

GMP Dashboard

Table M-1	OCT 2023	NOV 2023	2023-24 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	38.9	43.8	42.0	8.5%
Average Days In Store – Country	22.9	23.6	23.9	3.5%
Loaded Transit Time	6.0	6.2	5.9	9.8%
Average Days In Store – Terminal	10.0	14.0	12.2	19.6%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,482.3	5,150.5	17,113.5	-9.2%
Railway Shipments (all Western Canada traffic)	5,534.3	4,853.9	18,739.1	-6.3%
Western Port Terminal Shipments	4,069.0	3,844.0	13,045.1	-6.6%
Railway Performance				
Avg. Loads on Wheels (Cars)	10,180	9,685	8,554	-4.8%
Total Western Port Car Cycle (days)	13.1	13.5	14.1	4.8%
Port Performance				
Western Port Unloads (Number of Cars)	39,311	44,153	141,780	-8.4%
Vessel Time in Port (days)	10.9	9.1	9.3	11.1%

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 decreased by 12.3% in November 2023, to 4.9 MMT from 5.5 MMT in October. This marked a softening in 2023-24 crop year volumes, with total YTD tonnage declining by 6.3%, to 18.7 MMT. Port shipments for November totaled 3.8 MMT, a 5.5% decrease from October. Year-to-date, at 13.0 MMT, they are 6.6% less than those in the previous crop year. Accompanying the month-over-month decrease in shipments was a decrease in the average amount of time vessels spent in port, which fell to 9.1 days in November from 10.9 in October.

Highlights for November 2023

Traffic and Movement (page 2)

- Primary-elevator shipments were 17.1 MMT in the first four months of the 2023-24 crop year, 9.2% less 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 2023-24 crop year totaled over 18.7 MMT, down 6.3% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 13.0 MMT in the first four months of the crop year, down 6.6% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 4.7% while the average days-in-store grew by 3.5%.
- Average weekly port-terminal stocks increased 13.3% from the same period last year, while average days-in-store grew by 19.6% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports increased by 3.1%, to 13.5 days in November from 13.1 days in October. Comparatively slower velocities in these two months helped raise the YTD average to 14.1 days, 4.8% above the 13.5 days posted a year earlier. The average for movements into Eastern Canada decreased by 11.3% to 23.6 days, while the average for movements into the US rose by 13.1%, to 27.1 days.
- The year-to-date average for vessel time in port is 9.3 days, 11.1% more than that observed in the previous crop year.
- Port-terminal out-of-car time decreased to 14.5% at Vancouver in November, from 16.7% in October. Prince Rupert saw out-of-car time remain at 0.0% in November. Thunder Bay's out-of-car time grew to 3.9% from 2.8% 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 5.3 MMT of carry-forward stocks, some 23.7% more than in 2022, the overall grain supply is estimated at 72.6 MMT. This stands 8.2% 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	67,299.1	74,839.5	-10.1%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	5,334.4	4,311.8	23.7%
Total Grain Supply	72,633.5	79,151.3	-8.2%

Traffic and Movement

November producer deliveries increased to an average of just over 1.0 MMT per week as mild weather continued. Average weekly primary-elevator stock levels fell to 3.6 MMT in November, with good space in the elevator system throughout the month.

Table M-3	NOV 2023	2023-24 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	1,104.56	3,716.2	9.5%
Saskatchewan	2,413.1	8,190.7	-15.7%
Alberta	1,611.7	5,108.3	-8.9%
British Columbia	21.2	98.3	-26.0%
Total	5,150.5	17,113.5	-9.2%

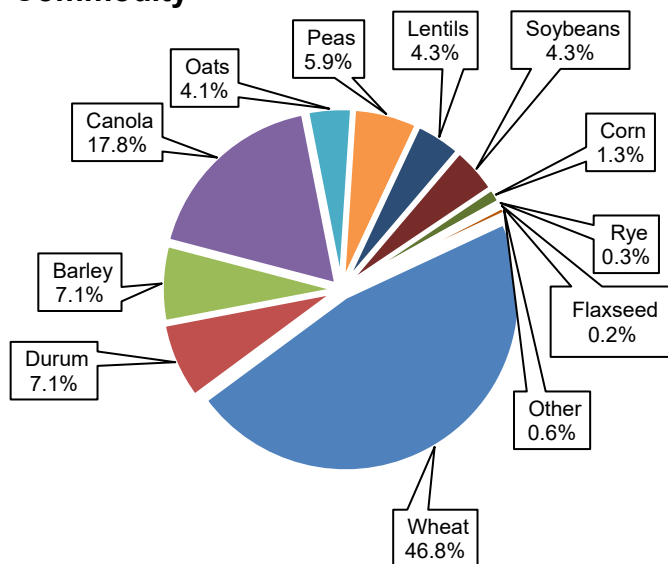
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,961.1	15,156.3	-7.0%
Shipments to Eastern Canada	137.4	576.4	-26.8%
Shipments to US & Mexico	665.6	2,673.6	2.1%
Shipments Western Domestic	89.9	332.8	14.4%
Total	4,853.9	18,739.1	-6.3%

