

UGPTI Publication No. 324
December 2023

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

North Dakota Wheat Commission
Bismarck, ND

North Dakota Soybean Council
Fargo, ND

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.



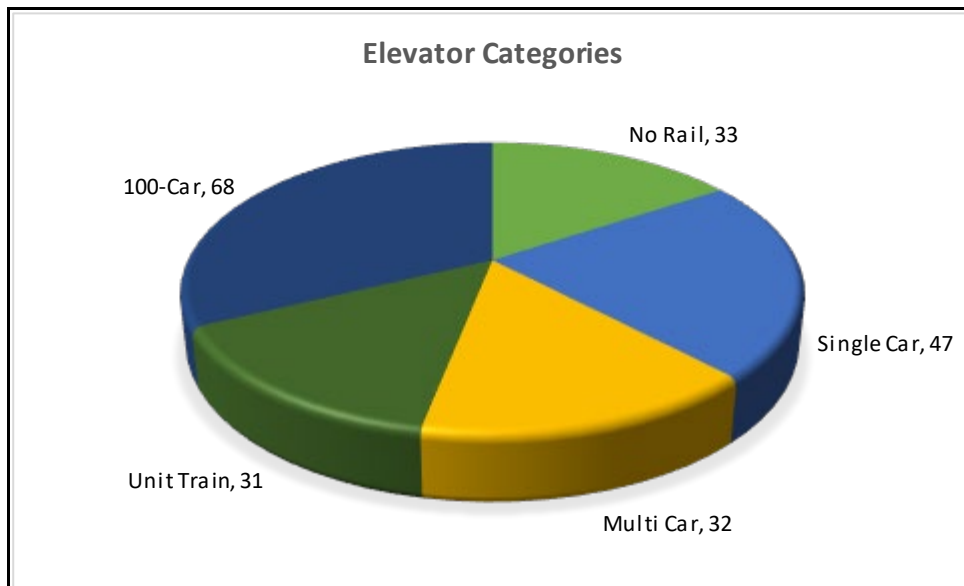
NORTH DAKOTA ELEVATORS, 2022-23

Storage: 375,111 thousand bu.

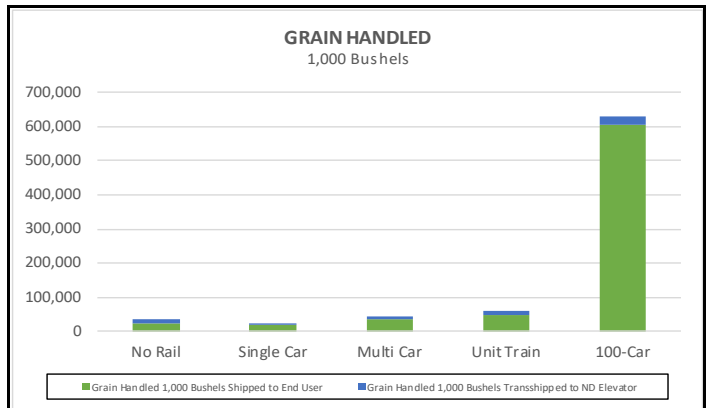
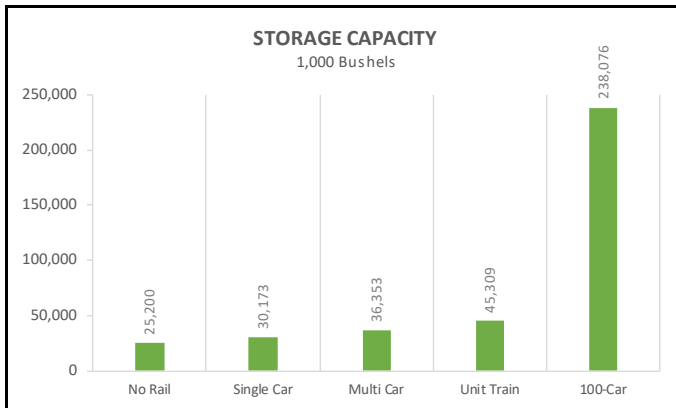
Grain Shipped to End User: 733,324 thousand bu.

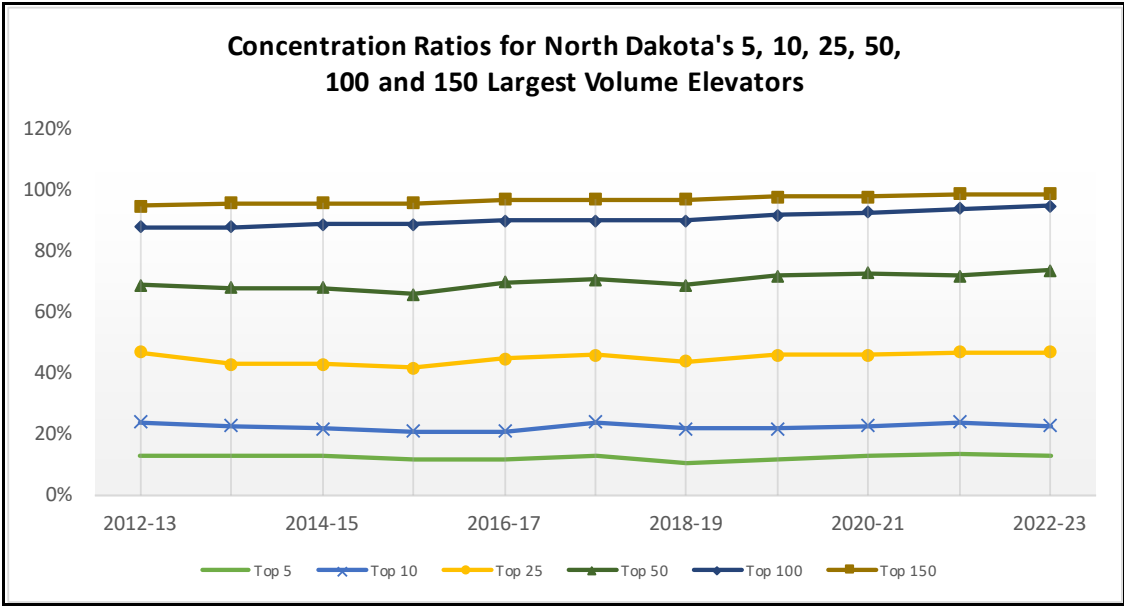
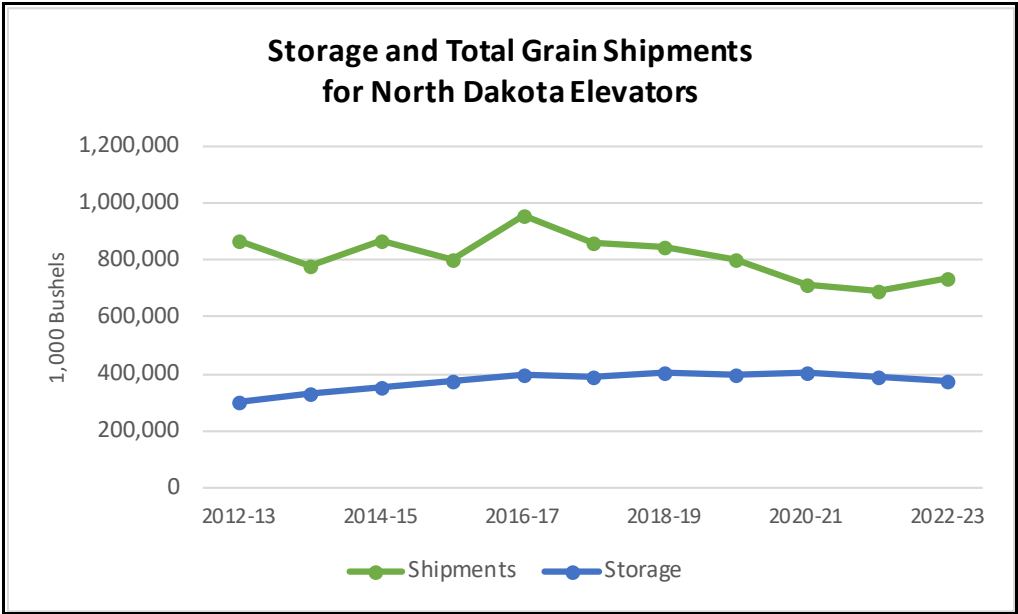
Grain Transshipped to ND Elevator: 57,831 thousand bu.

Average Turnover: 3.5



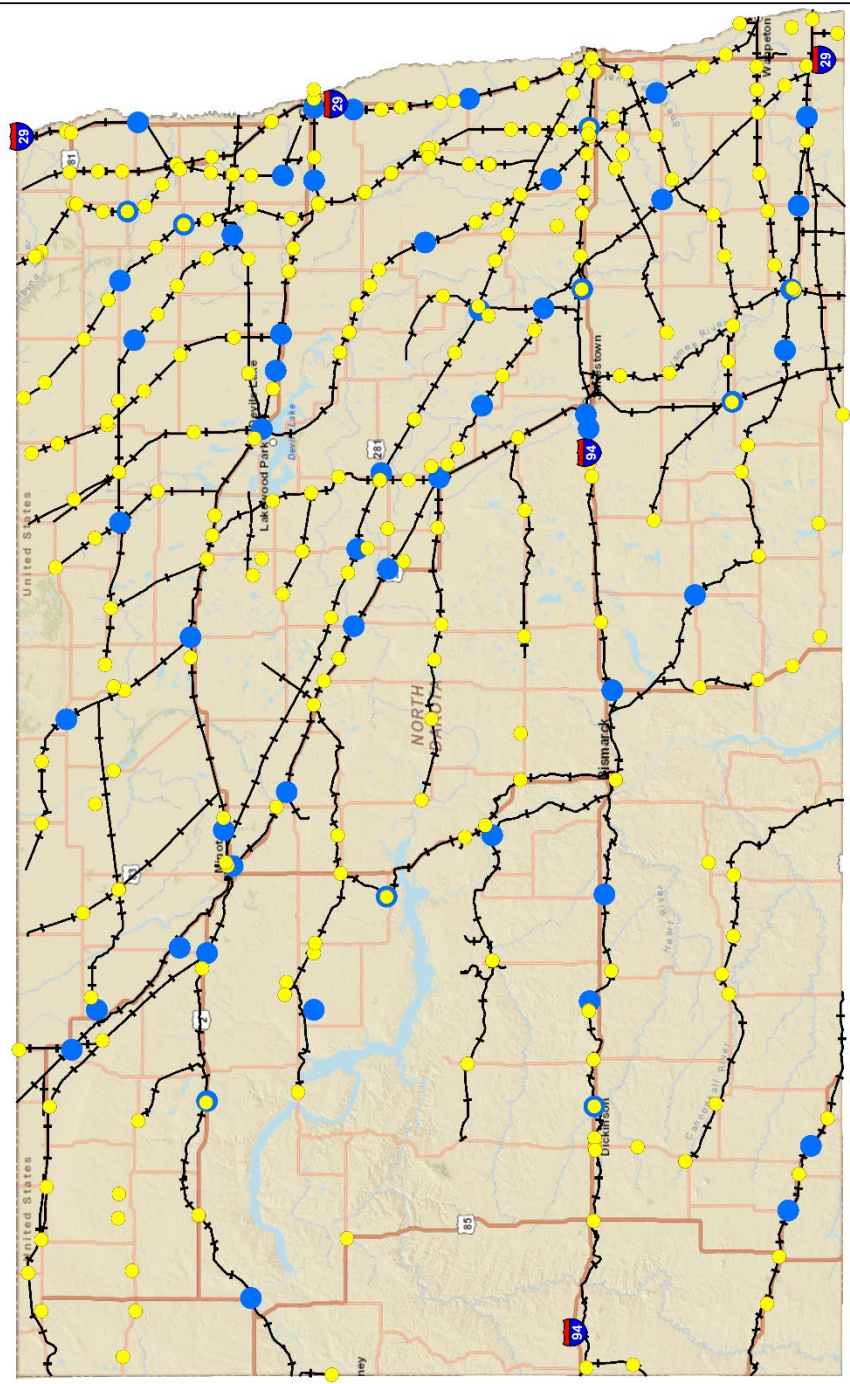
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg. iv).



