



**CONNECTING
THE DOTS**



PRINCE RUPERT

PRINCE GEORGE

EDMONTON

SASKATOON

CALGARY

WINNIPEG

REGINA

MONTREAL

SAINT JOHN

MONCTON

HALIFAX

VANCOUVER

Centerm
Deltaport
Vanterm

DULUTH

CHIPPEWA FALLS

CHICAGO

DECATUR

JOLIET

MEMPHIS

JACKSON

MOBILE

NEW ORLEANS

DETROIT

INDIANAPOLIS

TORONTO

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 - using modern infrastructure, a cohesive team and our vast network.

See how we connect the dots.

PORT OF HALIFAX

The Port of Halifax is the first port of call from across the Atlantic and the last outbound port leaving North America. With a recent addition of a new direct sailing to and from the Caribbean, the port is a mainstay in global trade 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.

For further information, please visit www.portofhalifax.ca

Bedford Basin

The Narrows

RICHMOND TERMINALS

Halifax Harbour

CN INTERMODAL TERMINAL

FAIRVIEW COVE CONTAINER TERMINAL

HALIFAX

HALTERM CONTAINER TERMINAL

Northwest Arm

1.53M
TEUs/YEAR

THROUGHPUT CAPACITY

TRANSIT TIME

Port of Halifax
to Chicago

3rd day PM

\$350M

INVESTED IN
THE PAST 5 YEARS

PORT OF SAINT JOHN

Port Saint John and DP World are transforming the port city's skyline. Their Port Modernization Project, with funding from both parties, as well as the governments of Canada and New Brunswick, is a \$205 million infrastructure upgrade.

The expansion includes the addition of terminal cargo handling equipment, reconfiguration of the terminal and an extension to the wharf. With the expansion comes two new post-panamax cranes.

This project will expand capacity and productivity of the terminal. It is expected to be completed in 2021, with long-term labor agreements in place at the port until 2021. Port Saint John is Eastern Canada's largest port by volume and has a diverse cargo base, handling an average of 28 million metric tonnes of cargo annually, including dry and liquid bulks, break bulk, and containers.

For further information, please visit www.sjport.com

St. John River

SAINT JOHN

NAVY ISLAND TERMINAL

LOWER COVE TERMINAL

RODNEY CONTAINER TERMINAL (DP WORLD)

Saint John Harbour

Courtenay Bay

BARRACK POINT POTASH TERMINAL

Bay of Fundy

PLANNED EXPANSION TO
325,000
TEUs/YEAR

TRANSIT TIME

Port of Saint John to Chicago

3rd day PM

\$205M

INVESTED TO INCREASE CAPACITY



PORT OF MONTREAL

\$197M
 INVESTED TO
 EXPAND VIAU TERMINAL



AFTER FULL
 EXPANSION AT VIAU
2M
TEUs/YEAR
 THROUGHPUT CAPACITY

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 is headquartered in Montreal.

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. Expansion of the Viau container terminal will raise capacity by 350,000 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.

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

For further information, please visit www.port-montreal.com

PORT OF PRINCE RUPERT

FAIRVIEW
CONTAINER
TERMINAL

PRINCE
RUPERT

Pacific
Ocean

1.35M
TEUs/YEAR
THROUGHPUT CAPACITY

TRANSIT TIME

Port of Prince Rupert
to Chicago

4th day PM

An excellent example of supply chain partnerships – CN, DP World and the Prince Rupert Port Authority are redefining trans-Pacific shipping on the west coast of North America. Through our day-to-day collaboration, and commitment to be the best in the industry, we continue to strive to provide the highest level of service and capacity - delivering value to the entire industry.

As the Port of Prince Rupert is the closest North American port to Asia, combined with DP World's direct on-dock access to CN's extensive rail network, these fundamentals provide the most efficient and reliable transit time into key inland markets.

With an end-to-end supply chain focus, containers are efficiently transferred between vessel and rail enhancing Prince Rupert's overall transit time advantage. The Port of Prince Rupert is North America's deepest natural harbour and with recent terminal capacity expansions, is "Big Ship" ready.

As of July 2017, Fairview Container Terminal expanded their throughput capacity from 850,000 TEUs to 1.35M TEUs annually. To support the recent container terminal expansion, a Lumber and Agri transload facility has been built to support export demand.

