

GMP Dashboard

Table M-1	NOV 2015	2015-16 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)			
Total Time in System	34.3	39.0	1.3%
Average Days In Store – Country	20.0	22.9	6.0%
Loaded Transit Time	5.2	4.9	-10.6%
Average Days In Store – Terminal	9.1	11.2	-1.8%
Total Traffic ('000 tonnes)			
Primary Elevator Shipments	4,302.6	15,512.7	2.1%
Railway Shipments (all Western Canada traffic)	4,720.9	18,034.9	0.6%
Western Port Terminal Shipments	3,600.5	13,081.5	0.6%
Country Performance			
Primary Elevator Turnover Ratio*	1.7	1.7	-5.6%
Railway Performance			
Car Supply Performance (Weekly Average)			
Cars Ordered	n/a	n/a	n/a
Cars Committed	n/a	n/a	n/a
Cars Placed	n/a	n/a	n/a
Avg. Loads on Wheels (Cars)	11,829	10,801	-2.9%
Total Western Port Car Cycle (days)	12.0	13.0	3.7%
Port Performance			
Western Port Unloads (Number of Cars)			
Vancouver	19,363	79,281	6.6%
Prince Rupert	5,884	22,441	-2.4%
Churchill	0	1,684	-68.4%
Thunder Bay	9,760	36,903	-10.3%
Total	35,007	140,309	-2.5%
Vessel Time in Port (days)	8.8	7.8	-15.2%

- n/a denotes measures for which data has not been supplied or comparative data is unavailable
- YTD refers to the crop year to date (extending from August 1 through July 31)

* To the end of Q1 (October)

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.

Highlights for November 2015

Production and Supply (page 2)

- Total Western Canadian production for 2015 is 63.4 MMT, 5.9 MMT higher than the Statistics Canada September estimate and the second largest crop on record.
- With carry forward stock of 8.6 MMT, the overall grain supply will be 72.1 MMT, ensuring healthy supplies to meet domestic and export demand in the coming year.

Traffic and Movement (page 2)

- Primary elevator shipments were 15.5 MMT crop year-to-date at the end of November, 2.1% higher than last year.
- All rail shipments (including primary/process elevators & producer cars) to all destinations from Western Canada totalled 18.0 MMT to the end of November 2015.
- Crop year-to-date shipments from Western Canadian ports are 13.1 MMT, up 0.6% from the same period a year earlier.

System Efficiency and Performance (page 4)

- Average weekly stocks in the country increased 8.3% from last year-to-date, while the average days in store increased 6.0%.
- Average weekly port terminal stocks decreased 2.7% from the same period last year, while average days in store fell 1.8%.
- Railcar cycle times averaged 13.0 days through November (12.5 days last year) to western ports; 23.3 days to eastern Canada; and 25.5 days to US destinations.
- The average vessel time in port in the 2015-16 crop year-to-date is 7.8 days, 15.2% lower than in the previous crop year.
- Crop year-to-date port terminal out-of-car time reached 14.8% in Vancouver, 1.1% in Prince Rupert and 2.1% at Thunder Bay.

Commercial Relations (page 6)

- Average primary elevation charges are unchanged thus far this crop year.
- CN decreased its single-car rates in the Vancouver and Prince Rupert corridors by 7.1% at the beginning of August 2015. The carrier's single-car rates into Thunder Bay and Churchill were reduced by a lesser 2.1% and 2.4% respectively. These were followed by a 2.3% reduction in mid-November.
- CP also decreased its single-car rates into Vancouver and Thunder Bay at the beginning of the 2015-16 crop year by 7.4% and 4.2% respectively. No significant rate changes have followed.
- Average terminal elevation rates rose by 0.5% crop year-to-date.

Commercial Developments (page 6)

- This month's report covers events in the month of November.

Infrastructure (page 7)

- No changes were reported in the country elevator infrastructure in the first quarter of the 2015-16 crop year. A new shortline, the 35.2-mile long Northern Lights Rail was established in September. Two terminal elevators were delicensed at the beginning of the crop year: MobilEx Terminal Ltd. and Thunder Bay Terminals Ltd.

Producer Cars (page 8)

- Total producer cars scheduled, at 2,916 cars, is 26.5% lower than the number scheduled crop year-to-date in the 2014-15 crop year.
- Following the introduction of two producer loading sites on the Northern Lights Rail shortline in Saskatchewan in Q1, no further changes were noted during November.

Overview

Strong movement and good system performance for the Western Grain Handling and Transportation System continued into November 2015. This sustained the near record volumes seen in September and October. Good weather and good operating conditions led to ongoing solid performances by the railways and port terminals.

Port shipments totaled 3.6 MMT, the highest monthly volume this crop year. Solid vessel arrivals at West Coast ports and at Thunder Bay contributed to this achievement. For the first time this crop year, Thunder Bay registered monthly shipments in excess of 1.0 MMT.

