

GMP Dashboard

Table M-1	APR 2024	MAY 2024	2023-24 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	38.5	36.1	42.1	3.4%
Average Days In Store – Country	22.7	17.8	24.8	0.4%
Loaded Transit Time	6.4	6.6	6.4	9.7%
Average Days In Store – Terminal	9.4	11.7	10.9	6.9%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,125.7	4,155.1	40,434.7	-6.0%
Railway Shipments (all Western Canada traffic)	5,058.9	4,260.6	45,587.9	-4.9%
Western Port Terminal Shipments	3,572.2	3,639.3	32,164.1	-7.4%
Railway Performance				
Avg. Loads on Wheels (Cars)	10,007	9,497	9,022	-2.5%
Total Western Port Car Cycle (days)	14.4	14.2	15.2	9.3%
Port Performance				
Western Port Unloads (Number of Cars)	36,528	40,677	336,092	-6.3%
Vessel Time in Port (days)	10.7	7.8	10.0	-2.2%

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 decreased by 15.8% in May 2024, to 4.3 MMT from 5.1 MMT in April. This reflected softer 2023-24 crop year volumes, with total YTD tonnage declining by 4.9%, to 45.6 MMT from 47.9 MMT a year earlier. Port shipments for May totaled 3.6 MMT, a 1.9% increase from April. Year-to-date tonnage at 32.2 MMT, is 7.4% less than in the previous crop year. Countering the month-over-month increase in shipments was a decrease in the average amount of time vessels spent in port, which fell to 7.8 days in May from 10.7 in April.

Highlights for May 2024

Traffic and Movement (page 2)

- Primary-elevator shipments were 40.4 MMT in the first ten months of the 2023-24 crop year, 6.0% less than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first ten months of the 2023-24 crop year totaled almost 45.6 MMT, down 4.9% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 32.2 MMT in the first ten months of the crop year, down 7.4% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 4.6% while the average days-in-store grew by 0.4%.
- Average weekly port-terminal stocks decreased 1.4% from the same period last year, while average days-in-store grew by 6.9% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports decreased by 1.4%, to 14.2 days in May from 14.4 days in April. Comparatively slower velocities through much of the crop year lifted the YTD average to 15.2 days, 9.3% above the 13.9 days posted a year earlier. The average for movements into Eastern Canada decreased by 12.2% to 21.1 days, while the average for movements into the US rose by 3.0%, to 26.7 days.
- The year-to-date average for vessel time in port is 10.0 days, 2.2% less than that observed in the previous crop year.
- Port-terminal out-of-car time decreased to 10.0% at Vancouver in May, from 18.6% in April. Prince Rupert saw out-of-car time remain at 0.0% for the month. Thunder Bay out-of-car time was 8.4% in May, up from 6.8% the previous month.

Production and Supply

Statistics Canada's October-November producer-survey estimate for 2023 field-crop production in Western Canada stands at 67.3 MMT, a 10.1% decrease from 2022's 74.8 MMT harvest. This decline reflects the impact of deficient rainfall with intermittent coverage across the prairies throughout the 2023 growing season. This estimate represents a 5.4 MMT increase from the model-based estimate recorded at the end of August. Increases from the previous estimate were registered for all major crops with the exception of durum, which declined slightly.

When coupled with July's 5.4 MMT of carry-forward stocks, some 26.0% more than in 2022, the overall grain supply is estimated at 72.7 MMT. This stands 8.1% below the 2022-23 crop year's 79.2-MMT level, marking the return of relatively tight grain supplies available to meet domestic and export demands.

Table M-2	2023	2022	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production	67,299.1	74,839.5	-10.1%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	5,431.4	4,311.8	26.0%
Total Grain Supply	72,730.5	79,151.3	-8.1%

Traffic and Movement

May producer deliveries fell to an average of just over 0.6 MMT per week as producers focused on spring seeding. Average weekly primary-elevator stocks fell to 2.25 MMT in May, with good space in the elevator system.

