

Grain Monitoring Program

Weekly Performance Update

January 17, 2023

For Grain Week 23 (2022-23 CY)

Summary

	Week 23	Week 22	Var. from Last Year	
1. Stocks in Store ('000 tonnes)				
Country Elevators	↑ 3,515.7	3,410.1	0%	
% of Working Capacity	64%	62%		
Terminal Elevators	↓ 1,295.4	1,328.7	68%	
% of Working Capacity	67%	69%		
2. Country Deliveries ('000 tonnes)				
Country Deliveries	↑ 1,111.6	495.6	441%	
3. Railcar Supply to Western Ports (Cars)				
CN Allocation Plan	↑ 3,169	2,607	60%	
CN Unloads	↑ 4,738	3,340	316%	
CP Allocation Plan	n/a	n/a	n/a	
CP Unloads	↑ 4,590	2,469	114%	
4. Port Performance (Cars)				
Total Weekly Unloads	↑ 9,328	5,809	184%	
4-Week Rolling Average	↓ 7,643	7,991	n/a	
Var. to 4-Week Rolling Average	↑ 22%	-27%	n/a	
YTD Unloads	↑ 196,096	186,768	40%	
Weekly Out-of-Car Time	↓ 7.4%	10.6%	-76.7%	
5. Terminal Shipments Year-to-Date ('000 tonnes)				
Vancouver	↑ 13,145.6	12,432.6	53%	
Prince Rupert	↑ 1,937.2	1,871.2	79%	
Churchill	— 0.0	0.0	n/a	
Thunder Bay	↑ 3,676.5	3,525.5	5%	
Total Western Canada	18,759.3	17,829.3	42%	
6. Vessels as at Jan 15, 2023				
	Week 24	Week 23	Var. from Last Year	
Vancouver	Vessel Lineup in port	— 35	35	75%
	Vessels Cleared	↓ 13	14	30%
	Vessels Arrived	↓ 13	15	117%
Pr. Rupert	Vessel Lineup in port	↑ 4	2	0%
	Vessels Cleared	— 1	1	n/a
	Vessels Arrived	↑ 3	1	0%
Vessels Inbound Jan 16, 2023 to Jan 22, 2023 (Week 25)				
Vancouver	16			
Prince Rupert	3			
7. Weather				
	Week 23 Actual	Week 24 Actual	Week 25 Forecast	
Winnipeg Days < -25°C	0	0	0	
Edmonton Days < -25°C	0	0	0	
Vancouver Days Precip > 8mm	2	2	4	

1. Stocks in Store: (Page 2)

- Country stocks increased to 3.52 MMT in Week 23 utilizing 64% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks decreased to 1.30 MMT in Week 23, utilizing 67% of the working capacity.

2. Country Deliveries: (Page 2)

- Deliveries to primary elevators were 1.11 MMT in Week 23.

3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 25 2022-23 (see page 3 for details).

4. Port Performance: (Page 4)

- Total western port unloads were 22% higher than the 4-week moving average and 184% higher than Week 23 last year.
- West Coast unloads were 8,513 cars (Vancouver 7,330 and Prince Rupert 1,183), 33% higher than the 4-week moving average and 224% higher than Week 23 last year.
- Thunder Bay unloads were 815 cars, 34% lower than the 4-week moving average and 24% higher than Week 23 last year.
- Year-to-date total western port unloads are 40% higher than the same period last year. The corresponding tonnage is 44% higher than the same period last year.
- The total average terminal out-of-car time (OCT) decreased to 7.4% from 10.6% the previous week. The OCT for Week 23 was 8.1% at Vancouver and 3.8% at Thunder Bay. At the time of publishing, Prince Rupert had not yet reported Week 23 OCT.

5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 23 are 42% higher than the same period last year and 6% higher than the 3-year average.
- The Great Lakes – St. Lawrence Seaway System closing of navigation dates, with case-by-case permissions for final clearance, are as follows:
 - Montreal – Lake Ontario Section: Dec 24 (clear by Dec 31)
 - Welland Canal: Dec 26 (clear by Jan 07)
 - Sault St. Marie Locks and Canal: Jan 15

6. Vessels: (Page 5)

- Vancouver vessel lineup for Week 24 2022-23 remained at 35 vessels (The current one-year average at Vancouver is 16 vessels). Of the 35, 10 were at berth, 11 were anchored at English Bay, 2 were anchored at Burrard Inlet, and 12 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 24 2022-23 increased to 4 vessels (The current one-year average at Prince Rupert is 2 vessels).
- Vessels cleared from Vancouver was 13, and from Prince Rupert was 1 in Week 24 2022-23.

