

## Performance Dashboard

### Hopper Car Demand

	Week 11			This Year		Last Year		This Year versus Last Year	
	This Year	Last Year	This Year vs. Last Year	YTD	Weekly Average	YTD	Weekly Average	YTD	Weekly Average
CN	5,421	5,336	85	46,132	4,194	47,508	4,319	(1,376)	(125)
CP	4,090	3,788	302	46,926	4,266	48,992	4,454	(2,066)	(188)
	<b>9,511</b>	<b>9,124</b>	<b>387</b>	<b>93,058</b>	<b>8,460</b>	<b>96,500</b>	<b>8,773</b>	<b>(3,442)</b>	<b>(313)</b>

### Empty Hopper Cars Supplied – Week 11 (All Want Weeks)

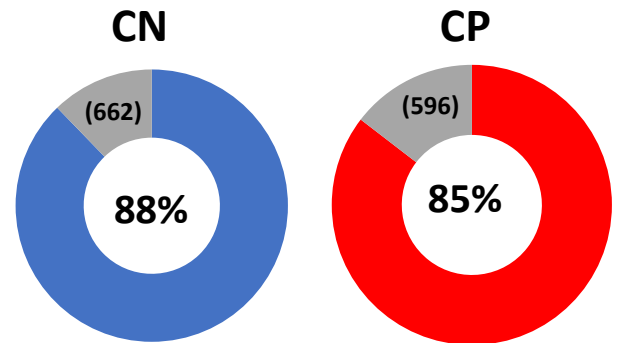
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last	This	Last	This	Last	This		
	This Year	Year	Year	Year	Year	Year	Year	Last Year
CN	4,238	4,382	189	28	568	211	4,995	4,621
CP	3,330	2,502	1,242	626	330	231	4,902	3,359
	<b>7,568</b>	<b>6,884</b>	<b>1,431</b>	<b>654</b>	<b>898</b>	<b>442</b>	<b>9,897</b>	<b>7,980</b>

### Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	2%	3%	3%	5%	3%	4%
25	3%	0%	1%	2%	2%	2%
50	13%	11%	12%	14%	13%	13%
100	82%	86%	84%	79%	82%	81%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	5,421	4,090	9,511
Current Week Order Fulfillment			
Supplied in Current Week	4,238	3,330	7,568
Supplied Early	521	164	685
<b>Total Cars Supplied for Want Week</b>	<b>4,759</b>	<b>3,494</b>	<b>8,253</b>
Current Week Unfulfilled Demand	(662)	(596)	(1,258)
% Current Week Orders Supplied	88%	85%	87%

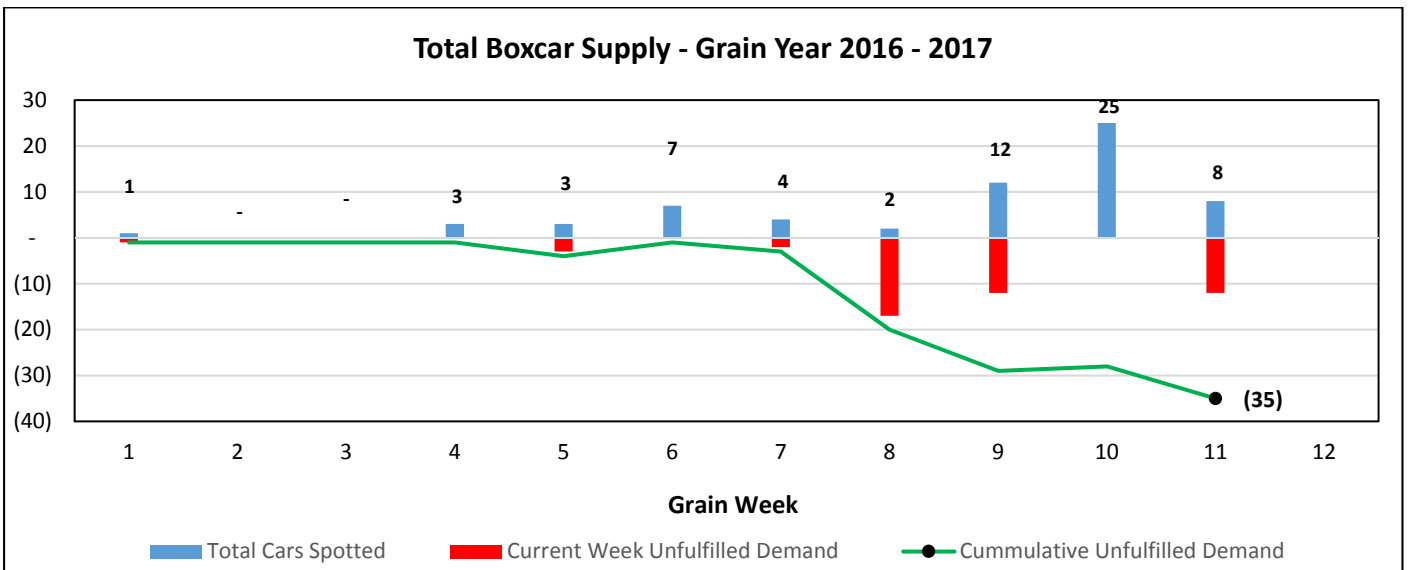
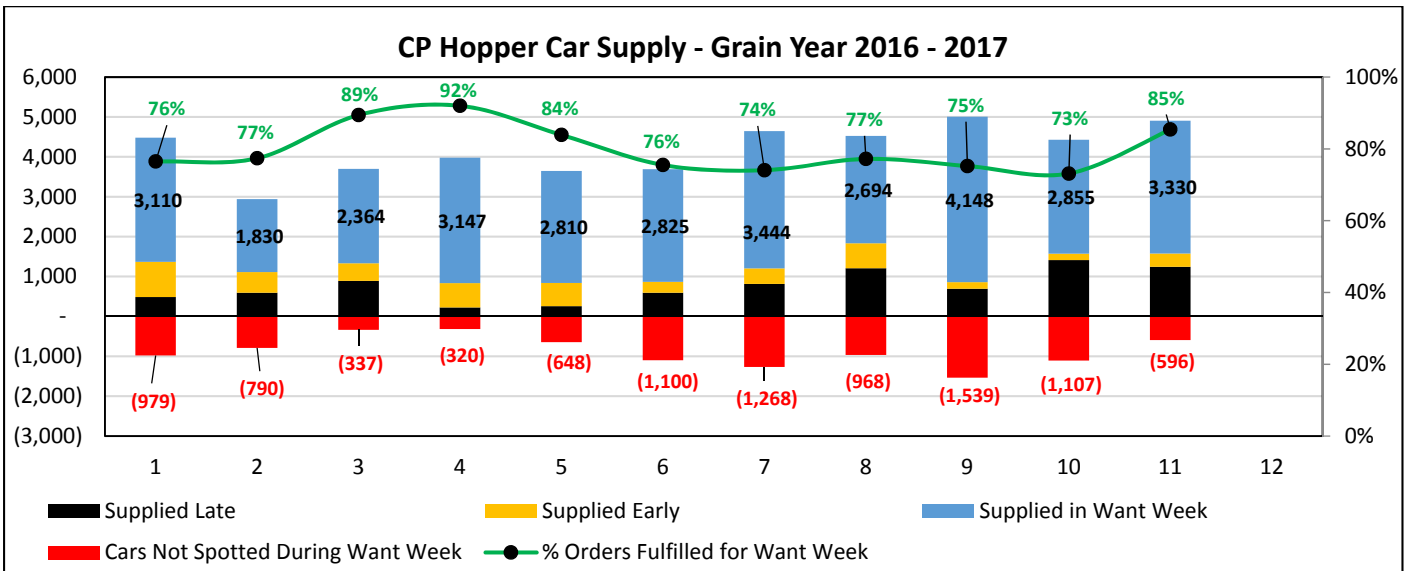
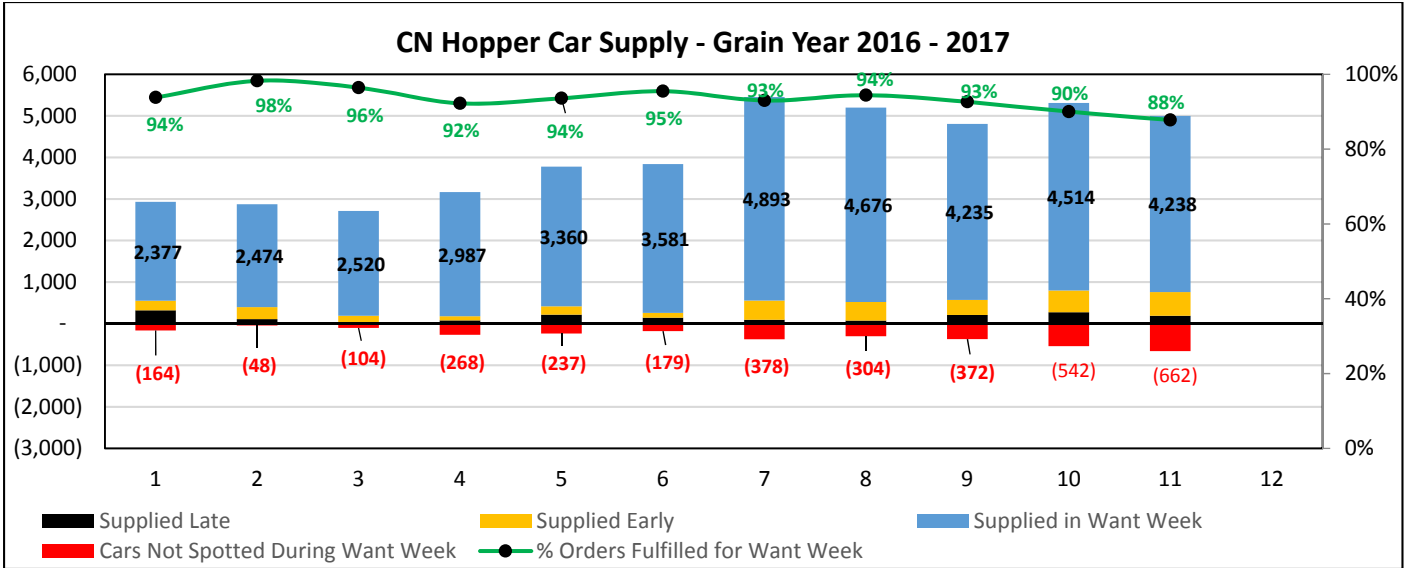


