

GMP Dashboard

Table M-1	MAY 2017	2016-17 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)			
Total Time in System	39.2	40.5	-2.9%
Average Days In Store – Country	21.5	24.7	-5.7%
Loaded Transit Time	5.3	5.3	7.8%
Average Days In Store – Terminal	12.4	10.5	-0.9%
Total Traffic ('000 tonnes)			
Primary Elevator Shipments	4,044.3	39,282.7	8.1%
Railway Shipments (all Western Canada traffic)	3,952.7	43,081.2	3.6%
Western Port Terminal Shipments	3,391.9	31,072.4	2.0%
Railway Performance			
Avg. Loads on Wheels (Cars)	8,602	10,566	5.5%
Total Western Port Car Cycle (days)	14.0	13.7	4.0%
Port Performance			
Western Port Unloads (Number of Cars)			
Vancouver	23,699	213,692	7.0%
Prince Rupert	6,440	57,571	-3.7%
Churchill	0	0	-100.0%
Thunder Bay	8,310	70,879	8.4%
Total	38,449	342,142	4.8%
Vessel Time in Port (days)	7.3	10.5	28.0%

- Order fulfillment measures have been removed from this table as comparative data is unavailable now.
 - YTD refers to the crop year to date (extending from August 1 through July 31).

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

The 2016 harvest was particularly challenging due to persistent cool, wet conditions in Western Canada. As winter set in, estimates of unharvested acreage across the prairie range as high as 2.5 million acres, which would largely await until spring for harvest to continue. Total Western Canadian rail shipments in the first ten months rose by 3.6%, due largely to comparatively stronger April and May volumes. Western port shipments for May totaled 3.4 MMT, a 5.4% decrease from April volumes, reflecting a continuation of solid shipping programs on the St. Lawrence Seaway as well as at the West Coast. This was 17.0% greater than the amount shipped in May of last year. Accompanying the increase in shipments, is a 7.3-day average in the amount of time vessels spent in port in May, down from April's 11.5-day average.

At the end of May seeding was progressing relatively well across the prairies. Seeding was 90% complete in Manitoba compared to the five-year average of 87%, 81% complete in Saskatchewan in line with the five-year average, but only 79% complete in Alberta compared to a five-year average of 97% completion. Cool, wet conditions, especially in the northern regions of Alberta, hampered the harvesting of the outstanding 2016 crop and spring seeding.

Highlights for May 2017

Traffic and Movement (page 2)

- Primary-elevator shipments were 39.3 MMT in the first ten months of the 2016-17 crop year, 8.1% more than last year.
- Total rail shipments (including primary/process elevators & producer cars) to all destinations from Western Canada reached 43.1 MMT, up 3.6% from that handled in the same ten-month period a year earlier.
- Crop year-to-date shipments from Western Canadian ports totaled 31.1 MMT, up 2.0% from the same period last year.

System Efficiency and Performance (page 4)

- Average weekly stocks in the country increased by 0.3% from the same period last year. The average days-in-store was down 5.7%.
- Average weekly port-terminal stocks decreased 4.7% from the same period last year, while average days-in-store fell 0.9%.
- Railcar cycle times through May averaged 13.7 days to western ports; 20.6 days to eastern Canada; and 24.1 days to the US.
- The year-to-date average for vessel time in port is 10.5 days, a 28.0% increase from that observed in the previous crop year.
- Port-terminal out-of-car time fell from 7.8% in April to 6.9% in May at Vancouver, from 1.5% to 0.3% at Prince Rupert and from 9.7% to 7.8% at Thunder Bay.

Commercial Relations (page 6)

- Average primary-elevation charges rose 1.1% in the first ten months of the crop year.
- CN's single-car freight rates remained unchanged in May 2017, extending the reductions it posted a month earlier. In contrast, CP instituted a second consecutive round of month-over-month cuts, amounting to about 2.8% and 6.0% in the Vancouver and Thunder Bay corridors respectively. Through to April 2017 earlier pricing adjustments had already produced net changes that ranged from cuts of 1.6% to increases of 4.7% depending on the carrier and destination corridor involved.
- Average terminal-elevation charges rose 0.4% in the first ten months of the crop year.

Infrastructure (page 6)

- The GHTS's country-elevator network saw a net increase of eight facilities in the first ten months of the crop year, rising to 391 from 383, due largely to the licensing of several previously unlicensed facilities in Saskatchewan. This, along with other expansion efforts lifted the system's overall licensed storage capacity to almost 8.2 MMT from 7.8 MMT at the beginning of this crop year.
- The relicensing of the MobilEx Terminal in Thunder Bay saw the number of terminal elevators increase to 16 from 15. This, coupled with the 81,700-tonne expansion of the Richardson International terminal in Vancouver, resulted in the GHTS's total terminal storage capacity increasing by 3.8%, to almost 2.5 MMT from the 2.4 MMT in place at the end of the 2015-16 crop year.

