

## Performance Dashboard

### Hopper Car Demand

	Week 33			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
	Year	Year	Year						
CN	4,754	4,085	669	147,026	4,455	141,826	4,298	5,200	158
CP	4,471	4,322	149	133,937	4,059	137,830	4,177	(3,893)	(118)
<b>Total</b>	<b>9,225</b>	<b>8,407</b>	<b>818</b>	<b>280,963</b>	<b>8,514</b>	<b>279,656</b>	<b>8,474</b>	<b>1,307</b>	<b>40</b>

### Cars Shipped

Railway	Corridor	Week 33	YTD
CN	N.A. Domestic	677	17,045
	Thunder Bay	333	15,457
	Prince Rupert	1,711	38,862
	Vancouver	2,038	68,834
<b>Total</b>		<b>4,759</b>	<b>140,198</b>
CP	N.A. Domestic	638	8,722
	Thunder Bay	400	28,969
	Vancouver	3,293	91,240
<b>Total</b>		<b>4,331</b>	<b>128,931</b>

### Empty Hopper Cars Supplied – Week 33 (All Want Weeks)

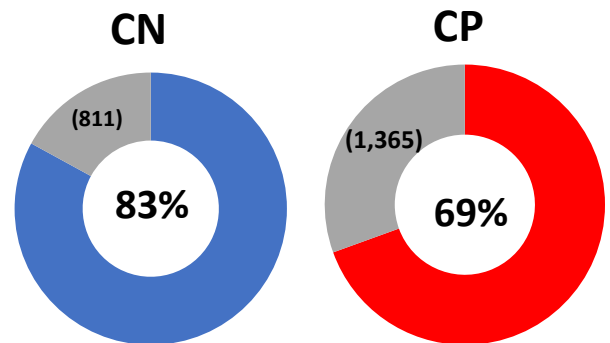
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year
	Year	Year	Year	Year	Year	Year	Year	Year
CN	3,707	3,322	564	346	151	305	4,422	3,973
CP	2,980	3,571	1,173	761	56	476	4,209	4,808
<b>Total</b>	<b>6,687</b>	<b>6,893</b>	<b>1,737</b>	<b>1,107</b>	<b>207</b>	<b>781</b>	<b>8,631</b>	<b>8,781</b>

### Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	3%	4%	3%	3%	3%	3%
25	5%	3%	4%	4%	2%	3%
50	9%	10%	9%	13%	11%	12%
100	83%	83%	83%	80%	84%	82%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,754	4,471	9,225
Current Week Order Fulfillment			
Supplied in Current Week	3,707	2,980	6,687
Supplied Early	236	126	362
<b>Total Cars Supplied for Want Week</b>	<b>3,943</b>	<b>3,106</b>	<b>7,049</b>
Current Week Unfulfilled Demand	(811)	(1,365)	(2,176)
% Current Week Orders Supplied	83%	69%	76%

