

Note to Reader

Prince Rupert unloads have been lower than normal for a number of weeks as a result of ongoing maintenance at the terminal which is reducing unload capacity. Over the last four weeks unloads have averaged 770 unloads. Following three weeks of declining unloads last week saw unloads rise above 900 once again. Alliance Grain Terminal in Vancouver has now begun planned maintenance which is expected to continue until mid-August.

SPEED READ

- Loads on wheels declined overnight for the first time in six days reflecting lower volumes on both CN and CP concentrated largely in the Vancouver corridor.
- Network fluidity deteriorated overnight for the third consecutive day with both CN and CP seeing the count of idle cars rise. Idle car counts for both railways combined have now increased by more than 1,200 cars in the last five days with 70% of the increase seen on CP although the performance of both railways in this area has steadily deteriorated. During this time period idle car counts have risen in all corridors with the most significant increase seen for Vancouver destined traffic. On a somewhat positive note the increase for both railways is being seen largely in the count of cars idle for 48-96 hours with older date counts on a downward trend.
- Week 46 unloads maintained pace through the balance of the week coming in above 7,000 and 250 unloads higher than the prior week. This week over week improvement was driven solely by Prince Rupert where unloads doubled from the prior week while Thunder Bay saw lower unloads as compared to the prior week and Vancouver was largely unchanged.

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Loads on Wheels

- Loads on wheels declined 5% (-510) overnight marking the first day of reduced volumes in the last six days. The decrease reflects lower volumes on both CN (-304) and CP (-270) - now at 8,247 and 2% above the trailing 30 day average
- On a net basis the decrease in loads on wheels reflects principally lower volumes in the Vancouver (-553) and Prince Rupert (-102) corridors offset by nominal increases in other corridors.
- CN volumes declined 7% reflecting lower volumes in the Vancouver and Rupert corridors. System wide CN loads on wheels now at 3,977 and in line with the trailing 30 day average.
- CP volumes declined 6% overnight with lower volumes, much like CN, being driven by a reduction in the Vancouver corridor. CP system wide loads on wheels now at 3,985 - 4% above the trailing 30 day average.
- Vancouver now at 4,943 - 3% above the trailing 30 day average.
- The Prince Rupert pipeline currently sits at 1,013 - above the 1,000 car threshold for the third consecutive day and 20% above the trailing 30 day average.
- Thunder Bay volumes increased for the first time in nine days, albeit only slightly, remaining below the 1,000 car threshold and 8% below the trailing 30 day average with 85% of traffic moving on CP

Hopper Car Rationing

- No hopper car rationing has been reported for either CN or CP in week 46 and none expected in week 47.

Loads Not Moving

- **The count of cars not moving for 48+ hours increased for the fourth time in the last 5 days rising 13% (200 cars) overnight reflecting increases on both railways. Idle car counts have now more than tripled (+1,200 cars) in the last five days and currently stand at 1,764 - the highest level seen in the last two weeks.**

- CN
 - **The count of idle cars increased slightly overnight (+48 cars) - idle car counts now at 684.**
 - The number of cars idle for 4+ days declined by 25% overnight following three consecutive days of increasing counts that saw this number rise to nearly 400 - now just below 300 cars.
 - The count of cars not moving for 7+ days unchanged - remains just above 50 cars.
 - Vancouver represents 60% of all idle cars.

- CP
 - **CP counts increased 16% (152 cars) overnight and at 1,080 are more than 4x higher than the levels seen as recently as five days ago.**
 - The number of cars idle for 4+ days down 40% overnight - now below 150 cars.
 - The count of cars idle for 7+ days down 90% overnight - now less than 10 cars.
 - Vancouver accounts for 46% of all idle cars.
 - In total 70% of all idle cars are dwelling at origin locations.

