

## Performance Dashboard

### Hopper Car Demand

	Week 18			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	5,554	4,771	783	82,565	4,587	81,289	4,516	1,276	71
CP	5,188	4,590	598	78,695	4,372	81,393	4,522	(2,698)	(150)
	<b>10,742</b>	<b>9,361</b>	<b>1,381</b>	<b>161,260</b>	<b>8,959</b>	<b>162,682</b>	<b>9,038</b>	<b>(1,422)</b>	<b>(79)</b>

### Empty Hopper Cars Supplied – Week 18 (All Want Weeks)

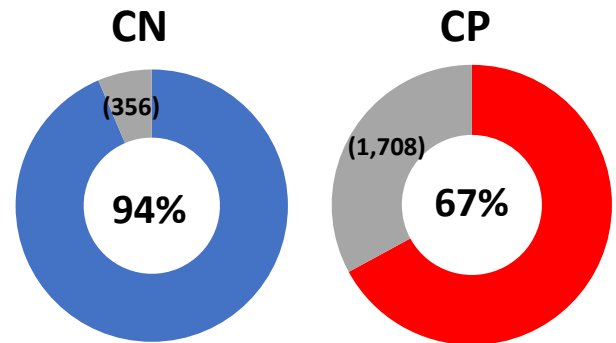
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	4,883	4,033	364	577	236	315	5,483	4,925
CP	3,230	2,939	862	763	201	520	4,293	4,222
	<b>8,113</b>	<b>6,972</b>	<b>1,226</b>	<b>1,340</b>	<b>437</b>	<b>835</b>	<b>9,776</b>	<b>9,147</b>

### Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	3%	5%	4%	4%	3%	4%
25	5%	6%	5%	3%	2%	2%
50	9%	11%	10%	13%	12%	13%
100	83%	78%	81%	80%	83%	81%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	5,554	5,188	10,742
Current Week Order Fulfillment			
Supplied in Current Week	4,883	3,230	8,113
Supplied Early	315	250	565
<b>Total Cars Supplied for Want Week</b>	<b>5,198</b>	<b>3,480</b>	<b>8,678</b>
Current Week Unfulfilled Demand	(356)	(1,708)	(2,064)
% Current Week Orders Supplied	94%	67%	81%

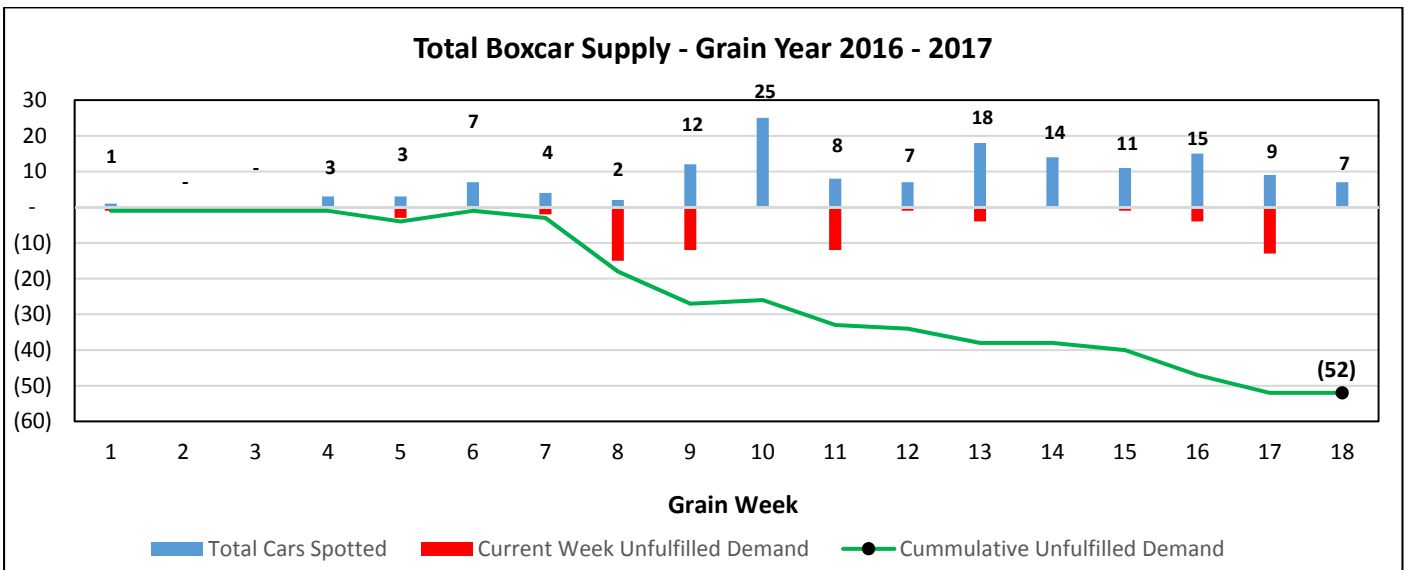
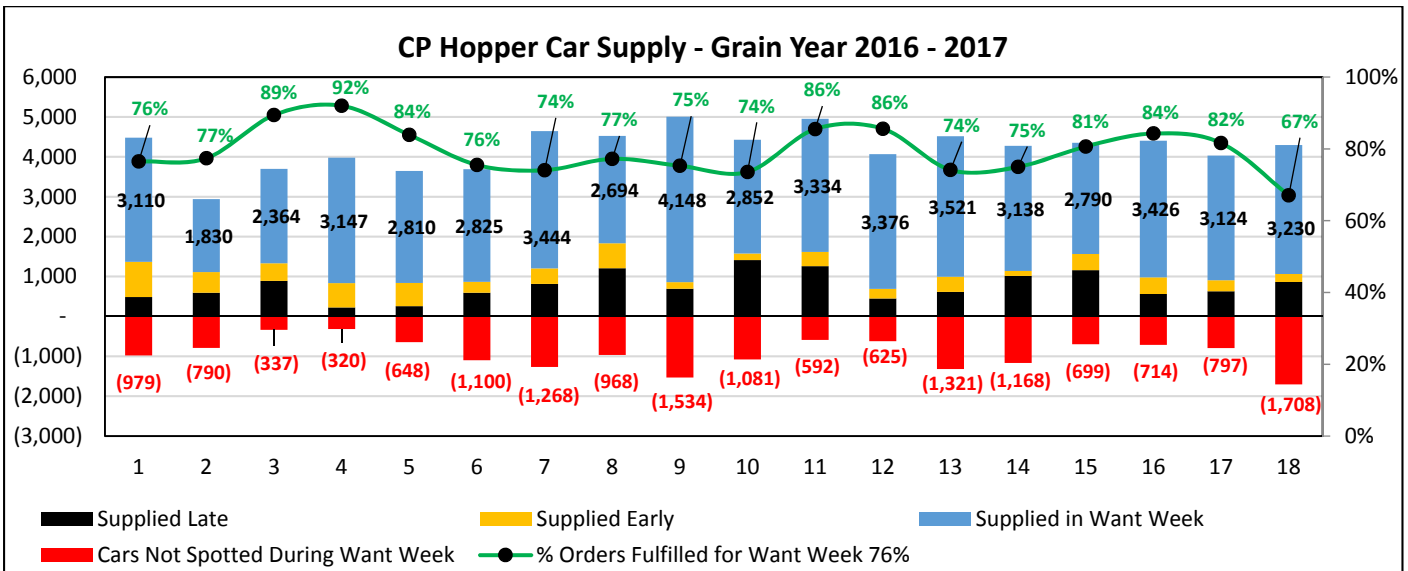
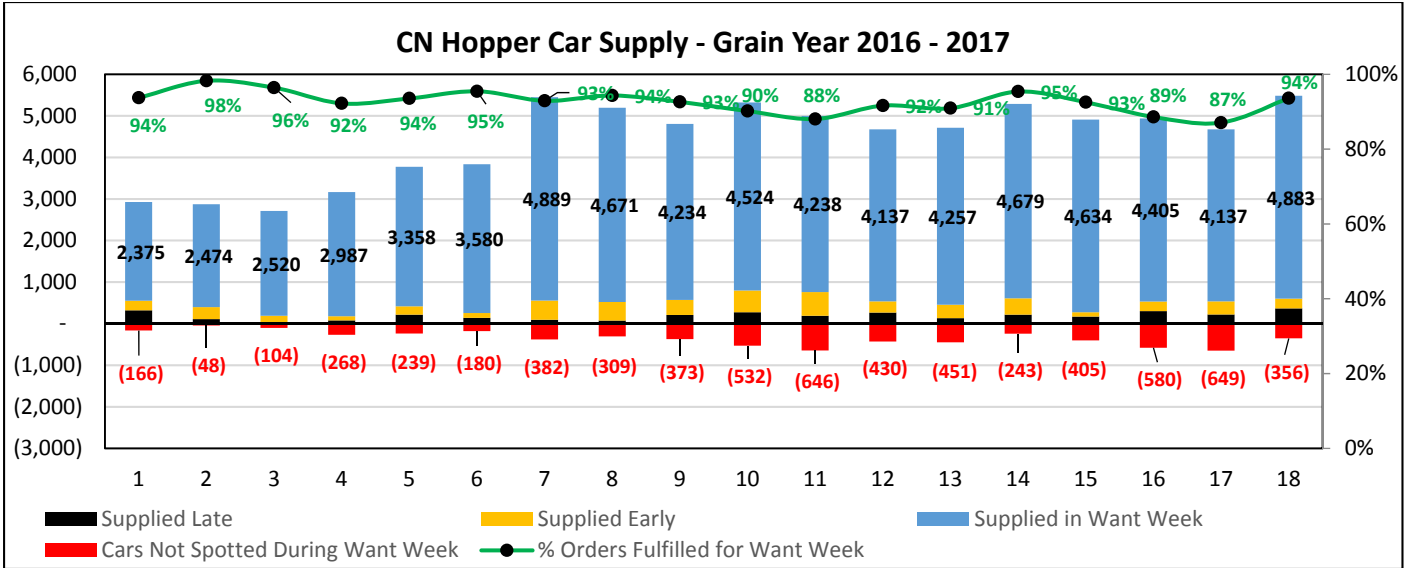


