

Grain Monitoring Program

Weekly Performance Update

April 29, 2025

For Grain Week 37 2024-25 CY

April 14, 2025 to April 20, 2025

Summary

Summary		Week 37	Week 36	Var. from Last Year	
1. Stocks in Store ('000 tonnes)					
Country Elevators	↓	4,058.9	4,314.4	12%	
% of Working Capacity		77%	81%		
Terminal Elevators	↑	1,399.8	1,339.2	24%	
% of Working Capacity		73%	70%		
2. Country Deliveries ('000 tonnes)					
Country Deliveries	↓	952.7	987.8	-2%	
3. Port Performance (Cars)					
Vancouver Unloads	↓	5,543	7,130	-3%	
Prince Rupert Unloads	↓	1,271	1,501	113%	
Churchill Unloads	—	0	0	n/a	
Thunder Bay Unloads	↑	2,656	2,191	25%	
Total Weekly Unloads	↓	9,470	10,822	12%	
4-Week Rolling Average	↑	9,591	9,334	15%	
Var. to 4-Week Rolling Average		-1%	16%		
YTD Unloads		325,517	316,047	18%	
Weekly Out-of-Car Time	↑	9.6%	7.5%	-32.7%	
4. Terminal Shipments Year-to-Date ('000 tonnes)					
Vancouver	↑	21,956.4	21,467.6	8%	
Prince Rupert	↑	3,691.9	3,581.9	57%	
Churchill	—	0.0	0.0	n/a	
Thunder Bay	↑	4,671.9	4,439.7	11%	
Total Western Canada	↑	30,320.2	29,489.2	13%	
5. Vessels as at Apr 27, 2025		Week 38	Week 37	Var. from Last Year	
Vancouver	Vessel Lineup in port	↓	26	27	37%
	Vessels Cleared	↑	14	10	8%
	Vessels Arrived	↑	13	10	44%
Pr. Rupert	Vessel Lineup in port	—	3	3	50%
	Vessels Cleared	—	2	2	0%
	Vessels Arrived	↑	2	1	0%
Vessels Inbound Apr 28, 2025 to May 04, 2025 (Week 39)					
Vancouver		11			
Prince Rupert		4			

1. Stocks in Store: (Page 2)

- Country stocks decreased to 4.06 MMT in Week 37 utilizing 77% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks increased to 1.40 MMT in Week 37, utilizing 73% of the working capacity.

2. Country Deliveries: (Page 3)

- Deliveries to primary elevators were 0.95 MMT in Week 37.
- Axle Weight Restrictions (road bans) are in effect across the prairies.

3. Port Performance: (Pages 3-5)

- Total western port unloads were 1% lower than the 4-week moving average and 12% higher than Week 37 last year.
- West Coast unloads were 6,814 cars (Vancouver 5,543 and Prince Rupert 1,271), 11% lower than the 4-week moving average and 8% higher than Week 37 last year.
- Thunder Bay had 2,656 unloads, 35% higher than the 4-week moving average and 25% higher than Week 37 last year.
- The total average terminal out-of-car time (OCT) increased to 9.6% from 7.5% the previous week. The OCT for Week 37 was 11.4% at Vancouver and 0.0% at Thunder Bay. At the time of publishing, Prince Rupert had not yet reported Week 37 OCT.

4. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 37 are 13% higher than the same period last year and 4% higher than the 3-year average.

5. Vessels: (Page 5)

- Vancouver vessel lineup for Week 38 2024-25 decreased to 26 vessels (The current one-year average at Vancouver is 24 vessels). Of the 26, 8 were at berth, 9 were anchored at English Bay, and 9 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 38 2024-25 remained at 3 vessels (The current one-year average at Prince Rupert is 4 vessels).
- Vessels cleared from Vancouver was 14 and from Prince Rupert was 2 in Week 38 2024-25.

6. Weather: (Page 6)

- The weather section has been removed from the GMP Weekly Performance Update, to be added back in the autumn.

