

# Grain Monitoring Program

## Weekly Performance Update

November 22 2022

For Grain Week 15 (2022-23 CY)

### Summary

	Week 15	Week 14	Var. from Last Year	
<b>1. Stocks in Store ('000 tonnes)</b>				
Country Elevators	↓ 3,746.9	3,914.4	-1%	
% of Working Capacity	68%	71%		
Terminal Elevators	↑ 1,539.5	1,532.2	-4%	
% of Working Capacity	80%	80%		
<b>2. Country Deliveries ('000 tonnes)</b>				
Country Deliveries	↓ 863.4	1,273.0	19%	
<b>3. Railcar Supply to Western Ports (Cars)</b>				
CN Allocation Plan	↓ 4,607	5,416	32%	
CN Unloads	↑ 5,853	4,591	38%	
CP Allocation Plan	n/a	n/a	n/a	
CP Unloads	↓ 4,622	5,275	9%	
<b>4. Port Performance (Cars)</b>				
Total Weekly Unloads	↑ 10,475	9,866	23%	
4-Week Rolling Average	↓ 10,376	10,869	n/a	
Var. to 4-Week Rolling Average	↑ 1%	-9%	n/a	
YTD Unloads	↑ 120,235	109,760	14%	
Weekly Out-of-Car Time	↓ 5.6%	6.9%	-61.4%	
<b>5. Terminal Shipments Year-to-Date ('000 tonnes)</b>				
Vancouver	↑ 8,077.4	7,297.8	25%	
Prince Rupert	↑ 1,087.2	967.7	95%	
Churchill	— 0.0	0.0	n/a	
Thunder Bay	↑ 2,163.9	1,933.5	3%	
Total Western Canada	11,328.5	10,199.0	24%	
<b>6. Vessels as at Nov 20, 2022</b>				
	<b>Week 16</b>	<b>Week 15</b>	<b>Var. from Last Year</b>	
Vancouver	Vessel Lineup in port	↓ 30	33	20%
	Vessels Cleared	↑ 16	11	100%
	Vessels Arrived	— 13	13	8%
Pr. Rupert	Vessel Lineup in port	— 4	4	100%
	Vessels Cleared	— 2	2	n/a
	Vessels Arrived	— 2	2	0%
<b>Vessels Inbound Nov 21, 2022 to Nov 27, 2022 (Week 17)</b>				
Vancouver	14			
Prince Rupert	0			
<b>7. Weather</b>				
	<b>Week 15 Actual</b>	<b>Week 16 Actual</b>	<b>Week 17 Forecast</b>	
Winnipeg Days < -25°C	0	0	0	
Edmonton Days < -25°C	0	0	0	
Vancouver Days Precip > 8mm	0	0	4	

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

- Country stocks decreased to 3.75 MMT in Week 15 utilizing 68% of the system's working capacity. Space in primary elevators is good.
- Total western port terminal stocks increased to 1.54 MMT in Week 15, utilizing 80% of the working capacity.

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

- Deliveries to primary elevators were 0.86 MMT in Week 15.

#### 3. Railcar Supply: (Page 3)

- Railcar allocation plans are supplied by CN to Week 17 2022-23 (see page 3 for details).

#### 4. Port Performance: (Page 4)

- Total western port unloads were 1% higher than the 4-week moving average and 23% higher than Week 15 last year.
- West Coast unloads were 9,055 cars (Vancouver 7,796 and Prince Rupert 1,259), 3% higher than the 4-week moving average and 36% higher than Week 15 last year.
- Thunder Bay unloads were 1,420 cars, 11% lower than the 4-week moving average and 22% lower than Week 15 last year.
- Year-to-date total western port unloads are 14% higher than the same period last year. The corresponding tonnage is 18% higher than the same period last year.
- The total average terminal out-of-car time (OCT) decreased to 5.6% from 6.9% the previous week. The OCT for Week 15 was 7.4% at Vancouver and 0.0% at Thunder Bay. At the time of publishing, Prince Rupert had not yet reported Week 15 OCT.

#### 5. Shipments: (Page 5)

- Year-to-date Western Canadian shipments from port terminal elevators at Week 15 are 24% higher than the same period last year and 1% lower 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 16 2022-23 decreased to 30 vessels (The current one-year average at Vancouver is 14 vessels). Of the 30, 10 were at berth, 9 were anchored at English Bay, 1 was anchored at Burrard Inlet, and 10 were anchored at Vancouver Island.
- Prince Rupert vessel lineup for Week 16 2022-23 remained 4 vessels (The current one-year average at Prince Rupert is 1 vessel).
- Vessels cleared from Vancouver was 16, and from Prince Rupert was 2 in Week 16 2022-23.

