

Grain Monitoring Program

Weekly Performance Update

March 25, 2025

For Grain Week 32 2024-25 CY
March 10, 2025 to March 16, 2025

Summary

	Week 32	Week 31	Var. from Last Year	
1. Stocks in Store ('000 tonnes)				
Country Elevators	↑ 4,703.7	4,652.0	24%	
% of Working Capacity	89%	88%		
Terminal Elevators	↑ 1,377.2	1,212.2	41%	
% of Working Capacity	71%	63%		
2. Country Deliveries ('000 tonnes)				
Country Deliveries	↓ 1,067.7	1,147.1	18%	
3. Port Performance (Cars)				
Vancouver Unloads	↑ 7,095	6,478	43%	
Prince Rupert Unloads	↓ 1,282	1,318	108%	
Churchill Unloads	— 0	0	n/a	
Thunder Bay Unloads	↑ 453	161	-14%	
Total Weekly Unloads	↑ 8,830	7,957	45%	
4-Week Rolling Average	↑ 7,294	6,785	3%	
Var. to 4-Week Rolling Average	21%	17%		
YTD Unloads	278,608	269,778	18%	
Weekly Out-of-Car Time	↑ 19.6%	19.4%	-18.4%	
4. Terminal Shipments Year-to-Date ('000 tonnes)				
Vancouver	↑ 18,863.1	18,188.1	7%	
Prince Rupert	↑ 3,043.4	2,954.9	59%	
Churchill	— 0.0	0.0	n/a	
Thunder Bay	↑ 4,053.5	4,051.3	9%	
Total Western Canada	↑ 25,960.0	25,194.3	12%	
5. Vessels as at Mar 23, 2025				
	Week 33	Week 32	Var. from Last Year	
Vancouver	Vessel Lineup in port	↓ 36	37	16%
	Vessels Cleared	↓ 10	11	25%
	Vessels Arrived	↑ 9	7	-18%
Pr. Rupert	Vessel Lineup in port	— 7	7	40%
	Vessels Cleared	↓ 2	3	100%
	Vessels Arrived	↓ 2	3	0%
Vessels Inbound Mar 24, 2025 to Mar 30, 2025 (Week 34)				
Vancouver	9			
Prince Rupert	1			
6. Weather				
	Week 32 Actual	Week 33 Actual	Week 34 Forecast	
Winnipeg Days < -25°C	0	0	0	
Edmonton Days < -25°C	0	0	0	
Vancouver Days Precip > 8mm	1	3	5	

1. Stocks in Store: (Page 2)

- Country stocks increased to 4.70 MMT in Week 32 utilizing 89% of the system's working capacity. Overall space in primary elevators is good but limited in Saskatchewan at 93% of working capacity.
- Total western port terminal stocks increased to 1.38 MMT in Week 32, utilizing 71% of the working capacity.
- The overall terminal stock position includes lower stocks during the Thunder Bay winter closure. West Coast stocks are at 92% of working capacity, which maintains balance with country stocks, but space is limited in Vancouver at 94% of working capacity. High precipitation over the last two weeks may have contributed to the high stocks at Vancouver.

2. Country Deliveries: (Page 3)

- Deliveries to primary elevators were 1.07 MMT in Week 32.
- Axle Weight Restrictions (road bans) are in effect across the prairies.

3. Port Performance: (Pages 3-5)

- Total western port unloads were 21% higher than the 4-week moving average and 45% higher than Week 32 last year.
- West Coast unloads were 8,377 cars (Vancouver 7,095 and Prince Rupert 1,282), 18% higher than the 4-week moving average and 50% higher than Week 32 last year.
- Thunder Bay had 453 unloads, 168% higher than the 4-week moving average and 14% lower than Week 32 last year.
- The total average terminal out-of-car time (OCT) increased to 19.6% from 19.4% the previous week. The OCT for Week 32 was 19.6% at Vancouver. At the time of publishing, Prince Rupert had not yet reported Week 32 OCT.

4. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 32 are 12% higher than the same period last year and 3% higher than the 3-year average.
- 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 33 2024-25 decreased to 36 vessels (The current one-year average at Vancouver is 24 vessels). Of the 36, 9 were at berth, 9 were anchored at English Bay, 2 were anchored at Burrard Inlet, and 16 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 33 2024-25 remained at 7 vessels (The current one-year average at Prince Rupert is 4 vessels).
- Vessels cleared from Vancouver was 10 and from Prince Rupert was 2 in Week 33 2024-25.

