

## Performance Dashboard

### Hopper Car Demand

	Week 38			This Year		Last Year		This Year versus Last Year	
	This Year	Last Year	This Year vs. Last Year	YTD	Weekly Average	YTD	Weekly Average	Weekly	
								YTD	Weekly Average
CN	4,207	3,309	898	170,601	4,490	160,952	4,236	9,649	254
CP	3,813	4,018	(205)	155,206	4,084	159,099	4,187	(3,893)	(102)
<b>Total</b>	<b>8,020</b>	<b>7,327</b>	<b>693</b>	<b>325,807</b>	<b>8,574</b>	<b>320,051</b>	<b>8,422</b>	<b>5,756</b>	<b>151</b>

### Cars Shipped

Railway	Corridor	Week 37	YTD
CN	N.A. Domestic	540	19,584
	Thunder Bay	298	18,035
	Prince Rupert	1,403	46,115
	Vancouver	1,835	80,359
<b>Total</b>		<b>4,076</b>	<b>164,093</b>
CP	N.A. Domestic	306	10,045
	Thunder Bay	1,754	34,359
	Vancouver	3,711	107,517
<b>Total</b>		<b>5,771</b>	<b>151,921</b>

### Empty Hopper Cars Supplied – Week 38 (All Want Weeks)

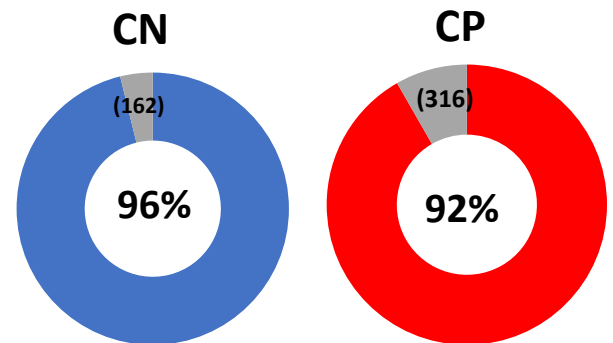
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This	
							Year	Year
CN	3,726	3,158	25	119	71	4	3,822	3,281
CP	3,307	2,958	891	66	1,035	1,013	5,233	4,037
<b>Total</b>	<b>7,033</b>	<b>6,116</b>	<b>916</b>	<b>185</b>	<b>1,106</b>	<b>1,017</b>	<b>9,055</b>	<b>7,318</b>

### Supplied by Block Size

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

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,207	3,813	8,020
<b>Current Week Order Fulfillment</b>			
Supplied in Current Week	3,726	3,307	7,033
Supplied Early	319	190	509
<b>Total Cars Supplied for Want Week</b>	<b>4,045</b>	<b>3,497</b>	<b>7,542</b>
Current Week Unfulfilled Demand	(162)	(316)	(478)
% Current Week Orders Supplied	96%	92%	94%

