

GMP Dashboard

Table M-1	JAN 2019	FEB 2019	2018-19 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	45.8	53.9	43.7	-9.3%
Average Days In Store – Country	29.3	37.2	26.5	-12.3%
Loaded Transit Time	7.1	7.5	6.6	6.7%
Average Days In Store – Terminal	9.4	9.2	10.6	-10.2%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,394.6	2,929.2	28,955.0	9.8%
Railway Shipments (all Western Canada traffic)	4,332.6	3,504.5	32,031.5	7.5%
Western Port Terminal Shipments	2,656.1	1,950.0	21,137.3	6.4%
Railway Performance				
Avg. Loads on Wheels (Cars)	12,452	12,813	12,328	8.6%
Total Western Port Car Cycle (days)	16.7	18.6	15.8	-0.4%
Port Performance				
Western Port Unloads (Number of Cars)	35,730	20,462	234,203	6.3%
Vessel Time in Port (days)	11.4	13.4	10.3	1.0%

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 just over 3.5 MMT in February 2019, down 19.1% from 4.3 MMT in January. Despite this, year-to-date volumes were up by 7.5% over last year, marking the largest movement in the past six years. Relatively mild winter operating conditions ended abruptly at the beginning of February as a prolonged cold snap set in across the prairies. Port shipments for February totaled 2.0 MMT, a 26.6% decline from January. Accompanying the decrease in shipments has been an increase in the average amount of time vessels spend in port – climbing to 13.4 days in February from 11.4 in January.

Highlights for February 2019

Traffic and Movement (page 2)

- Primary-elevator shipments were 29.0 MMT in the first seven months of the 2018-19 crop year, 9.8% more 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 2018-19 crop year totaled 32.0 MMT, up 7.5% from a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 21.1 MMT, up 6.4% from the same period last year.

System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased by 3.1% from the same period last year, while the average days-in-store fell by 12.3%.
- Average weekly port-terminal stocks decreased 0.6% from the same period last year, while average days-in-store fell 10.2%.
- The car cycle for hopper-car movements to Western Canadian ports increased in February 2019, with the preliminary average rising to 18.6 days from 16.7 days in January. However, the year-to-date average stood marginally lower at 15.8 days, down 0.4% from the 15.9-day average reported a year earlier. The year-to-date averages posted in other corridors also declined: by 9.4%, to 21.5 days, on movements to Eastern Canada; and by a lesser 3.8%, to 26.5 days, on movements to the US.
- The year-to-date average for vessel time in port is 10.3 days, 1.0% higher than that observed in the previous crop year.
- Port-terminal out-of-car time climbed to 16.6% at Vancouver in February from 11.9% in January and surged to 42.8% at Prince Rupert, from 2.5% the previous month while operations at Thunder Bay were largely curtailed for the winter.

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, 14.6% more than in 2017, the overall grain supply is estimated to be 80.9 MMT. The projected supply is 0.5% greater than that of the previous year and will underpin 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	9,824.6	8,574.0	14.6%
Total Grain Supply	80,925.8	80,551.2	0.5%

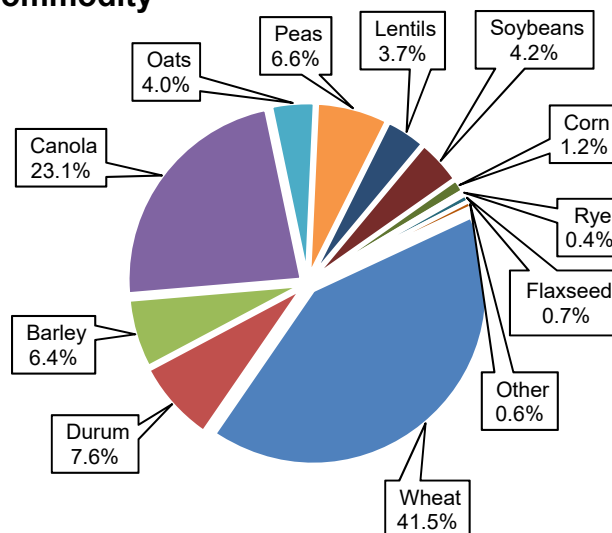
Traffic and Movement

Following a relatively mild period, February's cold snap slowed winter operations with producer deliveries averaging just over 0.8 MMT per week. Average weekly primary-elevator stock levels grew to 4.0 MMT, with tighter space in regions of the prairies.