1. Stocks in Store

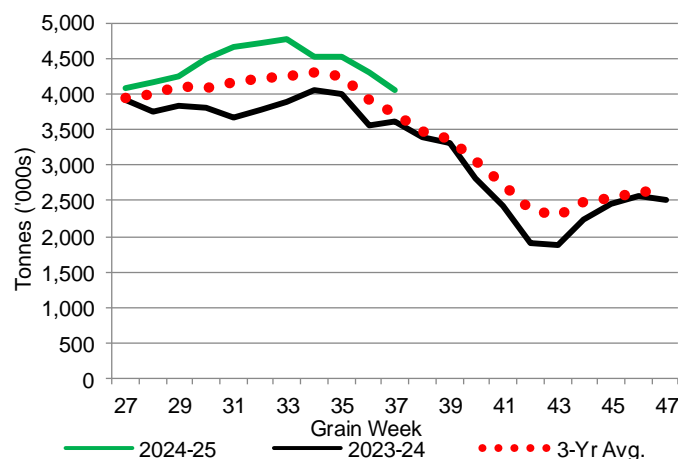
1-A1 Country Stocks ('000 tonnes) – Week 37

	MB	SK	AB	BC	Total
2024-25	838.7	2,033.6	1,171.8	14.8	4,058.9
2023-24	757.1	1,784.9	1,063.2	19.2	3,624.4
3-Yr Avg.	765.1	1,808.7	1,138.6	19.0	3,731.3
Var % - LY	11%	14%	10%	-23%	12%
Var % 3-Yr Avg.	10%	12%	3%	-22%	9%
Storage Capacity	1,626.7	3,989.3	2,508.3	32.1	8,156.4
Estimated Working Capacity	1,057.3	2,593.0	1,630.4	20.9	5,301.6
24-25 % of Wkg Cap	79%	78%	72%	71%	77%

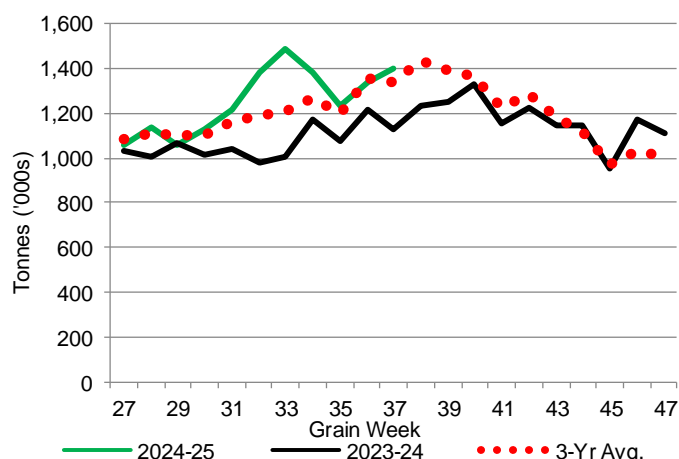
1-B1 Terminal Stocks ('000 tonnes) – Week 37

	VC	PR	West Coast	CH	TB	Total
2024-25	742.1	135.4	877.5	0.7	521.6	1,399.8
2023-24	592.5	98.0	690.5	0.7	435.5	1,126.7
3-Yr Avg.	675.4	121.0	796.4	0.7	541.1	1,338.2
Var % - LY	25%	38%	27%	0%	20%	24%
Var % 3-Yr Avg.	10%	12%	10%	0%	-4%	5%
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	83%	92%	84%	1%	66%	73%

