

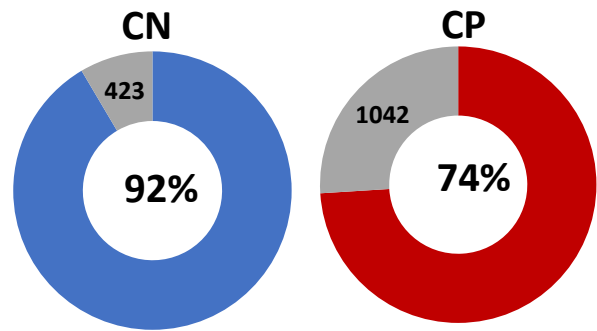
Performance Dashboard

Timeliness of Weekly Car Supply

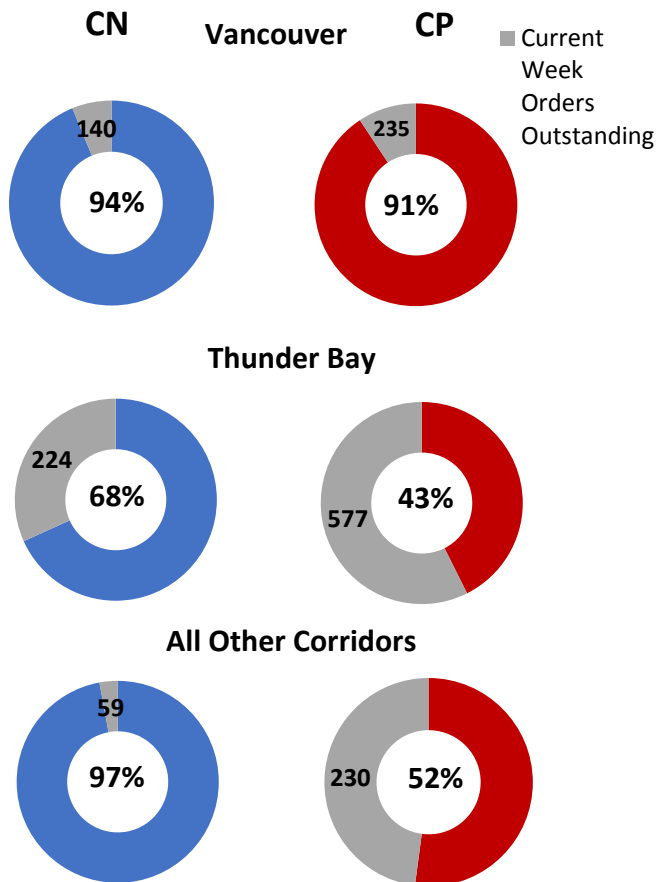
The delivery of railcars in a timely fashion is essential to ensure grain shippers can meet the demand of their domestic and international customers and plan logistics activities from country elevators and processing plants through to terminal and vessel operations. When railway car orders are not supplied to shippers in the week for which they are ordered it can disrupt operations throughout the supply chain. Both early and late supply of railcars can be equally detrimental to grain handling operations and may result in additional handling costs and in the case of late supply the potential for lost sales. For small shippers with limited rail siding capacity the early delivery of cars can be particularly problematic.

	CN	CP
Current Week Hopper Car Demand	4,979	4,008
Current Week Order Fulfillment		
Supplied for Want Week	4,556	2,966
Current Week Unfulfilled Demand	(423)	(1,042)
% Current Week Orders Supplied	92%	74%

Percent of Orders Supplied for Want Week



Corridor Performance



The railways supplied 84% of total hopper car demand for Grain Week 13. Of the cars supplied, 8% were supplied to shippers in the prior week. This results in unfulfilled demand for Grain Week 13 of 1,456 orders.

CN's performance was better than CP's in both the Thunder Bay and Vancouver corridors. CN fulfilled 94% and 68% of demand in the Vancouver and Thunder Bay corridors as compared to CP which met 91% and 43% of shipper demand for each of these corridors. Demand was comparable for the two railways in the Vancouver corridor. CP demand to Thunder Bay was approximately 40% than that of CN's.

CN performed materially better than CP outside the Vancouver and Thunder Bay corridors with CN meeting 97% of shipper demand and CP fulfilling 52% of shipper orders. While Prince Rupert was a major driver of CN performance in this area it met more than 90% of shipper demand in all corridors.

CN spotted 4,373 hopper cars and CP spotted 3,738 hopper cars in the country in Grain Week 13 for a total supply of 8,111 cars – this included 1,174 cars that had been ordered for other weeks.

Current Week Railway Order Fulfillment

- CN and CP supplied 7,522 (84%) of the 8,987 hopper cars ordered for delivery in Grain Week 13 resulting in 1,465 hopper car orders remaining outstanding. Of the cars supplied, 590 (8%) were supplied to shippers in the prior week.
- CP supplied 74% and CN 92% of orders for Grain Week 13 resulting in 1,042 outstanding orders for CP and 423 outstanding orders for CN.
- Boxcar shippers received 100% of orders in Grain Week 13.

Corridor Performance

- In Grain Week 13 traffic destined to bulk terminals in Western Canada received a higher percentage (85%) of cars than other corridors. By comparison, non-bulk corridors including the USA/Mexico, Vancouver transload and Canadian domestic corridors received 78% of cars ordered for delivery in Grain Week 13.
- In Grain Week 13 CP supplied 52% of orders for non-bulk corridors as compared to CN which supplied 95% of orders in these corridors.

Railway Dwell Times at Country Origins

- In Grain Week 13, CN's loaded dwell times for multicar block traffic at country origin locations averaged 14 hours while CP's loaded dwell times averaged 41 hours.
 - In the crop year to date, 22% of all bulk grain shipments have waited for more than 48 hours at origin for pick up by the railways after being released by shippers for movement to destination. Only 54% of shipments were picked up within 24 hours.

