

Performance Dashboard

Hopper Car Demand

	Week 15			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	5,420	5,020	400	66,906	4,460	67,141	4,476	(235)	(16)
CP	3,614	5,309	(1,695)	64,624	4,308	67,551	4,503	(2,927)	(195)
	9,034	10,329	(1,295)	131,530	8,769	134,692	8,979	(3,162)	(211)

Empty Hopper Cars Supplied – Week 15 (All Want Weeks)

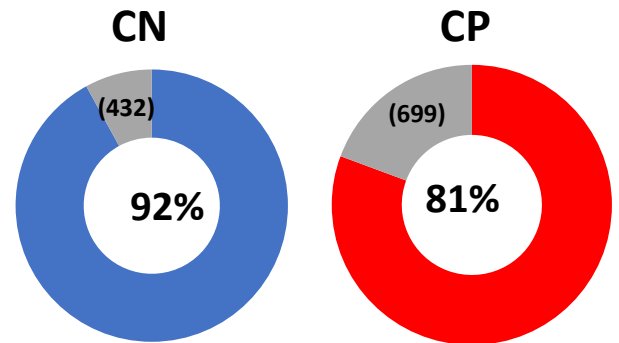
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	4,618	4,273	175	74	105	108	4,898	4,455
CP	2,790	3,395	1,138	439	404	439	4,332	4,273
	7,408	7,668	1,313	513	509	547	9,230	8,728

Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	5%	3%	4%	5%	3%	4%
25	5%	3%	4%	3%	2%	2%
50	8%	9%	9%	13%	13%	13%
100	82%	86%	84%	80%	83%	81%

Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	5,420	3,614	9,034
Current Week Order Fulfillment			
Supplied in Current Week	4,618	2,790	7,408
Supplied Early	370	125	495
Total Cars Supplied for Want Week	4,988	2,915	7,903
Current Week Unfulfilled Demand	(432)	(699)	(1,131)
% Current Week Orders Supplied	92%	81%	87%

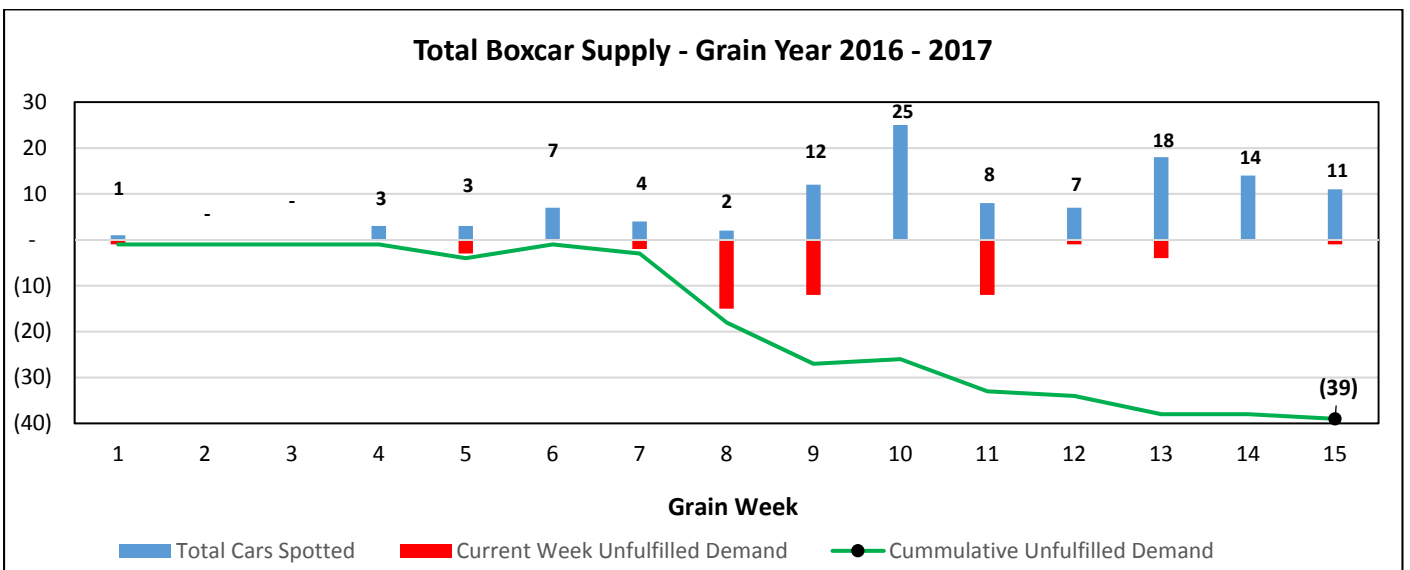
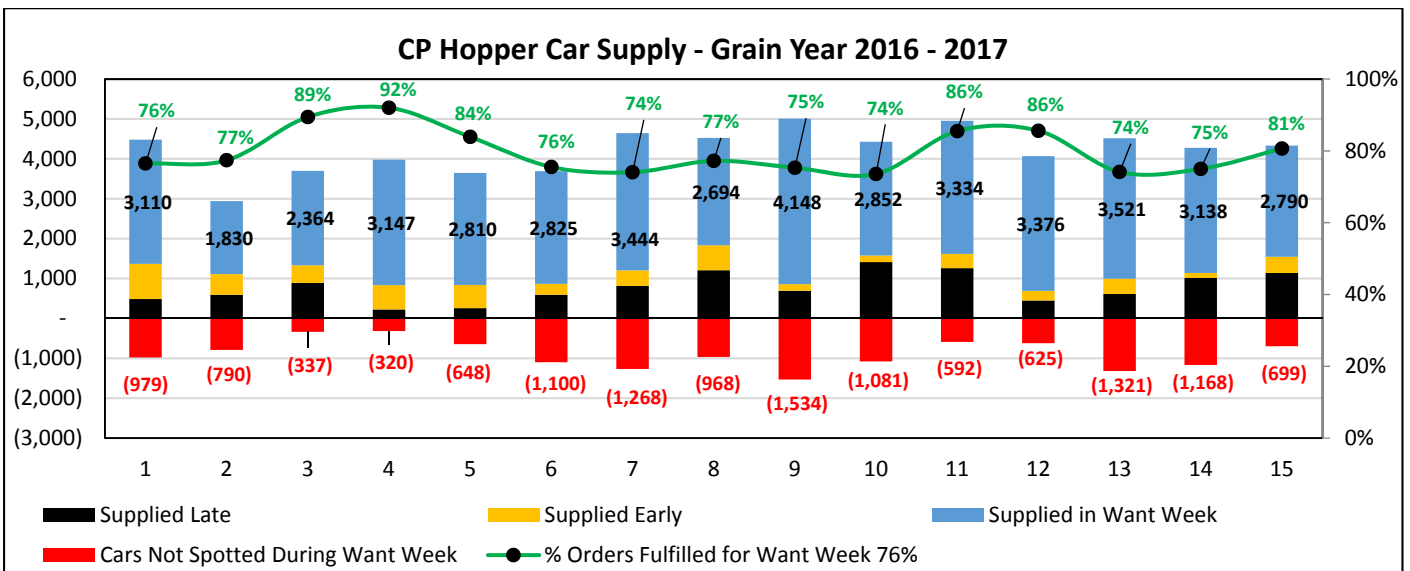
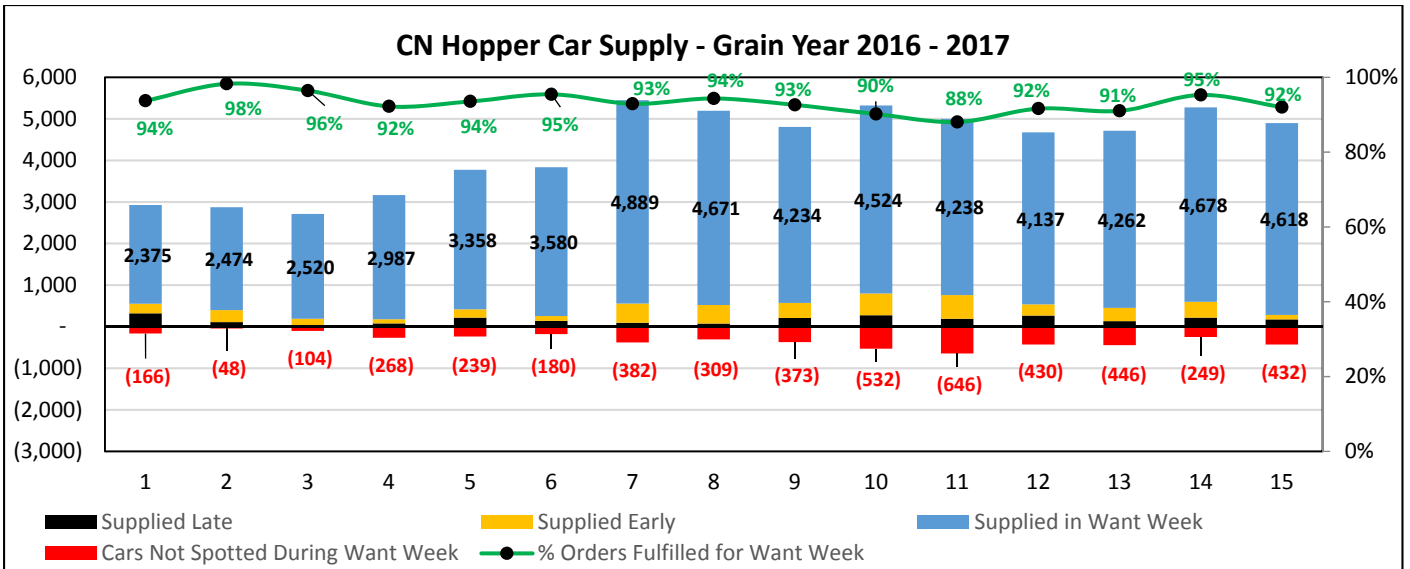