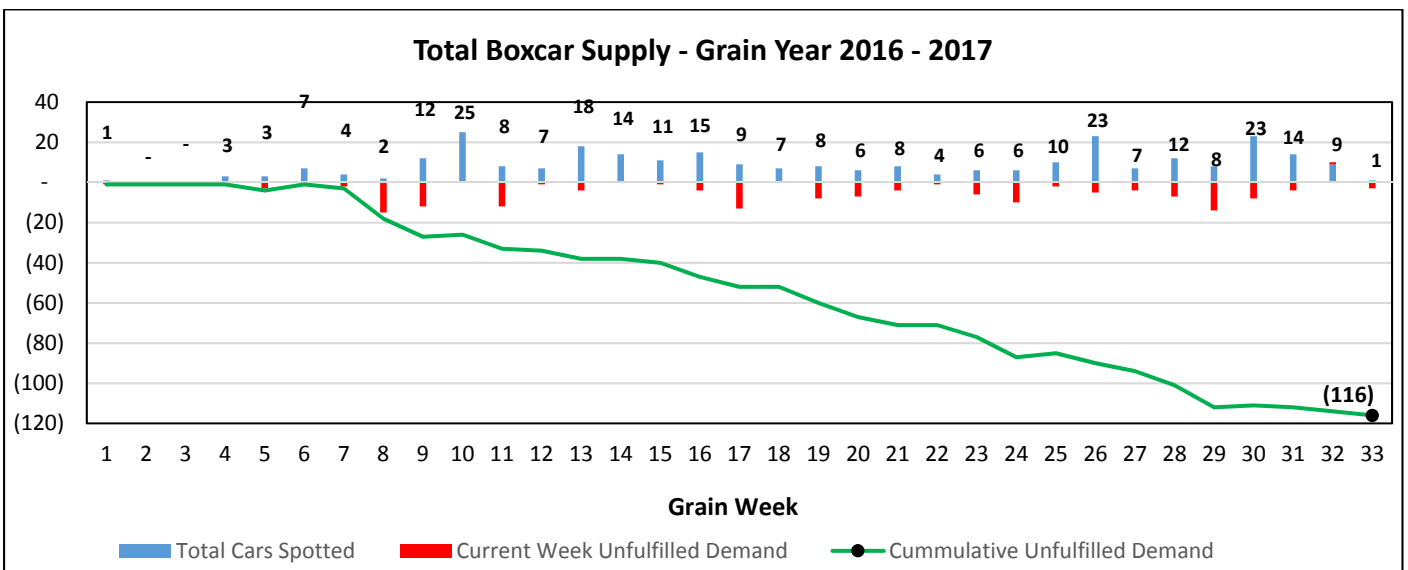
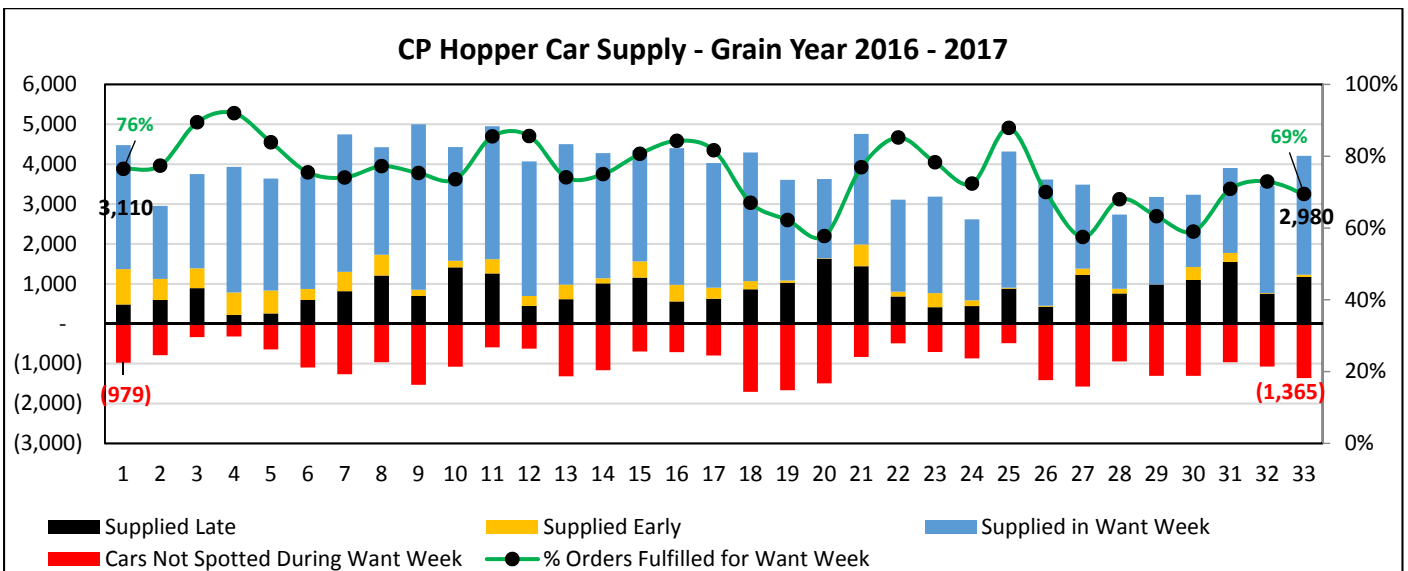
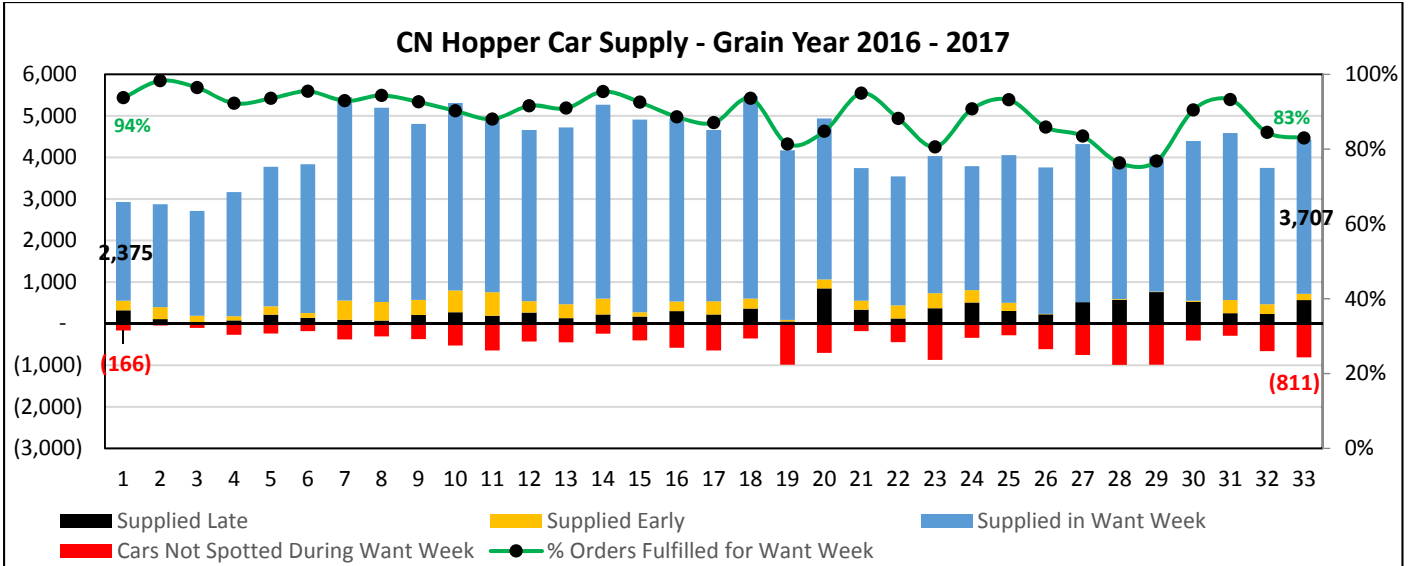


