



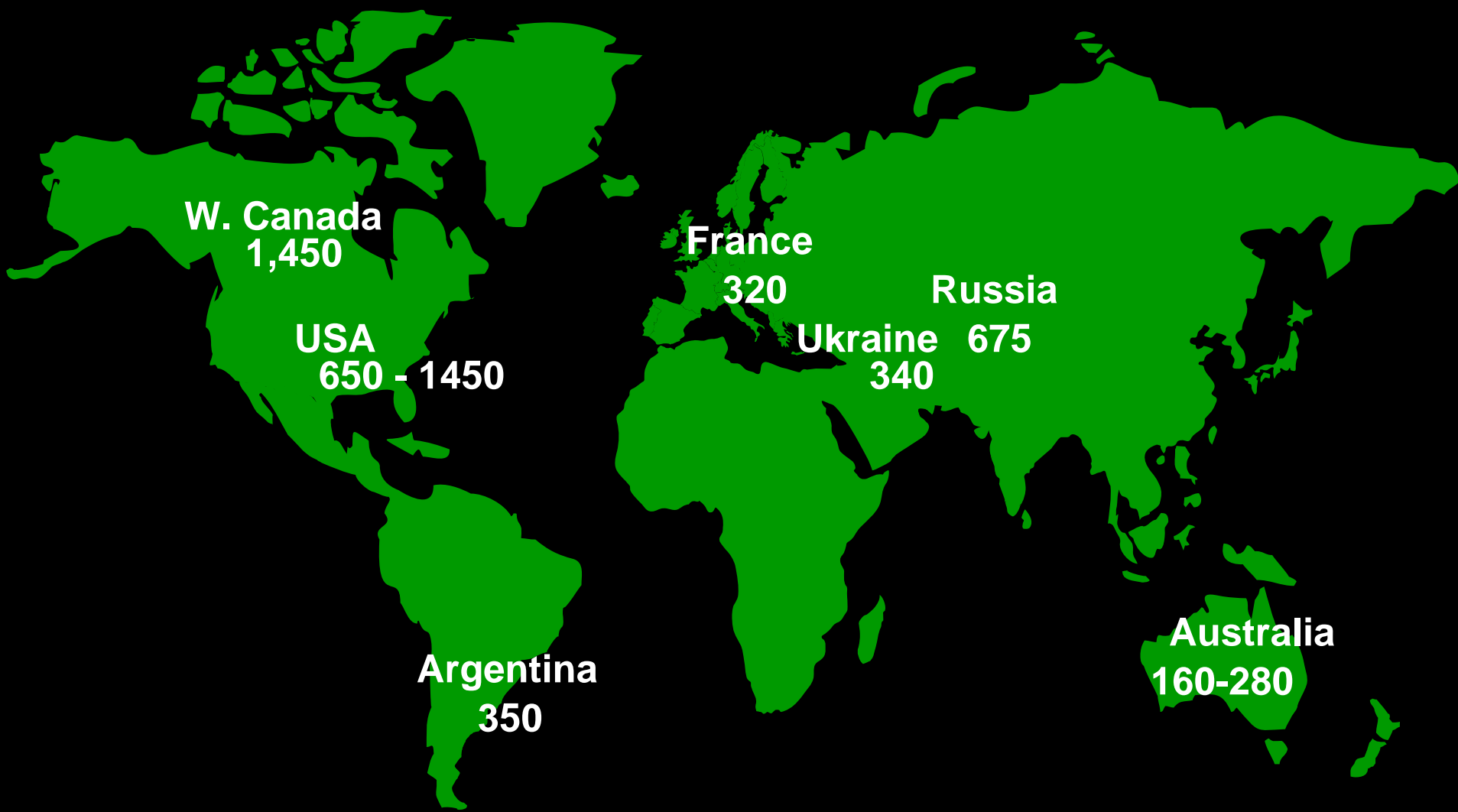
Transportation Update

Saskatoon, January 11, 2008

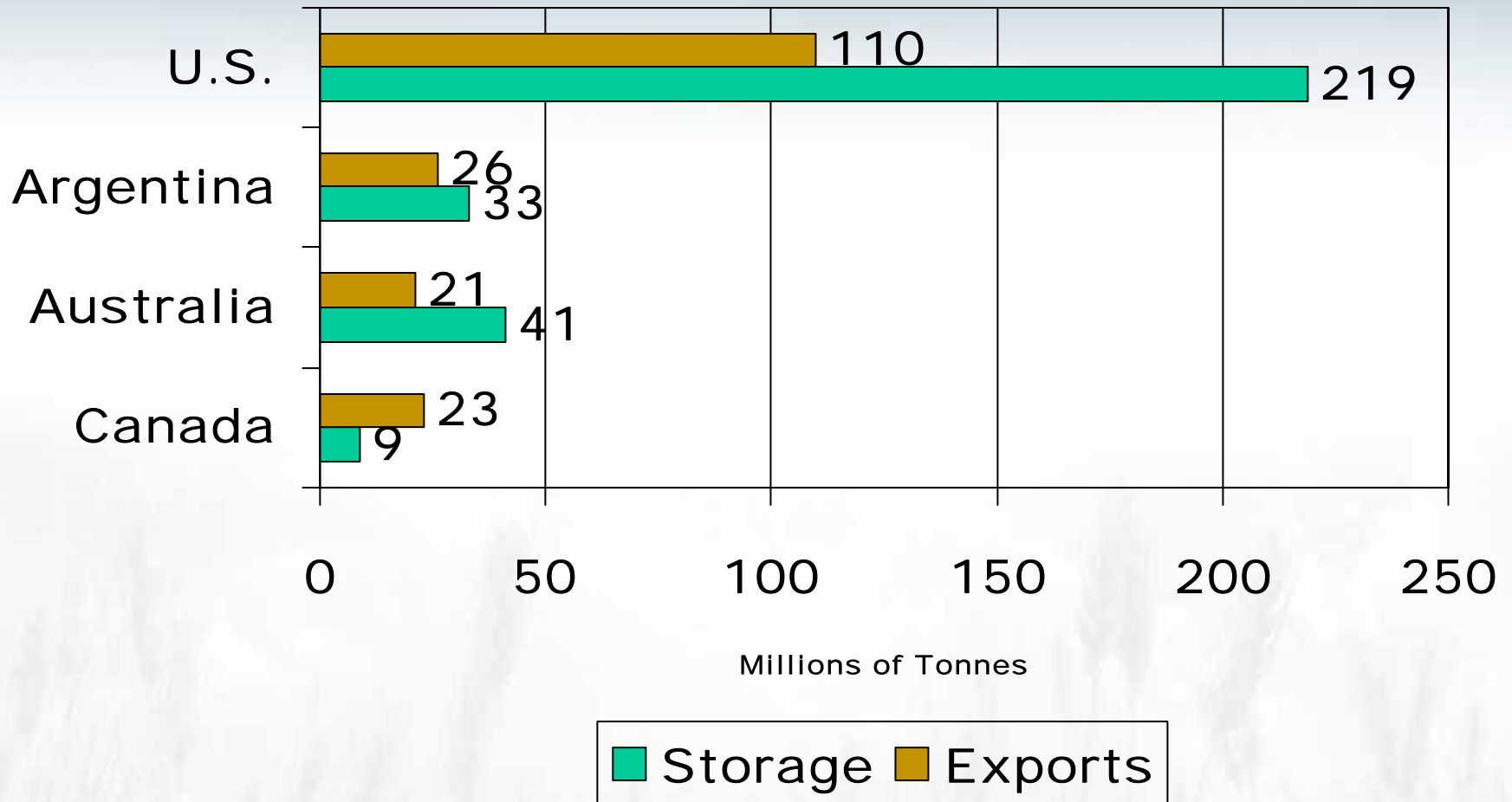
Agenda

- Global Overview
- CWB Supply Chain
- Logistical Challenges
- Questions

Growing Region Distance from Water *(kms from center of growing region to port)*



Global Commercial Storage



Responsibility

- Determining what, where, when and how much the CWB has available for export sales and domestic consumption.
- Responsible for creating and maintaining the Sales Program.

Supply Chain

Supplier/Terminal

Delivery Call
Cleaning/Blending
Inspection/Sealing

Production

Contract
Variety
Agronomics
Storage

Railroad

Port/Mill

Timely Railcar Spot/Lift
Consistent Transit Time

CWB Export Program

(MMT)	06/07	07/08	Change
Wheat	12.89	11.00	(-15%)
Durum	4.44	3.18	(-25%)
Feed Barley	0.27	1.8	(+566%)
Malt Barley	0.89	1.26	(+42%)
Total	18.49	17.24	(-6.7%)

CWB Export Program by Corridor

(MMT)	06/07	07/08	Change
West Coast	10.24	9.78	(-4%)
East Coast	5.47	4.64	(-15%)
Churchill	.394	.634	(+61%)
Interior	2.36	2.18	(-8%)
Total	18.49	17.24	(-7%)