Production and Supply

The estimate from Statistics Canada's November survey for 2016 crop production in Western Canada stands at 71.3 MMT, a 10.2% increase over that harvested in 2015 and the second largest crop in Western Canadian history. Notwithstanding the difficult harvest conditions in 2016, the November production estimate was increased 3.7 MMT from the July survey estimate.

Coupled with carry-forward stock of 7.4 MMT, 18.9% less than in 2015, the overall western grain supply is projected to be 78.8 MMT, 6.6% greater than that of the previous year.

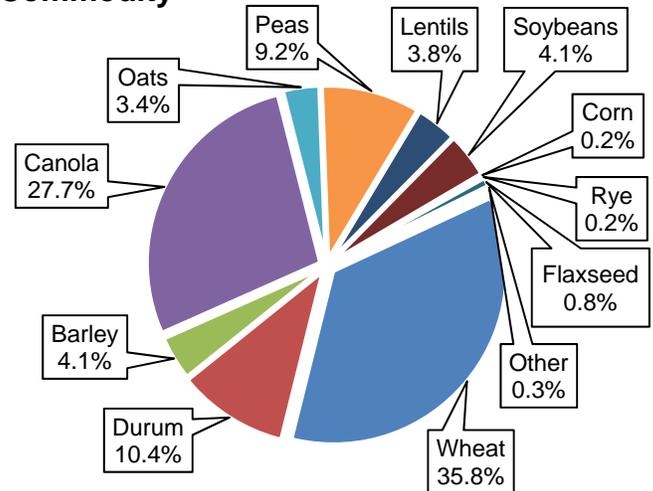
Production & Carry Over (000's tonnes) Table M-2	2016	2015	Var. from Last Year
Western Canada Total Production - Preliminary	71,336.8	64,738.6	10.2%
Western Canada On Farm & Primary Elevator Carry Forward Stock	7,428.9	9,162.6	-18.9%
Total Grain Supply	78,765.7	73,901.2	6.6%

Traffic and Movement

With spring seeding underway, producer deliveries fell during May, averaging below 0.7 MMT per week for the month. Average weekly primary elevator stock levels declined to 2.5 MMT, while continuing to provide adequate supply for the shipping program.

Table M-3	MAY 2017	2016-17 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	672.1	6,625.1	7.1%
Saskatchewan	1,884.0	19,465.1	8.4%
Alberta	1,461.1	12,877.0	8.9%
British Columbia	26.6	315.5	-16.6%
Total	4,044.3	39,282.7	8.1%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,176.6	33,692.5	3.1%
Shipments to Eastern Canada	146.2	2,891.5	14.3%
Shipments to US & Mexico	574.1	5,994.6	1.1%
Shipments Western Domestic	55.8	502.6	7.8%
Total	3,952.7	43,081.2	3.6%
Western Port Unloads (Number of Cars)			
Vancouver	23,699	213,692	7.0%
Prince Rupert	6,440	57,571	-3.7%
Thunder Bay	8,310	70,879	8.4%
Total	38,449	342,142	4.8%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,000.0	19,595.7	5.4%
Prince Rupert	482.2	4,989.3	-9.3%
Churchill	0	0	-100.0%
Thunder Bay	909.7	6,487.4	4.9%
Total	3,391.9	31,072.4	2.0%

Primary Elevator Shipments by Commodity

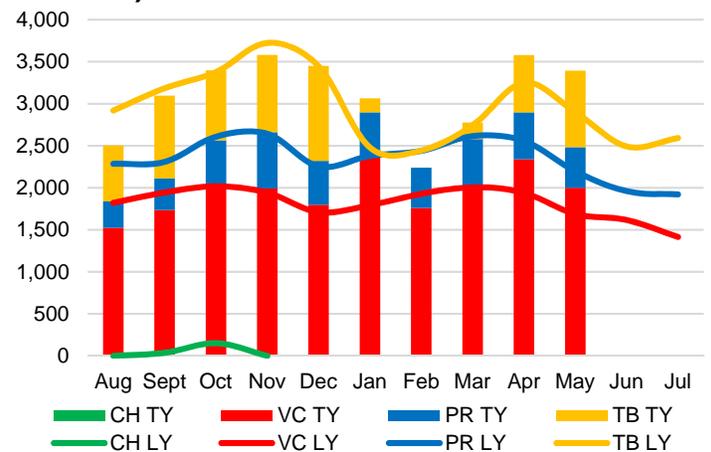


Total YTD = 39.3 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators remained steady in May reaching a level 8.1% higher than the previous crop year to date. Despite some quality challenges, shipments have held up very well. At this point last crop year, wheat and durum comprised 52% of the shipments, while making up only 46% this year. Conversely, canola and peas make up 37% of this year's shipments as opposed to just 33% last year.

