Update on Western Canadian Grain – Crop Year 2025-26 Week 30

Summary:
In grain shipment week 30, CN moved over 630,000 metric tonnes of grain and processed grain products. This is a 5% increase versus the three-year average and 6% above winter supply chain targets. Cold weather across parts of western Canada reduced fluidity and created gaps in the pipeline. This caused delays for cars arriving at port early in the week and for empty cars returning to the country. Additionally, repairs on the Second Narrows Bridge required CN to intermittently hold back traffic, further reducing fluidity in and out of North Shore Vancouver.

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 30 - 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

Normal rail operating conditions:

- Cold weather across parts of the network affected fluidity and operations

No mainline disruptions or other major supply chain disruptions:

- Repairs being done on the Second Narrow Bridge reduced traffic flow into North Shore Vancouver

Bulk grain movement:

For grain shipment week 30, CN shipped 5,610 bulk hopper cars, achieving 105% of the maximum sustainable supply chain capacity guidance of 5,350 bulk hopper cars.

Bulk grain hopper car demand detail - week 30	
Net demand for CN-supplied/private hopper cars	6,199
Maximum capacity	5,350
Planned movement	6,199
as % of maximum capacity	116%
Hopper cars shipped in the want week	5,610
as % of maximum capacity	105%

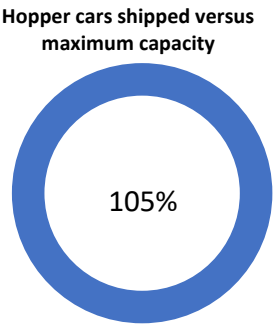


Figure 2. Bulk grain hopper car demand and demand fulfillment

CROP YEAR-TO-DATE SUMMARIES



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

CN moved 19.3 MMT of western Canadian bulk grain through week 30 of Crop Year 2025-26. This tonnage is 11% above the prior three-year average, and 5% above last year.

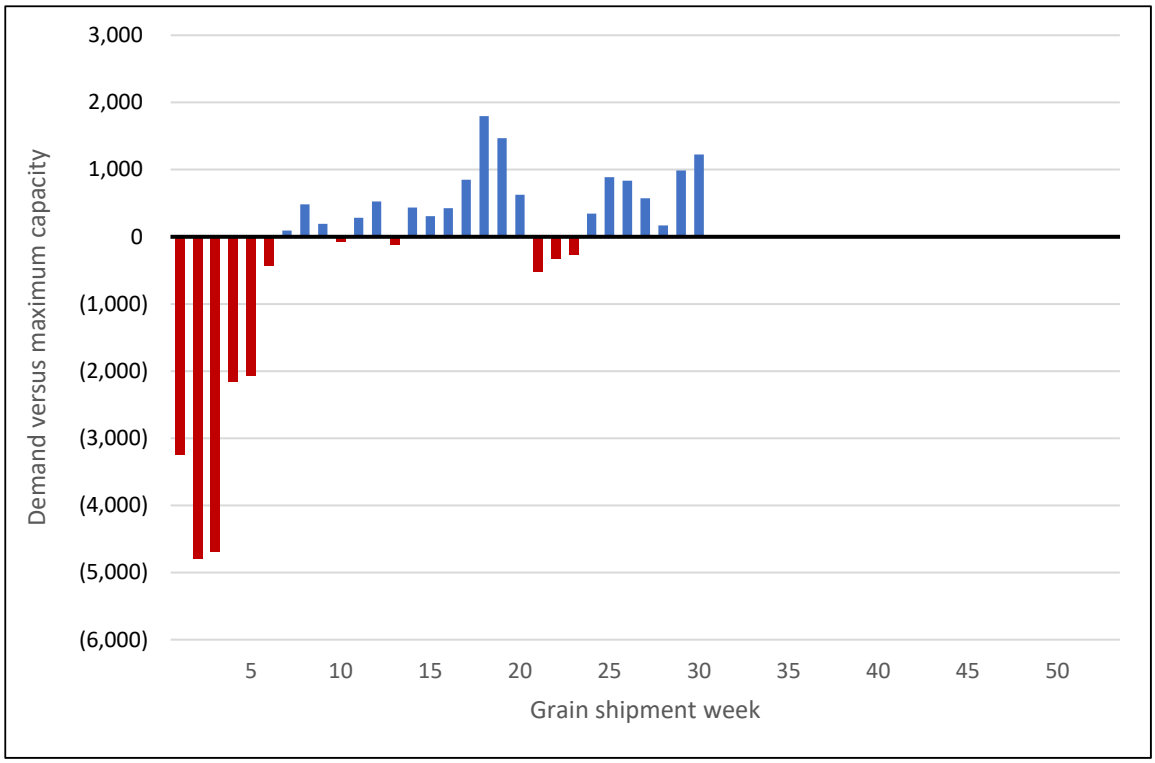


Figure 4. Customer demand for bulk grain movement via hopper car in relation to maximum end-to-end sustainable supply chain capacity on CN for bulk grain movement

Approximately 6,200 hopper cars worth of available grain supply capacity on CN went unutilized through week 30 of the crop year, representing approximately 600,000 metric tonnes.

