

GMP Dashboard

Table M-1	FEB 2023	MAR 2023	2022-23 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	42.6	40.2	39.9	-34.9%
Average Days In Store – Country	27.9	26.9	24.7	-37.5%
Loaded Transit Time	6.1	5.8	5.8	-19.6%
Average Days In Store – Terminal	8.5	7.5	9.4	-35.6%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,941.6	5,332.6	36,113.2	49.2%
Railway Shipments (all Western Canada traffic)	4,490.2	5,416.1	39,975.6	54.7%
Western Port Terminal Shipments	3,024.9	3,872.7	28,210.2	62.3%
Railway Performance				
Avg. Loads on Wheels (Cars)	9,987	10,458	9,769	26.4%
Total Western Port Car Cycle (days)	13.7	12.9	13.8	-22.0%
Port Performance				
Western Port Unloads (Number of Cars)	31,666	42,300	294,914	57.2%
Vessel Time in Port (days)	16.6	12.6	10.6	-0.1%

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 railway grain shipments increased by 20.6% in March 2023, to 5.4 MMT from 4.5 MMT in February. This continued the pattern of much stronger current-year shipments, which saw the year-to-date tonnage rise to 40.0 MMT, 54.7% more than in the same eight-month period a year earlier. Port shipments for March totaled 3.9 MMT, a 28.0% increase from February. Year-to-date, at 28.2 MMT, they are 62.3% more than those in the previous crop year. Contrasting with the month-over-month increase in shipments was a decrease in the average amount of time vessels spent in port, which fell to 12.6 days in March from 16.6 in February.

Highlights for March 2023

Traffic and Movement (page 2)

- Primary-elevator shipments were 36.1 MMT in the first eight months of the 2022-23 crop year, 49.2% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first eight months of the 2022-23 crop year totaled 40.0 MMT, up 54.7% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 28.2 MMT in the first eight months of the crop year, up 62.3% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 1.6% while the average days-in-store fell by 37.5%.
- Average weekly port-terminal stocks increased 5.4% from the same period last year, while average days-in-store fell by 35.6% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports decreased by 5.8%, to 12.9 days in March from 13.7 days in February. Higher velocities helped reduce the YTD average to 13.8 days, 22.0% below the 17.7 days posted a year earlier. Movements into Eastern Canada also decreased, with the YTD average falling by 18.1% to 23.8 days, while movements into the US fell by a lesser 5.3%, to an average of 25.9 days.
- The year-to-date average for vessel time in port is 10.6 days, 0.1% less than that observed in the previous crop year.
- Port-terminal out-of-car time decreased to 15.2% at Vancouver in March, from 23.9% in February. Prince Rupert saw a decline to 10.7% in March, from 12.8% in February. Thunder Bay's out-of-car time was 17.5% as the shipping season commenced.

Production and Supply

Statistics Canada's November-survey estimate for 2022 field-crop production in Western Canada stands at 73.8 MMT, a 50.6% 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 represents a 1.4 MMT reduction from the previous model-based estimate recorded at the end of August.

When coupled with July's 3.85 MMT of carry-forward stocks, some 48.9% less than in 2021, the overall grain supply is estimated at 77.7 MMT. This stands 37.3% above the 2021-22 crop year's 56.6-MMT level, marking the return of an abundant grain supply to meet domestic and export demands.

Table M-2	2022	2021	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production	73,807.4	49,016.9	50.6%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	3,851.8	7,542.1	-48.9%
Total Grain Supply	77,659.2	56,559.0	37.3%

Traffic and Movement

March producer deliveries increased to an average of just over 1.1 MMT per week as overall demand picked up with the opening of the Seaway approaching. Average weekly primary-elevator stock levels grew to 4.2 MMT from 4.0 MMT in February, with good space in the elevator system throughout the month.

