

GMP Dashboard

| Table M-1 | DEC 2019 | JAN 2020 | 2019-20 YTD | Var. from Last YTD |
|---|----------|----------|-------------|--------------------|
| Western Canadian GHTS Performance (Days) | | | | |
| Total Time in System | 45.7 | 51.6 | 41.3 | -4.4% |
| Average Days In Store – Country | 25.7 | 32.2 | 23.1 | -8.3% |
| Loaded Transit Time | 8.1 | 10.1 | 7.0 | -7.9% |
| Average Days In Store – Terminal | 11.9 | 9.3 | 11.2 | 7.7% |
| Total Traffic ('000 tonnes) | | | | |
| Primary Elevator Shipments | 5,133.7 | 3,338.6 | 24,809.1 | -4.7% |
| Railway Shipments (all Western Canada traffic) | 5,022.1 | 4,269.0 | 27,916.2 | -2.1% |
| Western Port Terminal Shipments | 3,465.2 | 2,286.9 | 18,192.6 | -5.2% |
| Railway Performance | | | | |
| Avg. Loads on Wheels (Cars) | 12,698 | 11,918 | 10,525 | -14.1% |
| Total Western Port Car Cycle (days) | 17.2 | 19.5 | 16.1 | 3.1% |
| Port Performance | | | | |
| Western Port Unloads (Number of Cars) | 38,959 | 22,497 | 197,552 | -7.7% |
| Vessel Time in Port (days) | 11.3 | 19.2 | 10.7 | 5.8% |

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

Railway grain shipments from Western Canada fell sharply in January 2020, to just under 4.3 MMT, down 15.0% from December's 5.0 MMT. The decline largely related to the advent of harsher winter weather and its impact on railway operations. While adverse conditions stalled the completion of harvest prior to the onset of winter, further disruption was experienced in November due to an eight-day strike by CN conductors, train and yard workers. Port shipments for January totaled 2.3 MMT, a 34.0% decrease from December volumes as Thunder Bay shipments were curtailed and an extreme cold snap mid-month caused delays. Year-to-date shipments from ports have declined by 5.2%. Accompanying the slowdown in shipments, is a 19.2-day average in the amount of time vessels spent in port in January, with the first half of the crop-year average measuring 10.7 days.

Highlights for January 2020 and Second Quarter 2019-20 CY

Traffic and Movement (page 2)

- Primary-elevator shipments were 24.8 MMT in the first half of the 2019-20 crop year, 4.7% less than last year.
- Total Western Canadian rail shipments (from all primary/process elevators and producer-car sites) totaled just over 27.9 MMT in the first half of the 2019-20 crop year, 2.1% less than the previous crop year's record of 28.5 MMT. Despite the negative impacts of a strike at CN and the onset of harsher winter weather, larger second-quarter volumes helped offset much of the earlier decline in first-quarter tonnage.
- Crop year-to-date shipments from Western Canadian ports totaled 18.2 MMT, down 5.2% from last crop year.

System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased by 12.2% from last year. The average days-in-store was down 8.3%.
- Average weekly port-terminal stocks decreased 6.6% from the same period last year, while average days-in-store climbed 7.7%.
- Railcar cycle times rose sharply in January, with the preliminary average for Western Canadian movements increasing to 19.5 days from 17.2 days in December. However, the year-to-date average rose by a lesser 3.1%, climbing to 16.1 days from 15.6 days a year earlier.
- The first half average for vessel time in port is 10.7 days, a 5.8% increase from that observed in the previous crop year.
- Port-terminal out-of-car time climbed to 14.3% at Vancouver in January from 7.0% in December, and to 33.7% at Prince Rupert from 14.1%. At Thunder Bay the out-of-car time fell to 5.4% from 5.7% the previous month.

Commercial Relations (page 6)

- Average primary-elevation charges rose 1.0% over the course of the first half of the crop year.
- After initially reducing their single-car freight rates in August 2019, both CN and CP advanced successive increases in September and October. These rates remained largely unchanged through January 2020. By the close of the second quarter CN had effectively lifted the rates on movements to Vancouver, Prince Rupert and Thunder Bay by 4.9%, 6.8% and 6.6% respectively. In comparison, CP's pricing actions raised rates on traffic destined to Vancouver and Thunder Bay by 6.7% and 6.5% respectively.
- Average terminal-elevation charges rose 3.1% during the first half of the crop year.

Infrastructure (page 6)

- Modest changes were recorded in the GHTS's country-elevator network in the second quarter, which rose to 402 from 399. Storage capacity also rose, to a record 8.8 MMT from 8.7 MMT. The most notable change came from the licencing of the new GrainsConnect loop-track facility at Huxley, Alberta. No changes were recorded to either the railway or terminal-elevator networks during the first half of the 2019-20 crop year.

Production and Supply

Statistics Canada's November survey for 2019 crop production in Western Canada stands at 73.5 MMT, a 2.4% increase from the 2018 harvest. This constitutes the second largest crop on record. This production estimate reflects a reduction of 1.7 MMT from the model-based estimate released by Statistics Canada in September, marking the challenging fall weather conditions and inability to complete harvest prior to the arrival of winter.

