

GMP Dashboard

Table M-1	FEB 2019	MAR 2019	2018-19 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	54.2	50.0	44.8	-6.1%
Average Days In Store – Country	37.2	36.6	27.6	-10.4%
Loaded Transit Time	7.8	7.3	6.7	8.7%
Average Days In Store – Terminal	9.2	6.1	10.5	-10.3%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	2,929.2	3,361.8	32,316.8	8.3%
Railway Shipments (all Western Canada traffic)	3,504.5	4,040.5	36,072.0	5.0%
Western Port Terminal Shipments	2,005.0	2,462.9	23,655.2	4.8%
Railway Performance				
Avg. Loads on Wheels (Cars)	12,823	12,486	12,351	7.7%
Total Western Port Car Cycle (days)	19.5	17.5	16.1	0.8%
Port Performance				
Western Port Unloads (Number of Cars)	20,462	24,145	258,348	4.7%
Vessel Time in Port (days)	13.4	18.7	11.2	0.0%

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 4.0 MMT in March 2019, up 15.3% from 3.5 MMT in February. Year-to-date volumes were up by 5.0% over last year, marking the largest movement in the past six years. March ushered in some relief with milder operating conditions and an end to the extended cold snap experienced throughout the prairies in February. Port shipments for March totaled 2.5 MMT, a 22.8% increase from February. Accompanying the increase in shipments has been an increase in the average amount of time vessels spend in port – climbing to 18.7 days in March from 13.4 in February.

Highlights for March 2019

Traffic and Movement (page 2)

- Primary-elevator shipments were 32.3 MMT in the first eight months of the 2018-19 crop year, 8.3% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first eight months of the 2018-19 crop year totaled 36.1 MMT, up 5.0% from a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 23.7 MMT, up 4.8% from the same period last year.

System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased by 2.1% from the same period last year, while the average days-in-store fell by 10.4%.
- Average weekly port-terminal stocks decreased 1.6% from the same period last year, while average days-in-store fell 10.3%.
- The car cycle for hopper-car movements to Western Canadian ports decreased in March 2019, with the preliminary average falling to 17.5 days from 19.5 days in February. However, the year-to-date average stood marginally higher at 16.1 days, up 0.8% from the 16.0-day average reported a year earlier. The year-to-date averages posted in other corridors declined: by 5.3%, to 22.9 days, on movements to Eastern Canada; and by a lesser 3.6%, to 26.9 days, on movements to the US.
- The year-to-date average for vessel time in port is 11.2 days, the same as that observed in the previous crop year.
- Port-terminal out-of-car time climbed to 18.6% at Vancouver in March from 16.6% in February and fell to 23.7% at Prince Rupert, from 42.8% the previous month. As operations for the shipping season got underway at Thunder Bay, the March out-of-car time registered 24.0%.

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%

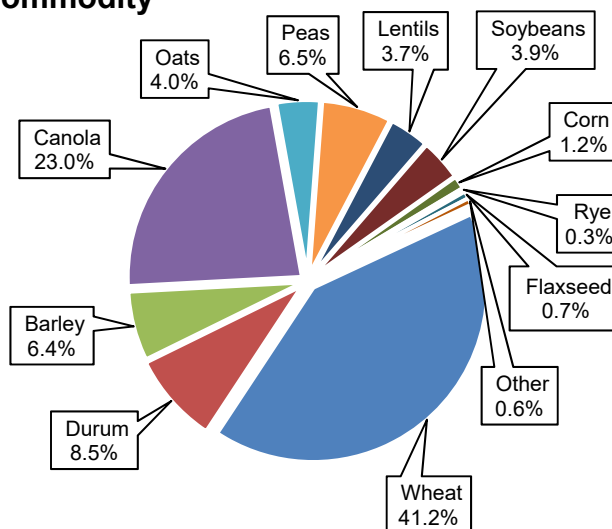
Traffic and Movement

Following February's cold snap, milder conditions aided winter operations with producer deliveries averaging just under 0.9 MMT per week in March. Average weekly primary-elevator stock levels grew to 4.5 MMT, with tighter space in many parts of the prairies.