Table M-3	FEB 2019	2018-19 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	362.6	5,357.5	1.3%
Saskatchewan	1,528.2	15,685.9	22.5%
Alberta	1,022.9	7,674.7	-5.2%
British Columbia	15.5	236.9	34.4%
Total	2,929.2	28,955.0	9.8%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	2,524.7	25,211.0	11.9%
Shipments to Eastern Canada	411.8	2,133.4	10.9%
Shipments to US & Mexico	508.7	4,255.4	-12.9%
Shipments Western Domestic	59.3	431.7	-3.0%
Total	3,504.5	32,031.5	7.5%
Western Port Unloads (Number of Cars)			
Vancouver	16,747	150,153	5.1%
Prince Rupert	3,546	37,303	12.4%
Thunder Bay	169	46,747	5.6%
Total	20,462	234,203	6.3%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,518.8	13,456.6	5.6%
Prince Rupert	431.1	3,394.4	14.6%
Churchill	0.0	26.9	n/a
Thunder Bay	0.1	4,259.4	2.6%
Total	1,950.0	21,137.3	6.4%



Primary Elevator Shipments by Commodity

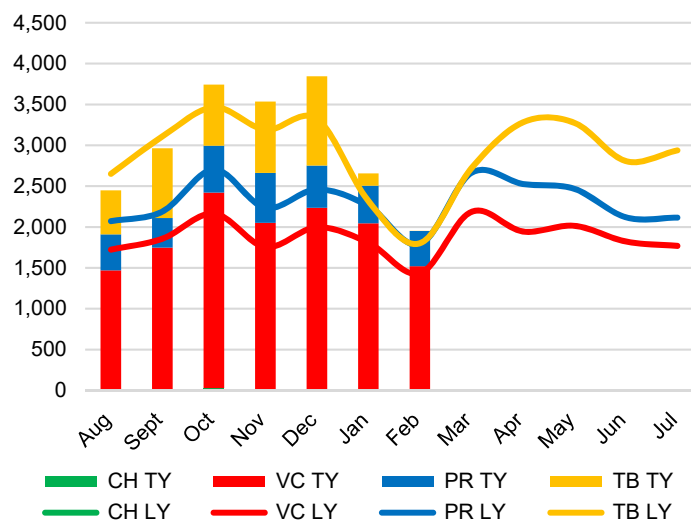


Total YTD = 29.0 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first seven months, registering 9.8% 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 72.2%. Movement of peas and lentils accounted for just 10.3% of the total, as tariff and non-tariff trade barriers continue to challenge the marketing of these pulse crops.

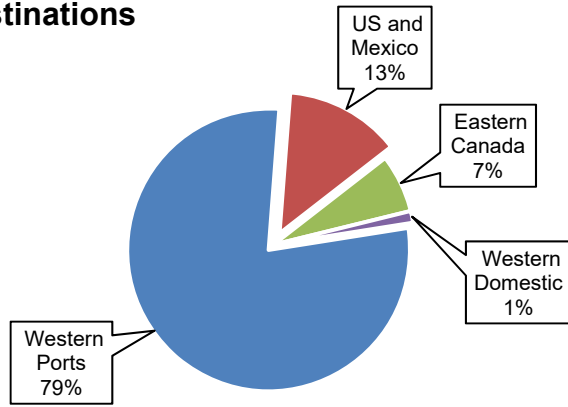
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in the first seven months of the crop year, registering a 6.4% increase on a year-over-year basis. Prince Rupert is posting a substantial 14.6% increase while Vancouver's is a more modest 5.6%. Thunder Bay shipments are registering a 2.6% increase at the seven-month point of the crop year.

Western Canadian Grain Destinations

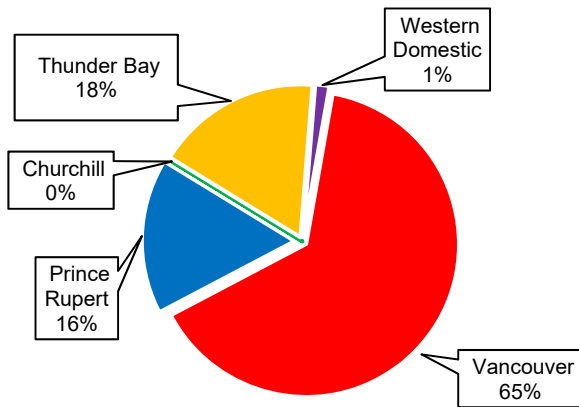


Total YTD = 32.0 MMT

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

Railway grain shipments from Western Canada totaled 32.0 MMT in the first seven months of the 2018-19 crop year, a 7.5% gain over the 29.8 MMT handled a year earlier. The majority, about 25.2 MMT, was directed to Western Canadian ports in support of export sales. This proved to be 11.9% more than what had been shipped the previous year. Similarly, shipments to Eastern Canada also increased, albeit by a lesser 10.9%. Running counter to these increases were Western Domestic shipments, which declined by 3.0%, as well as shipments to the US and Mexico, which fell by 12.9%.

