

GMP Dashboard

Table M-1	AUG 2022	SEP 2022	2022-23 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	53.4	38.6	44.5	-5.7%
Average Days In Store – Country	30.8	24.6	26.6	-5.7%
Loaded Transit Time	5.9	5.2	5.5	0.3%
Average Days In Store – Terminal	16.6	8.8	12.4	-6.8%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	1,896.0	5,403.7	7,299.7	2.2%
Railway Shipments (all Western Canada traffic)	2,411.8	5,317.0	7,728.8	6.6%
Western Port Terminal Shipments	1,569.5	3,044.8	4,614.3	-2.4%
Railway Performance				
Avg. Loads on Wheels (Cars)	5,037	8,948	6,776	-1.9%
Total Western Port Car Cycle (days)	18.8	14.9	16.2	-3.9%
Port Performance				
Western Port Unloads (Number of Cars)	17,592	37,081	54,673	-0.8%
Vessel Time in Port (days)	5.6	7.7	6.9	-6.3%

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 soared by 120.5% in September 2022, to 5.3 MMT from 2.4 MMT in August. The surge more than compensated for lower-than-expected August volumes and lifted the year-to-date tonnage to 7.7 MMT, 6.6% more than in the same two-month period a year earlier. Port shipments for September totaled 3.0 MMT, a near doubling, or 94.0% more than in August. They were 11.2% larger than those in September 2021. Accompanying the August-to-September increase in shipments was an increase in the average amount of time vessels spent in port, which grew to 7.7 days in September from 5.6 in August.

Highlights for September 2022

Traffic and Movement (page 2)

- Primary-elevator shipments were 7.3 MMT in the first two months of the 2022-23 crop year, 2.2% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first two months of the 2022-23 crop year totaled 7.7 MMT, up 6.6% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 4.6 MMT in the first two months of the crop year, down 2.4% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 1.4% while the average days-in-store fell by 5.7%.
- Average weekly port-terminal stocks decreased 14.7% from the same period last year, while average days-in-store fell by 6.8% on a year-over-year basis.
- A sharp upturn in traffic spurred movement velocity, with the preliminary average car cycle for hopper-car movements to Western Canadian ports decreasing by 20.7%, to 14.9 days in September from 18.8 days in August. The reduced 16.2-day YTD average proved to be 3.9% below the 16.8 days posted the previous September. Conversely, movements into the US saw a 3.7% increase, with the YTD average rising to 24.1 days, while movements into Eastern Canada saw a 13.4% increase, to an average of 31.1 days.
- The year-to-date average for vessel time in port is 6.9 days, 6.3% less than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 12.2% at Vancouver in September from 10.8% in August. Thunder Bay realized a modest decrease to 9.6% from 13.8% the previous month. Out-of-car time at Prince Rupert stands at 11.6% for September.

Production and Supply

Statistics Canada's August model-based estimate for 2022 field-crop production in Western Canada stands at 75.2 MMT, a 53.5% increase from 2021's 49.0 MMT harvest. This dramatic increase reflects a solid rebound from the prairie-wide drought that severely reduced production the previous growing season. This estimate is consistent with the model-based estimate from the previous month. An update based on the October-November producer survey will be included in the Monitor's November Report.

When coupled with July's 3.8 MMT of carry-forward stocks, some 49.3% less than in 2021, the overall grain supply is estimated at 79.1 MMT. This stands 39.8% above the 2021-22 crop year's 56.6-MMT level, marking the return of an abundant grain supply following the drought-reduced shortfall of the previous year.

Table M-2	2022*	2021	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
* Western Canada Total Production – Preliminary	75,242.2	49,016.9	53.5%
Western Canada On Farm & Primary Elevator Carry Forward Stock	3,820.8	7,542.1	-49.3%
Total Grain Supply	79,063.0	56,559.0	39.8%

Traffic and Movement

September producer deliveries surged to average just under 1.5 MMT per week as harvest progressed rapidly across most of the prairie grain belt. Average weekly primary-elevator stock levels grew to 4.3 MMT from 2.3 MMT in August, with good space in the elevator system throughout the month.

