

Grain Monitoring Program

Weekly Performance Update

October 29, 2024

For Grain Week 11 2024-25 CY
October 14, 2024 to October 20, 2024

Summary

| | Week 11 | Week 10 | Var. from Last Year | |
|---|-----------------------|----------------|---------------------|------|
| 1. Stocks in Store ('000 tonnes) | | | | |
| Country Elevators | ↓ 3,851.3 | 4,079.6 | -1% | |
| % of Working Capacity | 73% | 77% | | |
| Terminal Elevators | ↑ 1,528.8 | 1,340.6 | 3% | |
| % of Working Capacity | 79% | 70% | | |
| 2. Country Deliveries ('000 tonnes) | | | | |
| Country Deliveries | ↓ 1,077.3 | 1,257.5 | 5% | |
| 3. Port Performance (Cars) | | | | |
| Vancouver Unloads | ↓ 7,203 | 7,443 | -2% | |
| Prince Rupert Unloads | ↓ 1,238 | 1,439 | 80% | |
| Churchill Unloads | — 0 | 0 | n/a | |
| Thunder Bay Unloads | ↓ 2,344 | 3,128 | 8% | |
| Total Weekly Unloads | ↓ 10,785 | 12,010 | 6% | |
| 4-Week Rolling Average | ↓ 10,770 | 10,921 | 11% | |
| Var. to 4-Week Rolling Average | 0% | 10% | | |
| YTD Unloads | 99,438 | 88,653 | 26% | |
| Weekly Out-of-Car Time | ↑ 13.2% | 7.3% | -10.2% | |
| 4. Terminal Shipments Year-to-Date ('000 tonnes) | | | | |
| Vancouver | ↑ 6,088.6 | 5,709.0 | 9% | |
| Prince Rupert | ↑ 825.0 | 701.0 | 229% | |
| Churchill | — 0.0 | 0.0 | n/a | |
| Thunder Bay | ↑ 1,829.4 | 1,627.7 | 14% | |
| Total Western Canada | ↑ 8,743.0 | 8,037.7 | 18% | |
| 5. Vessels as at Oct 27, 2024 | | | | |
| | Week 12 | Week 11 | Var. from Last Year | |
| Vancouver | Vessel Lineup in port | — 34 | 34 | 36% |
| | Vessels Cleared | ↑ 16 | 10 | 23% |
| | Vessels Arrived | ↑ 16 | 13 | 45% |
| Pr. Rupert | Vessel Lineup in port | ↓ 5 | 6 | n/a |
| | Vessels Cleared | — 2 | 2 | 100% |
| | Vessels Arrived | ↓ 1 | 4 | n/a |
| Vessels Inbound Oct 28, 2024 to Nov 03, 2024 (Week 13) | | | | |
| Vancouver | 14 | | | |
| Prince Rupert | 3 | | | |
| 6. Weather | | | | |
| | Week 11 Actual | Week 12 Actual | Week 13 Forecast | |
| Winnipeg Days < -25°C | 0 | 0 | 0 | |
| Edmonton Days < -25°C | 0 | 0 | 0 | |
| Vancouver Days Precip > 8mm | 4 | 1 | 1 | |

1. Stocks in Store: (Page 2)

- Country stocks decreased to 3.9 MMT in Week 11 utilizing 73% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks increased to 1.5 MMT in Week 11, utilizing 79% of the working capacity.

2. Country Deliveries: (Page 3)

- Deliveries to primary elevators were 1.08 MMT in Week 11.

3. Port Performance: (Pages 3-5)

- Total western port unloads had no variance to the 4-week moving average and were 6% higher than Week 11 last year.
- West Coast unloads were 8,441 cars (Vancouver 7,203 and Prince Rupert 1,238), 6% higher than the 4-week moving average and 5% higher than Week 11 last year.
- Thunder Bay unloads were 2,344 cars, 16% lower than the 4-week moving average and 8% higher than Week 11 last year.
- The total average terminal out-of-car time (OCT) increased to 13.2% from 7.3% the previous week. The OCT for Week 11 was 17.9% at Vancouver, 0.0% at Prince Rupert, and 4.2% at Thunder Bay.

4. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 11 are 18% higher than the same period last year and 12% higher than the 3-year average.

5. Vessels: (Page 5)

- Vancouver vessel lineup for Week 12 2024-25 remained at 34 vessels (The current one-year average at Vancouver is 21 vessels). Of the 34, 8 were at berth, 12 were anchored at English Bay, 2 were anchored at Burrard Inlet and 12 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 12 2024-25 decreased to 5 vessels (The current one-year average at Prince Rupert is 3 vessels).
- Vessels cleared from Vancouver was 16 and from Prince Rupert was 2 in Week 12 2024-25.

