

Grain Monitoring Program: The GHTS at a Glance

Key Measures for 1999-2013



	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	Change over last CY	Annual Avg	GMP Report Reference	Notes
Productions and Supply																		
Western Canadian Crop Production (tonnes 000)	55,142	54,073	42,541	31,540	47,655	53,401	56,003	49,265	48,517	60,352	56,144	50,071	53,544	56,882	6.2%	51,081	Measure 1A-1	The 2012 growing season realized the second good crop in a row for Western Canadian farmers. A 6.2% increase in production was a result of above average yields and good growing condition across the prairies. When combined with a lower than average carry out the total supply for the year came in less than 1% higher than the previous year.
Carry Forward Stocks (tonnes 000)	7,418	9,776	8,751	6,071	5,489	6,647	10,768	12,425	7,451	5,647	9,515	11,200	8,628	5,733	-33.6%	8,251	Measure 1A-2	
Total Grain Supply (tonnes 000)	62,560	63,849	51,292	37,611	53,144	60,048	66,771	61,690	55,968	65,998	65,659	61,271	62,172	62,615	0.7%	59,332	Calculated for this Report	
Traffic and Movement																		
Shipments from Primary Elevators (tonnes 000)	32,494	33,282	25,924	19,052	28,527	28,594	32,105	33,453	31,886	35,349	33,861	32,270	35,339	34,279	-3.0%	31,173	Measure 2A-1	With the supply of grain staying level with the previous year, the total movement, on the whole, stayed level with the prior year. Shipments from elevators overall decreased, however rail movements and shipments from terminals (exports) stayed essentially the same.
Railway Movement (tonnes 000)	26,441	25,885	18,765	12,736	20,659	20,832	25,304	24,312	22,767	27,338	28,444	28,008	29,262	29,601	1.2%	24,311	Measure 2B-1	
Port throughput (tonnes 000)	23,555	23,941	18,005	11,807	18,962	18,944	23,723	22,824	22,026	25,639	25,760	25,428	26,897	26,923	0.1%	22,460	Measure 2C-1	
Infrastructure (as of the end of the crop year)																		
Delivery Points in the Western GHTS	626	543	348	292	288	282	275	272	276	273	274	273	271	274	1.1%	n/a	Measure 3A-1	As noted previously, the single largest change in the GHTS over the term of the GMP has been the reduction in grain elevators and delivery points, the last few years have seen a slowing in the closure of grain elevators. The 2012-13 crop year saw a modest increase 5 elevators, bringing the total number of licensed elevators in western Canada to 391. There was a removal of one terminal elevator, in Thunder Bay, which reduced the total to 15.
Elevators in the Western Canadian GHTS	917	781	500	416	404	385	374	371	378	367	366	366	386	391	1.3%	n/a	Measure 3A-1	
Storage Capacity of Primary Elevators (tonnes 000)	7,444	7,137	6,125	5,747	5,689	5,846	5,871	5,808	5,953	6,060	6,343	6,369	6,740	6,852	1.7%	n/a	Measure 3A-1	
Route Miles of rail lines in the GHTS	19,390	19,021	18,924	18,924	18,823	18,764	18,595	18,495	17,978	17,905	17,905	17,830	17,830	17,600	-1.3%	n/a	Measure 3B-1	
Western Canadian Terminal Elevators	15	16	17	17	16	16	16	16	15	15	15	15	16	15	-6.3%	n/a	Measure 3C-1	
Commercial Matters																		
Average Single Car Rail Freight Rates																		
CN - Vancouver	\$36.9	\$35.5	\$36.9	\$38.3	\$39.0	\$36.8	\$39.4	\$43.0	\$43.0	\$41.2	\$37.7	\$38.6	\$41.5	\$ 49.79	20.1%	n/a	Measure 4C-1	Included for the first time in this years summary report is the average single car rail freight rate for each of the three major Western corridors. Increases this year in these corridors is driven largely by the increase in the CTA's allowable rate index (VRCPI).
CP - Vancouver	\$36.7	\$35.0	\$36.6	\$38.1	\$38.5	\$36.3	\$39.1	\$42.6	\$39.2	\$40.7	\$42.6	\$41.9	\$42.6	\$ 52.20	22.6%	n/a	Measure 4C-2	
CN - Prince Rupert	\$41.8	\$38.0	\$39.4	\$40.9	\$41.5	\$36.9	\$39.5	\$42.4	\$39.1	\$38.2	\$37.2	\$37.3	\$40.9	\$ 49.80	21.9%	n/a	Measure 4C-3	
CN - Thunder Bay	\$32.4	\$30.8	\$31.9	\$33.2	\$33.9	\$32.4	\$34.8	\$38.9	\$46.1	\$37.2	\$41.1	\$39.0	\$43.7	\$ 45.51	4.2%	n/a	Measure 4C-4	