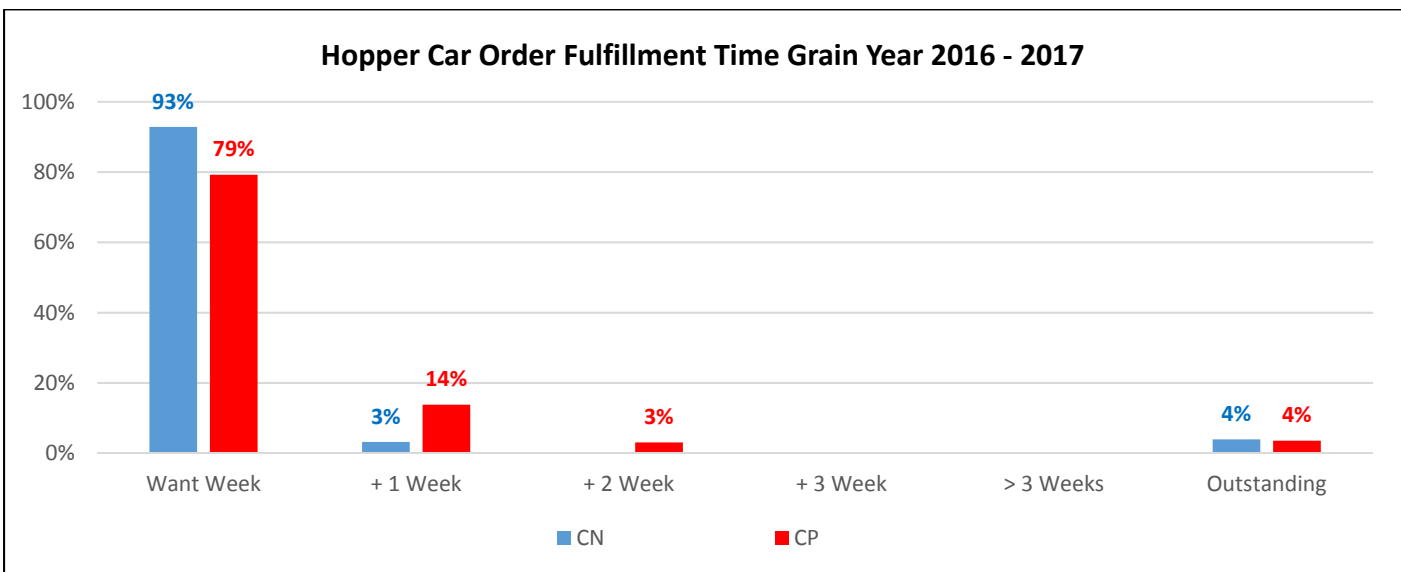
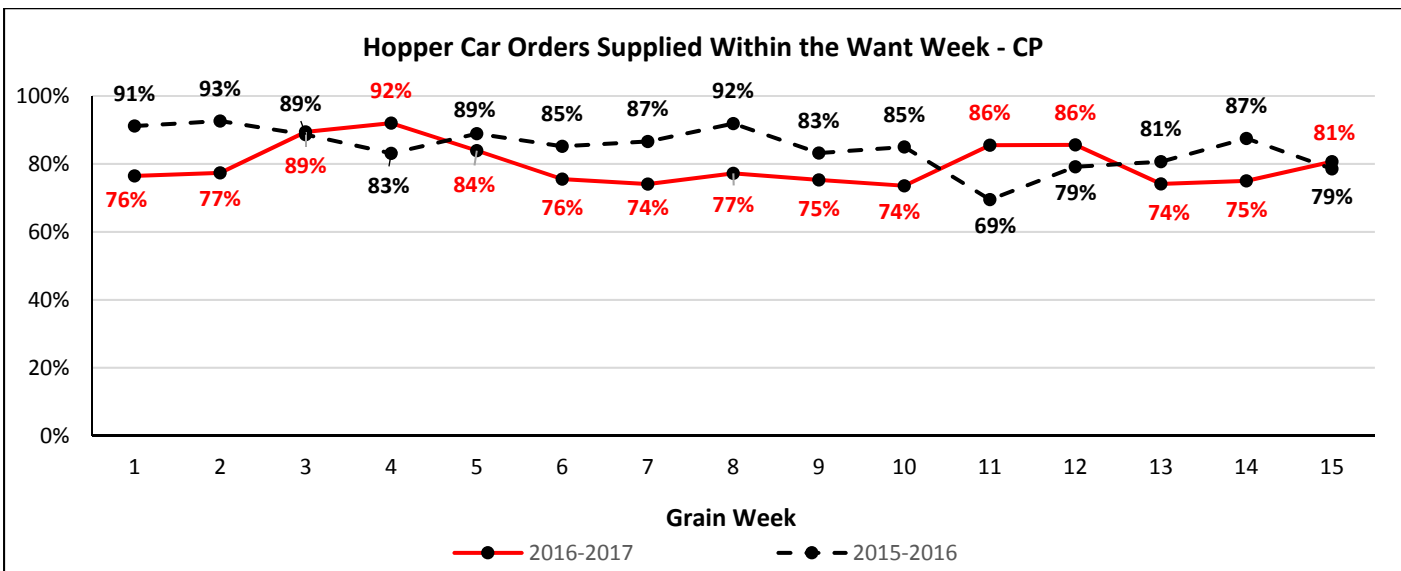
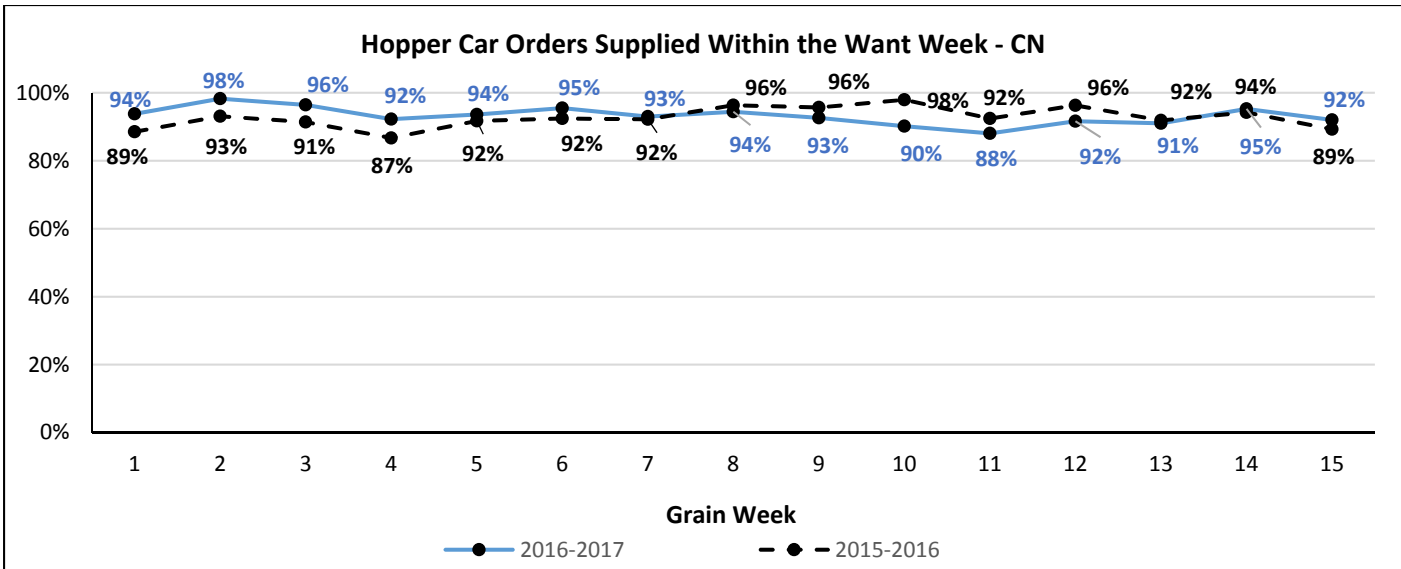
Loaded Dwell Time (Hours) at Origin (All Traffic)

