

Grain Monitoring Program

Weekly Performance Update

March 5, 2019

For Grain Week 30 (2018-19 CY)

Summary

	This Week	Last Week	Var. from Last Year	
1. Stocks in Store ('000 tonnes)				
Country Elevators	↑ 4,051.8	3,913.5	-7%	
% of Working Capacity	81%	78%		
Terminal Elevators	↑ 1,263.7	1,243.1	3%	
% of Working Capacity	73%	71%		
2. Country Deliveries ('000 tonnes)				
Country Deliveries	↓ 875.0	889.7	21%	
3. Railcar Supply to Western Ports (Cars)				
CN Allocation Plan	↓ 3,452	3,682	-35%	
CN Unloads	↑ 3,324	2,697	20%	
CP Allocation Plan	n/a	n/a	n/a	
CP Unloads	↑ 2,802	2,199	54%	
4. Port Performance (Cars)				
Total Weekly Unloads	↑ 6,126	4,896	33%	
4-Week Rolling Average	↓ 5,573	5,766	n/a	
Var. to 4-Week Rolling Average	↑ 10%	-15%	n/a	
YTD Unloads	↑ 229,574	223,448	7%	
Weekly Out-of-Car Time	↓ 17.8%	18.6%	-43.8%	
5. Terminal Shipments Year-to-Date ('000 tonnes)				
Vancouver	↑ 12,361.0	11,980.8	-2%	
Prince Rupert	↑ 3,339.4	3,281.7	15%	
Churchill	— 26.9	26.9	n/a	
Thunder Bay	— 4,211.0	4,211.0	4%	
Total Western Canada	19,938.3	19,500.4	2%	
6. Vessels as at Mar 3, 2019				
	Week 31	Week 30	Var. from Last Year	
Vancouver	Vessel Lineup in port	↑ 33	26	-6%
	Vessels Cleared	↓ 7	9	-50%
	Vessels Arrived	— 14	14	n/a
Pr. Rupert	Vessel Lineup in port	↓ 4	5	-20%
	Vessels Cleared	↑ 2	1	0%
	Vessels Arrived	↓ 1	4	n/a
Vessels Inbound Mar 04, 2019 to Mar 10, 2019 (Week 32)				
Vancouver	7			
Prince Rupert	4			
7. Weather				
	Week 30 Actual	Week 31 Actual	Week 32 Forecast	
Winnipeg <-25°C	0	1	0	
Edmonton <-25°C	0	3	0	
Vancouver Days Precip > 8mm	1	0	1	

1. Stocks in Store: (Page 2)

- Country stocks increased to 4.1 MMT in Week 30 utilizing 81% of the system's working capacity with Saskatchewan stocks rising to 83%. Space in primary elevators is fair.
- Total western port terminal stocks increased to 1.3 MMT in Week 30, utilizing 73% of the working capacity.

2. Country Deliveries: (Page 2)

- Producer deliveries were 875,000 tonnes in Week 30.

3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 32 of the 2018-19 grain year (see page 3 for details).

4. Port Performance: (Page 4)

- Total western port unloads were 10% higher than the 4-week moving average and 33% higher than Week 30 last year.
- West Coast unloads were 6,051 cars (Vancouver 5,052 and Prince Rupert 999), 9% higher than the 4-week moving average and 32% higher than Week 30 last year.
- Thunder Bay unloads were 75 cars, 73% higher than the 4-week moving average. There were no unloads in Week 30 last year.
- Year-to-date total western port unloads are 7% higher than the same period last year. The corresponding tonnage is 8% higher than the same period last year.
- The total average terminal out-of-car time (OCT) decreased to 17.8% from 18.6% in the previous week. The OCT time for Week 30 was 15.0% at Vancouver (9.5% on the North Shore and 19.8% on the South Shore) and 35.9% at Prince Rupert.

5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 30 are 2% higher than the same period last year and even with the 3-year average.

6. Vessels: (Page 5)

- Week 31 lineup at Vancouver increased to 33 vessels (The current one-year average at Vancouver is 21 vessels). Of the 33, 7 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 decreased to 4 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 31 of the 2018-19 crop year.

7. Weather: (Page 6)

- For the first time in several weeks temperatures across the prairies have moderated such that railways will be able to return to normal length trains.

