

# Grain Monitoring Program

## Weekly Performance Update

March 18, 2025

For Grain Week 31 2024-25 CY

March 03, 2025 to March 09, 2025

### Summary

	Week 31	Week 30	Var. from Last Year	
<b>1. Stocks in Store ('000 tonnes)</b>				
Country Elevators	↑ 4,652.0	4,499.0	27%	
% of Working Capacity	88%	85%		
Terminal Elevators	↑ 1,212.2	1,123.7	16%	
% of Working Capacity	63%	58%		
<b>2. Country Deliveries ('000 tonnes)</b>				
Country Deliveries	↓ 1,147.1	1,231.6	42%	
<b>3. Port Performance (Cars)</b>				
Vancouver Unloads	↑ 6,478	5,595	13%	
Prince Rupert Unloads	↑ 1,318	837	29%	
Churchill Unloads	— 0	0	n/a	
Thunder Bay Unloads	↑ 161	63	-65%	
Total Weekly Unloads	↑ 7,957	6,495	10%	
4-Week Rolling Average	↑ 6,793	6,403	-10%	
Var. to 4-Week Rolling Average	17%	1%		
YTD Unloads	269,856	261,899	17%	
Weekly Out-of-Car Time	↓ 19.4%	41.6%	-7.3%	
<b>4. Terminal Shipments Year-to-Date ('000 tonnes)</b>				
Vancouver	↑ 18,188.1	17,681.2	7%	
Prince Rupert	↑ 2,954.9	2,832.9	56%	
Churchill	— 0.0	0.0	n/a	
Thunder Bay	↑ 4,051.3	4,049.1	9%	
Total Western Canada	↑ 25,194.3	24,563.2	11%	
<b>5. Vessels as at Mar 16, 2025</b>				
	Week 32	Week 31	Var. from Last Year	
Vancouver	Vessel Lineup in port	↓ 37	41	32%
	Vessels Cleared	↑ 11	8	0%
	Vessels Arrived	↓ 7	12	-46%
Pr. Rupert	Vessel Lineup in port	— 7	7	75%
	Vessels Cleared	↑ 3	1	200%
	Vessels Arrived	↑ 3	2	n/a
<b>Vessels Inbound Mar 17, 2025 to Mar 23, 2025 (Week 33)</b>				
Vancouver	11			
Prince Rupert	2			
<b>6. Weather</b>				
	Week 31 Actual	Week 32 Actual	Week 33 Forecast	
Winnipeg Days < -25°C	0	0	0	
Edmonton Days < -25°C	0	0	0	
Vancouver Days Precip > 8mm	2	1	3	

### 1. Stocks in Store: (Page 2)

- Country stocks increased to 4.65 MMT in Week 31 utilizing 88% of the system's working capacity. Overall space in primary elevators is good but limited in Saskatchewan at 94% of working capacity.
- Total western port terminal stocks increased to 1.21 MMT in Week 31, utilizing 63% of the working capacity.
- The overall terminal stock position includes lower stocks during the Thunder Bay winter closure. West Coast stocks are at 81% of working capacity, which maintains balance with country stocks, but space is limited in Prince Rupert at 93% of working capacity. High precipitation over the last two weeks may have contributed to the high stocks at Prince Rupert.

### 2. Country Deliveries: (Page 3)

- Deliveries to primary elevators were 1.15 MMT in Week 31.

### 3. Port Performance: (Pages 3-5)

- Total western port unloads were 17% higher than the 4-week moving average and 10% higher than Week 31 last year.
- West Coast unloads were 7,796 cars (Vancouver 6,478 and Prince Rupert 1,318), 16% higher than the 4-week moving average and 15% higher than Week 31 last year.
- Thunder Bay had 161 unloads, 80% higher than the 4-week moving average and 65% lower than Week 30 last year.
- The total average terminal out-of-car time (OCT) decreased to 19.4% from 41.6% the previous week. The OCT for Week 31 was 19.4% at Vancouver. At the time of publishing, Prince Rupert had not yet reported Week 31 OCT.

### 4. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 31 are 11% higher than the same period last year and 3% higher than the 3-year average.
- The Great Lakes – St. Lawrence Seaway System is closed. Opening of the 2025 navigation season is scheduled as follows:
  - Montreal / Lake Ontario section on March 22, 2025
  - Welland Canal on March 22, 2025
  - Sault Ste. Marie Locks and Canal on March 25, 2025

### 5. Vessels: (Page 5)

- Vancouver vessel lineup for Week 32 2024-25 decreased to 37 vessels (The current one-year average at Vancouver is 24 vessels). Of the 37, 10 were at berth, 5 were anchored at English Bay, and 22 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 32 2024-25 remained at 7 vessels (The current one-year average at Prince Rupert is 4 vessels).
- Vessels cleared from Vancouver was 11 and from Prince Rupert was 3 in Week 32 2024-25.
- 19 of the 37 vessels at Vancouver and 2 of the 7 vessels at Prince Rupert are estimated to be on demurrage in Week 32.

