

GMP Dashboard

Table M-1	JAN 2021	FEB 2021	2020-21 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	41.4	49.5	42.0	-4.3%
Average Days-In-Store – Country	26.3	34.3	25.4	0.6%
Loaded Transit Time	8.2	8.0	7.1	-6.3%
Average Days-In-Store – Terminal	6.9	7.2	9.5	-14.4%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,328.8	3,564.7	33,164.8	19.1%
Railway Shipments (all Western Canada traffic)	5,263.1	4,287.7	38,041.7	19.2%
Western Port Terminal Shipments	3,675.2	2,585.0	26,802.7	29.7%
Railway Performance				
Avg. Loads on Wheels (Cars)	12,780	11,949	12,738	18.8%
Total Western Port Car Cycle (days)	17.1	16.2	15.0	-11.7%
Port Performance				
Western Port Unloads (Number of Cars)	35,327	28,210	282,122	28.0%
Vessel Time in Port (days)	15.6	16.3	12.2	1.3%

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 grain shipments by rail fell 18.5% in February 2021, to 4.3 MMT from 5.3 MMT a month earlier. Total volumes for the first seven months of the 2020-21 crop year rose to a record 38.0 MMT, 19.2% beyond that handled in the same period of the preceding crop year. Heavy demand coupled with relatively good operating conditions continued to support a better-than-average movement. Bulk shipments from western ports in February totaled 2.6 MMT, 29.7% less than in January, but an increase of 9.2% from February of 2020. Along with the decline in shipments was an increase in the average amount of time vessels spend in port, climbing to 16.3 days in February from 15.6 in January.

Highlights for February 2021

Traffic and Movement (page 2)

- Primary-elevator shipments were 33.2 MMT in the first seven months of the 2020-21 crop year, 19.1% more 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 2020-21 crop year totaled a record 38.0 MMT, up 19.2% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 26.8 MMT in the first seven months, up 29.7% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks increased by 21.6% while the average days-in-store grew by 0.6%.
- Average weekly port-terminal stocks increased 13.3% from the same period last year, while average days-in-store fell by 14.4% on a year-over-year basis.
- The car cycle for hopper-car movements to Western Canadian ports fell by 5.3% in February 2021, with the preliminary average decreasing to 16.2 days from 17.1 days in January. The year-to-date average fell to 15.0 days, down 11.7% from the 17.0-day average reported a year earlier. Movements to the US and Eastern Canada also saw reductions in their year-to-date averages, by 4.5% to 24.9 days in the case of the former, and by 2.1% to 21.5 days for the latter.
- The year-to-date average for vessel time in port is 12.2 days, 1.3% higher than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 28.6% at Vancouver in February from 14.1% in January. At Prince Rupert, out-of-car time increased to 31.5% in February from 13.8% in January. At Thunder Bay it was 0.0%, as was the case the previous month with port activities largely curtailed for the winter.

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%

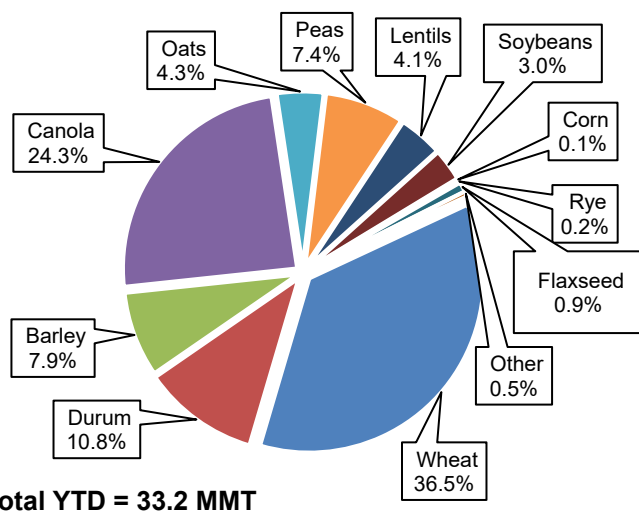
Traffic and Movement

Despite two weeks of extreme cold, February producer deliveries remained strong, averaging 1.0 MMT per week. Average weekly primary-elevator stock levels grew to 4.5 MMT, with good space available in the elevator system throughout the month.