Table M-3	MAY 2024	2023-24 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	901.2	7,801.7	12.5%
Saskatchewan	1,889.9	19,582.5	-11.4%
Alberta	1,345.0	12,815.9	-6.7%
British Columbia	19.0	234.2	-13.5%
Total	4,155.1	40,434.3	-6.0%

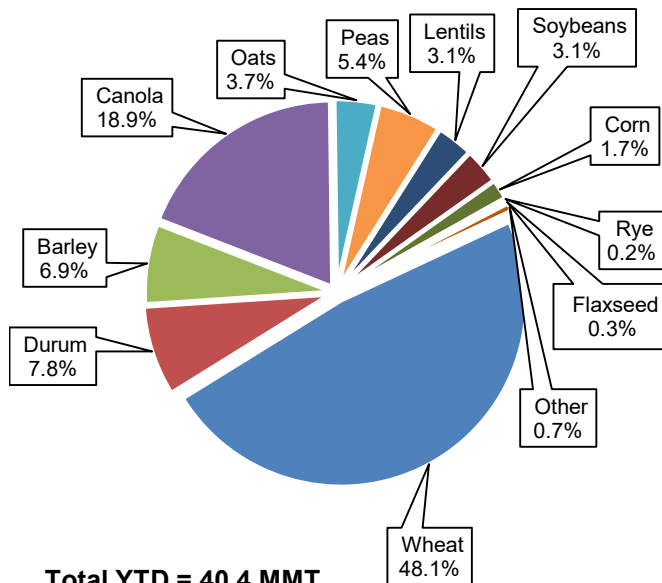
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,349.7	35,868.6	-5.4%
Shipments to Eastern Canada	132.9	2,020.0	-6.7%
Shipments to US & Mexico	673.1	6,814.5	-2.5%
Shipments Western Domestic	105.0	884.8	0.2%
Total	4,260.6	45,587.9	-4.9%

Western Port Unloads (Number of Cars)			
Vancouver	26,381	241,924	-5.6%
Prince Rupert	4,269	30,046	-30.3%
Churchill	0.0	0.0	n/a
Thunder Bay	10,027	64,122	7.9%
Total	40,677	336,092	-6.3%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,317.3	23,120.0	-6.7%
Prince Rupert	352.1	2,941.2	-28.8%
Churchill	0.0	0.0	n/a
Thunder Bay	969.9	6,102.9	5.1%
Total	3,639.3	32,164.1	-7.4%



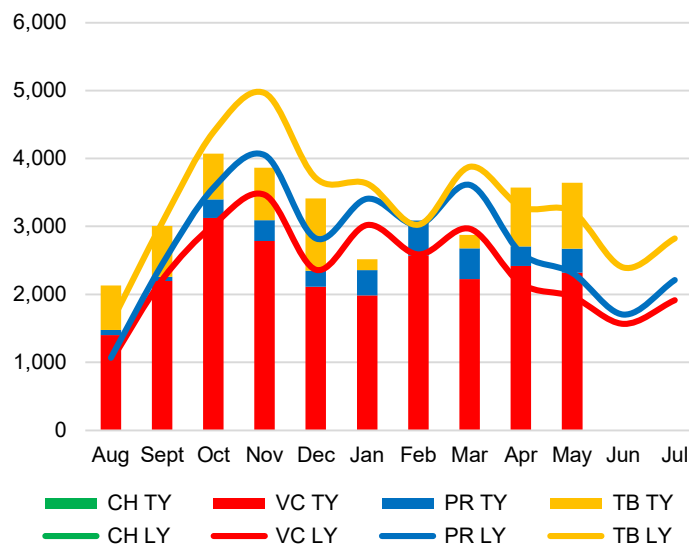
Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Grain shipments from primary elevators fell in the first ten months of the crop year, registering 6.0% less than in the same period the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 74.8%. Movement of peas and lentils contributed 8.5% of the total.

