Grain Monitoring Program Report for: July 2025 / Q4 2024-25 CY

Release Date: August 27, 2025

GMP Dashboard

Table M-1	JUN 2025	JUL 2025	2024-25 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	37.3	42.3	40.7	-2.6%
Average Days In Store – Country	20.7	23.7	23.7	-2.9%
Loaded Transit Time	4.8	4.8	5.9	-5.8%
Average Days In Store – Terminal	11.8	13.8	11.1	0.0%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,753.5	3,275.7	52,082.2	10.3%
Railway Shipments (all Western Canada traffic)	4,491.2	3,627.2	59,020.6	10.0%
Western Port Terminal Shipments	3,509.2	2,851.5	43,480.1	14.1%
Railway Performance				
Avg. Loads on Wheels (Cars)	6,964	5,547	9,271	6.4%
Total Western Port Car Cycle (days)	13.7	13.5	14.2	-7.8%
Port Performance				
Western Port Unloads (Number of Cars)	31,966	29,483	446,638	13.6%
Vessel Time in Port (days)	7.4	4.4	10.5	10.3%

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 19.2% in July 2025, to 3.6 MMT from 4.5 MMT in June. Despite a brief strike-related interruption to railway service earlier in the crop year, a comparatively stronger movement lifted total tonnage for the year by 10.0%, to 59.0 MMT from 53.6 MMT a year earlier. Port shipments for July totaled 2.9 MMT, an 18.7% decrease from June volumes, owing largely to a slowdown at West Coast ports as the crop year came to an end. Total shipments through the 2024-25 crop year were 14.1% larger than last year's annual volume. Month-over-month, the average amount of time vessels spent in port fell by 40.5% to 4.4 days in July 2025 from 7.4 in June, with a decrease realized at all three western ports. The overall crop-year-average vessel time in port measures 10.5 days and is 10.3% higher than the same period last year.

Highlights for July 2025 and Fourth Quarter 2024-25 CY

Traffic and Movement (page 2)

- Primary-elevator shipments of 52.1 MMT during the 2024-25 crop year are 10.3% higher than the previous year's total.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) totaled 59.0 MMT in the 2024-25 crop year, up 10.0% from the previous crop year's 53.6 MMT.
- Bulk shipments from Western Canadian ports ended the 2024-25 crop year at 43.5 MMT, up 14.1% from last year.

System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks increased 9.0% from the same period last year, while average days-in-store fell 2.9%.
- Average weekly port-terminal stocks increased 9.0% from the same period last year, while average days-in-store matched last year's value.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports fell by 1.5% in July, to 13.5 days from 13.7 days in June. The preliminary average for the 2024-25 crop year fell by 7.8%, to 14.2 days from the 15.4 days posted a year earlier. The car cycles tied to movements into Eastern Canada increased by 12.6%, to an average of 24.5 days, while those into the US declined by 2.0%, to an average of 26.4 days.
- The average vessel time in port throughout the 2024-25 crop year was 10.5 days, a 10.3% increase from that observed the previous year.
- Port-terminal out-of-car time fell during Q4 of the 2024-25 crop year to 10.6%, the lowest quarterly value all year. February 2025 marked the high point with 32.1% out-of-car time. The 2024-25 crop-year total of 13.6% out-of-car time was 4.9% improved from the previous crop year's 14.3%.

Commercial Relations (page 6)

- Average primary-elevation charges saw a slight decrease of 1.3% during Q4 of the 2024-25 crop year.
- After raising their single-car freight rates sharply in the first half of the crop year, both CN and CPKC moved to steadily reduce them in the third and fourth quarters. This effectively cut CN's net increases to an average of 6% while CPKC's increases ranged by a wider 2% to 8%.
- Average terminal-elevation charges saw no change in Q4 of the 2024-25 crop year.

Infrastructure (page 6)

- The country-elevator network fell by 1.0% in the 2024-25 crop year, to 396 facilities from 400. Storage capacity fell by a slightly greater 1.6% to just above 9.2 MMT. The retrofitting of two Viterra facilities lifted the count of loop-track-equipped elevators to 53 from 51.
- 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 decreased in Q4 to 20,298 cars from Q3's 21,791. The lowest fleet size for the crop year was seen in July at 19,461 cars. On a year-to-date basis, the average weekly fleet size is 0.8% smaller than last year.

Production and Supply

Statistics Canada's November producer-survey estimate for 2024 field-crop production in Western Canada stands at 72.8 MMT, a 4.9% increase from 2023's 69.4 MMT harvest. While this estimate is, overall, little changed from the August model-based estimate, a June 2025 revision by Statistics Canada increased the canola projection by 1.3 MMT. The 2024 growing season began with extremely dry conditions, however, significant rainfall in late May and June fostered optimism for a bountiful crop.