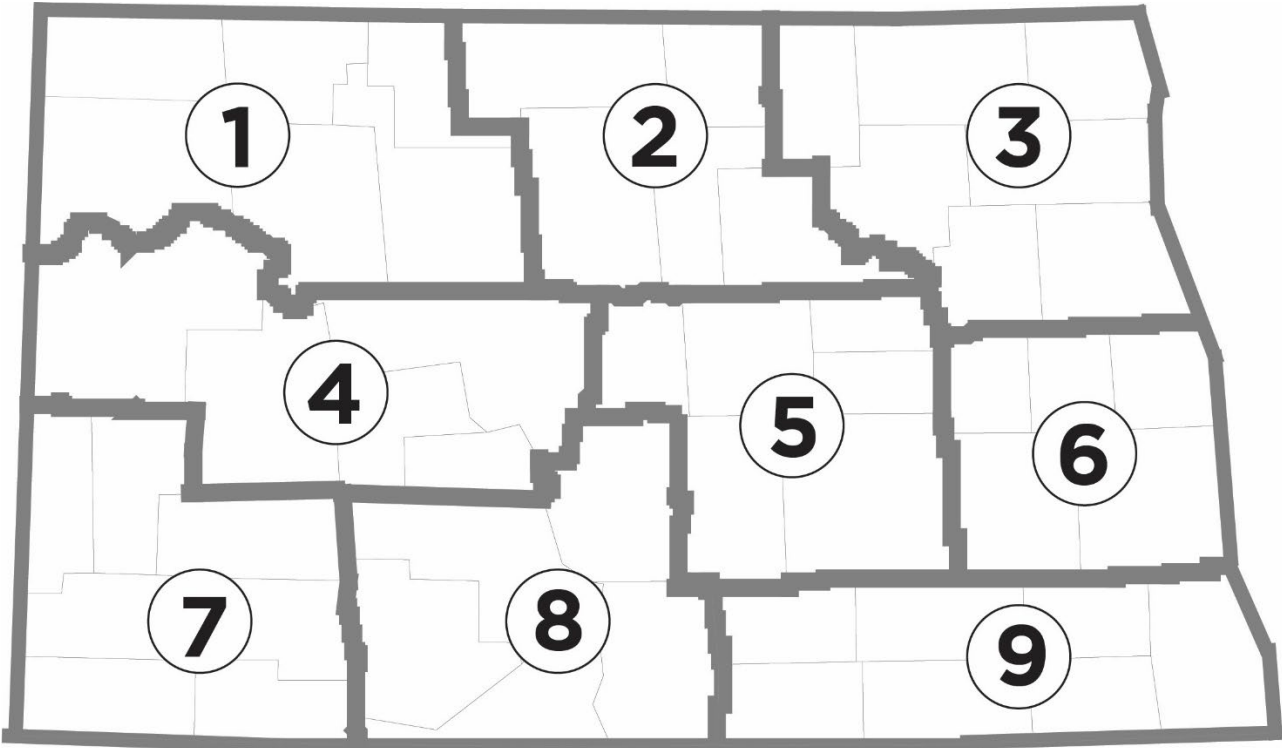


Licensed ND Grain Facilities

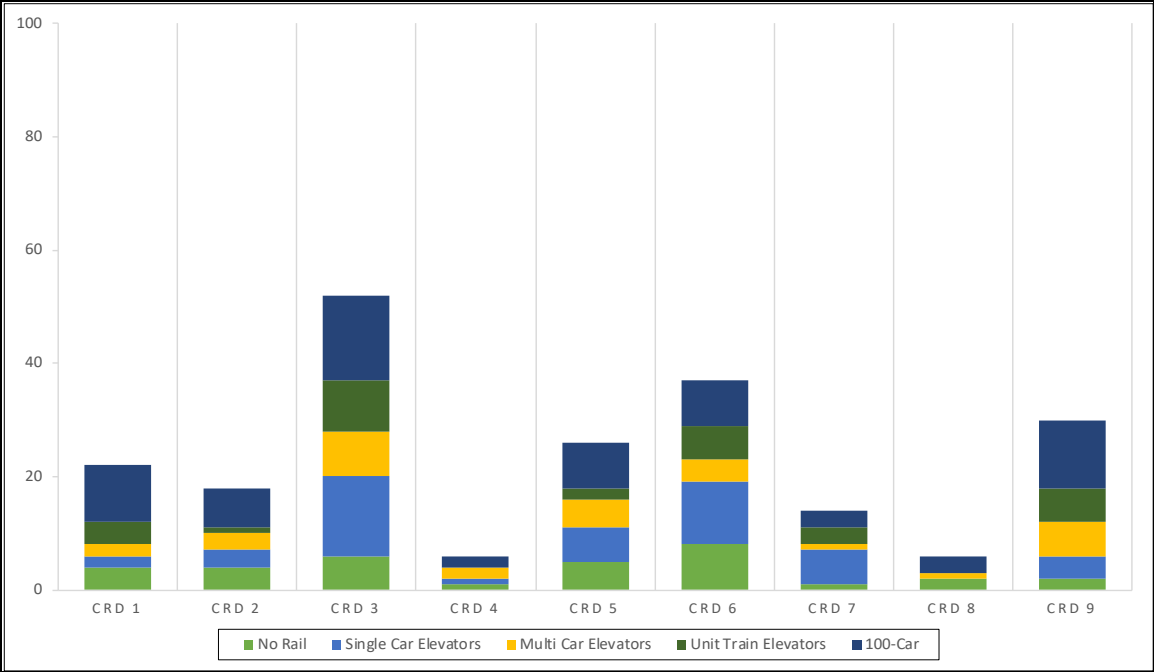
- Other Elevators
- Shuttle Elevators

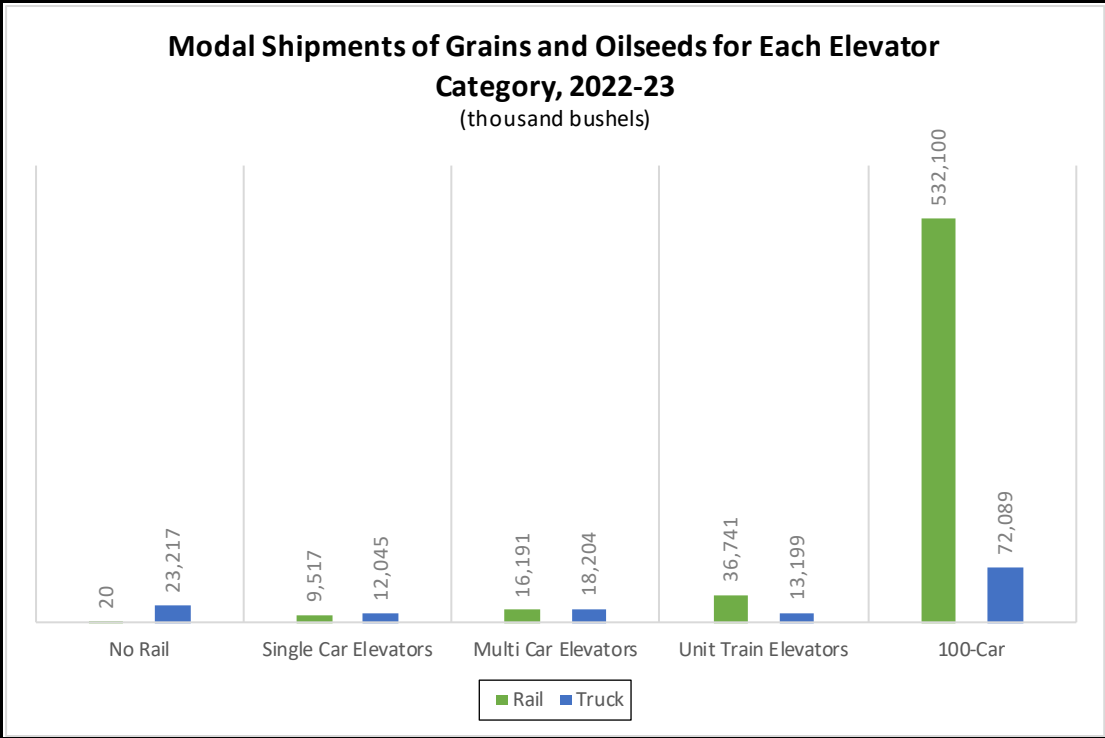
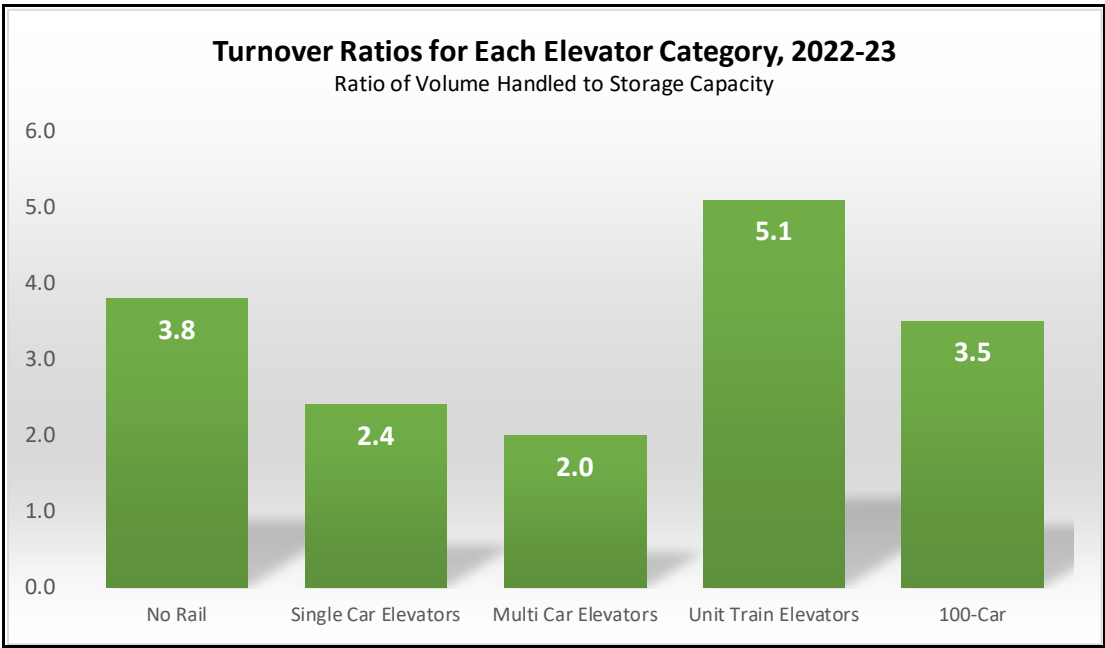


NORTH DAKOTA CROP REPORTING DISTRICTS



ELEVATORS IN EACH CRD, 2022-23



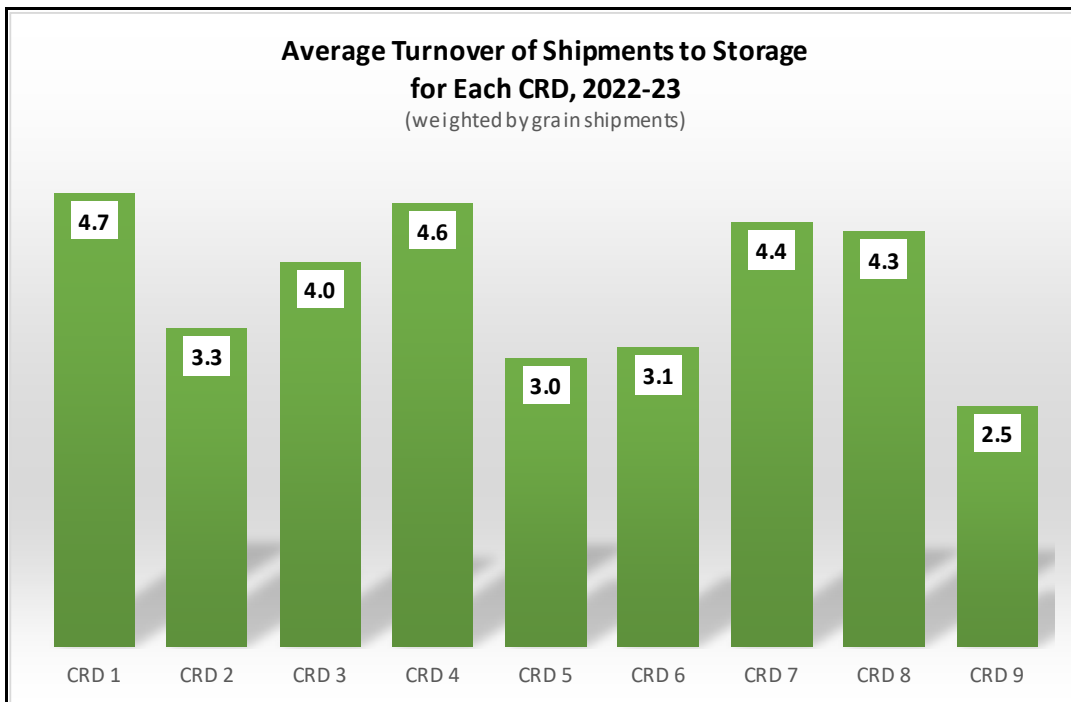


**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2022-23**

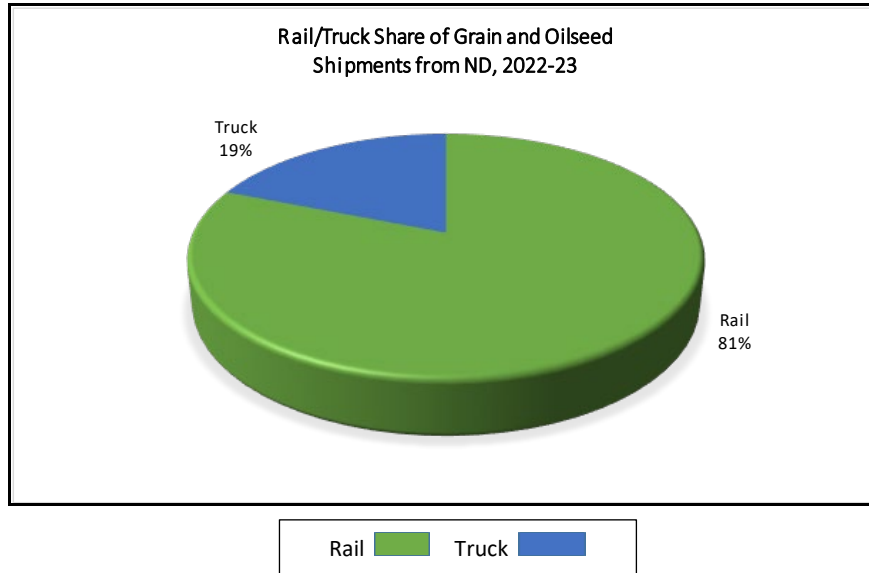
CRD	# Elev	Storage Capacity	Total Transshipped ^a	Total Shipments ^b	Average Turnover
1	22	31,262,000	2,226,463	73,906,213	4.7
2	18	29,260,000	1,577,247	58,835,382	3.3
3	52	66,232,000	7,488,018	166,844,705	4.0
4	6	8,279,000	3,685,387	25,161,261	4.6
5	26	48,175,000	16,015,516	93,006,478	3.0
6	37	91,784,702	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.

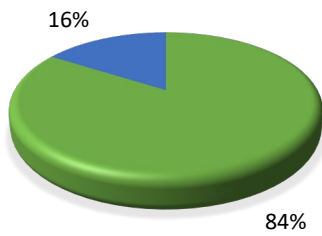
^bBushels shipped to processors and various export points.



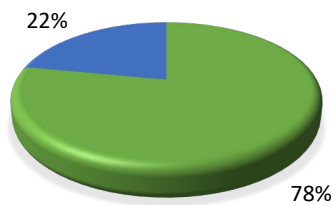
Modal Share of Grain and Oilseed Shipments from Each CRD, 2022-23



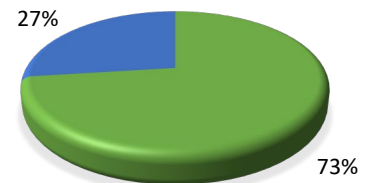
CRD1



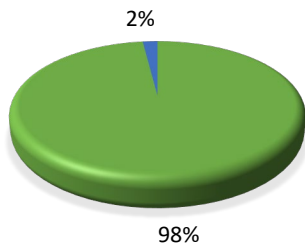
CRD2



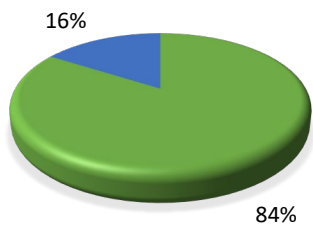
CRD3



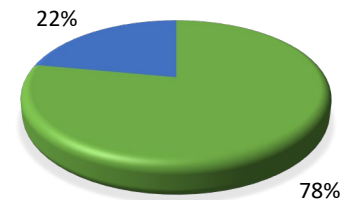
CRD4



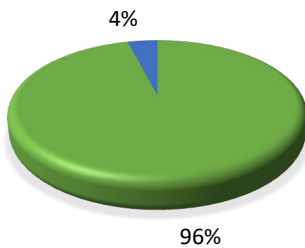
CRD5



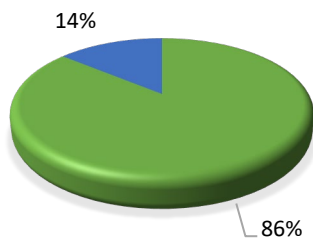
CRD6



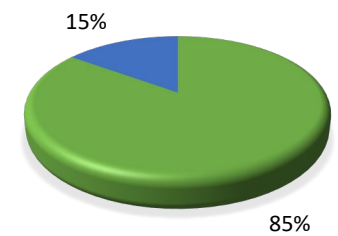
CRD7



CRD8



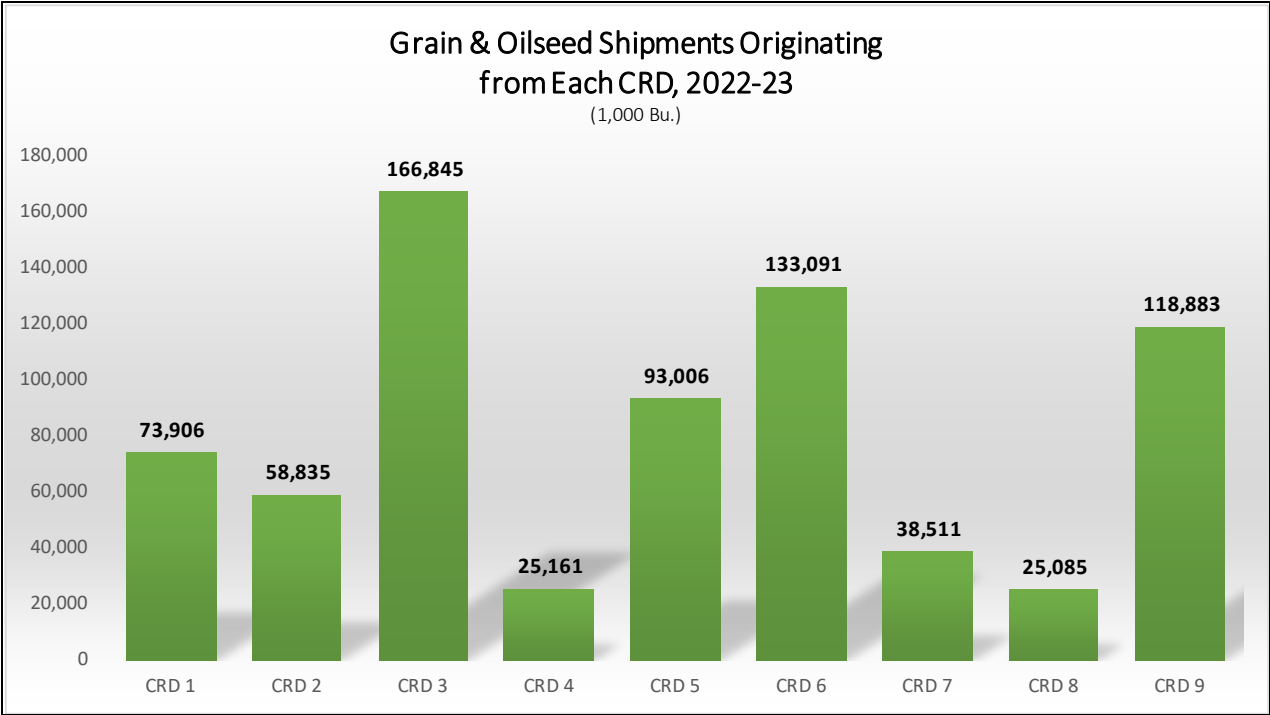
CRD9





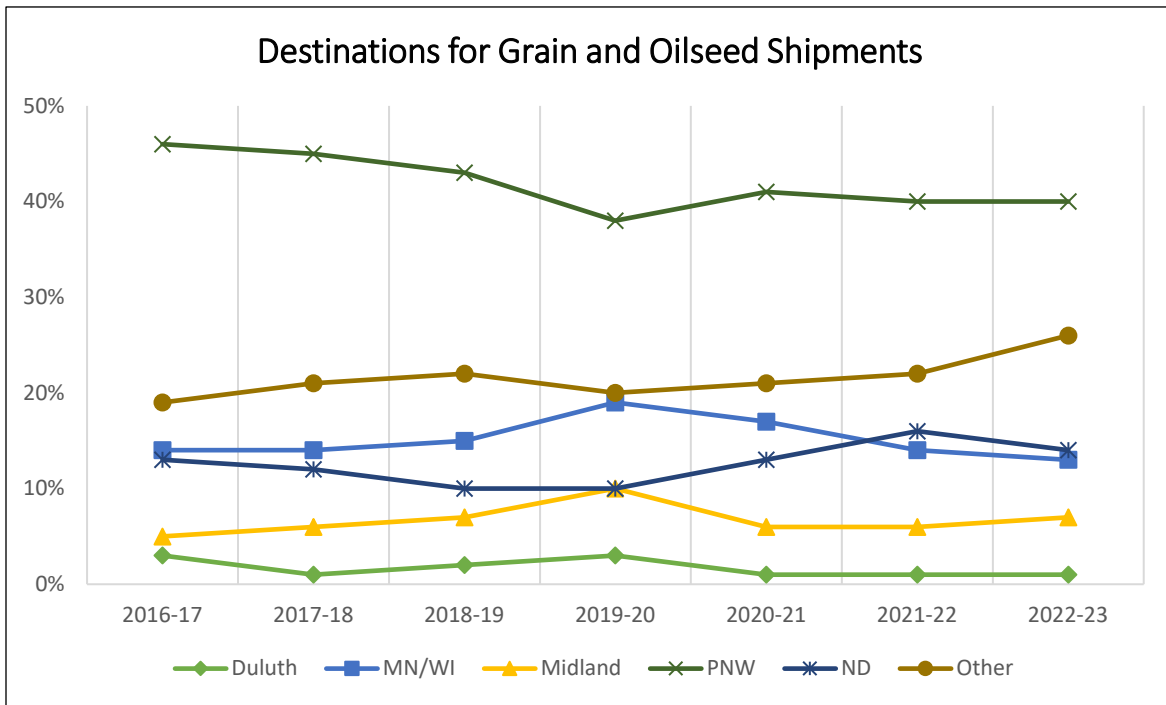
DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

