

GMP Dashboard

Table M-1	JAN 2020	FEB 2020	2019-20 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	51.9	61.4	43.8	-2.4%
Average Days In Store – Country	32.2	41.7	25.2	-4.9%
Loaded Transit Time	10.4	11.6	7.5	-3.5%
Average Days In Store – Terminal	9.3	8.1	11.1	4.7%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,338.6	3,047.2	27,856.5	-3.8%
Railway Shipments (all Western Canada traffic)	4,269.0	3,617.5	31,533.7	-1.6%
Western Port Terminal Shipments	2,380.9	2,208.4	20,495.0	-3.5%
Railway Performance				
Avg. Loads on Wheels (Cars)	11,918	11,981	10,719	-13.1%
Total Western Port Car Cycle (days)	20.2	20.9	16.7	4.1%
Port Performance				
Western Port Unloads (Number of Cars)	22,549	22,503	220,107	-6.1%
Vessel Time in Port (days)	19.2	25.9	12.0	16.6%

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

Widespread blockades of major rail lines hindered Western Canadian grain shipments in February 2020, which fell to 3.6 MMT, down 15.3% from 4.3 MMT in January. However, year-to-date shipments of 31.5 MMT stood only 1.6% short of the 32.0 MMT forwarded in the same seven-month period a year earlier. These blockades only added to the burdens already imposed on the railway system by a delayed harvest, an eight-day strike at CN in November, temporary speed restrictions, and mainline washouts in January. Port shipments for February totaled 2.2 MMT, a 7.2% decline from January. Accompanying the decrease in shipments has been an increase in the average amount of time vessels spend in port – rising to 25.9 days in February from 19.2 in January, with the average for the first seven months of the crop year standing at 12.0 days.

Highlights for February 2020

Traffic and Movement (page 2)

- Primary-elevator shipments were 27.9 MMT in the first seven months of the 2019-20 crop year, 3.8% less than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first seven months of the 2019-20 crop year totaled 31.5 MMT, down 1.6% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 20.5 MMT, down 3.5% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 7.8% while the average days-in-store fell by 4.9%.
- Average weekly port-terminal stocks decreased 5.3% from the same period last year, while average days-in-store grew by 4.7% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports, which were adversely impacted by mainline washouts and widespread railway blockades, increased another 3.5% in February 2020, with the preliminary average rising to 20.9 days from 20.2 days in January. The year-to-date average rose by 4.1%, to 16.7 days from 16.0 days a year earlier. The average car cycle on movements to Eastern Canada also increased, rising by 1.3%, to 21.8 days, while that of movements to the US fell by 2.6%, to 25.8 days.
- The year-to-date average for vessel time in port is 12.0 days, 16.6% higher than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 26.3% at Vancouver in February from 14.4% in January. At Prince Rupert, the out-of-car time fell to 28.0% in February, from 33.7% in January.

Production and Supply

Statistics Canada's November survey for 2019 crop production in Western Canada stands at 73.5 MMT, a 2.4% increase from the 2018 harvest. This constitutes the second largest crop on record. This production estimate reflects a reduction of 1.7 MMT from the model-based estimate released by Statistics Canada in September, marking the challenging fall weather conditions and inability to complete harvest prior to the arrival of winter.

Coupled with carry-forward stock of 9.4 MMT at the end of July 2019, 9.3% less than in 2018, the overall grain supply is estimated to be 82.8 MMT. Year-end on-farm carry-forward stock was boosted 1.0 MMT in Statistics Canada's February release. The projected supply is 0.9% more than that of the previous year, and registers as the largest on record ensuring heavy demands on the GHTS throughout the coming crop year.

Table M-2	2020	2019	Var. from Last Yr.
Production & Carry Over (000's tonnes)			
Western Canada Total Production	73,455.2	71,723.6	2.4%
Western Canada On Farm & Primary Elevator Carry Forward Stock	9,367.5	10,329.6	-9.3%
Total Grain Supply	82,822.7	82,053.2	-0.9%

Traffic and Movement

Facing landslides and blockades, February producer deliveries averaged just under 0.9 MMT per week. Average weekly primary-elevator stock levels grew to 4.6 MMT from 3.9 MMT in January, with available space becoming tight in facilities prairies wide.

