

GMP Dashboard

Table M-1	MAR 2018	APR 2018	2017-18 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	49.6	42.1	47.7	17.2%
Average Days In Store – Country	34.2	26.0	30.1	19.9%
Loaded Transit Time	6.2	5.4	6.1	16.4%
Average Days In Store – Terminal	9.2	10.7	11.5	11.7%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,474.1	4,128.2	33,968.8	-3.6%
Railway Shipments (all Western Canada traffic)	4,455.8	4,728.5	38,112.5	-2.6%
Western Port Terminal Shipments	2,719.0	3,268.5	25,844.4	-6.6%
Railway Performance				
Avg. Loads on Wheels (Cars)	12,211	12,510	11,564	5.8%
Total Western Port Car Cycle (days)	16.8	14.4	15.8	14.3%
Port Performance				
Western Port Unloads (Number of Cars)	26,536	32,505	279,323	-8.0%
Vessel Time in Port (days)	19.4	9.6	11.0	1.9%

- Order fulfilment 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 to the end of this reporting period)

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

Continuing improvement in GHTS performance spurred Western Canadian rail shipments to 4.7 MMT in April 2018, up 54.6% from February's 3.1-MMT low, although year-to-date volumes still remained 2.6% below last year's level. Port shipments for April totaled 3.3 MMT, a 16.4% increase from March volumes with the Seaway shipping season commencing. Year-to-date shipments from ports have declined by 6.6%. Accompanying the slowdown in shipments, is a 9.6-day average in the amount of time vessels spent in port in April, down sharply from March's 19.4-day average. This is largely due to the inclusion of faster turn-around times for vessels at Thunder Bay, augmented by improvements in the time in port at west coast terminals.

Highlights for April 2018 and Third Quarter 2017-18 CY

Traffic and Movement (page 2)

- Primary-elevator shipments were 34.0 MMT in the first three quarters of the 2017-18 crop year, 3.6% less than last year.
- Total Western Canadian rail shipments (from all primary/process elevators and producer-car sites) increased 6.1% from March. Total shipments in the first nine months fell by 2.6%, to 38.1 MMT.
- Crop year-to-date shipments from Western Canadian ports totaled 25.8 MMT, down 6.6% from the same period in the last crop year.

System Efficiency and Performance (page 4)

- Year-to-date average weekly primary-elevator stocks increased by 16.0% from last year. The average days-in-store was up 19.9%.
- Average weekly port-terminal stocks increased 7.0% from the same period last year, while average days-in-store climbed 11.7%.
- Railcar cycle times continued to improve, with the preliminary average for Western Canadian movements in April falling to 14.4 days from 16.8 days in March. The year-to-date average through April stood 14.3% higher than the same period last year, rising to 15.8 days from 13.8 days.
- The year-to-date average for vessel time in port is 11.0 days, a 1.9% increase from that observed in the previous crop year.
- Port-terminal out-of-car time fell to 8.6% at Vancouver in April from 13.6% in March, while falling to 16.6% at Prince Rupert from 18.6%. At Thunder Bay the out-of-car time fell to 1.4% from 4.3% the previous month.

Commercial Relations (page 6)

- Average primary-elevation charges rose 0.4% over the course of the first nine months of the crop year.
- Neither CN nor CP adjusted their single-car freight rates in the third quarter, extending the rates last elevated in the first quarter. These increases ranged from 7.0% to 15.5% depending on the carrier and corridor.
- Average terminal-elevation charges rose 0.1% during the first nine months of the crop year.

Infrastructure (page 7)

- The GHTS's country-elevator network posted a net increase of eight primary facilities in the first nine months of the 2017-18 crop year, with the total rising to 399 from 391. This was due to the licensing of several new facilities. Continuing expansion efforts also resulted in the system's storage capacity increasing by another 154,200 tonnes, or 1.9%, to a GMP record of over 8.3 MMT.
- A net 18.9 route-miles of track was added to the railway network in Western Canada following the opening of CP's new Belle Plaine Subdivision in Saskatchewan. This line serves the new K + S Potash mine and does not provide service to any grain elevators.
- There were no changes to the GHTS's terminal-elevator network in the first nine months of the 2017-18 crop year.

Production and Supply

The estimate from Statistics Canada's November survey for 2017 crop production in Western Canada stands at 71.9 MMT.

This production estimate registers just 0.9% less than the 2016 production and ranks as the third largest crop grown in Western Canadian history. While Statistics Canada may incorporate further revisions into future releases, this constitutes the final estimate focused on the 2017 crop.

Coupled with carry-forward stock of 8.6 MMT, 14.4% more than in 2016, the overall grain supply is estimated to be 80.5 MMT, 0.5% more than that of the previous year and the second largest next to that seen in the 2013-14 crop year.