Railway Dwell Times at Destination Terminals

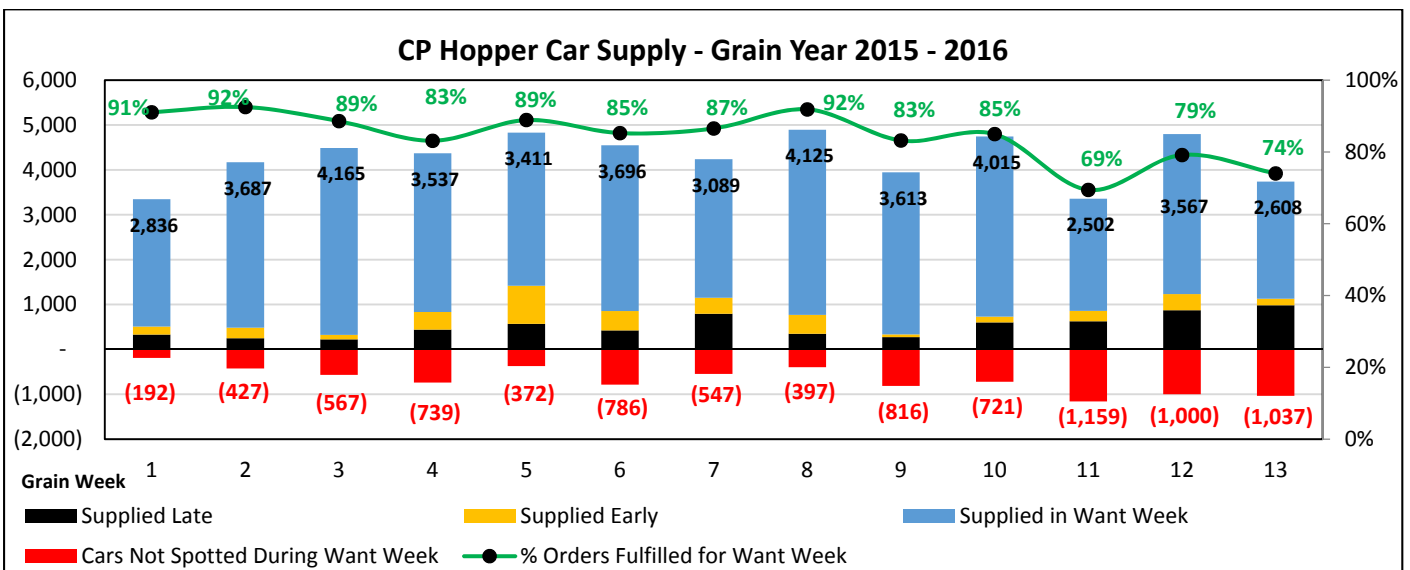
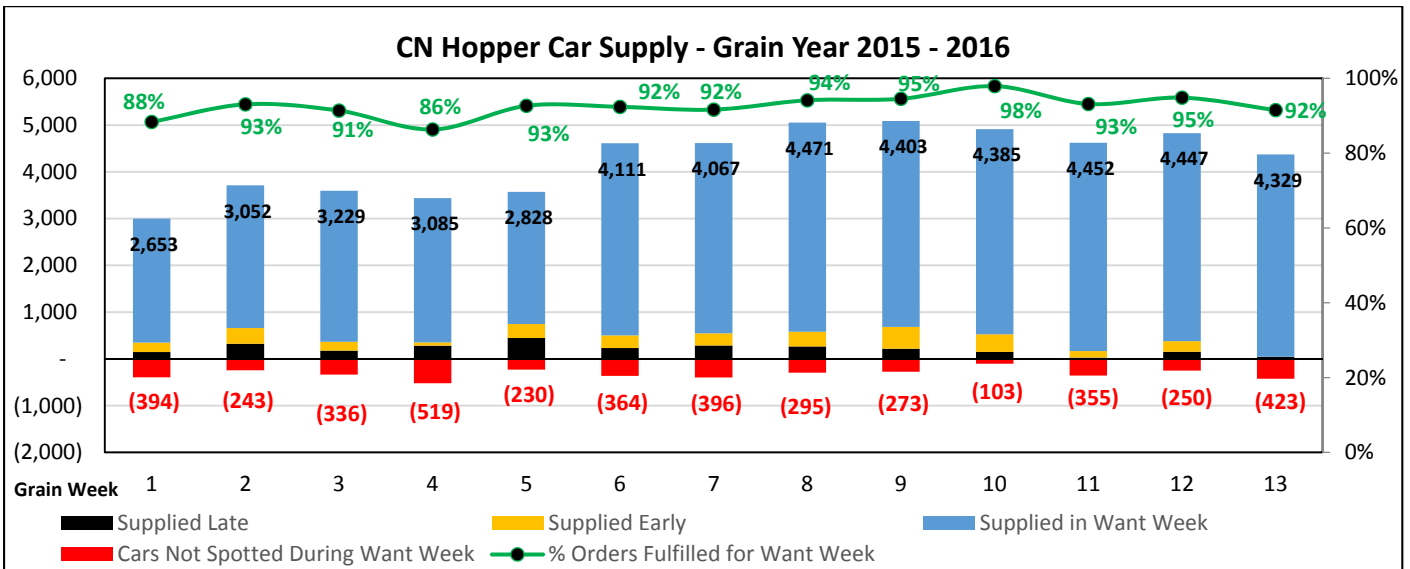
- CN: Thunder Bay (81 hours), Vancouver bulk (23 hours) and Vancouver transload/local (112 hours)
- CP : Thunder Bay (28 hours), Vancouver bulk (12 hours) and Vancouver transload/local (33 hours)

Port Terminal Out of Car Time

- Vancouver north shore (10%); weekly average YTD (13%)
- Vancouver south shore (21%); weekly average YTD (14%)
- Prince Rupert (2%); weekly average YTD (1%)