6. 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

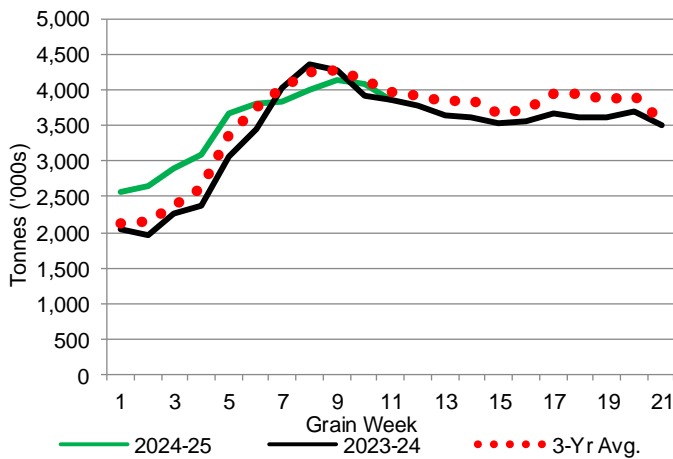
1-A1 Country Stocks ('000 tonnes) – Week 11

| | MB | SK | AB | BC | Total |
|----------------------------|---------|---------|---------|------|---------|
| 2024-25 | 888.1 | 1,899.1 | 1,043.4 | 20.7 | 3,851.3 |
| 2023-24 | 862.5 | 1,813.8 | 1,180.8 | 13.4 | 3,870.5 |
| 3-Yr Avg. | 847.1 | 1,913.5 | 1,185.1 | 18.5 | 3,964.3 |
| Var % - LY | 3% | 5% | -12% | 54% | 0% |
| Var % 3-Yr Avg. | 5% | -1% | -12% | 12% | -3% |
| Storage Capacity | 1,622.4 | 4,000.1 | 2,508.3 | 32.1 | 8,162.9 |
| Estimated Working Capacity | 1,054.6 | 2,600.0 | 1,630.4 | 20.9 | 5,305.9 |
| 24-25 % of Wkg Cap | 84% | 73% | 64% | 99% | 73% |

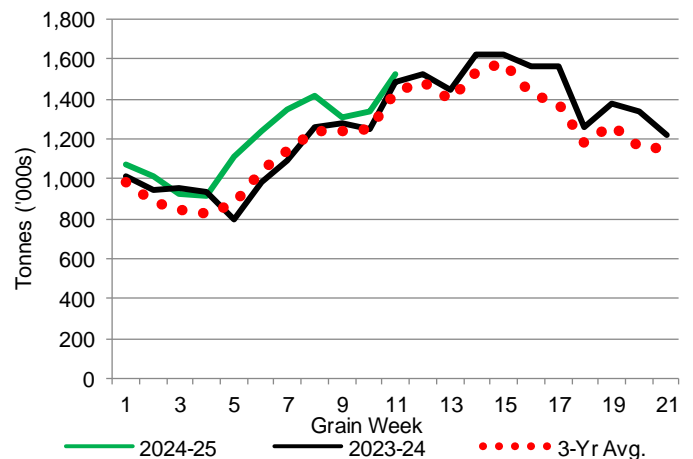
1-B1 Terminal Stocks ('000 tonnes) – Week 11

| | VC | PR | West Coast | CH | TB | Total |
|----------------------------|---------|-------|------------|-------|---------|---------|
| 2024-25 | 827.7 | 141.9 | 969.6 | 0.7 | 558.5 | 1,528.8 |
| 2023-24 | 749.9 | 85.7 | 835.6 | 0.7 | 652.8 | 1,489.1 |
| 3-Yr Avg. | 766.6 | 105.1 | 871.7 | 0.7 | 567.4 | 1,439.8 |
| Var % - LY | 10% | 66% | 16% | 0% | -14% | 3% |
| Var % 3-Yr Avg. | 8% | 35% | 11% | 0% | -2% | 6% |
| 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 |
| 24-25 % of Wkg Cap | 93% | 97% | 93% | 1% | 71% | 79% |