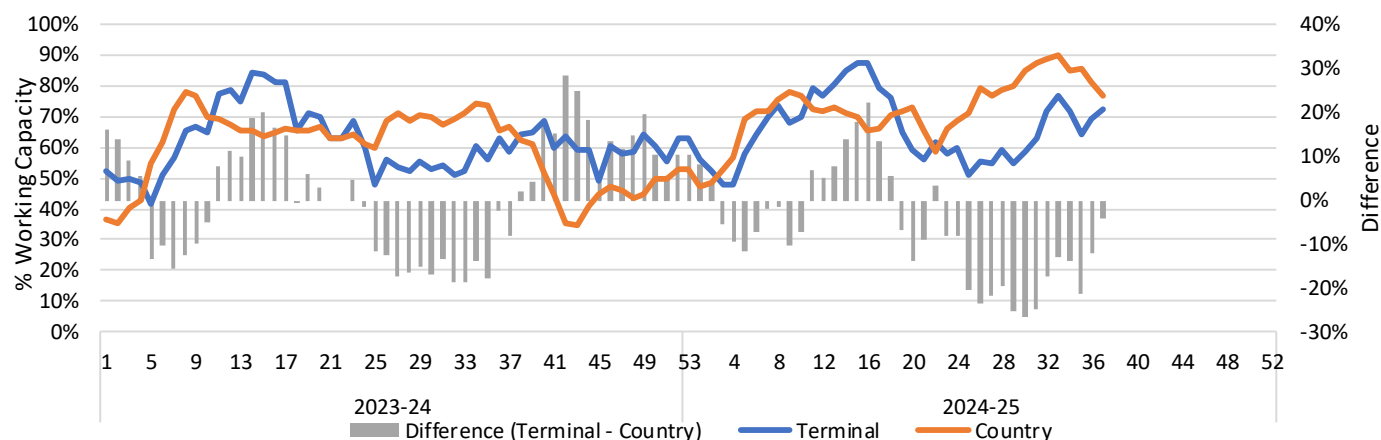
1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store



1-C Weekly Stock Balance

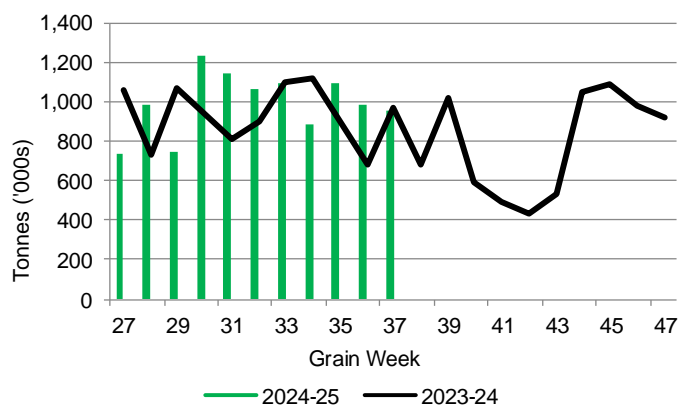


2. Country Deliveries

2-A Country Deliveries ('000 tonnes) – Week 37

	MB	SK	AB	BC	Total
2024-25	159.5	474.1	314.3	4.8	952.7
2023-24	182.4	446.8	340.7	3.6	973.5
4 Wk Avg	162.0	505.2	307.0	5.2	979.4
Var % to Last Year	-13%	6%	-8%	33%	-2%
Var % To 4 Wk Avg	-2%	-6%	2%	-8%	-3%

