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ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2024–2025



NDSU UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE

ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2024–25

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in cooperation with

North Dakota Wheat Commission
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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 2024–25* 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 2024 to June 2025.
- **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.



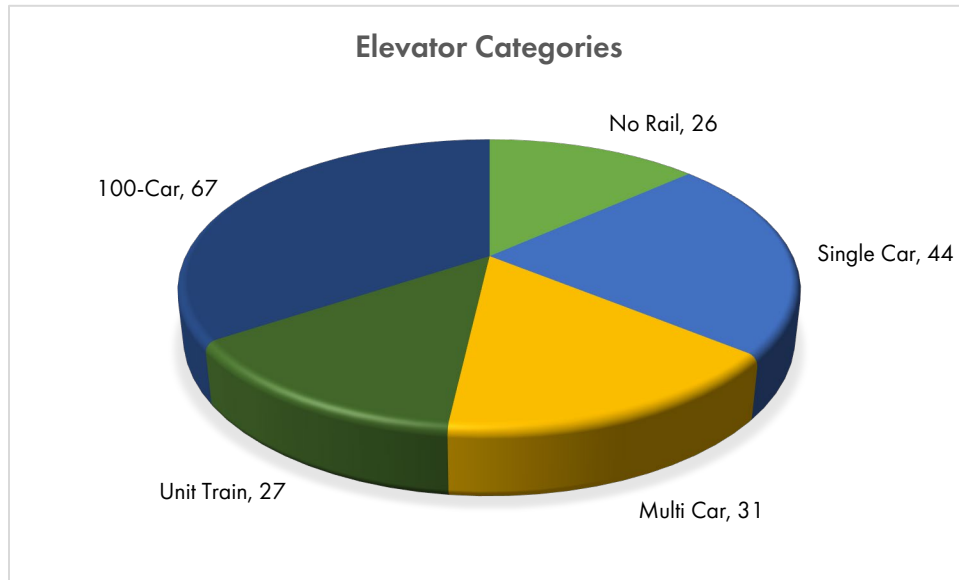
NORTH DAKOTA ELEVATORS, 2024-25

Storage: 364,125 thousand bu.

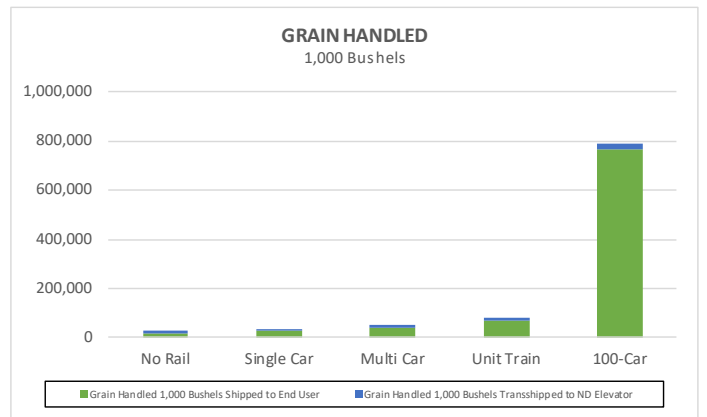
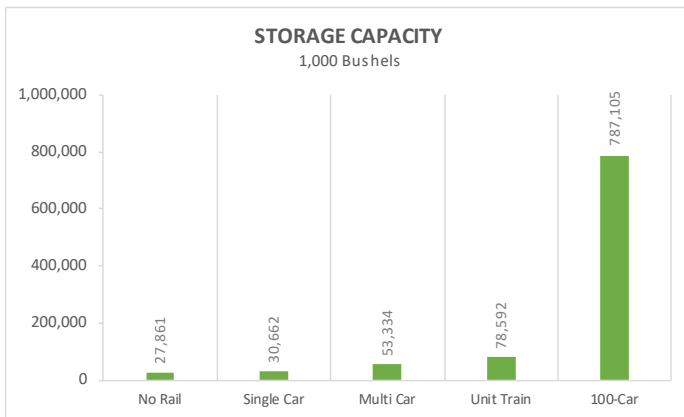
Grain Shipped to End User: 928,179 thousand bu.

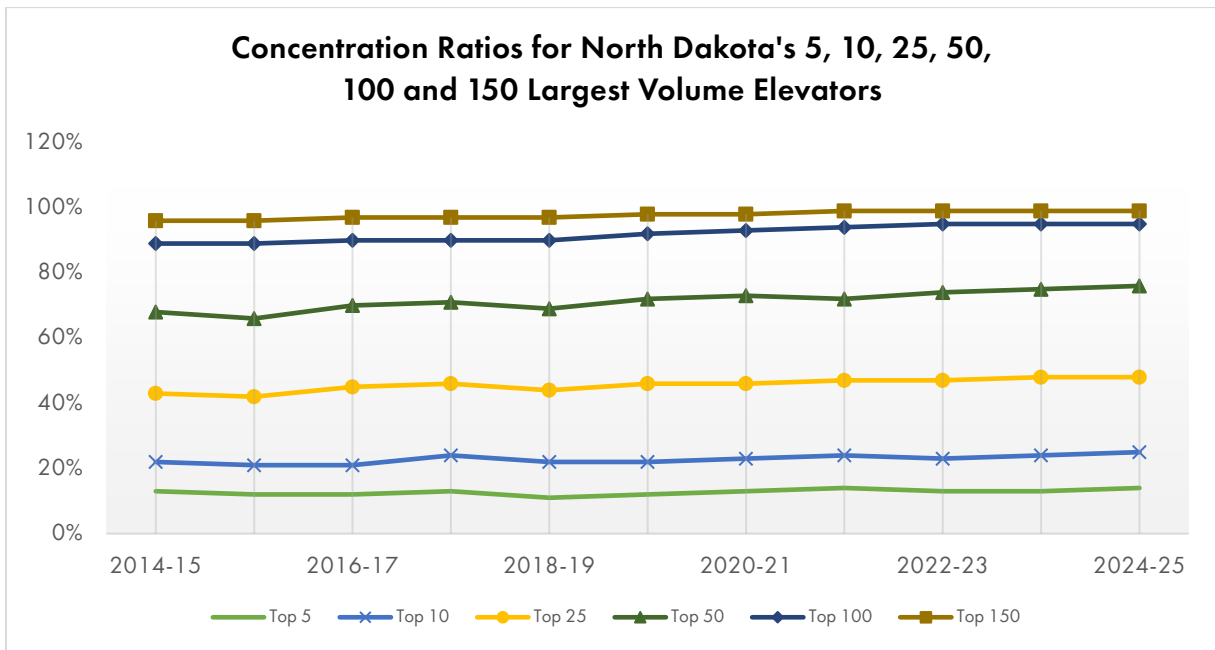
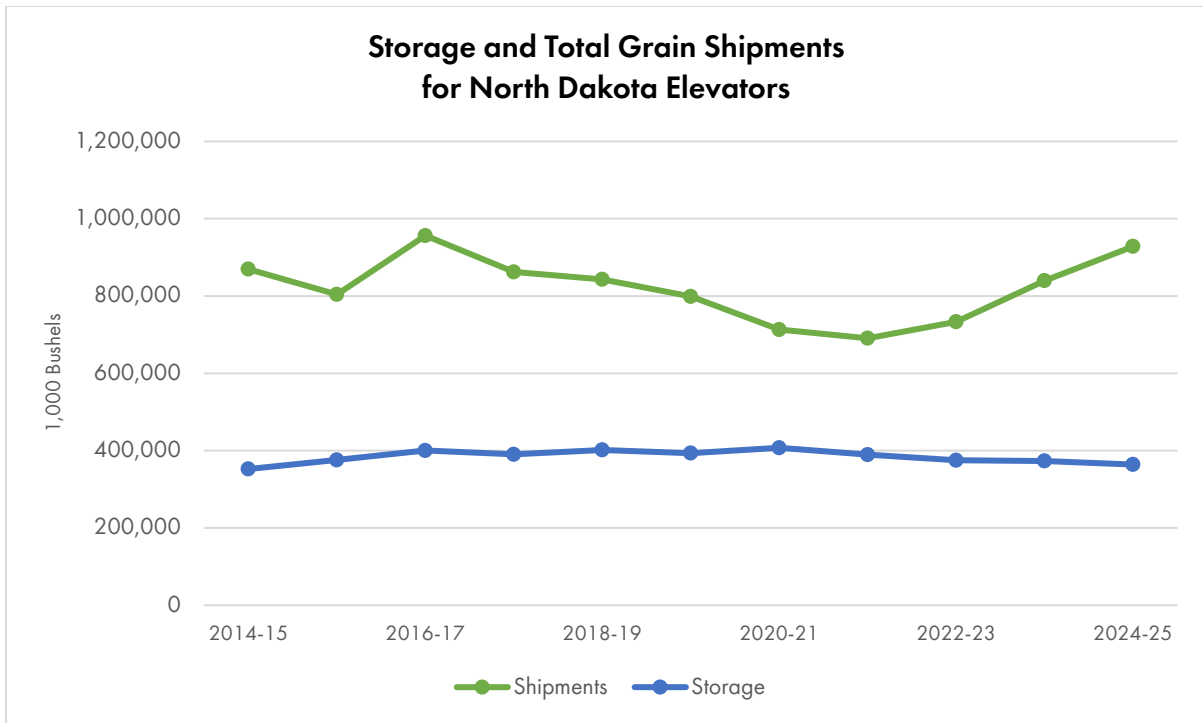
Grain Transshipped to ND Elevator: 49,373 thousand bu.

Average Turnover: 4.7

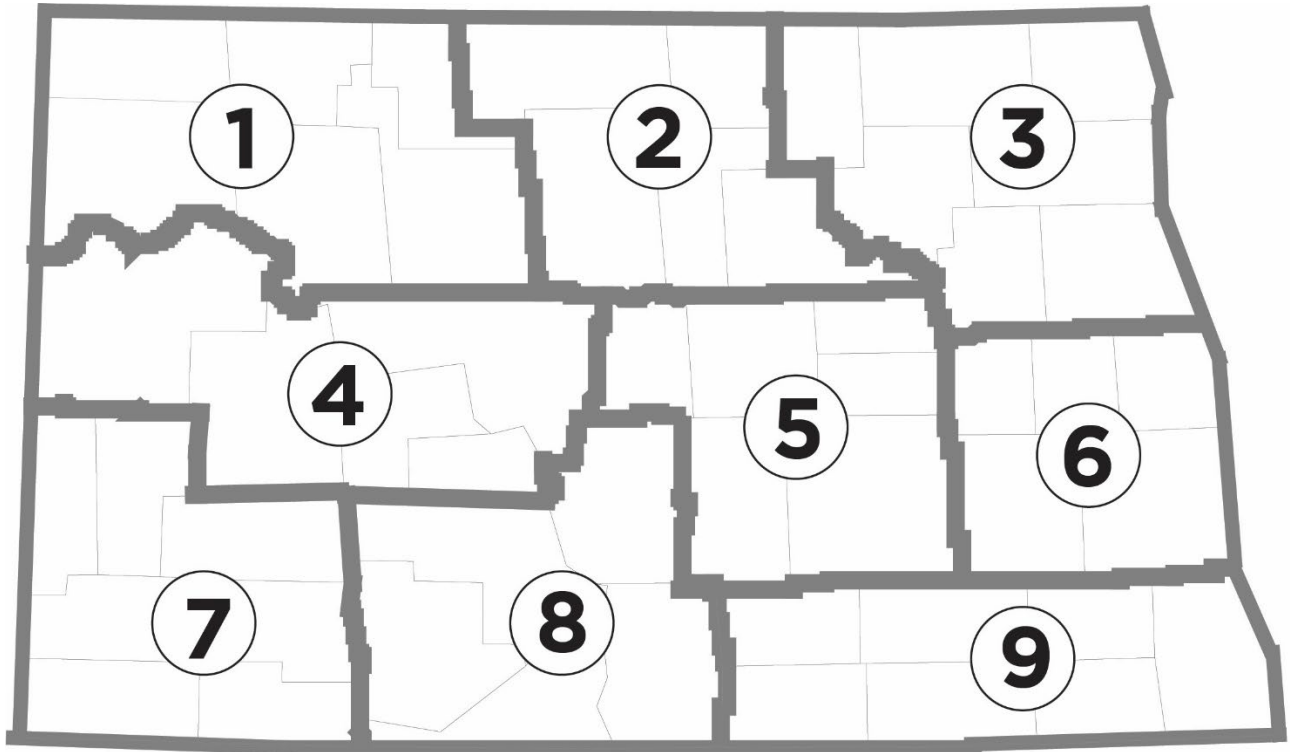


Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg. iv).

