

Performance Dashboard

Hopper Car Demand

	Week 30			This Year		Last Year		This Year versus Last Year	
	This Year	Last Year	This Year vs. Last Year	YTD	Weekly Average	YTD	Weekly Average	This Year versus Last Year	
								YTD	Weekly Average
CN	4,350	3,594	756	133,762	4,459	129,675	4,323	4,087	136
CP	3,187	3,221	(34)	122,167	4,072	126,575	4,219	(4,408)	(147)
Total	7,537	6,815	722	255,929	8,531	256,250	8,542	(321)	(11)

Cars Shipped

Railway	Corridor	Week 30	YTD
CN	N.A. Domestic	811	14,726
	Thunder Bay	26	14,906
	Prince Rupert	452	34,852
	Vancouver	2,478	62,298
Total		3,767	126,782
CP	N.A. Domestic	599	7,288
	Thunder Bay	206	28,138
	Vancouver	2,451	81,990
Total		3,256	117,416

Empty Hopper Cars Supplied – Week 30 (All Want Weeks)

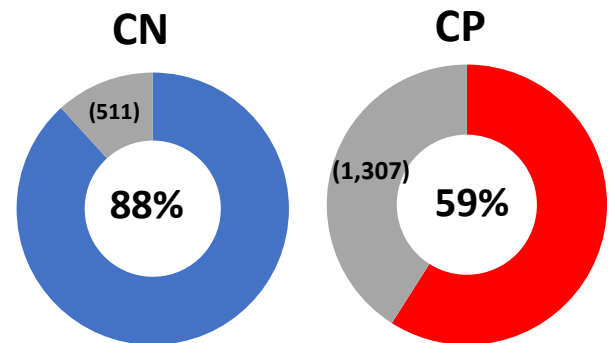
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This	
							Year	Year
CN	3,827	3,200	522	534	29	287	4,378	4,021
CP	1,813	2,078	1,095	1,396	325	124	3,233	3,598
Total	5,640	5,278	1,617	1,930	354	411	7,611	7,619

Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	2%	5%	3%	4%	3%	3%
25	7%	3%	5%	4%	2%	3%
50	11%	10%	11%	13%	11%	12%
100	79%	82%	81%	80%	84%	82%

Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,350	3,187	7,537
Current Week Order Fulfillment			
Supplied in Current Week	3,827	1,813	5,640
Supplied Early	12	67	79
Total Cars Supplied for Want Week	3,839	1,880	5,719
Current Week Unfulfilled Demand	(511)	(1,307)	(1,818)
% Current Week Orders Supplied	88%	59%	76%

