Update on Western Canadian Grain – Crop Year 2025-26 Week 44

Summary:
In grain shipment week 44, CN moved 515,000 metric tonnes of grain and processed grain products, up 2% from the prior week and 12% above the three-year average. However, volumes remained 31% below supply chain targets as seeding activity continued to limit producer deliveries, reducing grain availability in elevators and leading to customer order cancellations throughout the 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 44 - 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

Sufficient customer demand to reach guidance levels:

- Insufficient orders to meet targets due to seeding-related limits on farmer deliveries across Western Canada

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 44, CN shipped 4,073 bulk hopper cars, achieving 59% of the maximum sustainable supply chain capacity guidance of 6,900 bulk hopper cars.

Bulk grain hopper car demand detail - week 44	
Net demand for CN-supplied/private hopper cars	4,651
Maximum capacity	6,900
Planned movement	4,651
as % of maximum capacity	67%
Hopper cars shipped in the want week	4,073
as % of maximum capacity	59%

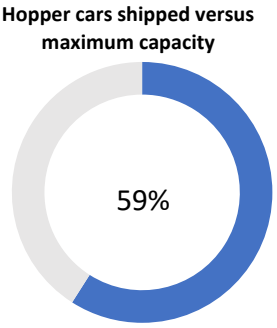

Figure 2. Bulk grain hopper car demand and demand fulfillment

CROP YEAR-TO-DATE SUMMARIES



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

CN moved 28.9 MMT of western Canadian bulk grain through week 44 of Crop Year 2025-26. This tonnage is 13% above the prior three-year average, and 6% above last year.

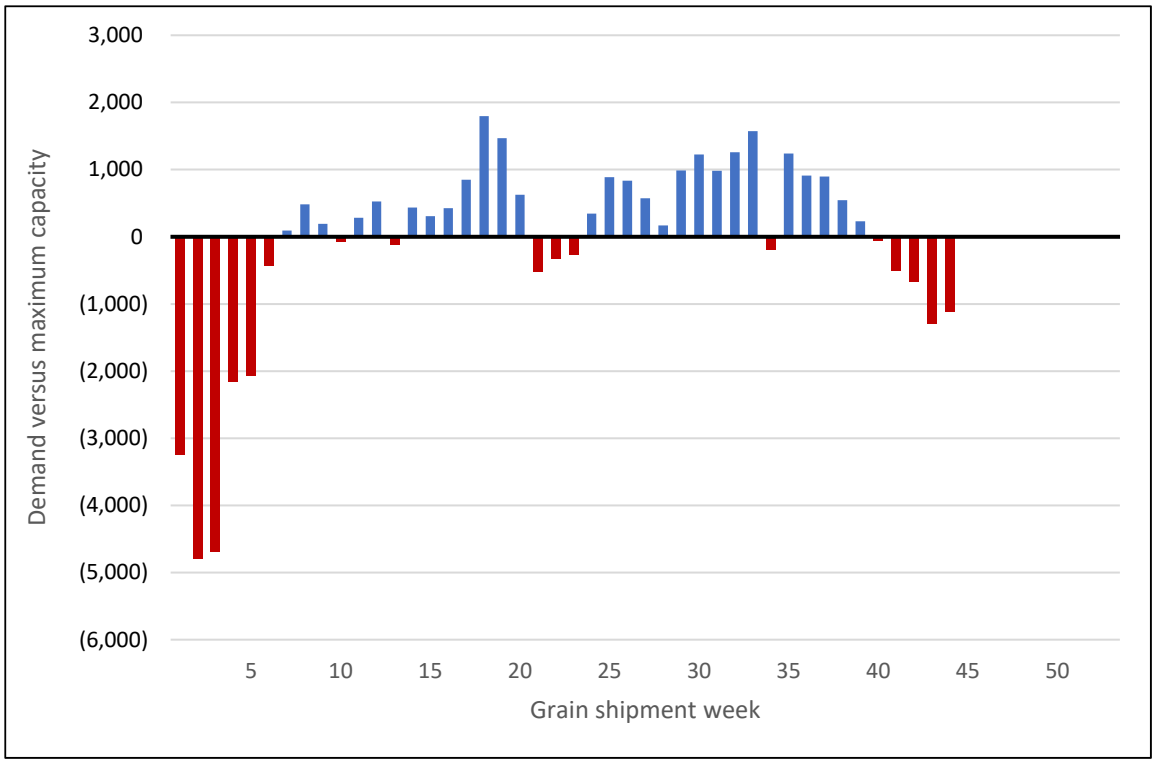

Figure 4. Customer demand for bulk grain movement via hopper car in relation to maximum end-to-end sustainable supply chain capacity on CN for bulk grain movement

Approximately 2,400 hopper cars worth of available grain supply capacity on CN went unutilized through week 44 of the crop year, representing approximately 231 thousand metric tonnes.