2-B 2024-25 Weekly Country Deliveries



3. Port Performance

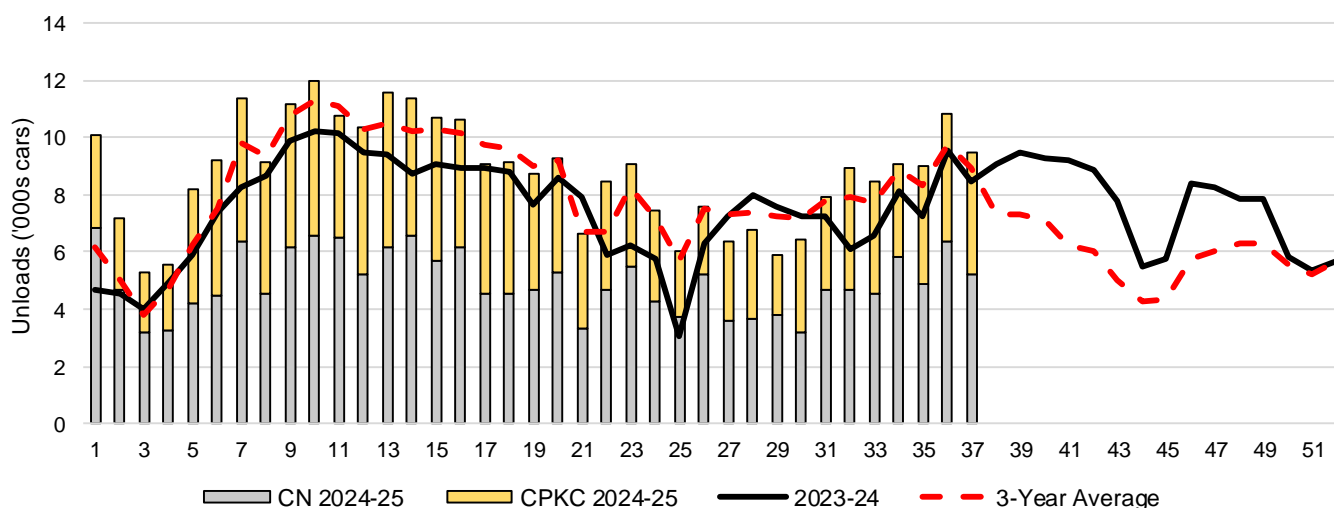
3-A Weekly Unloads by Port (Cars) – This Year for Week 37, 4-Week Moving Average and Variances

	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	5,543	1,271	6,814	2,656	-	9,470
2023-24	5,731	598	6,329	2,119	n/a	8,448
4-Wk Avg.	6,335	1,290	7,625	1,966	-	9,591
Var % to Last Year	-3%	113%	8%	25%	n/a	12%
Var % to 4-Wk Avg.	-12%	-1%	-11%	35%	n/a	-1%

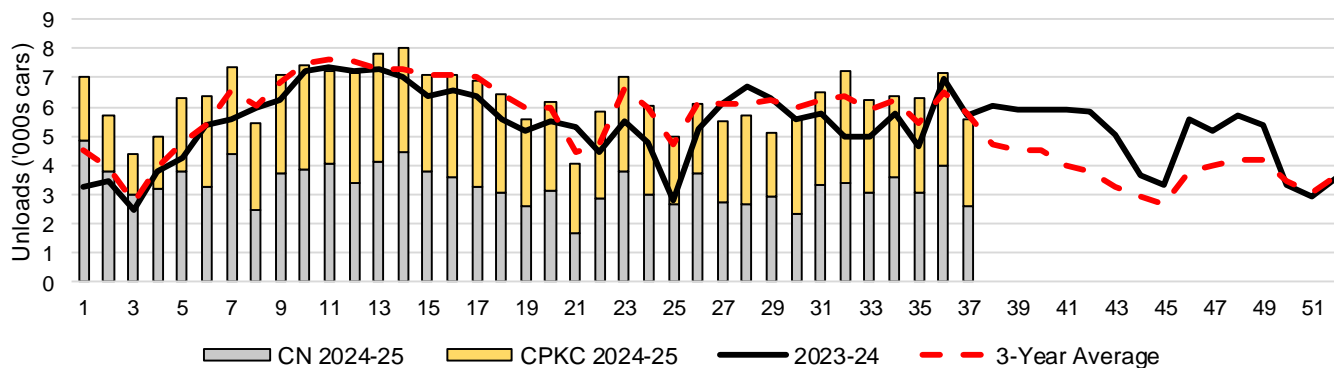
3-B Terminal Unloads by Port – This Year-to-Date as at Week 37 and Variances

YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	232,442	38,044	270,486	55,031	-	325,517
2023-24	203,579	24,159	227,738	49,128	-	276,866
3-Yr Avg	220,881	33,356	254,237	51,113	-	305,350
Var % to Last Year	14%	57%	19%	12%	n/a	18%
Var % to 3-Yr Avg	5%	14%	6%	8%	n/a	7%
YTD Unloads ('000 tonnes)						
2024-25	22,081.7	3,678.5	25,760.2	5,315.0	-	31,075.2
2023-24	19,696.2	2,341.3	22,037.5	4,749.2	-	26,786.7
3-Yr Avg.	21,209.4	3,220.5	24,429.9	4,933.2	-	29,363.1
Var % to Last Year	12%	57%	17%	12%	n/a	16%
Var % to 3-Yr Avg.	4%	14%	5%	8%	n/a	6%

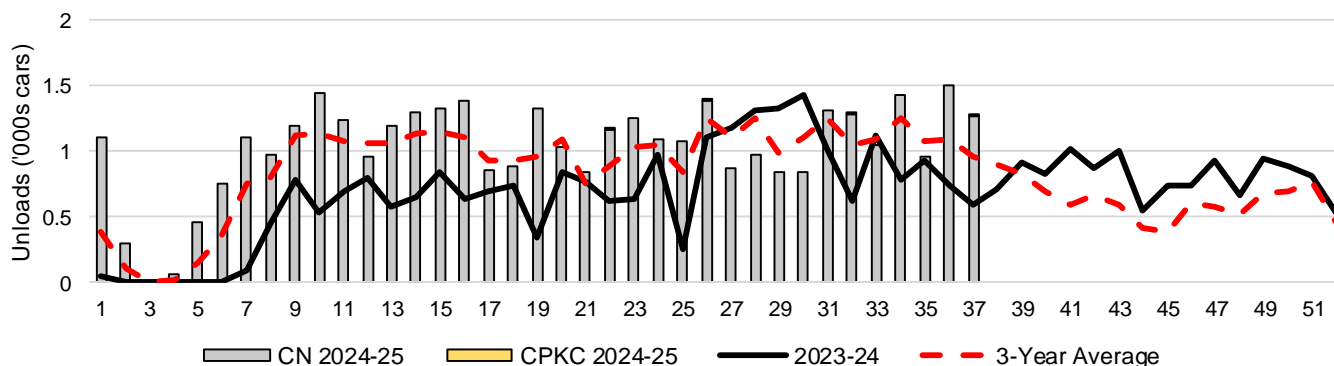
3-C Western Port Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



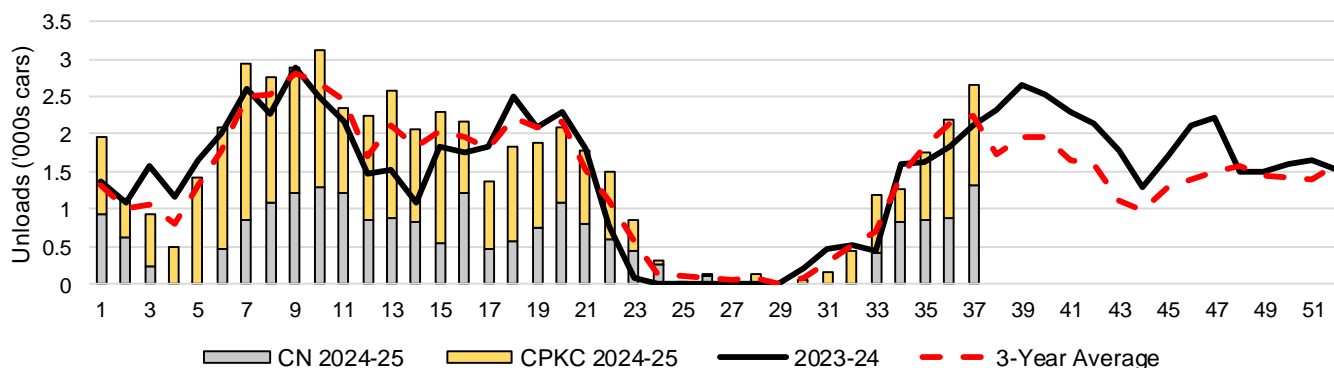
3-D Vancouver Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



