

## Performance Dashboard

### Hopper Car Demand

	Week 23			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	4,488	3,843	645	104,247	4,532	101,528	4,414	2,719	118
CP	3,265	4,075	(810)	96,856	4,211	101,210	4,400	(4,354)	(189)
	<b>7,753</b>	<b>7,918</b>	<b>(165)</b>	<b>201,103</b>	<b>8,744</b>	<b>202,738</b>	<b>8,815</b>	<b>(1,635)</b>	<b>(71)</b>

### Empty Hopper Cars Supplied – Week 23 (All Want Weeks)

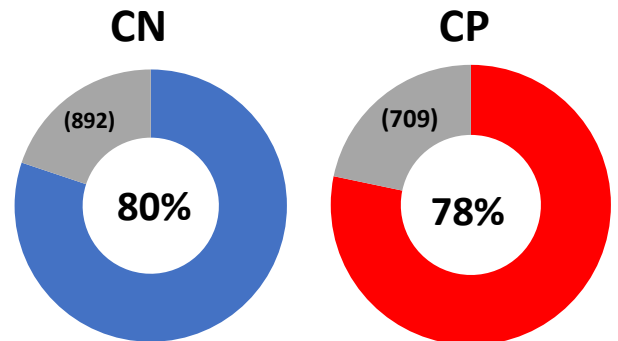
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	3,279	3,183	371	199	259	215	3,909	3,597
CP	2,419	2,427	413	26	354	219	3,186	2,672
	<b>5,698</b>	<b>5,610</b>	<b>784</b>	<b>225</b>	<b>613</b>	<b>434</b>	<b>7,095</b>	<b>6,269</b>

### Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	3%	2%	3%	4%	3%	4%
25	5%	3%	4%	3%	2%	3%
50	15%	14%	14%	13%	12%	12%
100	77%	81%	79%	80%	83%	81%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,488	3,265	7,753
Current Week Order Fulfillment			
Supplied in Current Week	3,279	2,419	5,698
Supplied Early	317	137	454
<b>Total Cars Supplied for Want Week</b>	<b>3,596</b>	<b>2,556</b>	<b>6,152</b>
Current Week Unfulfilled Demand	(892)	(709)	(1,601)
% Current Week Orders Supplied	80%	78%	79%

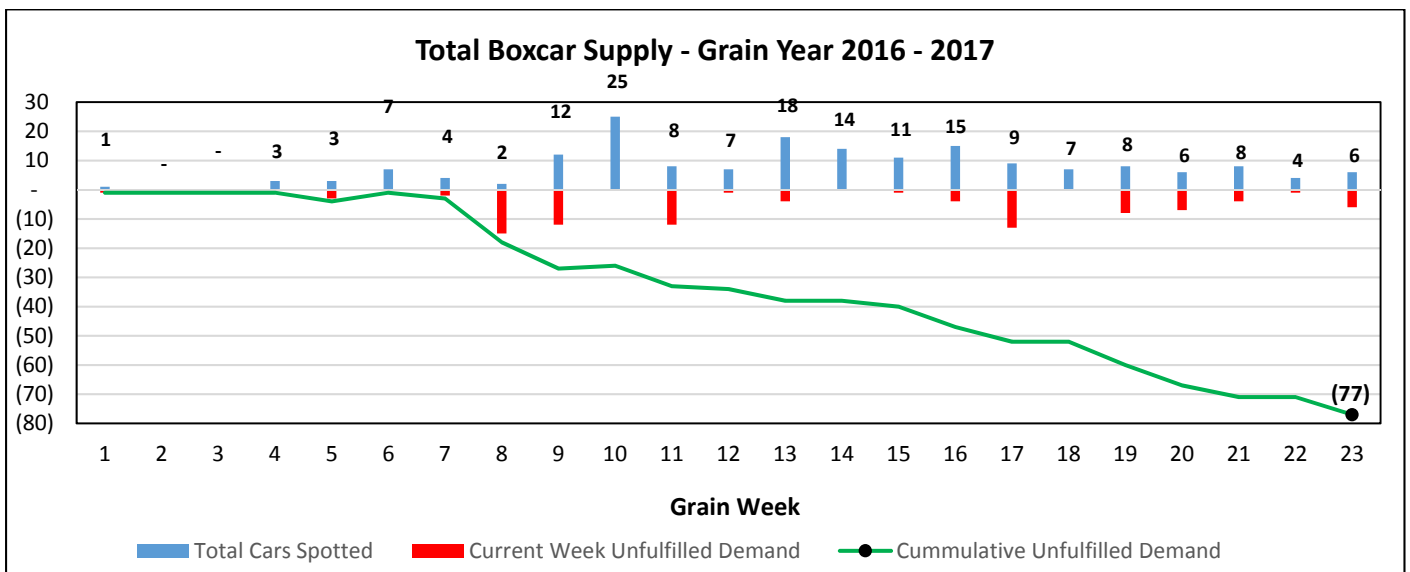
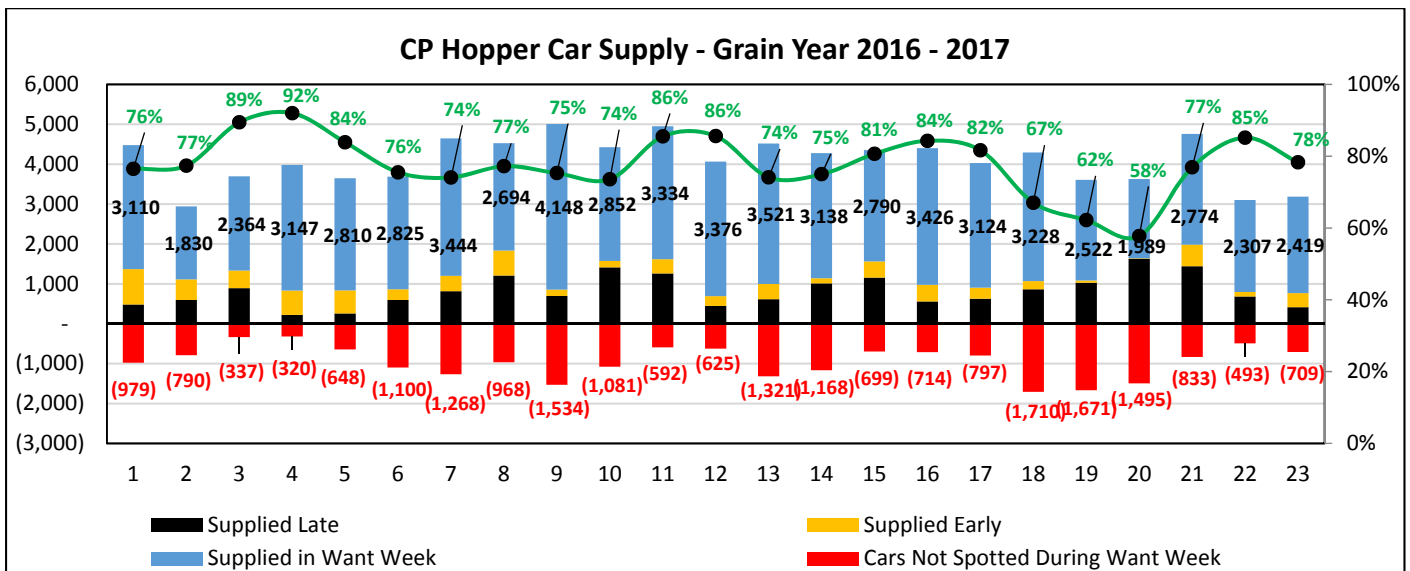
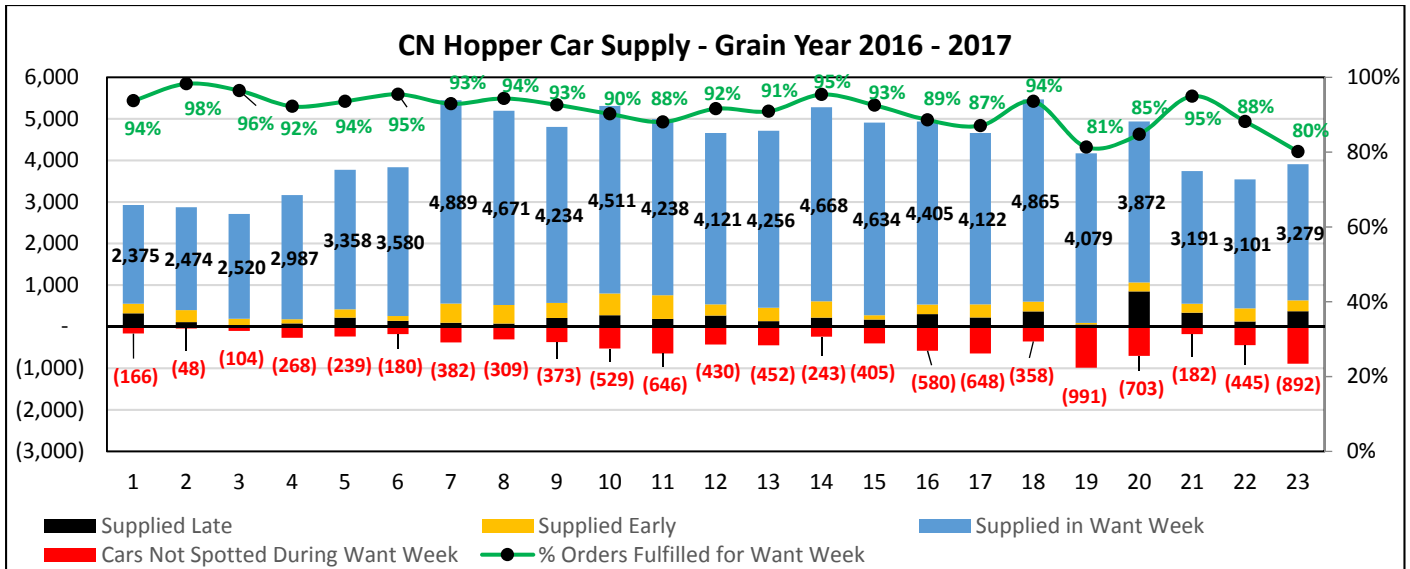