Western Port Unloads (Number of Cars)			
Vancouver	31,896	101,347	-5.5%
Prince Rupert	3,264	7,225	-54.0%
Churchill	0.0	0.0	n/a
Thunder Bay	8,993	33,208	4.2%
Total	44,153	141,780	-8.4%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,768.2	9,485.6	-2.4%
Prince Rupert	305.7	716.1	-49.1%
Churchill	0.0	0.0	n/a
Thunder Bay	770.1	2,843.4	-0.2%
Total	3,844.0	13,045.1	-6.6%



Primary Elevator Shipments by Commodity

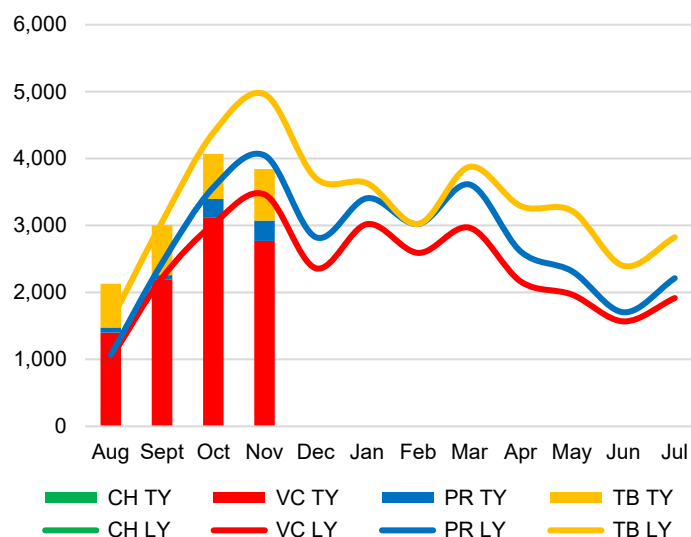


Total YTD = 17.1 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators fell in the first four months of the crop year, registering 9.2% less than in the same period the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 71.7%. Movement of peas and lentils contributed 10.2% of the total.

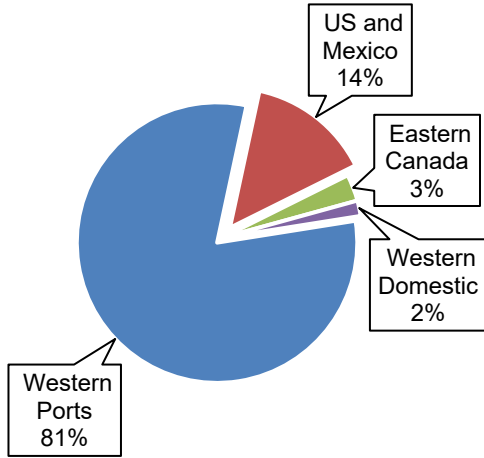
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports have slackened in the first four months of the 2023-24 crop year. They register 6.6% lower on a year-over-year basis. Crop year to date, Vancouver shipments are down 2.4%, while Thunder Bay is only down 0.2%. Prince Rupert shipments recorded a year-over-year decline of 49.1%.

