

Performance Dashboard

Hopper Car Demand

	Week 36			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	5,099	3,796	1,303	161,563	4,488	153,628	4,267	7,935	220
CP	4,342	4,268	74	145,989	4,055	150,535	4,182	(4,546)	(126)
Total	9,441	8,064	1,377	307,552	8,543	304,163	8,449	3,389	94

Cars Shipped

Railway	Corridor	Week 36	YTD
CN	N.A. Domestic	420	18,685
	Thunder Bay	288	16,901
	Prince Rupert	1,637	43,231
	Vancouver	2,814	75,877
Total		5,159	154,694
CP	N.A. Domestic	227	9,411
	Thunder Bay	1,160	31,045
	Vancouver	3,153	100,262
Total		4,540	140,718

Empty Hopper Cars Supplied – Week 36 (All Want Weeks)

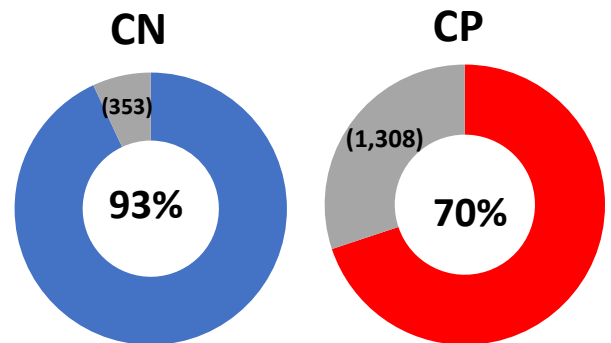
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This	
							Year	Year
CN	4,607	3,717	247	165	212	74	5,066	3,956
CP	3,034	2,851	1,151	260	240	708	4,425	3,819
Total	7,641	6,568	1,398	425	452	782	9,491	7,775

Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	2%	3%	3%	3%	3%	3%
25	1%	0%	1%	4%	2%	3%
50	11%	9%	10%	13%	11%	12%
100	85%	88%	86%	80%	84%	82%

Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	5,099	4,342	9,441
Current Week Order Fulfillment			
Supplied in Current Week	4,607	3,034	7,641
Supplied Early	139	0	139
Total Cars Supplied for Want Week	4,746	3,034	7,780
Current Week Unfulfilled Demand	(353)	(1,308)	(1,661)
% Current Week Orders Supplied	93%	70%	82%

