

GMP Dashboard

Table M-1	MAY 2021	JUN 2021	2020-21 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	38.0	45.5	41.9	-2.3%
Average Days-In-Store – Country	22.5	26.2	25.3	3.2%
Loaded Transit Time	6.1	5.8	6.9	-7.5%
Average Days-In-Store – Terminal	9.4	13.5	9.7	-11.0%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,638.7	4,044.1	51,267.1	9.6%
Railway Shipments (all Western Canada traffic)	4,424.9	4,299.5	58,317.6	8.9%
Western Port Terminal Shipments	4,181.7	3,023.9	42,151.8	17.9%
Railway Performance				
Avg. Loads on Wheels (Cars)	8,950	7,574	11,810	2.7%
Total Western Port Car Cycle (days)	14.3	15.5	15.0	-9.0%
Port Performance				
Western Port Unloads (Number of Cars)	34,905	33,573	436,224	16.7%
Vessel Time in Port (days)	7.4	6.3	10.8	-12.8%

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 grain shipments by rail decreased 2.8% in June 2021, to 4.3 MMT from 4.4 MMT a month earlier. Total volumes for the first eleven months of the 2020-21 crop year rose to a record 58.3 MMT, 8.9% beyond that handled in the same period of the preceding crop year. Despite declining fourth-quarter volumes, heavy demand coupled with relatively good operating conditions has supported a better-than-average movement. Bulk shipments from western ports in June totaled 3.0 MMT, 27.7% less than in May, and a decrease of 17.3% from June of 2020. Accompanying the decrease in shipments was a decrease in the average amount of time vessels spend in port, falling to 6.3 days in June from 7.4 in May.

Highlights for June 2021

Traffic and Movement (page 2)

- Primary-elevator shipments were 51.3 MMT in the first eleven months of the 2020-21 crop year, 9.6% more than last year.
- Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first eleven months of the 2020-21 crop year totaled a record 58.3 MMT, up 8.9% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 42.2 MMT in the first eleven months, up 17.9% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks increased by 12.5% while the average days-in-store grew by 3.2%.
- Average weekly port-terminal stocks increased 5.7% from the same period last year, while average days-in-store fell by 11.0% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports rose 8.4% in June 2021, with the preliminary average climbing to 15.5 days from 14.3 days in May. Even so, the year-to-date average fell to 15.0 days, down 9.0% from the 16.5-day average reported a year earlier. Movement to Eastern Canada also saw a reduction in its year-to-date average, falling by 4.8% to 21.6 days. However, US movements rose by 1.6% to 25.8 days.
- The year-to-date average for vessel time in port is 10.8 days, 12.8% less than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 27.8% at Vancouver in June from 19.2% in May. At Prince Rupert, out-of-car time fell to 0.0% in June from 3.9% in May. At Thunder Bay the out-of-car time grew to 4.2% in June from 3.8% the previous month.

Production and Supply

Statistics Canada's November survey for 2020 field-crop production in Western Canada stands at 77.7 MMT, a 3.5% increase over 2019's 75.1 MMT harvest. This ranks as the largest crop on record, surpassing 2013's 77.0 MMT. The survey of producers' harvested acreage and yield data was conducted between October 9 and November 15, 2020. It resulted in an increase in the overall production estimate of 1.4 MMT from the model-based estimate published in September.

When coupled with July's 8.1 MMT of carry-forward stocks, some 20.8% less than in 2019, the overall grain supply is estimated at 85.8 MMT. Establishing a new record, it stands some 0.6% above the previous record reached just last year when the total supply was 85.3 MMT.