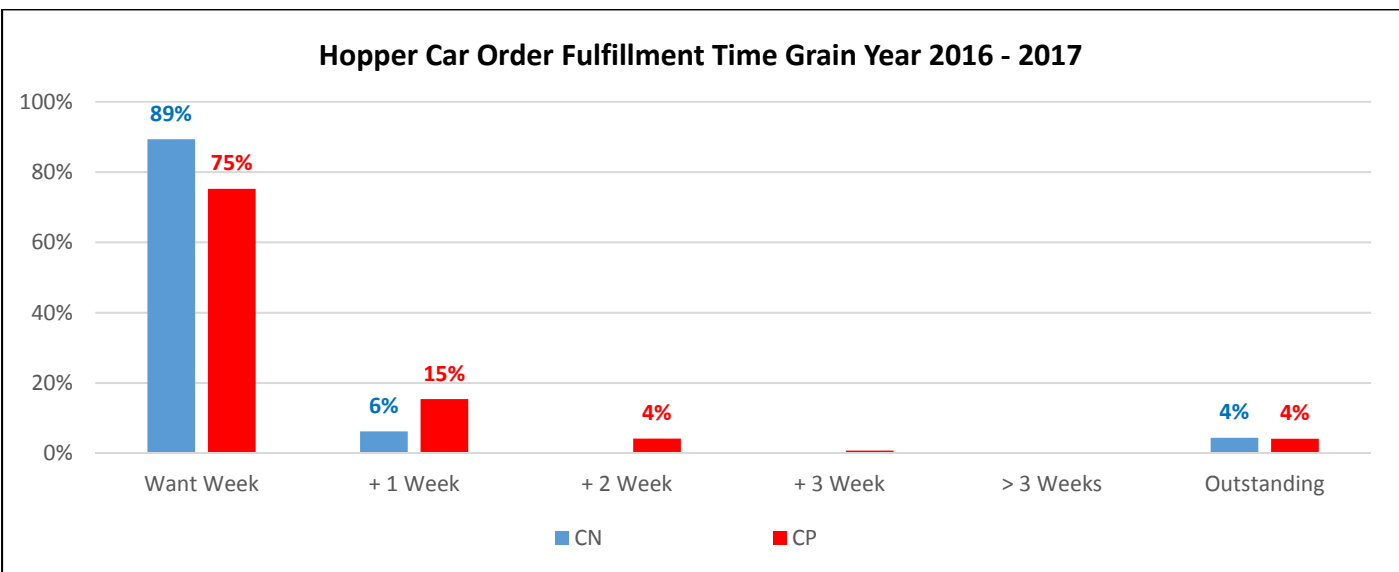
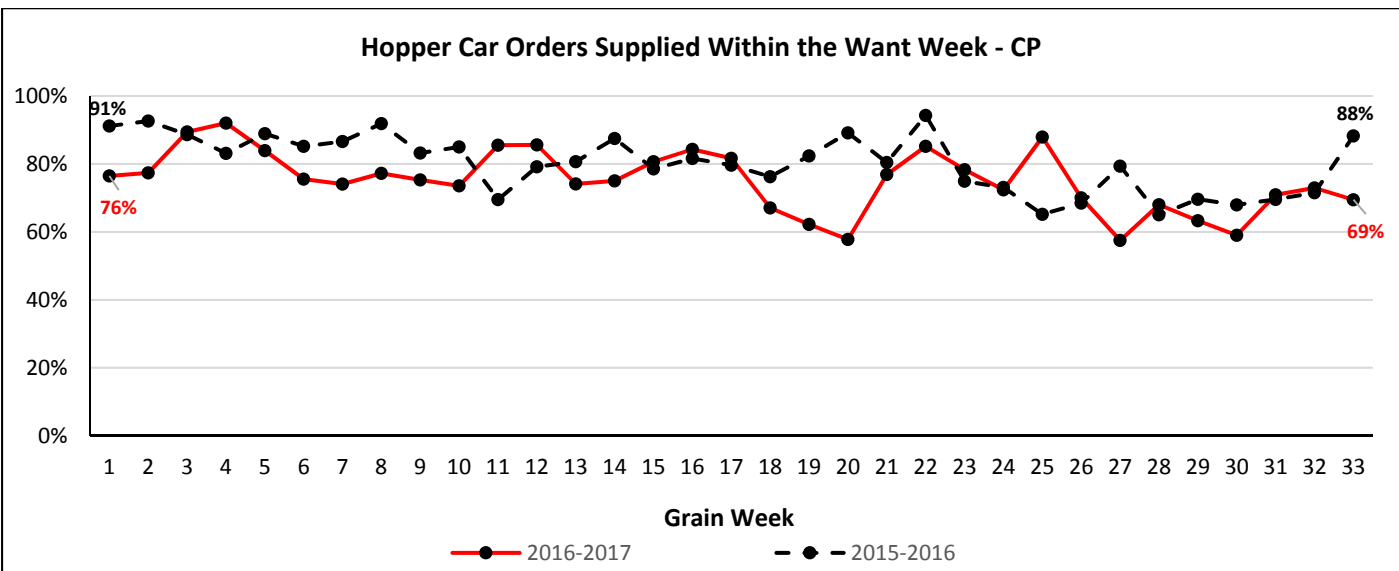
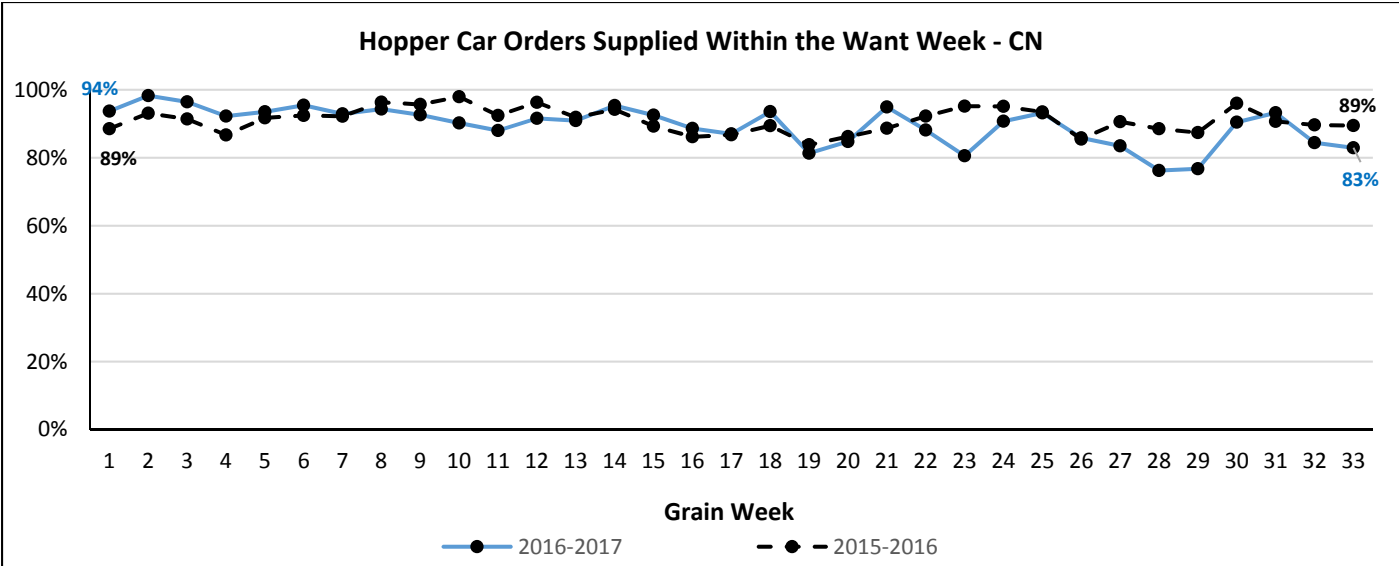
### Loaded Dwell Time (Hours) at Origin (All Traffic)

