

Grain Monitoring Program

Weekly Performance Update

April 2, 2019

For Grain Week 34 (2018-19 CY)

Summary

	Week 34	Week 33	Var. from Last Year	
1. Stocks in Store ('000 tonnes)				
Country Elevators	↓ 4,443.8	4,561.7	2%	
% of Working Capacity	89%	91%		
Terminal Elevators	↑ 1,285.3	1,180.5	-8%	
% of Working Capacity	74%	68%		
2. Country Deliveries ('000 tonnes)				
Country Deliveries	↓ 751.4	1,003.7	-8%	
3. Railcar Supply to Western Ports (Cars)				
CN Allocation Plan	↑ 3,573	3,531	-34%	
CN Unloads	↓ 3,289	3,528	-13%	
CP Allocation Plan	n/a	n/a	n/a	
CP Unloads	↓ 2,869	2,944	1%	
4. Port Performance (Cars)				
Total Weekly Unloads	↓ 6,158	6,472	-7%	
4-Week Rolling Average	↑ 5,479	5,471	n/a	
Var. to 4-Week Rolling Average	↓ 12%	18%	n/a	
YTD Unloads	↑ 251,490	245,332	5%	
Weekly Out-of-Car Time	↓ 18.6%	18.7%	34.6%	
5. Terminal Shipments Year-to-Date ('000 tonnes)				
Vancouver	↑ 13,868.8	13,549.0	-3%	
Prince Rupert	↑ 3,776.2	3,676.4	14%	
Churchill	— 26.9	26.9	n/a	
Thunder Bay	— 4,211.1	4,211.1	4%	
Total Western Canada	21,883.0	21,463.4	1%	
6. Vessels as at Mar 31, 2019				
	Week 35	Week 34	Var. from Last Year	
Vancouver	Vessel Lineup in port	— 24	24	20%
	Vessels Cleared	— 11	11	57%
	Vessels Arrived	↑ 11	5	n/a
Pr. Rupert	Vessel Lineup in port	↑ 7	6	133%
	Vessels Cleared	↑ 3	2	0%
	Vessels Arrived	↑ 4	2	n/a
Vessels Inbound Apr 01, 2019 to Apr 07, 2019 (Week 36)				
Vancouver	7			
Prince Rupert	3			
7. Weather				
	Week 34 Actual	Week 35 Actual	Week 36 Forecast	
Winnipeg <-25°C	0	0	0	
Edmonton <-25°C	0	0	0	
Vancouver Days Precip > 8mm	0	1	5	

1. Stocks in Store: (Page 2)

- Country stocks decreased to 4.4 MMT in Week 34 utilizing 89% of the system's working. Space in primary elevators is limited.
- Total western port terminal stocks increased to 1.3 MMT in Week 34, utilizing 74% of the working capacity.

2. Country Deliveries: (Page 2)

- Producer deliveries were 751,400 tonnes in Week 34.

3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 36 of the 2018-19 grain year (see page 3 for details).

4. Port Performance: (Page 4)

- Total western port unloads were 12% higher than the 4-week moving average and 7% lower than Week 34 last year.
- West Coast unloads were 5,890 cars (Vancouver 4,546 and Prince Rupert 1,344), 10% higher than the 4-week moving average and 8% lower than Week 34 last year.
- Thunder Bay unloads were 268 cars, 115% higher than the 4-week moving average and 28% higher than Week 34 last year.
- Year-to-date total western port unloads are 5% higher than the same period last year. The corresponding tonnage is 6% higher than the same period last year.
- The total average terminal out-of-car time (OCT) decreased to 18.6% from 18.7% in the previous week. The OCT time for Week 34 was 18.4% at Vancouver (16.6% on the North Shore and 19.9% on the South Shore), 15.6% at Prince Rupert, and 30.0% at Thunder Bay.

5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 34 are 1% higher than the same period last year and 1% lower than the 3-year average.

6. Vessels: (Page 5)

- Week 35 lineup at Vancouver remained at 24 vessels (The current one-year average at Vancouver is 21 vessels). Of the 24, 9 were at berth, 8 were anchored at English Bay, and 7 were anchored at Vancouver Island.
- Prince Rupert vessel lineup increased to 7 vessels (The current one-year average at Prince Rupert is 4 vessels).
- Vessels cleared from Vancouver were 11, and from Prince Rupert were 3 in Week 35 of the 2018-19 crop year.