ALL GRAIN AND OILSEED SHIPMENTS



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

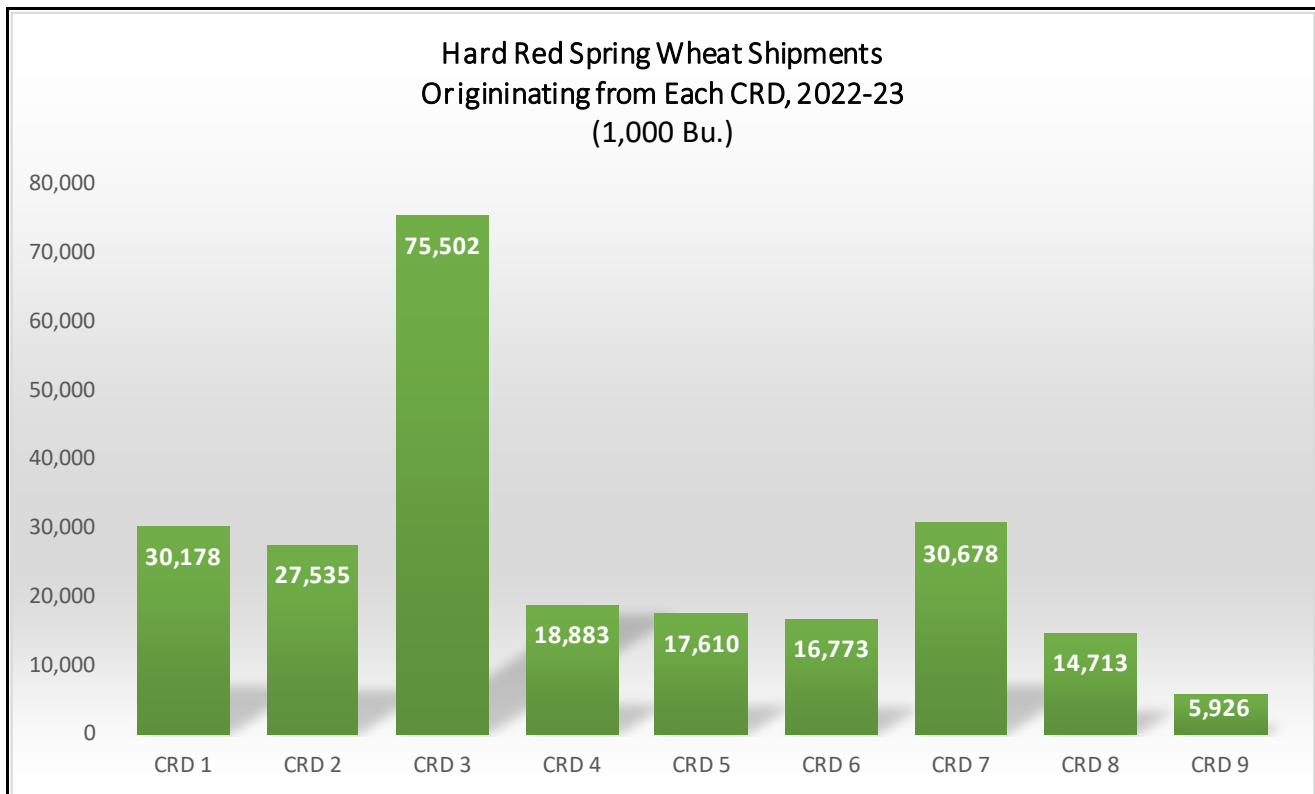
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	24,427	131,452	51,462	444,267	123,941	956,294
	3%	14%	5%	46%	13%	
2017-18	8,502	118,226	52,397	390,562	107,756	862,337
	1%	14%	6%	45%	12%	
2018-19	18,712	123,298	59,970	364,831	87,340	843,032
	2%	15%	7%	43%	10%	
2019-20	25,577	149,062	81,615	303,227	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%	



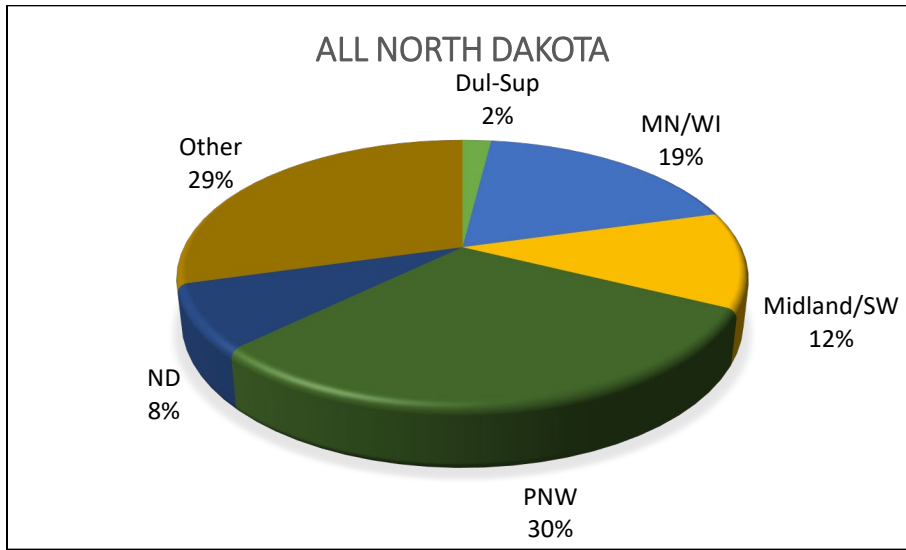
Destinations for Grain and Oilseed Shipments from ND CRDs (1000 Bushels)

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								

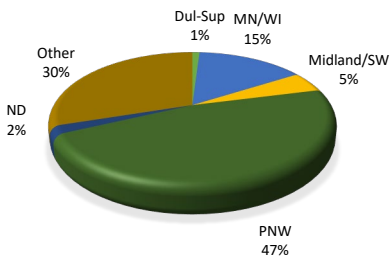
HARD RED SPRING WHEAT SHIPMENTS



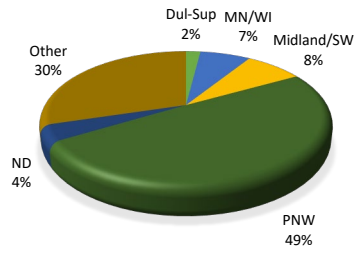
Destinations for Hard Red Spring Wheat Shipments, 2022-23 Crop Reporting District



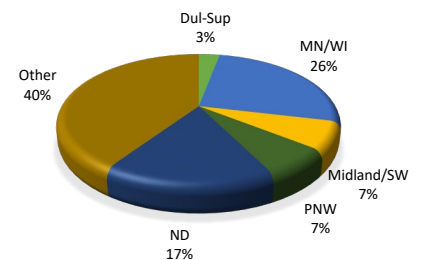
CRD1



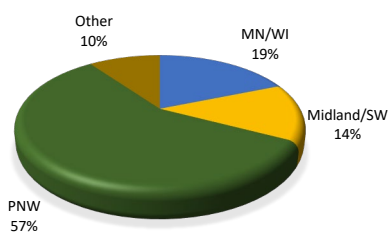
CRD2



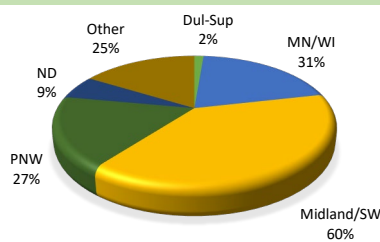
CRD3



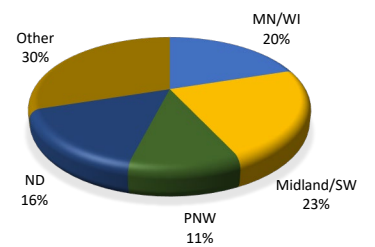
CRD4



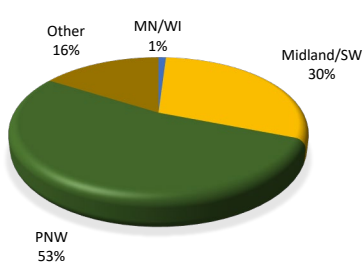
CRD5



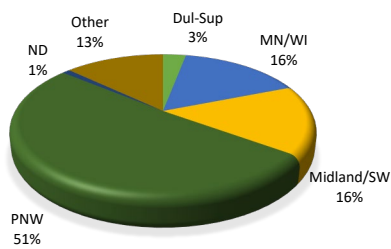
CRD6



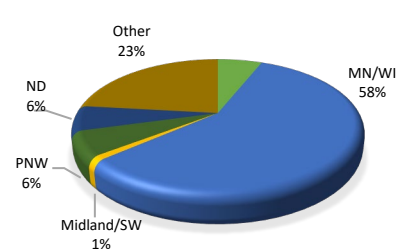
CRD7



CRD8

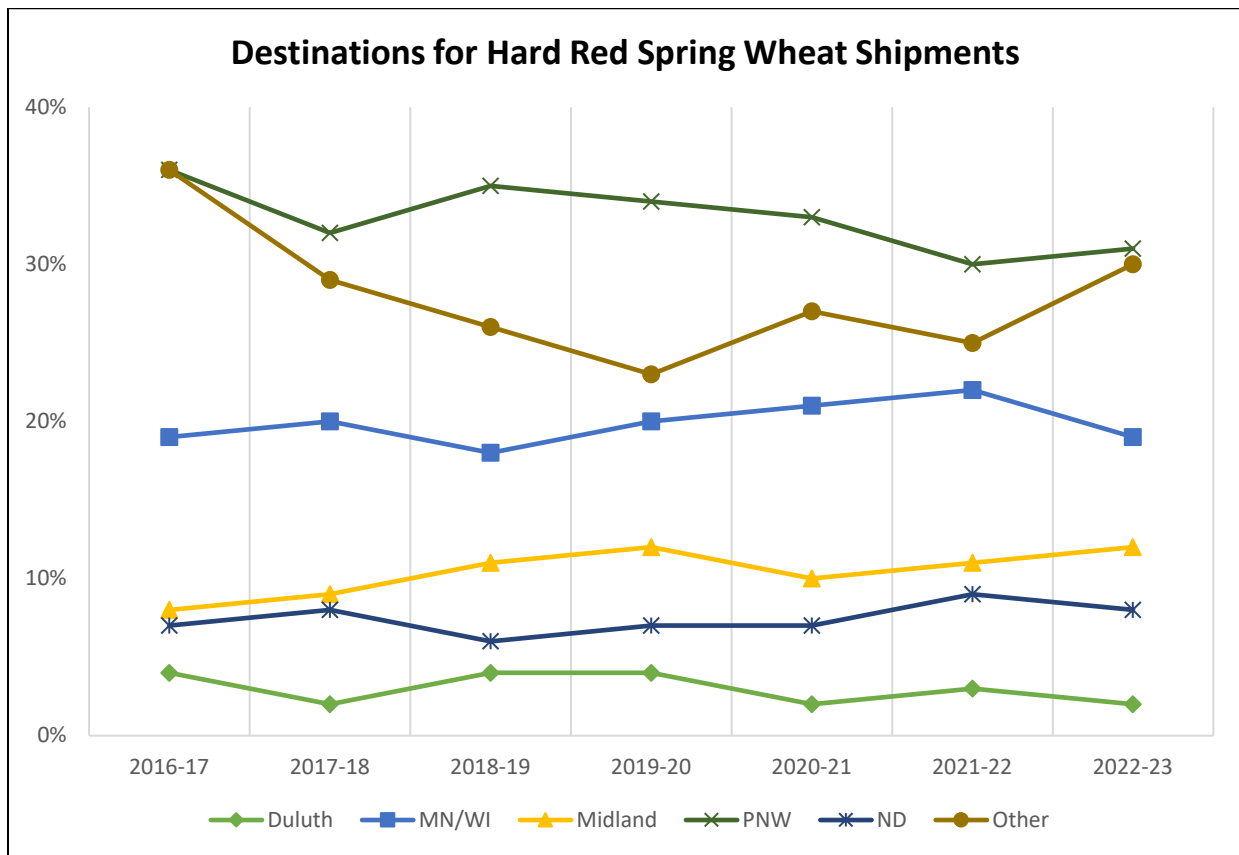


CRD9



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

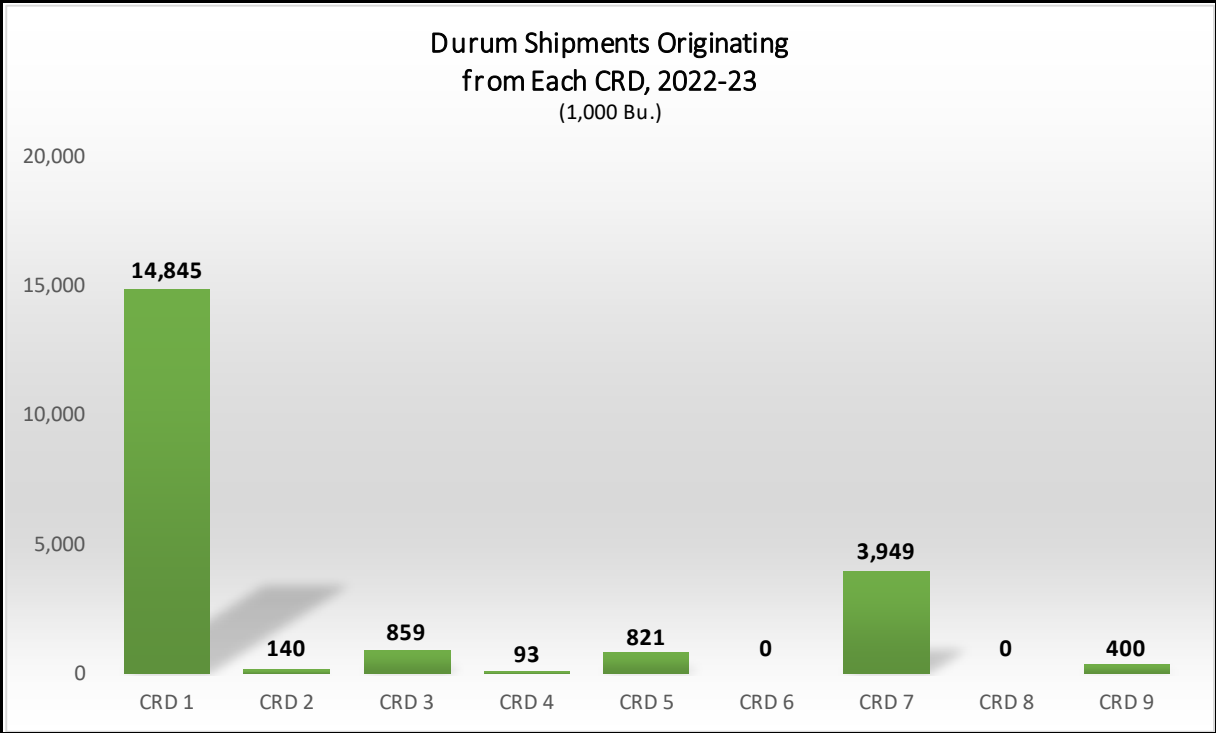
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	13,217 4%	57,289 19%	24,411 8%	109,590 36%	20,657 7%	305,961
2017-18	5,188 2%	45,465 20%	19,897 9%	72,515 32%	18,095 8%	225,647
2018-19	10,008 4%	45,374 18%	29,173 11%	90,482 35%	16,693 6%	258,885
2019-20	10,820 4%	54,783 20%	31,053 12%	91,015 34%	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



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

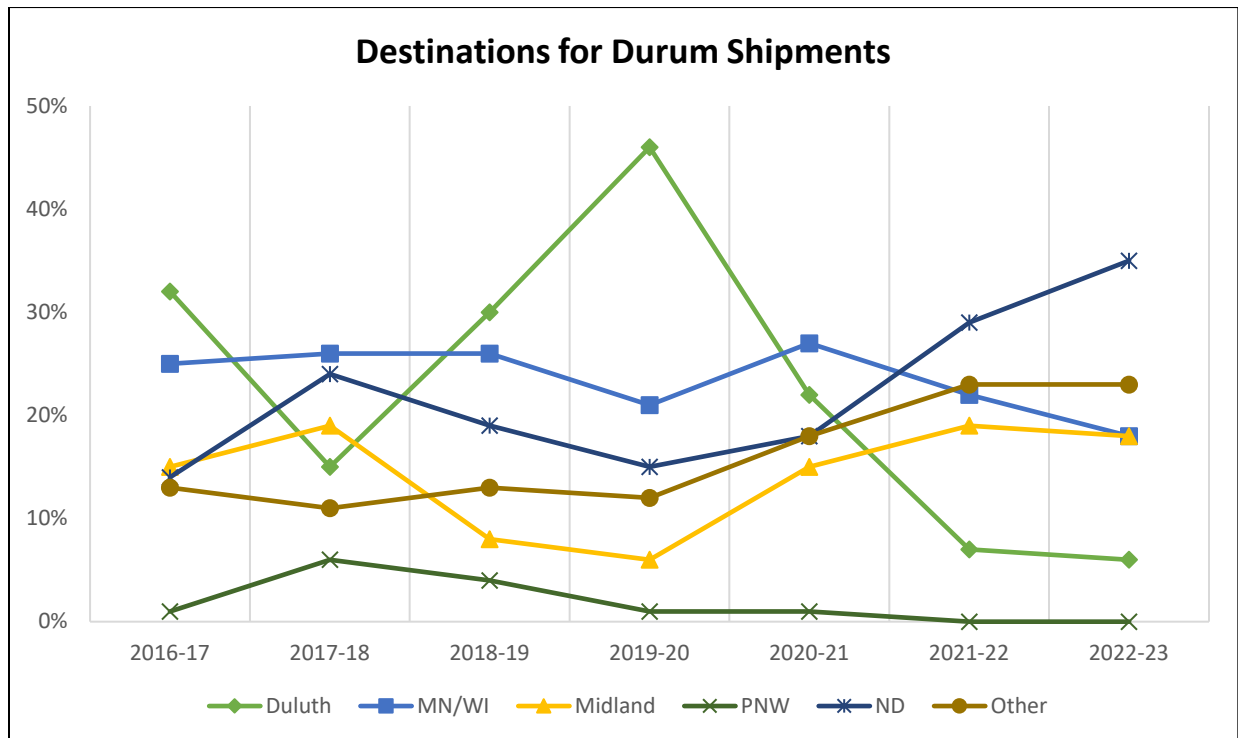
CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2016-17	1%	8%	8%	75%	2%	5%	38,505	2016-17	2%	9%	9%	56%	1%	23%	27,502
2017-18	2%	15%	7%	72%	2%	2%	26,874	2017-18	2%	25%	5%	51%	1%	15%	24,789
2018-19	3%	16%	5%	66%	1%	8%	34,436	2018-19	0%	19%	9%	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



