

GMP Dashboard

Table M-1	JUL 2019	AUG 2019	2019-20 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	40.2	37.9	37.9	-17.1%
Average Days In Store – Country	21.8	19.8	19.8	-19.2%
Loaded Transit Time	7.0	6.2	6.2	-12.4%
Average Days In Store – Terminal	11.4	11.9	11.9	-15.6%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,537.7	3,324.5	3,324.5	-13.5%
Railway Shipments (all Western Canada traffic)	3,926.8	3,939.8	3,939.8	1.4%
Western Port Terminal Shipments	2,809.4	2,671.4	2,671.4	9.1%
Railway Performance				
Avg. Loads on Wheels (Cars)	8,758	7,686	7,686	-18.3%
Total Western Port Car Cycle (days)	16.3	15.8	15.8	-5.2%
Port Performance				
Western Port Unloads (Number of Cars)	30,920	29,813	29,813	-5.1%
Vessel Time in Port (days)	6.8	7.3	7.3	-19.9%

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 rail shipments totaled just over 3.9 MMT in August 2019, effectively unchanged from the 3.9 MMT forwarded in July. This proved comparable to the previous crop year, with a 1.4% increase over the 3.9 MMT shipped in August 2018. Generally wet conditions stalled the harvest across the prairies shortly after it started. As inclement weather persisted, new crop was not available for delivery to elevators and concerns arose about potential quality loss. However, port shipments for August held up reasonably well, totaling 2.7 MMT, only a 4.9% decline from July. Accompanying the decline in shipments has been an increase in the average amount of time vessels spend in port – rising to 7.3 days in August from 6.8 in July.

Highlights for August 2019

Traffic and Movement (page 2)

- Primary-elevator shipments were 3.3 MMT in the first month of the 2019-20 crop year, 13.5% less than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first month of the 2019-20 crop year totaled 3.9 MMT, up 1.4% from a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 2.7 MMT, up 9.1% from the same period last year.

System Efficiency and Performance (page 4)

- The year-over-year average weekly primary-elevator stocks decreased by 25.9% in August while the average days-in-store fell by 19.2%.
- Average weekly port-terminal stocks decreased 5.4% from the same period last year, while average days-in-store declined 15.6%.
- The car cycle for hopper-car movements to Western Canadian ports declined in August 2019, with its average falling to 15.8 days from 16.3 days in July. This also proved lower than the 16.7-day average reported a year earlier. The averages in other corridors also declined: by 16.6%, to 19.1 days, on movements to Eastern Canada; and by 16.1%, to 23.7 days, on movements to the US.
- The year-to-date average for vessel time in port is 7.3 days, 19.9% lower than that observed in the previous crop year.
- Port-terminal out-of-car time climbed to 10.2% at Vancouver in August from 6.8% in July. At Prince Rupert, the out-of-car time rose to 19.3% in August, from 17.3% in July and at Thunder Bay it was up marginally to 4.6% from 4.5% a month earlier.

Production and Supply

Statistics Canada's August 31st model-based estimate for 2019 crop production in Western Canada stands at 75.1 MMT, a 5.0% increase from the 2018 harvest. If this volume is maintained, it will constitute the second largest crop on record. This preliminary production estimate will be updated when the result of Statistics Canada's November survey of producers is released.

The model-based estimate supersedes Statistics Canada's July estimate by 3.0 MMT, a 4.1% increase. Last year the model-based estimate led to a somewhat larger increase of 6.9% in the projected production figure.

Coupled with carry-forward stock of 8.5 MMT at the end of July 2019, 18.6% less than in 2018, the overall grain supply is estimated to be 83.6 MMT. The projected supply is 2.0% greater than that of the previous year and potentially the largest on record, and will thereby result in heavy demands on the GHTS throughout the coming crop year.

