

GMP Dashboard

Table M-1	MAY 2022	JUN 2022	2021-22 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	69.4	64.0	62.9	50.1%
Average Days In Store – Country	44.5	35.3	39.4	55.8%
Loaded Transit Time	5.2	5.3	6.9	0.3%
Average Days In Store – Terminal	19.7	23.4	16.6	71.1%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	2,096.2	2,736.5	31,934.1	-37.7%
Railway Shipments (all Western Canada traffic)	2,233.7	2,606.9	33,621.6	-42.4%
Western Port Terminal Shipments	1,847.3	1,568.9	22,368.1	-47.0%
Railway Performance				
Avg. Loads on Wheels (Cars)	4,585	5,655	7,190	-38.6%
Total Western Port Car Cycle (days)	16.8	18.7	17.5	17.0%
Port Performance				
Western Port Unloads (Number of Cars)	13,683	16,702	234,807	-46.2%
Vessel Time in Port (days)	5.7	5.3	9.4	-13.2%

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 16.7% in June 2022, to 2.6 MMT from 2.2 MMT in May. Despite this gain, overall volume remained comparatively low in reflection of diminishing grain supplies. Owing to the significantly smaller crop, year-to-date railway shipments fell by 42.4%, to 33.6 MMT. Port shipments for June totaled 1.6 MMT, 15.1% less than in May, and a greater 49.4% decline from those in June 2021. Mirroring the May-to-June decline in shipments was a decrease in the average amount of time vessels spent in port, which fell to 5.3 days in June from 5.7 in May.

Highlights for June 2022

Traffic and Movement (page 2)

- Primary-elevator shipments were 31.9 MMT in the first eleven months of the 2021-22 crop year, 37.7% less than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first eleven months of the 2021-22 crop year totaled 33.6 MMT, down 42.4% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 22.4 MMT in the first eleven months of the crop year, down 47.0% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 6.9% while the average days-in-store grew by 55.8%.
- Average weekly port-terminal stocks decreased 12.9% from the same period last year, while average days-in-store climbed by 71.1% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports increased by 11.2% in June 2022, with the preliminary average rising to 18.7 days from 16.8 days in May. The YTD average of 17.5 days stood 17.0% above than that posted a year earlier. A more substantial increase was noted in the car cycle for movements into Eastern Canada, which rose by 37.5% to 29.7 days. Movements into the US saw a much lesser 6.8% increase, with the average cycle rising to 27.8 days.
- The year-to-date average for vessel time in port is 9.4 days, 13.2% less than that observed in the previous crop year.
- Port-terminal out-of-car time grew to 4.0% at Vancouver in June from 1.0% in May. At Prince Rupert, out-of-car time grew from 7.1% in May to 8.8% in June, while Thunder Bay saw a modest increase to 5.1% from 4.5% the previous month.

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

June producer deliveries experienced a modest uptick, averaging just over 0.45 MMT per week. Average weekly primary-elevator stock levels fell to 2.8 MMT from 3.2 MMT in May, with good space in the elevator system throughout the month.

Table M-3	JUN 2022	2021-22 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	475.0	6,287.4	-30.6%
Saskatchewan	1,389.7	14,730.4	-46.7%
Alberta	861.6	10,668.2	-25.6%
British Columbia	10.2	248.1	13.0%
Total	2,736.5	31,934.1	-37.7%

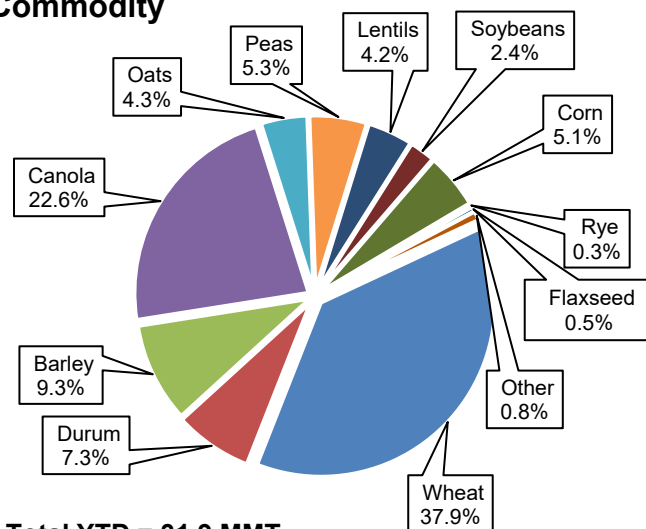
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	1,703.1	24,558.1	-48.2%
Shipments to Eastern Canada	212.1	2,121.3	-44.6%
Shipments to US & Mexico	618.3	6,067.6	-4.7%
Shipments Western Domestic	73.4	874.6	12.0%
Total	2,606.9	33,621.6	-42.4%