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 34 which may impact the ability to load grain into vessels.

1. Stocks in Store

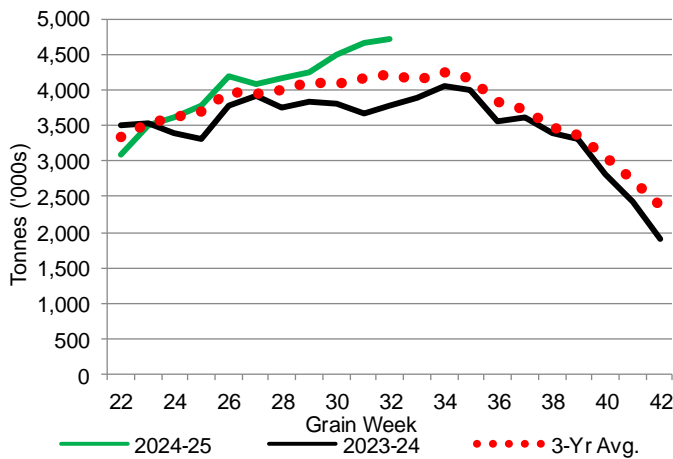
1-A1 Country Stocks ('000 tonnes) – Week 32

	MB	SK	AB	BC	Total
2024-25	934.6	2,420.0	1,333.9	15.2	4,703.7
2023-24	765.8	1,961.1	1,038.9	18.5	3,784.3
3-Yr Avg.	858.4	2,149.9	1,201.7	18.5	4,228.4
Var % - LY	22%	23%	28%	-18%	24%
Var % 3-Yr Avg.	9%	13%	11%	-18%	11%
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%	93%	82%	73%	89%

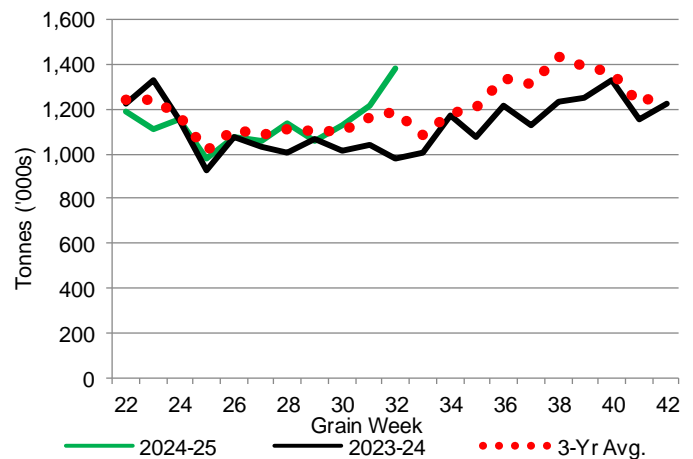
1-B1 Terminal Stocks ('000 tonnes) – Week 32

	VC	PR	West Coast	CH	TB	Total
2024-25	835.6	124.1	959.7	0.7	416.8	1,377.2
2023-24	529.3	112.9	642.2	0.7	335.6	978.5
3-Yr Avg.	686.4	114.5	800.9	0.7	384.8	1,186.4
Var % - LY	58%	10%	49%	0%	24%	41%
Var % 3-Yr Avg.	22%	8%	20%	0%	8%	16%
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	94%	85%	92%	1%	53%	71%