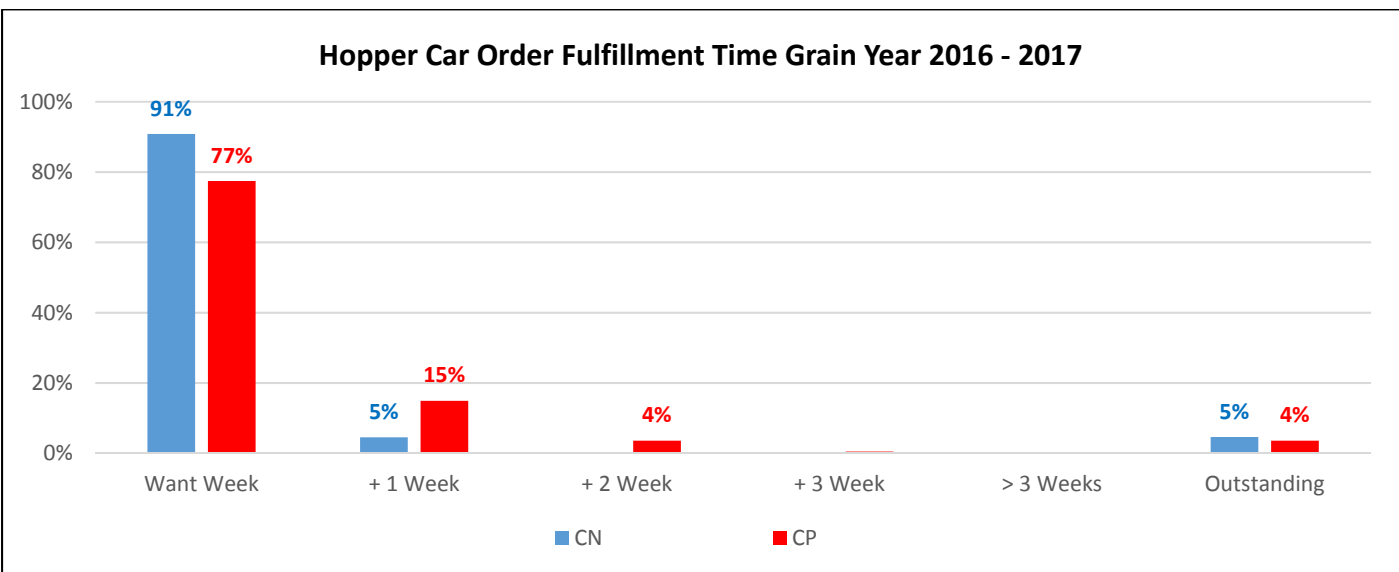
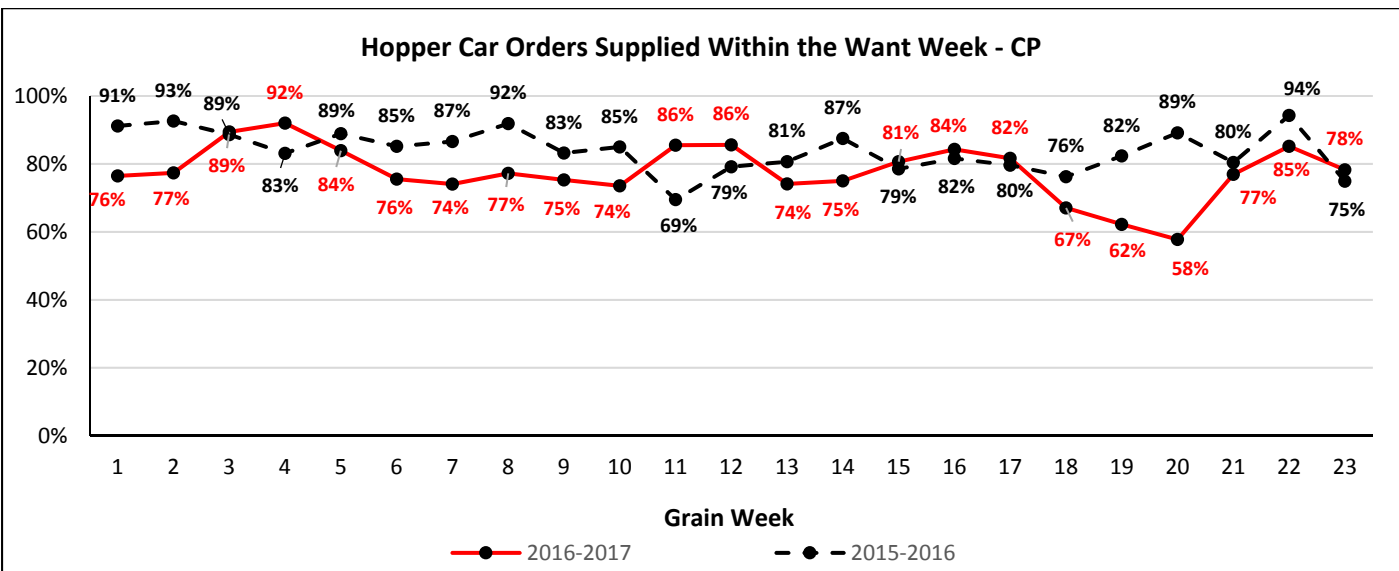
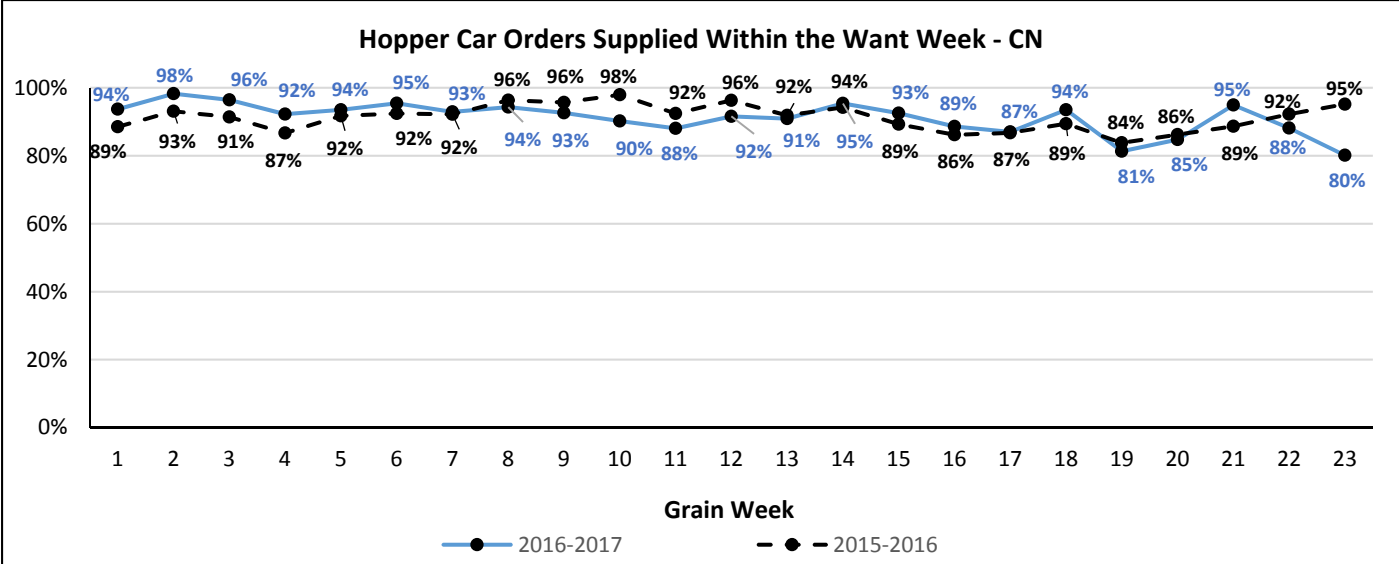
### Loaded Dwell Time (Hours) at Origin (All Traffic)