#### 7. Weather: (Page 6)

- Temperatures across the prairies are forecasted to remain above -25C. Railways are not expected to invoke their winter operating plans.
- High precipitation forecast at Vancouver during Week 17 may affect the ability to load vessels.

# 1. Stocks in Store

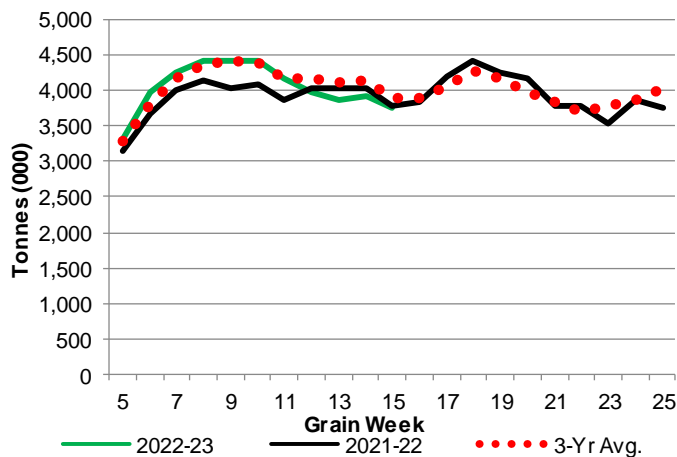
## 1-A1 Country Stocks ('000 tonnes) – Week 15

	MB	SK	AB	BC	Total
2022-23	789.3	1,721.0	1,212.5	24.1	3,746.9
2021-22	703.7	1,735.7	1,313.7	24.5	3,777.6
3-Yr Avg.	783.1	1,859.2	1,232.6	23.3	3,898.2
Var % - LY	12%	-1%	-8%	-2%	-1%
Var % 3-Yr Avg.	1%	-7%	-2%	4%	-4%
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	72%	63%	74%	90%	68%

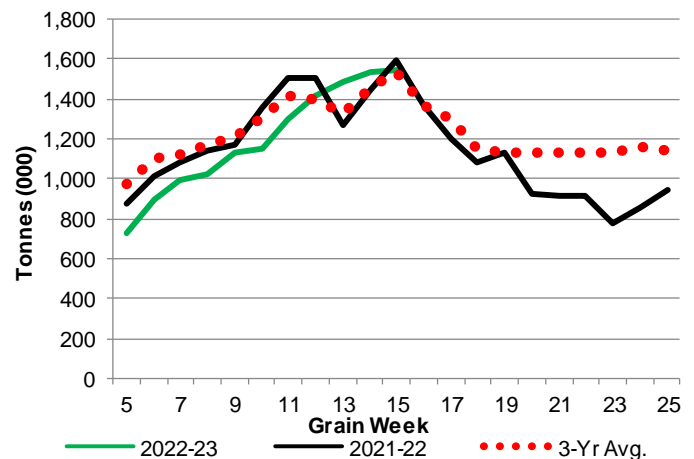
## 1-B1 Terminal Stocks ('000 tonnes) – Week 15

	VC	PR	West Coast	CH	TB	Total
2022-23	835.8	111.9	947.7	0.7	591.1	1,539.5
2021-22	824.3	106.1	930.4	0.7	666.8	1,597.9
3-Yr Avg.	782.3	116.2	898.5	0.7	632.3	1,531.5
Var % - LY	1%	5%	2%	0%	-11%	-4%
Var % 3-Yr Avg.	7%	-4%	5%	0%	-7%	1%
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	94%	76%	91%	1%	75%	80%

