

GMP Dashboard

Table M-1	JUL 2023	AUG 2023	2023-24 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	36.4	45.5	45.5	-14.6%
Average Days In Store – Country	20.2	23.7	23.7	-23.1%
Loaded Transit Time	5.2	5.5	5.5	-7.3%
Average Days In Store – Terminal	11.0	16.3	16.3	-1.8%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,224.9	3,218.3	3,218.3	69.7%
Railway Shipments (all Western Canada traffic)	3,977.9	3,316.6	3,316.6	37.5%
Western Port Terminal Shipments	2,825.4	2,012.7	2,012.7	28.2%
Railway Performance				
Avg. Loads on Wheels (Cars)	6,206	5,869	5,869	16.5%
Total Western Port Car Cycle (days)	13.7	16.3	16.3	-13.2%
Port Performance				
Western Port Unloads (Number of Cars)	28,334	23,515	23,515	33.7%
Vessel Time in Port (days)	8.0	6.2	6.2	6.3%

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 railway grain shipments decreased by 16.6% in August 2023, to 3.3 MMT from 4.0 MMT in July. Even so, this marked a stronger start to the 2023-24 crop year, with total tonnage rising by 37.5% over the opening month's volume a year earlier. Port shipments for August totaled 2.0 MMT, a 28.8% decrease from July. Year-to-date, at 2.0 MMT, they are 28.2% more than those in the previous crop year. Accompanying the month-over-month decline in shipments was a decrease in the average amount of time vessels spent in port, which fell to 6.2 days in August from 8.0 in July.

Highlights for August 2023

Traffic and Movement (page 2)

- Primary-elevator shipments were 3.2 MMT in the first month of the 2023-24 crop year, 69.7% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the opening month of the 2023-24 crop year totaled 3.3 MMT, up 37.5% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 2.0 MMT in the first month of the crop year, up 28.2% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks increased by 3.6% while the average days-in-store fell by 23.1%.
- Average weekly port-terminal stocks increased 30.0% from the same period last year, while average days-in-store fell by 1.8% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports increased by 19.0%, to 16.3 days in August from 13.7 days in July. Still, comparatively faster velocities helped lower this average to 13.2% below the 18.8 days posted for August of the previous crop year. The average for movements into Eastern Canada also decreased, falling by 33.9% to 21.6 days, while the average for movements into the US rose by a marginal 0.5%, to 26.1 days.
- The year-to-date average for vessel time in port is 6.2 days, 6.3% more than that observed in the previous crop year.
- Port-terminal out-of-car time decreased to 12.5% at Vancouver in August, from 23.7% in July. Prince Rupert saw out-of-car time remain at 0.0% in August. Thunder Bay's out-of-car time fell to 7.2% from 13.7% the previous month.

Production and Supply

Statistics Canada's August model-based estimate for 2023 field-crop production in Western Canada stands at 61.9 MMT, a 17.3% decline from 2022's 74.8 MMT harvest. This decrease reflects the impact of deficient rainfall with intermittent coverage across the prairies throughout the 2023 growing season. This estimate represents a 0.4 MMT increase from the model-based estimate recorded at the end of August. An update based on the October-November producer survey will be included in the Monitor's November Report.

When coupled with July's 5.3 MMT of carry-forward stocks, some 23.7% more than in 2022, the overall grain supply is estimated at 67.3 MMT. This stands 15.0% below the 2022-23 crop year's 79.2-MMT level, marking the return of relatively tight grain supplies in order 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 - Preliminary	61,924.0	74,839.5	-17.3%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	5,334.4	4,311.8	23.7%
Total Grain Supply	67,258.4	79,151.3	-15.0%

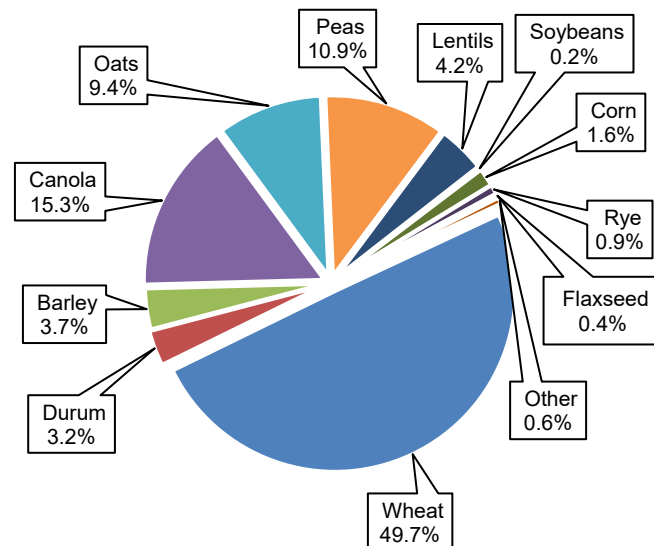
Traffic and Movement

August producer deliveries increased to an average of just over 0.8 MMT per week as harvest got underway. Average weekly primary-elevator stock levels held steady at 2.35 MMT in August, with good space in the elevator system throughout the month.