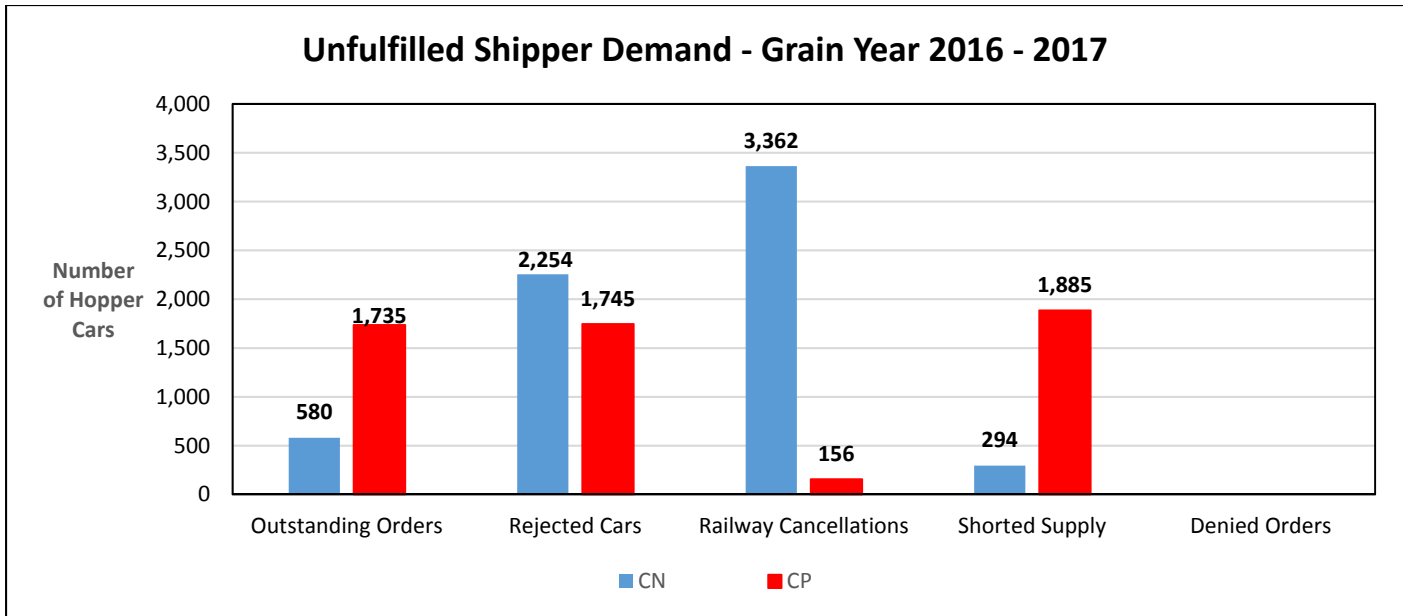
	Week 33		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	17	16	25	21
CP	53	50	60	62

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

	Railway	Week 33		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	17	25	20	25
	CP	9	6	11	11
Thunder Bay	CN	17	48	54	73
	CP	56	48	38	43







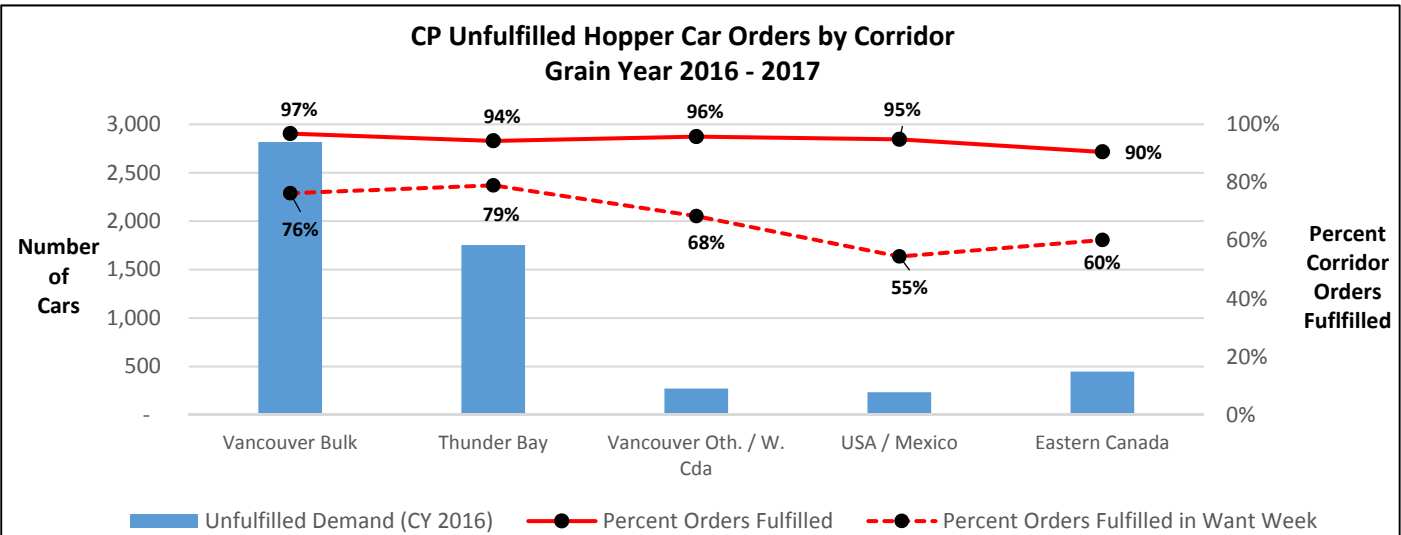
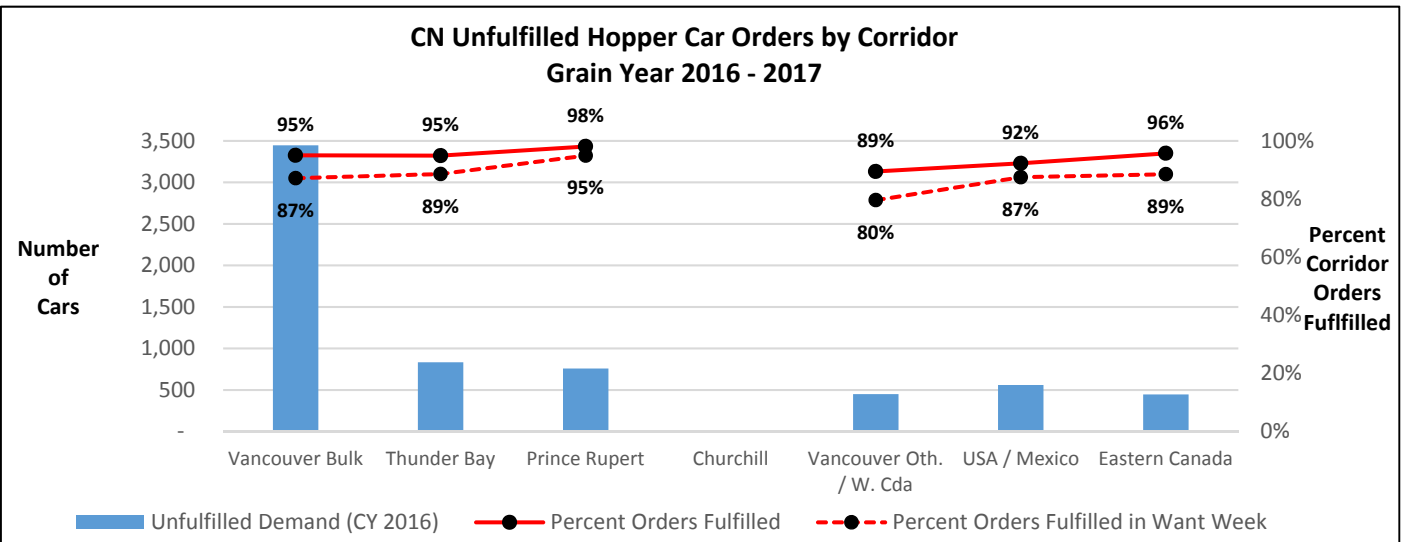
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 33