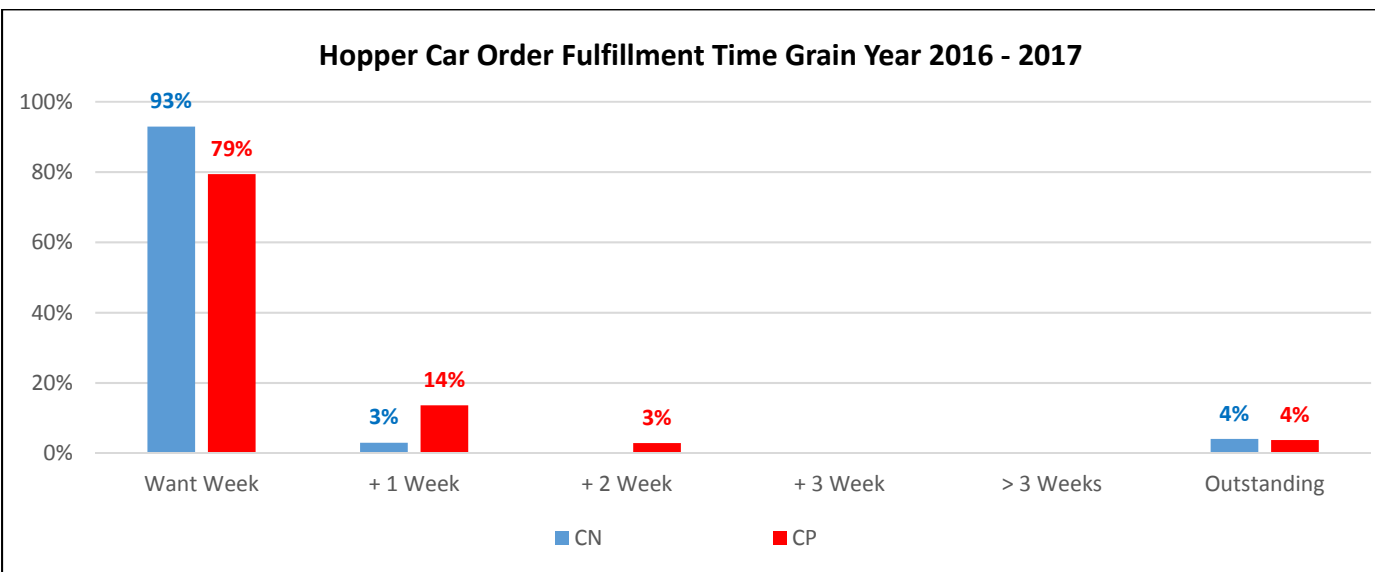
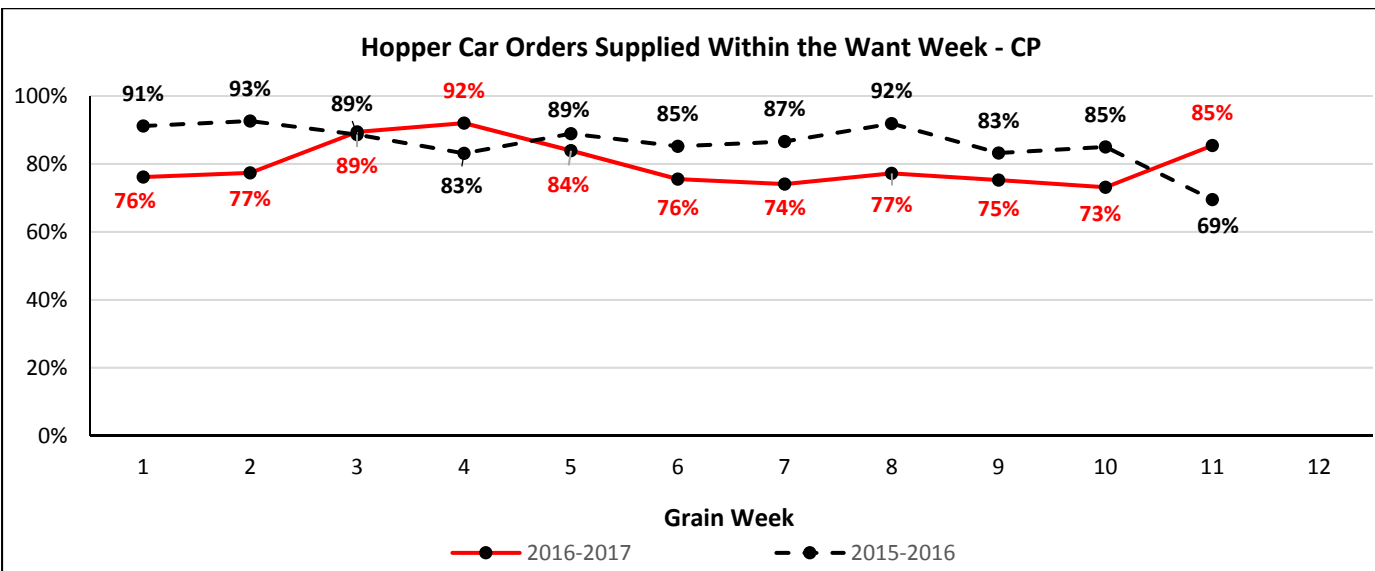
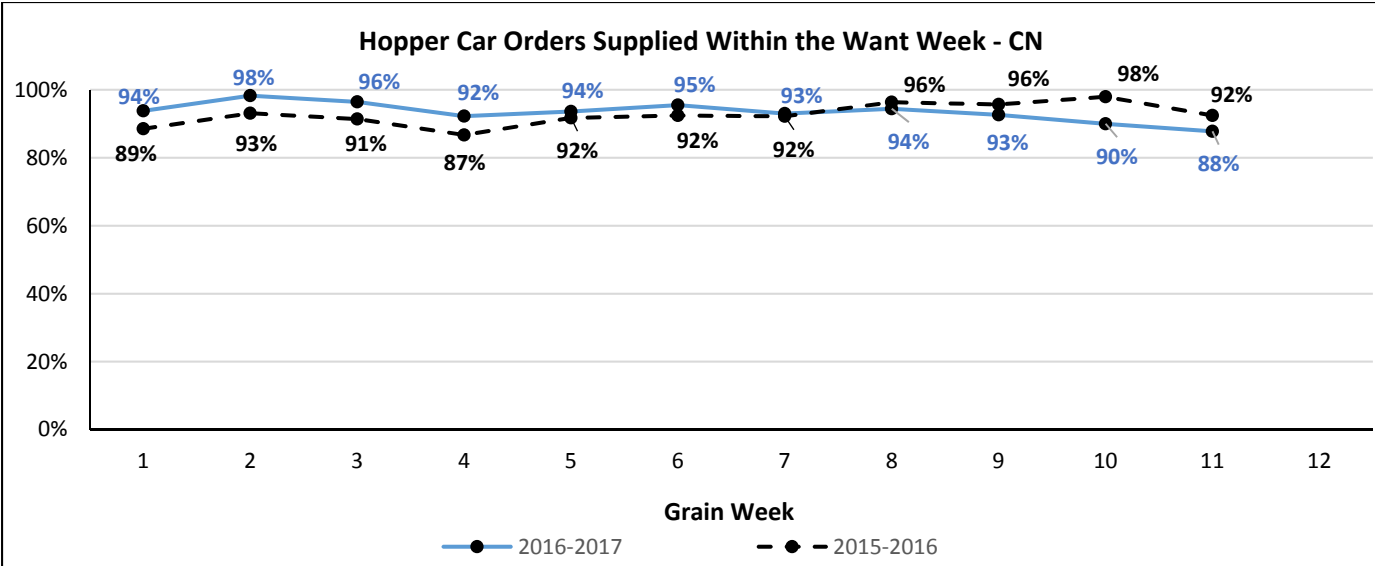
### Loaded Dwell Time (Hours) at Origin (All Traffic)

