

GMP Dashboard

Table M-1	APR 2021	MAY 2021	2020-21 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	39.8	38.0	41.7	-4.6%
Average Days-In-Store – Country	23.3	22.5	25.2	0.2%
Loaded Transit Time	6.5	6.1	7.0	-6.9%
Average Days-In-Store – Terminal	10.0	9.4	9.5	-13.6%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,734.7	3,638.5	47,223.0	11.6%
Railway Shipments (all Western Canada traffic)	5,720.3.6	4,424.9	54,018.1	12.2%
Western Port Terminal Shipments	4,030.5	3,569.8	38,516.0	20.0%
Railway Performance				
Avg. Loads on Wheels (Cars)	11,650	8,950	12,203	6.8%
Total Western Port Car Cycle (days)	13.9	13.9	14.9	-9.8%
Port Performance				
Western Port Unloads (Number of Cars)	42,495	34,904	402,650	19.5%
Vessel Time in Port (days)	7.2	7.4	11.2	-11.1%

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 by rail decreased 22.6% in May 2021, to 4.4 MMT from 5.7 MMT a month earlier. Total volumes for the first ten months of the 2020-21 crop year rose to a record 54.0 MMT, 12.2% beyond that handled in the same period of the preceding crop year. Although volumes appear to be tapering off in the fourth quarter, heavy demand coupled with relatively good operating conditions has supported better-than-average movement. Bulk shipments from western ports in May totaled 3.6 MMT, 11.4% less than in April, and a decrease of 20.0% from May of 2020. Countering the decrease in shipments was an increase in the average amount of time vessels spend in port, rising to 7.4 days in May from 7.2 in April.

Highlights for May 2021

Traffic and Movement (page 2)

- Primary-elevator shipments were 47.2 MMT in the first ten months of the 2020-21 crop year, 11.6% more than last year.
- Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first ten months of the 2020-21 crop year totaled a record 54.0 MMT, up 12.2% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 38.5 MMT in the first ten months, up 20.0% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks increased by 13.5% while the average days-in-store grew by 0.2%.
- Average weekly port-terminal stocks increased 7.3% from the same period last year, while average days-in-store fell by 13.6% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports remained unchanged in May 2021, with the preliminary average holding at the 13.9 days reported for April. The year-to-date average fell to 14.9 days, down 9.8% from the 16.5-day average reported a year earlier. Movements to Eastern Canada also saw a reduction in its year-to-date average, falling by 5.1% to 21.5 days. However, US movements rose by 1.7% to 25.8 days.
- The year-to-date average for vessel time in port is 11.2 days, 11.1% less than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 19.2% at Vancouver in May from 13.1% in April. At Prince Rupert, out-of-car time increased to 3.9% in May from 1.6% in April. At Thunder Bay the out-of-car time grew to 3.8% in May from 2.8% the previous month.

Production and Supply

Statistics Canada's November survey for 2020 field-crop production in Western Canada stands at 77.7 MMT, a 3.5% increase over 2019's 75.1 MMT harvest. This ranks as the largest crop on record, surpassing 2013's 77.0 MMT. The survey of producers' harvested acreage and yield data was conducted between October 9 and November 15, 2020. It resulted in an increase in the overall production estimate of 1.4 MMT from the model-based estimate published in September.

When coupled with July's 8.1 MMT of carry-forward stocks, some 20.8% less than in 2019, the overall grain supply is estimated at 85.8 MMT. Establishing a new record, it stands some 0.6% above the previous record reached just last year when the total supply was 85.3 MMT.

Table M-2	2020	2019	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production	77,745.1	75,090.3	3.5%
Western Canada On Farm & Primary Elevator Carry Forward Stock	8,074.6	10,196.5	-20.8%
Total Grain Supply	85,819.7	85,286.5	0.6%

Traffic and Movement

With the onset of seeding, May producer deliveries weakened, averaging just over 0.6 MMT per week. Average weekly primary-elevator stock levels fell to 3.0 MMT, with good space available in the elevator system throughout the month.