7. Weather: (Page 6)

- Temperatures across the prairies are forecasted to remain above -25°C. Railways are not expected to invoke their winter operating plans.
- Rainfall at Vancouver during Week 25 may affect the ability to load vessels.

1. Stocks in Store

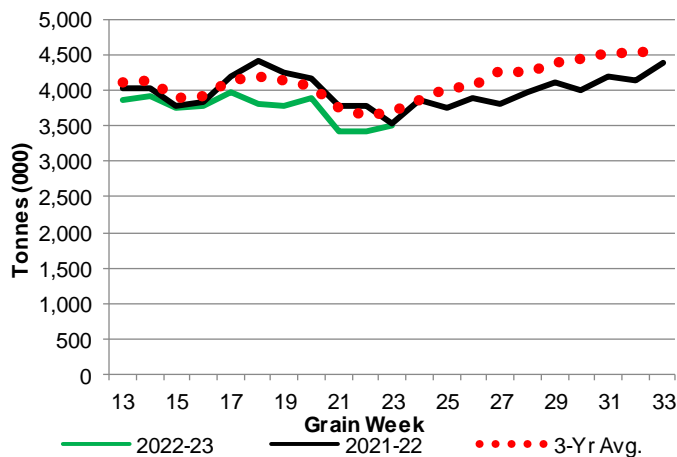
1-A1 Country Stocks ('000 tonnes) – Week 23

	MB	SK	AB	BC	Total
2022-23	641.6	1,775.1	1,078.3	20.7	3,515.7
2021-22	576.5	1,697.6	1,223.3	21.4	3,518.8
3-Yr Avg.	655.3	1,837.3	1,181.4	21.8	3,695.8
Var % - LY	11%	5%	-12%	-3%	0%
Var % 3-Yr Avg.	-2%	-3%	-9%	-5%	-5%
Storage Capacity	1,682.0	4,229.3	2,513.6	41.2	8,466.1
Estimated Working Capacity	1,093.3	2,749.0	1,633.8	26.8	5,502.9
22-23 % of Wkg Cap	59%	65%	66%	77%	64%

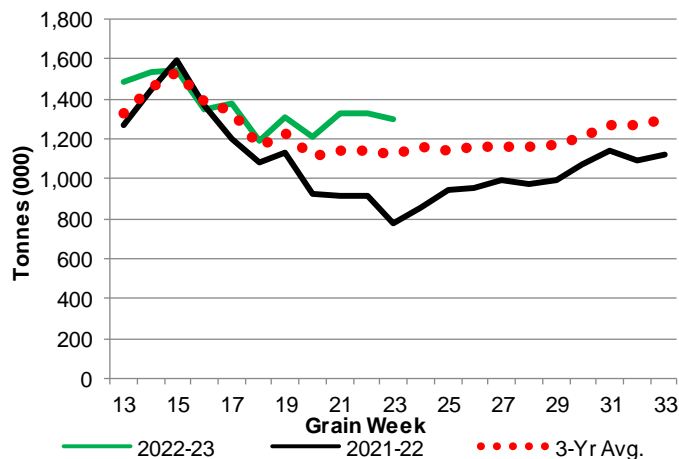
1-B1 Terminal Stocks ('000 tonnes) – Week 23

	VC	PR	West Coast	CH	TB	Total
2022-23	844.4	150.2	994.6	0.7	300.1	1,295.4
2021-22	420.2	30.9	451.1	0.7	320.9	772.7
3-Yr Avg.	672.2	99.3	771.5	0.7	351.5	1,123.7
Var % - LY	101%	386%	120%	0%	-6%	68%
Var % 3-Yr Avg.	26%	51%	29%	0%	-15%	15%
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	95%	102%	96%	1%	38%	67%

