

GMP Dashboard

Table M-1	AUG 2021	SEP 2021	2021-22 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	49.0	45.8	47.0	13.0%
Average Days In Store – Country	30.5	27.0	28.2	21.0%
Loaded Transit Time	5.7	5.3	5.5	-23.9%
Average Days In Store – Terminal	12.8	13.5	13.3	19.8%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	2,273.9	4,865.2	7,139.1	-25.5%
Railway Shipments (all Western Canada traffic)	2,762.0	4,525.6	7,287.6	-29.6%
Western Port Terminal Shipments	1,988.4	2,738.6	4,727.0	-35.4%
Railway Performance				
Avg. Loads on Wheels (Cars)	4,962	8,225	6,449	-45.9%
Total Western Port Car Cycle (days)	17.8	15.7	16.6	6.4%
Port Performance				
Western Port Unloads (Number of Cars)	17,870	36,798	54,668	-12.1%
Vessel Time in Port (days)	6.8	7.9	7.4	-32.3%

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 railway grain shipments rose by 63.9% in September 2021, to 4.5 MMT from 2.8 MMT in August. The sharp upturn reflected the increase in country deliveries as this year's crop became available. Even so, YTD shipments fell 29.6% below those posted a year earlier. The 2021 harvest was nearing an early completion by the end of September, providing a steady supply to meet growing demand and activity in the GHTS. Port shipments for September totaled 2.7 MMT, 37.7% more than in August, but a 25.6% decline from those in September 2020. Accompanying the month-over-month rise in shipments was an increase in the average amount of time vessels spend in port, which grew to 7.9 days in September from 6.8 in August.

Highlights for September 2021

Traffic and Movement (page 2)

- Primary-elevator shipments were 7.1 MMT in the first two months of the 2021-22 crop year, 25.5% less than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the opening two month of the 2021-22 crop year totaled 7.3 MMT, down 29.6% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 4.7 MMT in August and September, down 35.4% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 9.0% while the average days-in-store grew by 21.0%.
- Average weekly port-terminal stocks decreased 20.5% from the same period last year, while average days-in-store climbed by 19.8% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports fell by 11.8% in September 2021, with the preliminary average decreasing to 15.7 days from 17.8 days in August. However, the YTD average of 16.6 days stood 6.4% greater than that posted the previous September. A more substantial increase was noted in the car cycle for movements into Eastern Canada, which rose by 14.5% to 27.4 days. However, movements into the US saw a 14.1% reduction, with the average cycle falling to 22.5 days from 26.2 days.
- The year-to-date average for vessel time in port is 7.4 days, 32.3% less than that observed in the previous crop year.
- Port-terminal out-of-car time grew to 21.2% at Vancouver in September from 8.1% in August. At Prince Rupert, out-of-car time remained at 0.0% in September. At Thunder Bay it fell to 5.9%, up from 7.9% the month earlier.

Production and Supply

Statistics Canada's August model-based estimate for 2021 field-crop production in Western Canada stands at 47.6 MMT, a 39.4% decrease from 2020's record 78.5 MMT harvest. This dramatic fall reflects the impact of the prairie-wide drought during the growing season. The challenging conditions have resulted in several trade estimates varying widely from those of Statistics Canada. An update based on the November producer survey will be included in the Monitor's December Report.

When coupled with July's 7.1 MMT of carry-forward stocks, some 15.7% less than in 2020, the overall grain supply is estimated at 54.7 MMT. This stands 37.1% below the 2020-21 crop year's 86.9-MMT record, potentially ranking as the smallest grain supply since the drought-reduced shortfalls of 2001 to 2003.

Table M-2	2021*	2020	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production – Preliminary*	47,614.0	78,527.7	-39.4%
Western Canada On Farm & Primary Elevator Carry Forward Stock	7,066.1	8,378.6	-15.7%
Total Grain Supply	54,680.1	86,906.3	-37.1%

Traffic and Movement

September producer deliveries increased, averaging just under 1.3 MMT per week. Average weekly primary-elevator stock levels grew to 3.8 MMT from 2.4 MMT in August, as harvest progressed rapidly across the prairies.