Production & Carry Over (000's tonnes)	2017	2016	Var. from Last Year
Table M-2			
Western Canada Total Production	71,911.9	72,580.9	-0.9%
Western Canada On Farm & Primary Elevator Carry Forward Stock	8,630.0	7,543.9	14.4%
Total Grain Supply	80,541.9	80,124.8	0.5%

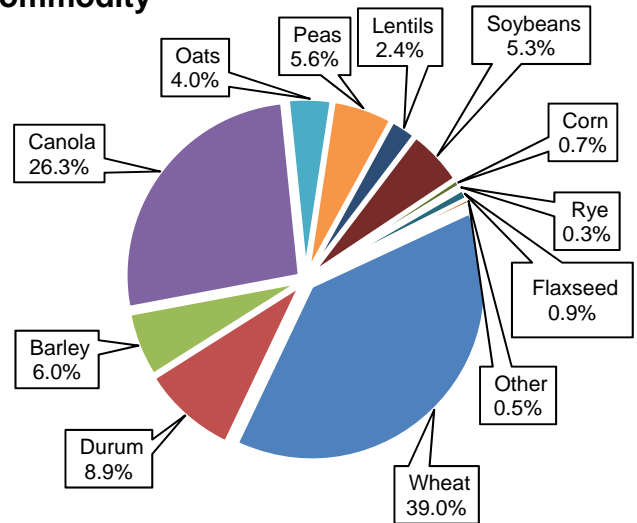
Traffic and Movement

With the spring advancing and eastern shipping resuming, April producer deliveries grew moderately, averaging above 0.85 MMT per week for the month. Average weekly primary-elevator stock levels declined to 3.9 MMT, while continuing to provide adequate supply for the shipping programs.

Table M-3	APR 2018	2017-18 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	662.2	6,487.1	9.0%
Saskatchewan	2,020.1	16,528.2	-6.0%
Alberta	1,411.9	10,720.4	-6.1%
British Columbia	34.0	233.1	-19.3%
Total	4,128.2	33,968.8	-3.6%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,690.1	28,576.3	-6.4%
Shipments to Eastern Canada	218.5	2,467.5	-10.1%
Shipments to US & Mexico	728.4	6,446.8	18.9%
Shipments Western Domestic	91.5	621.8	39.2%
Total	4,728.5	38,112.5	-2.6%
Western Port Unloads (Number of Cars)			
Vancouver	20,617	183,513	-3.4%
Prince Rupert	5,826	44,044	-13.9%
Thunder Bay	6,062	51,766	-17.3%
Total	32,505	279,323	-8.0%

Table M-3	APR 2018	2017-18 YTD	Var. from Last YTD
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,932.9	16,859.7	-4.2%
Prince Rupert	582.1	4,021.9	-10.8%
Churchill	0.0	0.0	n/a
Thunder Bay	753.5	4,962.8	-11.0%
Total	3,268.5	25,844.4	-6.6%

Primary Elevator Shipments by Commodity

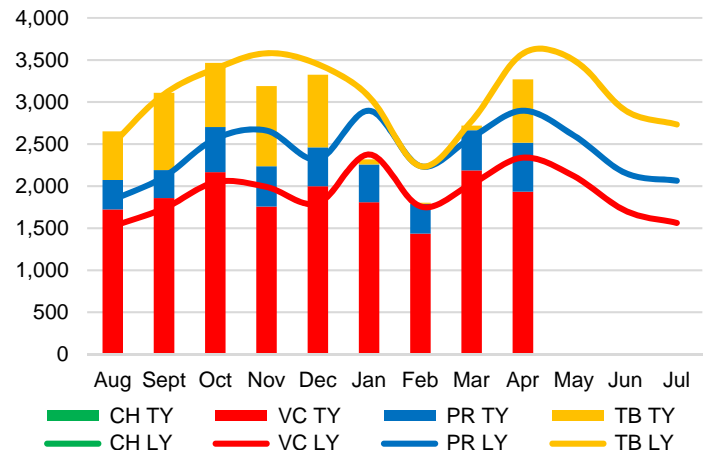


Total YTD = 34.0 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators increased in April contributing to movement that registered 3.6% less than the crop-year-to-date total for the previous year. Wheat, durum and canola continue to constitute the largest proportion of the movement at 74%. Movement of peas and lentils have fallen dramatically, to 8.0% of total movements, compared to 13.7% a year earlier as both tariff and non-tariff trade barriers challenge the marketing of these pulse crops.

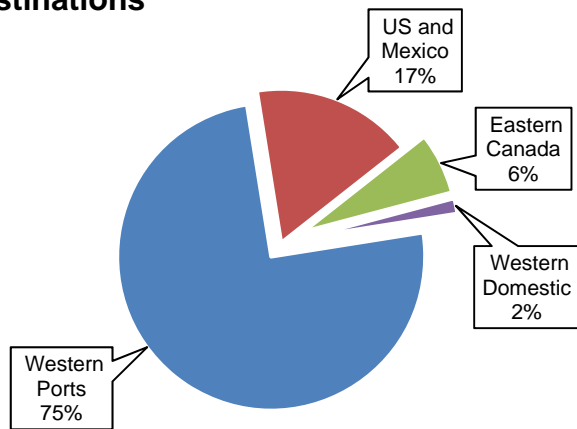
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Shipments out of the western ports fell in the first nine months of the crop year, registering a 6.6% decrease on a year-over-year basis. With the opening of navigation on the Seaway on March 29, April shipments from Western Ports recovered to reach above 3.0 MMT for the first time since December.

