

## Performance Dashboard

### Hopper Car Demand

	Week 21			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	3,590	2,797	793	95,999	4,571	93,560	4,455	2,439	116
CP	3,609	3,219	390	90,265	4,298	93,748	4,464	(3,483)	(166)
	<b>7,199</b>	<b>6,016</b>	<b>1,183</b>	<b>186,264</b>	<b>8,870</b>	<b>187,308</b>	<b>8,919</b>	<b>(1,044)</b>	<b>(50)</b>

### Empty Hopper Cars Supplied – Week 21 (All Want Weeks)

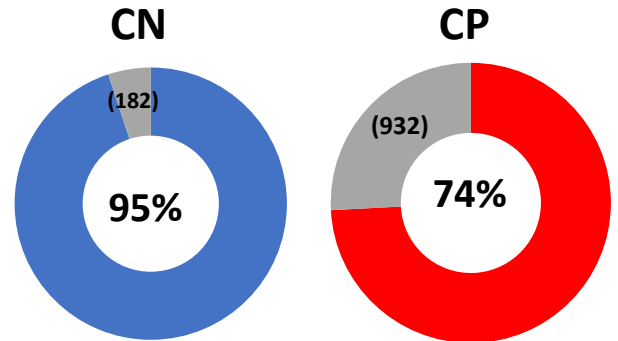
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last	This	Last	This	Last	This		
	This Year	Year	Year	Year	Year	Year	Year	Last Year
CN	3,191	2,457	334	428	103	516	3,628	3,401
CP	2,672	2,097	1,543	429	542	1,248	4,757	3,774
	<b>5,863</b>	<b>4,554</b>	<b>1,877</b>	<b>857</b>	<b>645</b>	<b>1,764</b>	<b>8,385</b>	<b>7,175</b>

### Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	2%	2%	2%	4%	3%	4%
25	6%	3%	4%	3%	2%	3%
50	11%	6%	8%	13%	12%	12%
100	82%	88%	85%	80%	83%	81%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	3,590	3,609	7,199
Current Week Order Fulfillment			
Supplied in Current Week	3,191	2,672	5,863
Supplied Early	217	5	222
<b>Total Cars Supplied for Want Week</b>	<b>3,408</b>	<b>2,677</b>	<b>6,085</b>
Current Week Unfulfilled Demand	(182)	(932)	(1,114)
% Current Week Orders Supplied	95%	74%	85%

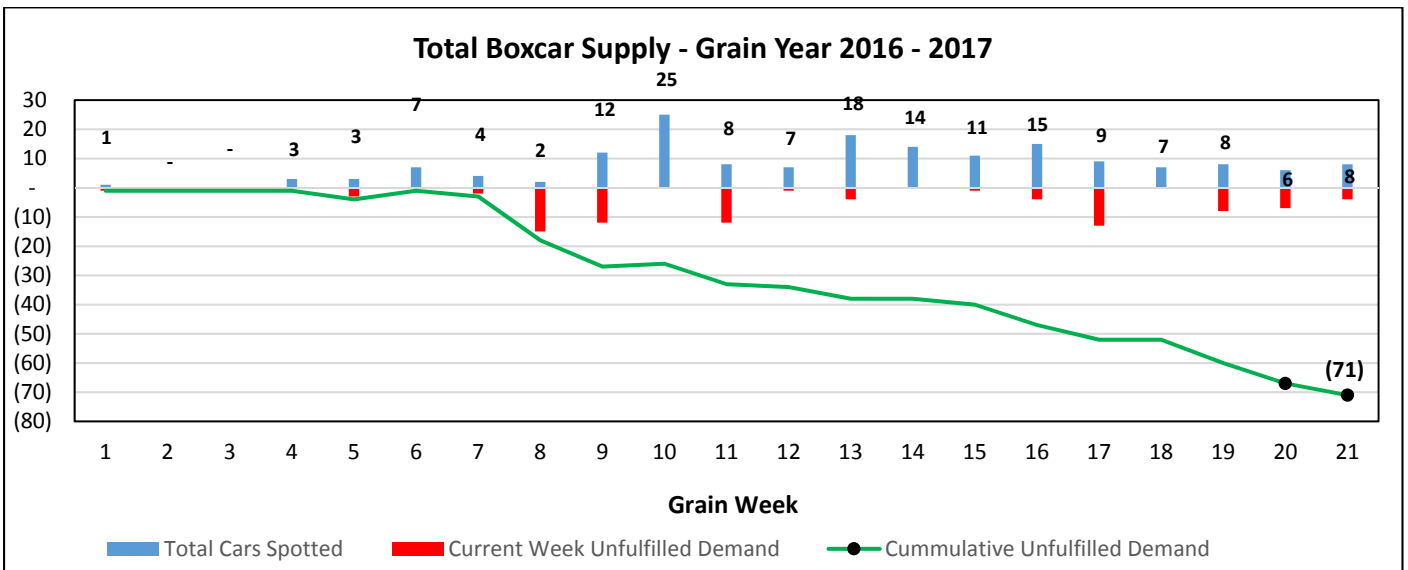
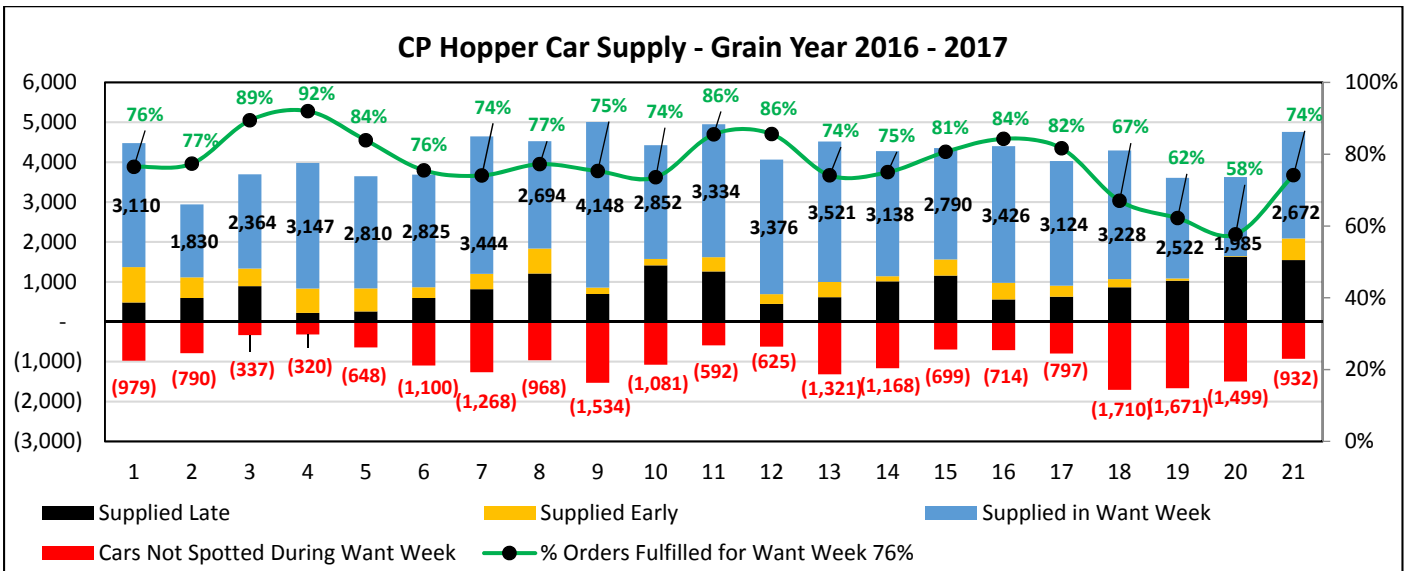
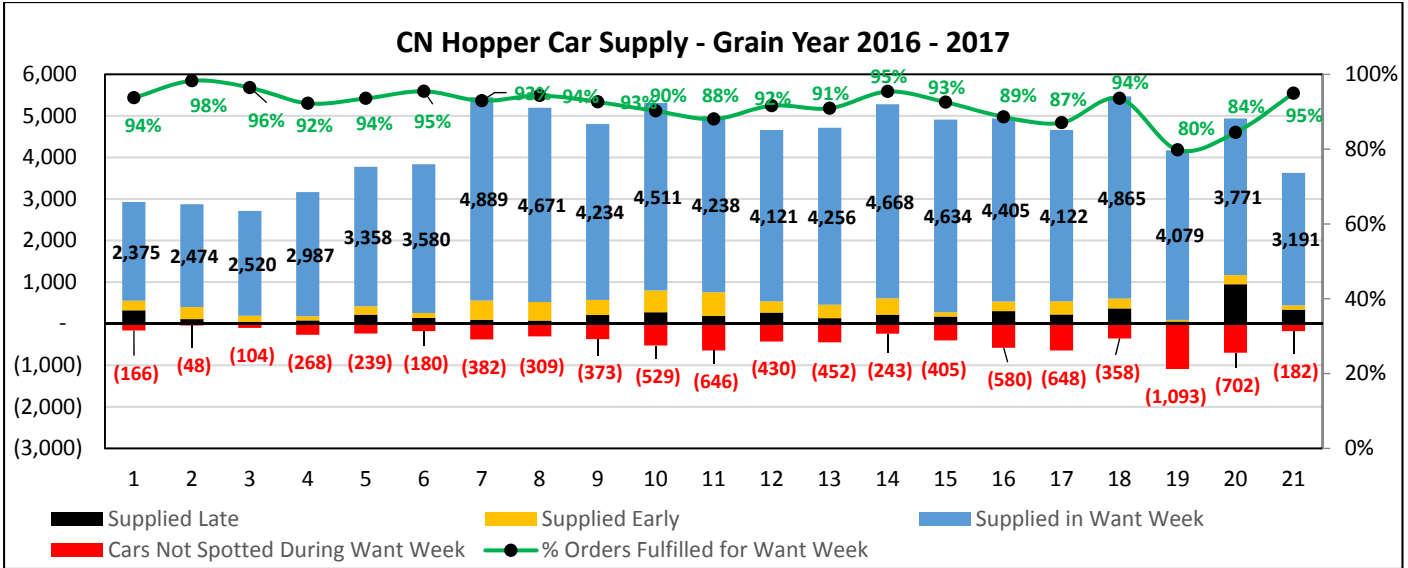


