

Performance Dashboard

Hopper Car Demand

	Week 26			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	4,335	4,427	(92)	116,400	4,477	113,854	4,379	2,546	98
CP	4,722	3,418	1,304	108,764	4,183	111,942	4,305	(3,178)	(122)
	9,057	7,845	1,212	225,164	8,660	225,796	8,684	(632)	(24)

Empty Hopper Cars Supplied – Week 26 (All Want Weeks)

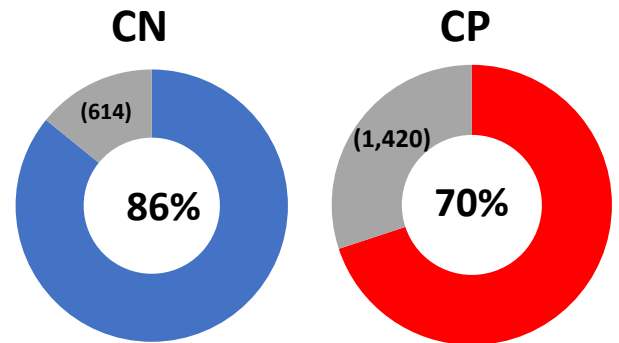
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	3,524	3,649	225	145	8	127	3,757	3,921
CP	3,164	1,743	426	786	23	610	3,613	3,139
	6,688	5,392	651	931	31	737	7,370	7,060

Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	3%	3%	3%	4%	3%	3%
25	7%	3%	5%	4%	2%	3%
50	14%	11%	13%	13%	11%	12%
100	76%	83%	80%	79%	84%	81%

Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,335	4,722	9,057
Current Week Order Fulfillment			
Supplied in Current Week	3,524	3,164	6,688
Supplied Early	197	138	335
Total Cars Supplied for Want Week	3,721	3,302	7,023
Current Week Unfulfilled Demand	(614)	(1,420)	(2,034)
% Current Week Orders Supplied	86%	70%	78%

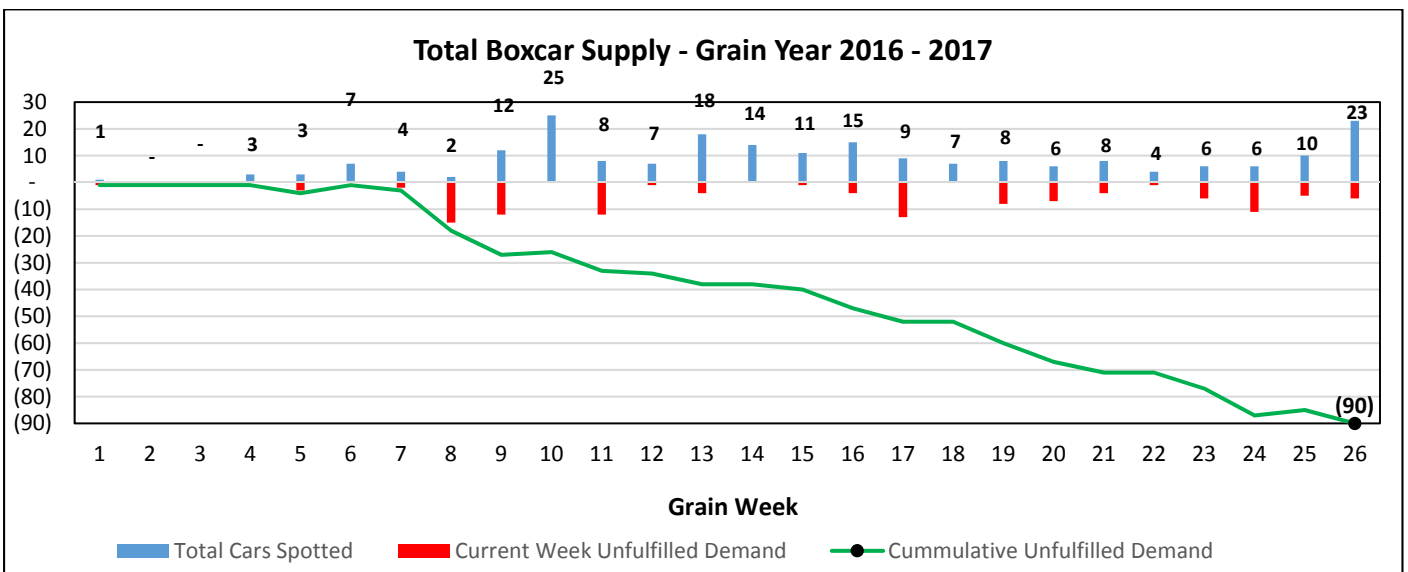
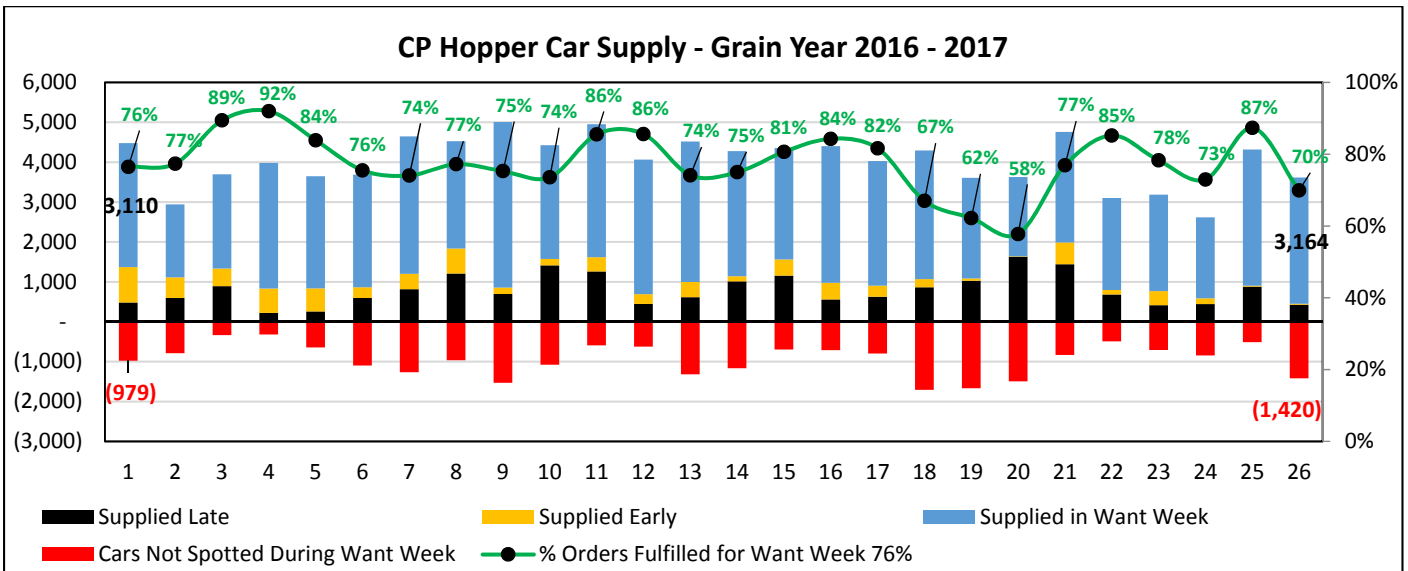
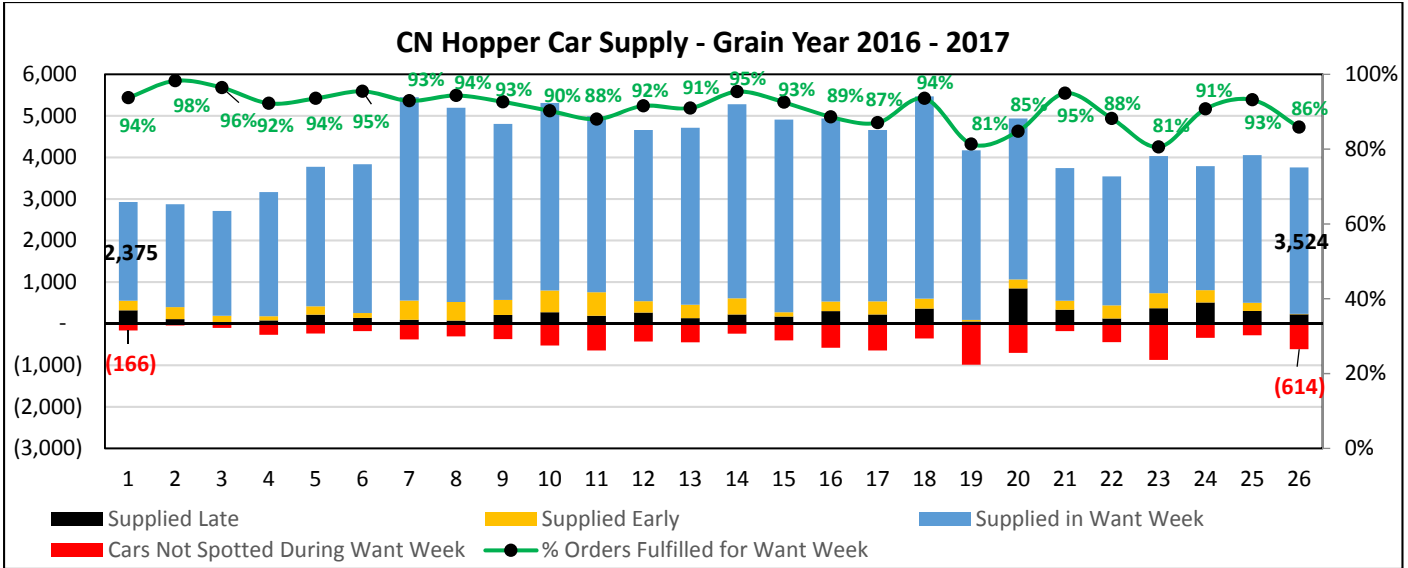