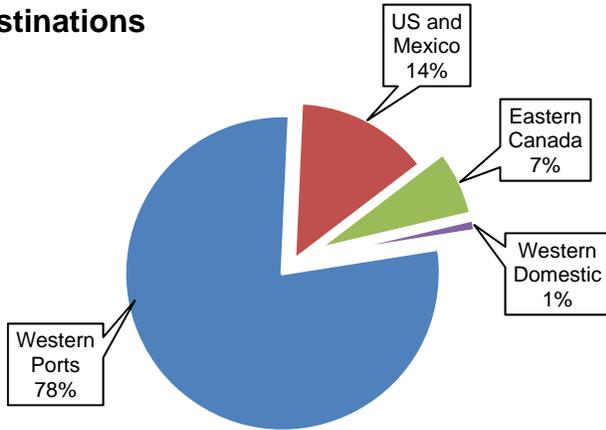
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Shipments out of the western ports grew in the first ten months of the crop year, registering a 2.0% increase on a year-over-year basis. Early-season challenges matching supply with the waiting vessel nominations due to quality concerns during harvest were largely overcome as the crop year progressed. The 2016 season did not see any shipments from the Port of Churchill as the port's US-based owner, OmniTRAX, closed the grain terminal for the season.

Western Canadian Grain Destinations



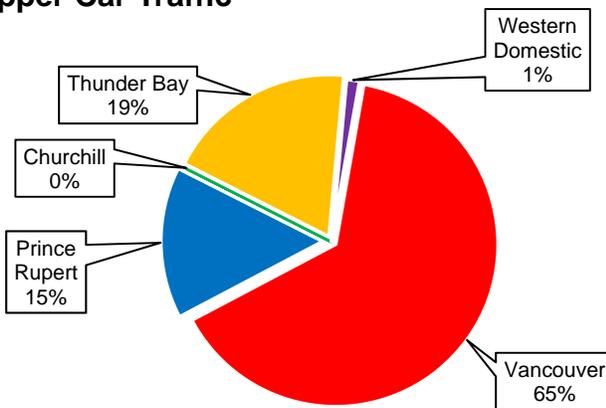
Total YTD = 43.1 MMT

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

About 78% of the grain shipped by rail from the prairies was directed to Western Canada's four ports in support of offshore sales. Total rail shipments to these ports in the first ten months of the 2016-17 crop year amounted to 33.7 MMT, up 3.1% from that handled in the same period a year earlier. In comparison, Western Domestic shipments grew by 7.8%. Shipments to Eastern Canada rose by an even greater 14.3%, buoyed by larger movements of wheat, canola and other commodities.

Over 95% of the volume destined to Western Canada moves in covered hopper cars, with about 65% of this traffic being directed to Vancouver. Year-round operations, favourable economics and better access to major Asia-Pacific markets combine to favour this gateway over all others. Even so, reduced movements into Prince Rupert offset other gains, effectively limiting the overall rise to 2.3%. Hopper-car shipments through the first ten months of the crop year increased over last year by 5.4% for Vancouver and 3.3% for Thunder Bay, but fell by 7.7% for Prince Rupert.