Table M-3	MAR 2019	2018-19 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	397.8	5,755.3	-1.2%
Saskatchewan	1,896.5	17,582.4	21.2%
Alberta	1,048.8	8,723.5	-6.3%
British Columbia	18.7	255.6	28.4%
Total	3,361.8	32,316.8	8.3%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	2,882.2	28,093.2	8.9%
Shipments to Eastern Canada	474.9	2,608.3	13.2%
Shipments to US & Mexico	636.7	4,892.1	14.6%
Shipments Western Domestic	46.6	478.3	-9.8%
Total	4,040.5	36,072.0	5.0%
Western Port Unloads (Number of Cars)			
Vancouver	18,125	168,278	3.3%
Prince Rupert	4,728	42,031	10.0%
Thunder Bay	1,292	48,039	5.1%
Total	24,145	258,348	4.7%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,825.4	15,337.0	2.7%
Prince Rupert	580.0	3,974.4	15.5%
Churchill	0.0	26.9	n/a
Thunder Bay	57.5	4,316.9	2.6%
Total	2,462.9	23,655.2	4.8%



Primary Elevator Shipments by Commodity

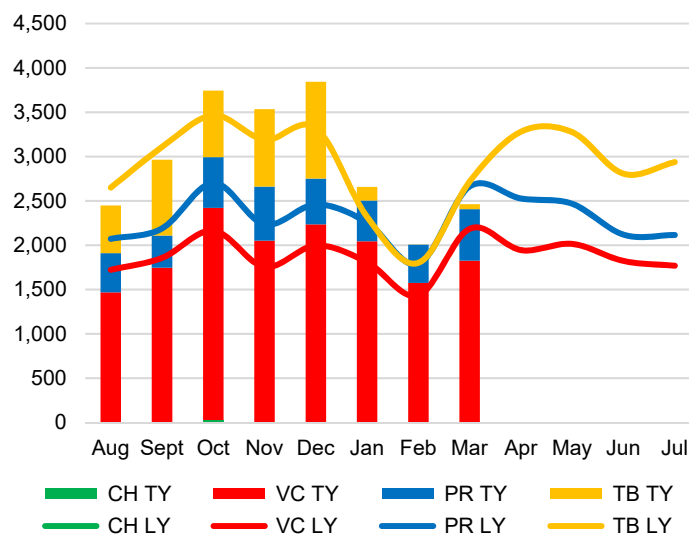


Total YTD = 32.3 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first eight months, registering 8.3% 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 72.7%. Movement of peas and lentils accounted for just 10.2% of the total, as tariff and non-tariff trade barriers continue to challenge the marketing of these pulse crops.

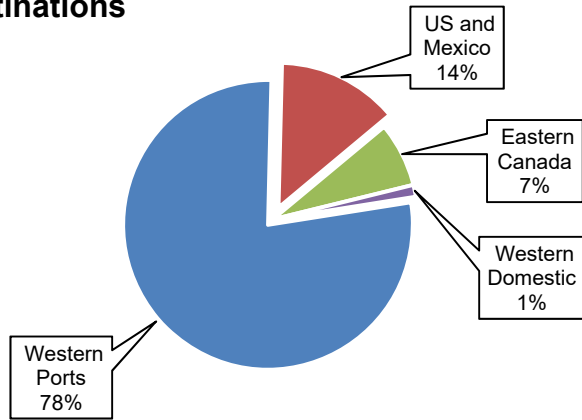
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in the first eight months of the crop year, registering a 4.8% increase on a year-over-year basis. Prince Rupert is posting a substantial 15.5% increase while Vancouver's is a more modest 2.7%. Thunder Bay shipments are registering a 2.6% increase at the two-thirds point of the crop year.

