



GMP Dashboard

Table M-1	JUL 2024	AUG 2024	2024-25 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	44.9	45.7	45.7	0.2%
Average Days In Store – Country	25.4	26.2	26.2	10.5%
Loaded Transit Time	5.8	6.7	6.7	19.3%
Average Days In Store – Terminal	13.7	12.8	12.8	-21.5%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,166.2	3,310.8	3,310.8	2.7%
Railway Shipments (all Western Canada traffic)	3,738.0	3,732.5	3,732.5	12.5%
Western Port Terminal Shipments	2,670.3	2,489.2	2,489.2	17.0%
Railway Performance				
Avg. Loads on Wheels (Cars)	6,855	6,977	6,977	12.3%
Total Western Port Car Cycle (days)	16.9	17.2	17.2	2.5%
Port Performance				
Western Port Unloads (Number of Cars)	26,856	27,783	27,783	15.4%
Vessel Time in Port (days)	6.2	9.1	9.1	47.5%

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 a marginal 0.1% in August 2024, effectively unchanged from the 3.7 MMT reported in July. Nevertheless, this proved to be a stronger start to the 2024-25 crop-year, with tonnage up by 12.5% from the 3.3 MMT handled a year earlier. Port shipments for August totaled 2.5 MMT, a 6.8% decrease from July. Year-to-date tonnage at 2.5 MMT is 17.0% more than in the previous crop year. Contrasting the month-over-month decrease in shipments was an increase in the average amount of time vessels spent in port, which rose to 9.1 days in August from 6.2 in July.

Highlights for August 2024

Traffic and Movement (page 2)

- Primary-elevator shipments were 3.3 MMT in the first month of the 2024-25 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 month of the 2024-25 crop year totaled slightly over 3.7 MMT, up 12.5% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 2.5 MMT in the first month of the crop year, up 17.0% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks increased by 19.6% while the average days-in-store grew by 10.5%.
- Average weekly port-terminal stocks were increased by 5.7% from the same period last year, while average days-in-store fell by 21.5% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports in August 2024 rose to 17.2 days from the 16.9 days recorded in July. Comparatively slower velocities in the opening month of the 2024-25 crop year also lifted the August average 2.5% above the 16.8 days posted a year earlier. The average for movements into Eastern Canada increased by 23.3% to 28.5 days, while the average for movements into the US fell by 7.0%, to 25.3 days.
- The year-to-date average for vessel time in port is 9.1 days, 47.5% more than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 20.5% at Vancouver in August, from 17.9% in July. Prince Rupert saw out-of-car time decline to 0.0% for the month. Thunder Bay out-of-car time was 4.8% in August, up from 4.2% the previous month.

Production and Supply

Statistics Canada's July model-based estimate for 2024 field-crop production in Western Canada stands at 71.3 MMT, a 3.0% increase from 2023's 69.2 MMT harvest. This initial estimate will be updated twice in the coming months. The 2024 growing season began with extremely dry conditions following below-normal precipitation the previous fall and winter. Despite cool weather, significant rainfall in late May and June fostered optimism for a bountiful crop. Hot dry conditions across the prairies in July tempered yield projections. Harvest is currently well underway.

When coupled with July's 5.8 MMT of carry-forward stocks, some 26.4% less than in 2023, the overall grain supply is estimated at 77.0 MMT. This effectively equals the 2023-24 crop year's 77.0-MMT level, heralding relatively good supplies to meet domestic and export demands.



Table M-2	2024*	2023	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
* Western Canada Total Production - Preliminary	71,258.6	69,163.7	3.0%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	5,774.3	7,846.4	-26.4%
Total Grain Supply	77,032.9	77,010.1	0.0%

Traffic and Movement

August producer deliveries grew to an average of just under 0.9 MMT per week as harvest got underway. Average weekly primary-elevator stocks grew to 2.8 MMT in August, with good space in the elevator system.