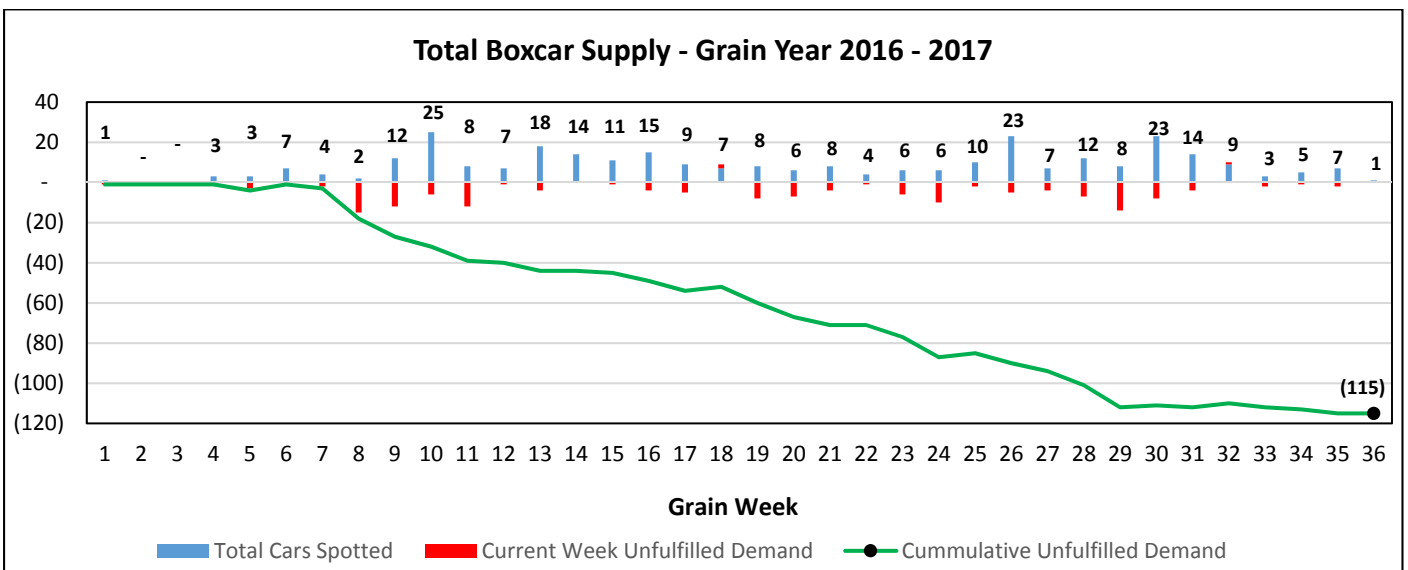
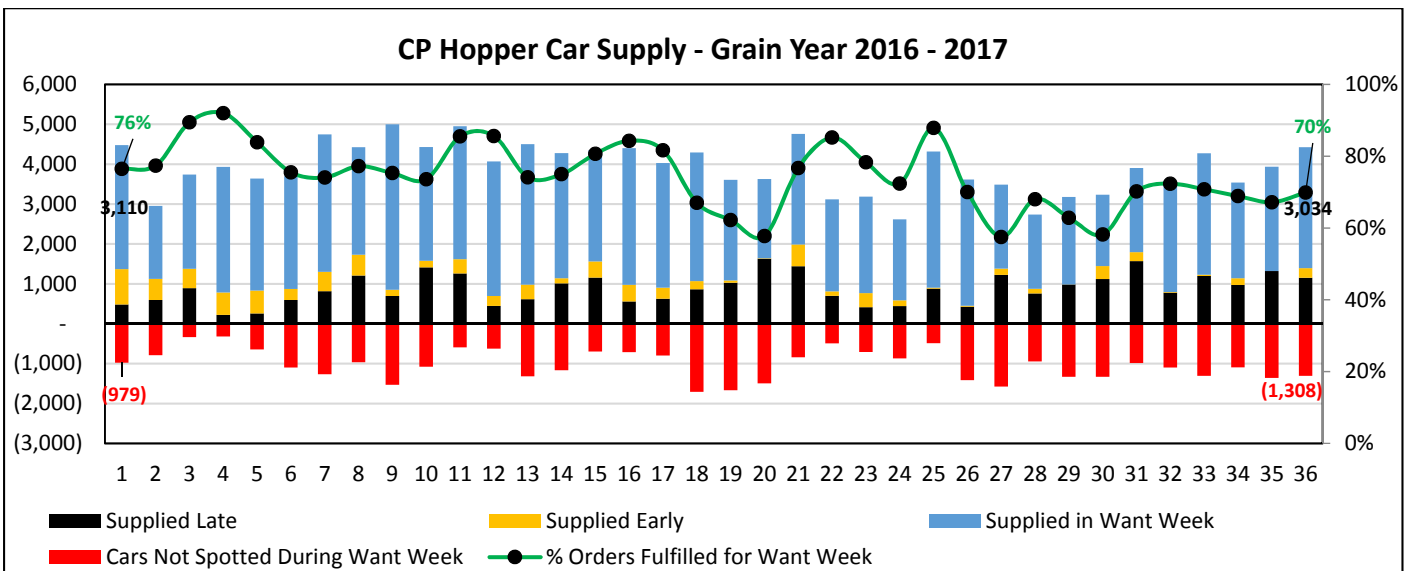
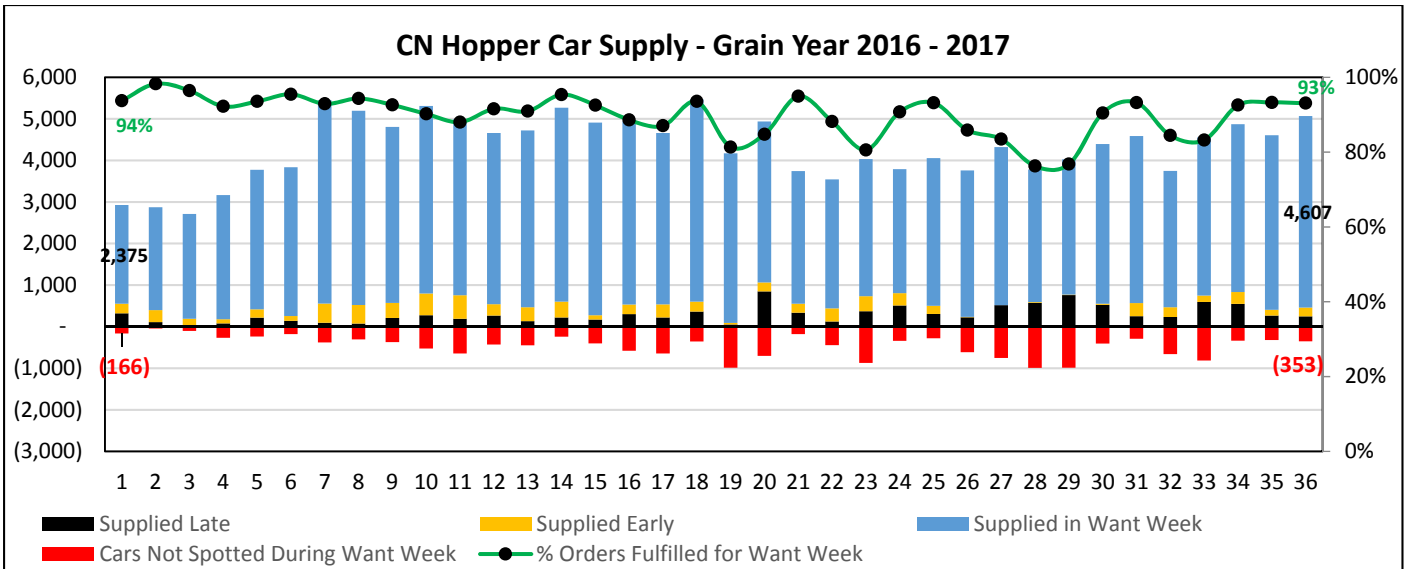


