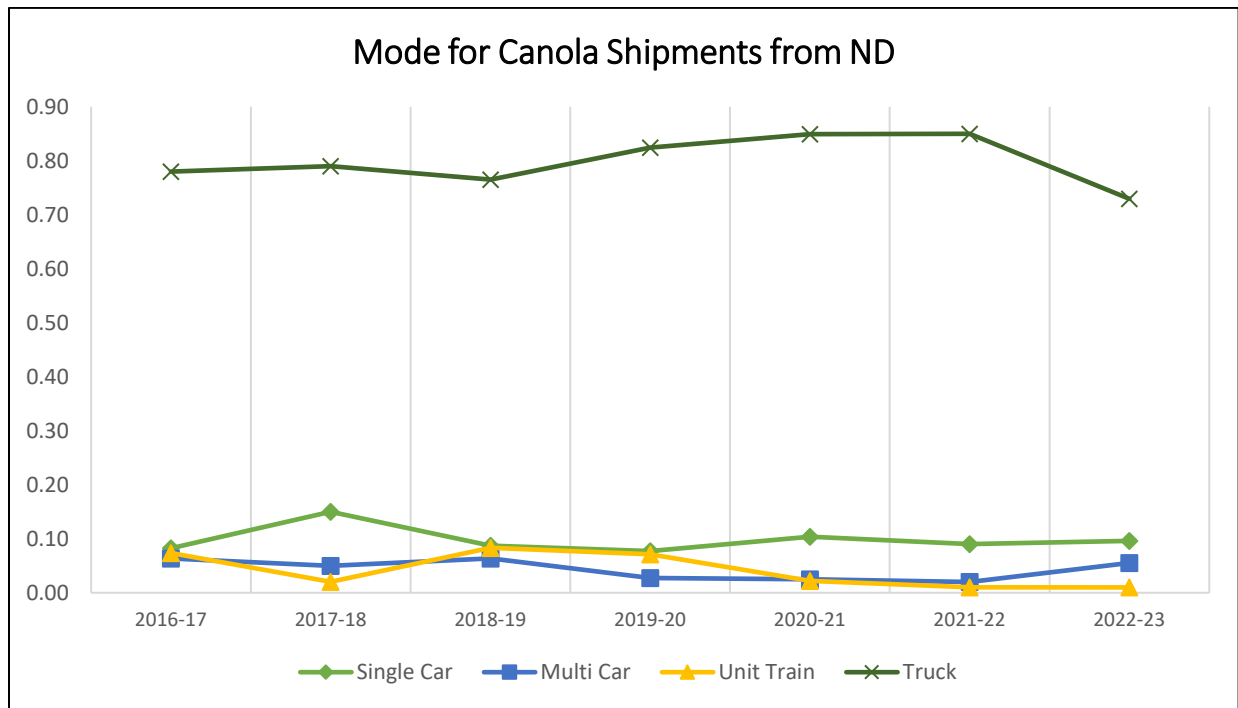
**Mode for Sunflower Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2018-19	87	0	0	2,357	2,443
	4%	0%	0%	96%	
2019-20	130	7		1,713	1,850
	7%	0%		93%	
2020-21	201			2,293	2,494
	8%			92%	
2021-22	59			3,496	3,555
	2%			98%	
2022-23	157			2,548	2,706
	6%			94%	



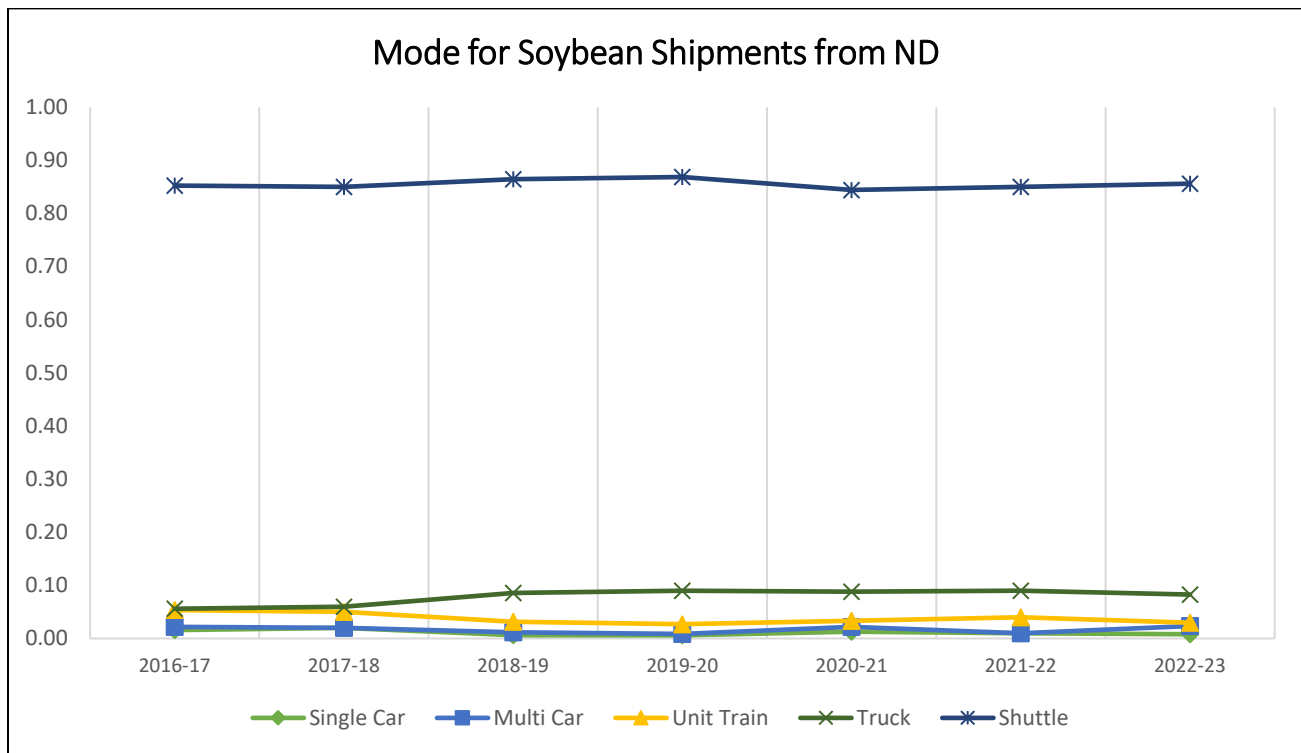
**Mode for Canola Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%		
2018-19	1,258	915	1,198	11,006		14,378
	9%	6%	8%	77%		
2019-20	1,607	571	1,479	17,143		20,800
	8%	3%	7%	82%		
2020-21	2,280	548	486	18,674		21,988
	10%	2%	2%	85%		
2021-22	1,599	373	197	14,487	460	17,115
	9%	2%	1%	85%	2%	