Western Port Unloads (Number of Cars)			
Vancouver	10,111	156,612	-48.3%
Prince Rupert	1,737	23,751	-53.3%
Churchill	0.0	0.0	-100.0%
Thunder Bay	4,854	54,444	-33.1%
Total	16,702	234,807	-46.2%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	770.7	14,675.6	-50.6%
Prince Rupert	171.1	2,175.5	-54.7%
Churchill	0.0	0.0	-100.0%
Thunder Bay	627.1	5,517.0	-27.9%
Total	1,568.9	22,368.1	-47.0%



Primary Elevator Shipments by Commodity

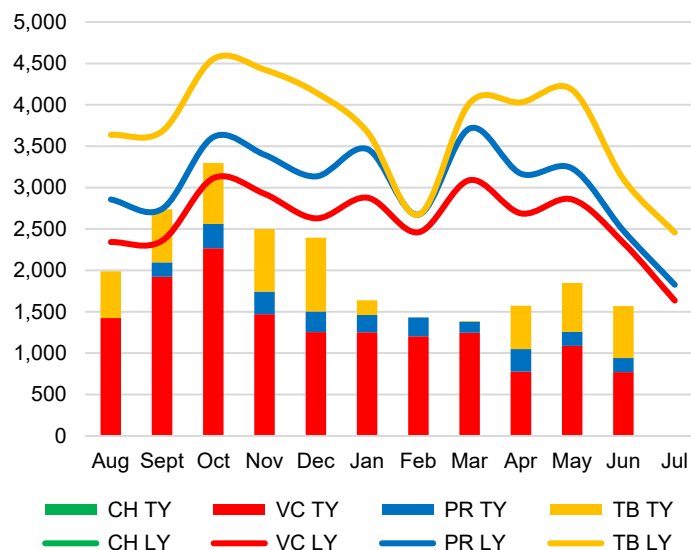


Total YTD = 31.9 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators fell in the first eleven months of the crop year, registering 37.7% less than in same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 67.8%. Movement of peas and lentils contributed 9.5% of the total.

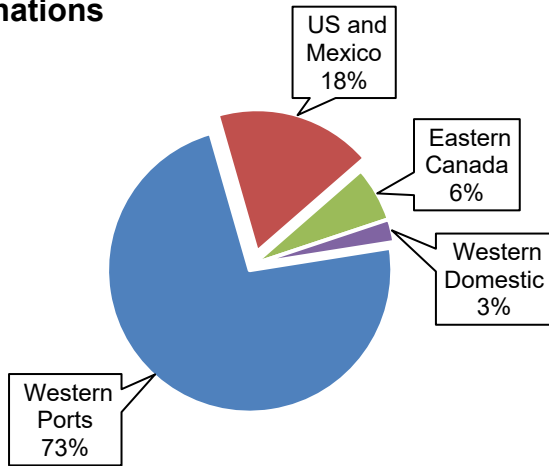
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports fell in the first eleven months of the 2021-22 crop year, registering a decrease of 47.0% 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 50.6%, Prince Rupert was off by 54.7% and Thunder Bay shipments recorded a decrease of 27.9%.

Western Canadian Grain Destinations

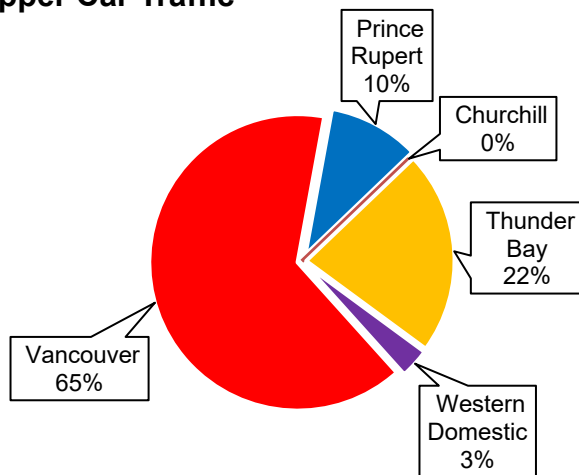


Total YTD = 33.6 MMT

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

Railway grain shipments from Western Canada totaled over 33.6 MMT in the first eleven months of the 2021-22 crop year, a 42.4% decrease from the 58.4 MMT handled a year earlier. The majority, about 24.6 MMT, was directed to Western Canadian ports in support of export sales. This represented a 48.2% decline from what had been shipped in the same period the previous year, with the reduction partially offset by a 12.0% increase in Western Domestic traffic. A 44.6% decline was noted on movements into Eastern Canada, while shipments to the US and Mexico fell by 4.7%.

