

# **Grain Monitoring Program**

## **Performance Update**

May 9, 2017

For Grain Week 39 (2016-17 CY)



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### **Summary**

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#### **Stocks in Store: (Page 2)**

- Country stocks decreased to 3.1 MMT in week 39 utilizing 67% of the system's working capacity. Space in country elevators is good. Producer deliveries were 1.0 MMT in week 39.
- Total western port terminal stocks increased to 1.4 MMT in week 39, utilizing 81% of the working capacity.

#### **Railway Car Supply: (Page 3)**

- Railcar allocation plans are supplied by CN to week 41 of the 2016-17 grain year (see page 3 for details).

#### **Port Unloads: (Page 5 & 6)**

- Total western port unloads are 9% higher than the 4-week rolling average and 26% higher than week 39 last year.
- West Coast unloads were 7,415 cars (Vancouver 6,213 and Prince Rupert 1,202), 3% higher than the 4-week rolling average and 20% higher than week 39 last year.
- Thunder Bay terminals unloaded 2,336 cars, 31% higher than the 4-week rolling average and 50% higher than week 39 last year.
- Year to date total western port unloads are 1% higher than the same period last year. The corresponding tonnage is 2% higher than the same period last year.
- The total average terminal out of car time (OCT) increased to 9.2% from 4.1% in the previous week. The OCT time for week 39 was 3% in Vancouver, and 23% in Thunder Bay. At the time of publishing Prince Rupert has not reported it's week 39 OCT.

#### **Shipments: (Page 7)**

- Vessels cleared from Vancouver were 14, and from Prince Rupert were 2 in week 40 of the 2016-17 crop year.
- Year to date Western Canadian shipments from port terminal elevators at week 39 are 4% lower than the same period last year and 8% higher than the 5-year average.

#### **Vessel Lineups: (Page 8)**

- Week 40 lineup at Vancouver increased to a total of 23 vessels (The current one-year average at Vancouver is 20 vessels). Of the 23, 7 were at berth, 10 were anchored at English Bay, 4 were anchored along the southern coast of Vancouver Island, and 2 were anchored at Burrard Inlet.
- Prince Rupert vessel count increased to a total of 1 vessel (The current one-year average at Prince Rupert is 4 vessels).

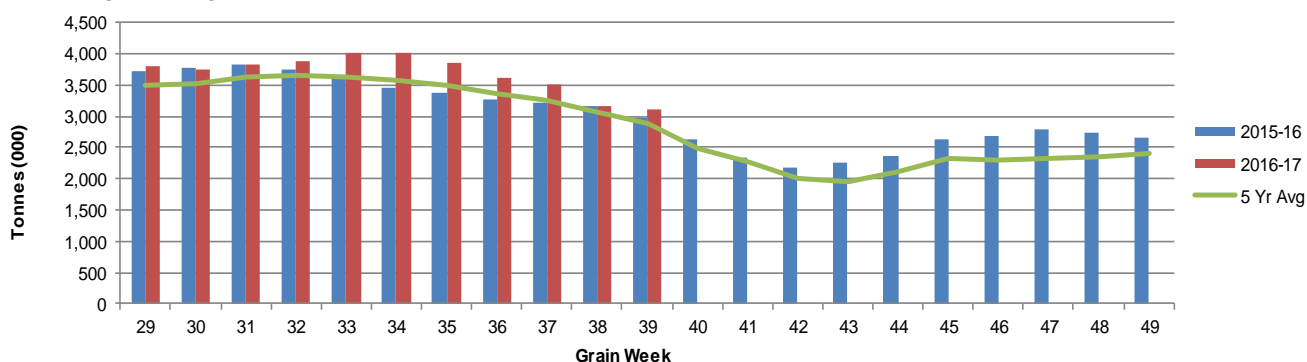
## 1. Stocks in Store (Source CGC Grain Stats Weekly)

### 1-A Country Elevator Stocks in Store ('000 tonnes) – This Year as of Week 39 (wk end Apr 30, 2017)

	Manitoba	Saskatchewan	Alberta	B.C.	Total
5 Yr Avg	621.1	1,447.5	800.7	23.3	2,892.6
2015-16	650.5	1,469.6	840.7	27.9	2,988.7
2016-17	762.0	1,552.5	766.1	19.5	3,100.1
Var % - LY	17%	6%	-9%	-30%	4%
Var % - 5 Yr Avg	23%	7%	-4%	-16%	7%
Storage Capacity	1,532.2	3,698.6	1,824.3	41.1	7,096.2
% Utilized	50%	42%	42%	47%	44%
Estimated Working Capacity	995.9	2,404.1	1,185.8	26.7	4,612.5
% Utilized	77%	65%	65%	73%	67%

Note: The working capacity is an estimate made by Quorum based on general feedback from grain companies and should not be deemed an "exact" calculation.

