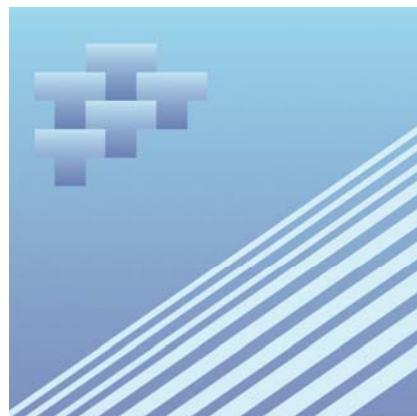




Catalogue no. 52-216-X

Rail in Canada

2006



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Statistics Canada
Transportation Division
Multimodal Transport Section

Rail in Canada

2006

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Note of appreciation

Canada owes the success of its statistical system to a long standing partnership between Statistics Canada, the citizens of Canada, its businesses, governments and other institutions. Accurate and timely statistical information could not be produced without their continued cooperation and goodwill.

User information

Symbols

The following standard symbols are used in Statistics Canada publications:

- . not available for any reference period
- .. not available for a specific reference period
- ... not applicable
- 0 true zero or a value rounded to zero
- 0^s value rounded to 0 (zero) where there is a meaningful distinction between true zero and the value that was rounded
- p preliminary
- r revised
- x suppressed to meet the confidentiality requirements of the *Statistics Act*
- E use with caution
- F too unreliable to be published

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Statistics Canada would like to thank Transport Canada for its assistance in providing origin and destination data on commodities in Canada.

Foreword

"**Rail in Canada, 2006**" provides information on the size and structure of the Canadian rail transport industry. It contains a number of financial, operating and commodity origin and destination statistical tables.

The statistical tables in the publication are created from two annual surveys – the Annual Rail Survey and the Rail Commodity Origin and Destination Survey. As the objectives, coverage and methodologies of these surveys are not identical, information on each of these elements can be found in the Data quality, concepts and methodology — Survey methodology, coverage and data limitations section.

Attention Users!

The following changes in the coverage, data and format apply to this and prior publications:

- Data published prior to 1997 conform to industry group 453 (Railway Transport and Related Service Industries). This grouping was part of the **Standard Industrial Classification System (SIC), 1980**, which was replaced by **The North American Industrial Classification System (NAICS)**, to allow for comparability with the United States and Mexico. Please refer to the section on Data quality, concepts and methodology — Survey concepts and data limitations for more detail.
- Statistics Canada is required by law to protect the confidentiality of the data supplied by survey respondents. However, for decades, railway operations were regulated through governmental approval of shipping rates. Hence, railway statistics were published in detail by carrier and by province/territory. Since deregulation in 1996, the railways can negotiate confidential contracts with shippers. To preserve confidentiality, data on commodity movements are presented by region. Mainline railways have granted permission to Statistics Canada in writing to report their financial and operating statistics as they appear in this publication.
- The database containing data on financial and operational statistics from past annual reports from rail carriers operating in Canada underwent a major historical revision in March 2007. This major revision was carried out in order to ensure that industry data from 1986 to 1997, previously classified under the SIC 1980, would be directly comparable with all future industry data following the adoption of the NAICS by Statistics Canada in 1997. As a result of this revision, data from 1986 to 1997 can now be found on CANSIM. The successful reclassification of the past data also allows for a twenty-one year perspective on the Canadian rail industry as presented in this publication.
- The analytical portion of this publication now provides text tables containing key variables for years 1986 to 2006.
- In 2006, the survey universe was composed of 3 mainline carriers - Canadian National (CN), Canadian Pacific (CP) and VIA Rail, and 43 regional and short-haul carriers.
- Financial, operational and origin and destination data may change on a year-to-year basis as a result of fluctuations in currency exchange rates, reclassifications of accounts, etc. Data are also influenced by mergers, acquisitions and companies which may enter or exit the industry.

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Highlights

- In 2006, the Canadian rail industry realized net operating profits of \$2.6 billion. Net income, after tax and extraordinary items, was \$1.9 billion.
- The operating revenues of Canadian railways rose 5.9% in 2006 compared to 2005, reaching \$10.4 billion. 2006 represents the 8th consecutive year operating revenues have increased.
- Total operating expenses of the railways grew 3.8% compared to the previous year, reaching \$7.8 billion.
- Total assets of the railways were \$19.5 billion in 2006. CN held 50.8% of the industry's total assets with \$9.9 billion, while CP held 38.2% with \$7.5 billion and VIA Rail held 4.5% with \$872.5 million. Regional and short-haul carriers held the remaining 6.5% with \$1.3 billion.
- Rail carriers consumed 2.1 billion litres of diesel fuel in 2006 and spent \$1.3 billion acquiring the fuel.
- Total employment in the rail industry stood at a little more than 34,000 in 2006 – a decline of 2.5% from 2005 levels. The average annual compensation per employee in 2006 rose 0.8% to exceed \$71,000, while total compensation decreased 1.7% to \$2.4 billion.
- Total tonnage of revenue freight decreased 4.7% in 2006 to 352.7 million tonnes, while tonne-kilometres marginally increased 0.1% to 352.4 billion tonne-kilometres.
- The total number of passengers carried by rail in 2006 decreased 0.6% from 2005 to 4.2 million. The total number of passenger-kilometres also decreased in 2006, dropping 1.9% to 1.5 billion.
- For 2006, the three main commodities transported by railways companies, for all origins and destinations, were coal with 32.0 million tonnes, mixed carloads or unidentified freight with 25.4 million tonnes, and wheat with 21.8 million tonnes.

Overview of rail transport in 2006

Economy in brief

The Canadian economy continued to perform well in 2006, its 15th year of economic growth on a real gross domestic product (GDP) basis.¹ For 2006, real GDP registered a growth rate of 2.8% - a slight deceleration from 2005.²

Although Canada's exports to the US decreased 2%, Canada's total exports increased 1.1% over 2005 levels to \$458.2 billion.³ As well, the Canadian dollar reached an annual average of 88.2 cents US in 2006, which represents a 6.9% increase from the annual average of 82.5 cents US in 2005.⁴

The employment sector also fared well in 2006 with the creation of an additional 303,500 full-time jobs over 2005. With more people entering the work force, the unemployment rate decreased to 6.3% for the year – the lowest rate in 15 years.⁵

Finally, the rate of inflation, as measured by the consumer price index, increased 2.0% between 2005 and 2006.⁶ This is the third consecutive year in which the rate of inflation has remained at or near 2.0%, as well as the 15th year that the annual increase was less than 5.0%.⁷

Operating revenues

Total operating revenues for the Canadian railway industry rose for the 8th consecutive year, reaching \$10.4 billion in 2006 (see text table 1). Net operating income also rose, increasing 12.8% over 2005 to \$2.6 billion. As well, net income, after income taxes and extraordinary items, reached \$1.9 billion, an increase of 12.3% compared to 2005 levels.

Over the 21 year period from 1986 to 2006, total operating revenues grew 38.7%. The increase in total operating revenues for the industry was at its strongest between 1996 and 2006, as revenues surged 44.7%. The strongest decreases occurred in 1989 (a 7.1% drop from 1988) and in 1990 (a 5.3% drop from 1989). These decreases occurred at the onset of the 1990 to 1992 economic recession in Canada.

Operating revenues by source

In 2006, freight transportation revenues accounted for \$9.4 billion or 89.9% of the total operating revenues of the rail transportation industry. On an annual basis, freight revenues increased 6.8% in 2006. The growth in revenues was related mostly to increases in freight rates and higher fuel surcharges stemming from higher prices of crude oil.⁸ Between 1986 and 2006, revenues from freight transportation increased by 51.1%.

Revenues from passenger transportation services also increased in 2006, rising from \$282.9 million in 2005 to \$294.5 million in 2006. Between 1986 and 2006, passenger revenues increased by 37.6%. During this twenty-one year period, only four decreases were recorded in passenger revenues. The main decrease occurred

1. Gross Domestic Product, Expenditure based. Statistics Canada. CANSIM table 380-0002.

2. Gross Domestic Product, Expenditure based. Statistics Canada. CANSIM table 380-0002.

3. Canadian International Merchandise Trade, December 2006. Statistics Canada. Catalogue no 65-001-XIB, page 19.

4. The average annual value of the Canadian dollar was calculated using the average annual exchange rates of 2005 and 2006 (based on an average of 250 days for each year) published by the Bank of Canada.

5. Labour Force Survey. Statistics Canada. CANSIM table 282-0002.

6. Consumer price index (CPI), 2005 basket, all items, annual (2002 = 100). Statistics Canada. CANSIM table 326-0021.

7. Consumer price index (CPI), 2005 basket, all items, annual (2002 = 100). Statistics Canada. CANSIM table 326-0021; and O'Donnell, G. and M. Prud'homme (2005) "An Analysis of Consumer Prices in 2005". Statistics Canada. Catalogue No: 11-621-MIE2006042, page 3.

8. Canadian National Railway, Annual Report 2006, page 33; Canadian Pacific Railway, Annual Report 2006, page 10.

in 1990 with a drop of 40.6% from 1989. This decrease was attributable, for the most part, to a major restructuring of VIA Rail's operations, which resulted in a large reduction of services. The objectives of these cuts were to reduce operating costs and to make the company more competitive with other modes of passenger transportation.

Text table 1

Distribution of operating revenues by major sources, 1986 to 2006

Year	Operating revenues					Total
	Freight transportation	Passenger transportation	Services to VIA	Government payments	Other	
	thousands of dollars					
2006	9,351,673	294,529	67,774	309,868	381,551	10,405,395
2005	8,759,069	282,881	64,915	308,304	406,825	9,821,994
2004	7,879,379	265,192	61,845	301,630	353,720	8,861,766
2003	7,354,925	255,776	61,835	306,060	328,671	8,307,268
2002	7,256,435	287,393	64,163	276,410	328,946	8,213,346
2001	7,222,552	268,504	61,459	275,186	327,858	8,155,559
2000	7,198,145	248,142	62,152	285,162	308,917	8,102,518
1999	6,860,226	226,286	66,481	298,167	266,060	7,717,220
1998	6,818,924	207,539	68,725	277,831	236,709	7,609,728
1997	7,083,126	199,069	63,208	313,230	244,292	7,902,925
1996	6,401,335	185,213	61,174	324,656	221,065	7,193,443
1995	6,376,841	178,563	58,535	374,973	220,848	7,209,760
1994	6,612,575	178,811	62,874	431,067	244,500	7,529,827
1993	6,037,455	167,140	65,474	496,904	224,892	6,991,865
1992	5,935,616	157,184	72,049	491,943	250,397	6,907,189
1991	6,186,141	153,569	67,472	488,830	254,666	7,150,678
1990	5,994,763	150,934	84,976	513,396	248,592	6,992,661
1989	6,092,812	253,971	129,174	651,539	254,194	7,381,690
1988	6,572,820	228,705	145,142	764,015	233,110	7,943,792
1987	6,594,641	204,334	181,447	709,147	197,889	7,887,458
1986	6,190,438	214,046	243,327	649,573	204,254	7,501,638

Revenues stemming from government payments also increased in 2006, edging up 0.5% to \$309.9 million. These payments, or subsidies, were \$339.7 million less than what the rail transportation industry received in 1986.

Operating revenues by carrier

In 2006, freight revenues for CN totalled \$5.0 billion, which was an increase of 9% from the \$4.6 billion recorded in 2005. Freight revenues represented 93.4% of all revenues earned by CN in 2006. With the exception of 1986, revenues from freight transportation have always represented more than 90% of total revenues for CN.

CP also recorded an increase in freight revenues reaching \$3.8 billion in 2006. Since 1995, CN and CP have combined for over 88% of the total freight revenues within the Canadian railway industry.

In contrast to both CN and CP, operating revenues for VIA Rail are derived primarily from two revenue sources – passenger transportation and government payments. In 2006, revenues from passenger transportation amounted to \$267.1 million or 60.7% of all revenues recorded by VIA Rail. Government payments, at \$167.6 million, represented 38.1% of VIA Rail's revenues. Prior to 1998, government payments were the highest source of revenues for VIA Rail. In 1986, for instance, subsidies paid to VIA Rail represented nearly 70% of all revenues.

From 1998 to 2004, regional and short-haul carriers combined for more than 10% of the total revenues for the industry. However, this share decreased in 2005 and 2006 to 7.3% and 6.4%, respectively. The decrease in the industry revenue share is mostly the result of acquisitions of regional and short-haul carriers by the mainline carriers and does not necessarily indicate a drop in activities for the remaining carriers.

Operating expenses

In 2006, total operating expenses of the Canadian railway industry reached \$7.8 billion, a 3.8% rise over 2005 levels (see text table 2). CN and CP combined for 86.7% of the industry's operating expenses, while VIA Rail represented 5.6% and regional and short-haul carriers accounted for 7.7%.

At the mainline carrier level, CN saw an increase of 6.6% in its operating expenses, bringing its total to \$3.5 billion. CP also saw an increase in its operating expenses with a 3.9% rise to total \$3.2 billion, while VIA Rail saw a marginal decrease of 0.4% to total \$434.8 million.

Text table 2
Distribution of operating expenses by major category, 1986 to 2006

Year	Operating expenses				
	Ways and structures	Equipment	Rail operations	General	Total
	thousands of dollars				
2006	1,341,824	1,467,060	3,388,501	1,596,570	7,793,955
2005	1,311,510	1,440,876	3,216,111	1,537,857	7,506,354
2004	1,283,774	1,371,147	2,929,149	1,367,826	6,951,895
2003	1,221,768	1,430,549	2,776,794	1,284,185	6,713,296
2002	1,229,853	1,396,081	2,718,701	1,276,401	6,621,036
2001	1,210,277	1,465,996	2,796,495	1,121,260	6,594,028
2000	1,232,524	1,424,541	2,683,506	1,085,742	6,426,313
1999	1,230,907	1,397,275	2,409,440	1,690,312	6,727,934
1998	1,245,248	1,432,585	2,398,500	1,854,785	6,931,118
1997	1,248,380	1,562,446	2,534,738	1,372,946	6,718,510
1996	1,207,300	1,485,372	2,370,574	1,725,380	6,788,626
1995	1,194,932	1,539,743	2,336,518	3,390,236	8,461,429
1994	1,226,768	1,564,537	2,398,726	1,508,744	6,698,775
1993	1,277,915	1,526,559	2,265,116	1,531,877	6,601,467
1992	1,278,488	1,545,806	2,292,652	2,664,382	7,781,328
1991	1,225,163	1,598,146	2,251,670	1,769,713	6,844,692
1990	1,208,872	1,614,792	2,248,797	1,499,214	6,571,675
1989	1,232,971	1,788,626	2,288,609	1,662,963	6,973,169
1988	1,252,936	1,769,739	2,338,652	1,527,549	6,888,877
1987	1,206,828	1,795,474	2,286,102	1,485,157	6,773,562
1986	1,162,571	1,730,037	2,304,742	1,496,426	6,693,777

In terms of the distribution of the type of operating expenses within the industry, rail operations expenses are typically the highest. The only exceptions to this over the twenty-one year period from 1986 to 2006 were in 1992 and 1995, when restructuring costs greatly affected general expenses.

Rail operations expenses for 2006 (which include charges related to trains, yard stations, terminals, etc.) increased 5.4% to \$3.4 billion. CN, CP and VIA Rail all recorded increases in these expenses and together accounted for 93.9% of the industry's rail operations expenses.

General expenses, at \$1.6 billion in 2006, represent the second largest type of expense within the industry. Among the expenses included in this category include administration expenses and employee benefits. CN and CP recorded increases of 10.2% and 3.8%, respectively, in their general expenses over the previous year, while VIA Rail decreased its general expenses by 8.4%.

Expenses related to equipment represent the third largest type of expenses, while expenses related to ways and structures represent the fourth largest type of expenses within the industry. For 2006, equipment related expenses increased by 1.8% to \$1.5 billion, while ways and structures related expenses increased by 2.3% to \$1.3 billion.

Balance sheet and property accounts

Total assets of Canadian railways were \$19.5 billion in 2006 (see text table 3). At the mainline carrier level, CN held 50.8% of the industry's total assets with \$9.9 billion, while CP held 38.2% with \$7.5 billion and VIA Rail held 4.5% with \$872.5 million. Regional and short-haul carriers held the remaining 6.5% of the industry's total assets with \$1.3 billion.

Text table 3
Total assets by carrier, 1986 to 2006

Year	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ carriers	Total
thousands of dollars					
2006	9,933,298	7,469,942	872,484	1,263,331	19,539,055
2005	9,386,776	7,088,182	894,660	1,303,295	18,672,913
2004	8,612,591	6,680,457	911,404	2,211,414	18,415,866
2003	8,037,214	6,394,416	906,428	2,331,868	17,669,926
2002	7,695,998	5,948,280	892,184	2,488,273	17,024,735
2001	7,343,821	5,887,727	817,722	2,387,856	16,437,126
2000	7,121,897	5,703,024	631,491	1,821,371	15,277,783
1999	6,831,036	5,655,931	613,339	1,712,744	14,813,050
1998	6,530,037	5,315,312	623,765	2,038,104	14,507,218
1997	6,629,879	4,988,607	688,057	1,878,362	14,184,905
1996	6,027,475	4,589,633	712,541	1,664,507	12,994,156
1995	5,745,125	4,448,995	783,388	1,635,556	12,613,064
1994	6,743,173	4,580,959	790,753	1,629,574	13,744,459
1993	6,561,914	4,483,669	812,690	1,625,492	13,483,765
1992	6,598,391	4,385,225	866,428	1,637,292	13,487,336
1991	6,549,423	4,587,299	914,310	1,634,592	13,685,624
1990	6,558,423	4,577,563	931,741	1,626,965	13,694,692
1989	6,485,006	4,506,089	938,033	1,569,807	13,498,935
1988	6,409,584	4,435,065	1,069,125	1,537,231	13,451,005
1987	6,494,336	4,245,829	953,867	1,529,263	13,223,295
1986	6,522,338	4,067,251	966,842	1,532,155	13,088,586

1. In this table, the expression regional carrier includes short-haul carrier.

Between 1986 and 2006, total assets of the rail industry rose 49.3%. During this twenty-one year period, total assets decreased only three times with the main decrease occurring in 1995 with assets declining 8.2%. The cause of this decrease is likely tied to the privatization of CN that year.

All year-end balance of property accounts also showed increases in 2006 (see text table 4). The year-end balance of land was \$466.3 million, which represented an increase of 3.9% over 2005. As well, the year-end balance of equipment increased an additional 3.6% to \$7.8 billion, while the year-end balance of ways and structures increased by 3% to \$17.6 billion.

CN accounted for 54.4% of all accounts related to ways and structures in 2006, while CP accounted for 35.7%. VIA Rail and the remaining regional and short-haul carriers held 3.3% and 6.6%, respectively, of these accounts. CN also held the largest industry share for accounts related to equipment in 2006 with 49.2%, while CP held 36.9%.

Text table 4
Property accounts, totals, balance at the end of the year, ¹ 1986 to 2006

Year	Land	Ways and structures	Equipment
thousands of dollars			
2006	466,280	17,636,467	7,831,297
2005	448,945	17,127,289	7,560,426
2004	348,710	17,352,991	7,209,306
2003	332,419	16,968,212	6,926,228
2002	325,957	16,433,038	6,621,072
2001	298,391	15,955,735	6,521,082
2000	297,442	15,437,966	6,402,713
1999	305,167	14,789,556	6,358,781
1998	277,135	14,923,633	5,978,990
1997	308,944	14,436,103	5,797,148
1996	307,117	14,214,245	5,351,228
1995	307,413	14,054,908	5,188,242
1994	305,122	13,848,620	5,155,427
1993	317,398	13,548,031	4,984,074
1992	309,676	13,448,646	5,171,277
1991	285,771	13,308,821	5,058,801
1990	251,539	13,052,719	5,012,726
1989	246,675	12,757,080	5,084,144
1988	246,052	12,415,980	4,995,027
1987	248,967	11,668,320	4,989,393
1986	218,544	10,988,935	4,936,806

1. Do not include "accumulated depreciation" or "net book value".

At the end of 2006, the balance of the main property accounts (including land) totalled \$25.9 billion. This total is more than 60% higher than the \$16.1 billion balance in 1986.

Financial ratios

In 2006, the operating ratio⁹ for the industry decreased by a percentage point to 0.75. This decrease suggests that the financial situation of rail carriers continues to improve (see text table 5). In 1986, this ratio stood at 0.89.

9. The operating ratio is the proportion of total operating revenues absorbed by total operating expenses.

Text table 5
Financial ratios, 1986 to 2006

Year	Operating ratio	Debt-asset ratio	Debt-equity ratio
2006	0.75	0.40	0.68
2005	0.76	0.40	0.67
2004	0.78	0.39	0.65
2003	0.81	0.42	0.73
2002	0.81	0.44	0.79
2001	0.81	0.44	0.78
2000	0.79	0.48	0.91
1999	0.87	0.50	0.98
1998	0.91	0.48	0.94
1997	0.85	0.46	0.86
1996	0.94	0.49	0.94
1995	1.17	0.47	0.90
1994	0.89	0.42	0.73
1993	0.94	0.43	0.74
1992	1.13	0.43	0.75
1991	0.96	0.35	0.53
1990	0.94	0.33	0.49
1989	0.87	0.33	0.50
1988	0.87	0.32	0.48
1987	0.86	0.28	0.38
1986	0.89	0.26	0.34

In contrast to the operating ratio, the debt-equity ratio¹⁰ increased by a percentage point to 0.68 in 2006. This increase suggests that rail carriers incurred a small increase in the proportion of equity and debt used to finance their assets.

Another measure that can be used to examine solvency within the rail industry involves the debt-asset ratio.¹¹ This ratio remained unchanged at 0.40 in 2006, implying that 40% of the industry's assets were financed through creditors. This percentage is significantly higher than the 0.26 or 26% recorded in 1986. One reason why the debt-asset ratio increased over the years may be a result of expenses and investments incurred by carriers in order to provide a competitive service while restructuring their operations at the same time.

Inventory of equipment in service

At the end of 2006, there were a total of 3,007 locomotives in service (see text table 6). Of this total, 2,382 were engaged in freight service, 85 in passenger service, 512 in yard work and the remaining 28 classified as associated equipment. In 1986, the total amount of locomotives in service was 3,809. The decrease in the number of locomotives over this twenty-one year period, at the expense of increased operations, is likely the result of the industry utilizing more powerful locomotives.

10. The debt-equity ratio is a measure of solvency calculated by dividing total liabilities by owner's equity.

11. The debt-asset ratio is a measure of solvency calculated by dividing total liabilities by total assets.

Text table 6
Inventory of equipment in service, 1986 to 2006

Year	Locomotives	Freight cars	Passenger cars
	units		
2006	3,007	98,216	602
2005	3,013	100,675	595
2004	2,990	97,564	561
2003	2,938	95,641	533
2002	2,899	96,814	498
2001	3,019	103,430	449
2000	2,996	104,748	442
1999	3,114	106,380	435
1998	3,070	109,210	436
1997	3,177	111,614	433
1996	3,320	112,916	455
1995	3,379	112,293	509
1994	3,370	117,051	533
1993	3,301	117,992	559
1992	3,465	118,238	609
1991	3,493	122,809	619
1990	3,584	124,210	663
1989	3,679	128,828	899
1988	3,753	133,965	915
1987	3,769	121,475	921
1986	3,809	129,084	1,032

The number of freight cars in service for 2006 totalled 98,216. The composition of these cars involved hopper cars (38.9%), flat cars (23.4%) and box cars (22.6%). Between 1986 and 2006, the number of freight cars decreased by 23.9%. At the same time, the average carrying capacity of freight cars increased substantially.

In 2006, CN owned 45.8% of all locomotives used for freight in the industry and 54.5% of all freight cars. CP, for its part, owned 41.1% of all locomotives used for freight and 38.6% of all freight cars. From a passenger perspective, VIA Rail owned 89.4% of all locomotives used for passenger service and 76.1% of all passenger cars.

Length of track operated

The total length of track operated in 2006 was 72,245 kilometres. A total of 57,733 kilometres of track was owned while the remaining 14,512 kilometres was operated under lease, contract or trackage rights, or was jointly owned (see text table 7). Together, CN and CP accounted for 79.6% of the total length of track (owned and leased) operated in 2006. (For detailed data related to length of tracks, see tables 4 and 5 in the Statistical Tables Section.)

Text table 7
Length of track operated, 1986 to 2006

	Total line owned	line operated under lease, contract, trackage rights or jointly owned	Total track operated
kilometres			
2006	57,733	14,512	72,245
2005	57,884	14,483	72,367
2004	60,655	11,393	72,048
2003	60,431	11,488	71,920
2002	61,715	11,470	73,186
2001	62,004	11,816	73,821
2000	62,672	11,741	74,412
1999	62,373	11,679	74,052
1998	63,071	11,459	74,530
1997	64,395	11,667	76,063
1996	65,576	11,814	77,390
1995	67,653	12,615	80,267
1994	69,362	14,144	83,506
1993	69,642	14,766	84,408
1992	69,929	15,022	84,951
1991	69,916	15,408	85,324
1990	70,350	15,660	86,010
1989	71,615	16,551	88,165
1988	73,786	16,586	90,372
1987	75,786	17,583	93,369
1986	75,720	16,215	91,935

In 1986, the total length of track operated was 91,935 kilometres. The decrease recorded between 1986 and 2006 was mostly the result of carriers abandoning track segments that were not profitable.

Fuel consumption

Rail carriers consumed 2.1 billion litres of diesel fuel in 2006, and spent \$1.3 billion acquiring the fuel (see text table 8). Whereas fuel consumption decreased by 0.5%, the total cost of fuel increased by 12.8% - the result of increased fuel prices during the year.

