

## GMP Dashboard

Table M-1	APR 2017	2016-17 YTD	Var. from Last YTD
<b>Western Canadian GHTS Performance (Days)</b>			
Total Time in System	37.5	40.6	-2.9%
Average Days In Store – Country	21.7	25.1	-4.6%
Loaded Transit Time	5.2	5.2	6.1%
Average Days In Store – Terminal	10.6	10.3	-2.8%
<b>Total Traffic ('000 tonnes)</b>			
Primary Elevator Shipments	4,265.8	35,238.4	4.5%
Railway Shipments (all Western Canada traffic)	4,713.7	39,128.5	2.3%
Western Port Terminal Shipments	3,451.7	27,553.9	-0.1%
<b>Railway Performance</b>			
Avg. Loads on Wheels (Cars)	11,828	10,818	4.6%
Total Western Port Car Cycle (days)	12.9	13.6	3.7%
<b>Port Performance</b>			
Western Port Unloads (Number of Cars)			
Vancouver	22,825	189,967	4.0%
Prince Rupert	5,954	51,131	-7.1%
Churchill	0	0	-100.0%
Thunder Bay	8,003	62,569	4.8%
Total	36,782	303,667	1.5%
Vessel Time in Port (days)	11.5	10.8	27.1%

- Order fulfillment measures have been removed from this table as comparative data is unavailable now.  
 - YTD refers to the crop year to date (extending from August 1 through July 31).

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.

## Overview

The 2016 harvest was particularly challenging due to persistent cool, wet conditions in Western Canada. An unseasonably warm spell in early November allowed a continuation of harvest activity, but the arrival of winter didn't allow its completion. Estimates of unharvested acreage across the prairie range as high as 2.5 million acres or approximately 4% of the overall 65 million acres seeded to field crops in Western Canada. Although harvest activity for these acres resumed in April, periodic rain and snowfall continued to frustrate the process and further delay the spring planting season.

Total Western Canadian rail shipments in the first nine months rose by 2.3%, due largely to a 7.4% increase in third-quarter volumes. Western port shipments for April totaled 3.5 MMT, a 24.4% increase over March volumes reflecting the escalation of shipping on the St.

Lawrence Seaway as well as a strong west coast programs. This was 6.1% greater than the amount shipped in April of last year. Accompanying the increase in shipments, is a 11.5-day average in the amount of time vessels spent in port in April, down from March's 15.1-day average.

In April, Statistics Canada released the March farmer survey of seeding intentions. The survey indicates that canola and soybean acres could increase from last year by 2 million and 1.5 million acres respectively. Wheat acreage may grow by 1 million, while durum may shrink by an offsetting amount. Farmers may reduce plantings of peas by 250,000 acres and by up to 1.5 million acres for lentils.

## Highlights for April 2017

### Traffic and Movement (page 2)

- Primary-elevator shipments were 35.2 MMT in the first three quarters of the 2016-17 crop year, 4.5% more than last year.
- Total rail shipments (including primary/process elevators & producer cars) to all destinations from Western Canada reached 39.1 MMT, up 2.3% from that handled in the same nine-month period a year earlier.
- Crop year-to-date shipments from Western Canadian ports totaled 27.6 MMT, down 0.1% from the same period last year.

### System Efficiency and Performance (page 4)

- Average weekly stocks in the country decreased by 0.3% from last month. The average days-in-store was down 4.6%.
- Average weekly port-terminal stocks decreased 5.9% from the same period last year, while average days-in-store fell 2.8%.
- Railcar cycle times through April averaged 13.6 days to western ports; 20.5 days to eastern Canada; and 24.1 days to the US.
- The year-to-date average for vessel time in port is 10.8 days, a 27.1% increase from that observed in the previous crop year.
- Port-terminal out-of-car time fell from 15% in March to 7.8% in April at Vancouver and from 7.0% to 1.5% at Prince Rupert while growing to 9.7% at Thunder Bay.

### Commercial Relations (page 6)

- Average primary-elevation charges rose 1.1% in the first three quarters of the crop year compared to the same period last year.
- Both CN and CP reduced their single-car freight rates at the beginning of April 2017 by about 4.9% and 5.0% respectively. Building on earlier pricing adjustments, these actions produced net changes that ranged from cuts of almost 2.0% to increases of almost 5.0% depending on the carrier and destination corridor.
- Average terminal-elevation charges rose 0.4% in the first three quarters of the crop year.

### Infrastructure (page 6)

- The GHTS's country-elevator network saw a net increase of eight facilities in the first nine months of the crop year, rising to 391 from 383, due largely to the licensing of several previously unlicensed facilities in Saskatchewan. This, along with other expansion efforts lifted the system's overall licensed storage capacity to almost 8.2 MMT from 7.8 MMT at the beginning of this crop year.
- The relicensing of the MobilEx Terminal in Thunder Bay saw the number of terminal elevators increase to 16 from 15. This, coupled with the 81,700-tonne expansion of the Richardson International terminal in Vancouver, resulted in the GHTS's total terminal storage capacity increasing by 3.8%, to almost 2.5 MMT from the 2.4 MMT in place at the end of the 2015-16 crop year.

