

GMP Dashboard

Table M-1	NOV 2018	DEC 2018	2018-19 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	40.5	41.2	41.7	-8.0%
Average Days In Store – Country	23.9	26.2	24.3	-11.0%
Loaded Transit Time	6.5	7.1	6.4	5.7%
Average Days In Store – Terminal	10.1	7.9	11.0	-4.3%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,237.5	4,024.3	21,631.2	8.8%
Railway Shipments (all Western Canada traffic)	5,189.8	4,925.8	24,194.3	6.8%
Western Port Terminal Shipments	3,534.5	3,832.1	16,520.1	5.0%
Railway Performance				
Avg. Loads on Wheels (Cars)	13,748	14,351	12,161	8.1%
Total Western Port Car Cycle (days)	14.8	15.1	15.1	-0.6%
Port Performance				
Western Port Unloads (Number of Cars)	36,391	33,023	178,010	4.3%
Vessel Time in Port (days)	10.2	10.8	9.9	13.8%

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 4.9 MMT in December 2018, down 5.1% from 5.2 MMT in November. Despite this, and some operational difficulties experienced in the Vancouver rail terminals, year-to-date volumes were up by 6.8% over last year, and marked the strongest movement start in the past six years. Although adverse conditions delayed the harvest in September and early October, a stretch of warm dry weather in the last half of October permitted producers to largely complete combining, although the late-harvested portion of the crop presents some quality concerns. Port shipments for December totaled 3.8 MMT, an 8.4% increase from November. Accompanying the increase in shipments has been an increase

in the average amount of time vessels spend in port – climbing to 10.8 days in December from 10.2 in November.

Highlights for December 2018

Traffic and Movement (page 2)

- Primary-elevator shipments were 21.6 MMT in the first five months of the 2018-19 crop year, 8.8% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first five months of the 2018-19 crop year totaled 24.2 MMT, up 6.8% from a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 16.5 MMT, up 5.0% from the same period last year.

System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased by 2.6% from the same period last year, while the average days-in-store fell by 11.0%.
- Average weekly port-terminal stocks decreased 0.6% from the same period last year, while average days-in-store fell 4.3%.
- The car cycle for hopper-car movements to Western Canadian ports increased in December 2018, with the preliminary average rising to 15.1 days from 14.8 days in November. However, the year-to-date average stood marginally lower at 15.1 days, down 0.6% from the 15.2-day average reported a year earlier. The year-to-date averages posted in other corridors also declined: by 7.7%, to 20.4 days, on movements to Eastern Canada; and by a lesser 2.1%, to 25.6 days, on movements to the US.
- The year-to-date average for vessel time in port is 9.9 days, 13.8% higher than that observed in the previous crop year.
- Port-terminal out-of-car time climbed to 14.2% at Vancouver in December from 12.9% in November and to 11.5% in December at Prince Rupert, from 8.2% in November while at Thunder Bay it fell to 3.3% from 6.4% a month earlier.

Production and Supply

Statistics Canada's November survey for 2018 crop production in Western Canada stands at 71.1 MMT, a 1.2% decrease from the 2017 harvest but still registering 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 9.5 MMT at the end of July 2018, 10.7% more than in 2017, the overall grain supply is estimated to be 80.6 MMT. The projected supply is virtually equal to that of the previous year and will underpin continuous demands on the GHTS throughout the coming 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	9,494.6	8,574.0	10.7%
Total Grain Supply	80,595.8	80,551.2	0.0%

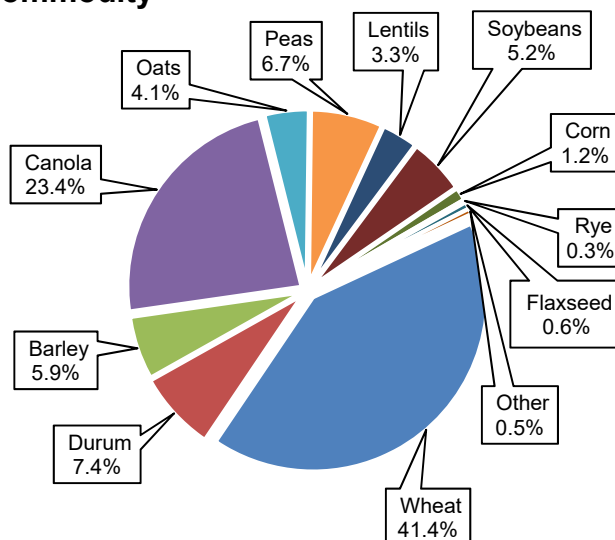
Traffic and Movement

With a relatively mild start to winter operating conditions, robust December producer deliveries averaged just under 1.0 MMT per week. Average weekly primary-elevator stock levels grew to 3.8 MMT, with good space available in facilities across the prairies.