Port Performance

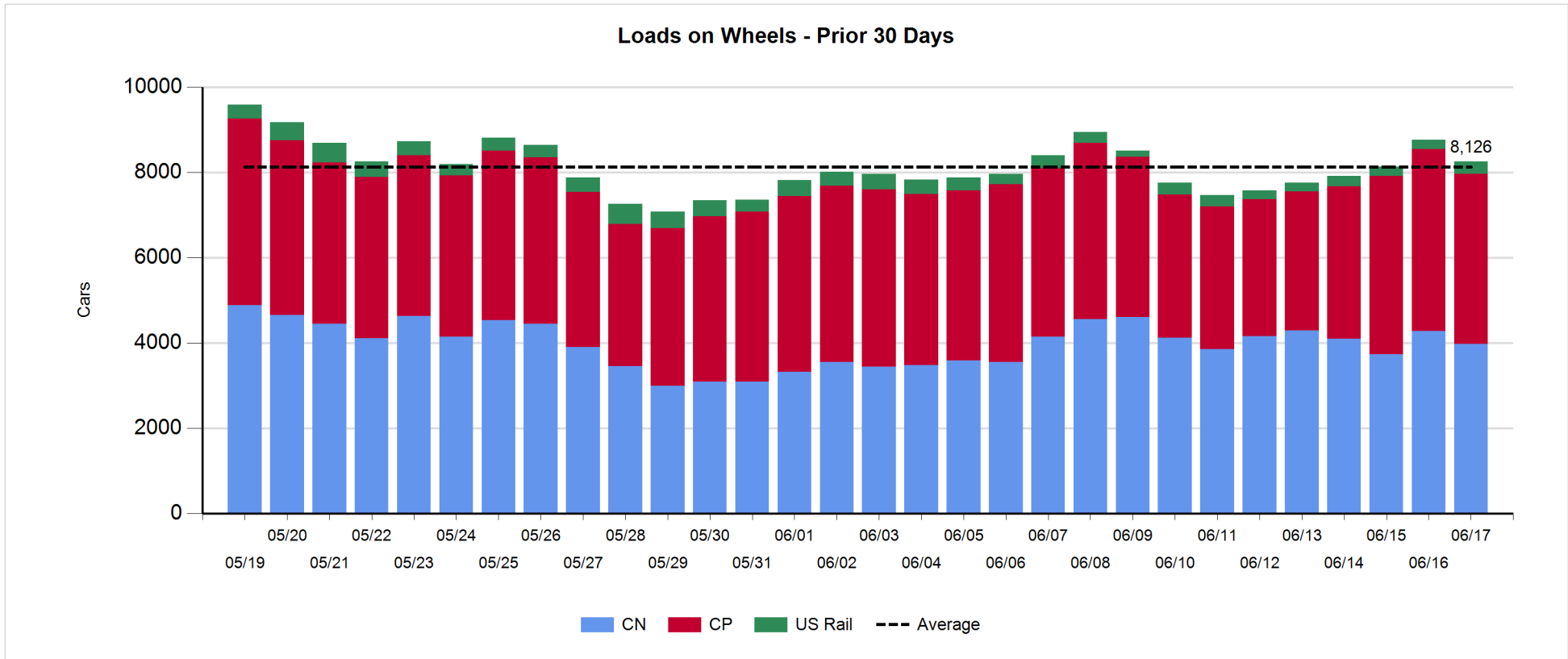
- CN and CP reported a total of 977 cars unloaded at the three western ports. With more than 1,500 unloads reported on the weekend Week 46 unloads at more than 7,000 came in some 250 unloads higher than the prior week.
- Vancouver
 - 796 cars reported unloaded by CN and CP at the Port of Vancouver; CN - 448 and CP - 348.
 - There are fewer than 500 cars on hand at Vancouver waiting placement for unloading with nearly 700 cars arriving at the port in the last 24 hours.
 - CN and CP have only 1,000+ cars enroute to Vancouver west of Alberta - 425 Kamloops and west - with 85% of traffic currently moving on CP.
- Prince Rupert
 - Prince Rupert unload performance rebounded strongly from a below average performance the prior week with Week 46 unloads exceeding 900 cars more than double the volumes seen in the prior week.
 - Loads on wheels above 1,000 cars for the third consecutive day.
 - There are nearly 350 cars west of Jasper - 250 Prince George and west.
 - With 150 cars on site and the proximity of inbound cars it is reasonable to assume that there should be ample cars available to support 100-150 unloads per day for the next 3-4 days.
- Thunder Bay
 - Less than 100 unloads reported at Thunder Bay for the second consecutive day resulting in fewer than 1,500 unloads for Week 46 nearly 300 unloads less than the prior week.
 - There are 600+ cars on site at Thunder Bay with 225 cars arriving at the Port in the prior 24 hours.
 - There are fewer than 200 cars enroute to Thunder Bay - approximately half of these Winnipeg and east with the majority of cars currently moving on CN.