Table M-3	MAY 2021	2020-21 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	771.9	8,381.0	19.9%
Saskatchewan	1,729.3	25,515.3	9.9%
Alberta	1,124.9	13,122.0	11.4%
British Columbia	12.4	204.7	-39.6%
Total	3,638.5	47,223.0	11.6%

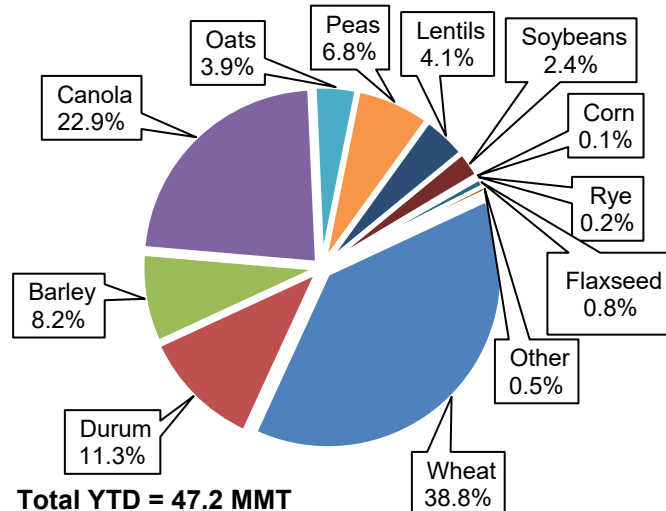
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,656.3	43,879.6	16.4%
Shipments to Eastern Canada	174.9	3,600.8	6.0%
Shipments to US & Mexico	527.2	5,824.5	-6.0%
Shipments Western Domestic	66.6	713.3	-17.8%
Total	4,424.9	54,018.1	12.2%

Western Port Unloads (Number of Cars)			
Vancouver	24,609	279,363	30.0%
Prince Rupert	2,247	48,664	1.8%
Churchill	0	1,063	-27.9%
Thunder Bay	8,048	73,287	1.2%
Total	34,904	402,650	19.5%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,245.3	26,736.5	29.7%
Prince Rupert	374.2	4,650.8	4.9%
Churchill	0.0	95.7	-30.3%
Thunder Bay	950.3	7,033.0	1.8%
Total	3,569.8	38,516.0	20.0%



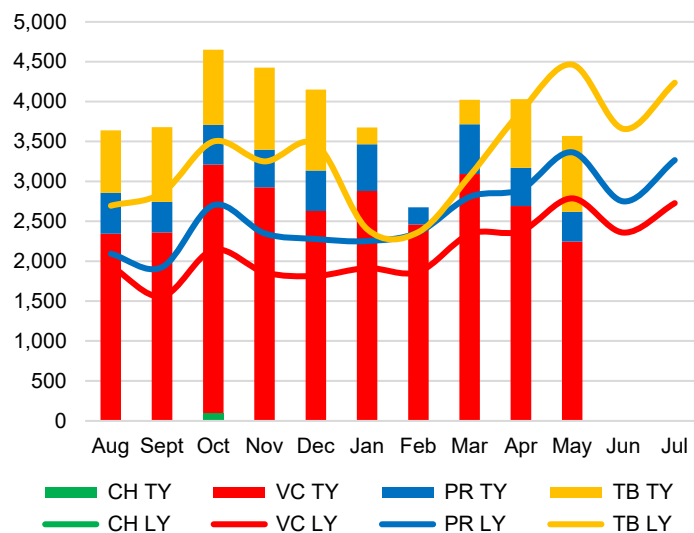
Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first ten months of the crop year, registering 11.6% more than in the same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 73.0%. Movement of peas and lentils contributed 10.7% of the total.

