

GMP Dashboard

Table M-1	JAN 2022	FEB 2022	2021-22 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	76.0	74.6	58.7	39.8%
Average Days In Store – Country	54.6	54.2	37.7	48.7%
Loaded Transit Time	11.9	7.6	7.2	0.8%
Average Days In Store – Terminal	9.5	12.8	13.7	44.2%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	2,072.3	2,226.8	21,203.3	-36.1%
Railway Shipments (all Western Canada traffic)	2,414.0	2,463.6	23,083.5	-39.4%
Western Port Terminal Shipments	1,638.8	1,356.8	15,913.1	-40.8%
Railway Performance				
Avg. Loads on Wheels (Cars)	7,564	6,364	7,838	-38.5%
Total Western Port Car Cycle (days)	24.4	18.5	17.6	16.0%
Port Performance				
Western Port Unloads (Number of Cars)	16,768	16,342	169,003	-40.1%
Vessel Time in Port (days)	19.9	18.3	10.5	-14.0%

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 2.1% in February 2022, to 2.5 MMT from 2.4 MMT in January. This marked the first upturn in volume since record rainfalls in mid-November led to washouts and landslides that severed key road and rail routes into Vancouver. However, year-to-date grain shipments stood 39.4% below the tonnage handled a year earlier. Port shipments for February totaled 1.4 MMT, 17.2% less than in January, and a 49.3% decline from those in February 2021. Accompanying the month-over-month decline in shipments was a decrease in the average amount of time vessels spent in port, which fell to 18.3 days in February from 19.9 in January.

Highlights for February 2022

Traffic and Movement (page 2)

- Primary-elevator shipments were 21.2 MMT in the first seven months of the 2021-22 crop year, 36.1% less 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 2021-22 crop year totaled 23.1 MMT, down 39.4% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 15.9 MMT in the first seven months of the crop year, down 40.8% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 8.2% while the average days-in-store grew by 48.7%.
- Average weekly port-terminal stocks decreased 15.4% from the same period last year, while average days-in-store climbed by 44.2% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports decreased by 24.2% in February 2022, with the preliminary average falling to 18.5 days from 24.4 days in January. The YTD average of 17.0 days stood 16.0% greater than that posted a year earlier. A more substantial increase was noted in the car cycle for movements into Eastern Canada, which rose by 24.8% to 27.0 days. However, movements into the US saw a much lesser 3.2% increase, with the average cycle rising to 26.1 days.
- The year-to-date average for vessel time in port is 10.5 days, 14.0% less than that observed in the previous crop year.
- Port-terminal out-of-car time fell to 16.1% at Vancouver in February from 31.5% in January. At Prince Rupert, out-of-car time dipped from 55.6% in January to 53.1% in February. At Thunder Bay it fell to 0.0%, due to the winter shutdown.

Production and Supply

Statistics Canada's November survey for 2021 field-crop production in Western Canada stands at 47.0 MMT, a 40.2% decrease from 2020's record 78.5 MMT harvest. This dramatic decline reflects the impact of the prairie-wide drought during the growing season. The survey of producers' harvested acreage and yield was conducted between 8 October and 12 November 2021. It resulted in a decrease in the overall production estimate of 0.6 MMT from the model-based estimate published in September.

When coupled with July's 7.2 MMT of carry-forward stocks, some 14.7% less than in 2020, the overall grain supply is estimated at 54.1 MMT. This stands 37.7% below the 2020-21 crop year's 86.9-MMT record, 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	46,967.2	78,527.7	-40.2%
Western Canada On Farm & Primary Elevator Carry Forward Stock	7,150.1	8,383.6	-14.7%
Total Grain Supply	54,117.3	86,911.3	-37.7%