Table M-3	DEC 2018	2018-19 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	706.0	4,559.5	2.9%
Saskatchewan	2,245.6	11,619.8	21.2%
Alberta	1,041.9	5,277.5	-8.1%
British Columbia	30.8	174.4	38.6%
Total	4,024.3	21,631.2	8.8%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,907.6	19,456.5	10.6%
Shipments to Eastern Canada	322.2	1,362.8	8.7%
Shipments to US & Mexico	348.0	3,060.2	-12.6%
Shipments Western Domestic	48.0	314.8	5.8%
Total	4,925.8	24,194.3	6.8%
Western Port Unloads (Number of Cars)			
Vancouver	19,635	107,568	3.3%
Prince Rupert	5,165	26,790	13.8%
Thunder Bay	8,223	43,652	1.8%
Total	33,032	178,010	4.3%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,234.3	9,893.7	4.2%
Prince Rupert	517.1	2,503.3	15.9%
Churchill	0.0	26.9	n/a
Thunder Bay	1,080.7	4,096.2	0.4%
Total	3,832.1	16,520.1	5.0%



Primary Elevator Shipments by Commodity

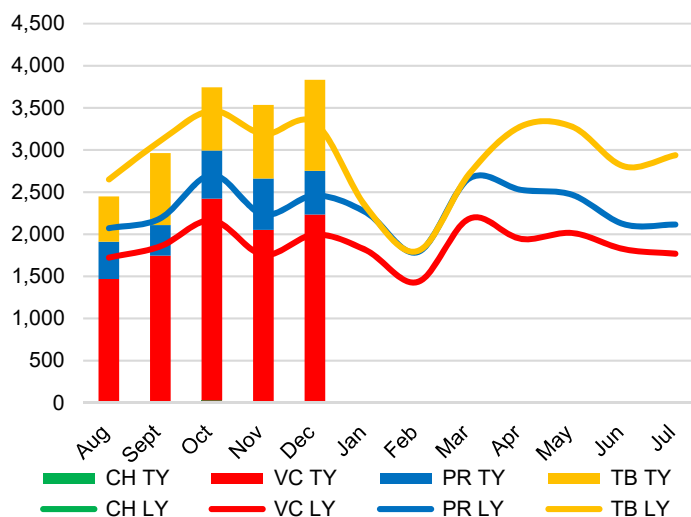


Total YTD = 21.6 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first five months, registering 8.8% more than the crop-year-to-date total for the previous year and were the highest volume the GHTS has experienced in the past 6 years. 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 10.0% of the total, as tariff and non-tariff trade barriers continue to challenge the marketing of these pulse crops.

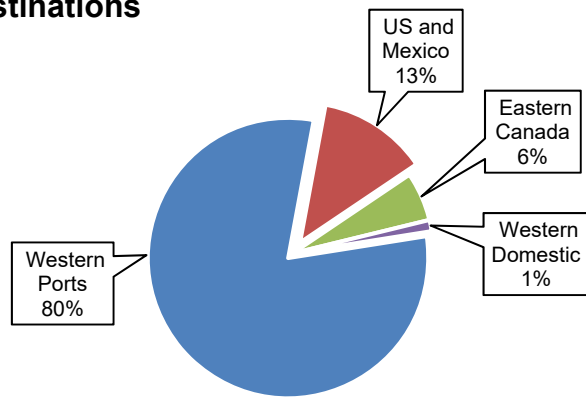
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in the first five months of the crop year, registering a 5.0% increase on a year-over-year basis. While Prince Rupert is posting a substantial 15.9% increase, Vancouver's is a more modest 4.2%. Thunder Bay shipments are essentially equal, registering a 0.4% increase at the five-month point of the crop year.

