

Grain Monitoring Program

Weekly Performance Update

January 16, 2024

For Grain Week 23 (2023-24 CY)

Summary

Summary		Week 23	Week 22	Var. from Last Year	
1. Stocks in Store ('000 tonnes)					
Country Elevators	↑	3,541.6	3,494.5	1%	
% of Working Capacity		65%	64%		
Terminal Elevators	↑	1,325.9	1,219.9	2%	
% of Working Capacity		69%	63%		
2. Country Deliveries ('000 tonnes)					
Country Deliveries	↑	715.3	630.7	-36%	
3. Railcar Supply to Western Ports (Cars)					
CN Allocation Plan	↑	3,082	2,171	-3%	
CN Unloads	↑	3,735	3,211	-21%	
CPKC Allocation Plan		n/a	n/a	n/a	
CPKC Unloads	↑	2,469	2,461	-47%	
4. Port Performance (Cars)					
Total Weekly Unloads	↑	6,204	5,672	-34%	
4-Week Rolling Average	↓	7,079	7,435	n/a	
Var. to 4-Week Rolling Average	↑	-12%	-24%	n/a	
YTD Unloads	↑	178,030	171,826	-9%	
Weekly Out-of-Car Time	↑	13.7%	5.4%	91.6%	
5. Terminal Shipments Year-to-Date ('000 tonnes)					
Vancouver	↑	12,813.3	12,398.6	-3%	
Prince Rupert	↑	987.8	900.4	-49%	
Churchill	—	0.0	0.0	n/a	
Thunder Bay	↑	3,649.8	3,564.5	-1%	
Total Western Canada		17,450.9	16,863.5	-7%	
6. Vessels as at Jan 14, 2024		Week 24	Week 23	Var. from Last Year	
Vancouver	Vessel Lineup in port	↓	18	20	-49%
	Vessels Cleared	↑	13	5	0%
	Vessels Arrived	↑	11	10	-15%
Pr. Rupert	Vessel Lineup in port	↑	3	0	-25%
	Vessels Cleared	↓	1	3	0%
	Vessels Arrived	↑	4	0	33%
Vessels Inbound Jan 15, 2024 to Jan 21, 2024 (Week 25)					
Vancouver		12			
Prince Rupert		5			
7. Weather		Week 23 Actual	Week 24 Actual	Week 25 Forecast	
Winnipeg Days < -25°C		0	1	0	
Edmonton Days < -25°C		0	4	0	
Vancouver Days Precip > 8mm		3	1	6	

1. Stocks in Store: (Page 2)

- Country stocks increased to 3.54 MMT in Week 23 utilizing 65% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks increased to 1.33 MMT in Week 23, utilizing 69% of the working capacity.

2. Country Deliveries: (Page 2)

- Deliveries to primary elevators were 0.72 MMT in Week 23.

3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 25 2023-24 (see page 3 for details).

4. Port Performance: (Page 4)

- Total western port unloads were 12% lower than the 4-week moving average and 34% lower than Week 23 last year.
- West Coast unloads were 6,113 cars (Vancouver 5,473 and Prince Rupert 640), 5% higher than the 4-week moving average and 29% lower than Week 23 last year.
- Thunder Bay unloads were 91 cars, 93% lower than the 4-week moving average and 89% lower than Week 23 last year.
- Year-to-date total western port unloads are 9% lower than the same period last year. The corresponding tonnage is 9% lower than the same period last year.
- The total average terminal out-of-car time (OCT) increased to 13.7% from 5.4% the previous week. The OCT for Week 23 was 17.8% at Vancouver, 0.0% at Prince Rupert, and 8.3% at Thunder Bay.

5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 23 are 7% lower 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 Jan 05)
 - 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 2023-24 decreased to 18 vessels (The current one-year average at Vancouver is 20 vessels). Of the 18, 8 were at berth, 5 were anchored at English Bay, 0 were anchored at Burrard Inlet, and 5 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 24 2023-24 increased to 3 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 2023-24.

7. Weather: (Page 6)

- Temperatures across the prairies are forecasted to drop below -25°C. Railways are expected to invoke their winter operating plans regionally.
- Snow and rainfall forecast at Vancouver may impact the ability to load grain to vessels.

