

## Performance Dashboard

### Hopper Car Demand

	Week 6			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
CN	4,006	4,770	(764)	19,518	3,253	22,458	3,743	(2,940)	(490)
CP	4,492	5,334	(842)	23,363	3,894	26,620	4,437	(3,257)	(543)
	<b>8,498</b>	<b>10,104</b>	<b>(1,606)</b>	<b>42,881</b>	<b>7,147</b>	<b>49,078</b>	<b>8,180</b>	<b>(6,197)</b>	<b>(1,033)</b>

### Empty Hopper Cars Supplied – Week 6 (All Want Weeks)

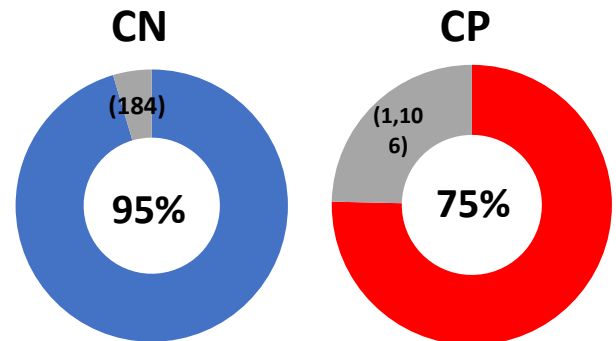
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last Year	This Year	Last Year	This Year	Last Year	This Year		
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	3,620	4,157	111	185	118	271	3,849	4,613
CP	2,800	3,592	602	424	134	430	3,536	4,446
	<b>6,420</b>	<b>7,749</b>	<b>713</b>	<b>609</b>	<b>252</b>	<b>701</b>	<b>7,385</b>	<b>9,059</b>

### Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	6%	2%	4%	6%	3%	4%
25	3%	0%	2%	3%	1%	2%
50	16%	14%	15%	16%	13%	14%
100	76%	84%	80%	76%	82%	80%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,006	4,492	8,498
Current Week Order Fulfillment			
Supplied in Current Week	3,620	2,800	6,420
Supplied Early	202	586	788
<b>Total Cars Supplied for Want Week</b>	<b>3,822</b>	<b>3,386</b>	<b>7,208</b>
Current Week Unfulfilled Demand	(184)	(1,106)	(1,290)
% Current Week Orders Supplied	95%	75%	85%

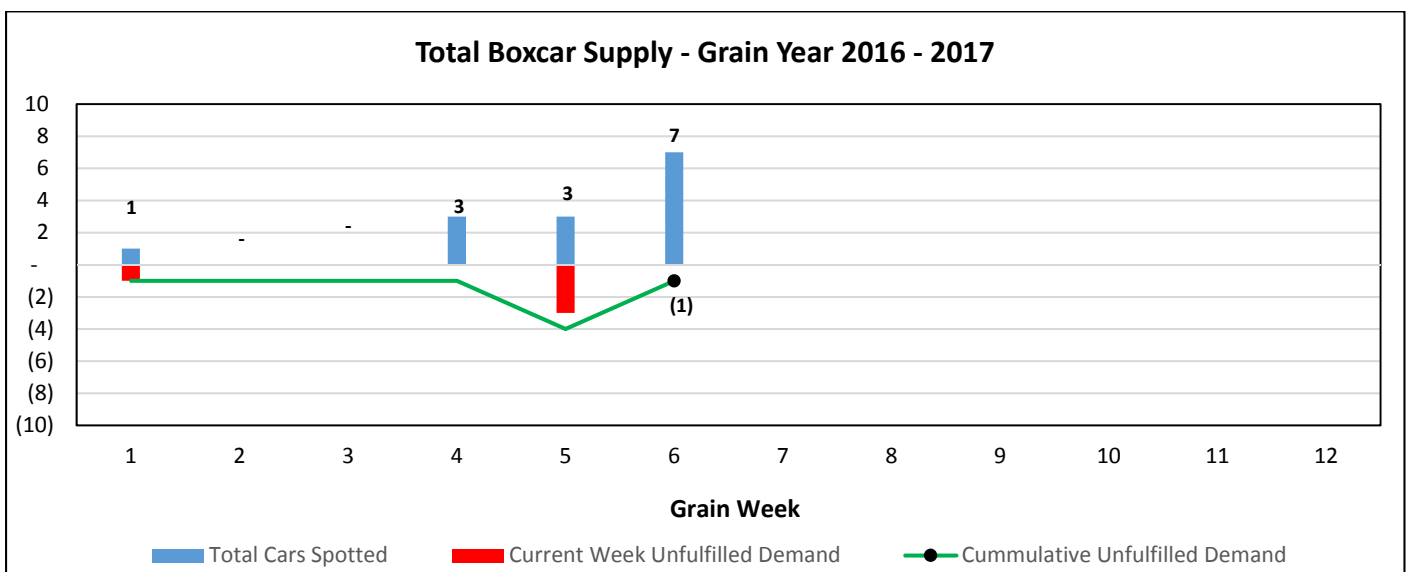
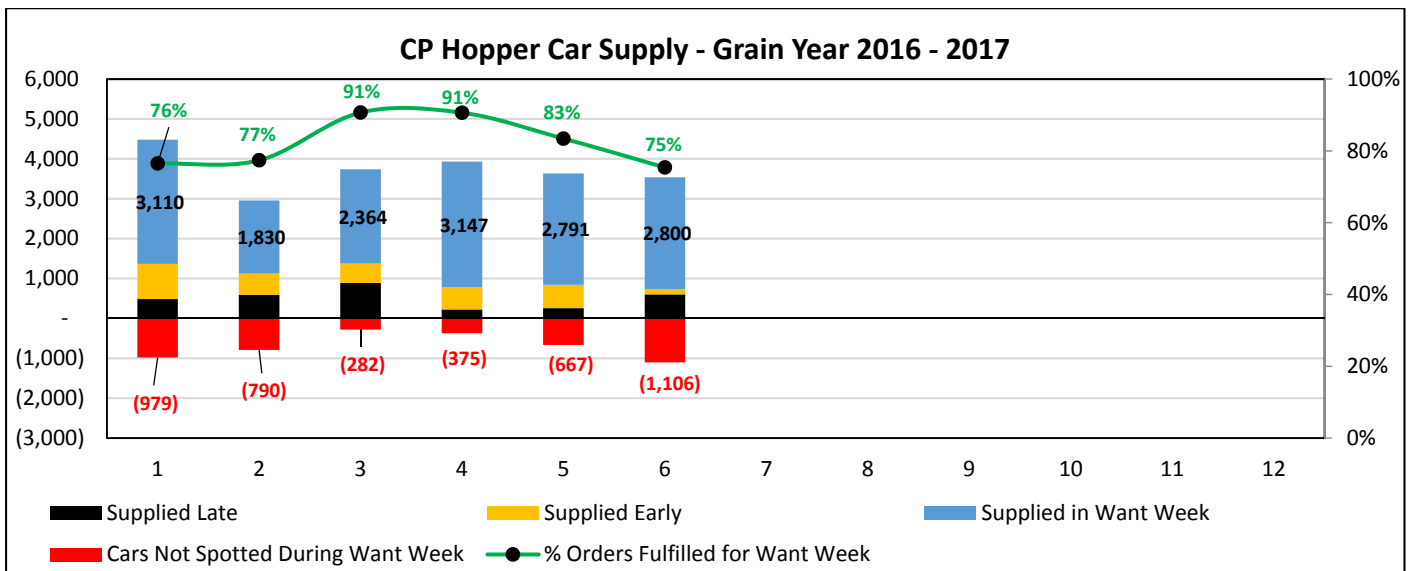
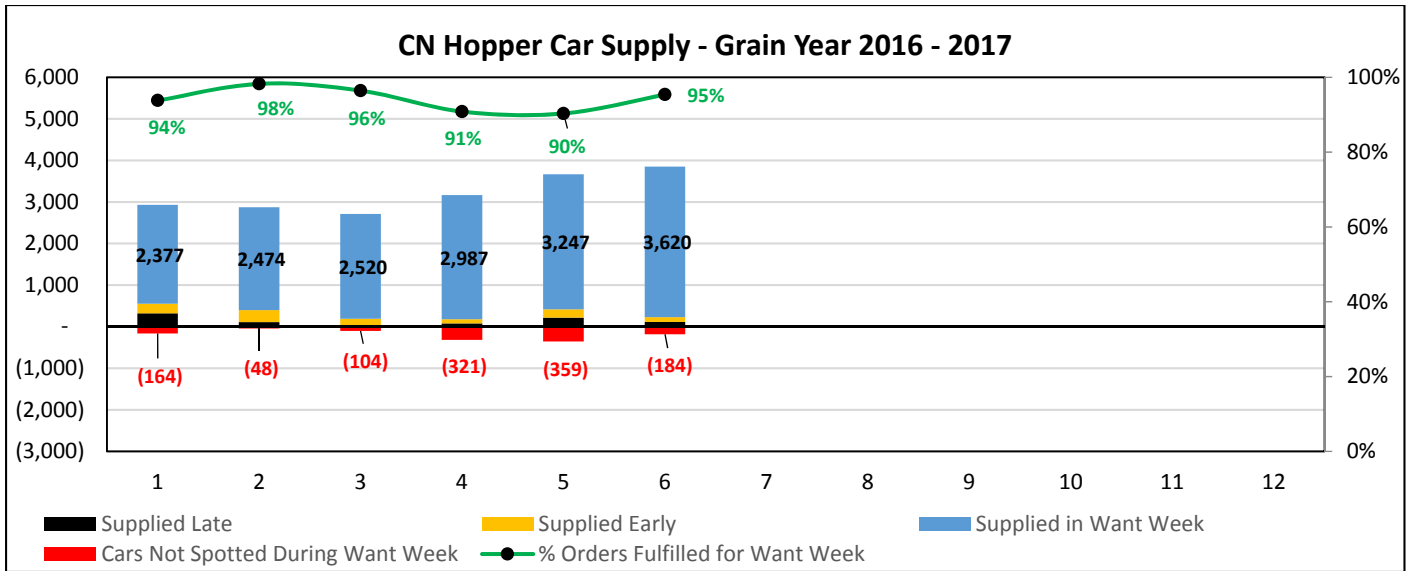


