Week 14 Performance

System order fulfillment performance improved this week with CN and CPKC combined supplying 95% of shipper orders, an improvement from the 93% performance seen in week 13. This marks the fifth consecutive week system performance has been 90% or better with week 14 delivering the best overall performance we have seen thus far this grain year. The improvement this week reflects improved performance for both CN and CPKC.

In supplying 94% of cars ordered by shippers in week 14 CN saw performance improve from the 90% order fulfillment performance seen in week 13. CN performance remains at 90% or better for a second straight week. In supplying 97% of shipper orders this week CPKC performance improved on the 94% order fulfillment performance seen the prior week. CPKC performance remains at 90% or better for a seventh straight week.

In week 14, CN performance improved or remained the same in 4 of 5 corridors relative to last week with only the Thunder Bay corridor seeing a slight decline with the railway supplying 98% of shipper orders, modestly lower than the 99% order fulfillment performance seen in week 13. Across the board this week CN delivered the best performance we have seen from the railway in the 2026-27 grain year to date. All corridors this week saw order fulfillment performance of 90% or better.

CPKC performance improved or remained the same in 3 of 4 corridors relative to last week with only the US corridor seeing a modest decline in performance with the railway supplying 89% of cars ordered as compared to 92% in week 13. More variation in performance across corridors than we would normally see for CPKC with corridor performance ranging from a low of 64% (Vancouver Other) to a high of 100% (Eastern Canada). The Vancouver Other corridor once again lagged the field with the railway supplying only 64% of shipper orders, an improvement from the 17% performance seen a week ago. Once again however this had no impact on overall performance with total demand in that corridor this week at less than 15 total cars.

System demand in week 14 at 10,582 cars was 7% lower than the prior week, falling below the 11,000 car threshold for the first time in seven weeks. Once again demand failed to meet the initial projection of 11,500 cars. CN demand at 5,050 cars was 2% lower than the prior week and lower than the initial projection of 5,500 cars. CPKC demand at 5,532 cars was 10% lower than the prior week falling short of initial projections of 5,900 cars. Current projections see system demand remaining high, rising to 11,100 cars in each of the next two weeks.

CN and CPKC combined spotted 10,684 cars in week 14, a 5% decline from the prior week with car spotting surpassing 10,000 cars for a seventh consecutive week. CN and CPKC each seeing empty car spotting decline this week with CN car spotting dipping 5% and CPKC spotting declining 4% as compared to week 13.

CN

- CN supplied 94% of hopper cars ordered for week 14, an improvement from the 90% performance seen in week 13.
- For week 14 CN supplied 4,733 of 5,050 cars ordered, failing to supply 317 cars ordered.
- During week 14, CN supplied a total of 5,045 hopper cars including 312 for previously outstanding orders.
- CN's performance across individual shippers improved this week with 83% of shippers receiving 98% or more of cars ordered.
- Week 14 demand at 5,050 cars was 2% lower than the prior week.
- Preliminary data indicate demand will rise to 6,000 cars in week 15 and then decline to 5,100 cars in week 16.
- Heading into week 15 CN has 104 outstanding orders, an improvement from the 312 outstanding orders they had coming into the week.

CPKC

- CPKC fulfilled 97% of hopper car orders for week 14, an improvement from the 94% performance seen in week 13.
- For week 14, CPKC supplied 5,369 of 5,532 cars ordered, failing to supply 163 cars ordered.
- During week 14, CPKC supplied a total of 5,639 hopper cars including 269 for previously outstanding orders.
- Performance across individual shippers improved this week with 75% of shippers receiving 97% or more of cars ordered with all other shippers seeing order fulfillment rates of 79 - 88%.
- At 5,532 cars ordered in week 14 shipper demand was 10% lower than the prior week.
- Preliminary data indicate that demand for CPKC will decline to 5,000 cars in week 15 and then rise to 5,900 cars in week 16. As always readers are cautioned that forward looking estimates of CPKC demand can change significantly due to the planning of Dedicated Trains by individual shippers.
- Heading into week 15 CPKC has 84 outstanding orders, an improvement from the 283 outstanding orders they had coming into the week.

Railway Hopper Car Rationing/Cancellations

CN

- CN cancelled 104 hopper car orders in week 14. CN has now rationed shipper orders in twelve of the first fourteen weeks of the current grain year.
- Preliminary indications from shippers are that the railway is not rationing shipper orders in weeks 15 and 16.
- Year to date for the 2026-27 grain year CN has rationed 2,611 shipper orders as compared to 857 the year prior.

CPKC

- CPKC cancelled no hopper car orders in week 14.
- Preliminary indications from shippers are that the railway is not rationing shipper orders in weeks 15 and 16.
- Year to date for the 2026-27 grain year CPKC has rationed 380 shipper orders as compared to 143 for the same period last year.

AG TRANSPORT COALITION

Weekly Performance Update - To Grain Week 20262027 - 14 (Nov 1 - Nov 8)

Covering 90% of grain movement originating in Western Canada

Performance Dashboard

Hopper Car Demand

	Week 14			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	5,050	4,782	268	65,494	4,678	59,953	4,282	5,541	395
CPKC	5,532	4,713	819	77,229	5,516	65,904	4,707	11,325	808
	10,582	**9,495**	**1,087**	**142,723**	**10,194**	**125,857**	**8,989**	**16,866**	**1,203**

Cars Shipped

Railway	Corridor	Week 14	YTD
CN	N.A. Domestic	260	2,370
	Prince Rupert	1,397	12,966
	Thunder Bay	730	12,688
	Vancouver	2,853	33,764
	Total	**5,240**	**61,788**
CPKC	N.A. Domestic	395	5,546
	Thunder Bay	1,093	19,976
	Vancouver	3,793	49,114
	Total	**5,281**	**74,636**

Empty Hopper Cars Supplied - Week 14 (All Want Weeks)

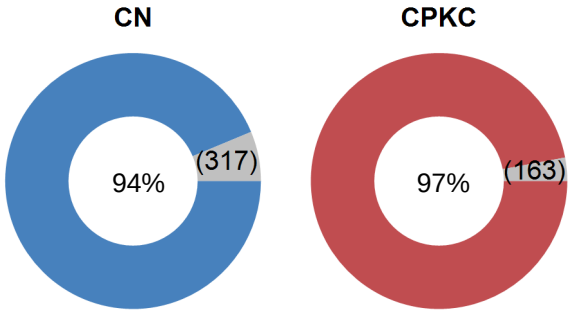
	Current Week Orders		Prior Week Orders		Future Week Orders		Total Cars Supplied	
	This Year	Last Year	This Year	Last Year	This Year	Last Year	This Year	Last Year
CN	4,733	4,693	312	324			5,045	5,017
CPKC	5,369	4,543	269	232	1	10	5,639	4,785
	10,102	**9,236**	**581**	**556**	**1**	**10**	**10,684**	**9,802**

Supplied by Block Size

Block Size	Week 14 CN	Week 14 CPKC	Week 14 Total	Year to Date CN	Year to Date CPKC	Year to Date Total
1	2%	1%	2%	2%	1%	2%
25	3%	0%	2%	3%	0%	1%
50	3%	1%	2%	2%	1%	1%
100	92%	97%	95%	93%	97%	95%