2022-23	2,008	1,146	207	15,205	2,275	20,841
	10%	5%	1%	73%	11%	



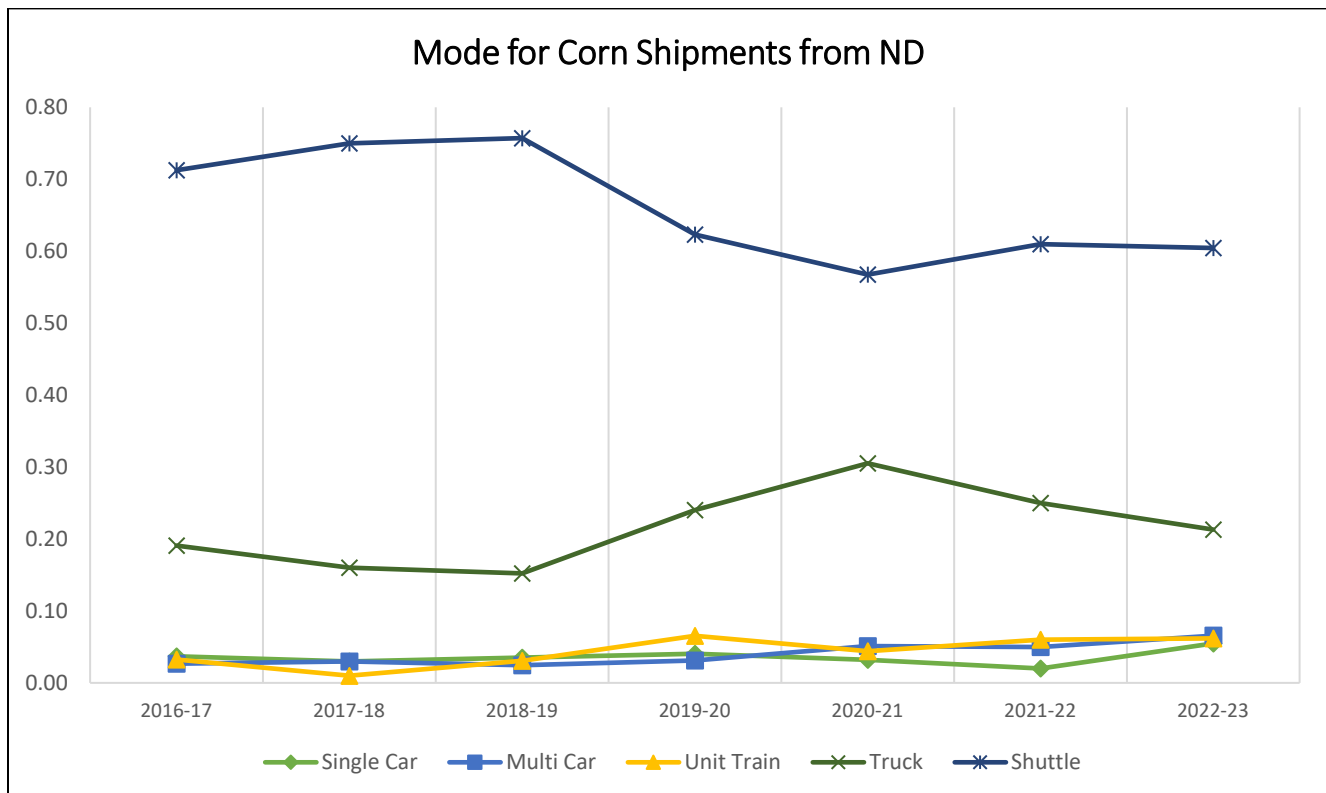
**Mode for Soybean Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	
2018-19	1,197	2,158	5,921	16,027	161,979	187,282
	1%	1%	3%	9%	86%	
2019-20	1,186	1,708	5,368	17,862	172,958	199,083
	1%	1%	3%	9%	86%	
2020-21	2,378	4,102	6,277	16,576	159,215	188,548
	1%	2%	3%	9%	84%	
2021-22	1,628	1,870	6,667	14,298	137,176	161,640
	1%	1%	4%	9%	85%	
2022-23	1,440	4,377	5,603	15,402	160,040	186,862
	1%	2%	3%	8%	86%	



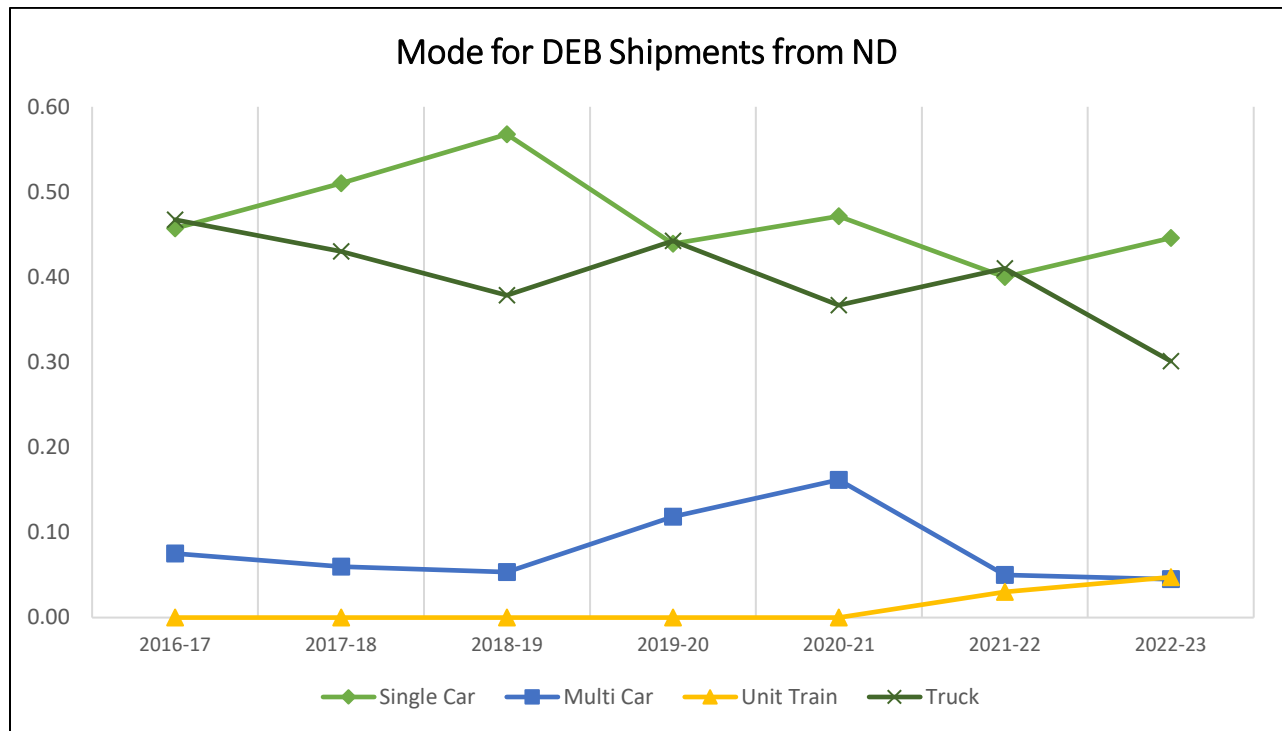
**Mode for Corn Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2016-17	9,838	7,095	8,630	50,623	188,833	265,021
	4%	3%	3%	19%	71%	
