

Performance Dashboard

Hopper Car Demand

	Week 29			This Year		Last Year		This Year versus Last Year	
	This Year	Last Year	vs. Last Year	YTD	Weekly Average	YTD	Weekly Average	YTD	Weekly Average
CN	4,266	3,804	462	129,412	4,462	126,081	4,348	3,331	115
CP	3,673	4,188	(515)	119,092	4,107	123,354	4,254	(4,262)	(147)
Total	7,939	7,992	(53)	248,504	8,569	249,435	8,601	(931)	(32)

Cars Shipped

Railway	Corridor	Week 29	YTD
CN	N.A. Domestic	637	13,915
	Thunder Bay	0	14,880
	Prince Rupert	1,497	34,400
	Vancouver	1,916	59,820
Total		4,050	123,015
CP	N.A. Domestic	373	6,689
	Thunder Bay	0	27,932
	Vancouver	2,901	79,566
Total		3,274	114,187

Empty Hopper Cars Supplied – Week 29 (All Want Weeks)

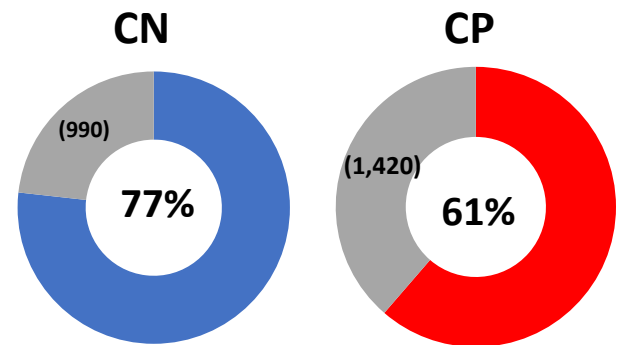
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	3,255	3,096	762	246	7	251	4,024	3,593
CP	2,192	2,527	981	972	2	222	3,175	3,721
Total	5,447	5,623	1,743	1,218	9	473	7,199	7,314

Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	2%	2%	2%	4%	3%	3%
25	3%	2%	3%	4%	2%	3%
50	8%	6%	7%	13%	11%	12%
100	86%	90%	88%	80%	84%	82%

Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,266	3,673	7,939
Current Week Order Fulfillment			
Supplied in Current Week	3,255	2,192	5,447
Supplied Early	21	61	82
Total Cars Supplied for Want Week	3,276	2,253	5,529
Current Week Unfulfilled Demand	(990)	(1,420)	(2,410)
% Current Week Orders Supplied	77%	61%	70%