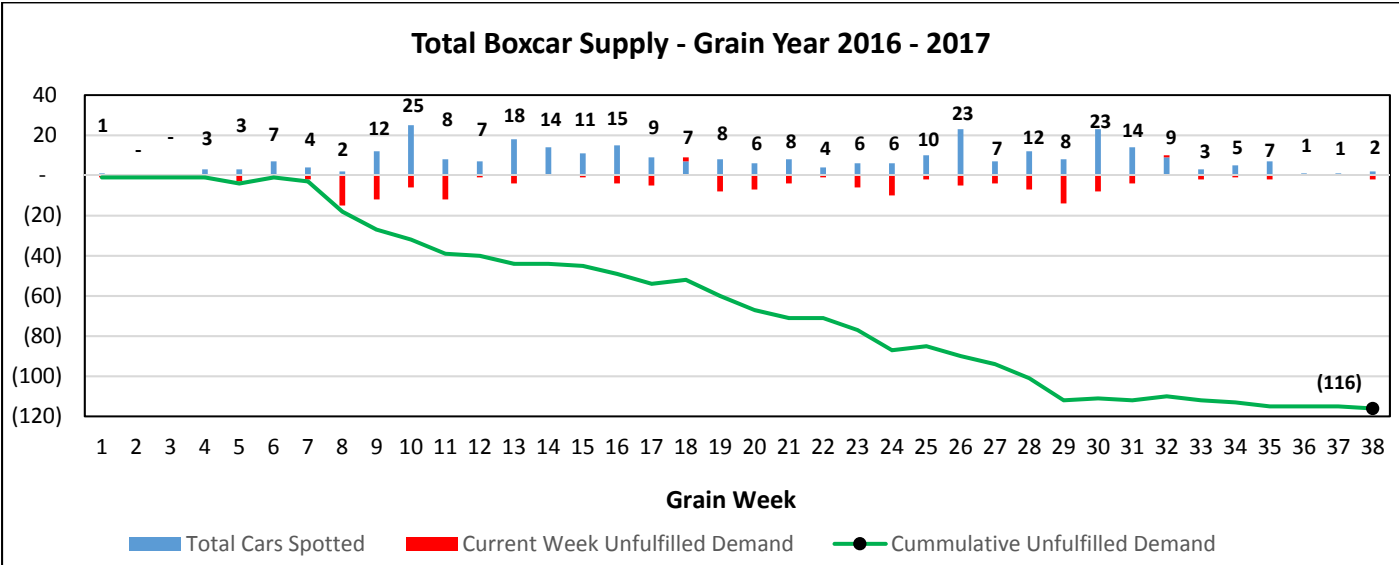
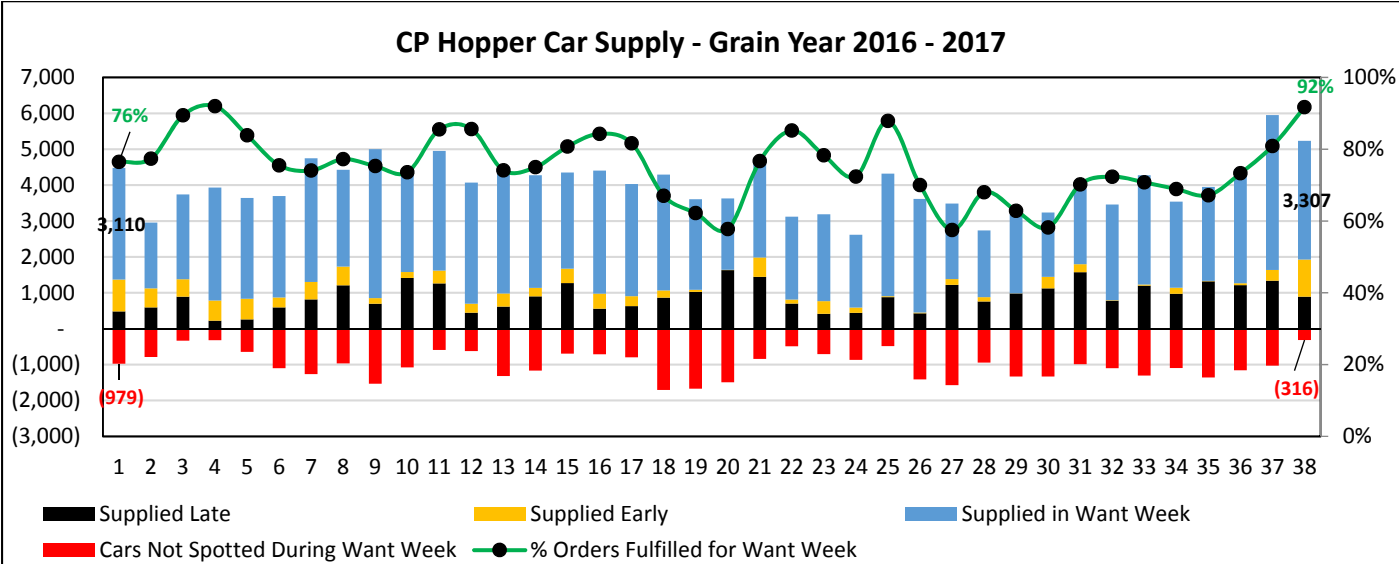
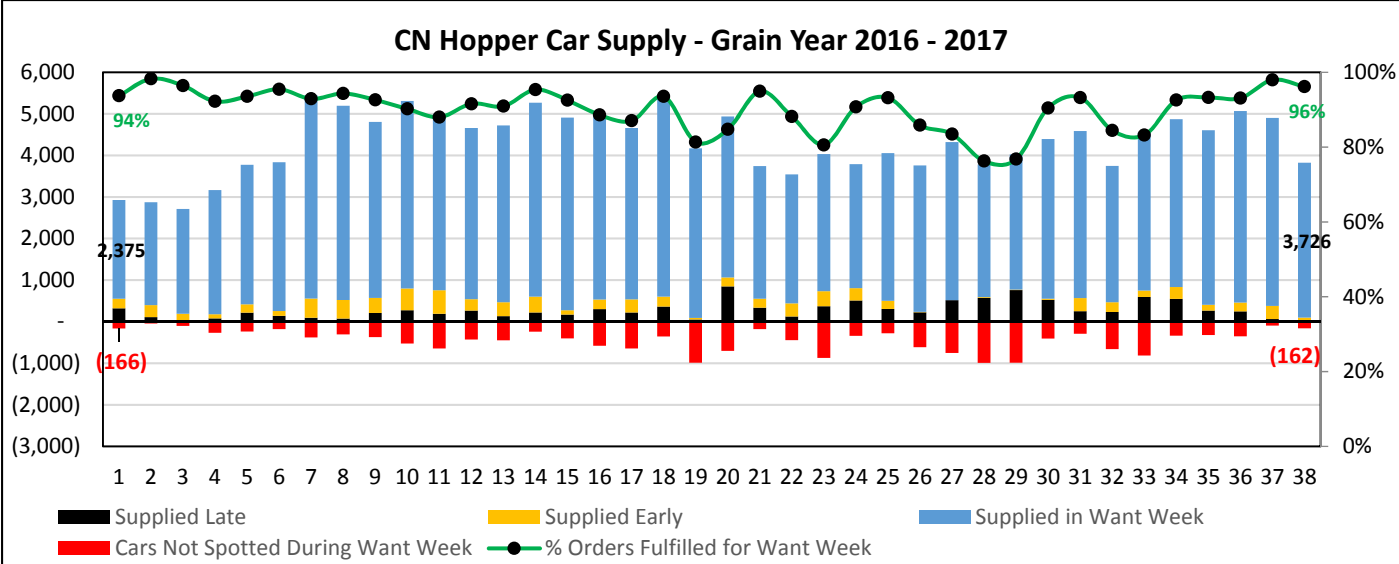


