

## GMP Dashboard

Table M-1	JUN 2024	JUL 2024	2023-24 YTD	Var. from Last YTD
<b>Western Canadian GHTS Performance (Days)</b>				
Total Time in System	33.4	44.7	41.7	3.2%
Average Days In Store – Country	18.4	25.4	24.4	0.8%
Loaded Transit Time	5.4	5.6	6.2	9.5%
Average Days In Store – Terminal	9.6	13.7	11.1	5.7%
<b>Total Traffic ('000 tonnes)</b>				
Primary Elevator Shipments	3,604.7	3,166.2	47,207.0	-4.4%
Railway Shipments (all Western Canada traffic)	4,305.8	3,738.0	53,631.8	-3.3%
Western Port Terminal Shipments	3,151.3	2,562.9	37,993.6	-4.9%
<b>Railway Performance</b>				
Avg. Loads on Wheels (Cars)	7,762	6,810	8,712	-0.8%
Total Western Port Car Cycle (days)	15.1	15.9	15.3	9.4%
<b>Port Performance</b>				
Western Port Unloads (Number of Cars)	30,338	26,856	393,282	-4.2%
Vessel Time in Port (days)	7.9	6.2	9.5	-3.1%

*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.*

## Overview

Western Canadian railway grain shipments fell by 13.2% in July 2024, to 3.7 MMT from 4.3 MMT in June. This furthered a 3.3% decline in 2023-24 crop year shipments, which fell to 53.6 MMT from 55.5 MMT a year earlier. Port shipments for July totaled 2.6 MMT, a 18.8% decrease from June volumes, and a 9.3% decrease from those in July 2023. Shipments register a decline of 4.9% at the end of the 2023-24 crop year. Month-over-month, a decrease is seen in the average amount of time vessels spent in port, which fell to 6.2 days in July from 7.9 in April. The overall crop-year-average vessel time in port measures 9.5 days.

## Highlights for July 2024 and Fourth Quarter 2023-24 CY

### Traffic and Movement (page 2)

- Primary-elevator shipments of 47.2 MMT in 2023-24 crop year, were 4.4% less than in the previous year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the 2023-24 crop year totaled 53.6 MMT, down 3.3% from the previous crop year.
- Bulk shipments from Western Canadian ports totaled 38.0 MMT in the 2023-24 crop year, down 4.9% from last crop year.

### System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased 3.6% from the same period last year, while average days-in-store grew 0.8%.
- Average weekly port-terminal stocks increased 1.1% from the same period last year, while average days-in-store grew 5.7%.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports increased by 5.4% in July, to 15.9 days from 15.1 days in June. The YTD average rose by a still greater 9.4%, to 15.3 days from the 14.0 days posted a year earlier. In comparison, the car cycles tied to movements into Eastern Canada decreased, with the YTD average falling by 11.3% to 21.6 days, while those into the US posted a 2.6% increase, rising to an average of 26.8 days.
- The average vessel time in port during the 2023-24 crop year was 9.5 days, a 3.1% decline from that observed the previous crop year.
- Port-terminal out-of-car time grew through the fourth quarter, from 8.7% in May to 13.8% in July. The overall crop-year value stood at 14.2% at the end of July, 6.8% higher than in the previous year.

### Commercial Relations (page 6)

- Average primary-elevation charges declined 0.6% in the 2023-24 crop year.
- Both CN and CPKC raised their single-car freight rates sharply in the first quarter, with CN's rates increasing by a factor of 40% while CPKC's rose by a lesser 30%. These remained unchanged until January 2024 when both carriers began instituting selective adjustments. These actions effectively trimmed net increases to between 8% and 12% for CN, and to between 5% and 11% for CPKC, as at the close of the crop year.
- Average terminal-elevation charges declined by 1.1% in the 2023-24 crop year.

### Infrastructure (page 6)

- By the close of the 2023-24 crop year the country-elevator network had fallen by 1.2%, to 400 facilities from 405. Storage capacity fell by a slightly greater 1.8% to just under 9.4 MMT. The number of loop-track-equipped elevators rose to 51 from 46.
- Railway infrastructure was unchanged at 17,265.7 route-miles.
- The terminal elevator network also remained unchanged, with 17 facilities and almost 2.8 MMT of storage.
- The hopper-car fleet declined modestly through the 2023-24 crop year, to an average of 21,439 cars, 3.5% less than was recorded a year earlier.

## Production and Supply

Statistics Canada's October-November producer-survey estimate for 2023 field-crop production in Western Canada stands at 67.3 MMT, a 10.1% decrease from 2022's 74.8 MMT harvest. This decline reflects the impact of deficient rainfall with intermittent coverage across the prairies throughout the 2023 growing season. This estimate represents a 5.4 MMT increase from the model-based estimate recorded at the end of August 2023. Increases from the previous estimate were registered for all major crops with the exception of durum, which declined slightly.

