

# Grain Monitoring Program

## Weekly Performance Update

September 4, 2018

For Grain Week 4 (2018-19 CY)

### Summary

	This Week	Last Week	Var. from Last Year	
<b>1. Stocks in Store ('000 tonnes)</b>				
Country Elevators	↑ 3,068.8	2,679.2	15%	
% of Working Capacity	64%	56%		
Terminal Elevators	↓ 1,029.5	1,190.2	-14%	
% of Working Capacity	59%	68%		
<b>2. Country Deliveries ('000 tonnes)</b>				
Country Deliveries	↑ 1,203.0	825.3	46%	
<b>3. Railcar Supply to Western Ports (Cars)</b>				
CN Allocation Plan	↑ 4,174	3,542	30%	
CN Unloads	↓ 3,319	3,416	3%	
CP Allocation Plan	n/a	n/a	n/a	
CP Unloads	↑ 3,215	2,945	5%	
<b>4. Port Performance (Cars)</b>				
Total Weekly Unloads	↑ 6,534	6,361	4%	
4-Week Rolling Average	↓ 6,041	6,382	n/a	
Var. to 4-Week Rolling Average	↑ 8%	0%	n/a	
YTD Unloads	↑ 24,162	17,628	3%	
Weekly Out-of-Car Time	↑ 31.8%	12.7%	373.7%	
<b>5. Terminal Shipments Year-to-Date ('000 tonnes)</b>				
Vancouver	↑ 1,116.2	732.0	-24%	
Prince Rupert	↑ 316.8	261.8	52%	
Thunder Bay	↑ 482.9	357.7	-10%	
<b>Total Western Canada</b>	<b>↑ 1,915.9</b>	<b>1,351.5</b>	<b>-13%</b>	
<b>6. Vessels as at Sep 2, 2018</b>				
	<b>Week 5</b>	<b>Week 4</b>	<b>Var. from Last Year</b>	
Vancouver	Vessel Lineup in port	↓ 20	24	18%
	Vessels Cleared	↓ 7	9	0%
	Vessels Arrived	↓ 3	12	n/a
Pr. Rupert	Vessel Lineup in port	— 3	3	50%
	Vessels Cleared	↑ 2	1	0%
	Vessels Arrived	— 2	2	n/a
<b>Vessels Inbound Sep 03, 2018 to Sep 09, 2018 (Week 6)</b>				
Vancouver	6			
Prince Rupert	2			

#### 1. Stocks in Store: (Page 2)

- Country stocks increased to 3.1 MMT in Week 4 utilizing 64% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks decreased to 1.0 MMT in Week 4, utilizing 59% of the working capacity.

#### 2. Country Deliveries: (Page 2)

- Producer deliveries were 1,203,000 tonnes in Week 4.

#### 3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 6 of the 2018-19 grain year (see page 3 for details).

#### 4. Port Performance: (Page 4)

- Total western port unloads were 8% higher the 4-week moving average and 4% higher than Week 4 last year.
- West Coast unloads were 4,879 cars (Vancouver 3,792 and Prince Rupert 1,087), 9% higher than the 4-week moving average and 2% lower than Week 4 last year.
- Thunder Bay unloads were 1,655 cars, 6% higher than the 4-week moving average and 27% higher than Week 4 last year.
- Year-to-date total western port unloads are 3% higher than same period last year. The corresponding tonnage is 4% higher.
- The total average terminal out-of-car time (OCT) increased to 31.8% from 12.7% in the previous week. The OCT time for Week 4 was 29.0% in Vancouver and 38.2% at Prince Rupert. At the time of publishing the report, Thunder Bay has not yet reported their OCT.

#### 5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 4 are 13% lower than the same period last year and 22% lower than the 5-year average.

#### 6. Vessels: (Page 5)

- Week 5 lineup at Vancouver decreased to a total of 20 vessels (The current one-year average at Vancouver is 21 vessels). Of the 20, 7 were at berth, 9 were anchored at English Bay, and 4 were anchored off Vancouver Island.
- Prince Rupert vessel lineup remained at 3 vessels (The current one-year average at Prince Rupert is 4 vessels).
- Vessels cleared from Vancouver were 7, and from Prince Rupert were 2 in Week 5 of the 2018-19 crop year.