## Production and Supply

The estimate from Statistics Canada's November survey for 2016 crop production in Western Canada stands at 71.3 MMT, a 10.2% increase over that harvested in 2015 and the second largest crop in Western Canadian history. Notwithstanding the difficult harvest conditions in 2016, the November production estimate was increased 3.7 MMT from the July survey.

Coupled with carry-forward stock of 7.4 MMT, 18.9% less than in 2015, the overall western grain supply is projected to be 78.8 MMT, 6.6% greater than that of the previous year.

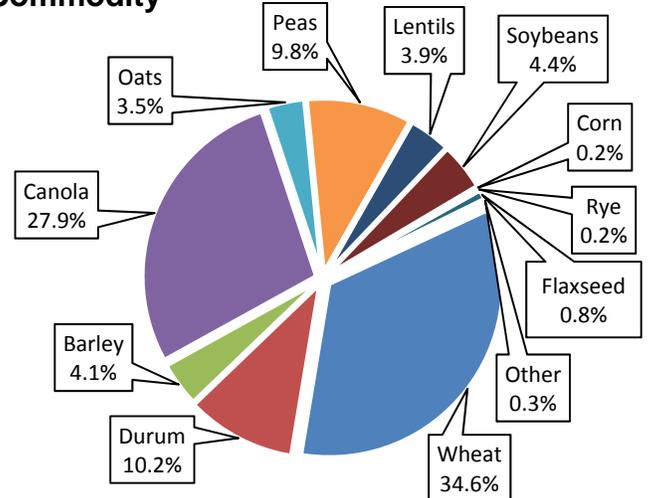
Production & Carry Over (000's tonnes) Table M-2	2016	2015	Var. from Last Year
Western Canada Total Production - Preliminary	71,336.8	64,738.6	10.2%
Western Canada On Farm & Primary Elevator Carry Forward Stock	7,428.9	9,162.6	-18.9%
<b>Total Grain Supply</b>	<b>78,765.7</b>	<b>73,901.2</b>	<b>6.6%</b>

## Traffic and Movement

With the opening of navigation and increased shipping via the eastern system, producer deliveries held consistent with March, averaging 0.9 MMT per week for the month. Primary elevator stock levels averaged 3.3 MMT, providing adequate supply for the shipping program.

Table M-3	APR 2017	2016-17 YTD	Var. from Last YTD
<b>Primary Elevator Shipments (000's tonnes)</b>			
Manitoba	734.4	5,953.0	3.6%
Saskatchewan	2,077.4	17,581.1	4.8%
Alberta	1,431.1	11,415.4	5.4%
British Columbia	40.9	288.9	-18.6%
<b>Total</b>	<b>4,265.8</b>	<b>35,238.4</b>	<b>4.5%</b>
<b>Western Canada Railway Traffic (000's tonnes)</b>			
Shipments to Western Ports	3,855.4	30,515.9	2.0%
Shipments to Eastern Canada	222.4	2,745.3	13.4%
Shipments to US & Mexico	578.9	5,420.4	-0.8%
Shipments Western Domestic	57.0	446.8	5.2%
<b>Total</b>	<b>4,713.7</b>	<b>39,128.5</b>	<b>2.3%</b>
<b>Western Port Unloads (Number of Cars)</b>			
Vancouver	22,825	189,967	4.0%
Prince Rupert	5,954	51,131	-7.1%
Thunder Bay	8,003	62,569	4.8%
<b>Total</b>	<b>36,782</b>	<b>303,667</b>	<b>1.5%</b>
<b>Terminal Elevator Shipments (000's tonnes)</b>			
Vancouver	2,212.7	17,469.1	3.3%
Prince Rupert	557.9	4,507.1	-9.7%
Churchill	0	0	-100.0%
Thunder Bay	681.1	5,577.7	1.8%
<b>Total</b>	<b>3,451.7</b>	<b>27,553.9</b>	<b>-0.1%</b>