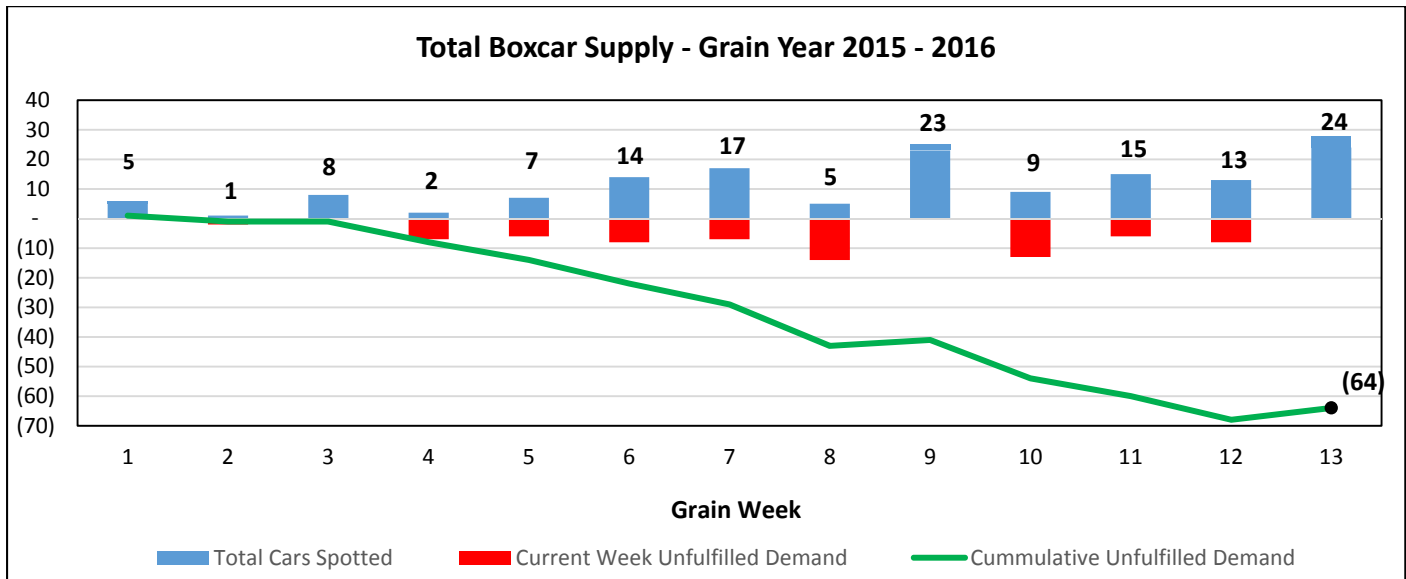
Railway Car Supply Performance for current grain year as of Grain Week 13 (CY 2015)

Crop Year To Date					Average Weekly Performance				
		Customer Demand	Railway Supply	Unfulfilled Demand	Customer Demand	Railway Empty Car Supply			Weekly Average # of Cars Not Spotted in Order Week
						Current Week Orders	Prior Week Orders	Total Cars Supplied	
Hopper Cars	CN	57,164	55,580	(1,584)	4,397	4,076	187	4,263	(322)
	CP	57,809	55,295	(2,514)	4,447	3,765	503	4,268	(682)
		114,973	110,875	(4,098)	8,844	7,840	690	8,531	(1,004)
Boxcars	CN + CP	207	143	(64)	16	11	-	11	(5)

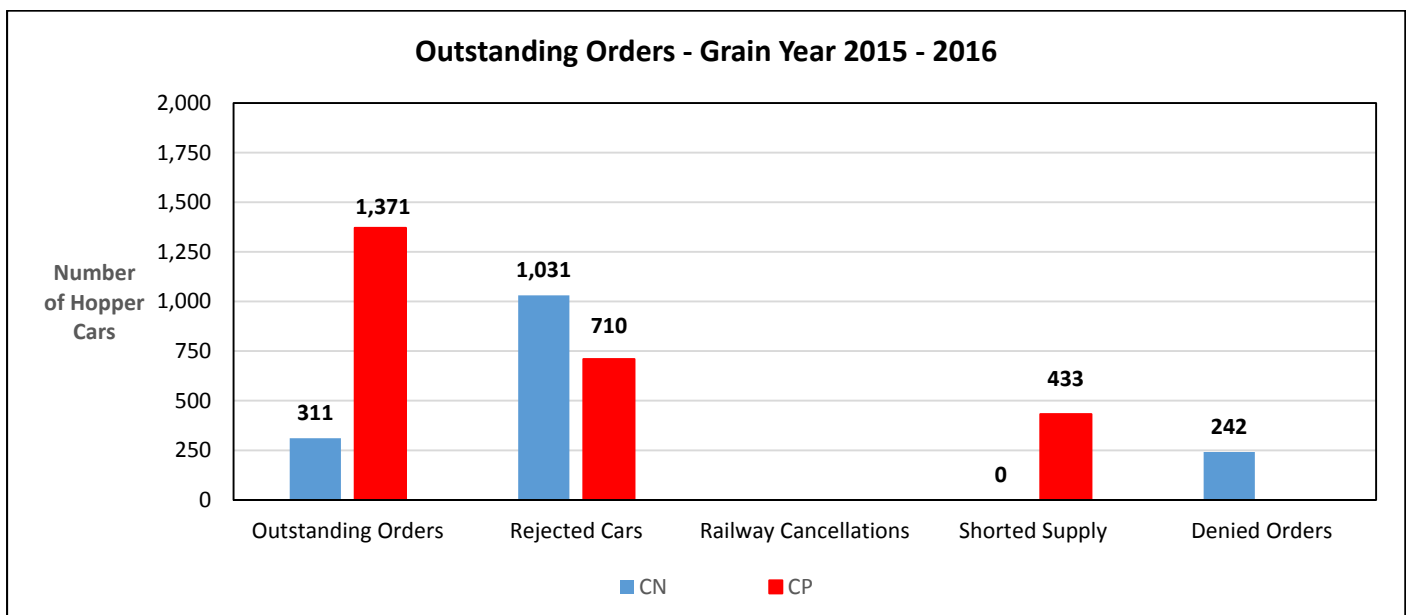


The calculation of total unfulfilled demand for hopper cars represents the accumulated difference across all grain weeks in the year between the number of cars ordered by shippers and the number of cars supplied by the railway for those orders. This total unfulfilled demand therefore represents the volume of missed and deferred shipper orders.

Shipper demand includes all orders placed by shippers in the railways’ car order systems plus orders that have been denied or cancelled by the railways based on car ordering rules imposed on shippers during the current grain year. Supply of railcars reflects total cars supplied excluding cars rejected by shippers as unsuitable for loading due to mechanical or sanitary reasons.