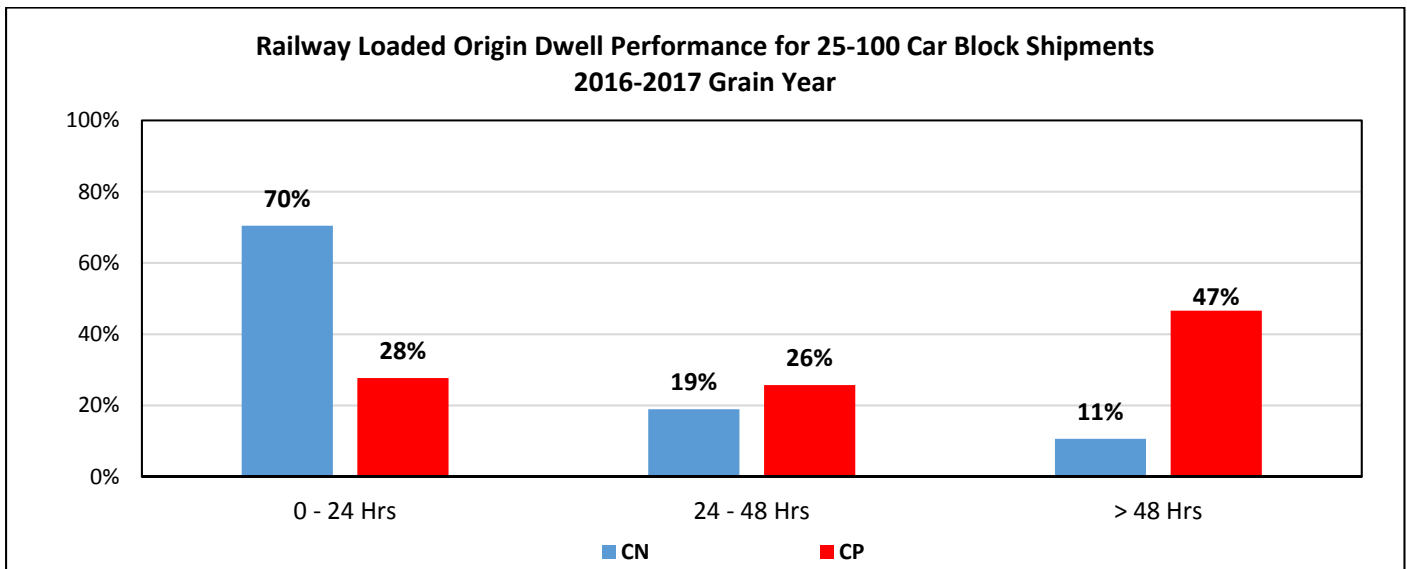
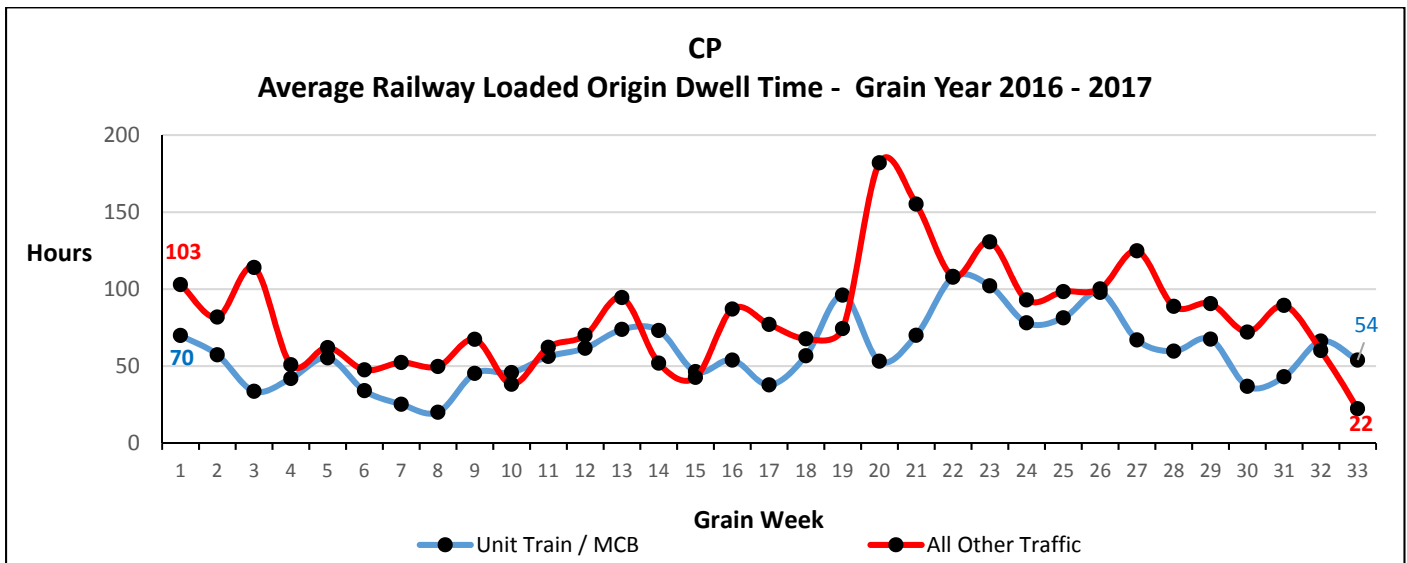
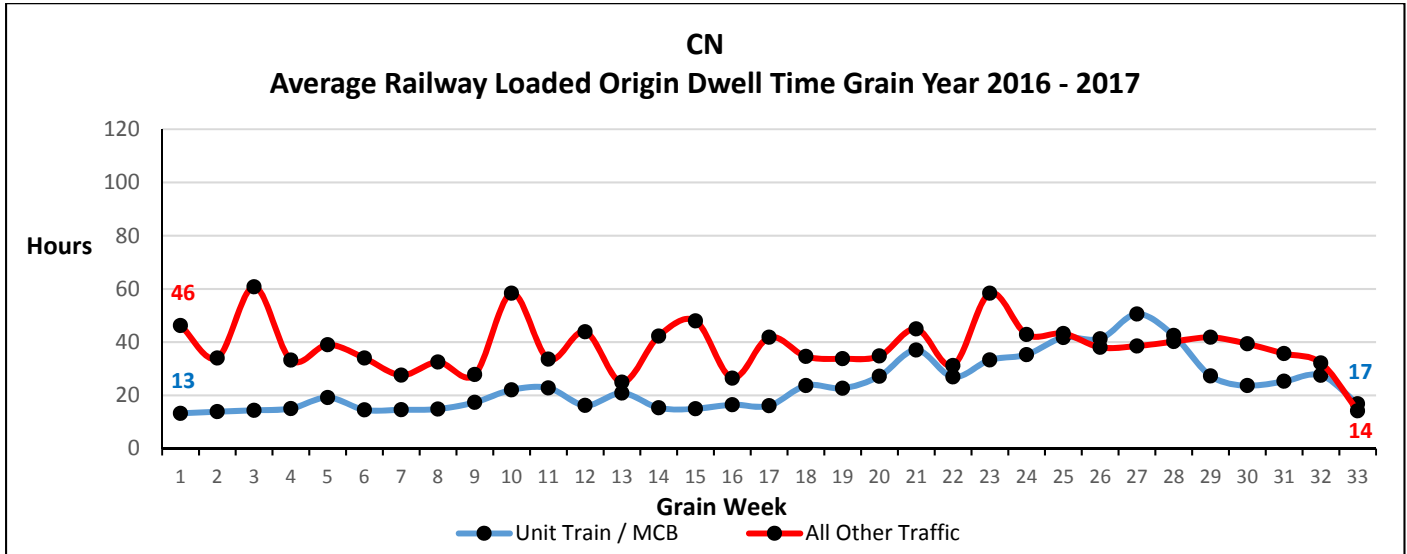
Railway	Corridor	Ordered	Supplied	Unfulfilled	
				Demand	% Supplied
CN	Vancouver Bulk	69,280	65,835	(3,445)	95%
	Thunder Bay	16,393	15,560	(833)	95%
	Prince Rupert	39,468	38,710	(758)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	4,260	3,811	(449)	89%
	USA / Mexico	7,225	6,666	(559)	92%
	Eastern Canada	10,400	9,954	(446)	96%
<b>CN Total</b>		<b>147,026</b>	<b>140,536</b>	<b>(6,490)</b>	<b>96%</b>
CP	Vancouver Bulk	87,660	84,844	(2,816)	97%
	Thunder Bay	30,662	28,909	(1,753)	94%
	Vancouver Other / W. Canada	6,417	6,145	(272)	96%
	USA / Mexico	4,495	4,262	(233)	95%
	Eastern Canada	4,703	4,256	(447)	90%
<b>CP Total</b>		<b>133,937</b>	<b>128,416</b>	<b>(5,521)</b>	<b>96%</b>