Current Week Order Fulfillment

	CN	CPKC	Total
Current Week Hopper Car Demand	5,050	5,532	10,582
Current Week Order Fulfillment			
Supplied in Current Week	4,733	5,369	10,102
Supplied Early			
Total Cars Supplied for Want Week	**4,733**	**5,369**	**10,102**
Current Week Unfulfilled Demand	(317)	(163)	(480)
% Current Week Orders Supplied	94%	97%	95%



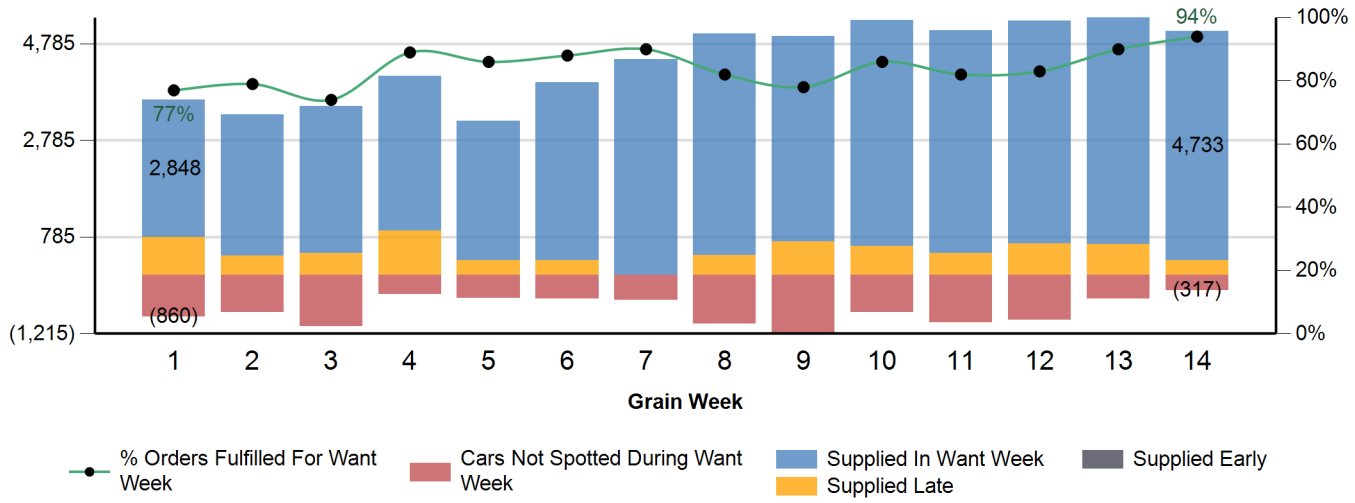
Loaded Dwell Time (Hours) at Origin (All Traffic)

	Week 14		Year to Date	
	This Year	Last Year	This Year	Last Year
CN	15	24	14	22
CPKC	17	15	23	18

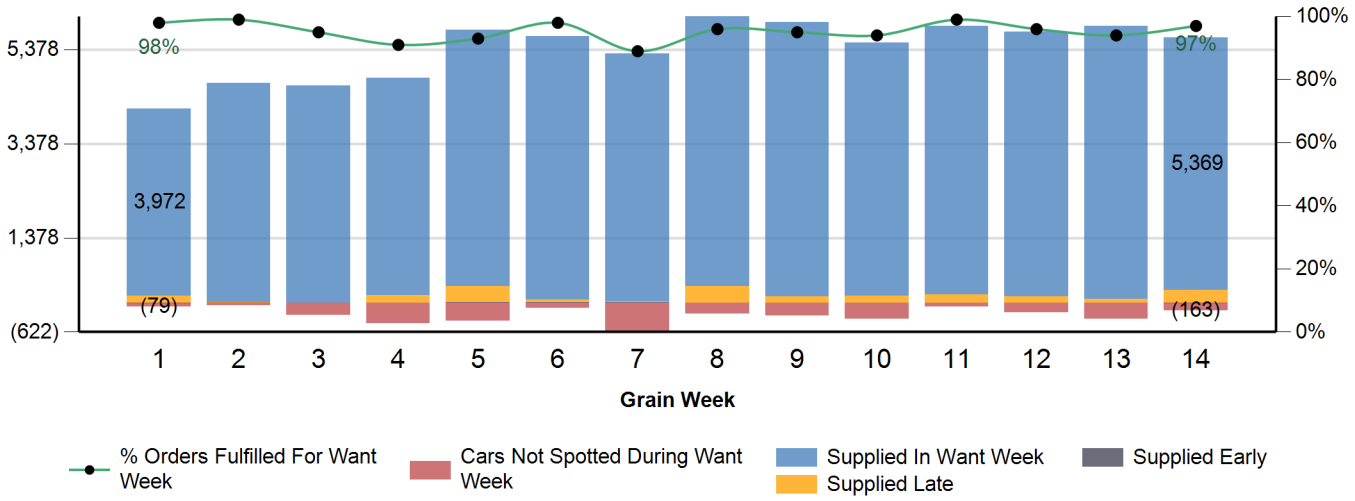
Dwell Time (Hours) at Destination (All Traffic)

		Week 14		Year to Date	
		This Year	Last Year	This Year	Last Year
Vancouver	CN	5	12	7	7
	CPKC	31	16	18	19
Thunder Bay	CN	36	32	49	44
	CPKC	29	46	29	31