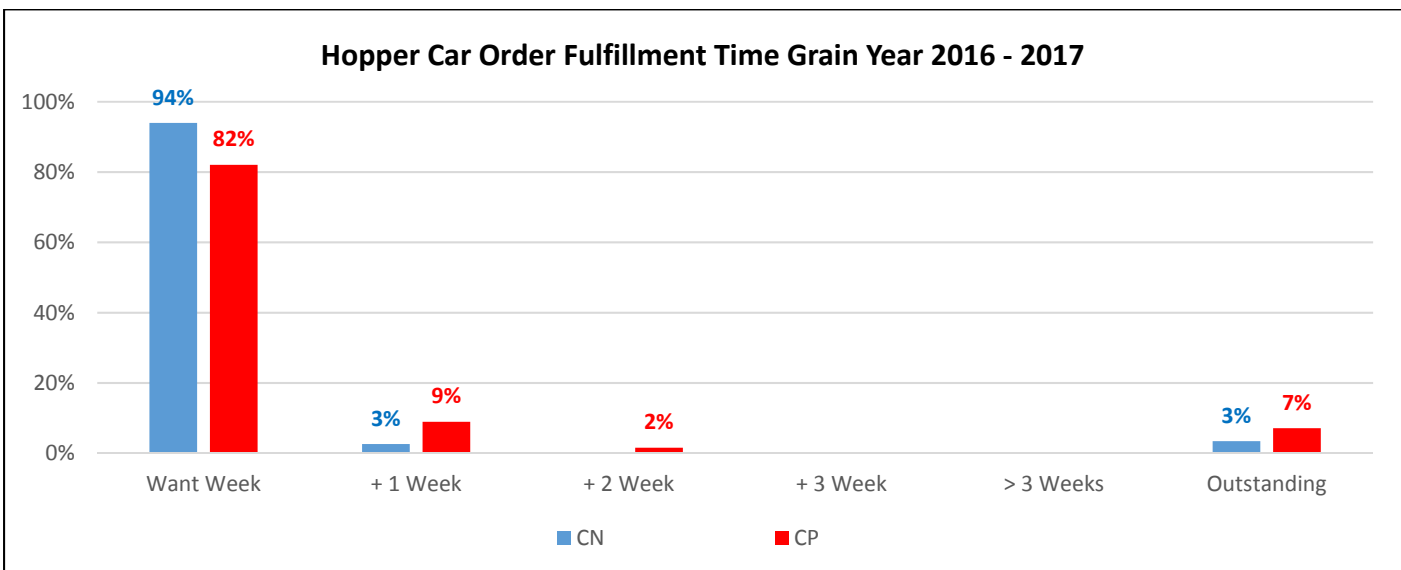
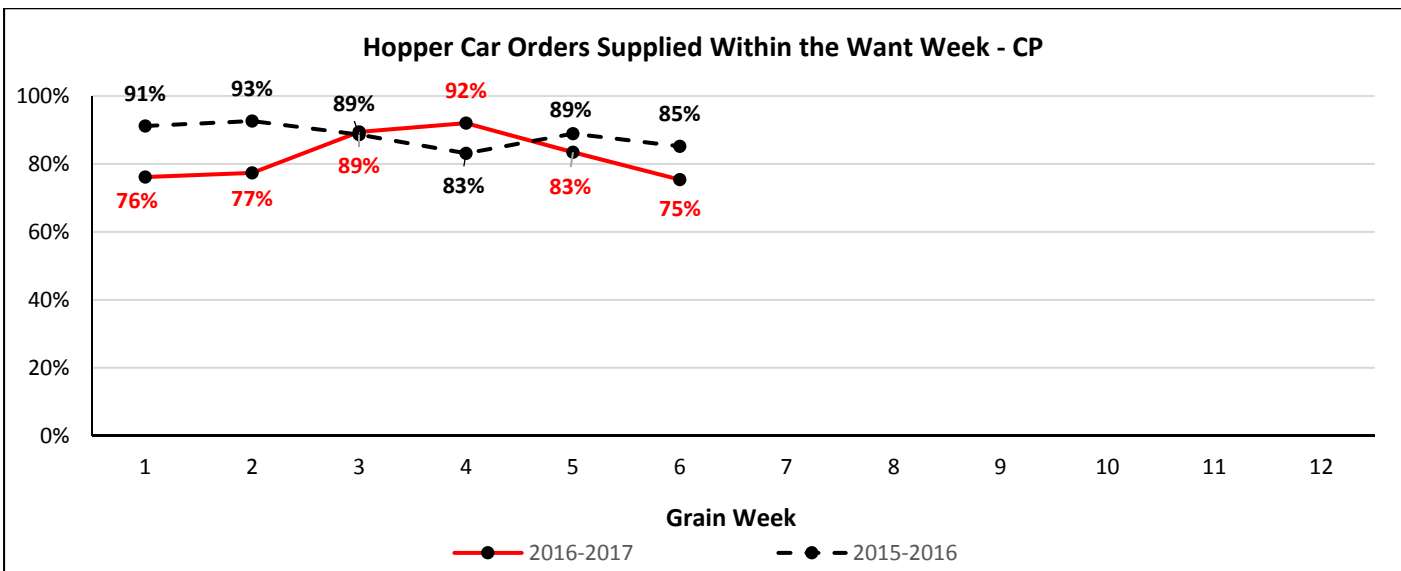
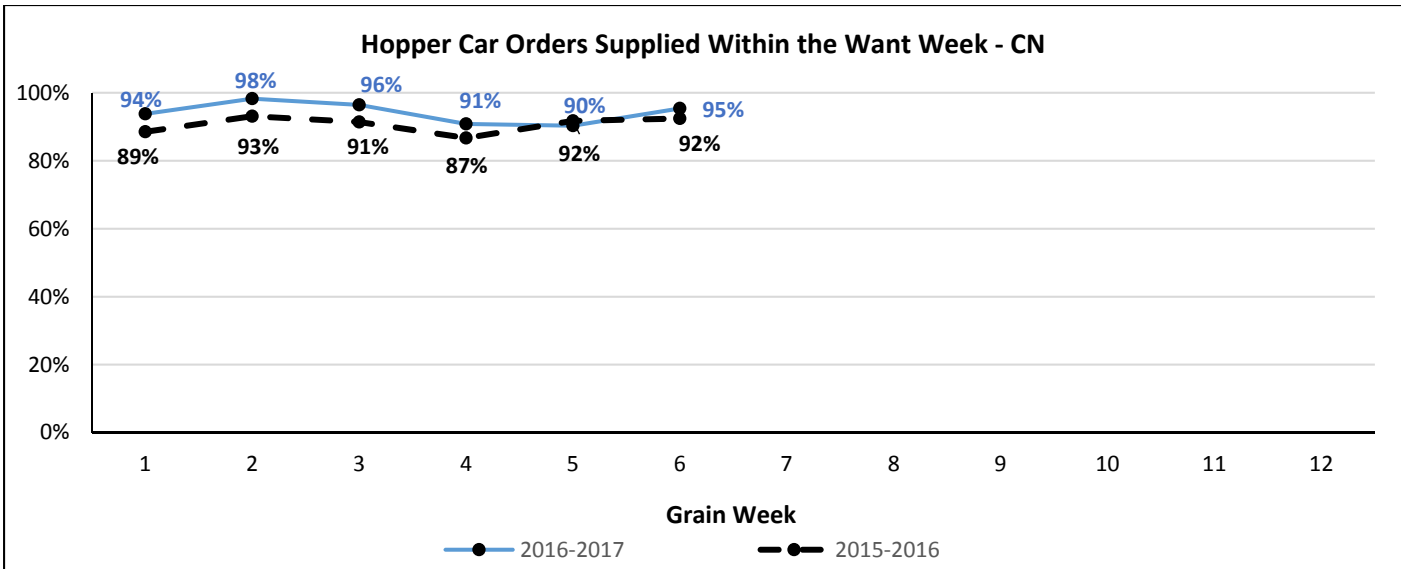
### Loaded Dwell Time (Hours) at Origin (All Traffic)