Daily Loads on Wheels - 6/17/2018

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN	156	1,013	150	265	2,393	3,977
CP	37		846	595	2,507	3,985
Short Line	43				43	86
US Rail				199		199
	236	1,013	996	1,059	4,943	8,247

Change in Loads on Wheels - Prior 24 Hours

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN	-22	-102	0	103	-283	-304
CP	-2		65	-58	-275	-270
Short Line	7				5	12
US Rail				52		52
	-17	-102	65	97	-553	-510

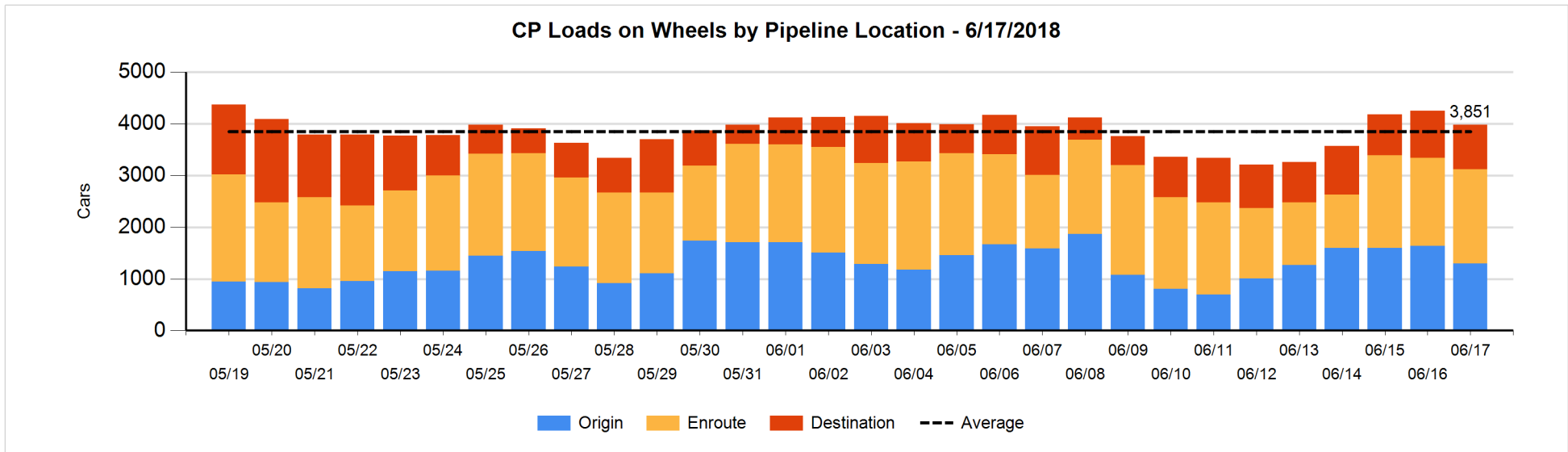
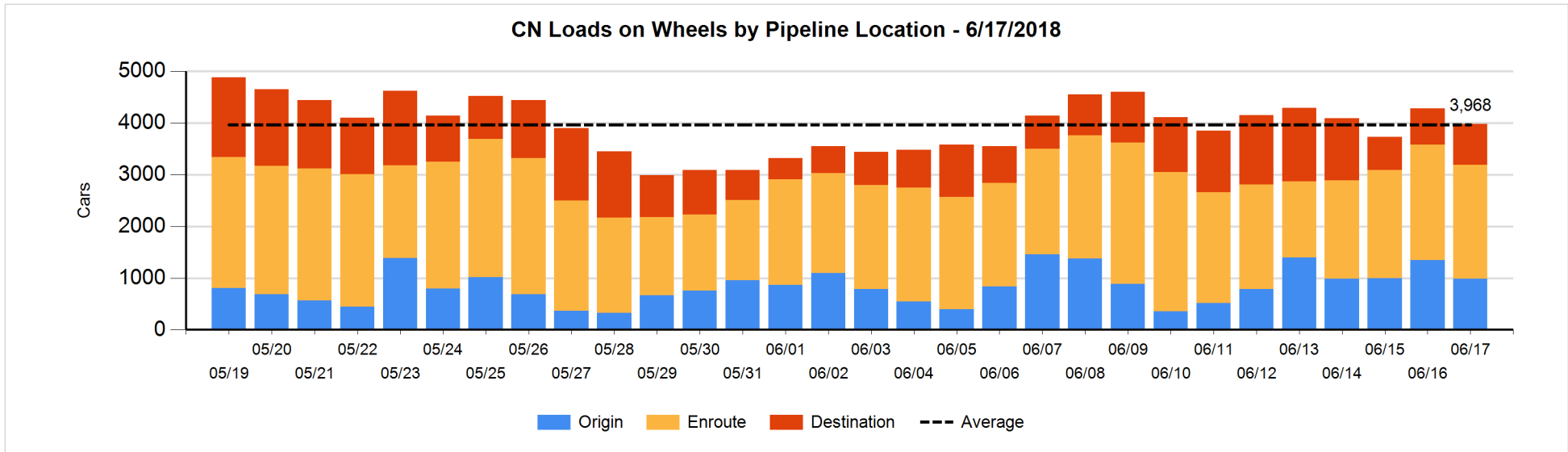