Table M-2:	2019	2018	Var. from Last Yr.
Production & Carry Over (000's tonnes)			
Western Canada Total Production – Preliminary*	75,127.9*	71,533.2	5.0%
Western Canada On Farm & Primary Elevator Carry Forward Stock	8,471.5	10,404.0	-18.6%
Total Grain Supply	83,599.4*	81,937.8	2.0%

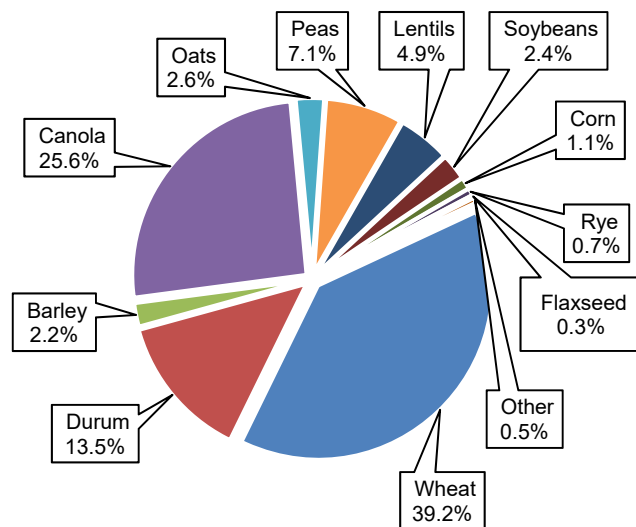
Traffic and Movement

With prairie-wide harvesting delayed, August producer deliveries averaged just over 0.7 MMT per week. Average weekly primary-elevator stock levels fell to 2.1 MMT from 2.5 MMT in July, with ample space available in facilities across the prairies.

Table M-3	AUG 2019	2019-20 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	822.6	822.6	-12.3%
Saskatchewan	1,706.1	1,706.1	-9.6%
Alberta	769.7	769.7	-22.6%
British Columbia	26.1	26.1	17.0%
Total	3,324.5	3,324.5	-13.5%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,131.8	3,131.8	5.0%
Shipments to Eastern Canada	235.4	235.4	-3.4%
Shipments to US & Mexico	504.1	504.1	-13.7%
Shipments Western Domestic	68.5	68.5	-11.0%
Total	3,939.8	3,939.8	1.4%
Western Port Unloads (Number of Cars)			
Vancouver	20,658	20,658	9.5%
Prince Rupert	2,081	2,081	-52.1%
Churchill	486	486	n/a
Thunder Bay	6,588	6,588	-19.7%
Total	29,813	29,813	-5.1%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,917.1	1,917.1	30.6%
Prince Rupert	152.0	152.0	-65.6%
Churchill	0.0	0.0	n/a
Thunder Bay	602.3	602.3	12.0%
Total	2,671.4	2,671.4	9.1%



Primary Elevator Shipments by Commodity

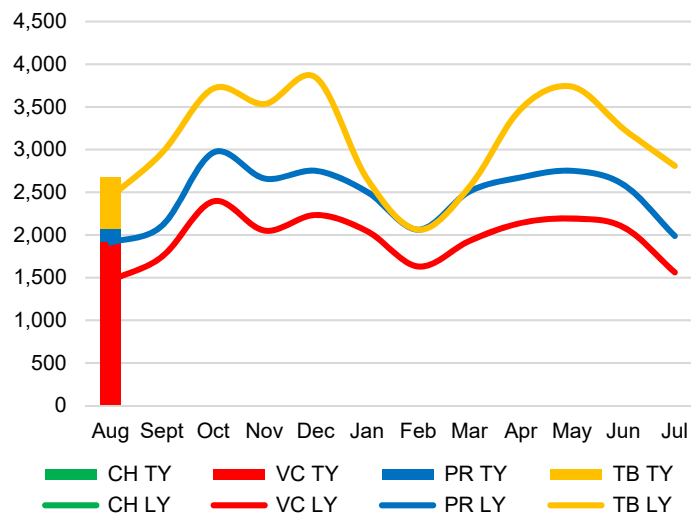


Total YTD = 3.3 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators fell in August and registered 13.5% less 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 78.3%. Movement of peas and lentils remained sluggish, constituting just 12.0% of the total, down from 14.1% in August 2018.