Western Canadian Grain Destinations

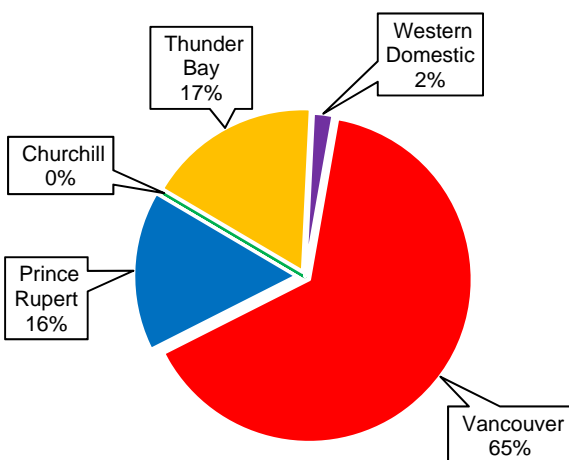


Total YTD = 38.1 MMT

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

Railway grain shipments from Western Canada totaled 38.1 MMT in the first nine months of the 2017-18 crop year, a 2.6% decrease from what was handled in the same period a year earlier. The majority, about 28.6 MMT, or 75%, was directed to Western Canadian ports in support of offshore sales. This marked a 6.4% decline from what had been handled a year earlier. Shipments to Eastern Canada also declined, falling by a more substantive 10.1%. Running counter to these volume reductions were increases in: Western domestic shipments, up 39.2%; and US and Mexican shipments, up by 18.9%.

Western Canadian Destined Hopper Car Traffic

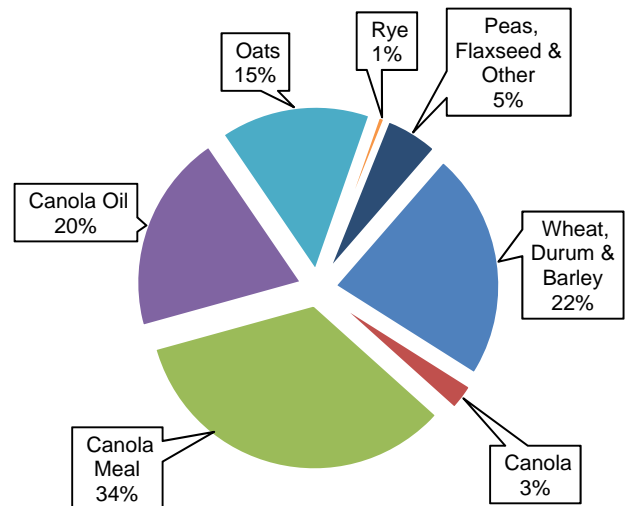


Total YTD - 27.8 MMT

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

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. During the first nine months of the 2017-18 crop year this amounted to almost 27.8 MMT, down 6.4% from that handled in the same period a year earlier. On the receiving end, 65% of these hopper cars were destined to Vancouver, which remains the unrivaled Canadian gateway for export grain given its ready access to Asia-Pacific markets, favourable logistical economics and year-round operations. Even so, hopper-car shipments through Vancouver during this period declined by 6.5%. Reductions were also recorded at Prince Rupert and Thunder Bay, which fell by 0.7% and 14.0% respectively.

US Destined Grain by Commodity



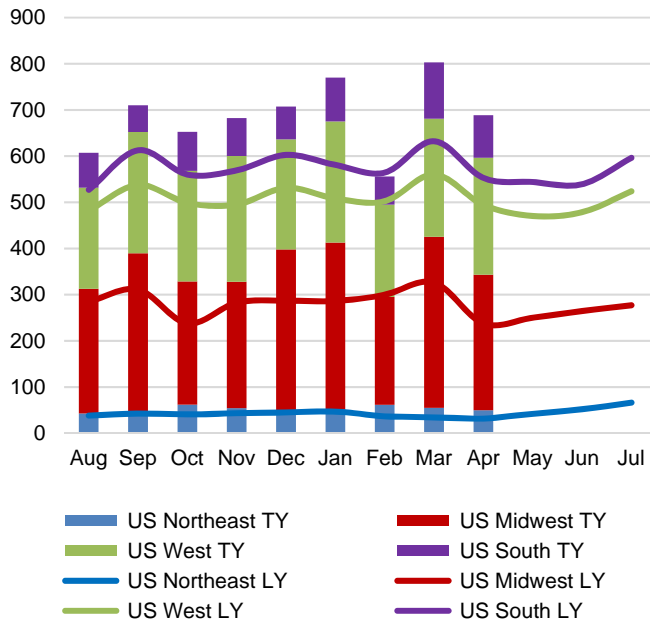
Total YTD - 6.2 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached 6.2 MMT in the first nine months of the 2017-18 crop year, a gain of 18.7% over that handled a year earlier. Over 80% of these shipments are directed into the US Midwest and West and are dominated by canola and canola products.



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



GMP Data Table 2B-18

System Efficiency and Performance

Primary elevator stocks continued to be relatively high compared to the previous crop year. After a two-month peak of 4.3 MMT, stocks in April declined to 3.9 MMT. Overall space in the country system was fair with some regions continuing to experience congested elevators. Country stocks utilized 81% of the working capacity of the network. By province, stocks ranged from 78% of working capacity in Saskatchewan to 83% and 84% in Alberta and Manitoba respectively and 94% in British Columbia.

The average days-in-store in the primary-elevator system for the first nine months of the crop year increased substantially from last year, climbing by 19.8 to 30.1 days. The increase is a symptom of delays in the grain supply chain and challenges in rail transportation for much of this crop year.