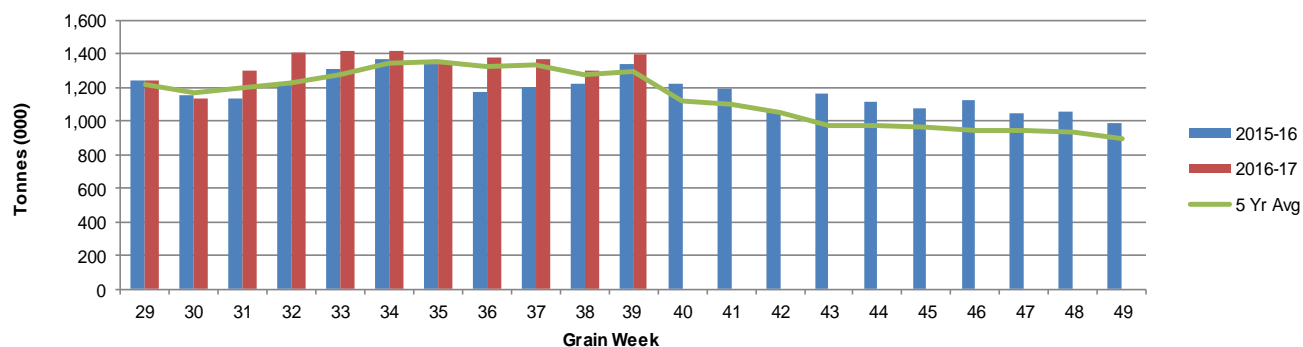
### 1-B Weekly Country Elevator Stocks in Store ('000 tonnes)



### 1-C Terminal Elevator Stocks in Store ('000 tonnes) – This Year as of Week 39 (wk end Apr 30, 2017)

	West Coast	Churchill	Thunder Bay	Total
5 Yr Avg	697.2	26.9	568.2	1,292.2
2015-16	758.1	29.5	554.8	1,342.4
2016-17	721.8	29.5	649.5	1,400.8
Var % - LY	-5%	0%	17%	4%
Var % - 5 Yr Avg	4%	10%	14%	8%
Terminal Storage Capacity	1,187.5	140.0	1,157.5	2,485.0
Working Capacity (at 70%)	831.3	98.0	810.3	1,739.5
TY % of Wkg Cap	87%	30%	80%	81%

### 1-D Weekly Terminal Stocks in Store ('000 tonnes)



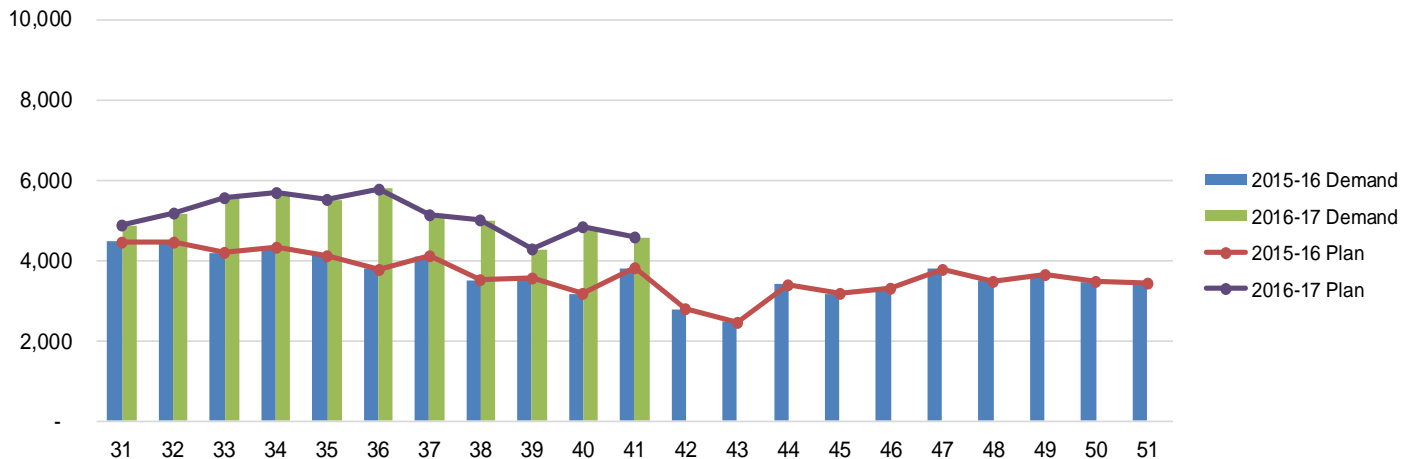
## 2. Rail Related Performance

**Special Note to readers:** CP discontinued publishing weekly railcar spotting plans in week 12 of the 2014-15 crop year (GCRS Service Report). Consequently the GMP does not have access to relateable order fulfillment data after that period.