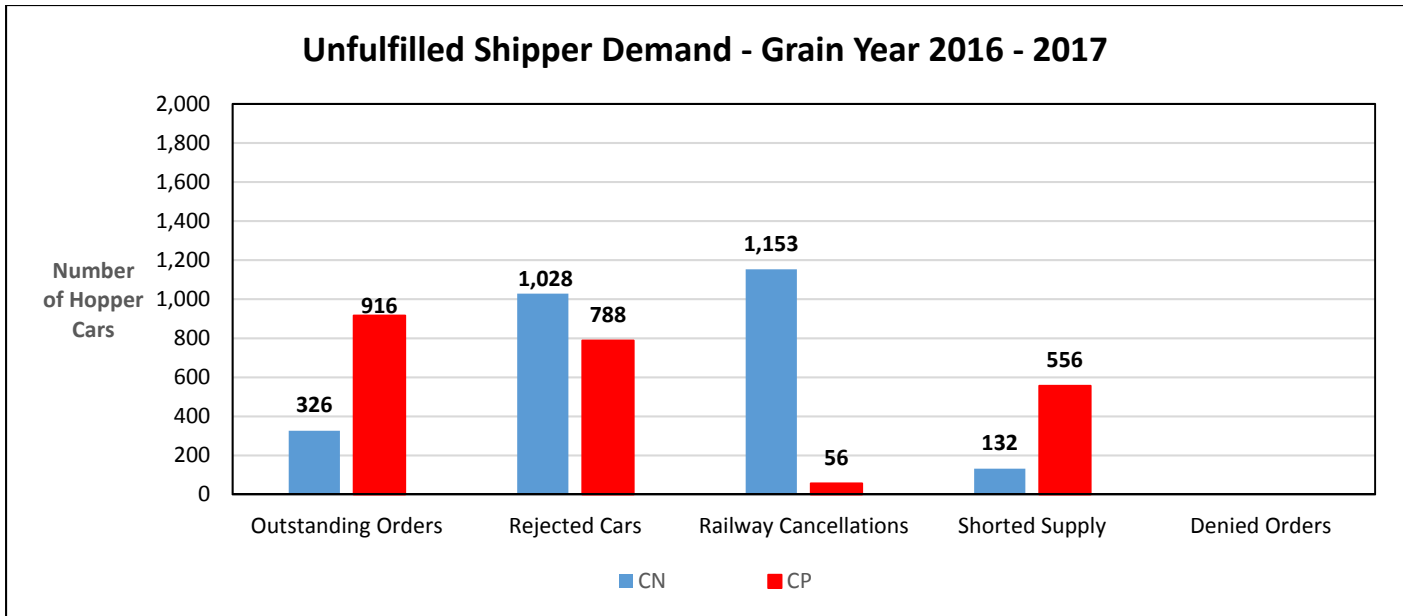
	Week 15		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	16	25	18	21
CP	46	68	50	56