Text table 8
Fuel consumption and cost, 1986 to 2006

	Total diesel	Total cost of diesel fuel
	thousands of litres	thousands of dollars
2006	2,120,107	1,301,621
2005	2,130,224	1,153,591
2004	2,097,070	846,489
2003	2,007,813	761,278
2002	1,969,741	712,743
2001	1,982,053	798,358
2000	1,977,051	769,755
1999	1,950,034	551,887
1998	2,077,113	582,159
1997	2,204,130	720,134
1996	1,994,354	652,616
1995	1,998,053	623,651
1994	1,986,748	621,048
1993	1,906,796	578,557
1992	1,894,237	573,190
1991	1,972,528	641,975
1990	1,913,814	651,420
1989	2,024,349	613,681
1988	2,220,346	656,076
1987	2,191,002	656,830
1986	2,168,059	651,232

CN accounted for 49.6% of the total fuel consumption for the industry in 2006. CP accounted for 41%, while VIA Rail and the regional and short-haul carriers accounted for the remaining 9.4%.

At the provincial level, Ontario had the highest consumption of diesel fuel for rail activity in Canada with 680.3 million litres consumed. This amount is lower than the 722.9 million litres the province consumed in 1986. (For data on the remaining provinces, see table 7 in the Statistical Tables Section).

Operating statistics – Freight transportation

In 2006, the total tonnage of revenue freight carried was 352.7 million tonnes – a decrease of 4.7% from 2005 (see text table 9). Over the twenty-one year period from 1986 to 2006, total tonnage increased by 28.1%. In contrast to the decrease in tonnage in 2006, tonne-kilometres marginally increased by 0.1% in 2006 and by more than 44% over 1986 levels.

The average haul also increased in 2006 from the previous year to almost a thousand kilometres. This increase represents a 12.6% rise from the 887 kilometres recorded in 1986.

Text table 9
Operating statistics for freight transportation, 1986 to 2006

Year	Tonnes ¹	Tonne-km	Train-km	Car-km	Cars per train
	thousands				average number
2006	352,729	352,373,981	122,876	9,759,413	79.4
2005	369,943	352,139,700	123,892	9,826,045	79.3
2004	361,606	338,897,938	120,264	9,296,250	77.3
2003	343,304	318,263,125	118,448	8,600,399	72.6
2002	335,830	317,806,584	118,361	8,340,460	70.5
2001	348,723	323,210,721	115,717	8,446,138	73.0
2000	355,855	322,511,319	117,183	8,460,758	72.2
1999	338,056	300,140,410	114,957	7,843,109	68.2
1998	330,480	297,916,232	116,312	7,620,424	65.5
1997	323,217	305,634,698	117,862	7,975,136	67.7
1996	300,838	282,018,282	113,192	7,363,883	65.1
1995	300,730	280,476,893	117,732	7,408,545	62.9
1994	296,874	287,827,206	123,720	7,796,838	63.0
1993	263,096	256,134,323	113,003	7,289,001	64.5
1992	263,051	250,667,028	110,418	7,099,278	64.3
1991	273,826	260,578,953	110,441	7,351,438	66.6
1990	268,073	248,347,993	100,459	7,073,716	70.4
1989	279,546	248,967,673	100,749	7,168,018	71.1
1988	297,798	270,934,050	106,280	7,753,790	73.0
1987	290,461	267,479,657	103,563	7,881,947	76.1
1986	275,393	244,245,636	97,958	7,391,831	75.5

1. Represent all freight moved in trains operated by carriers. The data on origin and destination of commodities are derived from local, forwarded, received and bridged transportation.

CN accounted for 41.1% of the total tonnage of all revenue freight carried and 54% of all tonne-kilometres recorded in 2006. For CP, revenue freight carried represented 31.5% of all tonnage for the industry while its tonne-kilometres represented 39.9%.

The amount of train-kilometres declined by 0.8% in 2006 compared to 2005. Car-kilometres followed the same trend showing a decline of 0.7% over the previous year. Over the twenty-one year period from 1986 to 2006, train-kilometres and car-kilometres increased by 25.4% and 32%, respectively.

The average number of cars per train remained unchanged at 79 in 2006. In 1986, trains had an average number of 76 cars. However, between 1991 and 1998, the average number of cars per train did not exceed 68 cars.

Operating statistics – Passenger transportation

The total number of passengers carried by rail in 2006 decreased 0.6% from 2005 to 4.2 million (see text table 10). This amount remains far from the more than 6 million passengers recorded each year prior to 1990. The large difference is the result of various steps taken by VIA Rail in 1990 to restructure its network. As a result of its restructuring, almost half of the services provided by the carrier were abandoned. These major changes were aimed at making Via Rail more efficient, productive and competitive in the face of constant decreases in government payments.

Text table 10
Operating statistics for passenger transportation, 1986 to 2006

Year	Passengers	Passenger-km	Train-km	Car-km	Cars per train ¹
	thousands				average number
2006	4,243	1,450,481	11,503	80,168	7.0
2005	4,269	1,478,454	11,792	81,572	6.9
2004	4,048	1,420,804	11,719	80,985	6.9
2003	3,958	1,433,643	11,781	82,713	7.0
2002	4,251	1,596,947	12,032	82,538	6.9
2001	4,179	1,553,059	11,853	79,528	6.7
2000	4,160	1,548,507	11,714	77,625	6.6
1999	3,915	1,510,216	11,412	74,759	6.6
1998	3,952	1,448,176	11,186	73,259	6.5
1997	4,058	1,496,071	11,522	70,498	6.1
1996	3,880	1,469,220	11,617	69,731	6.0
1995	3,879	1,415,345	10,979	63,947	5.8
1994	3,854	1,362,779	11,552	64,146	5.6
1993	3,807	1,339,529	11,523	63,369	5.5
1992	3,868	1,326,592	11,556	63,320	5.5
1991	3,973	1,362,570	11,245	63,617	5.7
1990	3,882	1,329,673	11,296	62,353	5.5
1989	6,965	2,555,835	21,564	119,041	5.5
1988	6,937	2,417,422	21,259	122,116	5.7
1987	6,366	2,230,936	20,930	114,929	5.5
1986	6,791	2,399,488	22,383	125,453	5.6

1. Includes freight cars.

The total number of passenger-kilometres also decreased in 2006, dropping 1.9% to 1.5 billion passenger-kilometres. As well, the average passenger journey per ticket for the year declined to 342 kilometres - a 1.2% decrease from the 346 kilometres travelled per ticket in 2005.

Train-kilometres and car-kilometres both followed a similar path in 2006 with declines of 2.4% and 1.7%, respectively. By contrast, the average number of cars per train increased 1.4% to 7 cars in 2006. Over the 1986 to 2006 period, the average number of cars per train varied slightly with a range of 5 to 7 cars per year.

Employment and compensation

The employment level in the Canadian rail industry continued its annual decline in 2006, with a decrease of 2.5% to 34,137 employees. This level of employment is a mere 15.9% of the recorded level of 215,000 employees in 1956.¹²

In 2006, CN continued to have the largest number of employees with 14,882. CP followed closely behind with 12,764 employees, while VIA Rail and the regional and short haul carriers had 3,123 and 3,368 employees, respectively.

12. Dominion Bureau of Statistics, Canada Year Book 1959, page 779.

Text table 11
Statistics on employment and compensation, 1986 to 2006

Year	Number of employees	Compensation	Average annual compensation	Average hourly compensation
		thousands of dollars	dollars	
2006	34,137	2,432,596	71,260	28.5
2005	34,995	2,473,765	70,689	27.9
2004	35,591	2,343,877	65,856	26.8
2003	36,312	2,370,658	65,286	26.1
2002	37,282	2,356,927	63,220	26.6
2001	39,538	2,427,754	61,403	25.9
2000	40,995	2,436,551	59,435	25.1
1999	43,356	2,502,981	57,731	24.4
1998	45,337	2,503,596	55,222	23.6
1997	46,480	2,501,953	53,829	22.4
1996	48,033	2,499,473	52,037	22.1
1995	51,546	2,664,259	51,687	22.0
1994	55,561	2,702,407	48,639	20.9
1993	59,051	2,782,086	47,113	20.9
1992	62,119	2,865,026	46,122	20.0
1991	64,651	2,794,534	43,225	19.4
1990	67,741	2,809,712	41,477	18.6
1989	73,626	2,871,168	38,997	17.4
1988	76,651	2,912,751	38,000	16.9
1987	80,605	2,788,363	34,593	16.0
1986	83,395	2,875,288	34,478	16.0

Total compensation received by employees in the rail industry for 2006 was \$2.4 billion. This represented a decrease of 1.7% compared to 2005. On its own, CN paid almost half (47.8%) of the industry's total compensation.

The total average annual compensation per employee in 2006 was \$71,260, a 0.8% increase from 2005. Employees from general services had the highest average annual salary at \$81,885, followed by employees from transportation services at \$76,560. Employees from road maintenance and equipment maintenance received average salaries of \$61,623 and \$60,510, respectively.

The average hourly salary for all employees in the rail industry in 2006 was \$28.5, which was an increase of 60 cents compared to what employees received in 2005. The highest average hourly salary within the industry was held by the general services group at \$39.3, which itself was an increase of 9.2% from the \$36 the group received in 2005.

Commodity origin and destination

Statistics on the origin and destination of commodities are based on CN and CP data and data on the traffic of regional and short-haul carriers. For further details, see the section entitled Data quality, concepts and methodology — Survey methodology, coverage and data limitations at the end of this publication.

The terms “origin” and “destination” used in this publication refer to origins and destinations of railway transport and not necessarily to the true origin or final destination of commodities. Some commodities may enter or leave Canada by marine, surface or air transport and be transferred to or from rail. The transfer points are the origins or destinations referred to in this publication.

Text table 12
Tonnage of top ten commodities, all origins and destinations, 2005 and 2006

Commodity	2005	2006	2006/2005 change
	tonnes		percent
26 Coal	34,104,277	31,971,009	-6.3
63 Mixed loads or unidentified freight	23,332,784	25,422,961	9.0
01 Wheat	18,647,609	21,774,627	16.8
20 Iron ores and concentrates	20,565,517	20,476,705	-0.4
41 Lumber	14,088,463	14,850,395	5.4
35 Potash	16,260,858	13,593,163	-16.4
34 Other basic chemicals	10,666,246	10,719,670	0.5
43 Wood pulp	9,930,506	9,351,638	-5.8
17 Sulphur	8,033,978	7,849,352	-2.3
42 Other wood products (plywood, veneer)	7,661,010	7,670,458	0.1
Total of the top ten commodities	163,291,248	163,679,978	0.2
Other commodities	117,315,595	119,124,849	1.5
Total tonnage of all rail commodities	280,606,843	282,804,827	0.8

In 2006, the total tonnage of commodities transported to and from Canada totalled 282.8 million tonnes (see text table 12). This was an increase of 0.8% compared to the 280.6 million tonnes in 2005. For 2006, the top ten commodities transported accounted for 57.9% of all commodities transported in Canada.

Coal remained the main commodity transported in Canada at 32 million tonnes in 2006, despite a decrease of 6.3% compared to the previous year. To gauge the importance of this commodity to the Canadian economy, consider that the transportation of the next highest commodity, mixed loads or unidentified freight, was 7 million tonnes less than that of coal.

The second and third main commodities transported, mixed loads or unidentified freight and wheat, showed increases of 9% and 16.8%, respectively, in 2006 over 2005. For wheat, good harvests and increases in orders might explain, in part, its rise.

Text table 13
Tonnage and market share of top 3 commodities by principal destination, by origin, 2005 and 2006

	2005	2006	2006/2005 change	Market share, main destination	Market share, all destinations
	tonnes			percent	
Atlantic 1 - Quebec					
20 Iron ores and concentrates	20,501,742	20,419,617	-0.4	94.1	66.5
63 Mixed loads or unidentified freight	401,946	414,810	3.2	1.9	1.4
24 Zinc ores and concentrates	324,929	391,949	20.6	1.8	1.3
Total top three commodities	21,228,617	21,226,376	0.0	97.8	69.1
Total Atlantic - Quebec	21,814,715	21,696,271	-0.5	100.0	70.6
Total Atlantic - All destinations	31,545,194	30,721,524	-2.6	...	100.0
Quebec - U.S. and Mexico					
45 Paper and paperboard, except printed products	1,645,125	1,724,044	4.8	12.6	5.8
41 Lumber	1,723,968	1,623,439	-5.8	11.9	5.5
63 Mixed loads or unidentified freight	1,745,004	1,591,007	-8.8	11.6	5.3
Total top three commodities	5,114,097	4,938,490	-3.4	36.1	16.6
Total Quebec - U.S. and Mexico	13,986,893	13,688,344	-2.1	100.0	46.0
Total Quebec - All destinations	30,300,603	29,786,239	-1.7	...	100.0

See footnotes at the end of the table.

Text table 13 – continued

Tonnage and market share of top 3 commodities by principal destination, by origin, 2005 and 2006

	2005	2006	2006/2005 change	Market share, main destination	Market share, all destinations
	tonnes			percent	
Ontario - U.S. and Mexico					
59 Metallic waste and scrap	1,120,922	1,591,524	42.0	9.1	4.2
41 Lumber	1,332,310	1,285,419	-3.5	7.3	3.4
32 Sulphuric acid	1,064,883	1,223,407	14.9	7.0	3.2
Total top three commodities	3,518,115	4,100,350	16.5	23.4	10.8
Total Ontario - U.S. and Mexico	17,341,764	17,501,432	0.9	100.0	46.2
Total Ontario - All destinations	39,861,759	37,867,100	-5.0	...	100.0
Manitoba - U.S. and Mexico					
02 Other cereal grains	369,494	565,898	53.2	17.3	6.4
01 Wheat	333,801	337,622	1.1	10.3	3.8
07 Animal feed and products	264,772	290,409	9.7	8.9	3.3
Total top three commodities	860,145	1,102,196	28.1	33.7	12.4
Total Manitoba - U.S. and Mexico	2,995,219	3,269,711	9.2	100.0	36.8
Total Manitoba - All destinations	8,598,176	8,873,315	3.2	...	100.0
Saskatchewan - British Columbia					
35 Potash	5,938,064	4,678,593	-21.2	33.1	11.9
01 Wheat	3,625,184	4,298,661	18.6	30.4	11.0
05 Colza seeds (canola)	899,137	1,615,225	79.6	11.4	4.1
Total top three commodities	10,462,385	10,592,479	1.2	74.9	27.0
Total Saskatchewan - British Columbia	14,663,322	14,139,956	-3.6	100.0	36.0
Total Saskatchewan - All destinations	38,928,130	39,236,611	0.8	...	100.0
Alberta ² - British Columbia					
26 Coal	3,168,144	5,319,284	67.9	19.5	10.5
01 Wheat	4,142,944	5,006,673	20.8	18.3	9.9
17 Sulphur	5,205,806	4,944,172	-5.0	18.1	9.7
Total top three commodities	12,516,894	15,270,129	22.0	55.9	30.1
Total Alberta - British Columbia	23,735,577	27,319,656	15.1	100.0	53.9
Total Alberta - All destinations	47,715,322	50,725,630	6.3	...	100.0
British Columbia - British Columbia					
26 Coal	23,719,760	20,053,991	-15.5	64.4	36.8
40 Wood chips	3,181,482	2,948,667	-7.3	9.5	5.4
43 Wood pulp	2,502,661	2,467,865	-1.4	7.9	4.5
Total top three commodities	29,403,903	25,470,523	-13.4	81.8	46.7
Total British Columbia - British Columbia	35,088,472	31,141,663	-11.2	100.0	57.1
Total British Columbia - All destinations	54,723,397	54,502,882	-0.4	...	100.0
U.S. and Mexico - Ontario					
26 Coal	1,820,745	2,001,189	9.9	22.6	6.4
34 Other basic chemicals	1,012,220	1,243,045	22.8	14.1	4.0
38 Plastic and rubber	823,158	853,251	3.7	9.7	2.7
Total top three commodities	3,656,123	4,097,485	12.1	46.4	13.2
Total U.S. and Mexico - Ontario	8,703,864	8,840,262	1.6	100.0	28.4
Total U.S. and Mexico - All destinations	28,934,262	31,091,527	7.5	...	100.0

1. Atlantic includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.
2. Alberta includes Northwest Territories.

Text table 13 shows the top three commodities between an origin and its main destination, total tonnage between these origins and destinations and total traffic for origins. This table also shows the percentage change between 2006 and 2005, the market share of each variable with regard to the total between an origin and a destination, and the market share of these variables with regard to the origin's total traffic. The following text contains the highlights of the table.

Atlantic - Quebec

Iron ore and concentrates remained the main commodity transported from the Atlantic region to ports in Quebec in 2006. This commodity, at 20.4 million tonnes, accounted for 94.1% of all commodities transported between the two regions. Total commodities from the Atlantic region to all destinations stood at 30.7 million tonnes in 2006, down 2.6% from the previous year.

Quebec – United States and Mexico

Traffic from the province of Quebec to the United States and Mexico accounted for 46% of all traffic originating from Quebec. In 2006, the three main commodities transported from Quebec to the United States and Mexico were paper and paper board, except printed products (1.7 million tonnes), lumber (1.6 million tonnes) and mixed loads or unidentified freight (1.6 million tonnes). Of these commodities, only paper and paper board, except printed products, showed an increase in 2006. Mixed loads or unidentified freight and lumber showed decreases of 8.8% and 5.8%, respectively, over 2005.

Ontario – United States and Mexico

In 2006, traffic from Ontario to the United States and Mexico stood at 17.5 million tonnes, up 0.9% from 2005. The United States and Mexico accounted for 46.2% of all of Ontario's markets. The main commodity transported from Ontario to the two countries was metallic waste and scrap, which rose 42% to 1.6 million tonnes.

Manitoba – United States and Mexico

For 2006, the main commodity transported from Manitoba to the United States and Mexico was other cereal grains at 565.9 thousand tonnes. This commodity represented 17.3% of the total tonnage of all commodities originating in Manitoba to the United States and Mexico.

Saskatchewan – British Columbia

British Columbia remained the main destination for commodities originating in Saskatchewan in 2006. For the year, British Columbia accounted for 36% of Saskatchewan's traffic. The main commodities transported between Saskatchewan and British Columbia were potash with 4.7 million tonnes, wheat with 4.3 million tonnes and colza seeds (canola) with 1.6 million tonnes.

Alberta – British Columbia

In 2006, the main commodity transported from Alberta to British Columbia was coal, at 5.3 million tonnes. Wheat and sulphur followed with 5.0 million tonnes and 4.9 million tonnes, respectively.

British Columbia – British Columbia

Coal remained by far the leading commodity transported within British Columbia in 2006 with 20.1 million tonnes – a decrease of 15.5% over 2005. Coal also accounted for 64.4% of the total tonnage shipped within British Columbia. Wood chips and wood pulp, the next main commodities, were far behind with 2.9 million tonnes and 2.5 million tonnes, respectively.

United States and Mexico - Ontario

Coal, other basic chemicals and plastics and rubber were the three main commodities transported from the United States and Mexico to Ontario in 2006. These three commodities accounted for 46.4% of the total tonnage transported between Ontario and the two countries. Coal remained the main commodity with 2 million tonnes, while other basic chemicals and plastics and rubber followed with 1.2 million tonnes and 853.2 thousand tonnes, respectively.

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404-0020	Railway transport survey, summary statistics on employment, by occupational categories and mainline companies
404-0021	Rail transportation, origin and destination of commodities
404-0022	Rail transportation, origin and destination of intermodal tonnage

Selected surveys from Statistics Canada

2734	Railway Transport Survey - Annual
2736	Rail Commodity Origin and Destination Statistics

Selected tables of Canadian statistics from Statistics Canada

- *Railway carriers, operating statistics*
- *Rail transportation, length of track operated for freight and passenger transportation, by province and territory*
- *Rail transportation, employment and compensation for employees*

Statistical tables

Table 1-1
Rail transportation, Operating and income accounts — Mainline carriers

	Canadian National	Canadian Pacific	VIA Rail	Total mainline companies
thousands of dollars				
Revenues				
Freight revenues	5,042,736	3,764,516	0	8,807,252
Passenger revenues	11,171	7,968	267,068	286,207
Miscellaneous rail revenues	214,568	87,228	4,973	306,769
Revenues from services for VIA Rail	55,205	1,334	0	56,539
Government payments	74,763	43,370	167,581	285,714
Total rail operating revenues	5,398,443	3,904,417	439,622	9,742,482
Expenses				
Way and structures				
Administration, ways and structures expenses	12,358	76,365	0	88,722
Track and roadway, maintenance	310,002	213,106	10,690	533,798
Track and roadway, depreciation	129,428	65,282	3,708	198,418
Building, maintenance	21,473	9,143	8,904	39,520
Building, depreciation	87,824	79,378	17,504	184,705
Leasehold improvements, amortization	115	851	4,374	5,340
Signals, communications and power, maintenance	39,512	20,261	0	59,772
Signals, communications and power, depreciation	28,390	17,629	0	46,019
Terminals and fuel stations, maintenance	2,565	2,903	0	5,468
Terminals and fuel stations, depreciation	8,850	6,212	0	15,061
Miscellaneous ways and structures expenses	63,100	27,633	161	90,894
Special depreciation, ways and structures expenses	-31,866	1,738	-19,854	-49,981
Total ways and structures expenses	671,750	520,499	25,488	1,217,737
Equipment				
Administration, equipment expenses	45,241	29,420	10,701	85,362
Locomotives, maintenance and servicing	115,366	170,782	8,732	294,880
Locomotives, depreciation	42,053	49,189	7,901	99,143
Freight cars, maintenance	144,375	100,015	0	244,390
Freight cars, depreciation	38,927	8,195	0	47,122
Passenger cars, maintenance and servicing	3,038	4,415	48,268	55,721
Passenger cars, depreciation	56	191	29,565	29,812
Intermodal equipment, maintenance	35,043	47,924	0	82,967
Intermodal equipment, depreciation	32,234	9,165	0	41,399
Work equipment and roadway machines, maintenance	29,242	22,781	0	52,022
Work equipment and roadway machines, depreciation	13,660	13,960	0	27,620
Other equipment, maintenance	1	0	0	1
Other equipment, depreciation	2,587	12,479	131	15,197
Net equipment rents expense	100,025	186,585	-16	286,594
Miscellaneous equipment expenses	11,436	9,345	620	21,400
Special depreciation, equipment expenses	-2,082	-10,962	-35,851	-48,895
Total equipment expenses	611,200	653,483	70,051	1,334,734
Rail operations				
Administration, rail operation expenses	63,675	146,011	22,343	232,029
Train related expenses	910,026	766,472	143,231	1,819,729
Yard related expenses	183,342	257,198	1,373	441,913
Train control expenses	22,610	15,861	0	38,471
Station and terminal operation	87,428	49,819	17,397	154,644
Other rail operations	23,732	41,044	2,920	67,696
Other transport modes	139,175	130,675	851	270,701
Equipment cleaning and specialized servicing	3,321	1,891	1,008	6,220
Casualties and claims	55,845	19,714	0	75,559
Miscellaneous rail operation expenses	60,946	13,426	-586	73,786
Total rail operations expenses	1,550,100	1,442,113	188,536	3,180,749
General				
Administration, general expenses	312,240	306,600	98,039	716,879
Employee benefits	314,172	198,558	-4,137	508,593
Taxes, other than on income	76,548	60,853	6,354	143,755
Other general expenses	7,223	32,049	50,419	89,691
Total general expenses	710,183	598,060	150,675	1,458,918

Table 1-1 – continued

Rail transportation, Operating and income accounts — Mainline carriers

	Canadian National	Canadian Pacific	VIA Rail	Total mainline companies
thousands of dollars				
Total rail operating expenses	3,543,233	3,214,155	434,751	7,192,139
Net rail operating income	1,855,210	690,262	4,871	2,550,343
Other income and charges	-160,354	-72,313	24,718	-207,949
Net non-rail revenue	0	0	0	0
Income before income taxes and extraordinary items	1,694,856	617,949	29,589	2,342,393
Income taxes	401,200	115,112	463	516,775
Net income before extraordinary items	1,293,656	502,837	29,126	1,825,618
Extraordinary items	0	0	0	0
Net income for the year	1,293,656	502,837	29,126	1,825,618

Table 1-2

Rail transportation, Operating and income accounts — Summary, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ Railways	Total
thousands of dollars					
Revenues					
Freight revenues	5,042,736	3,764,516	0	544,420	9,351,672
Passenger revenues	11,171	7,968	267,068	8,322	294,529
All other operating revenues	344,536	131,932	172,554	110,171	759,193
Total rail operating revenues	5,398,443	3,904,417	439,622	662,913	10,405,395
Expenses					
Ways and structures expenses	671,751	520,501	25,487	124,086	1,341,825
Equipment expenses	611,202	653,484	70,051	132,326	1,467,063
Rail operating expenses	1,550,100	1,442,111	188,537	207,752	3,388,500
General expenses	710,183	598,060	150,675	137,652	1,596,570
Total rail operating expenses	3,543,233	3,214,155	434,751	601,816	7,793,955
Net rail operating income	1,855,210	690,262	4,871	61,097	2,611,440
Income before income taxes and extraordinary items	1,694,856	617,949	29,589	57,832	2,400,226
Net income for the year	1,293,656	502,837	29,126	45,316	1,870,935

1. Includes short-haul carriers.

Table 2-1
Rail transportation, Balance sheet — Mainline carriers

	Canadian ¹ National	Canadian ¹ Pacific	VIA Rail	Total
thousands of dollars				
Current assets				
Cash	0	0	4,250	4,250
Temporary investments	0	0	22,000	22,000
Accounts receivable, trade	384,905	187,558	5,169	577,632
Other accounts receivable	203,751	203,695	963	408,409
Total accounts receivable	588,656	391,253	6,132	986,041
Allowance for doubtful accounts (credit)	35,447	14,294	327	50,068
Material and supplies	134,820	124,664	19,968	279,452
Prepaid expenses	25,421	50,180	1,548	77,149
Other current assets	170,294	73,141	5,759	249,194
Total current assets	883,744	624,944	59,330	1,568,018
Non-current assets				
Segregated assets	0	0	0	0
Long-term accounts receivable	29,216	26,701	0	55,917
Long-term investments	0	1	55,141	55,142
Long-term intercorporate investments	9,639	17,038	0	26,677
Construction in progress	948	13,931	10,122	25,001
Property	13,765,698	9,306,488	1,361,197	24,433,383
Accumulated depreciation, property (credit)	5,383,997	3,696,874	846,029	9,926,900
Deferred charges	628,050	1,175,920	232,304	2,036,274
Intangible assets	0	0	0	0
Retired property	0	1,793	419	2,212
Total non-current assets	9,049,554	6,844,998	813,154	16,707,706
Total assets	9,933,298	7,469,942	872,484	18,275,724
Current liabilities				
Bank loans	0	0	0	0
Loans from Government of Canada	0	0	0	0
Accounts payable	388,793	349,219	8,209	746,221
Accrued liabilities	480,236	466,198	77,566	1,024,000
Notes and other loans payable	0	0	0	0
Income and other taxes payable	564,716	12,099	8,242	585,057
Dividends payable	0	0	0	0
Deferred revenues	8	46,891	11,524	58,423
Long-term debt maturing within 12 months	0	0	0	0
Lease obligations due within 1 year	0	22,206	0	22,206
Other current liabilities	64,155	1,310	670	66,135
Total current liabilities	1,497,908	897,923	106,211	2,502,042
Non-current liabilities				
Deferred liabilities	674,179	445,558	24,653	1,144,390
Deferred income taxes (non-current)	735,050	1,151,727	35,871	1,922,648
Long-term debt	0	0	0	0
Lease obligations	0	275,560	0	275,560
Other deferred credits, long-term	14,653	37,012	523,130	574,795
Minority shareholders' interest in subsidiary companies	4,338	0	0	4,338
Donations and grants	335,901	252,736	0	588,637
Investment tax credits	55,341	51,383	2,292	109,016
Total non-current liabilities	1,819,462	2,213,976	585,946	4,619,384
Shareholders' equity				
Share capital	2,439,302	0	9,300	2,448,602
Contributed surplus	278,313	0	4,963	283,276
Retained earnings	1,433,032	0	166,064	1,599,096
Net investment in rail assets	2,465,281	4,358,043	0	6,823,324
Total shareholders' equity	6,615,928	4,358,043	180,327	11,154,298
Total liabilities and shareholders' equity	9,933,298	7,469,942	872,484	18,275,724

1. CN and CP report for Canadian operations only. Some current accounts for these companies (e.g. cash) have been applied to liabilities.

