

## GMP Dashboard

Table M-1	MAR 2023	APR 2023	2022-23 YTD	Var. from Last YTD
<b>Western Canadian GHTS Performance (Days)</b>				
Total Time in System	40.2	42.1	40.2	-35.2%
Average Days In Store – Country	26.9	23.1	24.6	-37.7%
Loaded Transit Time	5.8	5.8	5.8	-18.5%
Average Days In Store – Terminal	7.5	13.2	9.8	-36.4%
<b>Total Traffic ('000 tonnes)</b>				
Primary Elevator Shipments	5,332.6	3,944.1	40,057.3	47.8%
Railway Shipments (all Western Canada traffic)	5,416.1	4,749.4	44,725.0	55.4%
Western Port Terminal Shipments	3,878.6	3,289.9	31,506.0	66.2%
<b>Railway Performance</b>				
Avg. Loads on Wheels (Cars)	10,458	9,635	9,755	28.1%
Total Western Port Car Cycle (days)	13.2	13.4	13.8	-21.4%
<b>Port Performance</b>				
Western Port Unloads (Number of Cars)	43,227	34,634	330,476	61.7%
Vessel Time in Port (days)	12.6	9.9	10.5	3.3%
<i>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.</i>				

## Overview

Western Canadian railway grain shipments fell 12.3% in April 2023, to 4.7 MMT from 5.4 MMT in March. Even so, the decline builds on much stronger current-year shipments, which helped lift the year-to-date tonnage to 44.7 MMT, 55.4% more than in the same nine-month period a year earlier. Port shipments for April totaled 3.3 MMT, a 15.2% decrease from March volumes, but a whopping 109.1% increase from those in April 2022. The year-to-date growth in shipments registered 66.2% at the end of April. A month-over-month decrease was seen in the average amount of time vessels spent in port, which fell to 9.9 days in April from 12.6 in March. The overall first-three-quarter-average vessel time in port measures 10.5 days.

## Highlights for April 2023 and Third Quarter 2022-23 CY

### Traffic and Movement (page 2)

- Primary-elevator shipments were 40.1 MMT at the three-quarter mark in the 2022-23 crop year, 47.8% more than the previous year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first nine months of the 2022-23 crop year totaled 44.7 MMT, up 55.4% from the same period a year earlier.
- Bulk shipments from Western ports totaled 31.5 MMT at the three-quarter mark in the crop year, up 66.2% from last crop year.

### System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased 3.0% from the same period last year, while average days-in-store fell 37.7%.
- Average weekly port-terminal stocks increased 6.6% from the same period last year, while average days-in-store fell 36.4%.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports increased by 1.5%, to 13.4 days in April from 13.2 days in March. Higher velocities helped reduce the YTD average to 13.8 days, 21.4% below the 17.6 days posted a year earlier. Movements into Eastern Canada also decreased, with the YTD average falling by 19.8% to 23.8 days, while movements into the US witnessed a 6.8% decrease, to an average of 25.9 days.
- The average vessel time in port for the first three quarters of the 2022-23 crop year is 10.5 days, a 3.3% increase from that observed in the same period the previous crop year.
- Port-terminal out-of-car time fell to 8.4% at Vancouver in April from 15.2% in March while rising to 13.1% at Prince Rupert from 10.7% the previous month. At Thunder Bay, the out-of-car time declined to 6.2% in April, down from March's 17.5%.

### Commercial Relations (page 6)

- Average primary-elevation charges increased by 0.3% in the first three quarters of 2022-23 crop year.
- Both CN and CP raised their single-car freight rates significantly in the first quarter, only to reduce them in the second and third. CN posted the largest increases, with overall rates in the Vancouver corridor rising by an average of 5.6%; Prince Rupert by 3.7%; and Thunder Bay by 4.6%. CP's pricing action provided for lesser net increases, with the average rate into Vancouver rising by 0.7%, and by 4.3% into Thunder Bay.
- Average terminal-elevation charges increased by 1.5% in the first three quarters of the 2022-23 crop year.

### Infrastructure (page 6)

- At the close of the third quarter the country-elevator network consisted of 409 facilities with almost 9.5 MMT of storage. The retrofitting of several facilities increased the number of loop-track-equipped elevators to 44.
- Railway infrastructure was unchanged at 17,265.7 route-miles.
- The terminal elevator network stood at 17 facilities with 2.8 MMT of storage.
- The overall hopper-car fleet rose modestly to a nine-month average of 22,172 cars, 3.5% more than was the case in the first three quarters of the previous year.

## Production and Supply

Statistics Canada's November-survey estimate for 2022 field-crop production in Western Canada stands at 73.8 MMT, a 50.6% increase from 2021's 49.0 MMT harvest. This dramatic increase reflects a solid rebound from the prairie-wide drought that severely reduced production the previous growing season. This estimate represents a 1.4 MMT reduction from the previous model-based estimate recorded at the end of August.

When coupled with July's 3.85 MMT of carry-forward stocks, some 48.9% less than in 2021, the overall grain supply is estimated at 77.7 MMT. This stands 37.3% above the 2021-22 crop year's 56.6-MMT level, marking the return of an abundant grain supply to meet domestic and export demands.