CP - Thunder Bay	\$30.8	\$30.8	\$30.1	\$31.2	\$31.5	\$29.4	\$31.8	\$35.1	\$35.3	\$34.3	\$35.2	\$35.0	\$36.9	\$ 42.78	16.0%	n/a	Measure 4C-5	
Tot. Revenue Cap Differential (\$ Millions)	-	\$5.8	\$22.2	\$23.9	\$0.9	\$0.7	(\$3.4)	(\$1.3)	(\$57.9)	\$0.5	\$5.4	(\$0.3)	(\$0.6)	\$6.2	1068%	\$0.2	Measure 4C-3	For the 2012-13 crop year, the revenue caps for CN and CP were set at \$562.9 million and \$544.0 million respectively, or just over \$1,106.9 million on a combined basis. The Canadian Transportation Agency determined that the statutory revenues derived from the movement of regulated grain by CN and CP amounted to \$556.6 million and \$544.2 million respectively, or \$1,100.8 million on a combined basis. Total carrier revenues fell below this limit by \$6.2 million, with CN \$6.3 million below its cap and CP \$178,000 above its cap.
Grain Company Elevation Charges - Index (Aug 1, 1999=100)	100	107.2	108.4	109.4	110.4	112.3	112.3	114.5	118.2	121.3	123.3	122.8	122.9	123.5	0.5%	N/A	Measure 4B-1 for Receiving, Elevating and Loading Out	Once again, country elevating charges remained largely unchanged from the previous crop year.
System Efficiency and Performance																		
Time Grain Spends in the GHTS (days)	68.1	63.1	65.6	77.5	60.4	56.4	54.7	56.6	58.4	49.9	52.2	52.3	47.1	46.2	-1.9%	57.8	Measure 5E-1	The GMP measures the average time taken by grain to move through the GHTS from producer delivery at the country elevator to vessel loading at port. The 2012-13 crop year produced the fastest time yet seen under the GMP, 46.2 days. This is the third straight year of continuous improvement.
Country Elevator Annual "Turns"	4.8	5.0	4.5	3.7	5.6	5.6	6.2	6.5	6.0	6.6	6.2	5.7	6.0	5.8	-3.3%	5.6	Measure 5A-1	The number of "turns" made by an elevator refers to the number of times its capacity has been fully utilized (total throughput volume divided by total storage capacity). Although these values are driven by the total throughput volumes, the number of turns are also impacted by changes in the network's total storage capacity.
Terminal Elevator Annual "Turns"	9.1	8.9	6.6	5.0	7.0	7.5	8.7	8.3	8.5	10.0	10.0	9.9	11.1	11.1	0.0%	8.7	Measure 5C-1	
Average Railway Car Cycles: Total (days)	19.9	16.4	17.1	20.4	16.7	18.7	17.3	18.8	15.9	13.4	13.2	14.3	13.9	14.0	0.7%	16.3	Measure 5B-1	
to Vancouver (days)	19.6	16.8	17.8	23.0	17.8	19.2	18.3	18.6	17.0	14.1	14.0	15.2	14.3	14.6	2.1%	17.2	Measure 5B-1	A railway car cycle is defined as the time a rail car takes to travel from its loading point, through to its destination and back for its next load. Throughout the GMP, car cycles have exhibited a high degree of variability. However, the longer term trend shows general improvement, despite a modest increase in the 2012-13 crop year 0.7% to 14.0 days from 13.9.
to Prince Rupert (days)	26.1	26.2	21.9	22.5	13.9	18.4	15.6	15.9	14.3	11.8	12.0	12.5	12.2	13.3	9.0%	16.9	Measure 5B-1	
to Thunder Bay (days)	20.5	15.7	16.3	18.2	17.0	18.2	17.2	15.6	15.4	13.7	12.8	13.9	14.5	13.6	-6.2%	15.9	Measure 5B-1	
Average Railway Loaded Transit (days)	7.8	7.3	7.0	7.9	7.0	7.0	6.7	6.7	6.3	5.5	5.5	6.0	5.6	5.4	-3.6%	6.6	Measure 5B-4	
Total Avg CV	0.429	0.376	0.325	0.314	0.342	0.355	0.351	0.352	0.329	0.327	0.308	0.323	0.309	0.309	0.0%	0.339	Measure 5B-4	The loaded transit time focuses on the amount of time taken in moving grain from a country elevator to a port terminal for unloading. One of the most common concerns voiced by grain shippers relates to the consistency of the service they receive from the railways. Specifically, they find it difficult to develop logistics plans when actual transit times can vary widely from the average.
to Vancouver (days)	8.2	7.4	7.1	8.2	7.1	6.8	7.1	7.0	6.5	5.7	5.8	6.4	5.7	5.6	-1.8%	6.8	Measure 5B-4	
Vancouver CV	0.548	0.487	0.415	0.393	0.439	0.438	0.453	0.484	0.405	0.418	0.419	0.433	0.414	0.417	0.7%	0.440	Measure 5B-4	
