

### **Note to Reader**

Prince Rupert unloads continue to be lower than normal due to ongoing maintenance at the terminal, resulting in reduced unload capacity. For Week 48 and 49, they have reported unloads at nearly 600 and 800, respectively. Alliance Grain Terminal in Vancouver has now begun planned maintenance which is expected to continue until mid-August.

### **SPEED READ**

- Loads on wheels remained unchanged overnight, marking a decline in CN and US Rail volumes offset by higher CP volumes. On a net basis, volumes were largely unchanged due to an increase in traffic in the Vancouver, Prince Rupert and E Canada corridors offset by reduced volumes in the USA/MEX and Thunder Bay corridors.
- Network fluidity was unchanged overnight with a decrease in idle car counts of 65% on CN offset by an increase in idle car counts of 137% on CP. The total count of cars for 4+ days for both railways declined significantly by 38% overnight, now at 423 cars.
- Four days in Week 50 unloads now behind prior week's performance by more than 550 unloads, reflecting a large reduction in unloads at Vancouver offset by higher volumes at Thunder Bay and Prince Rupert.

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### **Loads on Wheels**

- Loads on wheels showed negligible change (-17) overnight due to lower traffic on CN and US Rail offset by higher traffic on CP - combined total at 8,550 and 1% above the trailing 30-day average.
- On a net basis, the unchanged loads on wheels reflect higher volumes in the Vancouver, Prince Rupert and E Canada corridors cancelled out by reduced volumes in the USA/MEX and Thunder Bay corridors.
- CN volumes decreased for three consecutive days, down 4% (-153) overnight with reduced traffic levels in the Vancouver and E Canada corridors offset by greater volumes in the Prince Rupert, Thunder Bay and USA/MEX corridors. System wide CN loads on wheels now sits at 3,907 and 7% below the trailing 30-day average.
- CP volumes rose 6% (+255) overnight and have now increased for the third consecutive day, driven by volume increase in the Vancouver and E Canada corridors offset by lower traffic in the Thunder Bay and USA/MEX corridors. CP system wide loads on wheels now sits at 4,365 and 10% above the trailing 30-day average.
- Vancouver currently at 4,415, up 4% overnight and have now increased for two consecutive days and 8% below the trailing 30-day average.
- The Prince Rupert pipeline now sits at 1,016, rose 7% overnight and 2% above the trailing 30-day.
- Thunder Bay volumes down 7% overnight - currently sits at 1,714 and 25% above the trailing 30-day average with 73% of traffic moving on CP.

### **Hopper Car Rationing**

- No hopper car rationing was reported for either CN or CP in week 49 and none expected in week 50.

### **Loads Not Moving**

- **The count of cars not moving for 48+ hours remained largely unchanged (+6) overnight, reflecting reduced counts on CN offset by greater counts on CP. Idle car counts currently at 1,884.**
- CN
  - **The count of idle cars decreased significantly by 65% (-829) overnight - idle car counts currently at 439.**

- The number of cars idle for 4+ days declined significantly by 68% overnight - now at 138 cars.
- The count of cars not moving for 7+ days increased for the third consecutive day, up 7% overnight - presently at 49 cars.
- Vancouver represents 54% of all idle cars.
- In total 26% of all idle cars are dwelling at origin locations.
- CP
  - **CP counts surged by 137% (+835) overnight and have now increased for two consecutive days - idle car counts now sit at 1,445.**
  - The number of cars idle for 4+ days increased 10% overnight - presently at 285 cars.
  - The number of cars idle for 7+ days increased for the second consecutive day, up 11% overnight - currently at 70 cars.
  - Vancouver accounts for 63% of all idle cars.
  - In total 56% of all idle cars are dwelling at origin locations.