Western Canadian Destined Hopper Car Traffic



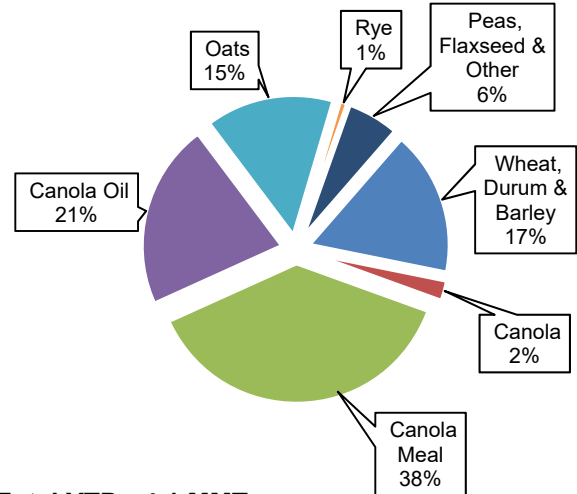
Total YTD - 24.4 MMT

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 seven months of the 2018-19 crop year this totaled 24.4 MMT, up 11.0% from the previous year. On the receiving end, 65% 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 11.2%. This was enlarged by gains of 23.9% at Prince Rupert, and 2.4% at Thunder Bay. Conversely, Western Domestic traffic declined by 1.6%.

US Destined Grain by Commodity

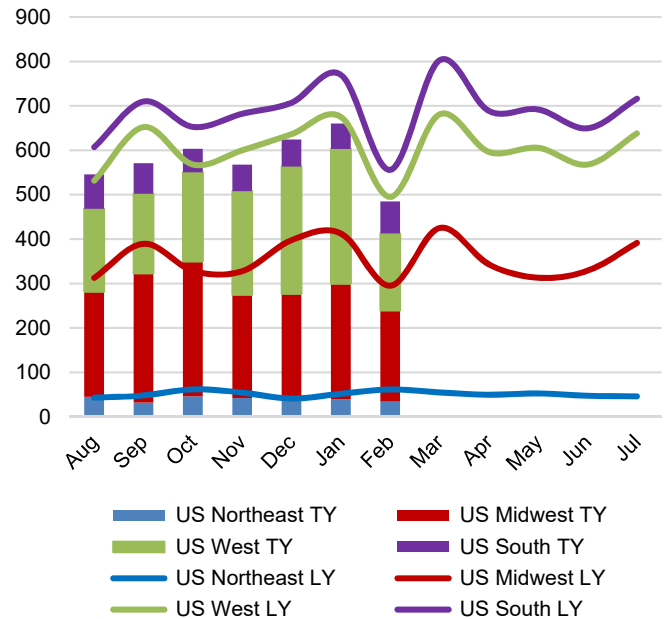


Total YTD - 4.1 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached just under 4.1 MMT in the first seven months of the 2018-19 crop year, a reduction of 13.4% 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

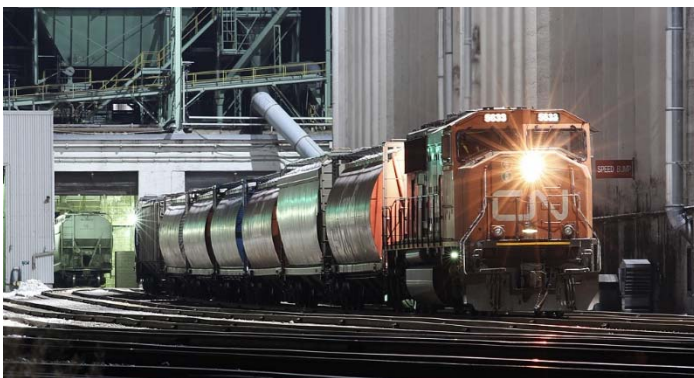
System Efficiency and Performance

Primary elevator stocks grew in February averaging 4.0 MMT with steady producer deliveries. Space in the country system was fair in the latter part of the month. Country stocks utilized 79% of the working capacity of the network. By province, stocks ranged from 69% of working capacity in British Columbia, to 77% and 78% in Manitoba and Alberta respectively and 81% in Saskatchewan.