#### Note on 2018 Production:

Statistics Canada's preliminary estimate of Western Canadian field crops production, based on the July survey, stands at 67.0 MMT. Reductions from 2017 are seen in major crops such as non-durum wheat down 4% and canola down 10%. A complete table will be published with the Grain Monitor's August report.

# 1. Stocks in Store

## 1-A1 Country Stocks ('000 tonnes) – Week 4

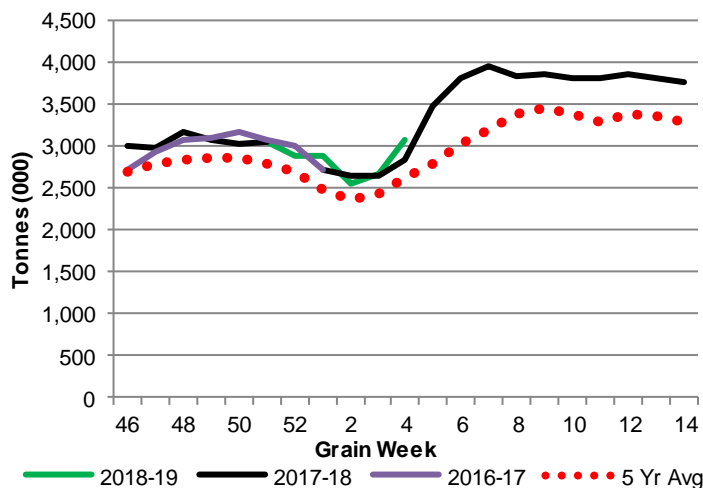
	MB	SK	AB	BC	Total
2018-19	793.7	1,667.2	597.6	10.3	3,068.8
2017-18	602.7	1,362.5	844.4	22.2	2,831.8
5 Yr Avg	581.9	1,313.4	716.8	19.4	2,631.6
Var % - LY	32%	22%	-29%	-54%	8%
Var % - 5 Yr Avg	36%	27%	-17%	-47%	17%
Storage Capacity	1,584.6	3,865.1	1,913.7	41.1	7,404.5
Estimated Working Capacity	1,030.0	2,512.3	1,243.9	26.7	4,813.0
18-19 % of Wkg Cap	77%	66%	48%	39%	64%

## 1-B1 Terminal Stocks ('000 tonnes) – Week 4

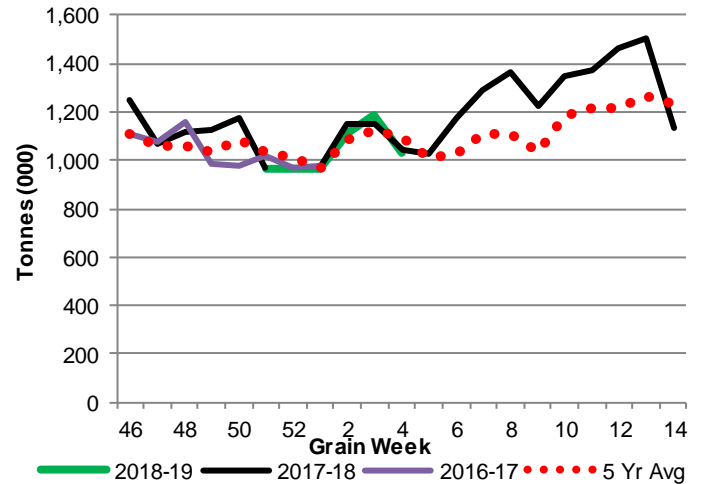
	VC	PR	West Coast	CH	TB	Total
2018-19	435.1	100.9	536.0	29.5	464.0	1,029.5
2017-18	n/a	n/a	611.0	29.5	404.0	1,044.5
5 Yr Avg	n/a	n/a	599.0	52.6	444.2	1,095.8
Var % - LY	n/a	n/a	-12%	0%	15%	-1%
Var % - 5 Yr Avg	n/a	n/a	-11%	-44%	4%	-6%
Storage Capacity	978.0	209.5	1,187.5	140.0	1,157.5	2,485.0
Estimated Working Capacity	684.6	146.65	831.3	98.0	810.3	1,739.5
18-19 % of Wkg Cap	64%	69%	64%	30%	57%	59%

**Note:** CGC Weekly Statistics between 2013-14 and 2017-18 Crop Years reported Vancouver and Prince Rupert terminal stocks as a combined West Coast total. As of 2018-19 these are separated.