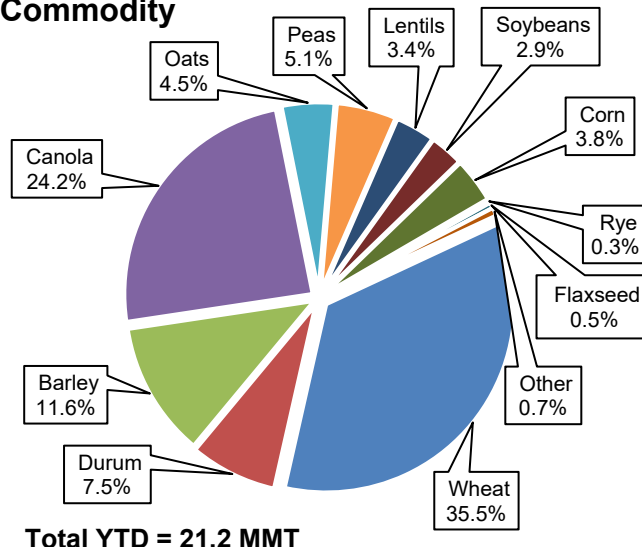
Traffic and Movement

February producer deliveries increased slightly, averaging just over 0.6 MMT per week. Average weekly primary-elevator stock levels grew to 4.0 MMT from 3.8 MMT in January, with good space in the elevator system throughout the month.

Table M-3	FEB 2022	2021-22 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	255.1	4,292.2	-27.3%
Saskatchewan	987.3	9,716.2	-46.5%
Alberta	965.6	7,011.1	-21.6%
British Columbia	18.8	183.8	9.8%
Total	2,226.8	21,203.3	-36.1%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	1,669.6	1,7359.7	-43.7%
Shipments to Eastern Canada	218.9	1,306.0	-50.5%
Shipments to US & Mexico	508.3	3,854.1	-6.3%
Shipments Western Domestic	66.9	563.8	21.6%
Total	2,463.6	23,083.5	-39.4%
Western Port Unloads (Number of Cars)			
Vancouver	14,150	115,084	-40.4%
Prince Rupert	2,026	15,841	-54.2%
Churchill	0.0	0.0	-100.0%
Thunder Bay	166	38,078	-28.4%
Total	16,342	169,003	-40.1%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,127.9	10,718.6	-42.7%
Prince Rupert	228.8	1,428.1	-55.0%
Churchill	0.0	0.0	-100.0%
Thunder Bay	0.1	3,766.4	-23.4%
Total	1,356.8	15,913.1	-40.8%



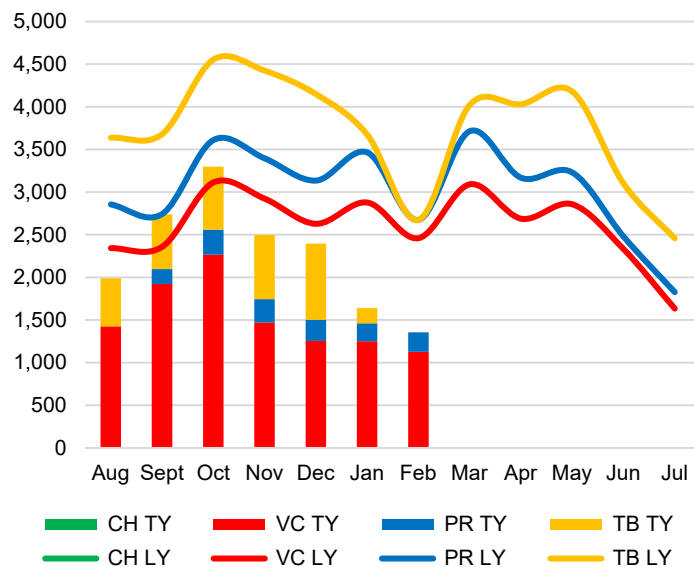
Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Grain shipments from primary elevators fell in the first seven months of the crop year, registering 36.1% less than in same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 67.2%. Movement of peas and lentils contributed 8.5% of the total.