Coupled with carry-forward stock of 9.4 MMT at the end of July 2019, 9.3% less than in 2018, the overall grain supply is estimated to be 82.8 MMT. Year-end on-farm carry-forward stock was boosted 1.0 MMT in Statistics Canada's February release. The projected supply is 0.9% more than that of the previous year, and registers as the largest on record ensuring heavy demands on the GHTS throughout the coming crop year.

| Table M-2: | 2019 | 2018 | Var. from Last Yr. |
|--|-----------------|-----------------|--------------------|
| Production & Carry Over (000's tonnes) | | | |
| Western Canada Total Production | 73,455.2 | 71,723.6 | 2.4% |
| Western Canada On Farm & Primary Elevator Carry Forward Stock | 9,367.5 | 10,329.6 | -9.3% |
| Total Grain Supply | 82,822.7 | 82,053.2 | 0.9% |

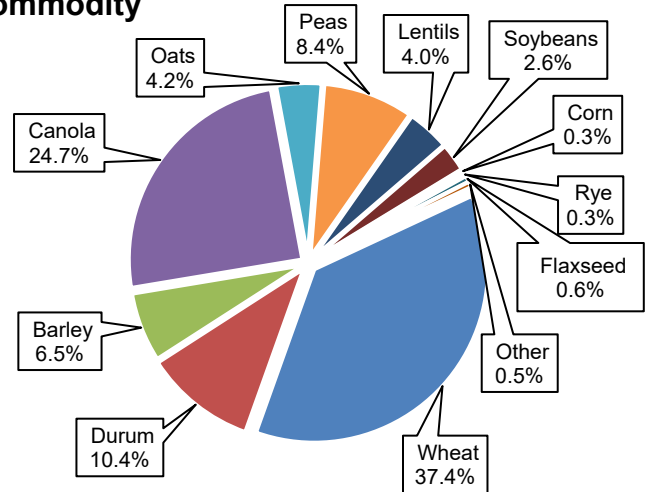
Traffic and Movement

Despite some frigid weather, January deliveries averaged 1.0 MMT per week. Average weekly primary-elevator stock levels built to 3.9 MMT from 3.8 MMT in December, with good space available in facilities prairie wide.

| Table M-3 | JAN 2020 | 2019-20 YTD | Var. from Last YTD |
|--|----------------|-----------------|--------------------|
| Primary Elevator Shipments (000's tonnes) | | | |
| Manitoba | 373.9 | 4,585.7 | -8.2% |
| Saskatchewan | 1,941.5 | 13,387.5 | -5.4% |
| Alberta | 997.8 | 6,610.0 | -0.6% |
| British Columbia | 25.4 | 225.9 | 2.0% |
| Total | 3,338.6 | 24,809.1 | -4.7% |
| Western Canada Railway Traffic (000's tonnes) | | | |
| Shipments to Western Ports | 3,014.1 | 21,842.5 | -3.7% |
| Shipments to Eastern Canada | 480.5 | 1,887.5 | 9.6% |
| Shipments to US & Mexico | 656.9 | 3,672.0 | -2.0% |
| Shipments Western Domestic | 117.5 | 514.2 | 38.1% |
| Total | 4,269.0 | 27,916.2 | -2.1% |
| Western Port Unloads (Number of Cars) | | | |
| Vancouver | 16,296 | 120,037 | -10.0% |
| Prince Rupert | 3,573 | 26,626 | -21.1% |
| Churchill | 0 | 1,434 | n/a |
| Thunder Bay | 2,628 | 49,455 | 5.7% |
| Total | 22,497 | 197,552 | -7.7% |

| Table M-3 | JAN 2019 | 2019-20 YTD | Var. from Last YTD |
|---|----------------|-----------------|--------------------|
| Terminal Elevator Shipments (000's tonnes) | | | |
| Vancouver | 1,800.7 | 11,121.5 | -6.8% |
| Prince Rupert | 338.5 | 2,367.8 | -20.1% |
| Churchill | 0.0 | 137.3 | 410.4% |
| Thunder Bay | 147.7 | 4,566.0 | 7.2% |
| Total | 2,286.9 | 18,192.6 | -5.2% |

Primary Elevator Shipments by Commodity

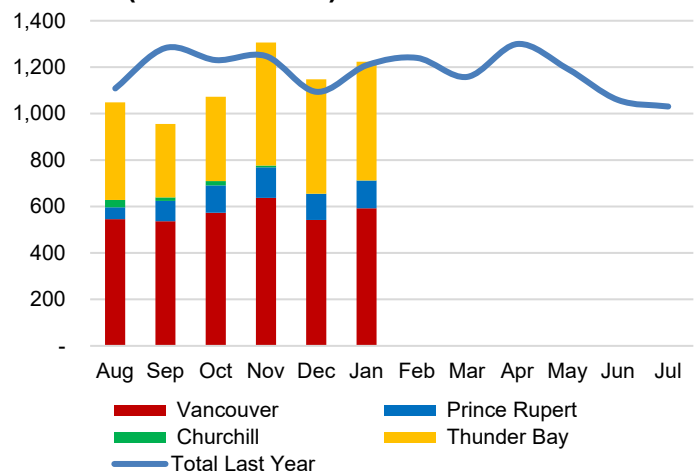


Total YTD = 24.8 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators fell in the first half, registering 4.7% less than the crop-year-to-date total for the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 72.5%. Movement of peas and lentils accounted for 12.4% of the total, up slightly from 12.1% in December.