## 1-A2 Weekly Country Stocks in Store



## 1-B2 Weekly Terminal Stocks in Store

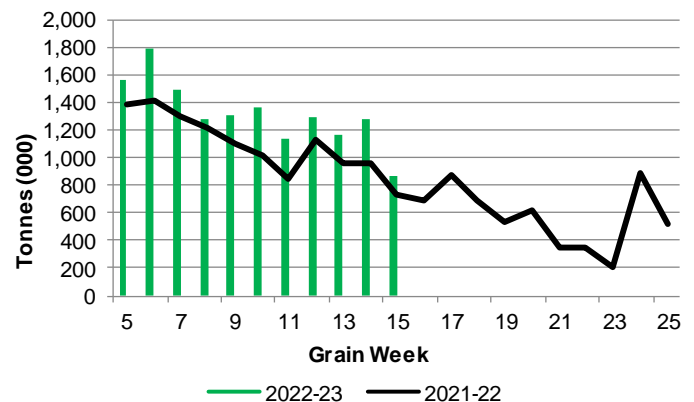


# 2. Country Deliveries

## 2-A Country Deliveries ('000 tonnes) – Week 15

	MB	SK	AB	BC	Total
2022-23	188.4	466.9	199.9	8.2	863.4
2021-22	113.6	300.5	302.5	8.4	725.0
4 Wk Avg	223.0	575.7	338.4	9.6	1,146.7
Var % to Last Year	66%	55%	-34%	-2%	19%
Var % To 4 Wk Avg	-16%	-19%	-41%	-15%	-25%

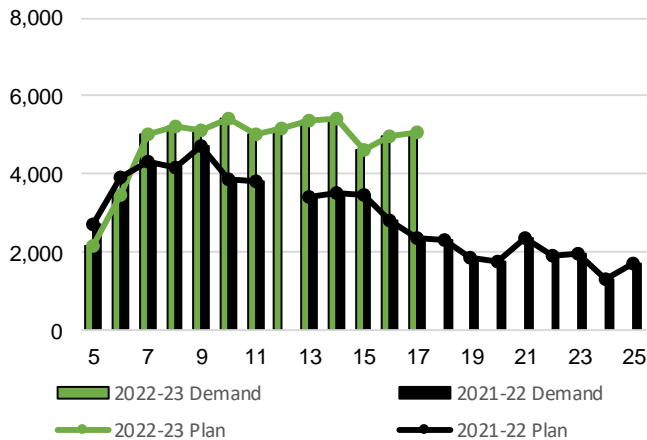
## 2-B 2022-23 Weekly Country Deliveries



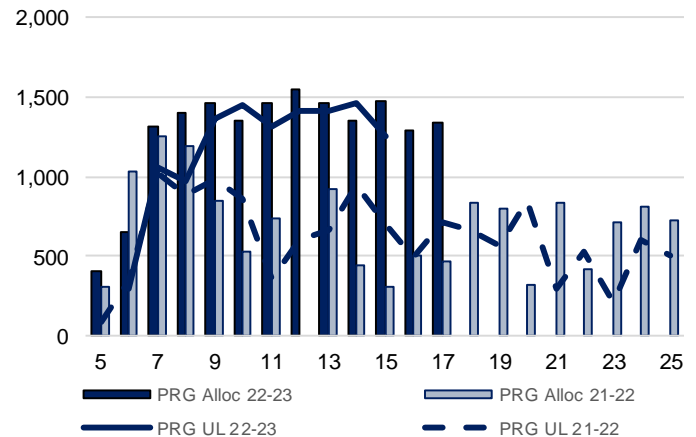
### 3. Railcar Supply

**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 17 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.

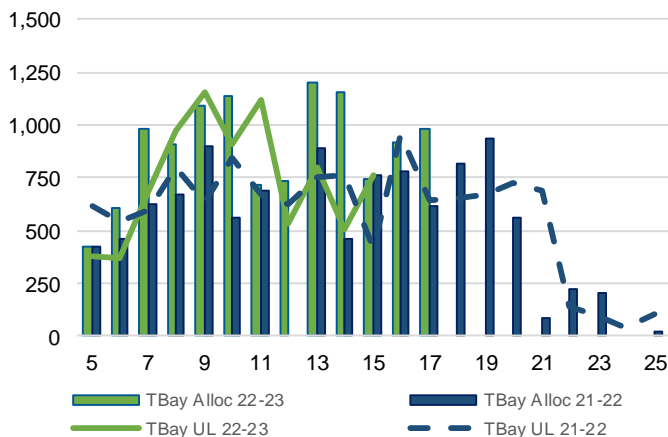
**3-A: Canadian National Planned Car Allocation vs. Demand (cars) To Week 17 2022-23**