7. Weather: (Page 6)

- Road bans are in effect, to varying degrees, throughout the prairies
- Vancouver is expecting rain throughout Week 36, with 1-2 days of heavy rainfall in excess of 30mm. Vessel loading may be delayed but railcar unloading will not be affected.

1. Stocks in Store

1-A1 Country Stocks ('000 tonnes) – Week 34

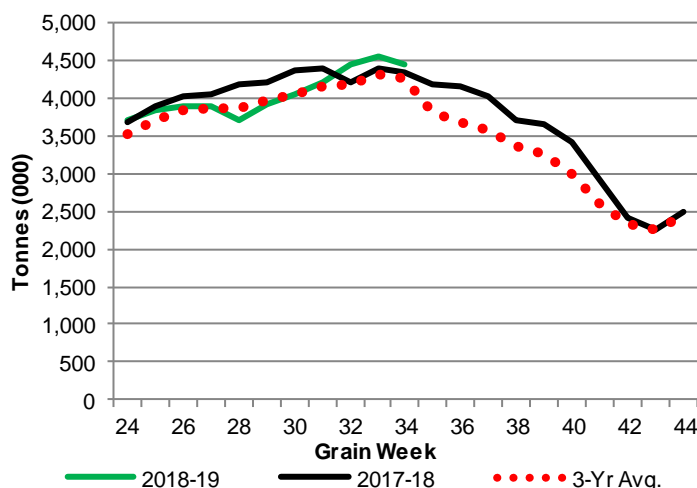
	MB	SK	AB	BC	Total
2018-19	922.0	2,312.6	1,193.2	16.0	4,443.8
2017-18	908.4	2,269.7	1,142.9	28.9	4,349.9
3-Yr Avg.	910.2	2,206.3	1,123.4	26.4	4,266.3
Var % - LY	1%	2%	4%	-45%	2%
Var % 3-Yr Avg.	1%	5%	6%	-39%	4%
Storage Capacity	1,611.2	4,001.2	2,031.1	41.1	7,684.6
Estimated Working Capacity	1,047.3	2,600.8	1,320.2	26.7	4,995.0
18-19 % of Wkg Cap	88%	89%	90%	60%	89%

1-B1 Terminal Stocks ('000 tonnes) – Week 34

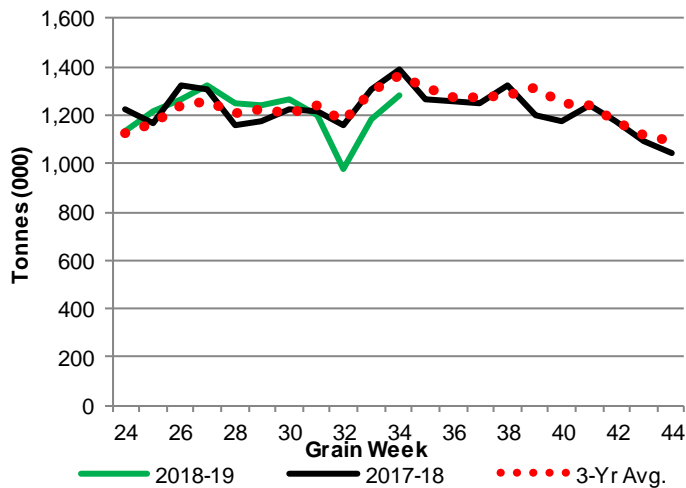
	VC	PR	West Coast	CH	TB	Total
2018-19	545.9	81.9	627.8	0.7	656.8	1,285.3
2017-18	n/a	n/a	768.0	29.5	592.8	1,390.3
3-Yr Avg.	n/a	n/a	723.2	19.9	622.8	1,365.9
Var % - LY	n/a	n/a	-18%	-98%	11%	-8%
Var % 3-Yr Avg.	n/a	n/a	-13%	-96%	5%	-6%
Storage Capacity	978.0	209.5	1,187.5	140.0	1,157.5	2,485.0
Estimated Working Capacity	684.6	146.7	831.2	98.0	810.3	1,739.5
18-19 % of Wkg Cap	80%	56%	76%	1%	81%	74%