Western Canadian Grain Destinations

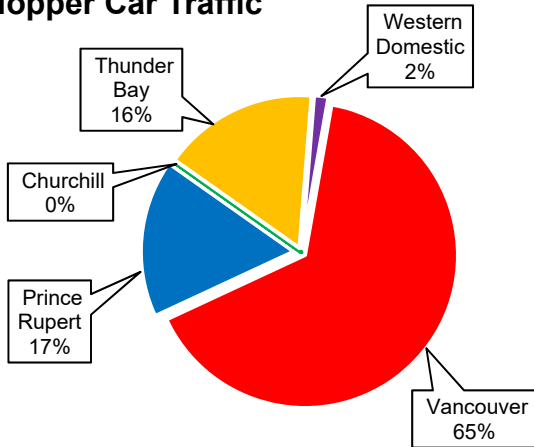


Total YTD = 36.1 MMT

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

Railway grain shipments from Western Canada totaled 36.1 MMT in the first eight months of the 2018-19 crop year, a 5.0% gain over the 34.4 MMT handled a year earlier. The majority, about 28.1 MMT, was directed to Western Canadian ports in support of export sales. This proved to be 8.9% more than what had been shipped the previous year. Similarly, shipments to Eastern Canada also increased by a somewhat greater 13.2%. Running counter to these increases were Western Domestic shipments, which declined by 9.8%, as well as shipments to the US and Mexico, which fell by 14.6%.

Western Canadian Destined Hopper Car Traffic



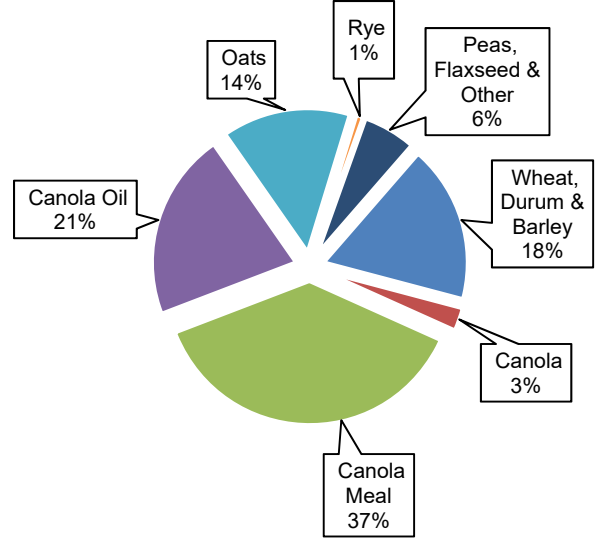
Total YTD - 27.2 MMT

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 eight months of the 2018-19 crop year this totaled 27.2 MMT, up 8.3% 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 8.1%. This was enlarged by gains of 20.7% at Prince Rupert, and 1.0% at Thunder Bay. Conversely, Western Domestic traffic declined by 13.0%.

US Destined Grain by Commodity

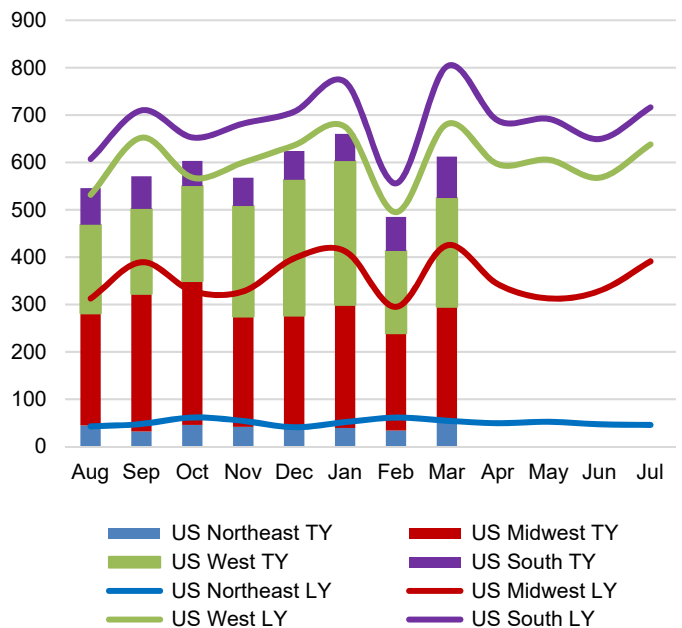


Total YTD - 4.7 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached just under 4.7 MMT in the first eight months of the 2018-19 crop year, a reduction of 15.1% 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 built during March, averaging 4.5 MMT, with steady producer deliveries. Space in the country system was tight throughout the month. Country stocks utilized 89% of the working capacity of the network. By province, stocks ranged from 66% of working capacity in British Columbia, to 89% in all three prairie provinces.