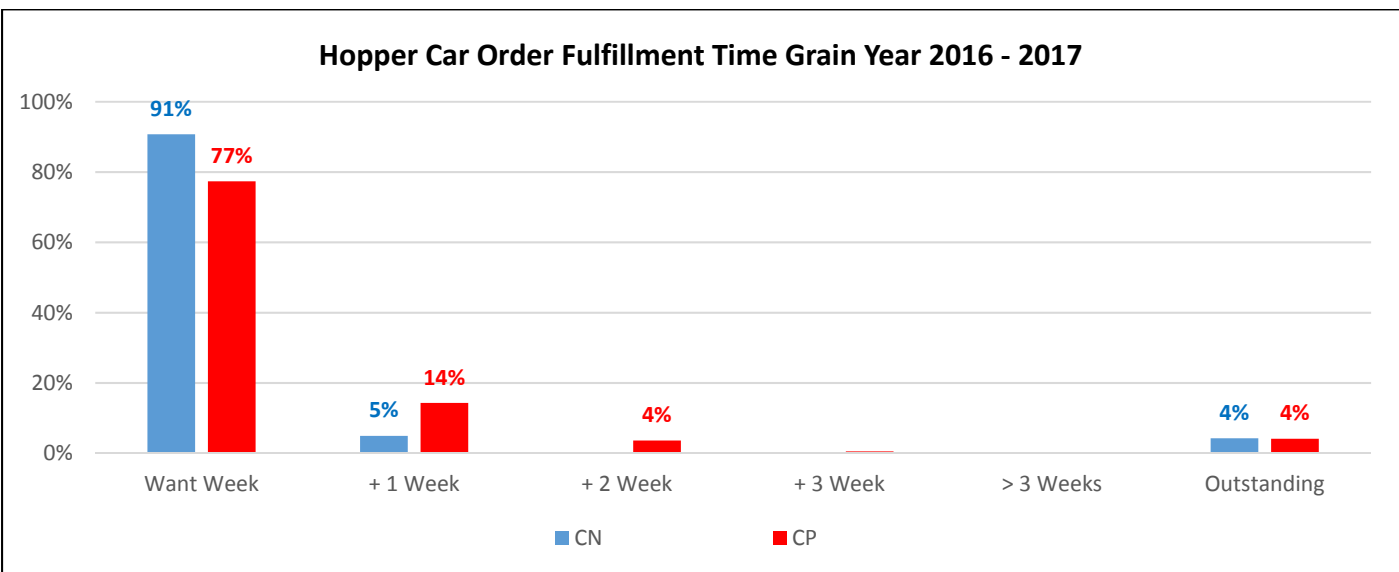
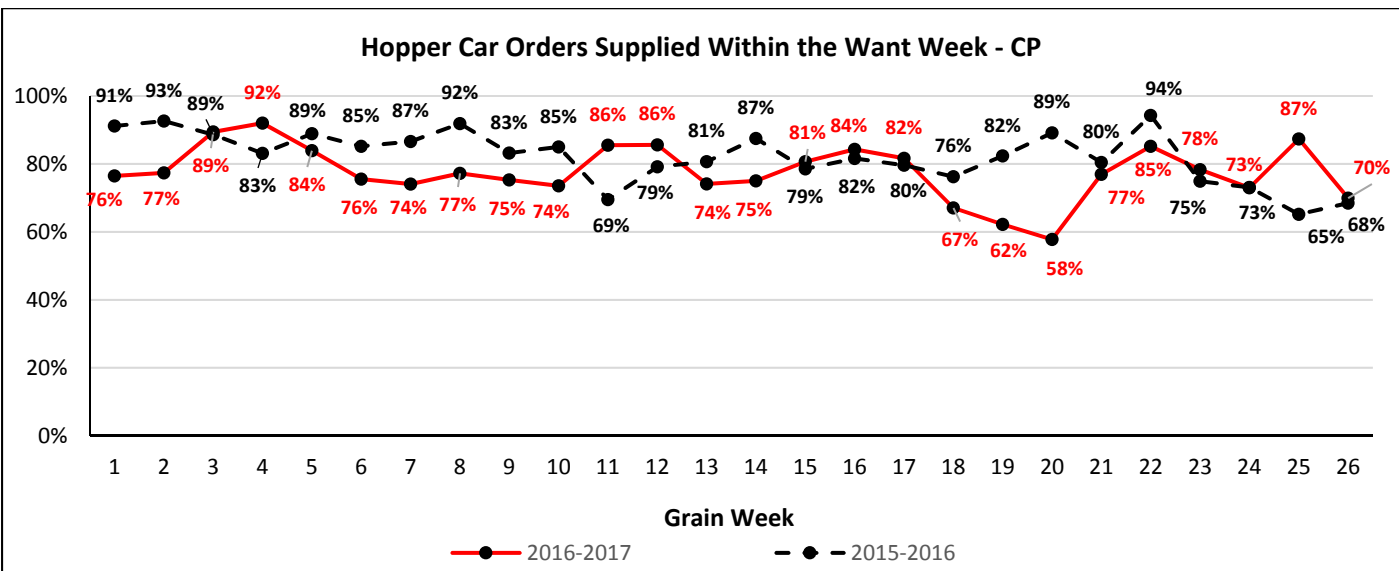
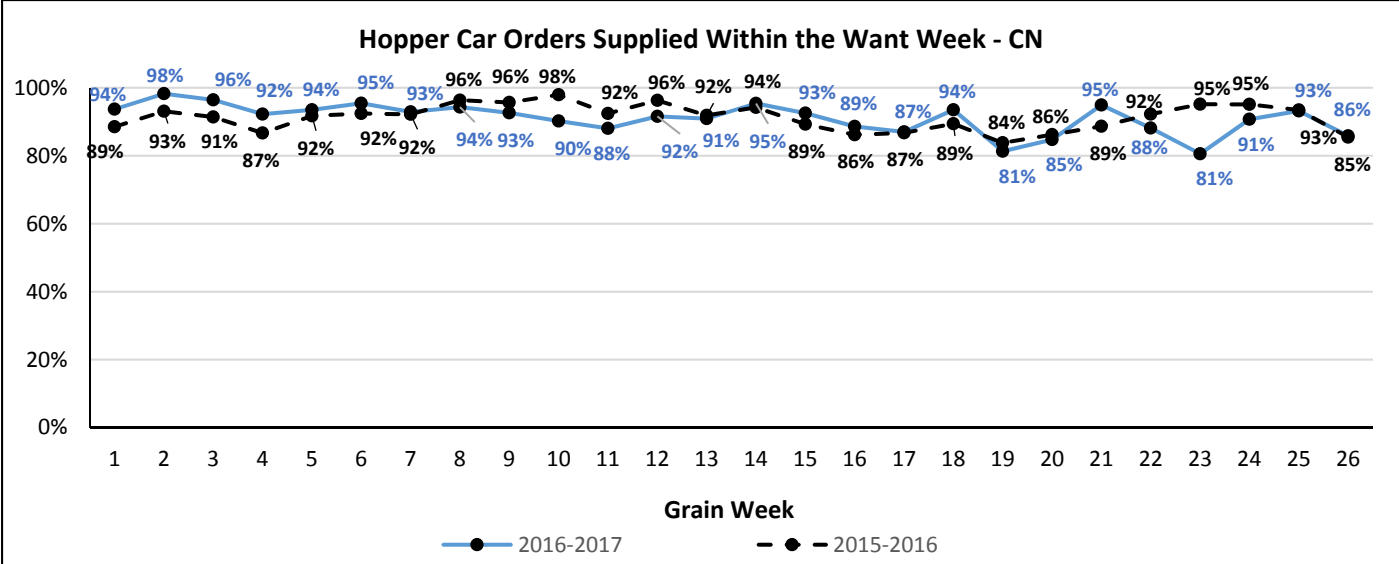
Loaded Dwell Time (Hours) at Origin (All Traffic)

