

Performance Dashboard

Hopper Car Demand

	Week 10			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	5,418	4,951	467	40,711	4,071	42,172	4,217	(1,461)	(146)
CP	4,120	4,795	(675)	42,836	4,284	45,204	4,520	(2,368)	(237)
	9,538	9,746	(208)	83,547	8,355	87,376	8,738	(3,829)	(383)

Empty Hopper Cars Supplied – Week 10 (All Want Weeks)

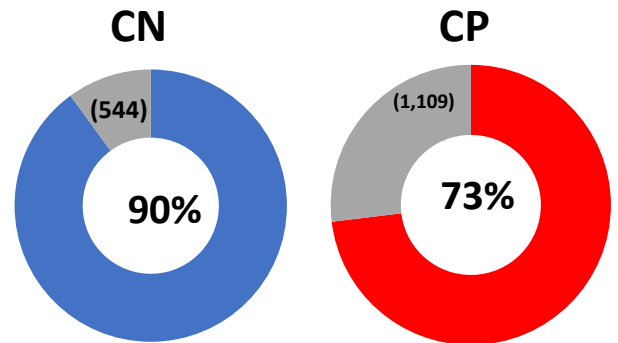
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	4,512	4,385	275	119	508	408	5,295	4,912
CP	2,853	4,015	1,409	600	156	130	4,418	4,745
	7,365	8,400	1,684	719	664	538	9,713	9,657

Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	2%	1%	2%	5%	3%	4%
25	2%	0%	1%	2%	2%	2%
50	12%	12%	12%	14%	13%	14%
100	84%	87%	85%	79%	82%	80%

Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	5,418	4,120	9,538
Current Week Order Fulfillment			
Supplied in Current Week	4,512	2,853	7,365
Supplied Early	362	158	520
Total Cars Supplied for Want Week	4,874	3,011	7,885
Current Week Unfulfilled Demand	(544)	(1,109)	(1,653)
% Current Week Orders Supplied	90%	73%	83%

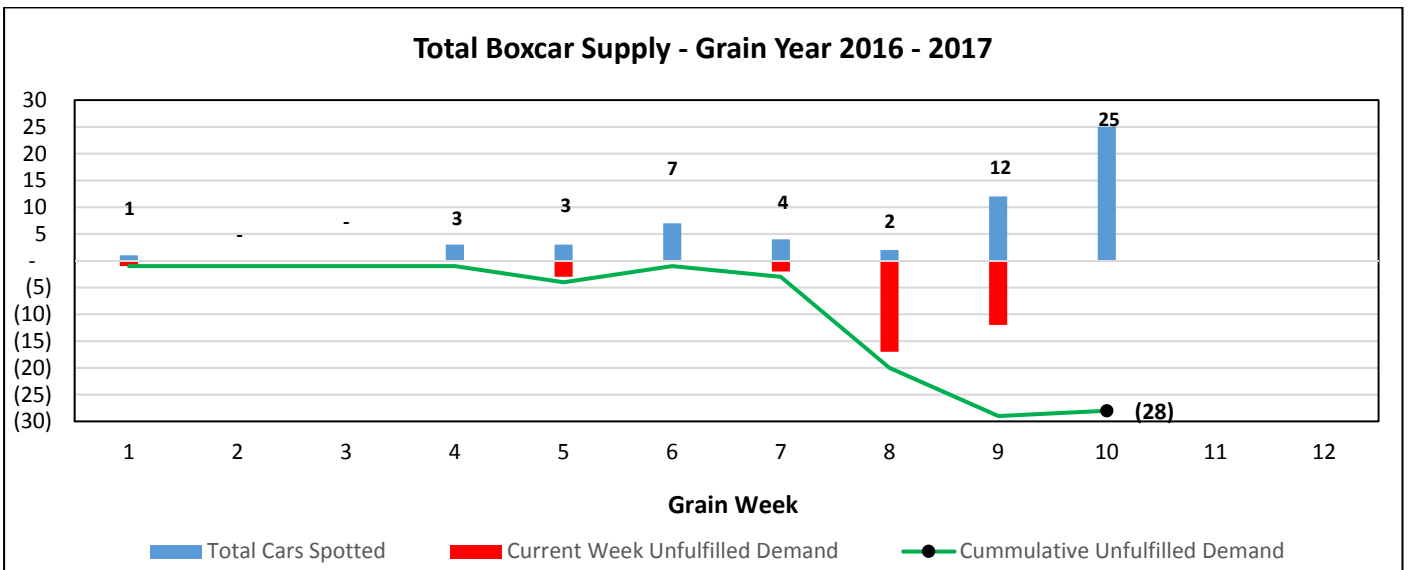
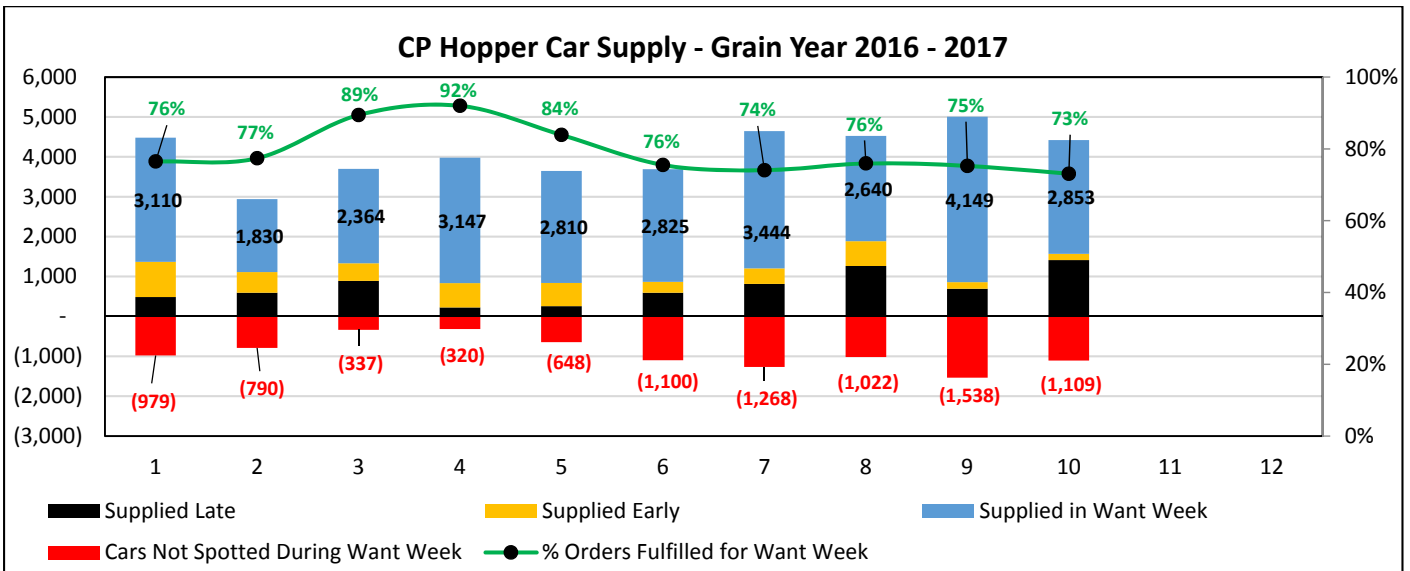
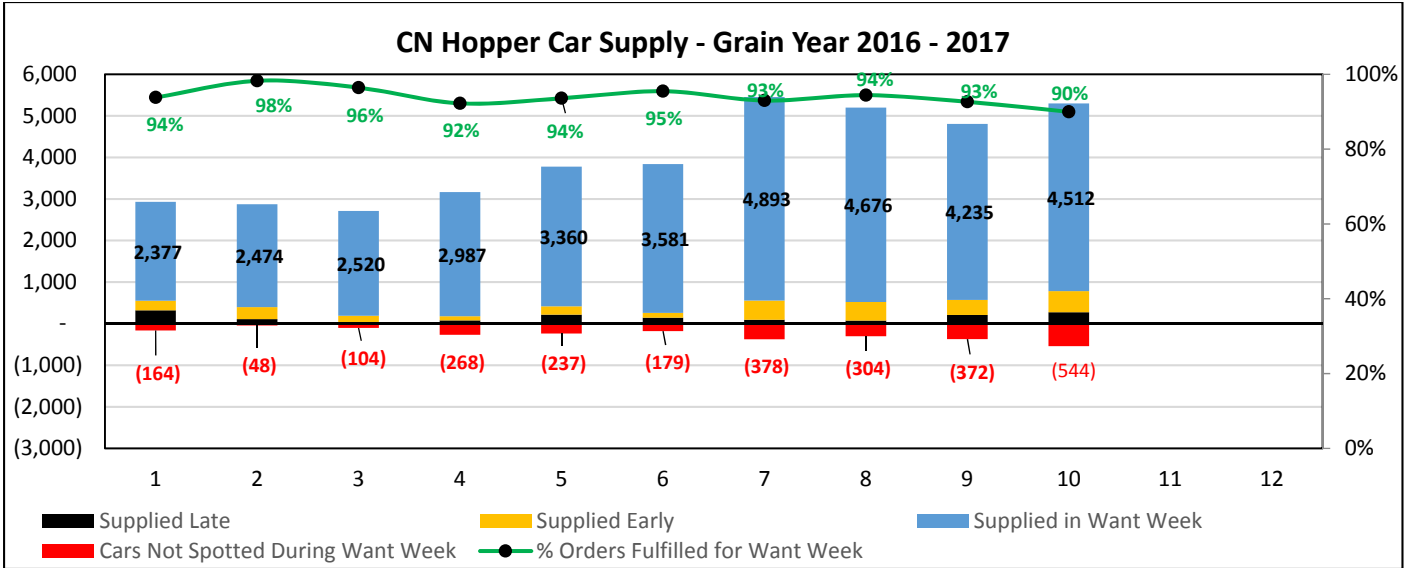


