

## Performance Dashboard

### Hopper Car Demand

	Week 22		This Year vs. Last Year	This Year		Last Year		This Year versus Last Year	
	This Year	Last Year		YTD	Weekly Average	YTD	Weekly Average	YTD	Weekly Average
CN	3,770	4,125	(355)	99,769	4,535	97,685	4,440	2,084	95
CP	3,323	3,387	(64)	93,591	4,254	97,135	4,415	(3,544)	(161)
	<b>7,093</b>	<b>7,512</b>	<b>(419)</b>	<b>193,360</b>	<b>8,789</b>	<b>194,820</b>	<b>8,855</b>	<b>(1,460)</b>	<b>(66)</b>

### Empty Hopper Cars Supplied – Week 22 (All Want Weeks)

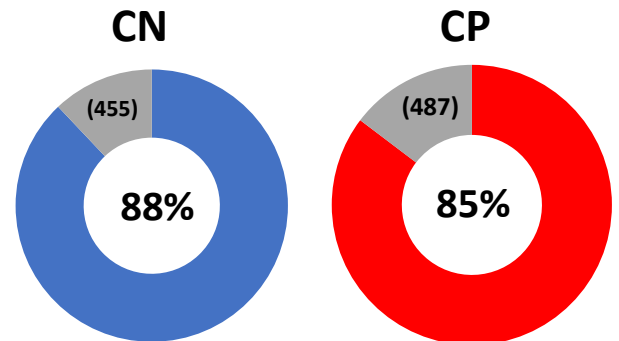
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last Year	This Year	Last Year	This Year	Last Year	This Year		
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	3,101	3,392	123	251	317	467	3,541	4,110
CP	2,313	1,944	683	608	112	843	3,108	3,395
	<b>5,414</b>	<b>5,336</b>	<b>806</b>	<b>859</b>	<b>429</b>	<b>1,310</b>	<b>6,649</b>	<b>7,505</b>

### Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	3%	0%	2%	4%	3%	4%
25	4%	3%	3%	3%	2%	3%
50	14%	10%	12%	13%	12%	12%
100	79%	86%	82%	80%	83%	81%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	3,770	3,323	7,093
Current Week Order Fulfillment			
Supplied in Current Week	3,101	2,313	5,414
Supplied Early	214	523	737
<b>Total Cars Supplied for Want Week</b>	<b>3,315</b>	<b>2,836</b>	<b>6,151</b>
Current Week Unfulfilled Demand	(455)	(487)	(942)
% Current Week Orders Supplied	88%	85%	87%

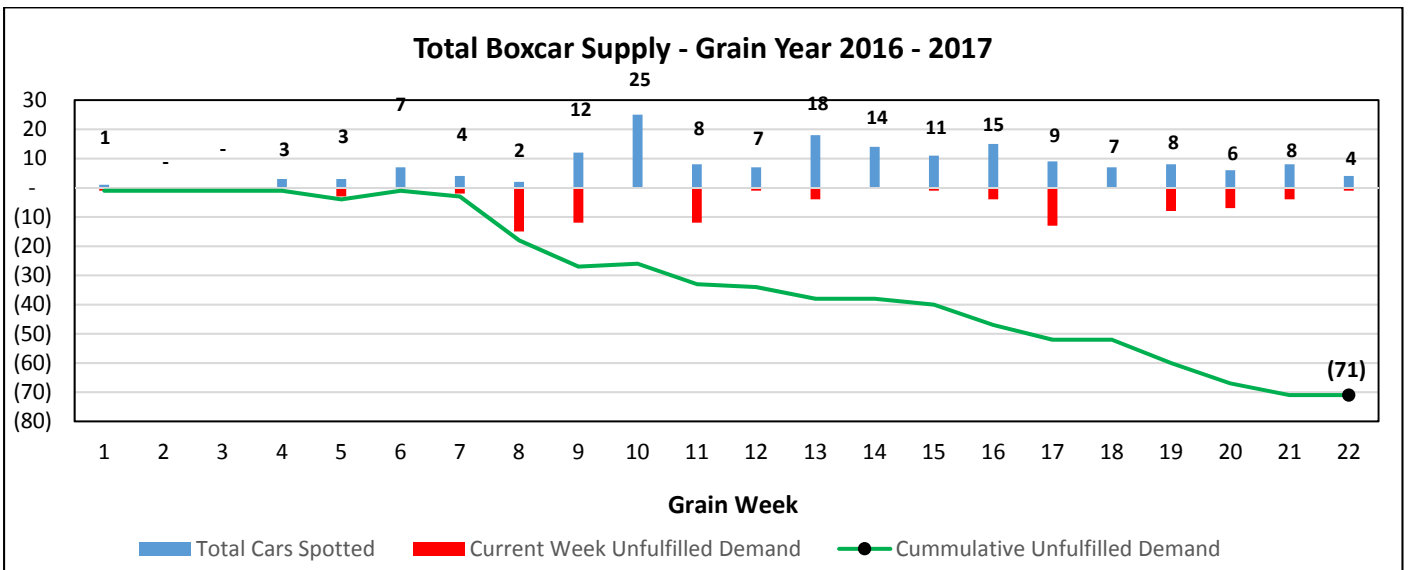
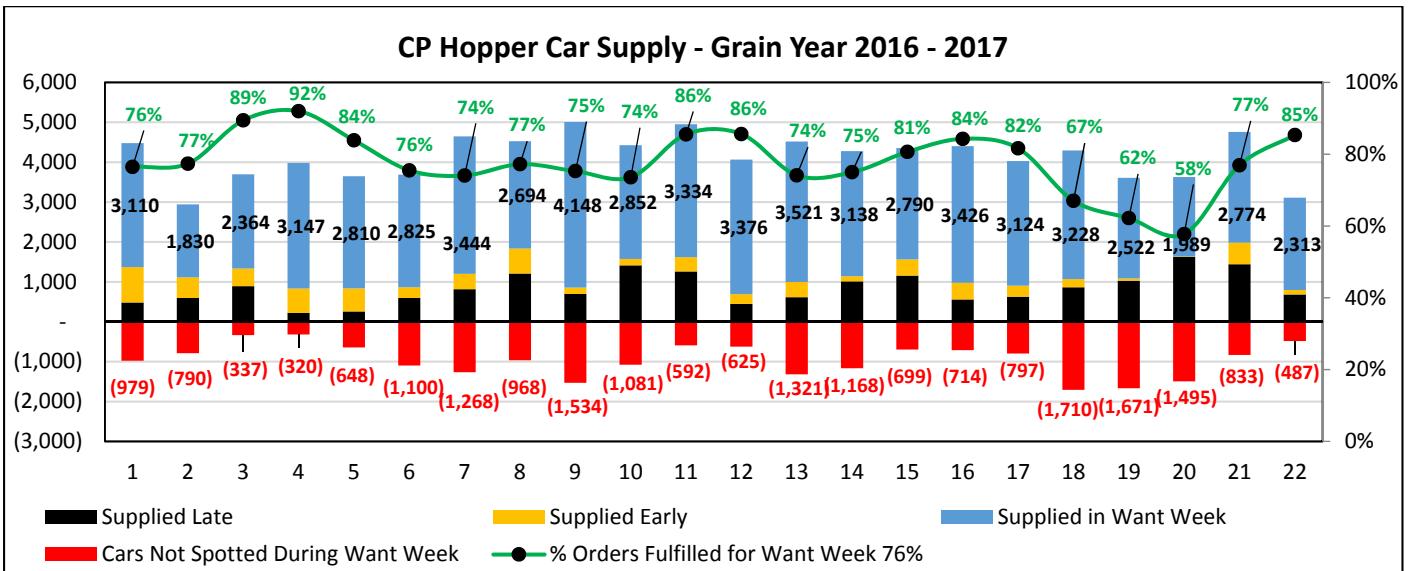
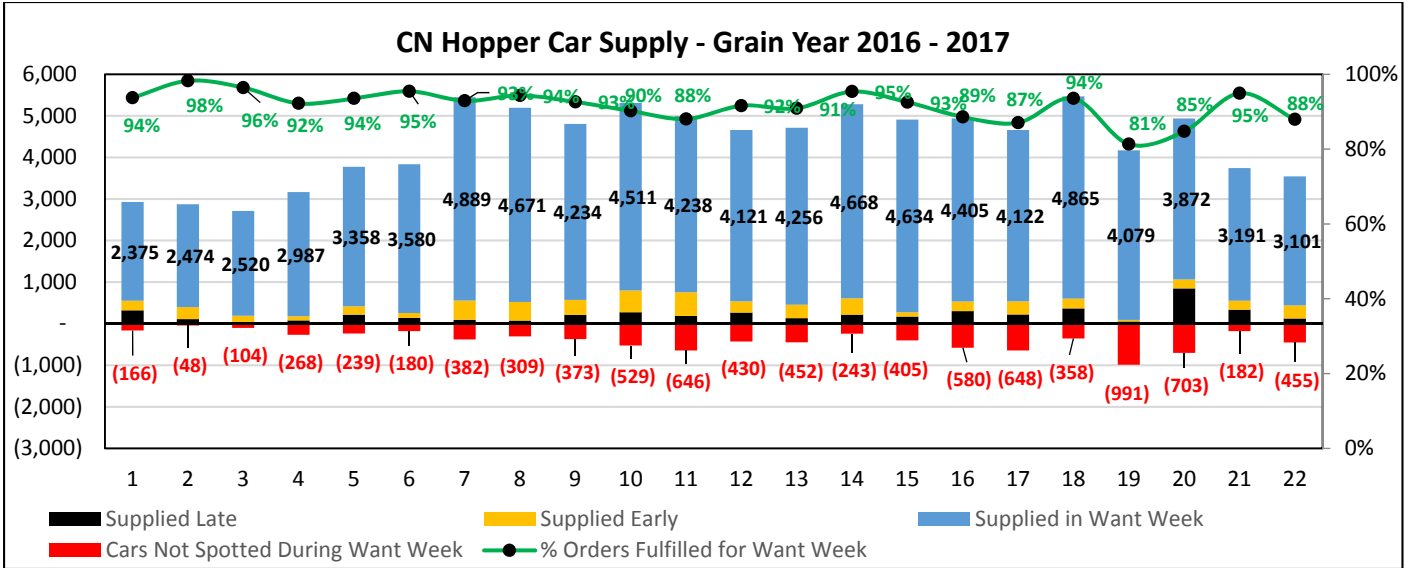