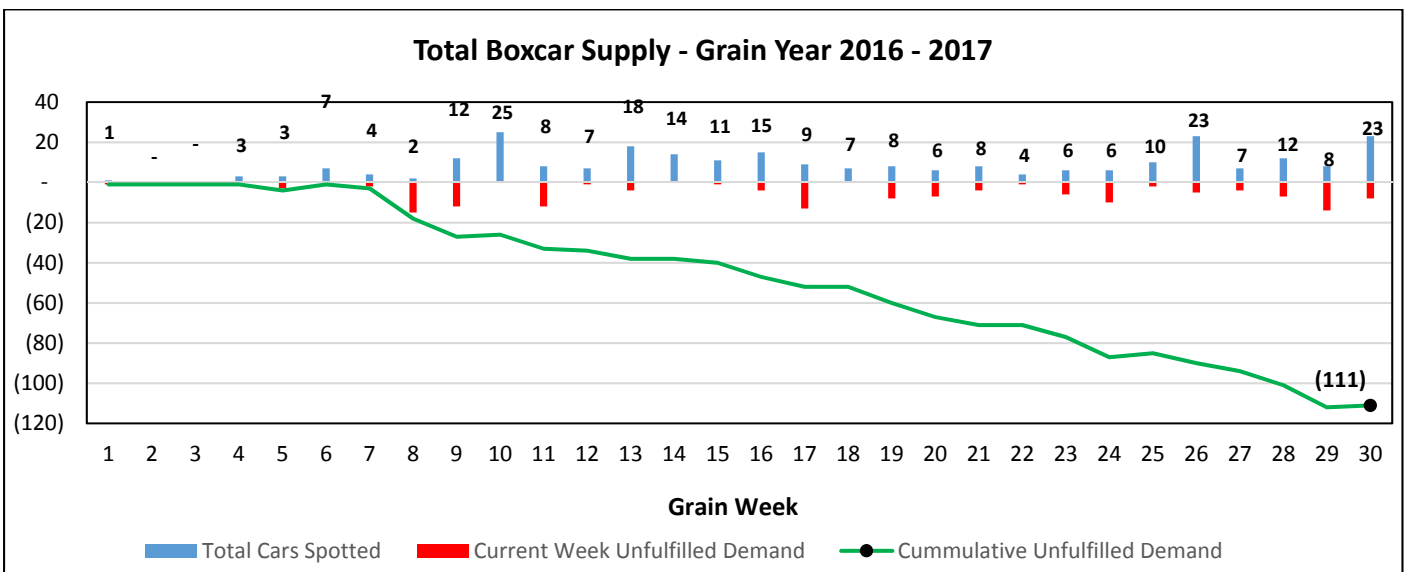
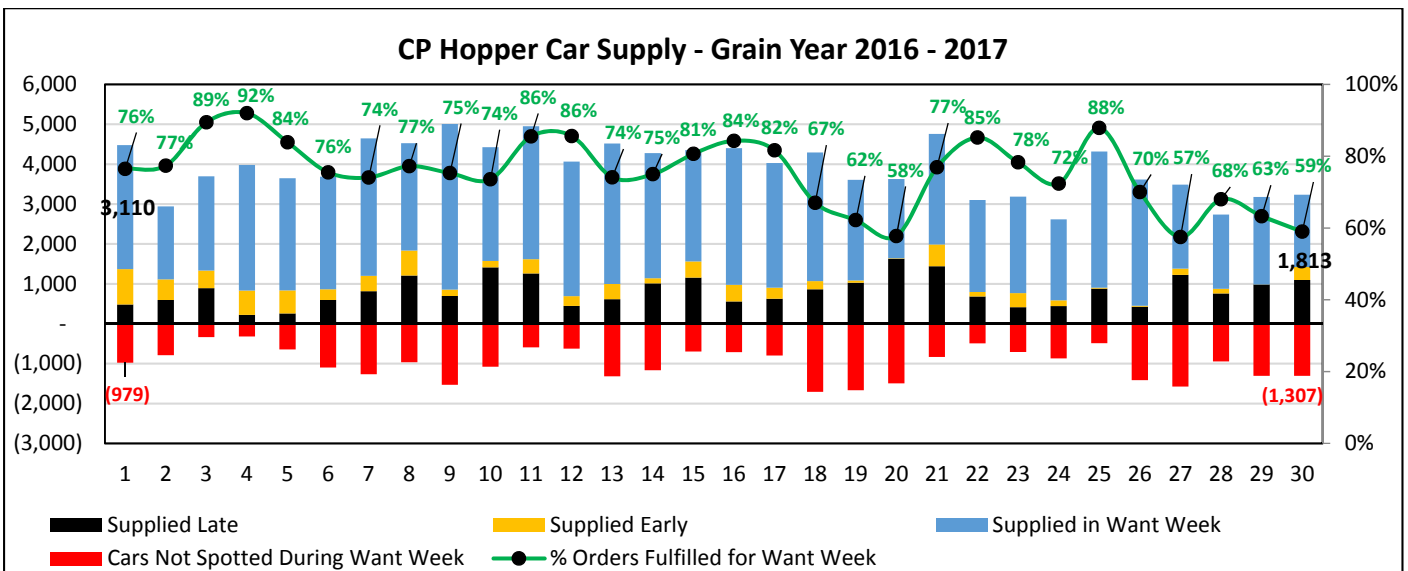
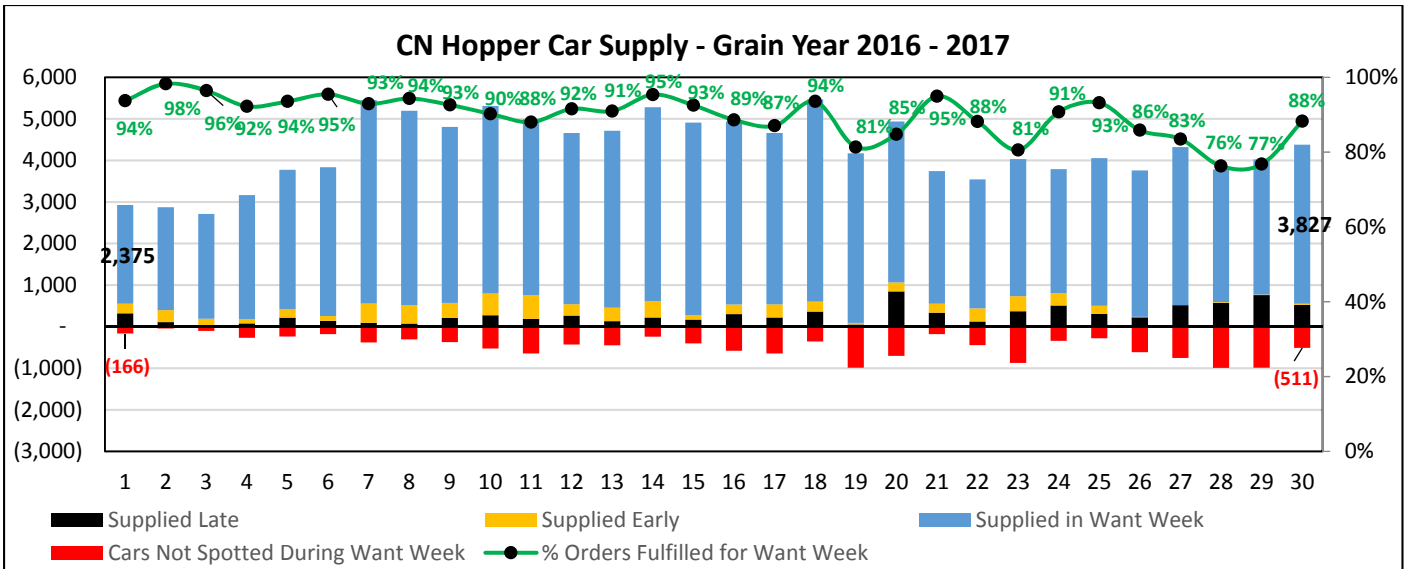