Table M-3	SEP 2022	2022-23 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	937.2	1,278.3	-18.5%
Saskatchewan	2,766.5	3,712.1	4.2%
Alberta	1,649.8	2,254.0	15.7%
British Columbia	50.2	55.3	-9.2%
Total	5,403.7	7,299.7	2.2%

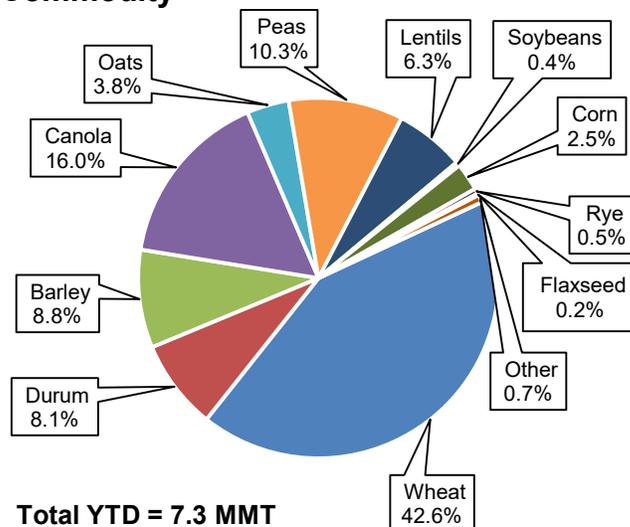
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	4,437.8	6,106.2	9.7%
Shipments to Eastern Canada	193.3	378.6	-2.5%
Shipments to US & Mexico	634.1	1,121.3	1.0%
Shipments Western Domestic	51.8	122.7	-32.3%
Total	5,317.0	7,728.8	6.6%

Western Port Unloads (Number of Cars)			
Vancouver	24,938	38,804	-0.6%
Prince Rupert	3,697	3,697	11.0%
Churchill	0.0	0.0	n/a
Thunder Bay	8,446	12,172	-4.6%
Total	37,081	54,673	-0.8%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,205.8	3,221.1	-3.8%
Prince Rupert	224.4	275.7	58.8%
Churchill	0.0	0.0	n/a
Thunder Bay	614.6	1,117.6	-7.3%
Total	3,044.8	4,614.3	-2.4%



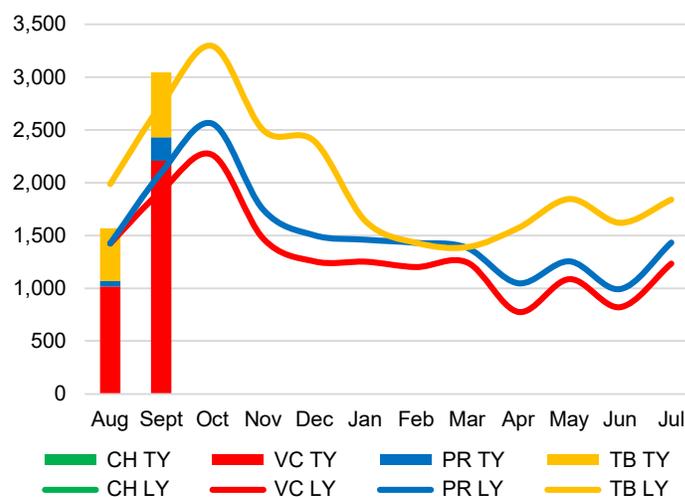
Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first two months of the crop year, registering 2.2% greater than in same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 66.7%. Movement of peas and lentils contributed 16.6% of the total.

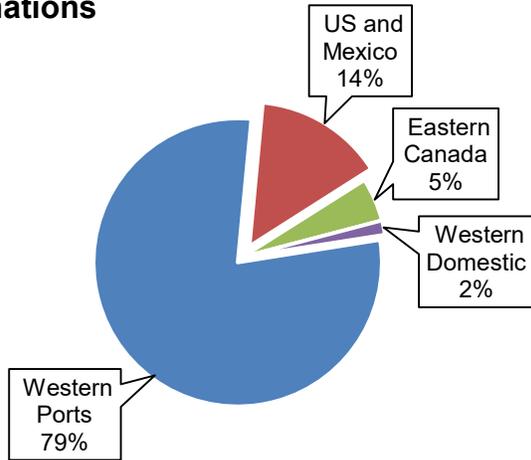
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Despite a strong rebound in September as the new harvest entered the system, bulk shipments out of the western ports fell in the first two months of the 2022-23 crop year, registering a decrease of 2.4% from the same period in the previous year. Vancouver was down 3.8%, while Thunder Bay shipments recorded a decline of 7.3%. Prince Rupert registered an uptick in September 2022 in contrast to the small vessel program the previous autumn.