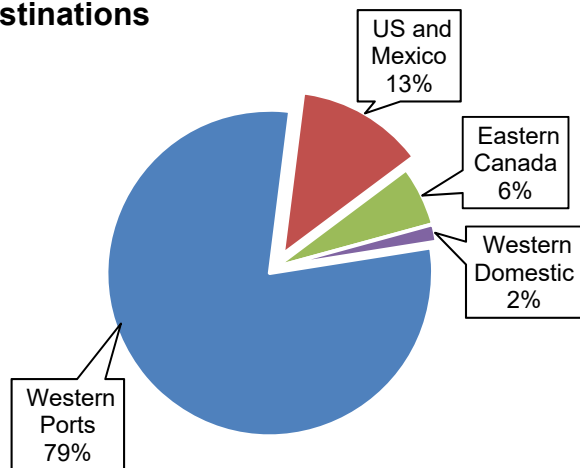
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in August, registering a 9.1% increase on a year-over-year basis. Despite slower movement out of the primary elevators, a steady export program kept most terminal elevators active in August.

Western Canadian Grain Destinations

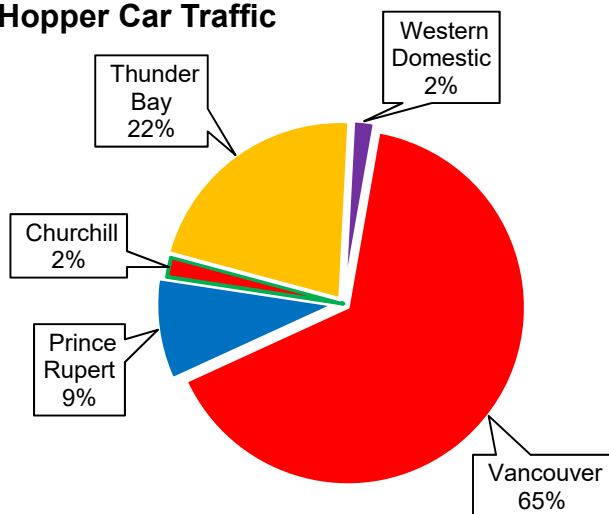


Total YTD = 3.9 MMT

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

Railway grain shipments from Western Canada totaled 3.9 MMT in the first month of the 2019-20 crop year, a 1.4% gain over the 3.9 MMT handled a year earlier. The majority, about 3.1 MMT, was directed to Western Canadian ports in support of export sales. This proved to be 5.0% more than what had been shipped the previous year. Conversely, shipments to Eastern Canada fell by 3.4%. This was accompanied by more significant declines in Western domestic shipments, which fell by 11.0%, as well as shipments to the US and Mexico, which decreased 13.7%.

Western Canadian Destined Hopper Car Traffic



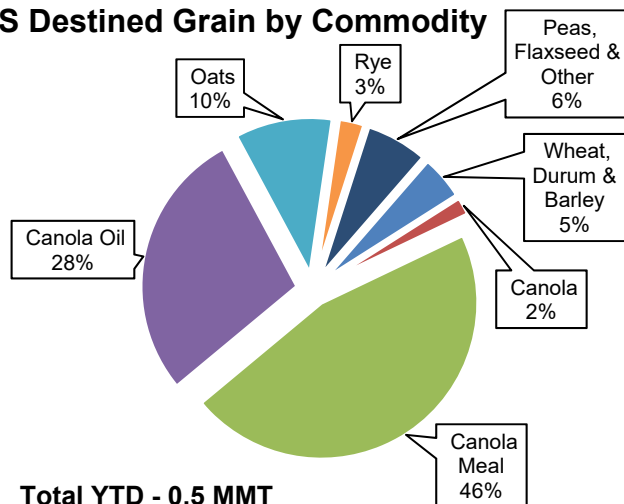
Total YTD - 3.0 MMT

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 month of the 2019-20 crop year this amounted to just over 3.0 MMT, up 4.2% from a year earlier. On the receiving end, 65% of these

hopper cars were destined to Vancouver, which remains the highest volume port for export grain given its ready access to Asia-Pacific markets, favourable logistical economics and year-round operations. Hopper-car shipments through Vancouver during this period rose by 13.6% and was supported by a marginal 0.3% gain in volume for Thunder Bay along with those put through the newly reopened port of Churchill. Conversely, Prince Rupert and Western Domestic shipments fell by 36.2% and 15.5% respectively.