1. Stocks in Store

1-A1 Country Stocks ('000 tonnes) – Week 30

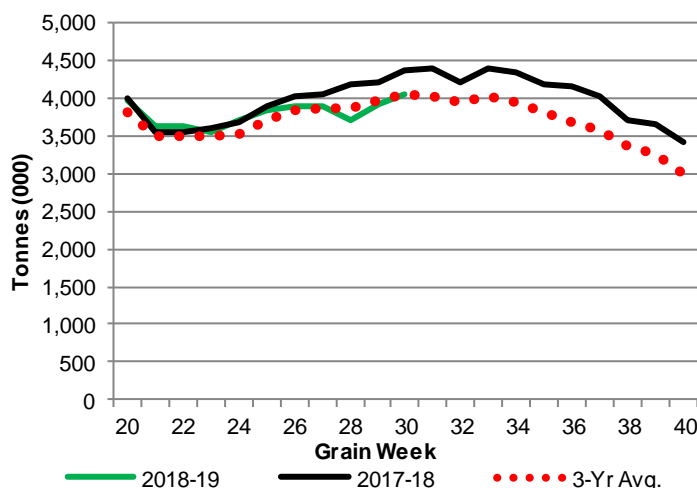
	MB	SK	AB	BC	Total
2018-19	832.3	2,169.0	1,030.3	20.2	4,051.8
2017-18	892.3	2,261.6	1,184.5	32.1	4,370.5
3-Yr Avg.	858.3	2,106.8	1,061.5	28.6	4,055.2
Var % - LY	-7%	-4%	-13%	-37%	-7%
Var % 3-Yr Avg.	-3%	3%	-3%	-29%	0%
Storage Capacity	1,611.2	4,008.8	2,031.1	41.1	7,692.1
Estimated Working Capacity	1,047.3	2,605.7	1,320.2	26.7	4,999.9
18-19 % of Wkg Cap	79%	83%	78%	76%	81%

1-B1 Terminal Stocks ('000 tonnes) – Week 30

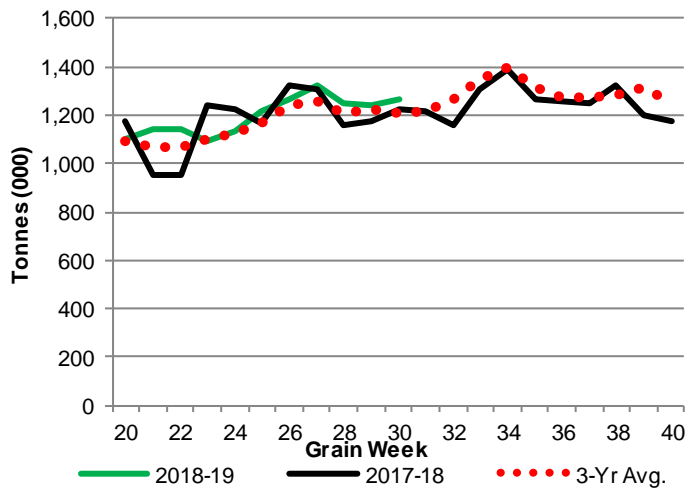
	VC	PR	West Coast	CH	TB	Total
2018-19	552.4	109.7	662.1	0.7	600.9	1,263.7
2017-18	n/a	n/a	645.5	29.5	552.4	1,227.4
3-Yr Avg.	n/a	n/a	646.4	19.9	543.0	1,209.2
Var % - LY	n/a	n/a	3%	-98%	9%	3%
Var % 3-Yr Avg.	n/a	n/a	2%	-96%	11%	5%
Storage Capacity	978.0	209.5	1,187.5	140.0	1,157.5	2,485.0
Estimated Working Capacity	684.6	146.7	831.2	98.0	810.3	1,739.5
18-19 % of Wkg Cap	81%	75%	80%	1%	74%	73%