## Primary Elevator Shipments by Commodity

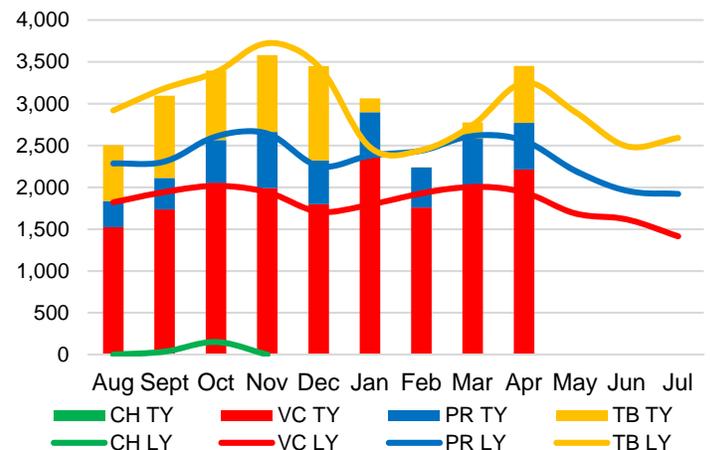


**Total YTD = 35.2 MMT**

GMP Data Table 2A-1

Grain shipments from primary elevators remained steady in April reaching a level 4.5% higher than the previous crop year to date. Despite some quality challenges, shipments have held up very well. At this point last crop year, wheat and durum combined comprised 52% of the shipments, while making up only 45% this year. Conversely, canola and peas make up 38% of this year's shipments as opposed to just 32.5% last year.

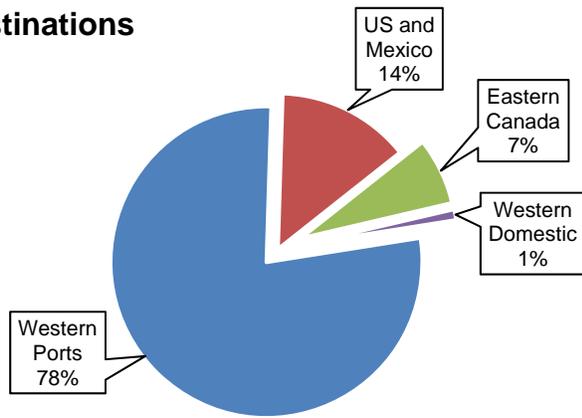
## Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Shipments out of the western ports declined slightly in the first three quarters of the crop year, registering a 0.1% decrease on a year-over-year basis. Early-season challenges matching supply with the waiting vessel nominations due to quality concerns during harvest were largely overcome as the crop year progressed. The 2016 season did not see any shipments from the Port of Churchill as the port's US-based owner, OmniTRAX, closed the grain terminal for the season.

## Western Canadian Grain Destinations



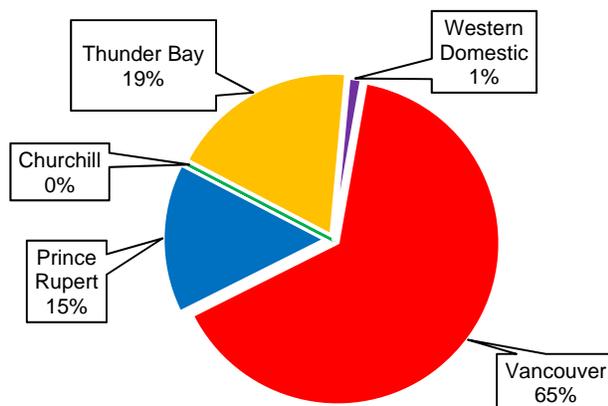
Total YTD = 39.1 MMT

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

About 78% of the grain shipped by rail from the prairies was directed to Western Canada's four ports in support of offshore sales. Total rail shipments to these ports in the first nine months of the 2016-17 crop year amounted to 30.5 MMT, up 2.0% from that handled in the same period a year earlier. In comparison, Western Domestic shipments grew by 5.2%. Shipments to Eastern Canada rose by an even greater 13.4%, buoyed by larger movements of wheat, canola and other commodities.

Over 95% of the volume destined to Western Canada moves in covered hopper cars, with about 65% of this traffic being directed to Vancouver. Year-round operations, favourable economics and better access to major Asia-Pacific markets combine to favour this gateway over all others. Even so, reduced movements into Prince Rupert offset other gains, effectively limiting the overall rise to 1.1%. Hopper-car shipments through the first nine months of the crop year increased over last year by 5.1% for Vancouver and 1.4% for Thunder Bay, but fell by 10.9% for Prince Rupert.

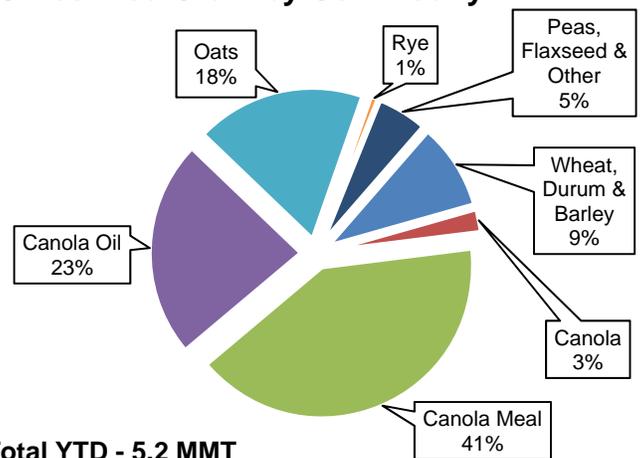
## Western Canadian Destined Hopper Car Traffic



