

## Performance Dashboard

### Hopper Car Demand

	Week 27		This Year		Last Year		This Year versus Last Year	
	This Year	Last Year	YTD	Weekly Average	YTD	Weekly Average	YTD	Weekly Average
CN	4,564	4,455	120,964	4,480	118,309	4,382	2,655	98
CP	3,704	3,621	112,468	4,165	115,563	4,280	(3,095)	(115)
<b>Total</b>	<b>8,268</b>	<b>8,076</b>	<b>233,432</b>	<b>8,646</b>	<b>233,872</b>	<b>8,662</b>	<b>(440)</b>	<b>(16)</b>

### Cars Shipped

Railway	Corridor	201627	YTD
CN	N.A. Domestic	814	12,788
	Thunder Bay	0	14,880
	Prince Rupert	1,298	31,715
	Thunder Bay	0	1
	Vancouver	2,165	56,097
<b>Total</b>		<b>4,277</b>	<b>115,481</b>
CP	N.A. Domestic	616	6,064
	Thunder Bay	159	27,932
	Vancouver	2,880	74,131
<b>Total</b>		<b>3,655</b>	<b>108,127</b>

### Empty Hopper Cars Supplied – Week 27 (All Want Weeks)

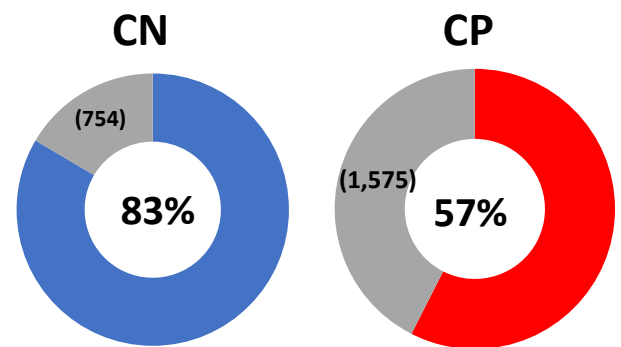
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	3,802	3,909	516	528	0	116	4,318	4,553
CP	2,104	2,352	1,222	924	158	129	3,484	3,405
<b>Total</b>	<b>5,906</b>	<b>6,261</b>	<b>1,738</b>	<b>1,452</b>	<b>158</b>	<b>245</b>	<b>7,802</b>	<b>7,958</b>

### Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	2%	5%	3%	4%	3%	3%
25	4%	4%	4%	4%	2%	3%
50	11%	10%	11%	13%	11%	12%
100	83%	81%	82%	79%	84%	81%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	4,564	3,704	8,268
Current Week Order Fulfillment			
Supplied in Current Week	3,802	2,104	5,906
Supplied Early	8	25	33
<b>Total Cars Supplied for Want Week</b>	<b>3,810</b>	<b>2,129</b>	<b>5,939</b>
Current Week Unfulfilled Demand	(754)	(1,575)	(2,329)
% Current Week Orders Supplied	83%	57%	72%