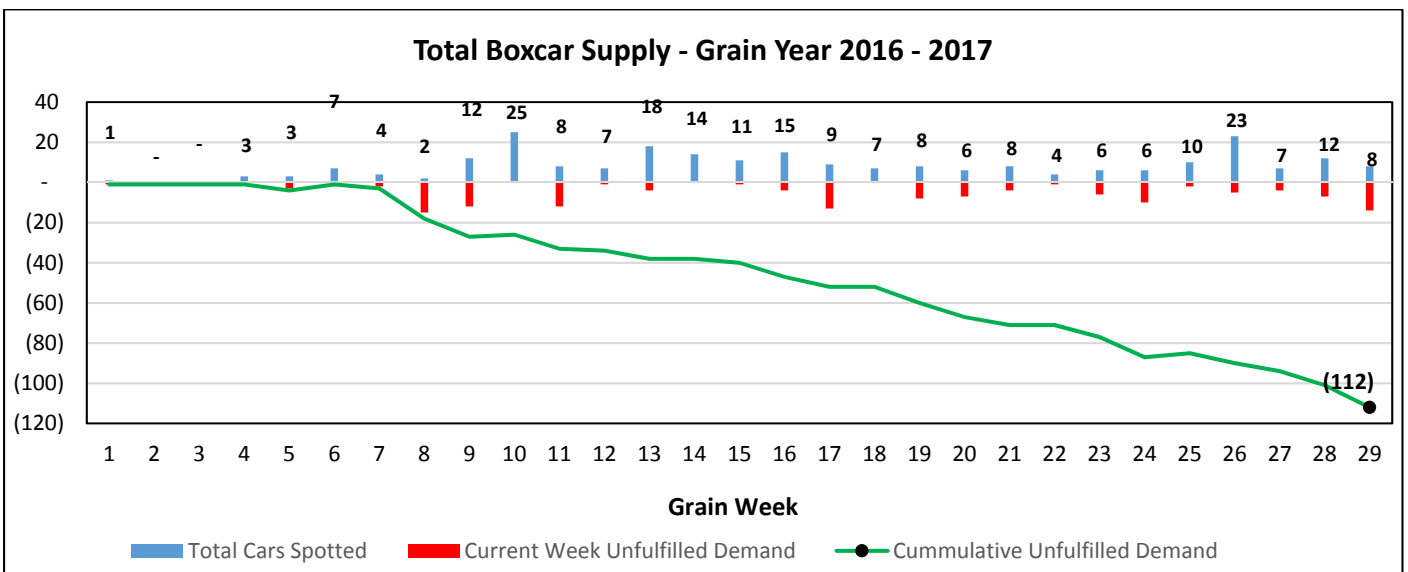
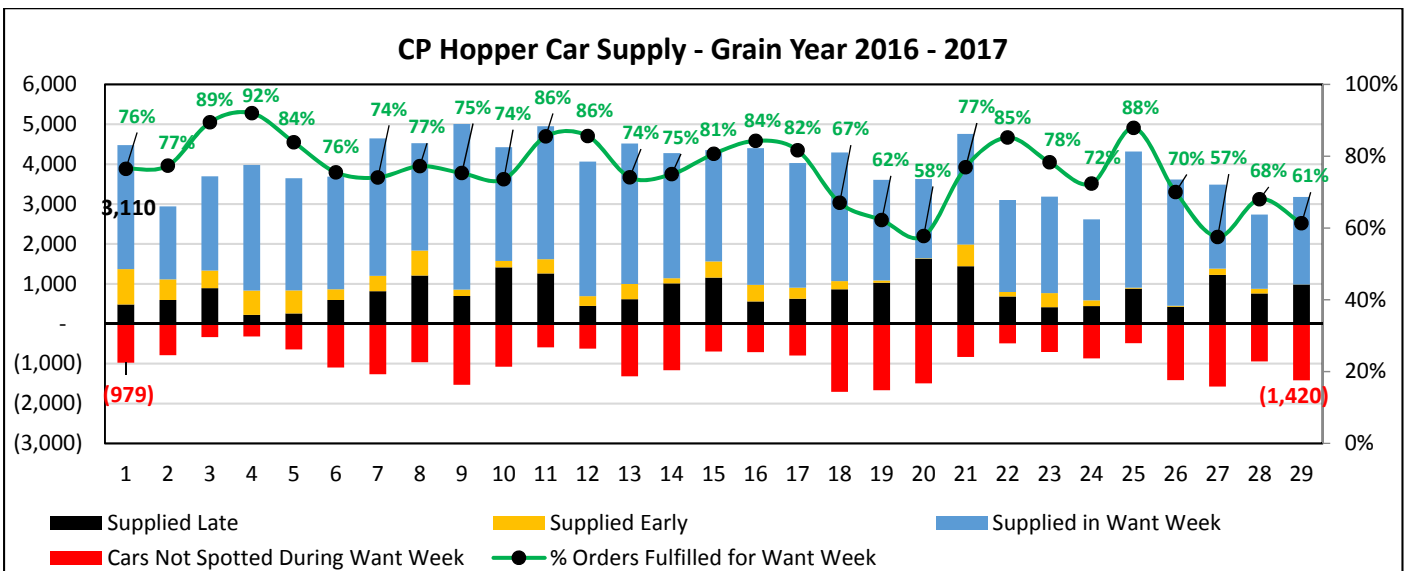
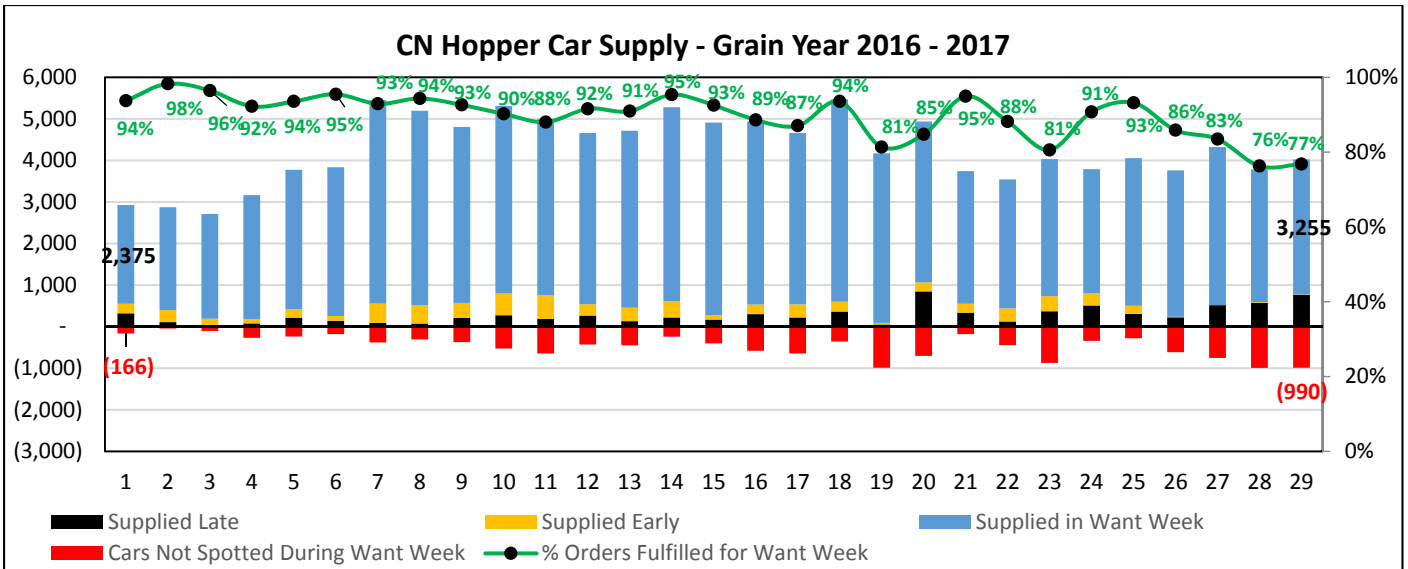