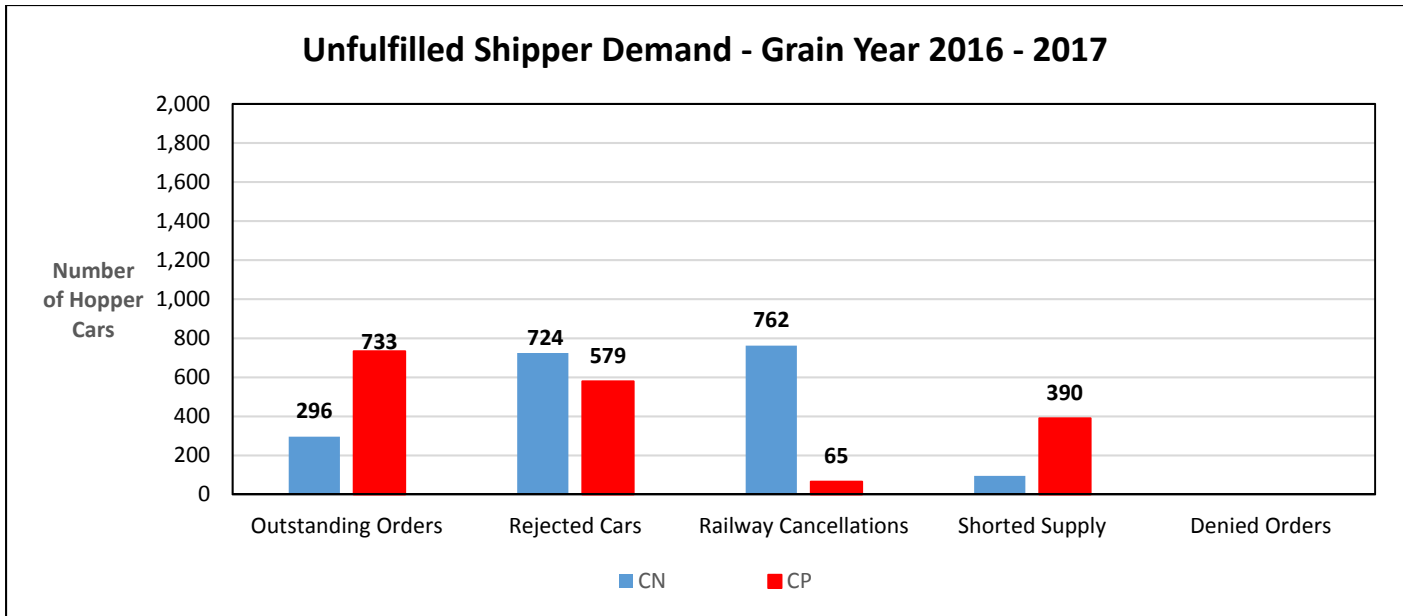
	Week 11		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	19	13	18	23
CP	55	76	46	55