Western Canadian Destined Hopper Car Traffic



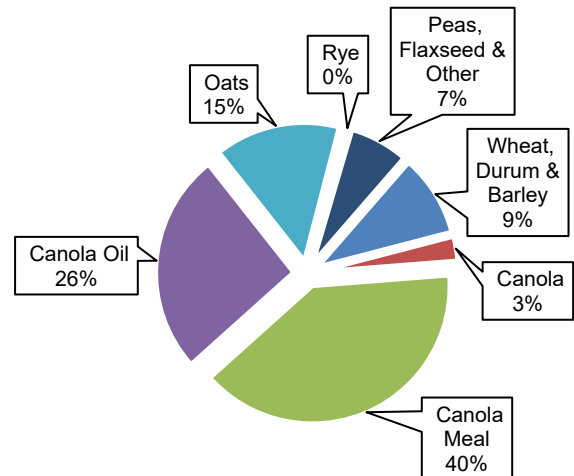
Total YTD - 24.6 MMT

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 eleven months of the 2021-22 crop year this amounted to nearly 24.6 MMT, down 46.6% from the previous year. Sixty-five 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 50.4%. The west-coast reduction was broadened by a 53.0% decline in Prince Rupert traffic as well, but tempered by an 11.9% gain in Western Domestic volumes. Shipments to Thunder Bay also declined, with volume down 31.5%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

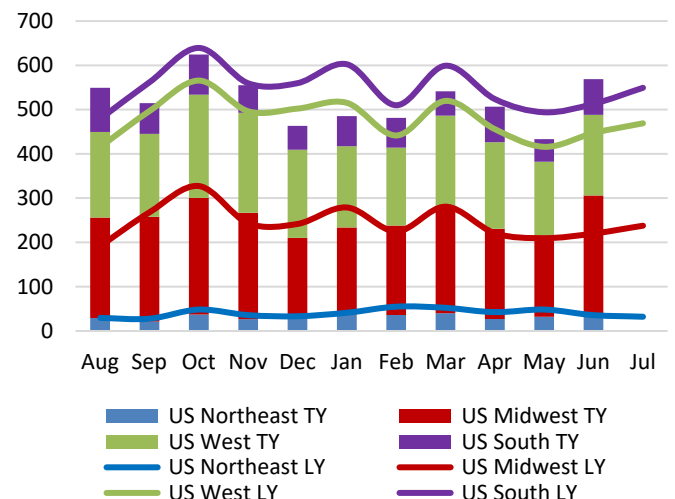


Total YTD - 5.7 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 5.7 MMT in the first eleven months of the 2021-22 crop year, down 5.3% 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 fell further in June, averaging 2.8 MMT with producer deliveries climbing modestly as seeding wrapped up. Overall space in the country system was good. Country stocks utilized 50% of the working capacity of the network. By province, stocks ranged from 36% of working capacity in Manitoba to 50%, 52% and 55% in British Columbia, Saskatchewan, and Alberta respectively.

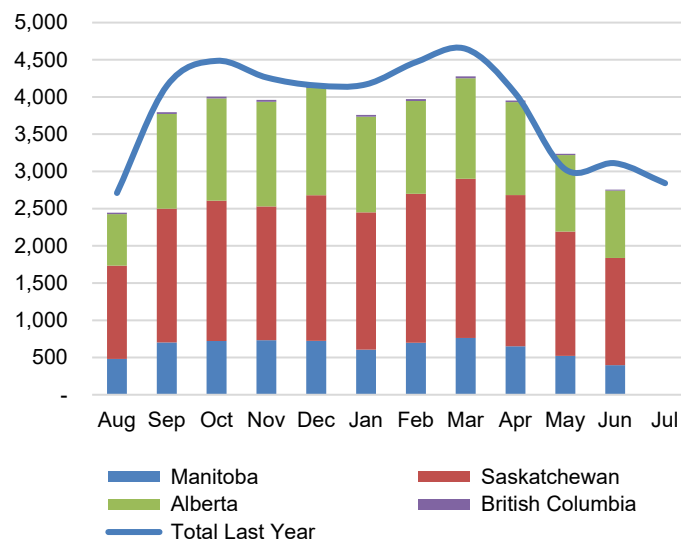
The average days-in-store in the primary-elevator system for the first eleven months of the crop year climbed from the same period last year, rising 55.8% to 39.4 days.

