

GMP Dashboard

Table M-1	MAY 2020	JUN 2020	2019-20 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	33.7	34.7	42.8	-2.7%
Average Days In Store – Country	18.3	18.1	24.5	-4.7%
Loaded Transit Time	6.8	6.9	7.4	-1.2%
Average Days In Store – Terminal	8.6	9.7	10.9	0.9%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,475.6	4,449.4	46,776.1	3.1%
Railway Shipments (all Western Canada traffic)	5,326.9	5,321.1	52,830.1	4.9%
Western Port Terminal Shipments	4,464.2	3,610.3	35,696.0	4.1%
Railway Performance				
Avg. Loads on Wheels (Cars)	12,253	12,291	11,498	-4.1%
Total Western Port Car Cycle (days)	14.8	15.0	16.4	2.4%
Port Performance				
Western Port Unloads (Number of Cars)	38,127	36,762	373,001	4.1%
Vessel Time in Port (days)	9.5	10.5	12.4	17.4%

Periodic revisions and corrections to the data received by the Monitor may result in the restatement of previously calculated measurement values. As such, the values presented here should be considered to supersede those found in previous reports.

Overview

Western Canadian grain shipments remained strong in June 2020, effectively equaling the 5.3 MMT forwarded a month earlier. Aided in part by the capacity freed as a result of COVID-19, this strong showing helped lift year-to-date shipments to just over 52.8 MMT, 4.9% above the 50.4 MMT handled in the same eleven-month period a year earlier. This served to further overcome the declines previously occasioned by a delayed harvest, an eight-day rail strike, blockades, and mainline washouts. Port shipments for June totaled 3.6 MMT, a 19.1% decrease from May. Along with the decline in shipments has been an increase in the average amount of time vessels spend in port – climbing to 10.5 days in June from 9.5 in May, with the average for the first eleven months of the crop year standing at 12.4 days.

Highlights for June 2020

Traffic and Movement (page 2)

- Primary-elevator shipments were 46.8 MMT in the first eleven months of the 2019-20 crop year, 3.1% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first eleven months of the 2019-20 crop year totaled 52.8 MMT, up 4.9% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 35.7 MMT, up 4.1% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 1.2% while the average days-in-store fell by 4.7%.
- Average weekly port-terminal stocks increased 2.2% from the same period last year, while average days-in-store grew by 0.9% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports rose moderately in the last month, with the preliminary average for June 2020 increasing to 15.0 days from 14.8 days in May. The year-to-date average rose by 2.4%, to 16.4 days from 16.0 days a year earlier. The average car cycle on movements to Eastern Canada also increased, rising by 6.2%, to 22.7 days, while that of movements to the US fell by 2.7%, to 25.4 days.
- The year-to-date average for vessel time in port is 12.4 days, 17.4% higher than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 11.8% at Vancouver in June from 4.1% in May. At Prince Rupert, out-of-car time decreased to 3.9% in June from 9.9% in May and at Thunder Bay to 2.8%, down from 4.3% the month earlier.

Production and Supply

Statistics Canada's estimate for 2019 crop production in Western Canada stands at 73.6 MMT, a 2.6% increase from the 2018 harvest. This constitutes the second largest crop on record. This production estimate reflects a reduction of 1.6 MMT from the model-based estimate released by Statistics Canada in September 2019, 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 82.9 MMT. Year-end on-farm carry-forward stock was boosted 1.0 MMT in Statistics Canada's February release. The projected supply is 1.1% more than that of the previous year, and registers as the largest on record ensuring heavy demands on the GHTS throughout the balance of the crop year.