Table M-3	FEB 2020	2019-20 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	259.8	4,845.5	-9.6%
Saskatchewan	1,895.1	15,282.6	-2.6%
Alberta	871.2	7,481.2	-2.5%
British Columbia	21.3	247.2	4.3%
Total	3,047.4	27,856.5	-3.8%

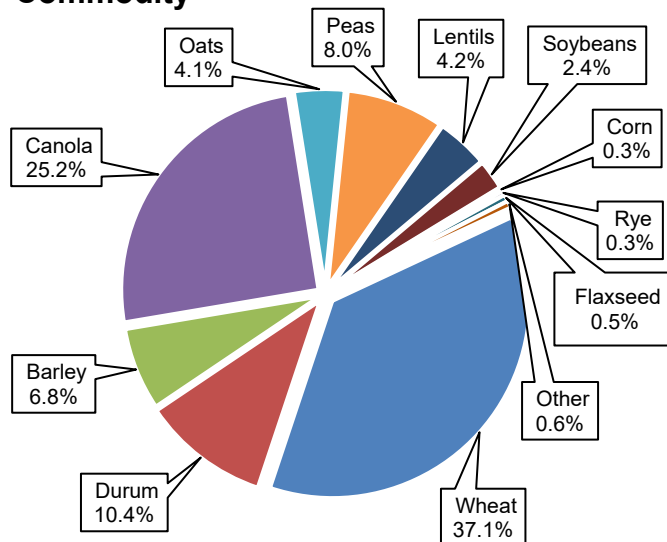
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	2,599.2	24,441.7	-3.1%
Shipments to Eastern Canada	343.0	2,230.5	4.5%
Shipments to US & Mexico	577.9	4,249.9	-0.1%
Shipments Western Domestic	97.4	611.6	41.7%
Total	3,617.5	31,533.7	-1.6%

Western Port Unloads (Number of Cars)			
Vancouver	17,403	137,440	-8.5%
Prince Rupert	4,315	30,941	-17.1%
Churchill	0	1,434	n/a
Thunder Bay	785	50,292	7.1%
Total	22,503	220,107	-6.1%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,710.2	12,925.7	-4.7%
Prince Rupert	495.4	2,863.2	-15.6%
Churchill	0.0	137.3	410.4%
Thunder Bay	2.8	4,568.8	7.3%
Total	2,208.4	20,495.0	-3.5%



Primary Elevator Shipments by Commodity

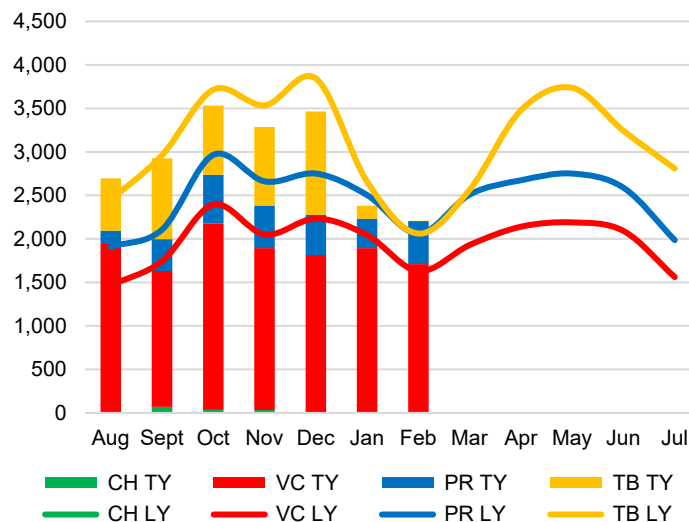


Total YTD = 27.9 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators fell in the first seven months of the crop year, registering 3.8% 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 72.7%. Movement of peas and lentils weakened further in the month, constituting 12.1% of the total, down from 12.4% in January.