CWB Supply Chain Statistics

75,000 Farmers/17.2 MMT

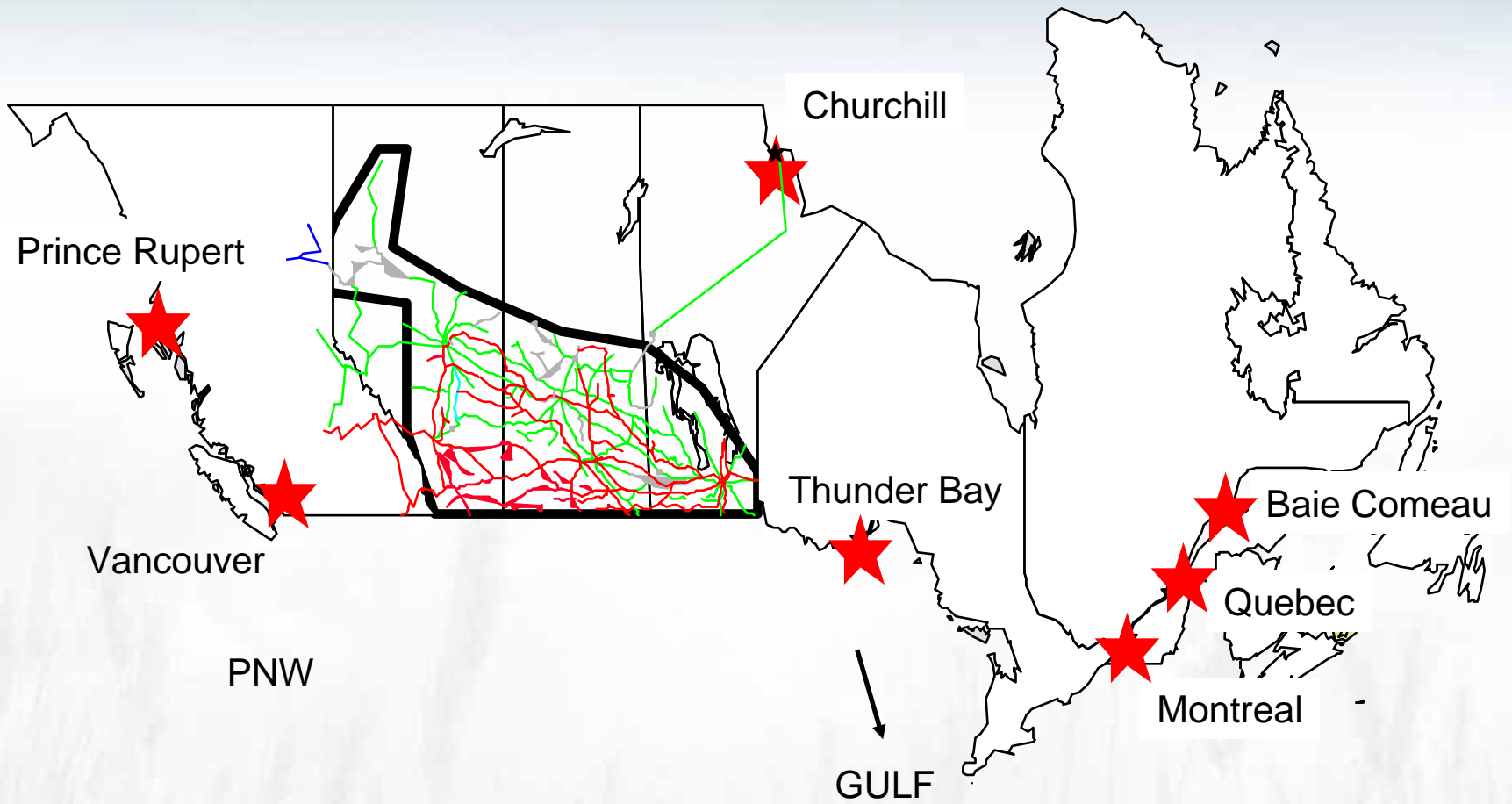


337 Country Terminals/190,000
Railcars



6 Corridors/Ports

Prairie to Port



CN Mountain Sub



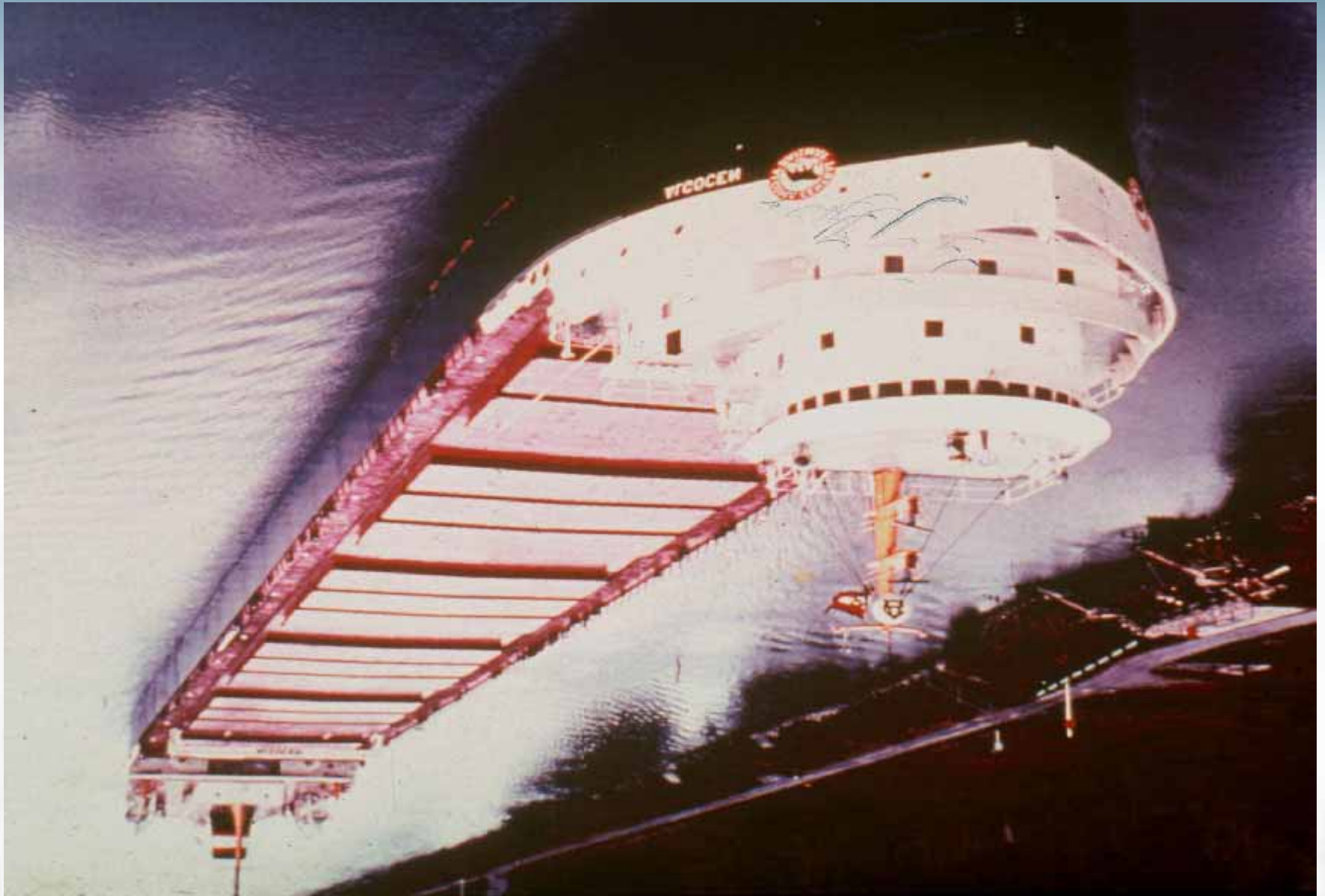
CP Mountain Sub



Prince Rupert







Pace of Producer Receipts to Dec 31/07

000 tonnes

	<u>2007-08</u>	<u>Last Year</u>
Wheat	5261*	6121
Durum	1795	1697
Barley	2109 **	1070
Canola	4084	3906
Total	13 249	12 794

*crop was 20% lower = 4897

** includes barley delivered against company exports



Delivery Calls

- Considerations for new calls
 - Sales requirements (two months forward)
 - Physical inventory in the country plus balance to come in under existing call
 - Elevator space
 - Per cent delivered on existing calls
- 1/2 CWRS = 50%
- 1/2 CWAD = 75%
- CWRW = 100%
- CPS Red = 100%
- CPS White = 100%
- CWSWS = 25%