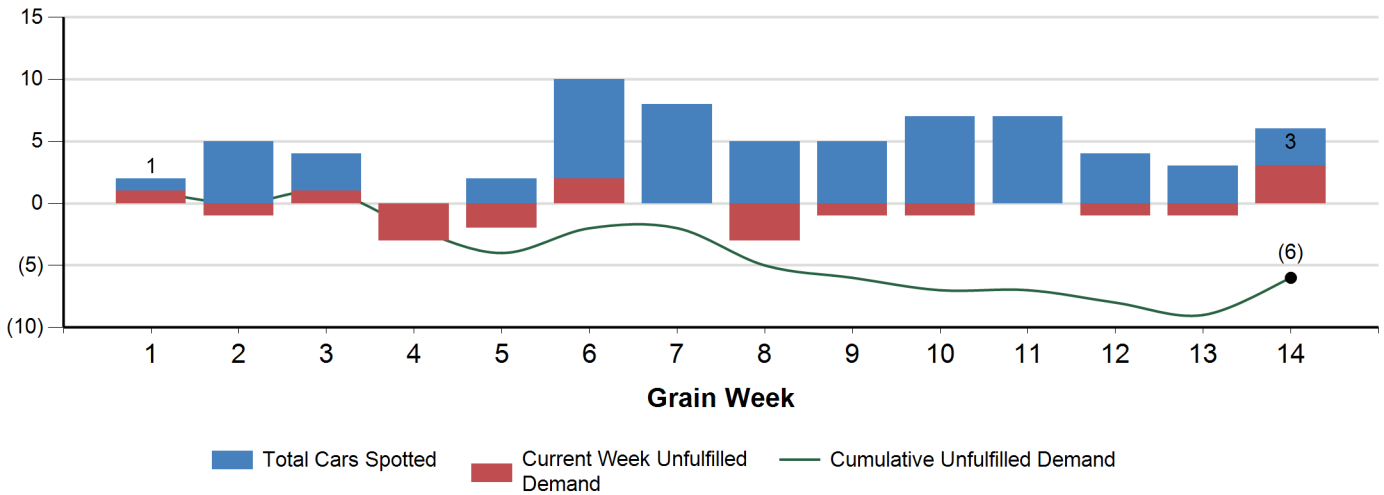
CN Weekly Hopper Car Supply

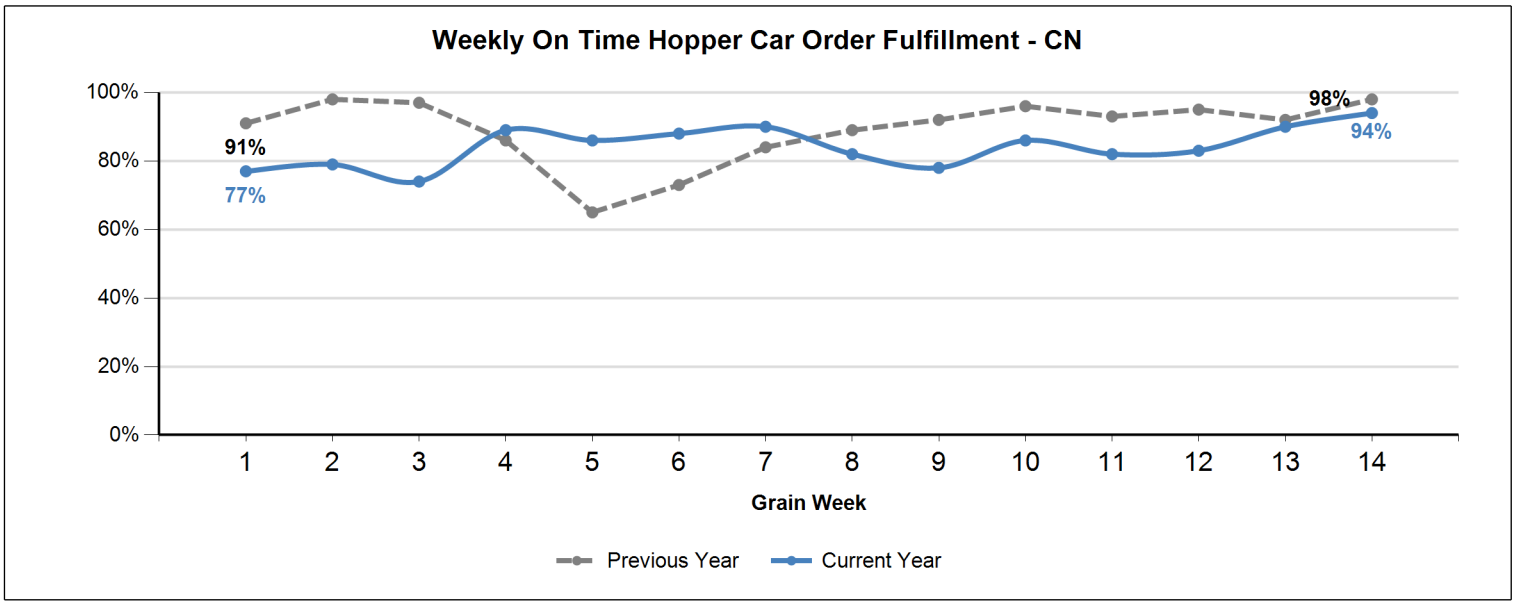


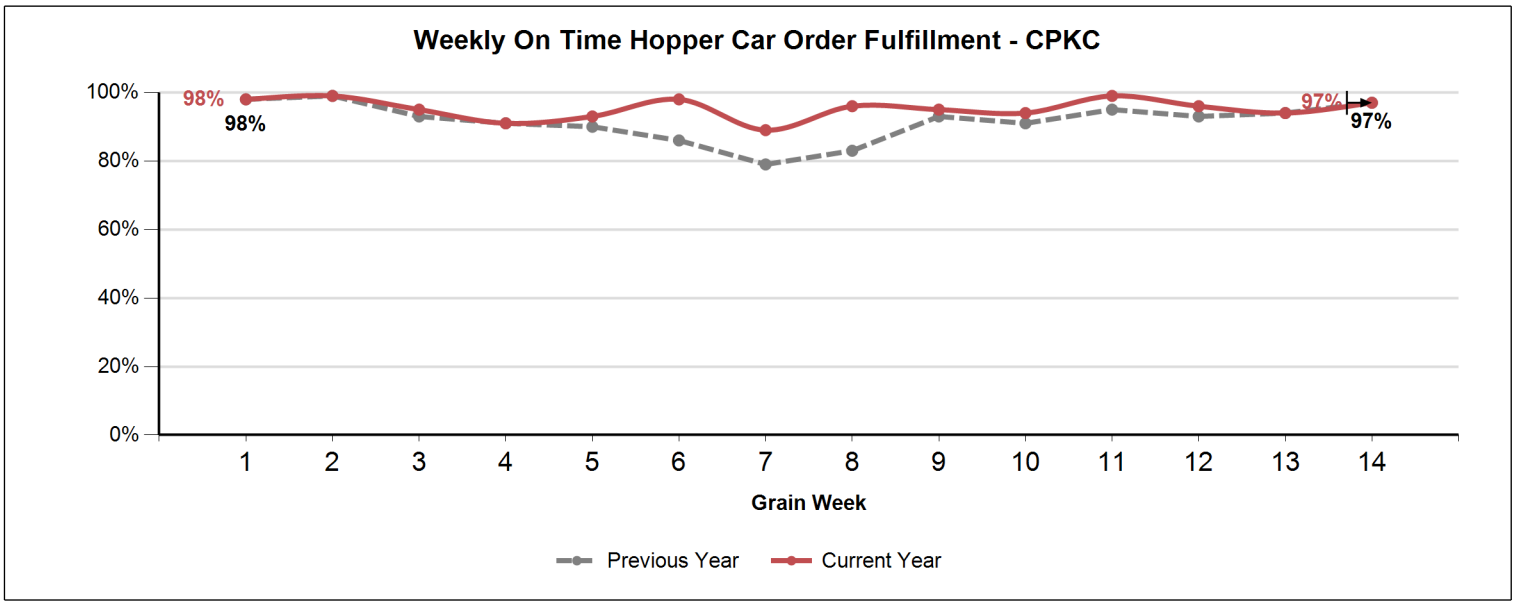
CPKC Weekly Hopper Car Supply

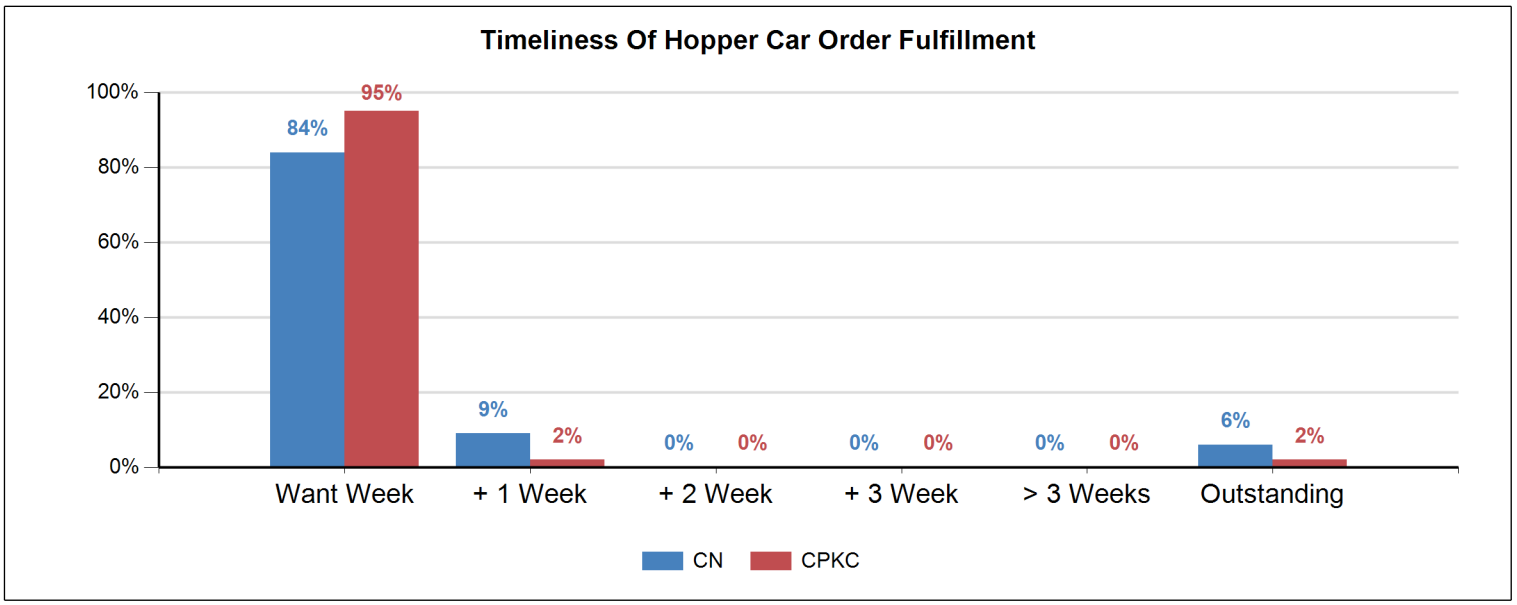


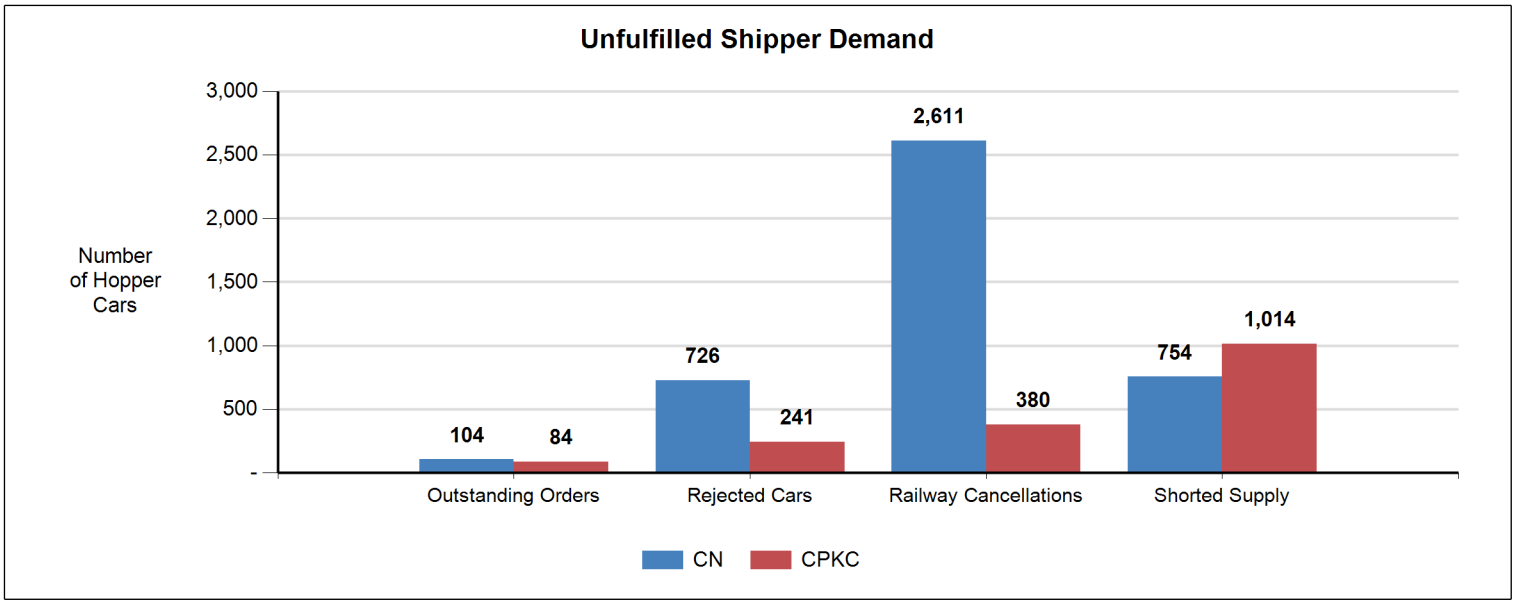
Total Boxcar Supply - Grain Year 2026 - 2027




Weekly On Time Hopper Car Order Fulfillment - CN
100%
80%
60%
40%
20%
0%
1
2
3
4
5
6
7
8
9
10
11
12
13
14
Grain Week
91%
77%
98%
94%
Previous Year
Current Year


Weekly On Time Hopper Car Order Fulfillment - CPKC
100%
80%
60%
40%
20%
0%
1
2
3
4
5
6
7
8
9
10
11
12
13
14
Grain Week
98%
98%
97%
97%
Previous Year
Current Year


Timeliness Of Hopper Car Order Fulfillment
100%
80%
60%
40%
20%
0%
84%
95%
9%
2%
0%
0%
0%
0%
0%
0%
6%
2%
Want Week
+ 1 Week
+ 2 Week
+ 3 Week
> 3 Weeks
Outstanding
CN
CPKC



