

Grain Monitoring Program

Weekly Performance Update

July 26, 2022

For Grain Week 50 (2021-22 CY)

Summary

	Week 50	Week 49	Var. from Last Year
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1. Stocks in Store ('000 tonnes)

Country Elevators	↓ 2,427.6	2,476.0	-20%
% of Working Capacity	44%	45%	
Terminal Elevators	↓ 1,119.0	1,197.9	16%
% of Working Capacity	58%	62%	

2. Country Deliveries ('000 tonnes)

Country Deliveries	↑ 492.9	402.4	-12%
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3. Railcar Supply to Western Ports (Cars)

CN Allocation Plan	↑ 2,736	2,002	36%
CN Unloads	↑ 2,207	1,861	50%
CP Allocation Plan	n/a	n/a	n/a
CP Unloads	↓ 1,181	1,903	-68%

4. Port Performance (Cars)

Total Weekly Unloads	↓ 3,388	3,764	-34%
4-Week Rolling Average	↓ 3,553	3,658	n/a
Var. to 4-Week Rolling Average	↓ -5%	3%	n/a
YTD Unloads	↑ 241,959	238,571	-46%
Weekly Out-of-Car Time	↑ 15.7%	11.6%	5.7%

5. Terminal Shipments Year-to-Date ('000 tonnes)

Vancouver	↑ 14,834.3	14,731.9	-51%
Prince Rupert	↑ 2,186.9	2,155.2	-55%
Churchill	— 0.0	0.0	-100%
Thunder Bay	↑ 5,488.1	5,322.3	-29%
Total Western Canada	22,509.3	22,209.4	-47%

6. Vessels as at Jul 24, 2022

		Week 51	Week 50	Var. from Last Year
Vancouver	Vessel Lineup in port	↓ 7	8	-50%
	Vessels Cleared	↑ 7	4	-30%
	Vessels Arrived	↓ 6	8	20%
Pr. Rupert	Vessel Lineup in port	— 2	2	100%
	Vessels Cleared	— 1	1	0%
	Vessels Arrived	↓ 1	3	0%

Vessels Inbound Jul 25, 2022 to Jul 31, 2022 (Week 52)

Vancouver	9
Prince Rupert	0

1. Stocks in Store: (Page 2)

- Country stocks decreased to 2.43 MMT in Week 50 utilizing 44% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks decreased to 1.12 MMT in Week 50, utilizing 58% of the working capacity.

2. Country Deliveries: (Page 2)

- Deliveries to primary elevators were 0.49 MMT in Week 50.

3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 52 2021-22 (see page 3 for details).

4. Port Performance: (Page 4)

- Total western port unloads were 5% lower than the 4-week moving average and 34% lower than Week 50 last year.
- West Coast unloads were 2,726 cars (Vancouver 2,177 and Prince Rupert 549), 2% higher than the 4-week moving average and 29% lower than Week 50 last year.
- Thunder Bay unloads were 662 cars, 24% lower than the 4-week moving average and 49% lower than Week 50 last year.
- Year-to-date total western port unloads are 46% lower than the same period last year. The corresponding tonnage is 45% lower than the same period last year.
- The total average terminal out-of-car time (OCT) increased to 15.7% from 11.6% in the previous week. The OCT for Week 50 was 12.2% at Vancouver and 30.0% at Thunder Bay. At the time of publishing, Prince Rupert had not yet reported Week 50 OCT.

5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 50 are 47% lower than the same period last year and 34% lower than the 3-year average.

6. Vessels: (Page 5)

- Vancouver vessel lineup for Week 51 2021-22 decreased to 7 vessels (The current one-year average at Vancouver is 14 vessels). Of the 7, 6 were at berth, 1 was anchored at English Bay, 0 were anchored at Burrard Inlet, and 0 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 51 2021-22 remained at 2 vessels (The current one-year average at Prince Rupert is 1 vessel).
- Vessels cleared from Vancouver was 7, and from Prince Rupert was 1 in Week 51 2021-22.

