

GMP Dashboard

Table M-1	JUL 2020	AUG 2020	2020-21 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	34.7	38.2	38.2	0.5%
Average Days In Store – Country	17.7	20.9	20.9	5.6%
Loaded Transit Time	7.3	7.8	7.8	23.1%
Average Days In Store – Terminal	9.7	9.5	9.5	-20.2%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	5,217.5	3,788.6	3,788.6	14.0%
Railway Shipments (all Western Canada traffic)	5,043.4	4,706.9	4,706.9	17.6%
Western Port Terminal Shipments	4,237.7	3,520.3	3,520.3	30.6%
Railway Performance				
Avg. Loads on Wheels (Cars)	12,378	11,442	11,442	48.9%
Total Western Port Car Cycle (days)	15.2	16.1	16.1	0.0%
Port Performance				
Western Port Unloads (Number of Cars)	43,732	35,115	35,115	17.8%
Vessel Time in Port (days)	11.8	11.4	11.4	56.9%

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 grain shipments fell by 6.7% in August 2020, to 4.7 MMT from 5.0 MMT a month earlier. Even so, this marked a strong start to the 2020-21 crop year, with total volume up 17.6% from the previous August, establishing a new GMP record in the process. GHTS activity continued to be robust as the new crop year got underway. An early, strong start to the 2020 harvest augmented the grain supply. Port shipments for August totaled 3.5 MMT, a 16.9% decline from July, but a solid increase of 30.6% from August of 2019. Along with the decline in shipments was a decrease in the average amount of time vessels spend in port, which fell to 11.4 days in August from 11.8 in July.

Highlights for August 2020

Traffic and Movement (page 2)

- Primary-elevator shipments were 3.8 MMT in the first month of the 2020-21 crop year, 14.0% more 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 2020-21 crop year totaled 4.7 MMT, up 17.6% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 3.5 MMT in August, up 30.6% from the same month last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks increased by 27.2% while the average days-in-store grew by 5.6%.
- Average weekly port-terminal stocks increased 7.7% from the same period last year, while average days-in-store fell by 20.2% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports rose by 5.9% in August 2020, with the preliminary average increasing to 16.1 days from 15.2 days in July. However, this was unchanged from the 16.1-day average posted the previous August. In comparison, substantial increases were noted in the car cycles on movements into Eastern Canada, which rose by 27.1% to 26.8 days, and the US, which rose by 25.2% to 31.4 days.
- The year-to-date average for vessel time in port is 11.4 days, 56.9% higher than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 21.9% at Vancouver in August from 14.8% in July. At Prince Rupert, out-of-car time decreased to 22.6% in August from 23.4% in July. At Thunder Bay it increased to 5.5%, up from 5.0% the month earlier.

Production and Supply

Statistics Canada's August estimate for 2020 field-crop production in Western Canada stands at 76.4 MMT, a 2.5% increase over 2019's 74.5 MMT harvest. If this estimate holds, it will constitute the second-largest crop on record. An update to this model-based estimate is expected in the Monitor's December Report after Statistics Canada has concluded its November survey of producers.

When coupled with July's 6.9 MMT of carry-forward stocks, some 28.2% less than in 2019, the overall grain supply is estimated at 83.3 MMT. This stands 1.0% below the 2019-20 crop year's 84.1-MMT record, potentially ranking as the second largest. Given Statistics Canada's net addition of over 1.4 MMT in recent estimates of canola production and on-farm carry-forward stocks, and the probability of still further revisions, the possibility remains that the current estimated grain supply may yet rise.