Table M-2	2020	2019	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production	77,745.1	75,090.3	3.5%
Western Canada On Farm & Primary Elevator Carry Forward Stock	8,074.6	10,196.5	-20.8%
Total Grain Supply	85,819.7	85,286.5	0.6%

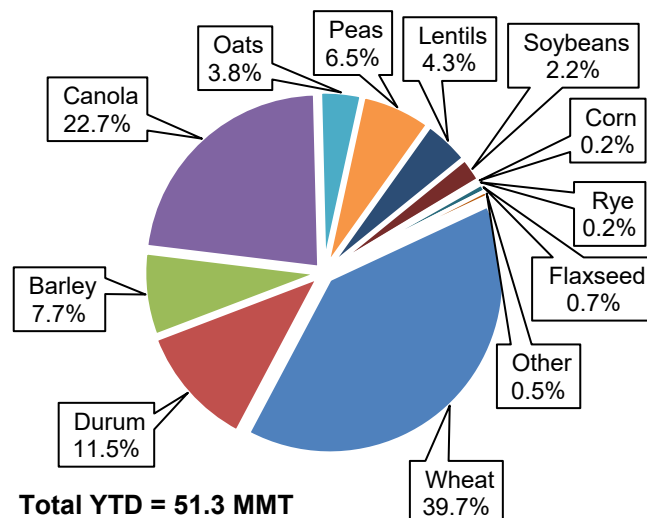
Traffic and Movement

With the completion of seeding, June's producer deliveries increased, averaging just under 0.8 MMT per week. Average weekly primary-elevator stock levels grew to 3.1 MMT, with good space available in the elevator system throughout the month.

Table M-3	JUN 2021	2020-21 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	681.7	9,062.7	18.0%
Saskatchewan	2,123.9	27,639.2	7.7%
Alberta	1,223.6	14,345.6	9.7%
British Columbia	14.9	219.6	-39.0%
Total	4,044.1	51,267.1	9.6%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,500.5	47,380.1	12.2%
Shipments to Eastern Canada	189.8	3,790.6	4.8%
Shipments to US & Mexico	541.3	6,365.8	-5.8%
Shipments Western Domestic	67.9	781.1	-15.2%
Total	4,299.5	58,317.6	8.9%
Western Port Unloads (Number of Cars)			
Vancouver	23,202	302,839	27.2%
Prince Rupert	2,218	50,882	-3.7%
Churchill	0	1,063	-27.9%
Thunder Bay	8,153	81,440	-0.1%
Total	33,573	436,224	16.7%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,254.6	29,603.0	28.9%
Prince Rupert	147.5	4,798.3	-0.5%
Churchill	0.0	95.7	-30.3%
Thunder Bay	621.8	7,654.8	-2.1%
Total	3,023.9	42,151.8	17.9%



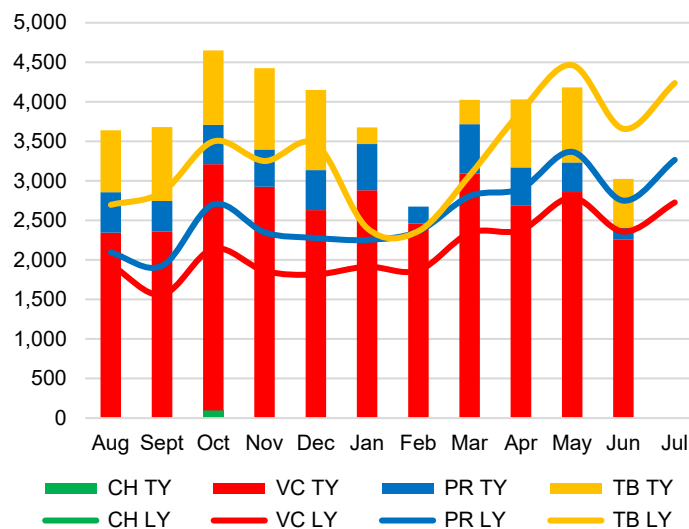
Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first eleven months of the crop year, registering 9.6% more than in the same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 73.9%. Movement of peas and lentils contributed 10.8% of the total.