When coupled with July's 7.5 MMT of carry-forward stocks, also bolstered by a June 2025 revision to add 0.4 MMT to canola stocks, the overall grain supply is estimated at 80.4 MMT. This is 4.0% greater than the 2023-24 crop year's 77.3-MMT level, heralding relatively good supplies to meet domestic and export demands.

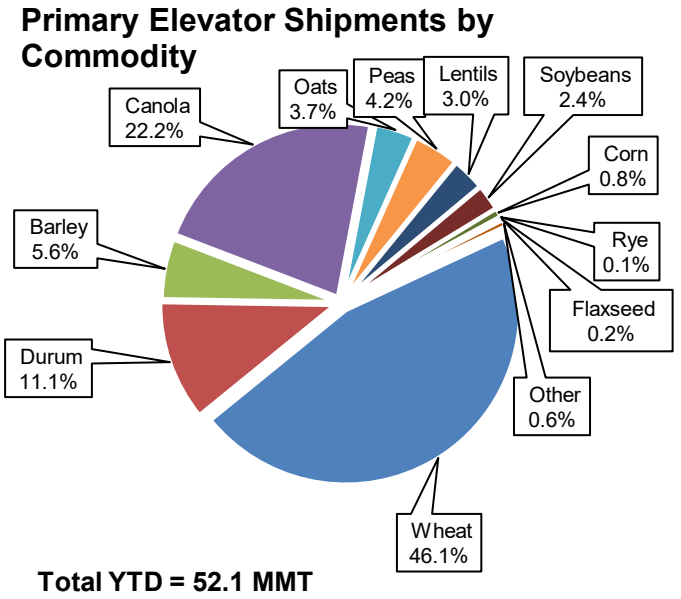
Table M-2	2024	2023	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production	72,838.6	69,435.6	4.9%
Western Canada On-Farm & Primary Elevator Carry Forward Stock	7,523.3	7,855.4	-4.2%
Total Grain Supply	**80,361.9**	**77,291.0**	**4.0%**

Traffic and Movement

At the close of Q4, July deliveries fell to average 0.5 MMT per week. Weekly primary-elevator stocks fell from those in the previous month, averaging 2.6 MMT, with good space available in elevator facilities across the prairies.

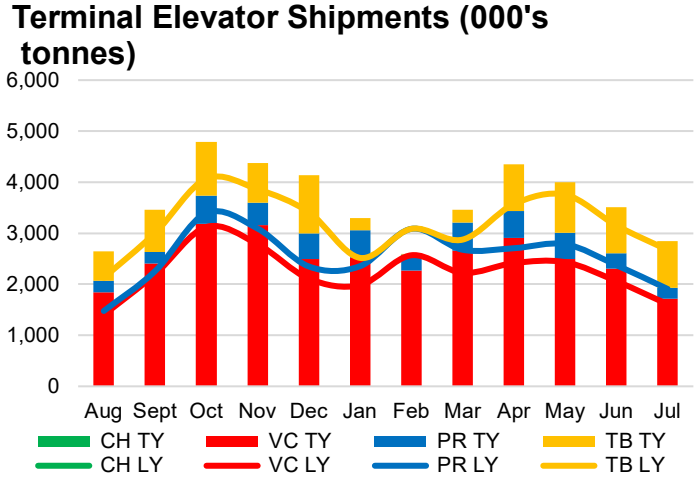
Table M-3	JUL 2025	2024-25 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	718.0	9,204.6	2.3%
Saskatchewan	1,754.9	26,672.7	15.4%
Alberta	784.4	15,947.1	7.6%
British Columbia	18.4	257.8	-3.7%
Total	**3,275.7**	**52,082.2**	**10.3%**
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	2,697.2	46,977.1	11.2%
Shipments to Eastern Canada	146.8	2,553.0	14.1%
Shipments to US & Mexico	637.6	8,347.8	2.7%
Shipments Western Domestic	145.6	1,142.7	9.0%
Total	**3,627.2**	**59,020.6**	**10.0%**
Western Port Unloads (Number of Cars)			
Vancouver	18,650	310,283	11.5%
Prince Rupert	1,846	50,067	37.1%
Churchill	0	0	n/a
Thunder Bay	8,987	86,288	9.8%
Total	**29,483**	**446,638**	**13.6%**

Table M-3	JUL 2025	2024-25 YTD	Var. from Last YTD
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,714.8	29,955.3	11.3%
Prince Rupert	212.7	4,908.7	38.2%
Churchill	0.0	0.0	n/a
Thunder Bay	924.0	8,600.6	12.7%
Total	**2,851.5**	**43,464.6**	**14.1%**