When coupled with July's 5.4 MMT of carry-forward stocks, some 26.0% more than in 2022, the overall grain supply is estimated at 72.7 MMT. This stands 8.1% below the 2022-23 crop year's 79.2-MMT level, marking the return of relatively tight grain supplies available to meet domestic and export demands.

Table M-2	2023	2022	Var. from Last Yr.
<b>Production &amp; Carry Forward (000's tonnes)</b>			
<b>Western Canada Total Production - Preliminary</b>	67,299.1	74,839.5	-10.1%
<b>Western Canada On-Farm &amp; Primary Elevator Carry Forward Stock</b>	5,431.4	4,311.8	26.0%
<b>Total Grain Supply</b>	<b>72,730.5</b>	<b>79,151.3</b>	<b>-8.1%</b>

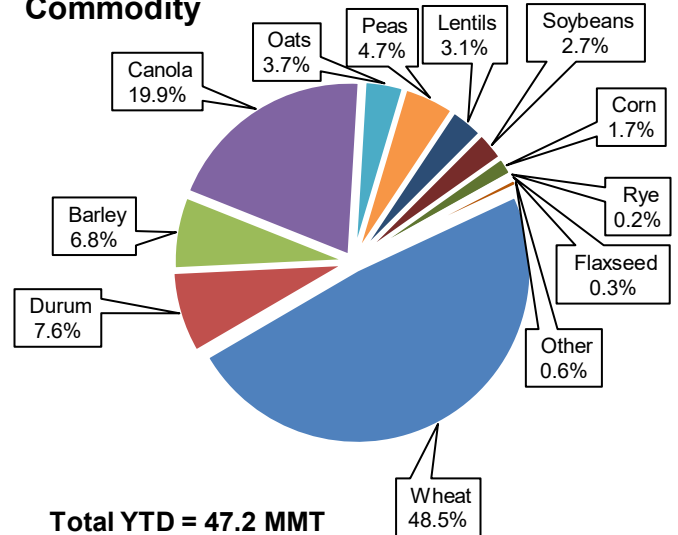
## Traffic and Movement

At the close of the crop year, July deliveries fell to average just over 0.8 MMT per week. Weekly primary-elevator stocks grew from those in the previous month, averaging 2.7 MMT, with good space available in elevator facilities across the prairies.

Table M-3	JUL 2024	2023-24 YTD	Var. from Last YTD
<b>Primary Elevator Shipments (000's tonnes)</b>			
Manitoba	607.7	8,997.2	12.1%
Saskatchewan	1,634.4	23,118.7	-8.9%
Alberta	914.9	14,823.3	-5.3%
British Columbia	9.2	267.8	-9.3%
<b>Total</b>	<b>3,166.2</b>	<b>47,207.0</b>	<b>-4.4%</b>
<b>Western Canada Railway Traffic (000's tonnes)</b>			
Shipments to Western Ports	2,814.5	42,227.4	-3.4%
Shipments to Eastern Canada	125.5	2,237.1	-7.2%
Shipments to US & Mexico	714.0	8,127.0	-2.0%
Shipments Western Domestic	84.0	1,040.3	0.0%
<b>Total</b>	<b>3,738.0</b>	<b>53,631.8</b>	<b>-3.3%</b>
<b>Western Port Unloads (Number of Cars)</b>			
Vancouver	16,551	278,215	-4.2%
Prince Rupert	3,396	36,508	-23.4%
Churchill	0	0	n/a
Thunder Bay	6,909	78,559	8.4%
<b>Total</b>	<b>26,856</b>	<b>393,282</b>	<b>-4.9%</b>

Table M-3	JUL 2024	2023-24 YTD	Var. from Last YTD
<b>Terminal Elevator Shipments (000's tonnes)</b>			
Vancouver	1,501.4	26,796.4	-5.2%
Prince Rupert	297.5	3,553.0	-22.2%
Churchill	0.0	0.0	n/a
Thunder Bay	764.0	7,644.2	7.5%
<b>Total</b>	<b>2,562.9</b>	<b>37,993.6</b>	<b>-4.9%</b>

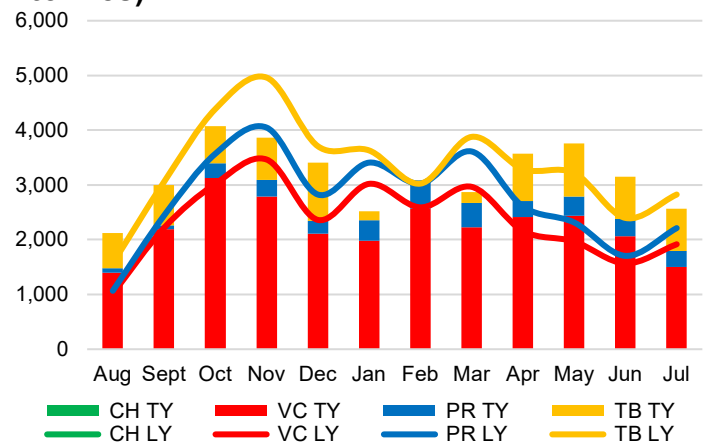
### Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

In the 2023-24 crop-year, grain shipments from primary elevators fell, registering 4.4% less than in the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 76.1%. Movement of peas and lentils contributed 7.8% of the balance.