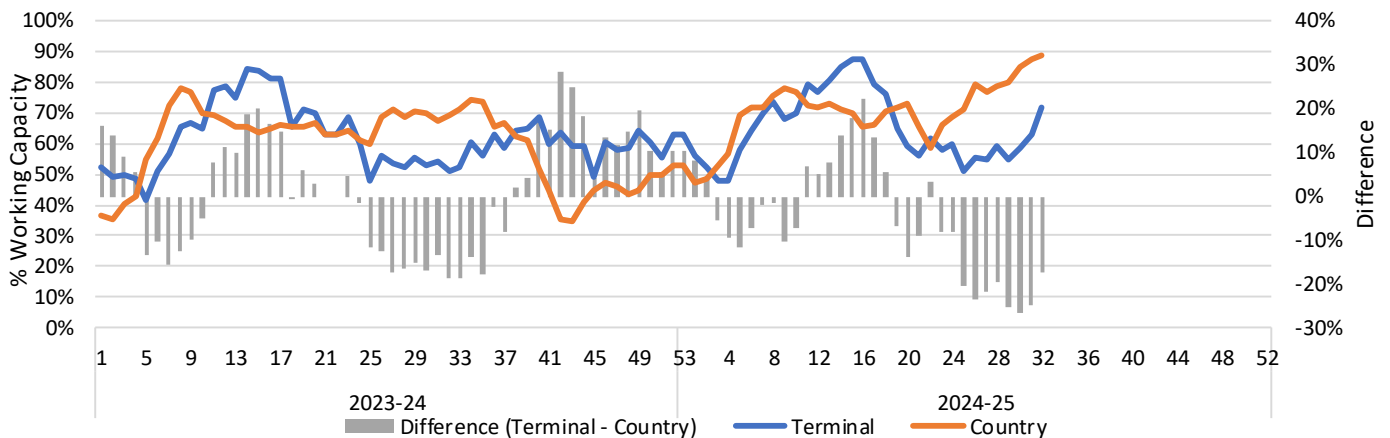
1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store



1-C Weekly Stock Balance

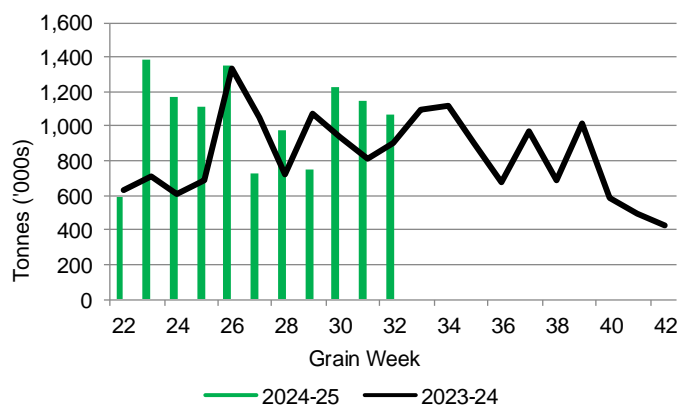


2. Country Deliveries

2-A Country Deliveries ('000 tonnes) – Week 32

	MB	SK	AB	BC	Total
2024-25	141.5	581.3	338.9	6.0	1,067.7
2023-24	102.1	467.6	327.0	5.1	901.8
4 Wk Avg	143.2	558.6	341.5	5.9	1,049.2
Var % to Last Year	39%	24%	4%	18%	18%
Var % To 4 Wk Avg	-1%	4%	-1%	2%	2%

2-B 2024-25 Weekly Country Deliveries



3. Port Performance

3-A Weekly Unloads by Port (Cars) – This Year for Week 32, 4-Week Moving Average and Variances

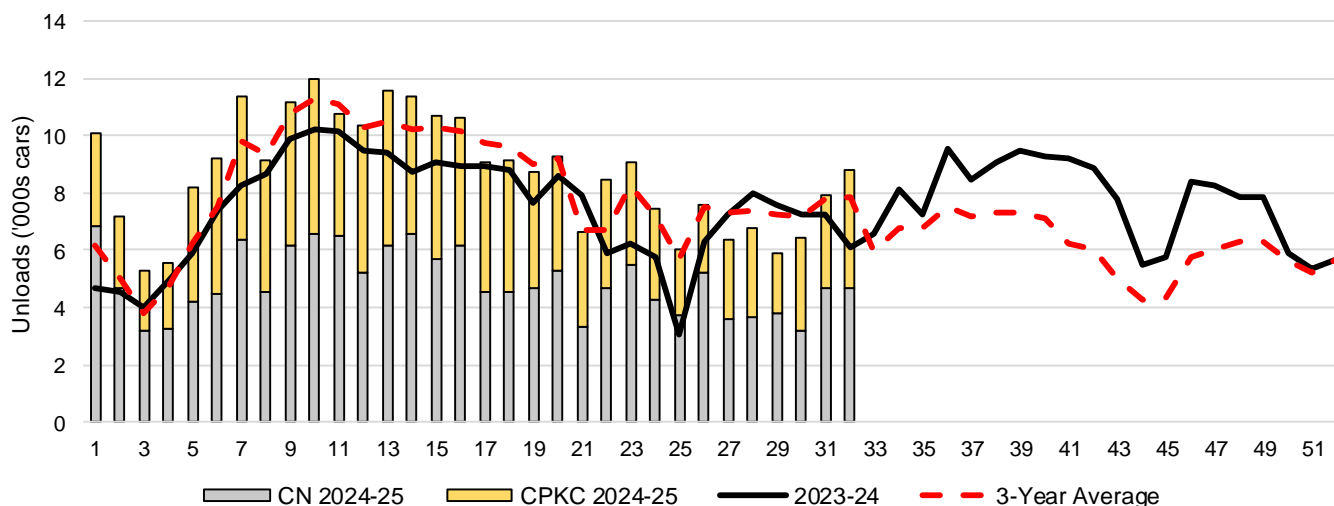
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	7,095	1,282	8,377	453	-	8,830
2023-24	4,965	615	5,580	526	n/a	6,106
4-Wk Avg.	6,056	1,069	7,124	169	-	7,294
Var % to Last Year	43%	108%	50%	-14%	n/a	45%
Var % to 4-Wk Avg.	17%	20%	18%	168%	n/a	21%

