

## Week 11 Performance

Week 11 saw system performance improve slightly for a sixth consecutive week with CN and CP combined supplying 94% of hopper cars ordered, an improvement from the 93% order fulfillment performance seen in week 10. System performance remains above the 90% threshold for the third consecutive week. In supplying 93% of cars ordered by shippers in week 11 CN saw performance decline slightly from the 96% order fulfillment performance in week 10. CN performance has now been above the 90% threshold for three straight weeks. CP saw performance improve slightly this week with the railway supplying 95% of cars ordered by shippers, up from the 91% order fulfillment performance seen in week 10. CP remains above the 90% performance threshold for a third straight week.

In week 11, CN performance improved or remained the same in 2 of 5 corridors relative to last week. The Prince Rupert corridor saw the most notable improvement in performance this week with the railway supplying 98% of the 1,400+ cars ordered by shippers. This represents an improvement from the 91% order fulfillment performance seen in this corridor a week ago. CN performance in the Vancouver Other corridor remained perfect for a third straight week although there was little shipper demand for this corridor (< 10 cars) as has been the case over the preceding two weeks. A somewhat less positive outcome this week for the Vancouver Bulk, Thunder Bay and Eastern Canada corridors. For Vancouver CN saw performance dip slightly with the railway supplying 93% of the 2,500+ cars ordered, down from 98% the prior week. The Thunder Bay corridor saw the most notable deterioration in performance this week with CN supplying 88% of the 1,100+ cars ordered by shippers representing a decline from the 98% order fulfillment performance seen in this corridor in week 10. Lastly, the Eastern Canada corridor saw a modest decline this week with the railway supplying 96% of cars ordered as compared to 100% in week 10.

CP performance improved or remained the same in 4 of 5 corridors relative to last week with only the Eastern Canada corridor seeing performance decline this week. For Eastern Canada CP supplied only 11% of cars ordered although with total demand of only 28 cars it had little impact on overall performance. For the railway's two most important corridors by volume - Vancouver and Thunder Bay - a better week than last week. For Vancouver performance was unchanged with the railway supplying 95% of the 3,600+ cars ordered by shippers. The Thunder Bay corridor saw the most notable improvement this week with CP supplying 96% of the 1,800 cars ordered, a significant improvement from the 75% order fulfillment performance seen in this corridor in week 10 despite demand this week being 40% higher than last week.

System demand in week 11 came in a tad higher than the projected 10,600 cars at 10,700 cars. This represents a 10% decline in demand as compared to the prior week although system demand remained north of 10,000 cars for a sixth consecutive week. Both railways seeing lower demand this week, although more notably CP. CN demand at nearly 5,200 cars this week was 6% lower than the prior week but above the 5,000 car mark for a fifth straight week. CP, meanwhile, saw a 13% decline in demand this week at a little more than 5,500 cars, down from more than 6,300 cars in week 10. That being said demand did come in somewhat higher than the projected 5,200 cars. Looking ahead, system demand is projected to rise in each of the next two weeks, to 11,300 cars in week 12 and 11,400 cars in week 13.

Another good week with respect to empty car spotting in the country, although this week saw the lowest car spotting in four weeks with CN and CP combined spotting nearly 10,700 cars this week. This is 9% lower than the prior week and below the 11,000 car mark for the first time in four weeks. CN saw car spotting decline 10% this week, falling below the 5,000 car threshold for the first time in five weeks. CP saw car spotting decline 7% to a little more than 5,700 cars on the heels of three weeks where the railway spotted 6,000 or more cars. While car spotting went down so did demand so we actually saw an improvement in the system order backlog this week with CN and CP exiting week 11 with a combined 483 outstanding orders, down from the 590 they had coming into the week.

### CN

- CN supplied 93% of hopper cars ordered for week 11 representing a slight decline from the 96% performance seen in week 10.
- For week 11 CN supplied 4,845 of 5,186 cars ordered, failing to supply 341 cars ordered.
- During week 11, CN supplied a total of 4,940 hopper cars including 102 for previously outstanding orders. (see table page 3).
- CN's performance across individual shippers remained consistent with all shippers receiving 90% or more of cars ordered.
- Week 11 demand at 5,186 cars was 6% lower than the prior week.
- Preliminary data indicate demand will rise to 5,600 cars in week 12 and then decline to 5,300 cars in week 13.
- Heading into week 12 CN has 250 outstanding orders, more than double the 104 they had coming into the week.

### CP



- CP fulfilled 95% of hopper car orders for week 11 representing an improvement from the 91% order fulfillment performance seen in week 10.
- For week 11, CP supplied 5,225 of 5,519 cars ordered, failing to supply 294 cars ordered.
- During week 11, CP supplied a total of 5,740 hopper cars including 487 for previously outstanding orders. (see table page 3).
- Performance across individual shippers was much improved this week with 88% of shippers receiving 88% or more of cars ordered.
- At 5,519 cars ordered in week 11 shipper demand was 13% lower than the prior week.
- Preliminary data indicate that demand for CP will rise slightly to 5,600 cars in week 12 and then jump to nearly 6,200 cars in week 13. As always readers are cautioned that forward looking estimates of CP demand can change significantly due to the planning of Dedicated Trains by individual shippers.
- Heading into week 12 CP has 233 outstanding orders as compared to the 486 they had coming into the week.

### **Railway Hopper Car Rationing/Cancellations**

#### CN

- CN cancelled no hopper car orders in week 11.
- Preliminary indications from shippers are that the railway is not rationing shipper orders in weeks 12 and 13.
- Year to date for the 2025-26 grain year CN has rationed 857 shipper orders as compared to 2,765 the year prior.

#### CP

- CP cancelled no hopper car orders in week 11.
- Preliminary indications from shippers are that the railway is not rationing shipper orders in weeks 12 and 13.
- Year to date for the 2025-26 grain year CP has rationed no shipper orders as compared to 3,004 the year prior.



## Performance Dashboard

### Hopper Car Demand

	Week 11			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	5,186	5,275	(89)	44,939	4,085	46,566	4,233	(1,627)	(147)
CP	5,519	5,694	(175)	50,477	4,588	52,302	4,754	(1,825)	(165)
<b>Total</b>	<b>10,705</b>	<b>10,969</b>	<b>(264)</b>	<b>95,416</b>	<b>8,673</b>	<b>98,868</b>	<b>8,987</b>	<b>(3,452)</b>	<b>(312)</b>

### Cars Shipped

Railway	Corridor	Week 11	YTD
CN	N.A. Domestic	52	1,797
	Prince Rupert	1,451	7,495
	Thunder Bay	848	9,179
	Vancouver	2,535	24,008
<b>Total</b>		<b>4,886</b>	<b>42,479</b>
CP	N.A. Domestic	128	2,735
	Thunder Bay	1,058	14,306
	Vancouver	3,715	31,340
<b>Total</b>		<b>4,901</b>	<b>48,381</b>

### Empty Hopper Cars Supplied - Week 11 (All Want Weeks)

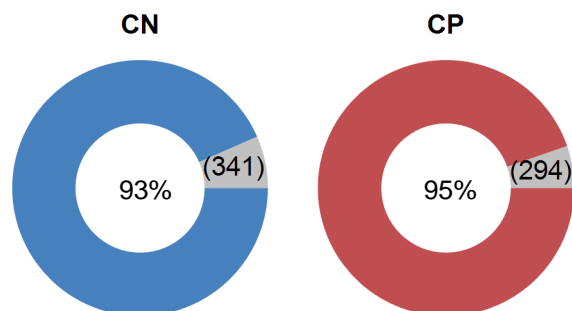
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	4,740	4,318	102	647	98		4,940	4,965
CP	5,220	4,908	487	1,164	33		5,740	6,072
<b>Total</b>	<b>9,960</b>	<b>9,226</b>	<b>589</b>	<b>1,811</b>	<b>131</b>		<b>10,680</b>	<b>11,037</b>