Table M-4	APR 2018	2017-18 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,882.9	3,812.6	16.0%
Average Days in Store	26.0	30.1	19.8%
Railway Operations (days)			
Cycle Time to Western Ports	14.4	15.8	14.3%
Cycle Time to Eastern Canada	22.3	24.0	16.5%
Cycle Time to US	28.6	27.9	15.4%

Table M-4	APR 2018	2017-18 YTD	Var. from Last YTD
Loaded Transit to Western Ports	5.4	6.1	16.4%
Loaded Transit to Eastern Canada	10.1	10.8	24.3%
Loaded Transit to US	13.6	12.0	22.3%
Rail Fleet in Grain Service	23,013	21,705	2.6%

Western Canada Terminal Elevator

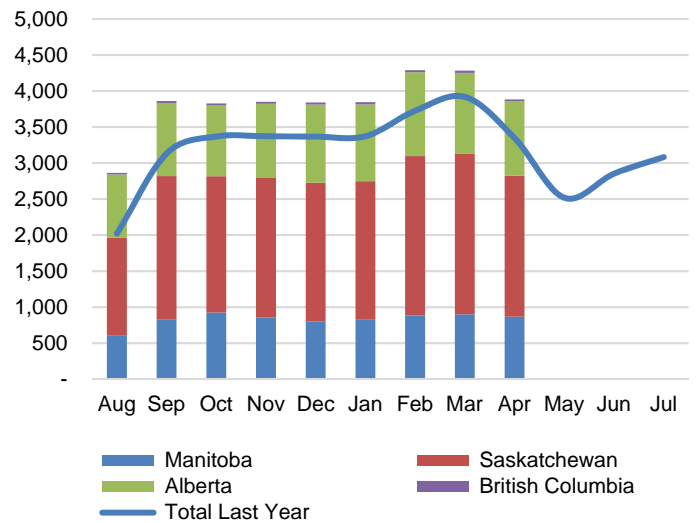
Average Weekly Stocks (000's tonnes)	1,256.4	1,225.4	7.0%
Average Days in Store	10.7	11.5	11.7%
Port Unloads (hopper cars)	32,505	279,323	-8.0%
Terminal Out-of-Car Time	15.3%	11.6%	-13.9%

Western Canada Port Operations

Average Vessel Time in Port (days)	9.6	11.0	1.9%
------------------------------------	-----	------	------

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

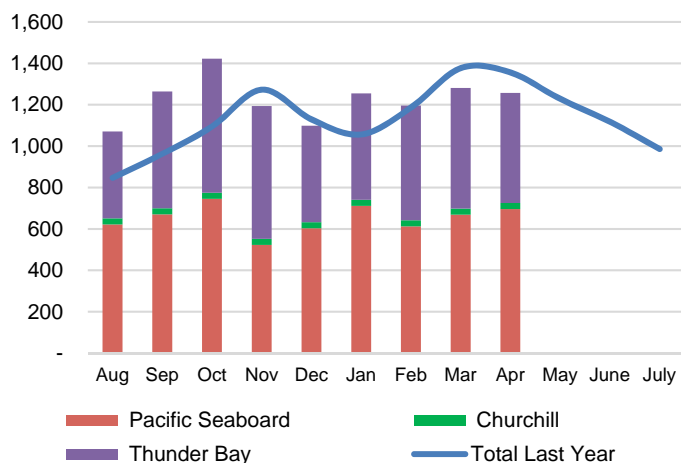
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Following a decline to 2.9 MMT in August, average country elevator stocks reversed direction and rose to 4.3 MMT in February and March, before dipping to 3.9 MMT in April. The overall average weekly stock level in the first nine months of the crop year is 3.8 MMT, a 16.0% increase from that seen a year earlier. Wheat, including durum, and canola stock, comprise over 72% of the total stock. At 16% of the stock, barley, oats and peas made up much of the balance. Of the remaining commodities, soybeans, constituting 5% of primary elevator stock, is the most substantial.

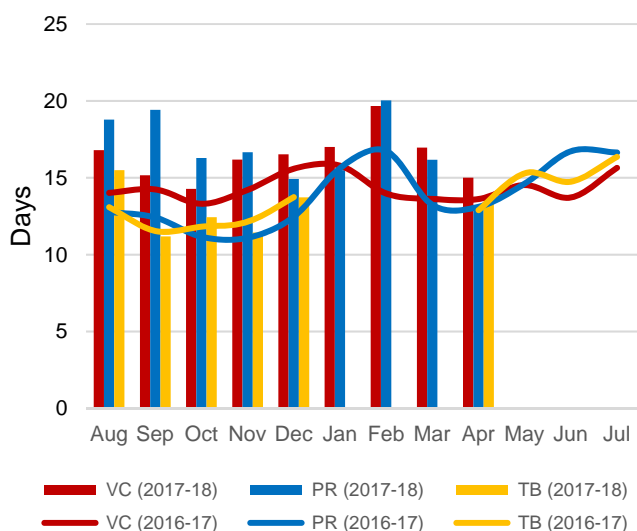
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.3 MMT in April 2% lower than the level seen a month earlier. While stocks built slightly at Pacific Seaboard ports, the opening of navigation led to a modest decline at Thunder Bay. Wheat, including durum, and canola stock, comprises over 80% of the total stock. Abundant vessel arrivals, especially at the Pacific Seaboard ports, are providing a ready outlet for arriving grains. In April, western ports utilized 72% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