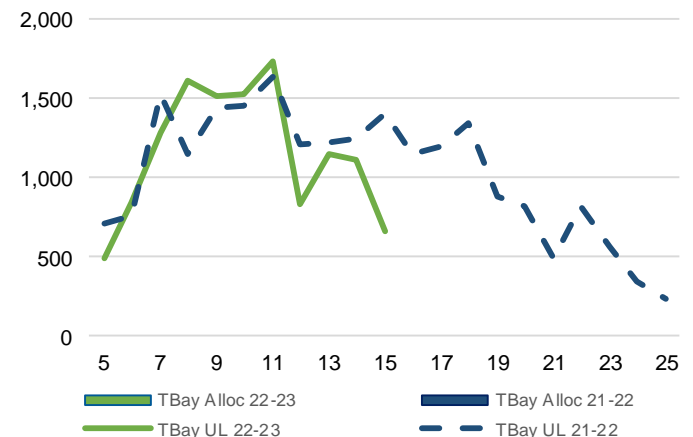
**3-B3: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Prince Rupert**



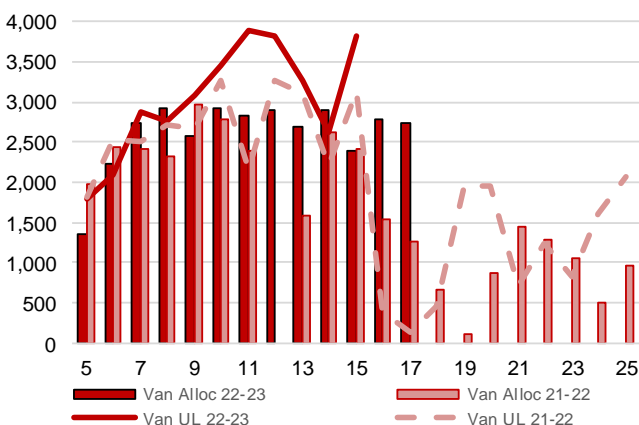
**3-B1: Canadian National Planned Car Allocation to Western Ports Vs. Corridor Unloads at Port (cars) – Thunder Bay**



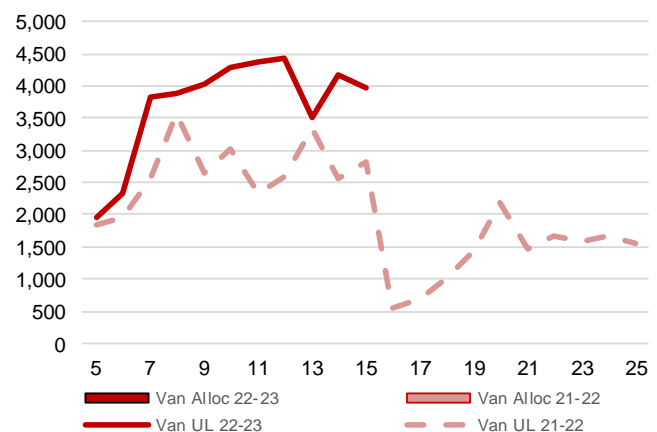
**3-C1: Canadian Pacific Planned Car Allocation to Western Ports vs. Corridor Unloads at Port (cars) – Thunder Bay**



**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 15, 4-Week Moving Average and Variances

	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	7,796	1,259	9,055	1,420	-	10,475
2021-22	5,953	702	6,655	1,831	-	8,486
4-Wk Avg.	7,398	1,388	8,785	1,591	-	10,376
Var % to Last Year	31%	79%	36%	-22%	n/a	23%
Var % to 4-Wk Avg.	5%	-9%	3%	-11%	n/a	1%

### 4-B Terminal Unloads by Port – This Year-to-Date as at Week 15 and Variances

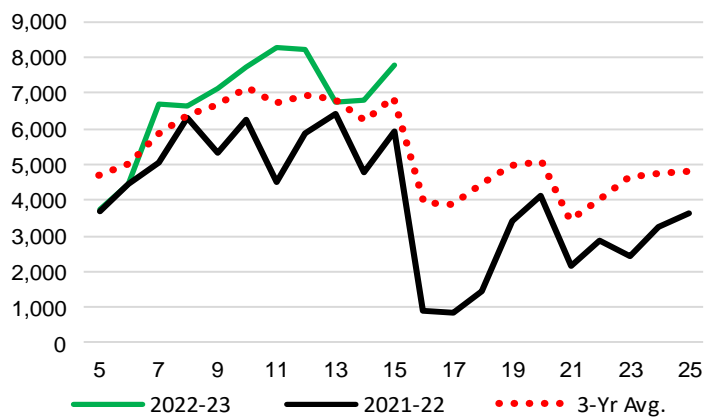
YTD Unloads (cars)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	84,398	12,016	96,414	23,821	-	120,235
2021-22	72,817	7,462	80,279	25,038	-	105,317
3-Yr Avg	85,175	12,534	97,709	27,808	354	125,872
Var % to Last Year	16%	61%	20%	-5%	n/a	14%
Var % to 3-Yr Avg	-1%	-4%	-1%	-14%	-100%	-4%

