

GMP Dashboard

Table M-1	JUL 2022	AUG 2022	2022-23 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	45.7	53.4	53.4	8.8%
Average Days In Store – Country	24.6	30.8	30.8	0.8%
Loaded Transit Time	5.8	6.0	6.0	3.2%
Average Days In Store – Terminal	15.3	16.6	16.6	29.7%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	2,508.1	1,896.0	1,896.0	-16.6%
Railway Shipments (all Western Canada traffic)	2,748.0	2,411.8	2,411.8	-12.1%
Western Port Terminal Shipments	1,841.4	1,488.9	1,488.9	-25.1%
Railway Performance				
Avg. Loads on Wheels (Cars)	5,591	4,889	4,889	-1.5%
Total Western Port Car Cycle (days)	20.4	18.1	18.1	-0.1%
Port Performance				
Western Port Unloads (Number of Cars)	15,462	16,763	16,763	-7.6%
Vessel Time in Port (days)	5.4	5.6	5.6	-17.8%

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 railway grain shipments fell by 12.2% in August 2022, to 2.4 MMT from 2.7 MMT in July. Overall volume proved comparatively low in relation to shipments the previous August as well, falling by a similar 12.1%. Port shipments for August totaled 1.5 MMT, 19.1% less than in July, and a greater 25.1% decline from those in August 2021. Contrasting the July-to-August decline in shipments was an increase in the average amount of time vessels spent in port, which grew to 5.6 days in August from 5.4 in July.

Highlights for August 2022

Traffic and Movement (page 2)

- Primary-elevator shipments were 1.9 MMT in the first month of the 2022-23 crop year, 16.6% less than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the opening month of the 2022-23 crop year totaled 2.4 MMT, down 12.1% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 1.5 MMT in the first month of the crop year, down 25.1% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 7.4% while the average days-in-store grew by 0.8%.
- Average weekly port-terminal stocks decreased 21.7% from the same period last year, while average days-in-store climbed by 29.7% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports decreased by 11.3% in August 2022, with the preliminary average falling to 18.1 days from 20.4 days in July. This proved to be a marginal 0.1% below the 18.2-day average posted a year earlier. Movements into the US saw a more substantive 5.0% decrease, with the average car cycle falling to 23.1 days. An increase of 9.2% was noted on movements into Eastern Canada, with the average car cycle rising to 31.8 days.
- The year-to-date average for vessel time in port is 5.6 days, 17.8% less than that observed in the previous crop year.
- Port-terminal out-of-car time decreased to 10.8% at Vancouver in August from 11.8% in July. Thunder Bay also realized a small decrease to 13.8% from 14.8% the previous month. Out-of-car time at Prince Rupert is currently unavailable for August.

Production and Supply

Statistics Canada's August model-based estimate for 2022 field-crop production in Western Canada stands at 75.2 MMT, a 53.5% increase from 2021's 49.0 MMT harvest. This dramatic increase reflects a solid rebound from the prairie-wide drought that severely reduced production the previous growing season. This estimate is consistent with the model-based estimate from the previous month. An update based on the October-November producer survey will be included in the Monitor's November Report.

When coupled with July's 3.8 MMT of carry-forward stocks, some 49.3% less than in 2021, the overall grain supply is estimated at 79.1 MMT. This stands 39.8% above the 2021-22 crop year's 56.6-MMT level, marking the return of an abundant grain supply following the drought-reduced shortfall of the previous year.

Table M-2	2022*	2021	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
* Western Canada Total Production – Preliminary	75,242.2	49,016.9	53.5%
Western Canada On Farm & Primary Elevator Carry Forward Stock	3,820.8	7,542.1	-49.3%
Total Grain Supply	79,063.0	56,559.0	39.8%

Traffic and Movement

August producer deliveries experienced a modest uptick, averaging just over 0.55 MMT per week. Average weekly primary-elevator stock levels grew marginally to 2.3 MMT from 2.2 MMT in July, with good space in the elevator system throughout the month.