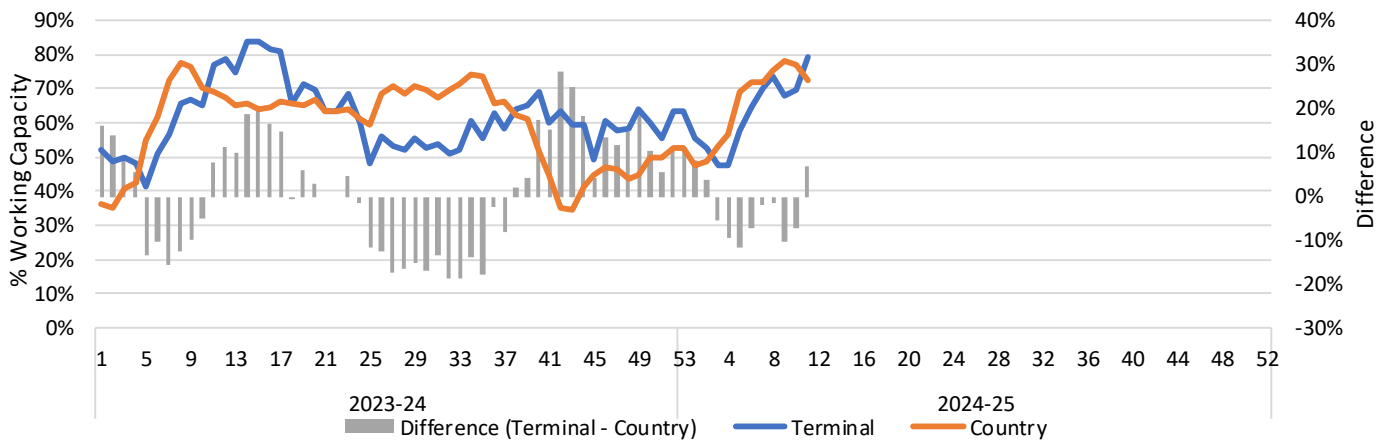
1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store



1-C Weekly Stock Balance

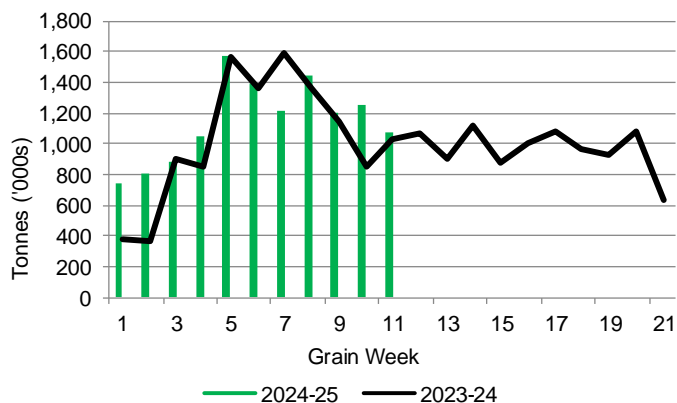


2. Country Deliveries

2-A Country Deliveries ('000 tonnes) – Week 11

| | MB | SK | AB | BC | Total |
|--------------------|-------|-------|-------|------|---------|
| 2024-25 | 173.5 | 588.7 | 310.0 | 5.1 | 1,077.3 |
| 2023-24 | 224.1 | 508.2 | 291.4 | 6.0 | 1,029.7 |
| 4 Wk Avg | 253.1 | 618.2 | 370.7 | 5.1 | 1,247.0 |
| Var % to Last Year | -23% | 16% | 6% | -15% | 5% |
| Var % To 4 Wk Avg | -32% | -5% | -16% | 0% | -14% |

2-B 2024-25 Weekly Country Deliveries



3. Port Performance

3-A Weekly Unloads by Port (Cars) – This Year for Week 11, 4-Week Moving Average and Variances

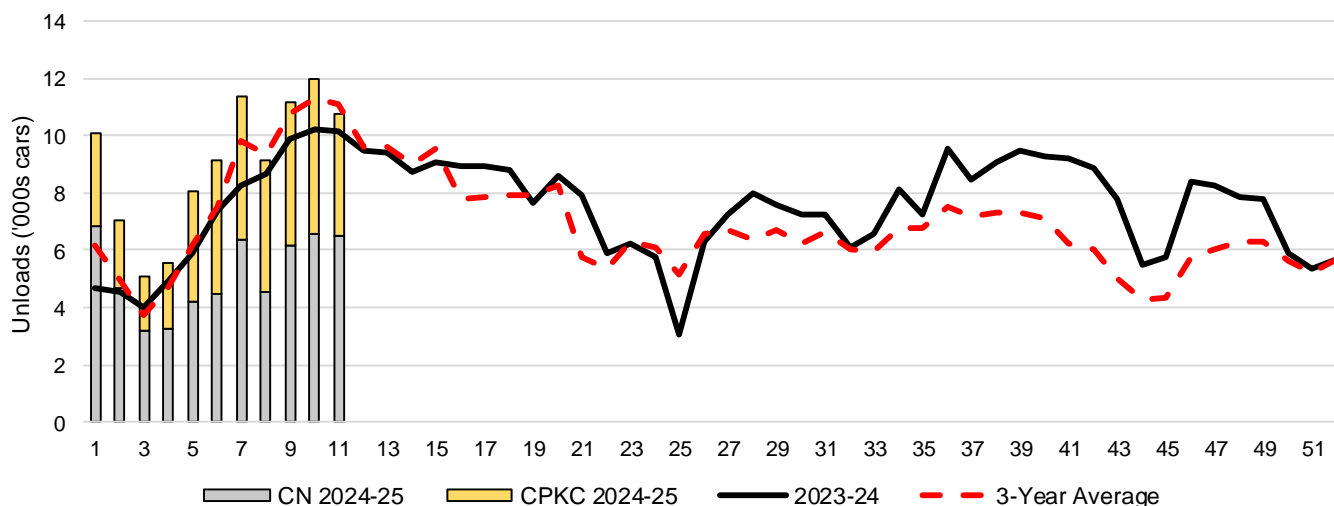
| | Vancouver | Prince Rupert | West Coast | Thunder Bay | Churchill | Total |
|--------------------|-----------|---------------|------------|-------------|-----------|--------|
| 2024-25 | 7,203 | 1,238 | 8,441 | 2,344 | - | 10,785 |
| 2023-24 | 7,325 | 689 | 8,014 | 2,167 | n/a | 10,181 |
| 4-Wk Avg. | 6,780 | 1,213 | 7,993 | 2,777 | - | 10,770 |
| Var % to Last Year | -2% | 80% | 5% | 8% | n/a | 6% |
| Var % to 4-Wk Avg. | 6% | 2% | 6% | -16% | n/a | 0% |