### Supplied by Block Size

Block Size	Week 11			Year to Date		
	CN	CP	Total	CN	CP	Total
1	3%	2%	3%	2%	2%	2%
25	2%		1%	3%	1%	2%
50	3%	1%	2%	1%	1%	1%
100	91%	97%	94%	93%	96%	95%

### Current Week Order Fulfillment

	CN	CP	Total
Current Week Hopper Car Demand	5,186	5,519	10,705
Current Week Order Fulfillment			
Supplied in Current Week	4,740	5,220	9,960
Supplied Early	105	5	110
<b>Total Cars Supplied for Want Week</b>	<b>4,845</b>	<b>5,225</b>	<b>10,070</b>
Current Week Unfulfilled Demand	(341)	(294)	(635)
% Current Week Orders Supplied	93%	95%	94%



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

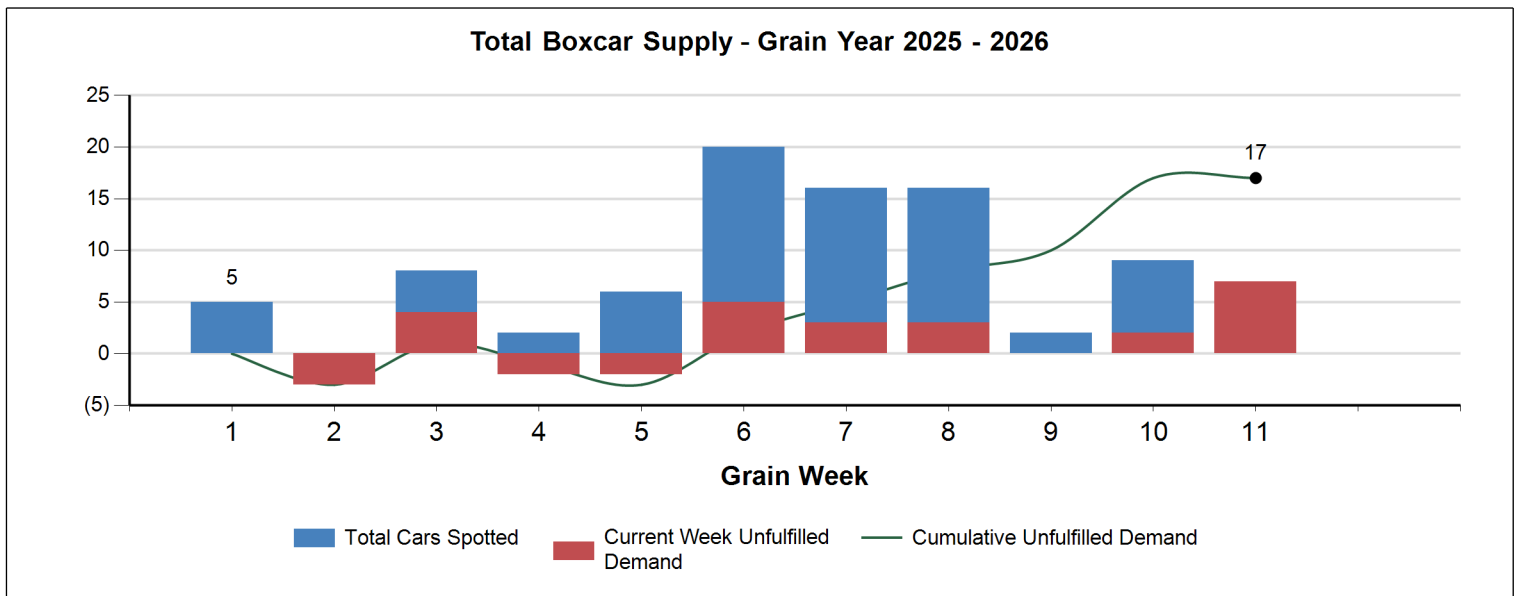
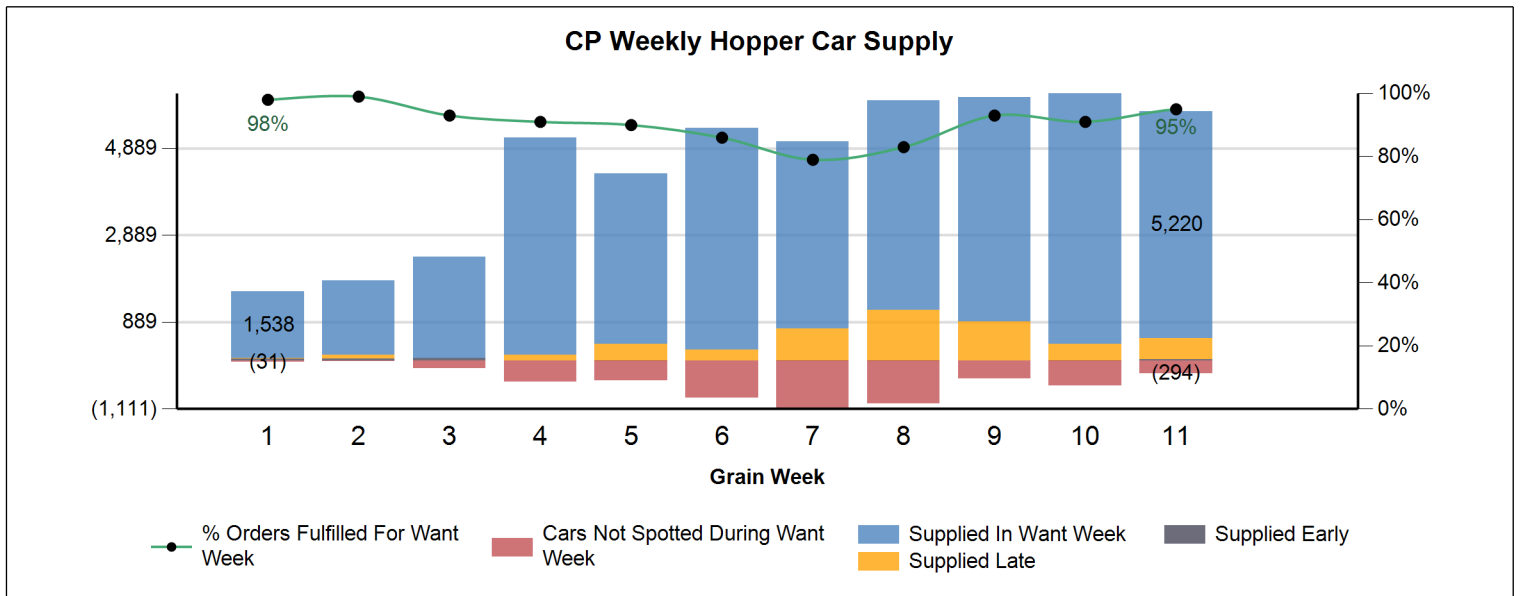
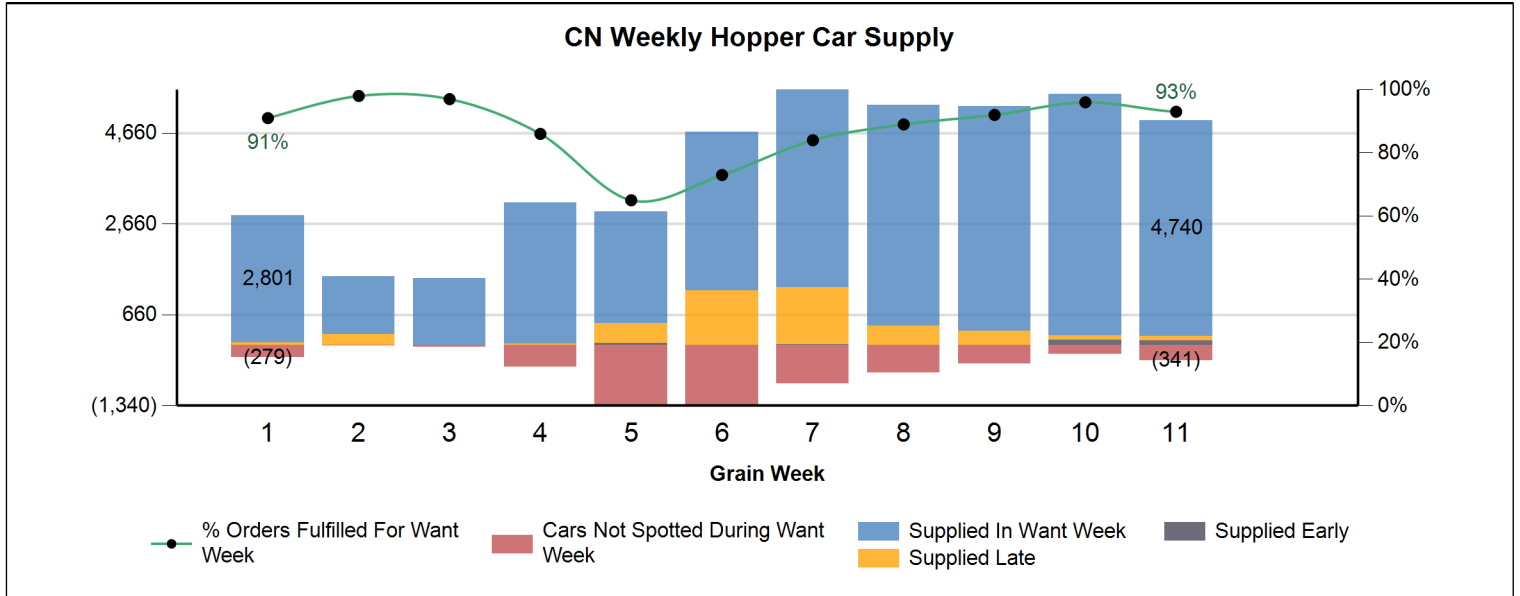
	Week 11		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	15	29	21	35
CP	16	21	18	24

