

Grain Monitoring Program

Weekly Performance Update

September 20 2022

For Grain Week 06 (2022-23 CY)

Summary

| | Week 06 | Week 05 | Var. from Last Year | |
|---|-----------------------|----------------|----------------------------|------|
| 1. Stocks in Store ('000 tonnes) | | | | |
| Country Elevators | ↑ 3,983.7 | 3,319.0 | 9% | |
| % of Working Capacity | 73% | 61% | | |
| Terminal Elevators | ↑ 890.9 | 722.5 | -12% | |
| % of Working Capacity | 46% | 37% | | |
| 2. Country Deliveries ('000 tonnes) | | | | |
| Country Deliveries | ↑ 1,793.5 | 1,568.4 | 27% | |
| 3. Railcar Supply to Western Ports (Cars) | | | | |
| CN Allocation Plan | ↑ 3,485 | 2,179 | -11% | |
| CN Unloads | ↑ 2,772 | 2,168 | -19% | |
| CP Allocation Plan | n/a | n/a | n/a | |
| CP Unloads | ↑ 3,185 | 2,443 | 17% | |
| 4. Port Performance (Cars) | | | | |
| Total Weekly Unloads | ↑ 5,957 | 4,611 | -3% | |
| 4-Week Rolling Average | ↑ 4,112 | 3,455 | n/a | |
| Var. to 4-Week Rolling Average | ↑ 45% | 33% | n/a | |
| YTD Unloads | ↑ 23,553 | 17,596 | -20% | |
| Weekly Out-of-Car Time | ↑ 13.2% | 8.7% | -45.4% | |
| 5. Terminal Shipments Year-to-Date ('000 tonnes) | | | | |
| Vancouver | ↑ 1,671.6 | 1,300.6 | -19% | |
| Prince Rupert | — 51.3 | 51.3 | n/a | |
| Churchill | — 0.0 | 0.0 | n/a | |
| Thunder Bay | ↑ 666.3 | 528.3 | -7% | |
| Total Western Canada | 2,389.2 | 1,880.2 | -14% | |
| 6. Vessels as at Sep 18, 2022 | | | | |
| | Week 07 | Week 06 | Var. from Last Year | |
| Vancouver | Vessel Lineup in port | ↓ 19 | 22 | -10% |
| | Vessels Cleared | ↑ 11 | 3 | 10% |
| | Vessels Arrived | ↓ 8 | 14 | -43% |
| Pr. Rupert | Vessel Lineup in port | ↑ 2 | 0 | -33% |
| | Vessels Cleared | ↑ 1 | 0 | n/a |
| | Vessels Arrived | ↑ 3 | 0 | 50% |
| Vessels Inbound Sep 19, 2022 to Sep 25, 2022 (Week 08) | | | | |
| Vancouver | 15 | | | |
| Prince Rupert | 3 | | | |

1. Stocks in Store: (Page 2)

- Country stocks increased to 3.98 MMT in Week 06 utilizing 73% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks increased to 0.89 MMT in Week 06, utilizing 46% of the working capacity.

2. Country Deliveries: (Page 2)

- Deliveries to primary elevators were 1.79 MMT in Week 06.

3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 08 2022-23 (see page 3 for details).

4. Port Performance: (Page 4)

- Total western port unloads were 45% higher than the 4-week moving average and 3% lower than Week 06 last year.
- West Coast unloads were 4,740 cars (Vancouver 4,443 and Prince Rupert 297), 47% higher than the 4-week moving average and 2% lower than Week 06 last year.
- Thunder Bay unloads were 1,217 cars, 39% higher than the 4-week moving average and 7% lower than Week 06 last year.
- Year-to-date total western port unloads are 20% lower than the same period last year. The corresponding tonnage is 18% lower than the same period last year.
- The total average terminal out-of-car time (OCT) increased to 13.2% from 8.7% the previous week. The OCT for Week 06 was 16.0% at Vancouver and 1.6% at Thunder Bay. At the time of publishing, Prince Rupert had not yet reported Week 06 OCT.

5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 06 are 14% lower than the same period last year and 29% lower than the 3-year average.