3-B Terminal Unloads by Port – This Year-to-Date as at Week 11 and Variances

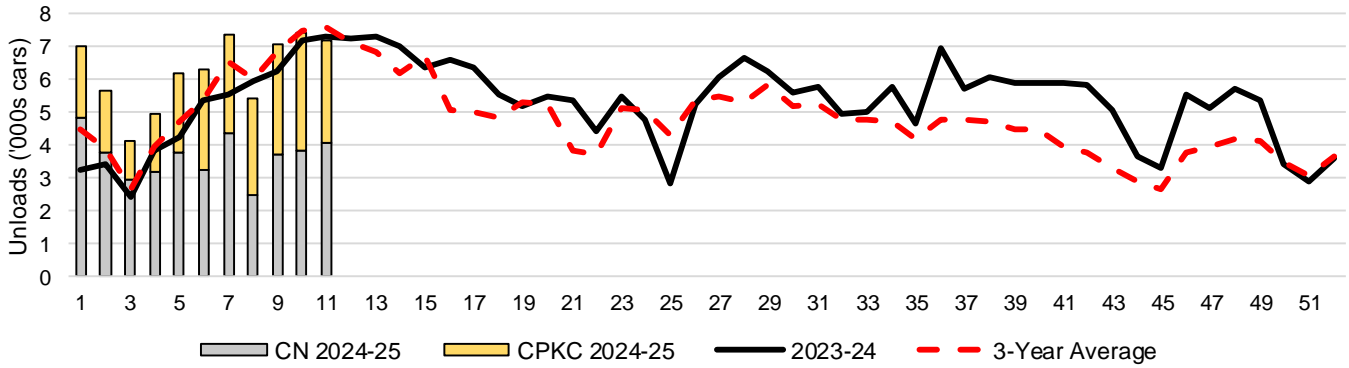
| YTD Unloads (cars) | Vancouver | Prince Rupert | West Coast | Thunder Bay | Churchill | Total |
|--------------------|-----------|---------------|------------|-------------|-----------|--------|
| 2024-25 | 68,696 | 8,631 | 77,327 | 22,111 | - | 99,438 |
| 2023-24 | 54,898 | 2,578 | 57,476 | 21,236 | - | 78,712 |
| 3-Yr Avg | 59,467 | 5,891 | 65,359 | 20,268 | - | 85,627 |
| Var % to Last Year | 25% | 235% | 35% | 4% | n/a | 26% |
| Var % to 3-Yr Avg | 16% | 47% | 18% | 9% | n/a | 16% |

| YTD Unloads ('000 tonnes) | Vancouver | Prince Rupert | West Coast | Thunder Bay | Churchill | Total |
|---------------------------|-----------|---------------|------------|-------------|-----------|---------|
| 2024-25 | 6,481.4 | 825.9 | 7,307.3 | 2,153.9 | - | 9,461.2 |
| 2023-24 | 5,273.7 | 249.3 | 5,523.0 | 2,048.9 | - | 7,571.9 |
| 3-Yr Avg. | 5,672.4 | 563.2 | 6,235.6 | 1,964.4 | - | 8,200.0 |
| Var % to Last Year | 23% | 231% | 32% | 5% | n/a | 25% |
| Var % to 3-Yr Avg. | 14% | 47% | 17% | 10% | n/a | 15% |

