

Grain Monitoring Program

Weekly Performance Update

March 14, 2023

For Grain Week 31 (2022-23 CY)

Summary

	Week 31	Week 30	Var. from Last Year	
1. Stocks in Store ('000 tonnes)				
Country Elevators	↑ 4,153.4	3,986.2	-1%	
% of Working Capacity	76%	73%		
Terminal Elevators	↑ 1,243.3	1,166.0	9%	
% of Working Capacity	65%	61%		
2. Country Deliveries ('000 tonnes)				
Country Deliveries	↑ 1,256.9	665.5	45%	
3. Railcar Supply to Western Ports (Cars)				
CN Allocation Plan	↓ 3,690	3,771	265%	
CN Unloads	↑ 4,652	4,411	91%	
CP Allocation Plan	n/a	n/a	n/a	
CP Unloads	↑ 3,602	3,469	85%	
4. Port Performance (Cars)				
Total Weekly Unloads	↑ 8,254	7,880	88%	
4-Week Rolling Average	↑ 7,936	7,917	n/a	
Var. to 4-Week Rolling Average	↑ 4%	0%	n/a	
YTD Unloads	↑ 260,869	252,615	50%	
Weekly Out-of-Car Time	↓ 18.2%	29.9%	29.2%	
5. Terminal Shipments Year-to-Date ('000 tonnes)				
Vancouver	↑ 18,706.2	18,138.4	69%	
Prince Rupert	↑ 2,839.0	2,690.3	96%	
Churchill	— 0.0	0.0	n/a	
Thunder Bay	— 3,741.9	3,741.9	6%	
Total Western Canada	25,287.1	24,570.6	57%	
6. Vessels as at Mar 12, 2023				
	Week 32	Week 31	Var. from Last Year	
Vancouver	Vessel Lineup in port	↓ 22	31	144%
	Vessels Cleared	↑ 14	12	133%
	Vessels Arrived	↓ 5	15	0%
Prince Rupert	Vessel Lineup in port	— 4	4	n/a
	Vessels Cleared	— 3	3	200%
Pr.	Vessels Arrived	↑ 3	1	n/a
Vessels Inbound Mar 13, 2023 to Mar 19, 2023 (Week 33)				
Vancouver	12			
Prince Rupert	2			
7. Weather				
	Week 31 Actual	Week 32 Actual	Week 33 Forecast	
Winnipeg Days < -25°C	0	0	0	
Edmonton Days < -25°C	0	0	0	
Vancouver Days Precip > 8mm	1	0	0	

1. Stocks in Store: (Page 2)

- Country stocks increased to 4.15 MMT in Week 31 utilizing 76% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks increased to 1.24 MMT in Week 31, utilizing 65% of the working capacity.

2. Country Deliveries: (Page 2)

- Deliveries to primary elevators were 1.26 MMT in Week 31.

3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 33 2022-23 (see page 3 for details).

4. Port Performance: (Page 4)

- Total western port unloads were 4% higher than the 4-week moving average and 88% higher than Week 31 last year.
- West Coast unloads were 7,971 cars (Vancouver 6,531 and Prince Rupert 1,440), 2% higher than the 4-week moving average and 94% higher than Week 31 last year.
- Thunder Bay unloads were 283 cars, 199% higher than the 4-week moving average and 1% higher than Week 31 last year.
- Year-to-date total western port unloads are 50% higher than the same period last year. The corresponding tonnage is 53% higher than the same period last year.
- The total average terminal out-of-car time (OCT) decreased to 18.2% from 29.9% the previous week. The OCT for Week 31 was 20.4% at Vancouver and 1.8% at Prince Rupert.

5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 31 are 57% higher than the same period last year and 11% higher than the 3-year average.
- Planned reopening dates for the St. Lawrence Seaway are as follows:
Montreal / Lake Ontario: March 22
Welland Canal: March 22
Sault Ste. Marie Locks and Canal: March 25

6. Vessels: (Page 5)

- Vancouver vessel lineup for Week 32 2022-23 decreased to 22 vessels (The current one-year average at Vancouver is 18 vessels). Of the 22, 7 were at berth, 9 were anchored at English Bay, 1 was anchored at Burrard Inlet, and 5 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 32 2022-23 remained at 4 vessels (The current one-year average at Prince Rupert is 2 vessels).
- Vessels cleared from Vancouver was 14, and from Prince Rupert was 3 in Week 32 2022-23.

7. Weather: (Page 6)

- Temperatures across the prairies are forecasted to remain above -25°C. Railways are not expected to invoke their winter operating plans.