Table 2-2
Rail transportation, Balance sheet — Summary, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ Railways	Total
thousands of dollars					
Total current assets	883,744	624,944	59,330	168,742	1,736,760
Total non-current assets	9,049,554	6,844,998	813,154	1,094,588	17,802,294
Total assets	9,933,298	7,469,942	872,484	1,263,331	19,539,055
Total current liabilities	1,497,908	897,923	106,211	458,807	2,960,849
Total non-current liabilities	1,819,462	2,213,976	585,946	325,283	4,944,667
Total shareholders' equity	6,615,928	4,358,043	180,327	479,238	11,633,536
Total liabilities and shareholders' equity	9,933,298	7,469,942	872,484	1,263,327	19,539,051

1. Includes short-haul carriers.

Table 3-1
Rail transportation, Summary of property accounts — Assets and accumulated depreciation, mainline carriers

	Canadian National	Canadian Pacific	VIA Rail	Total mainline companies
thousands of dollars				
Land				
Balance at beginning of year	273,472	113,448	4,963	391,883
Balance at end of year	281,999	136,535	4,963	423,497
Ways and Structures:				
Track and roadway				
Balance at beginning of year	6,451,527	4,240,797	146,469	10,838,794
Balance at end of year	6,667,558	4,359,572	146,894	11,174,024
Accumulated depreciation	1,895,338	1,428,630	58,854	3,382,821
Net book value	4,772,220	2,930,943	88,040	7,791,203
Buildings and related machinery and equipment				
Balance at beginning of year	1,443,904	983,297	266,905	2,694,106
Balance at end of year	1,439,909	1,028,193	271,577	2,739,679
Accumulated depreciation	548,582	409,776	205,980	1,164,338
Net book value	891,327	618,417	65,597	1,575,342
Leasehold improvements				
Balance at beginning of year	7,422	4,705	164,193	176,320
Balance at end of year	7,567	5,983	165,388	178,938
Accumulated depreciation	5,254	2,650	131,819	139,723
Net book value	2,313	3,333	33,569	39,215
Signals, communications and power				
Balance at beginning of year	1,119,263	559,304	0	1,678,567
Balance at end of year	1,172,523	573,848	0	1,746,371
Accumulated depreciation	621,825	296,370	0	918,195
Net book value	550,698	277,478	0	828,176
Terminals and fuel stations				
Balance at beginning of year	296,421	301,347	0	597,768
Balance at end of year	312,379	320,362	0	632,741
Accumulated depreciation	63,994	73,365	0	137,358
Net book value	248,385	246,997	0	495,382
Total, Ways and Structures				
Balance at beginning of year	9,318,538	6,089,450	577,567	15,985,555
Balance at end of year	9,599,937	6,287,957	583,859	16,471,753
Accumulated depreciation	3,134,993	2,210,790	396,653	5,742,436
Net book value	6,464,944	4,077,168	187,206	10,729,318
Equipment:				
Rolling stock - revenue service				
Balance at beginning of year	2,974,752	2,266,875	746,864	5,988,491
Balance at end of year	3,057,917	2,334,947	771,181	6,164,045
Accumulated depreciation	1,324,888	1,020,553	448,481	2,793,922
Net book value	1,733,028	1,314,394	322,701	3,370,123
Intermodal equipment				
Balance at beginning of year	269,642	133,676	0	403,318
Balance at end of year	291,723	116,297	0	408,019
Accumulated depreciation	85,352	52,567	0	137,919
Net book value	206,371	63,729	0	270,100
Work equipment and roadway machines				
Balance at beginning of year	421,350	302,211	0	723,561
Balance at end of year	442,587	312,028	0	754,616
Accumulated depreciation	298,002	169,678	0	467,680
Net book value	144,585	142,351	0	286,936
Other equipment				
Balance at beginning of year	59,945	122,187	1,447	183,580
Balance at end of year	59,986	130,185	1,193	191,364
Accumulated depreciation	34,807	55,423	896	91,125
Net book value	25,180	74,762	297	100,239

Table 3-1 – continued

Rail transportation, Summary of property accounts — Assets and accumulated depreciation, mainline carriers

	Canadian National	Canadian Pacific	VIA Rail	Total mainline companies
thousands of dollars				
Total, equipment				
Balance at beginning of year	3,725,689	2,824,950	748,312	7,298,950
Balance at end of year	3,852,213	2,893,457	772,374	7,518,045
Accumulated depreciation	1,743,049	1,298,221	449,377	3,490,646
Net book value	2,109,164	1,595,236	322,998	4,027,398
Total				
Balance at beginning of year	13,044,227	8,914,399	1,325,879	23,284,505
Balance at end of year	13,452,150	9,181,414	1,356,234	23,989,798
Accumulated depreciation	4,878,042	3,509,010	846,029	9,233,082
Net book value	8,574,108	5,672,404	510,204	14,756,716
Miscellaneous Property Accounts				
Balance at beginning of year	31,657	13,591	0	45,248
Balance at end of year	31,549	13,471	0	45,020

Table 3-2
Rail transportation, Summary of property accounts — Balance at beginning and end of year, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ Railways	Total
thousands of dollars					
Land					
Balance at beginning of year	273,472	113,448	4,963	48,981	440,864
Balance at end of year	281,999	136,535	4,963	42,783	466,280
Ways and Structures:					
Track and roadway					
Balance at beginning of year	6,451,527	4,240,797	146,469	908,384	11,747,177
Balance at end of year	6,667,558	4,359,572	146,894	961,772	12,135,796
Buildings and related machinery and equipment					
Balance at beginning of year	1,443,904	983,297	266,905	126,694	2,820,800
Balance at end of year	1,439,909	1,028,193	271,577	139,381	2,879,060
Leasehold improvements					
Balance at beginning of year	7,422	4,705	164,193	9,286	185,606
Balance at end of year	7,567	5,983	165,388	13,839	192,777
Signals, communications and power					
Balance at beginning of year	1,119,263	559,304	0	39,597	1,718,164
Balance at end of year	1,172,523	573,848	0	42,611	1,788,982
Terminals and fuel stations					
Balance at beginning of year	296,421	301,347	0	7,087	604,855
Balance at end of year	312,379	320,362	0	7,111	639,852
Total, Ways and Structures					
Balance at beginning of year	9,318,538	6,089,450	577,567	1,091,048	17,076,603
Balance at end of year	9,599,937	6,287,957	583,859	1,164,714	17,636,467
Equipment:					
Rolling stock - revenue service					
Balance at beginning of year	2,974,752	2,266,875	746,864	167,959	6,156,450
Balance at end of year	3,057,917	2,334,947	771,181	208,250	6,372,295
Intermodal equipment					
Balance at beginning of year	269,642	133,676	0	641	403,959
Balance at end of year	291,723	116,297	0	641	408,661
Work equipment and roadway machines					
Balance at beginning of year	421,350	302,211	0	80,654	804,215
Balance at end of year	442,587	312,028	0	88,766	843,381
Other equipment					
Balance at beginning of year	59,945	122,187	1,447	14,731	198,310
Balance at end of year	59,986	130,185	1,193	15,595	206,959
Total, equipment					
Balance at beginning of year	3,725,689	2,824,950	748,312	263,986	7,562,937
Balance at end of year	3,852,213	2,893,457	772,374	313,252	7,831,296
Total					
Balance at beginning of year	13,044,227	8,914,399	1,325,879	1,355,033	24,639,538
Balance at end of year	13,452,150	9,181,414	1,356,234	1,477,966	25,467,764
Miscellaneous Property Accounts					
Balance at beginning of year	31,657	13,591	0	126	45,374
Balance at end of year	31,549	13,471	0	128	45,148

1. Includes short-haul carriers.

Table 4
Rail transportation, Length of track operated at December 31, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ railways	Total
kilometres					
Lined owned					
First main track	20,098	11,288	208	7,672	39,265
Second and other main track	1,955	830	0	624	3,409
Industrial, yard and sidings	8,481	4,754	0	1,822	15,058
Total line owned	30,534	16,872	208	10,119	57,733
Line operated under lease, contract, trackage rights or jointly owned					
First main track	2,598	2,797	8	2,944	8,347
Second and other main track	56	457	0	562	1,075
Industrial, yard and sidings	2,614	1,548	0	928	5,091
Total line operated under lease, contract, trackage rights or jointly owned	5,268	4,802	8	4,434	14,512
Total track operated	35,802	21,675	216	14,552	72,245

1. Includes short-haul carriers.

Table 5
Rail transportation, Length of track operated, by area, at December 31, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ railways	Total
kilometres					
First Main Track					
Newfoundland and Labrador	0	0	0	568	568
Nova Scotia	261	0	0	481	742
New Brunswick	645	0	0	512	1,156
Quebec	2,951	336	8	2,704	5,999
Ontario	4,756	3,782	208	3,187	11,932
Manitoba	1,402	1,960	0	1,630	4,992
Saskatchewan	3,953	3,887	0	599	8,438
Alberta	4,167	2,396	0	222	6,785
British Columbia	4,362	1,724	0	713	6,799
Northwest Territories	121	0	0	0	121
United States	78	0	0	0	78
Total	22,696	14,085	216	10,616	47,612
Total Track Operated					
Newfoundland and Labrador	0	0	0	812	812
Nova Scotia	572	0	0	580	1,151
New Brunswick	1,104	0	0	700	1,804
Quebec	4,940	893	8	3,616	9,457
Ontario	9,222	6,410	208	4,646	20,485
Manitoba	2,407	2,779	0	1,773	6,960
Saskatchewan	5,307	5,061	0	1,115	11,483
Alberta	5,723	3,602	0	235	9,560
British Columbia	6,294	2,929	0	1,075	10,298
Northwest Territories	121	0	0	0	121
United States	112	0	0	0	112
Total	35,802	21,675	216	14,552	72,245

1. Includes short-haul carriers.

Table 6
Rail transportation, Diesel fuel consumed, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ railways	Total
thousands of litres					
Diesel					
Freight	1,008,573	848,711	0	123,186	1,980,470
Passenger	344	0	58,148	3,995	62,486
Yard switching	39,052	16,216	213	11,214	66,694
Work train	3,426	4,004	0	3,026	10,456
Total diesel	1,051,395	868,931	58,361	141,421	2,120,107
Total cost of diesel fuel \$	633,198,093	536,126,560	37,186,421	95,109,715	1,301,620,789

1. Includes short-haul carriers.

Table 7
Rail transportation, Diesel fuel consumed by province or territory, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ railways	Total
	thousands of litres				
Diesel					
Newfoundland and Labrador	0	0	0	13,955	13,955
Nova Scotia	8,431	0	1,530	4,793	14,754
New Brunswick	24,600	0	2,492	7,375	34,468
Quebec	86,332	14,715	12,694	72,735	186,476
Ontario	362,521	267,825	28,337	21,660	680,343
Manitoba	100,594	59,588	3,819	5,516	169,516
Saskatchewan	114,527	109,662	2,804	2,988	229,981
Alberta	137,390	146,876	2,498	3,402	290,166
British Columbia	209,436	270,266	4,188	8,997	492,886
Northwest Territories	88	0	0	0	88
United States	7,475	0	0	0	7,475
Total areas	1,051,395	868,931	58,361	141,421	2,120,107

1. Includes short-haul carriers.

Table 8-1
Rail transportation, Operating statistics — Mainline carriers

	Canadian National	Canadian Pacific	VIA Rail	Total mainline companies
	metric units			
Train-kilometres				
Freight	63,251,944	52,161,382	0	115,413,326
Passenger				
Locomotive drawn for passenger services	213,567	0	10,429,161	10,642,728
Rail diesel car for passenger services	0	0	298,725	298,725
In work train service	477,181	264,121	0	741,302
Total train-kilometres	63,942,692	52,425,503	10,727,886	127,096,081
Locomotive unit-kilometres				
Hauling freight trains	145,776,355	117,228,182	0	263,004,537
Hauling passenger trains	262,014	0	14,615,301	14,877,315
Switching freight trains	14,556,779	15,779,068	0	30,335,847
Helping, doubling and running light	0	0	0	0
In work train service	640,912	528,499	0	1,169,411
Total locomotive unit-kilometres	161,236,060	133,535,749	14,615,301	309,387,110
Freight car-kilometres				
Loaded	3,743,251,006	2,437,526,705	0	6,180,777,711
Empty	1,865,908,364	1,291,721,512	0	3,157,629,876
Caboose	219,428	96,417	0	315,845
In work train service	965,493	457,845	0	1,423,338
Total freight car-kilometres	5,610,344,291	3,729,802,479	0	9,340,146,770
Passenger car-kilometres				
Head-end cars	342,031	0	5,420,362	5,762,393
Meal service and lounge cars	88,063	0	16,283,748	16,371,811
Sleeping cars	0	0	20,547,898	20,547,898
Coaches	342,031	65,481	33,884,683	34,292,195
Rail diesel cars	0	0	508,786	508,786
Commuter cars	0	0	0	0
In work train service	0	0	0	0
Total passenger car-kilometres	772,125	65,481	76,645,477	77,483,083
Gross tonne-kilometres				
Freight train cars, contents and cabooses ('000)	362,005,843	267,931,106	0	629,936,950
Passenger train cars (cars only) ('000)	40,922	5,666	4,066,470	4,113,058
Train hours				
Freight	1,356,323	1,521,082	0	2,877,405
Passenger	0	0	0	0
Total train hours	1,356,323	1,521,082	0	2,877,405

Table 8-2
Rail transportation, Operating statistics — Summary, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ Railways	Total
	metric units				
Train-kilometres					
Freight	63,251,944	52,161,382	0	7,462,571	122,875,897
Passenger					
Locomotive drawn for passenger services	213,567	0	10,429,161	561,970	11,204,698
Rail diesel car for passenger services	0	0	298,725	0	298,725
Total train-kilometres²	63,942,692	52,425,503	10,727,886	8,079,664	135,175,745
Locomotive unit-kilometres					
Hauling freight trains	145,776,355	117,228,182	0	9,856,845	272,861,382
Hauling passenger trains	262,014	0	14,615,301	347,193	15,224,508
Switching freight trains	14,556,779	15,779,068	0	831,861	31,167,708
Helping, doubling and running light	0	0	0	0	0
Total locomotive unit-kilometres²	161,236,060	133,535,749	14,615,301	11,035,899	320,423,009
Freight car-kilometres					
Loaded	3,743,251,006	2,437,526,705	0	227,636,177	6,408,413,888
Empty	1,865,908,364	1,291,721,512	0	187,628,289	3,345,258,165
Cabooses	219,428	96,417	0	4,001,698	4,317,543
Total freight car-kilometres²	5,610,344,291	3,729,802,479	0	419,266,165	9,759,412,935
Total passenger car-kilometres	772,125	65,481	76,645,477	2,684,985	80,168,068
Gross tonne-kilometres					
Freight train cars, contents and cabooses ('000)	362,005,843	267,931,106	0	36,017,439	665,954,388
Passenger train cars (cars only) ('000)	40,922	5,666	4,066,470	78,761	4,191,819
Train hours					
Freight	1,356,323	1,521,082	0	288,762	3,166,167
Passenger	0	0	0	7,607	7,607
Total train hours	1,356,323	1,521,082	0	296,369	3,173,774

1. Includes short-haul carriers.

2. This total includes "in work train service".

Table 9
Rail transportation, Summary statistics on freight and passenger transportation, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ railways	Total
	metric units				
Revenue freight					
Revenue freight, tonnes ('000)	144,957	111,087	0	96,686	352,729
Revenue freight, tonne-kilometres ('000)	190,306,777	140,681,920	0	21,385,284	352,373,981
Revenue freight, average haul on each railway (km)	1,313	1,266	0	221	999
Revenue and non-revenue freight					
Revenue and non-revenue freight, tonnes ('000)	149,602	114,145	0	101,505	365,253
Revenue and non-revenue freight, tonne-kilometres ('000)	191,802,054	142,426,922	0	22,506,434	356,735,410
Revenue and non-revenue freight, average haul on each railway (km)	1,282	1,248	0	222	977
Revenue passengers					
Revenue passengers, passengers ('000)	53	0	4,091	99	4,243
Revenue passengers, passenger-kilometres ('000)	17,255	0	1,406,567	26,659	1,450,481
Revenue passengers, average passenger journey per ticket (km)	326	0	344	268	342
Transportation services, averages					
Transportation services, averages, cars per freight train (No.)	88.7	71.5	0.0	56.2	79.4
Transportation services, averages, cars per passenger train (No.)	3.6	0.0	7.1	4.8	7.0
Transportation services, averages, freight carload (t)	51.2	58.4	0.0	98.9	55.7
Transportation services, averages, empty freight car-kilometres (%)	33.3	34.6	0.0	45.2	34.3
Transportation services, averages, freight train speed (km/hr)	46.6	34.3	0.0	25.8	38.8

1. Includes short-haul carriers.

Table 10-1
Rail transportation, Inventory of equipment in service — Mainline carriers

	Canadian National	Canadian Pacific	VIA Rail	Total mainline companies
	number			
Locomotives				
Freight				
Diesel	1,079	1,009	0	2,088
Electric	0	0	0	0
Total freight locomotives	1,079	1,009	0	2,088
Passenger				
Diesel	0	3	76	79
Electric	0	0	0	0
Other	0	3	0	3
Total passenger locomotives	0	6	76	82
Yard				
Diesel	298	201	0	499
Electric	0	0	0	0
Total yard locomotives	298	201	0	499
Associated equipment	0	20	0	20
Locomotives	1,377	1,236	76	2,689
Freight Cars				
Box	14,464	5,608	0	20,072
Hopper	18,122	19,085	0	37,207
Gondola	5,351	4,725	0	10,076
Refrigerator	0	0	0	0
Flat	12,539	8,376	0	20,915
Stock	0	0	0	0
Caboose	44	99	0	143
Other	3,015	0	0	3,015
Freight cars	53,535	37,893	0	91,428
Passenger cars				
Head-end	7	7	32	46
Meal and/or lounge	4	11	77	92
Sleeping	1	3	129	133
Coach	27	2	214	243
Diesel	0	0	6	6
Commuter	0	0	0	0
Other	0	0	0	0
Passenger cars	39	23	458	520

Table 10-2
Rail transportation, Inventory of equipment in service — Summary, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ Railways	Total
	number				
Locomotives					
Total freight locomotives	1,079	1,009	0	294	2,382
Total passenger locomotives	0	6	76	3	85
Total yard locomotives	298	201	0	13	512
Associated equipment	0	20	0	8	28
Total locomotives	1,377	1,236	76	318	3,007
Total freight cars	53,535	37,893	0	6,788	98,216
Total passenger cars	39	23	458	82	602

1. Includes short-haul carriers.

Table 11
Rail transportation, Summary statistics on employment by major occupational group, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional ¹ railways	Total
	number				
Average number of employees					
General services	2,649	2,059	607	557	5,872
Road maintenance	4,123	3,015	18	895	8,051
Equipment maintenance	2,359	1,937	812	620	5,728
Transportation	5,751	5,753	1,686	1,296	14,486
Total major occupational group	14,882	12,764	3,123	3,368	34,137
	millions of dollars				
Total compensation					
General services	258.8	151.9	36.9	33.1	480.8
Road maintenance	267.1	182.8	1.1	45.1	496.1
Equipment maintenance	148.8	116.2	45.0	36.6	346.6
Transportation	487.2	434.5	105.6	81.7	1,109.0
Total major occupational group	1,162.0	885.4	188.6	196.6	2,432.6
	dollars				
Average compensation per year					
General services	97,707	73,784	60,840	59,513	81,885
Road maintenance	64,794	60,621	59,766	50,425	61,623
Equipment maintenance	63,091	59,993	55,386	59,012	60,510
Transportation	84,711	75,530	62,649	63,054	76,560
Total major occupational group	78,080	69,369	60,393	58,369	71,260
Average compensation per hour					
General services	46.6	35.0	29.2	30.7	39.3
Road maintenance	27.0	26.0	29.7	24.6	26.4
Equipment maintenance	28.0	27.3	26.6	29.6	27.7
Transportation	24.0	28.2	30.1	29.6	26.4
Total major occupational group	28.3	28.5	29.0	28.5	28.5

1. Includes short-haul carriers.

Table 12
Rail transportation, Summary statistics on employment by occupational categories, mainline carriers

	Average number of employees	Average number of employees	Service hours paid for employees	Total employee compensation	Total employee compensation	Average hours paid for employees	Average hourly employee compensation	Average annual employee compensation
	number	percent	thousands	thousands of dollars	percent	hours	dollars	
Managerial and supervisory								
Canadian National and Canadian Pacific	2,491	9.0	5,254	290,287	14.2	2,109	55.3	116,534
VIA Rail	200	6.4	418	18,091	9.6	2,089	43.3	90,454
Total mainline companies	2,691	8.7	5,672	308,377	13.8	2,108	54.4	114,596
Professional, scientific, technical and staff assistants								
Canadian National and Canadian Pacific	4,519	16.3	9,591	348,524	17.0	2,122	36.3	77,124
VIA Rail	268	8.6	559	19,634	10.4	2,085	35.1	73,261
Total mainline companies	4,787	15.6	10,150	368,158	16.5	2,120	36.3	76,908
Clerical								
Canadian National and Canadian Pacific	1,860	6.7	4,043	97,883	4.8	2,174	24.2	52,625
VIA Rail	505	16.2	1,049	23,667	12.5	2,077	22.6	46,865
Total mainline companies	2,365	7.7	5,092	121,549	5.4	2,153	23.9	51,395
Running trades								
Canadian National and Canadian Pacific	8,510	30.8	29,176	707,734	34.6	3,428	24.3	83,165
VIA Rail	408	13.1	850	41,576	22.0	2,083	48.9	101,902
Total mainline companies	8,918	29.0	30,025	749,310	33.5	3,367	25.0	84,022
Working foremen								
Canadian National and Canadian Pacific	1,193	4.3	2,906	77,764	3.8	2,436	26.8	65,184
VIA Rail	3	0.1	7	178	0.1	2,234	26.6	59,364
Total mainline companies	1,196	3.9	2,912	77,942	3.5	2,435	26.8	65,169
Craftsmen, tradesmen, lead hands, service workers and helpers								
Canadian National and Canadian Pacific	8,319	30.1	19,374	488,668	23.9	2,329	25.2	58,741
VIA Rail	1,435	45.9	2,986	71,756	38.0	2,081	24.0	50,004
Total mainline companies	9,754	31.7	22,360	560,424	25.1	2,292	25.1	57,456
Labourers, including building attendants and coach cleaners								
Canadian National and Canadian Pacific	754	2.7	1,714	36,546	1.8	2,274	21.3	48,469
VIA Rail	304	9.7	633	13,704	7.3	2,082	21.7	45,079
Total mainline companies	1,058	3.4	2,347	50,250	2.2	2,219	21.4	47,495
Total occupational categories								
Canadian National and Canadian Pacific	27,646	100.0	72,058	2,047,405	100.0	2,606	28.4	74,058
VIA Rail	3,123	100.0	6,501	188,606	100.0	2,082	29.0	60,393
Total mainline companies	30,769	100.0	78,559	2,236,011	100.0	2,553	28.5	72,671

Table 13
Rail transportation, Origin and destination of commodity transported

	Destination									
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S.	Mexico	Total tonnage for all destinations
	tonnes									
Origin										
Atlantic	5,159,560	21,696,271	1,208,820	33,837	11,520	164,979	62,982	2,381,936	1,618	30,721,524
Quebec	2,354,204	4,937,647	5,758,718	365,970	124,267	951,273	1,605,818	13,488,698	199,645	29,786,239
Ontario	1,446,787	5,364,821	5,753,467	1,023,888	426,302	3,599,099	2,751,304	17,055,985	445,447	37,867,100
Manitoba	59,581	610,584	3,033,443	436,538	218,828	108,655	1,135,976	3,079,034	190,677	8,873,315
Saskatchewan	133,315	1,308,638	7,998,634	1,395,233	165,115	931,034	14,139,956	12,884,490	280,196	39,236,611
Alberta	114,042	1,064,266	2,493,097	929,102	863,503	3,281,039	27,319,656	14,510,218	150,705	50,725,630
British Columbia	195,356	2,914,806	4,893,402	358,867	150,487	2,192,338	31,141,663	12,457,632	198,332	54,502,882
U.S.	964,803	5,358,093	8,794,637	763,720	1,333,756	5,011,679	1,372,271	7,402,656	3,412	31,005,026
Mexico	1,552	24,318	45,625	788	381	6,680	7,121	34	.	86,501
Total tonnage from all origins	10,429,199	43,279,445	39,979,844	5,307,942	3,294,159	16,246,775	79,536,748	83,260,684	1,470,031	282,804,827