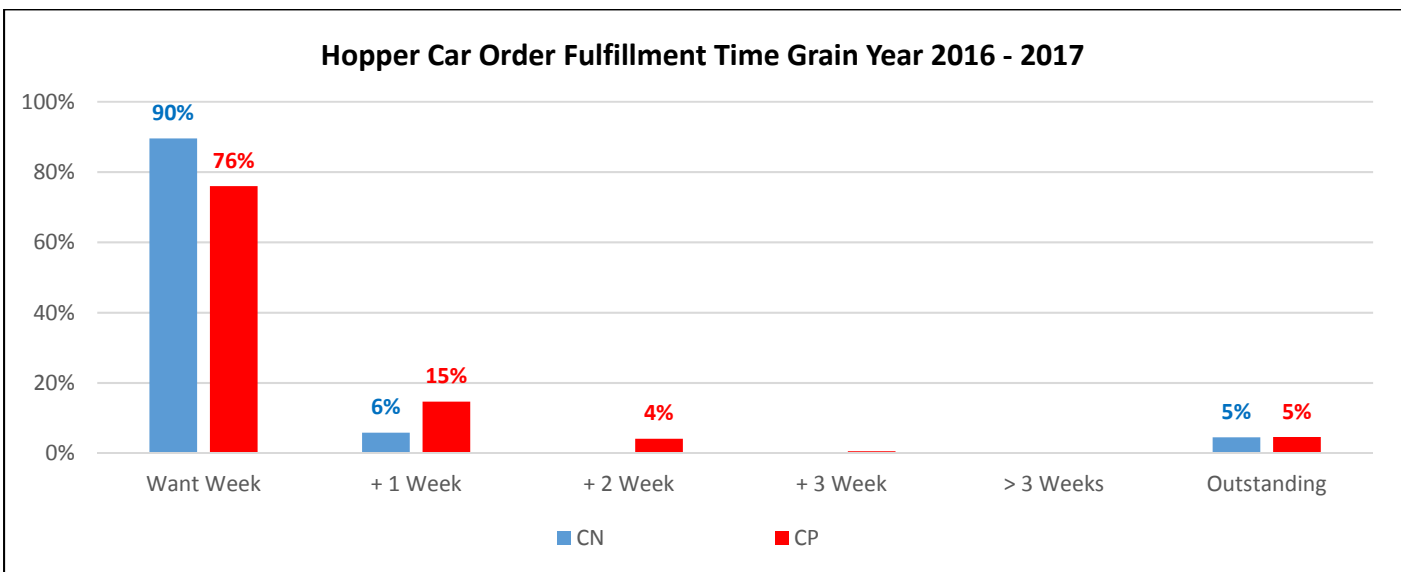
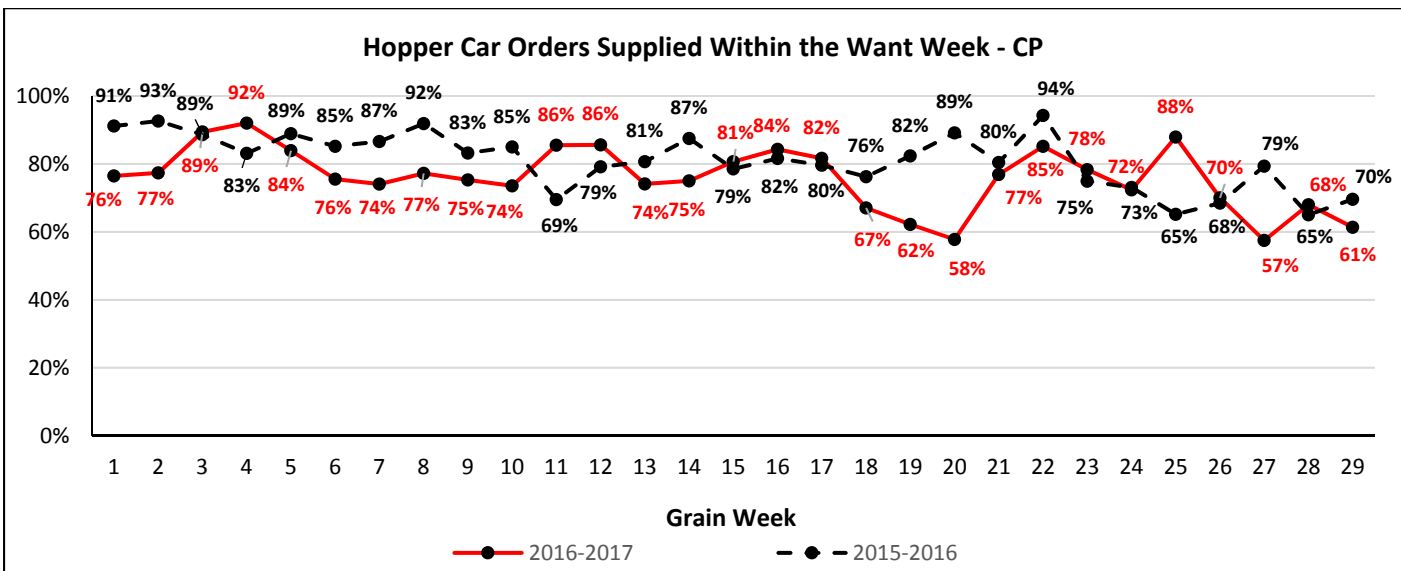
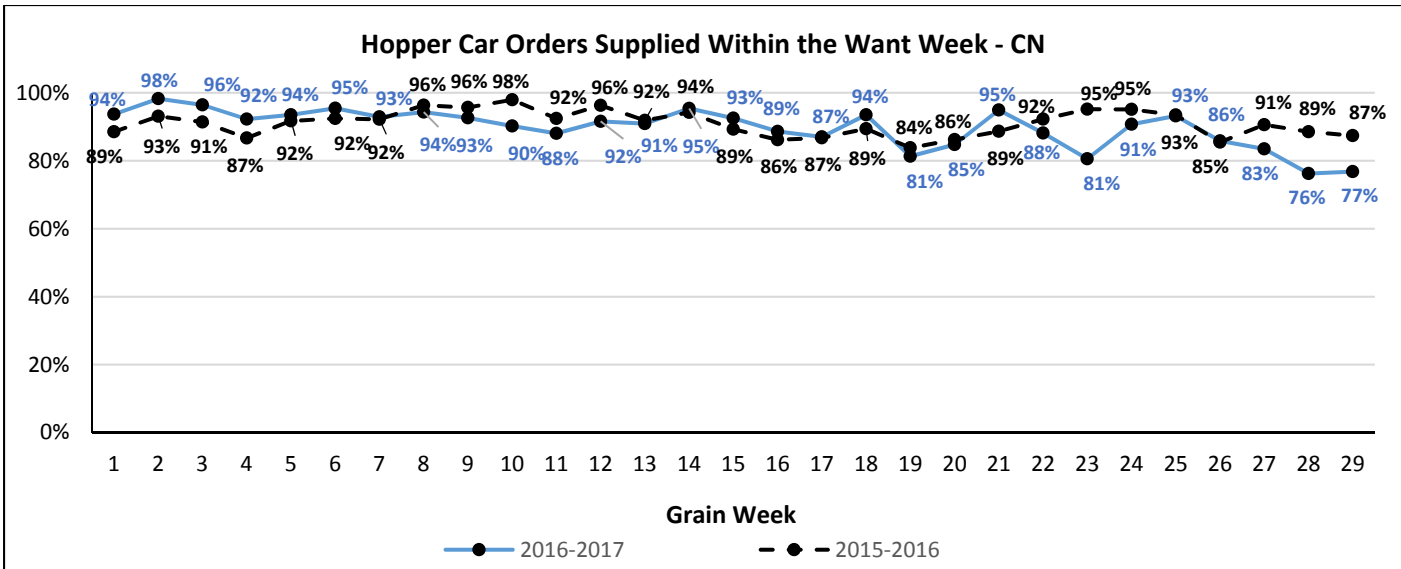
Loaded Dwell Time (Hours) at Origin (All Traffic)