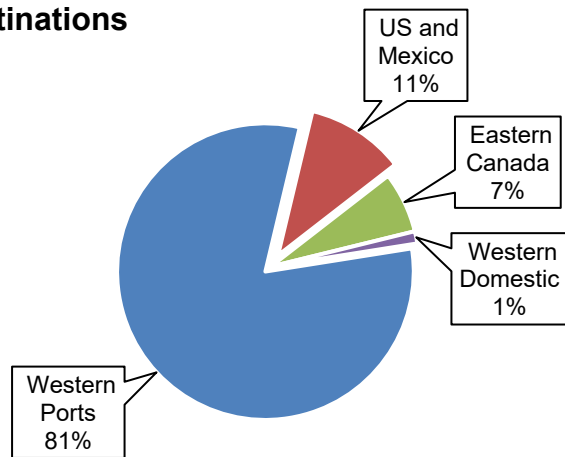
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports rose in the first eleven months of the 2020-21 crop year, up 17.9% from the previous year. Vancouver is now the only port experiencing a year-over-year increase, at 28.9%. Both Prince Rupert and Thunder Bay experienced declining shipments of 0.5% and 2.1% respectively from the previous crop year. As the strong demand seen in the crop year to date continued to weaken in June, total shipments experienced the second month-over-month decline in volume compared to last crop year.

Western Canadian Grain Destinations

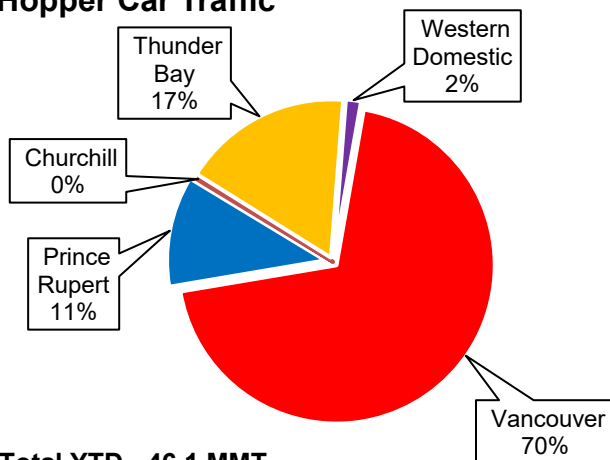


Total YTD = 58.3 MMT

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

Railway grain shipments from Western Canada totaled just over 58.3 MMT in the first eleven months of the 2020-21 crop year, an 8.9% increase over the 43.6 MMT handled a year earlier. The majority, about 47.4 MMT, was directed to Western Canadian ports in support of export sales. This represented a 12.2% gain over what had been shipped in the same period a year earlier. These volumes were supported by a 4.8% increase in traffic to Eastern Canada. However, Western-Domestic traffic as well as shipments to the US and Mexico declined, by 15.2% and 5.8% respectively.

Western Canadian Destined Hopper Car Traffic



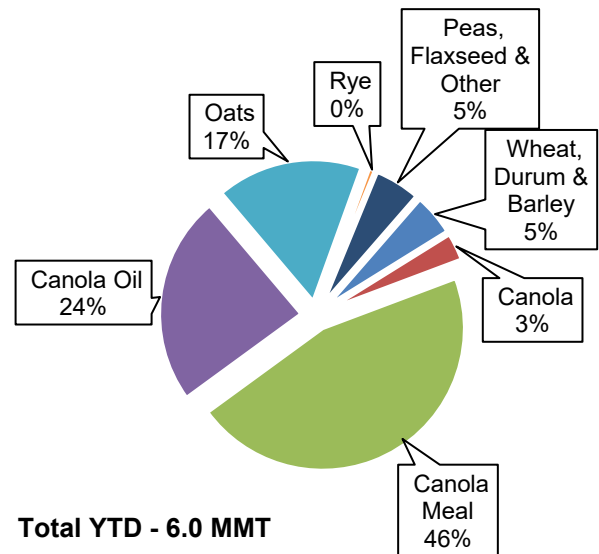
Total YTD - 46.1 MMT

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 eleven months of the 2020-21 crop year this amounted to just under 46.1 MMT, up 12.1% from the same period a year earlier. Seventy percent of these hopper cars were destined to Vancouver, which remains the port of choice for export grain, given its ready access to Asia-Pacific markets and its concentration of terminal facilities. Hopper-car shipments through Vancouver during this period rose by

22.8%. This was offset by a 9.5% decline for Prince Rupert, and a 3.5% decrease for Thunder Bay. Traffic to Western Domestic points as well as the port of Churchill also showed declines, of 15.0% and 20.9% respectively.

