

GMP Dashboard

Table M-1	AUG 2019	SEP 2019	2019-20 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	37.9	32.6	35.5	-19.3%
Average Days In Store – Country	19.8	17.6	18.8	-22.3%
Loaded Transit Time	6.2	5.2	5.7	-12.9%
Average Days In Store – Terminal	11.9	9.8	11.0	-16.7%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,324.5	3,596.9	6,921.4	-13.2%
Railway Shipments (all Western Canada traffic)	3,939.8	4,299.9	8,239.6	-6.1%
Western Port Terminal Shipments	2,695.8	2,823.6	5,519.4	2.0%
Railway Performance				
Avg. Loads on Wheels (Cars)	7,686	7,638	7,662	-24.8%
Total Western Port Car Cycle (days)	16.1	15.3	15.7	1.0%
Port Performance				
Western Port Unloads (Number of Cars)	29,813	27,570	57,383	-10.4%
Vessel Time in Port (days)	7.3	8.6	8.0	-9.5%

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 4.3 MMT in September 2019, up 9.1% from the 3.9 MMT forwarded in August. However, year-to-date shipments of 8.2 MMT proved 6.1% less than the 8.8 MMT shipped in the first two months of the previous crop year. Generally wet and cool conditions continued to stall the harvest across the prairies, with some relief seen later in September. Concerns about quality loss grew, as did the fear that the crop might not all be harvested. Port shipments for September held up reasonably well, totaling 2.8 MMT, a 4.7% increase from August. Accompanying the increase in shipments has been an increase in the average amount of time vessels spend in port – rising to 8.6 days in September from 7.3 in August.

Highlights for September 2019

Traffic and Movement (page 2)

- Primary-elevator shipments were 6.9 MMT in the first two months of the 2019-20 crop year, 13.2% less than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first two months of the 2019-20 crop year totaled 8.2 MMT, down 6.1% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 5.5 MMT, up 2.0% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 30.4% while the average days-in-store fell by 22.3%.
- Average weekly port-terminal stocks decreased 16.2% from the same period last year, while average days-in-store declined 16.7%.
- The car cycle for hopper-car movements to Western Canadian ports decreased in September 2019, with the preliminary average falling to 15.3 days from 16.1 days in August. However, the year-to-date average stood marginally higher at 15.7 days, up 1.0% from the 15.5-day average reported a year earlier. Conversely, the year-to-date averages in all other corridors declined: by 10.6%, to 19.5 days, on movements to Eastern Canada; and by 3.6%, to 24.9 days, on movements to the US.
- The year-to-date average for vessel time in port is 8.0 days, 9.5% lower than that observed in the previous crop year.
- Port-terminal out-of-car time declined to 8.9% at Vancouver in September from 10.2% in August. At Prince Rupert, the out-of-car time ballooned to 43.9% in September, up from 19.3% in August and at Thunder Bay it was down to 1.0% from 4.6% 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, potentially the largest on record

and will ensure 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

Late-month harvest resumption saw September producer deliveries average just under 1.1 MMT per week. Average weekly primary-elevator stock levels grew to 2.3 MMT from 2.1 MMT in August, with ample space available in facilities prairies wide.

Table M-3	SEP 2019	2019-20 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	948.1	1,770.7	-9.0%
Saskatchewan	1,876.0	3,582.1	-15.3%
Alberta	744.3	1,514.0	-13.4%
British Columbia	28.5	54.6	0.4%
Total	3,596.9	6,921.4	-13.2%

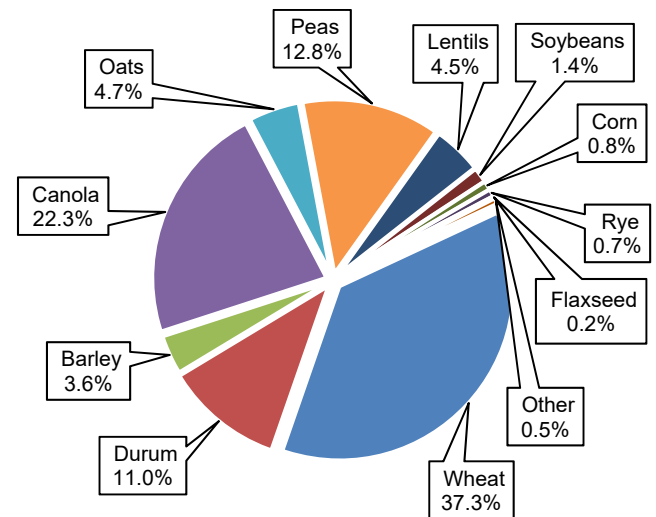
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,394.9	6,526.6	-6.1%
Shipments to Eastern Canada	220.6	456.0	-7.7%
Shipments to US & Mexico	598.5	1,102.5	-7.3%
Shipments Western Domestic	85.9	154.5	10.3%
Total	4,299.9	8,239.6	-6.1%