Identity Preserved Contracts

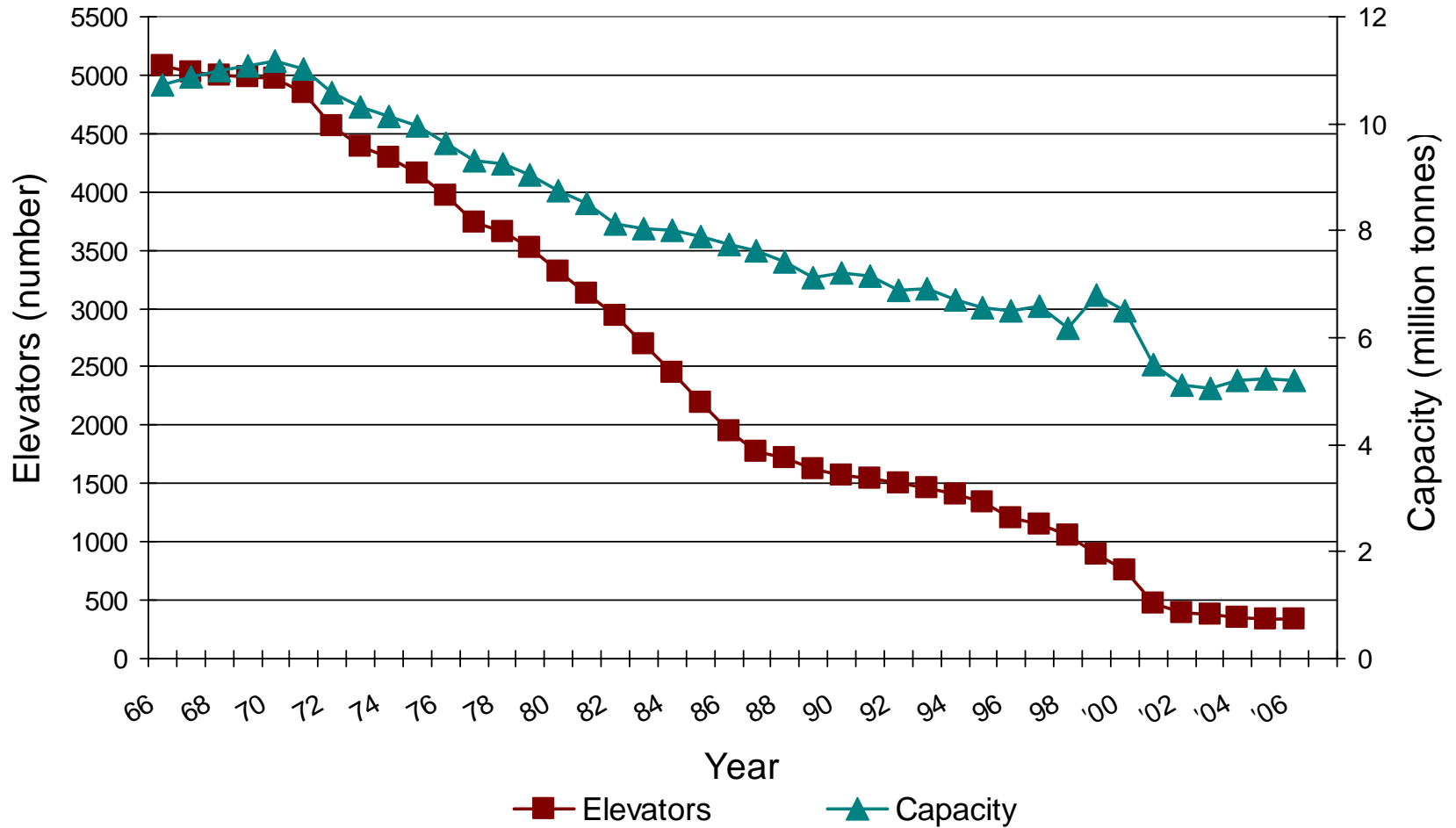
(KMT)	06/07	07/08	Change
CWRW Select	26	145	(+458%)
Hard White	517	195	(-62%)
CWES	17	20	(+15%)
5701PR	61	70	(+12%)
Navigator	239	255	(+7%)
Strongfield	369	245	(-33%)
Commander	35	20	(-42%)
Total	1,261	950	(-24%)



Logistical Issues

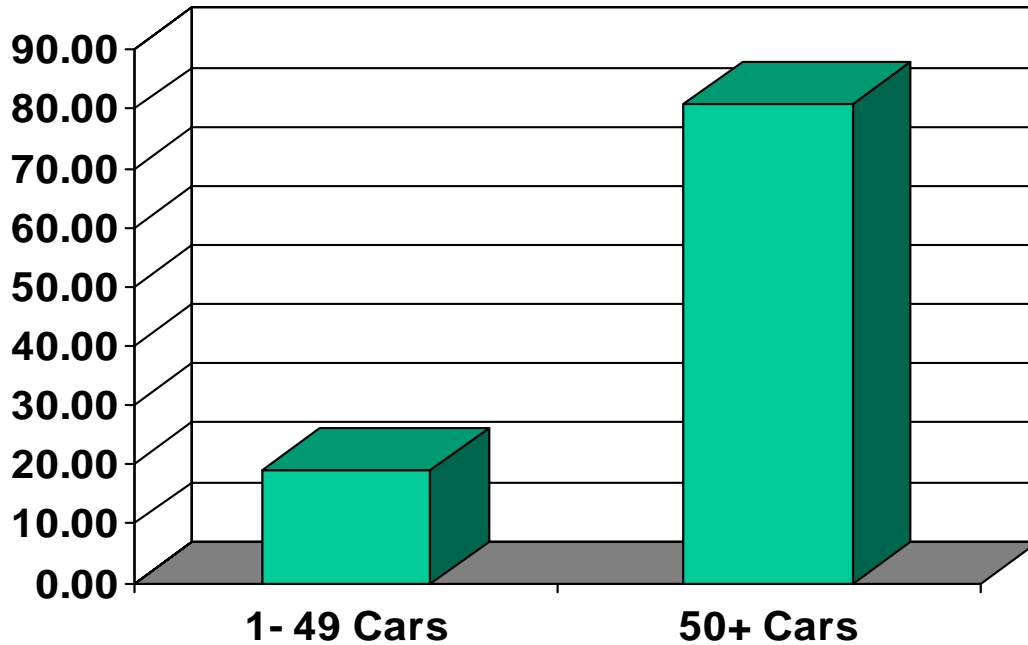
- Incremental Capacity
- Railway Service – Level of Service
- Lowering Supply Chain Costs
- Quality Concerns
(Fusarium/Bugs/Ocratoxin)

