

GMP Dashboard

Table M-1	OCT 2024	NOV 2024	2024-25 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	36.5	38.2	39.3	-6.4%
Average Days In Store – Country	21.4	20.6	22.3	-6.7%
Loaded Transit Time	5.4	5.6	5.8	-1.8%
Average Days In Store – Terminal	9.7	12.0	11.2	-8.2%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	6,189.6	4,698.3	18,917.8	10.5%
Railway Shipments (all Western Canada traffic)	6,230.0	5,773.4	21,306.5	13.7%
Western Port Terminal Shipments	4,788.3	4,089.9	14,988.2	14.7%
Railway Performance				
Avg. Loads on Wheels (Cars)	11,359	11,199	10,235	18.6%
Total Western Port Car Cycle (days)	12.3	12.3	13.8	-3.6%
Port Performance				
Western Port Unloads (Number of Cars)	55,869	41,798	163,167	14.8%
Vessel Time in Port (days)	10.6	10.6	9.6	2.9%

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 7.3% in November 2024, to almost 5.8 MMT from the 6.2 MMT reported in October. 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 21.3 MMT up by 13.7% from the nearly 18.7 MMT handled a year earlier. Port shipments for November totaled 4.1 MMT, a 14.6% decrease from October. Year-to-date tonnage at 15.0 MMT is 14.7% more than in the previous crop year. Despite the month-over-month decrease in shipments, no change was seen in the average amount of time vessels spent in port, which held at 10.6 days in November as had been the case in October.

Highlights for November 2024

Traffic and Movement (page 2)

- Primary-elevator shipments were 18.9 MMT in the first four months of the 2024-25 crop year, 10.5% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first four months of the 2024-25 crop year totaled slightly over 21.3 MMT, up 13.7% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 15.0 MMT in the first four months of the crop year, up 14.7% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks grew by 5.4% while the average days-in-store fell by 6.7%.
- Average weekly port-terminal stocks were increased by 6.9% from the same period last year, while average days-in-store fell by 8.2% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports in November 2024 remained effectively unchanged from the 12.3 days recorded in October. Progressively faster velocities also lowered the year-to-date average to 13.8 days, 3.6% below the 14.3 days posted a year earlier. Conversely, the average for movements into Eastern Canada rose by a marginal 0.9% to 24.1 days, while the average for movements into the US fell by a more significant 12.1%, to 24.1 days.
- The year-to-date average for vessel time in port is 9.6 days, 2.9% more than that observed in the previous crop year.
- Port-terminal out-of-car time decreased to 6.0% at Vancouver in November, from 11.5% in October. Prince Rupert saw out-of-car time fell to 0.0% for the month. Thunder Bay out-of-car time was 2.6% in November, down from 3.8% in October.

Production and Supply

Statistics Canada's November producer-survey estimate for 2024 field-crop production in Western Canada stands at 71.5 MMT, a 3.4% increase from 2023's 69.2 MMT harvest. While overall, this estimate is little changed from the August model-based estimate, the canola projection was reduced by over 1.1 MMT. 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 projections and the ensuing harvest.

When coupled with July's 7.1 MMT of carry-forward stocks, some 9.8% less than in 2023, the overall grain supply is estimated at 78.6 MMT. This is just 2.0% greater 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	71,498.3	69,163.7	3.4%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	7,076.3	7,846.4	-9.8%
Total Grain Supply	78,574.6	77,010.1	2.0%

Traffic and Movement

November producer deliveries fell to an average of just under 1.1 MMT per week as winter approached the prairies. Average weekly primary-elevator stocks fell to 3.6 MMT in November, with good space in the elevator system.

Table M-3	NOV 2024	2024-25 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	978.4	3,606.7	-2.9%
Saskatchewan	2,353.5	9,545.6	16.5%
Alberta	1,341.2	5,674.0	11.1%
British Columbia	25.2	91.5	-6.9%
Total	4,698.3	18,917.8	10.5%