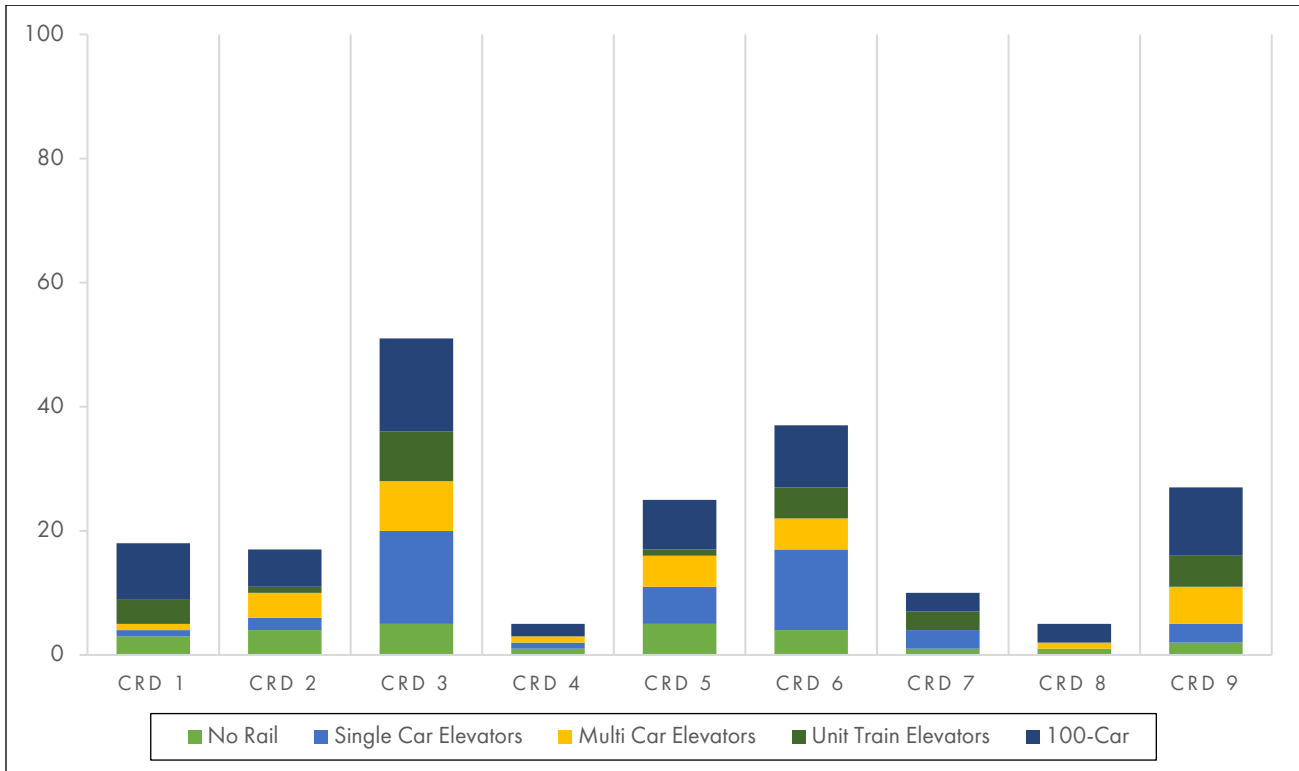




NORTH DAKOTA CROP REPORTING DISTRICTS

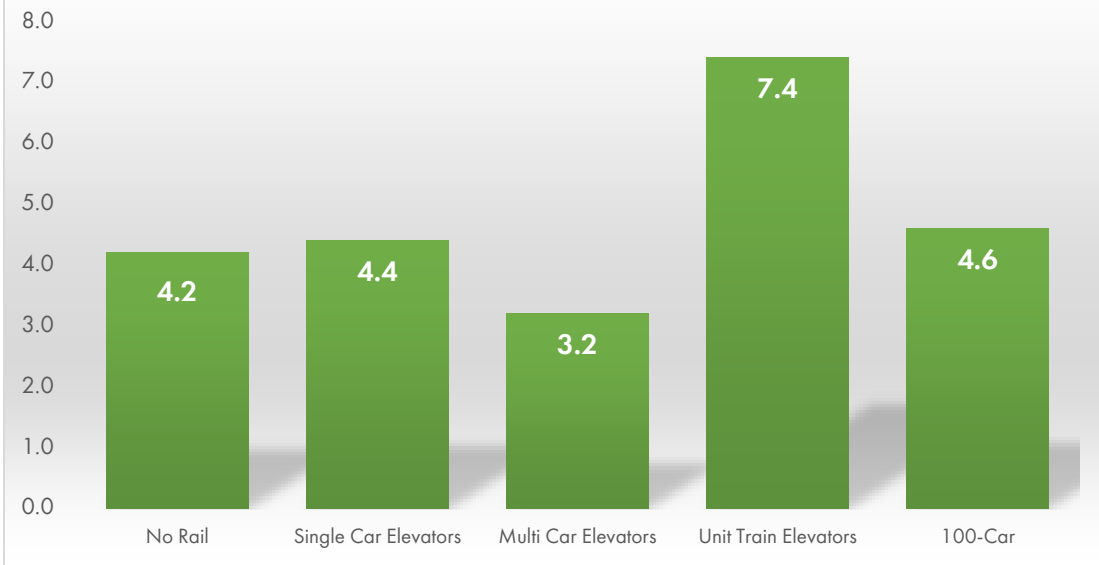


ELEVATORS IN EACH CRD, 2024-25



Turnover Ratios for Each Elevator Category, 2024-25

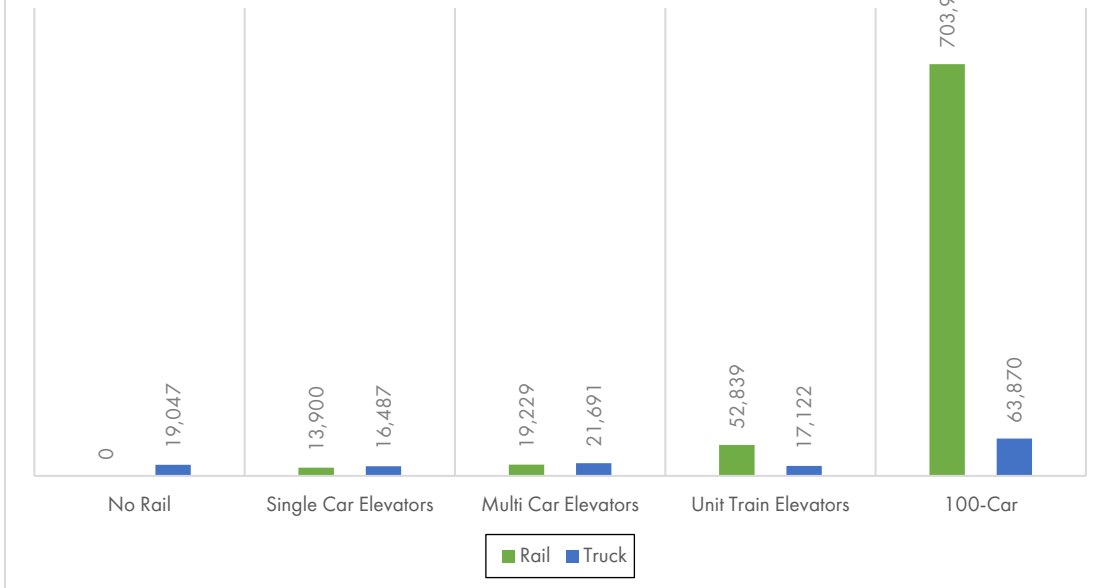
Ratio of Volume Handled to Storage Capacity



Modal Shipments of Grains and Oilseeds for Each Elevator Category

2024-25

(thousand bushels)



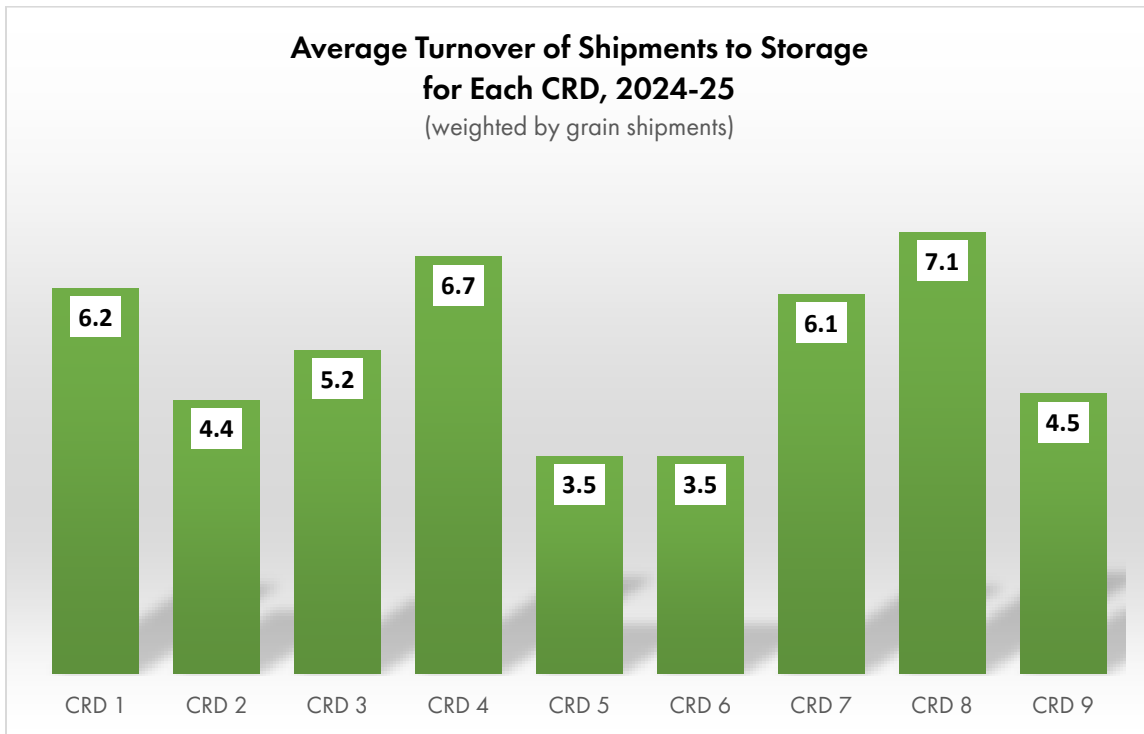
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2024-25**

CRD	# Elev	Storage Capacity	Total Transshipped ^a	Total Shipments ^b	Average Turnover
1	18	28,509,000	1,603,749	92,483,461	6.2
2	17	25,854,000	118,288	80,994,869	4.4
3	51	65,635,000	4,258,529	216,652,172	5.2
4	5	7,501,000	3,187,606	26,448,678	6.7
5	25	43,743,000	7,243,901	103,855,870	3.5
6	37	101,591,702	28,349,058	145,805,571	3.5
7	10	11,078,000	2,351	54,876,188	6.1
8	5	8,875,000	0	25,743,888	7.1
9	27	71,338,000	4,609,895	181,318,008	4.5
All	195	364,124,702	49,373,377	928,178,705	5.2

^aBushels transhipped to other ND elevators.

^bBushels shipped to processors and various export points.

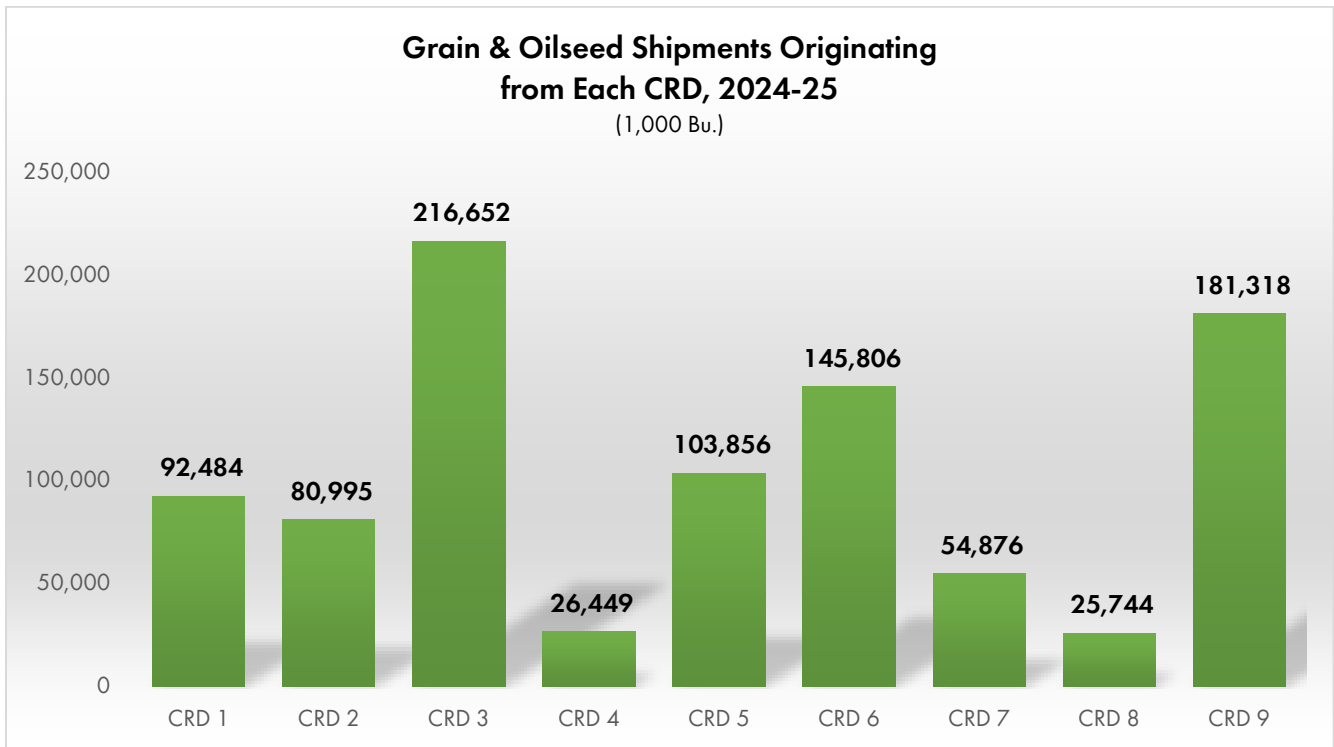
**Average Turnover of Shipments to Storage
for Each CRD, 2024-25**
(weighted by grain shipments)





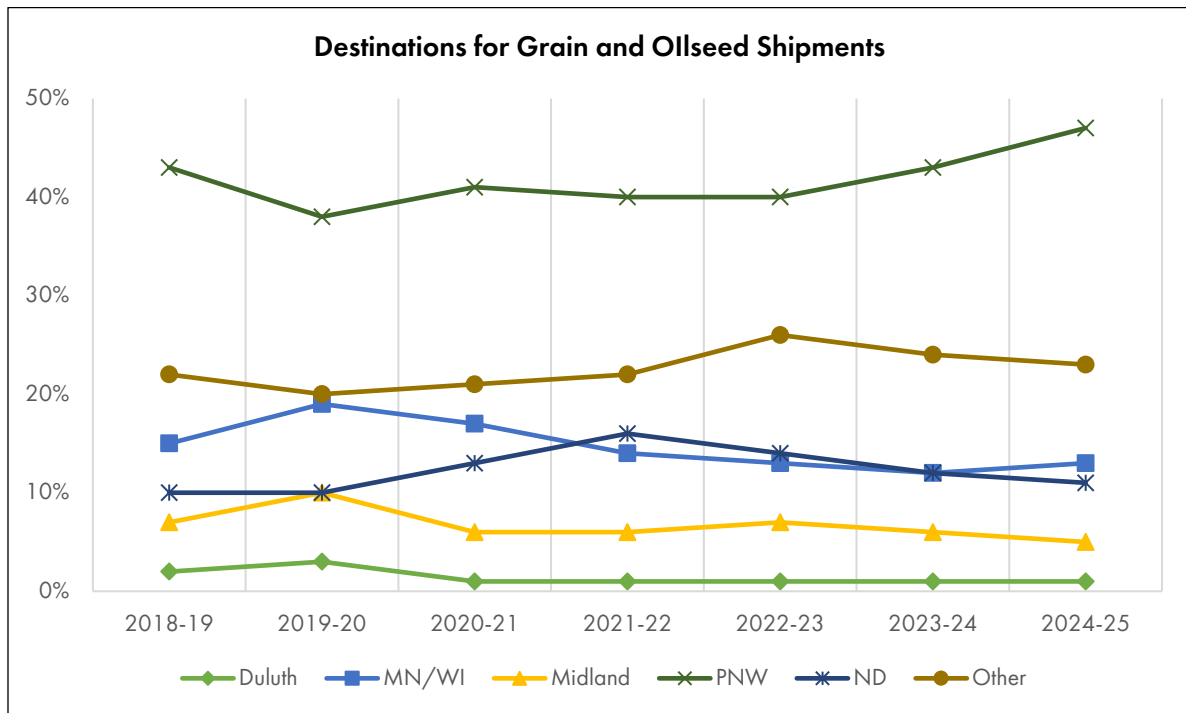
DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

ALL GRAIN AND OILSEED SHIPMENTS



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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2018-19	18,712 2%	123,298 15%	59,970 7%	364,831 43%	87,340 10%	843,032
2019-20	25,577 3%	149,062 19%	81,615 10%	303,227 38%	79,720 10%	798,833
2020-21	10,231 1%	120,876 17%	45,309 6%	291,498 41%	94,861 13%	713,176
2021-22	8,030 1%	99,802 14%	40,110 6%	277,787 40%	109,971 16%	690,659
2022-23	4,940 1%	91,893 13%	50,845 7%	290,730 40%	102,788 14%	733,324
2023-24	10,860 1%	103,788 12%	52,736 6%	361,983 43%	102,374 12%	839,655
2024-25	9,046 1%	117,730 13%	47,357 5%	103,973 47%	100,449 11%	928,179

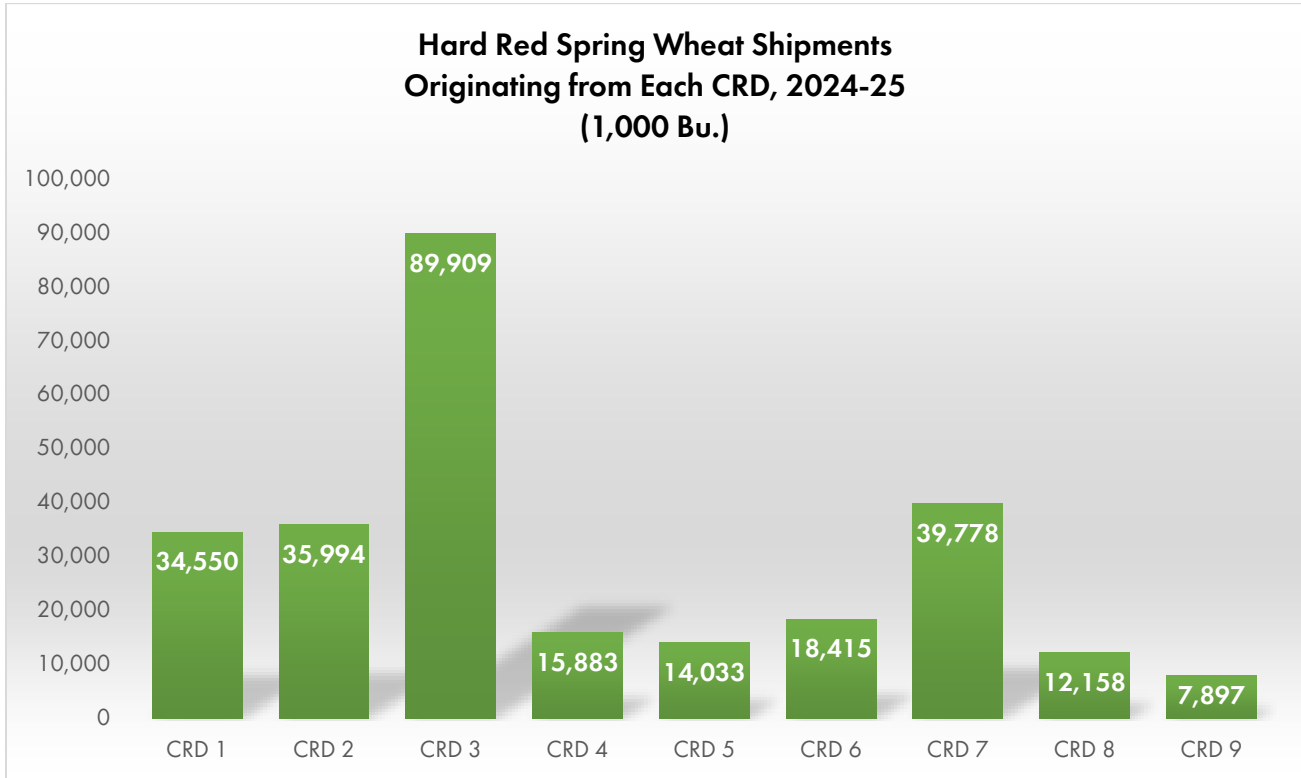


Destinations for Grain and Oilseed Shipments from ND CRDs

(1000 Bushels)