Note to Readers: Out-of-car time (OCT) for Prince Rupert Grain has been restated for the 2021-22 crop year. Updated numbers are available beginning with the GMP Weekly Performance Report for Week 48, the June 2022 monthly report including GMODS, and all future reports. Previously published reports will not be updated.

1. Stocks in Store

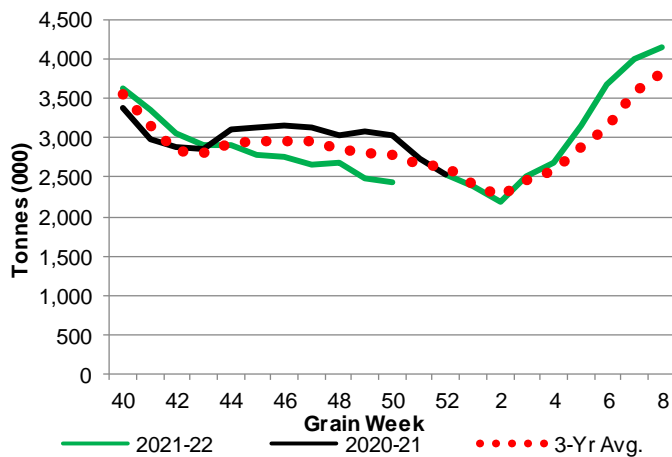
1-A1 Country Stocks ('000 tonnes) – Week 50

	MB	SK	AB	BC	Total
2021-22	439.9	1,286.7	688.2	12.8	2,427.6
2020-21	476.1	1,674.4	861.8	9.0	3,021.3
3-Yr Avg.	507.5	1,491.1	769.6	14.8	2,783.0
Var % - LY	-8%	-23%	-20%	42%	-20%
Var % 3-Yr Avg.	-13%	-14%	-11%	-14%	-13%
Storage Capacity	1,691.6	4,230.7	2,527.1	41.2	8,490.6
Estimated Working Capacity	1,099.5	2,750.0	1,642.6	26.8	5,518.9
21-22 % of Wkg Cap	40%	47%	42%	48%	44%

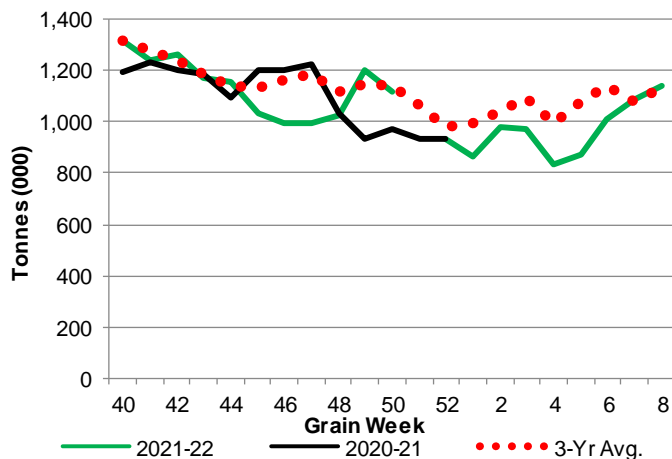
1-B1 Terminal Stocks ('000 tonnes) – Week 50

	VC	PR	West Coast	CH	TB	Total
2021-22	671.6	114.7	786.3	0.7	332.0	1,119.0
2020-21	451.1	57.8	508.9	0.7	458.9	968.5
3-Yr Avg.	610.7	103.4	714.1	0.7	422.9	1,137.7
Var % - LY	49%	98%	55%	0%	-28%	16%
Var % 3-Yr Avg.	10%	11%	10%	0%	-21%	-2%
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
21-22 % of Wkg Cap	75%	78%	76%	1%	42%	58%