Dwell Time (Hours) at Destination (All Traffic)

		Week 15		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	26	42	23	27
	CP	11	12	11	10
Thunder Bay	CN	56	45	56	53
	CP	26	44	33	35







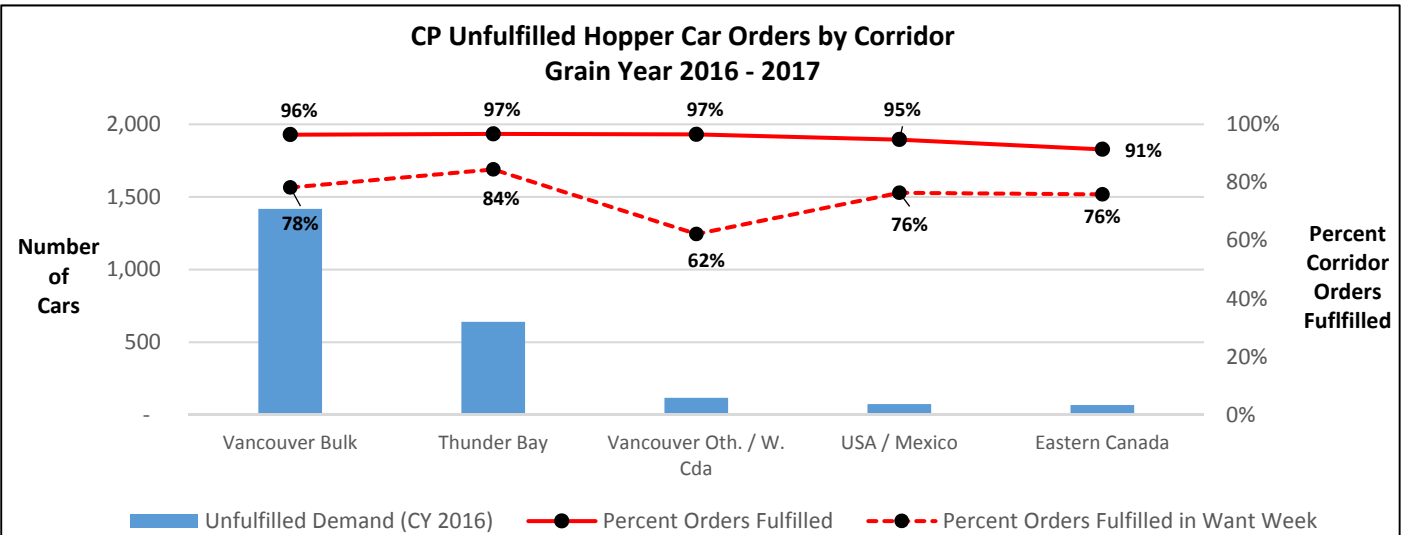
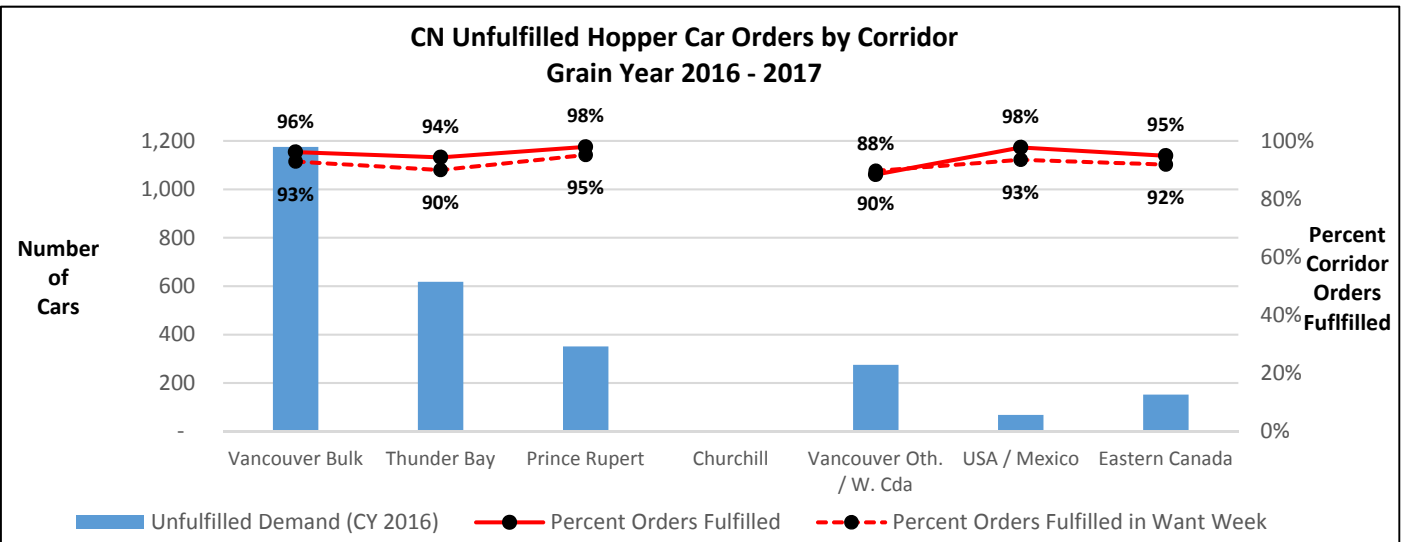
Corridor Performance