Western Canadian Grain Destinations

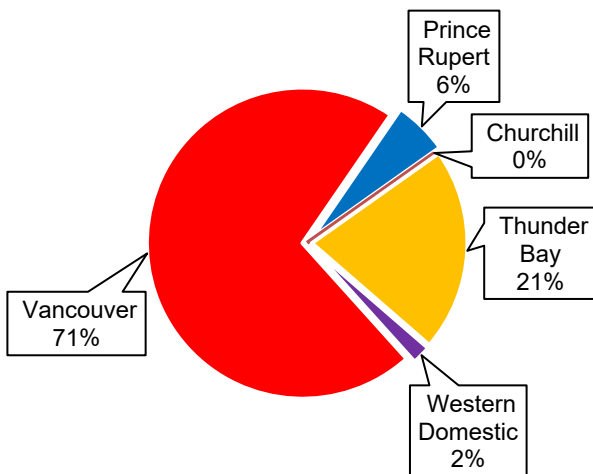


Total YTD = 18.7 MMT

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

Railway grain shipments from Western Canada totaled over 18.7 MMT in the first four months of the 2023-24 crop year, a 6.3% decrease from the 20.0 MMT handled in the same period a year earlier. The majority, almost 15.2 MMT, was directed to Western Canadian ports, denoting a 7.0% decline in volume. This was partially offset by a 14.4% gain in Western Domestic traffic. A 2.1% increase was noted on movements into the US and Mexico while shipments into Eastern Canada fell by 26.8%.

Western Canadian Destined Hopper Car Traffic



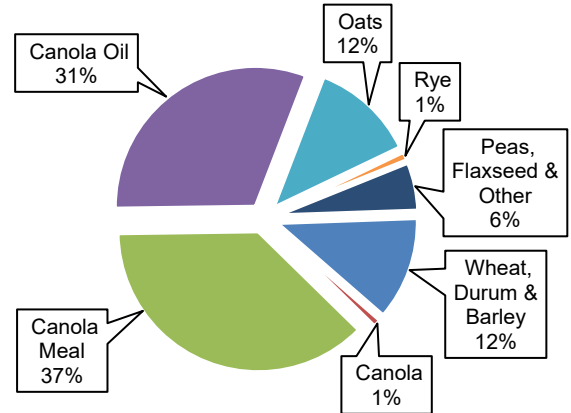
Total YTD - 15.2 MMT

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 2023-24 crop year this amounted to almost 15.2 MMT, down 6.9% 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 3.5%. The west-coast decline was aggravated by a sharper 46.7% decrease in Prince Rupert volumes although buoyed by a 12.7% gain in Western Domestic traffic. Shipments to Thunder Bay fell by a marginal 0.6%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

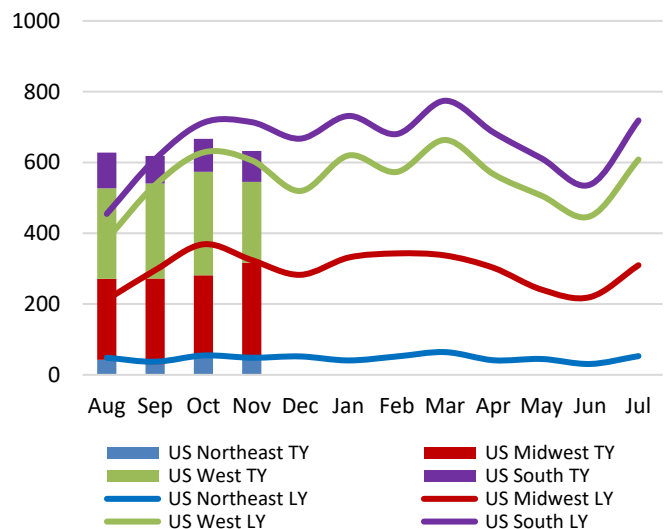


Total YTD - 2.5 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 2.5 MMT in the first four months of the 2023-24 crop year, up 2.2% from that moved in the same period a year earlier. Nearly 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 mild weather provided good operating conditions. Overall space in the country system was good. Country stocks utilized 66% of the working capacity of the network. By province, stocks ranged from 61% in Saskatchewan to 68% and 74% in Alberta and Manitoba respectively, and 91% in British Columbia.