### **Port Performance**

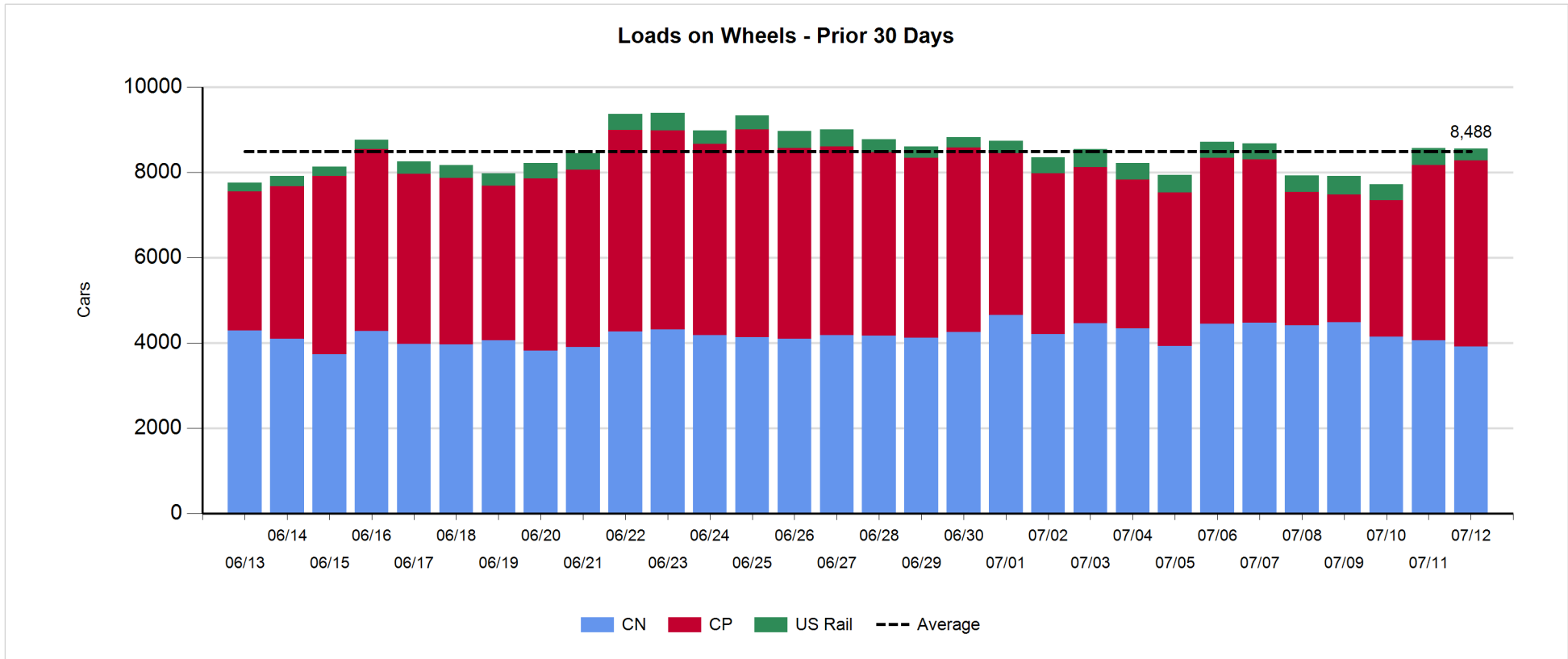
- CN and CP reported a total of 964 cars unloaded at the three major ports, below the 1,000-car threshold for the second consecutive day. Four days in Week 50 unloads are tracking behind last week's pace by more than 550 unloads, indicating a large decline in unloads at Vancouver offset by higher unloads at Thunder Bay and Prince Rupert.
- Vancouver
  - 489 unloads reported by CN and CP at the Port of Vancouver; CN - 398 and CP - 91.
  - There are about 750 cars on site at Vancouver with nearly 400 cars arriving at the port in the last 24 hours.
  - CN and CP have fewer than 450 cars enroute to Vancouver, west of Alberta, with more than 350 Kamloops and west and 82% of traffic currently moving on CP.
- Prince Rupert
  - Prince Rupert reported 165 unloads, now ahead of last week's unloads after four days by fewer than 100.
  - Loads on wheels now above 1,000 cars.
  - There are nearly 400 cars west of Jasper - predominantly Prince George and west.
  - There are about 150 cars on site with fewer than 100 cars arriving at the port in the last 24 hours. Given the structure of the pipeline, there appears to be sufficient cars available to support unloads for the remainder of the week.
- Thunder Bay
  - 310 unloads reported at Thunder Bay yesterday. Four days in Week 50 unloads are tracking ahead of last week's pace by more than 100 unloads.
  - There are around 450 cars on site at Thunder Bay with more than 200 cars arriving at the port in the prior 24 hours.
  - There are less than 200 cars enroute to Thunder Bay from Winnipeg and east. Cars on hand and those enroute should support unloads for the balance of the week.