### 6. Weather: (Page 6)

- Temperatures across the prairies are forecasted to remain above -25C. Railways are not expected to invoke their winter operating plans.
- Vancouver is forecast to receive high precipitation during Week 33 which may impact the ability to load grain into vessels.

# 1. Stocks in Store

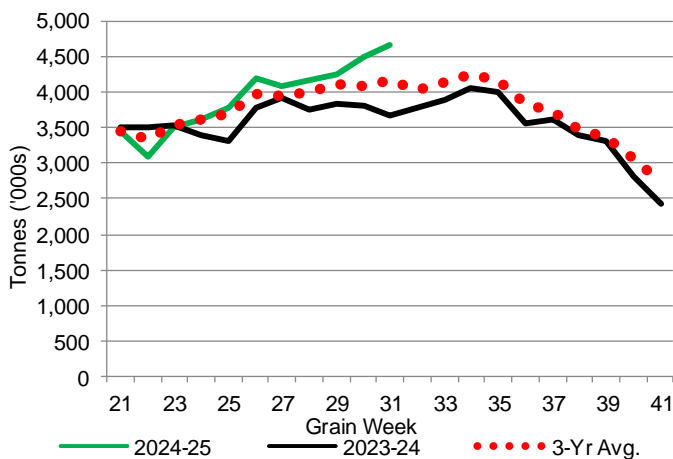
1-A1 Country Stocks ('000 tonnes) – Week 31

	MB	SK	AB	BC	Total
2024-25	933.4	2,427.0	1,276.0	15.6	4,652.0
2023-24	774.8	1,911.8	963.9	21.1	3,671.6
3-Yr Avg.	848.0	2,128.0	1,163.0	20.0	4,159.0
Var % - LY	20%	27%	32%	-26%	27%
Var % 3-Yr Avg.	10%	14%	10%	-22%	12%
Storage Capacity	1,626.7	3,989.3	2,508.3	32.1	8,156.4
Estimated Working Capacity	1,057.3	2,593.0	1,630.4	20.9	5,301.6
24-25 % of Wkg Cap	88%	94%	78%	75%	88%

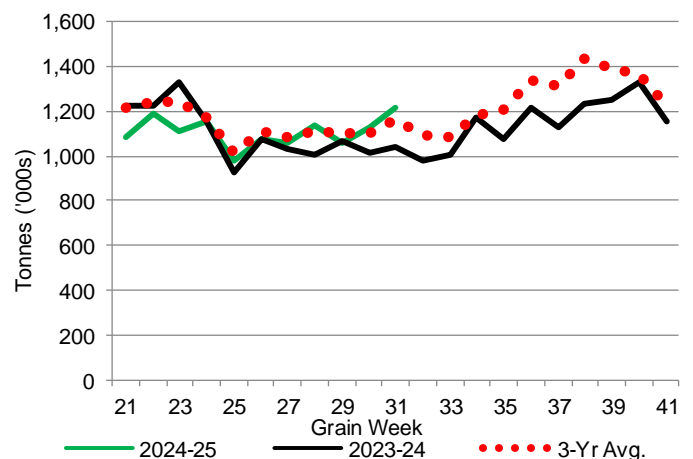
1-B1 Terminal Stocks ('000 tonnes) – Week 31

	VC	PR	West Coast	CH	TB	Total
2024-25	700.0	137.0	837.0	0.7	374.5	1,212.2
2023-24	662.9	93.7	756.6	0.7	285.7	1,043.0
3-Yr Avg.	704.2	127.9	832.1	0.7	333.3	1,166.2
Var % - LY	6%	46%	11%	0%	31%	16%
Var % 3-Yr Avg.	-1%	7%	1%	0%	12%	4%
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
24-25 % of Wkg Cap	78%	93%	81%	1%	47%	63%