Table M-3	AUG 2024	2024-25 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	533.3	533.3	-36.8%
Saskatchewan	1,667.7	1,667.7	13.4%
Alberta	1,092.7	1,092.7	23.9%
British Columbia	17.1	17.1	-33.5%
Total	3,310.8	3,310.8	2.7%

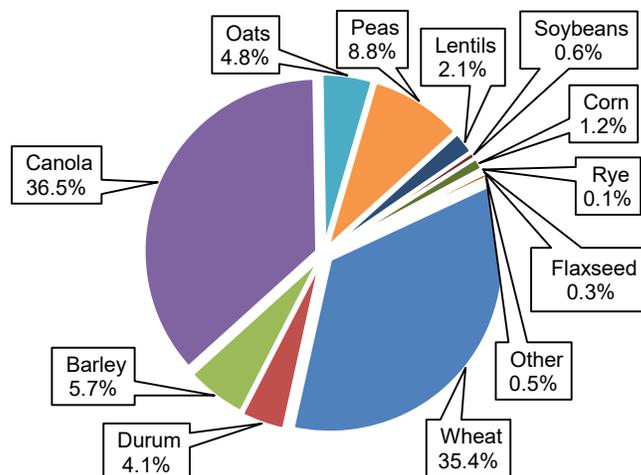
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	2,930.3	2,930.3	18.9%
Shipments to Eastern Canada	147.8	147.8	27.1%
Shipments to US & Mexico	579.1	579.1	-11.5%
Shipments Western Domestic	75.3	75.3	-9.0%
Total	3,732.5	3,732.5	12.5%

Western Port Unloads (Number of Cars)			
Vancouver	21,783	21,783	26.5%
Prince Rupert	1,462	1,462	3381.0%
Churchill	0.0	0.0	n/a
Thunder Bay	4,538	4,538	-33.3%
Total	27,783	27,783	15.4%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,699.4	1,699.4	-5.2%
Prince Rupert	222.7	222.7	-22.2%
Churchill	0.0	0.0	n/a
Thunder Bay	567.1	567.1	7.5%
Total	2,489.2	2,489.2	-4.9%



Primary Elevator Shipments by Commodity

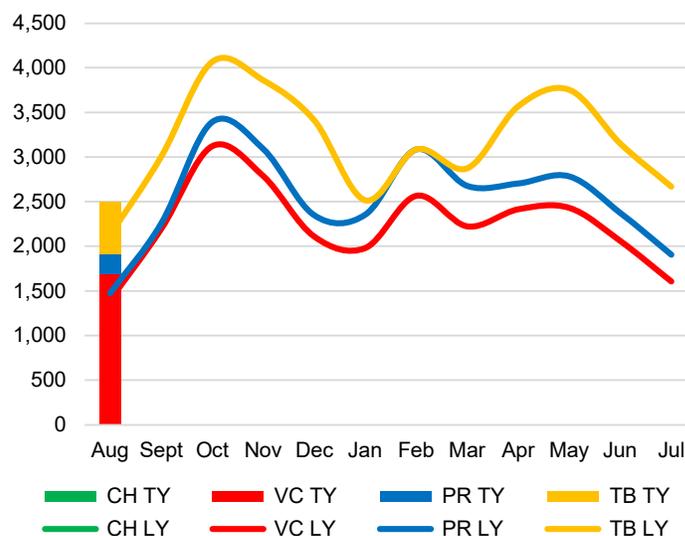


Total YTD = 3.3 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first month of the crop year, registering 2.7% more than in the same period the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 76.0%. Movement of peas and lentils contributed 10.9% of the total.

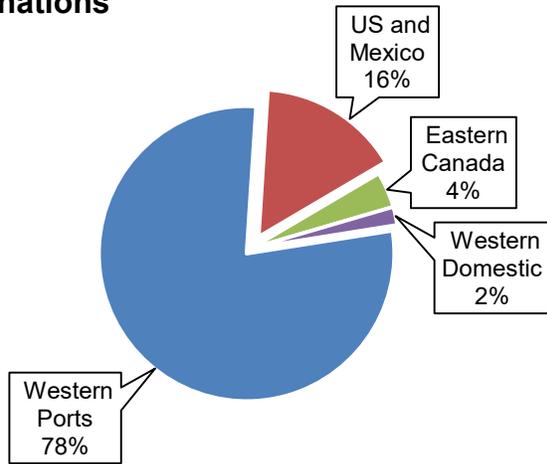
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports have declined 4.9% on a year-over-year basis. Crop year to date, Vancouver shipments are down 5.2%, while Thunder Bay shipments are up 7.5%. Prince Rupert shipments recorded a year-over-year decline of 22.2%.