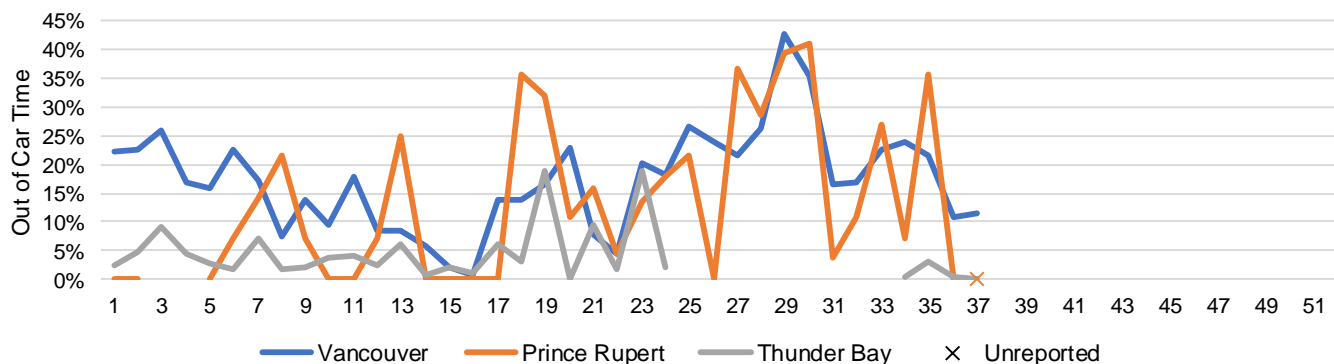
3-E Prince Rupert Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



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 34 2024-25

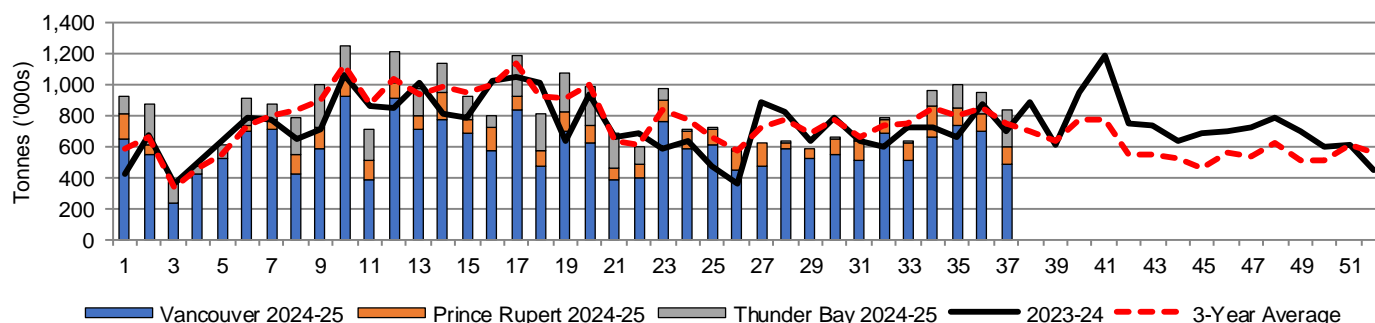
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-4	5-8	9-13	14-17	18-21	22-26	27-30	31-34	35-39	40-43	44-47	48-52
2024-25	28,103	37,927	55,870	41,829	33,858	38,654	25,580	34,401	-	-	-	-
2023-24	18,158	30,245	49,223	35,668	32,949	27,216	30,125	28,067	43,763	35,188	27,940	34,684
3-Yr Avg.	19,747	32,901	53,921	40,408	34,590	35,315	29,124	32,312	36,061	24,354	20,425	29,805
Var % to Last Year	55%	25%	14%	17%	3%	42%	-15%	23%				
Var % to 3-Yr Avg.	42%	15%	4%	4%	-2%	9%	-12%	6%				

