Update on Western Canadian Grain – Crop Year 2025-26 Week 34

Summary:
During grain shipment week 34, CN moved 648,000 metric tonnes of grain and processed grain products. This is 13% above the three-year average but roughly 2% lower versus last week. Operations ran smoothly, supported by mild Prairie weather and minimal rainfall on the West Coast, which helped maintain strong unload capacity and fluidity. Operations experienced brief impacts due to slower returns of empty CN hopper cars and minor space issues at terminals in Vancouver, BC.

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 34 - 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 export terminal fluidity - west:

- Reduced terminal productivity

Continuous operations at all grain export facilities:

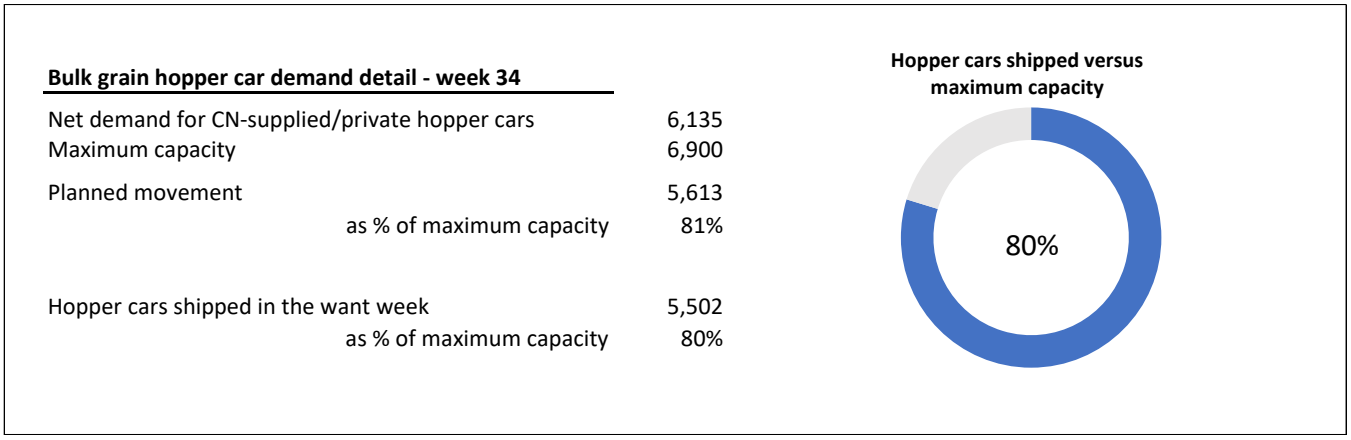
- Prince Rupert Grain terminal does not operate 24/7

Vessel loading during inclement weather:

- Limited vessel loading during rain

Bulk grain movement:

For grain shipment week 34, CN shipped 5,502 bulk hopper cars, achieving 80% of the maximum sustainable supply chain capacity guidance of 6,900 bulk hopper cars.



Bulk grain hopper car demand detail - week 34	
Net demand for CN-supplied/private hopper cars	6,135
Maximum capacity	6,900
Planned movement	5,613
as % of maximum capacity	81%
Hopper cars shipped in the want week	5,502
as % of maximum capacity	80%

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 22.0 MMT of western Canadian bulk grain through week 34 of Crop Year 2025-26. This tonnage is 11% above the prior three-year average, and 5% above last year.