Table M-3	SEP 2021	2021-22 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	983.5	1,568.2	-24.2%
Saskatchewan	2,470.9	3,562.6	-33.3%
Alberta	1,364.5	1,947.4	-8.3%
British Columbia	46.3	60.9	35.6%
Total	4,865.2	7,139.1	-25.5%

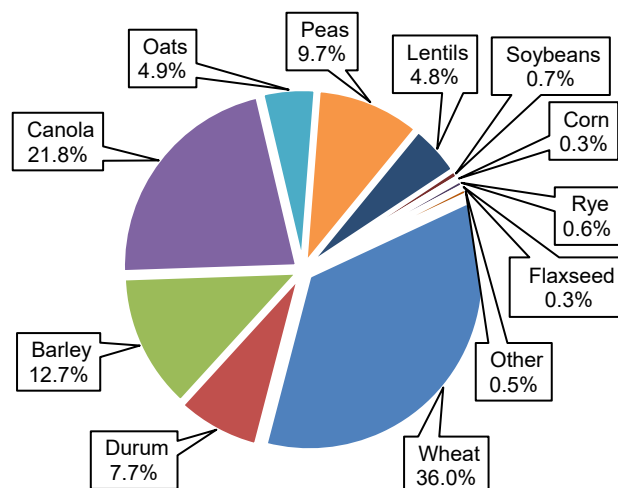
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,662.9	5,586.6	-35.2%
Shipments to Eastern Canada	209.3	406.9	-16.0%
Shipments to US & Mexico	537.7	1,111.7	1.8%
Shipments Western Domestic	115.8	182.4	12.6%
Total	4,525.6	7,287.6	-29.6%

Western Port Unloads (Number of Cars)			
Vancouver	24,677	38,575	-7.1%
Prince Rupert	3,330	3,330	-36.6%
Churchill	0.0	0.0	-100.0%
Thunder Bay	8,791	12,763	-17.1%
Total	36,798	54,668	-12.1%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,923.3	3,348.0	-28.8%
Prince Rupert	173.6	173.6	-80.7%
Churchill	0.0	0.0	-100.0%
Thunder Bay	641.7	1,205.4	-29.8%
Total	2,738.6	4,727.0	-35.4%



Primary Elevator Shipments by Commodity

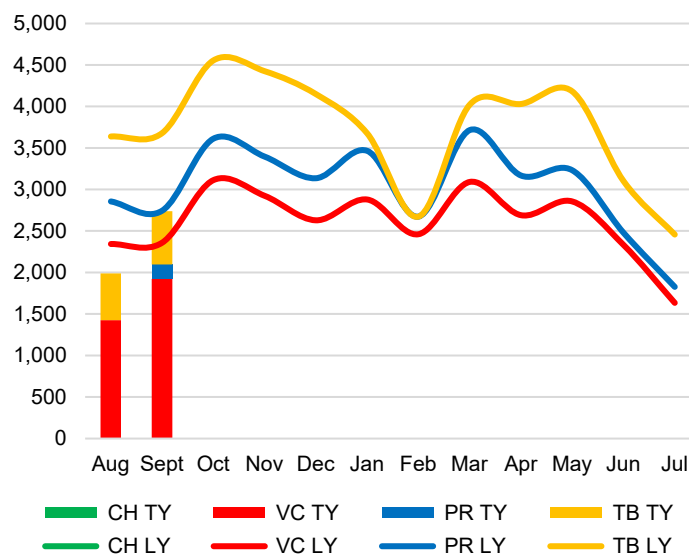


Total YTD = 7.1 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators fell in the first two months of the crop year, registering 25.5% less than in same period in the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 65.5%. Movement of peas and lentils met with early demand, constituting 14.5% of the total.

