



Update on Western Canadian Grain – Crop Year 2026-27 Week 01

Summary:

In the first week of the 2026-27 crop year, CN moved 582,000 metric tonnes of grain and processed grain products. This is 37% above the three-year average but 20% below supply chain targets. Reduced wildfire-related delays supported stronger loaded traffic volumes to terminals in Week 1 compared with the prior week. Improved empty-cycle returns also contributed to a modest increase in empty spotting performance across the Prairies. CN is working closely with shippers on when and where new crop harvest will start being delivered to western grain elevators.

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:

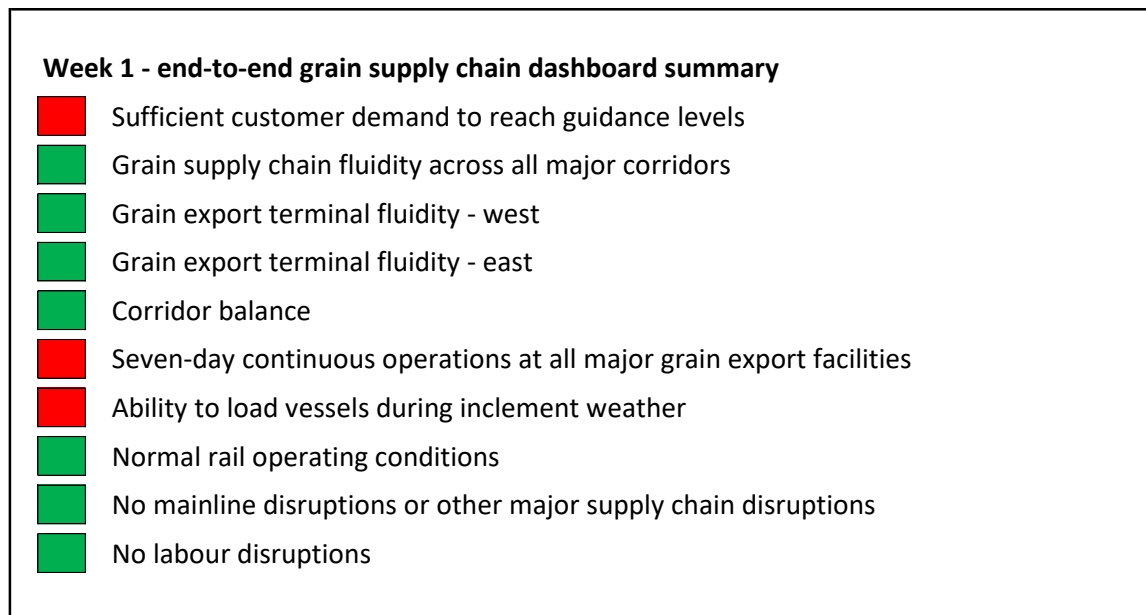


Figure 1. Weekly dashboard – conditions required to achieve maximum sustainable capacity guidance

Sufficient customer demand to reach guidance levels:

- Insufficient customer orders to meet supply chain targets

Continuous operations at all grain export facilities:

- Prince Rupert Grain terminal does not operate 24/7

Vessel loading during inclement weather:

- Limited vessel loading during rain

Bulk grain movement:

For grain shipment week 1, CN shipped 4,844 bulk hopper cars, achieving 70% of the maximum sustainable supply chain capacity guidance of 6,900 bulk hopper cars.