1. Stocks in Store

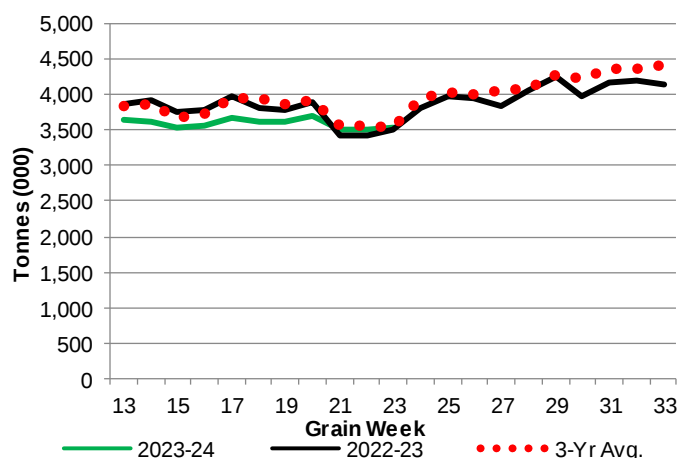
1-A1 Country Stocks ('000 tonnes) – Week 23

	MB	SK	AB	BC	Total
2023-24	714.9	1,675.4	1,130.6	20.7	3,541.6
2022-23	641.6	1,775.1	1,078.3	20.7	3,515.7
3-Yr Avg.	644.3	1,716.0	1,144.1	20.9	3,525.4
Var % - LY	11%	-6%	5%	0%	1%
Var % 3-Yr Avg.	11%	-2%	-1%	-1%	0%
Storage Capacity	1,636.4	4,235.6	2,532.0	41.2	8,445.2
Estimated Working Capacity	1,063.6	2,753.1	1,645.8	26.8	5,489.3
23-24 % of Wkg Cap	67%	61%	69%	77%	65%

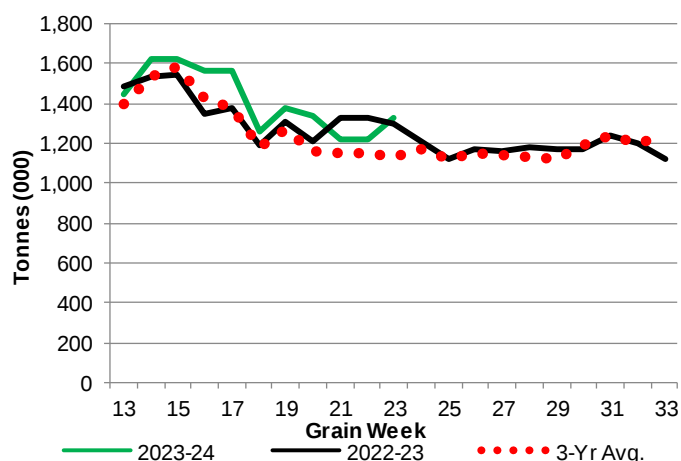
1-B1 Terminal Stocks ('000 tonnes) – Week 23

	VC	PR	West Coast	CH	TB	Total
2023-24	865.5	176.8	1,042.3	0.7	282.9	1,325.9
2022-23	844.4	150.2	994.6	0.7	300.1	1,295.4
3-Yr Avg.	710	119.3	829.3	0.7	301.3	1,131.3
Var % - LY	2%	18%	5%	0%	-6%	2%
Var % 3-Yr Avg.	22%	48%	26%	0%	-6%	17%
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
23-24 % of Wkg Cap	97%	121%	100%	1%	36%	69%

