

Performance Dashboard

Hopper Car Demand

	Week 5			This Year		Last Year		This Year versus Last Year	
	This Year	Last Year	Current vs. Last	YTD	Weekly Average	YTD	Weekly Average	YTD	Weekly Average
CN	3,483	3,126	357	15,290	3,058	17,688	3,538	(2,398)	(480)
CP	3,903	4,280	(377)	18,751	3,750	21,286	4,257	(2,535)	(507)
	7,386	7,406	(20)	34,041	6,808	38,974	7,795	(4,933)	(987)

Empty Hopper Cars Supplied – Week 5 (All Want Weeks)

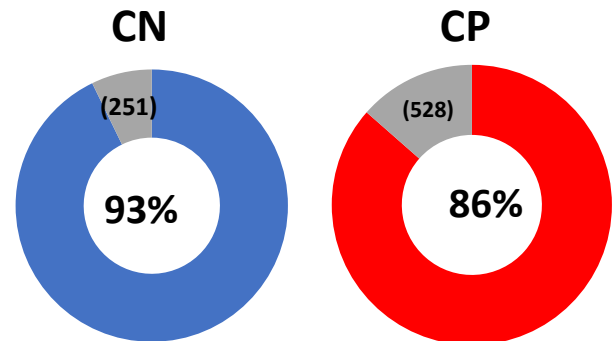
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	Last	This	Last	This	Last	This	Last	
	Year	Year	Year	Year	Year	Year	Year	
CN	2,800	3,133	449	214	323	3,548	3,572	
CP	3,515	2,785	570	256	848	3,581	4,933	
	6,315	5,918	1,019	470	1,171	7,129	8,505	

Supplied by Block Size

Block Size	Current Week			Year to Date		
	CN	CP	Total	CN	CP	Total
1	5%	4%	5%	5%	3%	4%
25	4%	1%	3%	3%	2%	2%
50	10%	22%	16%	15%	13%	14%
100	81%	73%	77%	77%	82%	80%

Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	3,483	3,903	7,386
Current Week Order Fulfillment			
Supplied in Current Week	3,133	2,785	5,918
Supplied Early	99	590	689
Total Cars Supplied for Want Week	3,232	3,375	6,607
Current Week Unfulfilled Demand	(251)	(528)	(779)
% Current Week Orders Supplied	93%	86%	89%

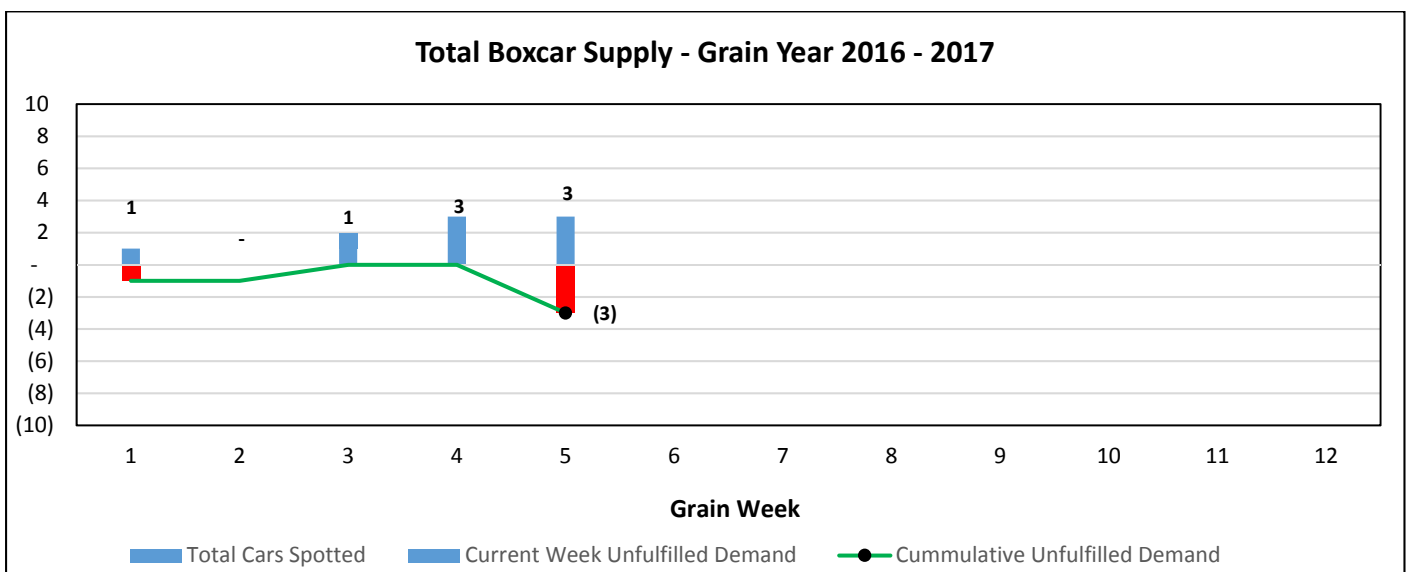
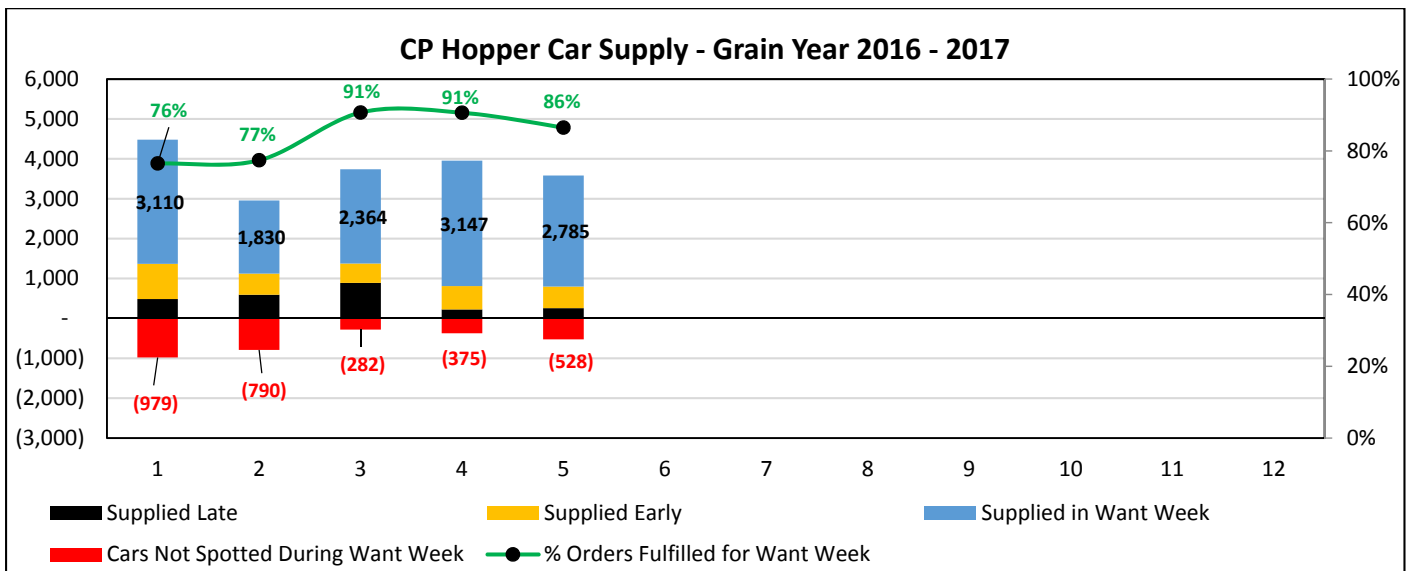
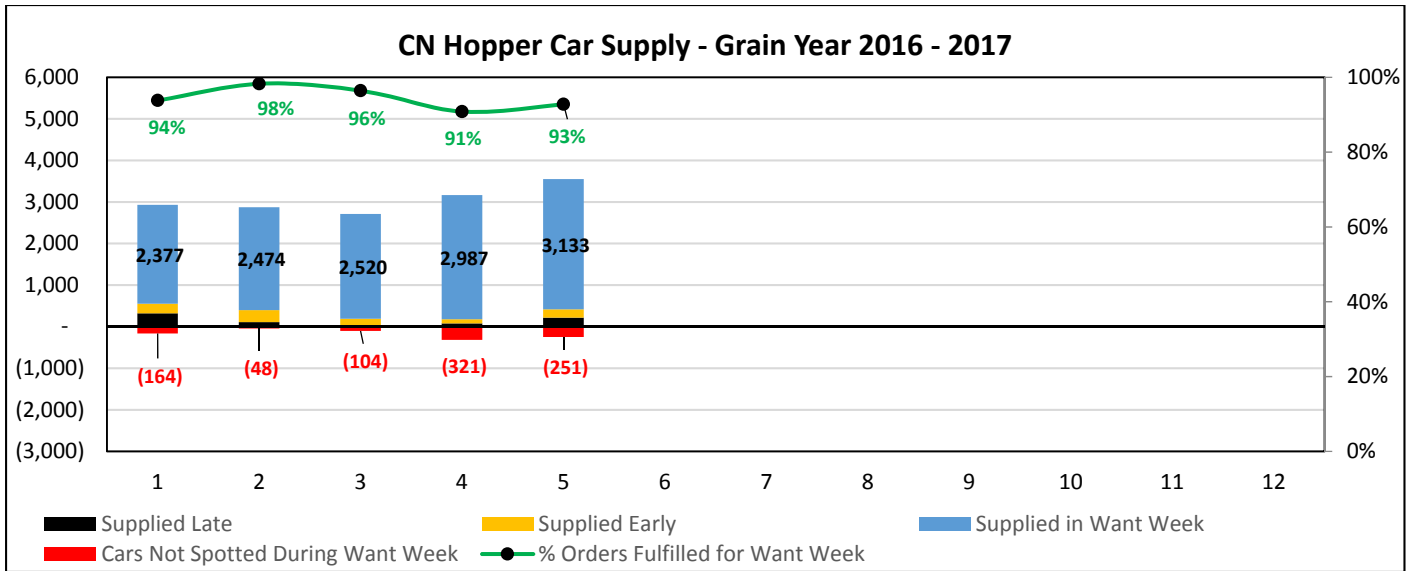