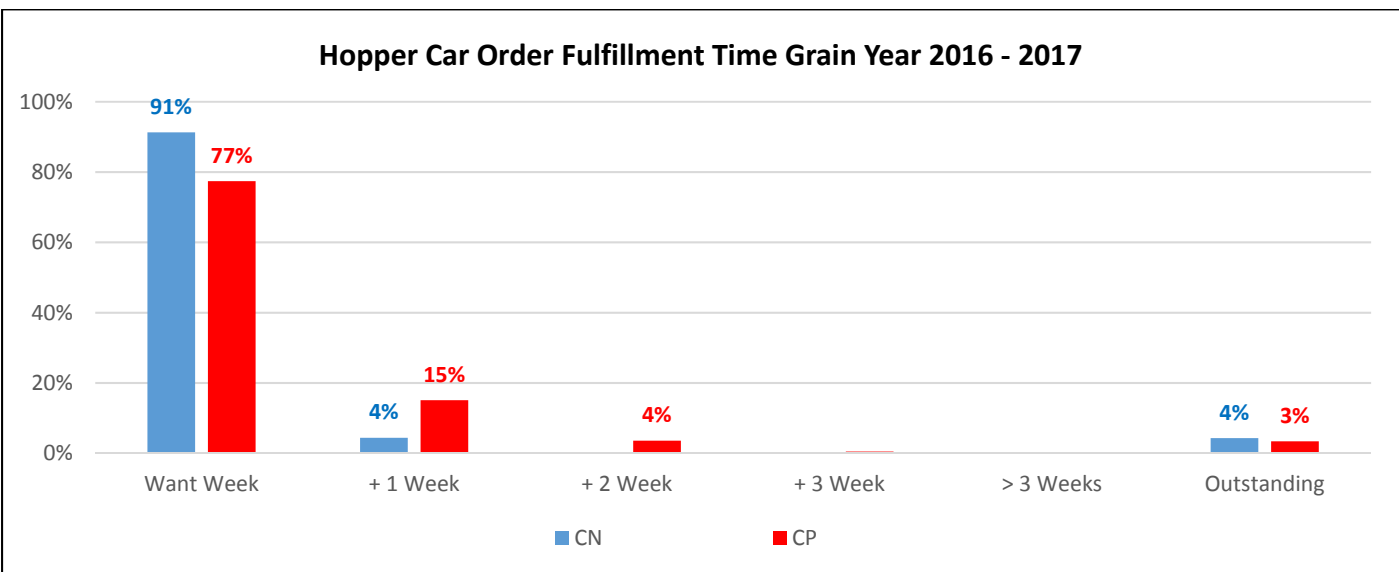
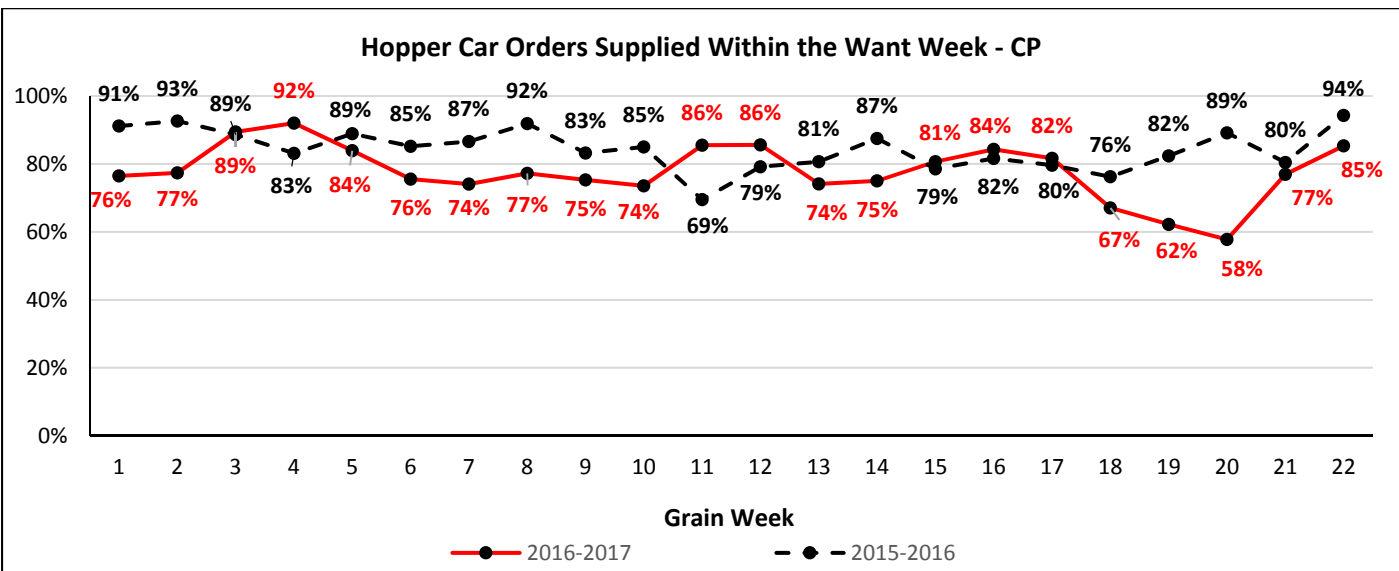
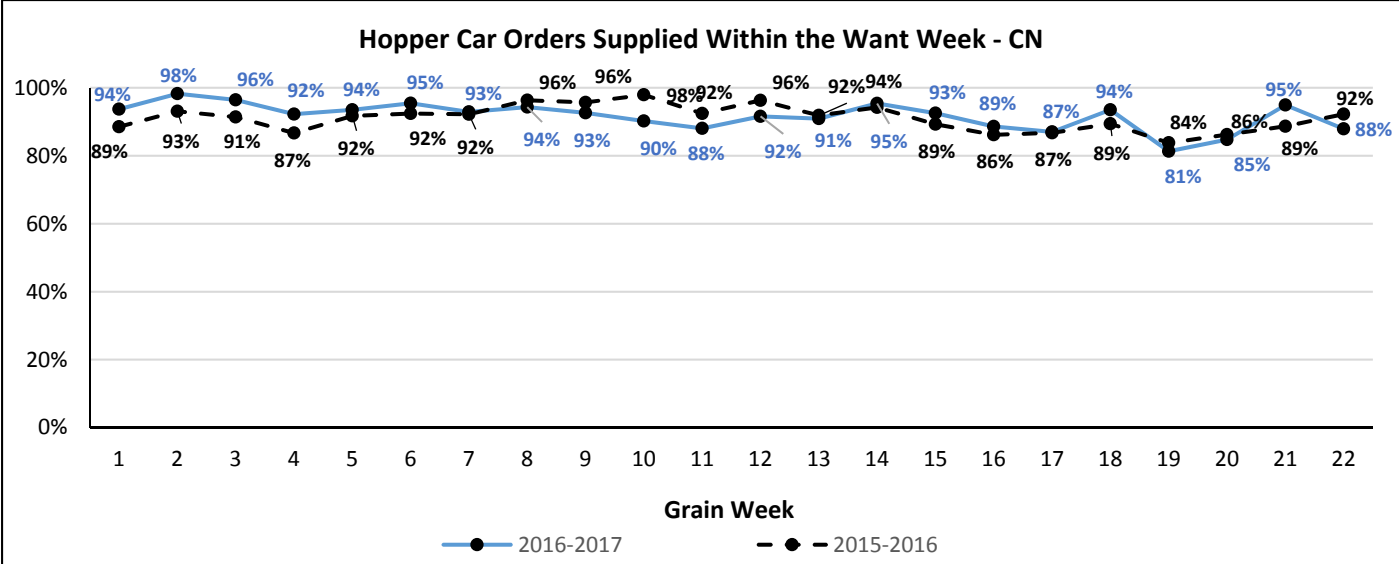
### Loaded Dwell Time (Hours) at Origin (All Traffic)

