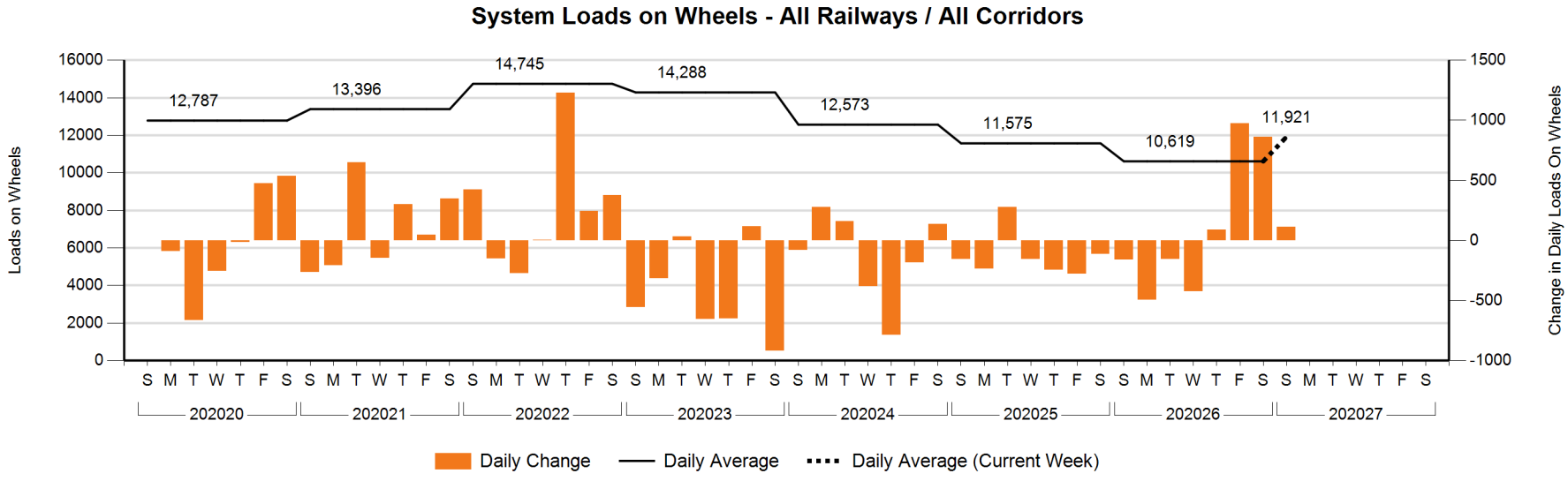
Highlights:

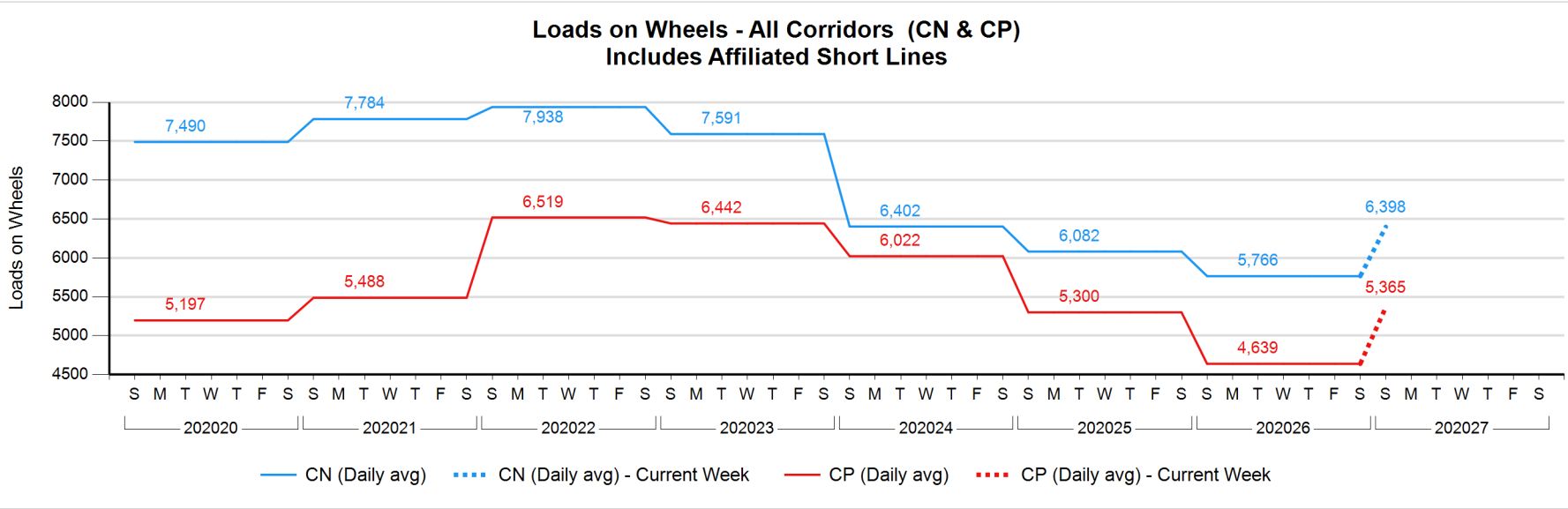
- Loads on Wheels
  - Average daily loads on wheels finished out last week consistent with the trend of declining volumes seen throughout much of the week. Loads on wheels averaged fewer than 11,000 cars per day for the first time in several months.
  - This trajecory has reversed somewhat in the last few days as system counts have now increased for four straight days on the heels of 8 consecutive days of decline.
- Cars Not Moving
  - Average daily counts of loads not moving bumped up 25% last week at more than 2,800 cars per day on average. Despite the week over week increase counts remained at the second lowest level in more than two months.
- Port Unloads
  - West coast unloads declined slightly last week reflecting slightly lower unloads at Vancouver and somewhat higher unloads at Prince Rupert with the Port averaging 200+ unloads per day for the first time in three weeks.

	Today	Change from Yesterday	Percent Change from Yesterday	Daily Average (Current Week)	Daily Average (Prior Week to Date)	Percent Change from Prior Week
Loads On Wheels						
· Canadian National	6,388	51	1%	6,388	6,154	4%
· Canadian Pacific	5,355	17	0%	5,355	4,594	17%
· Canadian Shortlines	109	46	73%	109	141	-23%
· US Railways	69	-1	-1%	69	70	-1%
Total	11,921	113	1%	11,921	10,959	9%
Loads Not Moving 48+ Hrs						
· Canadian National	936	123	15%	936	1,631	-43%
· Canadian Pacific	1,192	16	1%	1,192	1,455	-18%
· Canadian Shortlines	35	6	21%	35	101	-65%
· US Railways	46	12	35%	46	28	64%
Total	2,209	157	8%	2,209	3,215	-31%
Port Unloads						
· Vancouver	968	408	73%	968	1,052	-8%
· Prince Rupert	136	-113	-45%	136	0	
· Thunder Bay	2	2		2	0	
Total	1,106	297	37%	1,106	1,052	5%
· West Coast Unloads	1,104	295	37%	1,104	1,052	5%

Loads on Wheels

- After declining notably last week system loads on wheels have now increased for four straight days returning near 12,000 cars on line yesterday.
- Traffic patterns for CN and CP are very much moving in lock step over the last few weeks - a pattern which continues this week as loads on wheels increase for both railways early this week.