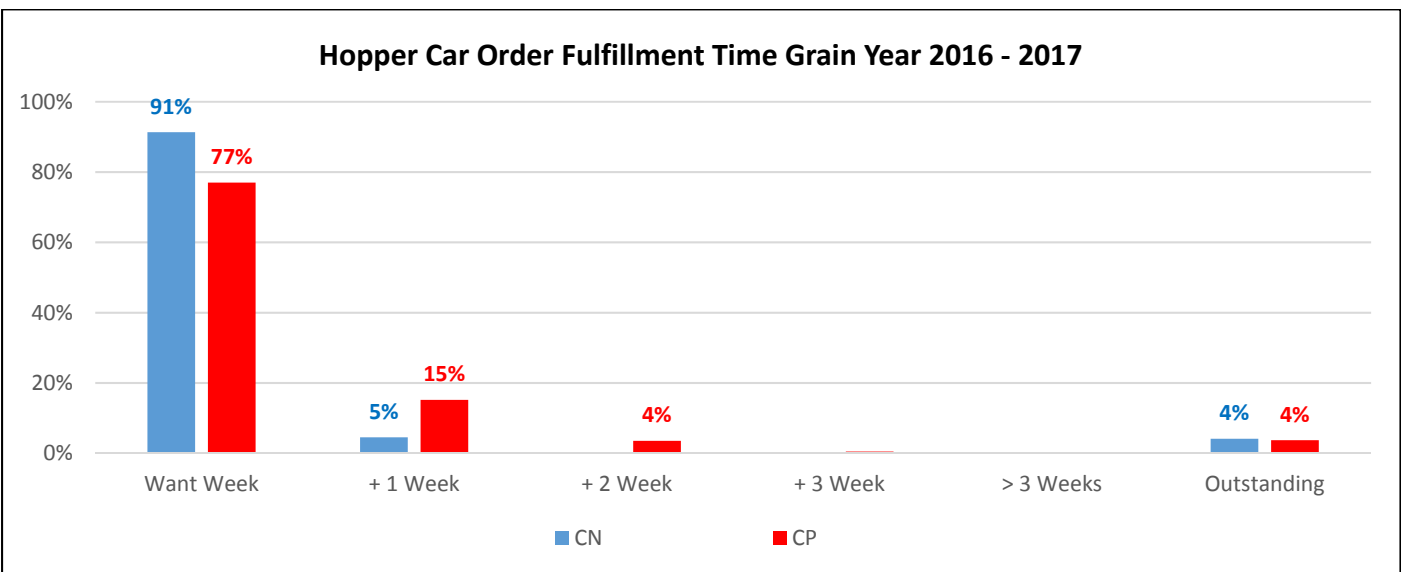
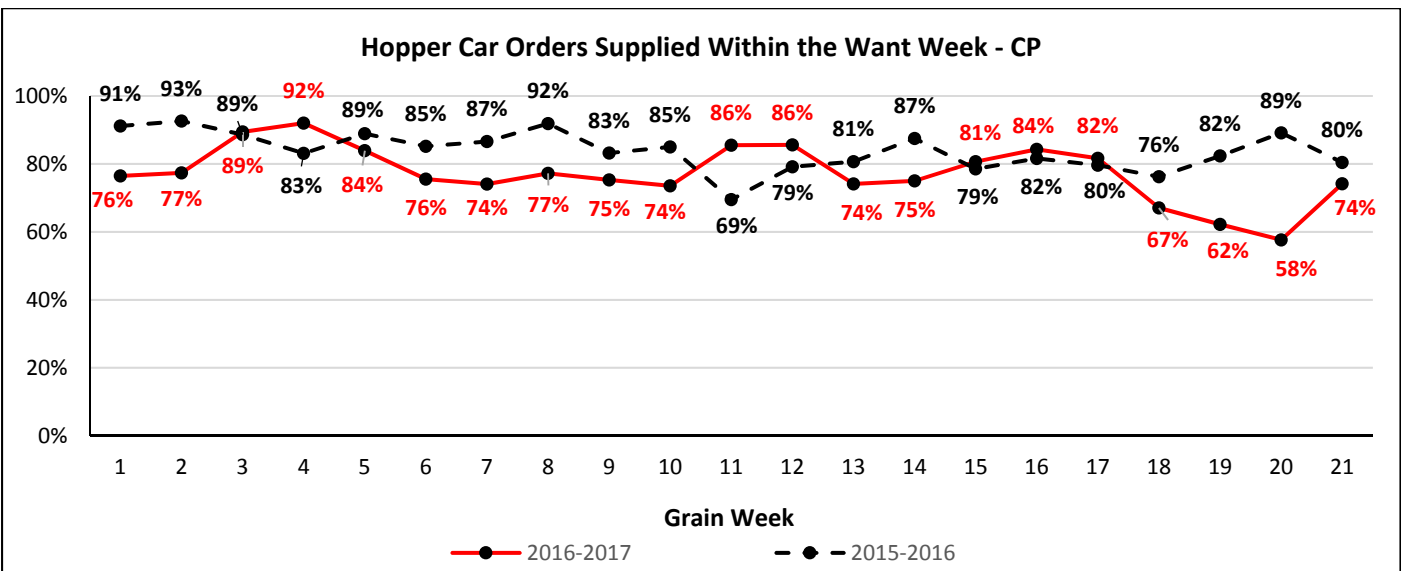
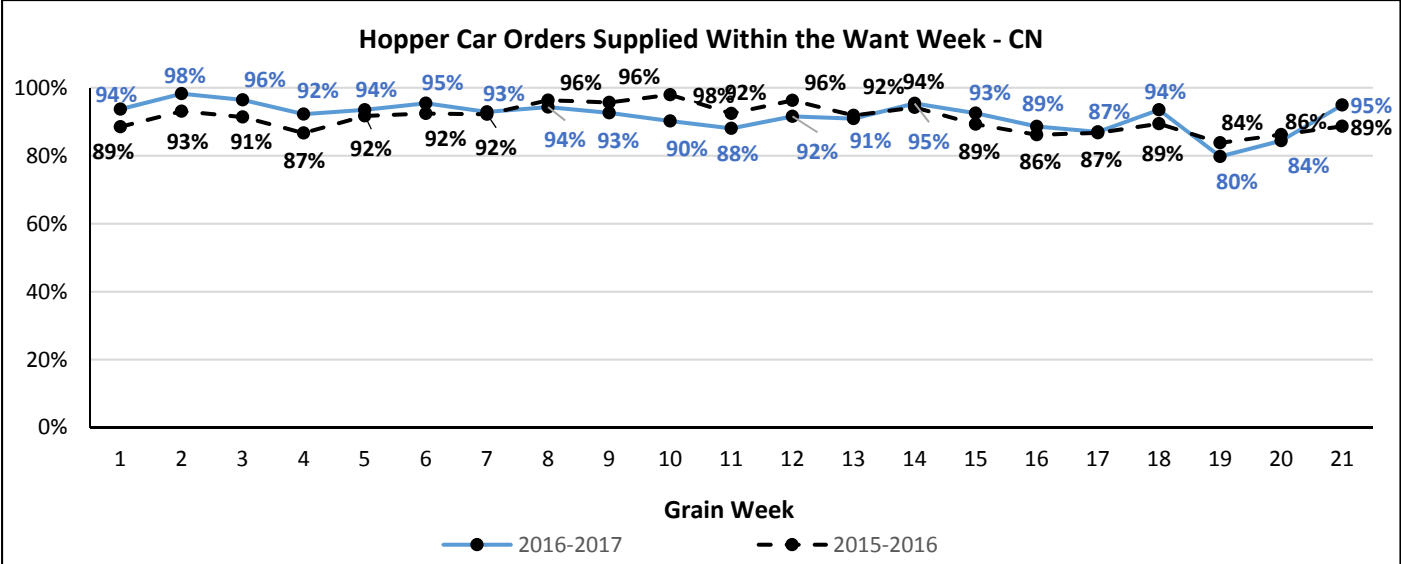
### Loaded Dwell Time (Hours) at Origin (All Traffic)