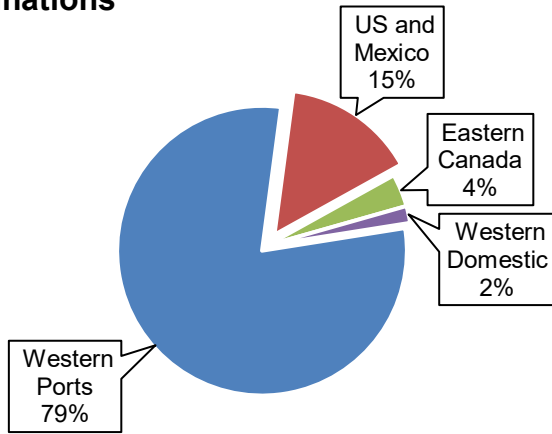
### Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments from western ports fell in the 2023-24 crop year, registering an 4.9% decrease on a year-over-year basis. While Vancouver shipments registered an 5.2% decline, those at Prince Rupert fell by a greater 22.2%. Thunder Bay saw a modest, 7.5% increase from the previous crop year.

## Western Canadian Grain Destinations

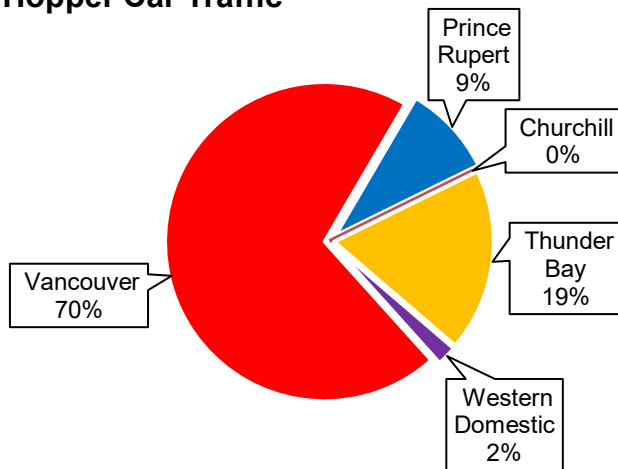


Total YTD = 53.6 MMT

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

Railway grain shipments from Western Canada totaled a little over 53.6 MMT in the 2023-24 crop year, 3.3% less than the 55.5 MMT handled a year earlier. The majority, about 42.2 MMT, or 79%, was directed to Western Canadian ports in support of offshore sales; 3.4% less than what had been handled a year earlier. Movements into Eastern Canada fell by a somewhat greater 7.2% while shipments to the US and Mexico declined by 2.0%, and movements to Western Domestic destinations remained effectively unchanged.

## Western Canadian Destined Hopper Car Traffic



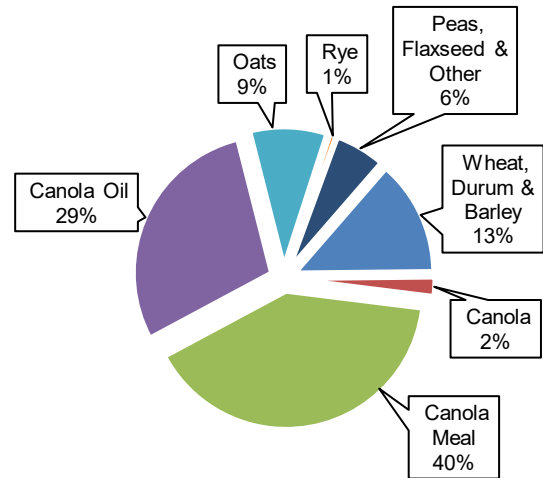
Total YTD - 42.1 MMT

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 2023-24 crop year this amounted to about 42.1 MMT, down 4.1% from the 43.9 MMT handled a year earlier. Seventy 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. A 3.9% decrease in

hopper-car shipments to Vancouver was largely responsible for shaping the broader decline in traffic. This was amplified by reduced shipments to Prince Rupert and Western Domestic destinations, which fell by 19.2% and 10.6% respectively. Conversely, Thunder Bay shipments increased, rising by 5.5%.