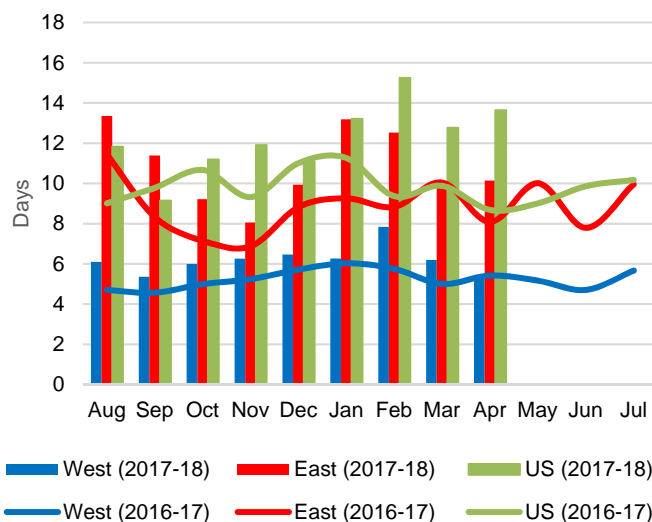


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.8 days in the first nine months of the 2017-18 crop year, an increase of 14.3% from the 13.8-day average posted in the same period of the previous crop year. This result was shaped by increases in all corridors, with the Prince Rupert average rising by 25.1%; Vancouver by 14.2%; and Thunder Bay by 1.5%.

Car cycles to Eastern Canada showed a slightly greater increase during this same period, rising by 16.5%, to an average of 24.0 days from 20.6 days a year earlier. Similarly, the car cycle for movements into the United States rose by 15.4%, to an average of 27.9 days from the 24.2-day average posted the previous crop year.

Average Loaded Transit Times (days)

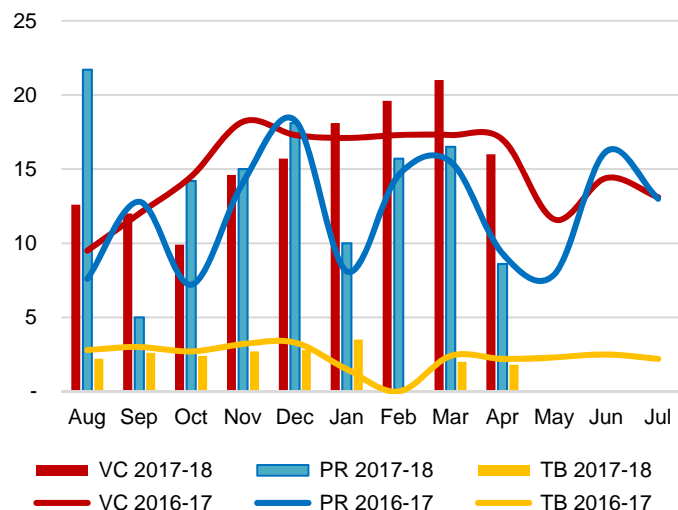


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.1 days in the first nine months of the 2017-18 crop year, up 16.4% from the 5.2-day average posted a year earlier. This result was primarily shaped by increases in the Prince Rupert and Vancouver corridors, which rose by 30.0% and 16.1% respectively. A minor reduction of 0.4% was noted in the Thunder Bay-corridor average. The average loaded transit time for movements into Eastern Canada also increased sharply in the first nine months of the crop year, rising by 24.3%, to 10.8 days from 8.7 days the year previous. The corresponding average for US-bound traffic rose by 22.3%, to 12.0 days from the 9.8-day average posted twelve months earlier.



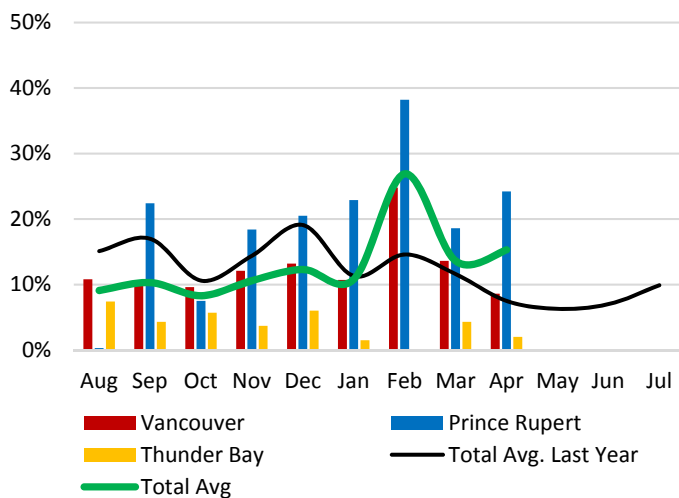
Average Days in Port per Vessel



GMP Data Table 5D-1

In April, the overall average time vessels were in port waiting and loading grain fell to 9.6 days from a crop-year high of 19.4 days in March. With the opening of the Seaway and a larger proportion of vessels departing Thunder Bay, its dampening effect on the all-ports average increased. Both Vancouver and Prince Rupert posted month-over-month declines. In April, the days in port stood at 16.0 for Vancouver, 8.6 for Prince Rupert and 1.8 for Thunder Bay.

