

GMP Dashboard

Table M-1	AUG 2017	SEP 2017	2017-18 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	46.0	42.3	44.1	23.9%
Average Days-In-Store – Country	26.7	25.7	26.1	23.7%
Loaded Transit Time	6.1	5.2	5.7	22.7%
Average Days-In-Store – Terminal	13.2	11.4	12.3	24.2%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,604.2	4,164.6	7,768.8	5.2%
Railway Shipments (all Western Canada traffic)	3,532.8	4,803.6	8,336.6	0.0%
Western Port Terminal Shipments	2,650.8	3,044.0	5,694.8	1.7%
Railway Performance				
Avg. Loads on Wheels (Cars)	8,199	10,549	9,374	-11.1%
Total Western Port Car Cycle (days)	16.7	14.5	15.6	16.1%
Port Performance				
Western Port Unloads (Number of Cars)	30,257	34,784	65,041	0.6%
Vessel Time in Port (days)	9.5	7.3	8.3	15.3%

- Order fulfillment measures have been removed from this table as comparative data is unavailable now.
 - YTD refers to the crop year to date (extending from August 1 through July 31).

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 topped 4.8 MMT in September, down by 0.5% from the same month a year earlier. Western port shipments for September totaled 3.0 MMT, a 7.1% increase from August volumes, but 1.7% less than September of 2016. Accompanying the growth in shipments, is a 7.3-day average in the amount of time vessels spent in port in September, down from August's 9.5-day average.

Warm, dry conditions across the prairie grain belt allowed for good harvest progress in the first half of September before some unsettled weather set in. Progress was most advanced in Manitoba and the southern portions of Saskatchewan and Alberta. By the end of September, the cereal harvest was largely complete, and the canola harvest was also nearing completion in Manitoba. The soybean harvest was progressing well. Approximately 89% of Saskatchewan crops were harvested, while approximately 72% of Alberta crops were in the bin. Reports continued to reflect generally good quality for the crops harvested.

Highlights for September 2017

Traffic and Movement (page 2)

- Primary-elevator shipments were 7.8 MMT in the first two months of the 2017-18 crop year, 5.2% more than last year.
- Total rail shipments (including primary/process elevators & producer cars) to all destinations from Western Canada reached 8.3 MMT in the first two months of the 2016-17 crop year, unchanged from that handled in the same period of the previous crop year.
- Crop year-to-date shipments from Western Canadian ports totaled 5.7 MMT, up 1.7% from the same period last year.

System Efficiency and Performance (page 3)

- Average weekly stocks in the country increased by 31.4% from the same period last year. The average days-in-store was up 23.7%.
- Average weekly port-terminal stocks increased 28.8% from the same period last year, while average days-in-store rose 24.2%.
- Railcar cycle times moved sharply higher in the first two months of the 2017-18 crop year, averaging 15.6 days to western ports against 13.4 days in the same period a year earlier; 25.0 days to eastern Canada from 23.2 days; and 25.7 days to the US from 23.3 days.
- The year-to-date average for vessel time in port is 8.3 days, a 15.3% increase from that observed in the previous crop year.
- Port-terminal out-of-car time fell from 10.8% in August to 10.4% in September at Vancouver, and from 7.4% in August to 4.3% in September at Thunder Bay while surging from 0.3% to 22.4% at Prince Rupert.

Production and Supply

The preliminary estimate from Statistics Canada's model-based estimate for crop production in Western Canada, prepared at the end of August 2017, stands at 66.9 MMT. This marks a 7.9% decrease from the 2016 harvest, but still registers as one of the largest crops in Western Canadian history. The final estimate for the growing season, based on a November survey, will be released in early December.

Coupled with carry-forward stock of 8.6 MMT in 2017, 14.7% more than in 2016, the overall western grain supply is estimated to be 75.5 MMT, 5.7% less than that of the previous year.