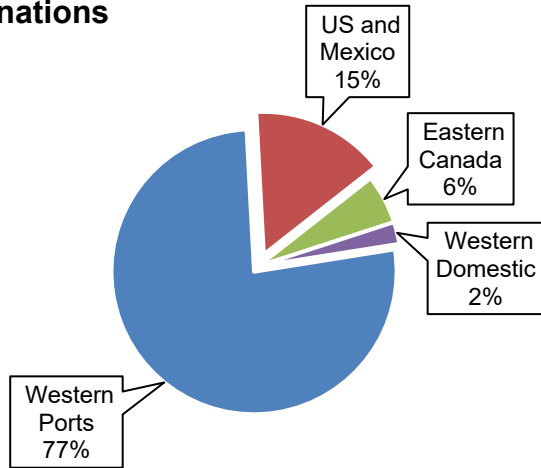
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports fell in the first two months of the 2021-22 crop year, registering a decrease of 35.4% from the same period in the previous year. All ports registered significant declines in activity. Vancouver was down 28.8%, Prince Rupert was off by 80.7% and Thunder Bay shipments recorded a decrease of 29.8%. Although substantially lower than last year, demand grew as the 2021 harvest progressed rapidly and new-crop supply became available.

Western Canadian Grain Destinations

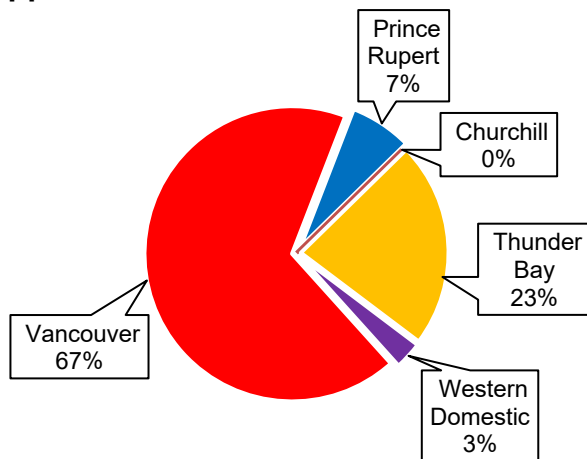


Total YTD = 7.3 MMT

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

Railway grain shipments from Western Canada totaled just under 7.3 MMT in the first two months of the 2021-22 crop year, a 29.6% decrease from the 10.4 MMT handled a year earlier. The majority, about 5.6 MMT, was directed to Western Canadian ports in support of export sales. This represented a 35.2% decline from what had been shipped in the same period the previous year, with the reduction partially offset by a 12.6% increase in Western Domestic traffic. A lesser 16.0% decline was noted on movements into Eastern Canada. Running counter to this were shipments to the US and Mexico, which rose by 1.8%.

Western Canadian Destined Hopper Car Traffic



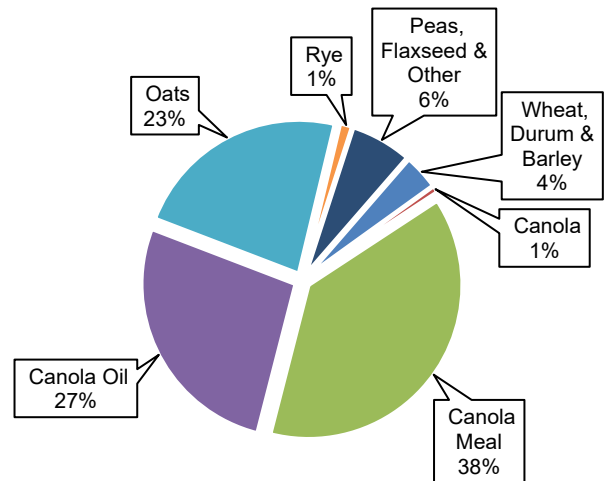
Total YTD - 5.6 MMT

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 2021-22 crop year this amounted to just under 5.6 MMT, down 33.6% from the previous September. Sixty-seven percent of these hopper cars were destined to Vancouver, which remains the port

of choice for exporting grain, given its access to Asia-Pacific markets and concentration of export terminal facilities. Hopper-car shipments through Vancouver during this period fell by 31.7%. The west-coast reduction was broadened by a 60.6% decline in Prince Rupert traffic as well, but tempered by a 12.3% gain in Western Domestic volumes. Shipments to Thunder Bay also declined, with volume down 26.8%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