CN continues to publish a weekly plan and the graphs below reflect CN's plan to week 41 of 2016-17.

Note that the orders accepted do not necessarily reflect shipper demand, but rather the railways' acceptance of shippers' car orders.

### 2-A CN Railway Planned Car Allocation vs. Demand – To Week 41 2016-17 CY



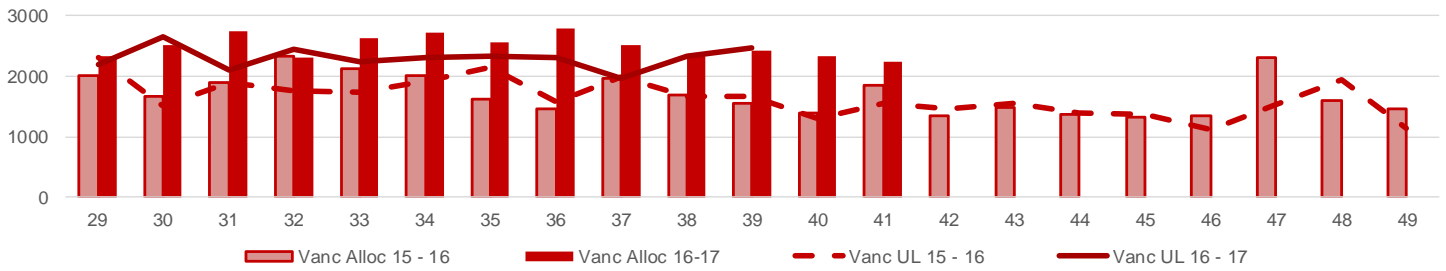
### Allocation vs. Unload Performance

Presently only CN provides detailed order-fulfillment data by corridor, although their weekly order-book report and data on actual cars supplied is provided monthly. CP provides neither weekly plans nor monthly disaggregated order-fulfillment data. As such, CP's current-year car allocation summaries for Vancouver and Thunder Bay are not reflected in the accompanying graphs below.

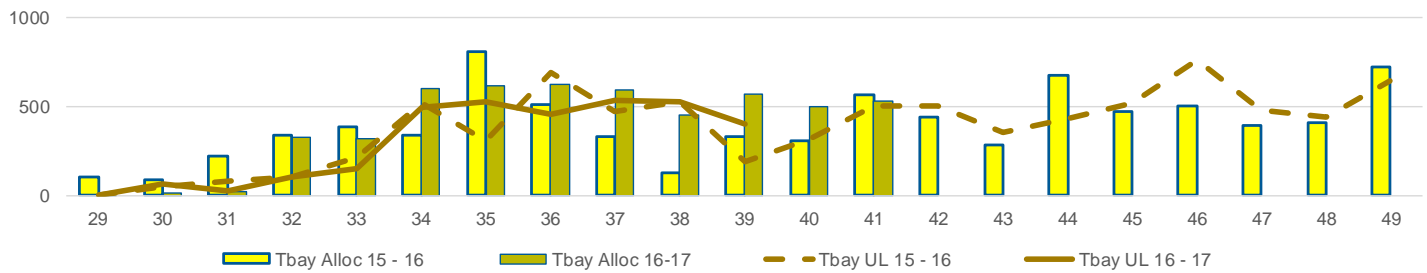
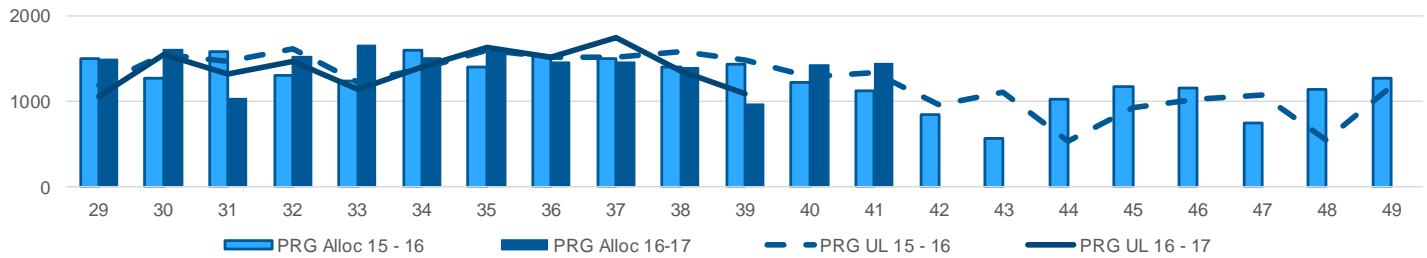
Based on the assumption that cars spotted and loaded in the country one week will be unloaded at port the following week, the ensuing graphs depict a comparison of the planned railway car allocation, by week in each port corridor, to the cars unloaded at port the following week. When both railways provide 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.