## 1-A2 Weekly Country Stocks in Store



## 1-B2 Weekly Terminal Stocks in Store

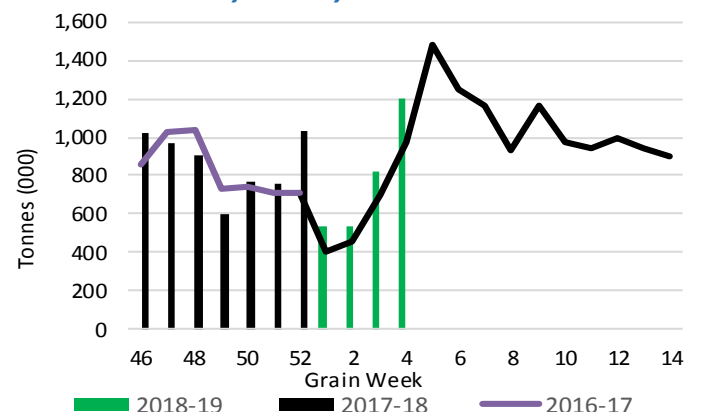


# 2. Country Deliveries

## 2-A Weekly Country Deliveries ('000 tonnes) - Week 4

	MB	SK	AB	BC	Total
2018-19	328.5	610.9	254.5	9.1	1,203.0
2017-18	269.4	424.9	280.3	2.6	977.2
4 Wk Avg	216.0	321.9	197.2	40.8	775.8
Var % to Last Year	22%	44%	-9%	250%	23%
Var % To 4 Wk Avg	52%	90%	29%	-78%	55%

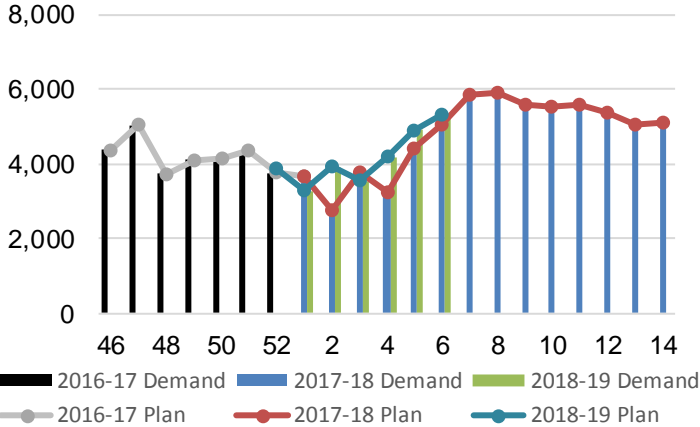
## 2-B 2018-19 Weekly Country Deliveries vs 2017-18



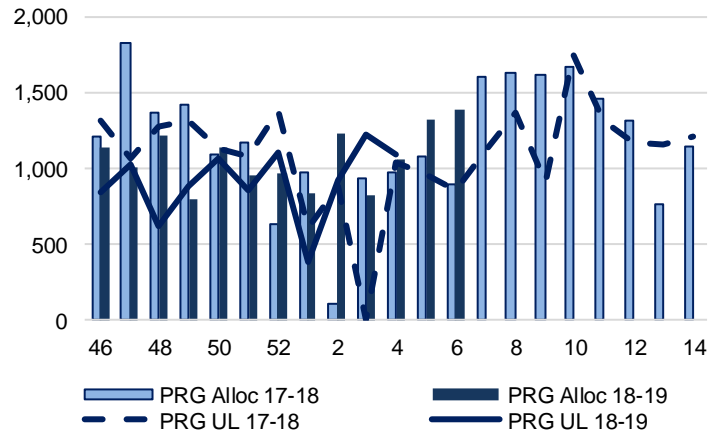
### 3. Railcar Supply

**Special Note to readers:** CP discontinued publishing weekly railcar spotting plans in Week 12 of the 2014-15 crop year (GCRS Service Report). CN continues to publish a weekly plan and the graphs below reflect CN's plan to Week 6 of 2018-19. 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.

