## Update on Western Canadian Grain – Crop Year 2025-26 Week 28

**Summary:**
CN transported 736,000 metric tonnes of grain and processed grain products in grain shipment week 28. This is a 17% increase versus last week, 30% above the three-year average and 24% above winter supply chain targets. There were no significant issues last week, as mild weather across the Prairies ensured smooth network operations, and minimal rainfall at the West Coast helped sustain unload capacity and efficient turnaround of empty hopper cars.

**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 6,250 cars per week (up to 595,000 metric tonnes per week) of bulk grain and processed grain products during 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, the conditions noted in the chart below:

**Week 28 - 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

**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 28, CN shipped 6,469 bulk hopper cars, achieving 121% of the maximum sustainable supply chain capacity guidance of 5,350 bulk hopper cars.

| Bulk grain hopper car demand detail - week 28 | |
|---|---|
| Net demand for CN-supplied/private hopper cars | 5,326 |
| Maximum capacity | 5,350 |
| Planned movement | 5,326 |
| as % of maximum capacity | 100% |
| Hopper cars shipped in the want week | 6,469 |
| as % of maximum capacity | 121% |

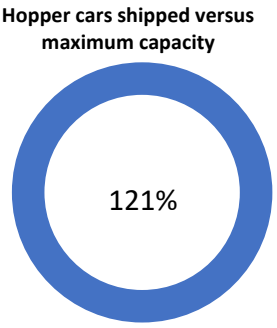



Figure 2. Bulk grain hopper car demand and demand fulfillment

## CROP YEAR-TO-DATE SUMMARIES




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

CN moved 18 MMT of western Canadian bulk grain through week 28 of Crop Year 2025-26. This tonnage is 10% above the prior three-year average, and 3% above last year.

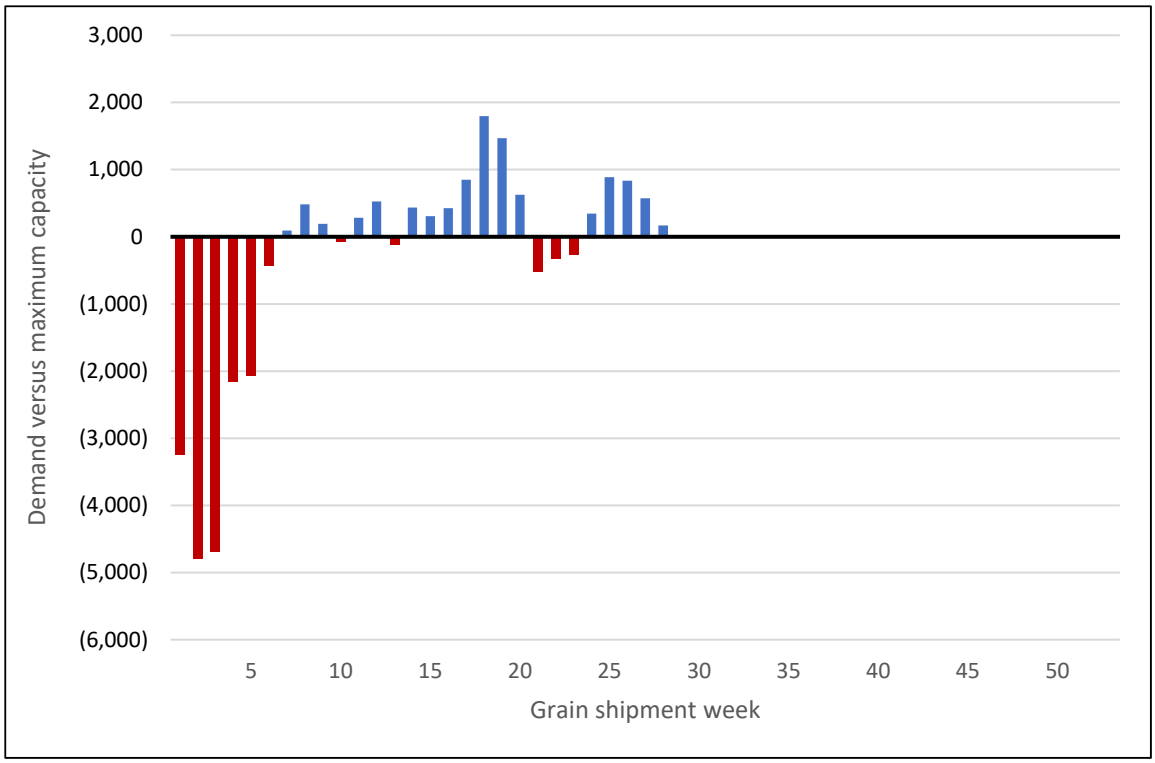



Figure 4. Customer demand for bulk grain movement via hopper car in relation to maximum end-to-end sustainable supply chain capacity on CN for bulk grain movement

Approximately 8,400 hopper cars worth of available grain supply capacity on CN went unutilized through week 28 of the crop year, representing approximately 800,000 metric tonnes.

