

GMP Dashboard

Table M-1	AUG 2018	SEP 2018	2018-19 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	45.0	41.0	43.4	-1.6%
Average Days In Store – Country	24.5	23.6	24.2	-7.3%
Loaded Transit Time	6.4	5.5	6.0	5.0%
Average Days In Store – Terminal	14.1	11.9	13.2	0.0%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,842.9	4,132.8	7,975.8	2.7%
Railway Shipments (all Western Canada traffic)	3,887.1	4,886.8	8,773.9	4.1%
Western Port Terminal Shipments	2,447.5	2,947.1	5,394.6	-6.3%
Railway Performance				
Avg. Loads on Wheels (Cars)	9,405	11,158	10,281	9.7%
Total Western Port Car Cycle (days)	16.5	14.1	15.3	-1.4%
Port Performance				
Western Port Unloads (Number of Cars)	31,421	32,597	64,018	-1.6%
Vessel Time in Port (days)	9.1	8.7	8.8	6.0%

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 under 4.9 MMT in September 2018, up 25.7% from 3.9 MMT in August. This marks a comparatively strong start for the new crop year, with year-to-date volumes up by 4.1%. An early and optimistic start to the 2018 harvest was cut short in the second week of September by an extended period of damp, cool weather, including several snowfalls, across the prairie grain growing belt. Nonetheless, port shipments for September totaled 2.9 MMT, a 20.4% increase from August. Accompanying the growth in shipments has been a decrease in the average amount of time vessels spend in port – falling to 8.7 days in September from 9.1 in August.

Highlights for September 2018

Traffic and Movement (page 2)

- Primary-elevator shipments were 8.0 MMT in the first two months of the 2018-19 crop year, 2.7% 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 2018-19 crop year totaled 8.8 MMT, up 4.1% from a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 5.4 MMT, down 6.3% from the same period last year.

System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased by 3.0% from the same period last year, while the average days-in-store fell by 7.3%.
- Average weekly port-terminal stocks increased 3.4% from the same period last year, while average days-in-store held steady with that of last year.
- The car cycle for hopper-car movements to Western Canadian ports declined in September 2018, with the preliminary average falling to 14.1 days from 16.5 days in August. Similarly, the year-to-date average stood at 15.3 days, down 1.4% from the 15.5-day average reported a year earlier. The averages in other corridors also declined: by 18.0%, to 20.8 days, on movements to Eastern Canada; and by a lesser 4.4%, to 25.2 days, on movements to the US.
- The year-to-date average for vessel time in port is 8.8 days, 6.0% lower than that observed in the previous crop year.
- Port-terminal out-of-car time climbed to 17.5% at Vancouver in September from 15.4% in August. At Prince Rupert, the out-of-car time fell to 10.2% in September, from 37.5% in August and at Thunder Bay it rose to 4.4% from 1.7% a month earlier.

Production and Supply

Statistics Canada's August 31st model-based estimate for 2018 crop production in Western Canada stands at 71.6 MMT, a 0.5% decrease from the 2017 harvest, but registering among the largest crops grown. This preliminary production estimate will be updated when the results of Statistics Canada's November survey of producers is complete.

The model-based estimate supersedes Statistics Canada's July survey of producers by 4.6MMT, a 6.9% increase. Last year the model-based estimate led to a similar increase of 6.2% in the projected production figure.

Coupled with carry-forward stock of 9.5 MMT at the end of July 2018, 10.7% more than in 2017, the overall grain supply is estimated to be 81.1 MMT. The projected supply is 0.7% greater than that of the previous year and will place continuous demands on the GHTS throughout the coming crop year.