Western Port Unloads (Number of Cars)			
Vancouver	16,856	37,514	-0.1%
Prince Rupert	3,439	5,520	-42.2%
Churchill	256	742	n/a
Thunder Bay	7,019	13,607	-19.6%
Total	27,570	57,383	-10.4%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,462.2	3,404.1	5.9%
Prince Rupert	365.4	517.4	-35.7%
Churchill	69.4	69.4	n/a
Thunder Bay	926.2	1,528.5	9.8%
Total	2,823.6	5,519.4	2.0%



Primary Elevator Shipments by Commodity

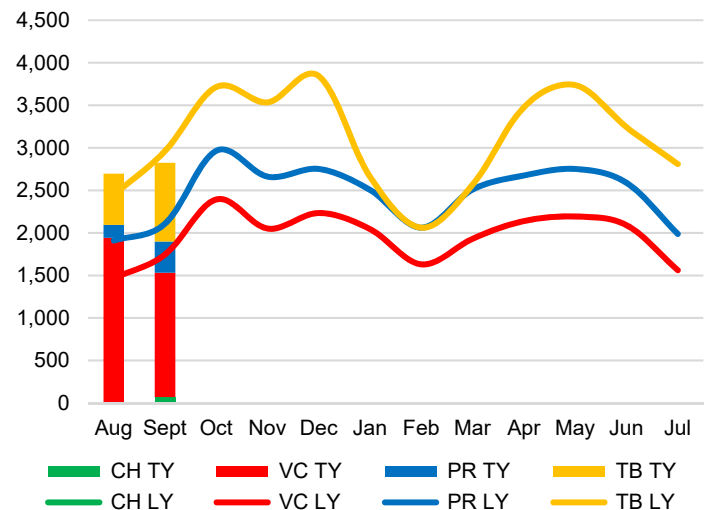


Total YTD = 6.9 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators increased in September, but still registered 13.2% 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 70.6%. Movement of peas and lentils picked up in the month, constituting 17.3% of the total, up from just 12.0% in August.

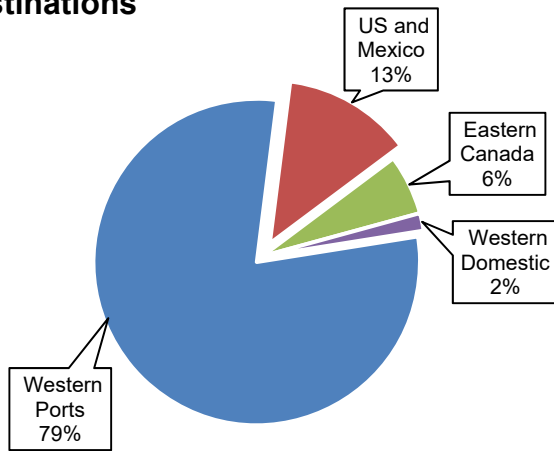
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in September, registering a 2.0% 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 September.

