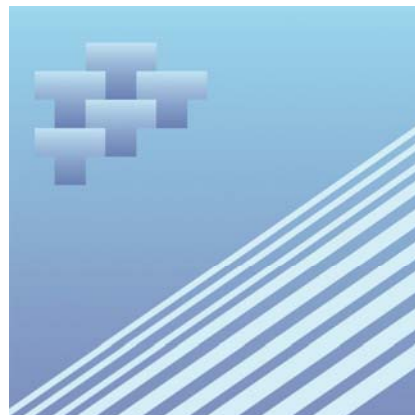


Catalogue no. 52-216-X

Rail in Canada

2008



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Rail in Canada

2008

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Note of appreciation

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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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Consolata Zito, the Senior Analyst, was the principal author of the text. Technical assistance was provided by **Diane Lacasse**.

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Foreword

"Rail in Canada, 2008" 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 section of this publication entitled 'Data Quality, Concepts and Methodology —Data quality, concepts and methodology — Survey methodology, coverage and data limitations.

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 entitled 'Data Quality, Concepts and Methodology —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 analytical portion of this publication provides text tables containing key variables for years 2004 to 2008.
- In 2008, the survey universe was composed of 3 mainline carriers - Canadian National (CN), Canadian Pacific (CP) and VIA Rail, and 40 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

- The Canadian railway industry saw its operating revenues rise for the 10th consecutive year in 2008, as operating revenues rose 4.5% to \$11.0 billion.
- Total operating expenses, for its part, grew 8.0% compared to the previous year, reaching \$8.6 billion.
- The combined effect of the changes in revenues and expenses resulted in a net operating income of \$2.4 billion in 2008, a decrease of 6.5% compared to 2007. Net income, after adjusting for taxes and extraordinary items, dropped 78.8% to \$442.3 million.
- Total assets of the railways were \$21.4 billion in 2008. CN held 52.1% of the industry's total assets with \$11.2 billion, while CP held 38.1% with \$8.2 billion and VIA Rail held 4.4% with \$932.3 million. Regional and short-haul carriers held the remaining 5.5% with \$1.2 billion.
- Rail carriers consumed 2.1 billion litres of diesel fuel in 2008 and spent \$2.0 billion acquiring the fuel.
- Total employment in the rail industry rose to a little more than 34,400 in 2008 – an increase of 0.5% from 2007 levels. The average annual compensation per employee also rose in 2008, rising 2.3% to approximately \$73,700. Combined, these factors pushed overall compensation up 2.8% to \$2.5 billion.
- Total tonnage of revenue freight decreased 5.3% in 2008 to 337.8 million tonnes as did tonne-kilometres by 3.8% to 344.9 billion tonne-kilometres.
- The total number of passengers carried by rail in 2008 increased 9.6% from 2007 to 4.8 million as well as the total number of passenger-kilometres, rising 9.0% to 1.6 billion.
- The three commodities with the largest volumes transported in 2008 were: coal, the main commodity transported, at 34.5 million metric tonnes, followed by mixed carloads or unidentified freight at 25.9 million metric tonnes, and iron ores and concentrates at 19.9 million metric tonnes.

Overview of rail transport in 2008

Economy in brief

The global economic slowdown in 2008 impacted Canada's economic growth, especially during the last quarter of the year. Real GDP which grew 1.2% during the first half of 2008, made only a marginal gain of 0.4% at the end of the year, compared with the 2.7% growth rate in 2007.¹ The year started with high commodity prices and trade surplus for Canada. At the end of the summer season, the Canadian economy began to shrink, as exports suddenly dropped and commodity prices dipped. In addition, Canada could not escape the global meltdown emanating from financial markets.

Falling commodity prices during the fourth quarter of 2008 could not dampen increased trading activities in merchandise trade, which rose 6.2% to \$932.8 billion in 2008 on account of both higher imports and exports.² Even with a faltering US economy during the second half of the year, financial sector woes, as well as an appreciation of the Canadian dollar, trade in goods with the United States increased 4.0% to \$650.7 billion by the end of the year.

Despite the slow down in most prices of goods and services, the consumer price index increased 2.3% in 2008, slightly higher than the 2.2% growth in 2007.³ Higher prices for various energy and food products, and mortgage interest costs were the primary contributors to the increase in consumer prices in 2008.

Finally, by the end of 2008, employment growth slowed as more than 173,000 full-time jobs were created compared with more than 293,000 full-time jobs created in 2007.⁴ This moved the unemployment rate from 6.0% in 2007 to 6.1% in 2008.

Industry Performance

The Canadian railway industry's performance in 2008 essentially mirrored that of the Canadian economy's performance. That is, the industry saw financial gains for most of the year and then slowed down toward the end due to the global financial crisis that began in October 2008. A discussion of the financial, operational and commodity attributes of the industry is provided below.

Operating revenues

Total operating revenues for the Canadian railway industry rose 4.5% to \$11.0 billion in 2008, the 10th consecutive year an increase has occurred. The increase was brought on primarily by a rise in freight revenue, which rose 4.7% to \$9.9 billion. Over the 5 year period from 2004 to 2008, total operating revenues grew from \$8.9 billion to \$11.0 billion. (see text table 1)

Operating revenues by source

Within the rail industry, freight transportation continuously represents the single largest revenue source. 2008 proved to be no exception to this as the \$9.9 billion in freight revenues, which grew 4.7% over 2007 levels, accounted for 89.8% of the industry's total operating revenues. The growth in freight revenues can be tied to increases in both freight rates and fuel surcharges as a result of increased fuel prices.

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

2. Merchandise Imports and Exports, by major groups and principle trading areas for all countries. Statistics Canada. CANSIM table 228-0003.

3. Consumer Price Index (CPI), 2005 basket, all items, annual (2002 = 100). Statistics Canada. CANSIM table 326-0021.

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

The growth in freight revenues was partly offset by decreased revenues from the regional carriers, which saw their freight revenues fall by 2.3%, and the economic downturn towards the end of the year. Despite this downturn, revenues from freight transportation, over the five year period from 2004 and 2008, increased 25.4%.

Revenues stemming from passenger transportation services and government payments also represent key income sources for the industry. In 2008, passenger transportation revenue increased to \$304.1 million, a 4.2% rise from the \$291.8 million recorded in 2007. Over the five year period from 2004 to 2008, passenger revenues increased 14.7%.

Text table 1
Distribution of operating revenues by major sources, 2004 to 2008

Year	Operating revenues					Total
	Freight transportation	Passenger transportation	Services to VIA	Government payments	Other	
	thousands of dollars					
2008	9,880,552	304,066	67,971	362,868	381,985	10,997,442
2007	9,435,757	291,783	67,748	349,932	375,707	10,520,927
2006	9,344,811	294,529	67,774	309,868	380,889	10,397,871
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

Revenues stemming from government payments also increased in 2008, rising 3.7% to \$362.9 million. This increase is much lower than the 12.9% increase in 2007.

Operating revenues by carrier

In 2008, operating revenues for CN rose 6.5% to \$5.7 billion. Freight revenues, which accounted for 93.7% of all revenues earned, rose 6.7% to \$5.4 billion. This increase compares starkly to the 0.4% drop in the previous year and was due in part to higher volumes of specific commodity groups such as metals and minerals, coal, and increased intermodal transport activities. Weaknesses in the forestry and automotive sector, a strong Canadian dollar and harsh weather conditions at the beginning of the year are some factors that offset the growth.

CP reported \$4.2 billion in operating revenues, a growth of 3.0% over 2007 levels. Similar to CN, freight revenues represented the majority of all revenues earned, at 96.6%. For 2008, freight revenues increased 3.1% to \$4.0 billion. This growth was primarily the result of higher freight rates and fuel surcharges, and the overall volume growth in industrial and consumer products and coal. The economic downturn and the weakness in forest products throughout the year helped to offset the growth in revenues to some extent.

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 2008, operating revenues increased 5.8% to \$502.5 million due to revenue growth in both passenger transportation and government payments. Revenues from government payments rose 6.8% to \$214.0 million compared to 2007, as did revenues from passenger transportation by 5.2% to \$283.5 million. The increase in passenger revenue, which represented 56.4% of VIA Rail's revenues, can be mainly attributed to a travel promotions offered by VIA Rail, the shorter average distance traveled by passengers (see table 9 in the Statistical Tables section) and a combination of harsh winter conditions and increased fuel prices that may have caused a slight modality shift by commuters to passenger rail. Passenger revenues were partially offset by weakened demand in the second half of the year.

The regional and short-haul carriers combined for the remaining 5.7% of the total revenues for the industry. For the year, their operating revenues dropped 3.2% to \$624.3 million. The decrease is mostly the result of acquisitions of regional and short-haul carriers by mainline carriers and does not necessarily indicate a drop in activities for the remaining carriers.

Operating expenses

In 2008, total operating expenses of the Canadian railway industry reached \$8.6 billion, an 8.0% rise over 2007 levels (see text table 2). CN and CP combined for 87.6% of the industry's operating expenses, while regional and short-haul carriers accounted for 6.9% and VIA Rail represented 5.5%.

At the mainline carrier level, CN saw an increase of 8.5% in its operating expenses, bringing its total to \$4.0 billion. CP also reported an increase in its operating expenses with a 7.4% rise to reach \$3.6 billion, while VIA Rail showed an increase of 9.1% to reach \$478.0 million.

In terms of the distribution of the type of operating expenses within the industry, rail operations expenses are typically the largest. For 2008, these expenses (which include the operation of trains, yard stations, terminals, etc.) increased 16.3% to \$4.2 billion. All the mainline carriers recorded increases in this type of expense and combined accounted for 94.7% of the industry's rail operations expenses.

Text table 2
Distribution of operating expenses by major category, 2004 to 2008

Year	Operating expenses				Total
	Ways and structures	Equipment	Rail operations	General	
	thousands of dollars				
2008	1,621,008	1,414,589	4,213,300	1,380,023	8,628,920
2007	1,459,704	1,507,953	3,621,517	1,399,248	7,988,422
2006	1,340,936	1,466,059	3,385,043	1,595,506	7,787,544
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

Expenses related to ways and structures represented the second largest type of expenses within the industry in 2008, at \$1.6 billion. Included in this category are maintenance and depreciation of tracks, roadways, buildings, signals, communication and power, and terminals and fuel stations. CN and CP recorded increases of 12.6% and 11.8%, respectively, in their ways and structures expenses over the previous year, while VIA Rail recorded a 5.6% drop.

Equipment expenses represented the third largest type of expenses, while general expenses represented the fourth largest type within the industry. For 2008, equipment related expenses decreased by 6.2% to \$1.4 billion, as did general expenses by 1.4% to \$1.4 billion.

Net Income

The combined effect of the changes in operating revenues and expenses in 2008 resulted in net operating income decreasing 6.5% over 2007 levels to \$2.4 billion. Net income, after adjusting for taxes and extraordinary items, dropped significantly by 78.8% to \$442.3 million. This is the largest drop in net income in the five year period from 2004 to 2008. The economic downturn at the end of 2008 was one of the factors contributing to the decline in the industry's net income.

Balance sheet and property accounts

Total assets of Canadian railways were \$21.4 billion in 2008 (see text table 3). For mainline carriers, CN held 52.1% of the industry's total assets with \$11.2 billion, while CP held 38.1% with \$8.2 billion and VIA Rail held 4.4% with \$932.3 million. Regional and short-haul carriers held the remaining 5.5% of the industry's total assets with \$1.2 billion. In the five year period from 2004 to 2008, total assets of the rail industry rose 16.3%.

Text table 3
Total assets by carrier, 2004 to 2008

Year	Canadian National	Canadian Pacific	VIA Rail	Regional carriers ¹	Total
thousands of dollars					
2008	11,162,204	8,158,191	932,340	1,173,459	21,426,194
2007	10,136,293	7,663,918	885,634	1,193,152	19,878,997
2006	9,933,298	7,469,942	872,484	1,263,330	19,539,054
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

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

Most year-end balances of property accounts also showed increases in 2008 (see text table 4). The year-end balance of land was \$540.9 million, which represented an increase of 3.1% over 2007. As well, the year-end balance of ways and structures increased 3.0% to \$18.4 billion, while the year-end balance of equipment decreased by 0.3% to \$7.6 billion. The decrease in equipment was due in part to equipment retirements over the year.