1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store

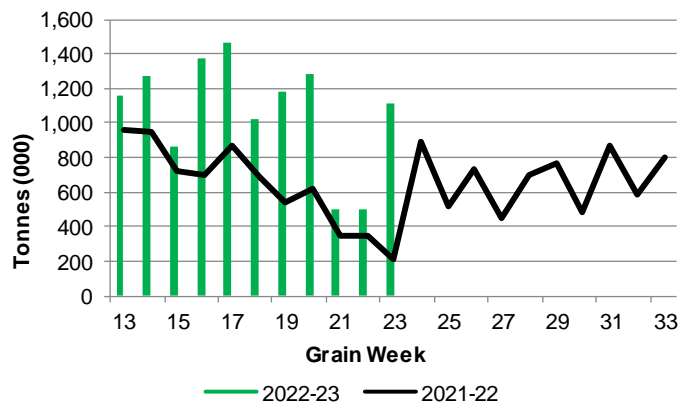


2. Country Deliveries

2-A Country Deliveries ('000 tonnes) – Week 23

	MB	SK	AB	BC	Total
2022-23	171.5	570.2	362.8	7.1	1,111.6
2021-22	31.4	97.1	74.6	2.3	205.4
4 Wk Avg	138.3	443.3	260.3	5.3	847.2
Var % to Last Year	446%	487%	386%	209%	441%
Var % To 4 Wk Avg	24%	29%	39%	34%	31%

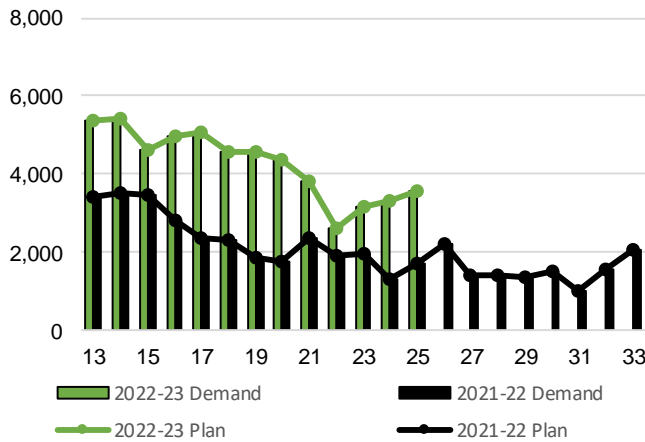
2-B 2022-23 Weekly Country Deliveries



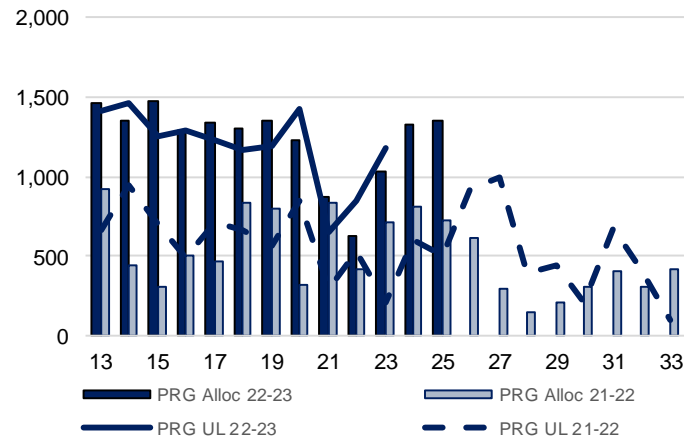
3. Railcar Supply

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 25 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.

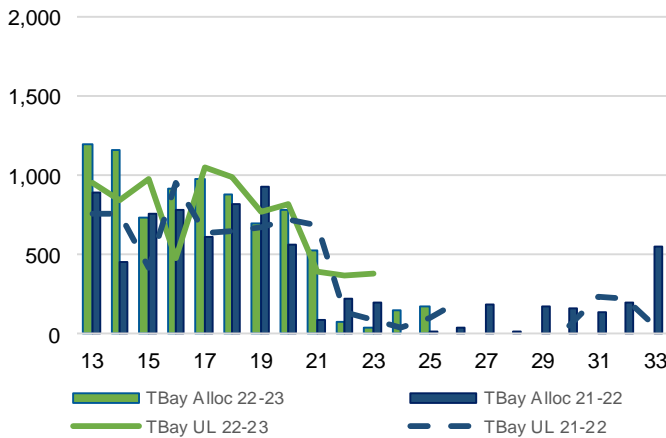
3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 25 2022-23