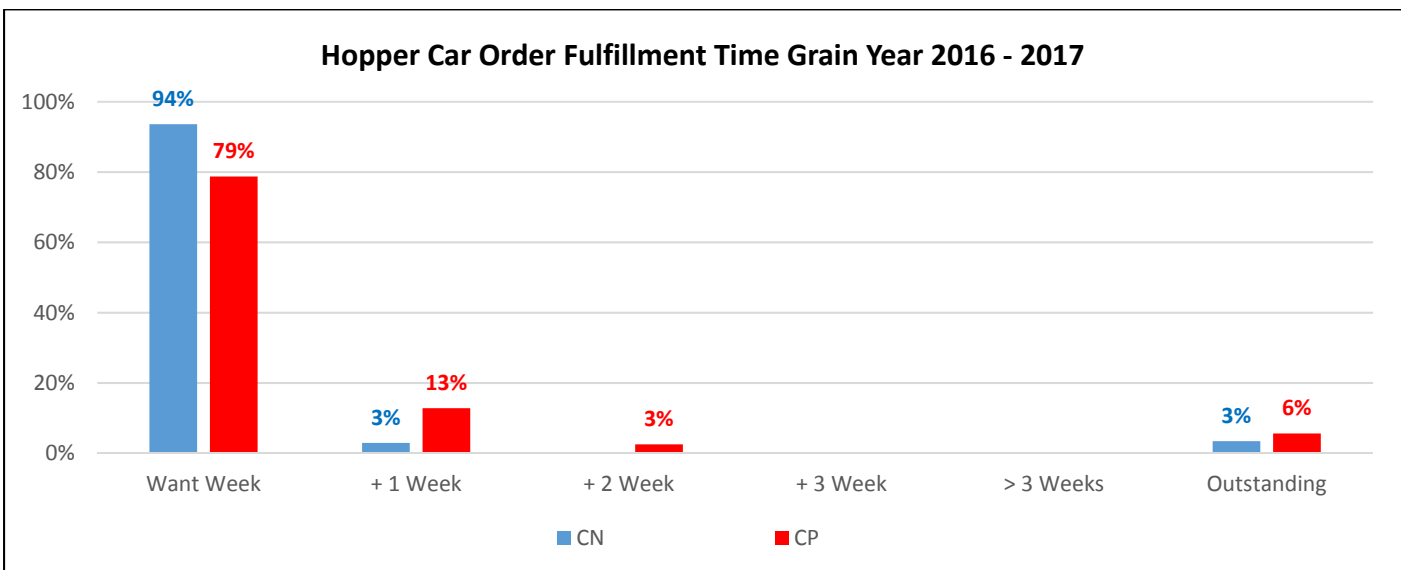
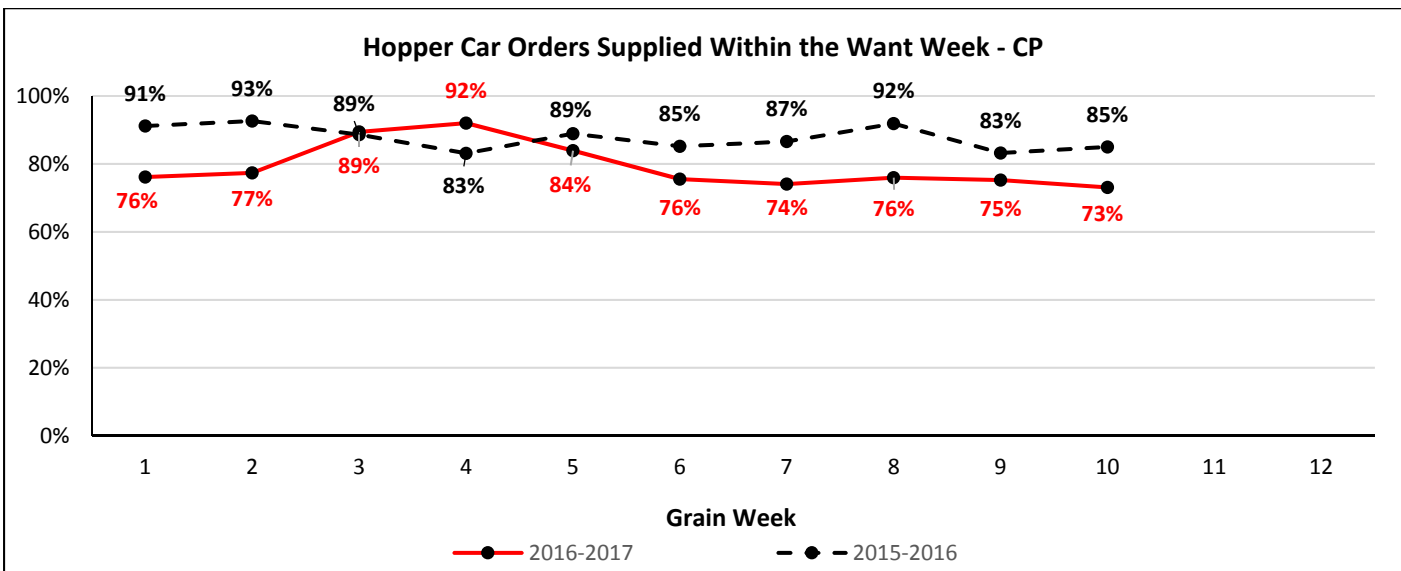
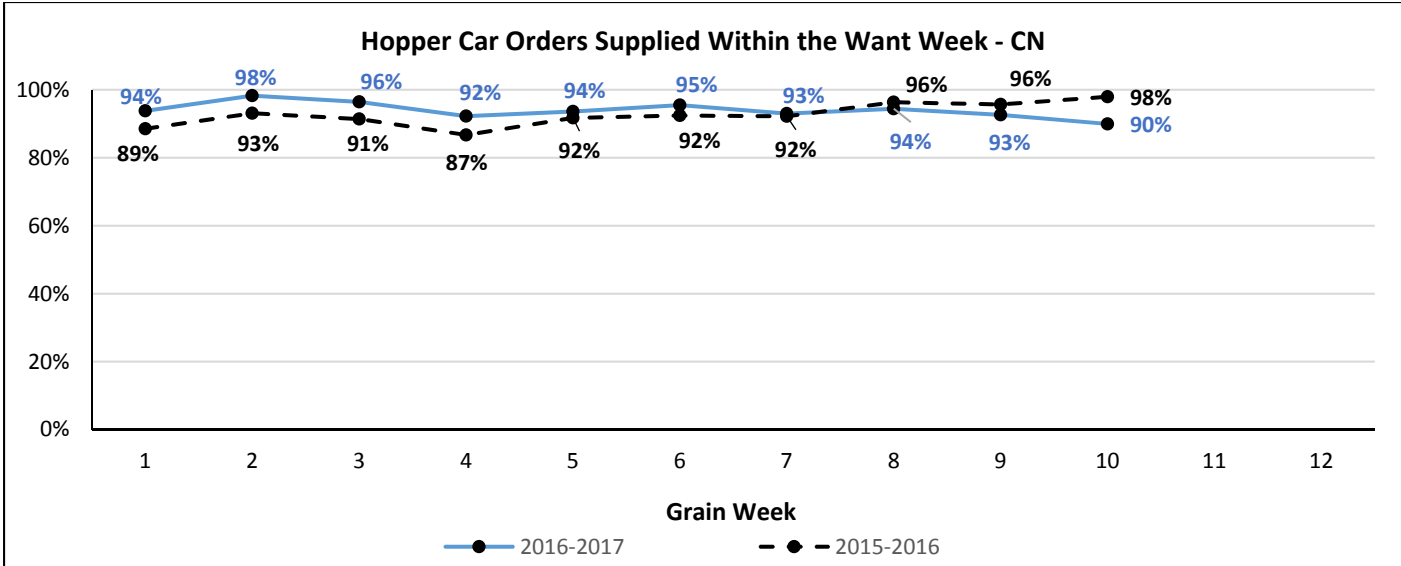
Loaded Dwell Time (Hours) at Origin (All Traffic)