**Daily Loads on Wheels - 7/12/2018**

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN	313	1,016	462	168	1,948	3,907
CP	215		1,252	447	2,451	4,365
Short Line	23				16	39
US Rail				239		239
	551	1,016	1,714	854	4,415	8,550

**Change in Loads on Wheels - Prior 24 Hours**

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN	-74	64	15	11	-169	-153
CP	116		-142	-57	338	255
Short Line	21				-7	14
US Rail				-133		-133
	63	64	-127	-179	162	-17

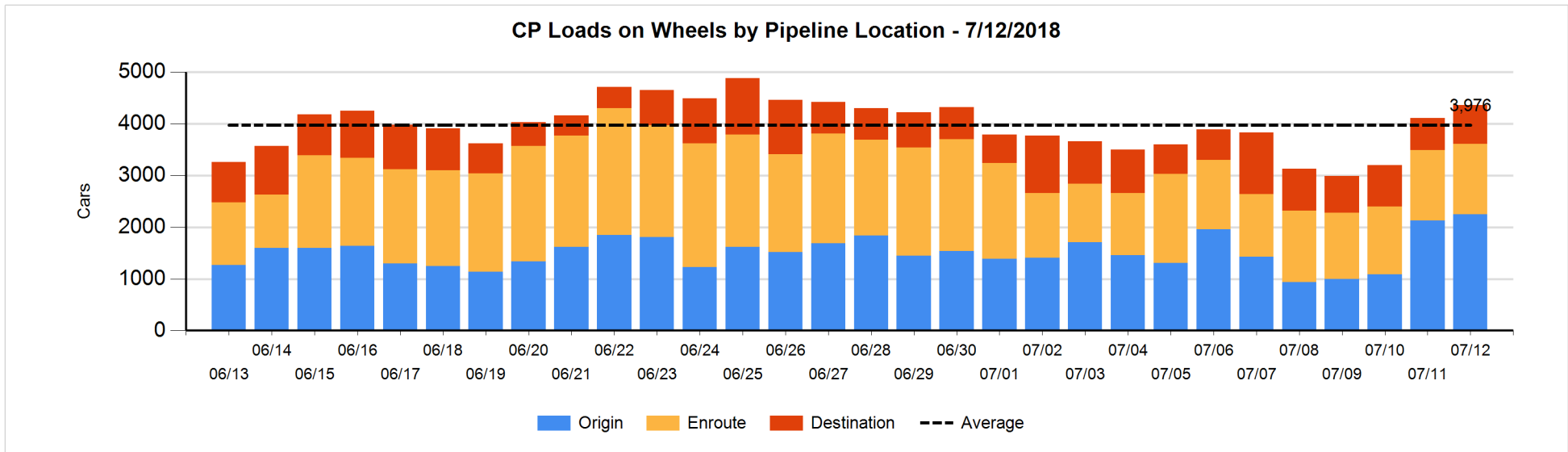
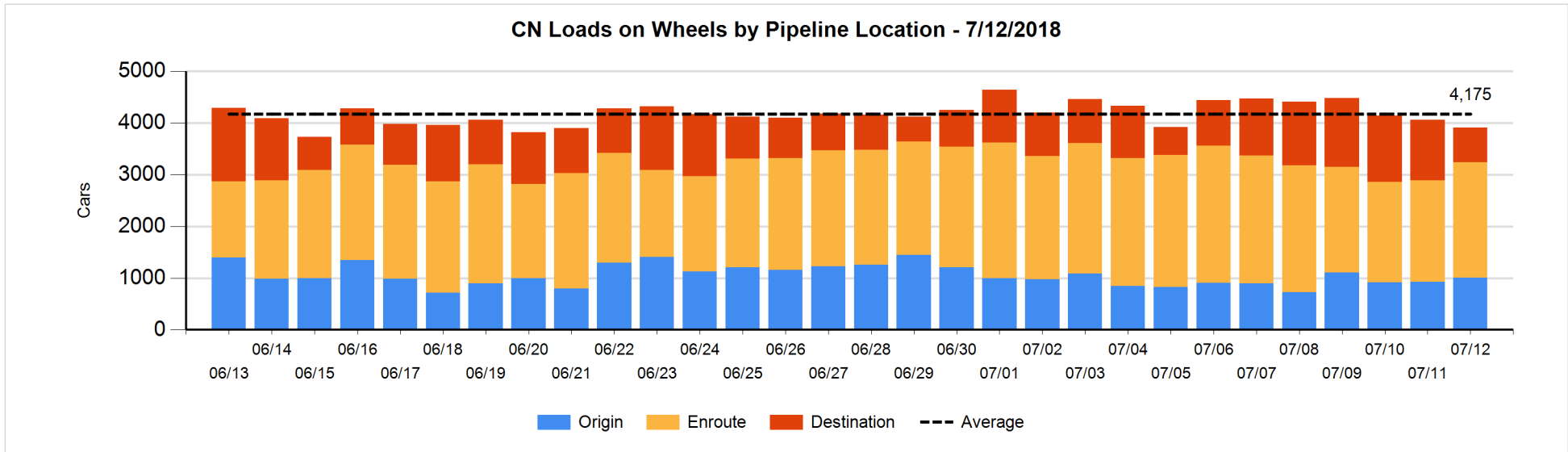