Western Canadian Grain Destinations

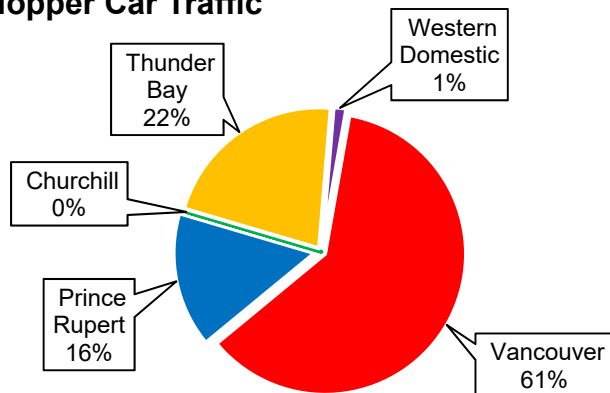


Total YTD = 24.2 MMT

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

Railway grain shipments from Western Canada totaled 24.2 MMT in the first five months of the 2018-19 crop year, a 6.8% gain over the 22.7 MMT handled a year earlier. The majority, about 19.5 MMT, was directed to Western Canadian ports in support of export sales. This proved to be 10.6% more than what had been shipped the previous year. Similarly, shipments to Eastern Canada also increased, albeit by a lesser 8.7%. The same was true of Western domestic shipments, which rose by 5.8%. Running counter to these increases were shipments to the US and Mexico, which fell by 12.6%.

Western Canadian Destined Hopper Car Traffic



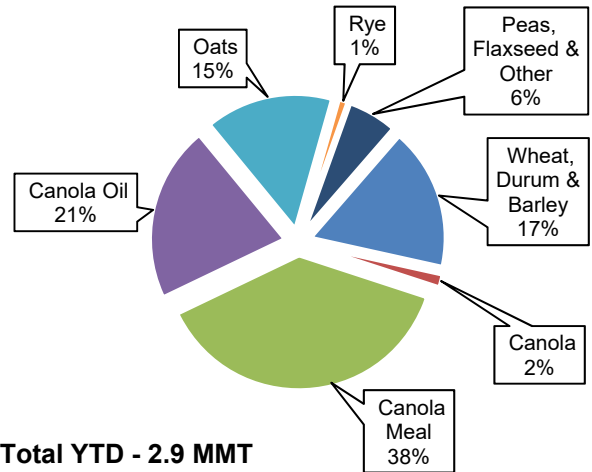
Total YTD - 18.9 MMT

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 five months of the 2018-19 crop year this totaled almost 18.9 MMT, up 9.9% from the previous year. On the receiving end, 61% 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 9.7%. This was enlarged by gains of 28.0% at Prince Rupert, 7.7% in Western Domestic traffic, and 0.4% at Thunder Bay.

US Destined Grain by Commodity

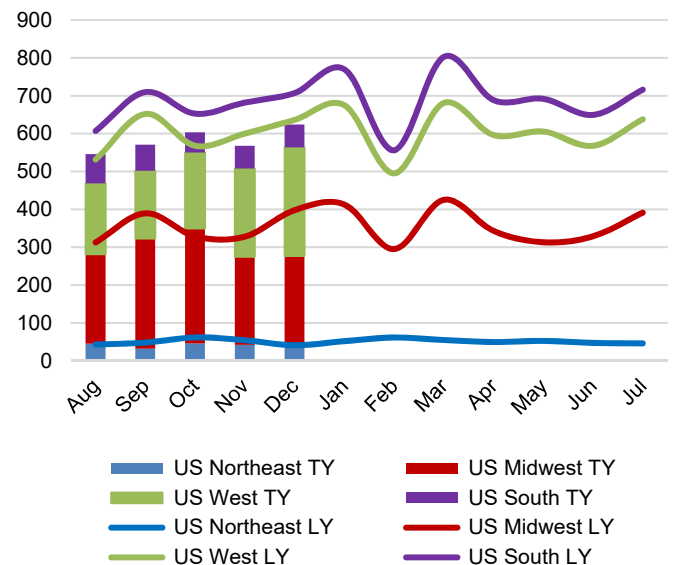


Total YTD - 2.9 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached just over 2.9 MMT in the first five months of the 2018-19 crop year, a reduction of 13.3% 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 modestly in December averaging 3.8 MMT with steady producer deliveries. Overall space in the country system was good. Country stocks utilized 77% of the working capacity of the network. By province, stocks ranged from 67% of working capacity in British Columbia, to 71% and 76% in Manitoba and Saskatchewan respectively and 82% in Alberta.