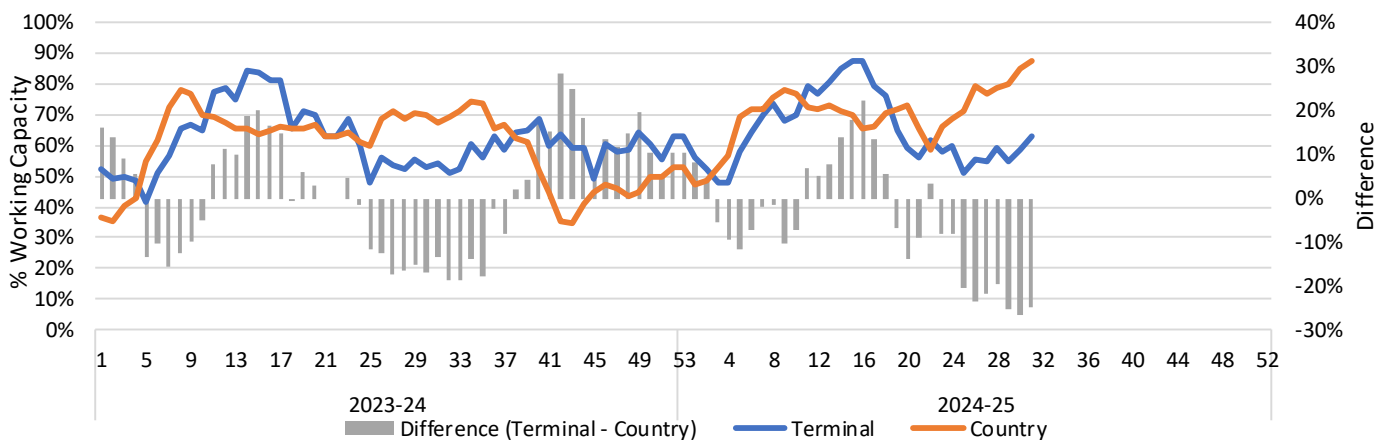
1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store



1-C Weekly Stock Balance

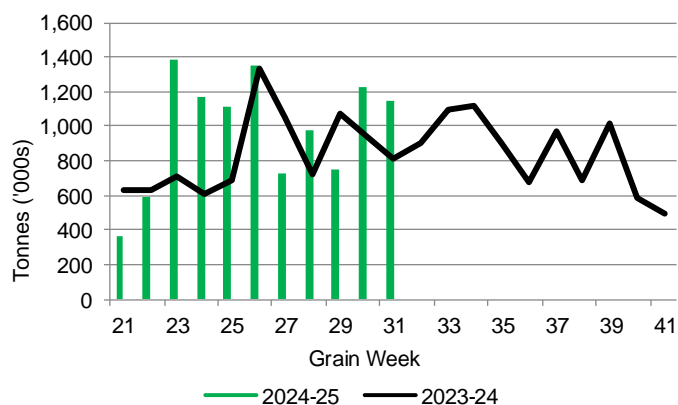


## 2. Country Deliveries

2-A Country Deliveries ('000 tonnes) – Week 31

	MB	SK	AB	BC	Total
2024-25	160.0	607.9	373.7	5.5	1,147.1
2023-24	128.7	441.2	236.6	4.0	810.5
4 Wk Avg	139.9	540.6	340.9	6.3	1,027.6
Var % to Last Year	24%	38%	58%	38%	42%
Var % To 4 Wk Avg	14%	12%	10%	-13%	12%

2-B 2024-25 Weekly Country Deliveries



## 3. Port Performance

3-A Weekly Unloads by Port (Cars) – This Year for Week 31, 4-Week Moving Average and Variances

	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	6,478	1,318	7,796	161	-	7,957
2023-24	5,749	1,020	6,769	457	n/a	7,226
4-Wk Avg.	5,712	992	6,704	89	-	6,793
Var % to Last Year	13%	29%	15%	-65%	n/a	10%
Var % to 4-Wk Avg.	13%	33%	16%	80%	n/a	17%