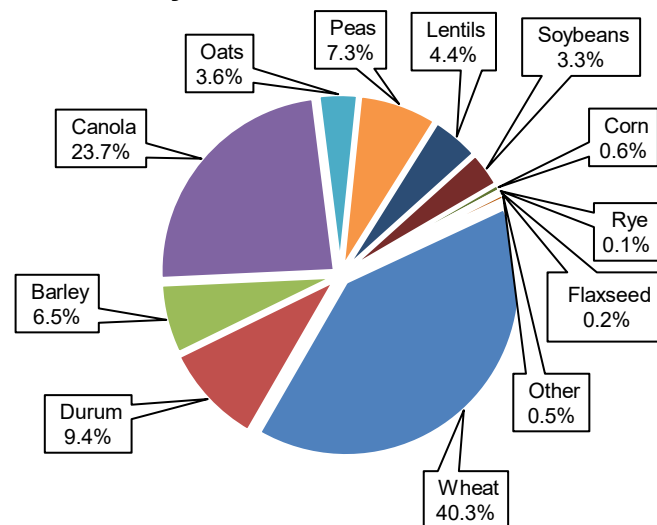
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	4,742.0	17,477.6	15.3%
Shipments to Eastern Canada	146.8	660.0	14.5%
Shipments to US & Mexico	809.1	2,861.4	7.0%
Shipments Western Domestic	75.4	307.4	-8.3%
Total	5,773.4	21,306.5	13.7%

Western Port Unloads (Number of Cars)			
Vancouver	29,057	112,719	11.2%
Prince Rupert	4,855	15,644	107.7%
Churchill	0.0	0.0	n/a
Thunder Bay	7,886	34,804	4.8%
Total	41,798	163,167	14.8%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	3,061.6	10,492.9	10.4%
Prince Rupert	342.6	1,352.3	88.8%
Churchill	0.0	0.0	n/a
Thunder Bay	685.7	3,143.0	10.5%
Total	4,089.9	14,988.2	14.7%



Primary Elevator Shipments by Commodity

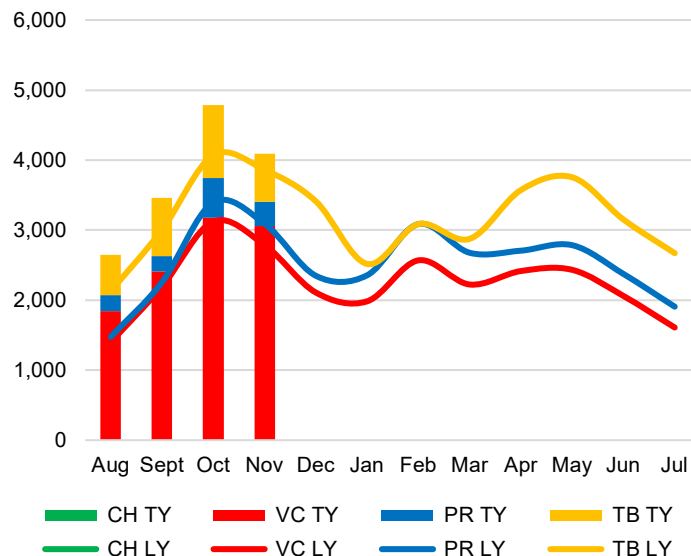


Total YTD = 18.9 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first four months of the crop year, registering 10.5% more than in the same period the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 73.4%. Movement of peas and lentils contributed 11.7% of the total.

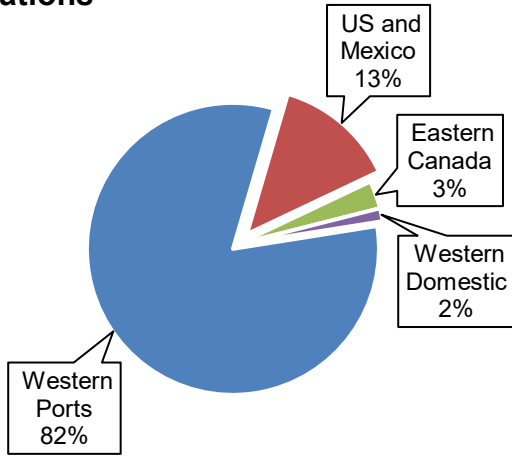
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports have increased 14.7% on a year-over-year basis. Crop year to date, Vancouver shipments are up 10.4% and Thunder Bay shipments are up 10.5%. Prince Rupert shipments recorded a year-over-year increase of 88.8% with a strong sales program in contrast to the previous year which saw a six-week shut down in the fall.