3-B Terminal Unloads by Port – This Year-to-Date as at Week 32 and Variances

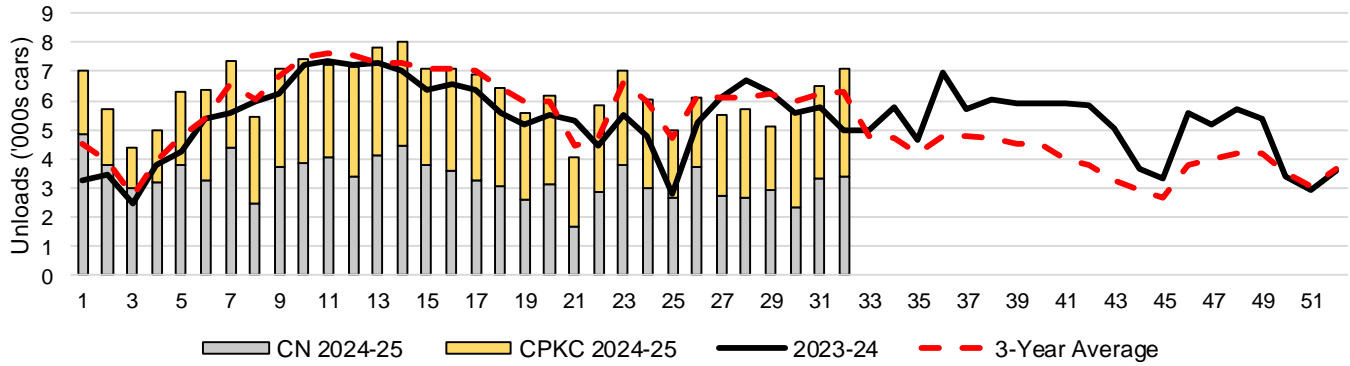
YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	200,796	31,833	232,629	45,979	-	278,608
2023-24	175,429	19,984	195,413	41,503	-	236,916
3-Yr Avg	191,064	27,878	218,942	42,749	-	261,691
Var % to Last Year	14%	59%	19%	11%	n/a	18%
Var % to 3-Yr Avg	5%	14%	6%	8%	n/a	6%

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2024-25	19,084.4	3,066.2	22,150.6	4,440.4	-	26,591.0
2023-24	17,002.6	1,940.5	18,943.1	4,006.2	-	22,949.3
3-Yr Avg.	18,354.0	2,688.9	21,043.0	4,116.8	-	25,159.8
Var % to Last Year	12%	58%	17%	11%	n/a	16%
Var % to 3-Yr Avg.	4%	14%	5%	8%	n/a	6%

