

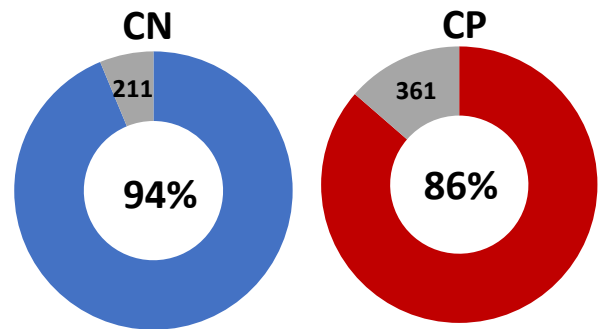
Performance Dashboard

Timeliness of Weekly Car Supply

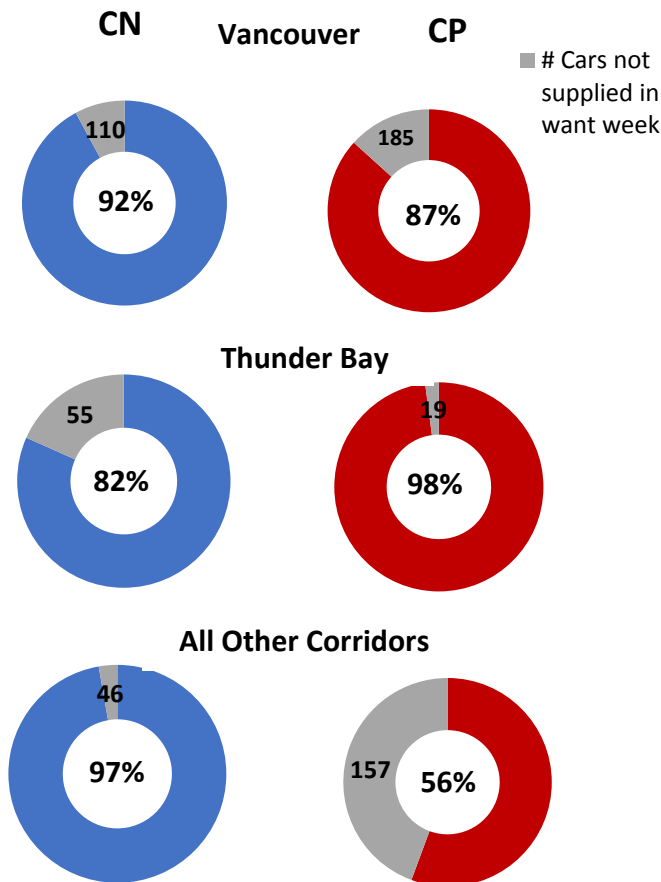
The delivery of railcars in a timely fashion is essential to ensure grain shippers can meet the demand of their domestic and international customers and plan logistics activities from country elevators and processing plants through to terminal and vessel operations. When railway car orders are not supplied to shippers in the week for which they are ordered it can disrupt operations throughout the supply chain. Both early and late supply of railcars can be equally detrimental to grain handling operations and may result in additional handling costs and in the case of late supply the potential for lost sales. For small shippers with limited rail siding capacity the early delivery of cars can be particularly problematic.

	CN	CP
Current Week Hopper Car Demand	3,373	2,650
Current Week Order Fulfillment		
Supplied for Want Week	3,162	2,289
Current Week Unfulfilled Demand	(211)	(361)
% Current Week Orders Supplied	94%	86%

Percent of Orders Supplied for Want Week



Corridor Performance



The railways supplied 91% of total hopper car demand for Grain Week 52. Of the cars supplied, 9% were supplied to shippers in the prior week. This results in unfulfilled demand for Grain Week 52 of 572 orders.

CN performance was slightly better than CP in the Vancouver corridor during Grain Week 52 meeting 92% and 87% of shipper demand for hopper cars respectively. CP outperformed CN in the Thunder Bay corridor meeting 98% of shipper demand as compared to 82% for CN. While volumes were comparable for the two railways in the Vancouver corridor CP volumes in the Thunder Bay corridor were approximately 3 times those of CN.

CN performance in other corridors was materially better than CP across the board although much of CN's performance is driven by a 97% success rate in the Prince Rupert corridor which accounted for 42% of total hopper car orders for CN in Grain week 56 and 85% of demand in these corridors. CP's poor performance in these corridors was due to its poor performance in the US corridor. These corridors accounted for 13% of total shipper demand in Grain Week 56.

CN spotted 3,264 hopper cars and CP spotted 3,796 hopper cars in the country in Grain Week 52 for a total supply of 7,060 cars – this included 1,553 cars that had been ordered for other weeks.

Current Week Railway Order Fulfillment

- CN and CP supplied 5,451 (91%) of the 6,023 hopper cars ordered for delivery in Grain Week 52 resulting in 572 hopper car orders remaining outstanding. Of the cars supplied, 515 (9%) were supplied to shippers in the prior week.
- CP supplied 86% and CN 94% of orders for Grain Week 52 resulting in 361 outstanding orders for CP and 211 outstanding orders for CN.
- Boxcar shippers received 100% of orders in Grain Week 26. Year to date shippers have received 77% of boxcars ordered.

Corridor Performance

- In Grain Week 52 traffic destined to bulk terminals in Western Canada received a significantly higher percentage (91%) of cars ordered as compared to other corridors. By comparison, non-bulk corridors including the USA/Mexico, Vancouver transload and Canadian domestic corridors received 70% of cars ordered for delivery in Grain Week 52.
- In Grain Week 52 CP supplied 56% of orders for non-bulk corridors as compared to CN which supplied 98% of orders in these corridors.

Railway Dwell Times at Country Origins

- In Grain Week 52, CN's loaded dwell times for multicar block traffic at country origin locations averaged 26 hours while CP's loaded dwell times averaged 47 hours. For the 2014-2015 grain year CN loaded dwell times averaged 38 hours while CP dwell times averaged 69 hours.
 - For the 2014-2015 grain year 35% of all bulk grain shipments waited for more than 48 hours at origin for pick up by the railways after being released by shippers for movement to destination. Only 33% of shipments were picked up within 24 hours.

