

GMP Dashboard

Table M-1	DEC 2015	2015-16 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)			
Total Time in System	43.5	39.5	-14.7%
Average Days In Store – Country	26.7	23.7	0.3%
Loaded Transit Time	5.1	5.0	-10.6%
Average Days In Store – Terminal	11.7	10.8	-9.3%
Total Traffic ('000 tonnes)			
Primary Elevator Shipments	4,358.7	19,871.4	7.7%
Railway Shipments (all Western Canada traffic)	4,541.1	22,576.0	3.3%
Western Port Terminal Shipments	3,417.8	16,592.5	3.2%
Country Performance			
Primary Elevator Turnover Ratio*	1.7	1.7	-5.6%
Railway Performance			
Car Supply Performance (Weekly Average)			
Cars Ordered	n/a	n/a	n/a
Cars Committed	n/a	n/a	n/a
Cars Placed	n/a	n/a	n/a
Avg. Loads on Wheels (Cars)	11,095	10,819	-20.3%
Total Western Port Car Cycle (days)	12.0	12.9	0.2%
Port Performance			
Western Port Unloads (Number of Cars)			
Vancouver	21,226	100,507	9.7%
Prince Rupert	6,715	29,156	3.3%
Churchill	0	1,684	-68.4%
Thunder Bay	10,810	47,715	-6.7%
Total	38,751	179,061	1.6%
Vessel Time in Port (days)	6.4	7.5	-15.7%

- n/a denotes measures for which data has not been supplied or comparative data is unavailable
- YTD refers to the crop year to date (extending from August 1 through July 31)

* To the end of Q1 (October)

Periodic revisions and corrections to the data received by the Monitor may result in the restatement of previously calculated measurement values. Where such differences arise, the values presented here should be considered to supersede those found in previous reports.

Highlights for December 2015

Production and Supply (page 2)

- Total Western Canadian production for 2015 is 63.4 MMT, 5.9 MMT higher than the Statistics Canada September estimate and the second largest crop on record.
- With carry forward stock of 8.6 MMT, the overall grain supply is 72.1 MMT, sufficient to meet domestic and export demand in the coming year.

Traffic and Movement (page 2)

- Primary elevator shipments were 19.9 MMT crop year-to-date as of the end of December, 7.7% higher than last year.
- All rail shipments (including primary/process elevators & producer cars) to all destinations from Western Canada totalled 22.6 MMT to the end of December 2015.
- Crop year-to-date shipments from Western Canadian ports are 16.6 MMT, up 3.2% from the same period a year earlier.

System Efficiency and Performance (page 4)

- Average weekly stocks in the country increased 8.1% from last year-to-date, while the average days in store grew by 0.3%.
- Average weekly port terminal stocks decreased 3.5% from the same period last year, while average days in store fell 9.3%.
- Railcar cycle times averaged 12.9 days through December (unchanged from 12.9 days last year) to western ports; 22.6 days to eastern Canada; and 22.4 days to US destinations.
- The average vessel time in port in the 2015-16 crop year-to-date is 7.5 days, 15.7% lower than in the previous crop year.
- Crop year-to-date port terminal out-of-car time increased to 14.9% in Vancouver, 1.9% in Prince Rupert and fell to 1.9% at Thunder Bay.

Commercial Relations (page 6)

- Average primary elevation charges are unchanged thus far this crop year.
- CN decreased its single-car rates in the Vancouver and Prince Rupert corridors by 7.1% at the beginning of August 2015. The carrier's single-car rates into Thunder Bay and Churchill were reduced by a lesser 2.1% and 2.4% respectively. These rates were decreased by a further 2.3% in mid-November.
- CP also decreased its single-car rates into Vancouver and Thunder Bay at the beginning of the 2015-16 crop year by 7.4% and 4.2% respectively. Secondary rate reductions amounting to 4.0% and 7.0% respectively followed in December.
- Average terminal elevation rates rose by 0.5% crop year-to-date.

Commercial Developments (page 6)

- This month's report covers events in the month of December.

Infrastructure (page 7)

- No changes were reported in the country elevator infrastructure in the first quarter of the 2015-16 crop year. A new shortline, the 35.2-mile long Northern Lights Rail was established in September. Two terminal elevators were delicensed at the beginning of the crop year: MobilEx Terminal Ltd. and Thunder Bay Terminals Ltd.

Producer Cars (page 8)

- Total producer cars scheduled, at 3,611 cars, is 19.2% lower than the number scheduled crop year-to-date in the 2014-15 crop year.
- Following the introduction of two producer loading sites on the Northern Lights Rail shortline in Saskatchewan in Q1, no further changes were noted during November.

Overview

A continued strong volume and good Grain Handling and Transportation System performance continued into December 2015 sustaining the high volumes achieved since September. Fair weather and good operating conditions led to ongoing solid performances by the railways and port terminals.

Port shipments totaled 3.4 MMT in December, a reduction from the previous month, but never the less admirable performance considering that the period encompassed the holiday slowdown. Consistent vessel arrivals at West Coast ports and at Thunder Bay contributed to this achievement. For the second month in a row, Thunder Bay registered monthly shipments in excess of 1.0 MMT, climbing to 1.2 MMT in December.