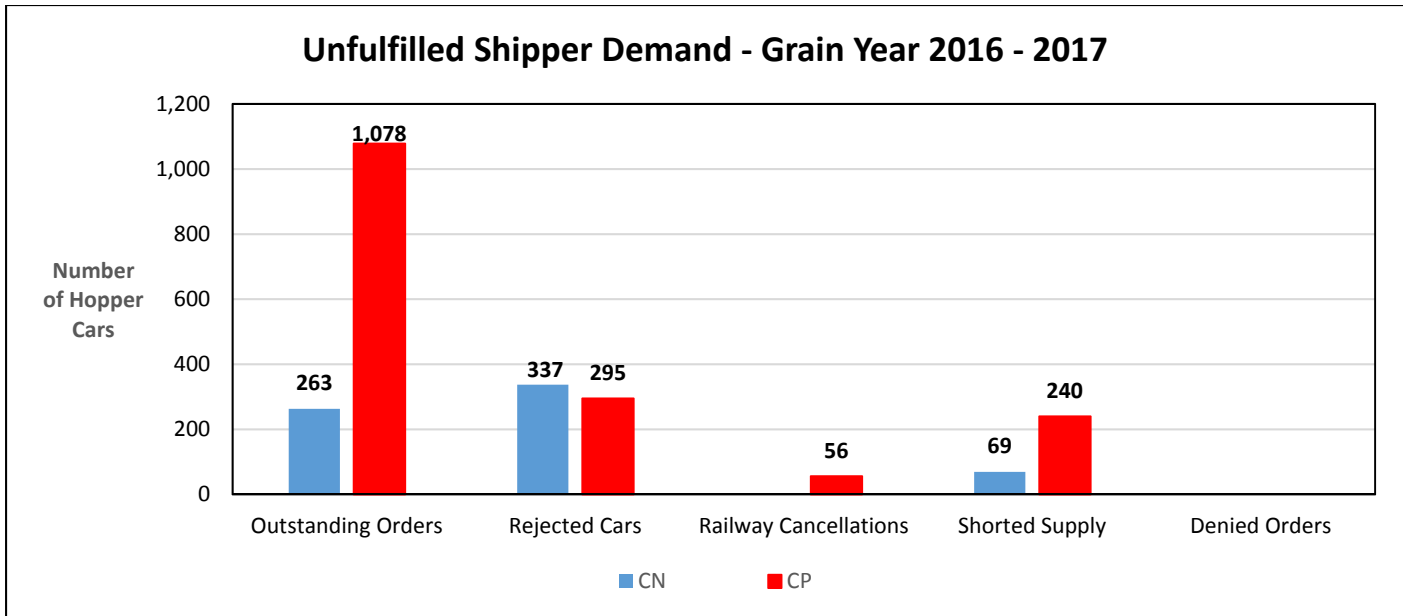
	Week 6		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	16	24	17	28
CP	35	58	50	43