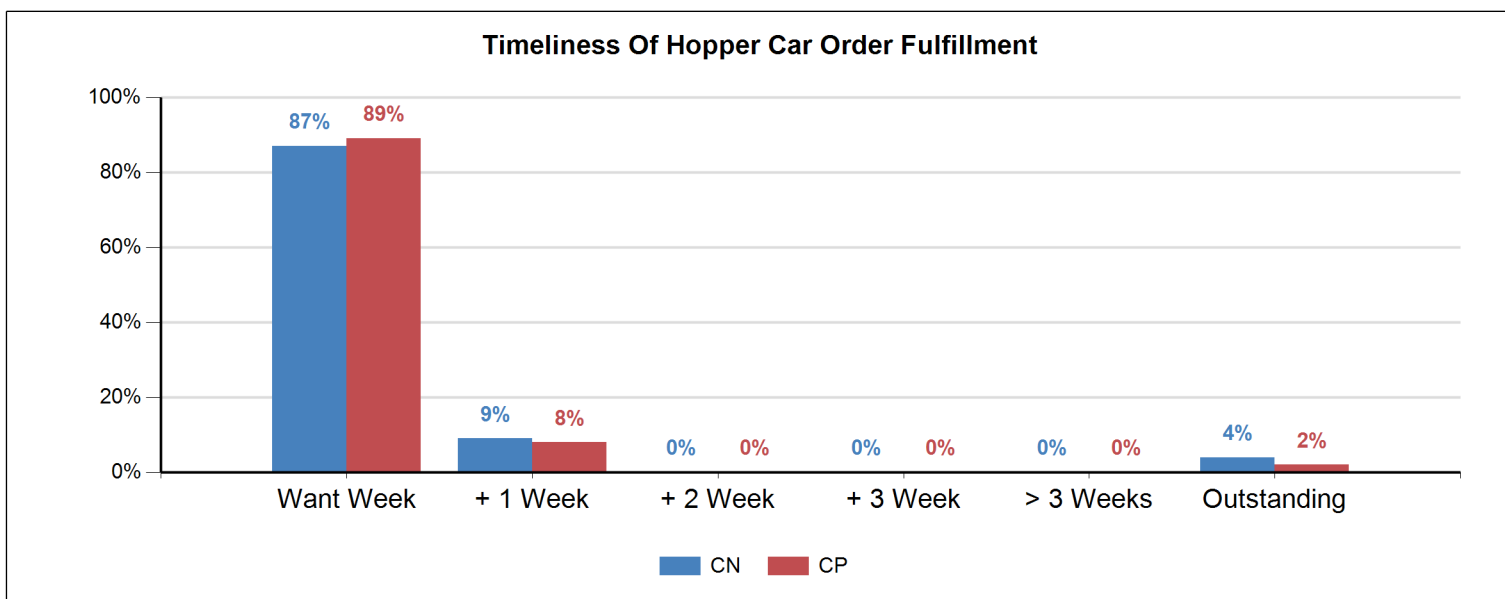
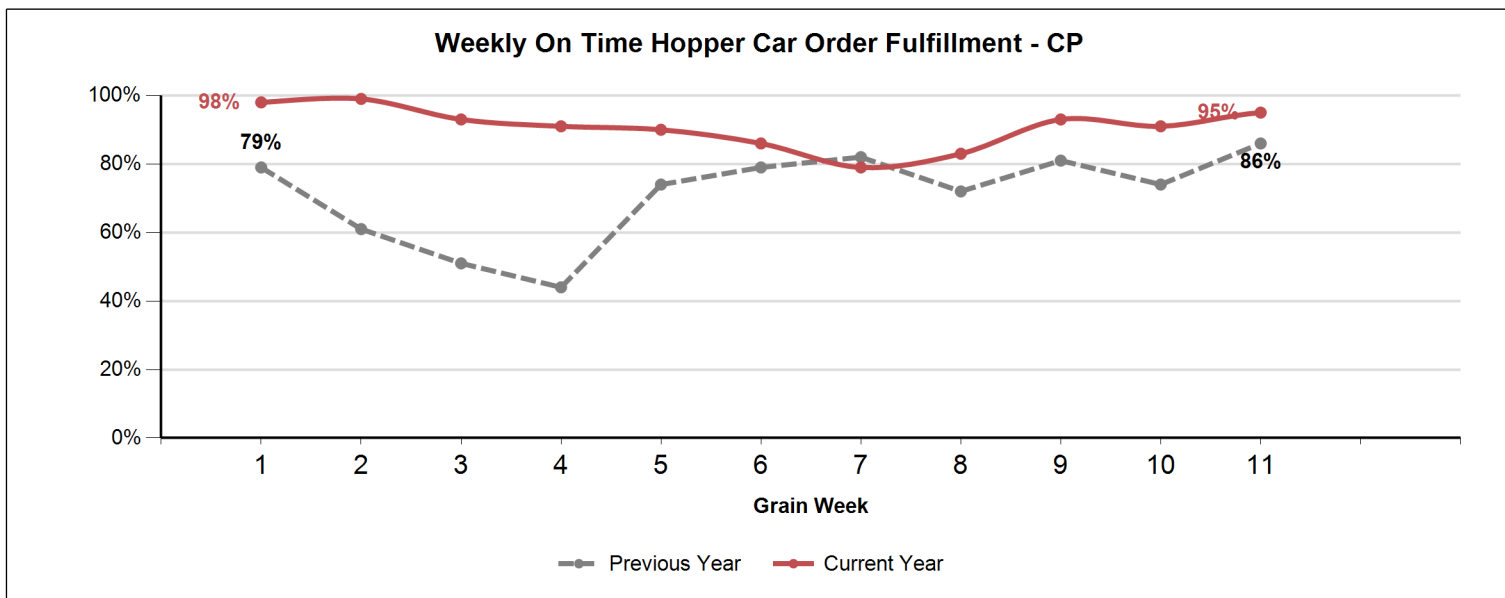
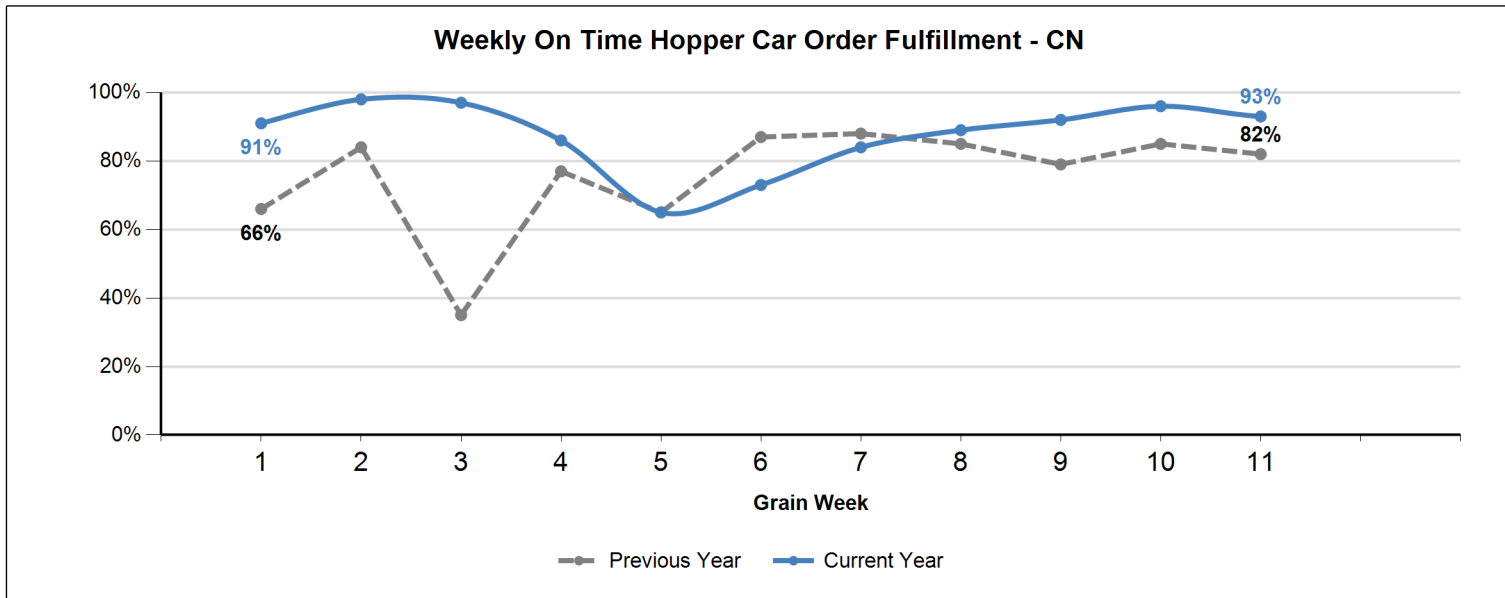
### Dwell Time (Hours) at Destination (All Traffic)