Average Weekly Terminal Elevator Stocks (000's tonnes)

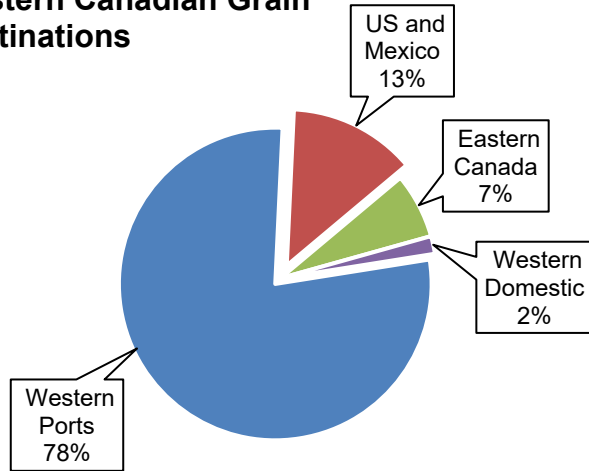


GMP Data Table 2C-1

Bulk shipments out of the western ports fell in the first half of the 2019-20 crop year, registering a 5.2% decrease on a year-over-year basis. Prince Rupert experienced the largest decline at

nearly 20.1%, while Thunder Bay recorded an increase of 7.2% from the previous crop year.

Western Canadian Grain Destinations

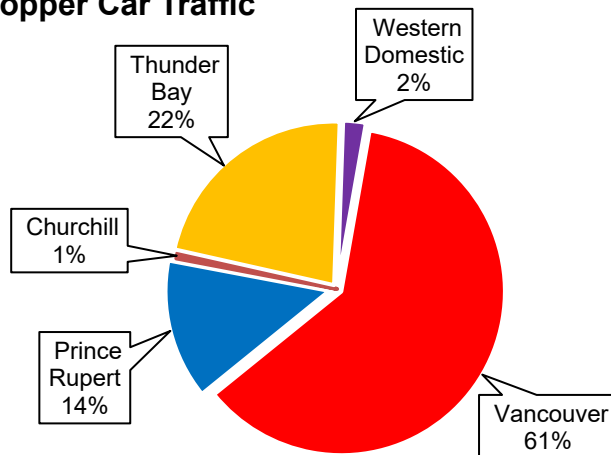


Total YTD = 27.9 MMT

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

Owing to a comparatively slow harvest, railway grain shipments from Western Canada in the first six months of the 2019-20 crop year amounted to 27.9 MMT, some 2.1% less than the record 28.5 MMT handled in the same period a year earlier. The majority, about 21.8 MMT, or 78%, was directed to Western Canadian ports in support of offshore sales; a 3.7% decrease from what had been handled a year earlier. Shipments to the US and Mexico also slipped, falling by 2.0%. Running counter to these declines were shipments to Eastern Canada and Western Domestic destinations, which rose by 9.6% and 38.1% respectively.

Western Canadian Destined Hopper Car Traffic



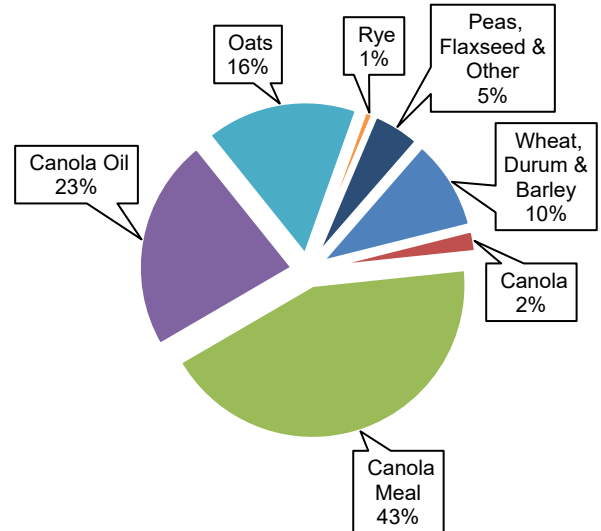
Total YTD - 21.3 MMT

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 first six months of the 2019-20 crop year this amounted to just over 21.3 MMT,

down 3.1% from the same period a year earlier. On the receiving end, 61% 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, favourable logistical economics and year-round operations. Hopper-car shipments to Vancouver decreased by 5.9% during this period. West-Coast shipments through Prince Rupert saw a more substantive decline, with volumes falling by 16.3%. Running counter to these declines were increased shipments to Thunder Bay and Western Domestic destinations, which rose by 10.4% and 47.7% respectively.