**Daily Loads on Wheels By Pipeline Location - 7/12/2018**

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN						
Origin	5	229	179	46	548	1,007
Enroute	250	652	164	98	1,073	2,237
Destination	58	135	119	24	327	663
	313	1,016	462	168	1,948	3,907
CP						
Origin	118		669	119	1,343	2,249
Enroute	96		247	316	699	1,358
Destination	1		336	12	409	758
	215		1,252	447	2,451	4,365
US Rail / Short Line						
Origin						
Enroute				136		136
Destination	23			103	16	142
	23			239	16	278

**Change in Daily Loads on Wheels By Pipeline Location - Prior 24 Hours**

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN						
Origin	-1	-74	8	24	129	86
Enroute	-25	225	77	-3	-1	273
Destination	-48	-87	-70	-10	-297	-512
	-74	64	15	11	-169	-153
CP						
Origin	116		-27	-119	153	123
Enroute	0		-99	89	6	-4
Destination	0		-16	-27	179	136
	116		-142	-57	338	255
US Rail / Short Line						
Origin						
Enroute				-28		-28
Destination	21			-105	-7	-91
	21			-133	-7	-119

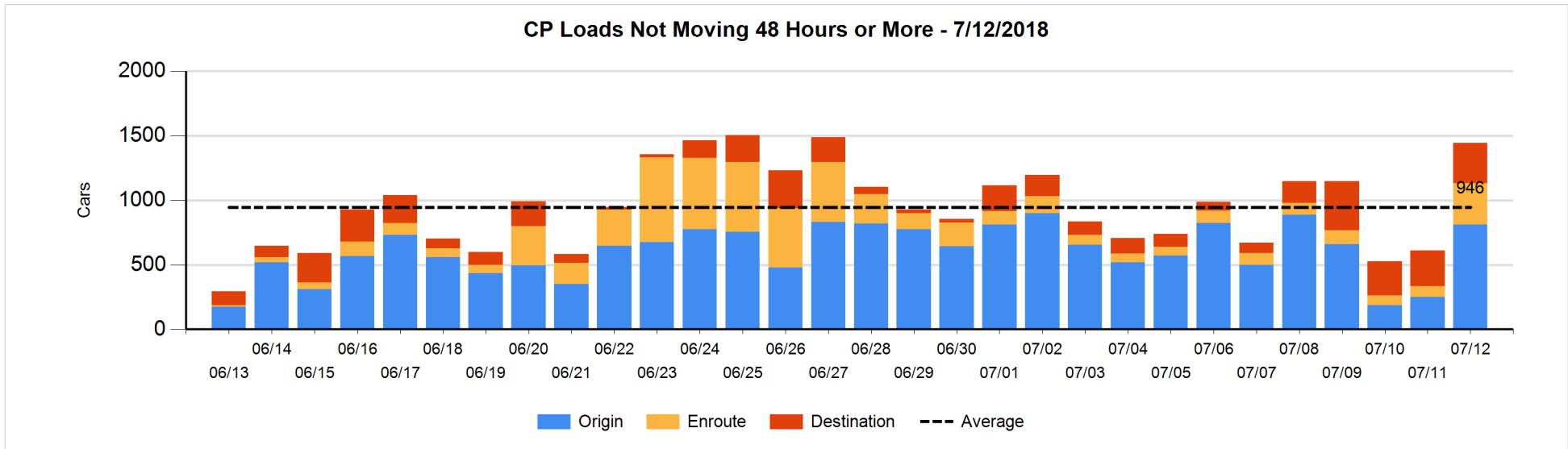
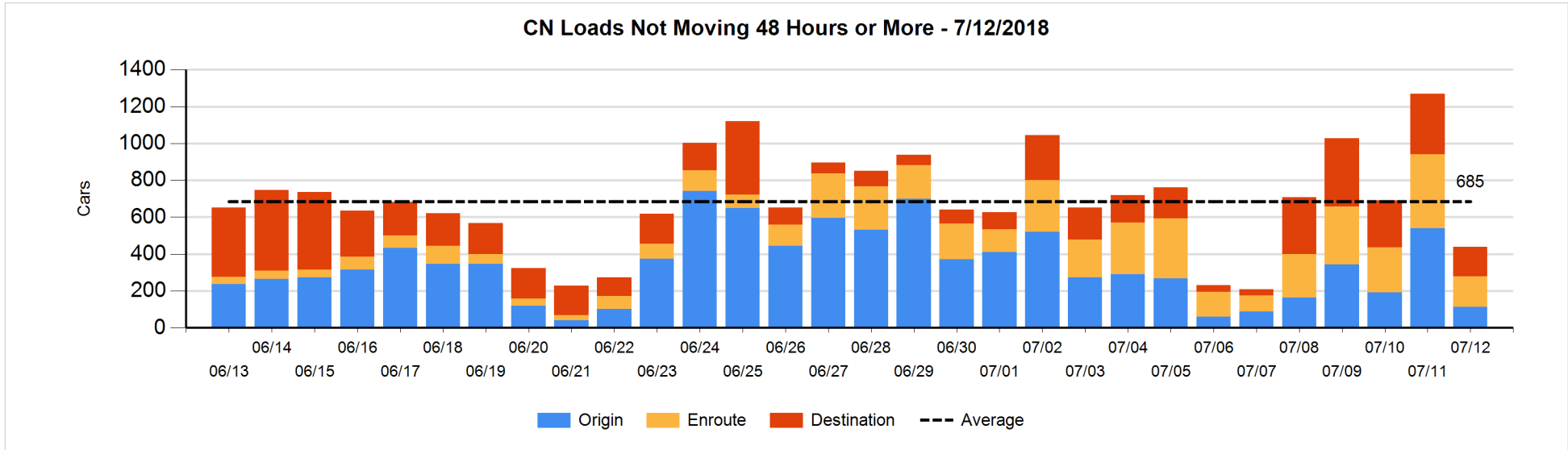