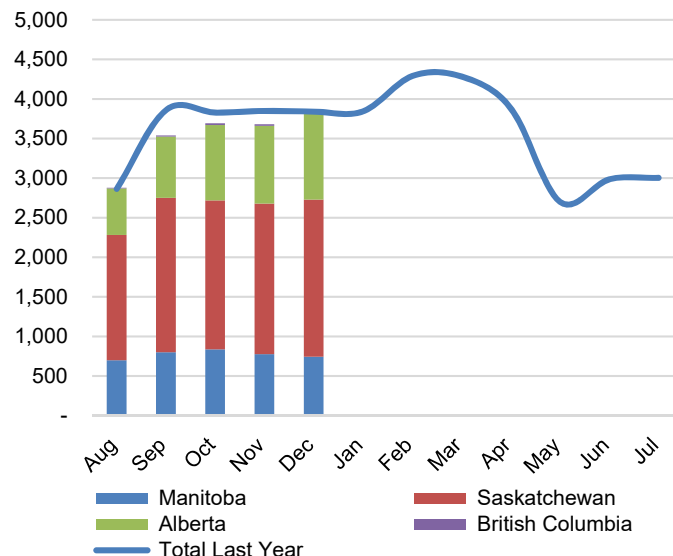
The average days-in-store in the primary-elevator system for the first five months of the crop year decreased from last year, falling 11.0%.

Table M-4	DEC 2018	2018-19 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,831.9	3,516.9	-2.6%
Average Days in Store	26.2	24.3	-11.0%
Railway Operations (days)			
Cycle Time to Western Ports	15.1	15.1	-0.6%
Cycle Time to Eastern Canada	16.9	20.4	-7.7%
Cycle Time to US	26.3	25.6	-2.1%
Loaded Transit to Western Ports	7.1	6.4	5.7%
Loaded Transit to Eastern Canada	8.2	9.4	-6.7%
Loaded Transit to US	11.3	10.2	-4.9%
Rail Fleet in Grain Service	24,737	22,674	6.2%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,094.0	1,199.8	-0.6%
Average Days in Store	7.9	11.0	-4.3%
Port Unloads (hopper cars)	33,032	178,010	4.3%
Terminal Out-of-Car Time	11.3%	11.8%	16.5%
Western Canada Port Operations			
Average Vessel Time in Port (days)	10.8	9.9	13.8%

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



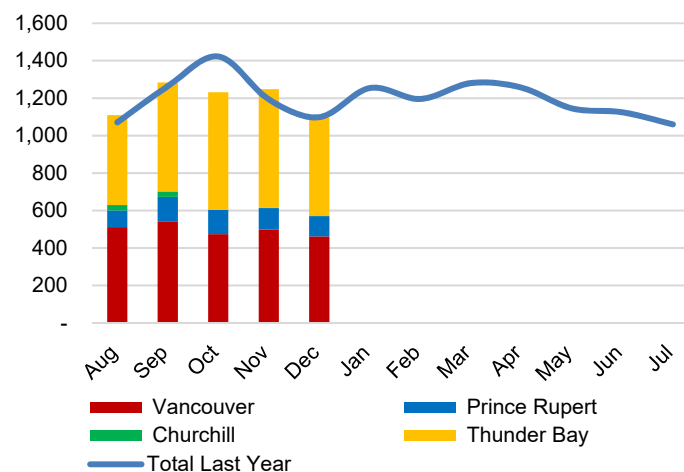
Average Weekly Primary Elevator Stocks (000's tonnes)



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 3.8 MMT in December. Wheat, including durum, and canola, comprise 70% of the total stock. At 18% of the stock, barley, oats and peas made up much of the balance.

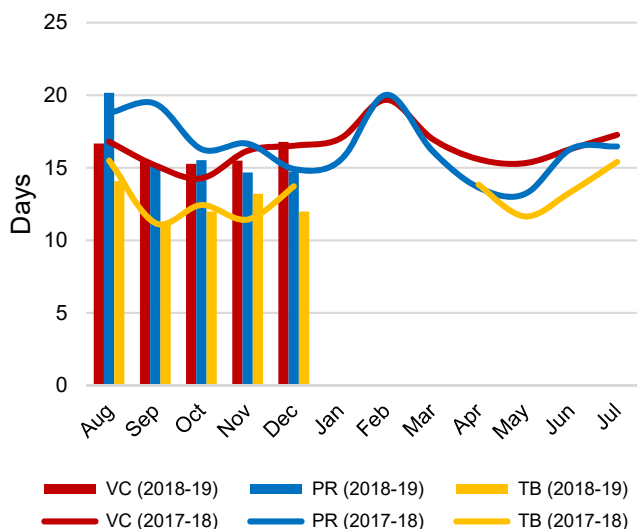
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.1 MMT in December, 12.3% less than a month earlier. Stock levels fell modestly at Vancouver and Prince Rupert, while a larger decline was registered at Thunder Bay. Pacific Seaboard stocks are now recorded and presented separately for Vancouver and Prince Rupert. Wheat, including durum, and canola, comprise over 78% of the total stock. In December, western ports utilized only 63% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