Table M-4	JUN 2022	2021-22 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,755.8	3,660.5	-6.9%
Average Days in Store	35.3	39.4	55.8%
Railway Operations (days)			
Cycle Time to Western Ports	18.7	17.5	17.0%
Cycle Time to Eastern Canada	27.9	29.7	37.5%
Cycle Time to US	27.5	27.8	6.8%
Loaded Transit to Western Ports	5.3	6.9	0.3%
Loaded Transit to Eastern Canada	11.1	13.4	25.3%
Loaded Transit to US	10.1	11.6	8.8%
Rail Fleet in Grain Service	10,693	14,482	-34.3%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,037.8	1,125.8	-12.3%
Average Days in Store	23.4	16.6	71.1%
Port Unloads (hopper cars)	16,702	234,807	-46.2%
Terminal Out-of-Car Time	4.7%	15.6%	6.1%
Western Canada Port Operations			
Average Vessel Time in Port (days)	5.3	9.4	-13.2%

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



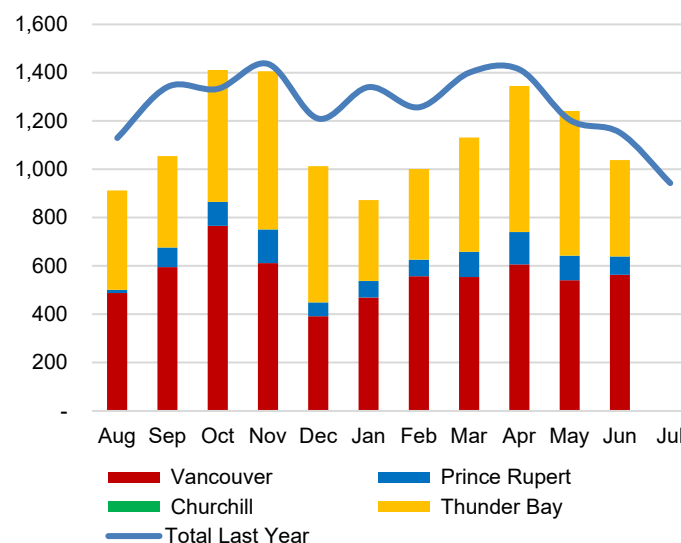
Average Weekly Primary Elevator Stocks (000's tonnes)



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 4.3 MMT in March. By June, they had again retreated to 2.8 MMT. Wheat, including durum, and canola, comprise 68% of the total stock. At 17% of the stock, barley, oats and peas made up much of the balance.

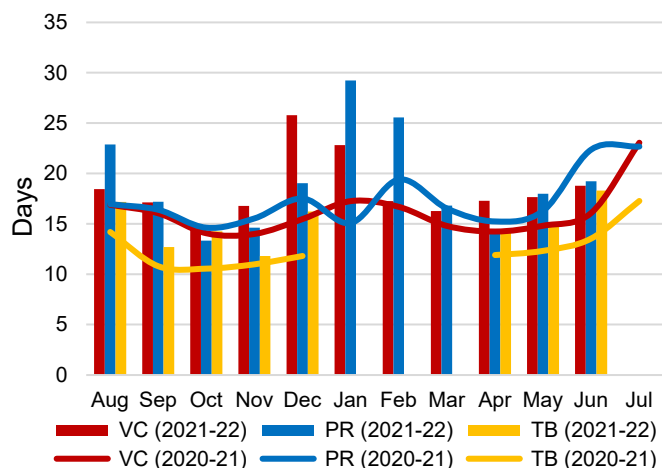
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.0 MMT in June, a decrease from the previous month despite the relatively light export program. While growing modestly at Vancouver, average weekly stock levels fell at Prince Rupert and Thunder Bay. Wheat, including durum, and canola, comprise just under 89% of the total stock. In June, western ports utilized just 54% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