Western Canadian Grain Destinations

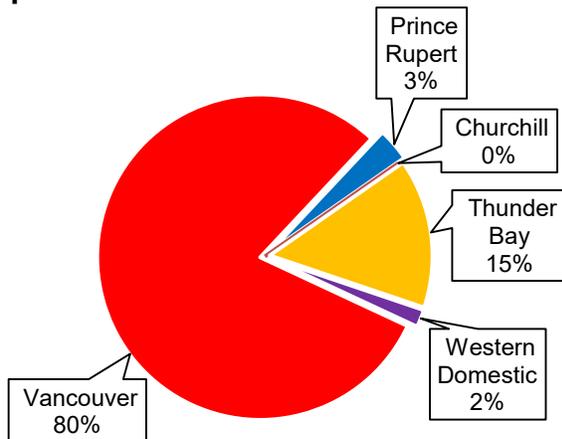


Total YTD = 3.7 MMT

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

Railway grain shipments from Western Canada totaled slightly over 3.7 MMT in the opening month of the 2024-25 crop year, a 12.5% increase from the 3.3 MMT handled in the same period a year earlier. The majority, about 2.9 MMT, was directed to Western Canadian ports, which saw an 18.9% gain in volume. This was supported by a 27.1% increase in shipments to Eastern Canada. Conversely, Western Domestic volumes fell by 9.0% while movements into the US and Mexico fell by 11.5%.

Western Canadian Destined Hopper Car Traffic



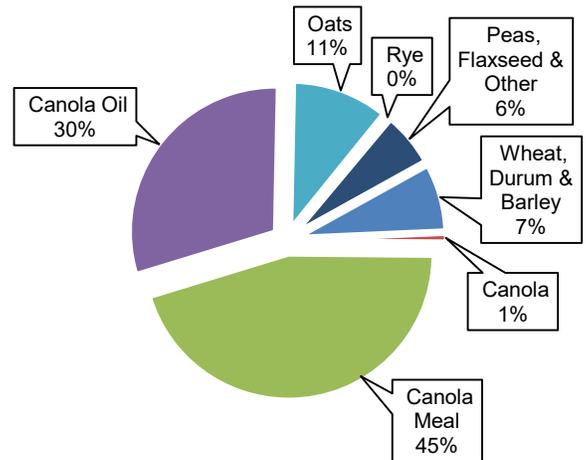
Total YTD - 2.9 MMT

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 month of the 2024-25 crop year this amounted to slightly under 2.9 MMT, up 16.6% from the previous year. Eighty 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 30.1%. This upturn in west-coast traffic was supported by a significantly greater 223.4% increase in Prince Rupert volumes. However, these gains were somewhat offset by a 31.5% decline in Western Domestic traffic, and a 28.0% decrease in shipments to Thunder Bay.

US Destined Grain by Commodity

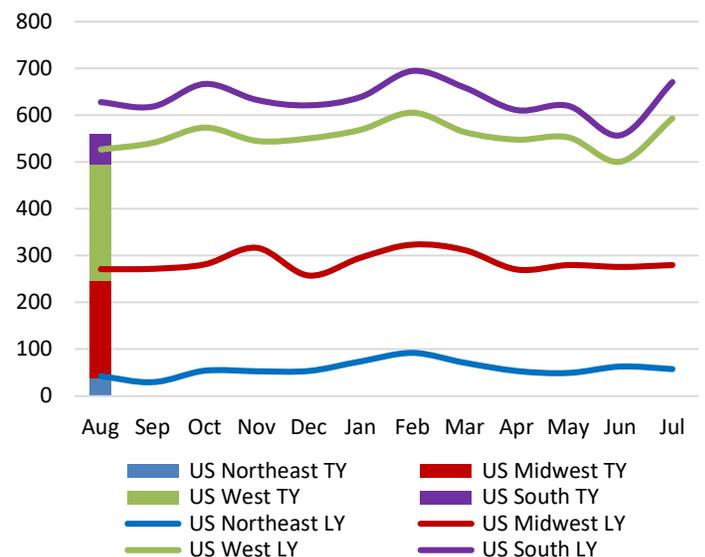


Total YTD - 0.6 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly under 0.6 MMT in the first month of the 2024-25 crop year, down 10.8% from that moved in the same period a year earlier. Just over 81% 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