US Destined Grain by Commodity

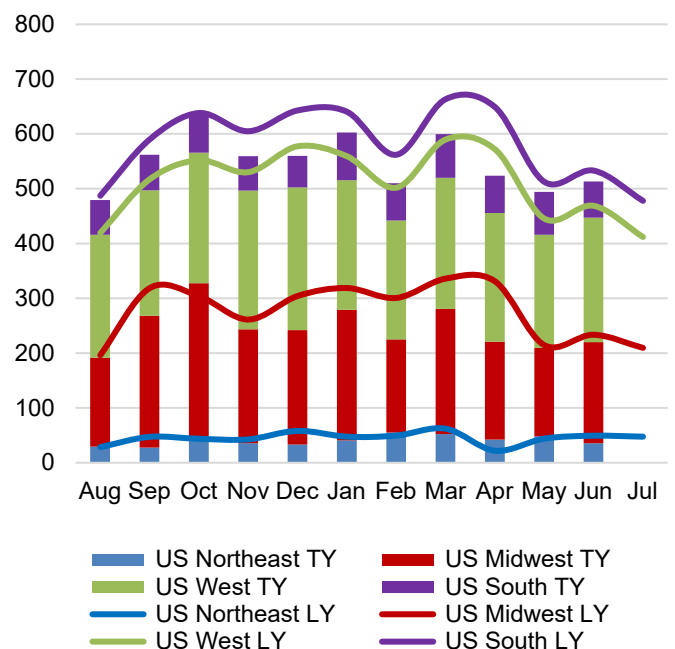


Total YTD - 6.0 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 6.0 MMT in the first eleven months of the 2020-21 crop year, down 7.4% from the tonnage moved in the same period a year earlier. About 80% of these shipments were directed into the US Midwest and West, with canola and canola products remaining dominant.

US Destined Grain by Destination Territory (000's tonnes)



GMP Data Table 2B-18

System Efficiency and Performance

Primary elevator stocks increased in June, averaging 3.1 MMT as producers completed seeding and country deliveries increased. Overall space in the country system was good throughout the month. Country stocks utilized 58% of the working capacity of the network. By province, stocks ranged from 48% and 52% of working capacity in British Columbia and Manitoba respectively, to 59% and 60% in Alberta and Saskatchewan respectively.

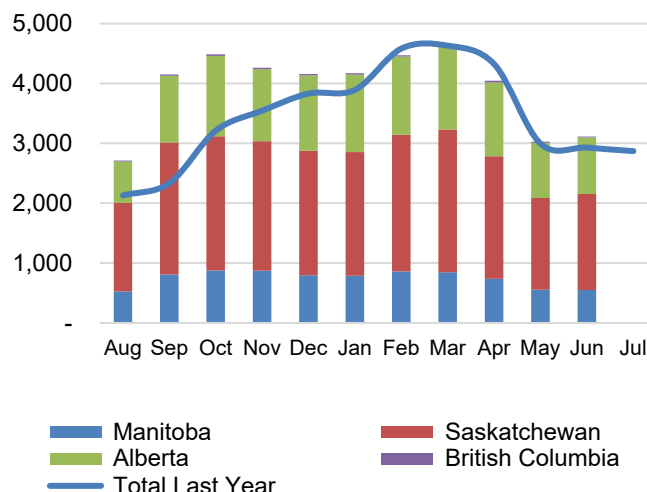
The average days-in-store in the primary-elevator system for the first eleven months of the crop year increased from the same period last year, climbing 3.2% to 25.3 days.