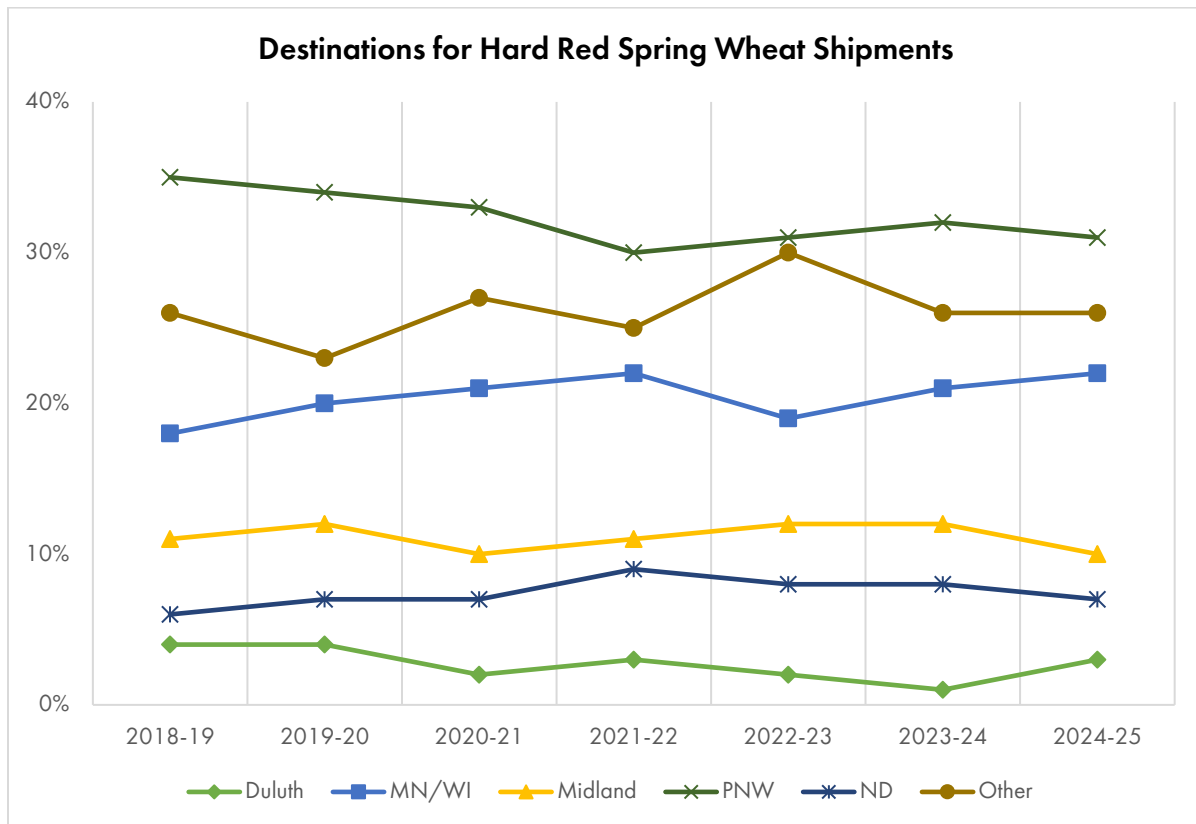
CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2018-19	10%	13%	6%	45%	11%	14%	83,442	2018-19	0%	18%	6%	46%	8%	22%	65,001
2019-20	20%	11%	7%	42%	12%	8%	76,042	2019-20	1%	20%	6%	55%	7%	11%	71,957
2020-21	7%	22%	7%	42%	11%	11%	90,148	2020-21	1%	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
2022-23	2%	12%	9%	32%	16%	28%	73,906	2022-23	1%	7%	9%	42%	12%	29%	58,835
2023-24	7%	17%	8%	30%	12%	24%	78,008	2023-24	0%	7%	7%	58%	11%	15%	62,896
2024-25	2%	20%	8%	34%	10%	27%	92,483	2024-25	0%	11%	7%	60%	7%	14%	80,995
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2023-24	0%	13%	5%	23%	12%	46%	178,455	2023-24	0%	11%	13%	64%	3%	10%	30,587
2024-25	1%	12%	4%	30%	10%	44%	216,652	2024-25	0%	41%	10%	38%	8%	3%	26,449
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2023-24	1%	8%	3%	47%	18%	22%	104,963	2023-24	2%	11%	9%	50%	18%	11%	159,123
2024-25	1%	6%	2%	58%	18%	13%	103,856	2024-25	3%	14%	4%	51%	18%	11%	145,806
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2023-24	2%	4%	10%	52%	3%	29%	44,505	2023-24	2%	10%	16%	54%	3%	15%	21,003
2024-25	1%	9%	14%	40%	6%	29%	54,876	2024-25	1%	6%	9%	75%	1%	8%	25,744
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
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								
2023-24	0%	19%	2%	48%	9%	21%	160,116								
2024-25	9%	12%	3%	57%	8%	19%	181,318								

HARD RED SPRING WHEAT SHIPMENTS



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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2018-19	10,008 4%	45,374 18%	29,173 11%	90,482 35%	16,693 6%	258,885
2019-20	10,820 4%	54,783 20%	31,053 12%	91,015 34%	18,106 7%	268,063
2020-21	4,431 2%	48,836 21%	23,921 10%	77,971 33%	17,304 7%	237,336
2021-22	6,088 3%	48,145 22%	25,301 11%	65,648 30%	19,372 9%	220,755
2022-23	3,624 2%	44,222 19%	28,072 12%	72,850 31%	18,714 8%	237,797
2023-24	3,549 1%	52,482 21%	29,041 12%	80,828 32%	19,812 8%	250,880
2024-25	7,150 3%	59,951 22%	26,917 10%	83,645 31%	20,118 7%	268,617

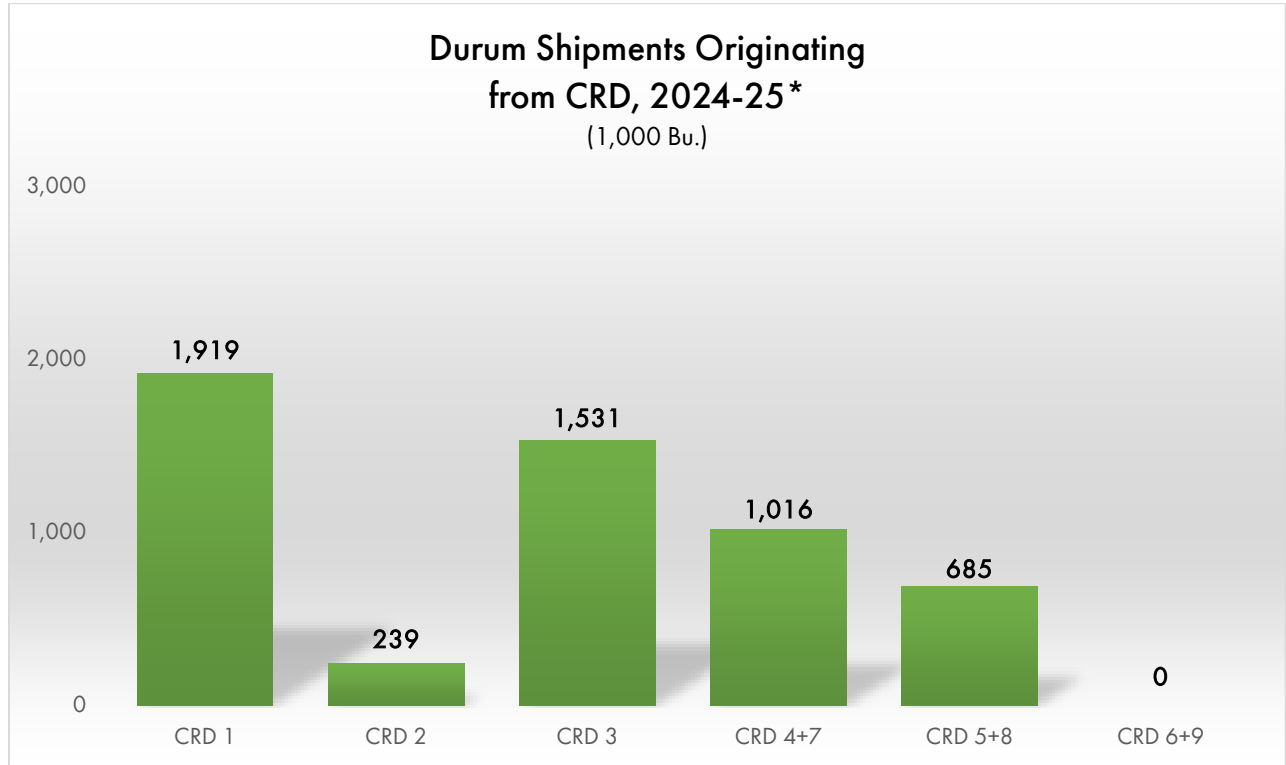


Destinations for Hard Red Spring Wheat Shipments from ND CRDs

(1000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2023-24	4%	23%	5%	38%	2%	29%	31,053	2023-24	0%	10%	12%	60%	1%	17%	27,339
2024-25	1%	27%	9%	38%	1%	24%	34,550	2024-25	0%	14%	13%	50%	2%	21%	35,994
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2023-24	1%	24%	8%	12%	15%	41%	79,135	2023-24	0%	13%	16%	58%	0%	14%	18,866
2024-25	1%	23%	7%	12%	14%	43%	89,909	2024-25	0%	41%	10%	45%	0%	4%	15,883
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2023-24	3%	36%	10%	21%	10%	20%	18,936	2023-24	2%	27%	28%	6%	20%	17%	21,387
2024-25	9%	30%	10%	24%	11%	16%	14,033	2024-25	21%	25%	7%	16%	19%	12%	18,415
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2023-24	1%	2%	12%	67%	1%	18%	31,013	2023-24	3%	15%	25%	43%	0%	14%	13,244
2024-25	1%	11%	16%	48%	2%	21%	39,778	2024-25	2%	11%	17%	62%	0%	9%	12,158
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
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								
2023-24	0%	60%	4%	9%	8%	19%	9,907								
2024-25	1%	50%	5%	16%	5%	22%	7,897								

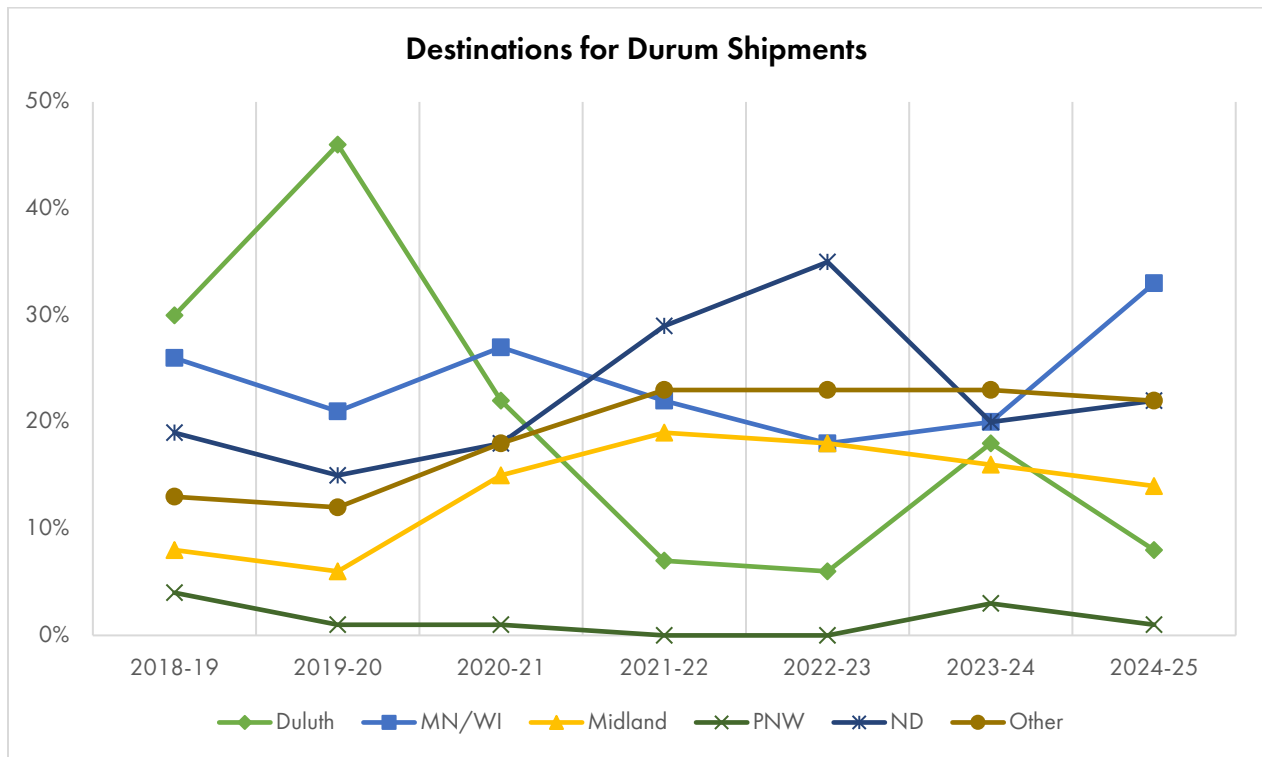
DURUM SHIPMENTS



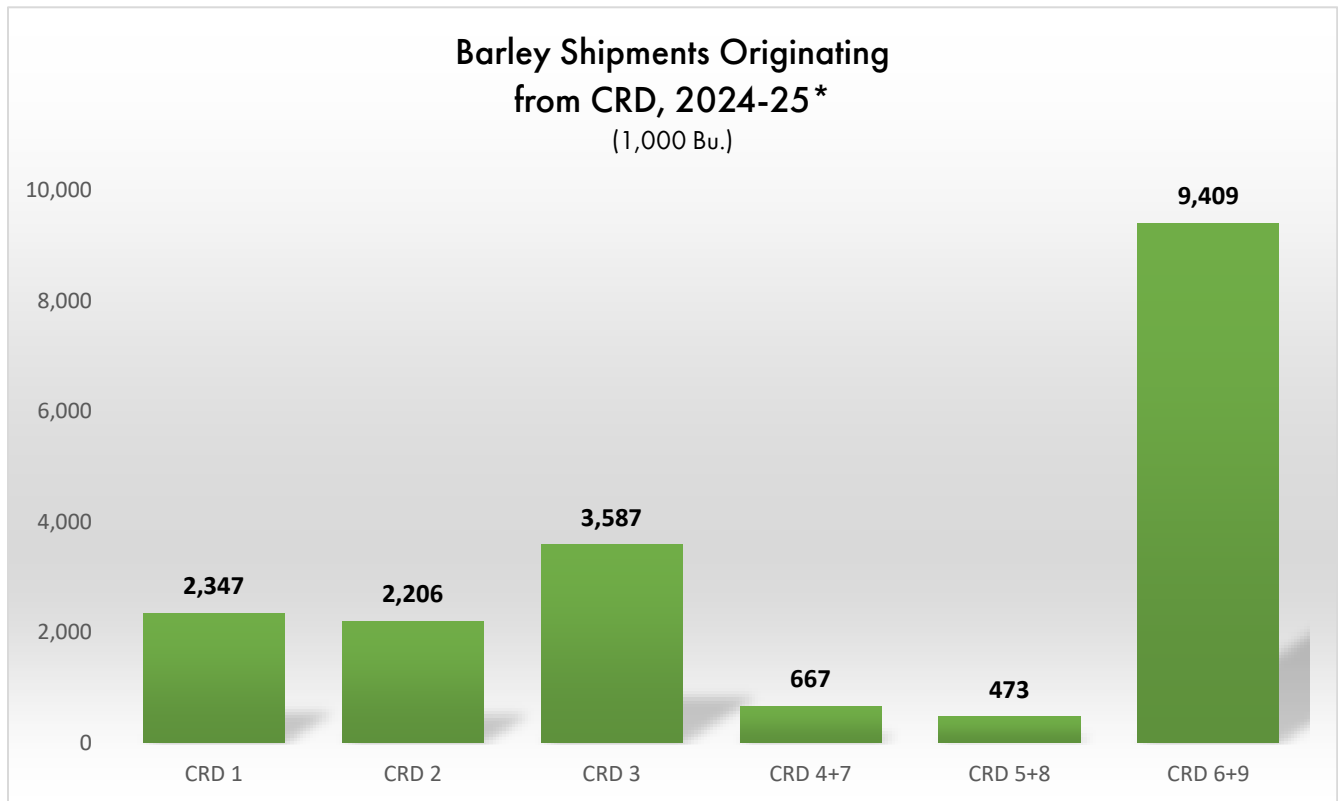
*NOTE: CRD 4+7 combined; CRD 5+8 combined; CRD 6+9 combined.