CN comprised 55.9% of all accounts related to ways and structures in 2008, while CP comprised 35.2%. VIA Rail and the remaining regional and short-haul carriers held 3.3% and 5.6% of these accounts, respectively. CN also held the largest industry share of accounts related to equipment in 2008 at 45.4%, with CP following at 40.6%.

Text table 4
Property accounts, totals, balance at the end of the year,¹ 2004 to 2008

Year	Land	Ways and structures	Equipment
thousands of dollars			
2008	540,943	18,441,351	7,604,753
2007	524,693	17,900,431	7,629,314
2006	465,258	17,627,051	7,830,439
2005	448,945	17,127,289	7,560,426
2004	348,710	17,352,991	7,209,306

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

At the end of 2008, the balance of the main property accounts (including land) totalled \$26.6 billion. In the last 5 years, this total has risen by 6.7%.

Financial Ratios

In 2008, the operating ratio⁵ for the industry increased by two percentage points to 0.78. The increase in the operating ratio was due to an 8.0% increase in operating expenses and a 4.5% increase in operating revenues. Overall, the operating ratio remains low, in comparison with years prior to 2004.

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

Text table 5
Financial ratios, 2004 to 2008

Year	Operating ratio	Debt-asset ratio	Debt-equity ratio
2008	0.78	0.36	0.55
2007	0.76	0.38	0.60
2006	0.75	0.40	0.68
2005	0.76	0.40	0.67
2004	0.78	0.39	0.65

In contrast to the increase in the operating ratio, the industry's debt-equity ratio⁶ decreased five percentage points to 0.55 in 2008, indicating that rail carriers had a reduction in the proportion of debt used to finance their assets.

Another measure of solvency within the rail industry is the debt-asset ratio⁷. This ratio decreased by two percentage points to 0.36 in 2008, implying that 36% of the industry's assets were financed through creditors. This percentage is an improvement from 2006, when the debt-asset ratio was 0.40.

Inventory of equipment in service

At the end of 2008, there were a total of 2,910 locomotives in service – a decline of 2.9% from the 2,998 in service in 2007 (see text table 6). Out of those in service in 2008, 2,343 were engaged in freight service, 87 in passenger service, 452 in yard work and the remaining 28 classified as associated equipment.

Text table 6
Inventory of equipment in service, 2004 to 2008

Year	Locomotives	Freight cars	Passenger cars
	units		
2008	2,910	82,423	593
2007	2,998	90,733	614
2006	3,001	98,094	604
2005	3,013	100,675	595
2004	2,990	97,564	561

The number of freight cars in service for 2008 totalled 82,423. The composition of these cars involved hopper cars (42.1%), flat cars (20.6%) and box cars (19.2%). Over the 5 year period from 2004 to 2008, the number of freight cars decreased by 15.5%.

In 2008, CN owned 45.1% of all locomotives used for freight in the industry and 53.7% of all freight cars. CP, for its part, owned 40.8% of all locomotives used for freight and 38.1% of all freight cars. From a passenger perspective, VIA Rail owned 87.4% of all locomotives used for passenger service and 77.2% of all passenger cars.

Length of track operated

The total length of track operated by rail carriers decreased to 70,784 kilometres in 2008 – a decline of 1.3% compared to the previous year. Of this total, 57,533 kilometres of track was owned while the remaining 13,250 kilometres was operated under lease, contract or trackage rights, or was jointly owned (see

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

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

text table 7). Together, CN and CP accounted for 83.1% of the total length of track operated (owned and leased) in 2008. (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, 2004 to 2008

	Total line owned	Total line operated under lease, contract, trackage rights or jointly owned	Total track operated
	kilometres		
2008	57,533	13,250	70,784
2007	57,646	14,069	71,716
2006	57,349	14,463	71,812
2005	57,884	14,483	72,367
2004	60,655	11,393	72,048

Fuel consumption

Rail carriers consumed 2.1 billion litres of diesel fuel in 2008, and spent \$2.0 billion acquiring the fuel (see text table 8). Fuel consumption decreased 4.2%, while costs increased by 33.7%. Although the consumption of diesel declined, it was offset by high fuel prices in 2008. For most of the year, prices per litre of fuel were above 100.0 cents. The cost of fuel reached its highest point in the month of July when the price per litre was 148.8 cents.⁸ It was only at the end of the year that fuel prices dropped below the dollar mark.

Text table 8
Fuel consumption and cost, 2004 to 2008

	Total diesel	Total cost of diesel fuel
	thousands of litres	thousands of dollars
2008	2,101,666	1,986,658
2007	2,193,684	1,486,001
2006	2,119,082	1,299,572
2005	2,130,224	1,153,591
2004	2,097,070	846,489

The drop in fuel consumption in 2008 reflected the decrease in intermodal freight transportation activities and tonne-kilometres, each of which declined 3.8%. (For more details, see origin and destination tables in the Statistical Tables Section and text table 9).

CN accounted for 48.4% of the total fuel consumption for the industry in 2008. CP accounted for 42.7%, while VIA Rail and the regional and short-haul carriers accounted for the remaining 8.8%. At the provincial level, Ontario had the highest consumption of diesel fuel for rail activity in Canada with 651.0 million litres consumed, down 4.4% from 2007 levels. (For data on the remaining provinces, see table 7 in the Statistical Tables Section.)

8. http://www2.nrcan.gc.ca/eneene/sources/prpri/prices_bycity_e.cfm?PriceYear=2008&ProductID=5&LocationID=66&dummy=#PriceGraph.

Operating statistics – Freight transportation

In 2008, the total tonnage of revenue freight carried was 337.8 million tonnes – a decrease of 5.3% from 2007 (see text table 9). Over the five year period from 2004 to 2008, total tonnage decreased by 6.6%. Tonne-kilometres also declined in 2008 by 3.8% to 344.9 billion tonne-kilometres.

Text table 9
Operating statistics for freight transportation, 2004 to 2008

Year	Tonnes ¹	Tonne-km	Train-km	Car-km	Cars per train
	thousands				average number
2008	337,774	344,902,775	115,842	9,587,556	82.8
2007	356,715	358,471,837	120,014	9,717,117	81.0
2006	357,197	352,477,289	123,198	9,761,158	79.2
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

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 40.2% of the total tonnage of all revenue freight carried and 52.7% of all tonne-kilometres recorded in 2008. For CP, revenue freight carried represented 32.9% of all tonnage for the industry while its tonne-kilometres represented 41.5%.

The number of train-kilometres fell 3.5% in 2008 compared to 2007 levels. Car-kilometres followed a similar path showing a decline of 1.3% over the previous year. Over the five year period from 2004 to 2008, train-kilometres decreased by 3.7%, while car-kilometres increased 3.1%.

From a haulage perspective, the average haul increased 1.6% in 2008 to slightly above a thousand kilometres (see Statistical Table 9). Over the 5 year period from 2004-2008, the average haul increased by 9.0%.

The average number of cars per train also increased in 2008, rising to 83 cars. This amount is 7.1% higher than the 77 cars on average moved by trains in 2004.

Operating statistics – Passenger transportation

The total number of passengers carried by rail increased 9.6% in 2008 to 4.8 million, the 2nd consecutive year an improvement has occurred (see text table 10). The rise was influenced by travel promotions offered by VIA Rail in the month of July to the Canadian Forces, which allowed the personnel to travel for free and their family members at discounted fares. Other factors such as improvements in services in the Quebec City – Windsor corridor, harsh winter conditions and increased fuel prices also contributed to the growth in the number of passengers.

Text table 10
Operating statistics for passenger transportation, 2004 to 2008

Year	Passengers	Passenger-km	Train-km	Car-km	Cars per train ¹
	thousands				average number
2008	4,753	1,574,293	11,897	80,817	6.8
2007	4,336	1,444,656	11,771	78,457	6.7
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

1. Includes freight cars.

The total number of passenger-kilometres increased 9.0% in 2008 to 1.6 billion passenger-kilometres, while the average passenger journey per ticket for the year declined to 331 kilometres - a 0.6% decrease from the 333 kilometres traveled per ticket in 2007.

Train-kilometres and car-kilometres both followed a similar path in 2008 with increases of 1.1% and 3.0%, respectively. As well, the average number of passenger cars per train rose 1.5% in 2008. Over the 2004 to 2008 period, the average number of cars per train varied slightly with approximately 7 cars per year.

Employment and compensation

Employment in the Canadian rail industry rose to 34,440 employees in 2008, an increase of 0.5% over the previous year. This employment level is 3.2% lower than the recorded level of 35,591 in 2004.

In 2008, CN continued to have the largest number of employees with 15,434. CP followed closely behind with 12,698 employees, while VIA Rail and the regional and short haul carriers had 3,215 and 3,093 employees, respectively.

Text table 11
Statistics on employment and compensation, 2004 to 2008

Year	Number of employees	Compensation		Average annual compensation	Average hourly compensation
		thousands of dollars	dollars		
2008	34,440	2,538,346	73,704	32.4	
2007	34,281	2,468,817	72,017	32.0	
2006	34,062	2,433,713	71,449	28.4	
2005	34,995	2,473,765	70,689	27.9	
2004	35,591	2,343,877	65,856	26.8	

Total compensation received by employees in the rail industry for 2008 was \$2.5 billion. This represented an increase of 2.8% compared to 2007. On its own, CN paid almost half (46.4%) of the industry's total compensation.

The total average annual compensation per employee in 2008 was \$73,704, a 2.3% increase from 2007. Employees from general services had the highest average annual salary at \$84,135, followed by employees from transportation services at \$78,670. Employees from road maintenance and equipment maintenance, for their part, received average salaries of \$64,609 and \$63,481, respectively.

The average hourly salary for all employees in the rail industry in 2008 was \$32.40, which was an increase of \$0.40 compared to what employees received in 2007. The highest average hourly salary within the industry was held by the general services group at \$39.90, itself an increase of 0.8% from the \$39.60 the group received in 2007.

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—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, 2007 and 2008

Commodity	2007	2008	2008/2007 change
	tonnes		percent
26 Coal	33,359,102	34,508,536	3.4
63 Mixed loads or unidentified freight	26,333,701	25,926,192	-1.5
20 Iron ores and concentrates	18,316,603	19,942,859	8.9
01 Wheat	21,718,250	18,564,197	-14.5
35 Potash	17,610,428	16,553,396	-6.0
41 Lumber	12,801,183	9,656,050	-24.6
34 Other basic chemicals	9,922,589	9,356,776	-5.7
43 Wood pulp	9,424,988	8,845,765	-6.1
02 Other cereal grains	7,517,228	7,710,614	2.6
05 Colza seeds (canola)	5,917,350	6,909,005	16.8
Total of the top ten commodities	162,921,422	157,973,390	-3.0
Other commodities	118,324,374	112,513,314	-4.9
Total tonnage of all rail commodities	281,245,796	270,486,704	-3.8

In 2008, the total tonnage of commodities transported to, from and within Canada totalled 270.5 million metric tonnes (see text table 12). This was a decrease of 3.8% compared to the 281.2 million metric tonnes in 2007. For 2008, the top ten commodities carried accounted for 58.4% of all commodities transported in Canada.

The top three commodities with the largest volumes transported in 2008 were: coal, the main commodity moved in Canada at 34.5 million metric, followed by mixed loads or unidentified freight at 25.9 million metric tonnes, and iron ores and concentrates at 19.9 million metric tonnes.

Out of the top ten commodities transported only four saw increases in tonnage compared to 2007. Colza seeds (canola) had the highest growth, increasing 16.8% in 2008. Iron ores and concentrates, coal and other cereal grains also grew, rising 8.9%, 3.4% and 2.6%, respectively. Without these four commodities, the total tonnage transported by rail in Canada would have fallen 6.8% in 2008 compared to the previous year.

Of the remaining six commodities in the top ten, lumber and wheat experienced the largest drops, declining 24.6% and 14.5%, respectively. While the decrease in wheat is mainly due to depleted stockpiles, the drop in lumber and forestry products was influenced by a number of events. These include a weakened housing market in the U.S., mill closures and production curtailments in 2008.