Table M-3	FEB 2021	2020-21 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	442.2	5,905.3	21.9%
Saskatchewan	1,981.9	18,151.1	18.8%
Alberta	1,123.3	8,941.0	19.5%
British Columbia	17.3	167.4	-32.3%
Total	3,564.7	33,164.8	19.1%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,294.9	30,850.8	24.8%
Shipments to Eastern Canada	415.4	2,616.5	16.0%
Shipments to US & Mexico	536.9	4,111.1	-4.6%
Shipments Western Domestic	40.5	463.3	-25.0%
Total	4,287.7	38,041.7	19.2%
Western Port Unloads (Number of Cars)			
Vancouver	24,354	193,229	40.3%
Prince Rupert	3,618	34,623	11.9%
Churchill	0	1,063	-27.9%
Thunder Bay	238	53,207	5.8%
Total	28,210	282,122	28.0%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,381.7	18,630.4	42.2%
Prince Rupert	202.3	3,161.9	10.4%
Churchill	0.0	95.7	-30.3%
Thunder Bay	0.0	4,914.7	7.6%
Total	2,584.0	26,802.7	29.7%



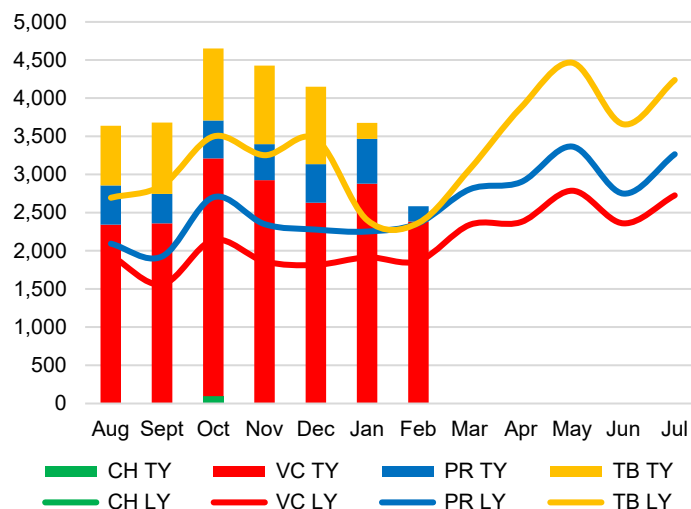
Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first seven months of the crop year, registering 19.1% more than in the same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 71.6%. Movement of peas and lentils contributed 11.7% of the total.

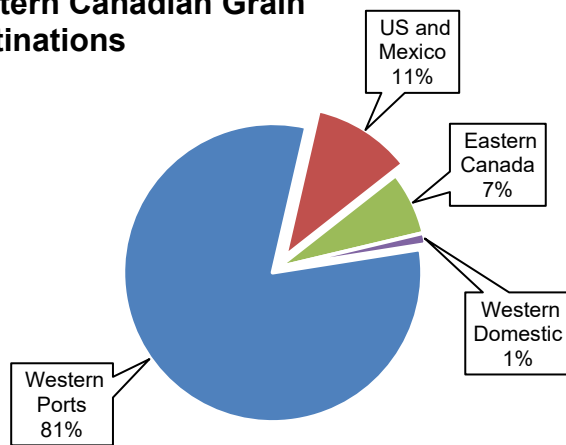
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments out of the western ports grew in the first seven months of the 2020-21 crop year, up 29.7% from the previous year. Vancouver experienced the largest year-over-year increase, up 42.2%. Prince Rupert is up 10.4% while Thunder Bay shipments recorded an increase of 7.6% from the previous crop year, as strong domestic and export demand continues.