Similarly strong indicators of system performance are discussed in the report that follows:

Production and Supply

Statistics Canada's November survey of 2015 crop production in Western Canada is 63.4 MMT, an increase of 5.9 MMT from the September estimate. At 0.9% greater than 2014 production, the 2015 crop is the second highest on record.

A reduction from the record carry forward in 2014, to a normal level of 8.6 MMT, brings the overall grain supply to an estimated 72.1 MMT, 6.5% less than that available the previous year.

The biggest part of the change from the September estimate is 2.9 MMT of additional canola followed by 1.5 MMT tonnes of wheat and durum and 0.6 MMT of barley. Late season rainfall that boosted the yield in Saskatchewan (up 3.0 MMT) and Alberta (up 2.3 MMT) is the primary reason for the surprisingly large increase in the production estimate.

Production & Carry Over (000's tonnes) Table M-2	2015	2014	Var. from Last Year
Western Canada Total Production	63,425.7	62,854.9	0.9%
Western Canada On Farm & Primary Elevator Carry Forward Stock	8,637.6	14,236.0	-39.3%
Total Grain Supply	72,063.3	77,090.9	-6.5%

Traffic and Movement

The pace of grain movement remained steady during November as good weather supported producer deliveries and smooth rail shipments. By month's end, grains, oilseeds and special crops shipments for the crop year-to-date were comparable to levels seen the previous year. Primary elevator shipments to the end of November have surpassed the pace seen in the previous crop year. Cumulative shipments crop year-to-date measure extremely well for the post-harvest period when compared to the five-year average (up 11.2%).

Sales programs remain strong, supporting movement levels that are traditionally the highest during the fall shipping season.

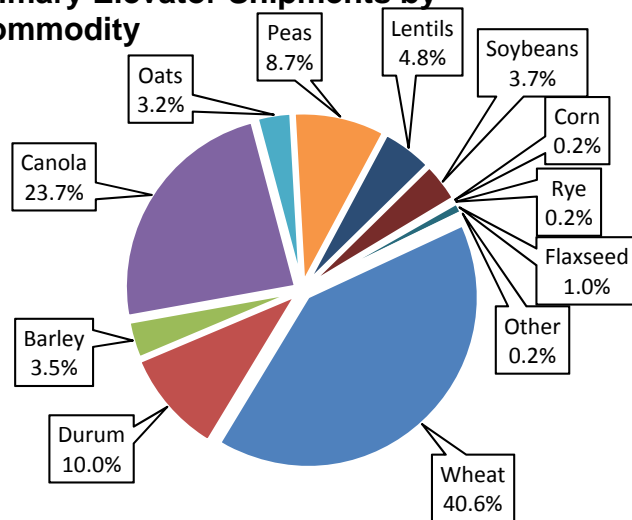
GHTS participants report relatively smooth operations thus far in the crop year.

<i>Table M-3</i>	NOV 2015	2015-16 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	892.1	2,819.7	29.1%
Saskatchewan	2,353.7	7,894.4	2.3%
Alberta	1,011.9	4,637.8	-9.7%
British Columbia	44.9	160.8	4.8%
Total	4,302.6	15,512.7	2.1%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,840.2	14,655.8	1.3%
Shipments to Eastern Canada	187.3	779.0	6.6%
Shipments to US & Mexico	635.0	2,413.8	-4.8%
Shipments Western Domestic	58.3	186.3	-6.2%
Total	4,720.9	18,034.9	0.6%
Western Port Unloads (Number of Cars)			
Vancouver	19,363	79,281	6.6%
Prince Rupert	5,884	22,441	-2.4%
Churchill	0	1,684	-68.4%
Thunder Bay	9,760	36,903	-10.3%
Total	35,007	140,309	-2.5%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,818.3	7,415.5	10.7%
Prince Rupert	701.3	2,118.1	0.6%
Churchill	0	187.8	-64.4%
Thunder Bay	1,080.9	3,360.2	-8.6%
Total	3,600.5	13,081.6	0.6%

Elevator shipments remained steady in November bringing the year-to-date total to 15.5 million tonnes, 2.1% above the level seen to the end of November in the previous crop year. Shipments out of the four western ports are running at a similar pace to those from the country, registering a 0.6% increase over the same period. Overall grain movement maintains a respectable pace in the midst of the busy fall season.