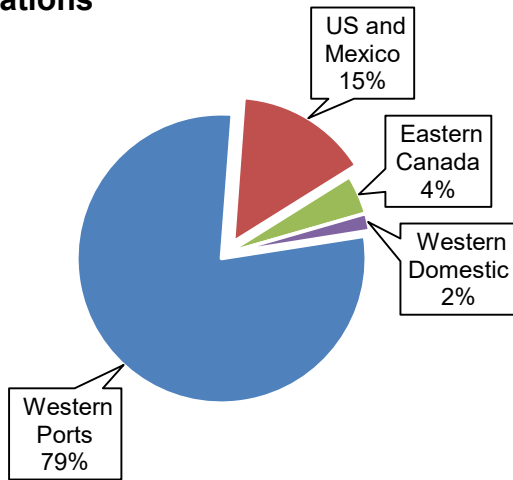
Terminal Elevator Shipments (000's tonnes)



MP Data Table 2C-1

Overall bulk grain shipments from western ports have declined 7.4% on a year-over-year basis. Crop year to date, Vancouver shipments are down 6.7%, while Thunder Bay shipments are up 5.1%. Prince Rupert shipments recorded a year-over-year decline of 28.8%.

Western Canadian Grain Destinations

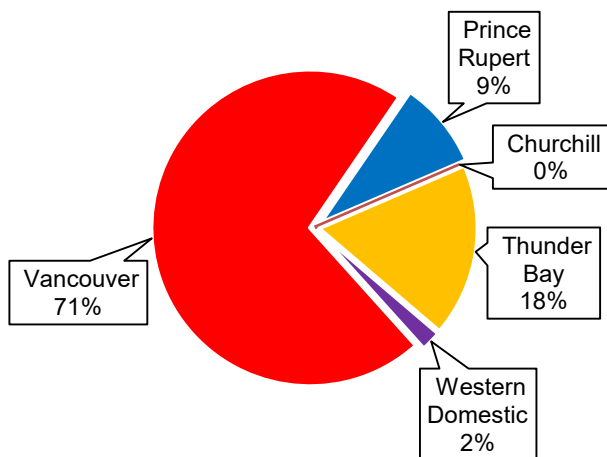


Total YTD = 45.6 MMT

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

Railway grain shipments from Western Canada totaled slightly under 45.6 MMT in the first ten months of the 2023-24 crop year, a 4.9% decrease from the 47.9 MMT handled in the same period a year earlier. The majority, almost 35.9 MMT, was directed to Western Canadian ports, denoting a 5.4% decline in volume. This was marginally countered by a 0.2% increase in Western Domestic traffic. A 2.5% decrease was noted on movements into the US and Mexico while shipments into Eastern Canada fell by 6.7%.

Western Canadian Destined Hopper Car Traffic



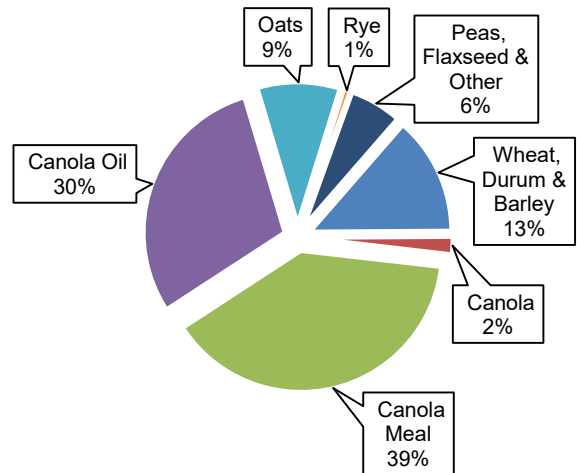
Total YTD - 35.8 MMT

GMP Data Tables 2B-3 to 2B-7

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. In the first ten months of the 2023-24 crop year this amounted to slightly over 35.8 MMT, down 5.9% from the previous year. Seventy-one 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 fell by 5.2%. The west-coast decline was aggravated by a sharper 26.2% decrease in Prince Rupert volumes and an 8.8% decline in Western Domestic traffic. Shipments to Thunder Bay rose by 6.1%, while Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