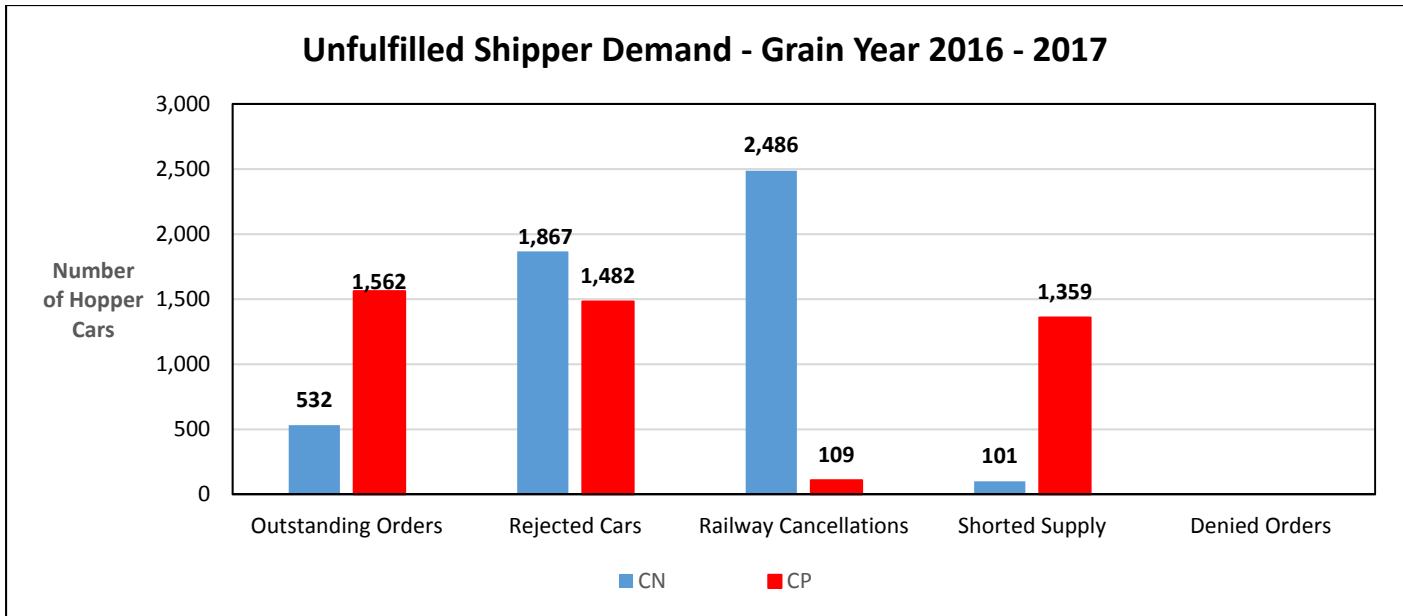
	Week 26		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	38	22	23	22
CP	80	61	60	60