Table M-3	AUG 2022	2022-23 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	341.1	341.1	-41.7%
Saskatchewan	945.6	945.6	-13.4%
Alberta	604.2	604.2	3.7%
British Columbia	5.1	5.1	-65.1%
Total	1,896.0	1,896.0	-16.6%

Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	1,668.4	1,668.4	-12.8%
Shipments to Eastern Canada	185.3	185.3	-2.7%
Shipments to US & Mexico	487.2	487.2	-15.1%
Shipments Western Domestic	70.9	70.9	7.6%
Total	2,411.8	2,411.8	-12.1%

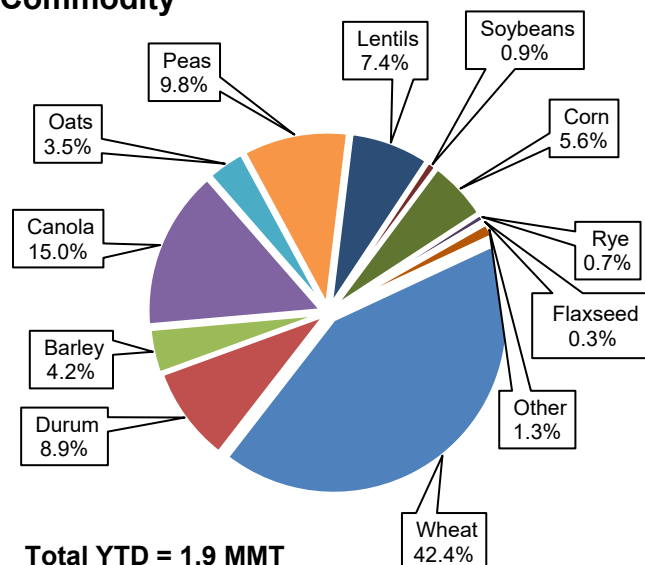
Western Port Unloads (Number of Cars)			
Vancouver	13,137	13,137	-7.3%
Prince Rupert	0.0	0.0	n/a
Churchill	0.0	0.0	n/a
Thunder Bay	3,626	3,626	-8.7%
Total	16,763	16,763	-7.6%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	934.7	934.7	-34.4%
Prince Rupert	51.3	51.3	n/a
Churchill	0.0	0.0	n/a
Thunder Bay	502.9	502.9	-10.8%



Total	1,488.9	1,488.9	-25.1%
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Primary Elevator Shipments by Commodity

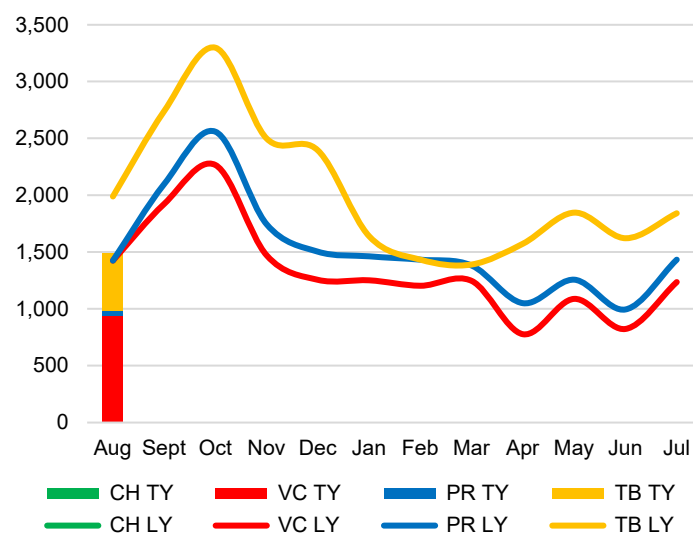


Total YTD = 1.9 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators fell in the first month of the crop year, registering 16.6% less than in same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 66.3%. Movement of peas and lentils contributed 17.2% of the total.