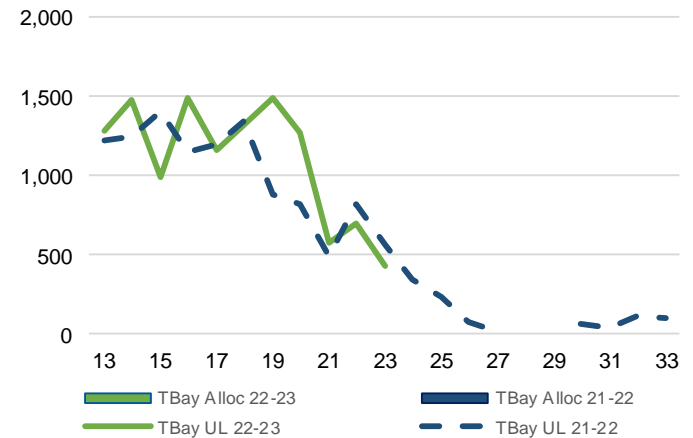
3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert



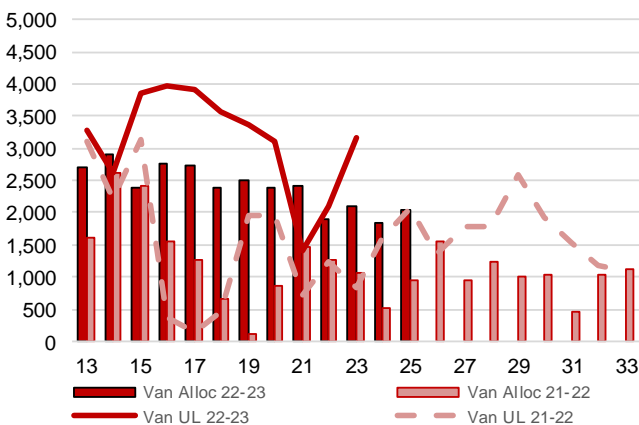
3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay



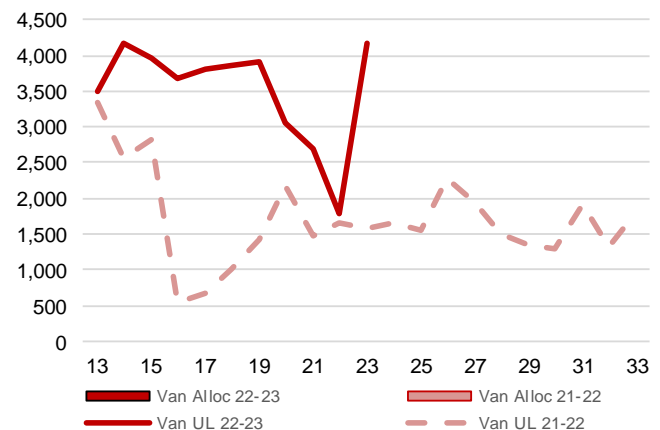
3-C1: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay



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 23, 4-Week Moving Average and Variances

	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	7,330	1,183	8,513	815	-	9,328
2021-22	2,414	213	2,627	656	-	3,283
4-Wk Avg.	5,378	1,025	6,403	1,240	-	7,643
Var % to Last Year	204%	455%	224%	24%	n/a	184%
Var % to 4-Wk Avg.	36%	15%	33%	-34%	n/a	22%

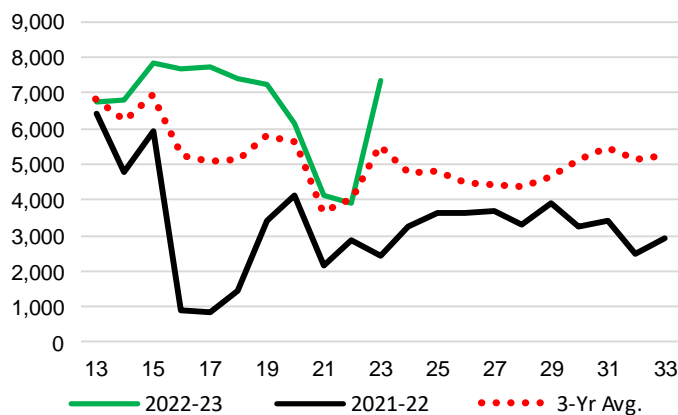
4-B Terminal Unloads by Port – This Year-to-Date as at Week 23 and Variances

YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	136,000	21,008	157,008	39,088	-	196,096
2021-22	91,044	11,783	102,827	36,893	-	139,720
3-Yr Avg	125,308	20,022	145,330	42,404	354	188,088
Var % to Last Year	49%	78%	53%	6%	n/a	40%
Var % to 3-Yr Avg	9%	5%	8%	-8%	-100%	4%

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	13,193.3	2,015.1	15,208.4	3,745.7	-	18,954.1
2021-22	8,540.6	1,085.9	9,626.5	3,493.0	-	13,119.5
3-Yr Avg.	11,852.1	1,881.0	13,733.1	4,006.2	31.8	17,771.2
Var % to Last Year	54%	86%	58%	7%	n/a	44%
Var % to 3-Yr Avg.	11%	7%	11%	-7%	-100%	7%

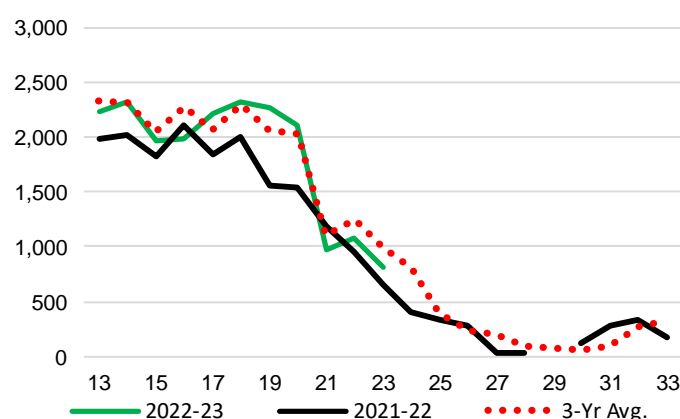
4-C Vancouver Unloads (cars)

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



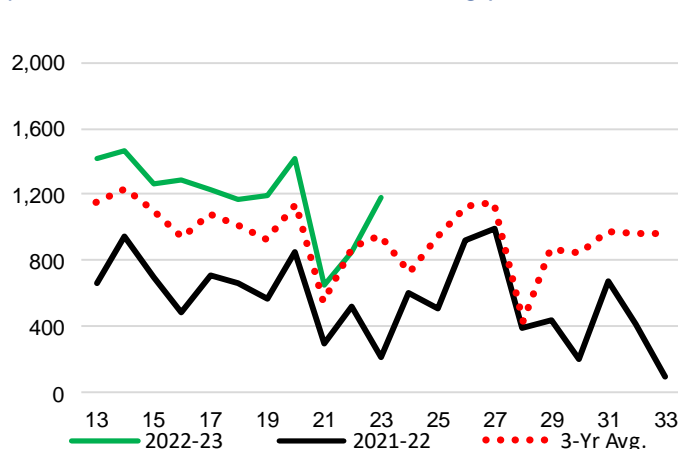
4-E Thunder Bay Unloads (cars)

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

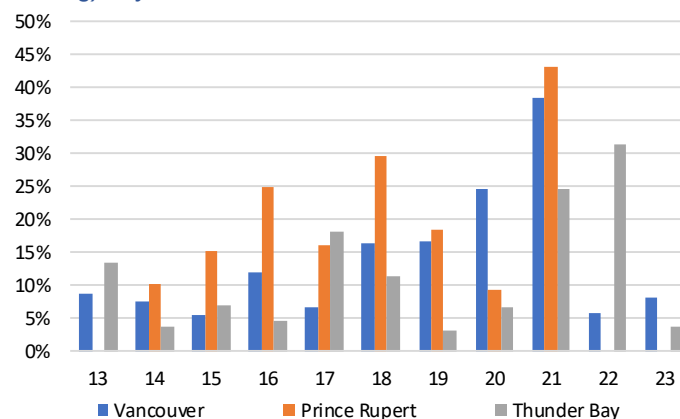


4-D Prince Rupert Unloads (cars)