Text table 13

Tonnage and market share of top 3 commodities by principal destination, by origin, 2007 and 2008

	2007	2008	2008/2007 change	Market share, main destination	Market share, all destinations
	tonnes		percent		
Atlantic ¹ - Quebec					
20 Iron ores and concentrates	18,268,878	19,896,819	8.9	96.1	71.8
63 Mixed loads or unidentified freight	311,216	212,663	-31.7	1.0	0.8
24 Zinc ores and concentrates	330,722	191,151	-42.2	0.9	0.7
Total top three commodities	18,910,816	20,300,633	7.3	98.0	73.2
Total Atlantic - Quebec	19,385,156	20,713,190	6.9	100.0	74.7
Total Atlantic - All destinations	27,598,993	27,730,183	0.5	...	100.0
Quebec - U.S. and Mexico					
50 Aluminum, primary or semi-finished	1,497,547	1,584,034	5.8	13.9	6.0
63 Mixed loads or unidentified freight	1,510,001	1,440,711	-4.6	12.7	5.4
45 Paper and paperboard, except printed products	1,451,613	1,262,324	-13.0	11.1	4.8
Total top three commodities	4,459,161	4,287,069	-3.9	37.7	16.2
Total Quebec - U.S. and Mexico	12,494,370	11,382,416	-8.9	100.0	42.9
Total Quebec - All destinations	28,302,735	26,506,918	-6.3	...	100.0
Ontario - U.S. and Mexico					
48 Iron and steel, primary or semi-finished	1,295,105	1,400,407	8.1	10.5	4.2
32 Sulphuric acid	1,238,443	1,219,644	-1.5	9.2	3.7
43 Wood pulp	1,005,564	1,029,424	2.4	7.8	3.1
Total top three commodities	3,539,112	3,649,475	3.1	27.5	11.0
Total Ontario - U.S. and Mexico	15,256,451	13,281,233	-12.9	100.0	39.9
Total Ontario - All destinations	35,620,026	33,295,650	-6.5	...	100.0
Manitoba - U.S. and Mexico					
01 Wheat	763,975	621,900	-18.6	15.3	6.6
05 Colza seeds (canola)	319,177	597,586	87.2	14.7	6.3
02 Other cereal grains	729,911	586,756	-19.6	14.4	6.2
Total top three commodities	1,813,063	1,806,242	-0.4	44.4	19.0
Total Manitoba - U.S. and Mexico	4,176,014	4,070,797	-2.5	100.0	42.9
Total Manitoba - All destinations	9,823,081	9,489,143	-3.4	...	100.0
Saskatchewan - U.S. and Mexico					
35 Potash	9,450,823	8,752,417	-7.4	59.9	23.3
02 Other cereal grains	1,030,656	1,514,019	46.9	10.4	4.0
01 Wheat	988,768	854,252	-13.6	5.9	2.3
Total top three commodities	11,470,247	11,120,688	-3.0	76.2	29.6
Total Saskatchewan - U.S. and Mexico	14,797,776	14,600,876	-1.3	100.0	38.9
Total Saskatchewan - All destinations	41,493,821	37,559,562	-9.5	...	100.0
Alberta ² - British Columbia					
26 Coal	5,994,864	5,822,300	-2.9	23.2	12.2
01 Wheat	5,125,518	4,491,916	-12.4	17.9	9.4
17 Sulphur	4,498,105	3,547,299	-21.1	14.1	7.5
Total top three commodities	15,618,487	13,861,515	-11.2	55.2	29.1
Total Alberta - British Columbia	26,876,840	25,129,196	-6.5	100.0	52.8
Total Alberta - All destinations	49,210,475	47,600,098	-3.3	...	100.0
British Columbia - British Columbia					
26 Coal	23,088,689	22,982,523	-0.5	72.2	42.5
43 Wood pulp	2,439,583	2,306,185	-5.5	7.2	4.3
40 Wood chips	2,410,933	1,962,798	-18.6	6.2	3.6
Total top three commodities	27,939,205	27,251,506	-2.5	85.6	50.4
Total British Columbia - British Columbia	32,677,152	31,829,208	-2.6	100.0	58.9
Total British Columbia - All destinations	56,533,416	54,023,683	-4.4	...	100.0
U.S. and Mexico - Ontario					
34 Other basic chemicals	1,187,707	980,829	-17.4	13.4	2.9
38 Plastic and rubber	844,377	857,981	1.6	11.8	2.5
63 Mixed loads or unidentified freight	542,034	598,906	10.5	8.2	1.7
Total top three commodities	2,574,118	2,437,716	-5.3	33.4	7.1
Total U.S. and Mexico - Ontario	7,809,535	7,293,824	-6.6	100.0	21.3
Total U.S. and Mexico - All destinations	32,663,250	34,281,467	5.0	...	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 origin and its principal destination, total tonnage between these origins and destinations and total traffic for origins. This table also shows the percentage change between 2008 and 2007, the market share of each variable with regard to the total tonnage 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 2008. The commodity accounted for 96.1% or 19.9 million tonnes of all commodities transported between the two regions. Total commodities from the Atlantic region to all destinations stood at 27.7 million tonnes in 2008, up 0.5% from the previous year.

Quebec – United States and Mexico

Traffic from the province of Quebec to the United States and Mexico accounted for 42.9% of all traffic originating from Quebec. In 2008, the three main commodities transported from Quebec to the United States and Mexico were aluminum – primary or semi-finished, mixed loads or unidentified freight, and paper and paper board, except printed products. Of these commodities, only aluminum – primary or semi-finished showed an increase in transport, rising 5.8% in 2008. Paper and paper board, except printed products, and mixed loads or unidentified freight both showed decreases, falling 13.0% and 4.6%, respectively, over 2007 levels.

Ontario – United States and Mexico

In 2008, traffic from Ontario to the United States and Mexico stood at 13.3 million tonnes, down 12.9% from 2007. The United States and Mexico accounted for 39.9% of all of Ontario's markets. The main commodity transported from Ontario to the two countries was iron and steel – primary or semi-finished, which rose 8.1% to 1.4 million tonnes.

Manitoba – United States and Mexico

For 2008, the main commodity transported from Manitoba to the United States and Mexico was wheat at 621.9 thousand tonnes, a drop of 18.6% over 2007. This commodity represented 15.3% of the total tonnage of all commodities originating in Manitoba and transported to the United States and Mexico.

Saskatchewan – United States and Mexico

United States and Mexico was the main destination for commodities originating in Saskatchewan in 2008. For the year, United States and Mexico accounted for 38.9% of Saskatchewan's traffic. The main commodities transported between Saskatchewan and the United States and Mexico were potash with 8.8 million tonnes, other cereal grains with 1.5 million tonnes and wheat with 854.3 thousand tonnes.

Alberta – British Columbia

In 2008, the main commodity transported from Alberta to British Columbia remained the same as the previous year with coal leading at 5.8 million tonnes. Wheat and sulphur followed at 4.5 million tonnes and 3.5 million tonnes, respectively.

British Columbia – British Columbia

Coal remained by far the leading commodity transported within British Columbia in 2008 with 23.0 million tonnes – a decrease of 0.5% over 2007. Coal also accounted for 72.2% of the total tonnage shipped within British Columbia. Wood pulp and wood chips, the next main commodities transported, were far behind with 2.3 million tonnes and 2.0 million tonnes, respectively.

United States and Mexico – Ontario

The three main commodities that were transported from the United States and Mexico to Ontario in 2008 remained the same as in 2007. Other basic chemicals, plastics and rubber and mixed loads or unidentified freight accounted for 33.4% of the total tonnage transported between Ontario and the two countries. Other basic chemicals were the main commodity with 980.8 thousand tonnes, while plastics and rubber and mixed loads or unidentified freight followed with 858.0 thousand tonnes and 598.9 thousand tonnes, respectively.

Related products

Selected publications from Statistics Canada

52-001-X Monthly railway carloadings

Selected CANSIM tables from Statistics Canada

404-0004	Railway transport survey, operating and income accounts, by mainline companies
404-0005	Railway transport survey, operating and income accounts of regional railways
404-0006	Railway transport survey, balance sheet, by mainline companies
404-0007	Railway transport survey, balance sheet summary of regional railways
404-0008	Railway transport survey, property accounts summary of assets and accumulated depreciation, by mainline companies
404-0009	Railway transport survey, property accounts summary of regional railways, by balance at beginning and at end of year
404-0010	Railway transport survey, length of track operated at end of year
404-0011	Railway transport survey, length of track operated, by area at end of year
404-0012	Railway transport survey, diesel fuel consumption
404-0013	Railway transport survey, diesel fuel consumption, by area
404-0014	Railway transport survey, operating statistics, by mainline companies
404-0015	Railway transport survey, operating statistics of regional railways
404-0016	Railway transport survey, summary statistics on freight and passenger transportation
404-0017	Railway transport survey, inventory of equipment in service, by mainline companies
404-0018	Railway transport survey, inventory of equipment in service summary of regional railways
404-0019	Railway transport survey, employees and employee compensation, by major occupational group
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	5,359,287	4,011,138	0	9,370,425
Passenger revenues	9,198	3,476	283,459	296,134
Miscellaneous rail revenues	220,207	89,749	5,044	315,000
Revenues from services for VIA Rail	59,535	1,572	0	61,107
Government payments	71,971	44,450	214,024	330,445
Total rail operating revenues	5,720,199	4,150,385	502,528	10,373,112
Expenses				
Way and structures				
Administration, ways and structures expenses	24,146	38,197	0	62,344
Track and roadway, maintenance	409,163	339,643	10,493	759,298
Track and roadway, depreciation	123,444	65,663	3,751	192,858
Building, maintenance	21,745	10,736	9,246	41,727
Building, depreciation	129,972	58,448	12,981	201,401
Leasehold improvements, amortization	165	973	3,912	5,051
Signals, communications and power, maintenance	42,493	21,537	0	64,030
Signals, communications and power, depreciation	29,092	16,741	0	45,834
Terminals and fuel stations, maintenance	2,731	3,376	0	6,107
Terminals and fuel stations, depreciation	20,982	7,695	0	28,678
Miscellaneous ways and structures expenses	80,147	31,297	161	111,605
Special depreciation, ways and structures expenses	-24,524	25,494	-19,059	-18,088
Total ways and structures expenses	859,558	619,801	21,486	1,500,844
Equipment				
Administration, equipment expenses	41,739	18,180	11,262	71,182
Locomotives, maintenance and servicing	125,129	197,908	11,389	334,426
Locomotives, depreciation	32,748	43,865	8,121	84,734
Freight cars, maintenance	113,367	95,137	0	208,505
Freight cars, depreciation	31,947	10,008	0	41,954
Passenger cars, maintenance and servicing	2,948	5,767	53,544	62,258
Passenger cars, depreciation	36	116	24,791	24,943
Intermodal equipment, maintenance	37,438	45,945	0	83,383
Intermodal equipment, depreciation	10,009	6,457	0	16,467
Work equipment and roadway machines, maintenance	32,438	1,331	0	33,769
Work equipment and roadway machines, depreciation	32,406	9,173	0	41,579
Other equipment, maintenance	0	0	0	0
Other equipment, depreciation	1,326	9,690	75	11,091
Net equipment rents expense	134,863	163,885	128	298,876
Miscellaneous equipment expenses	8,672	11,306	856	20,834
Special depreciation, equipment expenses	-1,679	-1,461	-30,962	-34,102
Total equipment expenses	603,386	617,306	79,204	1,299,896
Rail operations				
Administration, rail operation expenses	67,488	130,227	25,851	223,566
Train related expenses	1,243,760	1,128,530	157,550	2,529,840
Yard related expenses	182,816	233,457	1,482	417,755
Train control expenses	25,328	16,395	0	41,723
Station and terminal operation	98,792	80,492	20,598	199,882
Other rail operations	25,623	41,095	2,834	69,553
Other transport modes	149,266	127,053	2,272	278,591
Equipment cleaning and specialized servicing	3,296	21,448	1,168	25,912
Casualties and claims	61,841	40,170	0	102,010
Miscellaneous rail operation expenses	85,256	11,151	2,985	99,392
Total rail operations expenses	1,943,465	1,830,019	214,739	3,988,224
General				
Administration, general expenses	258,588	230,547	105,776	594,912
Employee benefits	124,413	201,868	-5,464	320,816
Taxes, other than on income	77,672	63,022	7,479	148,174
Other general expenses	100,185	24,805	54,754	179,744
Total general expenses	560,859	520,242	162,545	1,243,646

