



## Performance Dashboard

### Hopper Car Demand

	Week 09			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	4,924	5,054	(130)	36,339	4,037	35,293	3,921	1,046	116
CP	5,209	6,209	(1,000)	38,624	4,291	38,711	4,301	(87)	(9)
<b>Total</b>	<b>10,133</b>	<b>11,263</b>	<b>(1,130)</b>	<b>74,963</b>	<b>8,328</b>	<b>74,004</b>	<b>8,222</b>	<b>959</b>	<b>107</b>

### Cars Shipped

Railway	Corridor	Week 09	YTD
CN	N.A. Domestic	289	3,171
	Prince Rupert	1,625	8,630
	Thunder Bay	715	4,737
	Vancouver	1,716	16,057
<b>Total</b>		<b>4,345</b>	<b>32,595</b>
CP	N.A. Domestic	373	3,803
	Thunder Bay	1,421	10,918
	Vancouver	3,982	23,556
<b>Total</b>		<b>5,776</b>	<b>38,277</b>

### Empty Hopper Cars Supplied - Week 09 (All Want Weeks)

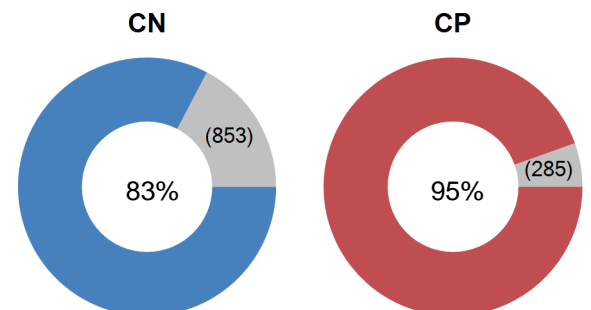
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	4,059	4,234	575	208	97	362	4,731	4,804
CP	4,094	4,148	367	692	675	159	5,136	4,999
<b>Total</b>	<b>8,153</b>	<b>8,382</b>	<b>942</b>	<b>900</b>	<b>772</b>	<b>521</b>	<b>9,867</b>	<b>9,803</b>

### Supplied by Block Size

Block Size	Week 09			Year to Date		
	CN	CP	Total	CN	CP	Total
1	3%	1%	2%	3%	2%	2%
25	2%		1%	4%	2%	3%
50	10%	10%	10%	14%	11%	13%
100	85%	88%	87%	80%	85%	83%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,924	5,209	10,133
Current Week Order Fulfillment			
Supplied in Current Week	4,059	4,094	8,153
Supplied Early	12	830	842
<b>Total Cars Supplied for Want Week</b>	<b>4,071</b>	<b>4,924</b>	<b>8,995</b>
Current Week Unfulfilled Demand	(853)	(285)	(1,138)
% Current Week Orders Supplied	83%	95%	89%