Railway Dwell Times at Destination Terminals

- Grain Week 52
 - CN : Thunder Bay (60 hours), Vancouver bulk (28 hours) and Vancouver transload/local (56 hours)
 - CP : Thunder Bay (35 hours), Vancouver bulk (8 hours) and Vancouver transload/local (4 hours)
- Full Year 2014-2015
 - CN : Thunder Bay (54 hours), Vancouver bulk (24 hours) and Vancouver transload/local (64 hours)
 - CP : Thunder Bay (44 hours), Vancouver bulk (12 hours) and Vancouver transload/local (20 hours)

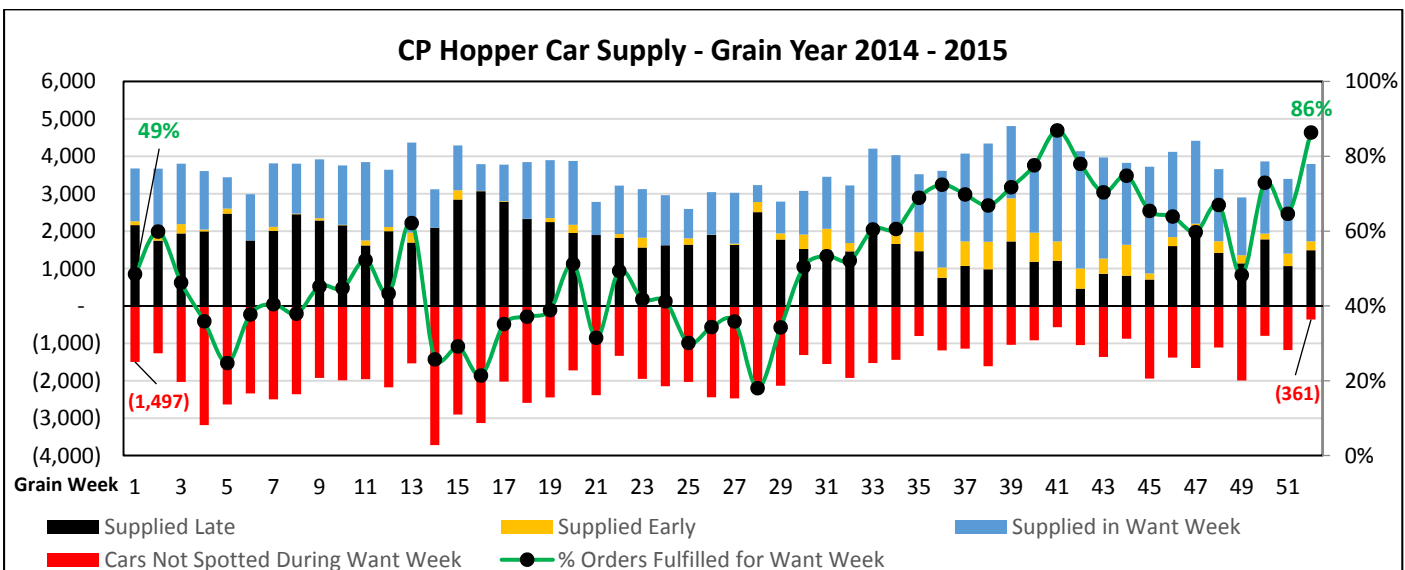
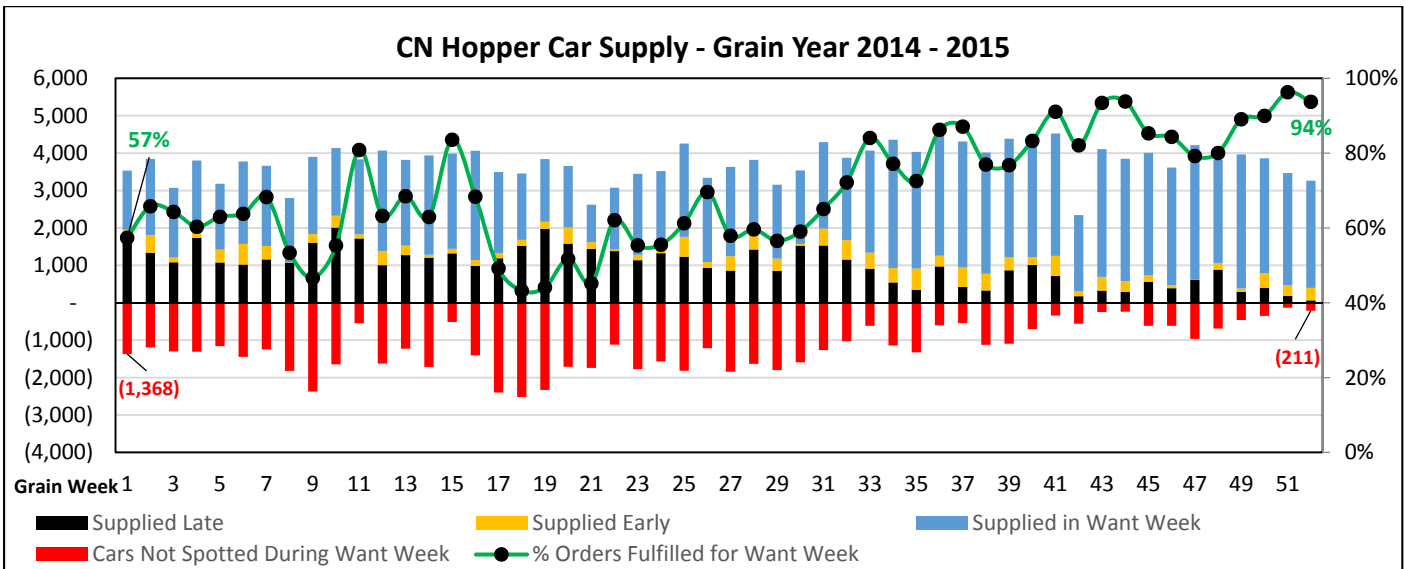
Port Terminal Out of Car Time

- Vancouver north shore – Grain Week 52 (19%); weekly average YTD (20%)
- Vancouver south shore – Grain Week 52 (32%); weekly average YTD (23%)
- Prince Rupert – Grain Week 52 (0%); weekly average YTD (7%)

Weekly Performance Update – To Grain Week 52 (CY 2014)
 Covering 90% of grain movement originating in Western Canada

Railway Car Supply Performance for current grain year as of Grain Week 52 (2014 - 2015)