Western Canadian Grain Destinations

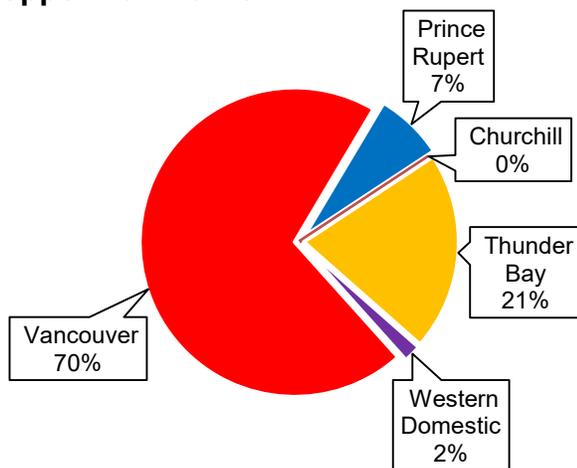


Total YTD = 7.7 MMT

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

Railway grain shipments from Western Canada totaled over 7.7 MMT in the first two months of the 2022-23 crop year, a 6.6% increase from the 7.3 MMT handled a year earlier. The majority, about 6.1 MMT, was directed to Western Canadian ports in support of export sales. This represented a 9.7% increase over what had been shipped in the same period the previous year, with the increase partially offset by a 32.3% decrease in Western Domestic traffic. A 2.5% decline was noted on movements into Eastern Canada, while shipments to the US and Mexico rose by 1.0%.

Western Canadian Destined Hopper Car Traffic



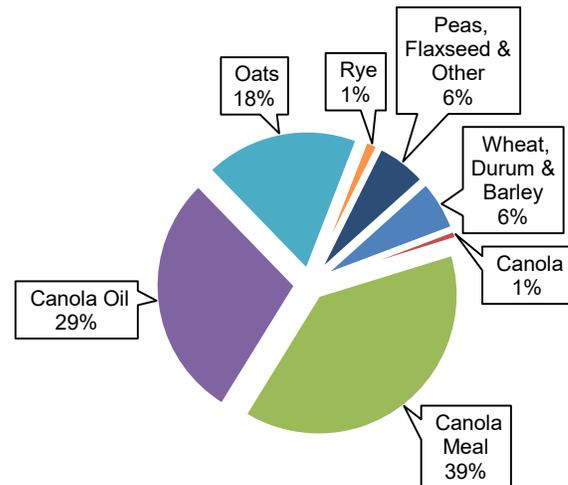
Total YTD - 6.1 MMT

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 two months of the 2022-23 crop year this amounted to nearly 6.1 MMT, up 9.2% from the previous year. Seventy 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 rose by 13.5%. The west-coast increase was broadened by a 15.4% gain in Prince Rupert volumes as well, but tempered by a 34.3% decline in Western Domestic traffic. Shipments to Thunder Bay also rose, albeit by a marginal 0.3%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

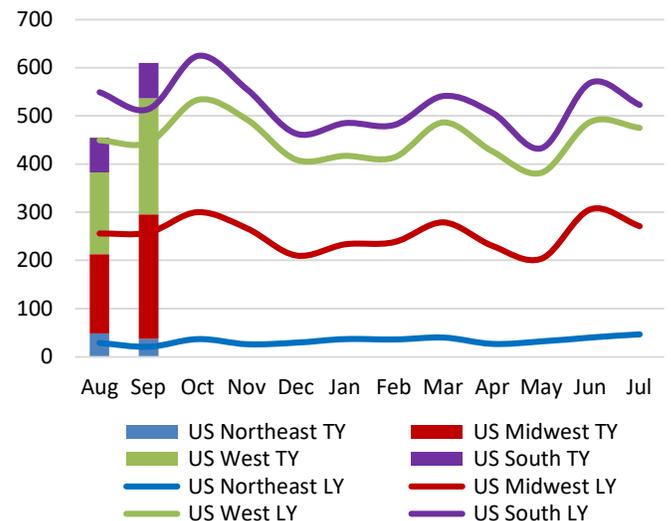


Total YTD - 1.1 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached almost 1.1 MMT in the first two months of the 2022-23 crop year, up a marginal 0.1% from the tonnage moved in the same period a year earlier. Almost 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 sharply in September, averaging 4.3 MMT with steady producer deliveries of the 2022 harvest. Overall space in the country system was good. Country stocks utilized 78% of the working capacity of the network. By province, stocks ranged from 66% of working capacity in Manitoba to 78% and 85%, in Saskatchewan and Alberta respectively, and 91% in British Columbia.