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. The aggregate measure for all ports grew to 15.3% in April from 13.6% in March. Terminal out-of-car time at Vancouver fell to 8.6% in April, and to 2.0% at Thunder Bay while rising to 24.2% at Prince Rupert.

Commercial Relations

Table M-5 Rates: \$CDN per tonne	Q3 2017-18	Index (1999=100)	% Change YTD
Avg. Primary Elevation	16.21	1351	0.4%
Rail to Vancouver			
CN	54.55	148.0	8.3%
CP	53.59	145.2	11.7%
Rail to Pr. Rupert			
CN	54.55	130.8	8.3%
Rail to Thunder Bay			
CN	53.96	168.4	7.0%
CP	46.54	155.0	15.3%
Average Terminal Elevation	14.36	157.5	0.1%

Note: Commercial rates are measured on a quarterly basis, the above table refers to rates at the close of the third quarter of the 2017-18 crop year (as at 30 April 2018). Railway freight rates reflect average published single-car rates, and do not include multi-car incentives (\$4/tonne for 50+ car blocks and \$8/tonne for 100+ car blocks).

Neither CN nor CP adjusted their single-car freight rates in the third quarter. This extended the rates in place at the close of the first quarter by a full six months. CN had successively raised its rates in September as well as October, which effectively lifted the rates on westbound movements into Vancouver and Prince Rupert by 8.3%, and the rates into Thunder Bay by a slightly lesser 7.0%. In comparison, CP's single-car rates were increased by up to 10% at the outset of the new crop year and followed by further increases in October. This produced net rate escalations on westbound and eastbound CP movements of 11.7% and 15.3% respectively.

Commercial Developments

Status of Bill C-49: Bill C-49, the Transportation Modernization Act, which seeks to amend the Canada Transportation Act along with other Acts respecting transportation in Canada, passed third reading in the Senate on 29 March 2018, with several amendments. Key amendments to the freight rail provisions included providing shippers with greater flexibility in the use of long-haul interswitching and adding soybeans to the list of grains eligible for the Maximum Revenue Entitlement. These modifications necessitate the Bill's reconsideration by the House of Commons, which must concur to secure the Bill's passage. By the close of April 2018, the Bill had yet to receive the Parliamentary approval needed for its enactment.

Rail service deteriorates significantly: A mounting backlog of unfilled railcar orders for the movement of wheat, canola and other field crops to West Coast ports led to widespread railway service complaints from grain producers and shippers, reminding many in the stakeholder community of similar problems encountered just

four years earlier. In early March 2018 the Transport and Agriculture Ministers demanded that the nation's two major railways take action to immediately correct the situation. Both carriers claimed that the slowdown was due in large measure to an unanticipated surge in traffic, a larger-than-expected crop and the debilitating effects of a cold and snowy winter. Still, both reported that they were responding with the short-term deployment of more resources along with a longer-term investment in plant, equipment and personnel. CN went as far as to issue an apology to its grain customers after dismissing its president and chief executive officer. Improvements in fluidity were noted through the latter half of the third quarter as CN and CP carried through on their commitments to correct the situation and reduce the traffic backlog.

CP labour negotiations and potential strike: A strike by approximately 3,000 CP employees represented by the Teamsters Canada Rail Conference (TCRC) and another 360 employees represented by the International Brotherhood of Electrical Workers (IBEW), slated to begin just after midnight on 21 April 2018, was narrowly averted by the actions of the federal Labour Minister. Ultimately, the Minister determined that CP's final offer to the TCRC and IBEW should be put to a vote by the unions' membership, thereby putting off any possibility of strike action for roughly a month. The announcement came as a relief to many shippers – grain and non-grain alike – who had already been buffeted by poor railway service this year. Any rejection of the carrier's offer in a vote, slated to conclude on 25 May, could be followed by strike action no sooner than 72 hours later.

CTA determines VRCPI escalation for 2018-19 crop year: The Canadian Transportation Agency announced a 2.8% 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.

Infrastructure

Apart from the railways' car fleet, GMP measures relating to infrastructure are reported on a quarterly basis. The first three quarters of the 2017-18 crop year brought various changes to the GHTS's physical infrastructure, much of it concentrated in the second quarter. The first centered on the licensing of several elevators, which lifted the active facility count to 399 from 391. It also added another 154,200 tonnes of storage capacity to the system, which reached a GMP record of over 8.3 MMT.

The railway network also witnessed its first significant physical extension under the GMP following the opening of CP's Belle Plaine subdivision, an 18.9-route-mile section of track designed to service the newly established K+S Potash Canada mine situated near Bethune, Saskatchewan. This enlarged the

Western Canadian network by just 0.1%, to 17,295.0 route-miles, with almost 85% of it operated by CN and CP.

The terminal elevator network remained unaltered throughout the first nine months of the 2017-18 crop year, with 16 facilities having a combined 2.5 MMT in associated storage capacity.