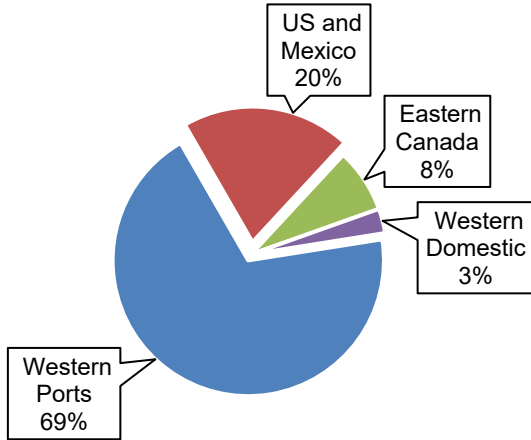
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports fell in the first month of the 2022-23 crop year, registering a decrease of 25.1% from the same period in the previous year. The decline in activity reflected the overall reduction in grain supply from the previous year as the new-crop harvest awaited. Vancouver was down 34.4%, while Thunder Bay shipments recorded a decline of 10.8%. Prince Rupert registered an uptick in August 2022 as no vessels were loaded there the previous August.

Western Canadian Grain Destinations

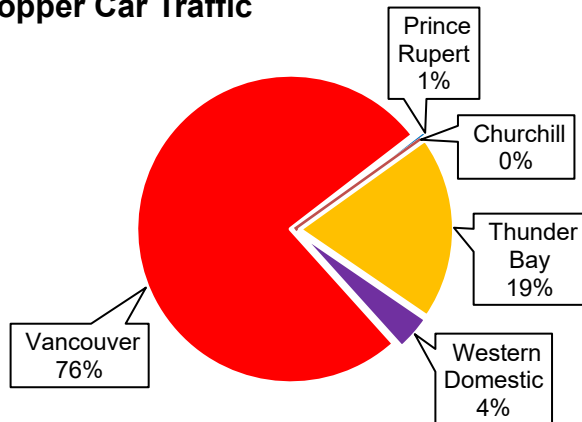


Total YTD = 2.4

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

Railway grain shipments from Western Canada totaled over 2.4 MMT in the first month of the 2022-23 crop year, a 12.1% decrease from the 2.7 MMT handled a year earlier. The majority, about 1.7 MMT, was directed to Western Canadian ports in support of export sales. This represented a 12.8% decline from what had been shipped in the same period the previous year, with the reduction partially offset by a 7.6% increase in Western Domestic traffic. A 2.7% decline was noted on movements into Eastern Canada, while shipments to the US and Mexico fell by 15.1%.

Western Canadian Destined Hopper Car Traffic



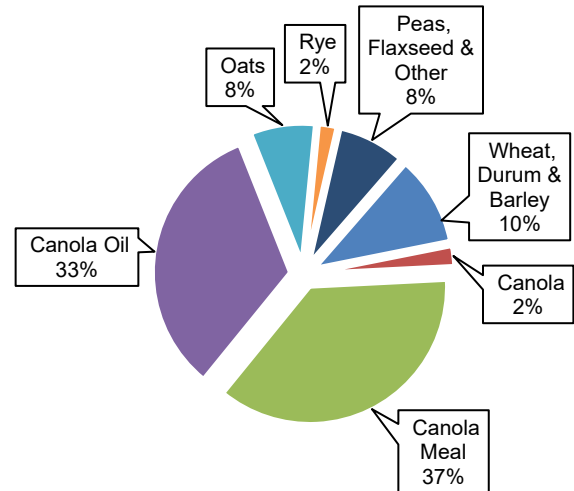
Total YTD - 1.7 MMT

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 month of the 2022-23 crop year this amounted to nearly 1.7 MMT, down 11.5% from the previous year. Seventy-six percent of these hopper cars were destined to Vancouver, which remains the port of choice for

exporting grain, given its access to Asia-Pacific markets and concentration of export terminal facilities. Hopper-car shipments through Vancouver during this period fell by 9.7%. The west-coast reduction was broadened by a 49.1% decline in Prince Rupert traffic as well, but tempered by a 9.6% gain in Western Domestic volumes. Shipments to Thunder Bay also declined, with volume down 19.0%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