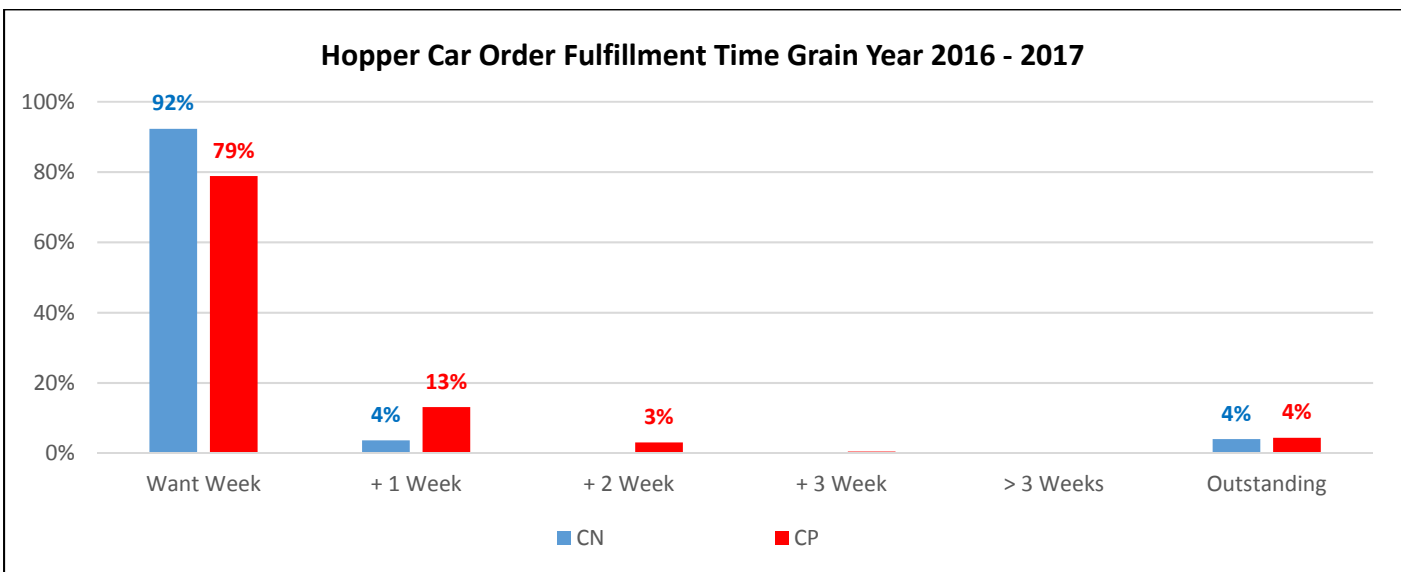
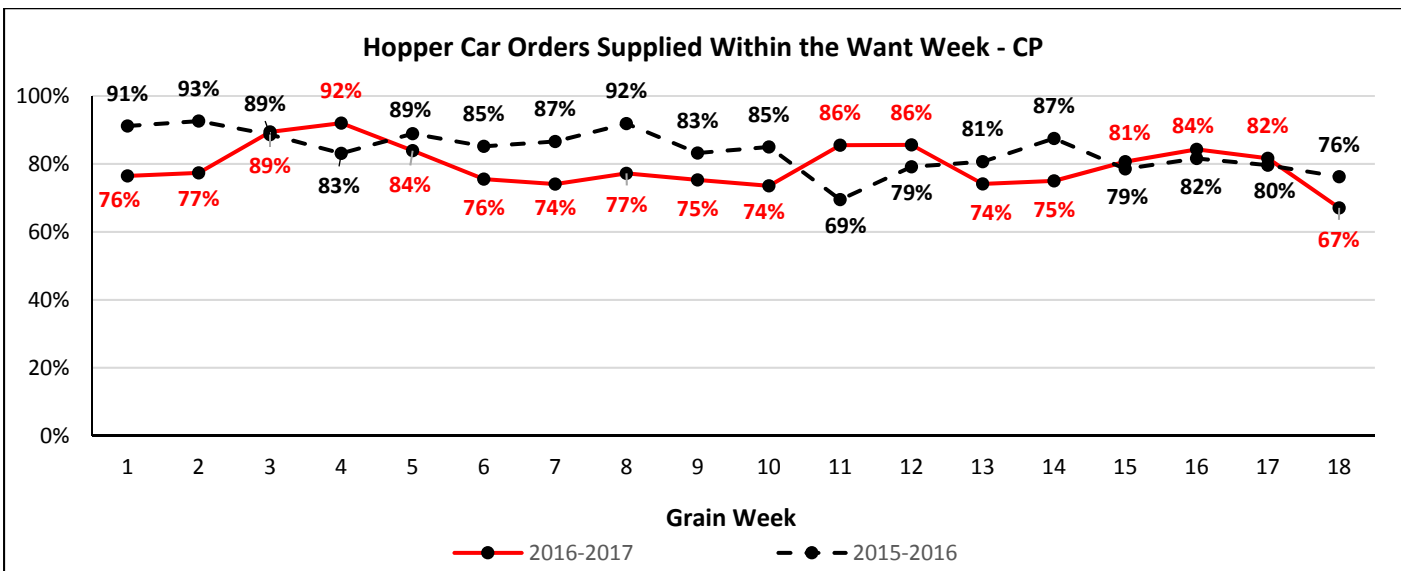
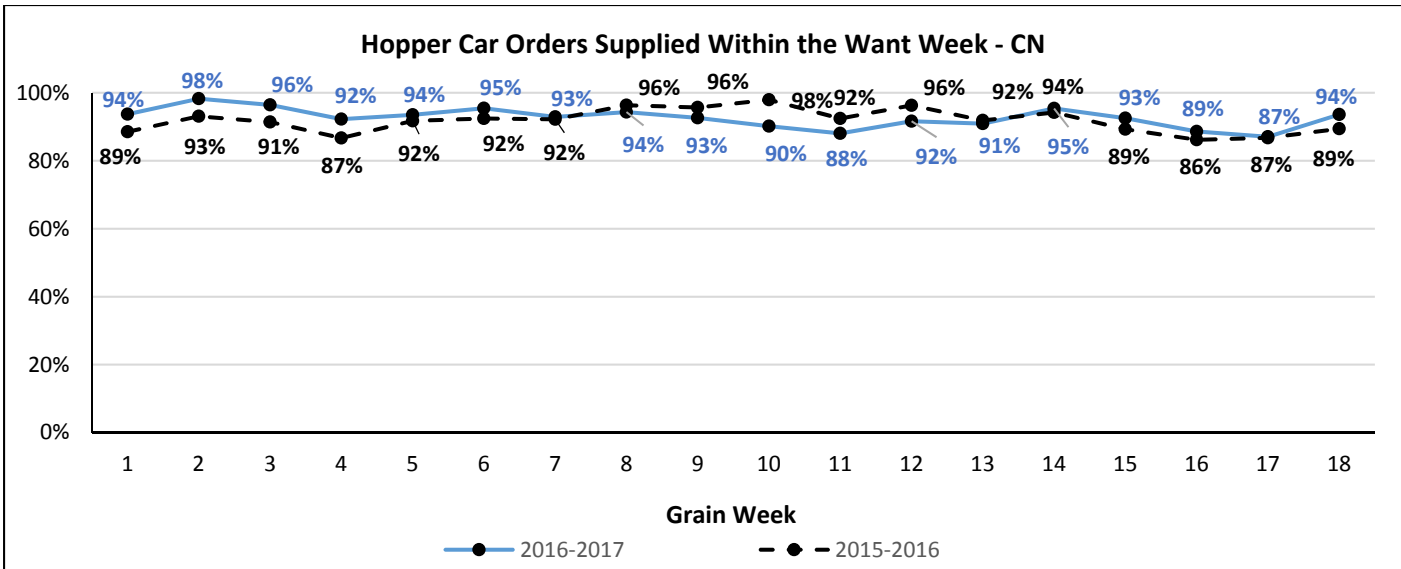
### Loaded Dwell Time (Hours) at Origin (All Traffic)