Table M-3	AUG 2023	2023-24 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	843.5	843.5	47.3%
Saskatchewan	1,471.2	1,471.2	55.6%
Alberta	877.9	877.9	45.3%
British Columbia	25.7	25.7	403.9%
Total	3,218.3	3,218.3	69.7%
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	2,463.5	2,463.5	47.7%
Shipments to Eastern Canada	116.3	116.3	-37.2%
Shipments to US & Mexico	654.2	654.2	34.3%
Shipments Western Domestic	82.7	82.7	16.5%
Total	3,316.6	3,316.6	37.5%
Western Port Unloads (Number of Cars)			
Vancouver	17,007	17,007	22.7%
Prince Rupert	42	42	n/a
Churchill	0.0	0.0	n/a
Thunder Bay	6,466	6,466	73.5%
Total	23,515	23,515	33.7%
Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,296.5	1,296.5	27.7%
Prince Rupert	77.0	77.0	50.1%
Churchill	0.0	0.0	n/a
Thunder Bay	639.2	639.2	27.1%
Total	2,012.7	2,012.7	28.2%



Primary Elevator Shipments by Commodity

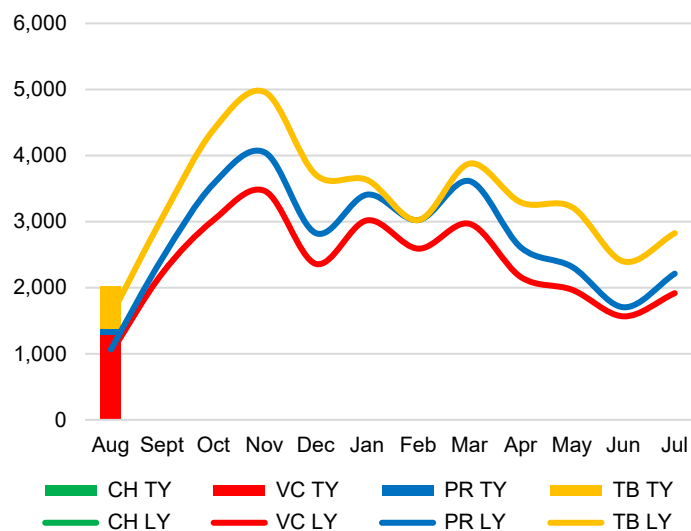


Total YTD = 3.2 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first month of the crop year, registering 69.7% greater than in the same period the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 68.2%. Movement of peas and lentils contributed 15.1% of the total.

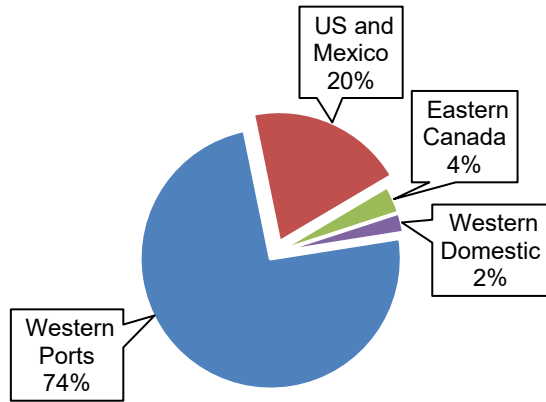
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

With dwindling old-crop supply, bulk grain shipments from western ports were modest in the first month of the 2023-24 crop year. Nevertheless, they stand 28.2% higher on a year-over-year basis. Crop year to date, Vancouver shipments are up 27.7%, while Prince Rupert gained 50.1%. Thunder Bay shipments recorded a year-over-year increase of 27.1%.