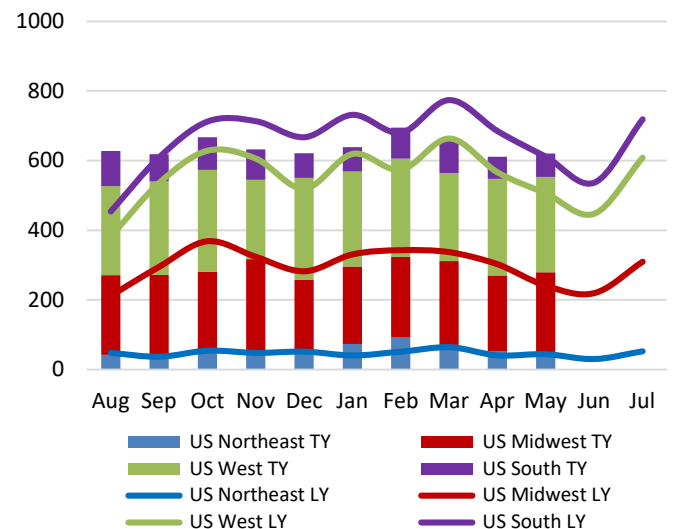


Total YTD - 6.4 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached almost 6.4 MMT in the first ten months of the 2023-24 crop year, down 3.8% from that moved in the same period a year earlier. Just over 78% 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)



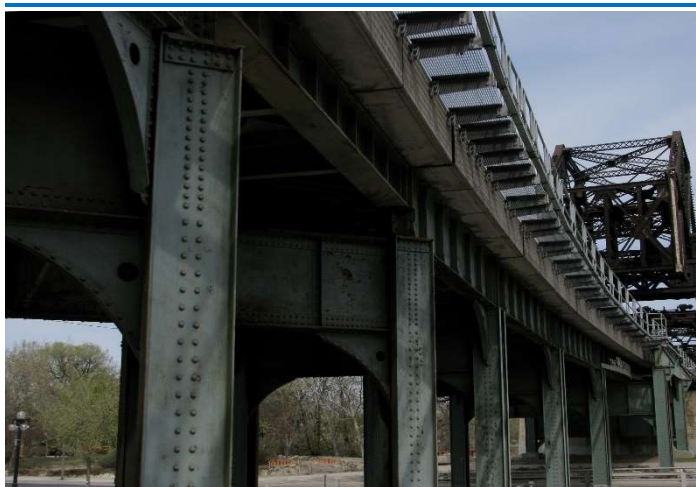
GMP Data Table 2B-18

System Efficiency and Performance

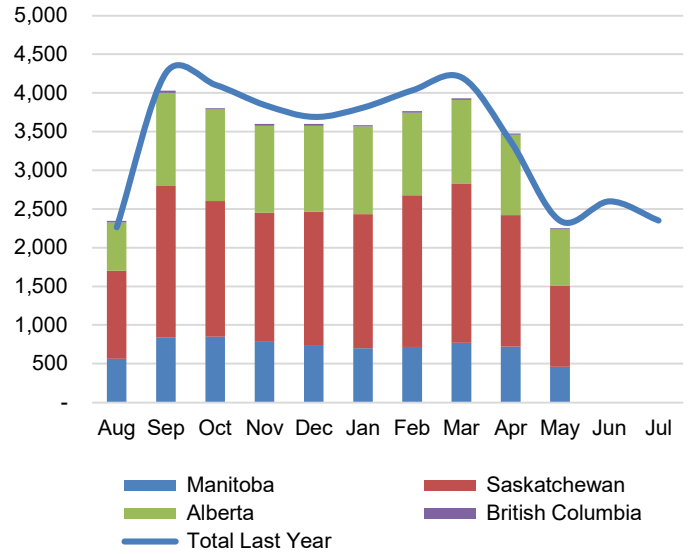
Primary elevator stocks decreased in May, averaging 2.25 MMT as seeding was in full swing across the prairies. Overall space in the country system was good. Country stocks utilized just 41% of the working capacity of the network. By province, stocks ranged from 38% in Saskatchewan to 44% and 45% in Manitoba and Alberta respectively, and 62% in British Columbia.

The average days-in-store in the primary-elevator system for the first ten months of the crop year grew from the same period last year, climbing 0.4% to 24.8 days.