Dwell Time (Hours) at Destination (All Traffic)

		Week 26		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	17	19	22	26
	CP	10	20	11	12
Thunder Bay	CN	26	N/A	54	72
	CP	20	N/A	37	43







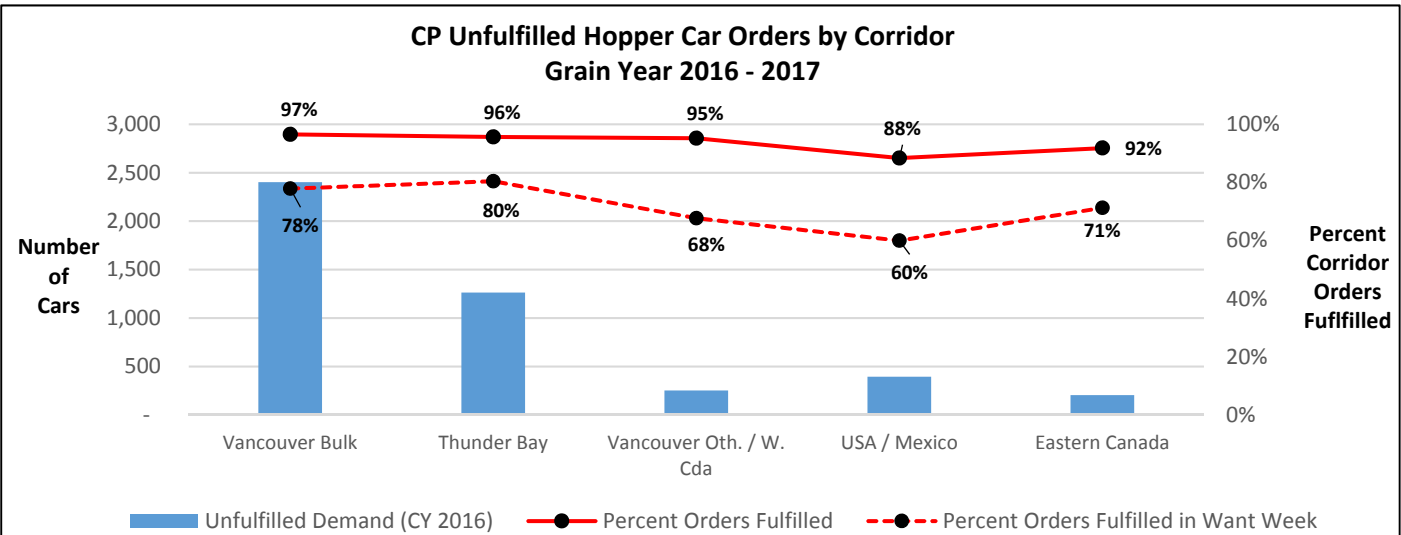
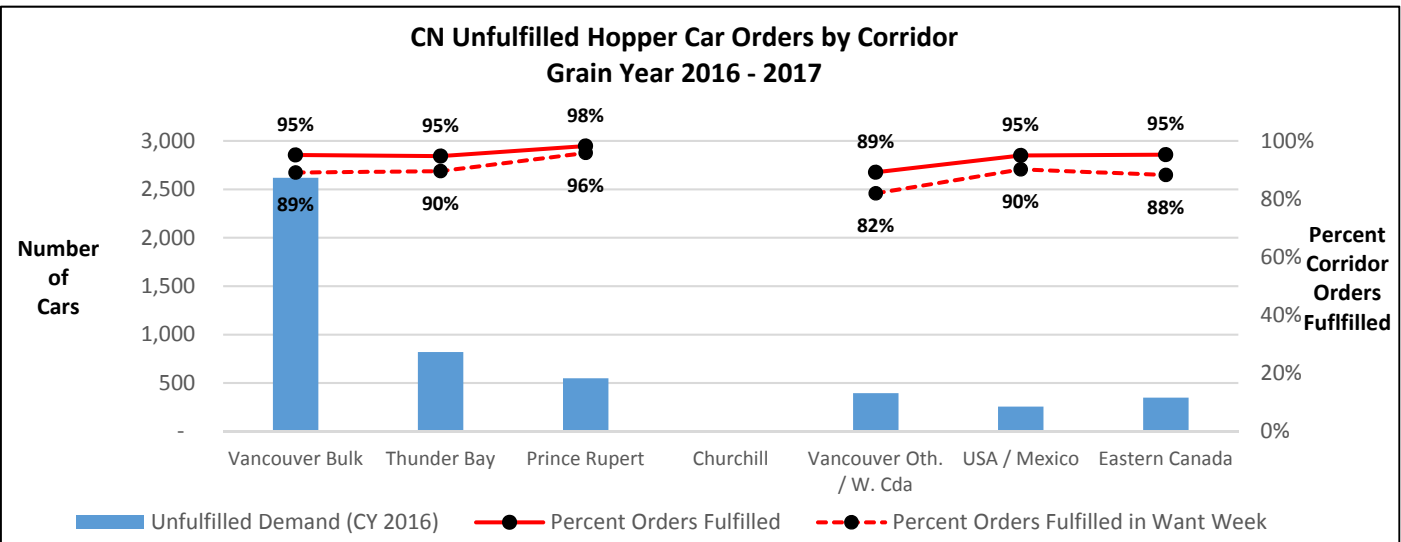
Corridor Performance

