Update on Western Canadian Grain – Crop Year 2026-27 Week 13

Summary:
CN moved over 757,000 metric tonnes of grain and processed grain products in week 13, its sixth consecutive week above 700,000 tonnes, reflecting continued strong customer demand. Volumes exceeded the three-year average by 6% and supply chain targets by 2%. Despite some improvement from last week, limited unload windows from the serving carrier at South Shore Vancouver terminals continued to constrain inbound trains, requiring CN to hold back traffic to manage flows. Additionally, rain delays did impact productivity at specific terminals last week.

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:

Week 13 - end-to-end grain supply chain dashboard summary

- Sufficient customer demand to reach guidance levels
- Grain supply chain fluidity across all major corridors
- Grain export terminal fluidity - west
- Grain export terminal fluidity - east
- Corridor balance
- Seven-day continuous operations at all major grain export facilities
- Ability to load vessels during inclement weather
- Normal rail operating conditions
- No mainline disruptions or other major supply chain disruptions
- No labour disruptions

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

Grain supply chain fluidity across all major corridors:

- Limited unload windows affected CN traffic fluidity into South Shore Vancouver terminals

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 13, CN shipped 6,390 bulk hopper cars, achieving 93% of the maximum sustainable supply chain capacity guidance of 6,900 bulk hopper cars.

Bulk grain hopper car demand detail - week 13	
Net demand for CN-supplied/private hopper cars	6,680
Maximum capacity	6,900
Planned movement	6,408
as % of maximum capacity	93%
Hopper cars shipped in the want week	6,390
as % of maximum capacity	93%

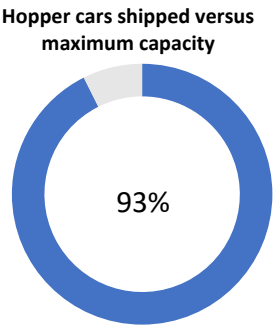


Figure 2. Bulk grain hopper car demand and demand fulfillment

CROP YEAR-TO-DATE SUMMARIES

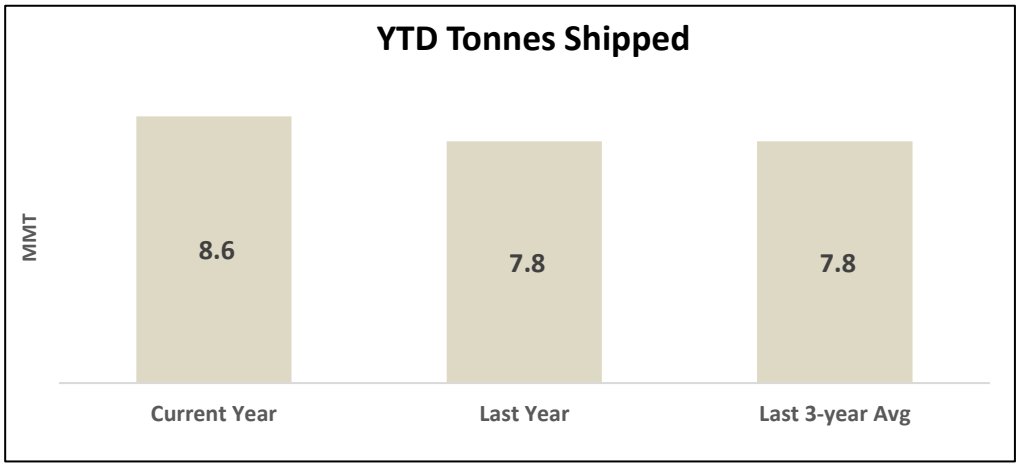


Figure 3. Crop year-to-date shipments of grain and processed grain products from western Canada

CN moved 8.6 MMT of western Canadian bulk grain through week 13 of Crop Year 2026-27. This tonnage is 10% above the prior three-year average, and 10% above last year.