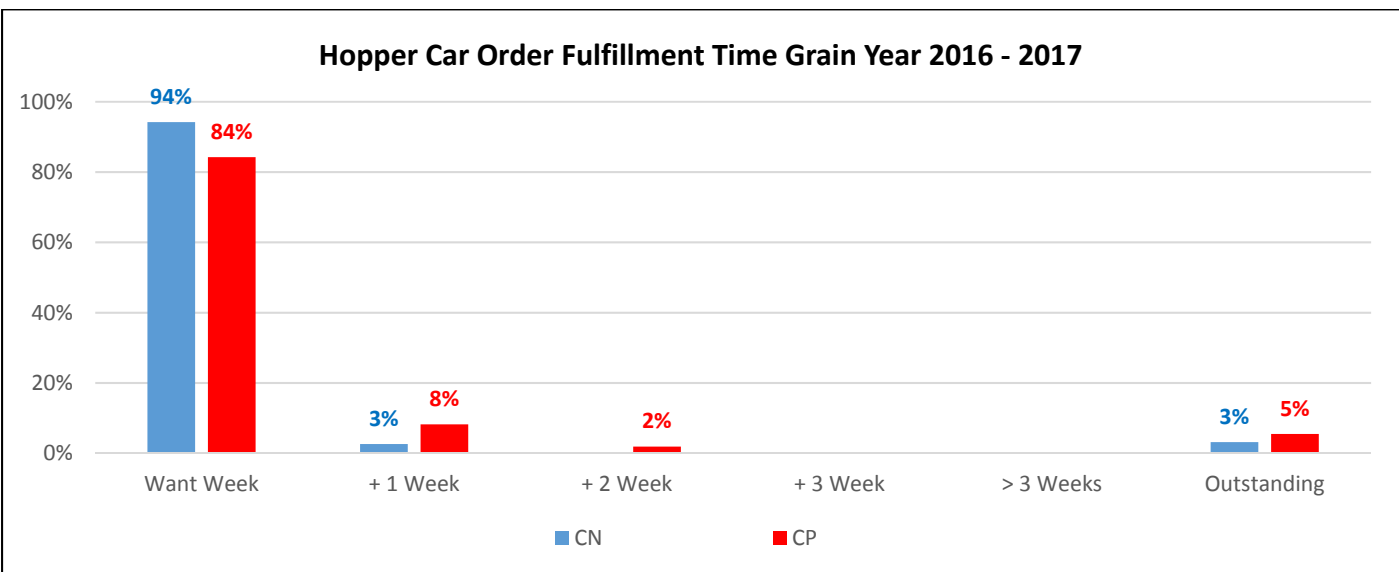
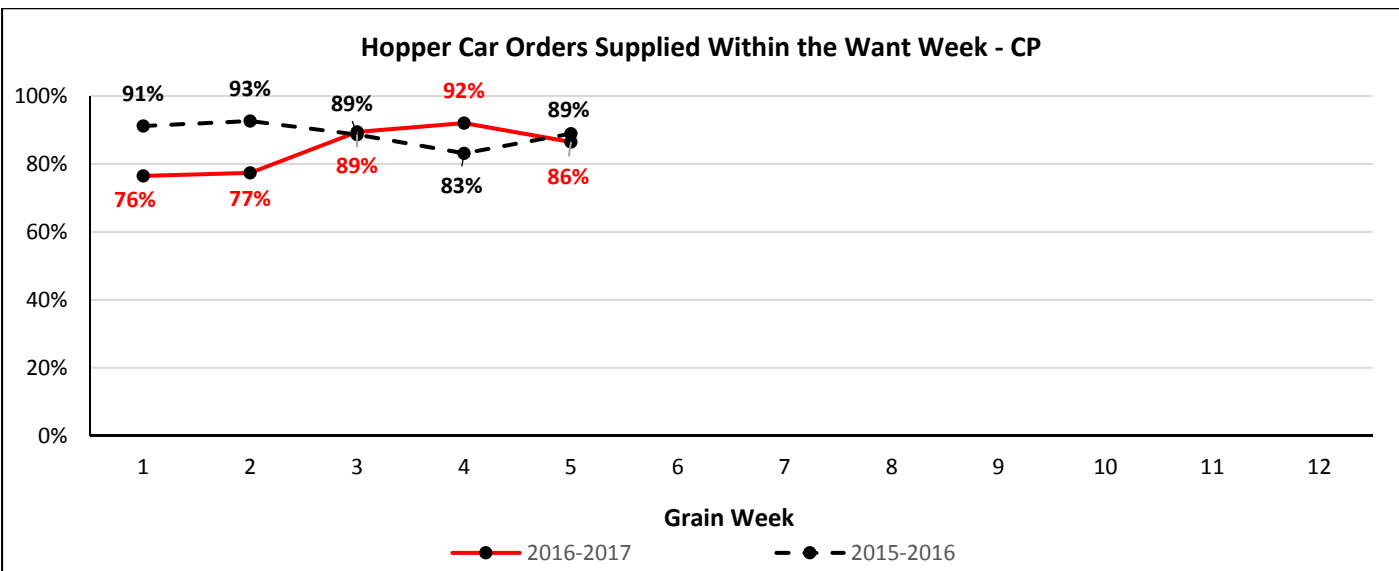
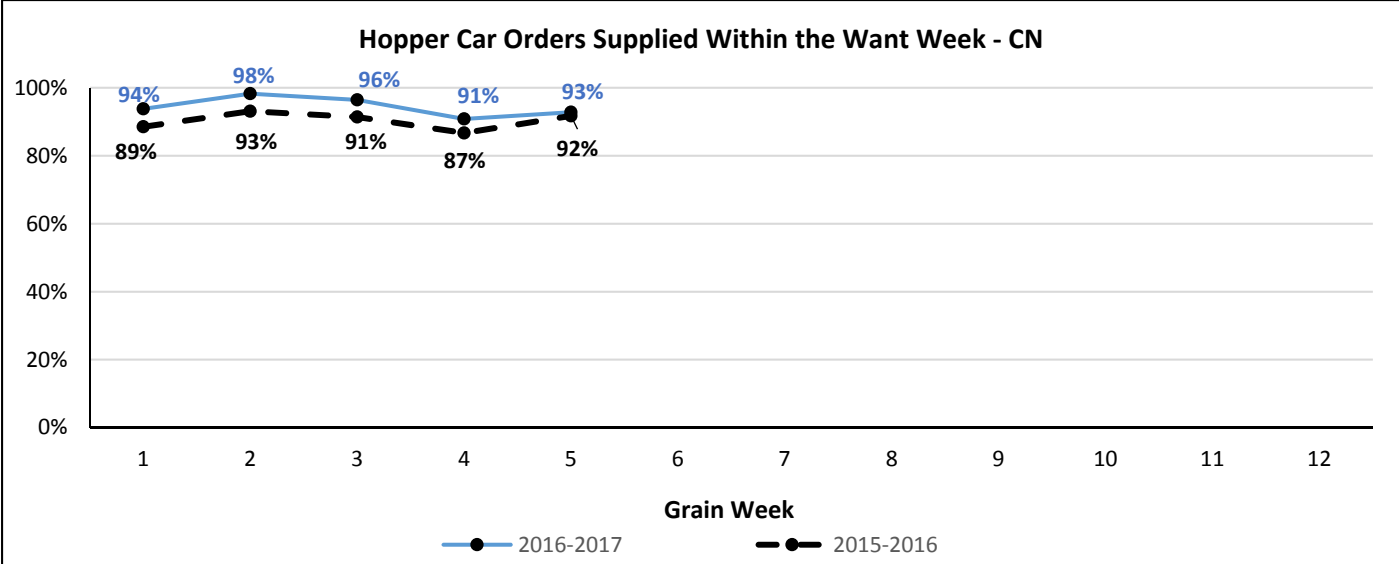
Loaded Dwell Time (Hours) at Origin (All Traffic)