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

		Week 6		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	28	29	19	21
	CP	13	9	8	9
Thunder Bay	CN	44	58	62	47
	CP	25	32	30	32







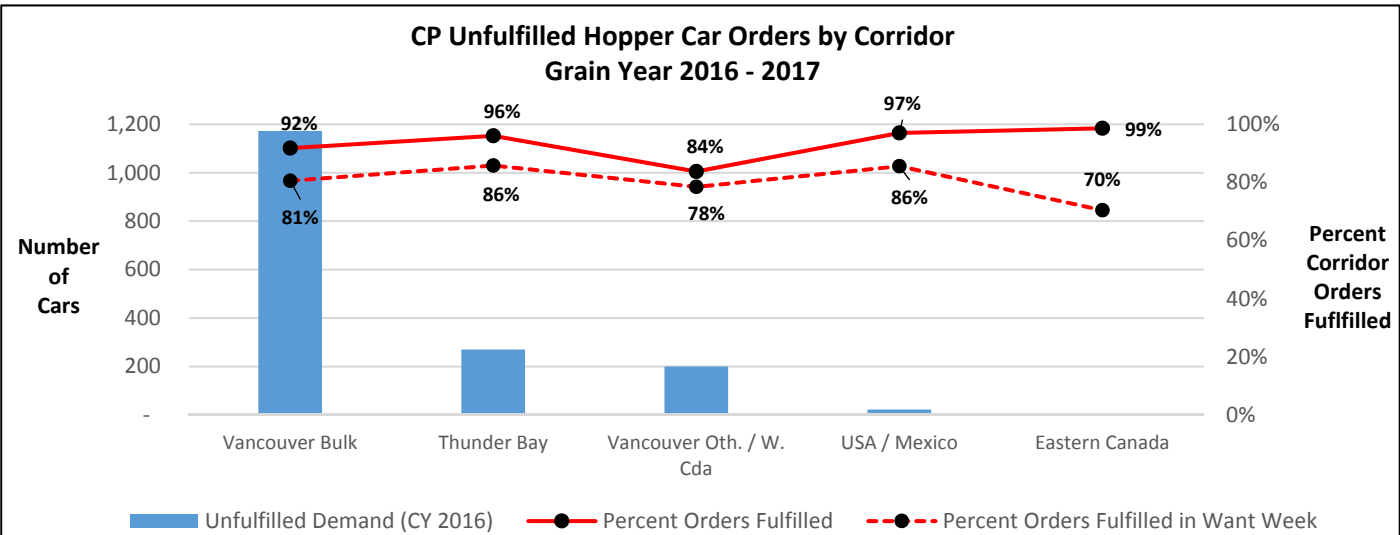
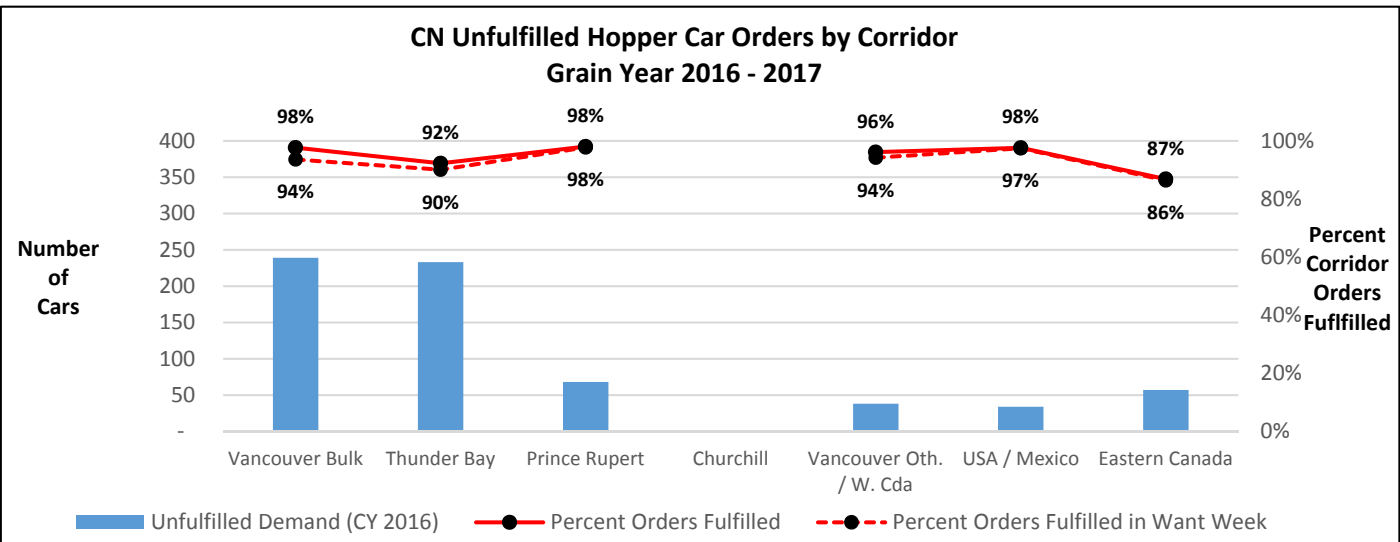
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 6