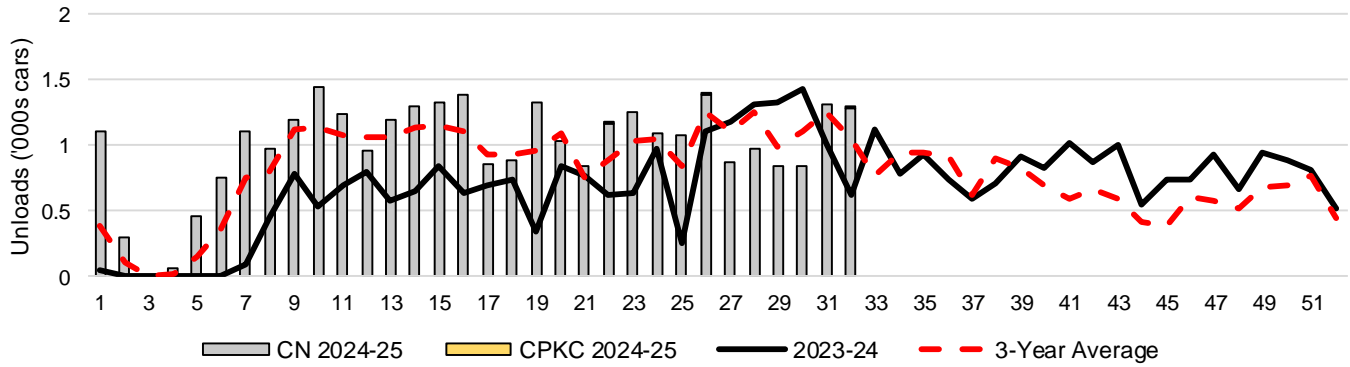
3-C Western Port Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



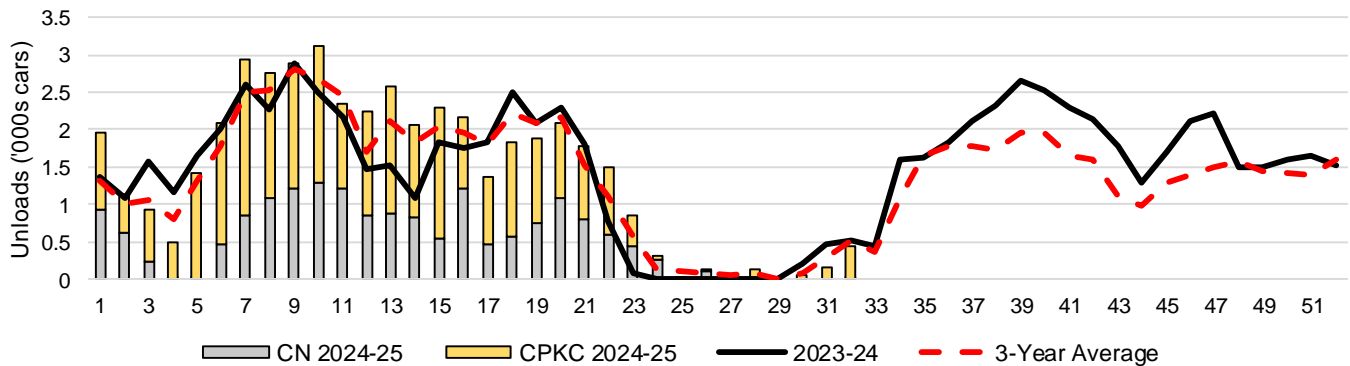
3-D Vancouver Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



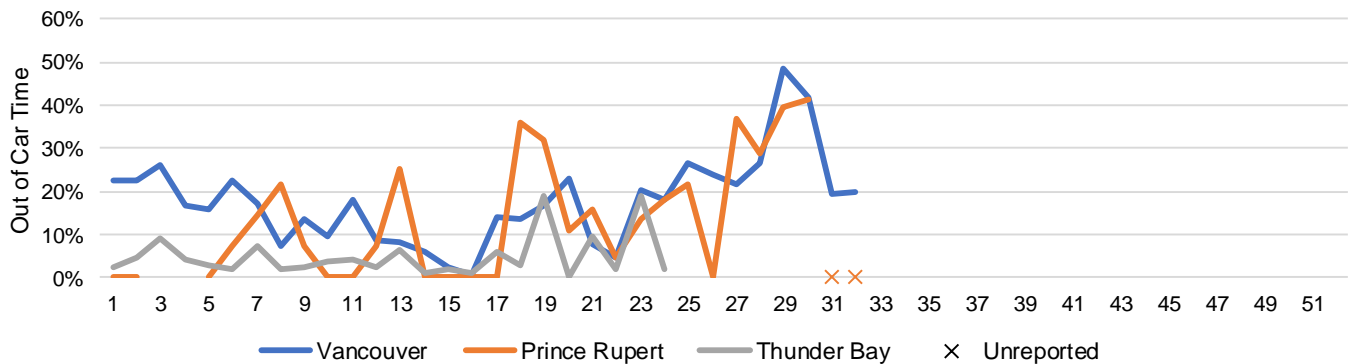
3-E Prince Rupert Terminal Unloads (cars), Total by Carrier, This Year vs. Last Year and the 3-Year Average