### Dwell Time (Hours) at Destination (All Traffic)

		Week 11		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	23	35	22	24
	CP	11	11	10	9
Thunder Bay	CN	63	65	55	51
	CP	38	50	32	34







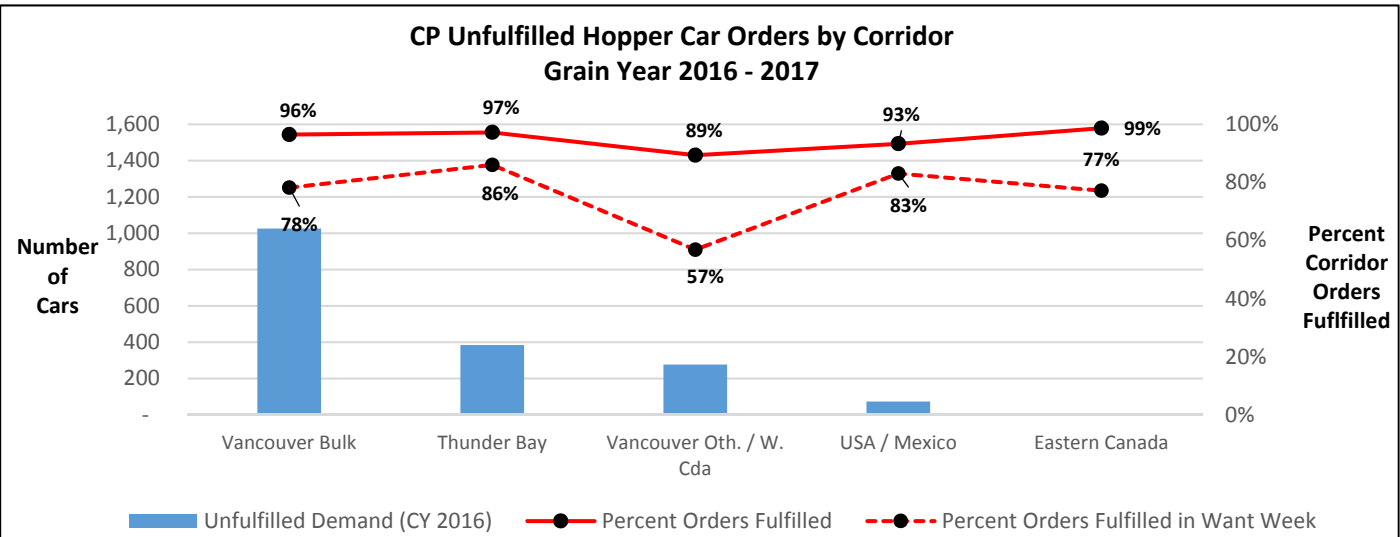
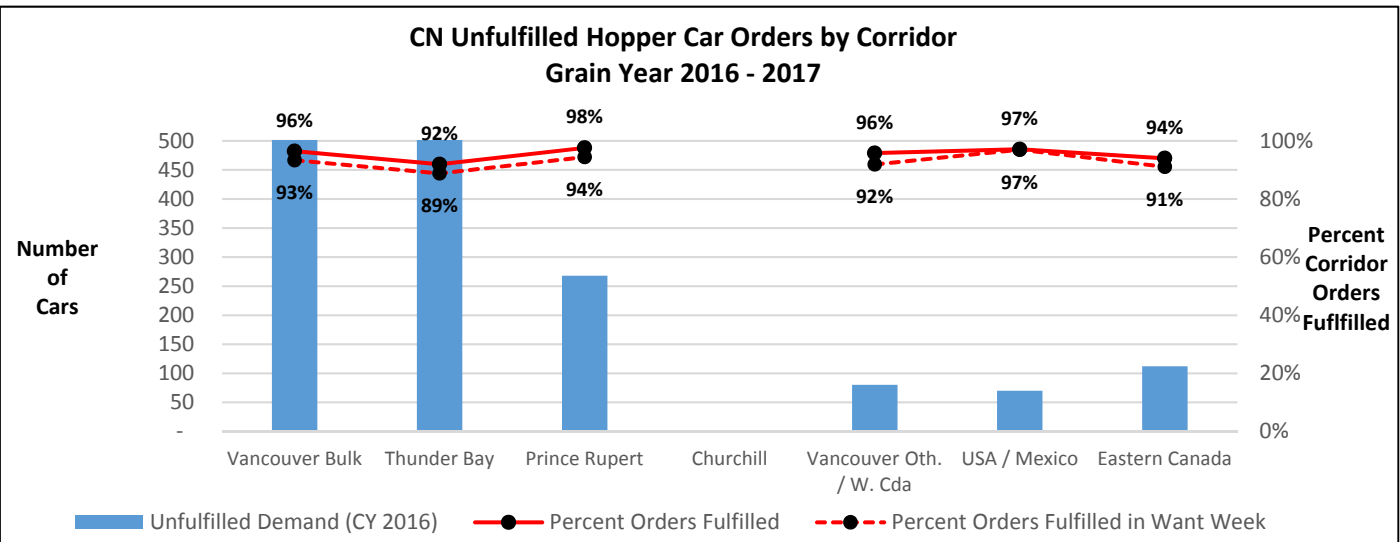
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 11