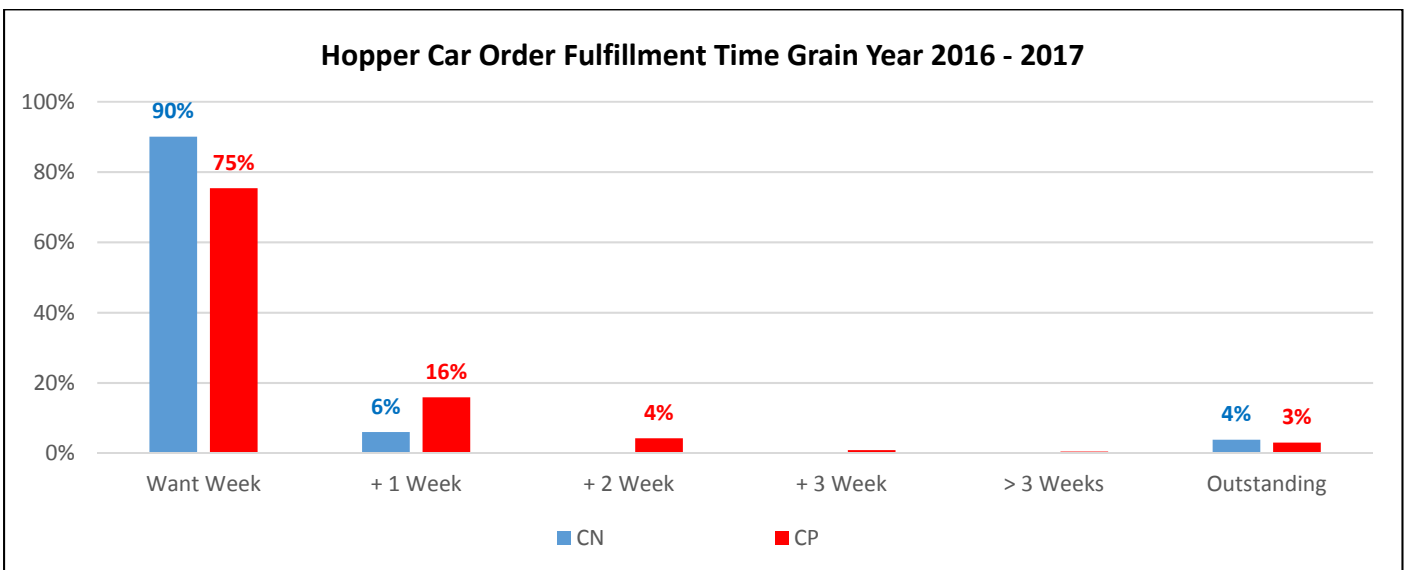
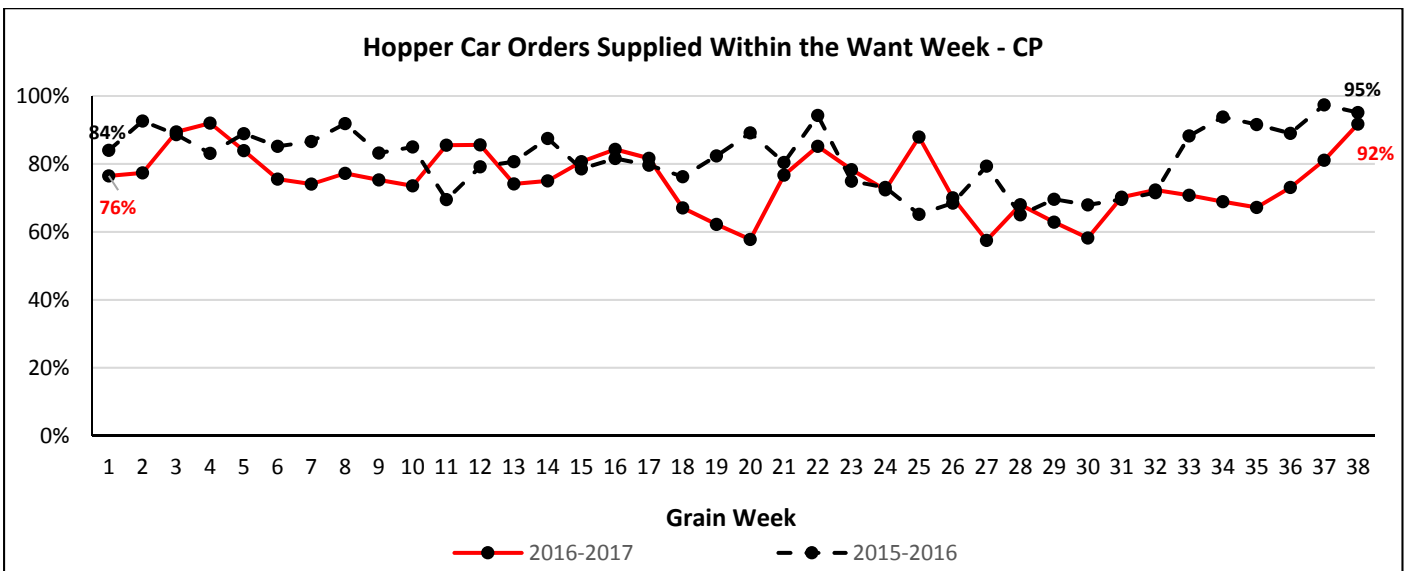
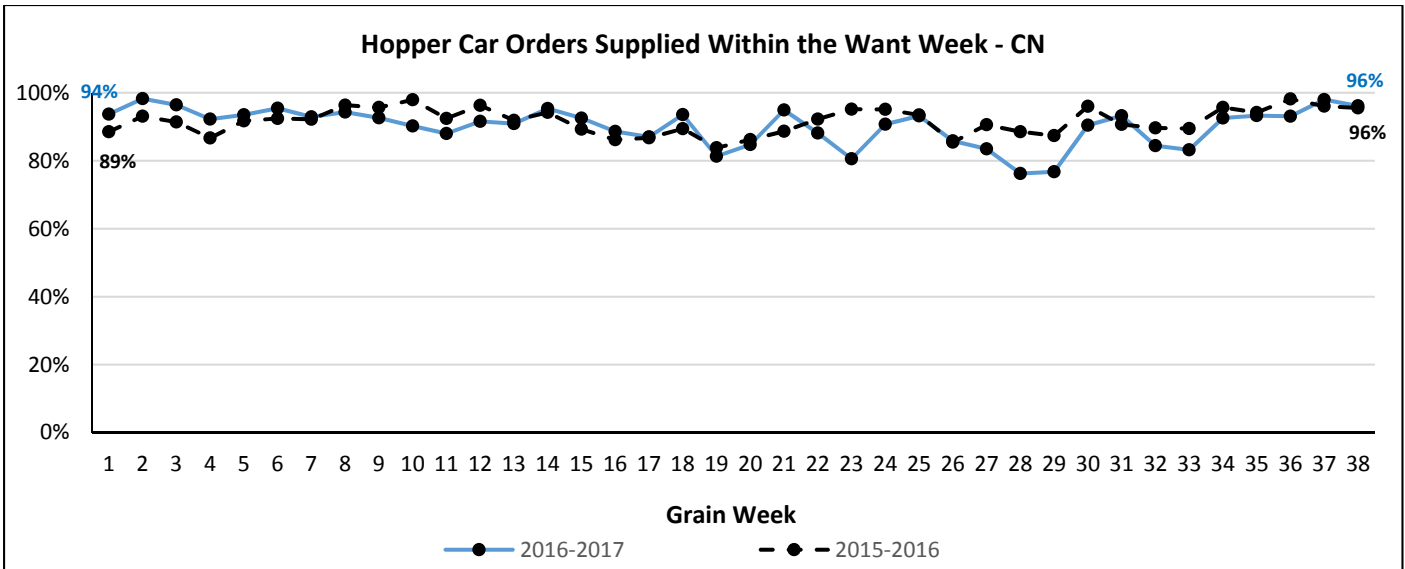
### Loaded Dwell Time (Hours) at Origin (All Traffic)