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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2018-19	7,424 30%	6,465 26%	2,100 8%	1,040 4%	4,697 19%	25,060
2019-20	14,585 46%	6,536 21%	1,896 6%	180 1%	4,823 15%	31,744
2020-21	5,154 22%	6,123 27%	3,435 15%	119 1%	4,041 18%	22,953
2021-22	1,481 7%	5,009 22%	4,197 19%	1 0%	6,502 29%	22,375
2022-23	1,313 6%	3,812 18%	3,829 18%	1,467 0%	7,369 35%	21,107
2023-24	4,652 18%	5,120 20%	4,203 16%	841 3%	5,064 20%	25,682
2024-25	1,888 8%	8,213 33%	3,394 14%	291 1%	5,388 22%	5,350



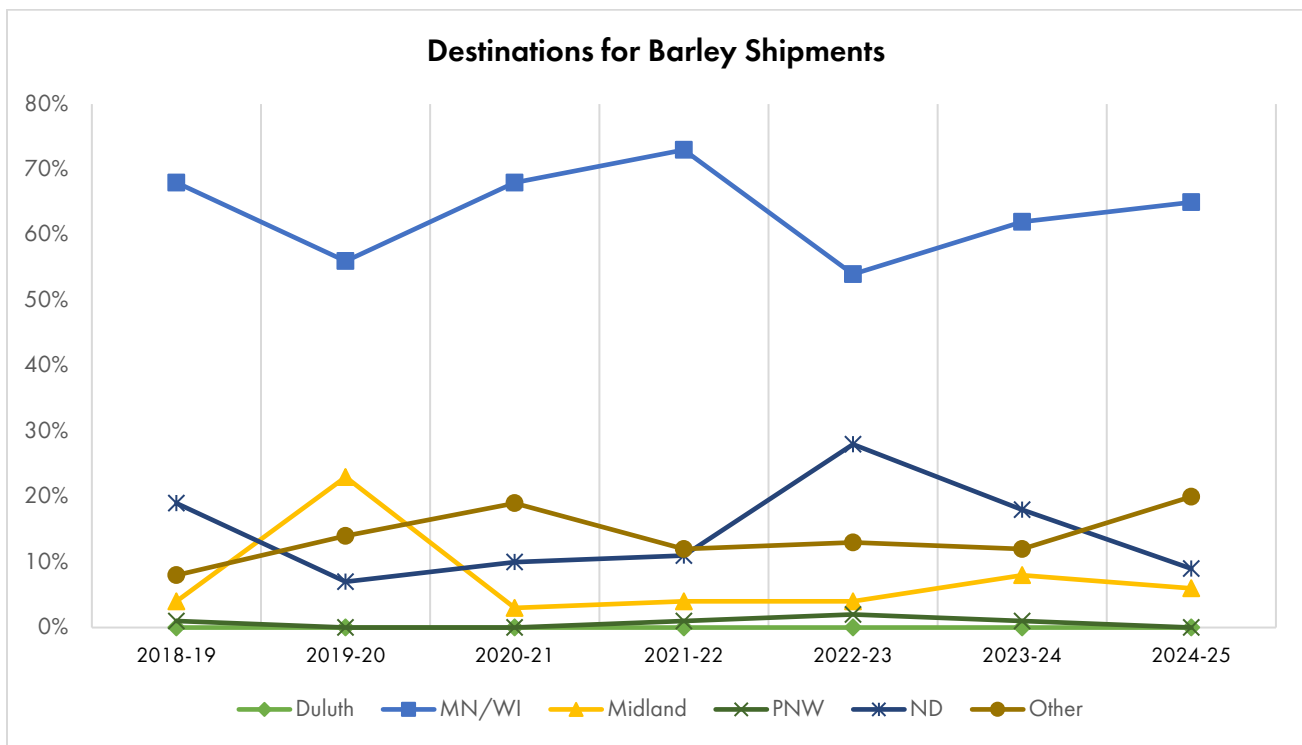
BARLEY SHIPMENTS



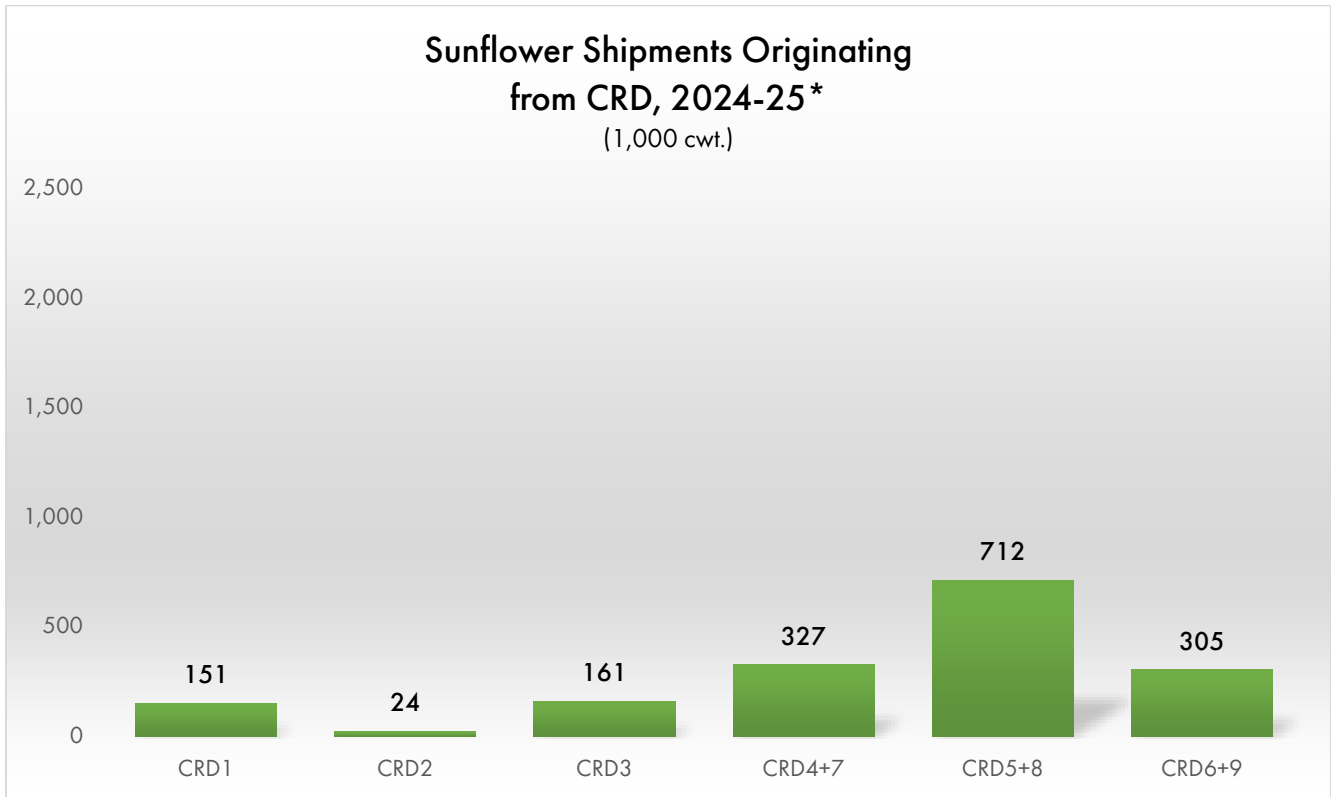
*NOTE: CRD 4+7 combined; CRD 5+8 combined; CRD 6+9 combined.

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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2018-19	13	22,758	1,249	347	6,308	33,365
	0%	68%	4%	1%	19%	
2019-20	4	31,723	12,933	51	3,836	56,438
	0%	56%	23%	0%	7%	
2020-21	1	17,668	882	92	2,633	26,162
	0%	68%	3%	0%	10%	
2021-22	0	14,972	809	107	2,203	20,619
	0%	73%	4%	1%	11%	
2022-23	0	10,217	722	322	5,339	19,031
	0%	54%	4%	2%	28%	
2023-24	0	11,761	1,443	107	3,461	19,064
	0%	62%	8%	1%	18%	
2024-25	0	12,086	1,097	43	1,655	18,689
	0%	65%	6%	0%	9%	



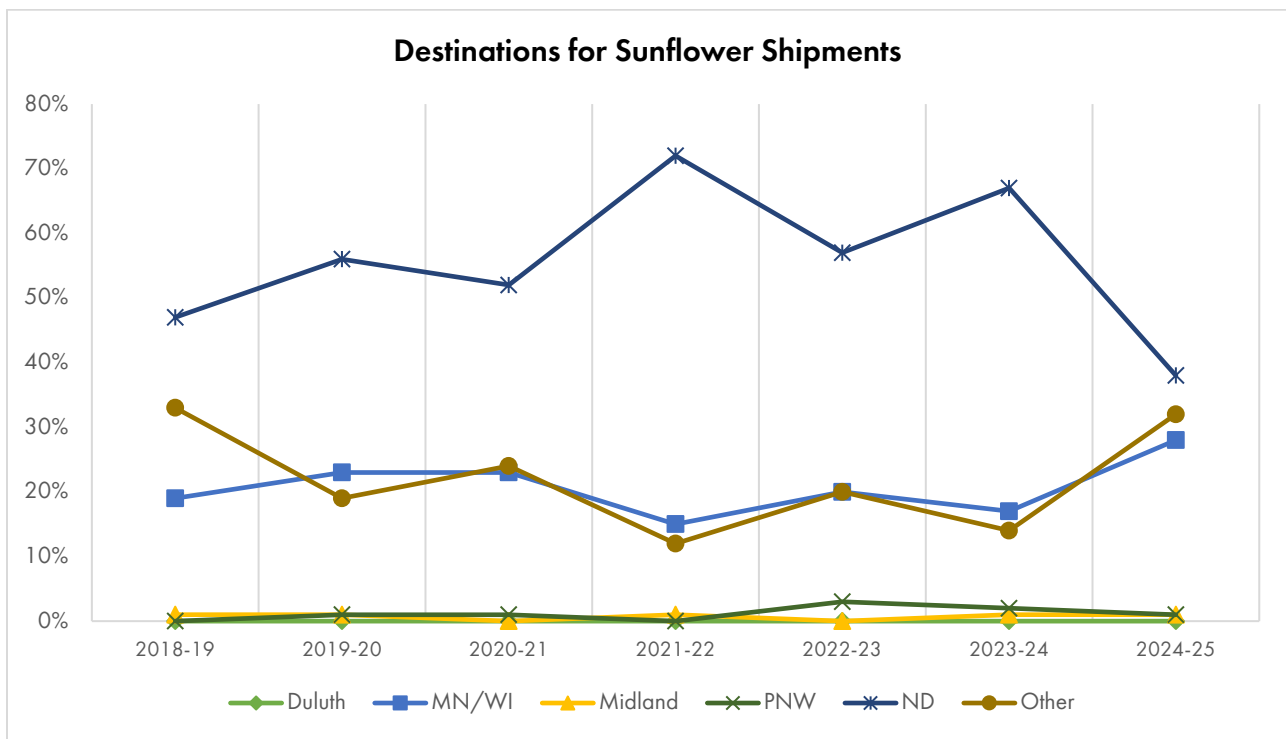
SUNFLOWER SHIPMENTS



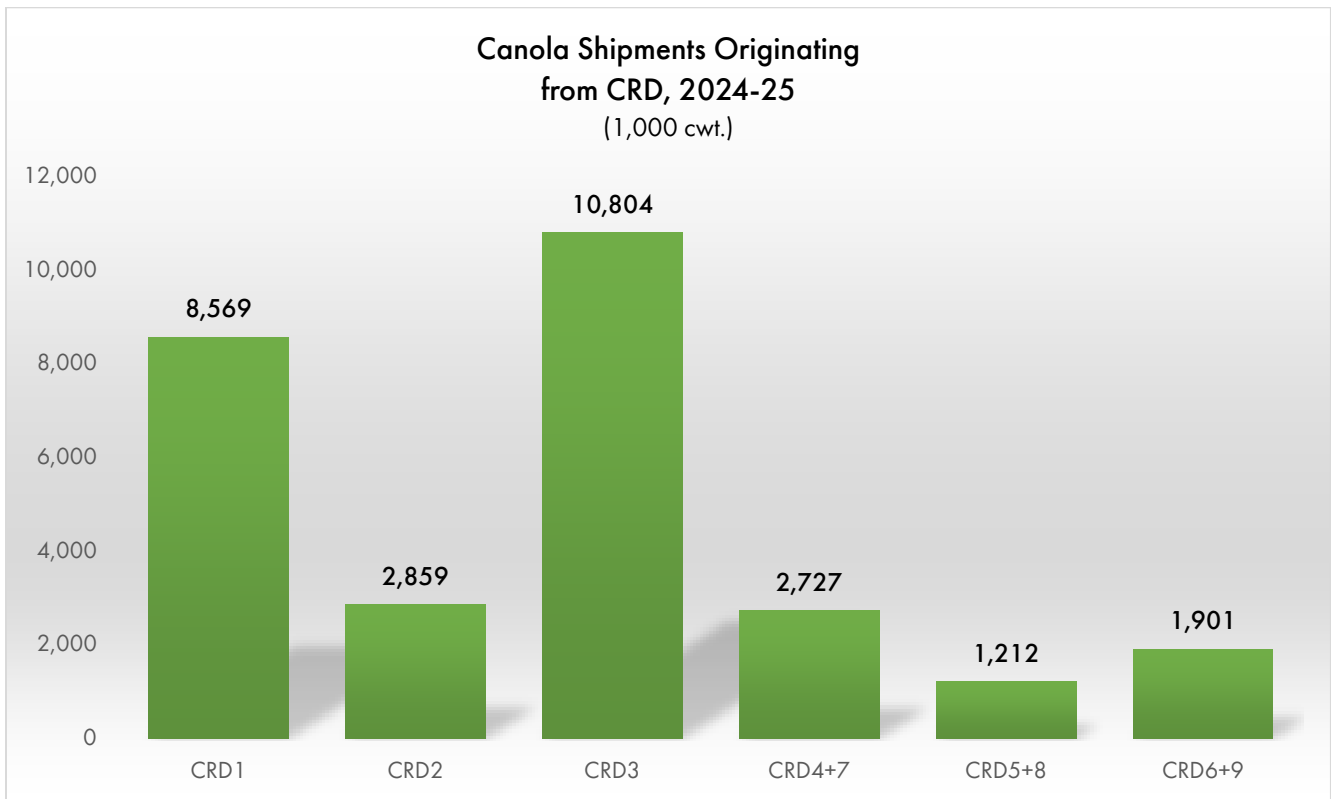
*NOTE: CRD 4+7 combined; CRD 5+8 combined; CRD 6+9 combined.

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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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%	
2023-24	0	472	25	44	1,876	2,808
	0%	17%	1%	2%	67%	
2024-25	0	474	13	14	643	1,680
	0%	28%	1%	1%	38%	

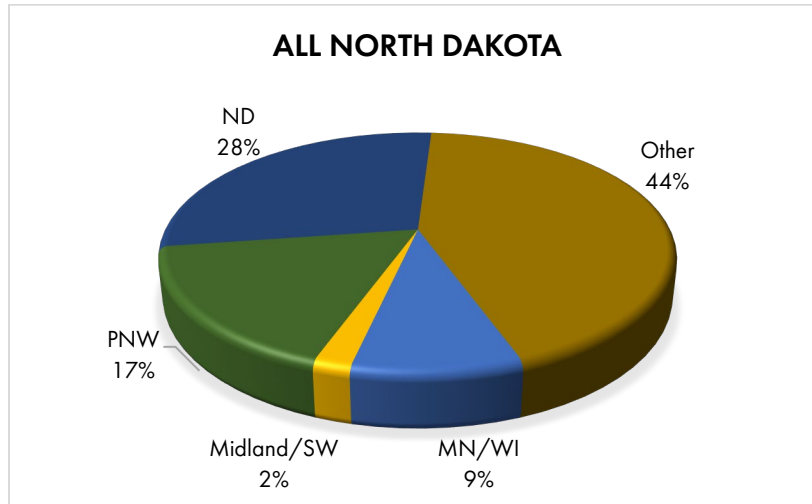


CANOLA SHIPMENTS

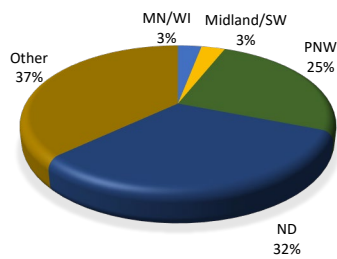


*NOTE: CRD 4+7 combined; CRD 5+8 combined; CRD 6+9 combined.