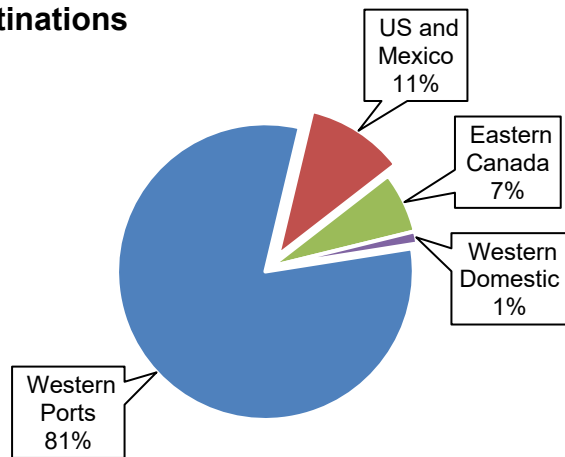
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports rose in the first ten months of the 2020-21 crop year, up 20.0% from the previous year. Vancouver experienced the largest year-over-year increase, at 29.7%. Prince Rupert is up 4.9% while Thunder Bay shipments recorded an increase of just 1.8% from the previous crop year. As the strong demand seen in the crop year to date weakened in May, total shipments experienced the first month-over-month decline in volume compared to last crop year.

Western Canadian Grain Destinations

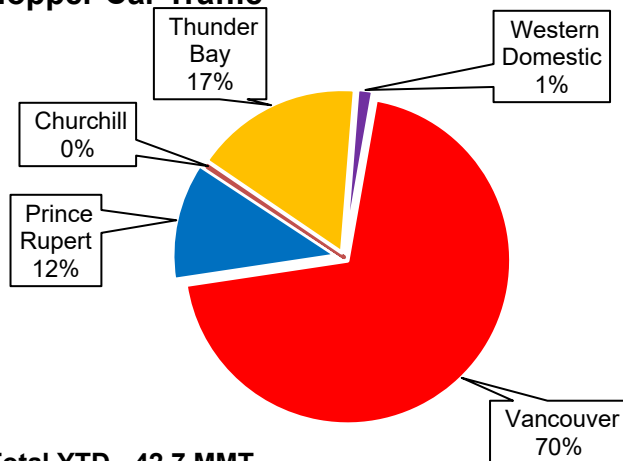


Total YTD = 54.0 MMT

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

Railway grain shipments from Western Canada totaled just over 54.0 MMT in the first ten months of the 2020-21 crop year, a 12.2% increase over the 48.1 MMT handled a year earlier. The majority, about 43.9 MMT, was directed to Western Canadian ports in support of export sales. This represented a 16.4% gain over what had been shipped in the same period a year earlier. These volumes were supported by a 6.0% increase in traffic to Eastern Canada. However, Western-Domestic traffic as well as shipments to the US and Mexico declined, by 17.8% and 6.0% respectively.

Western Canadian Destined Hopper Car Traffic



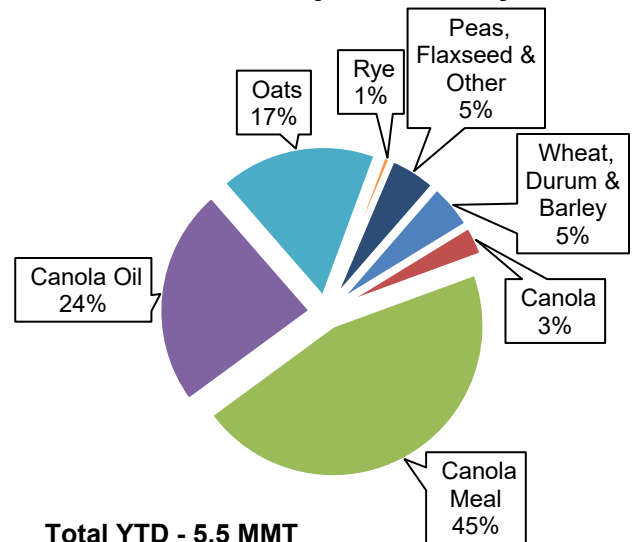
Total YTD - 42.7 MMT

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

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. In the first ten months of the 2020-21 crop year this amounted to just under 42.7 MMT, up 16.3% from the same period a year earlier. Seventy percent of these hopper cars were destined to Vancouver, which remains the port of choice for export grain, given its ready access to Asia-Pacific markets and its concentration of terminal facilities. Hopper-car shipments through Vancouver during this period rose by

27.6%. This was offset by a 5.1% decline for Prince Rupert, and a 0.5% decrease for Thunder Bay. Traffic to Western Domestic points as well as the port of Churchill also showed declines, of 17.4% and 20.9% respectively.