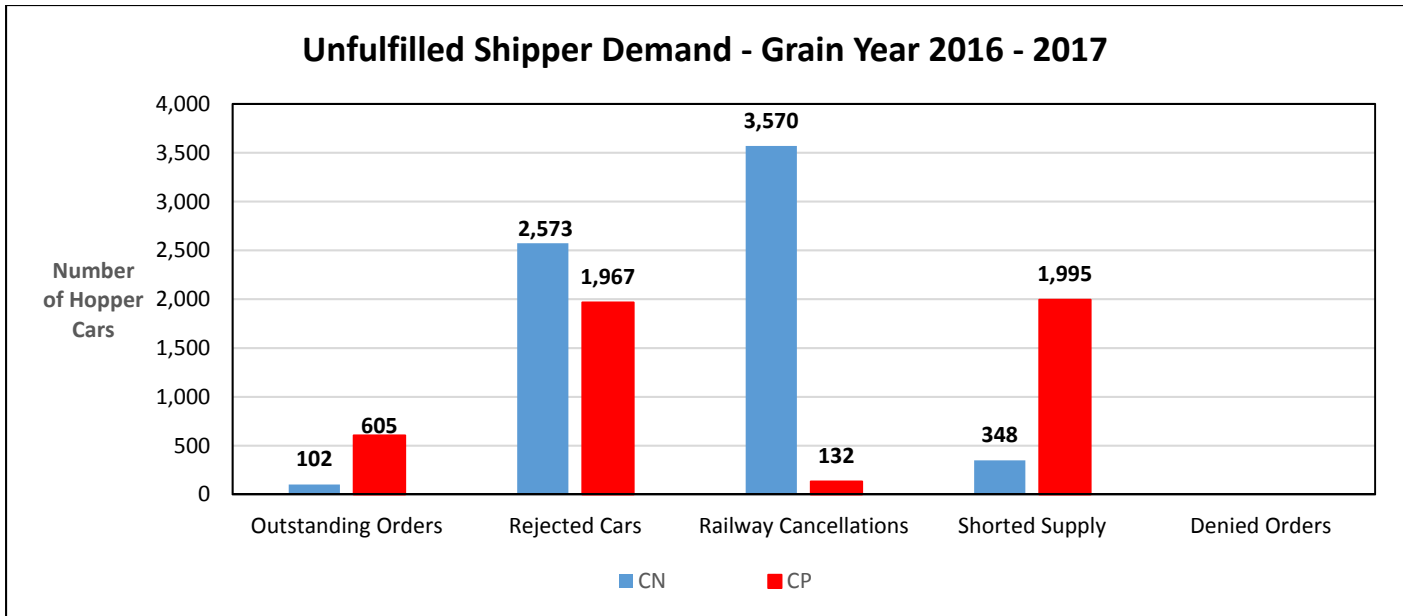
	Week 38		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	22	14	25	20
CP	43	74	60	63

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

	Railway	Week 38		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	27	19	20	25
	CP	20	7	11	11
Thunder Bay	CN	54	71	53	73
	CP	66	45	39	43







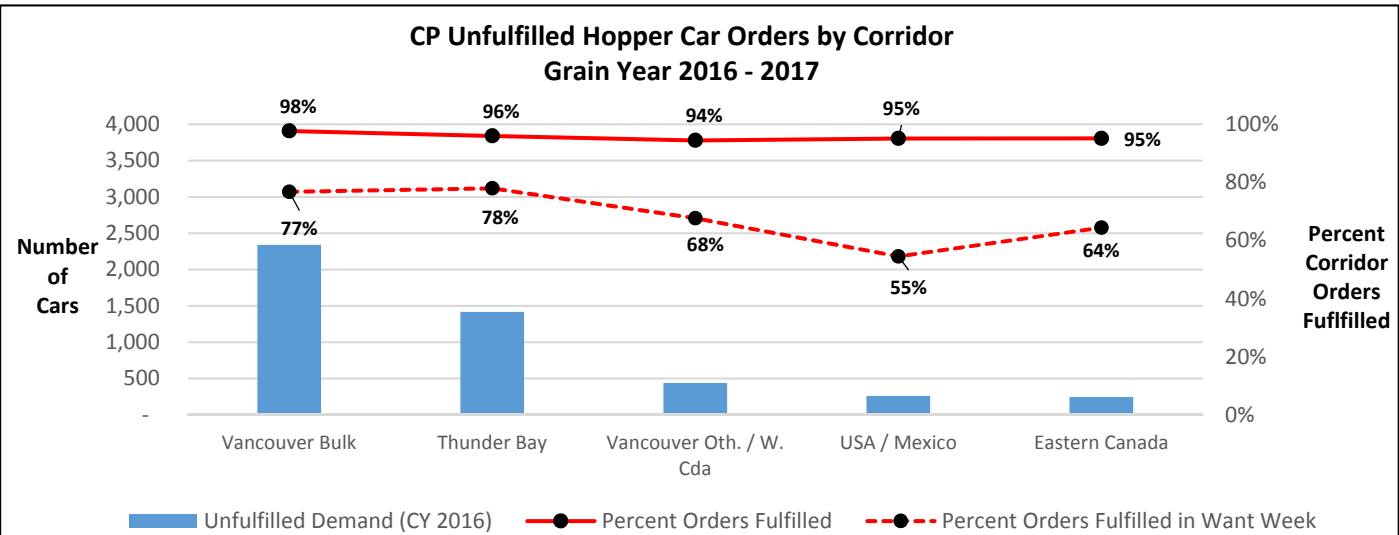
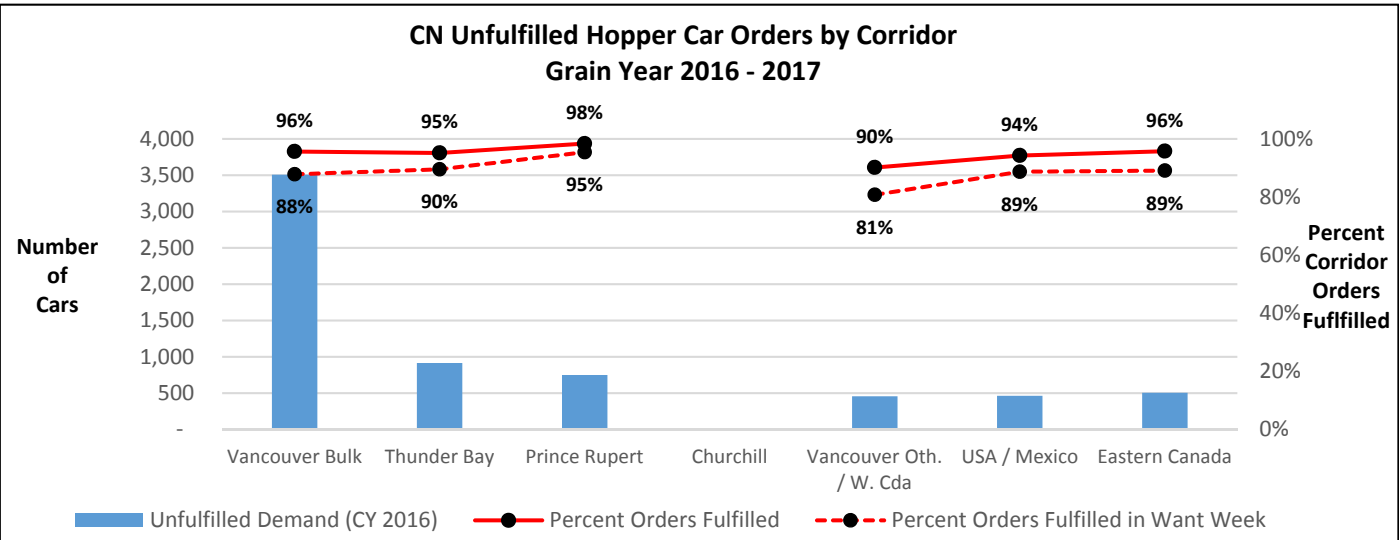
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 38