## US Destined Grain by Commodity

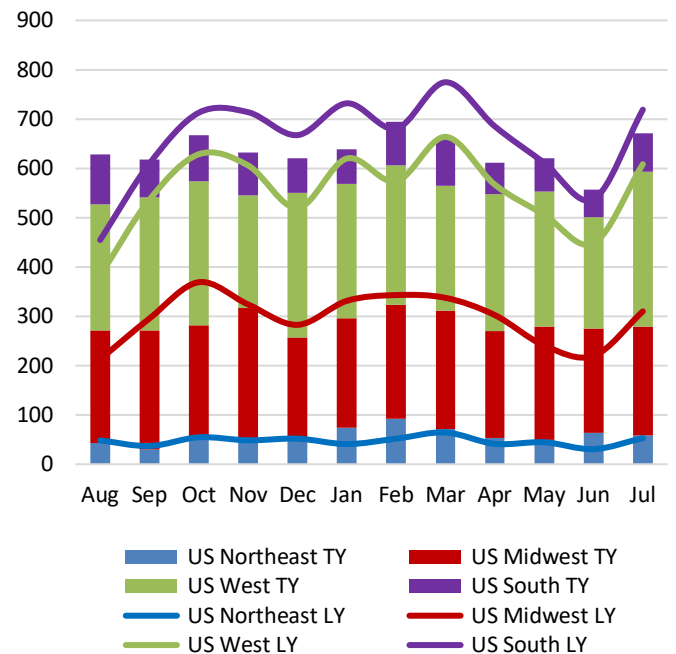


Total YTD - 7.6 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly over 7.6 MMT in the 2023-24 crop year, down 3.5% from the 7.9 MMT handled a year earlier. Just over 78% 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

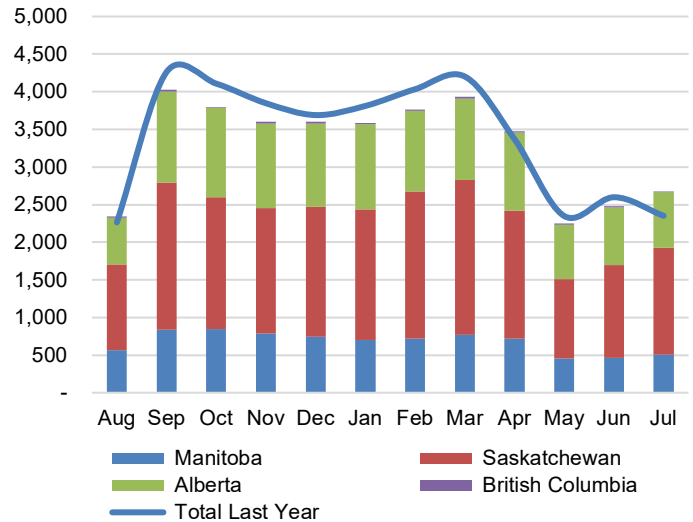
As farmers delivered waning stores of the 2023-24 crop, primary-elevator stocks grew to average 3.7 MMT in July, up 8.2% from those in June. The overall average for the crop year stands at 3.3 MMT. Country space was good throughout the period. Country stocks utilized 49% of the working capacity of the network in July. Stocks ranged from 46% and 47% in Alberta and British Columbia respectively to 49% in Manitoba, and 52% in Saskatchewan.

The average days-in-store in the primary-elevator system for the crop year rose from last year, growing 0.8% to 24.4 days.

Table M-4	JUL 2024	2023-24 YTD	Var. from Last YTD
<b>Primary Elevator</b>			
Average Weekly Stocks (000's tonnes)	2,678.2	3,260.8	-3.6%
Average Days in Store	25.4	24.4	0.8%
<b>Railway Operations (days)</b>			
Cycle Time to Western Ports	15.9	15.3	9.4%
Cycle Time to Eastern Canada	26.0	21.6	-11.3%
Cycle Time to US	27.8	26.8	2.6%
Loaded Transit to Western Ports	5.6	6.2	9.5%
Loaded Transit to Eastern Canada	12.3	10.0	-8.2%
Loaded Transit to US	9.3	10.4	0.5%
Rail Fleet in Grain Service	14,355	17,647	-0.9%
<b>Western Canada Terminal Elevator</b>			
Average Weekly Stocks (000's tonnes)	1,171.7	1,182.1	1.1%
Average Days in Store	13.7	11.1	5.7%
Port Unloads (hopper cars)	26,856	393,282	-4.2%
Terminal Out-of-Car Time	13.8%	14.2%	6.8%
<b>Western Canada Port Operations</b>			
Average Vessel Time in Port (days)	6.2	9.5	-3.1%



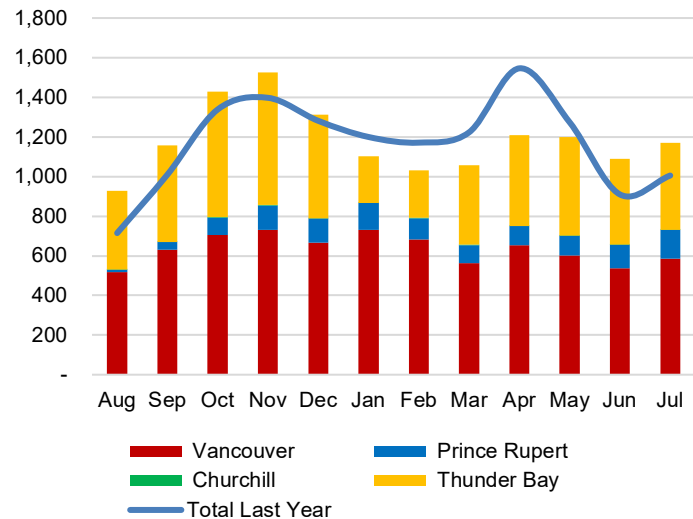
## Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.35 MMT in-store. They held constant at 2.35 MMT in August and grew rapidly to 4.0 MMT in September with new-crop deliveries, before easing to 3.7 MMT by July. Wheat, including durum, and canola, comprise 71% of the total stock. At 16% of the stock, barley, oats and peas made up over half of the balance.