Western Canadian Grain Destinations

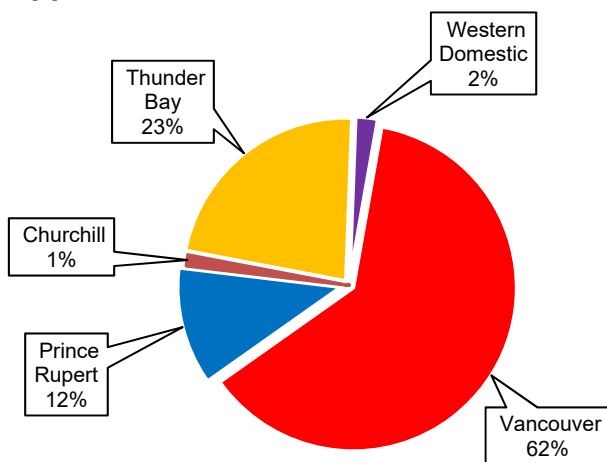


Total YTD = 8.2 MMT

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

Railway grain shipments from Western Canada totaled 8.2 MMT in the first two months of the 2019-20 crop year, a 6.1% decline from the 8.8 MMT handled a year earlier. The majority, about 6.5 MMT, was directed to Western Canadian ports in support of export sales. This proved to be 6.1% less than what had been shipped the previous year. Shipments to Eastern Canada also fell, albeit by a slightly greater 7.7%. A 7.3% decline in shipments to the US and Mexico was also noted. Running counter to these losses was a 10.3% increase in Western Domestic traffic.

Western Canadian Destined Hopper Car Traffic



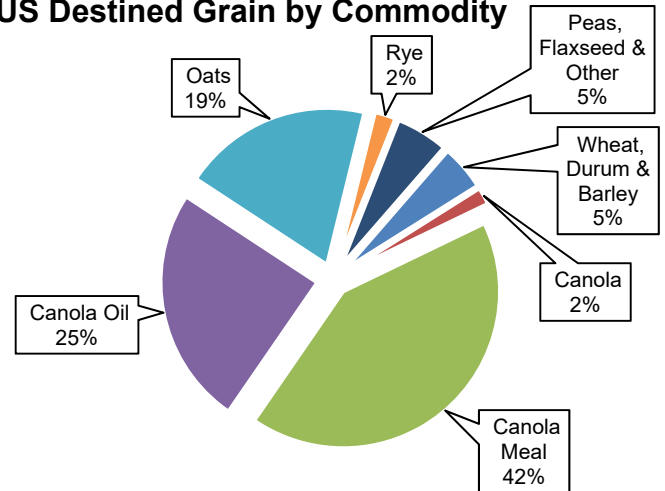
Total YTD - 6.4 MMT

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 two months of the 2019-20 crop year this amounted to 6.4 MMT, down 6.1% from a year earlier. Sixty-two 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 fell by 0.3%. However, more substantive volume declines were recorded for Prince Rupert and Thunder Bay, which fell by 29.3% and 11.1% respectively. Conversely, Western Domestic shipments rose by 15.9%, along with an increase in shipments through the reopened port of Churchill.

US Destined Grain by Commodity

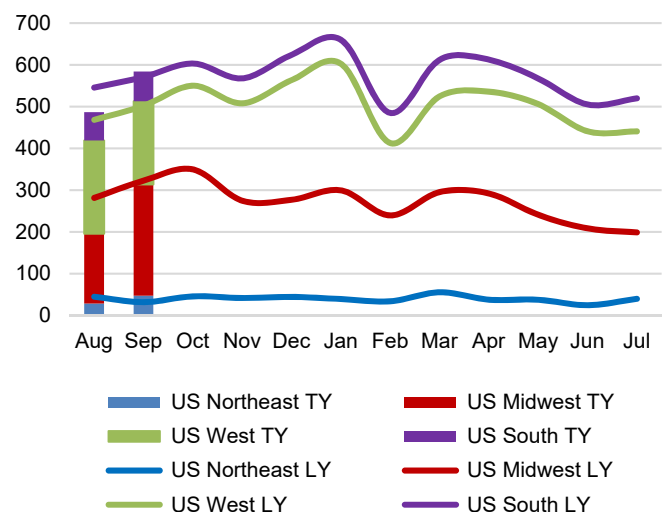


Total YTD - 1.1 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly under 1.1 MMT in the first two months of the 2019-20 crop year, down 4.1% 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 grew marginally in September to average 2.3 MMT as producers awaited the opportunity to harvest the 2019 crop. Overall space in the country system was good. Country stocks utilized 46% of the working capacity of the network. By province, stocks ranged from just 39% of working capacity in Alberta and 44% in British Columbia, to 48% and 49% in Manitoba and Saskatchewan respectively.