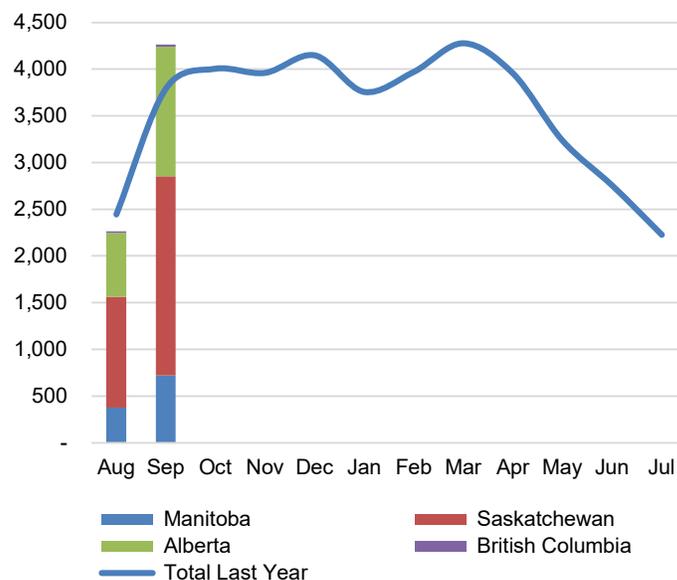
The average days-in-store in the primary-elevator system for the first two months of the crop year declined from the same period last year, falling 5.7% to 26.6 days.

Table M-4	SEP 2022	2022-23 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	4,261.9	3,151.2	-1.4%
Average Days in Store	24.6	26.6	-5.7%
Railway Operations (days)			
Cycle Time to Western Ports	14.9	16.2	-3.9%
Cycle Time to Eastern Canada	29.6	31.1	13.4%
Cycle Time to US	21.9	24.1	3.7%
Loaded Transit to Western Ports	5.2	5.5	0.3%
Loaded Transit to Eastern Canada	13.0	14.4	11.1%
Loaded Transit to US	7.9	9.5	-5.4%
Rail Fleet in Grain Service	17,813	14,258	-2.3%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,009.9	845.6	-14.7%
Average Days in Store	8.8	12.4	-6.8%
Port Unloads (hopper cars)	37,081	54,673	-0.8%
Terminal Out-of-Car Time	11.6%	11.2%	-15.2%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.7	6.9	-6.3%

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



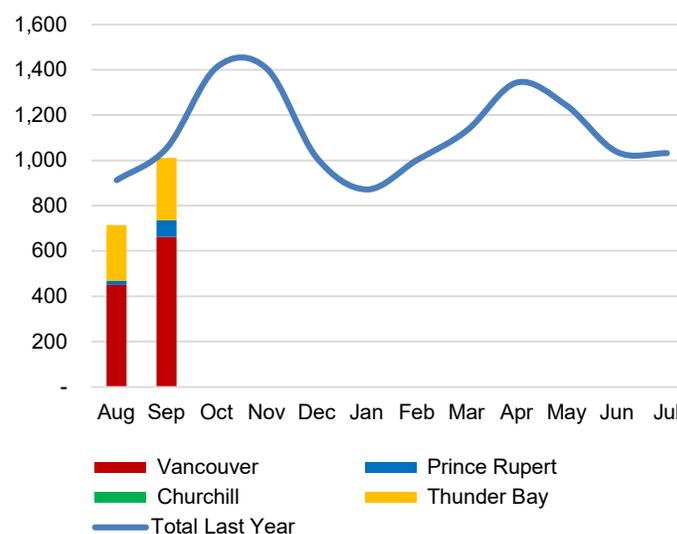
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.2 MMT in store. By September, they had grown to average 4.3 MMT. Wheat, including durum, and canola, comprise 69% of the total stock. At 22% of the stock, barley, oats and peas made up much of the balance.