Western Canadian Grain Destinations

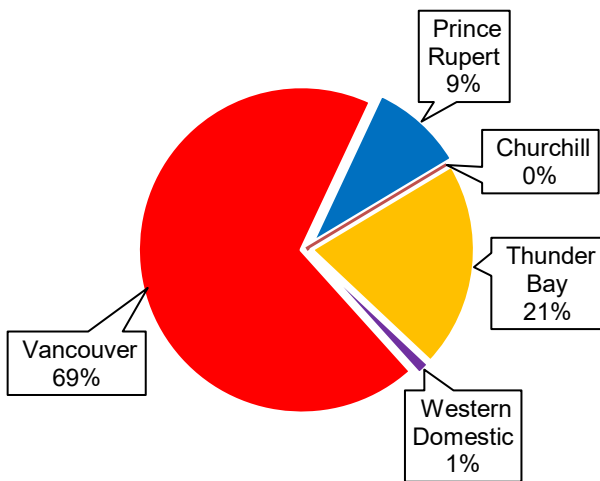


Total YTD = 21.3 MMT

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

Railway grain shipments from Western Canada totaled slightly over 21.3 MMT in the first four months of the 2024-25 crop year, a 13.7% increase over the 18.7 MMT handled in the same period a year earlier. The majority, about 17.5 MMT, was directed to Western Canadian ports, which saw a 15.3% gain in volume. This was supported by a 14.5% increase in shipments to Eastern Canada, and a 7.0% gain on movements into the US and Mexico. Conversely, Western Domestic volumes fell by 8.3%.

Western Canadian Destined Hopper Car Traffic



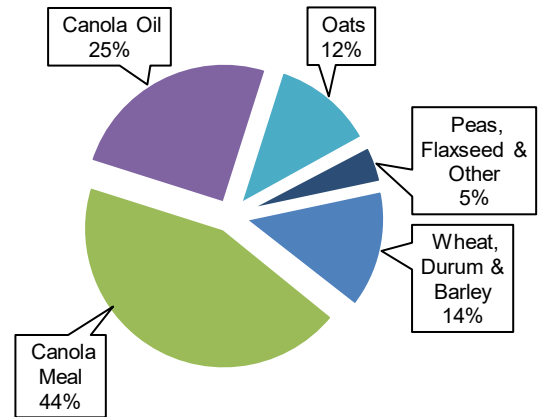
Total YTD - 17.2 MMT

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 four months of the 2024-25 crop year this amounted to over 17.2 MMT, up 13.6% 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 9.5%. This upturn in west-coast traffic was supported by a significantly greater 90.2% increase in Prince Rupert volumes. Similarly, there was a 10.7% gain in shipments to Thunder Bay. These were only marginally offset by a 23.8% decline in Western Domestic traffic.

US Destined Grain by Commodity

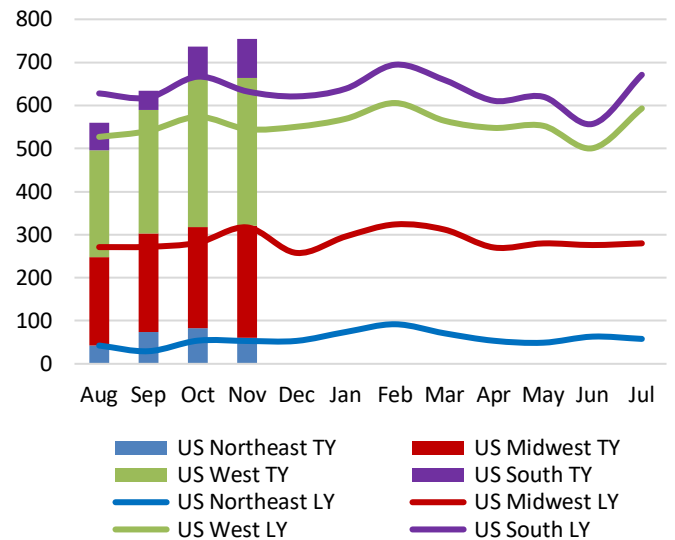


Total YTD - 2.7 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached slightly under 2.7 MMT in the first four months of the 2024-25 crop year, up 5.5% from that moved in the same period a year earlier. Just over 80% 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