Primary Elevator System



Multi-Car Blocks

Multi Car Blocks (% of Shipping)



Source: Grain Monitor Report

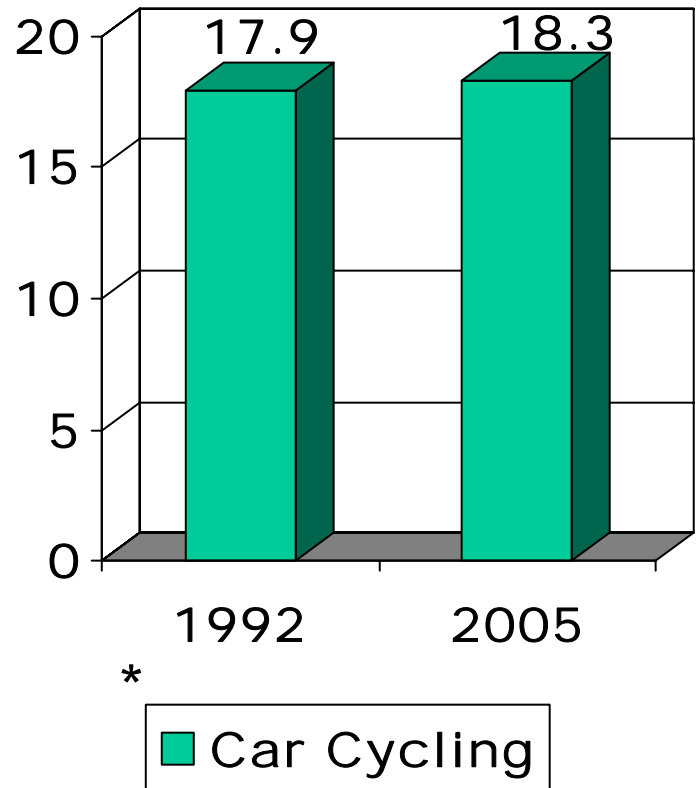
The first multi-car blocks were used in the late 1990s.

Today the majority of grain is sourced in multi-car blocks.

Car Cycling

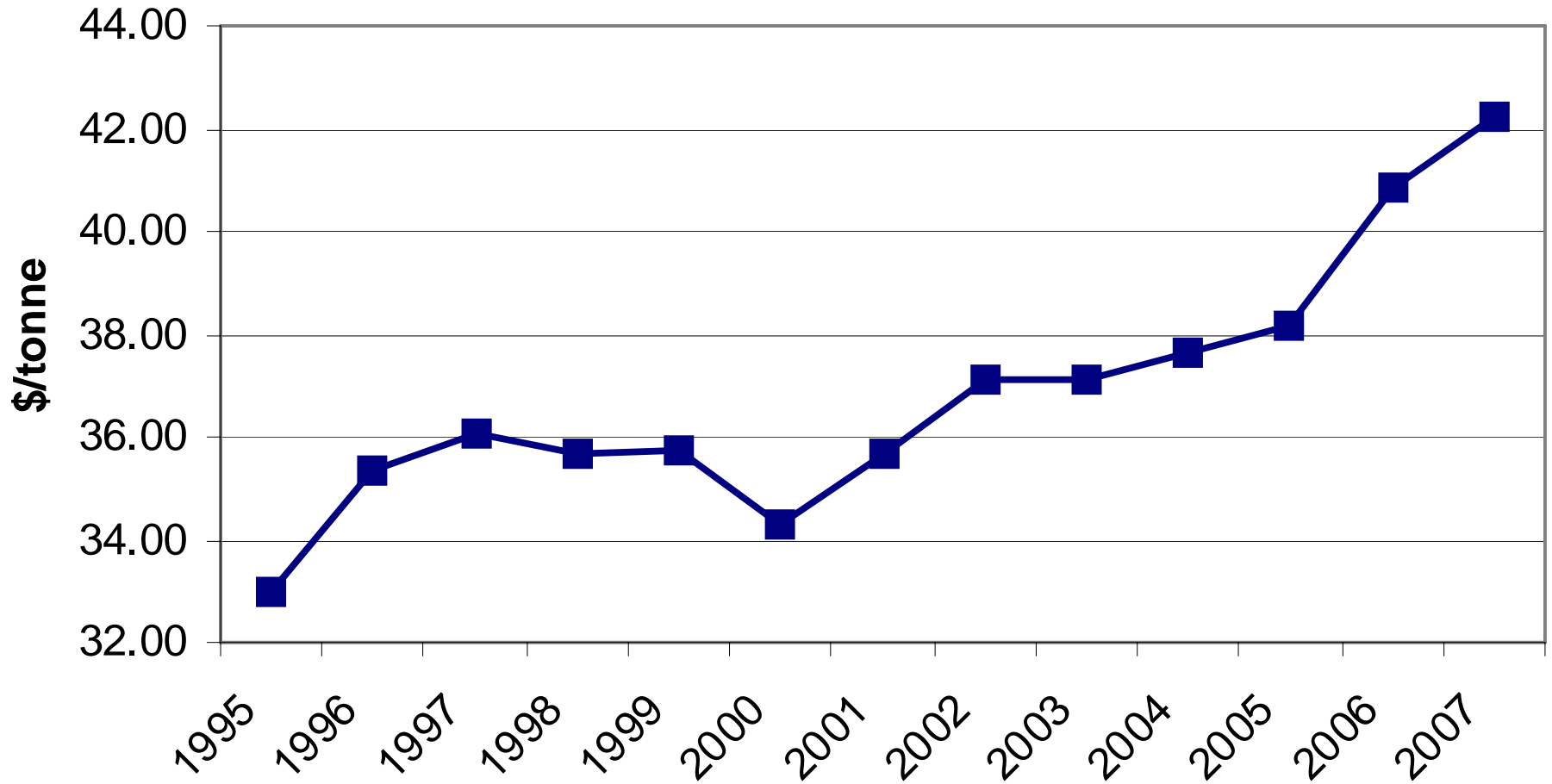
The average for the Vancouver corridor effectively remained unchanged at 18.3 days.

