

GMP Dashboard

Table M-1	AUG 2020	SEP 2020	2020-21 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	38.3	43.6	41.5	16.2%
Average Days In Store – Country	20.9	24.6	23.3	23.9%
Loaded Transit Time	7.9	6.4	7.1	21.5%
Average Days In Store – Terminal	9.5	12.6	11.1	0.9%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,788.6	5,788.1	9,576.7	38.4%
Railway Shipments (all Western Canada traffic)	4,706.9	5,560.0	10,266.9	23.0%
Western Port Terminal Shipments	3,620.5	3,580.9	7,201.4	28.1%
Railway Performance				
Avg. Loads on Wheels (Cars)	11,442	12,314	11,820	54.3%
Total Western Port Car Cycle (days)	16.4	14.4	15.4	-3.6%
Port Performance				
Western Port Unloads (Number of Cars)	35,688	49,271	84,959	29.1%
Vessel Time in Port (days)	11.4	10.5	11.0	37.7%

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 rose by 18.1% in September 2020, to a record 5.6 MMT from 4.7 MMT a month earlier. This strong showing lifted total volume for the first two months of the 2020-21 crop year to a record 10.3 MMT, 23.0% beyond that handled in the same period of the preceding crop year. Rapid progress with the 2020 harvest ensured ample grain supplies early in the crop year. Port shipments for September totaled 3.6 MMT, just 1.0% less than in August, but an increase of 22.4% from September of 2019. Along with the decline in shipments was a decrease in the average amount of time vessels spend in port, falling to 10.5 days in September from 11.4 in August.

Highlights for September 2020

Traffic and Movement (page 2)

- Primary-elevator shipments were 9.6 MMT in the first two months of the 2020-21 crop year, 38.4% more 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 2020-21 crop year totaled a record 10.3 MMT, up 23.0% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 7.2 MMT in August and September, up 28.1% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks increased by 57.1% while the average days-in-store grew by 23.9%.
- Average weekly port-terminal stocks increased 24.5% from the same period last year, while average days-in-store grew by 0.9% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports fell by 12.2% in September 2020, with the preliminary average decreasing to 14.4 days from 16.4 days in August. The year-to-date average declined correspondingly, to 15.4 days, down 3.6% from the 16.0-day average reported a year earlier. Conversely, increases were noted in the car cycles on movements into Eastern Canada, which rose by 9.5% to 23.8 days, and the US, which rose by 4.7% to 26.4 days.
- The year-to-date average for vessel time in port is 11.0 days, 37.7% higher than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 22.1% at Vancouver in September from 21.9% in August. At Prince Rupert, out-of-car time decreased to 19.8% in September from 22.6% in August. At Thunder Bay it decreased to 4.4%, down from 5.5% 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 8.1 MMT of carry-forward stocks, some 20.8% less than in 2019, the overall grain supply is estimated at 84.5 MMT. This stands just 0.3% below the 2019-20 crop year's 84.7-MMT record, potentially ranking as the second largest supply of Western Canadian grain to be marketed and moved.

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	8,074.6	10,196.5	-20.8%
Total Grain Supply	84,455.1	84,694.7	-0.3%