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

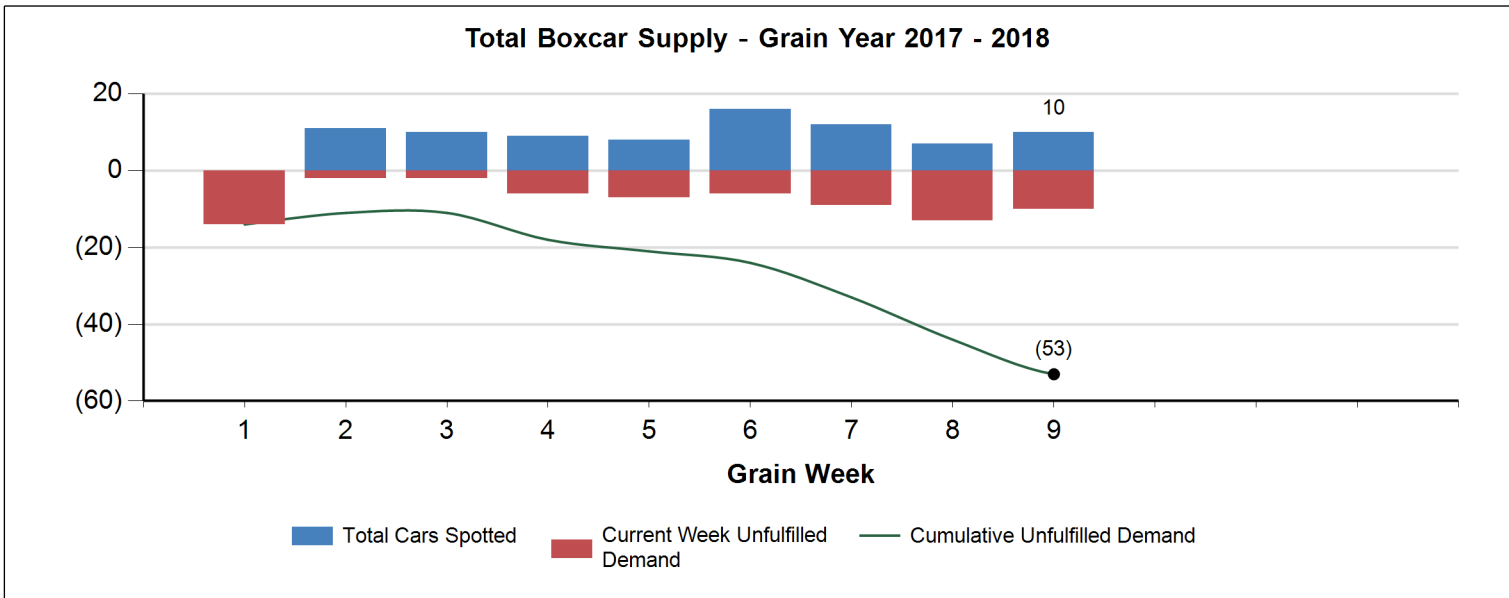
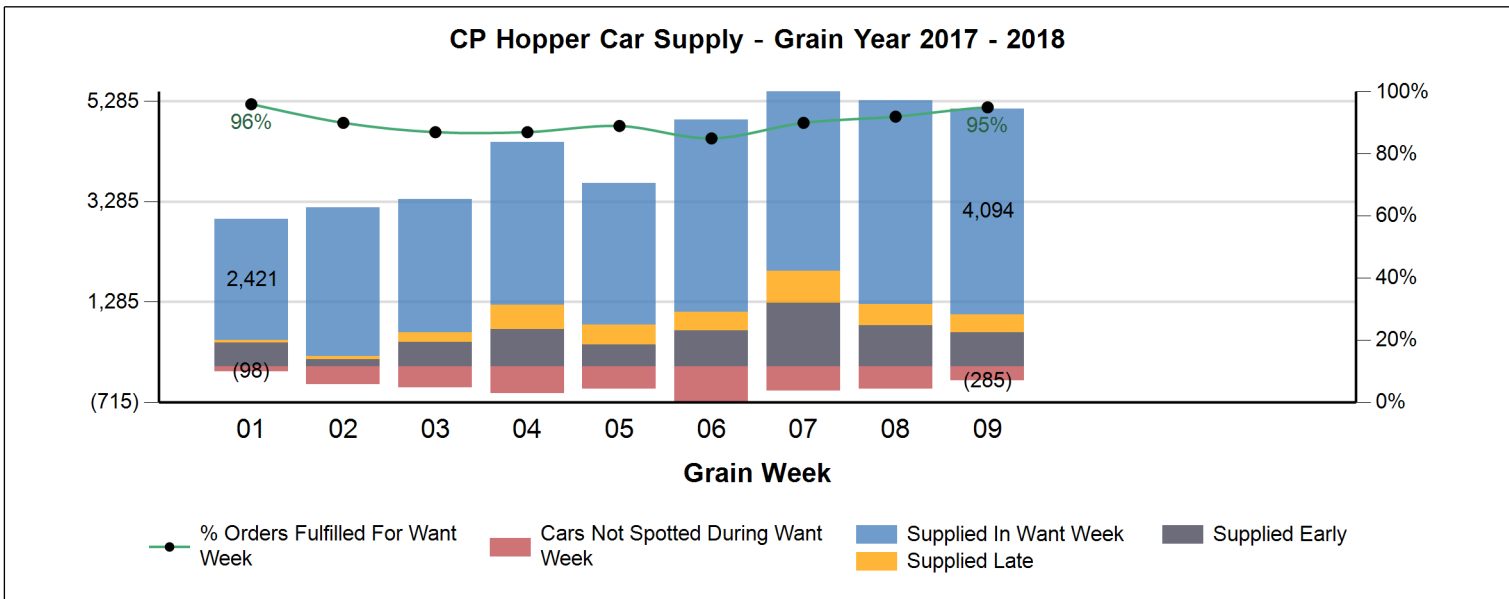
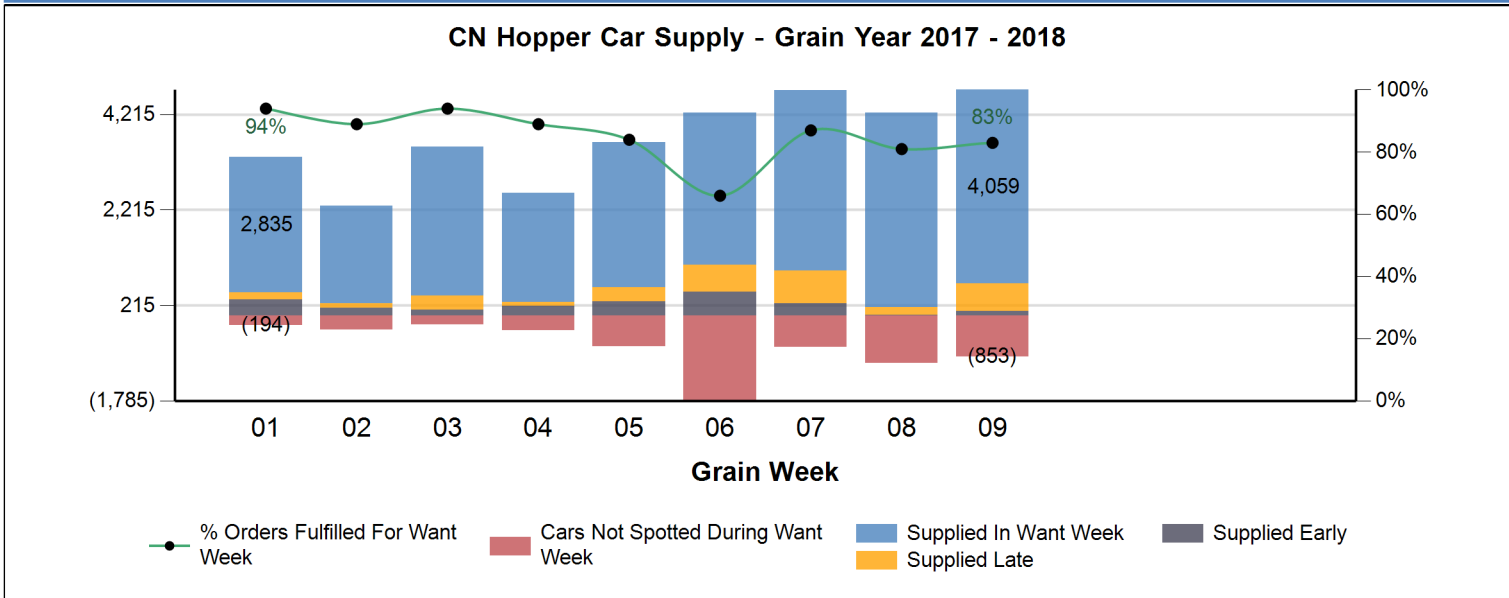
	Week 09		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	39	18	41	17
CP	36	47	53	44

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

		Week 09		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	16	28	19	21
	CP	19	15	14	11
Thunder Bay	CN	60	55	43	54
	CP	34	42	36	32