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	3,967,268	3,587,368	477,974	8,032,610
Net rail operating income	1,752,931	563,017	24,554	2,340,502
Other income and charges	-1,511,365	-86,103	-16,559	-1,614,027
Net non-rail revenue	0	0	0	0
Income before income taxes and extraordinary items	241,565	476,914	7,996	726,475
Income taxes	259,300	33,373	1,910	294,583
Net income before extraordinary items	-17,735	443,541	6,086	431,892
Extraordinary items	0	0	0	0
Net income for the year	-17,735	443,541	6,086	431,892

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	5,359,287	4,011,138	0	510,127	9,880,552
Passenger revenues	9,198	3,476	283,459	7,932	304,065
All other operating revenues	351,713	135,771	219,068	106,272	812,824
Total rail operating revenues	5,720,199	4,150,385	502,528	624,331	10,997,443
Expenses					
Ways and structures expenses	859,556	619,800	21,485	120,164	1,621,005
Equipment expenses	603,387	617,307	79,204	114,693	1,414,591
Rail operating expenses	1,943,466	1,830,018	214,740	225,076	4,213,300
General expenses	560,858	520,242	162,545	136,377	1,380,022
Total rail operating expenses	3,967,268	3,587,368	477,974	596,309	8,628,919
Net rail operating income	1,752,931	563,017	24,554	28,022	2,368,524
Income before income taxes and extraordinary items	241,565	476,914	7,996	20,898	747,373
Net income for the year	-17,735	443,541	6,086	10,441	442,333

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	9,227	9,227
Temporary investments	0	0	17,900	17,900
Accounts receivable, trade	655,557	489,601	6,280	1,151,438
Other accounts receivable	239,642	102,053	1,424	343,119
Total accounts receivable	895,199	591,654	7,704	1,494,557
Allowance for doubtful accounts (credit)	56,018	23,434	414	79,866
Material and supplies	144,405	162,777	22,548	329,730
Prepaid expenses	22,861	27,162	1,817	51,840
Other current assets	95,219	26,274	11,254	132,747
Total current assets	1,101,666	784,433	70,036	1,956,135
Non-current assets				
Segregated assets	0	0	0	0
Long-term accounts receivable	10,093	11,712	0	21,805
Long-term investments	0	1	56,734	56,735
Long-term intercorporate investments	5,209	1,653	0	6,862
Construction in progress	669	123,843	41,672	166,184
Property	14,090,263	9,783,228	1,382,494	25,255,985
Accumulated depreciation, property (credit)	4,935,114	3,807,747	956,433	9,699,294
Deferred charges	889,418	1,268,262	337,487	2,495,167
Intangible assets	0	0	0	0
Retired property	0	-7,194	350	-6,844
Total non-current assets	10,060,538	7,373,758	862,304	18,296,600
Total assets	11,162,204	8,158,191	932,340	20,252,735
Current liabilities				
Bank loans	0	0	0	0
Loans from Government of Canada	0	0	0	0
Accounts payable	331,474	317,807	13,247	662,528
Accrued liabilities	499,037	482,833	83,709	1,065,579
Notes and other loans payable	0	0	0	0
Income and other taxes payable	36,841	30,517	9,812	77,170
Dividends payable	0	0	0	0
Deferred revenues	885	35,037	11,639	47,561
Long-term debt maturing within 12 months	0	0	0	0
Lease obligations due within 1 year	0	6,883	0	6,883
Other current liabilities	60,819	1,513	21,745	84,077
Total current liabilities	929,056	874,590	140,152	1,943,798
Non-current liabilities				
Deferred liabilities	592,972	549,240	28,155	1,170,367
Deferred income taxes (non-current)	883,955	1,176,033	47,229	2,107,217
Long-term debt	0	0	0	0
Lease obligations	0	365,657	0	365,657
Other deferred credits, long-term	176,377	34,815	484,919	696,111
Minority shareholders' interest in subsidiary companies	0	0	0	0
Donations and grants	284,464	246,428	0	530,892
Investment tax credits	29,880	44,117	1,602	75,599
Total non-current liabilities	1,967,648	2,416,290	561,905	4,945,843
Shareholders' equity				
Share capital	2,225,198	0	9,300	2,234,498
Contributed surplus	264,314	0	4,963	269,277
Retained earnings	-367,236	0	216,020	-151,216
Net investment in rail assets	6,143,224	4,867,312	0	11,010,536
Total shareholders' equity	8,265,500	4,867,312	230,283	13,363,095
Total liabilities and shareholders' equity	11,162,204	8,158,192	932,340	20,252,736

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	1,101,666	784,433	70,036	173,813	2,129,948
Total non-current assets	10,060,538	7,373,758	862,304	999,647	19,296,247
Total assets	11,162,204	8,158,191	932,340	1,173,459	21,426,194
Total current liabilities	929,056	874,590	140,152	413,948	2,357,746
Total non-current liabilities	1,967,648	2,416,290	561,905	315,606	5,261,449
Total shareholders' equity	8,265,500	4,867,312	230,283	443,904	13,806,999
Total liabilities and shareholders' equity	11,162,204	8,158,192	932,340	1,173,458	21,426,194

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	285,209	193,842	4,963	484,015
Balance at end of year	292,423	205,957	4,963	503,343
Ways and Structures:				
Track and roadway				
Balance at beginning of year	6,895,675	4,452,413	147,467	11,495,554
Balance at end of year	7,127,808	4,583,045	152,372	11,863,225
Accumulated depreciation	1,859,442	1,472,038	66,303	3,397,783
Net book value	5,268,366	3,111,007	86,069	8,465,442
Buildings and related machinery and equipment				
Balance at beginning of year	1,491,939	972,763	277,668	2,742,370
Balance at end of year	1,583,364	954,133	281,709	2,819,206
Accumulated depreciation	609,623	403,116	231,581	1,244,319
Net book value	973,741	551,018	50,129	1,574,887
Leasehold improvements				
Balance at beginning of year	7,423	5,877	167,568	180,869
Balance at end of year	9,978	7,329	167,695	185,003
Accumulated depreciation	5,534	3,218	140,062	148,814
Net book value	4,444	4,112	27,633	36,188
Signals, communications and power				
Balance at beginning of year	1,199,757	581,175	0	1,780,932
Balance at end of year	1,237,752	611,686	0	1,849,438
Accumulated depreciation	670,417	323,839	0	994,256
Net book value	567,335	287,847	0	855,182
Terminals and fuel stations				
Balance at beginning of year	340,576	326,243	0	666,820
Balance at end of year	350,029	340,107	0	690,136
Accumulated depreciation	87,875	85,240	0	173,115
Net book value	262,154	254,868	0	517,021
Total, Ways and Structures				
Balance at beginning of year	9,935,370	6,338,471	592,704	16,866,545
Balance at end of year	10,308,931	6,496,301	601,776	17,407,008
Accumulated depreciation	3,232,891	2,287,450	437,946	5,958,287
Net book value	7,076,040	4,208,851	163,830	11,448,721
Equipment:				
Rolling stock - revenue service				
Balance at beginning of year	3,089,785	2,471,301	776,475	6,337,561
Balance at end of year	2,956,094	2,505,080	774,448	6,235,622
Accumulated depreciation	1,213,786	1,066,886	517,599	2,798,272
Net book value	1,742,307	1,438,194	256,849	3,437,350
Intermodal equipment				
Balance at beginning of year	128,814	111,406	0	240,220
Balance at end of year	147,736	109,368	0	257,104
Accumulated depreciation	32,843	56,233	0	89,076
Net book value	114,893	53,136	0	168,029
Work equipment and roadway machines				
Balance at beginning of year	234,325	325,543	0	559,868
Balance at end of year	289,576	335,347	0	624,922
Accumulated depreciation	24,263	173,896	0	198,158
Net book value	265,313	161,451	0	426,764
Other equipment				
Balance at beginning of year	59,986	137,898	1,128	199,013
Balance at end of year	59,986	137,105	1,306	198,397
Accumulated depreciation	38,739	66,250	888	105,877
Net book value	21,247	70,854	418	92,519

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	3,512,910	3,046,148	777,603	7,336,662
Balance at end of year	3,453,392	3,086,899	775,754	7,316,045
Accumulated depreciation	1,309,631	1,363,265	518,487	3,191,383
Net book value	2,143,761	1,723,634	257,267	4,124,662
Total				
Balance at beginning of year	13,448,280	9,384,620	1,370,307	24,203,207
Balance at end of year	13,762,323	9,583,200	1,377,530	24,723,053
Accumulated depreciation	4,542,523	3,650,715	956,433	9,149,671
Net book value	9,219,800	5,932,485	421,097	15,573,383
Miscellaneous Property Accounts				
Balance at beginning of year	29,128	27,356	0	56,485
Balance at end of year	35,517	19,133	0	54,650

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 Railways ¹	Total
thousands of dollars					
Land					
Balance at beginning of year	285,209	193,842	4,963	40,578	524,592
Balance at end of year	292,423	205,957	4,963	37,600	540,943
Ways and Structures:					
Track and roadway					
Balance at beginning of year	6,895,675	4,452,413	147,467	822,142	12,317,697
Balance at end of year	7,127,808	4,583,045	152,372	806,490	12,669,715
Buildings and related machinery and equipment					
Balance at beginning of year	1,491,939	972,763	277,668	139,475	2,881,845
Balance at end of year	1,583,364	954,133	281,709	145,017	2,964,223
Leasehold improvements					
Balance at beginning of year	7,423	5,877	167,568	13,932	194,800
Balance at end of year	9,978	7,329	167,695	13,694	198,696
Signals, communications and power					
Balance at beginning of year	1,199,757	581,175	0	45,115	1,826,047
Balance at end of year	1,237,752	611,686	0	61,347	1,910,785
Terminals and fuel stations					
Balance at beginning of year	340,576	326,243	0	7,601	674,420
Balance at end of year	350,029	340,107	0	7,795	697,931
Total, Ways and Structures					
Balance at beginning of year	9,935,370	6,338,471	592,704	1,028,265	17,894,810
Balance at end of year	10,308,931	6,496,301	601,776	1,034,343	18,441,351
Equipment:					
Rolling stock - revenue service					
Balance at beginning of year	3,089,785	2,471,301	776,475	208,085	6,545,646
Balance at end of year	2,956,094	2,505,080	774,448	203,070	6,438,692
Intermodal equipment					
Balance at beginning of year	128,814	111,406	0	609	240,829
Balance at end of year	147,736	109,368	0	601	257,705
Work equipment and roadway machines					
Balance at beginning of year	234,325	325,543	0	71,749	631,617
Balance at end of year	289,576	335,347	0	70,985	695,908
Other equipment					
Balance at beginning of year	59,986	137,898	1,128	12,339	211,351
Balance at end of year	59,986	137,105	1,306	14,053	212,450
Total, equipment					
Balance at beginning of year	3,512,910	3,046,148	777,603	292,783	7,629,444
Balance at end of year	3,453,392	3,086,899	775,754	288,708	7,604,753
Total					
Balance at beginning of year	13,448,280	9,384,620	1,370,307	1,321,048	25,524,255
Balance at end of year	13,762,323	9,583,200	1,377,530	1,323,051	26,046,104
Miscellaneous Property Accounts					
Balance at beginning of year	29,128	27,356	0	118	56,602
Balance at end of year	35,517	19,133	0	119	54,769

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 railways ¹	Total
	kilometres				
Line owned					
First main track	21,187	10,993	208	6,628	39,017
Second and other main track	1,988	840	0	571	3,399
Industrial, yard and sidings	8,819	4,751	37	1,511	15,117
Total line owned	31,995	16,584	245	8,710	57,533
Line operated under lease, contract, trackage rights or jointly owned					
First main track	2,756	2,754	24	2,146	7,680
Second and other main track	98	457	0	384	938
Industrial, yard and sidings	2,617	1,550	0	465	4,632
Total line operated under lease, contract, trackage rights or jointly owned	5,471	4,760	24	2,995	13,250
Total track operated	37,465	21,345	269	11,705	70,784