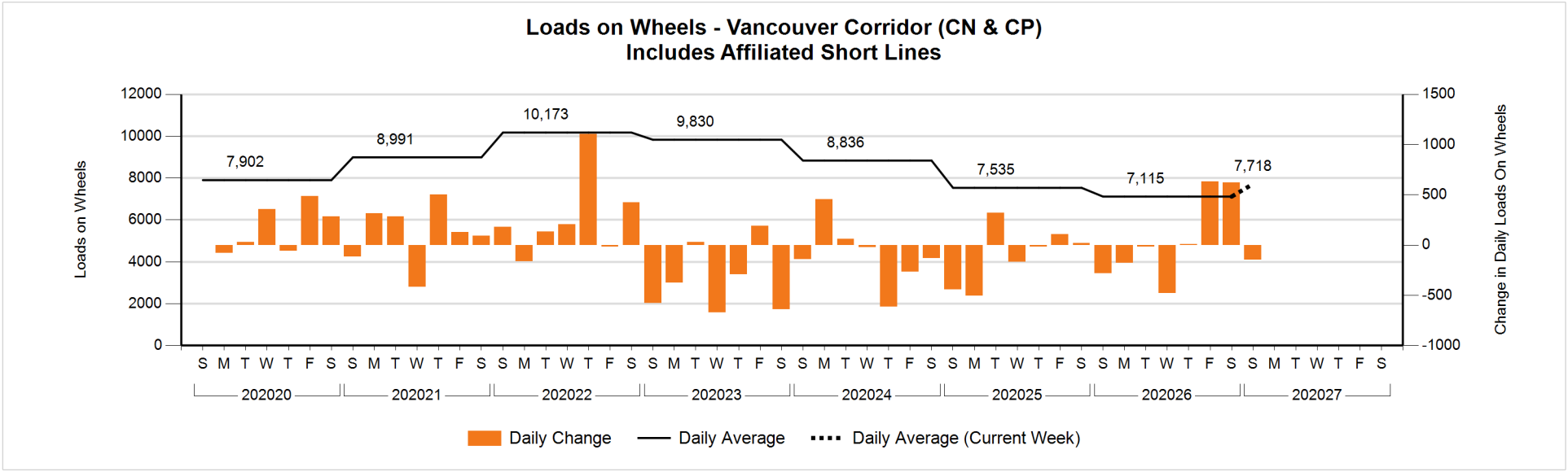


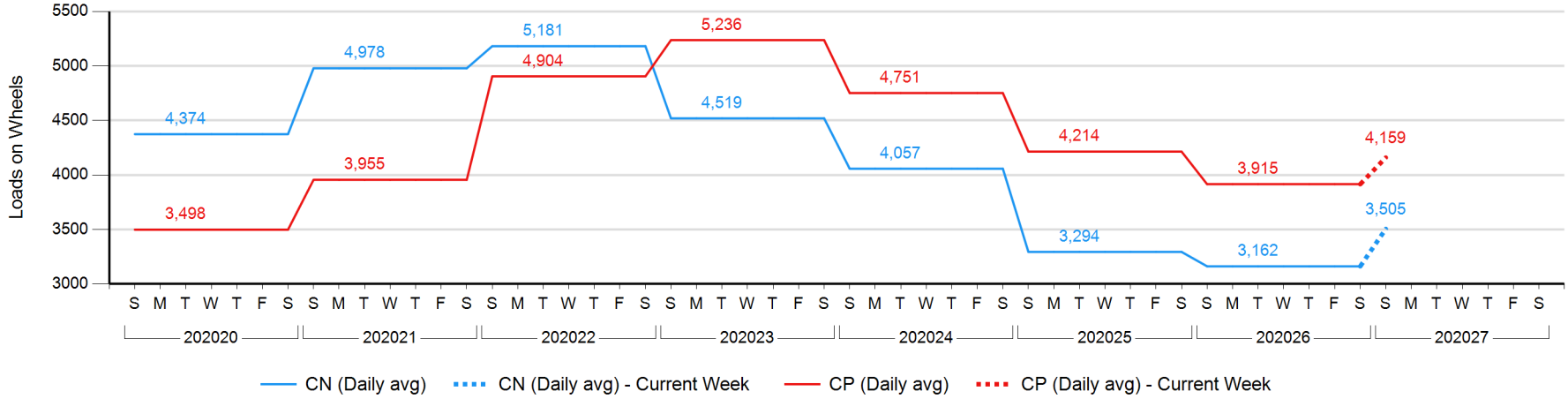


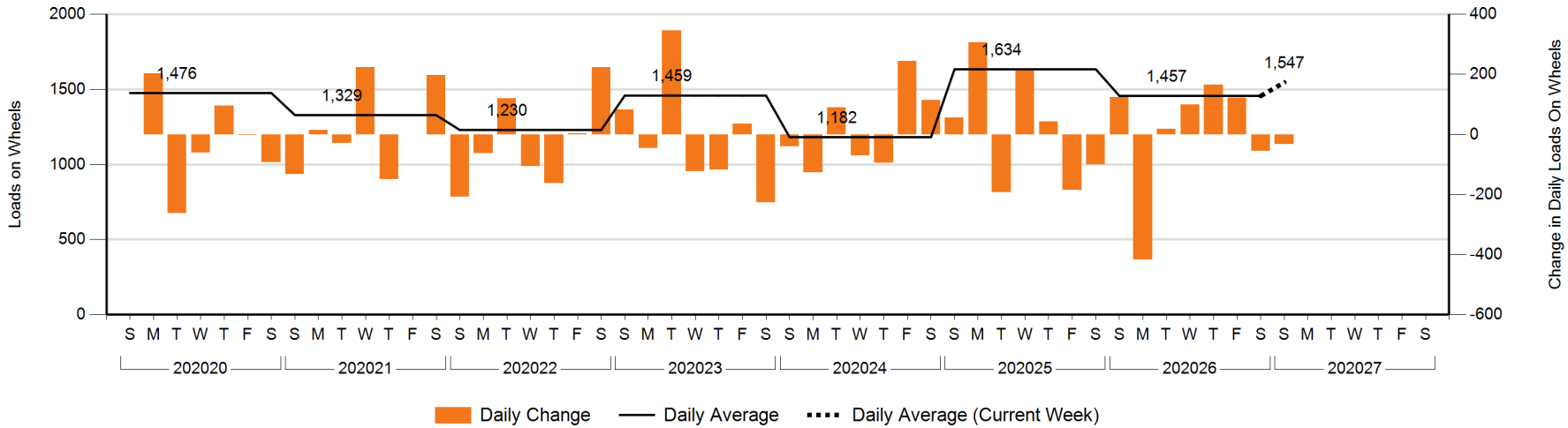
Loads on Wheels by Corridor

- Note to Reader - values in the table below may vary from those reported on page 1 as these reflect CN and CP including affiliated short lines while short lines are reported separately on page 1.
- CN volumes increased yesterday reflecting higher volumes to E. Canada and lower volumes to the west coast. CP volumes changed little with puts and takes across multiple corridors.

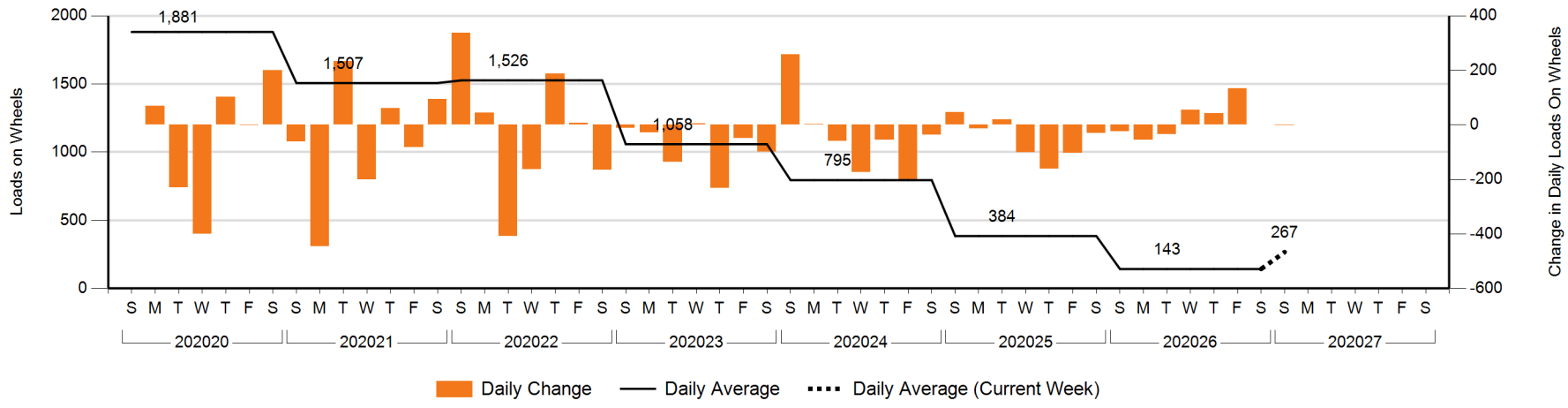
	Eastern Canada	USA / MEX	Thunder Bay	Western Canada	Prince Rupert	Vancouver	Total
CN							
Prior Day	906	106	141		1,580	3,604	6,337
Cars exiting corridor	37	1	2		136	608	784
New Cars Online	232	1	0		103	509	845
Net Change	195	0	-2		-33	-99	61
Current Day	1,101	106	139		1,547	3,505	6,398
CP							
Prior Day	780	217	128		0	4,223	5,348
Cars exiting corridor	21	0	0		0	526	547
New Cars Online	102	0	0		0	462	564
Net Change	81	0	0		0	-64	17
Current Day	861	217	128		0	4,159	5,365