Primary Elevator Shipments by Commodity

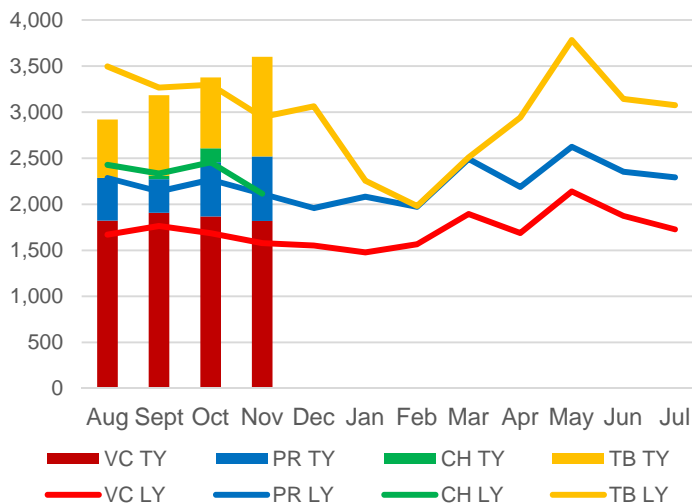


Total YTD = 15.5 MMT

GMP Data Table 2A-1

Wheat and durum shipments crop year-to-date are down 3.1% and 22.0% respectively from the same period the previous year. Countering that trend is a smaller 0.7% increase in canola shipments and a two-fold and ten-fold increase in shipment of lentils and soybeans respectively.

Terminal Elevator Shipments (000's tonnes)



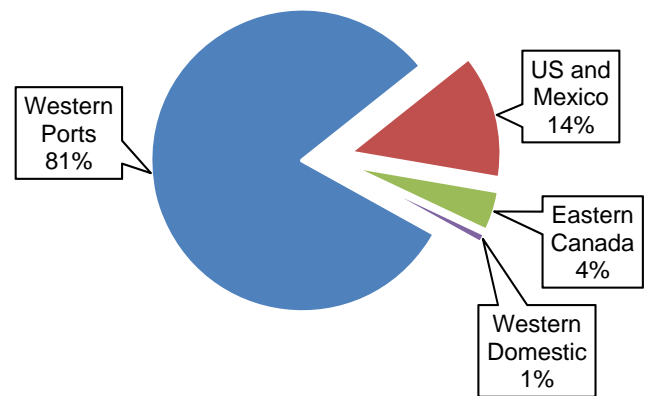
GMP Data Table 2C-1

Shipments from the West Coast terminals in Vancouver and Prince Rupert continued at a strong pace through November resulting in year-to-date movement that was 8.3% higher than that of the same period last year.

An exceptionally strong shipping program of 1.1 MMT at the port of Thunder Bay during November reduced their shortfall year-to-date to just 8.6% from that achieved in the previous crop year. Just one month earlier the port was running nearly 20.0% behind.

The 2015 Churchill shipping season finished at the end of October with 187,849 tonnes being exported from the port.

Western Canadian Grain Destinations

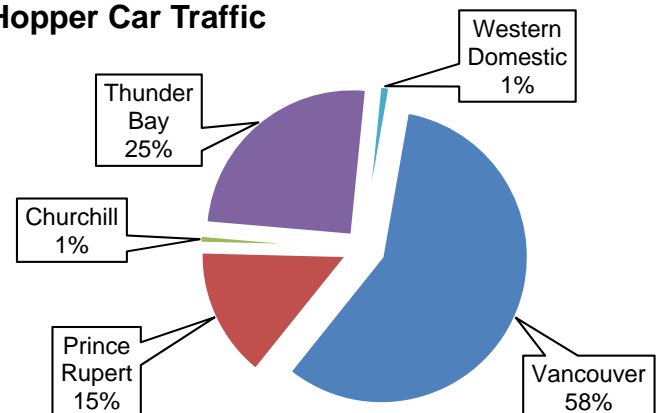


Total YTD = 18.0 MMT

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

The four ports in Western Canada constitute the primary destinations for prairie grain shipped by rail. Rail shipments into Vancouver rose by 9.2% in the first four months of the 2015-16 crop year, to 8.8 MMT. However, shipments into Prince Rupert, Thunder Bay and Churchill all declined, limiting the overall western-port increase to 1.3%. In comparison, the total movement to Eastern Canada increased by 6.6%, to 779,000 tonnes. While shipments into the United States fell 5.3% and those to Mexico rose by 15.1% over the previous month, this follows much the same pattern as in the previous year and is not seen as a trend.

Western Canadian Destined Hopper Car Traffic

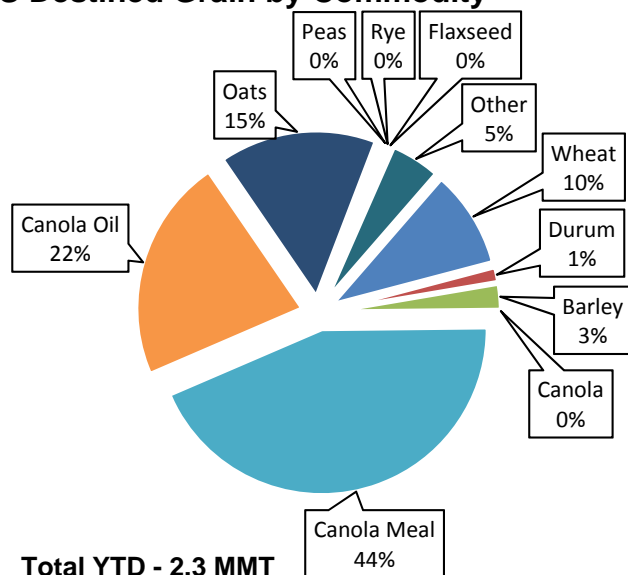


Total YTD - 14.4 MMT

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

Vancouver remains the dominant port for the exporting of western grain. A combination of year-round operations, better logistical economics and the access to major markets for Canadian grain in the Asia Pacific region favour this west coast gateway.