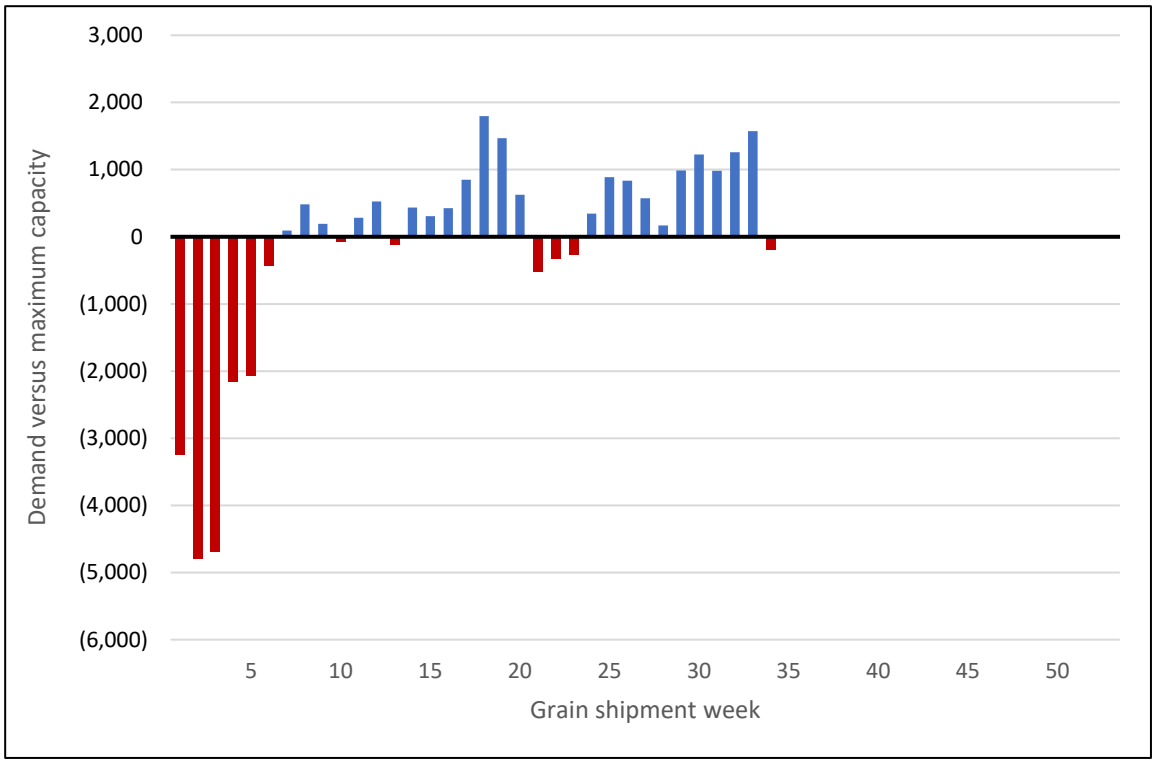


Figure 4. Customer demand for bulk grain movement via hopper car in relation to maximum end-to-end sustainable supply chain capacity on CN for bulk grain movement

Approximately 2,600 hopper cars worth of available grain supply capacity on CN went unutilized through week 34 of the crop year, representing approximately 200,000 metric tonnes.