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 railways ¹	Total
kilometres					
First Main Track					
Newfoundland and Labrador	0	0	0	240	240
Nova Scotia	261	0	0	417	678
New Brunswick	963	0	0	511	1,475
Quebec	3,344	352	8	2,582	6,287
Ontario	5,037	3,782	224	2,681	11,724
Manitoba	1,402	1,775	0	1,334	4,511
Saskatchewan	3,953	3,726	0	607	8,286
Alberta	4,421	2,391	0	0	6,813
British Columbia	4,362	1,720	0	402	6,485
Northwest Territories	121	0	0	0	121
United States	78	0	0	0	78
Total	23,943	13,747	232	8,774	46,697
Total Track Operated					
Newfoundland and Labrador	0	0	0	312	312
Nova Scotia	571	0	0	428	1,000
New Brunswick	1,561	0	0	699	2,260
Quebec	5,409	914	8	3,397	9,728
Ontario	9,612	6,412	261	3,614	19,899
Manitoba	2,407	2,588	0	1,431	6,426
Saskatchewan	5,307	4,889	0	1,098	11,294
Alberta	6,059	3,602	0	0	9,660
British Columbia	6,305	2,940	0	726	9,971
Northwest Territories	121	0	0	0	121
United States	112	0	0	0	112
Total	37,465	21,345	269	11,705	70,784

1. Includes short-haul carriers.

Table 6
Rail transportation, Diesel fuel consumed, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional railways ¹	Total
thousands of litres					
Diesel					
Freight	980,195	881,035	0	109,318	1,970,549
Passenger	359	0	59,718	3,589	63,666
Yard switching	34,383	12,933	223	9,460	56,999
Work train	3,276	4,055	0	3,122	10,453
Total diesel	1,018,213	898,023	59,941	125,489	2,101,666
Total cost of diesel fuel \$	1,002,692,222	833,983,799	47,418,556	102,563,781	1,986,658,358

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 railways ¹	Total
	thousands of litres				
Diesel					
Newfoundland and Labrador	0	0	0	13,599	13,599
Nova Scotia	6,567	0	1,499	5,225	13,291
New Brunswick	22,724	0	2,506	6,205	31,435
Quebec	78,968	11,233	13,015	64,607	167,823
Ontario	338,705	263,047	29,832	19,463	651,047
Manitoba	96,457	69,122	3,807	5,672	175,058
Saskatchewan	117,295	145,494	2,764	1,521	267,073
Alberta	145,066	152,446	2,492	0	300,004
British Columbia	204,616	256,681	4,026	7,077	472,400
Northwest Territories	153	0	0	0	153
United States	7,662	0	0	2,120	9,783
Total areas	1,018,213	898,023	59,941	125,489	2,101,666

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	57,282,096	51,452,813	0	108,734,909
Passenger				
Locomotive drawn for passenger services	183,652	0	10,555,740	10,739,392
Rail diesel car for passenger services	0	0	302,248	302,248
In work train service	491,674	259,394	0	751,068
Total train-kilometres	57,957,421	51,712,207	10,857,988	120,527,617
Locomotive unit-kilometres				
Hauling freight trains	129,891,445	120,465,277	0	250,356,722
Hauling passenger trains	235,595	0	14,370,657	14,606,252
Switching freight trains	14,655,995	14,090,784	0	28,746,778
Helping, doubling and running light	0	0	0	0
In work train service	677,613	518,265	0	1,195,878
Total locomotive unit-kilometres	145,460,648	135,074,326	14,370,657	294,905,630
Freight car-kilometres				
Loaded	3,716,285,732	2,341,173,177	0	6,057,458,909
Empty	1,752,096,743	1,299,040,448	0	3,051,137,191
Caboose	182,953	120,620	0	303,574
In work train service	804,979	948,390	0	1,753,369
Total freight car-kilometres	5,469,370,408	3,641,282,635	0	9,110,653,042
Passenger car-kilometres				
Head-end cars	239,569	0	5,372,703	5,612,272
Meal service and lounge cars	52,428	0	16,186,198	16,238,625
Sleeping cars	0	0	18,322,230	18,322,230
Coaches	544,610	81,383	35,171,153	35,797,146
Rail diesel cars	124,486	0	524,368	648,854
Commuter cars	0	0	0	0
In work train service	0	335	0	335
Total passenger car-kilometres	961,092	81,718	75,576,651	76,619,461
Gross tonne-kilometres				
Freight train cars, contents and cabooses ('000)	347,873,871	274,035,032	0	621,908,903
Passenger train cars (cars only) ('000)	37,155	8,095	4,076,153	4,121,403
Train hours				
Freight	1,283,203	1,550,783	0	2,833,986
Passenger	0	0	0	0
Total train hours	1,283,203	1,550,783	0	2,833,986

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

	Canadian National	Canadian Pacific	VIA Rail	Regional Railways ¹	Total
	metric units				
Train-kilometres					
Freight	57,282,096	51,452,813	0	7,107,396	115,842,305
Passenger					
Locomotive drawn for passenger services	183,652	0	10,555,740	855,397	11,594,789
Rail diesel car for passenger services	0	0	302,248	0	302,248
Total train-kilometres ²	57,957,421	51,712,207	10,857,988	8,103,120	128,630,736
Locomotive unit-kilometres					
Hauling freight trains	129,891,445	120,465,277	0	9,322,400	259,679,122
Hauling passenger trains	235,595	0	14,370,657	856,834	15,463,086
Switching freight trains	14,655,995	14,090,784	0	836,009	29,582,788
Helping, doubling and running light	0	0	0	0	0
Total locomotive unit-kilometres ²	145,460,648	135,074,326	14,370,657	11,015,243	305,920,874
Freight car-kilometres					
Loaded	3,716,285,732	2,341,173,177	0	255,324,393	6,312,783,302
Empty	1,752,096,743	1,299,040,448	0	217,538,079	3,268,675,270
Cabooses	182,953	120,620	0	4,040,239	4,343,812
Total freight car-kilometres ²	5,469,370,408	3,641,282,635	0	476,902,711	9,587,555,754
Total passenger car-kilometres	961,092	81,718	75,576,651	4,197,969	80,817,430
Gross tonne-kilometres					
Freight train cars, contents and cabooses ('000)	347,873,871	274,035,032	0	19,395,715	641,304,618
Passenger train cars (cars only) ('000)	37,155	8,095	4,076,153	453,734	4,575,137
Train hours					
Freight	1,283,203	1,550,783	0	207,665	3,041,651
Passenger	0	0	0	6,268	6,268
Total train hours	1,283,203	1,550,783	0	213,933	3,047,919

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 railways ¹	Total
	metric units				
Revenue freight					
Revenue freight, tonnes ('000)	135,904	111,092	0	90,778	337,774
Revenue freight, tonne-kilometres ('000)	181,764,935	143,254,636	0	19,883,204	344,902,775
Revenue freight, average haul on each railway (km)	1,337	1,290	0	219	1,021
Revenue and non-revenue freight					
Revenue and non-revenue freight, tonnes ('000)	138,549	114,260	0	93,820	346,629
Revenue and non-revenue freight, tonne-kilometres ('000)	182,616,181	145,062,256	0	20,510,798	348,189,234
Revenue and non-revenue freight, average haul on each railway (km)	1,318	1,270	0	219	1,005
Revenue passengers					
Revenue passengers, passengers ('000)	39	0	4,605	109	4,753
Revenue passengers, passenger-kilometres ('000)	12,753	0	1,530,486	31,053	1,574,293
Revenue passengers, average passenger journey per ticket (km)	329	0	332	284	331
Transportation services, averages					
Transportation services, averages, cars per freight train (No.)	95.5	70.8	0.0	67.1	82.8
Transportation services, averages, cars per passenger train (No.)	5.2	0.0	7.0	4.9	6.8
Transportation services, averages, freight carload (t)	49.1	62.0	0.0	80.3	55.2
Transportation services, averages, empty freight car-kilometres (%)	32.0	35.7	0.0	46.0	34.1
Transportation services, averages, freight train speed (km/hr)	44.6	33.2	0.0	34.2	38.1

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	1,053	984	0	2,037
Electric	0	0	0	0
Total freight locomotives	1,053	984	0	2,037
Passenger				
Diesel	0	0	76	76
Electric	0	0	0	0
Other	0	7	0	7
Total passenger locomotives	0	7	76	83
Yard				
Diesel	259	177	0	436
Electric	0	0	0	0
Total yard locomotives	259	177	0	436
Associated equipment	0	20	0	20
Locomotives	1,312	1,188	76	2,576
Freight Cars				
Box	10,127	3,321	0	13,448
Hopper	16,308	17,517	0	33,825
Gondola	6,782	6,171	0	12,953
Refrigerator	0	0	0	0
Flat	11,037	4,264	0	15,301
Stock	0	0	0	0
Caboose	20	96	0	116
Other	24	0	0	24
Freight cars	44,298	31,369	0	75,667
Passenger cars				
Head-end	6	6	32	44
Meal and/or lounge	4	11	77	92
Sleeping	1	4	129	134
Coach	33	2	214	249
Diesel	2	0	6	8
Commuter	0	0	0	0
Other	0	0	0	0
Passenger cars	46	23	458	527

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

	Canadian National	Canadian Pacific	VIA Rail	Regional Railways ¹	Total
	number				
Locomotives					
Total freight locomotives	1,053	984	0	306	2,343
Total passenger locomotives	0	7	76	4	87
Total yard locomotives	259	177	0	16	452
Associated equipment	0	20	0	8	28
Total locomotives	1,312	1,188	76	334	2,910
Total freight cars	44,298	31,369	0	6,756	82,423
Total passenger cars	46	23	458	66	593

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 railways ¹	Total
	number				
Average number of employees					
General services	2,021	2,017	628	507	5,173
Road maintenance	4,246	2,944	22	789	8,001
Equipment maintenance	2,239	2,039	824	611	5,713
Transportation	6,928	5,698	1,741	1,185	15,552
Total major occupational group	15,434	12,698	3,215	3,093	34,440
	millions of dollars				
Total compensation					
General services	202.2	159.0	39.8	34.3	435.2
Road maintenance	274.0	196.9	1.6	44.6	517.0
Equipment maintenance	143.1	131.3	47.9	40.4	362.7
Transportation	558.7	475.9	111.5	77.3	1,223.5
Total major occupational group	1,177.9	963.0	200.8	196.5	2,538.3
	dollars				
Average compensation per year					
General services	100,043	78,818	63,358	67,603	84,135
Road maintenance	64,521	66,876	71,603	56,432	64,609
Equipment maintenance	63,912	64,383	58,161	66,068	63,481
Transportation	80,645	83,523	64,071	65,244	78,670
Total major occupational group	76,322	75,843	62,468	63,544	73,704
Average compensation per hour					
General services	48.3	36.1	30.4	33.9	39.9
Road maintenance	28.2	28.1	34.0	27.8	28.2
Equipment maintenance	29.1	29.1	28.0	32.4	29.3
Transportation	37.8	30.1	30.7	31.9	33.4
Total major occupational group	35.1	30.4	29.9	31.3	32.4