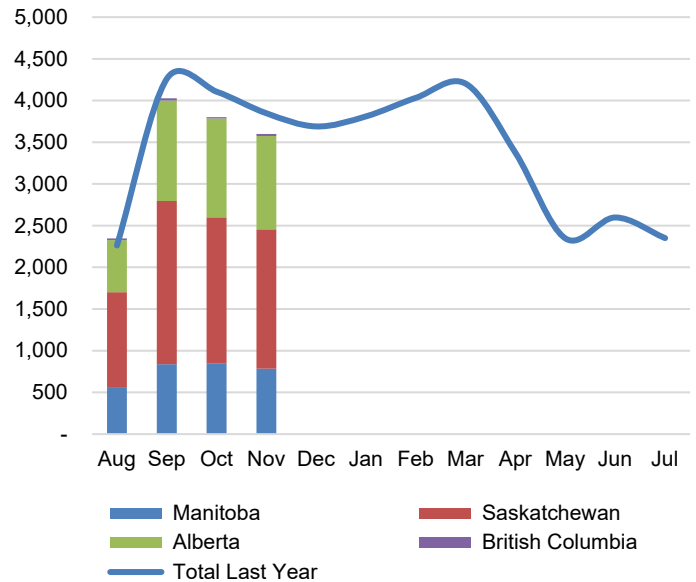
The average days-in-store in the primary-elevator system for the first four months of the crop year grew from the same period last year, climbing 3.5% to 23.9 days.

Table M-4	NOV 2023	2023-24 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,598.8	3,391.0	-4.7%
Average Days in Store	23.6	23.9	3.5%
Railway Operations (days)			
Cycle Time to Western Ports	13.5	14.1	4.8%
Cycle Time to Eastern Canada	22.0	23.6	-11.3%
Cycle Time to US	24.7	27.1	13.1%
Loaded Transit to Western Ports	6.2	5.9	9.8%
Loaded Transit to Eastern Canada	11.5	12.0	-3.9%
Loaded Transit to US	10.0	10.8	13.1%
Rail Fleet in Grain Service	19,589	18,275	2.6%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,526.3	1,255.9	13.5%
Average Days in Store	14.0	12.2	19.6%
Port Unloads (hopper cars)	44,153	141,780	-8.4%
Terminal Out-of-Car Time	11.8%	13.9%	25.2%
Western Canada Port Operations			
Average Vessel Time in Port (days)	14.0	9.3	11.1%

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



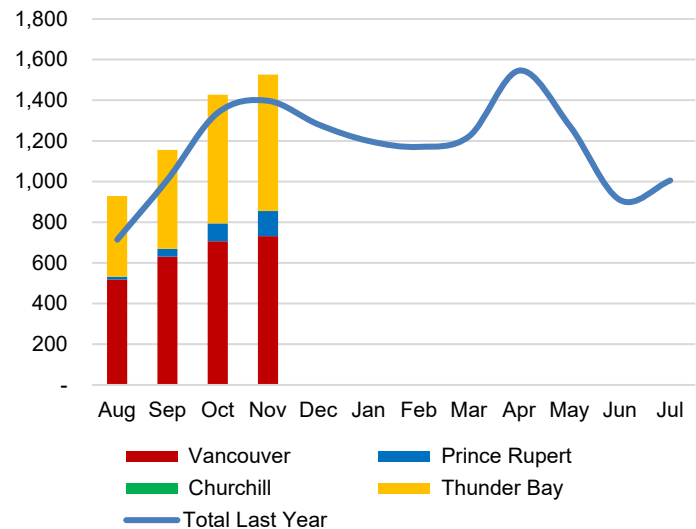
Average Weekly Primary Elevator Stocks (000's tonnes)



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 and grew to 4.0 MMT in September before tapering off to 3.6 MMT in November. Wheat, including durum, and canola, comprise 61% of the total stock. At 21% of the stock, barley, oats and peas made up much of the balance.

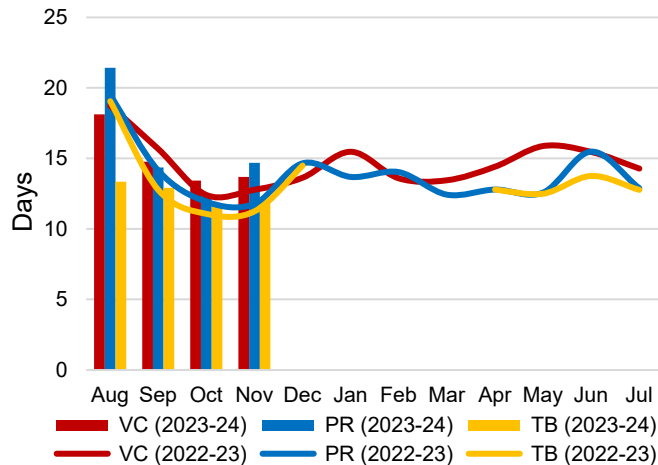
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal-elevator stocks averaged 1.5 MMT in November, up from the 1.4 MMT in-store during October. Stocks grew at all three operating ports in Western Canada. Wheat, including durum, and canola, comprise over 77% of the total stock. In November, western ports utilized over 81% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