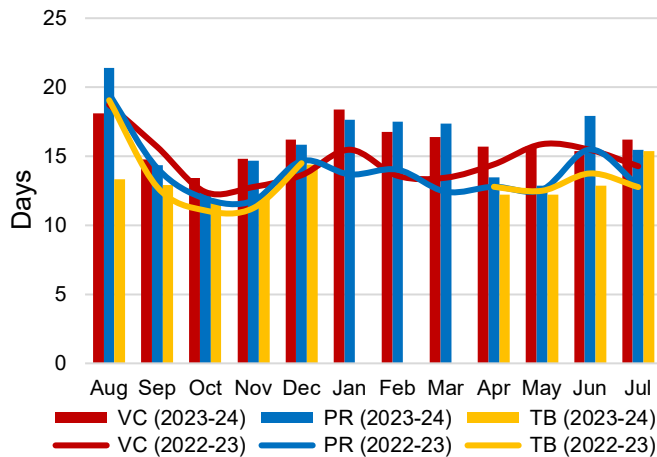
## Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal-elevator stocks averaged 1.2 MMT in July, up from the 1.1 MMT in-store during June. While stocks grew appreciably month-over-month at Vancouver and Prince Rupert, they rose only marginally at Thunder Bay as the crop year drew to a close. Wheat, including durum, and canola, comprise nearly 85% of the total stock. In July, western ports utilized just 61% of their overall working capacity.

## Railway Cycle Times to Western Ports (days)

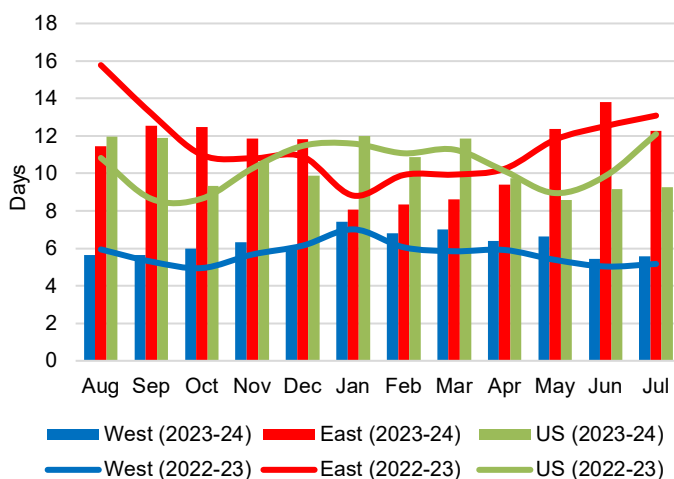


GMP Data Table 5B-1

The railway car cycle to Western Canadian ports averaged 15.3 days in the 2023-24 crop year, up 9.4% from the 14.0-day average posted a year earlier. This result largely reflected increases in the Vancouver and Prince Rupert corridors, which rose by 10.8% and 19.1% respectively. The average in the Thunder Bay corridor fell by 0.4%.

The average car cycle on movements into Eastern Canada also declined, falling by 11.3%, to 21.6 days from 24.3 days a year earlier. Conversely, the car cycle on movements into the United States rose by 2.6%, to an average of 26.8 days from 26.1 days the previous crop year.

## Average Loaded Transit Times (days)

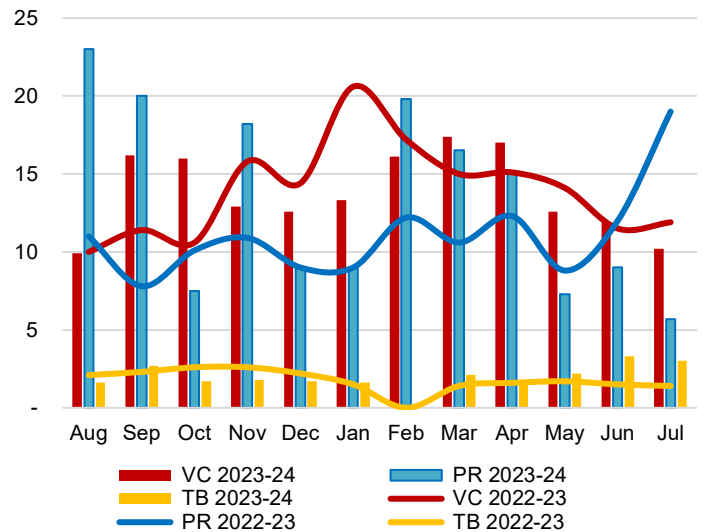


GMP Data Tables 5B-4, 5B-8, 5B-12

The loaded transit time for traffic destined to Western Canadian ports averaged 6.2 days in the 2023-24 crop year, up 9.5% from the 5.7-day average posted a year earlier. This was the product of increases in all three primary corridors, with the Vancouver average rising by 11.2%, Prince Rupert's by 11.4%, and Thunder Bay's by 1.7%. An 8.2% decrease was observed on movements