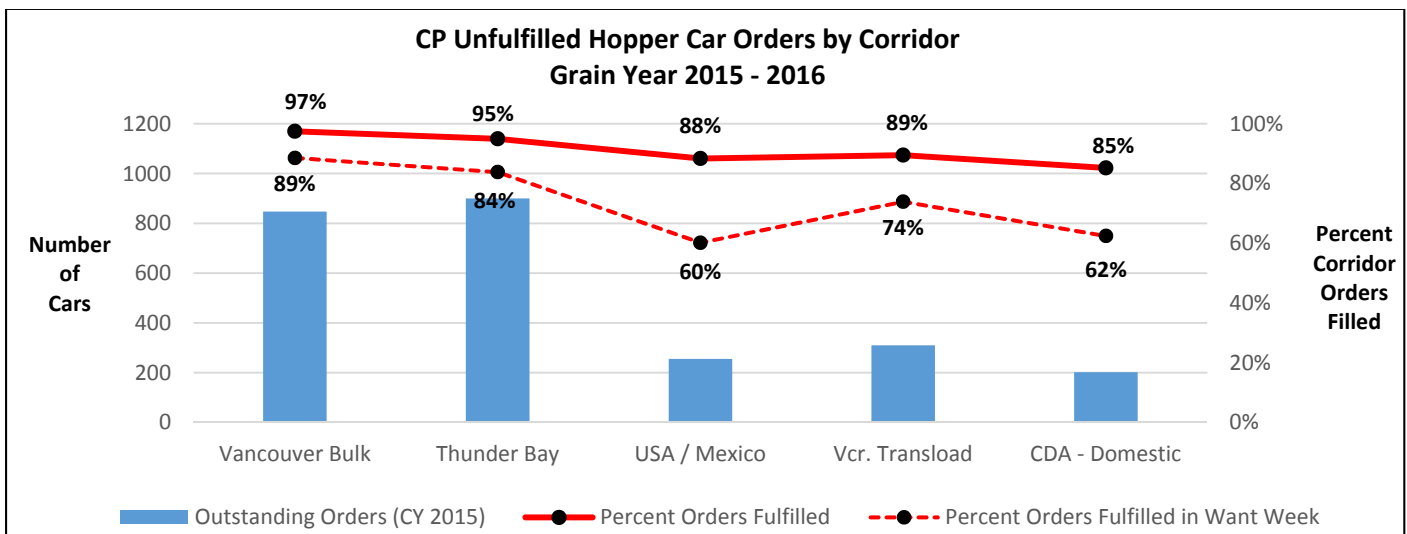
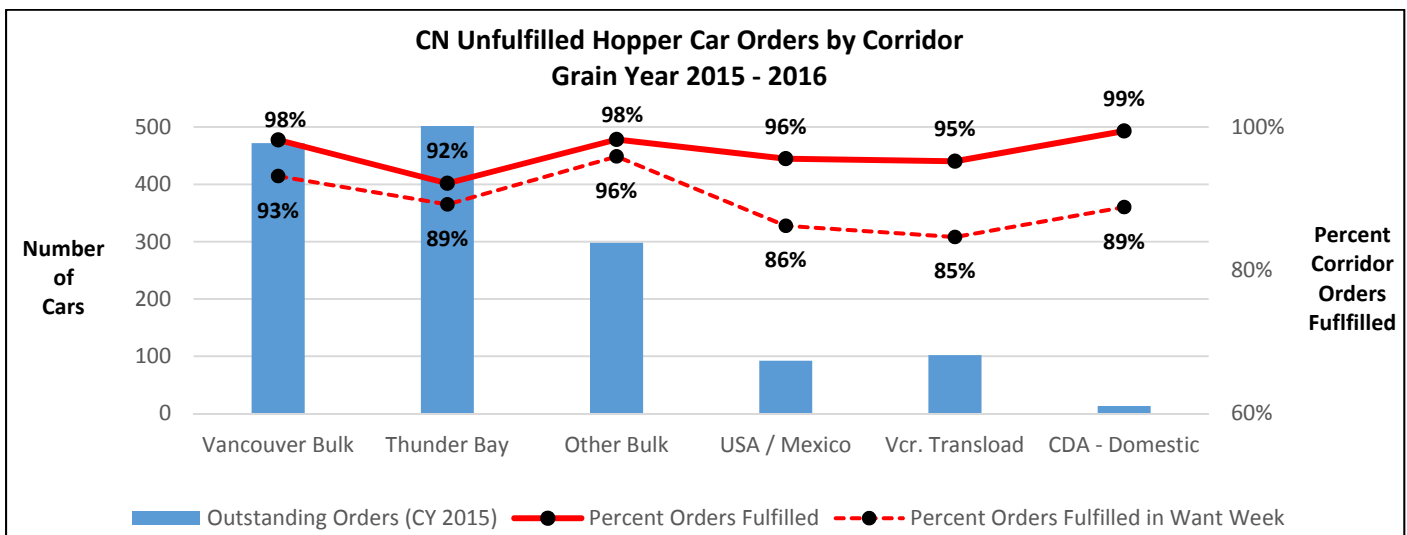


The calculation of outstanding orders excludes all unfulfilled orders related to rejected cars, orders denied by the railways, railway cancellations due to railway car ordering thresholds and orders not completely filled (shorted supply). The chart below provides a breakdown of total unfulfilled shipper demand by category.



Railway Car Supply Performance by Major Corridor – To Grain Week 13 (CY 2015)