Table M-2:	2018	2017	Var. from Last Yr.
Production & Carry Over (000's tonnes)			
Western Canada Total Production – Preliminary*	71,641.1*	71,977.2	-0.5%
Western Canada On Farm & Primary Elevator Carry Forward Stock	9,494.6	8,574.0	10.7%
Total Grain Supply	81,135.7*	80,551.2	0.7%

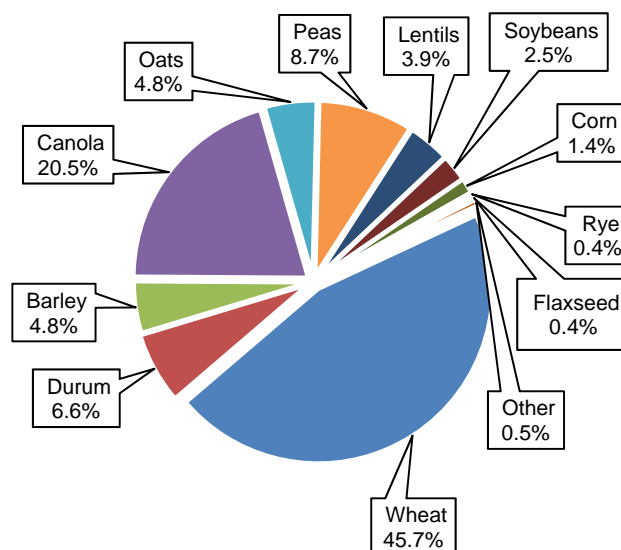
Traffic and Movement

As harvest stalled due to inclement weather, September producer deliveries averaged over 1.1 MMT per week. Average weekly primary-elevator stock levels built to 3.5 MMT, with good space available in facilities across the prairies.

Table M-3	SEP 2018	2018-19 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	1,007.3	1,945.4	4.1%
Saskatchewan	2,339.3	4,227.3	18.7%
Alberta	754.4	1,748.7	-24.1%
British Columbia	32.1	54.4	51.5%
Total	4,132.9	7,975.8	2.7%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,969.1	6,951.1	6.0%
Shipments to Eastern Canada	250.1	493.8	32.2%
Shipments to US & Mexico	604.5	1,188.9	-13.5%
Shipments Western Domestic	63.1	140.1	12.7%
Total	4,886.8	8,773.9	4.1%
Western Port Unloads (Number of Cars)			
Vancouver	18,676	37,549	-6.7%
Prince Rupert	5,213	9,553	21.7%
Thunder Bay	8,708	16,916	-0.2%
Total	32,597	64,018	-1.6%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,730.1	3,198.2	-10.7%
Prince Rupert	362.7	804.2	18.0%
Churchill	0.0	0.0	n/a
Thunder Bay	854.3	1,392.2	-7.1%
Total	2,947.1	5,394.6	-6.3%



Primary Elevator Shipments by Commodity

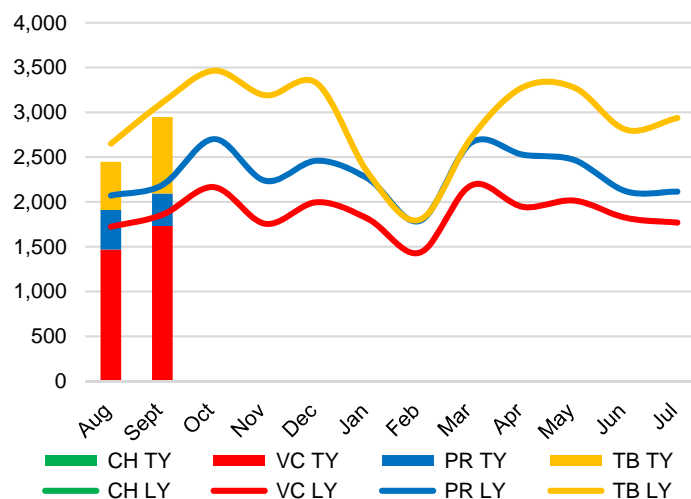


Total YTD = 8.0 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first two months, registering 2.7% 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 72.8%. Movement of peas and lentils rebounded to account for 12.6% of the total, from just 7.1% in July. Tariff and non-tariff trade barriers continue to challenge the marketing of these pulse crops.