Table M-3	MAR 2023	2022-23 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	684.1	5,624.9	14.1%
Saskatchewan	2,920.7	18,860.2	71.8%
Alberta	1,702.1	11,395.5	41.0%
British Columbia	25.7	232.6	12.6%
Total	5,332.6	36,113.2	49.2%

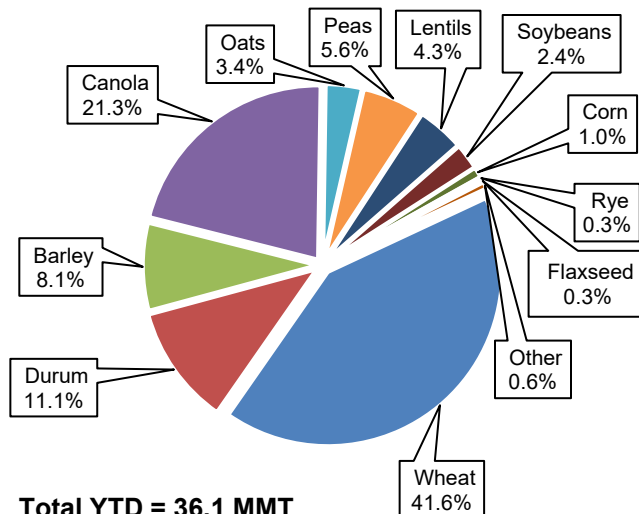
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	4,208.4	31,753.0	65.1%
Shipments to Eastern Canada	280.3	1,884.2	22.4%
Shipments to US & Mexico	815.2	5,633.8	27.3%
Shipments Western Domestic	112.1	704.7	10.2%
Total	5,416.1	39,975.6	54.7%

Western Port Unloads (Number of Cars)			
Vancouver	31,702	215,280	66.7%
Prince Rupert	6,672	35,793	97.7%
Churchill	0.0	0.0	n/a
Thunder Bay	3,926	43,841	8.7%
Total	42,300	294,914	57.2%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,960.0	20,651.1	71.5%
Prince Rupert	645.7	3,338.6	113.5%
Churchill	0.0	0.0	n/a
Thunder Bay	267.0	4,220.4	11.8%
Total	3,872.7	28,210.1	62.3%



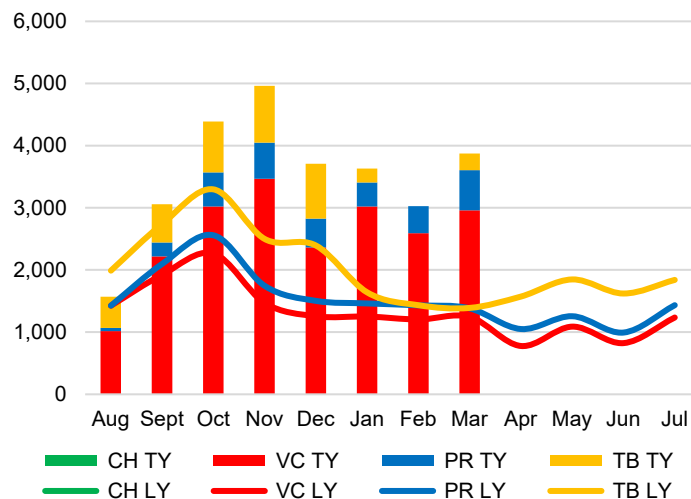
Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first eight months of the crop year, registering 49.2% greater than in the same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 74.0%. Movement of peas and lentils contributed 9.9% of the total.

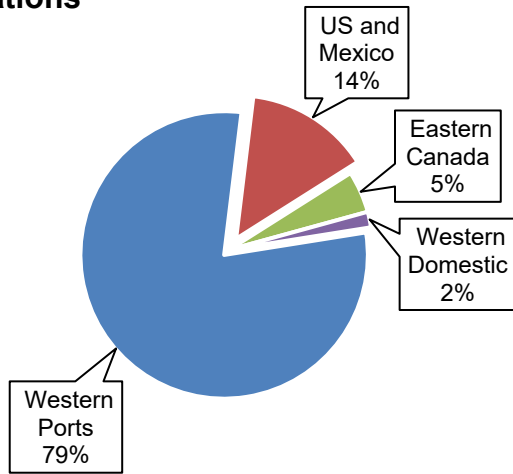
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk grain shipments from western ports have made a solid rebound in the first eight months of the 2022-23 crop year. Having they now stand 62.3% higher on a year-over-year basis. Crop year to date, Vancouver is up 71.5%, while Prince Rupert surged to a 113.5% gain. Thunder Bay shipments recorded a more modest year-over-year increase of 11.8%.