US Destined Grain by Commodity

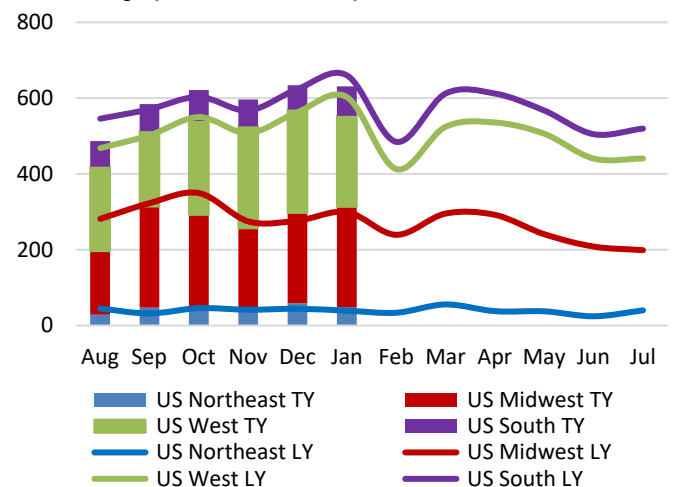


Total YTD - 3.6 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly under 3.6 MMT in the first half of the 2019-20 crop year, a reduction of 0.5% from that handled in the same period a year earlier. About 80% of these shipments are 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

Average primary-elevator stocks grew steadily throughout the first half, climbing from 2.1 MMT in August to 3.9 MMT in January for a first-half average of 3.1 MMT. Overall space in the country system was good. Country stocks utilized 76% of the working capacity of the network. By province, stocks ranged from 62% in Manitoba and 77% in Saskatchewan, to 84% and 85% in Alberta and British Columbia respectively.

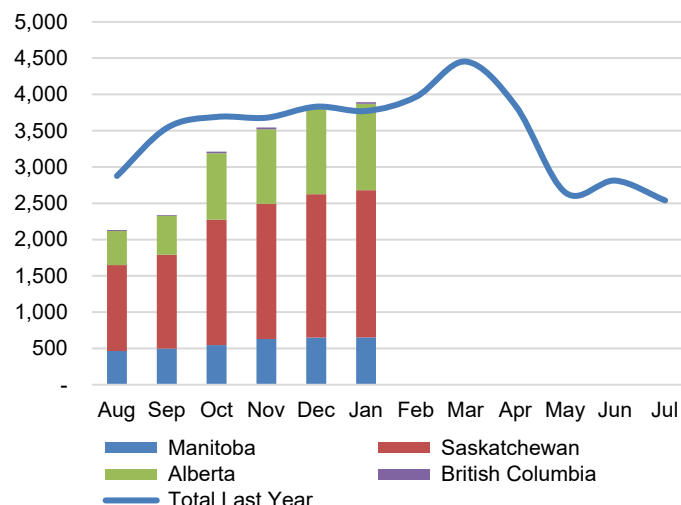
The average days-in-store in the primary-elevator system for the first half of the crop year, decrease from last year, falling 8.3% to 23.1 days.

| Table M-4 | JAN 2020 | 2019-20 YTD | Var. from Last YTD |
|---|----------|-------------|--------------------|
| Primary Elevator | | | |
| Average Weekly Stocks (000's tonnes) | 3,893.2 | 3,131.9 | -12.2% |
| Average Days in Store | 32.2 | 23.1 | -8.3% |
| Railway Operations (days) | | | |
| Cycle Time to Western Ports | 19.5 | 16.1 | 3.1% |
| Cycle Time to Eastern Canada | 20.9 | 21.5 | 3.5% |
| Cycle Time to US | 25.2 | 25.6 | -1.8% |
| Loaded Transit to Western Ports | 10.1 | 7.0 | -7.9% |
| Loaded Transit to Eastern Canada | 8.8 | 9.9 | 0.4% |
| Loaded Transit to US | 11.0 | 9.6 | -11.0% |
| Rail Fleet in Grain Service | 23,392 | 21,454 | -6.1% |
| Western Canada Terminal Elevator | | | |
| Average Weekly Stocks (000's tonnes) | 1,223.5 | 1,122.5 | -6.6% |
| Average Days in Store | 9.3 | 11.2 | 7.7% |
| Port Unloads (hopper cars) | 22,497 | 197,552 | -7.7% |
| Terminal Out-of-Car Time | 15.4% | 9.6% | -15.8% |
| Western Canada Port Operations | | | |
| Average Vessel Time in Port (days) | 19.2 | 10.7 | 5.8% |

Car order and order fulfillment data is not complete from both railways and will not be reported until further notice.



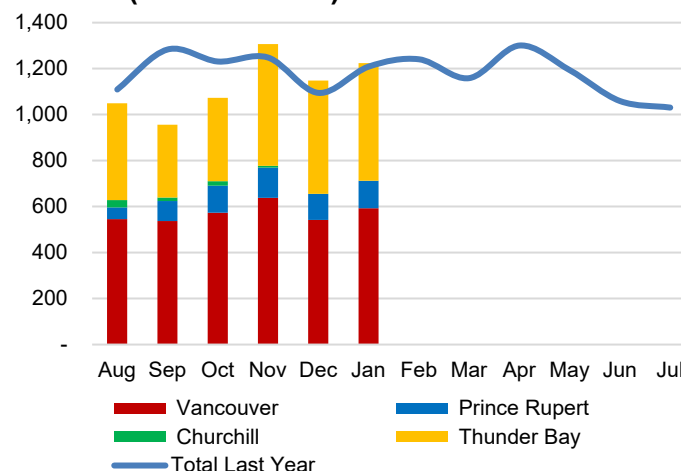
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.5 MMT in store. In August, they pulled back further to average 2.1 MMT before reversing direction and rising to average 3.9 MMT by January. Wheat, including durum, and canola, comprise 74% of the total stock. At 17% of the stock, barley, oats and peas made up much of the balance.