GMP Data Table 2A-1

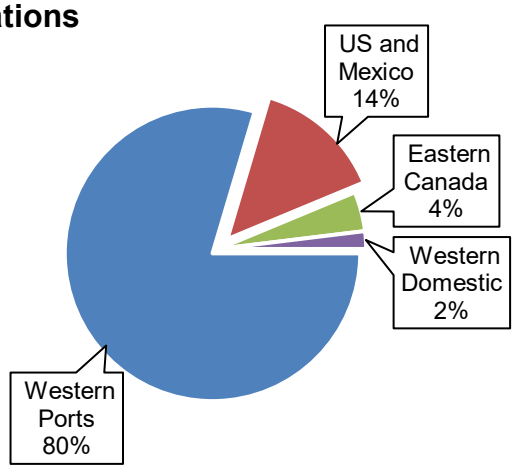
In the 2024-25 crop-year, grain shipments from primary elevators grew, ending 10.3% higher than in the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 79.4%. Movement of peas and lentils contributed 7.2% of the balance.



GMP Data Table 2C-1

Bulk shipments from western ports rose to 43.5 MMT in the 2024-25 crop year, an increase of 14.1% over 2023-24. Year-over-year volume at all western ports saw an increase: Vancouver by 11.3%, Thunder Bay by 12.7%, and Prince Rupert by 38.2%.

Western Canadian Grain Destinations

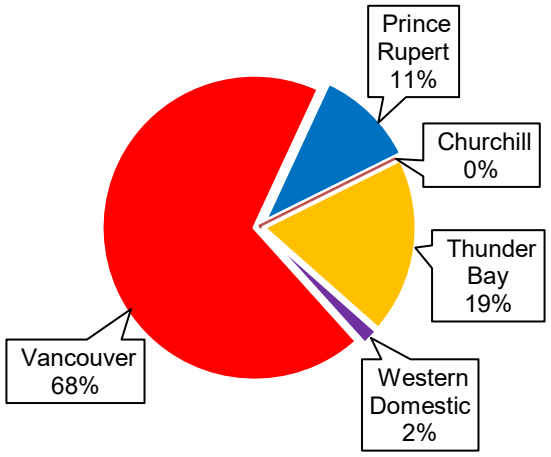


Total YTD = 59.0 MMT

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

Railway grain shipments from Western Canada totaled a little over 59.0 MMT in the 2024-25 crop year, 10.0% more than the 53.6 MMT handled a year earlier. The majority, about 47.0 MMT, or 80%, was directed to Western Canadian ports in support of offshore sales; 11.2% more than what had been handled a year earlier. This was followed by movements into the US and Mexico, which grew by 2.7% to 8.3 MMT. Shipments to Eastern Canada climbed by a slightly greater 14.1%, reaching just under 2.6 MMT, while those to Western Domestic destinations rose by 9.0%, to 1.1 MMT.

Western Canadian Destined Hopper Car Traffic

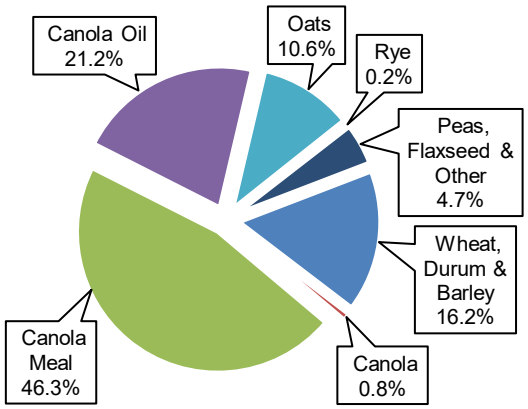


Total YTD = 46.3 MMT

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 2024-25 crop year this amounted to about 46.3 MMT, up 9.9% from the 42.1 MMT handled a year earlier. Sixty-eight 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 27.2% jump in hopper-car shipments to Prince Rupert led the charge, well outpacing the gains made on shipments to Vancouver and Thunder Bay, which rose by 7.5% and 11.8% respectively. Conversely, Western Domestic shipments fell by 3.9%.