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	2,460	8.7	5,222	296,442	13.8	2,123	56.8	120,505
VIA Rail	222	6.9	461	19,958	9.9	2,075	43.3	89,900
Total mainline companies	2,682	8.6	5,683	316,400	13.5	2,119	55.7	117,972
Professional, scientific, technical and staff assistants								
Canadian National and Canadian Pacific	4,418	15.7	9,312	330,048	15.4	2,108	35.4	74,705
VIA Rail	304	9.5	636	22,780	11.3	2,093	35.8	74,933
Total mainline companies	4,722	15.1	9,948	352,827	15.1	2,107	35.5	74,720
Clerical								
Canadian National and Canadian Pacific	1,647	5.9	3,796	88,976	4.2	2,305	23.4	54,023
VIA Rail	449	14.0	948	22,200	11.1	2,111	23.4	49,444
Total mainline companies	2,096	6.7	4,744	111,176	4.7	2,263	23.4	53,042
Running trades								
Canadian National and Canadian Pacific	8,798	31.3	22,154	757,945	35.4	2,518	34.2	86,150
VIA Rail	419	13.0	876	40,914	20.4	2,092	46.7	97,646
Total mainline companies	9,217	29.4	23,030	798,859	34.1	2,499	34.7	86,672
Working foremen								
Canadian National and Canadian Pacific	1,335	4.7	3,227	91,752	4.3	2,417	28.4	68,728
VIA Rail	3	0.1	7	190	0.1	2,176	29.2	63,446
Total mainline companies	1,338	4.3	3,233	91,942	3.9	2,416	28.4	68,716
Craftsmen, tradesmen, lead hands, service workers and helpers								
Canadian National and Canadian Pacific	8,474	30.1	19,338	523,122	24.4	2,282	27.1	61,733
VIA Rail	1,506	46.8	3,132	79,878	39.8	2,080	25.5	53,040
Total mainline companies	9,980	31.8	22,471	603,000	25.7	2,252	26.8	60,421
Labourers, including building attendants and coach cleaners								
Canadian National and Canadian Pacific	1,000	3.6	2,233	52,711	2.5	2,233	23.6	52,711
VIA Rail	312	9.7	647	14,916	7.4	2,074	23.1	47,809
Total mainline companies	1,312	4.2	2,880	67,627	2.9	2,195	23.5	51,545
Total occupational categories								
Canadian National and Canadian Pacific	28,132	100.0	65,282	2,140,996	100.0	2,321	32.8	76,105
VIA Rail	3,215	100.0	6,707	200,836	100.0	2,086	29.9	62,468
Total mainline companies	31,347	100.0	71,989	2,341,832	100.0	2,297	32.5	74,707

Table 13
Rail transportation, Origin and destination of commodity transported

	Destination									
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S.	Mexico	Total tonnage for all destinations
	tonnes									
Origin										
Atlantic	4,029,618	20,713,190	855,511	21,674	6,583	163,952	46,721	1,889,204	3,730	27,730,183
Quebec	2,042,730	4,776,970	5,197,992	444,386	141,169	979,823	1,541,432	11,185,094	197,322	26,506,918
Ontario	1,346,253	5,547,126	5,094,745	1,005,430	497,849	3,973,954	2,549,060	12,843,808	437,426	33,295,650
Manitoba	47,964	589,363	2,784,447	250,111	258,555	266,993	1,220,915	3,637,395	433,401	9,489,143
Saskatchewan	71,137	1,444,463	5,825,558	1,147,846	167,847	778,449	13,523,387	14,289,186	311,690	37,559,562
Alberta	87,182	949,340	2,378,802	1,054,637	1,121,452	4,038,332	25,129,196	12,615,466	225,692	47,600,098
British Columbia	136,861	2,837,550	5,447,840	312,291	166,523	2,807,450	31,829,208	10,416,902	69,060	54,023,683
U.S.	783,187	6,305,036	7,235,656	865,168	1,769,837	6,807,228	3,401,436	6,984,736	5,018	34,157,303
Mexico	2,401	28,032	58,168	630	1,247	18,868	14,655	163	.	124,164
Total tonnage from all origins	8,547,334	43,191,069	34,878,717	5,102,171	4,131,062	19,835,049	79,256,009	73,861,955	1,683,338	270,486,704

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	310	0	0	0	0	0	0	0	310
02 Other cereal grains	79	1,593	7,741	0	0	0	0	10,632	20,045
03 Fresh, chilled or dried vegetables	0	27	4,143	623	0	77	145	0	5,016
04 Fresh, chilled or dried fruit and nuts	0	737	273	0	0	0	0	0	1,010
05 Colza seeds (canola)	0	0	417	0	0	0	0	0	417
06 Other oil seeds and nuts, other agricultural product	0	113	1,161	41	54	186	0	159	1,714
07 Animal feed and products	293	158	151	0	0	0	0	74	675
08 Meat, fish, seafood and preparations	0	2,172	1,025	0	0	912	0	414	4,522
09 Milled grain production and preparations, bakery products	0	10	189	26	0	0	0	5,027	5,252
10 Animal or vegetable fats, oils and flours	0	2,268	375	91	0	0	300	0	3,034
11 Sugar	0	128	180	48	0	274	209	0	838
12 Prepared food stuffs, not elsewhere classified	0	543	2,419	1,459	0	302	116	0	4,839
13 Alcoholic and non-alcoholic beverages	11	10,784	35,222	2,115	547	4,466	1,684	138	54,966
14 Sand, gravel and crushed stone	0	31,746	866	192	0	0	0	3,090	35,895
15 Salt	0	1,706	0	0	0	0	0	95	1,802
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	9,330	0	0	0	0	0	0	27,511	36,842
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	2,250,207	0	18,149	0	0	181	101	25,741	2,294,379
20 Iron ores and concentrates	0	19,896,819	0	0	0	0	0	0	19,896,819
21 Copper ores and concentrates	0	31,093	0	0	0	0	0	0	31,093
22 Nickel ores and concentrates	0	0	0	0	0	14,724	0	0	14,724
23 Lead ores and concentrates	0	0	0	0	0	0	0	86	86
24 Zinc ores and concentrates	0	191,151	0	0	0	0	0	997	192,148
25 Other metallic ores and concentrates	0	0	0	0	0	1,814	0	0	1,814
26 Coal	698,195	0	0	0	0	0	0	0	698,195
27 Gasoline and aviation turbine fuel	0	0	0	0	0	0	0	0	0
28 Fuel oils and crude petroleum	11,641	125	7	0	0	0	0	0	11,774
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	114,214	27,691	7,458	0	0	27,760	0	300,246	477,368
30 Coal coke and petroleum coke	0	0	0	0	0	0	0	0	0
31 Other refined petroleum and coal products	0	123	487	49	0	25	0	0	684
32 Sulphuric acid	11,731	3,533	575	0	0	0	0	36,662	52,501
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	9,225	11,033	6,045	378	12	4,194	0	10,236	41,123
35 Potash	711,649	2,696	2,703	0	0	0	0	0	717,048
36 Fertilizers (excluding potash)	17,384	15	1,431	0	0	0	0	20	18,850
37 Other chemical products and preparations	0	266	417	36	53	128	25	0	924
38 Plastic and rubber	0	7,038	12,737	1,624	0	2,756	2,347	38,518	65,020
39 Logs and other wood in the rough	511	38,976	0	0	60	0	0	4,777	44,324
40 Wood chips	102,170	261	0	0	0	0	0	0	102,431
41 Lumber	79	7,957	2,335	330	240	1,061	183	374,045	386,230
42 Other wood products (plywood, veneer)	476	3,558	5,554	4,438	866	6,422	1,900	37,242	60,456
43 Wood pulp	81,035	32,448	91,007	0	0	0	0	192,442	396,932
44 Newsprint	5,016	2,648	2,815	0	0	0	0	164,071	174,550

See notes 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	416	14,932	61,671	88	0	953	1,251	350,361	429,673
46 Cement	1,768	0	0	0	0	0	0	0	1,768
47 Other non-metallic mineral products	0	9,430	17,417	0	0	463	163	1,452	28,925
48 Iron and steel, primary or semi-finished	0	262	264	0	0	0	0	178	704
49 Copper, primary or semi-finished	0	1,399	25	0	0	0	0	0	1,424
50 Aluminum, primary or semi-finished	0	0	21	0	0	0	0	0	21
51 Other non-ferrous metal, primary or semi-finished	0	0	348	0	0	50,061	858	49,547	100,814
52 Articles of base metal	0	273	934	0	0	622	76	136	2,040
53 Machinery	533	1,009	3,369	6	18	5,987	435	144	11,501
54 Automobiles and mini-vans	0	28,697	37,246	1,615	1,383	11,738	15,400	0	96,078
55 Freight motor vehicles	0	1,379	2,451	76	51	548	809	0	5,314
56 Other vehicles	0	122	215	0	0	64	45	0	446
57 Parts and accessories for motor vehicles	0	26	209	0	0	0	0	8	243
58 Other transportation equipment	2,828	120	134	0	0	0	6	35	3,123
59 Metallic waste and scrap	244	125,095	1,004	0	0	0	0	1,285	127,627
60 Non-metallic waste and scrap	0	2,204	3,827	152	0	176	20	56,105	62,483
61 Other manufactured and miscellaneous goods	59	5,789	6,198	37	1,480	1,489	224	3,070	18,345
62 Pool car traffic of freight forwarder and ship associated	0	376	553	0	3	20	0	0	951
63 Mixed loads or unidentified freight	214	212,663	513,743	8,248	1,818	26,551	20,424	198,391	982,052
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	4,029,618	20,713,190	855,511	21,674	6,583	163,952	46,721	1,892,934	27,730,183
Car type ⁴									
Containers on flat cars (COFC)	224	243,503	615,007	14,941	4,074	38,473	26,437	243,960	1,186,619
Trailers on flat cars (TOFC)	0	81	1,085	0	0	0	0	0	1,166

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	310	0	2,383	2,334	2,459	0	0	0	7,487
02 Other cereal grains	79	27,733	21,720	48	72	0	0	31,972	81,623
03 Fresh, chilled or dried vegetables	0	227	1,758	6,480	41,098	998	26	2,855	53,442
04 Fresh, chilled or dried fruit and nuts	0	0	24	0	0	0	0	277	300
05 Colza seeds (canola)	0	0	0	0	0	0	0	0	0
06 Other oil seeds and nuts, other agricultural product	0	0	80	2,081	0	53	48	22	2,283
07 Animal feed and products	293	0	53,037	612	117	661	223	50,604	105,547
08 Meat, fish, seafood and preparations	0	0	41	0	0	452	132	601	1,225
09 Milled grain production and preparations, bakery products	0	276	14,503	16,050	2,625	0	0	2,481	35,936
10 Animal or vegetable fats, oils and flours	0	0	14,843	9,670	5,496	551	151	17,027	47,736
11 Sugar	0	9,161	33,529	0	0	0	0	1,198	43,887
12 Prepared food stuffs, not elsewhere classified	0	127	10,397	614	0	279	0	4,564	15,981
13 Alcoholic and non-alcoholic beverages	11	19,725	13,058	25	0	144	158	3,440	36,561
14 Sand, gravel and crushed stone	0	236,838	709	0	0	0	0	3,249	240,796
15 Salt	0	4,600	287	0	0	0	0	40	4,927
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	9,330	0	176	0	0	0	0	0	9,506
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	2,250,207	125,612	889	0	1,247	16	0	128,912	2,506,882
20 Iron ores and concentrates	0	0	695	0	0	0	0	0	695
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	610	0	0	22	0	0	0	631
24 Zinc ores and concentrates	0	0	0	0	0	0	0	0	0
25 Other metallic ores and concentrates	0	2,985	0	0	0	0	0	0	2,985
26 Coal	698,195	0	0	0	0	0	0	2,793	700,988
27 Gasoline and aviation turbine fuel	0	129,053	0	0	0	0	0	0	129,053
28 Fuel oils and crude petroleum	11,641	318,193	0	0	0	6	0	0	329,841
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	114,214	24,385	169,345	0	2,132	12,856	542	5,270	328,743
30 Coal coke and petroleum coke	0	130,910	82	0	0	0	0	0	130,992
31 Other refined petroleum and coal products	0	10,033	10,075	0	0	39	0	6,554	26,700
32 Sulphuric acid	11,731	24,176	48,561	0	0	0	0	1,330	85,797
33 Alumina	0	0	19	0	0	0	0	0	19
34 Other basic chemicals	9,225	170,346	68,098	976	0	1,038	16,732	59,682	326,097
35 Potash	711,649	0	0	0	0	0	0	90	711,738
36 Fertilizers (excluding potash)	17,384	27,402	759	0	191	7,864	52	74,221	127,874
37 Other chemical products and preparations	0	2,272	1,970	0	0	124	0	16,155	20,521
38 Plastic and rubber	0	2,501	13,170	0	0	18,868	636	35,867	71,042
39 Logs and other wood in the rough	511	215	2,010	54	0	289	4,515	4,052	11,647
40 Wood chips	102,170	0	0	0	0	0	0	0	102,170
41 Lumber	79	9,360	2,585	77	0	7,310	29,307	3,917	52,635
42 Other wood products (plywood, veneer)	476	30,971	23,272	117	0	3,783	35,658	16,111	110,388
43 Wood pulp	81,035	14,175	0	0	0	0	25	8,433	103,669
44 Newsprint	5,016	0	0	0	0	0	0	0	5,016