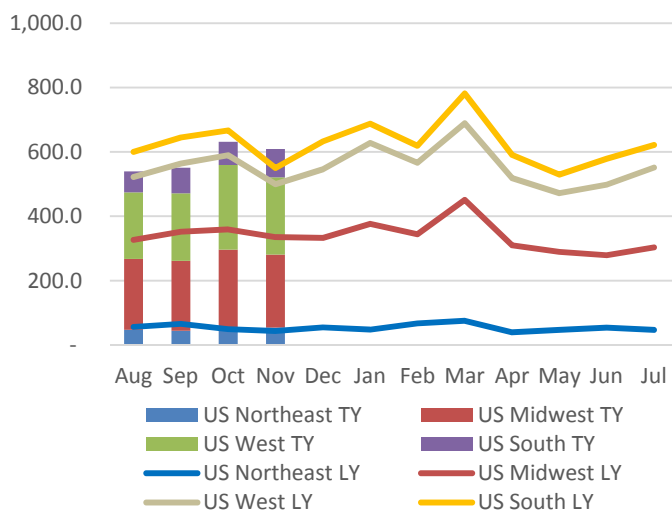
US Destined Grain by Commodity



GMP Data Table 2B-18

Canola and canola products (seed, oil and meal) are the dominant commodities moving to US destinations constituting 66% of the volume this crop year.

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



GMP Data Table 2B-18

The majority of Western Canadian grain exported to the US continues to be moved to the US Midwest and West regions with 58.9% being sourced from the province of Saskatchewan.

Rail traffic from Western Canada to Mexico totaled 83,400 tonnes in the first four months of the crop year, up 15.1% from the 72,500 tonnes reported in the same period a year earlier.

System Efficiency and Performance

Table M-4

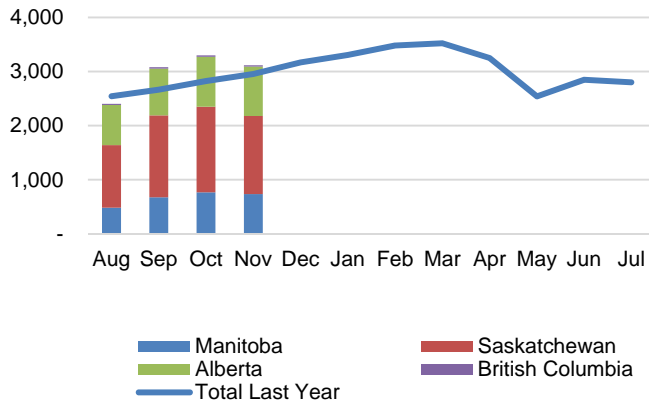
	NOV 2015	2015-16 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,116.9	2,980.8	8.3%
Average Days in Store	20.0	22.9	6.0%
Average Weekly Cars Ordered	n/a	n/a	n/a
Average Weekly Car Orders Cancelled	n/a	n/a	n/a
Average Weekly Cars Planned for Spotting	n/a	n/a	n/a
Average Weekly Cars Actually Spotted	n/a	n/a	n/a
Railway Operations (days)			
Cycle Time to Western Ports	12.0	13.0	3.7%
Cycle Time to Eastern Canada	21.1	23.3	-1.8%
Cycle Time to US	23.4	25.5	-16.3%
Loaded Transit to Western Ports	5.2	4.9	-10.6%
Loaded Transit to Eastern Ports	10.1	10.0	-14.0%
Loaded Transit to US	11.0	10.9	-21.3%
Traffic in 50-car+ blocks (Q1)	86.5%	86.5%	6.0%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,228.6	1,207.6	-2.7%
Average Days in Store	9.1	11.2	-1.8%
Port Unloads (hopper cars)	35,007	140,309	-2.5%
Terminal Out of Car Time	12.1%	9.9%	-27.1%
Western Canada Port Operations			
Average Vessel Time in Port (days)	8.8	7.8	-15.2%

Note: At the time of this publication, car order data (order fulfillment) was not complete from both railways and is therefore not included in this month's report.

Primary elevator stocks decreased during November as heavy shipping programs moved crop forward to markets. The weekly average was 3.1 MMT, down from 3.3 MMT in October. Available delivery space in the country network was good throughout the period. Country elevators utilized an estimated 74% of the working capacity of the network. By province, stocks ranged from 66% of working capacity in Saskatchewan to 90% in B.C. Alberta and Manitoba were at 82% and 84% respectively.