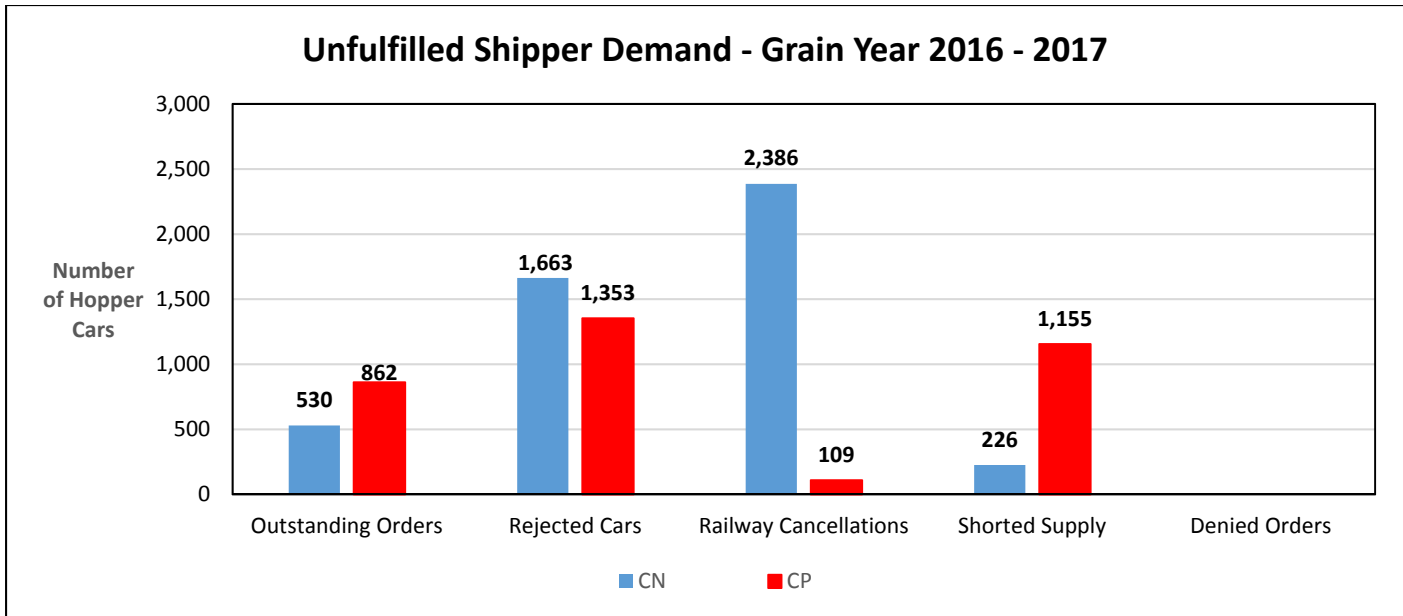
	Week 23		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	25	21	21	21
CP	91	89	57	58