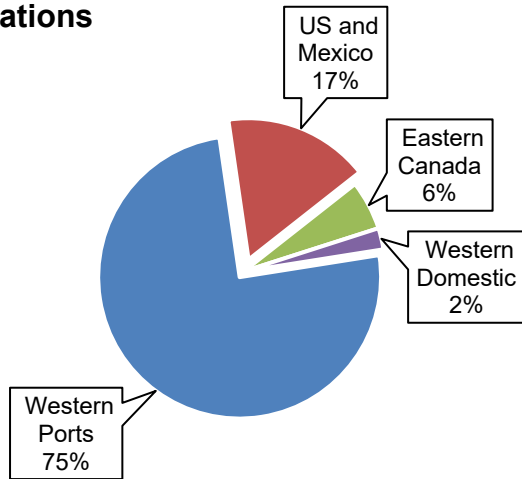
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports fell in the first seven months of the 2021-22 crop year, registering a decrease of 40.8% from the same period in the previous year. All ports registered significant declines in activity mirroring the overall reduction in grain supply. Vancouver was down 42.7%, Prince Rupert was off by 55.0% and Thunder Bay shipments recorded a decrease of 23.4%.

Western Canadian Grain Destinations

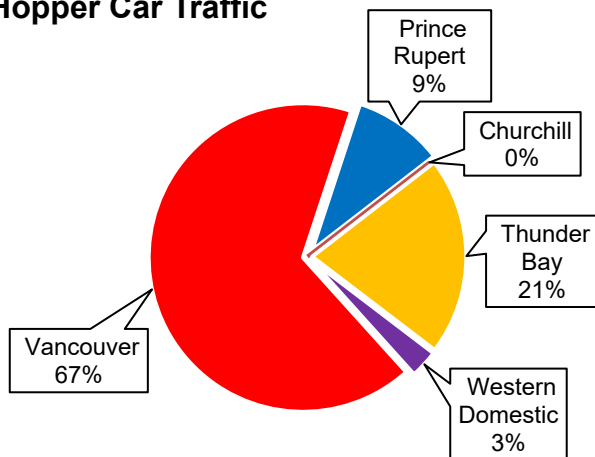


Total YTD = 23.1 MMT

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

Railway grain shipments from Western Canada totaled just under 23.1 MMT in the first seven months of the 2021-22 crop year, a 39.4% decrease from the 38.1 MMT handled a year earlier. The majority, about 17.4 MMT, was directed to Western Canadian ports in support of export sales. This represented a 43.7% decline from what had been shipped in the same period the previous year, with the reduction partially offset by a 21.6% increase in Western Domestic traffic. A 50.5% decline was noted on movements into Eastern Canada, while shipments to the US and Mexico fell by 6.3%.

Western Canadian Destined Hopper Car Traffic



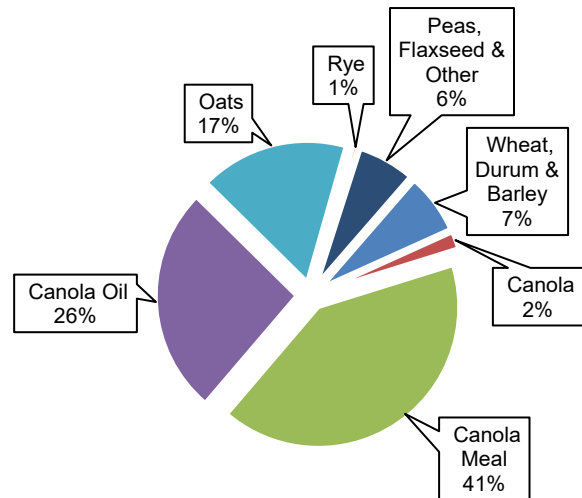
Total YTD - 17.4 MMT

GMP Data Tables 2B-3 to 2B-7

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. In the first seven months of the 2021-22 crop year this amounted to just over 17.4 MMT, down 42.0% from the previous year. 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 44.4%. The west-coast reduction was broadened by a 54.2% decline in Prince Rupert traffic as well, but tempered by a 23.0% gain in Western Domestic volumes. Shipments to Thunder Bay also declined, with volume down 26.9%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