Similarly strong indicators of system performance are discussed in the report that follows:

Production and Supply

Statistics Canada's November survey of 2015 crop production in Western Canada is 63.4 MMT, an increase of 5.9 MMT from the September estimate. At 0.9% greater than 2014 production, the 2015 crop is the second highest on record.

A reduction from the record carry forward in 2014, to a typical level of 8.6 MMT, brings the overall grain supply to an estimated 72.1 MMT, 6.5% less than that available the previous year.

The adjustments from the September estimate comprised 2.9 MMT of additional canola, 1.5 MMT tonnes of wheat and durum and 0.6 MMT of barley. Late season rainfall that boosted the yield in Saskatchewan (up 3.0 MMT) and Alberta (up 2.3 MMT) was the primary reason for the surprisingly large increase in the production estimate.

Production & Carry Over (000's tonnes) Table M-2	2015	2014	Var. from Last Year
Western Canada Total Production	63,425.7	62,854.9	0.9%
Western Canada On Farm & Primary Elevator Carry Forward Stock	8,637.6	14,236.0	-39.3%
Total Grain Supply	72,063.3	77,090.9	-6.5%

Traffic and Movement

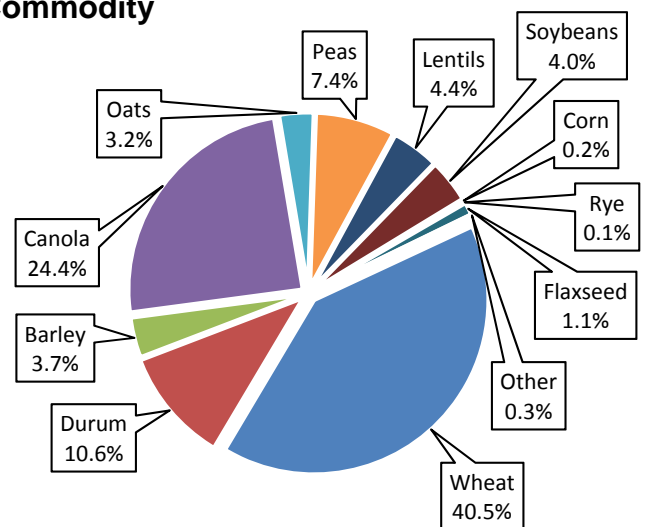
Consistent producer deliveries of grains, oilseeds and special crops to the end of December ensured ample supply to support the record pace of country elevator, rail and terminal elevator shipments achieved thus far this crop year.

Sales programs remain strong, supporting movement levels that are traditionally the highest during the fall shipping season. GHTS participants report relatively smooth operations thus far in the crop year.



Table M-3	DEC 2015	2015-16 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	864.5	3,684.2	32.5%
Saskatchewan	2,191.3	10,085.7	9.1%
Alberta	1,257.4	5,895.2	-5.4%
British Columbia	45.5	206.3	2.9%
Total	4,358.7	19,871.4	7.7%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,469.8	18,125.5	4.0%
Shipments to Eastern Canada	318.7	1,097.7	10.7%
Shipments to US & Mexico	697.3	3,111.1	-2.1%
Shipments Western Domestic	55.3	241.6	-10.6%
Total	4,541.1	22,576.0	3.3%
Western Port Unloads (Number of Cars)			
Vancouver	21,226	100,507	9.7%
Prince Rupert	6,715	29,156	3.3%
Churchill	0	1,684	-68.4%
Thunder Bay	10,810	47,715	-6.7%
Total	38,751	179,062	1.6%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,681.6	9,190.2	11.4%
Prince Rupert	544.2	2,662.3	5.9%
Churchill	0	187.8	-64.4%
Thunder Bay	1,192.0	4,552.2	-4.8%
Total	3,417.8	16,592.5	3.2%

Primary Elevator Shipments by Commodity



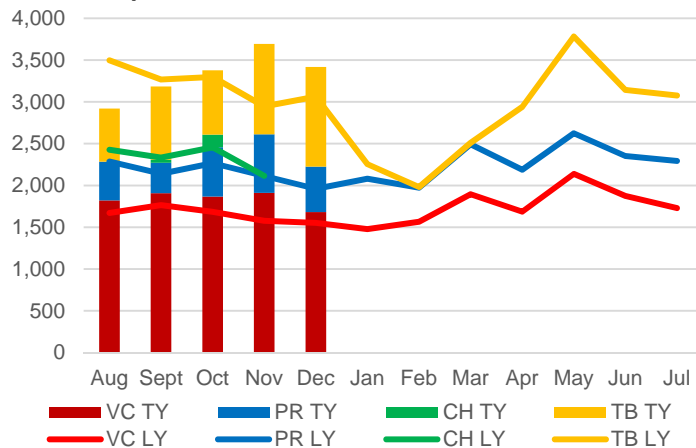
Total YTD = 19.9 MMT

GMP Data Table 2A-1

Primary elevator shipments remained strong in December bringing the year-to-date total to 19.9 million tonnes, 7.7% above the level seen to the end of December in the previous crop year. Shipments out of the four western ports are similarly aggressive, registering a 3.2% increase over the same period. Overall grain movement maintains a respectable pace with mild weather at the start of the winter shipping season.

Durum and barley shipments crop year-to-date are both down 13.7% from the same period the previous year. Countering that trend is a 2.6% and 12.2% increase in wheat and canola shipments respectively and a two-fold and four-fold increase in shipment of lentils and soybeans respectively.