US Destined Grain by Commodity

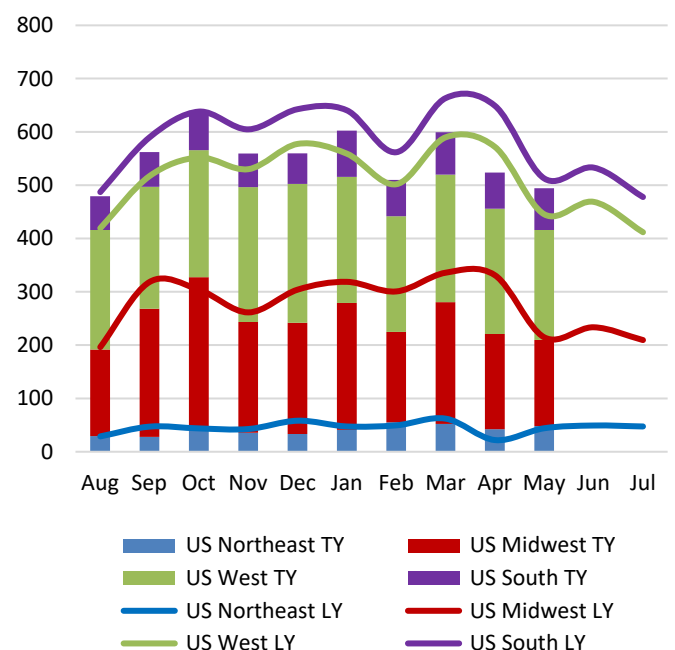


Total YTD - 5.5 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 5.5 MMT in the first ten months of the 2020-21 crop year, down 7.7% from the tonnage moved in the same period a year earlier. About 80% of these shipments were directed into the US Midwest and West, with canola and canola products remaining dominant.

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



GMP Data Table 2B-18

System Efficiency and Performance

Primary elevator stocks declined in May, averaging 3.0 MMT as producers focused on seeding and shipping programs weakened. Overall space in the country system was good throughout the month. 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 Saskatchewan and Alberta respectively, and 78% in British Columbia.

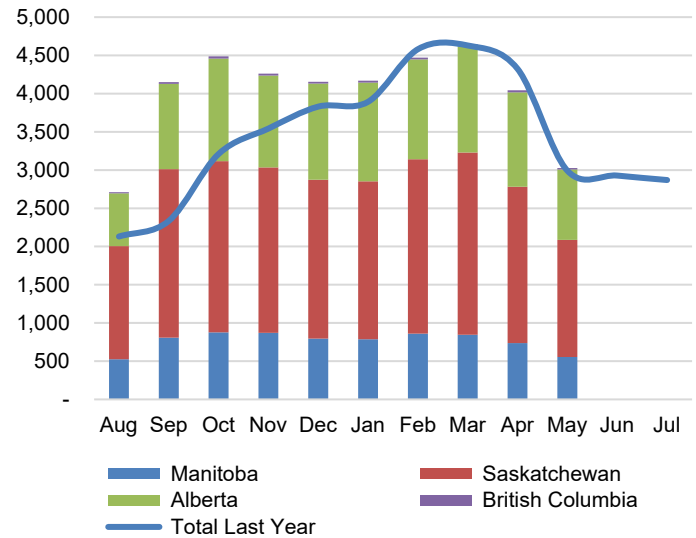
The average days-in-store in the primary-elevator system for the first ten months of the crop year increased marginally from the same period last year, climbing 0.2% to 25.2 days.