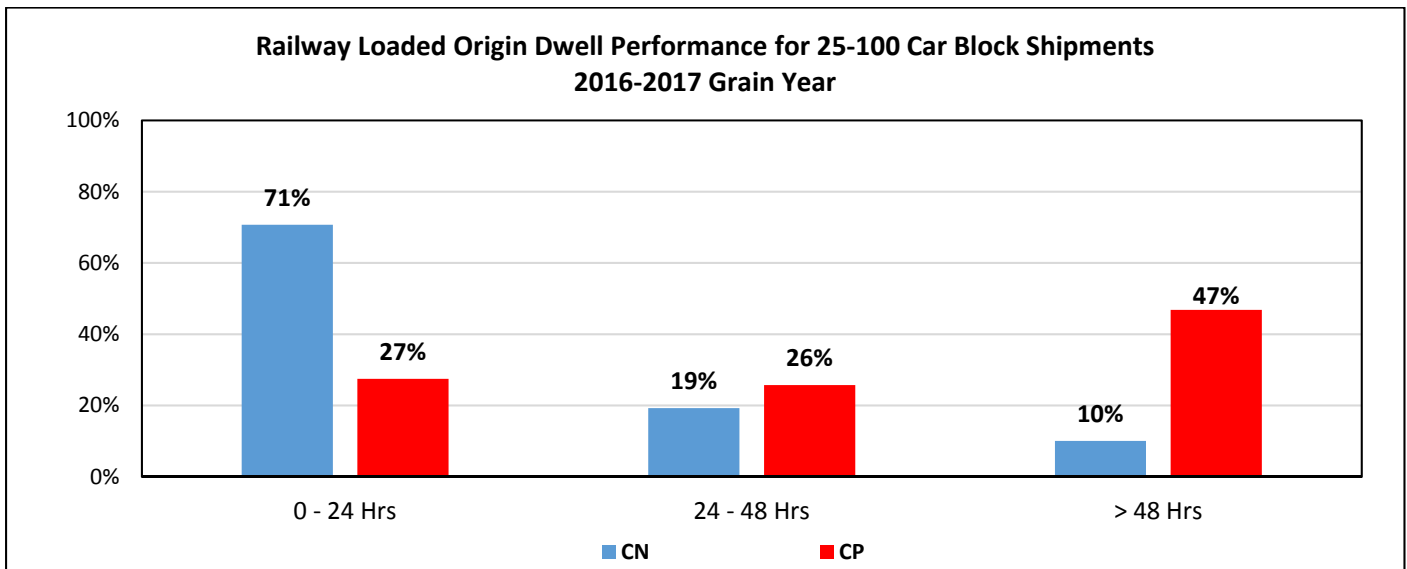
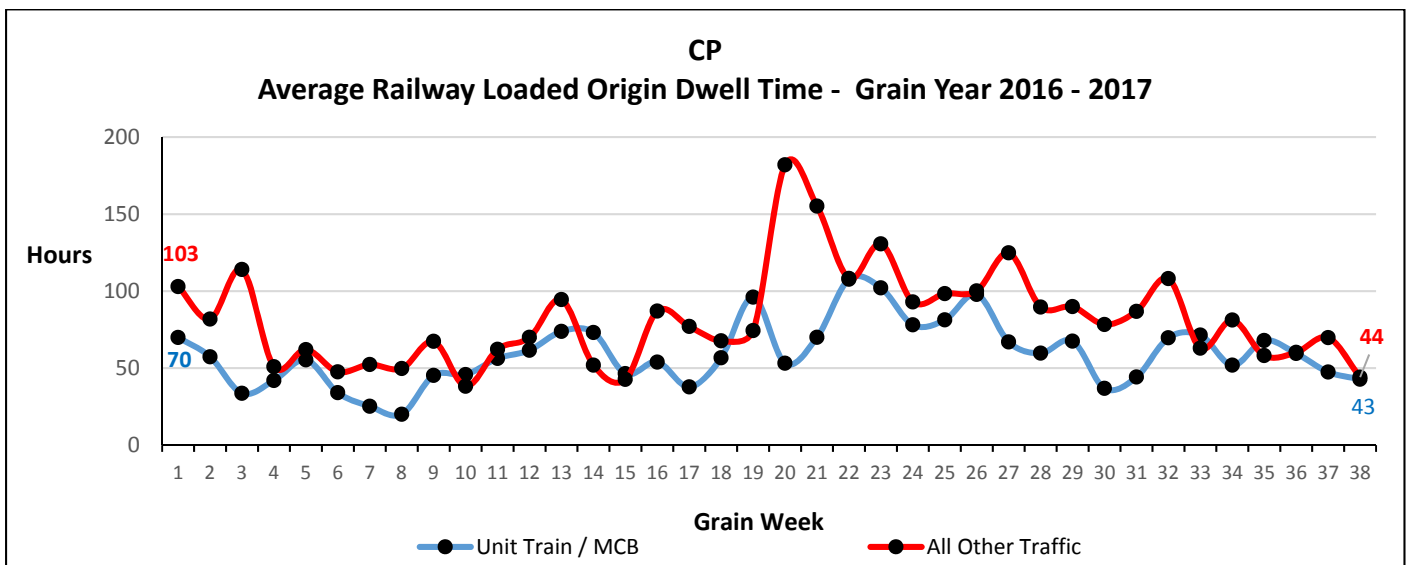
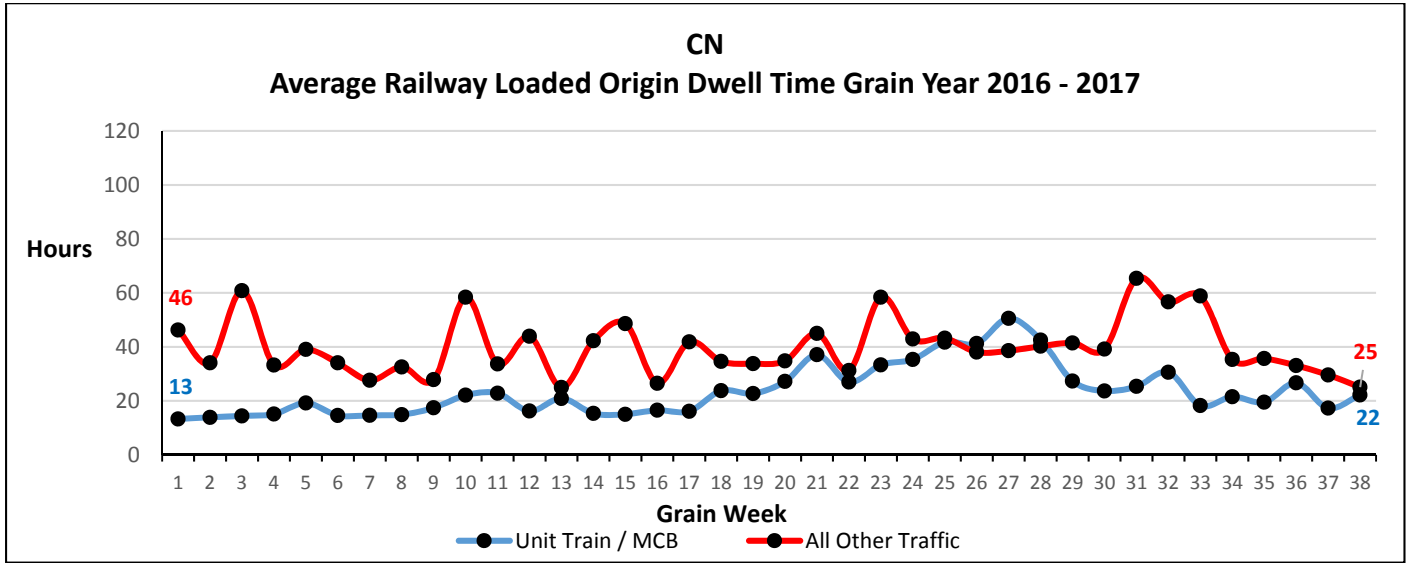
Railway	Corridor	Ordered	Supplied	Unfulfilled	
				Demand	% Supplied
CN	Vancouver Bulk	80,491	76,984	(3,507)	96%
	Thunder Bay	18,894	17,980	(914)	95%
	Prince Rupert	46,616	45,867	(749)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	4,624	4,168	(456)	90%
	USA / Mexico	8,081	7,619	(462)	94%
	Eastern Canada	11,895	11,390	(505)	96%
<b>CN Total</b>		<b>170,601</b>	<b>164,008</b>	<b>(6,593)</b>	<b>96%</b>
CP	Vancouver Bulk	101,483	99,144	(2,339)	98%
	Thunder Bay	35,450	34,034	(1,416)	96%
	Vancouver Other / W. Canada	7,910	7,471	(439)	94%
	USA / Mexico	5,352	5,091	(261)	95%
	Eastern Canada	5,011	4,767	(244)	95%
<b>CP Total</b>		<b>155,206</b>	<b>150,507</b>	<b>(4,699)</b>	<b>97%</b>