Terminal Elevator Shipments (000's tonnes)

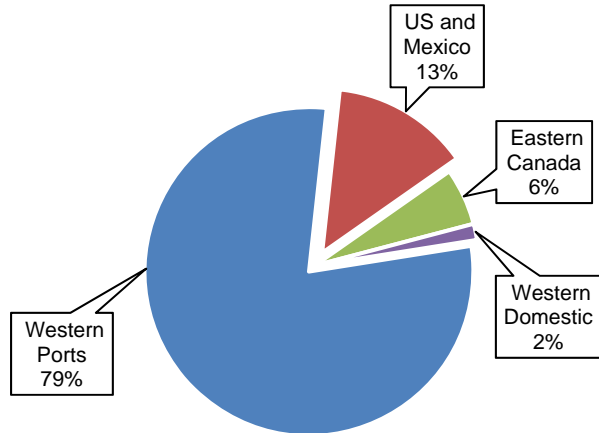


GMP Data Table 2C-1

Bulk shipments out of the western ports fell in the first two months of the crop year, registering a 6.3% decrease on a year-over-year basis. An early start to the harvest with initial reports of good quality grains was followed by an extended damp, cool period starting in the second week of September. As the month

concluded, there was uncertainty about the completion of the harvest.

Western Canadian Grain Destinations

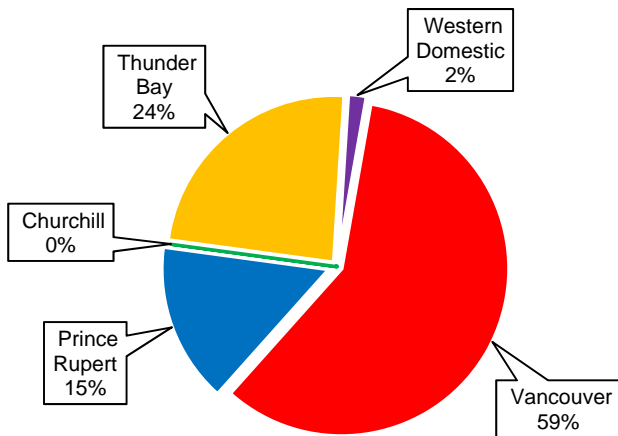


Total YTD = 8.8 MMT

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

Railway grain shipments from Western Canada totaled 8.8 MMT in the first two months of the 2018-19 crop year, a 4.1% gain over the 8.4 MMT handled a year earlier. The majority, about 7.0 MMT, was directed to Western Canadian ports in support of export sales. This proved to be 6.0% more than what had been shipped the previous year. Shipments to Eastern Canada grew even more sharply, climbing by 32.2%. A less substantive gain was seen on Western domestic shipments, which rose by 12.7%. Running counter to these trends were shipments to the US and Mexico, which fell by 13.5%.

Western Canadian Destined Hopper Car Traffic



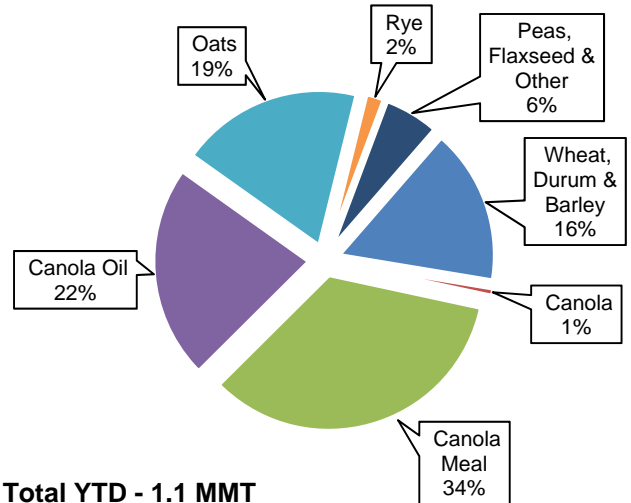
Total YTD - 6.8 MMT

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 two months of the 2018-19 crop year this totaled almost 6.8 MMT, up 4.9% from the previous year. On the receiving end, 59% 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 3.1%. This was enlarged by gains of 28.8% and 16.3% in Prince Rupert and Western Domestic traffic as well. Conversely, Thunder Bay saw volumes slip by 3.2%.