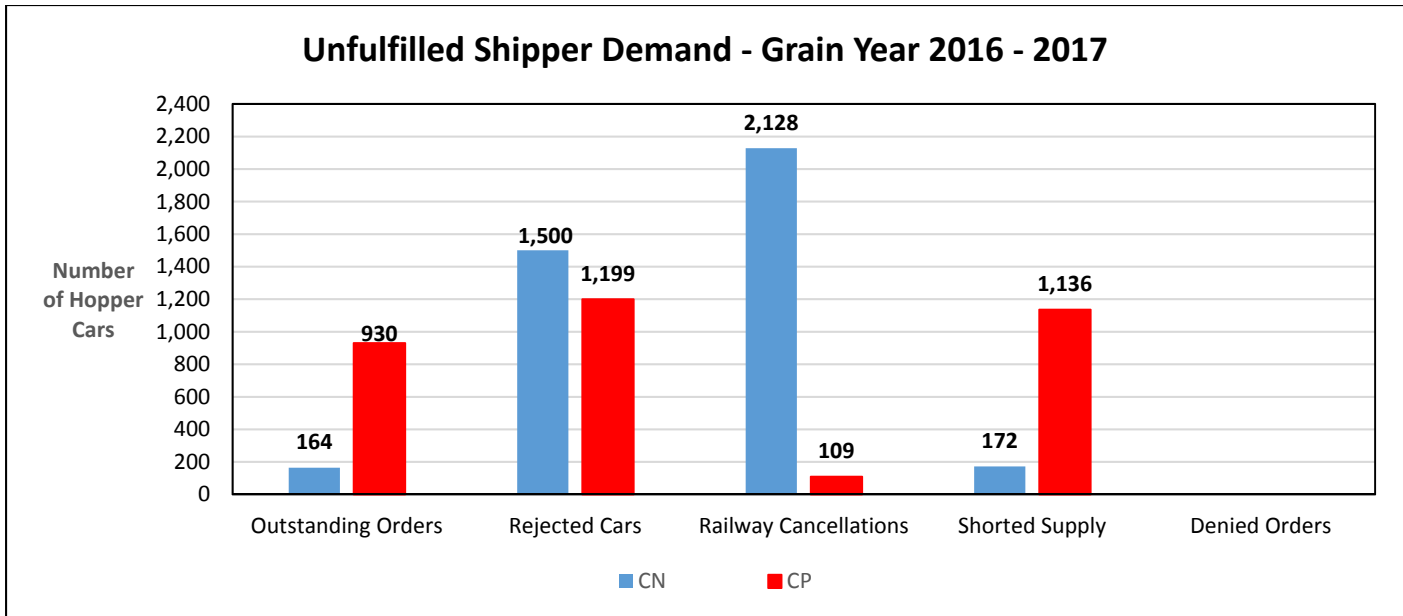
	Week 21		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	36	33	20	21
CP	70	85	53	56