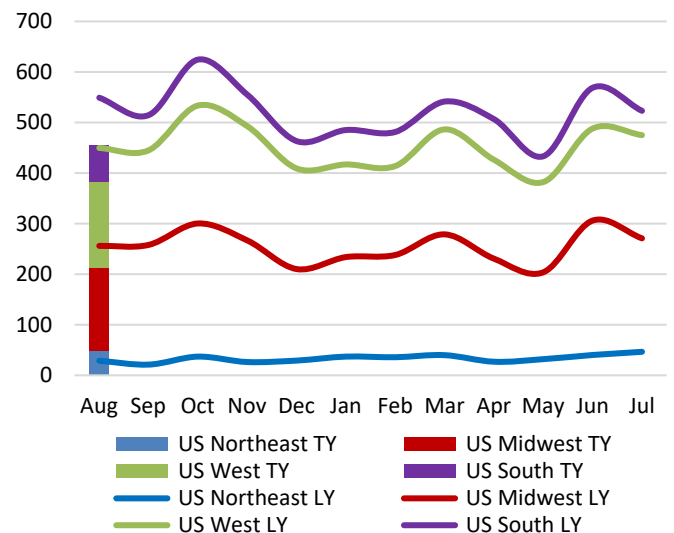


Total YTD - 0.5 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached almost 0.5 MMT in the first month of the 2022-23 crop year, down 17.2% from the tonnage moved in the same period a year earlier. Almost 75% 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 grew slightly in August, averaging 2.3 MMT as producer deliveries of the 2022 harvest began. Overall space in the country system was good. Country stocks utilized 41% of the working capacity of the network. By province, stocks ranged from 35% of working capacity in Manitoba to 42% and 43%, Alberta and Saskatchewan respectively, and 59% in British Columbia.

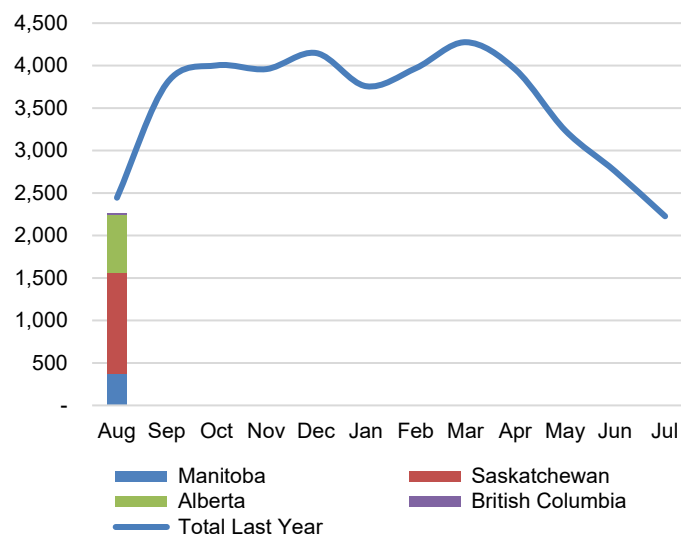
The average days-in-store in the primary-elevator system for the first month of the crop year climbed marginally from the same period last year, rising 0.8% to 30.8 days.

Table M-4	AUG 2022	2022-23 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,263.4	2,263.4	-7.4%
Average Days in Store	30.8	30.8	0.8%
Railway Operations (days)			
Cycle Time to Western Ports	18.1	18.1	-0.1%
Cycle Time to Eastern Canada	31.8	31.8	9.2%
Cycle Time to US	23.1	23.1	-5.0%
Loaded Transit to Western Ports	6.0	6.0	3.2%
Loaded Transit to Eastern Canada	16.0	16.0	15.7%
Loaded Transit to US	10.3	10.3	-4.6%
Rail Fleet in Grain Service	11,153	11,153	-4.8%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	714.7	714.7	-21.7%
Average Days in Store	16.6	16.6	29.7%
Port Unloads (hopper cars)	16,763	16,763	-7.6%
Terminal Out-of-Car Time	11.4%	11.4%	56.2%
Western Canada Port Operations			
Average Vessel Time in Port (days)	5.6	5.6	-17.8%