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

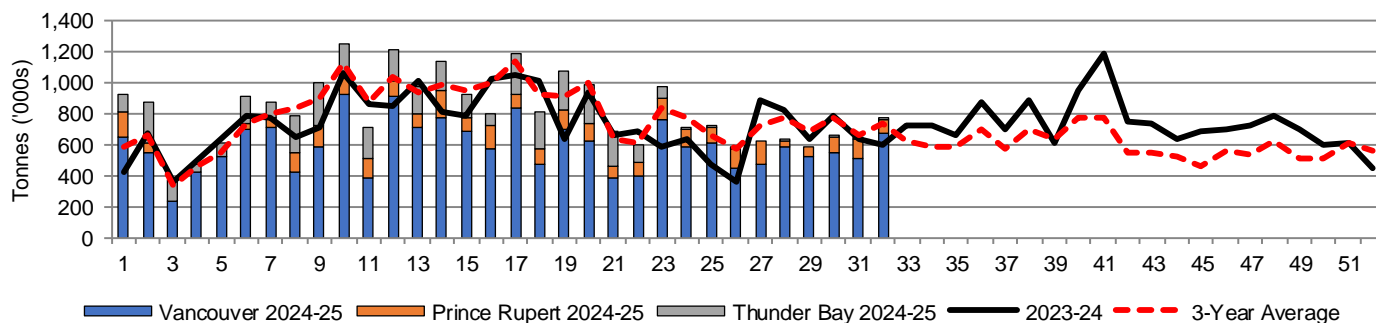
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-4	5-8	9-13	14-17	18-21	22-26	27-30	31-34	35-39	40-43	44-47	48-52
2024-25	28,103	37,927	55,870	41,829	33,858	38,654	25,580	-	-	-	-	-
2023-24	18,158	30,245	49,223	35,668	32,949	27,216	30,125	28,067	43,763	35,188	27,940	34,757
3-Yr Avg.	19,747	32,901	53,921	40,408	34,590	35,315	29,124	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%	9%	-12%					

4. Shipments

4-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 32 and Variance to Last Year-to-Date

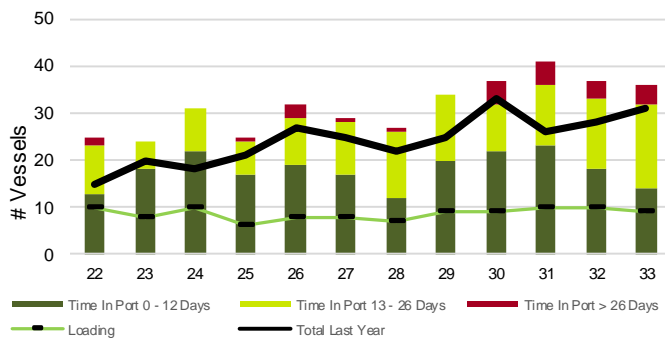
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total	
2024-25	18,863.1	3,043.4	21,906.5	4,053.5	-	25,960.0	
2023-24	17,657.2	1,909.2	19,566.4	3,712.1	-	23,278.5	
3-Yr Avg.	18,638.7	2,644.4	21,283.0	3,835.8	-	25,118.9	
Var % to Last Year		7%	59%	12%	9%	n/a	12%
Var % to 3-Yr Avg.		1%	15%	3%	6%	n/a	3%