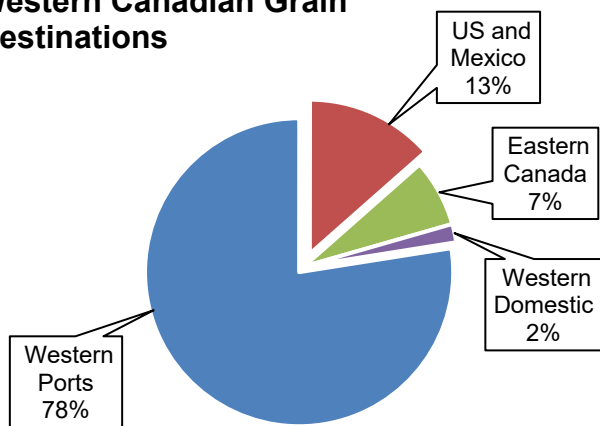
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports fell in the first seven months of the 2019-20 crop year, registering a decline of 3.5% on a year-over-year basis. Prince Rupert registered the largest decline at 15.6% followed by Vancouver falling 4.7%, while Thunder Bay recorded an increase of 7.3% from the previous crop year.

Western Canadian Grain Destinations

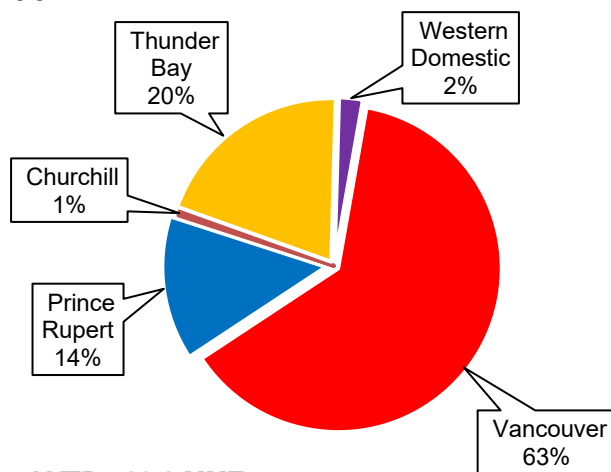


Total YTD = 31.5 MMT

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

Railway grain shipments from Western Canada totaled 31.5 MMT in the first seven months of the 2019-20 crop year, a 1.6% decline from the 32.0 MMT handled a year earlier. The majority, about 24.4 MMT, was directed to Western Canadian ports in support of export sales. This proved to be 3.1% less than what had been shipped the previous year. Shipments to the US and Mexico also declined, albeit by a marginal 0.1%. Running counter to these losses were increases in Eastern Canadian and Western Domestic traffic, which saw year-over-year gains of 4.5% and 41.7% respectively.

Western Canadian Destined Hopper Car Traffic



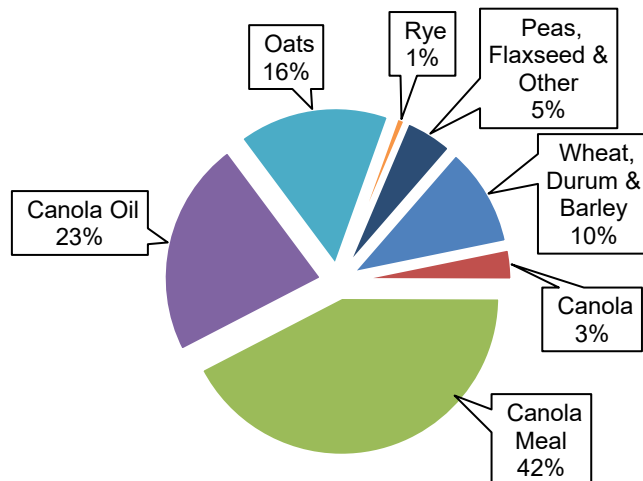
Total YTD - 23.8 MMT

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 seven months of the 2019-20 crop year this amounted to 23.8 MMT, down 2.5% from a year earlier. Sixty-three 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 4.9%. A more substantive 15.5% volume decline was recorded by Prince Rupert. Conversely, Thunder Bay shipments rose by 11.0%; Western Domestic, 52.1%; along with shipments through the reopened port of Churchill.