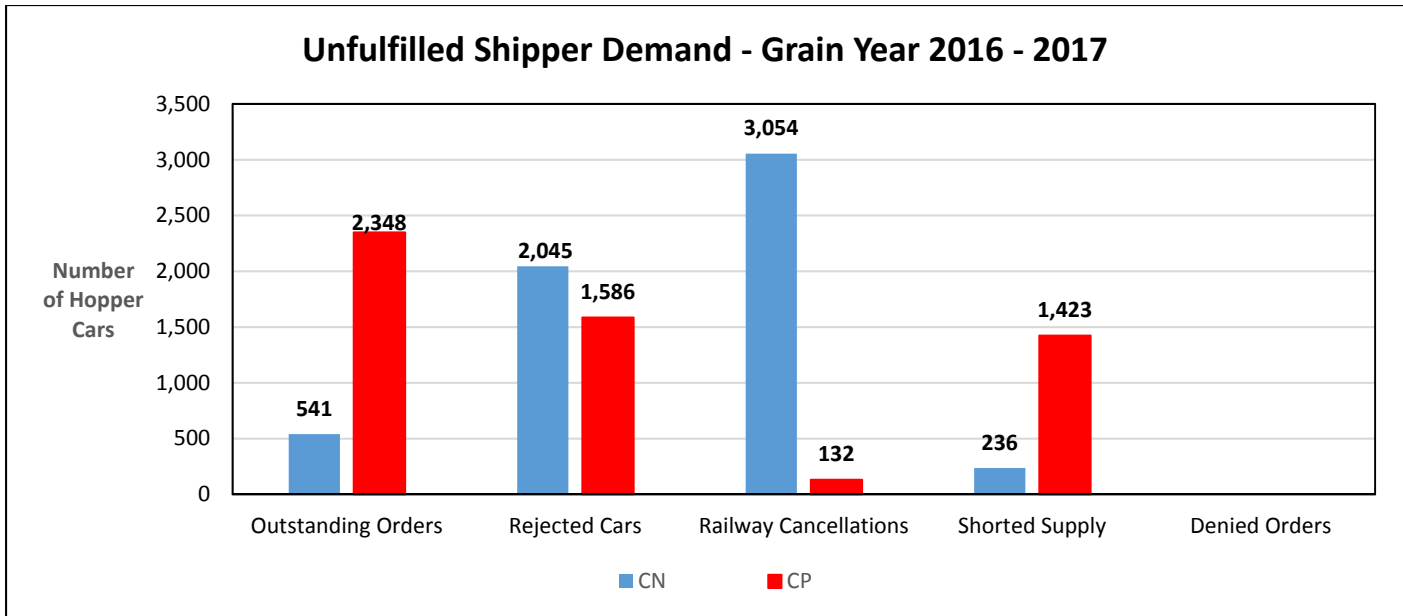
	Week 29		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	27	27	25	22
CP	62	82	61	61

Dwell Time (Hours) at Destination (All Traffic)

		Week 29		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	14	24	21	25
	CP	5	14	11	12
Thunder Bay	CN	N/A	N/A	54	72
	CP	N/A	N/A	38	43







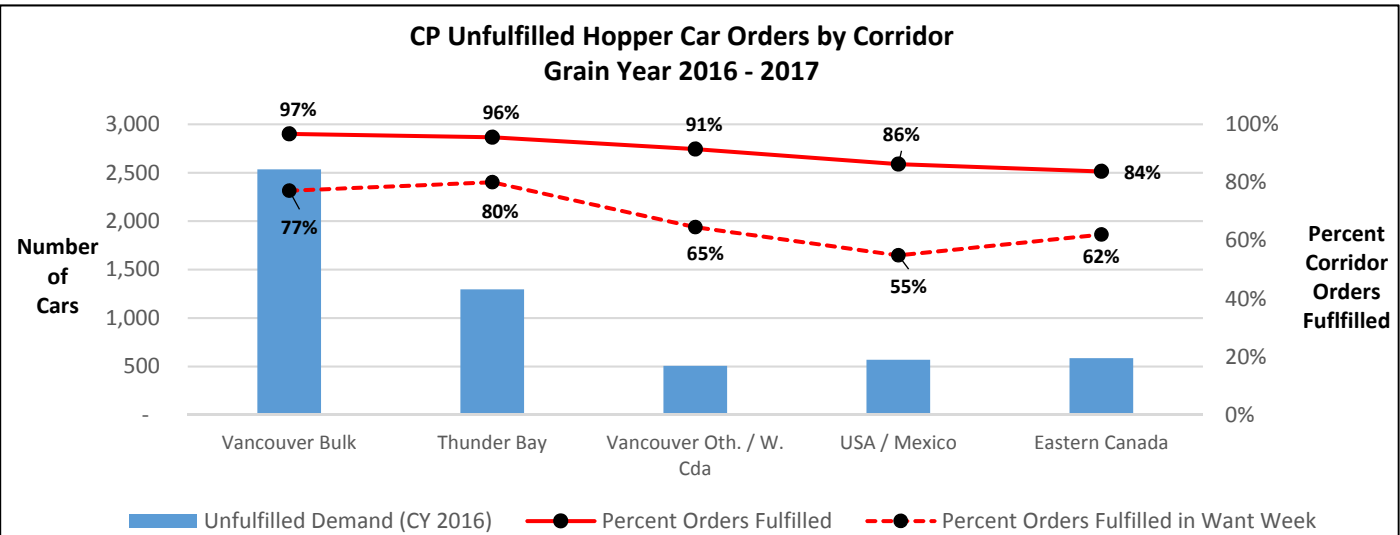
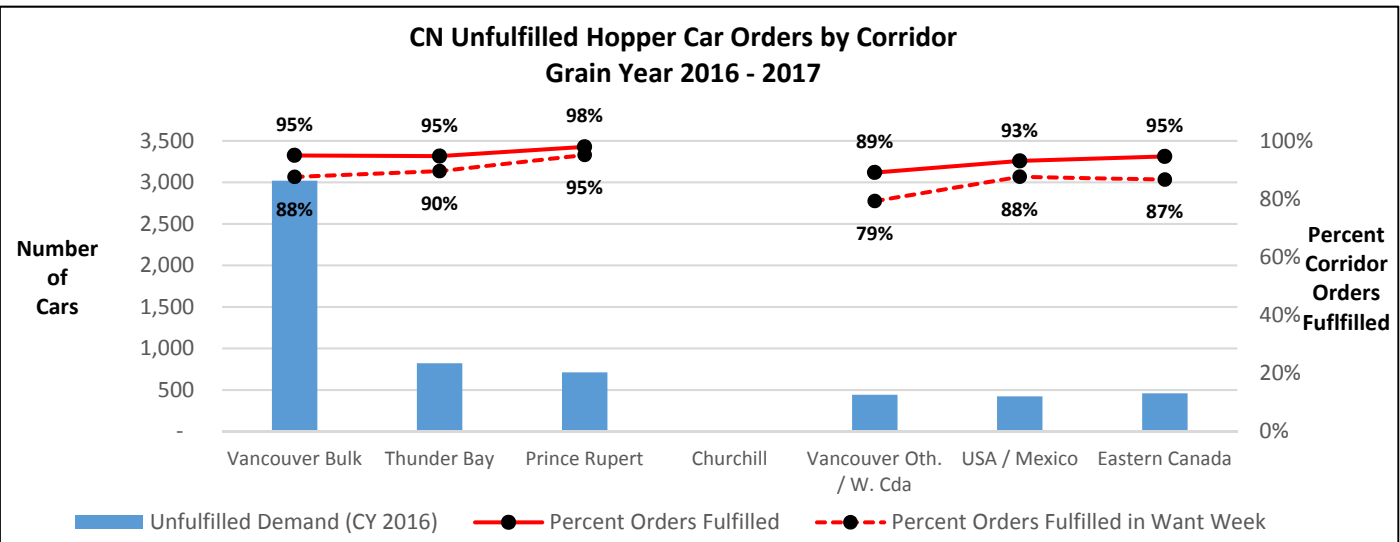
Corridor Performance