### Dwell Time (Hours) at Destination (All Traffic)

		Week 23		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	23	24	22	26
	CP	19	20	11	12
Thunder Bay	CN	39	167	55	71
	CP	70	91	38	43







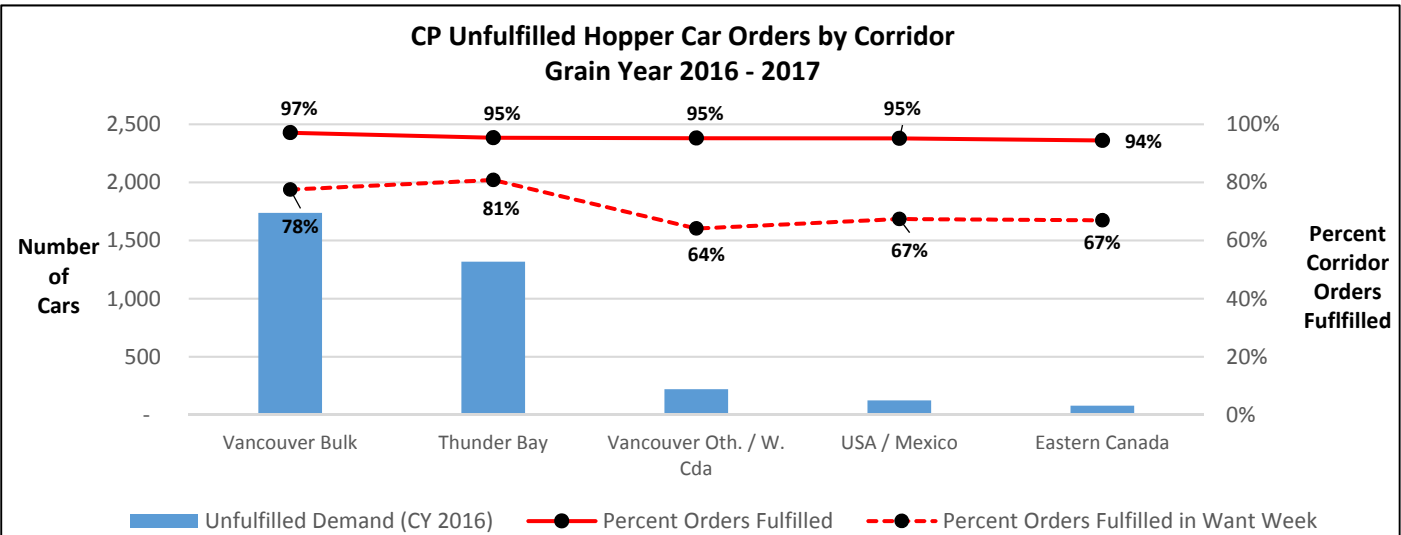
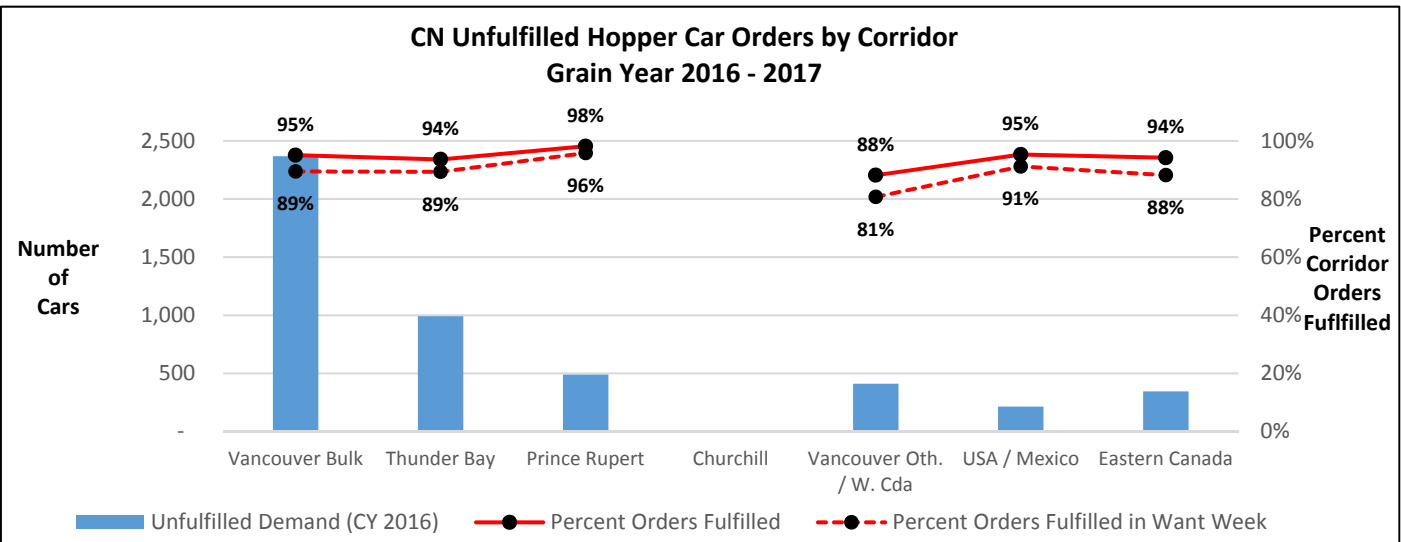
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 23