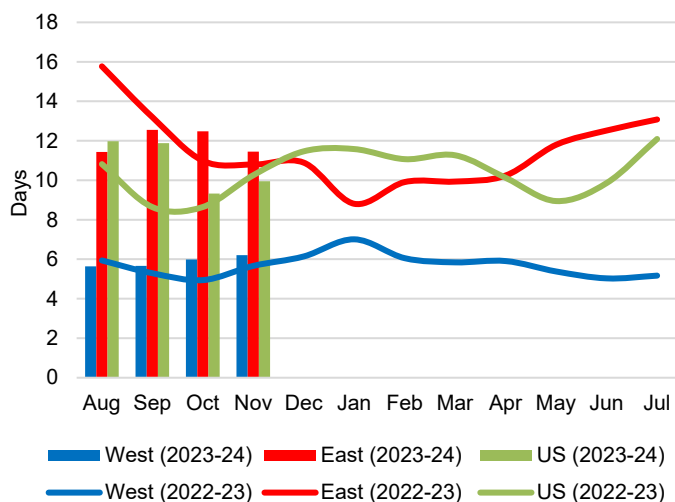


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 14.1 days in the first four months of the 2023-24 crop year, up 4.8% from the 13.5-day average reported a year earlier. This result was shaped by increases in each of the three primary corridors, with Vancouver's rising 4.6%; Prince Rupert, 12.8%; and Thunder Bay, 2.2%.

More noteworthy still was an 11.3% decline in the YTD car cycle into Eastern Canada, which fell to an average of 23.6 days from 26.6 days a year earlier. A 13.1% increase was noted in the cycle for US movements, which rose to an average of 27.1 days from 24.0 days the previous year.

Average Loaded Transit Times (days)

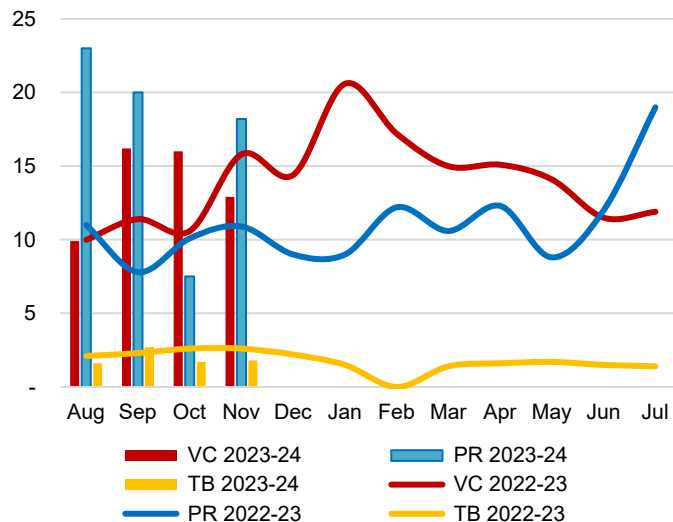


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.9 days in the first four months of the 2023-24 crop year, up 9.8% from the 5.4-day average posted the previous year. This was primarily driven by a 9.5% increase in the Vancouver-corridor average but bolstered by increases in the Thunder Bay and Prince Rupert corridor averages of 6.4% and 16.1%

respectively. The average into Eastern Canada fell by 3.9%, to 12.0 days from 12.5 days a year earlier. The average on US-destined traffic rose by 13.1%, to 10.8 days from 9.5 days.