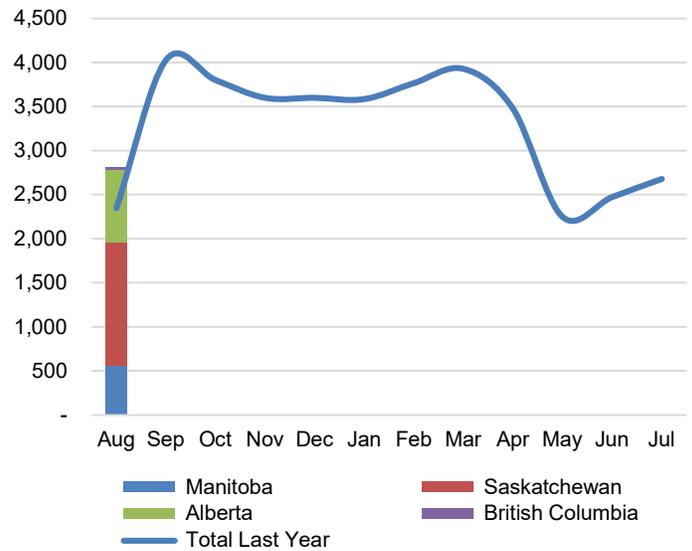
Primary elevator stocks increased in August, averaging 2.7 MMT as harvest advanced in the latter part of the month. Overall space in the country system was good. Country stocks utilized just 52% of the working capacity of the network. By province, stocks ranged from 50% and 51% in Alberta and Saskatchewan respectively to 55% in Manitoba, and 85% in British Columbia.

The average days-in-store in the primary-elevator system for the first month of the crop year increased from the same period last year, growing 3.1% to 26.2 days.

Table M-4	AUG 2024	2024-25 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,804.4	2,804.4	19.6%
Average Days in Store	26.2	26.3	10.5%
Railway Operations (days)			
Cycle Time to Western Ports	17.2	17.2	2.5%
Cycle Time to Eastern Canada	28.5	28.5	23.3%
Cycle Time to US	25.3	25.3	-7.0%
Loaded Transit to Western Ports	6.7	6.7	19.3%
Loaded Transit to Eastern Canada	11.7	11.7	2.7%
Loaded Transit to US	9.3	9.3	-22.6%
Rail Fleet in Grain Service	15,303	15,303	4.2%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	981.3	981.3	5.7%
Average Days in Store	12.8	12.8	-21.5%
Port Unloads (hopper cars)	27,783	27,783	15.4%
Terminal Out-of-Car Time	16.1%	16.1%	51.9%
Western Canada Port Operations			
Average Vessel Time in Port (days)	9.1	9.1	47.6%



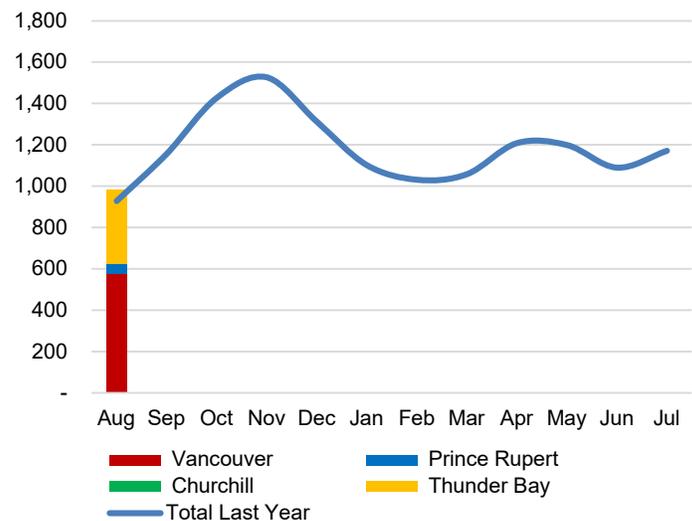
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.7 MMT in-store. They grew modestly in August to 2.8 MMT as crops matured rapidly and harvest got underway. Wheat, including durum, and canola, comprise 56% of the total stock. At 29% of the stock, barley, oats and peas made up much of the balance.

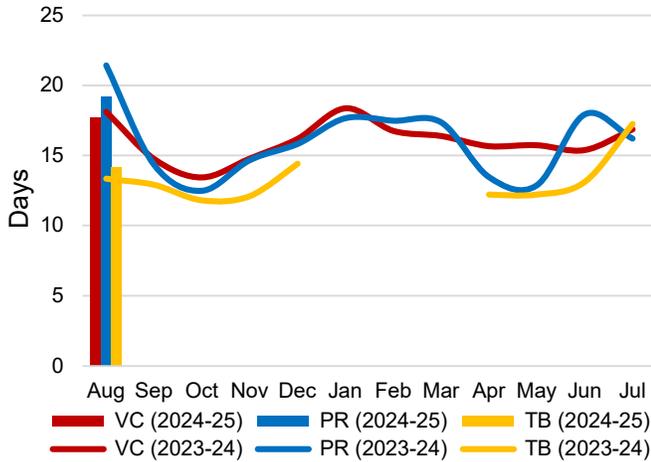
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged just under 1.0 MMT in August, down 0.2 MMT from those in-store during July. While stocks held constant at Vancouver they fell at both Thunder Bay and Prince Rupert from July levels. Wheat, including durum, and canola, comprise 82% of the total stock. In August, western ports utilized just under 51% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