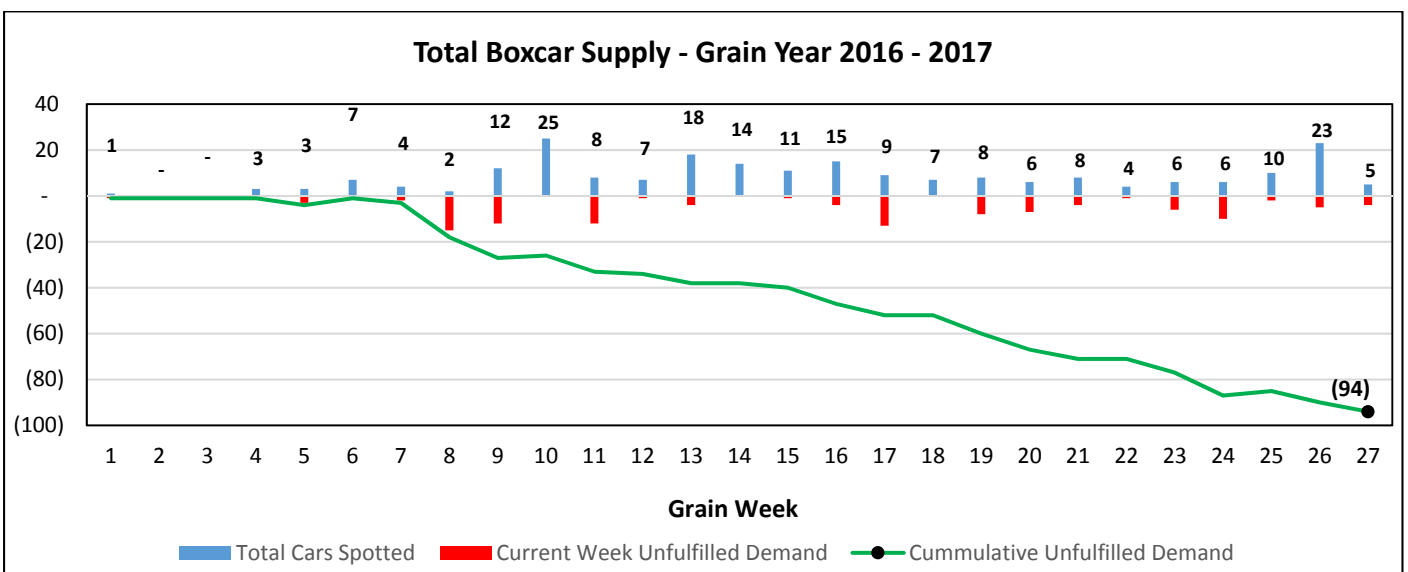
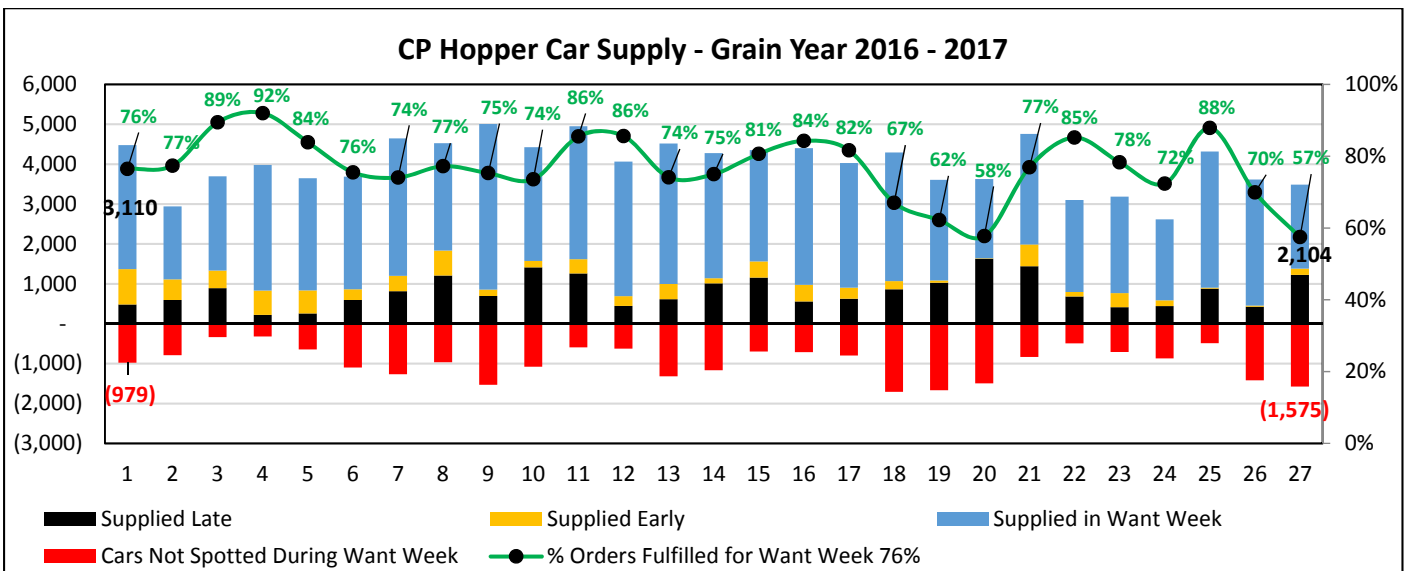
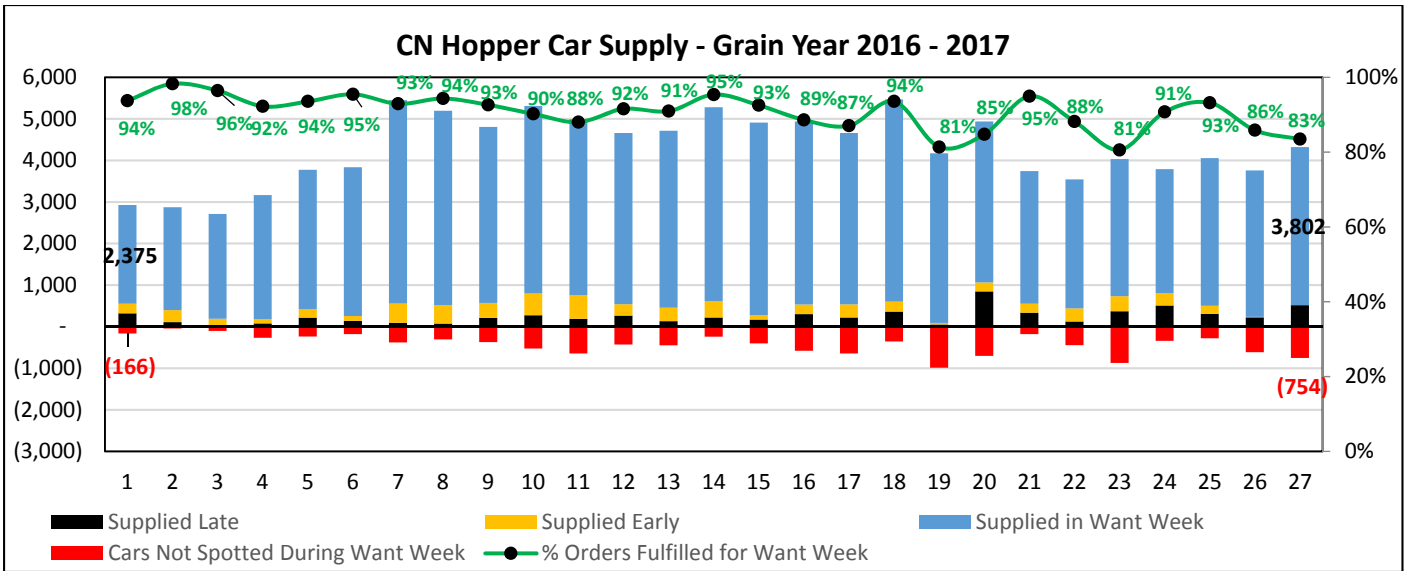