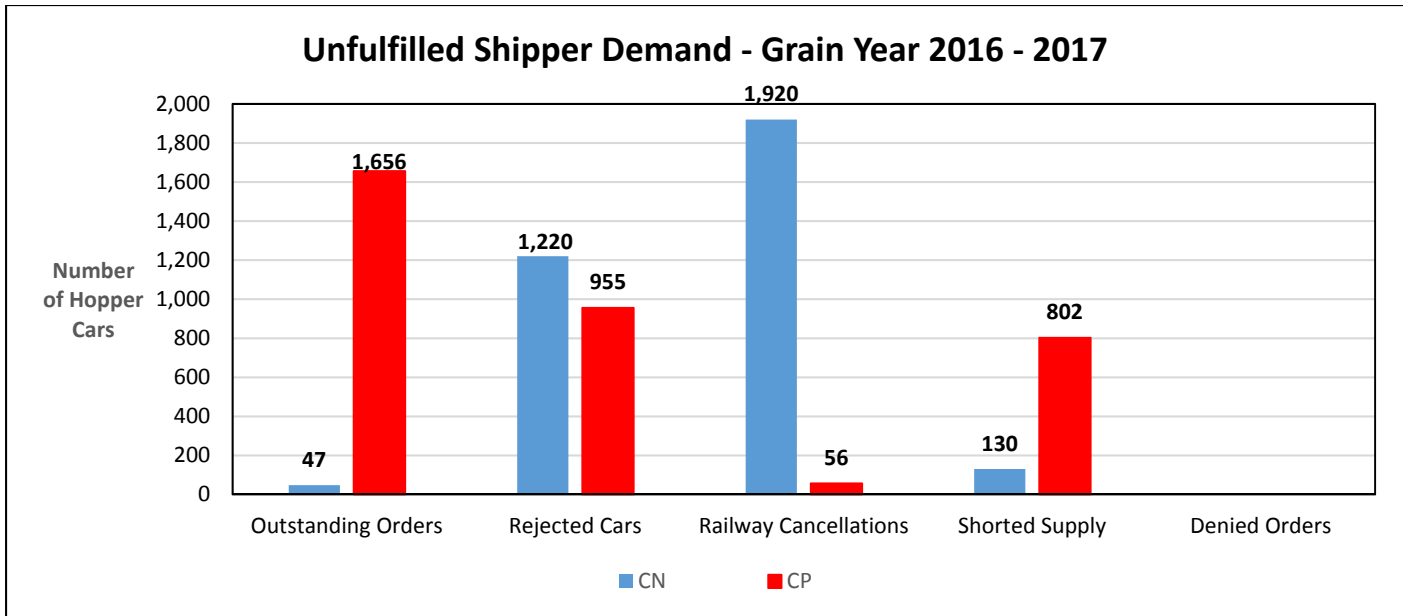
	Week 18		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	24	15	19	21
CP	56	60	50	57