1-A2 Weekly Country Stocks in Store



1-B2 Weekly Terminal Stocks in Store

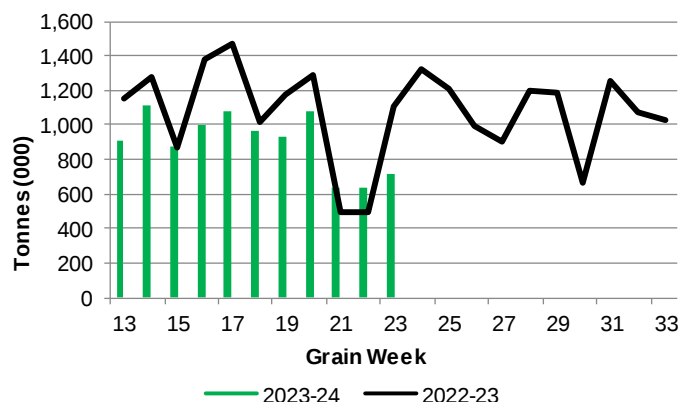


2. Country Deliveries

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

	MB	SK	AB	BC	Total
2023-24	97.5	370.3	242.3	5.2	715.3
2022-23	171.5	570.2	362.8	7.1	1,111.6
4 Wk Avg	127.8	387.1	242.4	5.2	762.5
Var % to Last Year	-43%	-35%	-33%	-27%	-36%
Var % To 4 Wk Avg	-24%	-4%	0%	0%	-6%

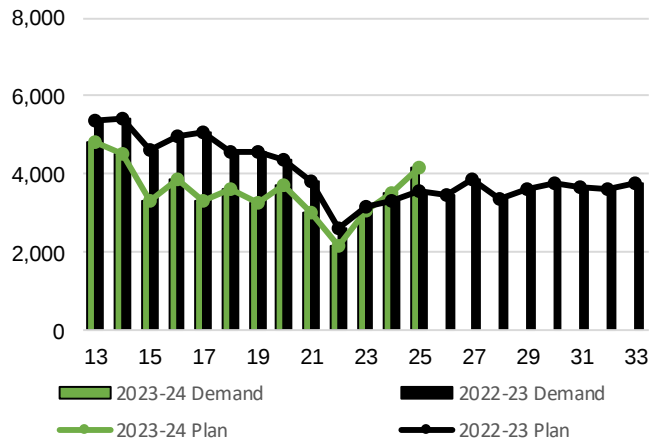
2-B 2023-24 Weekly Country Deliveries



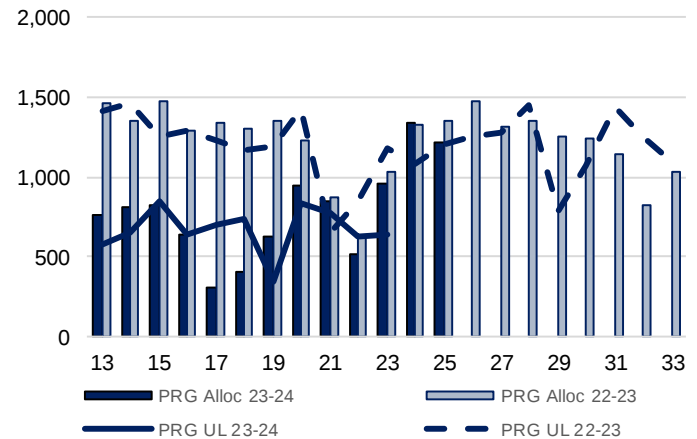
3. Railcar Supply

Special Note to readers: CPKC 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 2023-24. 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.

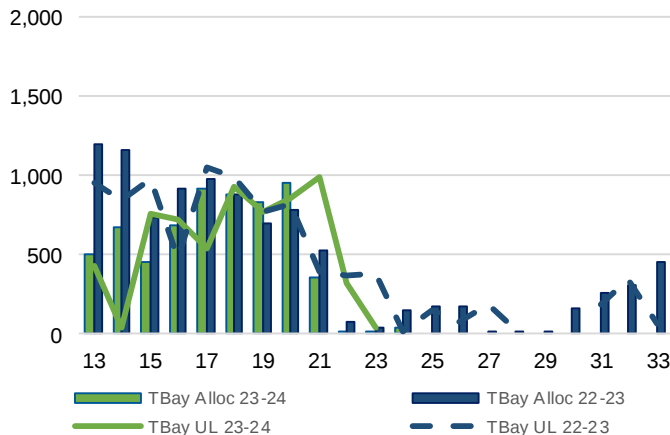
3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 25 2023-24