1. Stocks in Store

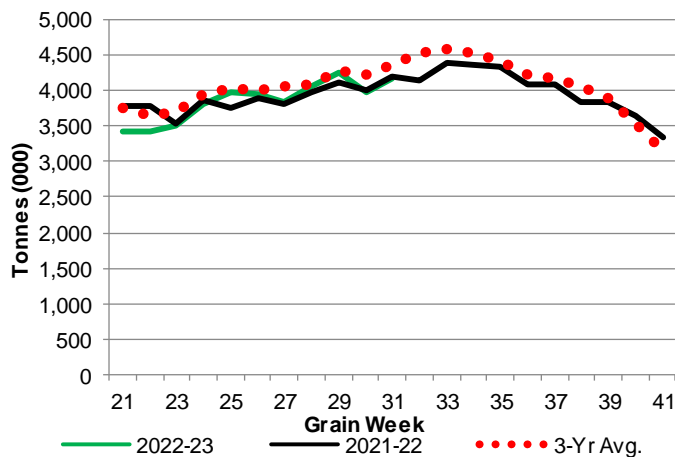
1-A1 Country Stocks ('000 tonnes) – Week 31

	MB	SK	AB	BC	Total
2022-23	835.9	2,045.1	1,249.2	23.2	4,153.4
2021-22	712.1	2,134.7	1,311.3	25.2	4,183.3
3-Yr Avg.	809.5	2,219.9	1,314.6	24.7	4,368.8
Var % - LY	17%	-4%	-5%	-8%	-1%
Var % 3-Yr Avg.	3%	-8%	-5%	-6%	-5%
Storage Capacity	1,680.8	4,218.5	2,510.6	41.2	8,451.1
Estimated Working Capacity	1,092.5	2,742.1	1,631.9	26.8	5,493.3
22-23 % of Wkg Cap	77%	75%	77%	87%	76%

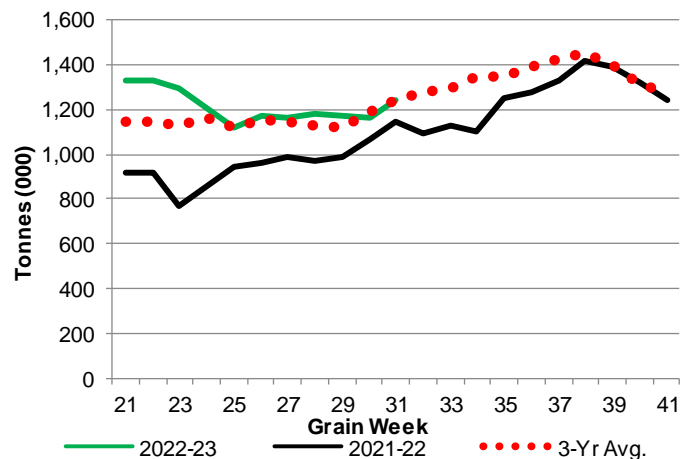
1-B1 Terminal Stocks ('000 tonnes) – Week 31

	VC	PR	West Coast	CH	TB	Total
2022-23	749.8	153.0	902.8	0.7	339.8	1,243.3
2021-22	662.1	81.0	743.1	0.7	398.3	1,142.1
3-Yr Avg.	680	118.3	798.3	0.7	443.6	1,242.6
Var % - LY	13%	89%	21%	0%	-15%	9%
Var % 3-Yr Avg.	10%	29%	13%	0%	-23%	0%
Storage Capacity	1,275.5	209.5	1,485.0	140.0	1,127.5	2,752.5
Estimated Working Capacity	892.9	146.7	1,039.6	98.0	789.2	1,926.8
22-23 % of Wkg Cap	84%	104%	87%	1%	43%	65%