US Destined Grain by Commodity

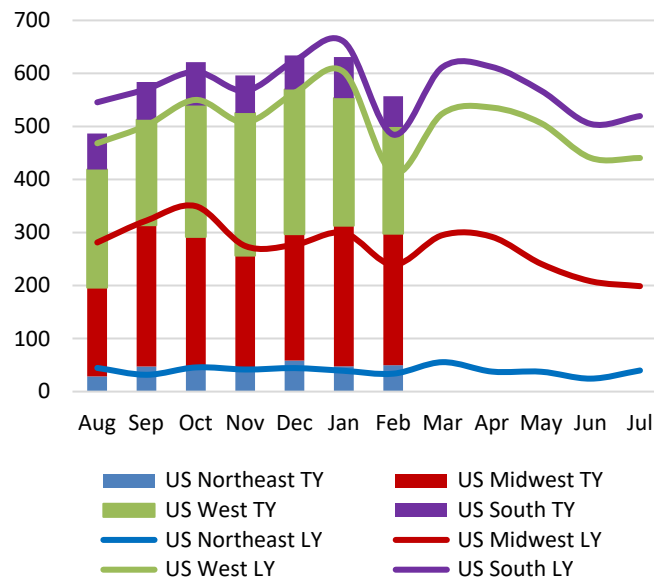


Total YTD - 4.1 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly over 4.1 MMT in the first seven months of the 2019-20 crop year, up 1.3% 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 in February to average 4.6 MMT as multiple disruptions slowed movement from the prairies. Overall space in the country system was tight. Country stocks utilized 90% of the working capacity of the network. By province, stocks ranged from 77% of working capacity in Manitoba, to 89% in Saskatchewan, and 100% in both Alberta and British Columbia.

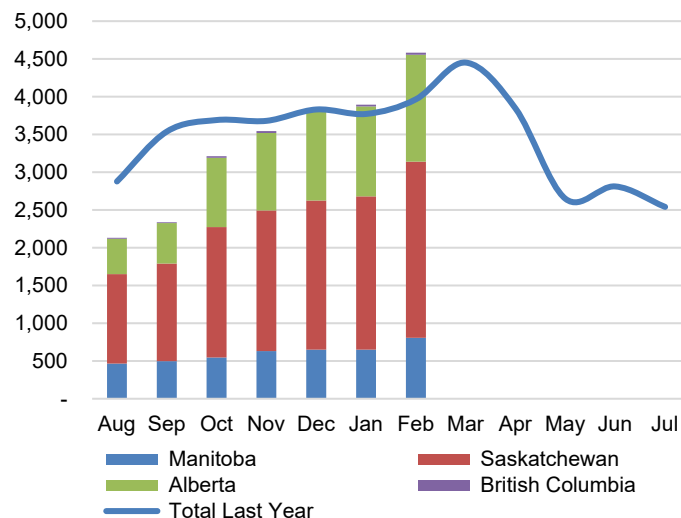
Despite a significant increase in February, the average days-in-store in the primary-elevator system for the first seven months of the crop year is down 4.9%.