into Eastern Canada, with the average loaded transit time falling to 10.0 days from 10.9 days twelve months earlier. The average on movements into the United States increased by 0.5%, to 10.4 days from 10.3 days.

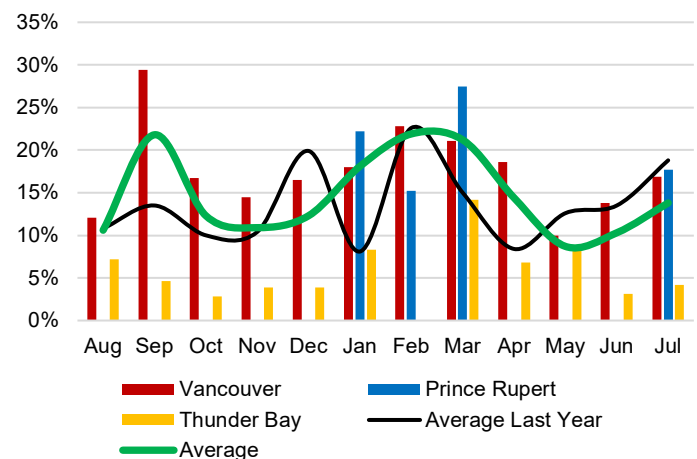
## Average Days in Port per Vessel



GMP Data Table 5D-1

In July, the overall average time vessels were in port waiting and loading grain fell to 6.2 days from 7.9 days the month before. The crop-year average stands at 9.5 days, 3.1% less than that registered in the previous crop year. All three ports registered a month-over-month decline. For July, days in port stood at 10.2 for Vancouver, 5.7 for Prince Rupert and 3.0 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).

In July, at the close of the crop year, the aggregate measure for all ports grew to 13.8%, from June's 10.3%. Terminal out-of-car time grew to 16.9% at Vancouver, 17.7% at Prince Rupert, and 4.2% at Thunder Bay.

## Commercial Relations

Table M-5 Rates: \$CDN per tonne	Q4 2023-24	Index (1999=100)	% Change YTD
<b>Avg. Primary Elevation</b>	16.46	137.3	-0.6%
<b>Rail to Vancouver</b>			
CN	62.81	171.1	11.7%
CPKC	65.78	178.8	4.6%
<b>Rail to Pr. Rupert</b>			
CN	60.63	145.9	10.0%
<b>Rail to Thunder Bay</b>			
CN	53.25	164.8	7.8%
CPKC	52.74	175.3	10.7%
<b>Average Terminal Elevation</b>	15.46	169.5	-1.1%

*Note: Commercial rates are measured on a quarterly basis, the above table refers to rates at the close of the fourth quarter of the 2023-24 crop year (as at 31 July 2024). 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 CPKC increased their single-car freight rates substantially in the opening months of the 2023-24 crop year. By the end of October 2023 CN had effectively escalated its rates by a factor of 40%. These remained unchanged until the beginning of January 2024, when CN then applied reductions ranging from 11% to 15%. Thunder Bay rates were reduced by a further 13% in March. This was followed by a matching cut in its westbound rates in April, although the carrier then raised its Vancouver rates by about 3% in May. By the close of the crop year these pricing actions had effectively lifted rates by up to 12%. CPKC followed a similar course, raising its rates by a factor of 30% through October before instituting cuts of up to 10% in January. This was followed in March by a further 7% reduction in its Thunder Bay rates, and a 9% cut in its Vancouver rates in April. By the close of the crop year these pricing actions had produced net increases of almost 5% in CPKC's Vancouver rates, and 11% in its Thunder Bay rates.

## Commercial Developments

**Rail strike looms:** In mid-February 2024, both Canadian National (CN) and Canadian Pacific Kansas City (CPKC) requested that the federal labour minister appoint a conciliator to assist in their negotiation of new collective agreements with train and yard workers. These negotiations revolved around the renewal of three collective agreements, covering about 9,300 employees all represented by the Teamsters Canada Rail Conference (TCRC), that expired on 31 December 2023. By all accounts, the parties remained far apart on the key issues. The dispute led to the initiation of a union strike vote, which overwhelmingly supported strike action. This set the stage for a strike that could have come as early as May 22 if no deal was reached. All parties were quick to note that such a widespread work stoppage, which would interrupt the railway movement of goods and people throughout

the country, would be cataclysmic for Canada's supply chains. However, the federal government stepped in on May 19 and asked the Canada Industrial Relations Board (CIRB) to determine whether a work stoppage would threaten public safety. The CIRB indicated that its decision would come by no later than August 9. Since any labour action is not permitted during this referral process, any disruption had been effectively deferred until mid-August. Although it remains unclear how the CIRB will rule, most observers expect the countdown towards a potential disruption to resume at that time. Against this backdrop, several industry stakeholders – the railways included – renewed their calls for more effective government action, including the use of binding arbitration to prevent or terminate a work stoppage that could result in widespread economic harm.