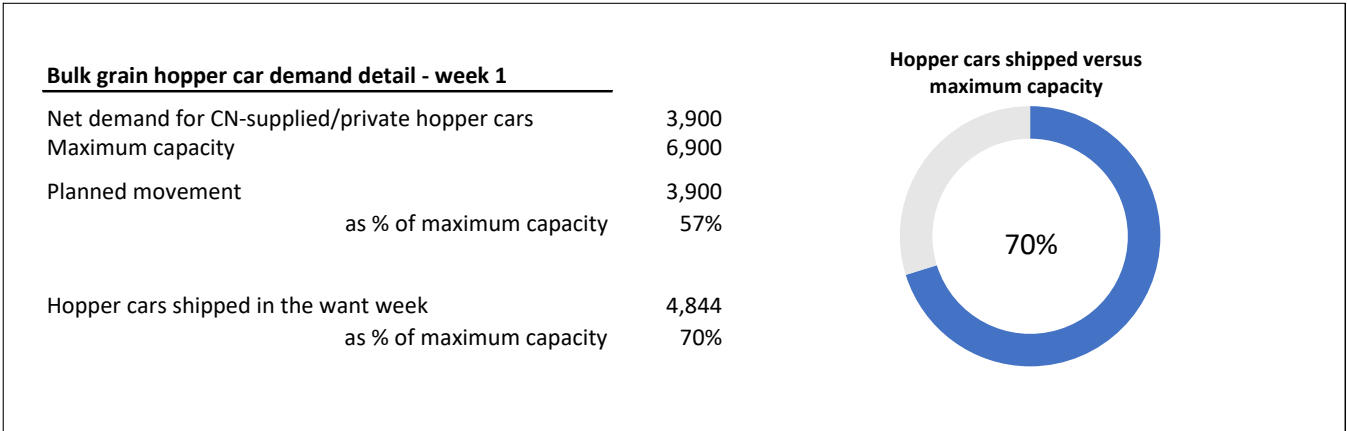


Figure 2. Bulk grain hopper car demand and demand fulfillment

CROP YEAR-TO-DATE SUMMARIES



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

CN moved 0.6 MMT of western Canadian bulk grain through week 1 of Crop Year 2026-27. This tonnage is 50% above the prior three-year average, and 50% above last year.

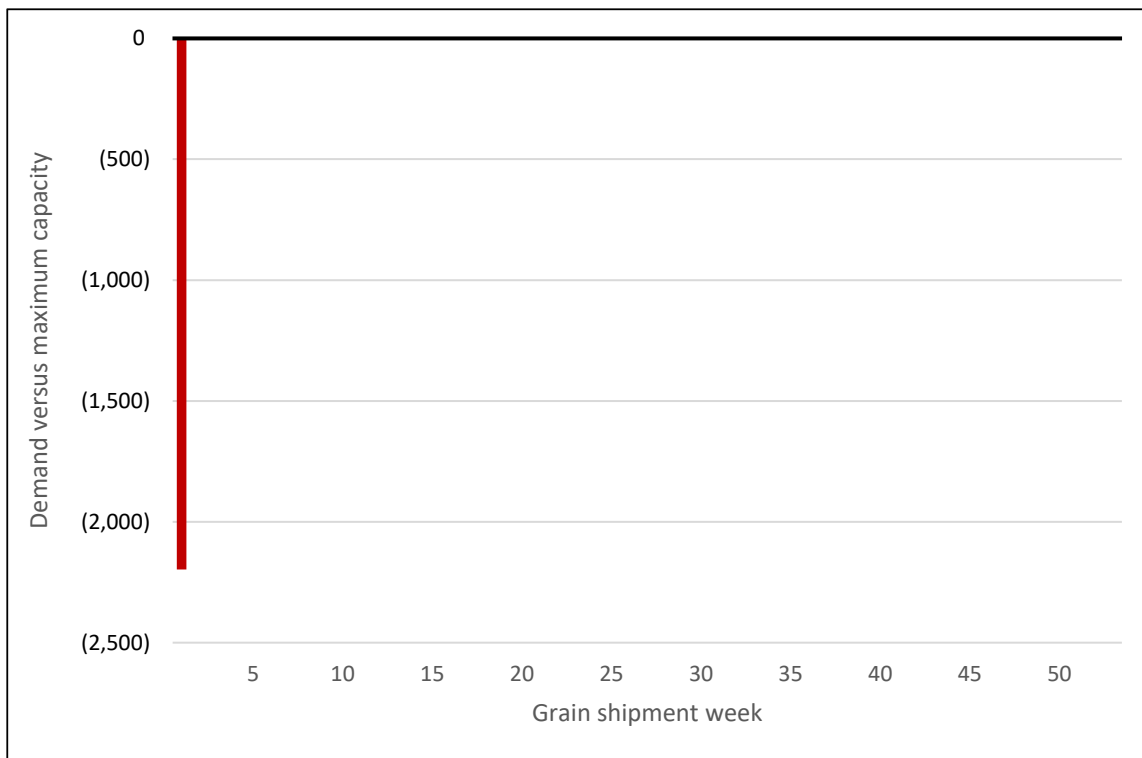


Figure 4. Customer demand for bulk grain movement via hopper car in relation to maximum end-to-end sustainable supply chain capacity on CN for bulk grain movement

Approximately 2,200 hopper cars worth of available grain supply capacity on CN went unutilized through week 1 of the crop year, representing approximately 209 thousand metric tonnes.