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

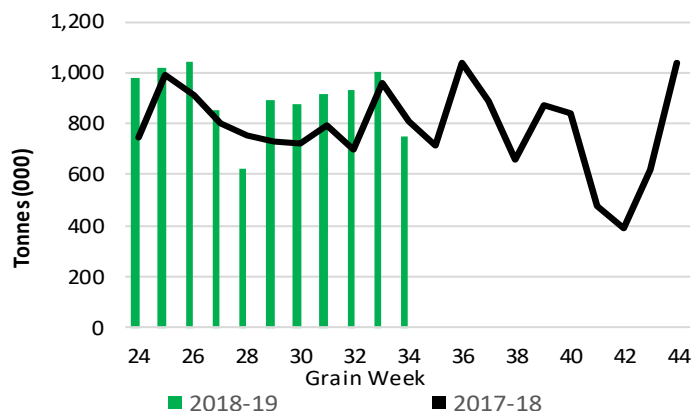


2. Country Deliveries

2-A Weekly Country Deliveries ('000 tonnes) – Week 34

	MB	SK	AB	BC	Total
2018-19	101.7	380.1	264.0	5.6	751.4
2017-18	147.2	371.0	290.6	3.2	812.0
4 Wk Avg	116.8	485.0	295.8	3.4	900.9
Var % to Last Year	-31%	3%	-9%	75%	-8%
Var % To 4 Wk Avg	-13%	-22%	-11%	65%	-17%

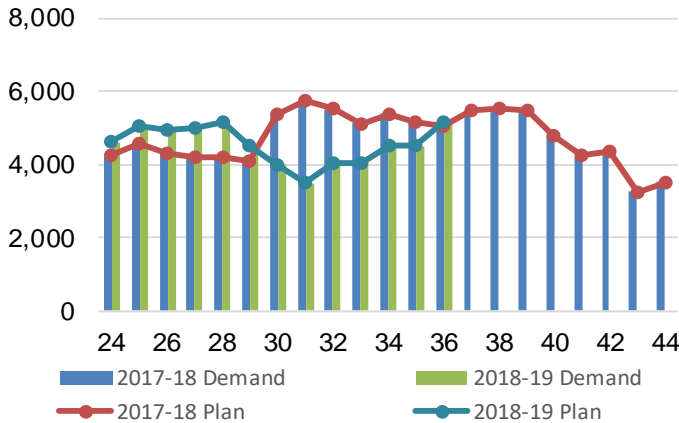
2-B 2018-19 Weekly Country Deliveries vs 2017-18



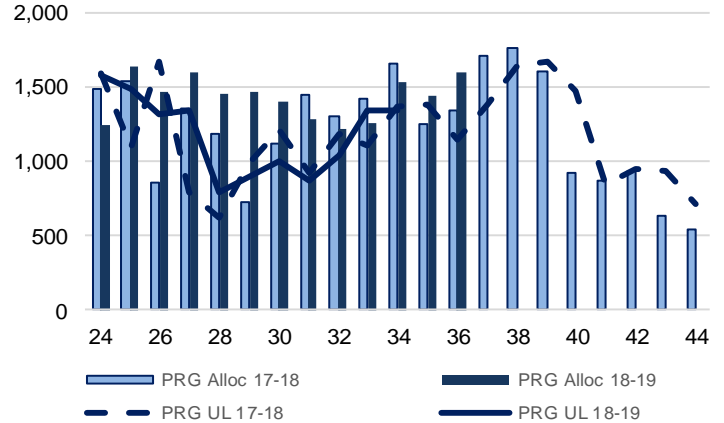
3. Railcar Supply

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 36 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.

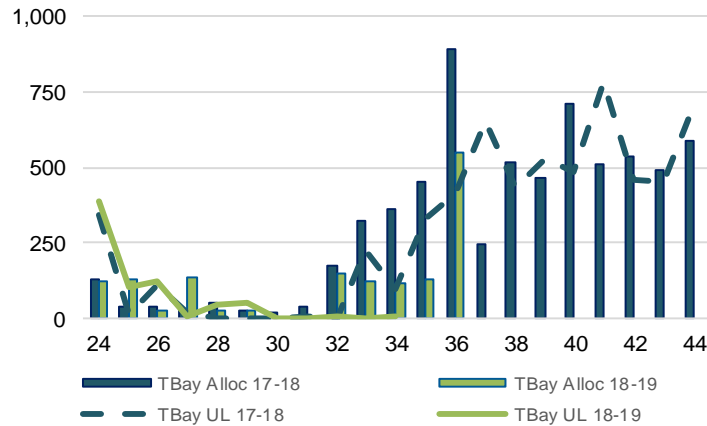
3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 36 2018-19 Crop Year