(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 23



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 22 2022-23

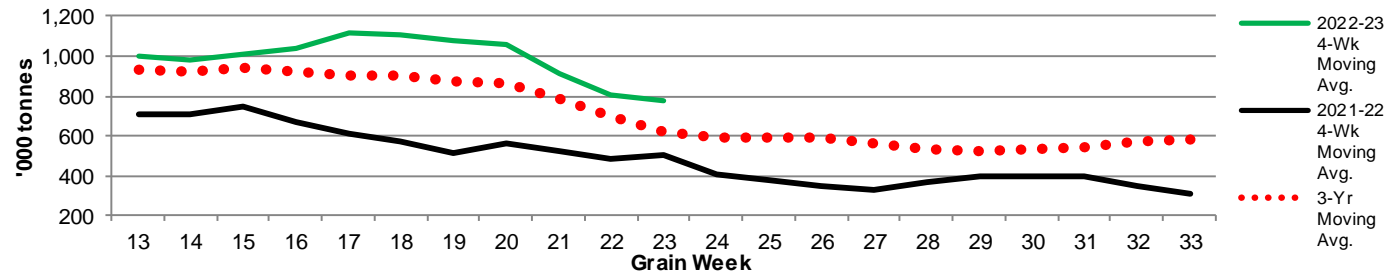
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-5	6-9	10-13	14-18	19-22	23-26	27-30	31-35	36-39	40-44	45-48	49-52
2022-23	17,592	37,081	45,507	54,624	31,964	-	-	-	-	-	-	-
2021-22	23,199	31,888	34,000	27,251	20,099	16,847	16,324	17,791	16,839	16,881	13,630	15,436
3-Yr Avg.	28,664	36,603	41,283	44,994	29,054	24,955	22,352	33,123	33,009	35,187	26,137	23,809
Var % to Last Year	-24%	16%	34%	100%	59%							
Var % to 3-Yr Avg.	-39%	1%	10%	21%	10%							

5. Shipments

5-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 23 and Variance to Last Year-to-Date

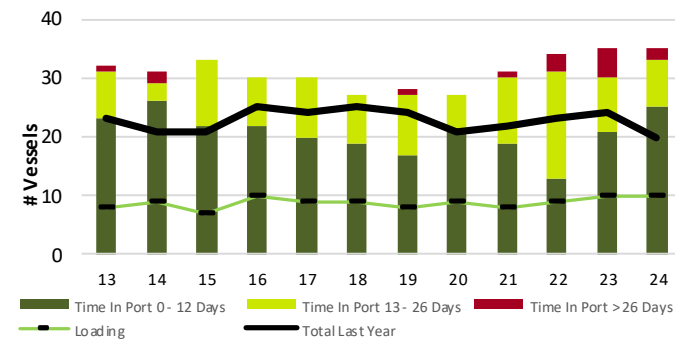
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	13,145.6	1,937.2	15,082.8	3,676.5	-	18,759.3
2021-22	8,612.9	1,079.8	9,692.7	3,488.6	-	13,181.3
3-Yr Avg.	11,912.7	1,834.5	13,747.2	3,938.2	31.9	17,717.3
Var % to Last Year	53%	79%	56%	5%	n/a	42%
Var % to 3-Yr Avg.	10%	6%	10%	-7%	-100%	6%

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.

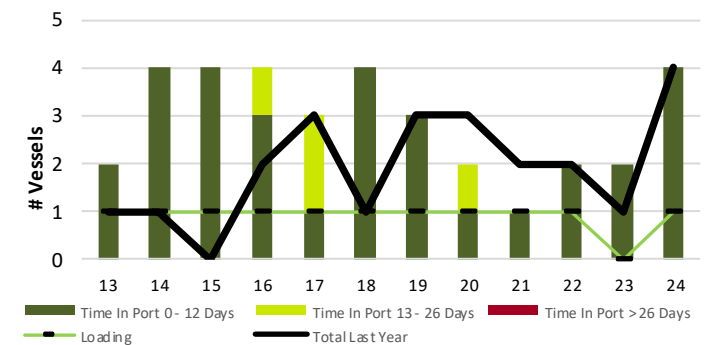


6. Vessels

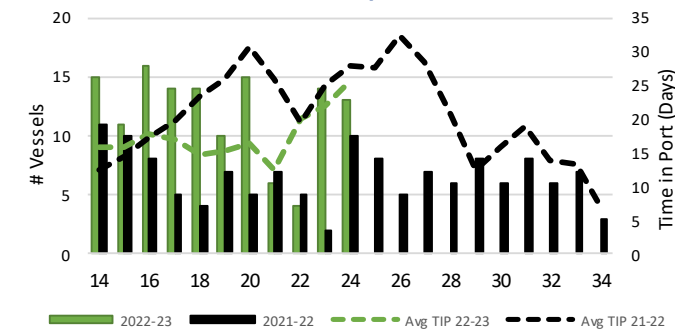
6-A Vessel Lineup at Vancouver as of Week 24 2022-23