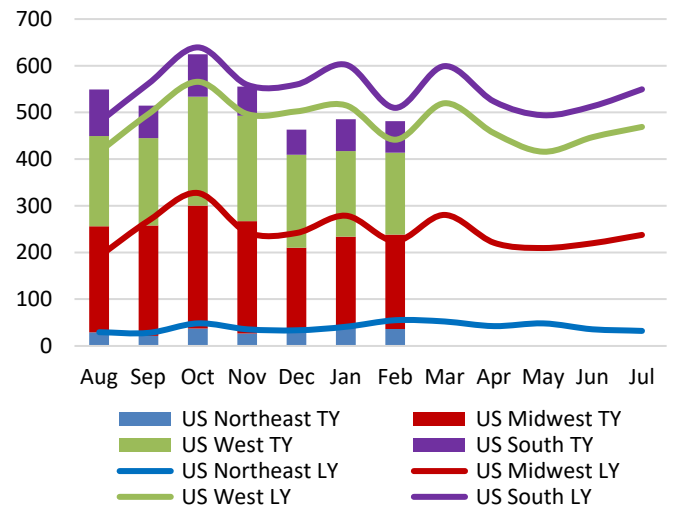


Total YTD - 3.7 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached almost 3.7 MMT in the first seven months of the 2021-22 crop year, down 6.1% from the tonnage moved in the same period a year earlier. Over 80% 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 modestly in February, averaging 4.0 MMT while producer deliveries remained light. Overall space in the country system was good. Country stocks utilized 72% of the working capacity of the network. By province, stocks ranged from 65% of working capacity in Manitoba to 73% and 76% in Saskatchewan and Alberta respectively, and 99% in British Columbia.

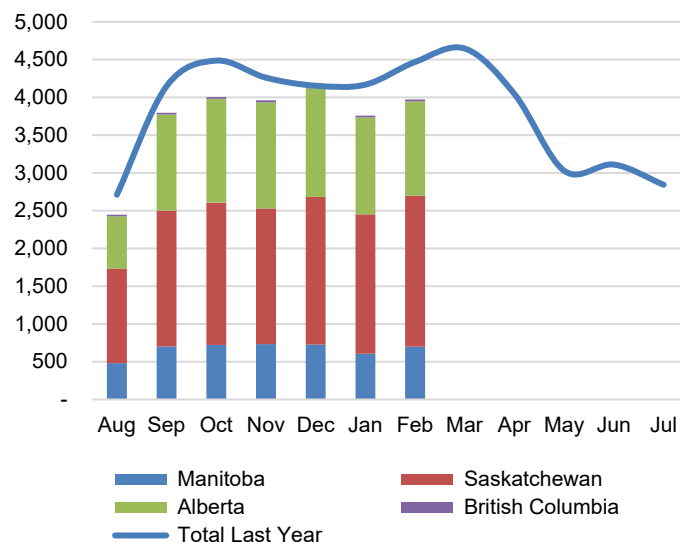
The average days-in-store in the primary-elevator system for the first seven months of the crop year climbed from the same period last year, rising 48.7% to 37.7 days.

Table M-4	FEB 2022	2021-22 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,970.9	3,728.2	-8.2%
Average Days in Store	54.2	37.7	48.7%
Railway Operations (days)			
Cycle Time to Western Ports	18.5	17.6	16.0%
Cycle Time to Eastern Canada	32.7	27.0	24.8%
Cycle Time to US	33.9	26.1	3.2%
Loaded Transit to Western Ports	7.6	7.2	0.8%
Loaded Transit to Eastern Canada	14.1	12.4	14.4%
Loaded Transit to US	16.6	11.0	3.8%
Rail Fleet in Grain Service	13,015	15,691	-33.3%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,000.8	1,094.3	-15.4%
Average Days in Store	12.8	13.7	44.2%
Port Unloads (hopper cars)	16,342	169,003	-40.1%
Terminal Out-of-Car Time	20.5%	22.6%	48.7%
Western Canada Port Operations			
Average Vessel Time in Port (days)	18.3	10.5	-14.0%