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

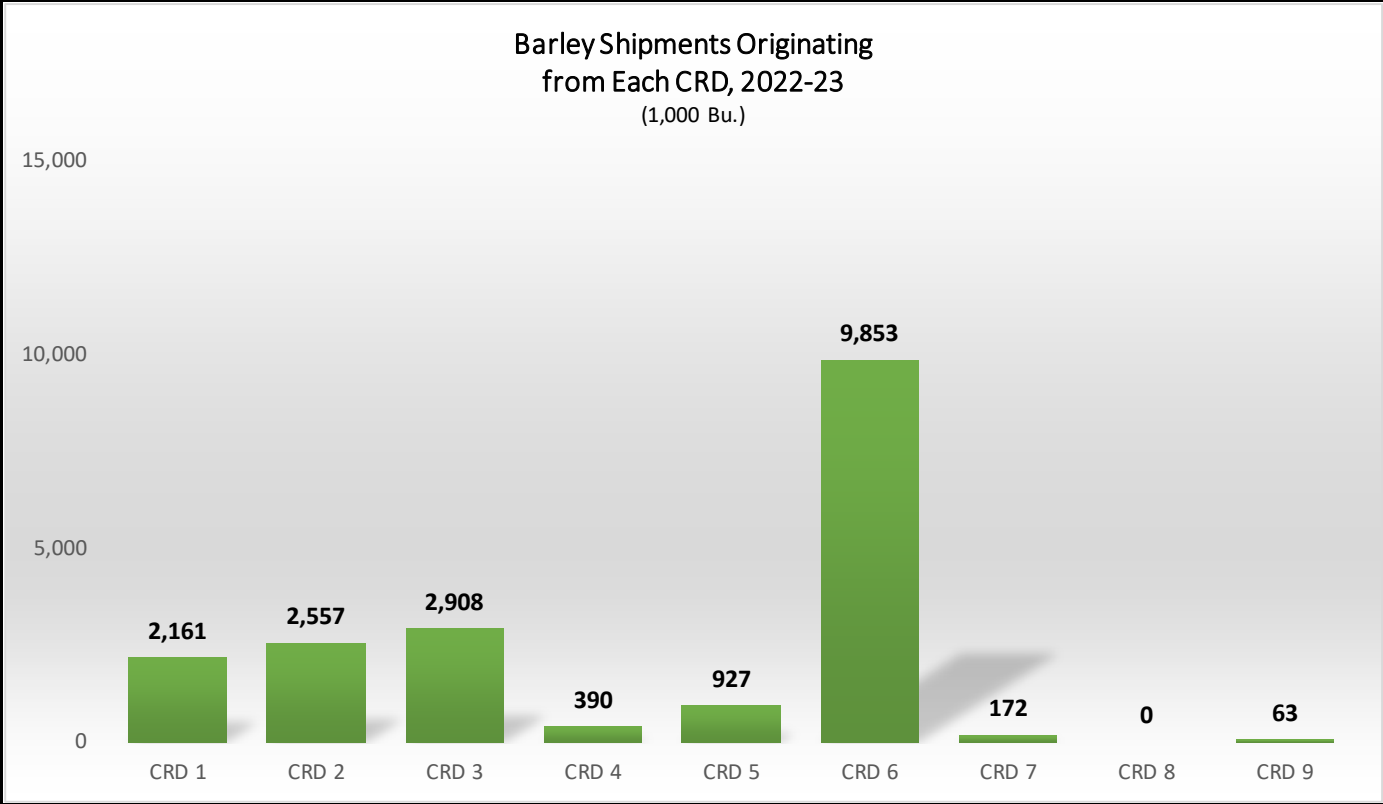
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	9,926	7,770	4,635	173	4,201	30,564
	32%	25%	15%	1%	14%	
2017-18	2,598	4,662	3,379	994	4,146	17,635
	15%	26%	19%	6%	24%	
2018-19	7,424	6,465	2,100	1,040	4,697	25,060
	30%	26%	8%	4%	19%	
2019-20	14,585	6,536	1,896	180	4,823	31,744
	46%	21%	6%	1%	15%	
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%	



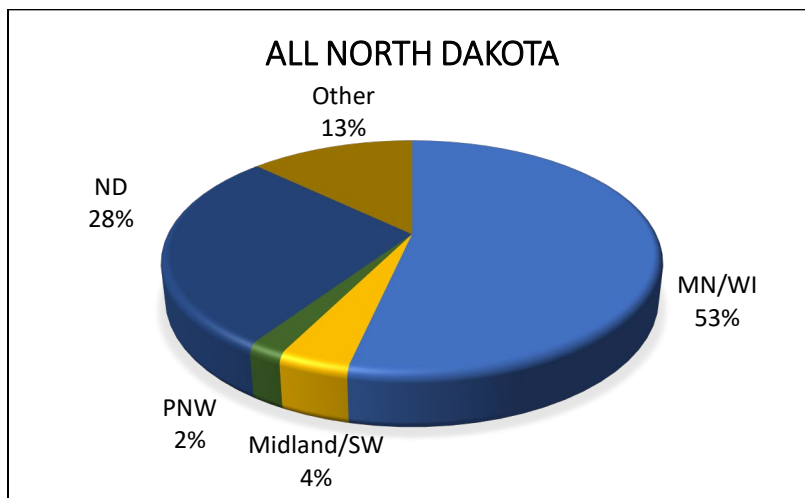
Destinations for Durum Shipments from ND CRDs (1000 Bushels)

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								

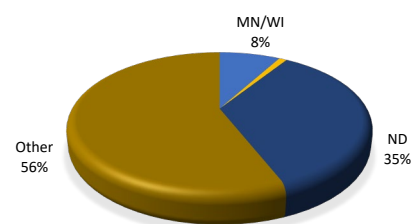
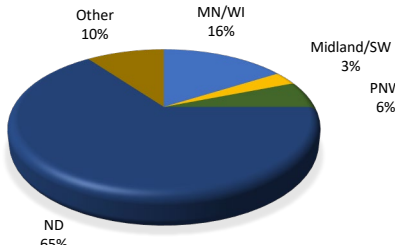
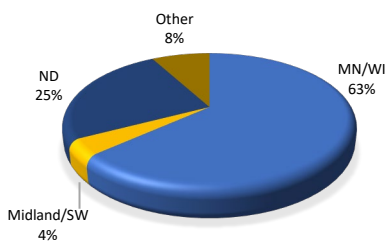
BARLEY SHIPMENTS



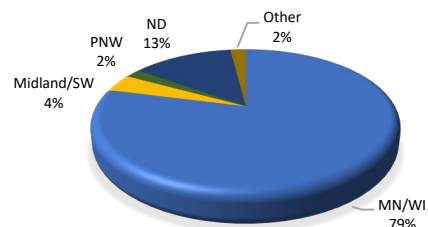
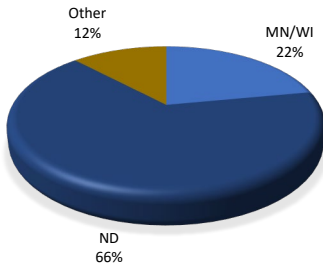
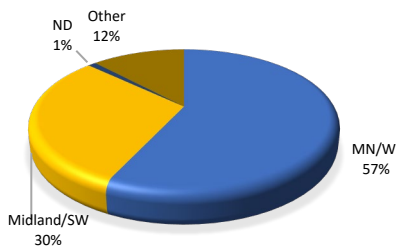
Destinations for Barley Shipments, 2022-23 Crop Reporting District



CRD1 CRD2 CRD3



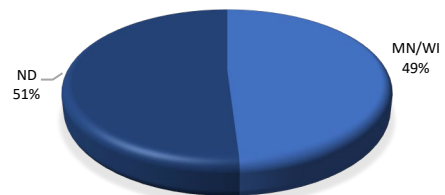
CRD4 CRD5 CRD6



CRD7 CRD8 CRD9

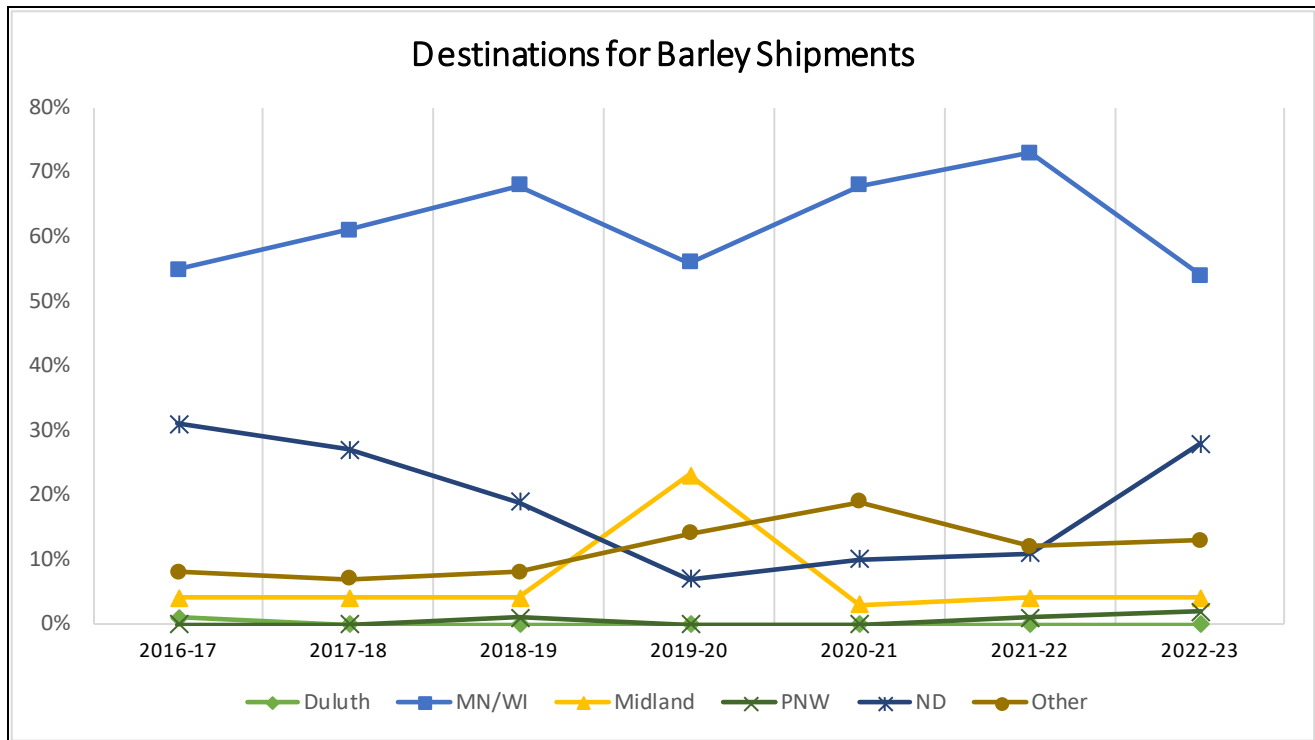
No Shipments

No Shipments

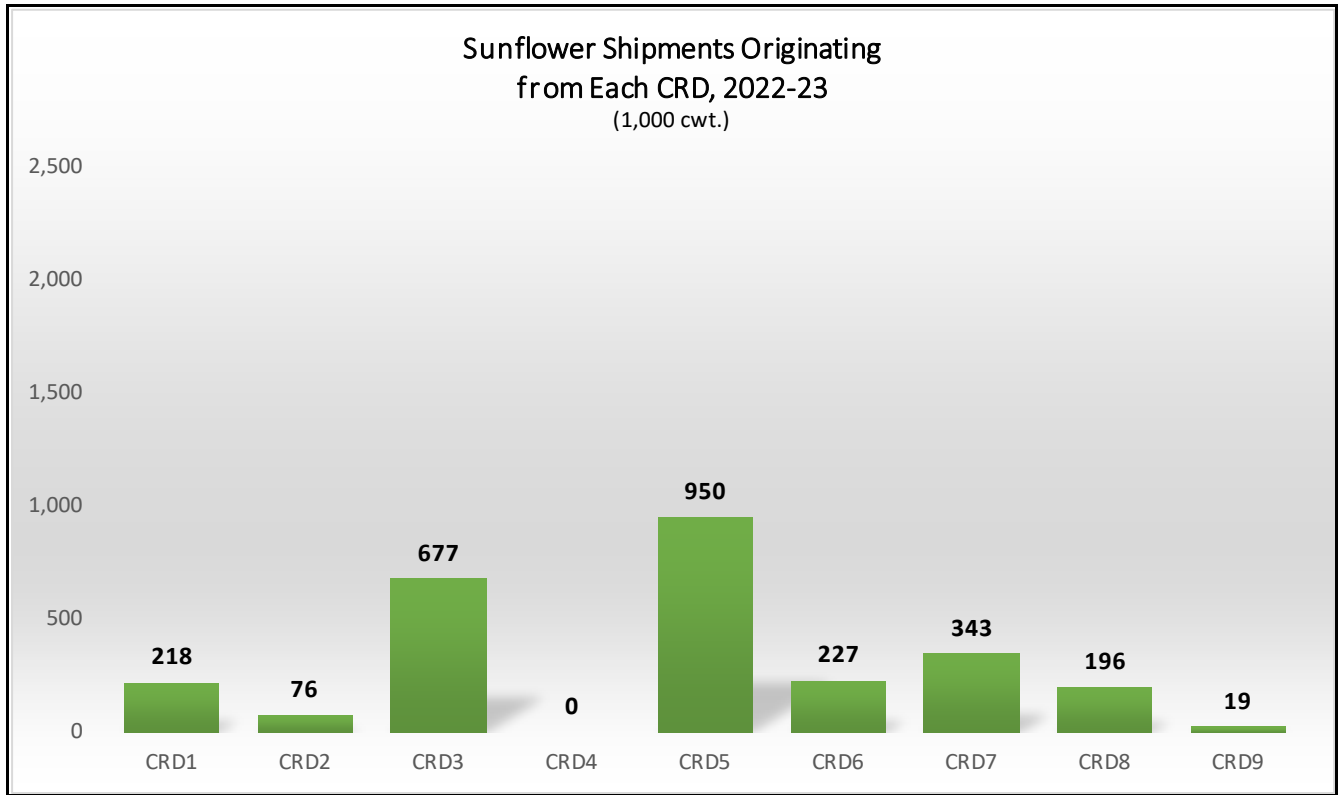


**Trends for Destinations of Barley Shipments from ND
(1,000 Bushels)**

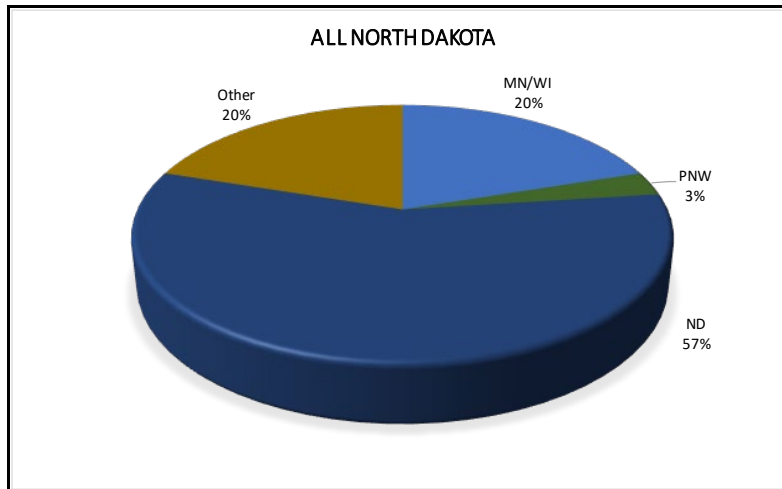
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	219	24,104	1,973	84	13,799	43,891
	1%	55%	4%	0%	31%	
2017-18	54	24,076	1,464	115	10,609	39,150
	0%	61%	4%	0%	27%	
2018-19	13	22,758	1,249	347	6,308	33,365
	0%	68%	4%	1%	19%	
2019-20	4	31,723	12,933	51	3,836	56,438
	0%	56%	23%	0%	7%	
2020-21	1	17,668	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%	



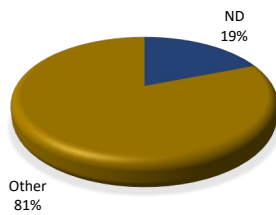
SUNFLOWER SHIPMENTS



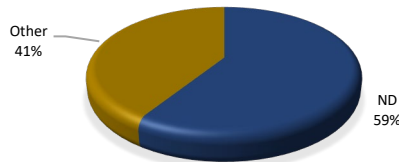
Destinations for Sunflower Shipments, 2022-23 Crop Reporting District