Total Hopper Car Supply by Corridor for Current Year Orders – To Week 26

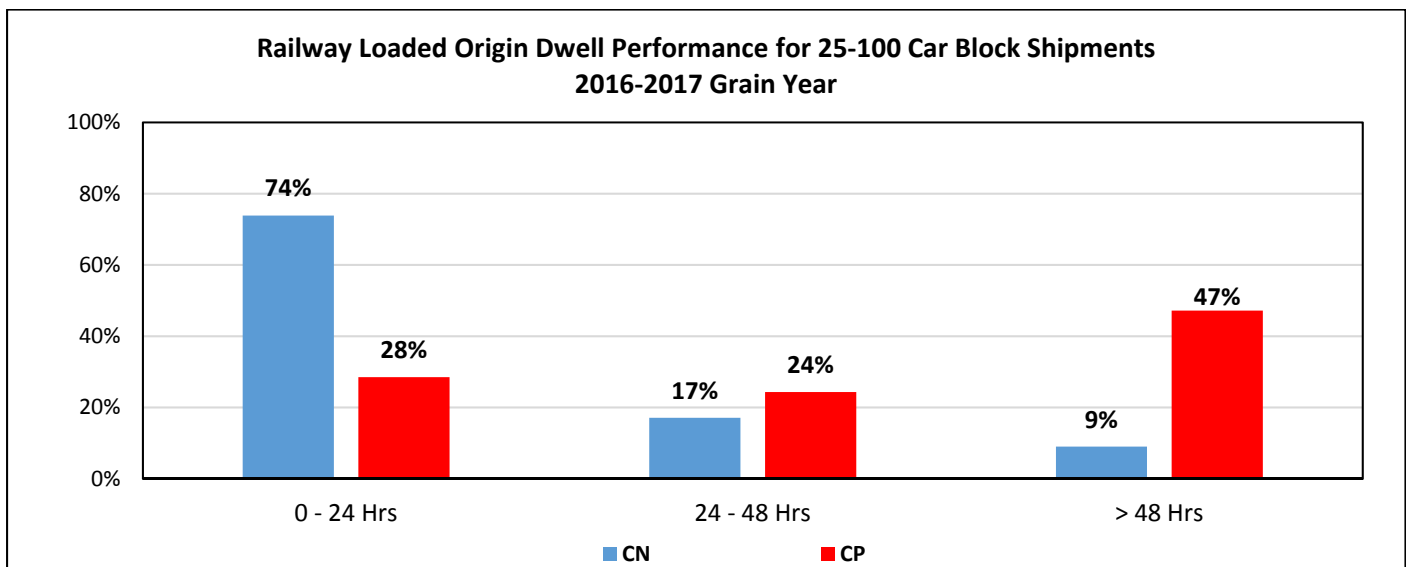
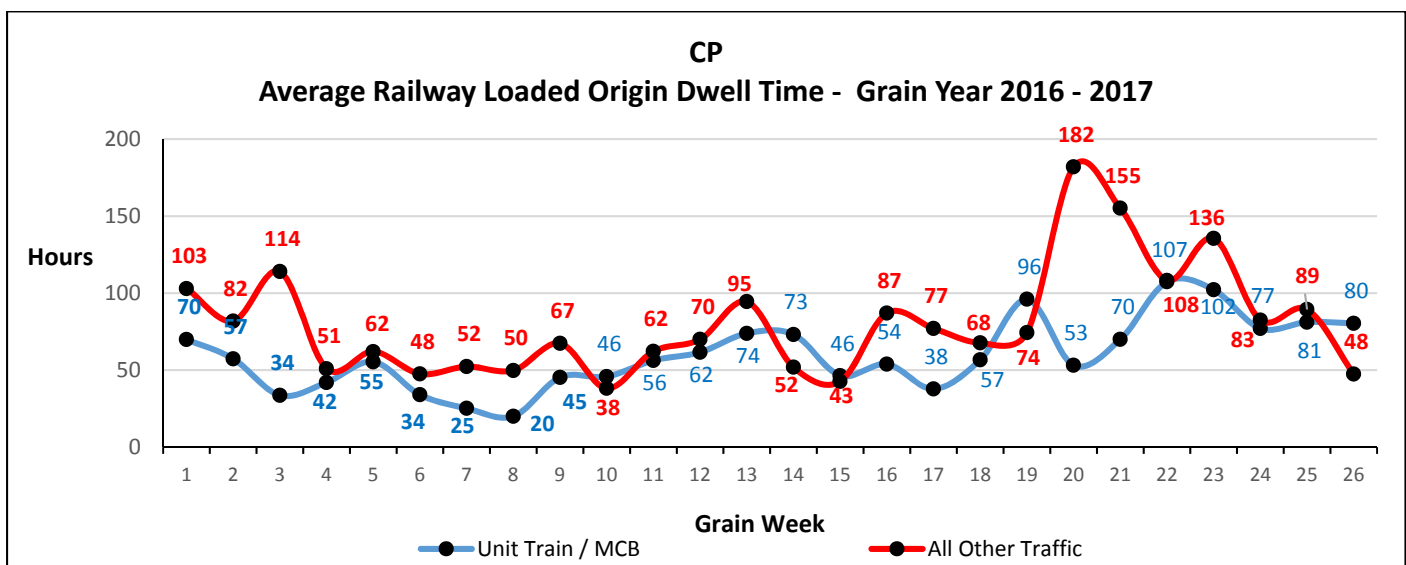
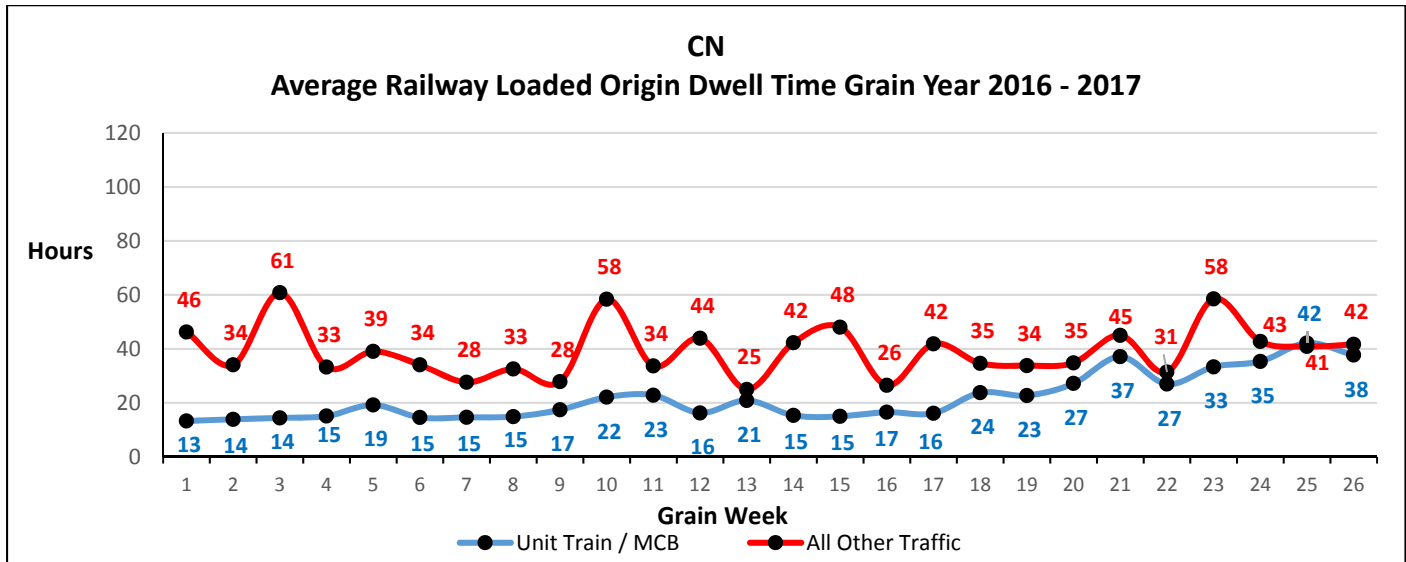
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	53,958	51,339	(2,619)	95%
	Thunder Bay	15,598	14,778	(820)	95%
	Prince Rupert	30,787	30,238	(549)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	3,647	3,253	(394)	89%
	USA / Mexico	5,087	4,831	(256)	95%
	Eastern Canada	7,323	6,975	(348)	95%
CN Total		116,400	111,414	(4,986)	96%
CP	Vancouver Bulk	68,817	66,415	(2,402)	97%
	Thunder Bay	28,858	27,596	(1,262)	96%
	Vancouver Other / W. Canada	5,218	4,967	(251)	95%
	USA / Mexico	3,390	2,996	(394)	88%
	Eastern Canada	2,481	2,278	(203)	92%
CP Total		108,764	104,252	(4,512)	96%