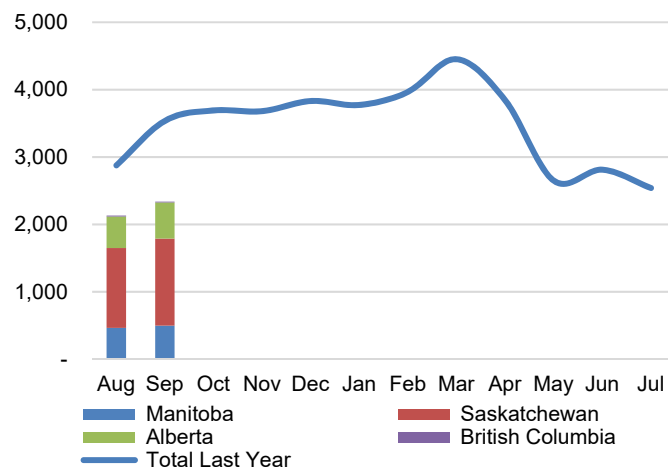
The average days-in-store in the primary-elevator system for September fell sharply from last year, down 25.4%.

Table M-4	SEP 2019	2019-20 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,336.8	2,233.9	-30.4%
Average Days in Store	17.6	18.8	-22.3%
Railway Operations (days)			
Cycle Time to Western Ports	15.3	15.7	1.0%
Cycle Time to Eastern Canada	19.3	19.5	-10.6%
Cycle Time to US	24.3	24.9	-3.6%
Loaded Transit to Western Ports	5.2	5.7	-12.9%
Loaded Transit to Eastern Canada	9.4	9.0	-9.4%
Loaded Transit to US	8.5	8.1	-19.1%
Rail Fleet in Grain Service	17,692	17,376	-15.2%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	955.6	1,001.8	-16.2%
Average Days in Store	9.8	11.0	-16.7%
Port Unloads (hopper cars)	27,570	57,383	-10.4%
Terminal Out-of-Car Time	10.8%	10.2%	-28.7%
Western Canada Port Operations			
Average Vessel Time in Port (days)	8.6	8.0	-9.5%

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



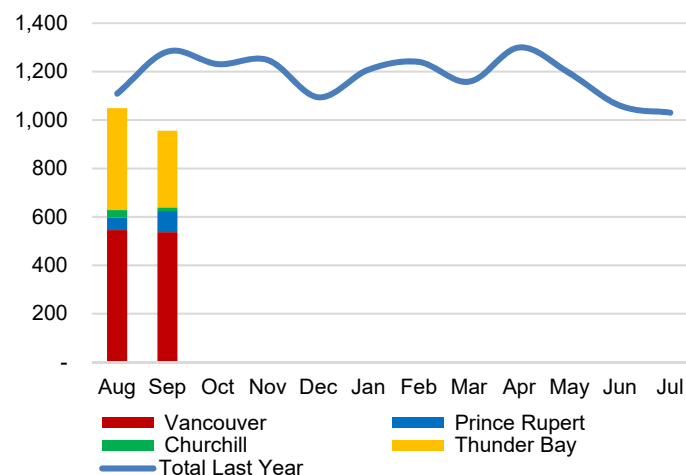
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

From a three-year low of 2.1 MMT, average country elevator stocks grew to 2.3 MMT in September. 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 far below the level seen a year ago. Wheat, including durum, and canola, comprise nearly two thirds of the total stock. At 24% of the stock, barley, oats and peas made up much of the balance.

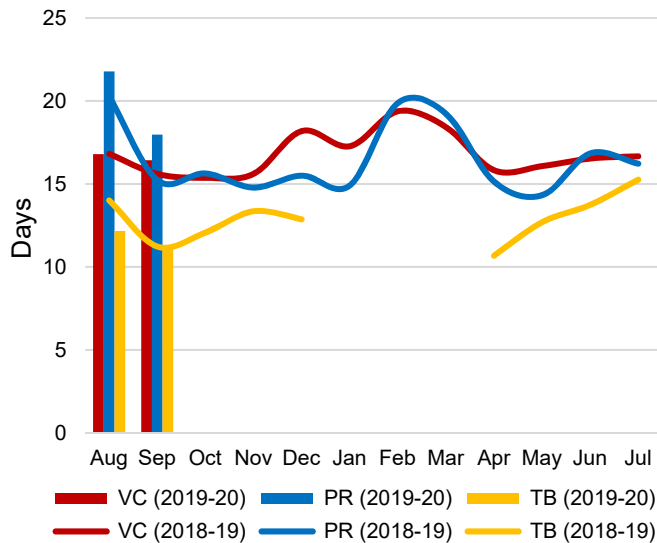
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged under 1.0 MMT in September, 9% less than a month earlier. Stock levels held steady at Vancouver and grew modestly at Prince Rupert. Thunder Bay stocks were significantly lower as shipments from the prairie elevators lagged demand. Churchill saw stock decline as the first two vessels of the season cleared the port. Wheat, including durum, and canola, comprise over 80% of the total stock. In September, western ports utilized only 54% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