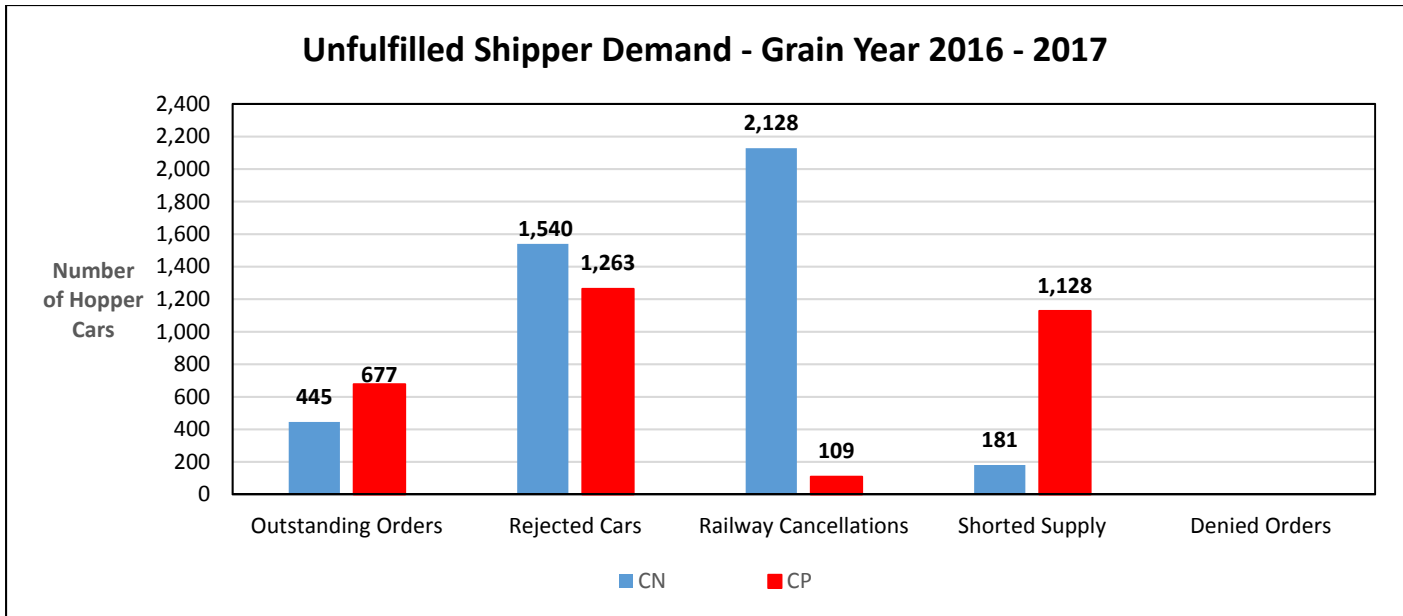
	Week 22		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	26	30	20	21
CP	83	80	55	57