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

Source(s): Transport Canada

Table 14-1
Rail transportation, Commodity movements from Atlantic

Commodity	Destination								Total tonnage for all destinations
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	0	0	0	0	0	0	0	0
02 Other cereal grains	358	23	6,554	0	0	0	0	4,579	11,514
03 Fresh, chilled or dried vegetables	0	0	16,559	54	0	26	118	0	16,757
04 Fresh, chilled or dried fruit and nuts	0	293	356	0	0	0	0	0	649
05 Colza seeds (canola)	0	0	0	0	0	0	0	0	0
06 Other oil seeds and nuts, other agricultural product	0	83	1,319	17	64	260	41	94	1,877
07 Animal feed and products	163	0	80	0	0	0	46	139	428
08 Meat, fish, seafood and preparations	0	359	1,848	0	0	744	362	0	3,313
09 Milled grain production and preparations, bakery products	0	4	1,671	0	0	0	0	3,907	5,582
10 Animal or vegetable fats, oils and flours	0	1,482	869	0	0	0	0	0	2,351
11 Sugar	0	191	892	0	0	0	0	0	1,082
12 Prepared food stuffs, not elsewhere classified	0	71	396	0	0	105	0	0	572
13 Alcoholic and non-alcoholic beverages	0	3,813	23,370	1,965	719	7,511	3,357	0	40,734
14 Sand, gravel and crushed stone	0	41,494	19	0	0	0	0	1,222	42,735
15 Salt	0	2,245	0	0	0	0	0	0	2,245
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	9,692	0	0	0	0	0	0	24,733	34,424
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	3,466,031	28	36,424	0	0	0	145	69,607	3,572,236
20 Iron ores and concentrates	0	20,419,617	0	0	0	0	0	0	20,419,617
21 Copper ores and concentrates	0	43,227	0	0	0	0	0	0	43,227
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	391,949	172	0	0	0	0	4,566	396,688
25 Other metallic ores and concentrates	0	0	78	0	0	0	0	0	78
26 Coal	598,746	0	0	0	0	0	0	0	598,746
27 Gasoline and aviation turbine fuel	0	0	0	0	0	0	0	0	0
28 Fuel oils and crude petroleum	23,337	869	82	0	0	10	0	0	24,298
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	125,759	33,908	20,011	0	0	8,639	0	279,979	468,295
30 Coal coke and petroleum coke	0	0	0	0	0	0	0	0	0
31 Other refined petroleum and coal products	561	530	354	0	0	0	0	0	1,444
32 Sulphuric acid	5,197	0	84	0	0	0	0	88,386	93,667
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	22,221	18,109	8,572	594	133	5,799	47	25,704	81,180
35 Potash	712,176	0	0	0	0	0	0	0	712,176
36 Fertilizers (excluding potash)	105,787	22	24	24	0	0	0	0	105,856
37 Other chemical products and preparations	0	432	721	113	4,492	132	0	198	6,087
38 Plastic and rubber	0	4,890	14,555	1,374	10	3,128	2,484	33,454	59,894
39 Logs and other wood in the rough	4,517	65,285	0	0	0	0	0	0	69,802
40 Wood chips	0	33,356	13	0	0	0	0	0	33,369
41 Lumber	0	11,696	4,828	546	0	653	77	642,083	659,884
42 Other wood products (plywood, veneer)	0	870	4,476	3,963	318	5,431	1,466	204,850	221,373
43 Wood pulp	71,075	9,831	103,314	0	0	0	0	214,155	398,375
44 Newsprint	207	426	4,248	0	0	54	0	119,939	124,874

See footnotes at the end of the table.

Table 14-1 – continued

Rail transportation, Commodity movements from Atlantic

	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	189	20,315	30,870	124	0	606	674	234,083	286,860
46 Cement	11,954	0	0	0	0	7,283	0	0	19,237
47 Other non-metallic mineral products	0	331	24,652	3,126	436	4,233	4,470	33,392	70,640
48 Iron and steel, primary or semi-finished	0	374	75	0	0	62	0	1,142	1,653
49 Copper, primary or semi-finished	0	1,113	0	0	0	0	0	40	1,153
50 Aluminum, primary or semi-finished	0	0	0	0	0	0	0	0	0
51 Other non-ferrous metal, primary or semi-finished	0	0	1,311	0	0	64,151	3,500	47,166	116,128
52 Articles of base metal	82	3	112	0	0	40	0	2,810	3,046
53 Machinery	77	1,882	511	128	231	5,527	863	1,041	10,260
54 Automobiles and mini-vans	722	22,319	31,376	1,496	1,050	10,425	14,017	109	81,513
55 Freight motor vehicles	686	923	1,883	31	31	381	658	0	4,592
56 Other vehicles	0	0	7	0	0	927	0	0	935
57 Parts and accessories for motor vehicles	0	108	690	0	0	0	75	297	1,170
58 Other transportation equipment	0	544	8	0	0	0	0	147	699
59 Metallic waste and scrap	0	142,124	3,052	0	0	0	0	635	145,811
60 Non-metallic waste and scrap	0	1,090	4,531	76	25	105	0	1,902	7,728
61 Other manufactured and miscellaneous goods	14	4,878	12,669	418	601	1,599	1,054	2,914	24,147
62 Pool car traffic of freight forwarder and ship associated	0	357	1,836	51	0	5	17	0	2,266
63 Mixed loads or unidentified freight	12	414,810	843,351	19,739	3,411	37,143	29,512	340,282	1,688,260
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	5,159,560	21,696,271	1,208,820	33,837	11,520	164,979	62,982	2,383,554	30,721,524
Car type ⁴									
Containers on flat cars (COFC)	1,433	430,518	953,491	24,921	5,015	51,779	40,230	398,763	1,906,152
Trailers on flat cars (TOFC)	0	807	4,266	0	0	0	0	0	5,072

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. COFC and TOFC tonnage is included in the grand total.

Note(s): Data for COFC and TOFC from Atlantic have been revised for 2002 and 2003; please contact Transportation Division for revisions.

Source(s): Transport Canada

Table 14-2
Rail transportation, Commodity movements to Atlantic

Commodity	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
01 Wheat	0	5,833	5,855	8,615	8,773	0	0	0	29,076
02 Other cereal grains	358	35,398	36,896	141	362	0	0	56,163	129,318
03 Fresh, chilled or dried vegetables	0	3,206	2,146	5,958	91,442	979	25	2,687	106,445
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	0	0	0	0
05 Colza seeds (canola)	0	0	0	0	0	0	0	0	0
06 Other oil seeds and nuts, other agricultural product	0	32	32	1,778	74	42	23	15,392	17,373
07 Animal feed and products	163	73	35,664	1,092	77	213	93	58,445	95,822
08 Meat, fish, seafood and preparations	0	586	4,286	0	0	0	456	463	5,791
09 Milled grain production and preparations, bakery products	0	876	8,724	18,884	6,487	0	0	11,253	46,225
10 Animal or vegetable fats, oils and flours	0	76	14,325	10,757	8,913	3,802	0	26,744	64,617
11 Sugar	0	8,475	37,647	0	0	0	0	3,305	49,427
12 Prepared food stuffs, not elsewhere classified	0	460	1,931	208	0	0	370	4,521	7,489
13 Alcoholic and non-alcoholic beverages	0	28,976	8,335	36	0	158	47	2,595	40,147
14 Sand, gravel and crushed stone	0	366,490	21,343	0	0	0	0	30,854	418,688
15 Salt	0	4,550	617	0	0	27	0	0	5,195
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	9,692	0	0	0	0	0	0	0	9,692
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	3,466,031	129,603	624	0	1,529	0	0	208,680	3,806,466
20 Iron ores and concentrates	0	0	260	0	0	0	0	0	260
21 Copper ores and concentrates	0	0	0	0	0	0	0	0	0
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	0	944	944
24 Zinc ores and concentrates	0	90	0	0	0	0	0	0	90
25 Other metallic ores and concentrates	0	2,302	0	0	0	0	0	689	2,991
26 Coal	598,746	0	0	0	0	0	0	1,113	599,859
27 Gasoline and aviation turbine fuel	0	135,989	25	0	0	0	0	0	136,014
28 Fuel oils and crude petroleum	23,337	279,351	31,627	0	0	0	0	0	334,316
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	125,759	10,140	124,967	0	4,817	3,987	0	10,847	280,516
30 Coal coke and petroleum coke	0	150,290	0	0	0	0	0	16	150,306
31 Other refined petroleum and coal products	561	13,003	12,171	0	141	88	0	8,216	34,178
32 Sulphuric acid	5,197	55,692	42,642	0	0	0	0	449	103,981
33 Alumina	0	0	21	0	0	0	0	20	41
34 Other basic chemicals	22,221	117,246	59,935	84	0	2,259	20,564	64,093	286,401
35 Potash	712,176	0	0	0	0	0	0	0	712,176
36 Fertilizers (excluding potash)	105,787	12,139	242	0	339	23,608	0	33,739	175,854
37 Other chemical products and preparations	0	1,294	5,017	0	0	422	0	7,212	13,944
38 Plastic and rubber	0	6,257	8,694	0	0	25,001	1,445	73,304	114,701
39 Logs and other wood in the rough	4,517	731	5,397	0	0	0	1,737	1,630	14,013
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	0	27,866	1,325	0	151	8,832	17,486	344	56,004
42 Other wood products (plywood, veneer)	0	21,197	12,707	13	0	2,989	37,473	1,745	76,124
43 Wood pulp	71,075	26,266	19,967	0	0	0	69,802	5,987	193,096
44 Newsprint	207	96	229	0	0	0	0	0	532

See footnotes at the end of the table.

Table 14-2 – continued

Rail transportation, Commodity movements to Atlantic

	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	189	12,448	12,872	0	0	125	0	9,508	35,143
46 Cement	11,954	158,137	14,147	0	0	0	0	0	184,237
47 Other non-metallic mineral products	0	44,568	1,486	210	35	11,001	107	1,109	58,515
48 Iron and steel, primary or semi-finished	0	899	23,048	19	0	0	88	22,004	46,058
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	129	129
50 Aluminum, primary or semi-finished	0	15	0	0	0	0	0	0	15
51 Other non-ferrous metal, primary or semi-finished	0	20	23	262	0	0	0	0	305
52 Articles of base metal	82	11,401	1,210	1,097	7	276	2,347	4,180	20,599
53 Machinery	77	679	2,028	22	0	1,022	100	3,274	7,201
54 Automobiles and mini-vans	722	2,126	20,415	44	0	0	21,903	29,965	75,176
55 Freight motor vehicles	686	9	62,142	0	0	0	5,266	36,874	104,978
56 Other vehicles	0	7	194	0	0	463	10	181	856
57 Parts and accessories for motor vehicles	0	175	580	0	0	0	0	327	1,081
58 Other transportation equipment	0	728	6,014	0	0	28	0	6,557	13,327
59 Metallic waste and scrap	0	220	5,402	0	0	20	0	4,292	9,934
60 Non-metallic waste and scrap	0	359	133	0	0	0	0	1,314	1,806
61 Other manufactured and miscellaneous goods	14	4,012	4,540	491	28	354	2,715	381	12,534
62 Pool car traffic of freight forwarder and ship associated	0	7,668	6,357	0	0	2,084	84	0	16,192
63 Mixed loads or unidentified freight	12	666,151	782,524	9,871	10,139	26,263	13,214	214,792	1,722,966
64 Less than carload shipments	0	0	20	0	0	0	0	20	40
Total tonnage of all rail commodities	5,159,560	2,354,204	1,446,787	59,581	133,315	114,042	195,356	966,355	10,429,199
Car type ⁴									
Containers on flat cars (COFC)	1,433	768,237	814,627	18,827	103,352	32,086	21,586	245,546	2,005,694
Trailers on flat cars (TOFC)	0	4,150	8,459	0	0	0	0	0	12,609

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-3
Rail transportation, Commodity movements from Quebec

Commodity	Destination								Total tonnage for all destinations
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	5,833	3,867	2,307	0	0	0	10,116	18,723	40,847
02 Other cereal grains	35,398	15,695	24,049	0	0	279	90	29,270	104,782
03 Fresh, chilled or dried vegetables	3,206	0	23	130	0	152	1,078	12,335	16,923
04 Fresh, chilled or dried fruit and nuts	0	0	72	0	0	152	230	162	616
05 Colza seeds (canola)	0	0	2,191	371	0	0	0	0	2,562
06 Other oil seeds and nuts, other agricultural product	32	2,386	22	35	238	193	2,737	39,351	44,993
07 Animal feed and products	73	882	65	826	440	3,461	738	1,920	8,403
08 Meat, fish, seafood and preparations	586	0	48	21	75	1,579	19,734	24,772	46,815
09 Milled grain production and preparations, bakery products	876	336	0	726	18	3,647	1,164	6,151	12,917
10 Animal or vegetable fats, oils and flours	76	221	815	0	0	121	6	1,747	2,987
11 Sugar	8,475	2,220	109,436	0	0	21	76	29,487	149,716
12 Prepared food stuffs, not elsewhere classified	460	0	3,274	1,582	330	9,728	20,601	18,820	54,795
13 Alcoholic and non-alcoholic beverages	28,976	0	6,569	1,166	145	14,713	5,395	27,974	84,937
14 Sand, gravel and crushed stone	366,490	4,926	804	0	0	54,652	6,243	45,175	478,290
15 Salt	4,550	0	92	0	0	0	0	446	5,088
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	0	0	0	38,597	38,597
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	129,603	35,201	572	4,068	0	5,884	21,940	15,156	212,424
20 Iron ores and concentrates	0	0	0	89	0	0	0	13,903	13,992
21 Copper ores and concentrates	0	194,096	182,743	0	0	0	0	0	376,839
22 Nickel ores and concentrates	0	0	162,914	80,247	0	0	0	0	243,161
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	90	34,115	0	5,127	0	0	97,620	0	136,951
25 Other metallic ores and concentrates	2,302	0	10,706	0	0	0	85	3,528	16,621
26 Coal	0	191	0	0	0	0	0	0	191
27 Gasoline and aviation turbine fuel	135,989	878,965	788,263	5,650	0	255	0	11,028	1,820,150
28 Fuel oils and crude petroleum	279,351	846,925	751,161	0	0	0	0	155,613	2,033,051
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	10,140	94,841	73,070	0	0	0	0	109,940	287,990
30 Coal coke and petroleum coke	150,290	0	0	0	0	0	0	275	150,565
31 Other refined petroleum and coal products	13,003	36,278	24,887	2,160	4,527	5,414	1,081	19,571	106,920
32 Sulphuric acid	55,692	102,556	15,482	0	0	0	0	660,113	833,844
33 Alumina	0	301,243	32,141	4,101	2,756	9,242	2,396	280,238	632,116
34 Other basic chemicals	117,246	319,727	317,003	9,332	559	35,928	34,552	1,275,991	2,110,338
35 Potash	0	92	0	0	635	0	0	0	727
36 Fertilizers (excluding potash)	12,139	2,346	2,049	9	0	10	159	17,682	34,394
37 Other chemical products and preparations	1,294	7,564	2,327	631	5,824	5,676	3,338	67,747	94,401
38 Plastic and rubber	6,257	188,949	147,481	7,037	7,589	31,722	8,749	263,876	661,660
39 Logs and other wood in the rough	731	208,087	0	669	1,179	0	2,843	6,667	220,176
40 Wood chips	0	704,172	0	0	0	0	0	174	704,346
41 Lumber	27,866	74,986	132,669	12,233	190	11,477	8,091	1,623,439	1,890,951
42 Other wood products (plywood, veneer)	21,197	31,355	40,509	10,073	3,641	20,478	18,248	1,081,783	1,227,284
43 Wood pulp	26,266	310,657	213,314	0	0	145	31,126	285,805	867,312
44 Newsprint	96	69,945	131,232	21	0	40	12	1,483,426	1,684,772

See footnotes at the end of the table.

Table 14-3 – continued

Rail transportation, Commodity movements from Quebec

	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	12,448	76,389	165,426	9,158	5,233	10,611	18,300	1,724,044	2,021,609
46 Cement	158,137	113	0	1,012	51	16,915	0	420,817	597,044
47 Other non-metallic mineral products	44,568	1,046	913	807	345	14,753	21,580	49,654	133,665
48 Iron and steel, primary or semi-finished	899	477	462,218	5,245	10,299	36,354	7,764	491,901	1,015,157
49 Copper, primary or semi-finished	0	115,909	0	0	657	0	264	141,754	258,584
50 Aluminum, primary or semi-finished	15	2,067	253,637	0	9,027	511	7,173	1,390,458	1,662,887
51 Other non-ferrous metal, primary or semi-finished	20	250	31,108	31,924	4,140	93	889	48,311	116,736
52 Articles of base metal	11,401	2,048	3,463	1,254	755	6,599	6,916	20,136	52,571
53 Machinery	679	244	919	86	125	911	322	9,039	12,326
54 Automobiles and mini-vans	2,126	274	148	13,026	2,109	15,871	4,067	1,965	39,587
55 Freight motor vehicles	9	39	0	2	0	60	0	85	195
56 Other vehicles	7	24	0	25	0	793	91	2,021	2,961
57 Parts and accessories for motor vehicles	175	0	127	0	0	316	61	645	1,324
58 Other transportation equipment	728	3,137	7,569	3,321	215	328	266	16,172	31,734
59 Metallic waste and scrap	220	71,500	3,280	457	151	384	3,979	25,009	104,979
60 Non-metallic waste and scrap	359	181,450	3,150	84	381	1,018	3,278	57,811	247,530
61 Other manufactured and miscellaneous goods	4,012	5,135	1,068	2,164	2,369	34,225	12,281	22,679	83,930
62 Pool car traffic of freight forwarder and ship associated	7,668	0	1,964	37,753	6,683	60,567	48,984	3,953	167,573
63 Mixed loads or unidentified freight	666,151	4,724	1,645,442	113,347	53,583	535,997	1,171,069	1,591,007	5,781,319
64 Less than carload shipments	0	0	0	0	0	0	88	0	88
Total tonnage of all rail commodities	2,354,204	4,937,647	5,758,718	365,970	124,267	951,273	1,605,818	13,688,344	29,786,239
Car type ⁴									
Containers on flat cars (COFC)	768,237	107	1,370,483	172,937	69,399	706,257	1,412,783	2,021,815	6,522,018
Trailers on flat cars (TOFC)	4,150	0	0	36	0	419	396	2,263	7,264

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-4
Rail transportation, Commodity movements to Quebec

Commodity	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
01 Wheat	0	3,867	1,155,774	144,926	464,731	34,060	0	2,904	1,806,262
02 Other cereal grains	23	15,695	25,135	7,261	51,663	3,327	60	337,574	440,738
03 Fresh, chilled or dried vegetables	0	0	8,686	60,634	203,837	25,194	5,442	65,362	369,156
04 Fresh, chilled or dried fruit and nuts	293	0	21	0	0	22	26,412	7,542	34,290
05 Colza seeds (canola)	0	0	71	249	84	0	0	0	404
06 Other oil seeds and nuts, other agricultural product	83	2,386	81,049	59,524	15,149	356	16,308	19,191	194,044
07 Animal feed and products	0	882	353,580	10,167	845	23,452	353	579,120	968,397
08 Meat, fish, seafood and preparations	359	0	5,909	7,105	884	3,537	17,162	1,479	36,434
09 Milled grain production and preparations, bakery products	4	336	14,770	43,011	26,976	29,788	408	83,408	198,701
10 Animal or vegetable fats, oils and flours	1,482	221	86,729	88,484	123,418	5,694	1,177	39,392	346,597
11 Sugar	191	2,220	58,988	0	0	5,279	33	98,424	165,134
12 Prepared food stuffs, not elsewhere classified	71	0	724	3,718	305	4,085	14,233	24,488	47,623
13 Alcoholic and non-alcoholic beverages	3,813	0	1,638	9,415	0	7,253	1,403	18,582	42,103
14 Sand, gravel and crushed stone	41,494	4,926	122,608	0	0	0	14	72,801	241,842
15 Salt	2,245	0	552,061	0	0	0	0	0	554,306
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	0	182	0	0	182
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	28	35,201	66,947	62	5,238	0	95	172,772	280,343
20 Iron ores and concentrates	20,419,617	0	0	0	0	0	0	808	20,420,425
21 Copper ores and concentrates	43,227	194,096	90	0	0	0	208,072	58,157	503,642
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	51	4,731	4,782
24 Zinc ores and concentrates	391,949	34,115	47,664	0	0	0	0	0	473,728
25 Other metallic ores and concentrates	0	0	19	0	1,322	0	25,302	675	27,318
26 Coal	0	191	0	0	0	0	0	17,776	17,968
27 Gasoline and aviation turbine fuel	0	878,965	6,211	1,882	0	0	0	0	887,058
28 Fuel oils and crude petroleum	869	846,925	71,287	1,023	0	24	0	836	920,963
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	33,908	94,841	321,672	2,500	6,504	24,028	31	11,605	495,087
30 Coal coke and petroleum coke	0	0	48,460	0	0	109,429	0	282,430	440,320
31 Other refined petroleum and coal products	530	36,278	104,910	25	9,668	32,083	99	169,048	352,639
32 Sulphuric acid	0	102,556	124,507	0	0	0	290	14,400	241,753
33 Alumina	0	301,243	290	0	0	0	0	1,325	302,858
34 Other basic chemicals	18,109	319,727	120,178	984	26	105,644	23,014	499,051	1,086,733
35 Potash	0	92	25	0	36,243	0	0	0	36,360
36 Fertilizers (excluding potash)	22	2,346	8,587	3,332	5,236	50,896	224	94,441	165,083
37 Other chemical products and preparations	432	7,564	2,265	372	273	832	2,839	96,790	111,366
38 Plastic and rubber	4,890	188,949	60,242	200	0	106,374	15,587	393,703	769,944
39 Logs and other wood in the rough	65,285	208,087	23,296	0	0	0	0	1,080	297,746
40 Wood chips	33,356	704,172	0	0	0	25	1,263	2	738,818
41 Lumber	11,696	74,986	30,936	333	792	32,172	75,652	7,692	234,259
42 Other wood products (plywood, veneer)	870	31,355	21,852	699	12,330	102,493	137,917	36,228	343,743
43 Wood pulp	9,831	310,657	153,461	0	4,910	12,714	19,343	50,166	561,083
44 Newsprint	426	69,945	17,032	0	0	0	0	590	87,992

See footnotes at the end of the table.