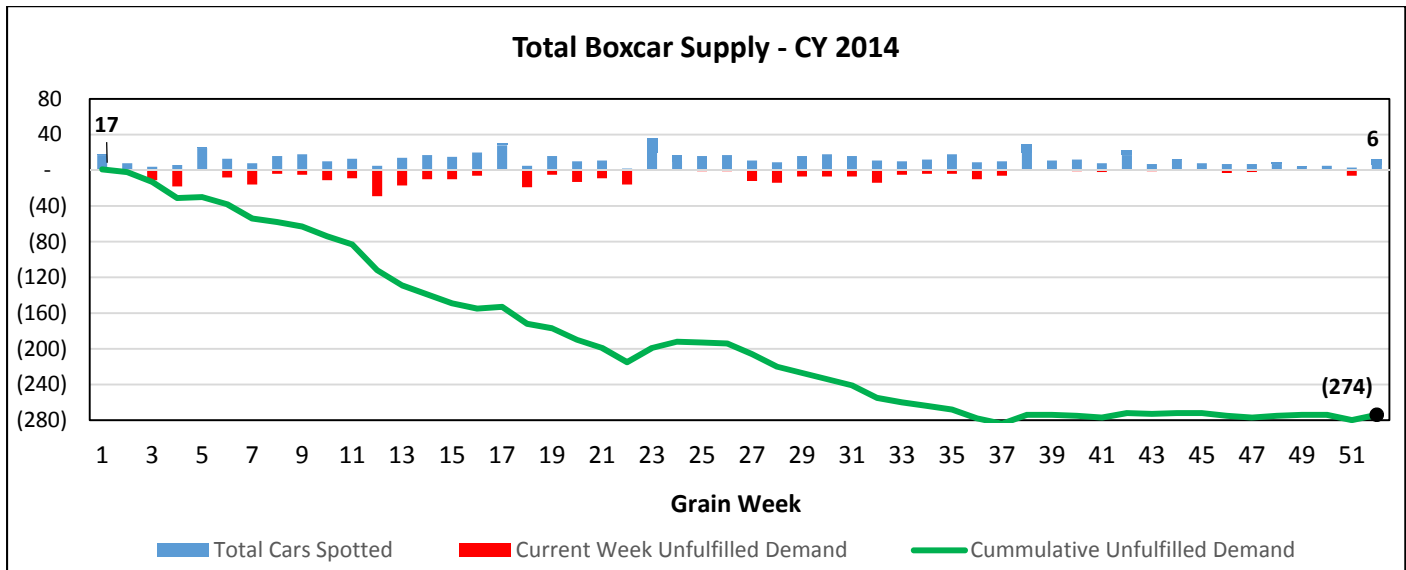
Crop Year To Date					Average Weekly Performance				Weekly Average # of Cars Not Spotted in Order Week
		Customer Demand	Railway Supply	Unfulfilled Demand	Customer Demand	Railway Empty Car Supply Current Week Orders	Prior Week Orders	Total Cars Supplied	
Hopper Cars	CN	204,596	192,384	(12,212)	3,935	2,468	1,302	3,769	(1,467)
	CP	194,328	185,160	(9,168)	3,737	1,692	1,997	3,689	(2,045)
		398,924	377,544	(21,380)	7,672	4,160	3,299	7,459	(3,511)
Boxcars	CN + CP	892	618	(274)	18	12	-	12	(6)



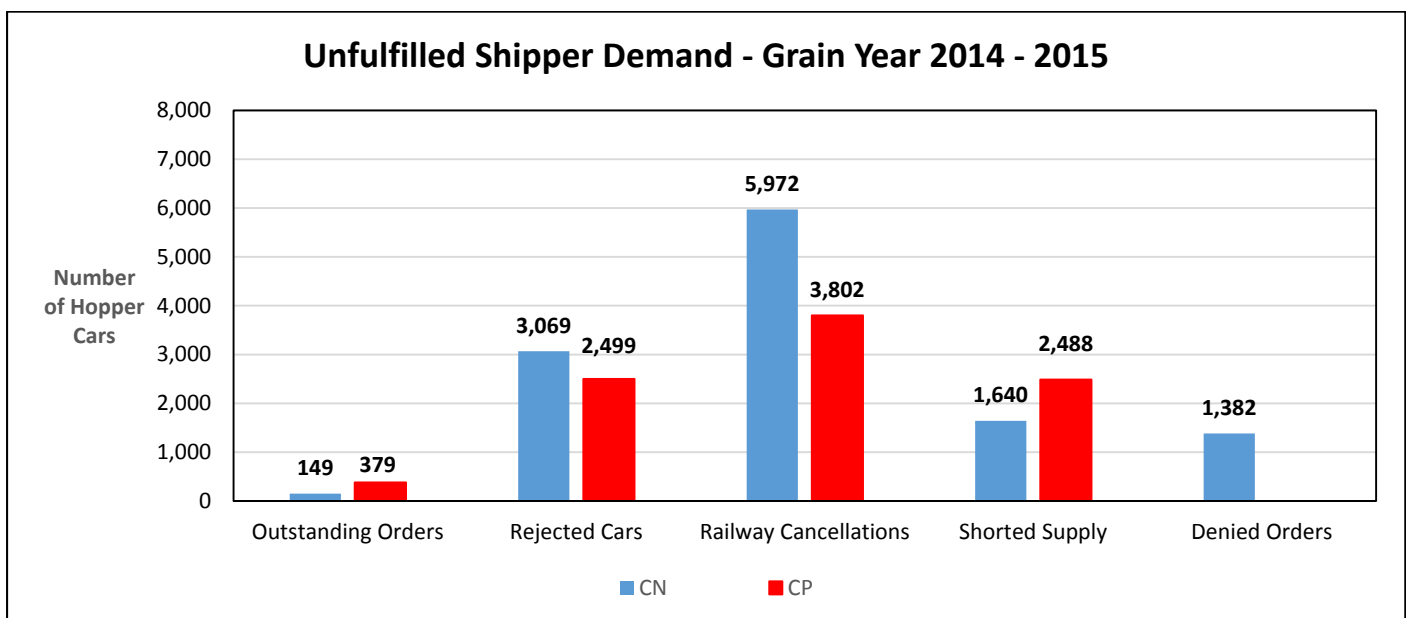
Weekly Performance Update – To Grain Week 52 (CY 2014)
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The calculation of total unfulfilled demand for hopper cars represents the accumulated difference across all grain weeks in the year between the number of cars ordered by shippers and the number of cars supplied by the railway for those orders. This total unfulfilled demand therefore represents the volume of missed and deferred shipper orders.

Shipper demand includes all orders placed by shippers in the railways’ car order systems plus orders that have been denied or cancelled by the railways based on car ordering rules imposed on shippers during the current grain year. Supply of railcars reflects total cars supplied excluding cars rejected by shippers as unsuitable for loading due to mechanical or sanitary reasons.