Year-to-date average days in store in the primary elevator system climbed 6.0% from last year, when aggressive shipping programs were drawing grain out of elevators soon after it was delivered.

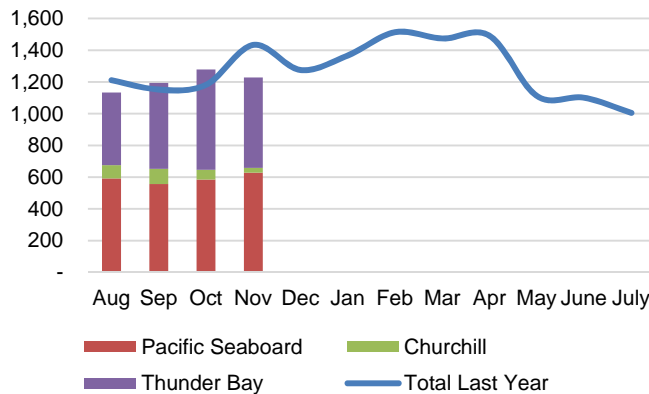
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

During the 2014-15 crop year, the average stock level in primary elevators climbed steadily until March 2015, when it reached 3.5 MMT. Following that, it declined, reaching a more manageable 2.8 MMT by the end of the crop year. The 2015-16 crop year started with a further decline, to 2.4 MMT in August, but as the harvest progressed, producer deliveries began to pick up. By October the average had climbed to 3.3 MMT. Heavy outward shipping in November saw stocks pull back to 3.1 MMT, with the year-to-date average having risen by 8.3% from that reported in the same period of the previous crop year.

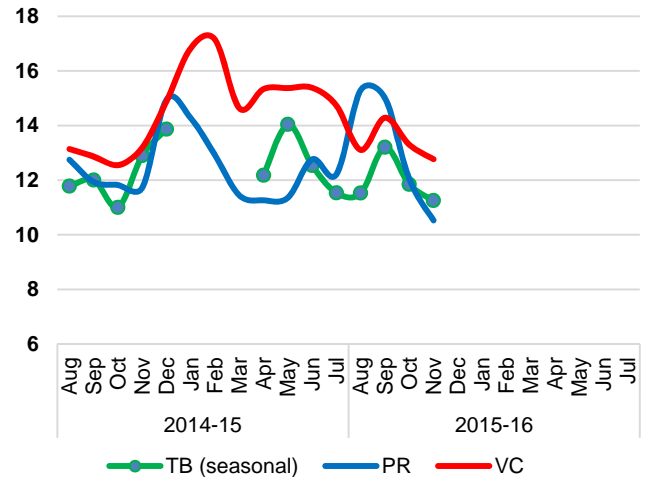
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

A similar pattern was observed regarding average stock levels at terminal elevators. Despite fluctuations during the 2014-15 crop year, aggregate stocks increased fairly steadily from February through April, ultimately reaching 1.5 MMT. Afterwards, they started to decline to only 1.0 MMT by the end of the crop year. As the 2015-16 crop year got underway, average stocks began to increase again, climbing from 1.1 MMT in August to 1.3 MMT in October. As with primary elevator stock, they pulled back somewhat to 1.2 MMT in November utilizing 73% of the overall ports' working capacity.

Railway Cycle Times to Western Ports (days)

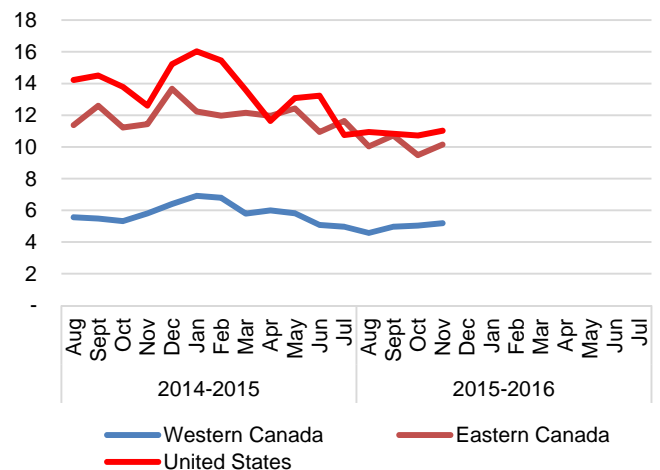


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.0 days in the first four months of the 2015-16 crop year, an increase of 3.7% over the same period a year earlier. This was shaped by increases in all corridor averages, although Prince Rupert saw the largest rise, with an increase of 7.5%. This was followed by increases of 7.3% for Churchill; 3.7% for Vancouver; and 0.7% for Thunder Bay. (Note: The Churchill average is not factored into that of Western Canada as a whole).