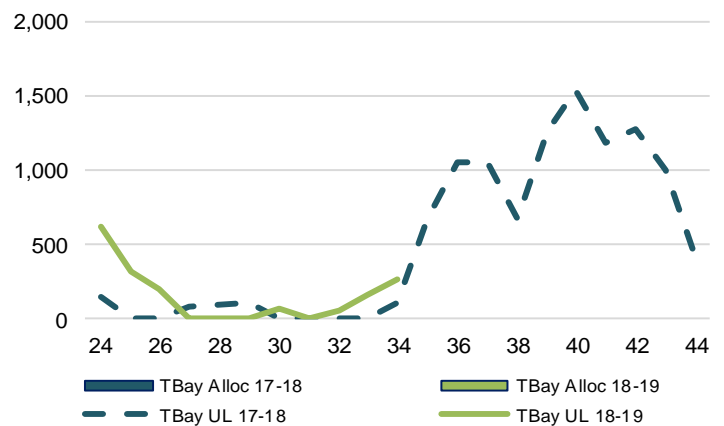
3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert



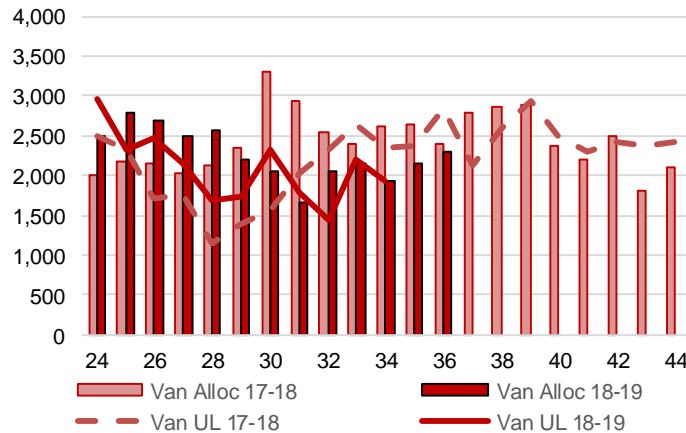
3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay



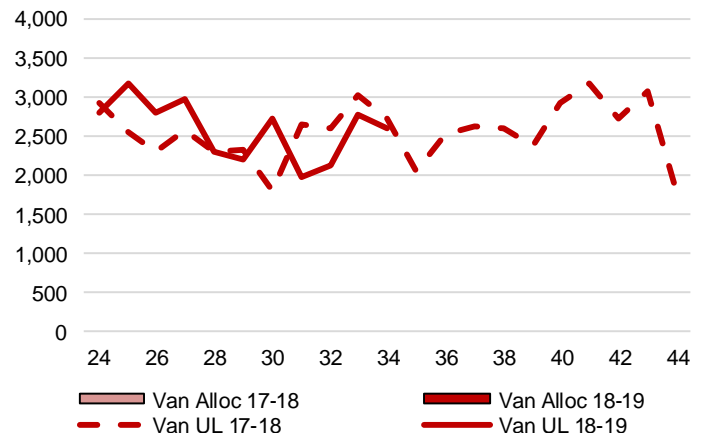
3-C1: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay



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 34, 4-Week Moving Average and Variances

	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	4,546	1,344	5,890	268	-	6,158
2017-18	5,063	1,361	6,424	210	-	6,634
4-Wk Avg.	4,208	1,147	5,354	125	-	5,479
Var % to Last Year	-10%	-1%	-8%	28%	n/a	-7%
Var % to 4-Wk Avg.	8%	17%	10%	115%	n/a	12%

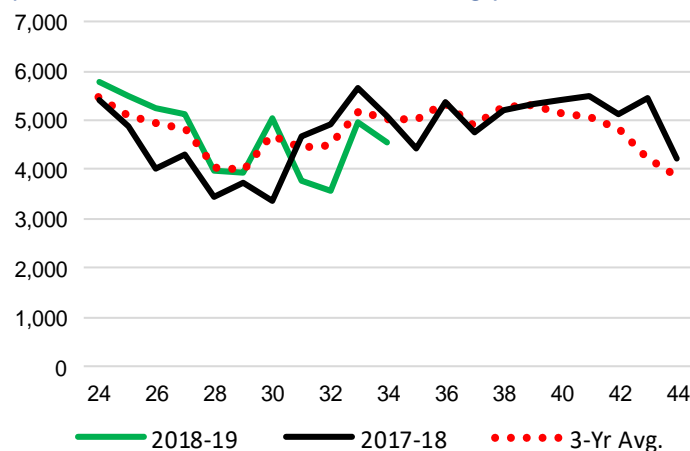
4-B Terminal Unloads by Port – This Year-to-Date as at Week 34 and Variances

YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	163,218	41,026	204,244	47,246	-	251,490
2017-18	158,500	36,841	195,341	44,711	-	240,052
3-Yr Avg	160,404	40,436	200,840	48,357	-	249,197
Var % to Last Year	3%	11%	5%	6%	n/a	5%
Var % to 3-Yr Avg	2%	1%	2%	-2%	n/a	1%

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	14,774.0	3,811.9	18,585.9	4,391.7	-	22,977.6
2017-18	14,287.3	3,331.6	17,618.9	4,089.2	-	21,708.1
3-Yr Avg.	14,445.5	3,673.1	18,118.6	4,443.6	-	22,562.1
Var % to Last Year	3%	14%	5%	7%	n/a	6%
Var % to 3-Yr Avg.	2%	4%	3%	-1%	n/a	2%

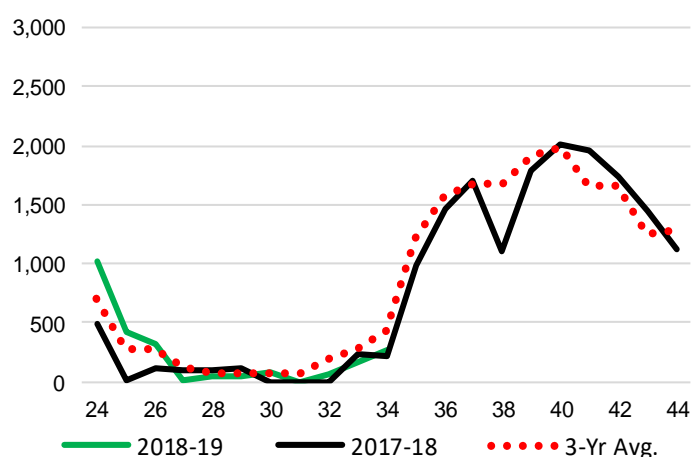
4-C Vancouver Unloads (cars)

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



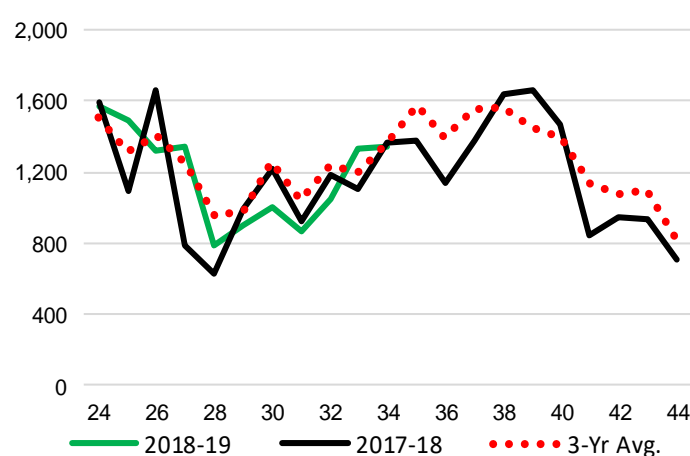
4-E Thunder Bay Unloads (cars)

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

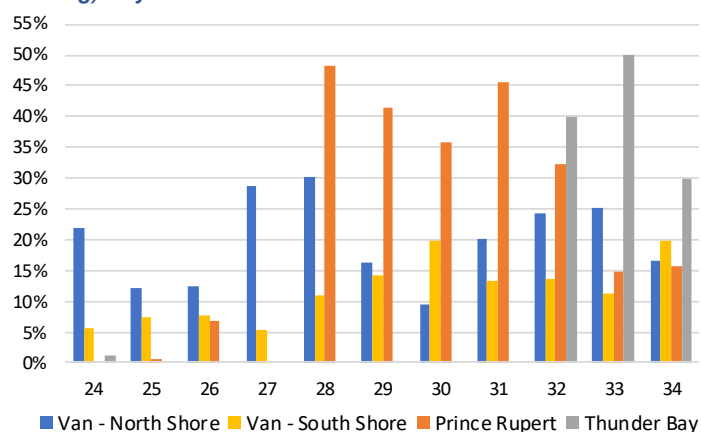


4-D Prince Rupert Unloads (cars)