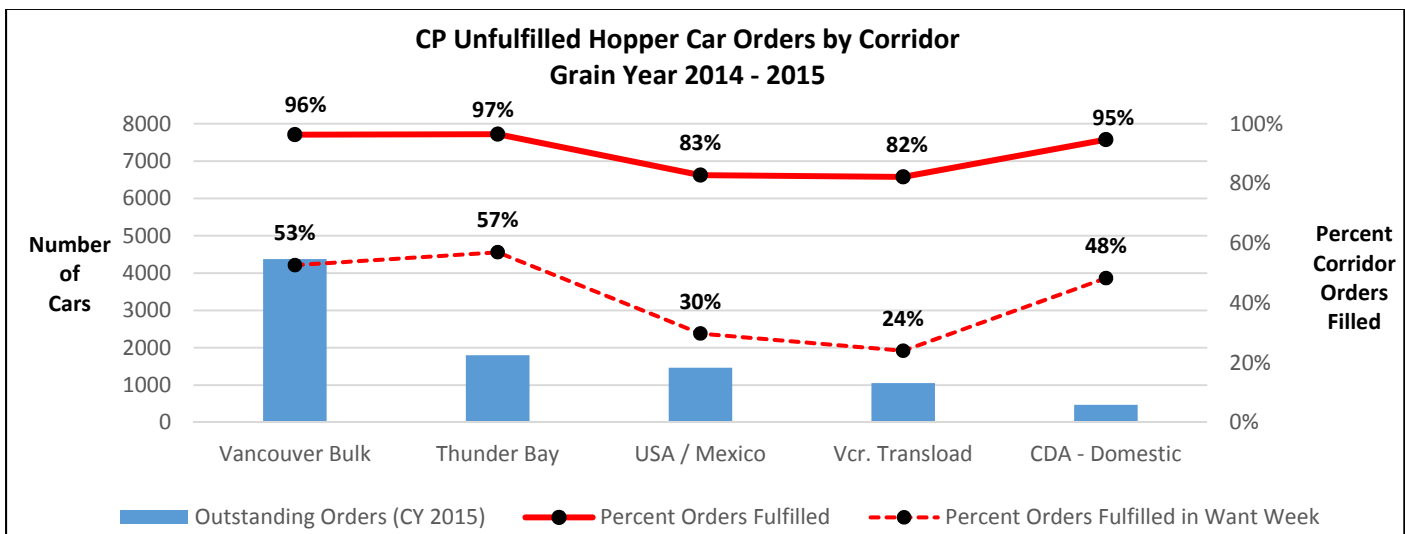
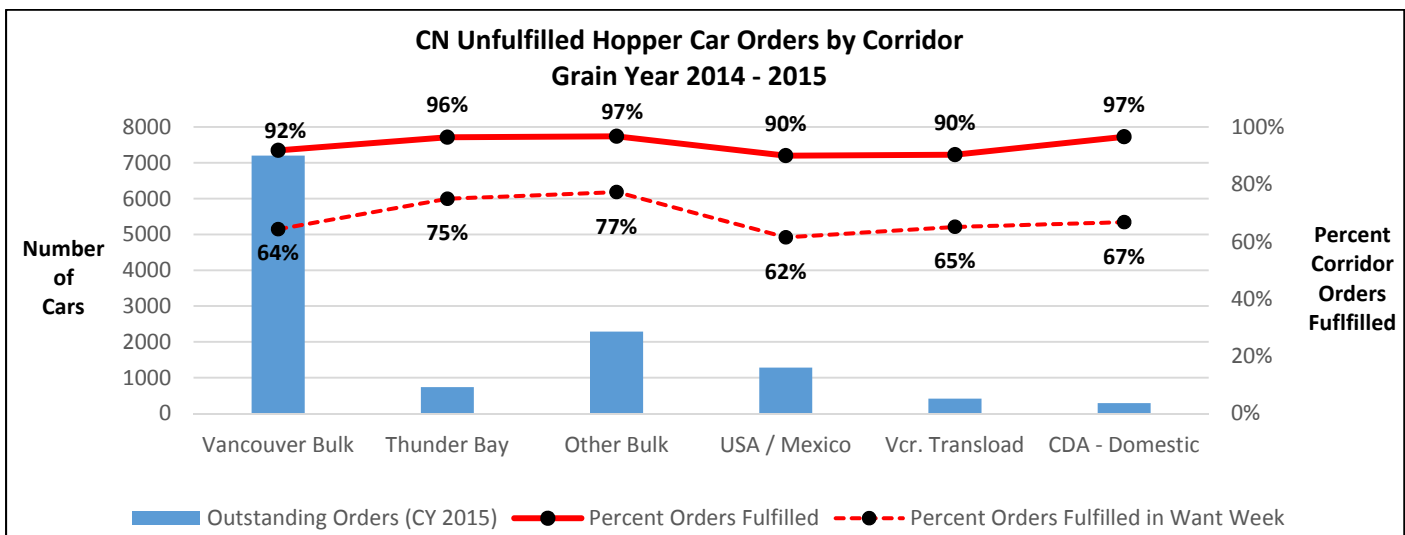


The calculation of outstanding orders excludes all unfulfilled orders related to rejected cars, orders denied by the railways, railway cancellations due to railway car ordering thresholds and orders not completely filled (shorted supply). The chart below provides a breakdown of total unfulfilled shipper demand by category.



Railway Car Supply Performance by Major Corridor – To Grain Week 52 (CY 2014)