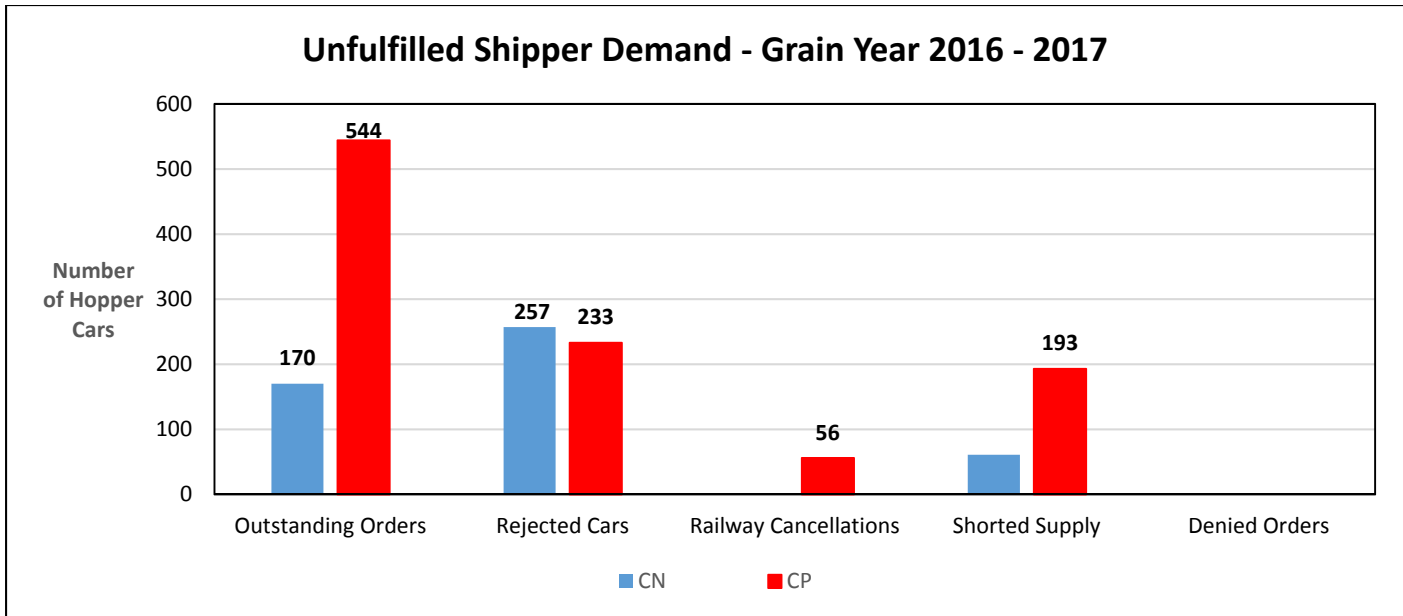
	Week 5		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	19	30	16	29
CP	53	38	52	40