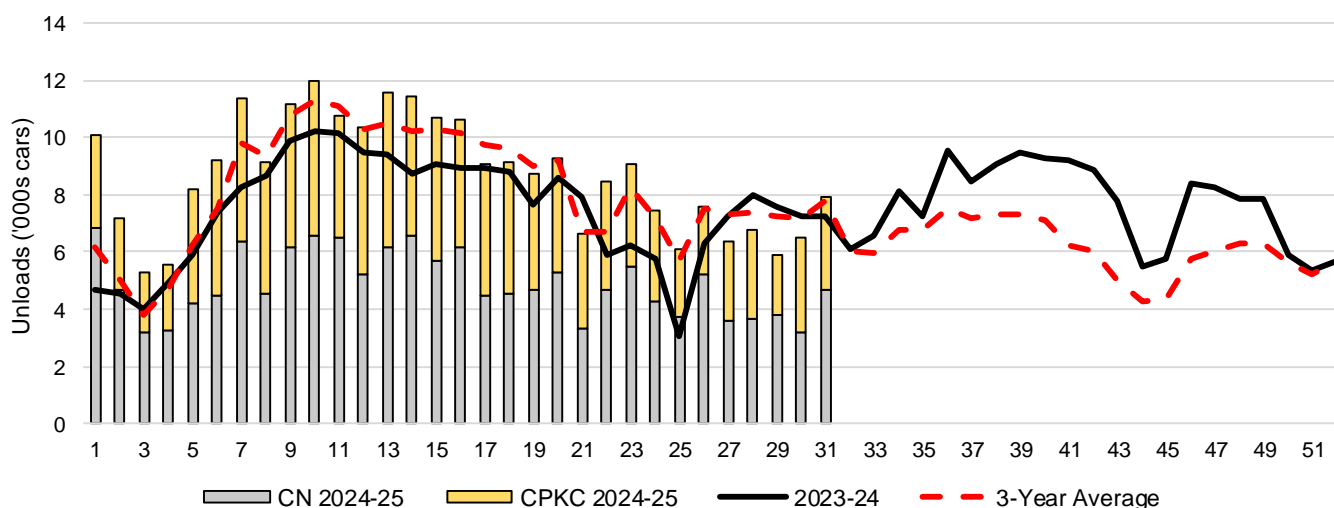
3-B Terminal Unloads by Port – This Year-to-Date as at Week 31 and Variances

YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	193,779	30,551	224,330	45,526	-	269,856
2023-24	170,464	19,369	189,833	40,977	-	230,810
3-Yr Avg	184,785	26,827	211,612	42,234	-	253,845
Var % to Last Year	14%	58%	18%	11%	n/a	17%
Var % to 3-Yr Avg	5%	14%	6%	8%	n/a	6%

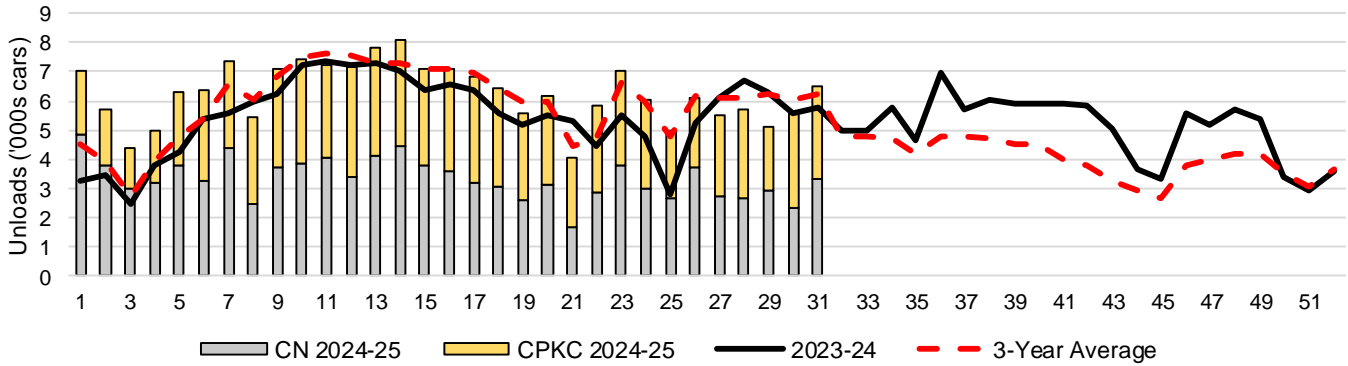
  

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	18,412.4	2,944.2	21,356.6	4,396.0	-	25,752.6
2023-24	16,531.2	1,880.3	18,411.5	3,956.6	-	22,368.1
3-Yr Avg.	17,756.8	2,587.2	20,344.0	4,067.3	-	24,411.3
Var % to Last Year	11%	57%	16%	11%	n/a	15%
Var % to 3-Yr Avg.	4%	14%	5%	8%	n/a	5%