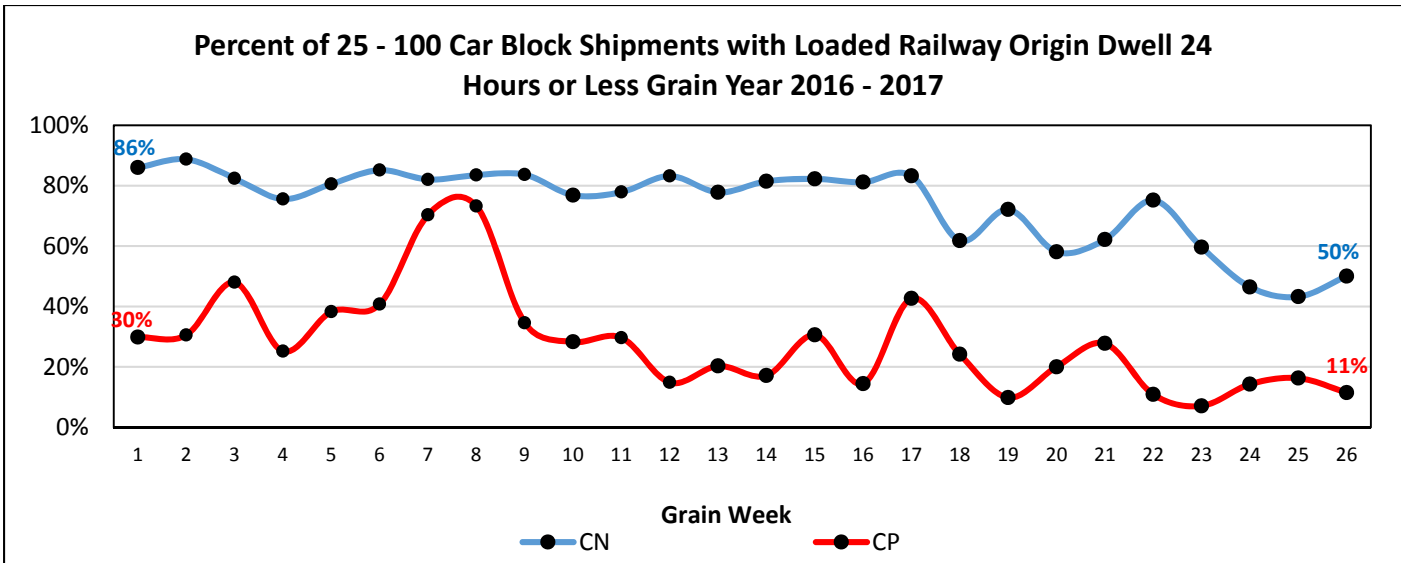
Hopper Cars Supplied in the Want Week by Corridor – To Week 26

Railway	Corridor	Week 26			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,285	1,804	79%	53,958	48,084	89%
	Thunder Bay	0	0	0%	15,598	13,975	90%
	Prince Rupert	1,192	1,168	98%	30,787	29,509	96%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	56	50	89%	3,647	2,989	82%
	USA / Mexico	185	179	97%	5,087	4,587	90%
	Eastern Canada	617	520	84%	7,323	6,465	88%
CN Total		4,335	3,721	86%	116,400	105,609	91%
CP	Vancouver Bulk	3,561	2,621	74%	68,817	53,598	78%
	Thunder Bay	224	110	49%	28,858	23,204	80%
	Vancouver Other / W. Canada	306	275	90%	5,218	3,531	68%
	USA / Mexico	261	76	29%	3,390	2,033	60%
	Eastern Canada	370	220	59%	2,481	1,768	71%
CP Total		4,722	3,302	70%	108,764	84,134	77%