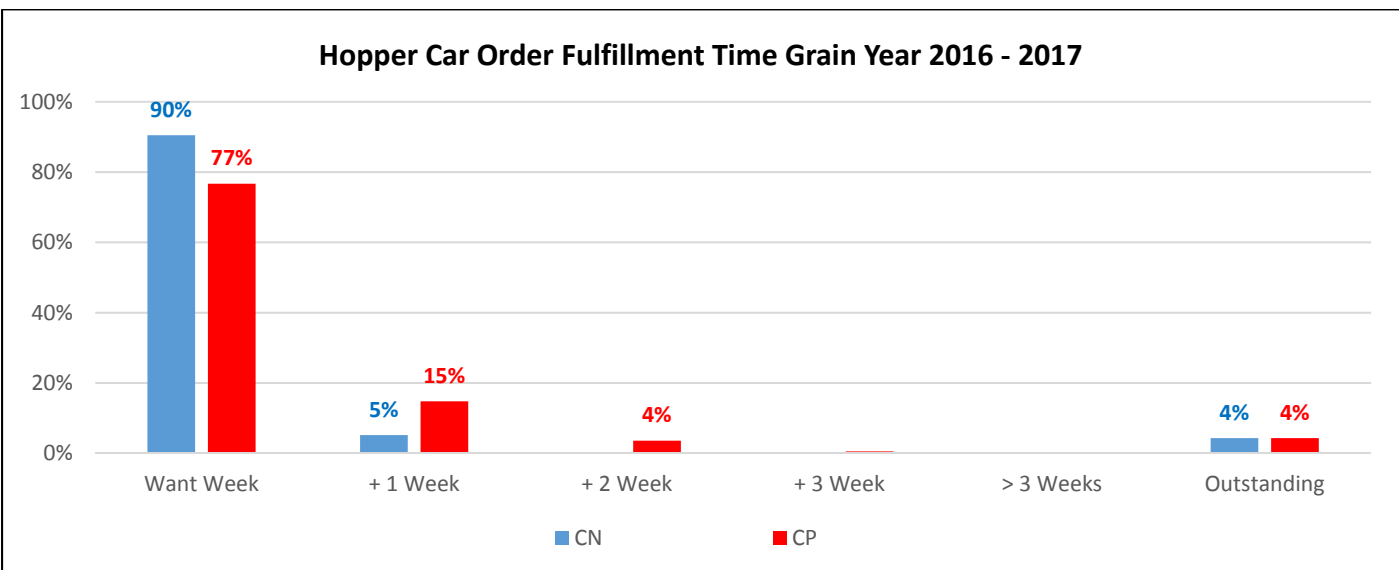
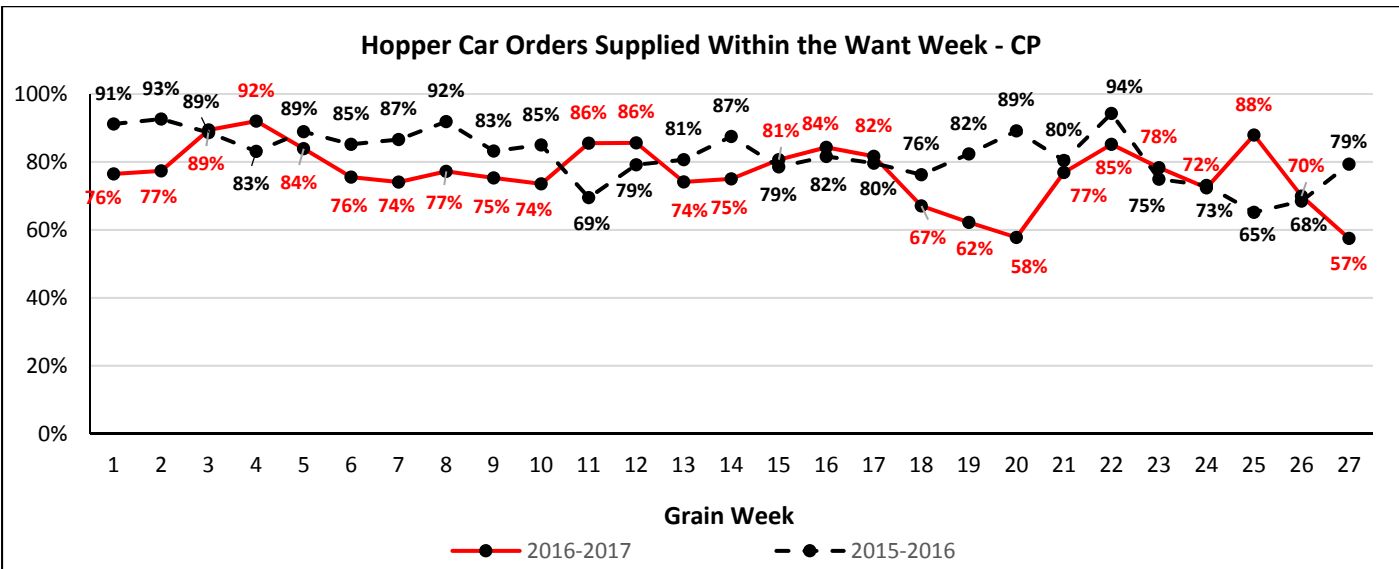
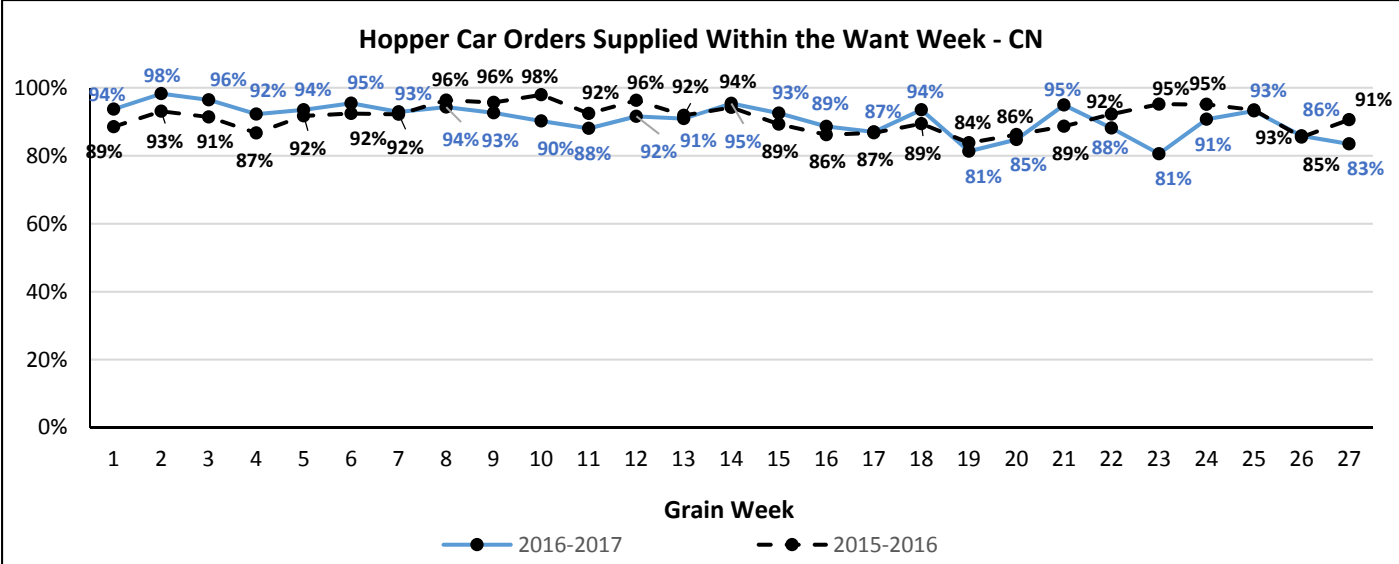
### Loaded Dwell Time (Hours) at Origin (All Traffic)