Daily Loads on Wheels By Pipeline Location - 6/17/2018

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN						
Origin		205		110	671	986
Enroute	102	659	147	150	1,144	2,202
Destination	54	149	3	5	578	789
	156	1,013	150	265	2,393	3,977
CP						
Origin	1		203	233	859	1,296
Enroute	33		38	354	1,397	1,822
Destination	3		605	8	251	867
	37		846	595	2,507	3,985
US Rail / Short Line						
Origin						
Enroute	8			125		133
Destination	35			74	43	152
	43			199	43	285

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

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN						
Origin		-163	-26	99	-271	-361
Enroute	-51	30	26	6	-43	-32
Destination	29	31	0	-2	31	89
	-22	-102	0	103	-283	-304
CP						
Origin	-24		141	-110	-352	-345
Enroute	21		-223	82	240	120
Destination	1		147	-30	-163	-45
	-2		65	-58	-275	-270
US Rail / Short Line						
Origin						
Enroute	7			30		37
Destination	0			22	5	27
	7			52	5	64

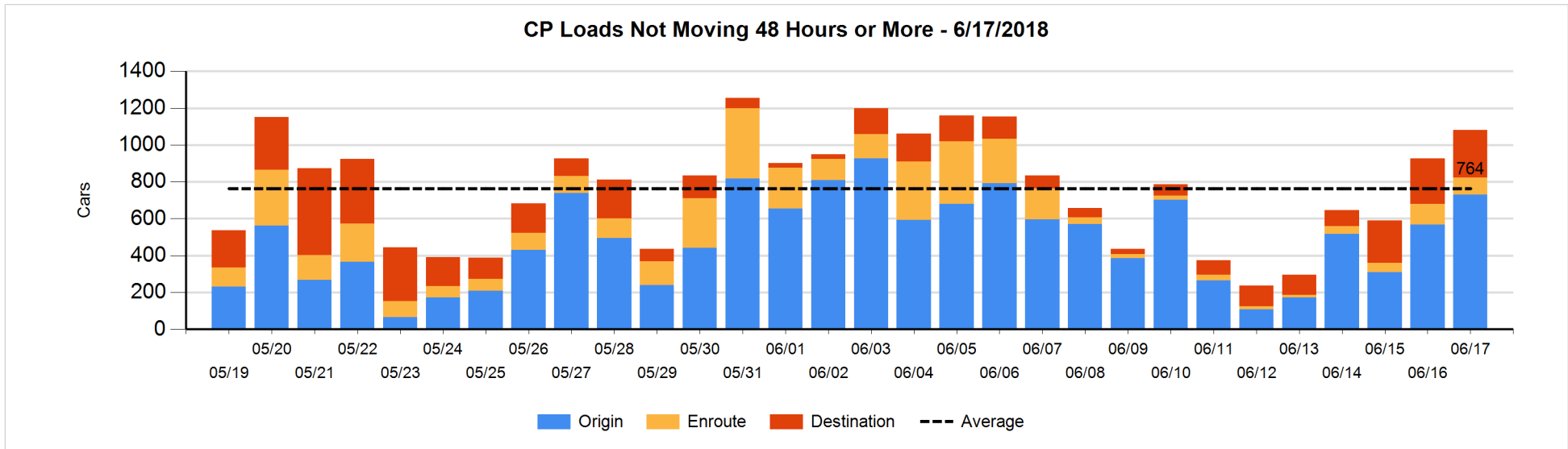
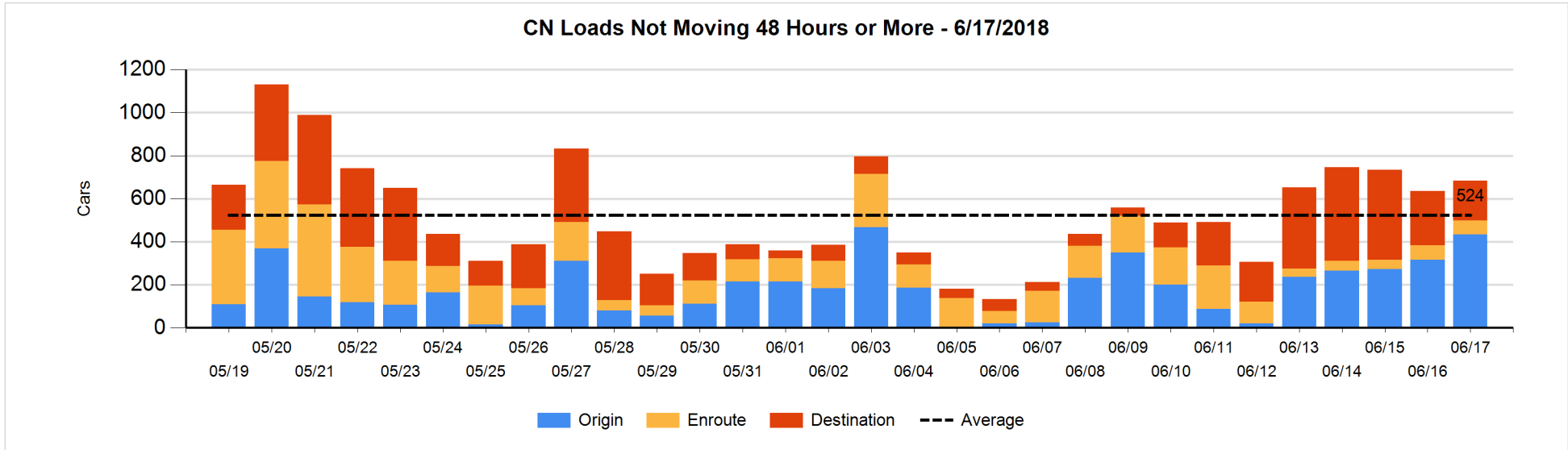


Loads Not Moving 48 Hours or More - 6/17/2018

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN						
Origin		205		4	224	433
Enroute	13	15		16	22	66
Destination	2	10	3	5	165	185
	15	230	3	25	411	684
CP						
Origin	1		59	200	470	730
Enroute	4		3	80	5	92
Destination	2		226	8	22	258
	7		288	288	497	1080
US Rail / Short Line						
Origin						
Enroute	1			33		34
Destination	17			41	22	80
	18			74	22	114