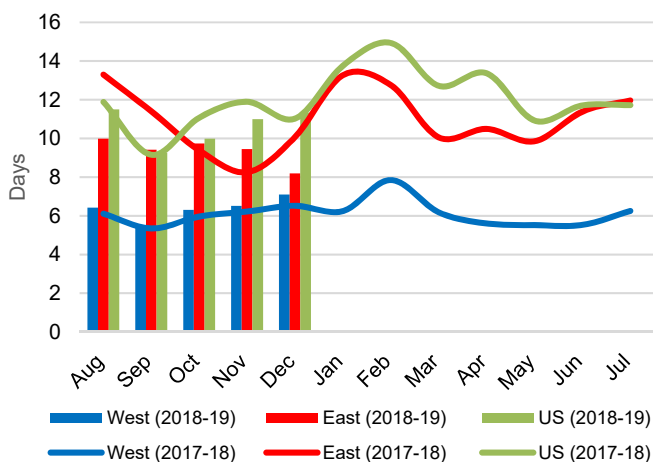


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.1 days in the first five months of the 2018-19 crop year, a decrease of 0.6% from the 15.2-day average reported in the same period a year earlier. This was largely the result of decreases in the Prince Rupert and Thunder Bay corridors, which fell by 6.5% and 0.9% respectively. Running counter to this was the Vancouver corridor, which posted an average increase of 1.0%.

Car cycles to Eastern Canada decreased more substantially during this period, falling by 7.7%, to an average of 20.4 days from 22.1 days a year earlier. The car cycle time for movements into the United States fell by a lesser 2.1%, to an average of 25.6 days from 26.1 days.

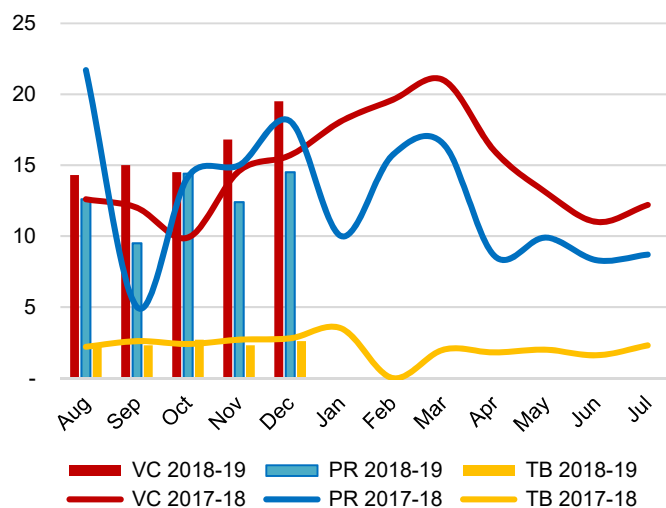
Average Loaded Transit Times (days)



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

Loaded transit time for traffic destined to Western Canadian ports averaged 6.4 days in the first five months of the 2018-19 crop year, up 5.7% from the 6.1-day average a year earlier. This was primarily the result of increases in the Vancouver and Thunder Bay corridors, which rose by 7.8% and 12.3% respectively. Partially offsetting these increases was an 8.0% decrease in the Prince Rupert-corridor average. The average loaded transit time for movements into Eastern Canada fell by 6.7%, to 9.4 days from 10.1 days a year earlier. The corresponding average for US-destined traffic saw a lesser 4.9% decrease, falling to an average of 10.2 days from 10.7 days the previous year.