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

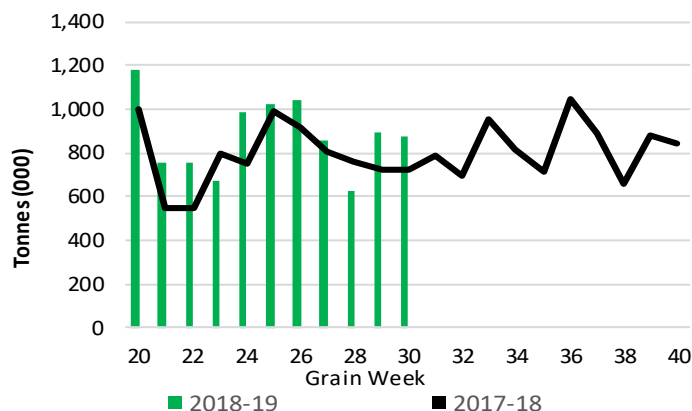


2. Country Deliveries

2-A Weekly Country Deliveries ('000 tonnes) – Week 30

	MB	SK	AB	BC	Total
2018-19	103.3	501.7	265.7	4.3	875.0
2017-18	123.6	349.2	248.5	3.4	724.7
4 Wk Avg	90.9	461.5	252.4	6.4	811.2
Var % to Last Year	-16%	44%	7%	27%	21%
Var % To 4 Wk Avg	14%	9%	5%	-33%	8%

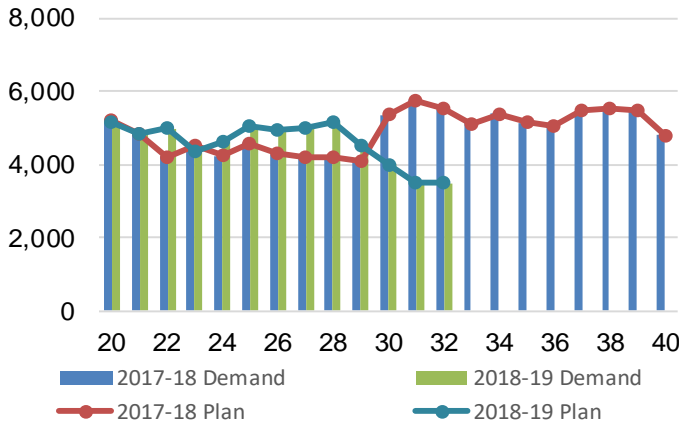
2-B 2018-19 Weekly Country Deliveries vs 2017-18



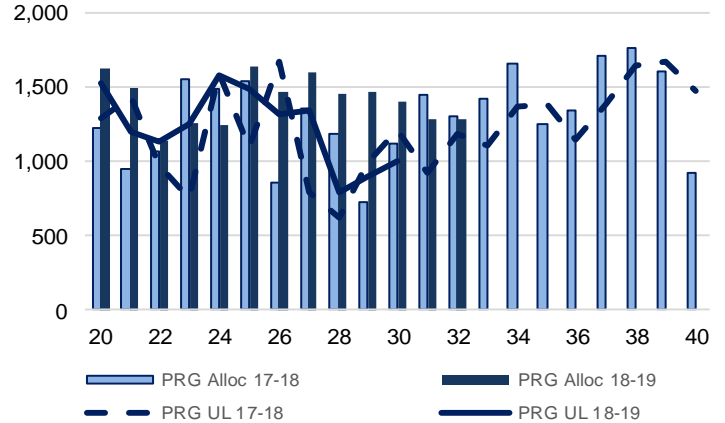
3. Railcar Supply

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 32 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.

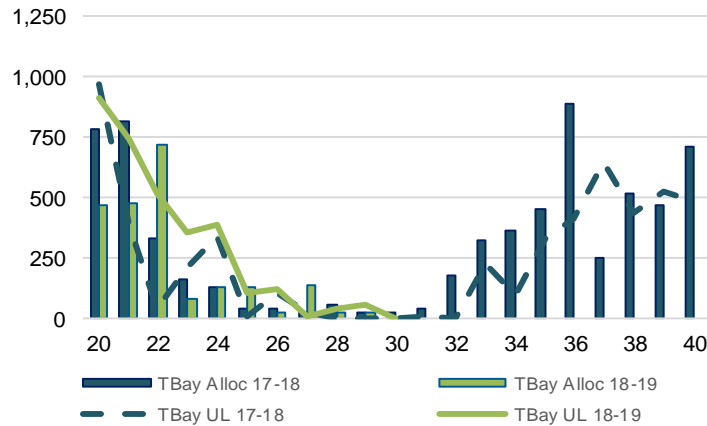
3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 32 2018-19 Crop Year