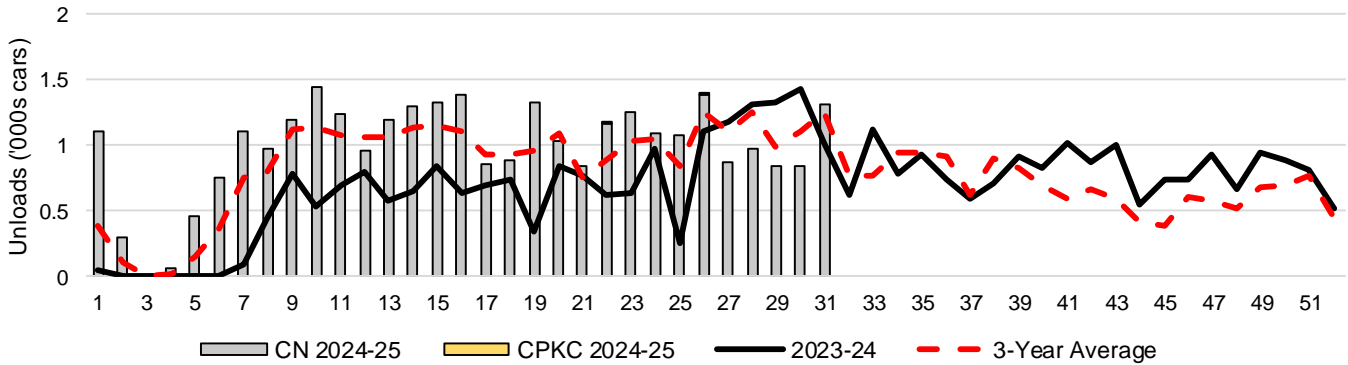
3-C Western Port Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



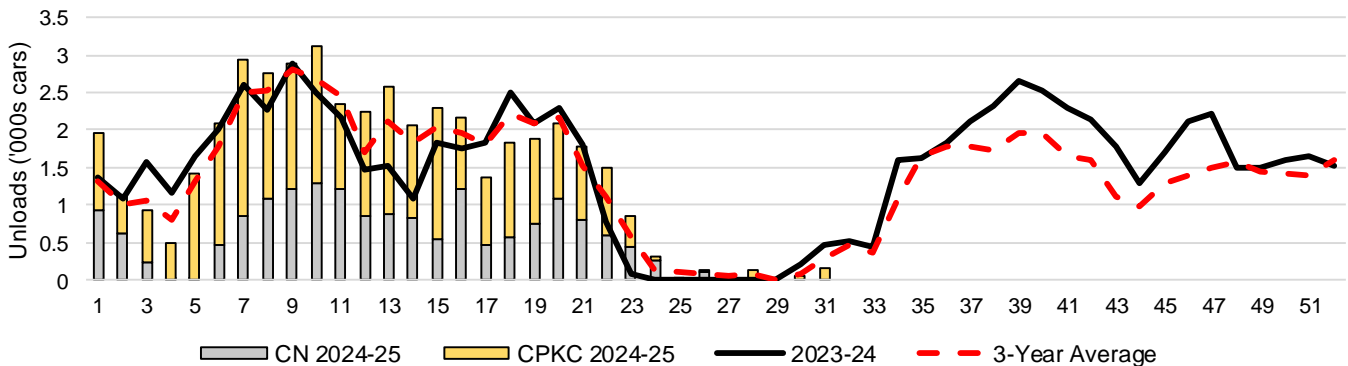
### 3-D Vancouver Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



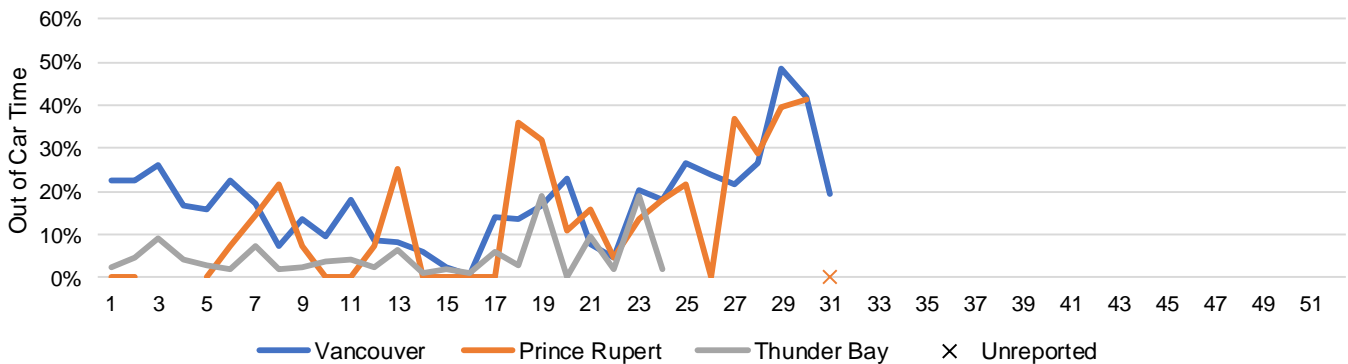
### 3-E Prince Rupert Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



### 3-F Thunder Bay Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



### 3-G Weekly Out-of-Car Time (% of hours out-of-cars / total hours working)



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).