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

		Week 22		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	31	32	22	26
	CP	13	24	11	11
Thunder Bay	CN	73	176	55	70
	CP	97	73	37	42







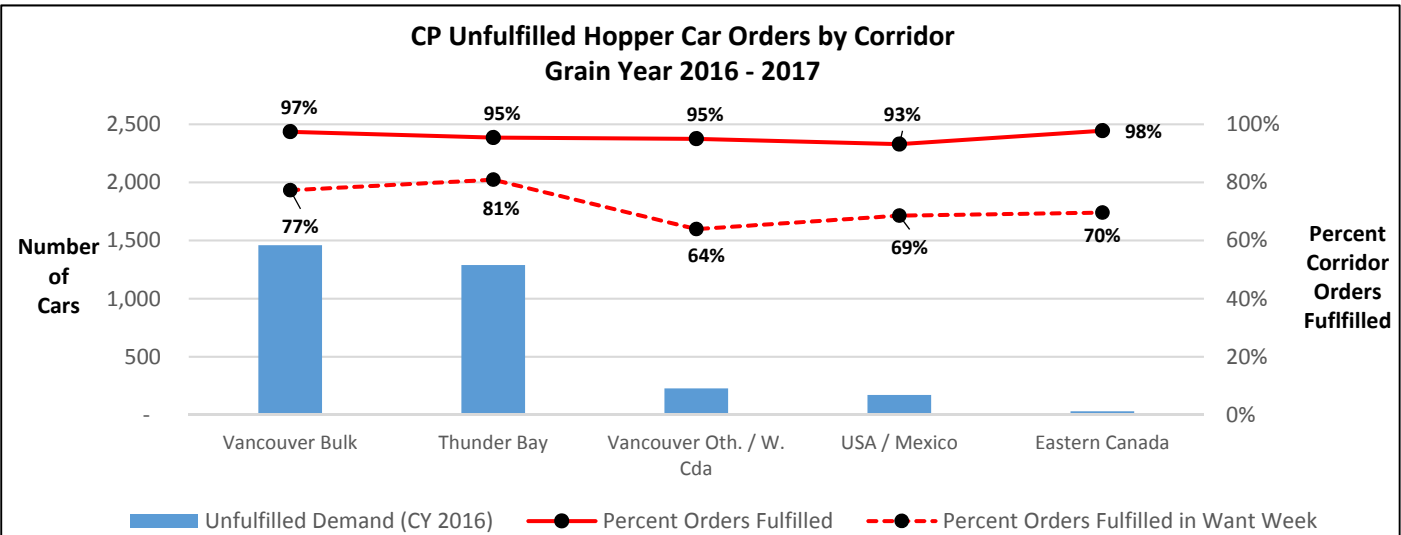
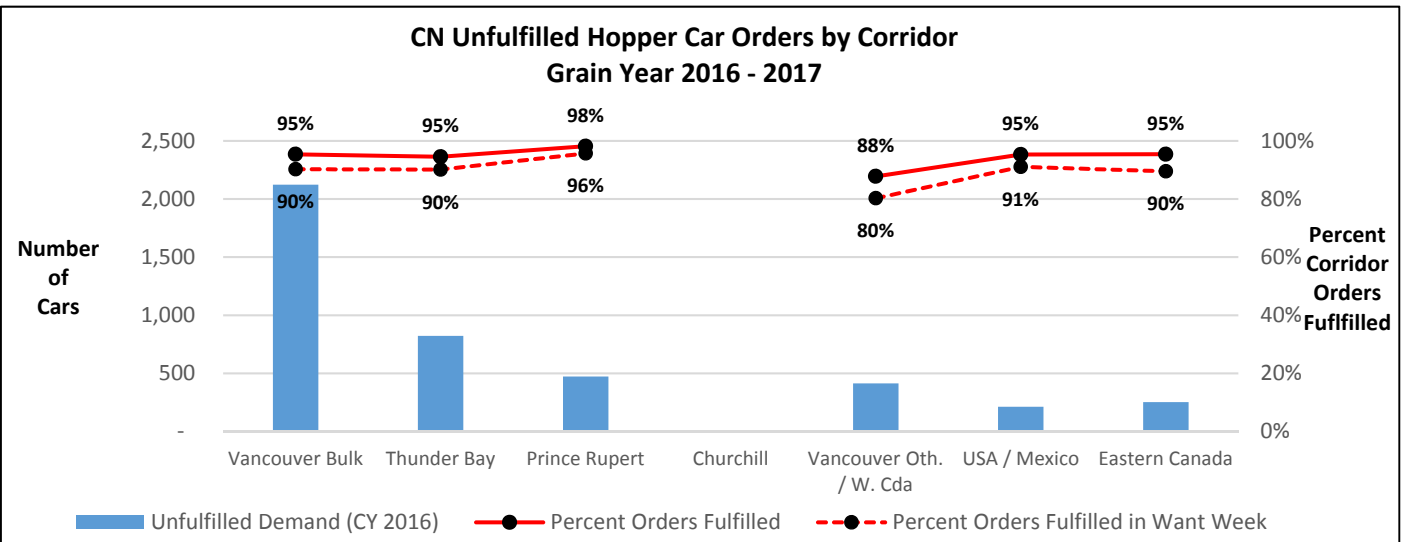
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 22