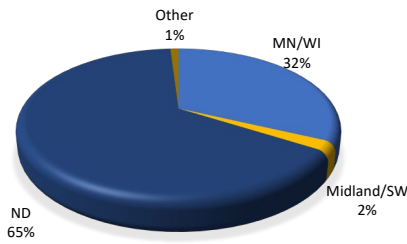
Destinations for Canola Shipments, 2024–25 Crop Reporting District



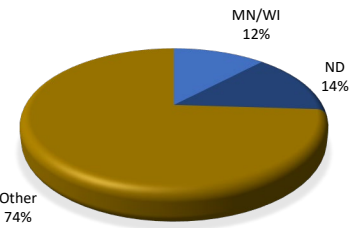
CRD 1



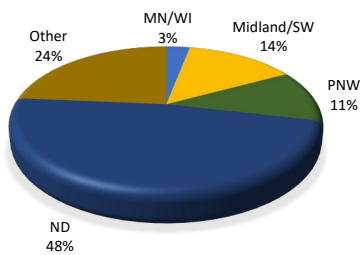
CRD 2



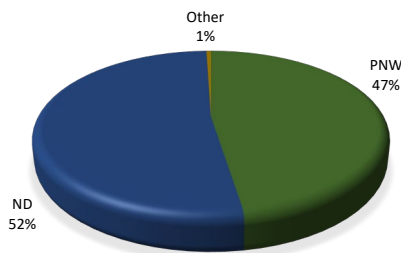
CRD 3



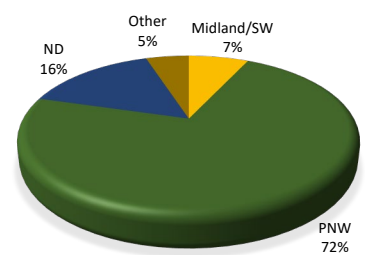
CRD4+7



CRD5+8

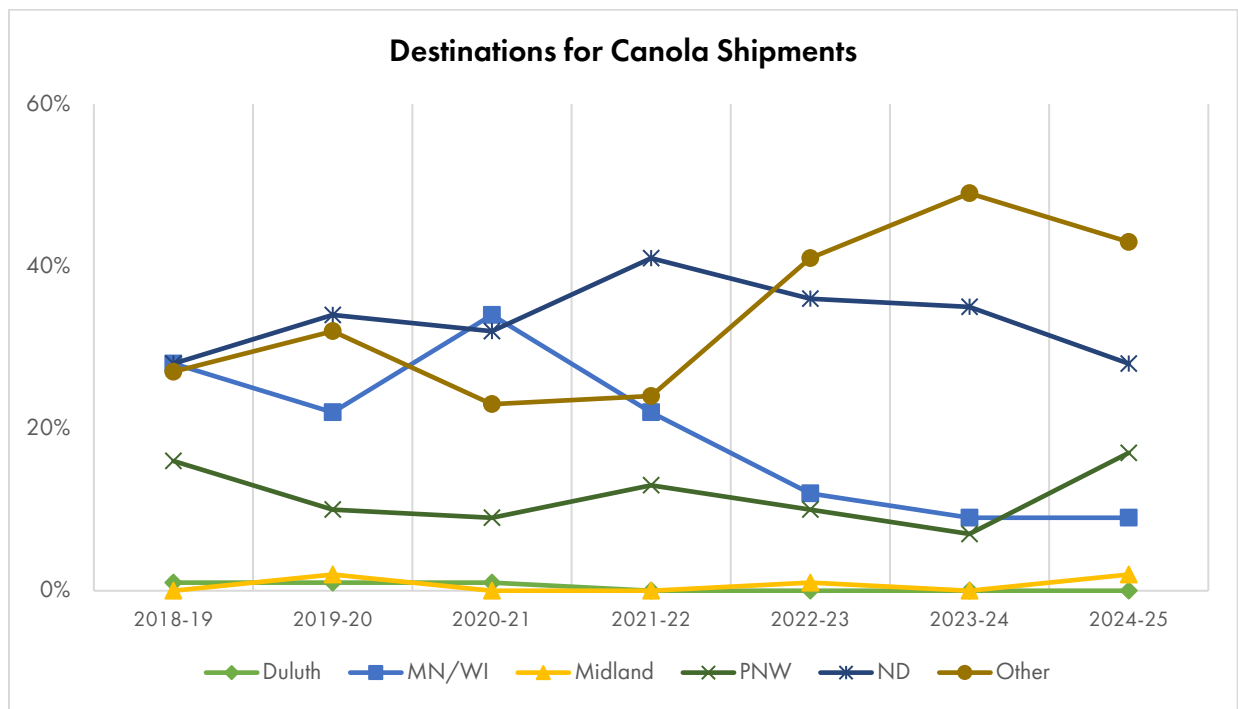


CRD6+9

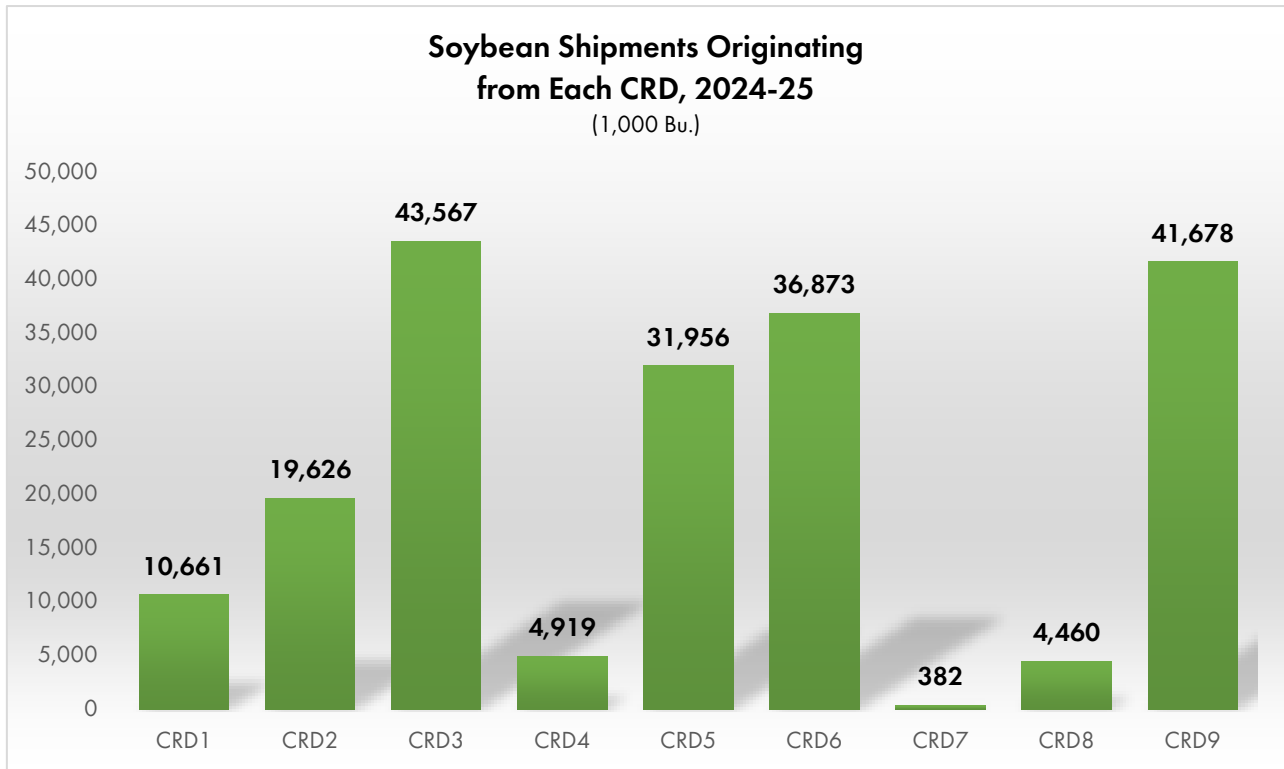


**Trends for Destinations of Canola Shipments from ND
(1,000 cwt)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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
2023-24	0 0%	2,029 9%	0 0%	1,558 7%	7,738 35%	22,209
2024-25	4 0%	2,574 9%	689 2%	4,822 17%	7,926 28%	28,072

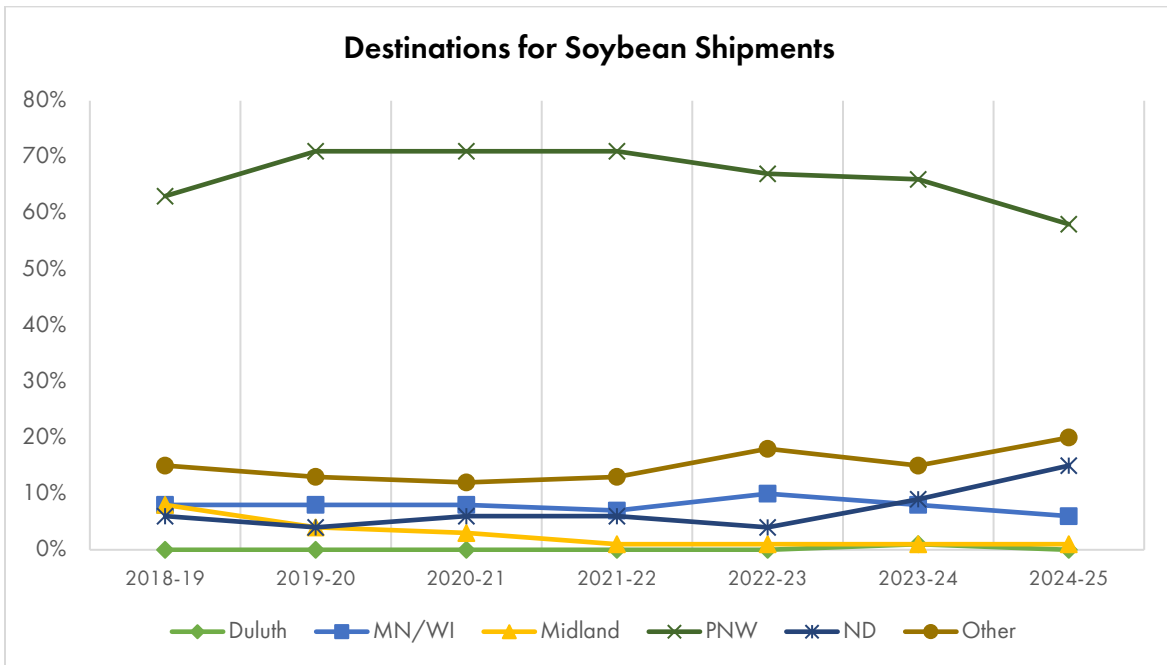


SOYBEAN SHIPMENTS

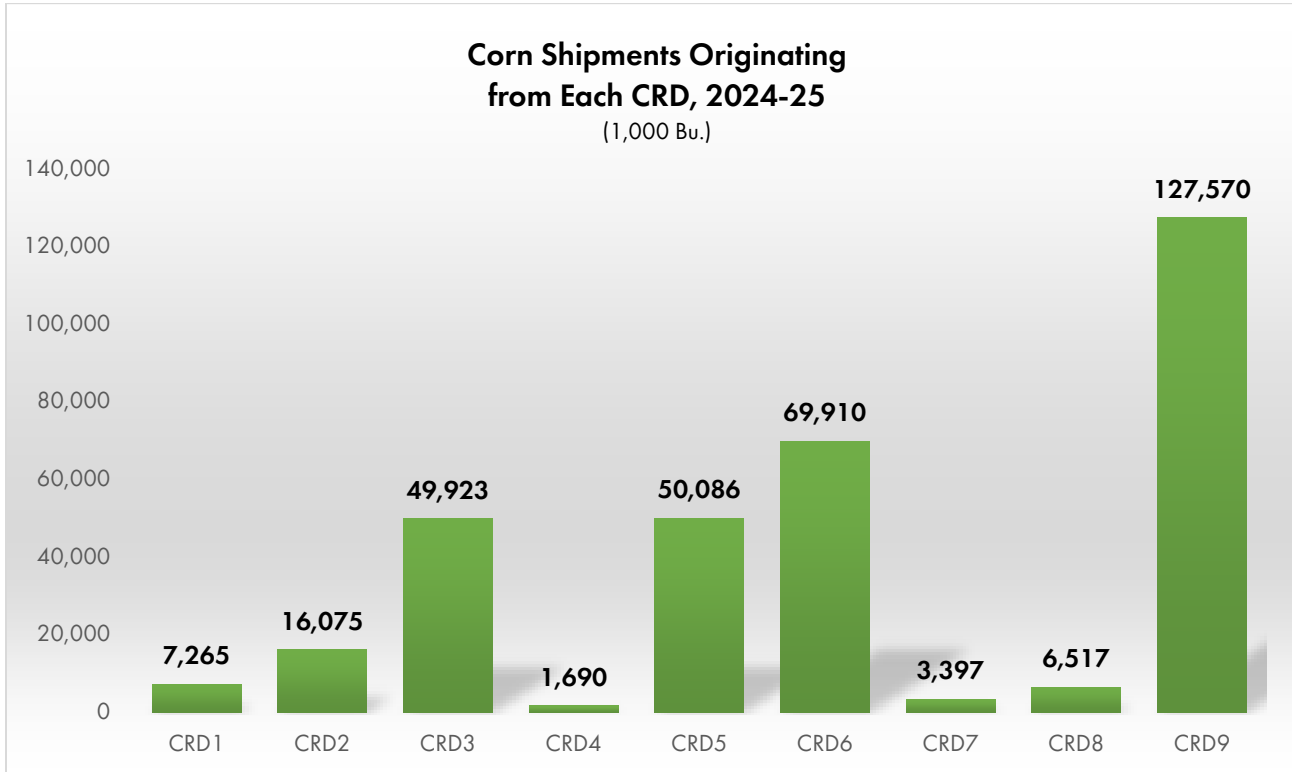


**Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)**

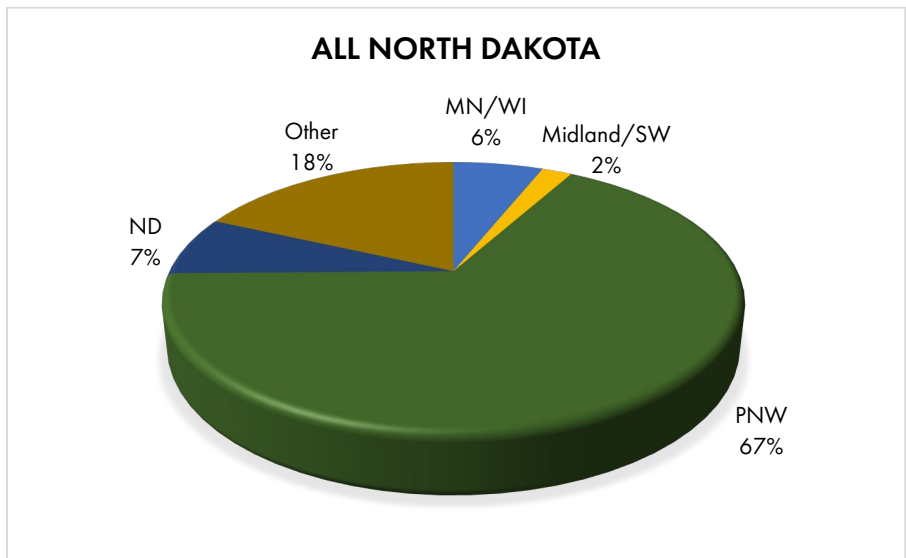
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2018-19	539	15,845	14,068	117,150	12,139	187,282
	0%	8%	8%	63%	6%	
2019-20	0	14,983	8,247	141,552	8,383	199,083
	0%	8%	4%	71%	4%	
2020-21	1	14,631	5,901	133,463	11,890	188,548
	0%	8%	3%	71%	6%	
2021-22	420	12,081	2,001	115,279	10,066	161,640
	0%	7%	1%	71%	6%	
2022-23	0	17,821	2,401	125,878	7,498	186,862
	0%	10%	1%	67%	4%	
2023-24	1,725	14,728	2,359	118,193	16,065	180,014
	1%	8%	1%	66%	9%	
2024-25	0	12,020	1,120	113,531	29,045	194,123
	0%	6%	1%	58%	15%	



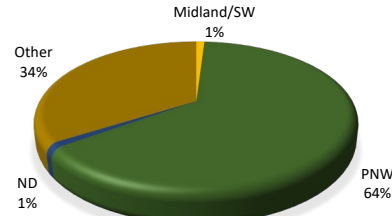
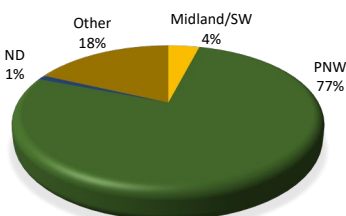
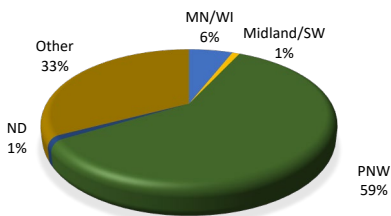
CORN SHIPMENTS



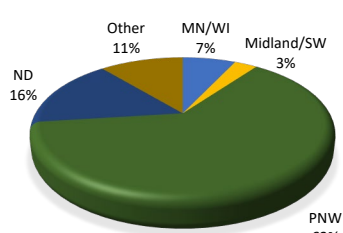
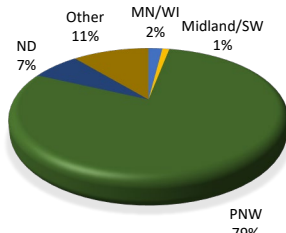
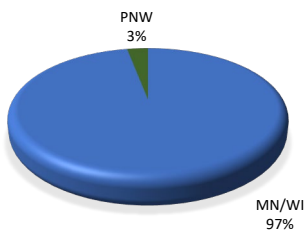
Destinations for Corn Shipments, 2024-25 Crop Reporting District



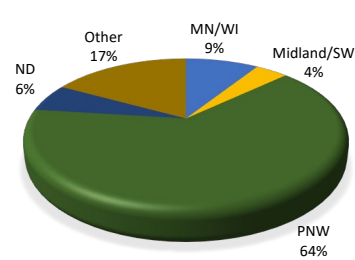
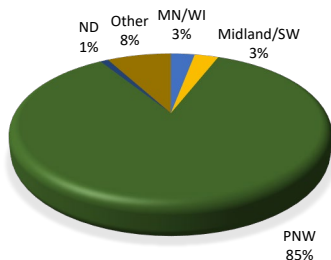
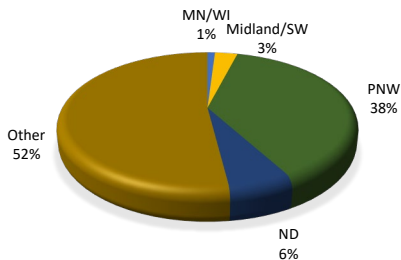
CRD1 CRD2 CRD3