### 3-H Monthly Unloads (cars) – This Year vs. Last Year and the 3-Year Average to Week 30 2024-25

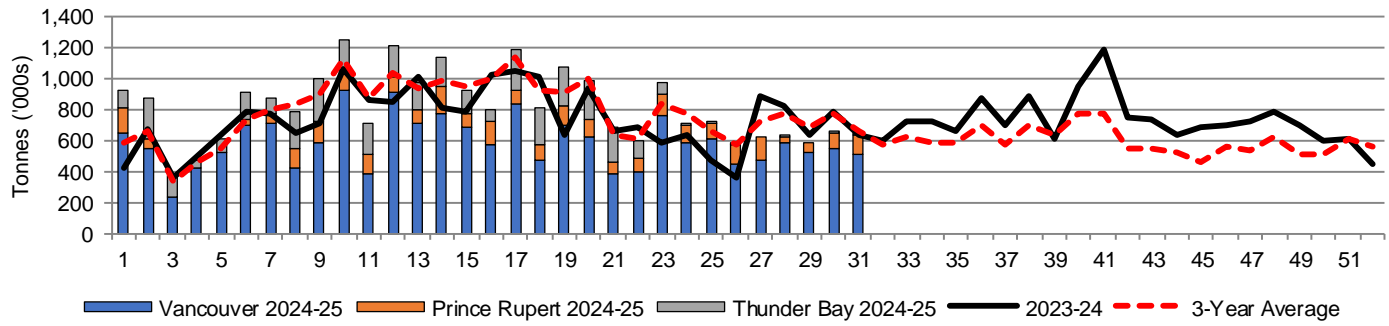
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-4	5-8	9-13	14-17	18-21	22-26	27-30	31-34	35-39	40-43	44-47	48-52
2024-25	28,103	37,927	55,870	41,845	33,858	38,684	25,612	-	-	-	-	-
2023-24	18,158	30,245	49,223	35,668	32,949	27,216	30,125	28,067	43,763	35,188	27,940	34,757
3-Yr Avg.	19,747	32,901	53,921	40,414	34,590	35,325	29,135	25,346	36,061	24,354	20,425	29,829
Var % to Last Year	55%	25%	14%	17%	3%	42%	-15%					
Var % to 3-Yr Avg.	42%	15%	4%	4%	-2%	10%	-12%					

## 4. Shipments

### 4-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 31 and Variance to Last Year-to-Date

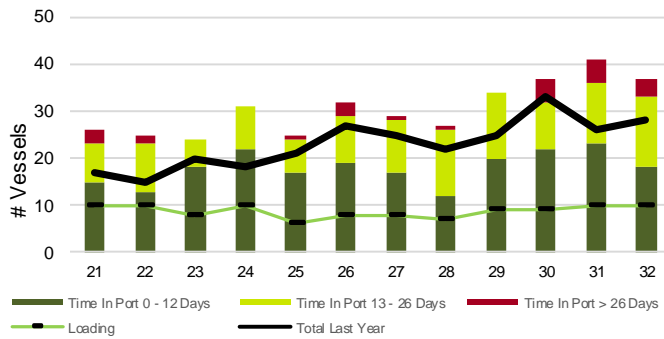
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	18,188.1	2,954.9	21,143.0	4,051.3	-	25,194.3
2023-24	17,072.0	1,892.2	18,964.2	3,712.1	-	22,676.3
3-Yr Avg.	17,988.8	2,562.0	20,550.8	3,835.1	-	24,385.9
Var % to Last Year		7%	56%	9%	n/a	11%
Var % to 3-Yr Avg.		1%	15%	6%	n/a	3%