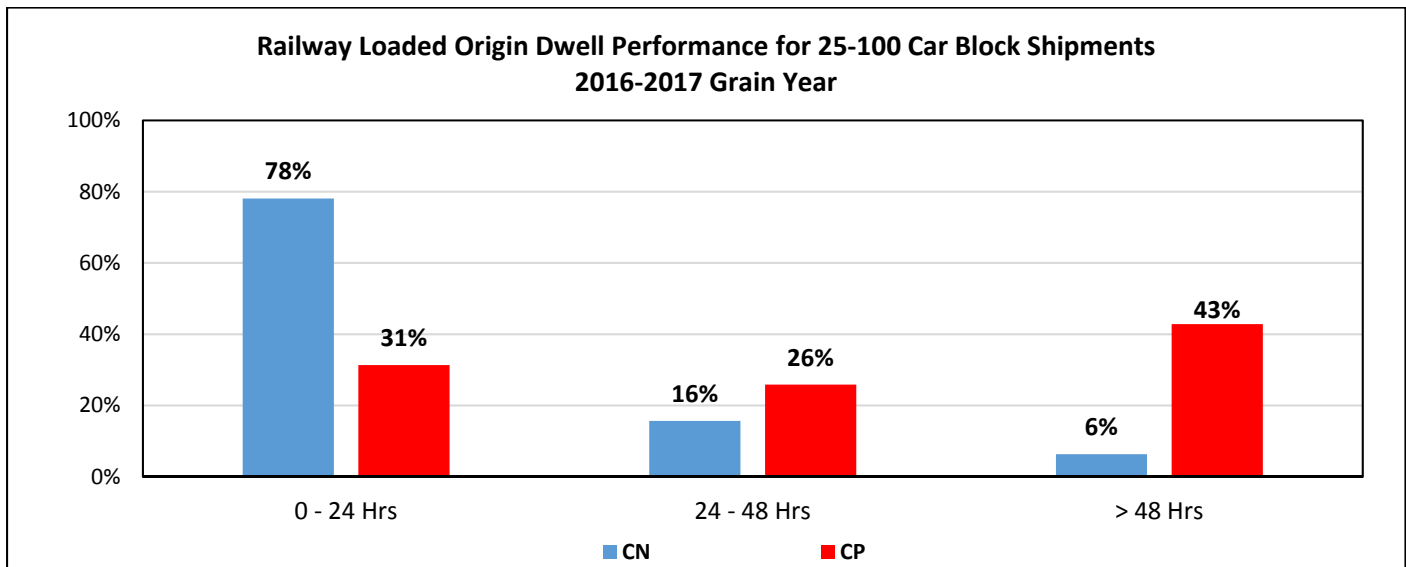
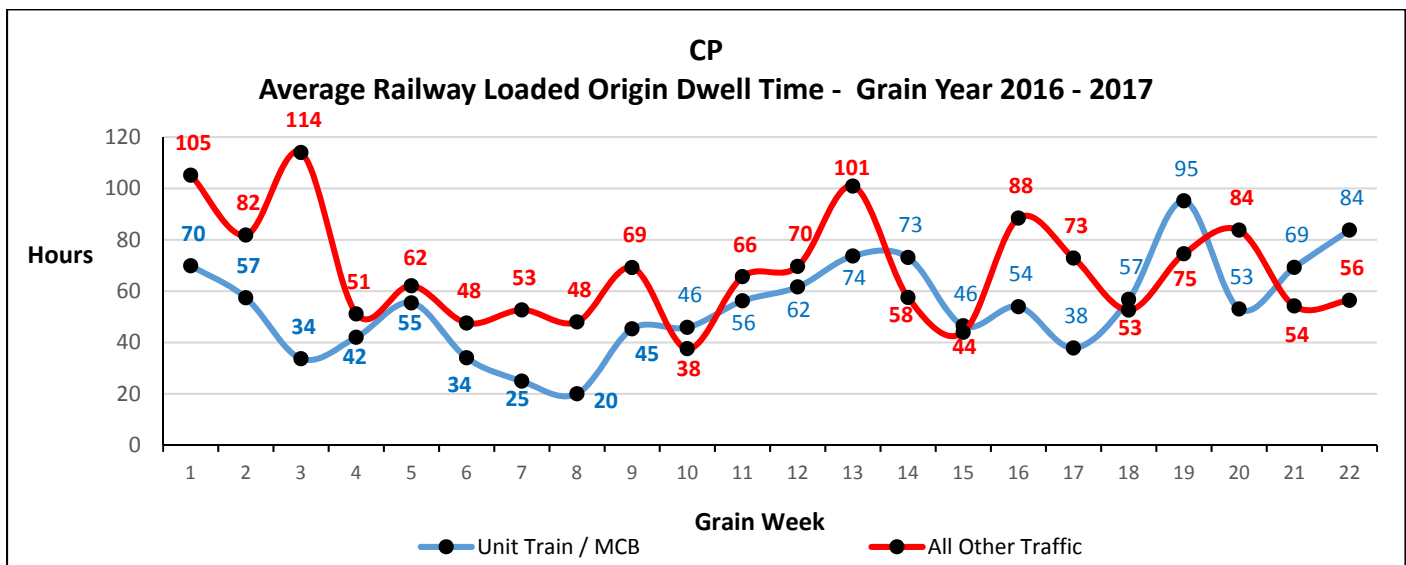
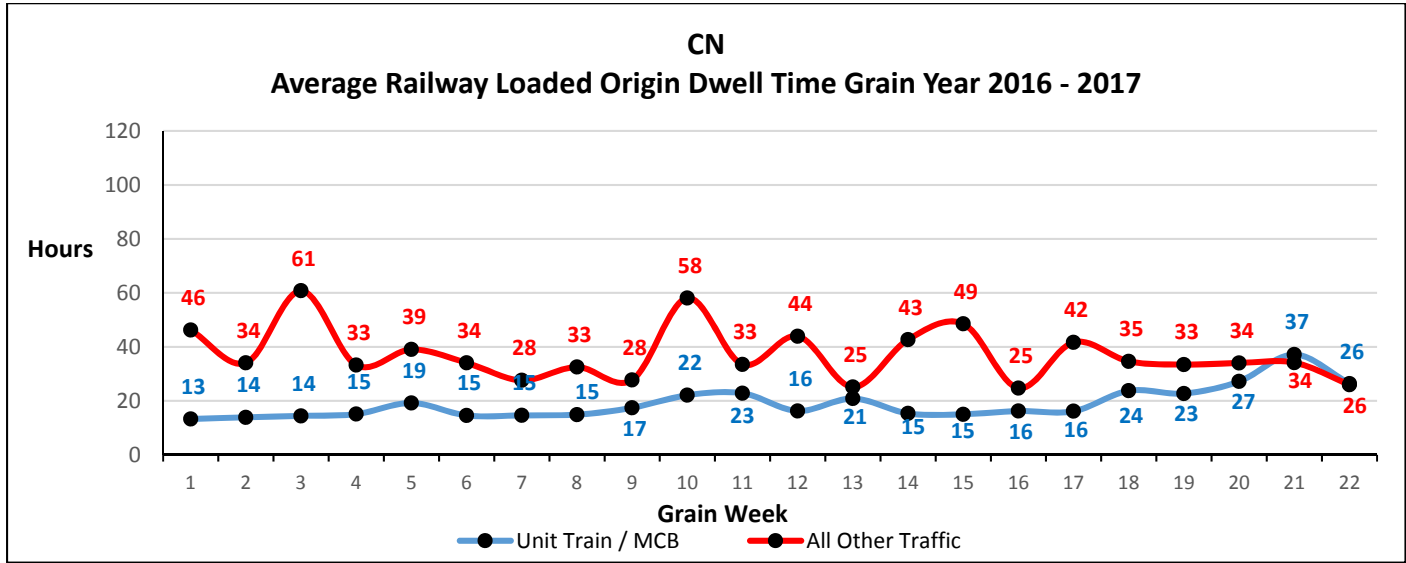
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	45,924	43,801	(2,123)	95%
	Thunder Bay	14,984	14,162	(822)	95%
	Prince Rupert	25,484	25,012	(472)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	3,378	2,965	(413)	88%
	USA / Mexico	4,497	4,285	(212)	95%
	Eastern Canada	5,502	5,250	(252)	95%
<b>CN Total</b>		<b>99,769</b>	<b>95,475</b>	<b>(4,294)</b>	<b>96%</b>
CP	Vancouver Bulk	57,021	55,562	(1,459)	97%
	Thunder Bay	28,133	26,844	(1,289)	95%
	Vancouver Other / W. Canada	4,572	4,344	(228)	95%
	USA / Mexico	2,503	2,332	(171)	93%
	Eastern Canada	1,362	1,332	(30)	98%
<b>CP Total</b>		<b>93,591</b>	<b>90,414</b>	<b>(3,177)</b>	<b>97%</b>