CRD4 CRD5 CRD6

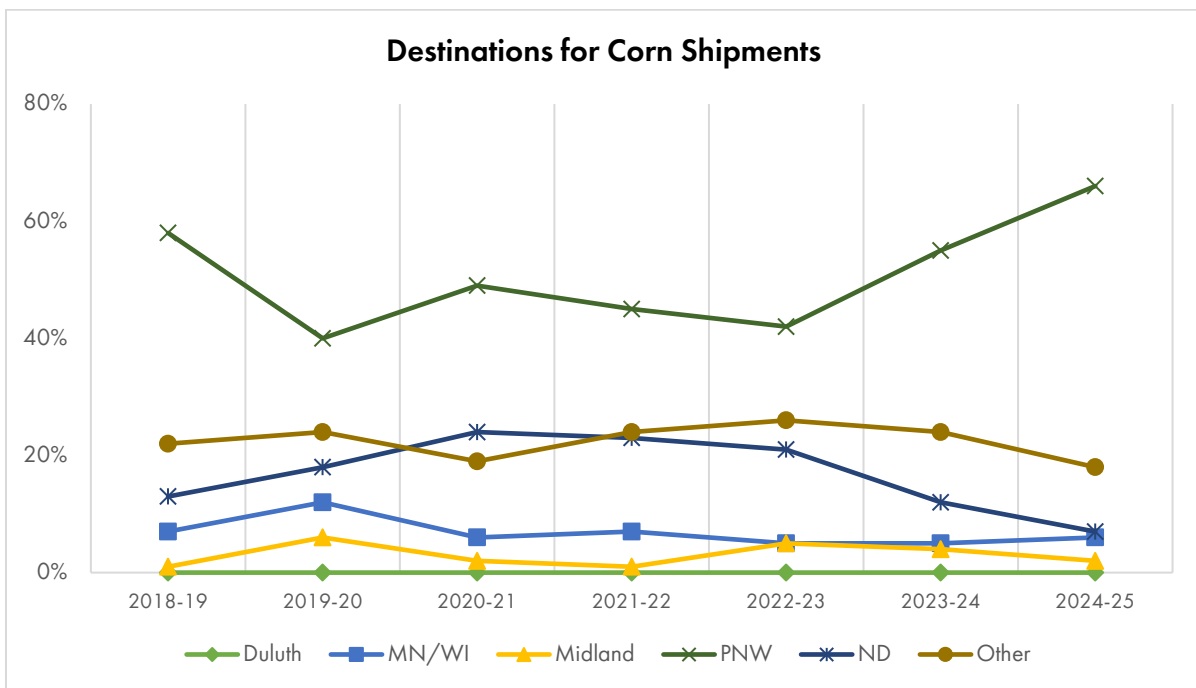


CRD7 CRD8 CRD9

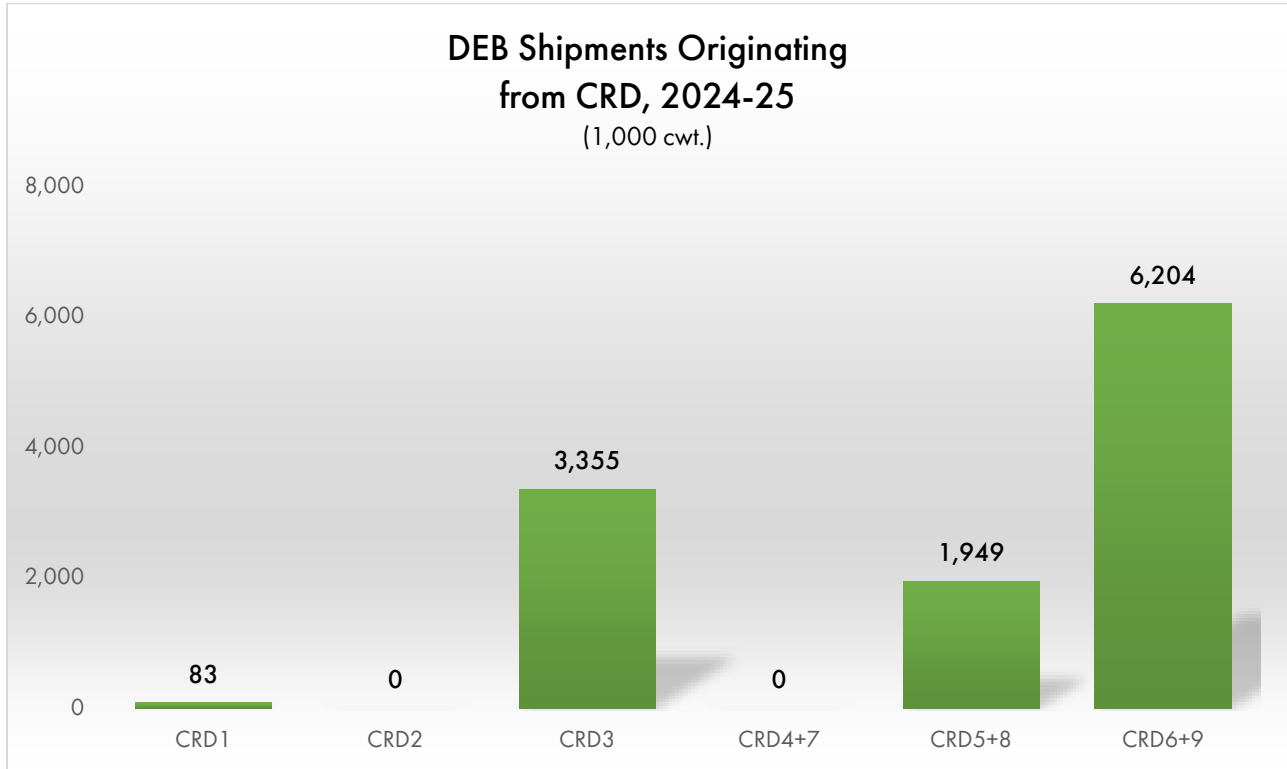


**Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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%	
2023-24	925	15,212	10,897	157,289	33,784	286,138
	0%	5%	4%	55%	12%	
2024-25	0	19,752	8,187	220,779	23,522	332,435
	0%	6%	2%	66%	7%	



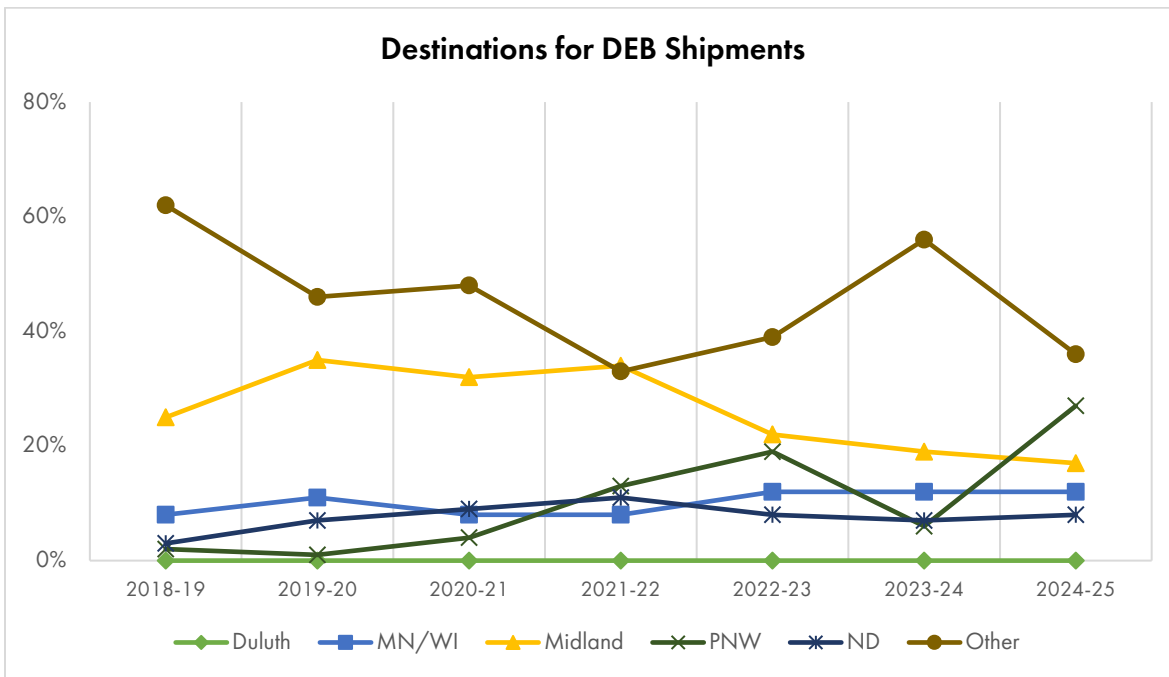
DRY EDIBLE BEAN SHIPMENTS



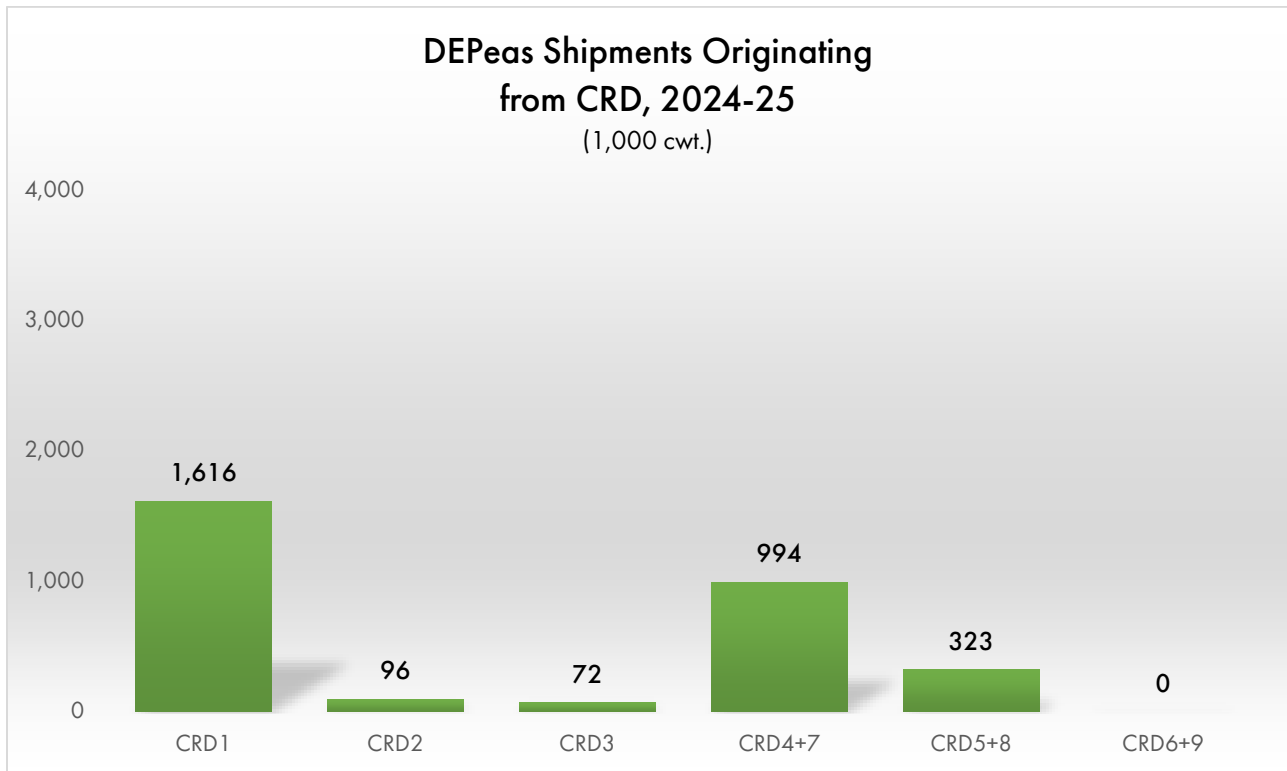
* NOTE: CRD 4+7 combined; CRD 5+8 combined; CRD 6+9 combined.

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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
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%	
2023-24	0	1,333	2,071	672	718	10,973
	0%	12%	19%	6%	7%	
2024-25	0	1,342	1,973	3,085	971	11,593
	0%	12%	17%	27%	8%	



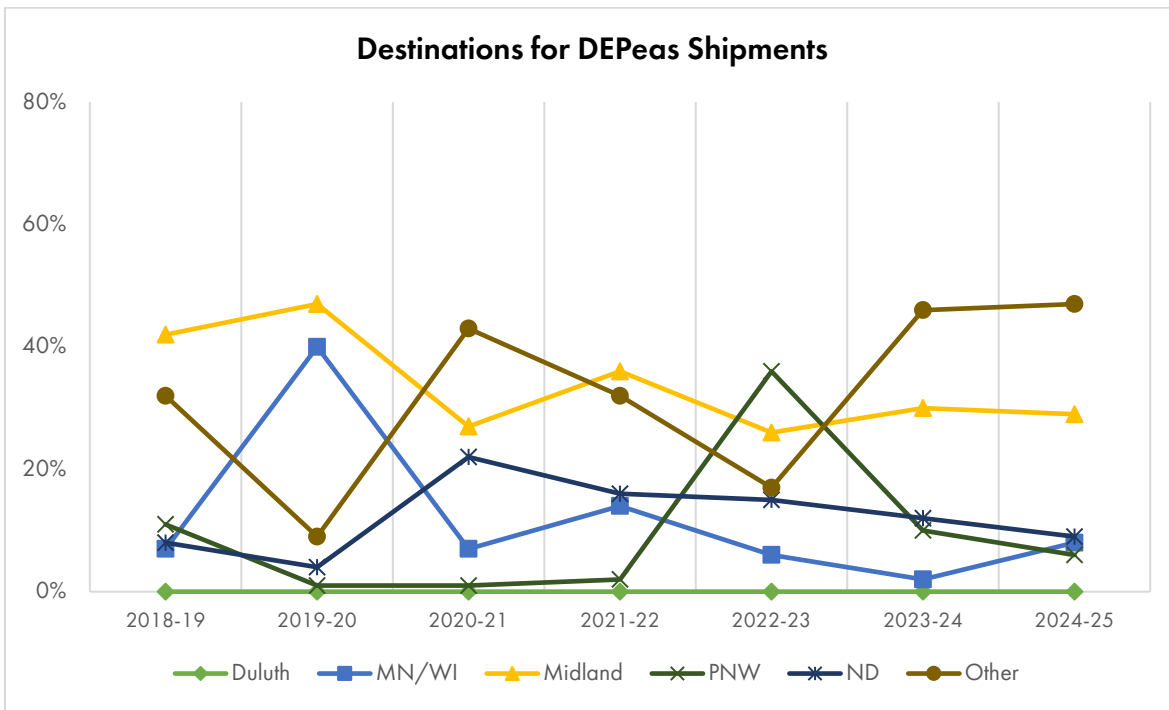
DRY EDIBLE PEA SHIPMENTS



*NOTE: CRD 4+7 combined; CRD 5+8 combined; CRD 6+9 combined.

