



GMP Dashboard

Table M-1	AUG 2024	SEP 2024	2024-25 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	45.6	39.5	42.4	0.7%
Average Days In Store – Country	26.2	22.0	24.0	1.3%
Loaded Transit Time	6.9	5.9	6.3	11.9%
Average Days In Store – Terminal	12.5	11.6	12.1	-9.0%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,310.8	4,719.1	8,029.9	7.3%
Railway Shipments (all Western Canada traffic)	3,732.5	5,570.7	9,303.1	11.4%
Western Port Terminal Shipments	2,647.0	3,153.9	5,800.9	13.0%
Railway Performance				
Avg. Loads on Wheels (Cars)	7,216	10,187	8,794	20.7%
Total Western Port Car Cycle (days)	17.5	14.6	15.8	4.0%
Port Performance				
Western Port Unloads (Number of Cars)	27,783	37,718	65,501	12.3%
Vessel Time in Port (days)	9.1	8.1	8.6	2.1%

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 increased by 49.2% in September 2024, to almost 5.6 MMT from the 3.7 MMT reported in August. Despite a brief strike-related interruption to railway service, this marked a continuing strong start to the 2024-25 crop-year, with year-to-date tonnage of 9.3 MMT up by 11.4% from the nearly 8.4 MMT handled a year earlier. Port shipments for September totaled 3.2 MMT, a 19.1% increase from August. Year-to-date tonnage at 5.8 MMT is 13.0% more than in the previous crop year. Contrasting the month-over-month increase in shipments was a decrease in the average amount of time vessels spent in port, which fell to 8.1 days in September from 9.1 in August.

Highlights for September 2024

Traffic and Movement (page 2)

- Primary-elevator shipments were 8.0 MMT in the first two months of the 2024-25 crop year, 7.3% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first two months of the 2024-25 crop year totaled slightly over 9.3 MMT, up 11.4% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 5.8 MMT in the first two months of the crop year, up 13.0% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks grew by 7.2% while the average days-in-store grew by 1.3%.
- Average weekly port-terminal stocks were increased by 9.9% from the same period last year, while average days-in-store fell by 9.0% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports in September 2024 fell to 14.6 days from the 17.5 days recorded in August. Comparatively slower velocities in the opening months of the 2024-25 crop year also lifted the year-to-date average to 15.8 days, 4.0% above the 15.2 days posted a year earlier. Conversely, the average for movements into Eastern Canada decreased by 4.9% to 23.3 days, while the average for movements into the US fell by a more significant 11.2%, to 26.1 days.
- The year-to-date average for vessel time in port is 8.6 days, 2.1% more than that observed in the previous crop year.
- Port-terminal out-of-car time decreased to 17.1% at Vancouver in September, from 21.9% in August. Prince Rupert saw out-of-car time rise to 7.1% for the month. Thunder Bay out-of-car time was 3.6% in September, down from 4.8% in August.

Production and Supply

Statistics Canada's August model-based estimate for 2024 field-crop production in Western Canada stands at 70.9 MMT, a 2.5% increase from 2023's 69.2 MMT harvest. This estimate is little changed from the previous-month's estimate. The 2024 growing season began with extremely dry conditions following below-normal precipitation during 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 now near completion.

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 76.7 MMT. This is just marginally less than 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	70,890.1	69,163.7	2.5%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	5,774.3	7,846.4	-26.4%
Total Grain Supply	76,664.4	77,010.1	-0.4%

Traffic and Movement

September producer deliveries grew to an average of just over 1.4 MMT per week as harvest progressed. Average weekly primary-elevator stocks grew to 3.8 MMT in September, with good space in the elevator system.

Table M-3	SEP 2024	2024-25 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	997.9	1,531.2	-12.8%
Saskatchewan	2,382.8	4,050.5	12.0%
Alberta	1,314.8	2,407.5	17.0%
British Columbia	23.6	40.7	-23.6%
Total	4,719.1	8,029.9	7.3%