Table M-4	FEB 2020	2019-20 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	4,582.6	3,339.4	-7.8%
Average Days in Store	41.7	25.2	-4.9%
Railway Operations (days)			
Cycle Time to Western Ports	20.9	16.7	4.1%
Cycle Time to Eastern Canada	22.4	21.8	1.3%
Cycle Time to US	24.0	25.8	-2.6%
Loaded Transit to Western Ports	11.6	7.5	-3.5%
Loaded Transit to Eastern Canada	10.9	10.0	-2.1%
Loaded Transit to US	10.0	9.6	-12.8%
Rail Fleet in Grain Service	22,905	21,647	-5.7%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,265.0	1,142.1	-5.3%
Average Days in Store	8.1	11.1	4.7%
Port Unloads (hopper cars)	22,503	220,107	-6.1%
Terminal Out-of-Car Time	26.6%	11.5%	-6.5%
Western Canada Port Operations			
Average Vessel Time in Port (days)	25.9	12.0	16.6%

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



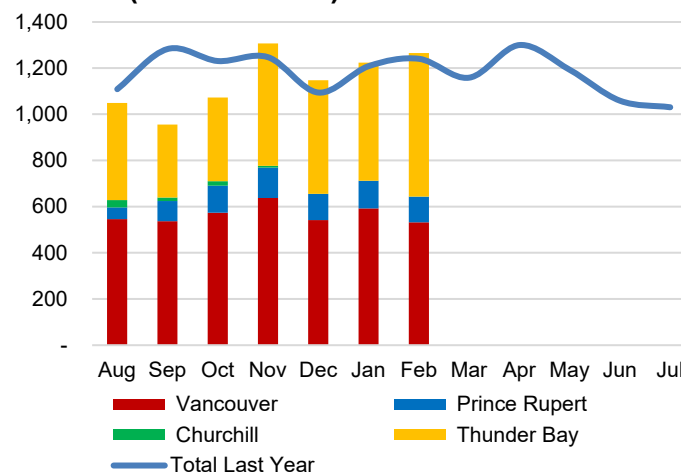
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.5 MMT in store. In August, they pulled back further to average 2.1 MMT before reversing direction and rising to average 4.6 MMT in February. Wheat, including durum, and canola, comprise 75% of the total stock. At 16% of the stock, barley, oats and peas made up much of the balance.

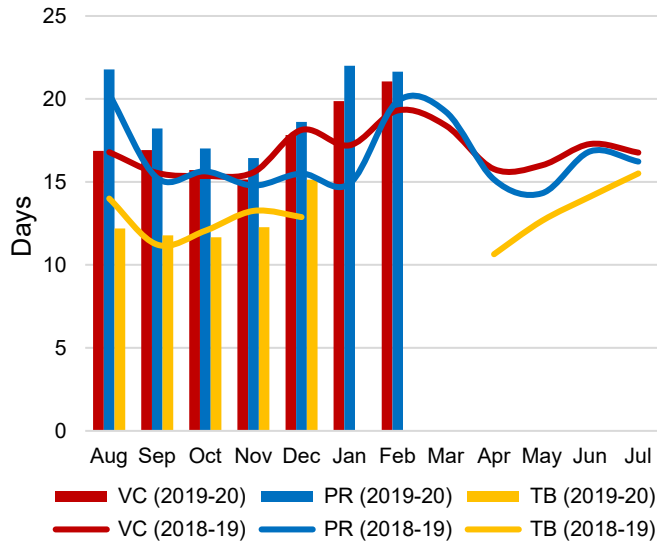
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.3 MMT in February, 3% higher than a month earlier. Average weekly stock levels declined at Vancouver and Prince Rupert, while rising at Thunder Bay. Overall, they registered just 2.0% higher than in February 2019. Wheat, including durum, and canola, comprise over 78% of the total stock. In February, western ports utilized 71% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