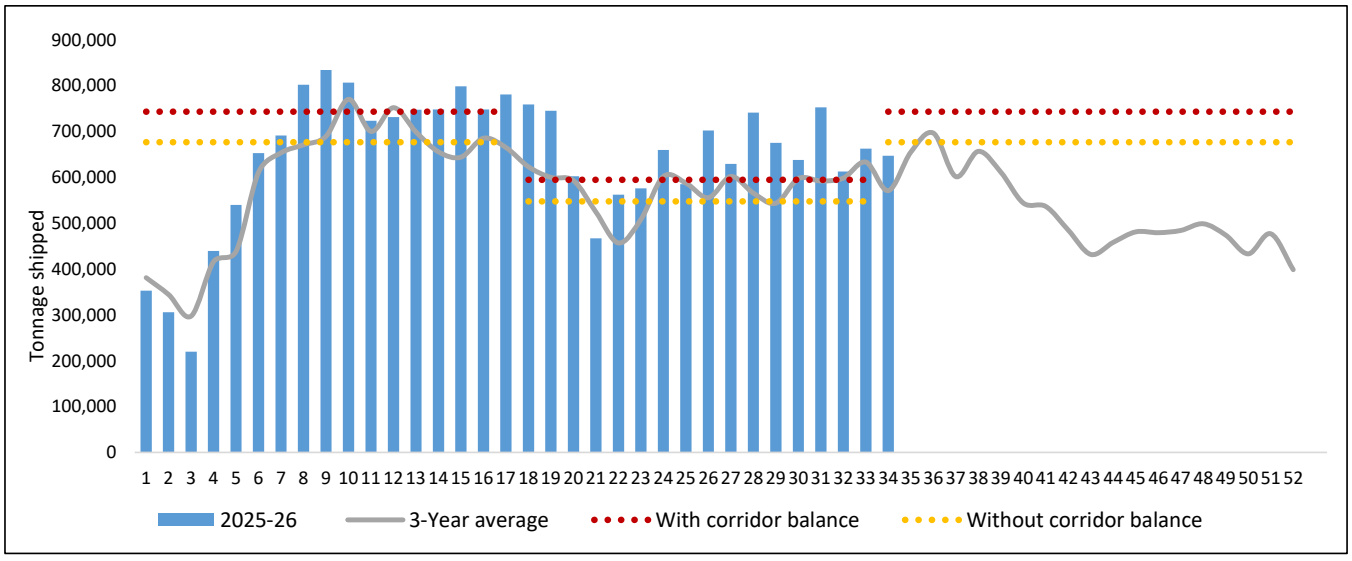


Figure 5. Weekly shipments of grain and processed grain products from western Canada on CN versus maximum end-to-end sustainable supply chain capacity guidance

GRAIN SHIPMENT WEEK 34 – SHIPMENTS OF GRAIN AND PROCESSED GRAIN PRODUCTS

Week 34 (metric tonnes)	Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Total	Carloads
All Grain Supply Chains	295,989	112,131	86,592	0	153,023	**647,734**	**6,739**
YTD Shipments *(million metric tonnes)*							
Common Hopper Fleet	8.4	3.5	2.0	0.0	1.5	**15.5**	**160,374**
Customer-supplied equipment [1]	3.9	0.1	0.1	0.0	2.4	**6.5**	**67,512**
Total[2,3]	**12.3**	**3.6**	**2.1**	**0.0**	**3.9**	**22.0**	**227,886**

[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 34 net car orders were 4,643. Changes to grain shipment demand in week 34 included:
    - 522 orders rationed
    - 476 orders cancelled throughout week 34

	Common Hopper Fleet	Week 34 Complete (Mar 22 to Mar 28) Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Totals	Week 35 Latest	Week 36 Preliminary
Demand	Total Customer Orders	2,443	1,321	653	0	702	**5,119**	**6,551** (2)	**6,500** (2)
	Invalid Customer Orders	0	0	0	0	0	**0**		
	Terminal Authorized Orders(1)	2,443	1,321	653	0	702	**5,119** (1)		
	Cancelled Orders	(362)	(7)	0	0	(107)	**(476)**		
	Total Net Orders	2,187	1,061	653	0	696	**4,643**		
	Contracted Orders						**3,866**		
	Spot Orders						**777**		
Planning	Net Planned Orders	1,825	1,054	653	0	589	**4,121**		
	Planned Contracted Orders						**3,646**		
	Planned Spot Orders						**475**		
	% of Net Orders that were Planned						***89%***		

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

- 5,077 empty cars spotted in week 34
- 98% spotting performance against the current week's plan
- 99.6% 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 34 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	4,597	(385)	**4,212**	35	4,086	**4,121**	98%	**91**
Prior Week's Orders (rolled forward to current week)	468	(21)	**447**	-	447	**447**	100%	**0**
"Add-in" Cars Ordered after weekly plan is set	-	-	**-**	-	162	**162**		
Pre-Spots Early spotting of next week's orders	-	-	**-**	-	112	**112**		
Railway shuttles	-	-	**-**	-	270	**270**		
Total	**5,065**	**(406)**	**4,659**	**35**	**5,077**	**5,112**		

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