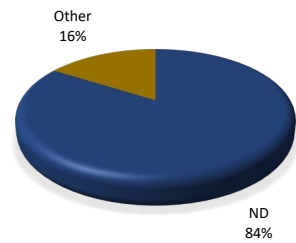
CRD1



CRD2



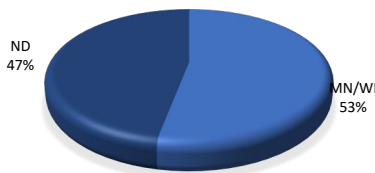
CRD3



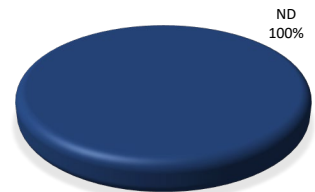
CRD4

No Shipments

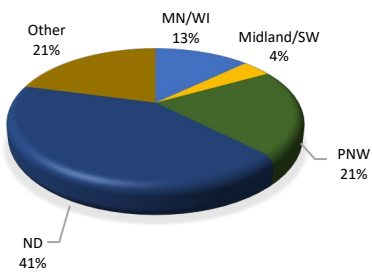
CRD5



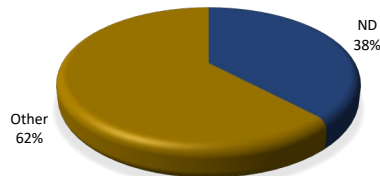
CRD6



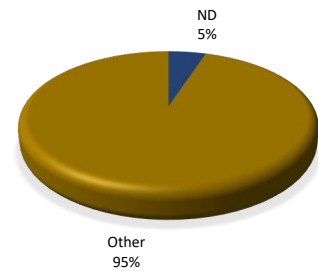
CRD7



CRD8

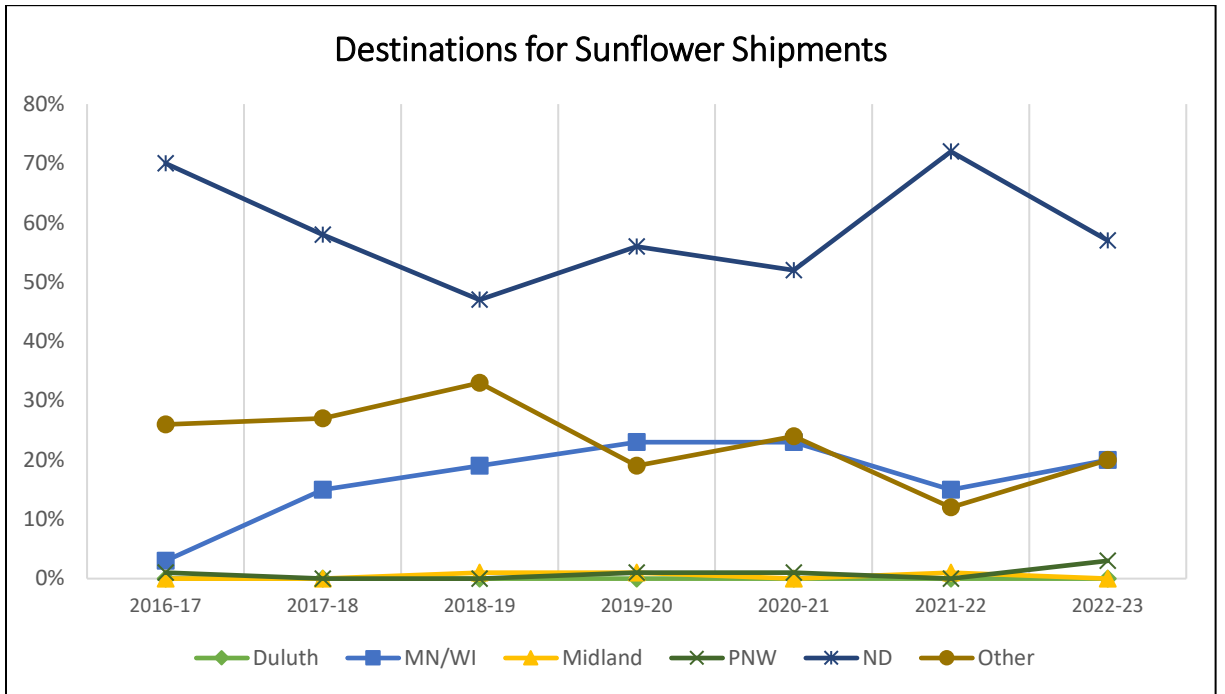


CRD9

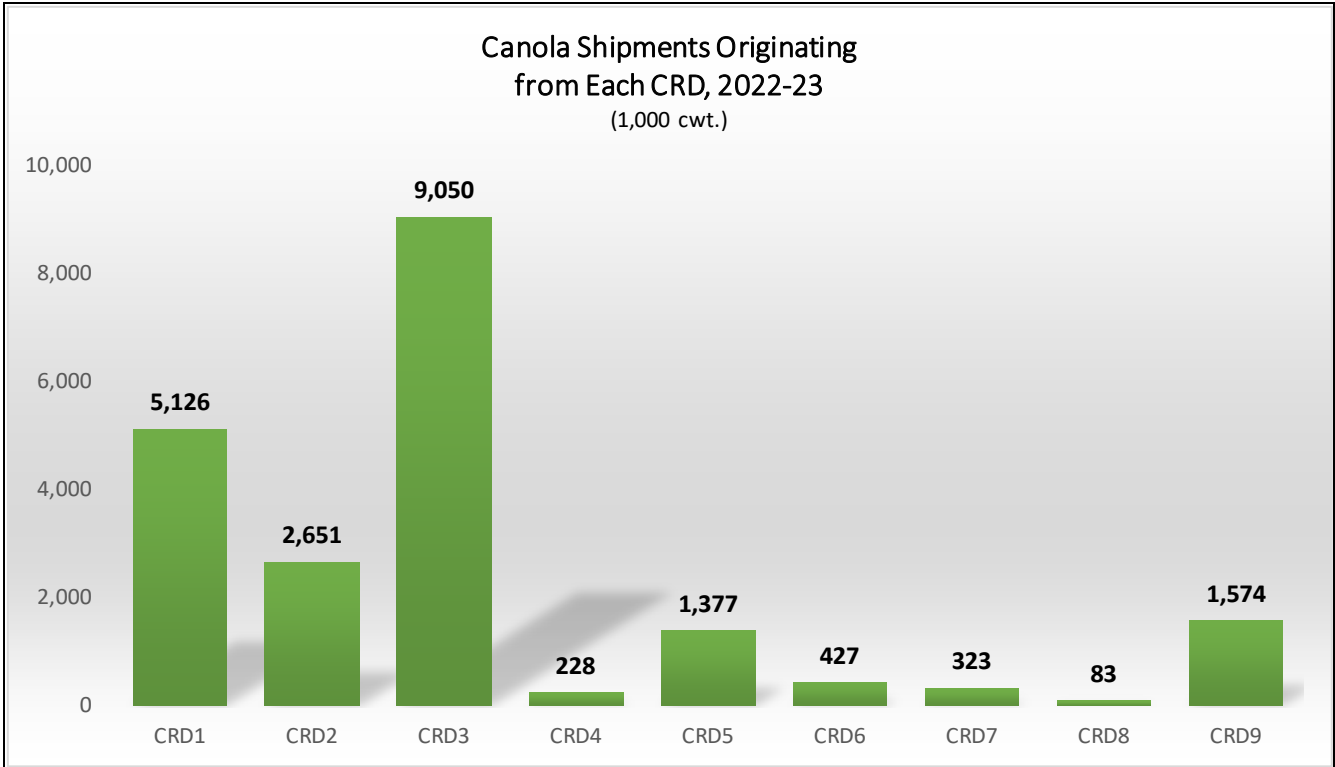


**Trends for Destinations of Sunflower Shipments from ND
(1,000 cwt)**

	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%	

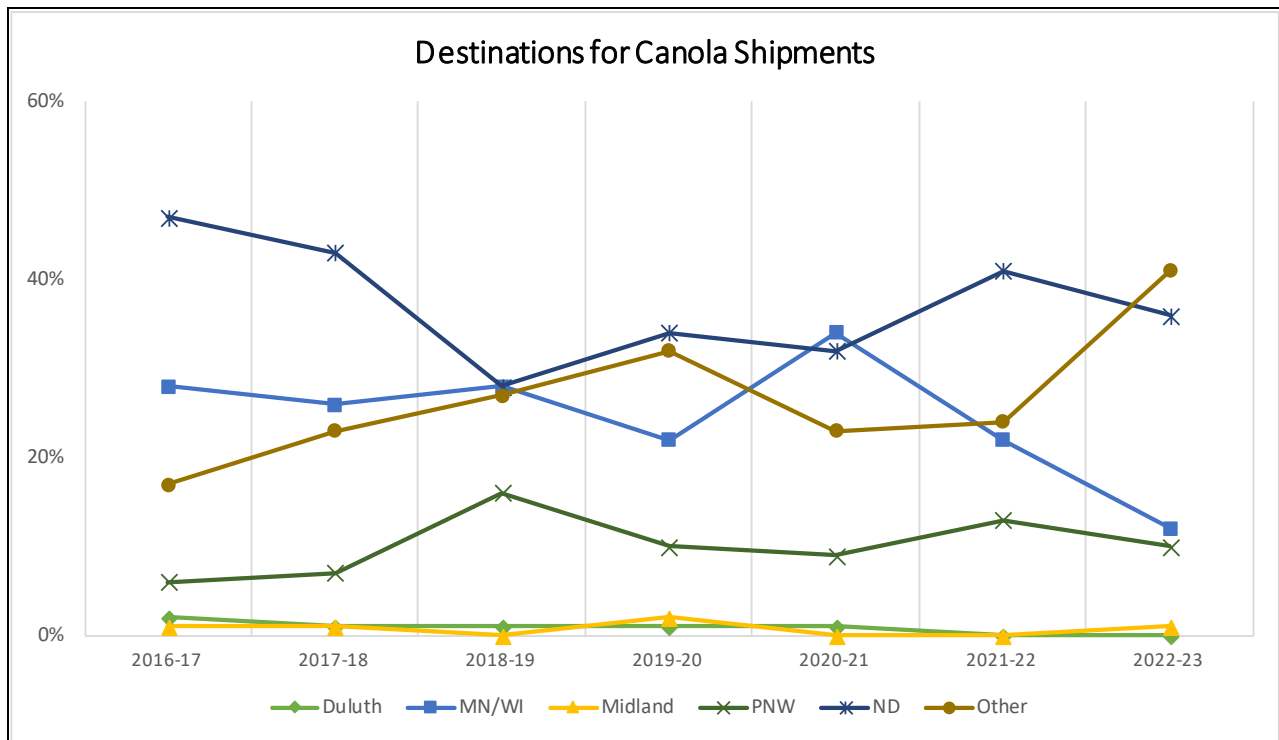


CANOLA SHIPMENTS

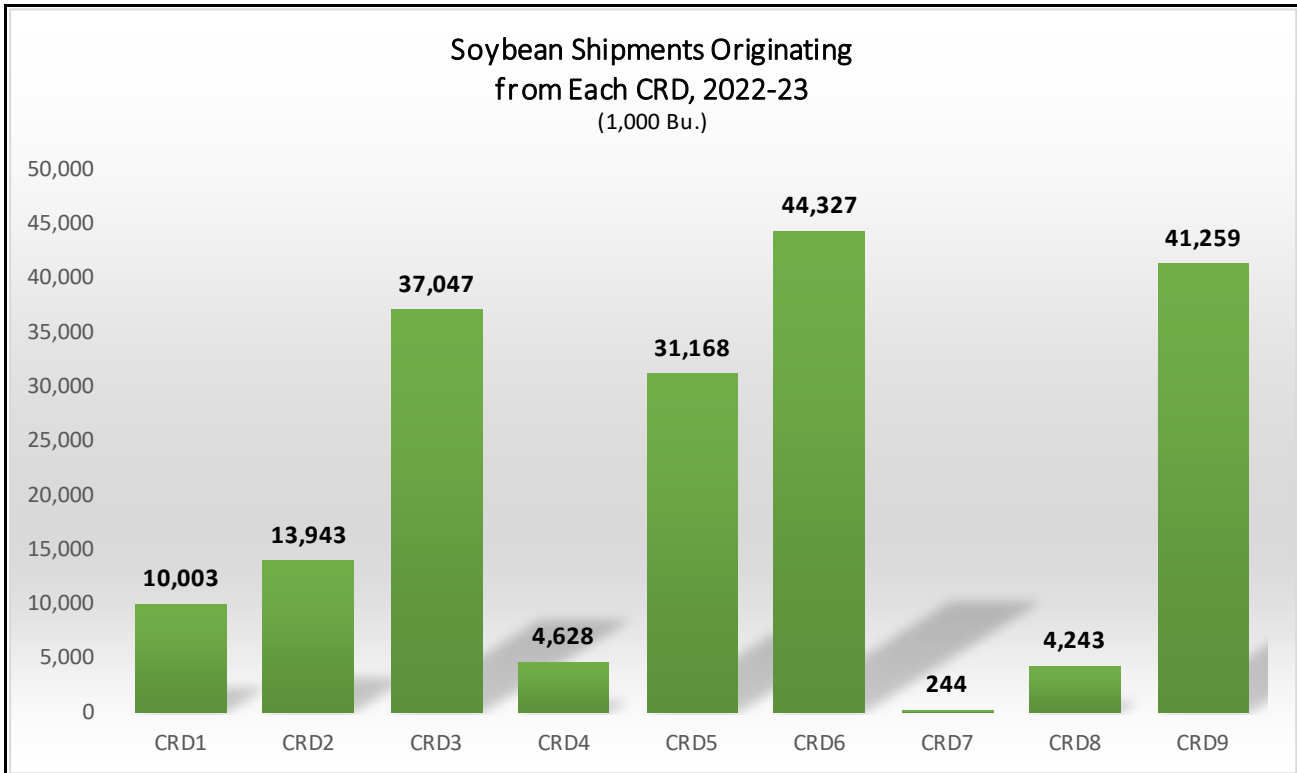


**Trends for Destinations of Canola Shipments from ND
(1,000 cwt)**

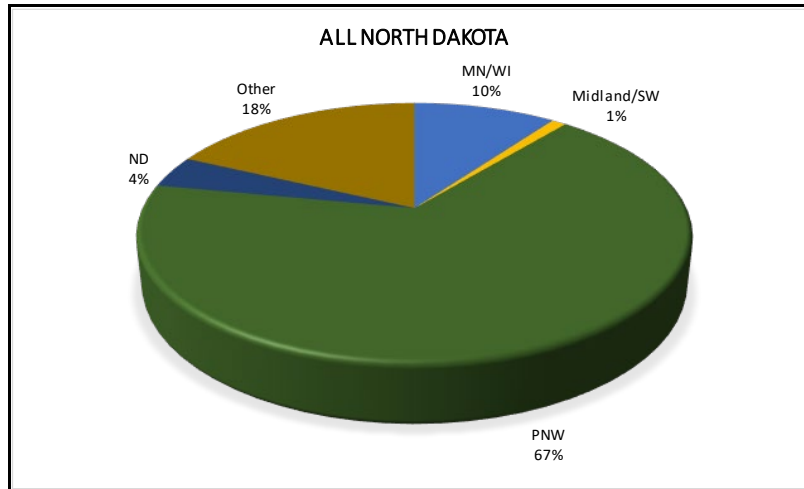
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	242 2%	3,843 28%	90 1%	833 6%	6,547 47%	13,935
2017-18	66 1%	3,390 26%	108 1%	878 7%	5,523 43%	12,896
2018-19	150 1%	4,011 28%	1 0%	2,266 16%	4,098 28%	14,378
2019-20	167 1%	4,552 22%	376 2%	2,100 10%	7,035 34%	20,800
2020-21	308 1%	7,541 34%	0 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



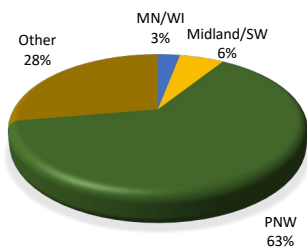
SOYBEAN SHIPMENTS



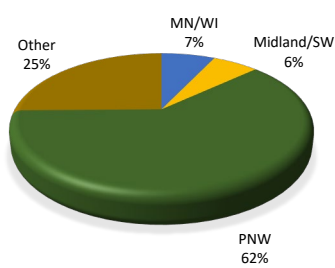
Destinations for Soybean Shipments, 2022-23 Crop Reporting District



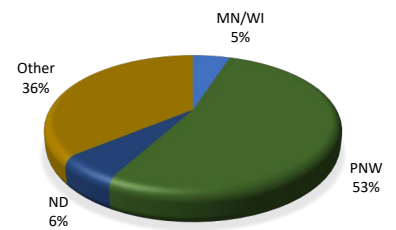
CRD1



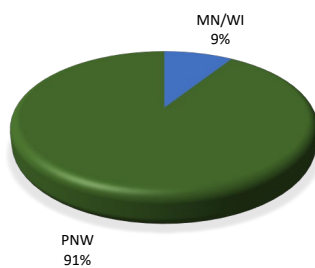
CRD2



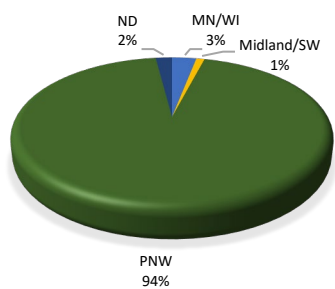
CRD3



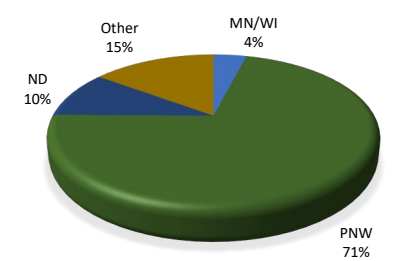
CRD4



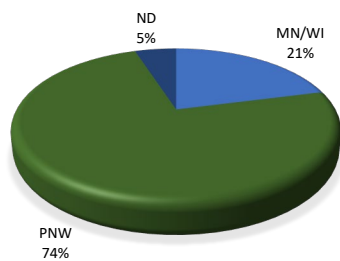
CRD5



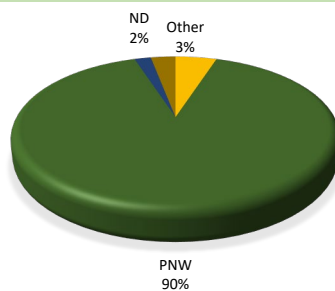
CRD6



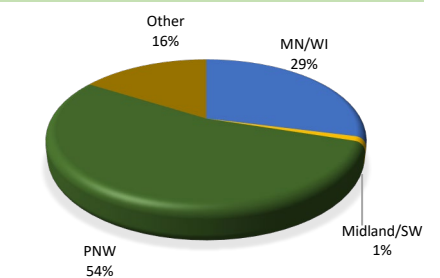
CRD7



CRD8

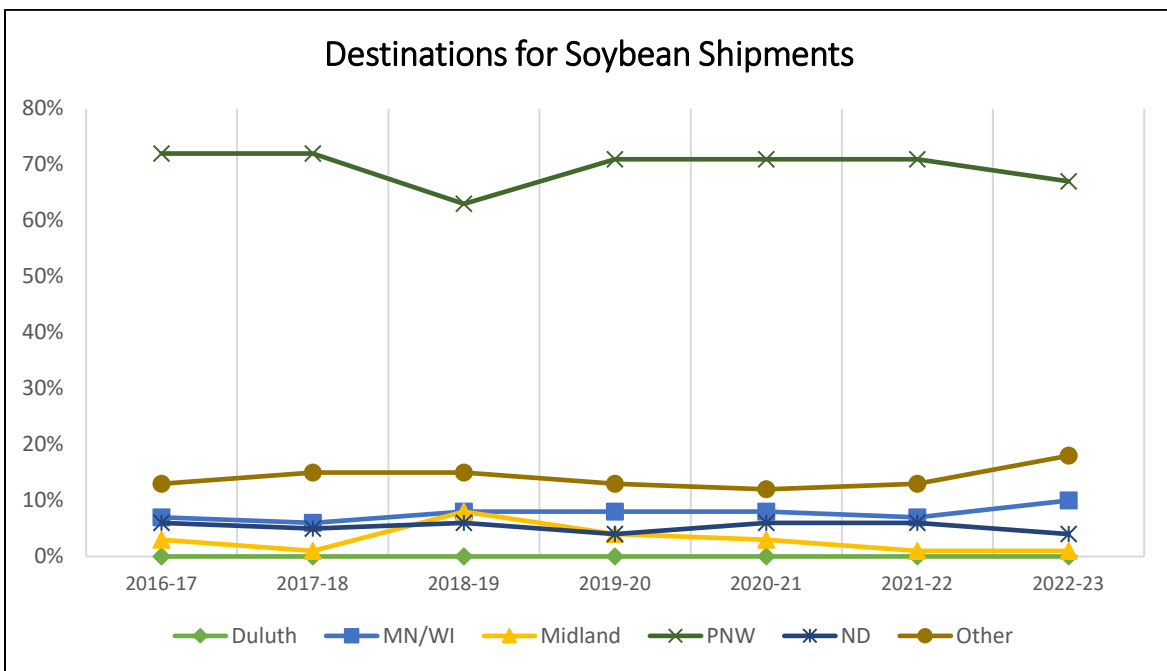


CRD9

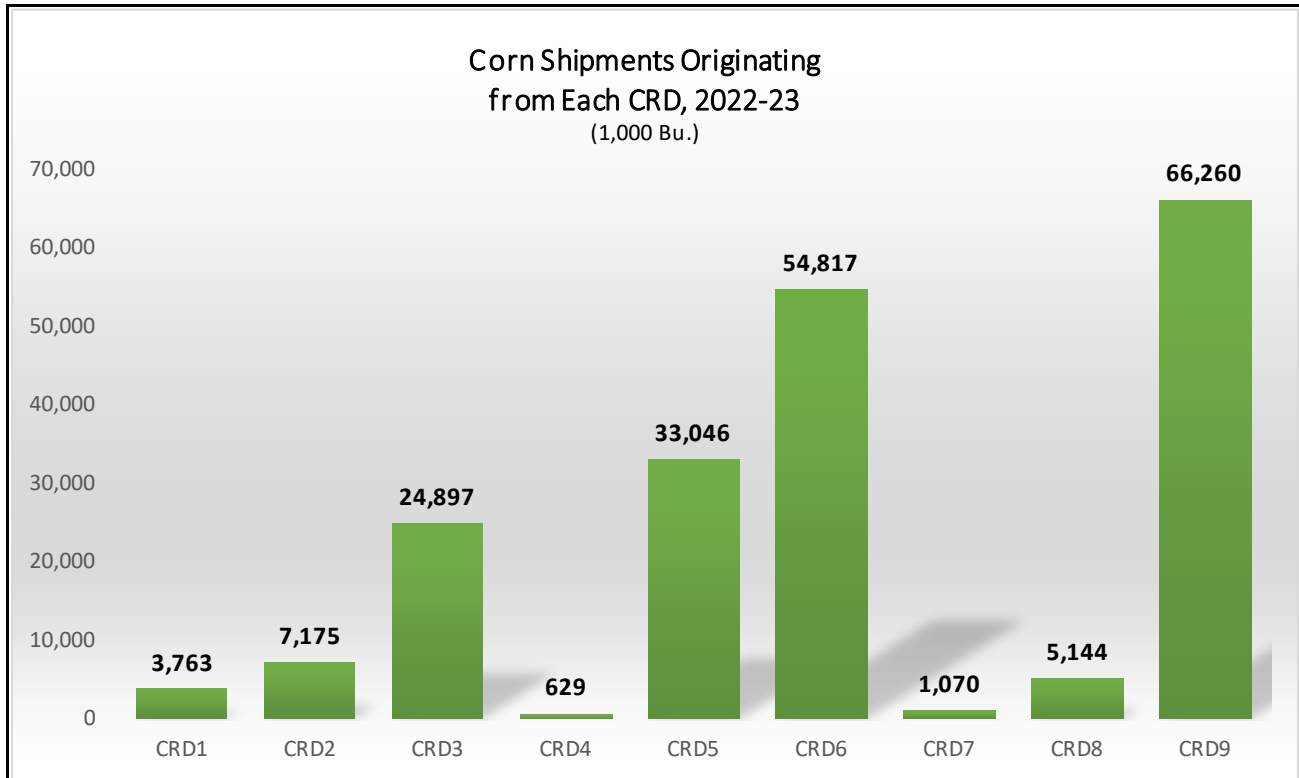


**Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)**

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	87	15,823	6,671	168,274	14,783	235,212
	0%	7%	3%	72%	6%	
2017-18	369	12,961	3,107	158,268	11,522	220,085
	0%	6%	1%	72%	5%	
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%	