**Wildfires disrupt rail service:** In the face of another year of widespread wildfires throughout British Columbia and Alberta, many were again poised to threaten the region's primary transportation arteries through the Rocky Mountains. With two such wildfires rapidly converging on Jasper, Alberta, local officials ordered the town's immediate evacuation along with the surrounding National Park on 22 July 2024. Within the next 24 hours some 25,000 people had fled for safety, with the town's vital transportation links severed. This included CN's mainline route to and from the West Coast ports of Vancouver and Prince Rupert, which used Jasper to crew and service its through-train movements. Although CN had initially been able to maintain some intermittent train service, all operations were suspended once the wildfires overwhelmed the town's defenses two days later. Despite widespread damage to the town, the railway's infrastructure remained largely intact, and the carrier was able to resume partial operations on July 26. Even so, the movement of some 120 trains had been paused, with eastbound traffic staged around Kamloops, and westbound traffic near Hinton. By the close of the month, however, CN was approaching near-normal operations and had managed to eat significantly into the traffic backlog. Even so, the downstream effects were expected to extend well into August.

**ILWU issues strike notice:** On 5 July 2024 Local 514 of the International Longshore and Warehouse Union (ILWU), representing some 600 ship and dock foremen, issued a 72-hour strike notice following a favourable membership vote. However, the ILWU, which had been engaged in protracted negotiations for a new contract with the BC Maritime Employers Association (BCMEA) since November 2022, conducted the vote amongst members employed by only one BCMEA constituent, DP World Canada. This limited polling resulted in the Canada Industrial Relations Board (CIRB) ruling the vote inconsistent with the Canada Labour Code and deeming a strike to be illegal. Both the BCMEA and the ILWU are scheduled to resume their hearing into the matter with the CIRB in early August, with the ILWU reportedly planning for an industry-wide strike vote immediately thereafter. Stakeholders are concerned that a strike could badly disrupt Vancouver port operations. Bulk grain should continue to flow due to provisions in the Canada Labour Code, but containerized grain shipments would be affected.

## Infrastructure

Apart from the railways' car fleet, GMP measures relating to infrastructure are reported on a quarterly basis. The 2023-24 crop year produced several modest, although noteworthy, changes in the GHTS's physical infrastructure.

The delicensing of several facilities reduced the total number of country elevators by 1.2%, to 400 from 405, and storage capacity by 1.8%, to just under 9.4 MMT. Among the more notable changes was an increase in the number of loop-track facilities, which rose to 51 from the 46 recorded at the end of the previous crop-year.

There were no changes recorded against the railway network in the 2023-24 crop year. Total mileage remained unaltered at 17,265.7 route-miles, with 84.5% of this being operated by CN and CPKC.

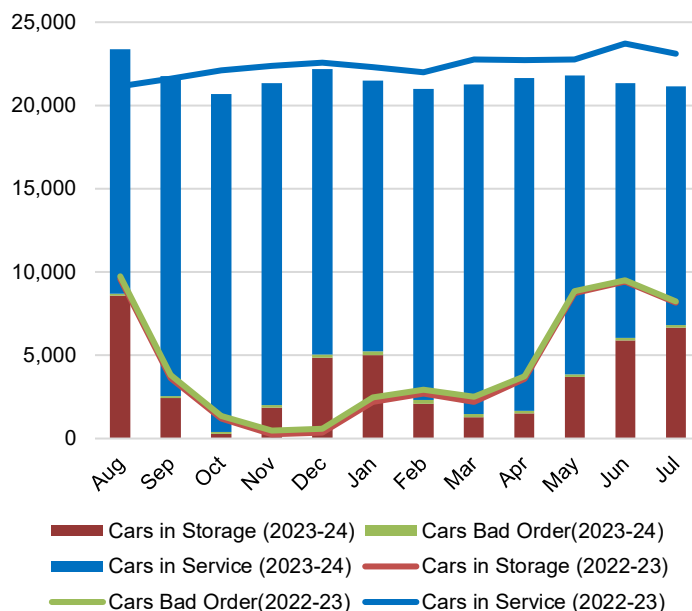
Neither were there any changes to the terminal elevator network in the 2023-24 crop year. The network remains comprised of 17 facilities with 2.8 MMT of storage capacity.

Table M-6	Q4 2023-24	Index (1999=100)	% Change YTD
<b>Country Elevator</b>			
Primary and Process Elevators (Count)	400	39.8	-1.2%
Storage Capacity (000's tonnes)	9,395.8	133.7	-1.8%
<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*	21,439	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 fourth quarter of the 2023-24 crop year.