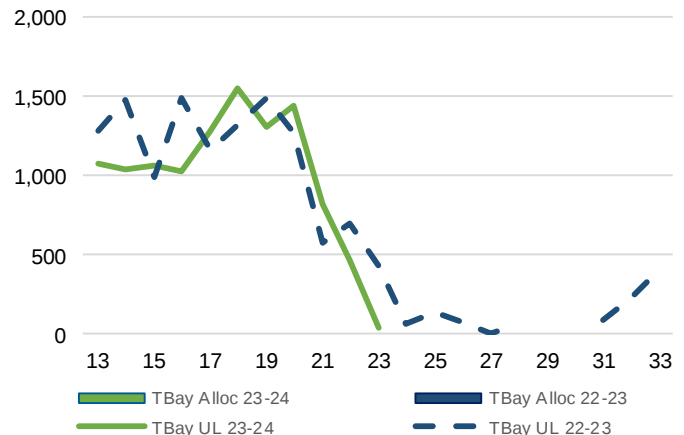
3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert



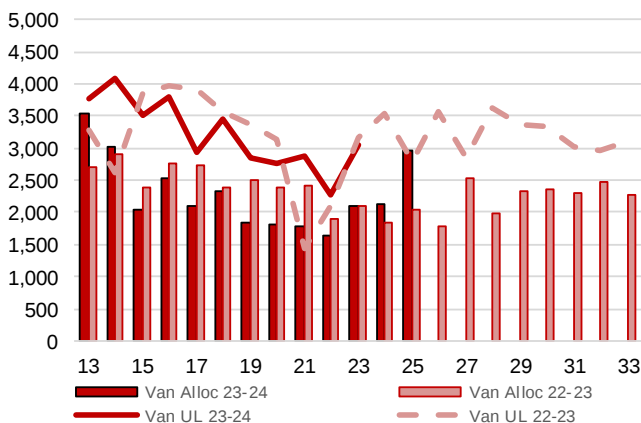
3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay



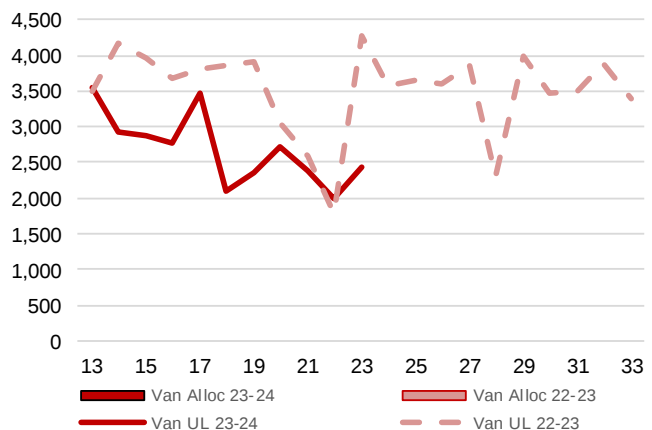
3-C1: Canadian Pacific Kansas City Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay



3-B2: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Vancouver



3-C2: Canadian Pacific Kansas City 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

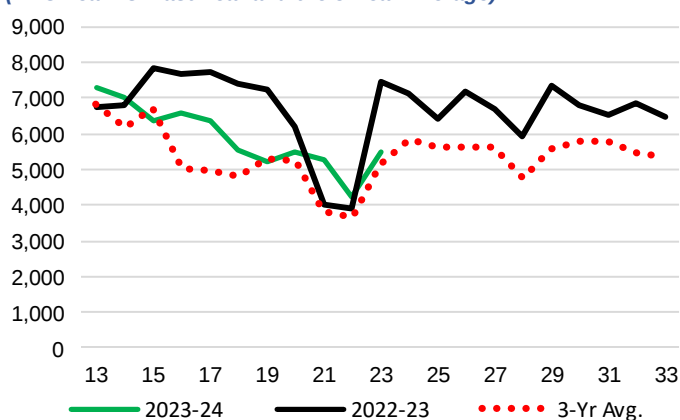
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2023-24	5,473	640	6,113	91	-	6,204
2022-23	7,450	1,183	8,633	815	-	9,448
4-Wk Avg.	5,112	719	5,831	1,248	-	7,079
Var % to Last Year	-27%	-46%	-29%	-89%	n/a	-34%
Var % to 4-Wk Avg.	7%	-11%	5%	-93%	n/a	-12%