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

		Week 18		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	25	18	22	27
	CP	11	15	11	10
Thunder Bay	CN	43	102	56	61
	CP	44	42	34	38







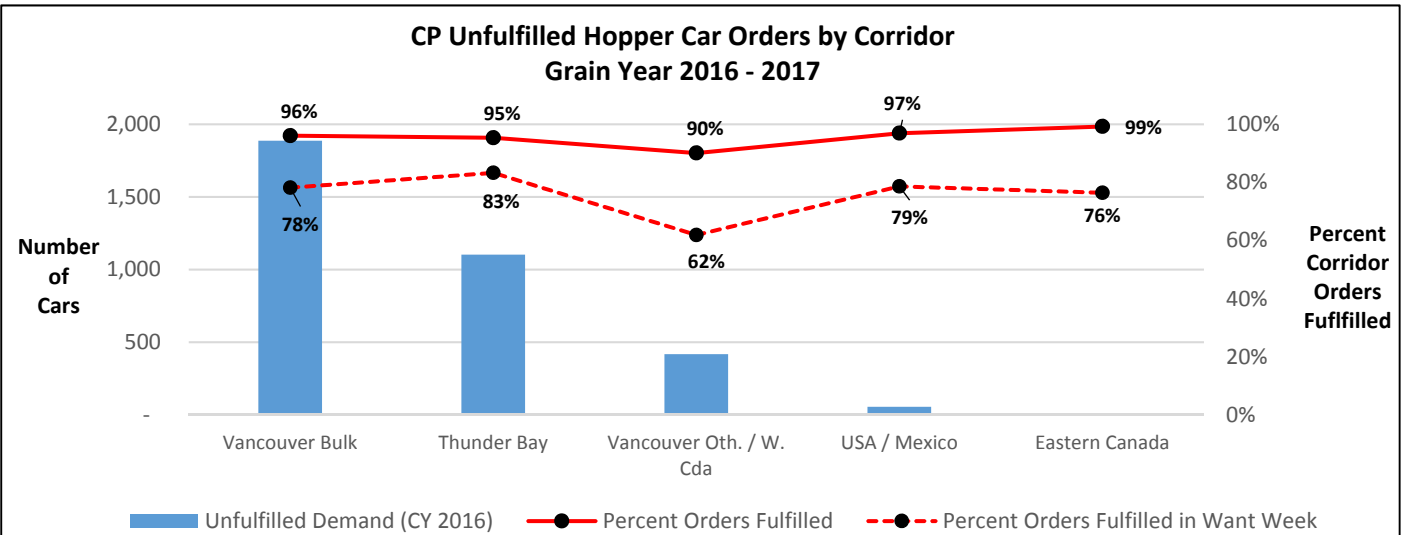
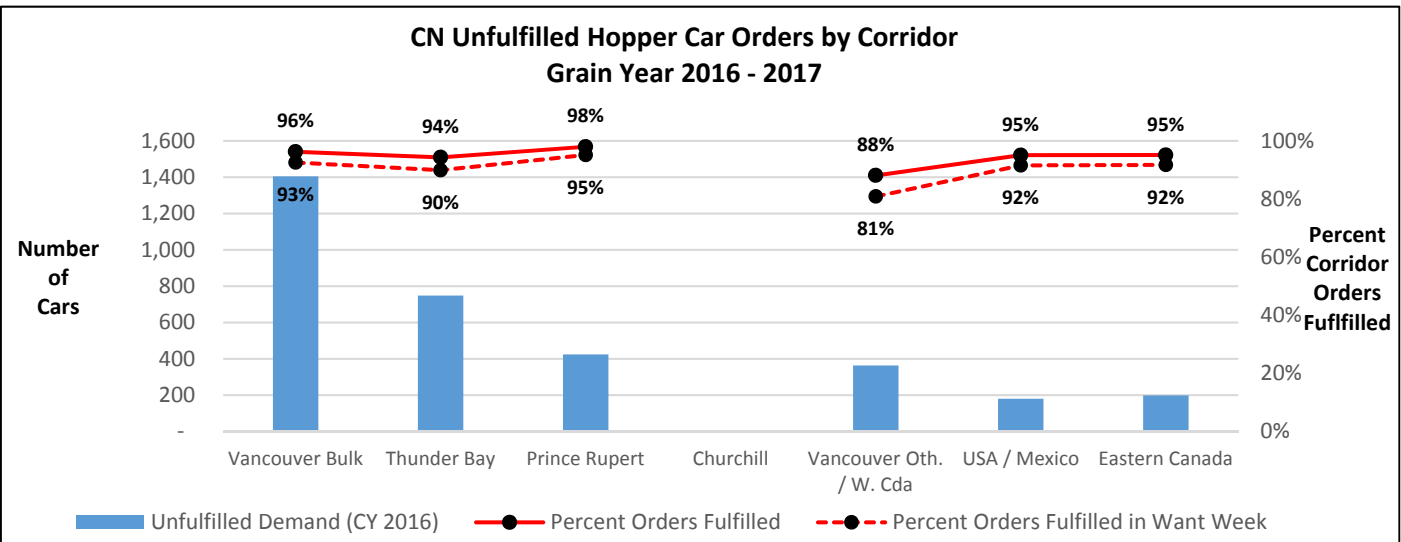
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 18