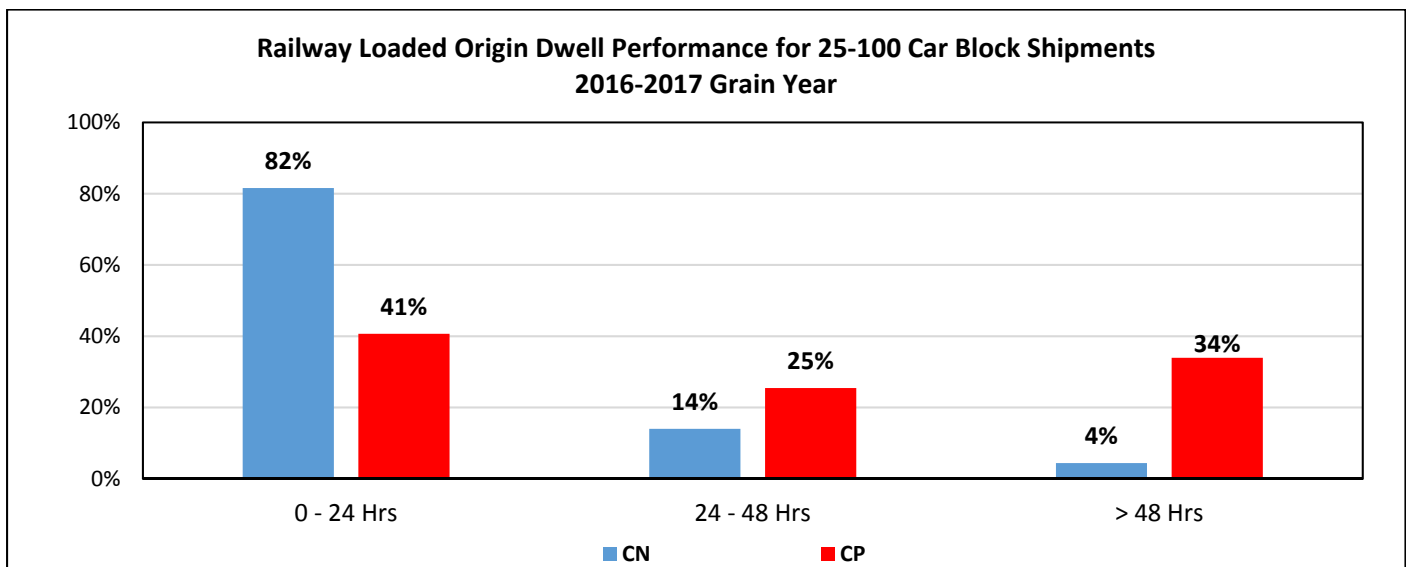
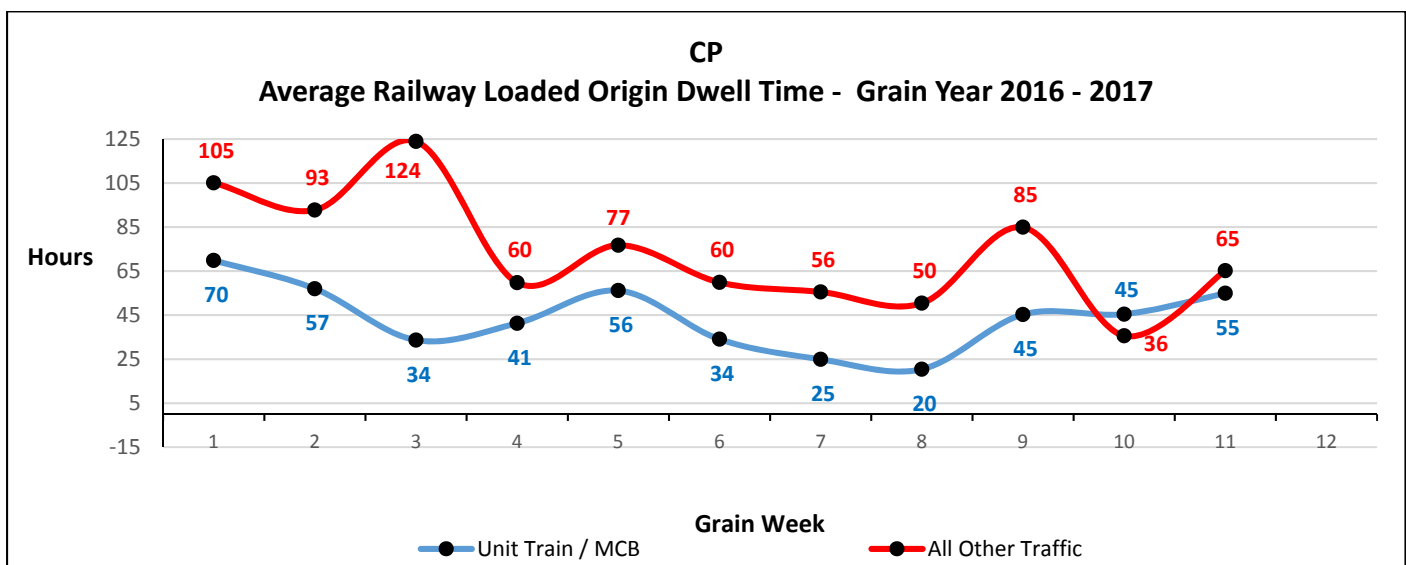
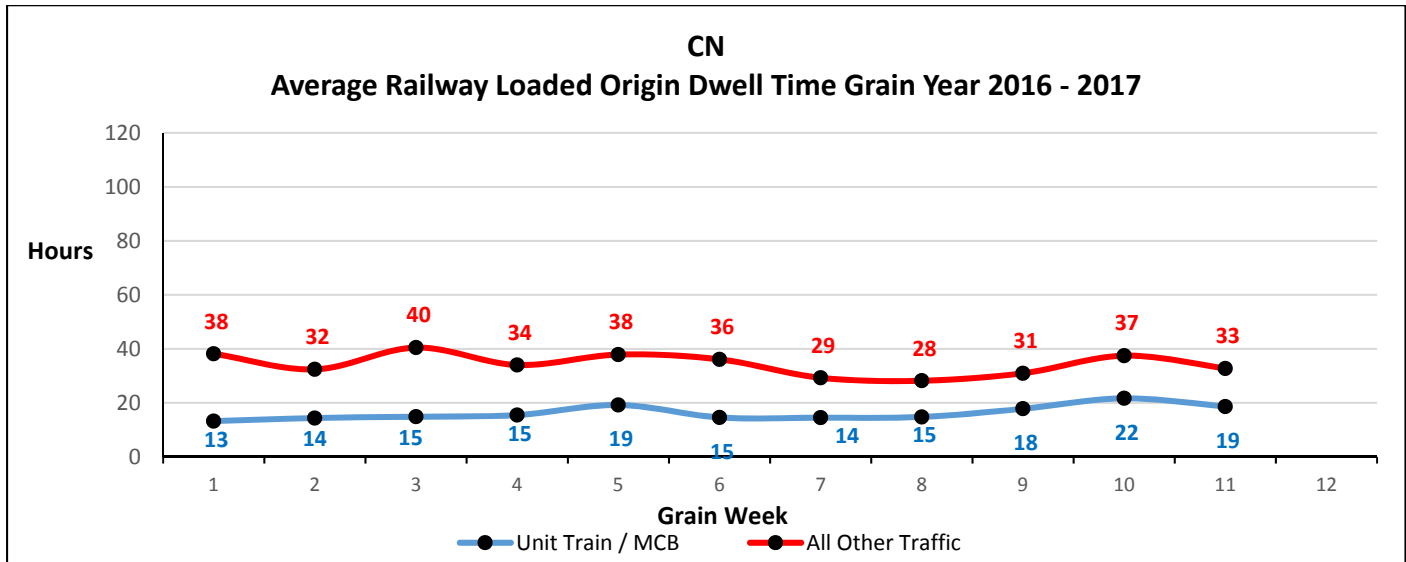
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	21,593	20,826	(767)	96%
	Thunder Bay	7,200	6,620	(580)	92%
	Prince Rupert	11,139	10,871	(268)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	1,908	1,828	(80)	96%
	USA / Mexico	2,424	2,354	(70)	97%
	Eastern Canada	1,868	1,756	(112)	94%
<b>CN Total</b>		<b>46,132</b>	<b>44,255</b>	<b>(1,877)</b>	<b>96%</b>
CP	Vancouver Bulk	29,011	27,985	(1,026)	96%
	Thunder Bay	13,691	13,307	(384)	97%
	Vancouver Other / W. Canada	2,603	2,326	(277)	89%
	USA / Mexico	1,091	1,018	(73)	93%
	Eastern Canada	530	523	(7)	99%
<b>CP Total</b>		<b>46,926</b>	<b>45,159</b>	<b>(1,767)</b>	<b>96%</b>