### 4-B Weekly Shipments ('000 tonnes) from Port Terminals – This Year vs Last Year and the 3-Year Average

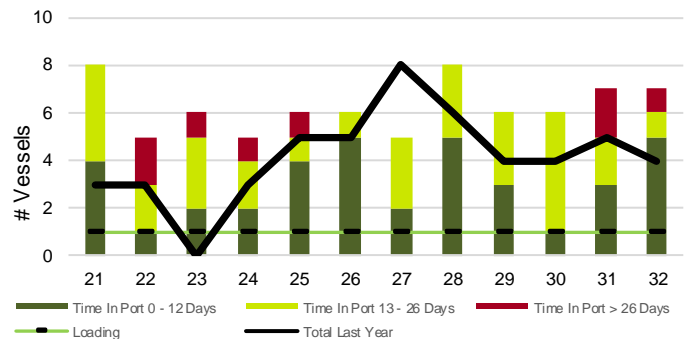


## 5. Vessels

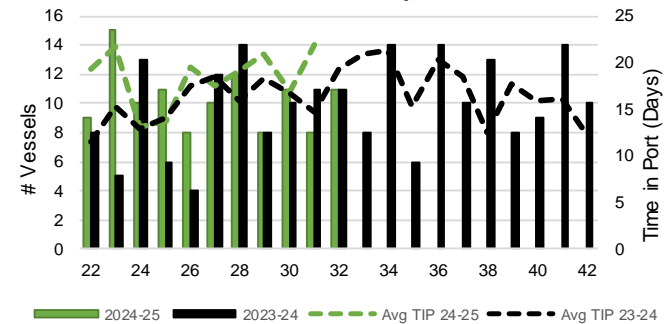
### 5-A Vessel Lineup at Vancouver as of Week 32 2024-25



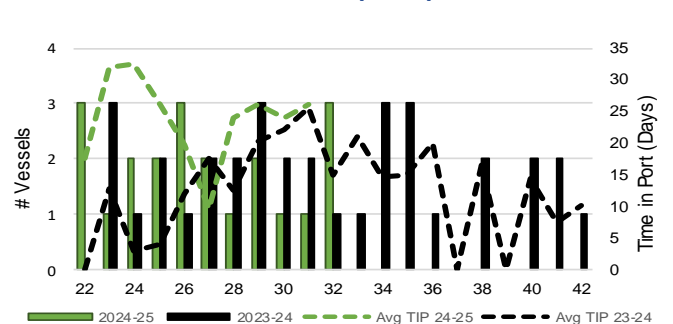
### 5-C Vessel Lineup at Prince Rupert as of Week 32 2024-25



### 5-B Vessels Cleared at Vancouver up to Week 32 2024-25



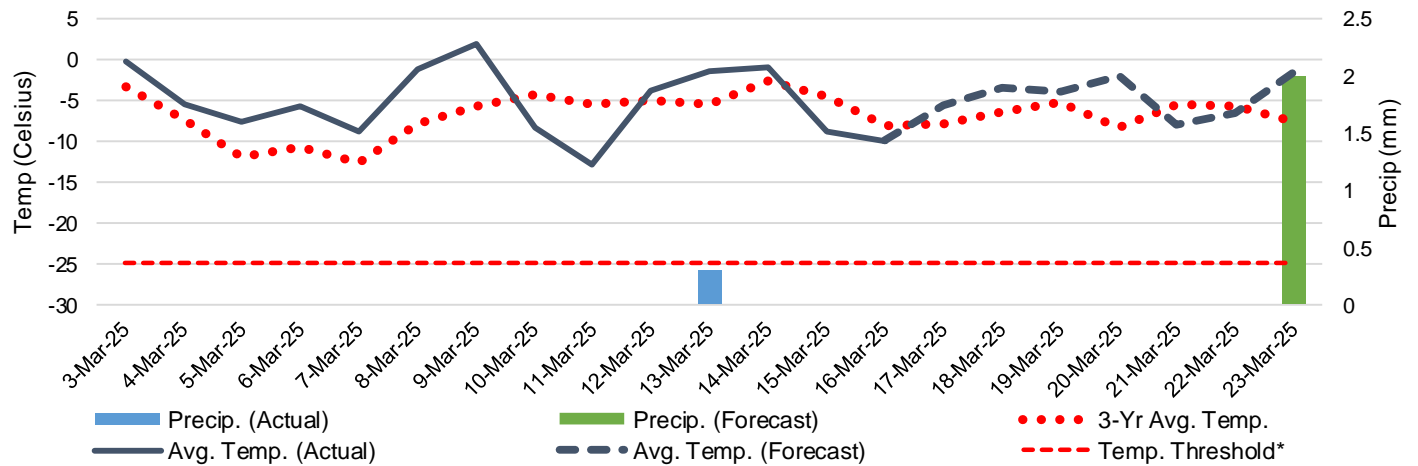
### 5-D Vessels Cleared at Prince Rupert up to Week 32 2024-25