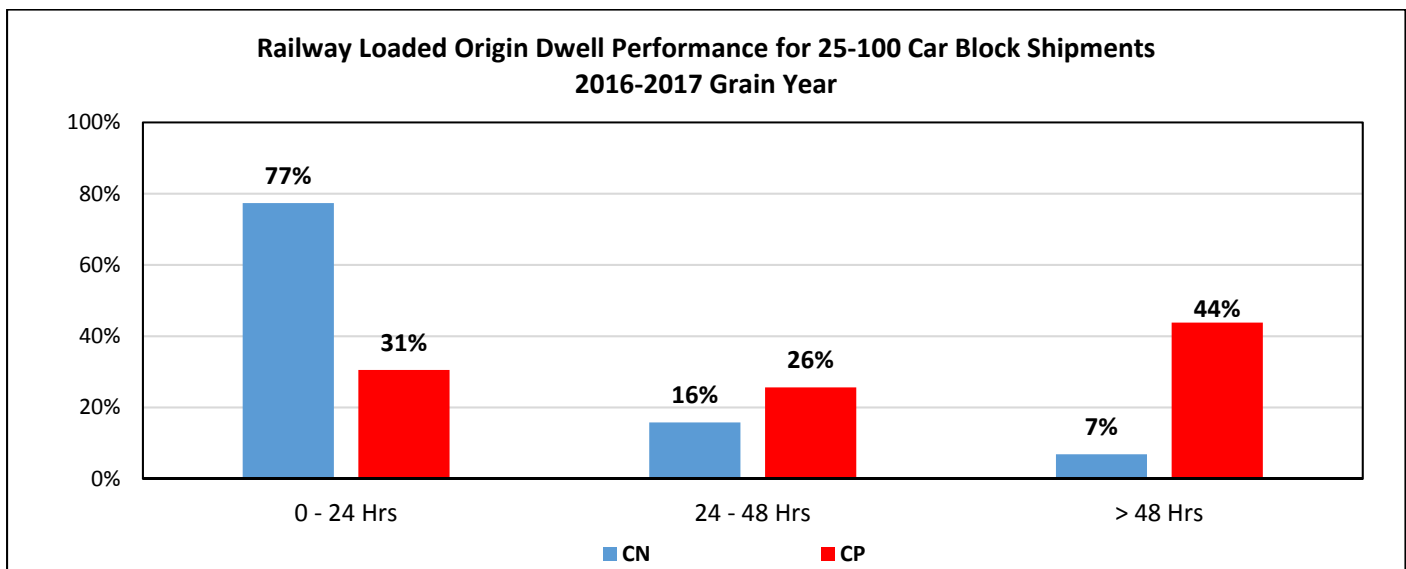
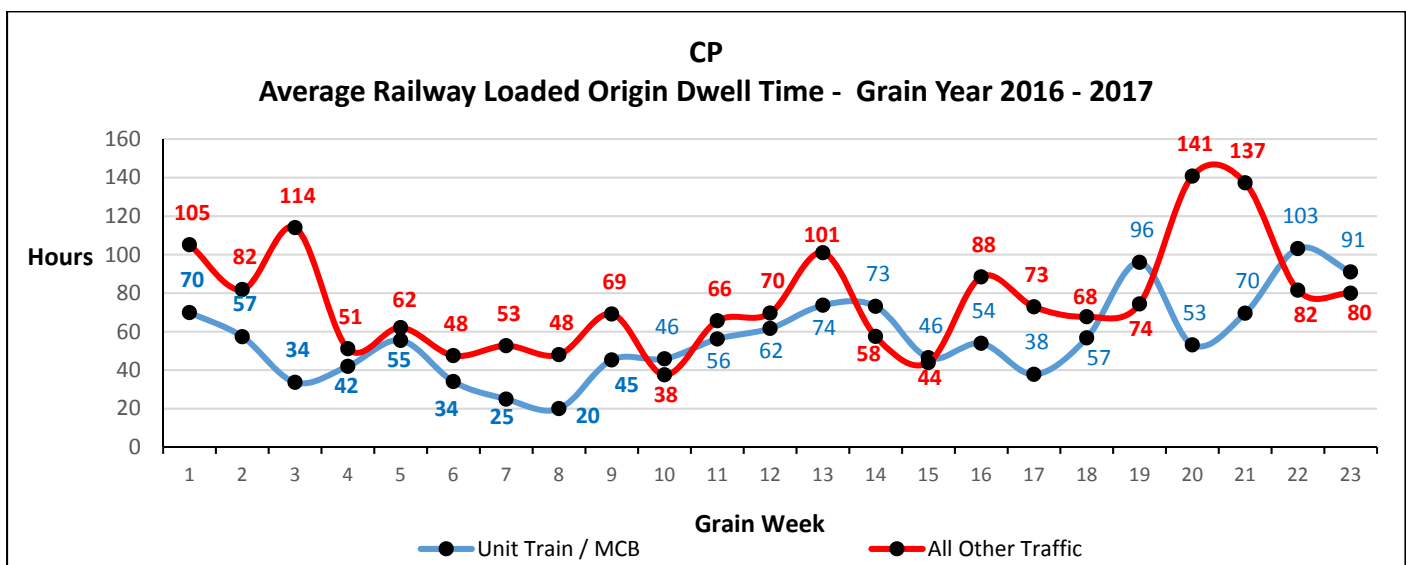
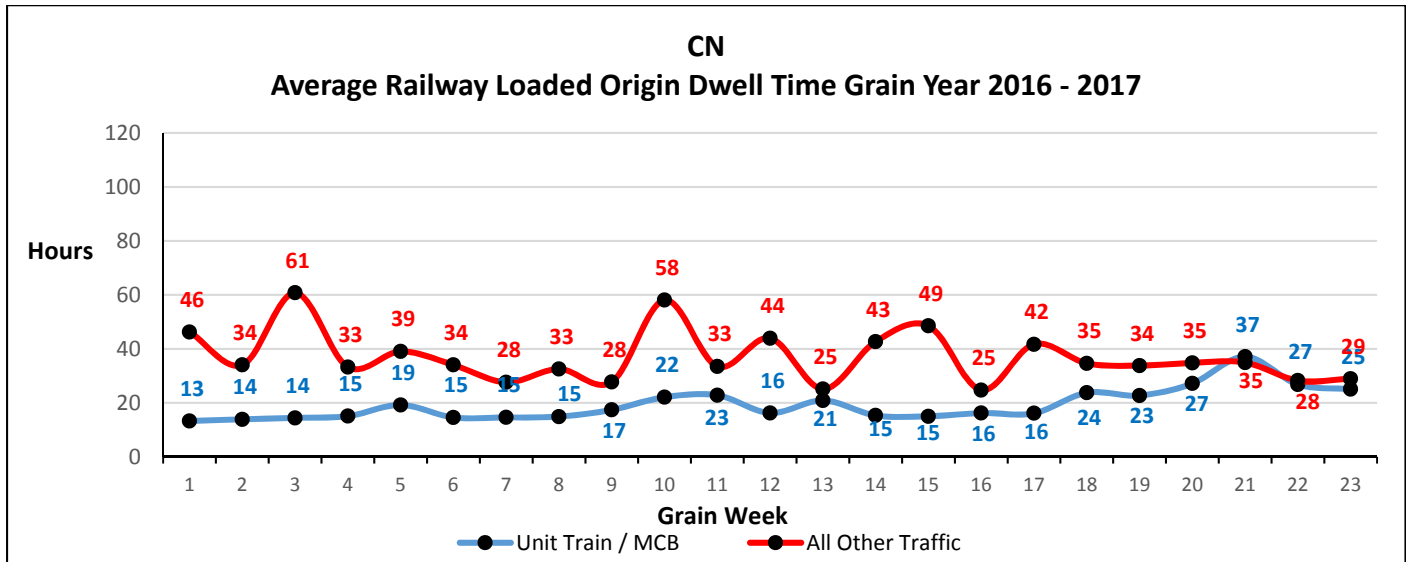
Railway	Corridor	Ordered	Supplied	Unfulfilled	
				Demand	% Supplied
CN	Vancouver Bulk	48,054	45,687	(2,367)	95%
	Thunder Bay	15,521	14,530	(991)	94%
	Prince Rupert	26,725	26,236	(489)	98%
	Churchill	-	-	-	
	Vancouver Other / W. Canada	3,467	3,057	(410)	88%
	USA / Mexico	4,557	4,343	(214)	95%
	Eastern Canada	5,933	5,589	(344)	94%
<b>CN Total</b>		<b>104,257</b>	<b>99,442</b>	<b>(4,815)</b>	<b>95%</b>
CP	Vancouver Bulk	59,852	58,114	(1,738)	97%
	Thunder Bay	28,430	27,112	(1,318)	95%
	Vancouver Other / W. Canada	4,600	4,380	(220)	95%
	USA / Mexico	2,554	2,430	(124)	95%
	Eastern Canada	1,420	1,341	(79)	94%
<b>CP Total</b>		<b>96,856</b>	<b>93,377</b>	<b>(3,479)</b>	<b>96%</b>