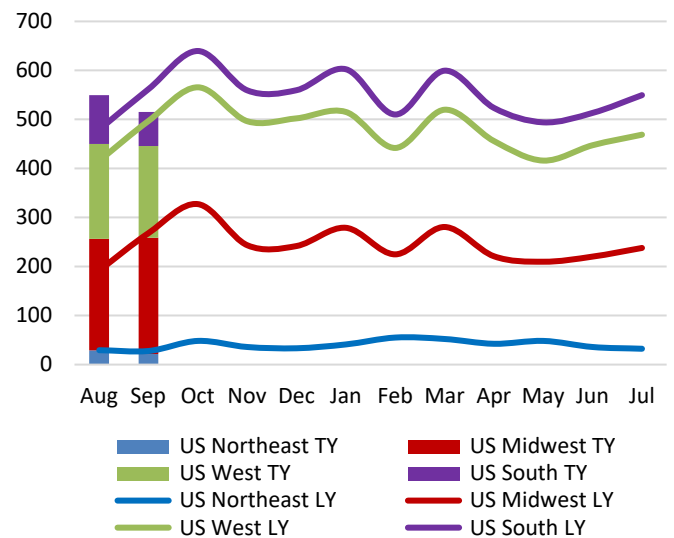


Total YTD - 1.1 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached just under 1.1 MMT in the first two months of the 2021-22 crop year, up 2.2% from the tonnage moved in the same period a year earlier. Over 75% 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 September, averaging 3.8 MMT as harvest progressed rapidly and producer deliveries increased. Overall space in the country system was good. Country stocks utilized 70% of the working capacity of the network. By province, stocks ranged from 66% of working capacity in Manitoba and Saskatchewan, to 78% in Alberta, and 91% in British Columbia.

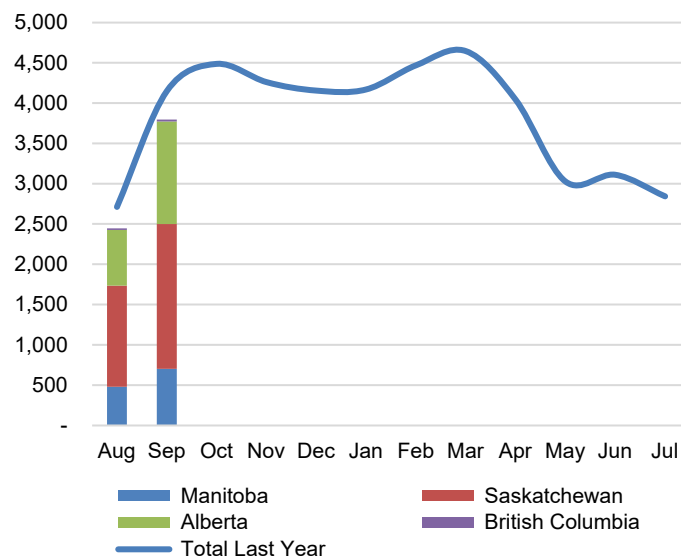
The average days-in-store in the primary-elevator system for the first two months of the crop year climbed from the same period last year, rising 21.0% to 28.2 days.

