

Performance Dashboard

Hopper Car Demand

	Week 14			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	5,265	4,796	469	61,486	4,392	62,121	4,437	(635)	(45)
CP	4,688	4,450	238	61,030	4,359	62,242	4,446	(1,212)	(87)
	9,953	9,246	707	122,516	8,751	124,363	8,883	(1,847)	(132)

Empty Hopper Cars Supplied – Week 14 (All Want Weeks)

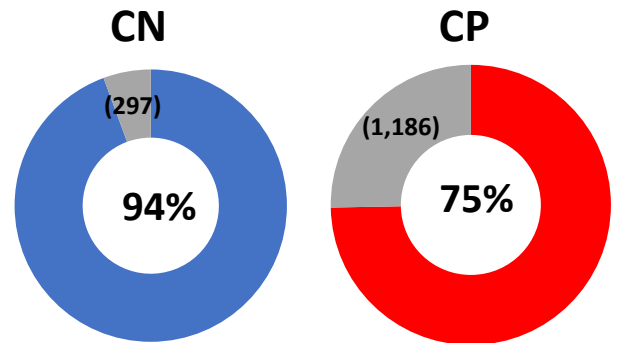
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last	This	Last	This	Last	This		
	This Year	Year	Year	Year	Year	Year	Year	Last Year
CN	4,630	4,627	217	242	370	208	5,217	5,077
CP	3,138	3,629	994	842	125	776	4,257	5,247
	7,768	8,256	1,211	1,084	495	984	9,474	10,324

Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	4%	2%	3%	5%	3%	4%
25	4%	2%	3%	3%	2%	2%
50	15%	17%	16%	14%	13%	13%
100	77%	80%	78%	79%	82%	81%

Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	5,265	4,688	9,953
Current Week Order Fulfillment			
Supplied in Current Week	4,630	3,138	7,768
Supplied Early	338	364	702
Total Cars Supplied for Want Week	4,968	3,502	8,470
Current Week Unfulfilled Demand	(297)	(1,186)	(1,483)
% Current Week Orders Supplied	94%	75%	85%

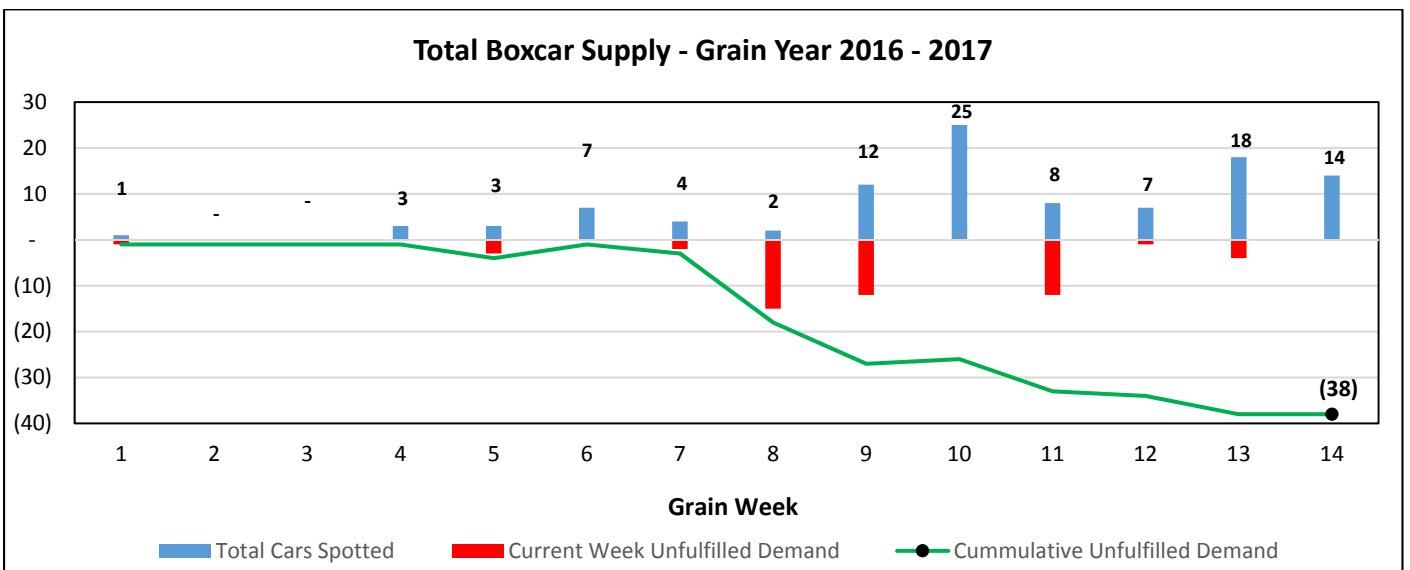
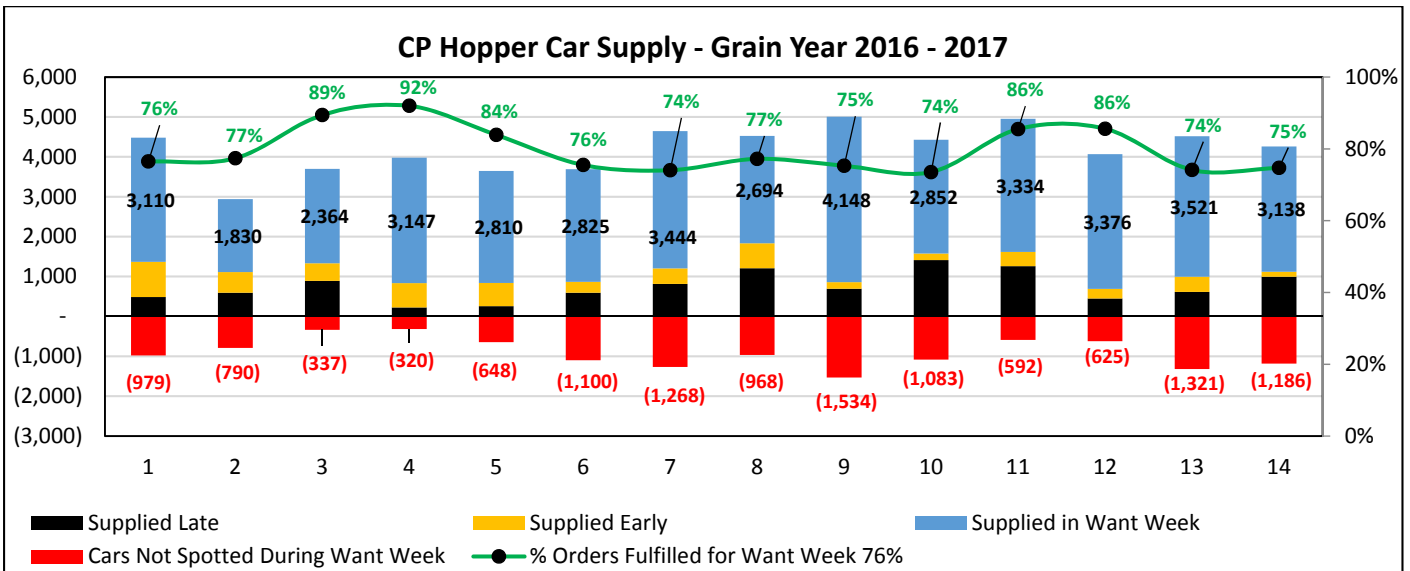
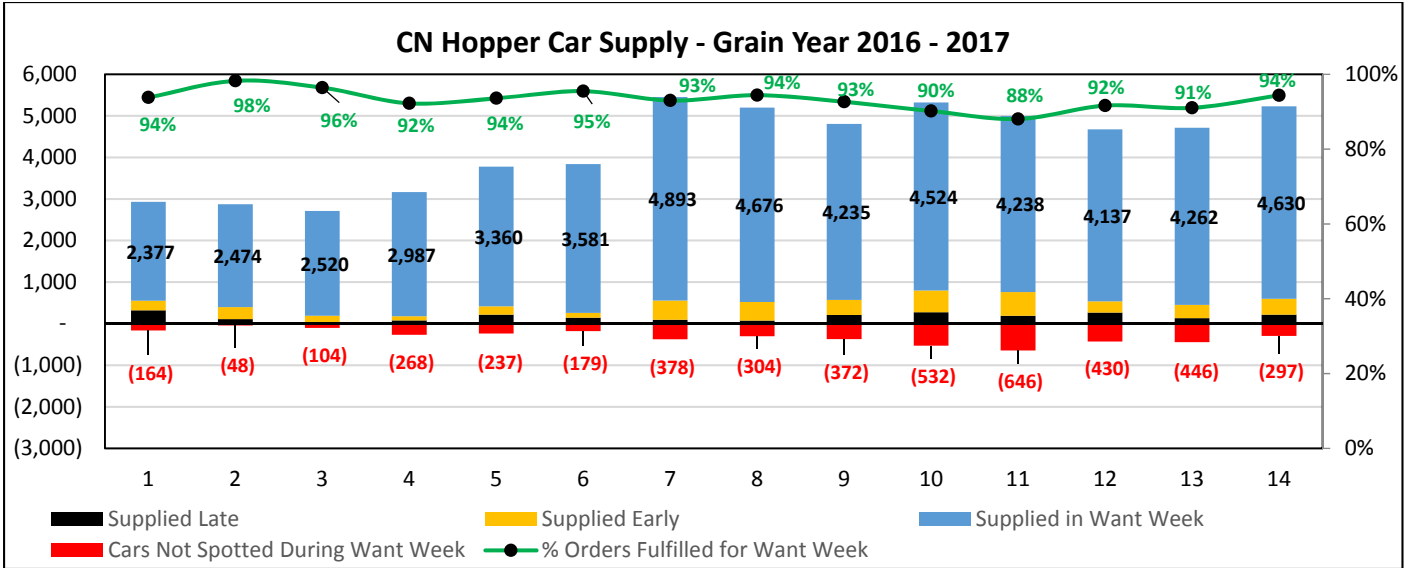