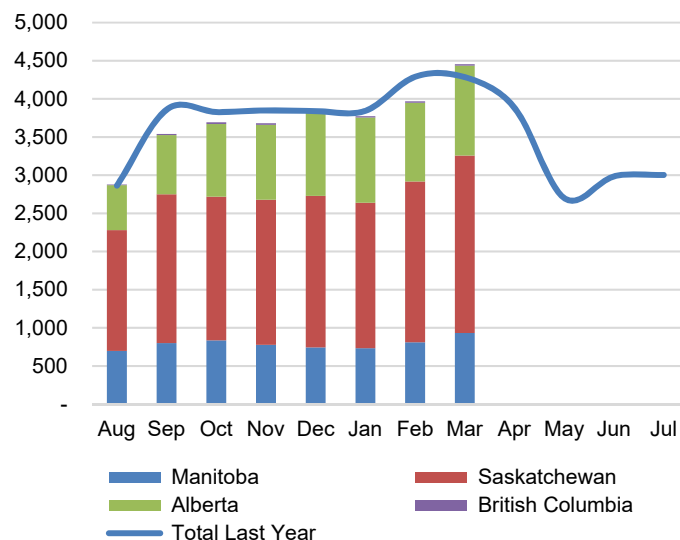
The average days-in-store in the primary-elevator system for the first eight months of the crop year decreased from last year, falling 10.4%.

Table M-4	MAR 2019	2018-19 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	4,452.6	3,723.3	-2.1%
Average Days in Store	36.6	27.6	-10.4%
Railway Operations (days)			
Cycle Time to Western Ports	17.5	16.1	0.8%
Cycle Time to Eastern Canada	27.5	22.9	-5.3%
Cycle Time to US	29.1	26.9	-3.6%
Loaded Transit to Western Ports	7.3	6.7	8.7%
Loaded Transit to Eastern Canada	13.8	10.6	-3.4%
Loaded Transit to US	13.0	11.1	-6.8%
Rail Fleet in Grain Service	22,467	22,902	6.1%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,158.4	1,201.9	-1.6%
Average Days in Store	6.1	10.5	-10.3%
Port Unloads (hopper cars)	24,145	258,348	4.7%
Terminal Out-of-Car Time	19.5%	13.1%	8.3%
Western Canada Port Operations			
Average Vessel Time in Port (days)	18.7	11.2	0.0%

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



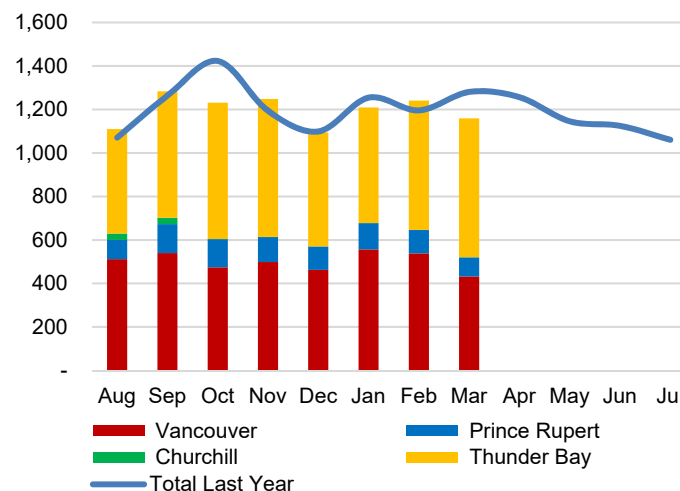
Average Weekly Primary Elevator Stocks (000's tonnes)



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 4.5 MMT in March. Wheat, including durum, and canola, comprise 74% of the total stock. At 15% of the stock, barley, oats and peas made up much of the balance.