Table M-4	SEP 2021	2021-22 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,795.2	3,195.8	-9.0%
Average Days in Store	27.0	28.2	21.0%
Railway Operations (days)			
Cycle Time to Western Ports	15.7	16.5	6.4%
Cycle Time to Eastern Canada	25.4	27.4	14.5%
Cycle Time to US	20.2	22.5	-14.1%
Loaded Transit to Western Ports	5.3	5.5	-23.9%
Loaded Transit to Eastern Canada	11.9	12.9	-0.5%
Loaded Transit to US	8.3	9.8	-13.8%
Rail Fleet in Grain Service	16,424	13,840	-37.7%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,054.8	991.6	-20.5%
Average Days in Store	13.5	13.3	19.8%
Port Unloads (hopper cars)	36,798	54,668	-12.1%
Terminal Out-of-Car Time	16.0%	12.2%	-26.1%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.9	7.4	-32.3%

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



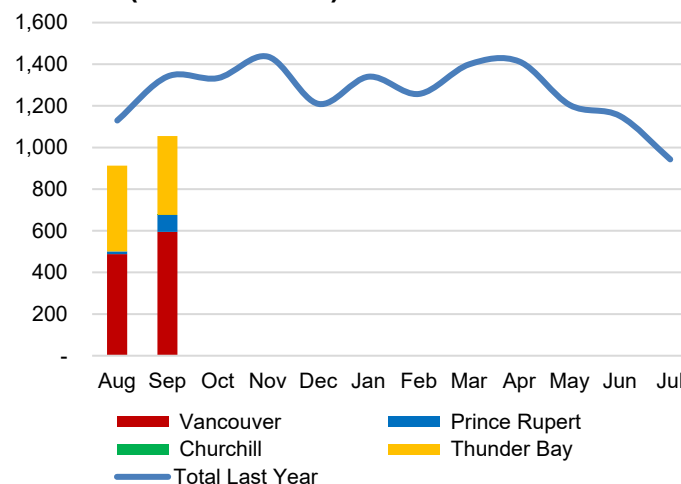
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.8 MMT in store. In August, they pulled back further to average 2.4 MMT before rising to 3.8 MMT in September. Wheat, including durum, and canola, comprise 64% of the total stock. At 26% of the stock, barley, oats and peas made up much of the balance.

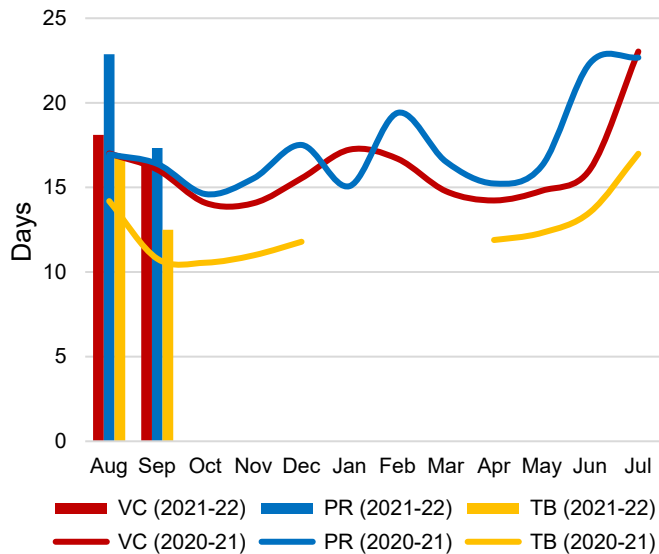
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.1 MMT in September, 15.6% more than a month earlier. Average weekly stock levels grew at Vancouver and Prince Rupert, while falling at Thunder Bay. Shipping lineups increased steadily as the sales program strengthened with stocks available from the 2021 harvest. Overall, stocks registered 21.4% lower than in September 2020. Wheat, including durum, and canola, comprise just over 68% of the total stock. In September, western ports utilized just 54% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