Table 14-4 – continued

Rail transportation, Commodity movements to Quebec

	Origin								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage from all origins
	tonnes								
45 Paper and paperboard, except printed products	20,315	76,389	24,661	24,799	254	1,043	16,007	117,166	280,633
46 Cement	0	113	3,138	0	0	0	0	1,660	4,911
47 Other non-metallic mineral products	331	1,046	230	1,461	27	94,054	5,048	13,747	115,943
48 Iron and steel, primary or semi-finished	374	477	41,426	1,719	0	0	2,734	173,125	219,855
49 Copper, primary or semi-finished	1,113	115,909	18,781	0	0	0	797	23,674	160,273
50 Aluminum, primary or semi-finished	0	2,067	0	0	0	0	27	0	2,094
51 Other non-ferrous metal, primary or semi-finished	0	250	112,779	2,271	0	627	286	5,817	122,028
52 Articles of base metal	3	2,048	1,930	77	374	4,916	12,508	17,549	39,404
53 Machinery	1,882	244	4,670	508	424	417	2,331	5,429	15,905
54 Automobiles and mini-vans	22,319	274	79,843	42	8	2,119	126,047	156,098	386,750
55 Freight motor vehicles	923	39	94,286	0	0	9	25,355	135,655	256,266
56 Other vehicles	0	24	4	0	0	3,028	78	97	3,231
57 Parts and accessories for motor vehicles	108	0	2,795	22	0	0	1,529	3,671	8,124
58 Other transportation equipment	544	3,137	10,010	37	0	68	1,617	16,889	32,302
59 Metallic waste and scrap	142,124	71,500	24,201	1,085	1,093	3,423	758	69,085	313,268
60 Non-metallic waste and scrap	1,090	181,450	32,149	322	370	885	1,965	139,731	357,961
61 Other manufactured and miscellaneous goods	4,878	5,135	6,322	8,748	178	15,313	10,544	65,725	116,843
62 Pool car traffic of freight forwarder and ship associated	357	0	330	6,913	2,243	8,427	7,030	833	26,131
63 Mixed loads or unidentified freight	414,810	4,724	1,209,600	116,677	333,235	210,995	2,107,365	1,171,892	5,569,298
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	21,696,271	4,937,647	5,364,821	610,584	1,308,638	1,064,266	2,914,806	5,382,411	43,279,445
Car type ⁴									
Containers on flat cars (COFC)	430,518	107	958,272	265,743	522,182	464,550	2,334,105	1,331,961	6,307,437
Trailers on flat cars (TOFC)	807	0	0	0	0	27	14	15,593	16,440

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-5
Rail transportation, Commodity movements from Ontario

Commodity	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	5,855	1,155,774	271,634	0	0	0	0	286,543	1,719,806
02 Other cereal grains	36,896	25,135	1,450	2,041	90	981	2,718	25,071	94,381
03 Fresh, chilled or dried vegetables	2,146	8,686	0	99	26	26	3,167	9,887	24,039
04 Fresh, chilled or dried fruit and nuts	0	21	0	0	0	21	24	136	202
05 Colza seeds (canola)	0	71	422	709	0	0	79	230	1,511
06 Other oil seeds and nuts, other agricultural product	32	81,049	3,780	9	0	415	8,146	24,084	117,514
07 Animal feed and products	35,664	353,580	21,635	1,852	1,500	15,488	5,324	81,383	516,425
08 Meat, fish, seafood and preparations	4,286	5,909	0	25	25	170	6,583	26,933	43,929
09 Milled grain production and preparations, bakery products	8,724	14,770	39,505	2,893	1,769	5,455	7,213	92,071	172,400
10 Animal or vegetable fats, oils and flours	14,325	86,729	2,758	358	42	4,848	1,498	159,942	270,500
11 Sugar	37,647	58,988	1,353	0	178	5,659	3,181	112,220	219,225
12 Prepared food stuffs, not elsewhere classified	1,931	724	0	18,205	5,968	87,689	49,580	53,589	217,686
13 Alcoholic and non-alcoholic beverages	8,335	1,638	628	6,909	1,254	29,243	21,576	72,807	142,390
14 Sand, gravel and crushed stone	21,343	122,608	5,558	72	5,201	91	0	580,270	735,143
15 Salt	617	552,061	51,027	0	582	1,771	43	12,425	618,525
16 Phosphate rock	0	0	0	0	0	542,576	0	0	542,576
17 Sulphur	0	0	608	185	0	0	0	2,917	3,710
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	624	66,947	9,129	0	0	15,940	7,326	359,382	459,348
20 Iron ores and concentrates	260	0	0	0	0	0	0	0	260
21 Copper ores and concentrates	0	90	0	0	0	0	0	0	90
22 Nickel ores and concentrates	0	0	1,385,453	622	0	0	142	0	1,386,217
23 Lead ores and concentrates	0	0	0	203	0	0	0	0	203
24 Zinc ores and concentrates	0	47,664	224	6,788	0	0	0	0	54,675
25 Other metallic ores and concentrates	0	19	0	0	0	0	0	4,710	4,729
26 Coal	0	0	6,103	0	0	0	0	203	6,306
27 Gasoline and aviation turbine fuel	25	6,211	27,356	0	0	0	0	0	33,592
28 Fuel oils and crude petroleum	31,627	71,287	119,236	5,644	0	58	173	55,549	283,574
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	124,967	321,672	314,507	65	0	74	1,331	894,326	1,656,940
30 Coal coke and petroleum coke	0	48,460	351	1,763	0	0	0	13,786	64,359
31 Other refined petroleum and coal products	12,171	104,910	207,060	18,252	7,717	164,171	36,891	279,607	830,779
32 Sulphuric acid	42,642	124,507	203,066	1,063	0	0	367	1,223,407	1,595,052
33 Alumina	21	290	1,208	0	100	2,161	0	604	4,385
34 Other basic chemicals	59,935	120,178	152,166	4,308	3,758	35,051	16,717	522,152	914,264
35 Potash	0	25	89	0	0	0	0	30,507	30,621
36 Fertilizers (excluding potash)	242	8,587	64,243	719	3,713	13,346	305	166,352	257,508
37 Other chemical products and preparations	5,017	2,265	29,271	980	563	4,012	2,193	222,934	267,235
38 Plastic and rubber	8,694	60,242	326,413	10,651	1,920	39,512	21,588	758,392	1,227,411
39 Logs and other wood in the rough	5,397	23,296	208,643	52	0	0	3,835	229,613	470,834
40 Wood chips	0	0	201,053	0	0	0	25	11,182	212,261
41 Lumber	1,325	30,936	109,661	22,352	218	6,743	3,400	1,285,419	1,460,054
42 Other wood products (plywood, veneer)	12,707	21,852	57,671	18,888	9,473	32,738	20,732	1,052,742	1,226,802
43 Wood pulp	19,967	153,461	186,523	416	0	0	127,220	867,338	1,354,924
44 Newsprint	229	17,032	100,224	0	0	363	53	734,311	852,211

See footnotes at the end of the table.

Table 14-5 – continued

Rail transportation, Commodity movements from Ontario

	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	12,872	24,661	169,158	63,354	1,309	24,867	17,174	356,913	670,308
46 Cement	14,147	3,138	1,297	131,029	19,671	20,336	1,117	565,701	756,436
47 Other non-metallic mineral products	1,486	230	21,754	52,496	48,540	62,537	8,201	91,993	287,237
48 Iron and steel, primary or semi-finished	23,048	41,426	1,269,529	124,096	52,932	282,632	76,594	1,189,217	3,059,472
49 Copper, primary or semi-finished	0	18,781	0	0	0	0	35	100,160	118,975
50 Aluminum, primary or semi-finished	0	0	0	0	25	25	313	20,242	20,605
51 Other non-ferrous metal, primary or semi-finished	23	112,779	0	16	0	0	111	1,959	114,887
52 Articles of base metal	1,210	1,930	19,982	2,389	14,626	235,947	10,785	146,983	433,851
53 Machinery	2,028	4,670	13,705	35	364	4,204	2,884	8,140	36,029
54 Automobiles and mini-vans	20,415	79,843	25	23,727	7,384	70,253	47,048	1,091,717	1,340,413
55 Freight motor vehicles	62,142	94,286	23	23,102	26,879	80,593	29,583	1,064,696	1,381,304
56 Other vehicles	194	4	10	0	0	365	35	11,704	12,311
57 Parts and accessories for motor vehicles	580	2,795	57,641	1,437	664	28,077	9,214	701,885	802,292
58 Other transportation equipment	6,014	10,010	11,541	1,561	2,065	2,899	178	91,090	125,358
59 Metallic waste and scrap	5,402	24,201	42,709	36,873	46,012	84	1,656	1,591,524	1,748,462
60 Non-metallic waste and scrap	133	32,149	26,710	101	26	232	9,649	64,119	133,119
61 Other manufactured and miscellaneous goods	4,540	6,322	1,838	14,276	6,901	48,924	40,667	14,473	137,941
62 Pool car traffic of freight forwarder and ship associated	6,357	330	0	47,003	12,682	140,942	76,864	246	284,423
63 Mixed loads or unidentified freight	782,524	1,209,600	7,541	376,270	142,128	1,587,581	2,067,771	135,648	6,309,062
64 Less than carload shipments	20	0	0	0	0	0	0	0	20
Total tonnage of all rail commodities	1,446,787	5,364,821	5,753,467	1,023,888	426,302	3,599,099	2,751,304	17,501,432	37,867,100
Car type ⁴									
Containers on flat cars (COFC)	814,627	958,272	43,630	466,887	171,705	1,887,464	2,333,440	270,886	6,946,910
Trailers on flat cars (TOFC)	8,459	0	0	182	19	6,300	474	162,439	177,874

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-6
Rail transportation, Commodity movements to Ontario

Commodity	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	2,307	271,634	1,315,803	4,253,089	656,601	0	4,736	6,504,170
02 Other cereal grains	6,554	24,049	1,450	76,177	465,343	11,213	215	43,990	628,991
03 Fresh, chilled or dried vegetables	16,559	23	0	51,955	304,830	4,343	1,701	9,173	388,582
04 Fresh, chilled or dried fruit and nuts	356	72	0	0	0	0	1,549	8,277	10,253
05 Colza seeds (canola)	0	2,191	422	561,559	285,680	1,286	0	0	851,138
06 Other oil seeds and nuts, other agricultural product	1,319	22	3,780	101,255	470,370	4,709	7,147	15,104	603,705
07 Animal feed and products	80	65	21,635	8,314	3,554	35,801	122	181,004	250,574
08 Meat, fish, seafood and preparations	1,848	48	0	3,544	6,701	4,007	7,531	4,502	28,183
09 Milled grain production and preparations, bakery products	1,671	0	39,505	34,421	62,192	16,405	2,424	238,223	394,840
10 Animal or vegetable fats, oils and flours	869	815	2,758	73,960	37,009	9,145	541	68,643	193,739
11 Sugar	892	109,436	1,353	0	0	1,562	905	84,428	198,576
12 Prepared food stuffs, not elsewhere classified	396	3,274	0	4,529	354	12,741	11,910	65,006	98,208
13 Alcoholic and non-alcoholic beverages	23,370	6,569	628	27,092	28	8,708	1,002	64,579	131,976
14 Sand, gravel and crushed stone	19	804	5,558	0	0	0	18,913	58,458	83,752
15 Salt	0	92	51,027	0	22,873	808	0	1,325	76,124
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	608	175	977	183	12	0	1,955
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	36,424	572	9,129	15,596	62,536	151	26	411,488	535,923
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	182,743	0	7,323	0	0	32,651	44,188	266,906
22 Nickel ores and concentrates	0	162,914	1,385,453	244	0	0	0	11,296	1,559,907
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	172	0	224	0	0	0	0	0	397
25 Other metallic ores and concentrates	78	10,706	0	0	0	0	0	12,455	23,238
26 Coal	0	0	6,103	0	1,122,688	237,790	671,040	2,001,189	4,038,810
27 Gasoline and aviation turbine fuel	0	788,263	27,356	117,927	0	10,131	0	5,745	949,423
28 Fuel oils and crude petroleum	82	751,161	119,236	188,724	709	9,893	0	349	1,070,154
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	20,011	73,070	314,507	735	2,156	73,166	0	111,693	595,338
30 Coal coke and petroleum coke	0	0	351	0	14,996	2,574	0	18,294	36,215
31 Other refined petroleum and coal products	354	24,887	207,060	13	20,439	43,066	154	312,657	608,630
32 Sulphuric acid	84	15,482	203,066	1,009	0	0	0	38,814	258,454
33 Alumina	0	32,141	1,208	0	0	0	0	28,151	61,500
34 Other basic chemicals	8,572	317,003	152,166	60,986	3,643	350,273	17,765	1,243,045	2,153,454
35 Potash	0	0	89	0	608,847	0	0	2,167	611,104
36 Fertilizers (excluding potash)	24	2,049	64,243	36,595	56,394	186,919	207	288,151	634,582
37 Other chemical products and preparations	721	2,327	29,271	142	0	6,173	3,395	177,660	219,689
38 Plastic and rubber	14,555	147,481	326,413	487	148	154,422	10,144	853,251	1,506,901
39 Logs and other wood in the rough	0	0	208,643	9,777	33,066	0	9,857	2,101	263,443
40 Wood chips	13	0	201,053	0	0	313	0	21	201,400
41 Lumber	4,828	132,669	109,661	3,016	11,799	119,224	274,285	17,681	673,161
42 Other wood products (plywood, veneer)	4,476	40,509	57,671	1,094	18,276	106,078	146,196	32,226	406,526
43 Wood pulp	103,314	213,314	186,523	1,273	344	84	64,176	65,763	634,790
44 Newsprint	4,248	131,232	100,224	2,765	0	26	2,076	384	240,955

See footnotes at the end of the table.

Table 14-6 – continued

Rail transportation, Commodity movements to Ontario

	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	30,870	165,426	169,158	23,356	1,578	8,448	21,412	324,741	744,989
46 Cement	0	0	1,297	0	101	3,419	0	25	4,843
47 Other non-metallic mineral products	24,652	913	21,754	1,659	0	23,136	18,477	70,409	161,000
48 Iron and steel, primary or semi-finished	75	462,218	1,269,529	15,558	25,766	94	4,365	333,760	2,111,366
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	19	19
50 Aluminum, primary or semi-finished	0	253,637	0	0	0	250	2,732	17,532	274,151
51 Other non-ferrous metal, primary or semi-finished	1,311	31,108	0	59,538	0	76	455	0	92,488
52 Articles of base metal	112	3,463	19,982	395	37,737	3,058	39,163	24,082	127,991
53 Machinery	511	919	13,705	155	201	553	14,848	52,761	83,654
54 Automobiles and mini-vans	31,376	148	25	727	238	4,268	104,104	180,730	321,615
55 Freight motor vehicles	1,883	0	23	0	0	0	35,530	183,499	220,935
56 Other vehicles	7	0	10	0	0	620	1,578	80	2,294
57 Parts and accessories for motor vehicles	690	127	57,641	2	0	2,906	15,686	464,770	541,822
58 Other transportation equipment	8	7,569	11,541	80	113	235	4,881	9,066	33,493
59 Metallic waste and scrap	3,052	3,280	42,709	18,760	428	3,970	482	121,350	194,031
60 Non-metallic waste and scrap	4,531	3,150	26,710	4,991	3,918	6,139	3,064	134,087	186,590
61 Other manufactured and miscellaneous goods	12,669	1,068	1,838	38,295	2,757	49,976	31,905	31,444	169,951
62 Pool car traffic of freight forwarder and ship associated	1,836	1,964	0	3,703	1,292	17,123	15,914	74	41,907
63 Mixed loads or unidentified freight	843,351	1,645,442	7,541	159,736	55,465	301,029	3,292,863	365,616	6,671,043
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	1,208,820	5,758,718	5,753,467	3,033,443	7,998,634	2,493,097	4,893,402	8,840,262	39,979,844
Car type ⁴									
Containers on flat cars (COFC)	953,491	1,370,483	43,630	250,454	146,352	584,355	3,495,876	345,523	7,190,163
Trailers on flat cars (TOFC)	4,266	0	0	0	42	5	0	225,806	230,117

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-7
Rail transportation, Commodity movements from Manitoba

Commodity	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	8,615	144,926	1,315,803	169,236	172	0	773,197	337,622	2,749,569
02 Other cereal grains	141	7,261	76,177	19,060	0	1,110	7,292	565,898	676,939
03 Fresh, chilled or dried vegetables	5,958	60,634	51,955	0	0	0	7,440	22,389	148,376
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	0	0	61	61
05 Colza seeds (canola)	0	249	561,559	14,136	51,945	20,097	21,831	198,676	868,492
06 Other oil seeds and nuts, other agricultural product	1,778	59,524	101,255	0	0	174	2,869	20,574	186,174
07 Animal feed and products	1,092	10,167	8,314	380	0	1,334	17,348	290,409	329,044
08 Meat, fish, seafood and preparations	0	7,105	3,544	0	19	0	5,325	88	16,082
09 Milled grain production and preparations, bakery products	18,884	43,011	34,421	90	0	7,813	9,466	40,536	154,219
10 Animal or vegetable fats, oils and flours	10,757	88,484	73,960	4,547	77	2,848	27,130	248,870	456,673
11 Sugar	0	0	0	0	0	0	99	0	99
12 Prepared food stuffs, not elsewhere classified	208	3,718	4,529	0	61	728	6,336	99,484	115,063
13 Alcoholic and non-alcoholic beverages	36	9,415	27,092	0	4,187	7,994	960	1,865	51,549
14 Sand, gravel and crushed stone	0	0	0	597	771	7,686	0	8,437	17,491
15 Salt	0	0	0	0	0	0	0	0	0
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	175	29	0	0	0	88	292
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	62	15,596	0	0	0	704	8,580	24,941
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	0	7,323	0	0	0	0	0	7,323
22 Nickel ores and concentrates	0	0	244	0	0	0	0	0	244
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	0	0	0	0	0	0	0	0
25 Other metallic ores and concentrates	0	0	0	0	0	0	0	0	0
26 Coal	0	0	0	0	0	0	0	0	0
27 Gasoline and aviation turbine fuel	0	1,882	117,927	4,601	0	2,175	0	0	126,586
28 Fuel oils and crude petroleum	0	1,023	188,724	25,556	89	744	1,139	82	217,357
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	2,500	735	0	0	1,503	597	83,425	88,760
30 Coal coke and petroleum coke	0	0	0	0	0	0	0	0	0
31 Other refined petroleum and coal products	0	25	13	0	0	395	77	96	605
32 Sulphuric acid	0	0	1,009	7,604	0	0	458	35,661	44,731
33 Alumina	0	0	0	0	0	86	0	0	86
34 Other basic chemicals	84	984	60,986	250	13,453	3,080	41,485	200,834	321,156
35 Potash	0	0	0	0	24	0	0	92	115
36 Fertilizers (excluding potash)	0	3,332	36,595	12,642	45,093	1,363	729	268,044	367,798
37 Other chemical products and preparations	0	372	142	0	917	2,381	31	59	3,903
38 Plastic and rubber	0	200	487	4,175	182	495	357	3,461	9,356
39 Logs and other wood in the rough	0	0	9,777	148,923	69	0	18	45,787	204,574
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	0	333	3,016	2,766	955	165	0	81,442	88,677
42 Other wood products (plywood, veneer)	13	699	1,094	1,551	59	1,231	435	203,386	208,469
43 Wood pulp	0	0	1,273	218	0	0	0	993	2,483
44 Newsprint	0	0	2,765	0	0	574	214	66,545	70,098

See footnotes at the end of the table.

Table 14-7 – continued

Rail transportation, Commodity movements from Manitoba

	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	0	24,799	23,356	1,671	10	4,683	4,524	85,636	144,679
46 Cement	0	0	0	0	0	0	0	0	0
47 Other non-metallic mineral products	210	1,461	1,659	191	0	171	91	1,641	5,422
48 Iron and steel, primary or semi-finished	19	1,719	15,558	1,495	93	328	2,243	63,316	84,773
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	87,739	87,739
50 Aluminum, primary or semi-finished	0	0	0	0	0	63	0	0	63
51 Other non-ferrous metal, primary or semi-finished	262	2,271	59,538	0	0	0	2,002	46,004	110,077
52 Articles of base metal	1,097	77	395	647	89	92	279	4,317	6,991
53 Machinery	22	508	155	152	0	52	460	729	2,078
54 Automobiles and mini-vans	44	42	727	0	0	14	188	0	1,013
55 Freight motor vehicles	0	0	0	6	0	0	0	46	53
56 Other vehicles	0	0	0	0	0	0	0	0	0
57 Parts and accessories for motor vehicles	0	22	2	0	0	0	0	0	24
58 Other transportation equipment	0	37	80	7,655	465	97	27	46,281	54,642
59 Metallic waste and scrap	0	1,085	18,760	7,537	99,077	86	139	56,434	183,118
60 Non-metallic waste and scrap	0	322	4,991	0	0	26	1,518	9,223	16,080
61 Other manufactured and miscellaneous goods	491	8,748	38,295	123	360	2,511	2,131	34,674	87,332
62 Pool car traffic of freight forwarder and ship associated	0	6,913	3,703	0	11	18	10	0	10,655
63 Mixed loads or unidentified freight	9,871	116,677	159,736	700	651	36,539	196,831	191	521,196
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	59,581	610,584	3,033,443	436,538	218,828	108,655	1,135,976	3,269,711	8,873,315
Car type ⁴									
Containers on flat cars (COFC)	18,827	265,743	250,454	0	6,014	54,059	224,964	9,349	829,409
Trailers on flat cars (TOFC)	0	0	0	0	0	134	0	3	137

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-8
Rail transportation, Commodity movements to Manitoba

Commodity	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
01 Wheat	0	0	0	169,236	447,897	19,421	0	0	636,555
02 Other cereal grains	0	0	2,041	19,060	98,812	496	2,775	15,980	139,164
03 Fresh, chilled or dried vegetables	54	130	99	0	58,202	0	38	358	58,881
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	0	0	0	0
05 Colza seeds (canola)	0	371	709	14,136	52,355	0	0	0	67,571
06 Other oil seeds and nuts, other agricultural product	17	35	9	0	0	115	0	19	195
07 Animal feed and products	0	826	1,852	380	1,454	1,575	25	8,778	14,891
08 Meat, fish, seafood and preparations	0	21	25	0	0	15	32	0	93
09 Milled grain production and preparations, bakery products	0	726	2,893	90	76,055	2,810	812	31	83,416
10 Animal or vegetable fats, oils and flours	0	0	358	4,547	1,639	1,179	340	18,409	26,472
11 Sugar	0	0	0	0	0	0	2,508	277	2,785
12 Prepared food stuffs, not elsewhere classified	0	1,582	18,205	0	0	2,496	974	37	23,294
13 Alcoholic and non-alcoholic beverages	1,965	1,166	6,909	0	0	53,107	897	1,072	65,116
14 Sand, gravel and crushed stone	0	0	72	597	0	9	0	20	698
15 Salt	0	0	0	0	178,367	173	0	0	178,540
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	185	29	34,045	3,678	0	0	37,937
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	4,068	0	0	5,206	1,573	0	8,632	19,479
20 Iron ores and concentrates	0	89	0	0	0	0	0	0	89
21 Copper ores and concentrates	0	0	0	0	0	0	74,817	16,535	91,352
22 Nickel ores and concentrates	0	80,247	622	0	0	0	0	0	80,869
23 Lead ores and concentrates	0	0	203	0	0	0	0	935	1,139
24 Zinc ores and concentrates	0	5,127	6,788	0	0	0	0	0	11,914
25 Other metallic ores and concentrates	0	0	0	0	0	0	0	163	163
26 Coal	0	0	0	0	39,380	0	0	269,598	308,978
27 Gasoline and aviation turbine fuel	0	5,650	0	4,601	11,798	38,213	0	0	60,262
28 Fuel oils and crude petroleum	0	0	5,644	25,556	17,854	79,234	4,362	426	133,077
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	0	65	0	5,101	9,939	0	67	15,173
30 Coal coke and petroleum coke	0	0	1,763	0	0	0	0	0	1,763
31 Other refined petroleum and coal products	0	2,160	18,252	0	85,644	31,105	0	3,063	140,223
32 Sulphuric acid	0	0	1,063	7,604	0	1,331	0	0	9,998
33 Alumina	0	4,101	0	0	0	0	0	0	4,101
34 Other basic chemicals	594	9,332	4,308	250	4,437	17,309	29,687	46,380	112,298
35 Potash	0	0	0	0	54,642	0	0	0	54,642
36 Fertilizers (excluding potash)	24	9	719	12,642	193,813	398,190	4,360	173,909	783,666
37 Other chemical products and preparations	113	631	980	0	45	2,860	416	7,765	12,808
38 Plastic and rubber	1,374	7,037	10,651	4,175	258	13,925	1,154	29,186	67,759
39 Logs and other wood in the rough	0	669	52	148,923	8,422	0	6,215	0	164,281
40 Wood chips	0	0	0	0	0	0	0	20	20
41 Lumber	546	12,233	22,352	2,766	0	8,975	37,729	4,098	88,699
42 Other wood products (plywood, veneer)	3,963	10,073	18,888	1,551	777	6,038	9,493	755	51,538
43 Wood pulp	0	0	416	218	5,029	0	0	0	5,663
44 Newsprint	0	21	0	0	0	0	0	441	462

See footnotes at the end of the table.

Table 14-8 – continued

Rail transportation, Commodity movements to Manitoba

	Origin								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage from all origins
	tonnes								
45 Paper and paperboard, except printed products	124	9,158	63,354	1,671	1,184	73	2,115	15,574	93,252
46 Cement	0	1,012	131,029	0	541	147,922	0	0	280,504
47 Other non-metallic mineral products	3,126	807	52,496	191	0	11,350	1,829	1,137	70,936
48 Iron and steel, primary or semi-finished	0	5,245	124,096	1,495	0	284	7,078	12,721	150,918
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	0	0
50 Aluminum, primary or semi-finished	0	0	0	0	0	0	0	20	20
51 Other non-ferrous metal, primary or semi-finished	0	31,924	16	0	0	0	26	2,569	34,536
52 Articles of base metal	0	1,254	2,389	647	0	1,259	4,301	4,618	14,467
53 Machinery	128	86	35	152	0	0	413	2,258	3,072
54 Automobiles and mini-vans	1,496	13,026	23,727	0	0	0	9,024	13,089	60,362
55 Freight motor vehicles	31	2	23,102	6	0	0	2,806	28,996	54,944
56 Other vehicles	0	25	0	0	0	552	0	205	782
57 Parts and accessories for motor vehicles	0	0	1,437	0	0	4,725	16	156	6,334
58 Other transportation equipment	0	3,321	1,561	7,655	11,781	12,243	29	60,109	96,699
59 Metallic waste and scrap	0	457	36,873	7,537	365	5,799	23	9,472	60,526
60 Non-metallic waste and scrap	76	84	101	0	0	162	660	607	1,688
61 Other manufactured and miscellaneous goods	418	2,164	14,276	123	17	2,376	874	1,699	21,947
62 Pool car traffic of freight forwarder and ship associated	51	37,753	47,003	0	5	26	418	35	85,292
63 Mixed loads or unidentified freight	19,739	113,347	376,270	700	110	48,567	152,622	4,270	715,625
64 Less than carload shipments	0	0	0	0	0	0	0	20	20
Total tonnage of all rail commodities	33,837	365,970	1,023,888	436,538	1,395,233	929,102	358,867	764,508	5,307,942
Car type ⁴									
Containers on flat cars (COFC)	24,921	172,937	466,887	0	153	131,841	179,474	31,277	1,007,490
Trailers on flat cars (TOFC)	0	36	182	0	0	1	0	38	258

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-9
Rail transportation, Commodity movements from Saskatchewan

Commodity	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	8,773	464,731	4,253,089	447,897	8,746	4,467	4,298,661	978,589	10,464,953
02 Other cereal grains	362	51,663	465,343	98,812	911	148,979	822,138	898,158	2,486,365
03 Fresh, chilled or dried vegetables	91,442	203,837	304,830	58,202	0	4,055	1,583,651	53,762	2,299,779
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	0	0	0	0
05 Colza seeds (canola)	0	84	285,680	52,355	22,762	87,764	1,615,225	411,620	2,475,489
06 Other oil seeds and nuts, other agricultural product	74	15,149	470,370	0	0	0	63,311	89,080	637,984
07 Animal feed and products	77	845	3,554	1,454	0	3,708	99,923	46,453	156,013
08 Meat, fish, seafood and preparations	0	884	6,701	0	0	0	1,383	0	8,968
09 Milled grain production and preparations, bakery products	6,487	26,976	62,192	76,055	0	0	84,814	188,827	445,351
10 Animal or vegetable fats, oils and flours	8,913	123,418	37,009	1,639	1,099	1,464	149,391	631,788	954,721
11 Sugar	0	0	0	0	0	0	0	0	0
12 Prepared food stuffs, not elsewhere classified	0	305	354	0	0	0	317	883	1,858
13 Alcoholic and non-alcoholic beverages	0	0	28	0	0	0	0	0	28
14 Sand, gravel and crushed stone	0	0	0	0	0	12,448	0	6,223	18,671
15 Salt	0	0	22,873	178,367	8,851	114,683	90,543	13,874	429,190
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	977	34,045	0	0	0	192,390	227,412
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	1,529	5,238	62,536	5,206	0	0	20,948	43,181	138,638
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	0	0	0	0	0	0	0	0
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	0	0	0	0	0	0	0	0
25 Other metallic ores and concentrates	0	1,322	0	0	0	0	0	0	1,322
26 Coal	0	0	1,122,688	39,380	0	0	0	42,714	1,204,782
27 Gasoline and aviation turbine fuel	0	0	0	11,798	0	0	0	0	11,798
28 Fuel oils and crude petroleum	0	0	709	17,854	0	26,218	264	6,409	51,454
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	4,817	6,504	2,156	5,101	1,463	718	235	86,876	107,870
30 Coal coke and petroleum coke	0	0	14,996	0	6,696	46,146	17,880	84,114	169,831
31 Other refined petroleum and coal products	141	9,668	20,439	85,644	7,297	7,628	0	625,715	756,531
32 Sulphuric acid	0	0	0	0	0	0	0	0	0
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	0	26	3,643	4,437	3,929	20,883	18,680	31,899	83,498
35 Potash	0	36,243	608,847	54,642	53,837	6,830	4,678,593	7,386,956	12,825,949
36 Fertilizers (excluding potash)	339	5,236	56,394	193,813	37,388	28,796	8,488	260,085	590,538
37 Other chemical products and preparations	0	273	0	45	0	5,252	0	6,931	12,500
38 Plastic and rubber	0	0	148	258	0	424	0	124	954
39 Logs and other wood in the rough	0	0	33,066	8,422	0	0	340	59,307	101,136
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	151	792	11,799	0	0	0	0	88,006	100,747
42 Other wood products (plywood, veneer)	0	12,330	18,276	777	0	664	10,465	579,608	622,120
43 Wood pulp	0	4,910	344	5,029	146	0	289,219	97,226	396,873
44 Newsprint	0	0	0	0	0	0	99	0	99

See footnotes at the end of the table.