US Destined Grain by Commodity

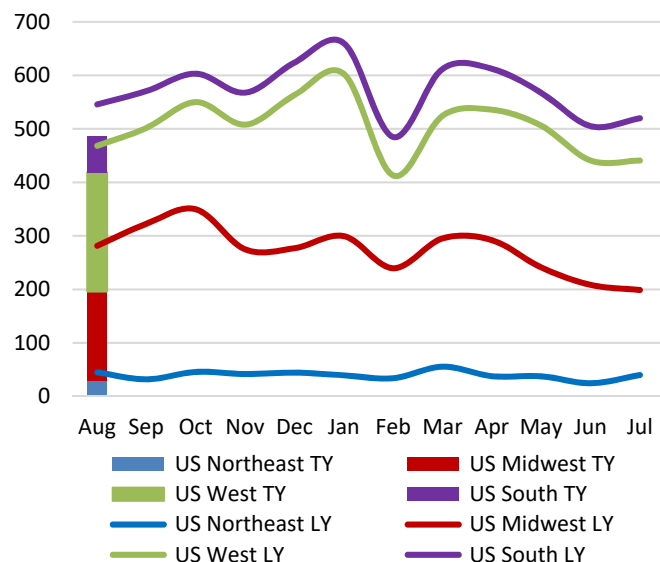


Total YTD - 0.5 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly under 0.5 MMT in the first month of the 2019-20 crop year, a reduction of 10.8% from the tonnage moved in the same period a year earlier. Almost 80% of these shipments were directed into the US Midwest and West and are dominated by canola and canola products.

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



GMP Data Table 2B-18



System Efficiency and Performance

Primary elevator stocks declined in August to average 2.1 MMT as producers awaited the opportunity to harvest the 2019 crop. Overall space in the country system was good. Country stocks utilized 42% of the working capacity of the network. By province, stocks ranged from just 34% of working capacity in Alberta to 45% in Manitoba and Saskatchewan, and 50% in British Columbia.

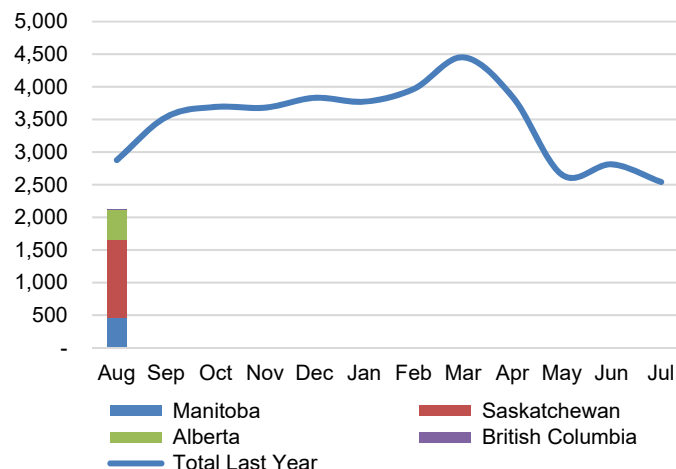
The average days-in-store in the primary-elevator system for August fell sharply from last year, down 19.2%.