Western Canadian Destined Hopper Car Traffic

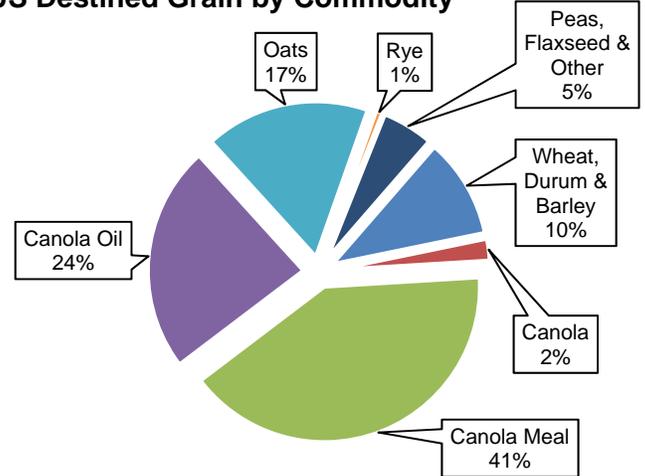


Total YTD - 32.8 MMT

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



US Destined Grain by Commodity



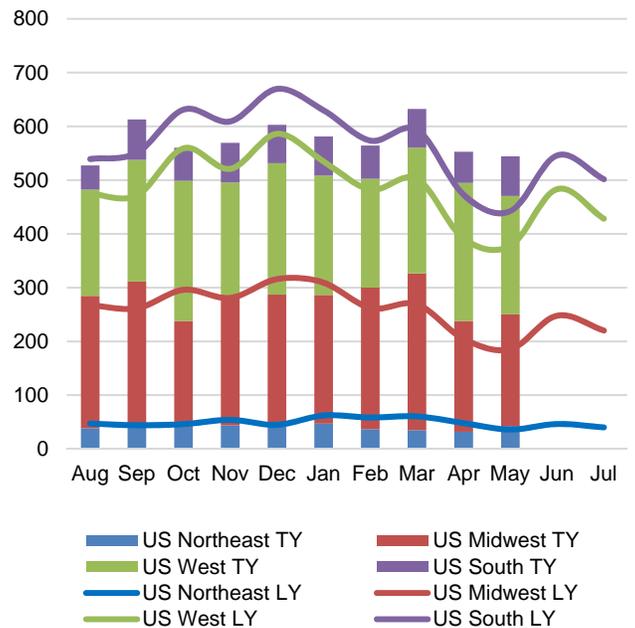
Total YTD - 5.7 MMT

GMP Data Table 2B-18

Rail shipments into the US, which totaled 5.7 MMT in the first ten months of the crop year, increased by 0.6% from that handled in the same period a year earlier. The movement is dominated by canola and canola products, which accounted for 67% of the total tonnage. Over 80% of this US-bound tonnage is directed into markets in the Midwest and West.

Rail traffic from Western Canada to Mexico through May totaled 248,500 tonnes, a gain of 15.2% over that reported in the same ten-month period a year earlier.

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



GMP Data Table 2B-18

System Efficiency and Performance

Primary elevator stocks were drawn down sharply during May as country shipping remained steady to meet sales programs while producers were busy seeding and delivering less to elevators. The weekly average fell to 2.5 MMT from 3.3 MMT in April. Country elevator stocks utilized 53% of the working capacity of the network. By province, stocks ranged from 52% of working capacity in Saskatchewan and Alberta to 58% in Manitoba and 75% in British Columbia.

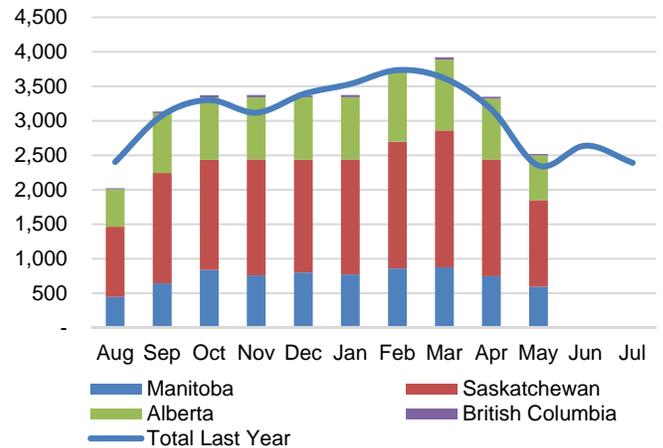
Year-over-year average days-in-store in the primary-elevator system for the crop year thus far shows an improvement from past performance, falling 5.7% from that experienced last year.

Table M-4	MAY 2017	2016-17 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,518.0	3,187.1	0.3%
Average Days in Store	21.5	24.7	-5.7%
Railway Operations (days)			
Cycle Time to Western Ports	14.0	13.7	4.0%
Cycle Time to Eastern Canada	22.0	20.6	-11.4%
Cycle Time to US	22.9	24.1	-9.3%
Loaded Transit to Western Ports	5.3	5.3	6.7%
Loaded Transit to Eastern Canada	9.6	8.7	-12.1%
Loaded Transit to US	9.2	9.8	-13.5%
Traffic in 50-car+ blocks (Q3)	83.3%	83.8%	-1.9%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,228.2	1,155.4	-4.7%
Average Days in Store	12.4	10.5	-0.9%
Port Unloads (hopper cars)	38,449	342,142	4.8%
Terminal Out-of-Car Time	6.3%	12.7%	10.4%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.3	10.5	28.0%

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



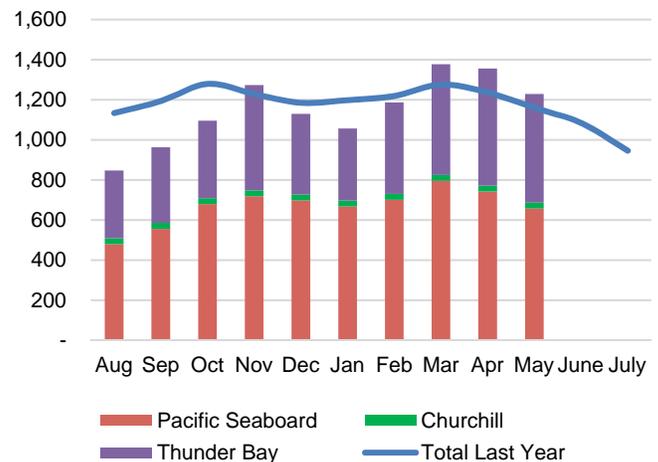
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Following a sharp decline to 2.0 MMT in August, average country elevator stocks reversed direction and climbed to 3.9 MMT by March. Robust shipping programs in April and May saw these stocks drawn down to 2.5 MMT. Weekly producer deliveries averaged under 0.7 MMT throughout May as seeding dominated farmer activities.