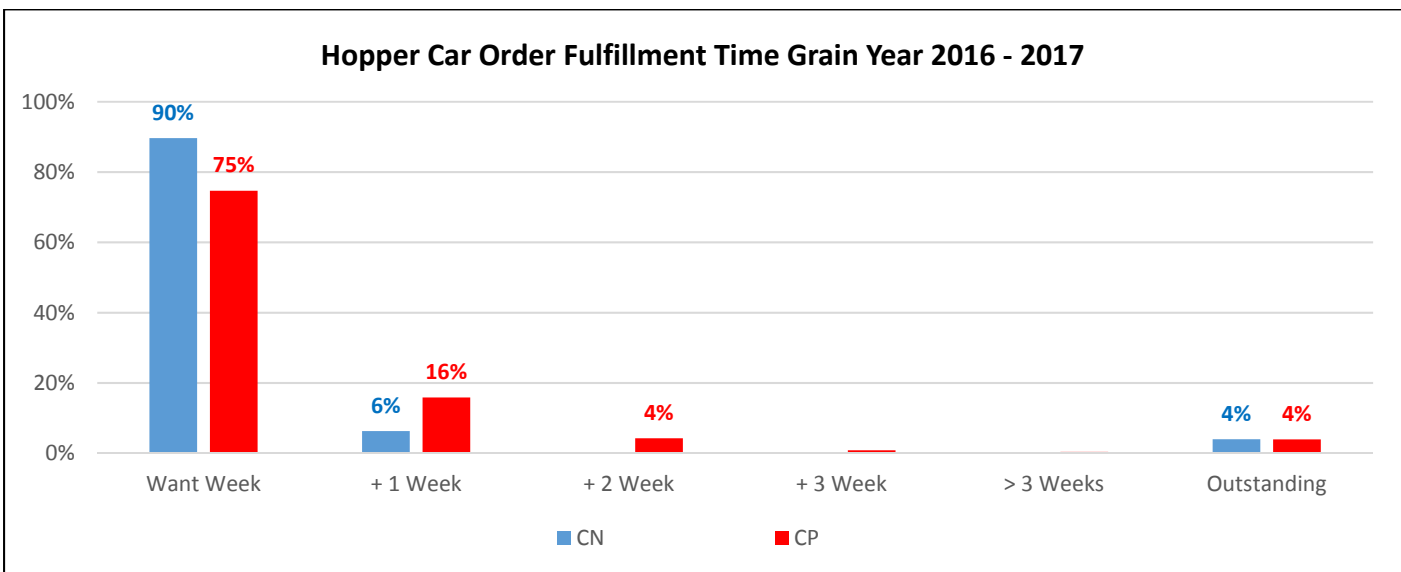
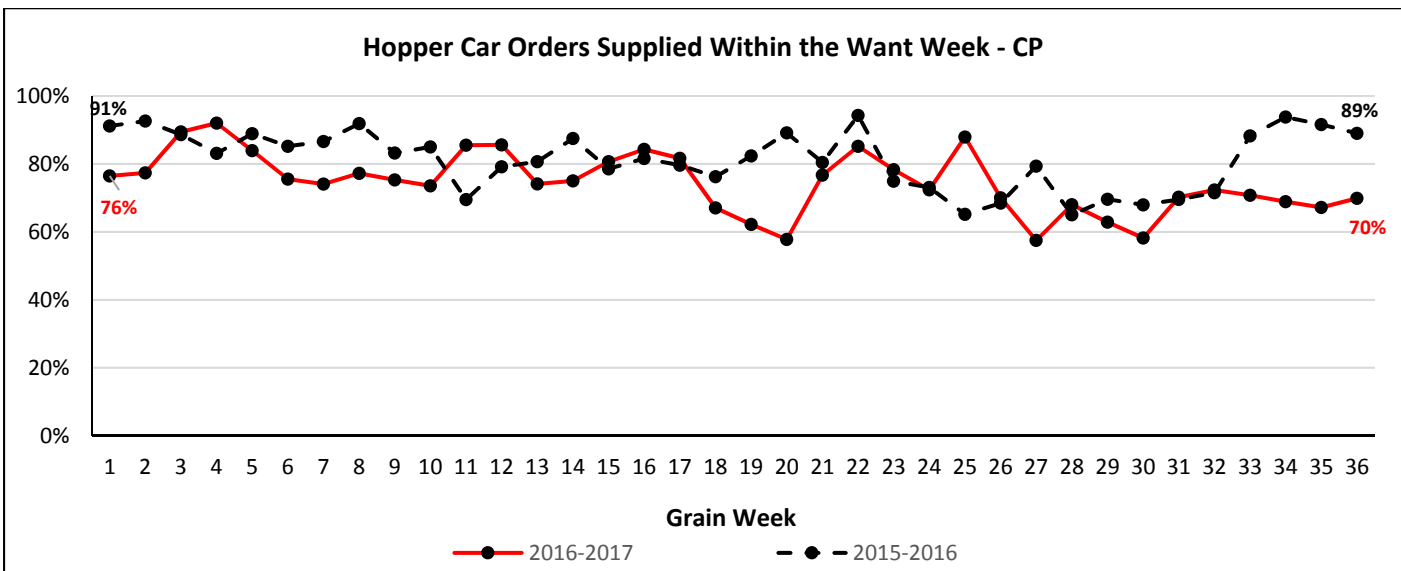
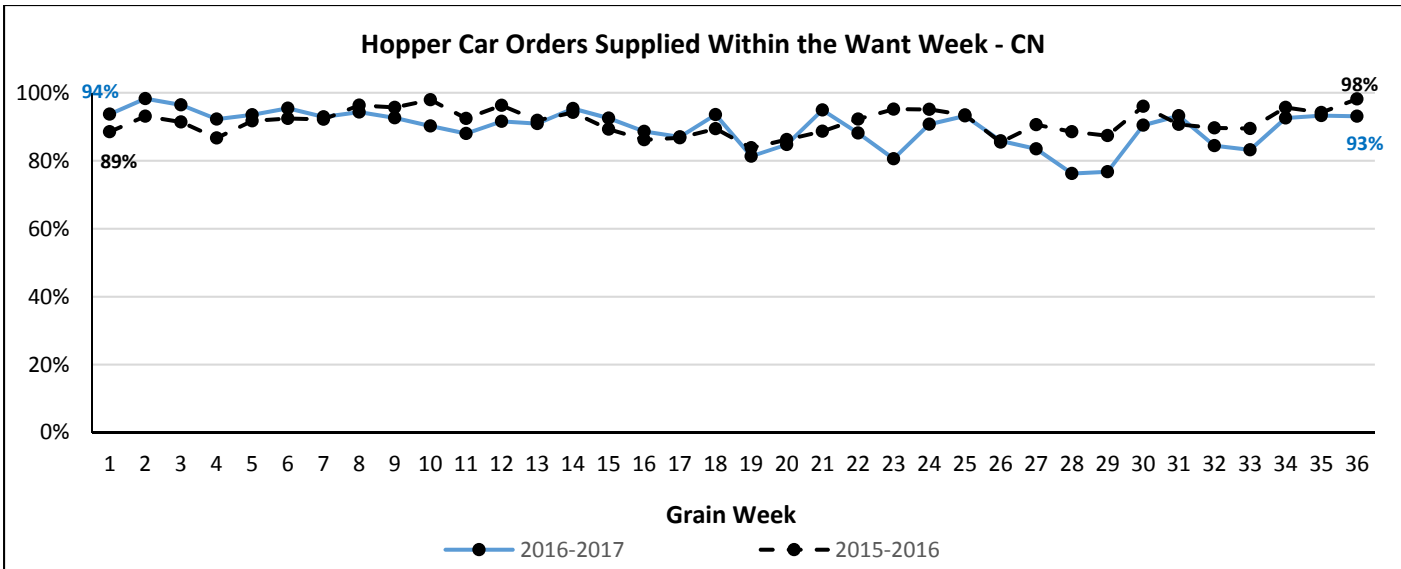
Loaded Dwell Time (Hours) at Origin (All Traffic)