Table M-4	AUG 2019	2019-20 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,130.9	2,130.9	-25.9%
Average Days in Store	19.8	19.8	-19.2%
Railway Operations (days)			
Cycle Time to Western Ports	15.8	15.8	-5.2%
Cycle Time to Eastern Canada	19.1	19.1	-16.6%
Cycle Time to US	23.7	23.7	-16.1%
Loaded Transit to Western Ports	6.2	6.2	-12.4%
Loaded Transit to Eastern Canada	8.7	8.7	-14.0%
Loaded Transit to US	7.6	7.6	-32.4%
Rail Fleet in Grain Service	17,062	17,062	11.3%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,048.7	1,048.7	-5.4%
Average Days in Store	11.9	11.9	-15.6%
Port Unloads (hopper cars)	29,813	29,813	-5.1%
Terminal Out-of-Car Time	9.6%	9.6%	-35.1%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.3	7.3	-19.9%

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



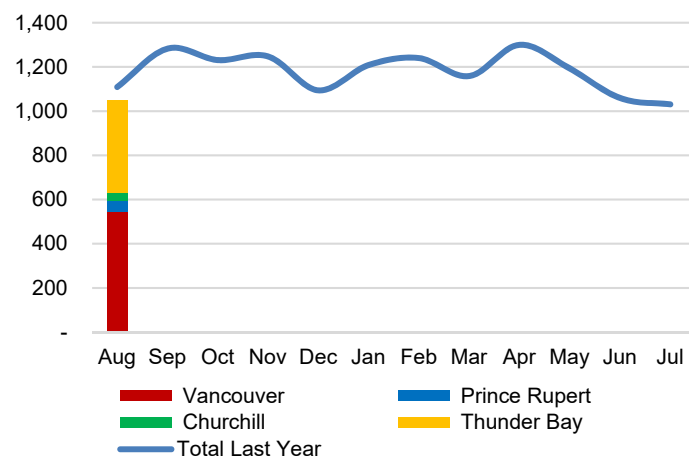
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Following three months fluctuating between 2.5 and 2.8 MMT, average country elevator stocks fell to 2.1 MMT in August. While much of the previous crop year saw relatively high primary elevator stock levels, the onset of seeding saw a substantial decline. With the weather-delayed harvest impeding new crop availability, primary elevator stocks were the lowest in the past three years. Wheat, including durum, and canola, comprise over two thirds of the total stock. At 19% of the stock, barley, oats and peas made up much of the balance.

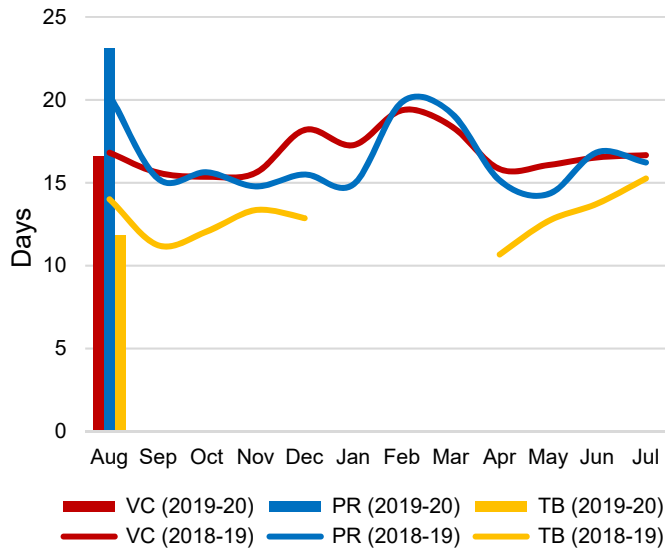
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.0 MMT in August, 2% more than a month earlier. Stock levels held steady at Thunder Bay and grew modestly at the Vancouver. Prince Rupert stock was significantly lower as maintenance work was underway at the terminal. Churchill saw stock building as the first vessel lot of the season was accumulating at the port. Wheat, including durum, and canola, comprise over 84% of the total stock. In August, western ports utilized only 59% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