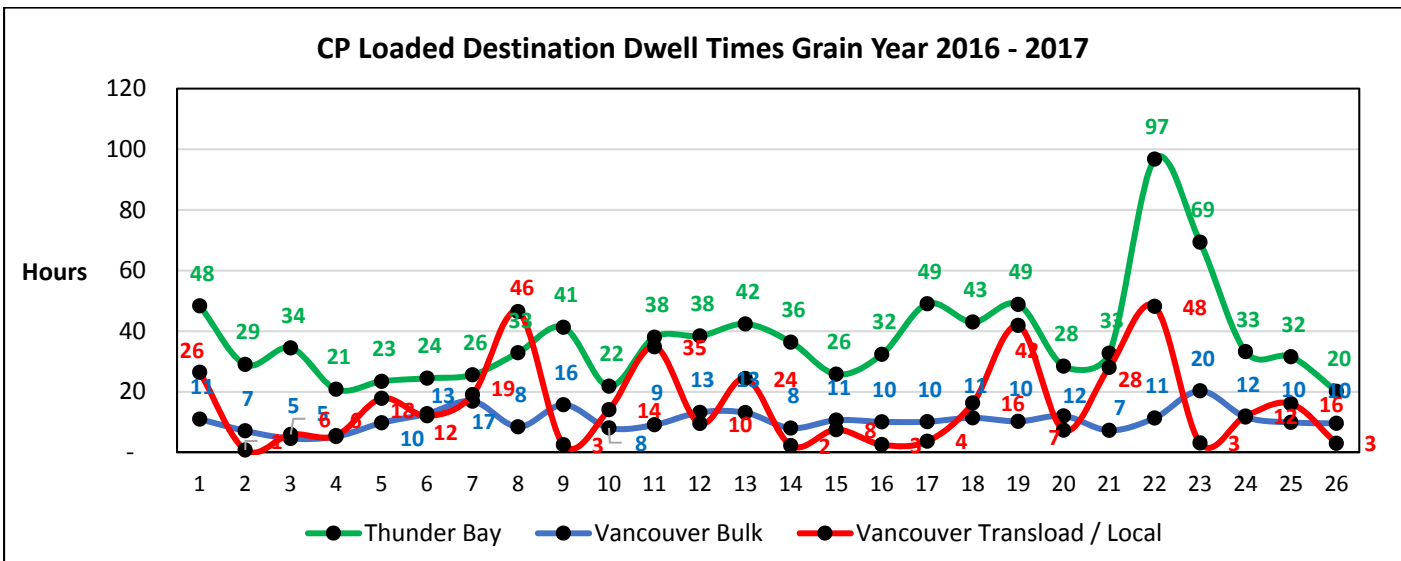
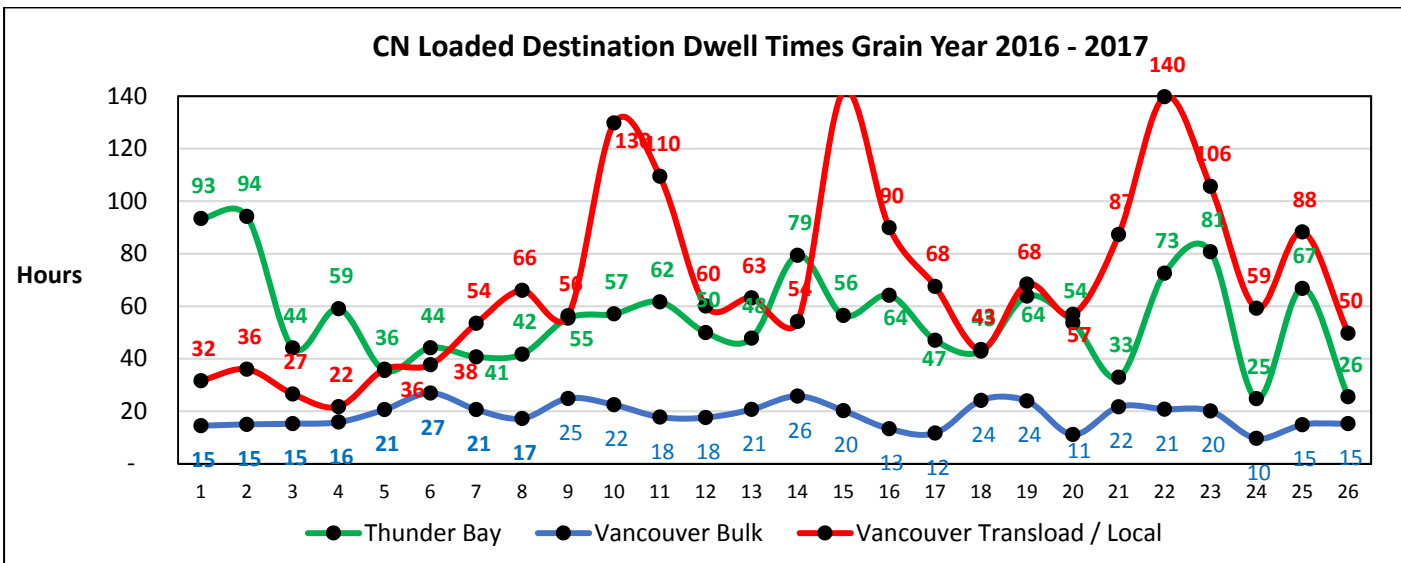