Table M-2	2022	2021	Var. from Last Yr.
<b>Production &amp; Carry Forward (000's tonnes)</b>			
<b>Western Canada Total Production</b>	73,807.4	49,016.9	50.6%
<b>Western Canada On-Farm &amp; Primary Elevator Carry Forward Stock</b>	3,851.8	7,542.1	-48.9%
<b>Total Grain Supply</b>	<b>77,659.2</b>	<b>56,559.0</b>	<b>37.3%</b>

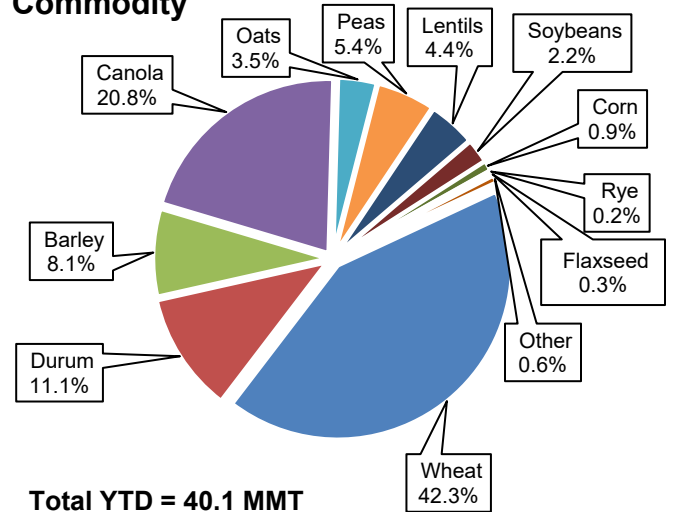
## Traffic and Movement

As spring arrived, April deliveries fell to average just over 0.65 MMT per week. Weekly primary-elevator stocks also fell from the previous month to average 3.4 MMT, with good space available in elevator facilities across the prairies.

Table M-3	APR 2023	2022-23 YTD	Var. from Last YTD
<b>Primary Elevator Shipments (000's tonnes)</b>			
Manitoba	712.7	6,337.6	16.2%
Saskatchewan	1,860.8	20,721.0	68.2%
Alberta	1,353.7	12,749.2	40.0%
British Columbia	16.9	249.5	10.9%
<b>Total</b>	<b>3,944.1</b>	<b>40,057.3</b>	<b>47.8%</b>
<b>Western Canada Railway Traffic (000's tonnes)</b>			
Shipments to Western Ports	3,813.8	35,566.8	66.9%
Shipments to Eastern Canada	151.8	2,036.0	15.7%
Shipments to US & Mexico	711.0	6,344.8	27.4%
Shipments Western Domestic	72.8	777.5	5.5%
<b>Total</b>	<b>4,749.4</b>	<b>44,725.0</b>	<b>55.4%</b>
<b>Western Port Unloads (Number of Cars)</b>			
Vancouver	22,142	237,423	71.1%
Prince Rupert	4,323	40,116	94.3%
Churchill	0	0	n/a
Thunder Bay	8,169	52,937	17.5%
<b>Total</b>	<b>34,634</b>	<b>330,476</b>	<b>61.7%</b>

Table M-3	APR 2023	2022-23 YTD	Var. from Last YTD
<b>Terminal Elevator Shipments (000's tonnes)</b>			
Vancouver	2,160.6	22,817.6	78.0%
Prince Rupert	447.0	3,785.7	106.1%
Churchill	0.0	0.0	n/a
Thunder Bay	682.3	4,902.7	14.0%
<b>Total</b>	<b>3,289.9</b>	<b>31,506.0</b>	<b>66.2%</b>

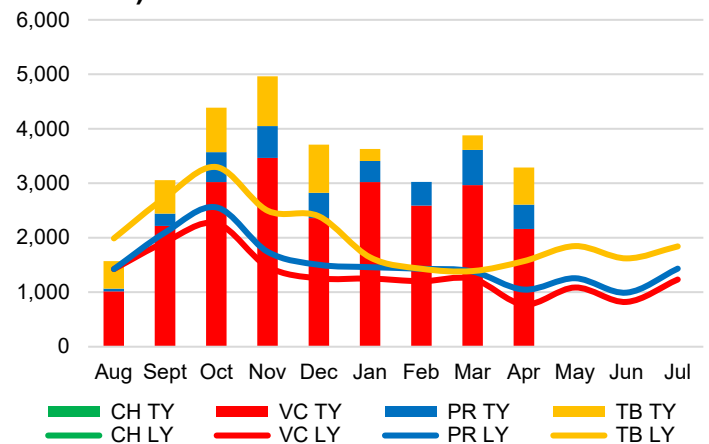
## Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Crop-year to date grain shipments from primary elevators grew, registering 47.8% more than in the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 74.2%. Movement of peas and lentils contributed 9.8% of the balance.