Total YTD - 29.7 MMT

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

## US Destined Grain by Commodity



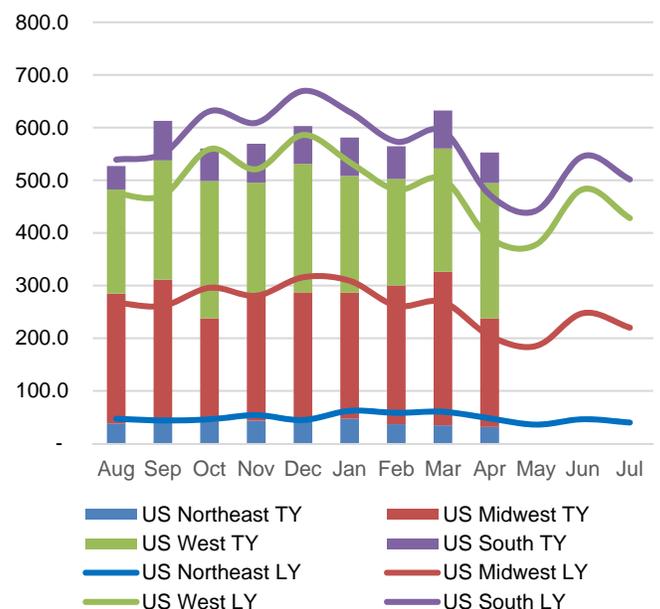
Total YTD - 5.2 MMT

GMP Data Table 2B-18

Rail shipments into the US, which totaled 5.2 MMT in the first nine months of the crop year, decreased by 1.3% from that handled in the same period a year earlier. The movement is dominated by canola and canola products, which accounted for 67% of the total tonnage. Over 80% of this US-bound tonnage is directed into markets in the Midwest and West.

Rail traffic from Western Canada to Mexico through April totaled 218,400 tonnes, a gain of 12.5% over that reported in the same nine-month period a year earlier.

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



GMP Data Table 2B-18



## System Efficiency and Performance

Primary elevator stocks were drawn down during April as country shipping increased to meet steady sales programs. The weekly average fell to 3.3 MMT from 3.9 in March. Available delivery space in the country network was good throughout the period. Country elevator stocks utilized 71% of the working capacity of the network. By province, stocks ranged from 70%, 71% and 73% of working capacity in Saskatchewan, Alberta and Manitoba respectively, to 89% in British Columbia.

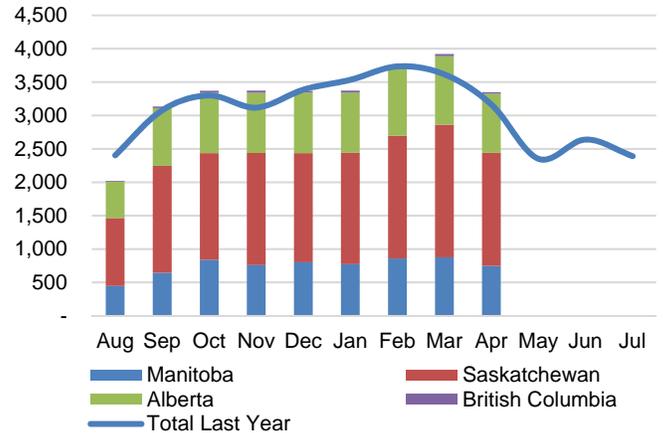
Year-over-year average days-in-store in the primary-elevator system for the crop year thus far shows a slight decline from past performance, falling by only 4.6% from that experienced last year.

Table M-4	APR 2017	2016-17 YTD	Var. from Last YTD
<b>Primary Elevator</b>			
Average Weekly Stocks (000's tonnes)	3,347.3	3,274.8	0.3%
Average Days in Store	21.7	25.1	-4.6%
<b>Railway Operations (days)</b>			
Cycle Time to Western Ports	12.9	13.6	3.7%
Cycle Time to Eastern Canada	18.3	20.5	-11.1%
Cycle Time to US	21.3	24.1	-8.6%
Loaded Transit to Western Ports	5.2	5.2	6.1%
Loaded Transit to Eastern Canada	7.8	8.7	-12.8%
Loaded Transit to US	8.0	9.8	-13.2%
Traffic in 50-car+ blocks (Q2)	83.3%	83.8%	-1.9%
<b>Western Canada Terminal Elevator</b>			
Average Weekly Stocks (000's tonnes)	1,355.8	1,145.1	-5.9%
Average Days in Store	10.6	10.3	-2.8%
Port Unloads (hopper cars)	36,782	303,667	1.5%
Terminal Out-of-Car Time	7.5%	13.6%	13.7%
<b>Western Canada Port Operations</b>			
Average Vessel Time in Port (days)	11.5	10.8	27.1%