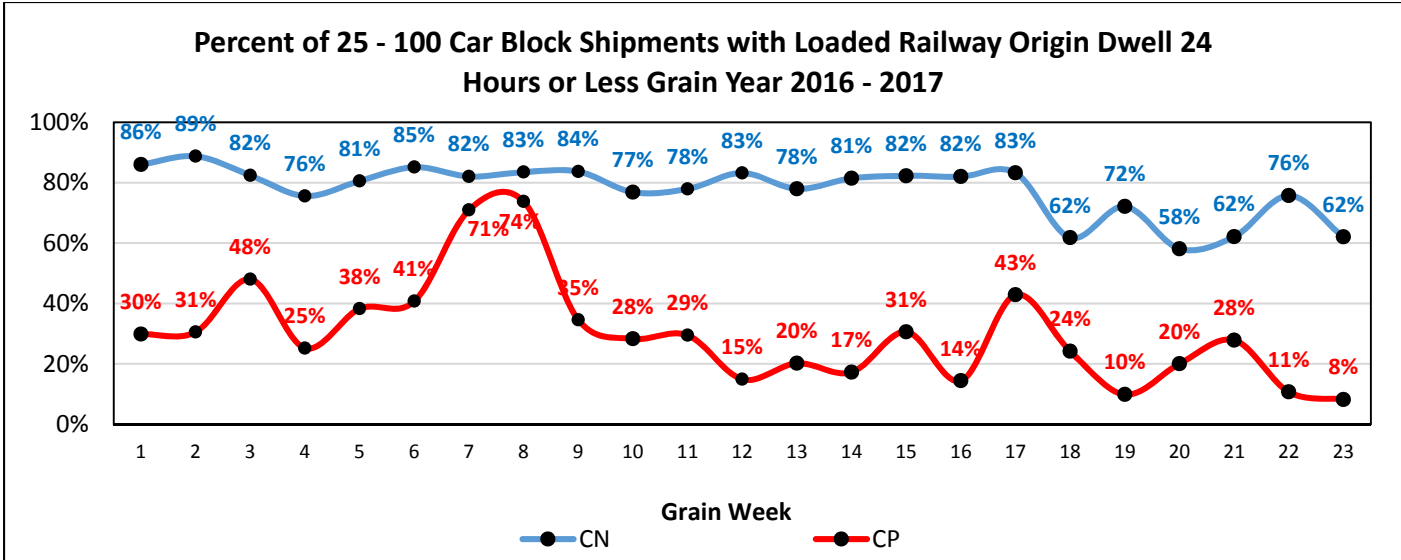
**Hopper Cars Supplied in the Want Week by Corridor – To Week 23**

Railway	Corridor	Week 23			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,130	1,551	73%	48,054	43,003	89%
	Thunder Bay	537	368	69%	15,521	13,874	89%
	Prince Rupert	1,241	1,224	99%	26,725	25,611	96%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	89	88	99%	3,467	2,799	81%
	USA / Mexico	60	58	97%	4,557	4,154	91%
	Eastern Canada	431	307	71%	5,933	5,233	88%
<b>CN Total</b>		<b>4,488</b>	<b>3,596</b>	<b>80%</b>	<b>104,257</b>	<b>94,674</b>	<b>91%</b>
CP	Vancouver Bulk	2,831	2,305	81%	59,852	46,398	78%
	Thunder Bay	297	215	72%	28,430	22,983	81%
	Vancouver Other / W. Canada	28	27	96%	4,600	2,950	64%
	USA / Mexico	51	6	12%	2,554	1,722	67%
	Eastern Canada	58	3	5%	1,420	951	67%
<b>CP Total</b>		<b>3,265</b>	<b>2,556</b>	<b>78%</b>	<b>96,856</b>	<b>75,004</b>	<b>77%</b>