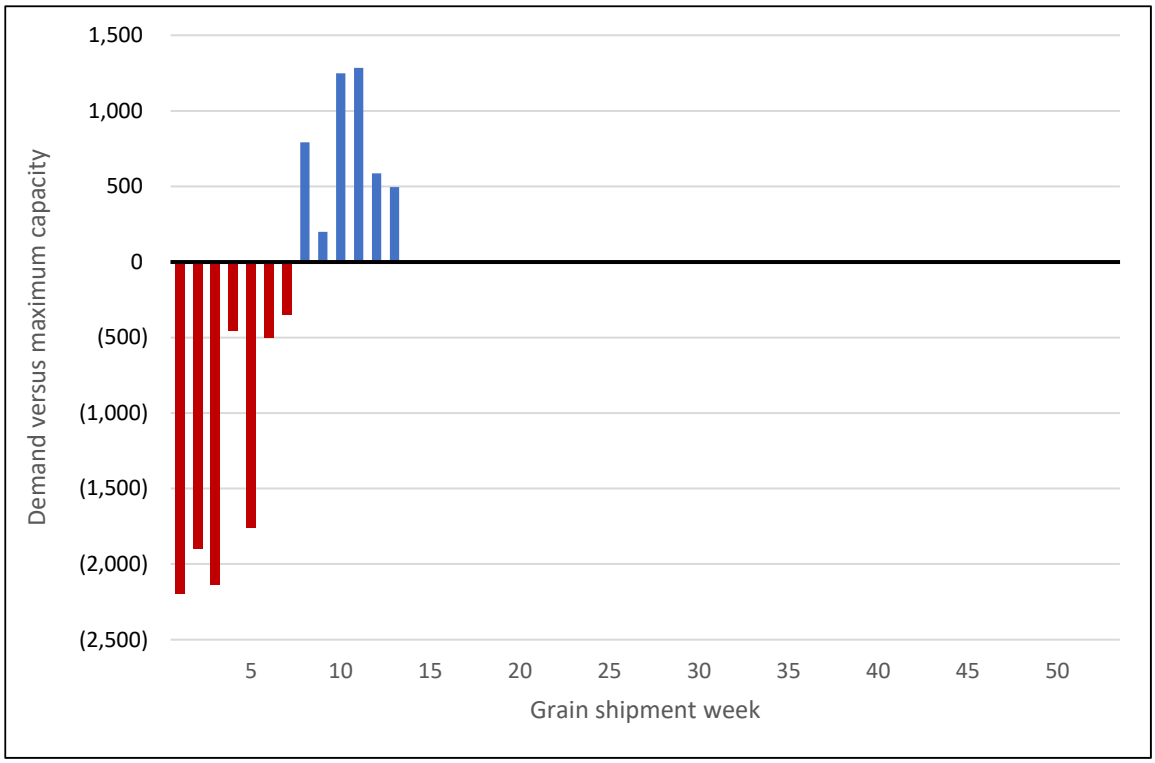


Figure 4. Customer demand for bulk grain movement via hopper car in relation to maximum end-to-end sustainable supply chain capacity on CN for bulk grain movement

Approximately 4,700 hopper cars worth of available grain supply capacity on CN went unutilized through week 13 of the crop year, representing approximately 446 thousand metric tonnes.