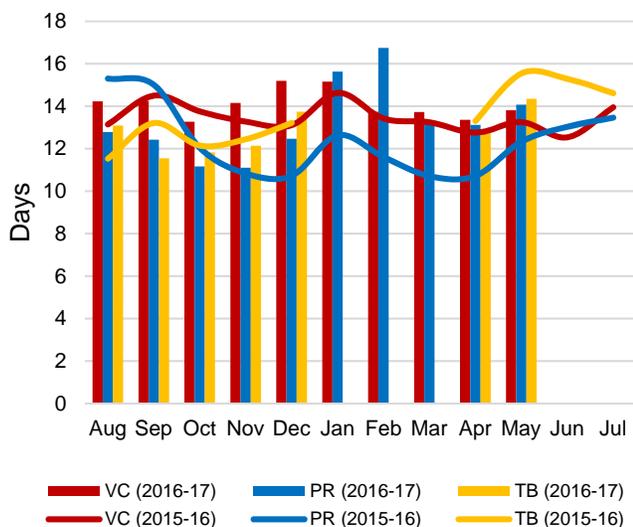
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.2 MMT in May, a decline from the level seen a month earlier. Stock levels fell at both the Pacific Seaboard and Thunder Bay. Wheat, including durum and canola stock are the most prevalent in the terminal system with over 0.9 MMT in store, comprising over 81% of the total stock. Vessel arrivals continue to be sufficient to keep port operations fluid as the last quarter of the crop year progresses. Currently, western ports are utilizing just 71% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

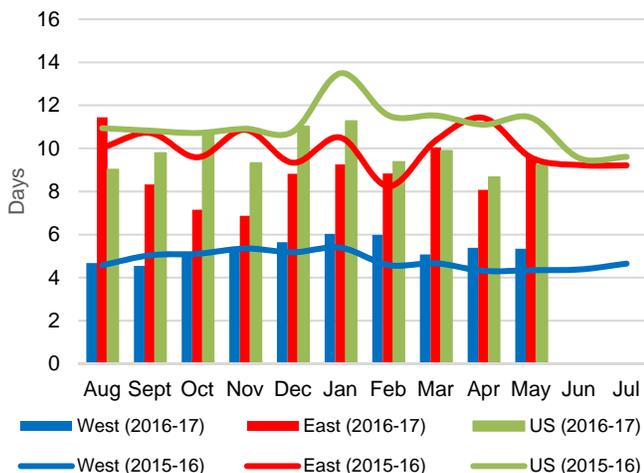


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.7 days through May 2017, an increase of 4.0% from the 13.2-day average posted in the same ten-month period a year earlier. This result was largely shaped by increases in the Vancouver and Prince Rupert corridors, which rose by 4.1% and 9.6% respectively. Car cycles in the Thunder Bay corridor fell by 0.7%.

Car cycles to Eastern Canada posted a decrease during this period, falling by 11.4%, to an average of 20.6 days from 23.3 days a year earlier. Similarly, the car cycle for movements into the United States declined by 9.3%, to an average of 24.1 days from the 26.6-day average posted in the same period of the previous crop year.

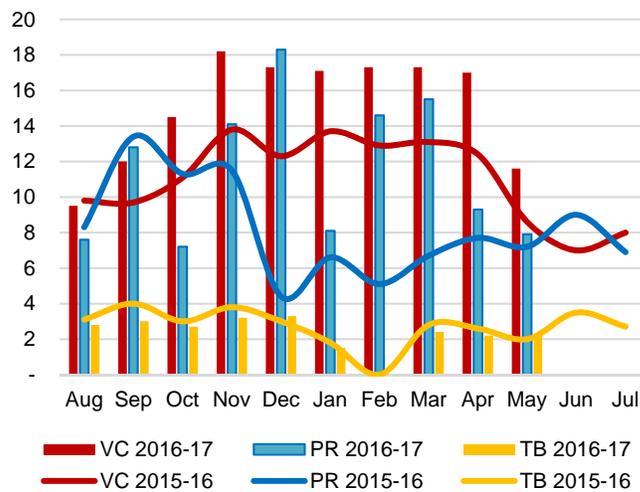
Average Loaded Transit Times (days)



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

Loaded transit time for traffic destined to Western Canadian ports averaged 5.3 days through the first ten months of the 2016-17 crop year, up 7.8% from the 4.9-day average posted a year earlier. This result was primarily shaped by increases in the Vancouver and Prince Rupert corridors, which rose by 8.6% and 21.0% respectively. These were tempered by a 5.6% reduction in the Thunder Bay-corridor average. The average loaded transit time for movements into Eastern Canada declined sharply, falling by 12.1%, to 8.7 days from 9.9 days the year previous. The corresponding average for US-destined traffic decreased markedly as well, falling by 13.5%, to 9.8 days from the 11.3-day average posted twelve months earlier.