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

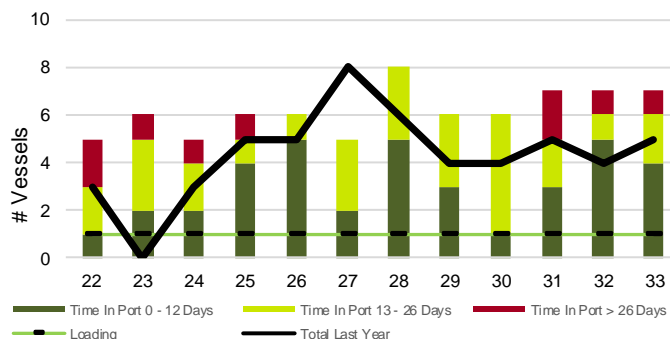


5. Vessels

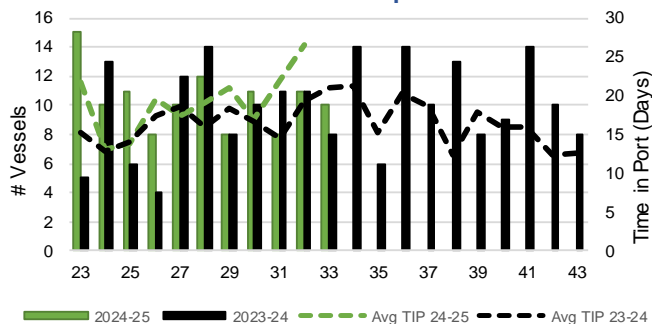
5-A Vessel Lineup at Vancouver as of Week 33 2024-25



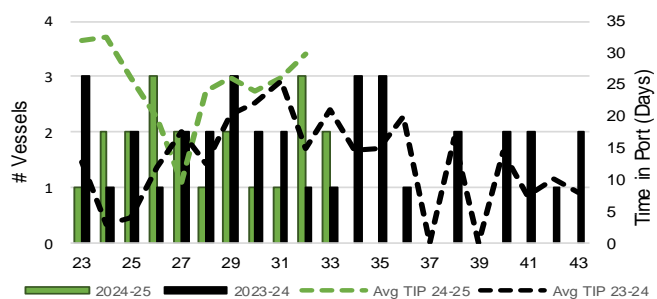
5-C Vessel Lineup at Prince Rupert as of Week 33 2024-25



5-B Vessels Cleared at Vancouver up to Week 33 2024-25



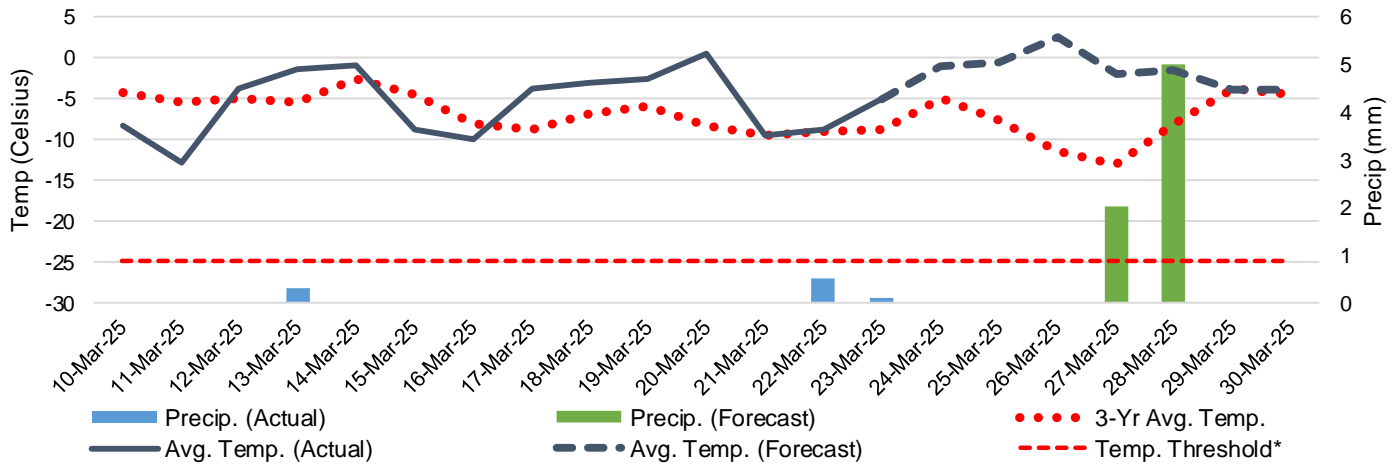
5-D Vessels Cleared at Prince Rupert up to Week 33 2024-25