Table M-4	MAY 2021	2020-21 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,027.0	4,030.5	13.5%
Average Days in Store	22.5	25.2	0.2%
Railway Operations (days)			
Cycle Time to Western Ports	13.9	14.9	-9.8%
Cycle Time to Eastern Canada	22.4	21.5	-5.1%
Cycle Time to US	28.2	25.8	1.7%
Loaded Transit to Western Ports	6.1	7.0	-6.9%
Loaded Transit to Eastern Canada	11.6	10.7	0.1%
Loaded Transit to US	11.4	10.8	10.5%
Rail Fleet in Grain Service	18,270	22,810	2.0%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,204.5	1,309.3	7.3%
Average Days in Store	9.4	9.5	-13.6%
Port Unloads (hopper cars)	34,904	402,650	19.5%
Terminal Out-of-Car Time	14.2%	15.6%	50.0%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.4	11.2	-11.1%

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



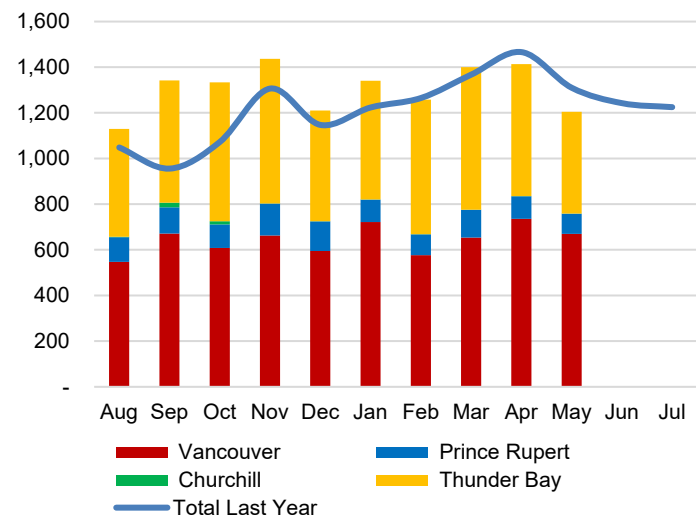
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.9 MMT in store. In August, they pulled back to average 2.7 MMT before reversing direction and rising to average 4.6 MMT in March. By May, they once again pulled back to average 3.0 MMT. Wheat, including durum, and canola, comprise 77% of the total stock. At 18% of the stock, barley, oats and peas made up much of the balance.

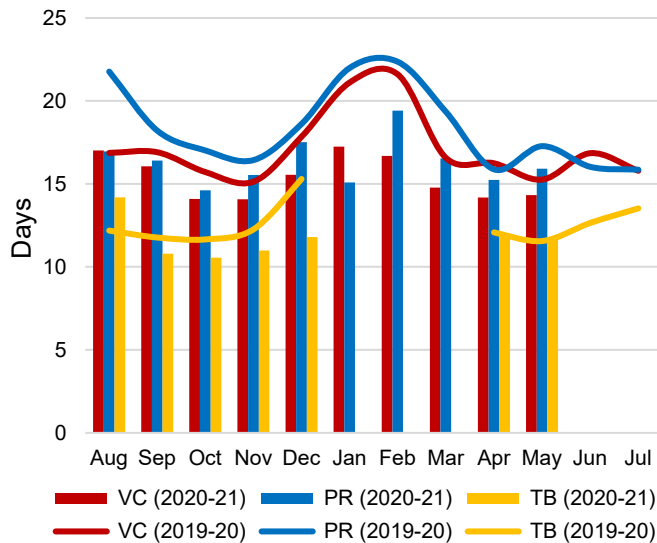
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.2 MMT in May, 14.8% less than a month earlier. Average weekly stock levels declined at all three operating western ports. Overall, stocks registered 8.0% less than in May 2020. Wheat, including durum, and canola, comprise 77% of the total stock. In March, western ports utilized 62% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