1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store

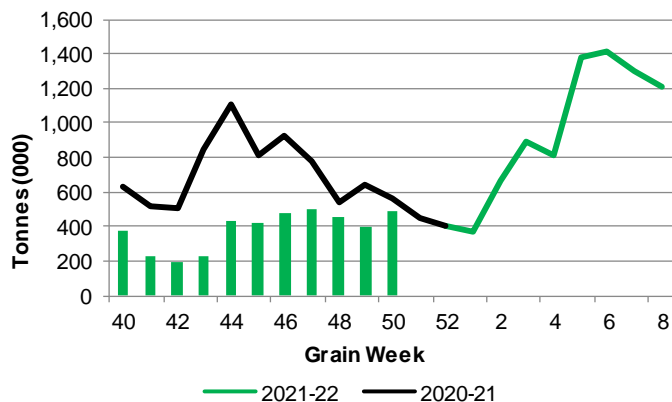


2. Country Deliveries

2-A Country Deliveries ('000 tonnes) – Week 50

	MB	SK	AB	BC	Total
2021-22	99.1	290.8	101.4	1.6	492.9
2020-21	89.3	339.1	127.4	1.4	557.2
4 Wk Avg	94.1	253.9	112.1	2.7	462.7
Var % to Last Year	11%	-14%	-20%	14%	-12%
Var % To 4 Wk Avg	5%	15%	-10%	-41%	7%

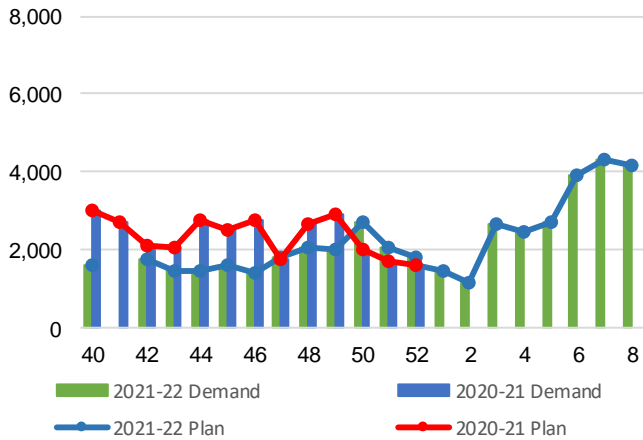
2-B 2021-22 Weekly Country Deliveries



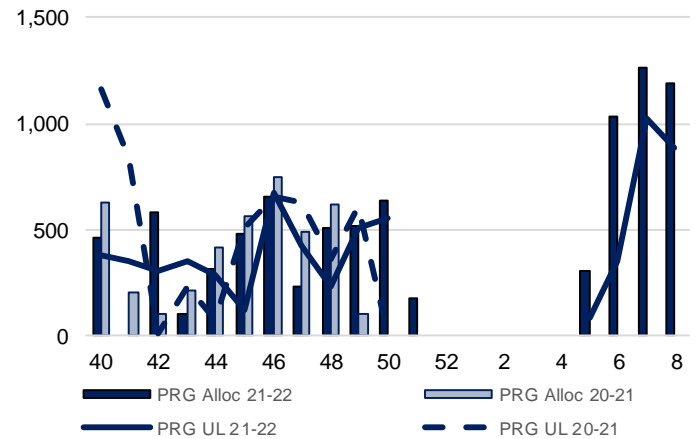
3. Railcar Supply

Special Note to readers: CP discontinued publishing weekly railcar spotting plans in Week 12 2014-15 (GCRS Service Report). CN continues to publish a weekly plan and the graphs below reflect CN's plan to Week 52 2021-22. 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.