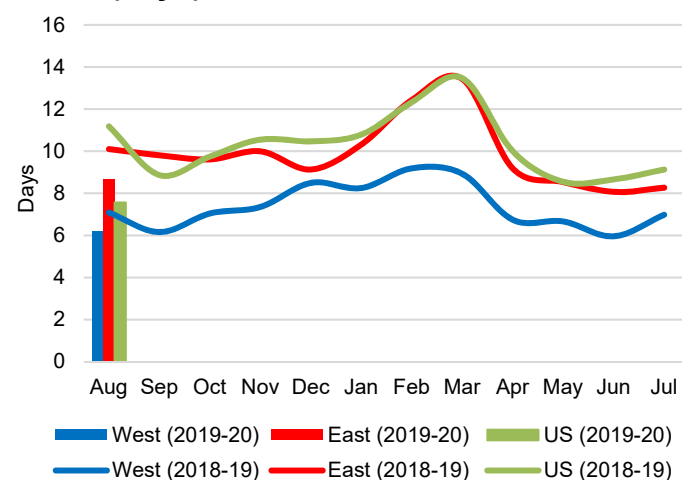


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.8 days in the first month of the 2018-19 crop year, a decrease of 5.2% from the 16.7-day average reported in the same period a year earlier. This was largely the result of decreases in the Vancouver and Thunder Bay corridors, which fell by 1.0% and 15.5% respectively. Running counter to this was Prince Rupert, which rose by 14.2%.

Car cycles to Eastern Canada also decreased during this period, falling by 16.6%, to an average of 19.1 days from 23.0 days a year earlier. The car cycle for movements into the United States fell by a similar 16.1%, to an average of 23.7 days from 28.2 days.

Average Loaded Transit Times (days)

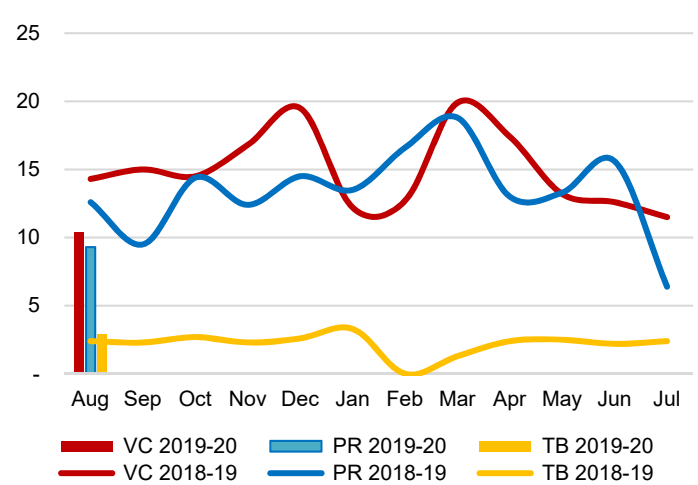


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.2 days in the first month of the 2019-20 crop year, down 12.4% from the 7.1-day average posted a year earlier. This was the result of decreases in all three major corridors, with Vancouver down by 7.6%; Prince Rupert, 18.3%; and Thunder

Bay, 22.9%. The average loaded transit time for movements into Eastern Canada fell by 14.0%, to 8.7 days from 10.1 days a year earlier. The corresponding average for US-destined traffic saw an even sharper decline, falling 32.4%, to 7.6 days from the 11.2-day average posted a year earlier.