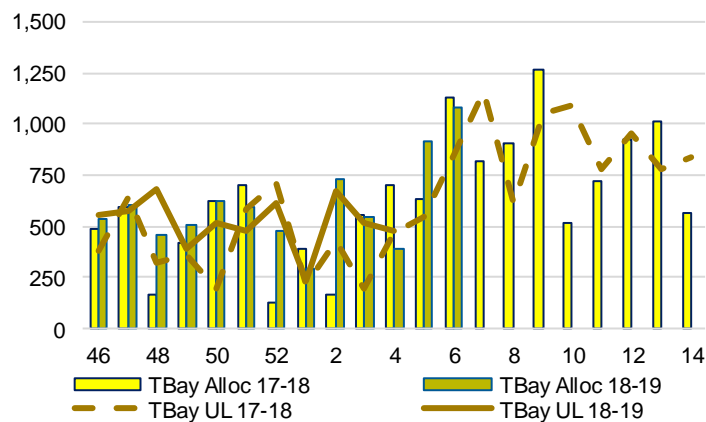
**3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 6 2018-19 Crop Year**



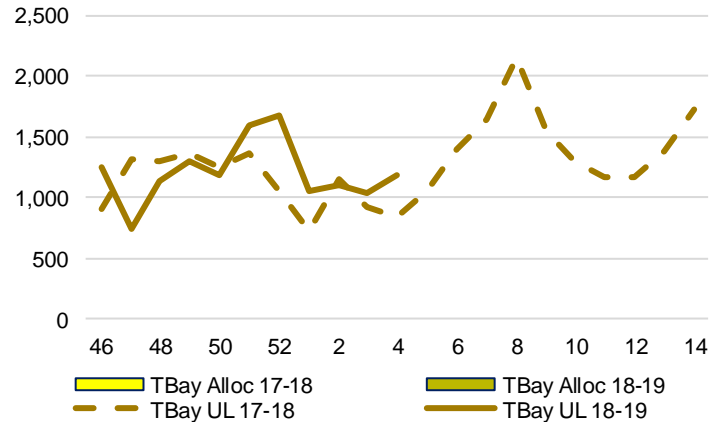
**3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert**



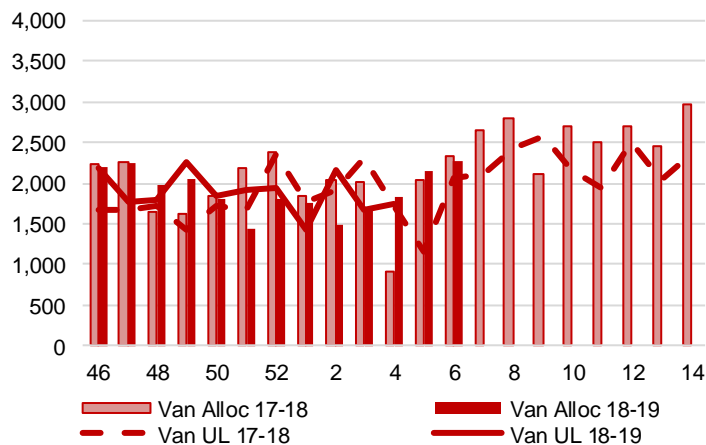
**3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay**



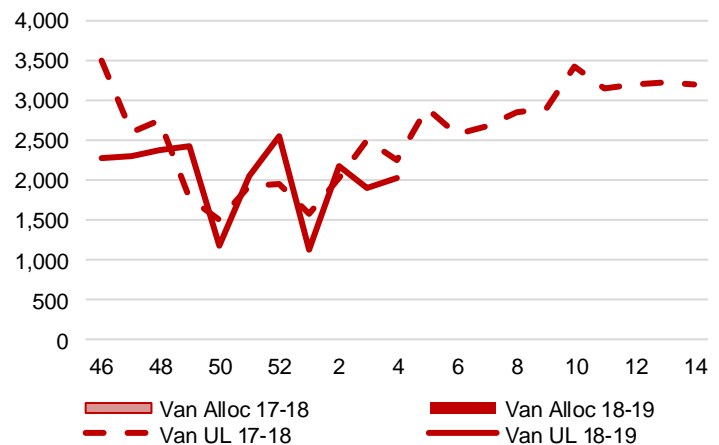
**3-C1: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay**