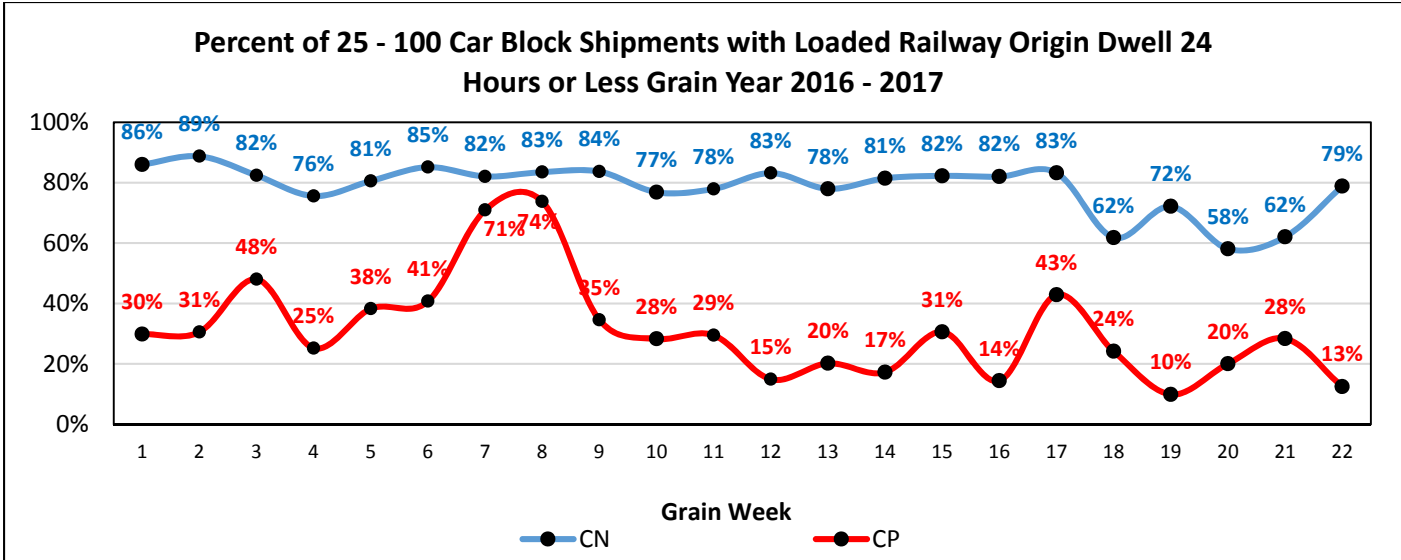
**Hopper Cars Supplied in the Want Week by Corridor – To Week 22**

Railway	Corridor	Week 22			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,004	1,622	81%	45,924	41,452	90%
	Thunder Bay	77	72	94%	14,984	13,506	90%
	Prince Rupert	1,134	1,119	99%	25,484	24,387	96%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	40	17	43%	3,378	2,711	80%
	USA / Mexico	133	129	97%	4,497	4,096	91%
	Eastern Canada	382	356	93%	5,502	4,926	90%
<b>CN Total</b>		<b>3,770</b>	<b>3,315</b>	<b>88%</b>	<b>99,769</b>	<b>91,078</b>	<b>91%</b>
CP	Vancouver Bulk	2,463	2,147	87%	57,021	44,099	77%
	Thunder Bay	401	278	69%	28,133	22,768	81%
	Vancouver Other / W. Canada	124	118	95%	4,572	2,923	64%
	USA / Mexico	106	54	51%	2,503	1,716	69%
	Eastern Canada	229	239	100%	1,362	948	70%
<b>CP Total</b>		<b>3,323</b>	<b>2,836</b>	<b>85%</b>	<b>93,591</b>	<b>72,454</b>	<b>77%</b>