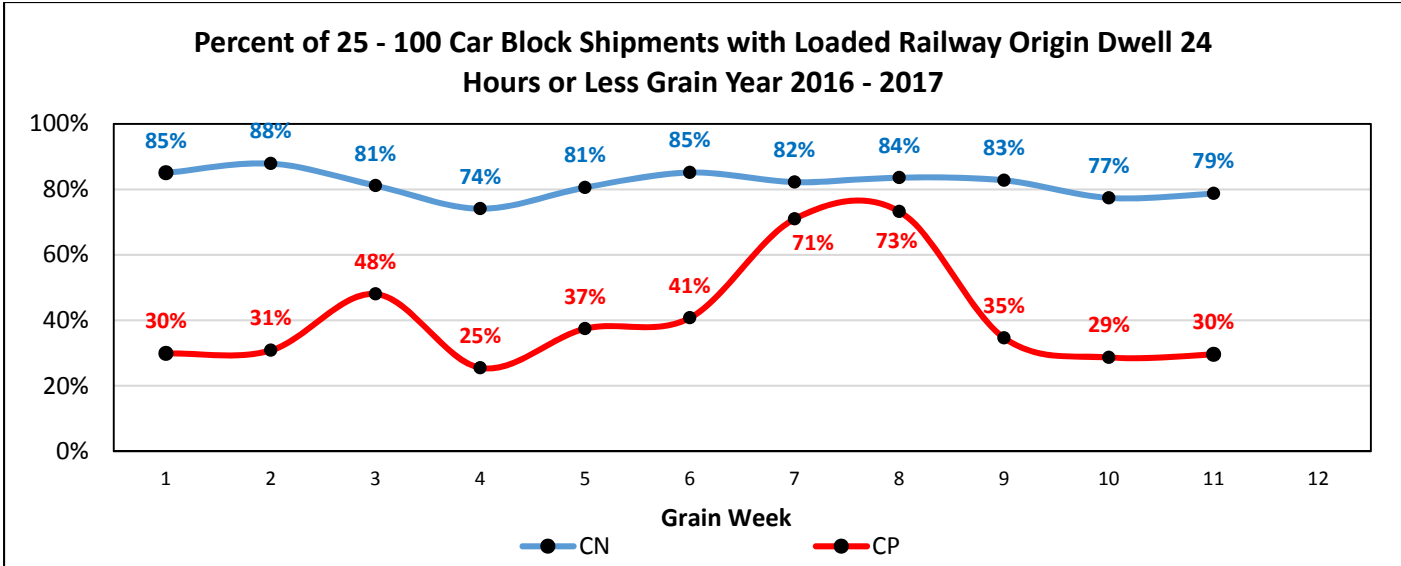
**Hopper Cars Supplied in the Want Week by Corridor – To Week 11**

Railway	Corridor	Week 11			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,215	1,818	82%	21,593	20,155	93%
	Thunder Bay	800	625	78%	7,200	6,394	89%
	Prince Rupert	1,581	1,569	99%	11,139	10,520	94%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	296	265	90%	1,908	1,753	92%
	USA / Mexico	276	251	91%	2,424	2,351	97%
	Eastern Canada	253	231	91%	1,868	1,701	91%
<b>CN Total</b>		<b>5,421</b>	<b>4,759</b>	<b>88%</b>	<b>46,132</b>	<b>42,874</b>	<b>93%</b>
CP	Vancouver Bulk	2,876	2,544	88%	29,011	22,686	78%
	Thunder Bay	957	880	92%	13,691	11,778	86%
	Vancouver Other / W. Canada	179	42	23%	2,603	1,480	57%
	USA / Mexico	75	25	33%	1,091	906	83%
	Eastern Canada	3	3	100%	530	409	77%
<b>CP Total</b>		<b>4,090</b>	<b>3,494</b>	<b>85%</b>	<b>46,926</b>	<b>37,259</b>	<b>79%</b>