4. Shipments

4-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 37 and Variance to Last Year-to-Date

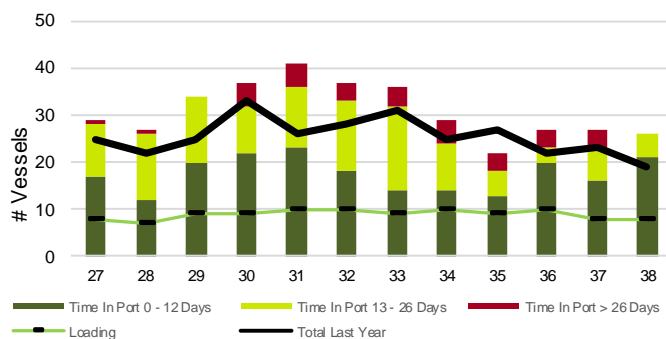
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	21,956.4	3,691.9	25,648.3	4,671.9	-	30,320.2
2023-24	20,379.6	2,347.5	22,727.1	4,221.9	-	26,949.0
3-Yr Avg.	21,522.3	3,203.1	24,725.4	4,389.7	-	29,115.1
Var % to Last Year	8%	57%	13%	11%	n/a	13%
Var % to 3-Yr Avg.	2%	15%	4%	6%	n/a	4%

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

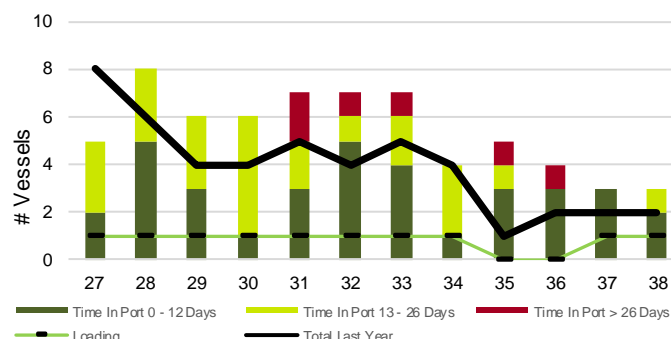


5. Vessels

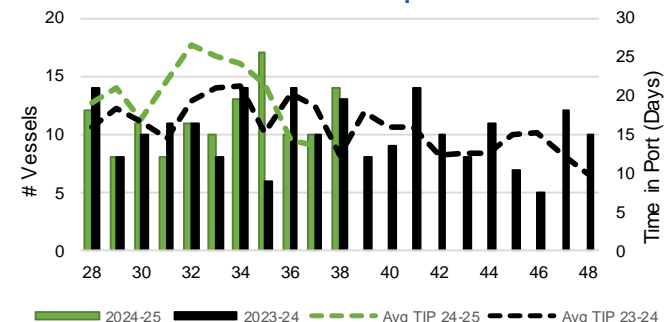
5-A Vessel Lineup at Vancouver as of Week 38 2024-25



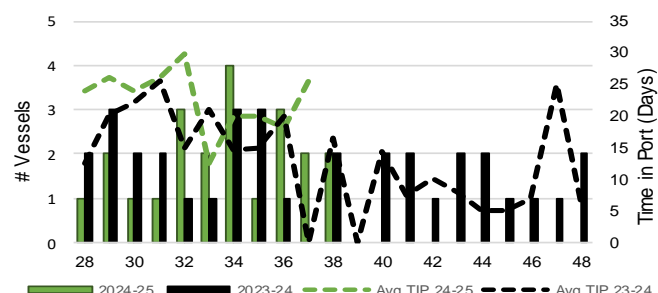
5-C Vessel Lineup at Prince Rupert as of Week 38 2024-25



5-B Vessels Cleared at Vancouver up to Week 38 2024-25



5-D Vessels Cleared at Prince Rupert up to Week 38 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.