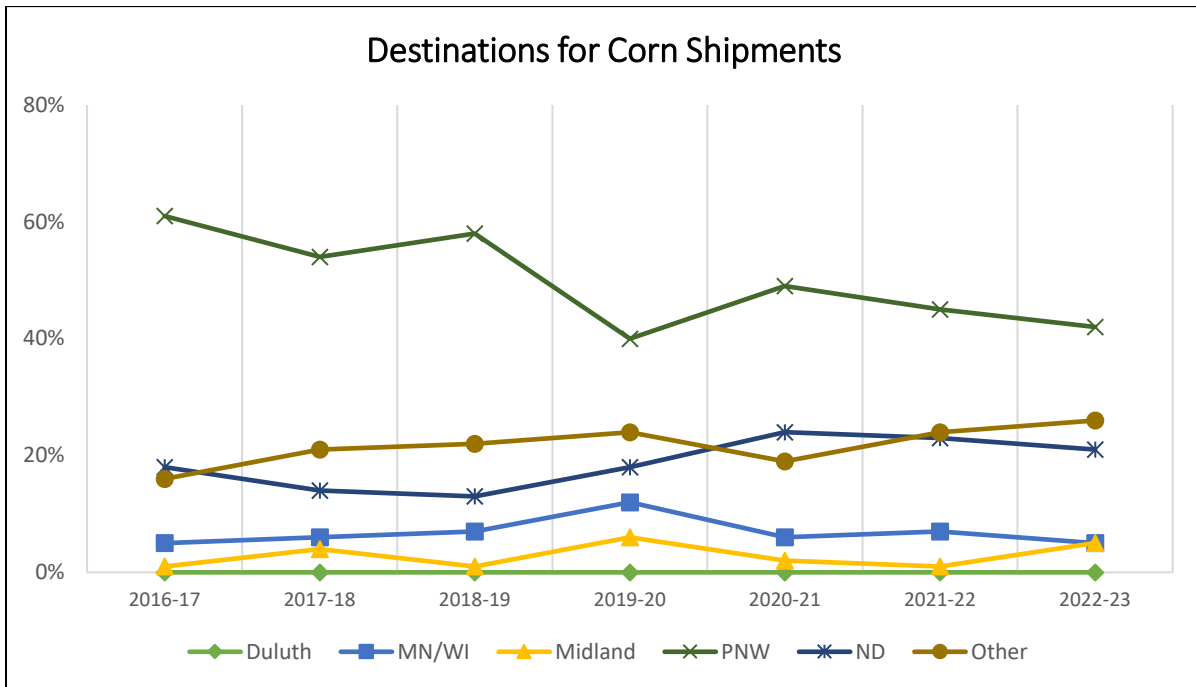


CORN SHIPMENTS

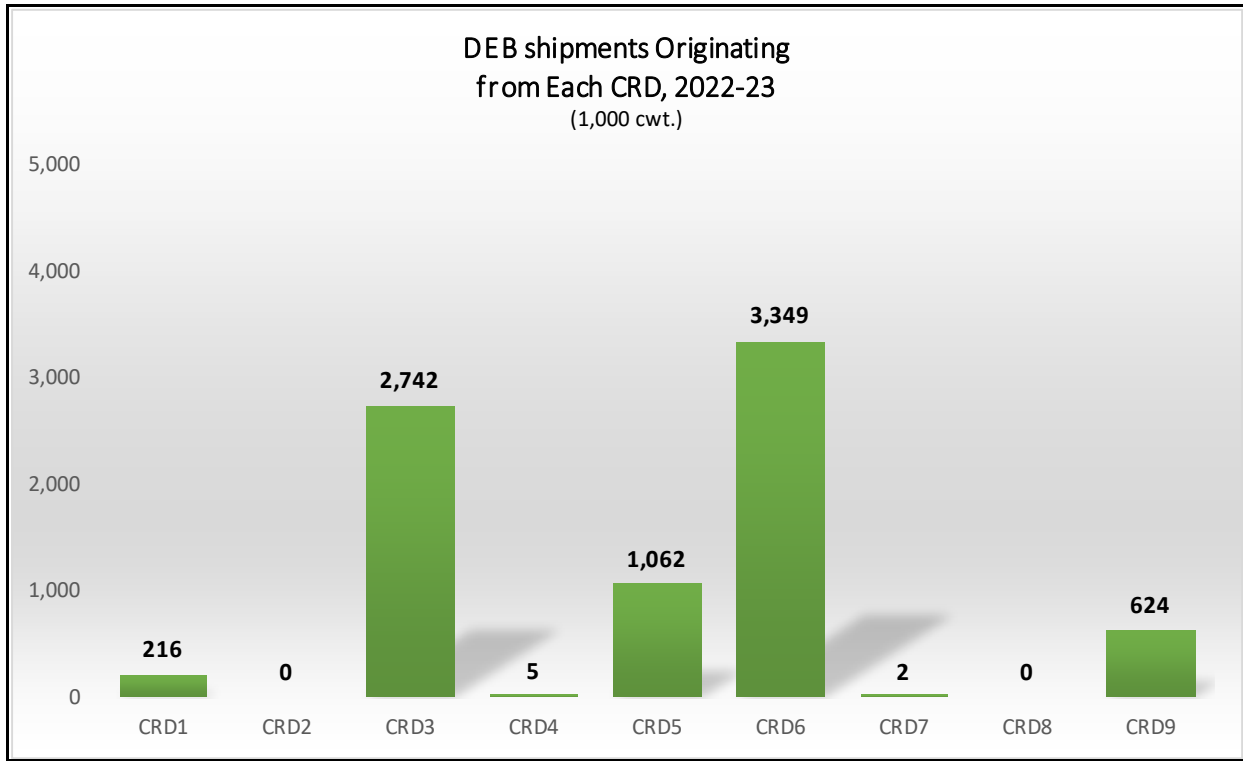


**Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)**

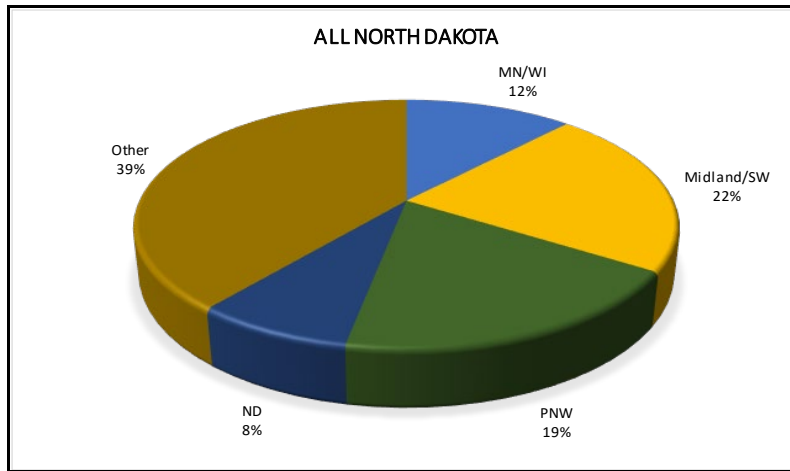
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	422	13,350	1,627	160,361	46,613	265,021
	0%	5%	1%	61%	18%	
2017-18	0	16,155	12,123	153,514	40,575	282,733
	0%	6%	4%	54%	14%	
2018-19	368	17,230	1,351	149,330	32,653	257,302
	0%	7%	1%	58%	13%	
2019-20	2	19,685	9,417	67,385	30,889	167,344
	0%	12%	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%	



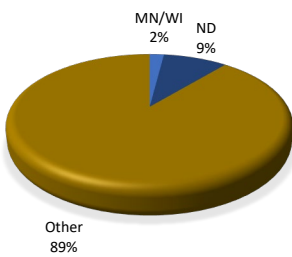
DRY EDIBLE BEAN SHIPMENTS



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



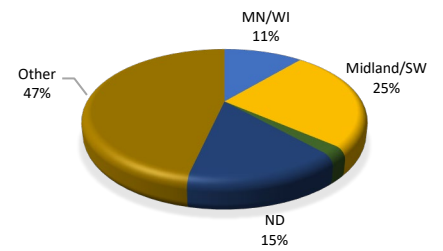
CRD1



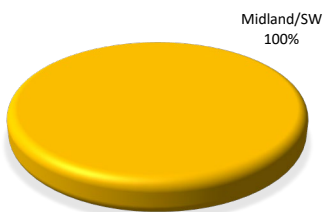
CRD2

No Shipments

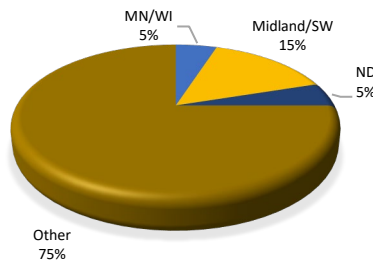
CRD3



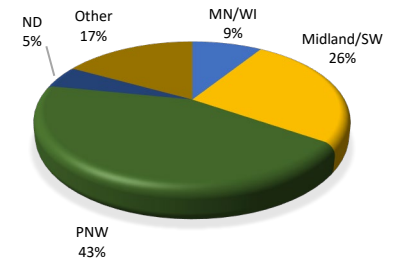
CRD4



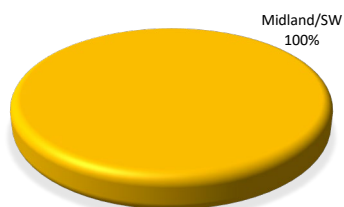
CRD5



CRD6



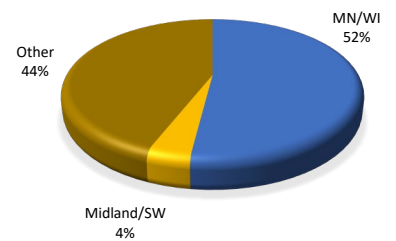
CRD7



CRD8

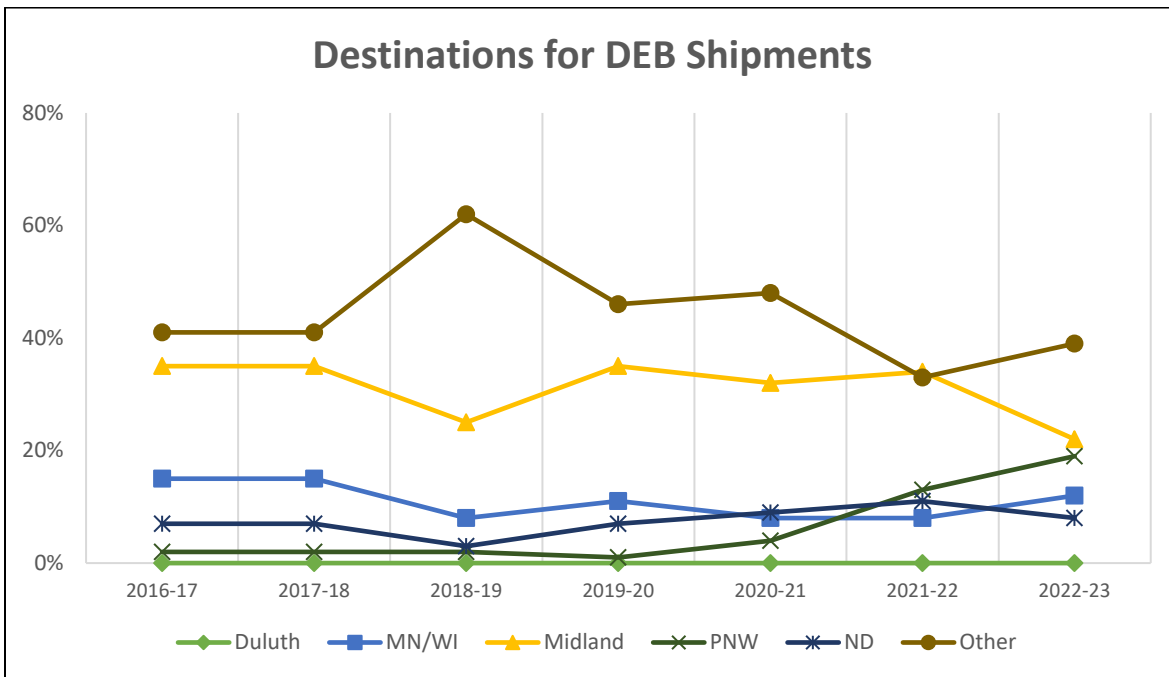
No Shipments

CRD9

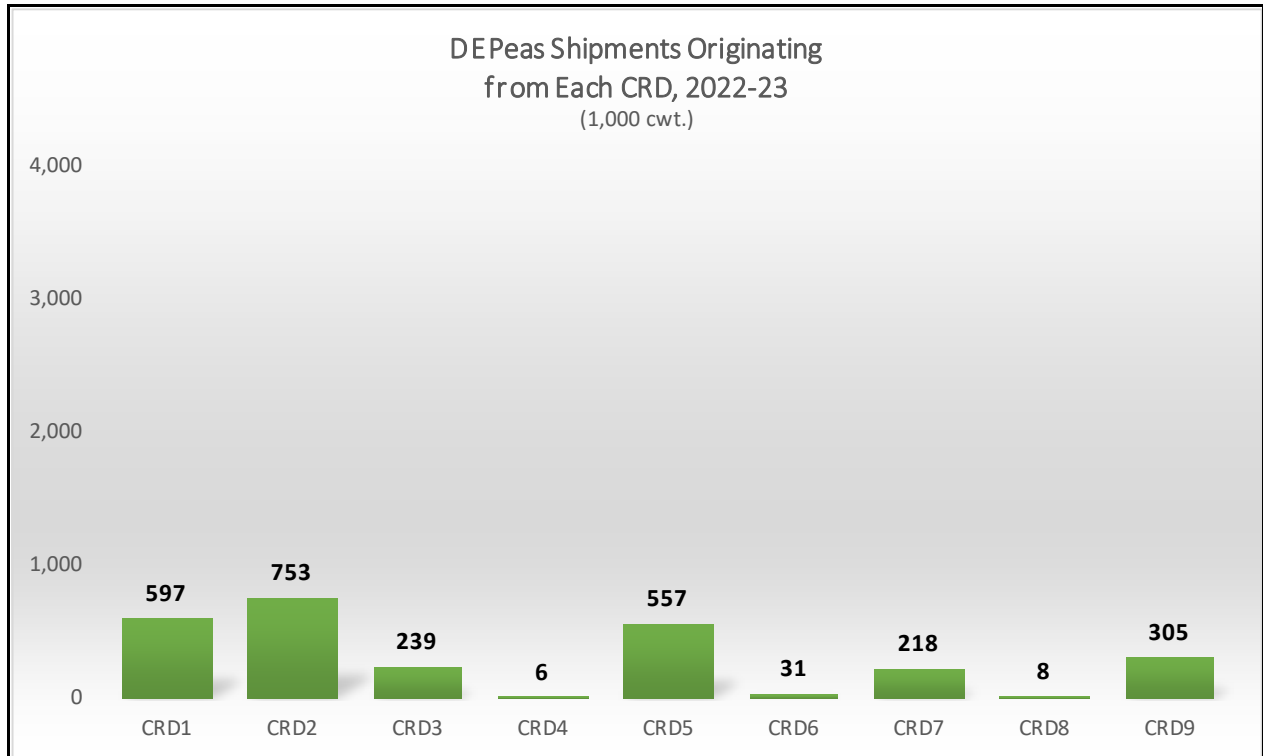


**Trends for Destinations of DEB Shipments from ND
(1,000 cwt)**

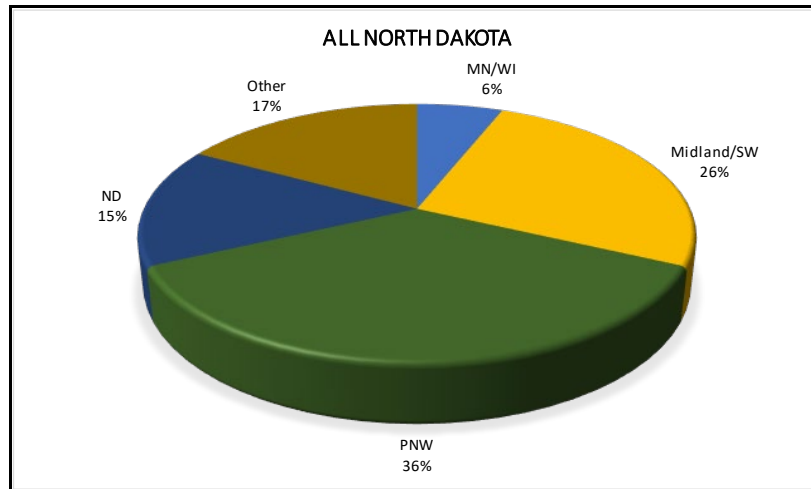
	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	0 0%	1,307 15%	3,162 35%	195 2%	656 7%	8,994
2017-18	1 0%	1,616 15%	3,847 35%	201 2%	821 7%	10,967
2018-19	0 0%	1,202 8%	3,924 25%	321 2%	509 3%	15,555
2019-20	0 0%	1,237 11%	3,989 35%	141 1%	744 7%	11,276
2020-21	2 0%	849 8%	3,473 32%	411 4%	932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