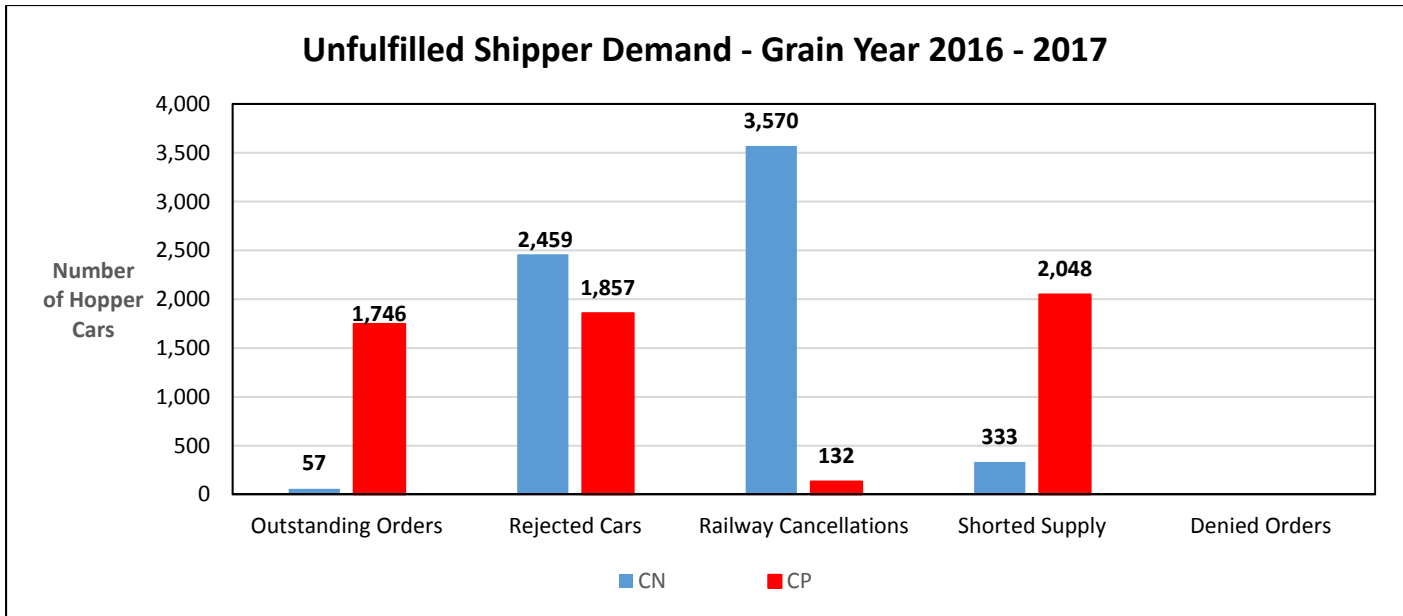
	Week 36		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	28	15	25	21
CP	48	75	61	63

Dwell Time (Hours) at Destination (All Traffic)

	Railway	Week 36		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	15	21	20	26
	CP	9	10	10	11
Thunder Bay	CN	64	97	54	73
	CP	37	43	38	43







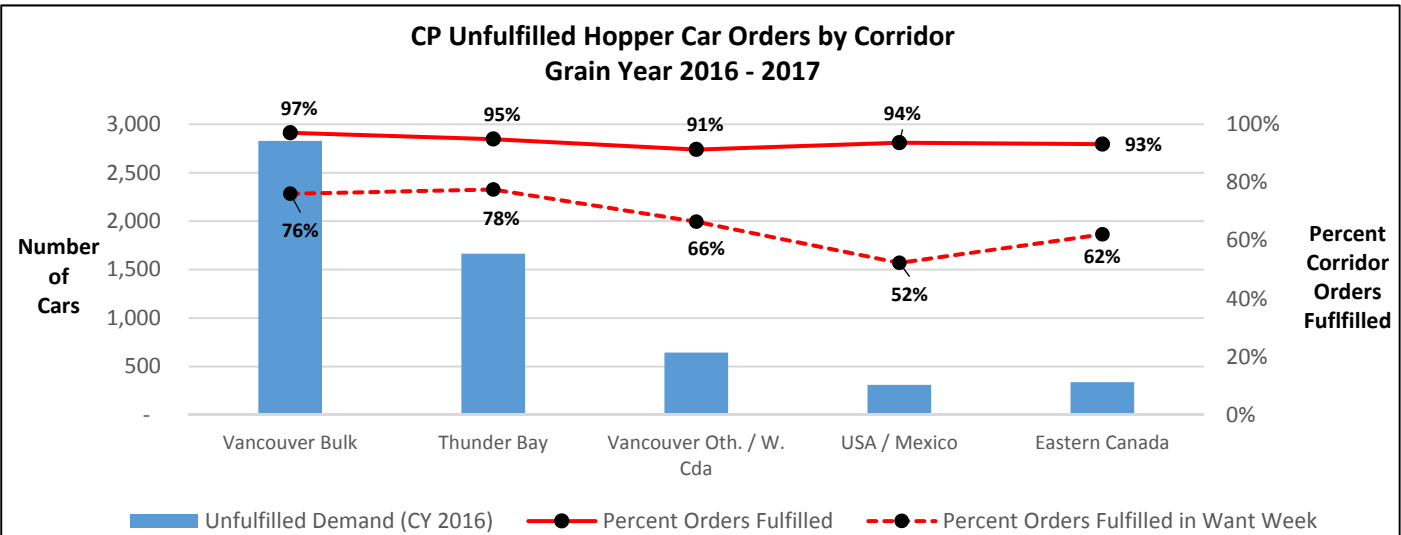
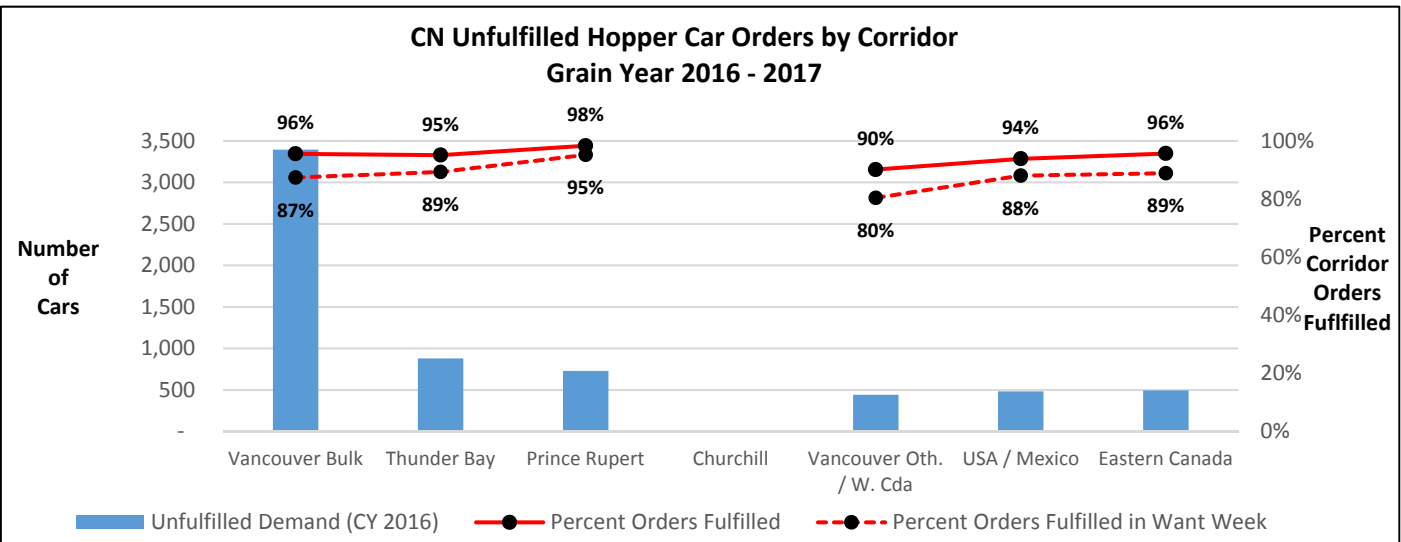
Corridor Performance

