



Grain Monitoring Program Report for: April 2016

Release Date: June 1, 2016

GMP Dashboard

Table M-1	APR 2016	2015-16 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)			
Total Time in System	40.7	41.8	-3.9%
Average Days In Store – Country	26.0	26.3	0.4%
Loaded Transit Time	4.4	4.9	-16.6%
Average Days In Store – Terminal	10.3	10.6	-5.4%
Total Traffic ('000 tonnes)			
Primary Elevator Shipments	3,358.8	33,714.7	5.4%
Railway Shipments (all Western Canada traffic)	3,903.9	38,236.9	2.2%
Western Port Terminal Shipments	3,252.3	27,570.6	7.0%
Country Performance			
Primary Elevator Turnover Ratio*	1.5	5.0	2.0%
Railway Performance			
Avg. Loads on Wheels (Cars)	8,931	10,346	-24.3%
Total Western Port Car Cycle (days)	12.1	13.1	-4.1%
Port Performance			
Western Port Unloads (Number of Cars)			
Vancouver	20,008	182,671	11.0%
Prince Rupert	6,104	54,902	8.1%
Churchill	0	1,684	-68.4%
Thunder Bay	6,465	59,723	-6.3%
Total	32,577	298,980	5.1%
Vessel Time in Port (days)	8.5	8.5	-20.6%

- Measures for order fulfillment have been removed as some data has not been supplied thereby comparative measures are not possible to calculate
 - YTD refers to the crop year to date (extending from August 1 through July 31)

* To the end of Q3 (April)

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 April 2016

Production and Supply (page 2)

- Total Western Canadian production for 2015 is 63.4 MMT.
- With carry forward stock of 8.9 MMT, the overall grain supply is 72.4 MMT.

Traffic and Movement (page 2)

- Primary elevator shipments were 33.7 MMT crop year-to-date, 5.4% higher than last year.
- Total rail shipments (including primary/process elevators & producer cars) to all destinations from Western Canada reached 38.2 MMT, a gain of 2.2% over that handled in the same period a year earlier.
- Crop year-to-date shipments from Western Canadian ports are 27.6 MMT, up 7.0% from the same period a year earlier.

System Efficiency and Performance (page 4)

- Average weekly stocks in the country increased 5.7% from last year-to-date, while the average days in store increased by 0.4%.
- Average weekly port terminal stocks decreased 9.4% from the same period last year, while average days in store fell 5.4%.
- Railcar cycle times averaged 13.1 days through April to western ports; 23.0 days to eastern Canada; and 26.3 days to US destinations.
- The average vessel time in port in the 2015-16 crop year-to-date is 8.5 days, 20.6% lower than in the previous crop year.
- Crop year-to-date port terminal out-of-car time grew to 20.1% in Vancouver and to 6.1% in Prince Rupert while more-or-less holding steady at 2.1% 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 with single-car rates into Thunder Bay and Churchill reduced by a lesser 2.1% and 2.4% respectively.
- Average terminal elevation rates rose by 1.0% crop year-to-date.

Infrastructure (page 7)

- The number of country elevators rose by 3.3% in the first nine months of the 2015-16 crop year, to 383 from 370, owing to the licensing of several facilities. This had a corresponding 6.9% increase in licensed storage capacity to over 7.8 MMT.
- CN transferred 35.2 miles of rail to a new shortline in September 2015. Also seen this quarter was the addition of 1.5 miles of new track built to connect the Ceres Global Ag facility at Northgate SK to the BNSF.
- Two terminal elevators at Thunder Bay were delicensed as well as an expected temporary 10,000-tonne reduction in the licensed storage capacity of the Richardson International terminal in Vancouver.

Producer Cars (page 8)

- Total producer cars scheduled, at 5,313 cars, is 33.5% lower than the number scheduled crop year-to-date in the 2014-15 crop year.

Overview

The month of April 2016 saw continued strong port shipments, up 10.6% from April last year, while total rail movement fell by 9.7% from April 2015, largely due to lower Eastern Canadian and U.S. demand. The early arrival of a warm spring and good operating conditions aided solid performances by all system participants.

Port shipments totaled 3.3 MMT in April, stronger than the previous month and in line with expectations as the Thunder Bay and the St. Lawrence Seaway operations geared up to seasonal levels. Regular vessel arrivals at West Coast ports also contributed to this achievement. So far this crop year, vessels are spending 20.6% less time in port than was the case in the previous crop year, demonstrating a better match of the arriving grain to the demand.

Production and Supply

Statistics Canada's November survey of 2015 crop production in Western Canada is 63.4 MMT, 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 8.9 MMT, brings the overall grain supply to an estimated 72.4 MMT, 6.1% less than the previous year.