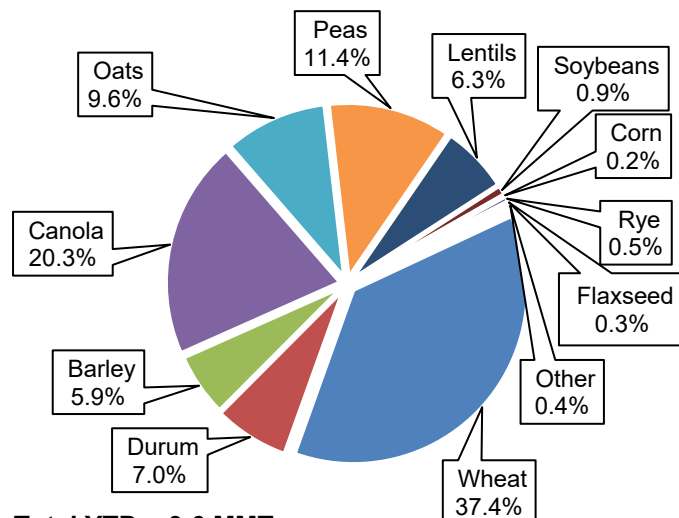
Traffic and Movement

With the rapid advance of harvest, September producer deliveries remained heavy, averaging 1.5 MMT per week. Average weekly primary-elevator stock levels grew to 4.1 MMT, with available space tightening towards the end of the month.

Table M-3	SEP 2020	2020-21 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	1,236.4	2,069.5	16.9%
Saskatchewan	3,299.2	5,338.4	49.0%
Alberta	1,227.4	2,123.9	40.3%
British Columbia	25.1	44.9	-17.8%
Total	5,788.1	9,576.7	38.4%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	4,633.9	8,531.5	28.8%
Shipments to Eastern Canada	270.1	484.6	6.1%
Shipments to US & Mexico	585.5	1,088.9	-1.8%
Shipments Western Domestic	70.5	161.9	3.4%
Total	5,560.0	10,266.9	23.0%
Western Port Unloads (Number of Cars)			
Vancouver	32,284	55,442	31.8%
Prince Rupert	5,225	10,477	53.9%
Churchill	378	448	-42.8%
Thunder Bay	11,384	18,592	15.0%
Total	49,271	84,959	29.1%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,260.3	4,585.5	30.9%
Prince Rupert	384.7	898.2	73.6%
Churchill	0.0	0.0	n/a
Thunder Bay	935.9	1,717.7	12.1%
Total	3,580.9	7,201.4	28.1%



Primary Elevator Shipments by Commodity

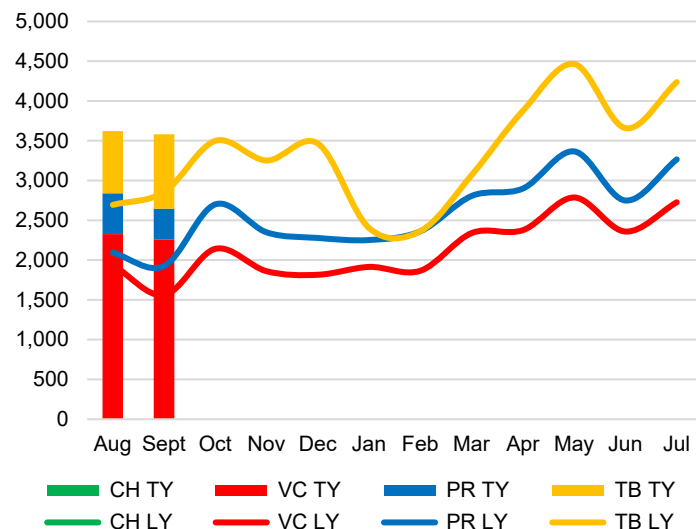


Total YTD = 9.6 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first two months of the crop year, registering 38.4% more than in the same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 64.7%. Movement of peas and lentils contributed an increasing portion, constituting 17.7% of the total.

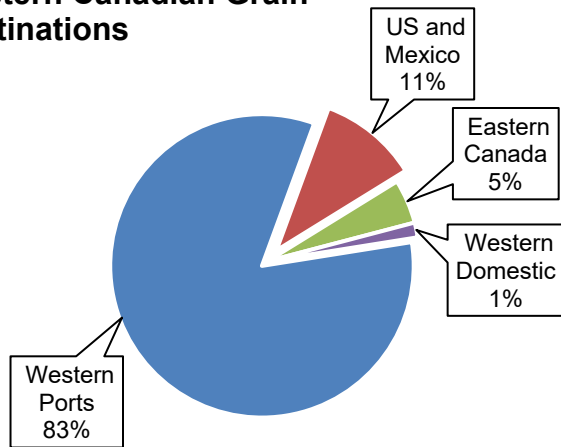
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in the first two months of the 2020-21 crop year, registering an increase of 28.1% from the previous year. Prince Rupert experienced the largest year-over-year increase, up 73.6%. Vancouver is up 30.9% while Thunder Bay shipments recorded an increase of 12.1% from the previous crop year, as the strong domestic and export demand continues.