US Destined Grain by Commodity

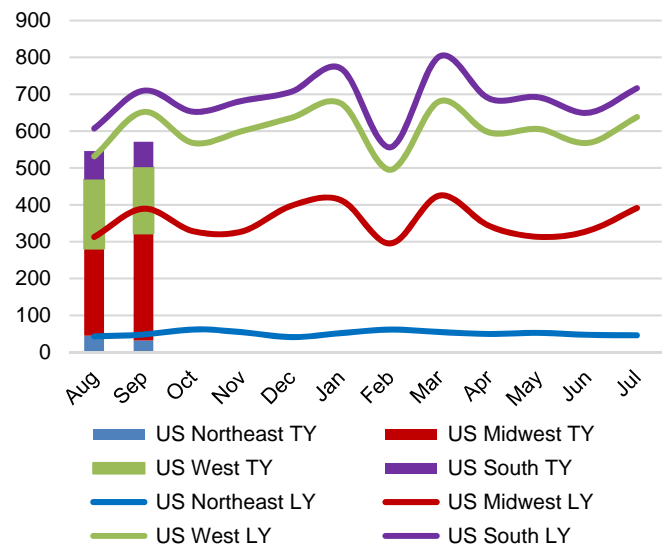


Total YTD - 1.1 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly over 1.1 MMT in the first two months of the 2018-19 crop year, a reduction of 15.2% from the tonnage moved in the same period a year earlier. Almost 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

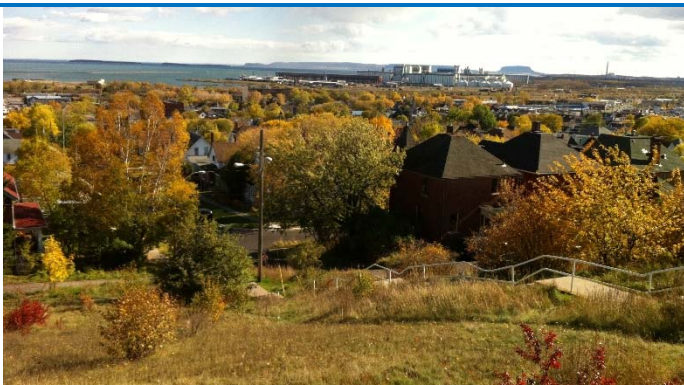
System Efficiency and Performance

Primary elevator stocks grew in September to average 3.5 MMT as producers delivered new-crop grains. Overall space in the country system was good. Country stocks utilized 72% of the working capacity of the network. By province, stocks ranged from just 52% of working capacity in British Columbia to 62% in Alberta and 75% and 77% in Saskatchewan and Manitoba respectively.

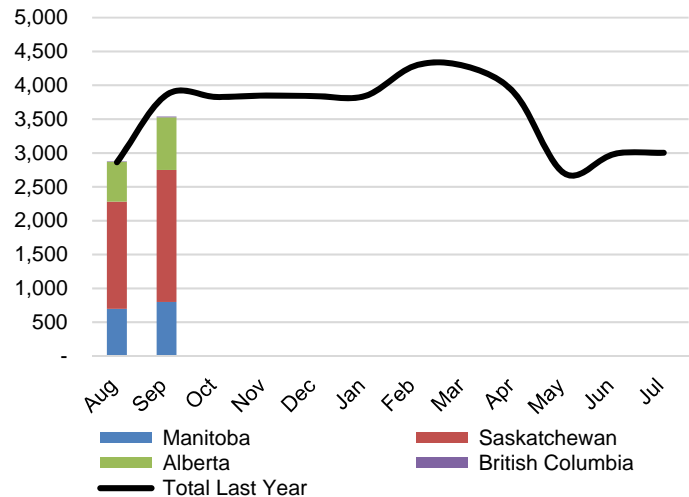
The average days-in-store in the primary-elevator system for the first two months of the crop year decreased from last year, falling 7.3%.