Relatively small adjustments were made to on-farm carry forward stock in Statistics Canada's February 2016 release.

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	8,947.6	14,196.0	-37.0%
Total Grain Supply	72,373.3	77,050.9	-6.1%

Traffic and Movement

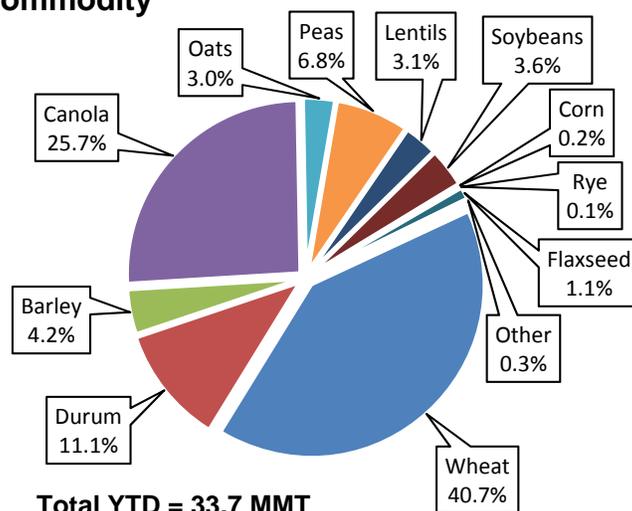
Steady producer deliveries of grains, oilseeds and special crops to the end of April ensured ample supply to support the record pace of country elevator, rail and terminal elevator shipments achieved thus far this crop year.

Sales programs remain adequate to support movement throughout the opening month of navigation on the Seaway. GHTS participants report relatively smooth operations thus far in the crop year.



Table M-3	APR 2016	2015-16 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	482.6	5,748.0	24.7%
Saskatchewan	1530.2	16,783.3	5.3%
Alberta	1,295.9	10,828.7	-2.2%
British Columbia	50.1	354.7	-0.9%
Total	3,358.8	33,714.7	5.4%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,246.0	29,928.0	5.1%
Shipments to Eastern Canada	125.8	2,420.9	-6.0%
Shipments to US & Mexico	487.0	5,463.4	-7.8%
Shipments Western Domestic	45.1	424.6	-4.2%
Total	3,903.9	38,236.9	2.2%
Western Port Unloads (Number of Cars)			
Vancouver	20,008	182,671	11.0%
Prince Rupert	6,104	54,902	8.1%
Churchill	0	1,684	-68.4%
Thunder Bay	6,465	59,723	-6.3%
Total	32,577	298,980	5.1%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,938.8	16,913.1	13.7%
Prince Rupert	618.6	4,989.4	7.9%
Churchill	0	187.8	-64.4%
Thunder Bay	694.9	5,480.3	-4.4%
Total	3,252.3	27,570.6	7.0%

Primary Elevator Shipments by Commodity

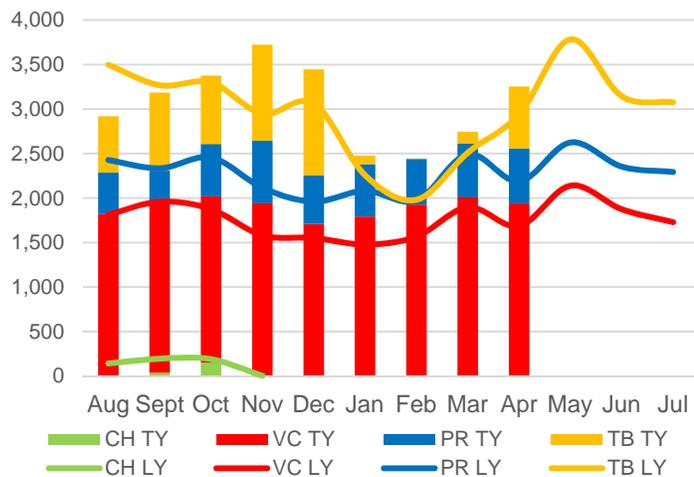


GMP Data Table 2A-1

As movement to Thunder Bay picked up following the opening of navigation, primary elevator shipments kept pace in April bringing the year-to-date total to 33.7 million tonnes, 5.4% above the level seen to the end of April in the previous crop year. Shipments out of the four western ports are also strong, registering a 7.0% increase over the same period. Overall grain movement maintains a respectable pace with the early arrival of spring conditions to the prairies.