Total Hopper Car Supply by Corridor for Current Year Orders – To Week 15

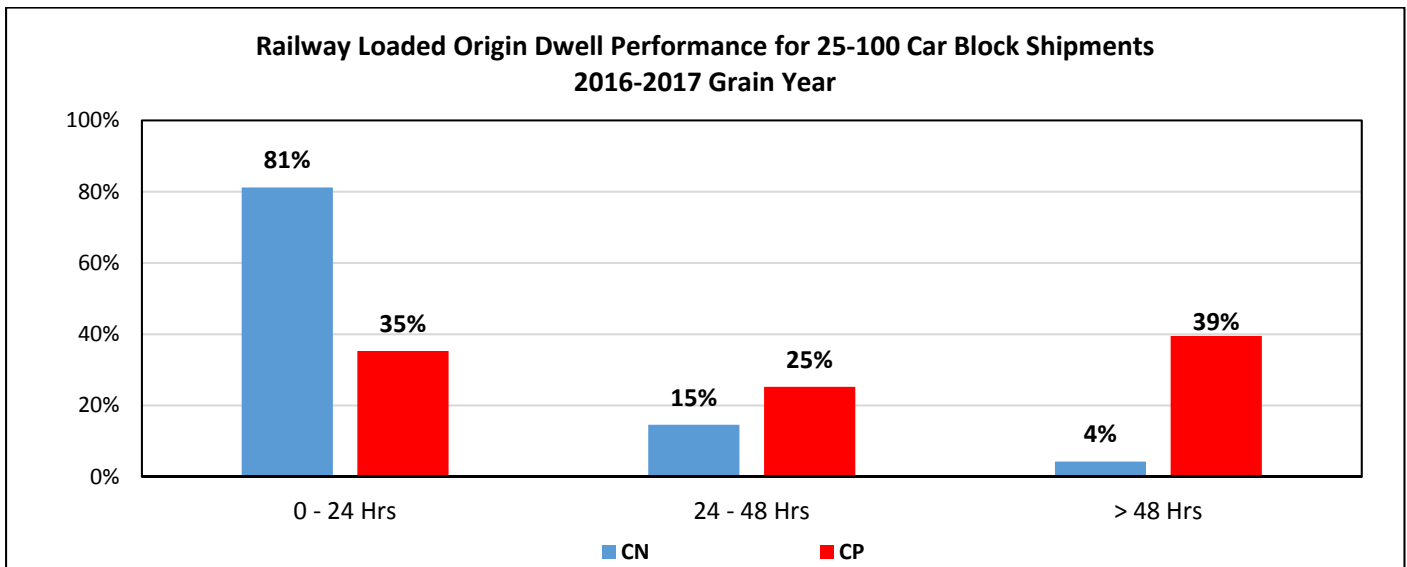
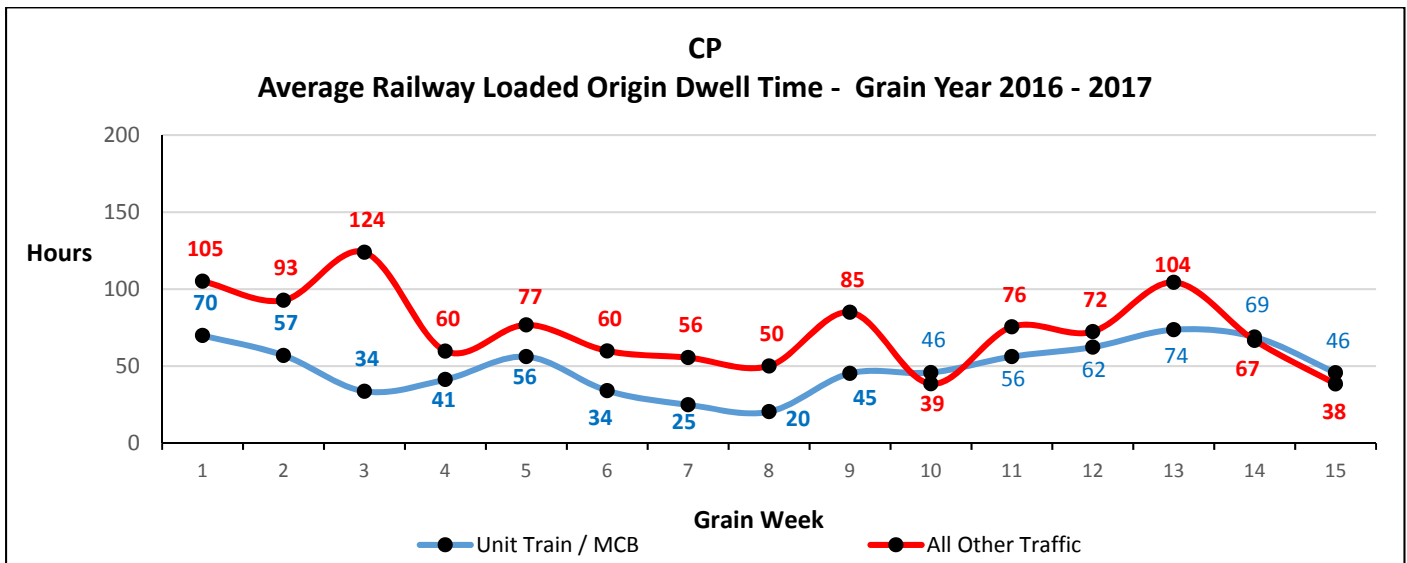
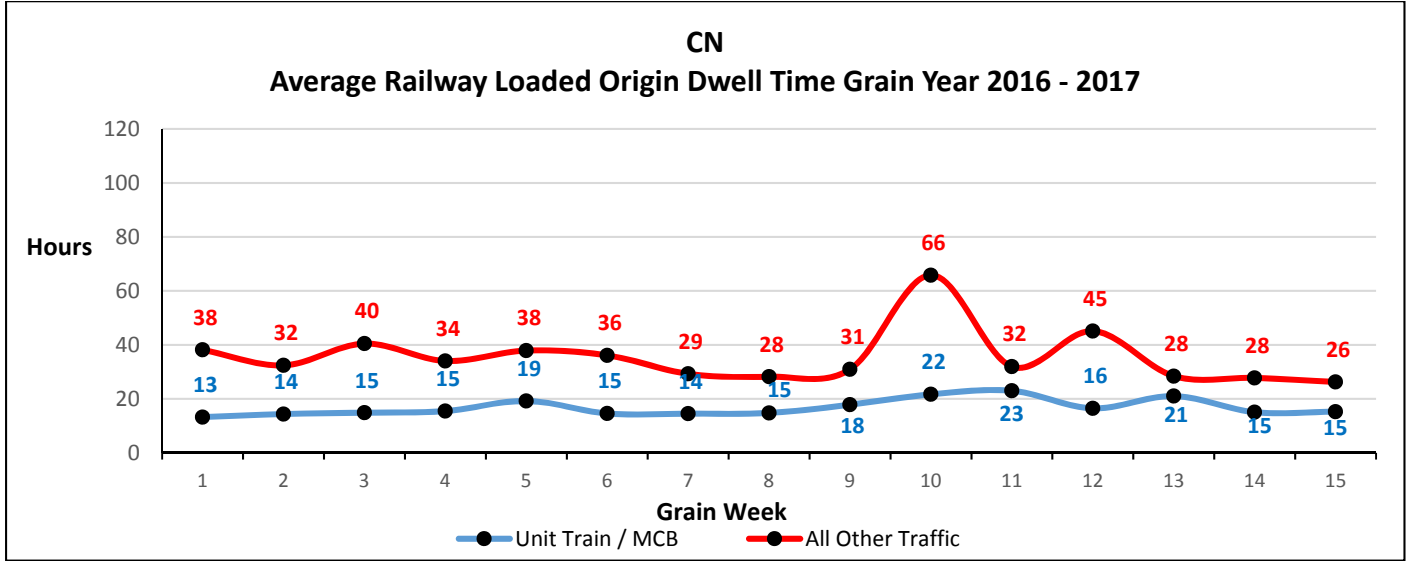
Railway	Corridor	Ordered	Supplied	Unfulfilled	
				Demand	% Supplied
CN	Vancouver Bulk	30,580	29,405	(1,175)	96%
	Thunder Bay	10,930	10,312	(618)	94%
	Prince Rupert	17,034	16,683	(351)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	2,374	2,099	(275)	88%
	USA / Mexico	3,013	2,945	(68)	98%
	Eastern Canada	2,975	2,823	(152)	95%
CN Total		66,906	64,267	(2,639)	96%
CP	Vancouver Bulk	39,821	38,403	(1,418)	96%
	Thunder Bay	19,255	18,615	(640)	97%
	Vancouver Other / W. Canada	3,367	3,250	(117)	97%
	USA / Mexico	1,405	1,331	(74)	95%
	Eastern Canada	776	709	(67)	91%
CP Total		64,624	62,308	(2,316)	96%