Western Canadian Grain Destinations

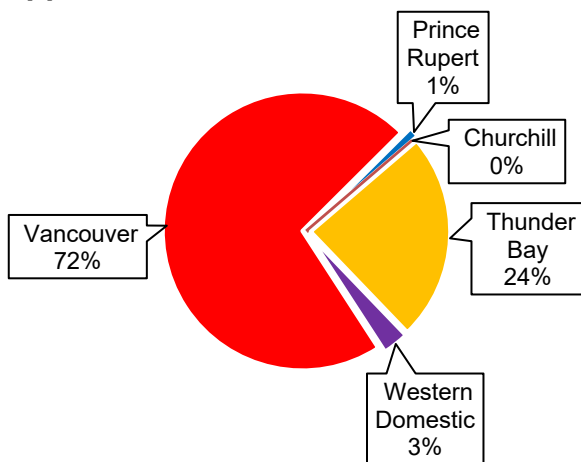


Total YTD = 3.3 MMT

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

Railway grain shipments from Western Canada totaled over 3.3 MMT in the opening month of the 2023-24 crop year, a 37.5% increase from the 2.4 MMT handled a year earlier. The majority, almost 2.5 MMT, was directed to Western Canadian ports in support of export sales. This represented a 47.7% increase over what had been shipped in the same period the previous year and was supplemented by a 16.5% gain in Western Domestic traffic. A 34.3% increase was noted on movements into the US and Mexico while shipments into Eastern Canada fell by 37.2%.

Western Canadian Destined Hopper Car Traffic



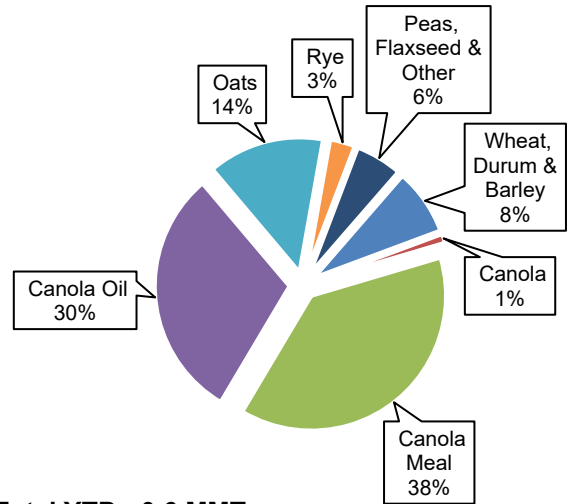
Total YTD - 2.5 MMT

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 opening month of the 2023-24 crop year this amounted to almost 2.5 MMT, up 46.9% from the previous year. Seventy-two 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 rose by 38.2%. The west-coast increase was broadened by a 212.5% gain in Prince Rupert volumes as well as a 17.1% increase in Western Domestic traffic. Shipments to Thunder Bay rose by an equally substantial 82.1%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

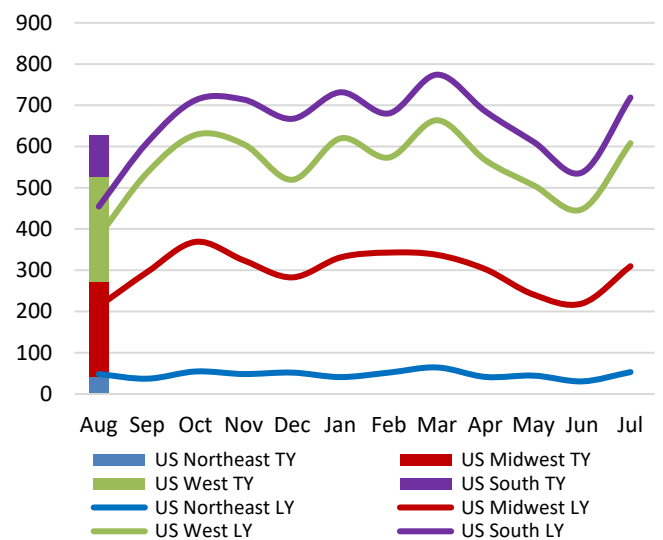


Total YTD - 0.6 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 0.6 MMT in the first month of the 2023-24 crop year, up 38.1% from the tonnage moved in the same period a year earlier. Over 75% 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 held constant in August, averaging 2.35 MMT as producers got an early start to harvest and new crop deliveries began. Overall space in the country system was good. Country stocks utilized just 43% of the working capacity of the network. By province, stocks ranged from 38% and 41% in Alberta and Saskatchewan respectively, to 52% of working capacity in Manitoba and 75% in British Columbia.