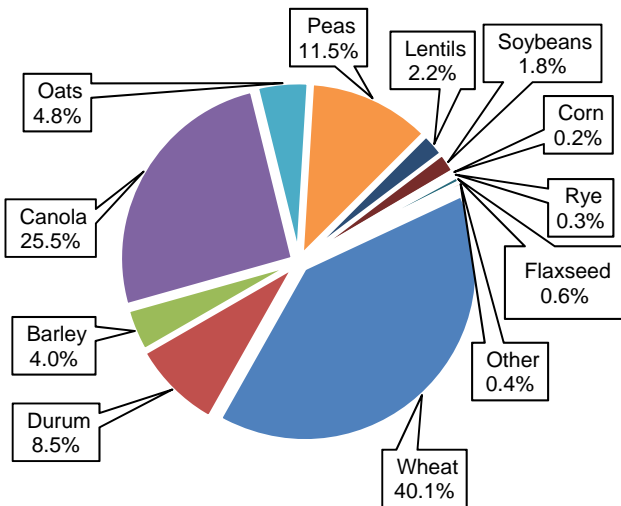
Production & Carry Over (000's tonnes) Table M-2	2017	2016	Var. from Last Year
Western Canada Total Production – Preliminary*	66,876.1*	72,580.9	-7.9%
Western Canada On Farm & Primary Elevator Carry Forward Stock	8,605.0	7,504.9	14.7%
Total Grain Supply	75,481.1*	80,085.8	-5.7%

Traffic and Movement

With harvest progressing well, producer deliveries steadily built during September, averaging over 1.1 MMT per week for the month. Average weekly primary elevator stock levels increased to 3.9 MMT, while continuing to provide adequate supply for the new crop year shipping program.

Table M-3	SEP 2017	2017-18 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	1062.7	1,868.8	25.6%
Saskatchewan	2,030.1	3,560.1	-3.5%
Alberta	1,046.3	2,304.0	6.8%
British Columbia	25.5	35.9	-26.9%
Total	4,164.6	7,768.8	5.2%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,806.7	6,499.0	-3.3%
Shipments to Eastern Canada	201.2	362.3	3.9%
Shipments to US & Mexico	728.8	1,351.2	14.4%
Shipments Western Domestic	67.1	124.1	44.0%
Total	4,803.8	8,336.6	0.0%
Western Port Unloads (Number of Cars)			
Vancouver	20,147	40,244	6.2%
Prince Rupert	4,259	7,848	-9.3%
Thunder Bay	10,378	16,949	-6.4%
Total	34,784	65,041	0.6%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,791.8	3,514.8	7.9%
Prince Rupert	332.6	681.5	-1.1%
Churchill	0	0	n/a
Thunder Bay	919.6	1,498.5	-9.3%
Total	3,044.0	5,694.8	1.7%

Primary Elevator Shipments by Commodity



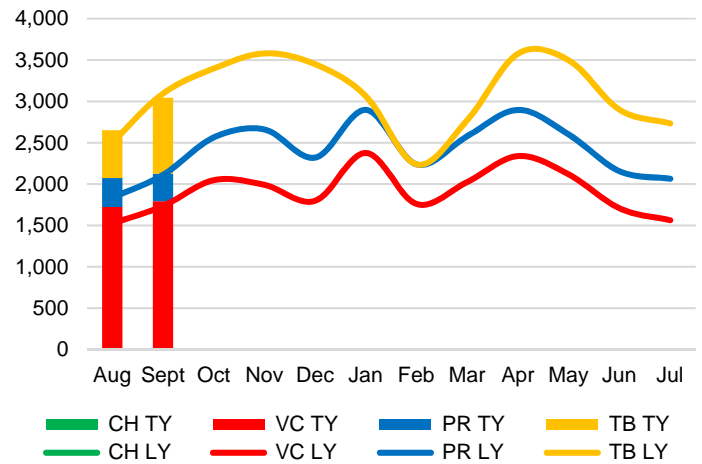
Total YTD = 7.8 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators remained steady in September achieving a level 5.2% higher than the crop-year-to-

date total for the previous crop year. With harvest in full swing, heavy deliveries direct from the field were the norm throughout, the only exception being the rainy third week of the month.

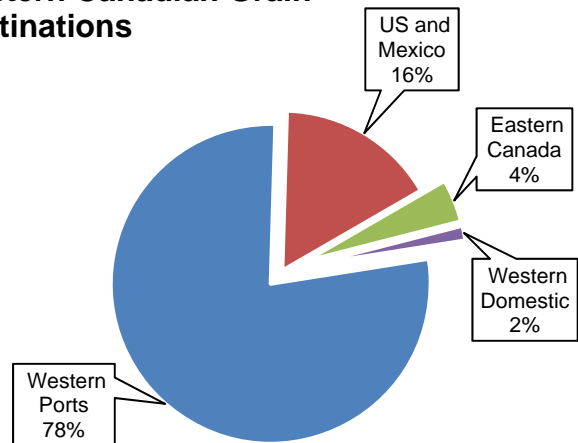
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Shipments out of the western ports grew in the first two months of the crop year, registering a 1.7% increase on a year-over-year basis. Early-season indications are that the 2017 crop will be of relatively good quality, with marketers optimistic that they will dodge some of the quality challenges faced last year.