1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store

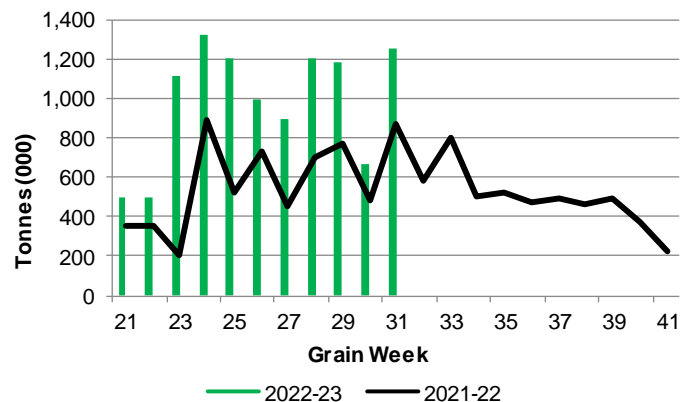


2. Country Deliveries

2-A Country Deliveries ('000 tonnes) – Week 31

	MB	SK	AB	BC	Total
2022-23	168.3	685.1	399.1	4.4	1,256.9
2021-22	143.1	393.1	325.8	5.4	867.4
4 Wk Avg	140.7	581.2	350.7	4.9	1,077.4
Var % to Last Year	18%	74%	23%	-19%	45%
Var % To 4 Wk Avg	20%	18%	14%	-10%	17%

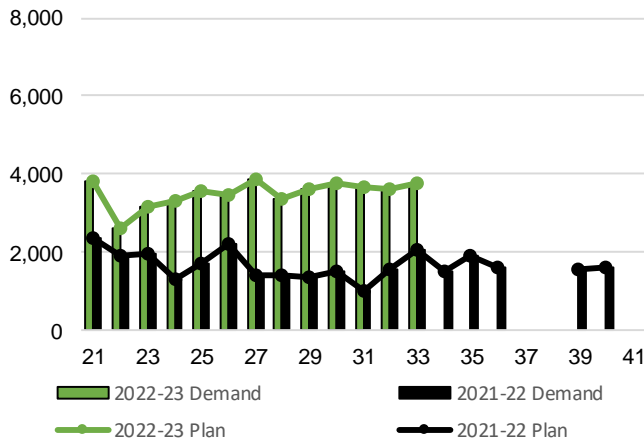
2-B 2022-23 Weekly Country Deliveries



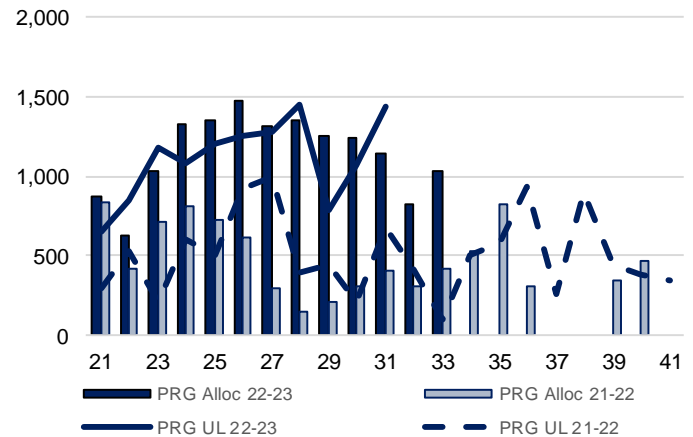
3. Railcar Supply

Special Note to readers: CP discontinued publishing weekly railcar spotting plans in Week 12 2014-15 (GCRS Service Report). CN continues to publish a weekly plan and the graphs below reflect CN's plan to Week 33 2022-23. Note that the orders accepted do not necessarily reflect shipper demand, but rather the railways' acceptance of shippers' car orders. When both railways provide the order fulfillment data requested with the expansion of the GMP mandate, which was announced on February 3, 2014, a complete set of metrics will be presented.

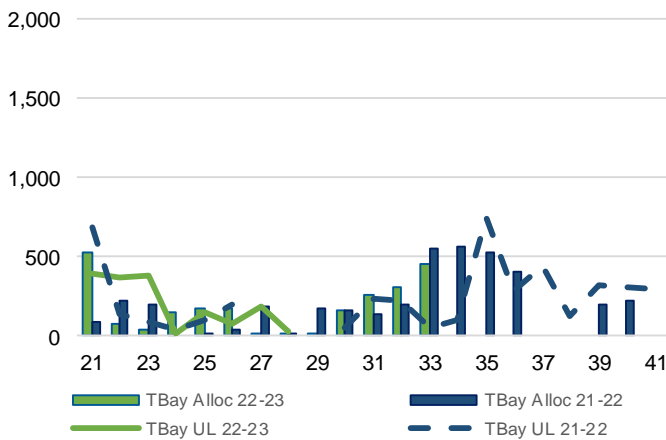
3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 33 2022-23