Table 14-9 – continued

Rail transportation, Commodity movements from Saskatchewan

	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	0	254	1,578	1,184	812	5	3,295	4,694	11,821
46 Cement	0	0	101	541	0	0	0	0	641
47 Other non-metallic mineral products	35	27	0	0	440	7	0	18	527
48 Iron and steel, primary or semi-finished	0	0	25,766	0	141	307,031	69,858	45,554	448,350
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	0	0
50 Aluminum, primary or semi-finished	0	0	0	0	0	0	0	0	0
51 Other non-ferrous metal, primary or semi-finished	0	0	0	0	0	0	0	0	0
52 Articles of base metal	7	374	37,737	0	210	88,345	7	189,611	316,291
53 Machinery	0	424	201	0	0	0	669	173	1,467
54 Automobiles and mini-vans	0	8	238	0	0	14	73	68	400
55 Freight motor vehicles	0	0	0	0	0	0	0	67	67
56 Other vehicles	0	0	0	0	0	0	0	0	0
57 Parts and accessories for motor vehicles	0	0	0	0	0	12	0	0	12
58 Other transportation equipment	0	0	113	11,781	798	54	31	1,802	14,578
59 Metallic waste and scrap	0	1,093	428	365	9,578	14,280	103	3,517	29,364
60 Non-metallic waste and scrap	0	370	3,918	0	0	27	4,268	7,405	15,989
61 Other manufactured and miscellaneous goods	28	178	2,757	17	11	16	96	38	3,142
62 Pool car traffic of freight forwarder and ship associated	0	2,243	1,292	5	0	0	79	0	3,618
63 Mixed loads or unidentified freight	10,139	333,235	55,465	110	0	119	206,913	942	606,922
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	133,315	1,308,638	7,998,634	1,395,233	165,115	931,034	14,139,956	13,164,686	39,236,611
Car type ⁴									
Containers on flat cars (COFC)	103,352	522,182	146,352	153	51	389	330,446	27,234	1,130,159
Trailers on flat cars (TOFC)	0	0	42	0	0	0	0	0	42

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-10
Rail transportation, Commodity movements to Saskatchewan

Commodity	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
01 Wheat	0	0	0	172	8,746	0	0	0	8,918
02 Other cereal grains	0	0	90	0	911	143	1,098	7,974	10,216
03 Fresh, chilled or dried vegetables	0	0	26	0	0	0	35	137	199
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	0	0	0	0
05 Colza seeds (canola)	0	0	0	51,945	22,762	11,921	0	263	86,891
06 Other oil seeds and nuts, other agricultural product	64	238	0	0	0	0	0	38	339
07 Animal feed and products	0	440	1,500	0	0	965	0	62,459	65,364
08 Meat, fish, seafood and preparations	0	75	25	19	0	0	25	0	144
09 Milled grain production and preparations, bakery products	0	18	1,769	0	0	0	223	1,310	3,320
10 Animal or vegetable fats, oils and flours	0	0	42	77	1,099	805	201	532	2,754
11 Sugar	0	0	178	0	0	491	306	3,341	4,315
12 Prepared food stuffs, not elsewhere classified	0	330	5,968	61	0	1,181	239	98	7,877
13 Alcoholic and non-alcoholic beverages	719	145	1,254	4,187	0	1,236	105	0	7,645
14 Sand, gravel and crushed stone	0	0	5,201	771	0	0	0	753	6,725
15 Salt	0	0	582	0	8,851	290	0	252	9,976
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	0	0	0	0	0
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	0	0	0	0	1,204	0	1,158	2,361
20 Iron ores and concentrates	0	0	0	0	0	0	0	11,084	11,084
21 Copper ores and concentrates	0	0	0	0	0	0	0	0	0
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	0	0	0	0	0	0	0	0
25 Other metallic ores and concentrates	0	0	0	0	0	0	0	0	0
26 Coal	0	0	0	0	0	0	15,873	0	15,873
27 Gasoline and aviation turbine fuel	0	0	0	0	0	0	0	48,539	48,539
28 Fuel oils and crude petroleum	0	0	0	89	0	255	0	0	344
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	0	0	0	1,463	34,296	0	43,115	78,874
30 Coal coke and petroleum coke	0	0	0	0	6,696	0	0	973	7,668
31 Other refined petroleum and coal products	0	4,527	7,717	0	7,297	25,861	5,674	16,276	67,353
32 Sulphuric acid	0	0	0	0	0	1,927	0	0	1,927
33 Alumina	0	2,756	100	0	0	87	0	0	2,943
34 Other basic chemicals	133	559	3,758	13,453	3,929	43,724	4,492	83,109	153,156
35 Potash	0	635	0	24	53,837	320	0	270	55,086
36 Fertilizers (excluding potash)	0	0	3,713	45,093	37,388	385,814	22,884	200,291	695,183
37 Other chemical products and preparations	4,492	5,824	563	917	0	211	477	25,684	38,169
38 Plastic and rubber	10	7,589	1,920	182	0	24,216	802	17,876	52,594
39 Logs and other wood in the rough	0	1,179	0	69	0	0	4,863	38	6,150
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	0	190	218	955	0	0	4,265	1,454	7,082
42 Other wood products (plywood, veneer)	318	3,641	9,473	59	0	74	172	2,448	16,184
43 Wood pulp	0	0	0	0	146	0	0	0	146
44 Newsprint	0	0	0	0	0	3,679	0	0	3,679

See footnotes at the end of the table.

Table 14-10 – continued

Rail transportation, Commodity movements to Saskatchewan

	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	0	5,233	1,309	10	812	0	1,078	4,692	13,133
46 Cement	0	51	19,671	0	0	61,015	0	39	80,777
47 Other non-metallic mineral products	436	345	48,540	0	440	21,329	35	64,344	135,469
48 Iron and steel, primary or semi-finished	0	10,299	52,932	93	141	161	11,338	270,102	345,065
49 Copper, primary or semi-finished	0	657	0	0	0	0	0	0	657
50 Aluminum, primary or semi-finished	0	9,027	25	0	0	0	0	0	9,051
51 Other non-ferrous metal, primary or semi-finished	0	4,140	0	0	0	0	0	180	4,320
52 Articles of base metal	0	755	14,626	89	210	154	1,197	21,489	38,518
53 Machinery	231	125	364	0	0	0	1,250	2,053	4,023
54 Automobiles and mini-vans	1,050	2,109	7,384	0	0	104	2,853	3,283	16,783
55 Freight motor vehicles	31	0	26,879	0	0	15	368	20,938	48,230
56 Other vehicles	0	0	0	0	0	0	11	0	11
57 Parts and accessories for motor vehicles	0	0	664	0	0	0	0	137	801
58 Other transportation equipment	0	215	2,065	465	798	630	28	13,288	17,489
59 Metallic waste and scrap	0	151	46,012	99,077	9,578	229,821	11,734	392,472	788,845
60 Non-metallic waste and scrap	25	381	26	0	0	0	562	8,800	9,794
61 Other manufactured and miscellaneous goods	601	2,369	6,901	360	11	323	162	1,061	11,787
62 Pool car traffic of freight forwarder and ship associated	0	6,683	12,682	11	0	0	45	0	19,421
63 Mixed loads or unidentified freight	3,411	53,583	142,128	651	0	11,253	58,092	1,788	270,905
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	11,520	124,267	426,302	218,828	165,115	863,503	150,487	1,334,137	3,294,159
Car type ⁴									
Containers on flat cars (COFC)	5,015	69,399	171,705	6,014	51	16,772	65,184	21,405	355,545
Trailers on flat cars (TOFC)	0	0	19	0	0	0	0	0	19

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-11
Rail transportation, Commodity movements from Alberta

Commodity	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	0	34,060	656,601	19,421	0	80	5,006,673	52,852	5,769,688
02 Other cereal grains	0	3,327	11,213	496	143	14,399	454,684	109,098	593,360
03 Fresh, chilled or dried vegetables	979	25,194	4,343	0	0	0	568,729	14,978	614,222
04 Fresh, chilled or dried fruit and nuts	0	22	0	0	0	0	0	0	22
05 Colza seeds (canola)	0	0	1,286	0	11,921	5,729	2,777,859	0	2,796,795
06 Other oil seeds and nuts, other agricultural product	42	356	4,709	115	0	38	13,688	3,882	22,829
07 Animal feed and products	213	23,452	35,801	1,575	965	1,537	206,759	416,722	687,024
08 Meat, fish, seafood and preparations	0	3,537	4,007	15	0	0	2,369	299	10,227
09 Milled grain production and preparations, bakery products	0	29,788	16,405	2,810	0	474	291,812	74,581	415,869
10 Animal or vegetable fats, oils and flours	3,802	5,694	9,145	1,179	805	10,370	527,027	185,007	743,028
11 Sugar	0	5,279	1,562	0	491	70	0	63,191	70,593
12 Prepared food stuffs, not elsewhere classified	0	4,085	12,741	2,496	1,181	39	7,328	75,831	103,700
13 Alcoholic and non-alcoholic beverages	158	7,253	8,708	53,107	1,236	199	49,735	18,059	138,454
14 Sand, gravel and crushed stone	0	0	0	9	0	1,303,120	22,101	12,527	1,337,758
15 Salt	27	0	808	173	290	0	65,805	0	67,104
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	182	183	3,678	0	1,747	4,944,172	1,750,549	6,700,511
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	0	151	1,573	1,204	18	2,995	257	6,197
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	0	0	0	0	0	0	0	0
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	0	0	0	0	0	0	0	0
25 Other metallic ores and concentrates	0	0	0	0	0	0	0	519	519
26 Coal	0	0	237,790	0	0	417,682	5,319,284	0	5,974,756
27 Gasoline and aviation turbine fuel	0	0	10,131	38,213	0	57,614	180,303	774	287,035
28 Fuel oils and crude petroleum	0	24	9,893	79,234	255	305,150	1,255,524	438,062	2,088,142
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	3,987	24,028	73,166	9,939	34,296	165,168	111,264	1,330,332	1,752,181
30 Coal coke and petroleum coke	0	109,429	2,574	0	0	20,872	302,207	141,099	576,180
31 Other refined petroleum and coal products	88	32,083	43,066	31,105	25,861	101,415	167,553	314,083	715,253
32 Sulphuric acid	0	0	0	1,331	1,927	34,289	43,216	25,446	106,208
33 Alumina	0	0	0	0	87	88	0	0	175
34 Other basic chemicals	2,259	105,644	350,273	17,309	43,724	191,485	1,986,187	1,109,276	3,806,157
35 Potash	0	0	0	0	320	0	0	0	320
36 Fertilizers (excluding potash)	23,608	50,896	186,919	398,190	385,814	159,404	296,508	1,857,841	3,359,179
37 Other chemical products and preparations	422	832	6,173	2,860	211	1,640	7,515	5,278	24,930
38 Plastic and rubber	25,001	106,374	154,422	13,925	24,216	160,304	164,212	1,767,779	2,416,234
39 Logs and other wood in the rough	0	0	0	0	0	0	69	400	469
40 Wood chips	0	25	313	0	0	0	0	6,212	6,551
41 Lumber	8,832	32,172	119,224	8,975	0	1,273	23,428	1,487,693	1,681,596
42 Other wood products (plywood, veneer)	2,989	102,493	106,078	6,038	74	307	68,244	1,351,143	1,637,366
43 Wood pulp	0	12,714	84	0	0	62,808	1,152,409	1,218,212	2,446,228
44 Newsprint	0	0	26	0	3,679	553	0	149,862	154,120

See footnotes at the end of the table.

Table 14-11 – continued

Rail transportation, Commodity movements from Alberta

	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	125	1,043	8,448	73	0	1	563	10,742	20,995
46 Cement	0	0	3,419	147,922	61,015	173,031	89,302	153,904	628,593
47 Other non-metallic mineral products	11,001	94,054	23,136	11,350	21,329	114	9,715	31,264	201,964
48 Iron and steel, primary or semi-finished	0	0	94	284	161	726	33,520	39,878	74,662
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	0	0
50 Aluminum, primary or semi-finished	0	0	250	0	0	0	0	0	250
51 Other non-ferrous metal, primary or semi-finished	0	627	76	0	0	0	162	70	934
52 Articles of base metal	276	4,916	3,058	1,259	154	34,606	2,225	177,914	224,408
53 Machinery	1,022	417	553	0	0	122	670	1,594	4,378
54 Automobiles and mini-vans	0	2,119	4,268	0	104	0	1,168	86	7,746
55 Freight motor vehicles	0	9	0	0	15	0	507	45	576
56 Other vehicles	463	3,028	620	552	0	826	16	26	5,530
57 Parts and accessories for motor vehicles	0	0	2,906	4,725	0	0	9,457	104	17,192
58 Other transportation equipment	28	68	235	12,243	630	21,213	1,156	8,808	44,380
59 Metallic waste and scrap	20	3,423	3,970	5,799	229,821	26,274	176,174	158,958	604,438
60 Non-metallic waste and scrap	0	885	6,139	162	0	428	26,961	83,585	118,158
61 Other manufactured and miscellaneous goods	354	15,313	49,976	2,376	323	205	2,113	9,462	80,122
62 Pool car traffic of freight forwarder and ship associated	2,084	8,427	17,123	26	0	6	96	0	27,763
63 Mixed loads or unidentified freight	26,263	210,995	301,029	48,567	11,253	5,619	946,197	2,642	1,552,565
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	114,042	1,064,266	2,493,097	929,102	863,503	3,281,039	27,319,656	14,660,924	50,725,630
Car type ⁴									
Containers on flat cars (COFC)	32,086	464,550	584,355	131,841	16,772	6,056	1,195,901	137,467	2,569,027
Trailers on flat cars (TOFC)	0	27	5	1	0	0	0	7,201	7,234

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-12
Rail transportation, Commodity movements to Alberta

Commodity	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	0	0	0	4,467	80	0	0	4,547
02 Other cereal grains	0	279	981	1,110	148,979	14,399	90	165,328	331,165
03 Fresh, chilled or dried vegetables	26	152	26	0	4,055	0	0	218	4,477
04 Fresh, chilled or dried fruit and nuts	0	152	21	0	0	0	526	0	700
05 Colza seeds (canola)	0	0	0	20,097	87,764	5,729	132	4,419	118,141
06 Other oil seeds and nuts, other agricultural product	260	193	415	174	0	38	5	414	1,498
07 Animal feed and products	0	3,461	15,488	1,334	3,708	1,537	286	208,602	234,415
08 Meat, fish, seafood and preparations	744	1,579	170	0	0	0	1,411	20	3,924
09 Milled grain production and preparations, bakery products	0	3,647	5,455	7,813	0	474	989	21,125	39,502
10 Animal or vegetable fats, oils and flours	0	121	4,848	2,848	1,464	10,370	1,547	34,065	55,262
11 Sugar	0	21	5,659	0	0	70	16,422	86,004	108,176
12 Prepared food stuffs, not elsewhere classified	105	9,728	87,689	728	0	39	4,125	6,708	109,122
13 Alcoholic and non-alcoholic beverages	7,511	14,713	29,243	7,994	0	199	33,348	33,887	126,894
14 Sand, gravel and crushed stone	0	54,652	91	7,686	12,448	1,303,120	67,242	400,894	1,846,131
15 Salt	0	0	1,771	0	114,683	0	171	255	116,879
16 Phosphate rock	0	0	542,576	0	0	0	0	0	542,576
17 Sulphur	0	0	0	0	0	1,747	0	342	2,089
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	5,884	15,940	0	0	18	198,332	209,304	429,478
20 Iron ores and concentrates	0	0	0	0	0	0	0	248	248
21 Copper ores and concentrates	0	0	0	0	0	0	0	0	0
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	0	0	0	0	0	0	20	20
25 Other metallic ores and concentrates	0	0	0	0	0	0	0	68	68
26 Coal	0	0	0	0	0	417,682	26,884	6,183	450,748
27 Gasoline and aviation turbine fuel	0	255	0	2,175	0	57,614	211,938	253,870	525,853
28 Fuel oils and crude petroleum	10	0	58	744	26,218	305,150	594	17,303	350,076
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	8,639	0	74	1,503	718	165,168	10,283	200,088	386,472
30 Coal coke and petroleum coke	0	0	0	0	46,146	20,872	0	80,918	147,936
31 Other refined petroleum and coal products	0	5,414	164,171	395	7,628	101,415	18,429	319,415	616,867
32 Sulphuric acid	0	0	0	0	0	34,289	23	1,720	36,032
33 Alumina	0	9,242	2,161	86	0	88	0	7,336	18,914
34 Other basic chemicals	5,799	35,928	35,051	3,080	20,883	191,485	255,384	364,884	912,495
35 Potash	0	0	0	0	6,830	0	0	0	6,830
36 Fertilizers (excluding potash)	0	10	13,346	1,363	28,796	159,404	17,362	45,053	265,333
37 Other chemical products and preparations	132	5,676	4,012	2,381	5,252	1,640	1,056	140,698	160,847
38 Plastic and rubber	3,128	31,722	39,512	495	424	160,304	4,159	133,606	373,350
39 Logs and other wood in the rough	0	0	0	0	0	0	2,566	292	2,859
40 Wood chips	0	0	0	0	0	0	0	29	29
41 Lumber	653	11,477	6,743	165	0	1,273	144,564	60,458	225,334
42 Other wood products (plywood, veneer)	5,431	20,478	32,738	1,231	664	307	72,396	63,656	196,901
43 Wood pulp	0	145	0	0	0	62,808	87	20,375	83,416
44 Newsprint	54	40	363	574	0	553	31,113	41	32,738

See footnotes at the end of the table.

Table 14-12 – continued

Rail transportation, Commodity movements to Alberta

	Origin								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saska- tchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage from all origins
	tonnes								
45 Paper and paperboard, except printed products	606	10,611	24,867	4,683	5	1	69,332	74,818	184,923
46 Cement	7,283	16,915	20,336	0	0	173,031	26,546	221,214	465,324
47 Other non-metallic mineral products	4,233	14,753	62,537	171	7	114	6,626	257,456	345,897
48 Iron and steel, primary or semi-finished	62	36,354	282,632	328	307,031	726	83,405	696,713	1,407,251
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	0	0
50 Aluminum, primary or semi-finished	0	511	25	63	0	0	7,129	13,409	21,137
51 Other non-ferrous metal, primary or semi-finished	64,151	93	0	0	0	0	13,738	569	78,550
52 Articles of base metal	40	6,599	235,947	92	88,345	34,606	95,460	398,924	860,013
53 Machinery	5,527	911	4,204	52	0	122	2,820	76,264	89,899
54 Automobiles and mini-vans	10,425	15,871	70,253	14	14	0	22,430	76,025	195,032
55 Freight motor vehicles	381	60	80,593	0	0	0	12,565	196,177	289,776
56 Other vehicles	927	793	365	0	0	826	270	4,063	7,243
57 Parts and accessories for motor vehicles	0	316	28,077	0	12	0	1,139	4,265	33,808
58 Other transportation equipment	0	328	2,899	97	54	21,213	601	9,019	34,211
59 Metallic waste and scrap	0	384	84	86	14,280	26,274	27,689	1,207	70,004
60 Non-metallic waste and scrap	105	1,018	232	26	27	428	4,598	25,753	32,188
61 Other manufactured and miscellaneous goods	1,599	34,225	48,924	2,511	16	205	9,090	31,753	128,323
62 Pool car traffic of freight forwarder and ship associated	5	60,567	140,942	18	0	6	1,149	240	202,929
63 Mixed loads or unidentified freight	37,143	535,997	1,587,581	36,539	119	5,619	686,290	42,598	2,931,885
64 Less than carload shipments	0	0	0	0	0	0	0	48	48
Total tonnage of all rail commodities	164,979	951,273	3,599,099	108,655	931,034	3,281,039	2,192,338	5,018,359	16,246,775
Car type ⁴									
Containers on flat cars (COFC)	51,779	706,257	1,887,464	54,059	389	6,056	763,062	338,462	3,807,528
Trailers on flat cars (TOFC)	0	419	6,300	134	0	0	9	7,046	13,909

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-13
Rail transportation, Commodity movements from British Columbia

Commodity	Destination								Total tonnage for all destinations
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	0	0	0	0	0	157,254	76	157,330
02 Other cereal grains	0	60	215	2,775	1,098	90	40,354	39,428	84,020
03 Fresh, chilled or dried vegetables	25	5,442	1,701	38	35	0	8,773	130	16,145
04 Fresh, chilled or dried fruit and nuts	0	26,412	1,549	0	0	526	0	40	28,527
05 Colza seeds (canola)	0	0	0	0	0	132	109,923	0	110,055
06 Other oil seeds and nuts, other agricultural product	23	16,308	7,147	0	0	5	2,125	7,304	32,910
07 Animal feed and products	93	353	122	25	0	286	3,247	583	4,709
08 Meat, fish, seafood and preparations	456	17,162	7,531	32	25	1,411	0	0	26,618
09 Milled grain production and preparations, bakery products	0	408	2,424	812	223	989	5,493	436	10,786
10 Animal or vegetable fats, oils and flours	0	1,177	541	340	201	1,547	0	559	4,364
11 Sugar	0	33	905	2,508	306	16,422	0	708	20,881
12 Prepared food stuffs, not elsewhere classified	370	14,233	11,910	974	239	4,125	0	4,845	36,696
13 Alcoholic and non-alcoholic beverages	47	1,403	1,002	897	105	33,348	240	408	37,450
14 Sand, gravel and crushed stone	0	14	18,913	0	0	67,242	507,258	48,266	641,692
15 Salt	0	0	0	0	0	171	0	0	171
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	12	0	0	0	828,885	15,148	844,045
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	95	26	0	0	198,332	165,540	298	364,290
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	208,072	32,651	74,817	0	0	429,167	0	744,706
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	51	0	0	0	0	0	0	51
24 Zinc ores and concentrates	0	0	0	0	0	0	110,287	0	110,287
25 Other metallic ores and concentrates	0	25,302	0	0	0	0	19,320	212	44,835
26 Coal	0	0	671,040	0	15,873	26,884	20,053,991	1,115,027	21,882,815
27 Gasoline and aviation turbine fuel	0	0	0	0	0	211,938	0	0	211,938
28 Fuel oils and crude petroleum	0	0	0	4,362	0	594	54,305	10,530	69,791
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	31	0	0	0	10,283	19,635	49,155	79,104
30 Coal coke and petroleum coke	0	0	0	0	0	0	0	0	0
31 Other refined petroleum and coal products	0	99	154	0	5,674	18,429	56	1,307	25,720
32 Sulphuric acid	0	290	0	0	0	23	131,888	150,739	282,940
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	20,564	23,014	17,765	29,687	4,492	255,384	268,398	103,788	723,093
35 Potash	0	0	0	0	0	0	0	0	0
36 Fertilizers (excluding potash)	0	224	207	4,360	22,884	17,362	398	80,384	125,818
37 Other chemical products and preparations	0	2,839	3,395	416	477	1,056	8,495	3,446	20,123
38 Plastic and rubber	1,445	15,587	10,144	1,154	802	4,159	322	7,523	41,137
39 Logs and other wood in the rough	1,737	0	9,857	6,215	4,863	2,566	371,442	38,772	435,453
40 Wood chips	0	1,263	0	0	0	0	2,948,667	6,946	2,956,875
41 Lumber	17,486	75,652	274,285	37,729	4,265	144,564	1,176,574	6,811,988	8,542,542
42 Other wood products (plywood, veneer)	37,473	137,917	146,196	9,493	172	72,396	873,981	847,313	2,124,941
43 Wood pulp	69,802	19,343	64,176	0	0	87	2,467,865	1,019,437	3,640,709
44 Newsprint	0	0	2,076	0	0	31,113	76,392	216,247	325,827

See footnotes at the end of the table.