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



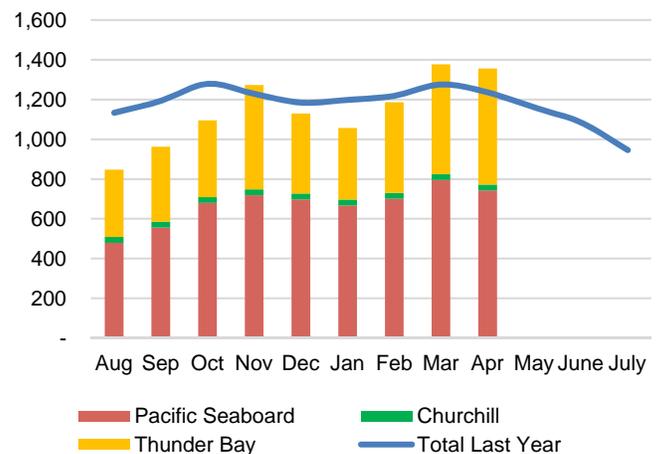
## Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Following a sharp decline to 2.0 MMT in August, average country elevator stocks reversed direction and climbed to 3.9 MMT in March. Heavier shipping programs in April saw these stocks drawn down to 3.3 MMT. Weekly producer deliveries averaged 0.9 MMT throughout April.

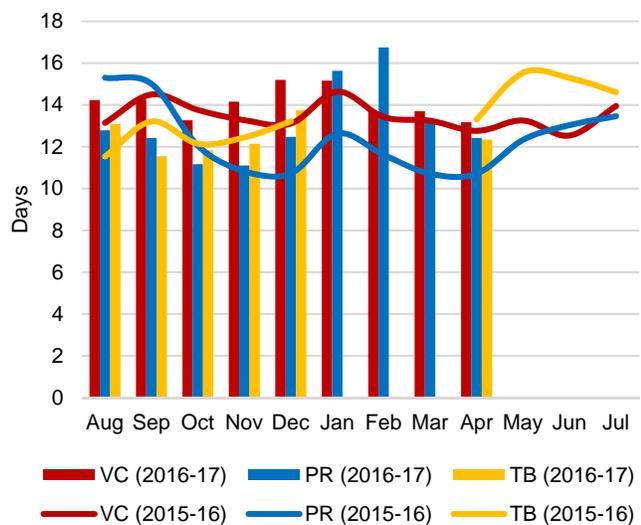
## Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Terminal elevator stocks averaged 1.4 MMT in April, similar to levels seen a month earlier. Stock levels have grown at Thunder Bay as the navigation season gets underway. Wheat, including durum and canola stock are the most prevalent in the terminal system at over 1.1 MMT, comprising over 82% of the total stock. Vessel arrivals continue to be sufficient to keep port operations fluid as the last quarter of the crop year begins. Currently, western ports are utilizing just 78% of their overall working capacity.

## Railway Cycle Times to Western Ports (days)

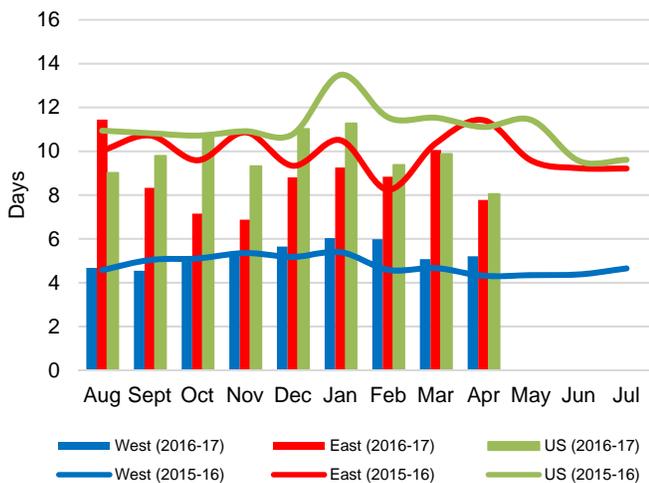


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.6 days through April 2017, an increase of 3.7% from the 13.1-day average posted in the same nine-month period a year earlier. This result was largely shaped by increases in the Vancouver and Prince Rupert corridors, which rose by 4.0% and 8.5% respectively. Car cycles in the Thunder Bay corridor fell by 0.5%.

Car cycles to Eastern Canada posted a decrease during this period, falling by 11.1%, to an average of 20.5 days from 23.1 days a year earlier. Similarly, the car cycle for movements into the United States declined by 8.6%, to an average of 24.1 days from the 26.4-day average posted in the same period of the previous crop year.