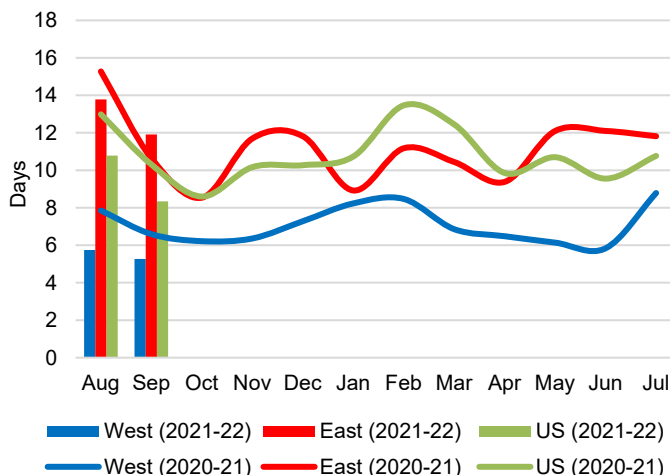


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 16.6 days in the first two months of the 2021-22 crop year, up 6.2% from the 15.6-day average reported a year earlier. This reflected increases in all corridors, with the Vancouver average increasing 4.5%, Prince Rupert 4.8%, and Thunder Bay 17.1%.

The car cycle into Eastern Canada also increased, rising by 14.5%, to an average of 27.4 days from 23.9 days a year earlier. Running counter to these increases was a 14.1% reduction in the cycle for US movements, which fell to an average of 22.5 days from 26.2 days the previous September.

Average Loaded Transit Times (days)

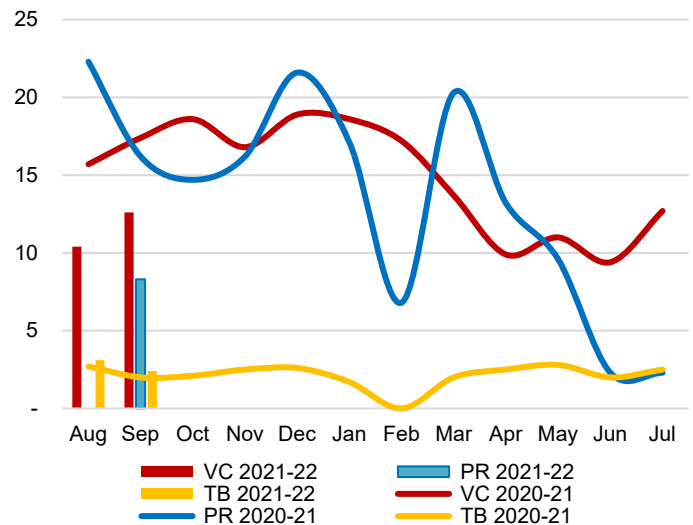


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.5 days in the first two months of the 2021-22 crop year, down 23.9% from the 7.2-day average posted a year earlier. This was driven by sizeable decreases in the Vancouver and

Prince Rupert corridors, which fell by 27.1% and 43.1% respectively, and supported by a marginal 1.4% reduction in the Thunder Bay corridor. More tempered decreases were noted on longer-haul movements, with the average into Eastern Canada falling by 0.5%, to 12.9 days from 13.0 days, while the average on US-bound traffic fell by 13.8%, to 9.8 days from 11.3 days.