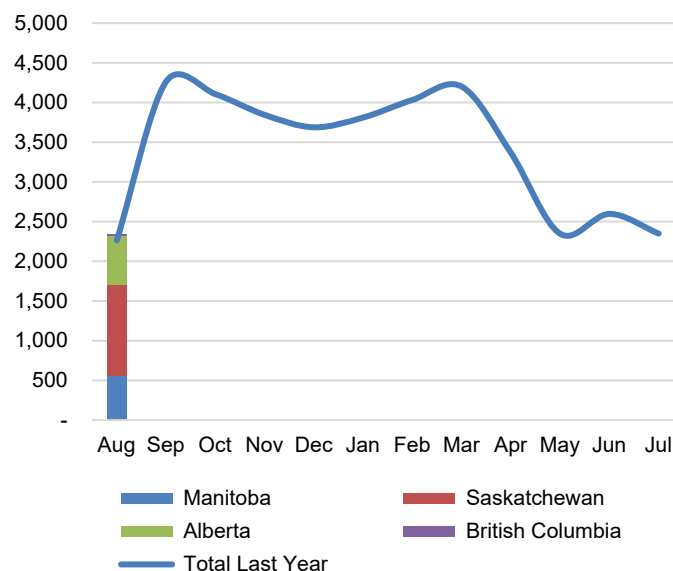
The average days-in-store in the primary-elevator system for the first month of the crop year declined from the same period last year, falling 23.1% to 23.7 days.

Table M-4	AUG 2023	2023-24 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,345.7	2,345.7	3.6%
Average Days in Store	23.7	23.7	-23.1%
Railway Operations (days)			
Cycle Time to Western Ports	16.3	16.3	-13.2%
Cycle Time to Eastern Canada	21.6	21.6	-33.9%
Cycle Time to US	26.1	26.1	0.5%
Loaded Transit to Western Ports	5.5	5.5	-7.3%
Loaded Transit to Eastern Canada	11.0	11.0	-30.1%
Loaded Transit to US	12.2	12.2	13.1%
Rail Fleet in Grain Service	14,299	14,299	9.5%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	928.8	928.8	30.0%
Average Days in Store	16.3	16.3	-1.8%
Port Unloads (hopper cars)	23,515	23,515	33.7%
Terminal Out-of-Car Time	10.7%	10.7%	-0.9%
Western Canada Port Operations			
Average Vessel Time in Port (days)	6.2	6.2	6.3%

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



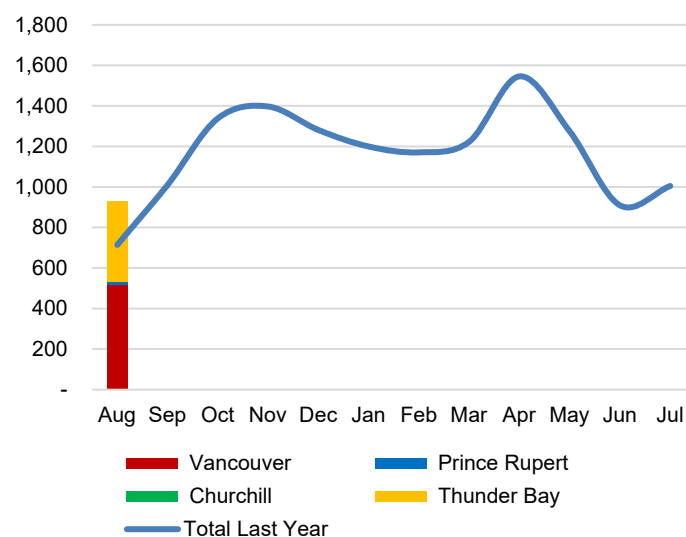
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.35 MMT in store. They held constant at 2.35 MMT in August as the new crop year began. Wheat, including durum, and canola, comprise 51% of the total stock. At 32% of the stock, barley, oats and peas made up much of the balance.