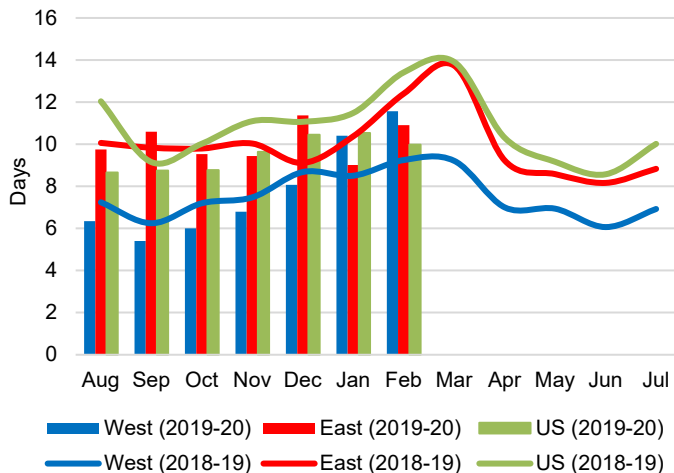


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 16.7 days in the first seven months of the 2019-20 crop year, up 4.1% from the 16.0-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 saw increases of 3.8% and 16.5% respectively. These were marginally offset by a decline in the Thunder Bay average, which fell by 0.2%.

Car cycles to Eastern Canada also increased during this period, rising by 1.3%, to an average of 21.8 days from 21.5 days a year earlier. The car cycle for movements into the United States fell by 2.6%, to an average of 25.8 days from 26.5 days.

Average Loaded Transit Times (days)

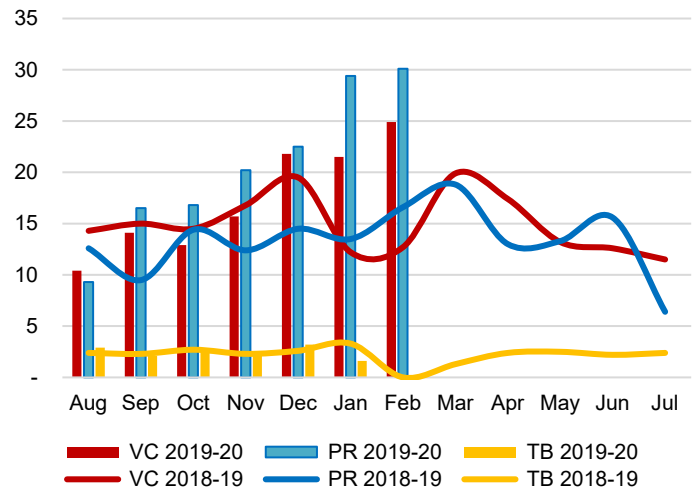


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 7.5 days in the first seven months of the 2019-20 crop year, down 3.5% from the 7.8-day average posted a year earlier. This was primarily the result of decreases in the Vancouver and

Thunder Bay corridors, which fell by 3.8% and 13.5% respectively. Running counter to these was an increase in the Prince Rupert average, which rose by 15.3%. Movements into Eastern Canada showed a 2.1% decrease, with the average falling to 10.0 days from 10.2 days a year earlier. The corresponding average for US-destined traffic saw a deeper decline, falling 12.8%, to 9.6 days from the 11.0-day average posted a year earlier.

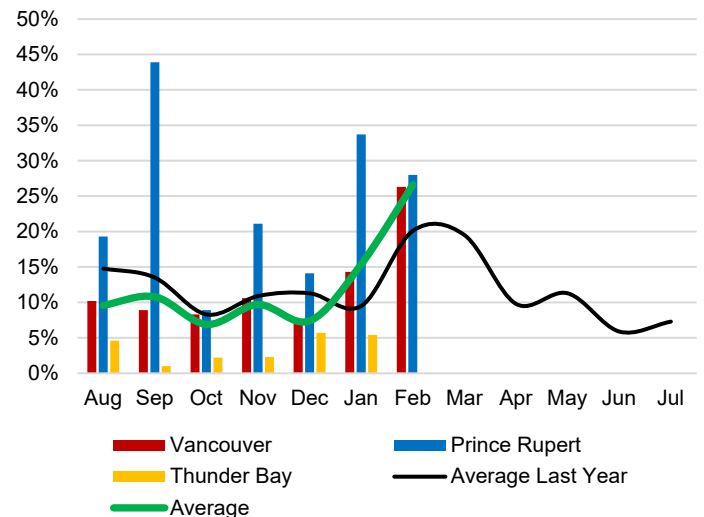
Average Days in Port per Vessel



GMP Data Table 5D-1

In February, the overall average time vessels were in port waiting and loading grain was 25.9 days, nearly double what it was in February 2019. As well as spending more time in port than a year ago, the average is 34.9% higher than that seen in the previous month. Both operating ports registered increases from January. In February, the average days in port stood at 24.9 for Vancouver, and 30.1 at Prince Rupert.