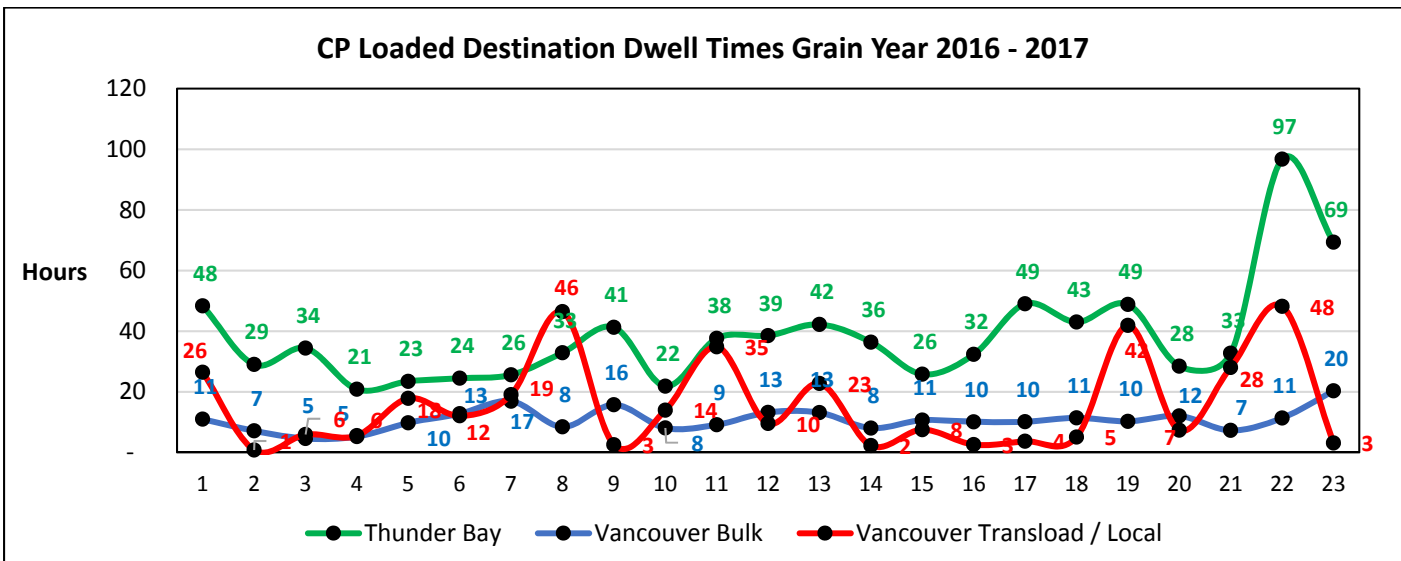
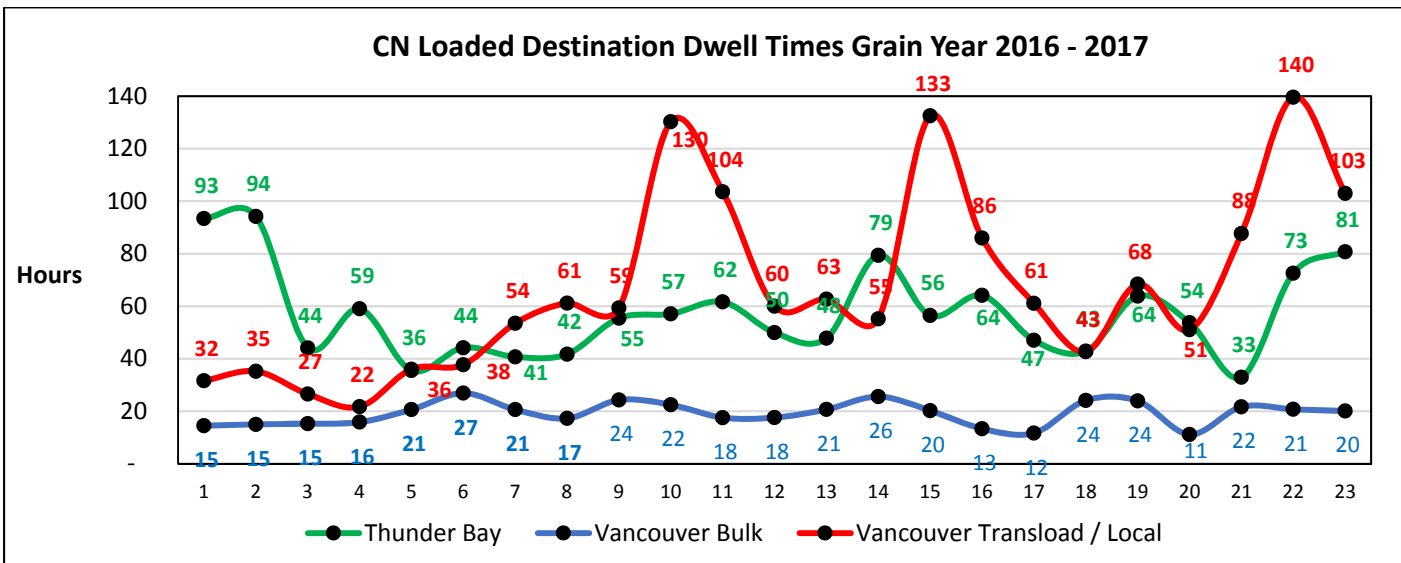