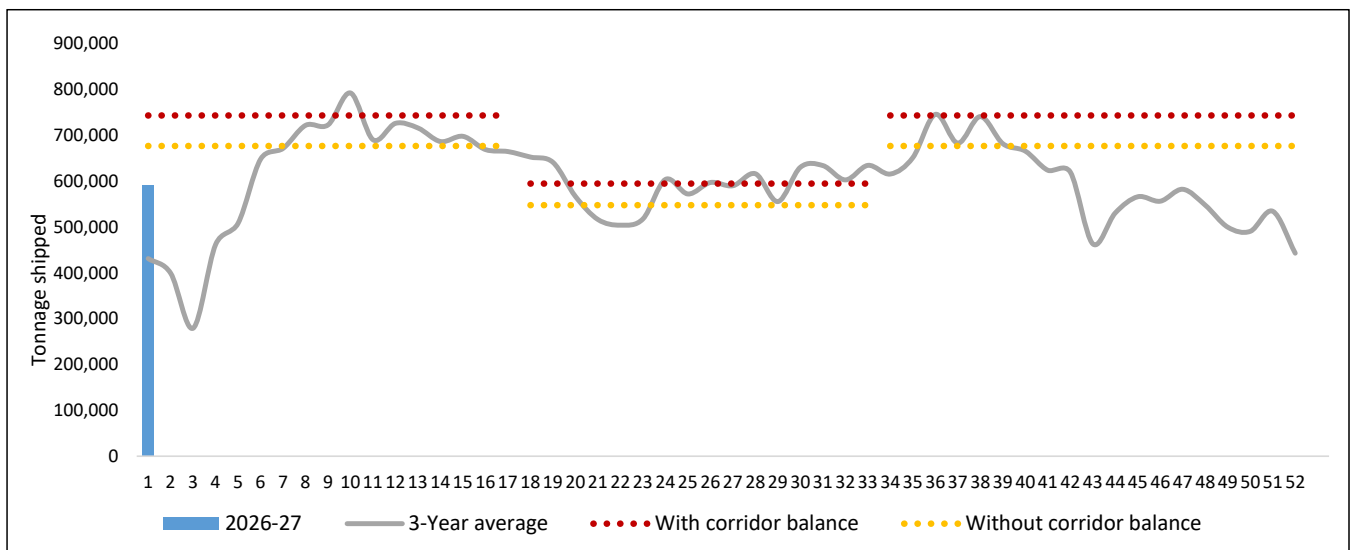


Figure 5. Weekly shipments of grain and processed grain products from western Canada on CN versus maximum end-to-end sustainable supply chain capacity guidance

GRAIN SHIPMENT WEEK 1 – SHIPMENTS OF GRAIN AND PROCESSED GRAIN PRODUCTS

	Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Total	Carloads
Week 1 (metric tonnes)							
All Grain Supply Chains	313,905	69,883	111,315	0	96,565	591,669	6,142
YTD Shipments (million metric tonnes)							
Common Hopper Fleet	0.2	0.1	0.1	0.0	0.0	0.4	4,298
Customer-supplied equipment ¹	0.1	0.0	0.0	0.0	0.1	0.2	1,844
Total^{2,3}	0.3	0.1	0.1	0.0	0.1	0.6	6,142
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 1 net car orders were 3,064. Changes to grain shipment demand in week 1 included:
 - Zero orders rationed
 - 613 orders cancelled throughout week 1

Common Hopper Fleet		Week 1 Complete (Aug 02 to Aug 08)					Totals	Week 2 Latest	Week 3 Preliminary
		Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic			
Demand	Total Customer Orders	1,636	765	858	0	418	3,677	4,155 ⁽²⁾	4,180 ⁽²⁾
	Invalid Customer Orders	0	0	0	0	0	0		
	Terminal Authorized Orders ⁽¹⁾	1,636	765	858	0	418	3,677 ⁽¹⁾		
	Cancelled Orders	(451)	(5)	(152)	0	(5)	(613)		
	Total Net Orders	2,187	1,061	653	0	696	3,064		
	Contracted Orders						2,890		
	Spot Orders						174		
Planning	Net Planned Orders	1,185	760	706	0	413	3,064		
	Planned Contracted Orders						2,890		
	Planned Spot Orders						174		
	% 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

- 4,159 empty cars spotted in week 1
- 80% 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 2026-27 Week 01 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	3,677	(613)	3,064	0	2,457	2,457	80%	607
Prior Week's Orders (rolled forward to current week)	1,540	(128)	1,412	-	1,412	1,412	100%	0
"Add-in" Cars Ordered after weekly plan is set	-	-	-	-	4	4		
Pre-Spots Early spotting of next week's orders	-	-	-	-	5	5		
Railway shuttles	-	-	-	-	281	281		
Total	5,217	(741)	4,476	0	4,159	4,159		

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