Table M-4	JUN 2021	2020-21 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,111.3	3,932.2	12.5%
Average Days in Store	26.2	25.3	3.2%
Railway Operations (days)			
Cycle Time to Western Ports	15.5	15.0	-9.0%
Cycle Time to Eastern Canada	24.8	21.6	-4.8%
Cycle Time to US	23.5	25.8	1.6%
Loaded Transit to Western Ports	5.8	6.9	-7.5%
Loaded Transit to Eastern Canada	11.9	10.7	-0.1%
Loaded Transit to US	9.2	10.7	9.7%
Rail Fleet in Grain Service	15,551	22,180	-0.8%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,151.5	1,292.3	5.7%
Average Days in Store	13.5	9.7	-11.0%
Port Unloads (hopper cars)	33,573	436,224	16.7%
Terminal Out-of-Car Time	19.8%	16.0%	55.3%
Western Canada Port Operations			
Average Vessel Time in Port (days)	6.3	10.8	-12.8%

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



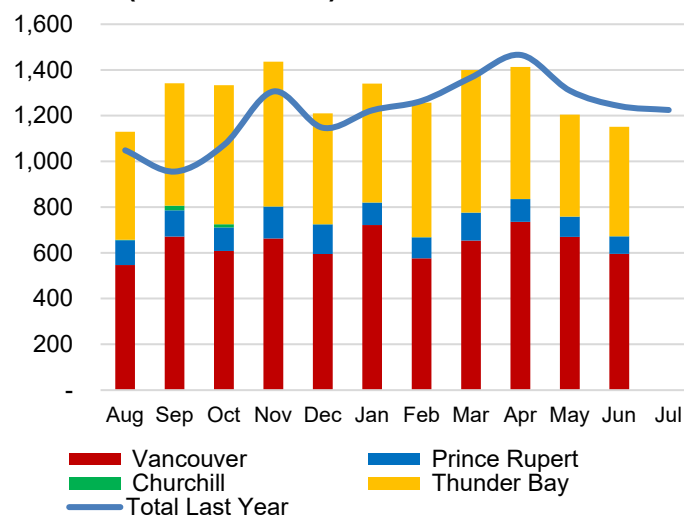
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.9 MMT in store. In August, they pulled back to average 2.7 MMT before reversing direction and rising to average 4.6 MMT in March. By June, they once again pulled back to average 3.1 MMT. Wheat, including durum, and canola, comprise 73% of the total stock. At 16% of the stock, barley, oats and peas made up much of the balance.

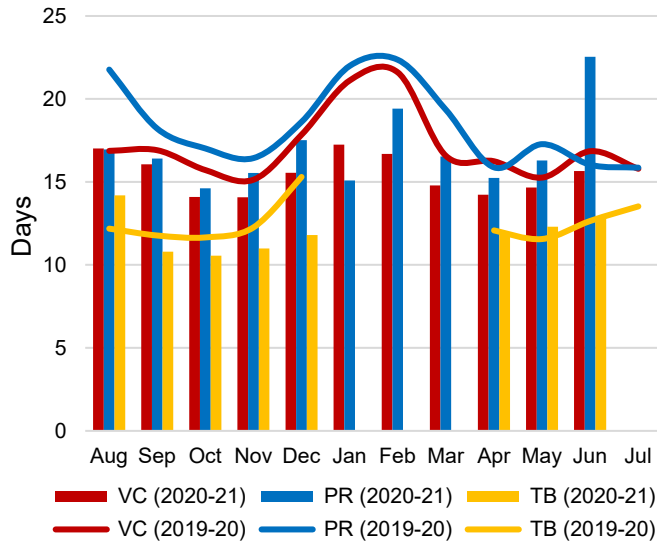
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.2 MMT in June, 4.4% less than a month earlier. Average weekly stock levels declined at the west coast ports while building at Thunder Bay. Overall, stocks registered 7.3% less than in June 2020. Wheat, including durum, and canola, comprise 78% of the total stock. In June, western ports utilized 59% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