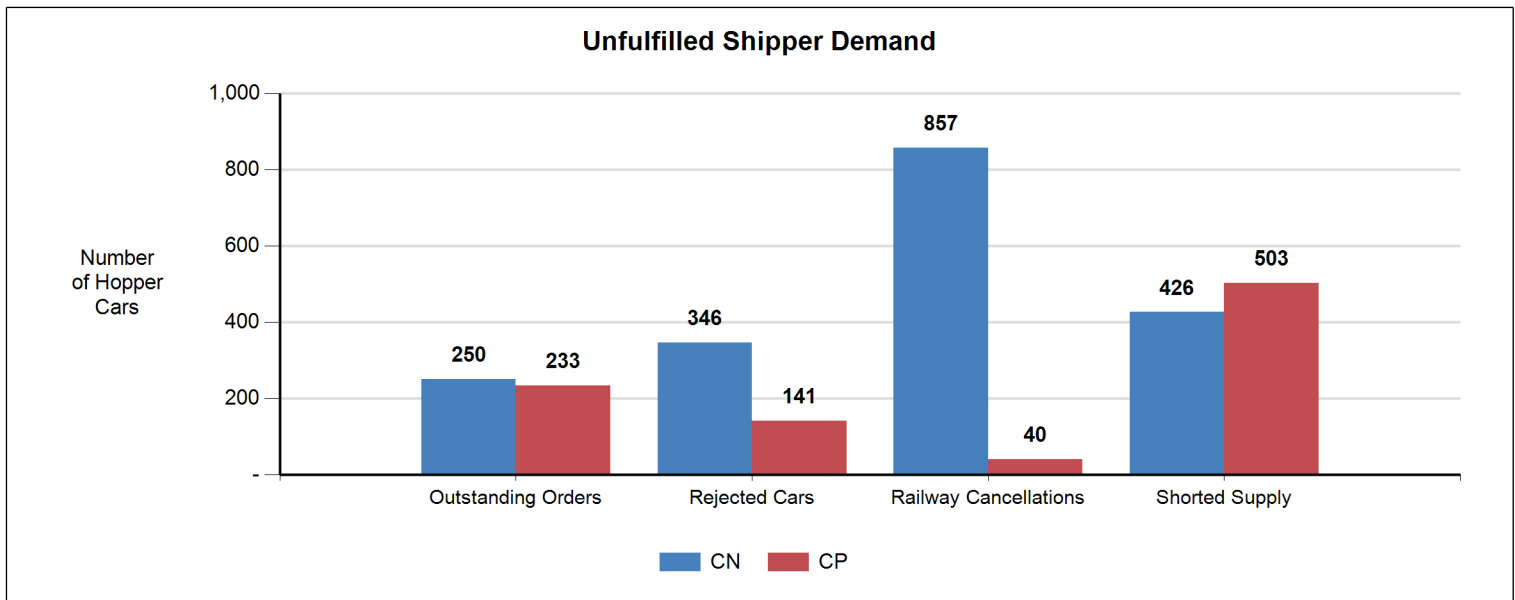
		Week 11		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	8	7	6	7
	CP	18	11	18	17
Thunder Bay	CN	54	62	44	49
	CP	18	43	30	33



Weekly Performance Update - To Grain Week 20252026 - 11 (Oct 12 - Oct 19)  
Covering 90% of grain movement originating in Western Canada