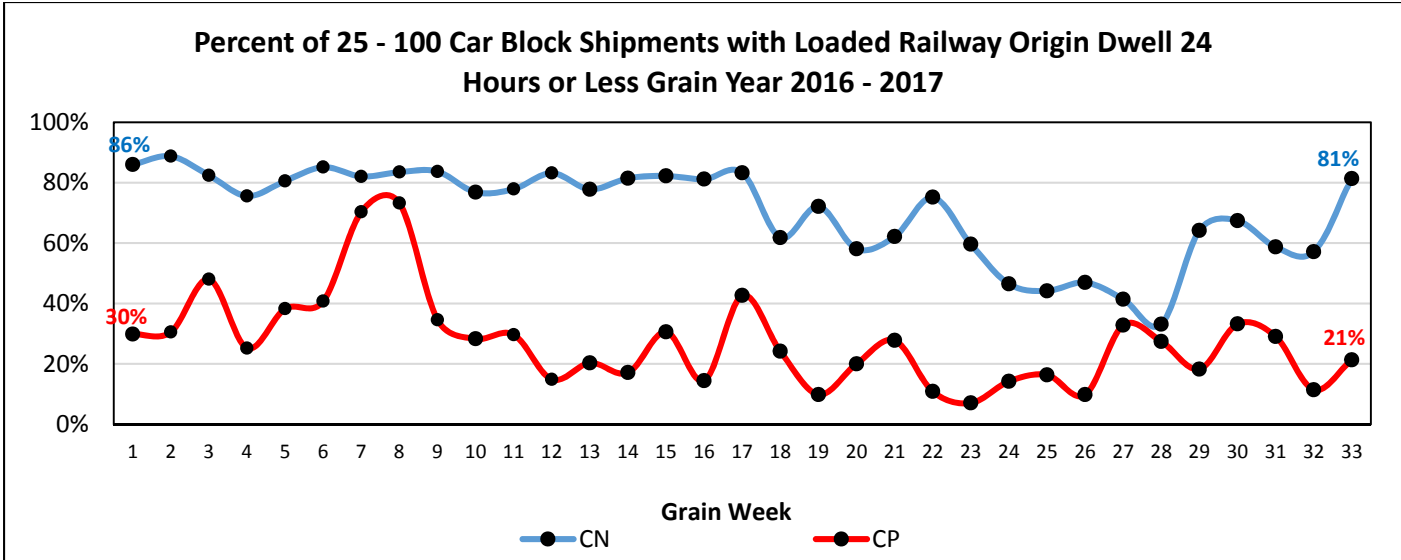
**Hopper Cars Supplied in the Want Week by Corridor – To Week 33**