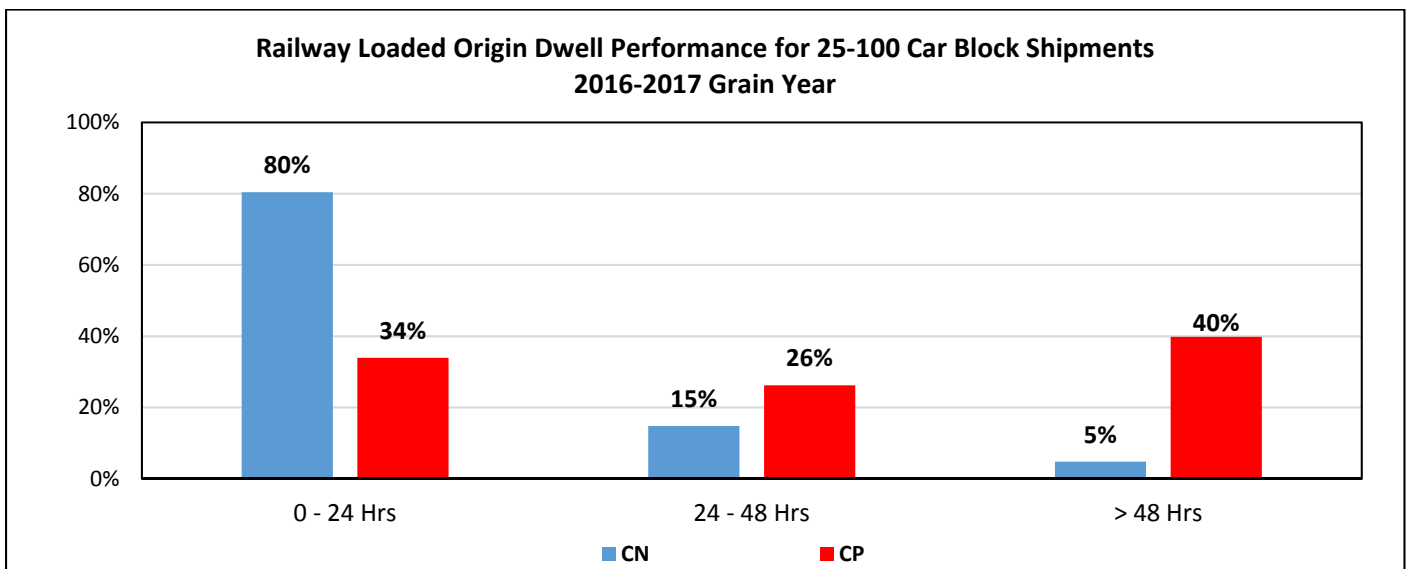
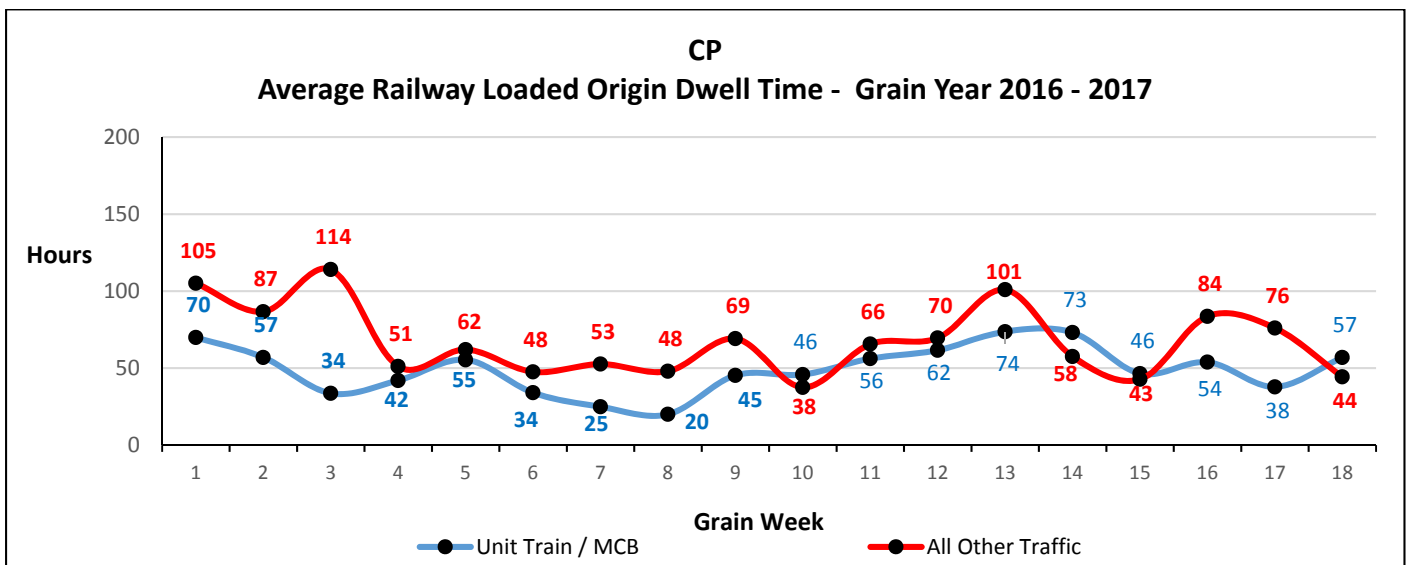
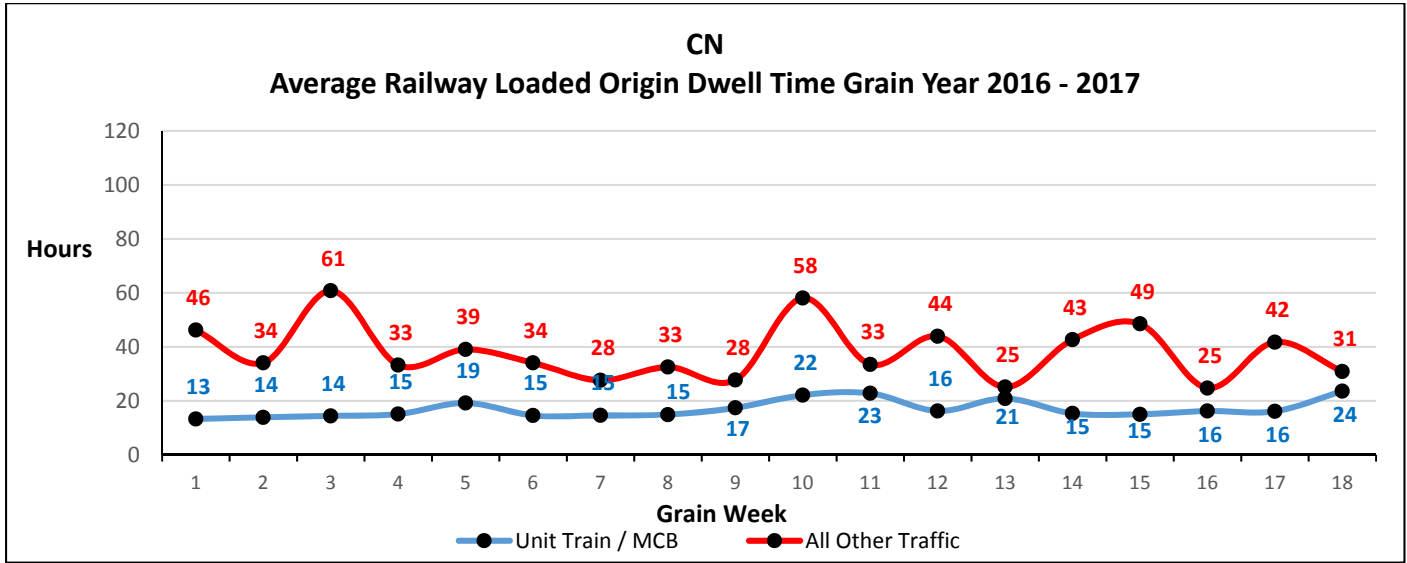
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	37,617	36,213	(1,404)	96%
	Thunder Bay	13,178	12,430	(748)	94%
	Prince Rupert	21,008	20,584	(424)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	3,053	2,690	(363)	88%
	USA / Mexico	3,649	3,469	(180)	95%
	Eastern Canada	4,060	3,862	(198)	95%
<b>CN Total</b>		<b>82,565</b>	<b>79,248</b>	<b>(3,317)</b>	<b>96%</b>
CP	Vancouver Bulk	48,063	46,176	(1,887)	96%
	Thunder Bay	23,815	22,712	(1,103)	95%
	Vancouver Other / W. Canada	4,219	3,801	(418)	90%
	USA / Mexico	1,800	1,745	(55)	97%
	Eastern Canada	798	792	(6)	99%
<b>CP Total</b>		<b>78,695</b>	<b>75,226</b>	<b>(3,469)</b>	<b>96%</b>