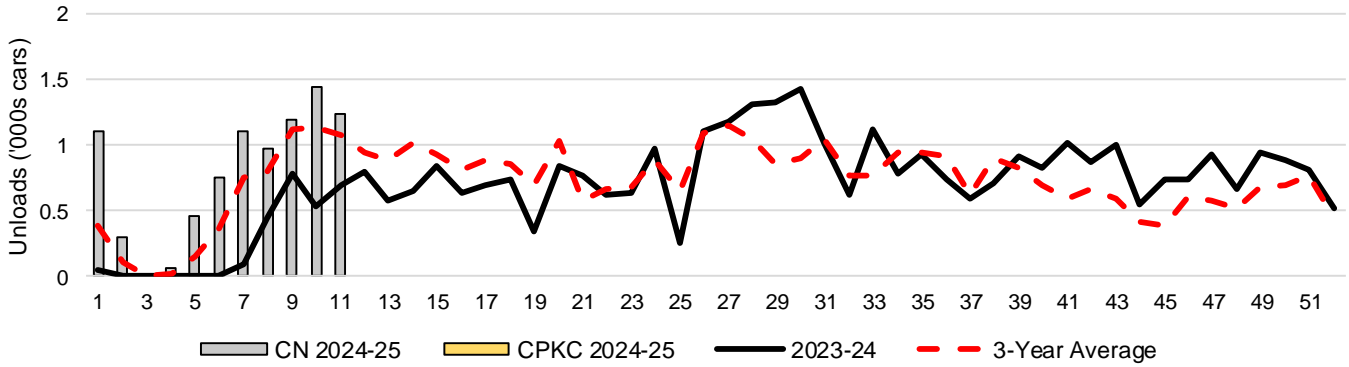
3-C Western Port Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



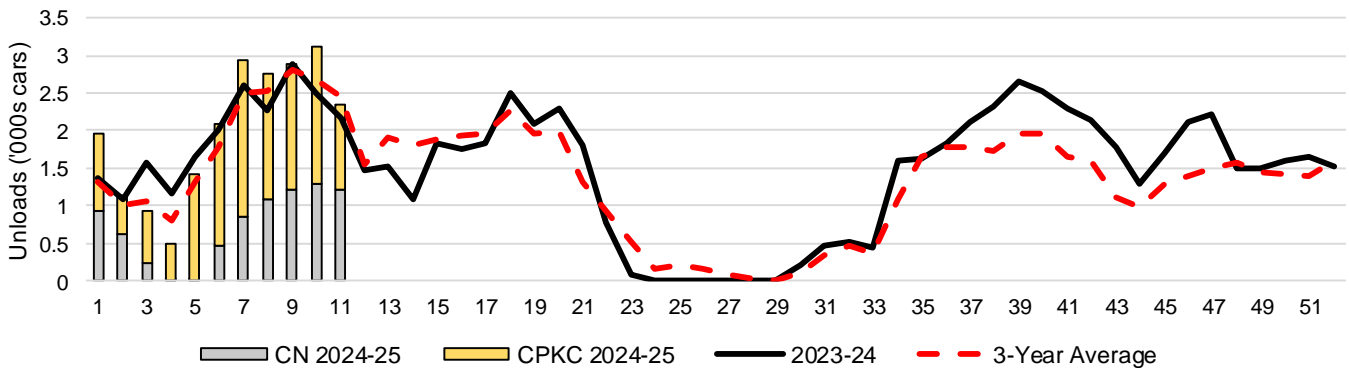
3-D Vancouver Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



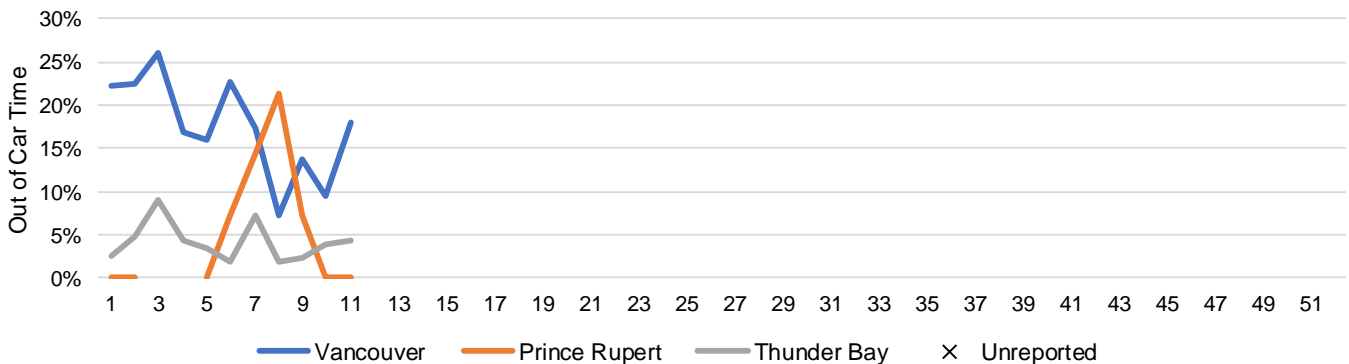
3-E Prince Rupert Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



3-F Thunder Bay Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



3-G Weekly Out-of-Car Time (% of hours out-of-cars / total hours working)



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).