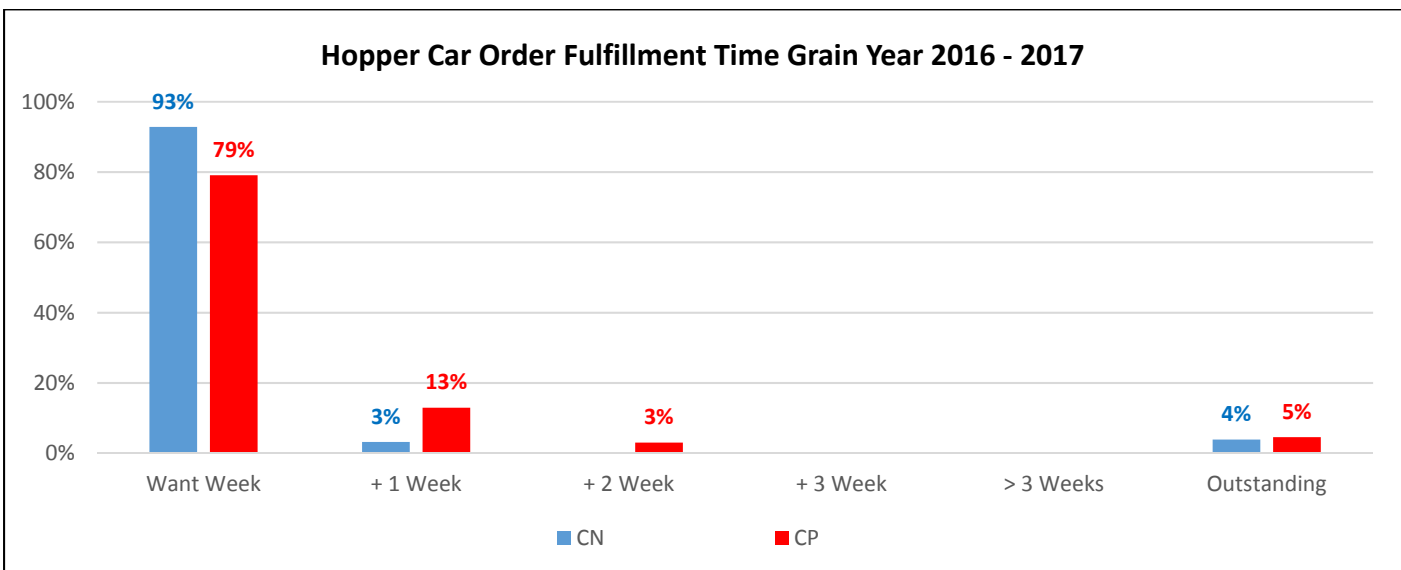
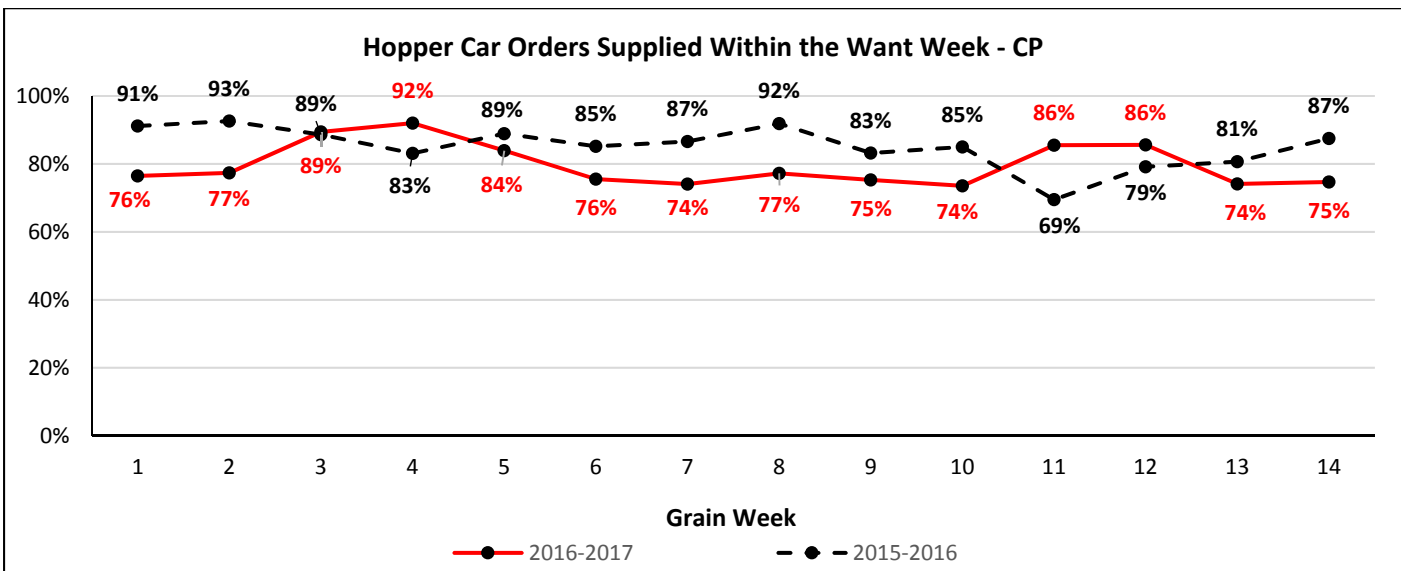
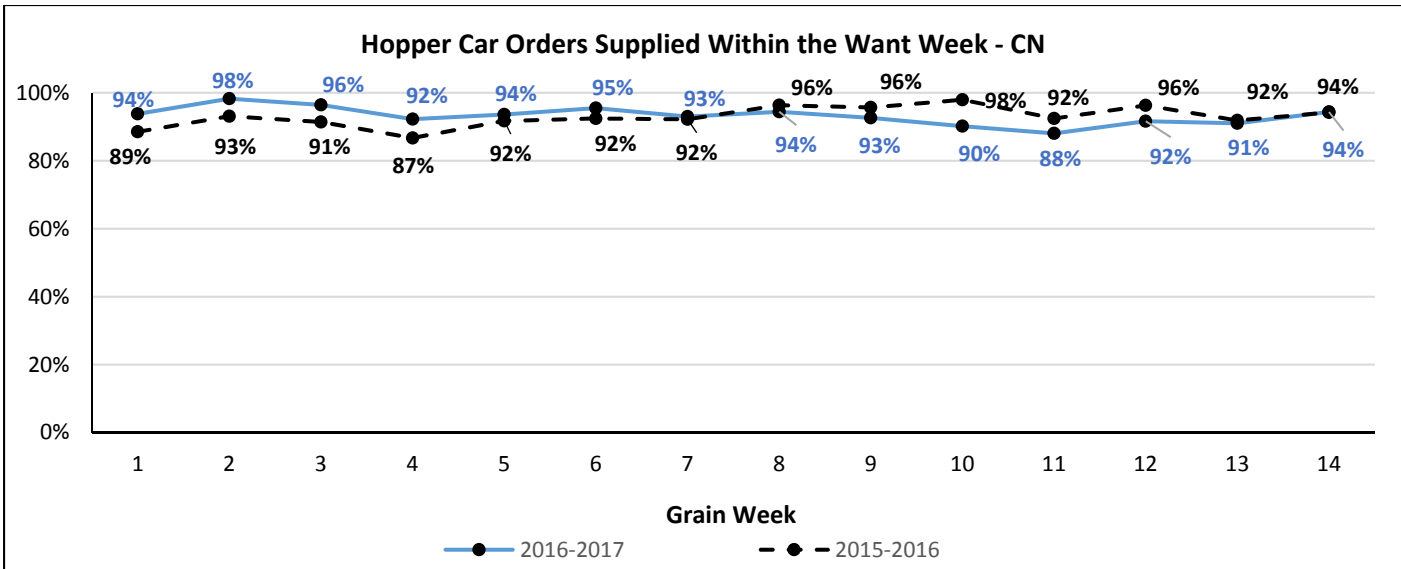
Loaded Dwell Time (Hours) at Origin (All Traffic)