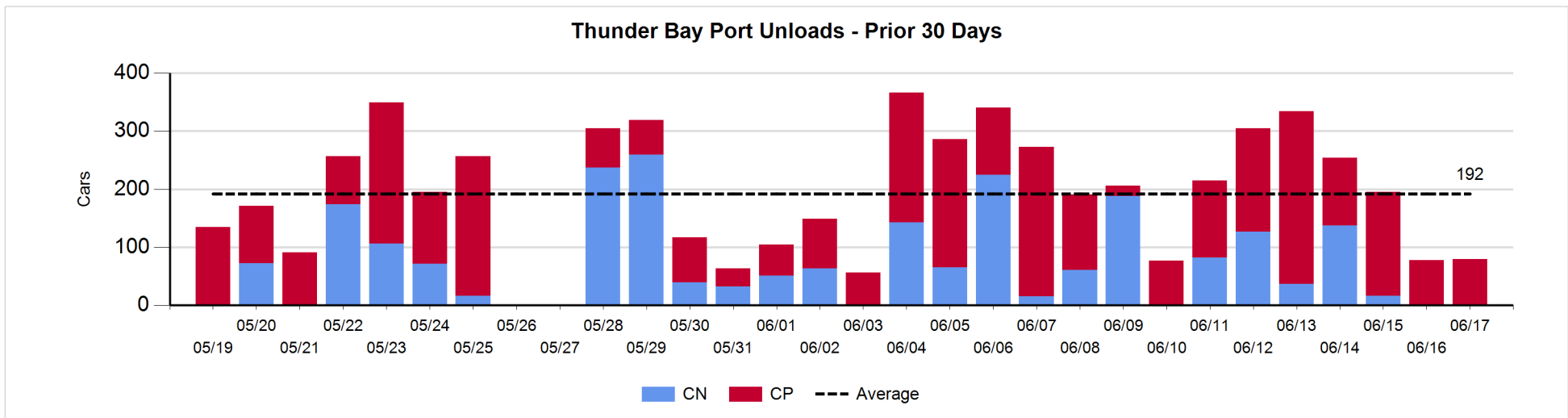
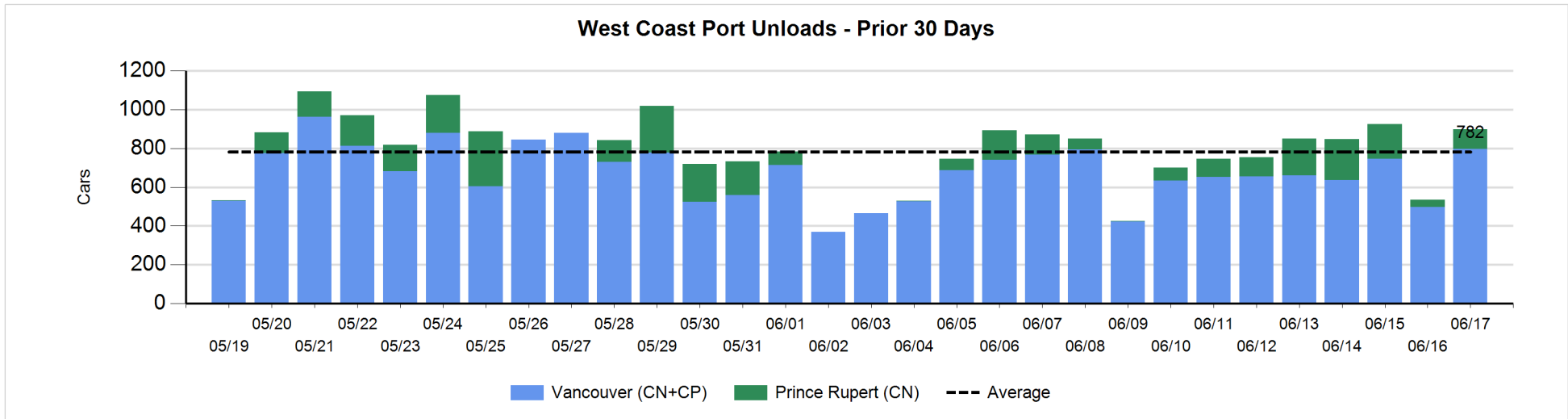
Change in Loads Not Moving 48 Hours or More - 6/17/2018

	E Canada	Prince Rupert	Thunder Bay	USA/MEX	Vancouver	Total
CN						
Origin		200	-26	-4	-52	118
Enroute	2	13		3	-21	-3
Destination	0	0	0	2	-69	-67
	2	213	-26	1	-142	48
CP						
Origin	-23		53	101	32	163
Enroute	0		-3	-18	0	-21
Destination	0		34	-5	-19	10
	-23		84	78	13	152
US Rail / Short Line						
Origin						
Enroute	1			2		3
Destination	10			19	-10	19
	11			21	-10	22



Port Unloads - 6/17/2018

	Prince Rupert	Vancouver	West Coast Total	Thunder Bay	Total
CN	102	448	550		550
CP		348	348	79	427
	102	796	898	79	977



Port Terminal Status

Vancouver

Daily Activity for 6/17/2018

	Cars Arrived	Cars Received in Interchange	Cars Delivered in Interchange	Cars Placed for Unloading	Loads on Wheels at Destination As of 6/17/2018
CN	522	129	99	436	578
CP	152	97	137	296	251
SRY		10		5	43

Port Unloads

	06/17	06/16	Week To Date	Last Week
CN	448	193	2,686	2,649
CP	348	304	1,954	1,926
SRY	5		40	54