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

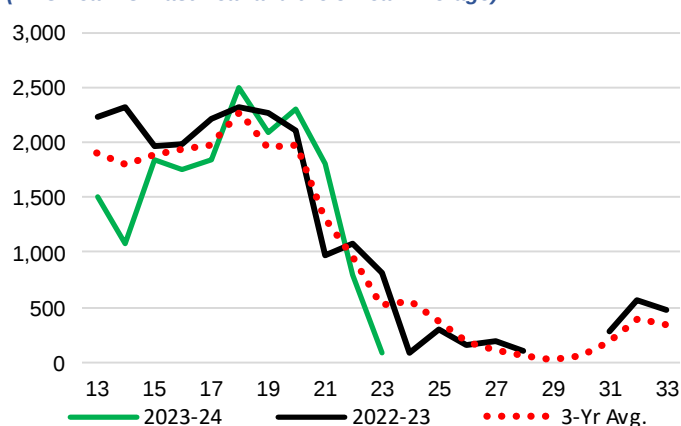
YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2023-24	126,998	10,749	137,747	40,283	-	178,030
2022-23	136,032	21,008	157,040	39,088	-	196,128
3-Yr Avg.	118,025	14,513	132,538	38,755	-	171,293
Var % to Last Year	-7%	-49%	-12%	3%	n/a	-9%
Var % to 3-Yr Avg.	8%	-26%	4%	4%	n/a	4%

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2023-24	12,292.9	1,047.0	13,339.9	3,890.3	-	17,230.2
2022-23	13,196.7	2,015.1	15,211.8	3,745.7	-	18,957.5
3-Yr Avg.	11,343.4	1,382.7	12,726.1	3,709.7	-	16,435.7
Var % to Last Year	-7%	-48%	-12%	4%	n/a	-9%
Var % to 3-Yr Avg.	8%	-24%	5%	5%	n/a	5%

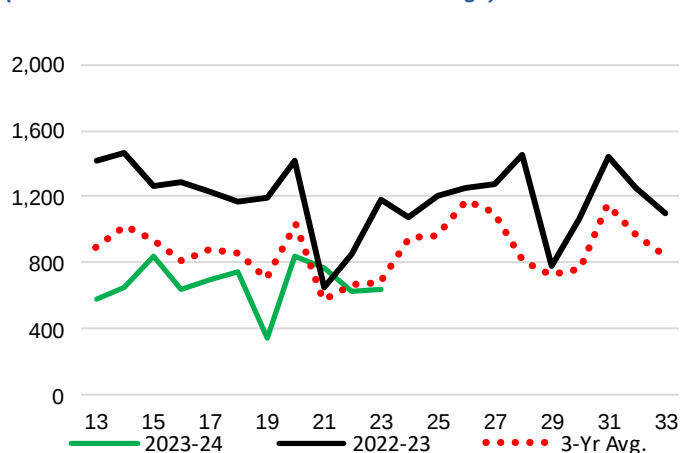
4-C Vancouver Unloads (cars)
(This Year vs. Last Year and the 3-Year Average)



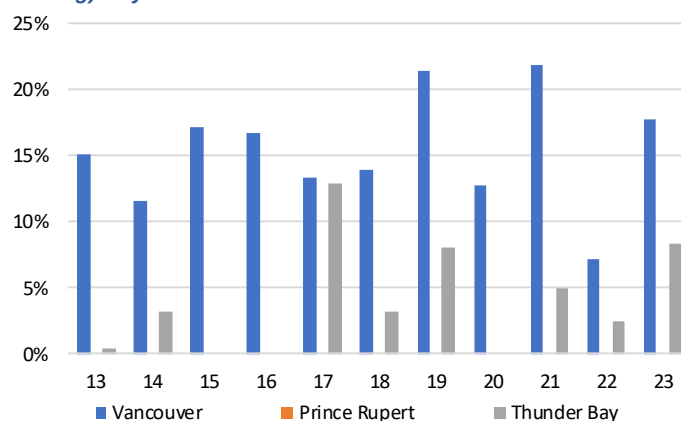
4-E Thunder Bay Unloads (cars)
(This Year vs. Last Year and the 3-Year Average)



