



Update on Western Canadian Grain – Crop Year 2025-26 Week 10

Summary:

CN shipped over 805,000 metric tonnes of grain and processed products in week 10, marking the third consecutive week above 800,000 tonnes of grain movement. This figure is 8% higher than supply chain targets and 4% above the three-year average. No major supply chain challenges last week as CN remains focused on moving the strong demand expected throughout the fall.

CN Maximum Sustainable End-to-End Supply Chain Capacity Guidance

The capacity of Canada's grain supply chain varies through the crop year, and multiple factors place a real limit on the volume of grain that can move through the system at any point in time. The maximum sustainable capacity of the grain supply chain is also a function of the capacity and operational efficiency of the individual pieces of that supply chain, from origin to destination.

It is CN's view that on a sustained basis, the end-to-end grain supply chain can accommodate up to 7,800 cars (or up to 744,000 metric tonnes) per week of bulk grain and processed grain products outside of winter, of which approximately 900 cars per week are anticipated to be shipments of processed grain products. These maximum end-to-end grain supply chain capacity levels on CN assume that multiple conditions must be in place to achieve these levels. These conditions include, but are not limited to, those noted in the chart below:

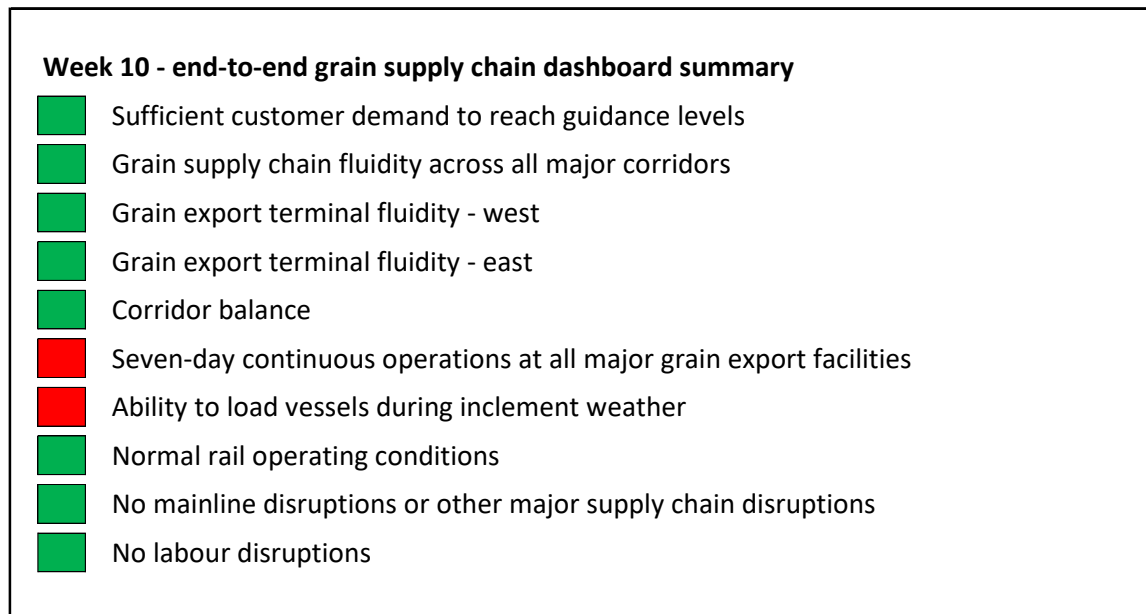


Figure 1. Weekly dashboard – conditions required to achieve maximum sustainable capacity guidance

Continuous operations at all grain export facilities:

- Prince Rupert Grain terminal does not operate 24/7

Vessel loading during inclement weather:

- Limited ability to load vessels in rain

Bulk grain movement:

For grain shipment week 10, CN shipped 7,607 bulk hopper cars, surpassing 100% of the maximum sustainable supply chain capacity guidance of 6,900 bulk hopper cars.