Dwell Time (Hours) at Destination (All Traffic)

		Week 5		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	22	25	17	19
	CP	10	9	8	9
Thunder Bay	CN	37	35	67	43
	CP	24	29	32	33







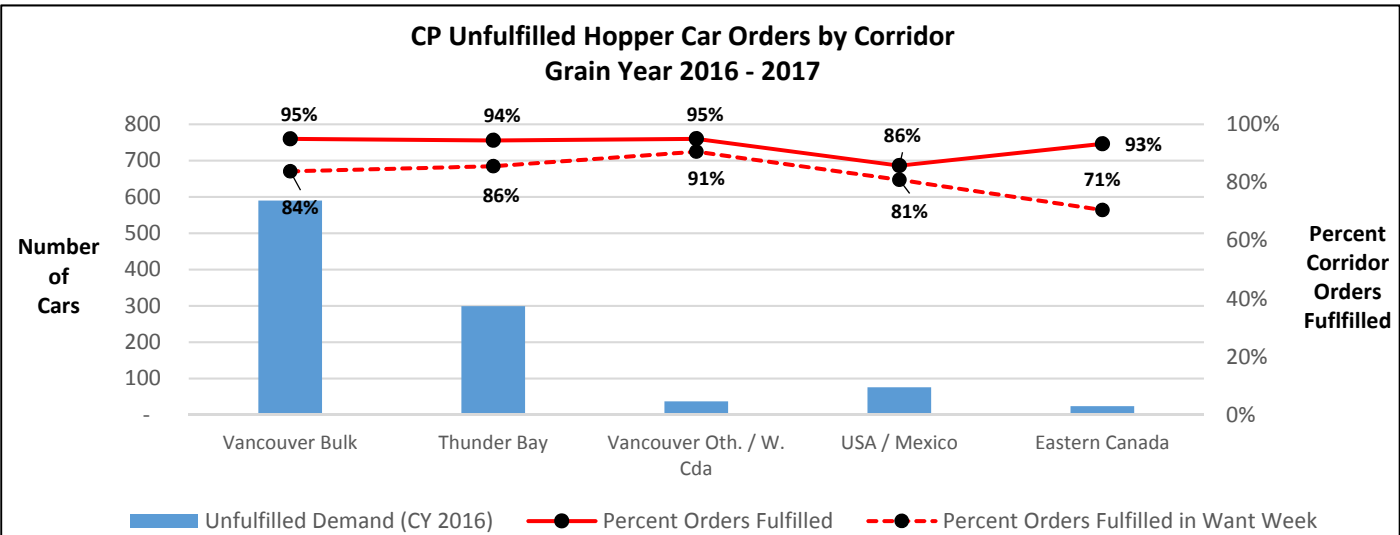
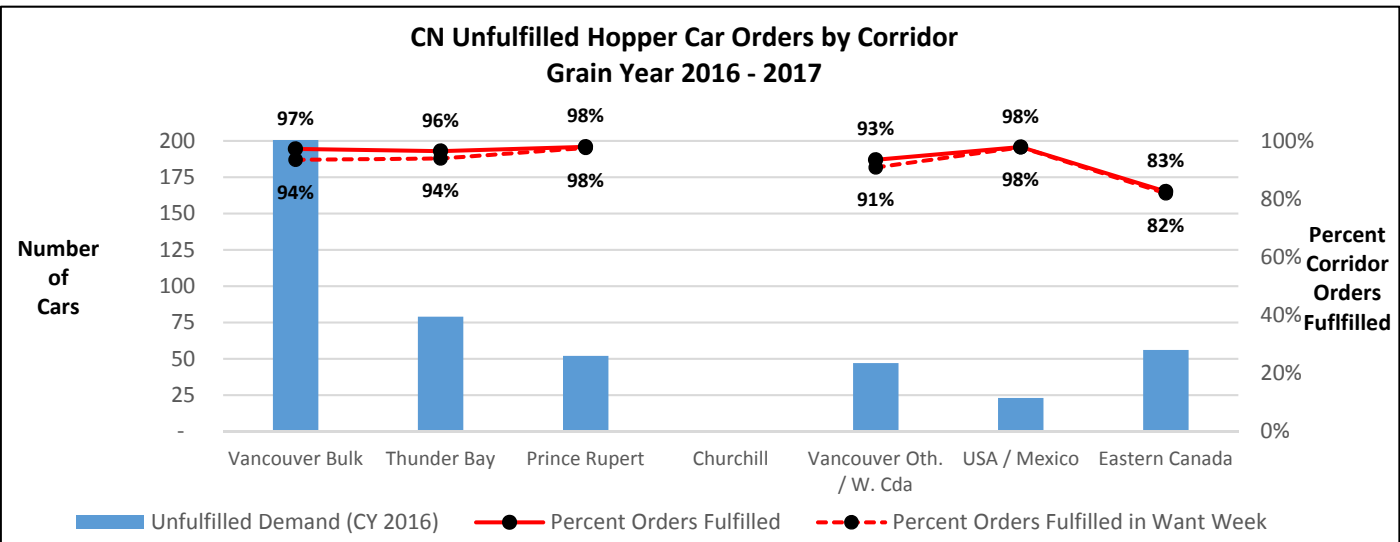
Corridor Performance