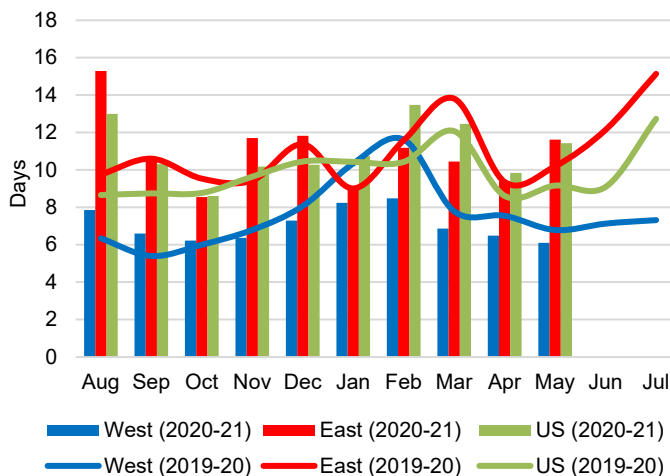


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 14.9 days in the first ten months of the 2020-21 crop year, down 9.8% from the 16.5-day average reported in the same period a year earlier. This was the result of reductions in all three primary corridors, with the Vancouver average falling 10.6%, the Prince Rupert average 12.2%, and the Thunder Bay average 6.6%.

The car cycle on movements into Eastern Canada also showed a reduction, decreasing by 5.1%, to an average of 21.5 days from 22.7 days a year earlier. Movements into the United States saw a 1.7% increase, rising to an average of 25.8 days from 26.4 days.

Average Loaded Transit Times (days)

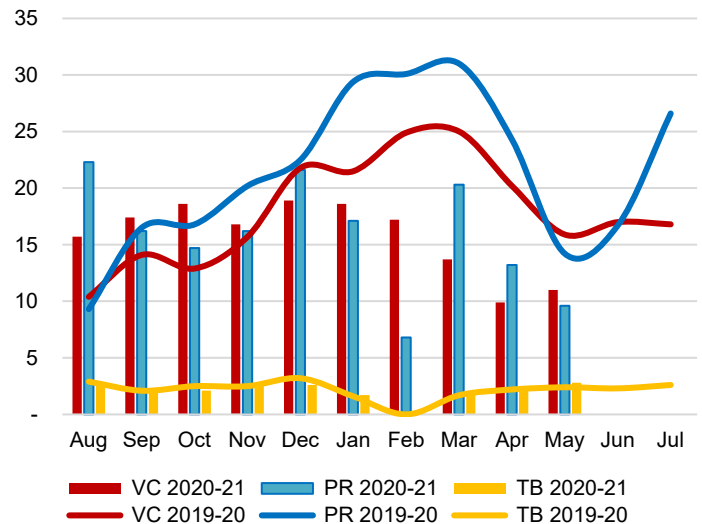


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 7.0 days in the first ten months of the 2020-21 crop year, down 6.9% from the 7.5-day average posted a year earlier. This result was driven by reductions in the averages of all three corridors: with Vancouver's falling 7.9%, Prince-Rupert's 10.5%,

and Thunder-Bay's 3.4%. A marginal 0.1% increase was noted on longer-haul movements into Eastern Canada, with the average remaining effectively unchanged at 10.7 days, while the average on US-bound traffic rose by 10.5%, to 10.8 days from 9.8 days.