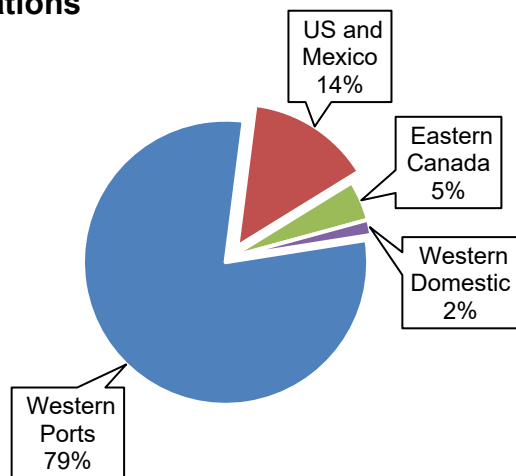
## Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments from western ports grew in the first three quarters of the 2022-23 crop year, registering a 66.2% increase on a year-over-year basis. West Coast shipments were up substantially with a 78.0% increase at Vancouver and a 106.1% increase at Prince Rupert, while Thunder Bay was up a more modest 14.0%.

## Western Canadian Grain Destinations

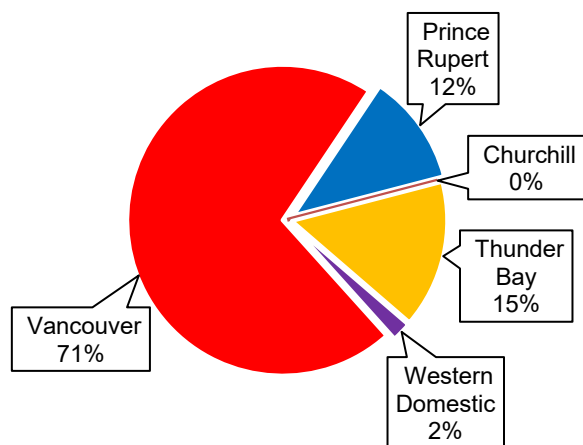


Total YTD = 44.7 MMT

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

Railway grain shipments from Western Canada totaled 44.7 MMT in the first nine months of the 2022-23 crop year, 55.4% more than the 28.8 MMT handled in the same period a year earlier. The majority, about 35.6 MMT, or 79%, was directed to Western Canadian ports in support of offshore sales; 66.9% more than what had been handled a year earlier. This surge was broadened by increases of 27.4% in shipments to the US and Mexico, 15.7% for movements into Eastern Canada, and 5.5% to Western Domestic destinations.

## Western Canadian Destined Hopper Car Traffic



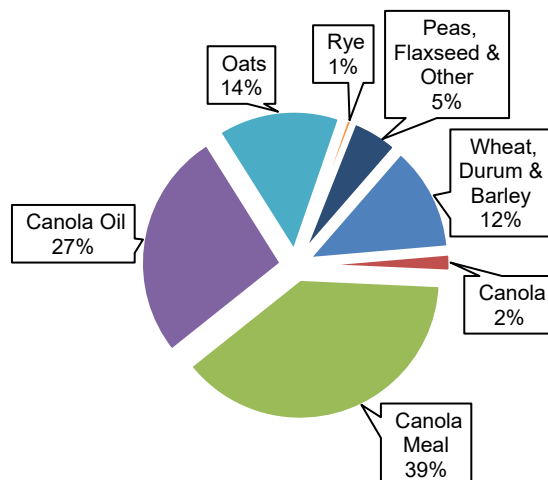
Total YTD - 35.7 MMT

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 2022-23 crop year this amounted to about 35.7 MMT, up 67.1% from the 21.4 MMT handled a year earlier. Seventy-one percent of these hopper cars were destined to

Vancouver, which remains the port of choice for exporting grain, given its ready access to Asia-Pacific markets and the concentration of export terminal facilities. An 80.6% increase in hopper-car shipments to Vancouver was largely responsible for shaping the broader traffic gain. This was supported by substantive increases in shipments to Prince Rupert and Thunder Bay, which rose by 95.8% and 21.1% respectively. Western Domestic destinations saw a much smaller gain of 6.2%.

## US Destined Grain by Commodity

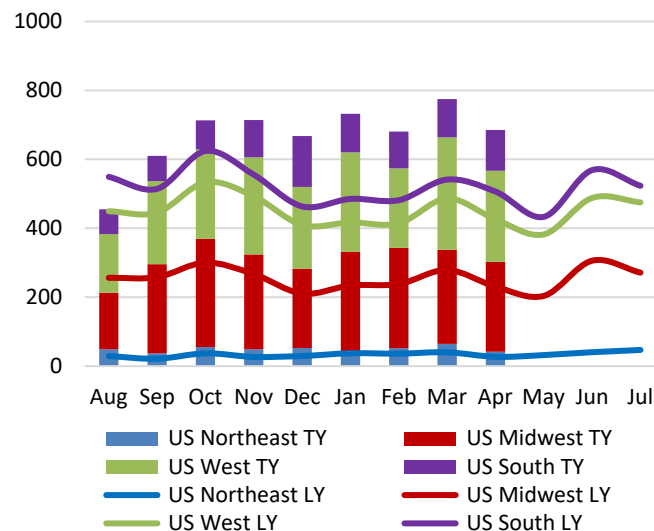


Total YTD - 6.0 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 6.0 MMT in the first nine months of the 2022-23 crop year, up 27.7% from the nearly 4.7 MMT handled a year earlier. Over 75% of these shipments were directed into the Midwestern and Western US, with canola and canola products dominating.