Terminal Elevator Shipments (000's tonnes)



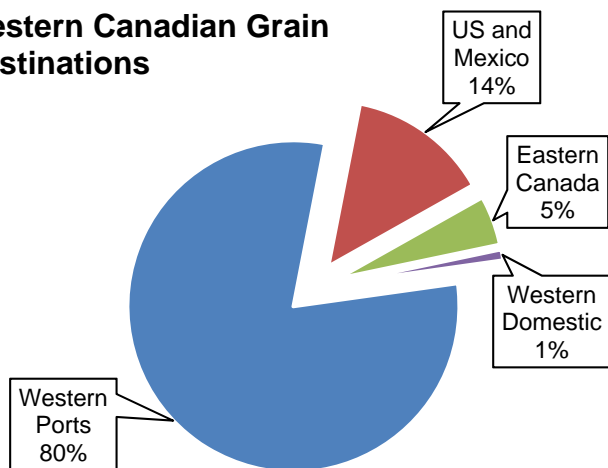
GMP Data Table 2C-1

Shipments from the West Coast terminals in Vancouver and Prince Rupert decreased somewhat in December resulting in year-to-date movement that was never-the-less 10.1% higher than that of the same period last year.

Another strong shipping program of 1.2 MMT at the port of Thunder Bay during December reduced their shortfall year-to-date to just 4.8% from that achieved in the previous crop year. Just two months earlier the port was running nearly 20.0% behind.

The 2015 Churchill shipping season finished at the end of October with 187,849 tonnes being exported from the port.

Western Canadian Grain Destinations

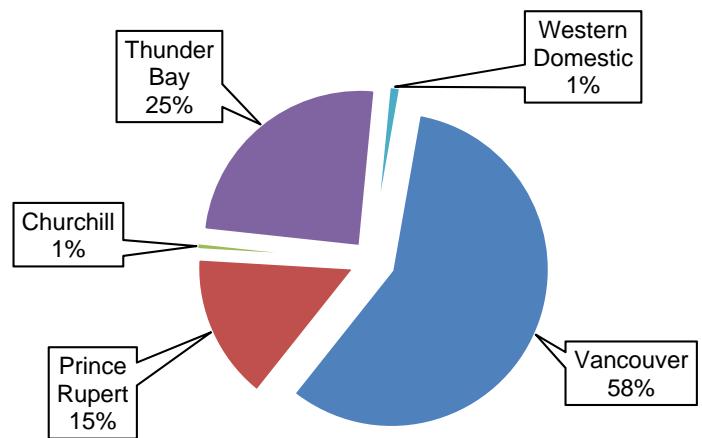


Total YTD = 22.6 MMT

GMP Data Tables 2B-1, 2B-8 & 2B-15

The four ports in Western Canada constitute the primary destinations for prairie grain shipped by rail. Rail shipments into Vancouver rose by 10.0% in the first five months of the 2015-16 crop year, to 10.3 MMT. This was supported by a 4.2% increase in shipments into Prince Rupert, which totaled 2.7 MMT. Declines at Thunder Bay and Churchill limited the overall increase for western ports to 3.2%. In comparison, the total movement to Eastern Canada increased by 10.7%, to 1.1 MMT. Shipments into the United States fell 3.0% while those to Mexico rose by 33.9%.

Western Canadian Destined Hopper Car Traffic

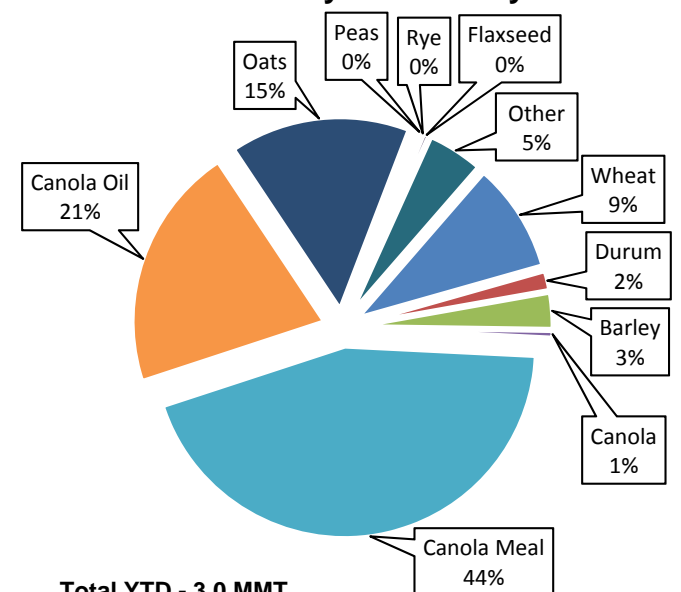


Total YTD - 17.8 MMT

GMP Data Tables 2B-3 to 2B-7

Vancouver remains the leading port for the exporting of western grain. A combination of year-round operations, better logistical economics and the access to major markets for Canadian grain in the Asia Pacific region favour this west coast gateway.