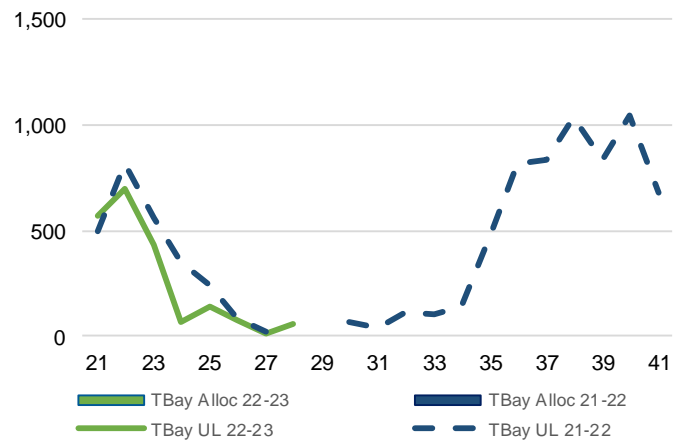
3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert



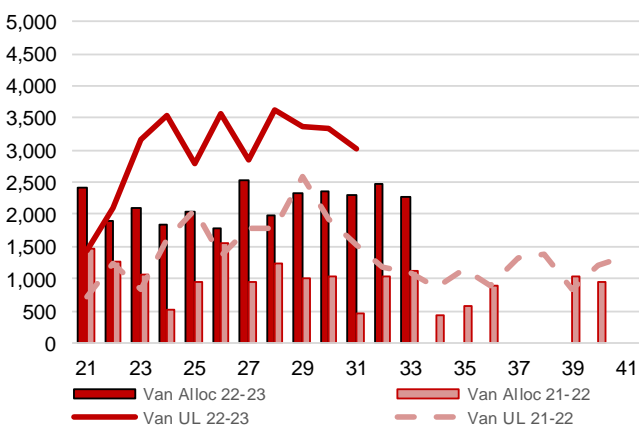
3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay



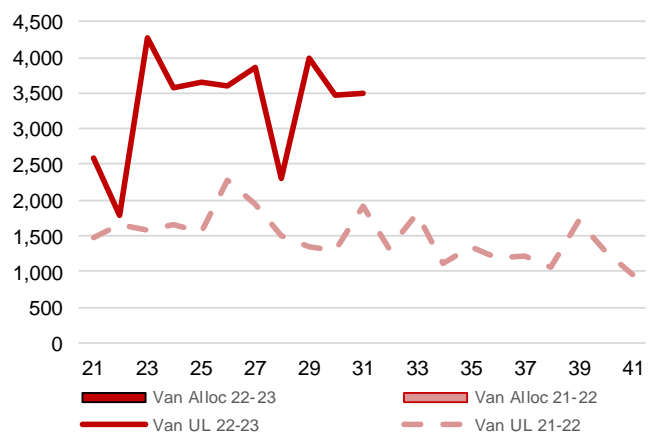
3-C1: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay



3-B2: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Vancouver



3-C2: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Vancouver



4. Port Performance

4-A Weekly Unloads by Port (Cars) – This Year for Week 31, 4-Week Moving Average and Variances

	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	6,531	1,440	7,971	283	-	8,254
2021-22	3,435	670	4,105	279	-	4,384
4-Wk Avg.	6,658	1,184	7,842	95	-	7,936
Var % to Last Year	90%	115%	94%	1%	n/a	88%
Var % to 4-Wk Avg.	-2%	22%	2%	199%	n/a	4%

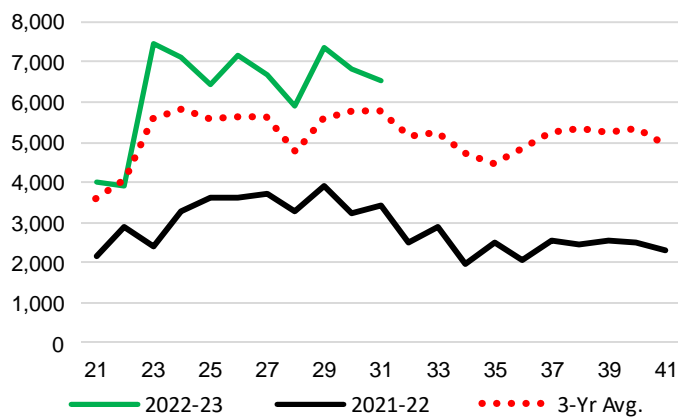
4-B Terminal Unloads by Port – This Year-to-Date as at Week 31 and Variances

YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	190,110	30,561	220,671	40,198	-	260,869
2021-22	119,124	16,511	135,635	38,357	-	173,992
3-Yr Avg	169,967	27,678	197,645	43,922	354	241,921
Var % to Last Year	60%	85%	63%	5%	n/a	50%
Var % to 3-Yr Avg	12%	10%	12%	-8%	-100%	8%