Western Canadian Grain Destinations

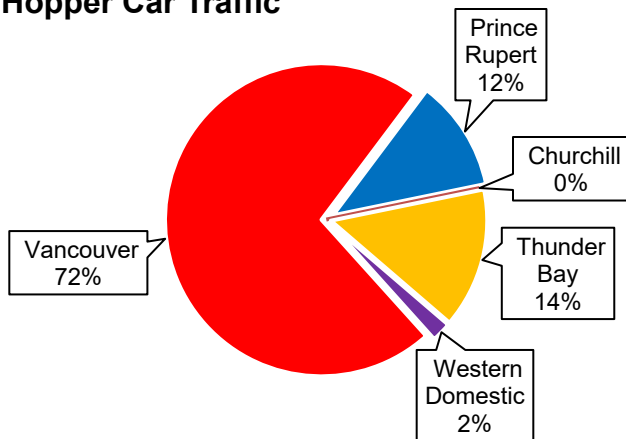


Total YTD = 40.0 MMT

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

Railway grain shipments from Western Canada totaled almost 40.0 MMT in the first eight months of the 2022-23 crop year, a 54.7% increase from the 25.8 MMT handled a year earlier. The majority, about 31.8 MMT, was directed to Western Canadian ports in support of export sales. This represented a 65.1% increase over what had been shipped in the same period the previous year and was supplemented by a 10.2% gain in Western Domestic traffic. A 22.4% increase was noted on movements into Eastern Canada with shipments to the US and Mexico rising by 27.3%.

Western Canadian Destined Hopper Car Traffic



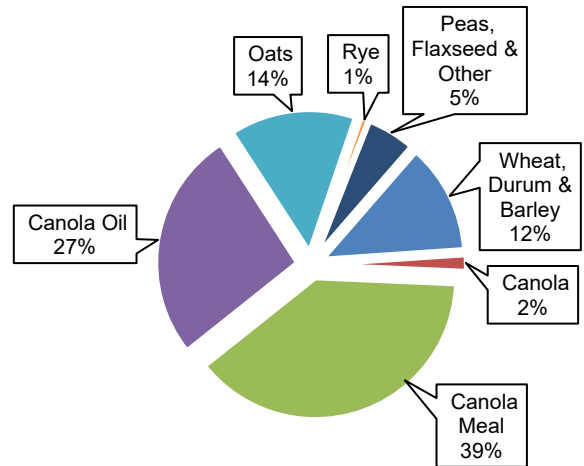
Total YTD - 31.9 MMT

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 eight months of the 2022-23 crop year this amounted to 31.9 MMT, up 65.4% from the previous year. Seventy-two 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 rose by 77.6%. The west-coast increase was broadened by a 100.8% gain in Prince Rupert volumes as well as an 11.1% increase in Western Domestic traffic. Shipments to Thunder Bay rose by a lesser 17.4%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

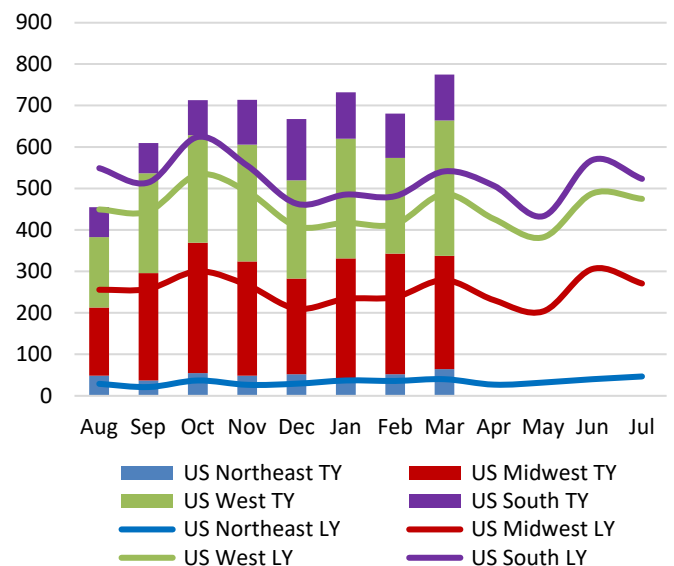


Total YTD - 5.3 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 5.3 MMT in the first eight months of the 2022-23 crop year, up 26.8% from the tonnage moved in the same period a year earlier. Over 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 increased in March, averaging 4.2 MMT as producer deliveries maintained a steady pace with relatively good operating conditions. Overall space in the country system was good. Country stocks utilized 76% of the working capacity of the network. By province, stocks ranged from 74% in Saskatchewan to 78%, 80% and 81% of working capacity in Manitoba, Alberta, and British Columbia respectively.