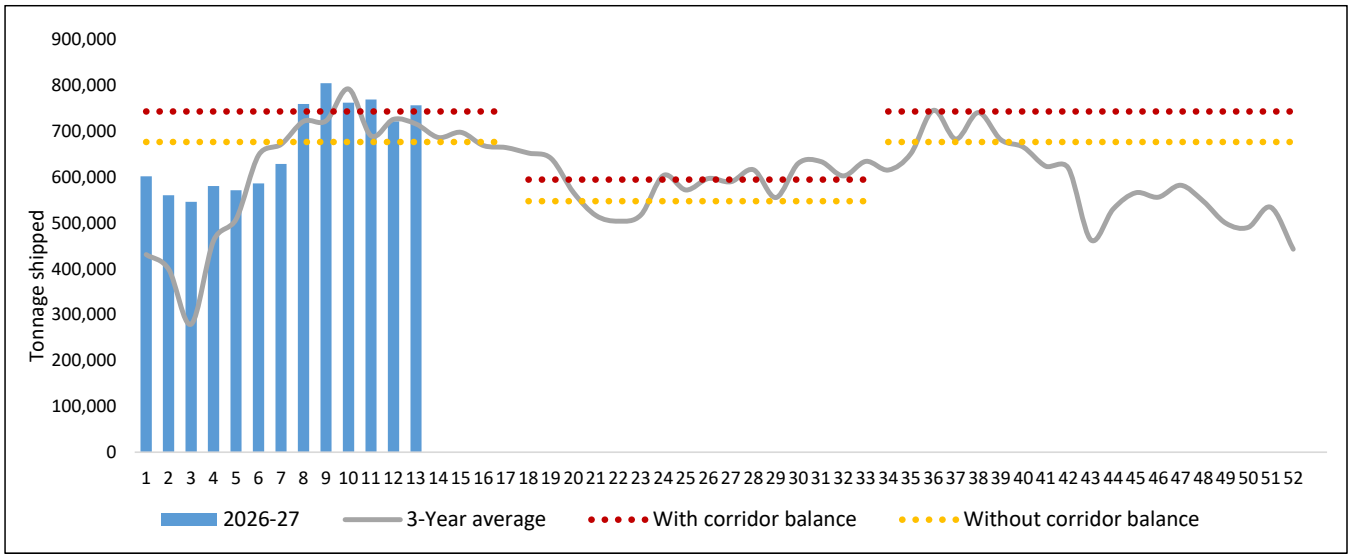


Figure 5. Weekly shipments of grain and processed grain products from western Canada on CN versus maximum end-to-end sustainable supply chain capacity guidance

GRAIN SHIPMENT WEEK 13 – SHIPMENTS OF GRAIN AND PROCESSED GRAIN PRODUCTS

Week 13 (metric tonnes)	Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Total	Carloads
All Grain Supply Chains	517,778	130,899	40,378	0	68,306	**757,360**	**7,908**
YTD Shipments *(million metric tonnes)*							
Common Hopper Fleet	3.5	1.1	1.2	0.0	0.3	**6.1**	**63,471**
Customer-supplied equipment [1]	1.6	0.1	0.1	0.1	0.7	**2.5**	**26,437**
Total[2,3]	**5.1**	**1.2**	**1.3**	**0.1**	**1.0**	**8.6**	**89,908**

[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 13 net car orders were 5,285. Changes to grain shipment demand in week 13 included:
  - 272 orders rationed
  - 726 orders cancelled throughout week 13

	Common Hopper Fleet	Week 13 Complete (Oct 25 to Oct 31) Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Totals	Week 14 Latest	Week 15 Preliminary
Demand	Total Customer Orders	3,425	1,382	737	0	467	**6,011**	**6,082** (2)	**6,211** (2)
	Invalid Customer Orders	0	0	0	0	0	**0**		
	Terminal Authorized Orders(1)	3,425	1,382	737	0	467	**6,011** (1)		
	Cancelled Orders	(333)	(123)	(255)	0	(15)	**(726)**		
	Total Net Orders	2,187	1,061	653	0	696	**5,285**		
	Contracted Orders						**4,463**		
	Spot Orders						**822**		
Planning	Net Planned Orders	2,835	1,251	475	0	452	**5,013**		
	Planned Contracted Orders						**4,463**		
	Planned Spot Orders						**550**		
	% of Net Orders that were Planned						***95%***		

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

- 5,296 empty cars spotted in week 13
- 88% 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

Year 2026-27 Week 13 Spotting Performance	**Spot Plan**			**Cars Spotted**				
	Planned	**Cancelled**	**Net Plan**	**Last Week**	**Current Week**	**Total Spotted**	**Spotting Performance**	**Unfilled orders rolled to next week**
Current Week Plan Authorized New Orders	5,739	(729)	**5,010**	0	4,416	**4,416**	88%	**594**
Prior Week's Orders (rolled forward to current week)	746	(5)	**741**	-	741	**741**	100%	**0**
"Add-in" Cars Ordered after weekly plan is set	-	-	**-**	-	131	**131**		
Pre-Spots Early spotting of next week's orders	-	-	**-**	-	8	**8**		
Railway shuttles	-	-	**-**	-		**0**		
Total	**6,485**	**(734)**	**5,751**	**0**	**5,296**	**5,296**		

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