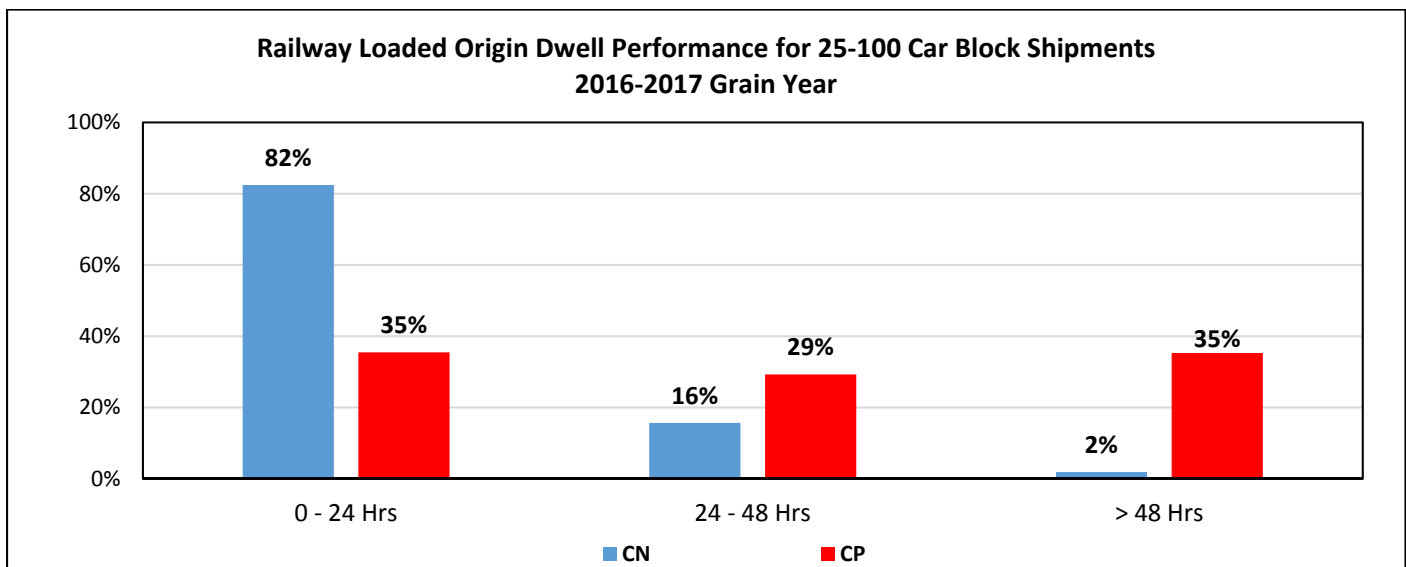
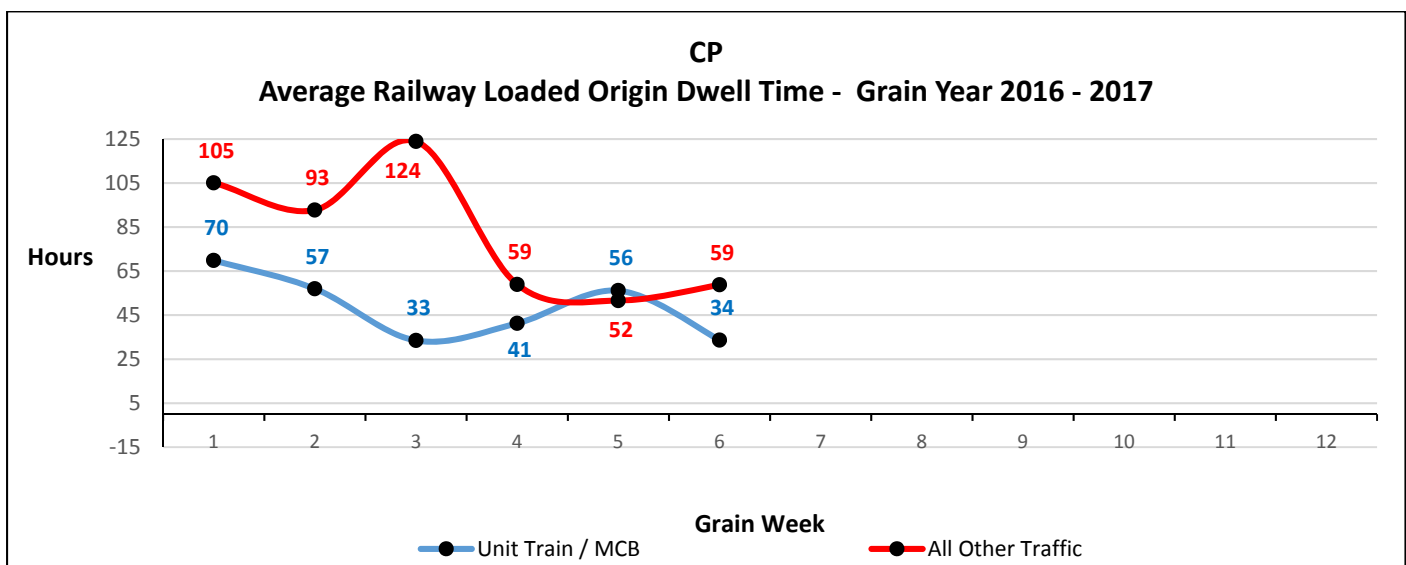
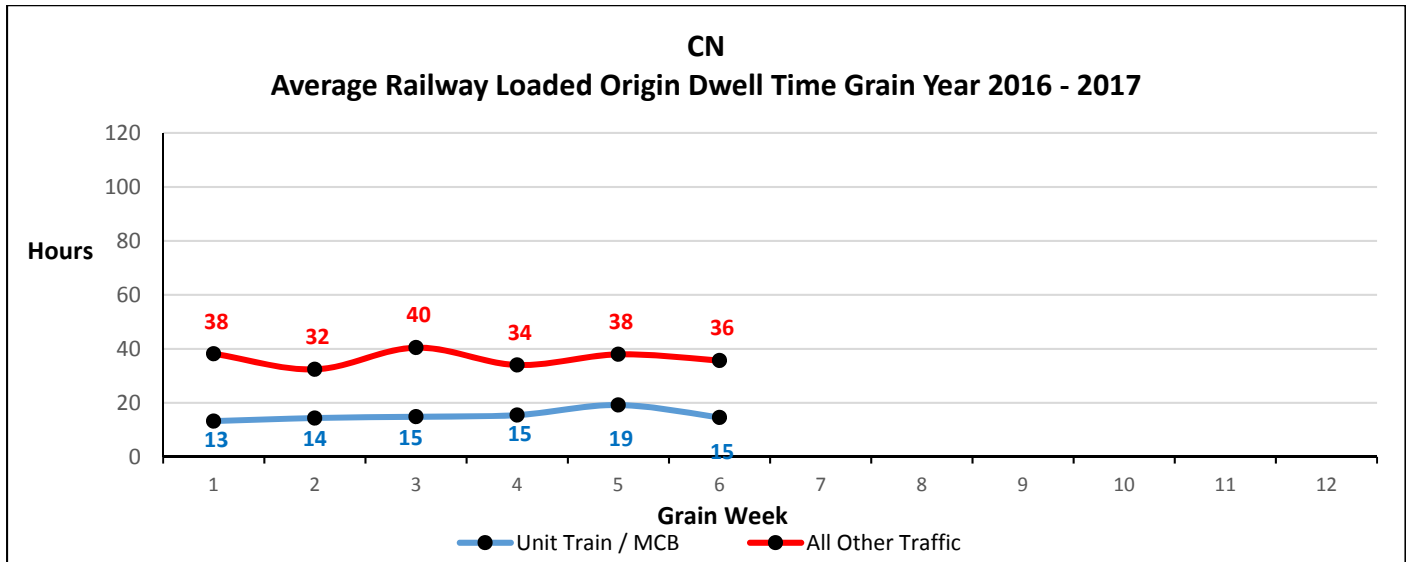
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	10,191	9,952	(239)	98%
	Thunder Bay	3,011	2,778	(233)	92%
	Prince Rupert	3,483	3,415	(68)	98%
	Churchill	-	-	-	
	Vancouver Other / W. Canada	980	942	(38)	96%
	USA / Mexico	1,420	1,386	(34)	98%
	Eastern Canada	433	376	(57)	87%
<b>CN Total</b>		<b>19,518</b>	<b>18,849</b>	<b>(669)</b>	<b>97%</b>
CP	Vancouver Bulk	14,248	13,076	(1,172)	92%
	Thunder Bay	6,788	6,518	(270)	96%
	Vancouver Other / W. Canada	1,231	1,031	(200)	84%
	USA / Mexico	734	712	(22)	97%
	Eastern Canada	362	357	(5)	99%
<b>CP Total</b>		<b>23,363</b>	<b>21,694</b>	<b>(1,669)</b>	<b>93%</b>