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



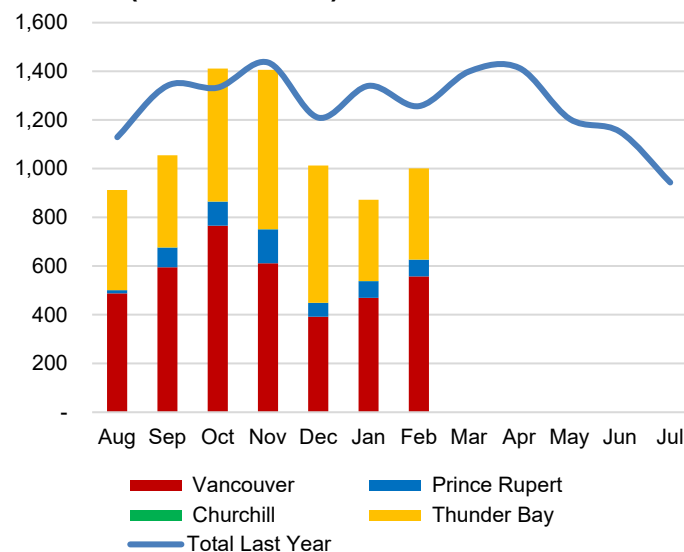
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.8 MMT in store. In August, they pulled back further to average 2.4 MMT before rising to 4.0 MMT in February. Wheat, including durum, and canola, comprise 71% of the total stock. At 19% of the stock, barley, oats and peas made up much of the balance.

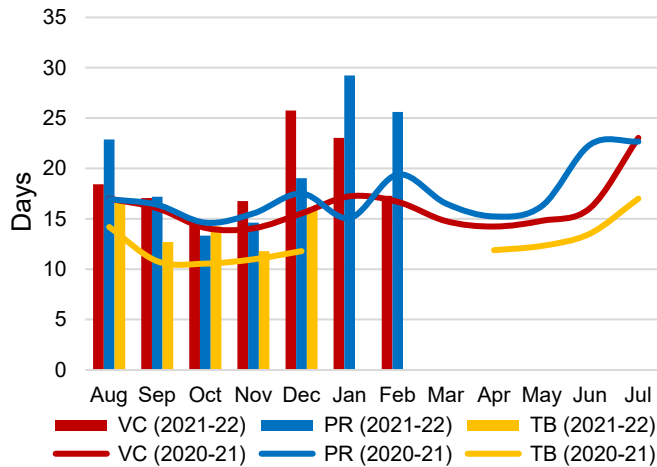
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.0 MMT in February, an increase from the previous month as rail access to Vancouver worked to improve following the November washouts and subsequent winter conditions. Average weekly stock levels grew at Vancouver and Thunder Bay, while holding constant at Prince Rupert. Wheat, including durum, and canola, comprise just over 79% of the total stock. In February, western ports utilized just 52% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

