

GMP Dashboard

Table M-1	MAY 2019	JUN 2019	2018-19 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	37.3	33.9	43.1	-6.5%
Average Days In Store – Country	19.5	19.0	25.7	-9.8%
Loaded Transit Time	6.4	5.6	6.6	9.6%
Average Days In Store – Terminal	11.4	9.3	10.8	-6.9%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,655.7	3,920.7	45,348.1	8.0%
Railway Shipments (all Western Canada traffic)	4,472.9	4,601.9	50,380.2	5.4%
Western Port Terminal Shipments	3,734.1	3,203.2	34,233.7	7.2%
Railway Performance				
Avg. Loads on Wheels (Cars)	10,701	9,647	11,988	6.6%
Total Western Port Car Cycle (days)	14.8	14.7	15.7	0.6%
Port Performance				
Western Port Unloads (Number of Cars)	41,789	31,754	365,953	6.1%
Vessel Time in Port (days)	8.5	9.2	10.6	2.9%

Periodic revisions and corrections to the data received by the Monitor may result in the restatement of previously calculated measurement values. Where such differences arise, the values presented here should be considered to supersede those found in previous reports.

Overview

Western Canadian rail shipments totaled 4.6 MMT in June 2019, up 2.9% from 4.5 MMT in May. Year-to-date volumes were up by 5.4% over last year, marking the largest movement in the past six years. With a relatively early completion of seeding, all eyes turned to the sky in hopes of rain to alleviate dry conditions across the prairies. Rain has brought relief to many areas later in late June. Primary elevator stock levels rebounded slightly as producer deliveries increased and outbound shipments remained steady. Port shipments for June totaled 3.2 MMT, a 14.2% decline from May. Accompanying the decrease in shipments has been an increase in the average time vessels spend in port – climbing to 9.2 days in June from 8.5 in May.

Highlights for June 2019

Traffic and Movement (page 2)

- Primary-elevator shipments were 45.3 MMT in the first eleven months of the 2018-19 crop year, 8.0% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first eleven months of the 2018-19 crop year totaled 50.4 MMT, up 5.4% from a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 34.2 MMT, up 7.2% from the same period last year.

System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased by 2.4% from the same period last year, while the average days-in-store fell by 9.8%.
- Average weekly port-terminal stocks decreased 1.0% from the same period last year, while average days-in-store fell 6.9%.
- The car cycle for hopper-car movements to Western Canadian ports decreased in June 2019, with the preliminary average falling to 14.7 days from 14.8 days in May. However, the year-to-date average stood marginally higher at 15.7 days, up 0.6% from the 15.6-day average reported a year earlier. The year-to-date averages posted in other corridors declined: by 8.8%, to 21.9 days, on movements to Eastern Canada; and by a lesser 7.2%, to 26.1 days, on movements to the US.
- The year-to-date average for vessel time in port is 10.6 days, up 2.9% from that observed in the previous crop year.
- Port-terminal out-of-car time fell to 6.7% at Vancouver in June from 13.3% in May and to 10.4% at Prince Rupert, from 14.0% the previous month. At Thunder Bay, the June out-of-car time registered 1.6%, down from 4.0% in May.

Production and Supply

Statistics Canada's November survey for 2018 crop production in Western Canada stands at 71.1 MMT. While this represents a 1.2% decrease from the 2017 harvest, it still registers among the largest crops grown. This production estimate stands relatively consistent with the model-based estimate released by Statistics Canada in September.

Coupled with carry-forward stock of 9.8 MMT at the end of July 2018, 14.7% more than in 2017, the overall grain supply is estimated to be 80.9 MMT. The estimated supply is 0.5% greater than that of the previous year and has underpinned continuous demands on the GHTS throughout the crop year.