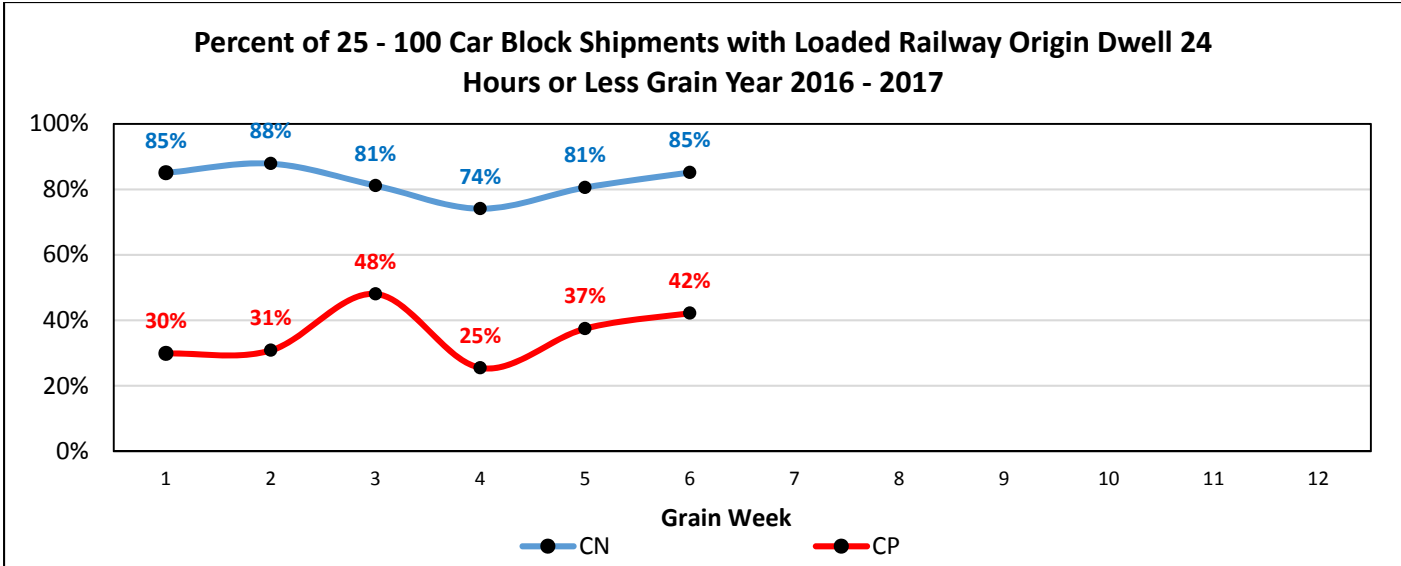
**Hopper Cars Supplied in the Want Week by Corridor – To Week 6**

Railway	Corridor	Week 6			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	1,825	1,716	94%	10,191	9,540	94%
	Thunder Bay	649	604	93%	3,011	2,712	90%
	Prince Rupert	934	918	98%	3,483	3,405	98%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	155	154	99%	980	923	94%
	USA / Mexico	331	319	96%	1,420	1,384	97%
	Eastern Canada	112	111	99%	433	374	86%
<b>CN Total</b>		<b>4,006</b>	<b>3,822</b>	<b>95%</b>	<b>19,518</b>	<b>18,338</b>	<b>94%</b>
CP	Vancouver Bulk	2,388	1,642	69%	14,248	11,479	81%
	Thunder Bay	1,409	1,222	87%	6,788	5,825	86%
	Vancouver Other / W. Canada	493	326	66%	1,231	966	78%
	USA / Mexico	200	196	98%	734	628	86%
	Eastern Canada	2	-	0%	362	255	70%
<b>CP Total</b>		<b>4,492</b>	<b>3,386</b>	<b>75%</b>	<b>23,363</b>	<b>19,153</b>	<b>82%</b>