Western Canadian Grain Destinations

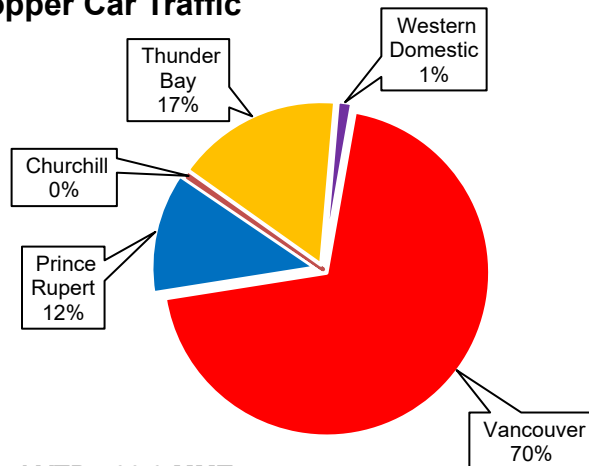


Total YTD = 38.0 MMT

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

Railway grain shipments from Western Canada totaled just over 38.0 MMT in the first seven months of the 2020-21 crop year, a 19.2% increase over the 21.9 MMT handled a year earlier. The majority, about 30.9 MMT, was directed to Western Canadian ports in support of export sales. This represented a 24.8% gain over what had been shipped in the same period a year earlier. These volumes were supported by a 16.0% increase in traffic to Eastern Canada. However, Western-Domestic traffic as well as shipments to the US and Mexico declined, by 25.0% and 4.6% respectively.

Western Canadian Destined Hopper Car Traffic



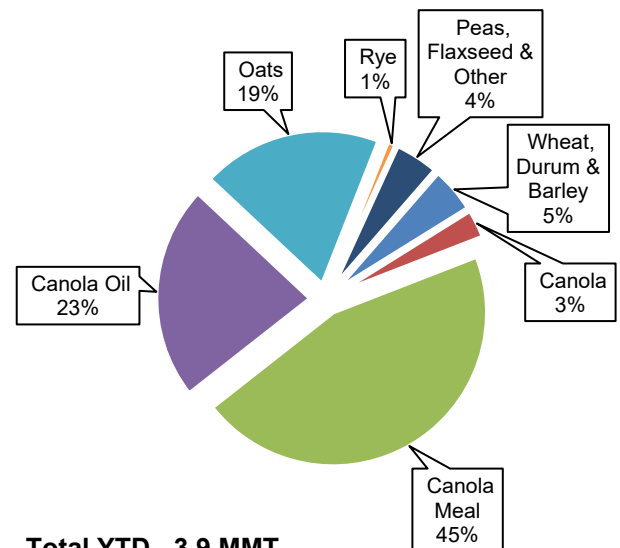
Total YTD - 30.0 MMT

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 2020-21 crop year this amounted to just under 30.0 MMT, up 24.4% 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

37.5%. This was supported by a 6.0% gain for Prince Rupert, and a 2.9% increase for Thunder Bay. Traffic to Western Domestic points as well as the port of Churchill showed declines of 25.7% and 20.9% respectively.

US Destined Grain by Commodity

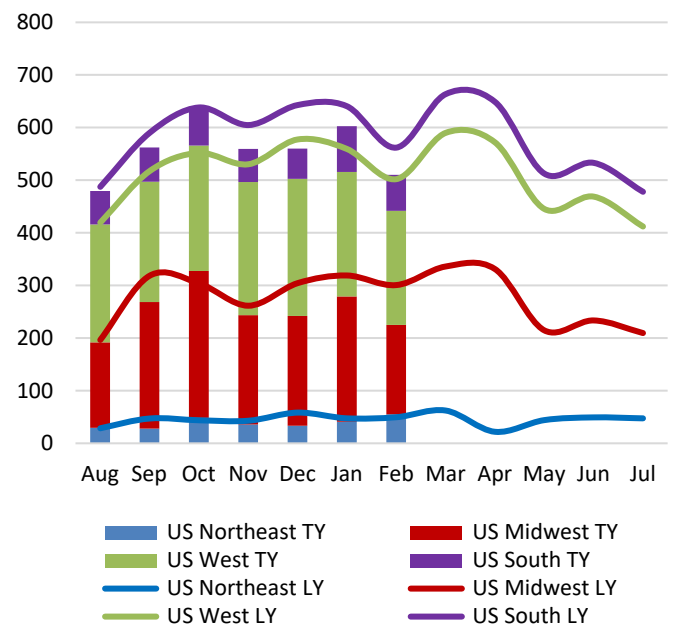


Total YTD - 3.9 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 3.9 MMT in the first seven months of the 2020-21 crop year, down 6.1% 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 February, averaging 4.5 MMT as deliveries remained steady despite a prairie-wide two-week severe cold spell. Overall space in the country system was good throughout the month. Country stocks utilized 84% of the working capacity of the network. By province, stocks ranged from 82% of working capacity in both Manitoba and Alberta, to 85% in both Saskatchewan and British Columbia.