Western Canadian Grain Destinations

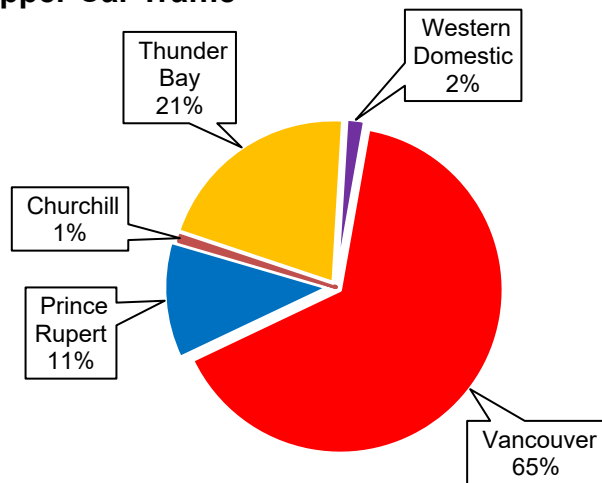


Total YTD = 10.3 MMT

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

Railway grain shipments from Western Canada totaled almost 10.3 MMT in the first two months of the 2020-21 crop year, a 23.0% increase over the 8.3 MMT handled a year earlier. The majority, about 8.5 MMT, was directed to Western Canadian ports in support of export sales. This represented a 28.8% gain over what had been shipped in the same period a year earlier and was supported by a 3.4% increase in Western Domestic traffic. A 6.1% increase was noted on movements into Eastern Canada while shipments to the US and Mexico fell by 1.8%.

Western Canadian Destined Hopper Car Traffic



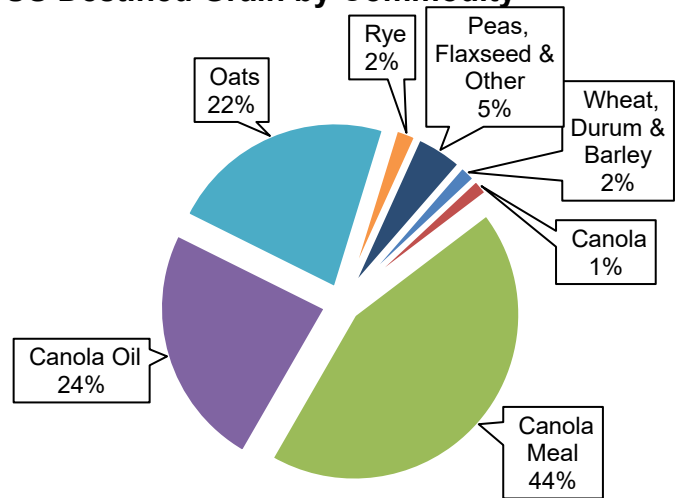
Total YTD - 8.3 MMT

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 two months of the 2020-21 crop year this amounted to over 8.3 MMT, up 29.2% from the same period a year earlier. 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 34.5%. This was supported by a comparable 30.2% gain for Prince Rupert. Thunder Bay and Western Domestic traffic also rose, with increases of 18.9% and 7.3% respectively. Only the port of Churchill posted a decline in volume, with shipments falling by 26.5%.