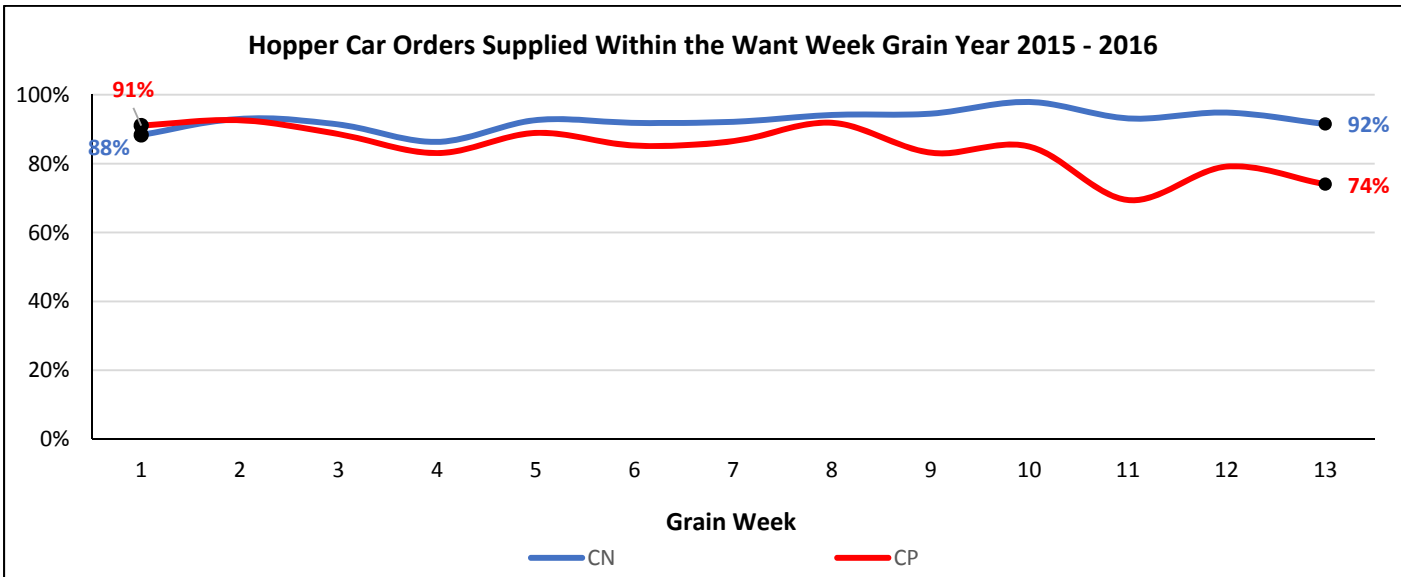
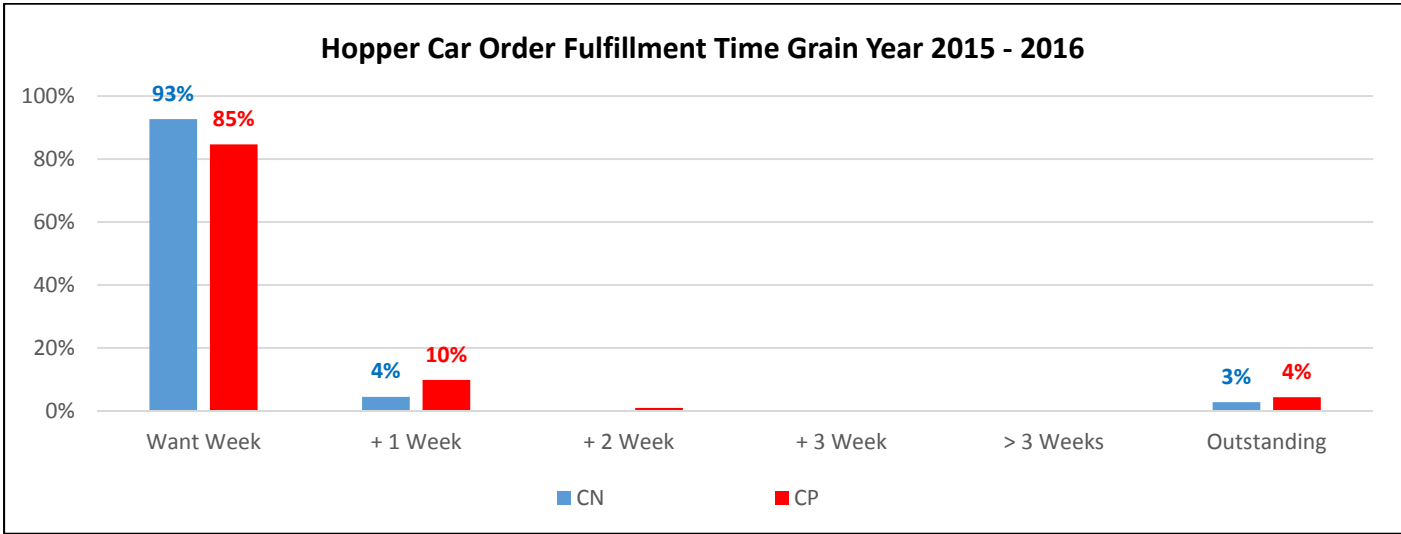
	Cars Supplied			Year to Date Unfulfilled Demand		
	CN	CP	Total	CN	CP	Total
Vancouver Bulk	25,463	32,664	58,127	(472)	(847)	(1,319)
Thunder Bay	7,102	16,896	23,998	(607)	(900)	(1,507)
Other Bulk	16,702	-	16,702	(298)	-	(298)
USA / Mexico	1,989	1,932	3,921	(92)	(255)	(347)
Vancouver Transload	2,028	2,642	4,670	(102)	(310)	(412)
Canada - Domestic	2,296	1,161,0	3,457	(13)	(202)	(215)
	55,580	55,295	110,875	(1,584)	(2,514)	(4,098)



Corridor statistics reflect performance for railway car supply by destination corridor against **current year orders** for each corridor. The number of cars supplied **excludes** cars supplied by the railways during the measurement period that were for prior year orders.

Timeliness of Railway Car Supply Against Customer Demand

RR	Want Week	+ 1 Week	+ 2 Weeks	+ 3 Weeks	> 3 Weeks	Outstanding Orders
CN	93%	4%	-	-	-	3%
CP	85%	10%	-	-	-	4%
Total	89%	7%	-	-	-	4%