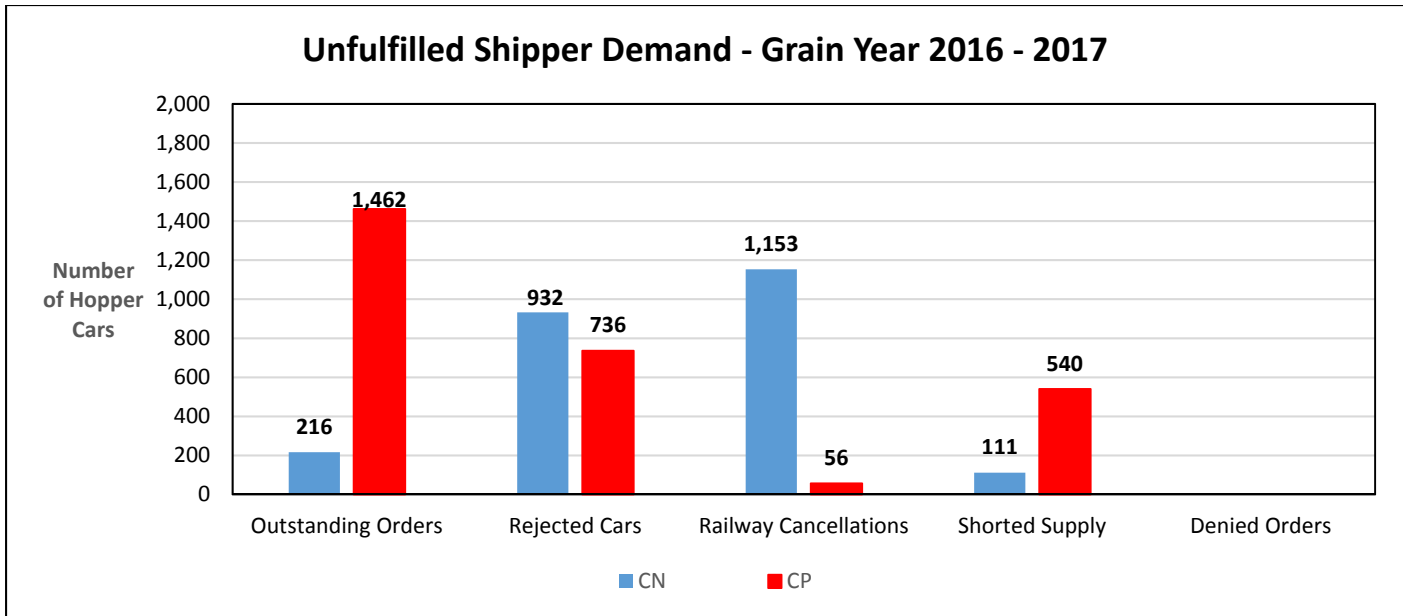
	Week 14		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	15	15	18	21
CP	70	50	50	55