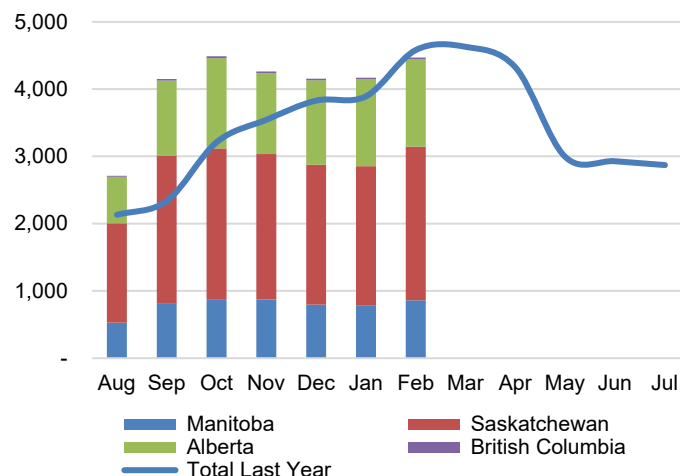
The average days-in-store in the primary-elevator system for the first seven months of the crop year climbed marginally from the same period last year, rising 0.6% to 25.4 days.

Table M-4	FEB 2021	2020-21 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	4,469.7	4,060.6	21.6%
Average Days in Store	34.3	25.4	0.6%
Railway Operations (days)			
Cycle Time to Western Ports	16.2	15.0	-11.7%
Cycle Time to Eastern Canada	23.1	21.5	-2.1%
Cycle Time to US	28.9	24.9	-4.5%
Loaded Transit to Western Ports	8.0	7.1	-6.3%
Loaded Transit to Eastern Canada	11.0	10.8	6.5%
Loaded Transit to US	12.5	10.5	8.3%
Rail Fleet in Grain Service	22,818	23,527	8.7%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,257.2	1,294.1	13.3%
Average Days in Store	7.2	9.5	-14.4%
Port Unloads (hopper cars)	28,210	282,122	28.0%
Terminal Out-of-Car Time	29.0%	16.4%	42.6%
Western Canada Port Operations			
Average Vessel Time in Port (days)	16.3	12.2	1.3%

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



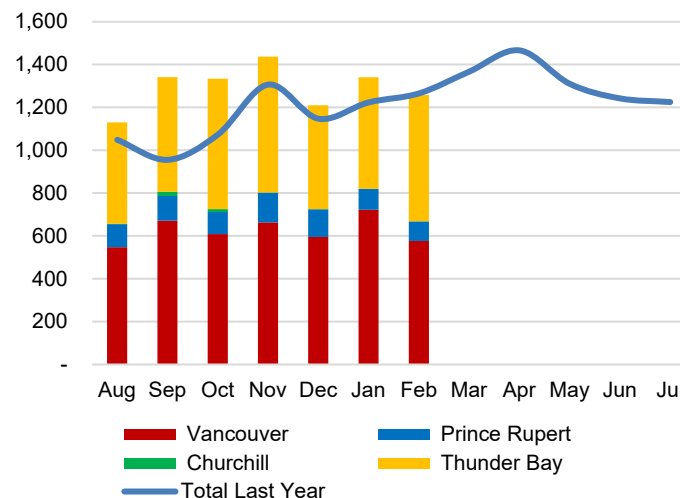
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.9 MMT in store. In August, they pulled back to average 2.7 MMT before reversing direction and climbing to an average of 4.5 MMT in October. Despite pulling back in the early winter, they once again averaged 4.5 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.

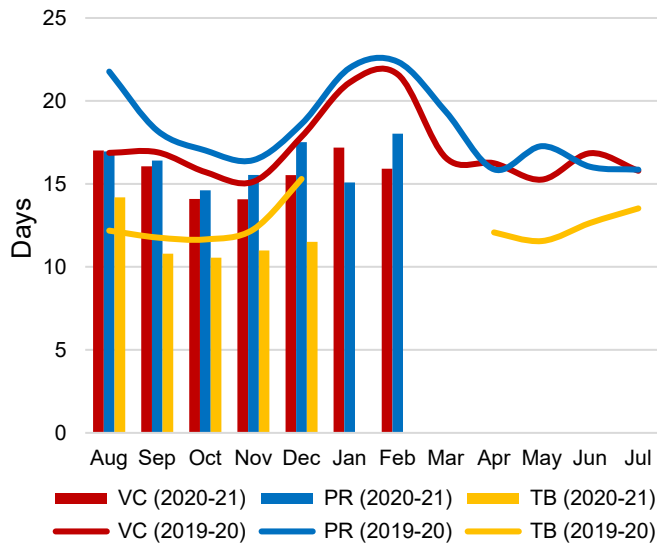
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.3 MMT in February, 6% less than a month earlier. Average weekly stock levels fell at both Vancouver and Prince Rupert, while they grew at Thunder Bay. Overall, stocks registered 0.6% lower than in February 2020. Wheat, including durum, and canola, comprise over 79% of the total stock. In February, western ports utilized 65% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