(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 34



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 31

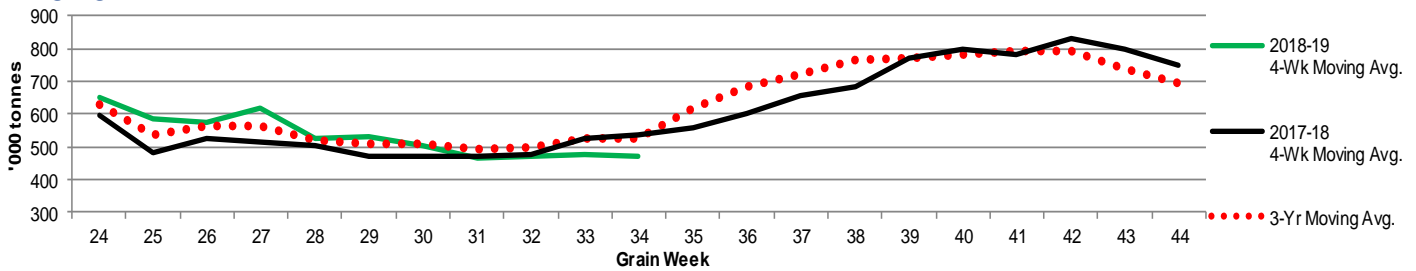
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-5	6-9	10-14	15-18	19-22	23-27	28-31	32-35	36-39	40-44	45-48	49-53
2018-19	31,421	32,599	44,576	36,393	33,023	35,730	20,462	-	-	-	-	-
2017-18	30,257	34,807	35,650	40,849	29,069	30,453	19,212	26,541	32,503	38,863	26,637	27,864
3-Yr Avg.	30,958	33,617	38,742	40,573	30,296	31,651	21,828	32,560	33,611	34,667	28,510	26,188
Var % to Last Year	4%	-6%	25%	-11%	14%	17%	7%					
Var % to 3-Yr Avg.	1%	-3%	15%	-10%	9%	13%	-6%					

5. Shipments

5-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 34 and Variance to Last Year-to-Date

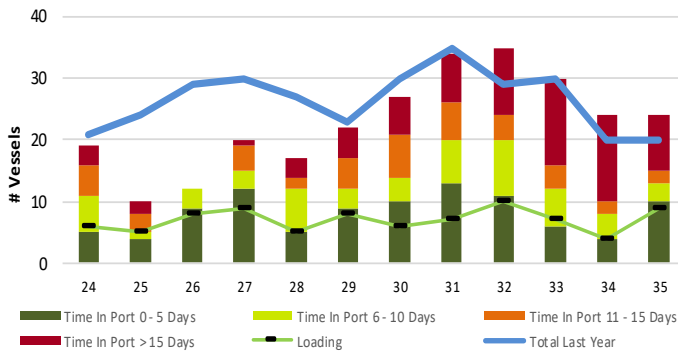
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2018-19	13,868.8	3,776.2	17,645.0	4,211.1	26.9	21,883.0
2017-18	14,310.3	3,327.8	17,638.1	4,069.0	-	21,707.1
3-Yr Avg.	14,162.3	3,614.0	17,776.3	4,312.7	9.0	22,098.0
Var % to Last Year	-3%	13%	0%	3%	n/a	1%
Var % to 3-Yr Avg.	-2%	4%	-1%	-2%	200%	-1%

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.

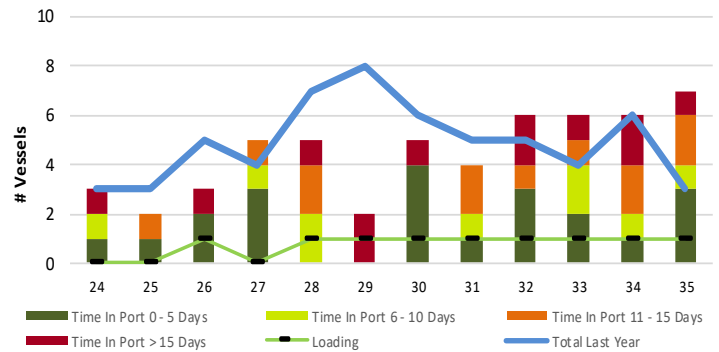


6. Vessels

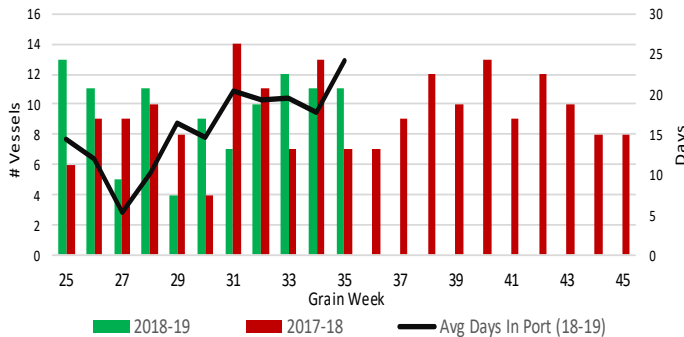
6-A Vessel Lineup at Vancouver as of Week 35 2018-19