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



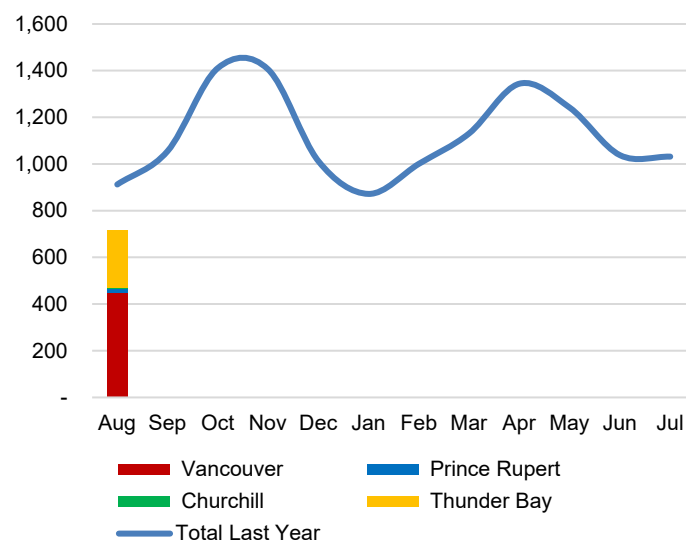
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.2 MMT in store. In August, they grew marginally to average 2.3 MMT. Wheat, including durum, and canola, comprise 51% of the total stock. At 29% of the stock, barley, oats and peas made up much of the balance.

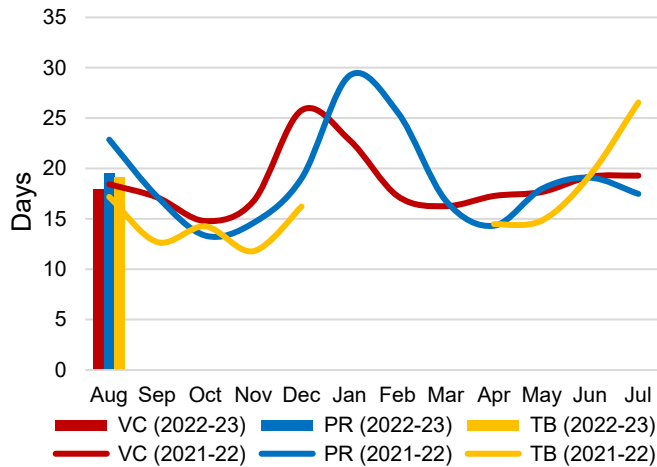
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 0.7 MMT in August, a decrease from the previous month as supply dwindled in advance of the 2022 harvest. Average weekly stock levels fell at all three western ports. Wheat, including durum, and canola, comprise just under 82% of the total stock. In August, western ports utilized just 37% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

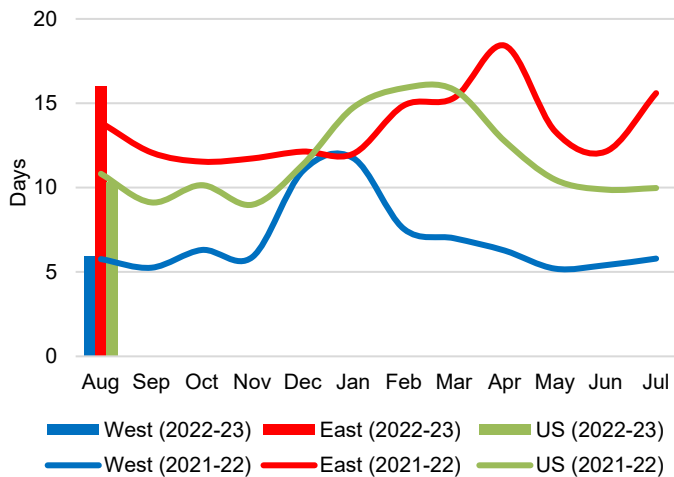


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 18.1 days in the opening month of the 2022-23 crop year, down a marginal 0.1% from the 18.2-day average reported a year earlier. This was largely the result of decreases in the Vancouver and Prince Rupert, with the averages falling by 3.0% and 14.7% respectively. Conversely, the Thunder Bay average rose by 11.4%.