Crop year-to date country shipments of wheat and durum are down 3.6% and 3.2% respectively from the same period the previous year. Countering that trend is a 14.2% increase in canola shipments and a doubling and over three-fold increase in shipment of lentils and soybeans respectively.

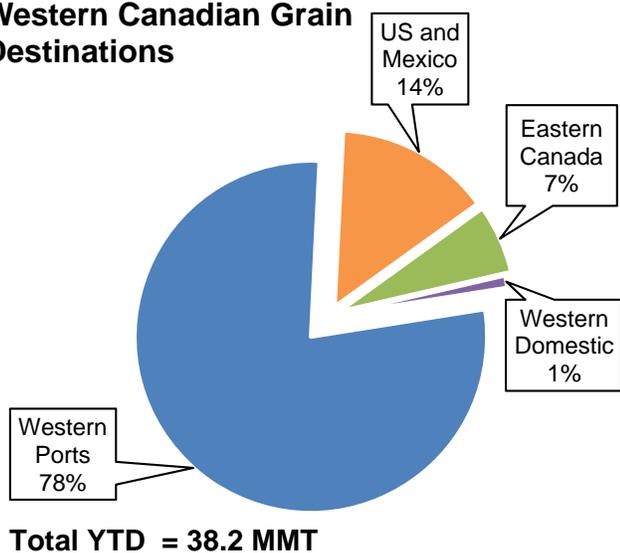
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Shipments from the West Coast terminals in Vancouver and Prince Rupert held steady in April resulting in year-to-date movement from those ports that was 12.3% higher than that of the same period last year.

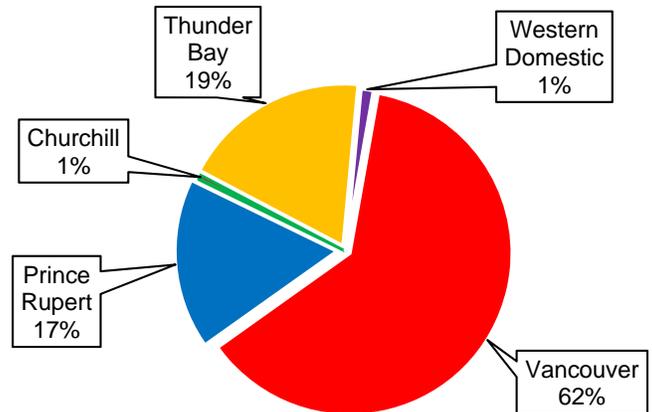
Western Canadian Grain Destinations



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 8.9% in the first nine months of the 2015-16 crop year, to 18.3 MMT. This was supported by a 9.7% increase in shipments into Prince Rupert, which totaled 5.0 MMT. Declines at Thunder Bay and Churchill limited the overall increase for western ports to 4.5%. In comparison, the total movement to Eastern Canada decreased by 6.0%, to 2.4 MMT. Shipments into the United States fell 8.7% while those to Mexico rose by 29.0%. The growth in Mexican movements was largely due to an increase in canary seed, which was reduced the previous year owing to the discovery of various contaminants.

Western Canadian Destined Hopper Car Traffic

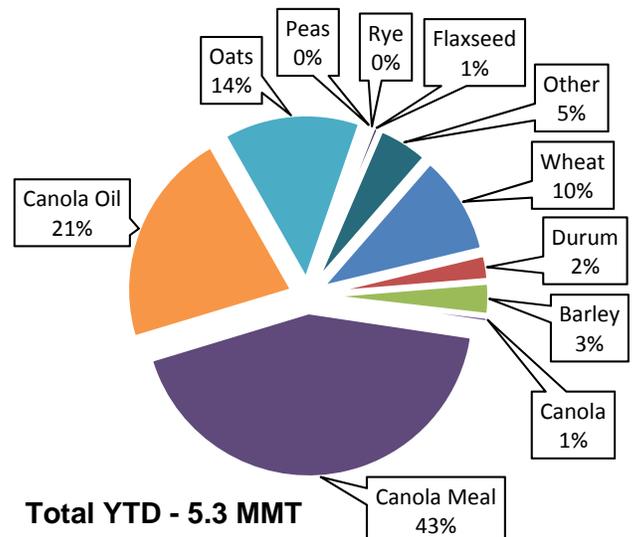


Total YTD - 29.3 MMT

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.