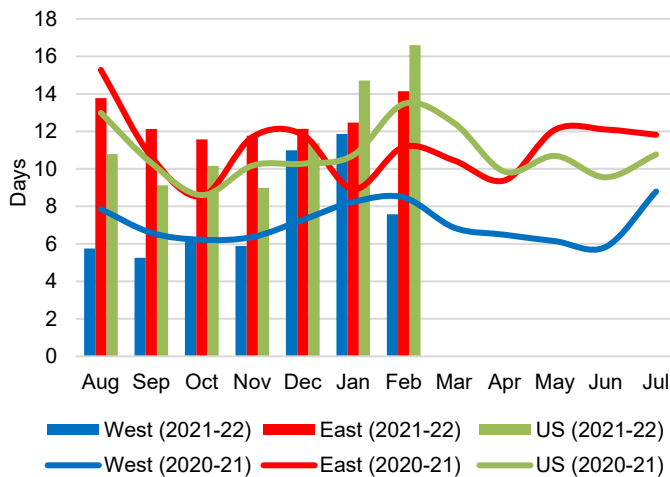


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 17.6 days in the first seven months of the 2021-22 crop year, up 16.0% from the 15.2-day average reported a year earlier. This was due to increases in each of the primary corridors, with the Vancouver average increasing 17.3%; Prince Rupert, 16.0%; and Thunder Bay 17.6%.

The car cycle into Eastern Canada also increased, rising by 24.8%, to an average of 27.0 days from 21.6 days a year earlier. A lesser 3.2% increase was noted in the cycle for US movements, which rose to an average of 26.1 days from 25.3 days the previous year.

Average Loaded Transit Times (days)

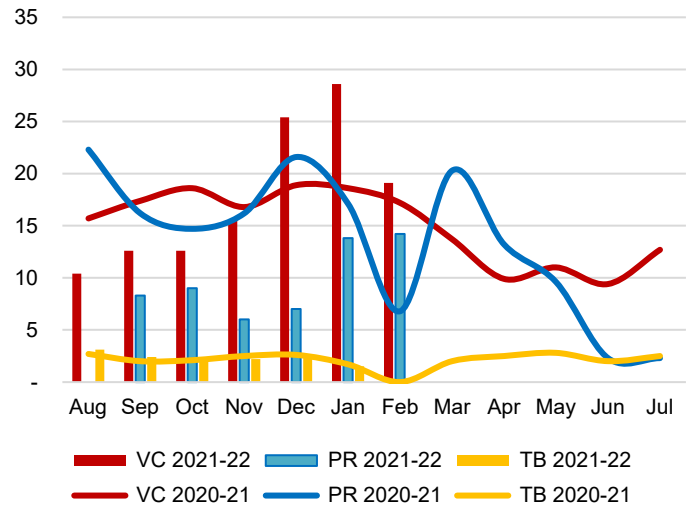


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 7.2 days in the first seven months of the 2021-22 crop year, up 0.8% from the 7.1-day average posted a year earlier. This was driven by increases in the Vancouver and Thunder Bay corridors, which rose by 1.3% and 8.2% respectively. These increases were partially offset by a 1.3% decline in the Prince Rupert corridor average. Similarly, the average into Eastern

Canada rose by 14.4%, to 12.4 days from 10.8 days a year earlier. The average on US-bound traffic rose by 3.8%, to 11.0 days from 10.6 days.

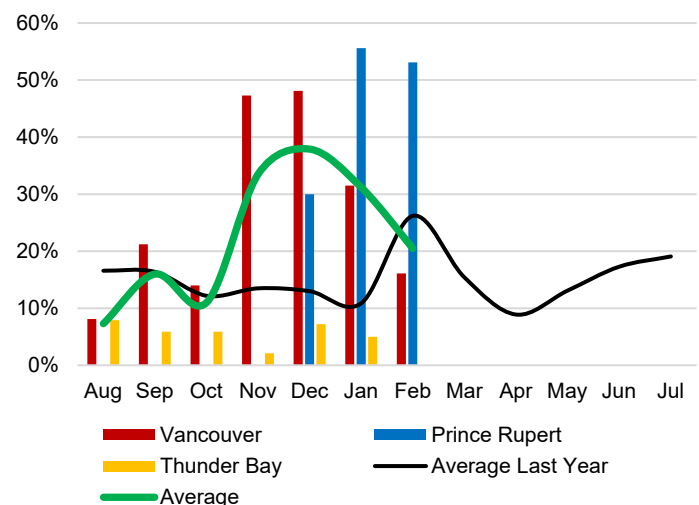
Average Days in Port per Vessel



GMP Data Table 5D-1

In February, the overall average time vessels were in port waiting and loading grain was 18.3 days, 11.8% more than was the case in February 2021. Despite this higher year-over-year level, the average is 8.0% lower than that seen in the previous month. While Vancouver's average fell significantly from that in January, Prince Rupert's average grew marginally from the previous month's level. In February, the average days in port stood at 19.1 for Vancouver and 14.2 for Prince Rupert.