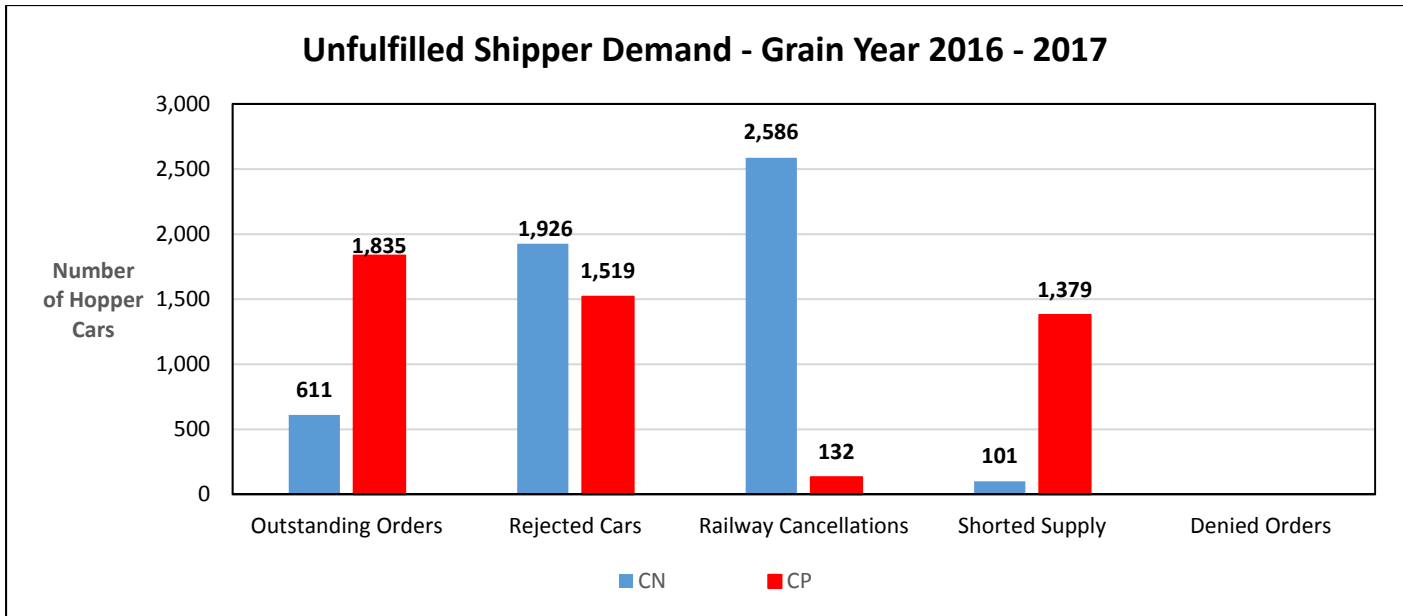
	Week 27		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	42	16	24	21
CP	47	68	60	60

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

		Week 27		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	15	29	21	26
	CP	7	12	11	12
Thunder Bay	CN	59	N/A	54	72
	CP	45	N/A	37	43







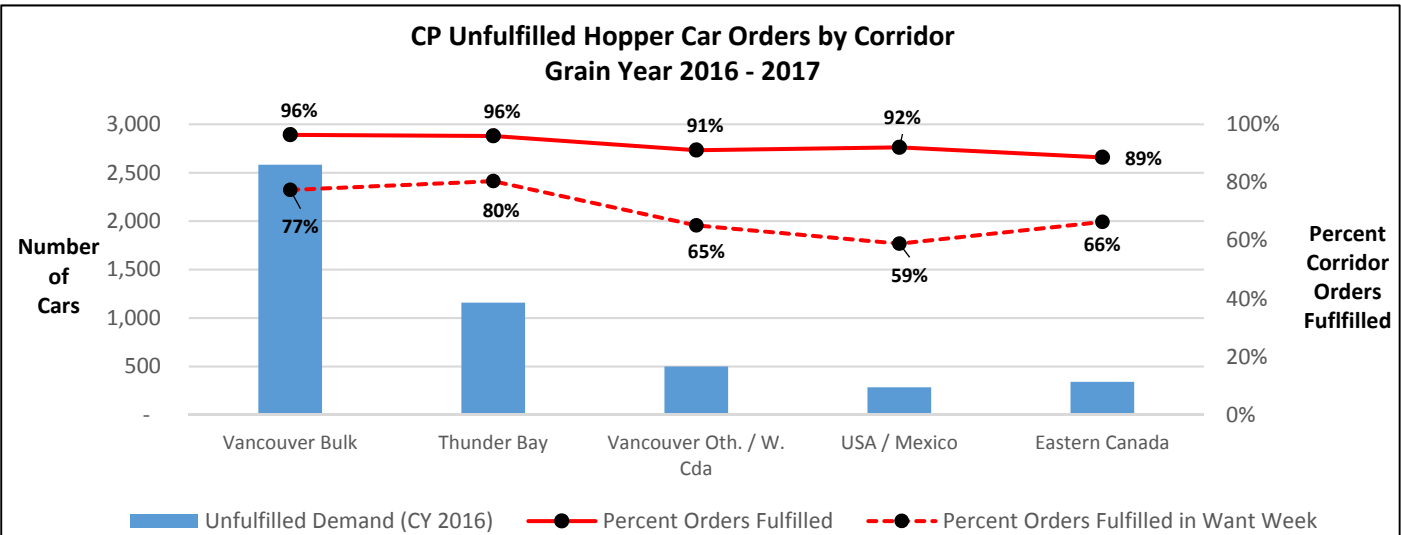
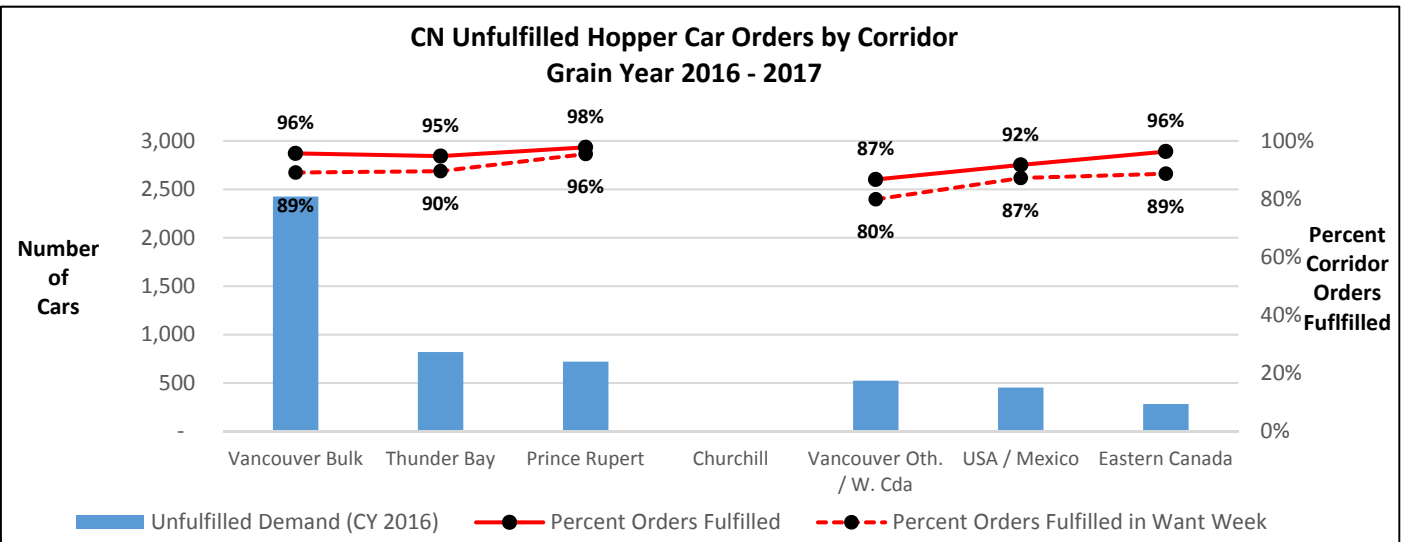
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders – To Week 27