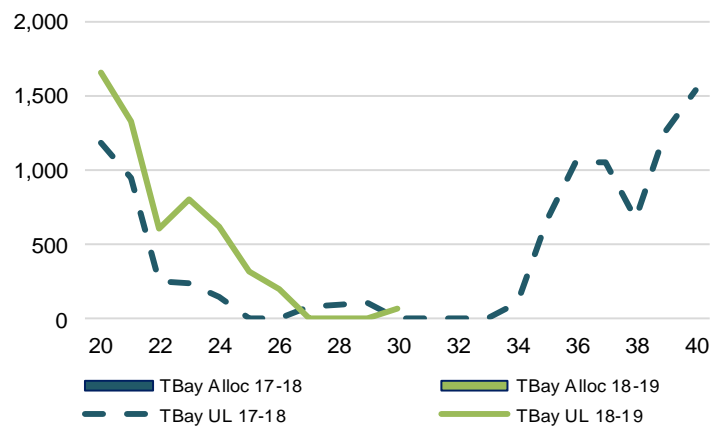
3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert



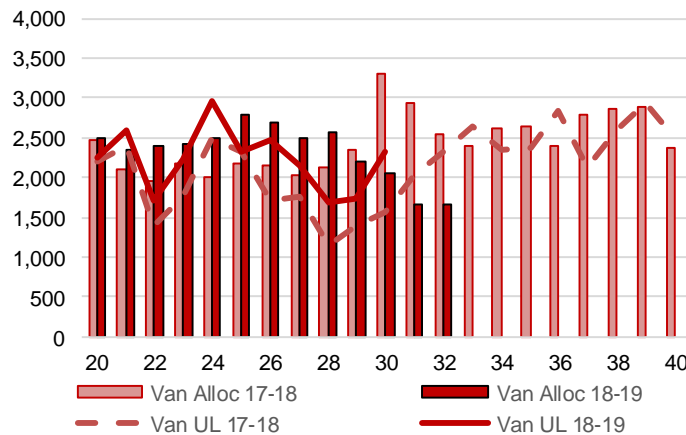
3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay



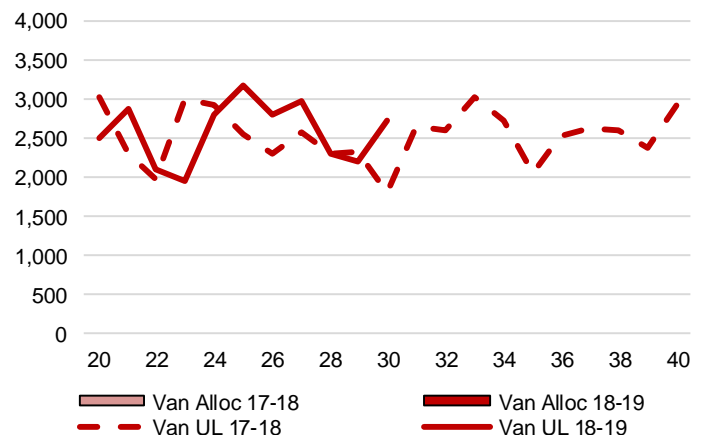
3-C1: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay



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 30, 4-Week Moving Average and Variances

	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	5,052	999	6,051	75	-	6,126
2017-18	3,377	1,215	4,592	-	-	4,592
4-Wk Avg.	4,524	1,007	5,530	43	-	5,573
Var % to Last Year	50%	-18%	32%	n/a	n/a	33%
Var % to 4-Wk Avg.	12%	-1%	9%	73%	n/a	10%

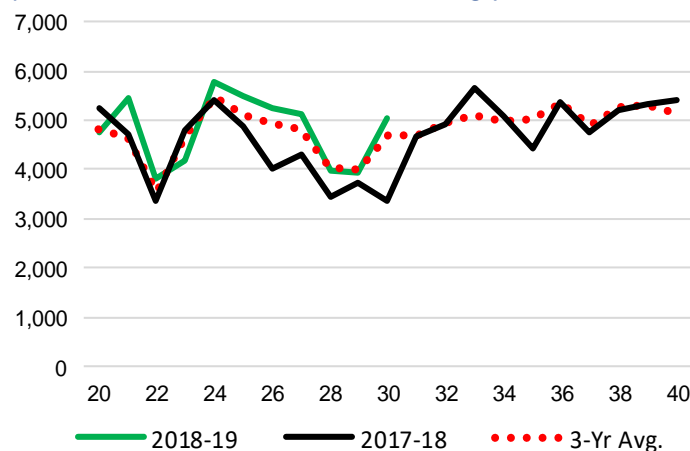
4-B Terminal Unloads by Port – This Year-to-Date as at Week 30 and Variances

YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	146,387	36,440	182,827	46,747	-	229,574
2017-18	138,144	32,274	170,418	44,269	-	214,687
3-Yr Avg	141,272	35,596	176,868	47,385	-	224,253
Var % to Last Year	6%	13%	7%	6%	n/a	7%
Var % to 3-Yr Avg	4%	2%	3%	-1%	n/a	2%

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	13,240.2	3,386.0	16,626.2	4,343.2	-	20,969.4
2017-18	12,445.6	2,909.6	15,355.2	4,049.0	-	19,404.2
3-Yr Avg.	12,721.8	3,232.3	15,954.1	4,355.3	-	20,309.4
Var % to Last Year	6%	16%	8%	7%	n/a	8%
Var % to 3-Yr Avg.	4%	5%	4%	0%	n/a	3%

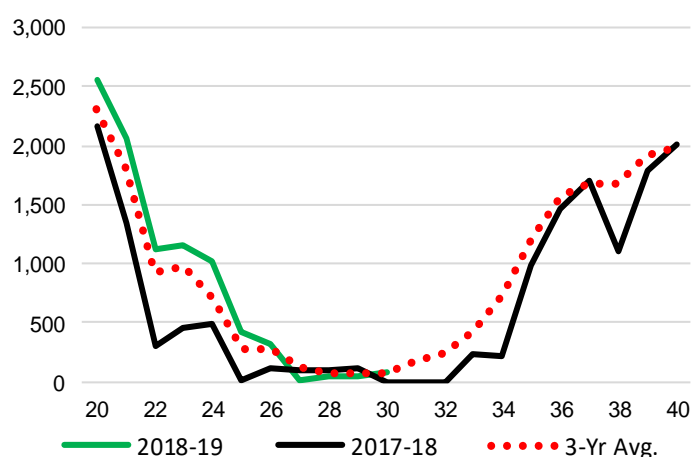
4-C Vancouver Unloads (cars)

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



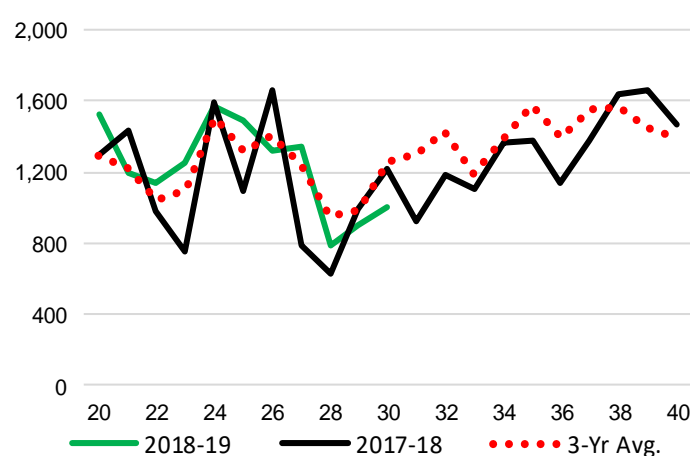
4-E Thunder Bay Unloads (cars)

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

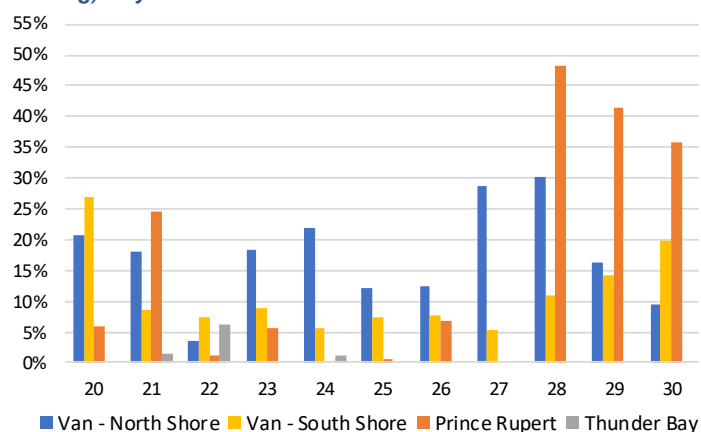


4-D Prince Rupert Unloads (cars)