Western Canadian Grain Destinations

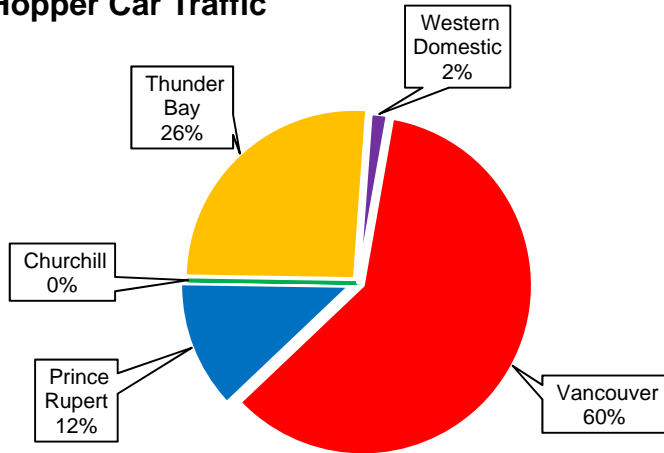


Total YTD = 8.3 MMT

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

Railway grain shipments from Western Canada totaled 8.3 MMT in the first two months of 2017-18 crop year, an amount effectively unchanged from that handled in the same period of the previous crop year. The bulk of this, about 6.5 MMT, was directed to Western Canadian ports in support of offshore sales. This proved to be 3.3% less than that handled a year earlier. Running counter to this were increases in: Western Domestic shipments, up by 44.0%; Eastern Canadian shipments, up by 3.9%; and US and Mexican shipments, up by 14.4%.

Western Canadian Destined Hopper Car Traffic

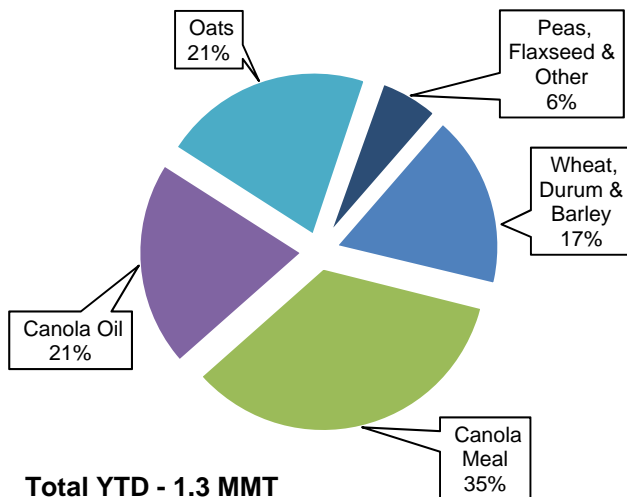


Total YTD - 6.4 MMT

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 new crop year, this amounted to a total of 6.4 MMT, down 2.3% from that handled in the same period a year earlier. On the receiving end, 60% of these hopper cars were destined to Vancouver, which remains the unrivaled Canadian gateway for export grain given its ready access to Asia-Pacific markets, favourable logistical economics and year-round operations. Even so, hopper-car shipments through Vancouver during this two-month period declined by 8.1%. This reduction was largely offset by a 17.1% increase in shipments through Prince Rupert as well as a 2.6% gain in those moving through Thunder Bay.