Car cycles to Eastern Canada saw a marginal decrease of 1.8% during this same period, with the average declining to 23.3 days from 23.7 days. Car cycles into the United States showed a 16.3% decline, falling to an average of 25.5 days from the 30.0-day average for the same period of the previous crop year.

Average Loaded Transit Times (days)



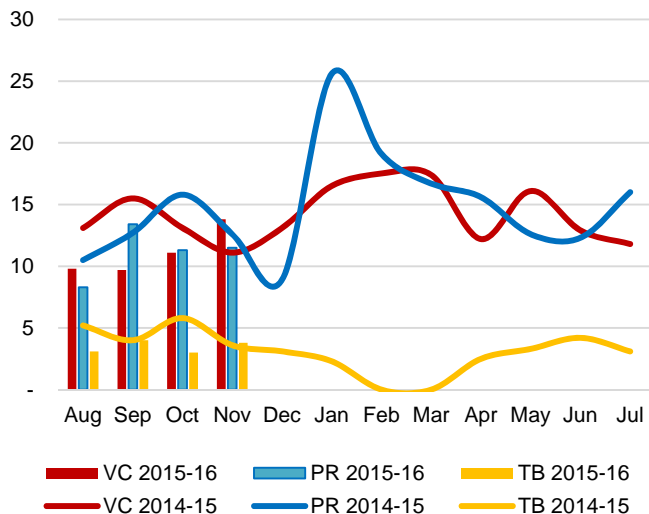
GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 4.9 days through the first four months of the crop year,

down 10.6% from the 5.5-day average posted in the same period a year earlier. This reflected substantive reductions in all three corridors: Vancouver, 9.1%; Prince Rupert, 9.7%; and Thunder Bay, 14.7%.

The average Eastern Canadian transit time also moved lower during this period, declining by 14.0% to 10.0 days. The corresponding average for US-bound traffic amounted to 10.9 days, a decline of 21.3%. Longer distances to market are the chief drivers of these comparatively larger values.

Average Days in Port per Vessel

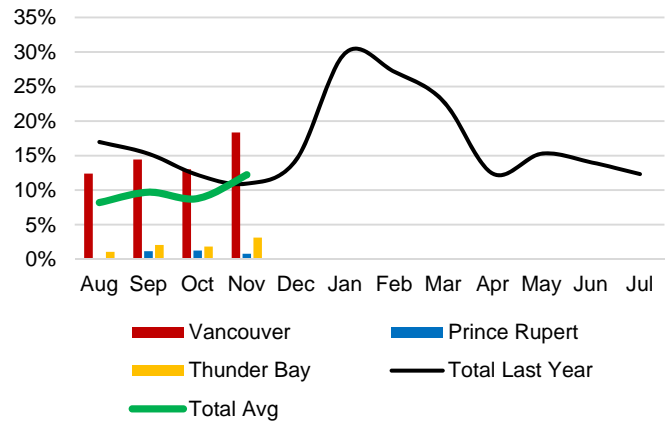


GMP Data Table 5D-1

Year-to-date average time vessels are in port waiting and loading grain is 15.2% less than in the same period in 2014-15, reflecting an improvement in the effective coordination of grain stocks at port to vessel loading. November saw a modest increase in the average which rose to 8.8 days from the 7.5 days registered in October. The number of vessels in ports at any time has enabled good operations during the first months of this crop year. It has been sufficient to facilitate vessel loading while not congesting the available anchorages.

During the 2014-15 crop year, the average time vessels spent in port at Vancouver and Prince Rupert fluctuated between ten and fifteen days, with some seasonal spiking above that level in the winter. Thunder Bay's average hovers in the three to five day range. In November of the 2015-16 crop year, the overall average time increased by 12.8% from November in the previous crop year largely due to vessels spending longer at the port of Vancouver. This was accompanied by a larger number of vessels waiting and loading at the port, peaking at 25 early in the month, holding at over 20 throughout before falling back to a more manageable 17 vessels at month end. Nevertheless, this reflects a continuation of the relatively smooth movement from country to port over the past few months.

Port Terminal Out of Car Time (% of total operating hours)



GMP Data Table 5C-5

The port terminal out-of-car-time measure uses data collected from the terminal elevators representing the total number of hours the 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 percentage of time terminals are out of cars has been steadily improving from a high of 29.8% registered in January of 2015. For November the total measure for all ports decreased, to 12.1% from 12.3% measured at the end of the 2014-15 crop year. Vancouver experienced an increase to 18.1% while Prince Rupert was down at less than 1% and Thunder Bay up slightly to 3.1%. The year-to-date value for Western Canada stands at 9.9%, down 27% from the same period last year.

Commercial Relations

A vast number of individual tariff rates exist for country and terminal elevation services and for rail freight. These rates are measured quarterly by the GMP, with the first completed quarter of the 2015-16 crop year being presented this month.

The GMP consolidates these rates into averages for presentation purposes. Increases or decreases are presented based on an index with the base year (August 1, 1999) equal to 100.