Table M-2:	2018	2017	Var. from Last Yr.
Production & Carry Over (000's tonnes)			
Western Canada Total Production	71,101.2	71,977.2	-1.2%
Western Canada On Farm & Primary Elevator Carry Forward Stock	9,834.6	8,574.0	14.7%
Total Grain Supply	80,935.8	80,551.2	0.5%

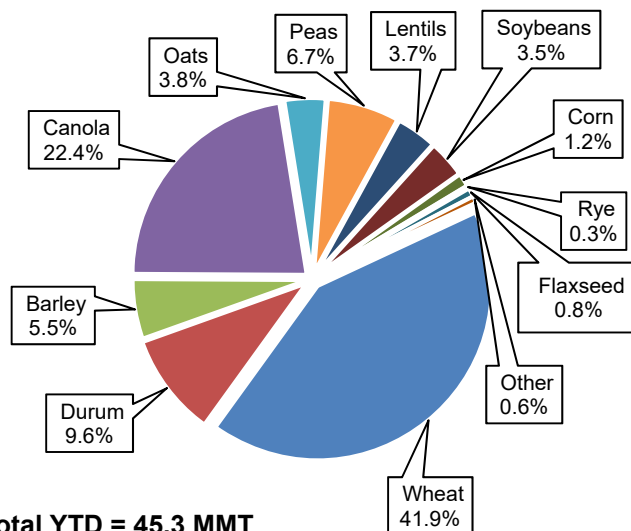
Traffic and Movement

With seeding finished, producer deliveries rebounded somewhat, averaging just over 0.9 MMT per week in June. Average weekly primary-elevator stock levels built to 2.8 MMT, with ample space in elevators in all regions of the prairies.

Table M-3	JUN 2019	2018-19 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	788.7	8,168.2	1.9%
Saskatchewan	1,980.3	24,222.8	18.4%
Alberta	1,116.8	12,611.4	-4.7%
British Columbia	34.9	345.7	22.1%
Total	3,920.7	45,348.1	8.0%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,725.1	39,580.7	9.3%
Shipments to Eastern Canada	285.7	3,485.0	19.3%
Shipments to US & Mexico	529.1	6,650.0	-15.8%
Shipments Western Domestic	61.9	664.5	-14.8%
Total	4,601.9	50,380.2	5.4%
Western Port Unloads (Number of Cars)			
Vancouver	19,431	234,752	3.8%
Prince Rupert	4,888	59,130	14.0%
Thunder Bay	7,435	72,071	8.0%
Total	31,754	365,953	6.1%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,051.1	21,881.7	5.7%
Prince Rupert	498.0	5,564.4	16.6%
Churchill	0.0	26.9	n/a
Thunder Bay	654.1	6,760.7	4.7%
Total	3,203.2	34,233.7	7.2%



Primary Elevator Shipments by Commodity

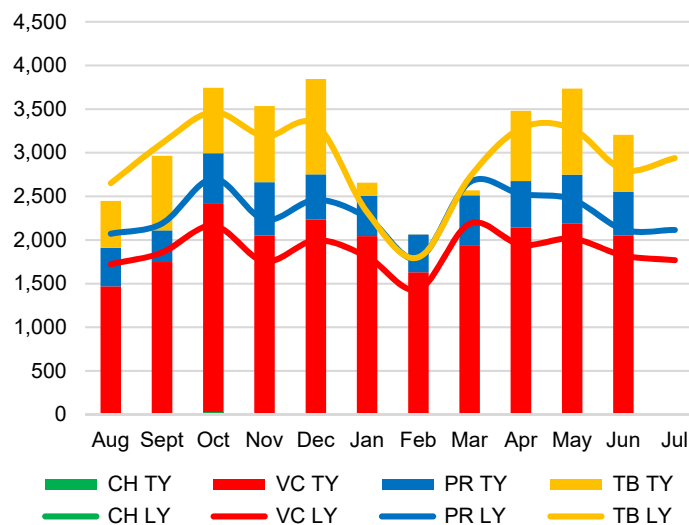


Total YTD = 45.3 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first eleven months, registering 8.0% more 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 73.9%. Movement of peas and lentils accounted for just 10.4% of the total, as tariff and non-tariff trade barriers continue to challenge the marketing of these pulse crops.