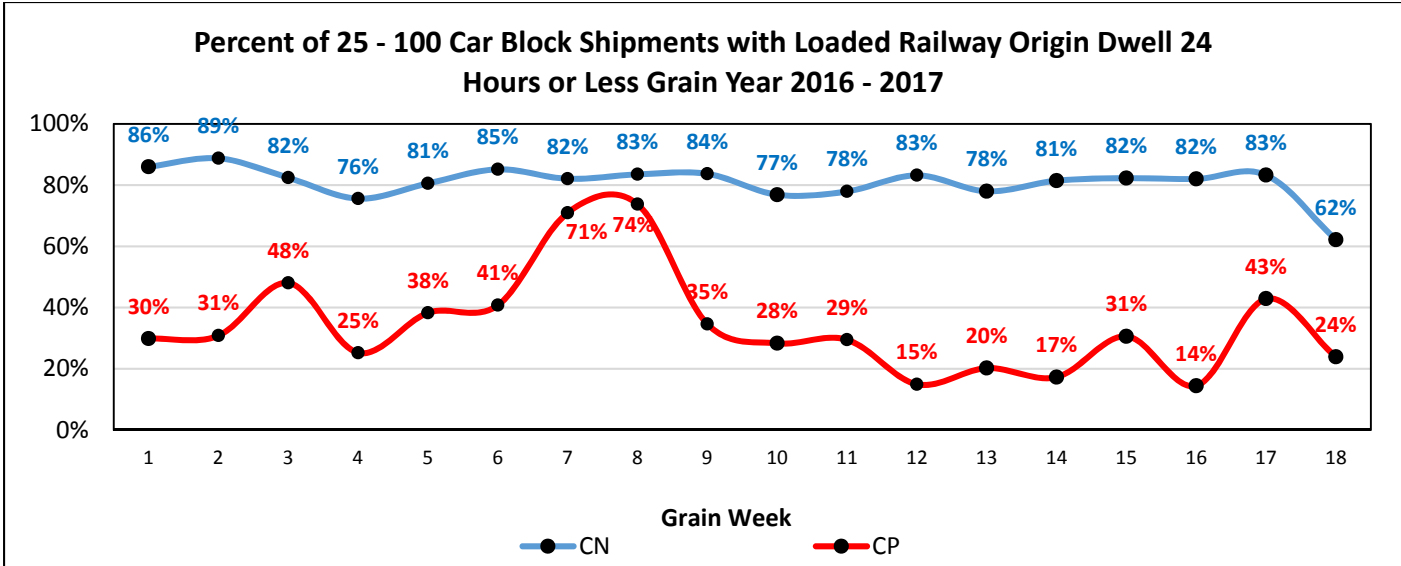
**Hopper Cars Supplied in the Want Week by Corridor – To Week 18**

Railway	Corridor	Week 18			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,739	2,604	95%	37,617	34,828	93%
	Thunder Bay	750	640	85%	13,178	11,849	90%
	Prince Rupert	1,342	1,318	98%	21,008	19,992	95%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	191	186	97%	3,053	2,469	81%
	USA / Mexico	213	161	76%	3,649	3,341	92%
	Eastern Canada	319	289	91%	4,060	3,725	92%
<b>CN Total</b>		<b>5,554</b>	<b>5,198</b>	<b>94%</b>	<b>82,565</b>	<b>76,204</b>	<b>92%</b>
CP	Vancouver Bulk	2,990	1,871	63%	48,063	37,571	78%
	Thunder Bay	1,517	1,173	77%	23,815	19,838	83%
	Vancouver Other / W. Canada	519	270	52%	4,219	2,612	62%
	USA / Mexico	152	157	100%	1,800	1,415	79%
	Eastern Canada	10	9	90%	798	610	76%
<b>CP Total</b>		<b>5,188</b>	<b>3,480</b>	<b>67%</b>	<b>78,695</b>	<b>62,046</b>	<b>79%</b>