US Destined Grain by Commodity

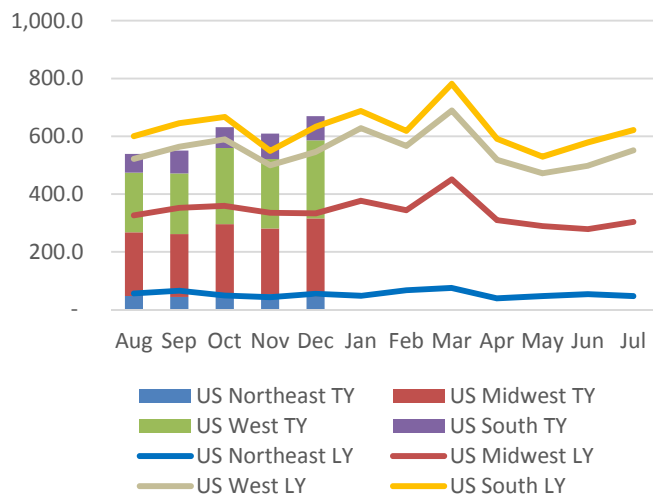


Total YTD - 3.0 MMT

GMP Data Table 2B-18

Shipments to the US totaled 3.0 MMT. Canola and canola products (seed, oil and meal) proved to be the most dominant commodities, constituting 66% of the overall volume.

US Destined Grain by Destination Territory (000's tonnes)



GMP Data Table 2B-18

The majority of Western Canadian grain exported to the US continues to be moved to the US Midwest and West regions with 59.0% being sourced from the province of Saskatchewan.

Rail traffic from Western Canada to Mexico totaled 111,000 tonnes in the first five months of the crop year, up 33.9% from the 82,900 tonnes reported in the same period a year earlier.

System Efficiency and Performance

Table M-4	DEC 2015	2015-16 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,386.8	3,058.0	8.1%
Average Days in Store	26.7	23.7	0.3%
Average Weekly Cars Ordered	n/a	n/a	n/a
Average Weekly Car Orders Cancelled	n/a	n/a	n/a
Average Weekly Cars Planned for Spotting	n/a	n/a	n/a
Average Weekly Cars Actually Spotted	n/a	n/a	n/a
Railway Operations (days)			
Cycle Time to Western Ports	12.0	12.9	0.2%
Cycle Time to Eastern Canada	18.8	22.6	-9.6%
Cycle Time to US	23.5	25.2	-18.0%
Loaded Transit to Western Ports	5.1	5.0	-10.6%
Loaded Transit to Eastern Ports	8.5	9.9	-18.4%

Table M-4	DEC 2015	2015-16 YTD	Var. from Last YTD
Loaded Transit to US	10.2	10.7	-24.0%
Traffic in 50-car+ blocks (Q1)	86.5%	86.5%	6.0%

Western Canada Terminal Elevator

Average Weekly Stocks (000's tonnes)	1,184.7	1,203.4	-3.5%
Average Days in Store	11.7	10.8	-9.3%
Port Unloads (hopper cars)	38,751	179,062	1.6%
Terminal Out of Car Time	11.7%	10.1%	-27.0%

Western Canada Port Operations

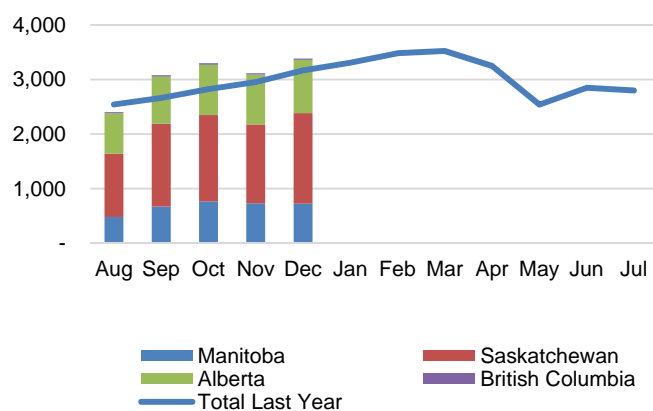
Average Vessel Time in Port (days)	6.4	7.5	-15.7%
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Note: At the time of this publication, car order data (order fulfillment) was not complete from both railways and is therefore not included in this month's report.

Primary elevator stocks increased during December as producer deliveries remained steady buoyed by relatively mild weather. The weekly average was 3.4 MMT, up from 3.1 MMT in November. Available delivery space in the country network was fair throughout the period. Country elevators utilized an estimated 81% of the working capacity of the network. By province, stocks ranged from 76% of working capacity in Saskatchewan to 90% in B.C. Manitoba and Alberta were at 83% and 88% respectively.

Year-to-date average days in store in the primary elevator system is consistent with previous performance at just 0.3% above that experienced last year.