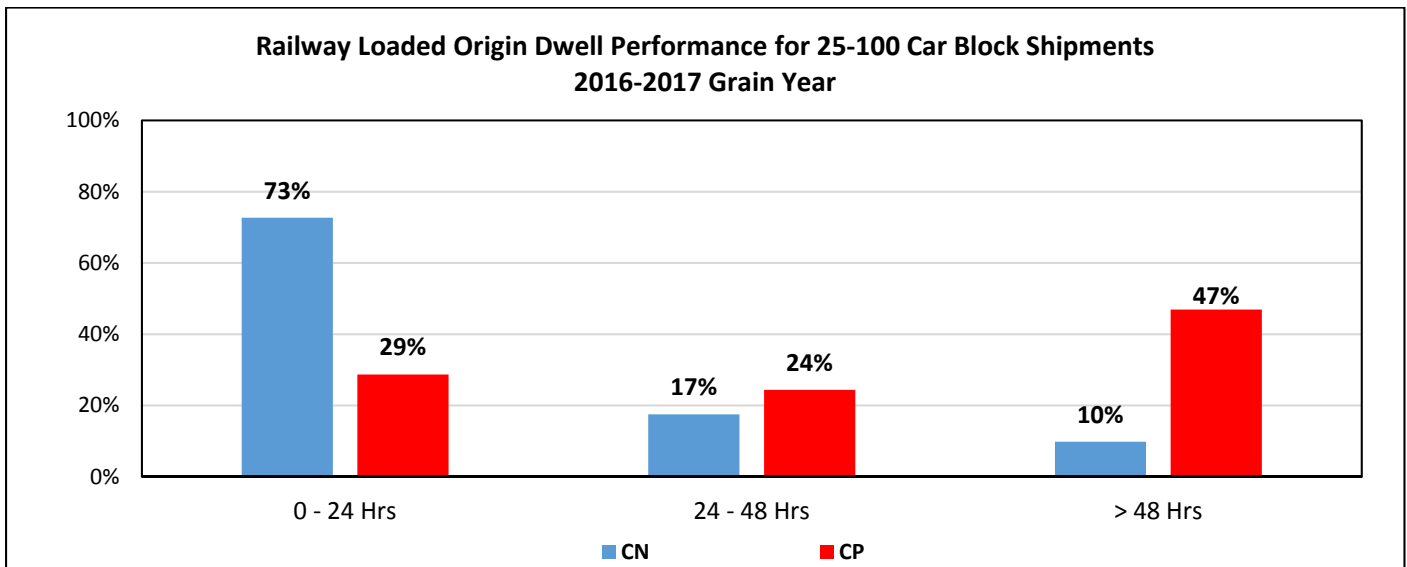
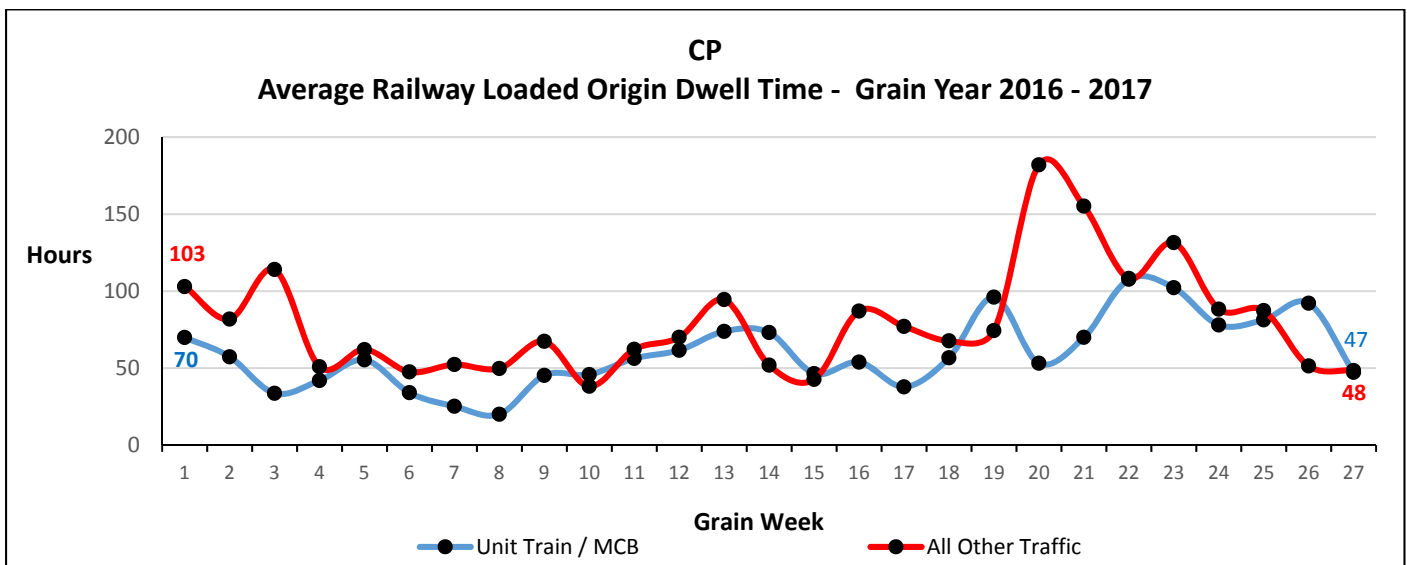
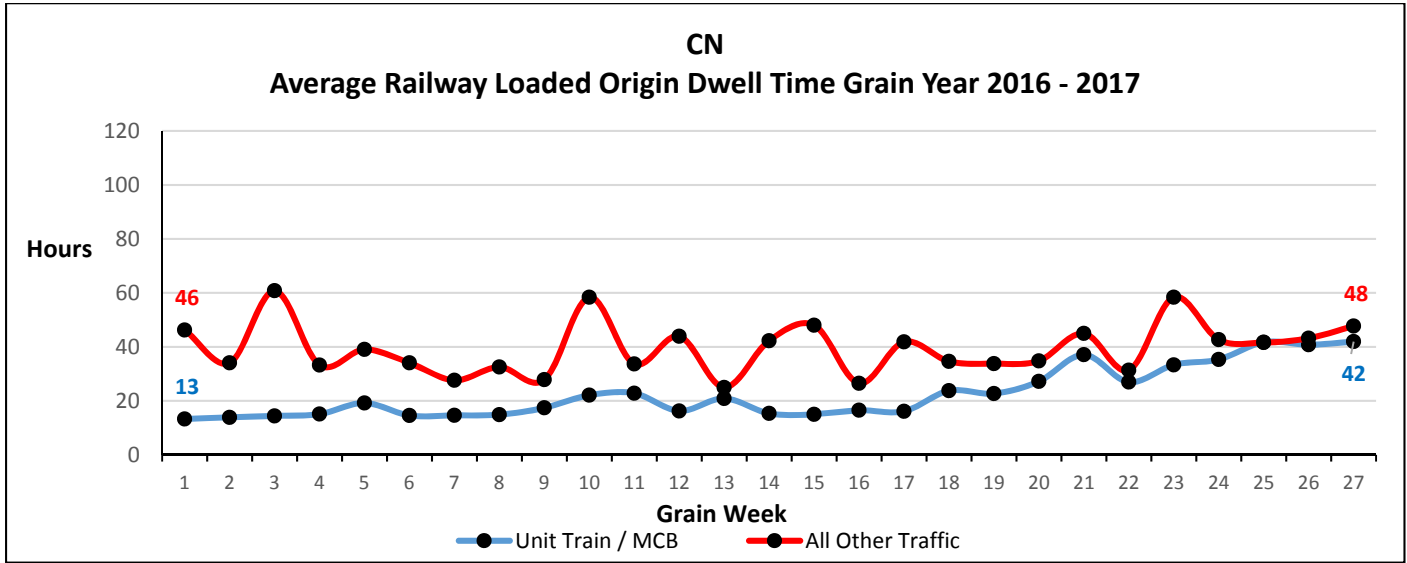
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	56,039	53,614	(2,425)	96%
	Thunder Bay	15,598	14,778	(820)	95%
	Prince Rupert	32,233	31,512	(721)	98%
	Churchill	-	-	-	
	Vancouver Other / W. Canada	3,937	3,414	(523)	87%
	USA / Mexico	5,450	4,998	(452)	92%
	Eastern Canada	7,707	7,424	(283)	96%
<b>CN Total</b>		<b>120,964</b>	<b>115,740</b>	<b>(5,224)</b>	<b>96%</b>
CP	Vancouver Bulk	71,374	68,792	(2,582)	96%
	Thunder Bay	28,914	27,755	(1,159)	96%
	Vancouver Other / W. Canada	5,605	5,106	(499)	91%
	USA / Mexico	3,587	3,302	(285)	92%
	Eastern Canada	2,988	2,648	(340)	89%
<b>CP Total</b>		<b>112,468</b>	<b>107,603</b>	<b>(4,865)</b>	<b>96%</b>