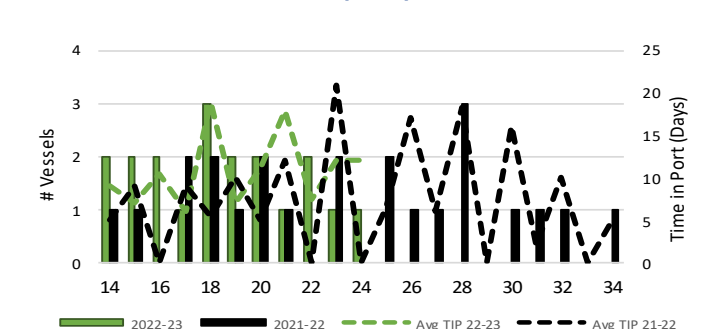
6-C Vessel Lineup at Prince Rupert as of Week 24 2022-23



6-B Vessels Cleared at Vancouver up to Week 24 2022-23



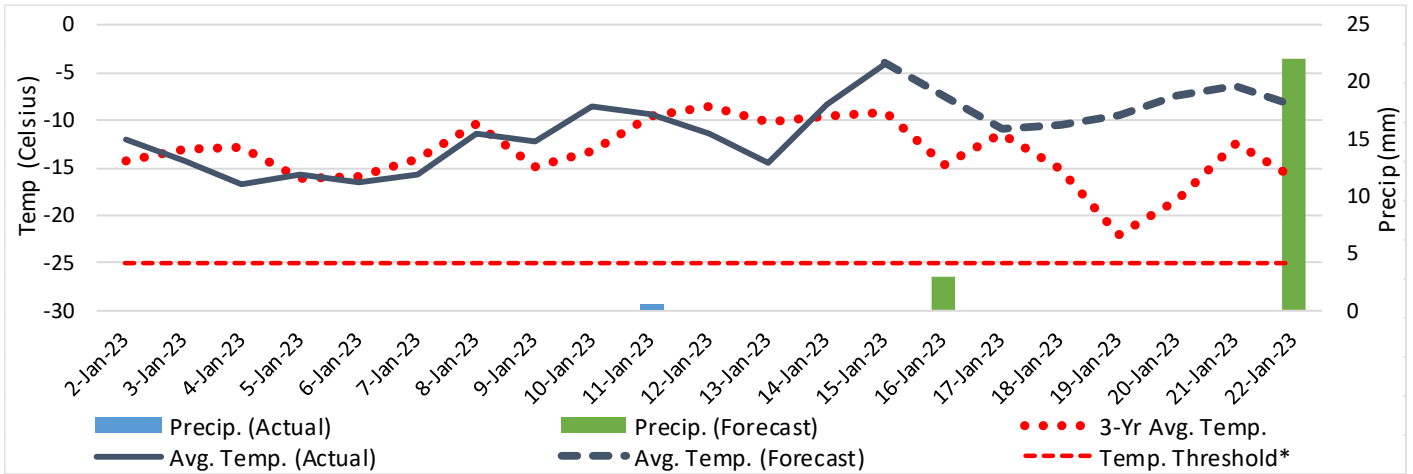
6-D Vessels Cleared at Prince Rupert up to Week 24 2022-23