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	18,326.7	2,937.1	21,263.8	3,849.2	-	25,113.0
2021-22	11,207.9	1,531.3	12,739.2	3,634.3	-	16,373.5
3-Yr Avg.	16,067.9	2,609.3	18,677.2	4,148.8	31.8	22,857.8
Var % to Last Year	64%	92%	67%	6%	n/a	53%
Var % to 3-Yr Avg.	14%	13%	14%	-7%	-100%	10%

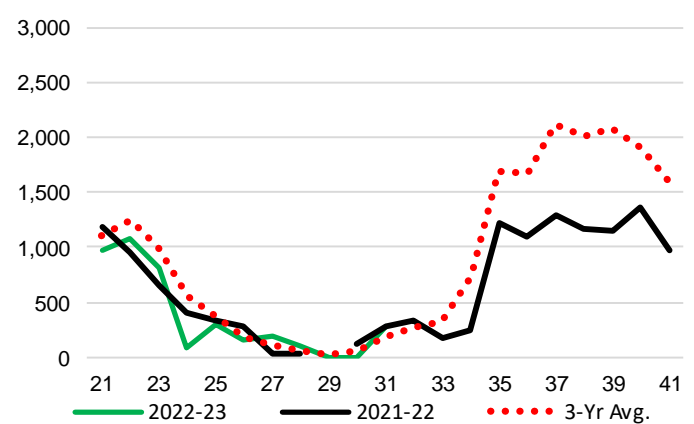
4-C Vancouver Unloads (cars)

(This Year vs. Last Year and the 3-Year Average)



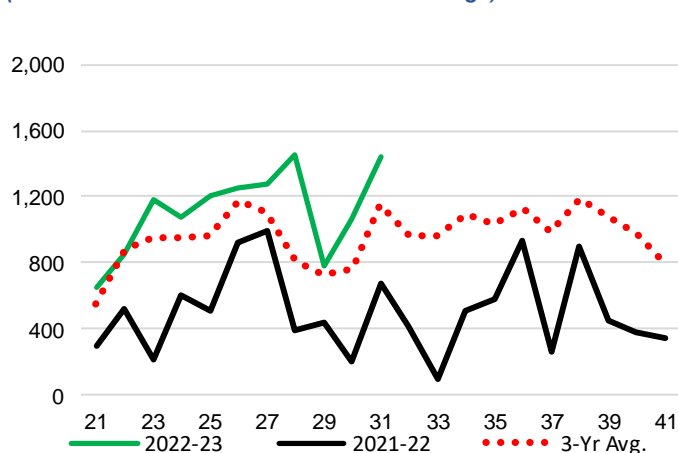
4-E Thunder Bay Unloads (cars)

(This Year vs. Last Year and the 3-Year Average)

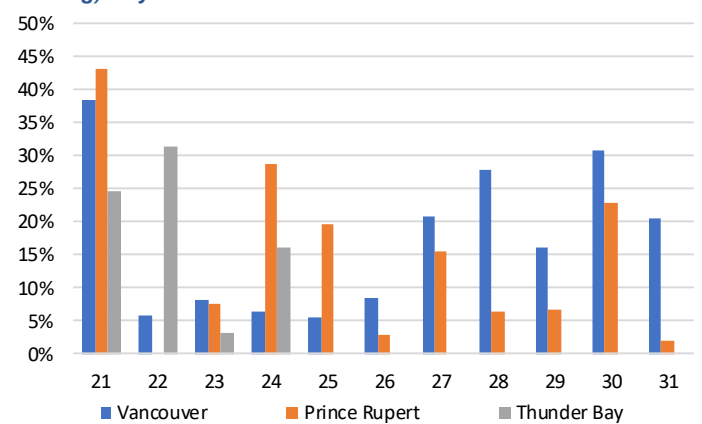


4-D Prince Rupert Unloads (cars)

(This Year vs. Last Year and the 3-Year Average)



4-F Weekly Out-of-Car Time (% of hours out-of-cars / total hours working) – by Port to Week 31



Out-of-car time is measured weekly and uses data from terminal elevators on the total number of hours the facilities are open & staffed (including overtime hours) and the corresponding number of hours that terminals have no railcars available to unload. The measure is expressed as a percentage (hours without cars to the total number of hours working).