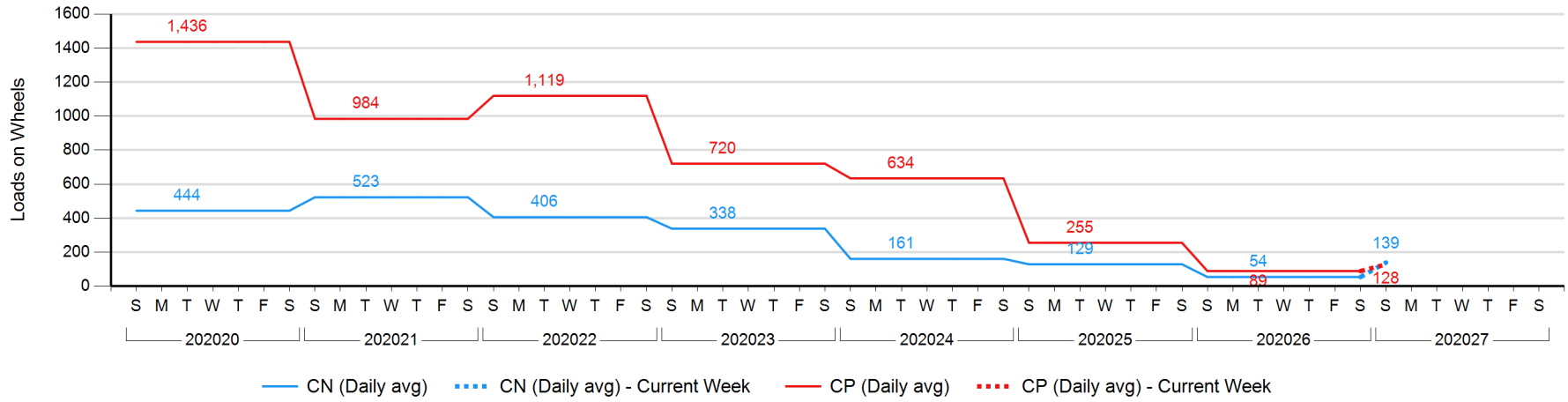

Loads on Wheels - Vancouver Corridor (CN & CP)
Includes Affiliated Short Lines
Loads on Wheels
5500
5000
4500
4000
3500
3000
4,374
4,978
5,181
4,519
4,057
3,294
3,162
3,498
3,955
4,904
5,236
4,751
4,214
3,915
4,159
3,505
S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S
202020
202021
202022
202023
202024
202025
202026
202027
CN (Daily avg)
CN (Daily avg) - Current Week
CP (Daily avg)
CP (Daily avg) - Current Week

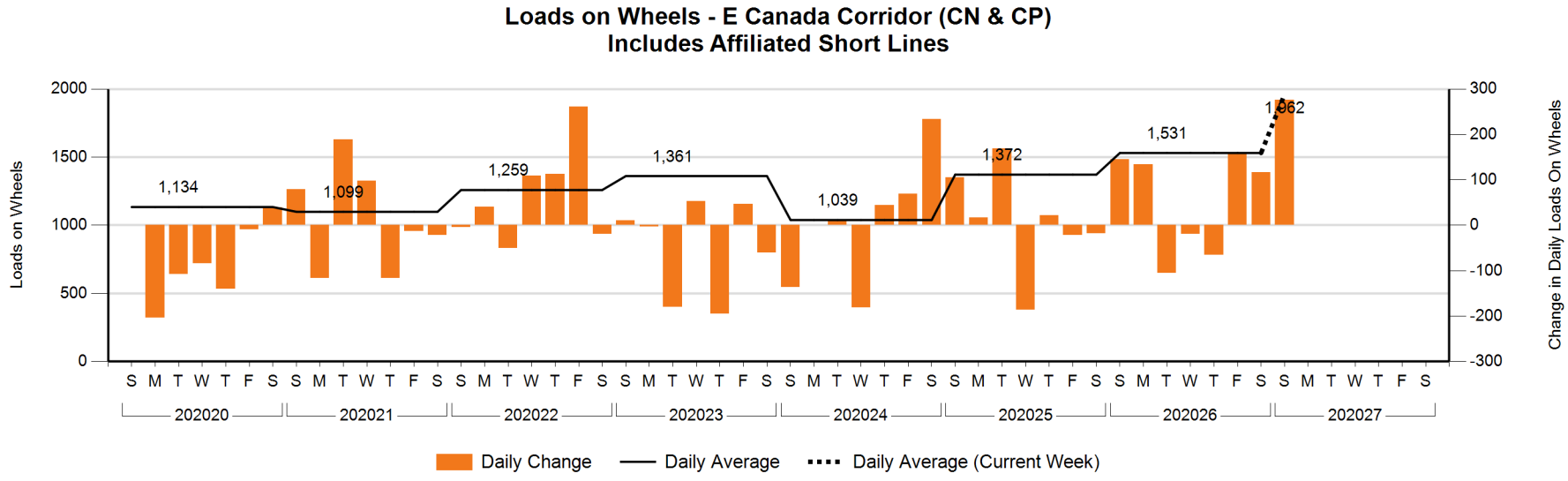

Loads on Wheels - Prince Rupert Corridor (Includes Affiliated Short Lines)
Loads on Wheels
2000
1500
1000
500
0
400
200
0
-200
-400
-600
Change in Daily Loads On Wheels
1,476
1,329
1,230
1,459
1,182
1,634
1,457
1,547
S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S
202020
202021
202022
202023
202024
202025
202026
202027
Daily Change
Daily Average
Daily Average (Current Week)

Loads on Wheels - Thunder Bay Corridor (CN & CP)
Includes Affiliated Short Lines



Loads on Wheels - Thunder Bay Corridor (CN & CP)
Includes Affiliated Short Lines




Loads on Wheels - E Canada Corridor (CN & CP)
Includes Affiliated Short Lines
Loads on Wheels
Change in Daily Loads On Wheels
2000
1500
1000
500
0
300
200
100
0
-100
-200
-300
1,134
1,099
1,259
1,361
1,039
1,372
1,531
1,662
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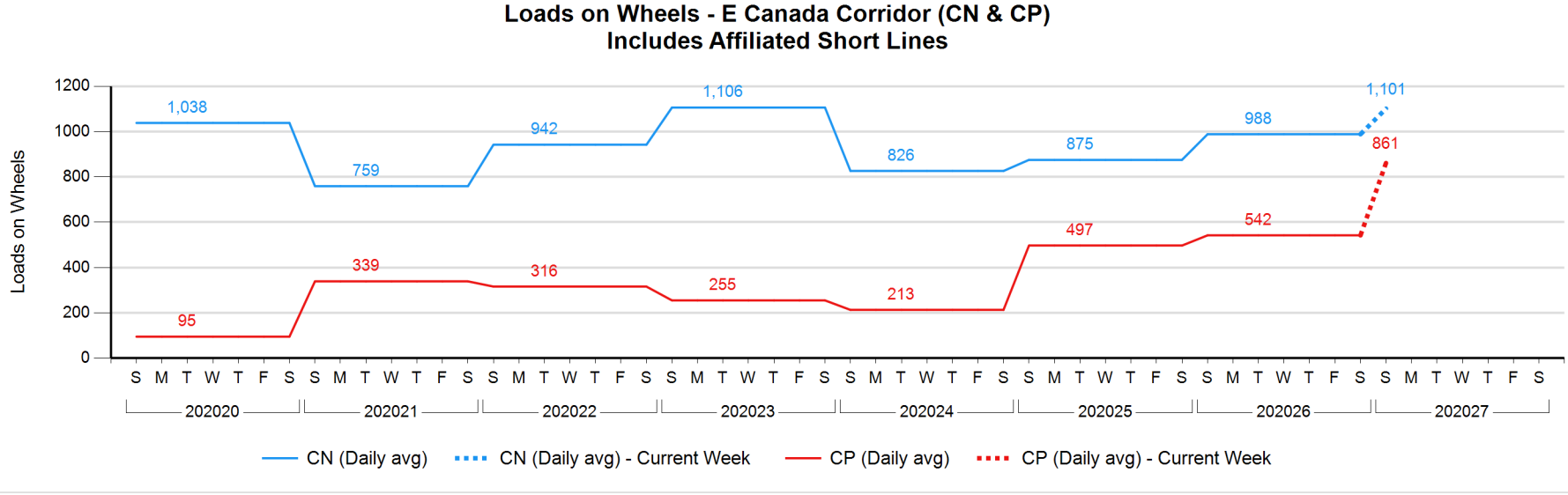
202020
202021
202022
202023
202024
202025
202026
202027
Daily Change
Daily Average
Daily Average (Current Week)