US Destined Grain by Commodity

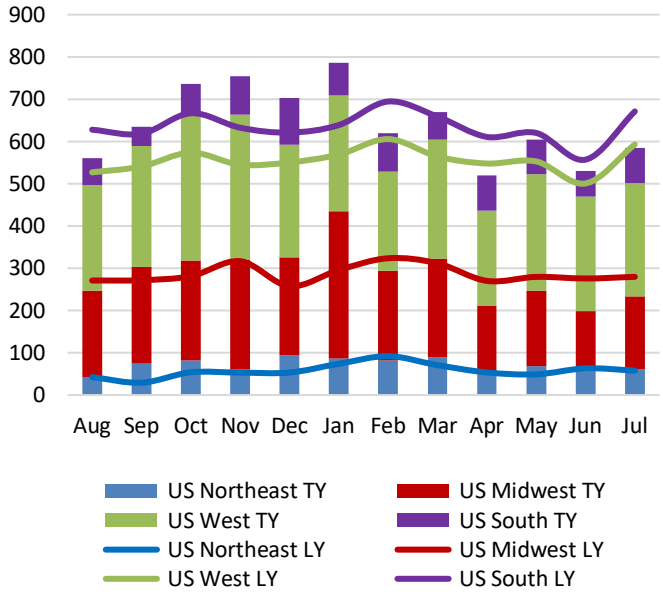


Total YTD = 7.7 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly over 7.7 MMT in the 2024-25 crop year, up 1.1% from that handled a year earlier. Just under 77% 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

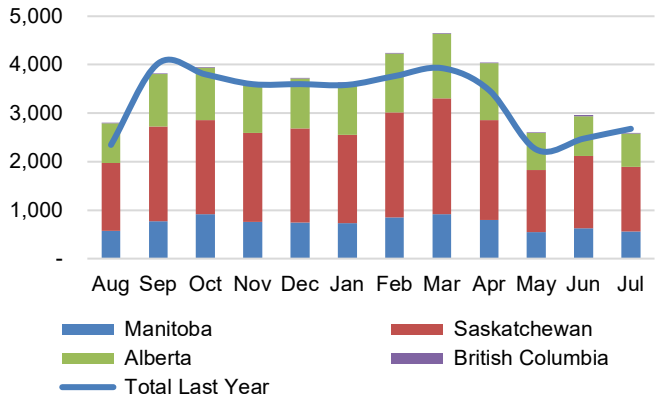
System Efficiency and Performance

Weekly primary-elevator stocks fell to average just under 2.6 MMT in July, the lowest monthly average for the 2024-25 crop year. The overall average for the crop year stood at 3.6 MMT. There was sufficient space in country elevators throughout Q4 as all three months averaged below 3.0 MMT weekly stocks. Country stocks utilized 49% of the working capacity of the network in July. Stocks ranged from 50% in Alberta to 57% in Saskatchewan, 59% in Manitoba, and 82% in British Columbia.

The average days-in-store in the primary-elevator system through 2024-25 fell from last year, down 2.9% to 23.7 days.

Table M-4	JUL 2025	2024-25 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,590.4	3,555.9	9.0%
Average Days in Store	23.7	23.7	-2.9%
Railway Operations (days)			
Cycle Time to Western Ports	13.5	14.2	-7.8%
Cycle Time to Eastern Canada	23.6	24.5	12.6%
Cycle Time to US	25.8	26.4	-2.0%
Loaded Transit to Western Ports	4.8	5.9	-5.8%
Loaded Transit to Eastern Canada	11.3	10.7	6.0%
Loaded Transit to US	10.5	10.7	3.5%
Rail Fleet in Grain Service	12,344	18,941	7.3%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,246.7	1,288.8	9.0%
Average Days in Store	13.8	11.1	0.0%
Port Unloads (hopper cars)	29,483	446,638	13.6%
Terminal Out-of-Car Time	6.7%	13.6%	-4.9%
Western Canada Port Operations			
Average Vessel Time in Port (days)	4.4	10.5	10.3%

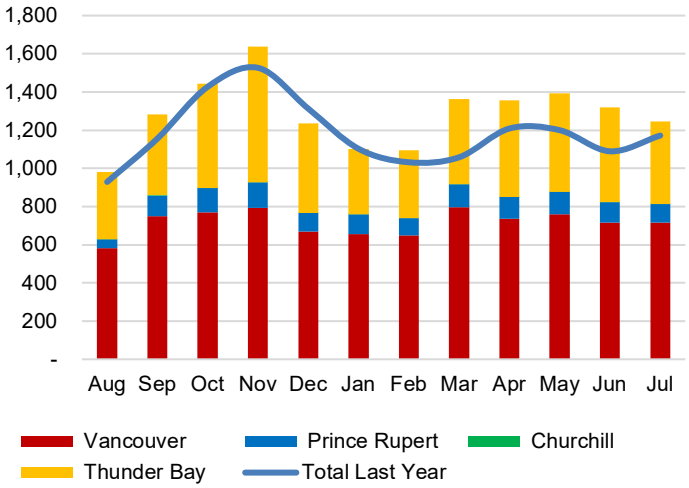
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.7 MMT in-store. The current crop year began at 2.8 MMT in August and increased to nearly 4.0 MMT in October before retreating to 3.6 MMT by January. March's 4.7 MMT stock level was the highest while July's 2.6 MMT was lowest for the 2024-25 crop year. Wheat, including durum, and canola, comprise 67% of July's total stock. At 17% of the stock, barley, oats and peas made up much of the balance.