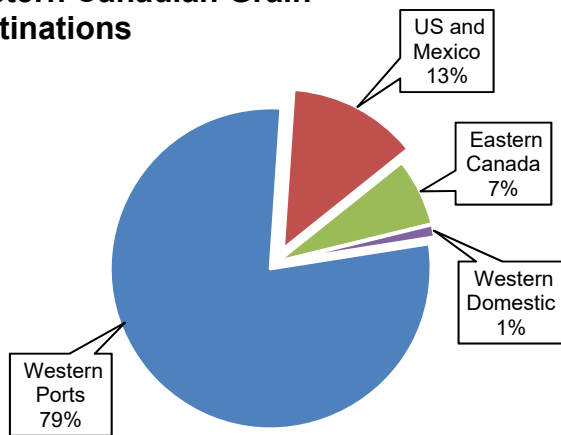
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in the first eleven months of the crop year, registering a 7.2% increase on a year-over-year basis. Prince Rupert is posting a substantial 16.6% increase while Vancouver's is a more modest 5.7%. Thunder Bay shipments are registering a 4.7% increase at the eleven-month point of the crop year.

Western Canadian Grain Destinations

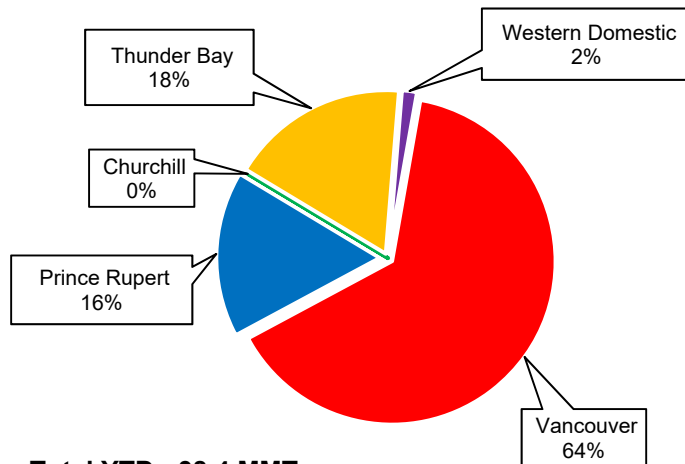


Total YTD = 50.4 MMT

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

Railway grain shipments from Western Canada totaled 50.4 MMT in the first eleven months of the 2018-19 crop year, a 5.4% gain over the 47.8 MMT handled a year earlier. The majority, about 39.6 MMT, was directed to Western Canadian ports in support of export sales. This proved to be 9.3% more than what had been shipped the previous year. Similarly, shipments to Eastern Canada also increased, albeit by a greater 19.3%. Running counter to these increases were Western Domestic shipments, which declined by 14.8%, as well as shipments to the US and Mexico, which fell by 15.8%.

Western Canadian Destined Hopper Car Traffic



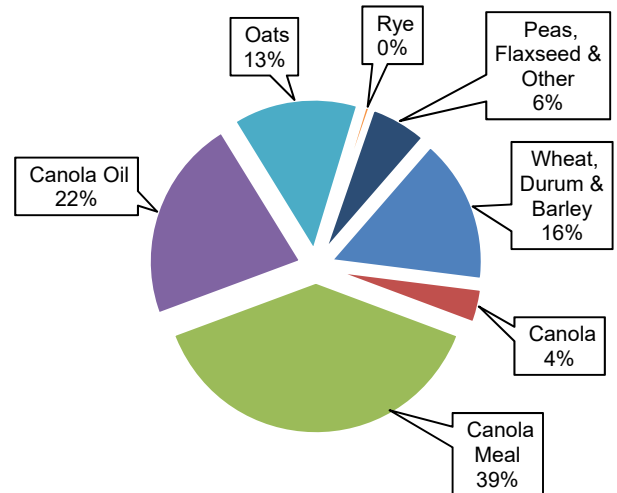
Total YTD - 38.4 MMT

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 eleven months of the 2018-19 crop year this totaled almost 38.4 MMT, up 9.0% from the previous year. On the receiving end, 64% of these hopper cars were destined to Vancouver, which remains the largest-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 8.3%. This was enlarged by gains of 20.9% at Prince Rupert, and 4.8% at Thunder Bay. Conversely, Western Domestic traffic declined by 18.9%.