YTD Unloads ('000 tonnes)	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	8,169.4	1,147.0	9,316.4	2,293.6	-	11,610.0
2021-22	6,824.8	681.7	7,506.5	2,367.9	-	9,874.4
3-Yr Avg.	8,028.8	1,173.0	9,201.8	2,628.7	31.8	11,862.3
Var % to Last Year	20%	68%	24%	-3%	n/a	18%
Var % to 3-Yr Avg.	2%	-2%	1%	-13%	-100%	-2%

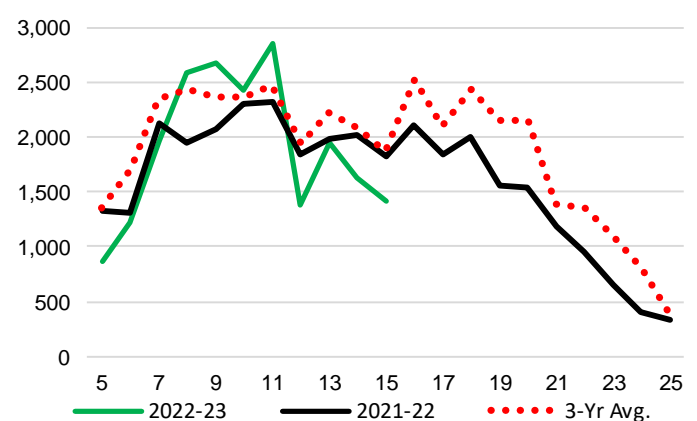
### 4-C Vancouver Unloads (cars)

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



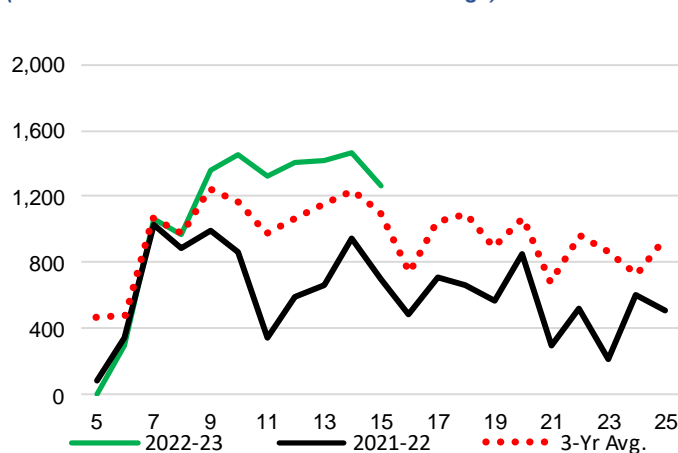
### 4-E Thunder Bay Unloads (cars)