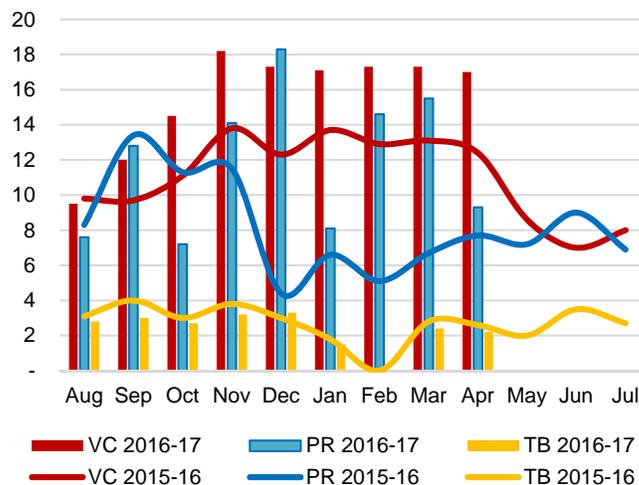
## Average Loaded Transit Times (days)



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

Loaded transit time for traffic destined to Western Canadian ports averaged 5.2 days through the first nine months of the 2016-17 crop year, up 6.1% from the 4.9-day average posted a year earlier. This result was primarily shaped by increases in the Vancouver and Prince Rupert corridors, which rose by 6.5% and 19.7% respectively. These were tempered by a 6.0% reduction in the Thunder Bay-corridor average. The average loaded transit time for movements into Eastern Canada declined sharply, falling by 12.8%, to 8.7 days from 10.0 days the year previous. The corresponding average for US-destined traffic decreased markedly as well, falling by 13.2%, to 9.8 days from the 11.3-day average posted twelve months earlier.

## Average Days in Port per Vessel



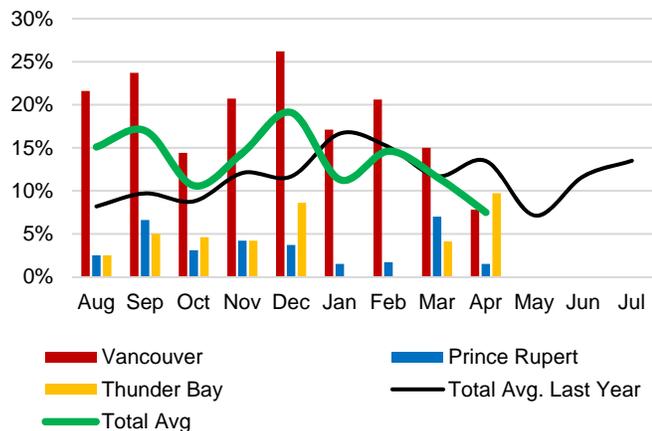
GMP Data Table 5D-1

For the crop year-to-date, the average time vessels were in port waiting and loading grain was 27.1% greater than in the same period of the previous year. The average for all ports was 11.5 days in April 2017, 35.3% higher than the average registered in April of the 2015-16 crop year. This divergence was primarily the result of a sizable lineup of vessels waiting at Vancouver as Prince Rupert's lineup eased somewhat in April.

During the 2015-16 crop year, the average time vessels spent in port at Vancouver fluctuated between 10 and 15 days, dipping below that level as the year ended. At Prince Rupert, the last crop year started with averages in that range but moderated by December, with the time in port fluctuating between 5 and 10 days for the balance of the year. Thunder Bay's average hovered in the two to four-day range. The 2016-17 crop year has seen the Thunder Bay average hold steady while that for Vancouver and Prince Rupert has increased. While the average number of days vessels are spending at Vancouver and Prince Rupert has fluctuated somewhat, the two west coast ports have experienced monthly increases to over 18 days in November and December, moderating somewhat by April. Although movement from country to port has been relatively smooth thus far this year, these elevated timeframes warrant continued monitoring as the year progresses.



## 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).

Notwithstanding some fluctuation, the percentage of time terminals are out of cars has charted a trend of improvement from its high of 29.8% in January of 2015. Following a decline to 10.6% in October 2016, the aggregate measure for all ports climbed steadily to 19.1% in December before pulling back to 7.5% by April. Terminal out-of-car time at Vancouver decreased to 7.8% in April and at Prince Rupert to 1.5%, while those at Thunder Bay rose to 9.7%.

## Commercial Relations

Table M-5 Rates: \$CDN per tonne	Q3 2016-17	Index (1999=100)	% Change YTD
Avg. Primary Elevation	\$16.15	134.7	1.1%
Rail to Vancouver			
CN	\$50.40	136.6	3.3%
CP	\$49.62	133.7	-1.3%
Rail to Pr. Rupert			
CN	\$50.40	120.7	2.4%
Rail to Thunder Bay			
CN	\$50.39	157.3	4.7%
CP	\$42.77	143.0	-1.6%
Average Terminal Elevation	\$14.35	157.3	0.4%

*Note: Commercial rates are measured on a quarterly basis, the above table refers to rates at the close of the third quarter of the 2016-17 crop years. Rail rates are as at April 30, 2017, and reflect an average of the published single-car rates. They do not include multi-car incentives (\$4/tonne for 50 + car blocks and \$8/tonne for 100 + car blocks).*

CN decreased its single-car freight rates by about 4.9% in early April 2017. This followed earlier adjustments made by the carrier

in October and December 2016. Owing to the cuts it made at the beginning of the 2016-17 crop year, however, CN's rates on westbound movements into Vancouver stood only 3.3% higher at the close of April, and 2.4% higher on those into Prince Rupert. CN's eastbound rates into Thunder Bay saw a net increase of about 4.7% during this same period. CP also initiated an across-the-board rate reduction amounting to about 5.0% at the beginning of April 2017. Building on the 4.0% increase put forward at the beginning of October 2016, this resulted in net decreases of about 1.3% and 1.6% for westbound and eastbound movements respectively. All of these pricing actions were consistent with a 4.8% increase in the VRCPI, as determined by the Canadian Transportation Agency in April 2016.