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



GMP Data Table 2B-18



## System Efficiency and Performance

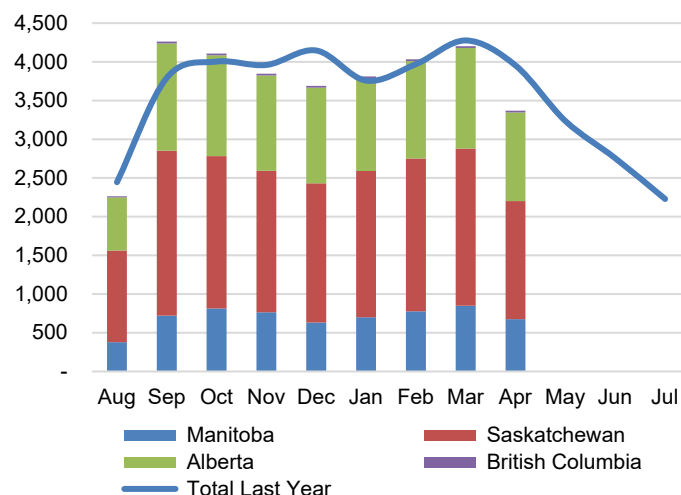
As the spring advanced, primary-elevator stocks fell to 3.4 MMT in April from 4.2 MMT in March. The overall average for the first three quarters is 3.7 MMT. Country space was good throughout the period. Country stocks utilized 61% of the working capacity of the network in April. Stocks ranged from 56% and 62% in Saskatchewan and Manitoba respectively to 70% in Alberta and 84% in British Columbia.

The average days-in-store in the primary-elevator system for the year to date decreased from last year, falling 37.7% to 24.6 days.

Table M-4	APR 2023	2022-23 YTD	Var. from Last YTD
<b>Primary Elevator</b>			
Average Weekly Stocks (000's tonnes)	3,369.2	3,709.6	-3.0%
Average Days in Store	23.1	24.6	-37.7%
<b>Railway Operations (days)</b>			
Cycle Time to Western Ports	13.4	13.8	-21.4%
Cycle Time to Eastern Canada	21.4	23.8	-19.8%
Cycle Time to US	22.7	25.9	-6.8%
Loaded Transit to Western Ports	5.8	5.8	-18.5%
Loaded Transit to Eastern Canada	9.8	10.7	-21.9%
Loaded Transit to US	10.4	10.4	-12.0%
Rail Fleet in Grain Service	18,988	19,010	24.5%
<b>Western Canada Terminal Elevator</b>			
Average Weekly Stocks (000's tonnes)	1,546.5	1,199.5	6.6%
Average Days in Store	13.2	9.8	-36.4%
Port Unloads (hopper cars)	34,634	330,476	61.7%
Terminal Out-of-Car Time	8.4%	12.8%	-30.8%
<b>Western Canada Port Operations</b>			
Average Vessel Time in Port (days)	9.9	10.5	3.3%
<i>Car order and order fulfillment data is not complete from both railways and will not be reported until further notice.</i>			



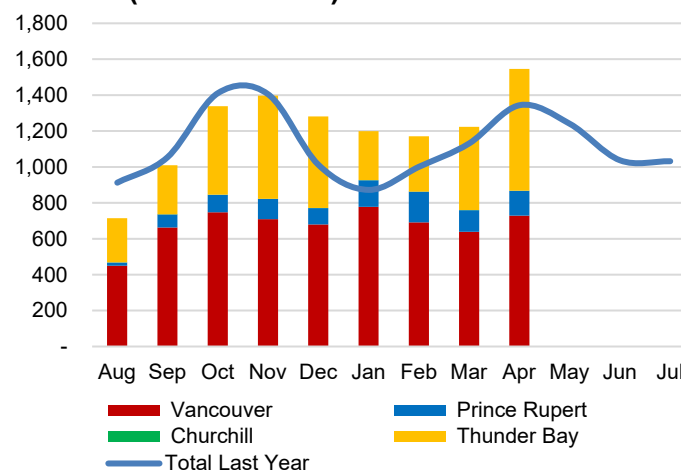
## Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.2 MMT in-store. In August, they grew marginally to average 2.3 MMT before jumping to an average of 4.3 MMT in September. By January they had retreated to average just 3.8 MMT before climbing again to 4.2 MMT in March. April saw another retreat to 3.4 MMT. Wheat, including durum, and canola, comprise 64% of the total stock. At 23% of the stock, barley, oats and peas made up much of the balance.