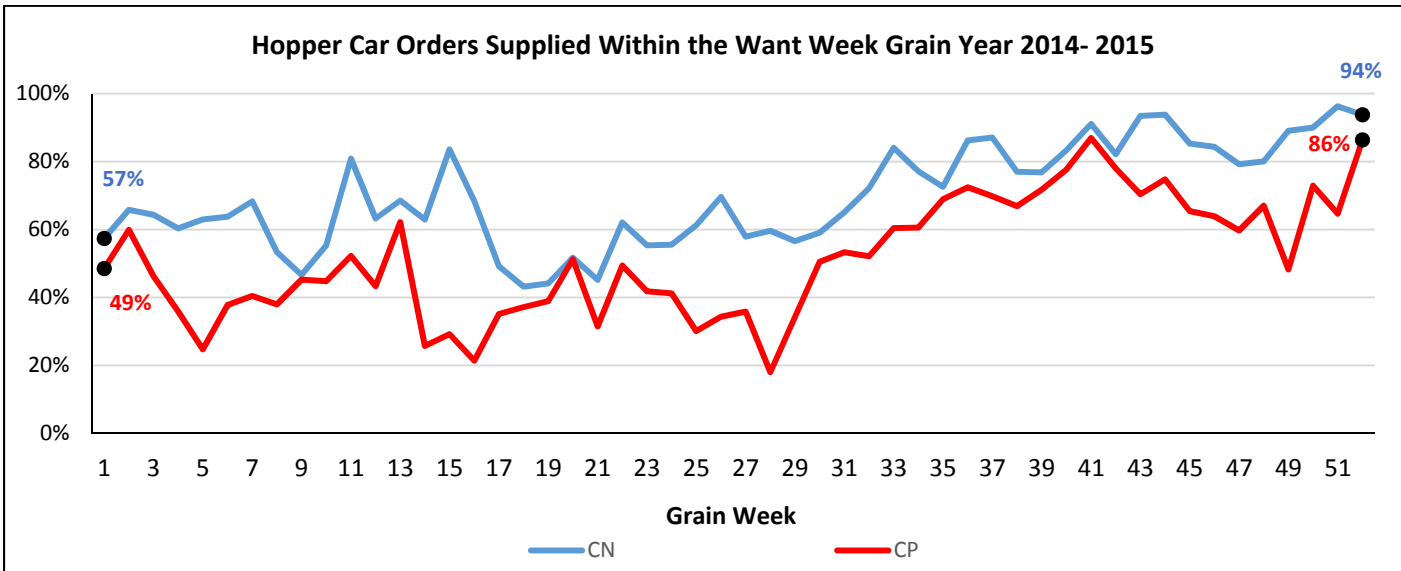
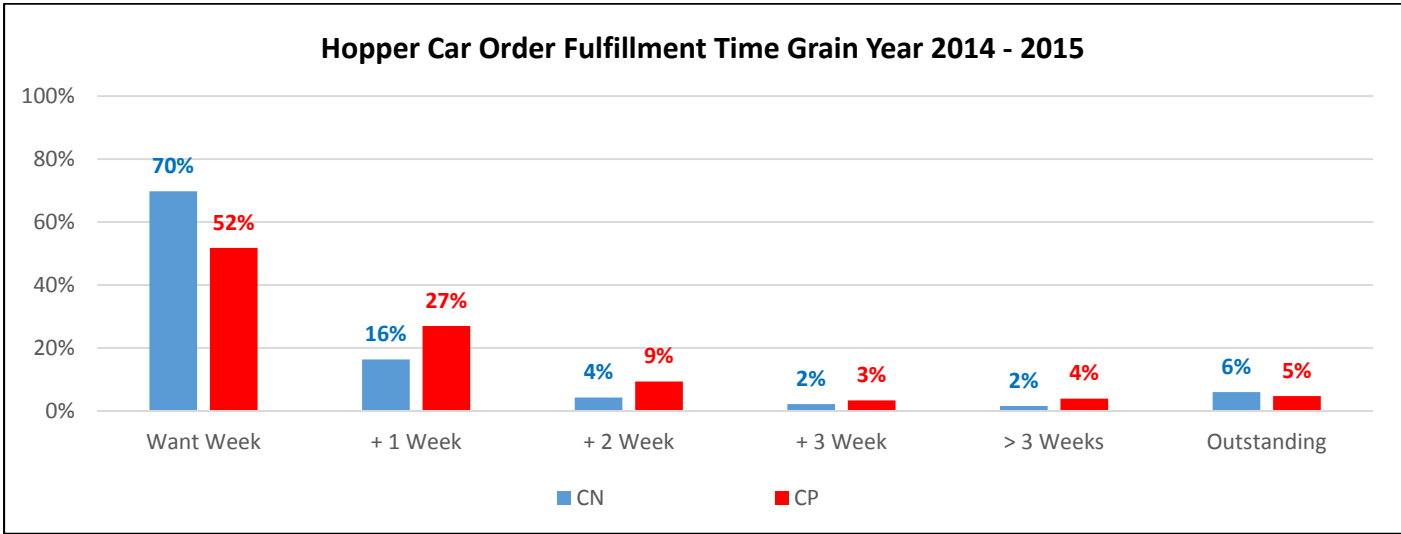
	Cars Supplied			Year to Date Unfulfilled Demand		
	CN	CP	Total	CN	CP	Total
Vancouver Bulk	81,328	115,240	196,568	(7,204)	(4,376)	(11,580)
Thunder Bay	19,807	49,653	69,460	(738)	(1,800)	(2,538)
Other Bulk	67,689	-	67,689	(2,285)	-	(2,285)
USA / Mexico	11,516	7,058	18,574	(1,281)	(1,468)	(2,749)
Vancouver Transload	3,859	4,869	8,728	(413)	(1,054)	(1,467)
Canada - Domestic	8,185	8,340	16,525	(291)	(470)	(761)
	192,384	185,160	377,544	(12,212)	(9,168)	(21,380)



Corridor statistics reflect performance for railway car supply by destination corridor against **current year orders** for each corridor. The number of cars supplied **excludes** cars supplied by the railways during the measurement period that were for prior year orders.

Timeliness of Railway Car Supply Against Customer Demand

RR	Want Week	+ 1 Week	+ 2 Weeks	+ 3 Weeks	> 3 Weeks	Outstanding Orders
CN	70%	16%	4%	2%	2%	6%
CP	52%	27%	9%	3%	4%	5%
Total	61%	22%	7%	3%	3%	5%