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

		Week 21		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	26	19	22	26
	CP	8	14	11	11
Thunder Bay	CN	33	130	55	68
	CP	33	70	35	41







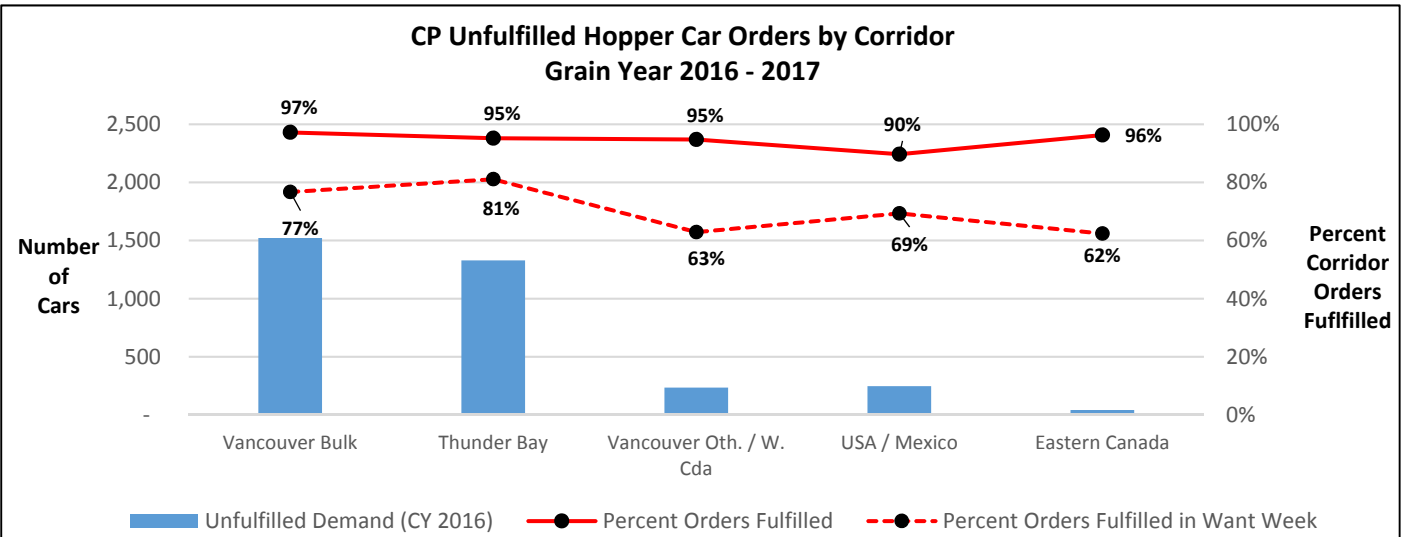
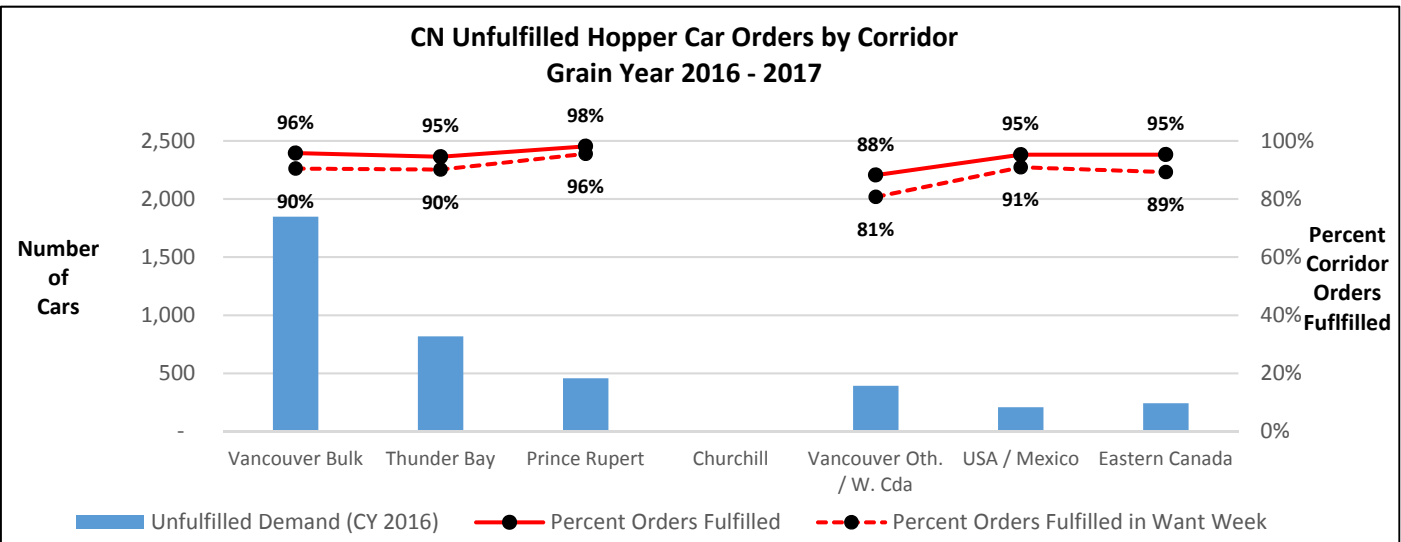
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 21