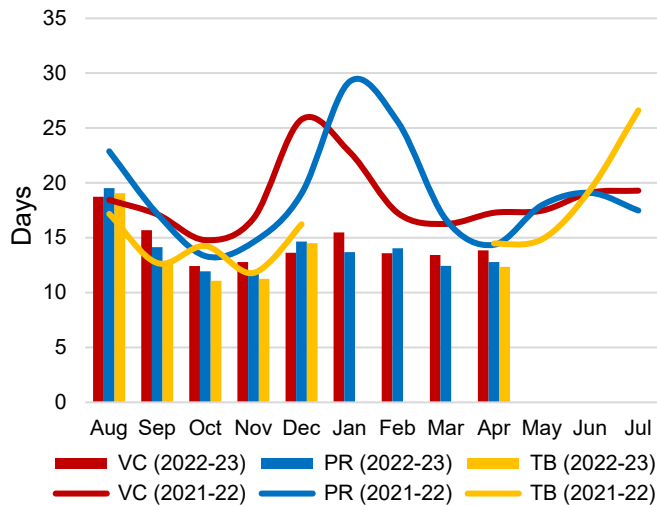
## Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal-elevator stocks averaged 1.2 MMT in the first three quarters of the 2022-23 crop year, 6.6% more than the previous year-to-date average. April stocks climbed to over 1.5 MMT with the greatest increase being at Thunder Bay. Wheat, including durum, and canola, comprise over 80% of the total stock. In April, western ports utilized 80% of their overall working capacity.

## Railway Cycle Times to Western Ports (days)

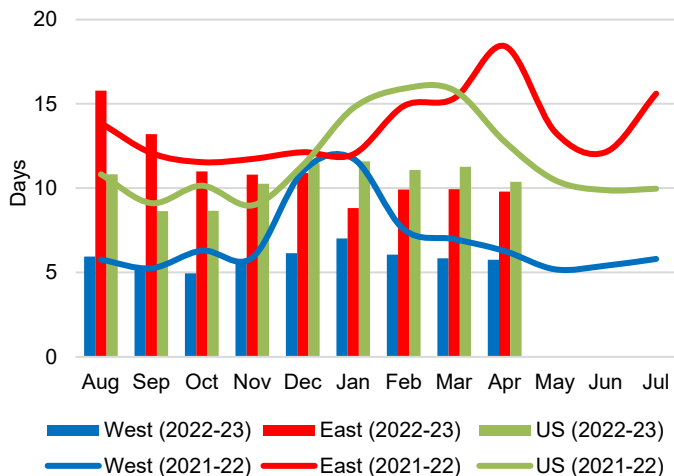


GMP Data Table 5B-1

The preliminary railway car cycle to Western Canadian ports averaged 13.8 days in the first nine months of the 2022-23 crop year, down 21.4% from the 17.5-day average posted in the previous crop year. This result reflected decreases in all three corridors: with Vancouver down by 22.6%; Prince Rupert, 28.5%; and Thunder Bay, 14.5%.

The average car cycle on movements into Eastern Canada also declined by a comparable 19.8%, to 23.8 days from 29.7 days a year earlier. Similarly, the car cycle on movements into the United States fell by a lesser 6.8%, to an average of 25.9 days from 27.8 days the previous crop year.

## Average Loaded Transit Times (days)

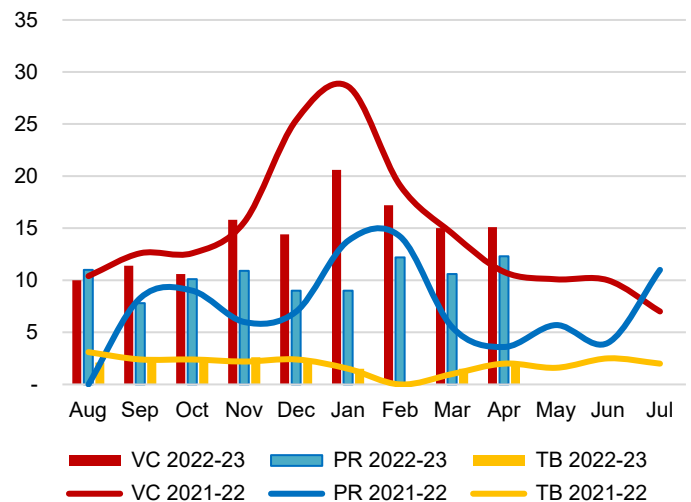


GMP Data Tables 5B-4, 5B-8, 5B-12

The loaded transit time for traffic destined to Western Canadian ports averaged 5.8 days in the first nine months of the 2022-23 crop year, down 18.5% from the 7.1-day average posted a year earlier. This was the product of decreases in all three primary

corridors, with the Vancouver average falling by 18.8%, Prince Rupert's by 29.2%, and Thunder Bay's by 16.4%. A 21.9% decrease was observed on movements into Eastern Canada, with the average loaded transit time falling to 10.7 days from 13.7 days twelve months earlier. The average on movements into the United States decreased by 12.0%, to 10.4 days from 11.8 days.