The following review pertains to the allocation of CN movements in the 2014-15, 2015-16 and 2016-17 crop years, while allocation for CP is unavailable. These are compared to current weeks' unloads in each of the major Western Port Corridors.

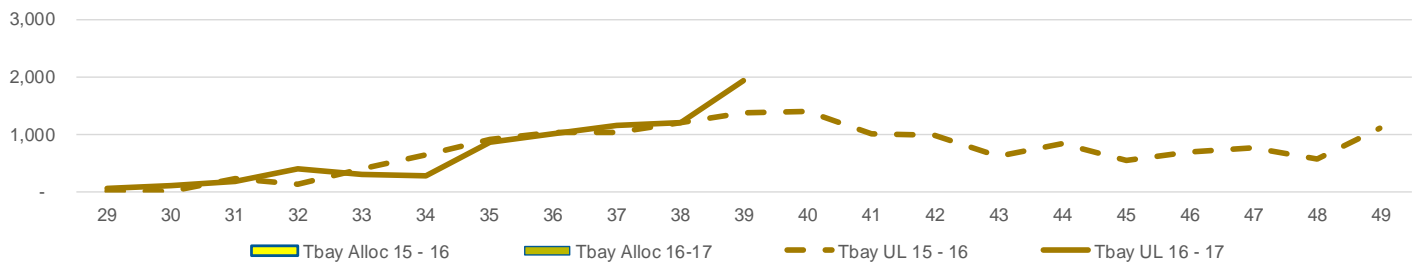
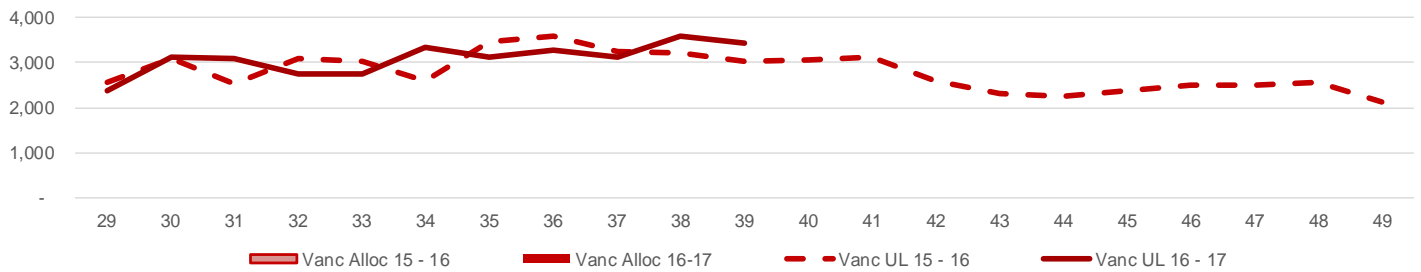
**2-B Canadian National Planned Car Allocation to Western Ports vs. Corridor Unloads at Port**



Note: Railway allocation of cars to Vancouver include cars destined to transloaders which ARE NOT included in the weekly unload statistics. On average, this accounts for 100-150 cars weekly.



**2-C Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port**



### 3. Port Performance

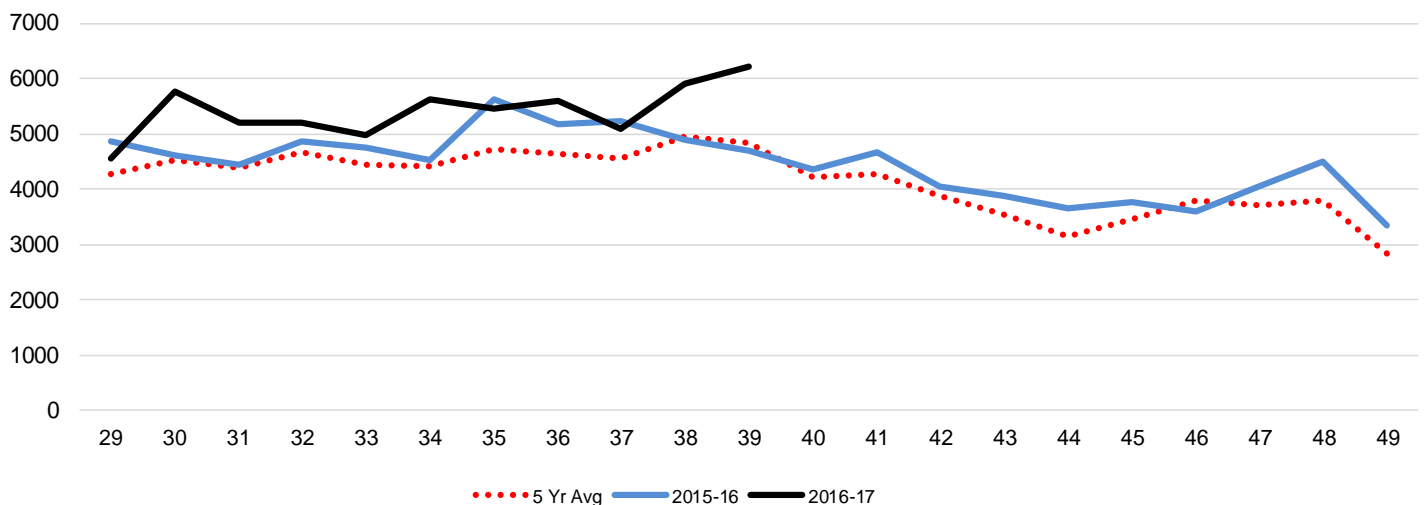
#### 3-A Weekly Unloads by Port (Cars) – This Year for Week 39, 4-Week Rolling Average and Variances