Table M-2	2019	2018	Var. from Last Yr.
Production & Carry Over (000's tonnes)			
Western Canada Total Production	73,567.4	71,723.6	2.6%
Western Canada On Farm & Primary Elevator Carry Forward Stock	9,367.5	10,329.6	-9.3%
Total Grain Supply	82,934.5	82,053.2	1.1%

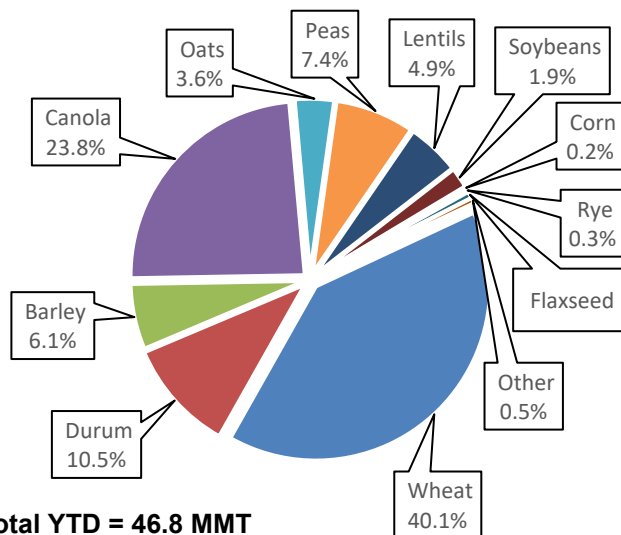
Traffic and Movement

With seeding complete, June producer deliveries surged to average just under 1.2 MMT per week. Average weekly primary-elevator stock levels fell to 2.9 MMT, as heavy outward shipments exceeded delivery levels.

Table M-3	JUN 2020	2019-20 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	692.6	7,682.2	-5.9%
Saskatchewan	2,438.0	25,659.0	5.9%
Alberta	1,297.7	13,074.8	3.7%
British Columbia	21.1	360.1	4.2%
Total	4,449.4	46,776.1	3.1%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	4,491.1	41,670.3	5.3%
Shipments to Eastern Canada	221.7	3,574.5	2.6%
Shipments to US & Mexico	554.3	6,672.1	0.3%
Shipments Western Domestic	54.1	913.1	34.4%
Total	5,321.1	52,830.1	4.9%
Western Port Unloads (Number of Cars)			
Vancouver	22,575	237,172	3.0%
Prince Rupert	5,034	52,856	-9.0%
Churchill	0	1,434	n/a
Thunder Bay	9,153	81,539	16.4%
Total	36,762	373,001	4.1%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,311.0	22,918.6	4.5%
Prince Rupert	390.1	4,822.1	-13.4%
Churchill	0.0	137.3	410.4%
Thunder Bay	909.2	7,818.0	15.6%
Total	3,610.3	35,696.0	4.1%



Primary Elevator Shipments by Commodity

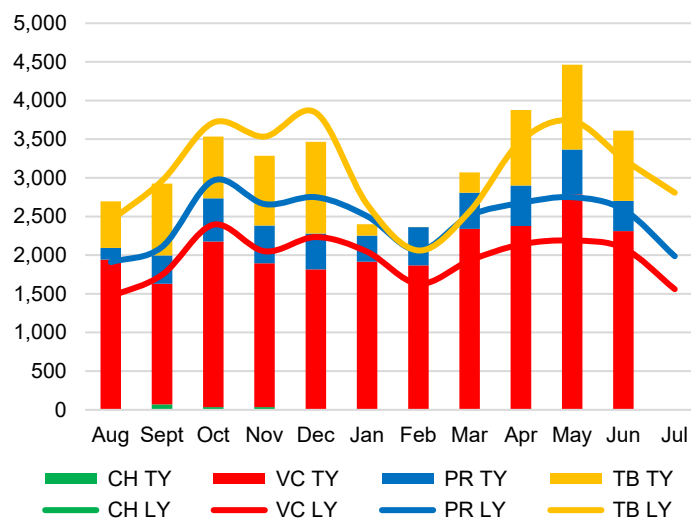


Total YTD = 46.8 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first eleven months of the crop year, registering 3.1% more 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 74.4%. Movement of peas and lentils were relatively consistent, constituting 12.3% of the total.