4-G Monthly Unloads (cars) – This year vs. Last Year and the 3-Year Average to Week 30 2022-23

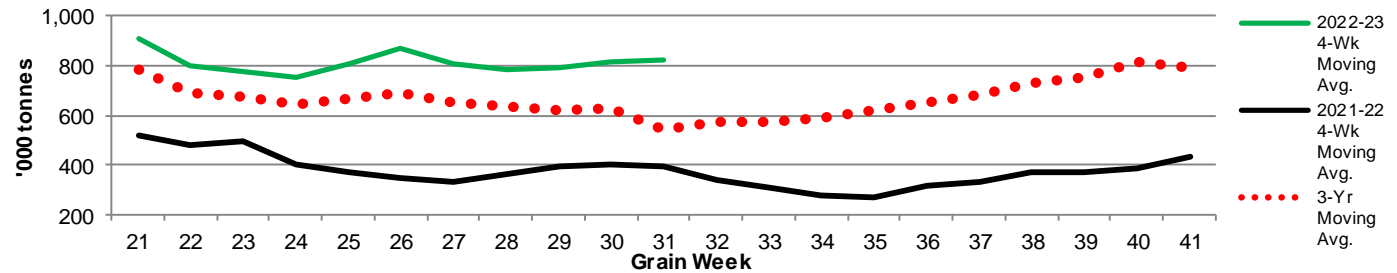
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-5	6-9	10-13	14-18	19-22	23-26	27-30	31-35	36-39	40-44	45-48	49-52
2022-23	17,592	37,081	45,507	54,625	31,876	34,268	31,666	-	-	-	-	-
2021-22	23,199	31,888	34,000	27,251	20,099	16,847	16,324	17,791	16,839	16,881	13,630	15,436
3-Yr Avg.	28,664	36,603	41,283	44,994	29,024	28,814	25,400	33,123	33,009	35,187	26,137	23,809
Var % to Last Year	-24%	16%	34%	100%	59%	103%	94%					
Var % to 3-Yr Avg.	-39%	1%	10%	21%	10%	19%	25%					

5. Shipments

5-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 31 and Variance to Last Year-to-Date

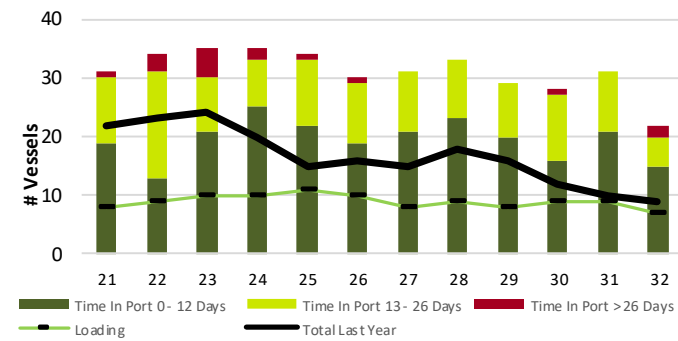
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	18,706.2	2,839.0	21,545.2	3,741.9	-	25,287.1
2021-22	11,101.9	1,445.4	12,547.3	3,541.5	-	16,088.8
3-Yr Avg.	16,323.6	2,539.9	18,863.5	3,985.2	31.9	22,880.6
Var % to Last Year	68%	96%	72%	6%	n/a	57%
Var % to 3-Yr Avg.	15%	12%	14%	-6%	-100%	11%

5-B Weekly Shipments ('000 tonnes) from Port Terminals - This year 4-Week moving avg. vs. last year 4-Week moving avg. and the 3-Year moving avg.