Total Hopper Car Supply by Corridor for Current Year Orders – To Week 36

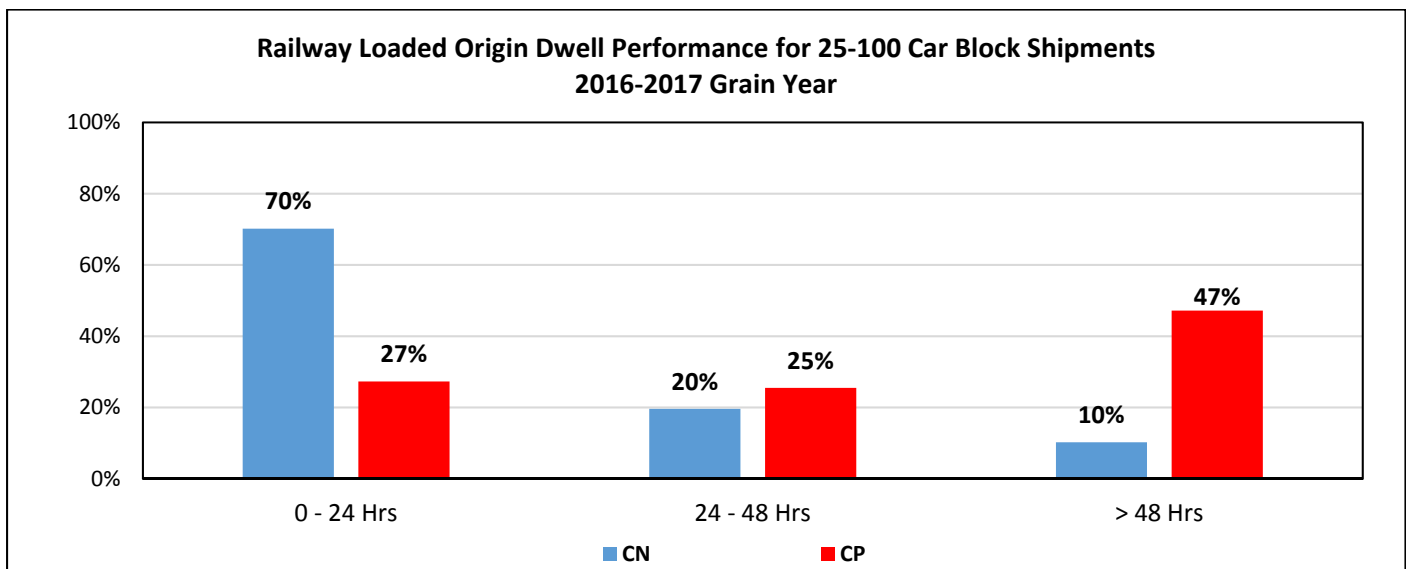
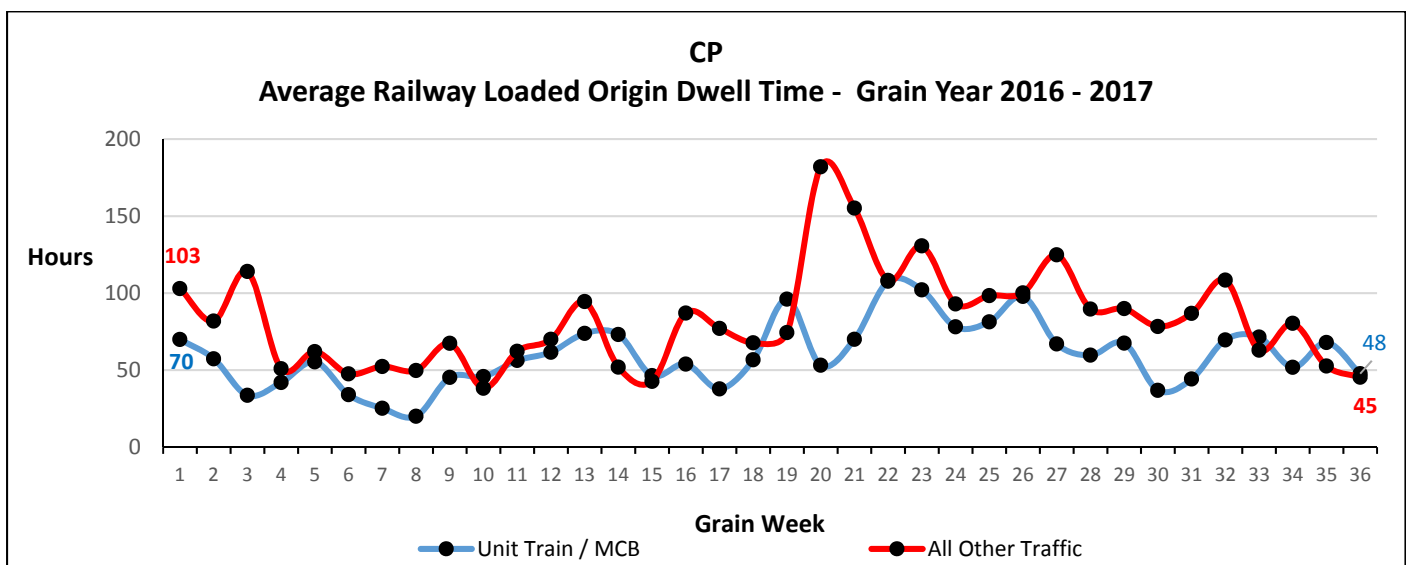
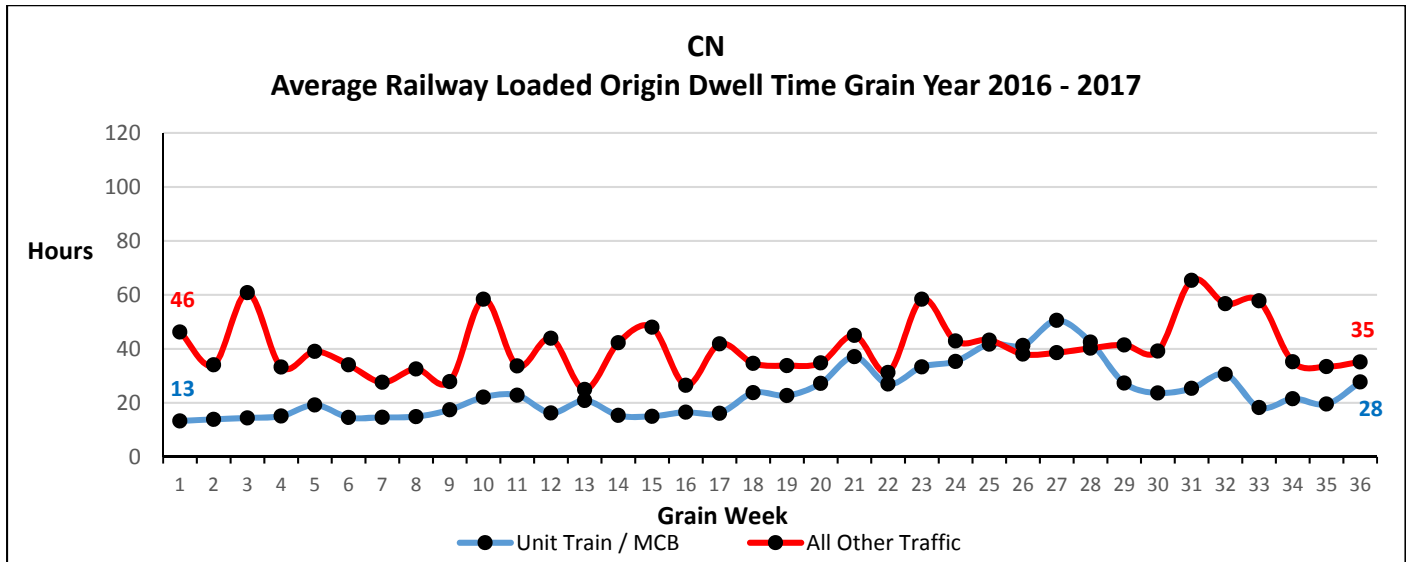
Railway	Corridor	Ordered	Supplied	Unfulfilled	
				Demand	% Supplied
CN	Vancouver Bulk	76,242	72,848	(3,394)	96%
	Thunder Bay	17,925	17,046	(879)	95%
	Prince Rupert	43,763	43,034	(729)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	4,467	4,026	(441)	90%
	USA / Mexico	7,813	7,331	(482)	94%
	Eastern Canada	11,353	10,859	(494)	96%
CN Total		161,563	155,144	(6,419)	96%
CP	Vancouver Bulk	96,182	93,354	(2,828)	97%
	Thunder Bay	32,554	30,890	(1,664)	95%
	Vancouver Other / W. Canada	7,413	6,770	(643)	91%
	USA / Mexico	4,890	4,580	(310)	94%
	Eastern Canada	4,950	4,612	(338)	93%
CP Total		145,989	140,206	(5,783)	96%