US Destined Grain by Commodity

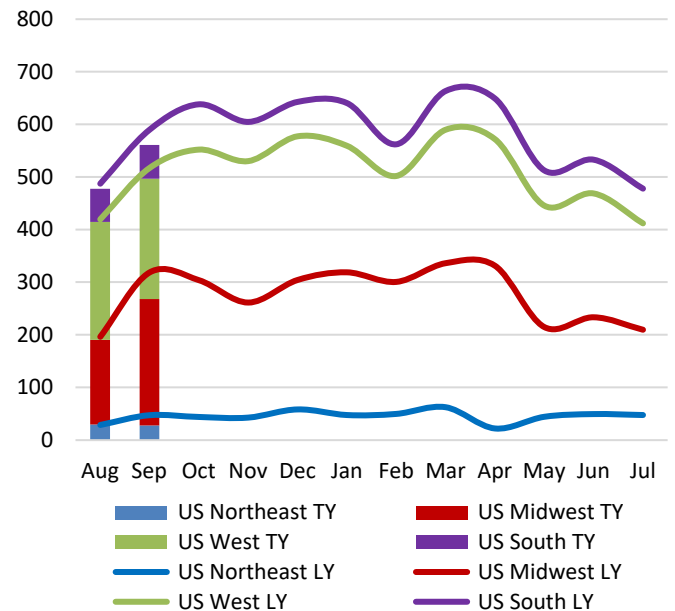


Total YTD - 1.0 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached just over 1.0 MMT in the first two months of the 2020-21 crop year, down 3.6% 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 remaining dominant.

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



GMP Data Table 2B-18

System Efficiency and Performance

Primary elevator stocks climbed in September, averaging 4.1 MMT with heavy deliveries as harvest progressed. Overall space in the country system tightened throughout the month. Country stocks utilized 80% of the working capacity of the network. By province, stocks ranged from 74% and 77% of working capacity in Alberta and Manitoba respectively, to 84% in Saskatchewan and 96% in British Columbia.

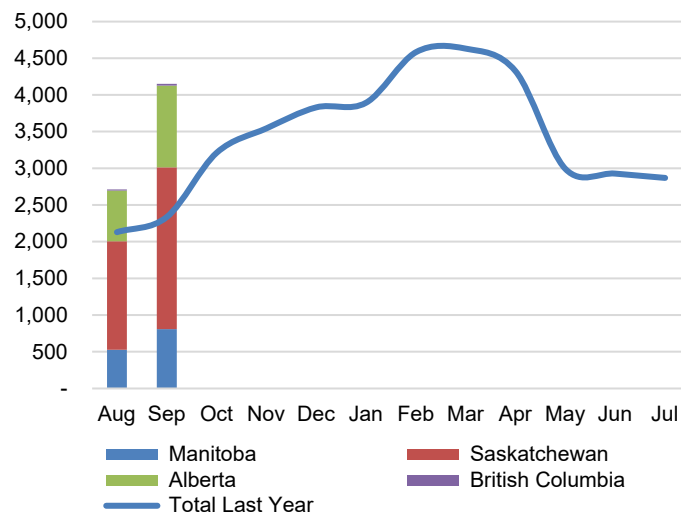
The average days-in-store in the primary-elevator system for the first two months of the crop year climbed from the same period last year, rising 23.9% to 23.3 days.

Table M-4	SEP 2020	2020-21 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	4,149.6	3,510.5	57.1%
Average Days in Store	24.6	23.3	23.9%
Railway Operations (days)			
Cycle Time to Western Ports	14.4	15.4	-3.6%
Cycle Time to Eastern Canada	20.1	23.8	9.5%
Cycle Time to US	23.6	26.4	4.7%
Loaded Transit to Western Ports	6.4	7.1	21.5%
Loaded Transit to Eastern Canada	10.3	13.1	29.3%
Loaded Transit to US	10.6	11.7	34.0%
Rail Fleet in Grain Service	23,185	22,006	2.3%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,341.3	1,247.0	24.5%
Average Days in Store	12.6	11.1	0.9%
Port Unloads (hopper cars)	49,271	84,959	29.1%
Terminal Out-of-Car Time	17.8%	17.6%	72.5%
Western Canada Port Operations			
Average Vessel Time in Port (days)	10.5	11.0	37.7%