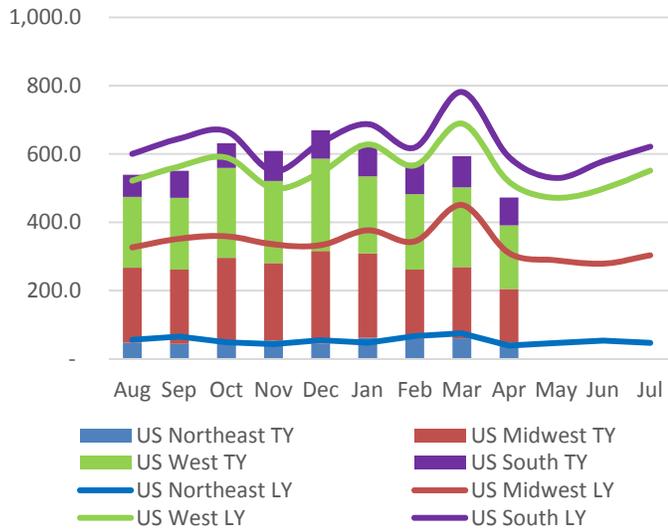
US Destined Grain by Commodity



GMP Data Table 2B-18

Shipments to the US totaled 5.3 MMT. Canola and canola products (seed, oil and meal) proved to be the most dominant commodities, constituting 65% 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 58.6% being sourced from the province of Saskatchewan.

Rail traffic from Western Canada to Mexico totaled 194,100 tonnes in the first nine months of the crop year, up 29.0% from the 150,400 tonnes reported in the same period a year earlier.

System Efficiency and Performance

Primary elevator stocks declined during April as eastern shipments advanced with the opening of navigation on the Seaway. The weekly average was 3.2 MMT, down from 3.6 MMT in March. Available delivery space in the country network was good throughout the period. Country elevators utilized an estimated 70% of the working capacity of the network. By province, stocks ranged from 66% and 70% of working capacity in Saskatchewan and Manitoba respectively, to 78% in Alberta and 100% in British Columbia.

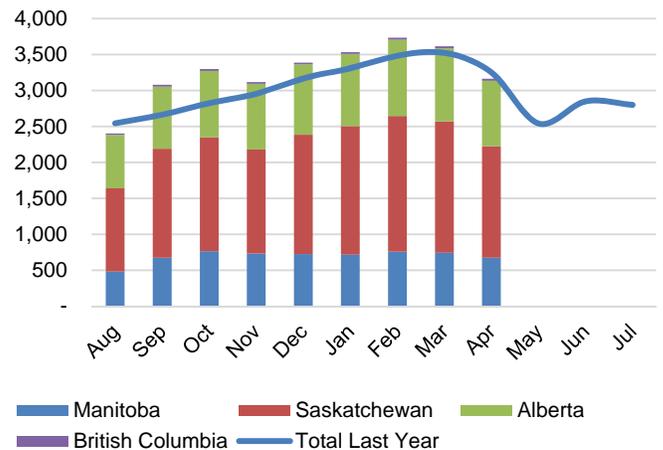
Year-to-date average days in store in the primary elevator system is consistent with previous performance at just 0.4% above that experienced last year.

Table M-4	APR 2016	2015-16 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,162.9	3,263.8	6.1%
Average Days in Store	26.0	26.3	0.4%

Table M-4	APR 2016	2015-16 YTD	Var. from Last YTD
Railway Operations (days)			
Cycle Time to Western Ports	12.1	13.1	-4.1%
Cycle Time to Eastern Canada	25.3	23.0	-5.5%
Cycle Time to US	24.3	26.3	-14.8%
Loaded Transit to Western Ports	4.4	4.9	-16.6%
Loaded Transit to Eastern Canada	11.4	9.9	-18.1%
Loaded Transit to US	10.7	11.3	-19.3%
Traffic in 50-car+ blocks (Q3)	85.4%	85.4%	2.9%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,236.3	1,217.3	-9.4%
Average Days in Store	10.3	10.6	-5.4%
Port Unloads (hopper cars)	32,577	298,980	5.1%
Terminal Out of Car Time	10.1%	11.9%	-35.8%
Western Canada Port Operations			
Average Vessel Time in Port (days)	8.5	8.5	-20.6%

Car order and order fulfillment data is not complete from both railways and will not be reported until further notice..