6. Vessels: (Page 5)

- Vancouver vessel lineup for Week 07 2022-23 decreased to 19 vessels (The current one-year average at Vancouver is 14 vessels). Of the 19, 6 were at berth, 9 were anchored at English Bay, 1 was anchored at Burrard Inlet, and 3 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 07 2022-23 increased to 2 vessels (The current one-year average at Prince Rupert is 1 vessel).
- Vessels cleared from Vancouver was 11, and from Prince Rupert was 1 in Week 07 2022-23.

1. Stocks in Store

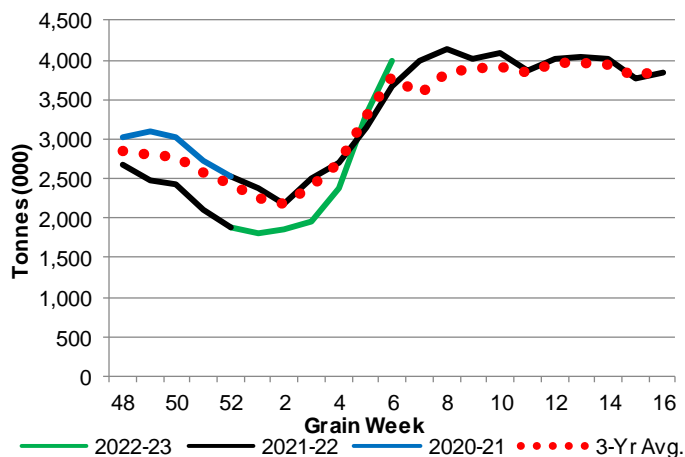
1-A1 Country Stocks ('000 tonnes) – Week 06

| | MB | SK | AB | BC | Total |
|----------------------------|---------|---------|---------|------|---------|
| 2022-23 | 616.5 | 2,068.5 | 1,274.7 | 24.0 | 3,983.7 |
| 2021-22 | 645.4 | 1,779.5 | 1,218.0 | 21.6 | 3,664.5 |
| 3-Yr Avg. | 657.9 | 1,980.5 | 1,135.6 | 22.1 | 3,796.1 |
| Var % - LY | -4% | 16% | 5% | 11% | 9% |
| Var % 3-Yr Avg. | -6% | 4% | 12% | 9% | 5% |
| Storage Capacity | 1,673.8 | 4,211.7 | 2,499.1 | 41.2 | 8,425.8 |
| Estimated Working Capacity | 1,088.0 | 2,737.6 | 1,624.4 | 26.8 | 5,476.8 |
| 22-23 % of Wkg Cap | 57% | 76% | 78% | 90% | 73% |

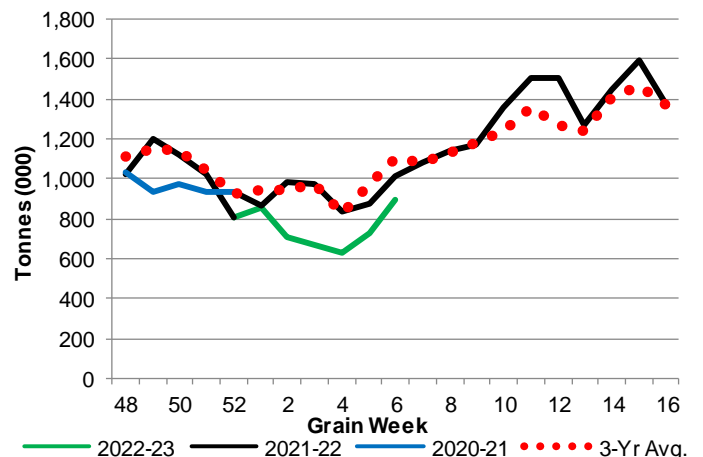
1-B1 Terminal Stocks ('000 tonnes) – Week 06

| | VC | PR | West Coast | CH | TB | Total |
|----------------------------|---------|-------|------------|-------|---------|---------|
| 2022-23 | 672.3 | 43.0 | 715.3 | 0.7 | 174.9 | 890.9 |
| 2021-22 | 572.5 | 53.5 | 626.0 | n/a | 383.5 | 1,009.5 |
| 3-Yr Avg. | 652 | 77.9 | 729.9 | 6.4 | 366.1 | 1,102.3 |
| Var % - LY | 17% | -20% | 14% | n/a | -54% | -12% |
| Var % 3-Yr Avg. | 3% | -45% | -2% | -89% | -52% | -19% |
| 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 |
| 22-23 % of Wkg Cap | 75% | 29% | 69% | 1% | 22% | 46% |