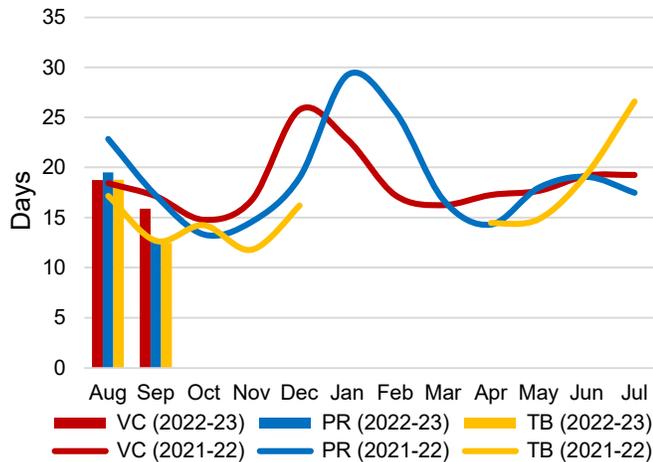
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.0 MMT in September, a notable increase from the previous month as supply flowed into port from the 2022 harvest. Average weekly stock levels built at all three western ports. Wheat, including durum, and canola, comprise just under 70% of the total stock. In September, western ports utilized just 52% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

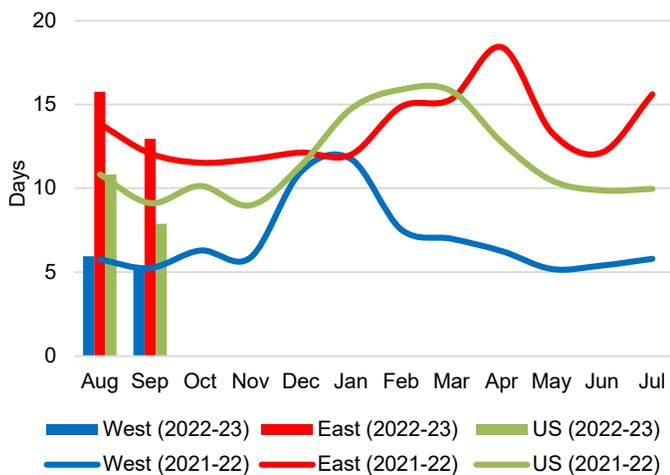


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 16.2 days in the first two months of the 2022-23 crop year, down 3.9% from the 16.8-day average reported a year earlier. This was largely the result of decreases in the Vancouver and Prince Rupert, with the averages falling by 4.2% and 25.6% respectively. Conversely, the Thunder Bay average rose by 1.5%.

The car cycle into Eastern Canada also increased, rising by 13.4%, to an average of 31.1 days from 27.4 days a year earlier. A 3.7% increase was noted in the cycle for US movements, which rose to an average of 24.1 days from 23.2 days the previous year.

Average Loaded Transit Times (days)

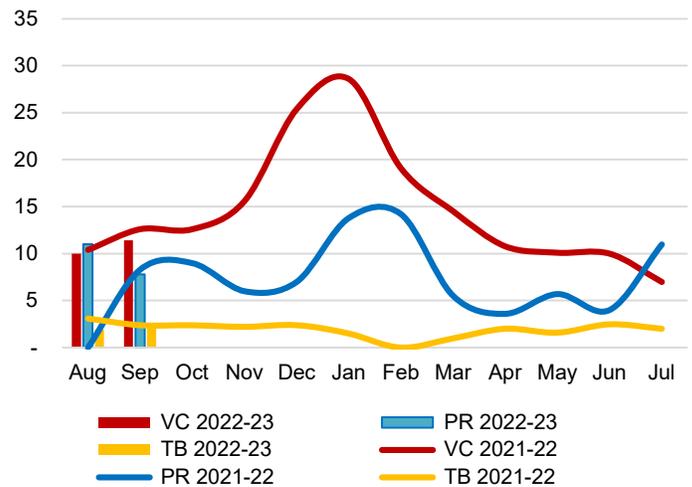


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.5 days in the first two months of the 2022-23 crop year, up a marginal 0.3% from the average posted a year earlier. This was primarily driven by a 1.8% increase in the Vancouver-corridor average but largely offset by decreases in the Prince Rupert and Thunder Bay, which fell by 12.8% and 3.7% respectively. The average into Eastern Canada rose by a more substantive 11.1%, to 14.4 days from 13.0 days a year earlier.

The average on US-bound traffic fell by 5.4%, to 9.5 days from 10.1 days.