Table M-4	SEP 2018	2018-19 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,538.9	3,207.5	-3.0%
Average Days in Store	23.6	24.2	-7.3%
Railway Operations (days)			
Cycle Time to Western Ports	14.1	15.3	-1.4%
Cycle Time to Eastern Canada	19.0	20.8	-18.0%
Cycle Time to US	21.4	25.2	-4.4%
Loaded Transit to Western Ports	5.5	6.0	5.0%
Loaded Transit to Eastern Canada	8.9	9.4	-23.8%
Loaded Transit to US	8.3	10.2	0.6%
Rail Fleet in Grain Service	22,036	20,639	10.4%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,283.0	1,196.1	3.4%
Average Days in Store	11.9	13.2	0.0%
Port Unloads (hopper cars)	32,597	64,018	-1.6%
Terminal Out-of-Car Time	13.5%	14.3%	-26.5%
Western Canada Port Operations			
Average Vessel Time in Port (days)	8.7	8.8	6.0%

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



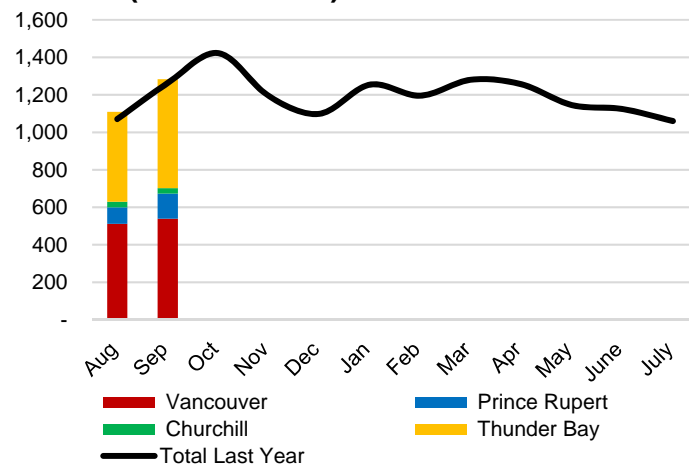
Average Weekly Primary Elevator Stocks (000's tonnes)



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 3.5 MMT in September. Wheat, including durum, and canola, comprise 69% of the total stock. At 21% of the stock, barley, oats and peas made up much of the balance.

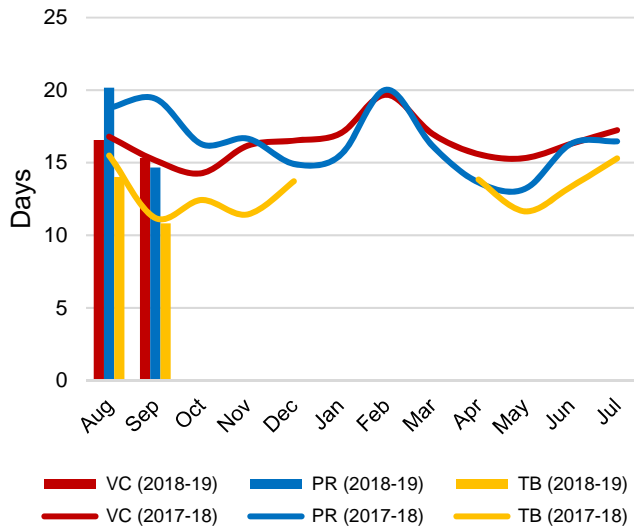
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.3 MMT in September 16% more than a month earlier. Stock levels grew modestly at Vancouver, while a more pronounced increase was registered at Prince Rupert and Thunder Bay. Pacific Seaboard stocks are now recorded and presented separately for Vancouver and Prince Rupert. Wheat, including durum, and canola, comprise over 78% of the total stock. In September, western ports utilized only 74% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