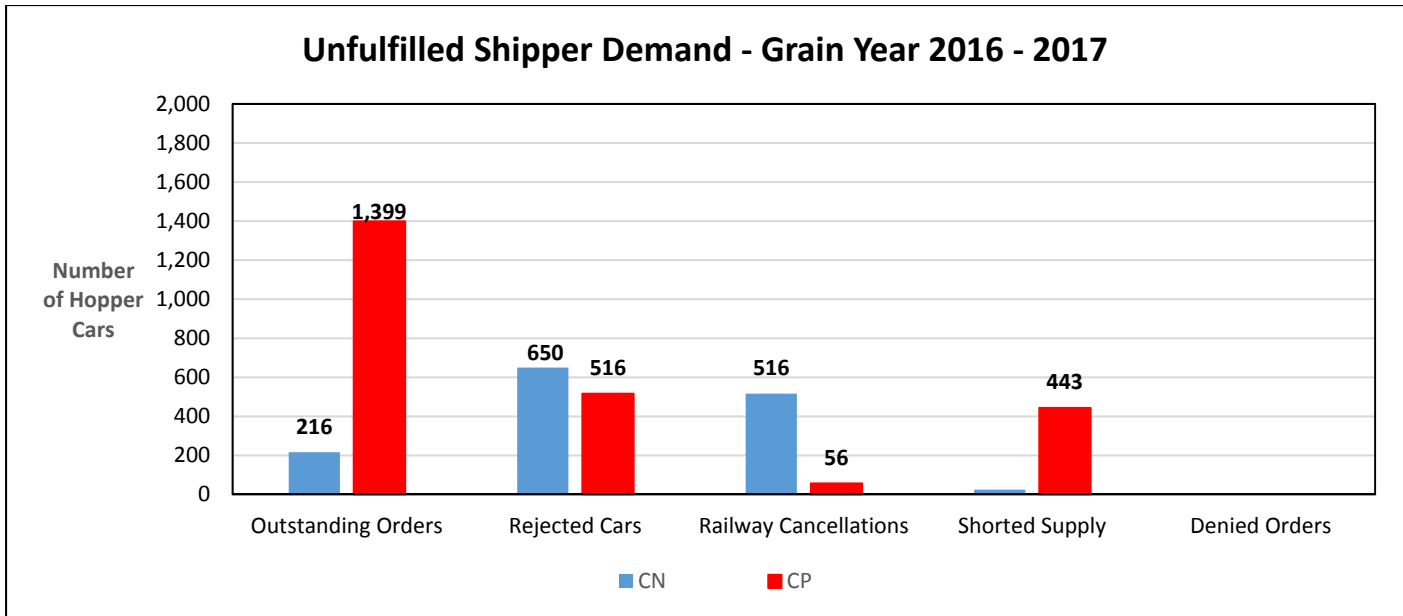
	Week 10		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	19	15	17	24
CP	45	67	44	54