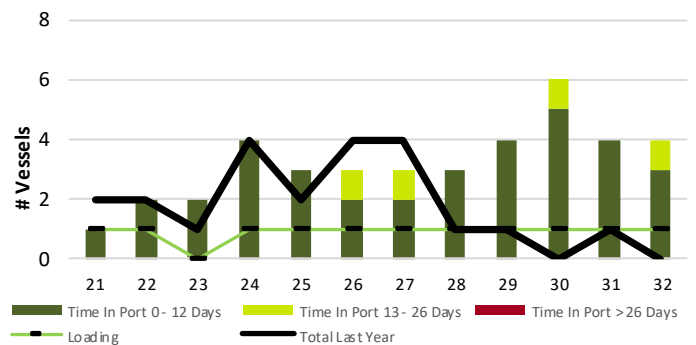


6. Vessels

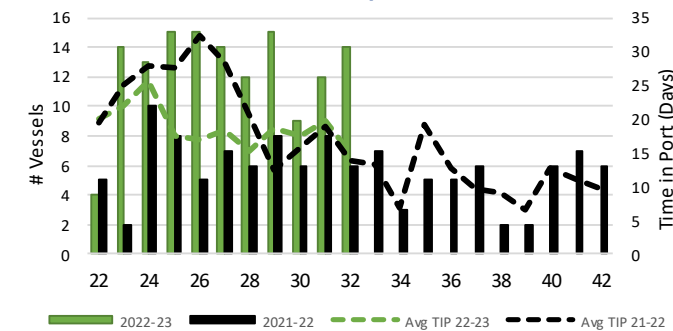
6-A Vessel Lineup at Vancouver as of Week 32 2022-23



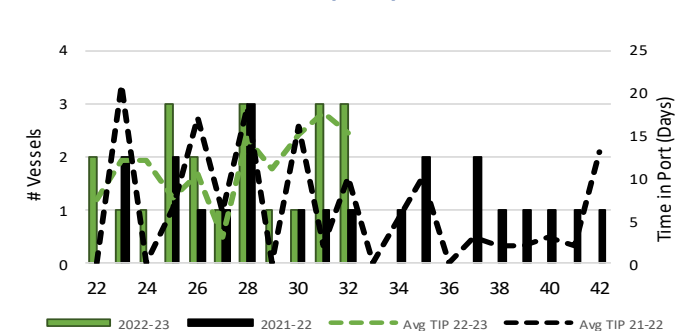
6-C Vessel Lineup at Prince Rupert as of Week 32 2022-23



6-B Vessels Cleared at Vancouver up to Week 32 2022-23



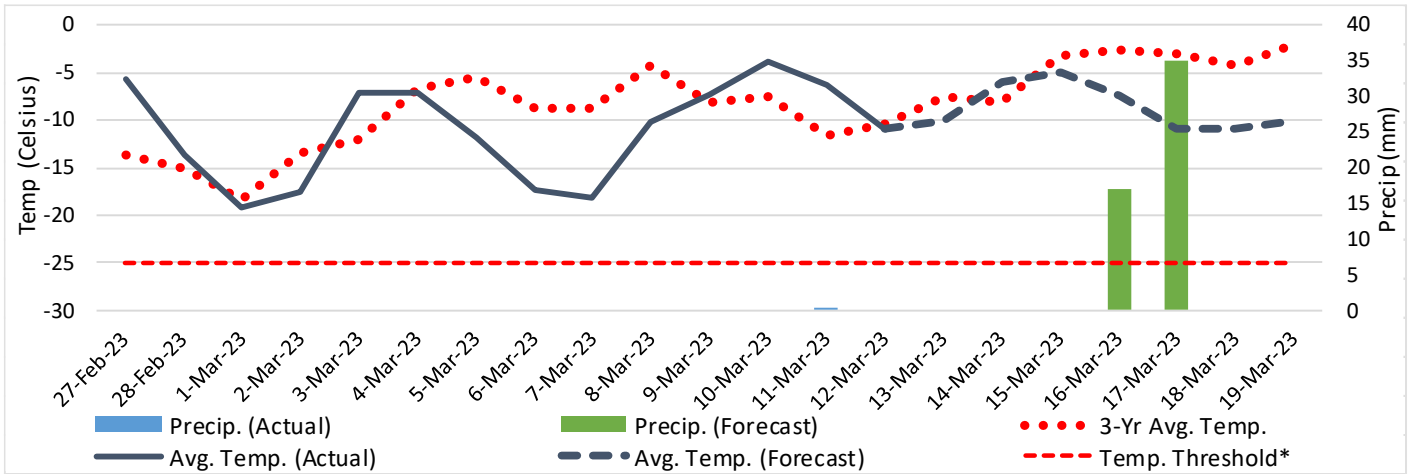
6-D Vessels Cleared at Prince Rupert up to Week 32 2022-23