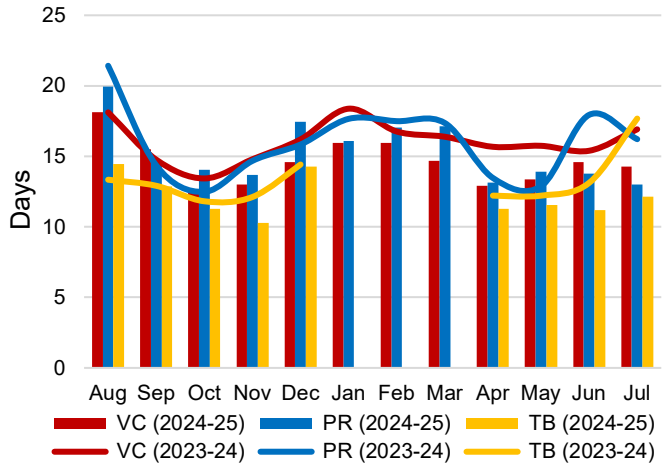
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal-elevator stocks averaged 1.2 MMT in July, down 5.5% from June. Month-over-month stocks were down only slightly at both west coast ports, by 0.4% at Vancouver and 6.1% at Prince Rupert, but fell a more substantial 12.7% at Thunder Bay. Wheat, including durum, and canola, comprise 82% of the total stock. In July, western ports utilized 65% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

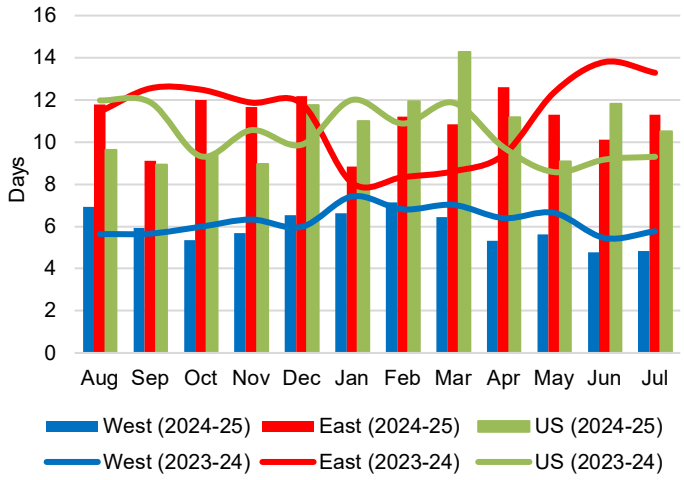


GMP Data Table 5B-1

The preliminary railway car cycle to Western Canadian ports averaged 14.2 days in the 2024-25 crop year, down 7.8% from the 15.4-day average posted a year earlier. This result was largely driven by an 8.9% decline in the Vancouver corridor average but supported by reductions of 3.1% and 6.4% in the Prince Rupert and Thunder Bay corridors respectively.

The average car cycle on movements into Eastern Canada rose by 12.6%, to 24.5 days from 21.8 days a year earlier, while the car cycle on movements into the United States fell by 2.0%, to an average of 26.4 days from 26.9 days the previous crop year.

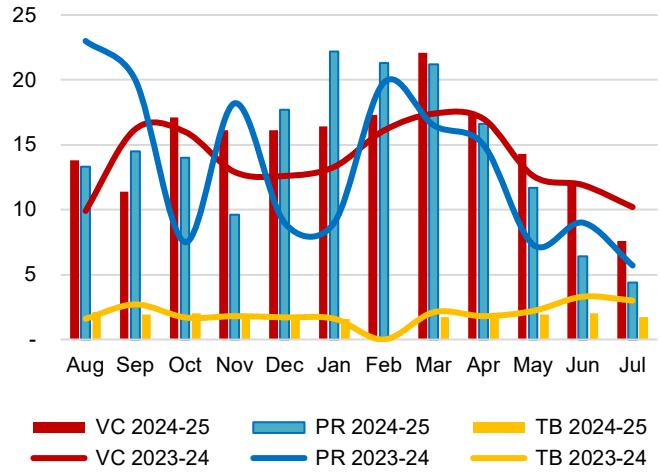
Average Loaded Transit Times (days)



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

The loaded transit time for traffic destined to Western Canadian ports averaged 5.9 days in the 2024-25 crop year, down 5.8% from the 6.2-day average posted a year earlier. This was largely the product of decreases in the Vancouver and Thunder Bay averages, which fell by 7.6% and 4.4% respectively, while the Prince Rupert average rose by 7.3%. A 6.0% increase was observed on movements into Eastern Canada, with the average loaded transit time rising to 10.7 days from 10.1 days twelve months earlier. The average on movements into the United States increased by 3.5%, rising to 10.7 days from 10.4 days.