Origin Dwell Performance

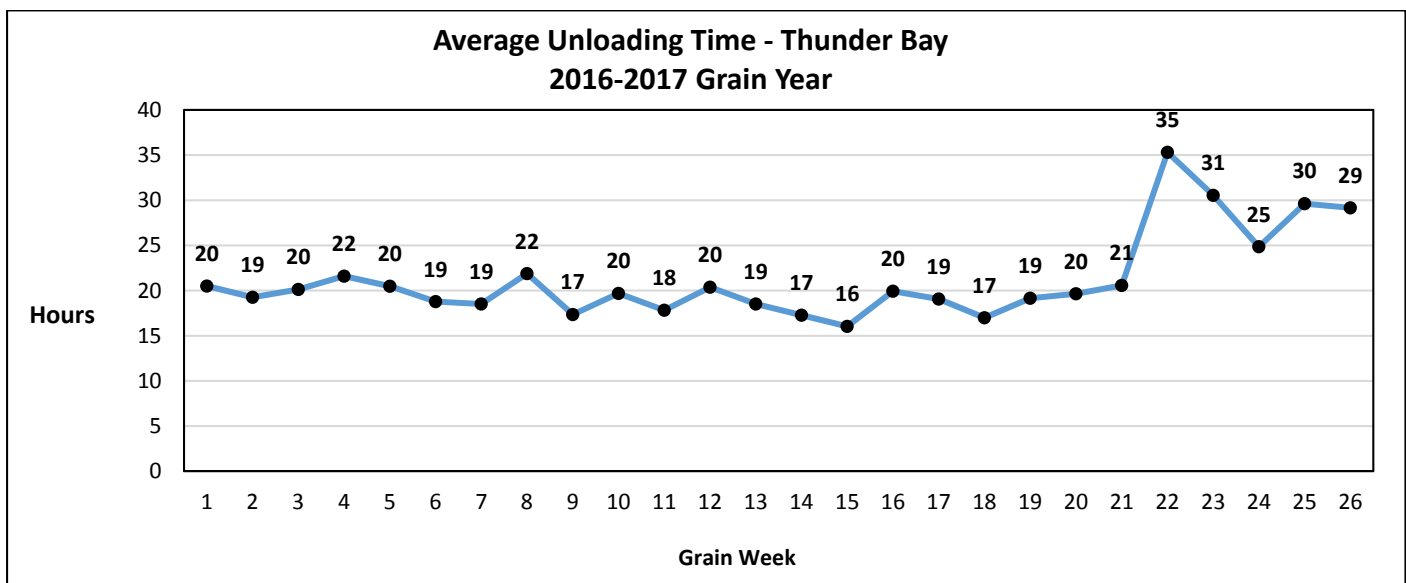
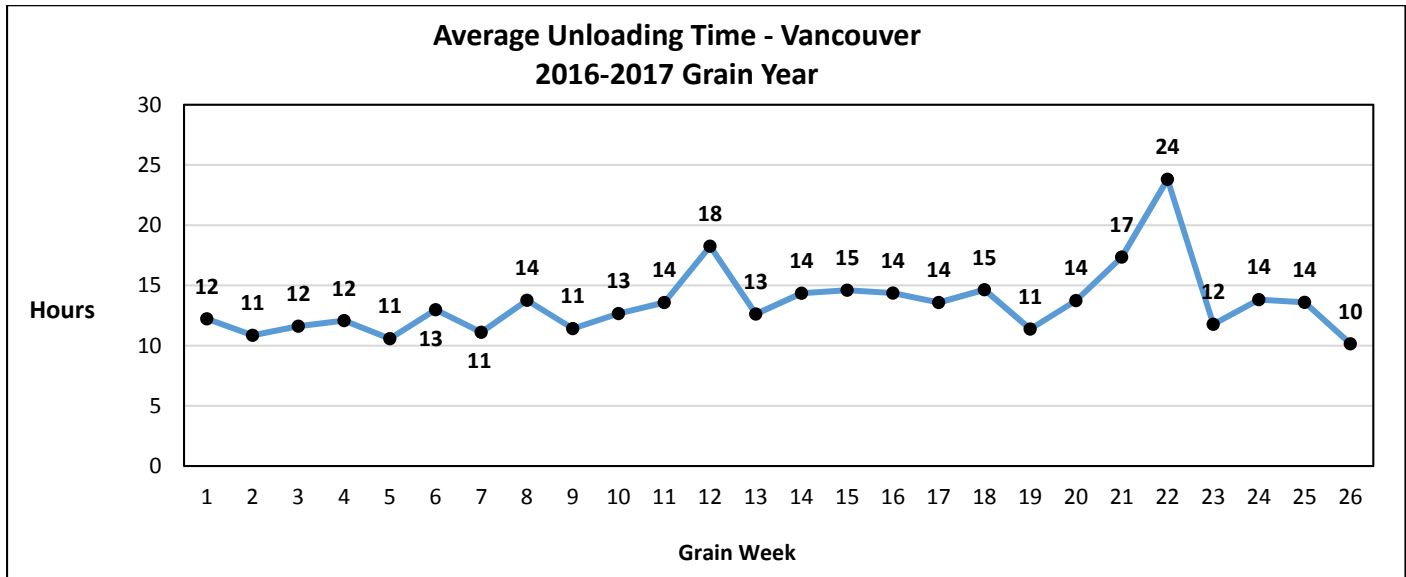




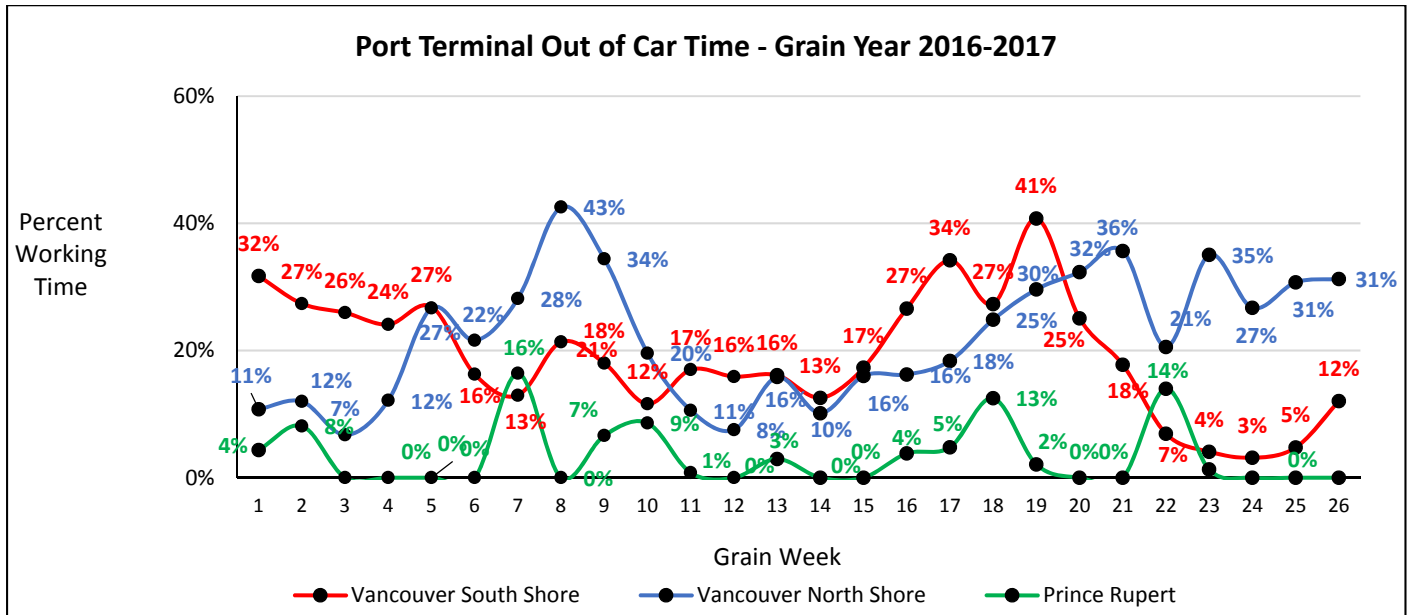
Destination Dwell Performance



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.