	<u>Vancouver</u>	<u>Prince Rupert</u>	<u>West Coast</u>	<u>Thunder Bay</u>	<u>Churchill</u>	<u>Total</u>
2015-16	4,697	1,488	6,185	1,554	-	7,739
2016-17	6,213	1,202	7,415	2,336	-	9,751
4 Wk Avg	5,704	1,489	7,192	1,781	-	8,973
Var % to Last Year	32%	-19%	20%	50%	n/a	26%
Var % to 4 Wk Avg	9%	-19%	3%	31%	n/a	9%

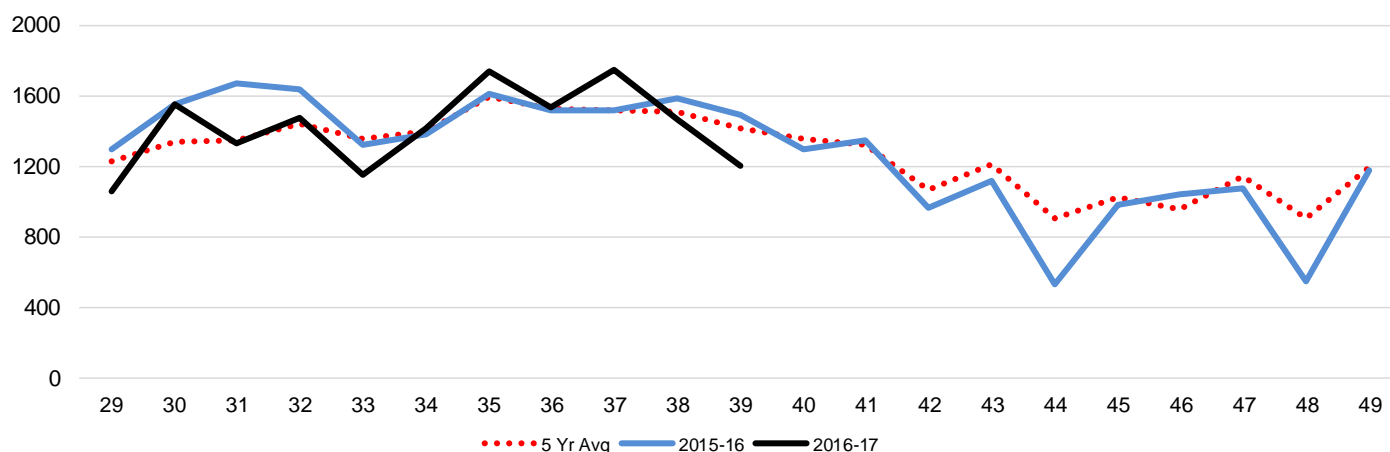
#### 3-B Railcar Unloads and Tonnes – This Year to Date as of Week 39 and Variances

	<u>Vancouver</u>	<u>Prince Rupert</u>	<u>West Coast</u>	<u>Thunder Bay</u>	<u>Churchill</u>	<u>Total</u>
<b>Total Cars</b>						
5 Yr Avg	165,827	50,355	216,183	55,992	5,014	277,189
2015-16	182,670	55,065	237,735	59,724	1,684	299,143
2016-17	189,960	51,131	241,091	61,563	-	302,654
Var % to Last Year	4%	-7%	1%	3%	-100%	1%
Var % to 5 Yr Avg	15%	2%	12%	10%	-100%	9%
<b>Total Tonnes</b>						
5 Yr Avg	14,658,288	4,491,043	19,149,331	5,064,567	447,129	24,661,027
2015-16	16,214,767	4,883,766	21,098,534	5,452,236	148,750	26,699,520
2016-17	16,978,469	4,551,244	21,529,712	5,638,801	-	27,168,514
Var % to Last Year	5%	-7%	2%	3%	-100%	2%
Var % to 5 Yr Avg	16%	1%	12%	11%	-100%	10%
<b>Total Tonnes/ Car</b>						
5 Yr Avg	88.39	89.19	88.58	90.45	89.17	88.97
2015-16	88.77	88.69	88.75	91.29	88.33	89.25
2016-17	89.38	89.01	89.30	91.59	n/a	89.77
Var % to Last Year	1%	0%	1%	0%	n/a	1%
Var % to 5 Yr Avg	1%	0%	1%	1%	n/a	1%