**Loads Not Moving 48 Hours or More - 7/12/2018**

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN						
Origin	4		94	1	13	112
Enroute	30	33		6	99	168
Destination	13	3	16	3	124	159
	47	36	110	10	236	439
CP						
Origin	2		242	115	451	810
Enroute	21		5	44	253	323
Destination	1		107		204	312
	24		354	159	908	1445
US Rail / Short Line						
Origin						
Enroute				60		60
Destination	1			30	5	36
	1			90	5	96

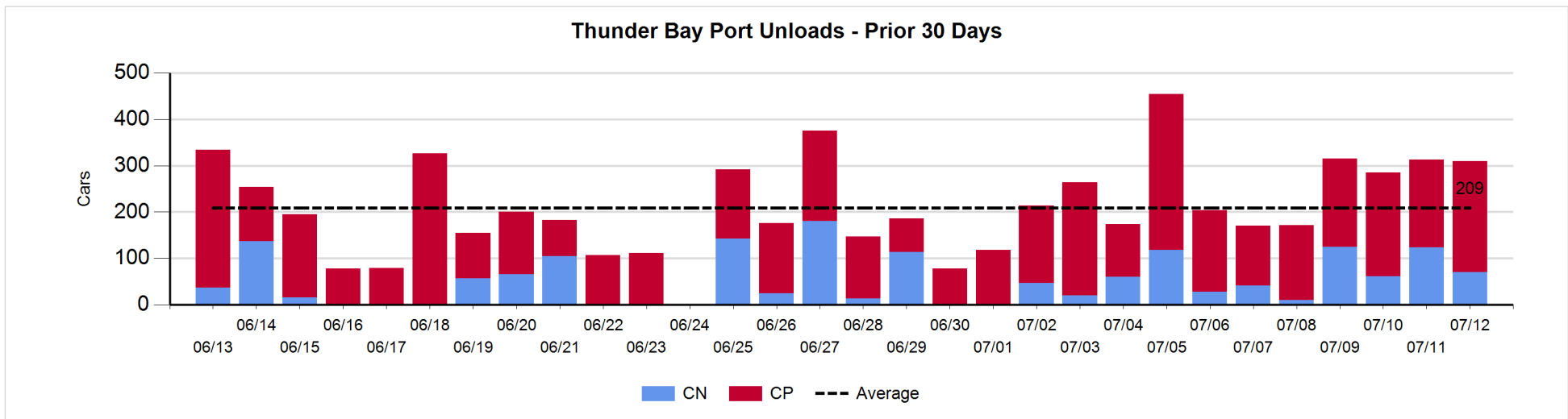
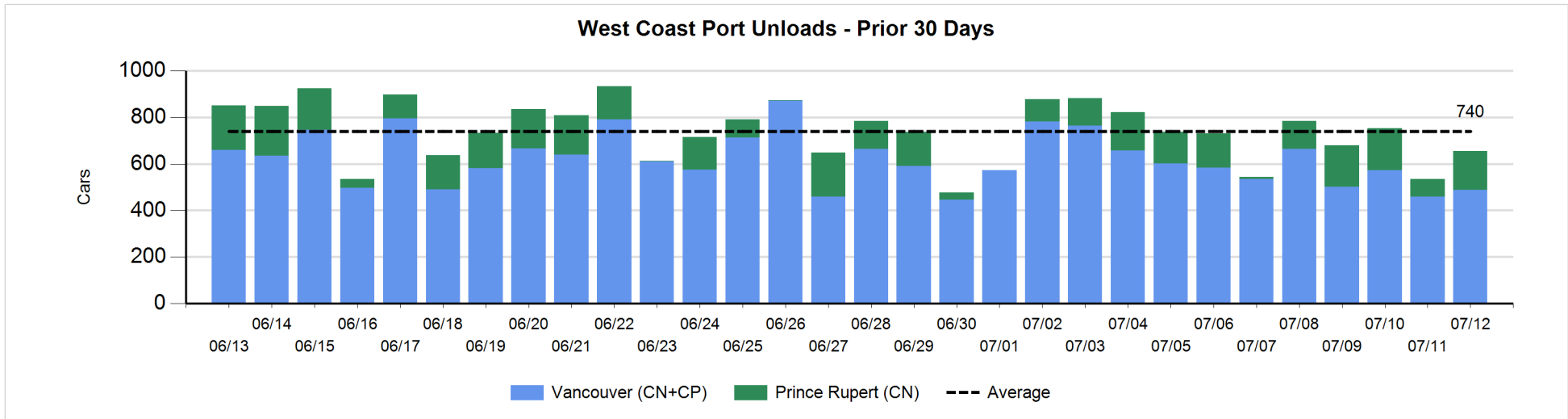
**Change in Loads Not Moving 48 Hours or More - 7/12/2018**