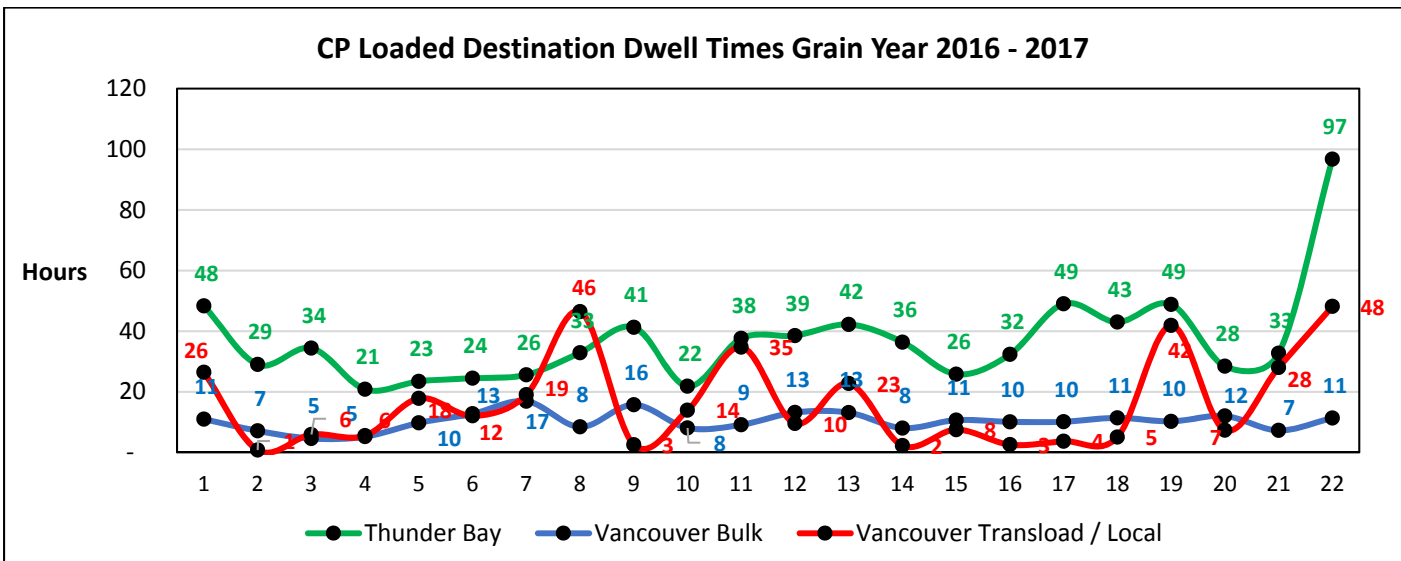
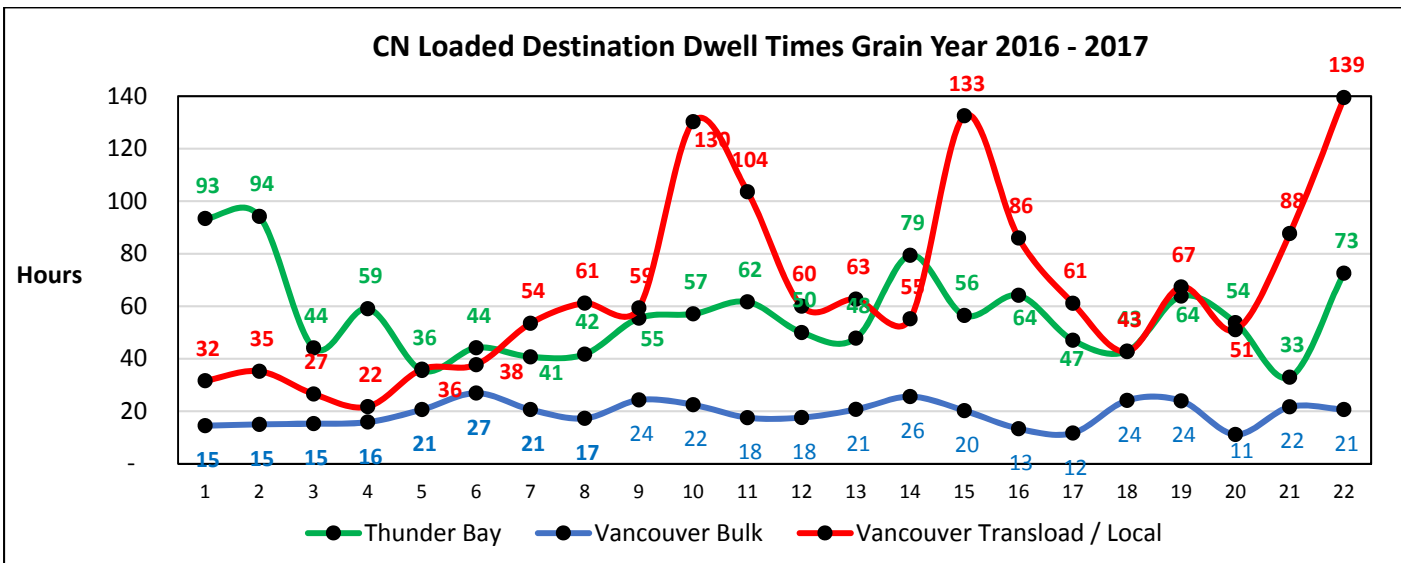