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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2018-19	0	429	2,594	651	496	6,151
	0%	7%	42%	11%	8%	
2019-20	0	8,230	9,684	213	781	20,707
	0%	40%	47%	1%	4%	
2020-21	1	229	856	20	678	3,142
	0%	7%	27%	1%	22%	
2021-22	0	193	513	27	229	1,412
	0%	14%	36%	2%	16%	
2022-23	0	157	706	970	412	2,714
	0%	6%	26%	36%	15%	
2023-24	0	34	524	179	210	1,757
	0%	2%	30%	10%	12%	
2024-25	0	257	914	188	287	3,102
	0%	8%	29%	6%	9%	

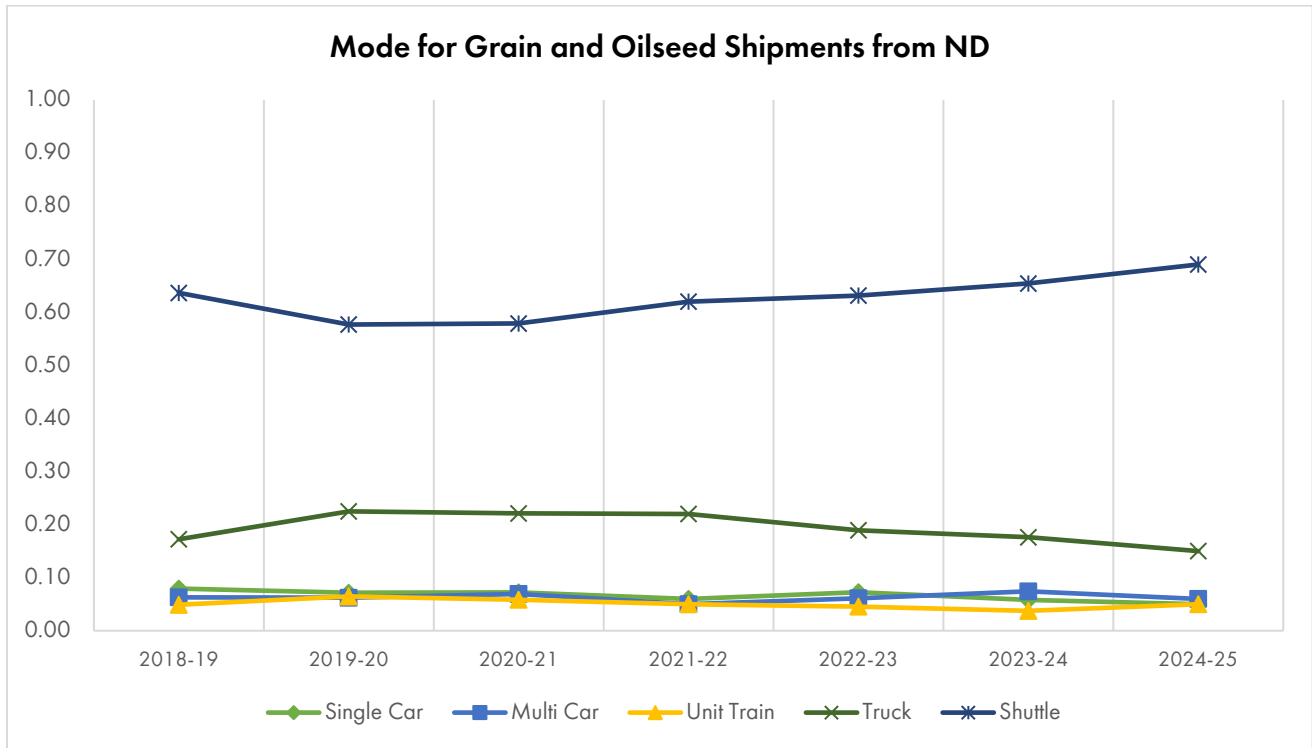




**MODE FOR GRAIN AND OILSEED SHIPMENTS
ORIGINATING FROM NORTH DAKOTA ELEVATORS**

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2018-19	66,935 8%	53,000 6%	41,251 5%	145,273 18%	536,573 64%	843,032
2019-20	57,121 7%	49,693 6%	51,609 6%	179,616 22%	460,794 58%	798,833
2020-21	51,558 7%	49,455 6%	41,653 6%	157,680 22%	412,829 58%	713,176
2021-22	39,091 6%	37,322 5%	37,142 5%	150,913 22%	426,191 62%	690,659
2022-23	53,283 7%	44,871 6%	33,326 5%	138,755 19%	463,088 63%	733,324
2023-24	48,672 6%	62,337 7%	31,430 4%	147,852 18%	549,364 65%	839,655
2024-25	48,842 5%	59,076 6%	43,090 5%	138,217 15%	638,954 69%	928,179



Mode for Grain and Oilseed Shipments from Each CRD

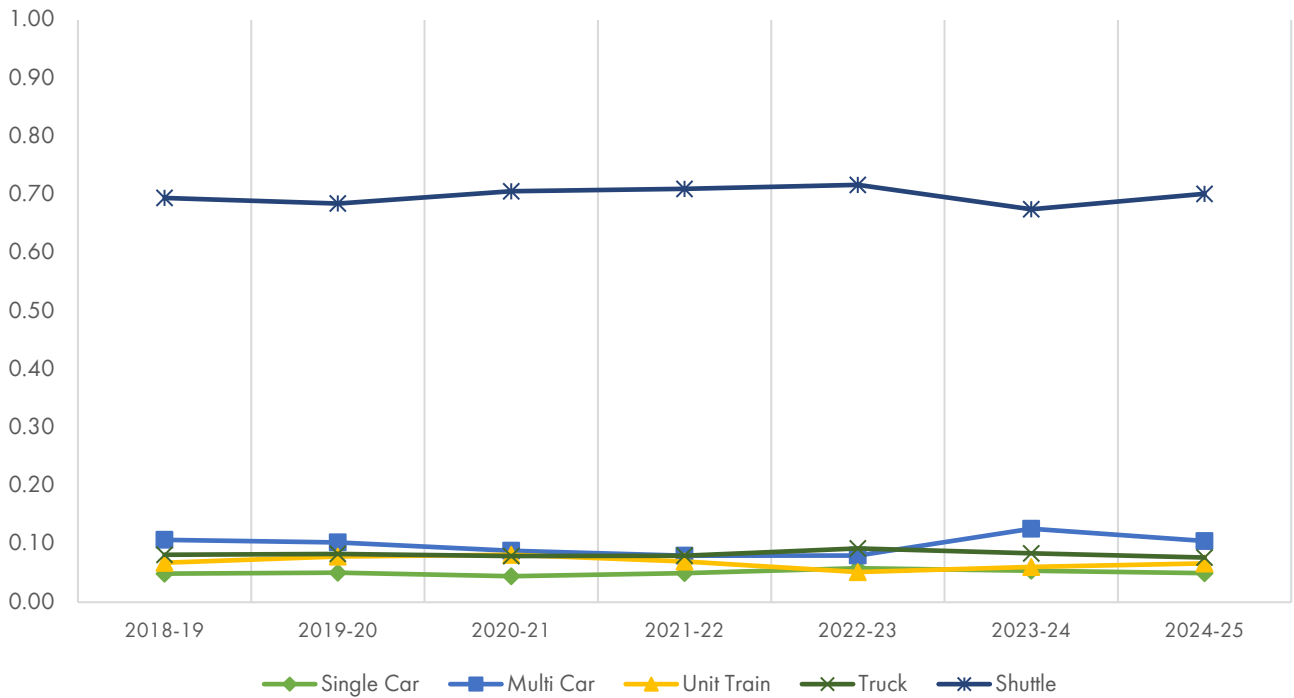
(1,000 Bushels)

CRD 1							CRD 2						
Single	Multi	Unit			Total		Single	Multi	Unit			Total	
Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle		
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
2023-24	15%	10%	5%	15%	56%	78,008	2023-24	4%	4%	3%	17%	72%	62,896
2024-25	14%	15%	8%	11%	53%	92,483	2024-25	6%	6%	4%	11%	72%	80,995
CRD 3							CRD 4						
Single	Multi	Unit			Total		Single	Multi	Unit			Total	
Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle		
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
2023-24	3%	9%	3%	28%	56%	178,455	2023-24	6%	2%	8%	3%	80%	30,587
2024-25	3%	6%	3%	23%	65%	216,652	2024-25	5%	4%	12%	9%	70%	26,449
CRD 5							CRD 6						
Single	Multi	Unit			Total		Single	Multi	Unit			Total	
Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle		
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
2023-24	6%	9%	1%	18%	66%	104,963	2023-24	5%	5%	3%	19%	69%	159,123
2024-25	5%	4%	3%	17%	70%	103,856	2024-25	4%	2%	3%	22%	69%	145,806
CRD 7							CRD 8						
Single	Multi	Unit			Total		Single	Multi	Unit			Total	
Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle		
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
2023-24	16%	9%	10%	2%	62%	44,505	2023-24	3%	2%	8%	9%	79%	21,003
2024-25	12%	10%	12%	3%	63%	54,876	2024-25	3%	6%	9%	2%	80%	25,744
CRD 9													
Single	Multi	Unit			Total								
Car	Car	Train	Truck	Shuttle									
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							
2023-24	4%	8%	3%	15%	71%	160,116							
2024-25	3%	6%	3%	9%	79%	181,318							

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2018-19	12,718	27,738	17,555	21,110	179,763	258,885
	5%	11%	7%	8%	69%	
2019-20	13,587	27,571	21,044	22,274	183,586	268,063
	5%	10%	8%	8%	68%	
2020-21	10,611	21,025	19,363	18,828	167,509	237,336
	4%	9%	8%	8%	71%	
2021-22	12,121	17,906	15,221	18,501	157,006	220,755
	5%	8%	7%	8%	71%	
2022-23	13,908	19,100	12,339	21,984	170,466	237,797
	6%	8%	5%	9%	72%	
2023-24	13,590	31,681	15,208	21,077	169,323	250,880
	5%	13%	6%	8%	67%	
2024-25	13,402	28,262	17,915	20,631	188,406	268,617
	5%	11%	7%	8%	69%	

Mode for Hard Red Spring Wheat Shipments from ND

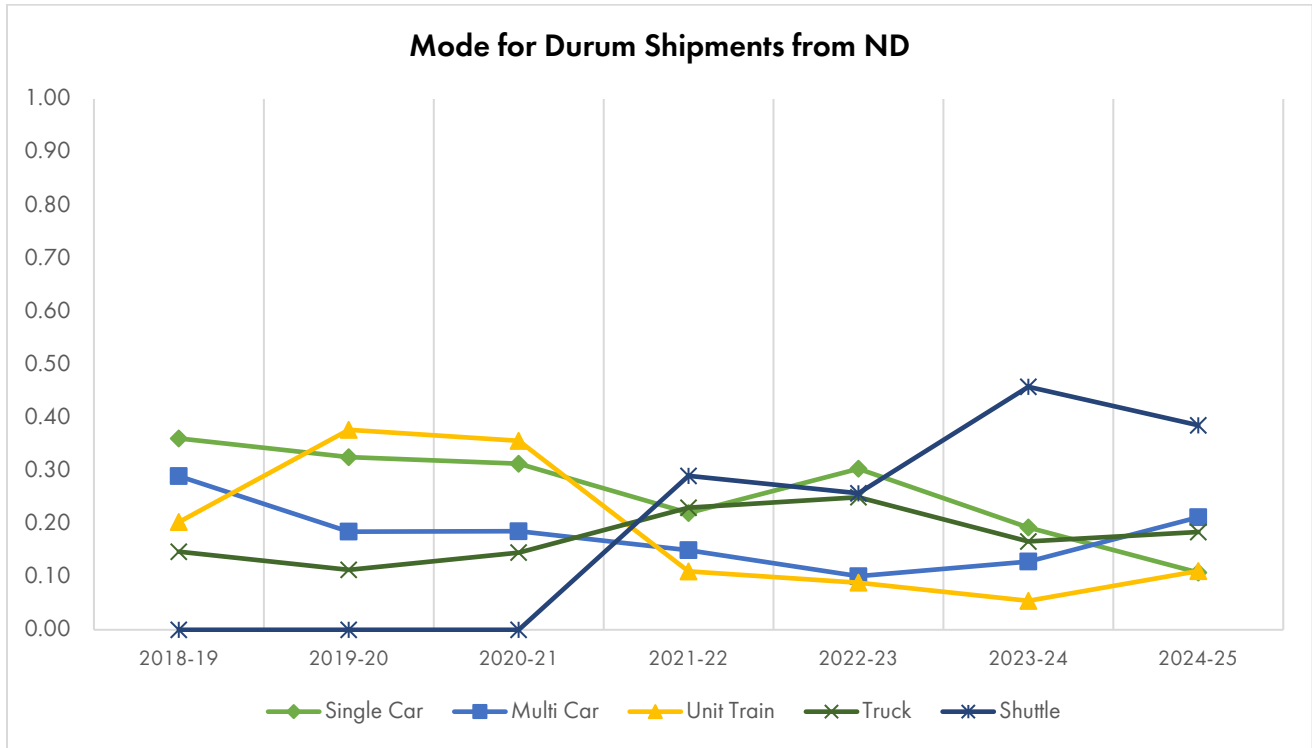


Mode for Hard Red Spring Wheat Shipments from Each CRD
(1,000 Bushels)

CRD 1							CRD 2						
Single	Multi	Unit			Total	Single	Multi	Unit			Total		
Car	Car	Train	Truck	Shuttle		Car	Car	Train	Truck	Shuttle			
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
2023-24	9%	13%	9%	2%	67%	31,053	2023-24	2%	6%	5%	1%	87%	27,339
2024-25	8%	14%	9%	1%	68%	34,550	2024-25	5%	9%	5%	0%	81%	35,994
CRD 3							CRD 4						
Single	Multi	Unit			Total	Single	Multi	Unit			Total		
Car	Car	Train	Truck	Shuttle		Car	Car	Train	Truck	Shuttle			
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
2023-24	2%	16%	5%	17%	60%	79,135	2023-24	2%	2%	9%	0%	87%	18,866
2024-25	1%	11%	3%	16%	69%	89,909	2024-25	1%	3%	11%	0%	85%	15,883
CRD 5							CRD 6						
Single	Multi	Unit			Total	Single	Multi	Unit			Total		
Car	Car	Train	Truck	Shuttle		Car	Car	Train	Truck	Shuttle			
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
2023-24	11%	37%	2%	2%	49%	18,936	2023-24	4%	3%	3%	18%	72%	21,387
2024-25	16%	23%	6%	5%	51%	14,033	2024-25	6%	1%	1%	19%	73%	18,415
CRD 7							CRD 8						
Single	Multi	Unit			Total	Single	Multi	Unit			Total		
Car	Car	Train	Truck	Shuttle		Car	Car	Train	Truck	Shuttle			
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
2023-24	7%	6%	8%	0%	79%	31,013	2023-24	2%	2%	12%	1%	83%	13,244
2024-25	5%	8%	12%	0%	75%	39,778	2024-25	1%	5%	15%	0%	79%	12,158
CRD 9													
Single	Multi	Unit			Total								
Car	Car	Train	Truck	Shuttle									
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							
2023-24	32%	32%	3%	25%	8%	9,907							
2024-25	30%	36%	5%	23%	6%	7,897							

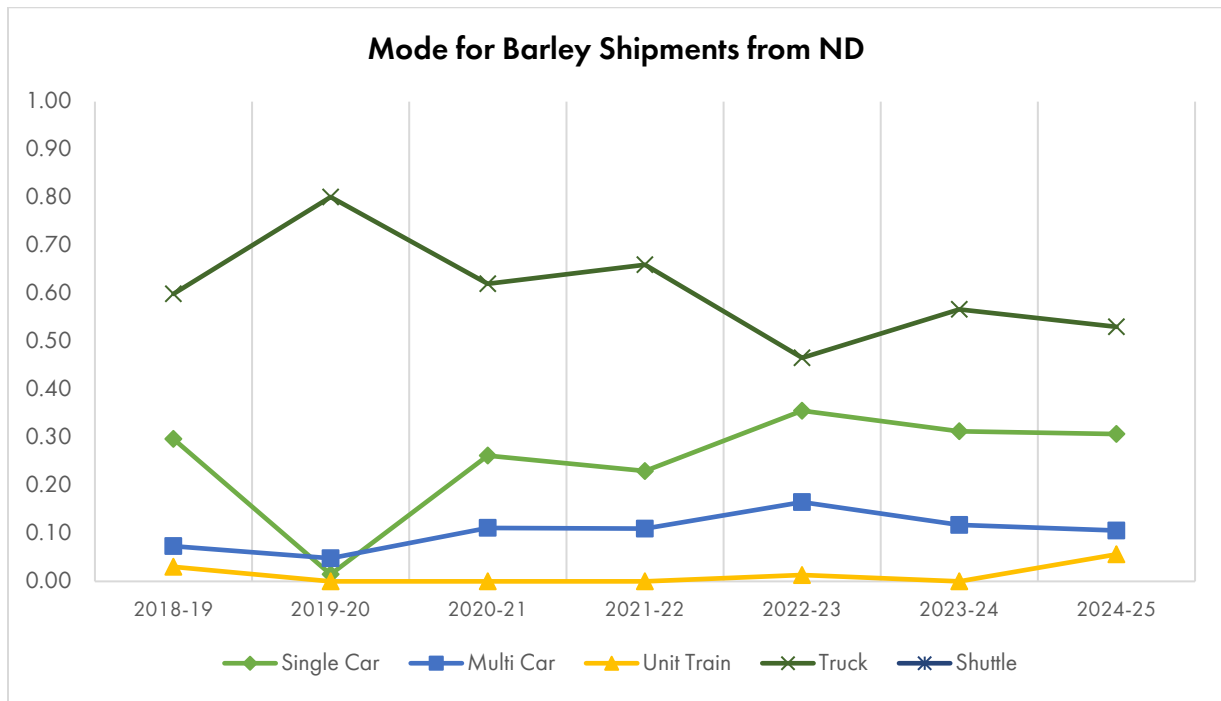
**Mode for Durum Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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
2023-24	4,950 19%	3,302 13%	1,402 5%	4,272 17%	11,757 46%	25,682
2024-25	2,645 11%	5,200 21%	2,712 11%	4,518 18%	9,449 39%	24,524



