

Quebec and Newfoundland have crop insurance agreements based on the first cost-sharing option, while agreements with all of the remaining provinces are based on the second option. A producer pays no more than 50% of the total premiums. Agreements with Manitoba, Saskatchewan, Alberta, Nova Scotia and New Brunswick include reinsurance provisions, while agreements with Prince Edward Island and British Columbia have loan provisions.

#### **4. The Western Grain Transportation Act**

In 1983, legislation on grain transportation was enacted to provide expanded and improved rail transportation for grain and grain products, oilseeds and oilseed products, and other agricultural commodities to both domestic and foreign markets.

Under the Act, the government pays the annual Crow Benefit directly to railways and, through a cost-sharing arrangement with shippers of eligible commodities, shippers pay the first 6% of grain rail costs. The Committee recognizes both the complexity and the controversial nature of this program, but did not dwell on this Act in its hearings, feeling that such an analysis would exceed the parameters of the current study.

#### **5. The Agricultural Products Board Act**

The Agricultural Products Board, established under the *Agricultural Products Board Act* of 1952 and administered by Agriculture Canada, has the authority to:

- buy, sell or import agricultural products;
- store, transport and process agricultural products;
- sell agricultural products to any country and make arrangements for their purchase and delivery; and
- purchase agricultural products on behalf of any government or agency.

In short, the Board has these powers in order to stabilize agricultural commodity prices when markets are depressed. Although programs may be undertaken to resolve specific