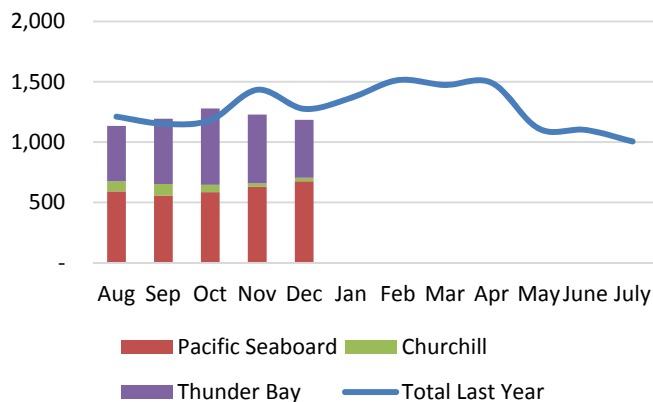
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

During the 2014-15 crop year, the average stock level in primary elevators climbed steadily until March 2015, when it reached 3.5 MMT. Following that, it declined, reaching a more manageable 2.8 MMT by the end of the crop year. The 2015-16 crop year started with a further decline, to 2.4 MMT in August, but as the harvest progressed, producer deliveries began to pick up. By October the average had climbed to 3.3 MMT. Following a small pullback in November, stocks continued to grow to 3.4 MMT in December, with the year-to-date average having risen by 8.1% from that reported in the same period of the previous crop year.

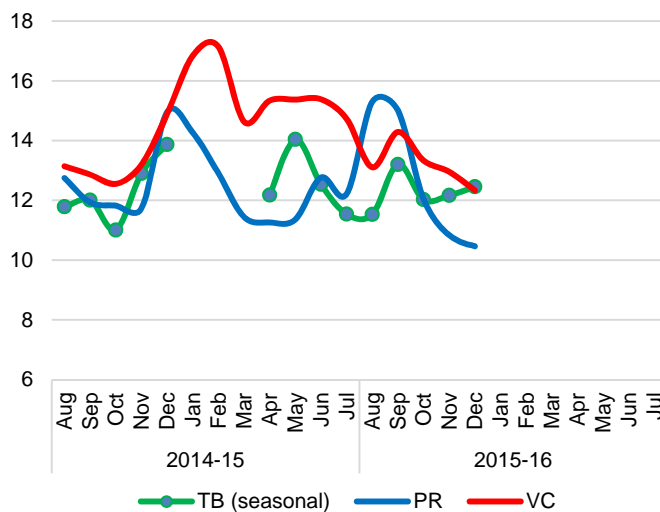
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

A similar pattern was observed regarding average stock levels at terminal elevators. Despite fluctuations during the 2014-15 crop year, aggregate stocks increased fairly steadily from February through April, ultimately reaching 1.5 MMT. Afterwards, they started to decline to only 1.0 MMT by the end of the crop year. As the 2015-16 crop year got underway, average stocks began to increase again, climbing from 1.1 MMT in August to 1.3 MMT in October. They pulled back somewhat to 1.2 MMT in November and held steady there during December, utilizing 70% of the overall ports' working capacity.

Railway Cycle Times to Western Ports (days)



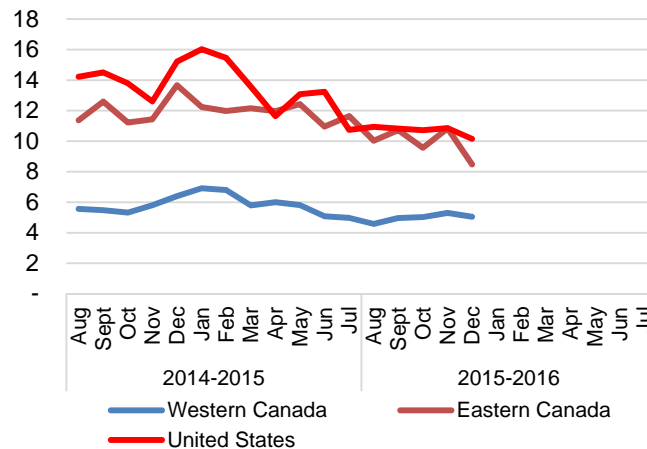
GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 12.9 days in the first five months of the 2015-16 crop year, an increase of just 0.2% over the same period a year earlier. This was shaped by marginal increases in the Thunder Bay and Vancouver averages, which rose by 0.4% and 0.3% respectively. A 0.7% reduction in the Prince Rupert corridor helped counter these increases. (Note: The Churchill average is not factored into that of Western Canada as a whole).

Car cycles to Eastern Canada saw a decrease of 9.6% during this same period, with the average declining to 22.6 days from 25.0 days.

Car cycles into the United States showed an 18.0% decline, falling to an average of 25.2 days from the 30.7-day average for the same period of the previous crop year.

Average Loaded Transit Times (days)

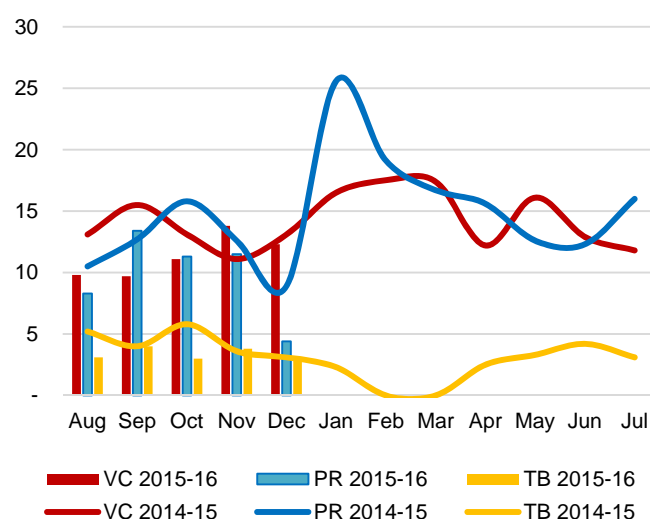


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.0 days through the first five months of the crop year, down 10.6% from the 5.6-day average posted in the same period a year earlier. This reflected substantive reductions in all three corridors: Vancouver, 10.3%; Thunder Bay, 11.4%; and Prince Rupert, 18.1%.