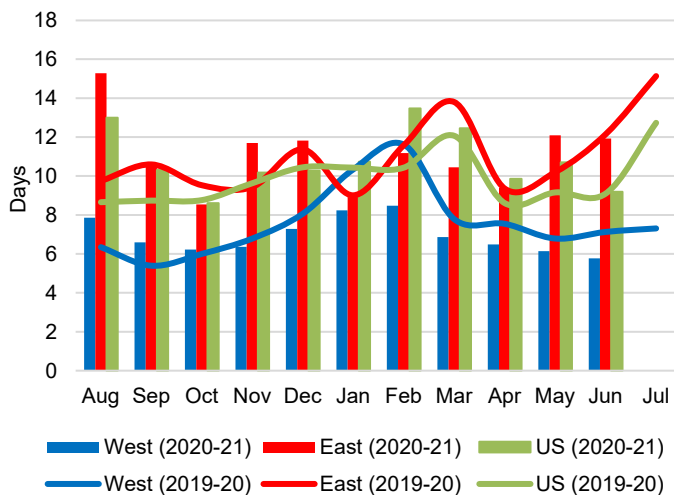


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.0 days in the first eleven months of the 2020-21 crop year, down 9.0% from the 16.5-day average reported in the same period a year earlier. This was the result of reductions in all three primary corridors, with the Vancouver average falling 10.2%, the Prince Rupert average 9.7%, and the Thunder Bay average 5.4%.

The car cycle on movements into Eastern Canada also showed a reduction, decreasing by 4.8%, to an average of 21.6 days from 22.7 days a year earlier. Movements into the United States saw a 1.6% increase, rising to an average of 25.8 days from 25.4 days.

Average Loaded Transit Times (days)

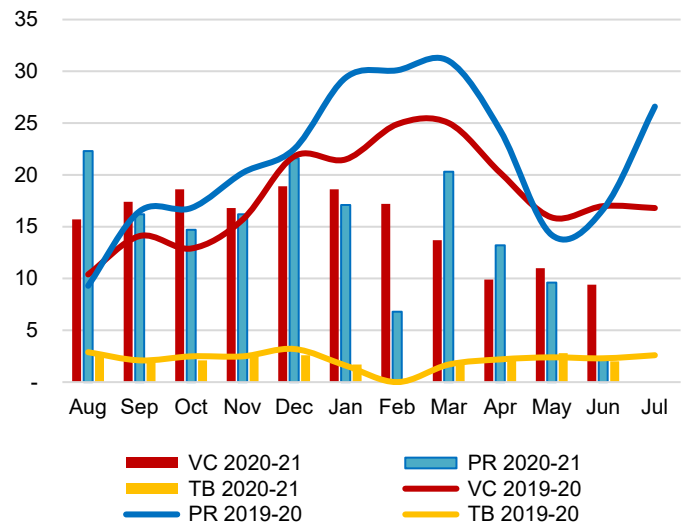


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.9 days in the first eleven months of the 2020-21 crop year, down 7.5% from the 7.5-day average posted a year earlier. This result was driven by reductions in the averages of all three

corridors: with Vancouver's falling 8.5%, Prince-Rupert's 11.3%, and Thunder-Bay's 3.2%. A marginal 0.1% decrease was noted on longer-haul movements into Eastern Canada, with the average remaining effectively unchanged at 10.7 days, while the average on US-bound traffic rose by 9.7%, to 10.7 days from 9.8 days.

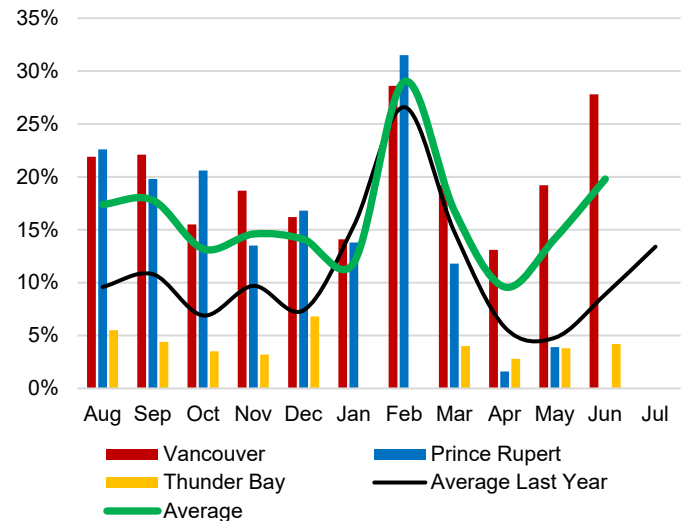
Average Days in Port per Vessel



GMP Data Table 5D-1

In June, the overall average time vessels were in port waiting and loading grain was 6.3 days, 39.6% less than was the case in June 2020. The crop-year average stands at 10.8 days, 12.8% below that registered in the previous crop year. Consistent with the year-over-year decrease, all western ports experienced declines of varying degrees from May levels. In June, the average days in port stood at 9.4 for Vancouver, 2.3 at Prince Rupert and 2.0 at Thunder Bay.