-Grain Monitor Quorum Corp



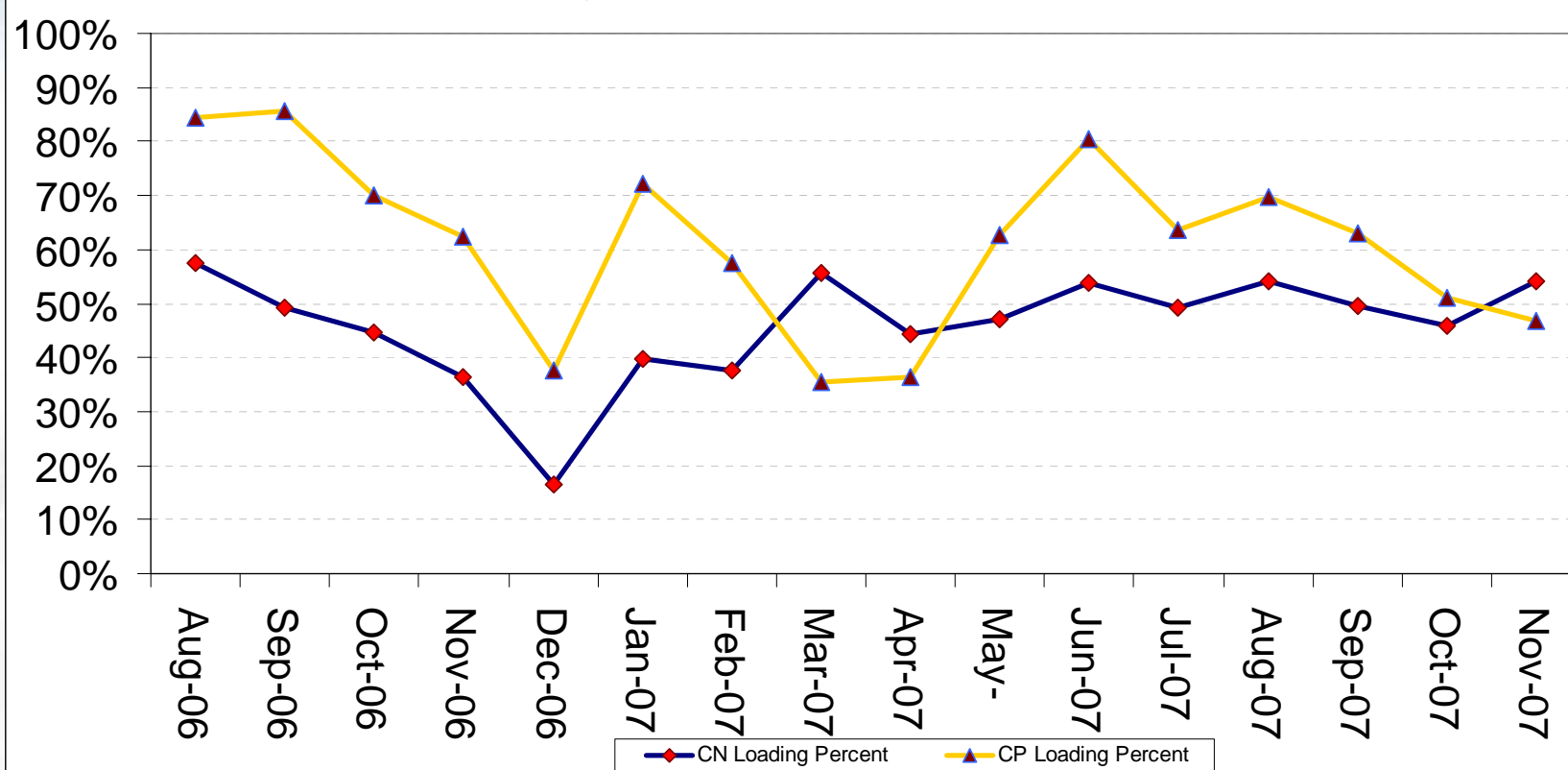
* Source: WGTA

Rail Rates – Saskatoon to Vancouver

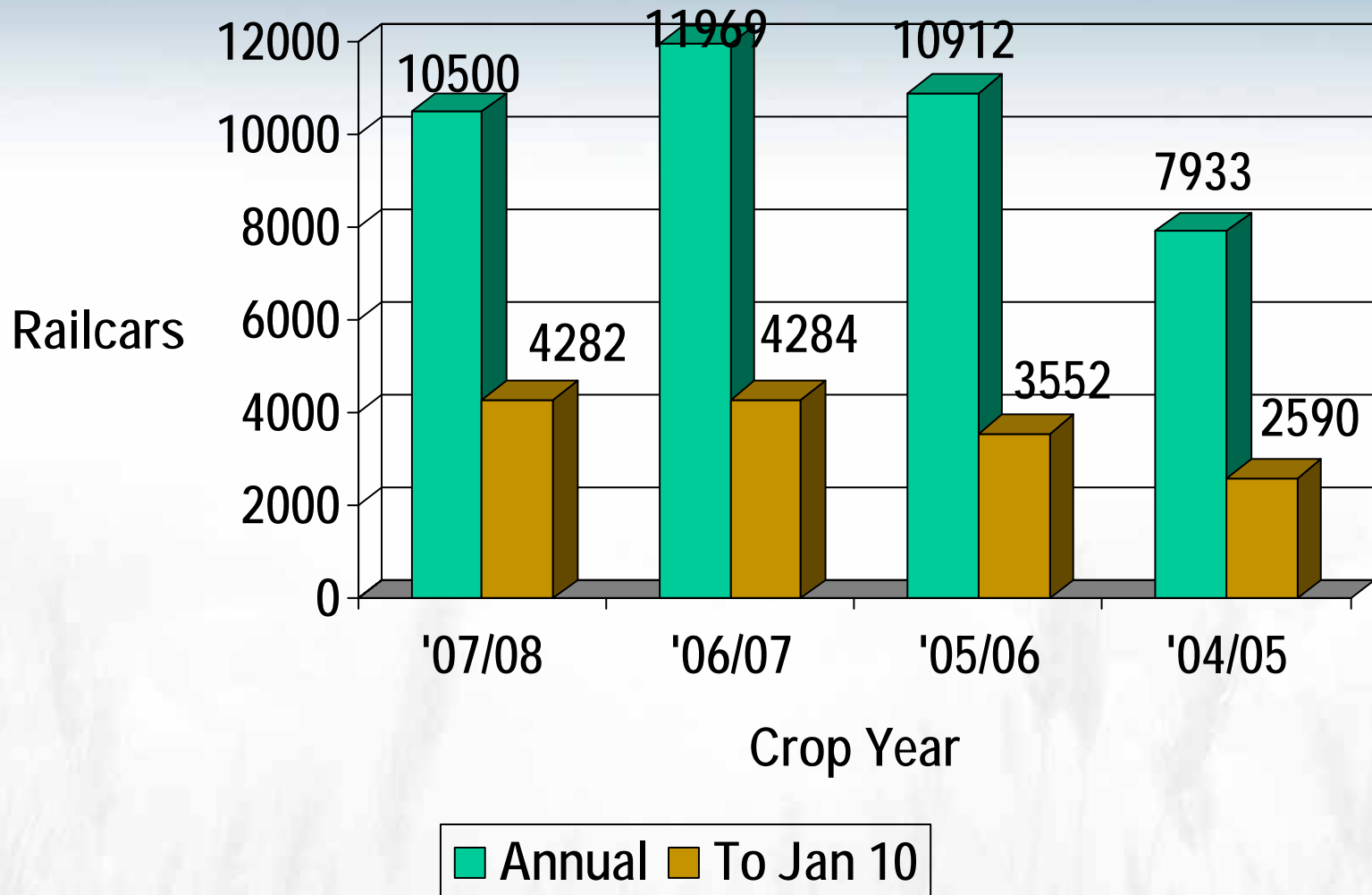


Railway Service Performance

Country Loading Performance for CWB Grain on CN/CP Lines



Producer Cars



2007/08 Quality Issues

- DON levels in Manitoba CWRW
 - max 1% FDK on shipments out of Manitoba
 - DON segregation at PRG
- Ochratoxin in durum
- Infestation
 - Restricted shipping at flagged stations
 - On-site grading and inspection/berlese testing
- Ergot in wheat (localized)

Questions?