Dwell Time (Hours) at Destination (All Traffic)

		Week 14		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	27	43	22	26
	CP	8	9	11	10
Thunder Bay	CN	73	45	56	54
	CP	36	42	33	35







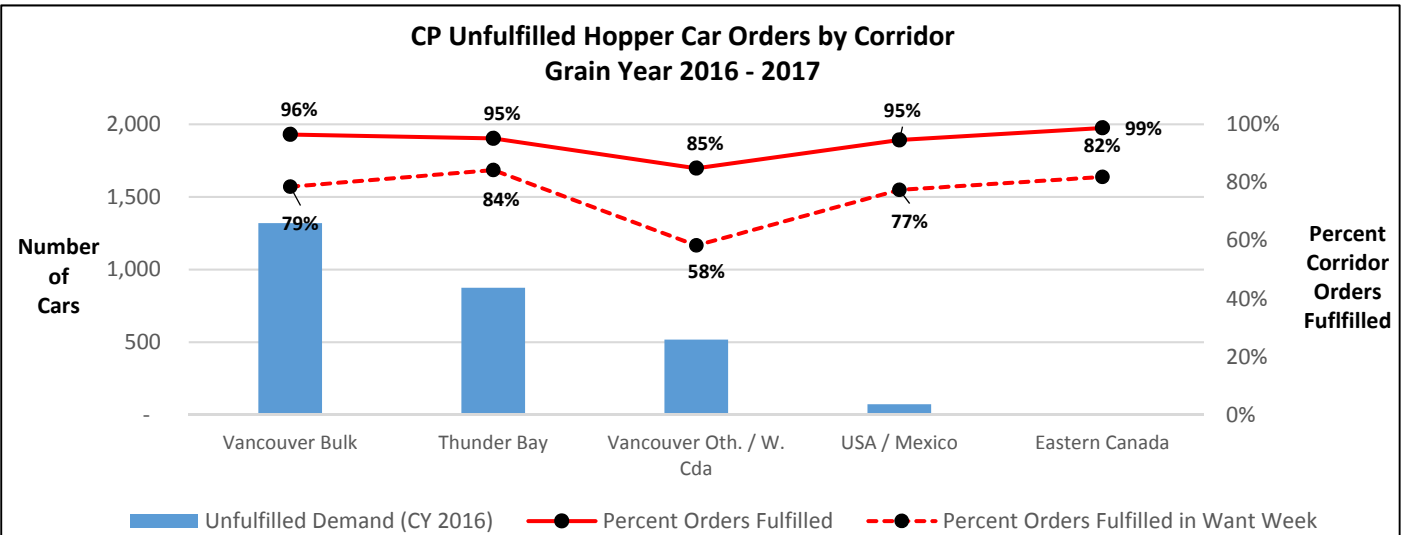
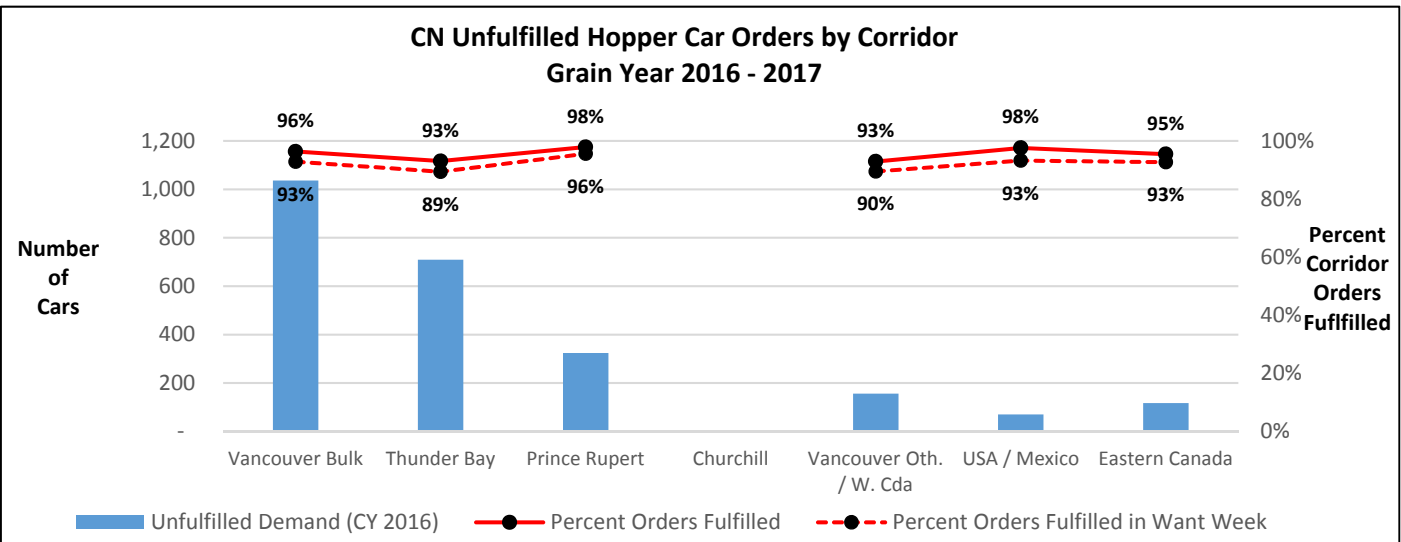
Corridor Performance