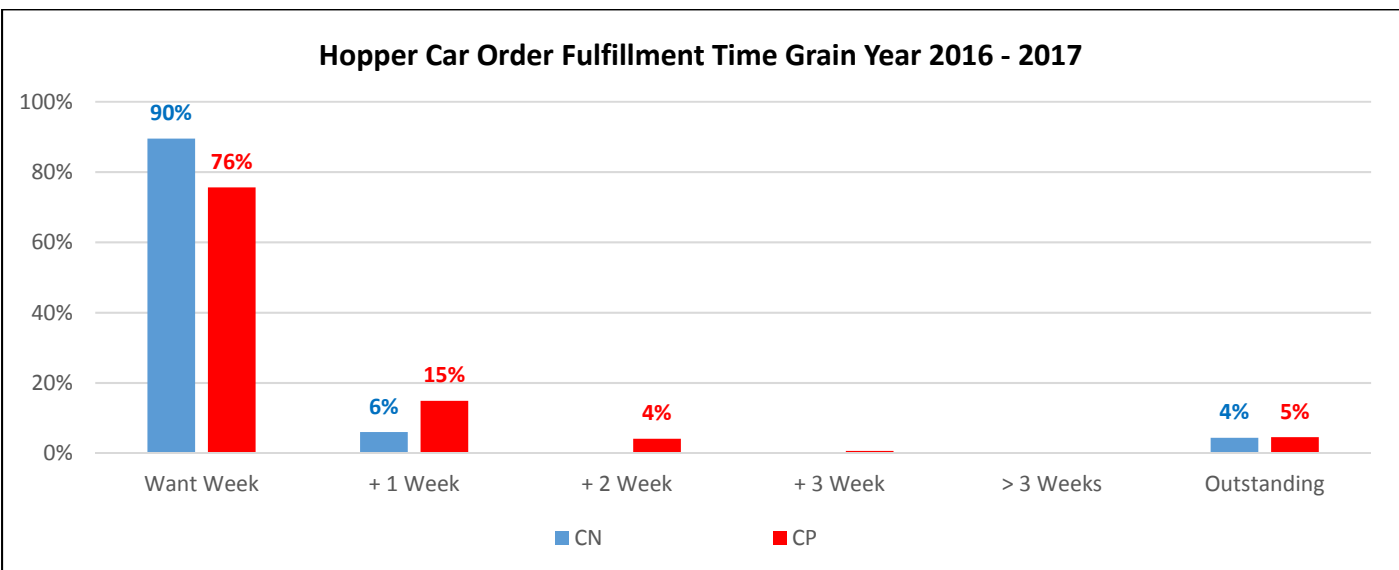
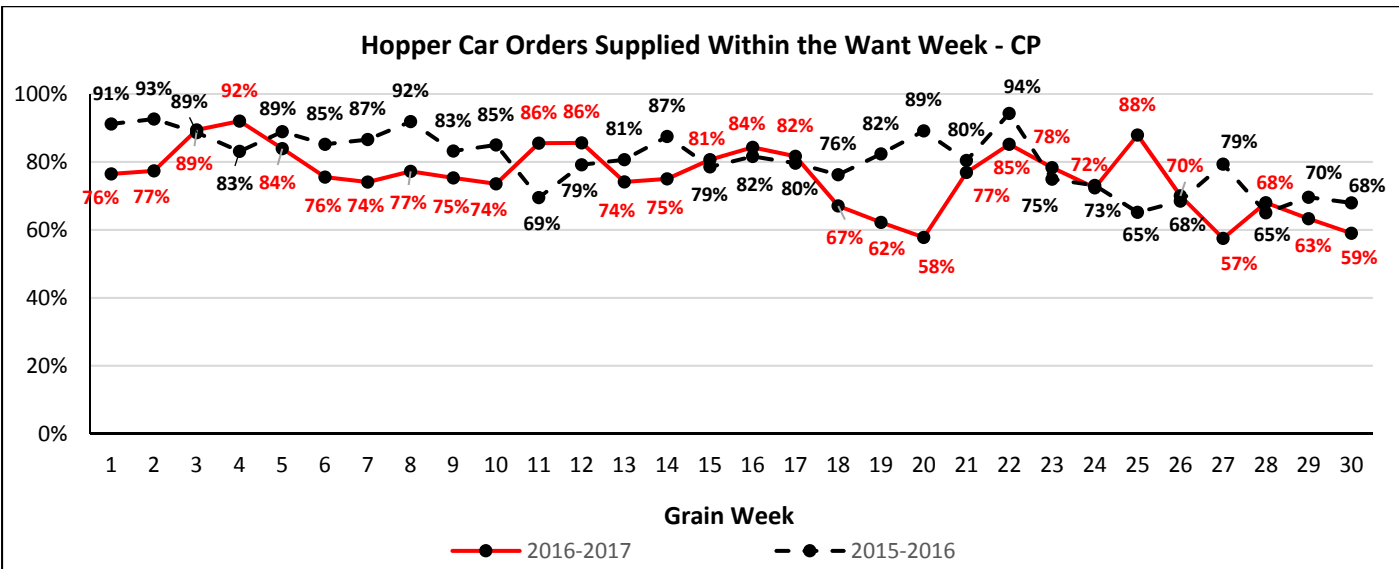
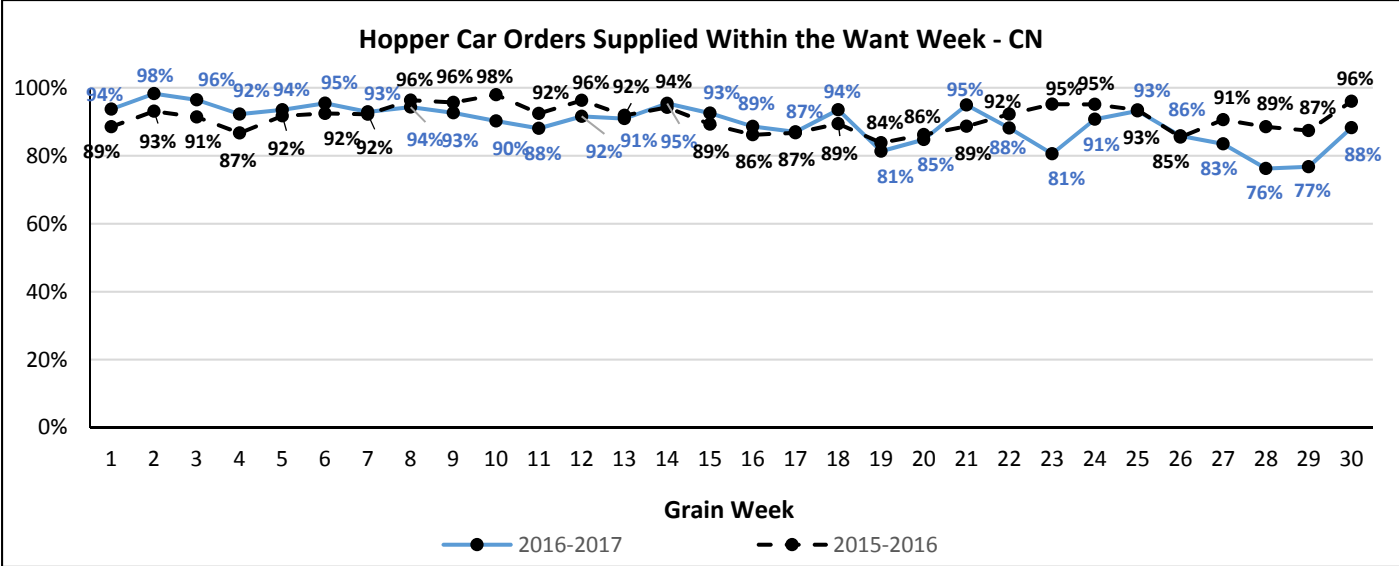
Loaded Dwell Time (Hours) at Origin (All Traffic)