1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store

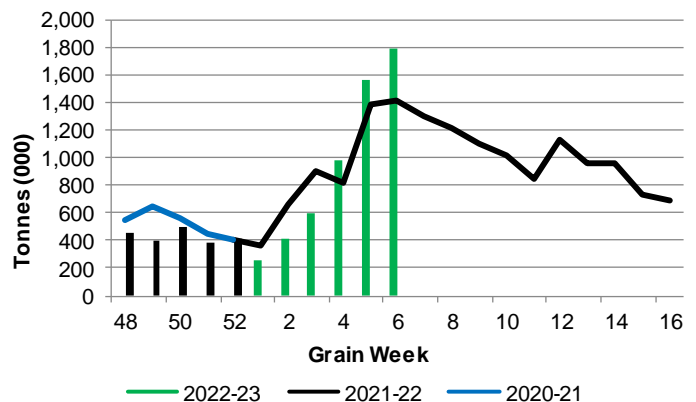


2. Country Deliveries

2-A Country Deliveries ('000 tonnes) – Week 06

| | MB | SK | AB | BC | Total |
|--------------------|-------|-------|-------|------|---------|
| 2022-23 | 332.1 | 903.1 | 550.4 | 7.9 | 1,793.5 |
| 2021-22 | 258.2 | 660.4 | 490.3 | 7.0 | 1,415.9 |
| 4 Wk Avg | 177.2 | 625.3 | 422.2 | 10.2 | 1,234.8 |
| Var % to Last Year | 29% | 37% | 12% | 13% | 27% |
| Var % To 4 Wk Avg | 87% | 44% | 30% | -23% | 45% |

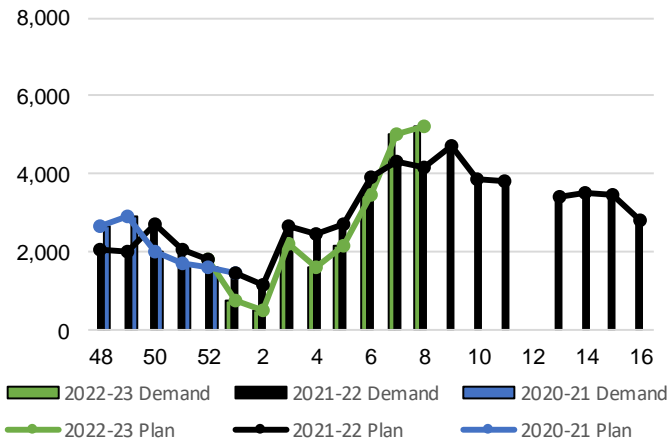
2-B 2022-23 Weekly Country Deliveries



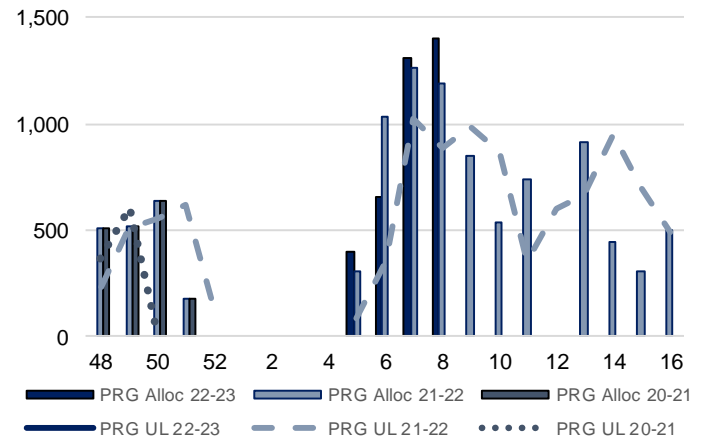
3. Railcar Supply

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 08 2022-23. 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.