(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 30



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 27

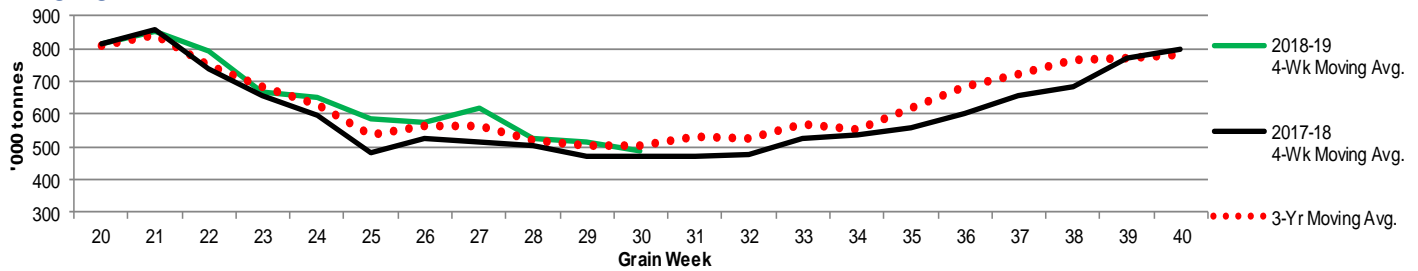
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-5	6-9	10-14	15-18	19-22	23-27	28-31	32-35	36-39	40-44	45-48	49-53
2018-19	31,421	32,599	44,576	36,392	33,023	35,730	-	-	-	-	-	-
2017-18	30,257	34,807	35,650	40,849	29,069	30,453	19,212	26,541	32,503	38,863	26,637	27,864
3-Yr Avg.	30,958	33,617	38,742	40,572	30,296	31,651	23,481	32,560	33,611	34,667	28,510	26,188
Var % to Last Year	4%	-6%	25%	-11%	14%	17%						
Var % to 3-Yr Avg.	1%	-3%	15%	-10%	9%	13%						

5. Shipments

5-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 30 and Variance to Last Year-to-Date

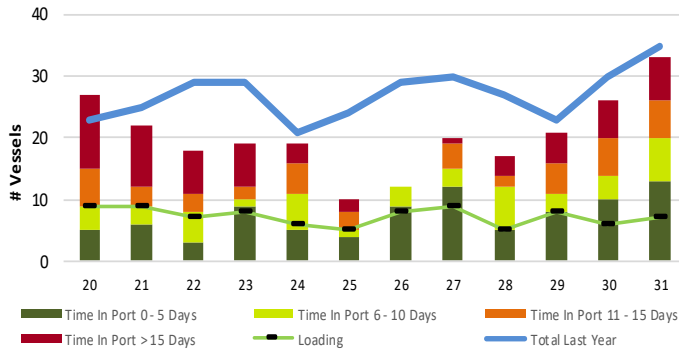
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	12,361.0	3,339.4	15,700.4	4,211.0	26.9	19,938.3
2017-18	12,579.4	2,912.2	15,491.6	4,064.7	-	19,556.3
3-Yr Avg.	12,478.5	3,164.7	15,643.2	4,311.0	9.0	19,963.2
Var % to Last Year	-2%	15%	1%	4%	n/a	2%
Var % to 3-Yr Avg.	-1%	6%	0%	-2%	200%	0%

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.

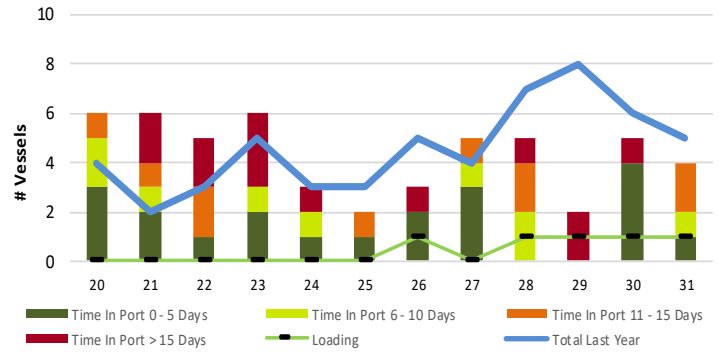


6. Vessels

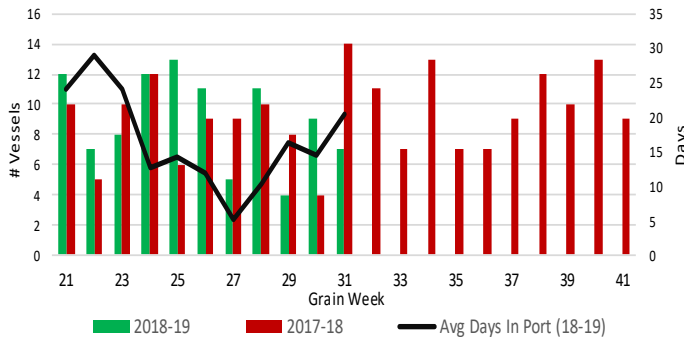
6-A Vessel Lineup at Vancouver as of Week 31 2018-19