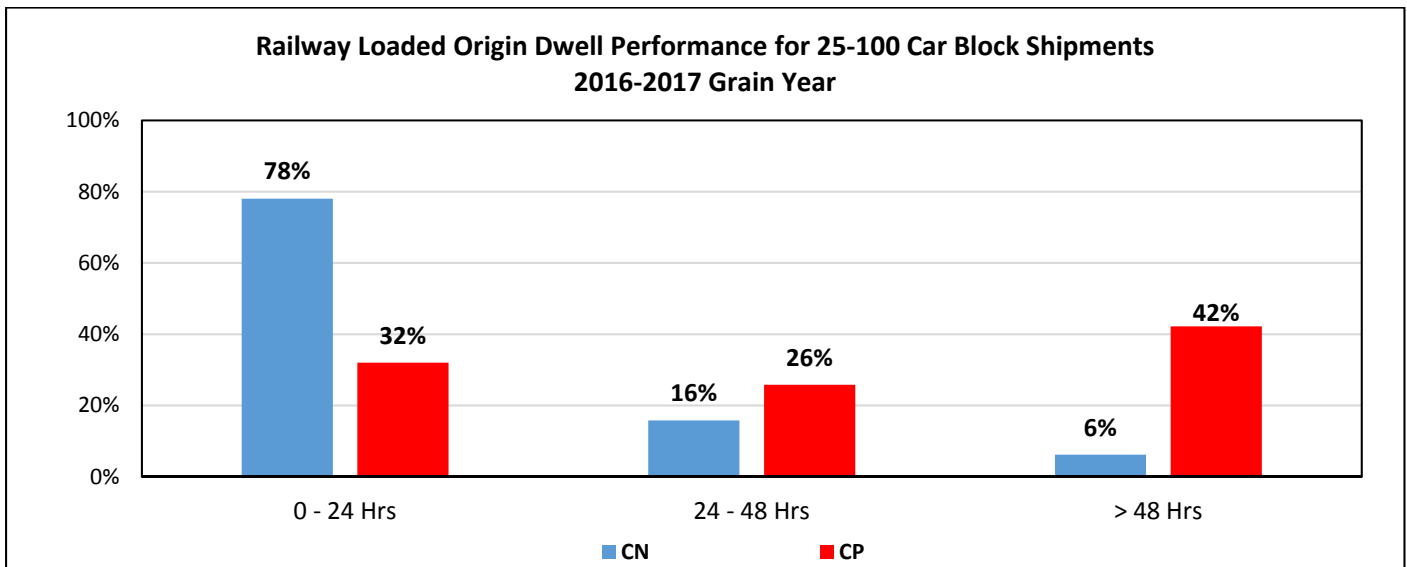
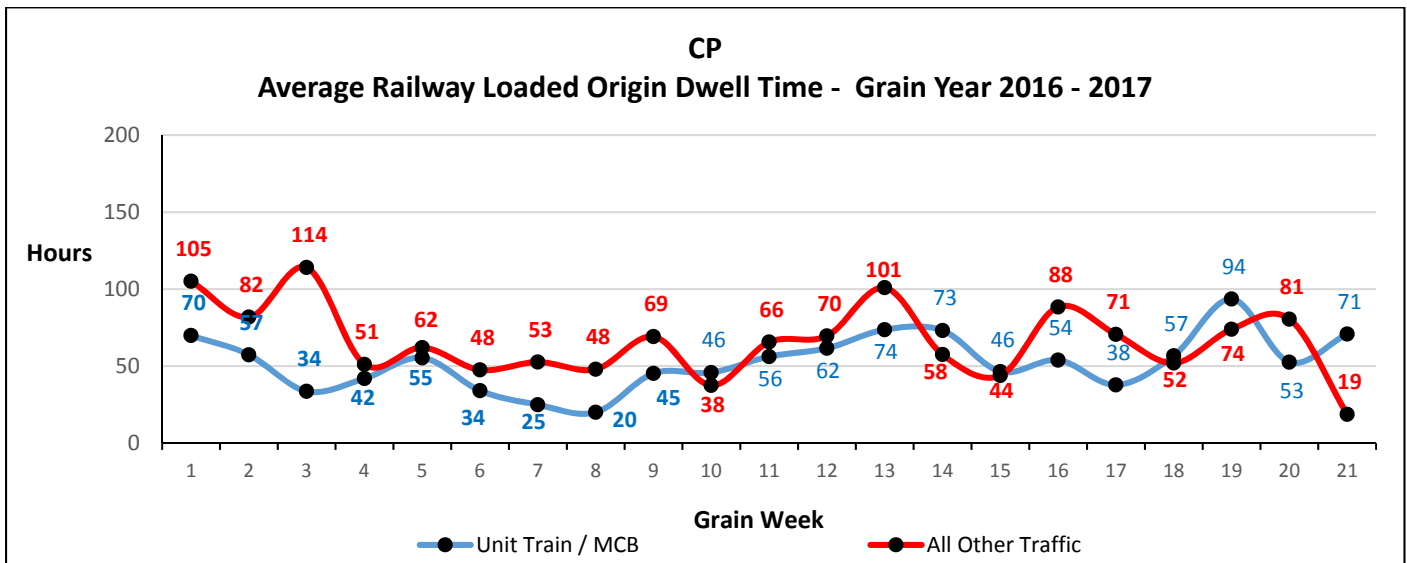
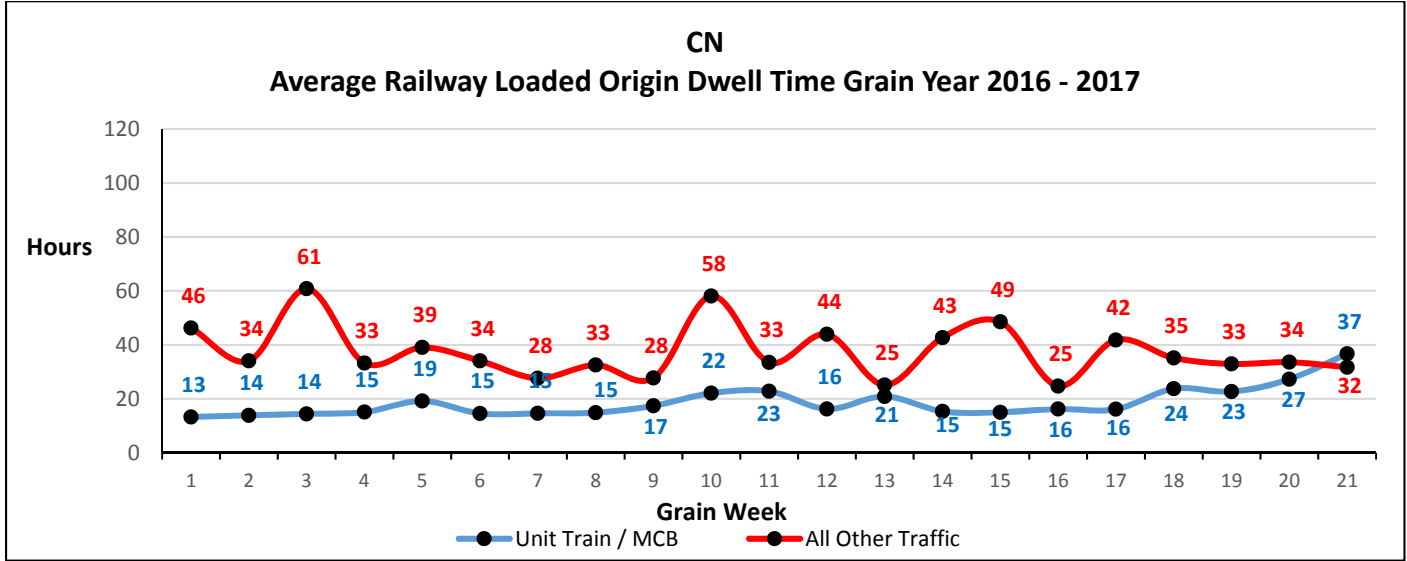
Railway	Corridor	Ordered	Supplied	Unfulfilled	
				Demand	% Supplied
CN	Vancouver Bulk	43,920	42,073	(1,847)	96%
	Thunder Bay	14,907	14,090	(817)	95%
	Prince Rupert	24,350	23,893	(457)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	3,338	2,945	(393)	88%
	USA / Mexico	4,364	4,156	(208)	95%
	Eastern Canada	5,120	4,878	(242)	95%
<b>CN Total</b>		<b>95,999</b>	<b>92,035</b>	<b>(3,964)</b>	<b>96%</b>
CP	Vancouver Bulk	54,545	53,023	(1,522)	97%
	Thunder Bay	27,732	26,403	(1,329)	95%
	Vancouver Other / W. Canada	4,458	4,224	(234)	95%
	USA / Mexico	2,397	2,150	(247)	90%
	Eastern Canada	1,133	1,091	(42)	96%
<b>CP Total</b>		<b>90,265</b>	<b>86,891</b>	<b>(3,374)</b>	<b>96%</b>