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN						
Origin	3	-302	0	-3	-126	-428
Enroute	-1	-79	-49	1	-104	-232
Destination	-18	-101	-127	-2	79	-169
	-16	-482	-176	-4	-151	-829
CP						
Origin	0		132	113	316	561
Enroute	-9		2	19	226	238
Destination	0		-19	-9	64	36
	-9		115	123	606	835
US Rail / Short Line						
Origin						
Enroute				-15		-15
Destination	0			-7	-4	-11
	0			-22	-4	-26



Port Unloads - 7/12/2018

	Prince Rupert	Vancouver	West Coast Total	Thunder Bay	Total
CN	165	398	563	70	633
CP		91	91	240	331
	165	489	654	310	964





**Port Terminal Status**

**Vancouver**

Daily Activity for 7/12/2018

	Cars Arrived	Cars Received in Interchange	Cars Delivered in Interchange	Cars Placed for Unloading	Loads on Wheels at Destination As of 7/12/2018
CN	102		170	398	327
CP	273	160		160	409
SRY		10		11	16

**Port Unloads**

	07/12	07/11	Week To Date	Last Week
CN	398	404	1,626	2,546
CP	91	56	397	2,042
SRY	11	7	50	69

**Age Profile of Loaded Cars Waiting Placement for Unloading**

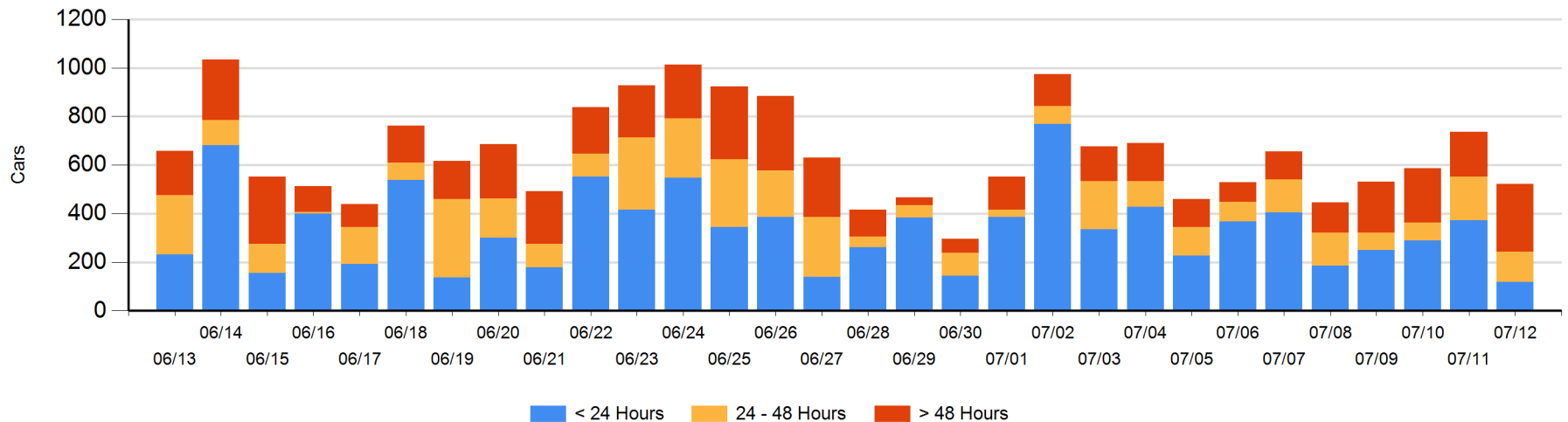
**Today**

	< 24 Hrs	24 - 48 Hrs	> 48-72 Hrs	> 72 Hrs	Total On Hand
CN	5	122	44	65	236
CP	113	2	86	86	287