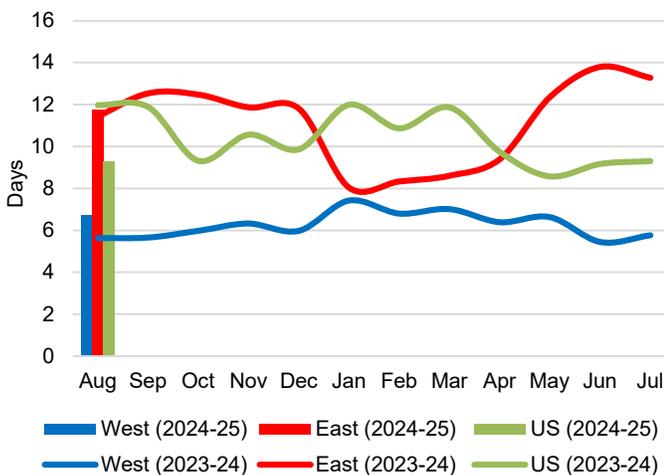


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 17.2 days in the opening month of the 2024-25 crop year, up 2.5% from the 16.8-day average reported a year earlier. This result was largely shaped by a 2.3% decrease in the Vancouver corridor average and supported by a 10.2% reduction in the Prince Rupert average. Running counted to these reductions was the Thunder Bay average, which rose by 6.2%.

More noteworthy still was a 23.3% increase in the car cycle for movements into Eastern Canada, which rose to an average of 28.5 days from 23.1 days a year earlier. A 7.0% decrease was noted in the cycle for US movements, which fell to an average of 25.3 days from 27.2 days the previous year.

Average Loaded Transit Times (days)

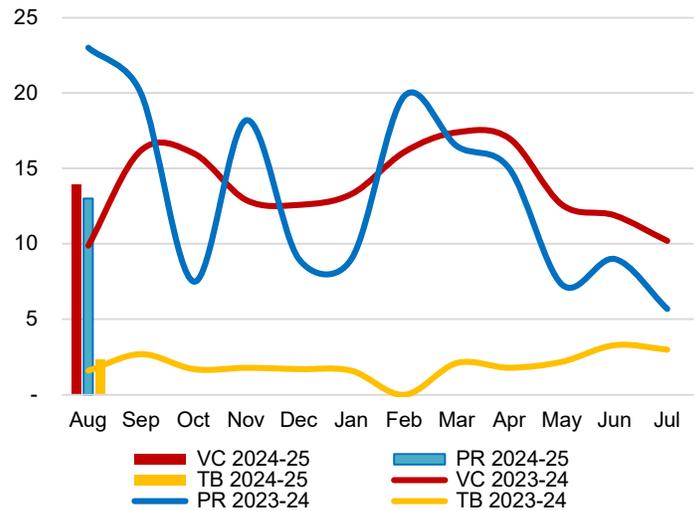


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.7 days in the first month of the 2024-25 crop year, up 19.3% from the 5.6-day average posted the previous year. This was primarily driven by a 20.0% increase in the Vancouver-corridor average but tempered by lesser gains in the Prince Rupert and Thunder Bay corridor averages, which rose by 11.6%

and 3.6% respectively. The average into Eastern Canada rose by a more modest 2.7%, to 11.7 days from 11.4 days a year earlier. Conversely, the average on US-destined traffic fell by 22.6%, to 9.3 days from 12.0 days.