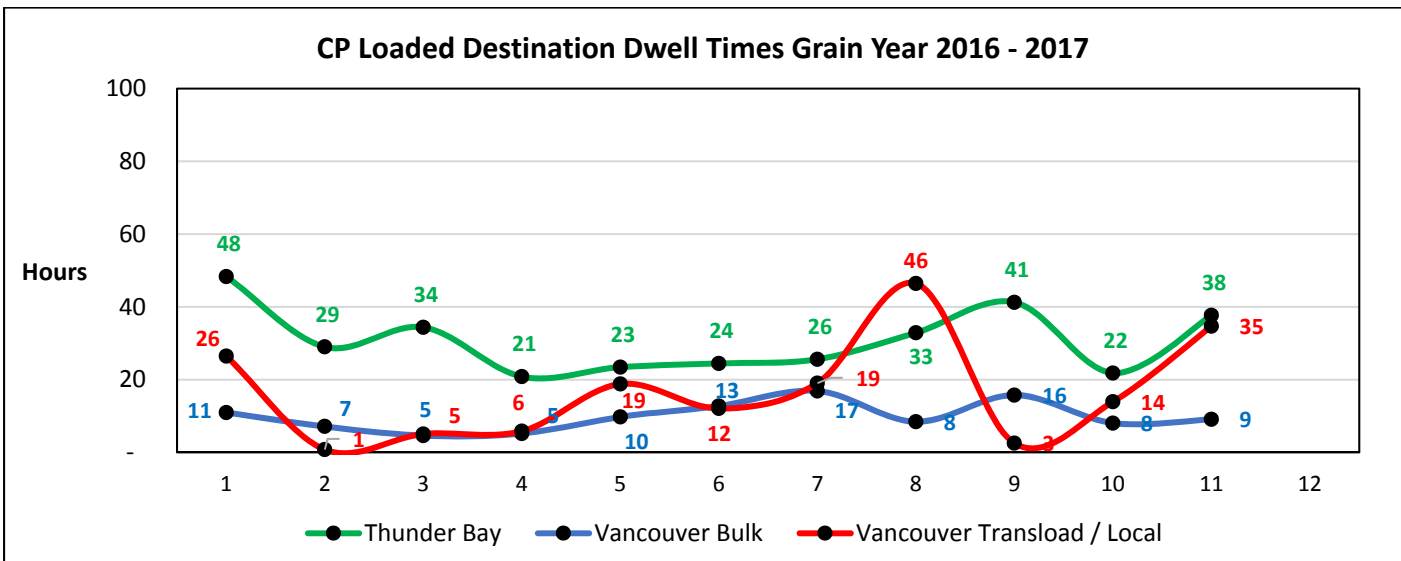
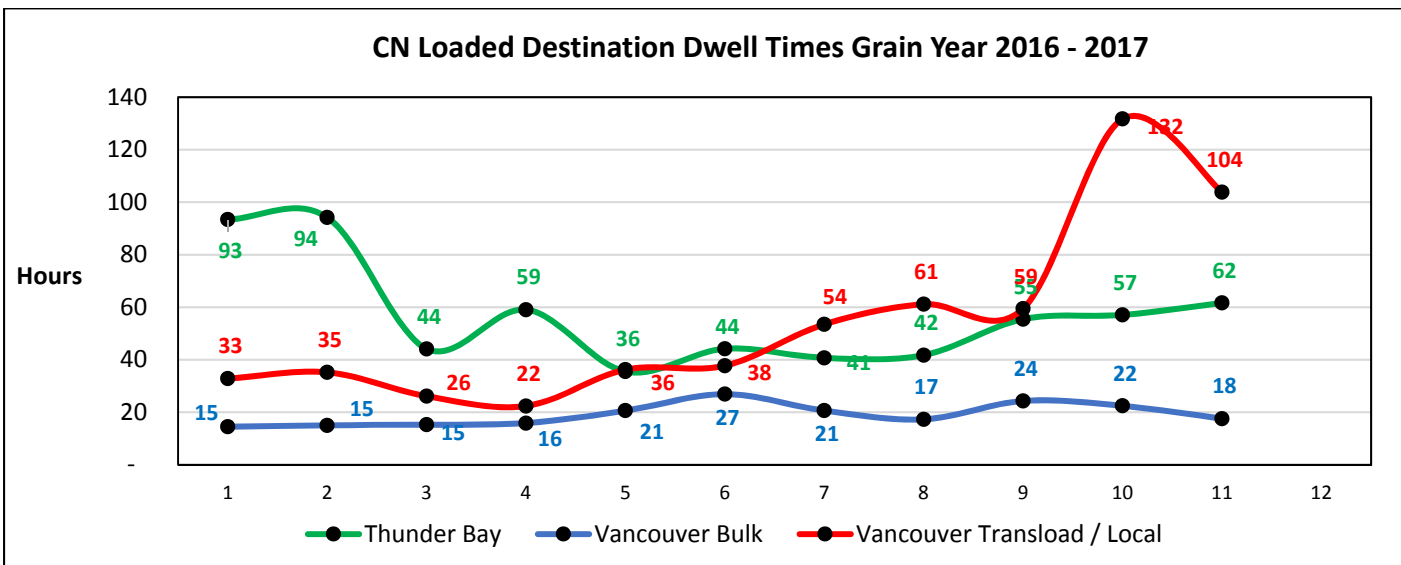


## Origin Dwell Performance

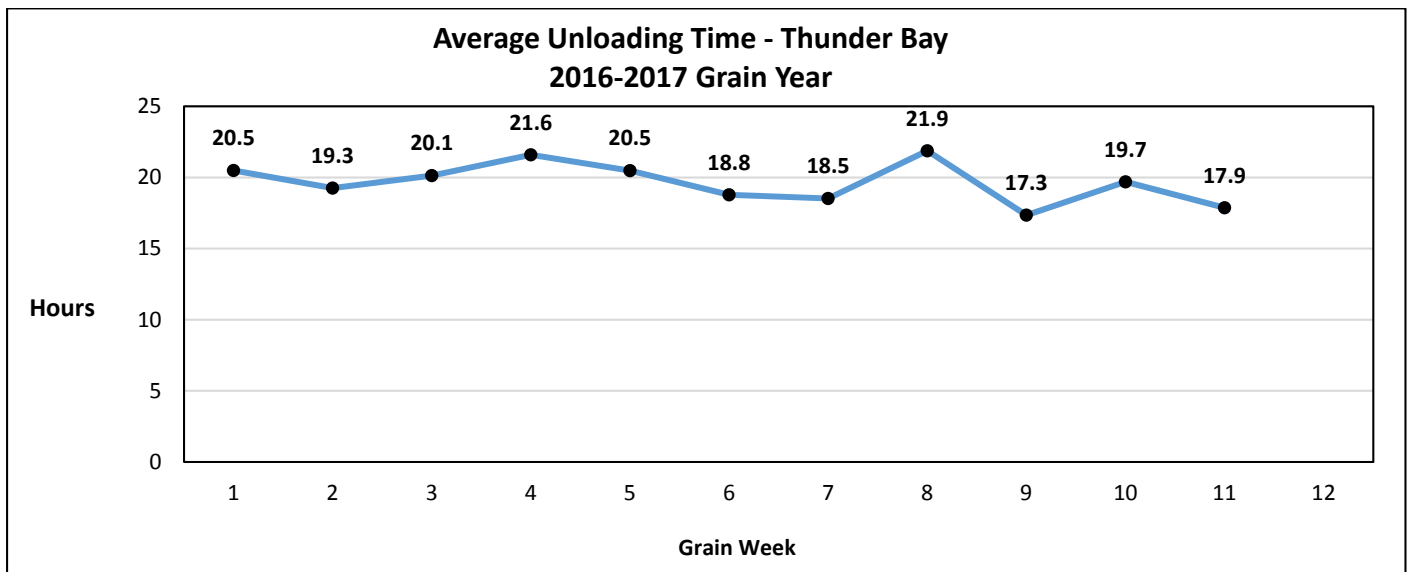
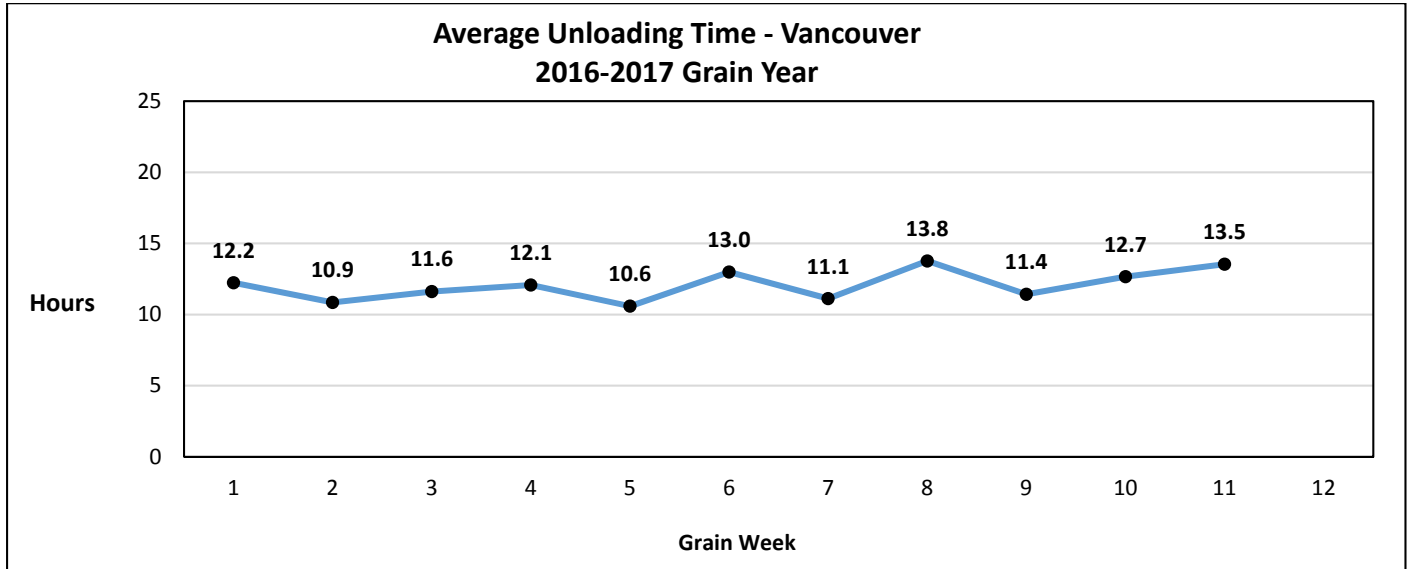