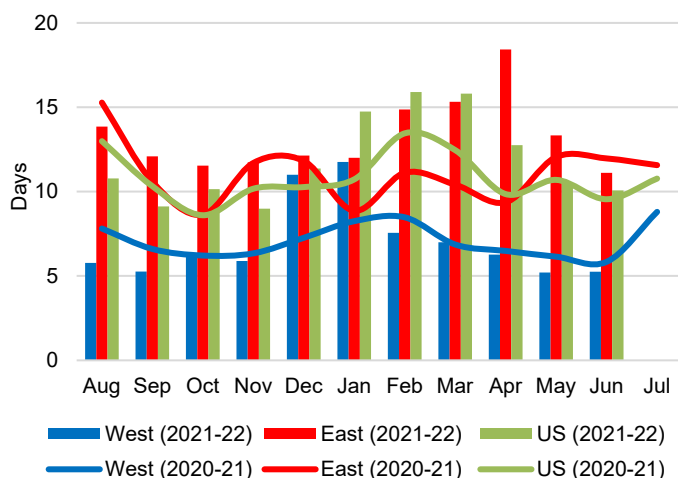


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 17.5 days in the first eleven months of the 2021-22 crop year, up 17.0% from the 15.0-day average reported a year earlier. This was due to increases in each of the primary corridors, with the Vancouver average increasing 17.5%; Prince Rupert, 11.0%; and Thunder Bay 25.9%.

The car cycle into Eastern Canada also increased, rising by 37.5%, to an average of 29.7 days from 21.6 days a year earlier. A lesser 6.8% increase was noted in the cycle for US movements, which rose to an average of 27.8 days from 26.0 days the previous year.

Average Loaded Transit Times (days)

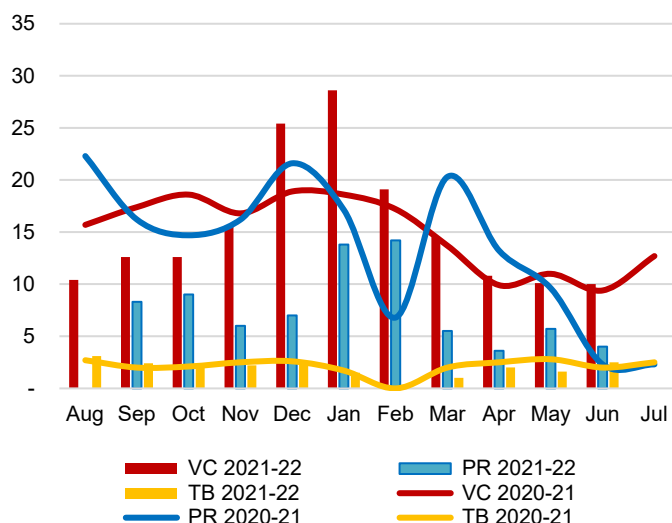


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.9 days in the first eleven months of the 2021-22 crop year, up a marginal 0.3% from the near-identical average posted a year earlier. This was driven by increases in the Vancouver and Thunder Bay corridors, which rose by 1.0% and 10.6% respectively. These increases were partially offset by an 8.0% decline in the Prince Rupert corridor average. The average into

Eastern Canada rose by a more substantive 25.3%, to 13.4 days from 10.7 days a year earlier. The average on US-bound traffic rose by 8.8%, to 11.6 days from 10.7 days.

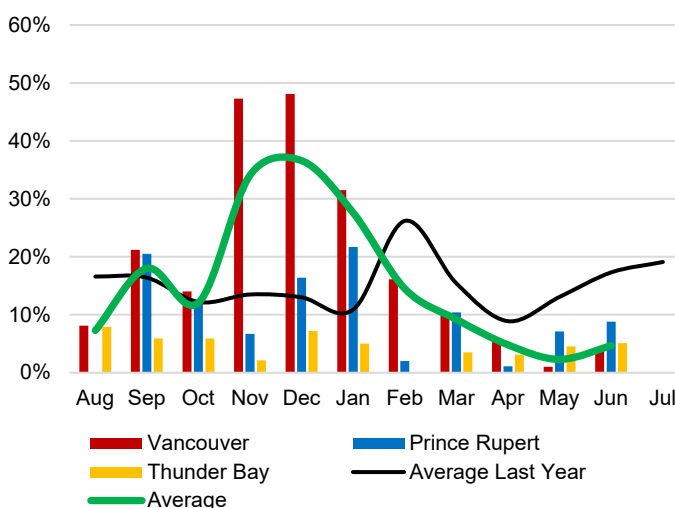
Average Days in Port per Vessel



GMP Data Table 5D-1

In June, the overall-average time vessels were in port waiting and loading grain was 5.3 days, 16.1% less than was the case in June 2021. The lower year-over-year all-ports' average has held relatively consistent for the past three months. Both Vancouver and Prince Rupert saw their averages fall marginally from that seen in May, while Thunder Bay's average grew. In June, the average days in port stood at 10.0 for Vancouver, 4.0 for Prince Rupert and 2.5 for Thunder Bay.