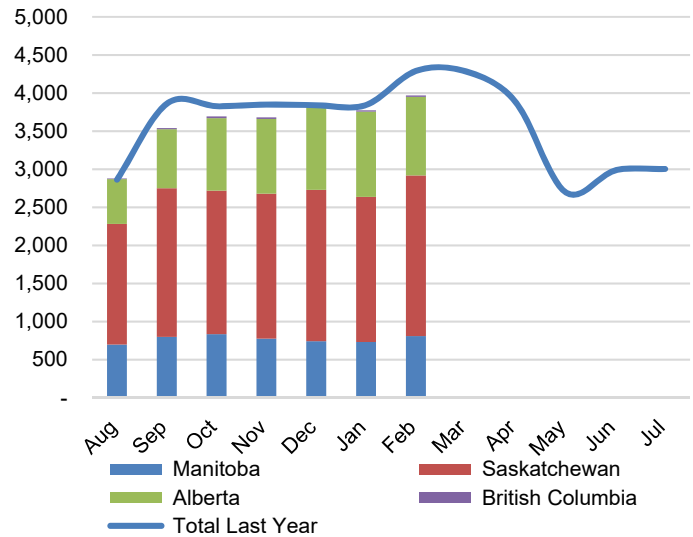
The average days-in-store in the primary-elevator system for the first seven months of the crop year decreased from last year, falling 12.3%.

Table M-4	FEB 2019	2018-19 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,967.0	3,622.9	-3.1%
Average Days in Store	37.2	26.5	-12.3%
Railway Operations (days)			
Cycle Time to Western Ports	18.6	15.8	-0.4%
Cycle Time to Eastern Canada	25.1	21.5	-9.4%
Cycle Time to US	31.4	26.5	-3.8%
Loaded Transit to Western Ports	7.5	6.6	6.7%
Loaded Transit to Eastern Canada	11.0	9.8	-12.7%
Loaded Transit to US	13.8	10.8	-8.2%
Rail Fleet in Grain Service	23,730	22,974	7.5%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,240.2	1,206.8	-0.6%
Average Days in Store	9.2	10.6	-10.2%
Port Unloads (hopper cars)	20,462	234,203	6.3%
Terminal Out-of-Car Time	20.1%	12.3%	3.4%
Western Canada Port Operations			
Average Vessel Time in Port (days)	13.4	10.3	1.0%

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



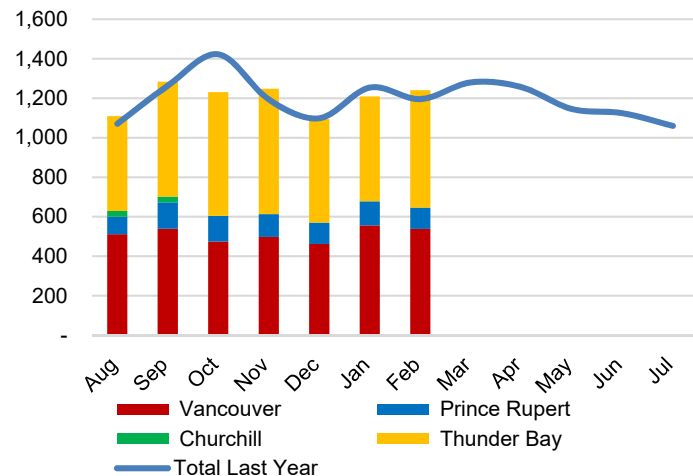
Average Weekly Primary Elevator Stocks (000's tonnes)



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 4.0 MMT in February. Wheat, including durum, and canola, comprise 70% of the total stock. At 17% of the stock, barley, oats and peas made up much of the balance.