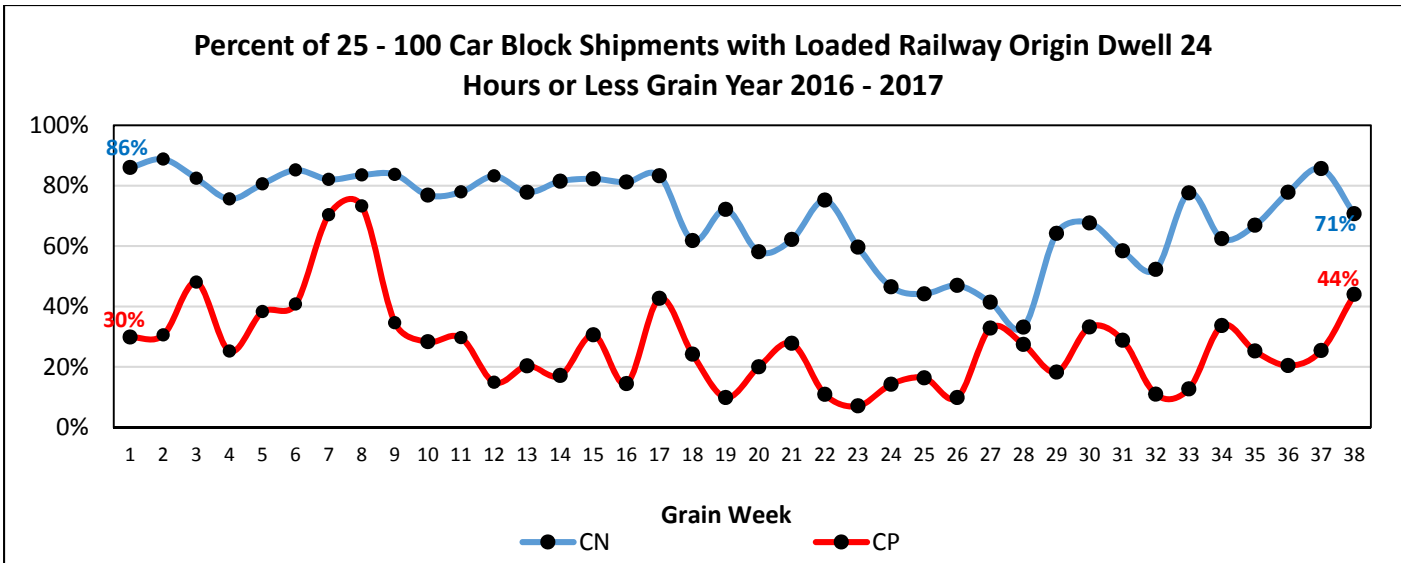
**Hopper Cars Supplied in the Want Week by Corridor – To Week 38**