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

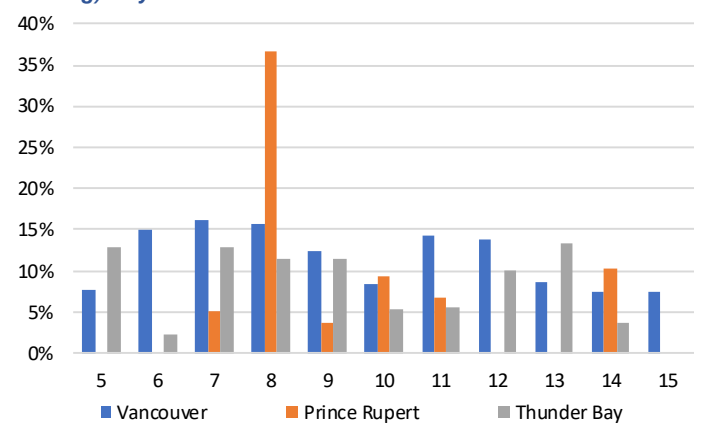


### 4-D Prince Rupert Unloads (cars)

(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 15



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 13 2022-23**

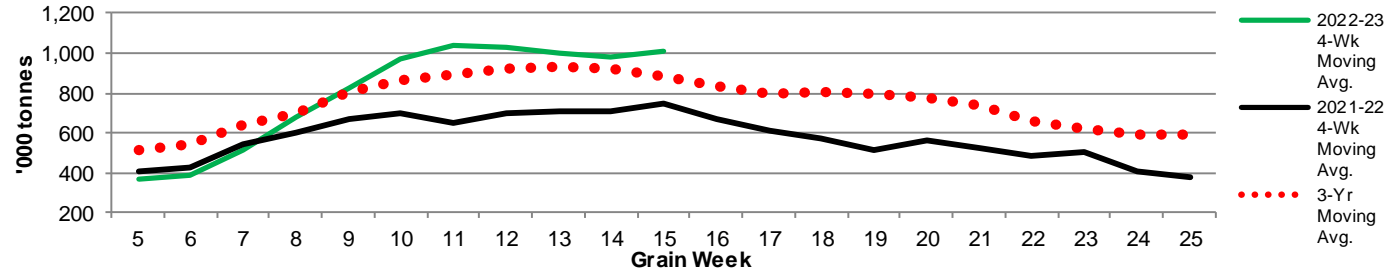
Months	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Weeks	1-5	6-9	10-13	14-18	19-22	23-26	27-30	31-35	36-39	40-44	45-48	49-52
2022-23	17,592	37,081	45,221	-	-	-	-	-	-	-	-	-
2021-22	23,199	31,888	34,000	27,251	20,099	16,847	16,324	17,791	16,839	16,881	13,630	15,436
3-Yr Avg.	28,664	36,603	41,188	41,378	28,190	24,955	22,352	33,123	33,009	35,187	26,137	23,809
Var % to Last Year	-24%	16%	33%									
Var % to 3-Yr Avg.	-39%	1%	10%									

**5. Shipments**

**5-A Shipments from Port Terminals ('000 tonnes) – This Year-to-Date as at Week 15 and Variance to Last Year-to-Date**

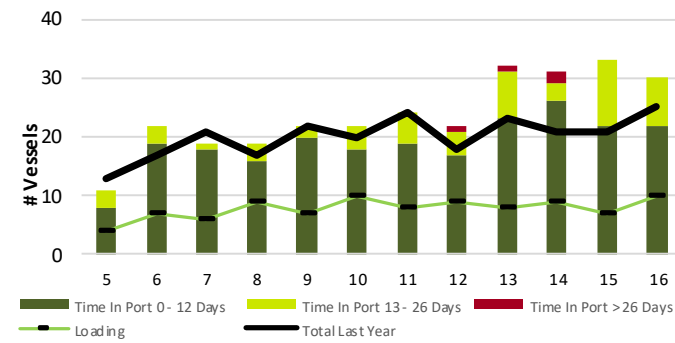
	Vancouver	Prince Rupert	West Coast	Thunder Bay	Churchill	Total
2022-23	8,077.4	1,087.2	9,164.6	2,163.9	-	11,328.5
2021-22	6,481.5	557.2	7,038.7	2,096.9	-	9,135.6
3-Yr Avg.	7,930.3	1,093.7	9,024.0	2,432.8	31.9	11,488.6
Var % to Last Year	25%	95%	30%	3%	n/a	24%
Var % to 3-Yr Avg.	2%	-1%	2%	-11%	-100%	-1%