The car cycle into Eastern Canada also increased, rising by 9.2%, to an average of 31.8 days from 29.1 days a year earlier. A 5.0% decrease was noted in the cycle for US movements, which fell to an average of 23.1 days from 24.3 days the previous year.

Average Loaded Transit Times (days)

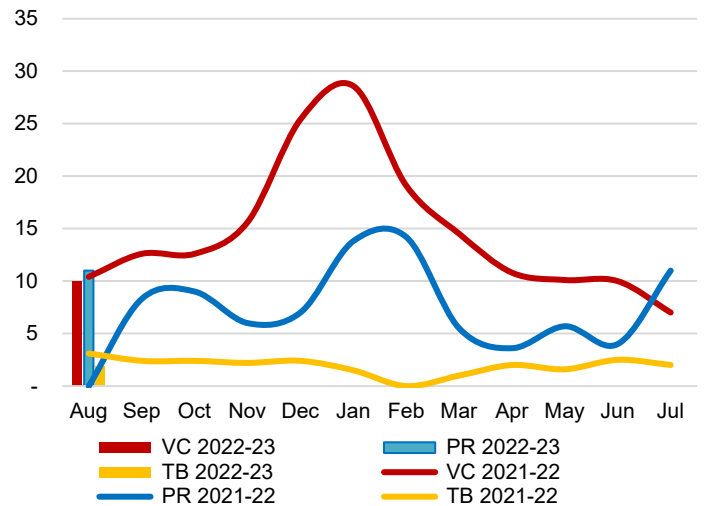


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.0 days in the first month of the 2022-23 crop year, up 3.2% from the 5.8-day average posted a year earlier. This was driven by increases in the Vancouver and Thunder Bay corridors, which rose by 3.2% and 5.0% respectively. These increases were partially offset by a 13.4% decline in the Prince Rupert corridor average. The average into Eastern Canada rose by a

more substantive 15.7%, to 16.0 days from 13.9 days a year earlier. The average on US-bound traffic fell by 4.6%, to 10.3 days from 10.8 days.

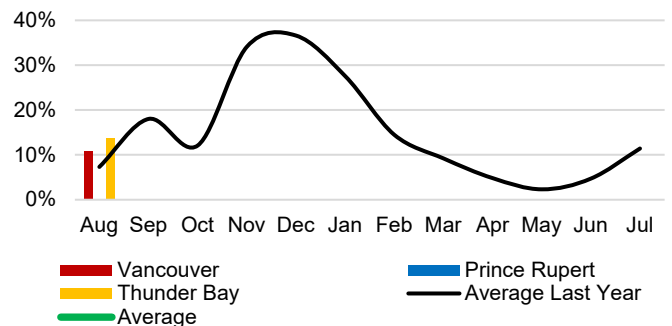
Average Days in Port per Vessel



GMP Data Table 5D-1

In August, the overall-average time vessels were in port waiting and loading grain was 5.6 days, 17.8% less than was the case in August 2021. Vancouver's average grew from that seen in July while Prince Rupert's held constant. The average at Thunder Bay fell marginally from the previous month. In August, the average days in port stood at 10.0 for Vancouver, 11.0 for Prince Rupert and 1.9 for Thunder Bay.