Total Hopper Car Supply by Corridor for Current Year Orders – To Week 5

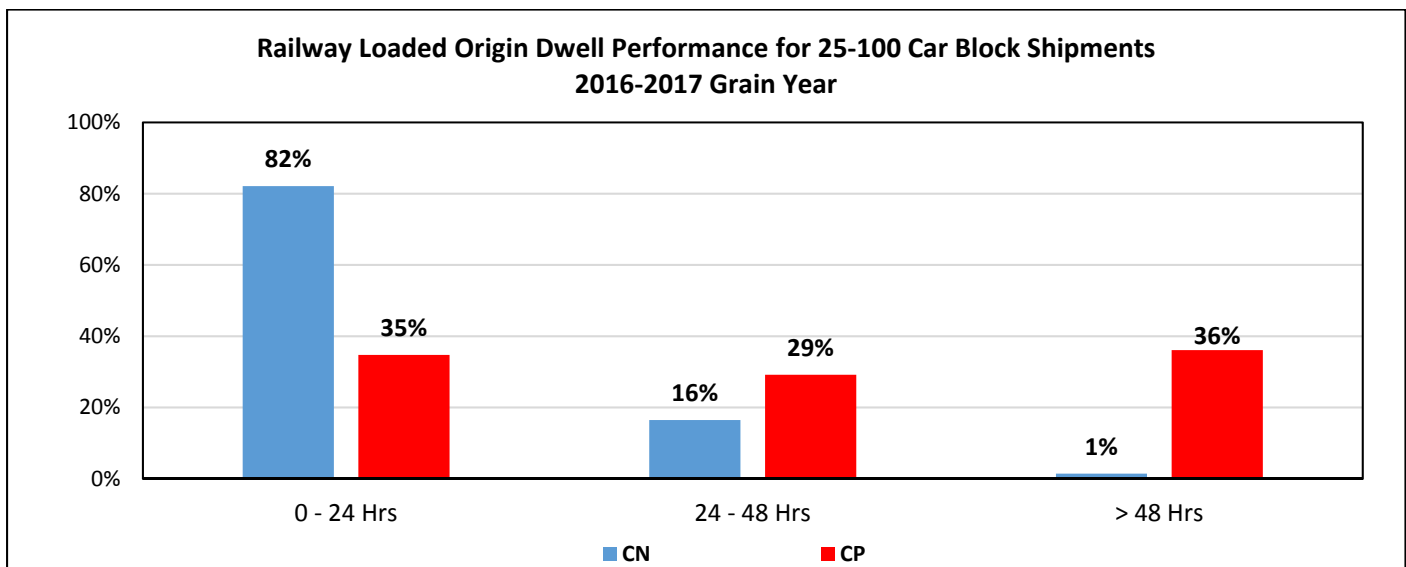
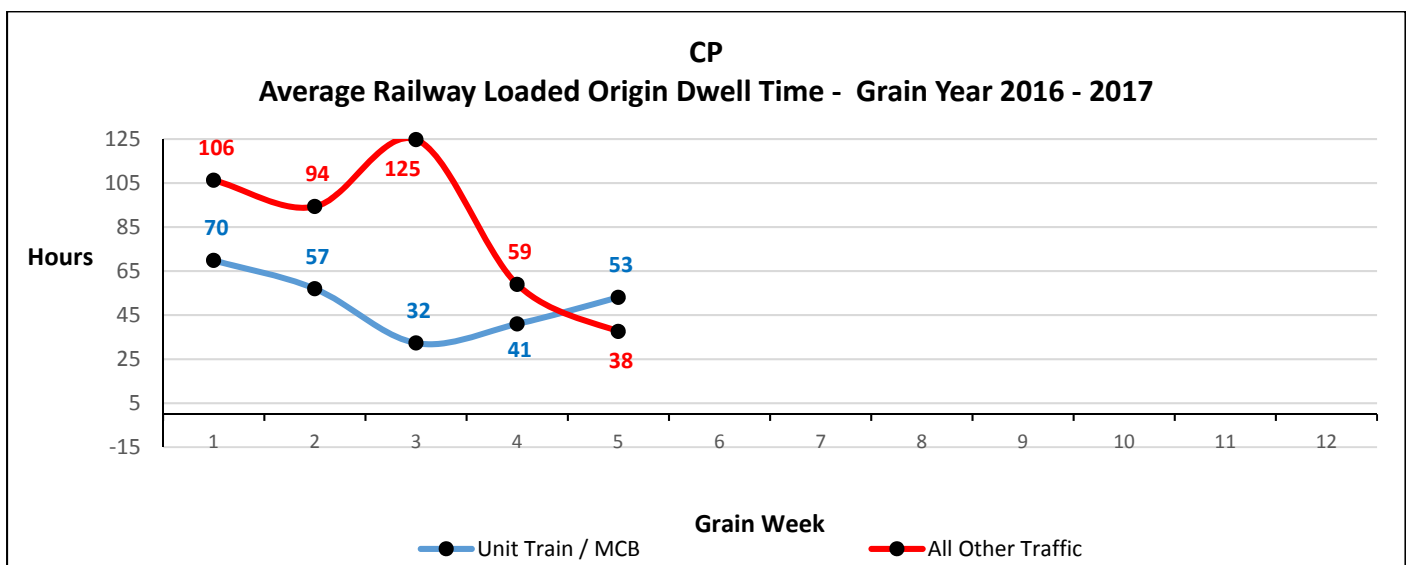
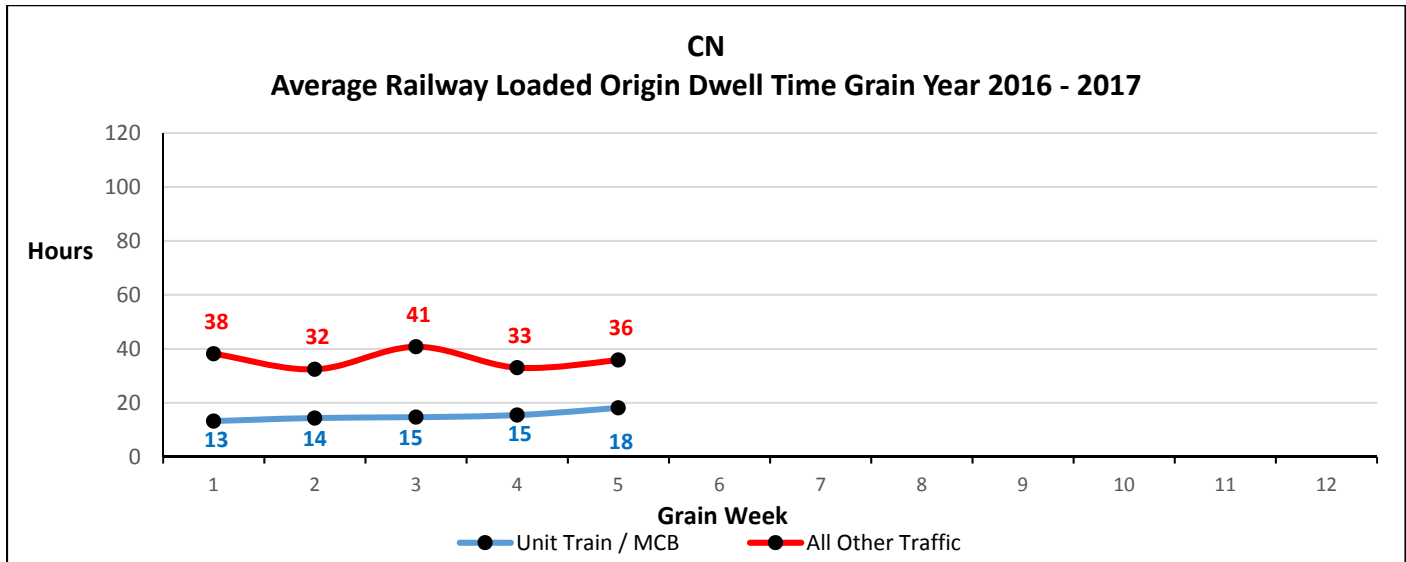
Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	% Supplied
CN	Vancouver Bulk	8,366	8,135	(231)	97%
	Thunder Bay	2,244	2,165	(79)	96%
	Prince Rupert	2,549	2,497	(52)	98%
	Churchill	-	-	-	-
	Vancouver Other / W. Canada	721	674	(47)	93%
	USA / Mexico	1,089	1,066	(23)	98%
	Eastern Canada	321	265	(56)	83%
CN Total		15,290	14,802	(488)	97%
CP	Vancouver Bulk	11,740	11,150	(590)	95%
	Thunder Bay	5,379	5,080	(299)	94%
	Vancouver Other / W. Canada	742	705	(37)	95%
	USA / Mexico	534	458	(76)	86%
	Eastern Canada	356	332	(24)	93%
CP Total		18,751	17,725	(1,026)	95%