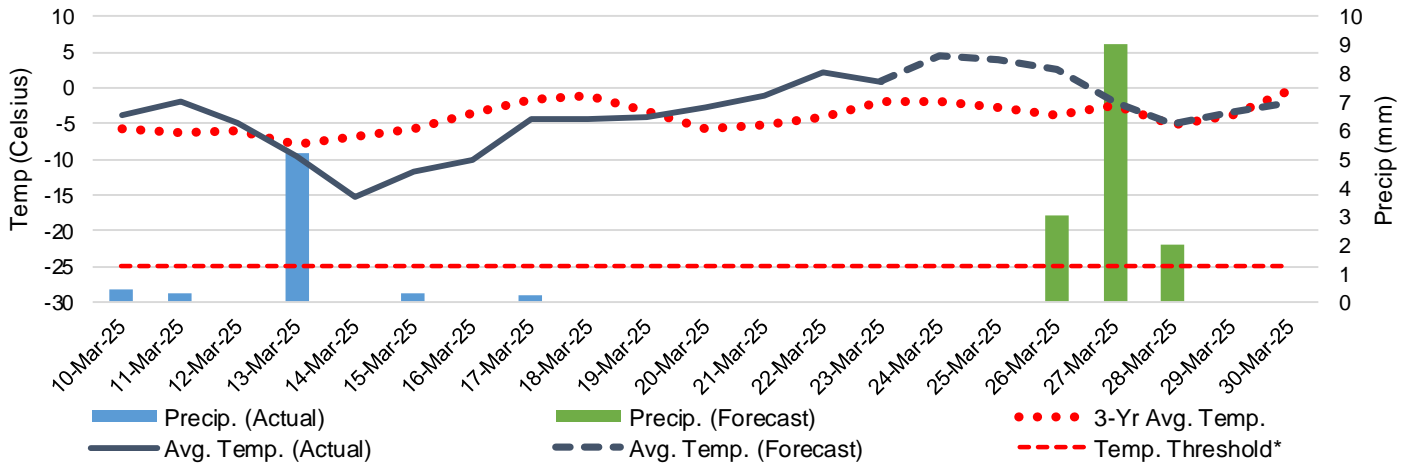
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday 23:59 of that grain week. The 'Avg Time in Port (TIP)' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These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

6. Weather

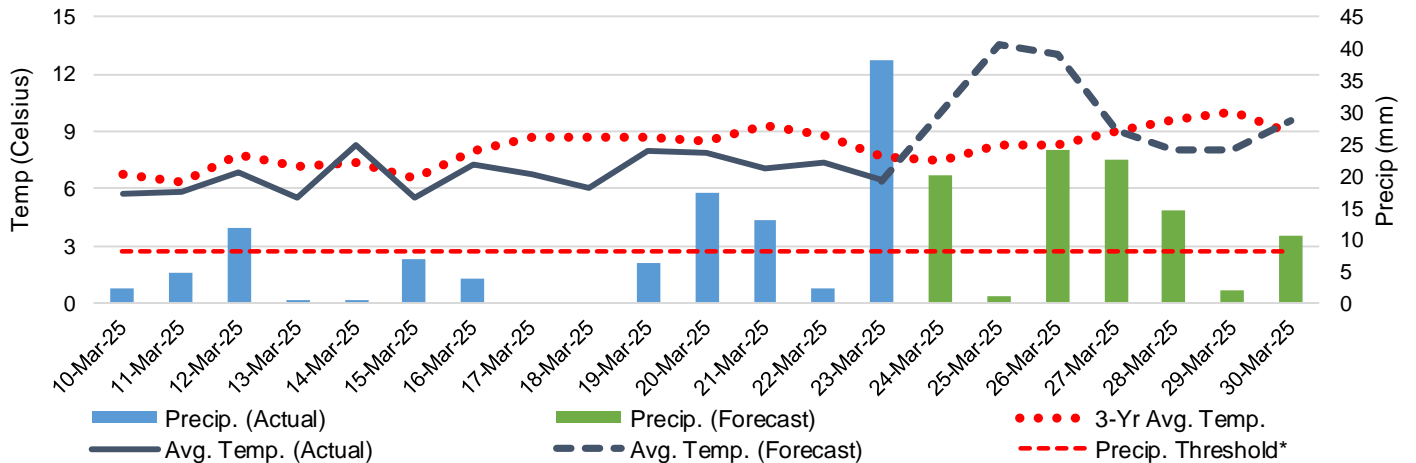
6-A Actual and Forecasted Weather at Winnipeg up to Week 34 2024-25



6-B Actual and Forecasted Weather at Edmonton up to Week 34 2024-25



6-C Actual and Forecasted Weather at Vancouver up to Week 34 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)