to Prince Rupert (days)	10.0	7.0	7.8	9.9	6.2	7.1	6.4	6.8	6.2	5.1	5.2	5.9	5.9	5.9	0.0%	6.8	Measure 5B-4	
Prince Rupert CV	0.708	0.349	0.236	0.399	0.388	0.358	0.399	0.422	0.391	0.351	0.317	0.340	0.310	0.364	17.4%	0.381	Measure 5B-4	
to Thunder Bay (days)	6.9	7.1	6.9	7.0	7.4	7.1	6.5	6.1	6.1	5.4	4.9	5.2	5.1	4.7	-7.8%	6.2	Measure 5B-4	
Thunder Bay CV	0.482	0.416	0.400	0.418	0.438	0.447	0.453	0.435	0.429	0.408	0.441	0.389	0.366	0.419	14.5%	0.424	Measure 5B-4	
Average railway multiple car incentives (\$/tonne)	\$2.41	\$3.48	\$4.07	\$3.97	\$4.54	\$4.52	\$4.81	\$5.41	\$5.51	\$6.25	\$6.65	\$6.74	\$6.80	\$7.09	4.3%	\$5.16	Measure 5B-6	The annual value of the discounts earned by grain shippers has continued to climb since the beginning of the GMP, now averaging \$7.09/tonne. This crop year saw a decrease in the percentage of traffic moving in car blocks over 50 cars from 80.7% to 77.2%.
% of total traffic incentive was paid on	50.4%	68.0%	76.8%	75.7%	75.1%	73.6%	75.5%	75.2%	76.6%	78.8%	79.3%	79.7%	80.7%	77.2%	-4.3%	74.5%	Measure 5B-5	
Average Vessel time in port (days)	4.3	5.9	4.9	4.3	4.0	4.9	4.8	5.3	5.0	4.6	6.2	9.9	6.6	9.7	47.0%	5.7	Measure 5D-1	Changes in the management of ocean vessel procurement saw an increase in the numbers of vessels waiting at West coast ports in early part of the year. This resulted in longer than normal vessel waiting times and higher levels of ocean vessel demurrage at port.
Producer Impacts																		
Average Weighted Applicable Freight for 1 CWRS Wheat (\$ per tonne)	\$31.87	\$30.93	\$32.31	\$34.73	\$33.32	\$33.74	\$34.80	\$37.18	\$37.57	\$37.83	\$35.49	\$35.41	\$35.35	n/a	-0.2%	\$34.66	Measure 6A-10A	The changes in the Canadian Wheat Boards marketing role resulted in changes to the reporting of producer related measures. The loss of cash ticket data from the Canadian Wheat Board has constrained the GMP's ability to report on detailed producer costs. The GMP has replaced these measures with ones with alternate methodologies. We will begin displaying them in this summary in the next annual report.
Average Trucking Premium for 1CWRS Wheat (\$ per tonne)	\$2.32	\$3.01	\$3.62	\$3.96	\$4.25	\$3.68	\$4.56	\$5.15	\$5.55	\$6.17	\$6.78	\$6.57	\$8.17	n/a	24.4%	\$4.91	Measure 6A-10A	
Avg. Total Logistics Costs (Export Basis) for 1CWRS Wheat (\$ per tonne)	\$54.58	\$52.92	\$50.88	\$57.15	\$55.51	\$57.77	\$61.81	\$63.20	\$67.65	\$66.74	\$65.86	\$73.35	\$74.75	n/a	1.9%	\$61.71	Measure 6A-10A	
Logistics Costs as a % of the Final Realized Price	28%	26%	23%	23%	26%	28%	32%	30%	18%	21%	28%	21%	23%	n/a	7.8%	25.2%	Calculated for this summary	
Final Realized Price for 1 CWRS (based on 13.5% protein) (\$/tonne)	\$192.43	\$202.58	\$217.02	\$250.20	\$211.14	\$205.10	\$195.14	\$212.89	\$372.06	\$311.36	\$236.80	\$344.96	\$326.04	\$328.26	0.7%	\$252.13	Measure 6A-10A	Although improvement in production levels in Canada and other competing countries exerted downward pressure on wheat prices, they remained high by historical standards.
Industrial Product Price Index	97.9	101.2	100.0	98.7	101.9	103.5	106.0	107.6	112.3	108.4	109.5	114.5	115.2	115.8	0.5%	N/A	Statistics Canada (see Export Basis and Producer Netback section of Executive Summary)	The modest increase in IPIPI this year is also reflected in other cost indices such as the CPI and the CTA's VRCPI used in the Revenue Cap calculation
Western Canada Crop Production Farm Input Price Index	-	-	100.0	110.0	120.6	125.9	119.9	137.8	186.7	147.7	154.3	166.4	174.9	-	-100.0%	N/A	Producer Netback section of Executive Summary)	The FIPI measure was recently adjusted and restated by Stats Canada and reflects an index on all farm related input costs. At 174.9 for the period from 2002-2012, it reveals increases in most other producer related costs that far exceed those experienced in the handling and transportation of grain.