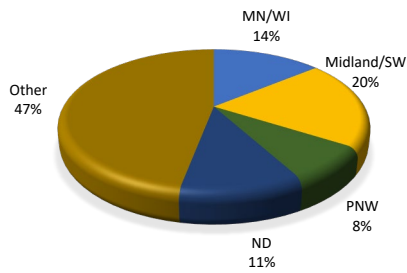
DRY EDIBLE PEA SHIPMENTS



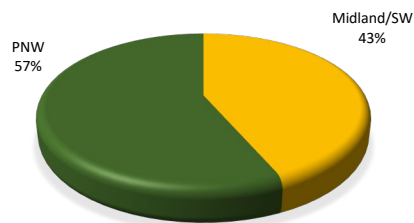
Destinations for Dry Edible Pea Shipments, 2022-23 Crop Reporting District



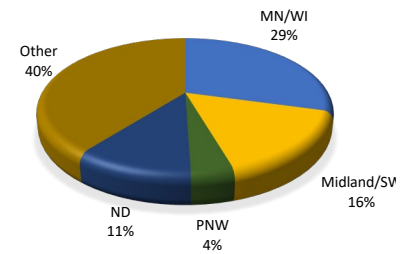
CRD1



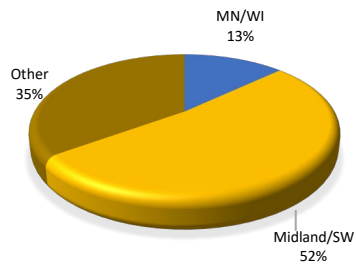
CRD2



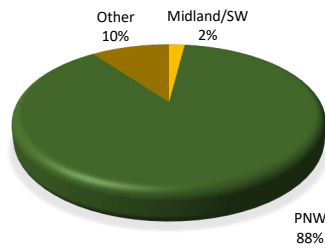
CRD3



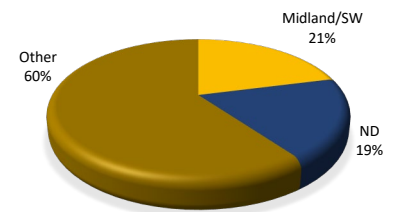
CRD4



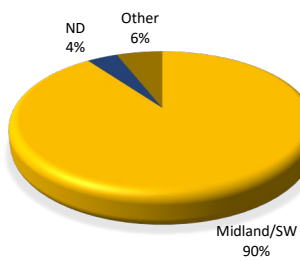
CRD5



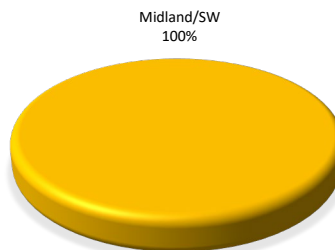
CRD6



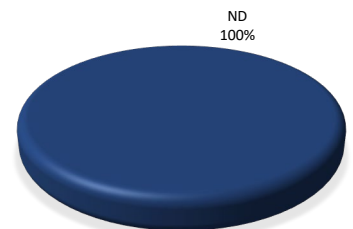
CRD7



CRD8

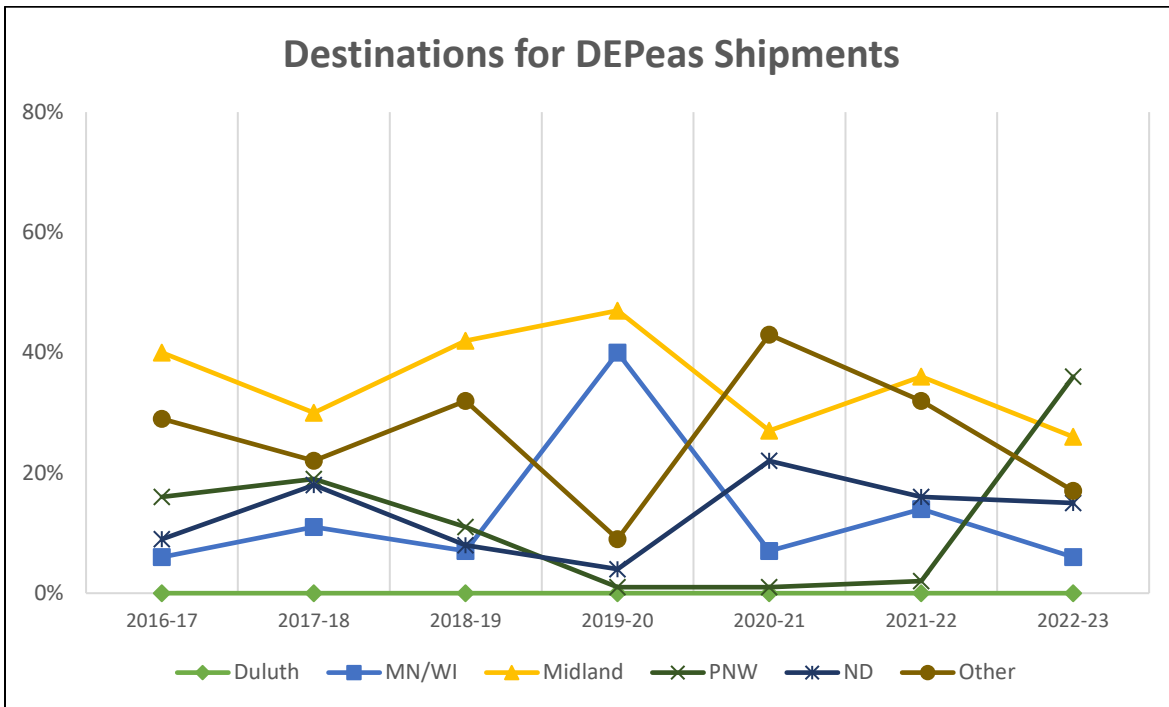


CRD9



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

	Dul-Sup	MN/WI	Midland/SW	PNW	North Dakota	Total
2016-17	4	493	3,022	1,226	684	7,594
	0%	6%	40%	16%	9%	
2017-18	33	906	2,512	1,650	1,499	8,501
	0%	11%	30%	19%	18%	
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%	

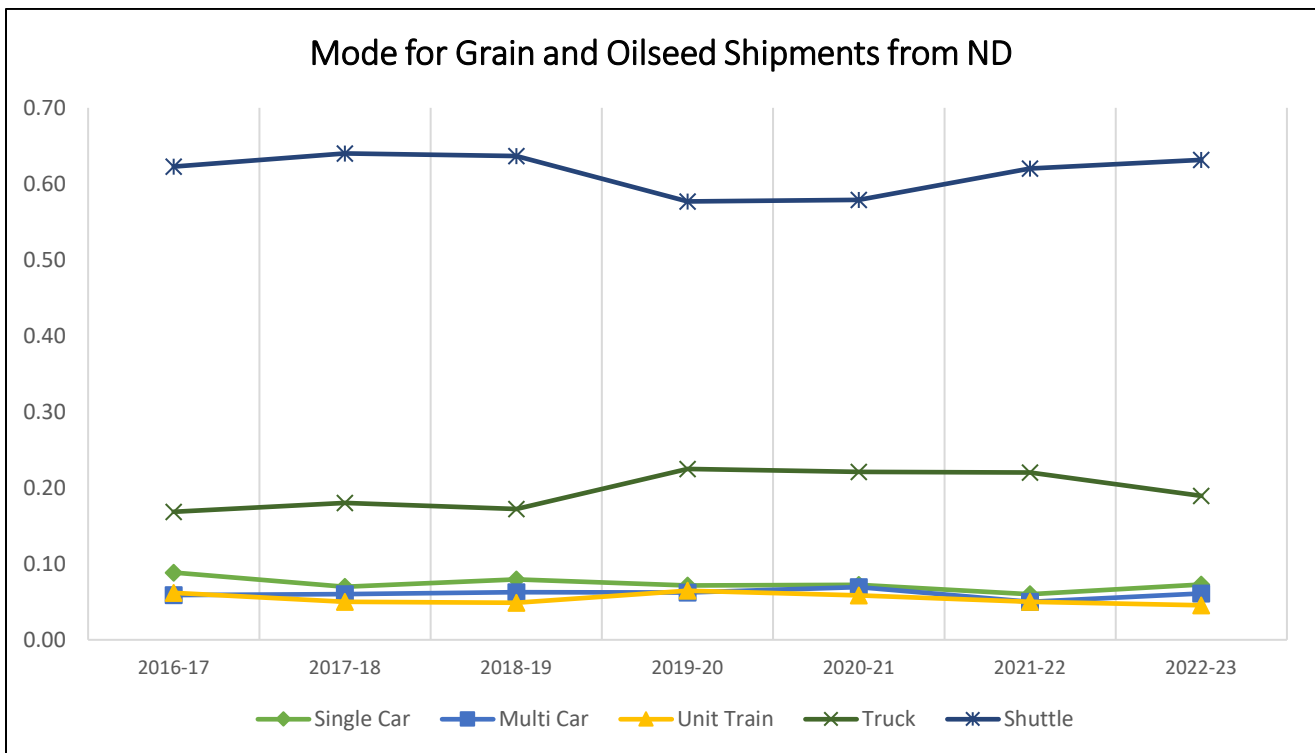




**MODE FOR GRAIN AND OILSEED SHIPMENTS
ORIGINATING FROM NORTH DAKOTA ELEVATORS**

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

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2016-17	84,651 9%	56,102 6%	58,947 6%	161,101 17%	595,492 62%	956,294
2017-18	64,141 7%	50,578 6%	42,830 5%	155,485 18%	549,303 64%	862,337
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

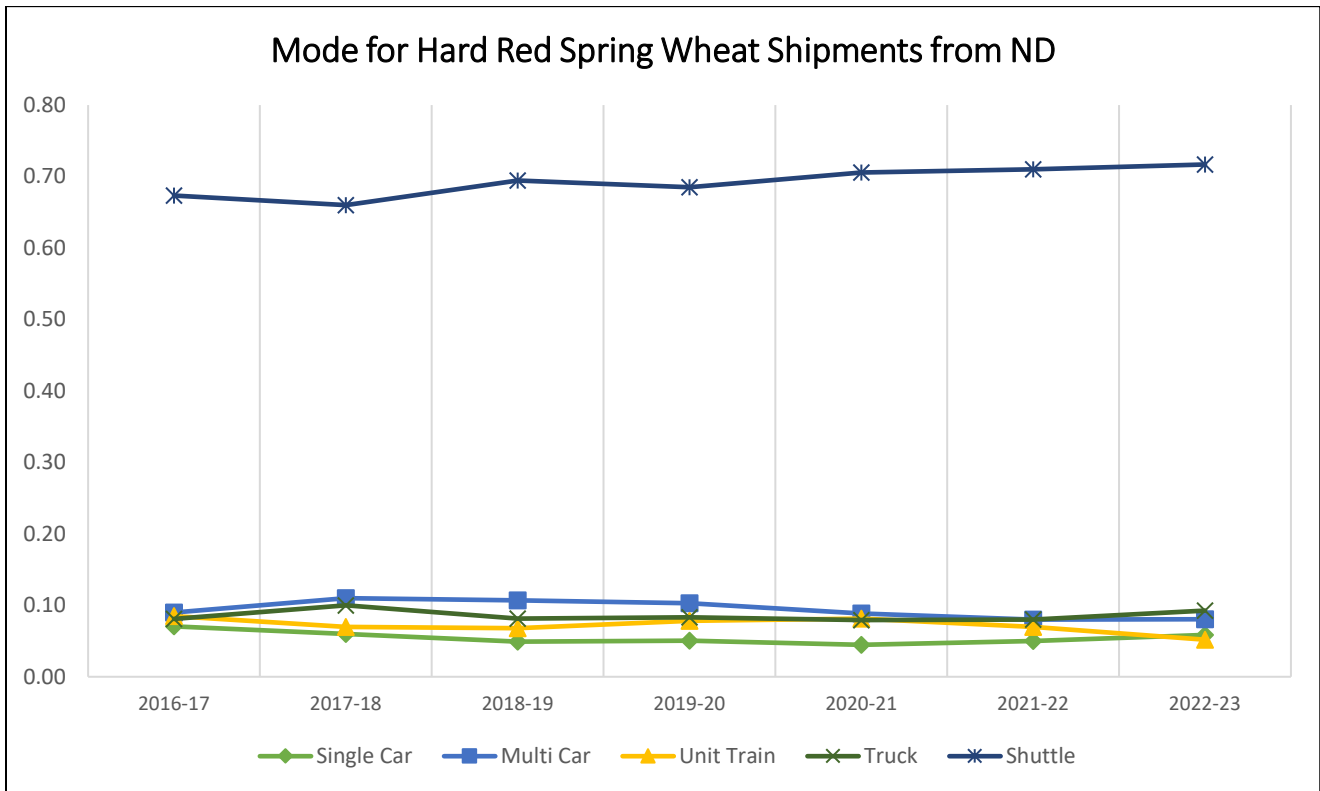


Mode for Grain and Oilseed Shipments from Each CRD (1,000 Bushels)

CRD 1							CRD 2						
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle		Car	Car	Train	Truck	Shuttle		
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			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle		Car	Car	Train	Truck	Shuttle		
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			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle		Car	Car	Train	Truck	Shuttle		
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			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle		Car	Car	Train	Truck	Shuttle		
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			Total							
	Car	Car	Train	Truck	Shuttle								
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

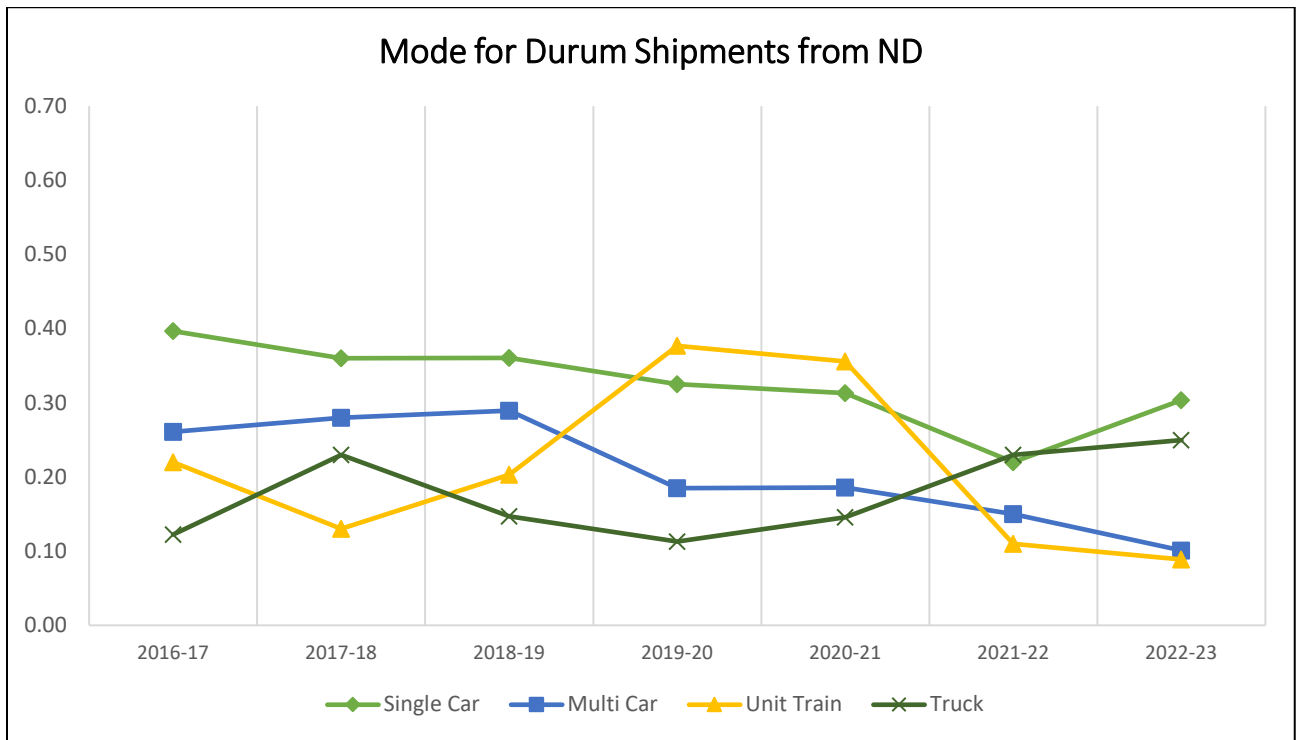


Mode for Hard Red Spring Wheat Shipments from Each CRD
(1,000 Bushels)

CRD 1							CRD 2						
Single	Multi	Unit			Total		Single	Multi	Unit			Total	
Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle		
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			Total		Single	Multi	Unit			Total	
Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle		
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			Total		Single	Multi	Unit			Total	
Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle		
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			Total		Single	Multi	Unit			Total	
Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle		
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			Total								
Car	Car	Train	Truck	Shuttle									
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