US Destined Grain by Commodity

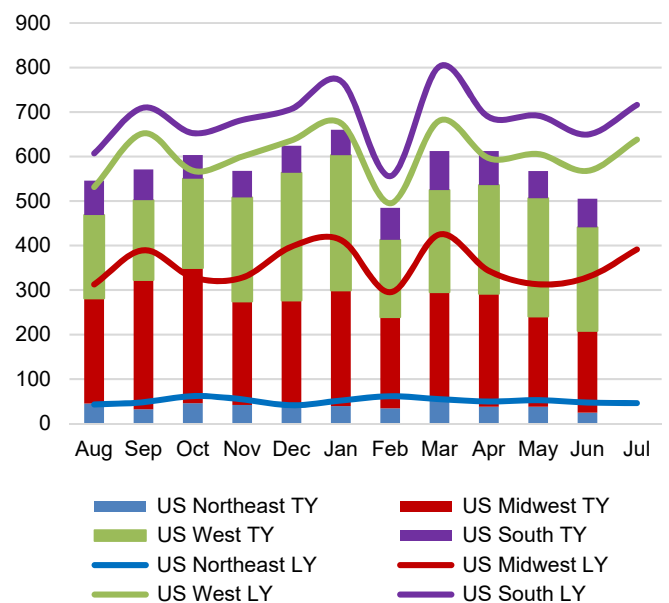


Total YTD - 6.4 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached 6.4 MMT in the first eleven months of the 2018-19 crop year, a reduction of 15.9% from the tonnage moved in the same period a year earlier. About 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 grew during June, averaging 2.8 MMT, with seeding finished and increased focus on producer deliveries. Space in the country system was good throughout the month. Country stocks utilized 56% of the working capacity of the network. By province, stocks ranged from 52% of working capacity in Saskatchewan, to 58% and 64% in Alberta and Manitoba respectively, and to 87% in British Columbia.

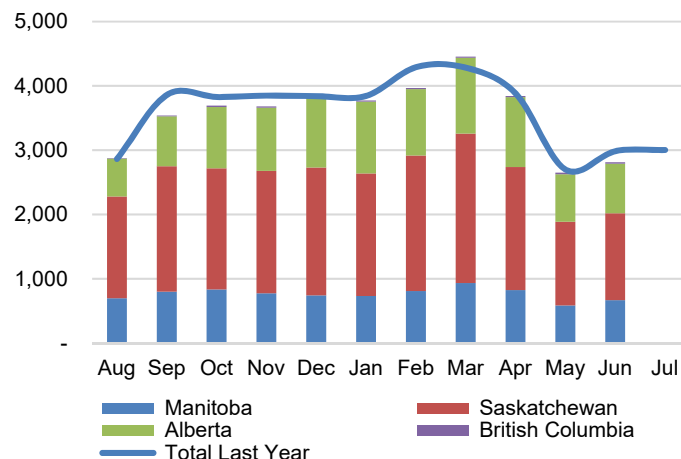
The average days-in-store in the primary-elevator system for the first eleven months of the crop year fell from last year by 9.8%.

Table M-4	JUN 2019	2018-19 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,812.6	3,537.9	-2.4%
Average Days in Store	19.0	25.7	-9.8%
Railway Operations (days)			
Cycle Time to Western Ports	14.7	15.7	0.6%
Cycle Time to Eastern Canada	16.4	21.9	-8.8%
Cycle Time to US	20.9	26.1	-7.2%
Loaded Transit to Western Ports	5.6	6.6	9.6%
Loaded Transit to Eastern Canada	7.4	10.3	-5.8%
Loaded Transit to US	8.6	10.9	-8.6%
Rail Fleet in Grain Service	20,521	22,612	6.1%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,059.1	1,196.5	-1.0%
Average Days in Store	9.3	10.8	-6.9%
Port Unloads (hopper cars)	31,754	365,953	6.1%
Terminal Out-of-Car Time	5.9%	11.9%	2.6%
Western Canada Port Operations			
Average Vessel Time in Port (days)	9.2	10.6	2.9%