Total Hopper Car Supply by Corridor for Current Year Orders – To Week 14

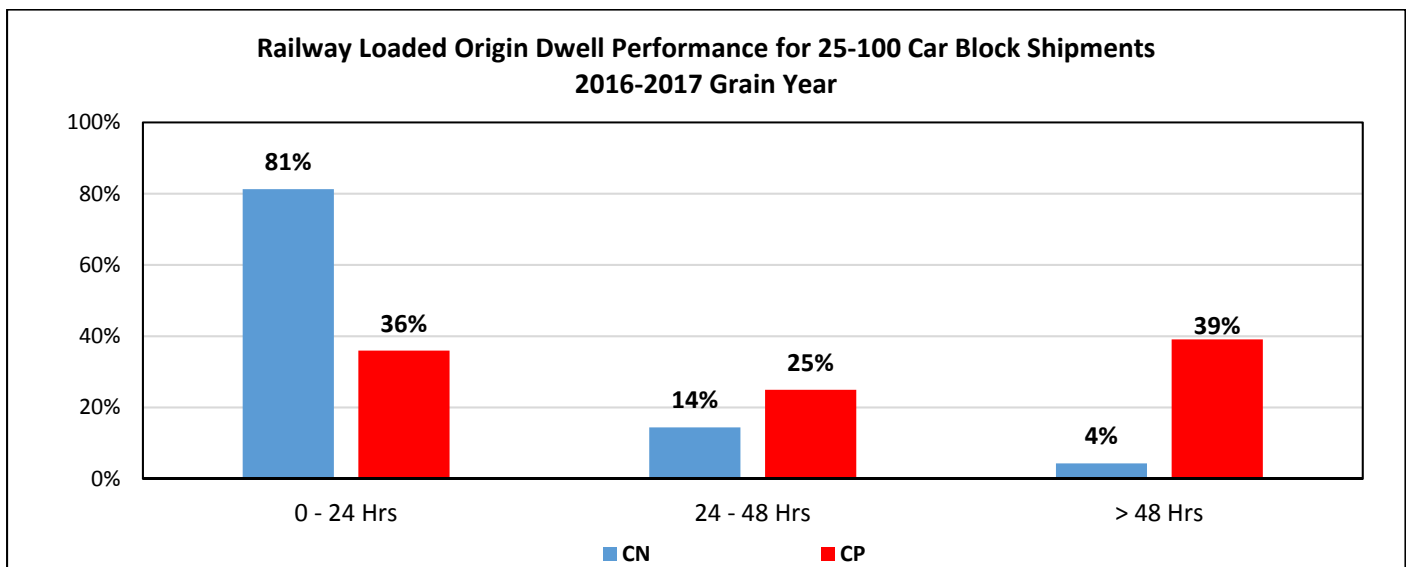
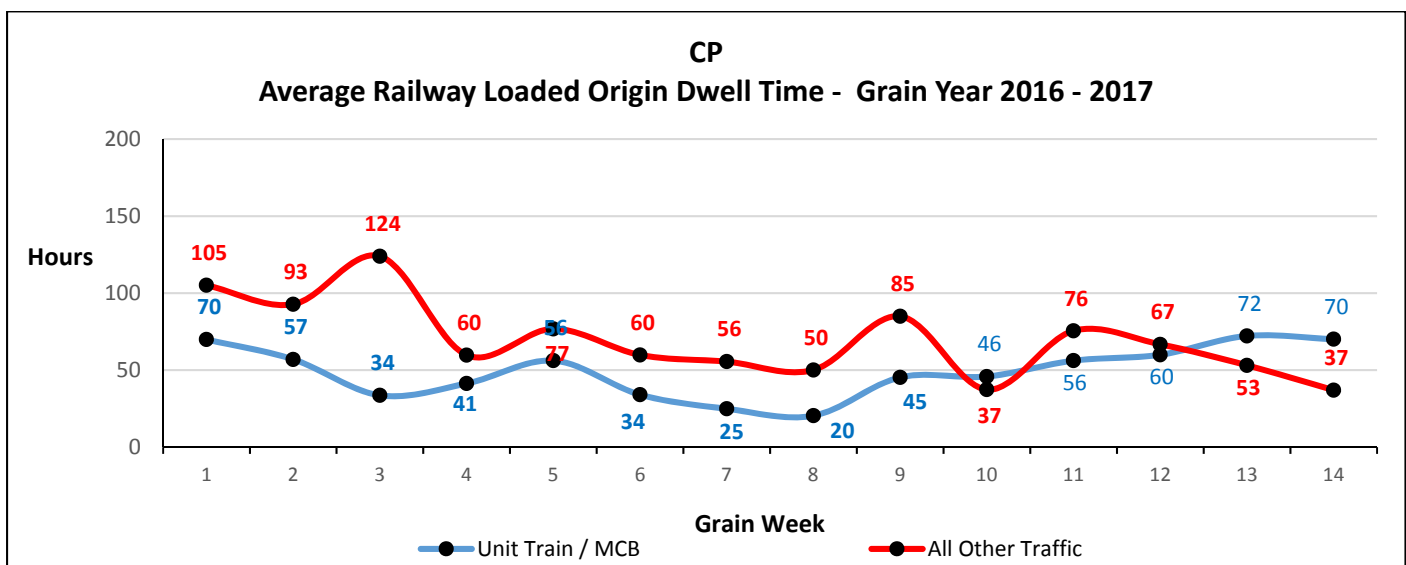
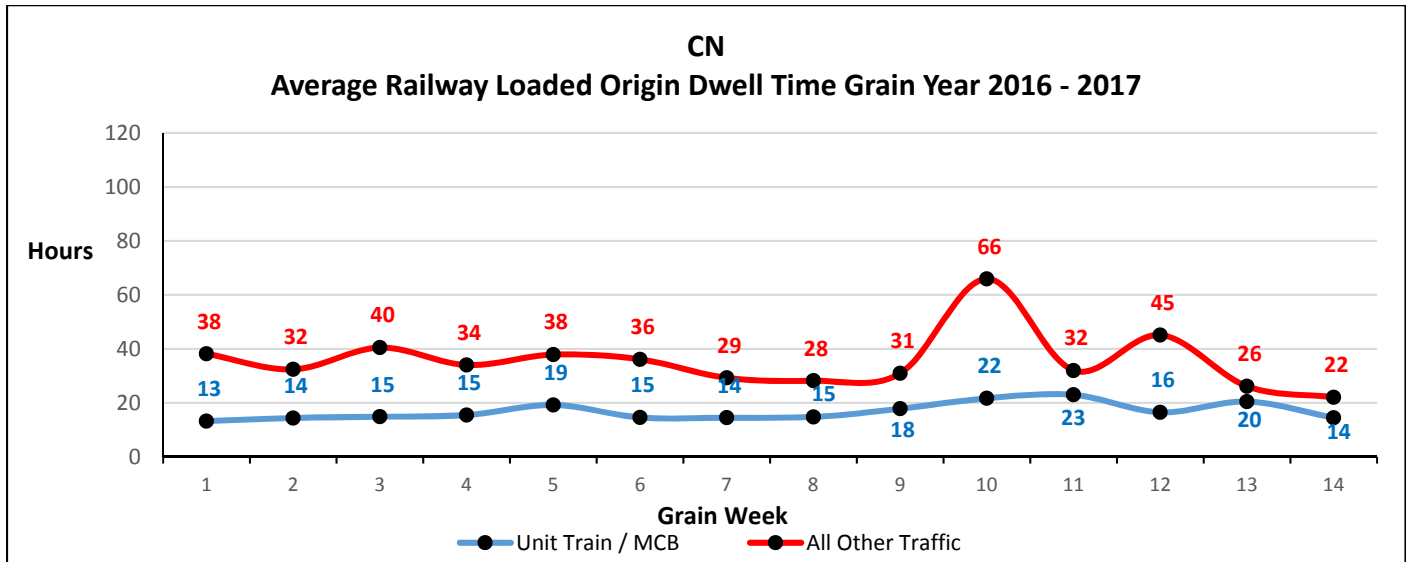
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	28,265	27,229	(1,036)	96%
	Thunder Bay	10,182	9,473	(709)	93%
	Prince Rupert	15,372	15,048	(324)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	2,200	2,044	(156)	93%
	USA / Mexico	2,909	2,839	(70)	98%
	Eastern Canada	2,558	2,441	(117)	95%
CN Total		61,486	59,074	(2,412)	96%
CP	Vancouver Bulk	37,495	36,176	(1,319)	96%
	Thunder Bay	18,045	17,170	(875)	95%
	Vancouver Other / W. Canada	3,425	2,907	(518)	85%
	USA / Mexico	1,352	1,279	(73)	95%
	Eastern Canada	713	704	(9)	99%
CP Total		61,030	58,236	(2,794)	95%