The average Eastern Canadian transit time also moved lower during this period, declining by 18.4% to 9.9 days. The corresponding average for US-bound traffic amounted to 10.7 days, a decline of 24.0%.

Average Days in Port per Vessel



GMP Data Table 5D-1

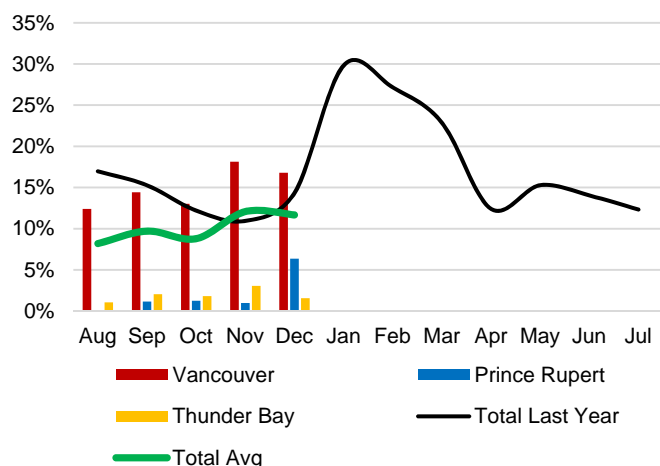
Year-to-date average time vessels are in port waiting and loading grain is 15.7% less than in the same period in 2014-15, reflecting an improvement in the effective coordination of grain stocks at port to vessel loading. December saw a substantial dip in the average, which fell to 6.4 days from the 8.8 days registered in November. The number of vessels in ports at any time has enabled good operations



during the first months of this crop year. It has been sufficient to facilitate vessel loading while not congesting the available anchorages.

During the 2014-15 crop year, the average time vessels spent in port at Vancouver and Prince Rupert fluctuated between ten and fifteen days, with some seasonal spiking above that level in the winter. Thunder Bay's average hovers in the three to five day range. In December of the 2015-16 crop year, the overall average time decreased by 13.5% from December in the previous crop year largely due to vessels spending significantly less time at the port of Prince Rupert. This was accompanied by a decline, although to a lesser degree, in the time in port for vessels at Vancouver. Overall, this reflects a continuation of the relatively smooth movement from country to port over the past few months.

Port Terminal Out of Car Time (% of total operating hours)



GMP Data Table 5C-5

The port terminal out-of-car-time measure uses data collected from the terminal elevators representing the total number of hours the facilities are open and staffed (including overtime hours) and the corresponding number of hours that terminals have no rail cars available to unload. The measure is expressed as a percentage (hours without cars to the total number of hours working).

The percentage of time terminals are out of cars has been steadily improving from a high of 29.8% registered in January of 2015. For December the total measure for all ports decreased, to 11.7% from 12.3% measured at the end of the 2014-15 crop year. Month-over-month, Vancouver and Thunder Bay declined to 16.8% and 1.6% respectively, while Prince Rupert grew to 6.4%. The year-to-date value for Western Canada stands at 10.1%, down 27% from the same period last year.



Commercial Relations

A vast number of individual tariff rates exist for country and terminal elevation services and for rail freight. These rates are measured quarterly by the GMP, with the first completed quarter of the 2015-16 crop year being presented this month.

The GMP consolidates these rates into averages for presentation purposes. Increases or decreases are presented based on an index with the base year (August 1, 1999) equal to 100.

CN and CP both reduced their single-car rates at the beginning of the 2015-16 crop year. These ranged from as little as 2.1% on CN movements into Thunder Bay to as much as 7.4% on CP movements into Vancouver. In mid-November CN followed this with an across-the-board rate cut of \$100 per car, which equated to an average reduction of roughly 2.3%. CP's rates remained unchanged until December, when it initiated secondary reductions of 4.0% in the Vancouver corridor and 7.0% in the Thunder Bay corridor. These pricing actions were consistent with a 5.6% reduction to the VRCPI as determined by the CTA in April 2015.

Table M-5 Rates: \$CDN per tonne	Q1 2015-16	Index (1999=100)	% Change YTD
Avg. Primary Elevation	\$16.23	135.3	0.0%
Rail to Vancouver			
CN	\$48.30	131.2	-7.1%
CP	\$49.90	134.4	-7.4%
Rail to Pr. Rupert			
CN	\$48.31	1116.0	-7.1%
Rail to Thunder Bay			
CN	\$47.70	148.4	-2.1%
CP	\$43.20	144.8	-4.2%
Average Terminal Elevation	\$14.06	154.2	0.5%

Note: Commercial rates are measured on a quarterly basis, the above refer to rates at the close of the first quarter of the 2015-16 crop years. Rail rates are as at October 31, 2015, and reflect the average weighted single car rate. They do not include multi-car incentives (\$4/tonne for 50 + car blocks and \$8/tonne for 100 + car blocks).