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

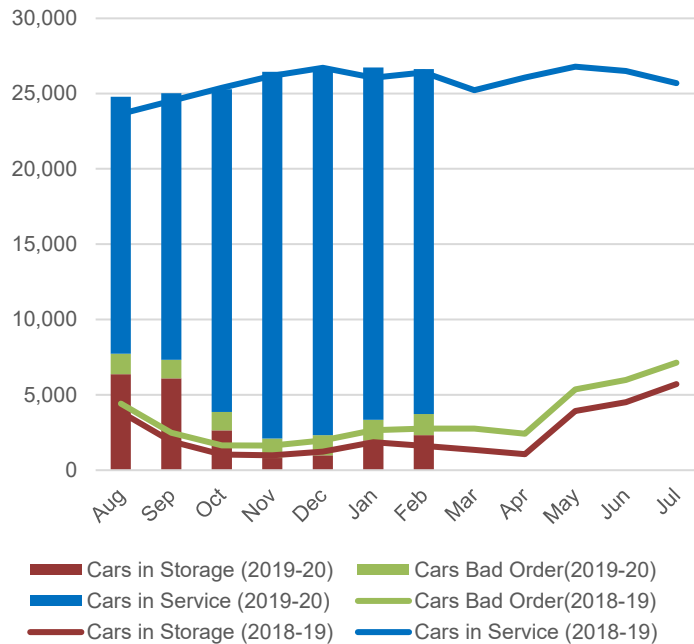


GMP Data Table 5C-5

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 jumped to 26.6% in February from 15.1% in January. Terminal out-of-car time at Vancouver increased to 26.3% in February, while declining to 28.0% at Prince Rupert. Thunder Bay does not feature in the average during the winter months.

Railway Grain Fleet Size and Utilization



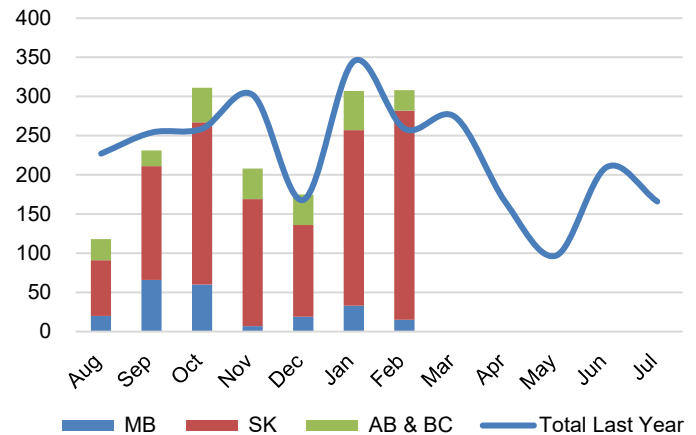
GMP Data Table 3B-2

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 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, to 17,062 before reversing direction and rising to 24,343 by December. January and February saw a pull-back with 22,905 cars in service in February. The overall-average cars in service for the first seven months of this crop year was 21,647 cars per week, representing 83% of the total fleet. The balance of the fleet, comprising 17% of the rail cars, was in storage or repair status (bad order).

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

While producer car shipments scheduled for February 2020 were 19.0% higher than those in February a year ago, the seven-month total for the crop year to date has fallen 8.6% as the number of applications placed with the Canadian Grain Commission declined. Year-to-date shipments saw oats comprising 59% of the total, while wheat and durum made up 17% of the movement. Special crops such as peas, lentils and chickpeas contributed 12% 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 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