## Origin Dwell Performance

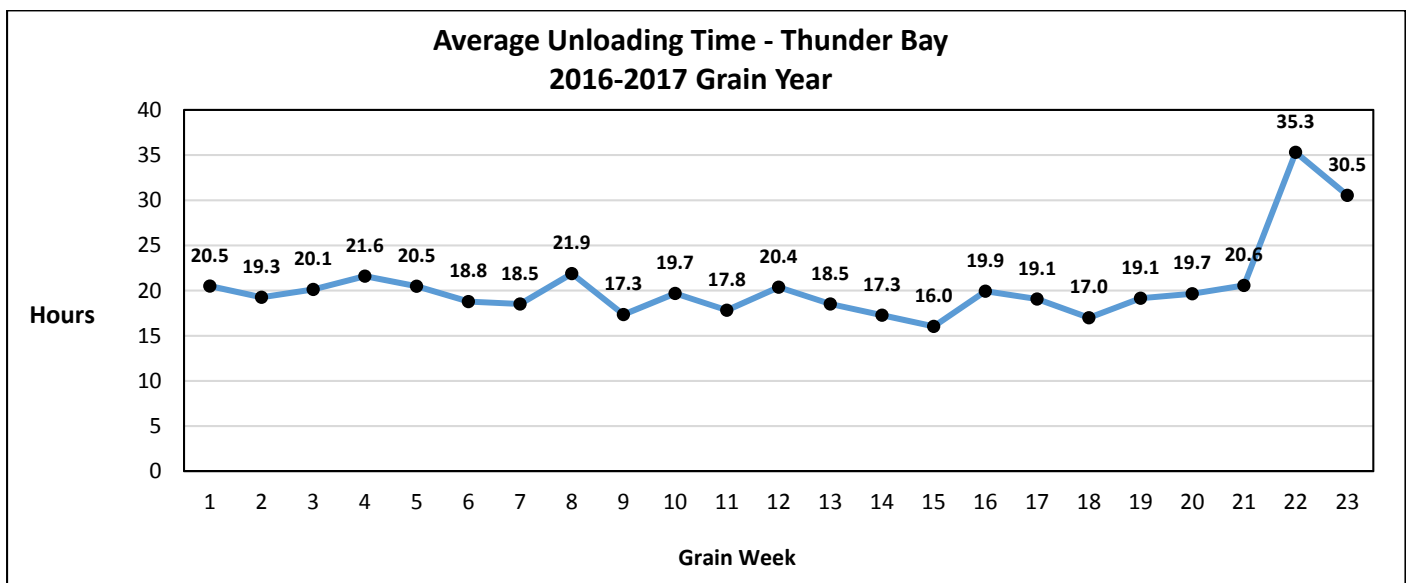
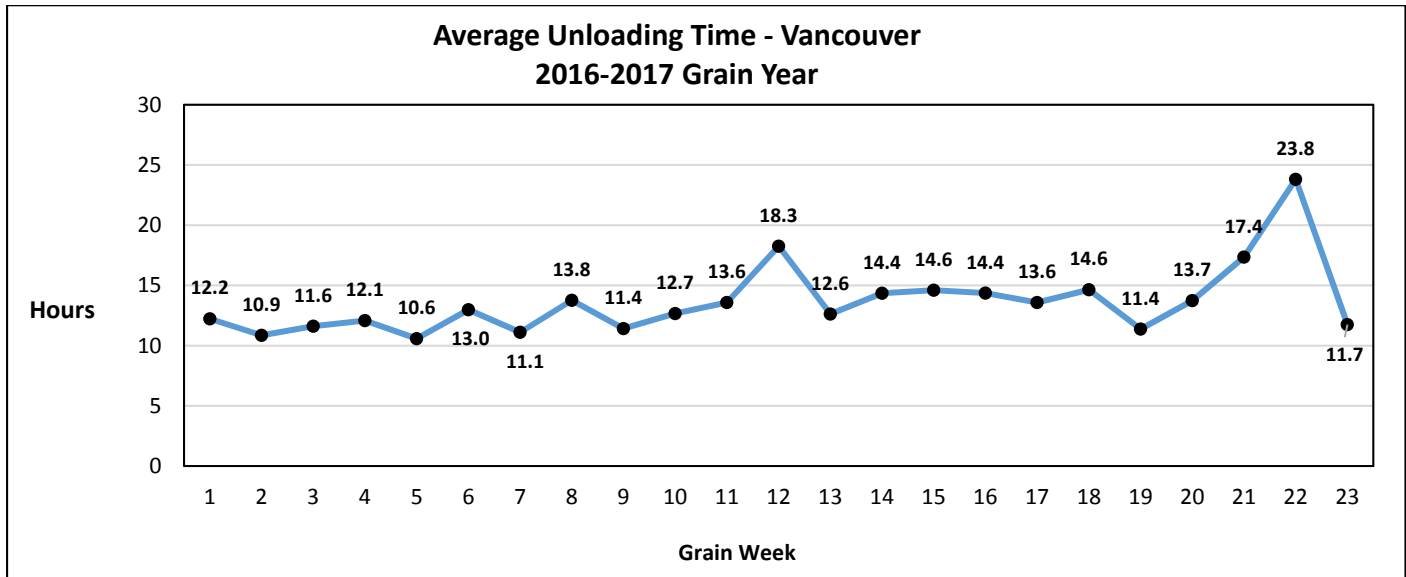




## Destination Dwell Performance

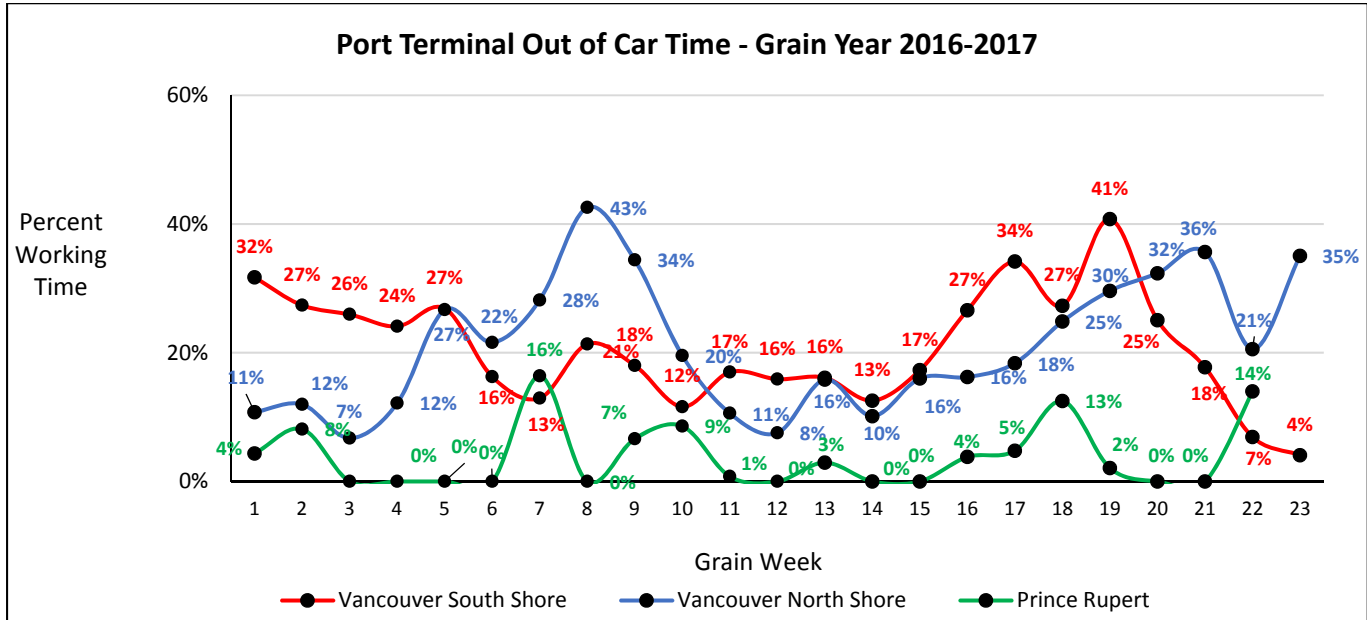


## Port Terminal - Unloading Time





### 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.