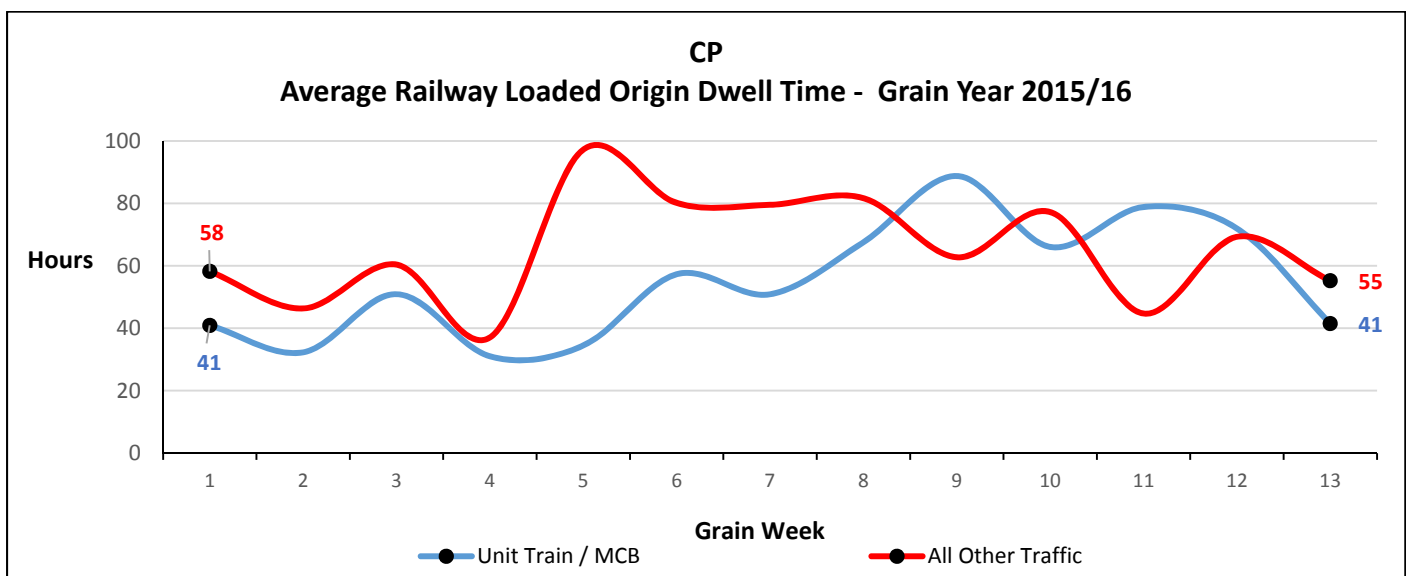
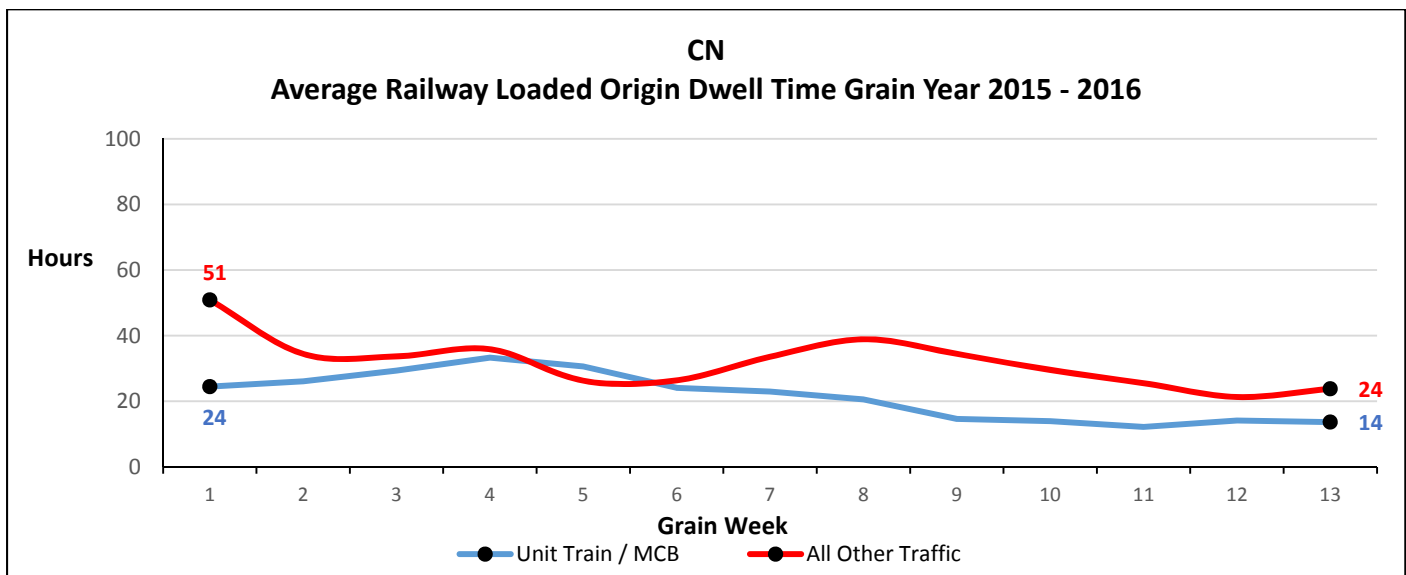