Railway	Corridor	Week 38			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	1,937	1,815	94%	80,491	70,711	88%
	Thunder Bay	323	321	99%	18,894	16,920	90%
	Prince Rupert	1,396	1,387	99%	46,616	44,490	95%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	60	46	77%	4,624	3,734	81%
	USA / Mexico	206	201	98%	8,081	7,167	89%
	Eastern Canada	285	275	96%	11,895	10,597	89%
<b>CN Total</b>		<b>4,207</b>	<b>4,045</b>	<b>96%</b>	<b>170,601</b>	<b>153,619</b>	<b>90%</b>
CP	Vancouver Bulk	2,038	1,860	91%	101,483	77,886	77%
	Thunder Bay	1,243	1,179	95%	35,450	27,635	78%
	Vancouver Other / W. Canada	286	257	90%	7,910	5,355	68%
	USA / Mexico	188	160	85%	5,352	2,919	55%
	Eastern Canada	58	41	71%	5,011	3,229	64%
<b>CP Total</b>		<b>3,813</b>	<b>3,497</b>	<b>92%</b>	<b>155,206</b>	<b>117,024</b>	<b>75%</b>

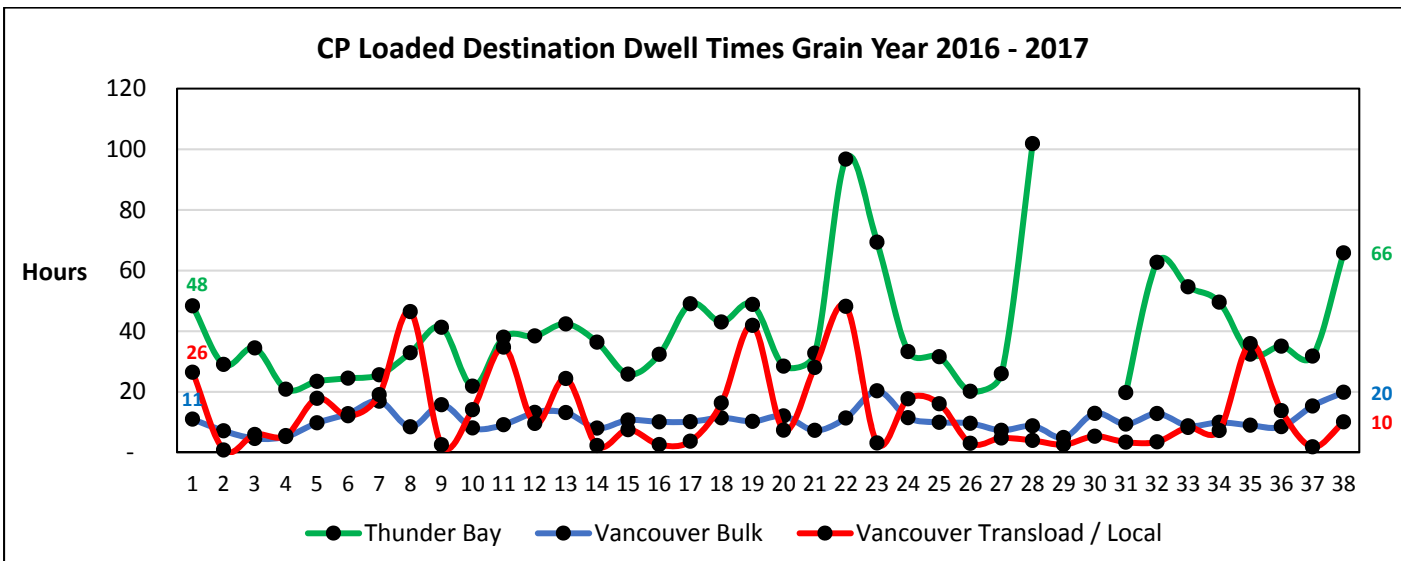
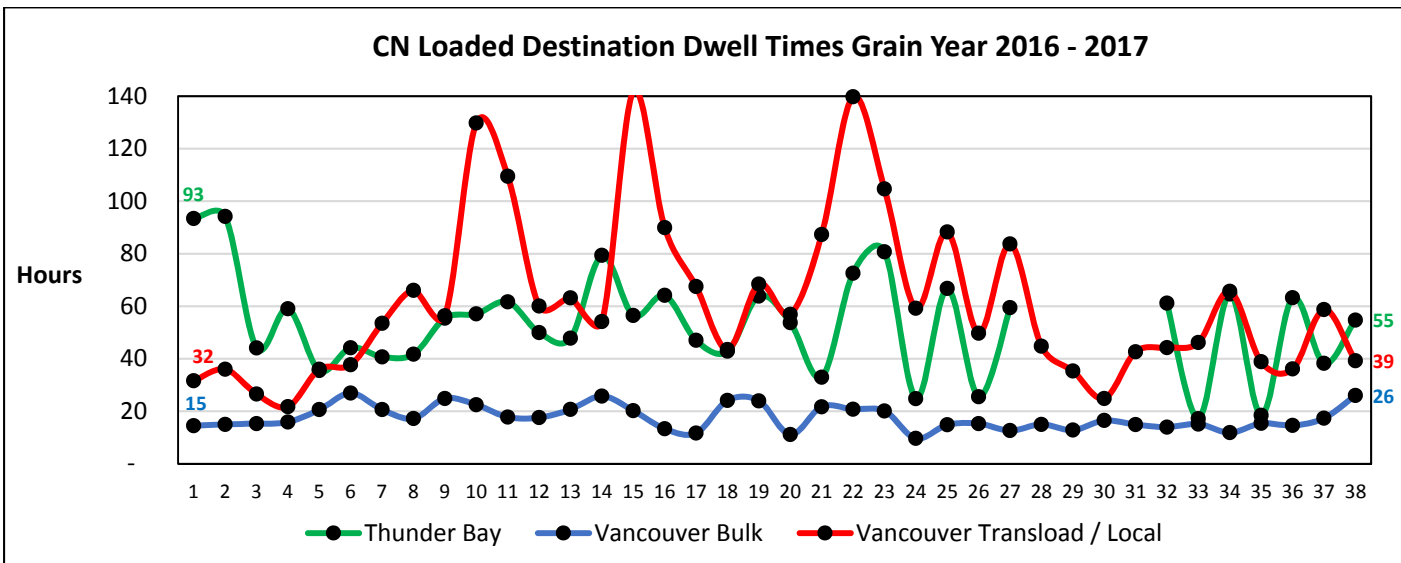