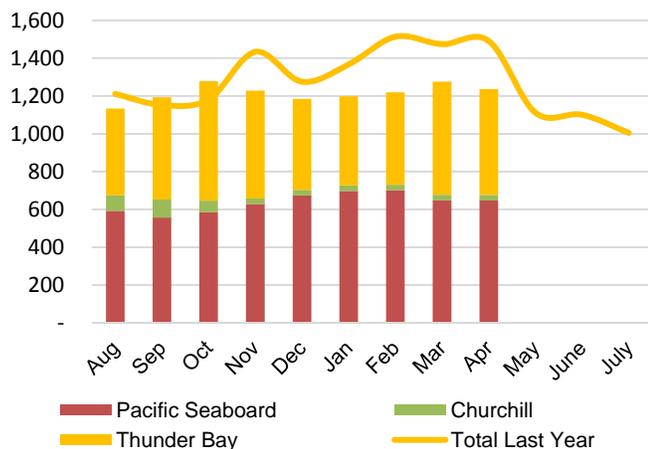
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks have declined somewhat from their highest point in February to 3.2 MMT in April, with the year-to-date average having risen by 6.1% from that reported in the same period of the previous crop year.

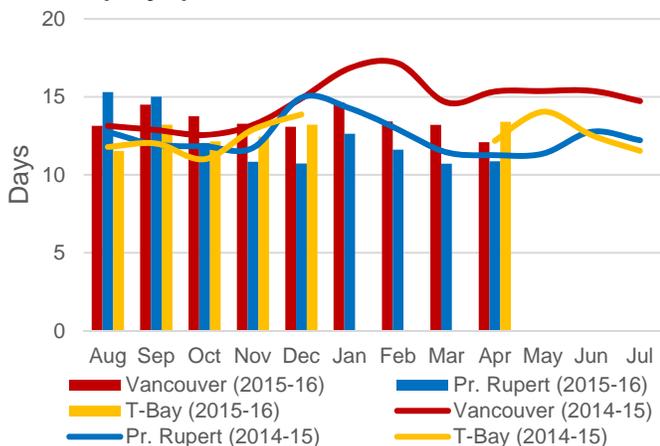
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

A similar pattern was observed regarding average stock levels at terminal elevators. As the 2015-16 crop year got underway, average stocks began to increase, climbing from 1.1 MMT in August to 1.3 MMT in October. They pulled back somewhat to 1.2 MMT in November, where despite some fluctuations they have more or less held steady. In April they were utilizing 72% of the overall ports' working capacity.

Railway Cycle Times to Western Ports (days)

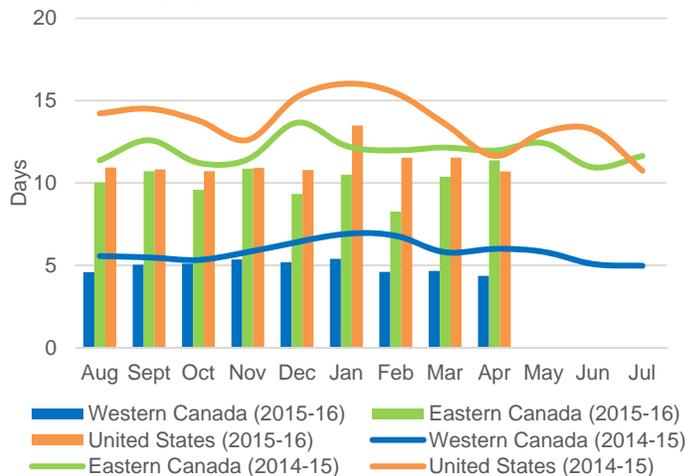


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.1 days in the first nine months of the 2015-16 crop year, a decrease of 4.1% from the same period a year earlier. This was shaped by decreases in the Vancouver and Prince Rupert averages, which fell by 6.3% and 3.7% respectively. A 2.7% increase in the Thunder Bay corridor partially countered these reductions. (Note: The Churchill average is not factored into that of Western Canada as a whole.)

Car cycles to Eastern Canada saw a decrease of 5.5% during this same period, with the average declining to 23.0 days from 24.3 days. Car cycles into the United States showed a 14.8% decline, falling to an average of 26.3 days from the 30.9-day average for the same period of the previous crop year.

Average Loaded Transit Times (days)

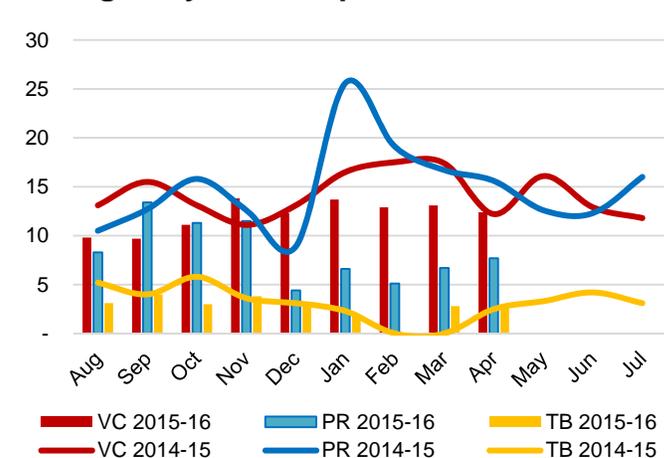


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 4.9 days through the first nine months of the crop year, down 16.6% from the 5.9-day average posted in the same period a year earlier. This reflected substantive reductions in all three corridors: Vancouver, 17.8%; Thunder Bay, 10.1%; and Prince Rupert, 19.4%.