Age Profile of Loaded Cars Waiting Placement for Unloading

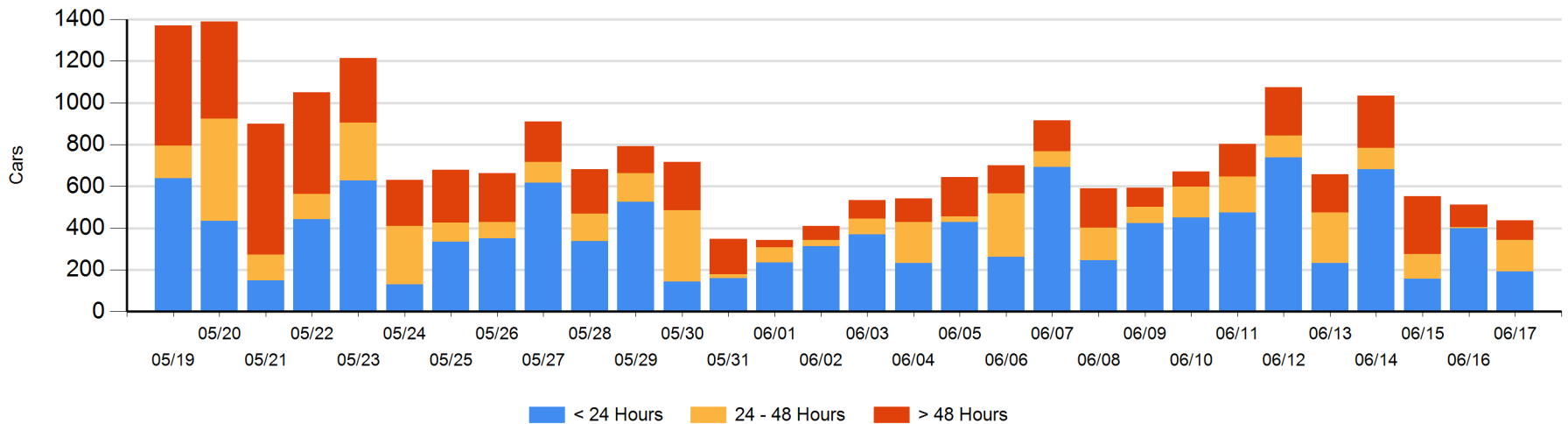
Today

	< 24 Hrs	24 - 48 Hrs	> 48-72 Hrs	> 72 Hrs	Total On Hand
CN	160	17	2	38	217
CP	33	134	5	49	221
SRY					0

Change in Last 24 Hours

	< 24 Hrs	24-48 Hrs	48 - 72 Hrs	> 72 Hrs
CN	143	15	-4	1
CP	-349	129	-2	-7
SRY				

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



Port Terminal Status

Prince Rupert

Daily Activity for 6/17/2018

	Cars Arrived	Cars Received in Interchange	Cars Delivered in Interchange	Cars Placed for Unloading	Loads on Wheels at Destination As of 6/17/2018
CN	133			133	149

Port Unloads

	06/17	06/16	Week To Date	Last Week
CN	102	37	915	437

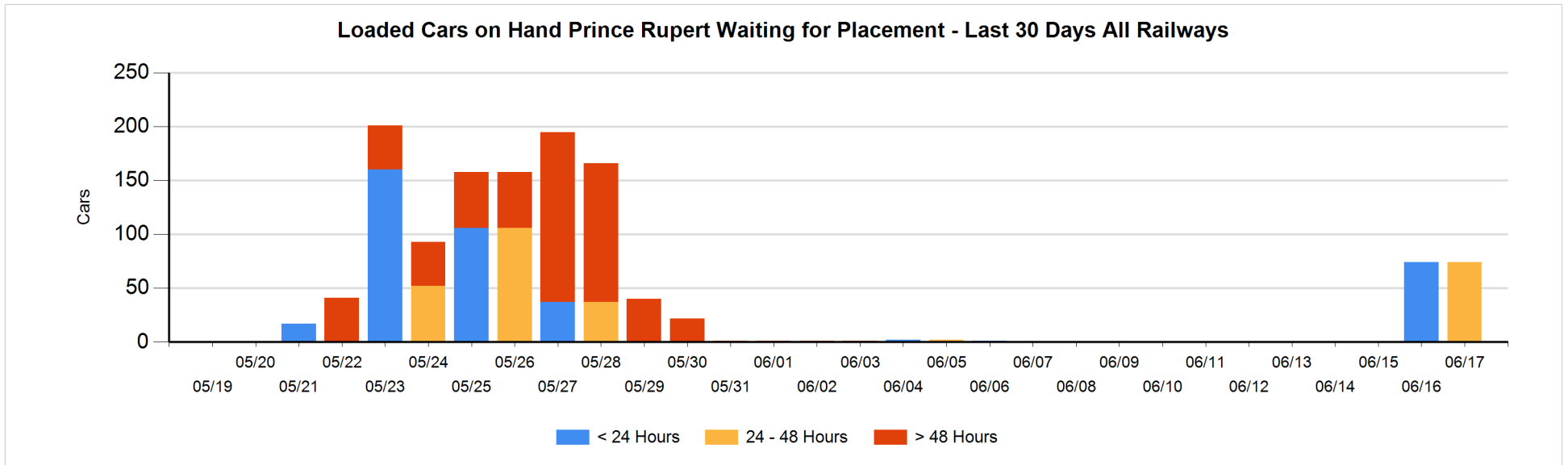
Age Profile of Loaded Cars Waiting Placement for Unloading