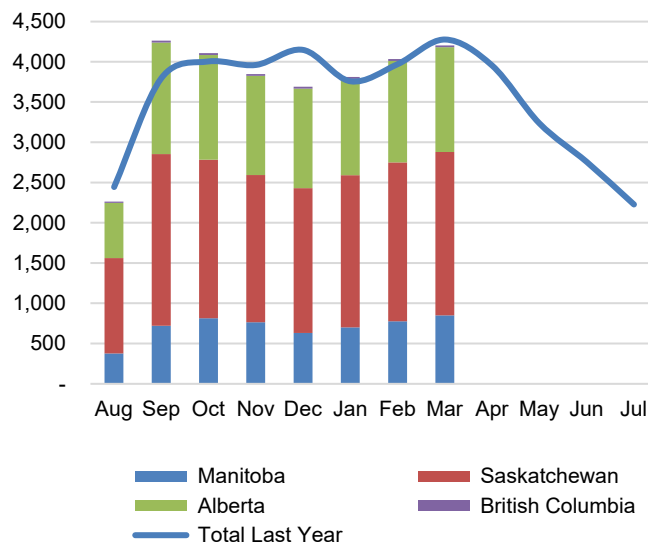
The average days-in-store in the primary-elevator system for the first eight months of the crop year declined from the same period last year, falling 37.5% to 24.7 days.

Table M-4	MAR 2023	2022-23 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	4,201.8	3,749.6	-1.6%
Average Days in Store	26.9	24.7	-37.5%
Railway Operations (days)			
Cycle Time to Western Ports	12.9	13.8	-22.0%
Cycle Time to Eastern Canada	21.2	23.8	-18.1%
Cycle Time to US	25.6	25.9	-5.3%
Loaded Transit to Western Ports	5.8	5.8	-19.6%
Loaded Transit to Eastern Canada	9.2	10.6	-19.0%
Loaded Transit to US	10.7	10.3	-12.0%
Rail Fleet in Grain Service	20,262	19,012	23.3%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,223.2	1,158.8	5.4%
Average Days in Store	7.5	9.4	-35.6%
Port Unloads (hopper cars)	42,300	294,914	57.2%
Terminal Out-of-Car Time	15.0%	13.4%	-33.3%
Western Canada Port Operations			
Average Vessel Time in Port (days)	12.6	10.6	-0.1%

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



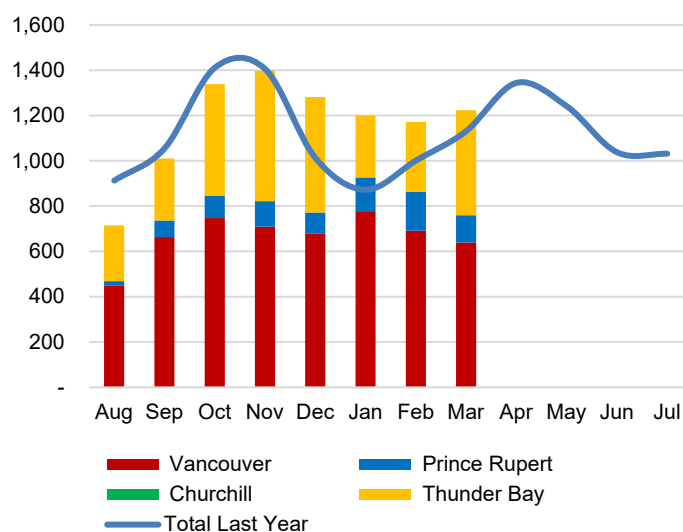
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.2 MMT in store. They grew to an average of 4.3 MMT in September before retreating to 3.7 in December and then advancing again to 4.2 MMT by March. Wheat, including durum, and canola, comprise 69% of the total stock. At 20% of the stock, barley, oats and peas made up much of the balance.

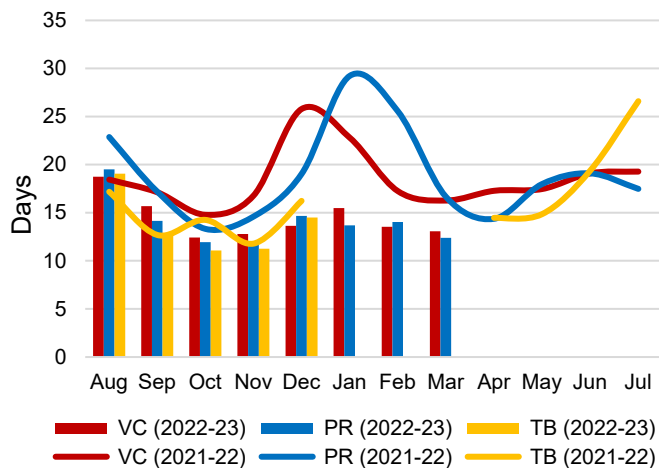
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.2 MMT in March, a modest increase from the previous month as winter operating conditions eased. Stocks declined at Vancouver and Prince Rupert, while growing at Thunder Bay as the Seaway opening approached. Wheat, including durum, and canola, comprise just under 81% of the total stock. In March, western ports utilized just 63% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