The average Eastern Canadian loaded transit time also moved lower during this period, declining by 18.1% to 9.9 days. The corresponding average for US-destined traffic amounted to 11.3 days, a decline of 19.3%.

Average Days in Port per Vessel



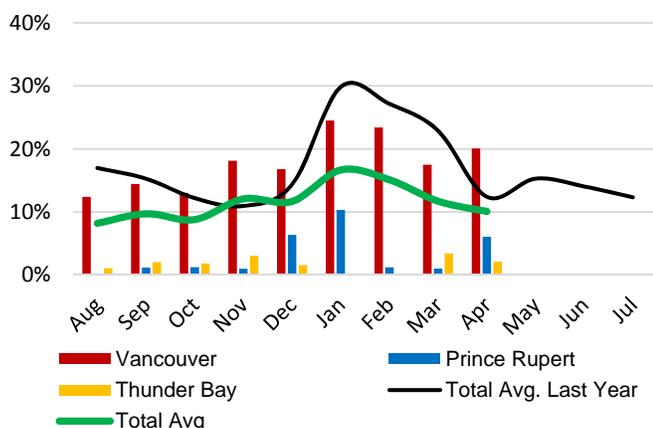
GMP Data Table 5D-1

Year-to-date average time vessels are in port waiting and loading grain is 20.6% less than in the same period in 2014-15, reflecting an improvement in the effective coordination of grain stocks at port to vessel loading. April saw the average decline to 8.5 days compared to the 11.0 days registered in March, reflecting the greater proportion of Thunder Bay vessels with shorter port dwelling time. The number of vessels in ports at any time has enabled good operations during the crop year thus far. 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 April of the 2015-16 crop year, the overall average time decreased by 3.4% from the previous April, comprising a 50% reduction in time at Prince Rupert and slight increases at both Vancouver and Thunder Bay. Overall, this reflects a continuation of the relatively smooth movement from country to port during the 2015-16 crop year.

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



GMP Data Table 5C-5

The port terminal out-of-car time measure represents the total number of hours terminal elevator 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 continued a trend of improvement from its high of 29.8% in January of 2015. For this April, the total measure for all ports decreased to 10.1% from 11.7% last month. Although both Vancouver and Prince Rupert registered increases from March levels, to 20.1% at Vancouver and to 6.1% at Prince Rupert, Thunder Bay's OOCOT fell to just 2.1%. The year-to-date value for Western Canada stands at 11.7%, down 35.8% 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.

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%. These reductions lasted until the beginning of January 2016, when they were effectively reversed,

largely reinstating the rates in place at the end of the first quarter. The carrier initiated another round of selective reductions in April, which generally ranged from \$100 to \$300 per car, for movements in the Vancouver, Thunder Bay and Churchill corridors. This resulted in net rate decreases of up to 9.8% by the close of the period. Similarly, 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. April saw these rates cut still further, by 3% in the Vancouver corridor and 2% in the Thunder Bay corridor, producing net decreases of up to 13.8% at the end of the third quarter. All of these pricing actions were consistent with the 5.6% reduction in the VRCPI as determined by the CTA in April 2015.

Table M-5 Rates: \$CDN per tonne	Q3 2015-16	Index (1999=100)	% Change YTD
Avg. Primary Elevation	\$16.22	135.2	0.0%
Rail to Vancouver			
CN	\$47.06	127.5	-9.8%
CP	\$46.45	125.1	-13.8%
Rail to Pr. Rupert			
CN	\$48.21	115.5	-7.5%
Rail to Thunder Bay			
CN	\$46.36	144.6	-4.6%
CP	\$39.33	131.9	-12.7%
Average Terminal Elevation	\$14.13	154.9	1.0%

Note: Commercial rates are measured on a quarterly basis, the above refer to rates at the close of the third quarter of the 2015-16 crop years. Rail rates are as at April 30, 2016, 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

US grain trader to increase its share in Providence Grain:

Kansas-based Lansing Trade Group announced that it has struck a deal to acquire an additional 25% ownership stake in Providence Grain, a farmer-controlled grain company based in Fort Saskatchewan AB. The deal will see Lansing's interest increase from 12% to 38%. Providence, which presently operates several grain-handling facilities across Alberta and Saskatchewan, as well as Columbia Containers in Vancouver, will also oversee a consolidation of Lansing's Canadian operations with its own. Providence CEO Milton Miller will lead the merged operations from the company's offices in Fort Saskatchewan.