Average Days in Port per Vessel



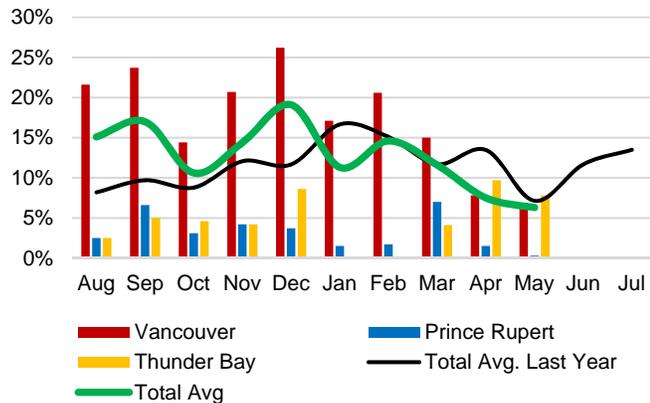
GMP Data Table 5D-1

For the crop year-to-date, the average time vessels were in port waiting and loading grain was 28.0% greater than in the same period of the previous year. The average for all ports was 7.3 days in May 2017, 25.9% higher than the average registered in May of the 2015-16 crop year. This divergence was primarily the result of the lineup of vessels waiting at Vancouver and to a lesser degree at Prince Rupert.

During the 2015-16 crop year, the average time vessels spent in port at Vancouver fluctuated between 10 and 15 days, dipping below that level as the year ended. At Prince Rupert, the last crop year started with averages in that range but moderated by December, with the time in port fluctuating between 5 and 10 days for the balance of the year. Thunder Bay's average hovered in the two to four-day range. The 2016-17 crop year has seen the Thunder Bay average hold steady while that for Vancouver and Prince Rupert has increased. While the average number of days vessels are spending at Vancouver and Prince Rupert has fluctuated somewhat, the two west coast ports experienced monthly increases to over 18 days in November and December, moderating significantly by May. Movement from country to port has been relatively smooth thus far this year, although the elevated timeframes were a cause of concern throughout the winter shipping period.



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).

Notwithstanding some fluctuation, the percentage of time terminals are out of cars has charted a trend of improvement from its high of 29.8% in January of 2015. Following a decline to 10.6% in October 2016, the aggregate measure for all ports climbed steadily to 19.1% in December before pulling back to 6.3% by May. Terminal out-of-car time at Vancouver declined to 6.9% in May, to 0.3% at Prince Rupert and to 7.8% at Thunder Bay.

Commercial Relations

Table M-5 Rates: \$CDN per tonne	Q3 2016-17	Index (1999=100)	% Change YTD
Avg. Primary Elevation	\$16.15	134.7	1.1%
Rail to Vancouver			
CN	\$50.40	136.6	3.3%
CP	\$49.62	133.7	-1.3%
Rail to Pr. Rupert			
CN	\$50.40	120.7	2.4%
Rail to Thunder Bay			
CN	\$50.39	157.3	4.7%
CP	\$42.77	143.0	-1.6%
Average Terminal Elevation	\$14.35	157.3	0.4%

Note: Commercial rates are measured on a quarterly basis, the above table refers to rates at the close of the third quarter of the 2016-17 crop years. Rail rates are as at April 30, 2017, and reflect an average of the published single-car rates. They do not include multi-car incentives (\$4/tonne for 50 + car blocks and \$8/tonne for 100 + car blocks).

CN's single-car freight rates remained unchanged in May 2017, after having been decreased by about 4.9% a month earlier. In conjunction with the pricing adjustments advanced by the carrier in August, October and December 2016, this left CN's rates on

westbound movements into Vancouver 3.3% higher than at the close of the previous crop year. Similarly, the net increase on its rates into Prince Rupert and Thunder Bay during this period amounted to about 2.4% and 4.7% respectively. Unlike CN, CP brought forward a second round of rate cuts at the beginning of May, which averaged to about 2.8% in the Vancouver corridor and 6.0% in the Thunder Bay corridor. This followed earlier pricing actions that by the close of April 2017 had already produced net rate reductions amounting to 1.3% and 1.6% for westbound and eastbound movements respectively.