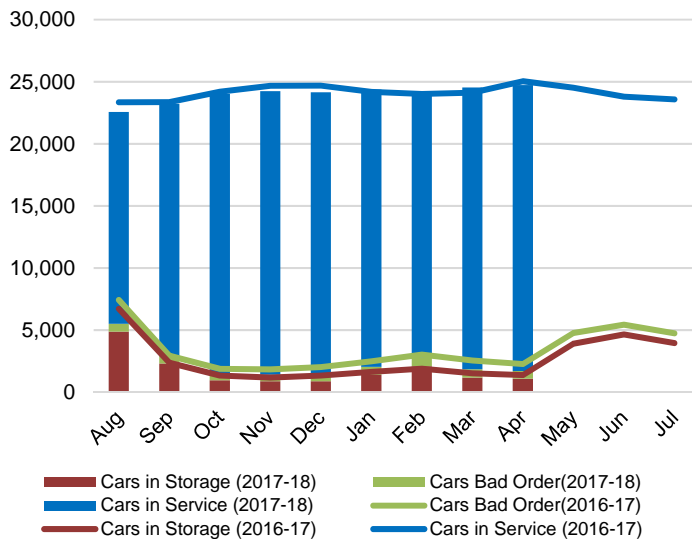
<i>Table M-6</i>	Q3 2017-18	Index (1999=100)	% Change YTD
Country Elevator			
Primary and Process Elevators (Count)	399	39.7	2.0%
Storage Capacity (000's tonnes)	8,317.4	118.4	1.9%
Railway			
Route Miles - Major Carriers	14,625.4	98.6	0.1%
Route Miles - Shortline Carriers	2,669.6	57.5	0.0%
Route Miles - Total	17,295.0	88.8	0.1%
Average Weekly Total Hopper Car Fleet Size*	24,263	n/a	-1.2%
Terminal Elevator			
Terminal Facilities (Count)	16	114.3	0.0%
Storage Capacity (000's tonnes)	2,485.0	97.2	0.0%

* Hopper Car Fleet Size represents all cars in all statuses for the first nine months of the 2017-18 crop year.

During times of heavy demand for grain hopper cars, nearly all of the grain hopper car fleet is placed in service. As traffic volumes slowed in the later months of the 2016-17 crop year, railways began the process of moving cars into storage. In July 2017, a weekly average of 18,832 cars, representing 80% of the fleet was in active service. The average car fleet in service during the first three quarters of the current crop year was 21,705 cars, peaking at an average of 23,013 per week in April, encompassing 93% of the overall feet at that point. The balance of the fleet, comprising 7% of the rail cars, is in storage or repair status (bad order), a substantial decline from 20% in July.



Railway Grain Fleet Size and Utilization



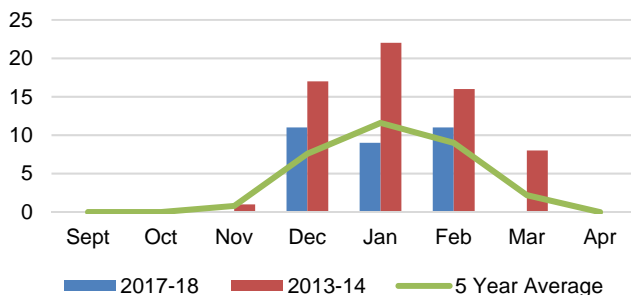
GMP Data Table 3B-2

Winter Weather Summary

While not part of the formal data set reported in the GMP, weather conditions across Western Canada are included in the GMP's weekly reports during the winter months. This is when the grain handling and transportation system becomes more susceptible to adverse winter weather, especially in the case of rail operations.

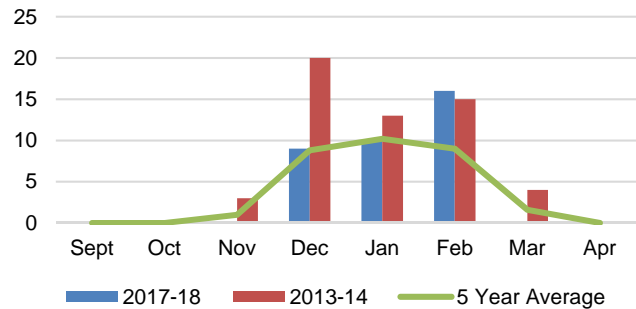
Railways shift to winter operating rules when temperatures fall below -25 C. The GMP measures the numbers of days when temperatures fall below this threshold in each of the three prairie provinces, using data for Winnipeg, Saskatoon and Edmonton. This is measured against the five-year average and the winter of 2013-14, generally considered to be the coldest winter in the past five years.

Winnipeg - days below -25C



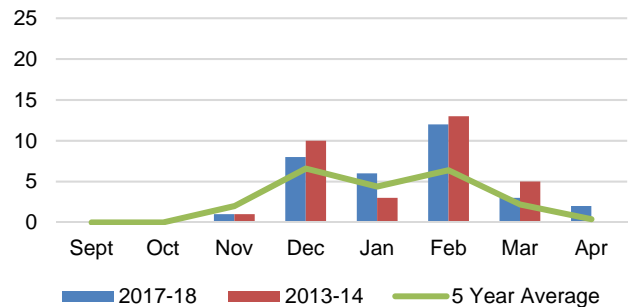
Winnipeg experienced relatively typical winter weather, with three days colder than normal in December and two days in February, compared to generally warmer temperatures in November, January and March. Snowfall was 21% lower than the five-year average of 81 mm (October – March).