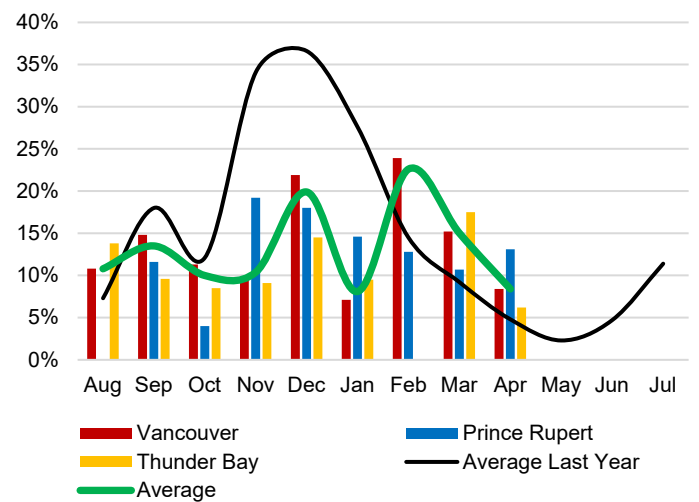
## Average Days in Port per Vessel



GMP Data Table 5D-1

In April, the overall average time vessels were in port waiting and loading grain fell to 9.9 days from 12.6 days the month before. The crop-year-to-date average stands at 10.5 days, 3.3% higher than that registered in the previous crop year. While Vancouver experienced a slight month-over-month increase, Prince Rupert's and Thunder Bay's climb was more pronounced from March levels. For the month of April, days in port stood at 15.1 for Vancouver, 12.3 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).

The aggregate measure for all ports fell to 8.4% in April, with a crop-year-to-date average of 12.8%. Terminal out-of-car time at Vancouver declined to 8.4% in April while climbing to 13.1% at Prince Rupert. At Thunder Bay it fell to 6.2%.

## Commercial Relations

Table M-5 Rates: \$CDN per tonne	Q3 2022-23	Index (1999=100)	% Change YTD
<b>Avg. Primary Elevation</b>	16.56	138.0	0.3%
<b>Rail to Vancouver</b>			
CN	59.21	161.3	5.6%
CP	65.47	178.0	0.7%
<b>Rail to Pr. Rupert</b>			
CN	58.10	139.8	3.7%
<b>Rail to Thunder Bay</b>			
CN	51.99	160.9	4.6%
CP	49.62	164.9	4.3%
<b>Average Terminal Elevation</b>	15.64	171.5	1.5%

*Note: Commercial rates are measured on a quarterly basis, the above table refers to rates at the close of the third quarter of the 2022-23 crop year (as at 30 April 2023). Railway freight rates reflect average published single-car rates, and do not include multi-car incentives (\$8/tonne for 100+ car blocks).*

Both CN and CP increased their single-car freight rates substantially in the first quarter of the 2022-23 crop year. At the outset of August 2022, CN escalated its rates on westbound movements into Vancouver and Prince Rupert by an average of 12.1%, with its Thunder Bay rates remaining unchanged. Increases ranging from 5.0% to 16.5% followed in September, as did increases of 5.0% to 8.4% in October. The rates remained unchanged until January 2023, when CN initiated reductions of between 5.0% to 9.0%. This was followed by an additional 10.0% reduction in March. These compound actions resulted in net increases of 5.6% on movements into Vancouver; of 3.7% for Prince Rupert; and of 4.6% for Thunder Bay. In comparison, CP left its year-end rates unchanged until September, when it applied an average increase of 5.5% on movements into Vancouver, and 14.2% on movements into Thunder Bay. This was followed in October with additional increases averaging 7.2% and 4.1% respectively. These rates also remained unchanged until January 2023 when CP put forward reductions ranging anywhere from 3.0% to 18.0%. A more selective set of cuts reaching up to 10.0% were also advanced in March. The net effect was the raising of its Vancouver rates by 0.7%, and its Thunder Bay rates by 4.3%.

## Commercial Developments

**Renewable diesel expansion moves forward:** In late January 2023 Imperial Oil Canada confirmed that it had begun construction on its previously announced plan to build a \$720 million renewable diesel facility at its Strathcona refinery near Edmonton. When fully operational, the plant will produce more than one billion litres of

renewable diesel per year. A significant portion of this production will be destined for British Columbia in support of that province's efforts to reduce carbon emissions. Imperial said that the plant is expected to be operational by 2025 and will draw on locally sourced feedstock. This means still more demand for canola and canola oil. In a reflection of this growth, in mid-April 2023 Louis Dreyfus Company (LDC) added its name to the list of firms planning to expand canola-crushing operations with an effective doubling in size of its Yorkton facility. Although this expansion supports the company's existing merchandising activities it was also aimed at positioning LDC as a strategic feedstock provider to renewable energy producers such as Imperial.