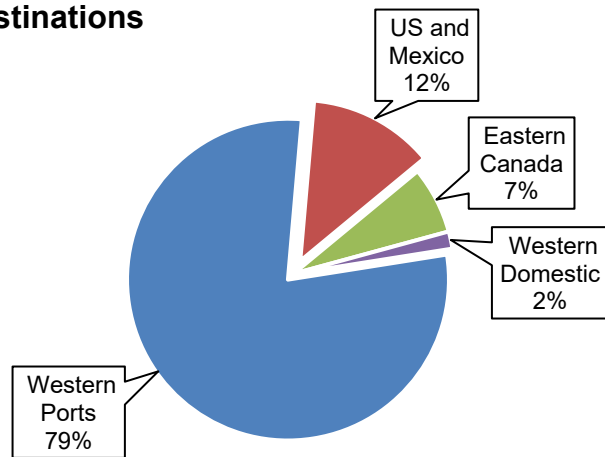
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in the first eleven months of the 2019-20 crop year, registering an increase of 4.1% on a year-over-year basis. Prince Rupert is the only port to experience a decline, down 13.4%. Vancouver is up 4.5% while Thunder Bay shipments recorded an increase of 15.6% from the previous crop year, as domestic and export demand continues to bolster the 2020 shipping season.

Western Canadian Grain Destinations

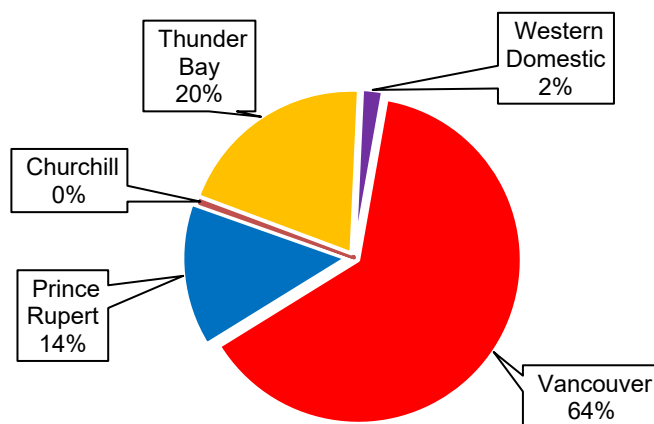


Total YTD = 52.8 MMT

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

Railway grain shipments from Western Canada totaled just over 52.8 MMT in the first eleven months of the 2019-20 crop year, a 4.9% increase over the 50.4 MMT handled a year earlier. The majority, about 41.7 MMT, was directed to Western Canadian ports in support of export sales. This represented a 5.3% gain over what had been shipped the previous year. Increases were also noted in Eastern Canadian and Western Domestic traffic volumes, with year-over-year gains of 2.6% and 37.4% respectively. Shipments to the US and Mexico rose by a more marginal 0.3%.

Western Canadian Destined Hopper Car Traffic



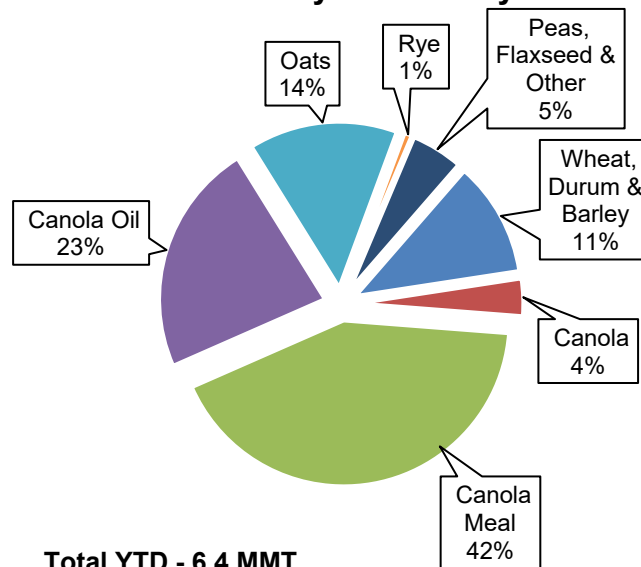
Total YTD - 40.5 MMT

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 eleven months of the 2019-20 crop year this amounted to 40.5 MMT, up 5.7% from a year earlier. Sixty-four percent of these hopper cars were destined to Vancouver, which remains the busiest grain-exporting port owing to its ready access to Asia-Pacific markets,

favourable logistical economics and year-round operations. Hopper-car shipments through Vancouver during this period rose by 4.1%. However, Prince Rupert saw an 8.7% decline, with delayed rail shipments having spurred longer vessel lineups and an increase in their time spent in port. Thunder Bay and Western Domestic traffic posted more substantive gains, of 19.8% and 45.6% respectively, with shipments through the reopened port of Churchill also contributing to these volume increases.

