Update on Western Canadian Grain – Crop Year 2025-26 Week 43

Summary:
During grain shipment week 43, CN moved 504,000 metric tonnes of grain and processed grain products, 17% above the three-year average. However, volumes were 34% lower than the previous week and 32% below supply chain targets. Shippers were forced to cancel orders throughout the week as farmer deliveries remained constrained, with producers focused on completing seeding activities across Western Canada.

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 43 - 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 supply chain targets due to limited farmer deliveries as a result of seeding 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 43, CN shipped 4,331 bulk hopper cars, achieving 63% of the maximum sustainable supply chain capacity guidance of 6,900 bulk hopper cars.

Bulk grain hopper car demand detail - week 43	
Net demand for CN-supplied/private hopper cars	4,422
Maximum capacity	6,900
Planned movement	4,422
as % of maximum capacity	64%
Hopper cars shipped in the want week	4,331
as % of maximum capacity	63%

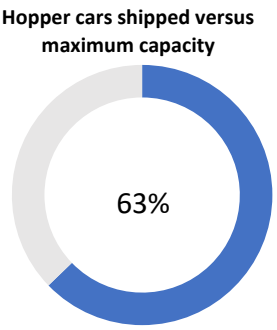

Figure 2. Bulk grain hopper car demand and demand fulfillment

CROP YEAR-TO-DATE SUMMARIES

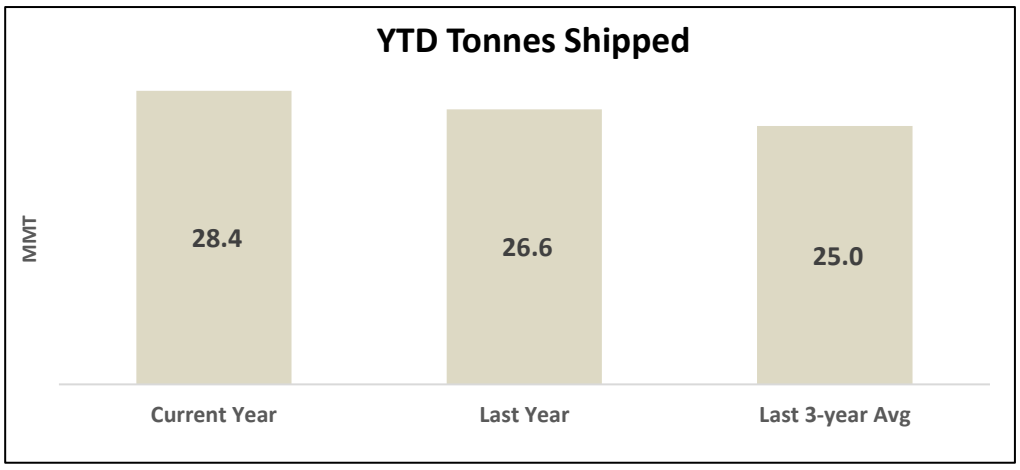

Figure 3. Crop year-to-date shipments of grain and processed grain products from western Canada

CN moved 28.4 MMT of western Canadian bulk grain through week 43 of Crop Year 2025-26. This tonnage is 14% above the prior three-year average, and 7% above last year.