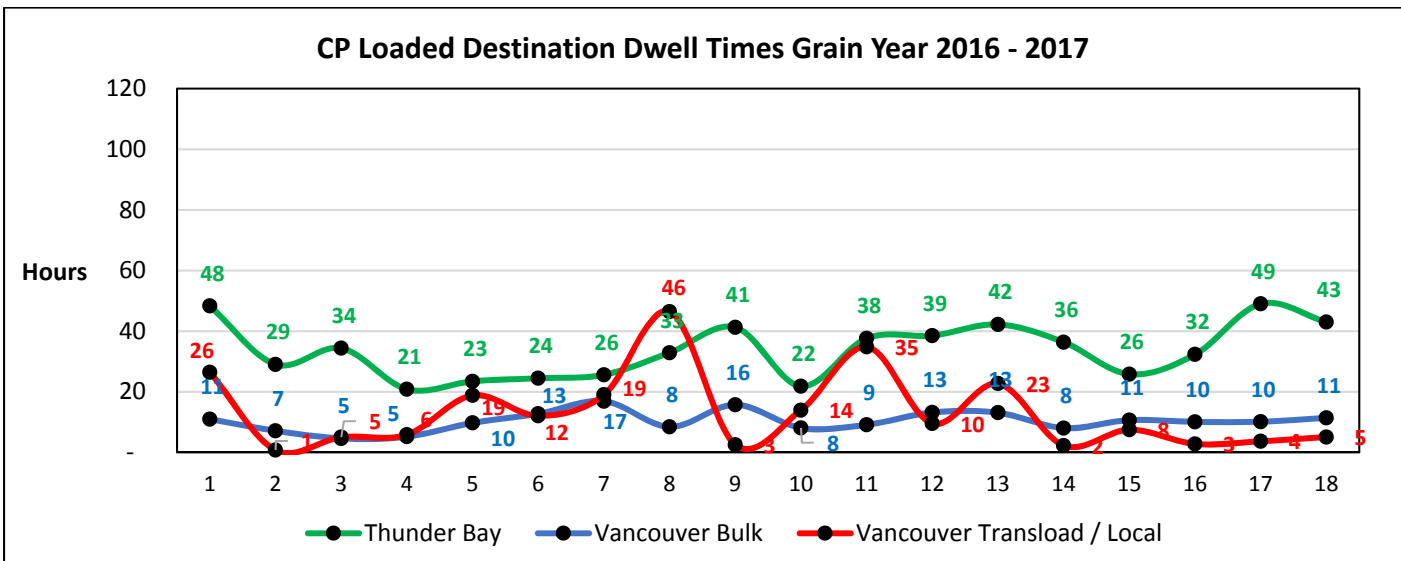
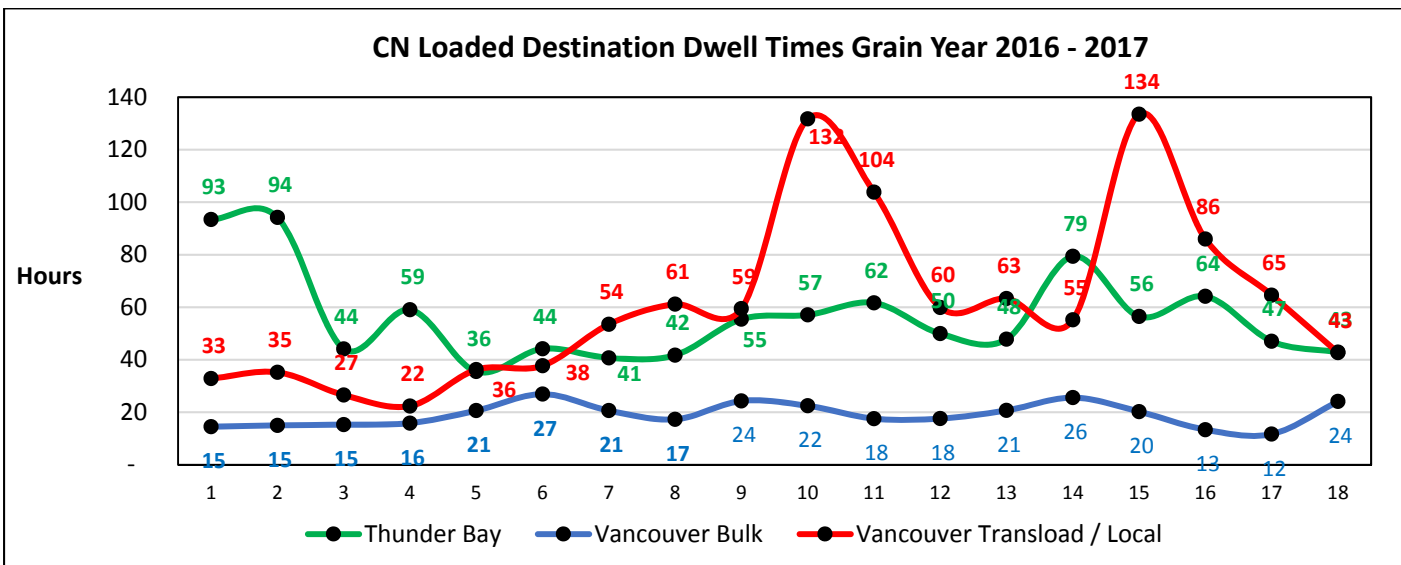