US Destined Grain by Commodity

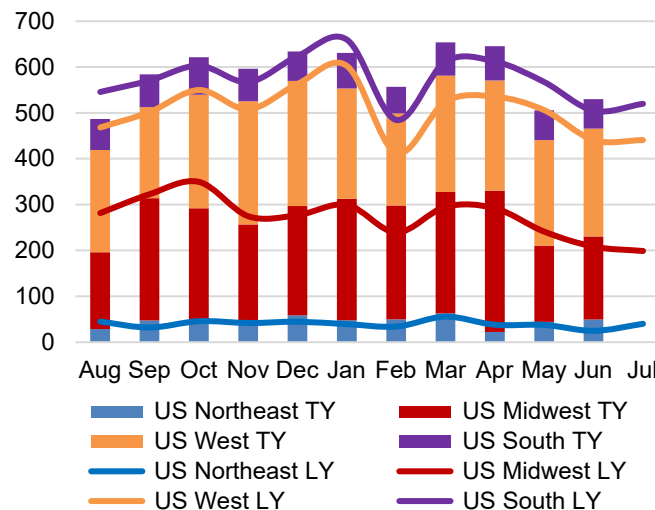


Total YTD - 6.4 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 6.4 MMT in the first eleven months of the 2019-20 crop year, up 1.4% from the tonnage moved in the same period a year earlier. Almost 80% of these shipments were directed into the US Midwest and West, with canola and canola products being dominant.

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



GMP Data Table 2B-18



System Efficiency and Performance

Primary elevator stocks fell in June, averaging 2.9 MMT with heavy outward shipments exceeding the strong deliveries during the post-seeding period. Overall space in the country system was good. Country stocks utilized 57% of the working capacity of the network. By province, stocks ranged from 53% of working capacity in Manitoba, to 57% and 58% in Alberta and Saskatchewan respectively, and 79% in British Columbia.

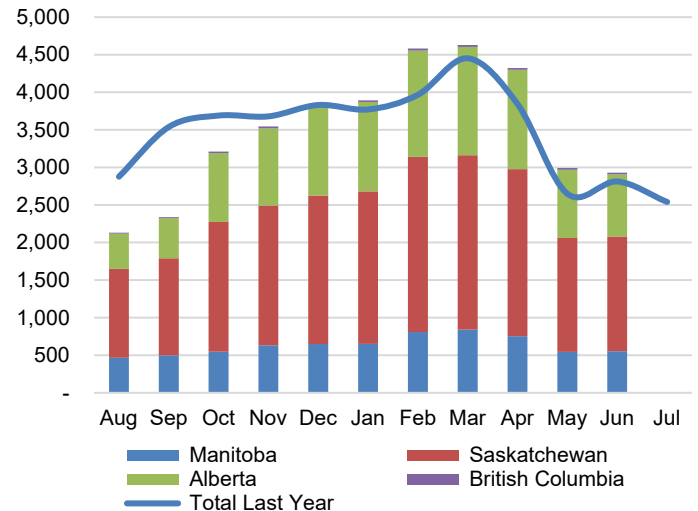
The average days-in-store in the primary-elevator system for the first eleven months of the crop year decreased from last year, falling 4.7% to 24.5 days.