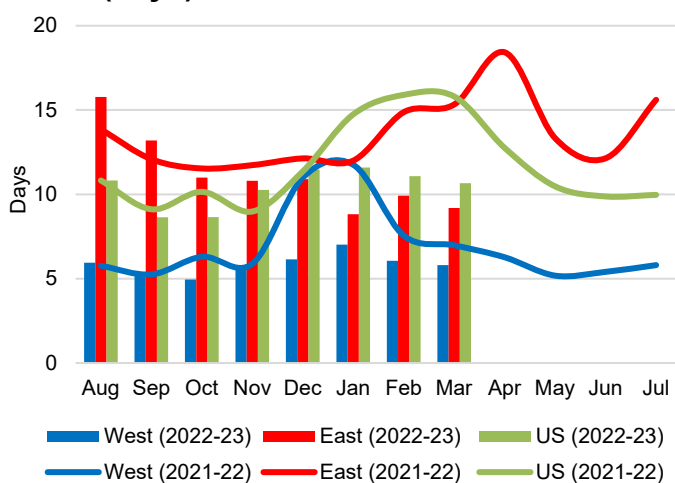


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.8 days in the first eight months of the 2022-23 crop year, down 22.0% from the 17.7-day average reported a year earlier. This was largely the result of decreases in the Vancouver and Prince Rupert corridors, with car-cycle averages falling by 23.0% and 30.3% respectively. The Thunder Bay average fell by a somewhat lesser 14.5%.

Similarly, the car cycle into Eastern Canada also fell, by 18.1%, to an average of 23.8 days from 29.1 days a year earlier. A marginal 5.3% decrease was noted in the cycle for US movements, which fell to an average of 25.9 days from 27.3 days the previous year.

Average Loaded Transit Times (days)

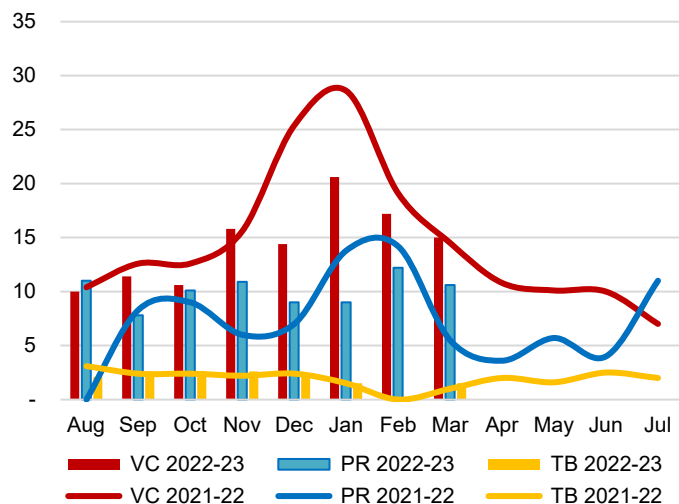


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.8 days in the first eight months of the 2022-23 crop year, down 19.6% from the 7.2-day average posted a year earlier. This was primarily driven by a 19.9% decrease in the Vancouver-corridor average but supported by significant decreases in the Prince Rupert and Thunder Bay corridors as well, which fell by

31.1% and 15.9% respectively. The average into Eastern Canada fell by 19.0%, to 10.6 days from 13.1 days a year earlier. The average on US-bound traffic fell by 12.0%, to 10.3 days from 11.7 days.