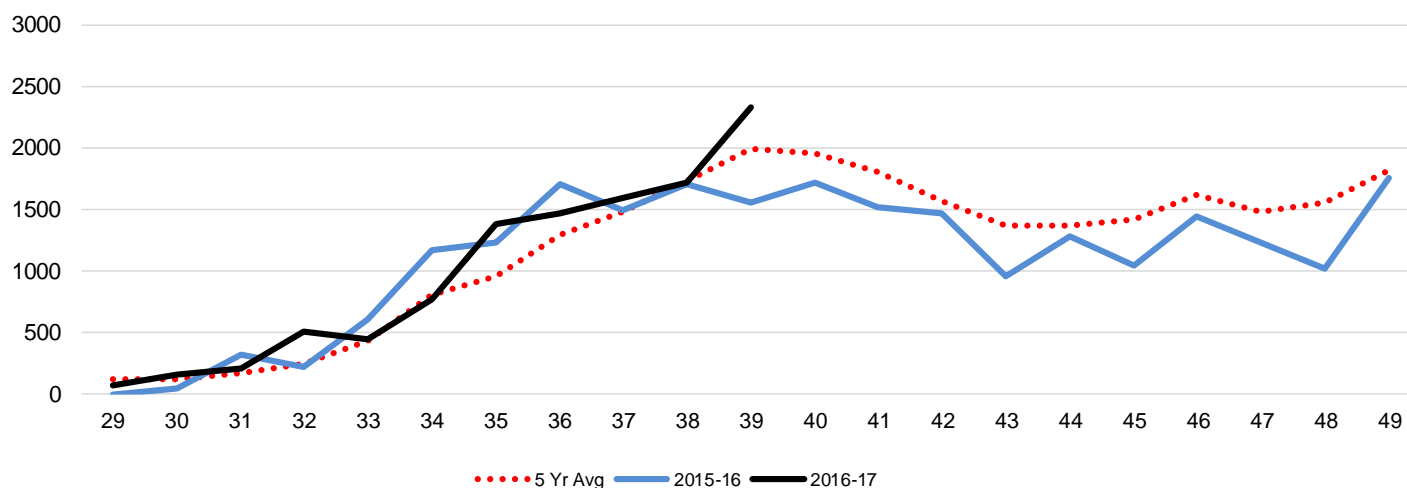
#### 3-C Vancouver Unloads (This Year vs. Last Year and the 5-Year Average)