Dwell Time (Hours) at Destination (All Traffic)

		Week 10		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	28	26	22	22
	CP	8	7	10	9
Thunder Bay	CN	57	50	54	49
	CP	22	23	31	33







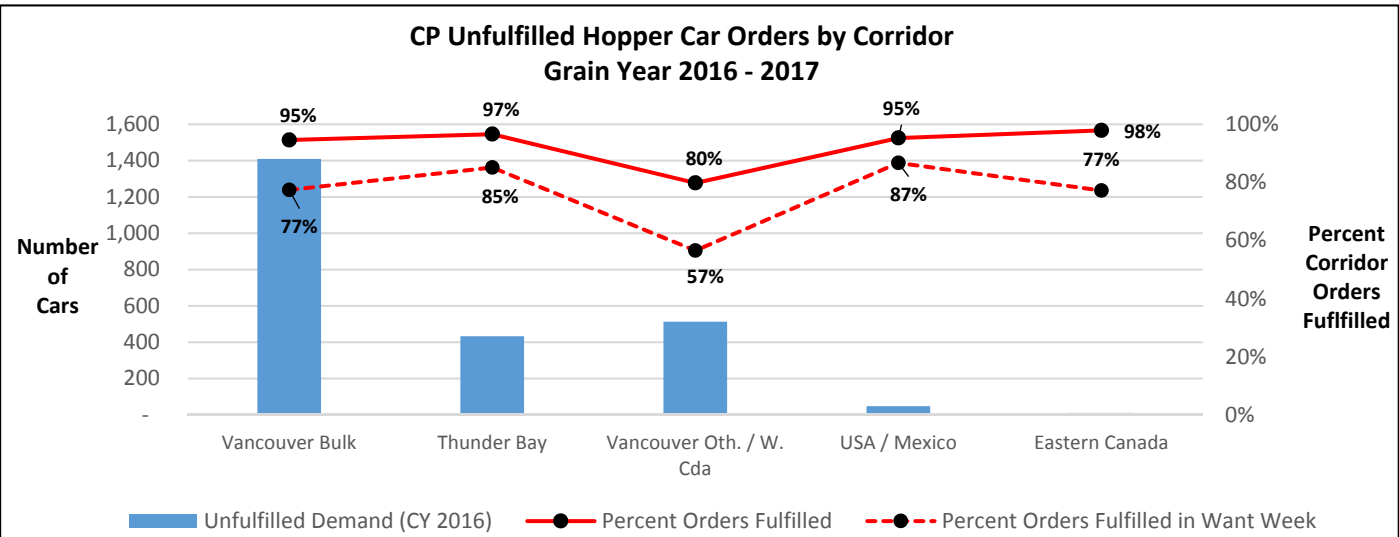
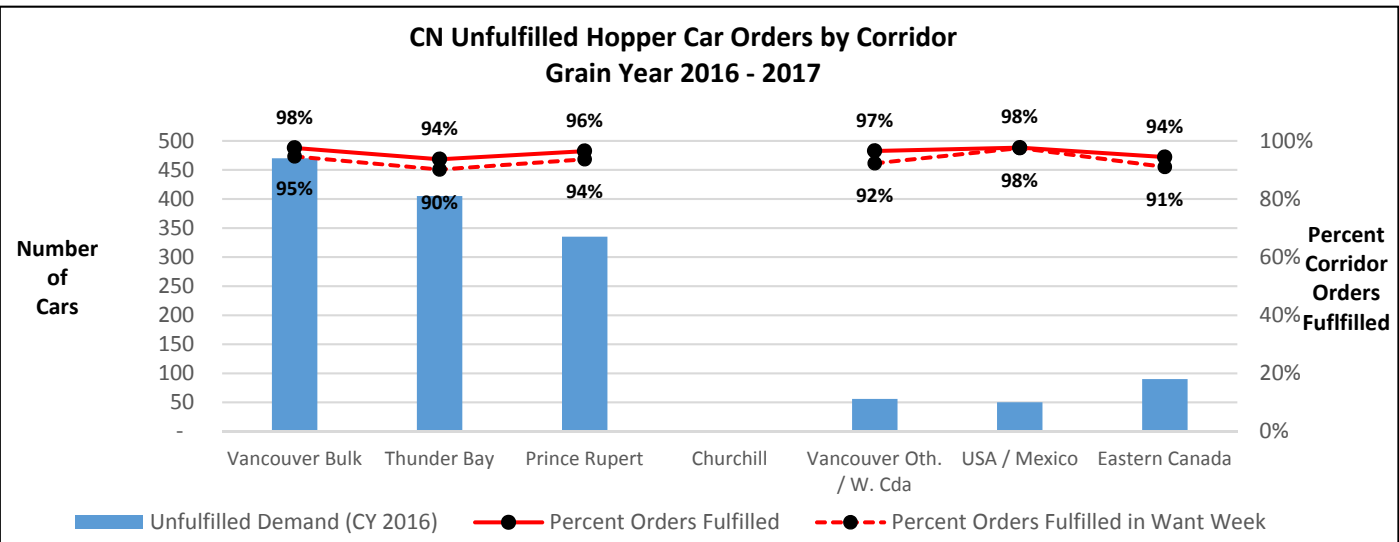
Corridor Performance