Table M-2	2020*	2019	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production – Preliminary*	76,380.5	74,498.5	2.5%
Western Canada On Farm & Primary Elevator Carry Forward Stock	6,926.6	9,646.5	-28.2%
Total Grain Supply	83,307.1	84,145.0	-1.0%

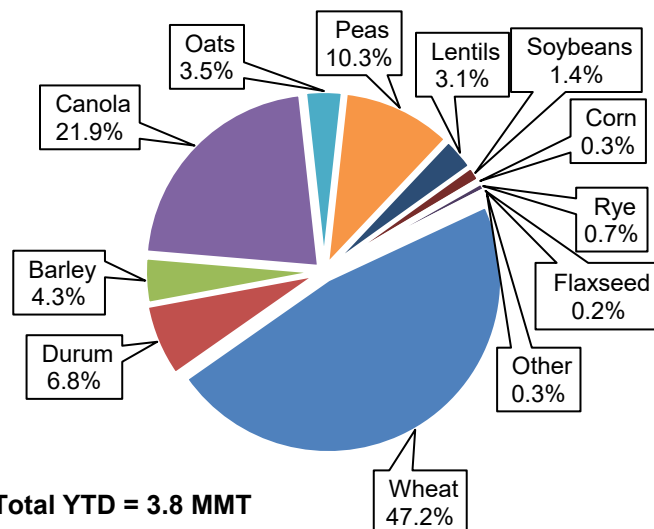
Traffic and Movement

August producer deliveries remained strong, averaging just over 1.0 MMT per week. Average weekly primary-elevator stock levels fell to 2.7 MMT as the previous crop year ended with heavy outward shipments.

Table M-3	AUG 2020	2020-21 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	833.1	833.1	1.3%
Saskatchewan	2,039.2	2,039.2	19.5%
Alberta	896.5	896.5	16.5%
British Columbia	19.8	19.8	-24.1%
Total	3,788.6	3,788.6	14.0%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,897.6	3,897.6	22.1%
Shipments to Eastern Canada	214.5	214.5	-8.9%
Shipments to US & Mexico	503.4	503.4	-0.3%
Shipments Western Domestic	91.4	91.4	32.2%
Total	4,706.9	4,706.9	17.6%
Western Port Unloads (Number of Cars)			
Vancouver	22,585	22,585	9.3%
Prince Rupert	5,252	5,252	152.4%
Churchill	70	70	-85.6
Thunder Bay	7,208	7,208	9.4%
Total	35,115	35,115	17.8%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,243.3	2,243.3	15.5%
Prince Rupert	495.2	495.2	225.8%
Churchill	0.0	0.0	n/a
Thunder Bay	781.8	781.8	29.8%
Total	3,520.3	3,520.3	30.6%



Primary Elevator Shipments by Commodity

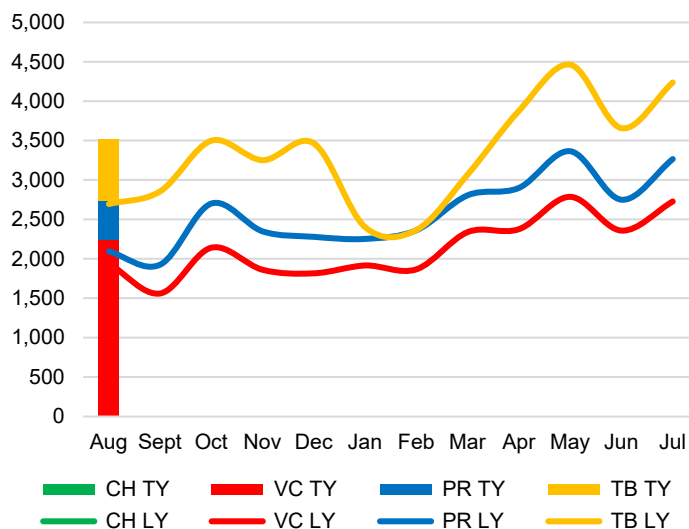


Total YTD = 3.8 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first month of the crop year, registering 14.0% more than in August the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 75.9%. Movement of peas and lentils have remained relatively consistent, constituting 13.4% of the total.