Loads on Wheels - E Canada Corridor (CN & CP)
Includes Affiliated Short Lines
Loads on Wheels
1200
1000
800
600
400
200
0
1,038
759
942
1,106
826
875
988
1,101
95
339
316
255
213
497
542
861
S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S
202020
202021
202022
202023
202024
202025
202026
202027
CN (Daily avg)
CN (Daily avg) - Current Week
CP (Daily avg)
CP (Daily avg) - Current Week

Loads Not Moving 48+ Hours

- After remaining range bound between 2,800 and 3,200 cars per day for much of last week both railways made some progress in reducing counts over the weekend - CN making greater strides than CP in this regard.
- Counts rose slightly yesterday but remain just above 2,200 cars on a system basis - some 30% lower than where they were last Thursday.
- The net change on CN yesterday (+ 123 cars) reflects principally higher counts in the Vancouver corridor offset by lower counts in the Prince Rupert corridor. Counts in the Prince Rupert corridor have now fallen to slightly more than 100 cars after rising to more than 600 cars early last week. Looking back the rise in idle car counts to Prince Rupert was driven by the bunching of traffic in the corridor which resulted in some cars being set out on line and dwelling at origin locations as the Port worked through the backlog. The bunching appears to be largely driven by the lack of timely order fulfillment over the last couple of weeks.
- The net change on CP yesterday (+ 26 cars) reflects nominal changes across all corridors with no substantive movement up or down in any one corridor.
- The Vancouver corridor remains the focal point for both railways accounting for two-thirds of CN idle car counts and more than 80% of CP idle car counts.

24 Hour Change	Eastern Canada	USA / MEX	Thunder Bay	Western Canada	Prince Rupert	Vancouver	Total
CN							
Prior Day	157	38	8		219	391	813
Current Day	147	65	6		115	603	936
Net Change	-10	27	-2		-104	212	123
CP							
Prior Day	150	9	30			987	1,176
Current Day	166	11	30			995	1,202
Net Change	16	2	0			8	26

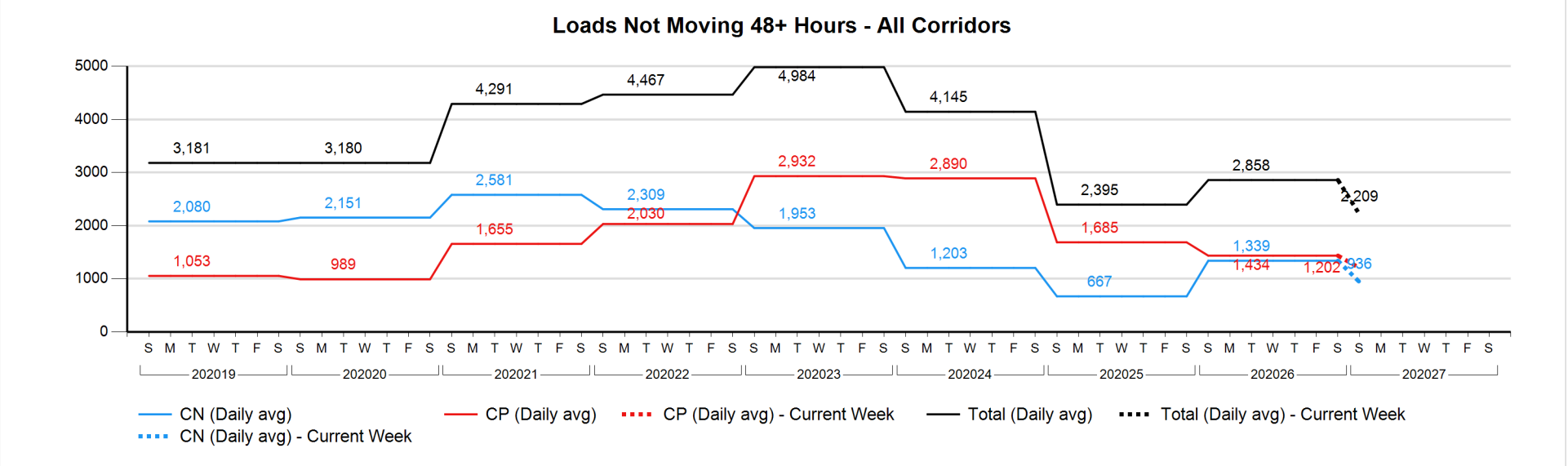
Percent Loads Not Moving	Eastern Canada	USA / MEX	Thunder Bay	Western Canada	Prince Rupert	Vancouver	Total
CN							
Prior Day	17%	36%	6%		14%	11%	13%
Current Day	13%	61%	4%		7%	17%	15%
CP							
Prior Day	19%	4%	23%		0%	23%	22%
Current Day	19%	5%	23%		0%	24%	22%

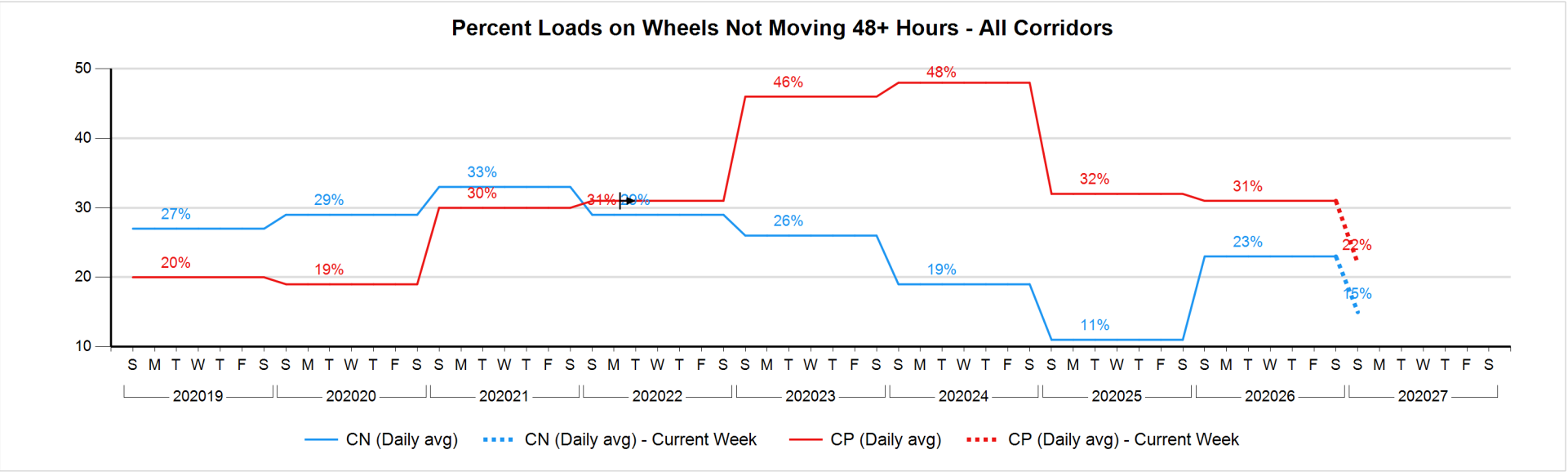
Current Day Status - Network Location	Eastern Canada	USA / MEX	Thunder Bay	Western Canada	Prince Rupert	Vancouver	Total
CN							
Origin	31	11			100	565	707
Enroute	58	32	1		12	22	125
Destination Yard	9	6	3			9	27
Destination (Placed)	49	16	2		3	7	77
CP							
Origin	160	6	30			653	849
Enroute	4	5				321	330
Destination Yard	2					21	23
Destination (Placed)							