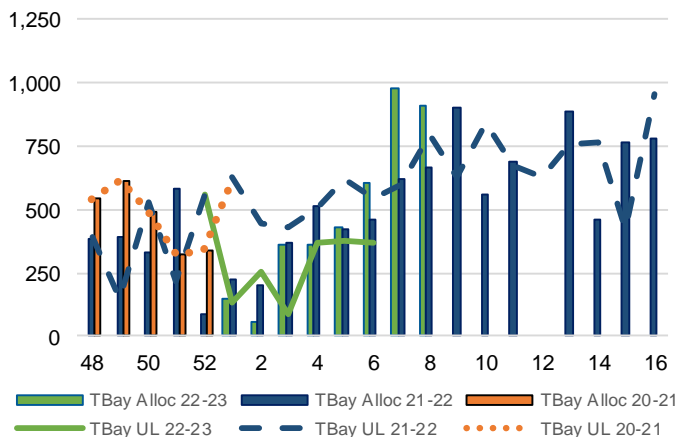
3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 08 2022-23



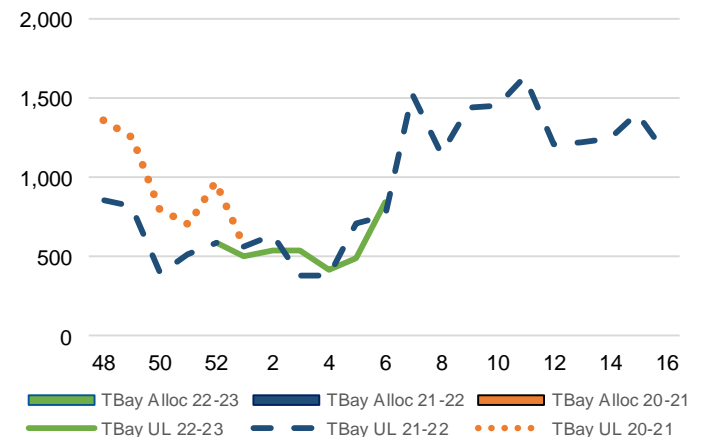
3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert



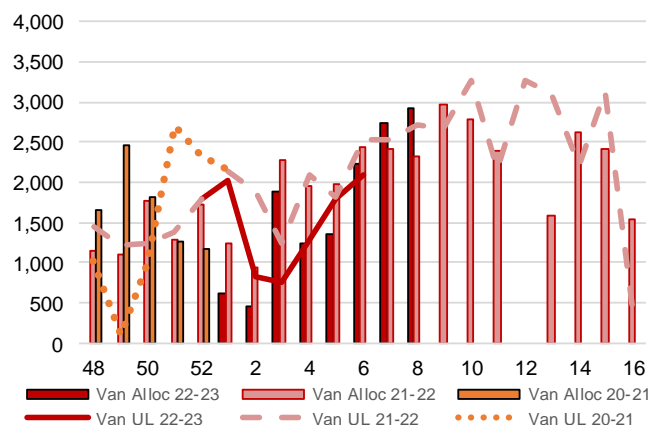
3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay



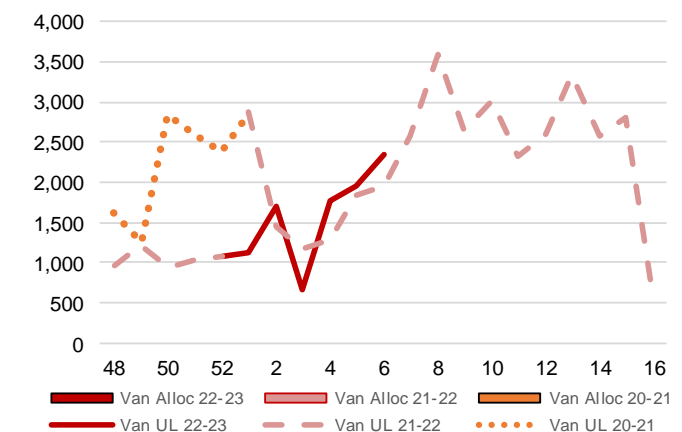
3-C1: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay



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 06, 4-Week Moving Average and Variances

| | Vancouver | Prince Rupert | West Coast | Thunder Bay | Churchill | Total |
|--------------------|-----------|---------------|------------|-------------|-----------|-------|
| 2022-23 | 4,443 | 297 | 4,740 | 1,217 | - | 5,957 |
| 2021-22 | 4,480 | 349 | 4,829 | 1,310 | - | 6,139 |
| 4-Wk Avg. | 3,161 | 74 | 3,235 | 877 | - | 4,112 |
| Var % to Last Year | -1% | -15% | -2% | -7% | n/a | -3% |
| Var % to 4-Wk Avg. | 41% | 300% | 47% | 39% | n/a | 45% |