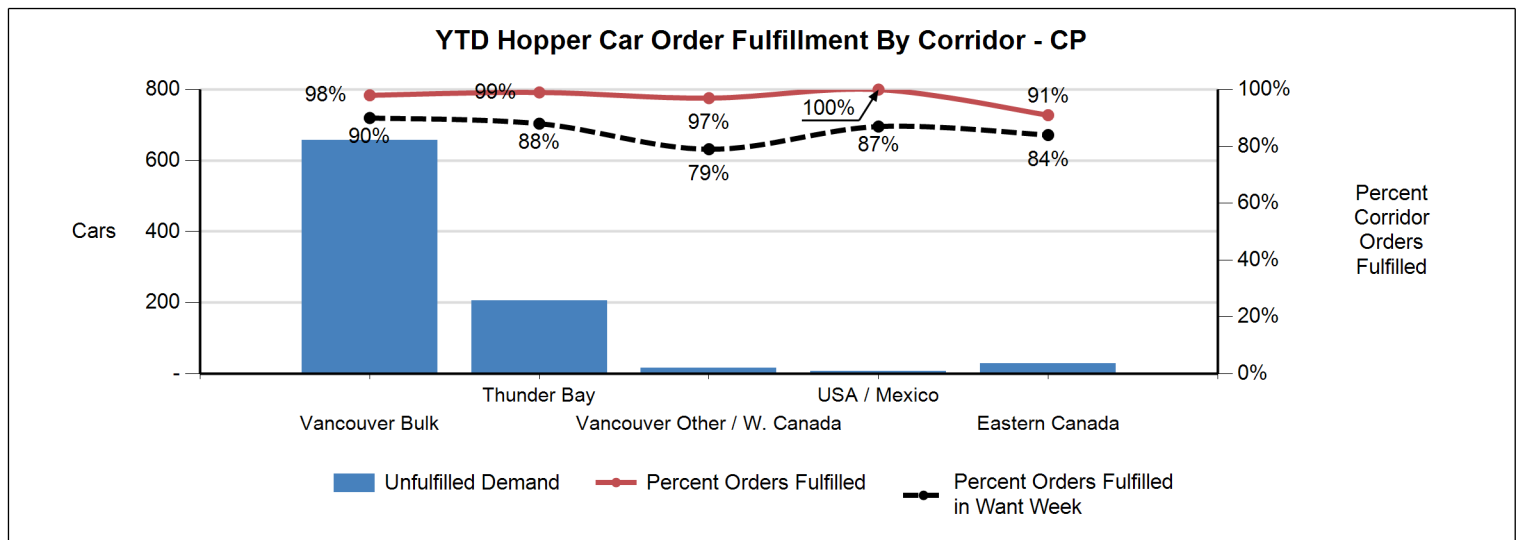
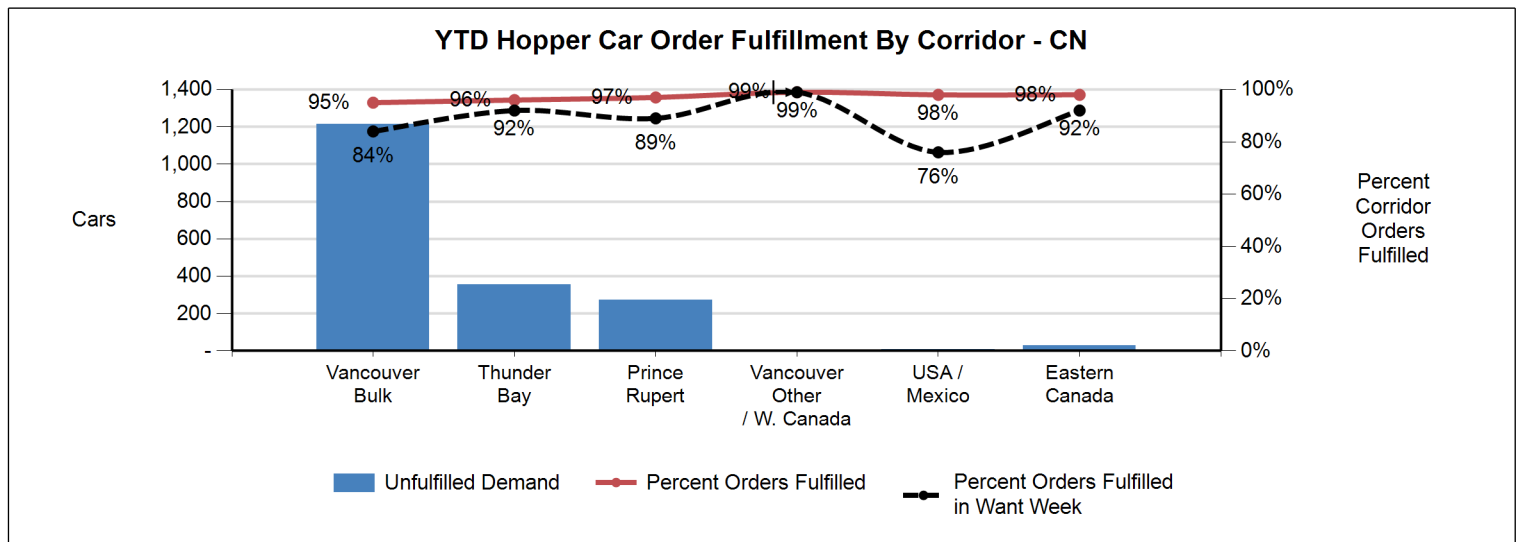
## Corridor Performance

### Total Hopper Car Supply by Corridor for Current Year Orders - To Week 11

Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	%Supplied
CN	Vancouver Bulk	25,184	23,970	(1,214)	95%
	Thunder Bay	9,666	9,312	(354)	96%
	Prince Rupert	8,163	7,890	(273)	97%
	Vancouver Other / W. Canada	183	181	(2)	99%
	USA / Mexico	438	431	(7)	98%
	Eastern Canada	1,305	1,276	(29)	98%
<b>Total</b>		<b>44,939</b>	<b>43,060</b>	<b>(1,879)</b>	<b>96%</b>
CP	Vancouver Bulk	32,127	31,469	(658)	98%
	Thunder Bay	15,227	15,021	(206)	99%
	Vancouver Other / W. Canada	492	476	(16)	97%
	USA / Mexico	2,333	2,326	(7)	100%
	Eastern Canada	298	270	(28)	91%
<b>Total</b>		<b>50,477</b>	<b>49,562</b>	<b>(915)</b>	<b>98%</b>