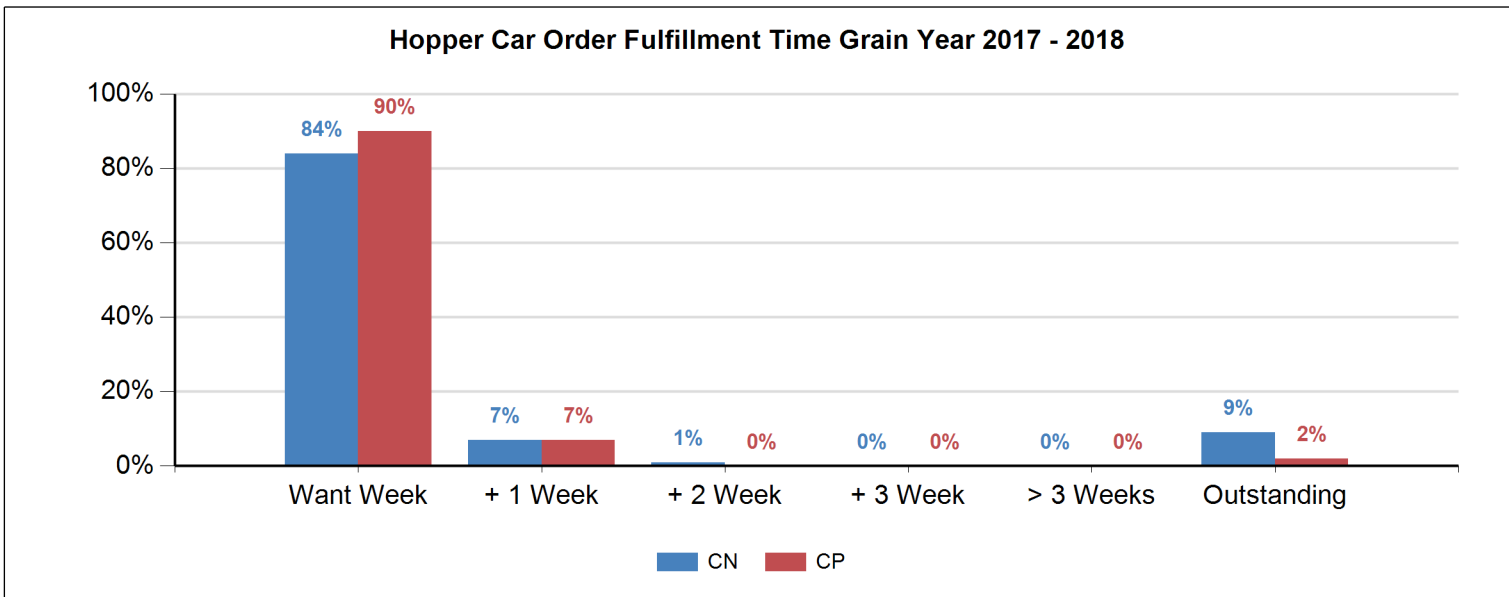
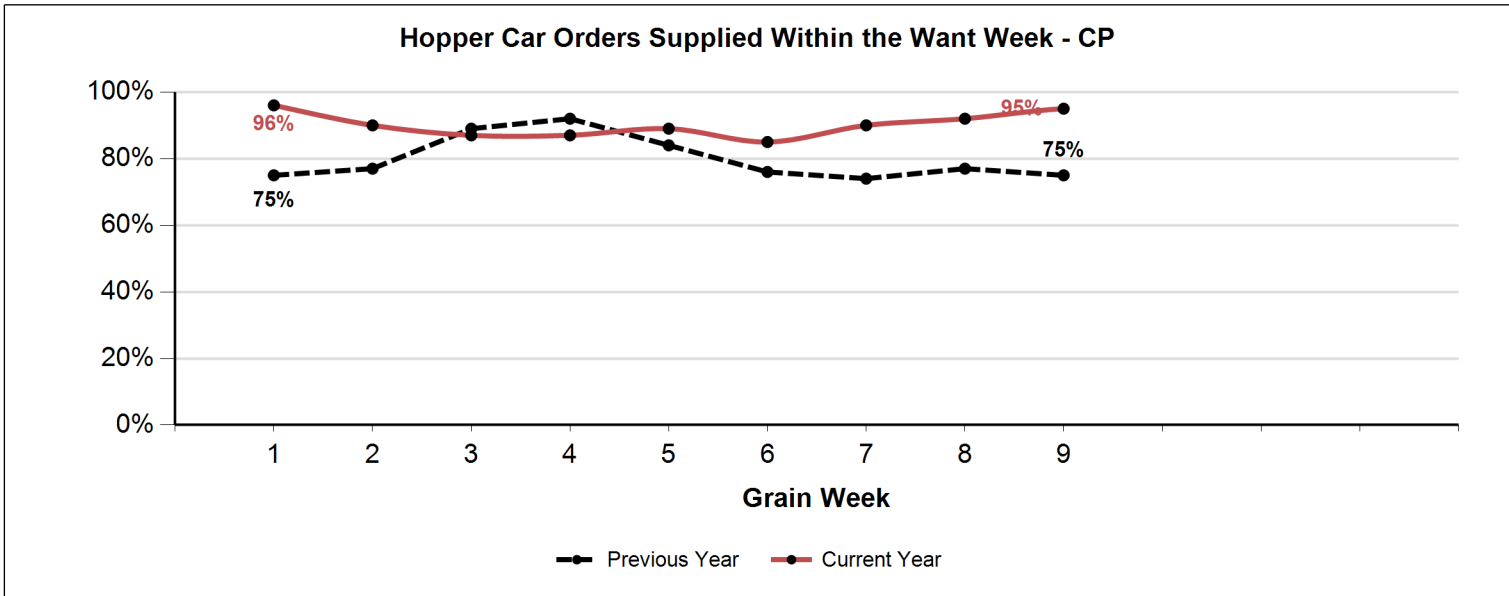
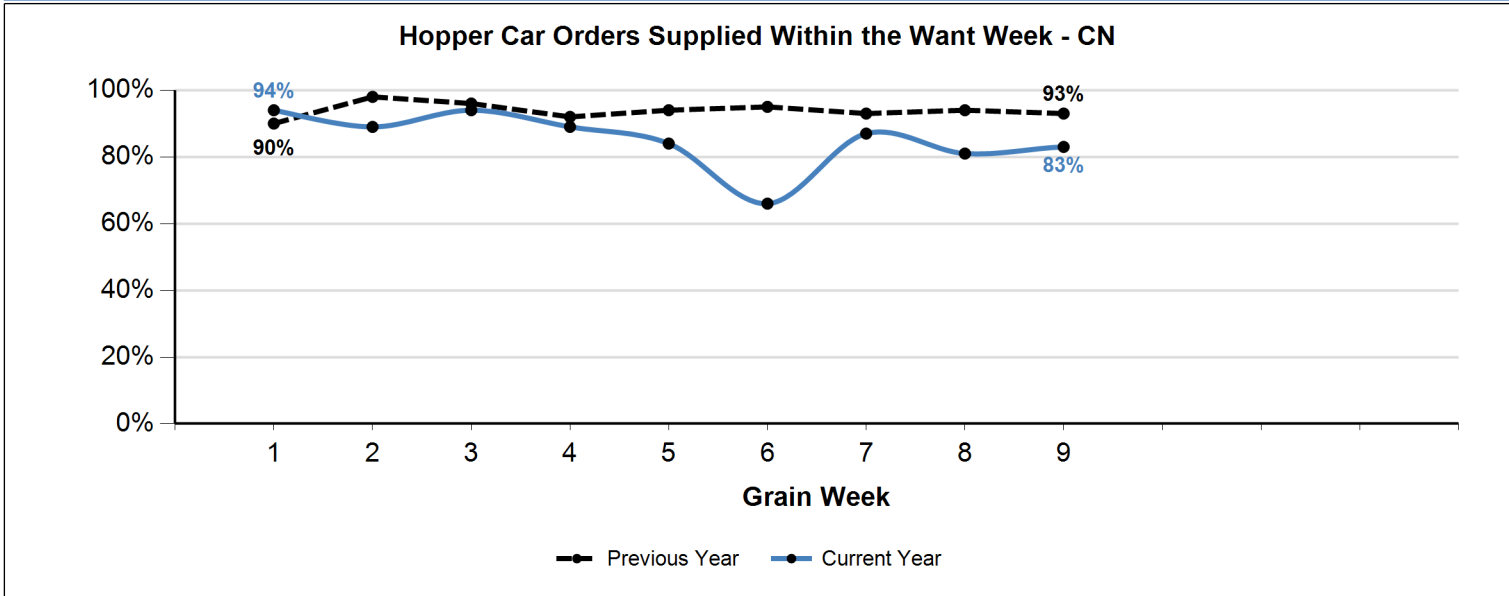