## Commercial Developments

**Columbia Containers rebuilding transload facility:** Columbia Containers Ltd., a wholly owned subsidiary of Fort-Saskatchewan based Providence Grain Solutions, commenced work on the construction on a new \$26-million transloading facility on the south shore of Vancouver's Burrard Inlet. The project, which involves a full modernization of the company's existing operations, is intended to allow for a near threefold increase in throughput, which currently stands at about 650,000 tonnes annually. As with other transload operators, Columbia, which handles a variety of agricultural products ranging from wheat to pulses, has witnessed the surge in container traffic moving through the port. However, the company's aging infrastructure limited its ability to accommodate any further growth in the demand for its grain-transloading services. Beyond a physical expansion of the facility, the initiative promises state-of-the-art features, including: twin receiving tracks for inbound railcars; a system of protected dumpers, conveyors and transfer towers to move the arriving grain; dual container load-out capabilities; and 11,000 tonnes of on-site storage. The project is scheduled for completion in April 2018.

**CTA determines VRCPI escalation for 2017-18 crop year:** The Canadian Transportation Agency announced a 4.1% 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.

## Infrastructure

The GMP measures on infrastructure changes are reported in the data tables on a quarterly basis with the exception of the railway car fleet. Only modest changes were noted to the GHTS's infrastructure through the first nine months of the 2016-17 crop year. This resulted in a 2.1% increase in the total number of country elevators, which by the close of April 2017 had risen to

391 from 383. This increase was largely shaped by the licensing of several previously unlicensed facilities, many of which are now operated by AGT Food and Ingredients, Canpulse Foods, EGT Commodities and Providence Grain Group. But it also includes a new loop-track equipped high-throughput facility operated by Paterson Grain at Daysland, Alberta. Coupled with other expansion initiatives, this served to lift the GHTS's licensed storage capacity by 4.1%, to a record of almost 8.2 MMT from the 7.8 MMT in place at the close of the 2015-16 crop year.

Following the establishment of Forty Mile Rail in southern Alberta along with CN's decision to abandon the last remaining 12.0-route-mile section of its Athabasca Subdivision, the railway network in Western Canada was reduced by less than 0.1%, falling to a total of 17,276.1 route-miles from the 17,288.1 route-miles in place at the close of the 2015-16 crop year.

The relicensing of the MobilEx Terminal facility at Thunder Bay again increased the GHTS's terminal elevators to 16 from 15. This, along an 81,700-tonne expansion of the Richardson International terminal in Vancouver, raised the system's total licenced storage capacity to almost 2.5 MMT from the 2.4 MMT in place at the close of the previous crop year.

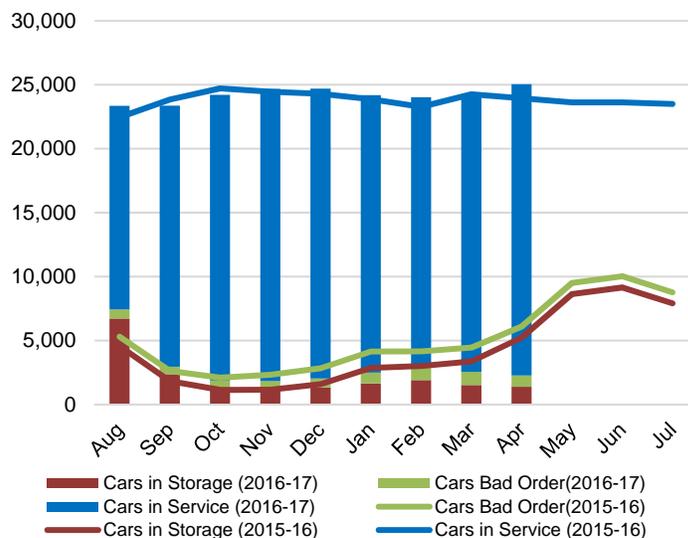
Table M-6	Q3 2016-17	Index (1999=100)	% Change YTD
<b>Country Elevator</b>			
Primary and Process Elevators (Count)	391	38.9	2.1%
Storage Capacity (000's tonnes)	8,163.2	116.2	4.1%
<b>Railway</b>			
Route Miles - Major Carriers	14,606.5	98.5	-0.4%
Route Miles - Shortline Carriers	2,669.6	57.5	1.7%
<b>Route Miles - Total</b>	<b>17,276.1</b>	<b>88.7</b>	<b>-0.1%</b>
Average Weekly Total Hopper Car Fleet Size*	25,044	n/a	1.1%
<b>Terminal Elevator</b>			
Terminal Facilities (Count)	16	114.3	6.7%
Storage Capacity (000's tonnes)	2,485.0	97.2	3.8%

\* Hopper Car Fleet Size represents all cars in all statuses for the month of April 2017.