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 2023-24

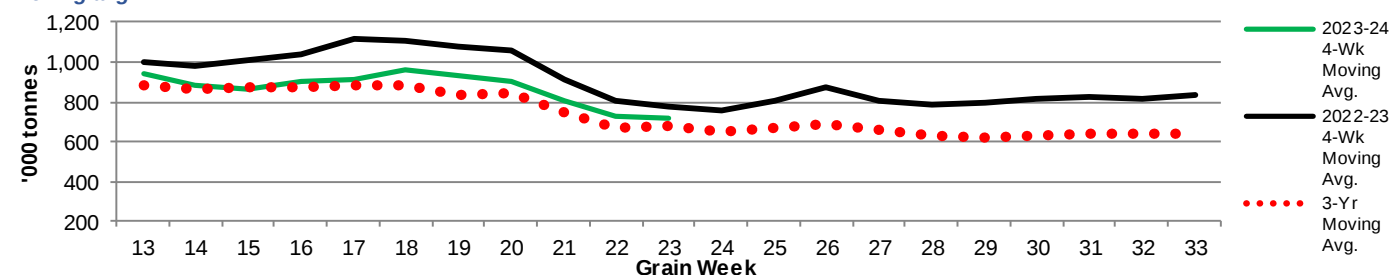
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-5	6-9	10-13	14-18	19-22	23-27	28-31	32-35	36-39	40-44	45-48	49-53
2023-24	24,066	34,250	39,310	44,460	29,740	-	-	-	-	-	-	-
2022-23	17,592	37,081	45,507	54,625	31,875	42,443	31,747	34,971	34,634	28,378	23,280	28,334
3-Yr Avg.	21,619	34,406	39,606	42,112	27,238	35,661	25,692	27,576	31,323	28,894	21,322	21,701
Var % to Last Year	37%	-8%	-14%	-19%	-7%							
Var % to 3-Yr Avg.	11%	0%	-1%	6%	9%							

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

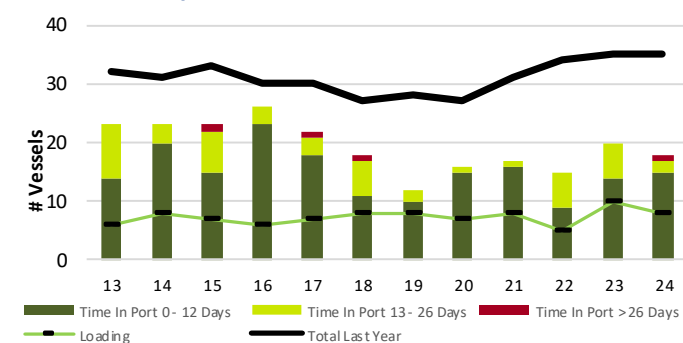
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2023-24	12,813.3	987.8	13,801.1	3,649.8	-	17,450.9
2022-23	13,145.6	1,937.2	15,082.8	3,676.5	-	18,759.3
3-Yr Avg.	11,523.9	1,334.9	12,858.9	3,605.0	-	16,463.8
Var % to Last Year	-3%	-49%	-8%	-1%	n/a	-7%
Var % to 3-Yr Avg.	11%	-26%	7%	1%	n/a	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.

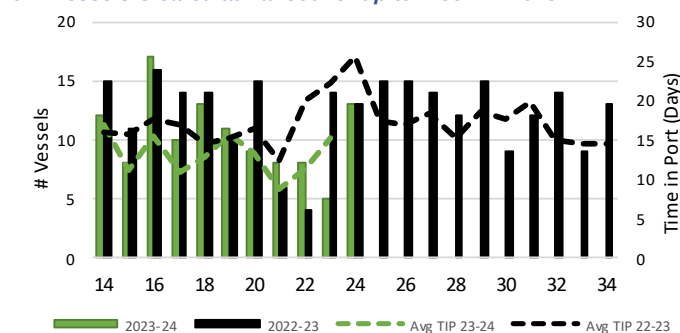


6. Vessels

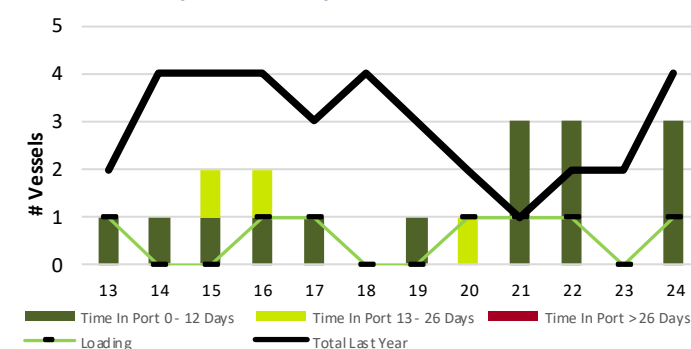
6-A Vessel Lineup at Vancouver as of Week 24 2023-24