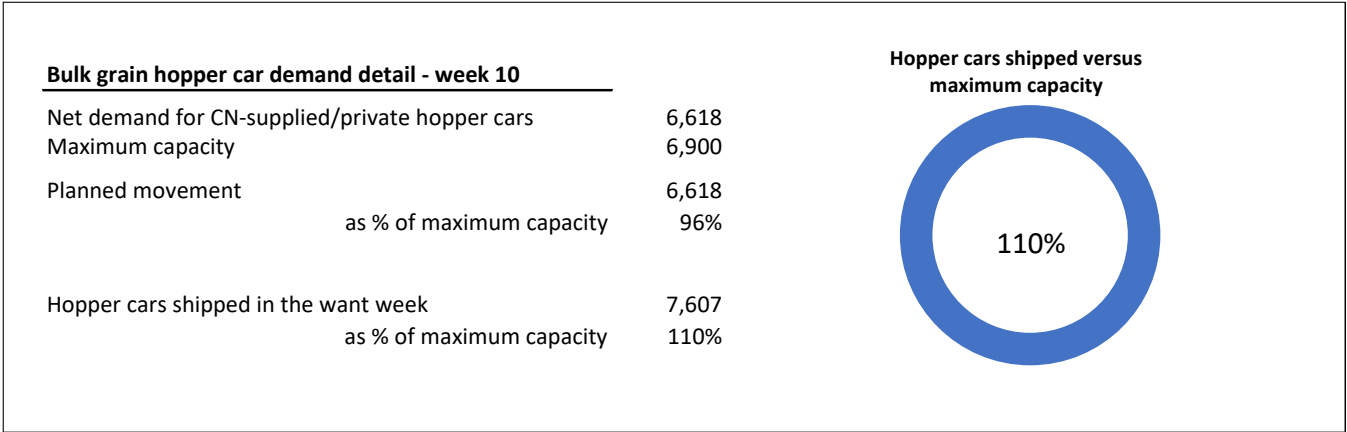


Figure 2. Bulk grain hopper car demand and demand fulfillment

CROP YEAR-TO-DATE SUMMARIES



Figure 3. Crop year-to-date shipments of grain and processed grain products from western Canada

CN moved 5.6 MMT of western Canadian bulk grain through week 10 of Crop Year 2025-26. This tonnage is 6% above the prior three-year average, but 8% below last year.