The average number of cars in service declined throughout the fourth quarter as shipping programs decreased before the close of the crop year. May saw 82% of the fleet in service moving Western Canadian grain, while June's share fell to 72% before settling at 68% in July, utilizing 14,355 cars of the 21,165-car fleet. Overall, the fourth quarter saw a weekly average of 74% of the car fleet being pressed into service, up from the 62% average posted a year earlier. It is normal practice for railways to move their fleet of hopper cars in and out of storage throughout the year as required to service demand or to complete repairs.

## 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 in the fourth quarter of the 2023-24 crop year following one Class 1 site in Saskatchewan being removed from the list in the first quarter. The total number of available producer-car loading locations at the end of July stands at 271.

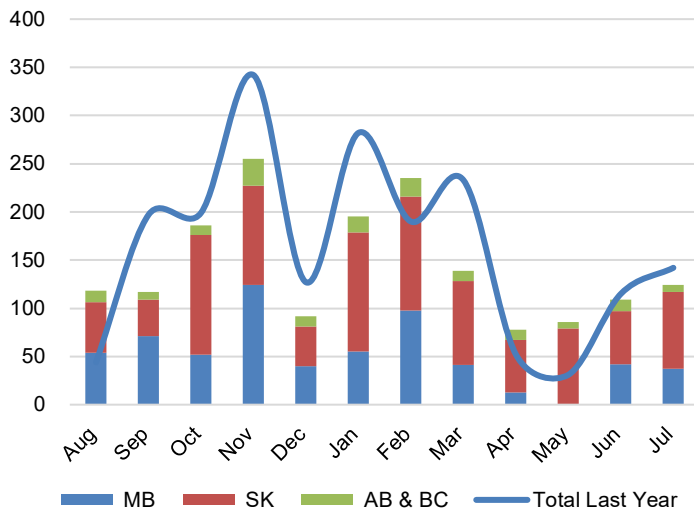
Table M-7 Producer Car Loading Sites	Q4 2023-24	Index (1999=100)	% Change YTD
Class 1 Carriers	141	21.9	-1.0%
Shortline Carriers	130	200.0	0.0%
<b>aAll Carriers</b>	<b>271</b>	<b>38.2</b>	<b>-0.4%</b>

Table M-8 Producer Cars Scheduled	Q4 2023-24	2023-24 YTD	Var. from Last YTD
Manitoba	79	627	27.7%
Saskatchewan	214	955	-23.2%
Alberta & B.C.	26	152	-30.6%
<b>Total</b>	<b>319</b>	<b>1,734</b>	<b>-11.3%</b>

Producer cars scheduled for July 2024 were 12.7% less than in July 2023. Consistent with the month-over-month decrease, the overall crop year to date saw a decline of 11.3% from the previous year. Saskatchewan continues to be the leader in producer car shipments, registering 55.1% of the total. Manitoba followed up with 36.1% of the scheduled cars, while Alberta and British Columbia saw only 8.8% of the total. Once again, the United States is the largest destination for producer cars, accounting for 56% of the total.



## Producer Cars Scheduled by Province

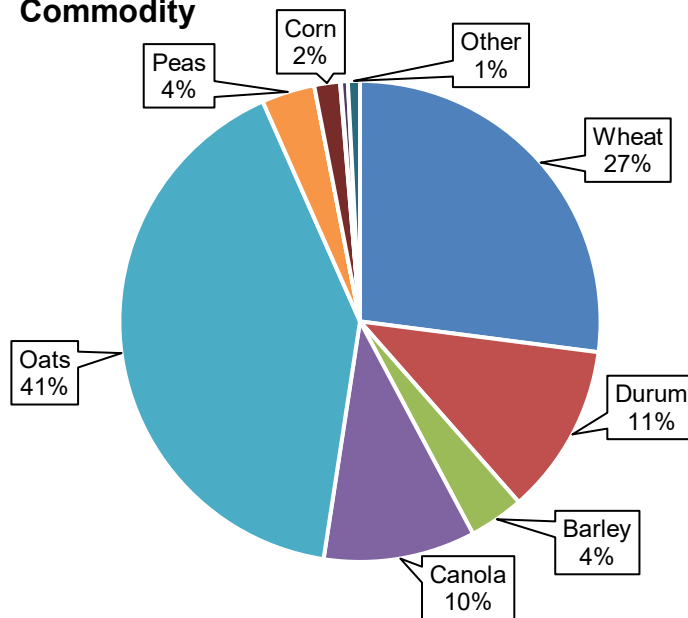


GMP Data Table 6B-2

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 through the 2023-24 crop year saw this trend weakening and ultimately reversing, with oats comprising 41% of the total, edged out by

wheat, durum and barley combined comprising 42%. Canola contributed 10%, while combined peas, corn, chickpeas, buckwheat and other rounded out the final 7% 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.