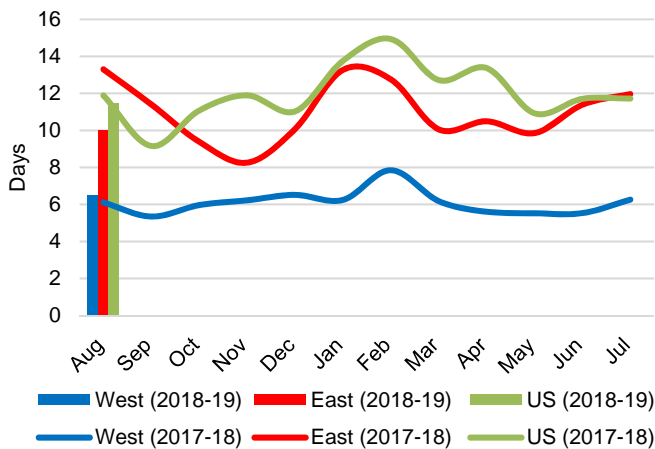


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.3 days in the first two month of the 2018-19 crop year, a decrease of 1.4% from the 15.6-day average reported in the same period a year earlier. This was largely the result of decreases in the Prince Rupert and Thunder Bay corridors, which fell by 24.5%, and 3.4% respectively. Running counter to this was Vancouver, which saw its average car cycle decrease by 1.1%, to an average of 16.0 days.

Car cycles to Eastern Canada decreased more substantially during this period, falling by 18.0%, to an average of 20.8 days from 25.4 days a year earlier. The car cycle time for movements into the United States fell by a lesser 4.4%, to an average of 25.2 days from 26.4 days.

Average Loaded Transit Times (days)

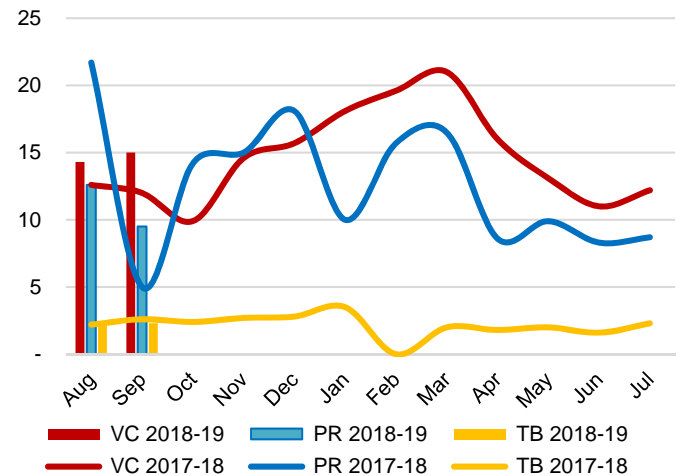


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.0 days in the first two month of the 2018-19 crop year,

up 5.0% from the 5.7-day average a year earlier. This was primarily the result of increases in the Vancouver and Thunder Bay corridors, which rose by 4.3% and 25.9% respectively. This was partially offset by a 16.7% decrease in the Prince Rupert-corridor average. The average loaded transit time for movements into Eastern Canada fell even more sharply, by 23.8%, to 9.4 days from 12.3 days a year earlier. The corresponding average for US-destined traffic saw a modest 0.6% increase, remaining effectively unchanged from the 10.2-day average posted a year earlier.