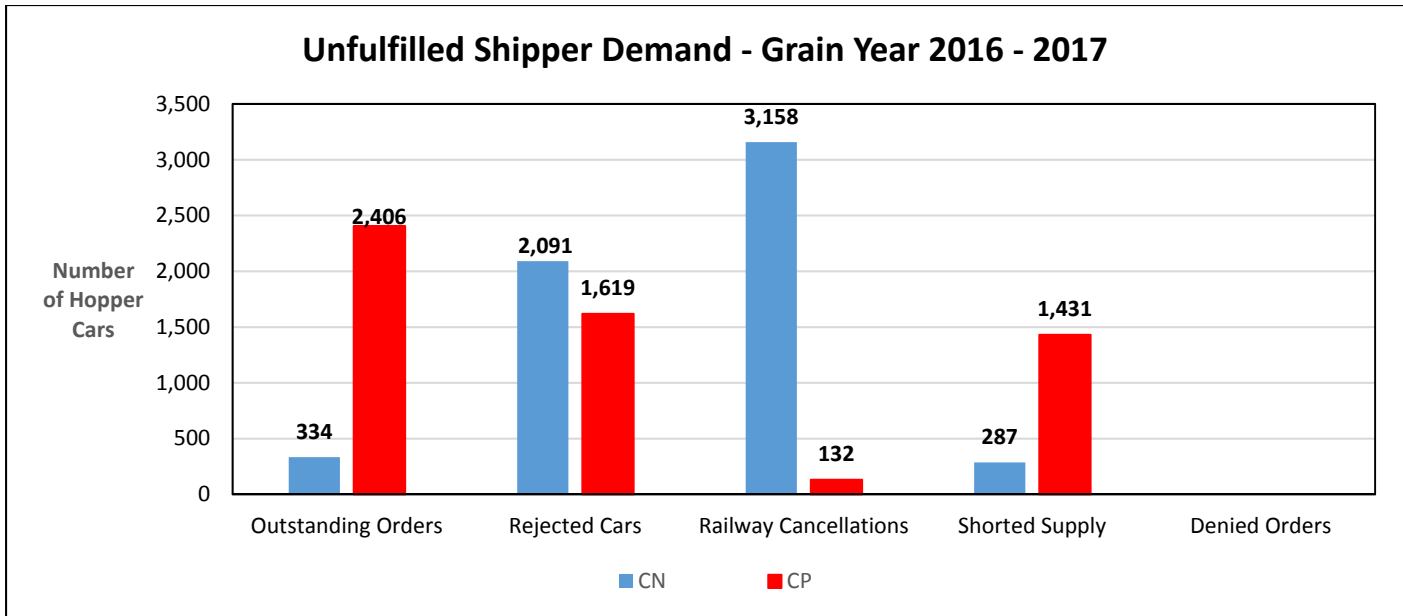
	Week 30		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	22	18	25	21
CP	36	53	61	61

Dwell Time (Hours) at Destination (All Traffic)

	Railway	Week 30		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	17	24	21	25
	CP	13	10	11	12
Thunder Bay	CN	N/A	N/A	54	73
	CP	N/A	N/A	38	43







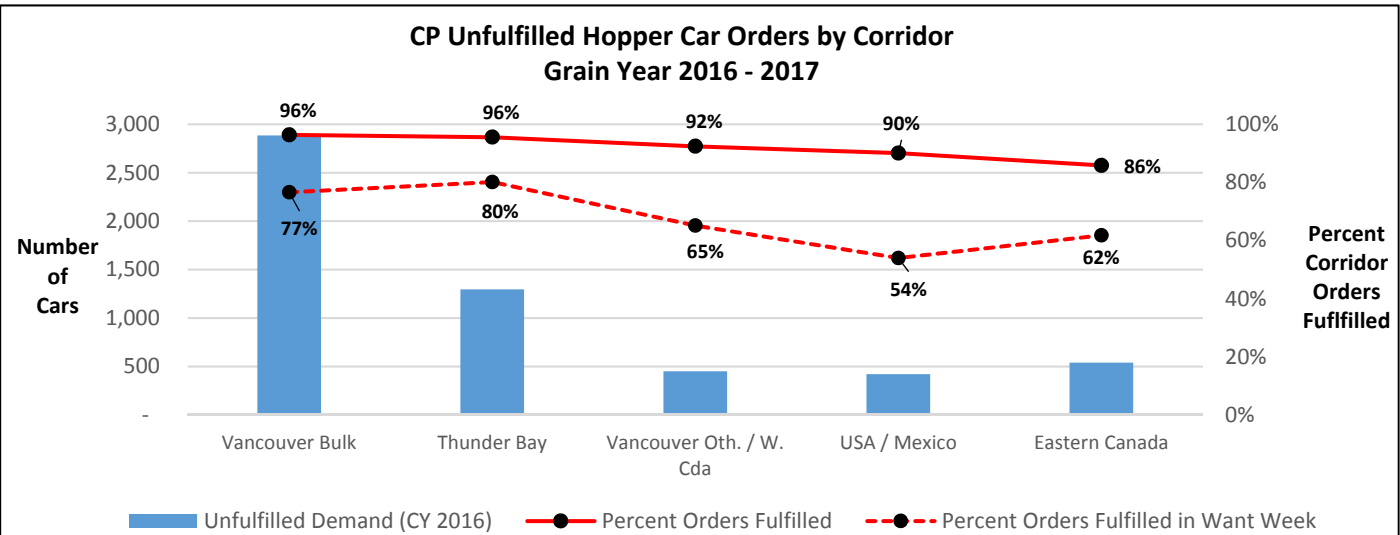
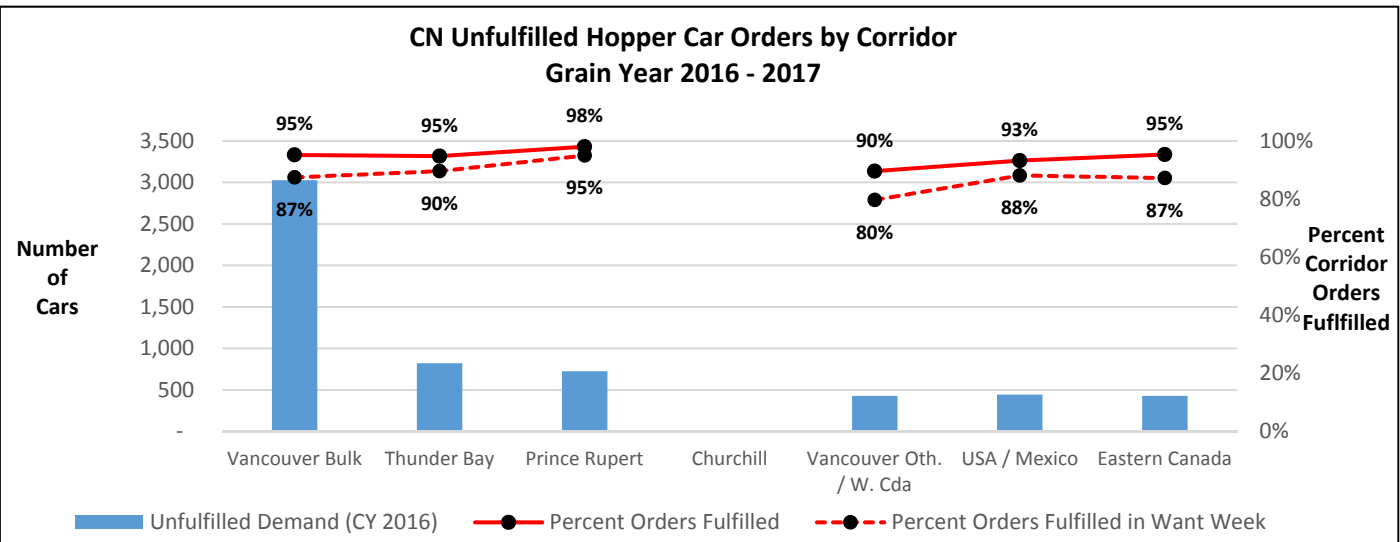
Corridor Performance