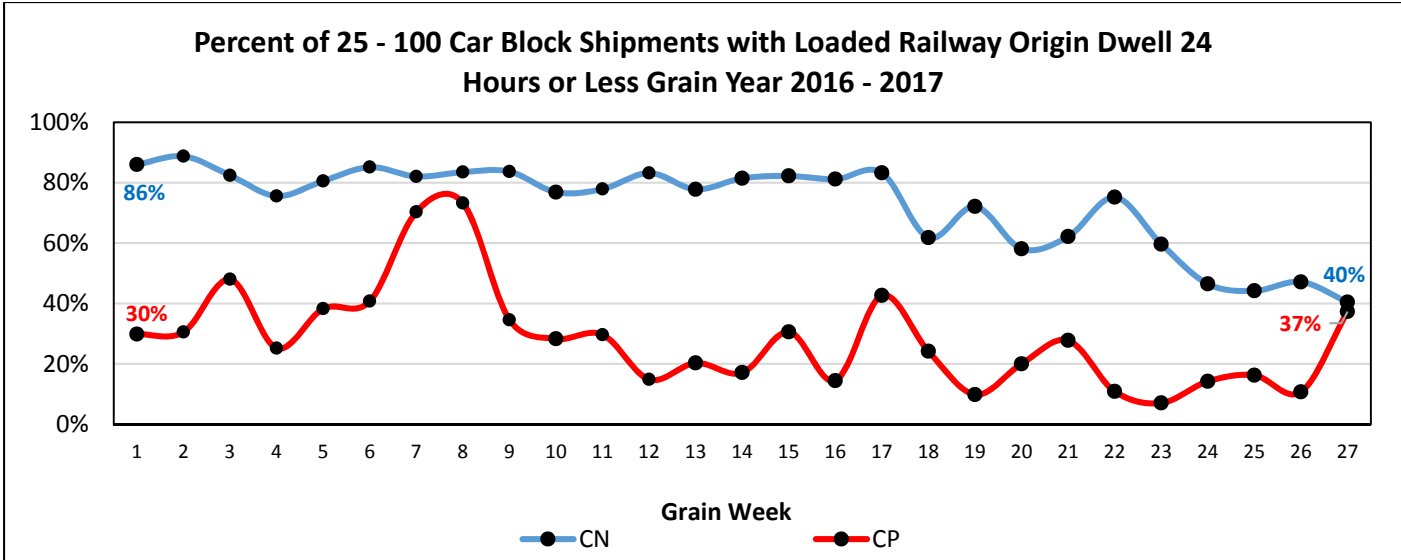
**Hopper Cars Supplied in the Want Week by Corridor – To Week 27**