Percent Loads Not Moving	Eastern Canada	USA / MEX	Thunder Bay	Western Canada	Prince Rupert	Vancouver	Total
CN							
Origin	12%	100%	0%		25%	47%	38%
Enroute	9%	46%	100%		1%	1%	3%
Destination Yard	7%	86%	100%		0%	36%	17%
Destination (Placed)	50%	84%	1%		6%	4%	16%
CP							
Origin	43%	3%	100%		0%	41%	39%
Enroute	1%	42%	0%		0%	15%	12%
Destination Yard	40%	0%	0%		0%	11%	12%
Destination (Placed)	0%	0%	0%		0%	0%	0%

Network Breakdown

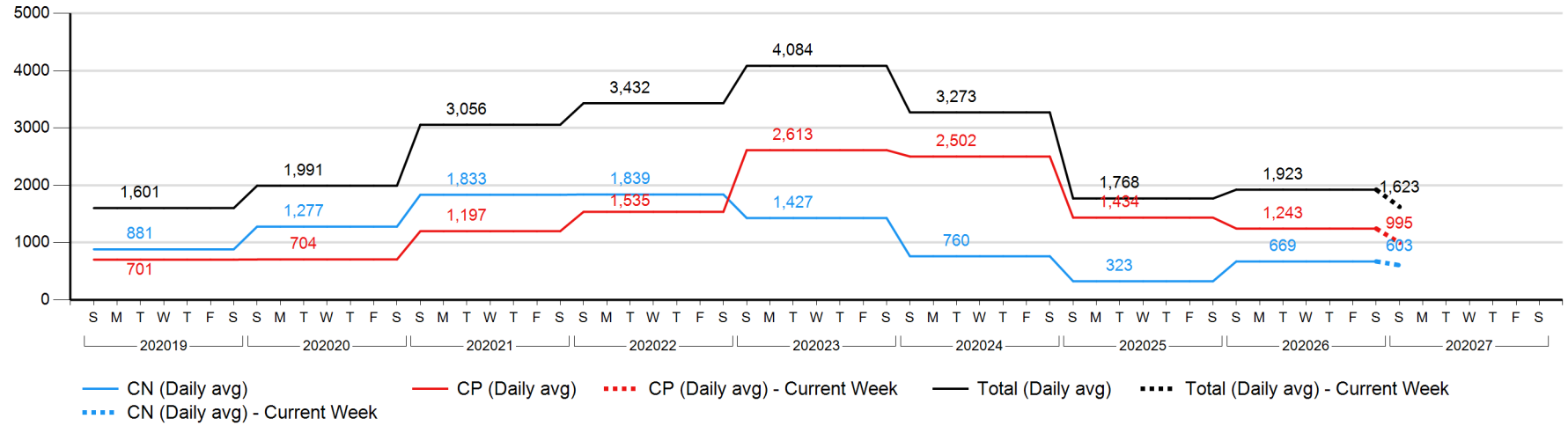
- The percentage of loads not moving while high at more than 30% remained steady last week for CP while CN saw this ratio more than double reflecting the increase in the number of idle cars last week.
- This metric can be volatile on a daily basis and as such a better guage of system performance is the weekly trend.



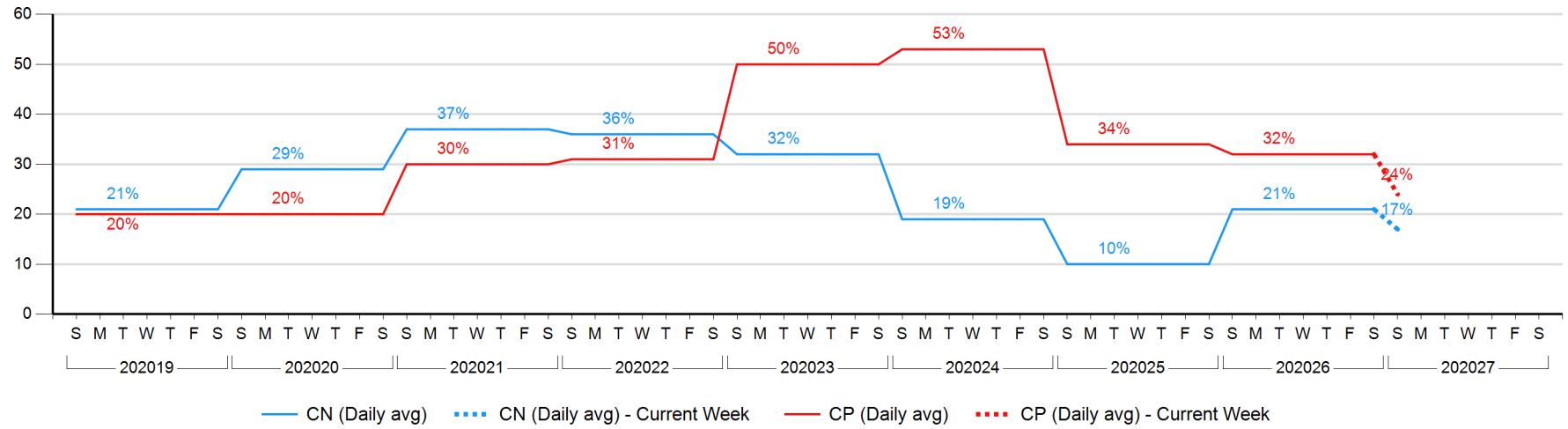


Vancouver

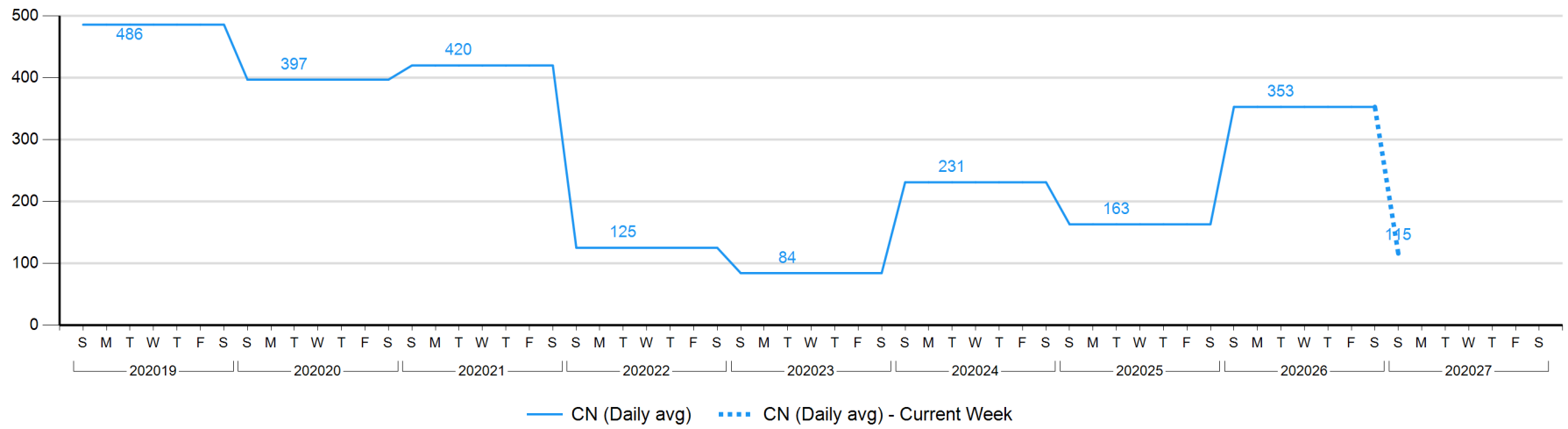
Loads Not Moving 48+ Hours - Vancouver Corridor