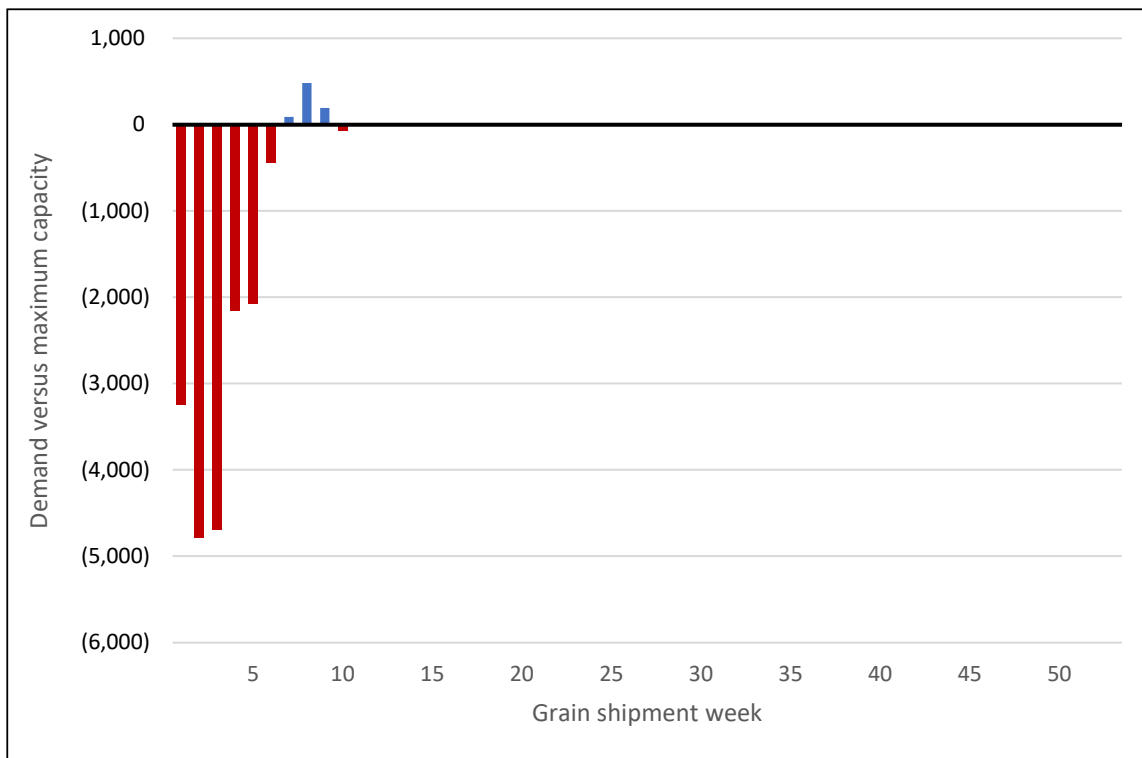


Figure 4. Customer demand for bulk grain movement via hopper car in relation to maximum end-to-end sustainable supply chain capacity on CN for bulk grain movement

Approximately 16,700 hopper cars worth of available grain supply capacity on CN went unutilized through week 10 of the crop year, representing approximately 1.6 million metric tonnes.

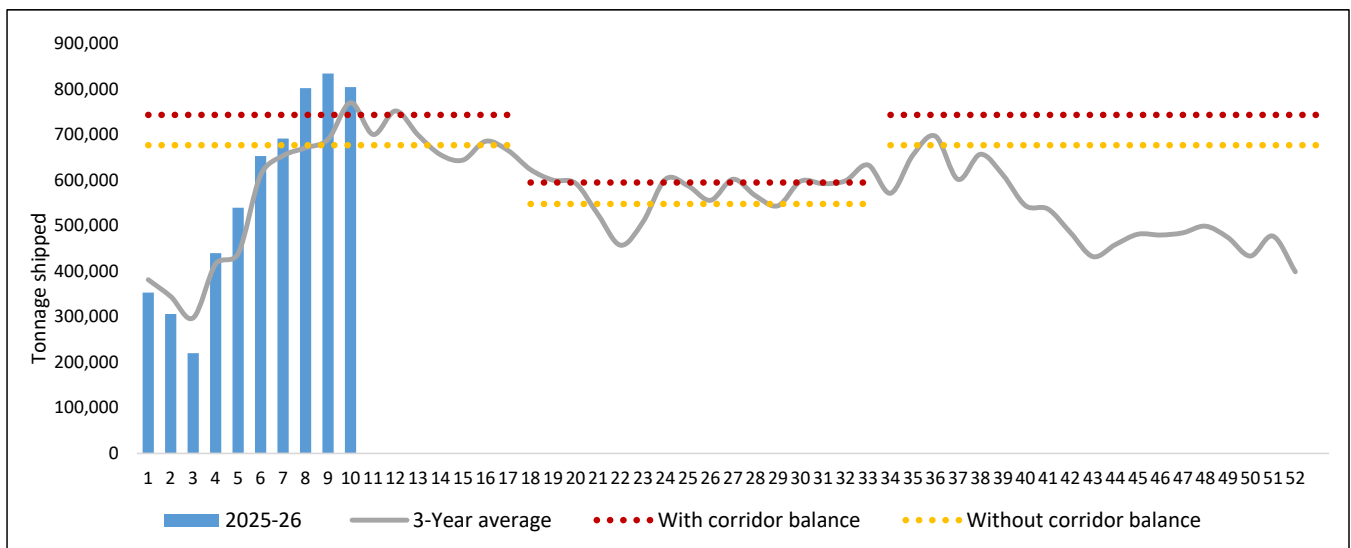


Figure 5. Weekly shipments of grain and processed grain products from western Canada on CN versus maximum end-to-end sustainable supply chain capacity guidance