## Destination Dwell Performance

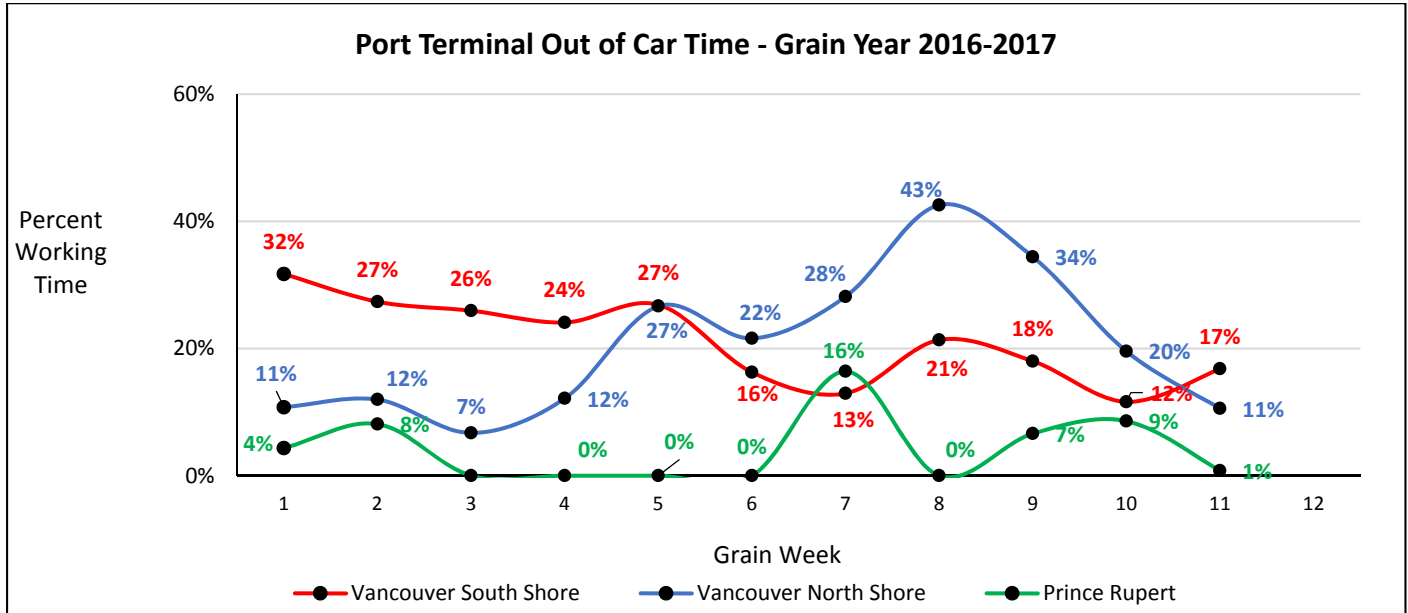


## Port Terminal - Unloading Time





## Port Terminal – Out of Car Time



## Glossary of Terms

Hopper Car Demand	The total number of hopper cars ordered for a given want week for each of CN and CP. Demand data is presented for the current week report and for the grain year to date. Comparisons are provided for the current grain versus the prior grain year.
Empty Hopper Cars Supplied	A count of all empty hopper cars supplied for the grain service week being reported on. Supply is categorized based on whether it is for the current want week, for prior week orders or for future week orders (supplied early).
Supplied by Block Size	Percentage distribution of total hopper car supply for the current report week and year to date (YTD) based on the block size ordered by shippers and as reported by shippers.
Hopper Cars Supplied in Want Week	A count of all empty hopper cars supplied for a want week in that want week including cars supplied early which are considered on time.
Want Week	Order week as defined by the railways
Cars Supplied Early	Cars supplied for orders in a given want week supplied in advance of that week – these cars are considered on time for performance measurement purposes.
Cars Supplied Late	Cars supplied during a grain service week that are for a prior week's orders.
Hopper Car Orders Supplied Within the Want Week	The number of hopper cars supplied by the railways during or in advance of the want week expressed as a percentage of total orders for the week.
Outstanding Orders	Orders that shippers expect to have fulfilled by the railways that remain unfulfilled as of the report date. This excludes bad order cars, shorted cars, denied orders and railway cancellations.
Unfulfilled Demand	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 includes orders not filled as a result of bad order and shorted cars and as such represents the volume of missed and deferred shipper orders.
Origin Dwell	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.
Destination Dwell	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.
Port Terminal Unloading Time	The average elapsed time between the placement of a loaded car for unloading to the release of the empty car. This measure is based on railway reported placement and empty release events.
Port 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 due to railway service failures resulting in lost productivity.