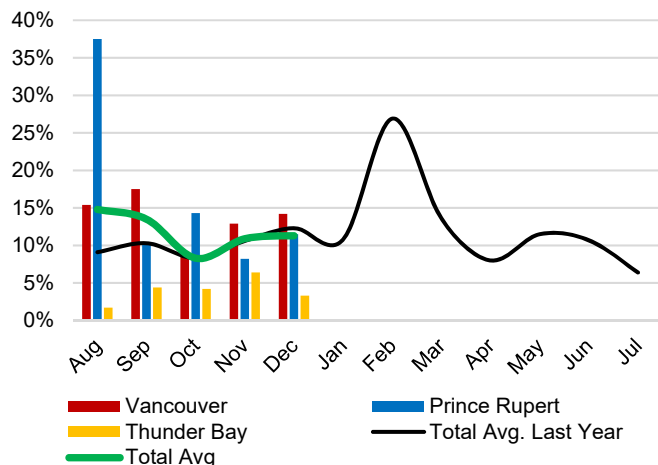
Average Days in Port per Vessel



GMP Data Table 5D-1

In December, the overall average time vessels were in port waiting and loading grain was 10.8 days, 1.9% higher than in December of 2017. As well as spending more time in port than a year ago, the average is 5.9% higher than that seen in the previous month. All ports registered increases from that seen in November. For the month, the days in port stood at 19.5 for Vancouver, 14.5 for Prince Rupert and 2.6 at Thunder Bay.

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



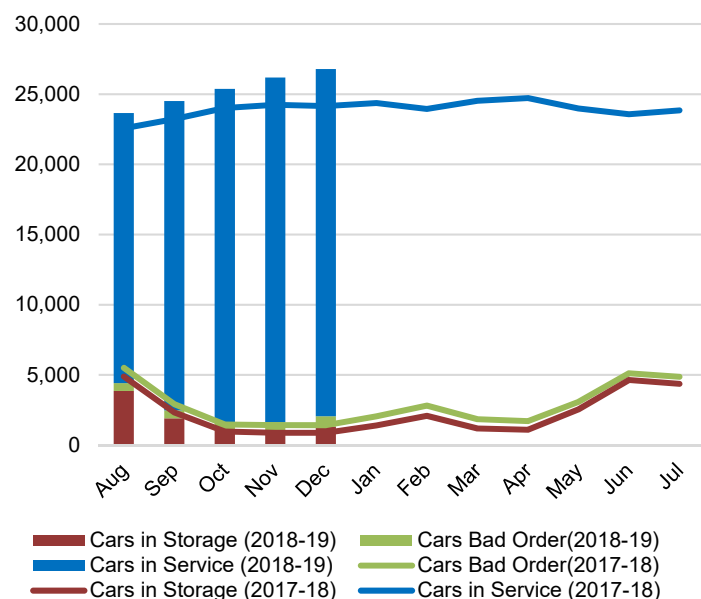
GMP Data Table 5C-5



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 11.3% in December from 10.9% in November. Terminal out-of-car time at Vancouver increased to 14.2% in December, and to 11.5% at Prince Rupert while falling to 3.3% at Thunder Bay.

Railway Grain Fleet Size and Utilization



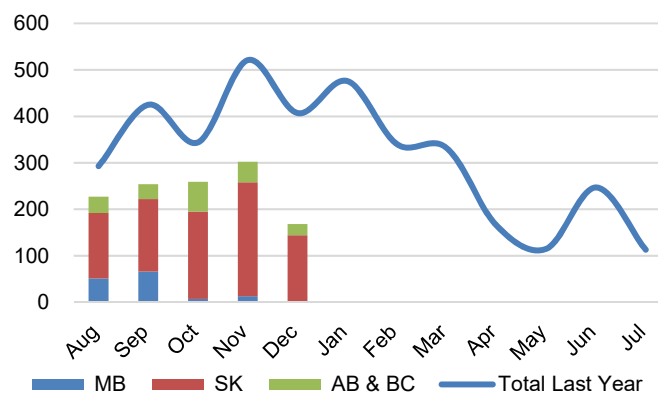
GMP Data Table 3B-2

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 emerged. The weekly average in December stood at 24,737 cars in grain service, representing 92% of the overall fleet. The balance of the fleet, comprising 8% of the rail cars, is in storage or repair status (bad order). When cars in storage and repair are included, at 26,782 cars, this month's total fleet represents the largest fleet since the GMP started tracking fleet size in 2014.

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 five months of the 2018-19 crop year continue to reflect this trend, with the oats shipments comprising 47% of the total. Special crops such as peas, lentils and chickpeas contributed 26% 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