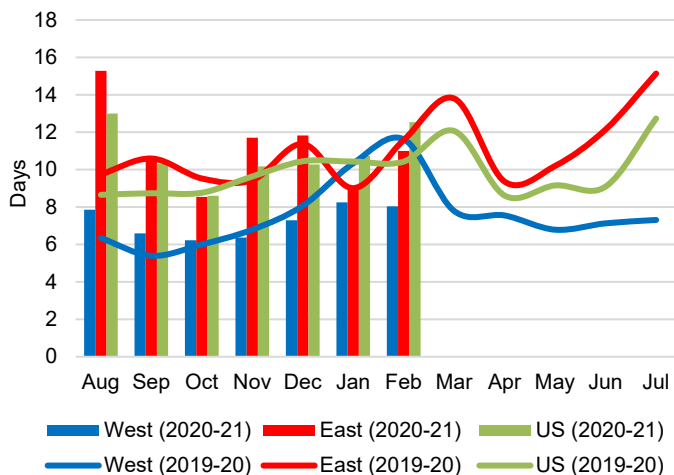


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.0 days in the first seven months of the 2020-21 crop year, down 11.7% from the 17.0-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 12.4%, the Prince Rupert average 15.3%, and the Thunder Bay average 9.8%.

The car cycle on movements into the United States also showed a reduction, decreasing by 4.5%, to an average of 24.9 days from 26.1 days a year earlier. Movements into Eastern Canada saw a lesser 2.1% decrease, slipping to an average of 21.5 days from 22.0 days.

Average Loaded Transit Times (days)

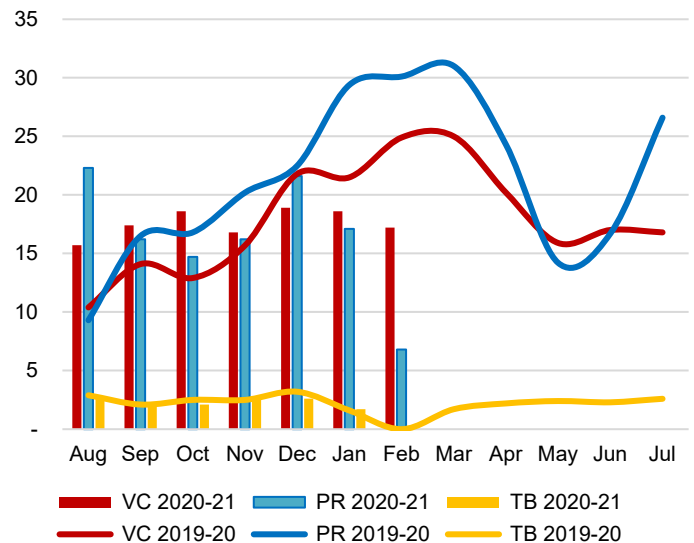


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 7.1 days in the first seven months of the 2020-21 crop year, down 6.3% from the 7.6-day average posted a year earlier. This result was driven by reductions in the averages of all three

corridors: with Vancouver's falling 6.4%, Prince-Rupert's 12.7%, and Thunder-Bay's 5.9%. Increases were noted on longer-haul movements, with the average into Eastern Canada rising by 6.5%, to 10.8 days from 10.1 days, while the average on US-destined traffic rose by 8.3%, to 10.5 days from 9.7 days.