3-H Monthly Unloads (cars) – This Year vs. Last Year and the 3-Year Average to Week 8 2024-25

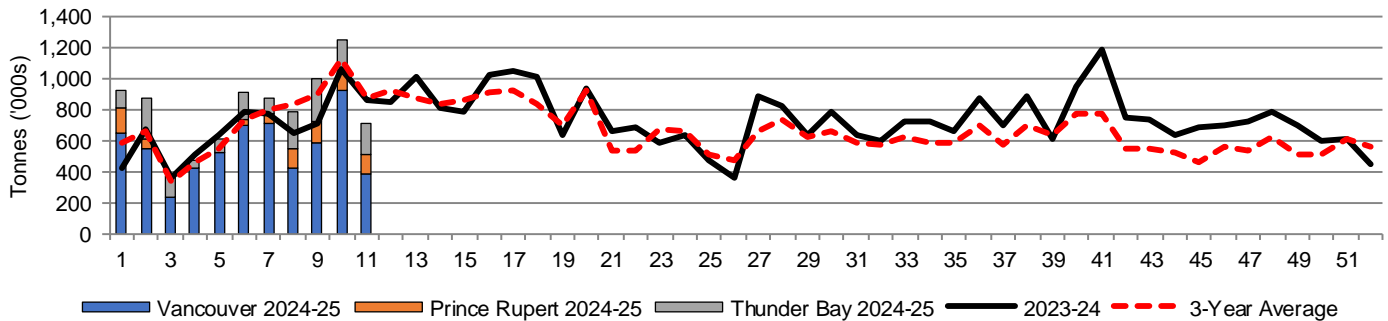
| Months | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul |
|--------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Weeks | 1-4 | 5-8 | 9-13 | 14-17 | 18-21 | 22-26 | 27-30 | 31-34 | 35-39 | 40-43 | 44-47 | 48-52 |
| 2024-25 | 27,783 | 37,718 | - | - | - | - | - | - | - | - | - | - |
| 2023-24 | 18,158 | 30,245 | 49,223 | 35,668 | 32,949 | 27,216 | 30,125 | 28,067 | 43,763 | 35,188 | 27,940 | 34,740 |
| 3-Yr Avg. | 19,641 | 32,831 | 49,425 | 34,173 | 29,921 | 29,506 | 26,039 | 25,346 | 36,061 | 24,354 | 20,425 | 29,824 |
| Var % to Last Year | 53% | 25% | | | | | | | | | | |
| Var % to 3-Yr Avg. | 41% | 15% | | | | | | | | | | |

4. Shipments

4-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 11 and Variance to Last Year-to-Date

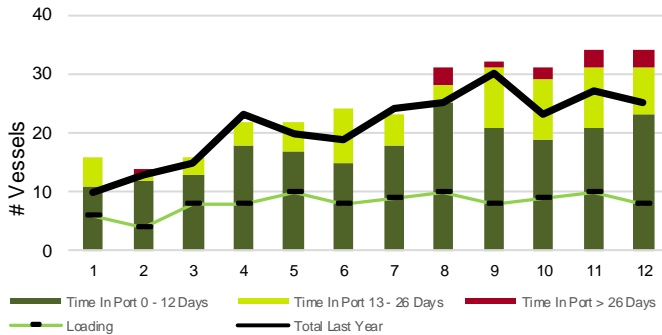
| | Vancouver | Prince Rupert | West Coast | Thunder Bay | Churchill | Total |
|--------------------|-----------|---------------|------------|-------------|-----------|---------|
| 2024-25 | 6,088.6 | 825.0 | 6,913.6 | 1,829.4 | - | 8,743.0 |
| 2023-24 | 5,565.7 | 250.5 | 5,816.2 | 1,610.6 | - | 7,426.8 |
| 3-Yr Avg. | 5,639.9 | 543.6 | 6,183.5 | 1,640.2 | - | 7,823.8 |
| Var % to Last Year | 9% | 229% | 19% | 14% | n/a | 18% |
| Var % to 3-Yr Avg. | 8% | 52% | 12% | 12% | n/a | 12% |

4-B Weekly Shipments ('000 tonnes) from Port Terminals – This Year vs Last Year and the 3-Year Average