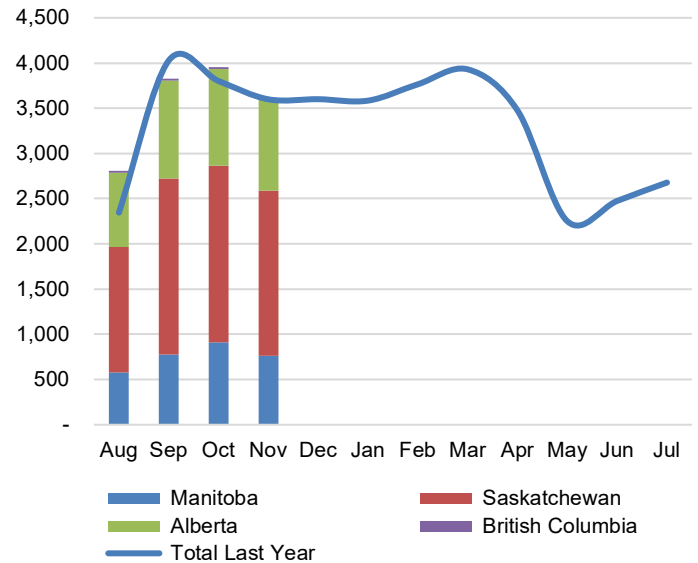
Primary elevator stocks declined in November, averaging 3.6 MMT as the autumn transitioned to winter. Overall space in the country system was good. Country stocks utilized just 68% of the working capacity of the network. By province, stocks ranged from 62% in Alberta, to 70% and 72% in Saskatchewan and Manitoba respectively, and 85% in British Columbia.

The average days-in-store in the primary-elevator system for the first four months of the crop year decreased from the same period last year, falling 6.7% to 22.3 days.

Table M-4	NOV 2024	2024-25 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,617.0	3,574.1	5.4%
Average Days in Store	20.6	22.3	-6.7%
Railway Operations (days)			
Cycle Time to Western Ports	12.3	13.8	-3.6%
Cycle Time to Eastern Canada	23.5	24.1	0.9%
Cycle Time to US	20.6	24.1	-12.1%
Loaded Transit to Western Ports	5.6	5.8	-1.8%
Loaded Transit to Eastern Canada	10.9	10.6	-11.9%
Loaded Transit to US	8.9	9.2	-15.0%
Rail Fleet in Grain Service	21,895	19,777	8.6%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,638.6	1,342.1	6.9%
Average Days in Store	12.0	11.2	-8.2%
Port Unloads (hopper cars)	41,798	163,167	14.8%
Terminal Out-of-Car Time	4.5%	11.2%	-17.6%
Western Canada Port Operations			
Average Vessel Time in Port (days)	10.6	9.6	2.9%



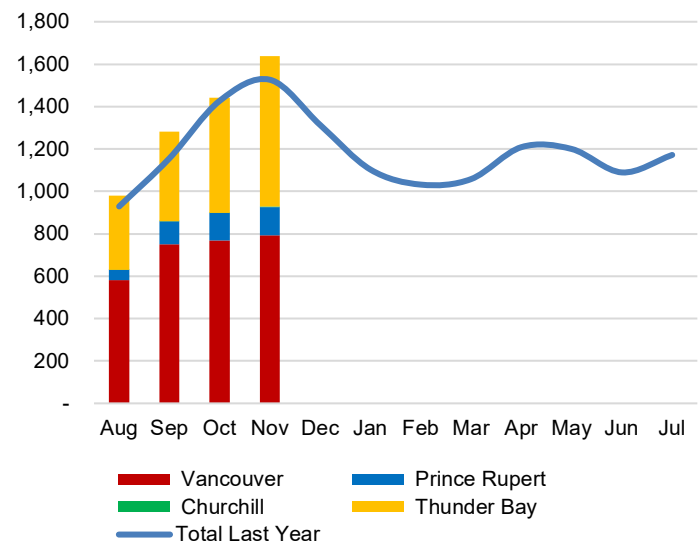
Average Weekly Primary Elevator Stocks (000's tonnes)



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 nearly 4.0 MMT in October before retreating to 3.6 MMT in November. Wheat, including durum, and canola, comprise 64% of the total stock. At 18% of the stock, barley, oats and peas made up much of the balance.