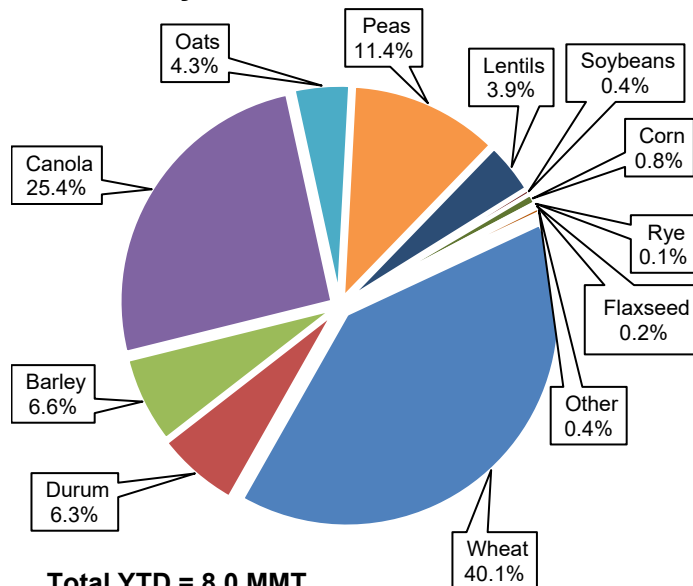
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	4,603.7	7,534.0	13.6%
Shipments to Eastern Canada	203.0	350.8	34.6%
Shipments to US & Mexico	684.4	1,263.5	-2.9%
Shipments Western Domestic	79.5	154.8	-2.1%
Total	5,570.7	9,303.1	11.4%

Western Port Unloads (Number of Cars)			
Vancouver	25,199	46,982	16.4%
Prince Rupert	3,294	4,756	248.9%
Churchill	0.0	0.0	n/a
Thunder Bay	9,225	13,763	-17.0%
Total	37,718	65,501	12.3%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,319.4	4,165.2	15.9%
Prince Rupert	224.9	447.6	224.1%
Churchill	0.0	0.0	n/a
Thunder Bay	610.0	1,188.1	-15.1%
Total	3,153.9	5,800.9	13.0%



Primary Elevator Shipments by Commodity

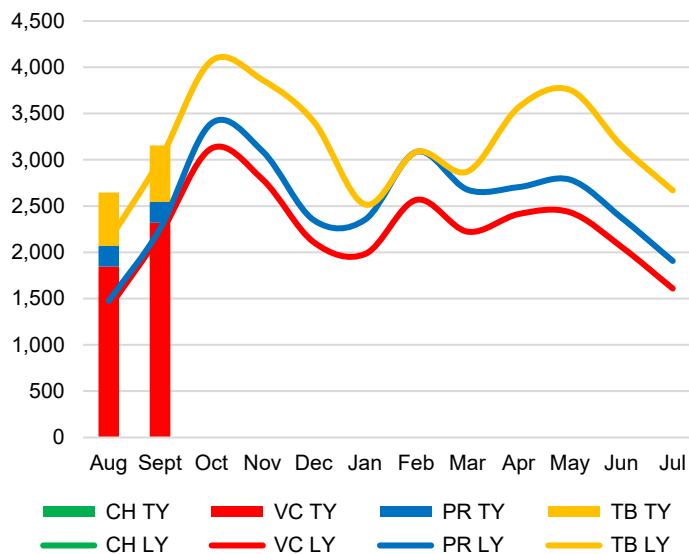


Total YTD = 8.0 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first two months of the crop year, registering 7.3% more than in the same period the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 71.8%. Movement of peas and lentils contributed 15.3% of the total.

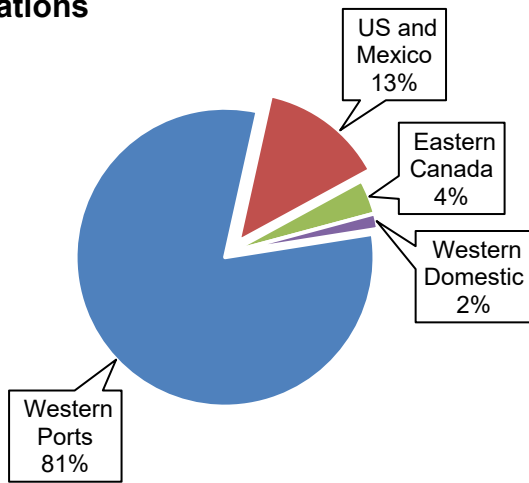
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports have increased 13.0% on a year-over-year basis. Crop year to date, Vancouver shipments are up 15.9%, while Thunder Bay shipments are down 15.1%. Prince Rupert shipments recorded a year-over-year increase of 224.1%.