During times of heavy demand for grain hopper cars, nearly all of the grain hopper car fleet is called into service. As traffic volumes slowed in the later months of the 2015-16 crop year, railways began the process of moving cars into storage. In July 2016, a weekly average of only 14,724 cars, representing 63% of the fleet was in active service. The cars in service rebounded to a degree during August, climbing to 15,918. As harvest progressed and sales of the new crop advanced, the weekly average of cars in service climbed, reaching 22,834 in November. While the

number of cars in service retreated during the winter months, it has grown again, reaching 22,773 in April, encompassing 91% of the overall fleet. This is 4.6% higher than in April last year. The balance of the fleet, comprising 9% of the rail cars, is in storage or repair status (bad order), a steep decline from 37% in July.

## Railway Grain Fleet Size and Utilization



GMP Data Table 3B-2

## Producer Cars

In September, CP de-listed a total of 22 producer car loading sites. This was comprised of three sites in Manitoba, four in Alberta and 15 in Saskatchewan. At the same time, CP added two loading sites to their Saskatchewan list. The net reduction is 20 Class 1 Carrier sites. Seven former producer car loading sites on the Big Sky Railway in west-central Saskatchewan have now been licensed as primary elevators, thereby reducing the number of Shortline Carrier sites. The total number of available producer car loading locations now stands at 289.

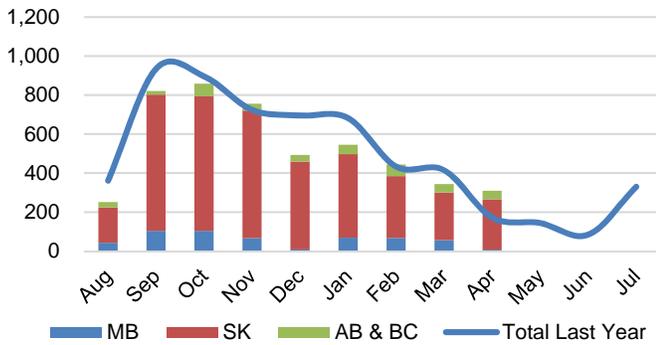
Table M-7	Q3 2016-17	Index (1999=100)	% Change YTD
<b>Producer Car Loading Sites</b>			
Class 1 Carriers	159	24.7	-11.2%
Shortline Carriers	130	200.0	-5.1%
<b>All Carriers</b>	<b>289</b>	<b>40.8</b>	<b>-8.5%</b>

Table M-8	APR 2017	2016-17 YTD	Var. from Last YTD
<b>Producer Cars Scheduled</b>			
Manitoba	7	520	-30.9%
Saskatchewan	258	3,922	-5.7%
Alberta & B.C.	44	377	-6.5%
<b>Total</b>	<b>309</b>	<b>4,819</b>	<b>-9.3%</b>

Producer cars scheduled this year-to-date are down 9.3% from the previous year. Delays in harvesting the 2016 crop contributed to a reduction of 11.9% in producer car applications received thus far this crop year.



## Producer Cars Scheduled by Province

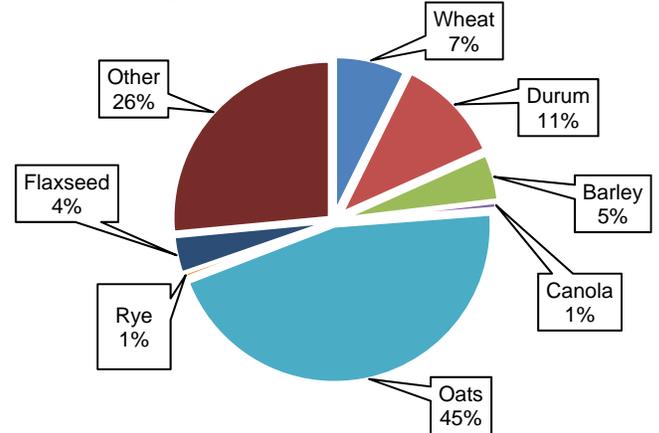


GMP Data Table 6B-2

Producer car shipments have shifted from primarily being wheat, durum and oats to reflect a significant increase in the number of cars carrying special crops. Shipments in the first three quarters of the crop year continue to reflect this trend, with the traditional

commodities comprising only 63% of the total. The balance consists primarily of peas and lentils.

## Producer Cars Scheduled by Commodity



GMP Data Table 6B-2



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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](http://www.grainmonitor.ca)

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