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



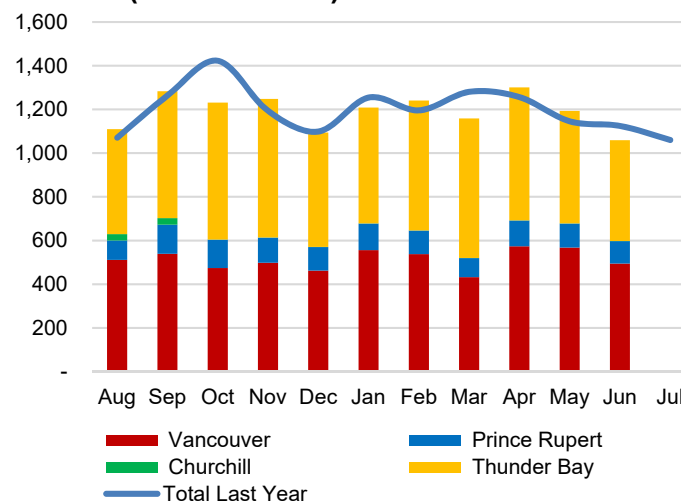
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 3.0 MMT in store. In August, they pulled back slightly to average 2.9 MMT before reversing direction and rising to average 4.5 MMT by March. As spring fieldwork got underway, stocks fell to an average of 2.6 MMT in May, rebounding slightly to 2.8 MMT in June. Wheat, including durum, and canola, comprise 73% of the total stock. At 15% of the stock, barley, oats and peas made up much of the balance.

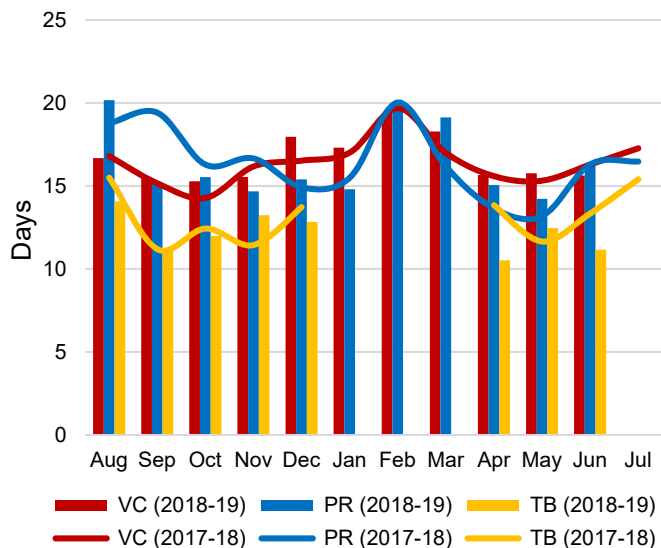
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.1 MMT in June, 11.2% less than a month earlier. Stock levels fell modestly at Prince Rupert while registering a more pronounced decline at Vancouver and Thunder Bay. Pacific Seaboard stocks are now recorded and presented separately for Vancouver and Prince Rupert. Wheat, including durum, and canola comprise nearly 81% of the total stock. In June, western ports utilized only 60% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