Western Canadian Grain Destinations

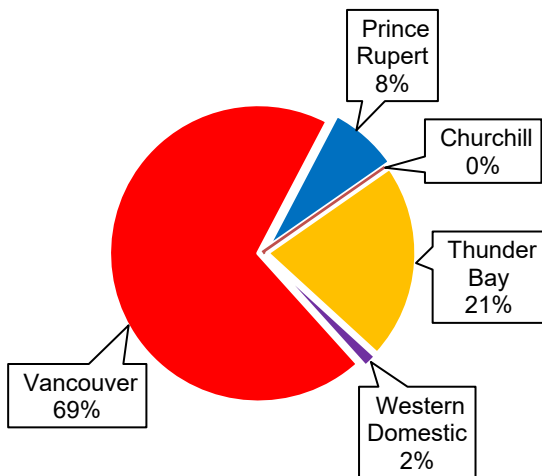


Total YTD = 9.3 MMT

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

Railway grain shipments from Western Canada totaled slightly over 9.3 MMT in the first two months of the 2024-25 crop year, an 11.4% increase over the nearly 8.4 MMT handled in the same period a year earlier. The majority, about 7.5 MMT, was directed to Western Canadian ports, which saw a 13.6% gain in volume. This was supported by a 34.6% increase in shipments to Eastern Canada. Conversely, Western Domestic volumes fell by 2.1% while movements into the US and Mexico fell by 2.9%.

Western Canadian Destined Hopper Car Traffic



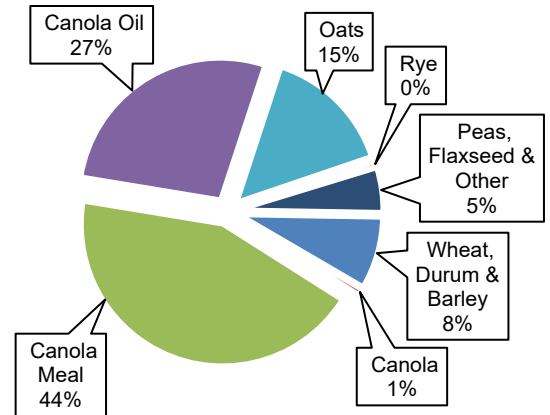
Total YTD - 7.4 MMT

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 2024-25 crop year this amounted to slightly over 7.4 MMT, up 11.6% from the previous year. Sixty-nine 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 11.5%. This upturn in west-coast traffic was supported by a significantly greater 137.8% increase in Prince Rupert volumes. However, these gains were somewhat offset by a 21.5% decline in Western Domestic traffic, and a 3.6% decrease in shipments to Thunder Bay.

US Destined Grain by Commodity

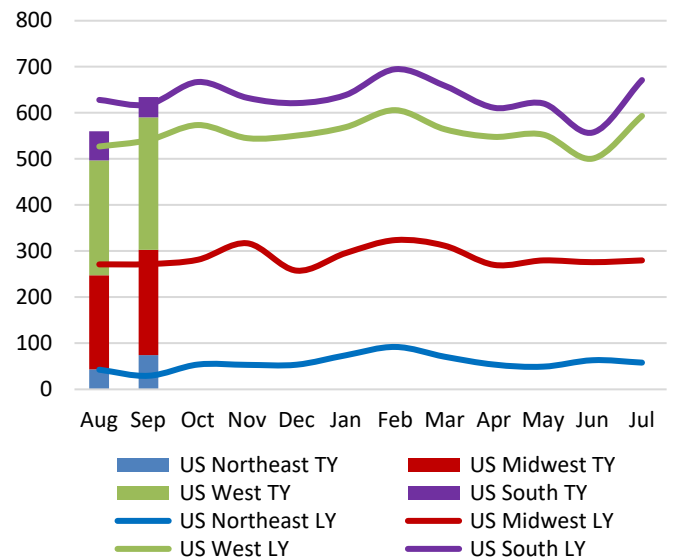


Total YTD - 1.2 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly under 1.2 MMT in the first two months of the 2024-25 crop year, down 4.2% 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