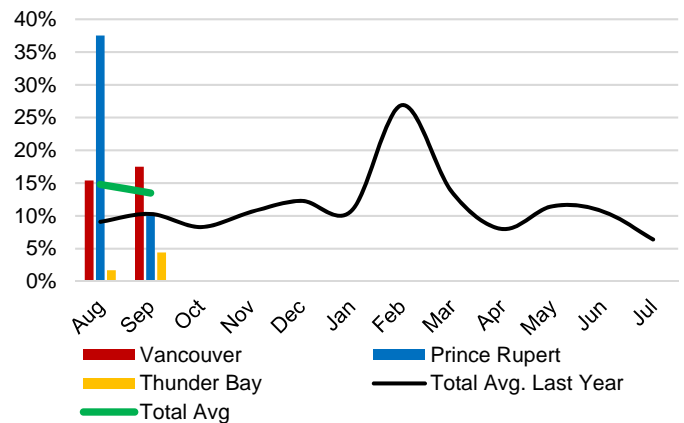
Average Days in Port per Vessel



GMP Data Table 5D-1

In September, the overall average time vessels were in port waiting and loading grain was 8.7 days, 19.0% higher than in September of 2017. Although spending more time in port than a year ago, the average is 4.4% less than that seen in the previous month. While Vancouver registered a slight increase from that seen in August, Prince Rupert and Thunder Bay both saw declines. For the month, the days in port stood at 15.0 for Vancouver, 9.5 for Prince Rupert and 2.3 at Thunder Bay.

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

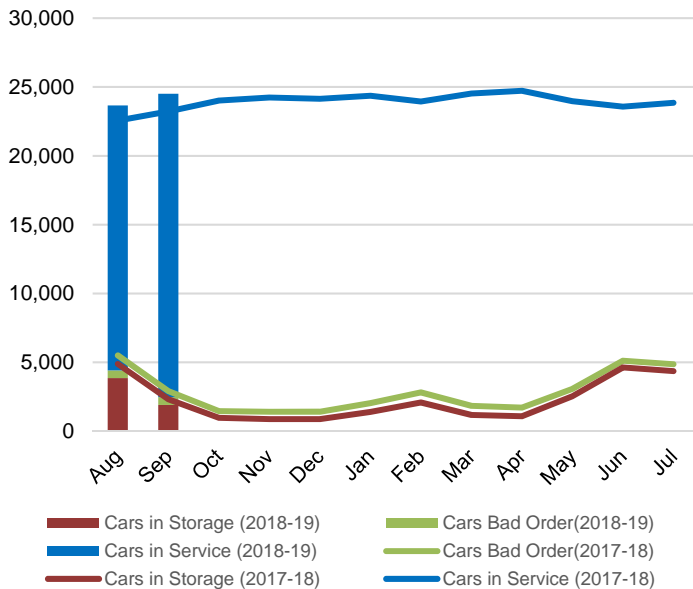


GMP Data Table 5C-5

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 fell to 13.5% in September from 14.8% in August. Terminal out-of-car time at Vancouver increased to 17.5% in September, and to 4.4% at Thunder Bay while falling to 10.2% at Prince Rupert.

Railway Grain Fleet Size and Utilization



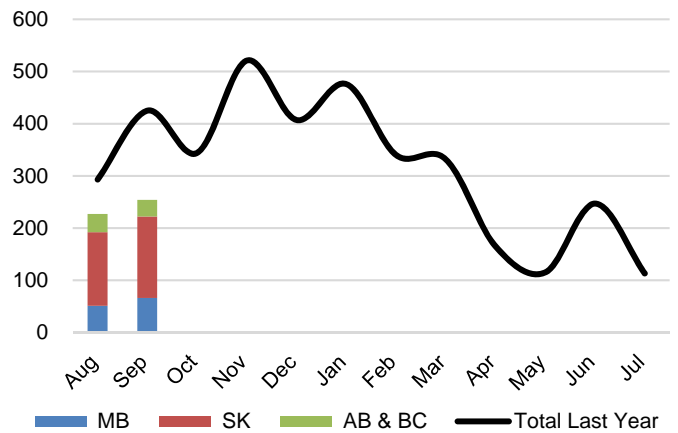
GMP Data Table 3B-2

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 as in July 2018, a weekly average of 18,985 cars representing 80% of the fleet, was in active service. Cars in

service grew in August and September as the new-crop shipping demand emerged. The average in September stood at 22,036 cars per week in grain service, representing 90% of the overall fleet. The balance of the fleet, comprising 10% of the rail cars, is in storage or repair status (bad order).

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments have shifted from primarily being wheat, durum, and oats to reflect a significant increase in the number of cars carrying special crops. Shipments throughout the first two months of the 2018-19 crop year continue to reflect this trend, with the traditional commodities comprising only 73% of the total. Special crops such as peas, lentils and chickpeas contributed 21% 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