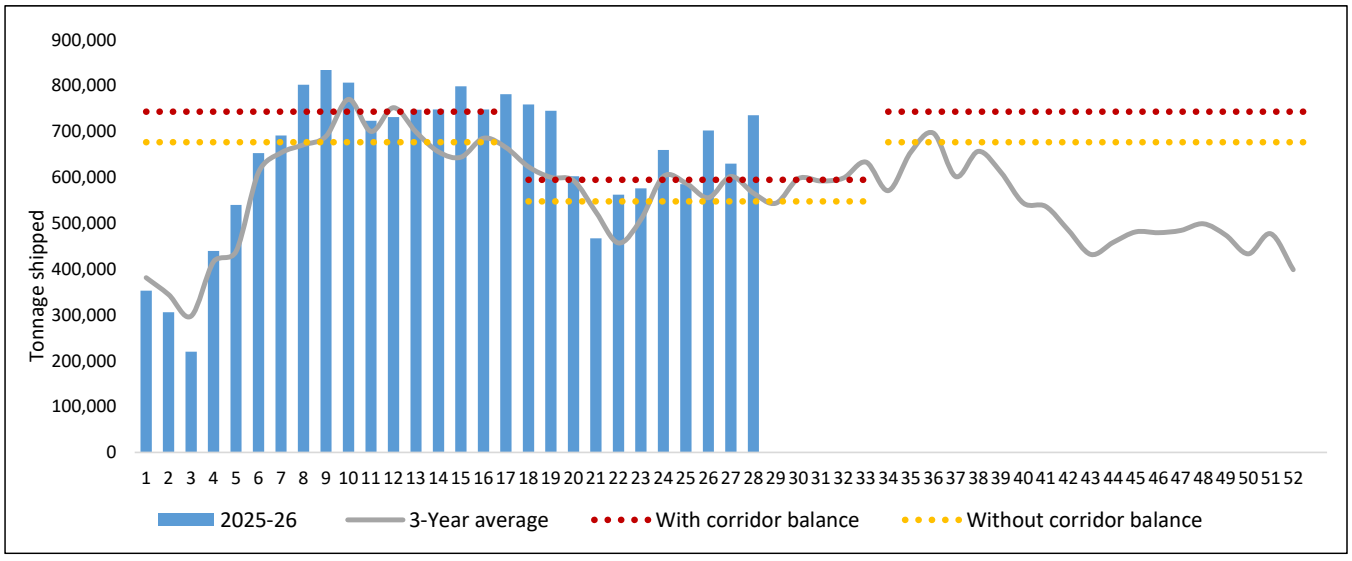



Figure 5. Weekly shipments of grain and processed grain products from western Canada on CN versus maximum end-to-end sustainable supply chain capacity guidance

## GRAIN SHIPMENT WEEK 28 – SHIPMENTS OF GRAIN AND PROCESSED GRAIN PRODUCTS

| Week 28 (metric tonnes) | Vancouver | Prince Rupert | Thunder Bay | Churchill | N. America Domestic | Total | Carloads |
|---|---|---|---|---|---|---|---|
| All Grain Supply Chains | 438,993 | 138,646 | 11,043 | 0 | 147,096 | **735,779** | **7,628** |
| **YTD Shipments *(million metric tonnes)*** | | | | | | | |
| Common Hopper Fleet | 6.9 | 2.8 | 1.8 | 0.0 | 1.2 | **12.7** | **131,594** |
| Customer-supplied equipment [1] | 3.2 | 0.0 | 0.1 | 0.0 | 1.9 | **5.3** | **54,666** |
| **Total[2,3]** | **10.1** | **2.8** | **1.9** | **0.0** | **3.1** | **18.0** | **186,260** |

[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 28 net car orders were 4,702. Changes to grain shipment demand in week 28 included:
    - Zero orders rationed
    - 214 orders cancelled throughout week 28

| | Common Hopper Fleet | Week 28 Complete (Feb 08 to Feb 14) Vancouver | Prince Rupert | Thunder Bay | Churchill | N. America Domestic | Totals | Week 29 Latest | Week 30 Preliminary |
|---|---|---|---|---|---|---|---|---|---|
| Demand | Total Customer Orders | 2,816 | 1,345 | 26 | 0 | 729 | **4,916** | **4,996** (2) | **5,213** (2) |
| | Invalid Customer Orders | 0 | 0 | 0 | 0 | 0 | **0** | | |
| | Terminal Authorized Orders(1) | 2,816 | 1,345 | 26 | 0 | 729 | **4,916** (1) | | |
| | Cancelled Orders | (193) | (15) | (4) | 0 | (2) | **(214)** | | |
| | Total Net Orders | 2,623 | 1,330 | 22 | 0 | 727 | **4,702** | | |
| | Contracted Orders | | | | | | **4,207** | | |
| | Spot Orders | | | | | | **495** | | |
| | | | | | | | | | |
| Planning | Net Planned Orders | 2,623 | 1,330 | 22 | 0 | 727 | **4,702** | | |
| | Planned Contracted Orders | | | | | | **4,207** | | |
| | Planned Spot Orders | | | | | | **495** | | |
| | ***% 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

- 5,672 empty cars spotted in week 28
- 92% 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 2025-26 Week 28 Spotting Performance*** | **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<br>Authorized New Orders | 4,916 | (214) | **4,702** | 45 | 4,265 | **4,310** | 92% | **392** |
| Prior Week's Orders<br>(rolled forward to current week) | 1,074 | (18) | **1,056** | - | 1,056 | **1,056** | 100% | **0** |
| "Add-in" Cars<br>Ordered after weekly plan is set | - | - | **-** | - | 25 | **25** | | |
| Pre-Spots<br>Early spotting of next week's orders | - | - | **-** | - | 17 | **17** | | |
| Railway shuttles | - | - | **-** | - | 279 | **279** | | |
| **Total** | **5,990** | **(232)** | **5,758** | **45** | **5,642** | **5,687** | | |

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