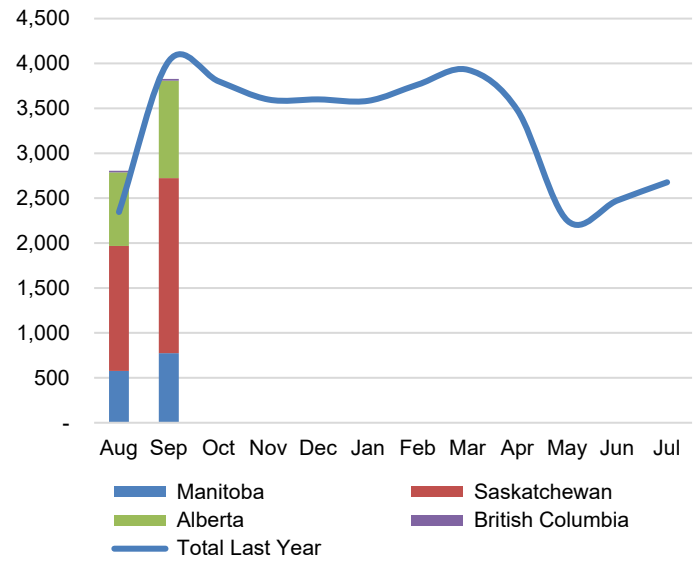
Primary elevator stocks increased in September, averaging 3.8 MMT as harvest advanced toward completion. Overall space in the country system was good. Country stocks utilized just 70% of the working capacity of the network. By province, stocks ranged from 67% in Alberta and 71 % in Saskatchewan to 74% and 75% in Manitoba, and British Columbia respectively.

The average days-in-store in the primary-elevator system for the first two months of the crop year increased from the same period last year, growing 1.3% to 24.0 days.

Table M-4	SEP 2024	2024-25 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,827.1	3,316.1	7.2%
Average Days in Store	22.0	24.0	1.3%
Railway Operations (days)			
Cycle Time to Western Ports	14.6	15.8	4.0%
Cycle Time to Eastern Canada	20.7	23.3	-4.9%
Cycle Time to US	21.7	26.1	-11.2%
Loaded Transit to Western Ports	5.9	6.3	11.9%
Loaded Transit to Eastern Canada	8.4	9.6	-20.3%
Loaded Transit to US	8.3	9.1	-23.9%
Rail Fleet in Grain Service	19,303	17,563	5.1%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,281.6	1,131.3	9.9%
Average Days in Store	11.6	12.1	-9.0%
Port Unloads (hopper cars)	37,718	65,501	12.3%
Terminal Out-of-Car Time	13.8%	15.4%	-2.5%
Western Canada Port Operations			
Average Vessel Time in Port (days)	8.1	8.6	2.1%



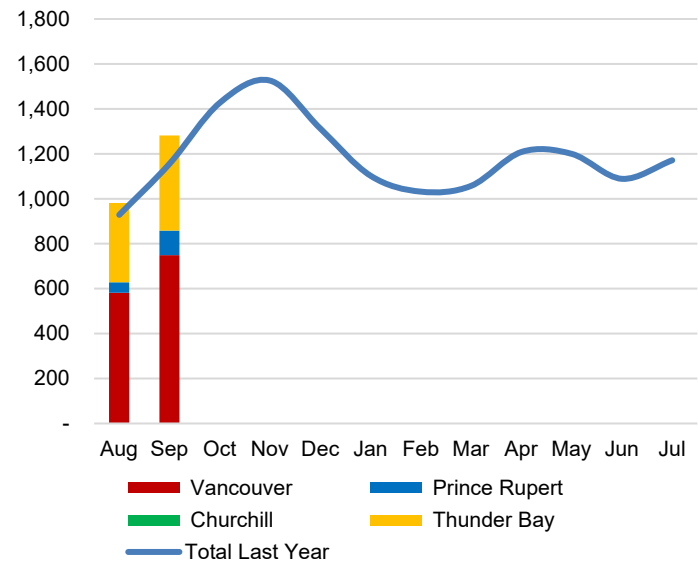
Average Weekly Primary Elevator Stocks (000's tonnes)



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 and to 3.8 MMT in September as harvest progressed. Wheat, including durum, and canola, comprise 65% of the total stock. At 22% of the stock, barley, oats and peas made up much of the balance.

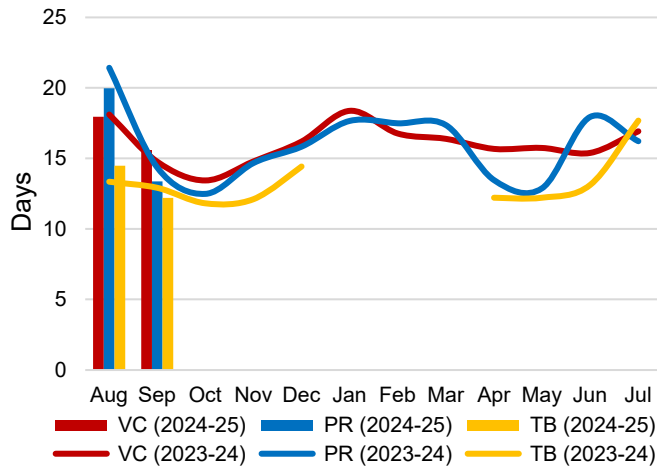
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged just under 1.3 MMT in September, up 0.3 MMT from those in-store during August. Stocks grew at all three operating western ports. Wheat, including durum, and canola, comprise 75% of the total stock. In August, western ports utilized 67% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