Total Hopper Car Supply by Corridor for Current Year Orders – To Week 10

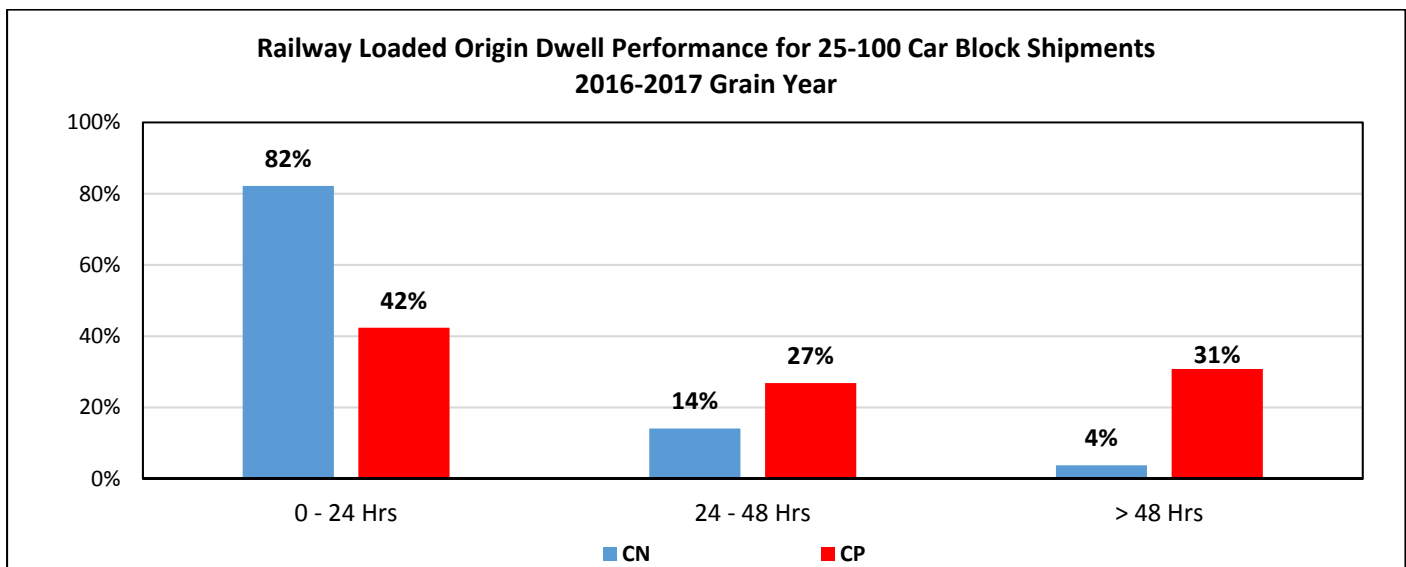
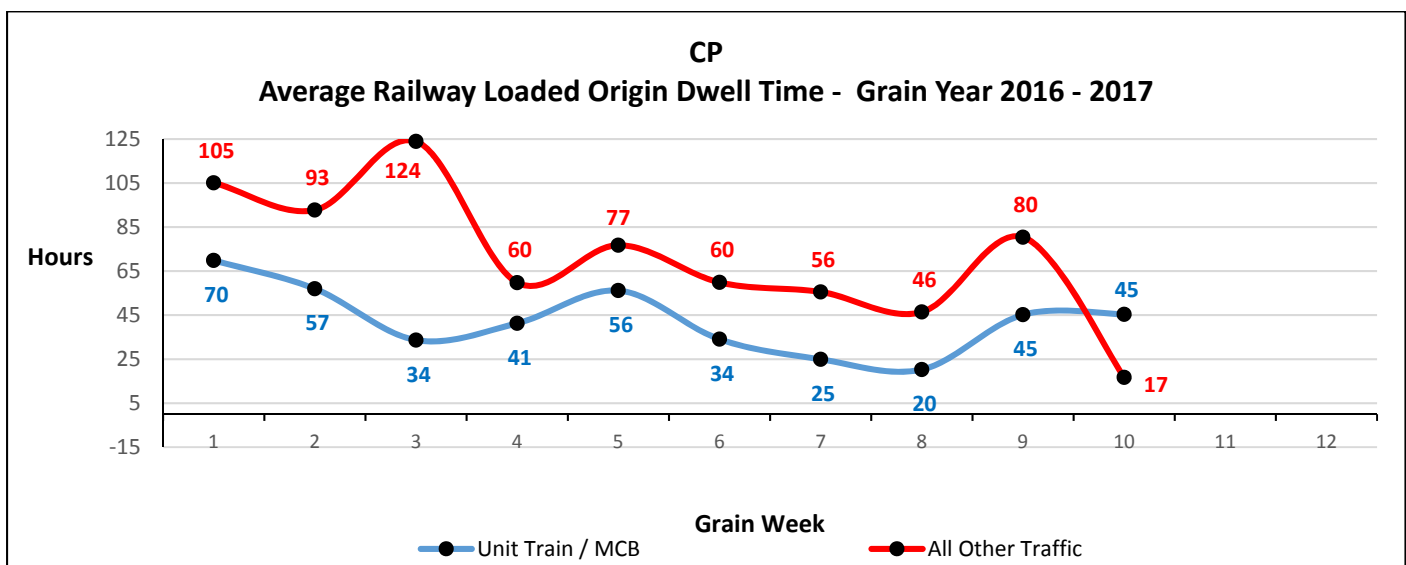
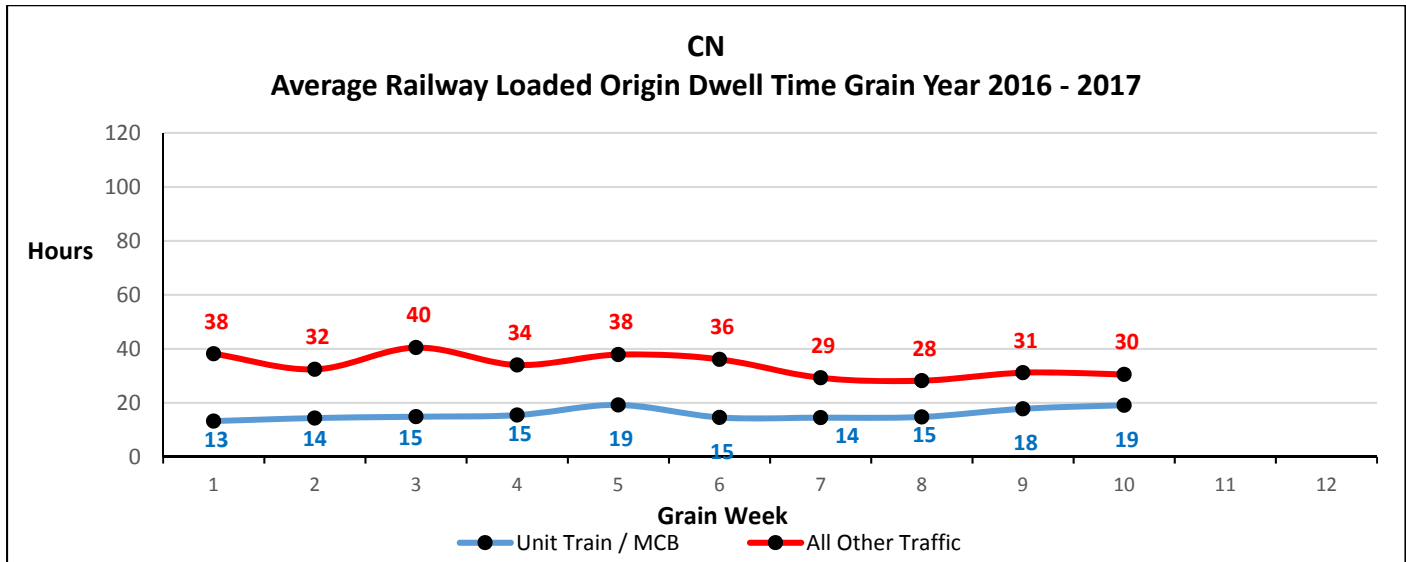
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	19,373	18,903	(470)	98%
	Thunder Bay	6,400	5,995	(405)	94%
	Prince Rupert	9,558	9,223	(335)	96%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	1,612	1,556	(56)	97%
	USA / Mexico	2,153	2,103	(50)	98%
	Eastern Canada	1,615	1,525	(90)	94%
CN Total		40,711	39,305	(1,406)	97%
CP	Vancouver Bulk	26,020	24,611	(1,409)	95%
	Thunder Bay	12,734	12,301	(433)	97%
	Vancouver Other / W. Canada	2,540	2,027	(513)	80%
	USA / Mexico	1,016	968	(48)	95%
	Eastern Canada	526	515	(11)	98%
CP Total		42,836	40,422	(2,414)	94%