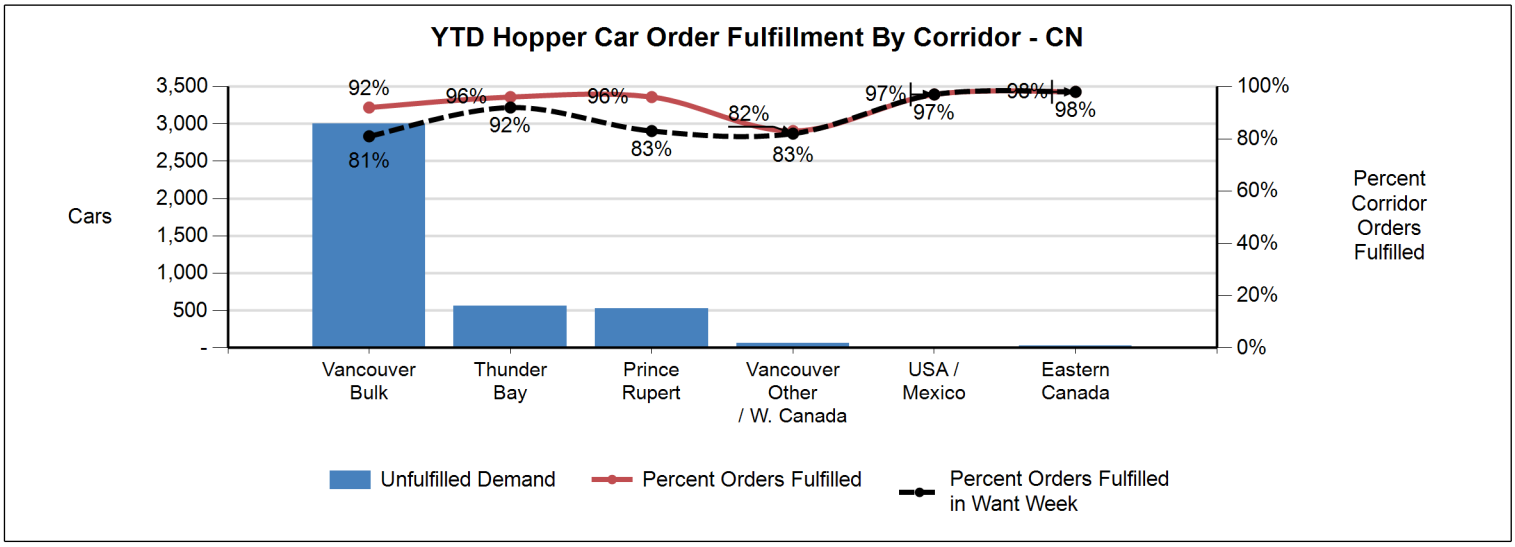
Corridor Performance

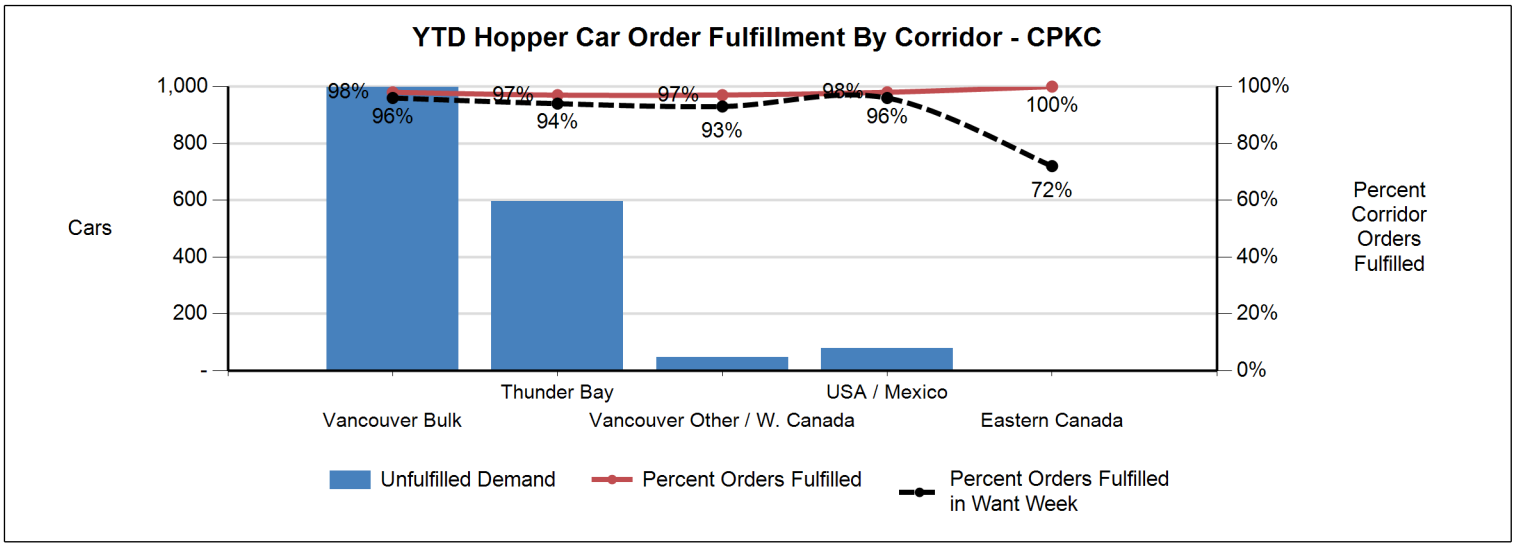
Total Hopper Car Supply by Corridor for Current Year Orders - To Week 14

Railway	Corridor	Ordered	Supplied	Unfulfilled Demand	%Supplied
CN	Vancouver Bulk	36,473	33,469	(3,004)	92%
	Thunder Bay	13,181	12,617	(564)	96%
	Prince Rupert	13,323	12,797	(526)	96%
	Vancouver Other / W. Canada	352	292	(60)	83%
	USA / Mexico	414	403	(11)	97%
	Eastern Canada	1,751	1,721	(30)	98%
Total		**65,494**	**61,299**	**(4,195)**	**94%**
CPKC	Vancouver Bulk	50,693	49,696	(997)	98%
	Thunder Bay	20,719	20,123	(596)	97%
	Vancouver Other / W. Canada	1,494	1,448	(46)	97%
	USA / Mexico	4,144	4,065	(79)	98%
	Eastern Canada	179	179	-	100%
Total		**77,229**	**75,511**	**(1,718)**	**98%**

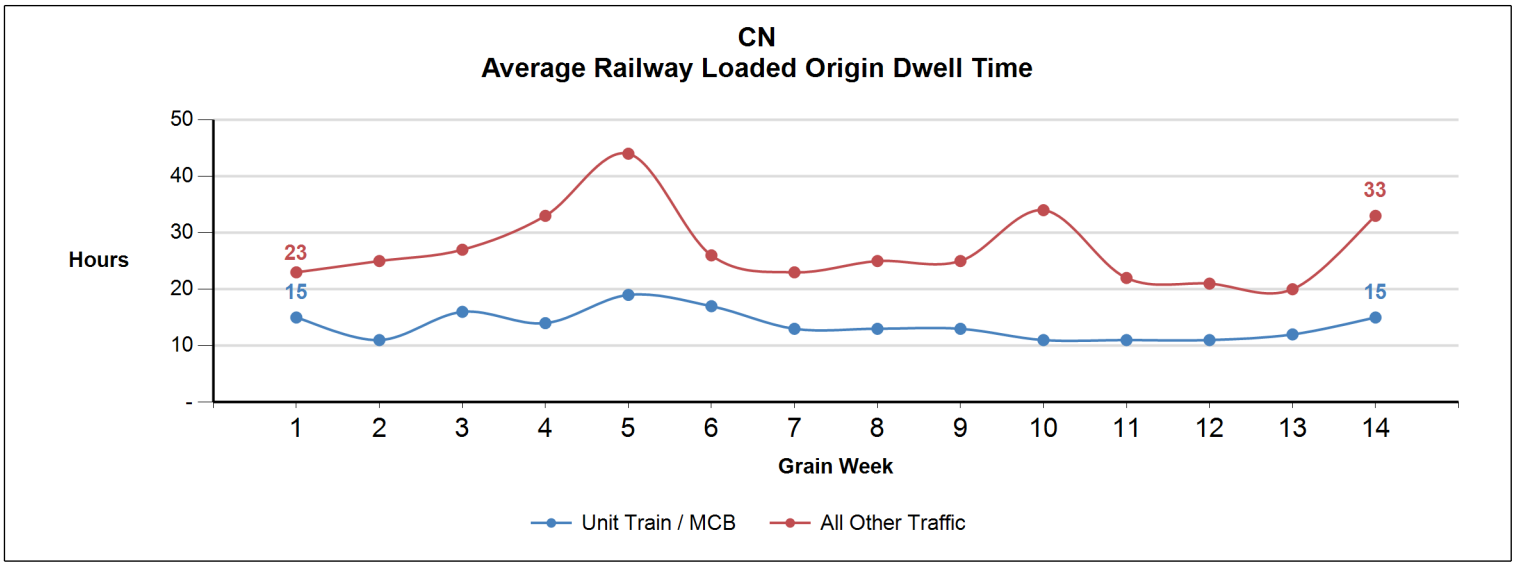
Hopper Cars Supplied in the Want Week by Corridor - To Week 14