Commercial Developments

Government introduces *Transportation Modernization Act*:

On 16 May 2017 the federal government introduced legislation in the House of Commons aimed at modernizing the Canada Transportation Act (CTA). The legislation, which came after a lengthy statutory review of the CTA as well as consultations with stakeholders, provides for several reforms in the areas of freight transportation. Of interest to the grain-handling industry, which has long sought stronger shipper protection provisions, were the measures centered on the delivery of railway service. These included a definition of "adequate and suitable service," the establishment of reciprocal financial penalties in arbitrated service-level agreements, the maintenance of the Maximum Revenue Entitlement with adjustments to recognize investments by individual railways, and the creation of a new long-haul interswitching mechanism. Much of the industry's initial reaction was positive, although seeking specific details.

Transload facility planned for Manitoba:

Mid Canada Transload Services Ltd. announced that it is establishing a new inland port just outside of Letellier, Manitoba, less than a dozen kilometres north of the Canada–United States border. Situated along Highway 75, the busiest export corridor in Manitoba, the 250-acre site will be one of the largest privately-owned transloading facilities in the province. The facility, which will have access to both CN and BNSF, will offer grain and non-agricultural shippers daily rail service to and from points in Canada, the United States and Mexico. The facility is expected to be operational in the fall of 2017.

Washouts lead to suspension of Churchill railway service:

Severe flooding in northern Manitoba led to the closure of the Hudson Bay Railway's (HBR) line between Gillam and Churchill, Manitoba. The HBR has been unable to operate since May 23rd, when high water made its track impassable. A preliminary engineering assessment indicated that the track bed has been washed away in at least 19 locations. Similarly, five bridges were reported to have been visibly damaged, with another 30 bridges and 600 culverts remaining to be assessed. As a vital transportation link, the loss of rail service immediately arrested the northbound movement of food, fuel and other supplies. Estimates as to when the railway line would be returned to service were not available.

Infrastructure

The GMP measures on infrastructure changes are reported in the data tables on a quarterly basis with the exception of the railway car fleet. Only modest changes were noted to the GHTS's infrastructure through the first ten months of the 2016-17 crop year. This resulted in a 2.1% increase in the total number of country elevators, which by the close of May 2017 had risen to 391 from 383. This increase was largely shaped by the licensing of several previously unlicensed facilities, many of which are now operated by AGT Food and Ingredients, Canpulse Foods, EGT Commodities and Providence Grain Group. But it also includes a new loop-track equipped high-throughput facility operated by Paterson Grain at Daysland, Alberta. Coupled with other expansion initiatives, this served to lift the GHTS's licensed storage capacity by 4.1%, to a record of almost 8.2 MMT from the 7.8 MMT in place at the close of the 2015-16 crop year.

Following the establishment of Forty Mile Rail in southern Alberta along with CN's decision to discontinue the last remaining 12.0-route-mile section of its Athabasca Subdivision, the railway network in Western Canada was reduced by less than 0.1%, falling to a total of 17,276.1 route-miles from the 17,288.1 route-miles in place at the close of the 2015-16 crop year.

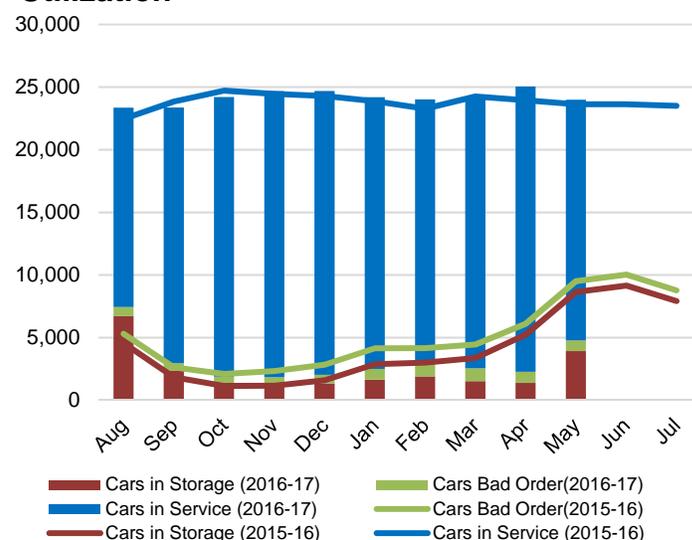
The relicensing of the MobilEx Terminal facility at Thunder Bay again increased the GHTS's terminal elevators to 16 from 15. This, along an 81,700-tonne expansion of the Richardson International terminal in Vancouver, raised the system's total licenced storage capacity to almost 2.5 MMT from the 2.4 MMT in place at the close of the previous crop year.