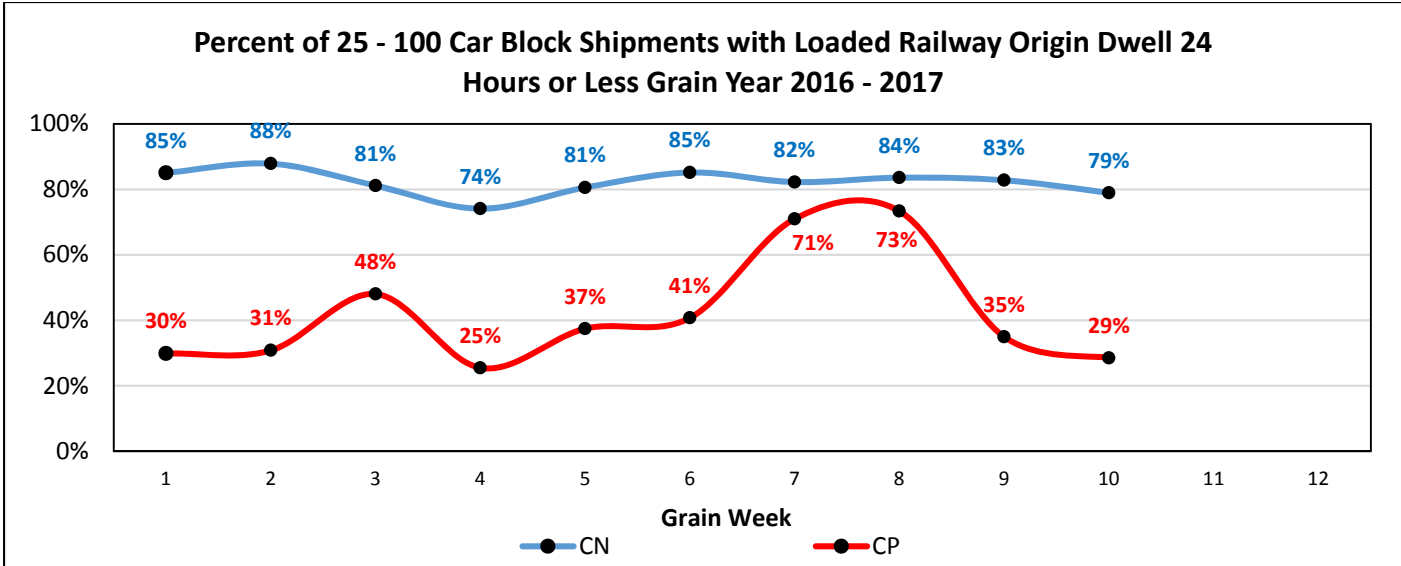
Hopper Cars Supplied in the Want Week by Corridor – To Week 10

Railway	Corridor	Week 10			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,373	2,242	94%	19,373	18,335	95%
	Thunder Bay	682	468	69%	6,400	5,769	90%
	Prince Rupert	1,656	1,562	94%	9,558	8,951	94%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	146	105	72%	1,612	1,488	92%
	USA / Mexico	63	60	95%	2,153	2,100	98%
	Eastern Canada	498	437	88%	1,615	1,470	91%
CN Total		5,418	4,874	90%	40,711	38,113	94%
CP	Vancouver Bulk	2,390	1,786	75%	26,020	20,143	77%
	Thunder Bay	1,040	991	95%	12,734	10,844	85%
	Vancouver Other / W. Canada	626	201	32%	2,540	1,436	57%
	USA / Mexico	60	32	53%	1,016	881	87%
	Eastern Canada	4	1	25%	526	406	77%
CP Total		4,120	3,011	73%	42,836	33,710	79%