Table 14-13 – continued

Rail transportation, Commodity movements from British Columbia

	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	0	16,007	21,412	2,115	1,078	69,332	3,353	731,224	844,521
46 Cement	0	0	0	0	0	26,546	60,391	177,856	264,793
47 Other non-metallic mineral products	107	5,048	18,477	1,829	35	6,626	215,728	94,479	342,328
48 Iron and steel, primary or semi-finished	88	2,734	4,365	7,078	11,338	83,405	1,342	2,456	112,806
49 Copper, primary or semi-finished	0	797	0	0	0	0	0	0	797
50 Aluminum, primary or semi-finished	0	27	2,732	0	0	7,129	0	7,906	17,795
51 Other non-ferrous metal, primary or semi-finished	0	286	455	26	0	13,738	147	317,822	332,474
52 Articles of base metal	2,347	12,508	39,163	4,301	1,197	95,460	3,828	21,177	179,982
53 Machinery	100	2,331	14,848	413	1,250	2,820	1,978	1,013	24,753
54 Automobiles and mini-vans	21,903	126,047	104,104	9,024	2,853	22,430	3	1,215	287,579
55 Freight motor vehicles	5,266	25,355	35,530	2,806	368	12,565	513	27	82,430
56 Other vehicles	10	78	1,578	0	11	270	30	83	2,059
57 Parts and accessories for motor vehicles	0	1,529	15,686	16	0	1,139	0	118	18,488
58 Other transportation equipment	0	1,617	4,881	29	28	601	1,196	1,141	9,493
59 Metallic waste and scrap	0	758	482	23	11,734	27,689	12,509	101,534	154,729
60 Non-metallic waste and scrap	0	1,965	3,064	660	562	4,598	128	48,883	59,858
61 Other manufactured and miscellaneous goods	2,715	10,544	31,905	874	162	9,090	142	7,853	63,284
62 Pool car traffic of freight forwarder and ship associated	84	7,030	15,914	418	45	1,149	75	0	24,716
63 Mixed loads or unidentified freight	13,214	2,107,365	3,292,863	152,622	58,092	686,290	0	560,137	6,870,583
64 Less than carload shipments	0	0	0	0	0	0	27	0	27
Total tonnage of all rail commodities	195,356	2,914,806	4,893,402	358,867	150,487	2,192,338	31,141,663	12,655,964	54,502,882
Car type ⁴									
Containers on flat cars (COFC)	21,586	2,334,105	3,495,876	179,474	65,184	763,062	172	734,347	7,593,804
Trailers on flat cars (TOFC)	0	14	0	0	0	9	0	42	64

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-14
Rail transportation, Commodity movements to British Columbia

Commodity	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
01 Wheat	0	10,116	0	773,197	4,298,661	5,006,673	157,254	52	10,245,952
02 Other cereal grains	0	90	2,718	7,292	822,138	454,684	40,354	66,568	1,393,844
03 Fresh, chilled or dried vegetables	118	1,078	3,167	7,440	1,583,651	568,729	8,773	144	2,173,100
04 Fresh, chilled or dried fruit and nuts	0	230	24	0	0	0	0	63	317
05 Colza seeds (canola)	0	0	79	21,831	1,615,225	2,777,859	109,923	0	4,524,915
06 Other oil seeds and nuts, other agricultural product	41	2,737	8,146	2,869	63,311	13,688	2,125	6,532	99,447
07 Animal feed and products	46	738	5,324	17,348	99,923	206,759	3,247	139,414	472,799
08 Meat, fish, seafood and preparations	362	19,734	6,583	5,325	1,383	2,369	0	9	35,765
09 Milled grain production and preparations, bakery products	0	1,164	7,213	9,466	84,814	291,812	5,493	11,056	411,017
10 Animal or vegetable fats, oils and flours	0	6	1,498	27,130	149,391	527,027	0	88,396	793,449
11 Sugar	0	76	3,181	99	0	0	0	28,609	31,965
12 Prepared food stuffs, not elsewhere classified	0	20,601	49,580	6,336	317	7,328	0	6,284	90,446
13 Alcoholic and non-alcoholic beverages	3,357	5,395	21,576	960	0	49,735	240	10,184	91,445
14 Sand, gravel and crushed stone	0	6,243	0	0	0	22,101	507,258	43,312	578,914
15 Salt	0	0	43	0	90,543	65,805	0	631	157,021
16 Phosphate rock	0	0	0	0	0	0	0	528	528
17 Sulphur	0	0	0	0	0	4,944,172	828,885	19	5,773,076
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	145	21,940	7,326	704	20,948	2,995	165,540	8,820	228,417
20 Iron ores and concentrates	0	0	0	0	0	0	0	30,266	30,266
21 Copper ores and concentrates	0	0	0	0	0	0	429,167	0	429,167
22 Nickel ores and concentrates	0	0	142	0	0	0	0	0	142
23 Lead ores and concentrates	0	0	0	0	0	0	0	2,075	2,075
24 Zinc ores and concentrates	0	97,620	0	0	0	0	110,287	4,390	212,296
25 Other metallic ores and concentrates	0	85	0	0	0	0	19,320	1,107	20,512
26 Coal	0	0	0	0	0	5,319,284	20,053,991	1,744	25,375,019
27 Gasoline and aviation turbine fuel	0	0	0	0	0	180,303	0	0	180,303
28 Fuel oils and crude petroleum	0	0	173	1,139	264	1,255,524	54,305	54	1,311,459
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	0	1,331	597	235	111,264	19,635	2,124	135,186
30 Coal coke and petroleum coke	0	0	0	0	17,880	302,207	0	11,405	331,492
31 Other refined petroleum and coal products	0	1,081	36,891	77	0	167,553	56	4,091	209,748
32 Sulphuric acid	0	0	367	458	0	43,216	131,888	89	176,018
33 Alumina	0	2,396	0	0	0	0	0	142	2,538
34 Other basic chemicals	47	34,552	16,717	41,485	18,680	1,986,187	268,398	116,562	2,482,628
35 Potash	0	0	0	0	4,678,593	0	0	0	4,678,593
36 Fertilizers (excluding potash)	0	159	305	729	8,488	296,508	398	6,264	312,851
37 Other chemical products and preparations	0	3,338	2,193	31	0	7,515	8,495	23,208	44,780
38 Plastic and rubber	2,484	8,749	21,588	357	0	164,212	322	79,692	277,404
39 Logs and other wood in the rough	0	2,843	3,835	18	340	69	371,442	1,579	380,126
40 Wood chips	0	0	25	0	0	0	2,948,667	63	2,948,755
41 Lumber	77	8,091	3,400	0	0	23,428	1,176,574	7,296	1,218,866
42 Other wood products (plywood, veneer)	1,466	18,248	20,732	435	10,465	68,244	873,981	26,754	1,020,325
43 Wood pulp	0	31,126	127,220	0	289,219	1,152,409	2,467,865	19,958	4,087,796
44 Newsprint	0	12	53	214	99	0	76,392	94	76,864

See footnotes at the end of the table.

Table 14-14 – continued

Rail transportation, Commodity movements to British Columbia

	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	674	18,300	17,174	4,524	3,295	563	3,353	13,670	61,553
46 Cement	0	0	1,117	0	0	89,302	60,391	333	151,143
47 Other non-metallic mineral products	4,470	21,580	8,201	91	0	9,715	215,728	47,113	306,897
48 Iron and steel, primary or semi-finished	0	7,764	76,594	2,243	69,858	33,520	1,342	60,871	252,191
49 Copper, primary or semi-finished	0	264	35	0	0	0	0	0	299
50 Aluminum, primary or semi-finished	0	7,173	313	0	0	0	0	200	7,686
51 Other non-ferrous metal, primary or semi-finished	3,500	889	111	2,002	0	162	147	264	7,074
52 Articles of base metal	0	6,916	10,785	279	7	2,225	3,828	10,681	34,722
53 Machinery	863	322	2,884	460	669	670	1,978	16,589	24,434
54 Automobiles and mini-vans	14,017	4,067	47,048	188	73	1,168	3	64,643	131,205
55 Freight motor vehicles	658	0	29,583	0	0	507	513	49,870	81,131
56 Other vehicles	0	91	35	0	0	16	30	1,043	1,216
57 Parts and accessories for motor vehicles	75	61	9,214	0	0	9,457	0	2,329	21,137
58 Other transportation equipment	0	266	178	27	31	1,156	1,196	1,855	4,708
59 Metallic waste and scrap	0	3,979	1,656	139	103	176,174	12,509	33,456	228,015
60 Non-metallic waste and scrap	0	3,278	9,649	1,518	4,268	26,961	128	38,154	83,955
61 Other manufactured and miscellaneous goods	1,054	12,281	40,667	2,131	96	2,113	142	7,850	66,334
62 Pool car traffic of freight forwarder and ship associated	17	48,984	76,864	10	79	96	75	512	126,637
63 Mixed loads or unidentified freight	29,512	1,171,069	2,067,771	196,831	206,913	946,197	0	280,385	4,898,677
64 Less than carload shipments	0	88	0	0	0	0	27	0	115
Total tonnage of all rail commodities	62,982	1,605,818	2,751,304	1,135,976	14,139,956	27,319,656	31,141,663	1,379,393	79,536,748
Car type ⁴									
Containers on flat cars (COFC)	40,230	1,412,783	2,333,440	224,964	330,446	1,195,901	172	384,458	5,922,393
Trailers on flat cars (TOFC)	0	396	474	0	0	0	0	140	1,010

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-15
Rail transportation, Commodity movements from United States and Mexico

Commodity	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	0	2,904	4,736	0	0	0	52	864,743	872,434
02 Other cereal grains	56,163	337,574	43,990	15,980	7,974	165,328	66,568	1,783,044	2,476,622
03 Fresh, chilled or dried vegetables	2,687	65,362	9,173	358	137	218	144	58,481	136,560
04 Fresh, chilled or dried fruit and nuts	0	7,542	8,277	0	0	0	63	0	15,882
05 Colza seeds (canola)	0	0	0	0	263	4,419	0	0	4,682
06 Other oil seeds and nuts, other agricultural product	15,392	19,191	15,104	19	38	414	6,532	1,458,827	1,515,516
07 Animal feed and products	58,445	579,120	181,004	8,778	62,459	208,602	139,414	353,405	1,591,227
08 Meat, fish, seafood and preparations	463	1,479	4,502	0	0	20	9	279	6,752
09 Milled grain production and preparations, bakery products	11,253	83,408	238,223	31	1,310	21,125	11,056	225,395	591,800
10 Animal or vegetable fats, oils and flours	26,744	39,392	68,643	18,409	532	34,065	88,396	47,339	323,519
11 Sugar	3,305	98,424	84,428	277	3,341	86,004	28,609	2,578	306,966
12 Prepared food stuffs, not elsewhere classified	4,521	24,488	65,006	37	98	6,708	6,284	12,520	119,661
13 Alcoholic and non-alcoholic beverages	2,595	18,582	64,579	1,072	0	33,887	10,184	69,948	200,846
14 Sand, gravel and crushed stone	30,854	72,801	58,458	20	753	400,894	43,312	129,335	736,426
15 Salt	0	0	1,325	0	252	255	631	1,050	3,513
16 Phosphate rock	0	0	0	0	0	0	528	0	528
17 Sulphur	0	0	0	0	0	342	19	0	361
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	208,680	172,772	411,488	8,632	1,158	209,304	8,820	93,127	1,113,980
20 Iron ores and concentrates	0	808	0	0	11,084	248	30,266	431	42,836
21 Copper ores and concentrates	0	58,157	44,188	16,535	0	0	0	0	118,880
22 Nickel ores and concentrates	0	0	11,296	0	0	0	0	0	11,296
23 Lead ores and concentrates	944	4,731	0	935	0	0	2,075	0	8,685
24 Zinc ores and concentrates	0	0	0	0	0	20	4,390	0	4,410
25 Other metallic ores and concentrates	689	675	12,455	163	0	68	1,107	0	15,156
26 Coal	1,113	17,776	2,001,189	269,598	0	6,183	1,744	5,811	2,303,414
27 Gasoline and aviation turbine fuel	0	0	5,745	0	48,539	253,870	0	1,249	309,404
28 Fuel oils and crude petroleum	0	836	349	426	0	17,303	54	421	19,389
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	10,847	11,605	111,693	67	43,115	200,088	2,124	583	380,121
30 Coal coke and petroleum coke	16	282,430	18,294	0	973	80,918	11,405	18,317	412,354
31 Other refined petroleum and coal products	8,216	169,048	312,657	3,063	16,276	319,415	4,091	47,336	880,101
32 Sulphuric acid	449	14,400	38,814	0	0	1,720	89	2,270	57,741
33 Alumina	20	1,325	28,151	0	0	7,336	142	100	37,075
34 Other basic chemicals	64,093	499,051	1,243,045	46,380	83,109	364,884	116,562	262,861	2,679,985
35 Potash	0	0	2,167	0	270	0	0	20,818	23,256
36 Fertilizers (excluding potash)	33,739	94,441	288,151	173,909	200,291	45,053	6,264	7,603	849,451
37 Other chemical products and preparations	7,212	96,790	177,660	7,765	25,684	140,698	23,208	37,583	516,598
38 Plastic and rubber	73,304	393,703	853,251	29,186	17,876	133,606	79,692	75,788	1,656,405
39 Logs and other wood in the rough	1,630	1,080	2,101	0	38	292	1,579	18,912	25,633
40 Wood chips	0	2	21	20	0	29	63	0	134
41 Lumber	344	7,692	17,681	4,098	1,454	60,458	7,296	326,922	425,945
42 Other wood products (plywood, veneer)	1,745	36,228	32,226	755	2,448	63,656	26,754	238,293	402,104
43 Wood pulp	5,987	50,166	65,763	0	0	20,375	19,958	82,484	244,733
44 Newsprint	0	590	384	441	0	41	94	415	1,964

See footnotes at the end of the table.

Table 14-15 – continued

Rail transportation, Commodity movements from United States and Mexico

	Destination								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	9,508	117,166	324,741	15,574	4,692	74,818	13,670	835,361	1,395,530
46 Cement	0	1,660	25	0	39	221,214	333	715	223,986
47 Other non-metallic mineral products	1,109	13,747	70,409	1,137	64,344	257,456	47,113	10,039	465,353
48 Iron and steel, primary or semi-finished	22,004	173,125	333,760	12,721	270,102	696,713	60,871	21,179	1,590,475
49 Copper, primary or semi-finished	129	23,674	19	0	0	0	0	873	24,695
50 Aluminum, primary or semi-finished	0	0	17,532	20	0	13,409	200	0	31,161
51 Other non-ferrous metal, primary or semi-finished	0	5,817	0	2,569	180	569	264	0	9,399
52 Articles of base metal	4,180	17,549	24,082	4,618	21,489	398,924	10,681	6,925	488,448
53 Machinery	3,274	5,429	52,761	2,258	2,053	76,264	16,589	642	159,269
54 Automobiles and mini-vans	29,965	156,098	180,730	13,089	3,283	76,025	64,643	0	523,833
55 Freight motor vehicles	36,874	135,655	183,499	28,996	20,938	196,177	49,870	91	652,100
56 Other vehicles	181	97	80	205	0	4,063	1,043	14	5,684
57 Parts and accessories for motor vehicles	327	3,671	464,770	156	137	4,265	2,329	10,692	486,346
58 Other transportation equipment	6,557	16,889	9,066	60,109	13,288	9,019	1,855	5,200	121,985
59 Metallic waste and scrap	4,292	69,085	121,350	9,472	392,472	1,207	33,456	211,118	842,452
60 Non-metallic waste and scrap	1,314	139,731	134,087	607	8,800	25,753	38,154	26,072	374,517
61 Other manufactured and miscellaneous goods	381	65,725	31,444	1,699	1,061	31,753	7,850	17,020	156,933
62 Pool car traffic of freight forwarder and ship associated	0	833	74	35	0	240	512	179	1,873
63 Mixed loads or unidentified freight	214,792	1,171,892	365,616	4,270	1,788	42,598	280,385	11,715	2,093,056
64 Less than carload shipments	20	0	0	20	0	48	0	0	88
Total tonnage of all rail commodities	966,355	5,382,411	8,840,262	764,508	1,334,137	5,018,359	1,379,393	7,406,102	31,091,527
Car type ⁴									
Containers on flat cars (COFC)	245,546	1,331,961	345,523	31,277	21,405	338,462	384,458	27,479	2,726,111
Trailers on flat cars (TOFC)	0	15,593	225,806	38	0	7,046	140	1,528	250,150

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 14-16
Rail transportation, Commodity movements to United States and Mexico

Commodity	Origin								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage from all origins
	tonnes								
01 Wheat	0	18,723	286,543	337,622	978,589	52,852	76	864,743	2,539,148
02 Other cereal grains	4,579	29,270	25,071	565,898	898,158	109,098	39,428	1,783,044	3,454,546
03 Fresh, chilled or dried vegetables	0	12,335	9,887	22,389	53,762	14,978	130	58,481	171,961
04 Fresh, chilled or dried fruit and nuts	0	162	136	61	0	0	40	0	398
05 Colza seeds (canola)	0	0	230	198,676	411,620	0	0	0	610,526
06 Other oil seeds and nuts, other agricultural product	94	39,351	24,084	20,574	89,080	3,882	7,304	1,458,827	1,643,196
07 Animal feed and products	139	1,920	81,383	290,409	46,453	416,722	583	353,405	1,191,013
08 Meat, fish, seafood and preparations	0	24,772	26,933	88	0	299	0	279	52,370
09 Milled grain production and preparations, bakery products	3,907	6,151	92,071	40,536	188,827	74,581	436	225,395	631,903
10 Animal or vegetable fats, oils and flours	0	1,747	159,942	248,870	631,788	185,007	559	47,339	1,275,252
11 Sugar	0	29,487	112,220	0	0	63,191	708	2,578	208,184
12 Prepared food stuffs, not elsewhere classified	0	18,820	53,589	99,484	883	75,831	4,845	12,520	265,971
13 Alcoholic and non-alcoholic beverages	0	27,974	72,807	1,865	0	18,059	408	69,948	191,061
14 Sand, gravel and crushed stone	1,222	45,175	580,270	8,437	6,223	12,527	48,266	129,335	831,455
15 Salt	0	446	12,425	0	13,874	0	0	1,050	27,794
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	24,733	38,597	2,917	88	192,390	1,750,549	15,148	0	2,024,422
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	69,607	15,156	359,382	8,580	43,181	257	298	93,127	589,588
20 Iron ores and concentrates	0	13,903	0	0	0	0	0	431	14,334
21 Copper ores and concentrates	0	0	0	0	0	0	0	0	0
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	4,566	0	0	0	0	0	0	0	4,566
25 Other metallic ores and concentrates	0	3,528	4,710	0	0	519	212	0	8,969
26 Coal	0	0	203	0	42,714	0	1,115,027	5,811	1,163,755
27 Gasoline and aviation turbine fuel	0	11,028	0	0	0	774	0	1,249	13,051
28 Fuel oils and crude petroleum	0	155,613	55,549	82	6,409	438,062	10,530	421	666,666
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	279,979	109,940	894,326	83,425	86,876	1,330,332	49,155	583	2,834,616
30 Coal coke and petroleum coke	0	275	13,786	0	84,114	141,099	0	18,317	257,591
31 Other refined petroleum and coal products	0	19,571	279,607	96	625,715	314,083	1,307	47,336	1,287,715
32 Sulphuric acid	88,386	660,113	1,223,407	35,661	0	25,446	150,739	2,270	2,186,021
33 Alumina	0	280,238	604	0	0	0	0	100	280,942
34 Other basic chemicals	25,704	1,275,991	522,152	200,834	31,899	1,109,276	103,788	262,861	3,532,506
35 Potash	0	0	30,507	92	7,386,956	0	0	20,818	7,438,373
36 Fertilizers (excluding potash)	0	17,682	166,352	268,044	260,085	1,857,841	80,384	7,603	2,657,991
37 Other chemical products and preparations	198	67,747	222,934	59	6,931	5,278	3,446	37,583	344,175
38 Plastic and rubber	33,454	263,876	758,392	3,461	124	1,767,779	7,523	75,788	2,910,397
39 Logs and other wood in the rough	0	6,667	229,613	45,787	59,307	400	38,772	18,912	399,459
40 Wood chips	0	174	11,182	0	0	6,212	6,946	0	24,514
41 Lumber	642,083	1,623,439	1,285,419	81,442	88,006	1,487,693	6,811,988	326,922	12,346,991
42 Other wood products (plywood, veneer)	204,850	1,081,783	1,052,742	203,386	579,608	1,351,143	847,313	238,293	5,559,117
43 Wood pulp	214,155	285,805	867,338	993	97,226	1,218,212	1,019,437	82,484	3,785,649
44 Newsprint	119,939	1,483,426	734,311	66,545	0	149,862	216,247	415	2,770,744

See footnotes at the end of the table.

Table 14-16 – continued

Rail transportation, Commodity movements to United States and Mexico

	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	234,083	1,724,044	356,913	85,636	4,694	10,742	731,224	835,361	3,982,696
46 Cement	0	420,817	565,701	0	0	153,904	177,856	715	1,318,992
47 Other non-metallic mineral products	33,392	49,654	91,993	1,641	18	31,264	94,479	10,039	312,480
48 Iron and steel, primary or semi-finished	1,142	491,901	1,189,217	63,316	45,554	39,878	2,456	21,179	1,854,644
49 Copper, primary or semi-finished	40	141,754	100,160	87,739	0	0	0	873	330,566
50 Aluminum, primary or semi-finished	0	1,390,458	20,242	0	0	0	7,906	0	1,418,606
51 Other non-ferrous metal, primary or semi-finished	47,166	48,311	1,959	46,004	0	70	317,822	0	461,333
52 Articles of base metal	2,810	20,136	146,983	4,317	189,611	177,914	21,177	6,925	569,873
53 Machinery	1,041	9,039	8,140	729	173	1,594	1,013	642	22,372
54 Automobiles and mini-vans	109	1,965	1,091,717	0	68	86	1,215	0	1,095,160
55 Freight motor vehicles	0	85	1,064,696	46	67	45	27	91	1,065,058
56 Other vehicles	0	2,021	11,704	0	0	26	83	14	13,847
57 Parts and accessories for motor vehicles	297	645	701,885	0	0	104	118	10,692	713,741
58 Other transportation equipment	147	16,172	91,090	46,281	1,802	8,808	1,141	5,200	170,641
59 Metallic waste and scrap	635	25,009	1,591,524	56,434	3,517	158,958	101,534	211,118	2,148,729
60 Non-metallic waste and scrap	1,902	57,811	64,119	9,223	7,405	83,585	48,883	26,072	298,998
61 Other manufactured and miscellaneous goods	2,914	22,679	14,473	34,674	38	9,462	7,853	17,020	109,112
62 Pool car traffic of freight forwarder and ship associated	0	3,953	246	0	0	0	0	179	4,377
63 Mixed loads or unidentified freight	340,282	1,591,007	135,648	191	942	2,642	560,137	11,715	2,642,563
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	2,383,554	13,688,344	17,501,432	3,269,711	13,164,686	14,660,924	12,655,964	7,406,102	84,730,715
Car type ⁴									
Containers on flat cars (COFC)	398,763	2,021,815	270,886	9,349	27,234	137,467	734,347	27,479	3,627,339
Trailers on flat cars (TOFC)	0	2,263	162,439	3	0	7,201	42	1,528	173,475

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. For confidentiality reasons, other non-metallic mineral products include the tonnage of gypsum.

4. C.O.F.C. and T.O.F.C. tonnage is included in the grand total.

Source(s): Transport Canada

Table 15-1
Rail transportation, Non-intermodal and intermodal tonnage transported from Mexico

	Destination								Total tonnage for all destinations
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S.	
	tonnes								
Total Intermodal and Non Intermodal	1,552	24,318	45,625	788	381	6,680	7,121	34	86,501
Car type ³									
Containers on flat cars (COFC)	15	4,155	5,800	40	28	825	413	4	11,278
Trailers on flat cars (TOFC)	0	103	310	0	0	0	0	0	413

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. C.O.F.C. and T.O.F.C. tonnage is included in the total Intermodal and Non Intermodal.

Table 15-2
Rail transportation, Non-intermodal and intermodal tonnage transported to Mexico

	Origin								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S.	
	tonnes								
Total Intermodal and Non Intermodal	1,618	199,645	445,447	190,677	280,196	150,705	198,332	3,412	1,470,031
Car type ³									
Containers on flat cars (COFC)	0	3,429	3,199	163	0	828	65	0	7,683
Trailers on flat cars (TOFC)	0	6	0	0	0	0	0	0	6

1. Atlantic Region includes: Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island.

2. Alberta includes Northwest Territories.

3. C.O.F.C. and T.O.F.C. tonnage is included in the total Intermodal and Non Intermodal.

Survey concepts and data limitations

Collection authorities and related classifications

Railway statistics contained in this publication were collected in accordance with the provisions of the Carrier Information Regulations under Section 50 of the **Canada Transportation Act** and Chapter S-19 of the **Statistics Act** (Revised Statutes of Canada 1985).

Financial, operating and commodity statistics are produced from reports submitted by railway carriers. Most of the reporting companies operate within the legislative authority of Transport Canada (TC). Financial details of railways are reported in accordance with the Uniform Classification of Accounts (UCA), as prescribed by the Canadian Transportation Agency (CTA). Readers are advised to refer to the Uniform Classification of Accounts to assist in the interpretation of the information presented in this publication.

Since 1997 industry data have been published in accordance with the **North American Industrial Classification System** (NAICS). This industry classification system is based on a production-oriented economic concept and allows comparability of data among the following participating countries: Canada, United States and Mexico.

Rail Transportation falls under NAICS sub-sector 482, which is classified as follows:

- Short-Haul Freight Rail Transportation (482112)
- Mainline Freight Rail Transportation (482113)
- Passenger Rail Transportation (482114)

Railway companies providing scenic and sightseeing train excursions as their primary activity are classified under the 487110 NAICS industry group and are not included in this publication.

Comparability with previous years

Railway companies that were under the legislative authority of the Parliament of Canada prior to 1997 were classified as follows:

- Class I Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP) and VIA Rail Canada Inc., and related operations.
- Class II Other carriers involved in Canadian rail (freight) transportation.
- Class III Other companies such as terminal, bridge and tunnel companies.

Under NAICS, CN and CP are classified as 482113, while VIA Rail is classified as 482114. Regional and short-haul carriers, previously classified as Class II carriers, are classified as 482112.

Support activities for transportation have been consolidated under NAICS sub-sector 488. The former Class III companies are now classified as Support Activities for Rail Transportation under 488210. Data from these companies are no longer included in this publication.