Total Hopper Car Supply by Corridor for Current Year Orders – To Week 29

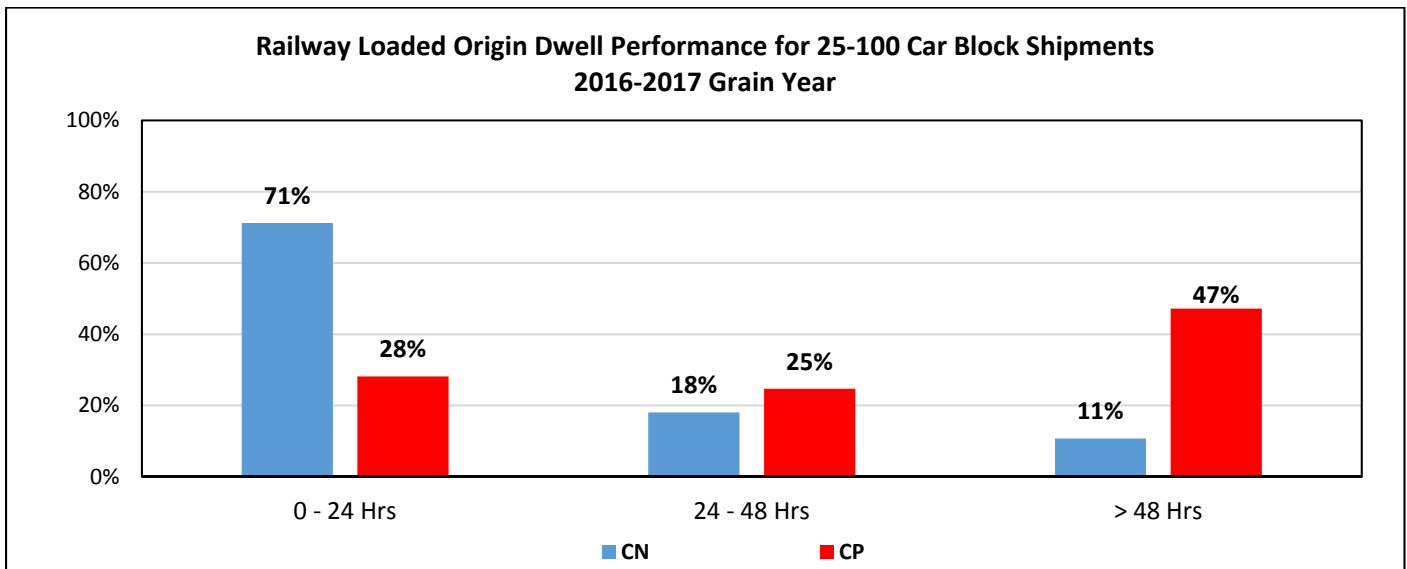
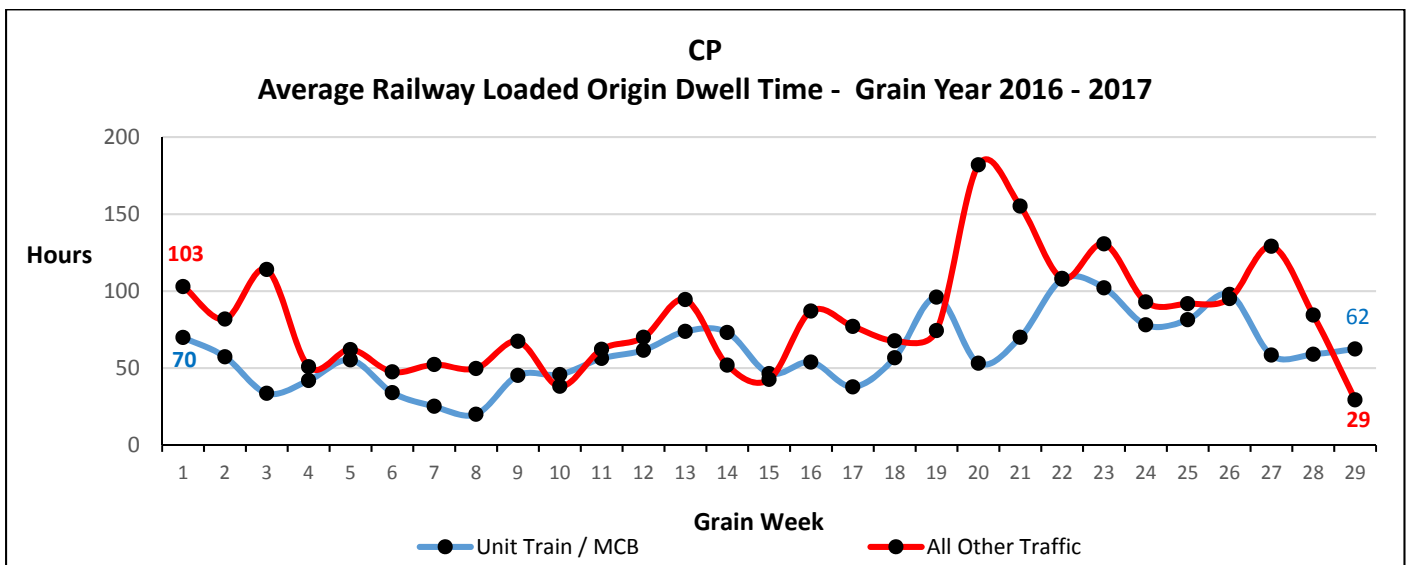
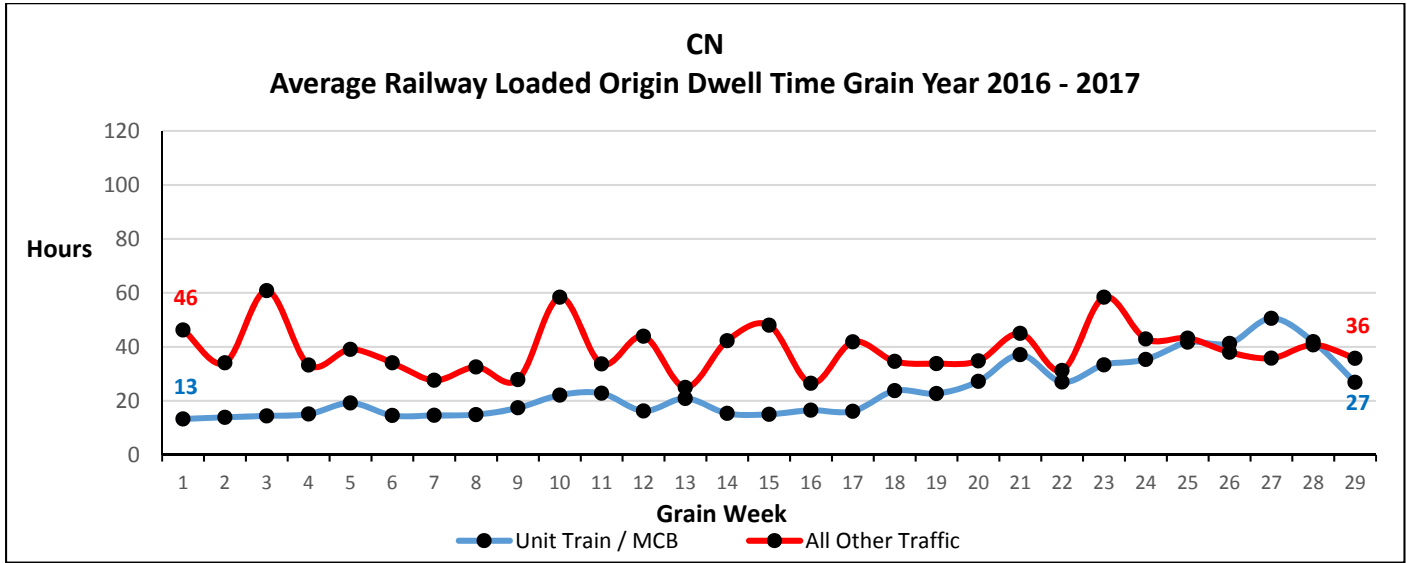
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	60,237	57,217	(3,020)	95%
	Thunder Bay	15,625	14,804	(821)	95%
	Prince Rupert	34,784	34,072	(712)	98%
	Churchill	-	-	-	
	Vancouver Other / W. Canada	4,049	3,608	(441)	89%
	USA / Mexico	6,138	5,715	(423)	93%
	Eastern Canada	8,579	8,120	(459)	95%
CN Total		129,412	123,536	(5,876)	95%
CP	Vancouver Bulk	76,379	73,845	(2,534)	97%
	Thunder Bay	29,051	27,755	(1,296)	96%
	Vancouver Other / W. Canada	5,915	5,410	(505)	91%
	USA / Mexico	4,145	3,576	(569)	86%
	Eastern Canada	3,602	3,017	(585)	84%
CP Total		119,092	113,603	(5,489)	95%