CN and CP both reduced their single-car rates at the beginning of the 2015-16 crop year. These ranged from as little as 2.1% on CN movements into Thunder Bay to as much as 7.4% on CP movements into Vancouver. In mid-November CN followed this with an across-the-board rate cut of \$100 per car, which equated to an average reduction of roughly 2.3%. CP's rates remained unchanged during this period. These pricing actions were consistent with a 5.6% reduction to the VRCPI as determined by the CTA in April 2015.

Table M-5 Rates: \$CDN per tonne	Q1 2015-16	Index (1999=100)	% Change YTD
Avg. Primary Elevation	\$16.23	135.3	0.0%
Rail to Vancouver			
CN	\$48.30	131.2	-7.1%
CP	\$49.90	134.4	-7.4%
Rail to Pr. Rupert			
CN	\$48.31	1116.0	-7.1%
Rail to Thunder Bay			
CN	\$47.70	148.4	-2.1%
CP	\$43.20	144.8	-4.2%
Average Terminal Elevation	\$14.06	154.2	0.5%

Note: Commercial rates are measured on a quarterly basis, the above refer to rates at the close of the first quarter of the 2015-16 crop years. Rail rates are as at October 31, 2015, and reflect the average weighted single car rate. They do not include multi-car incentives (\$4/tonne for 50 + car blocks and \$8/tonne for 100 + car blocks).

Commercial Developments

Legumex Walker Inc. shareholders accept Scoular offer:

The company's shareholders approved the purchase of Legumex Walker's Special Crops Division by Omaha, NE based The Scoular Company on 9 November 2015. The purchase of assets valued at C\$94 million plus the amount of working capital at closing, was finalized on 23 November 2015. Legumex Walker's nine facilities in eight locations in Western Canada and 330 employees, including its management team, joined Scoular's ranks as of that day.

Canadian Pacific makes bid for Norfolk Southern:

Canadian Pacific Railway (CP) has made an offer to acquire US based Norfolk Southern Corp. (NS). The initial offer proposed a merger of the two companies. The offer made on 17 November 2015, valued at US\$28.4 billion, was rejected by NS who stated the offer is "grossly inadequate, creates substantial regulatory risks ... and is not in the best interests of the NS and its shareholders". CP contends that the offer would provide improved customer service and improved competitive value to shippers sufficient to satisfy the US Surface Transportation Board's public interest test. CP has also suggested the merger would help mitigate congestion problems in the Chicago corridor. The NS has approximately 32,000 km of track in the Eastern and Midwestern U.S., in 22 states and the District of Columbia. By the close of the month CP was preparing a counter offer to be directed to the company's shareholders.

Port of Churchill and the Hudson Bay Railway up for sale:

After realizing one of the lowest volume movements of grain in recent history, OMNITrax of Denver, CO has given notice of its intent to sell the northern Manitoba properties it purchased from CN and the Federal Government in 1997. While typically handling in excess of 500,000 tonnes in recent years, the port shipped only 187,800 tonnes in the 2015 shipping season – the lowest volume of shipments recorded by the GMP since its inception. Earlier this year, OmniTRAX stated that it would require increased financial support from governments in order to continue

operations or would be left in a position of having to sell these assets.

Infrastructure

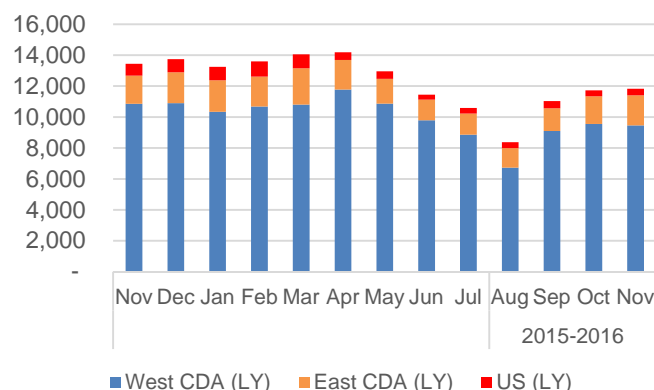
The GMP monitors infrastructure changes on a quarterly basis with the exception of the railway car fleet.

Table M-6	Q1 2015-16	Index (1999=100)	% Change YTD
Country Elevator			
Primary and Process Elevators (Count)	370	36.9	0.0%
Storage Capacity (000's tonnes)	7,334.8	104.4	0.0%
Railway			
Route Miles - Major Carriers	14,800.2	99.8	-0.2%
Route Miles - Shortline Carriers	2,623.9	56.5	1.4%
Route Miles - Total	17,424.1	89.5	0.0%
Average Weekly Total Hopper Car Fleet Size*	24,460	n/a	7.8%
Terminal Elevator			
Terminal Facilities (Count)	15	107.1	-11.8%
Storage Capacity (000's tonnes)	2,403.2	94.0	-0.9%

* Hopper Car Fleet Size represents all cars in all statuses for the month of November 2015.