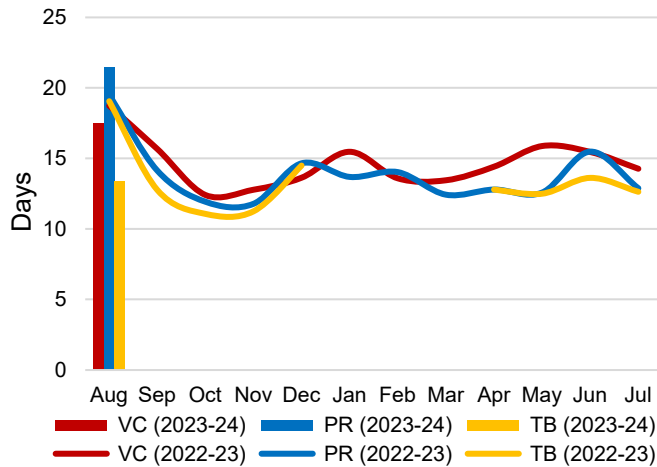
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 0.9 MMT in August, down from the 1.0 MMT in store during July. Stocks declined at Vancouver and Prince Rupert, while climbing at Thunder Bay. Wheat, including durum, and canola, comprise just over 75% of the total stock. In August, western ports utilized just 48% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

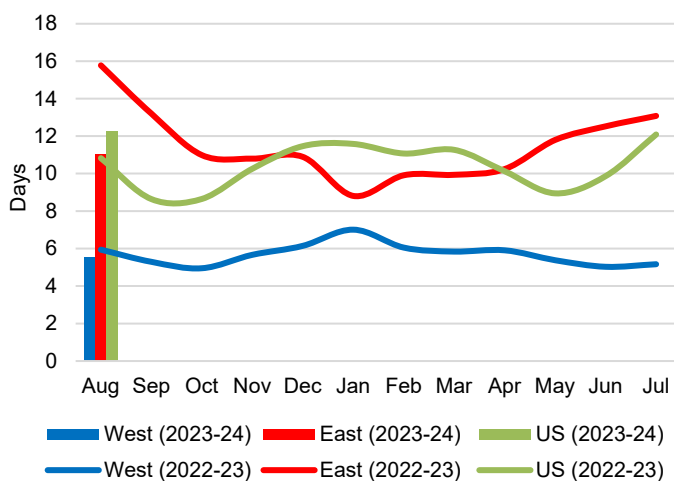


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 16.3 days in the first month of the 2023-24 crop year, down 13.2% from the 18.8-day average reported a year earlier. This was largely the result of decreases in the Vancouver and Thunder Bay corridors, with car-cycle averages falling by 6.6% and 30.0% respectively. Conversely, the Prince Rupert average saw an increase of 9.8%.

More noteworthy still was a 33.9% decline in the car cycle into Eastern Canada, which fell to an average of 21.6 days from 32.6 days a year earlier. A marginal 0.5% increase was noted in the cycle for US movements, which rose to an average of 26.1 days from 25.9 days the previous year.

Average Loaded Transit Times (days)

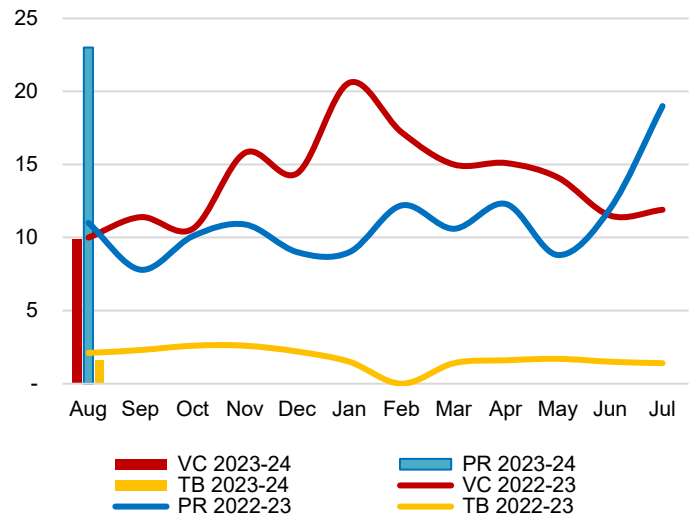


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.5 days in the opening month of the 2023-24 crop year, down 7.3% from the 5.9-day average posted the previous August. This was primarily driven by a 4.4% decrease in the Vancouver-corridor average but supported by a still greater 17.4% decrease in the Thunder Bay corridor average, both of which were offset by

Prince Rupert's 132.5% increase. The average into Eastern Canada fell by 30.1%, to 11.0 days from 15.8 days a year earlier. The average on US-destined traffic rose by 13.1%, to 12.2 days from 10.8 days.