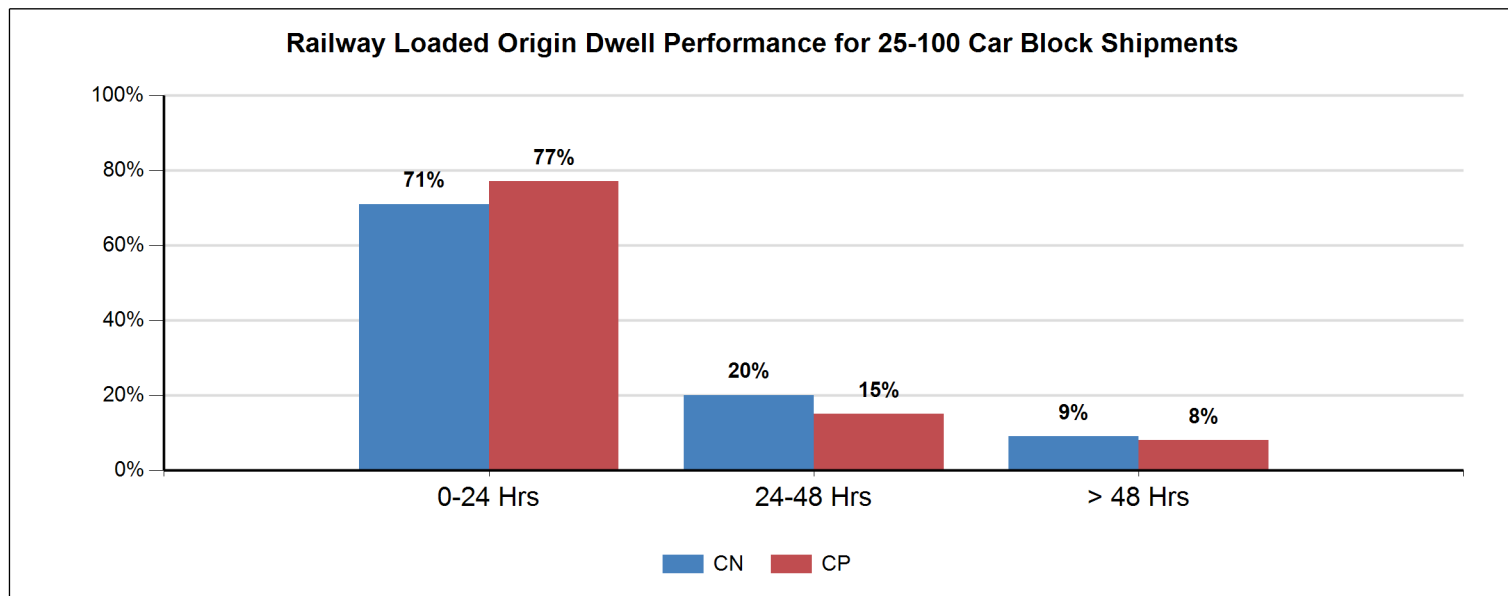
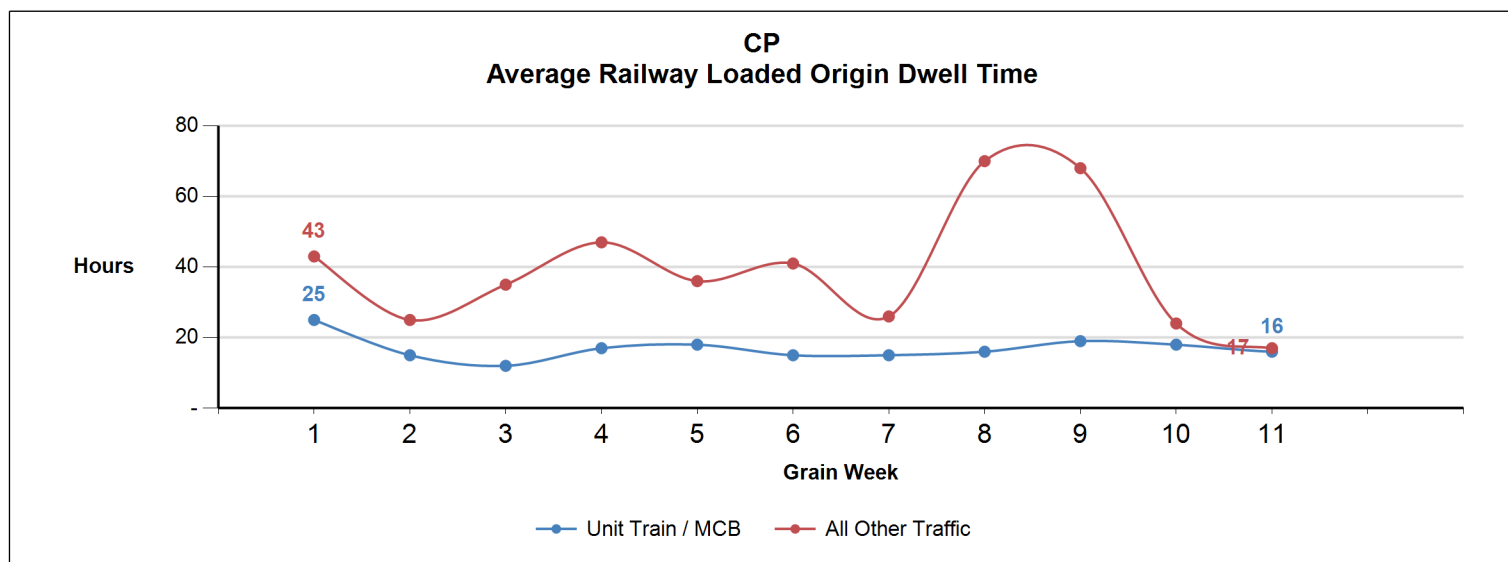
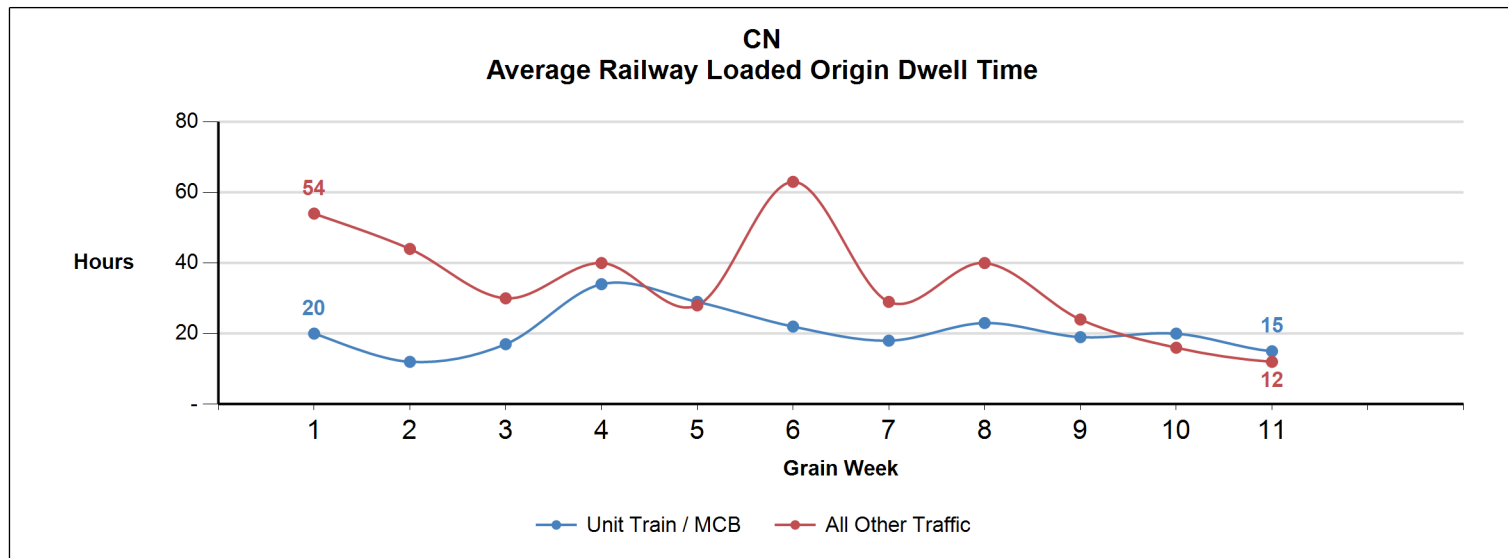
**Hopper Cars Supplied in the Want Week by Corridor - To Week 11**