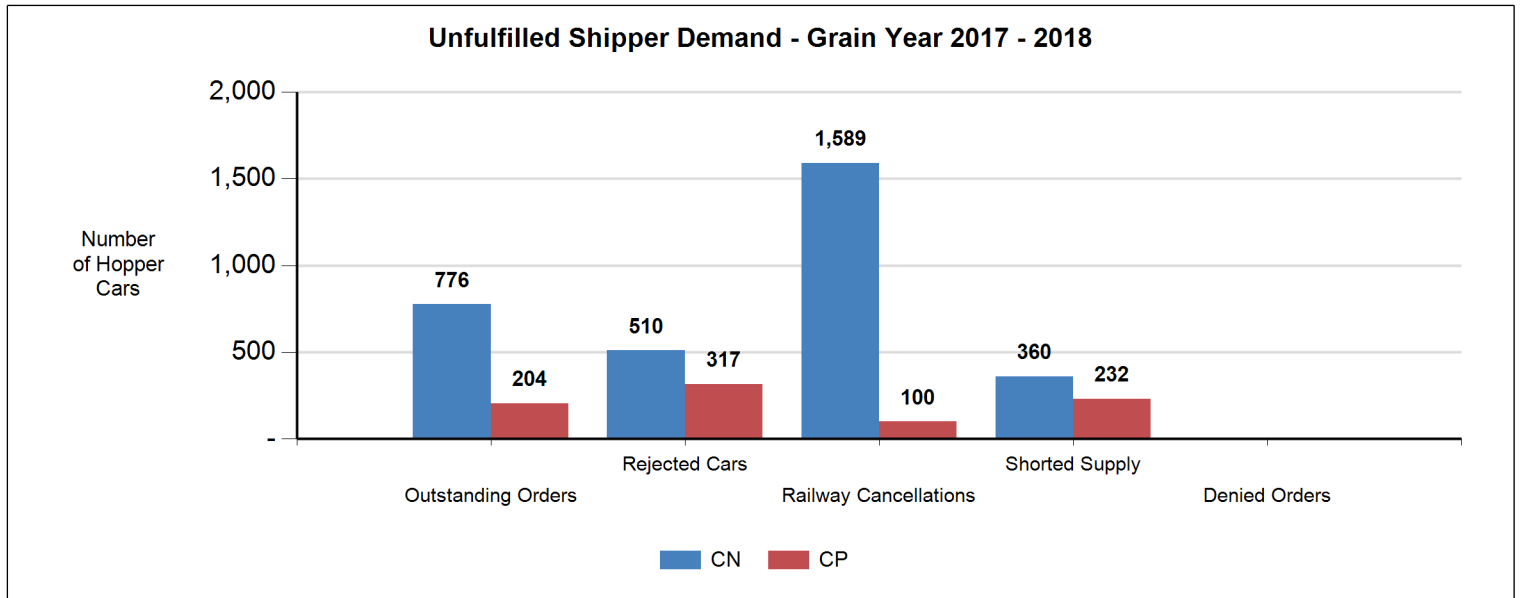
Weekly Performance Update - To Grain Week 09 (CY 2017)  
 Covering 90% of grain movement originating in Western Canada





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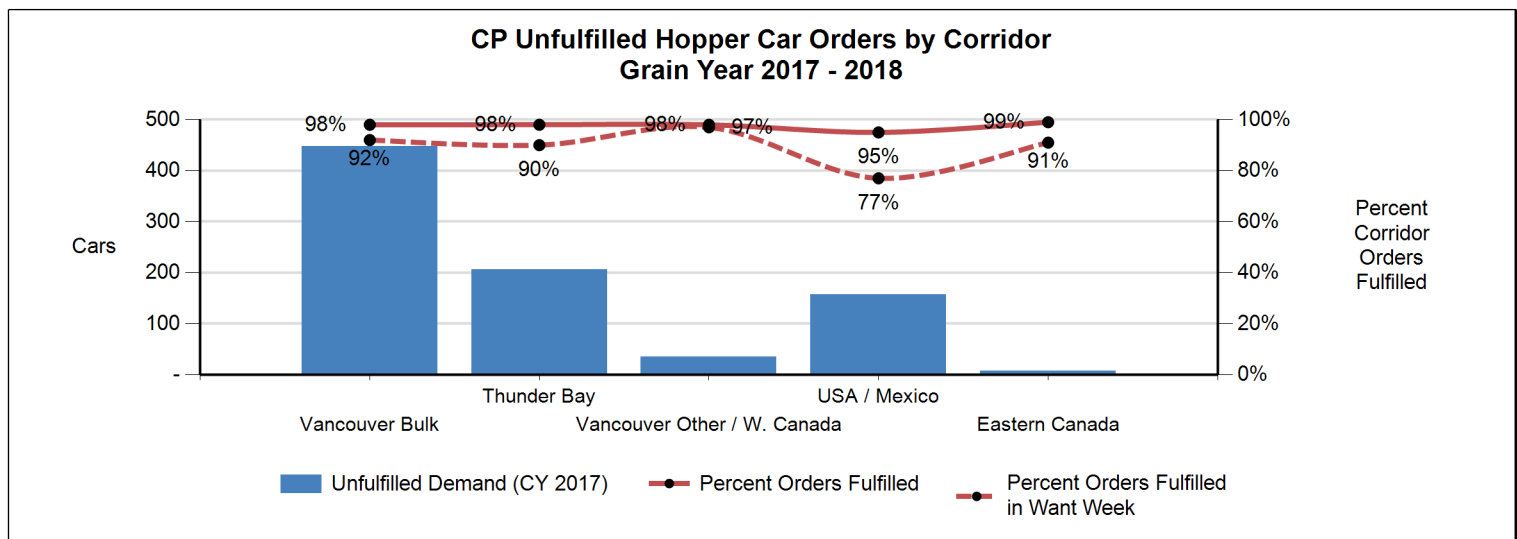
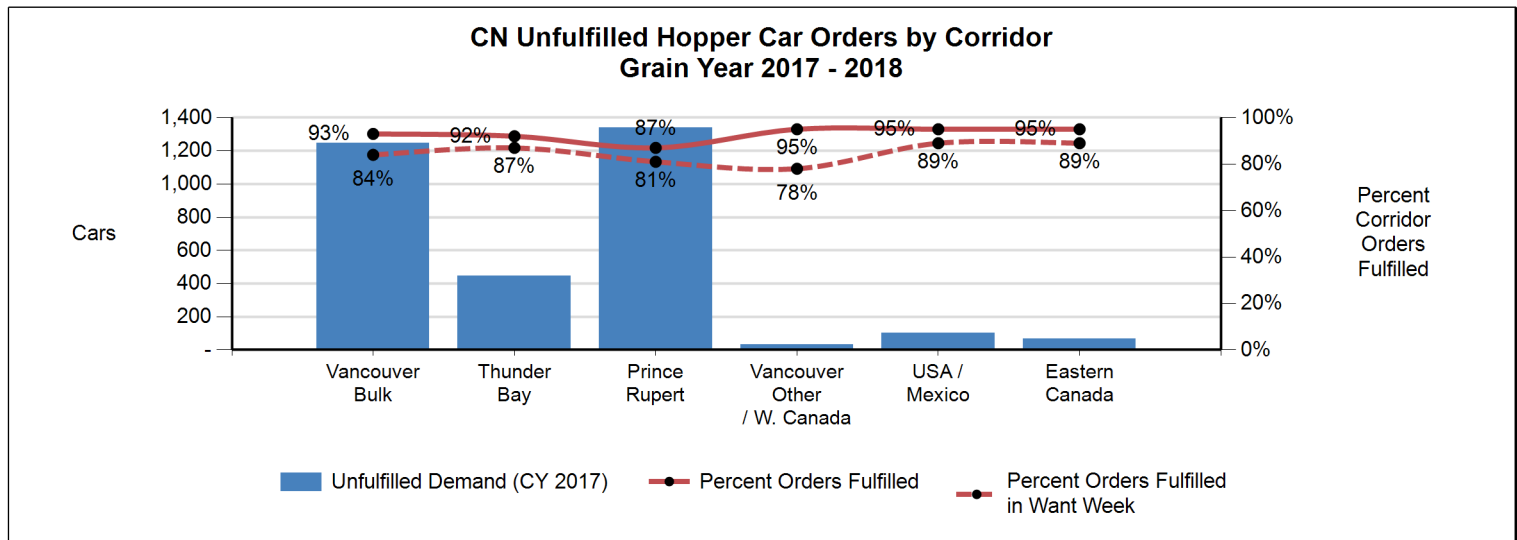
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders - To Week 09

Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	%Supplied
CN	Vancouver Bulk	16,914	15,667	(1,247)	93%
	Thunder Bay	5,467	5,019	(448)	92%
	Prince Rupert	10,148	8,809	(1,339)	87%
	Vancouver Other / W. Canada	567	536	(31)	95%
	USA / Mexico	2,018	1,914	(104)	95%
	Eastern Canada	1,225	1,159	(66)	95%
<b>Total</b>		<b>36,339</b>	<b>33,104</b>	<b>(3,235)</b>	<b>91%</b>
CP	Vancouver Bulk	22,751	22,303	(448)	98%
	Thunder Bay	10,811	10,605	(206)	98%
	Vancouver Other / W. Canada	1,425	1,390	(35)	98%
	USA / Mexico	3,140	2,983	(157)	95%
	Eastern Canada	497	490	(7)	99%
<b>Total</b>		<b>38,624</b>	<b>37,771</b>	<b>(853)</b>	<b>98%</b>

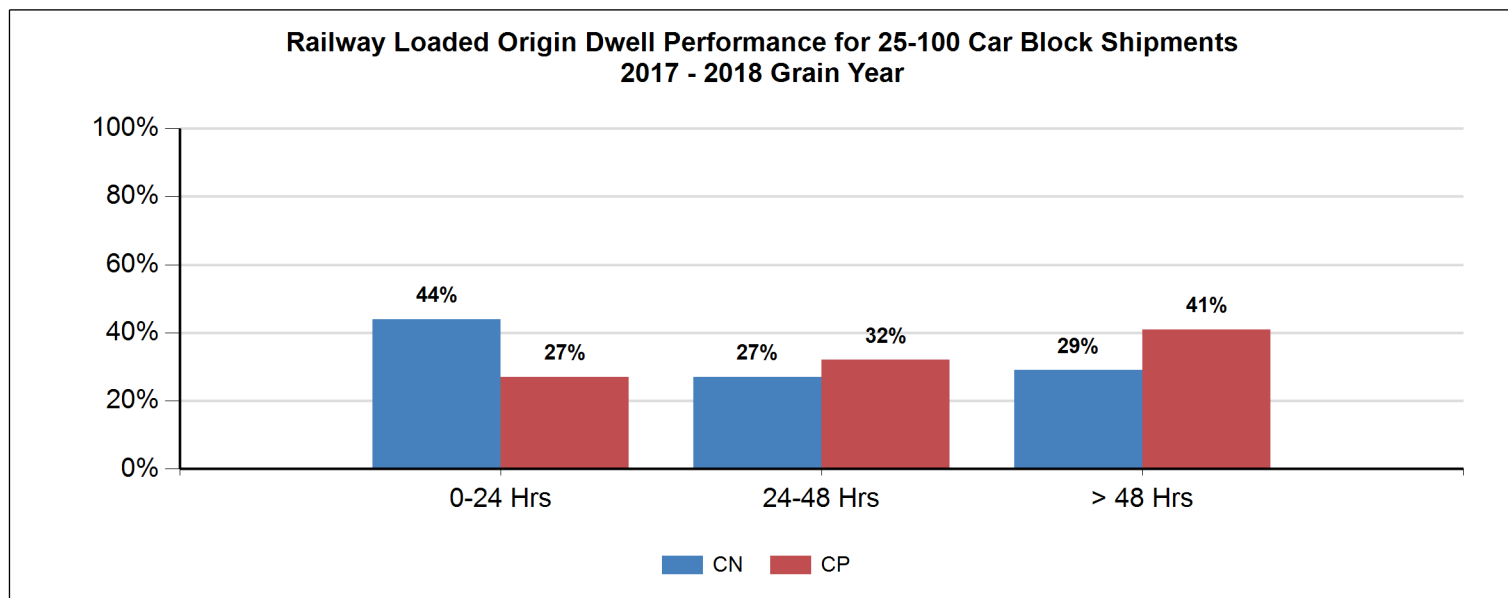
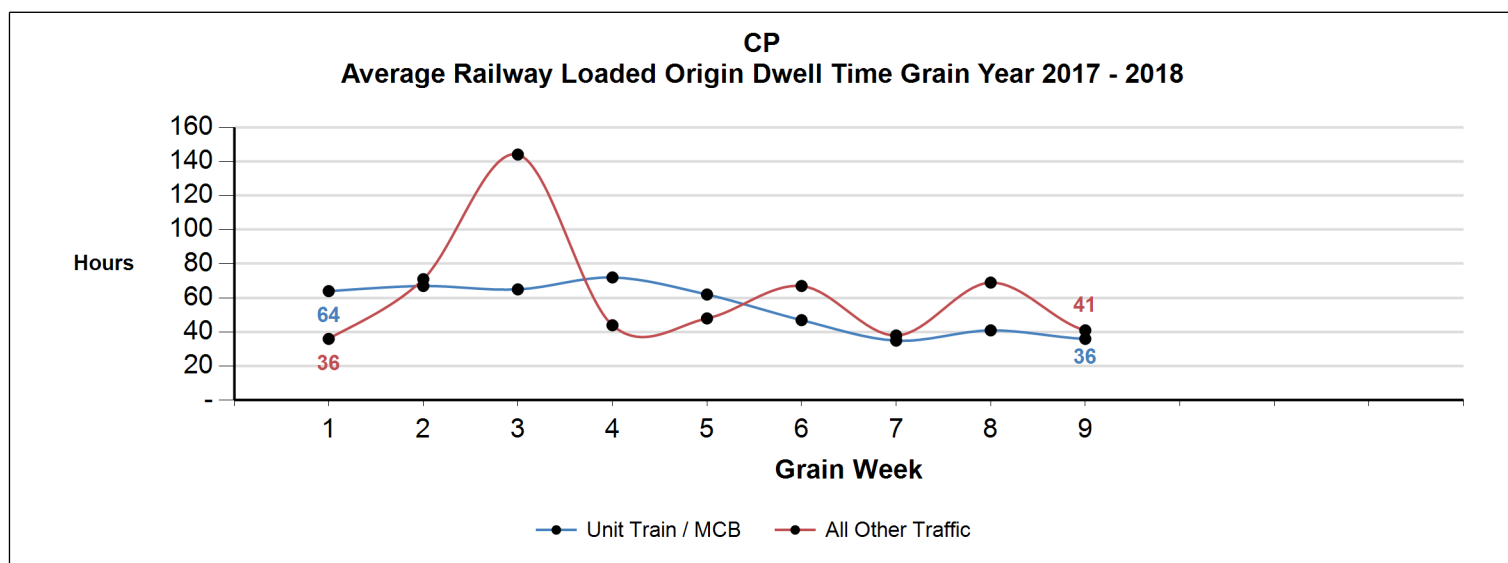
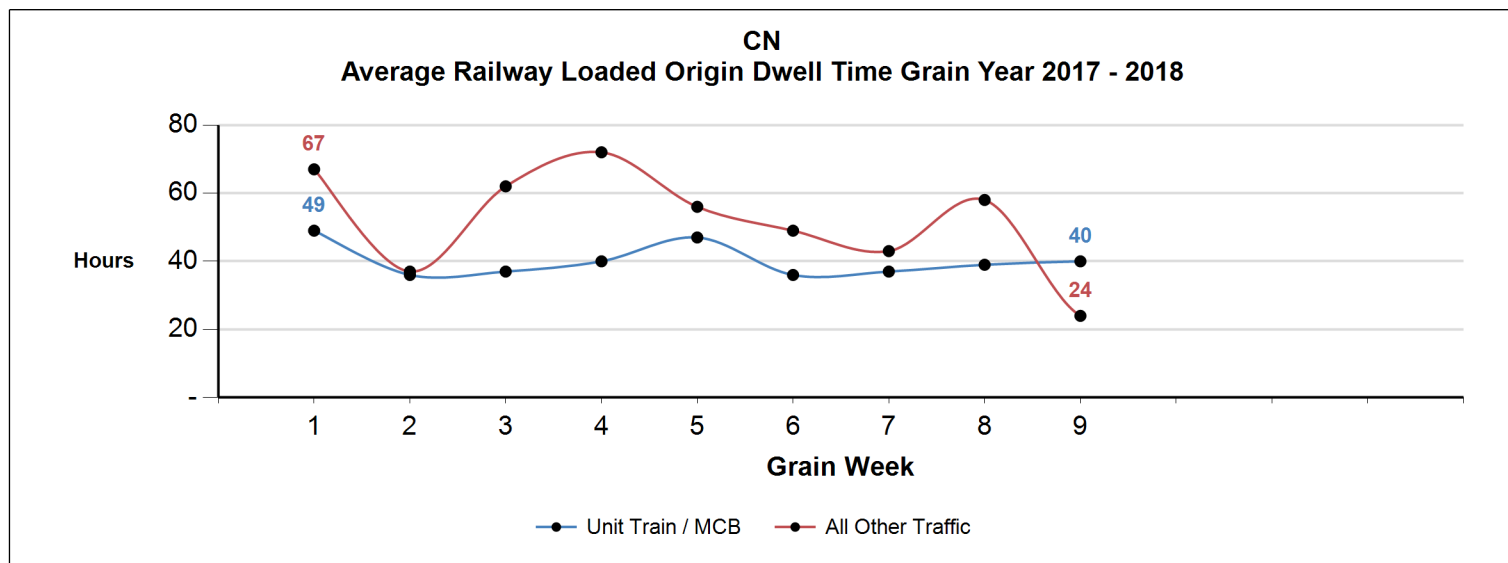
**Hopper Cars Supplied in the Want Week by Corridor - To Week 09**

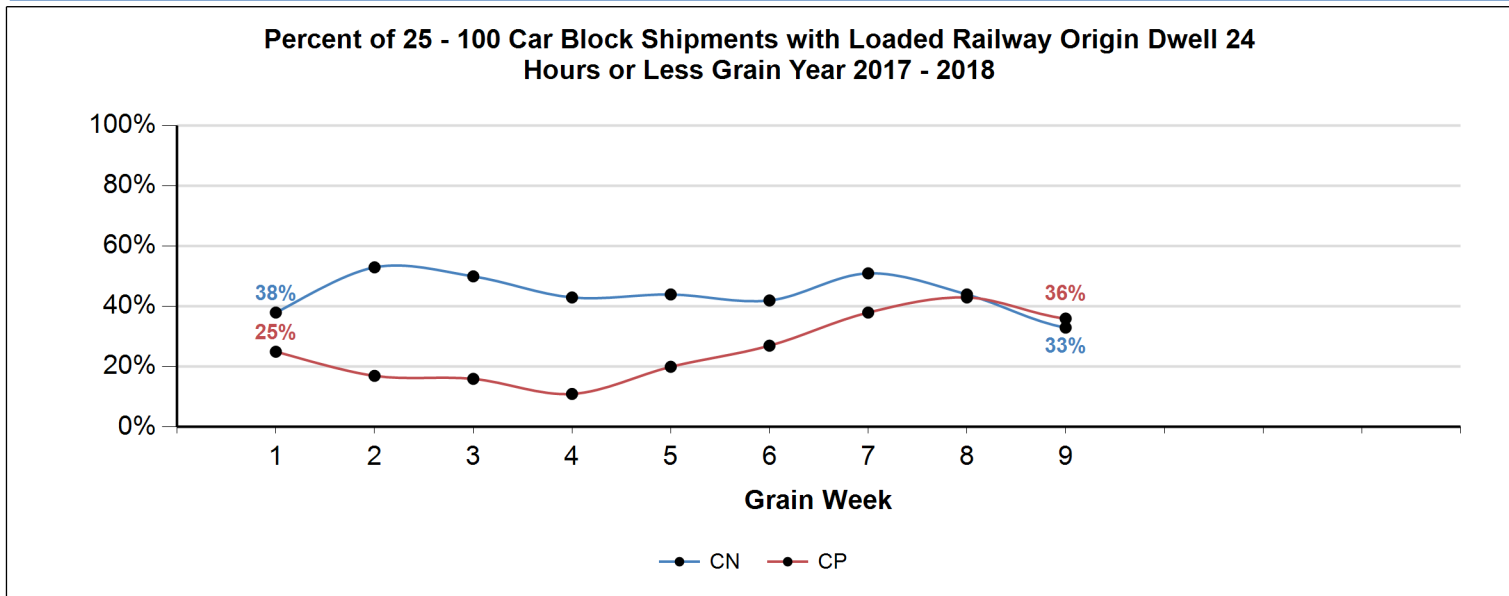
Railway	Corridor	Week 09			Year to Date		
		Ordered	Supplied	%Supplied	Ordered	Supplied	%Supplied
CN	Vancouver Bulk	1,988	1,706	86%	16,914	14,188	84%
	Thunder Bay	896	762	85%	5,467	4,761	87%
	Prince Rupert	1,617	1,287	80%	10,148	8,170	81%
	Vancouver Other / W. Canada	53	36	68%	567	443	78%
	USA / Mexico	262	203	77%	2,018	1,788	89%
	Eastern Canada	108	77	71%	1,225	1,086	89%
	<b>CN Total</b>		<b>4,924</b>	<b>4,071</b>	<b>83%</b>	<b>36,339</b>	<b>30,436</b>
CP	Vancouver Bulk	3,804	3,604	95%	22,751	20,915	92%
	Thunder Bay	1,178	1,122	95%	10,811	9,692	90%
	Vancouver Other / W. Canada	161	133	83%	1,425	1,377	97%
	USA / Mexico	7	7	100%	3,140	2,406	77%
	Eastern Canada	59	58	98%	497	451	91%
<b>CP Total</b>		<b>5,209</b>	<b>4,924</b>	<b>95%</b>	<b>38,624</b>	<b>34,841</b>	<b>90%</b>