Total Hopper Car Supply by Corridor for Current Year Orders – To Week 30

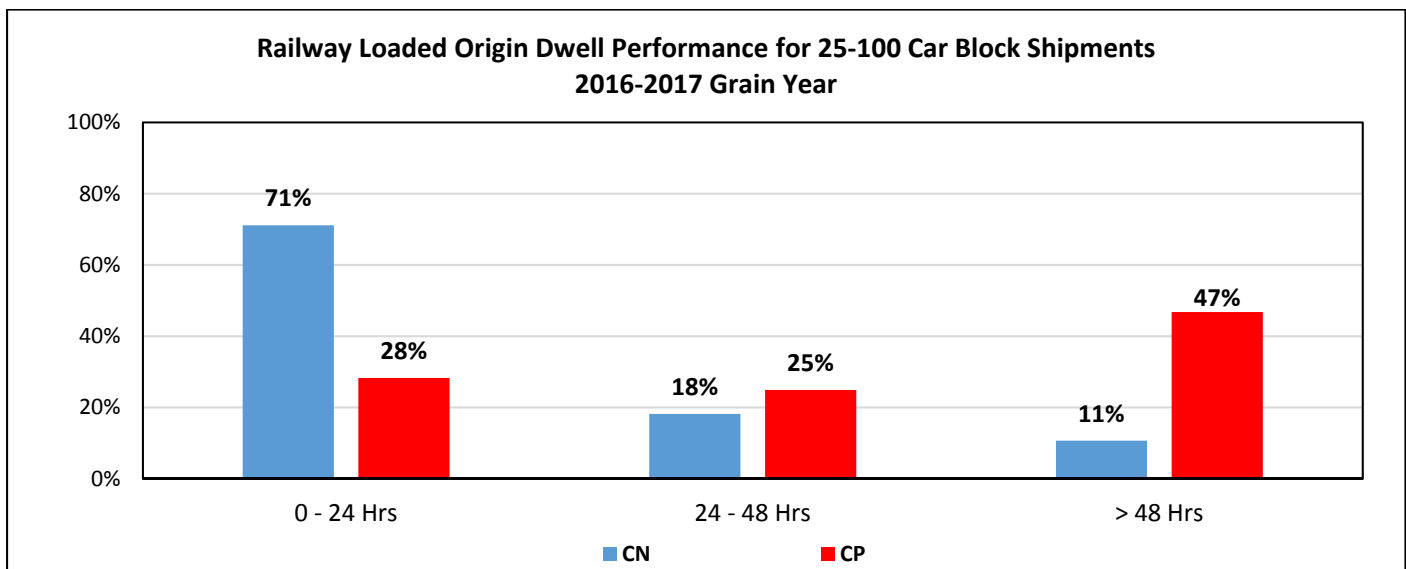
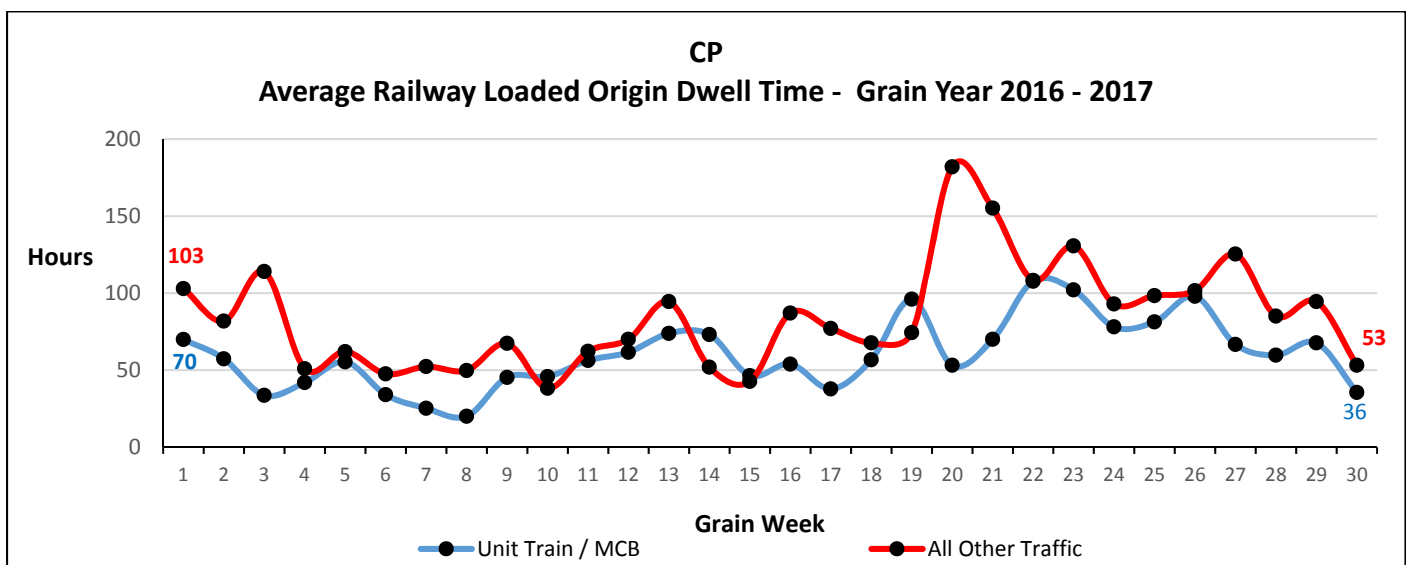
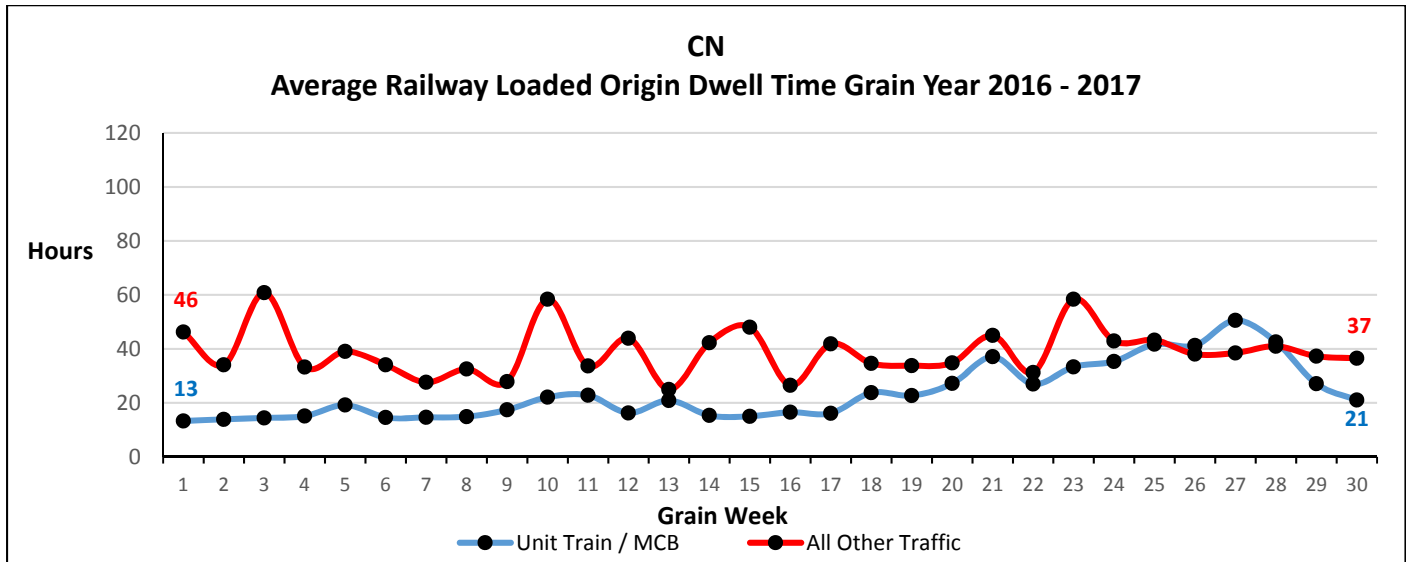
Railway	Corridor	Ordered	Supplied	Unfulfilled	
				Demand	% Supplied
CN	Vancouver Bulk	62,501	59,475	(3,026)	95%
	Thunder Bay	15,625	14,804	(821)	95%
	Prince Rupert	35,937	35,213	(724)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	4,109	3,681	(428)	90%
	USA / Mexico	6,531	6,087	(444)	93%
	Eastern Canada	9,059	8,632	(427)	95%
CN Total		133,762	127,892	(5,870)	96%
CP	Vancouver Bulk	79,050	76,166	(2,884)	96%
	Thunder Bay	29,154	27,858	(1,296)	96%
	Vancouver Other / W. Canada	5,918	5,469	(449)	92%
	USA / Mexico	4,238	3,818	(420)	90%
	Eastern Canada	3,807	3,268	(539)	86%
CP Total		122,167	116,579	(5,588)	95%