Commercial Developments

P&H Milling to build new Hamilton, ON facility:

On 7 December 2015 the Ontario Ministry of Agriculture, Food and Rural Affairs announced a \$5 million contribution toward a \$45 million flour mill to be built by P&H Milling Group, a division of Parrish & Heimbecker Ltd. The state-of-the-art mill will be Ontario's first new flour mill in three quarters of a century and will be built adjacent to the P&H grain handling facility on Hamilton's Pier 10. P&H Milling Group is the second largest milling company in Canada with facilities in Nova Scotia, Quebec, Ontario, Saskatchewan and Alberta.

GrainCorp to expand Canadian grain origination:

On 14 December 2015 GrainCorp announced the establishment of a joint venture with Zen-Noh Grain Corporation and a \$90 million contribution (\$30 million from GrainCorp and \$60 million from financial institutions) to expand grain originations in Saskatchewan and Alberta. Construction is expected to be staged progressively from 2016 to 2018 and form a base for a fully integrated supply chain for origination, marketing, storage, distribution and export of grains and oilseeds. Australian based GrainCorp currently owns Canada Malting Company. Japanese agricultural cooperative Zen-Noh owns

export terminal operations in the United States from which it has been serving Japan and other markets since 1979.

Letter of intent for Port and Hudson Bay Railway purchase:

Following notice of intent to sell its northern Manitoba properties, OMNITrax of Denver, Colorado, confirmed on 18 December 2015 that it had accepted a letter of intent for purchase from an undisclosed number of northern Manitoba First Nations. It further indicated that a timeframe of 45 days for due diligence and sharing of information had been established. The deadline to complete a deal is 1 February 2016.

CTA Review delivered to Transport Minister:

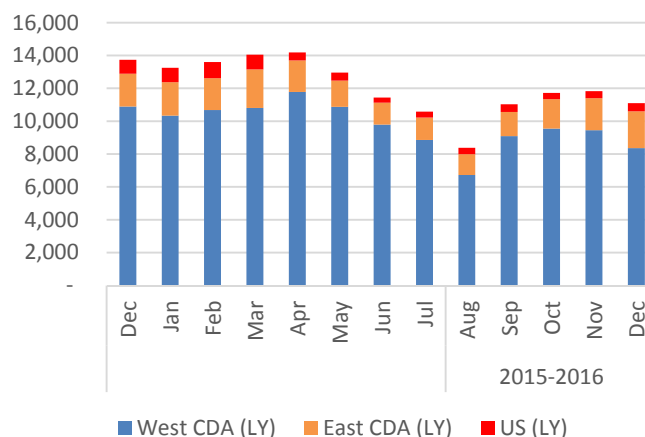
On 21 December 2015 Transport Canada announced they had received the Canada Transportation Act Review Report from the review panel. In accordance with the legislation, Minister Marc Garneau will table the Report within 30 sitting days after Parliament resumes in January after which it will be made public.

CN and CP exceed Maximum Revenue Entitlement:

On 29 December 2015 the Canadian Transportation Agency released the decision that CN and CP had exceeded their 2014-15 crop year grain revenue entitlements. CN’s grain revenue was \$6.9 million over the entitlement and CP’s grain revenue was \$2.1 million over the entitlement. These amounts, plus a five percent penalty, must be paid to the Western Grains Research Foundation to fund research that benefits prairie farmers. The two railways’ combined overage was 0.6 of a percent of their overall entitlements for the crop year.

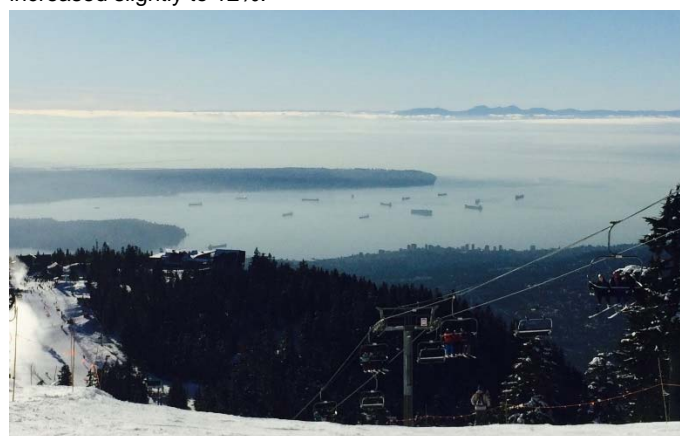
number of country elevators, this remained unchanged at 370. However, the establishment of the newly created Northern Lights Rail resulted in 35.2 miles of CN infrastructure being transferred to the shortline in September. In addition, two terminal elevators at Thunder Bay were delicensed: Thunder Bay Terminals and MobilEx (both of which were officially licensed at the end of the second quarter of the 2014-15 crop year).

Loads on Wheels



GMP Data Table 3B-2

Prior to February 2015, nearly all of the reported car fleet was in service. As traffic volumes began to slow, railways began the process of moving cars into storage and by August, the lowest volume of the past 16 months, over 23% of the fleet was stored or in a repair status. As volumes have grown since then so has the average number of cars in active grain service. In December, there were 21,454 cars were in active service, representing 88% of the overall fleet. The number of rail cars in storage or repair status (bad order) has increased slightly to 12%.



Infrastructure

The GMP monitors infrastructure changes on a quarterly basis with the exception of the railway car fleet.