Table M-4	MAY 2024	2023-24 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,250.0	3,388.2	-4.6%
Average Days in Store	17.8	24.8	0.4%
Railway Operations (days)			
Cycle Time to Western Ports	14.2	15.2	9.3%
Cycle Time to Eastern Canada	22.3	21.1	-12.2%
Cycle Time to US	20.9	26.7	3.0%
Loaded Transit to Western Ports	6.6	6.4	9.7%
Loaded Transit to Eastern Canada	11.6	9.8	-9.3%
Loaded Transit to US	7.9	10.6	3.9%
Rail Fleet in Grain Service	17,931	18,250	-0.8%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,199.9	1,191.9	-1.4%
Average Days in Store	11.7	10.9	6.9%
Port Unloads (hopper cars)	40,677	336,092	-6.3%
Terminal Out-of-Car Time	8.7%	14.2%	10.9%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.8	10.0	-2.2%



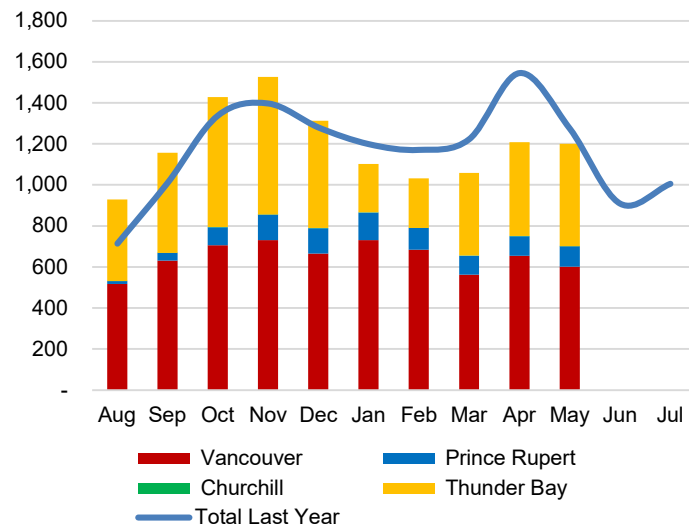
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.35 MMT in-store. They held constant at 2.35 MMT in August and grew to 4.0 MMT in September before tapering off to 3.6 MMT in November. They climbed again to 3.9 MMT in March before retreating to 2.25 MMT in May. Wheat, including durum, and canola, comprise 61% of the total stock. At 22% of the stock, barley, oats and peas made up much of the balance.

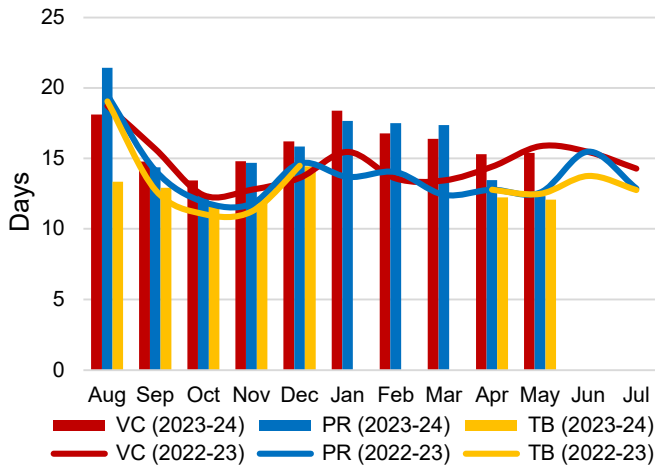
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.2 MMT in May, similar to those in-store during April. Stocks fell at Vancouver while building at Prince Rupert and Thunder Bay. Wheat, including durum, and canola, comprise 82% of the total stock. In May, western ports utilized just under 62% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