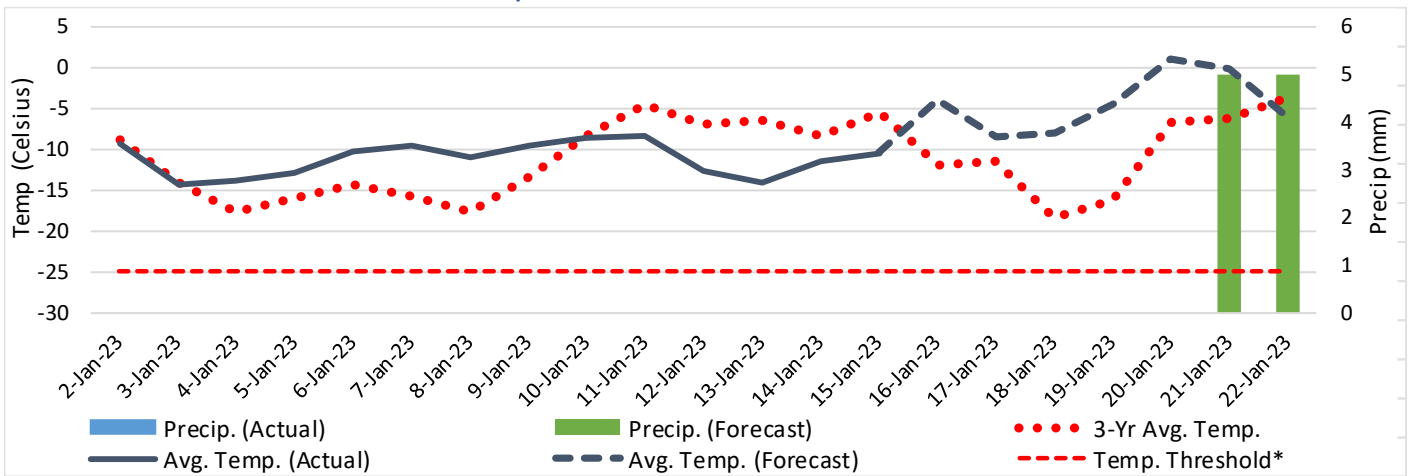
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday 23:59 of that grain week. The 'Avg Time in Port (TIP)' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These measures use vessel data provided by the BC Chamber of Shipping and Pacific Pilotage Authority.

7. Weather

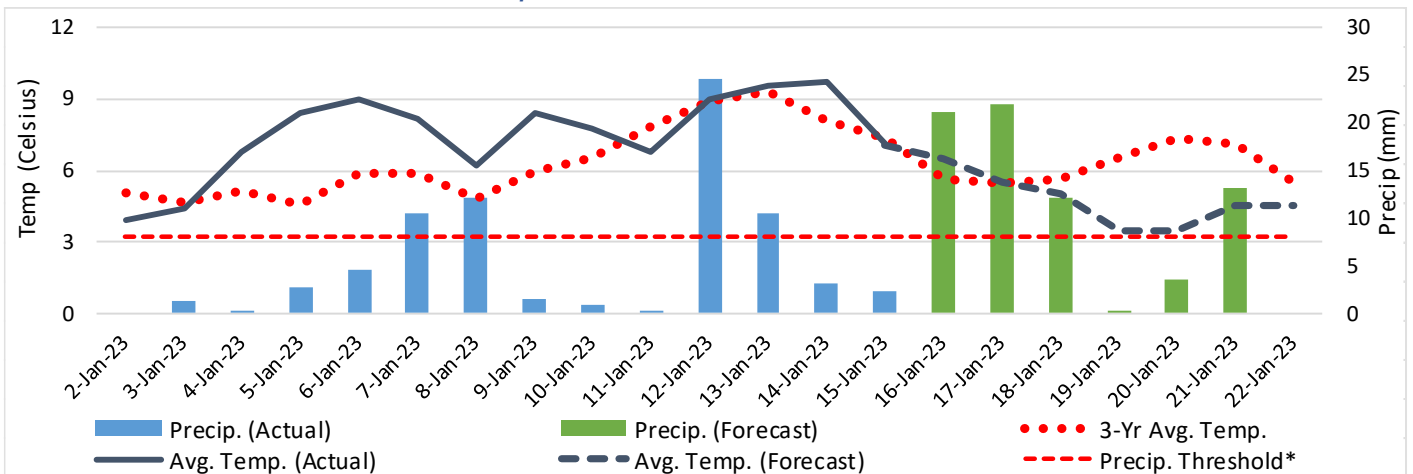
7-A Actual and Forecasted Weather at Winnipeg up to Week 25 2022-23



7-B Actual and Forecasted Weather at Edmonton up to Week 25 2022-23



7-C Actual and Forecasted Weather at Vancouver up to Week 25 2022-23



*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)