Today

	< 24 Hrs	24 - 48 Hrs	> 48-72 Hrs	> 72 Hrs	Total On Hand
CN		74			74

Change in Last 24 Hours

	< 24 Hrs	24-48 Hrs	48 - 72 Hrs	> 72 Hrs
CN	-74	74		



Port Terminal Status

Thunder Bay

Daily Activity for 6/17/2018

	Cars Arrived	Cars Received in Interchange	Cars Delivered in Interchange	Cars Placed for Unloading	Loads on Wheels at Destination As of 6/17/2018
CN					3
CP	226			80	605

Port Unloads

	06/17	06/16	Week To Date	Last Week
CN			399	697
CP	79	78	1,061	1,042

Age Profile of Loaded Cars Waiting Placement for Unloading

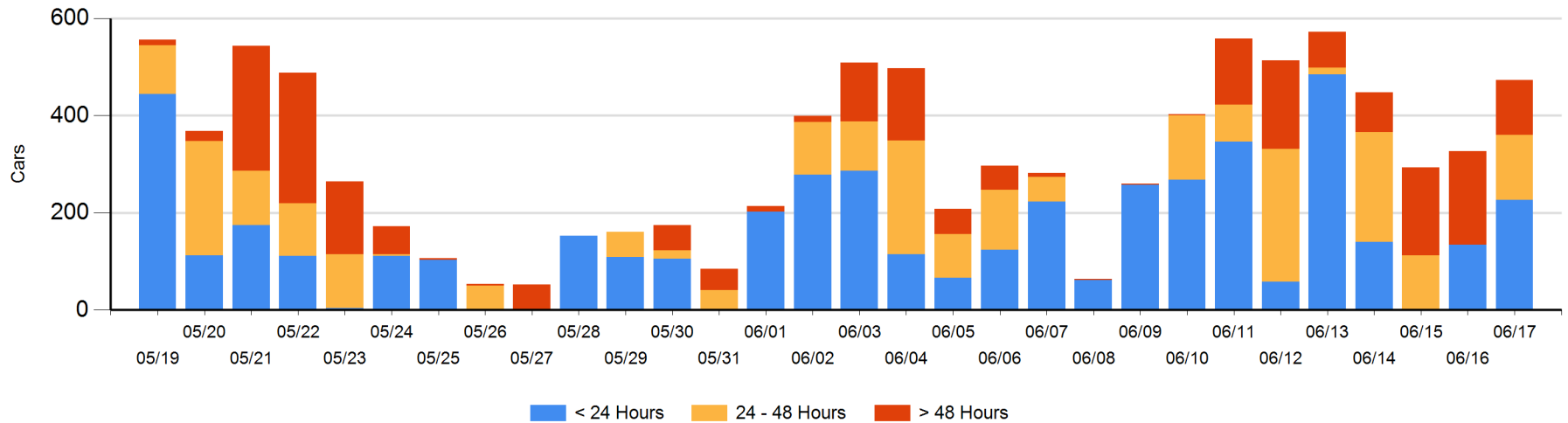
Today

	< 24 Hrs	24 - 48 Hrs	> 48-72 Hrs	> 72 Hrs	Total On Hand
CN				1	1
CP	226	134		112	472

Change in Last 24 Hours

	< 24 Hrs	24-48 Hrs	48 - 72 Hrs	> 72 Hrs
CN				0
CP	92	134	-112	32

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>