US Destined Grain by Commodity



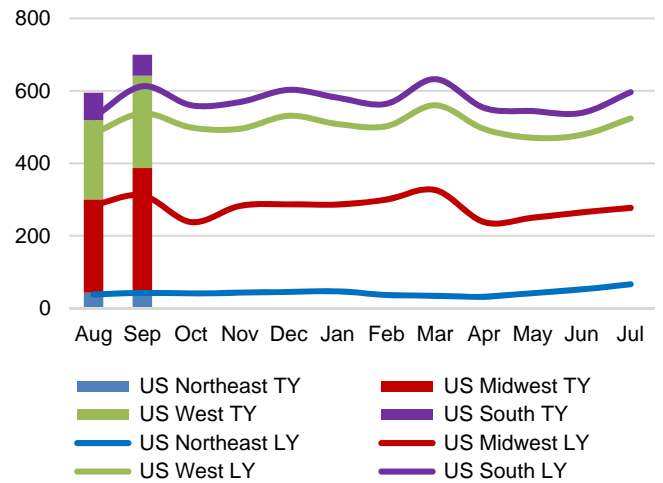
Total YTD - 1.3 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached 1.3 MMT in the first two months of the 2017-18 crop year, a gain of 13.5% over that

handled a year earlier. Over 80% of these shipments are directed into markets in the 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 built markedly during September while country shipping remained steady to meet sales programs. The weekly average stock level rose to 3.9 MMT from 2.9 MMT in August. Country stocks utilized 81% of the working capacity of the network. By province, stocks ranged from 80% of working capacity in Manitoba to 82% in Saskatchewan and Alberta and 100% in British Columbia.

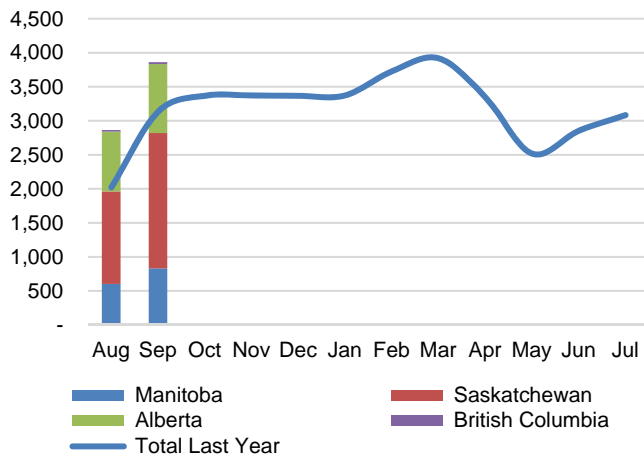
The average days-in-store in the primary-elevator system for the first two months of the crop year increased substantially from last year, climbing 23.7%.

Table M-4	SEP 2017	2017-18 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,860.2	3,306.0	31.4%
Average Days in Store	25.7	26.1	23.7%
Railway Operations (days)			
Cycle Time to Western Ports	14.5	15.6	16.1%
Cycle Time to Eastern Canada	21.6	25.0	7.9%
Cycle Time to US	22.3	25.7	10.1%
Loaded Transit to Western Ports	5.2	5.7	22.7%
Loaded Transit to Eastern Canada	10.5	12.2	27.6%
Loaded Transit to US	8.5	9.7	2.9%
Rail Fleet in Grain Service	20,315	18,689	-0.5%

Table M-4	SEP 2017	2017-18 YTD	Var. from Last YTD
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,263.7	1,156.3	28.8%
Average Days in Store	11.4	12.3	24.2%
Port Unloads (hopper cars)	34,784	65,041	0.6%
Terminal Out-of-Car Time	10.2%	9.6%	-41.1%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.3	8.3	15.3%

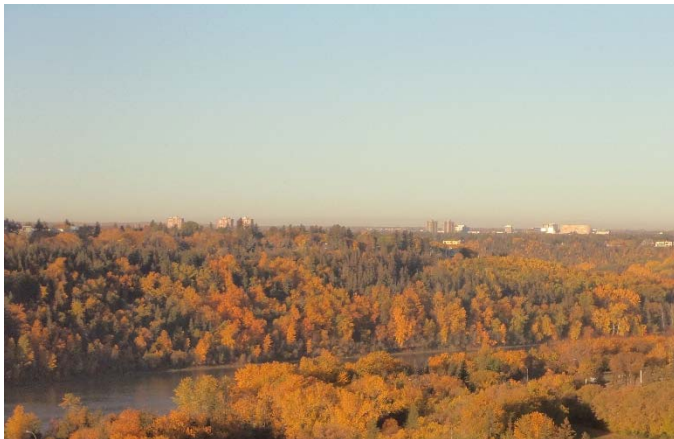
Car order and order fulfillment data is not complete from both railways and will not be reported until further notice.