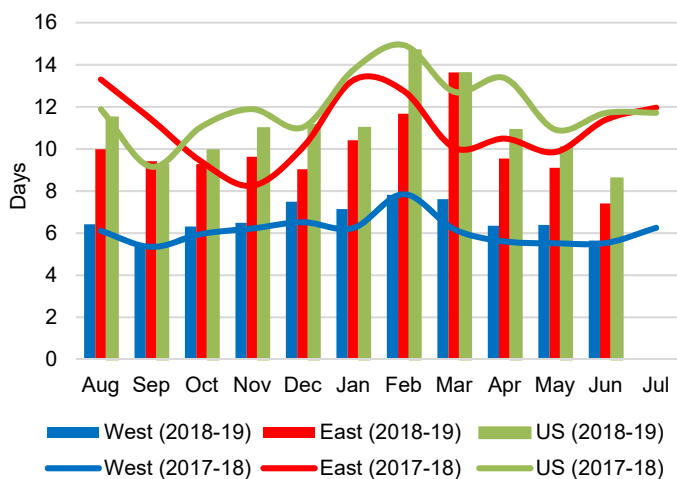


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.7 days in the first eleven months of the 2018-19 crop year, an increase of 0.6% from the 15.6-day average reported in the same period a year earlier. This was largely the result of an increase in the Vancouver corridor average, which rose by 2.0%. Running counter to this were the Prince Rupert and Thunder Bay corridors, where the averages declined by 0.3% and 3.7% respectively.

Car cycles to Eastern Canada decreased during this period, falling by 8.8%, to an average of 21.9 days from 24.0 days a year earlier. The car cycle time for movements into the United States fell by a lesser 7.2%, to an average of 26.1 days from 28.1 days.

Average Loaded Transit Times (days)

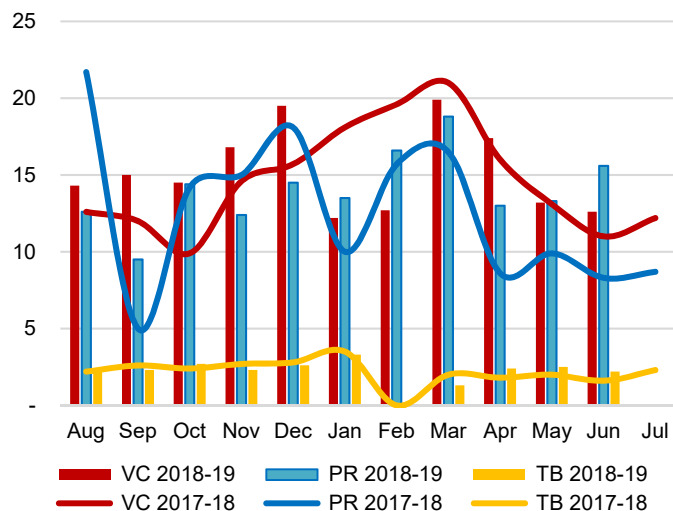


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.6 days in the first eleven months of the 2018-19 crop year, up 9.6% from the 6.0-day average of a year earlier. This

was chiefly the result of increases in the Vancouver and Thunder Bay corridors, which rose by 12.5% and 10.5% respectively, but aided by a 0.2% increase in the Prince Rupert corridor as well. The average loaded transit time for movements into Eastern Canada fell by 5.8%, to 10.3 days from 10.9 days a year earlier. The corresponding average for US-destined traffic saw an 8.6% decrease, falling to an average of 10.9 days from 11.9 days the previous year.

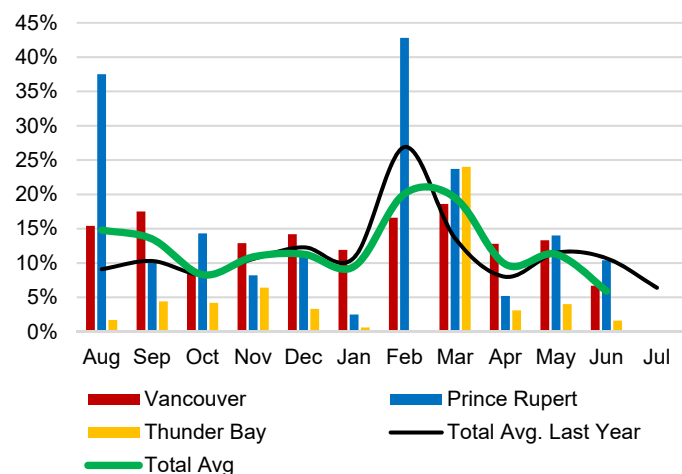
Average Days in Port per Vessel



GMP Data Table 5D-1

In June, the overall average time vessels were in port waiting and loading grain was 9.2 days, 29.6% higher than in June of 2018. As well as spending more time in port than a year ago, the average grew 8.2% from that seen in the previous month. While Vancouver and Thunder Bay saw decreases from May, Prince Rupert experienced a measurable uptick. For June, the days in port stood at 12.6 for Vancouver, 15.6 for Prince Rupert and 2.2 for Thunder Bay.