## Origin Dwell Performance

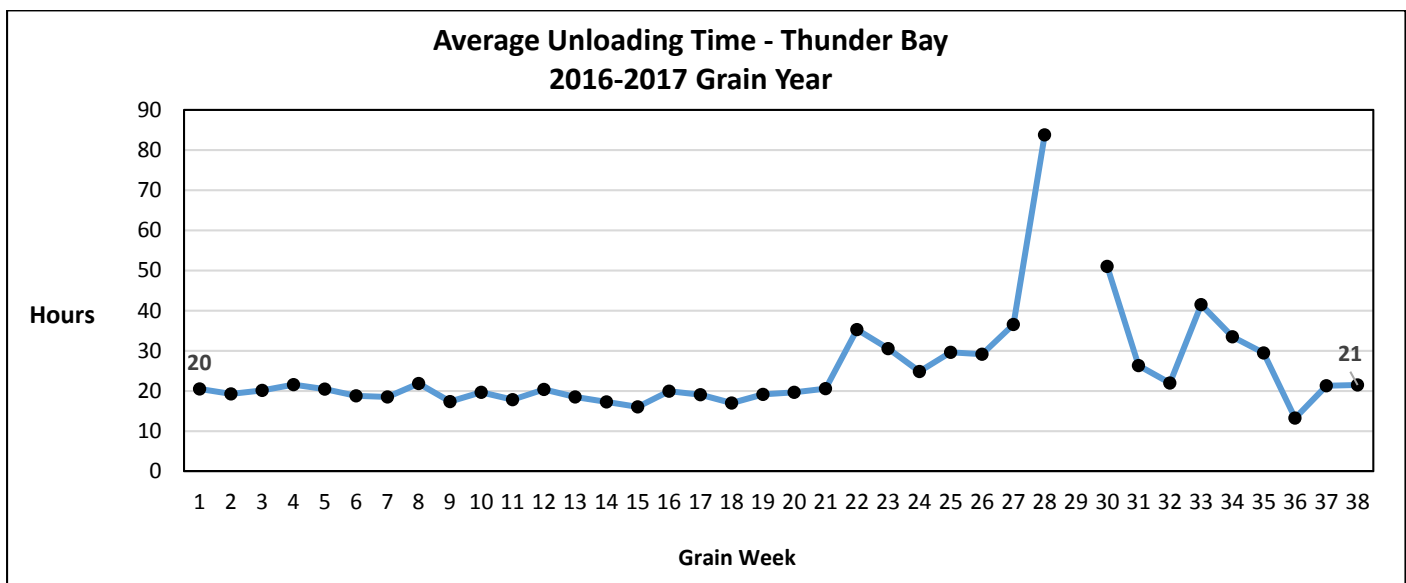
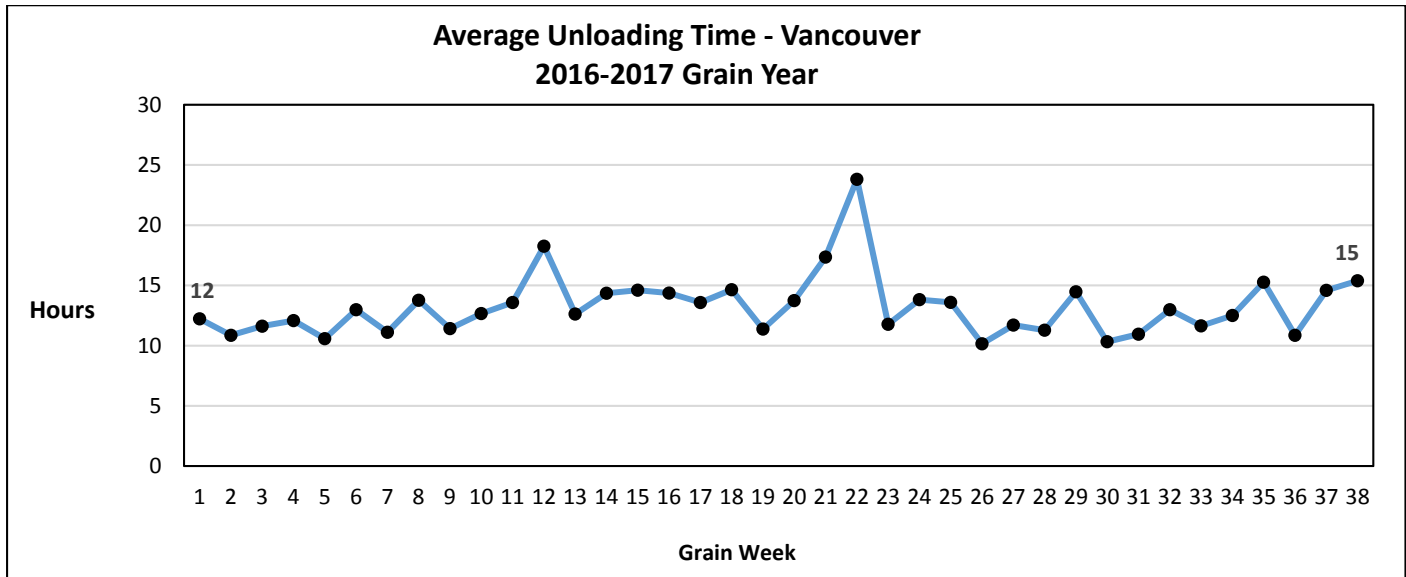




## Destination Dwell Performance



## 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.