**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.**

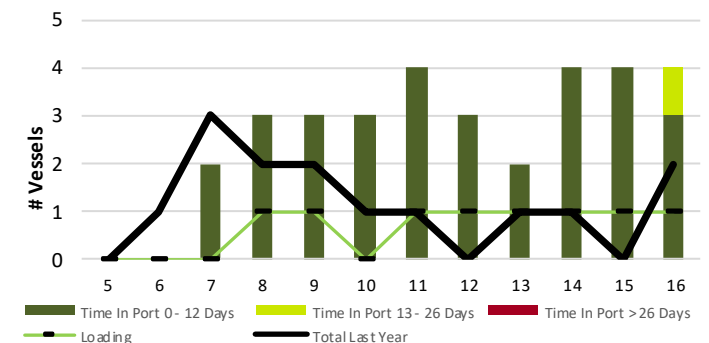


**6. Vessels**

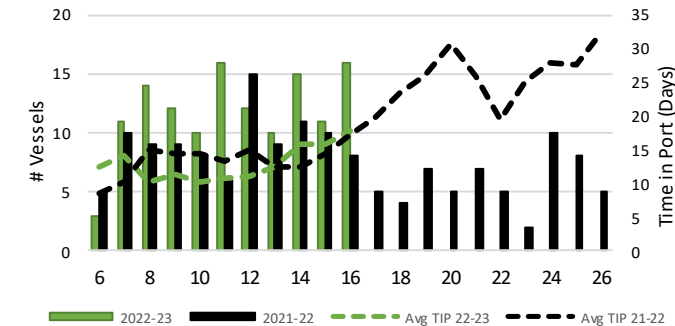
**6-A Vessel Lineup at Vancouver as of Week 16 2022-23**



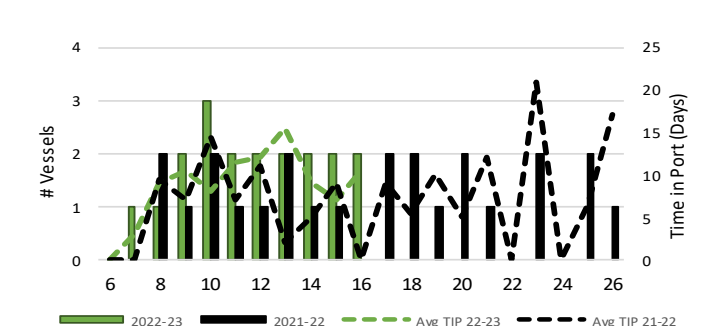
**6-C Vessel Lineup at Prince Rupert as of Week 16 2022-23**



**6-B Vessels Cleared at Vancouver up to Week 16 2022-23**



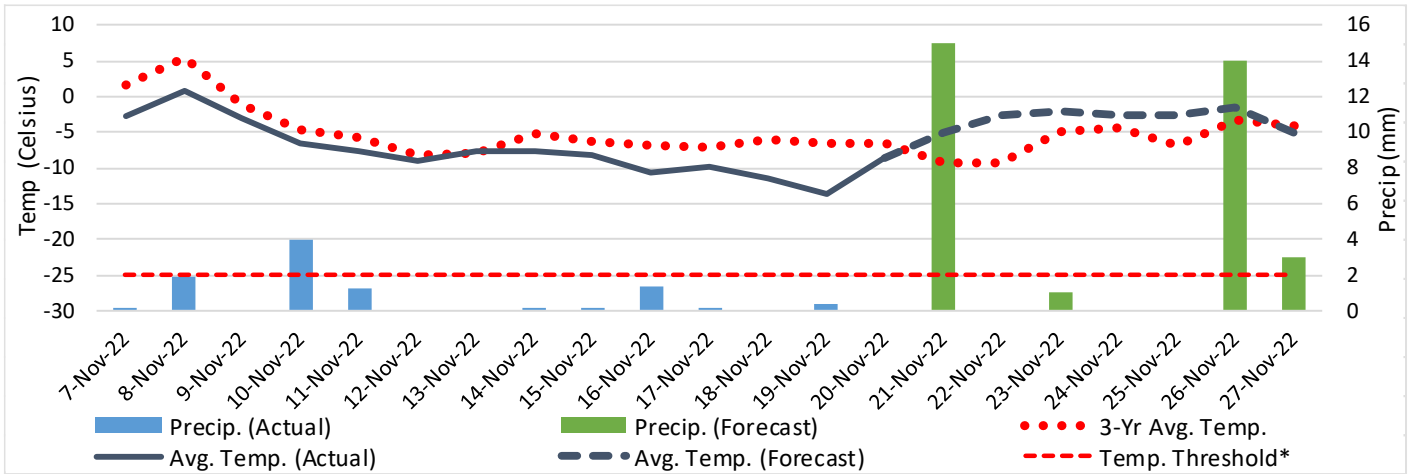
**6-D Vessels Cleared at Prince Rupert up to Week 16 2022-23**



