



**CONNECTING  
THE DOTS**



PRINCE RUPERT

PRINCE GEORGE

EDMONTON

SASKATOON

CALGARY

WINNIPEG

VANCOUVER

MONTREAL

SAINT JOHN

HALIFAX

CHIPPEWA FALLS

MINNEAPOLIS

CHICAGO

ARCADIA

JOLIET

DETROIT

DECATUR

INDIANAPOLIS

MEMPHIS

JACKSON

MOBILE

NEW ORLEANS

## FROM THE PORTS TO OUR CENTRAL HUB

From coast to coast to coast – CN delivers.

Our network reaches ports from east to west and down through the southern United States to the Gulf of Mexico. These supply chain partners are diverse and different, uniquely positioned and prepared to handle your cargo. The common thread? They all collaborate with CN.

CN works closely with supply chain partners to coordinate fast, efficient routes for cargo. We're connected, linking commodities to customers with modern infrastructure, a cohesive team and our vast network.

**See how we connect the dots.**



# PORT OF HALIFAX

## CONTAINER SHIPPING LINES calling the port

ACL, APL, CHINA SHIPPING, CMA CGM, EIMSKIP, HAMBURG SUD, HAPAG LLOYD, HYUNDAI, MAERSK, MELFI MARINE, MOL, NSCSA, NYK LINE, OOCL, UASC AND ZIM

The first port of call from across the Atlantic and the last outbound port leaving North America, the Port of Halifax is a mainstay in global trade. It's a port with a long history and a bright future.

Via CN, the port is just two days transit from hubs like Toronto, giving cargo ready access to major markets in Canada and the U.S. Midwest.

CN is the only rail connection from the Port of Halifax to these hubs.

Shipping solutions through the Port of Halifax and CN are versatile, moving everything from refrigerated consumer goods to vehicles to wind turbines.

The port can handle two post-panamax vessels and boasts the deepest berths on the east coast.

An ever-expanding port, there have been \$350 million in investments in the past five years.

With a focus on labor stability, agreements are in place until 2017.

Bedford Basin

The Narrows

RICHMOND TERMINALS

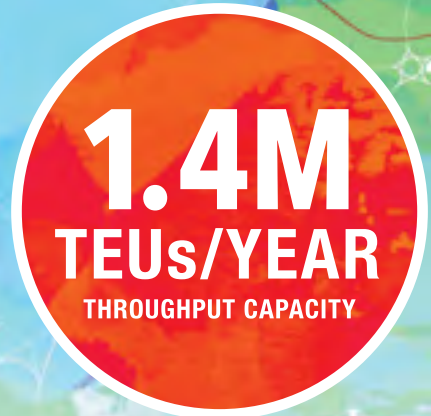
CN INTERMODAL TERMINAL

FAIRVIEW COVE CONTAINER TERMINAL

HALIFAX

Halifax Harbour

Northwest Arm



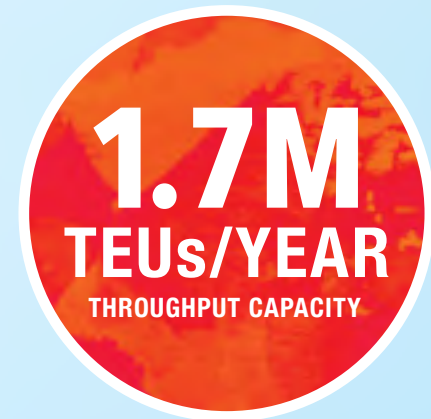
For further information, please visit [www.portofhalifax.ca](http://www.portofhalifax.ca)



# PORT OF MONTREAL

## CONTAINER SHIPPING LINES calling the port

CMA CGM, MAERSK, MSC, AND OOCL



With rail integrated throughout its operations, the Port of Montreal is a natural partner for CN. Located in the heart of a transportation hub, in a city that handles 142 million tons of cargo annually. In fact, CN calls Montreal home.

Container handling capacity at the port is 1.7 million TEUs and growing. The port is naturally balanced – there are as many imports as exports. The Port of Montreal has plans to

redevelop land, further increasing capacity in the coming years. The announced construction of the Viau container terminal will raise capacity by 450,000 TEUs.