For further information, please visit www.rupertport.com

PORT OF VANCOUVER

CENTERM & VANTERM



A western gateway and the largest port in Canada, the Port of Vancouver requires inland connections that keep up with demand. That's where CN comes in, with its direct service to the terminals.

CN works with Centerm, operated by DP World Vancouver and Vanterm operated by Global Container Terminals. The Centerm Expansion

Project will increase container capacity, reducing existing road and rail congestion, bringing the total TEU capacity to 1.5 million.

At 850,000 TEU capacity, Vanterm terminal is well-established. With six super post-panamax dock gantries and an on-dock intermodal rail yard with 9 tracks, Vanterm is optimal for efficient handling of cargo.

Once the cargo is transferred to rail, CN takes that care one step further, providing access to a 20,000 mile three coast network.

For further information, please visit www.portvancouver.com

CENTERM ANNOUNCED EXPANSION TO

1.5M TEUs

TRANSIT TIME

Port of Vancouver to Chicago

5th day AM

VANTERM

850,000 TEUs/YEAR

THROUGHPUT CAPACITY

PORT OF VANCOUVER DELTAPORT

1.8M
TEUs/YEAR
THROUGHPUT CAPACITY



ADDITIONAL
600K TEUs
RAIL CAPACITY
BY 2017

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 also rail ready.

By Q3 and Q4 of 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.

For further information, please visit www.portvancouver.com



PORT OF NEW ORLEANS

NEW ORLEANS

Mississippi River

NAPOLEON CONTAINER TERMINAL

INTERMODAL TERMINAL

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

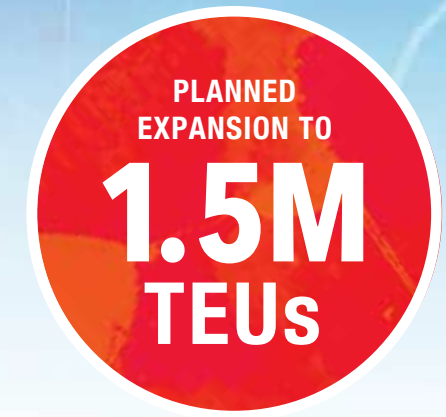
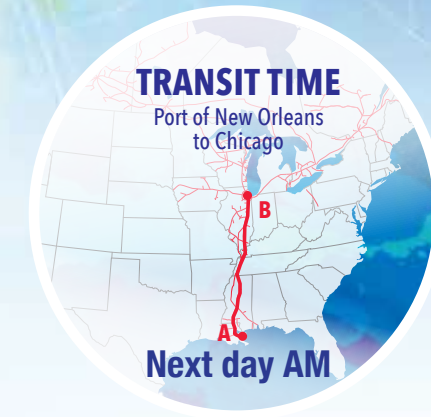
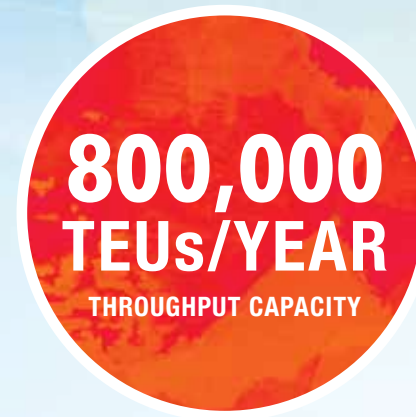
The Port of New Orleans has the second largest container volumes in the Gulf of Mexico. With a new direct Asia service the Port of New Orleans is well positioned to continue to expand their global reach. Plans are in place to increase capacity to 1.5 million TEUs by 2020.

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.

For further information, please visit www.portno.com



PORT OF MOBILE

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.