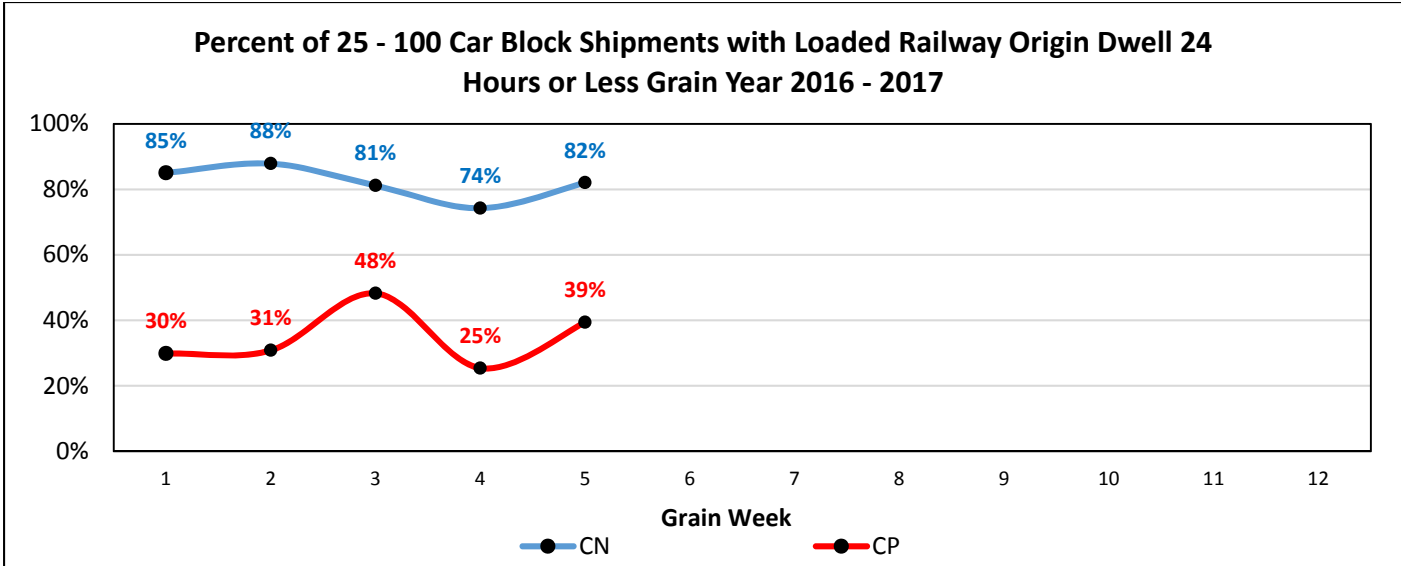
Hopper Cars Supplied in the Want Week by Corridor – To Week 5

Railway	Corridor	Week 5			Year to Date		
		Ordered	Supplied	% Supplied	Ordered	Supplied	% Supplied
CN	Vancouver Bulk	2,296	2,138	93%	8,366	7,824	94%
	Thunder Bay	665	634	95%	2,244	2,108	94%
	Prince Rupert	156	143	92%	2,549	2,487	98%
	Churchill	-	-	-	-	-	-
	Vancouver Other / W. Canada	121	106	88%	721	655	91%
	USA / Mexico	189	185	98%	1,089	1,065	98%
	Eastern Canada	56	26	46%	321	263	82%
CN Total		3,483	3,232	93%	15,290	14,402	94%
CP	Vancouver Bulk	2,102	1,824	87%	11,740	9,839	84%
	Thunder Bay	1,321	1,173	89%	5,379	4,603	86%
	Vancouver Other / W. Canada	140	124	89%	742	672	91%
	USA / Mexico	308	241	78%	534	432	81%
	Eastern Canada	32	13	41%	356	251	71%
CP Total		3,903	3,375	86%	18,751	15,797	84%