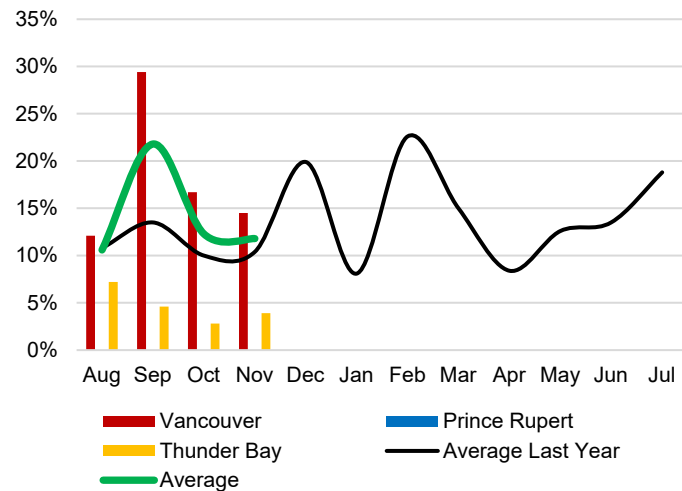
Average Days in Port per Vessel



GMP Data Table 5D-1

In November, the overall-average time vessels were in port waiting and loading grain was 9.1 days, 13.7% less than was the case in November 2022. The month-over-month average fell at Vancouver, while growing from that seen in October at Prince Rupert and Thunder Bay. In November, the average days in port stood at 12.9 for Vancouver and 18.2 for Prince Rupert. The Thunder Bay average rose marginally to 1.8 days in port.

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

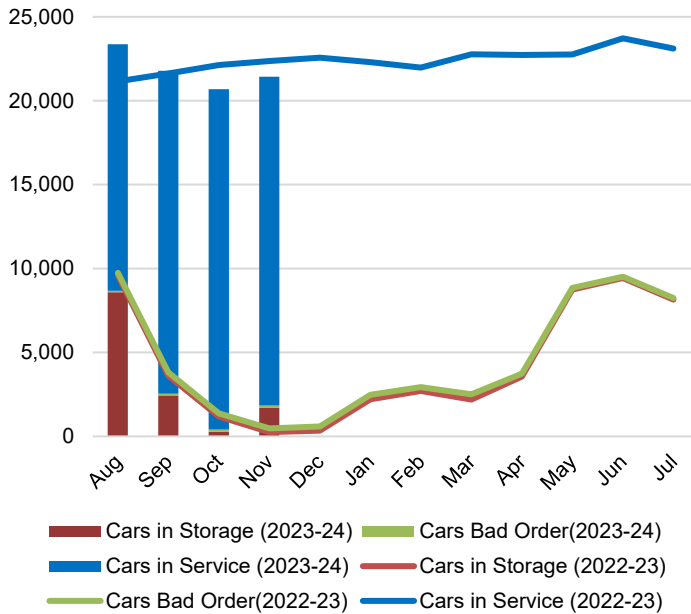


GMP Data Table 5C-5

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 11.8% in November, from 12.3% in October. Terminal out-of-car time decreased to 14.5% at Vancouver and grew to 3.9% at Thunder Bay. Prince Rupert out-of-car time remained at 0.0% in November.

Railway Grain Fleet Size and Utilization



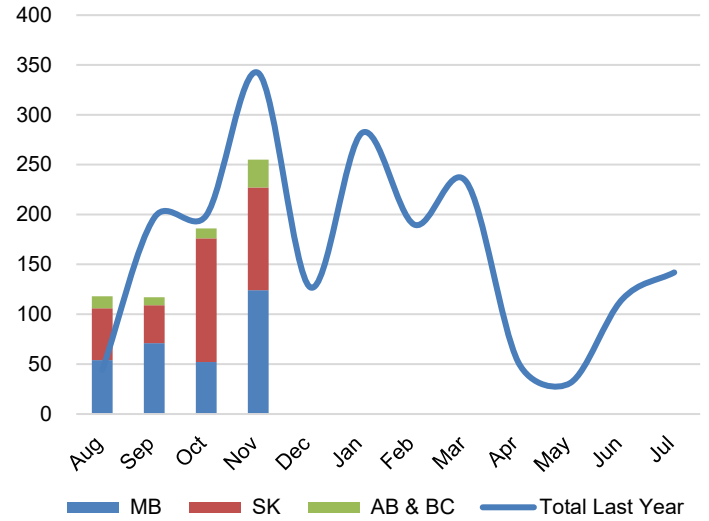
GMP Data Table 3B-2

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 19,589 in November. In November, 91% of the overall fleet was in service to address the shipping demands for western grain, with a

relatively small 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 November 2023 were 25.4% less than those in November a year earlier. Oats comprise 45% of the movement, similar to the 43% shipped the previous crop year. Wheat and durum comprise 43% of the year-to-date total. All the oats and durum producer cars thus far this crop year, have been shipped to the United States.



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