Railway	Corridor	Week 27			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,081	1,843	89%	56,039	49,927	89%
	Thunder Bay	0	0	0%	15,598	13,975	90%
	Prince Rupert	1,446	1,274	88%	32,233	30,783	96%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	290	156	54%	3,937	3,145	80%
	USA / Mexico	363	167	46%	5,450	4,754	87%
	Eastern Canada	384	370	96%	7,707	6,835	89%
<b>CN Total</b>		<b>4,564</b>	<b>3,810</b>	<b>83%</b>	<b>120,964</b>	<b>109,419</b>	<b>90%</b>
CP	Vancouver Bulk	2,557	1,654	65%	71,374	55,252	77%
	Thunder Bay	56	54	96%	28,914	23,257	80%
	Vancouver Other / W. Canada	389	123	32%	5,605	3,654	65%
	USA / Mexico	195	81	42%	3,587	2,114	59%
	Eastern Canada	507	217	43%	2,988	1,985	66%
<b>CP Total</b>		<b>3,704</b>	<b>2,129</b>	<b>57%</b>	<b>112,468</b>	<b>86,262</b>	<b>77%</b>

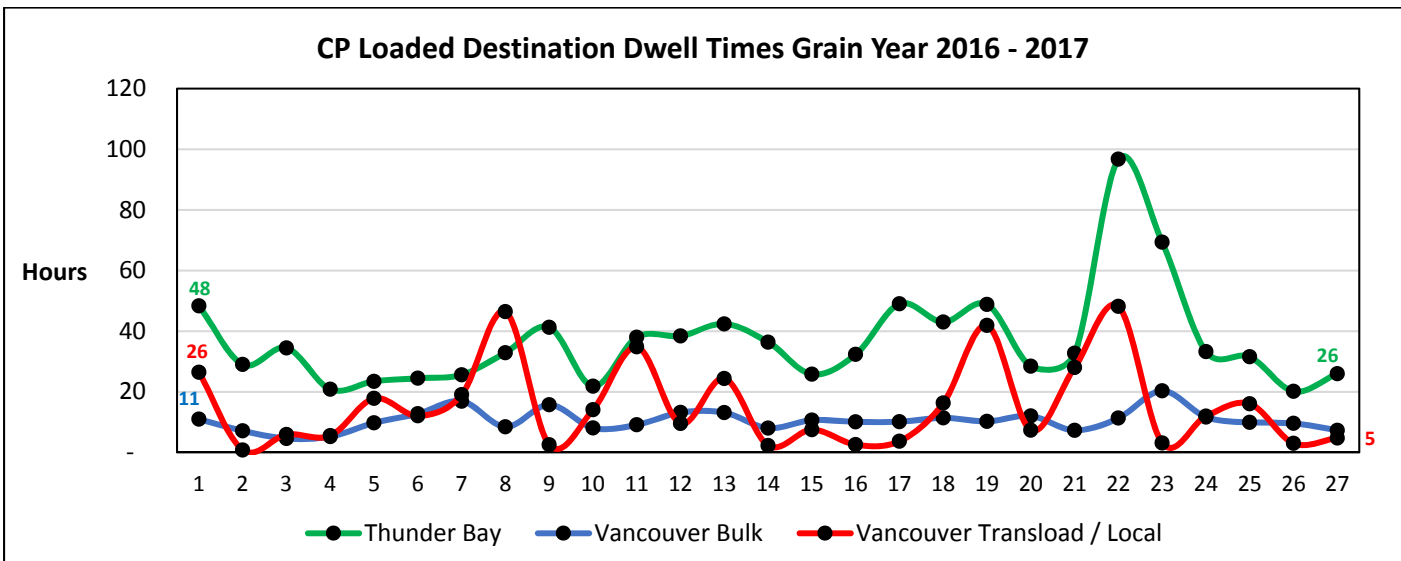
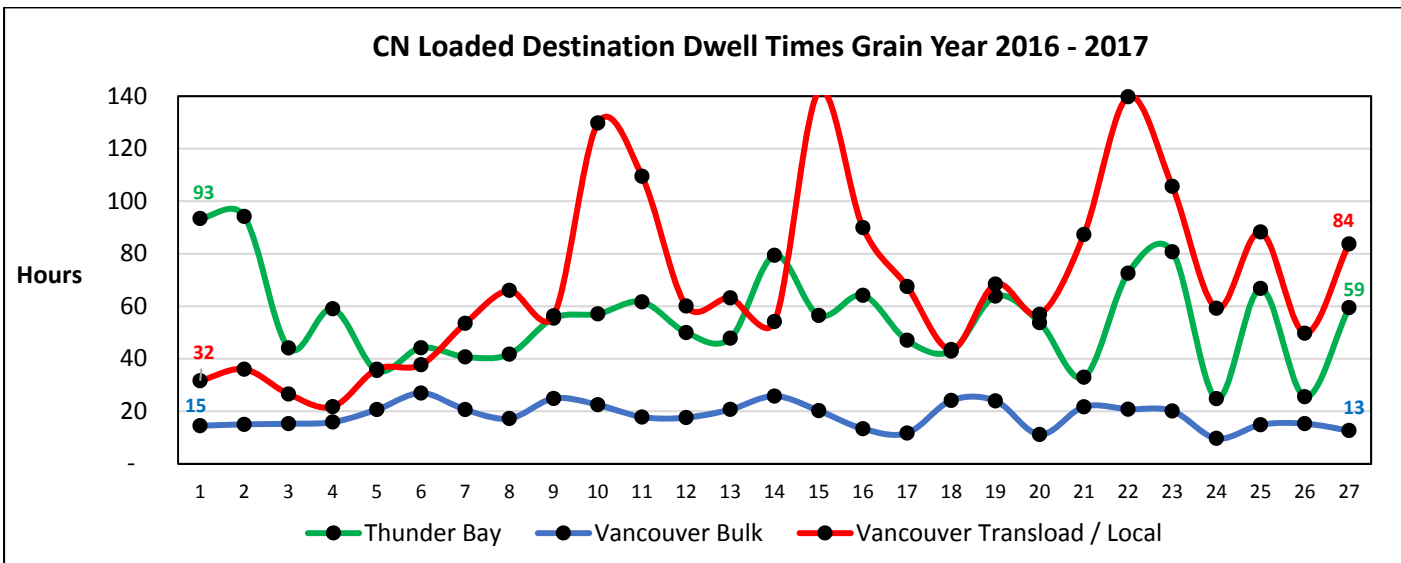