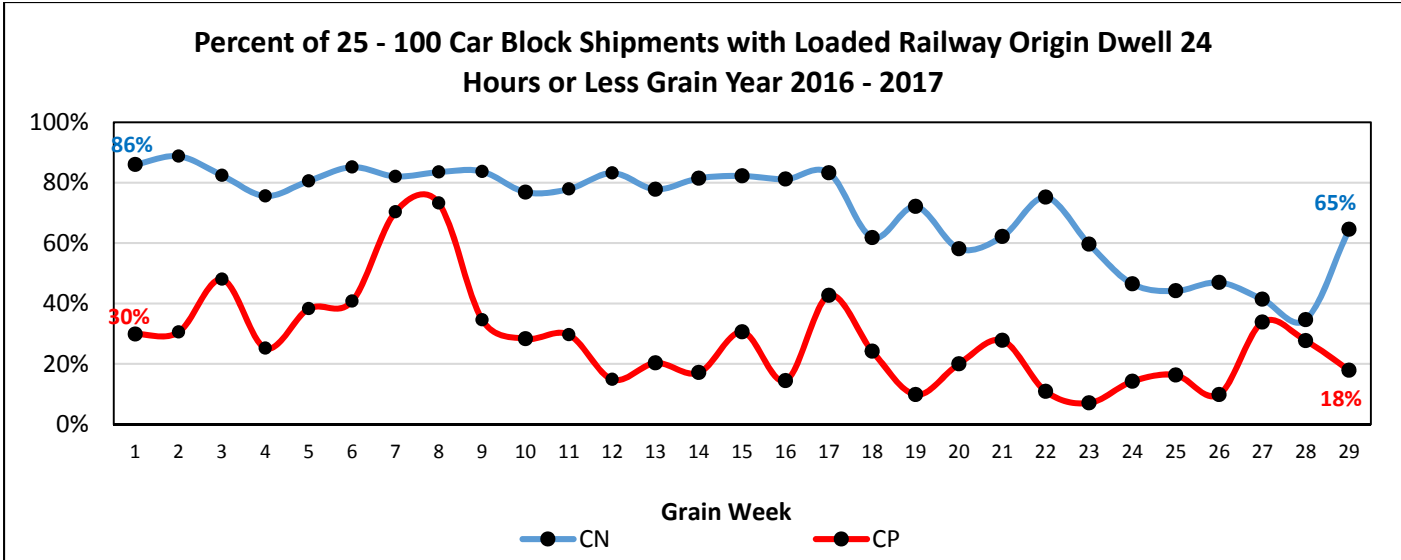
Hopper Cars Supplied in the Want Week by Corridor – To Week 29