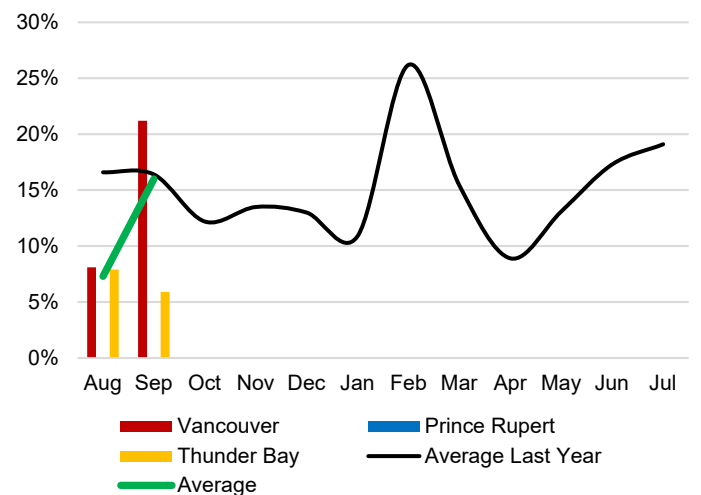
Average Days in Port per Vessel



GMP Data Table 5D-1

In September, the overall average time vessels were in port waiting and loading grain was 7.9 days, 24.3% less than was the case in September 2020. Despite this lower year-over-year level, the average is 16.2% higher than that seen in the previous month. While Vancouver's average grew, Thunder Bay registered a decrease from August. The first vessels of the crop year presented at Prince Rupert during the month. In September, the average days in port stood at 12.6 for Vancouver, 8.3 for Prince Rupert and 2.4 at Thunder Bay.

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

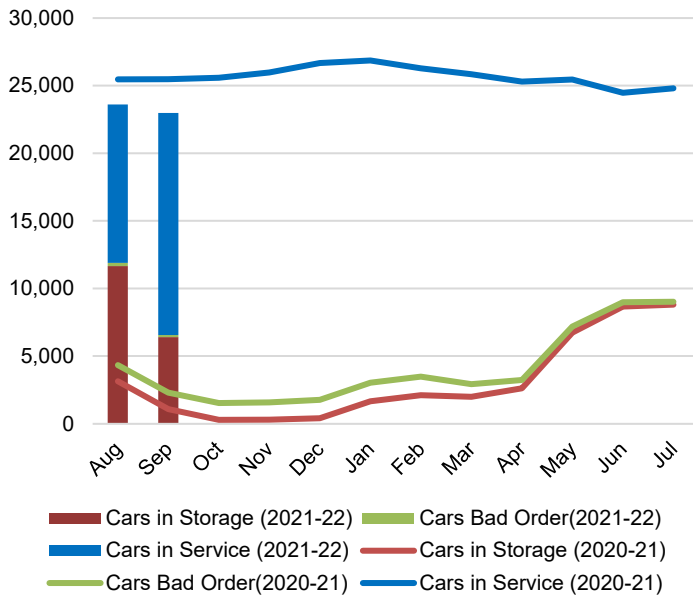


GMP Data Table 5C-5

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 16.0% in September from 7.3% in August. Terminal out-of-car time at Vancouver increased to 21.2% while remaining at 0.0% at Prince Rupert. Thunder Bay registered a decrease to 5.9% for time out-of-cars.

Railway Grain Fleet Size and Utilization



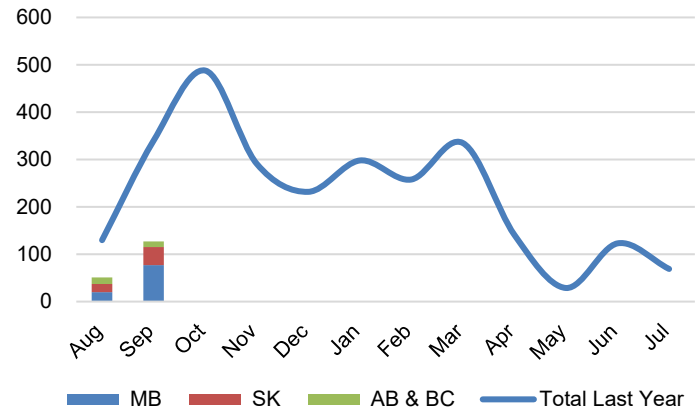
GMP Data Table 3B-2

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 2020-21 crop year as in July 2021, a weekly average of 15,781 cars

representing 64% of the fleet, was in active service. Cars in service fell further in August, to an average of 11,713 per week before reversing direction and climbing to 16,424 per week in September. The average cars in service for the first two months of this crop year represents 59% of the total fleet. The balance of the fleet, comprising 41% 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 2021 were 62.1% less than those in September a year ago. While the previous crop year saw oats shipments constituting 55% of overall producer cars scheduled, the first two months of the 2021-22 crop year registered oats at only 48% of the overall producer-car number. Other cereal-crop shipments constitute 34% 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