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



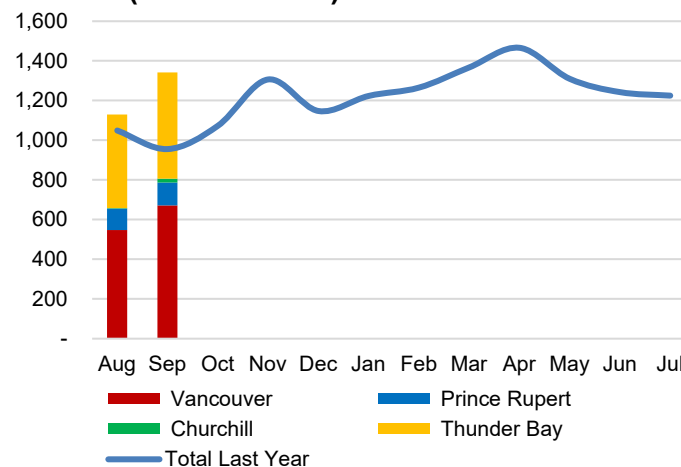
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.9 MMT in store. In August, they pulled back to average 2.7 MMT before reversing direction and climbing to an average of 4.1 MMT in September. Wheat, including durum, and canola, comprise 62% of the total stock. At 25% of the stock, barley, oats and peas made up much of the balance.

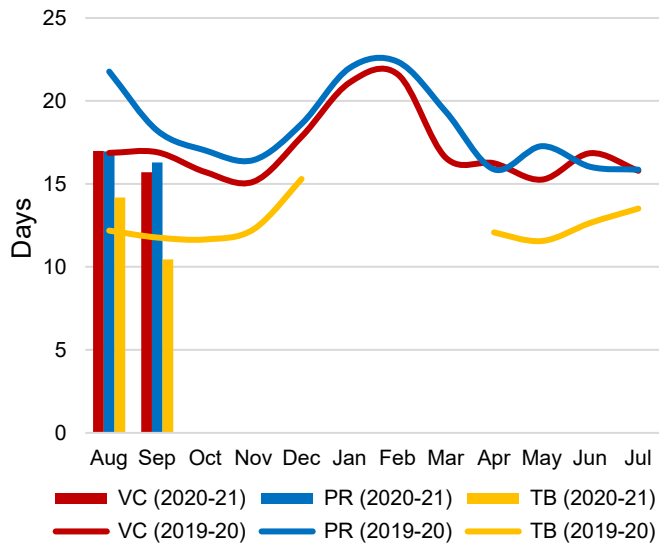
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.3 MMT in September, 19% higher than a month earlier. Average weekly stock levels held relatively constant at Prince Rupert while growing at both Vancouver and Thunder Bay. The rapid progress with the 2020 harvest has augmented grain stocks required for strong shipping programs. Overall, stocks registered 40.4% higher than in September 2019. Wheat, including durum, and canola, comprise just under 79% of the total stock. In September, western ports utilized 71% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

