Grain Monitoring Program: The GHTS at a Glance

Key Measures for 1999-2016

<table>
<thead>
<tr>
<th>Year</th>
<th>Change over</th>
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<tbody>
<tr>
<td>2000-01</td>
<td>+3.1%</td>
</tr>
<tr>
<td>2001-02</td>
<td>+3.1%</td>
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<tr>
<td>2002-03</td>
<td>+3.1%</td>
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<tr>
<td>2003-04</td>
<td>+3.1%</td>
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<tr>
<td>2004-05</td>
<td>+3.1%</td>
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<tr>
<td>2005-06</td>
<td>+3.1%</td>
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<tr>
<td>2006-07</td>
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<tr>
<td>2007-08</td>
<td>+3.1%</td>
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<tr>
<td>2008-09</td>
<td>+3.1%</td>
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<tr>
<td>2009-10</td>
<td>+3.1%</td>
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<td>2010-11</td>
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<td>2012-13</td>
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<tr>
<td>2013-14</td>
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<tr>
<td>2014-15</td>
<td>+3.1%</td>
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<tr>
<td>2015-16</td>
<td>+3.1%</td>
</tr>
</tbody>
</table>

Changes to Canadian Grain Monitoring System

- Grain Monitoring Program: The GHTS at a Glance

- Timely rainfall in August greatly improved the prospects for the crop which was further supported by generally

- Canadian history.

- Calculated

- These measures were introduced last crop year with the intention of allowing for greater transparency in the movement of Western

- grains to all export markets. Traffic volumes to all regions decreased over the previous year which was reflective of the overall

- year. A 4.9% decrease in the CTA's VRCPI led to corresponding rate adjustments in all corridors. The railways' desire to direct freight

- compliance with the Maximum Revenue Entitlement (MRE).

- Elevation Posted tariffs for country elevation remained relatively constant with that observed the previous year.

- One of the most common concerns voiced by grain shippers relates to the consistency of the service they receive from the railways.

- Specifics, they find it difficult to develop logistics plans when actual transit times can vary widely from the average.

- as measured by the coefficient of variation has generally leveled in the past 5 years, it showed a marked decrease of 16.1% in

- the 2015-16 crop year. While the longer term trend indicates a reduction in the amount of time cars spend in transit, these averages

- still show a high degree of variability and suggest that little gain in consistency has been forthcoming.

- Average Railway Loaded Transit (days) 7.8 7.3 7.0 7.1 7.2 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 -16.1% 5.1

- Terminal Shift Utilization Performance (Out of Car Time) 0.2

- The loaded bread break focuses on the amount of time cars taking in revenue goods spend out of the terminal. The railway is

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- Practice to be used for security purposes and is subject to change with the presenter's discretion.

- Empty Train Mileage Performance (Out of Car Time) 0.2

- A journey is considered a cycle if it starts and ends at the same port, on the same vessel, and is considered to be a single journey.

- Average rail transit mile cost incentive (2) $0.41 $0.34 $0.28 $0.24 $0.21 $0.21 $0.21 $0.21 $0.21 $0.21 $0.21 $0.21 $0.21 $0.21 $0.21 $0.21 56.3% 0.1

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On June 19, 2001 the Federal Government announced that Quorum Corporation had been selected as the monitor for the prairie grain handling and transportation system.

Under its mandate, Quorum Corporation provides the government and industry with a series of reports that track overall changes in the structure of the Grain Handling and Transportation System (GHTS), commercial relations, the efficiency and reliability of the system, and producer impacts.

To ensure that as broad a view as possible is taken in measuring the efficiency of the GHTS, Quorum Corporation consults extensively with the key stakeholders. The statistics contained in this summary represent only a few of the over 4,900 discreet measurement elements in 173 tables for each quarter of the sixteen years covered by the monitoring program. In the 2014-15 crop year, the GMP shifted to monthly reporting. The majority of measures are now calculated on a monthly basis, supplemented quarterly and annually. Six new areas of measurement were also introduced in the 2014-15 crop year.

The reports prepared by the Grain Monitor provide an objective assessment of the grain handling and transportation system in Western Canada. Quorum welcomes feedback on our reports, the program and industry issues. We encourage all stakeholders to provide their input and feedback by contacting the Grain Monitoring team at the location shown below.

### About Quorum Corporation

Quorum Corporation is an independent subsidiary of the Quorum Group of Companies, with sole responsibility for the monitoring of Canada’s Prairie Grain Handling and Transportation System.

More information can be found at our website below.

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