Railway	Corridor	Week 29			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,074	1,392	67%	60,237	52,763	88%
	Thunder Bay	27	26	96%	15,625	14,001	90%
	Prince Rupert	1,233	1,117	91%	34,784	33,093	95%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	50	22	44%	4,049	3,210	79%
	USA / Mexico	494	488	99%	6,138	5,380	88%
	Eastern Canada	388	231	60%	8,579	7,437	87%
CN Total		4,266	3,276	77%	129,412	115,884	90%
CP	Vancouver Bulk	2,741	2,002	73%	76,379	58,938	77%
	Thunder Bay	112	0	0%	29,051	23,257	80%
	Vancouver Other / W. Canada	145	16	11%	5,915	3,821	65%
	USA / Mexico	431	125	29%	4,145	2,275	55%
	Eastern Canada	244	110	45%	3,602	2,235	62%
CP Total		3,673	2,253	61%	119,092	90,526	76%

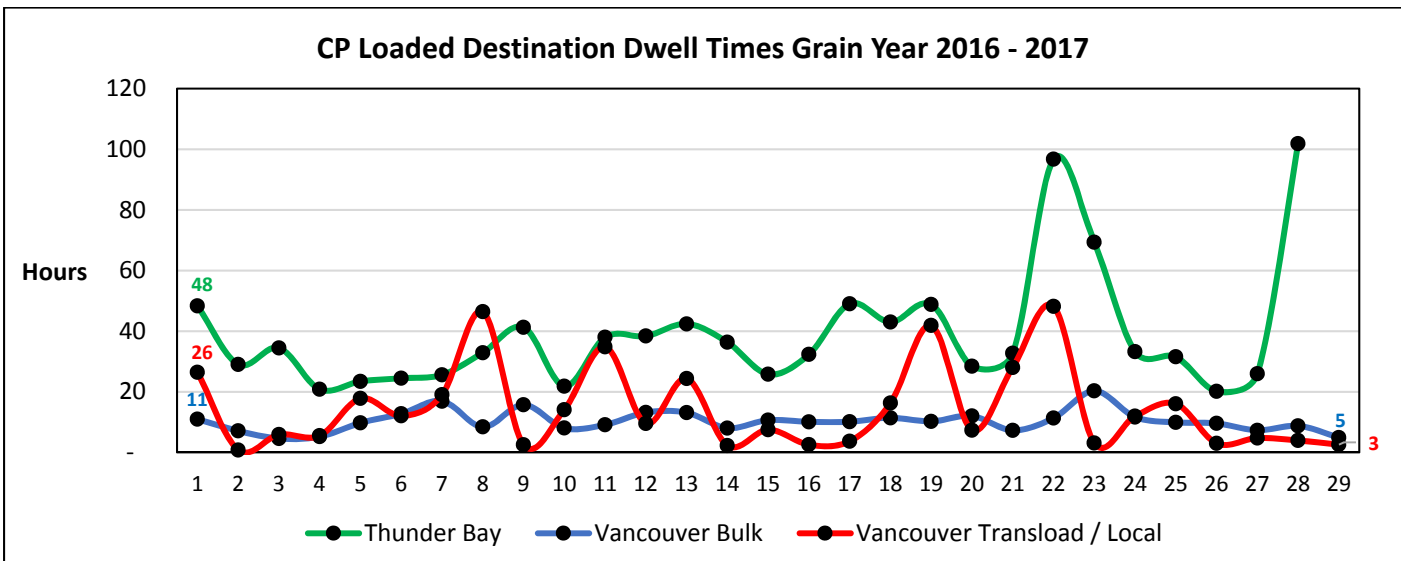
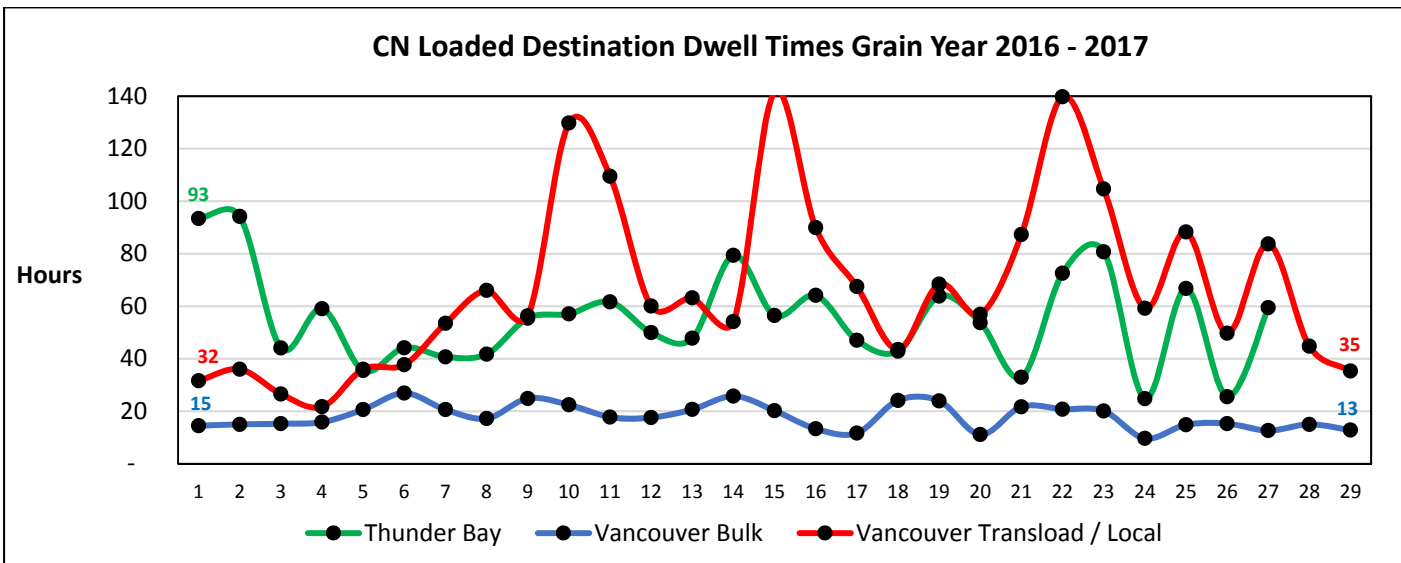