Montreal's transportation network is as cosmopolitan as the city – situated just an hour from the U.S. border and readily accessible from transatlantic markets. It's ideally located, with close proximity to the U.S. Midwest and major Canadian centres.

Together, CN and the port work closely together, providing a consistent end-to-end experience for our mutual customers.

Long-term labor agreements are in place until 2018.

For further information, please visit [www.port-montreal.com](http://www.port-montreal.com)

# PORT OF PRINCE RUPERT

## CONTAINER SHIPPING LINES calling the port

CHINA SHIPPING, COSCO, HANJIN, K LINE, MAERSK, AND YANG MING

FAIRVIEW CONTAINER TERMINAL

PRINCE RUPERT

850,000 TEUs/YEAR THROUGHPUT CAPACITY



PLANNED EXPANSION TO 1.35M TEUs

A true example of supply chain partnerships, CN and the Port of Prince Rupert are redefining shipping on the west coast.

Prince Rupert is the closest major North American port to Asia with direct on-dock access to CN's three coast network. Containers are efficiently

transferred between vessel and rail, enhancing Prince Rupert's transit time advantage. It's also North America's deepest natural harbour, capable of handling the world's largest vessels.

Fairview Container Terminal is expanding from 850,000 TEUs to more than 1.35 million annually.

With a focus on labor stability, agreements are in place until 2018.

For further information, please visit [www.rupertport.com](http://www.rupertport.com)

Pacific Ocean

Dieby Island

Ridley Island

Lally Island



# PORT OF VANCOUVER CENTERM TERMINAL

**CONTAINER SHIPPING LINES**  
calling the port

COSCO, HYUNDAI, NYK, OOCL,  
AND WESTWOOD

**900,000  
TEUs/YEAR**  
THROUGHPUT CAPACITY



ANNOUNCED  
EXPANSION TO  
**1.5M  
TEUs**



A western gateway and the largest port in Canada, Port Metro Vancouver requires inland connections that keep up with demand. That's where CN comes in.

CN works with Centerm, operated by DP World Vancouver, one of three primary container terminals located inside the Vancouver Asia-Pacific Gateway.

At 900,000 TEU capacity, it's a well-established terminal. The Centerm Expansion Project will increase the container capacity of Centerm, reducing existing road and rail congestion, bringing the total TEU capacity to 1.5 million.

With six deep sea berths, a 16-hour gate and sophisticated on-dock reefer systems, Centerm is optimal for safe

and efficient handling of cargo. Then once the cargo is transferred to rail, CN takes that care one step further, providing access to a 20,000 mile three coast network.

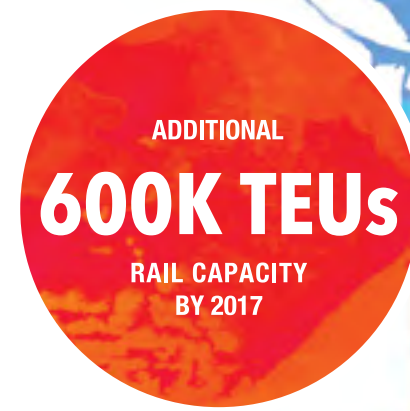
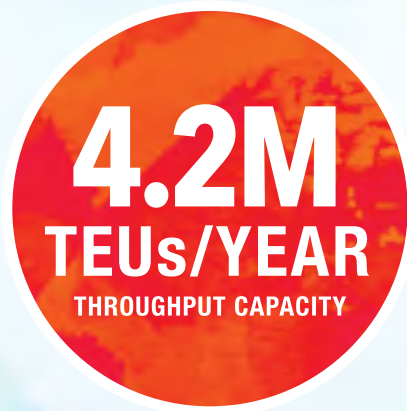
Long-term labor agreements are in place until 2018.

For further information, please visit [www.portmetrovancover.com](http://www.portmetrovancover.com)

# PORT OF VANCOUVER DELTAPORT

## CONTAINER SHIPPING LINES calling the port

CMA CGM, CSCL, HAPAG LLOYD, MSC, MSK, OOCL, UASC, AND ZIM



Designed to handle the largest container ships afloat, Global Container Terminal's Deltaport is big ship ready. With an eight track on-dock intermodal rail yard and coming expansion, the terminal is rail ready too.