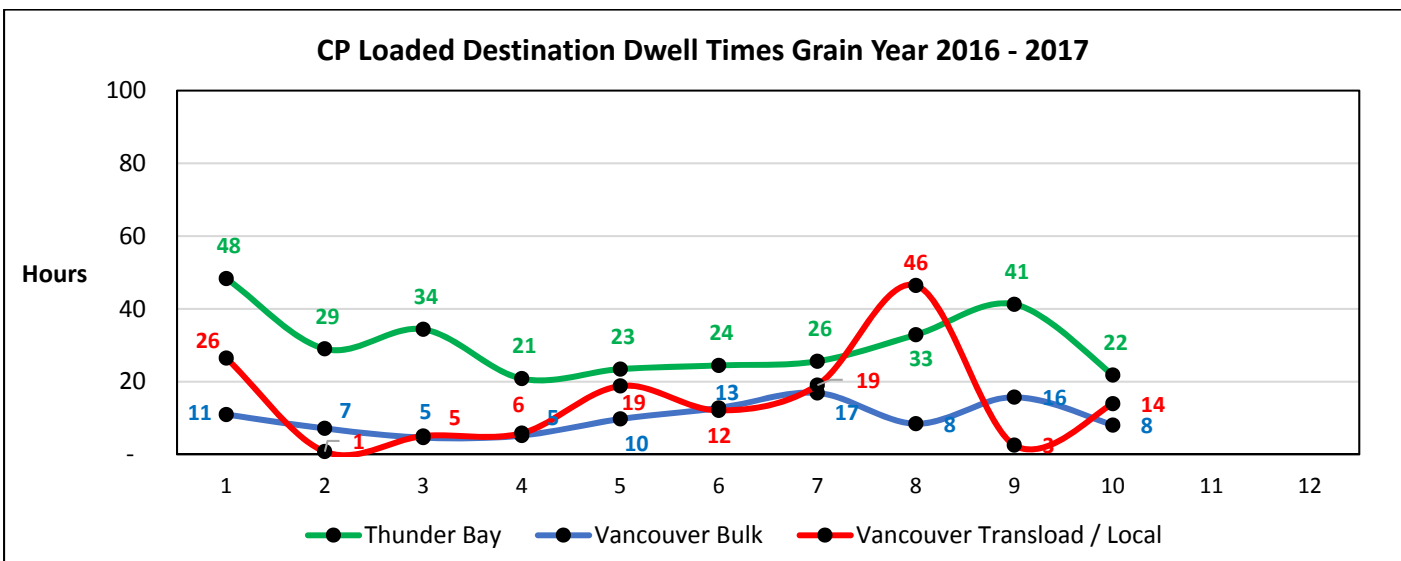
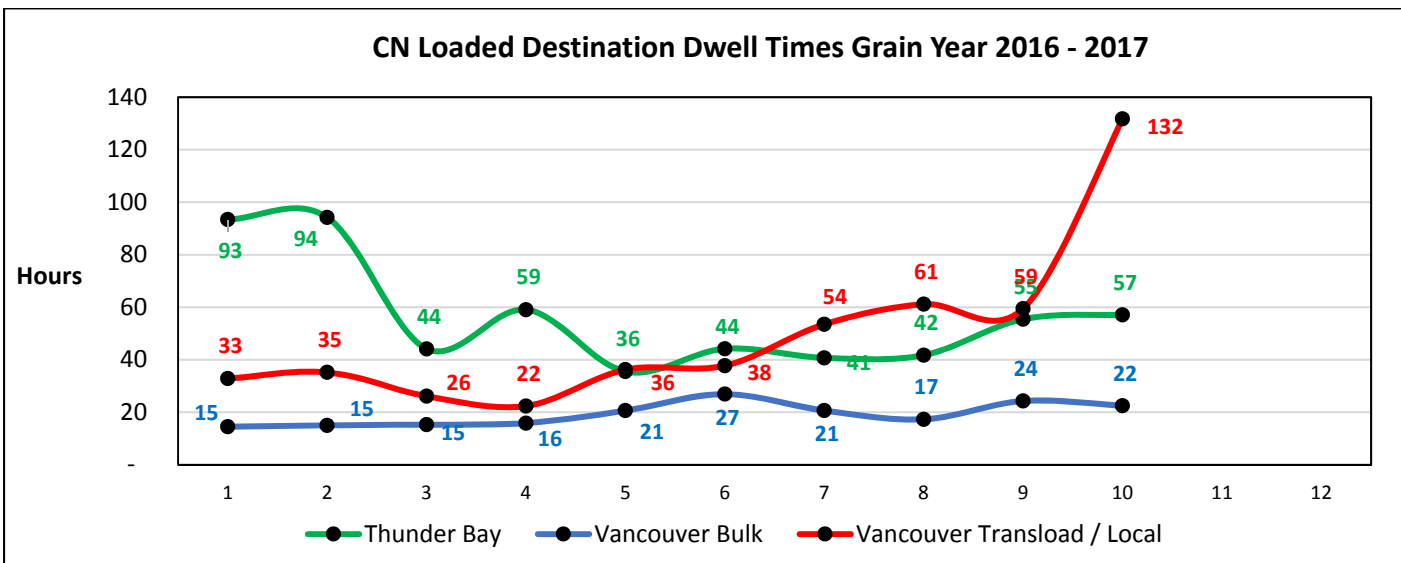