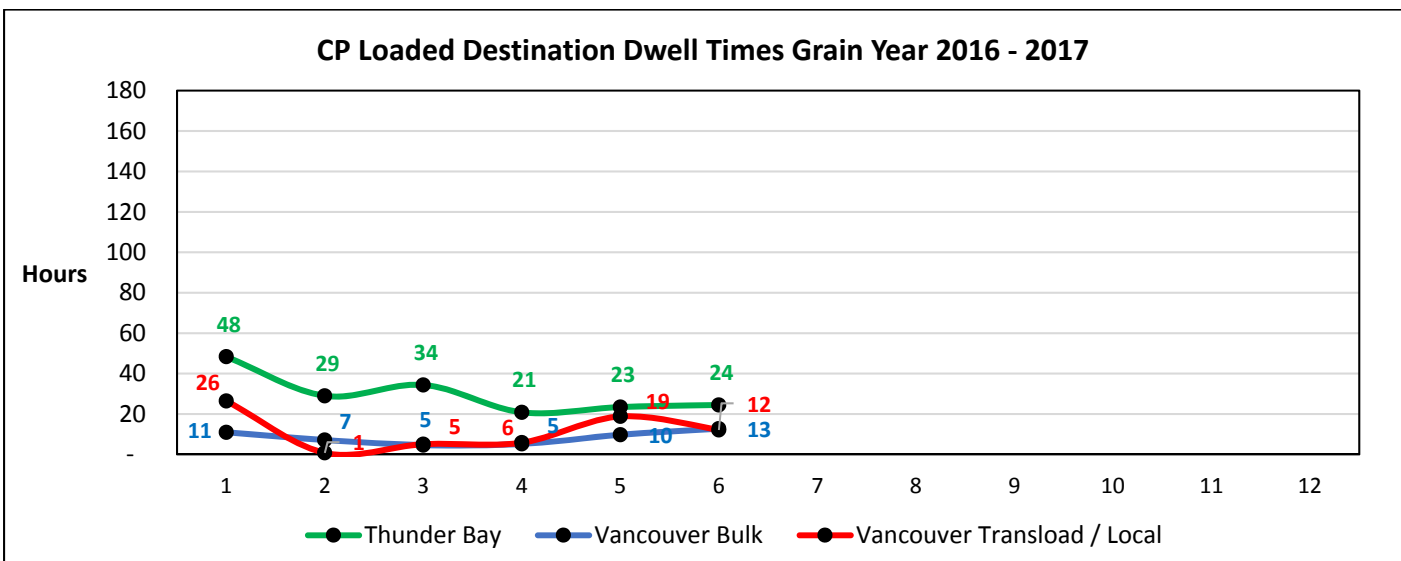
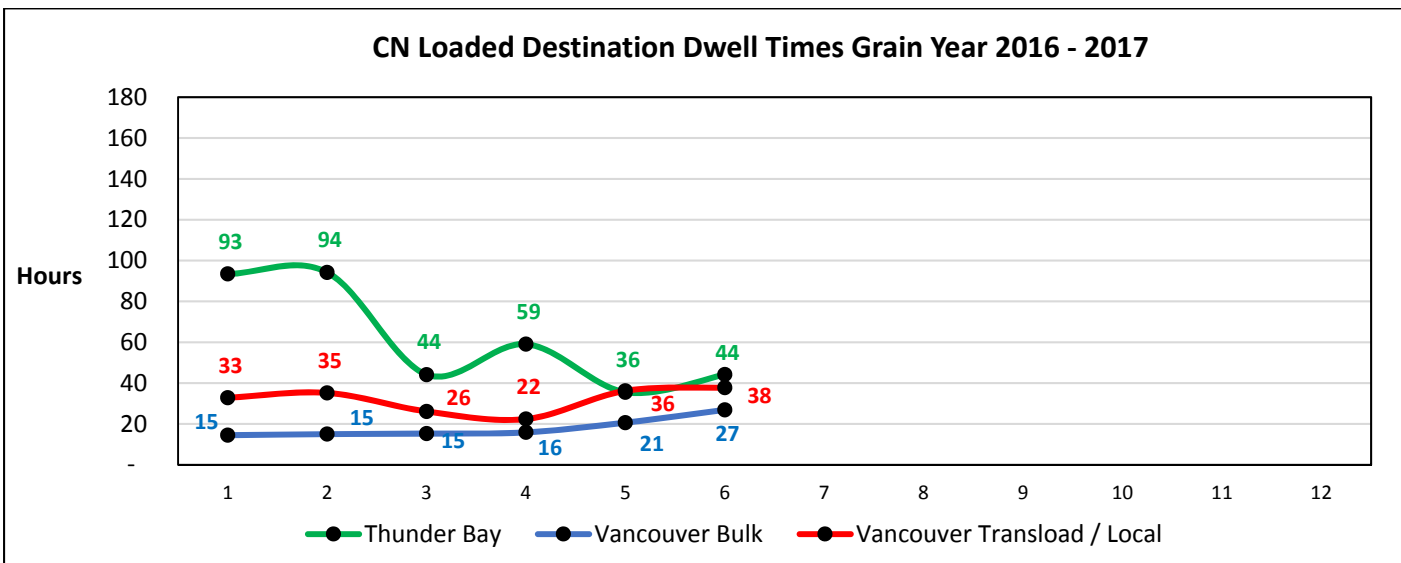