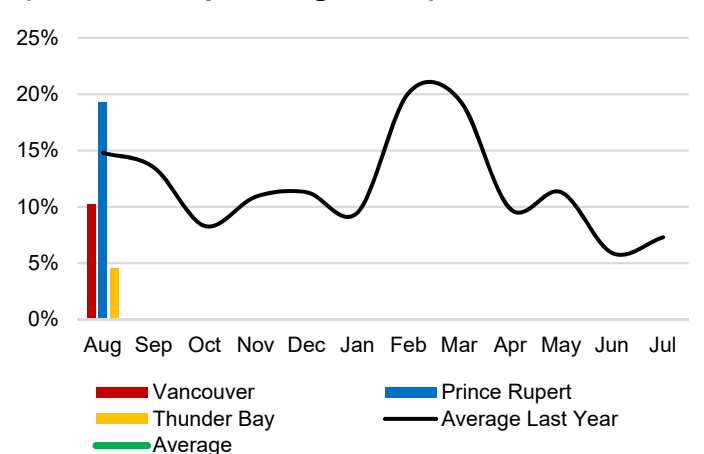
Average Days in Port per Vessel



GMP Data Table 5D-1

In August, the overall average time vessels were in port waiting and loading grain was 7.3 days, 19.9% lower than in August of 2018. Although spending less time than a year ago, the average is 7.4% higher than that seen in the previous month. While Vancouver saw a decrease, both Prince Rupert and Thunder Bay registered increases from that seen in July. In August, the days in port stood at 10.4 for Vancouver, 9.3 at Prince Rupert and 2.9 at Thunder Bay.

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

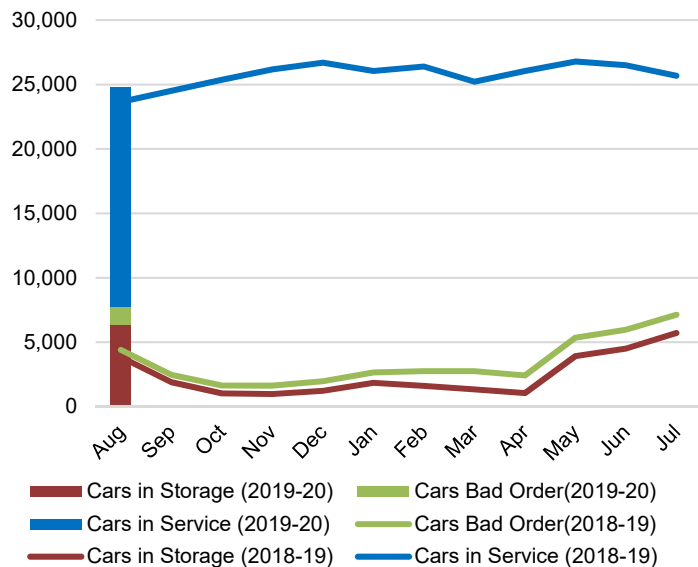


GMP Data Table 5C-5

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 9.6% in August from 7.3% in July. Terminal out-of-car time at Vancouver increased to 10.2% in August, to 19.3% at Prince Rupert and to 4.6% at Thunder Bay.

Railway Grain Fleet Size and Utilization

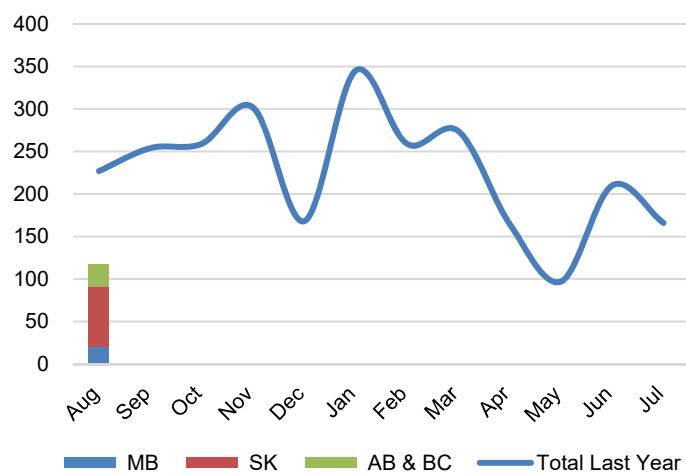


GMP Data Table 3B-2

During times of heavy demand for grain hopper cars, nearly all of 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 as the new-crop harvest was delayed. For the first month of this crop year, an average of 17,062 cars per week, representing 69% of the overall fleet, were in grain service. The balance of the fleet, comprising 31% 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 fell sharply in the first month of the crop year due to the delayed harvest and reduced number of applications placed with the Canadian Grain Commission. Shipments throughout August saw wheat, durum and oats comprising 83% of the total. Special crops such as peas and lentils contributed 14% 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 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