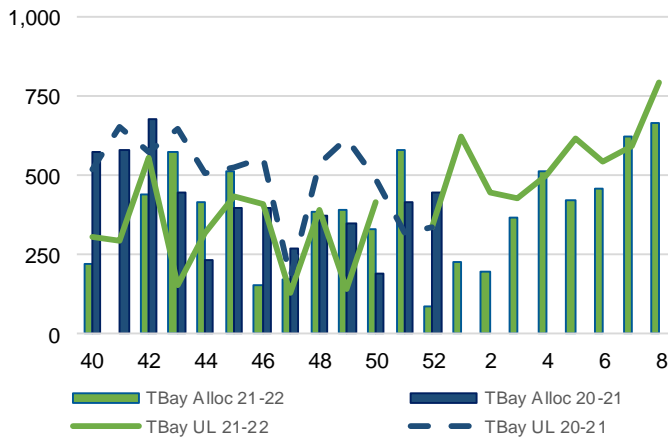
3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 52 2021-22



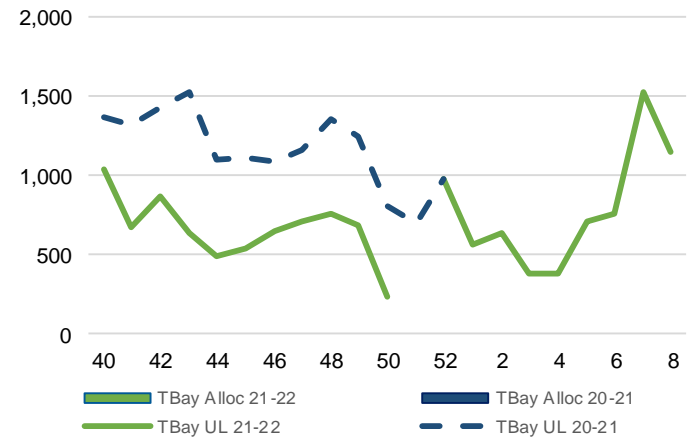
3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert



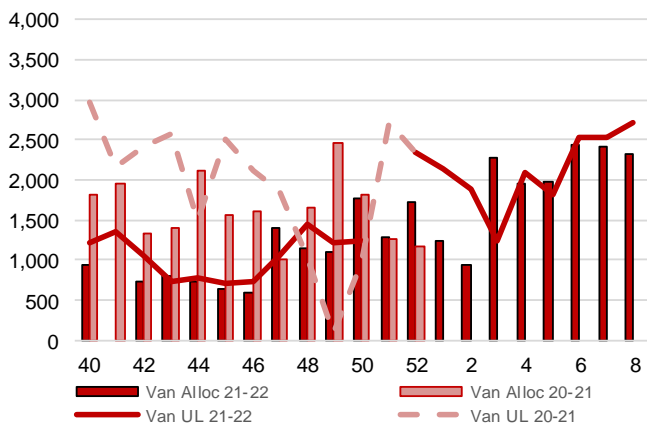
3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay



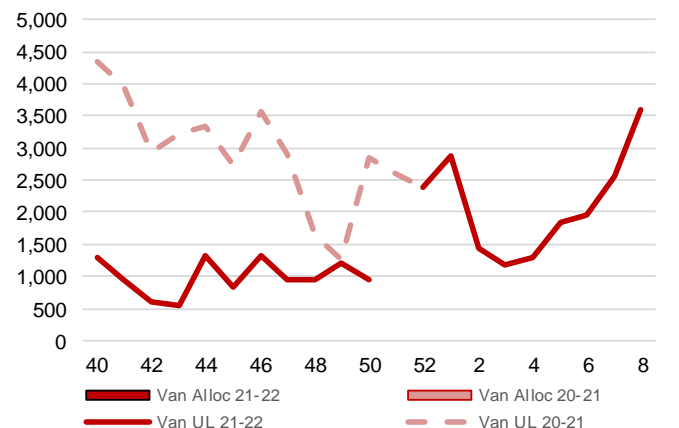
3-C1: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay



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 50, 4-Week Moving Average and Variances