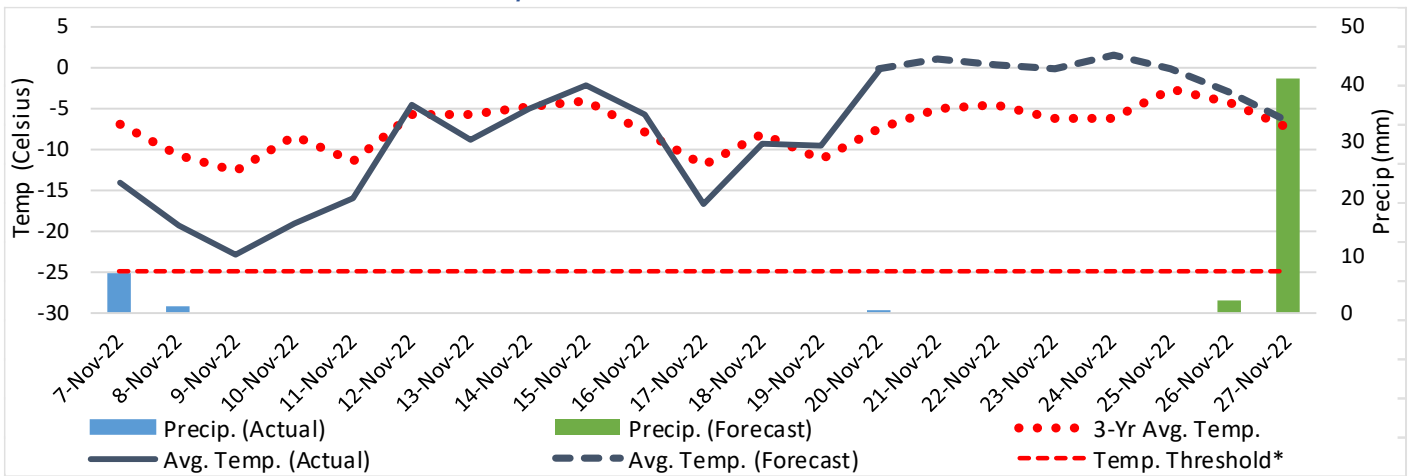
Note: The 'Time in Port' measure for 6-A and 6-C is calculated as how long each vessel in the lineup has been in port as at Sunday 23:59 of that grain week. The 'Avg Time in Port (TIP)' measure for 6-B and 6-D is the average number of days that all vessels which cleared that week were in port. These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

# 7. Weather

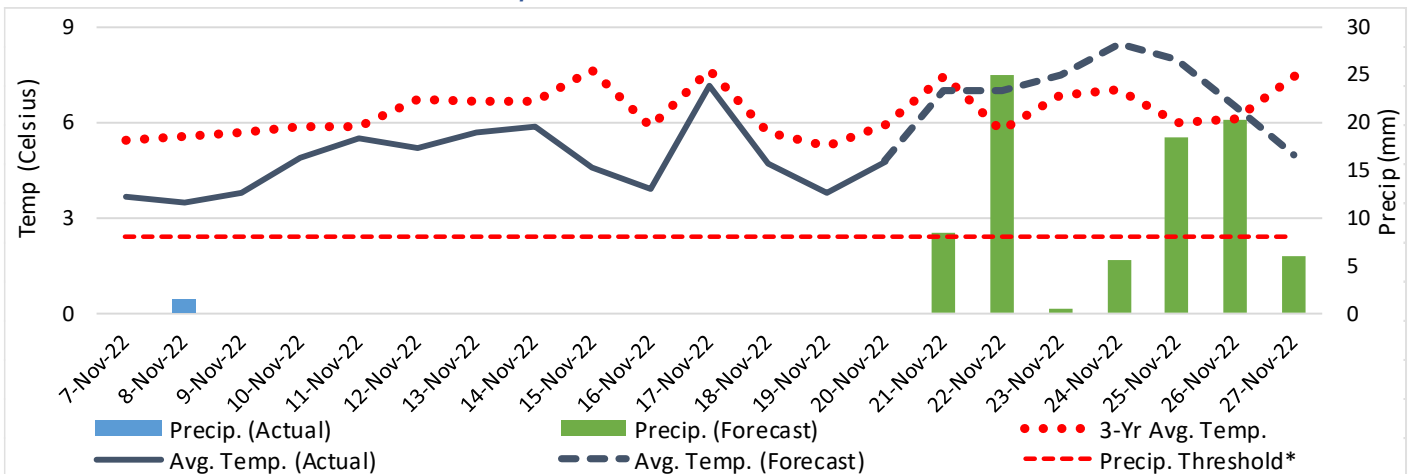
7-A Actual and Forecasted Weather at Winnipeg up to Week 17 2022-23



7-B Actual and Forecasted Weather at Edmonton up to Week 17 2022-23



7-C Actual and Forecasted Weather at Vancouver up to Week 17 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)