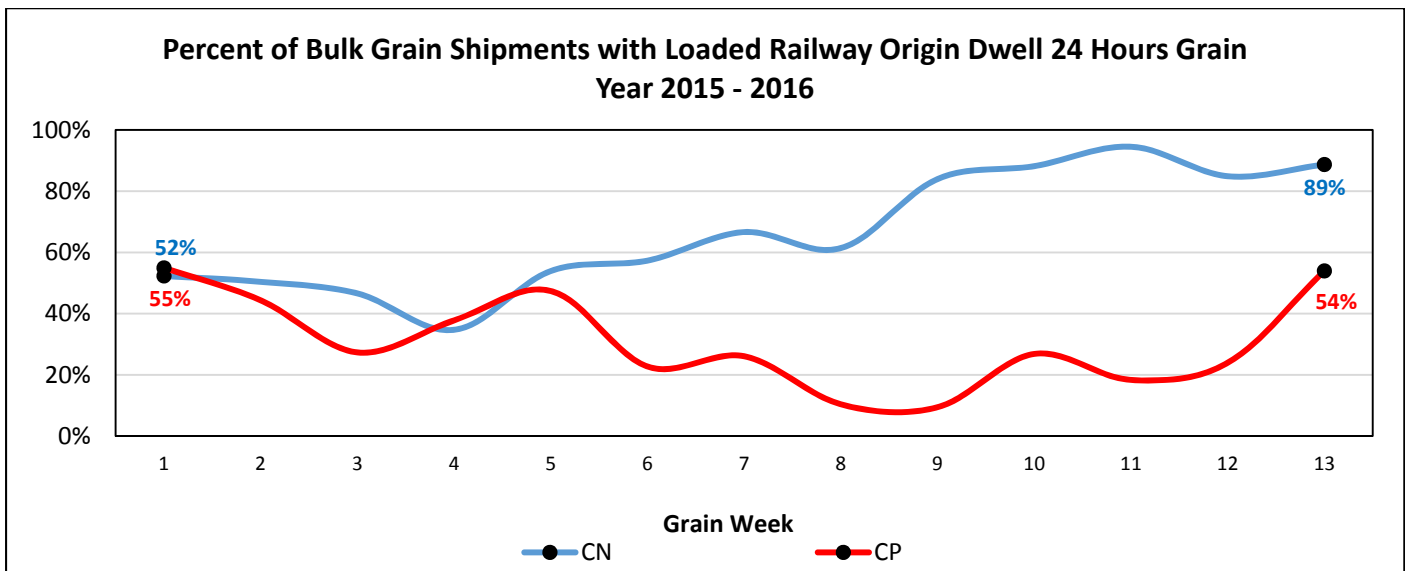
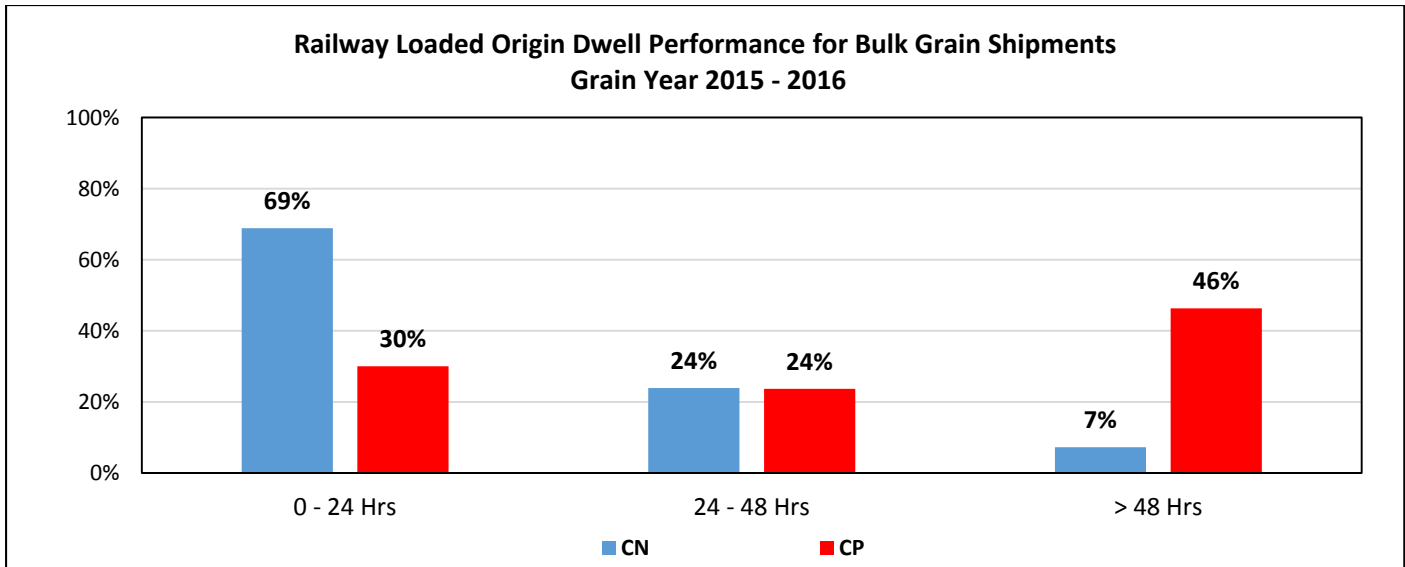
Origin Dwell Performance

Origin dwell time measures 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. Average performance in this area will vary depending on the nature of the shipment.

For bulk grain shippers loading unit trains and multi-car blocks dwell time is generally expected to be 24 hours or less as these shippers load cars within 24 hour windows in order to avoid origin demurrage charges assessed by the railways. Non bulk grain shippers loading less than multi-car blocks will generally have longer dwell times.

The charts below provide a view of origin dwell performance on a weekly basis since the beginning of the current crop year. The last chart looks specifically at origin dwell performance for large multi-car block shippers. Increasing dwell times at country origins negatively impact railcar cycles which in turn impact the ability of the railways to supply empty cars to shippers.