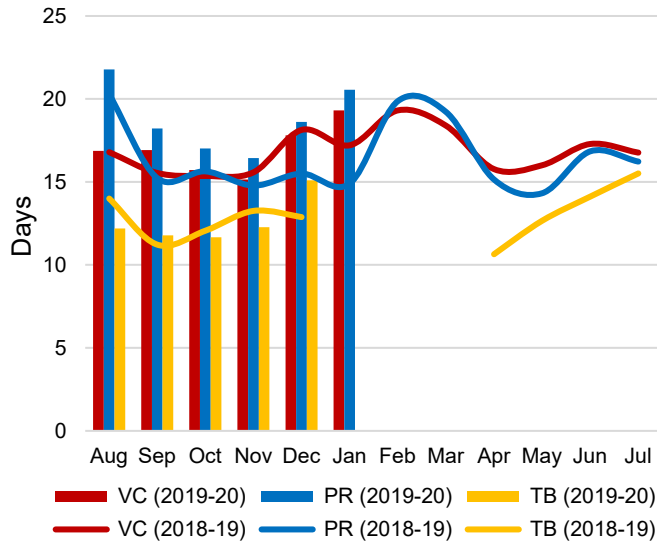
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.1 MMT in the first half of the crop year, 6.6% less than the previous year. January stock levels built at all ports and were 1.2% higher than in the same month in 2019. Wheat, including durum, and canola, comprise over 79% of the total stock. In January, western ports utilized only 69% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

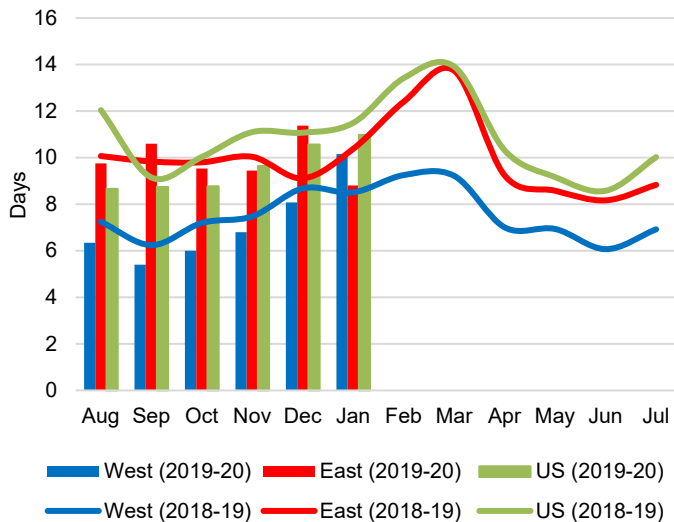


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 16.1 days in the first six months of the 2019-20 crop year, up 3.1% from the 15.6-day average posted in the same period of the previous crop year. This result was primarily shaped by increases in the Vancouver and Prince Rupert corridors, which increased by 2.6% and 15.1% respectively. Movements in the Thunder Bay corridor remained effectively unchanged.

Car cycles to Eastern Canada showed a comparable increase, rising by 3.5%, to an average of 21.5 days from 20.8 days a year earlier. Conversely, the car cycle for movements into the United States fell by 1.8%, to an average of 25.6 days from the 26.1-day average posted in the same period of the previous crop year.

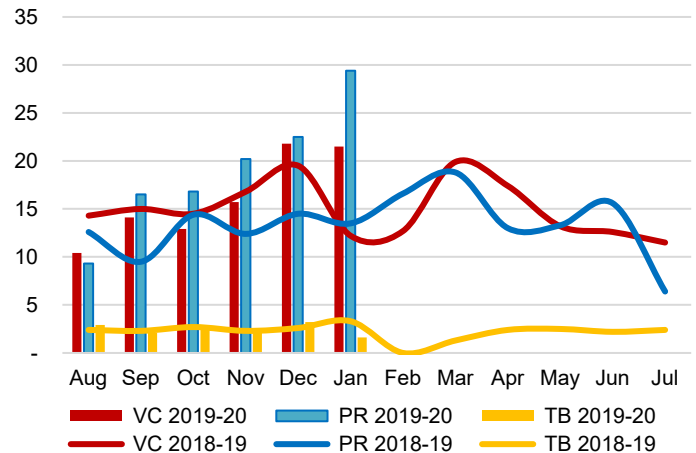
Average Loaded Transit Times (days)



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

The loaded transit time for traffic destined to Western Canadian ports averaged 7.0 days in the first half of the 2019-20 crop year, down 7.9% from the 7.6-day average posted in the same period a year earlier. This resulted chiefly from reductions in the Vancouver and Thunder Bay corridors, which fell by 9.2% and 12.7% respectively. In contrast, the Prince Rupert average rose by 8.7%. The average loaded transit time for movements into Eastern Canada also increased, albeit by a marginal 0.4%, to remain effectively unchanged at 9.9 days. The average for US-destined traffic declined by 11.0%, to 9.6 days from the 10.8-day average posted twelve months earlier.