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



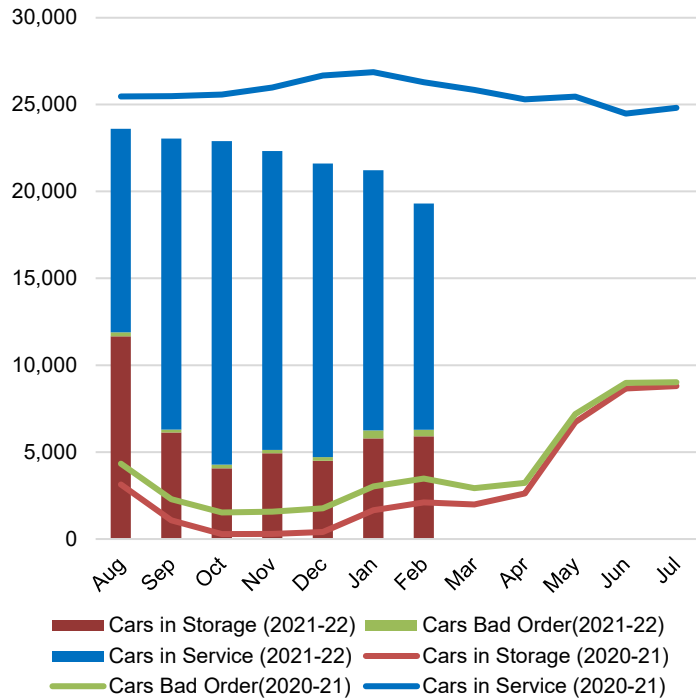
GMP Data Table 5C-5

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 to 20.5% in February from 31.2% in January. Terminal out-of-car time at Vancouver decreased to 16.1% and at Prince Rupert to 53.1%. Thunder Bay registered 0.0% for time out-of-cars as port activity tailed off in the winter.

Railway Grain Fleet Size and Utilization



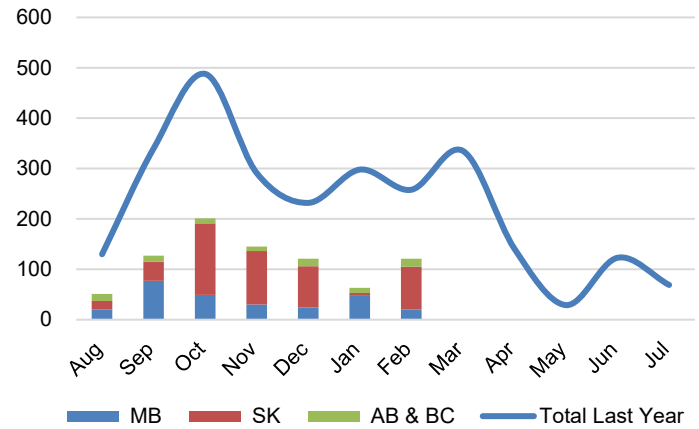
GMP Data Table 3B-2

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 18,617 per week in October. By February they saw a pullback to 13,015 cars in service. The average cars in service for the first seven months of this crop year represents 67% of the total fleet. The balance of the fleet, comprising 33% 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 February 2022 were 53.1% less than those in February a year ago. The previous crop year saw oats shipments constituting 55% of overall producer cars scheduled, while the first seven months of the 2021-22 crop year registered oats increasing to 59% of the overall producer-car number. Other cereal-crop shipments constitute 30% 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