SRY					0

**Change in Last 24 Hours**

	< 24 Hrs	24-48 Hrs	48 - 72 Hrs	> 72 Hrs
CN	-366	29	-2	24
CP	111	-84	80	-6
SRY				

**Loaded Cars on Hand Vancouver Waiting for Placement - Last 30 Days All Railways**



**Port Terminal Status**

**Prince Rupert**

Daily Activity for 7/12/2018

	Cars Arrived	Cars Received in Interchange	Cars Delivered in Interchange	Cars Placed for Unloading	Loads on Wheels at Destination As of 7/12/2018
CN	78			209	135

**Port Unloads**

	07/12	07/11	Week To Date	Last Week
CN	165	75	599	785

**Age Profile of Loaded Cars Waiting Placement for Unloading**

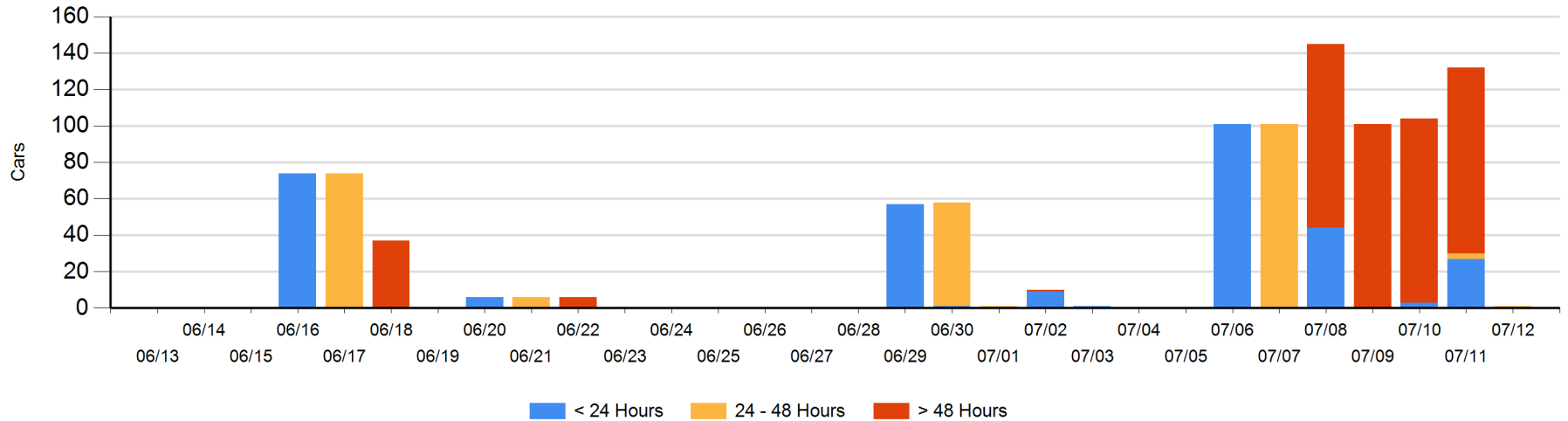
**Today**

	< 24 Hrs	24 - 48 Hrs	> 48-72 Hrs	> 72 Hrs	Total On Hand
CN		1			1

**Change in Last 24 Hours**

	< 24 Hrs	24-48 Hrs	48 - 72 Hrs	> 72 Hrs
CN	-27	-2		-102

Loaded Cars on Hand Prince Rupert Waiting for Placement - Last 30 Days All Railways



**Port Terminal Status**

**Thunder Bay**

Daily Activity for 7/12/2018

	Cars Arrived	Cars Received in Interchange	Cars Delivered in Interchange	Cars Placed for Unloading	Loads on Wheels at Destination As of 7/12/2018
CN				140	119
CP	224			212	336