**Merit Foods enters receivership:** On 1 March 2023 Merit Functional Foods (Merit) of Winnipeg, a pea and canola protein processor, was forced into receivership by two of its secured creditors, Farm Credit Canada and Export Development Canada. Merit surrendered its Canadian Grain Commission license and was believed to have settled with all producers who had delivered grain to the company. PricewaterhouseCoopers became the receiver for both Merit and the numbered company that owned its processing plant and property in Winnipeg's CentrePort industrial park following a court order. The company's 94,000-square-foot state-of-the-art facility, which opened in February 2021, was seen as a kick-starter in developing a plant-based protein-processing industry for Manitoba. Merit was founded in 2019 as a joint venture between Vancouver-based Burcon Nutrascience (Burcon), which owned its protein extraction technology, and several other industry partners. Construction of the facility, designed to extract food-grade protein from peas and canola for use in alternative food products, came with a projected price tag of \$150 million. In 2020, the federal government announced nearly \$100 million in funding, much of it taking the form of loans and repayable contributions. Although the Merit plant, along with the much larger Roquette pea protein plant in Portage la Prairie, garnered much attention, interest in non-meat, plant-based substitutes for hamburgers and sausages did not translate into a sustainable demand, with many consumers ultimately returning to traditional meat-based products. This, coupled with lower-than-anticipated extraction rates, higher processing costs, and COVID-19 related issues all served to undermine the company's financial viability.

**CP-KCS merger receives STB approval:** On 15 March 2023 the US Surface Transportation Board approved the proposed merger of Canadian Pacific Railway (CP) and Kansas City Southern Railway (KCS), subject to certain conditions including a seven-year STB oversight period aimed at monitoring its competitive impact. CP completed its acquisition of KCS in December 2021 for US\$31 billion. Shares of KCS were placed into a voting trust designed to ensure that KCS continued to operate independently of CP during the regulatory review process. With that approval, the two railways formally combined to create Canadian Pacific Kansas City Limited (CPKC), the first single-line railway to connect Canada, the United States and Mexico, on 14 April 2023. Headquartered in Calgary, CPKC will remain the smallest of the six US Class 1 railroads by revenue, but will have a much larger network, operating approximately 20,000 miles of track, and employing close to 20,000 people. Full integration is expected over the next three years.

## Infrastructure

Apart from the railways' car fleet, GMP measures relating to infrastructure are reported on a quarterly basis. The 2022-23 crop year has thus far produced several modest, although noteworthy, changes in the GHTS's physical infrastructure.

The licensing and delicensing of several country elevators shaved the total network down to 409 facilities from 413, with storage capacity increasing by 48,400 tonnes to 9.5 MMT. The total number of loop-track facilities rose to 44 from 37 owing largely to the retrofitting of several existing high-throughput elevators.

There were no changes recorded against the railway network in the first nine months of the 2022-23 crop year. Total mileage remained unaltered at 17,265.7 route-miles, with 84.5% of this being operated by CN and CP.

Neither were there any changes to the terminal elevator network in the first nine months of the 2022-23 crop year. The network comprises 17 facilities with 2.8 MMT of storage capacity.

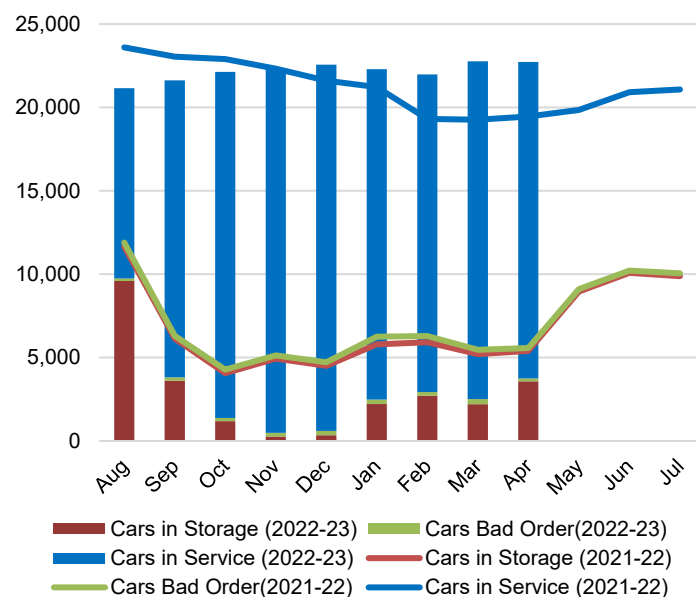
Table M-6	Q3 2022-23	Index (1999=100)	% Change YTD
<b>Country Elevator</b>			
Primary and Process Elevators (Count)	409	40.7	-1.0%
Storage Capacity (000's tonnes)	9,454.8	134.6	0.5%
<b>Railway</b>			
Route Miles - Major Carriers	14,596.1	98.4	0.0%
Route Miles - Shortline Carriers	2,669.6	57.5	0.0%
Route Miles - Total	17,265.7	88.7	0.0%
Average Weekly Total Hopper Car Fleet Size*	22,512	n/a	3.5%
<b>Terminal Elevator</b>			
Terminal Facilities (Count)	17	121.4	0.0%
Storage Capacity (000's tonnes)	2,752.5	107.6	0.0%

\* Hopper Car Fleet Size represents all cars in all statuses for the first three quarters of the 2022-23 crop year.