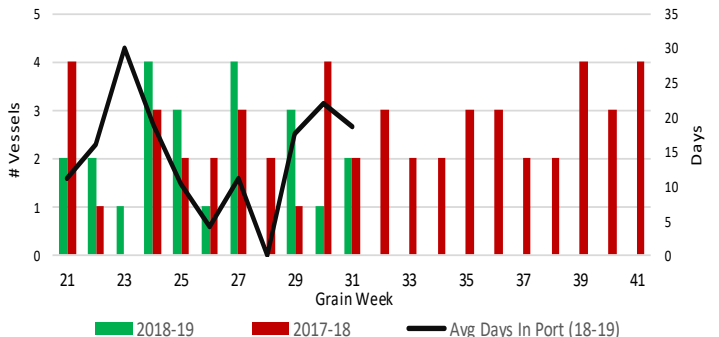
6-C Vessel Lineup at Prince Rupert as of Week 31 2018-19



6-B Vessels Cleared at Vancouver up to Week 31 2018-19



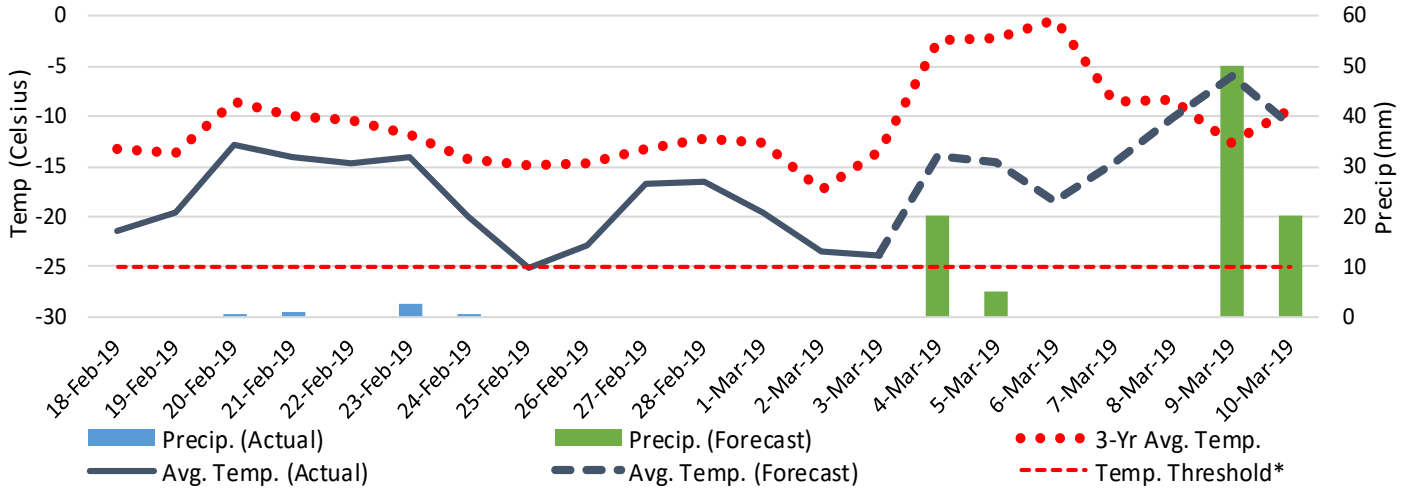
6-D Vessels Cleared at Prince Rupert up to Week 31 2018-19