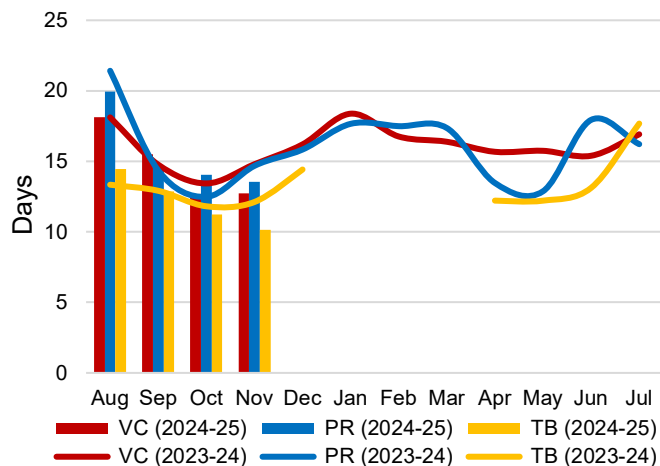
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged over 1.6 MMT in November, up 0.2 MMT from those in-store during October. Stocks grew at all three operating western ports. Wheat, including durum, and canola, comprise 77% of the total stock. In November, western ports utilized 85% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

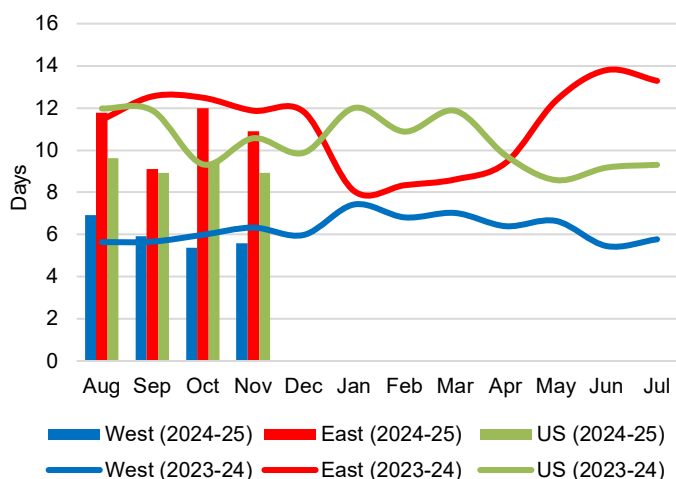


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.8 days in the first four months of the 2024-25 crop year, down 3.6% from the 14.3-day average reported a year earlier. This result was largely shaped by a 3.9% decrease in the Vancouver corridor average along with a 6.1% reduction in the average for Thunder Bay. Running counter to these declines was the Prince Rupert average, which increased by 5.4%.

This was accompanied by a marginal 0.9% increase in the car cycle for movements into Eastern Canada, which rose to an average of 24.1 days from 23.9 days a year earlier. A 12.1% decrease was noted in the cycle for US movements, which fell to an average of 24.1 days from 27.4 days the previous year.

Average Loaded Transit Times (days)

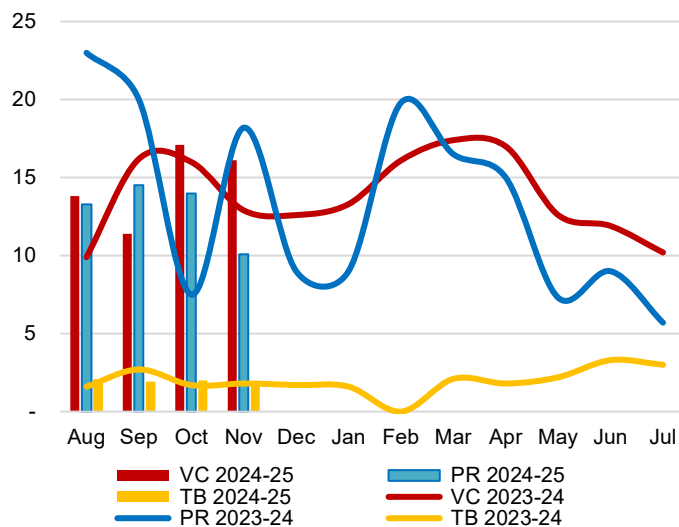


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.8 days in the first four months of the 2024-25 crop year, down 1.8% from the 5.9-day average posted the previous year. Owing to no change in the Vancouver-corridor average, the improvement was driven by reductions in the Prince Rupert and Thunder Bay corridor averages, which fell by 1.1% and 7.8%

respectively. The average into Eastern Canada fell by a more substantive 11.9%, to 10.6 days from 12.0 days a year earlier. Similarly, the average on US destined traffic fell by a marginally greater 15.0%, to 9.2 days from 10.8 days.