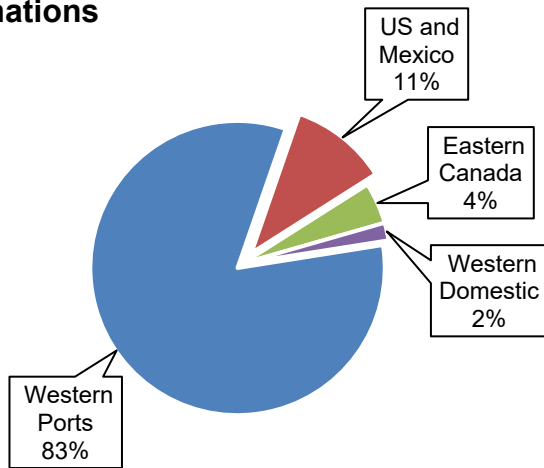
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in the first month of the 2020-21 crop year, registering an increase of 30.6% from the previous August. Prince Rupert experienced the largest year-over-year increase, up 225.8%. Vancouver is up 15.5% while Thunder Bay shipments recorded an increase of 29.8% from the previous crop year, as strong domestic and export demand continues.

Western Canadian Grain Destinations

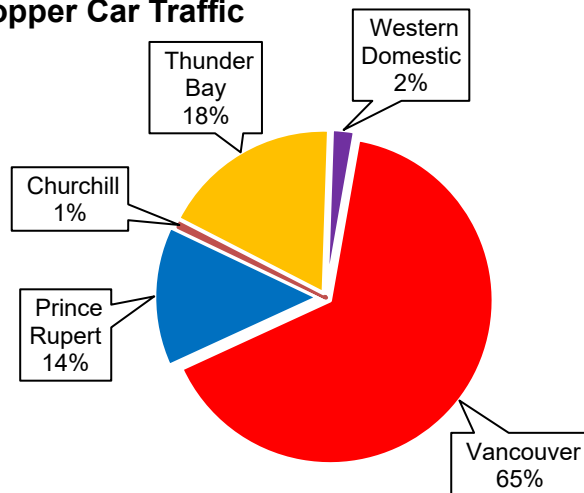


Total YTD = 4.7 MMT

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

Railway grain shipments from Western Canada totaled just over 4.7 MMT in the opening month of the 2020-21 crop year, a 17.6% increase over the 4.0 MMT handled a year earlier. The majority, about 3.9 MMT, was directed to Western Canadian ports in support of export sales. This represented a 22.1% gain over what had been shipped the previous August, which was supported by a 32.2% increase in Western Domestic traffic. An 8.9% decline was noted on movements into Eastern Canada as well as a marginal 0.3% reduction in shipments to the US and Mexico.

Western Canadian Destined Hopper Car Traffic



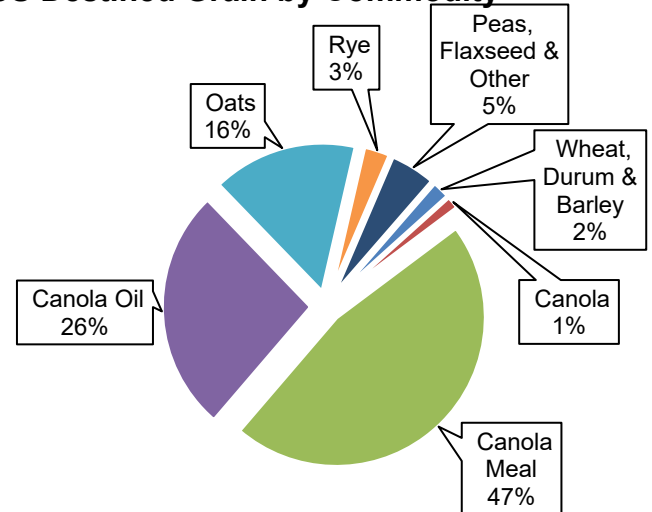
Total YTD - 3.8 MMT

GMP Data Tables 2B-3 to 2B-7

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. In the first month of the 2020-21 crop year this amounted to just over 3.8 MMT, up 23.0% from the previous August. Sixty-five 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 rose by 22.5%. This was supported by a more substantive 89.3% gain for Prince Rupert. Thunder Bay and Western Domestic traffic also rose, with increases of 2.3% and 42.2% respectively. Only the port of Churchill posted a decline in volume, with shipments falling by 67.3%.