Hudson Bay Railway sale negotiations underway:

OmniTRAX Canada, the current owner of both Hudson Bay Railway and the grain terminal at Churchill MB, announced earlier this year its intention to offer the properties for sale. It is presently in negotiation with a consortium of First Nations communities led by the Mathias Columb Cree Nation who have expressed an interest in purchasing the assets and operations. The First-Nations consortium is not new to the rail business as they previously bought the OmniTRAX line from The Pas to Lynn Lake MB in 2006, which is now operated as the Keewatin Railway Company. Against these ongoing discussions OmniTRAX has already indicated that it intends to continue operating the terminal at Churchill for the 2016 shipping season with the hopes of moving at least 500,000 tonnes.

Canada Pension Plan purchases 40% stake in Glencore:

Canada Pension Plan Investment Board (CPPIB) has purchased a 40% stake in Glencore's Agricultural Products division, whose major property is Viterra, for \$2.5 billion US. In 2012 Glencore paid \$6 billion US to acquire Viterra. The sale will allow Glencore to reduce its overall debt while bringing in partners that will enable its Agricultural Group to expand into markets in which it does not have a presence. Conversely, CPPIB is looking to expand its portfolio in the agriculture industry. The deal includes a provision for Glencore to offer another 20% of the Agricultural Group for sale along with the ability for either party to call for an initial public offering after eight years.

CTA determines VRCPI escalation for 2016-17 crop year:

The Canadian Transportation Agency announced a 4.8% increase in the Volume-Related Composite Price Index (VRCPI), which is used in determining the maximum revenue entitlement for the Canadian National Railway Company (CN) and the Canadian Pacific Railway Company (CP) in the movement of western Canadian grain. Essentially an inflation factor, the VRCPI reflects a composite of the forecasted prices for railway labour, fuel and material. Since the MRE's inception in 2000, the VRCPI has risen by 32.8%.

Grain Commission proposes new licensing requirements:

The Canadian Grain Commission (CGC) has asked for stakeholder input into the licensing of producer car loading facilities and feed mills. Both are presently exempt from licensing provisions. The changes contemplated for producer cars stem from changes in the general market environment where they are used. Prior to the end of the CWB single desk, the vast majority of producer cars were managed through the CWB and used for the movement of grain to an export port. Since then, the movement has shifted to US destinations, raising issues ranging from car allocation, car weights, producer protection and data gathering. The proposed licensing of producer loading facilities would be a sub class of normal licenses and not require security bonds, monthly reporting or the provision of annual financial statements. The process is open until 31 August 2016. Guidelines can be found on the CGC website.

August 2014 emergency legislation to be extended:

The federal government announced on 22 April 2016 its intent to extend for one year the emergency provisions established in August 2014 under the "Fair Rail for Grain Farmers Act". The provisions allow for extended interswitching, mandatory volume targets for railways, compensation for shippers when a rail fails to comply with level of service obligations and the ability for regulations that specify what constitutes operational terms in railway level of service obligations. The emergency legislation was enacted in response to the problems experienced in shipping grain by rail in the 2013-14 crop year.



Infrastructure

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

A number of changes to the GHTS's infrastructure were reported in the first nine months of the 2015-16 crop year. The total number of country elevators rose by 3.3%, to 383 from 370. Much of this was tied to the licensing of several facilities acquired by AGT Food and Ingredients in its recent purchase of Mobil Grain as well as West Central Road and Rail. These additions served to also raise the GHTS's licensed storage capacity by 6.9%, to over 7.8 MMT. Equally significant changes were also posted against the rail infrastructure, with the establishment of Northern Lights Rail resulting in the transfer of 35.2 miles of CN infrastructure to the new shortline in September 2015. This was supplemented by an additional 1.5 miles of new track built to connect the Ceres Global Ag facility at Northgate SK to the BNSF, but was more than offset by the discontinuance of 137.5 route-miles of track in the second quarter. The crop year began with the delicensing of two terminal elevators at Thunder Bay (Thunder Bay Terminals and MobilEx) as well as an expected temporary 10,000-tonne reduction in the licensed storage capacity of the Richardson International terminal in Vancouver, which produced net declines of 11.8% in the GHTS's terminal elevators and 1.3% in its storage capacity.