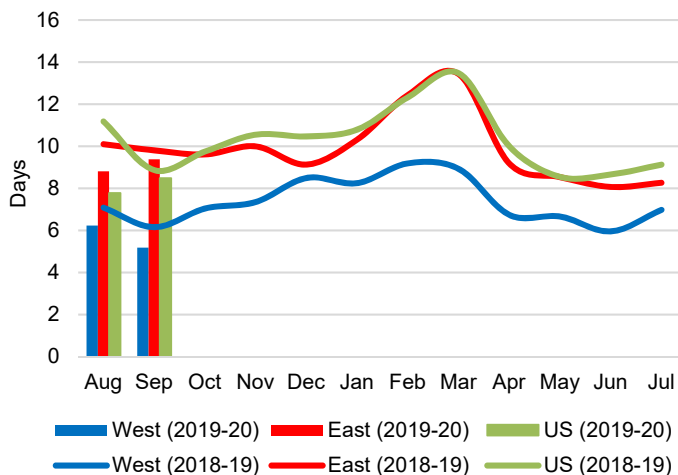


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.7 days in the first two months of the 2019-20 crop year, up 1.0% from the 15.5-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 rose by 2.9% and 11.1% respectively. Running counter to this was Thunder Bay, which saw a reduction of 7.4%.

Car cycles to Eastern Canada decreased during this period, falling by 10.6%, to an average of 19.5 days from 21.8 days a year earlier. The car cycle for movements into the United States fell by a lesser 3.6%, to an average of 24.9 days from 25.8 days.

Average Loaded Transit Times (days)

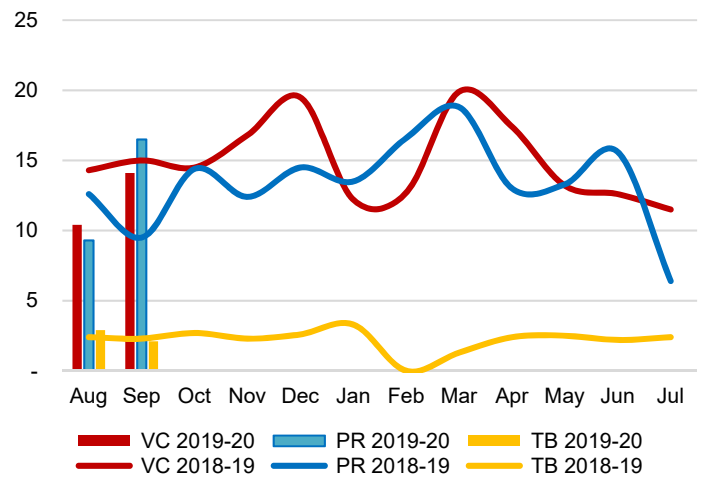


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.7 days in the first two month of the 2019-20 crop year, down 12.9% from the 6.5-day average posted a year earlier. This was the result of decreases in all three major corridors, with

Vancouver down by 9.2%; Prince Rupert, 14.8%; and Thunder Bay, 25.3%. The average loaded transit time for movements into Eastern Canada fell by 9.4%, to 9.0 days from 9.9 days a year earlier. The corresponding average for US-destined traffic saw an even sharper decline, falling 19.1%, to 8.1 days from the 10.0-day average posted a year earlier.