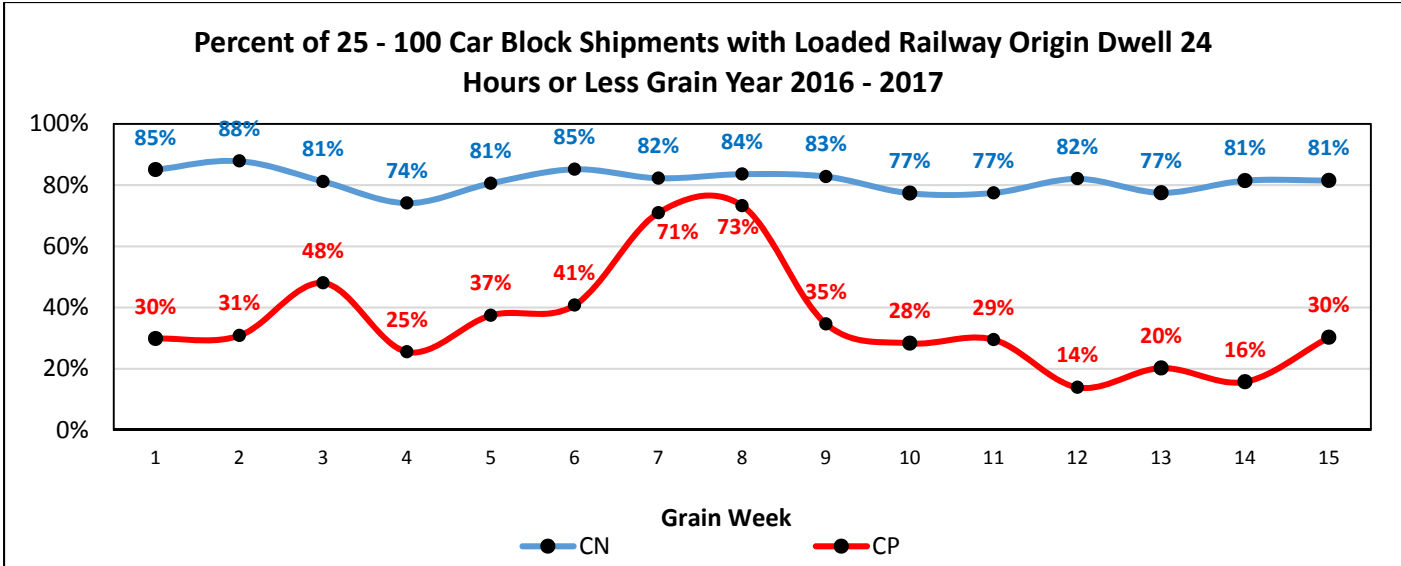
Hopper Cars Supplied in the Want Week by Corridor – To Week 15

Railway	Corridor	Week 15			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,315	2,113	91%	30,580	28,402	93%
	Thunder Bay	748	730	98%	10,930	9,831	90%
	Prince Rupert	1,558	1,516	97%	17,034	16,206	95%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	289	160	55%	2,374	2,129	90%
	USA / Mexico	104	106	100%	3,013	2,817	93%
	Eastern Canada	406	363	89%	2,975	2,732	92%
CN Total		5,420	4,988	92%	66,906	62,117	93%
CP	Vancouver Bulk	2,290	1,724	75%	39,821	31,170	78%
	Thunder Bay	1,099	1,061	97%	19,255	16,265	84%
	Vancouver Other / W. Canada	109	98	90%	3,367	2,096	62%
	USA / Mexico	53	27	51%	1,405	1,074	76%
	Eastern Canada	63	5	8%	776	589	76%
CP Total		3,614	2,915	81%	64,624	51,194	79%