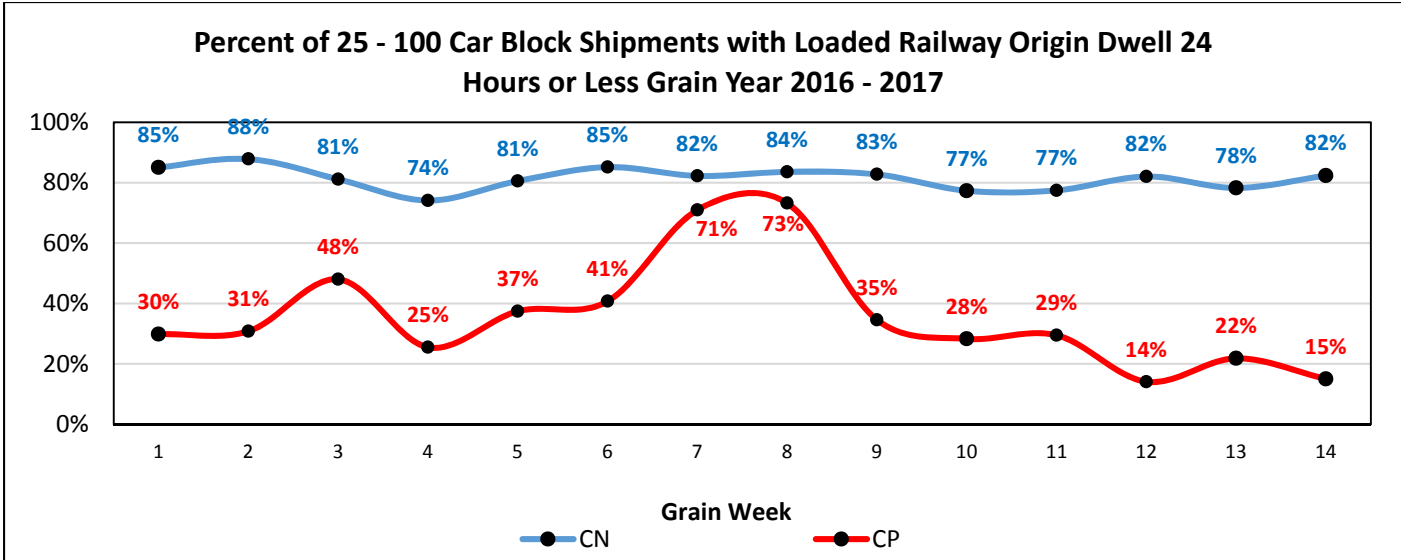
Hopper Cars Supplied in the Want Week by Corridor – To Week 14

Railway	Corridor	Week 14			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,293	2,209	96%	28,265	26,240	93%
	Thunder Bay	834	706	85%	10,182	9,101	89%
	Prince Rupert	1,410	1,380	98%	15,372	14,690	96%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	126	81	64%	2,200	1,969	90%
	USA / Mexico	250	248	99%	2,909	2,711	93%
	Eastern Canada	352	344	98%	2,558	2,370	93%
CN Total		5,265	4,968	94%	61,486	57,081	93%
CP	Vancouver Bulk	2,407	2,045	85%	37,495	29,446	79%
	Thunder Bay	1,516	1,143	75%	18,045	15,204	84%
	Vancouver Other / W. Canada	589	173	29%	3,425	1,998	58%
	USA / Mexico	115	80	70%	1,352	1,047	77%
	Eastern Canada	61	61	100%	713	584	82%
CP Total		4,688	3,502	75%	61,030	48,279	79%