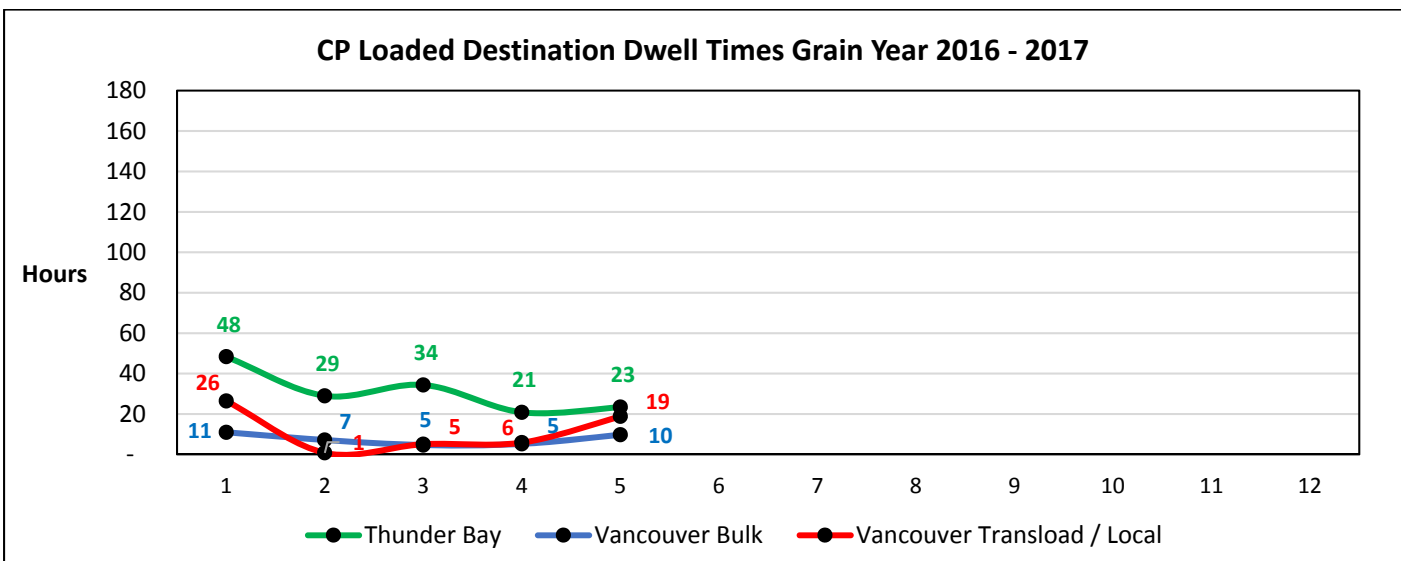
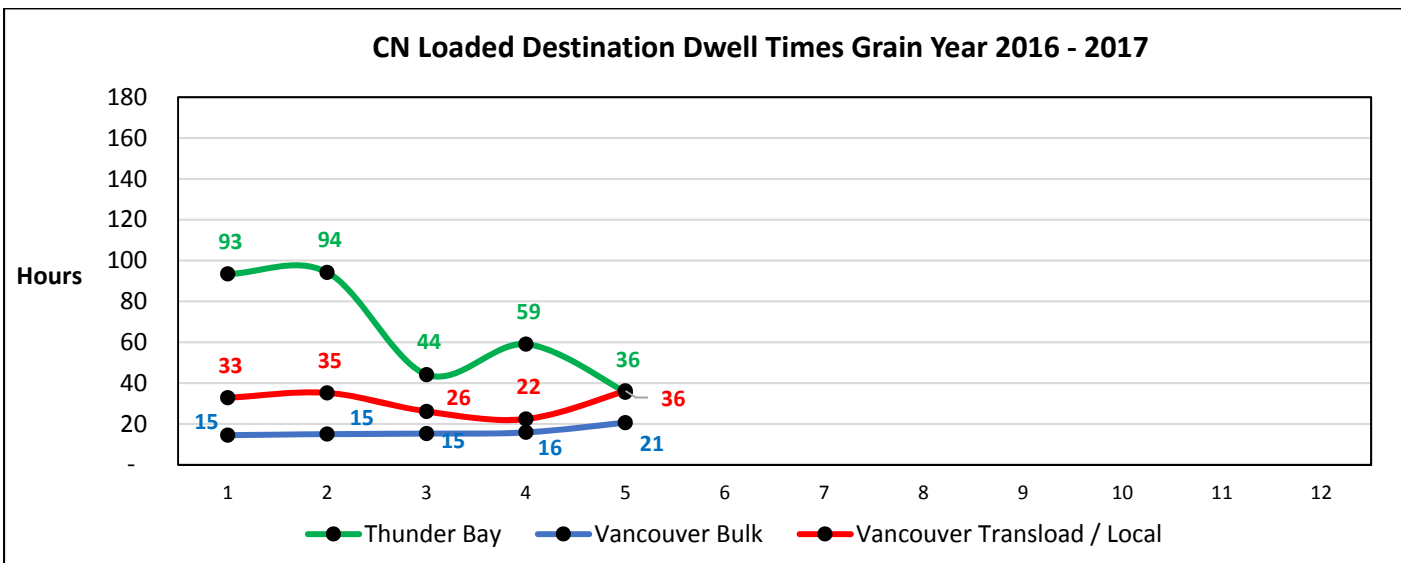