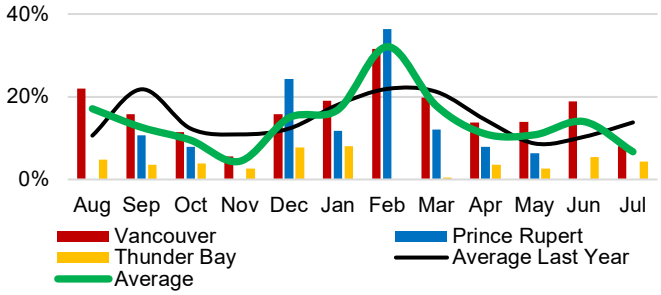
Average Days in Port per Vessel



GMP Data Table 5D-1

In July, the overall average time vessels were in port waiting and loading grain fell to 4.4 days from 7.4 days the month before. The crop-year average stands at 10.5 days, 10.3% more than that seen in the previous crop year. All ports registered month-over-month decreases. For July, time in port stood at 7.6 days for Vancouver, 4.4 days for Prince Rupert, and 1.7 days for Thunder Bay. The typical charter party agreement for the west coast will allow 10 to 12 days before demurrage starts being charged.

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 fell to 6.7%, from June's 14.0%. Terminal out-of-car time fell to 18.9% at Vancouver, to 0.0% at Prince Rupert, and to 5.4% at Thunder Bay.

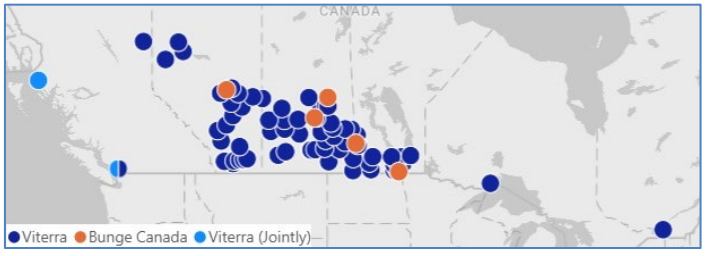
Commercial Relations

Table M-5 Rates: $CDN per tonne	Q4 2024-25	Index (1999=100)	% Change YTD
Avg. Primary Elevation	16.53	137.7	-1.3%
Rail to Vancouver			
CN	66.93	182.3	6.5%
CPKC	70.95	193.0	8.0%
Rail to Pr. Rupert			
CN	64.72	155.7	6.7%
Rail to Thunder Bay			
CN	55.74	172.4	4.7%
CPKC	53.97	179.3	2.3%
Avg. Terminal Elevation	16.78	184.0	0.0%

Note: *Commercial rates are measured on a quarterly basis, the above table refers to rates at the close of the fourth quarter of the 2024-25 crop year (as at 31 July 2025). 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 2024-25 crop year. By the end of the first quarter CN had escalated its rates by a factor of roughly 35%. These rates remained effectively unaltered through the second quarter before then being progressively reduced in each of the ensuing four months. By the close of the crop year, these pricing actions had effectively lifted CN's rates by anywhere from 5% to 7%. CPKC followed a similar course, although it initially lowered its rates before then applying increases in September and October. Following a more selective increase on westbound rates in November 2024, CPKC's rates held fast through the second quarter. This was followed by varied reductions in February, April, and May. With the close of July 2025 these pricing actions had produced net increases reaching up to 8% in CPKC's Vancouver rates, and 2% in its Thunder Bay rates.

Commercial Developments



Geographic expanse of the Bunge-Viterra merger within Canada.

Viterra-Bunge merger closed: On 2 July 2025 international agribusiness Bunge Global announced that it had officially closed a planned merger with Glencore-backed Viterra Limited, two years after unveiling the intended US$34 billion transaction. Bunge and Viterra had announced their intention to merge the companies in June 2023, subject to all regulatory approvals. The last of these hurdles was cleared in mid-June when China formally gave its consent to the deal. The merger, which creates a grain giant on par with Cargill and Archer Daniels Midland, had raised concerns about the possible effects of further market consolidation amongst grain handlers at large. The proposed transaction would combine two of the most significant grain companies operating in Canada, with Bunge owning the most oilseed crushing facilities (five) and Viterra the most grain elevators (65). In part, this led Canada's Competition Bureau to find that the merger was likely to result in substantial anti-competitive effects, and a significant loss of rivalry between the two companies. It also determined that the transaction was likely to harm competition in markets for grain purchasing in Western Canada, as well as for the sale of canola oil in Eastern Canada. Bunge and Viterra both disputed these claims, arguing that the merged entity, which will continue under the Bunge brand, would be better positioned to connect the world's largest grain producing and consuming regions. Canada had approved the merger in mid-January, imposing conditions that required Bunge to divest itself of six Viterra grain elevators located in Western Canada, invest at least C$520 million in Canada within the next five years, and respect strict controls over the exercising of Bunge's minority stake in G3 Global Holdings.