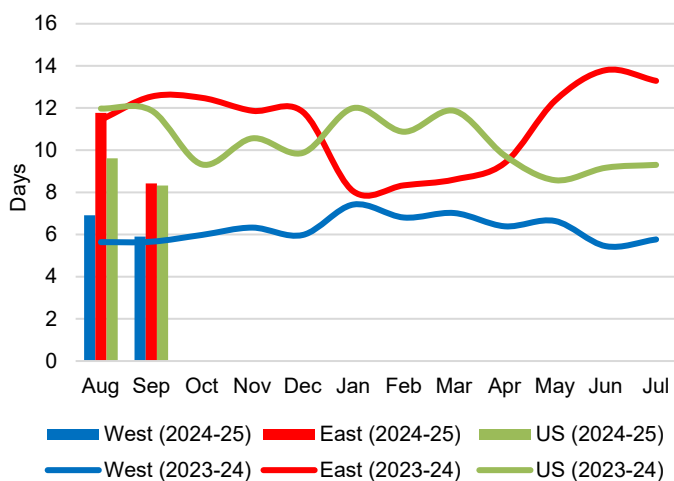


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 15.8 days in the first two months of the 2024-25 crop year, up 4.0% from the 15.2-day average reported a year earlier. This result was largely shaped by a 3.8% increase in the Vancouver corridor average and supported by a marginal 0.8% increase in the Prince Rupert average. Running counter to these hikes was the Thunder Bay average, which fell by 1.5%.

More noteworthy still was a 4.9% decrease in the car cycle for movements into Eastern Canada, which declined to an average of 23.3 days from 24.5 days a year earlier. An 11.2% decrease was noted in the cycle for US movements, which fell to an average of 26.1 days from 29.4 days the previous year.

Average Loaded Transit Times (days)

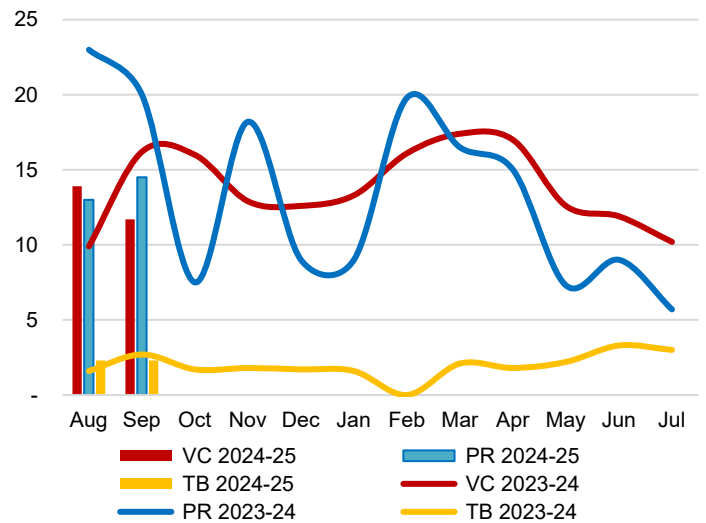


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 6.3 days in the first two months of the 2024-25 crop year, up 11.9% from the 5.6-day average posted the previous year. This was primarily driven by a 3.8% increase in the Vancouver-corridor average but tempered by a lesser 0.8% gain in the Prince Rupert corridor average, and a 1.5% reduction in the

Thunder Bay corridor average. Conversely, the average into Eastern Canada fell by 20.3%, to 9.6 days from 12.0 days a year earlier. Similarly, the average on US-bound traffic fell by a marginally greater 23.9%, to 9.1 days from 12.0 days.