Origin Dwell Performance

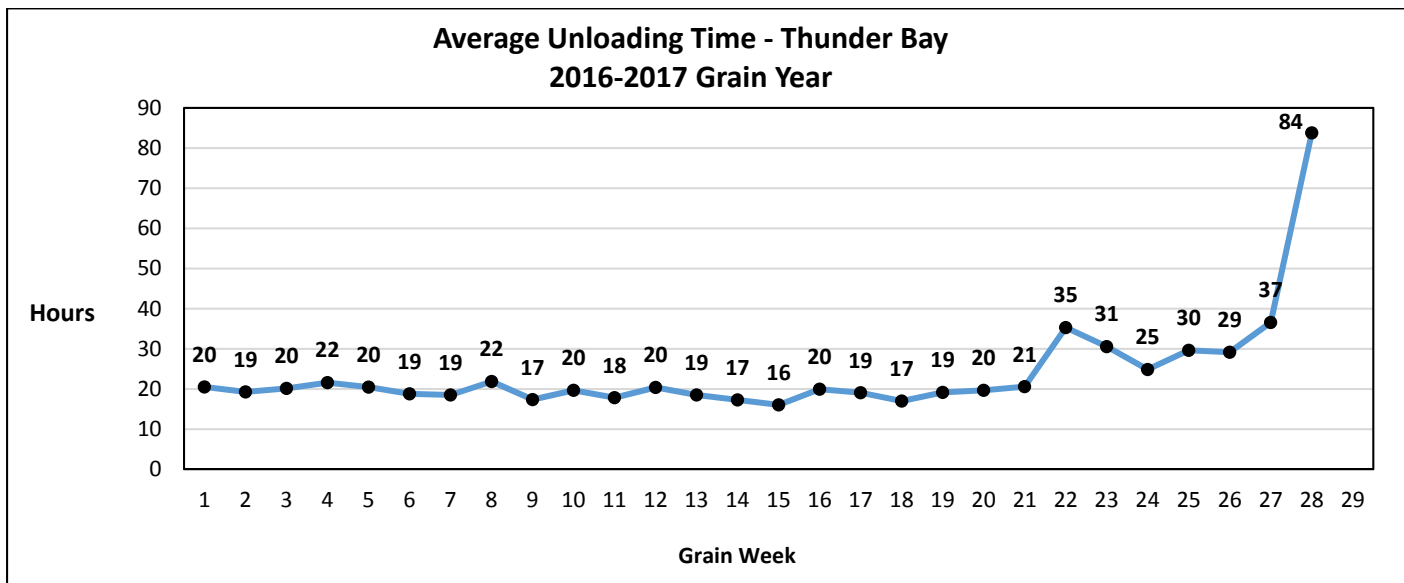
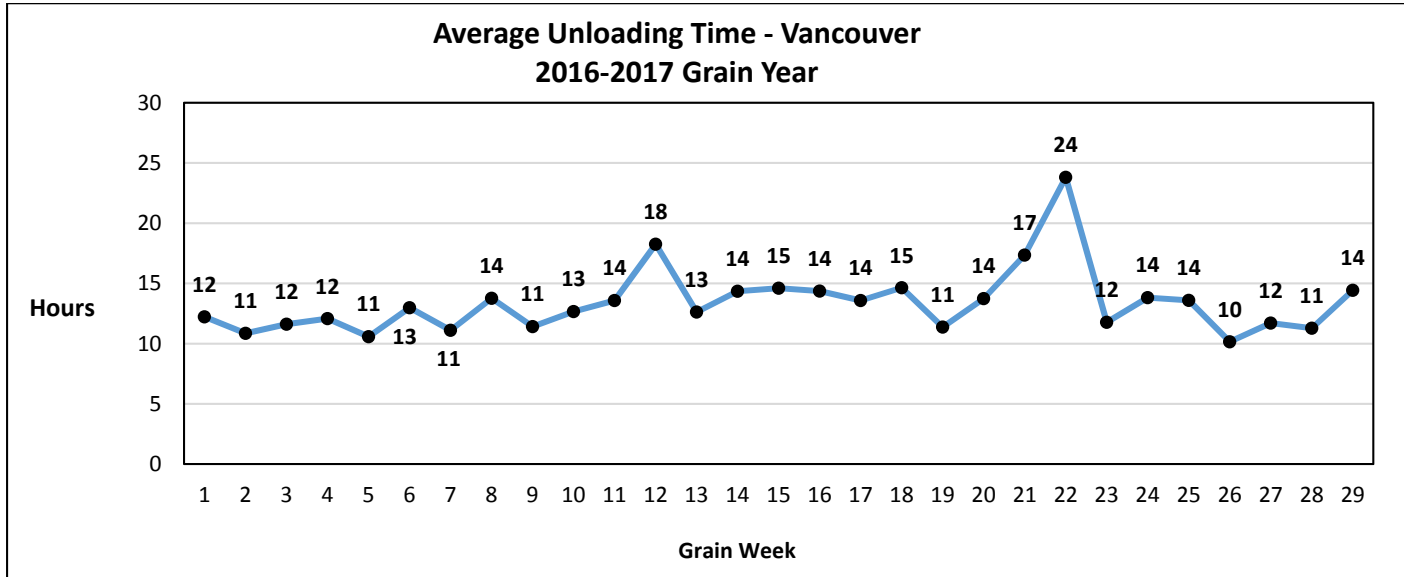




Destination Dwell Performance



Port Terminal - Unloading 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.