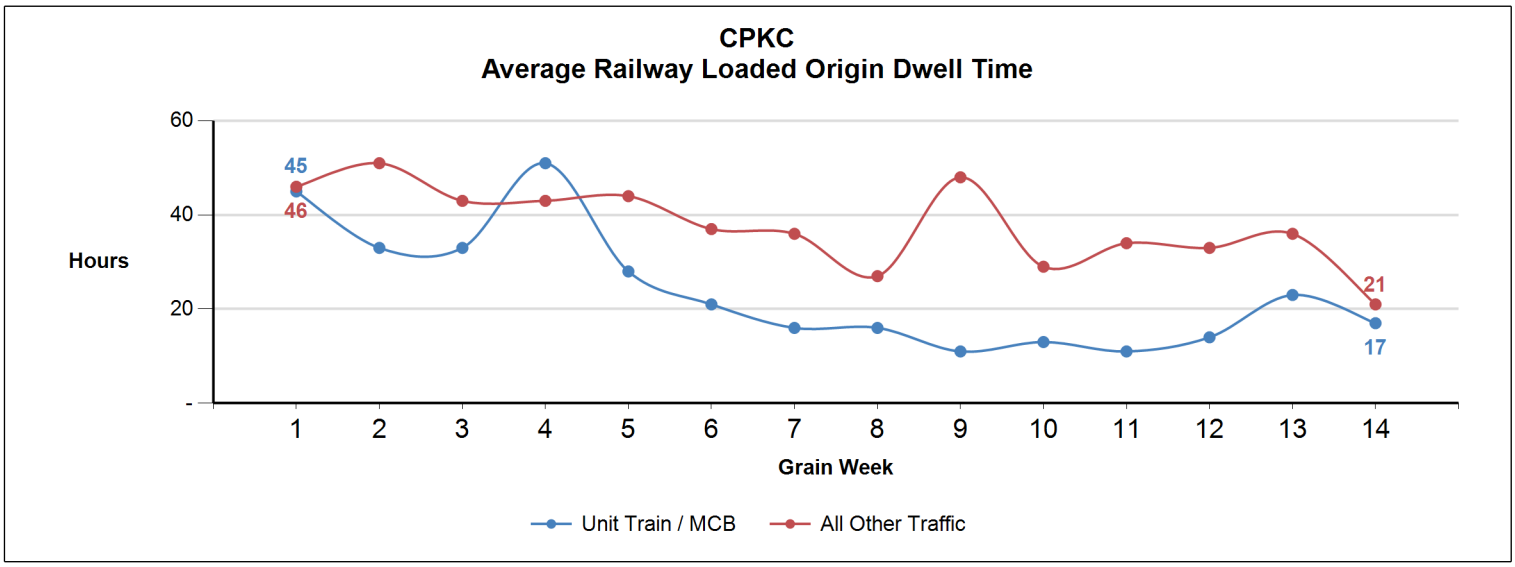
		Week 14			Year to Date		
Railway	**Corridor**	**Ordered**	**Supplied**	**%Supplied**	**Ordered**	**Supplied**	**%Supplied**
CN	Vancouver Bulk	2,846	2,571	90%	36,473	29,634	81%
	Thunder Bay	1,015	996	98%	13,181	12,072	92%
	Prince Rupert	1,033	1,013	98%	13,323	11,065	83%
	Vancouver Other / W. Canada	7	7	100%	352	287	82%
	USA / Mexico				414	403	97%
	Eastern Canada	149	146	98%	1,751	1,711	98%
	CN Total	**5,050**	**4,733**	**94%**	**65,494**	**55,172**	**84%**
CPKC	Vancouver Bulk	4,066	4,006	99%	50,693	48,680	96%
	Thunder Bay	1,079	1,010	94%	20,719	19,448	94%
	Vancouver Other / W. Canada	14	9	64%	1,494	1,392	93%
	USA / Mexico	263	234	89%	4,144	3,966	96%
	Eastern Canada	110	110	100%	179	129	72%
	CPKC Total	**5,532**	**5,369**	**97%**	**77,229**	**73,615**	**95%**