Railway	Corridor	Week 33			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,129	1,552	73%	69,280	60,405	87%
	Thunder Bay	310	305	98%	16,393	14,524	89%
	Prince Rupert	1,569	1,471	94%	39,468	37,472	95%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	45	34	76%	4,260	3,391	80%
	USA / Mexico	235	124	53%	7,225	6,321	87%
	Eastern Canada	466	457	98%	10,400	9,208	89%
<b>CN Total</b>		<b>4,754</b>	<b>3,943</b>	<b>83%</b>	<b>147,026</b>	<b>131,321</b>	<b>89%</b>
CP	Vancouver Bulk	2,939	2,107	72%	87,660	66,880	76%
	Thunder Bay	870	457	53%	30,662	24,220	79%
	Vancouver Other / W. Canada	374	371	99%	6,417	4,389	68%
	USA / Mexico	64	61	95%	4,495	2,450	55%
	Eastern Canada	224	110	49%	4,703	2,830	60%
<b>CP Total</b>		<b>4,471</b>	<b>3,106</b>	<b>69%</b>	<b>133,937</b>	<b>100,769</b>	<b>75%</b>

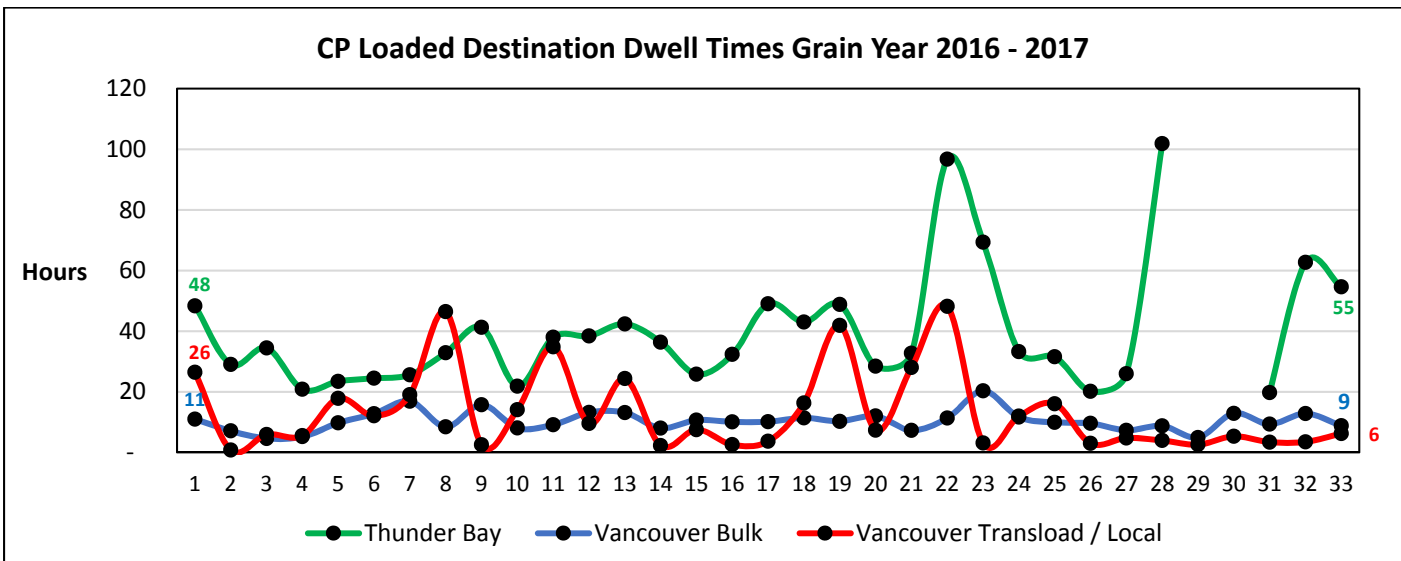
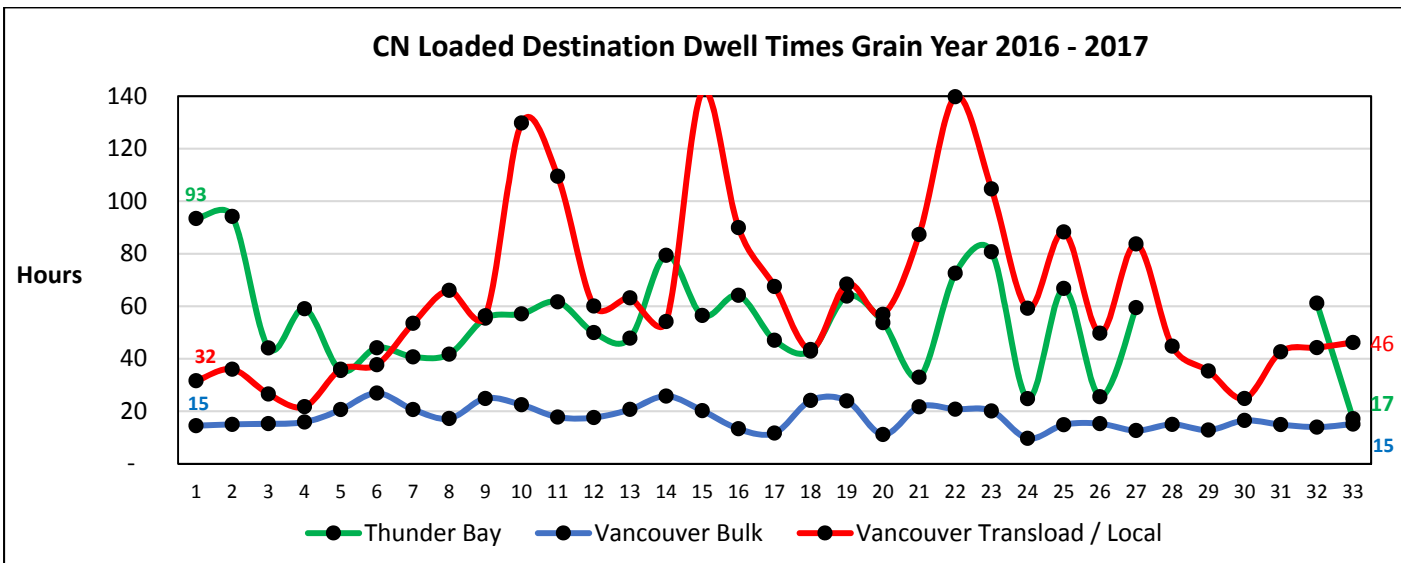