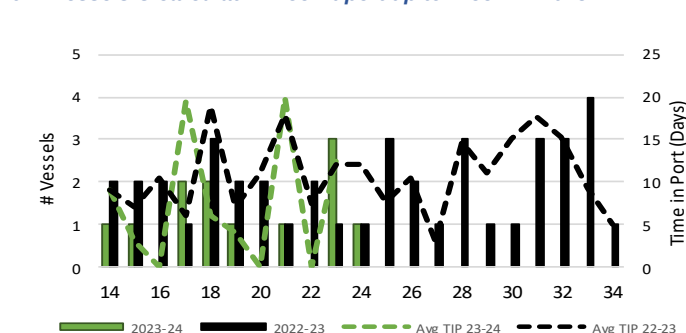
6-B Vessels Cleared at Vancouver up to Week 24 2023-24



6-C Vessel Lineup at Prince Rupert as of Week 24 2023-24



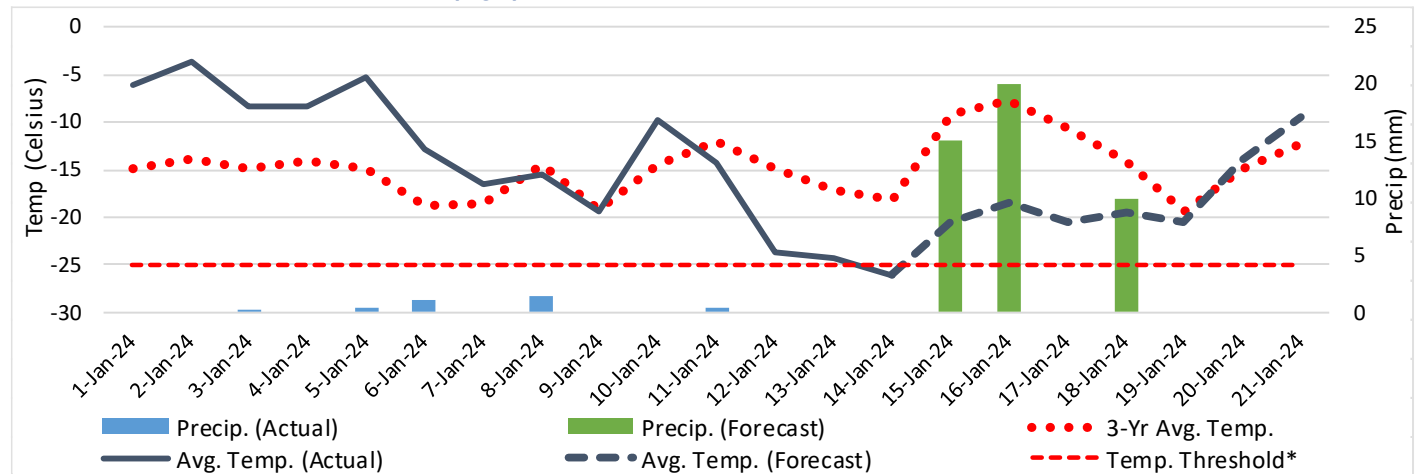
6-D Vessels Cleared at Prince Rupert up to Week 24 2023-24