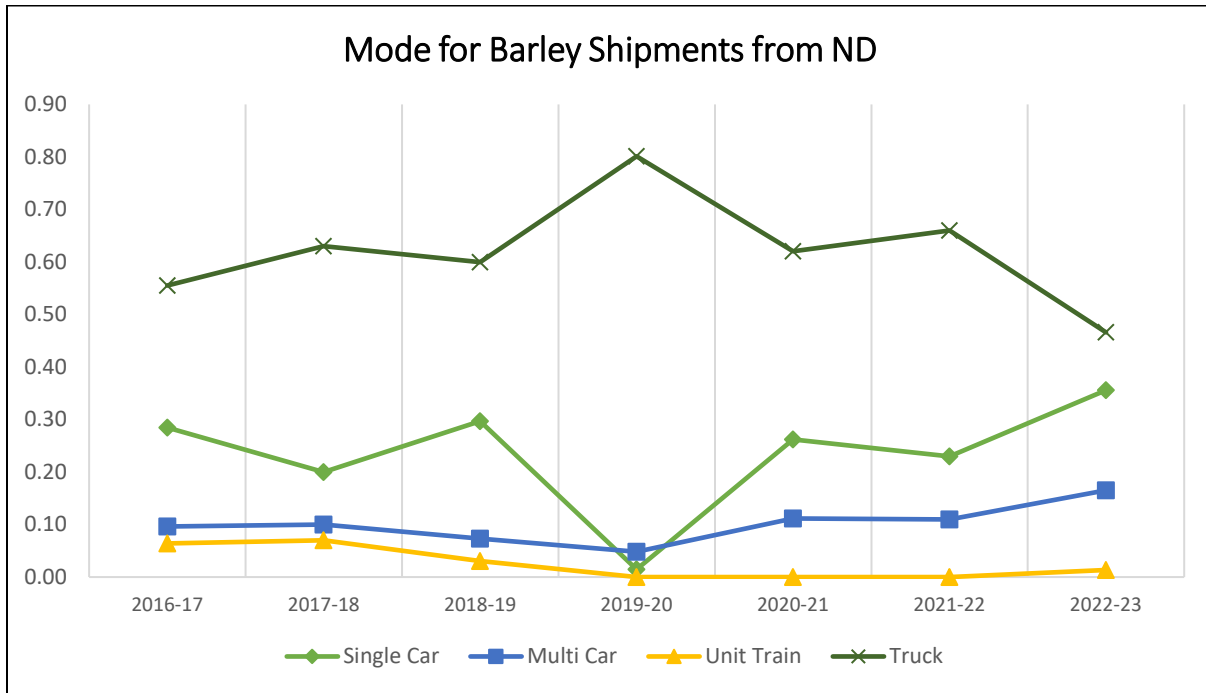


Mode for Durum Shipments from Each CRD (1,000 Bushels)

	CRD 1							CRD 2					
	Single	Multi	Unit			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
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			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
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			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
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			Total		Single	Multi	Unit			Total
	Car	Car	Train	Truck	Shuttle			Car	Car	Train	Truck	Shuttle	
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			Total							
	Car	Car	Train	Truck	Shuttle								
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							

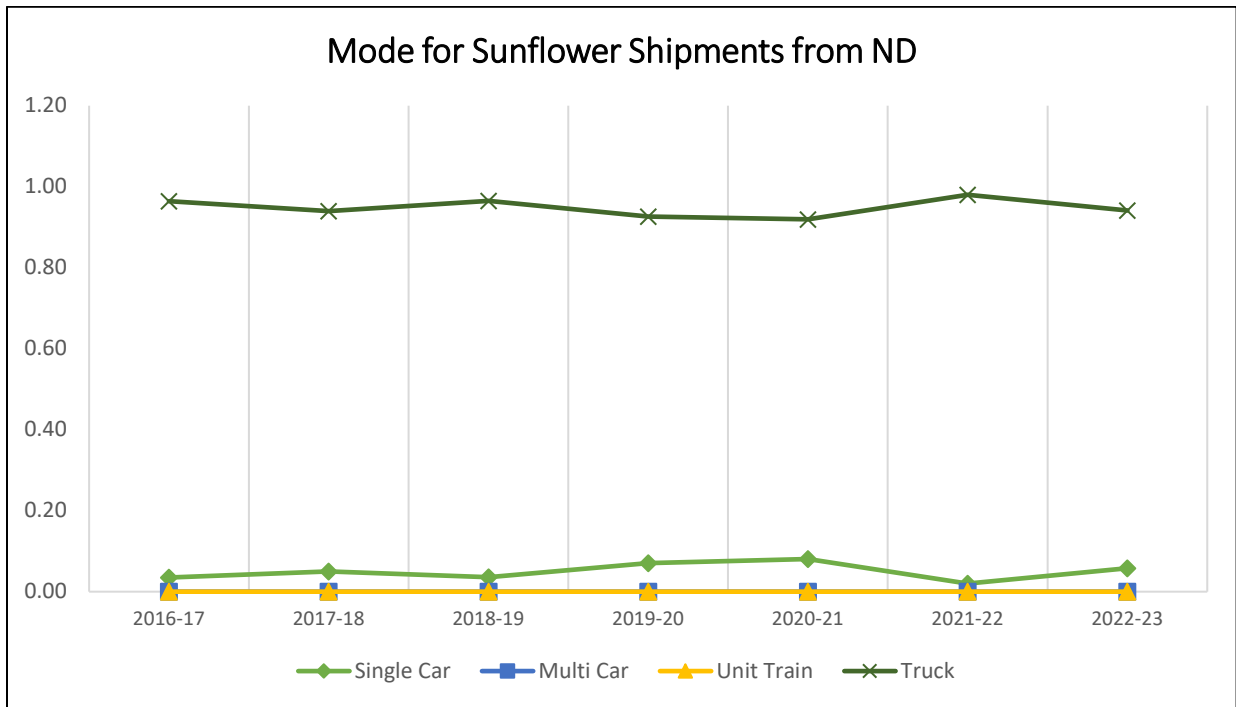
**Mode for Barley Shipments from ND
(1,000 Bushels)**

	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%	



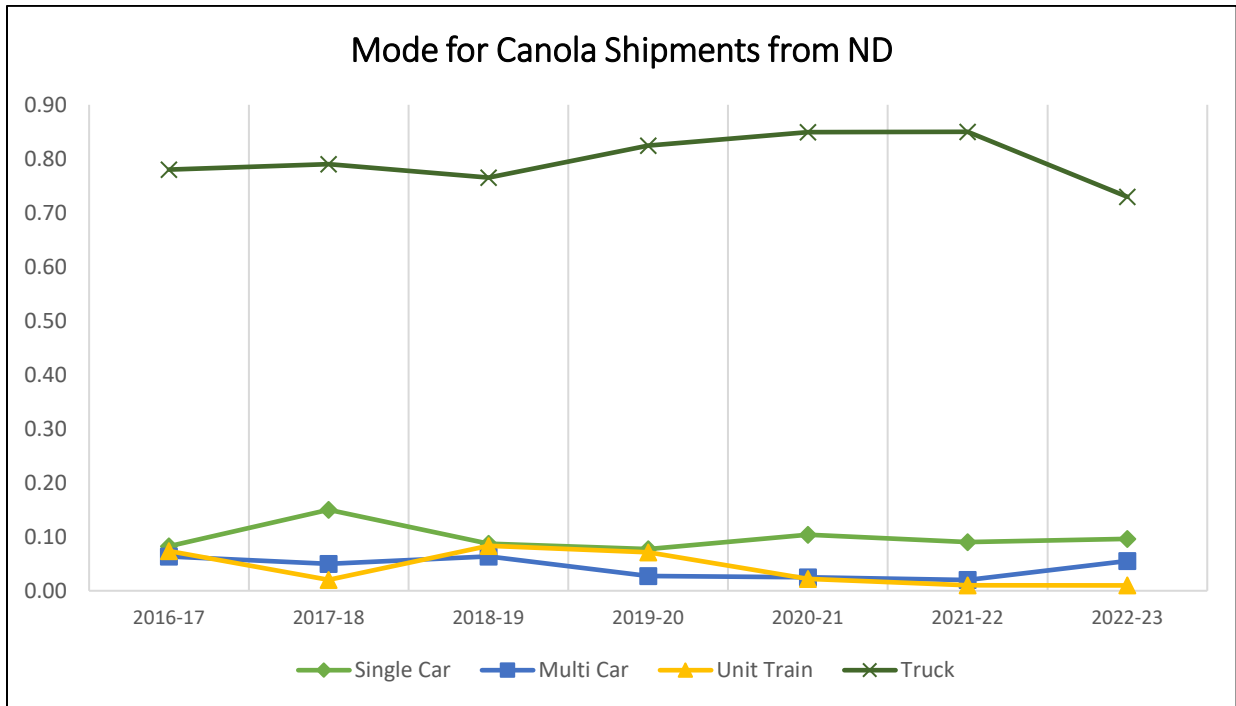
**Mode for Sunflower Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2016-17	103 4%	2 0%	0 0%	2,833 96%	2,938
2017-18	180 5%	12 0%	0 0%	3,198 94%	3,390
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



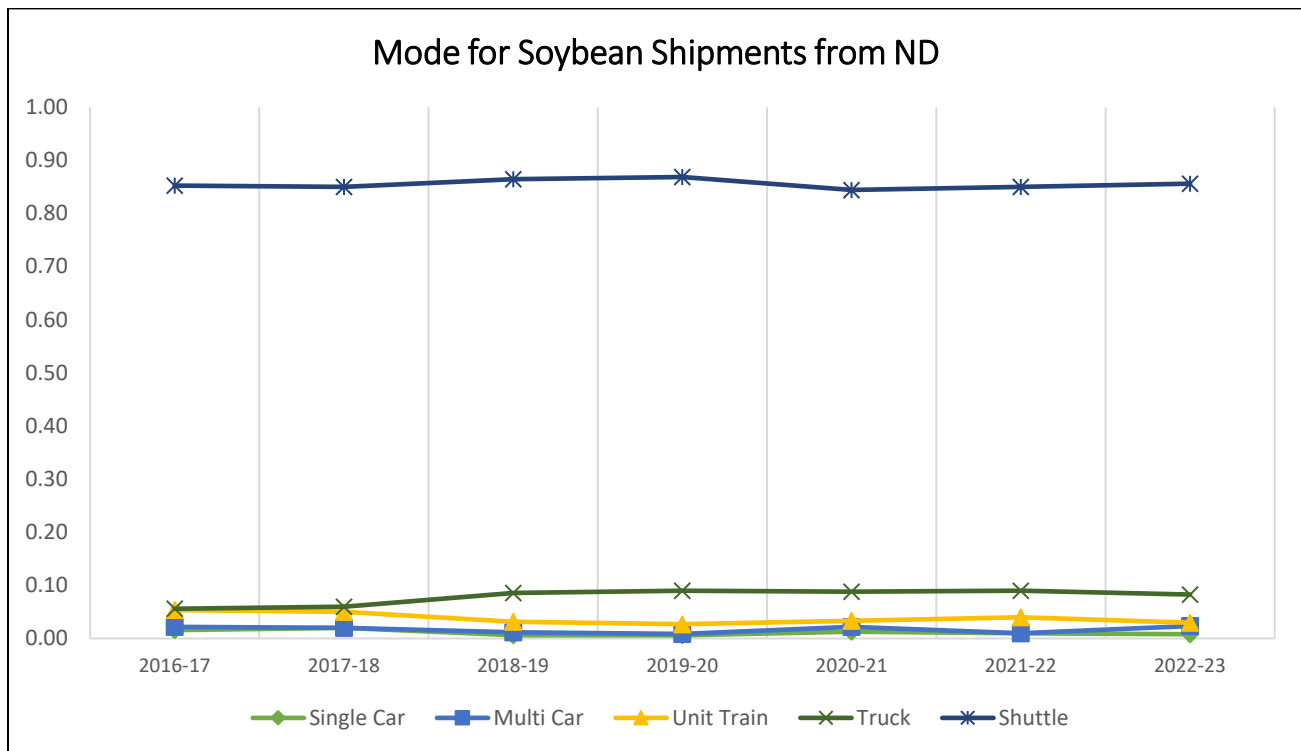
**Mode for Canola Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2016-17	1,150 8%	885 6%	1,027 7%	10,872 78%		13,935
2017-18	1,931 15%	602 5%	214 2%	10,150 79%		12,896
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



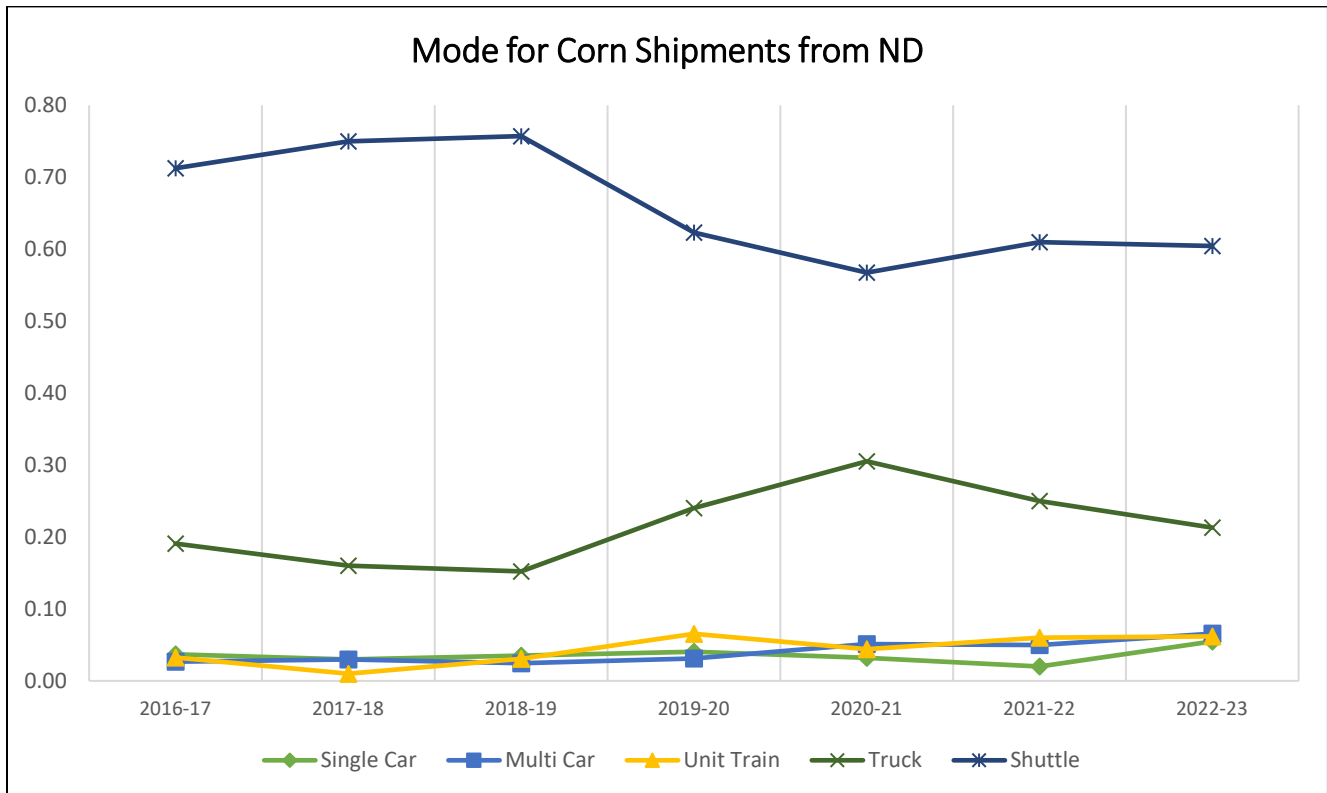
**Mode for Soybean Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2016-17	3,693 2%	5,204 2%	12,582 5%	13,170 6%	200,562 85%	235,212
2017-18	4,758 2%	3,896 2%	11,780 5%	12,693 6%	186,958 85%	220,085
2018-19	1,197 1%	2,158 1%	5,921 3%	16,027 9%	161,979 86%	187,282
2019-20	1,186 1%	1,708 1%	5,368 3%	17,862 9%	172,958 86%	199,083
2020-21	2,378 1%	4,102 2%	6,277 3%	16,576 9%	159,215 84%	188,548
2021-22	1,628 1%	1,870 1%	6,667 4%	14,298 9%	137,176 85%	161,640
2022-23	1,440 1%	4,377 2%	5,603 3%	15,402 8%	160,040 86%	186,862



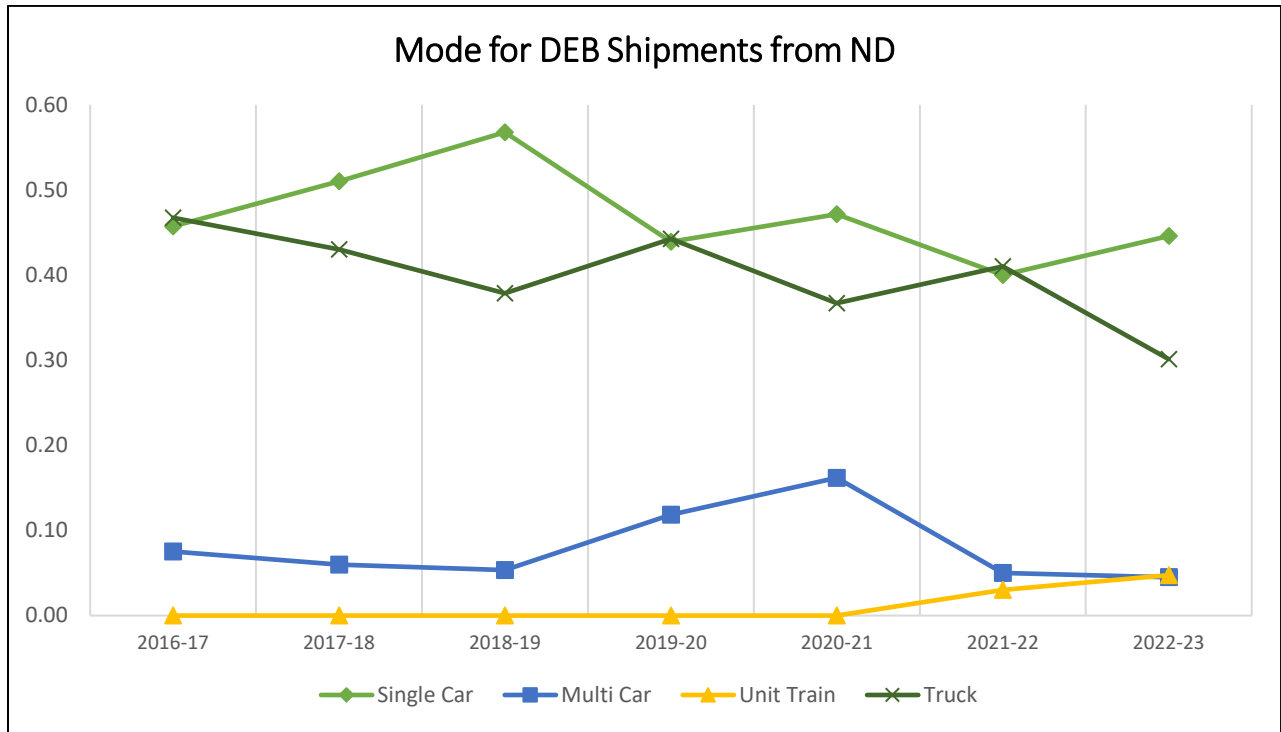
**Mode for Corn Shipments from ND
(1,000 Bushels)**

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



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