Table M-4	JUN 2020	2019-20 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,928.8	3,495.8	-1.2%
Average Days in Store	18.1	24.5	-4.7%
Railway Operations (days)			
Cycle Time to Western Ports	15.0	16.4	2.4%
Cycle Time to Eastern Canada	23.8	22.7	6.2%
Cycle Time to US	24.5	25.4	-2.7%
Loaded Transit to Western Ports	6.9	7.4	-1.2%
Loaded Transit to Eastern Canada	12.3	10.7	3.8%
Loaded Transit to US	8.8	9.7	-10.3%
Rail Fleet in Grain Service	22,383	22,362	-1.1%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,242.2	1,222.4	2.2%
Average Days in Store	9.7	10.9	0.9%
Port Unloads (hopper cars)	36,762	373,001	4.1%
Terminal Out-of-Car Time	8.9%	10.3%	-13.4%
Western Canada Port Operations			
Average Vessel Time in Port (days)	10.5	12.4	17.4%

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



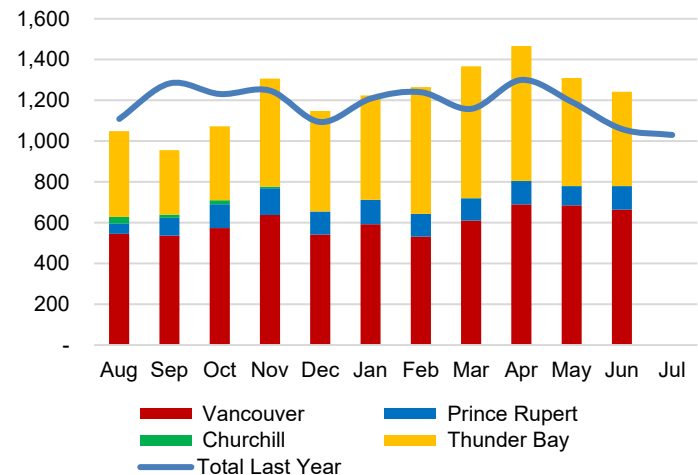
Average Weekly Primary Elevator Stocks (000's tonnes)



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 4.6 MMT in March. By June, average stocks had fallen again to 2.9 MMT. Wheat, including durum, and canola, comprise 72% of the total stock. At 16% of the stock, barley, oats and peas made up much of the balance.

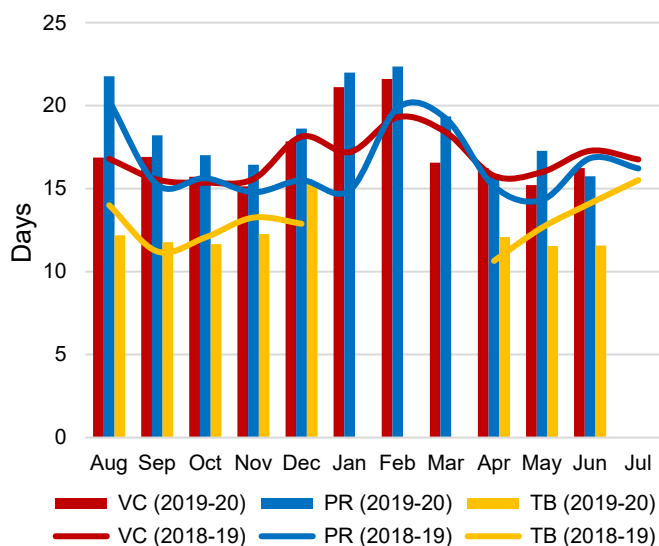
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.2 MMT in June, 11% less than a month earlier. Average weekly stock levels held constant at Vancouver, built up at Prince Rupert and fell at Thunder Bay. The decline at Thunder Bay reflects continued strong outward shipments which has been the case since the opening of navigation. Overall, stocks registered 17.3% higher than in June 2019. Wheat, including durum, and canola, comprise just under 83% of the total stock. In June, western ports utilized 66% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