Average Weekly Primary Elevator Stocks (000's tonnes)

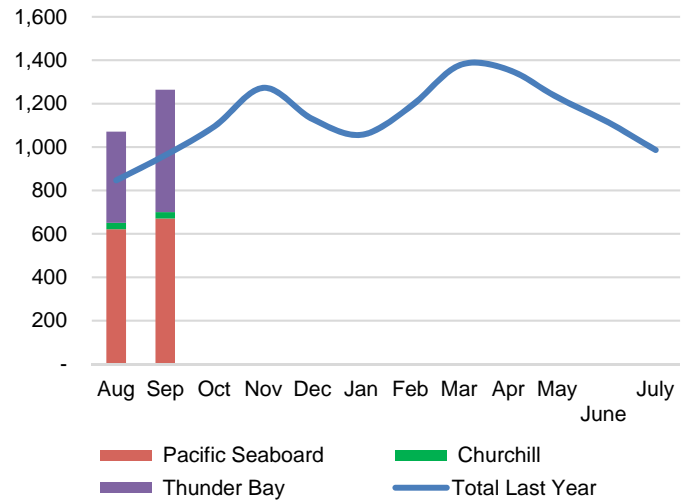


GMP Data Table 5A-2

Following a decline to 2.9 MMT in August, average country elevator stocks reversed direction and rose to 3.9 MMT in September. Wheat, including durum and canola stock, comprise over 72% of the total stock. At 19% of the stock, barley, oats and peas made up most of the balance. Weekly producer deliveries averaged over 1.1 MMT throughout September.



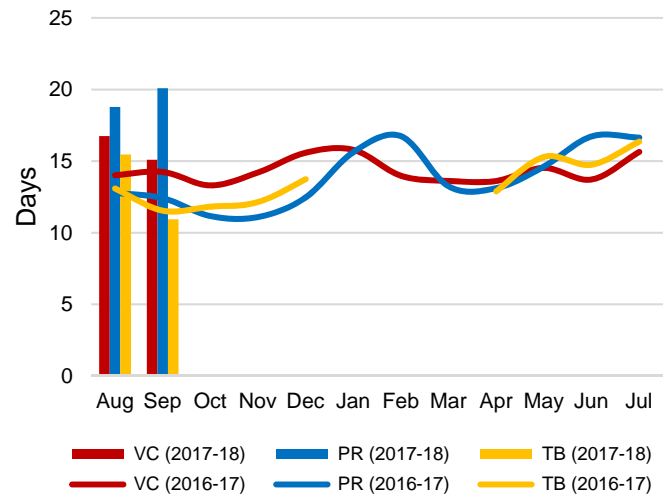
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.3 MMT in September, 18% higher than the level seen a month earlier. Stock levels grew moderately at the Pacific Seaboard (Vancouver and Prince Rupert) while climbing sharply at Thunder Bay. Wheat, including durum and canola stock, comprises nearly 83% of the total stock. Vessel arrivals continue to be sufficient to keep port operations fluid as the new crop year gets underway. Currently, western ports are utilizing 73% of their overall working capacity.

Railway Cycle Times to Western Ports (days)



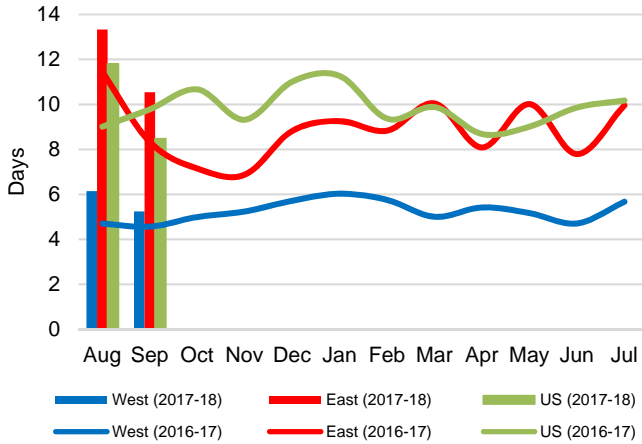
GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.6 days in the first two months of the 2017-18 crop year, an increase of 16.1% from the 13.4-day average posted in the same period of the previous crop year. This result was shaped by increases

in all corridors, with the Prince Rupert average rising by 54.4%; Vancouver by 12.7%; and Thunder Bay by 4.4%.