P&H acquires eastern terminal: On 1 May 2025 Parrish & Heimbecker Limited (P&H) announced that it had acquired a deep-water marine export terminal located at the Port of Quebec, which had been operated by Sollio Agriculture since 2021. The acquisition was promoted as a significant step forward in P&H's ongoing efforts to strengthen its grain handling and transportation network. Along with the purchase came a new partnership with QSL International Ltd., which is aimed at supporting the terminal's integration within P&H's national supply chain.

Bartlett Grain acquires Ceres Global Ag: Following approval by shareholders on 30 June 2025, Bartlett Grain Company announced that it had completed the acquisition of Ceres Global Ag Corp., a Minnesota-based company with agricultural, energy and industrial interests in both the US and Canada. Among these are two high-throughput elevators situated in Saskatchewan, including the 74,000-tonne loop-track facility located at Northgate, which opened in 2016. Ceres also owns Manitoba-based Delmar Commodities, which operates facilities in Gladstone, Roland, and Somerset. Bartlett Grain joined the Utah-based Savage family of companies in 2018, a diverse agribusiness focused on the acquisition, storage, transportation, processing and merchandising of grain, with nearly 200 locations across the US, Canada, Mexico and Saudi Arabia.

Churchill eyes bold new future: Backed by recent federal and provincial funding initiatives, the Port of Churchill, is seizing the moment to promote itself as vital trade and transportation corridor through Canada's North. Owned by Arctic Gateway Group, a coalition of 29 First Nations and 12 northern Manitoba communities, the port and rail line have seen major upgrades. Key improvements include the rebuilding of damaged rail segments, and the construction of new storage facilities for critical minerals. Citing the growing notice being given to it by various mining, agriculture, and energy interests, Churchill is positioning itself as a vital Arctic gateway for enhancing trade between the Prairies and international markets.

Infrastructure

Apart from the railways' car fleet, GMP measures relating to infrastructure are reported on a quarterly basis. The 2024-25 crop year saw several modest, although noteworthy, changes in the GHTS's physical infrastructure.

The delicencing of several facilities reduced the total number of country elevators by 1.0%, to 396 from 400, and storage capacity by 1.6%, to slightly above 9.2 MMT. Among the more notable of these were the closure of facilities operated by North West Terminal Ltd., Purely Canada Foods Corp., Scoular Canada Ltd., and Linear Grain Inc. At the same time, two Viterra facilities were retrofitted for loop-track operations.

There were no changes recorded against the railway network in the 2024-25 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 during the 2024-25 crop year. The network remains comprised of 17 facilities with 2.8 MMT of storage capacity.

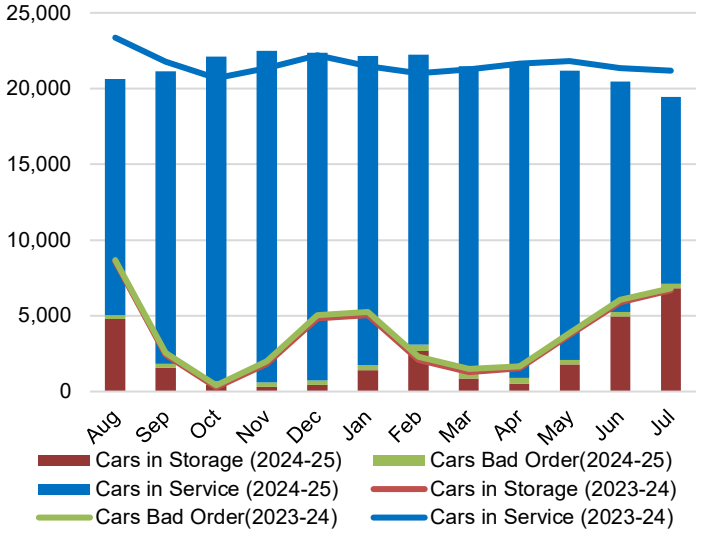
Table M-6	Q4 2024-25	Index (1999=100)	% Change YTD
Country Elevator			
Primary and Process Elevators (Count)	396	39.4	-1.0%
Storage Capacity (000's tonnes)	9,233.0	131.4	-1.6%
Railway			
Route Miles - Major Carriers	14,596.1	98.4	0.0%
Route Miles - Shortline Carriers	2,669.6	57.5	0.0%
Route Miles - Total	17,265.7	88.7	0.0%
Average Weekly Total Hopper Car Fleet Size*	20,298	n/a	-0.8%
Terminal Elevator			
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 2024-25 crop year.*