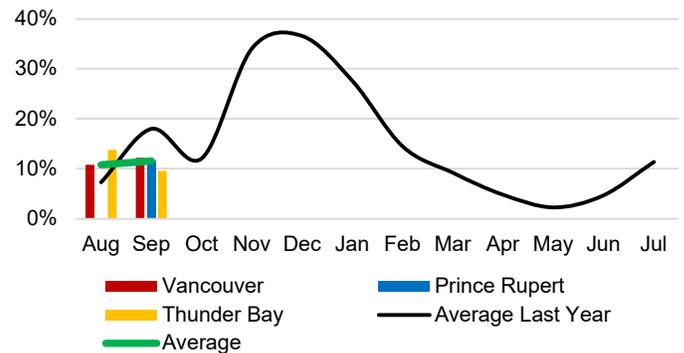
Average Days in Port per Vessel



GMP Data Table 5D-1

In September, the overall-average time vessels were in port waiting and loading grain was 7.7 days, 2.4% less than was the case in September 2021. Vancouver's average grew from that seen in August while Prince Rupert's fell. The average at Thunder Bay grew marginally from the previous month. In September, the average days in port stood at 11.4 for Vancouver, 7.8 for Prince Rupert and 2.4 for Thunder Bay.

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

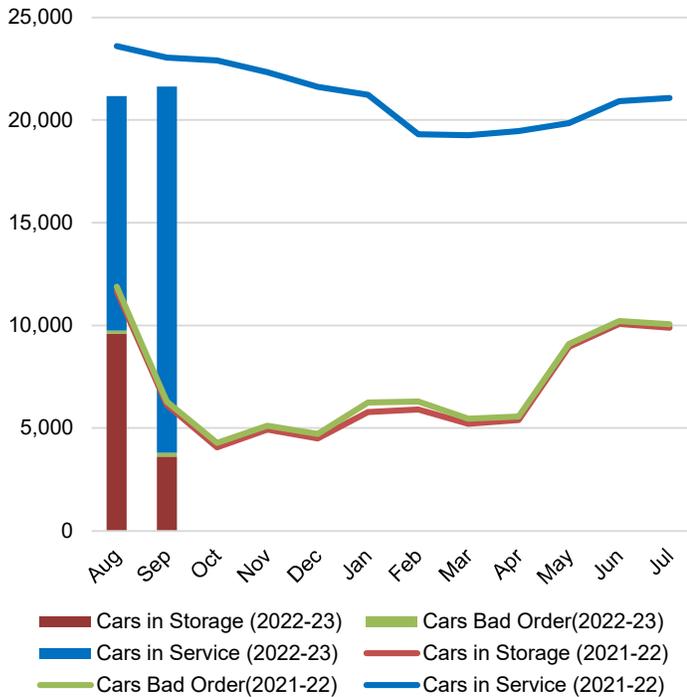


GMP Data Table 5C-5

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 climbed at 11.6% in September, up from 10.8% in August. Terminal out-of-car time increased to 12.2% at Vancouver while falling to 9.6% at Thunder Bay. Prince Rupert out-of-car time was 11.6% in September following an annual-maintenance shutdown in August.

Railway Grain Fleet Size and Utilization



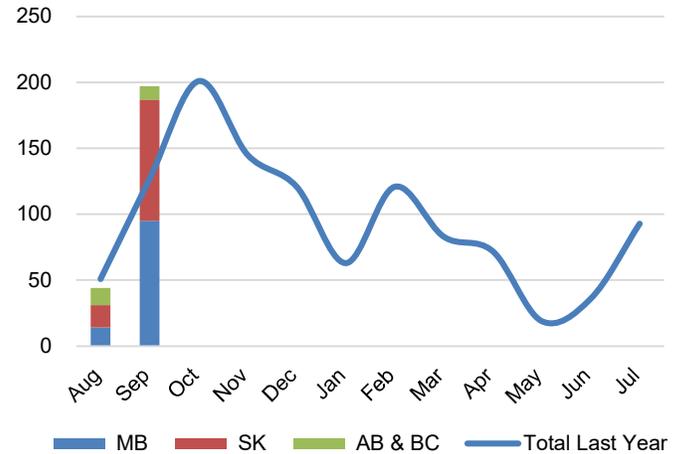
GMP Data Table 3B-2

During times of heavy demand, nearly the entire hopper-car fleet is placed into 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 2021-22 crop year as the weekly number of cars in service declining to a low of 10,693 in June 2022, with roughly half the fleet then having been placed in storage. A modest increase in the serviceable-car count is seen by August 2022, rising to 11,413 followed by a jump to 17,813 in September. It is worth noting that there are significant differences

in the serviceable fleets of CN and CP in September, with the former storing 23% of its fleet while CP was storing a lesser 10%.

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments scheduled for September 2022 were 55.1% more than those in September a year ago. The previous crop year saw oats shipments comprising 54% of overall producer cars scheduled, while the first two months of the 2022-23 crop year registered oats at only 48% of the overall producer-car number. Wheat and durum constitute a similar 47% of the year-to-date 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