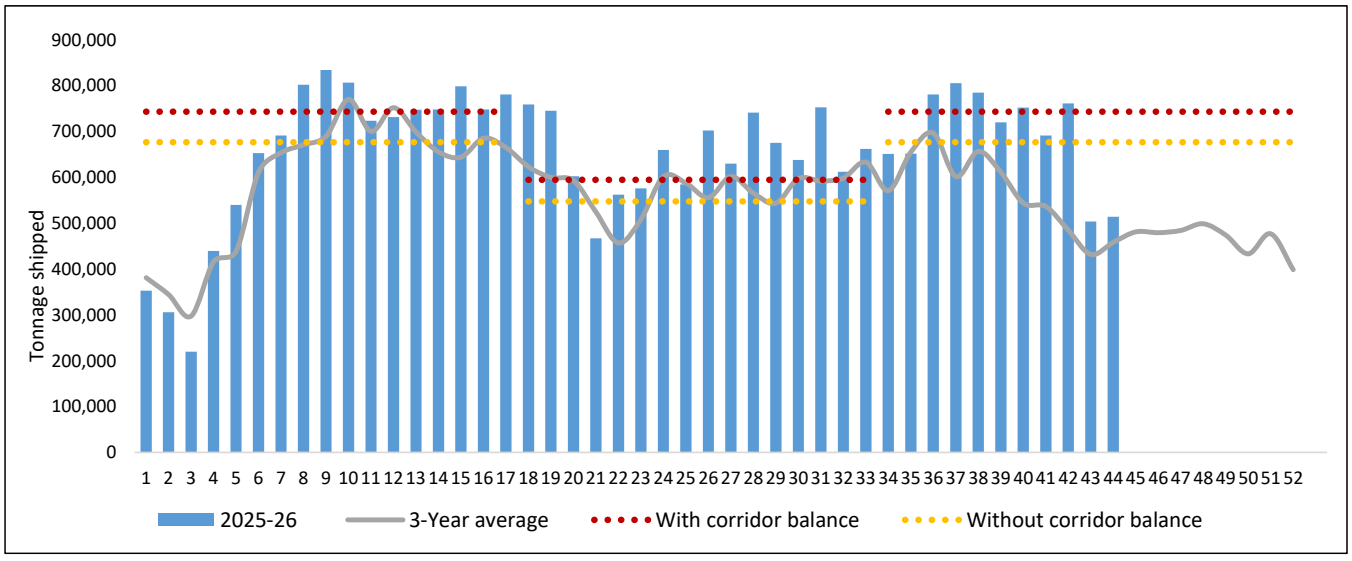

Figure 5. Weekly shipments of grain and processed grain products from western Canada on CN versus maximum end-to-end sustainable supply chain capacity guidance

GRAIN SHIPMENT WEEK 44 – SHIPMENTS OF GRAIN AND PROCESSED GRAIN PRODUCTS

Week 44 (metric tonnes)	Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Total	Carloads
All Grain Supply Chains	281,525	70,772	72,749	0	89,665	**514,711**	**5,331**
YTD Shipments *(million metric tonnes)*							
Common Hopper Fleet	10.9	4.7	2.9	0.0	1.9	**20.4**	**211,699**
Customer-supplied equipment [1]	5.1	0.1	0.2	0.0	3.2	**8.5**	**88,699**
Total[2,3]	**16.0**	**4.8**	**3.1**	**0.0**	**5.1**	**28.9**	**300,398**

[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 44 net car orders were 3,793. Changes to grain shipment demand in week 44 included:
- Zero orders rationed
- 695 orders cancelled throughout week 44

	Common Hopper Fleet	Week 44 Complete (May 31 to Jun 06) Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Totals	Week 45 Latest	Week 46 Preliminary
Demand	Total Customer Orders	2,048	1,214	890	0	336	**4,488**	**5,740** (2)	**5,750** (2)
	Invalid Customer Orders	0	0	0	0	0	**0**		
	Terminal Authorized Orders(1)	2,048	1,214	890	0	336	**4,488** (1)		
	Cancelled Orders	(250)	(129)	(261)	0	(55)	**(695)**		
	Total Net Orders	2,187	1,061	653	0	696	**3,793**		
	Contracted Orders						**3,428**		
	Spot Orders						**365**		
Planning	Net Planned Orders	1,798	1,085	629	0	281	**3,793**		
	Planned Contracted Orders						**3,428**		
	Planned Spot Orders						**365**		
	% 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

- 3,950 empty cars spotted in week 44
- 91% spotting performance against the current week's plan
- 97% 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 44 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	4,488	(694)	**3,794**	214	3,227	**3,441**	91%	**353**
Prior Week's Orders (rolled forward to current week)	318	(1)	**317**	-	317	**317**	100%	**0**
"Add-in" Cars Ordered after weekly plan is set	-	-	**-**	-	28	**28**		
Pre-Spots Early spotting of next week's orders	-	-	**-**	-	232	**232**		
Railway shuttles	-	-	**-**	-	146	**146**		
Total	**4,806**	**(695)**	**4,111**	**214**	**3,950**	**4,164**		

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