**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 4, 4-Week Moving Average and Variances

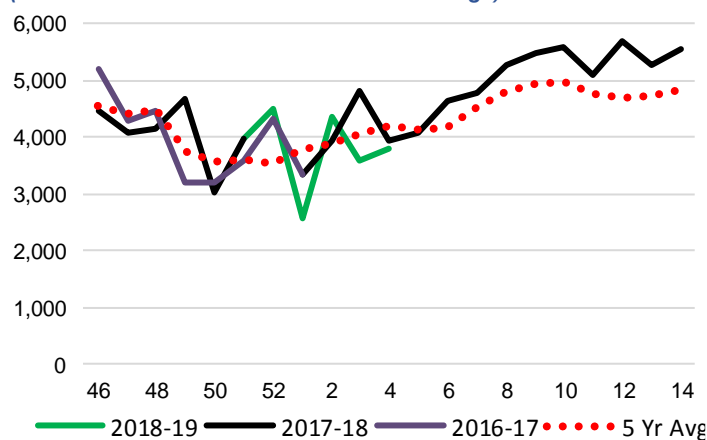
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	3,792	1,087	4,879	1,655	-	6,534
2017-18	3,950	1,034	4,984	1,305	-	6,289
4-Wk Avg.	3,566	908	4,474	1,567	-	6,041
Var % to Last Year	-4%	5%	-2%	27%	n/a	4%
Var % to 4-Wk Avg.	6%	20%	9%	6%	n/a	8%

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

YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	14,264	3,631	17,895	6,267	-	24,162
2017-18	16,035	2,525	18,560	4,960	-	23,520
5-Yr Avg	15,882	4,246	20,128	7,060	342	27,530
Var % to Last Year	-11%	44%	-4%	26%	n/a	3%
Var % to 5-Yr Avg	-10%	-14%	-11%	-11%	-100%	-12%
YTD Unloads ('000 tonnes)						
2018-19	1,289.1	348.9	1,638.0	592.8	-	2,230.8
2017-18	1,450.1	229.3	1,679.4	466.5	-	2,145.9
5-Yr Avg.	1,430.0	387.1	1,817.1	657.9	30.6	2,505.6
Var % to Last Year	-11%	52%	-2%	27%	n/a	4%
Var % to 5-Yr Avg.	-10%	-10%	-10%	-10%	-100%	-11%

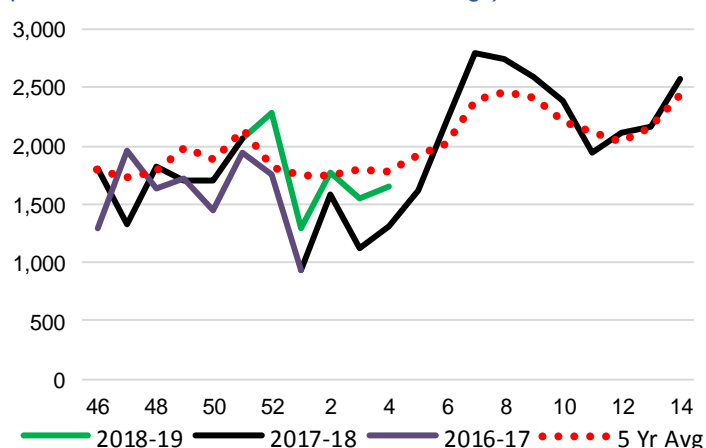
### 4-C Vancouver Unloads (cars)

(This Year vs. Last Year and the 5-Year Average)