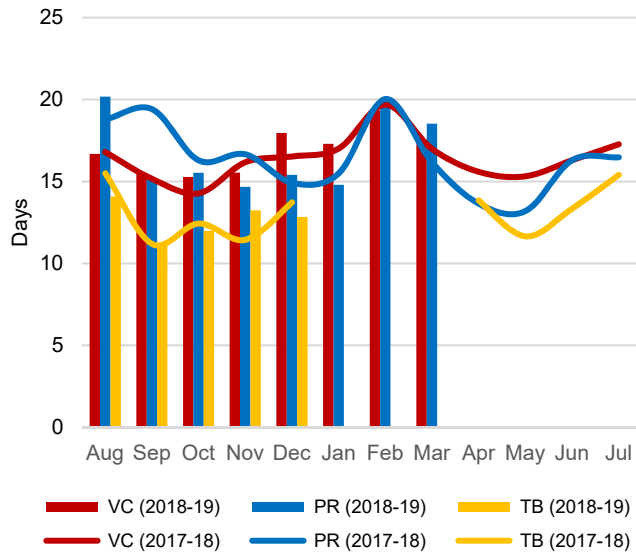
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.2 MMT in March, 6.6% less than a month earlier. Stock levels fell at Vancouver and Prince Rupert while they were building prior to the opening of navigation at Thunder Bay. Pacific Seaboard stocks are now recorded and presented separately for Vancouver and Prince Rupert. Wheat, including durum, and canola comprise nearly 83% of the total stock. In March, western ports utilized only 67% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

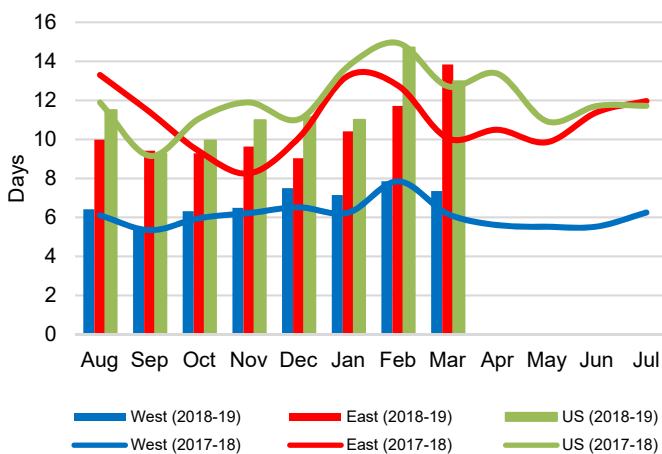


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 16.1 days in the first eight months of the 2018-19 crop year, an increase of 0.8% from the 15.9-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 2.1%, but also supported by a 0.3% increase in the Thunder Bay corridor. Running counter to this was the Prince Rupert corridor, where the average declined by 3.0%.

Car cycles to Eastern Canada decreased during this period, falling by 5.3%, to an average of 22.9 days from 24.2 days a year earlier. The car cycle time for movements into the United States fell by a lesser 3.6%, to an average of 26.9 days from 27.9 days.

Average Loaded Transit Times (days)

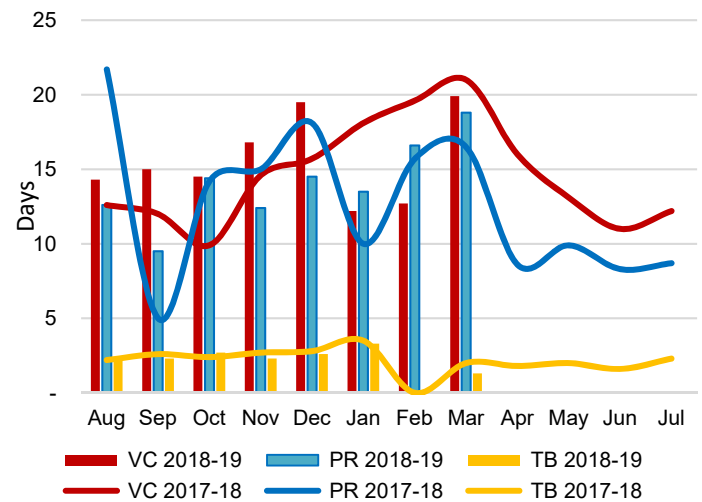


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.7 days in the first eight months of the 2018-19 crop

year, up 8.7% 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 10.6% and 14.6% respectively. Partially offsetting these increases was a 1.0% decrease in the Prince Rupert corridor average. The average loaded transit time for movements into Eastern Canada fell by 3.4%, to 10.6 days from 11.0 days a year earlier. The corresponding average for US-bound traffic saw a 6.8% decrease, falling to an average of 11.1 days from 11.9 days the previous year.