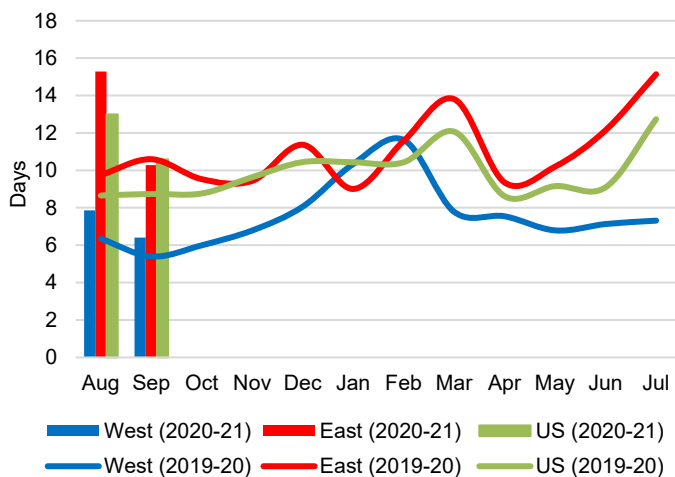


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.4 days in the first two months of the 2019-20 crop year, down 3.6% from the 16.0-day average reported in the same period a year earlier. This was largely the result of reductions in the Vancouver and Prince Rupert corridors, which fell by 3.2% and 14.3% respectively, but which were offset by a marginal 0.7% increase in the Thunder Bay average.

Unlike the preceding movements, the car cycles into both Eastern Canada and the United States showed increases, rising by 9.5%, to an average of 23.8 days from 21.7 days, in the case of the former; and by 4.7%, to an average of 26.4 days from 25.2 days, in the case of the latter.

Average Loaded Transit Times (days)

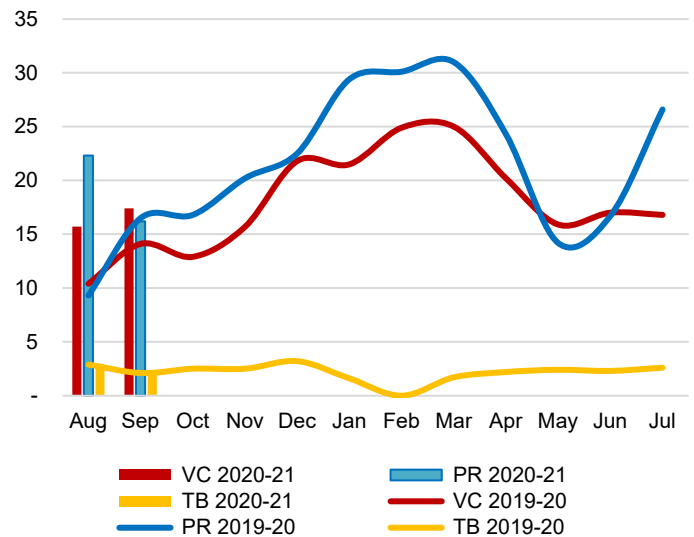


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 7.1 days in the first two months of the 2020-21 crop year, up 21.5% from the 5.8-day average posted a year earlier.

This was driven by sizeable increases in each of the major corridors, with the Vancouver average rising by 18.5%, the Prince Rupert average by 34.7%, and the Thunder Bay average by 24.5%. Similar increases were noted on longer-haul movements, with the average into Eastern Canada rising by 29.3%, to 13.1 days from 10.1 days, while the average on US-bound traffic rose by a slightly greater 34.0%, to 11.7 days from 8.7 days.

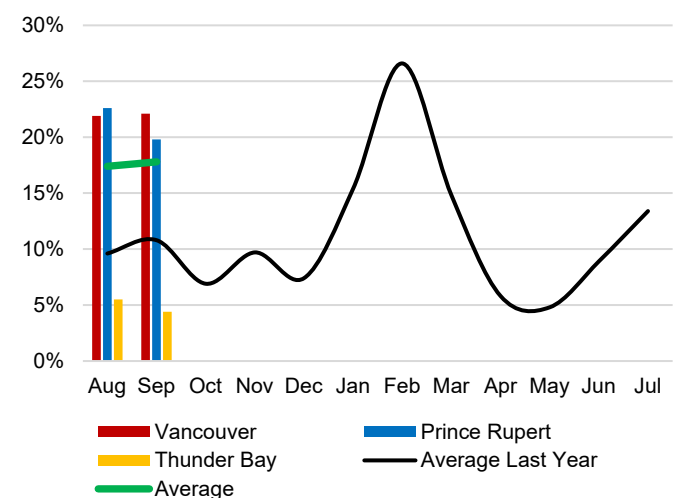
Average Days in Port per Vessel



GMP Data Table 5D-1

In September, the overall average time vessels were in port waiting and loading grain was 10.5 days, 22.2% more than was the case in September 2019. Despite this elevated year-over-year level, the average is 7.9% lower than that seen in the previous month. While Prince Rupert registered a decrease from August, Vancouver's average rose modestly. In September, the average days in port stood at 17.4 for Vancouver, 16.2 at Prince Rupert and 2.0 at Thunder Bay.