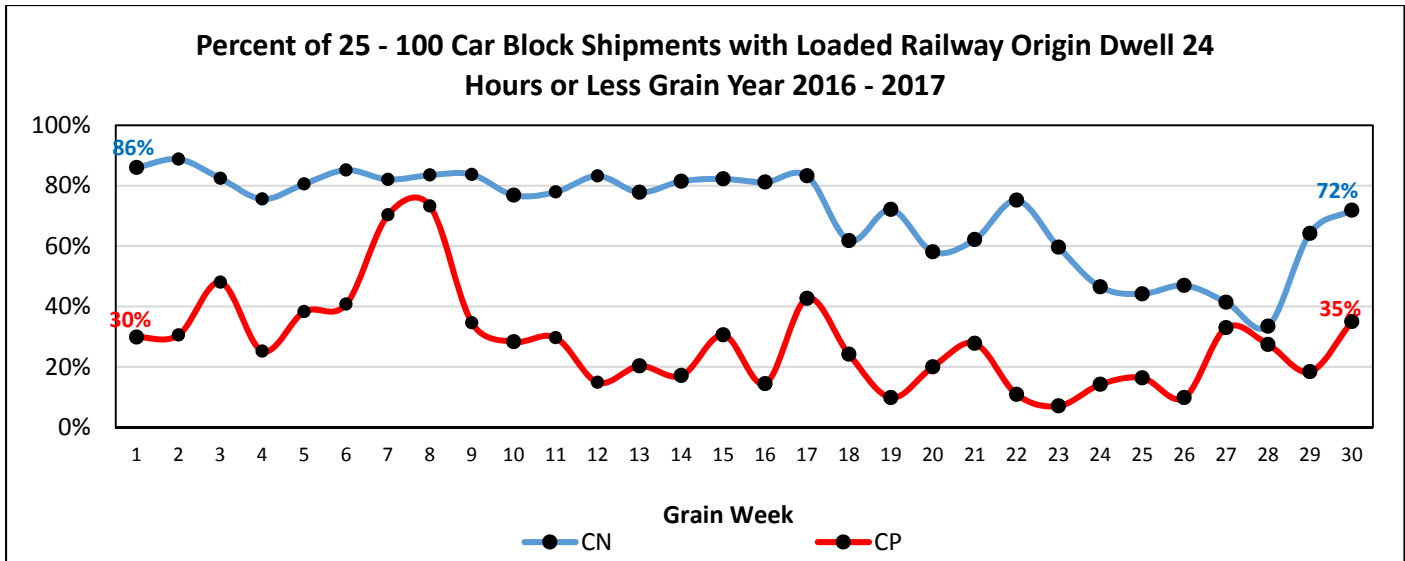
Hopper Cars Supplied in the Want Week by Corridor – To Week 30