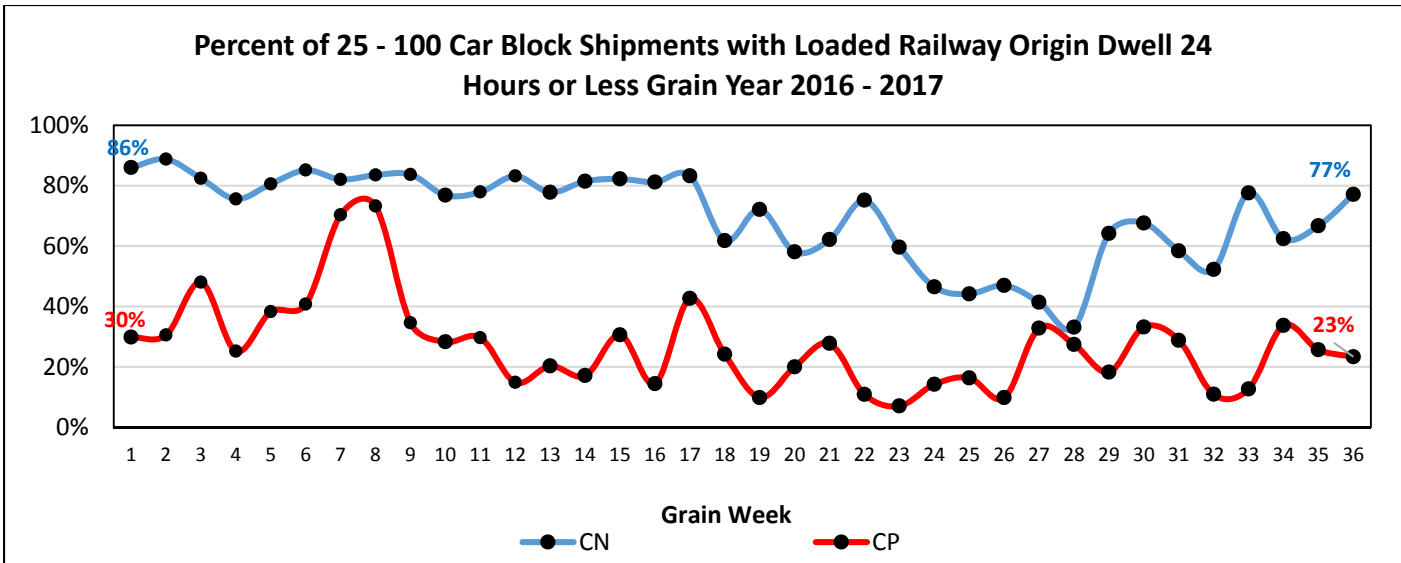
Hopper Cars Supplied in the Want Week by Corridor – To Week 36