US Destined Grain by Commodity

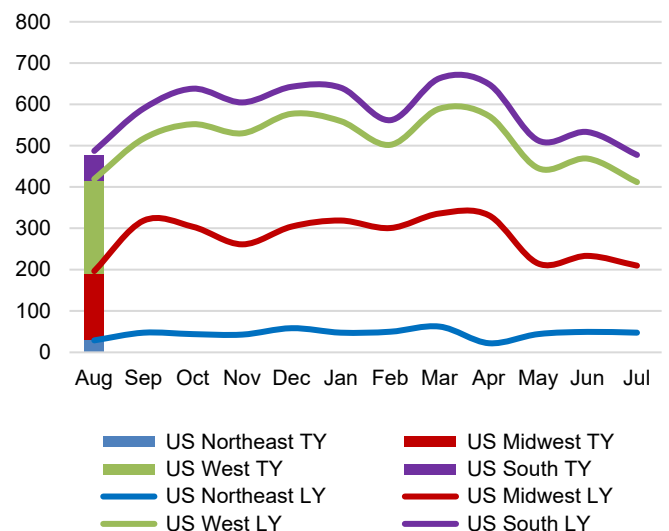


Total YTD - 0.5 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached just under 0.5 MMT in the first month of the 2020-21 crop year, down 2.1% from the tonnage moved in the previous August. 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 fell in August, averaging 2.7 MMT with heavy outward shipments continuing into the summer period. Overall space in the country system was good. Country stocks utilized 52% of the working capacity of the network. By province, stocks ranged from 46% of working capacity in Alberta, to 50% and 56% in Manitoba and Saskatchewan respectively, and 66% in British Columbia.

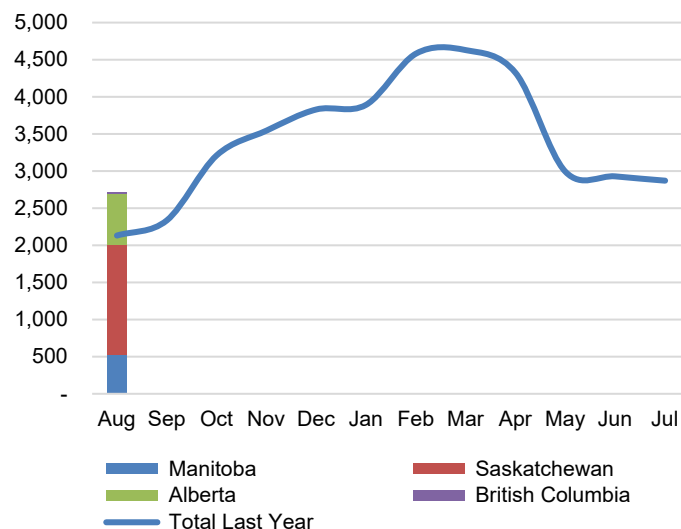
The average days-in-store in the primary-elevator system for the first month of the crop year climbed from the same month last year, rising 5.6% to 20.9 days.