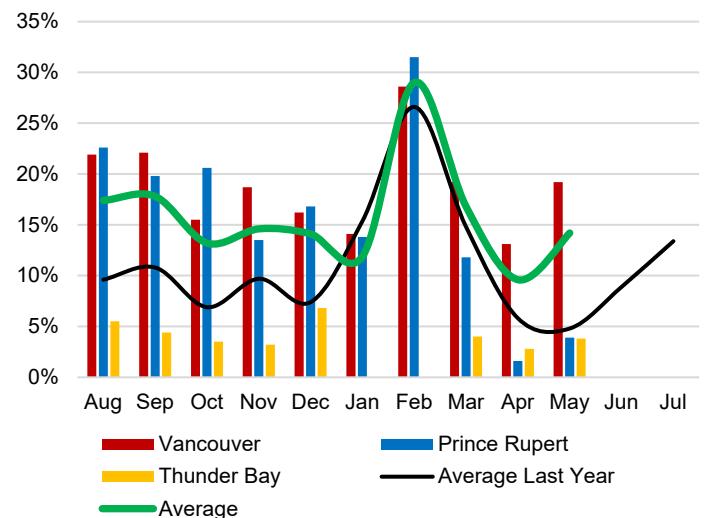
Average Days in Port per Vessel



GMP Data Table 5D-1

In May, the overall average time vessels were in port waiting and loading grain was 7.4 days, 22.3% less than was the case in May 2020. Contrary to the lower year-over-year level, the average is 2.8% more than that seen in the previous month. While Vancouver registered an increase from April, Prince Rupert saw its average decline. Thunder Bay also experienced a small increase from the previous month. In May, the average days in port stood at 11.0 for Vancouver, 9.6 at Prince Rupert and 2.8 at Thunder Bay.

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

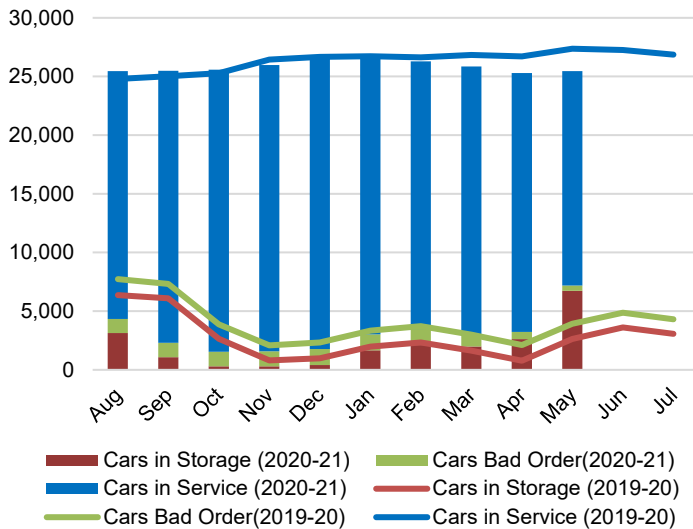


GMP Data Table 5C-5

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 grew to 14.2% in May from 9.6% in April. Terminal out-of-car time at Vancouver increased to 19.2% and to 3.9% at Prince Rupert. Thunder Bay registered 3.8% out-of-car time in May.

Railway Grain Fleet Size and Utilization



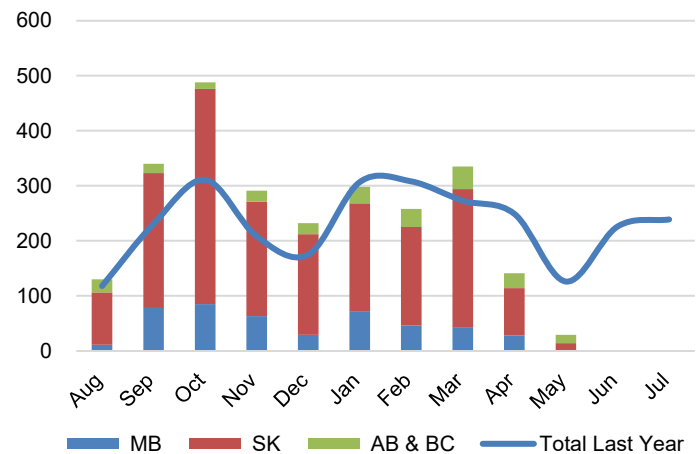
GMP Data Table 3B-2

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 2019-20 crop year as in July 2020, a weekly average of 22,562 cars, representing 84% of the fleet, was in active service. Cars in service fell further in August, to an average of 21,125 per week

before reversing directions and climbing to 24,896 in December. By May, as grain movement once again slowed down, they had retracted to 18,270. The average cars in service for the first ten months of this crop year represents 88% of the total fleet. The balance of the fleet, comprising 12% of the rail cars, was in storage or repair status (bad order).

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments scheduled for May 2021 were 77.0% less than those in May a year ago. The previous crop year saw oats shipments constituting 52.1% of overall producer cars scheduled. The first ten months of the 2020-21 crop year saw that level climbing, with oats registering at 57.0% of the overall producer-car number. Other cereal-crop shipments constitute 27.6% of the total.



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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