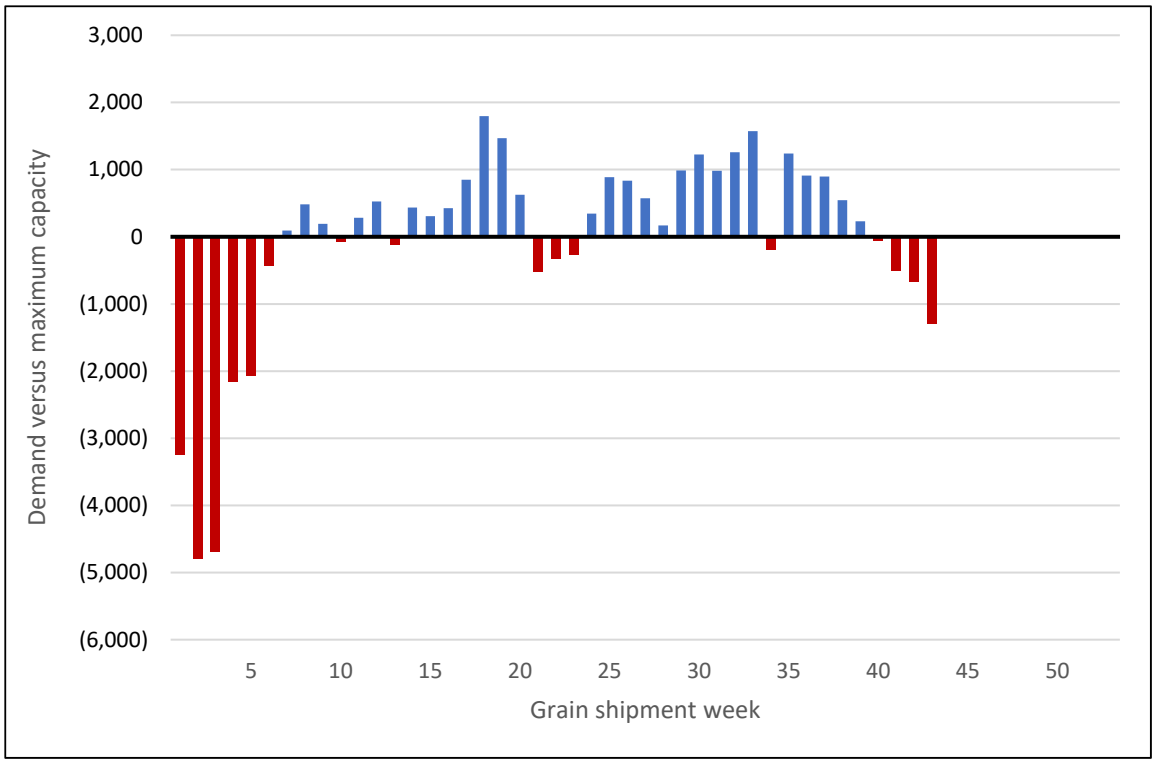

Figure 4. Customer demand for bulk grain movement via hopper car in relation to maximum end-to-end sustainable supply chain capacity on CN for bulk grain movement

Approximately 1,300 hopper cars worth of available grain supply capacity on CN went unutilized through week 43 of the crop year, representing approximately 125 thousand metric tonnes.