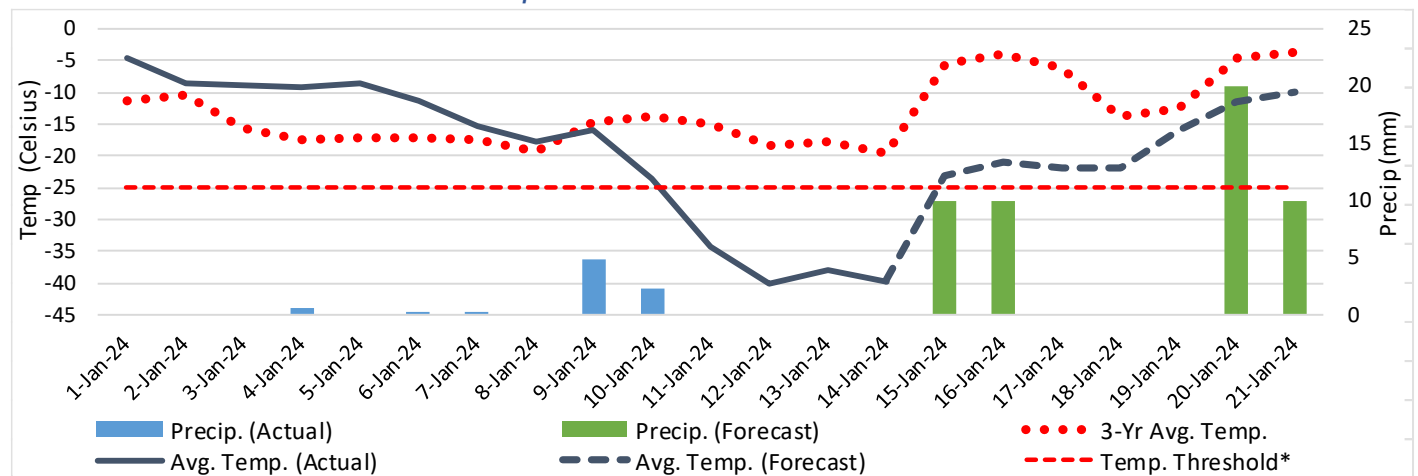
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday 23:59 of that grain week. The 'Avg Time in Port (TIP)' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These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

7. Weather

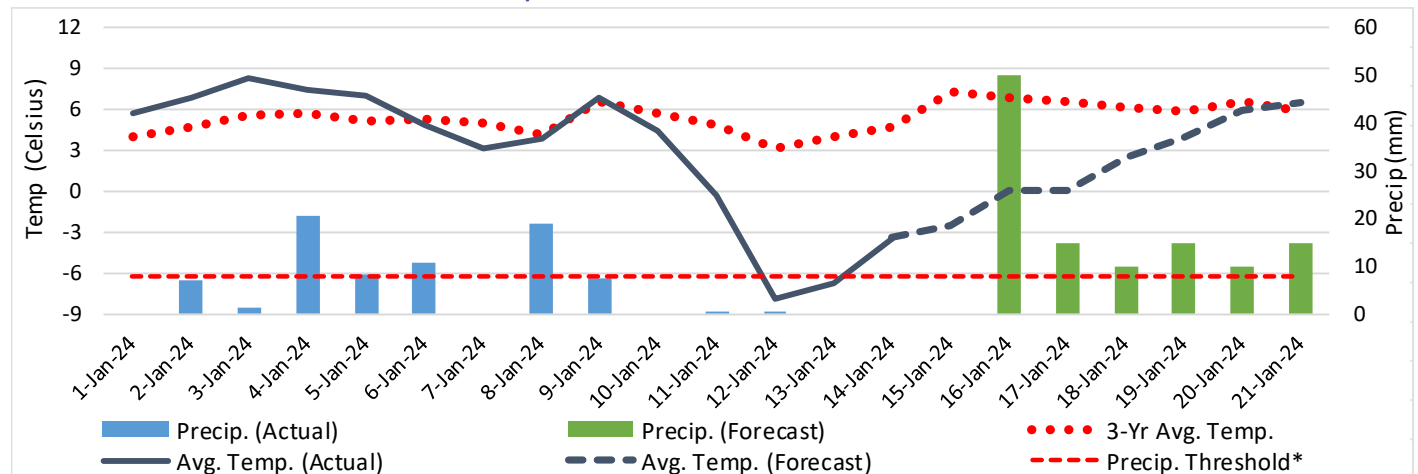
7-A Actual and Forecasted Weather at Winnipeg up to Week 25 2023-24



7-B Actual and Forecasted Weather at Edmonton up to Week 25 2023-24



7-C Actual and Forecasted Weather at Vancouver up to Week 25 2023-24



*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)