**Port Unloads**

	07/12	07/11	Week To Date	Last Week
CN	70	124	380	324
CP	240	189	843	1,329

**Age Profile of Loaded Cars Waiting Placement for Unloading**

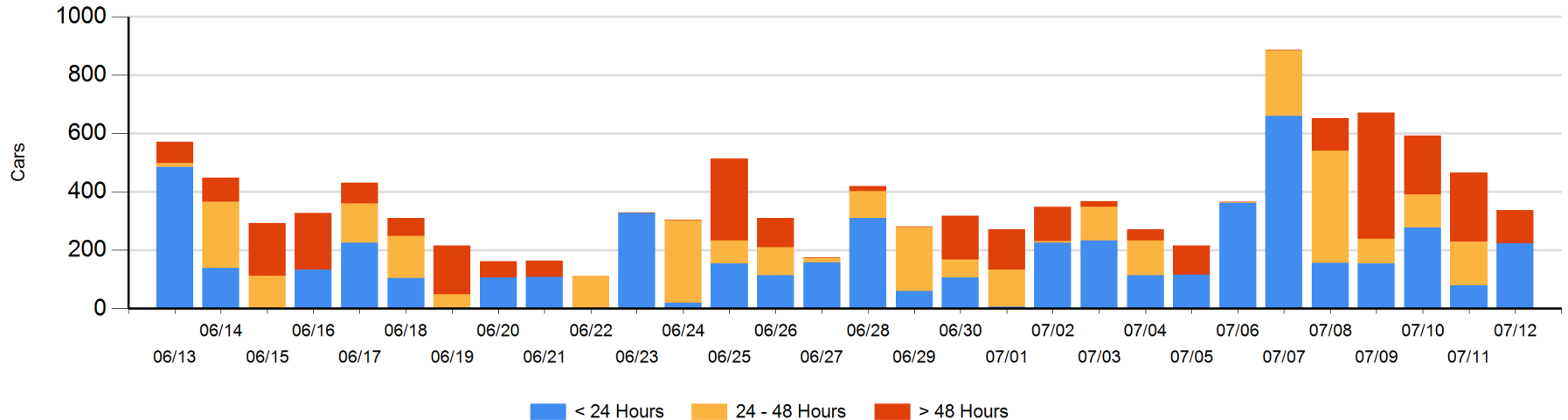
**Today**

	< 24 Hrs	24 - 48 Hrs	> 48-72 Hrs	> 72 Hrs	Total On Hand
CN				13	13
CP	224		58	43	325

**Change in Last 24 Hours**

	< 24 Hrs	24-48 Hrs	48 - 72 Hrs	> 72 Hrs
CN	-39		-82	-19
CP	183	-150	27	-48

**Loaded Cars on Hand Thunder Bay Waiting for Placement - Last 30 Days All Railways**



## Measurement Definitions

Loads on Wheels	<p>Count of loaded rail cars including all rail cars that have been released loaded at origin and have not been reported by the railway as unloaded at destination.</p> <p>Counts include all rail cars (hopper cars and boxcars) moving within a pipeline.</p>
Loads Not Moving	<p>Loaded rail cars for which the railways have not reported a movement event for 48 hours or more whether the rail car is at origin, enroute or at destination.</p>
Port Unloads	<p>Count of rail cars reported by railways as unloaded at the western port destinations of Vancouver, Prince Rupert and Thunder Bay.</p> <p>Unload counts include all rail cars (hopper cars and boxcars) unloaded by all receivers including major port terminals, transloaders and other receivers.</p>
Cars Arrived	<p>Count of rail cars reported as arrived at the destination railway terminal.</p>
Cars Received in Interchange	<p>Count of rail cars received in interchange by each railway within a destination railway terminal. Interchange activity is tracked for the Vancouver and Thunder Bay pipelines as applicable.</p>
Cars Delivered in Interchange	<p>Count of rail cars delivered in interchange by each railway within a destination railway terminal. Interchange activity is tracked for the Vancouver and Thunder Bay pipelines as applicable.</p>
Cars Placed for Unloading	<p>Count of rail cars reported by the railways as placed loaded at the receiver's facility for unloading.</p>
Loads on Wheels at Destination	<p>Count of rail cars that remain under load within the destination railway terminal including rail cars that have been reported as placed for unloading but not yet reported as unloaded.</p>
Waiting Placement for Unloading	<p>Count of rail cars that have been reported as arrived at the destination railway terminal but not reported as placed for unloading by the railway.</p> <p>For the Ports of Vancouver, Prince Rupert and Thunder Bay the count of rail cars waiting placement for unloading is categorized by age – i.e. the elapsed time from arrival at destination to the current report date.</p>