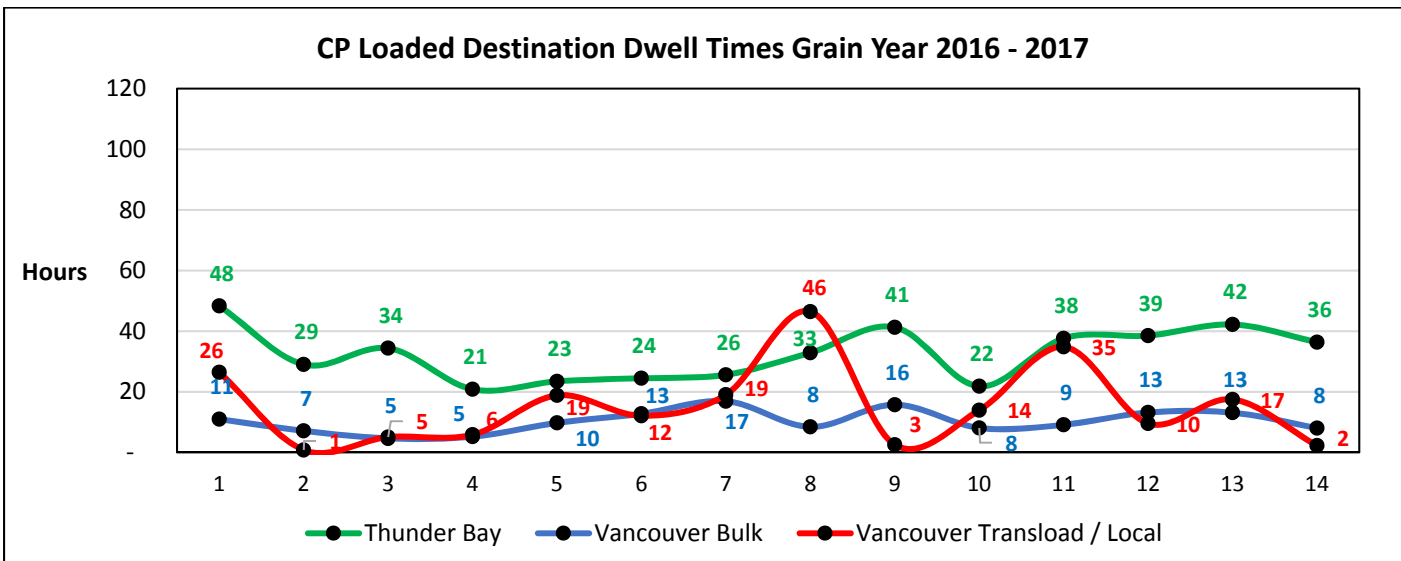
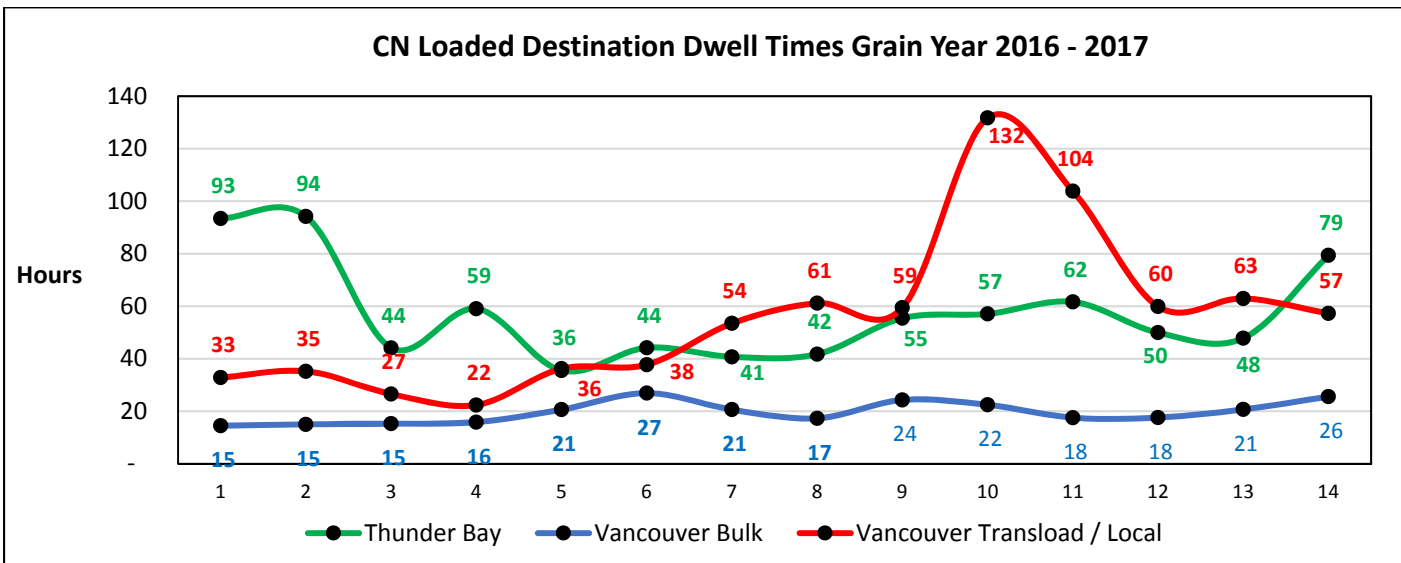