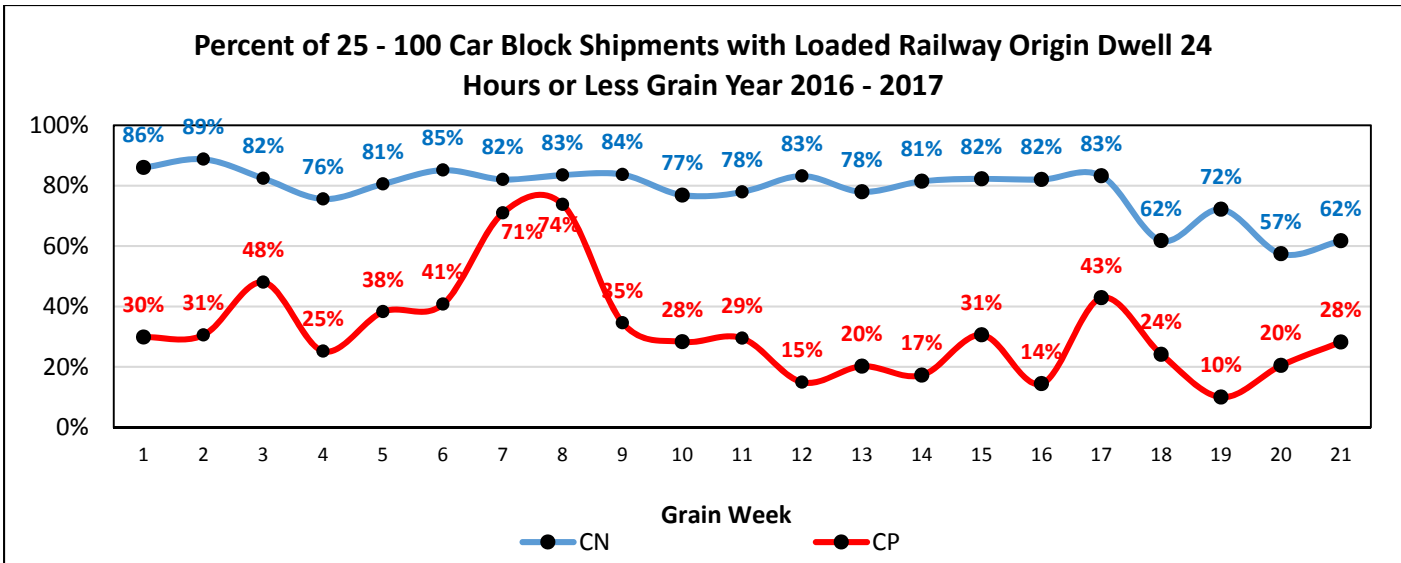
**Hopper Cars Supplied in the Want Week by Corridor – To Week 21**

Railway	Corridor	Week 21			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	1,705	1,573	92%	43,920	39,729	90%
	Thunder Bay	204	200	98%	14,907	13,434	90%
	Prince Rupert	1,069	1,059	99%	24,350	23,268	96%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	29	24	83%	3,338	2,694	81%
	USA / Mexico	242	236	98%	4,364	3,967	91%
	Eastern Canada	341	316	93%	5,120	4,570	89%
<b>CN Total</b>		<b>3,590</b>	<b>3,408</b>	<b>95%</b>	<b>95,999</b>	<b>87,662</b>	<b>91%</b>
CP	Vancouver Bulk	2,075	1,686	81%	54,545	41,849	77%
	Thunder Bay	1,201	851	71%	27,732	22,490	81%
	Vancouver Other / W. Canada	22	13	59%	4,458	2,804	63%
	USA / Mexico	226	48	21%	2,397	1,662	69%
	Eastern Canada	85	79	93%	1,133	707	62%
<b>CP Total</b>		<b>3,609</b>	<b>2,677</b>	<b>74%</b>	<b>90,265</b>	<b>69,512</b>	<b>77%</b>