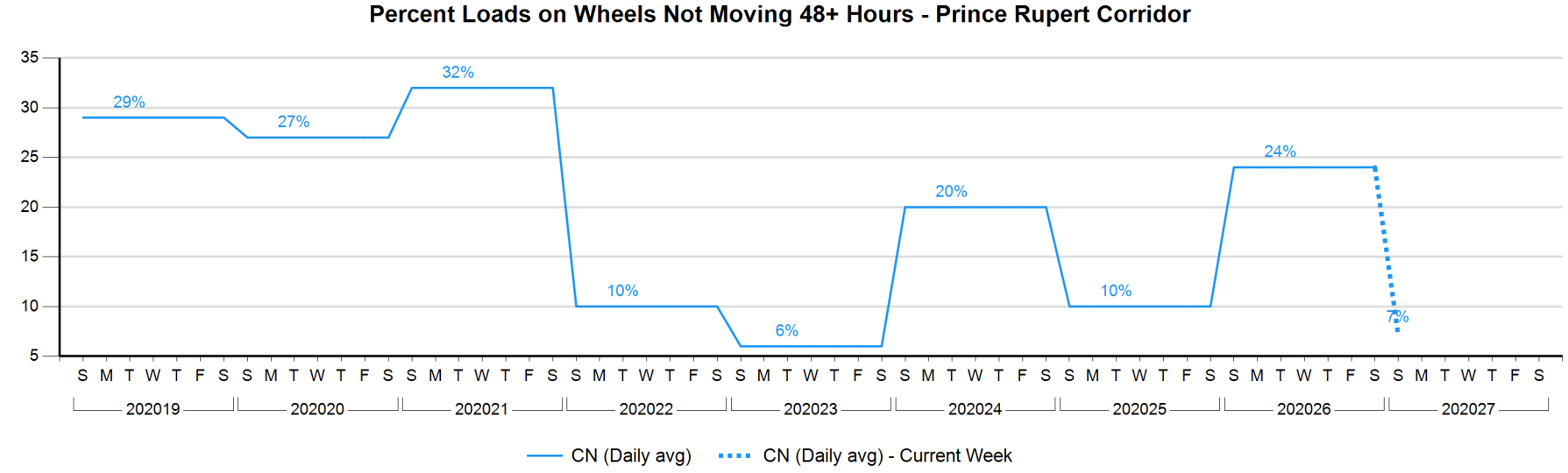


Percent Loads on Wheels Not Moving 48+ Hours - Vancouver Corridor

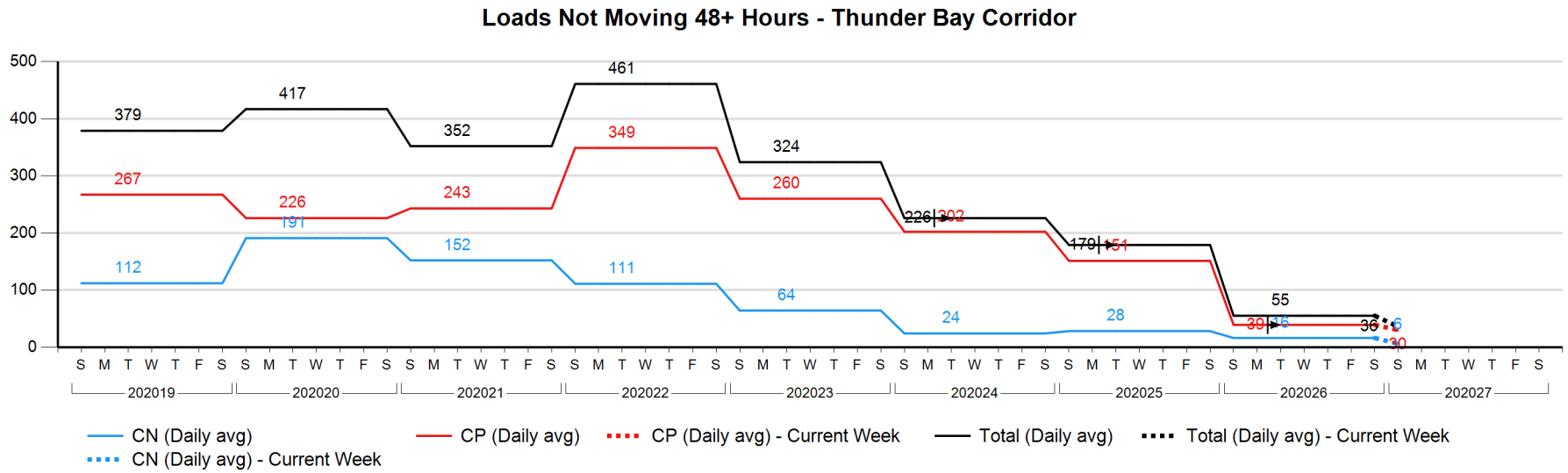


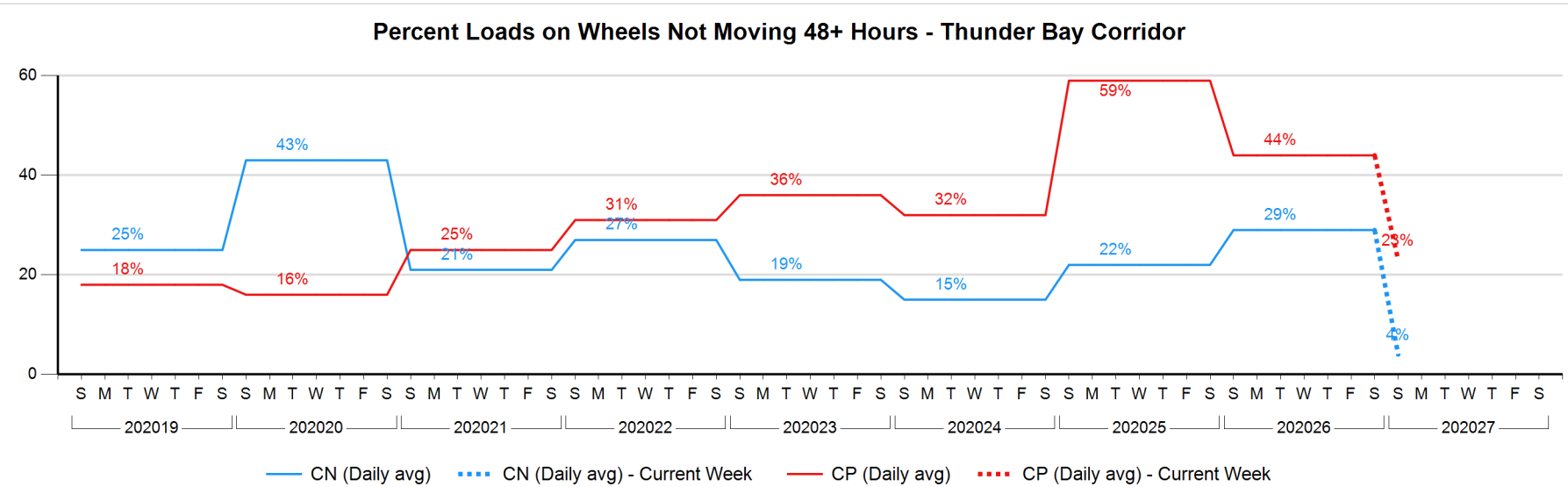
Prince Rupert





Thunder Bay


Loads Not Moving 48+ Hours - Thunder Bay Corridor
500
400
300
200
100
0
379
417
352
461
324
267
226
243
349
260
112
191
152
111
64
24
28
55
S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S
202019
202020
202021
202022
202023
202024
202025
202026
202027
CN (Daily avg)
CP (Daily avg)
CP (Daily avg) - Current Week
Total (Daily avg)
Total (Daily avg) - Current Week
CN (Daily avg) - Current Week