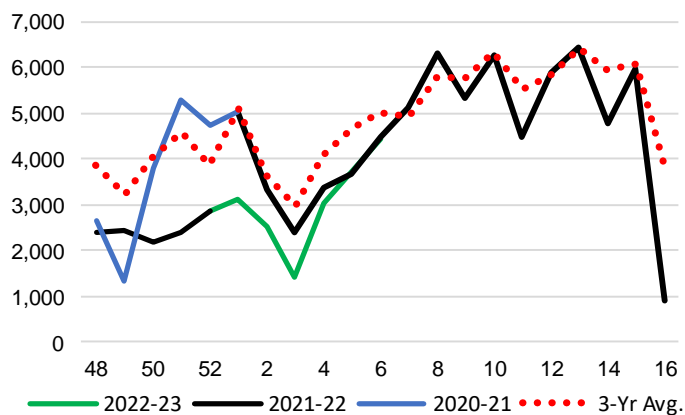
4-B Terminal Unloads by Port – This Year-to-Date as at Week 06 and Variances

| YTD Unloads (cars) | Vancouver | Prince Rupert | West Coast | Thunder Bay | Churchill | Total |
|--------------------|-----------|---------------|------------|-------------|-----------|--------|
| 2022-23 | 18,313 | 297 | 18,610 | 4,943 | - | 23,553 |
| 2021-22 | 22,308 | 432 | 22,740 | 6,610 | - | 29,350 |
| 3-Yr Avg | 25,533 | 2,544 | 28,077 | 7,721 | 65 | 35,864 |
| Var % to Last Year | -18% | -31% | -18% | -25% | n/a | -20% |
| Var % to 3-Yr Avg | -28% | -88% | -34% | -36% | -100% | -34% |

| YTD Unloads ('000 tonnes) | Vancouver | Prince Rupert | West Coast | Thunder Bay | Churchill | Total |
|---------------------------|-----------|---------------|------------|-------------|-----------|---------|
| 2022-23 | 1,786.2 | 28.3 | 1,814.5 | 491.9 | - | 2,306.4 |
| 2021-22 | 2,144.2 | 39.8 | 2,184.0 | 636.8 | - | 2,820.8 |
| 3-Yr Avg. | 2,421.2 | 236.2 | 2,657.4 | 741.1 | 5.9 | 3,404.4 |
| Var % to Last Year | -17% | -29% | -17% | -23% | n/a | -18% |
| Var % to 3-Yr Avg. | -26% | -88% | -32% | -34% | -100% | -32% |

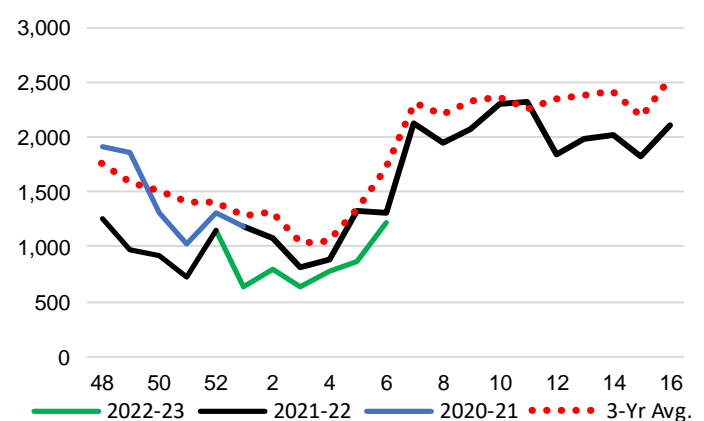
4-C Vancouver Unloads (cars)