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



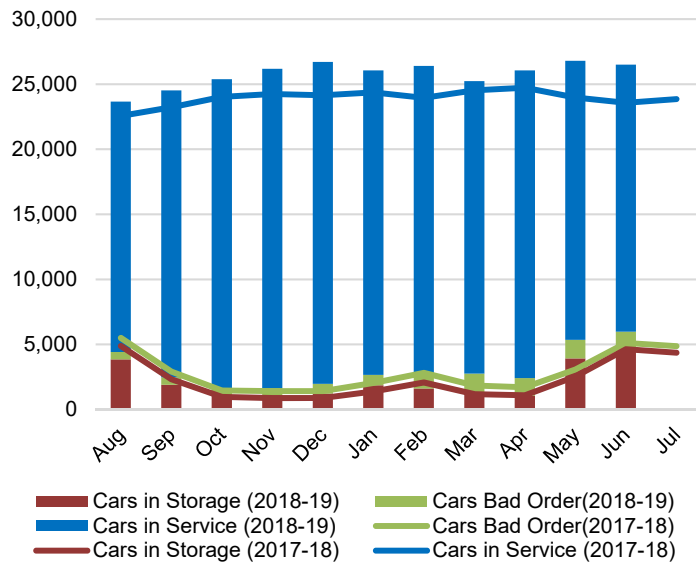
GMP Data Table 5C-5



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 fell to 5.9% in June, from 11.3% in May. Terminal out-of-car time at Vancouver decreased to 6.7% in June and to 10.4% at Prince Rupert. At Thunder Bay, out-of-car time was 1.6% in June, down from 4.0% in May.

Railway Grain Fleet Size and Utilization



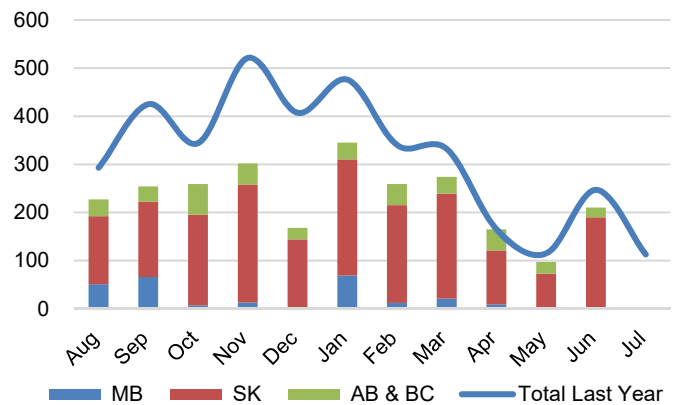
GMP Data Table 3B-2

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 2017-18 crop year. In July 2018, a weekly average of 18,985 cars, representing 80% of the fleet, was in active service. Cars in service grew from August through December as the 2018-19 crop

shipping demand grew, before retreating somewhat. The June average stood at 20,521 cars in grain service, representing 77% of the overall fleet. The balance of the fleet, comprising 23% of the rail cars, is in storage or repair status (bad order), a greater proportion than in July 2018.

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

The proportion of producer-car shipments devoted to oats has continued to grow as a decrease has been registered in the number of cars carrying other cereal crops. Shipments throughout the first eleven months of the 2018-19 crop year continue to reflect this trend, with oats shipments comprising 51% of the total. Special crops such as peas, lentils and chickpeas contributed 21% of the current volume.



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 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