### Origin Dwell Performance

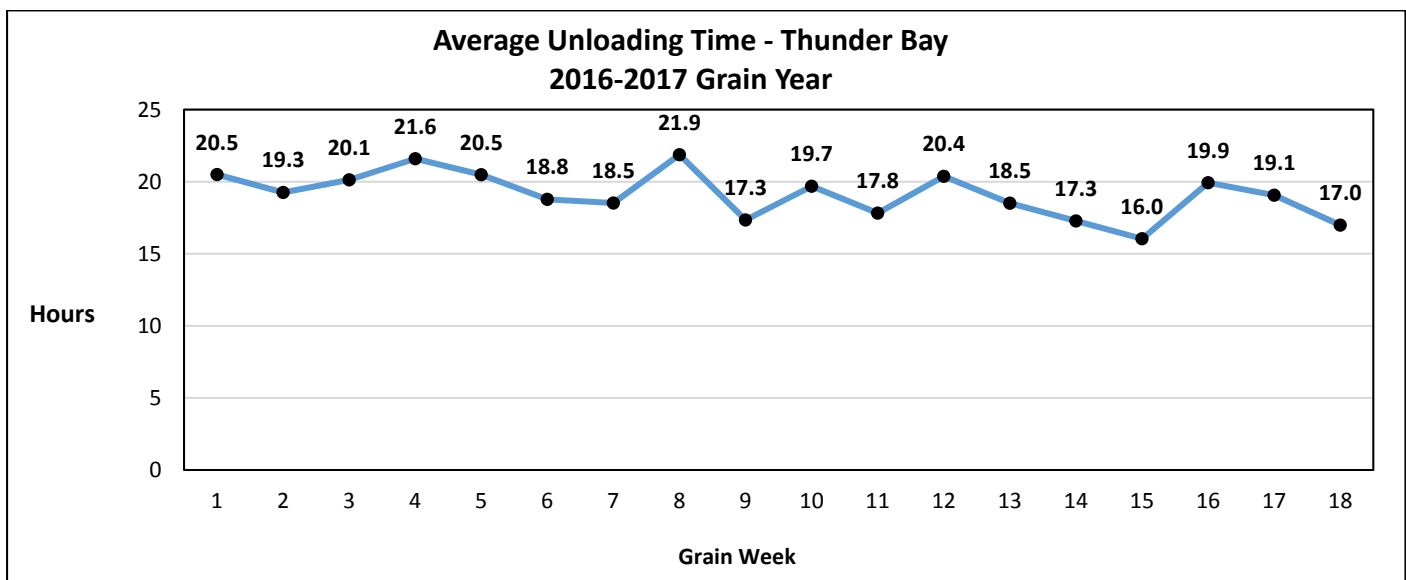
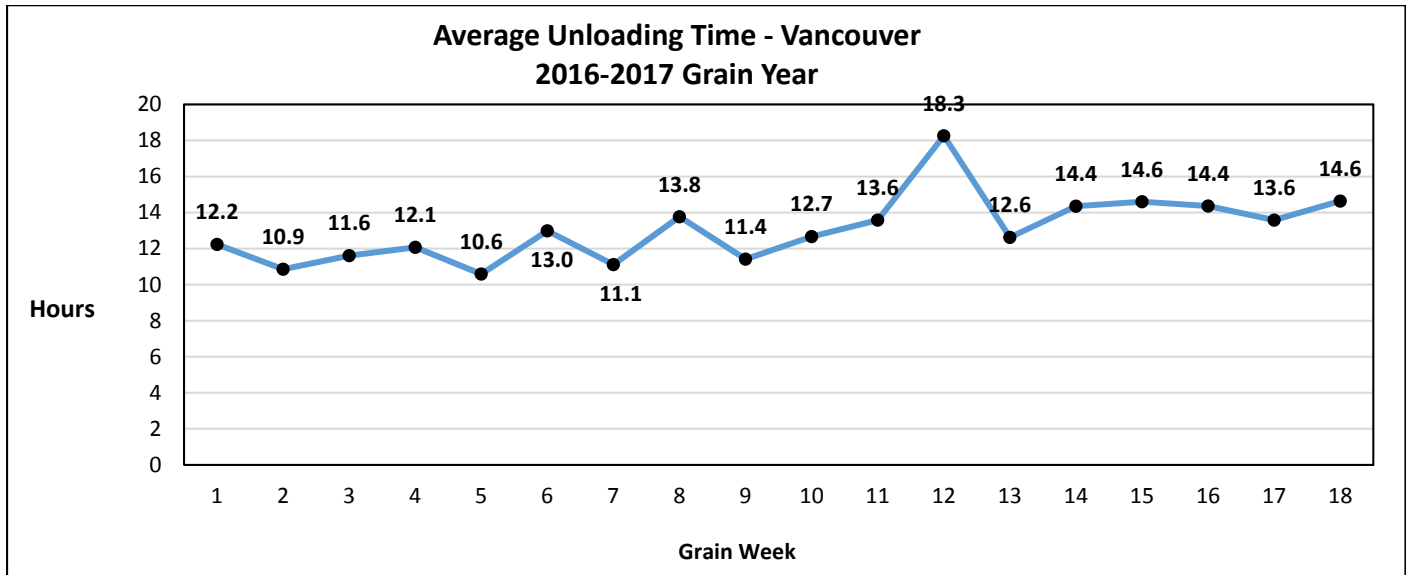




## Destination Dwell Performance

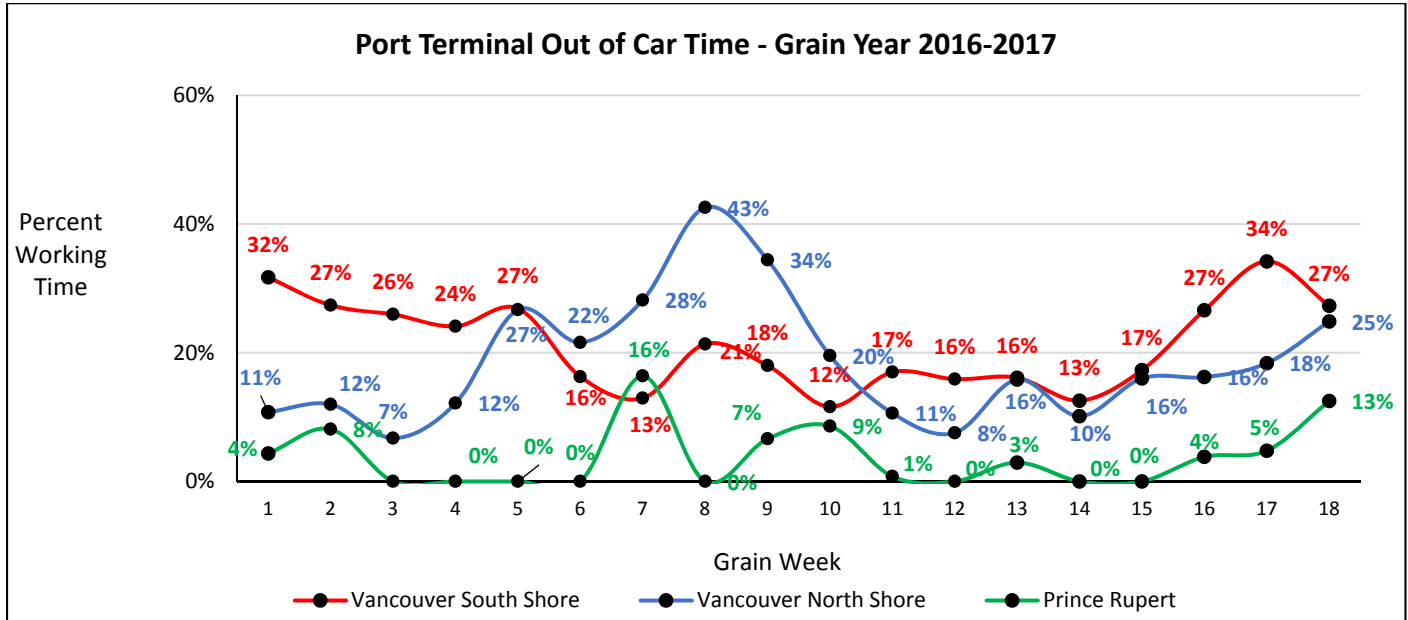


## Port Terminal - Unloading Time





## 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.