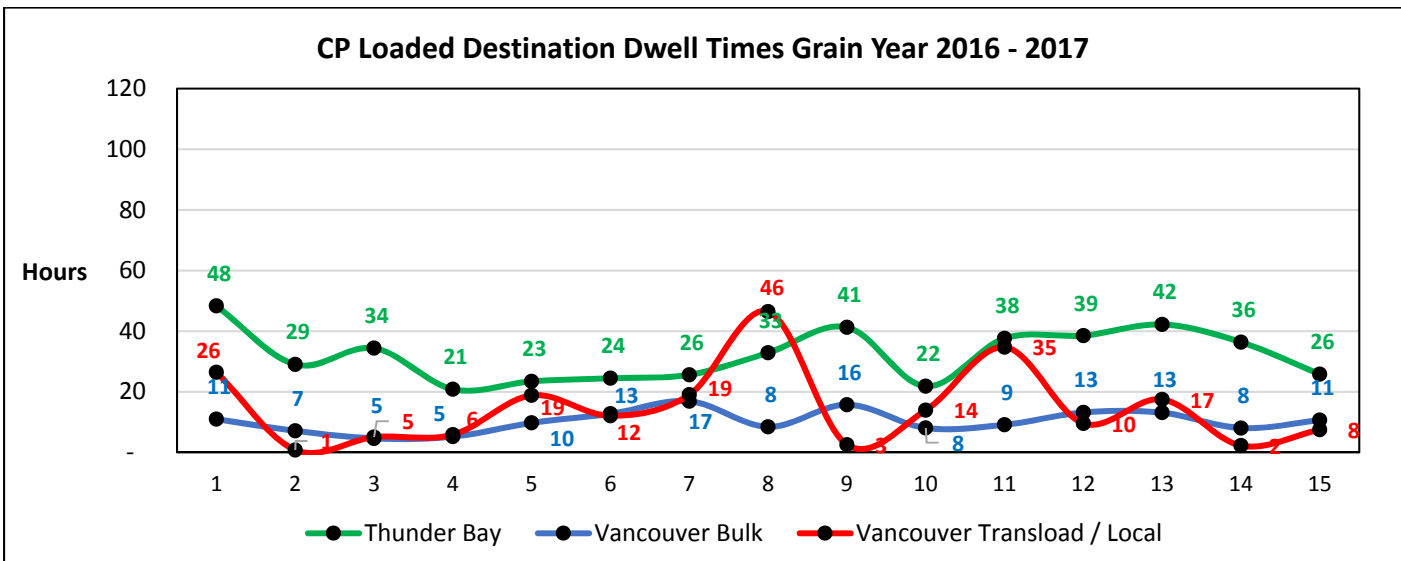
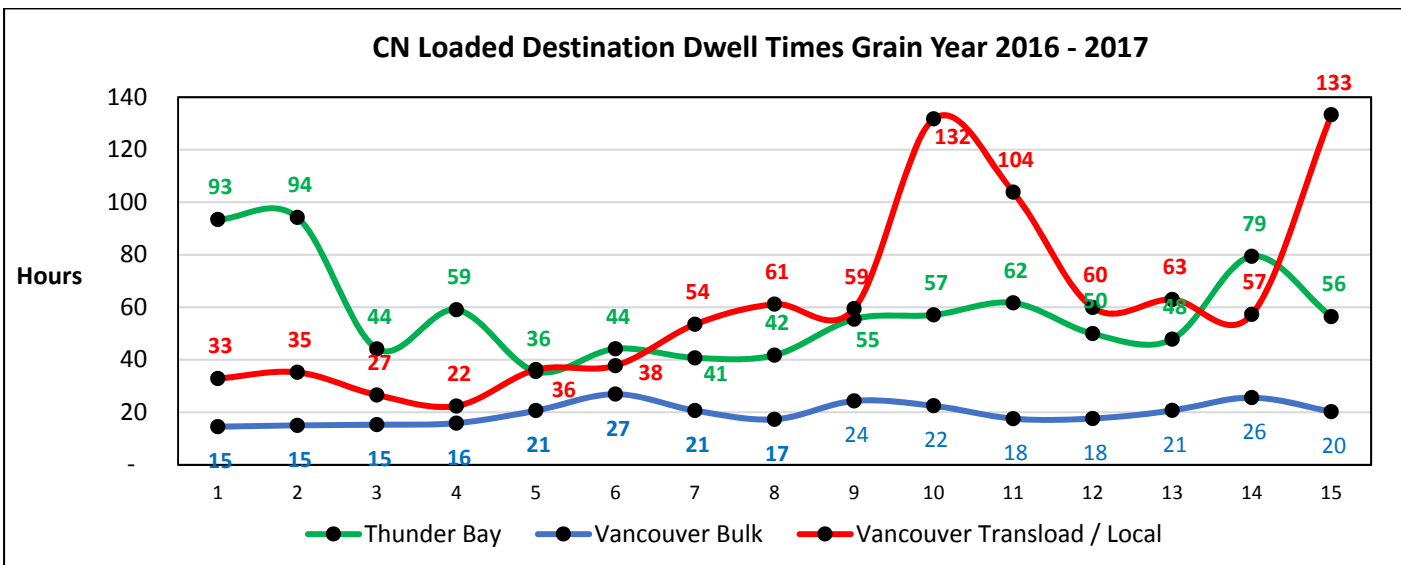