Railway	Corridor	Week 30			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,264	1,901	84%	62,501	54,664	87%
	Thunder Bay	0	0	0%	15,625	14,001	90%
	Prince Rupert	1,153	1,037	90%	35,937	34,130	95%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	66	64	97%	4,109	3,274	80%
	USA / Mexico	387	374	97%	6,531	5,753	88%
	Eastern Canada	480	463	96%	9,059	7,900	87%
CN Total		4,350	3,839	88%	133,762	119,722	90%
CP	Vancouver Bulk	2,678	1,612	60%	79,050	60,550	77%
	Thunder Bay	103	103	100%	29,154	23,360	80%
	Vancouver Other / W. Canada	108	36	33%	5,918	3,857	65%
	USA / Mexico	93	13	14%	4,238	2,288	54%
	Eastern Canada	205	116	57%	3,807	2,352	62%
CP Total		3,187	1,880	59%	122,167	92,407	76%

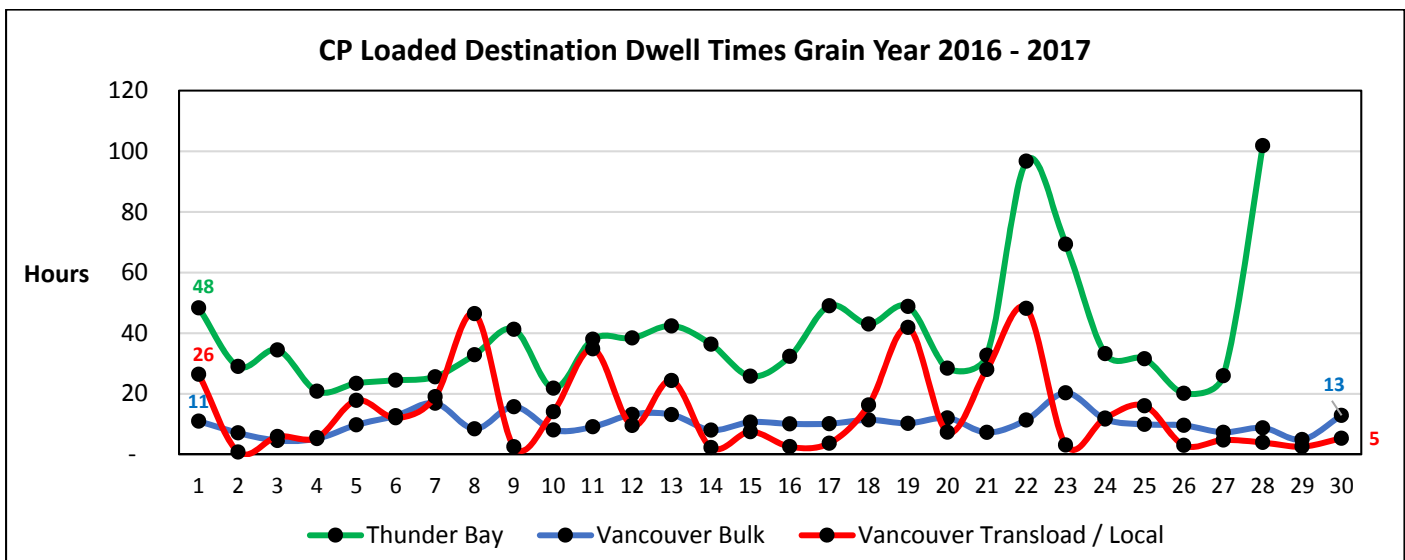
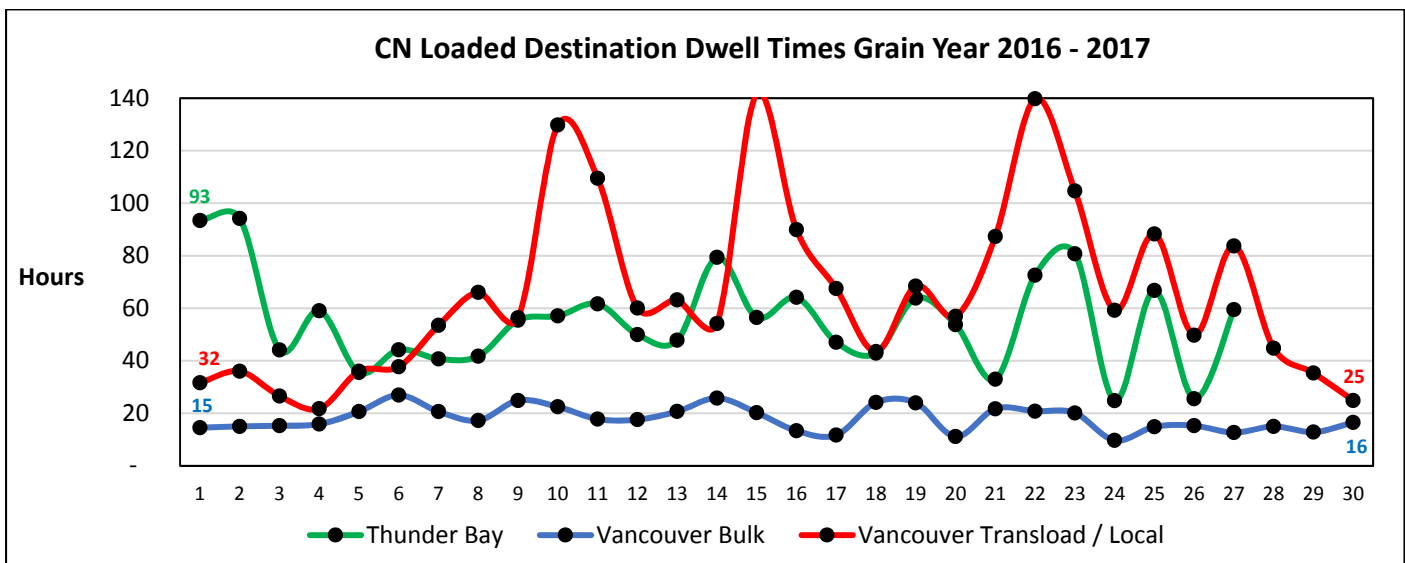