Percent Loads on Wheels Not Moving 48+ Hours - Thunder Bay Corridor
60
40
20
0
25%
43%
25%
31%
36%
32%
59%
44%
18%
16%
21%
27%
19%
15%
22%
29%
4%
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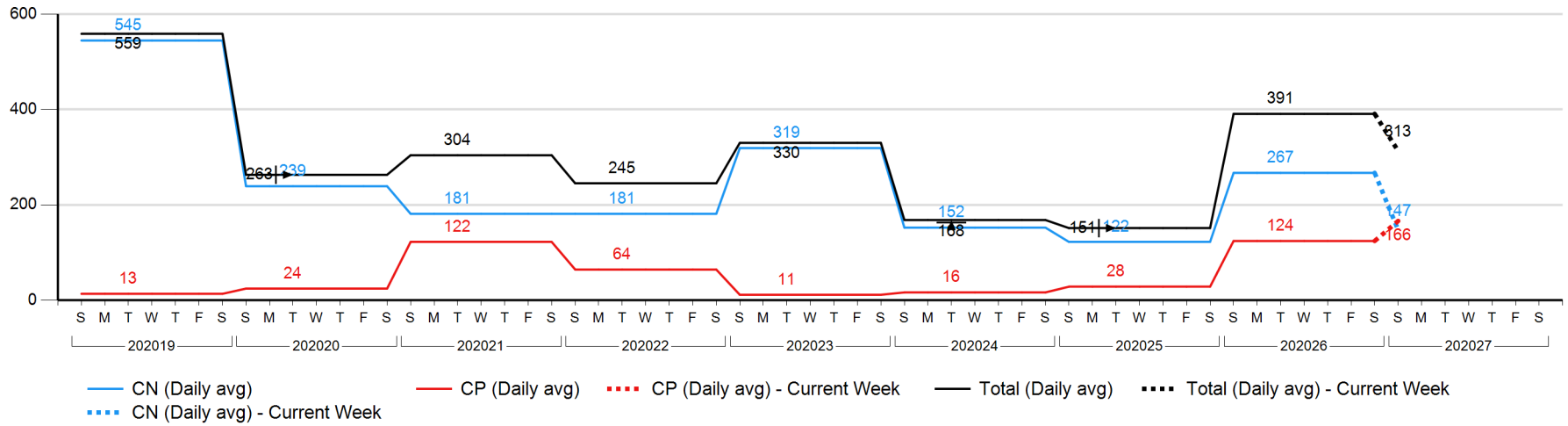
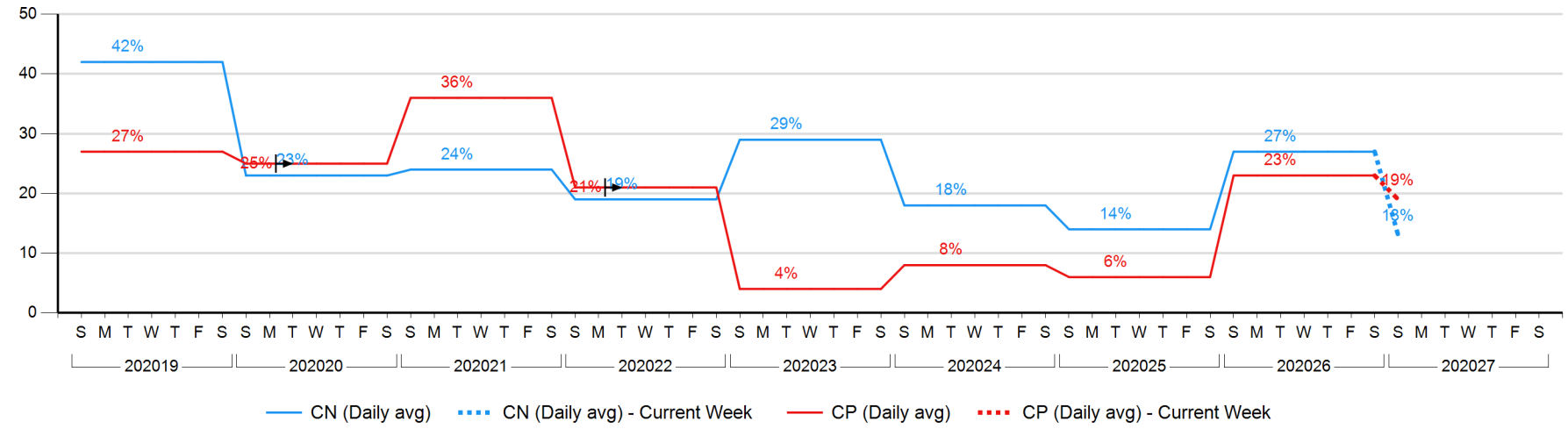
202019
202020
202021
202022
202023
202024
202025
202026
202027
CN (Daily avg)
CN (Daily avg) - Current Week
CP (Daily avg)
CP (Daily avg) - Current Week

Eastern Canada

Loads Not Moving 48+ Hours - E Canada Corridor



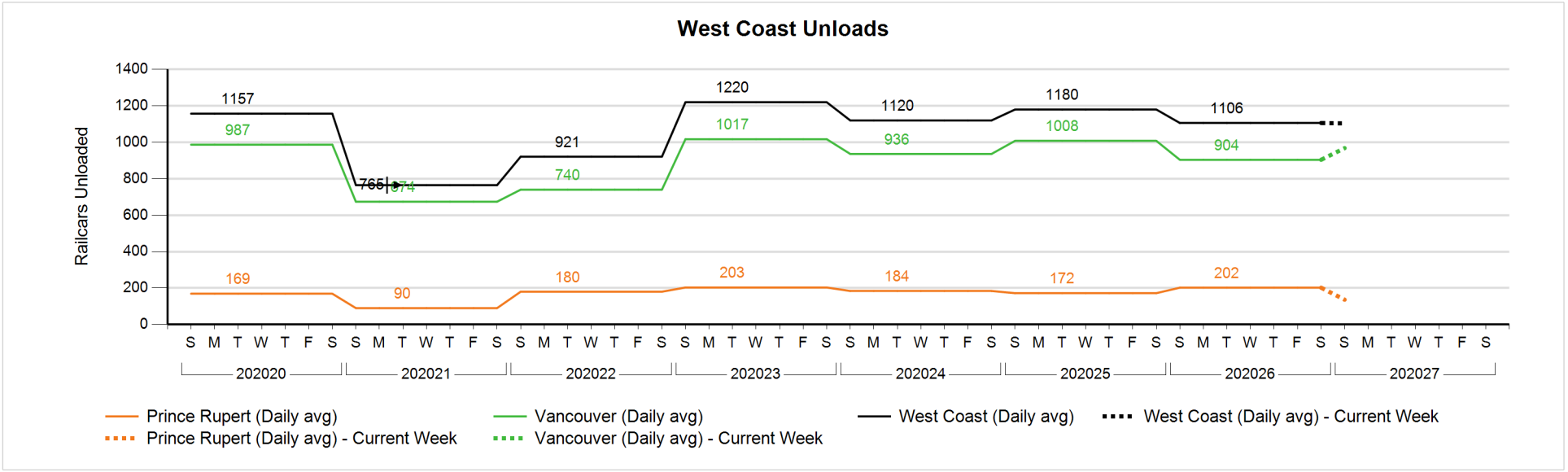
Percent Loads on Wheels Not Moving 48+ Hours - E Canada Corridor