Table M-6	Q1 2015-16	Index (1999=100)	% Change YTD
Country Elevator			
Primary and Process Elevators (Count)	370	36.9	0.0%
Storage Capacity (000's tonnes)	7,334.8	104.4	0.0%
Railway			
Route Miles - Major Carriers	14,800.2	99.8	-0.2%
Route Miles - Shortline Carriers	2,623.9	56.5	1.4%
Route Miles - Total	17,424.1	89.5	0.0%
Average Weekly Total Hopper Car Fleet Size*	24,296	n/a	7.6%
Terminal Elevator			
Terminal Facilities (Count)	15	107.1	-11.8%
Storage Capacity (000's tonnes)	2,403.2	94.0	-0.9%

* Hopper Car Fleet Size represents all cars in all statuses for the month of December 2015.

Modest changes to the GHTS's infrastructure were reported in the first five months of the 2015-16 crop year. As concerns the total

Producer Cars

The primary producer impact measure in the GMP is the Producer Netback. The Netback and accompanying Export Basis are calculated on an annual basis and will be included in the Annual Report. The GMP also monitors elements of producer car infrastructure and movement.

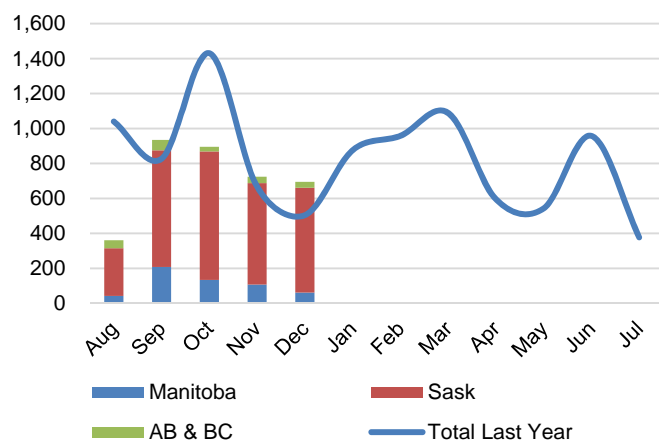


Producer Car Loading Sites	Q1 2015-16	Index (1999=100)	% Change YTD
Class 1 Carriers	179	27.8	0.0%
Shortline Carriers	137	210.8	1.5%
All Carriers	316	44.6	0.6%

With the start of operations for Northern Lights Rail in Saskatchewan, two producer car loading sites were added to the Shortline Carrier total for the first quarter of the 2015-16 crop year. The total number of available producer car loading locations now stands at 316. In August of 1999 there were 709 producer loading sites in Western Canada.

Producer Cars Scheduled	DEC 2015	2015-16 YTD	Var. from Last YTD
Manitoba	62	533	-2.5%
Saskatchewan	599	2,855	-13.0%
Alberta & B.C.	34	203	-67.2%
Total	695	3,611	-19.2%

Producer Cars Scheduled by Province



GMP Data Table 6B-2

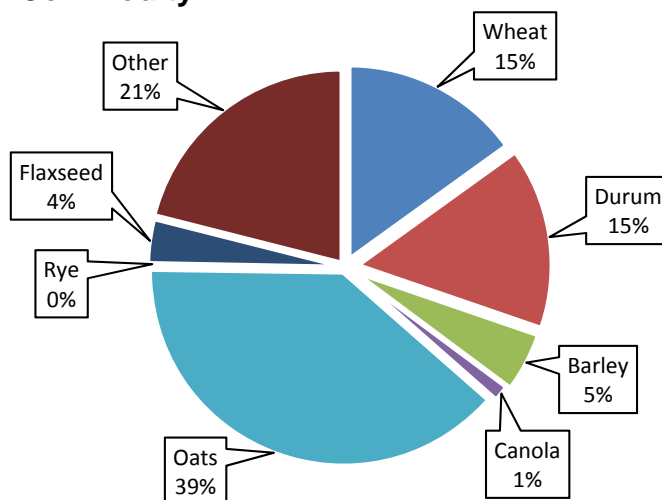
Producer car shipments have evolved from primarily being wheat, durum and oats to including significant numbers of cars carrying special crops and canola. Shipments to the end of December follow this pattern, comprising nearly 70%, with the balance consisting mainly of special crops.

The frequency and degree of farmers' applications for producer cars has undergone a noteworthy evolution in recent years. From the single desk era, to the open market, to the challenges of the 2013-14

crop year, application levels varied significantly. Applications during the current crop year are largely focused on movement from shortline railways.

Producer cars scheduled were significantly lower to the end of December in the 2015-16 crop year, down 19.2%, from the previous year. The 2014-15 numbers were inflated as a consequence of the large volume of backlogged orders awaiting scheduling at the beginning of the crop year.

Producer Cars Scheduled by Commodity



GMP Data Table 6B-2

This report provides a summary of the data developed under the Grain Monitoring Program. Detailed monthly Data Tables can be found in Excel format on Quorum's website at: www.grainmonitor.ca

Quorum welcomes questions and comments on the reports and data. Please contact us at the address below by either phone or email.

Quorum Corporation
Suite 701, 9707 – 110 Street
Edmonton, AB T5K 2L9

Phone: (780) 447-2111
Email: info@quorumcorp.net
Web: www.grainmonitor.ca