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

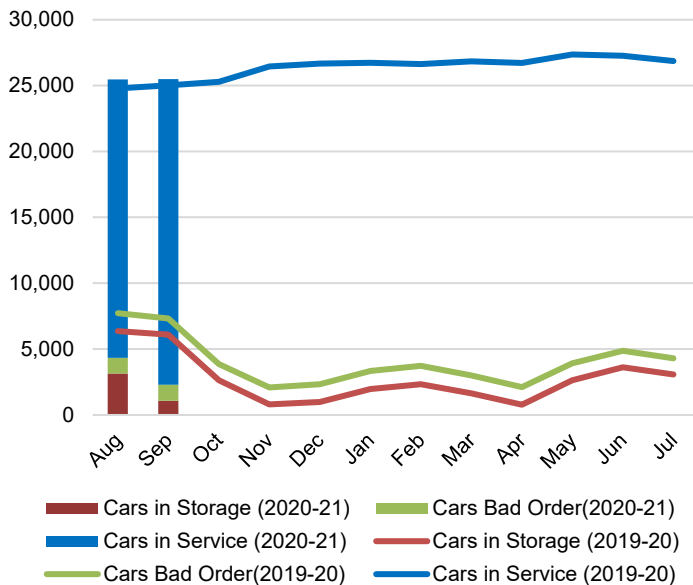


GMP Data Table 5C-5

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 17.8% in September from 17.4% in August. Terminal out-of-car time at Vancouver increased to 22.1% while decreasing to 19.8% at Prince Rupert. Thunder Bay registered a decrease to 4.4% for time out-of-cars.

Railway Grain Fleet Size and Utilization



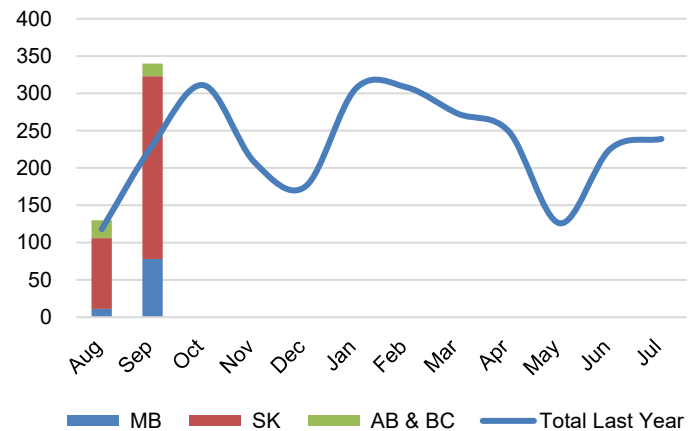
GMP Data Table 3B-2

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 before reversing directions and climbing to 23,185 in September. The average cars in service for the first two months of this crop year represents 86% of the total fleet. The balance of the fleet, comprising 14% 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 September 2020 were 47.2% higher than those in September a year ago. While the previous crop year saw oats shipments constituting 52% of overall producer cars scheduled, the first two months of the 2020-21 crop year registered oats at only 45% of the overall producer-car number. Other cereal-crop shipments constitute 27% of the total.



Quorum Corporation
 Suite 701, 9707 – 110 Street
 Edmonton, AB T5K 2L9
 Email: info@quorumcorp.net
 Web: www.grainmonitor.ca
 Phone: (780) 447-2111

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