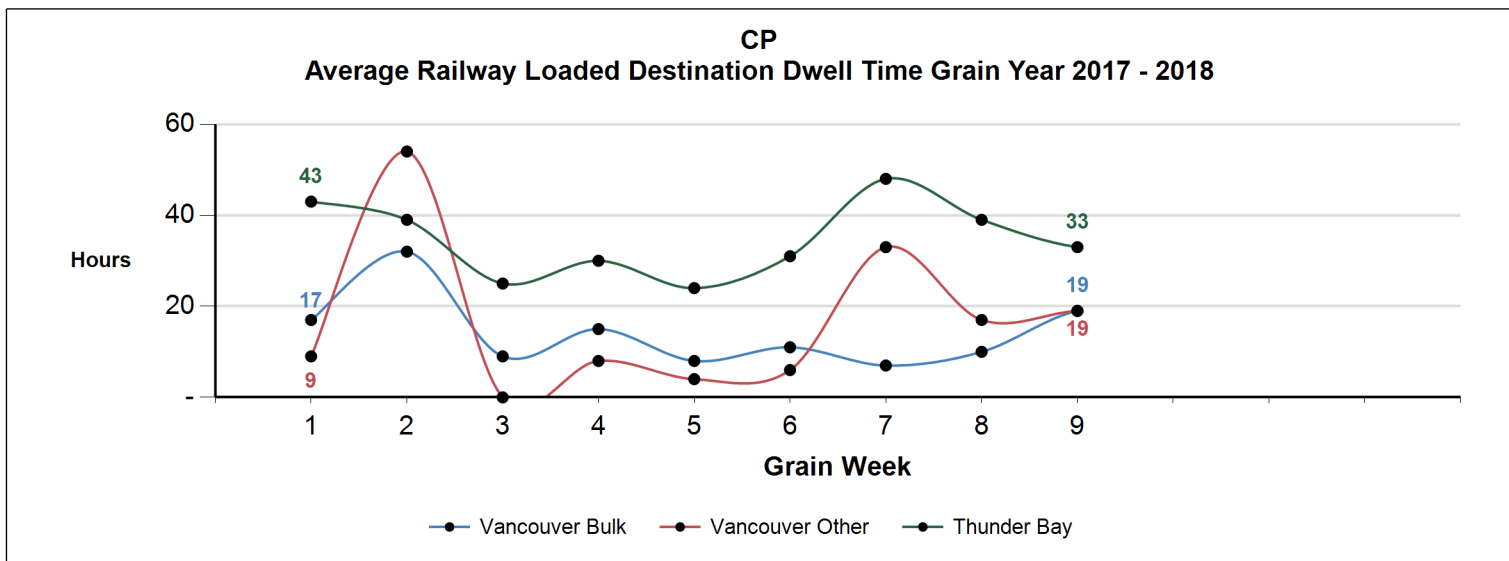
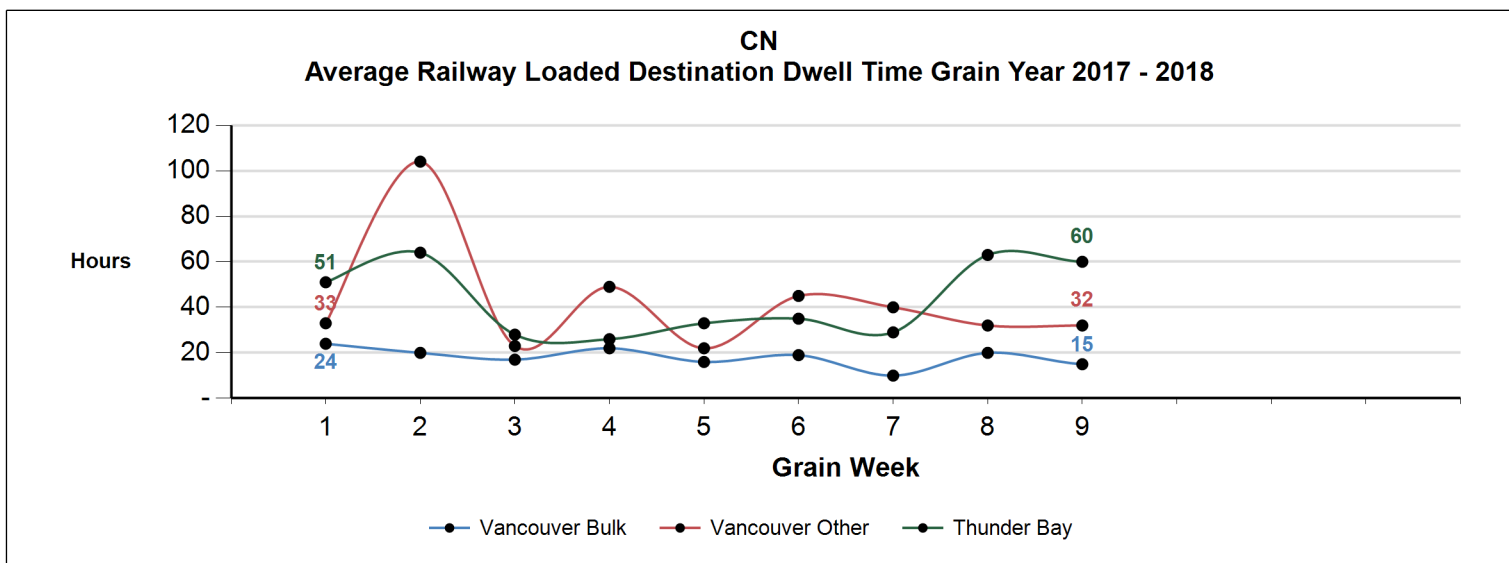