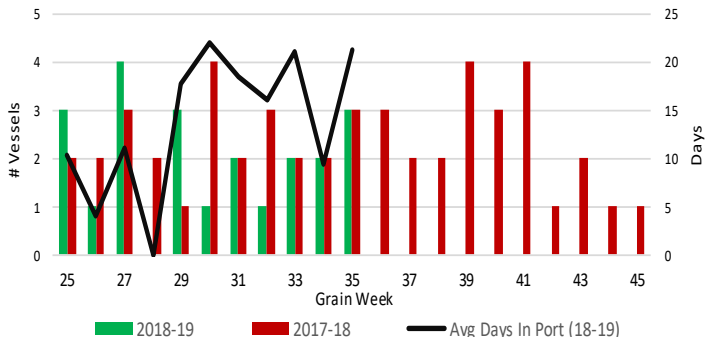
6-C Vessel Lineup at Prince Rupert as of Week 35 2018-19



6-B Vessels Cleared at Vancouver up to Week 35 2018-19



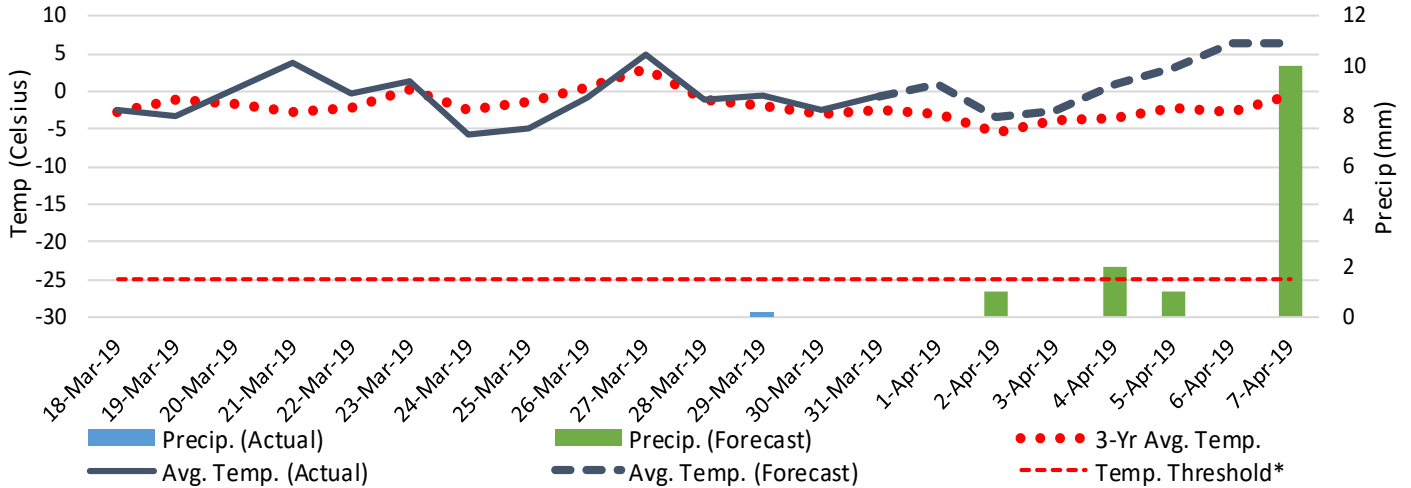
6-D Vessels Cleared at Prince Rupert up to Week 35 2018-19