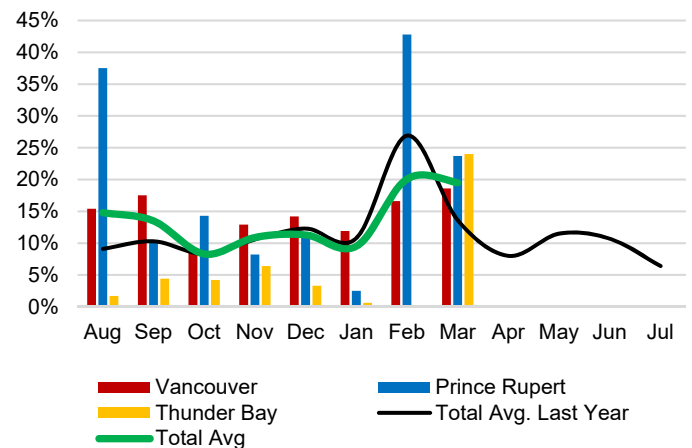
Average Days in Port per Vessel



GMP Data Table 5D-1

In March, the overall average time vessels were in port waiting and loading grain was 18.7 days, 3.6% less than in March of 2018. Despite spending less time in port than a year ago, the average jumped 39.6% higher than that seen in the previous month. Both west coast ports registered large increases from that seen in February. For March, the days in port stood at 19.9 for Vancouver and 18.8 for Prince Rupert.

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

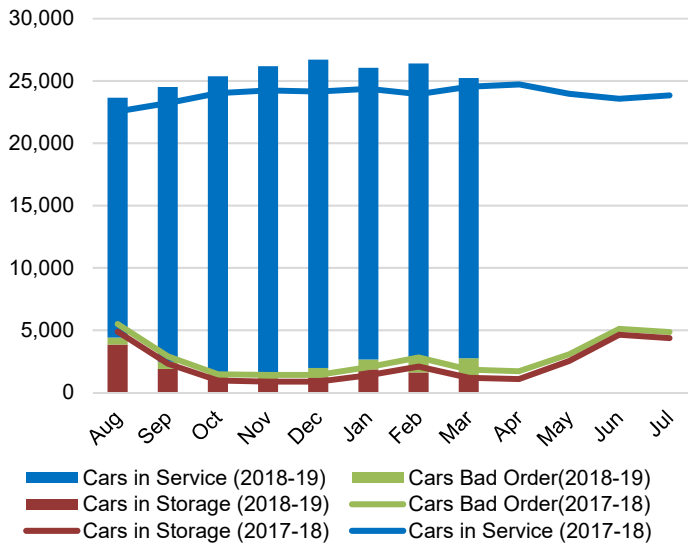


GMP Data Table 5C-5

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 fell marginally, to 19.5% in March, from 20.1% in February. Terminal out-of-car time at Vancouver increased to 18.6% in March, while declining to 23.7% at Prince Rupert. At Thunder Bay, out-of-car time reached 24.0% in March as the 2019 shipping season began.

Railway Grain Fleet Size and Utilization



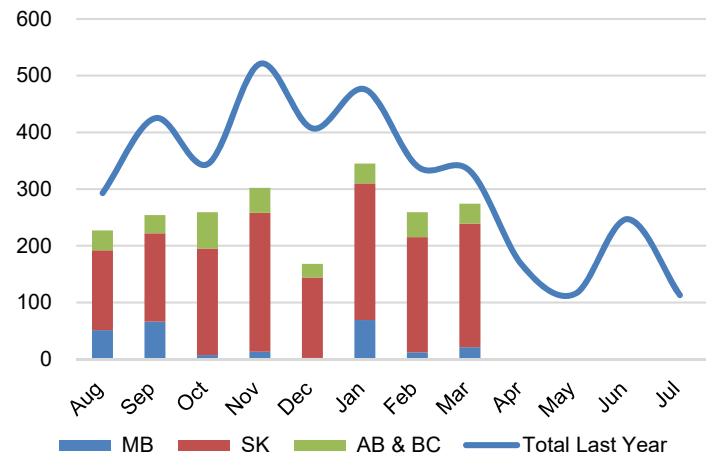
GMP Data Table 3B-2

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 March average stood at 22,467 cars in grain service, representing 89% of the overall fleet. The balance of the fleet, comprising 11% 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 eight 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 23% 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