	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2021-22	2,177	549	2,726	662	-	3,388
2020-21	3,815	10	3,825	1,301	-	5,126
4-Wk Avg.	2,254	427	2,681	873	-	3,553
Var % to Last Year	-43%	5390%	-29%	-49%	n/a	-34%
Var % to 4-Wk Avg.	-3%	28%	2%	-24%	n/a	-5%

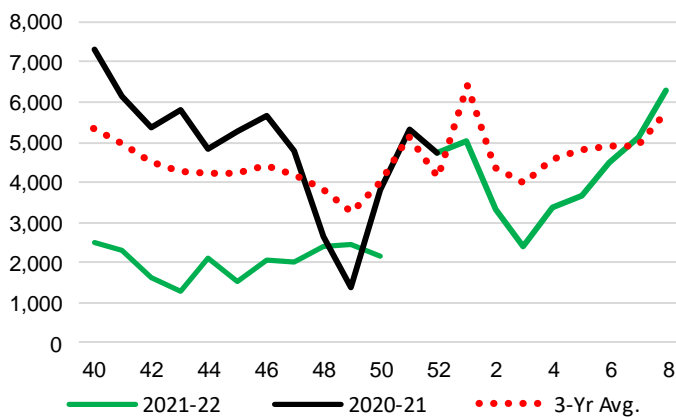
4-B Terminal Unloads by Port – This Year-to-Date as at Week 50 and Variances

YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2021-22	161,219	24,805	186,024	55,935	-	241,959
2020-21	308,013	51,500	359,513	84,608	1,063	445,184
3-Yr Avg	241,938	44,240	286,178	76,138	846	363,161
Var % to Last Year	-48%	-52%	-48%	-34%	-100%	-46%
Var % to 3-Yr Avg	-33%	-44%	-35%	-27%	-100%	-33%

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2021-22	15,240.1	2,319.4	17,559.5	5,352.9	-	22,912.4
2020-21	28,855.3	4,816.3	33,671.6	8,025.2	95.5	41,792.3
3-Yr Avg.	22,568.9	4,105.5	26,674.5	7,193.3	76.4	33,944.1
Var % to Last Year	-47%	-52%	-48%	-33%	-100%	-45%
Var % to 3-Yr Avg.	-32%	-44%	-34%	-26%	-100%	-32%

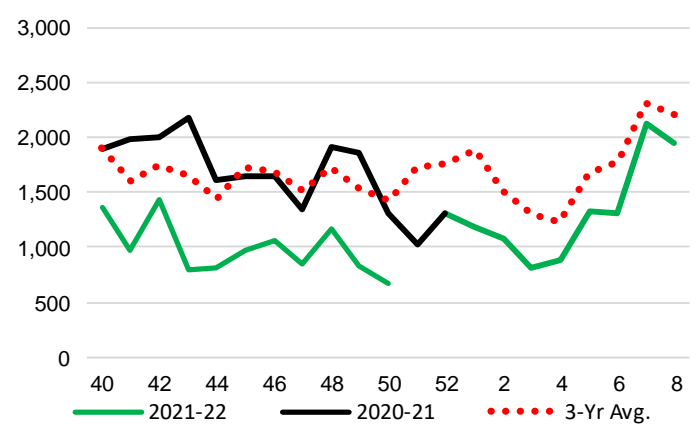
4-C Vancouver Unloads (cars)