See notes 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	416	3,758	7,237	106	0	0	49	17,413	28,979
46 Cement	1,768	109,088	64,374	0	0	26	0	0	175,256
47 Other non-metallic mineral products	0	49,383	4,194	128	0	12,369	42	1,439	67,553
48 Iron and steel, primary or semi-finished	0	6,830	17,036	0	0	272	0	25,369	49,508
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	37	37
51 Other non-ferrous metal, primary or semi-finished	0	0	316	437	0	0	0	153	906
52 Articles of base metal	0	11,185	4,795	32	0	220	594	3,321	20,146
53 Machinery	533	6,367	1,596	28	0	649	145	2,240	11,557
54 Automobiles and mini-vans	0	2,793	23,316	0	0	219	29,812	31,824	87,963
55 Freight motor vehicles	0	142	58,894	0	0	0	6,082	33,580	98,698
56 Other vehicles	0	34	55	240	0	30	0	6	365
57 Parts and accessories for motor vehicles	0	188	693	0	0	0	0	706	1,587
58 Other transportation equipment	2,828	115	6,583	0	227	0	5	228	9,986
59 Metallic waste and scrap	244	192	3,934	68	0	0	0	9,165	13,604
60 Non-metallic waste and scrap	0	1,345	823	45	109	1,163	0	6,256	9,740
61 Other manufactured and miscellaneous goods	59	2,746	15,957	63	0	254	3,276	1,975	24,329
62 Pool car traffic of freight forwarder and ship associated	0	4,492	8,453	0	0	1,833	113	0	14,891
63 Mixed loads or unidentified freight	214	522,191	619,921	7,679	15,342	14,817	8,528	170,160	1,358,854
64 Less than carload shipments	0	0	5	0	0	0	10	0	15
Total tonnage of all rail commodities	4,029,618	2,042,730	1,346,253	47,964	71,137	87,182	136,861	785,589	8,547,334
Car type ⁴									
Containers on flat cars (COFC)	224	594,710	689,436	17,262	56,886	22,241	13,955	197,035	1,591,749
Trailers on flat cars (TOFC)	0	379	3,209	0	0	13	0	0	3,601

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								
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	0	1,558	270	0	0	23	82	15,155	17,088
02 Other cereal grains	27,733	49,916	18,202	0	0	36	861	43,748	140,496
03 Fresh, chilled or dried vegetables	227	2,859	27	67	20	24	12,985	9,962	26,171
04 Fresh, chilled or dried fruit and nuts	0	0	0	274	0	813	196	113	1,396
05 Colza seeds (canola)	0	0	6,754	0	0	0	0	0	6,754
06 Other oil seeds and nuts, other agricultural product	0	39,575	2,978	143	216	203	4,300	4,102	51,518
07 Animal feed and products	0	1,203	84	722	437	3,702	267	5,360	11,774
08 Meat, fish, seafood and preparations	0	0	26	836	55	1,766	12,020	38,145	52,849
09 Milled grain production and preparations, bakery products	276	0	106	74	210	4,695	660	7,010	13,031
10 Animal or vegetable fats, oils and flours	0	0	279	0	0	211	25	260	775
11 Sugar	9,161	0	93,837	0	24	24	346	14,120	117,510
12 Prepared food stuffs, not elsewhere classified	127	0	676	3,564	1,884	19,955	9,731	6,876	42,812
13 Alcoholic and non-alcoholic beverages	19,725	40	5,936	4,893	4,317	21,772	12,635	58,472	127,791
14 Sand, gravel and crushed stone	236,838	5,273	242	0	0	57,169	22,117	16,637	338,276
15 Salt	4,600	0	0	0	0	0	0	40	4,640
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	0	0	0	34,191	34,191
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	125,612	41,833	0	3,958	0	225	2,651	34,843	209,121
20 Iron ores and concentrates	0	0	0	0	359	0	0	24	383
21 Copper ores and concentrates	0	108,405	179,115	0	27	0	0	0	287,547
22 Nickel ores and concentrates	0	0	152,615	120,767	0	0	0	0	273,382
23 Lead ores and concentrates	610	0	0	0	0	0	779	0	1,389
24 Zinc ores and concentrates	0	208,121	0	1,032	0	0	65,402	2,996	277,551
25 Other metallic ores and concentrates	2,985	0	13,889	0	28	91	44	3,993	21,028
26 Coal	0	0	0	0	0	0	0	0	0
27 Gasoline and aviation turbine fuel	129,053	845,891	785,544	36,888	0	5,440	654	8,217	1,811,688
28 Fuel oils and crude petroleum	318,193	996,701	863,630	23,602	0	13,775	17,055	168,996	2,401,952
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	24,385	35,423	77,293	0	0	34,782	0	124,386	296,269
30 Coal coke and petroleum coke	130,910	0	0	0	0	0	0	0	130,910
31 Other refined petroleum and coal products	10,033	42,086	21,304	2,049	7,151	3,961	909	28,336	115,829
32 Sulphuric acid	24,176	107,546	16,969	0	0	0	0	644,550	793,240
33 Alumina	0	271,416	31,804	2,261	2,429	10,377	2,508	289,503	610,298
34 Other basic chemicals	170,346	286,702	416,809	10,708	10,996	44,904	36,254	1,261,326	2,238,043
35 Potash	0	0	0	0	0	0	0	0	0
36 Fertilizers (excluding potash)	27,402	2,786	10,639	95	0	23	230	8,744	49,918
37 Other chemical products and preparations	2,272	915	1,890	407	7,087	10,806	1,115	78,035	102,525
38 Plastic and rubber	2,501	83,553	34,493	4,250	1,579	17,667	6,405	126,977	277,424
39 Logs and other wood in the rough	215	145,903	0	3,113	2,697	78	316	2,464	154,785
40 Wood chips	0	708,874	0	0	0	0	0	10	708,884
41 Lumber	9,360	63,079	101,220	5,244	257	10,157	12,777	997,688	1,199,781
42 Other wood products (plywood, veneer)	30,971	11,158	15,602	15,436	4,925	18,439	4,133	402,777	503,441
43 Wood pulp	14,175	243,541	86,351	0	0	0	68,377	400,327	812,772
44 Newsprint	0	149,002	92,508	0	0	23	18	994,078	1,235,628

See notes at the end of the table.

Table 14-3 – continued

Rail transportation, Commodity movements from Quebec

	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	3,758	128,950	90,594	32,193	5,773	17,491	15,742	1,262,324	1,556,825
46 Cement	109,088	2,796	0	0	0	0	0	402,740	514,624
47 Other non-metallic mineral products	49,383	1,398	0	5,657	267	5,833	68,130	29,900	160,567
48 Iron and steel, primary or semi-finished	6,830	228	348,354	6,746	10,442	38,241	32,918	426,875	870,633
49 Copper, primary or semi-finished	0	81,240	51	0	4,026	0	0	125,579	210,896
50 Aluminum, primary or semi-finished	0	343	184,400	263	8,764	117	1,051	1,584,034	1,778,972
51 Other non-ferrous metal, primary or semi-finished	0	0	34,117	0	1,832	35	958	84,542	121,485
52 Articles of base metal	11,185	1,867	2,047	1,535	181	8,305	11,012	20,746	56,877
53 Machinery	6,367	282	2,733	28	122	1,137	995	14,818	26,482
54 Automobiles and mini-vans	2,793	248	59	7,023	1,275	6,105	991	734	19,228
55 Freight motor vehicles	142	26	0	1,118	113	364	89	22	1,874
56 Other vehicles	34	5	0	9	40	4,749	106	323	5,266
57 Parts and accessories for motor vehicles	188	0	53	25	0	578	15	539	1,396
58 Other transportation equipment	115	2,783	1,487	1,548	477	430	282	11,208	18,330
59 Metallic waste and scrap	192	24,828	2,834	175	841	304	5,187	29,953	64,314
60 Non-metallic waste and scrap	1,345	66,134	2,622	285	167	1,277	17,995	79,755	169,579
61 Other manufactured and miscellaneous goods	2,746	8,680	2,070	1,599	1,296	30,374	10,410	26,562	83,738
62 Pool car traffic of freight forwarder and ship associated	4,492	0	4,557	33,905	6,111	59,308	39,825	8,594	156,792
63 Mixed loads or unidentified freight	522,191	3,807	1,490,925	111,894	54,745	524,035	1,039,875	1,440,711	5,188,184
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	2,042,730	4,776,970	5,197,992	444,386	141,169	979,823	1,541,432	11,382,416	26,506,918
Car type ⁴									
Containers on flat cars (COFC)	594,710	7,258	1,272,782	176,260	77,487	711,074	1,367,201	1,837,266	6,044,037
Trailers on flat cars (TOFC)	379	0	905	0	0	0	0	1,334	2,617

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	1,558	1,306,606	128,710	472,267	4,869	0	531	1,914,540
02 Other cereal grains	1,593	49,916	151,538	14,921	61,107	608	35	326,369	606,087
03 Fresh, chilled or dried vegetables	27	2,859	2,923	67,111	387,877	30,405	5,279	92,059	588,540
04 Fresh, chilled or dried fruit and nuts	737	0	54	41	0	21	11,126	13,489	25,467
05 Colza seeds (canola)	0	0	0	152	303	0	0	0	455
06 Other oil seeds and nuts, other agricultural product	113	39,575	108,594	38,591	21,576	2,595	8,406	9,538	228,987
07 Animal feed and products	158	1,203	320,251	4,454	2,380	19,826	68	665,204	1,013,544
08 Meat, fish, seafood and preparations	2,172	0	6,800	2,971	1,094	8,960	8,483	4,475	34,956
09 Milled grain production and preparations, bakery products	10	0	36,462	42,076	12,137	24,419	447	69,255	184,806
10 Animal or vegetable fats, oils and flours	2,268	0	74,567	67,013	74,585	1,826	225	46,253	266,737
11 Sugar	128	0	78,012	0	0	40	0	93,662	171,842
12 Prepared food stuffs, not elsewhere classified	543	0	229	7,597	1,563	12,305	6,099	23,773	52,109
13 Alcoholic and non-alcoholic beverages	10,784	40	12,963	3,935	144	6,628	951	32,924	68,368
14 Sand, gravel and crushed stone	31,746	5,273	29,729	0	0	0	1,142	114,735	182,625
15 Salt	1,706	0	264,511	0	3,568	0	0	75	269,860
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	0	0	0	86	86
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	41,833	30,489	21	2,523	0	107	150,589	225,562
20 Iron ores and concentrates	19,896,819	0	0	0	0	0	0	1,097	19,897,916
21 Copper ores and concentrates	31,093	108,405	0	0	0	0	128,630	80,341	348,469
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	191,151	208,121	56,345	0	0	0	0	0	455,617
25 Other metallic ores and concentrates	0	0	50	0	32	0	6,581	285	6,947
26 Coal	0	0	0	0	0	0	0	29,545	29,545
27 Gasoline and aviation turbine fuel	0	845,891	3,847	29	0	22	0	61	849,849
28 Fuel oils and crude petroleum	125	996,701	97,624	0	0	47,969	0	62,954	1,205,373
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	27,691	35,423	181,788	4,999	4,963	24,763	220	1,706	281,551
30 Coal coke and petroleum coke	0	0	31,193	0	0	106,030	0	312,231	449,454
31 Other refined petroleum and coal products	123	42,086	153,409	0	11,998	13,059	19	257,094	477,787
32 Sulphuric acid	3,533	107,546	130,874	0	0	0	255	10,290	252,498
33 Alumina	0	271,416	24	0	0	0	0	292	271,732
34 Other basic chemicals	11,033	286,702	66,239	486	32	70,928	36,821	404,393	876,635
35 Potash	2,696	0	0	0	28,418	0	0	0	31,114
36 Fertilizers (excluding potash)	15	2,786	9,368	720	19,892	40,099	78	158,897	231,856
37 Other chemical products and preparations	266	915	3,185	310	40	513	1,530	84,723	91,481
38 Plastic and rubber	7,038	83,553	50,628	245	78	87,811	13,732	431,689	674,773
39 Logs and other wood in the rough	38,976	145,903	36,477	0	0	174	649	9,320	231,499
40 Wood chips	261	708,874	0	0	0	0	0	0	709,136
41 Lumber	7,957	63,079	36,800	487	0	30,302	75,605	14,741	228,971
42 Other wood products (plywood, veneer)	3,558	11,158	11,786	1,061	2,075	115,190	106,202	47,509	298,539
43 Wood pulp	32,448	243,541	210,080	0	0	33,989	17,012	41,507	578,576
44 Newsprint	2,648	149,002	25,682	9,093	0	0	0	6,214	192,638

See notes at the end of the table.