## Origin Dwell Performance

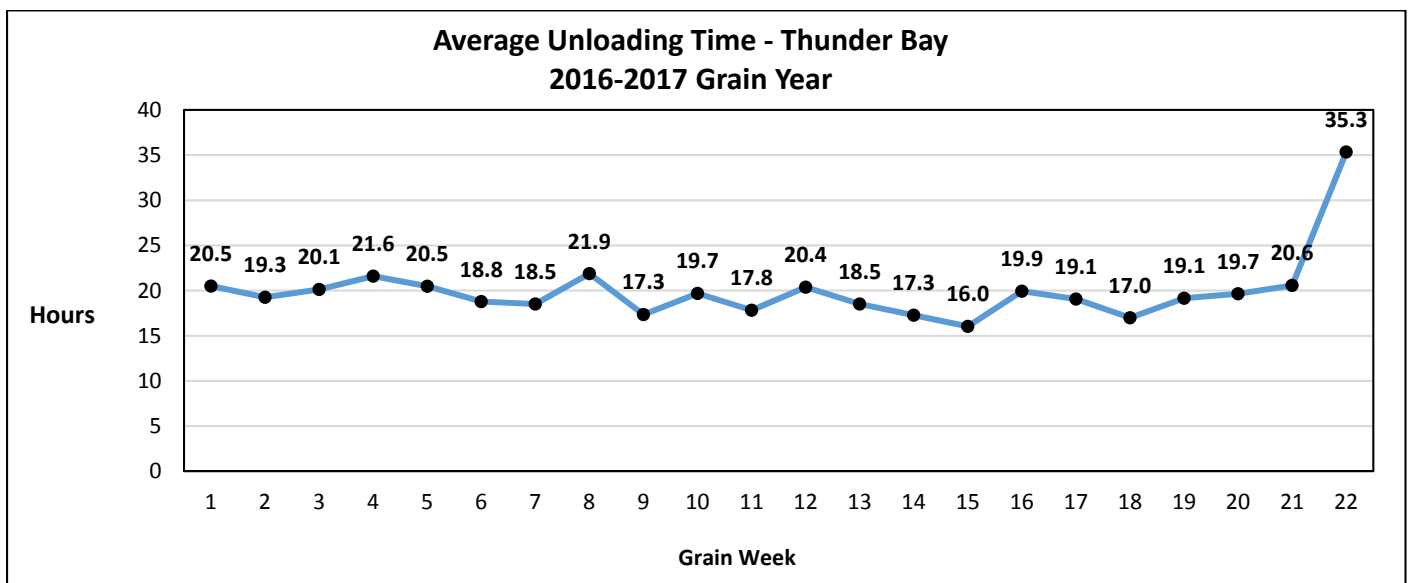
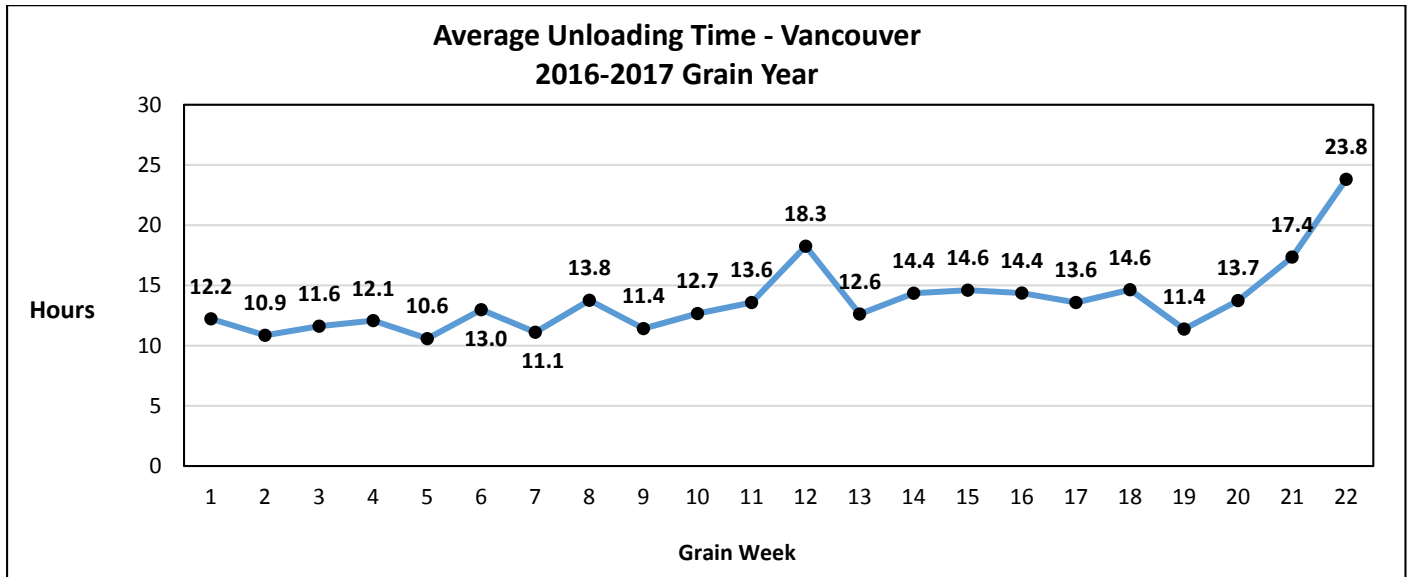




## Destination Dwell Performance

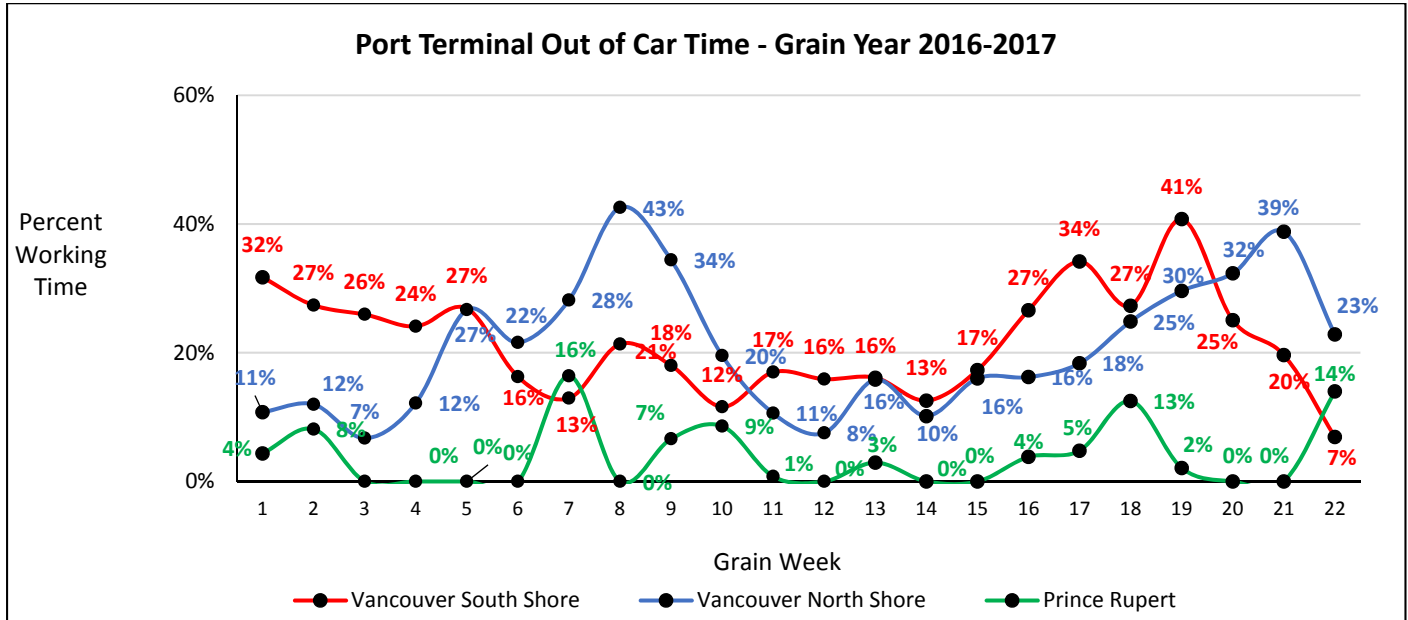


## Port Terminal - Unloading Time





## 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.