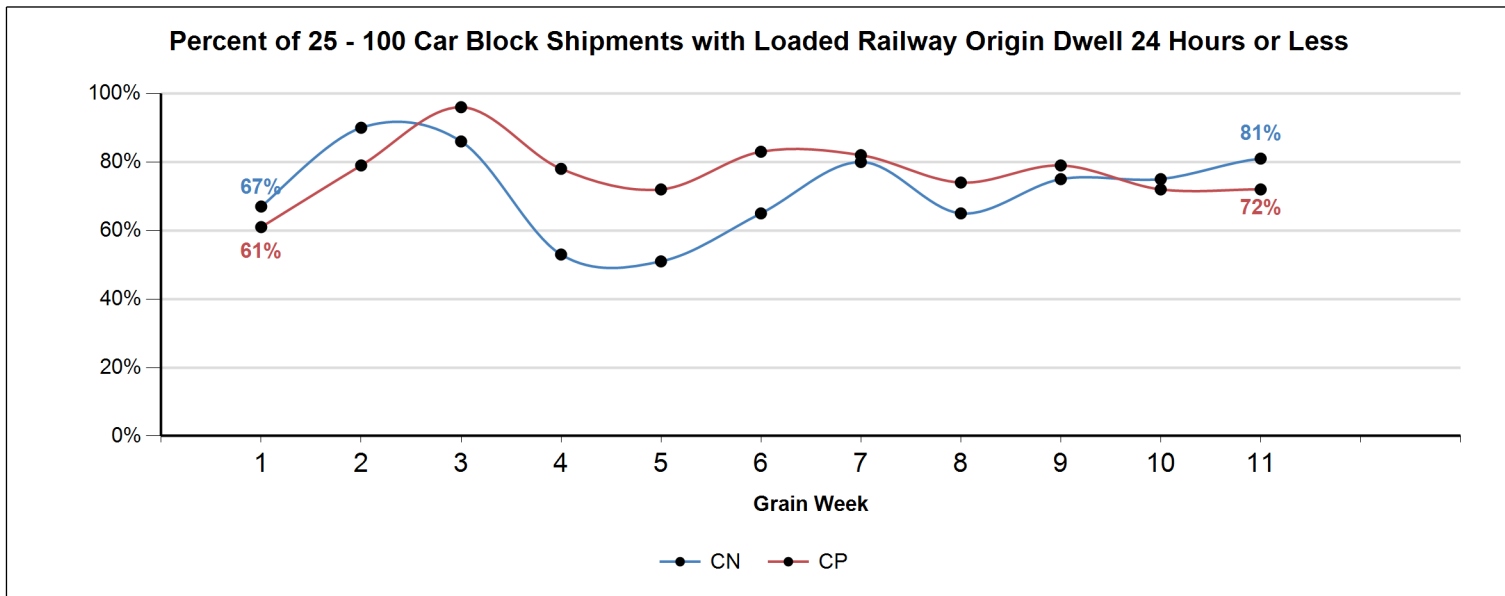
Railway	Corridor	Week 11			Year to Date		
		Ordered	Supplied	%Supplied	Ordered	Supplied	%Supplied
CN	Vancouver Bulk	2,517	2,338	93%	25,184	21,088	84%
	Thunder Bay	1,113	981	88%	9,666	8,917	92%
	Prince Rupert	1,449	1,423	98%	8,163	7,280	89%
	Vancouver Other / W. Canada	5	5	100%	183	181	99%
	USA / Mexico				438	334	76%
	Eastern Canada	102	98	96%	1,305	1,199	92%
<b>CN Total</b>		<b>5,186</b>	<b>4,845</b>	<b>93%</b>	<b>44,939</b>	<b>38,999</b>	<b>87%</b>
CP	Vancouver Bulk	3,676	3,496	95%	32,127	29,056	90%
	Thunder Bay	1,796	1,718	96%	15,227	13,370	88%
	Vancouver Other / W. Canada	17	6	35%	492	391	79%
	USA / Mexico	2	2	100%	2,333	2,030	87%
	Eastern Canada	28	3	11%	298	249	84%
<b>CP Total</b>		<b>5,519</b>	<b>5,225</b>	<b>95%</b>	<b>50,477</b>	<b>45,096</b>	<b>89%</b>



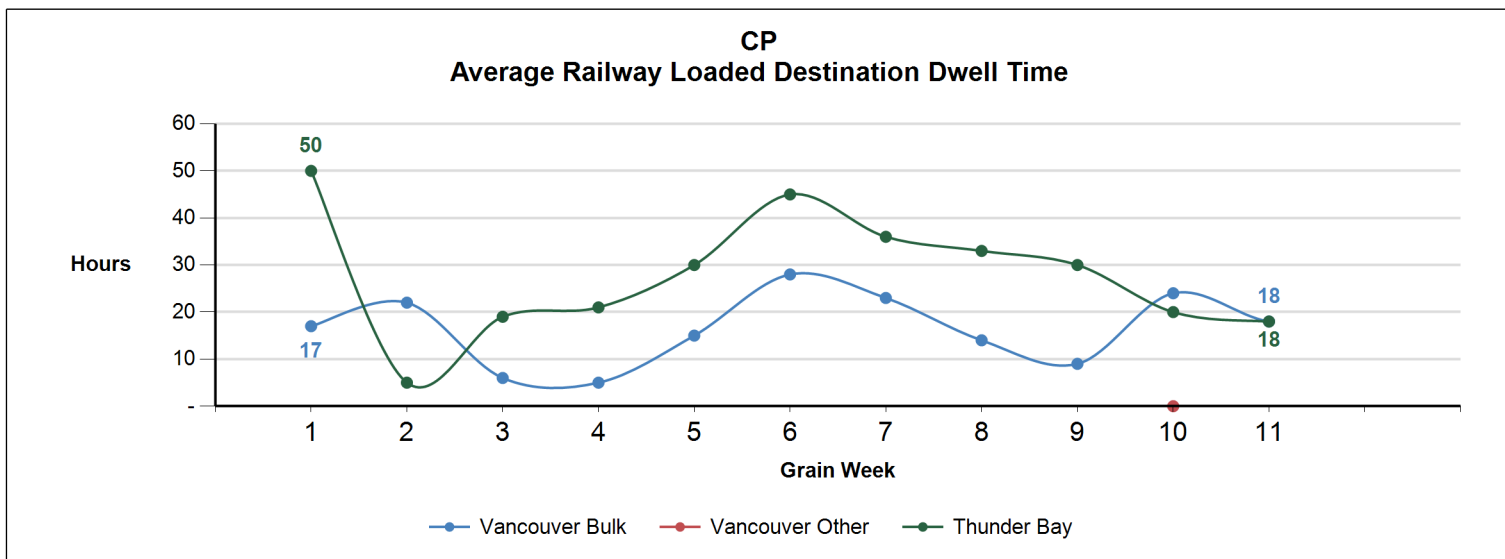
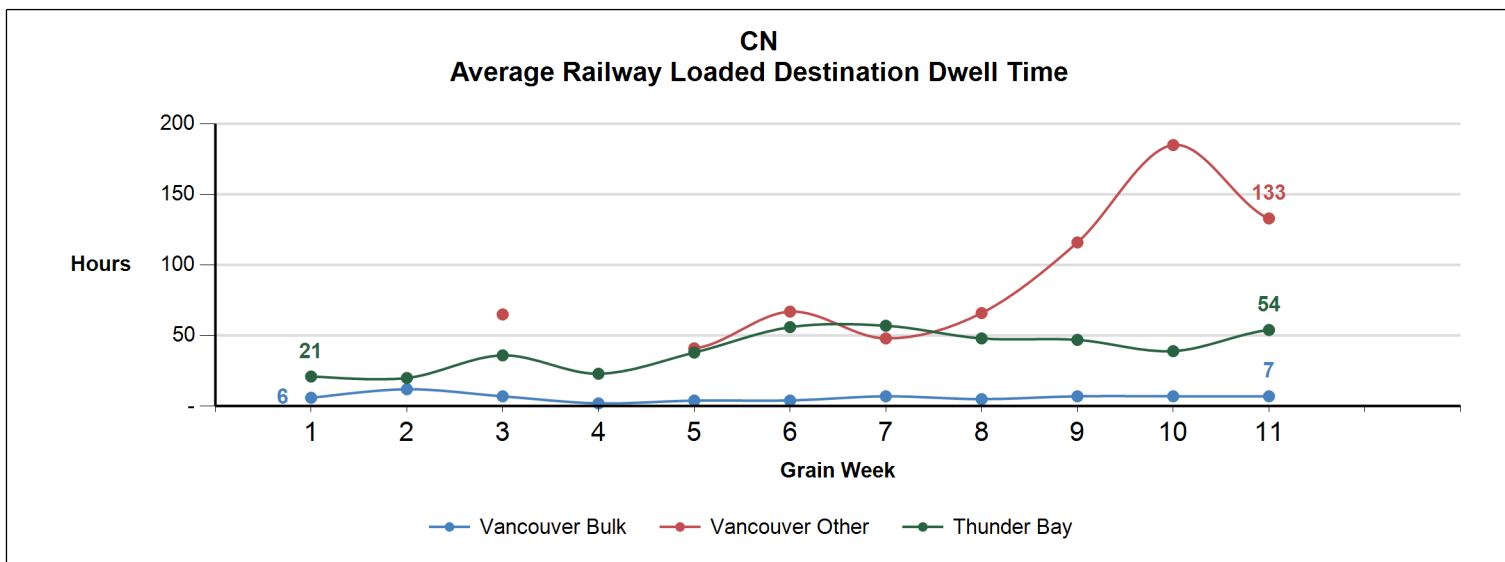