Table M-4	AUG 2020	2020-21 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,711.4	2,711.4	27.2%
Average Days in Store	20.9	20.9	5.6%
Railway Operations (days)			
Cycle Time to Western Ports	16.1	16.1	0.0%
Cycle Time to Eastern Canada	26.8	26.8	27.1%
Cycle Time to US	31.4	31.4	25.2%
Loaded Transit to Western Ports	7.8	7.8	23.1%
Loaded Transit to Eastern Canada	15.7	15.7	60.5%
Loaded Transit to US	14.0	14.0	62.1%
Rail Fleet in Grain Service	21,125	21,125	2.7%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,129.6	1,129.6	7.7%
Average Days in Store	9.5	9.5	-20.2%
Port Unloads (hopper cars)	35,115	35,115	17.8%
Terminal Out-of-Car Time	17.4%	17.4%	81.3%
Western Canada Port Operations			
Average Vessel Time in Port (days)	11.4	11.4	56.9%

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



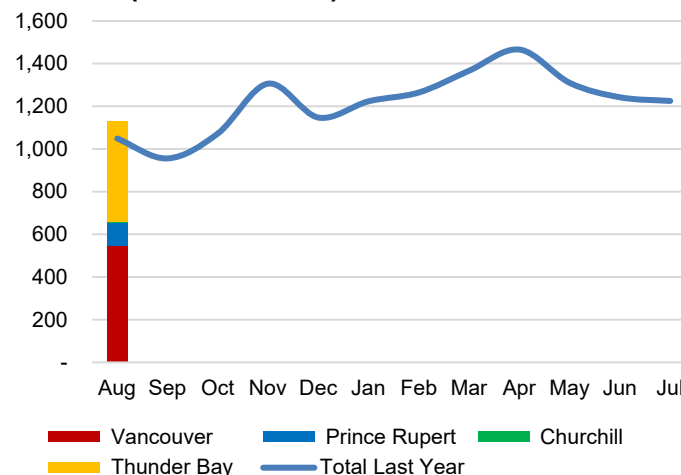
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.9 MMT in store. In August, they pulled back further to average 2.7 MMT. Wheat, including durum, and canola, comprise 65% of the total stock. At 23% of the stock, barley, oats and peas made up much of the balance.

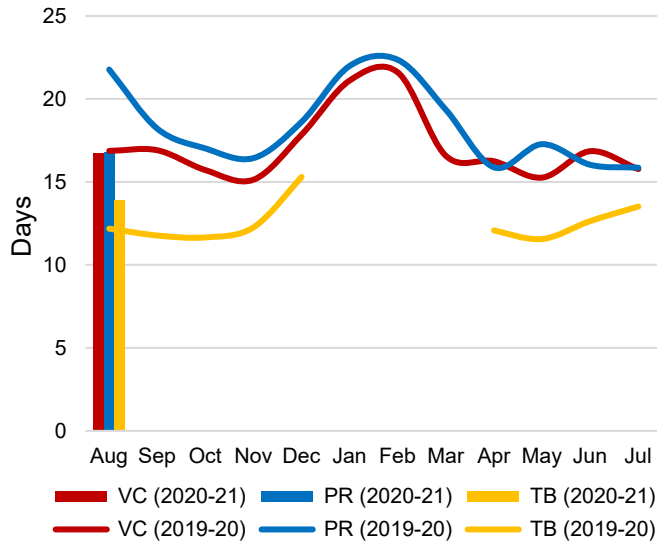
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.1 MMT in August, 8% less than a month earlier. Average weekly stock levels held constant at Prince Rupert and Thunder Bay, while falling at Vancouver. The decline at Vancouver reflects strong outward shipping demand, continuing the trend from the previous crop year. Overall, stocks registered 7.7% higher than in August 2019. Wheat, including durum, and canola, comprise just under 87% of the total stock. In August, western ports utilized 60% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