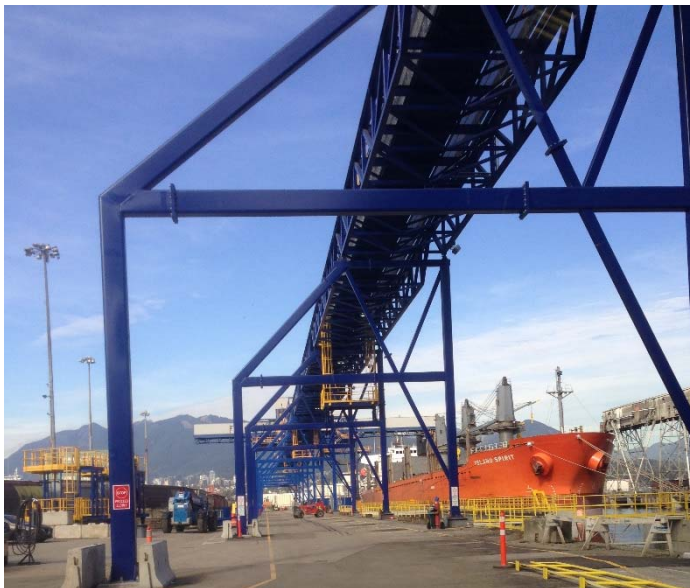
Car cycles to Eastern Canada showed a lesser increase of 7.9%, rising to an average of 25.0 days from 23.2 days a year earlier. Movements into the United States saw an increase of 10.1%, to an average of 25.7 days from 23.3 days.

Average Loaded Transit Times (days)

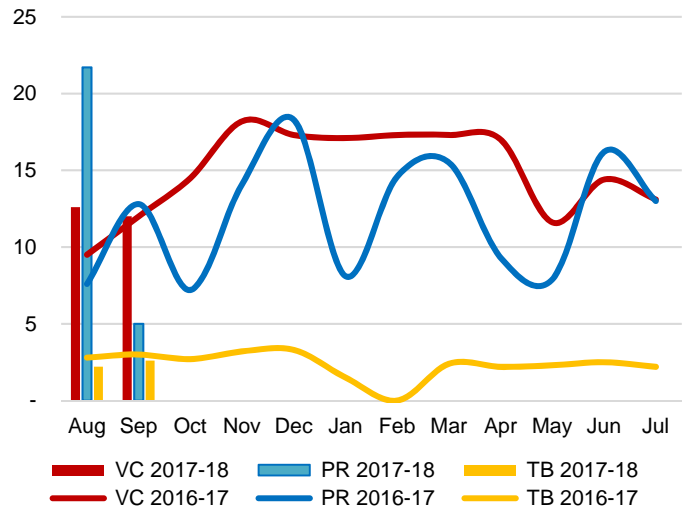


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.7 days in the first two months of the 2017-18 crop year, up 22.7% from the 4.6-day average posted a year earlier. This result was primarily shaped by substantive increases in the Prince Rupert and Vancouver corridors, which rose by 85.0% and 16.9% respectively. A less influential 4.9% increase was also noted in the Thunder Bay-corridor average. The average loaded transit time for movements into Eastern Canada also increased, rising by 27.6%, to 12.2 days from 9.6 days the year previous. The same was true of US-bound traffic, which rose by a more modest 2.9%, to an average of 9.7 days twelve months before.



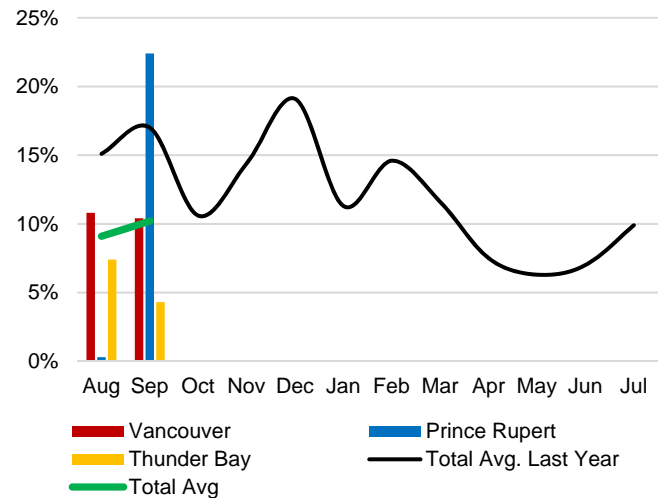
Average Days in Port per Vessel



GMP Data Table 5D-1

In September, the average time vessels were in port waiting and loading grain was 3.9% less than in the same month of the previous year, while falling 23.2% from that seen in August. This reduction is primarily the result of the lineup of vessels waiting at Prince Rupert, which declined significantly following their maintenance shutdown the previous month. The average number of days in port at Vancouver and Thunder Bay, 12.0 and 2.6 respectively, are in line with expectations.