Origin Dwell Performance

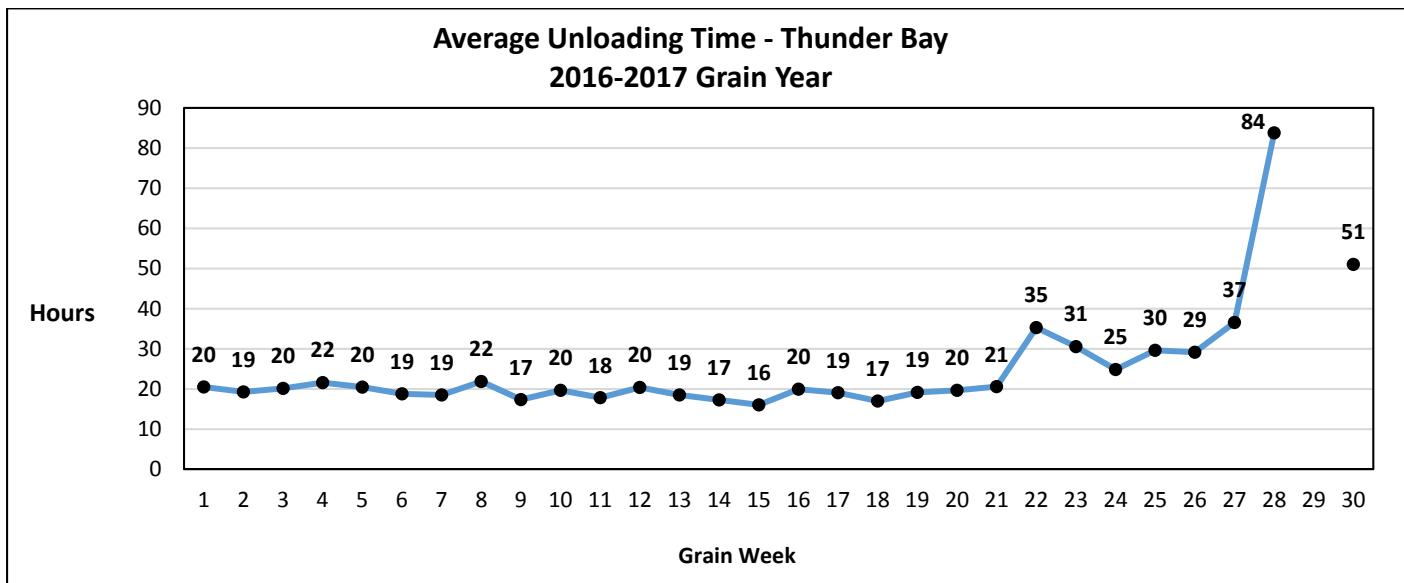
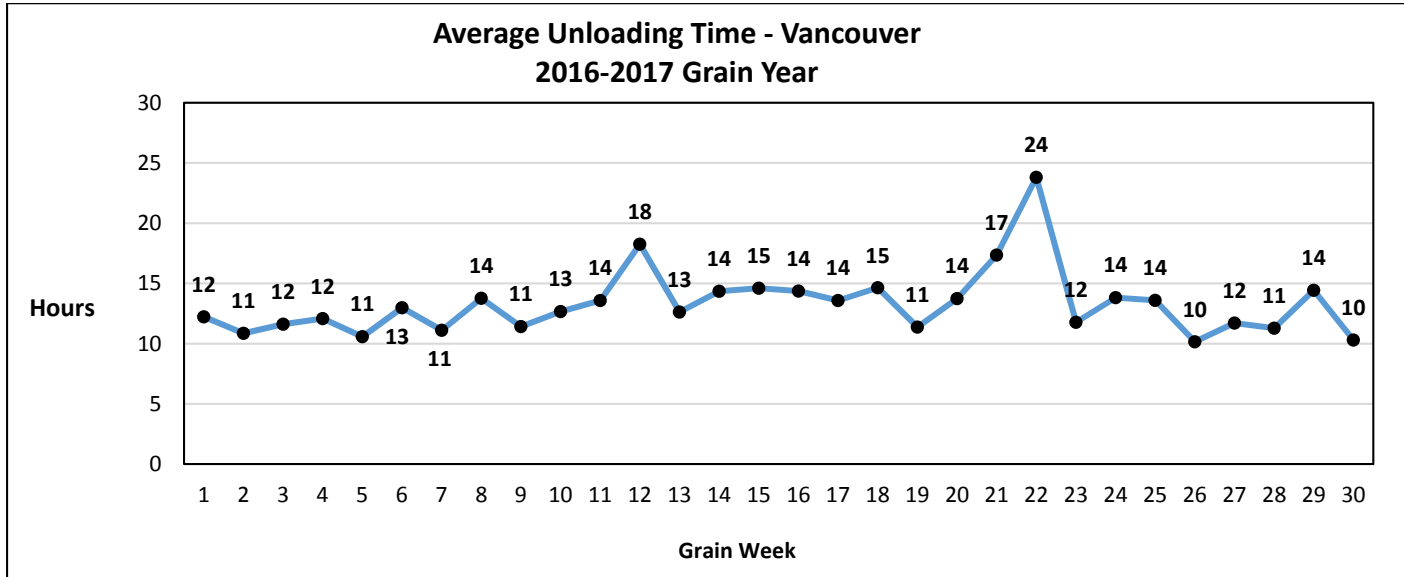




Destination Dwell Performance



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.