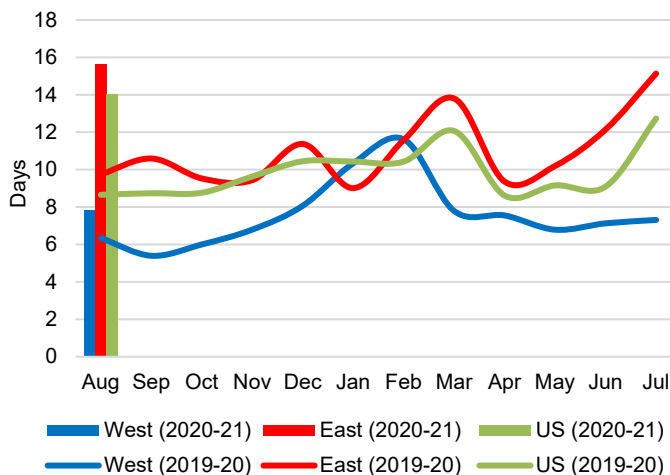


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 16.1 days in the first month of the 2019-20 crop year, unchanged from the average reported in the previous August. This was largely the result of reductions in the Vancouver and Prince Rupert corridors, which fell by 0.8% and 23.0% respectively, but which were offset by a 14.0% increase in the Thunder Bay average.

Unlike the preceding movements, the car cycles into both Eastern Canada and the United States showed substantial increases, rising by 27.1%, to an average of 26.8 days from 21.1 days, in the case of the former; and by 25.2%, to an average of 31.4 days from 25.1 days, in the case of the latter.

Average Loaded Transit Times (days)

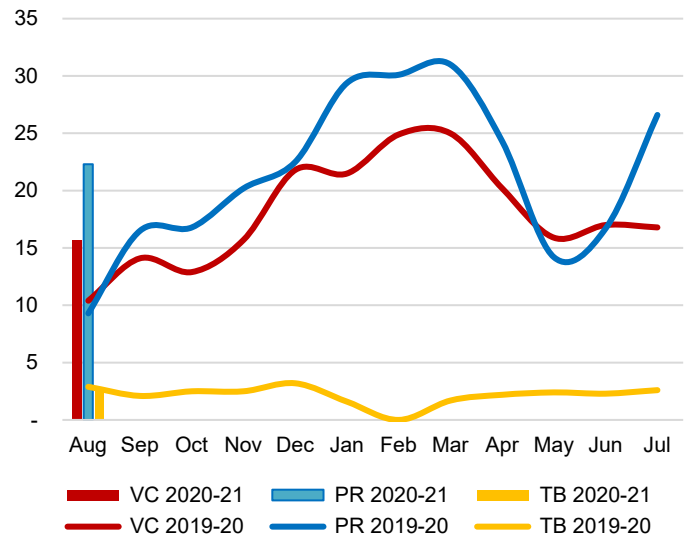


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 7.8 days in the first month of the 2020-21 crop year, up 23.1% from the 6.3-day average posted in August of the previous year. This was driven by sizeable increases in each of the major

corridors, with the Vancouver average rising by 18.3%, the Prince Rupert average by 30.1%, and the Thunder Bay average by 34.6%. Still greater increases were noted on longer-haul movements, with the average into Eastern Canada rising by 60.5%, to 15.7 days from 9.8 days, while the average on US-destined traffic rose by a slightly higher 62.1%, to 14.0 days from 8.7 days.