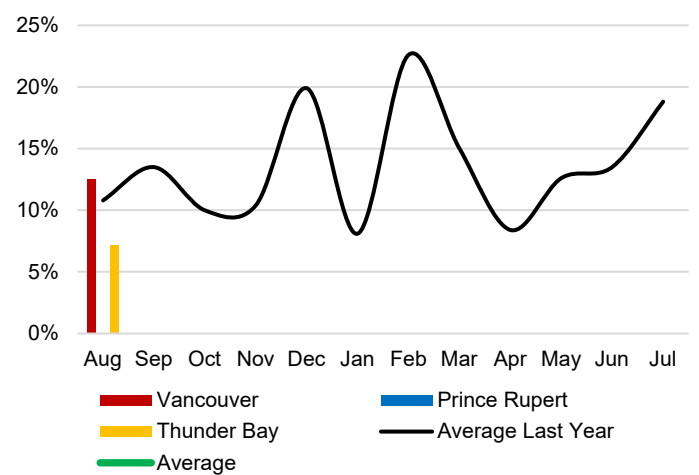
Average Days in Port per Vessel



GMP Data Table 5D-1

In August, the overall-average time vessels were in port waiting and loading grain was 6.2 days, 6.3% more than was the case in August 2022. The month-over-month average fell at Vancouver while rising from that seen in July at Prince Rupert and Thunder Bay. In August, the average days in port stood at 9.9 for Vancouver and 23.0 for Prince Rupert. The Thunder Bay average rose marginally to 1.6 days in port.

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

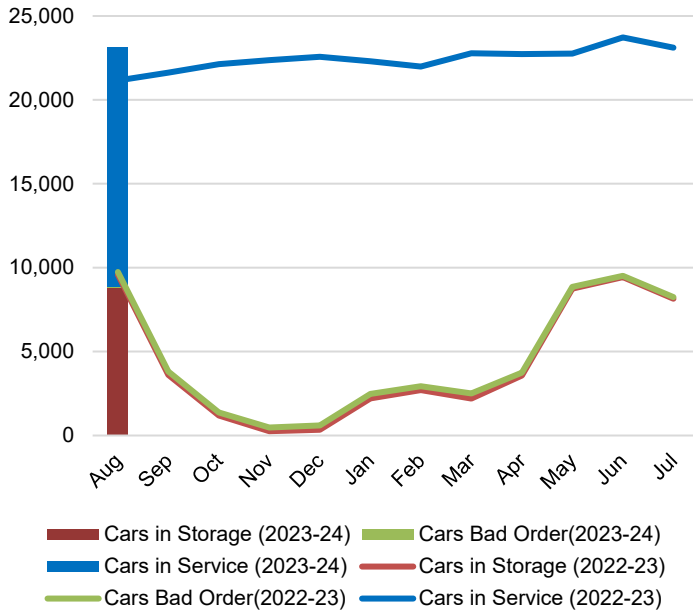


GMP Data Table 5C-5

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 10.7% in August, from 18.8% in July. Terminal out-of-car time decreased to 12.5% at Vancouver and to 7.2% at Thunder Bay. Prince Rupert out-of-car time remained at 0.0% in August as the terminal undertook its annual maintenance program.

Railway Grain Fleet Size and Utilization



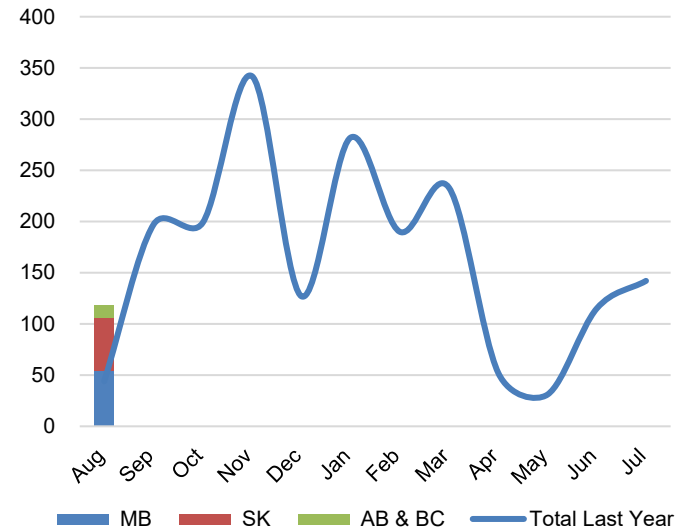
GMP Data Table 3B-2

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 14,299. In August, just 62% of the overall fleet was in service to address the shipping demands for western

grain, with a sizable number 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 August 2023 were 168.2% more than those in August a year earlier. Oats comprise 55% of the movement, an increase from the 43% shipped the previous crop year. Wheat and durum comprise just 19% of the year-to-date 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