## Origin Dwell Performance



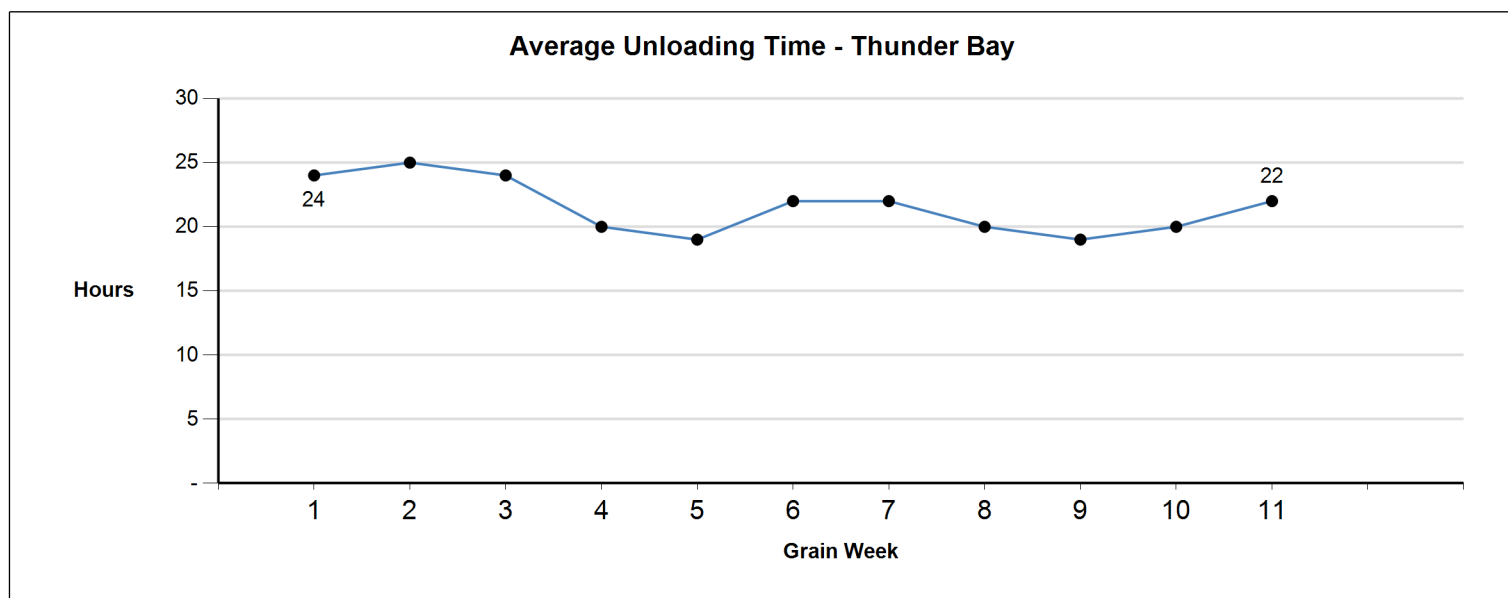
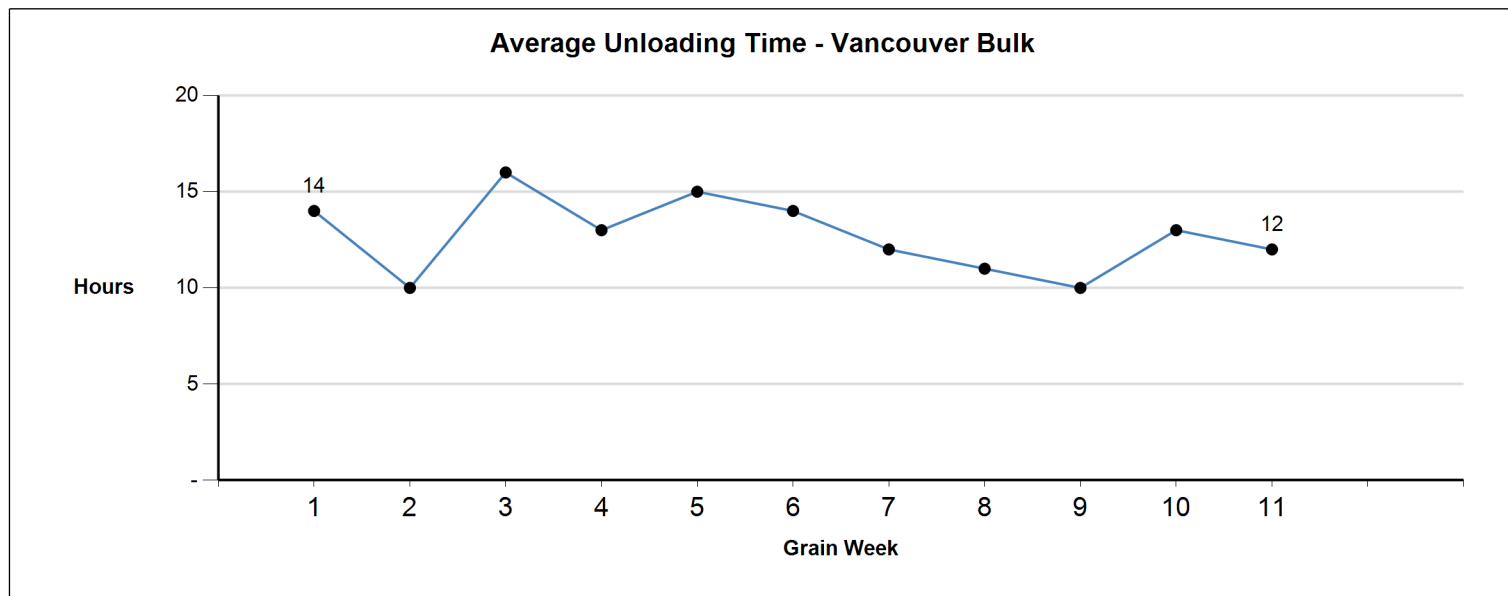


## Destination Dwell Performance





### 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.
Future Week Orders	Orders supplied in a given grain service week that are for orders in weeks after the week for which performance is being reported. – Reference Page 1 – Empty Hopper Cars Supplied
Prior Week Orders	Orders supplied in a given grain service week that are for orders in weeks prior to the week for which performance is being reported. – Reference Page 1 – Empty Hopper Cars Supplied
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.
Unloading Time	The average time elapsed between the placement of a loaded car at the receiver’s facility and the release of the empty car back to the railway.
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.