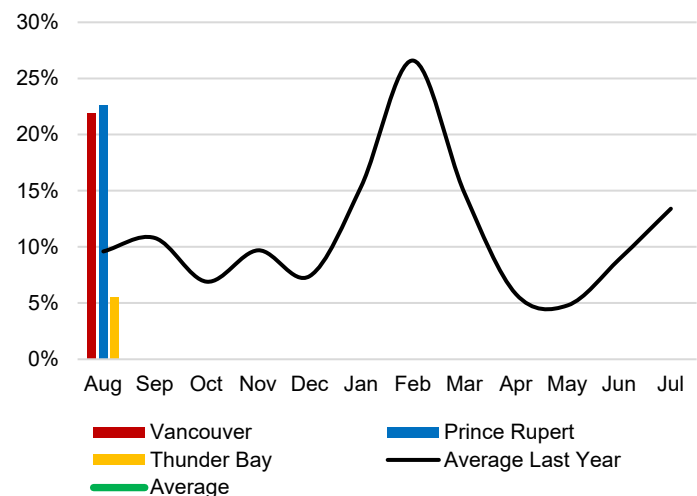
Average Days in Port per Vessel



GMP Data Table 5D-1

In August, the overall average time vessels were in port waiting and loading grain was 11.4 days, 56.9% more than was the case in August 2019. Despite this elevated year-over-year level, the average is 3.4% lower than that seen in the previous month. Both west coast ports registered modest decreases from July. In August, the average days in port stood at 15.7 for Vancouver, 22.3 at Prince Rupert and 2.7 at Thunder Bay.

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

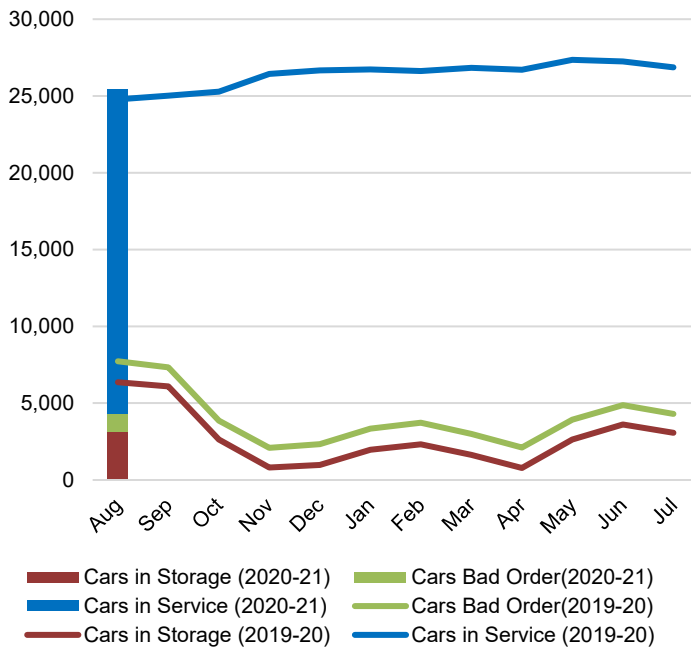


GMP Data Table 5C-5

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 rose to 17.4% in August from 13.4% in July. Terminal out-of-car time at Vancouver increased to 21.9% while decreasing to 22.6% at Prince Rupert. Thunder Bay registered an increase to 5.5% for time out-of-cars.

Railway Grain Fleet Size and Utilization



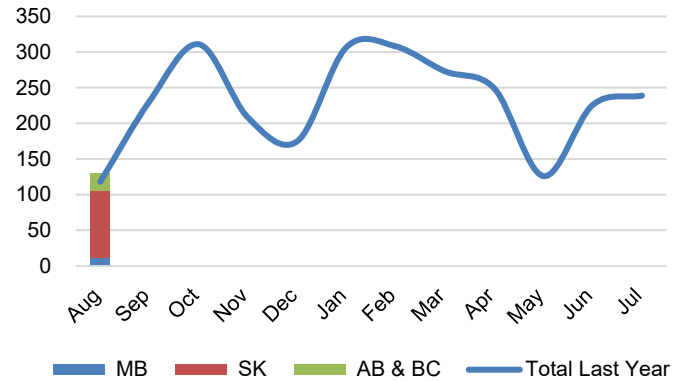
GMP Data Table 3B-2

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 2019-

20 crop year as in July 2020, a weekly average of 22,562 cars representing 84% of the fleet, was in active service. Cars in service fell further in August, to an average of 21,125 per week. The average cars in service for the first month of this crop year represents 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

Producer car shipments scheduled for August 2020 were 10.2% higher than those in August a year ago. While the previous crop year saw oats shipments constituting 52% of overall producer cars scheduled, the first month of the 2020-21 crop year registers oats at only 27% of the overall producer-car number. Other cereal-crop shipments constitute 59% of the 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