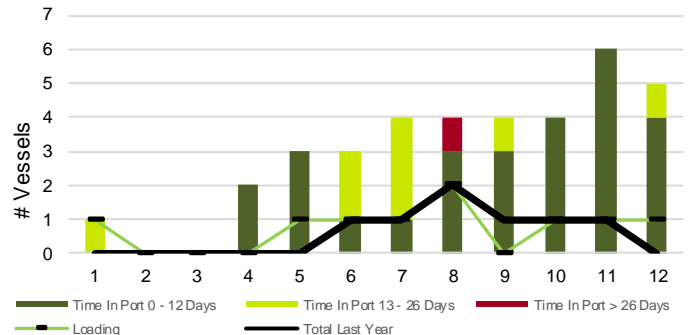


5. Vessels

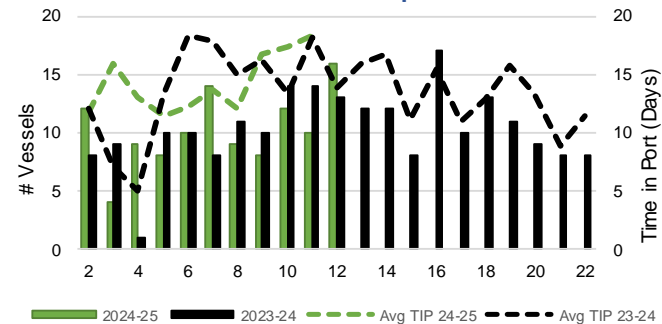
5-A Vessel Lineup at Vancouver as of Week 12 2024-25



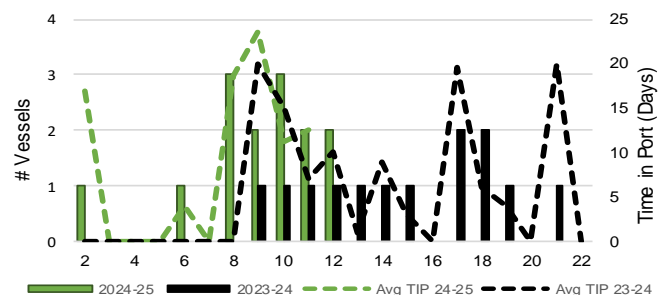
5-C Vessel Lineup at Prince Rupert as of Week 12 2024-25



5-B Vessels Cleared at Vancouver up to Week 12 2024-25



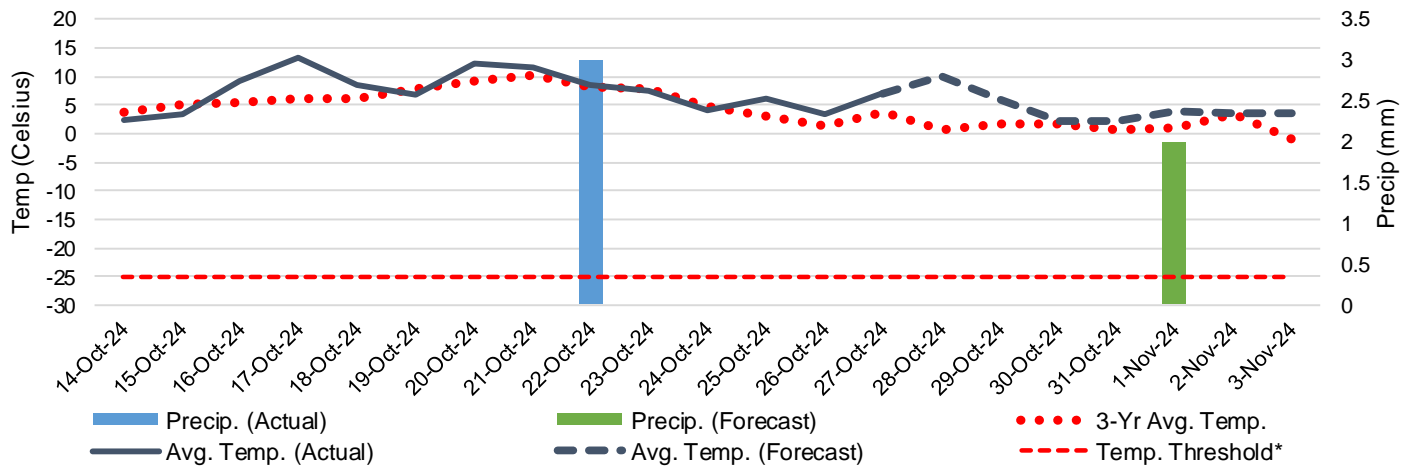
5-D Vessels Cleared at Prince Rupert up to Week 12 2024-25