Table M-6	Q3 2016-17	Index (1999=100)	% Change YTD
Country Elevator			
Primary and Process Elevators (Count)	391	38.9	2.1%
Storage Capacity (000's tonnes)	8,163.2	116.2	4.1%
Railway			
Route Miles - Major Carriers	14,606.5	98.5	-0.4%
Route Miles - Shortline Carriers	2,669.6	57.5	1.7%
Route Miles - Total	17,276.1	88.7	-0.1%
Average Weekly Total Hopper Car Fleet Size*	24,396	n/a	1.1%
Terminal Elevator			
Terminal Facilities (Count)	16	114.3	6.7%
Storage Capacity (000's tonnes)	2,485.0	97.2	3.8%

* Hopper Car Fleet Size represents all cars in all statuses for the month of May 2017.

During times of heavy demand for grain hopper cars, nearly all of the grain hopper car fleet is placed in service. As traffic volumes slowed in the later months of the 2015-16 crop year, railways began the process of moving cars into storage. In July 2016, a weekly average of only 14,724 cars, representing 63% of the fleet was in active service. The cars in service rebounded to a degree during August, climbing to 15,918. As harvest progressed and sales of the new crop advanced, the weekly average of cars in service climbed, reaching 22,834 in November. While the number of cars in service retreated during the winter months, it grew again to reach 22,773 in April before retreating to 19,210 in May, now encompassing 80% of the overall fleet. This is 36% higher than in May last year. The balance of the fleet, comprising 20% of the rail cars, is in storage or repair status (bad order), a steep decline from 37% in July.

Railway Grain Fleet Size and Utilization



GMP Data Table 3B-2

Producer Cars

In September 2016, CP de-listed a total of 22 producer car loading sites. This was comprised of three sites in Manitoba, four in Alberta and 15 in Saskatchewan. At the same time, CP added two loading sites to their Saskatchewan list. The net reduction is 20 Class 1 Carrier sites. Seven former producer car loading sites on the Big Sky Railway in west-central Saskatchewan have now been licensed as primary elevators (effective September 2016), thereby reducing the number of Shortline Carrier sites. The total number of available producer car loading locations now stands at 289.

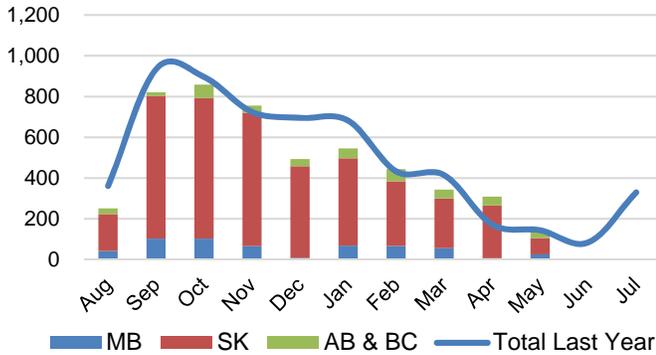
Table M-7	Q3 2016-17	Index (1999=100)	% Change YTD
Producer Car Loading Sites			
Class 1 Carriers	159	24.7	-11.2%
Shortline Carriers	130	200.0	-5.1%
All Carriers	289	40.8	-8.5%



Table M-8 Producer Cars Scheduled	MAY 2017	2016-17 YTD	Var. from Last YTD
Manitoba	25	545	-30.4%
Saskatchewan	80	4,002	-5.6%
Alberta & B.C.	28	405	-6.9%
Total	133	4,952	-9.3%

Producer cars scheduled this year-to-date are down 9.3% from the previous year. Delays in harvesting the 2016 crop contributed to a reduction of 9.9% in producer car applications received thus far this crop year.

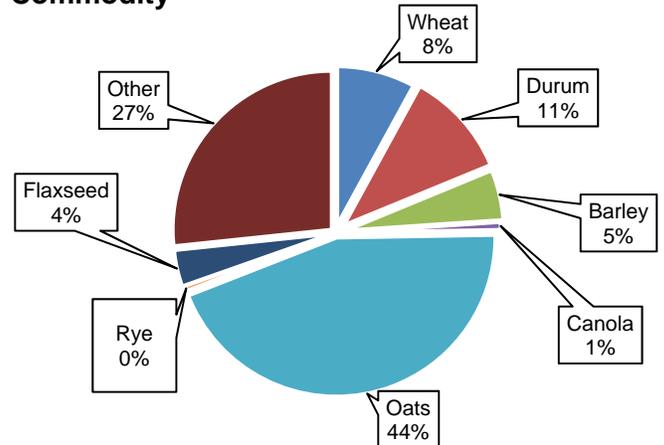
Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments have shifted from primarily being wheat, durum and oats to reflect a significant increase in the number of cars carrying special crops. Shipments in the first ten months of the crop year continue to reflect this trend, with the traditional commodities comprising only 63% of the total. The balance consists primarily of peas and lentils.

Producer Cars Scheduled by Commodity



GMP Data Table 6B-2



Castle Mountain – Banff National Park (May 2017) - Quorum



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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