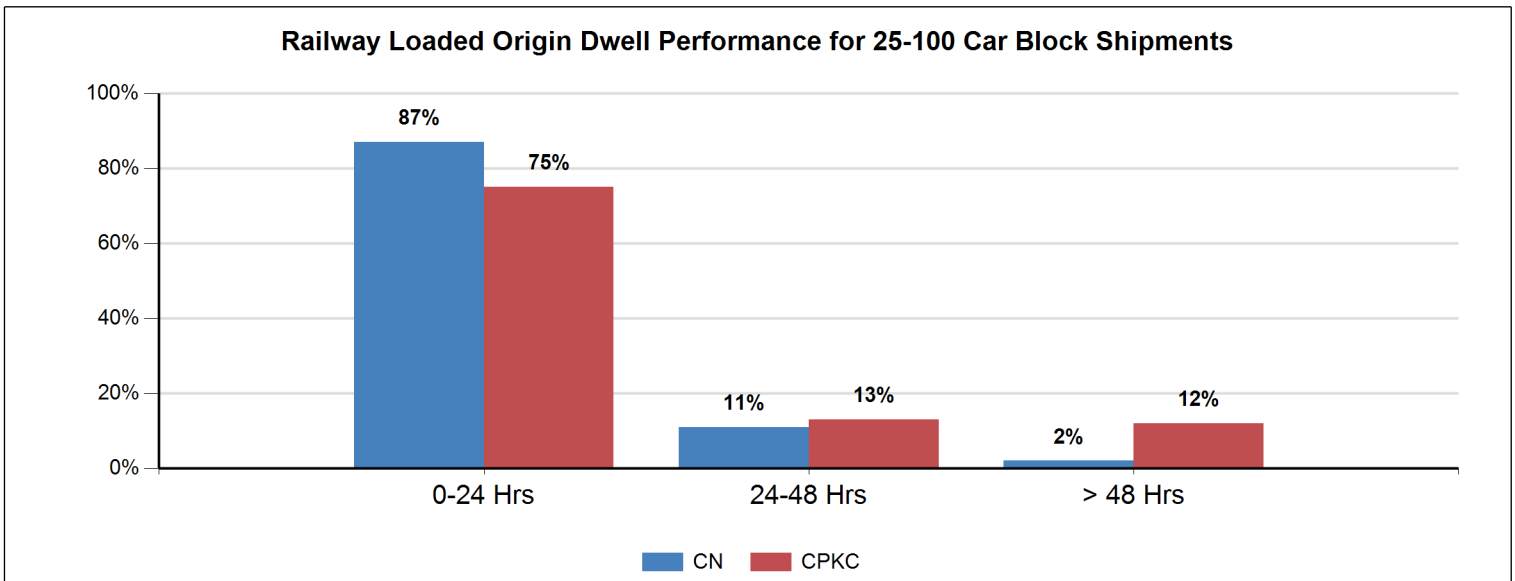


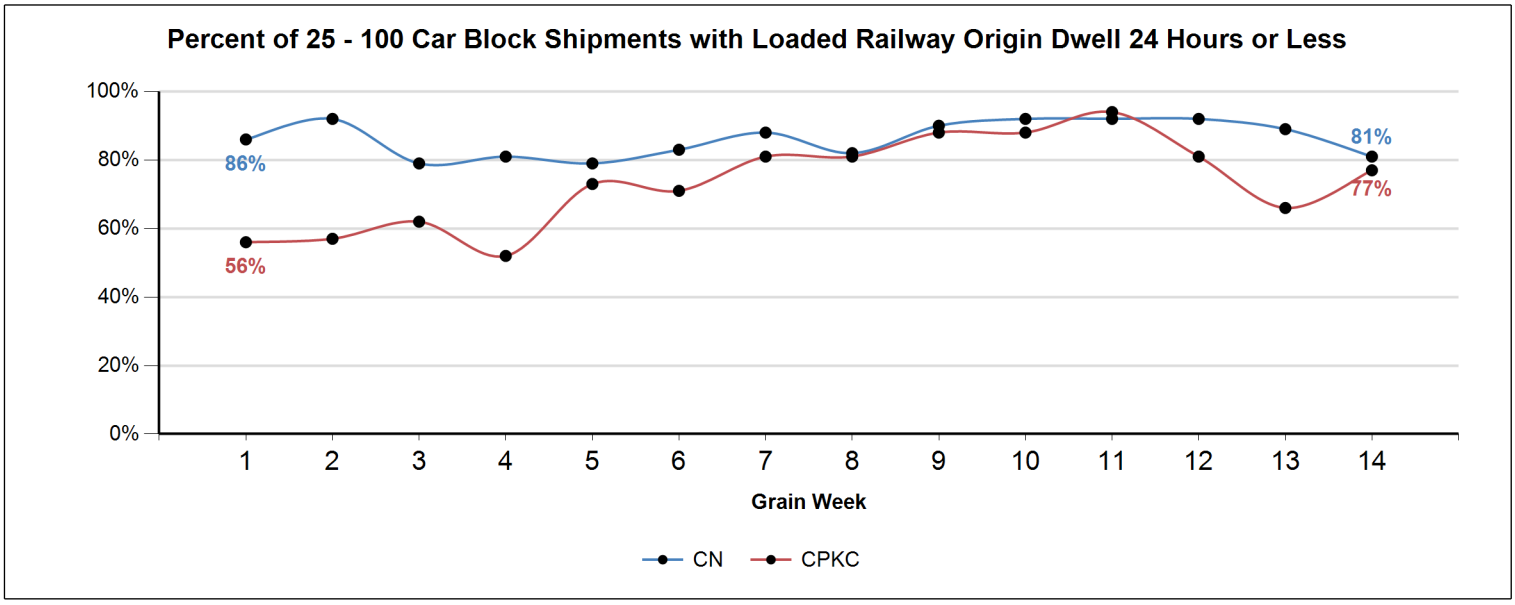


Origin Dwell Performance

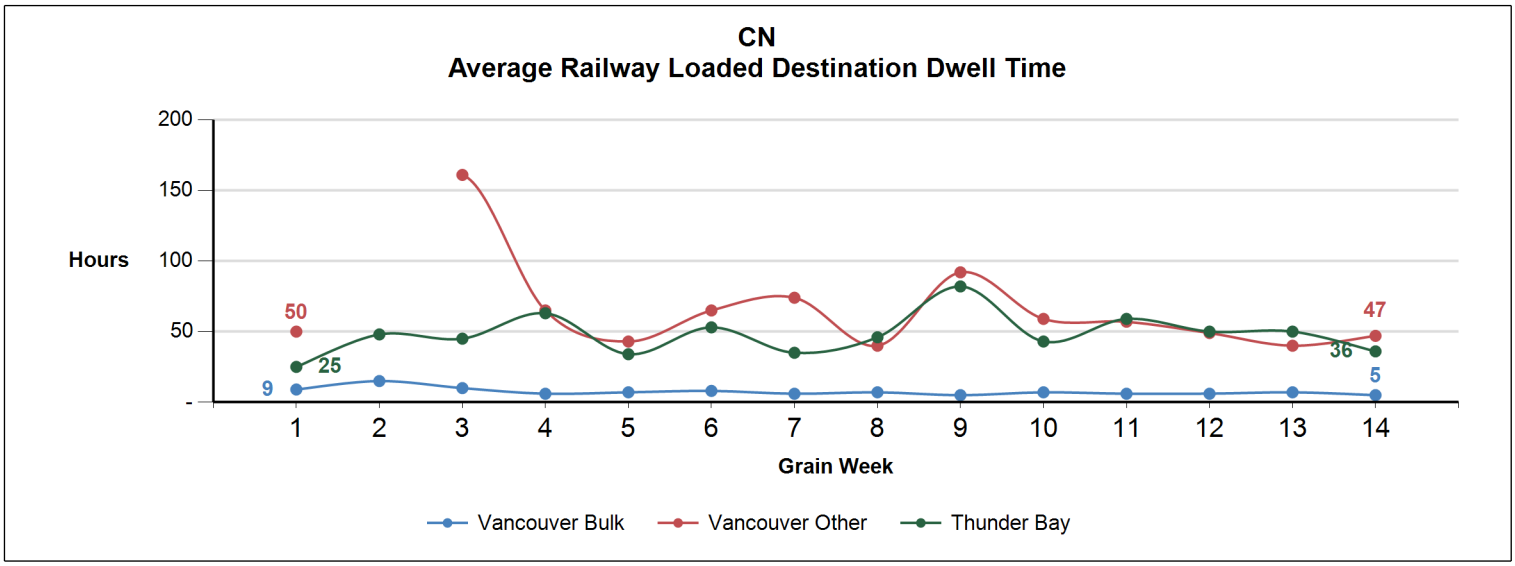


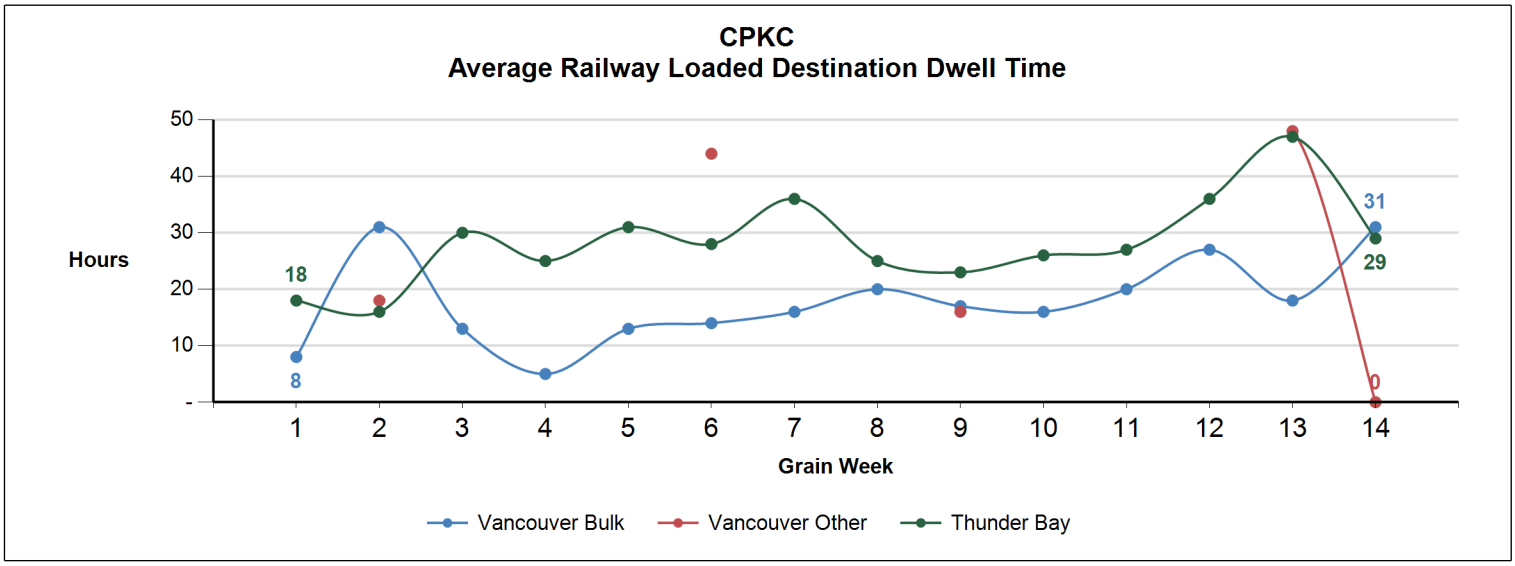