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



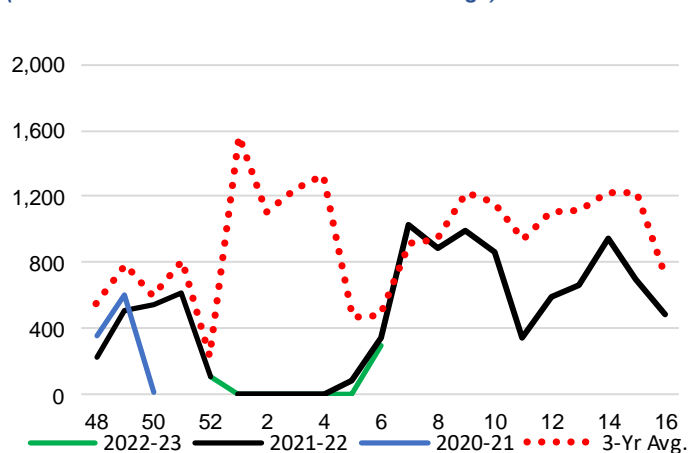
4-E Thunder Bay Unloads (cars)

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

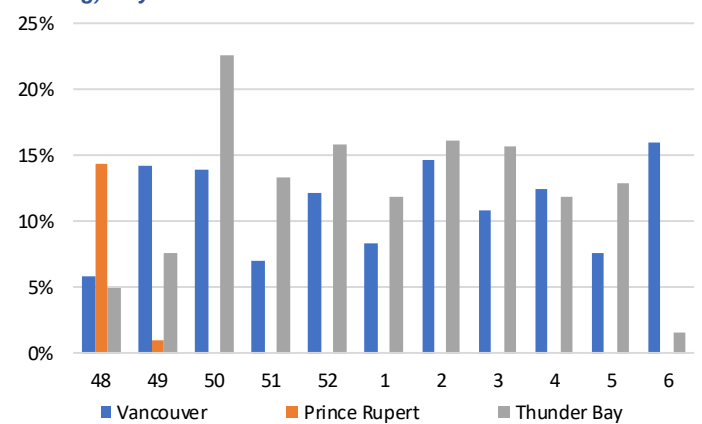


4-D Prince Rupert Unloads (cars)

(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 06



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 05 2022-23

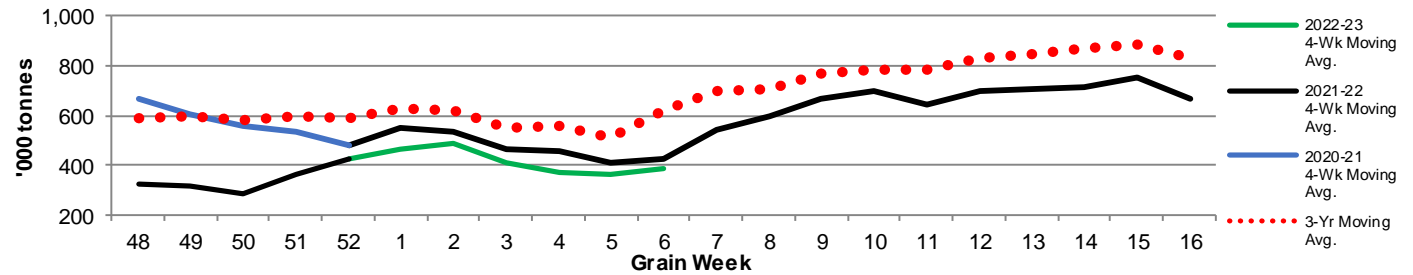
| Months | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul |
|--------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Weeks | 1-5 | 6-9 | 10-13 | 14-18 | 19-22 | 23-26 | 27-30 | 31-35 | 36-39 | 40-44 | 45-48 | 49-52 |
| 2022-23 | 17,596 | - | - | - | - | - | - | - | - | - | - | - |
| 2021-22 | 23,211 | 31,927 | 34,005 | 27,251 | 20,107 | 16,848 | 16,424 | 17,807 | 16,842 | 16,885 | 13,631 | 15,462 |
| 3-Yr Avg. | 28,669 | 33,915 | 38,208 | 41,378 | 28,192 | 24,956 | 22,386 | 33,128 | 33,010 | 35,188 | 26,138 | 23,817 |
| Var % to Last Year | -24% | | | | | | | | | | | |
| Var % to 3-Yr Avg. | -39% | | | | | | | | | | | |

5. Shipments

5-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as of Week 06 and Variance to Last Year-to-Date