About the Grain Monitoring Program

On May 10, 2000 the Government of Canada introduced Bill C-34, which prescribed a number of changes to the handling and transportation of prairie grain. In conjunction with its enactment on August 1, 2000 the government also announced that they would appoint an independent third party to monitor the overall efficiency of the prairie grain handling and transportation system, including the impact of changes on producers, the Canadian Wheat Board, railways, grain companies, and ports.

On June 19, 2001 the Federal Government announced that Quorum Corporation had been selected as the monitor for the prairie grain handling and transportation system.

Under its mandate, Quorum Corporation provides the government and industry with a series of quarterly and annual reports that track overall changes in the structure of the grain handling and transportation system, the effectiveness of the Canadian Wheat Board's tendering process, commercial relations, the efficiency and reliability of the system and producer impacts.

To ensure that as broad a view as possible is taken in measuring the efficiency of the Grain Handling and Transportation System, Quorum Corporation consults extensively with the key stakeholders.

The statistics contained in this summary represent only a few of the over 4,900 discreet measurement elements in 166 tables for each quarter of the twelve years covered by the monitoring program. The reports prepared by the Grain Monitor attempt to provide an objective assessment of the grain handling and transportation system in Western Canada. Quorum welcomes feedback on our reports, the program and industry issues. We encourage all stakeholders to provide their input and feedback by contacting the Grain Monitoring team at the location shown below.

[About Quorum Corporation](#)

Quorum Corporation is an independent subsidiary of the Quorum Group of Companies, with sole responsibility for the monitoring of Canada's Prairie Grain Handling and Transportation System.

More information can be found at our website below

Quorum Corporation
Suite 701, 9707 - 110 Street
Edmonton, AB T5K 2L9
PH: (780) 447-2111
FX: (780) 447-2630
EMAIL: info@quorumcorp.net
WEB: www.quorumcorp.net



Monitoring the Canadian Grain Handling and Transportation System

For over a decade Quorum Corporation has served as the federal government's Monitor of the Canadian Grain Handling and Transportation System (GHTS). In these twelve years Quorum Corporation has produced over 50 reports under the government's Grain Monitoring Program (GMP). The ***GHTS at a Glance*** is produced as a supplement to the annual report and is intended to provide a summary of the GHTS's activities over the term of the program, including selected measures in each of the six areas of examination: Production and Supply; Traffic and Movement; Infrastructure; Commercial Relations; System Efficiency and Performance; and Producer Impact.

While the Grain Monitor's reports have been well received, the stakeholder community has offered a number of suggestions on how they could be made better and the Monitoring staff has incorporated many of these suggestions. Several changes have been made to improve both the layout of the report and the indicators themselves. In addition, we have also moved to enhance the electronic availability of the data assembled since the beginning of the GMP. Until recently access was restricted to the downloading of the data tables in a standard PDF format.

The Monitor has now adopted the internet as the sole medium through which its reports and data tables are to be transmitted to the stakeholder community. PDF and MS Excel spreadsheet copies of these reports and data tables can be downloaded from the Monitor's website: www.quorumcorp.net.