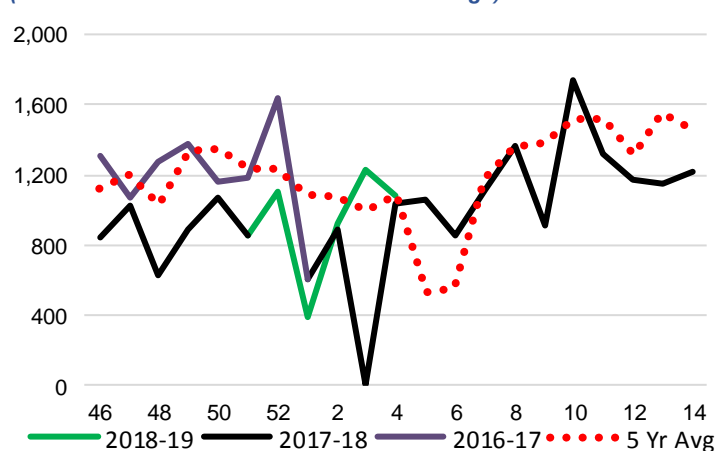
### 4-E Thunder Bay Unloads (cars)

(This Year vs. Last Year and the 5-Year Average)

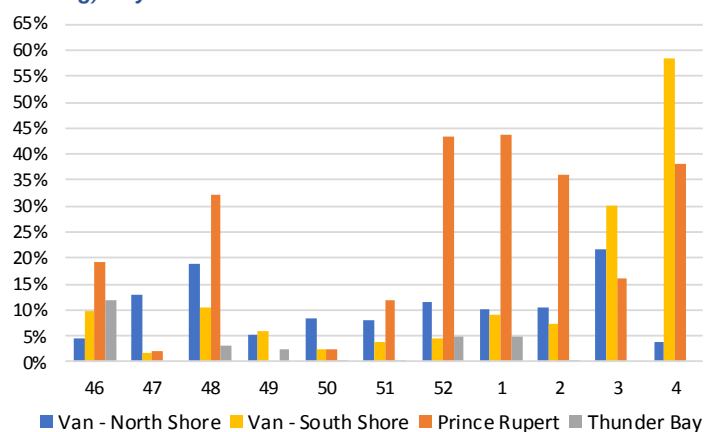


### 4-D Prince Rupert Unloads (cars)

(This Year vs. Last Year and the 5-Year Average)



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



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 5-Year Average to Week 52**

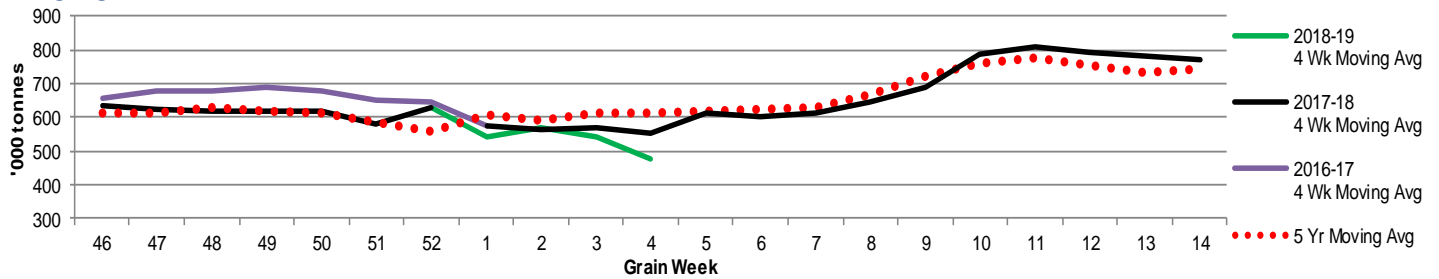
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-5	6-9	10-13	14-18	19-22	23-27	28-31	32-35	36-39	40-44	45-48	49-52
2017-18	30,257	34,807	35,650	40,849	29,069	30,456	19,212	26,541	32,503	38,863	26,637	27,864
2016-17	31,197	33,447	36,002	44,476	28,797	28,771	25,810	35,786	35,753	37,771	29,152	26,566
5 Yr Avg	29,060	33,837	37,910	36,806	30,329	26,146	22,477	29,475	35,187	34,031	30,073	30,853
Var % to Last Year	-3%	4%	-1%	-8%	1%	6%	-26%	-26%	-9%	3%	-9%	5%
Var % to 5 Yr Avg	4%	3%	-6%	11%	-4%	16%	-15%	-10%	-8%	14%	-11%	-10%