During times of heavy demand, nearly the entire hopper-car fleet is placed into service. It is normal practice for railways to move cars into storage as traffic volumes decrease in the latter months of the crop year. This was the case in the 2021-22 crop year as the weekly number of cars in service declined to a low of 10,693 in June 2022, with roughly half the fleet then having been placed in storage. A modest increase in the serviceable-car count was seen by August 2022, rising to 11,413 followed by a jump to 21,968 by December. By April, the cars in service retracted to average 18,988. It April, 84% of the overall fleet was in service to address the shipping demands for western grain, with only a

modest number of cars being reported in either storage or bad order status.

## Railway Grain Fleet Size and Utilization



GMP Data Table 3B-2

## Producer Cars

No change was registered in the number of producer-car loading sites through the first three quarters of the 2022-23 crop year. The total number of available producer-car loading locations at the end of April stands at 272.

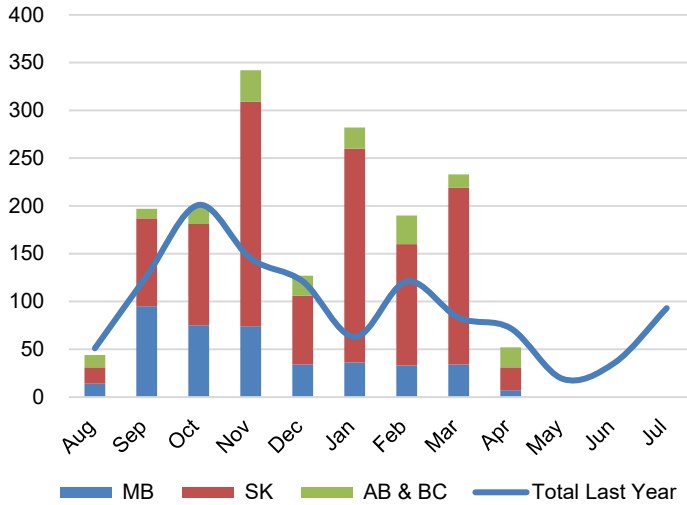
Table M-7	Q3 2022-23	Index (1999=100)	% Change YTD
<b>Producer Car Loading Sites</b>			
Class 1 Carriers	142	22.2	0.0%
Shortline Carriers	130	200.0	0.0%
<b>All Carriers</b>	<b>272</b>	<b>38.3</b>	<b>0.0%</b>

Table M-8	Q3 2022-23	2022-23 YTD	Var. from Last YTD
<b>Producer Cars Scheduled</b>			
Manitoba	74	402	32.7%
Saskatchewan	336	1,082	91.8%
Alberta & B.C.	65	182	55.6%
<b>Total</b>	<b>475</b>	<b>1,666</b>	<b>69.3%</b>

Producer cars scheduled for April 2023 were 27.8% less than in April 2022. Contrasting the month-over-month downturn, the overall crop year saw a gain of 69.3% from the previous year. The previous crop year saw oats shipments comprising 54% of total producer cars scheduled, while the first three quarters of the 2022-23 crop year registered oats at only 46% of the aggregate producer-car number. Wheat and durum constitute a lesser 36% of the year-to-date total.



## Producer Cars Scheduled by Province

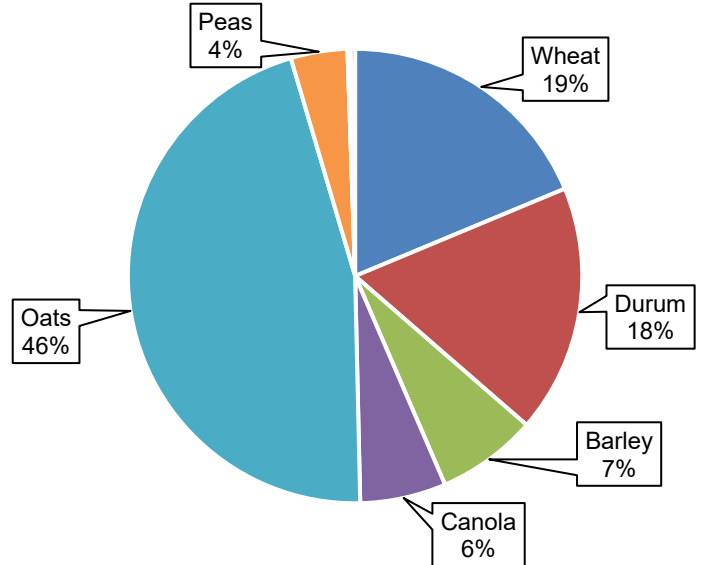


GMP Data Table 6B-2

Recent years has seen the proportion of producer-car shipments devoted to oats grow while a decrease has been registered in the number of cars carrying other cereal grains. Shipments throughout the 2022-23 crop year continue to reflect this trend, with oats

comprising 46% of the total, while wheat, durum and barley combined comprise only 44%. Canola contributed 6%, while peas rounded out the final 4% of the total volume.

## 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