By 2017, Deltaport will increase rail capacity by 600,000 TEUs.

Located just south of Vancouver in Canada's largest port, this three berth terminal is the largest in Port Metro Vancouver. Complete with 10 high-speed super post-panamax dock gantries and a modern fleet of container handling equipment, transloading is smooth. Pair that with CN's fluid network, including the flattest route through the Rockies, and you've got true efficiency.

Vancouver is just 4 days from Chicago with CN, getting cargo to major markets in the U.S. Midwest as quickly and efficiently as possible.

Big ship ready, rail ready and ready to keep things moving for customers.

With a focus on labor stability, agreements are in place until 2018.

For further information, please visit [www.portmetrovancover.com](http://www.portmetrovancover.com)



# PORT OF NEW ORLEANS

## CONTAINER SHIPPING LINES calling the port

CMA CGM, CSAV, HAPAG LLOYD, MAERSK, MSC, AND SEABOARD

Colorful and diverse with global reach, the same qualities that define New Orleans define the port itself.

The Port of New Orleans has the second largest container volumes in the Gulf of Mexico. With a masterplan in place, the port is looking to increase its capacity to 1.6 million TEUs by 2020.

CN is already helping New Orleans emerge as a supply chain powerhouse. The railroad signed a memorandum of understanding with the port in the summer of 2015, ensuring more competitive rail movement of containerized goods through the Gulf to the U.S. Midwest.

The Port of New Orleans is designed with rail in mind. In 2016, the completion

of a \$25-million facility means a modern, efficient intermodal terminal offering on-dock access for rail.

Constant and consistent – innovation at the Port of New Orleans means great things for CN and our mutual customers.

Long-term labor agreements are in place until 2018.

## NEW ORLEANS

INTERMODAL TERMINAL  
NAPOLEON CONTAINER TERMINAL  
Mississippi River

**640,000**  
**TEUs/YEAR**  
THROUGHPUT CAPACITY



LOOKING TO INCREASE CAPACITY TO  
**1.6M**  
**TEUs**

For further information, please visit [www.portno.com](http://www.portno.com)



# PORT OF MOBILE

## CONTAINER SHIPPING LINES calling the port

CHINA SHIPPING, CMA CGM, MAERSK, MSC AND ZIM



**350,000 TEUs/YEAR**  
THROUGHPUT CAPACITY



**\$90M**  
INVESTED TO INCREASE CAPACITY

CN and the Port of Mobile have a bright future. With two major expansions in the works, the port is emerging as a player in the intermodal supply chain.

An expansion of the port's container terminal and the construction of a \$36 million intermodal transfer facility, slated for completion in 2016, are expected to increase the port's capacity

by 90%. Located in the Gulf of Mexico, with a deep water harbor and ready access to the U.S. Midwest, Mobile is positioned to be a major transportation hub.

CN signed a memorandum of understanding with the port in the summer of 2015. Using a similar model to their extremely successful Prince

Rupert system, the railroad anticipates the move will make Mobile a gateway for intermodal cargo.

With a focus on labor stability, agreements are in place until 2018.

For further information, please visit [www.asdd.com](http://www.asdd.com)



# THE CHICAGO ADVANTAGE



CN HAS INVESTED OVER **\$1B** IN ILLINOIS

**FLUIDITY. SPEED. RELIABILITY.**

## CHICAGO AND TRANSPORTATION – THE TWO ARE SYNONYMOUS.

With more than 500 freight trains passing through the region daily, Chicago is a critical supply chain link.

CN is there, cutting congestion for our customers with a high capacity route that takes cargo around the city, rather than through it. The acquisition of the EJ&E Railroad was a strategic move by CN, keeping our customers top

of mind. This connection is fast, fluid and efficient.

Because Chicago is a transportation hub, all roads and rails lead to this city. That's why CN is invested in keeping our operations current. We're innovating constantly. CN has a dedicated team in Chicago, working to ensure network fluidity and keeping customers informed.

Our Chicago advantage links CN's five rail lines entering the city from all directions into one seamless system. CN's switching operations are consolidated into a single primary yard.

**We have the advantage.**

For further information, please visit [www.cn.ca](http://www.cn.ca)





cn

cn.ca

 @shipCN