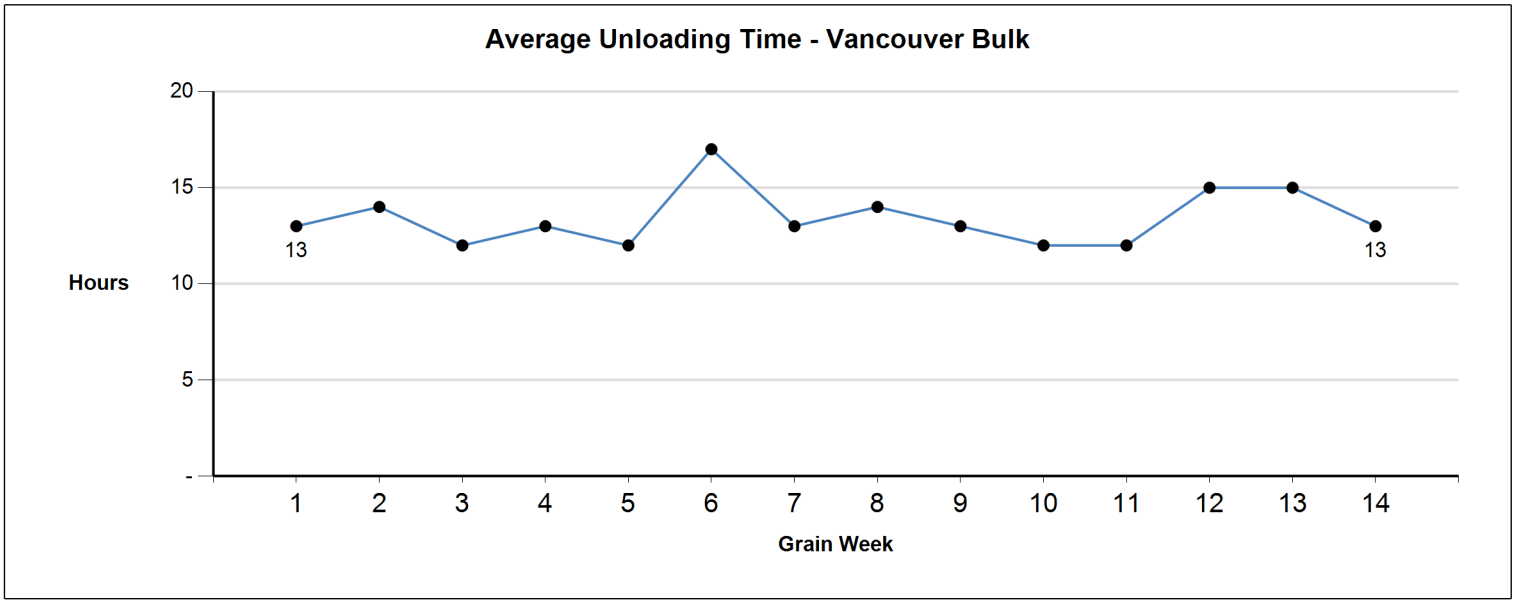


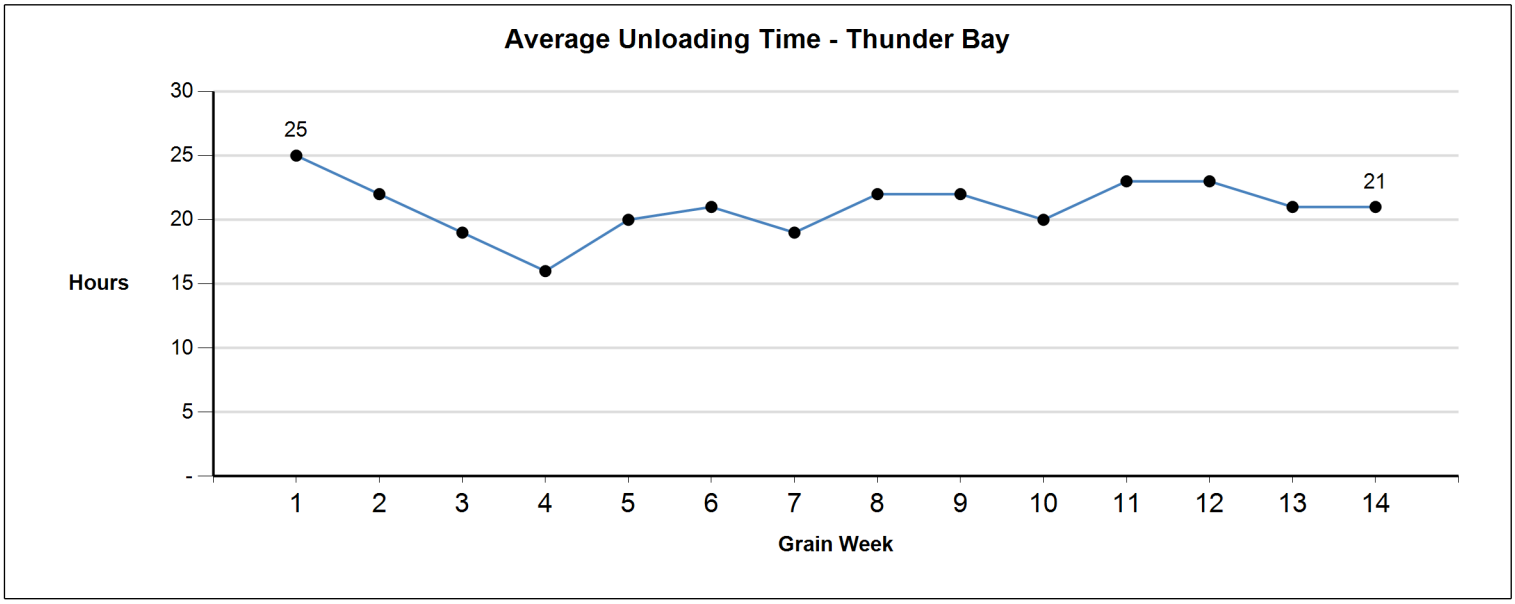
Destination Dwell Performance





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.