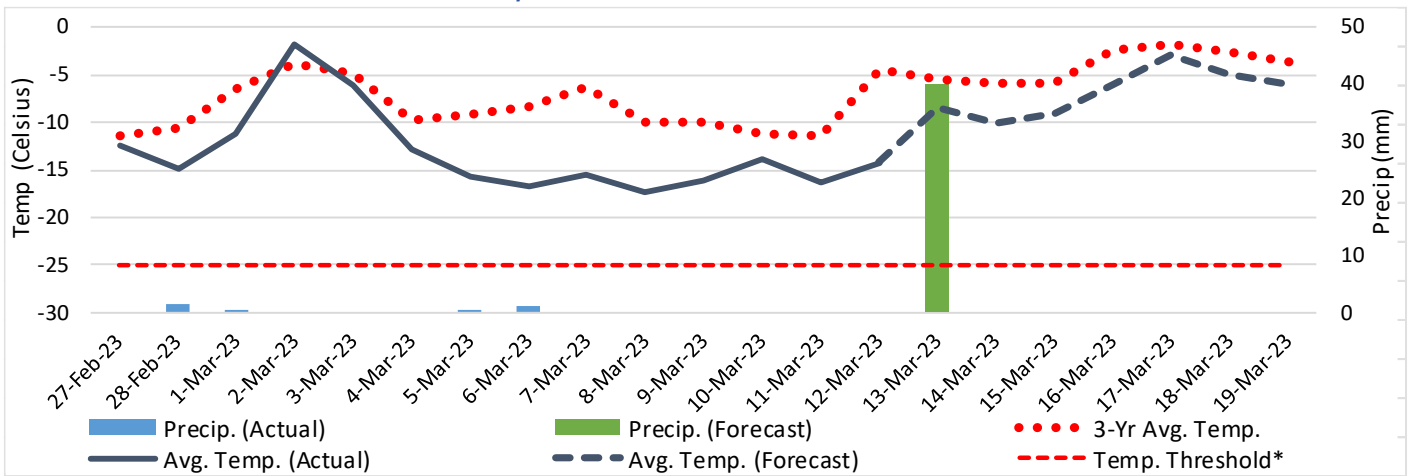
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday 23:59 of that grain week. The 'Avg Time in Port (TIP)' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These measures use vessel data provided by the BC Chamber of Shipping and Pacific Pilotage Authority.

7. Weather

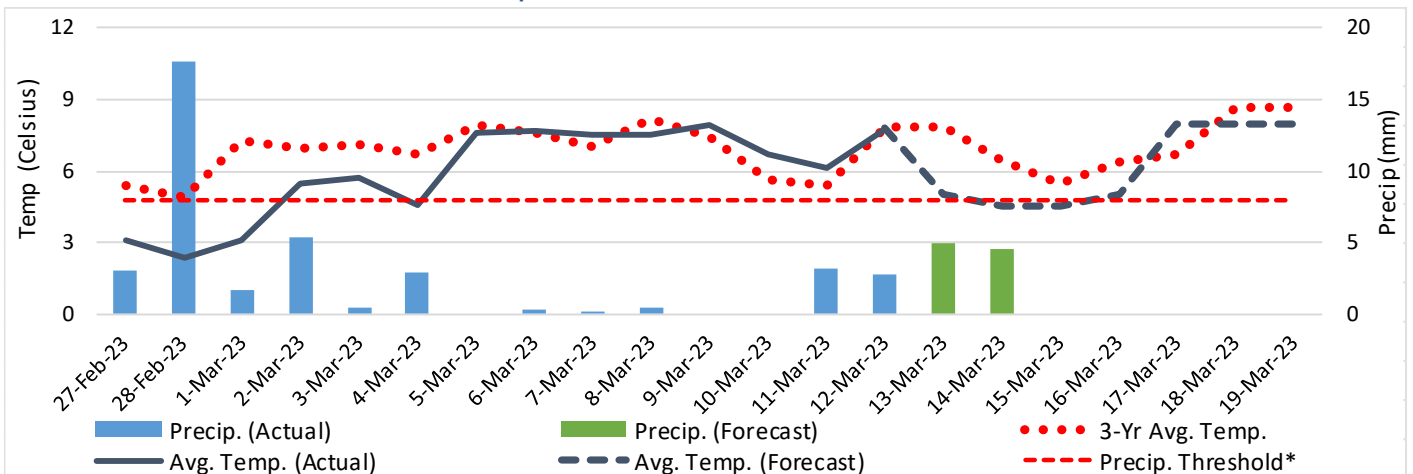
7-A Actual and Forecasted Weather at Winnipeg up to Week 33 2022-23



7-B Actual and Forecasted Weather at Edmonton up to Week 33 2022-23



7-C Actual and Forecasted Weather at Vancouver up to Week 33 2022-23



*Note: Precip Threshold refers to 8mm of rain. At this level of precipitation, vessel loading may be delayed. The duration of the delay will be dependent on the ship, the duration of rainfall, and the amount of precipitation. 8mm is a general guideline and is not meant to be a definitive limit.

Source: Environment Canada, The Weather Network (Forecast)