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

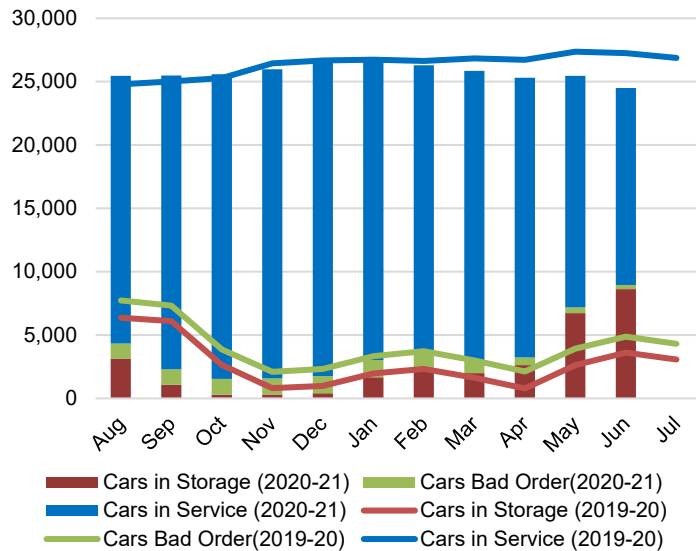


GMP Data Table 5C-5

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 grew to 19.8% in June from 14.2% in May. Terminal out-of-car time at Vancouver increased to 27.8% and to 4.2% at Thunder Bay. Prince Rupert registered 0.0% out-of-car time in June.

Railway Grain Fleet Size and Utilization



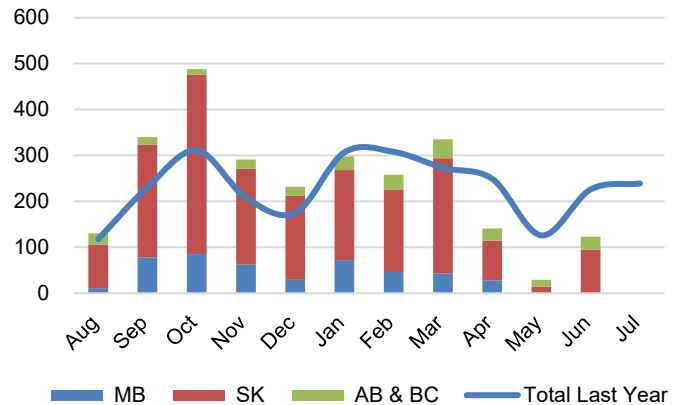
GMP Data Table 3B-2

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 2019-20 crop year as in July 2020, a weekly average of 22,562 cars, representing 84% of the fleet, was in active service. Cars in service fell further in August, to an average of 21,125 per week

before reversing directions and climbing to 24,896 in December. By June, as grain movement once again slowed down, they had retracted to 15,551. The average cars in service for the first eleven months of this crop year represents 86% of the total fleet. The balance of the fleet, comprising 14% 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 2021 were 45.6% less than those in June a year ago. The previous crop year saw oats shipments constituting 52.1% of overall producer cars scheduled. The first eleven months of the 2020-21 crop year saw that level climbing, with oats registering at 56.3% of the overall producer-car number. Other cereal-crop shipments constitute 28.9% of the total.



Quorum Corporation
 Suite 701, 9707 – 110 Street
 Edmonton, AB T5K 2L9
 Email: info@quorumcorp.net
 Web: www.grainmonitor.ca
 Phone: (780) 447-2111

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