Employment statistics are collected in accordance with the **Uniform Classification of Railway Employees** (introduced January 1, 1964).

Commodity detail is reported according to the U.S. Standard Transportation Commodity Codes (STCC) and since 1999, converted to a 512 code Standard Classification of Transported Goods (SCTG).

Revised data from 1986 to 2005 are provided in this publication for NAICS 482113, 482114 and 482112.

Survey methodology, coverage and data limitations

The **'Rail in Canada, 2006'** publication is comprised of two annual surveys – the Annual Rail Survey and the Rail Commodity Origin and Destination Survey. As the objectives, coverage and methodologies of these surveys are not identical, this section will provide a detailed breakdown of each of these elements.

Description

Annual financial, operating and employment data on railways operating in Canada are collected in the Annual Rail Survey. The data are used as input to the Canadian System of National Accounts, by Transport Canada, other federal and provincial departments, and by transportation companies, consulting firms, universities and foreign governments. The information is used for the analysis of transportation activity, for marketing and economic studies, as well as industry performance measures.

Target population

The target population for this survey is all rail carriers operating in Canada providing passenger and/or freight transportation services to the general public or to the industrial sectors. Excluded from the survey are companies that provide rail support services (bridge and terminal service, etc.) and sightseeing tours.

Data source

This survey is a census. Responding to the survey is mandatory. Data are collected directly from survey respondents. Financial and operating statistics are collected from a mail census of railways operating in Canada. Companies falling under federal jurisdiction report data on schedules or forms, specified by Transport Canada directly to Transport Canada. Other railways report directly to Statistics Canada using the same schedules or forms.

Data for new rail carriers are only added into the publication after they have performed operations for a full year. In cases where carriers provide revised data for past years following a publication release, revisions will appear in a subsequent publication.

Error detection

Individual reports undergo comprehensive review upon receipt and are edited for consistency and reliability.

Responses in a given year are compared with responses in a previous year for consistency. The data are also validated through the use of various computerized edits to check the calculation of completed fields as well as the relationships between selected fields. Errors are thereby identified and corrected.

Imputation

Missing or incorrect values are modelled only in cases where carrier information has not been received on time or is incorrect.

Quality evaluation

The combined survey results are analyzed before dissemination. In general, this includes a detailed review of the data, a review of general economic conditions, as well as historic trends and comparisons with other data sources. Users are advised to consult the Uniform Classification of Accounts¹ for concepts and reporting definitions as survey results may be misconstrued or improperly interpreted without prior knowledge of the accounts.

Disclosure control

Statistics Canada is prohibited by law from releasing any data which would divulge information obtained under the Statistics Act that relates to any identifiable person, business or organization without the prior knowledge or the consent in writing of that person, business or organization. Various confidentiality rules are applied to all data that are released or published to prevent the publication or disclosure of any information deemed confidential. Therefore, data regarding regional and short-haul carriers have been grouped. If necessary, data are suppressed to prevent direct or residual disclosure of identifiable data.

Data accuracy

The methodology of this survey has been designed to control errors and to reduce the potential effects of these. However, the results of the survey remain subject to a certain degree of non-sampling error. Examples of non-sampling error are coverage error, data response error, non-response error and processing error. A discussion of these types of errors and the steps taken to address them follows.

Coverage error can result from incomplete listing and inadequate coverage of rail carriers in Canada. For the survey, the limited number of rail carriers in Canada reduces considerably the risk of this type of error occurring.

Data response error may be due to questionnaire design, the characteristics of a question, inability or unwillingness of the respondent to provide correct information, misinterpretation of the questions or definitional problems. For the survey, these types of errors are controlled through careful questionnaire design, the use of simple concepts and consistency checks.

Non-response error is related to respondents that may refuse to answer, are unable to respond or are too late in reporting. For the survey, non-response error is mitigated by the close contact Statistics Canada staff maintains with the respondents throughout the year. As a result of this close contact, the response rate for the survey remains high.

Processing error may occur at various stages of processing such as data entry, editing and tabulation. For the survey, various measures have been taken to minimize these errors. For instance, data entry and edit are performed simultaneously due to the spreadsheet design which allows errors to be quickly seen. As well, historical ratios aid in eliminating outliers created by data entry. Finally, tabulation is automated to eliminate human error.

Data Limitations

To be valid for time-series and cross-sectional analysis, the definitions of data must be consistent within time periods and across time periods. In other words, the differences and similarities in data must reflect only real differences and not differences in the concepts or definitions used in preparing the data.

As a result of the conceptual differences in the groupings of carriers before and after the introduction of NAICS in 1997, a break in the rail data series was created. As such, publications released after 1999 were considered NAICS compliant whereas years prior to 1999 were not. In order to address the non-compliance of past years, a major revision of the annual rail database was performed. In light of this revision, railway data dating back to 1986 are now considered NAICS compliant, with the exception of data used to produce statistical table 5 in the publication.

1. Users can consult the Uniform Classification of Accounts at the following URL: www.cta-otc.gc.ca/rail-ferro/finance/uca/index_e.html

For this table, it was not possible to consolidate the data with past years since provincial collection of the data did not occur prior to 1996.

Financial and operational data may also change on a year-to-year basis as a result of fluctuations in currency exchange rates, reclassifications of accounts, etc. Data can also be influenced by mergers, acquisitions and companies which may enter or exit the industry.

It is also important to note that the universe of regional and short-haul carriers changes regularly. In order for the user to fully understand the data provided in various tables regarding this group, it is recommended that the user examine the following table that describes the number of regional and short haul carriers that have provided data for a particular table by year.²

Text table 1
Number of Regional and Short Haul Carriers

	CANSIM Table 404-0005	CANSIM Table 404-0007	CANSIM Table 404-0009	CANSIM Table 404-0010	CANSIM Table 404-0011	CANSIM Table 404-0012	CANSIM Table 404-0013	CANSIM Table 404-0015	CANSIM Table 404-0016	CANSIM Table 404-0018	CANSIM Table 404-0019
Year	Publication Table 1-2	Publication Table 2-2	Publication Table 3-2	Publication Table 4	Publication Table 5	Publication Table 6	Publication Table 7	Publication Table 8-2	Publication Table 9	Publication Table 10-2	Publication Table 11
1986	13	11	11	14	14	14	14	14	14	11	13
1987	15	11	12	15	15	14	14	15	15	12	13
1988	15	11	12	15	15	15	15	14	15	12	14
1989	17	13	14	16	16	16	16	14	15	13	16
1990	17	13	14	16	16	16	16	14	15	13	16
1991	17	13	14	17	17	17	17	16	16	14	16
1992	18	14	15	18	18	18	18	17	17	14	16
1993	18	16	15	18	18	18	18	17	17	15	17
1994	19	16	16	19	19	19	19	18	18	16	18
1995	19	16	16	20	20	19	19	18	18	17	18
1996	23	20	18	22	22	21	21	19	20	19	20
1997	34	29	23	32	32	29	29	27	25	26	27
1998	42	36	27	37	37	34	34	35	34	29	33
1999	48	42	35	46	46	44	44	42	41	36	40
2000	49	44	41	50	50	48	48	43	43	41	44
2001	47	45	42	48	48	46	46	42	41	42	45
2002	47	45	41	48	48	46	46	44	42	42	45
2003	46	43	40	45	45	45	45	41	40	42	43
2004	48	45	40	47	47	47	47	43	42	43	45
2005	47	44	41	47	47	47	47	42	41	43	45
2006	43	40	39	43	43	43	43	38	37	37	40

Rail Commodity Origin and Destination Survey

Description

Data on origin and destination of commodities carried by rail transportation are collected in the Rail Commodity Origin and Destination Survey. The data are used by Statistics Canada as input to the Canadian System of National Accounts, by Transport Canada, other federal and provincial departments, by transportation companies, consulting firms, universities and foreign governments. The information is used for the analysis of transportation activity, for marketing and economic studies, as well as for industry performance measures.

Target population

The target population consists of Canadian railways such as Canadian National Railway (CN), Canadian Pacific Railway (CP), carriers that interline with CN and CP, as well as a number of regional and short-haul carriers that do not interline with either CN or CP.

2. The variation in the number of regional and short haul carriers contributing data for specific tables in the publication is the result of some carriers not providing such data for any year of operation. Consequently, there is no basis for imputation measures for these carriers in the survey.

Data source

Responding to this survey is mandatory. Data are extracted from administrative files provided by Transport Canada. Commodity origin and destination statistics are provided to Transport Canada (TC) and represent an annual census of waybill records from the two major railways - CN and CP. Freight interlined with regional and short-haul carriers is included while interline duplication between CN and CP is removed. The origin and destination data also include a number of regional and short-haul carriers that do not interline with either CN or CP.

Each waybill record represents a freight movement and shows origin, destination, commodity code, tonnage and other related information. Freight interlined between two or more Canadian rail carriers is included only once - unless specified otherwise - to avoid duplication. Traffic handled in intermediary switching service is excluded.

Both railways classify commodities using the seven-digit Standard Transportation Commodity Codes (STCC) for their own internal purposes. Before their release to Statistics Canada, however, these commodity codes are converted to an aggregate form of the Standard Classification of Transported Goods (SCTG) – the same commodity groups used for Carloadings statistics. The SCTG codes are a Canada-U.S. initiative, designed to provide categories for the 1997 U.S. Commodity Flow Survey (CFS) and to improve the integration of Canadian transportation data, particularly for marine, truck, and rail. The classification is also designed to permit comparison of Canadian and U.S. transportation data.

In terms of classifying points of origin and destination in Canada, CN reports a Standard Point Location Code (SPLC), while CP provides a Freight Station Accounting Code (FSAC). In the case of intermodal traffic, the point of origin and destination is the point where the rail traffic begins or terminates. In the case of interlined shipments, the point of origin and destination refers to the rail transport origin and destination, which may differ from the point at which CN or CP picked up or delivered goods.

The shipments with Canadian origin which terminate in the United States, as well as shipments originating in United States which terminate in Canada, are included in the data.

In-transit traffic, which refers to movements where both the origin and the destination reported are in the United States, is not included in the tabulation results.

Error detection

At the micro level, several checks are performed on the data to verify internal consistency and identify extreme values. At the macro level, the data are subjected to a detailed quality review process, including a comparative analysis to prior years. Material errors are thereby identified and corrected.

Imputation

Missing or incorrect values are modelled only in cases where carrier information has not been received on time or is incorrect.

Quality evaluation

The survey results are analyzed before dissemination. In general, this includes a detailed review of the data, a review of general economic conditions, as well as historic trends and comparisons with other data sources.

Disclosure control

Statistics Canada is prohibited by law from releasing any data which would divulge information obtained under the Statistics Act that relates to any identifiable person, business or organization without the prior knowledge or the consent in writing of that person, business or organization. Various confidentiality rules are applied to all data that are

released or published to prevent the publication or disclosure of any information deemed confidential. If necessary, data are suppressed to prevent direct or residual disclosure of identifiable data.

Data accuracy

The methodology of this survey has been designed to control errors and to reduce the potential effects of these. However, the results of the survey remain subject to a certain degree of non-sampling error. Examples of non-sampling error are coverage error, data response error, non-response error and processing error. A discussion of these types of errors and the steps taken to address them follows.

Coverage error can result from incomplete listing and inadequate coverage of the provinces and territories. For the survey, since the population is comprised primarily of CN and CP, coverage errors are unlikely to happen.

Data response error may be due to questionnaire design, the characteristics of a question, inability or unwillingness of the respondent to provide correct information, misinterpretation of the questions or definitional problems. For the survey, these errors are controlled through careful questionnaire design, the use of simple concepts and consistency checks.

Non-response error is related to respondents that may refuse to answer, are unable to respond or are too late in reporting. For the survey, this type of error is mitigated by the close contact Statistics Canada staff maintain with the respondents.

Processing error may occur at various stages of processing such as data entry, editing and tabulation. For the survey, various measures have been taken to minimize these errors. For instance, data entry and edit are performed simultaneously due to the spreadsheet design which allows errors to be quickly seen. As well, historical ratios aid in eliminating outliers created by data entry. Finally, tabulation is automated to eliminate human error.

Data Limitations

To be valid for time-series and cross-sectional analysis, the definitions of data must be consistent within time periods and across time periods. In other words, the differences and similarities in data must reflect only real differences and not differences in the concepts or definitions used in preparing the data.

As a result of the change in the survey universe in 2001, data on origin and destination of commodities published prior to 2001 are not comparable with data from 2001 and after. This is because the survey universe expanded to include 6 regional and short-haul carriers that do not interline with CN and CP.

As of 1999, commodities are now classified using the SCTG (Standard Classification of Transported Goods). Table formats prior to 1999 are also no longer available.

Data can be influenced by mergers, acquisitions and companies which may enter or exit the industry.

Note: There are no rail operations in Nunavut or Yukon ; there are only tourism operations, which are not included in this survey.

Appendix I

Glossary

Average freight carload

This average is obtained by dividing tonne-kilometres by the number of loaded freight car-kilometres.

Average train speed

Average train speed is obtained by dividing train- kilometres by train hours. Train hours may include en route train switching time.

Box car

A box car is a closed railroad car with a roof and a door which is used for general service.

Caboose

A freight train car usually attached to the rear of the train for the use of train-men in giving and receiving signals, handling car records, and performing other duties.

Canadian rail operations

Rail operations consist of transportation by rail of goods and passengers (both inter-city and commuter) including intermodal transportation which may involve modes other than rail where such operations are required to complete a rail move.

Car-kilometres

A car-kilometre is the movement of a unit of car on one kilometre of track.

Carload

A carload is a shipment that uses one rail car for its transportation.

Carrier

Carrier means the entity having the legal authority to operate the railway.

Classification of Carriers

Railway carriers within the legislative authority of the Parliament of Canada were classified as follows:

- | | |
|----------|-------------------------------------------------------------------------------------------------------------|
| Class I | Canadian National Railway, Canadian Pacific Limited and VIA Rail Canada Inc., and their related operations. |
| Class II | Other carriers involved in Canadian rail transportation operations. |

Classification of employees

All employees are classified with respect to their occupation and assigned to their proper function and occupational class. Employees that work in more than one classification are prorated accordingly. Service hours and compensation are also distributed among the occupational classes in which the employee has worked.

Coach

A term commonly used to designate passenger cars which are used for day travel. They are fitted with conventional or reclining seats.

Common carrier

A railway that offers its services to the general public to transport passengers and/or goods for compensation.

Compensation, Total

The compensation is the gross amount paid to employees, including vacations, holidays, leaves of absence with pay and before deductions for income tax. Compensation should not include retroactive wage increases, which, although paid during the current year, pertain to a prior period.

Container on flat car (C.O.F.C.)

Transportation of loaded or empty containers on railway flat cars representing a form of intermodal transport.

Current ratio

A measure of liquidity obtained by dividing current assets by current liabilities. This ratio is used to show the ability to pay current debts from current assets.

Debt-asset ratio

A measure of solvency calculated by dividing total liabilities by total assets.

Debt-equity ratio

A measure of solvency calculated by dividing total liabilities by owner's equity.

Delivered to other railways in Canada

Traffic delivered directly to connecting Canadian rail carriers and deliveries to other modes of transport (other than car ferries) when these move at joint rates on through billing, or when a subsequent rail haul is indicated.

Delivered to United States rail

Traffic delivered to United States rail connections or transported across the border by the respondent.

Destination

Refers to the railway destination, not including connecting modes of transport, and is coded by the railway's respective station number. In the case of interlined shipments, the destination refers to the rail transport destination, not the point at which the reporting railway delivered the goods.

Employee

An employee is defined as any person in the service of a reporting carrier, whether on a full-time or part-time basis, and subject to the carrier's continuous authority to supervise and direct the manner of rendition of his service.

Employees, Number of

The number of employees is the average of counts made each month throughout the year. The count is not restricted to the number of personnel actually on duty, and includes all other regularly assigned employees and those on vacation or sick leave with pay. Persons on leave without pay or under suspension are not included.

Employment functions

The major railway Employment Functions are:

- General
- Road Maintenance
- Equipment Maintenance
- Transportation (non-train and train)

Empty car-kilometres

Kilometres run by freight cars without load, and flat cars loaded with railroad owned or controlled highway trailers or containers, moving without revenue waybill, excluding company service equipment designed for use exclusively in work service.

Equipment (operations)

This activity concerns all operations and transactions related to railway equipment, including locomotives, freight cars, passenger cars, inter-modal equipment, roadway machines, and work equipment. The operations or transactions within this activity include repair and maintenance, leases, rentals and depreciation of railway equipment.

Equipment maintenance (employment function)

This function refers to maintenance and servicing of all motive power, car, shop and power plant equipment.

First main track

Also referred to as road operated. It is equivalent to the length of single or first main track, measured by the distance between terminals over which railway transportation service is conducted (excludes parallel, yard and siding trackage).

Fiscal period

Annual data refer to the year ending December 31.

Freight car-kilometres

A freight car kilometre is the movement of a freight car over one kilometre of track.

Freight train-kilometres

The number of kilometres run by all trains between terminals or stations for the transportation of company or revenue freight; also kilometres run by trains made up of empty freight train cars, and by trains consisting of a locomotive and a caboose running light in connection with such service. Freight trains hauling passenger cars are classified as freight trains.

Freight-train car-kilometres

Kilometres run by loaded and empty freight train cars and caboose cars in transportation service.

General (operations and employment function)

This activity group concerns all operations and transactions related to the railway as a whole and includes general administration, employee benefits, taxes, insurance, purchasing and material stores. The functions performed in this classification are required to support the overall railway enterprise.

Gondola car

A car with sides and ends but no top, used for hauling commodities such as sand, gravel and coal.

Gross domestic product

The gross domestic product is the value of goods and services produced in a country.

Gross tonne-kilometres

A gross tonne-kilometre is the movement of a tonne of rail equipment and intermodal equipment (including freight) over one kilometre of track. This covers all movements over the carrier's tracks except switching operations, including operations by other carriers.

Head-end car

A passenger train car designed for transporting mail, baggage, newspapers, milk in cans, etc. and not equipped to accommodate passengers.

Hopper car

A car which moves dry bulk freight and usually unloads through gravity by vents on the underside.

Industrial track

A switching track serving industries such as mines, mills, smelters and factories.

Interline freight

Tonnage passing over the lines of two or more carriers. The interchange is termed an interline movement.

Intermediate switching

A switching service includes all the elements of switching performed by a carrier which neither originates nor terminates the shipment nor receives a line-haul on that shipment.

Intermodal

Inter-modal operations involve more than one mode of transport to complete the movement of shipments. Goods are carried in a highway trailer or freight container, which is transferred between a rail car and some other mode, usually a truck or ship.

International carrier

A carrier that operates between Canada and the United States.

Inter-provincial carrier

A carrier that operates in more than one province or territory.

In-transit

In-transit implies cargo or passengers en route between the point of origin and the point of destination.

Intra-provincial carrier

A carrier that operates in only one province or territory.

Joint facility

Railway tracks, yards, terminals, and other facilities owned by one carrier and used jointly by two or more carriers.

Length of road operated

The single or first main track measured by the distance between terminals, over which railway transportation is conducted.

Light locomotive

A locomotive which moves under its own power without pulling any cars.

Line-haul

The movement of trains between terminals and stations on the main or branch lines of the railway, exclusive of switching operations.

Loaded

Revenue freight originating directly on the track belonging to the respondent, including that received from private, non-reporting industrial sidings; freight received from switching roads connecting with the respondent where such freight has not previously been given line-haul transportation; freight received from other modes of transport; freight re-shipped following milling or fabrication at some point in transit; and idler or trailer cars.

Loaded car-kilometres

Kilometres run by freight cars in freight and passenger trains loaded with revenue or non-revenue freight and also by company service equipment designed for use exclusively in work service.

Local traffic

Traffic originating and terminating on the same railway without an intermediate haul by a connecting railway.

Locomotive unit

A piece of railway rolling stock containing engines used to propel a train along the track but not capable itself of accommodating passengers or freight. Such units may be used singly (with a crew cab) or in conjunction with other units, with all such units usually being controlled from the cab of one of the units.

Locomotive unit-kilometres

A locomotive unit-kilometre is the operation of a locomotive unit over a kilometre of track. VIA trains are considered part of the operating carrier's operations.

Non-revenue freight

Company materials and supplies transported without charge in freight trains of a particular railway for its own use.

Occupational classification

The major railway Occupational Classifications are:

- Managerial and supervisory
- Professional, technical and staff assistants
- Clerical
- Running trades
- Working foremen
- Craftsmen, tradesmen, lead hands, service workers and helpers

- Labourers, including building attendants and coach cleaners
- Floating equipment employees (Railway) and employees in other operations

On company service (O.C.S.)

The movement of non-revenue loaded cars for the company's own purposes such as work equipment, rail ties or ballast.

Operating ratio

The operating ratio is the proportion of total operating revenues absorbed by total operating expenses.

Other main track

Length of track in the third or subsequent line parallel to the first and second main tracks.

Parlour car

A passenger car of a more luxurious character than a day coach having revolving seats, and other conveniences and on which an extra fare is charged.

Passenger car

A car equipped to carry passenger, baggage, etc., in passenger train service.

Passenger car-kilometres

Kilometres run by passenger cars, including both loaded and empty car-kilometres. Passenger car-kilometres in VIA trains may be recorded by both VIA and the operating carrier.

Passenger locomotive-kilometres

The number of kilometres run by locomotives in passenger-train service.

Passenger train car-kilometres

Kilometres run by passenger train cars, including empty cars deadheaded in connection with passenger service.

Passenger train-kilometres

Kilometres run by passenger trains, to transport passengers and baggage etc., including trains comprised of deadhead passenger cars.

Passenger-kilometres

The movement of a passenger over a distance of one kilometre. Passenger-kilometres are derived by multiplying the number of passengers by distance travelled.

Passing tracks and crossovers

Length of track parallel to first or other main track designated for meets and overtakes (passing) of trains and track provided for movement of trains between main tracks.

Piggyback

Piggyback is a term used to describe the transportation of loaded or empty highway trailers, or containers, on rail cars.

Private siding

A small line owned by an individual or company and connected to a railway line.

Private-line cars

Freight cars owned by companies other than the railways and used for the transportation of goods over various lines. These are sometimes called private cars.

Railway operations

This activity concerns all of the operations of the railway which are directly involved in providing transportation service, including train operations, yard operations, train control operations, inter-modal operations, station and terminal operations, and other modes of transport used as an integral part of a rail service.

Real gross domestic product

The gross domestic product expressed in constant dollars.

Received from other railways in Canada

Traffic received directly from connecting Canadian rail carriers and receipts from other modes of transport (other than car ferries) when these move at joint rates on through billing, or when a previous rail haul is indicated.

Received from United States rail destined to Canadian points

Traffic received from United States rail and transported across the border by the respondent, destined to Canadian points.

Received from United States rail destined to United States points

Overhead traffic representing freight moving from United States rail connections to points in the United States through Canada.

Revenue passenger

A person travelling on a train by right of fare.

Road maintenance (Employment function)

This function represents the construction and maintenance of all track and structures and signal installations.

Rolling stock

Transportation equipment on wheels owned by a rail carrier, not including motive power equipment.

Second main track

Is equivalent to the length of track in a second line running parallel to first main track where double track (or triple track, etc.) is laid on the same road-bed.

Self-propelled car

A single motor-powered unit of railway equipment designed to carry passenger or baggage traffic. It is not considered to be a locomotive. It is also referred to as a motor car or rail diesel car.

Service hours paid for

Hours paid for include time actually worked plus time for such items as vacation, holiday, and leaves of absence when paid for, and applies to all employees.

Standard Transportation Commodity Code (STCC)

The STCC system is a seven digit coding structure designed to classify all commodities or articles transported by rail.

Tonne-kilometre

The movement of one tonne, over a distance of one kilometre.

Tonnes of revenue traffic

This figure records the total weight of revenue shipments.

Trailer on flat car (T.O.F.C.)

Transportation of loaded or empty highway trailers on railway flat cars representing a form of intermodal transport.

Train

A unit or a combination of units of equipment (exclusive of light locomotives) equipped with self-contained motor equipment for movement over tracks. A self-propelled car moving on its own is a train, as is a several car freight train.

Train hours

Train hours are measured as the time taken by a train between departure and arrival station, minus time spent in train switching en route.

Train switching

Switching service performed by train locomotives at terminals and at stations en route.

Train switching locomotive-kilometres

Kilometres allowed to train locomotives for performing train switching. The time actually taken up in such service is converted into kilometres at a rate of 9.6 kilometres per hour.

Train-kilometres

A train-kilometre is the movement of a train over one kilometre of track.

Trans-border shipment

A shipment originating in Canada and terminating in the United States as well as a shipment originating in United States and terminating in Canada.

Transportation (Employment function)

This function represents scheduling, dispatching and operating trains and other ancillary services, the operation of terminal facilities and the distribution of cars and motive power. This function is also responsible for the movement of merchandise by means of the integration of express and less than carload operations.

Uniform Classification of Accounts (U.C.A.)

Uniform Classification of Accounts and Related Railway Records as prescribed by the National Transportation of Canada (now called the Canadian Transportation Agency), for use by all railways under federal jurisdiction. These accounts are also used for railway carriers whose data are collected under the authority of the Statistics Act.

Unloaded

Freight terminating directly on the road of the respondent. It includes, freight delivered to private, non-reporting industrial sidings and grain unloaded at interior, lake and coastal elevators for export. Also freight delivered to switching roads connecting with the respondent where there is no further line-haul; freight delivered to other modes of transport; and, freight unloaded for milling or fabrication at some point in transit.

Ways and structures (Operations)

This activity concerns all operations and transactions related to the fixed plant of the railway, including track and roadway, buildings, signals, communication and power facilities, terminals and fuel stations. The operations or transactions within this activity include repair and maintenance, leases, rents, and depreciation of railway fixed plant.

Work train service

A service performed by a train engaged in company service for which no revenue is received.

Yard switching

Switching service performed by locomotives in yards where regular switching is performed, including both terminal switching and transfer operations within yard limits.

Yard switching kilometres

Yard switching kilometres are measured as time spent in yard switching (including train transfer), converted to kilometres at a rate of 9.6 kilometres per hour.