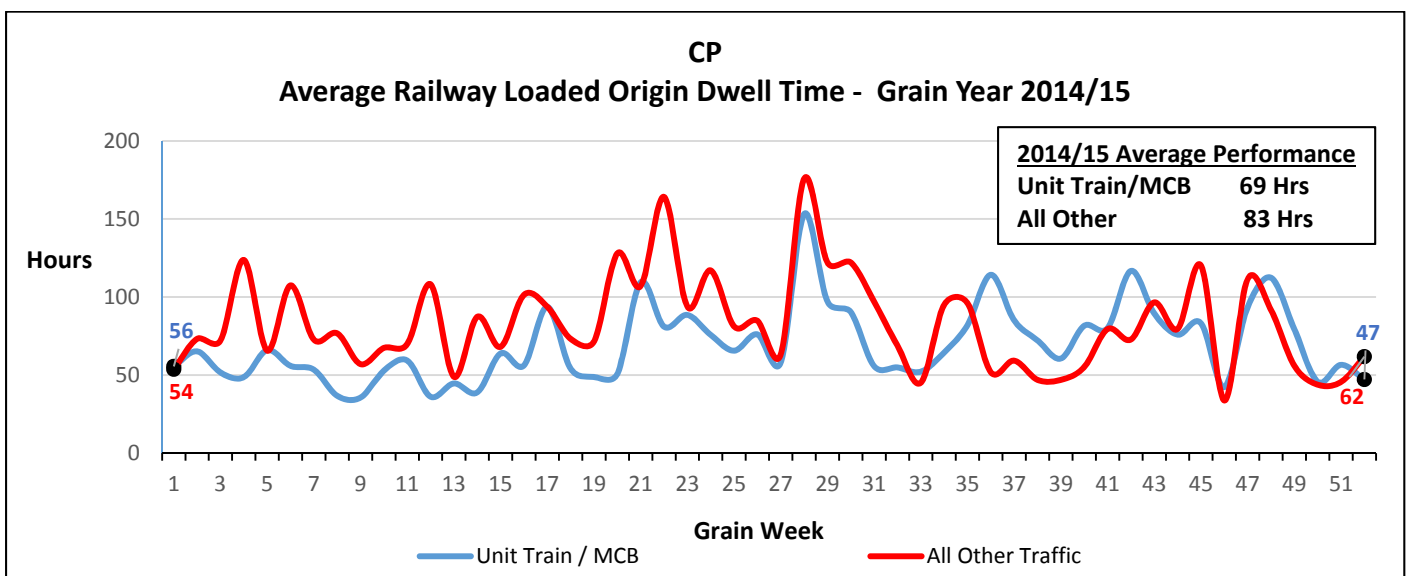
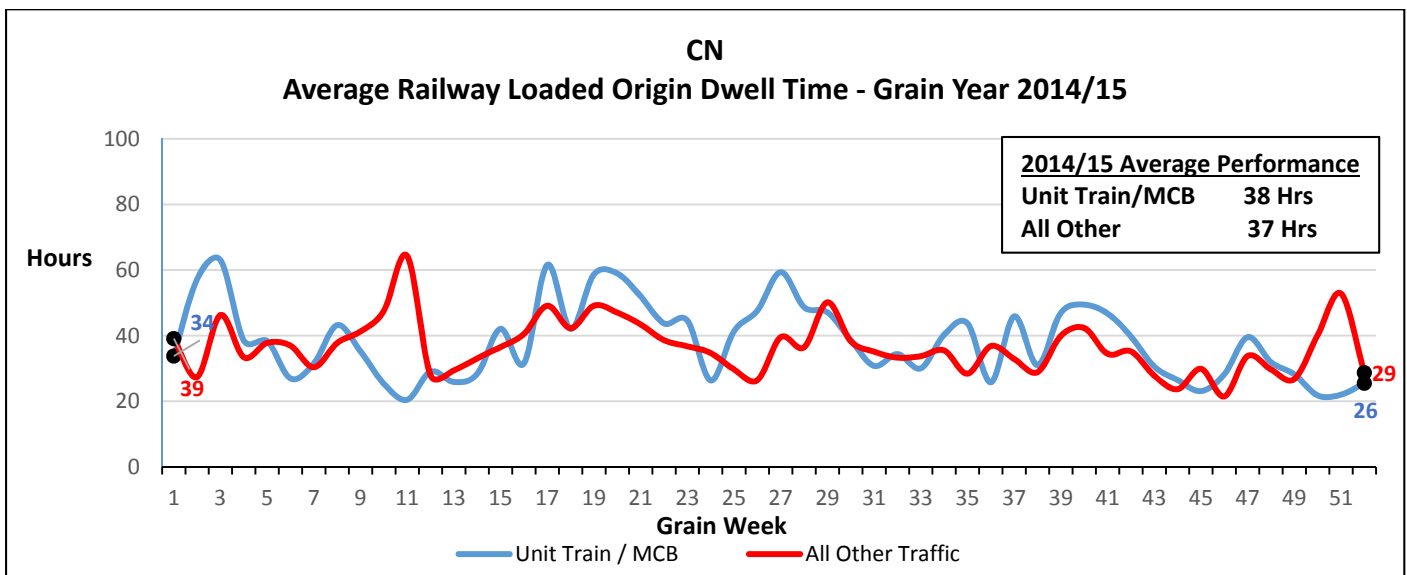