The average number of cars in service decreased throughout the fourth quarter as volumes decreased in the latter part of the crop year. Q4 began with 90% of the fleet in service of moving Western Canadian grain in May, then slid to 74% in June, and a further drop to only 63% in July. It is normal practice for railways to move cars into storage as traffic volumes decrease in the latter months of the crop year.

Overall, the 2024-25 crop year had an average of 18,941 cars in service every week, an increase of 7.3% over 2023-24. However, the total fleet average of 21,447 cars was down slightly from the prior crop year's 21,628 cars in all statuses.

Railway Grain Fleet Size and Utilization



GMP Data Table 3B-2

Producer Cars

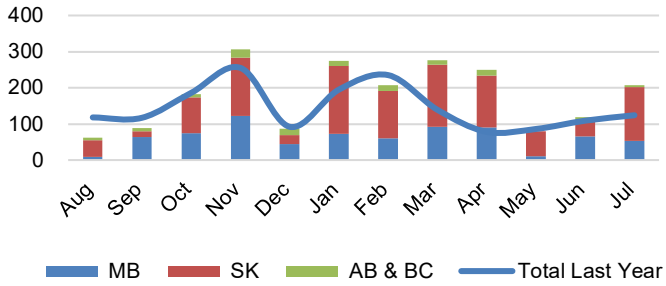
No change was registered in the number of producer-car loading sites during the 2024-25 crop. The total number of available producer-car loading locations remains at 275.

Table M-7 Producer Car Loading Sites	Q4 2024-25	Index (1999=100)	% Change YTD
Class 1 Carriers	142	22.0	0.0%
Shortline Carriers	133	204.6	0.0%
All Carriers	**275**	**38.7**	**0.0%**

Table M-8 Producer Cars Scheduled	Q4 2024-25	2024-25 YTD	Var. from Last YTD
Manitoba	129	756	20.6%
Saskatchewan	264	1,245	30.4%
Alberta & B.C.	12	137	-9.9%
Total	**405**	**2,138**	**23.3%**

Producer cars scheduled for July 2025 were 67.7% more than in June 2025. The 2024-25 crop year saw an increase of 23.3% in number of producer car's scheduled from the previous year. Saskatchewan continues to be the leader in producer-car shipments, registering 58.2% of the total. Manitoba followed up with 35.4% of the scheduled cars, while Alberta and British Columbia saw only 6.4% of the total. Once again, the United States is the largest destination for producer cars, accounting for 58.0% of the total.

Producer Cars Scheduled by Province

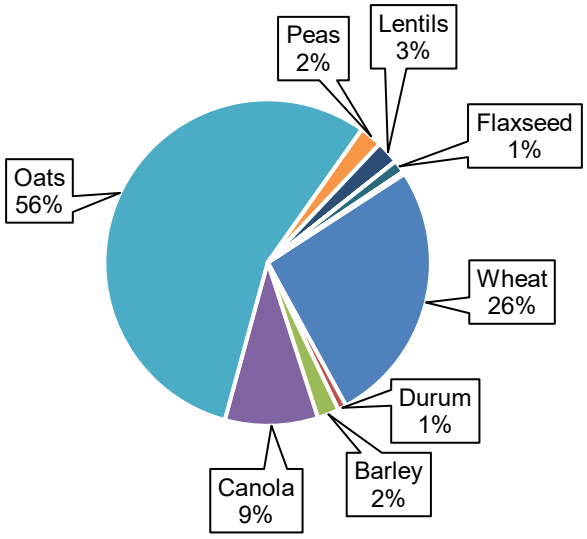


GMP Data Table 6B-2

Total producer car shipments through the 2024-25 crop year saw oats lead the way with 56% of all cars scheduled. Wheat had 26% and canola a further 9% of the total. Together, these three commodities account for 91% of all producer cars scheduled, with the balance comprised largely of lentils, peas, and barley.

These proportions reflect a larger share of oat cars relative to the 2023-24 crop year, which had only 41% dedicated to that commodity. Durum saw the largest decrease in share, from 11% in 2023-24 to only 1% of scheduled cars this year. All other grains saw their proportion of producer cars vary little between years.

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.