Modest changes to the GHTS's infrastructure were reported in the first four months of the 2015-16 crop year. As concerns the total number of country elevators, this remained unchanged at 370. However, the establishment of the newly created Northern Lights Rail resulted in 35.2 miles of CN infrastructure being transferred to the shortline in September. In addition, two terminal elevators at Thunder Bay were delicensed: Thunder Bay Terminals and MobilEx (both of which were officially licensed at the end of the second quarter of the 2014-15 crop year).

Loads on Wheels



GMP Data Table 3B-2



Prior to February 2015, nearly all of the reported car fleet was in service. As traffic volumes began to slow, railways began the process of moving cars into storage and by August, the lowest volume of the past 16 months, over 23% of the fleet was stored or in a repair status. As volumes have grown since then so has the average number of cars in active grain service. In November some 22,064 cars were in active service, representing 90% of the overall fleet. The number of rail cars in storage or repair status (bad order) has decreased to just 10%.

Producer Cars

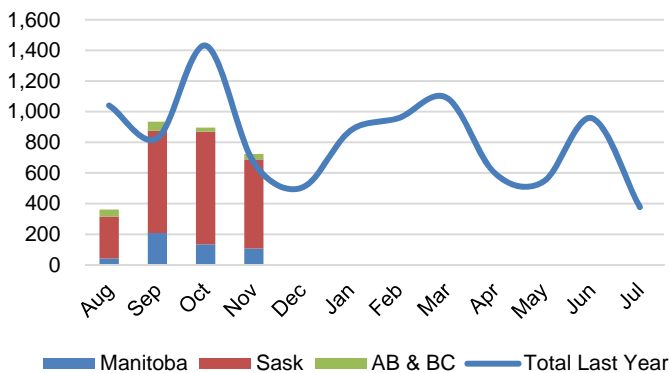
The primary producer impact measure in the GMP is the Producer Netback. The Netback and accompanying Export Basis are calculated on an annual basis and will be included in the Annual Report. The GMP also monitors elements of producer car infrastructure and movement.

Producer Car Loading Sites	Q1 2015-16	Index (1999=100)	% Change YTD
Class 1 Carriers	179	27.8	0.0%
Shortline Carriers	137	210.8	1.5%
All Carriers	316	44.6	0.6%

With the start of operations for Northern Lights Rail in Saskatchewan, two producer car loading sites were added to the Shortline Carrier total for the first quarter of the 2015-16 crop year. The total number of available producer car loading locations now stands at 316. In August of 1999 there were 709 producer loading sites in Western Canada.

Producer Cars Scheduled	NOV 2015	2015-16 YTD	Var. from Last YTD
Manitoba	107	491	2.1%
Saskatchewan	581	2,256	-24.6%
Alberta & B.C.	36	169	-65.7%
Total	724	2,916	-26.5%

Producer Cars Scheduled by Province



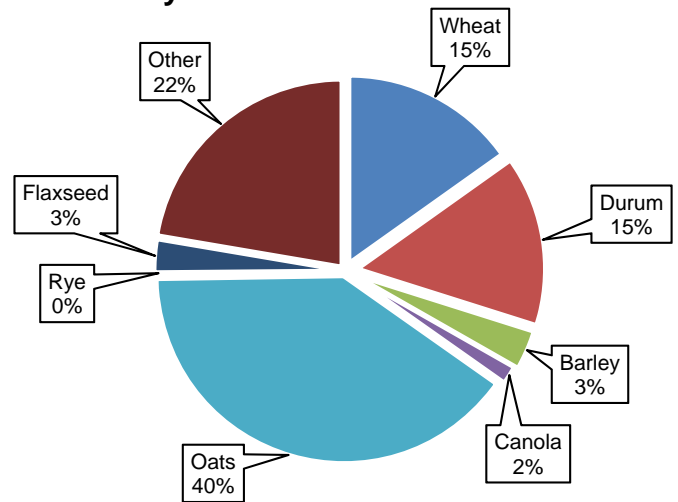
GMP Data Table 6B-2

Producer car shipments have evolved from primarily being wheat, durum and oats to including significant numbers of cars carrying special crops and canola. Shipments in the first quarter of the crop year follow this pattern, comprising nearly 70%, with the balance consisting mainly of special crops.

The frequency and degree of farmers' applications for producer cars has undergone a noteworthy evolution in recent years. From the single desk era, to the open market, to the challenges of the 2013-14 crop year, application levels varied significantly. Applications during the current crop year are largely focused on movement from shortline railways.

Producer car orders were significantly lower to the end of November in the 2015-16 crop year, down 26.5%, from the previous year. The 2014-15 numbers were inflated as a consequence of the large volume of backlogged orders awaiting scheduling at the beginning of the crop year.

Producer Cars Scheduled by Commodity



GMP Data Table 6B-2

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 the address below by either phone or email.

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