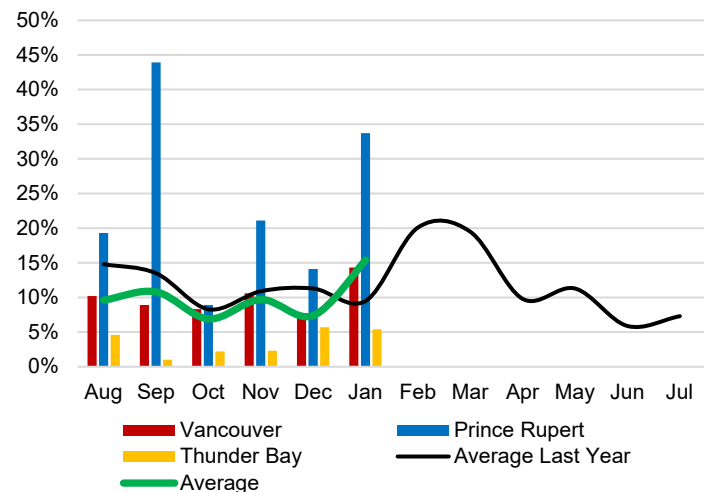
Average Days in Port per Vessel



GMP Data Table 5D-1

In January, the overall average time vessels were in port waiting and loading grain grew to 19.2 days from 11.3 days the month before. The crop-year average stands at 10.7 days, 5.8% higher than that registered in the previous crop year. While Vancouver held consistent on a month-over-month basis, Prince Rupert saw a substantial increase. For the month of January, days in port stood at 21.5 for Vancouver, 29.4 for Prince Rupert and 1.6 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).

The aggregate measure for all ports increased to 15.4% in January from 7.4% in December. Terminal out-of-car time at Vancouver grew to 14.3% in January and to 33.7% at Prince Rupert while falling to 5.4% at Thunder Bay.

Commercial Relations

| Table M-5 Rates: \$CDN per tonne | Q2 2019-20 | Index (1999=100) | % Change YTD |
|--|-----------------------------|-----------------------------------|-------------------------------|
| Avg. Primary Elevation | 16.39 | 136.6 | 1.0% |
| Rail to Vancouver | | | |
| CN | 58.67 | 159.9 | 4.9% |
| CP | 60.71 | 164.4 | 6.7% |
| Rail to Pr. Rupert | | | |
| CN | 58.67 | 141.2 | 6.8% |
| Rail to Thunder Bay | | | |
| CN | 57.44 | 177.9 | 6.6% |
| CP | 51.82 | 172.8 | 6.5% |
| Average Terminal Elevation | 14.83 | 162.6 | 3.1% |

Note: Commercial rates are measured on a quarterly basis, the above table refers to rates at the close of the second quarter of the 2019-20 crop year (as at 31 January 2020). Railway freight rates reflect average published single-car rates, and do not include multi-car incentives (\$8/tonne for 100+ car blocks).

After initially reducing their single-car freight rates in August 2019, both CN and CP advanced successive increases in September and October. CN's August reductions ranged from 3.0% in the Prince Rupert corridor to 5.0% in the Thunder Bay corridor. These were reversed in September with corridor-specific increases that ranged from 4.9% to 7.0%, with an across-the-board follow-up escalation of 5.0% in October. These rates remained largely unchanged through January 2020. By the close of the second quarter CN had effectively lifted the rates on movements to Vancouver, Prince Rupert and Thunder Bay by 4.9%, 6.8% and 6.6% respectively. In comparison, CP followed its initial 5.0% reduction with increases approaching 7.0% in September, and 5.0% in October. As with CN, CP retained these rates unchanged through January 2020. At the end of the second quarter these actions had raised the rates on traffic destined to Vancouver and Thunder Bay by 6.7% and 6.5% respectively.

Commercial Developments

Teamsters strike CN: On 19 November 2019 about 3,200 conductors, train workers and yard workers, represented by the Teamsters Canada Rail Conference (TCRC), went on strike against the Canadian National Railway Company (CN), citing safety concerns, work hours and health benefits as key issues. The strike greatly restricted freight operations across the company's Canadian network until a tentative new collective

agreement between the parties was negotiated, and unionized employees began returning to work on 26 November. The new three-year agreement, which was subsequently ratified by the TCRC membership in late January 2020, was made retroactive to 23 July 2019. However, the strike's economic impact was far-reaching, prompting temporary plant closures and employee layoffs throughout the country. The GHTS was equally impacted, with the flow of grain curtailed just as the demand for rail transportation was reaching its seasonal height, and delays tied to winter operations loomed on the horizon. Even so, CN moved quickly to restore service and make up lost ground.