2017-18	8,611	8,104	8,012	44,780	213,226	282,733
	3%	3%	1%	16%	75%	
2018-19	9,083	6,319	7,914	39,154	194,831	257,302
	4%	2%	3%	15%	76%	
2019-20	6,751	5,229	10,951	40,163	104,250	167,344
	4%	3%	7%	24%	62%	
2020-21	4,859	7,748	6,715	46,315	86,106	151,743
	3%	5%	4%	31%	57%	
2021-22	4,905	10,386	12,088	50,645	123,124	201,148
	2%	5%	6%	25%	61%	
2022-23	10,792	12,916	12,212	41,898	118,983	196,801
	5%	7%	6%	21%	60%	



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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2016-17	4,113 46%	677 8%		4,203 46%		8,994
2017-18	5,557 51%	709 6%		4,701 43%		10,967
2018-19	8,832 57%	832 5%		5,891 38%		15,555
2019-20	4,952 44%	1,335 12%		4,989 44%		11,276
2020-21	5,149 47%	1,768 16%		4,009 37%		10,926
2021-22	3,007 40%	363 5%	220 3%	3,151 41%	858 11%	7,600
2022-23	3,569 45%	360 4%	380 5%	2,410 30%	1,282 16%	8,001



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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2016-17	5,207	438	115	1,834		7,594
	69%	5%	2%	24%		
2017-18	3,003	601	1,138	3,759		8,501
	35%	7%	13%	44%		
2018-19	2,569	811	818	1,953		6,151
	42%	13%	13%	32%		
2019-20	2,591	583	563	16,970		20,707
	13%	3%	3%	81%		
2020-21	1,060	747		1,335		3,142
	34%	24%		42%		
2021-22	733	69		610		1,412
	52%	5%		43%		
2022-23	1,046	184		656	828	2,714
	39%	7%		24%	31%	