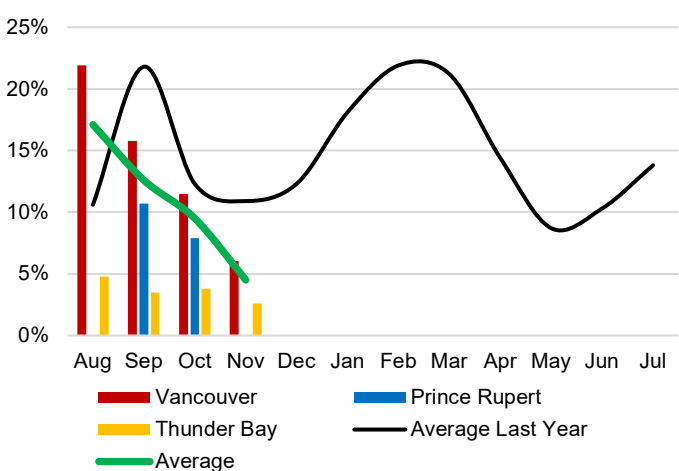
Average Days in Port per Vessel



GMP Data Table 5D-1

In November, the overall-average time vessels were in port waiting and loading grain was 10.6 days, 17.0% more than was the case in November 2023. The month-over-month average decreased at all three ports. In November, the average days in port stood at 16.1 for Vancouver and 10.1 for Prince Rupert. At Thunder Bay, the average time vessels were in port declined slightly to 1.9 days.

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

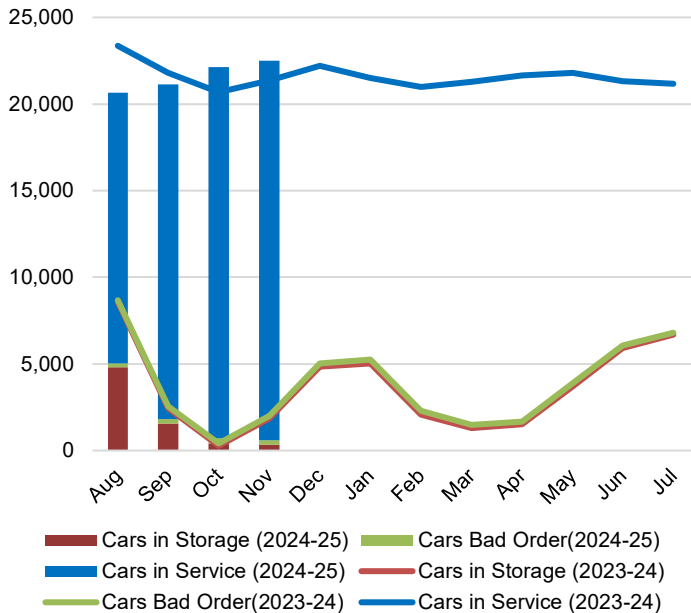


GMP Data Table 5C-5

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 4.5% in November, from 9.5% in October. Terminal out-of-car time decreased to 6.0% at Vancouver while falling to 0.0% at Prince Rupert. Thunder Bay terminals registered 2.6% out-of-car time in November, a nearly-50% decline from that seen in October.

Railway Grain Fleet Size and Utilization



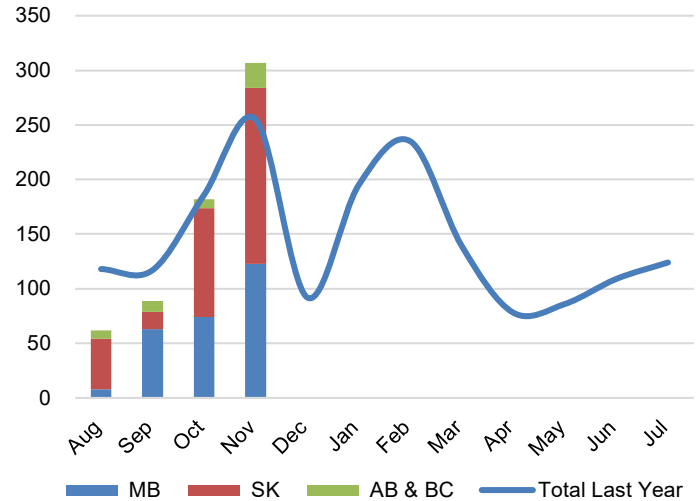
GMP Data Table 3B-2

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 November 2024 weekly average, which rose to 21,895. In November, 97% 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 November 2024 were 20.4% more than those in November a year earlier. Year to date, oats comprise 57% of the movement, considerably greater than the 41% shipped the previous crop year. Wheat and durum comprise just 30% of the year-to-date total. The majority of producer cars, nearly 60%, 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