### 3-D Prince Rupert Unloads (This Year vs. Last Year and the 5-Year Average)



### 3-E Thunder Bay Unloads (This Year vs. Last Year and the 5-Year Average)

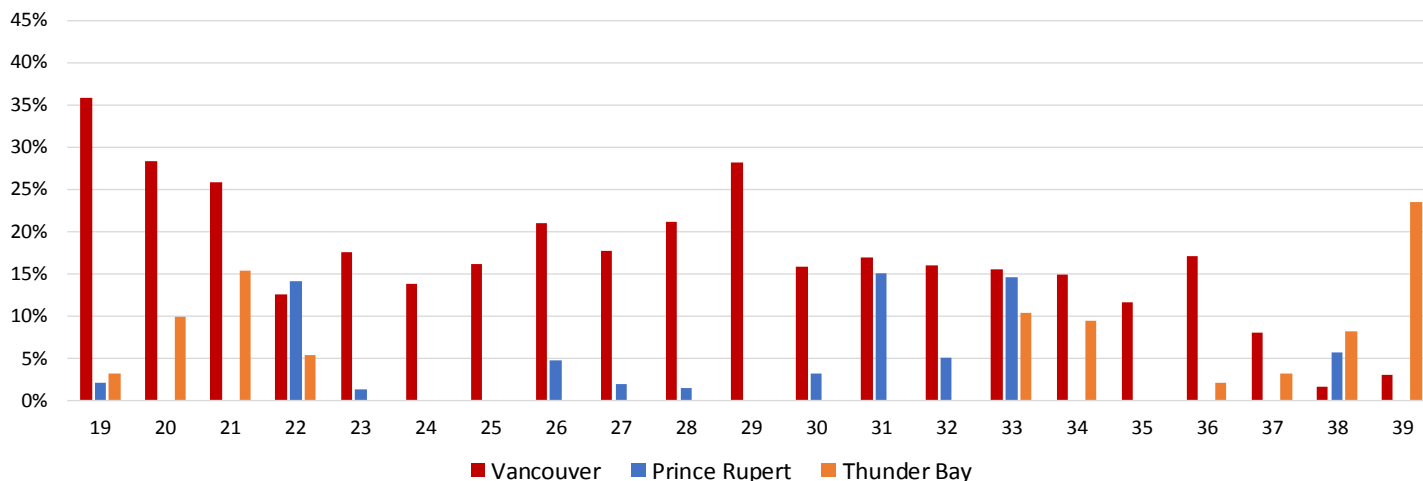


### 3-F Monthly Unloads (Cars) – (This year vs. Last Year and the 5-Year Average) to Week 39

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
5 Yr Avg	32,465	32,466	33,880	40,806	26,772	23,924	22,985	32,418	31,473	33,171	25,005	23,797
2015-16	37,765	33,292	34,306	35,561	38,868	26,000	25,420	35,353	32,578	27,367	29,742	24,136
2016-17	31,197	33,447	36,002	44,476	29,113	28,795	26,824	36,909	35,891			
Var % to Last Year	-17%	0%	5%	25%	-25%	11%	6%	4%	10%			
Var % to 5 Yr Avg	-4%	3%	6%	9%	9%	20%	17%	14%	14%			

### 3-G Weekly Out of Car Time – (% of hours out of cars/total hours working) – by Port to Week 39

Out of car time is measured weekly and uses data reported by terminal elevators on the total number of hours the 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). At the time of publishing Prince Rupert has not reported its week 39 OCT.