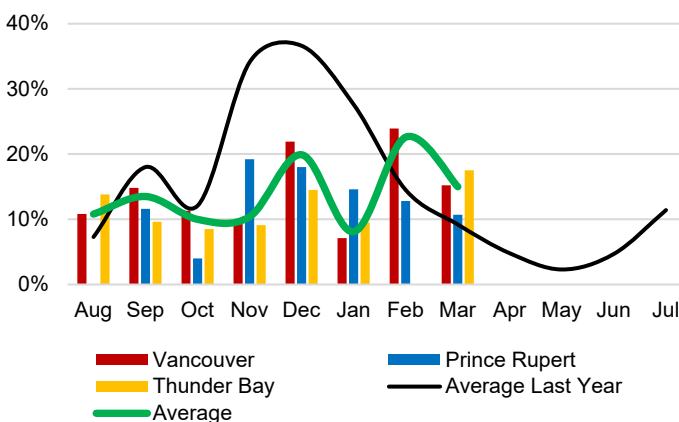
Average Days in Port per Vessel



GMP Data Table 5D-1

In March, the overall-average time vessels were in port waiting and loading grain was 12.6 days, 2.1% less than was the case in March 2022. The average fell at both Vancouver and Prince Rupert from that seen in February. In March, the average days in port stood at 15.0 for Vancouver and 10.6 for Prince Rupert. The first vessels of the shipping season at Thunder Bay averaged 1.5 days in port.

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



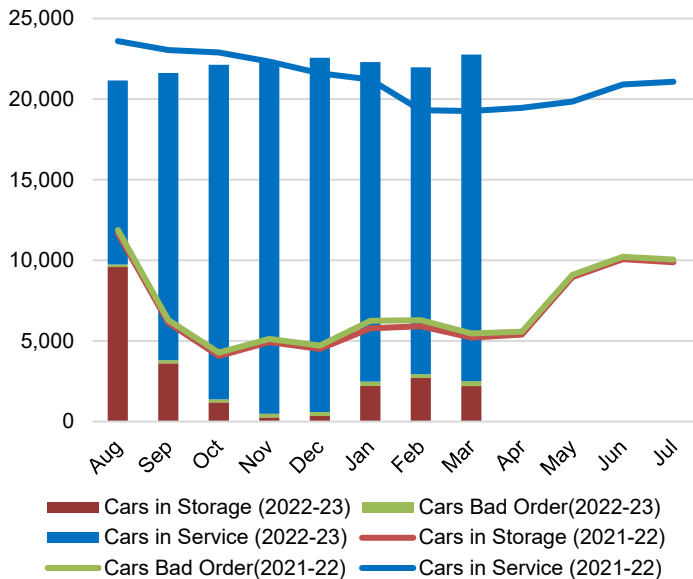
GMP Data Table 5C-5

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 fell to 15.0% in March, down from 22.6% in February. Terminal out-of-car time decreased to

15.2.9% at Vancouver and to 10.7% at Prince Rupert. Thunder Bay out-of-car time was 17.5% in March as the port geared up following its winter closure.

Railway Grain Fleet Size and Utilization

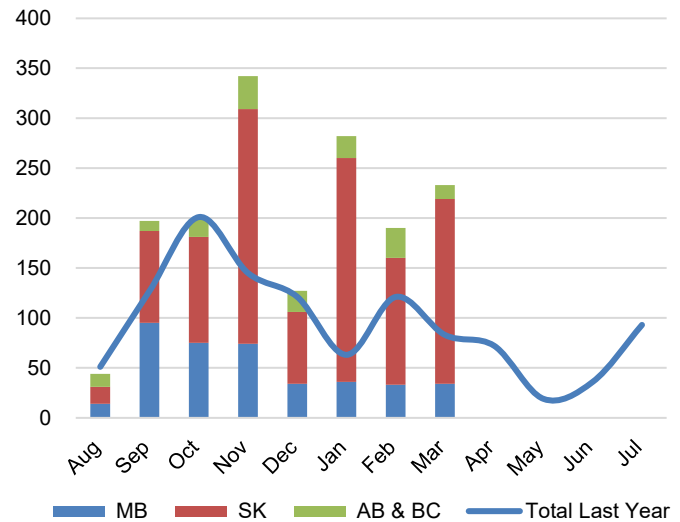


GMP Data Table 3B-2

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 the case in the 2021-22 crop year as the weekly number of cars in service declined 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 11,413 followed by a jump to 21,968 in December. By March, the cars in service retreated to an average of 20,262. In March, 89% of the overall fleet was in service to address the shipping demands for western grain, with only a modest number of cars being reported in either storage or bad order status.

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments scheduled for March 2023 were 180.7% more than those in March a year earlier. The previous crop year saw oats shipments comprising 54% of overall producer cars scheduled, while the first eight months of the 2022-23 crop year registered oats losing ground, at only 47% of the overall producer-car number. Wheat and durum constitute a lesser 37% of the year-to-date 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