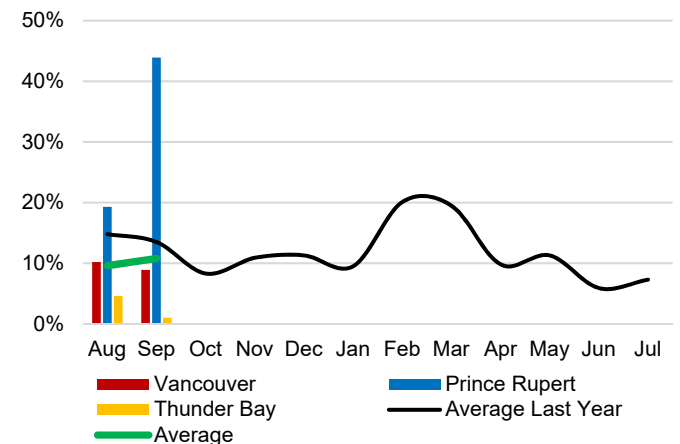
Average Days in Port per Vessel



GMP Data Table 5D-1

In September, the overall average time vessels were in port waiting and loading grain was 8.6 days, 1.4% lower than in September of 2018. Although spending less time than a year ago, the average is 17.8% higher than that seen in the previous month. Vancouver and Prince Rupert both experienced increases in September, while at Thunder Bay days-in-port decreased from that seen in August. In September, the days in port stood at 14.1 for Vancouver, 16.5 at Prince Rupert and 2.1 at Thunder Bay.

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



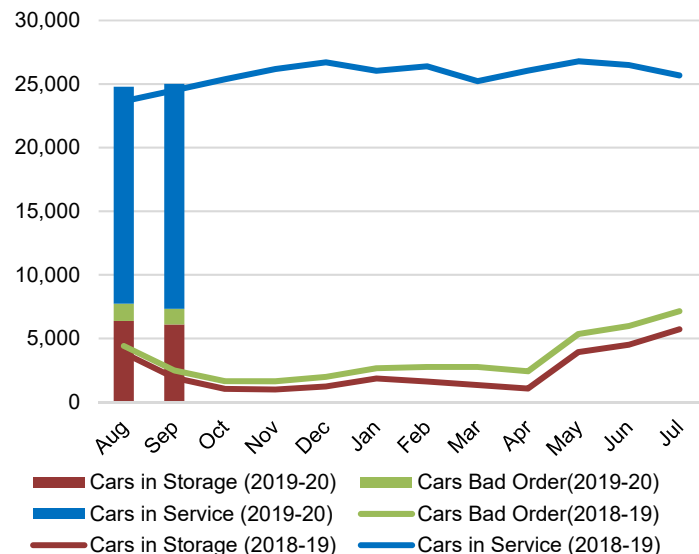
GMP Data Table 5C-5

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 10.8% in September from 9.6% in August. Terminal out-of-car time at Vancouver decreased to 8.9% in September and to 1.0% at Thunder Bay, while jumping to 43.9% at Prince Rupert.

Railway Grain Fleet Size and Utilization



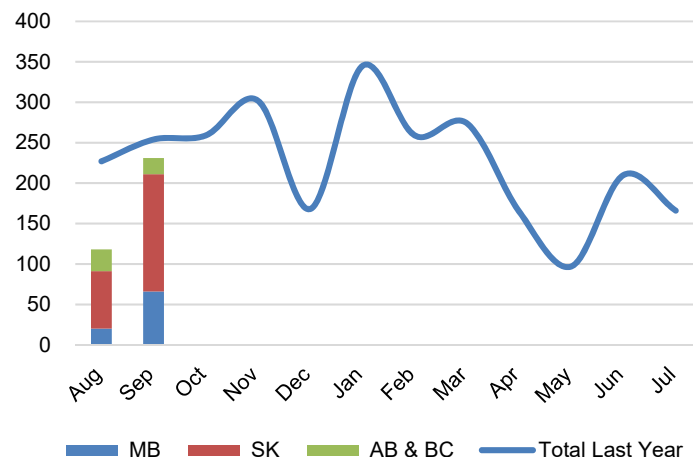
GMP Data Table 3B-2

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 and September as the new-crop harvest was delayed. For the first two months of this crop year, an average of 17,376 cars per week, representing 70% of the overall

fleet, were in grain service. The balance of the fleet, comprising 30% 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 grew sharply in the second month of the crop year as some harvest activity resulted in an increased number of applications placed with the Canadian Grain Commission. Crop-year-to-date shipments saw oats comprising 65% of the total, while wheat and durum made up 22% of the movement. Special crops such as peas and lentils contributed 10% 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