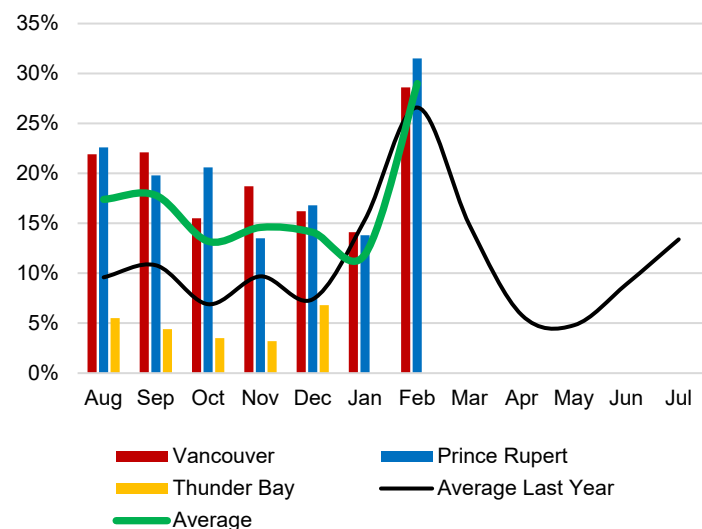
Average Days in Port per Vessel



GMP Data Table 5D-1

In February, the overall average time vessels were in port waiting and loading grain was 16.3 days, 36.9% less than was the case in February 2020. Contrasting the lower year-over-year level, the average is 4.5% higher than that seen in the previous month. Both Vancouver and Prince Rupert registered decreases from January. Thunder Bay is essentially closed at this time. In February, the average days in port stood at 17.2 for Vancouver, and 6.8 at Prince Rupert.

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

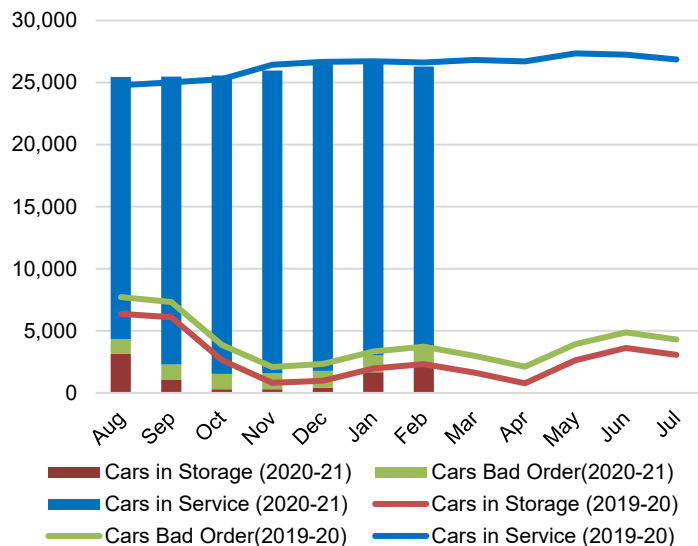


GMP Data Table 5C-5

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 climbed to 29.0% in February from 11.9% in January. Terminal out-of-car time at Vancouver increased to 28.6% and to 31.5% at Prince Rupert. As the seaway is closed, Thunder Bay registered no out of car time this month.

Railway Grain Fleet Size and Utilization



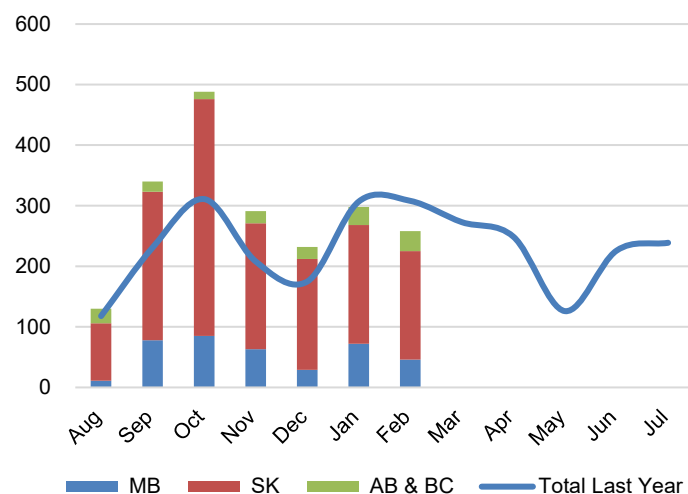
GMP Data Table 3B-2

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 February, they had once again retracted to 22,818. The average cars in service for the first seven months of this crop year represents 87% of the total fleet. The balance of the fleet, comprising 13% 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 2021 were 16.2% less than those in February a year ago. The previous crop year saw oats shipments constituting 52.1% of overall producer cars scheduled. The first seven months of the 2020-21 crop year saw that level climbing, with oats registering at 56.0% of the overall producer-car number. Other cereal-crop shipments constitute 26% 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