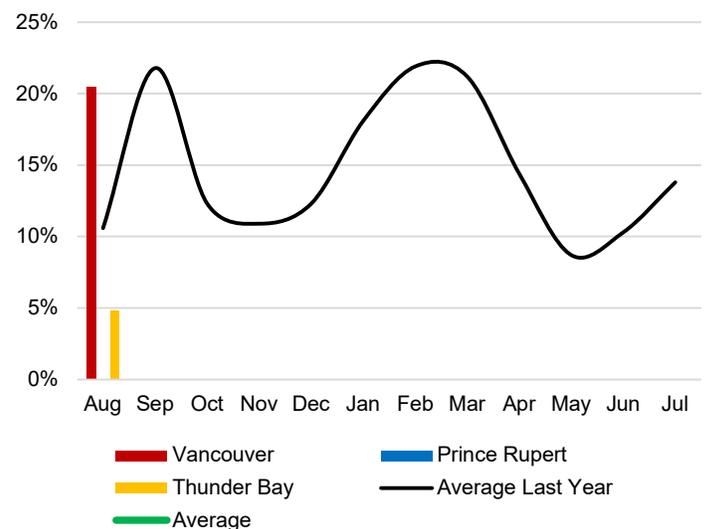
Average Days in Port per Vessel



GMP Data Table 5D-1

In August, the overall-average time vessels were in port waiting and loading grain was 9.1 days, 47.6% more than was the case in August 2023. The month-over-month average increased at both Vancouver and Prince Rupert. In August, the average days in port stood at 13.9 for Vancouver and 13.0 for Prince Rupert. At Thunder Bay, the average time vessels were in port fell to 2.3 days.

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



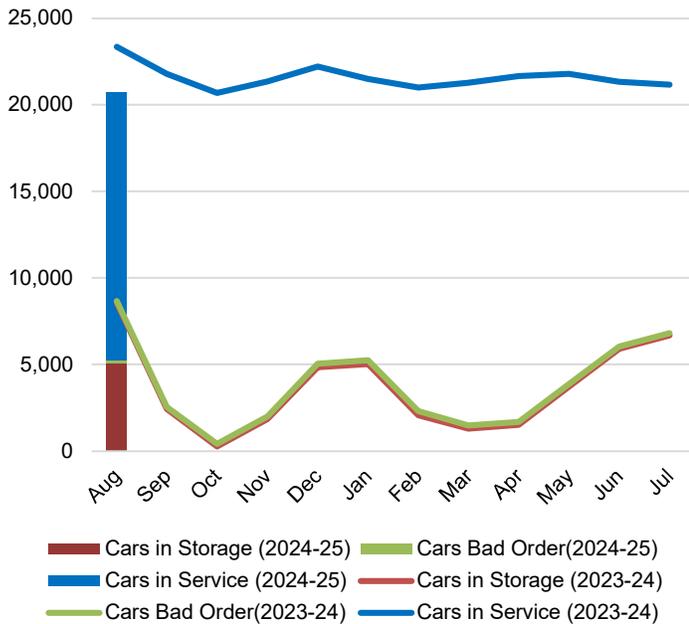
GMP Data Table 5C-5

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 grew to 16.1% in August, from 14.6% in July. Terminal out-of-car time increased to 20.5% at Vancouver while dipping to 0.0% at Prince Rupert. Thunder Bay terminals registered 4.8% out-of-car time in August, a modest increase from that seen in July.

Railway Grain Fleet Size and Utilization



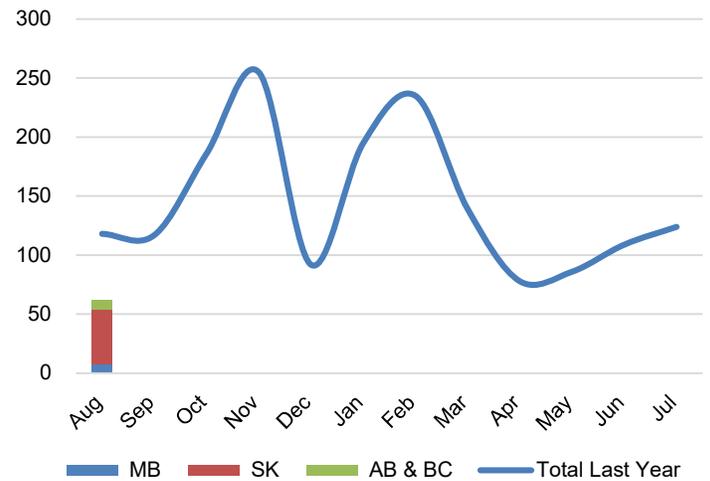
GMP Data Table 3B-2

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 2023-24 crop year as the weekly number of cars in service declined to 14,457 in July 2024, with about 32% of the fleet then having been placed in storage. A modest uptick in the serviceable-car count is seen in

the August 2024 weekly average, which rose to 15,303. In August, 74% 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 August 2024 were 47.5% less than those in August a year earlier. Year to date, oats comprise 65% of the movement, considerably greater than the 41% shipped the previous crop year. Wheat and durum comprise just 27% of the year-to-date total. The majority of producer cars, over 61%, shipped 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