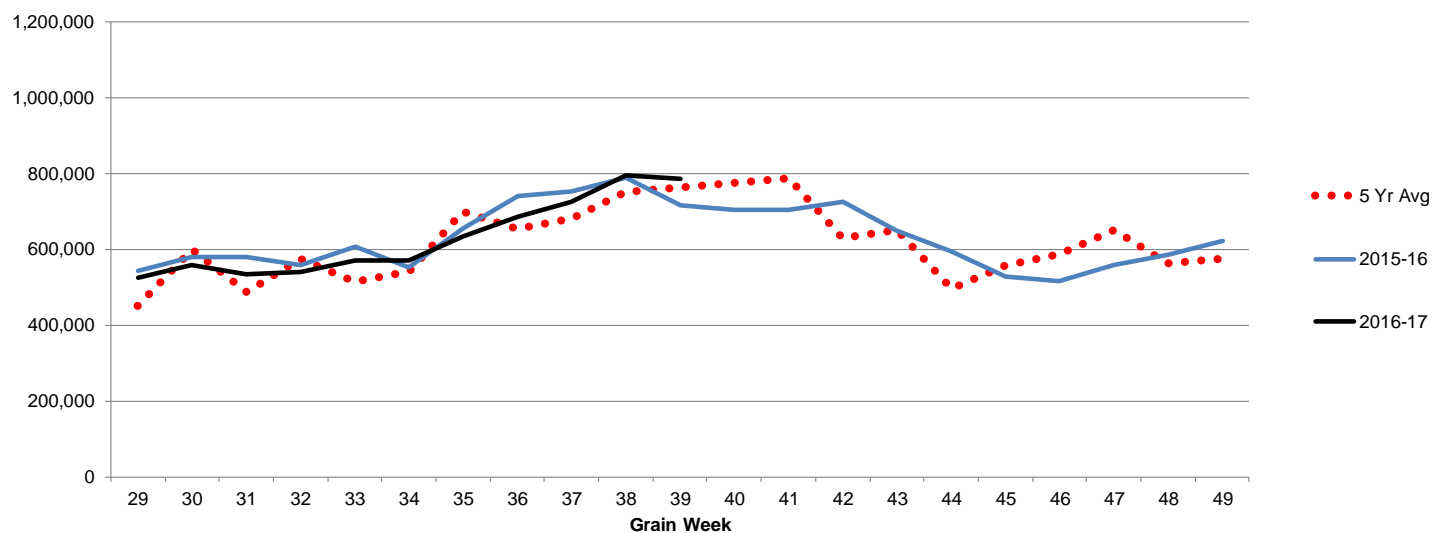


## 4. Shipments

### 4-A Shipments from Port Terminals (Tonnes) – This Year as of Week 39 and Variance to Last Year

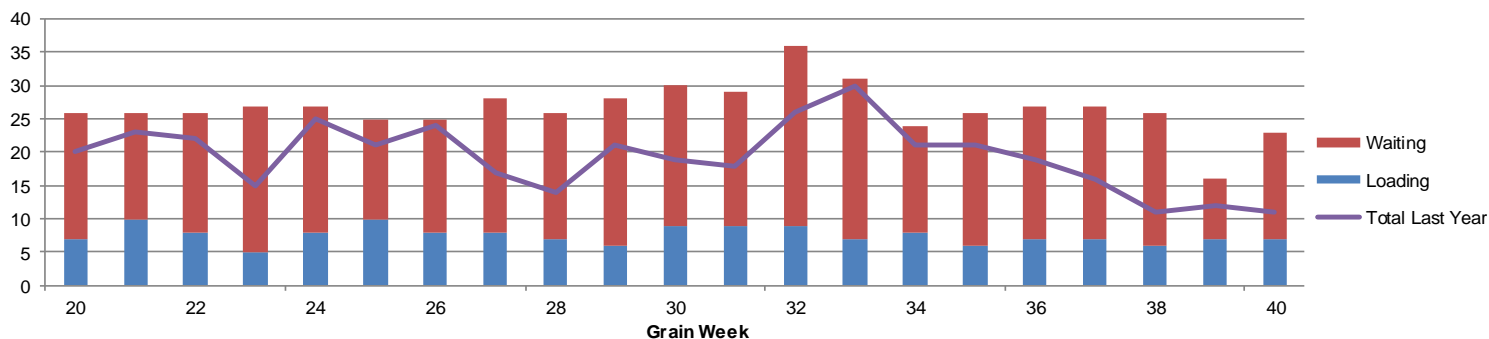
	<u>Vancouver</u>	<u>Prince Rupert</u>	<u>West Coast</u>	<u>Thunder Bay</u>	<u>Churchill</u>	<u>Total</u>
5 Year Avg	15,002,126	4,389,863	19,391,989	4,957,902	354,754	24,704,645
2015-16	17,137,583	4,905,631	22,043,214	5,504,710	187,849	27,735,773
2016-17	16,666,284	4,402,913	21,069,197	5,537,781	-	26,606,978
Var % to 5 Year Avg	11%	0%	9%	12%	-100%	8%
Var % to Last Year	-3%	-10%	-4%	1%	-100%	-4%

### 4-B Weekly Shipments (tonnes) from Port Terminals (This year 4-week moving avg vs. last year and the 5-year average)



## 5. Vessel Lineups

### 5-A Vessel lineup at Vancouver (Count of Vessels) – As of Week 40 2016-17 (Waiting and Loading)

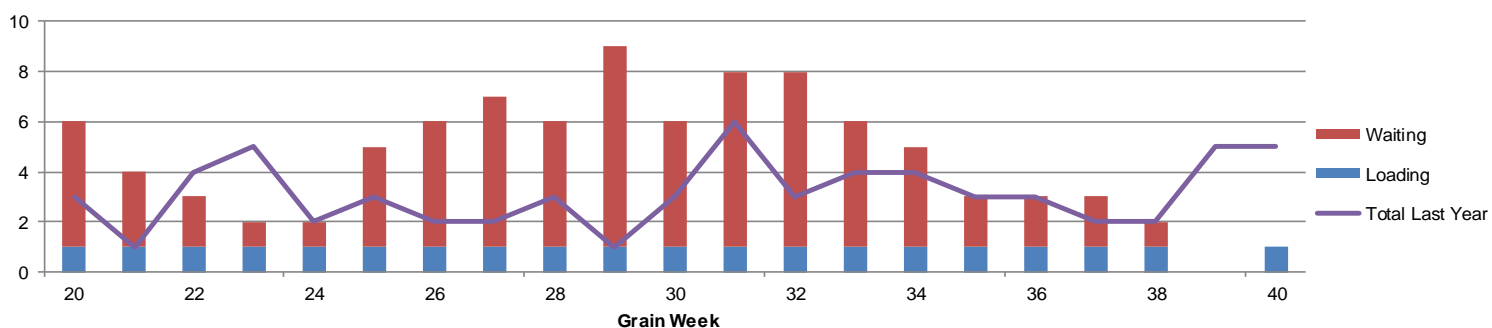


Prior to 2013-14 crop year the normal vessel count at Vancouver was 8-12. The current one-year average at Vancouver is 20 vessels.

### 5-B Vessels Cleared at Vancouver (Count of Vessels) by week up to Week 40 2016-17

Week	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
	16	12	7	13	11	5	14	11	10	9	12	12	11	11	11	12	10	7	13	15	14

### 5-C Vessel lineup at Prince Rupert (Count of Vessels) – As of Week 40 2016-17 (Waiting and Loading)



Prior to 2013-14 crop year the normal vessel count at Prince Rupert was 2-3. The current one-year average at Prince Rupert is 4 vessels.

### 5-D Vessels Cleared at Prince Rupert (Count of Vessels) by week up to Week 40 2016-17

Week	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
	2	4	2	2	2	2	2	4	3	1	4	3	2	3	4	3	3	4	3	2	2

Except where noted, the source of data for this report is from the Grain Monitoring Data Warehouse which collects data from many stakeholders in the grain industry including the CGC, grain companies, railways and various port stakeholders. This report strives to provide the most current data available at the time of publishing. Certain measures, such as vessel lineup are presented for Week 40 of 2016-17 CY.

As always, feel free to contact us with any questions or comments:

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