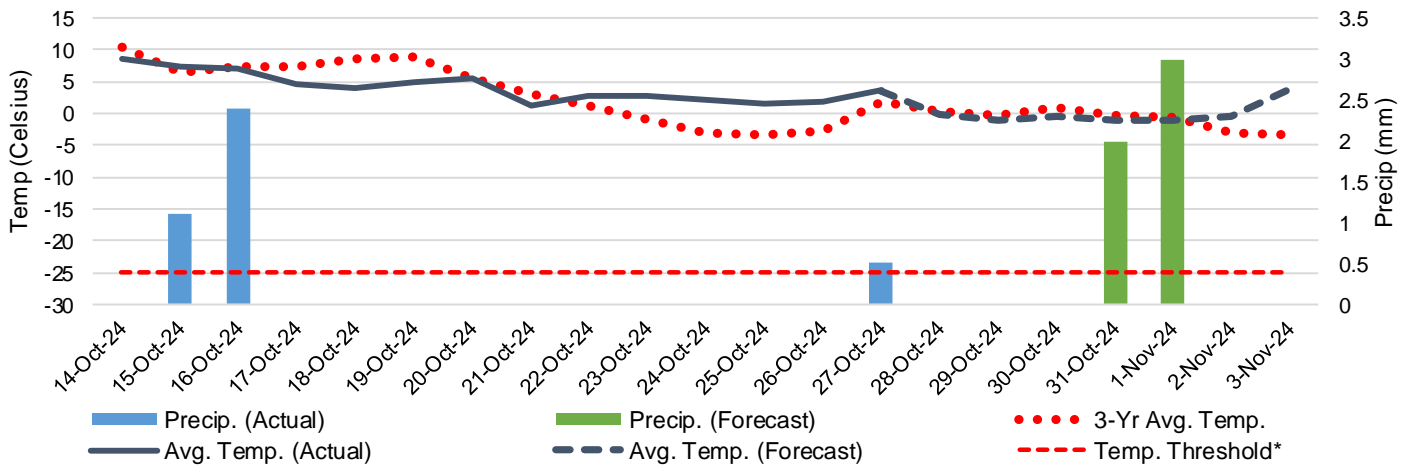
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday 23:59 of that grain week. The 'Avg Time in Port (TIP)' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These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

6. Weather

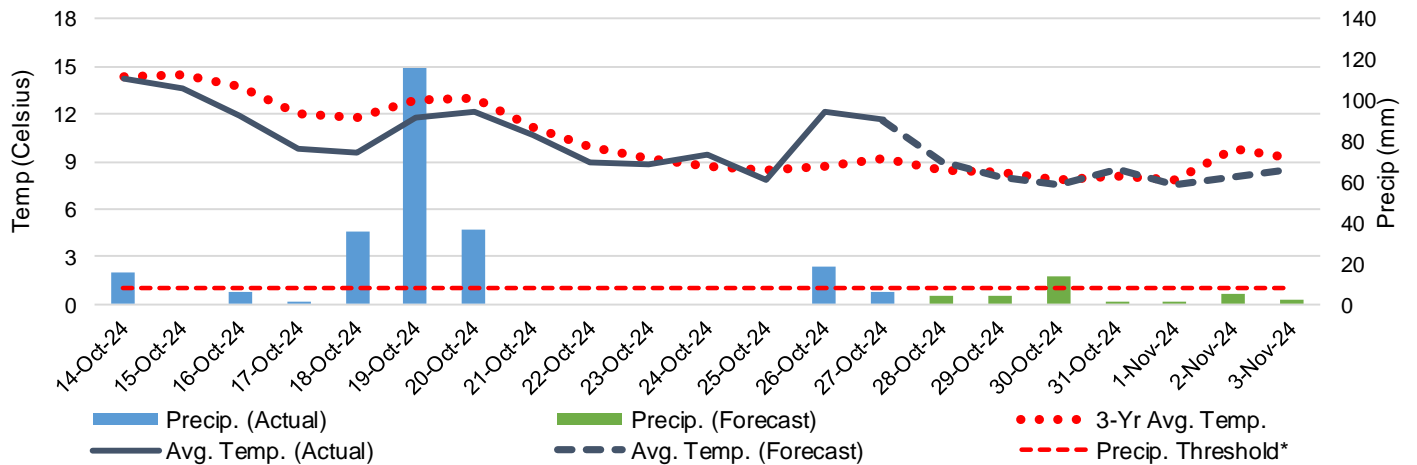
6-A Actual and Forecasted Weather at Winnipeg up to Week 13 2024-25



6-B Actual and Forecasted Weather at Edmonton up to Week 13 2024-25



6-C Actual and Forecasted Weather at Vancouver up to Week 13 2024-25



*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 and Climate Change Canada, The Weather Network (Forecast)