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



GMP Data Table 5C-5

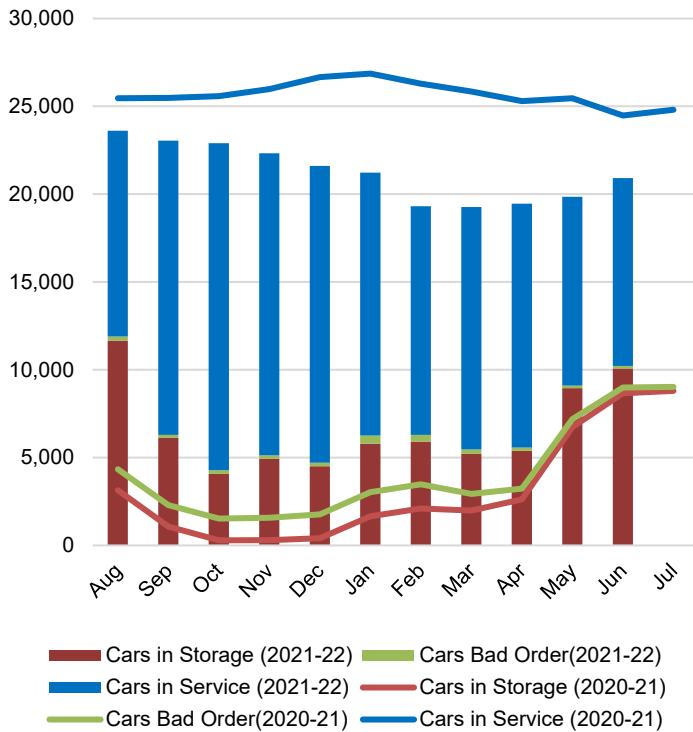
The port terminal out-of-car time measure represents the total number of hours terminal elevator facilities are open and staffed (including overtime hours) and the corresponding number of hours that terminals have no rail cars available to unload. The

measure is expressed as a percentage (hours without cars to the total number of hours working).

The aggregate measure for all ports grew to 4.7% in June from 2.3% in May. Terminal out-of-car time at Vancouver increased to 4.0% while rising to 8.8% at Prince Rupert. Thunder Bay registered an increase to 5.1% for time out-of-cars.

Note that out-of-car time for Prince Rupert has been restated for the 2021-22 crop year in order to align the reporting methodology with that used by terminals at Vancouver and Thunder Bay.

Railway Grain Fleet Size and Utilization



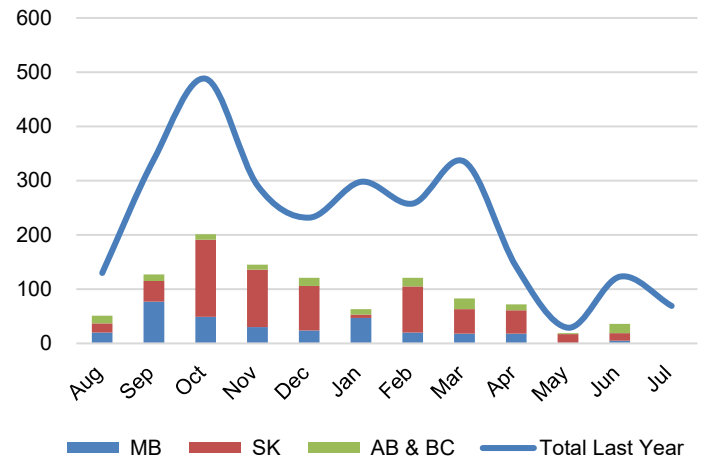
GMP Data Table 3B-2

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 June they saw a pullback to just 10,693 cars in service. The average cars in service for the first eleven months of this crop year represents 68% of the total fleet. The balance of the fleet, comprising 32% 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 June 2022 were 70.7% less than those in June a year ago. The previous crop year saw oats shipments comprising 55% of overall producer cars scheduled, while the first eleven months of the 2021-22 crop year registered oats with a similar 56% of the overall producer-car number. Other cereal-crop shipments constitute 33% 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