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



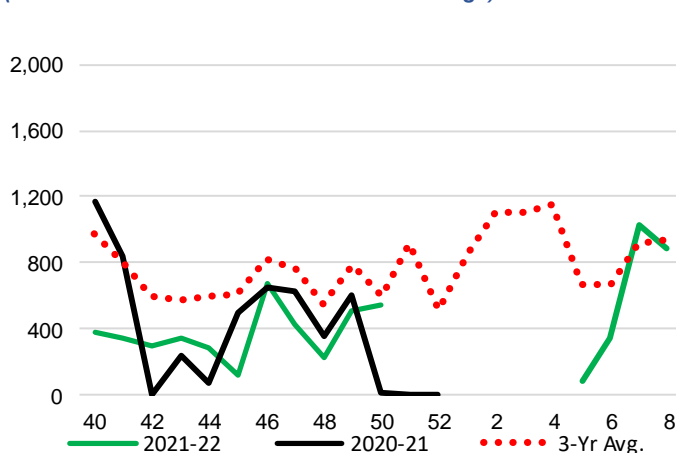
4-E Thunder Bay Unloads (cars)

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

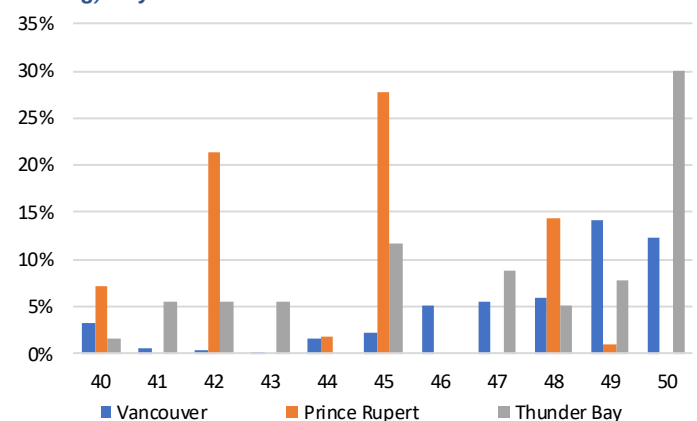


4-D Prince Rupert Unloads (cars)

(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 50



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 48 2021-22

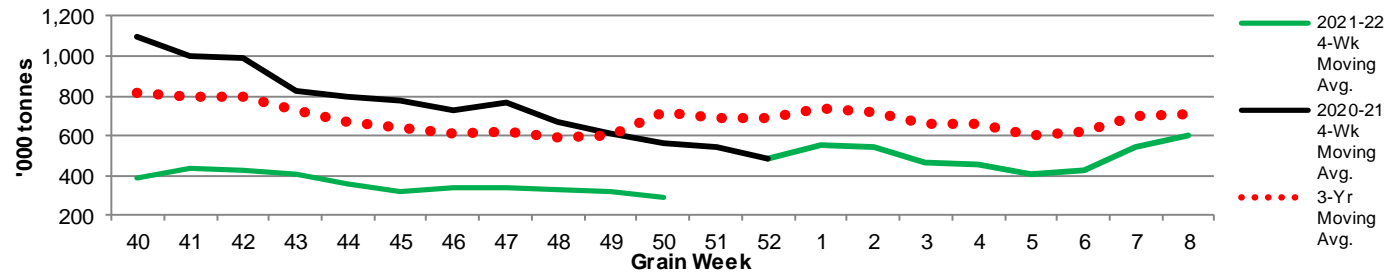
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-4	5-9	10-13	14-17	18-22	23-26	27-30	31-35	36-39	40-43	44-48	49-52
2021-22	18,138	37,000	34,005	23,122	24,236	16,848	16,424	17,807	16,842	13,683	16,702	-
2020-21	35,688	50,352	44,342	42,742	45,462	35,328	28,211	43,126	42,495	34,905	33,574	21,334
3-Yr Avg.	27,880	41,120	38,208	33,351	36,219	24,956	22,386	33,128	33,010	28,951	32,331	28,970
Var % to Last Year	-49%	-27%	-23%	-46%	-47%	-52%	-42%	-59%	-60%	-61%	-50%	
Var % to 3-Yr Avg.	-35%	-10%	-11%	-31%	-33%	-32%	-27%	-46%	-49%	-53%	-48%	

5. Shipments

5-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 50 and Variance to Last Year-to-Date