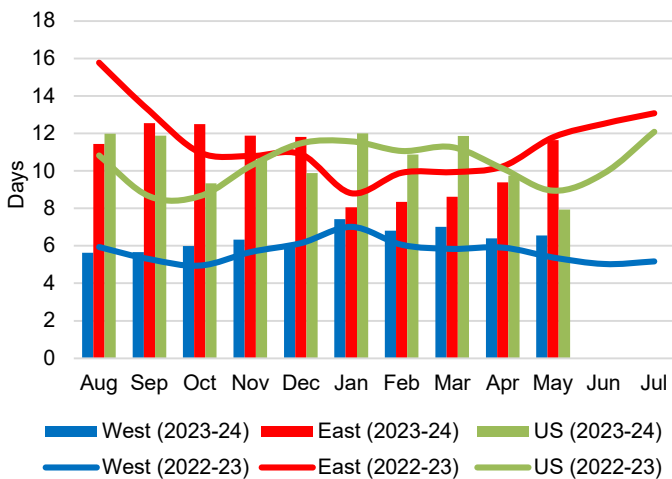


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.2 days in the first ten months of the 2023-24 crop year, up 9.3% from the 13.9-day average reported a year earlier. This result was shaped by increases in the Vancouver and Prince Rupert corridor averages, which rose by 11.0% and 17.5% respectively. The Thunder Bay average fell by 1.9%.

More noteworthy still was a 12.2% decline in the YTD car cycle into Eastern Canada, which fell to an average of 21.1 days from 24.0 days a year earlier. A 3.0% increase was noted in the cycle for US movements, which rose to an average of 26.7 days from 25.9 days the previous year.

Average Loaded Transit Times (days)

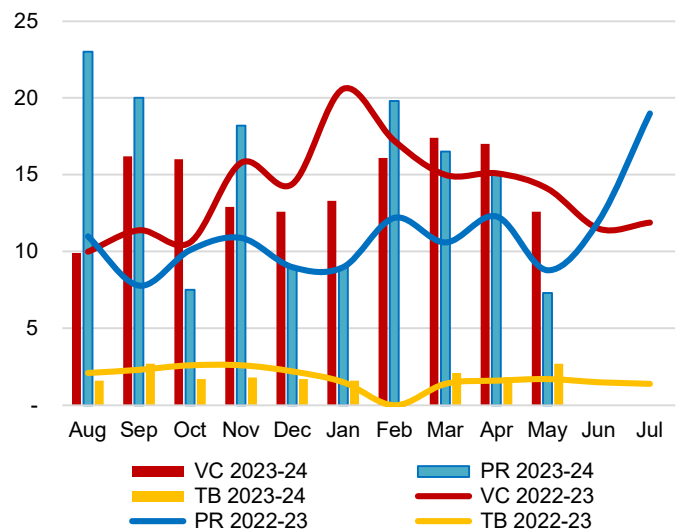


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.4 days in the first ten months of the 2023-24 crop year, up 9.7% from the 5.8-day average posted the previous year. This was primarily driven by a 10.9% increase in the Vancouver-corridor average but bolstered by increases in the Prince Rupert and Thunder Bay corridor averages of 11.6% and 3.3% respectively. The average into Eastern Canada fell by 9.3%, to

9.8 days from 10.8 days a year earlier. The average on US-destined traffic rose by 3.9%, to 10.6 days from 10.2 days.

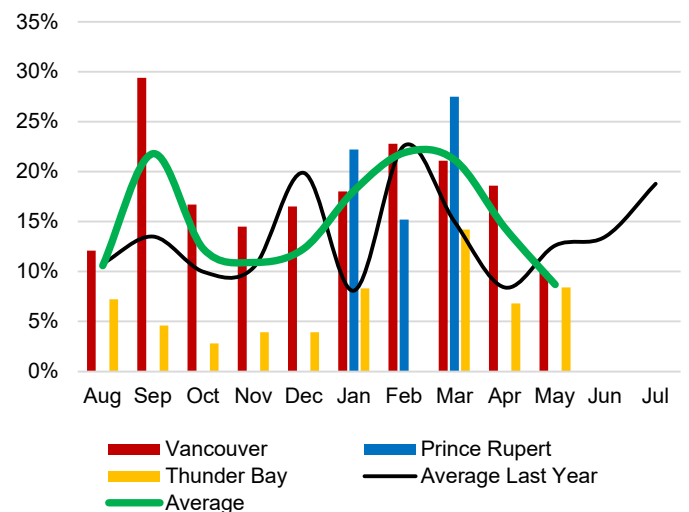
Average Days in Port per Vessel



GMP Data Table 5D-1

In May, the overall-average time vessels were in port waiting and loading grain was 7.8 days, 4.8% more than was the case in May 2023. The month-over-month average declined at both Vancouver and Prince Rupert, from that seen in April. In May, the average days in port stood at 12.6 for Vancouver and 7.3 for Prince Rupert. At Thunder Bay, the average time vessels were in port grew to 2.7 days.