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



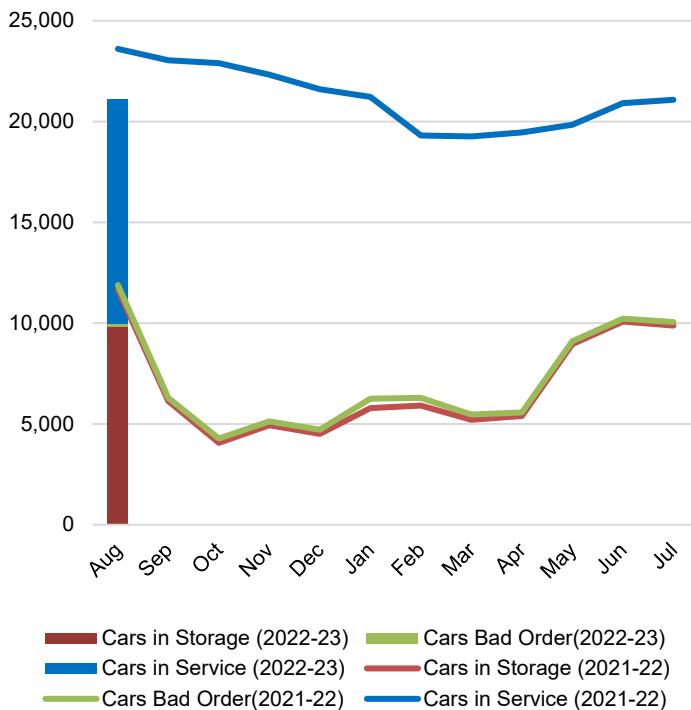
GMP Data Table 5C-5

The port terminal out-of-car time measure represents the total number of hours terminal elevator facilities are open and staffed (including overtime hours) and the corresponding number of hours that terminals have no rail cars available to unload. The measure is expressed as a percentage (hours without cars to the total number of hours working).

The aggregate measure for all ports remained at 11.4% in August, matching the total from July. Terminal out-of-car time decreased to 10.8% at Vancouver and to 13.8% at Thunder Bay.

The system average for August excludes Prince Rupert as the grain terminal was shut down for annual maintenance and a monthly tally of out-of-car time throughout that period has not yet been completed.

Railway Grain Fleet Size and Utilization



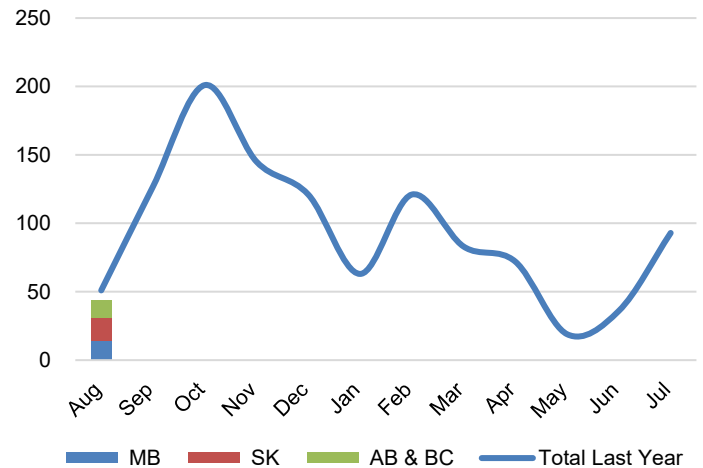
GMP Data Table 3B-2

During times of heavy demand, nearly the entire hopper-car fleet is placed into 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 again the case in the 2021-22 crop year as the weekly number of cars in service ramped up to an average of 18,617 in October 2021 before progressively declining to a low of 10,693 in June 2022, with roughly half the fleet then having been

placed in storage. A modest increase in the serviceable-car count is seen by August 2022, rising to 11,153. It is worth noting that there are significant differences in the serviceable fleets of CN and CP at this point, with the former storing 52% of its fleet while CP was storing a lesser 40%.

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments scheduled for August 2022 were 13.7% less than those in August a year ago. The previous crop year saw oats shipments comprising 54% of overall producer cars scheduled, while the first month of the 2022-23 crop year registered oats at only 23% of the overall producer-car number. Wheat and durum constitute 68% of the August total.



Quorum Corporation
 Suite 701, 9707 – 110 Street
 Edmonton, AB T5K 2L9
 Email: info@quorumcorp.net
 Web: www.grainmonitor.ca
 Phone: (780) 447-2111

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