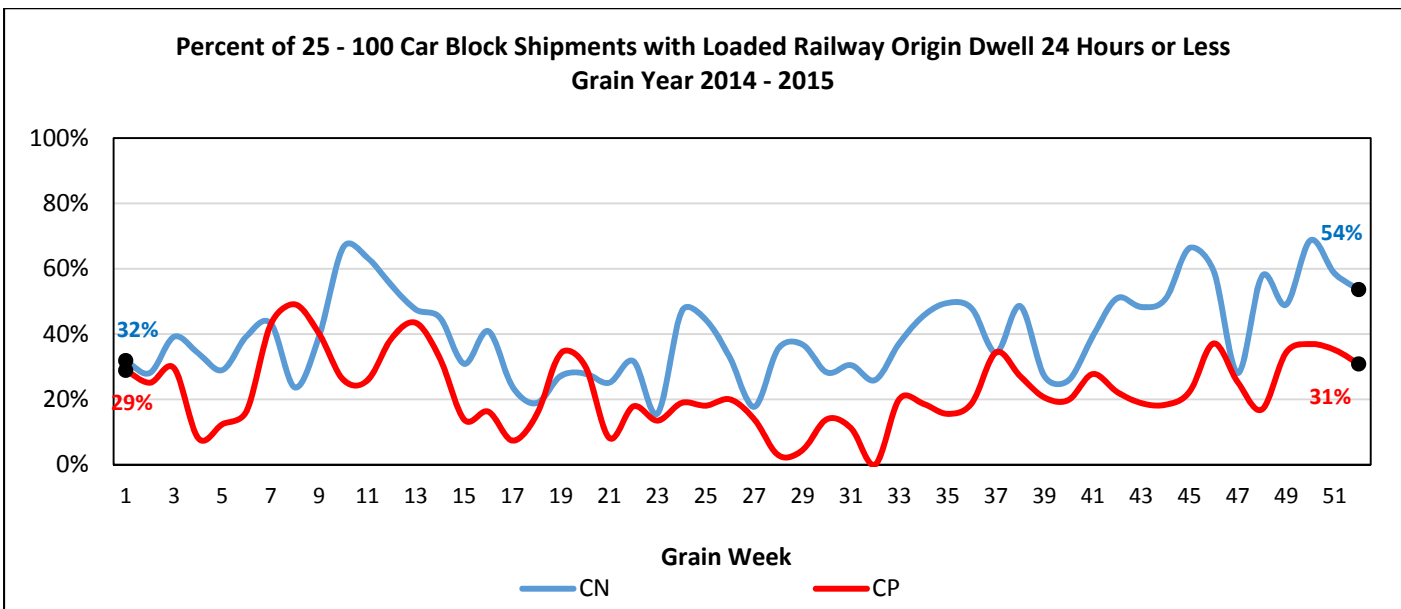
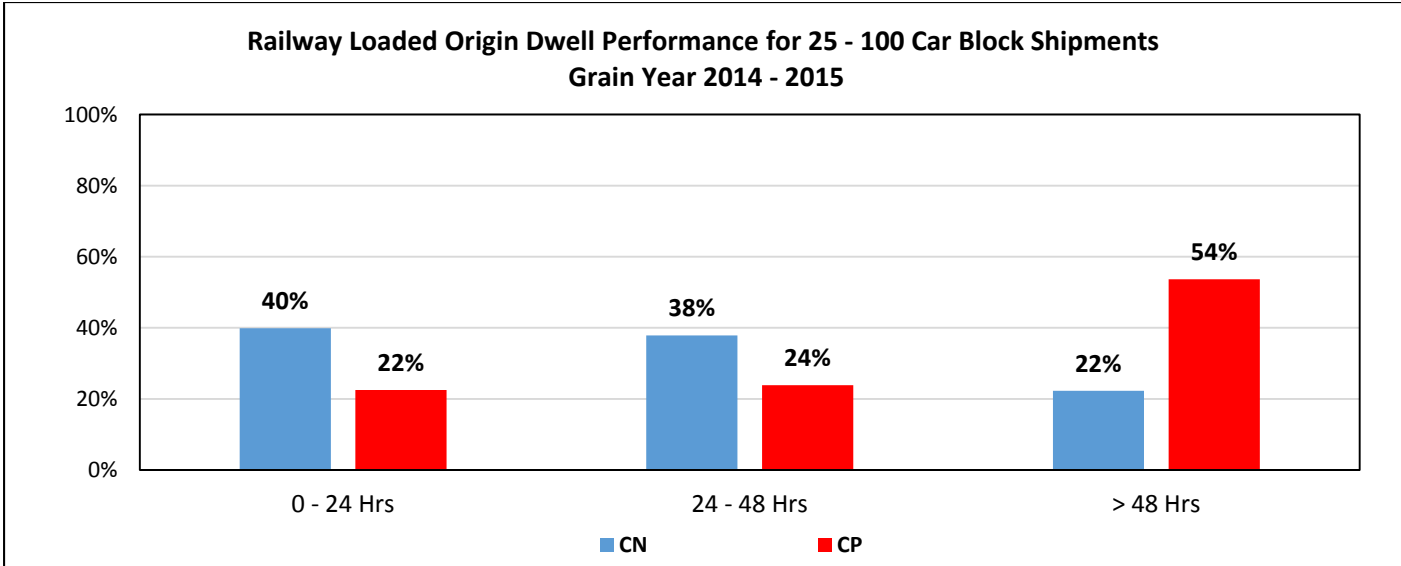
Origin Dwell Performance

Origin dwell time measures the elapsed time from the release of loaded cars by shippers to the time the railways physically pull the cars from a shipper’s siding for movement to destination. Average performance in this area will vary depending on the nature of the shipment.

For unit trains and other multi car block shipments dwell time is generally expected to be 24 hours or less as these shippers load cars within 24 hour windows in order to avoid origin demurrage charges assessed by the railways. Non multi car block shipments of less than 25 cars will generally have longer dwell times.

The charts below provide a view of origin dwell performance on a weekly basis since the beginning of the current crop year. The last chart looks specifically at origin dwell performance for multi-car block shipments. Increasing dwell times at country origins negatively impact railcar cycles which in turn impact the ability of the railways to supply empty cars to shippers.