Origin Dwell Performance

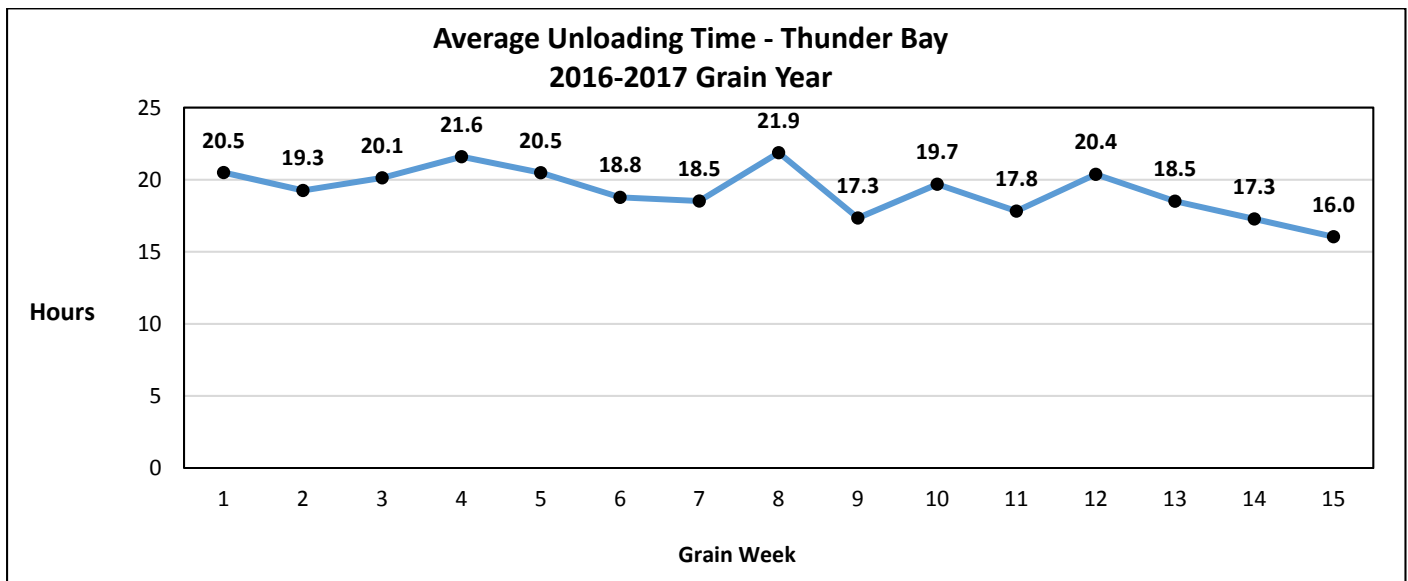
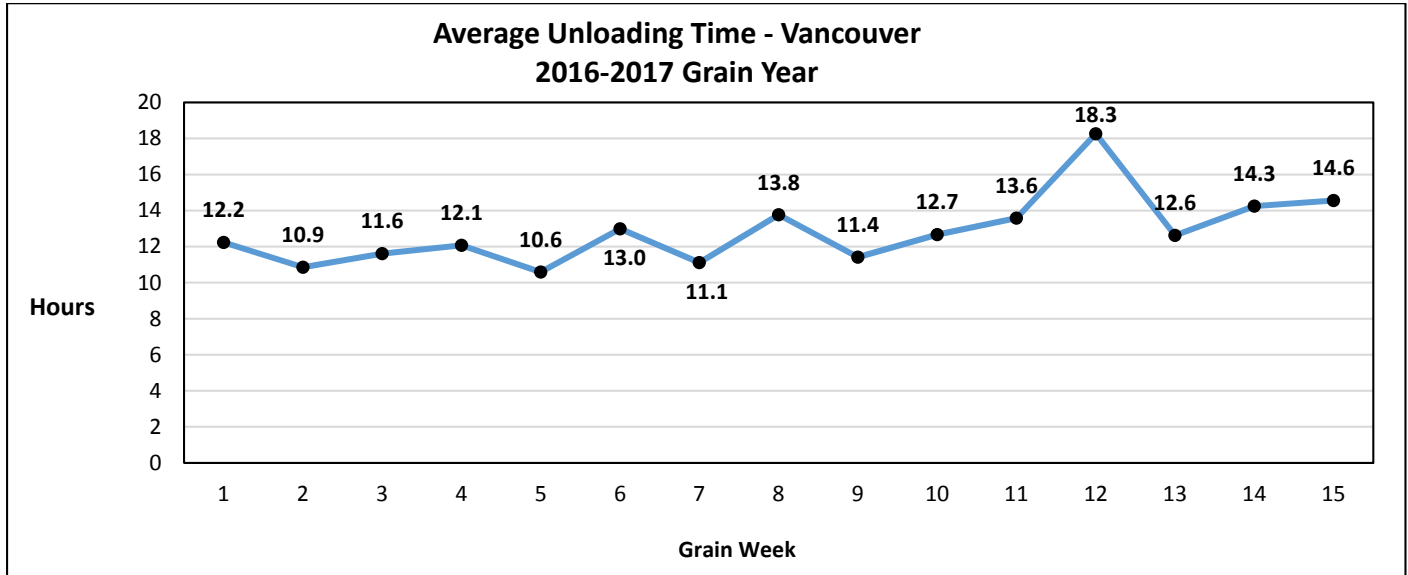




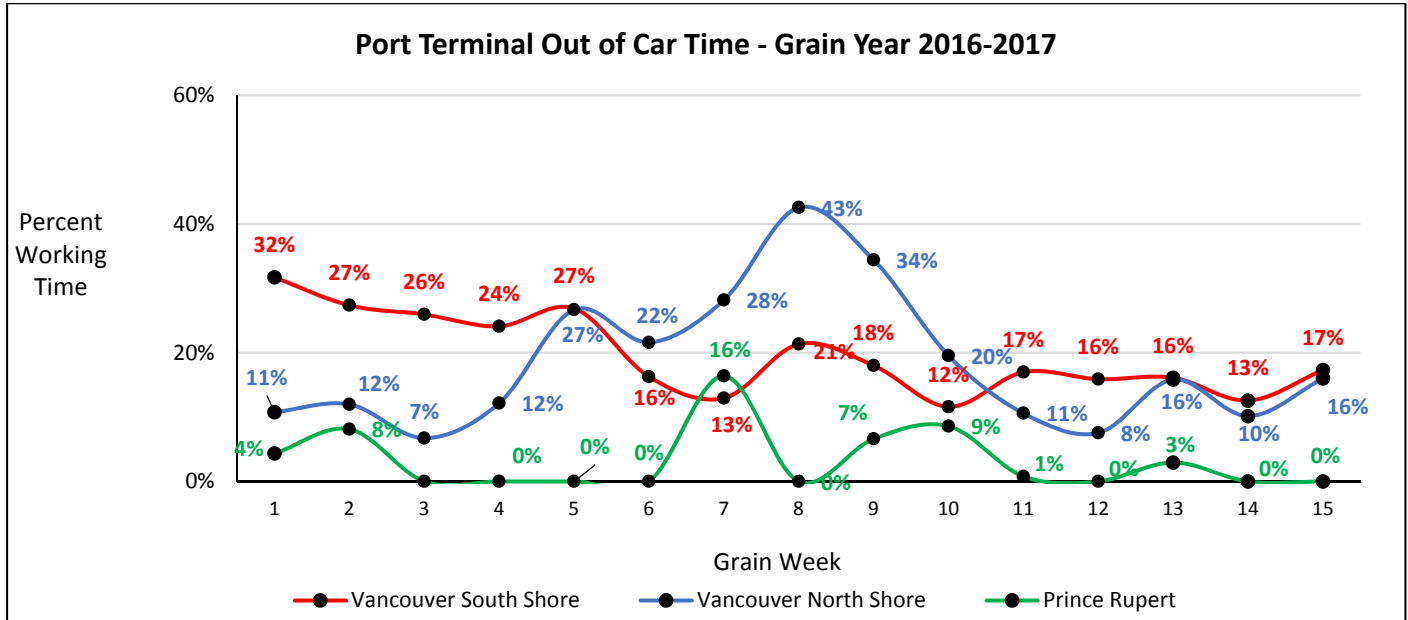
Destination Dwell Performance



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.