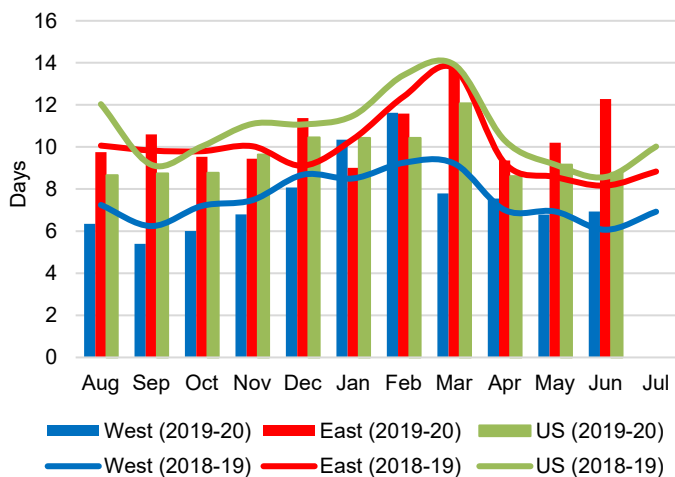


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 16.4 days in the first eleven months of the 2019-20 crop year, up 2.4% from the 16.0-day average reported in the same period a year earlier. This was largely the result of increases in the Vancouver and Prince Rupert corridors, which saw increases of 1.7% and 12.4% respectively. These were marginally offset by a 0.5% decrease in the Thunder Bay average.

Car cycles to Eastern Canada also increased during this period, rising by 6.2%, to an average of 22.7 days from 21.4 days a year earlier. The car cycle for movements into the United States fell by 2.7%, to an average of 25.4 days from 26.1 days.

Average Loaded Transit Times (days)

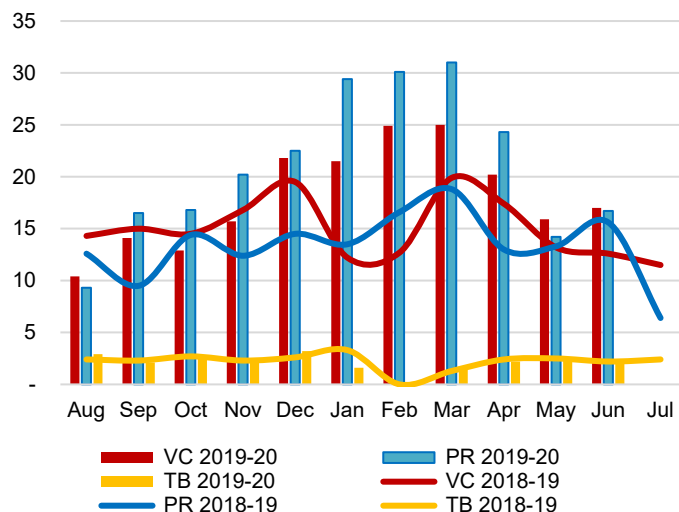


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 7.4 days in the first eleven months of the 2019-20 crop year, down 1.2% from the 7.5-day average posted a year earlier.

This was primarily the result of decreases in the Vancouver and Thunder Bay corridors, which fell by 3.0% and 5.6% respectively. Running counter to these was an increase in the Prince Rupert average, which rose by 15.9%. The average for US-bound traffic posted a deeper decline, falling 10.3%, to 9.7 days from the 10.8-day average posted a year earlier. Conversely, movements into Eastern Canada rose by 3.8%, with the average increasing to 10.7 days from 10.3 days.

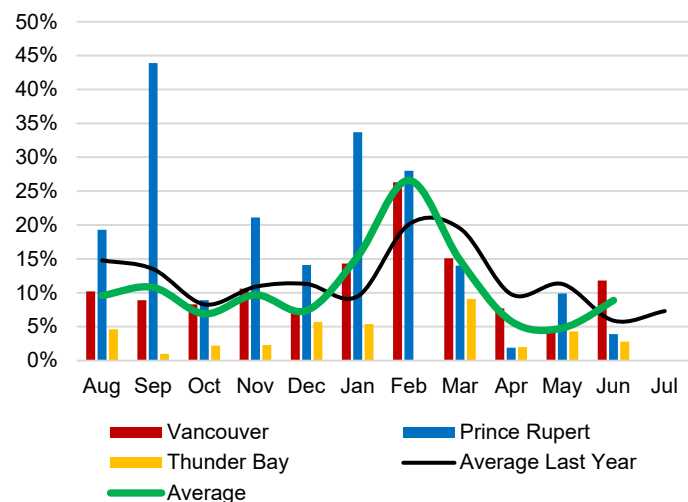
Average Days in Port per Vessel



GMP Data Table 5D-1

In June, the overall average time vessels were in port waiting and loading grain was 10.5 days, 14.1% more than it was in June 2019. Echoing this elevated level, the average is 10.5% higher than that seen in the previous month. Both west coast ports registered increases from May. In June, the average days in port stood at 17.0 for Vancouver, 16.7 at Prince Rupert and 2.3 at Thunder Bay.