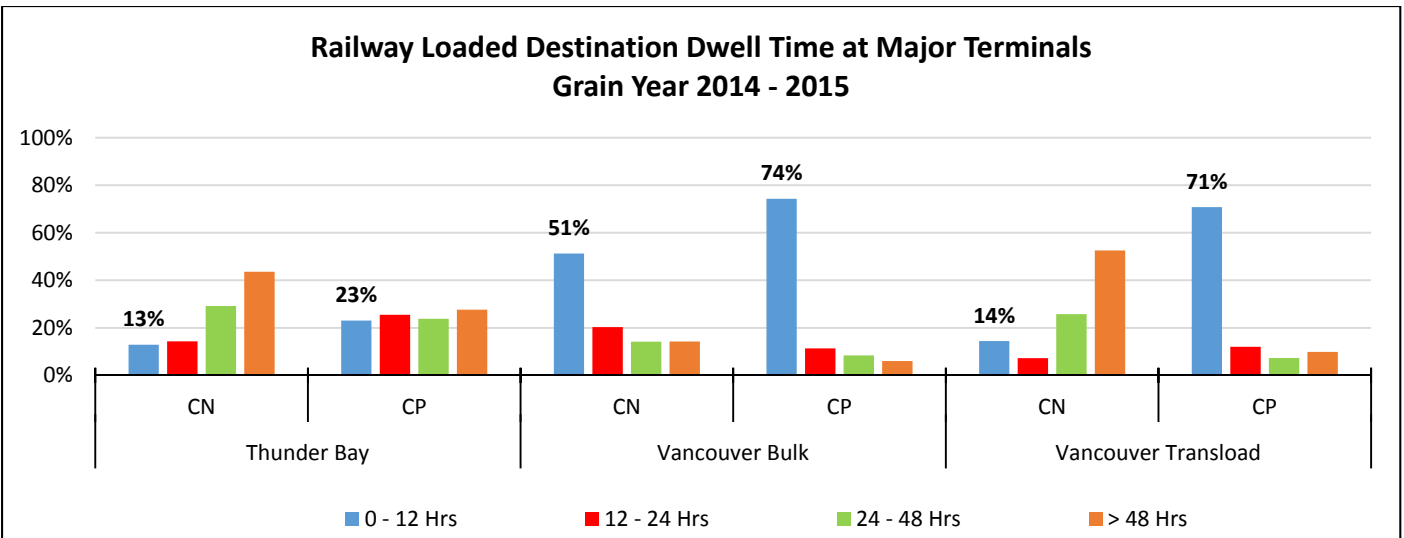
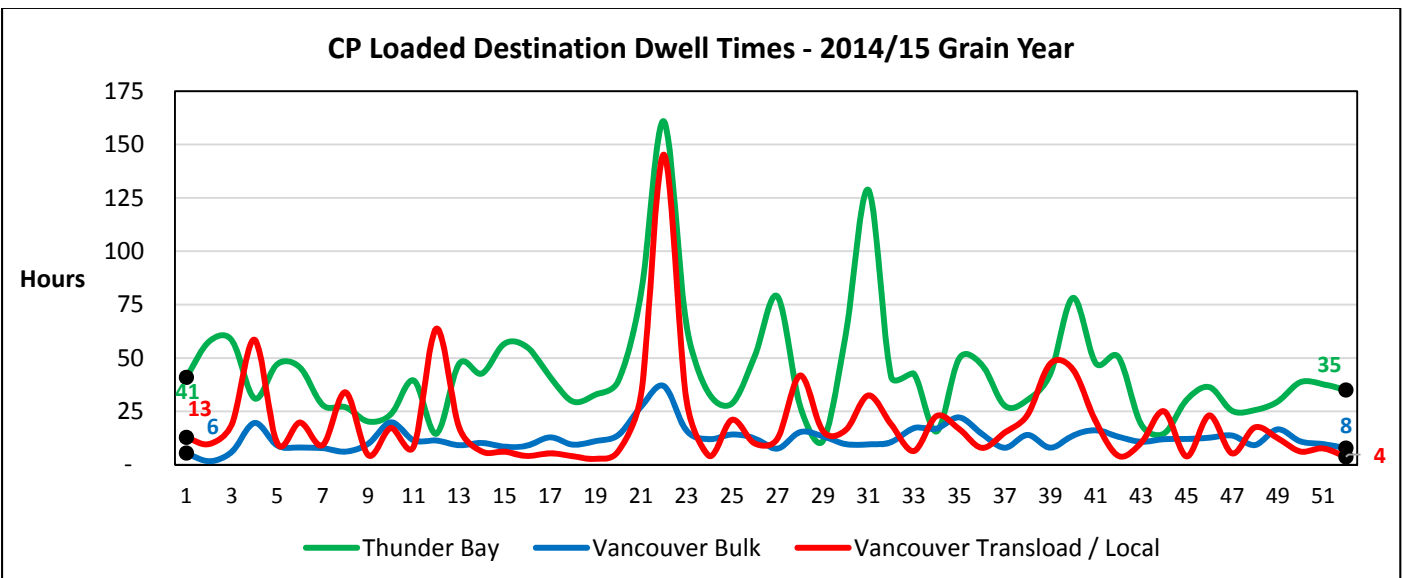
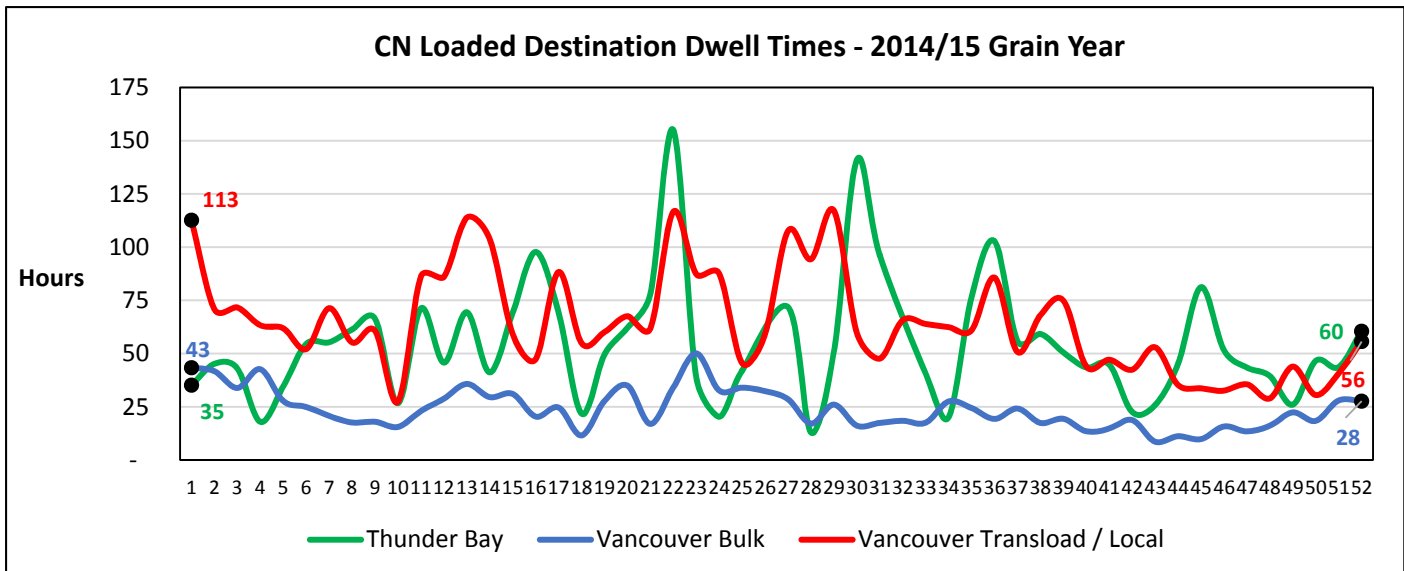
Railway Destination Terminal Dwell Performance

Destination terminal dwell time measures the elapsed time from the time a railcar arrives at the destination railway yard to the time it is placed at the receiver’s facility for unloading. Average performance in this area will vary depending on the nature of the shipment.

Traffic destined to the bulk port terminal at Vancouver for instance is generally placed for unloading on arrival at Vancouver. In contrast traffic destined to transloaders in Vancouver is ordered in by receivers on a car by car basis.

Dwell time ends with the reporting of an actual placement event at the receiver’s facility. The beginning of the dwell measure is initiated by either an arrival at the destination terminal or the constructive placement of a car at the terminal by the railway.

This is not a measure of unloading performance by receivers.



Port Terminal – Out of Car Time

This measure identifies the percentage of working time that bulk grain port terminals do not have rail cars available for unloading resulting in lost productivity. This performance measure is provided for the five major terminals located at Vancouver and Ridley Terminals at Prince Rupert.

Vancouver performance is segregated between north shore and south shore terminals as each is served exclusively by one railway - CN (north shore) or CP (south shore).