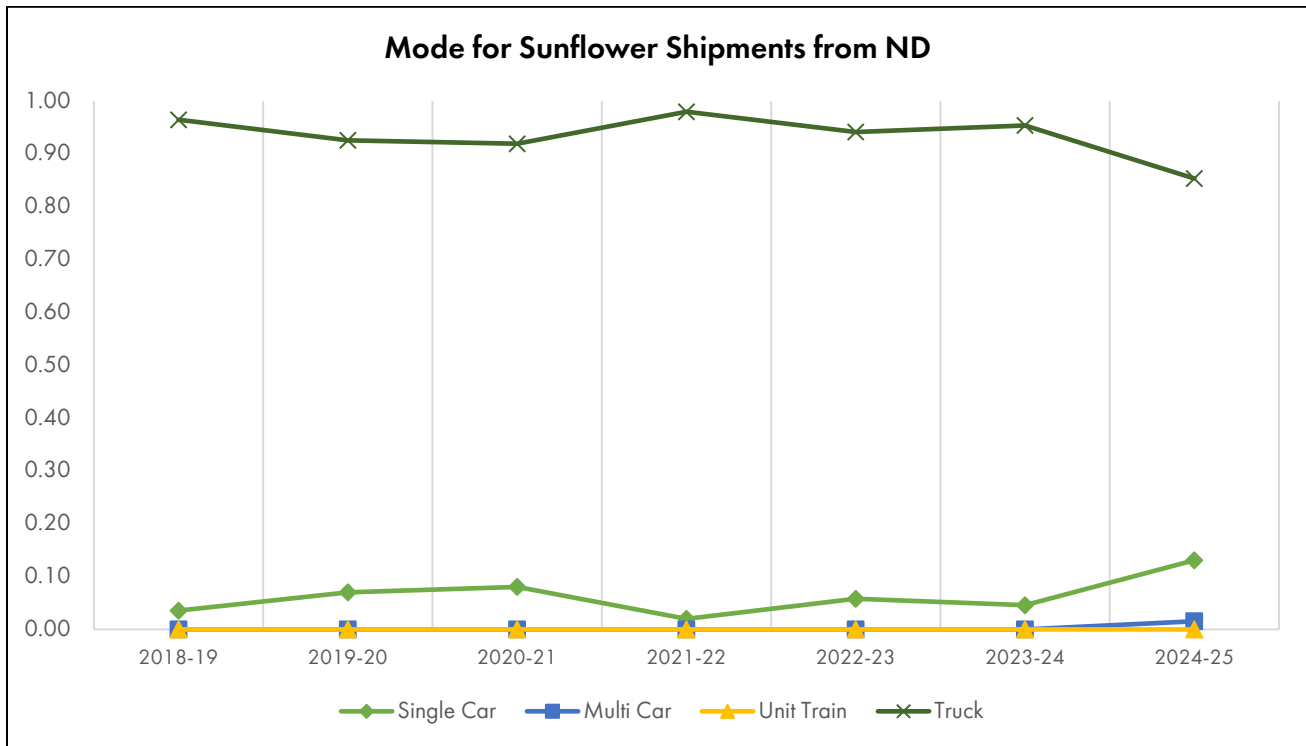
**Mode for Barley Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2018-19	9,902 30%	2,447 7%	1,016 3%	19,999 60%		33,365
2019-20	8,258 15%	2,720 5%	243 0%	45,218 80%		56,438
2020-21	6,860 26%	2,917 11%	156 0%	16,229 62%		26,162
2021-22	4,762 23%	2,331 11%	0 0%	13,526 66%		20,619
2022-23	6,770 36%	3,143 17%	251 1%	8,868 47%		19,031
2023-24	5,965 31%	2,241 12%		10,810 57%	48 0%	19,064
2024-25	5,741 31%	1,979 11%	1,053 6%	9,917 53%		18,689



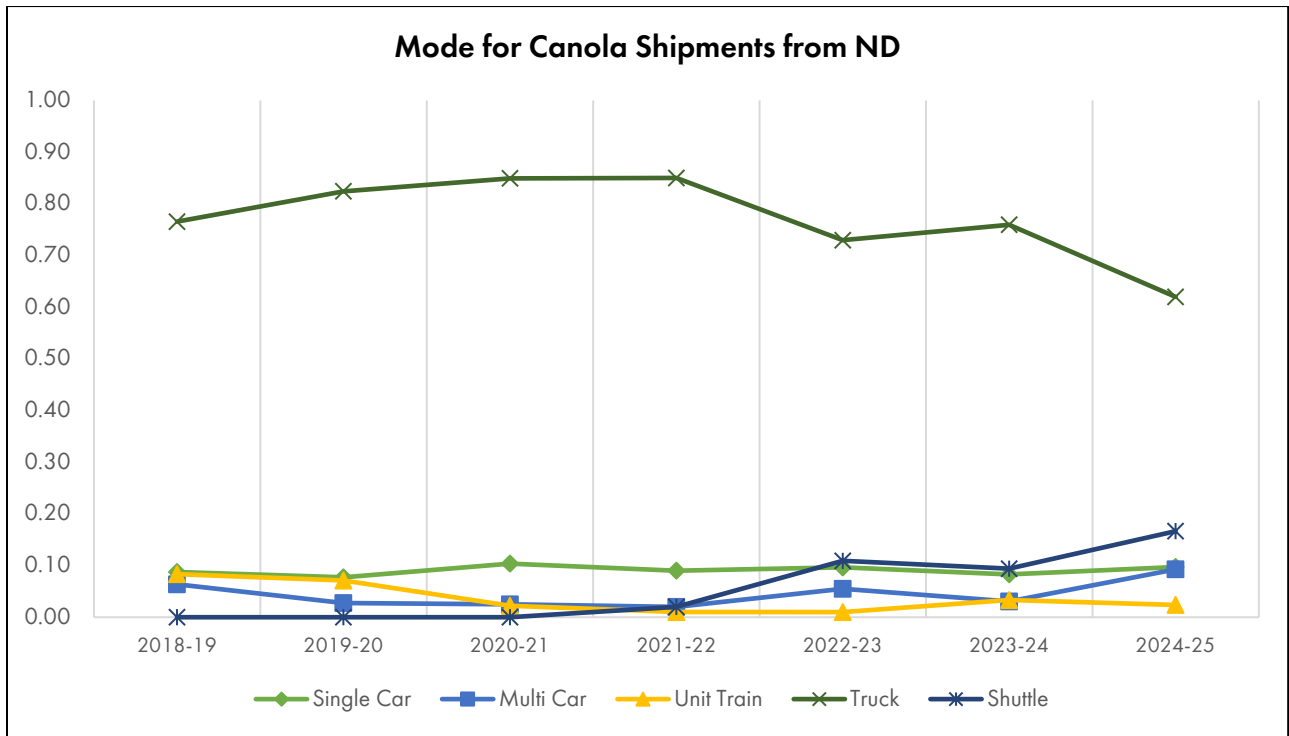
**Mode for Sunflower Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2018-19	87 4%	0 0%	0 0%	2,357 96%	2,443
2019-20	130 7%	7 0%		1,713 93%	1,850
2020-21	201 8%			2,293 92%	2,494
2021-22	59 2%			3,496 98%	3,555
2022-23	157 6%			2,548 94%	2,706
2023-24	129 5%			2,679 95%	2,808
2024-25	220 13%	26 2%		1,434 85%	1,680



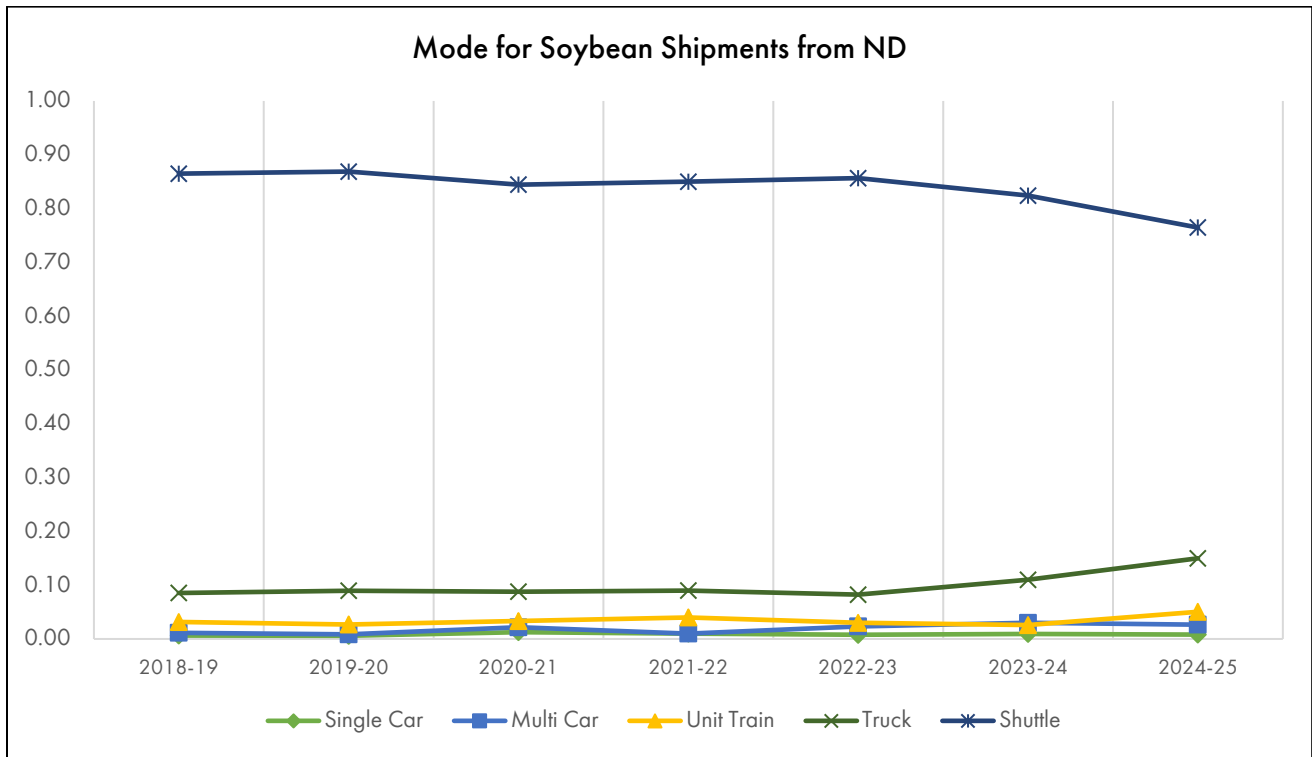
**Mode for Canola Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2018-19	1,258 9%	915 6%	1,198 8%	11,006 77%		14,378
2019-20	1,607 8%	571 3%	1,479 7%	17,143 82%		20,800
2020-21	2,280 10%	548 2%	486 2%	18,674 85%		21,988
2021-22	1,599 9%	373 2%	197 1%	14,487 85%	460 2%	17,115
2022-23	2,008 10%	1,146 5%	207 1%	15,205 73%	2,275 11%	20,841
2023-24	1,842 8%	677 3%	740 3%	16,866 76%	2,085 9%	22,209
2024-25	2,728 10%	2,601 9%	668 2%	17,400 62%	4,674 17%	28,072



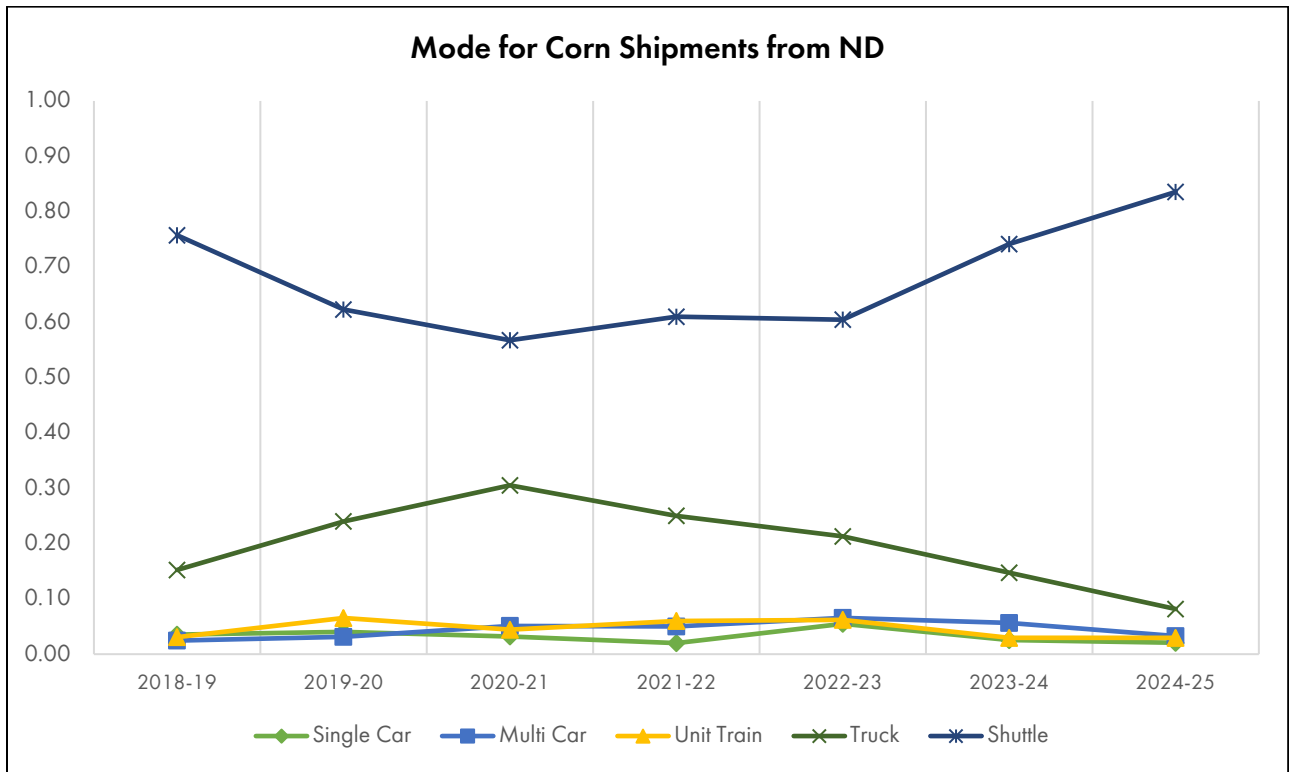
**Mode for Soybean Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	
2023-24	1,687	5,419	4,661	19,903	148,344	180,014
	1%	3%	3%	11%	82%	
2024-25	1,596	5,167	9,805	29,106	148,449	194,123
	1%	3%	5%	15%	76%	



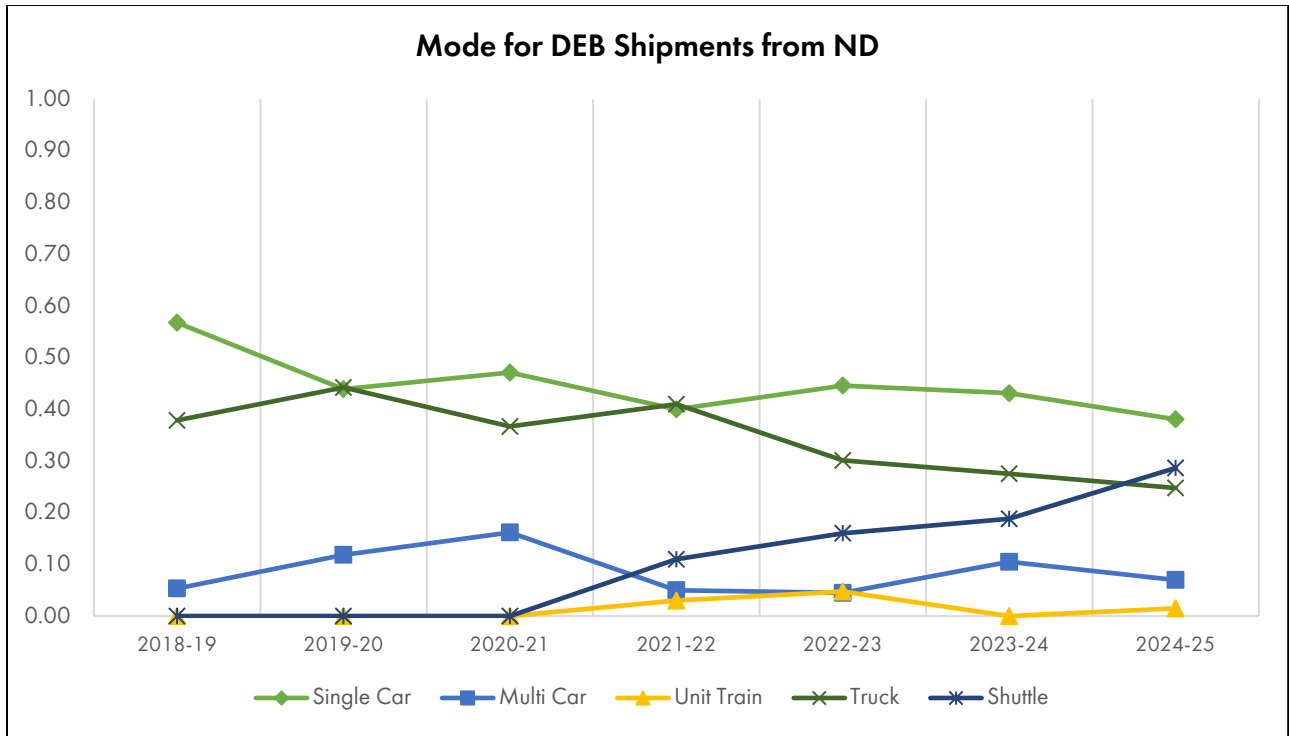
**Mode for Corn Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	
2023-24	7,283	16,125	8,462	42,148	212,120	286,138
	7%	15%	3%	15%	74%	
2024-25	6,853	10,863	9,815	27,141	277,763	332,435
	2%	3%	3%	8%	84%	



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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2018-19	8,832	832		5,891		15,555
	57%	5%		38%		
2019-20	4,952	1,335		4,989		11,276
	44%	12%		44%		
2020-21	5,149	1,768		4,009		10,926
	47%	16%		37%		
2021-22	3,007	363	220	3,151	858	7,600
	40%	5%	3%	41%	11%	
2022-23	3,569	360	380	2,410	1,282	8,001
	45%	4%	5%	30%	16%	
2023-24	4,732	1,152		3,022	2,066	10,973
	43%	10%		28%	19%	
2024-25	4,414	810	172	2,873	3,323	11,593
	38%	7%	1%	25%	29%	



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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	
2023-24	1,120	177	130	234	96	1,757
	64%	10%	7%	13%	5%	
2024-25	1,901	575	100	536		3,102
	61%	19%	3%	17%		