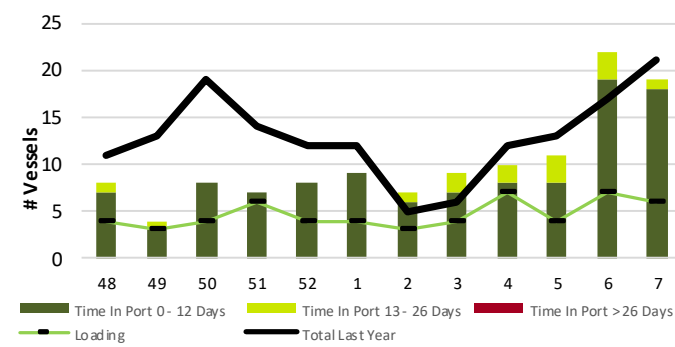
| | Vancouver | Prince Rupert | West Coast | Thunder Bay | Churchill | Total |
|--------------------|-----------|---------------|------------|-------------|-----------|---------|
| 2022-23 | 1,671.6 | 51.3 | 1,722.9 | 666.3 | - | 2,389.2 |
| 2021-22 | 2,074.6 | - | 2,074.6 | 717.9 | - | 2,792.5 |
| 3-Yr Avg. | 2,357.0 | 208.5 | 2,565.5 | 816.5 | - | 3,381.9 |
| Var % to Last Year | -19% | n/a | -17% | -7% | n/a | -14% |
| Var % to 3-Yr Avg. | -29% | -75% | -33% | -18% | n/a | -29% |

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.

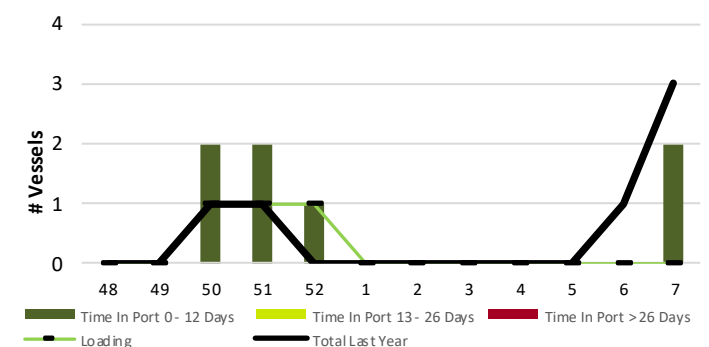


6. Vessels

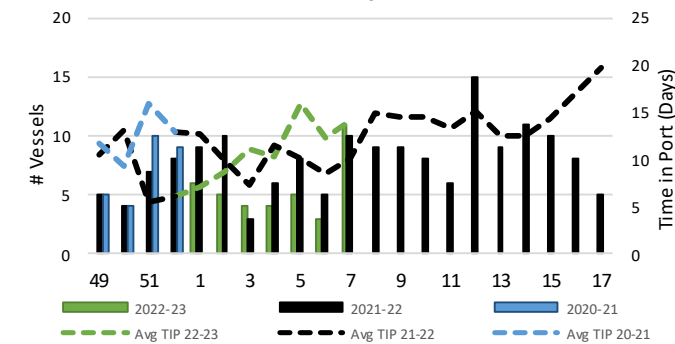
6-A Vessel Lineup at Vancouver as of Week 07 2022-23



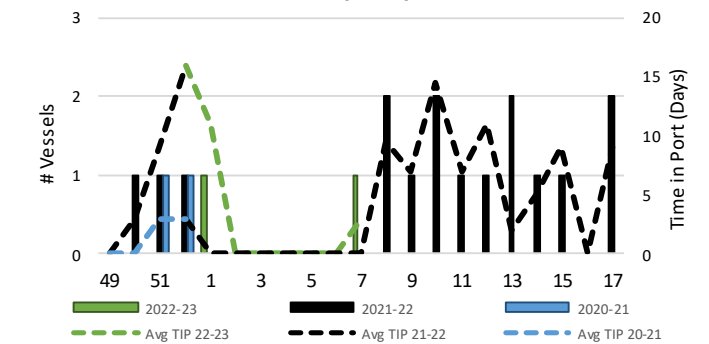
6-C Vessel Lineup at Prince Rupert as of Week 07 2022-23



6-B Vessels Cleared at Vancouver up to Week 07 2022-23



6-D Vessels Cleared at Prince Rupert up to Week 07 2022-23



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.