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



GMP Data Table 5C-5

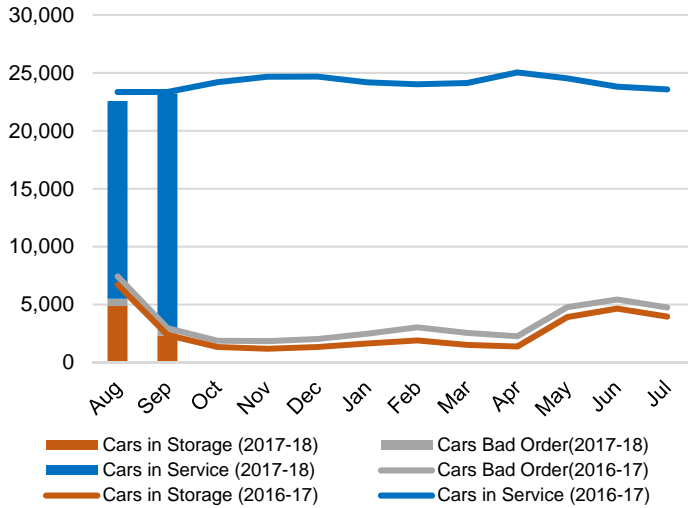
The port terminal out-of-car time measure represents the total number of hours terminal elevator facilities are open and staffed (including overtime hours) and the corresponding number of hours that terminals have no rail cars available to unload. The measure is expressed as a percentage (hours without cars to the total number of hours working).

Notwithstanding some fluctuation, the percentage of time terminals are out of cars has charted a trend of improvement from

its high of 29.8% in January of 2015. The aggregate measure for all ports rose modestly to 10.2% in September from 9.1% in August. Terminal out-of-car time at Vancouver declined to 10.4% in September, and to 4.3% at Thunder Bay, while climbing to 22.4% at Prince Rupert.

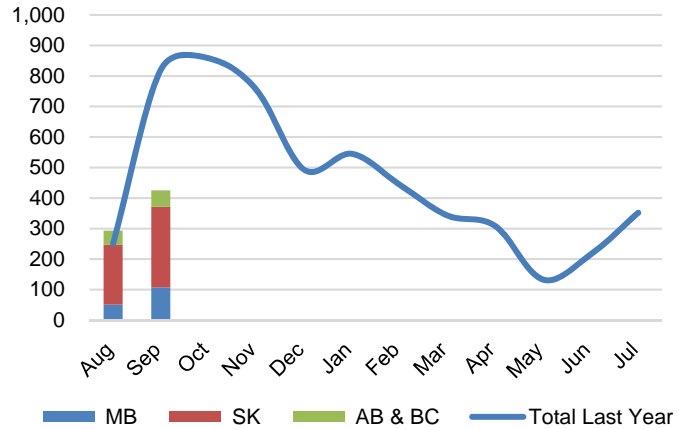
During times of heavy demand for grain hopper cars, nearly all of the grain hopper car fleet is placed in service. As traffic volumes slowed in the later months of the 2016-17 crop year, railways began the process of moving cars into storage. In July 2017, a weekly average of 18,832 cars, representing 80% of the fleet was in active service. With growing demand, the cars in service rose to average 20,315 per week in September, now encompassing 87% of the overall fleet. The balance of the fleet, comprising 13% of the rail cars, is in storage or repair status (bad order), a substantial decline from 20% in July.

Railway Grain Fleet Size and Utilization



GMP Data Table 3B-2

Producer Cars Scheduled by Province



GMP Data Table 6B-2

While wheat, durum and oats comprise the largest proportion of producer cars, the number loaded with lentils and peas has been steadily increasing as of late. Shipments in the first two months of the crop year continue to reflect this trend, with the traditional commodities comprising 68% of the total. The balance consists of barley, flaxseed, peas and lentils.



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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