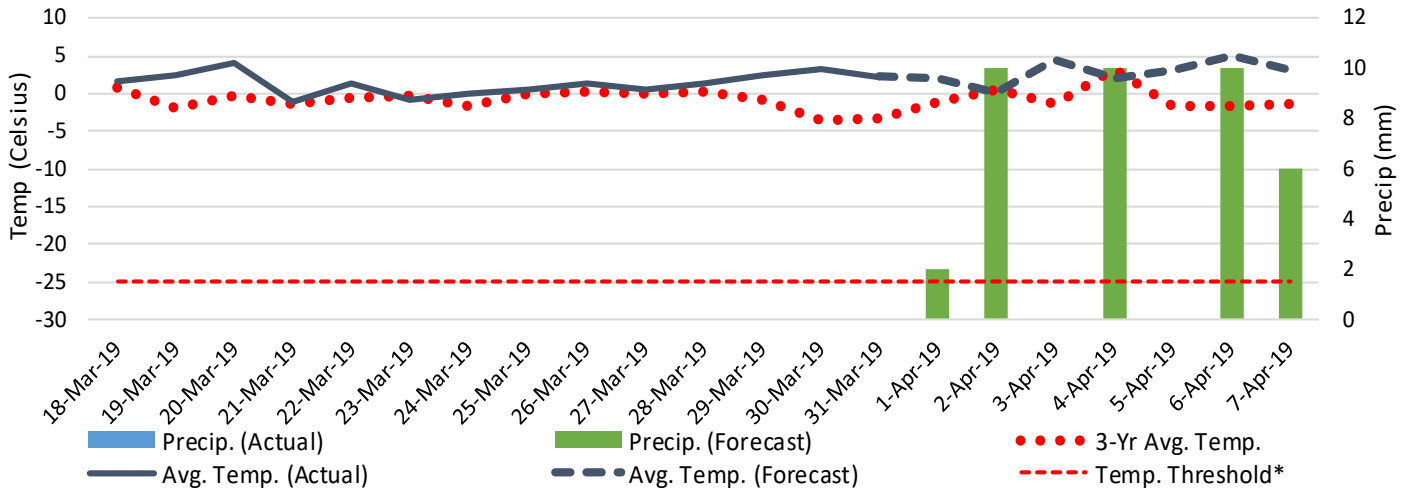
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday of that grain week. The 'Avg Days in Port' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These measure use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

7. Weather

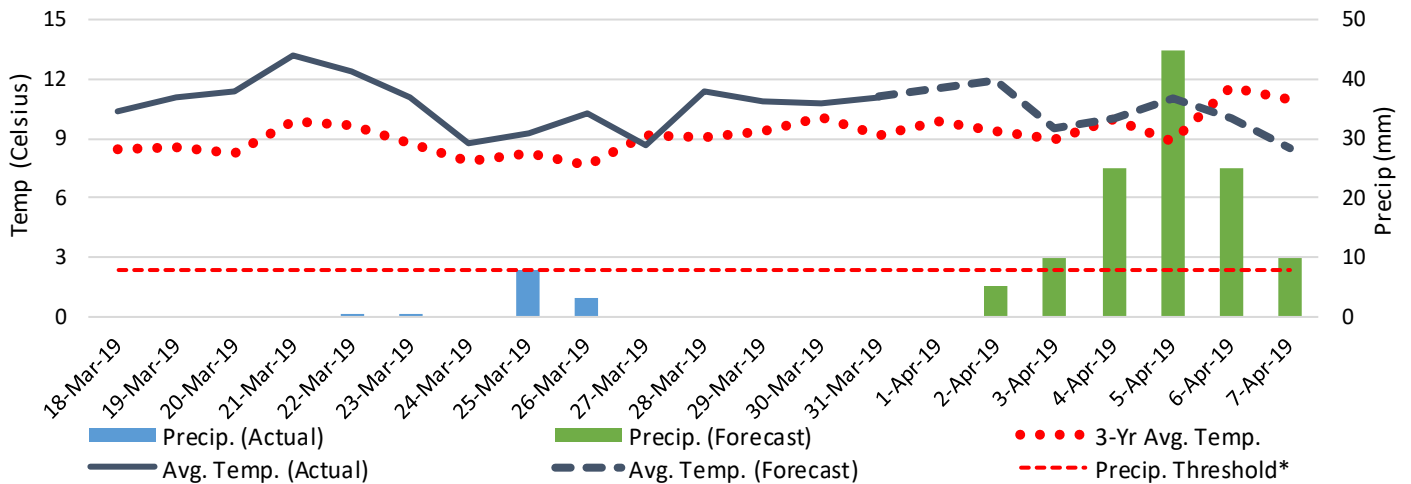
7-A Actual and Forecasted Weather at Winnipeg up to Week 36



7-B Actual and Forecasted Weather at Edmonton up to Week 36



7-C Actual and Forecasted Weather at Vancouver up to Week 36



*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)