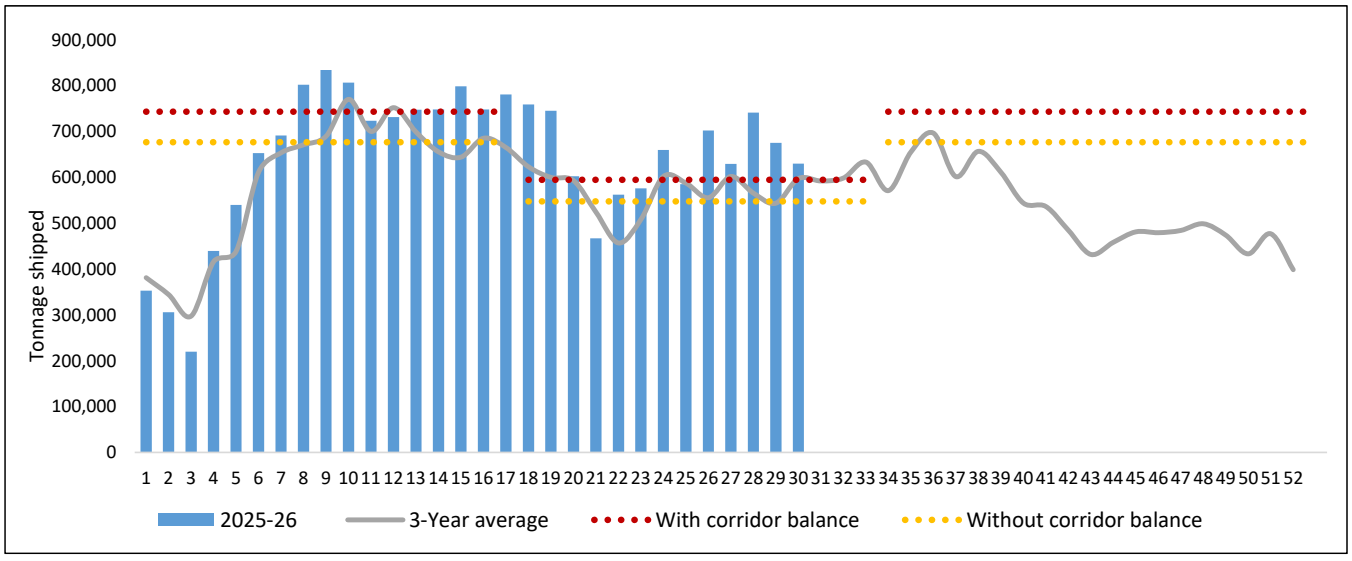


Figure 5. Weekly shipments of grain and processed grain products from western Canada on CN versus maximum end-to-end sustainable supply chain capacity guidance

GRAIN SHIPMENT WEEK 30 – SHIPMENTS OF GRAIN AND PROCESSED GRAIN PRODUCTS

Week 30 (metric tonnes)	Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Total	Carloads
All Grain Supply Chains	352,043	114,370	1,897	0	162,410	**630,719**	**6,568**
YTD Shipments *(million metric tonnes)*							
Common Hopper Fleet	7.4	3.0	1.8	0.0	1.3	**13.6**	**140,726**
Customer-supplied equipment [1]	3.5	0.1	0.1	0.0	2.1	**5.7**	**59,155**
Total[2,3]	**10.9**	**3.1**	**1.9**	**0.0**	**3.4**	**19.3**	**199,881**

[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 30 net car orders were 4,837. Changes to grain shipment demand in week 30 included:
    - Zero orders rationed
    - 293 orders cancelled throughout week 30

	Common Hopper Fleet	Week 30 Complete (Feb 22 to Feb 28) Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Totals	Week 31 Latest	Week 32 Preliminary
Demand	Total Customer Orders	3,088	1,274	24	0	744	**5,130**	**4,947** (2)	**5,223** (2)
	Invalid Customer Orders	0	0	0	0	0	**0**		
	Terminal Authorized Orders(1)	3,088	1,274	24	0	744	**5,130** (1)		
	Cancelled Orders	(260)	(1)	0	0	(32)	**(293)**		
	Total Net Orders	2,828	1,273	24	0	712	**4,837**		
	Contracted Orders						**4,358**		
	Spot Orders						**479**		
Planning	Net Planned Orders	2,828	1,273	24	0	712	**4,837**		
	Planned Contracted Orders						**4,358**		
	Planned Spot Orders						**479**		
	% 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

- 4,101 empty cars spotted in week 30
- 69% spotting performance against the current week's plan
- 99% 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 30 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 Authorized New Orders	5,130	(293)	**4,837**	0	3,349	**3,349**	69%	**1,488**
Prior Week's Orders (rolled forward to current week)	590	(106)	**484**	-	459	**459**	95%	**25**
"Add-in" Cars Ordered after weekly plan is set	-	-	**-**	-	14	**14**		
Pre-Spots Early spotting of next week's orders	-	-	**-**	-	0	**0**		
Railway shuttles	-	-	**-**	-	279	**279**		
Total	**5,720**	**(399)**	**5,321**	**0**	**4,101**	**4,101**		

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