Competition Bureau challenges P&H acquisition: In the aftermath of Parrish and Heimbecker's (P&H) deal to acquire ten elevators from Louis Dreyfus Commodities (LDC), the Competition Bureau indicated on 19 December 2019 that it would be challenging P&H's procurement of the LDC elevator at Virden, Manitoba. The bureau announced that it had filed an application with the Competition Tribunal seeking an order requiring P&H to sell either the newly acquired Virden facility or its own elevator in Moosomin, Saskatchewan. The regulator claimed that P&H's acquisition of the LDC facility at Virden would effectively eliminate the commercial rivalry that had existed between it and the P&H elevator at Moosomin, to the detriment of grain producers situated along a 180-kilometre stretch of the connecting Trans-Canada Highway. Although P&H indicated that it would be seeking dismissal of the application, by the close of the second quarter the Competition Tribunal had yet to render a decision.

G3 announces plans for two new elevators: On 12 December 2019 G3 announced plans to build two new grain elevators, one to be served by CN at Vermilion, Alberta, and another by CP at Swift Current, Saskatchewan. Both elevators will incorporate the same high-efficiency design features used by the company's other facilities in Western Canada: quick truck discharging amenities; and a loop track capable of loading 150-car unit trains. Construction is expected to begin in early 2020, pending final regulatory approvals, with completion for 2021.

Infrastructure

Apart from the railways' car fleet, GMP measures relating to infrastructure are reported on a quarterly basis. The first half of the 2019-20 crop year produced only modest changes to the GHTS's physical infrastructure.

The country-elevator network grew modestly in the second quarter, to 402 facilities from 399. This gain was the product of various licencing changes, including the issuance of one to GrainsConnect's new loop-track facility at Huxley, Alberta. The network's associated storage capacity also increased, climbing to a record 8.8 MMT from 8.7 MMT.

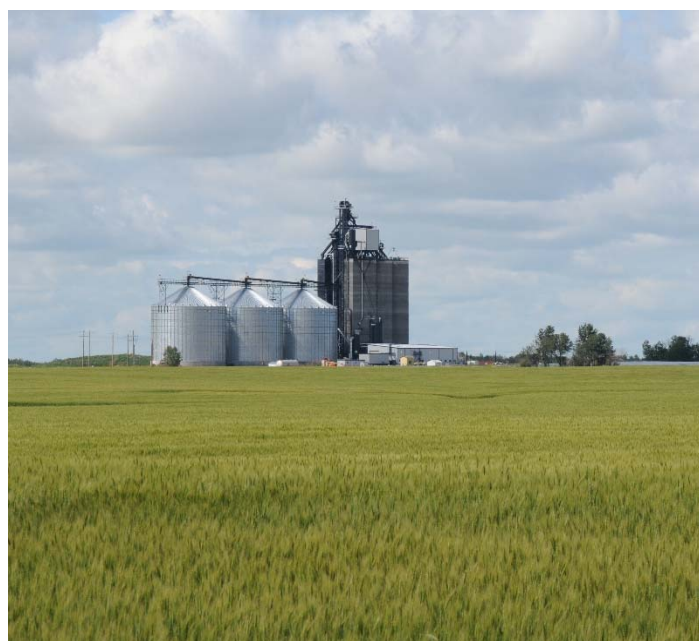
No alterations to the railway network were noted during the first half of the 2019-20 crop year, which remained unchanged at 17,279.9 route-miles, with just under 85% of it operated by CN and CP.

The terminal elevator network also remained unaltered throughout the first half, with 17 facilities having a combined 2.5 MMT in associated storage capacity.

| Table M-6 | Q2 2019-20 | Index (1999=100) | % Change YTD |
|---|------------|------------------|--------------|
| Country Elevator | | | |
| Primary and Process Elevators (Count) | 402 | 40.0 | 0.8% |
| Storage Capacity (000's tonnes) | 8,768.7 | 124.8 | 0.6% |
| Railway | | | |
| Route Miles - Major Carriers | 14,610.3 | 98.5 | 0.0% |
| Route Miles - Shortline Carriers | 2,669.6 | 57.5 | 0.0% |
| Route Miles - Total | 17,279.9 | 88.8 | 0.0% |
| Average Weekly Total Hopper Car Fleet Size* | 26,620 | n/a | 1.8% |
| Terminal Elevator | | | |
| Terminal Facilities (Count) | 17 | 121.4 | 0.0% |
| Storage Capacity (000's tonnes) | 2,542.5 | 99.4 | 0.0% |

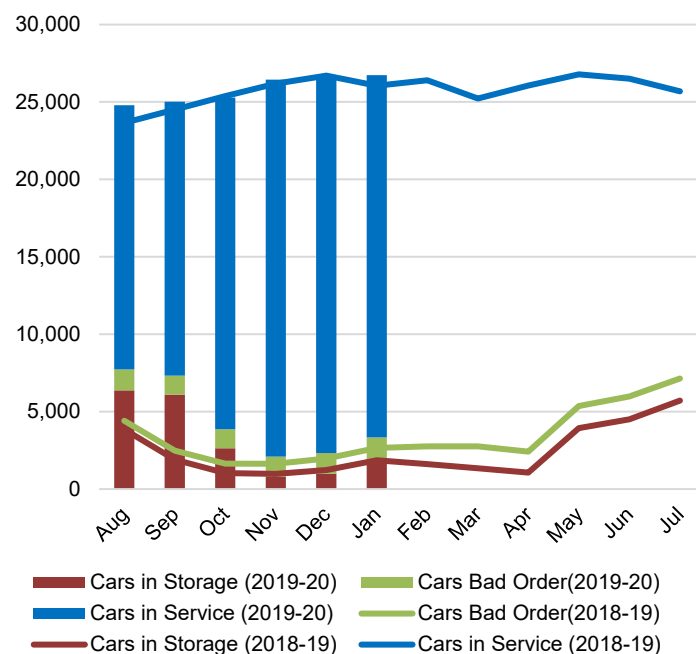
* Hopper Car Fleet Size represents all cars in all statuses for the first half of the 2019-20 crop year.