## Origin Dwell Performance

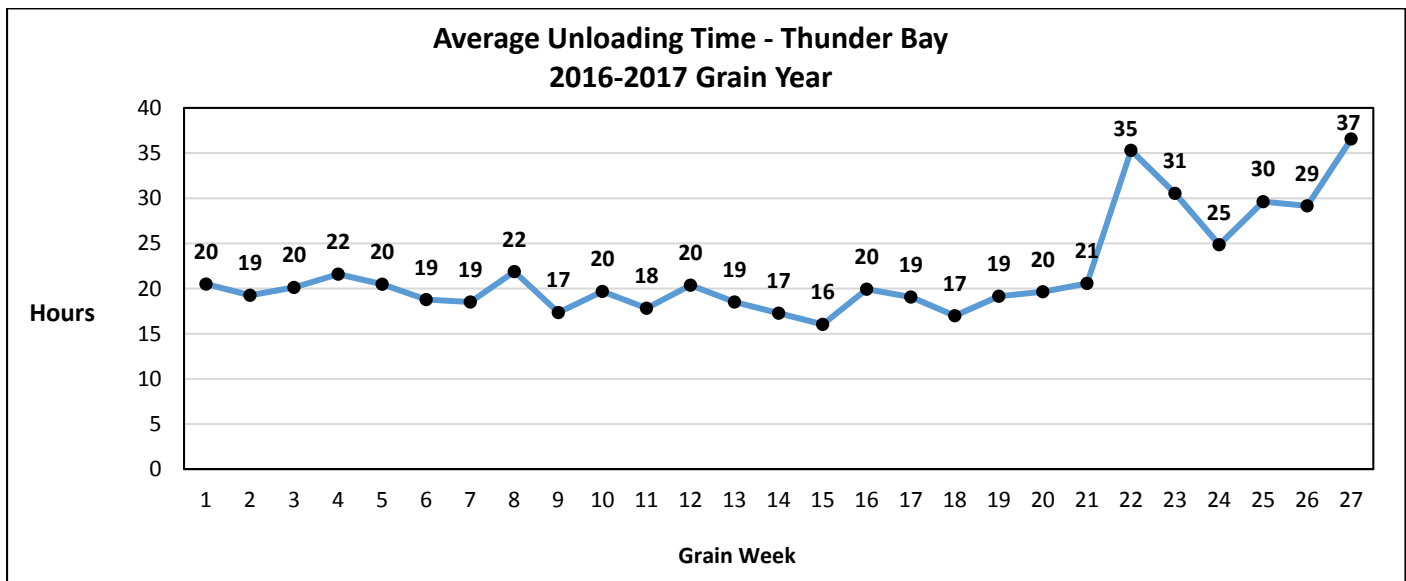
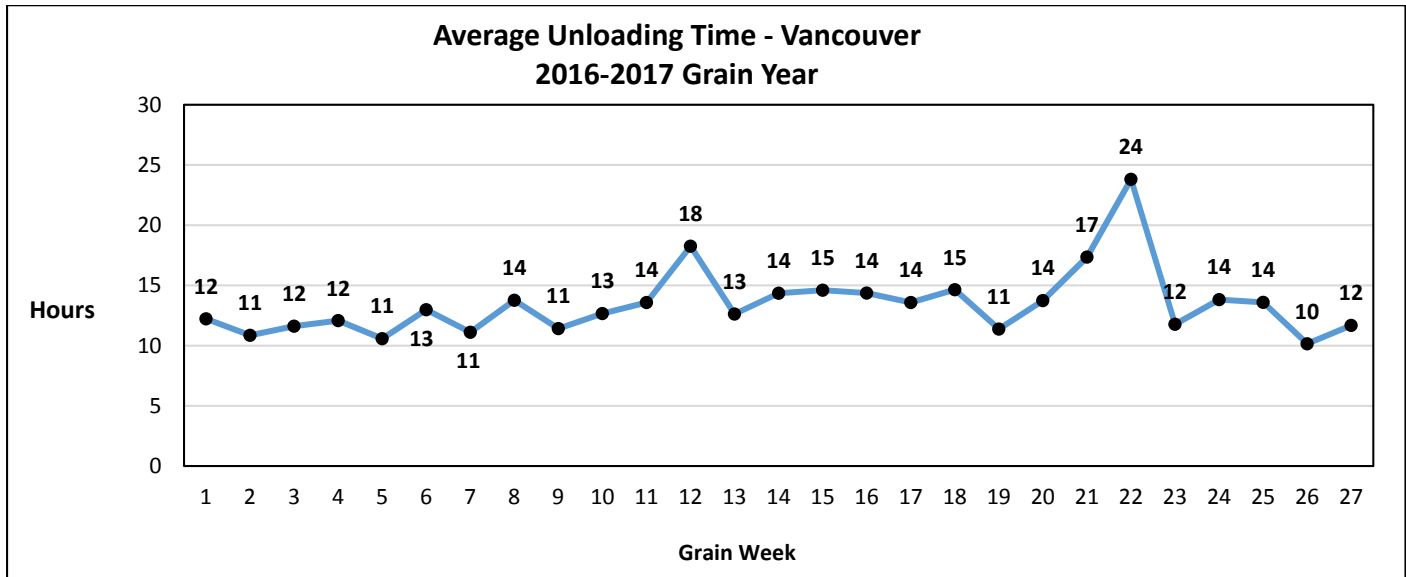




## Destination Dwell Performance



## Port Terminal - Unloading 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.