Origin Dwell Performance

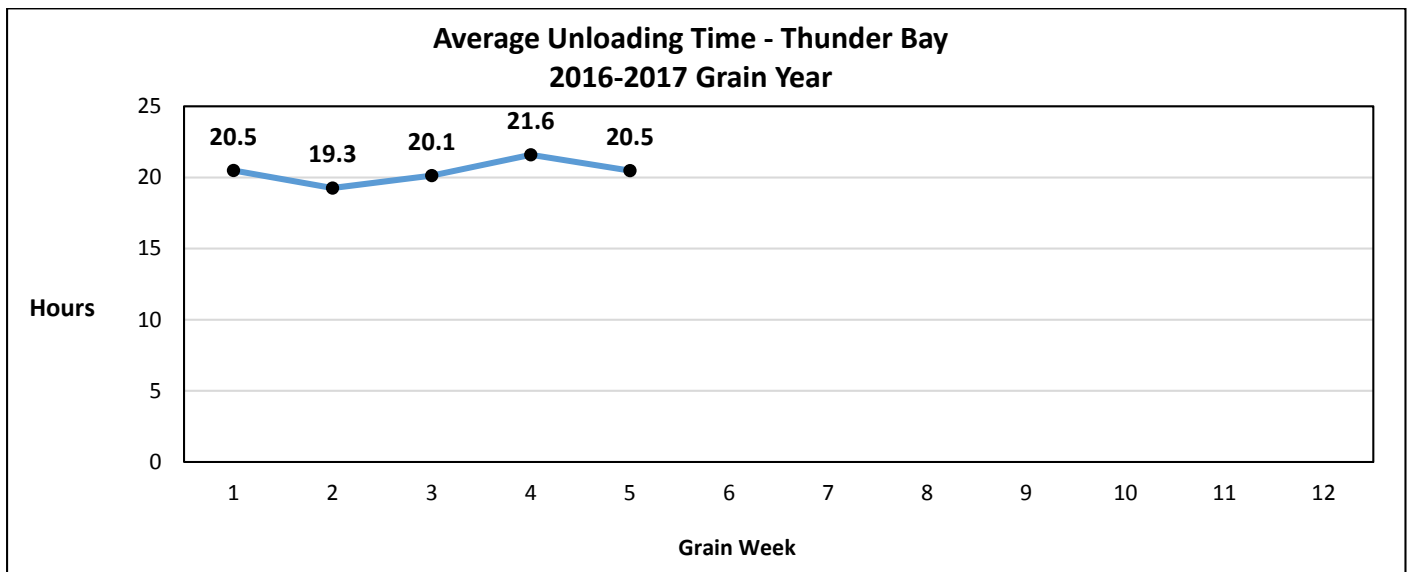
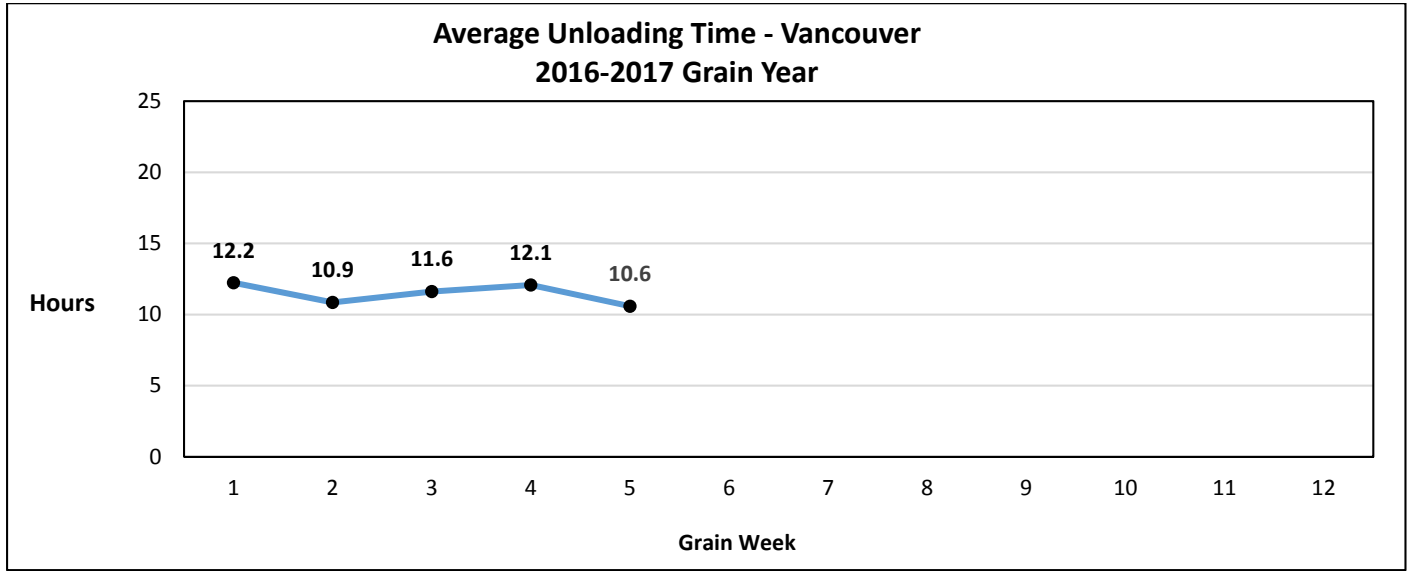




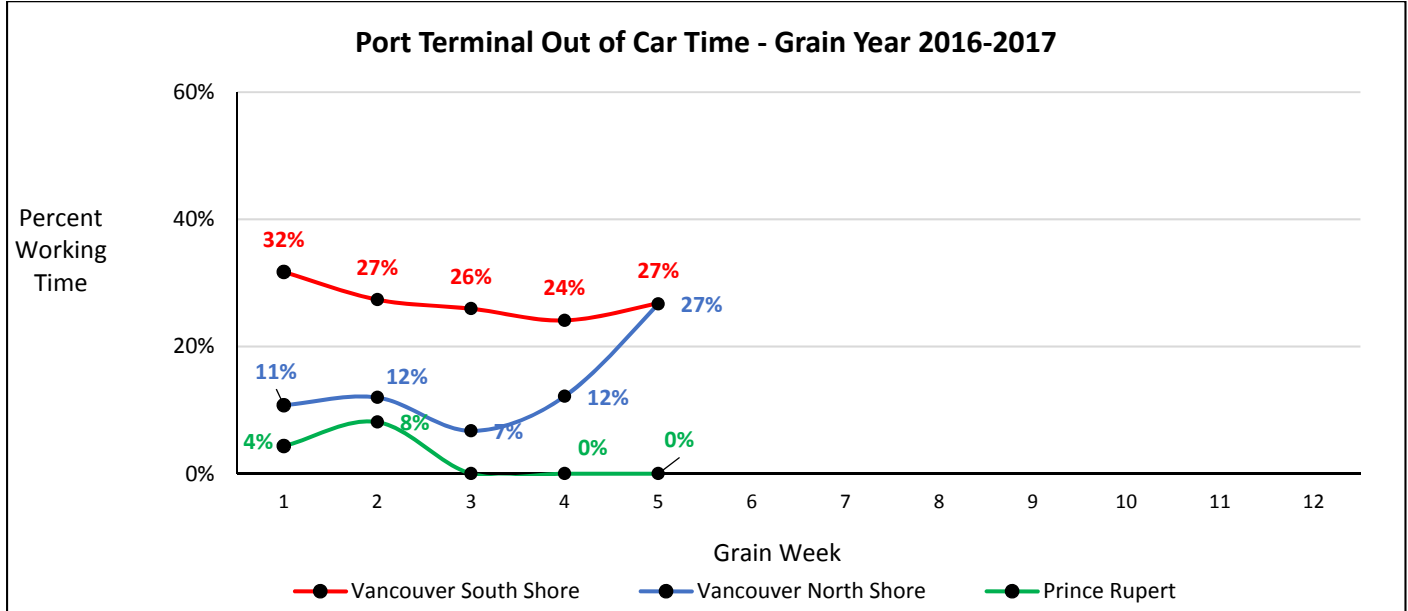
Destination Dwell Performance



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.