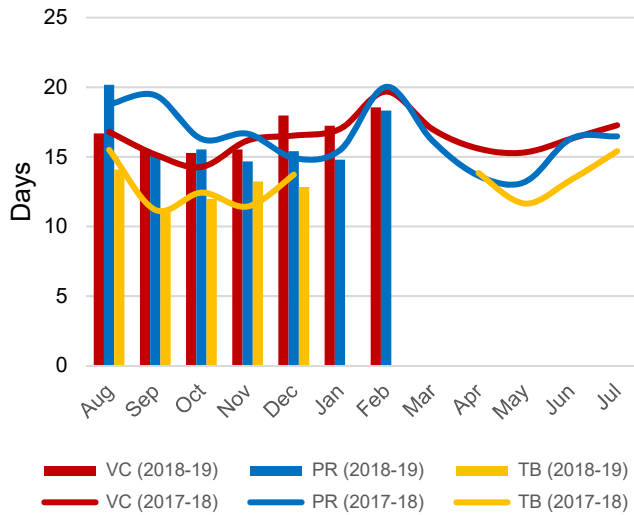
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.2 MMT in February, 2.6% more than a month earlier. Stock levels fell modestly at Vancouver and Prince Rupert while they were building at Thunder Bay. Pacific Seaboard stocks are now recorded and presented separately for Vancouver and Prince Rupert. Wheat, including durum, and canola, comprise over 75% of the total stock. In February, western ports utilized only 71% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

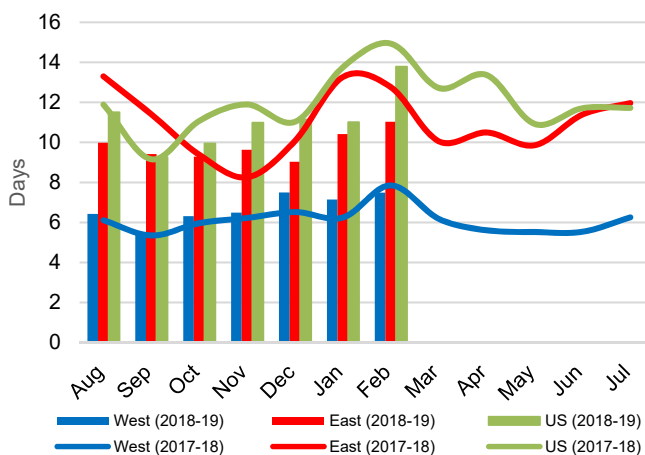


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.8 days in the first seven months of the 2018-19 crop year, a decrease of 0.4% from the 15.9-day average reported in the same period a year earlier. This was largely the result of a decrease in the Prince Rupert corridor, which fell by 6.5%. Running counter to this were the Vancouver and Thunder Bay corridors, which posted average increases of 1.2% and 0.9% respectively.

Car cycles to Eastern Canada decreased more substantially during this period, falling by 9.4%, to an average of 21.5 days from 23.5 days a year earlier. The car cycle time for movements into the United States fell by a lesser 3.8%, to an average of 26.5 days from 27.5 days.

Average Loaded Transit Times (days)

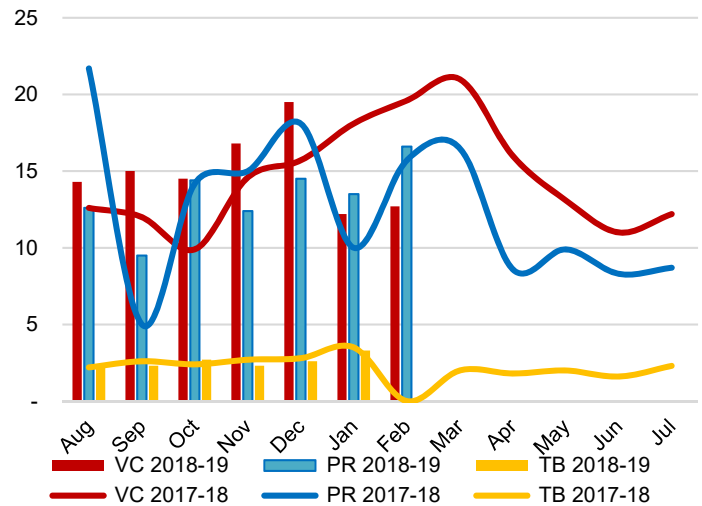


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.6 days in the first seven months of the 2018-19 crop year, up 6.7% from the 6.2-day average of a year earlier. This

was primarily the result of increases in the Vancouver and Thunder Bay corridors, which rose by 9.6% and 14.3% respectively. Partially offsetting these increases was a 7.3% decrease in the Prince Rupert-corridor average. The average loaded transit time for movements into Eastern Canada fell by 12.7%, to 9.8 days from 11.2 days a year earlier. The corresponding average for US-bound traffic saw a lesser 8.4% decrease, falling to an average of 10.8 days from 11.8 days the previous year.