Origin Dwell Performance

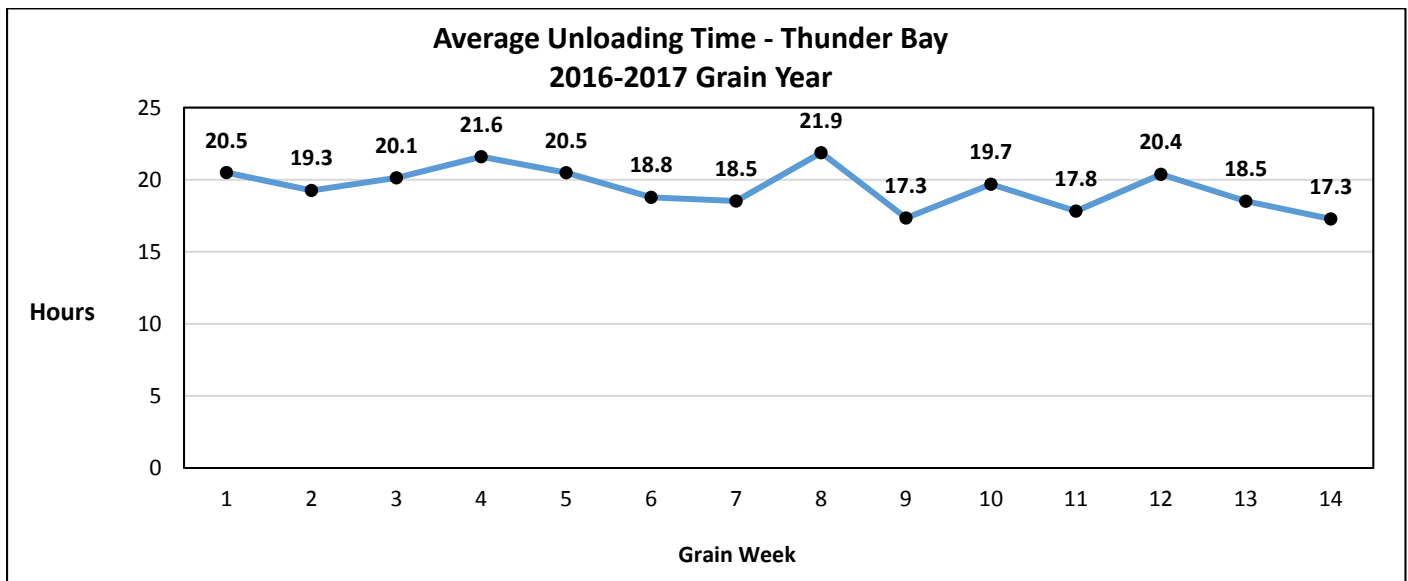
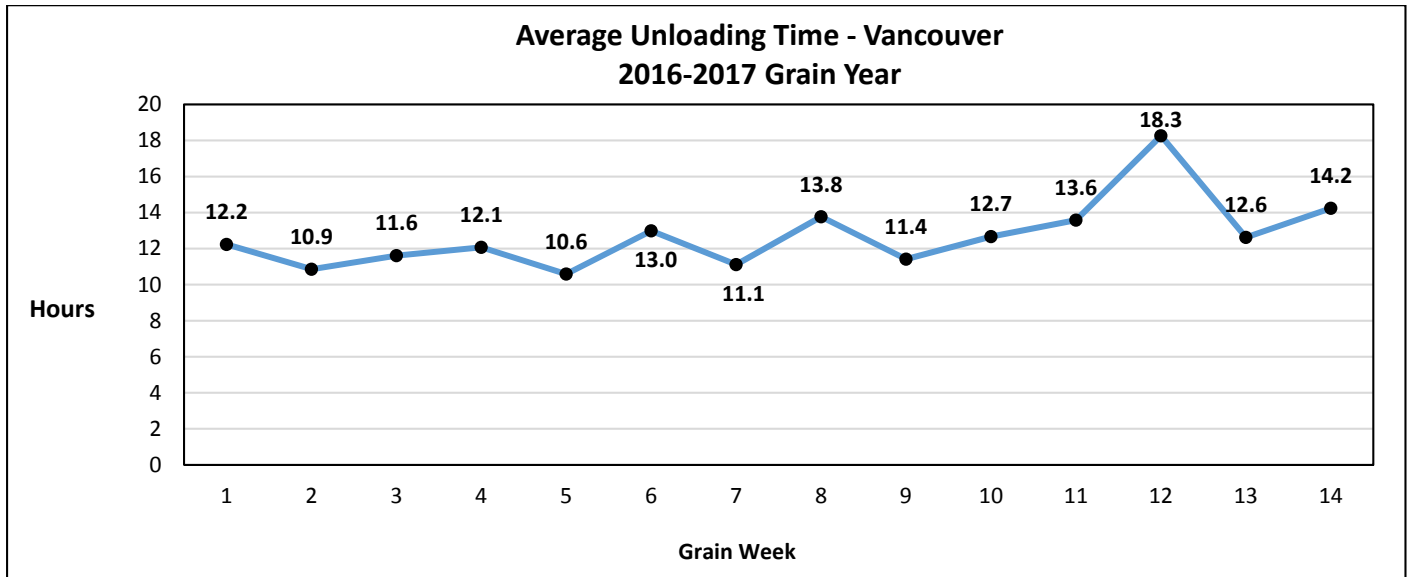




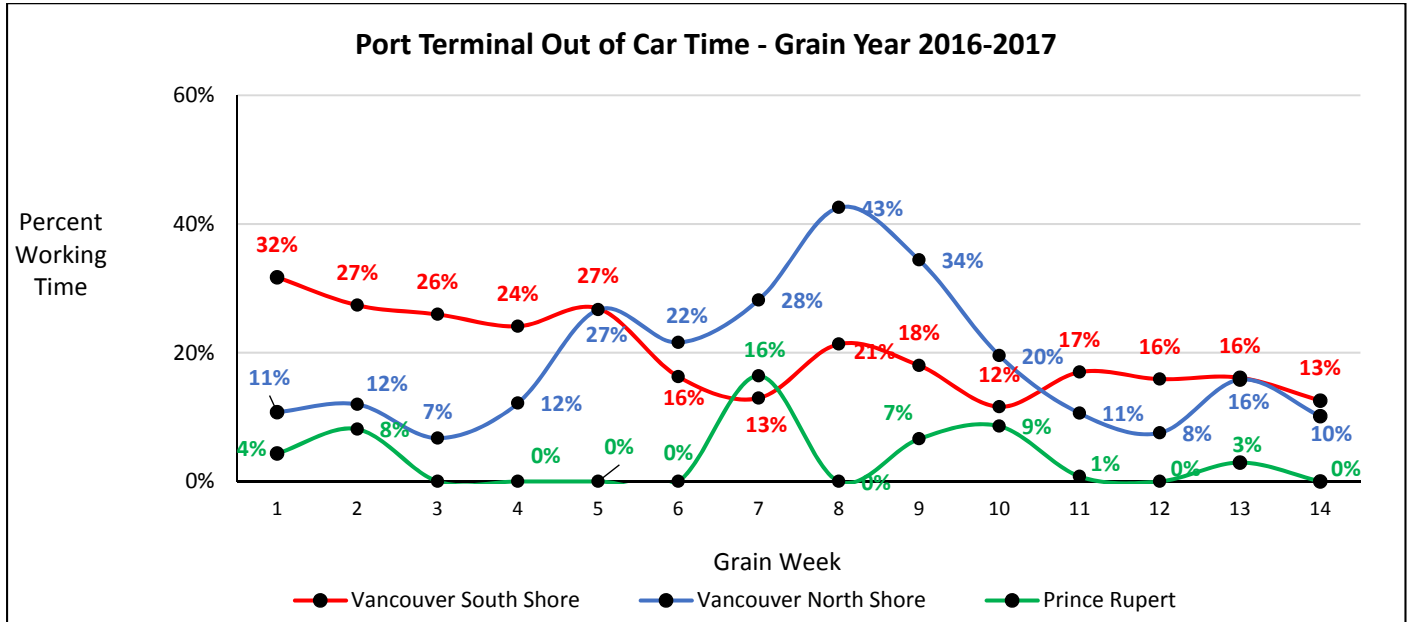
Destination Dwell Performance



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.