During times of heavy demand for grain hopper cars, nearly all of the hopper-car fleet is placed in service. It is normal practice for railways to move cars into storage as traffic volumes decrease in the latter months of the crop year. This was the case in the 2018-19 crop year as in July 2019, a weekly average of 18,548 cars, representing 72% of the fleet was in active service. Cars in service fell further in August, to 17,062 before reversing direction and rising to 24,343 by December. January saw a pull-back to 23,392 cars in service. The overall-average car fleet in service during the first half of the 2019-20 crop year was 21,454 cars,



encompassing 83% of the fleet. The balance of the fleet, comprising 17% of the rail cars, was in storage or repair status (bad order), considerably less than 28% in July 2019.

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 first half of the 2019-20 crop year. The total number of available producer-car loading locations at the end of the first half stands at 272.

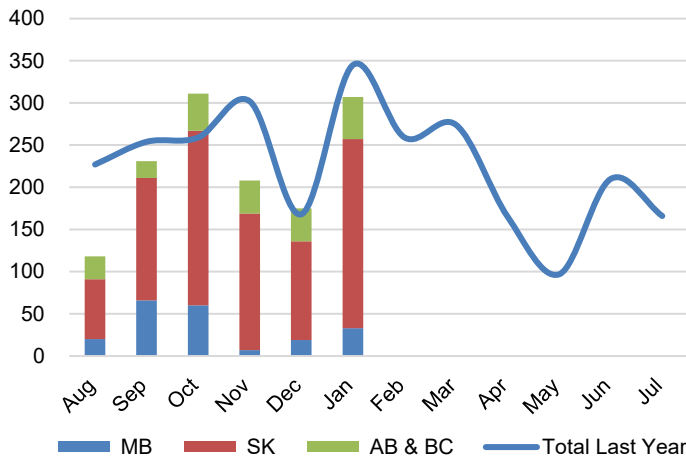
| Table M-7 | Q2 2019-20 | Index (1999=100) | % Change YTD |
|-----------------------------------|------------|------------------|--------------|
| Producer Car Loading Sites | | | |
| Class 1 Carriers | 142 | 22.2 | 0.0% |
| Shortline Carriers | 130 | 200.0 | 0.0% |
| All Carriers | 272 | 38.3 | 0.0% |

| Table M-8 | Q2 2019-20 | 2019-20 YTD | Var. from Last YTD |
|--------------------------------|------------|--------------|--------------------|
| Producer Cars Scheduled | | | |
| Manitoba | 59 | 205 | -1.4% |
| Saskatchewan | 503 | 926 | -16.8% |
| Alberta & B.C. | 128 | 219 | -6.4% |
| Total | 690 | 1,350 | -13.2% |

Producer cars scheduled for January 2020 are 11.0% less than in January 2019 and for the crop year to date are down 13.2% from the previous year. The 2019-20 crop year has seen another reduction in producer-car applications received by the Canadian Grain Commission.



Producer Cars Scheduled by Province

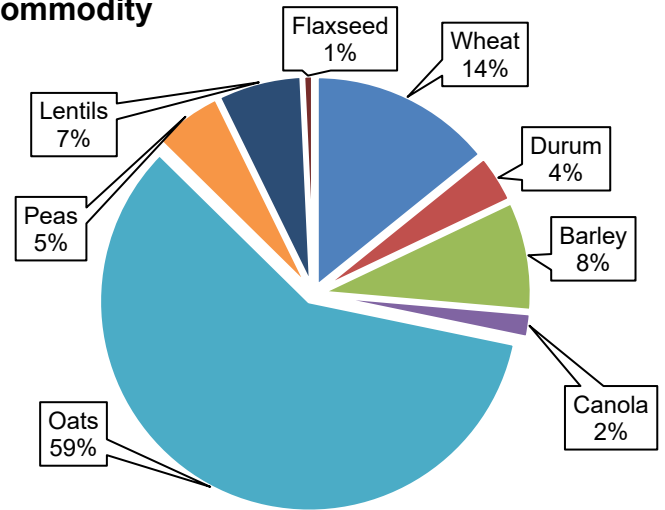


GMP Data Table 6B-2

The proportion of producer-car shipments devoted to oats has continued to grow while a decrease has been registered in the number of cars carrying other cereal crops. Shipments throughout the first half of the 2019-20 crop year continue to reflect this trend,

with oats shipments comprising 59% of the total, while wheat, durum and barley combined comprise only 26%. Special crops such as peas, lentils and chickpeas contributed 12%, while oilseeds rounded out the final 3% 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

Quorum welcomes questions and comments on the reports and data. Please contact us at our address by either phone or email