## Origin Dwell Performance

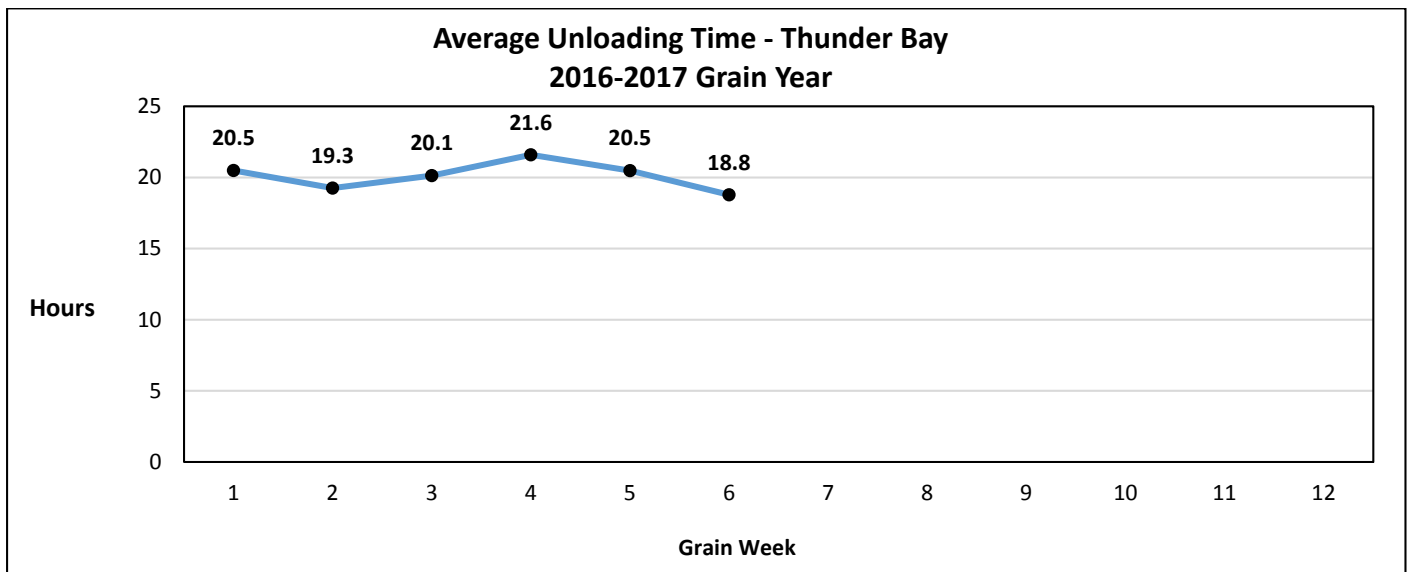
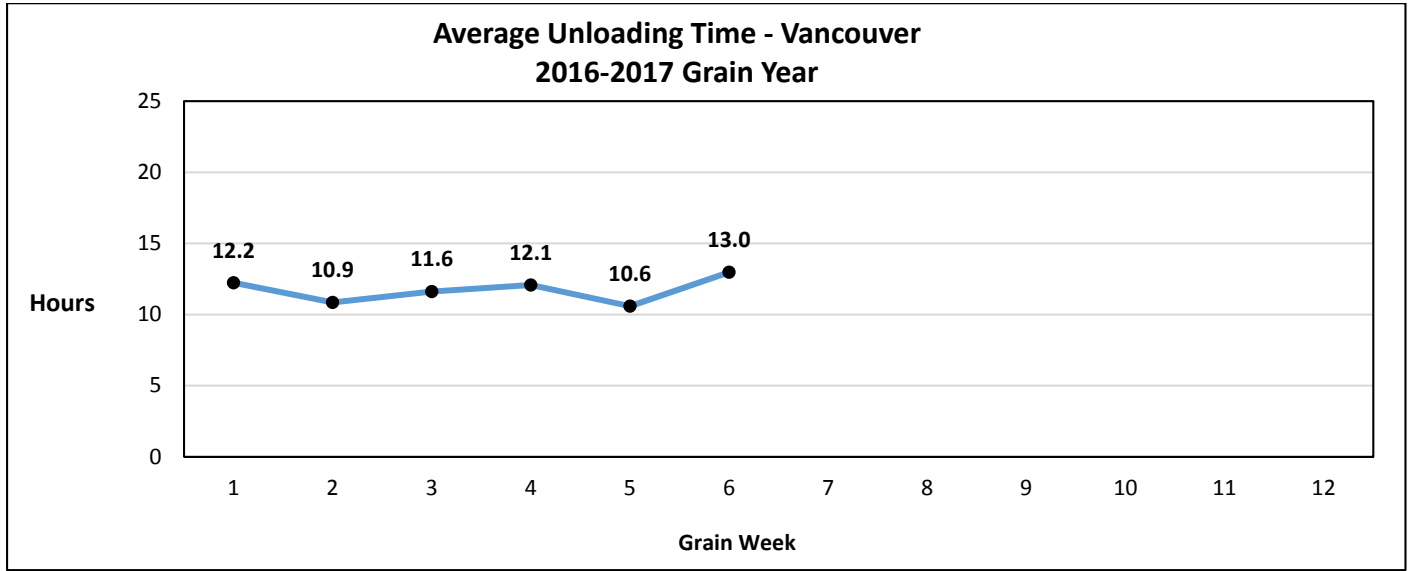




## Destination Dwell Performance

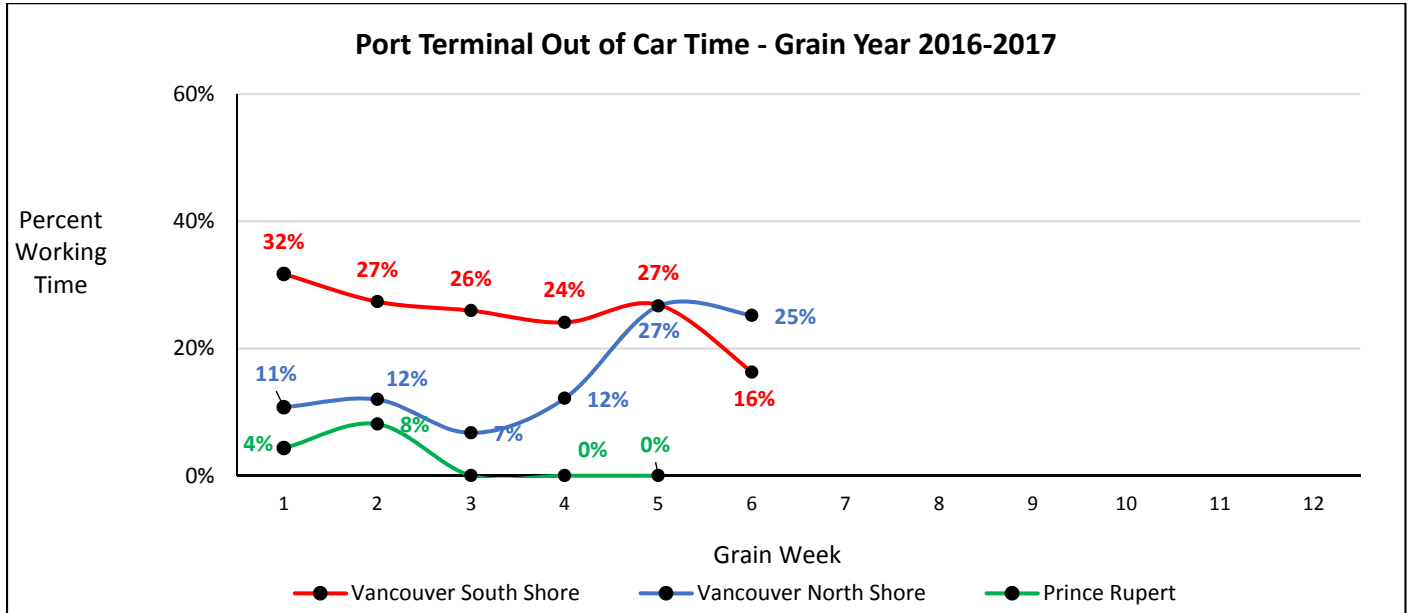


## Port Terminal - Unloading Time





## Port Terminal – Out of Car 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.