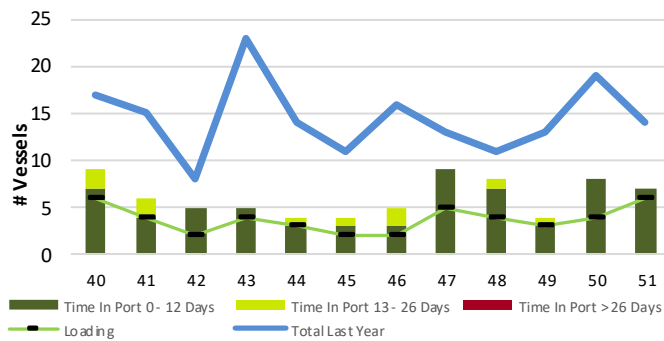
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2021-22	14,834.3	2,186.9	17,021.2	5,488.1	-	22,509.3
2020-21	29,990.2	4,882.8	34,873.0	7,730.1	95.7	42,698.8
3-Yr Avg.	22,835.1	4,045.4	26,880.5	7,102.9	77.7	34,061.0
Var % to Last Year	-51%	-55%	-51%	-29%	-100%	-47%
Var % to 3-Yr Avg.	-35%	-46%	-37%	-23%	-100%	-34%

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.

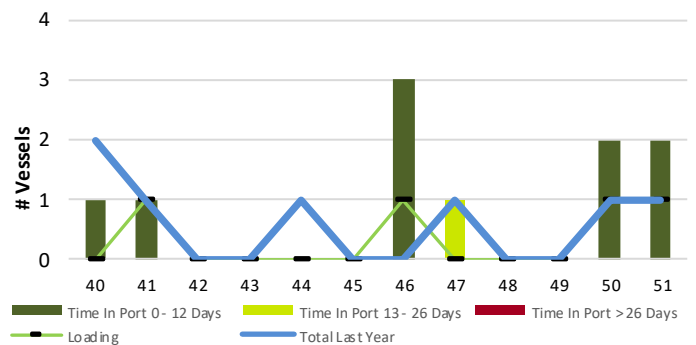


6. Vessels

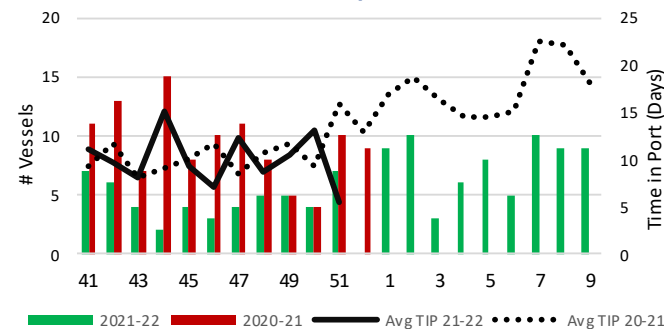
6-A Vessel Lineup at Vancouver as of Week 51 2021-22



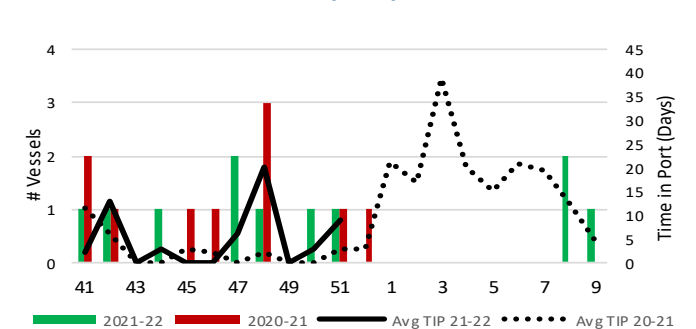
6-C Vessel Lineup at Prince Rupert as of Week 51 2021-22



6-B Vessels Cleared at Vancouver up to Week 51 2021-22



6-D Vessels Cleared at Prince Rupert up to Week 51 2021-22



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.