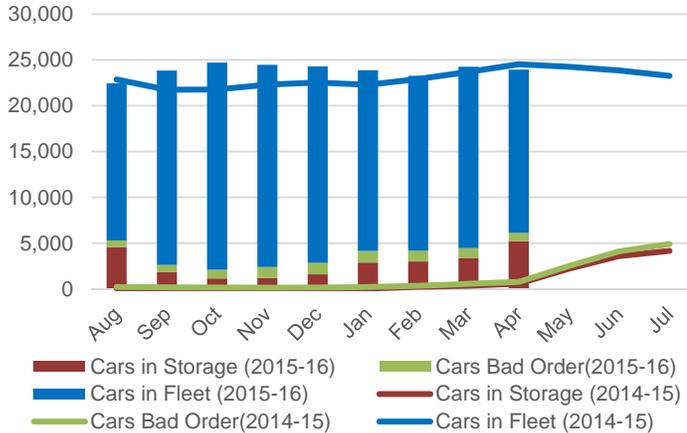
Table M-6	Q3 2015-16	Index (1999=100)	% Change YTD
Country Elevator			
Primary and Process Elevators (Count)	383	38.1	3.3%
Storage Capacity (000's tonnes)	7,844.6	111.6	6.9%
Railway			
Route Miles - Major Carriers	14,664.2	98.9	-1.2%
Route Miles - Shortline Carriers	2,623.9	56.5	1.4%
Route Miles - Total	17,288.1	88.8	-0.8%
Average Weekly Total Hopper Car Fleet Size*	23,954	n/a	5.2%
Terminal Elevator			
Terminal Facilities (Count)	15	107.1	-11.8%
Storage Capacity (000's tonnes)	2,393.2	93.6	-1.3%

* Hopper Car Fleet Size represents all cars in all statuses for the month of April 2016.

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 to that point, over 23% of the fleet was stored or in a repair status. As volumes grew in the current crop year, so did the average number of cars in active grain service. In April, there were 17,848 cars in active service representing 75% of the overall fleet. The number of rail cars in storage or repair status (bad order) has grown to 25%.



Total Railway Fleet Size and Utilization



GMP Data Table 3B-2

Producer Cars

Producer Car Loading Sites	Q3 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 in 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.

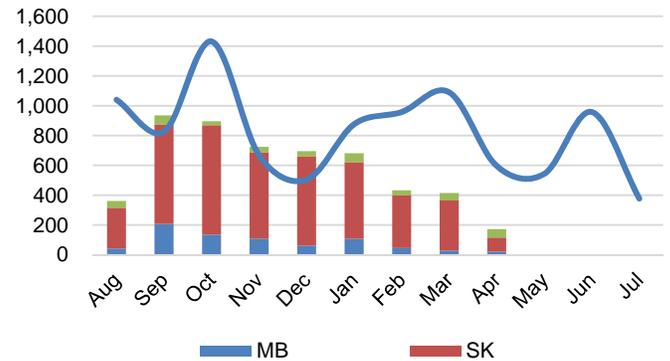
Producer Cars Scheduled	APR 2016	2015-16 YTD	Var. from Last YTD
Manitoba	21	753	-25.6%
Saskatchewan	95	4,157	-29.7%
Alberta & B.C.	56	403	-62.1%
Total	172	5,313	-33.5%

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

Producer Cars Scheduled by Province

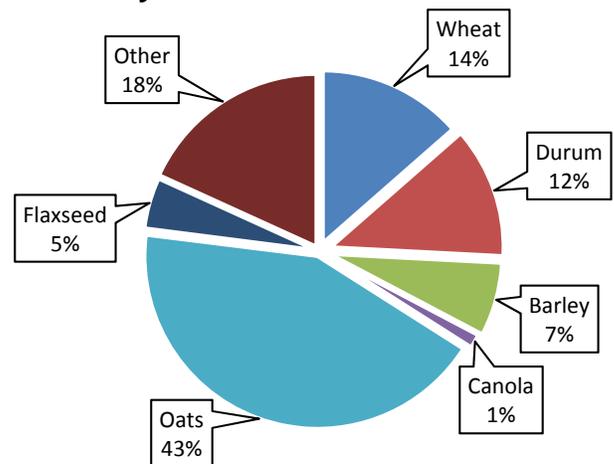


GMP Data Table 6B-2

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 April follow this pattern, comprising 69%, with the balance consisting mainly of special crops.

Producer cars scheduled were significantly lower to the end of April in the 2015-16 crop year, down 33.5%, from the previous year. Although the average number of weekly applications has been less than the previous year, the 2014-15 numbers were also inflated due to the large volume of backlogged orders awaiting scheduling at the beginning of that 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