## Origin Dwell Performance

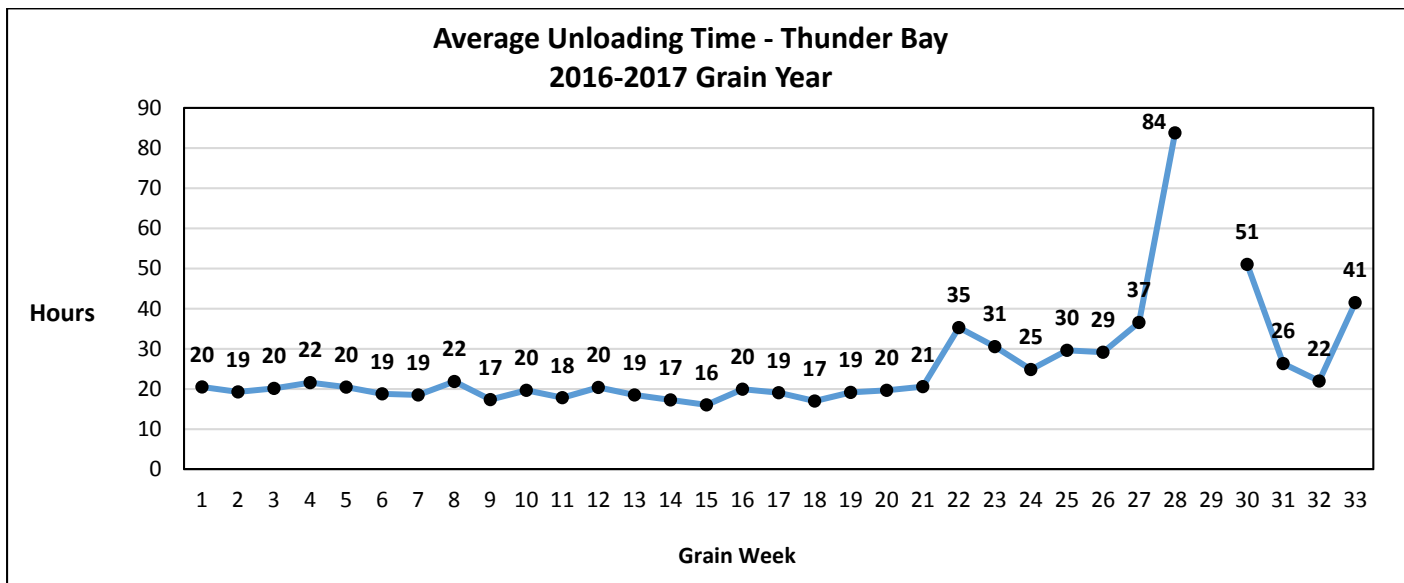
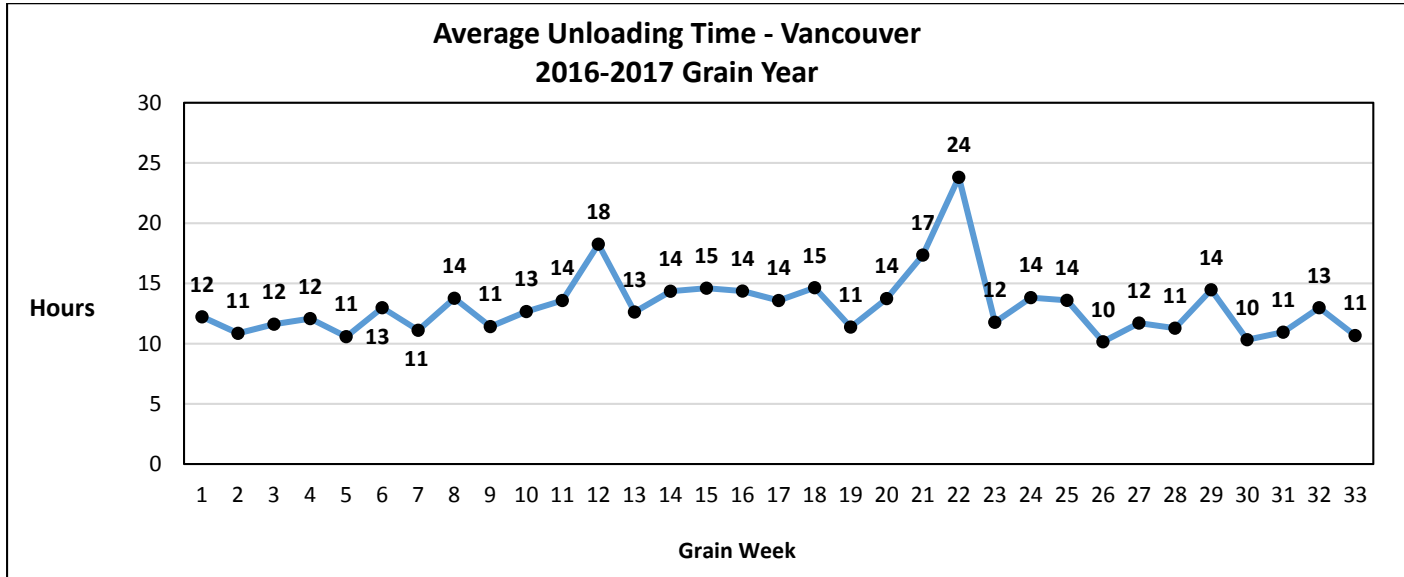




## Destination Dwell Performance



## 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.