### Origin Dwell Performance



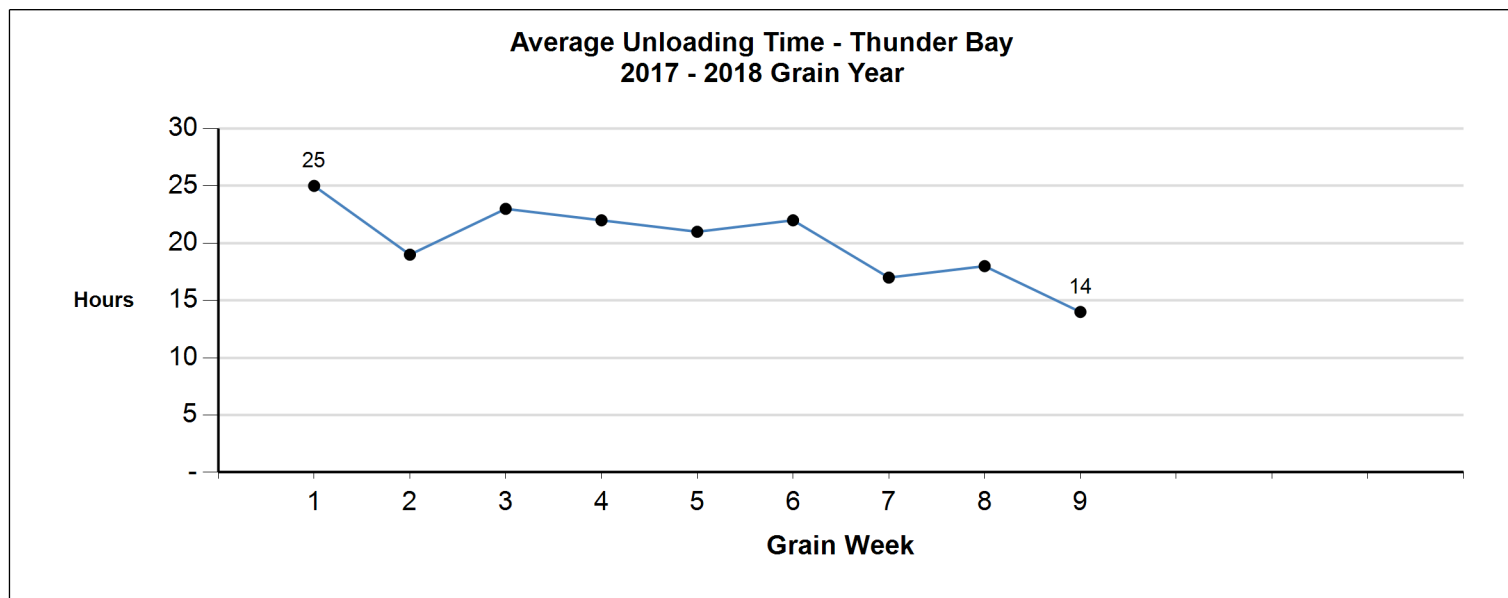
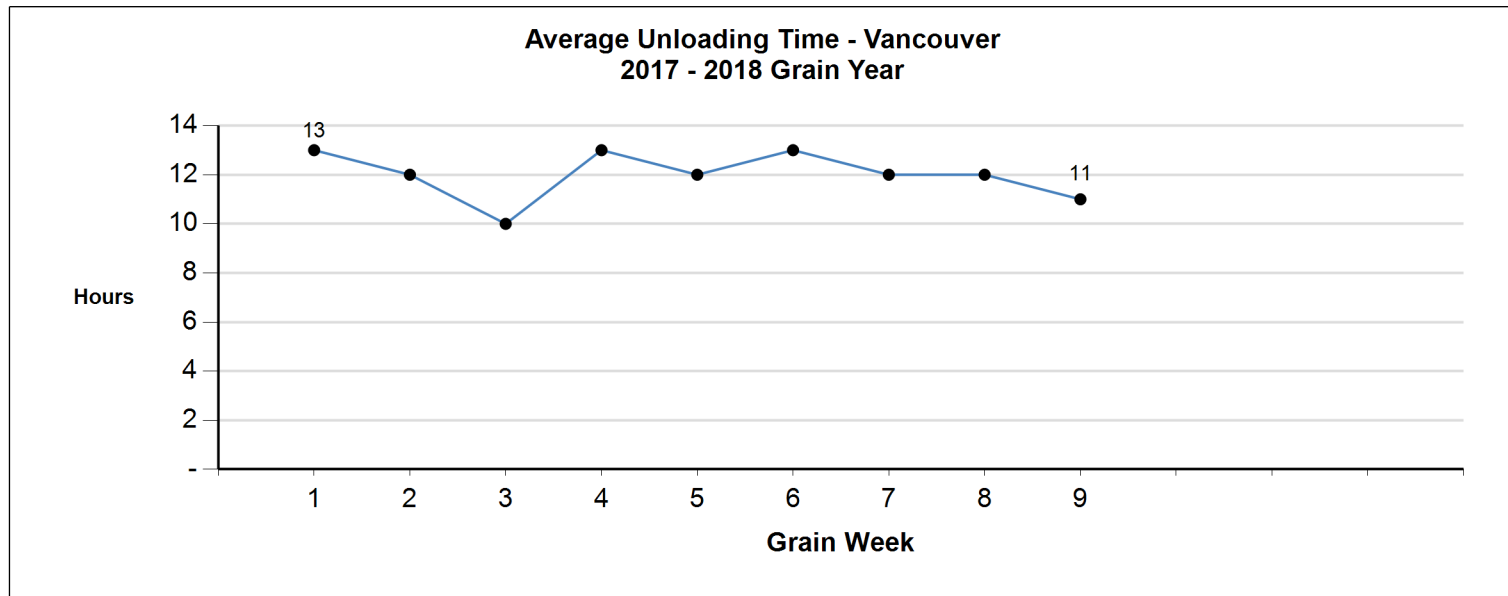


## Destination Dwell Performance





### 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.
Future Week Orders	Orders supplied in a given grain service week that are for orders in weeks after the week for which performance is being reported. – Reference Page 1 – Empty Hopper Cars Supplied
Prior Week Orders	Orders supplied in a given grain service week that are for orders in weeks prior to the week for which performance is being reported. – Reference Page 1 – Empty Hopper Cars Supplied
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.
Unloading Time	The average time elapsed between the placement of a loaded car at the receiver's facility and the release of the empty car back to the railway.
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.