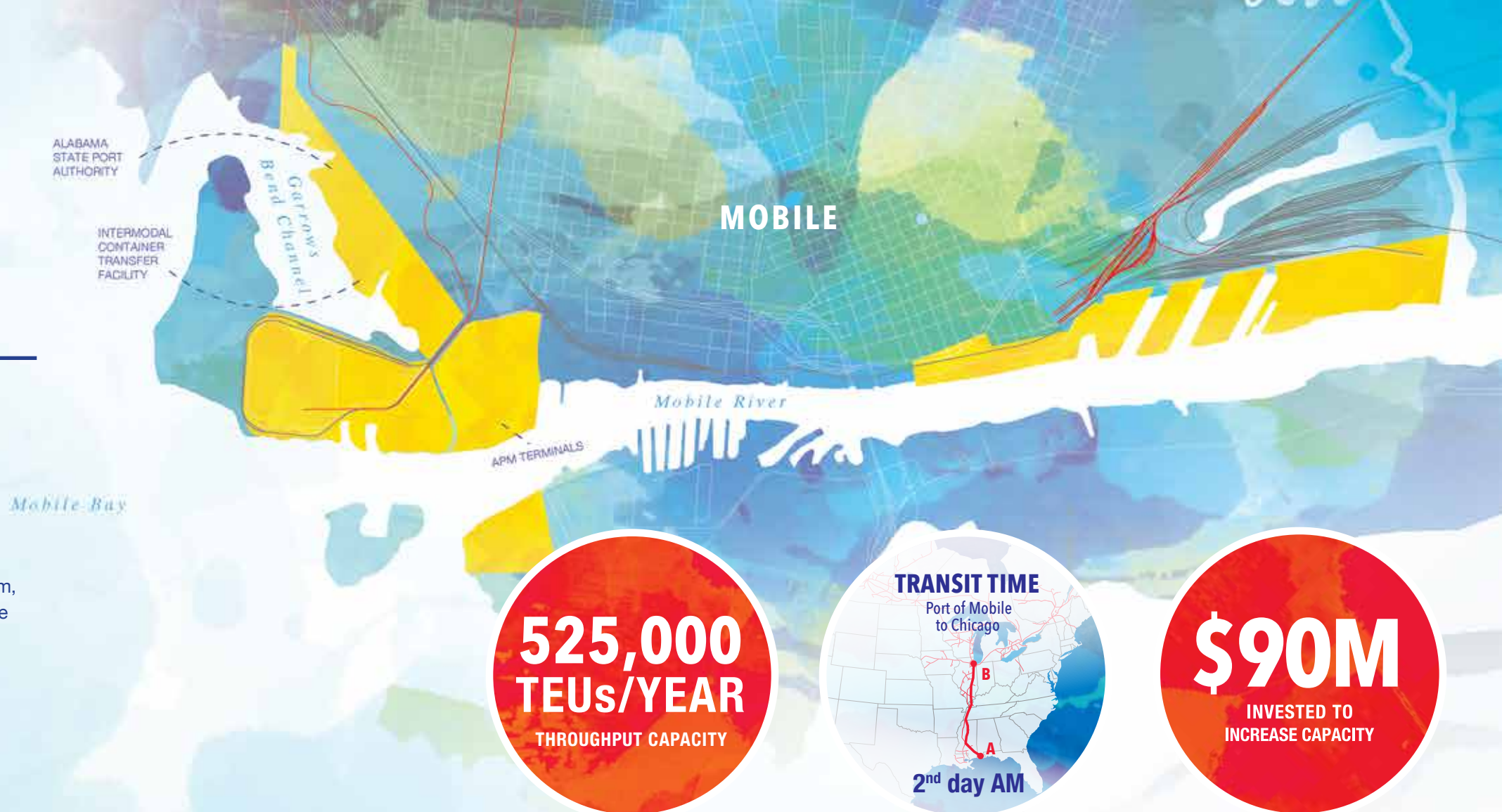
The current ongoing expansion of the port's container terminal and the construction of a \$36 million intermodal container transfer facility completed in 2016 are expected to increase the port's capacity by 90%. This additional capacity will assist to grow the direct services calling Asia and Europe.

Located in the Gulf of Mexico, with a deep water harbor and ready access to the U.S. Midwest, Mobile

is well 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.

For further information, please visit www.asdd.com



THE CHICAGO ADVANTAGE

CHICAGO



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

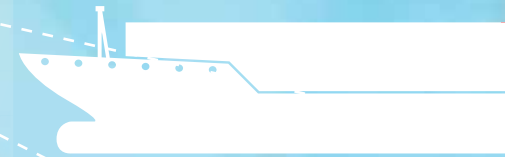
of mind. This connection is fast, fluid and efficient.

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



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