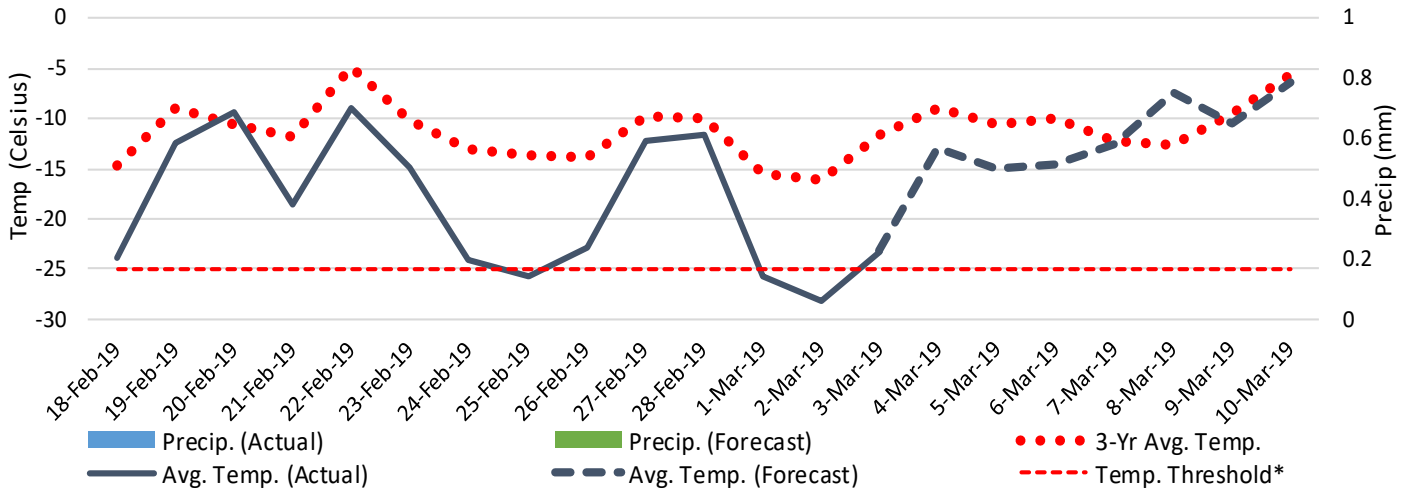
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday of that grain week. The 'Avg Days in Port' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These measure use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

7. Weather

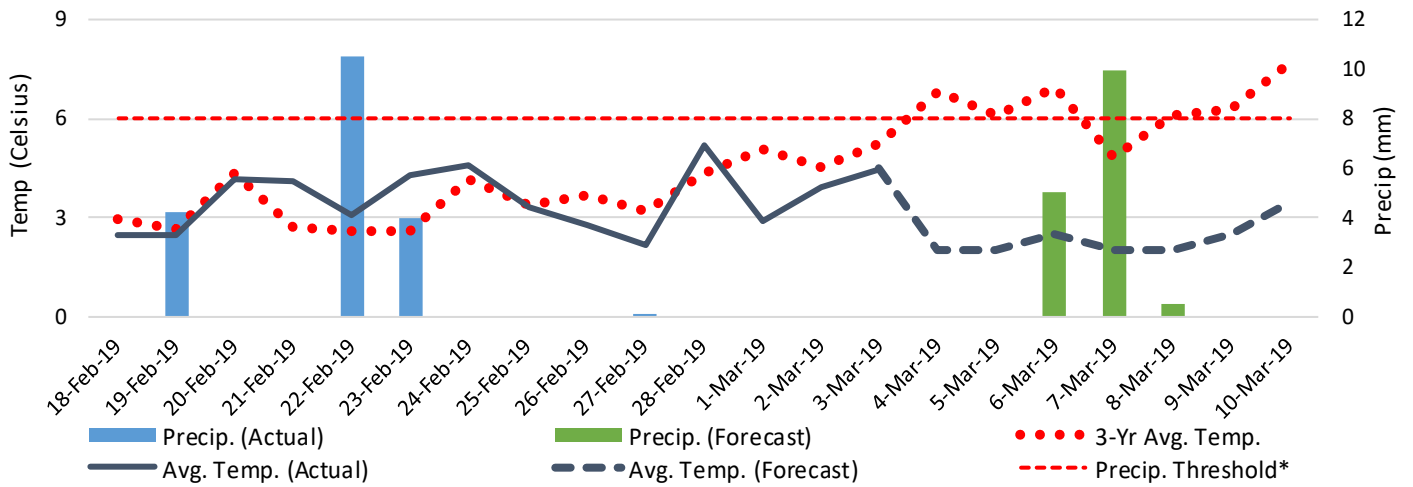
7-A Actual and Forecasted Weather at Winnipeg up to Week 32



7-B Actual and Forecasted Weather at Edmonton up to Week 32



7-C Actual and Forecasted Weather at Vancouver up to Week 32



*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)