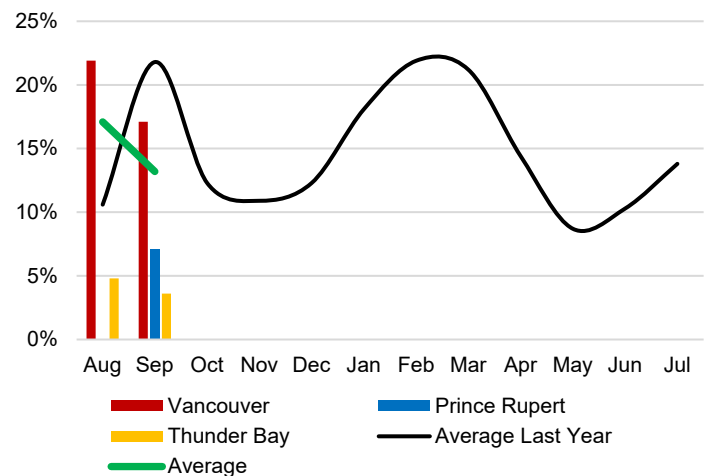
Average Days in Port per Vessel



GMP Data Table 5D-1

In September, the overall-average time vessels were in port waiting and loading grain was 8.1 days, 19.8% less than was the case in September 2023. The month-over-month average decreased at Vancouver while climbing at Prince Rupert. In September, the average days in port stood at 11.7 for Vancouver and 14.5 for Prince Rupert. At Thunder Bay, the average time vessels were in port held at 2.3 days.

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

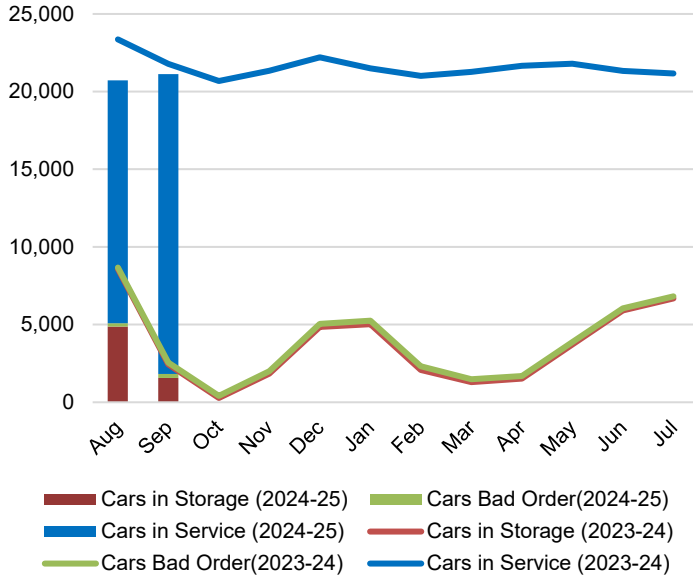


GMP Data Table 5C-5

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 fell to 13.2% in September, from 17.1% in August. Terminal out-of-car time decreased to 17.1% at Vancouver while climbing to 7.1% at Prince Rupert. Thunder Bay terminals registered 3.6% out-of-car time in September, a modest decrease from that seen in August.

Railway Grain Fleet Size and Utilization



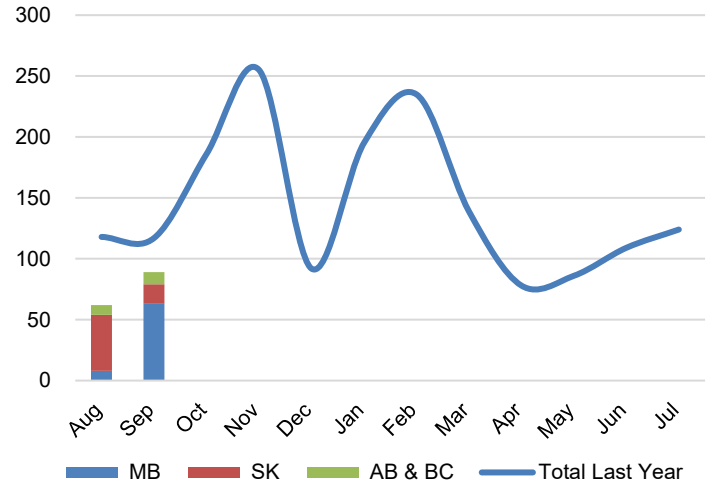
GMP Data Table 3B-2

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 substantial uptick in the serviceable-car count is seen in the September 2024 weekly average, which rose to 19,303. In September, 91% 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 September 2024 were 23.9% less than those in September a year earlier. Year to date, oats comprise 66% of the movement, considerably greater than the 41% shipped the previous crop year. Wheat and durum comprise just 21% of the year-to-date total. The majority of producer cars, nearly 67%, 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