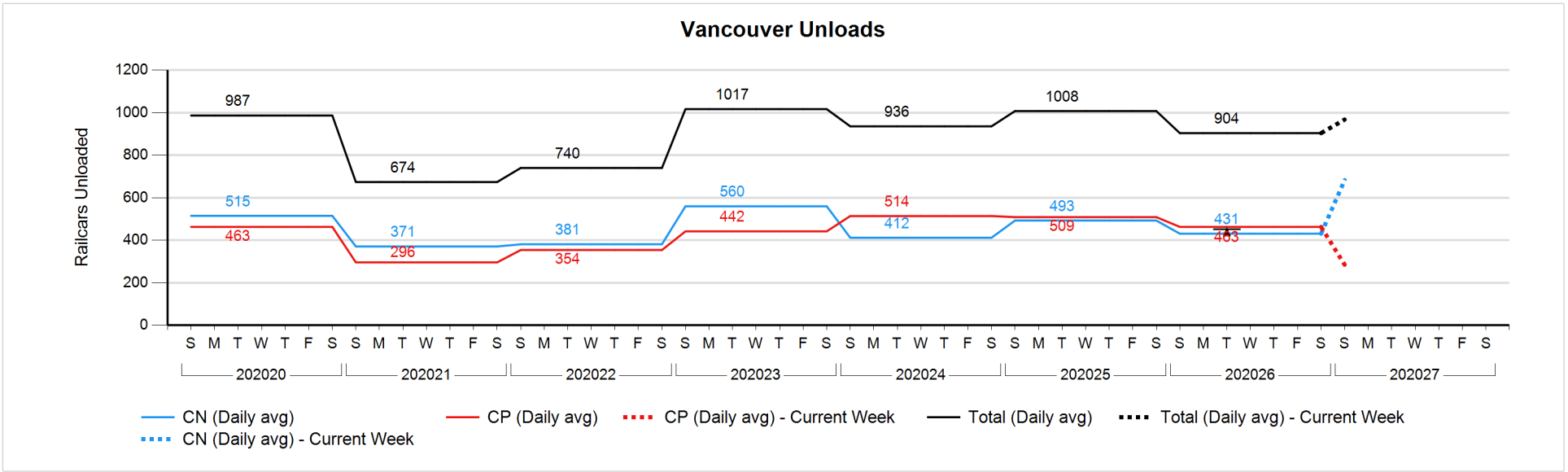


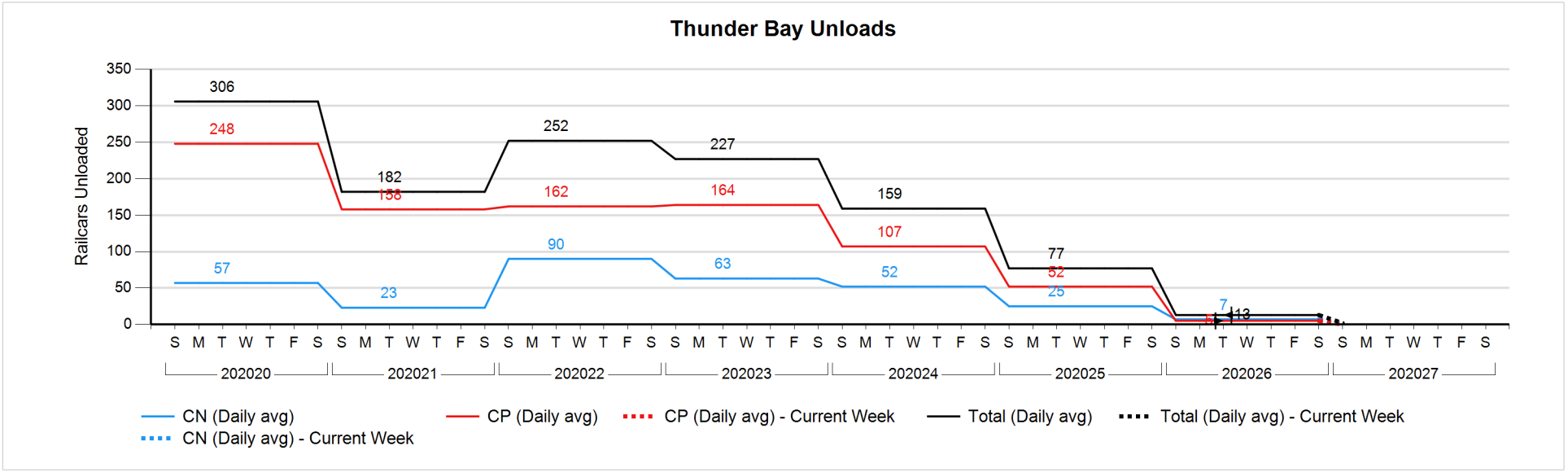
Port Performance

- West coast (1,104) unloads improved notably from the prior day reflecting a significant improvement in reported unloads at Vancouver while Prince Rupert unloads fell nearly 50%.
- Prince Rupert unloads have been a little bumpy the last four days with seemingly some volatility ahead in the coming days.
- Prospects for unloads at PRG today appear less than stellar with fewer than 50 cars on site this morning and only 70 cars currently west of Prince George destined to the Port. Beyond this there are 600+ cars between Edmonton and Prince George, 300 of which departed McBride this morning but are not likely to be available today. Overall there is ample traffic in the corridor (1,500+ cars) although the pipeline appears somewhat uneven which may impact the consistency of available traffic at the Port in the coming days.
- Vancouver corridor volumes have returned above 7,600 cars this morning after declining below 6,500 cars late last week. Unloads have been unsteady over the last week with reported unloads at the Port falling short of the 1,000 car mark in five of the last six days. As is the case with Prince Rupert, the Vancouver pipeline appears somewhat out of balance with only 700 cars on site this morning and only 550 cars currently west of Kamloops. Beyond this there is a significant surge coming behind with more than 1,200 cars currently between the AB/BC border and Kamloops. Time will tell whether the "lumpiness" of the pipeline disrupts daily unload patterns at the Port over the next day or so.

	Today	Change from Yesterday	Percent Change from Yesterday	Daily Average (Current Week)	Dail Average (Prior Week to Date)	Percent Change from Prior Week
Vancouver						
·Cars unloaded	968	408	73%	968	1,052	-8%
·Cars Placed for Unloading	921	229	33%	921	1,262	-27%
·Cars on Hand	295	-522	-64%	295	884	-67%
·Cars Arrived at Destination	494	-328	-40%	494	952	-48%
Prince Rupert						
·Cars unloaded	136	-113	-45%	136	0	
·Cars Placed for Unloading	101	3	3%	101	197	-49%
·Cars on Hand	23	11	92%	23	105	-78%
·Cars Arrived at Destination	101	3	3%	101	197	-49%
Thunder Bay						
·Cars unloaded	2	2		2	0	
·Cars Placed for Unloading	133	133		133	0	
·Cars on Hand	6	-2	-25%	6	75	-92%
·Cars Arrived at Destination	133	132	13200%	133	0	
West Coast						
·Cars unloaded	1,104	295	37%	1,104	1,052	5%


West Coast Unloads
Railcars Unloaded
1400
1200
1000
800
600
400
200
0
1157
987
765
674
921
740
1220
1017
1120
936
1180
1008
1106
904
169
90
180
203
184
172
202
S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S
202020
202021
202022
202023
202024
202025
202026
202027
Prince Rupert (Daily avg)
Prince Rupert (Daily avg) - Current Week
Vancouver (Daily avg)
Vancouver (Daily avg) - Current Week
West Coast (Daily avg)
West Coast (Daily avg) - Current Week


Vancouver Unloads
Railcars Unloaded
1200
1000
800
600
400
200
0
987
674
740
1017
936
1008
904
515
463
371
296
381
354
560
442
514
412
493
509
431
463
S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S
202020
202021
202022
202023
202024
202025
202026
202027
CN (Daily avg)
CN (Daily avg) - Current Week
CP (Daily avg)
CP (Daily avg) - Current Week
Total (Daily avg)
Total (Daily avg) - Current Week


Thunder Bay Unloads
Railcars Unloaded
350
300
250
200
150
100
50
0
306
248
182
158
252
162
227
164
159
107
77
52
25
7
13
57
23
90
63
52
S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T W T F S
202020
202021
202022
202023
202024
202025
202026
202027
CN (Daily avg)
CN (Daily avg) - Current Week
CP (Daily avg)
CP (Daily avg) - Current Week
Total (Daily avg)
Total (Daily avg) - Current Week

Glossary

Loads on Wheels	Count of loaded rail cars including all rail cars that have been released loaded at origin and have not been reported by the railway as unloaded at destination. Counts include all rail cars (hopper cars and boxcars) moving within a corridor.
Loads Not Moving	Loaded rail cars for which the railways have not reported a movement event for 48 hours or more whether the rail car is at origin, enroute or at destination.
Cars Unloaded	Count of rail cars reported by railways as unloaded at the western port destinations of Vancouver, Prince Rupert, and Thunder Bay. Unload counts include all rail cars (hopper cars and boxcars) unloaded by all receivers including major port terminals, transloaders and other receivers.
Cars Arrived at Destination	The number of railcars that have arrived at the destination railway yard in the prior 24 hours.
Cars Placed for Unloading	The count of railcars reported as placed for unloading at a receiving facility in the prior 24 hours.
Cars Exiting Corridor	The number of loaded railcars that have left a given corridor from the prior reporting day whether as a result of the car being unloaded or delivered to another railway via interchange.
New Cars Online	The number of new cars entering a specific corridor resulting from new traffic being released at origin or being received in interchange from another railway.
Cars on Hand	The number of railcars on hand at the destination railway yard that have not yet been placed at a receiver facility for unloading