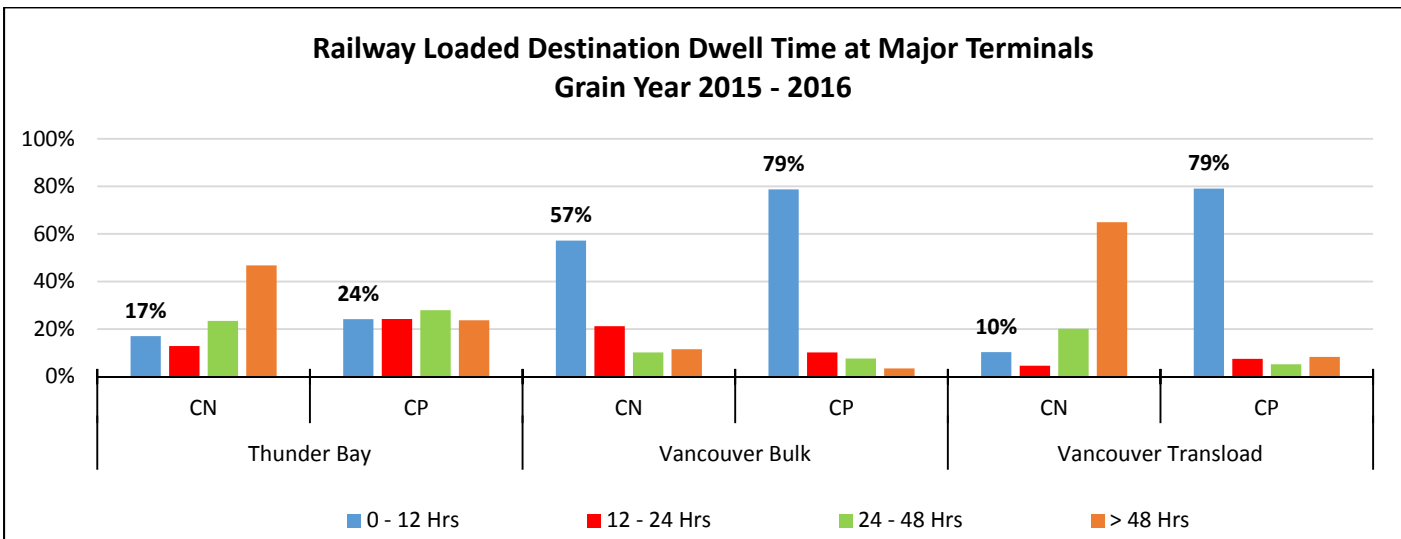
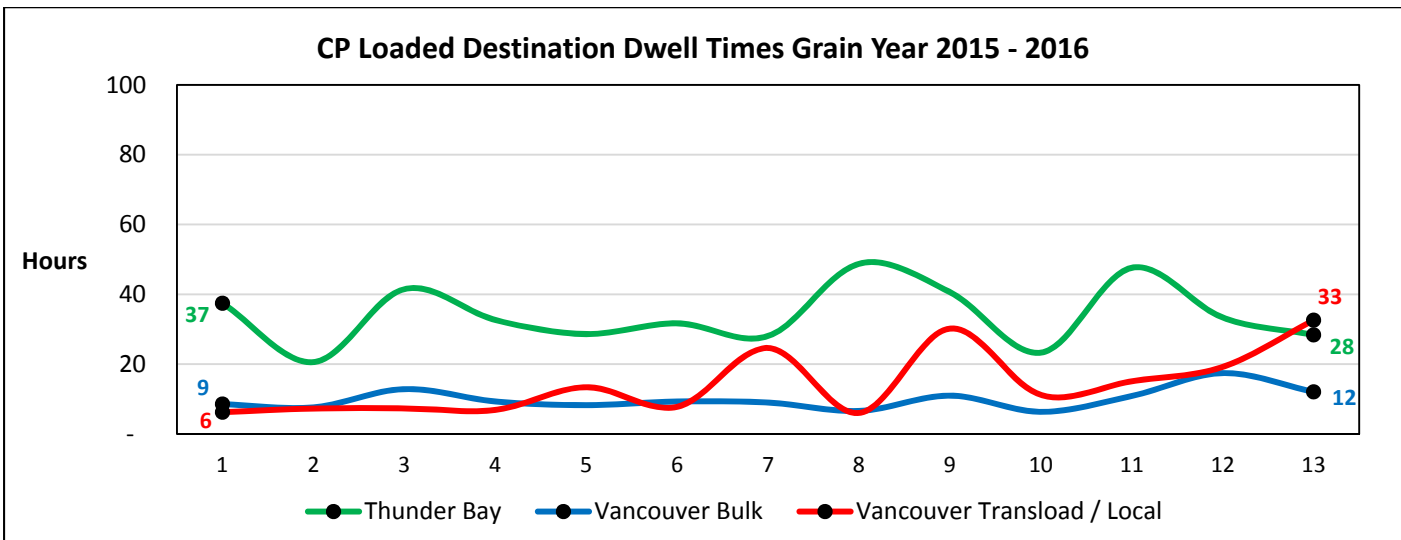
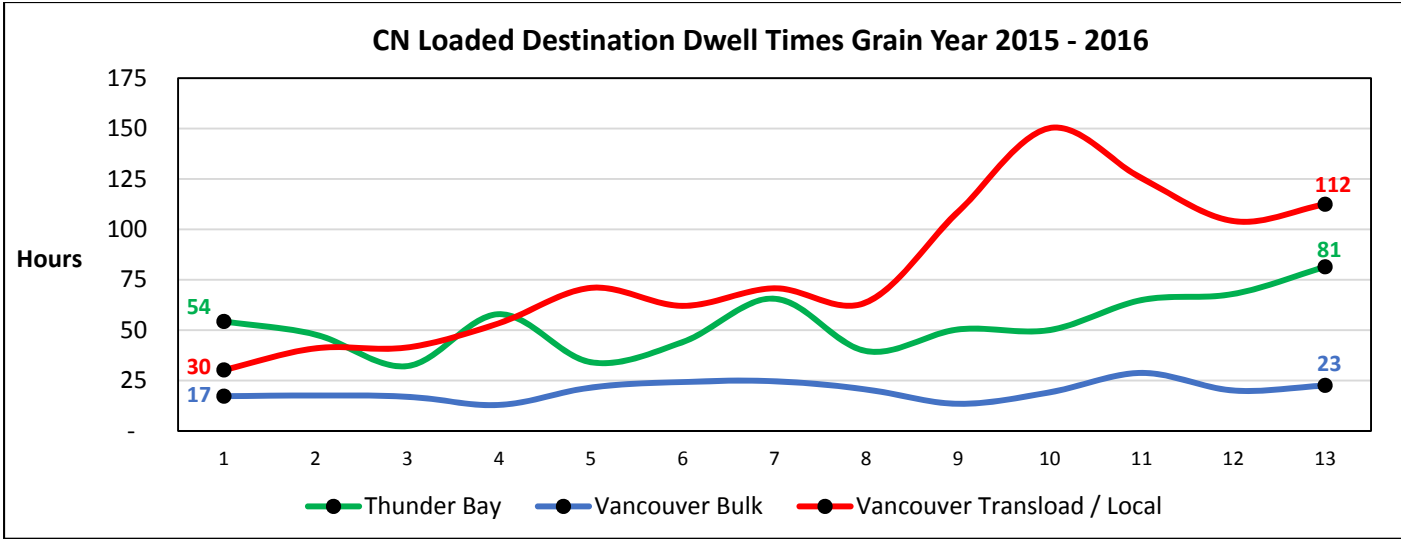
Railway Destination Terminal Dwell Performance

Destination terminal dwell time measures 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. Average performance in this area will vary depending on the nature of the shipment.

Traffic destined to the bulk port terminal at Vancouver for instance is generally placed for unloading on arrival at Vancouver. In contrast traffic destined to transloaders in Vancouver is ordered in by receivers on a car by car basis.

Dwell time ends with the reporting of an actual placement event at the receiver’s facility. The beginning of the dwell measure is initiated by either an arrival at the destination terminal or the constructive placement of a car at the terminal by the railway.

This is not a measure of unloading performance by receivers.



Port Terminal – 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 resulting in lost productivity. This performance measure is provided for the five major terminals located at Vancouver and Ridley Terminals at Prince Rupert.

Vancouver performance is segregated between north shore and south shore terminals as each is served exclusively by one railway - CN (north shore) or CP (south shore). The reporting of performance begins with grain week 18 of the current crop year as this is the point in time when all Vancouver terminals began reporting data.