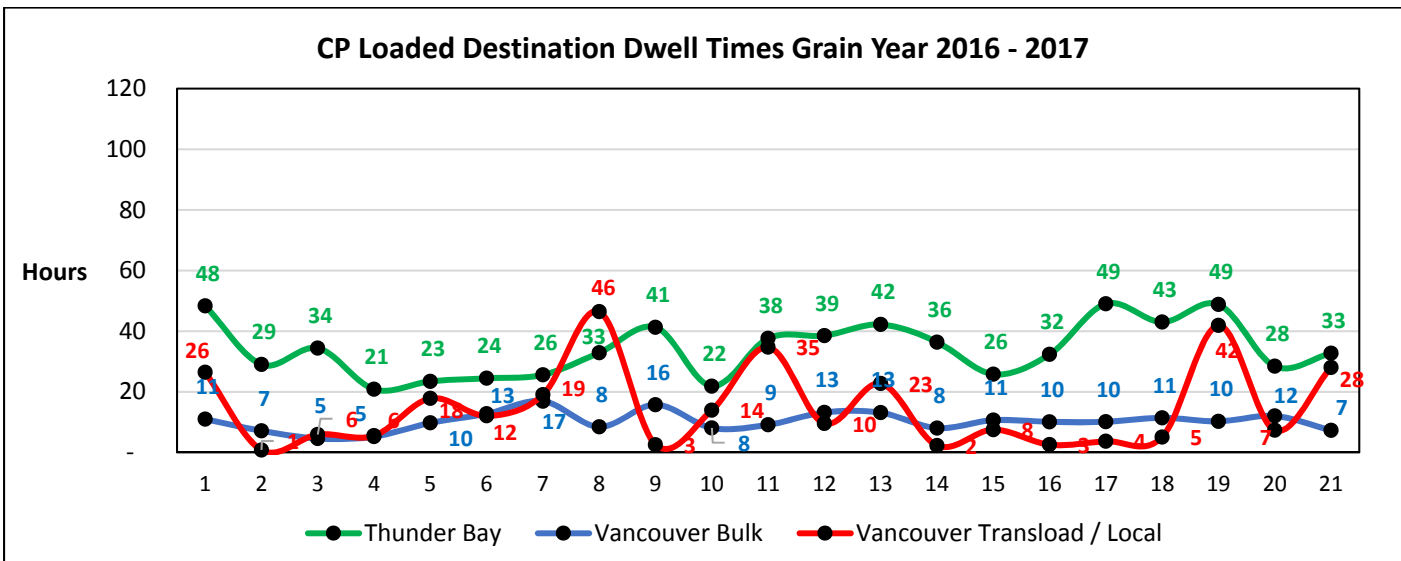
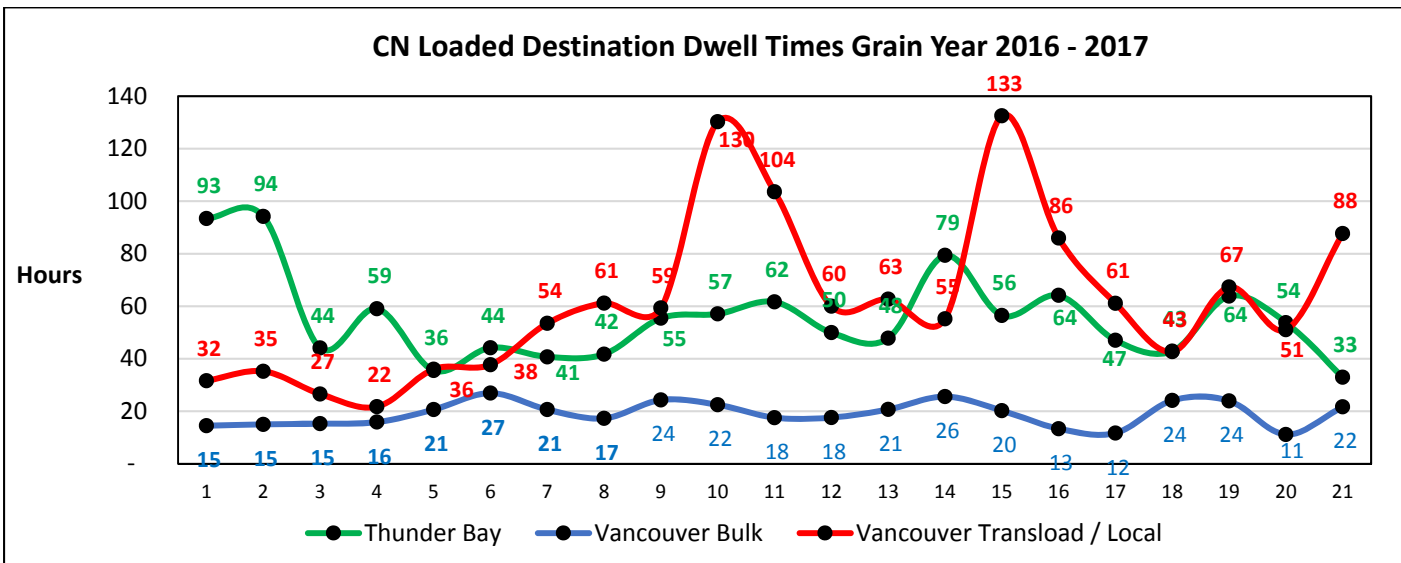