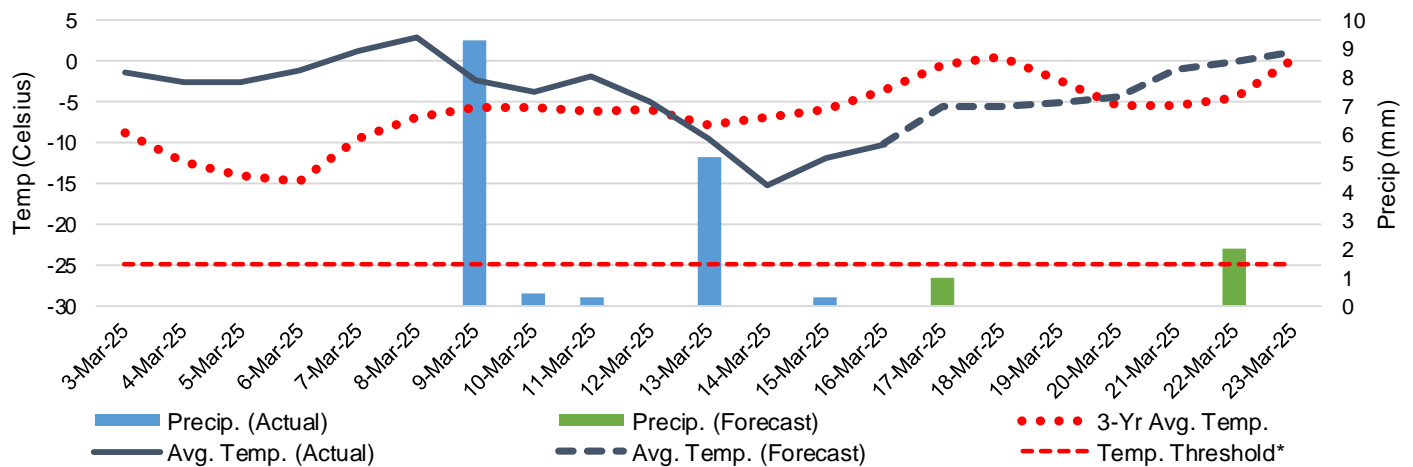
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday 23:59 of that grain week. The 'Avg Time in Port (TIP)' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These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

## 6. Weather

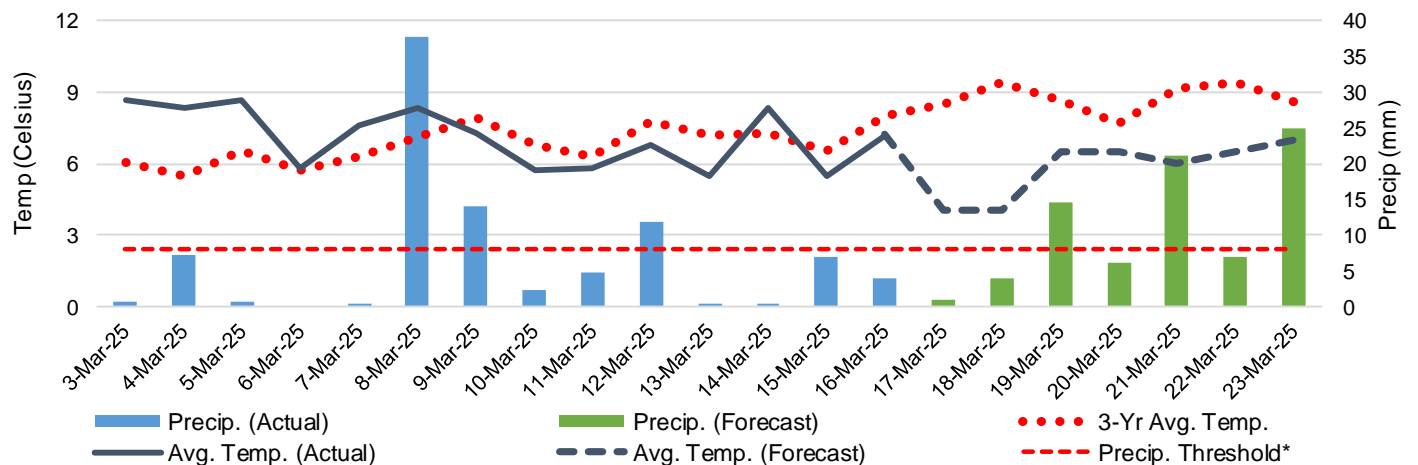
6-A Actual and Forecasted Weather at Winnipeg up to Week 33 2024-25



6-B Actual and Forecasted Weather at Edmonton up to Week 33 2024-25



6-C Actual and Forecasted Weather at Vancouver up to Week 33 2024-25



\*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 and Climate Change Canada, The Weather Network (Forecast)