**5. Shipments**

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

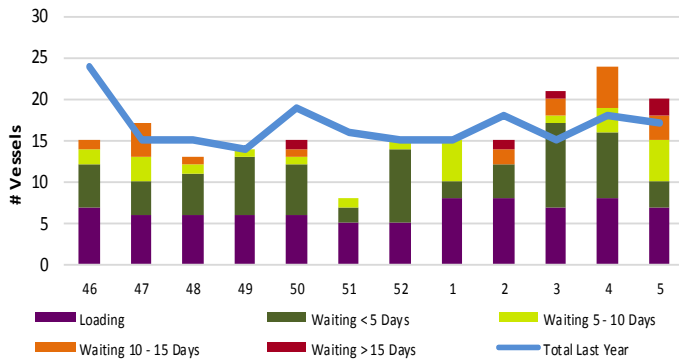
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	1,116.2	316.8	1,433.0	482.9	-	1,915.9
2017-18	1,462.7	208.8	1,671.5	535.0	-	2,206.5
5 Year Avg	1,409.6	356.2	1,765.8	662.9	28.2	2,456.9
Var % to Last Year	-24%	52%	-14%	-10%	n/a	-13%
Var % to 5 Year Avg	-21%	-11%	-19%	-27%	-100%	-22%

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

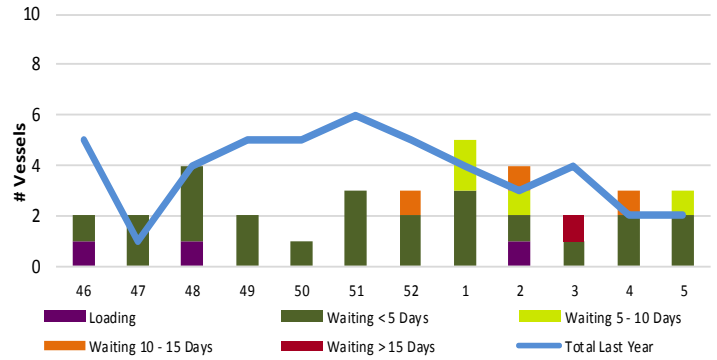


**6. Vessels**

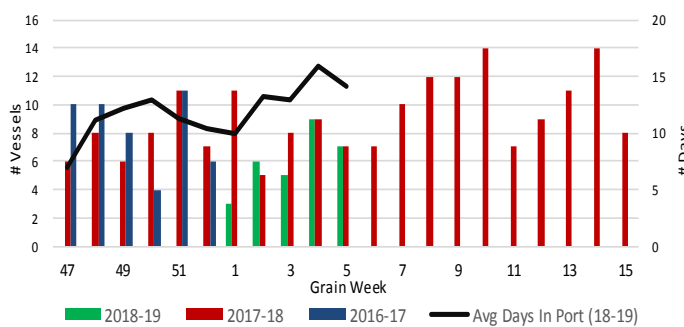
**6-A Vessel Lineup at Vancouver as of Week 5 2018-19**



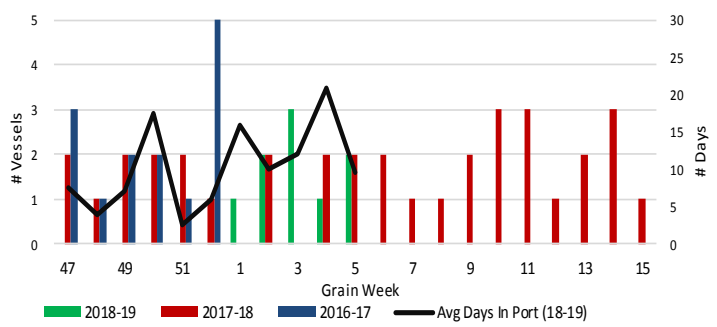
**6-C Vessel Lineup at Prince Rupert as of Week 5 2018-19**



**6-B Vessels Cleared at Vancouver up to Week 5 2018-19**



**6-D Vessels Cleared at Prince Rupert up to Week 5 2018-19**



Note: To determine Avg Days in Port, Quorum first establishes which vessels cleared port in each specific grain week. Then, the number of days each cleared vessel spent in port is calculated by subtracting the date of arrival from the date of departure. Lastly, an average of these days is produced for the week, which yields Avg Days in Port. The measure uses vessel data provided by the BC Chamber of Shipping.