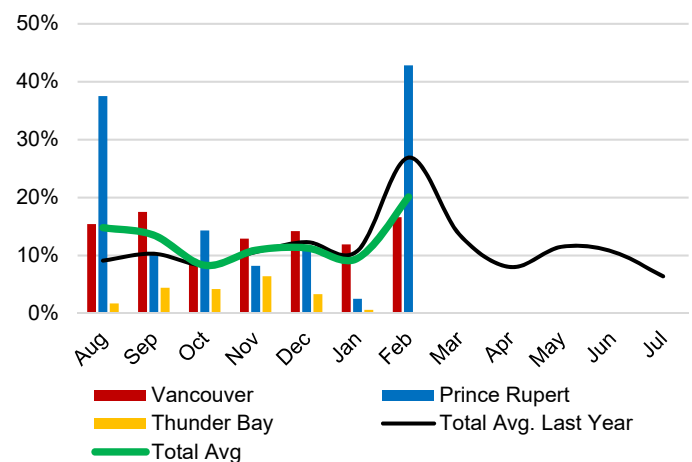
Average Days in Port per Vessel



GMP Data Table 5D-1

In February, the overall average time vessels were in port waiting and loading grain was 13.4 days, 28.3% less than in February of 2018. Despite spending less time in port than a year ago, the average is 17.5% higher than that seen in the previous month. Both west coast ports registered increases from that seen in January. For February, the days in port stood at 12.7 for Vancouver and 16.6 for Prince Rupert.

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

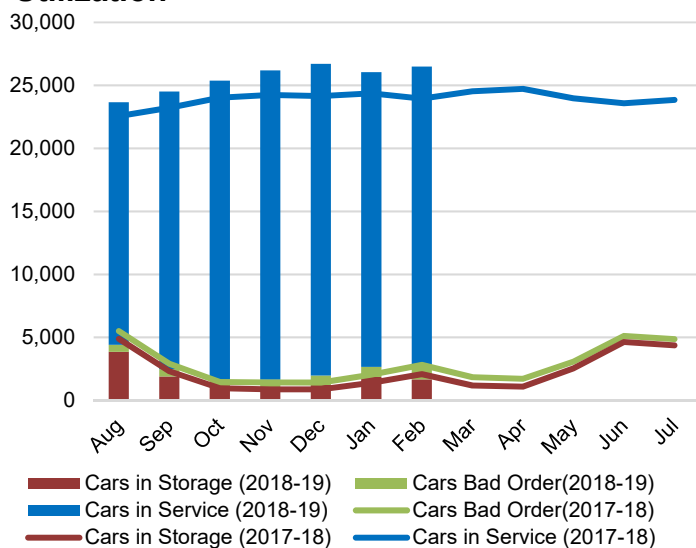


GMP Data Table 5C-5

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 rose to 20.1% in February from 9.5% in January. Terminal out-of-car time at Vancouver increased to 16.6% in February and to 42.8% at Prince Rupert while Thunder Bay was not receiving cars.

Railway Grain Fleet Size and Utilization



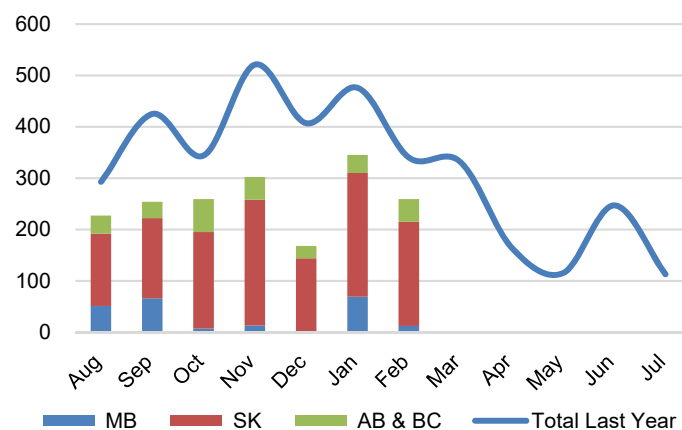
GMP Data Table 3B-2

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 as 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 February average stood at 23,730 cars in grain service, representing 90% of the overall fleet. The balance of the fleet, comprising 10% of the rail cars, is in storage or repair status (bad order) substantially less than 20% 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 seven months of the 2018-19 crop year continue to reflect this trend, with the oats shipments comprising 51% of the total. Special crops such as peas, lentils and chickpeas contributed 24% of the current 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 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