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

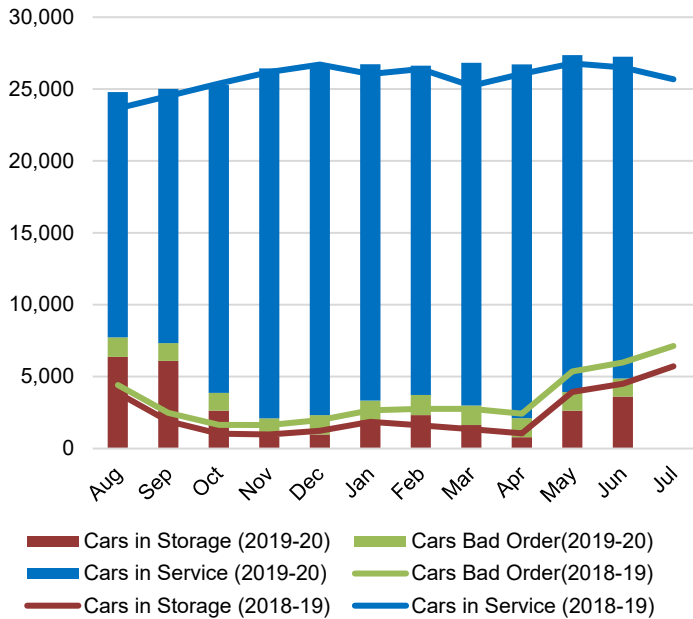


GMP Data Table 5C-5

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 rose to 8.9% in June from 4.8% in May. Terminal out-of-car time at Vancouver increased to 11.8% while decreasing to 3.9% at Prince Rupert. Thunder Bay registered a decline to 2.8% for time out-of-cars.

Railway Grain Fleet Size and Utilization



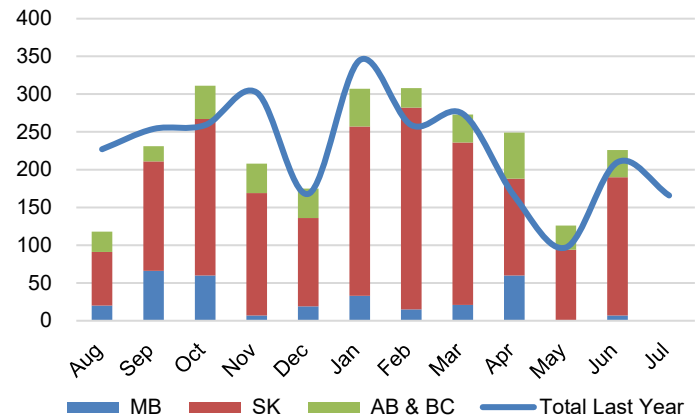
GMP Data Table 3B-2

During times of heavy demand for grain hopper cars, nearly all 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. Winter operations saw a pull-back to 22,905 cars in service in February. The opening of Seaway navigation increased eastern-movement demand, with the fleet once again rising to 24,599 cars in April before pulling back to 22,383 cars in service by June. The overall-average cars in service for the first eleven months of this crop year is 22,362 per week, representing 85% of the total fleet. The balance of the fleet, comprising 15% of the rail cars, was in storage or repair status (bad order).

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

While producer car shipments scheduled for June 2020 were 7.6% higher than those in June a year ago, the eleven-month total for the crop year to date still lagged the previous year total by 1.1%. Year-to-date shipments saw oats comprising 52% of the total, while wheat and durum made up 20% of the movement. Special crops such as peas, lentils and chickpeas contributed 15% of the volume.



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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 and in an open data format (GMODS) on Quorum's website at: www.grainmonitor.ca

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