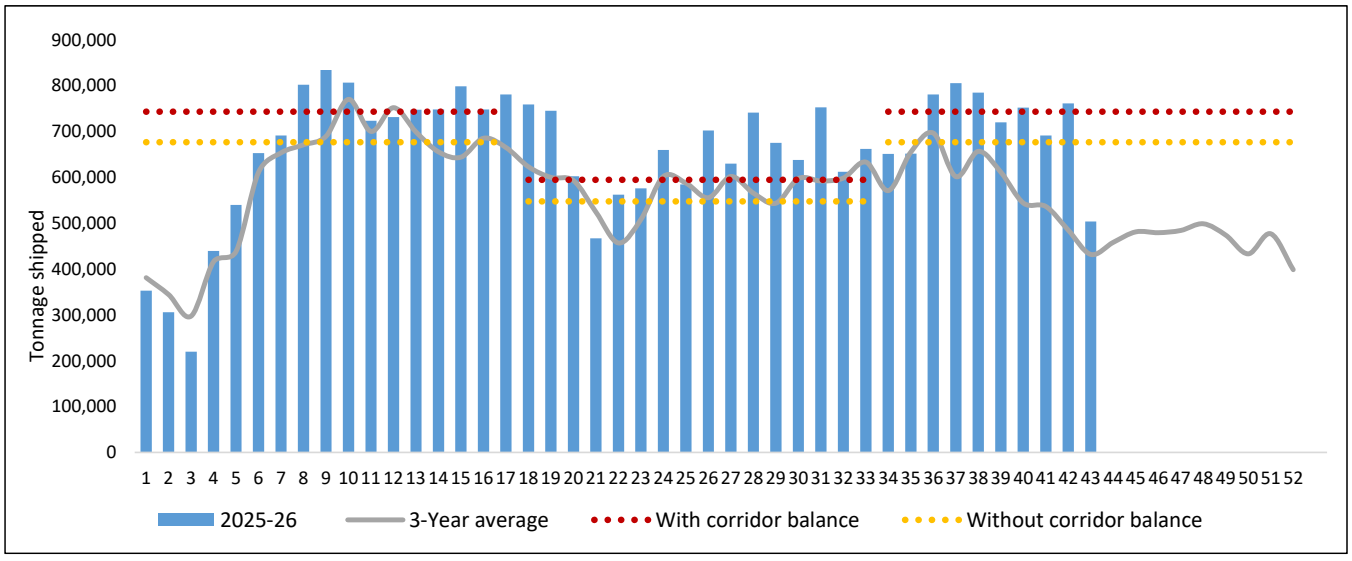

Figure 5. Weekly shipments of grain and processed grain products from western Canada on CN versus maximum end-to-end sustainable supply chain capacity guidance

GRAIN SHIPMENT WEEK 43 – SHIPMENTS OF GRAIN AND PROCESSED GRAIN PRODUCTS

Week 43 (metric tonnes)	Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Total	Carloads
All Grain Supply Chains	258,321	90,889	78,483	0	76,328	**504,021**	**5,201**
YTD Shipments *(million metric tonnes)*							
Common Hopper Fleet	10.8	4.6	2.8	0.0	1.9	**20.1**	**208,431**
Customer-supplied equipment [1]	4.9	0.1	0.1	0.0	3.1	**8.3**	**86,632**
Total[2,3]	**15.7**	**4.7**	**2.9**	**0.0**	**5.0**	**28.4**	**295,063**

[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 43 net car orders were 3,174. Changes to grain shipment demand in week 43 included:
    - Zero orders rationed
    - 567 orders cancelled throughout week 43

	Common Hopper Fleet	Week 43 Complete (May 24 to May 30) Vancouver	Prince Rupert	Thunder Bay	Churchill	N. America Domestic	Totals	Week 44 Latest	Week 45 Preliminary
Demand	Total Customer Orders	1,686	729	992	0	334	**3,741**	**4,931** (2)	**5,740** (2)
	Invalid Customer Orders	0	0	0	0	0	**0**		
	Terminal Authorized Orders(1)	1,686	729	992	0	334	**3,741** (1)		
	Cancelled Orders	(245)	(104)	(192)	0	(26)	**(567)**		
	Total Net Orders	2,187	1,061	653	0	696	**3,174**		
	Contracted Orders						**3,074**		
	Spot Orders						**100**		
Planning	Net Planned Orders	1,441	625	800	0	308	**3,174**		
	Planned Contracted Orders						**3,074**		
	Planned Spot Orders						**100**		
	% 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

- 3,706 empty cars spotted in week 43
- 91% spotting performance against the current week's plan
- 99.9% 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 43 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	3,741	(586)	**3,155**	20	2,836	**2,856**	91%	**299**
Prior Week's Orders (rolled forward to current week)	358	(5)	**353**	-	353	**353**	100%	**0**
"Add-in" Cars Ordered after weekly plan is set	-	-	**-**	-	20	**20**		
Pre-Spots Early spotting of next week's orders	-	-	**-**	-	214	**214**		
Railway shuttles	-	-	**-**	-	283	**283**		
Total	**4,099**	**(591)**	**3,508**	**20**	**3,706**	**3,726**		

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