Origin Dwell Performance

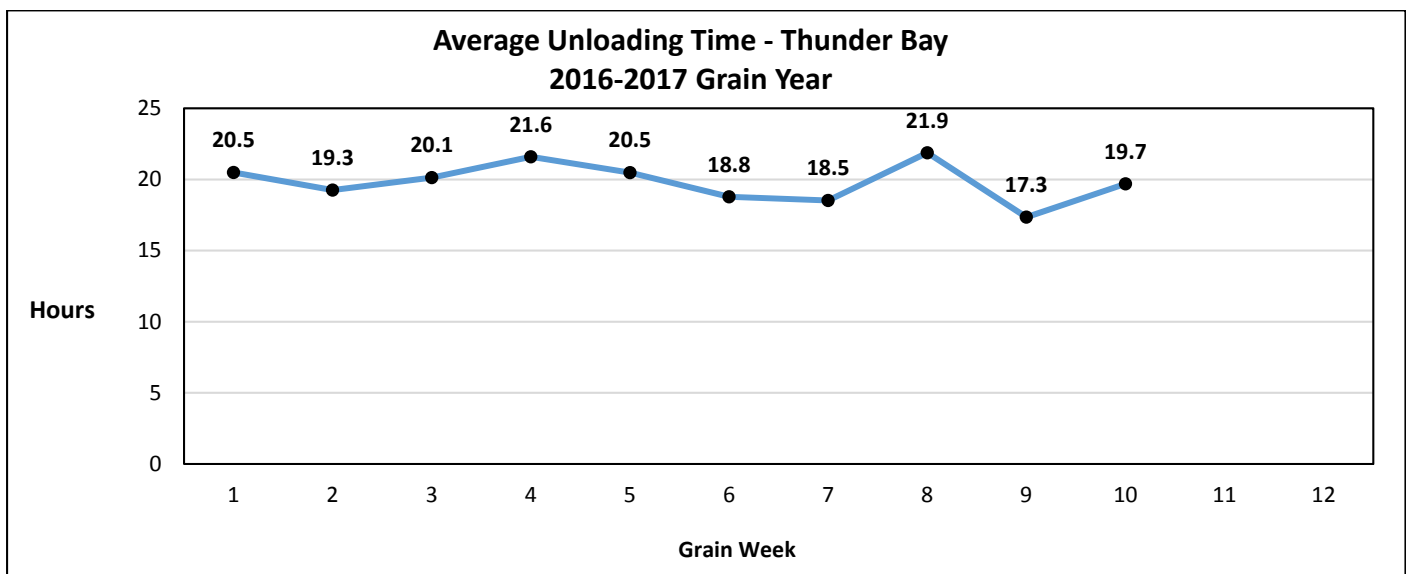
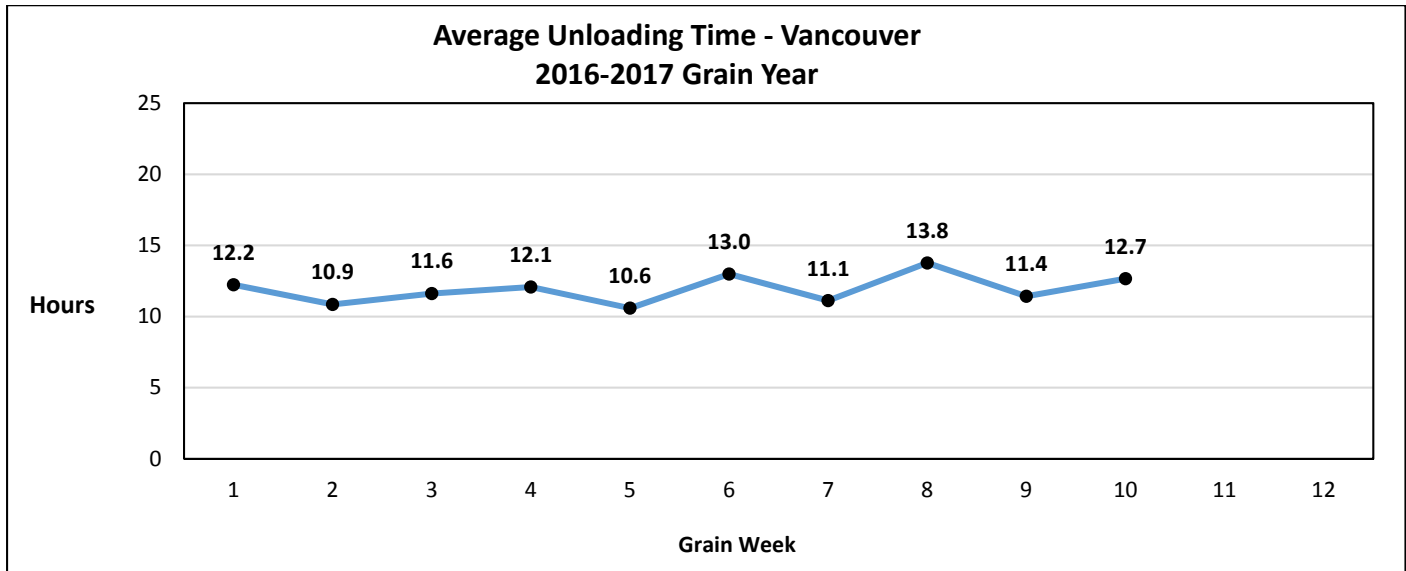




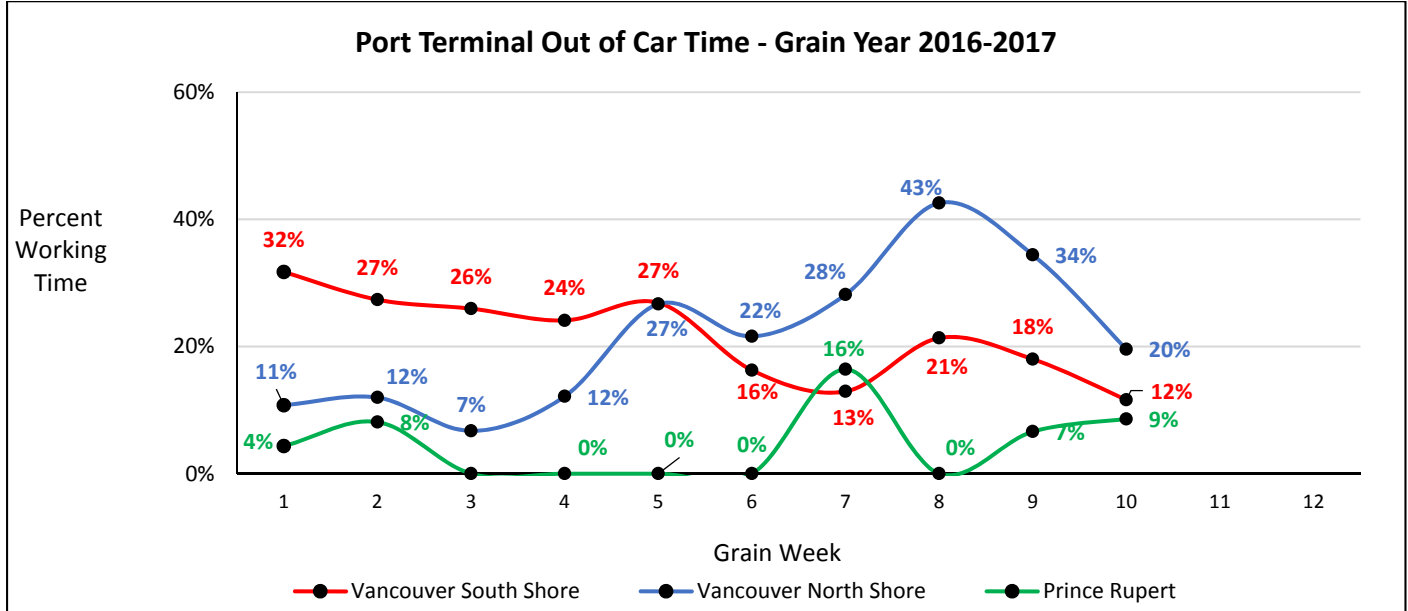
Destination Dwell Performance



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.