Railway	Corridor	Week 36			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,670	2,388	89%	76,242	66,614	87%
	Thunder Bay	595	578	97%	17,925	16,010	89%
	Prince Rupert	1,390	1,373	99%	43,763	41,657	95%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	53	51	96%	4,467	3,592	80%
	USA / Mexico	138	133	96%	7,813	6,879	88%
	Eastern Canada	253	223	88%	11,353	10,089	89%
CN Total		5,099	4,746	93%	161,563	144,841	90%
CP	Vancouver Bulk	3,045	2,097	69%	96,182	73,197	76%
	Thunder Bay	507	436	86%	32,554	25,248	78%
	Vancouver Other / W. Canada	621	403	65%	7,413	4,929	66%
	USA / Mexico	169	98	58%	4,890	2,558	52%
	Eastern Canada	-	-	0%	4,950	3,074	62%
CP Total		4,342	3,034	70%	145,989	109,006	75%

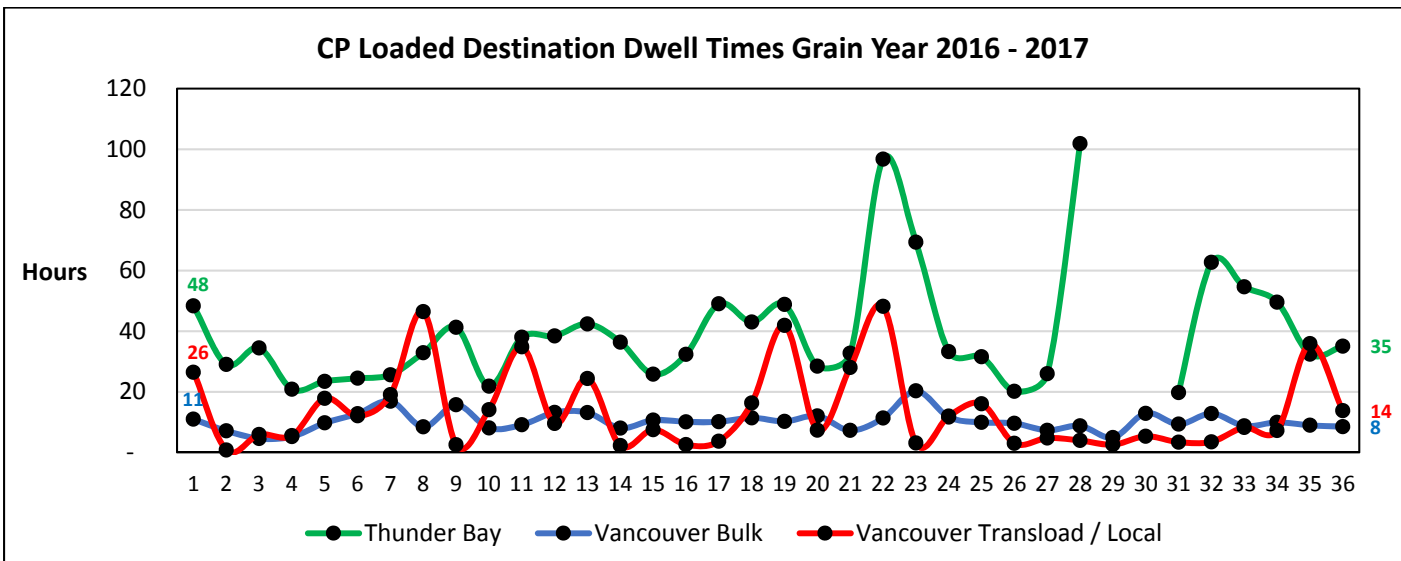
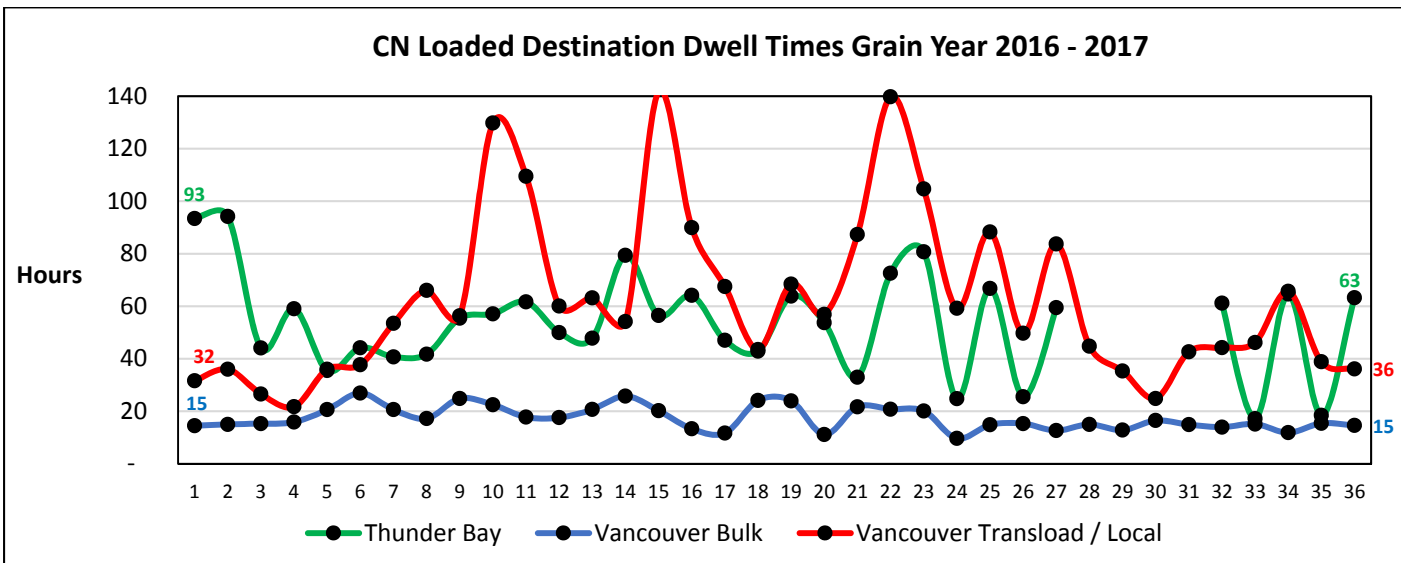