GRAIN SHIPMENT WEEK 10 – SHIPMENTS OF GRAIN AND PROCESSED GRAIN PRODUCTS

	Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Total	Carloads
Week 10 (metric tonnes)							
All Grain Supply Chains	516,463	127,098	100,399	0	61,152	805,113	8,350
YTD Shipments (<i>million metric tonnes</i>)							
Common Hopper Fleet	2.4	0.6	0.9	0.0	0.3	4.1	42,915
Customer-supplied equipment ¹	0.9	0.0	0.0	0.0	0.5	1.5	15,644
Total ^{2,3}	3.3	0.6	0.9	0.0	0.8	5.6	58,559
¹ includes bulk and processed grain moving in hopper cars and vegetable oil moving in tank cars ² Totals above exclude bulk or processed grain shipped in intermodal containers ³ Totals may not add up due to rounding							

Figure 6. Shipments of grain and processed products from Western Canada on CN by primary destination and equipment type

COMMON CN-SUPPLIED HOPPER FLEET DETAIL

A. Car Demand and Order Planning

- Week 10 net car orders were 5,612. Changes to grain shipment demand in week 10 included:
 - Zero orders rationed
 - 173 orders cancelled throughout week 10

		Week 10 Complete (Oct 05 to Oct 11)					Totals	Week 11 Latest	Week 12 Preliminary
Common Hopper Fleet		Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic			
Demand	Total Customer Orders	2,978	1,336	1,248	0	223	5,785	5,790 ⁽²⁾	6,021 ⁽²⁾
	Invalid Customer Orders	0	0	0	0	0	0		
	Terminal Authorized Orders ⁽¹⁾	2,978	1,336	1,248	0	223	5,785 ⁽¹⁾		
	Cancelled Orders	(141)	(18)	(14)	0	0	(173)		
	Total Net Orders	2,837	1,318	1,234	0	223	5,612		
	Contracted Orders						5,261		
	Spot Orders						351		
Planning	Net Planned Orders	2,837	1,318	1,234	0	223	5,612		
	Planned Contracted Orders						5,261		
	Planned Spot Orders						351		
	% of Net Orders that were Planned						100%		

Note:

(1) New customer requests vetted for validity as per grain car ordering rules in CN Tariff 9000

(2) Number of cars requested before order cut-off time for want week - yet to be reviewed for validity

Figure 7. Summary of customer orders for CN-supplied hopper cars

B. Car Spotting Performance

- 6,178 empty cars spotted in week 10
- 98% spotting performance against the current week's plan
- 100% of planned orders were spotted in the want week or within 24-72 hours of the end of the want week

<i>Year 2025-26 Week 10 Spotting Performance</i>	Spot Plan			Cars Spotted			Spotting Performance	Unfilled orders rolled to next week
	Planned	Cancelled	Net Plan	Last Week	Current Week	Total Spotted		
Current Week Plan Authorized New Orders	5,785	(173)	5,612	10	5,495	5,505	98%	107
Prior Week's Orders (rolled forward to current week)	209	0	209	-	209	209	100%	0
"Add-in" Cars Ordered after weekly plan is set	-	-	-	-	82	82		
Pre-Spots Early spotting of next week's orders	-	-	-	-	100	100		
Railway shuttles	-	-	-	-	292	292		
Total	5,994	(173)	5,821	10	6,178	6,188		

Figure 8. CN spotting performance in relation to confirmed and planned orders for CN-supplied hopper cars