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

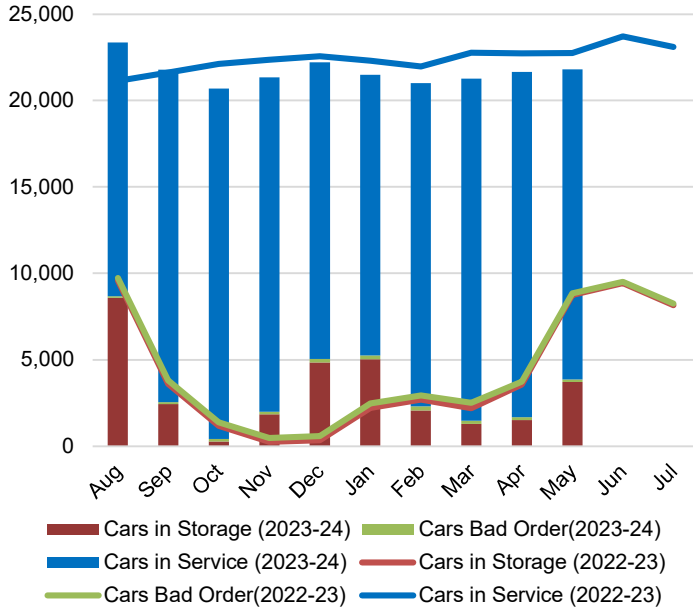


GMP Data Table 5C-5

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 8.7% in May, from 14.4% in April. Terminal out-of-car time decreased to 10.0% at Vancouver while holding at 0.0% at Prince Rupert. Thunder Bay terminals registered 8.4% out-of-car time in May, a small increase from that seen in April.

Railway Grain Fleet Size and Utilization



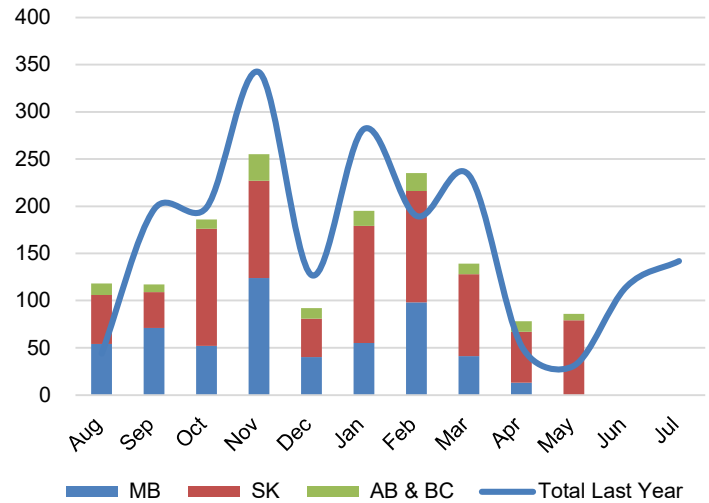
GMP Data Table 3B-2

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 2022-23 crop year as the weekly number of cars in service declined to 14,860 in July 2023, with about 35% of the fleet then having been placed in storage. A further decline in the serviceable-car count is seen in August 2023, falling to 14,687 before advancing to 20,275 in October and then again pulling back to 17,931 in May. In May,

82% of the overall fleet was in service to address the shipping demands for western grain, with the balance of cars being reported in either storage or bad order status.

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments scheduled for May 2024 were 177.4% more than those in May a year earlier. Year to date, oats comprise 43% of the movement, equal to the 43% shipped the previous crop year. Wheat and durum comprise 39% of the year-to-date total. All the oats and durum producer cars thus far in the crop year have been shipped to the United States.



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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