## Origin Dwell Performance

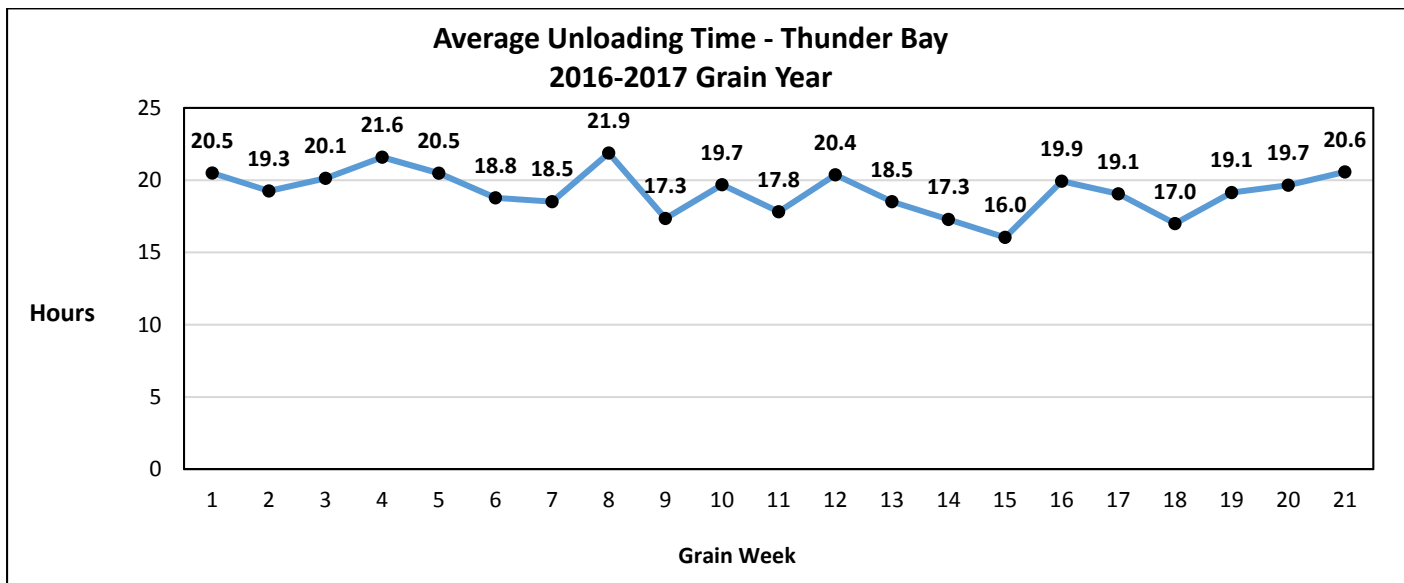
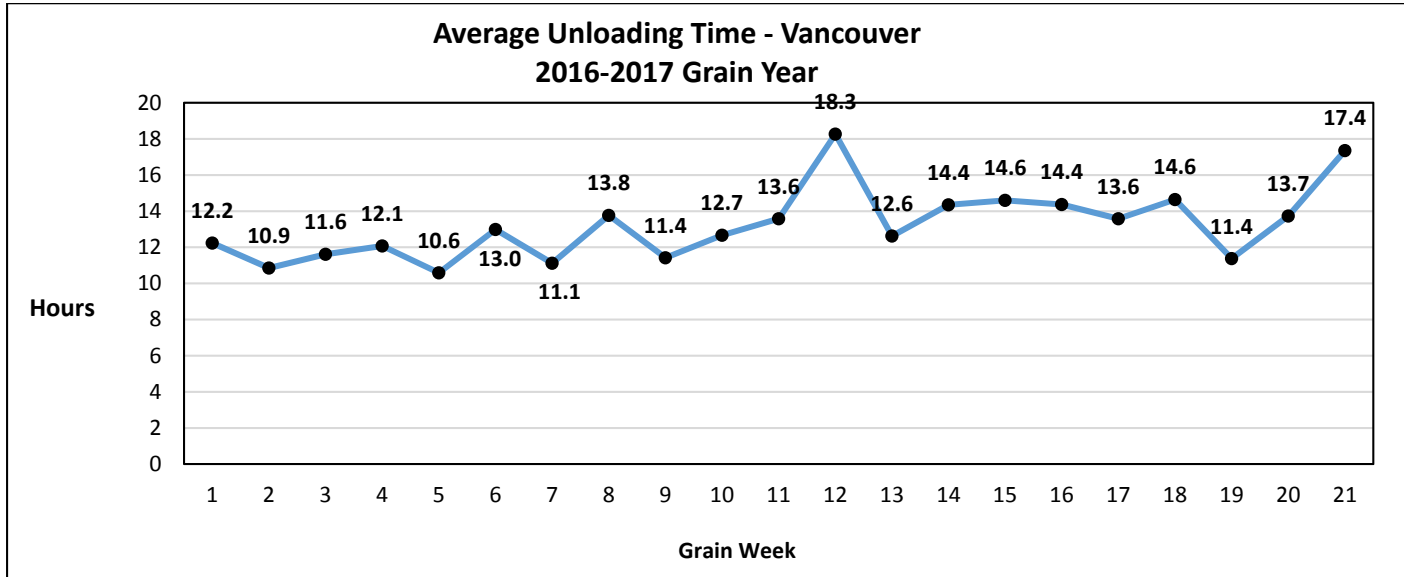




## Destination Dwell Performance

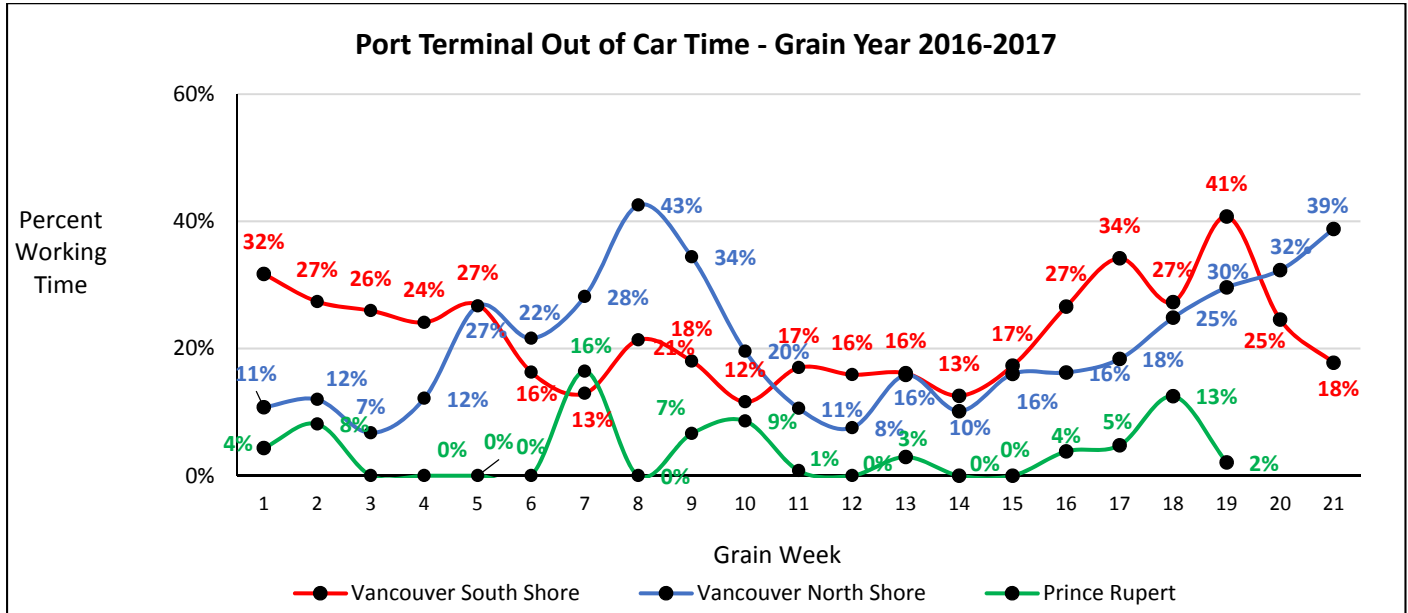


## Port Terminal - Unloading Time





## 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.