Origin Dwell Performance

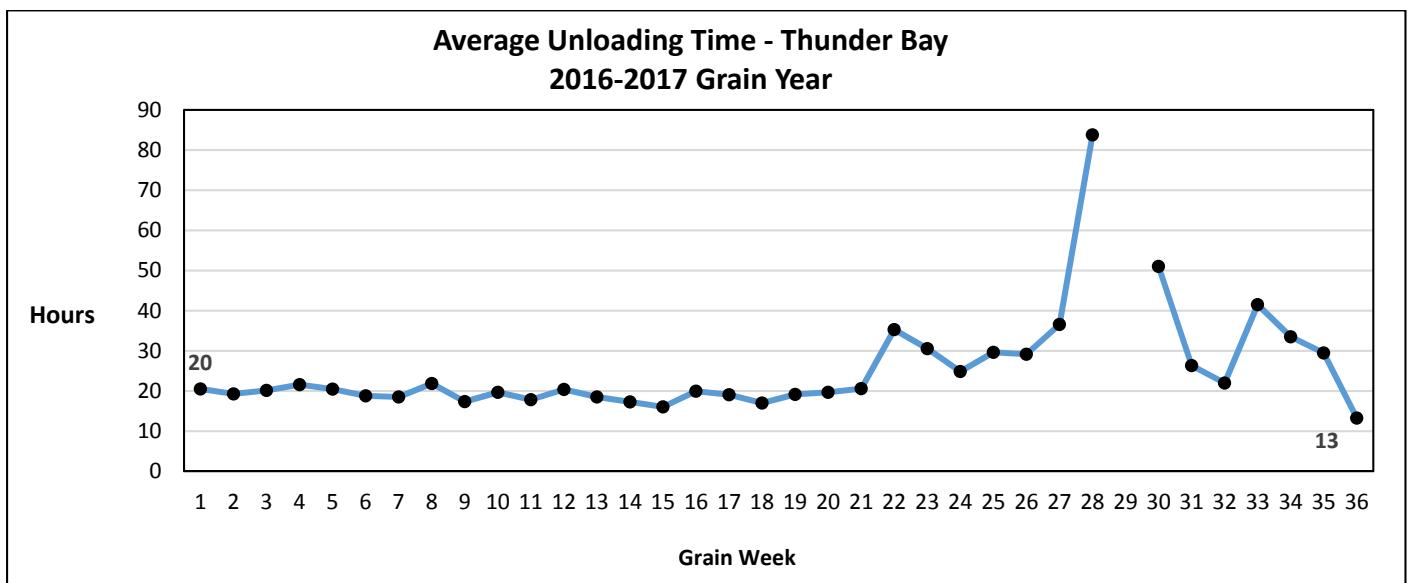
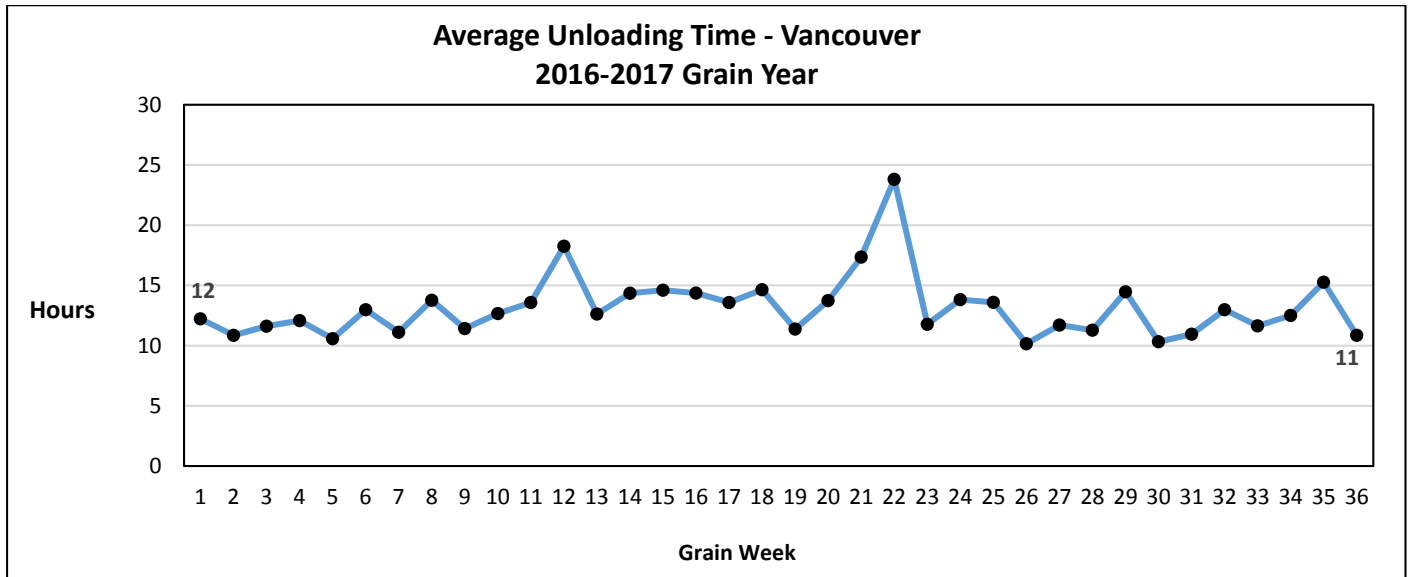




Destination Dwell Performance



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.