Saskatoon - days below -25C



Except for February, Saskatoon's weather proved slightly warmer than average. February saw a prolonged period of over two weeks of colder weather, seven days more than the five-year average. Snowfall throughout the winter months was near normal with an accumulation 5% lower than the five-year average of 74 mm.

Edmonton - days below -25C



Edmonton's temperatures were much the same as those experienced in Saskatoon except for February which saw 12 days below -25 C, six days more than the average. The accumulated snowfall was much higher this year with 192 mm falling, some 68% more than the five-year average. Ground accumulation was mitigated by a period of warmer weather that resulted in melting conditions in December.

Snowfall in the southern Rocky and Columbia mountain ranges often adversely impacts rail operations. This winter's cumulative snowfall at Revelstoke, BC (a major point on CP's route between Banff and Kamloops) was 461 mm, 10% lower than the five-year average of 510 mm. However, heavier-than-normal snowfall in January and February (64% and 32% respectively) was experienced.

In summary, the Western Canadian prairies experienced a relatively normal winter in the 2017-18 crop year except during February, when Saskatchewan and Alberta experienced an extended period of approximately 10-12 days of cold weather. This was approximately seven days more than average. Heavier than normal snowfall on CP's route to Vancouver in January and February had an impact on rail operations through that period.

Producer Cars

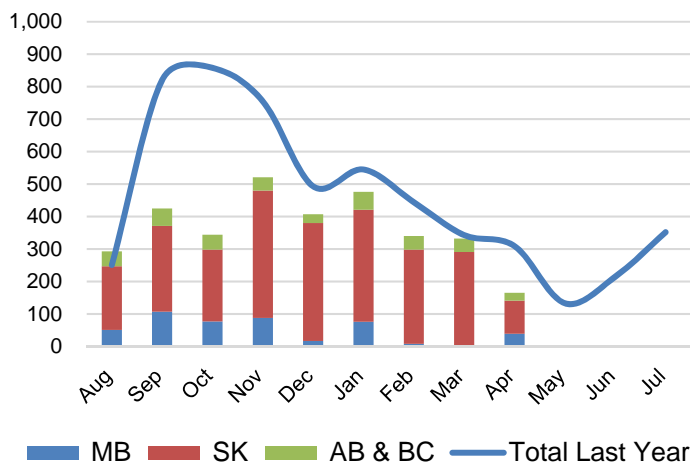
In the first quarter of the 2017-18 crop year, CP de-listed a total of 17 producer car loading sites. This was comprised of two sites in Manitoba, six in Alberta and nine in Saskatchewan. The total number of available producer car loading locations has held steady since then and at the end of the third quarter stands at 273.

Table M-7 Producer Car Loading Sites	Q3 2017-18	Index (1999=100)	% Change YTD
Class 1 Carriers	143	22.2	-10.6%
Shortline Carriers	130	200.0	0.0%
All Carriers	273	38.5	-5.9%

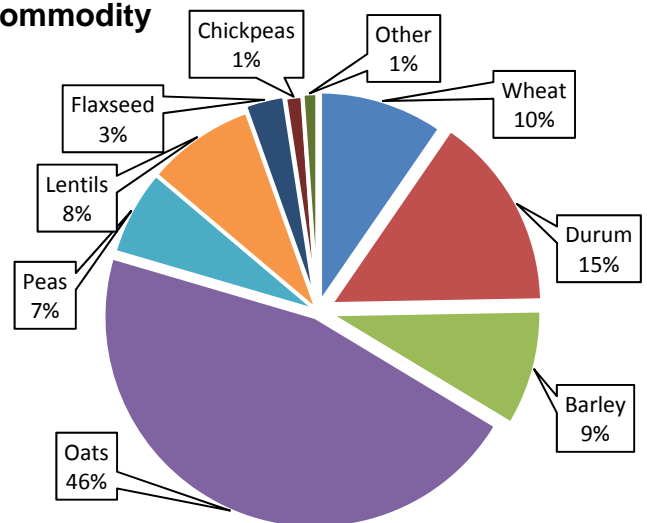
Table M-8 Producer Cars Scheduled	Q3 2017-18	2017-18 YTD	Var. from Last YTD
Manitoba	48	464	-10.8%
Saskatchewan	682	2,463	-37.2%
Alberta & B.C.	107	376	-0.3%
Total	837	3,303	-31.5%

Producer cars scheduled this year to date are down 31.5% from the previous year. The first three quarters of the 2017-18 crop year saw a reduction in producer-car applications received by the Canadian Grain Commission.

Producer Cars Scheduled by Province



Producer Cars Scheduled by Commodity



GMP Data Table 6B-2

Producer car shipments have shifted from primarily being wheat, durum, and oats to encompass a significant increase in the number of cars carrying special crops. Shipments throughout the first three quarters of the 2017-18 crop year continue to reflect this trend, with the traditional commodities comprising only 71% of the total. Special crops such as peas, lentils and chickpeas contributed 16% of the total volume.



Quorum Corporation
Suite 701, 9707 – 110 Street
Edmonton, AB T5K 2L9
Email: info@quorumcorp.net
Web: www.grainmonitor.ca
Phone: (780) 447-2111

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 our address by either phone or email



Government of Canada
Gouvernement du Canada