Table 14-4 – continued

Rail transportation, Commodity movements to Quebec

	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	14,932	128,950	3,815	39,055	320	1,354	15,976	215,648	420,050
46 Cement	0	2,796	53,515	0	0	0	0	1,915	58,226
47 Other non-metallic mineral products	9,430	1,398	110	1,743	2,707	22,125	4,364	66,265	108,142
48 Iron and steel, primary or semi-finished	262	228	77,216	6,430	303	334	2,067	289,778	376,618
49 Copper, primary or semi-finished	1,399	81,240	7,614	0	0	0	810	427	91,491
50 Aluminum, primary or semi-finished	0	343	0	0	0	98	1,712	62	2,215
51 Other non-ferrous metal, primary or semi-finished	0	0	76,189	686	27	1,103	563	19,257	97,825
52 Articles of base metal	273	1,867	503	256	27	231	10,101	21,078	34,336
53 Machinery	1,009	282	4,480	110	959	239	3,334	3,730	14,142
54 Automobiles and mini-vans	28,697	248	90,436	38	9	1,324	147,689	159,359	427,799
55 Freight motor vehicles	1,379	26	78,269	12	0	11	28,973	131,625	240,295
56 Other vehicles	122	5	16	0	29	2,307	464	106	3,048
57 Parts and accessories for motor vehicles	26	0	361	46	8	28	2,123	3,915	6,508
58 Other transportation equipment	120	2,783	11,738	105	58	30	20	3,036	17,891
59 Metallic waste and scrap	125,095	24,828	17,911	3,218	1,052	2,749	68	83,615	258,536
60 Non-metallic waste and scrap	2,204	66,134	39,007	1,142	1,746	1,218	2,567	134,535	248,552
61 Other manufactured and miscellaneous goods	5,789	8,680	3,157	7,973	218	10,308	6,847	67,086	110,058
62 Pool car traffic of freight forwarder and ship associated	376	0	2,392	3,499	3,128	10,154	7,290	12,798	39,637
63 Mixed loads or unidentified freight	212,663	3,807	1,551,275	130,028	325,220	212,378	2,172,884	1,520,925	6,129,178
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	20,713,190	4,776,970	5,547,126	589,363	1,444,463	949,340	2,837,550	6,333,068	43,191,069
Car type ⁴									
Containers on flat cars (COFC)	243,503	7,258	1,251,711	269,641	538,104	465,683	2,325,303	1,724,571	6,825,775
Trailers on flat cars (TOFC)	81	0	1,106	0	0	1,802	127	15,687	18,803

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	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	2,383	1,306,606	182,996	0	1,289	0	62	177,713	1,671,049
02 Other cereal grains	21,720	151,538	2,742	0	0	84	9,406	71,177	256,667
03 Fresh, chilled or dried vegetables	1,758	2,923	3,208	0	25	40	22,153	11,926	42,033
04 Fresh, chilled or dried fruit and nuts	24	54	0	0	0	23	59	16	175
05 Colza seeds (canola)	0	0	5,241	0	0	0	0	0	5,241
06 Other oil seeds and nuts, other agricultural product	80	108,594	254	0	0	125	11,929	25,703	146,685
07 Animal feed and products	53,037	320,251	10,796	3,319	519	23,983	10,190	85,372	507,467
08 Meat, fish, seafood and preparations	41	6,800	0	171	241	1,753	14,172	26,260	49,438
09 Milled grain production and preparations, bakery products	14,503	36,462	29,344	1,302	846	6,696	4,239	123,096	216,488
10 Animal or vegetable fats, oils and flours	14,843	74,567	2,813	2,456	17	5,581	2,161	169,847	272,284
11 Sugar	33,529	78,012	13,096	0	172	4,724	2,456	109,747	241,735
12 Prepared food stuffs, not elsewhere classified	10,397	229	0	25,140	6,057	106,085	69,450	33,146	250,504
13 Alcoholic and non-alcoholic beverages	13,058	12,963	7,678	11,958	11,554	34,409	17,628	57,589	166,837
14 Sand, gravel and crushed stone	709	29,729	15,197	129	2,124	948	23	357,981	406,840
15 Salt	287	264,511	2,459	0	47	163	50	7,556	275,073
16 Phosphate rock	0	0	0	0	0	993,195	0	0	993,195
17 Sulphur	176	0	2,277	0	0	0	0	33,960	36,413
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	889	30,489	8,219	34	259	9,455	3,911	336,281	389,536
20 Iron ores and concentrates	695	0	0	0	0	0	0	0	695
21 Copper ores and concentrates	0	0	89	0	0	0	0	0	89
22 Nickel ores and concentrates	0	0	1,780,913	0	0	0	0	0	1,780,913
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	56,345	0	10,444	0	0	0	0	66,789
25 Other metallic ores and concentrates	0	50	0	109	0	9	0	25	193
26 Coal	0	0	0	0	0	0	0	0	0
27 Gasoline and aviation turbine fuel	0	3,847	34,117	0	0	1,298	3,829	0	43,091
28 Fuel oils and crude petroleum	0	97,624	161,093	52,455	60	1,480	7,466	16,565	336,743
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	169,345	181,788	264,745	0	0	1,418	12	756,520	1,373,827
30 Coal coke and petroleum coke	82	31,193	1,015	800	0	0	0	19,833	52,922
31 Other refined petroleum and coal products	10,075	153,409	241,004	11,822	5,196	128,740	32,605	304,558	887,408
32 Sulphuric acid	48,561	130,874	165,936	1,347	0	0	0	1,219,644	1,566,362
33 Alumina	19	24	1,015	0	92	1,625	0	322	3,096
34 Other basic chemicals	68,098	66,239	107,100	7,016	7,710	17,550	20,445	349,868	644,026
35 Potash	0	0	465	91	83	0	0	9,924	10,562
36 Fertilizers (excluding potash)	759	9,368	61,309	4,373	10,472	2,883	202	167,472	256,837
37 Other chemical products and preparations	1,970	3,185	30,980	441	539	7,717	4,282	265,229	314,342
38 Plastic and rubber	13,170	50,628	276,889	7,994	485	59,981	11,165	580,460	1,000,772
39 Logs and other wood in the rough	2,010	36,477	138,370	73	0	0	1,578	123,355	301,862
40 Wood chips	0	0	136,100	0	0	4	0	5,980	142,084
41 Lumber	2,585	36,800	74,836	2,773	218	4,399	3,138	507,822	632,570
42 Other wood products (plywood, veneer)	23,272	11,786	16,704	7,091	4,969	17,769	16,694	410,623	508,908
43 Wood pulp	0	210,080	127,245	0	0	0	73,616	1,029,424	1,440,365
44 Newsprint	0	25,682	63,409	3,232	0	12,612	1,203	577,869	684,006

See notes 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	7,237	3,815	5,966	37,707	970	15,913	10,029	96,170	177,805
46 Cement	64,374	53,515	99	80,072	0	4,077	635	333,805	536,576
47 Other non-metallic mineral products	4,194	110	175	18,303	4,933	45,507	4,612	74,642	152,477
48 Iron and steel, primary or semi-finished	17,036	77,216	952,513	144,252	110,956	366,169	96,436	1,400,407	3,164,985
49 Copper, primary or semi-finished	0	7,614	0	0	0	0	0	82,502	90,116
50 Aluminum, primary or semi-finished	0	0	0	7	7	5,028	43	530	5,615
51 Other non-ferrous metal, primary or semi-finished	316	76,189	0	1,399	0	580	6,983	695	86,161
52 Articles of base metal	4,795	503	34,846	3,652	29,925	166,412	10,565	103,746	354,444
53 Machinery	1,596	4,480	2,621	589	411	7,604	3,803	19,220	40,322
54 Automobiles and mini-vans	23,316	90,436	2,534	19,914	8,890	45,890	37,146	836,851	1,064,974
55 Freight motor vehicles	58,894	78,269	586	17,795	27,248	53,938	19,582	871,562	1,127,872
56 Other vehicles	55	16	0	0	0	190	78	7,192	7,532
57 Parts and accessories for motor vehicles	693	361	24,640	447	261	19,989	4,791	253,983	305,165
58 Other transportation equipment	6,583	11,738	55,504	6,693	40,158	304	70	35,210	156,261
59 Metallic waste and scrap	3,934	17,911	41,481	27,176	54,158	305	1,550	874,280	1,020,795
60 Non-metallic waste and scrap	823	39,007	1,025	440	30	622	23,172	91,119	156,238
61 Other manufactured and miscellaneous goods	15,957	3,157	1,525	10,911	5,431	54,170	29,693	24,934	145,777
62 Pool car traffic of freight forwarder and ship associated	8,453	2,392	1,548	43,574	15,103	94,529	59,940	135	225,673
63 Mixed loads or unidentified freight	619,921	1,551,275	27	437,933	146,393	1,647,981	1,895,813	201,391	6,500,733
64 Less than carload shipments	5	0	0	0	0	0	0	0	5
Total tonnage of all rail commodities	1,346,253	5,547,126	5,094,745	1,005,430	497,849	3,973,954	2,549,060	13,281,233	33,295,650
Car type ⁴									
Containers on flat cars (COFC)	689,436	1,251,711	0	537,043	191,538	2,020,172	2,269,571	336,691	7,296,162
Trailers on flat cars (TOFC)	3,209	1,106	0	365	40	2,752	168	182,674	190,314

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	270	182,996	1,298,117	3,687,415	704,520	0	3,633	5,876,952
02 Other cereal grains	7,741	18,202	2,742	156,877	411,204	13,592	125	33,608	644,091
03 Fresh, chilled or dried vegetables	4,143	27	3,208	18,460	83,665	603	1,051	21,784	132,942
04 Fresh, chilled or dried fruit and nuts	273	0	0	0	0	14	5,221	10,180	15,688
05 Colza seeds (canola)	417	6,754	5,241	517,331	127,893	245	0	221	658,103
06 Other oil seeds and nuts, other agricultural product	1,161	2,978	254	125,747	346,296	13,873	7,669	47,274	545,253
07 Animal feed and products	151	84	10,796	5,735	3,661	30,732	181	214,967	266,306
08 Meat, fish, seafood and preparations	1,025	26	0	5,183	2,525	10,526	12,114	2,053	33,452
09 Milled grain production and preparations, bakery products	189	106	29,344	47,876	64,939	23,323	2,807	247,642	416,225
10 Animal or vegetable fats, oils and flours	375	279	2,813	22,161	15,684	15,868	684	67,066	124,929
11 Sugar	180	93,837	13,096	0	0	670	117	75,220	183,119
12 Prepared food stuffs, not elsewhere classified	2,419	676	0	11,733	1,074	19,444	9,625	82,452	127,422
13 Alcoholic and non-alcoholic beverages	35,222	5,936	7,678	27,464	2,219	8,490	1,927	361,087	450,024
14 Sand, gravel and crushed stone	866	242	15,197	0	20	0	2,752	51,283	70,361
15 Salt	0	0	2,459	0	66,611	427	15	773	70,286
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	2,277	36	0	371	0	19	2,703
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	18,149	0	8,219	20,348	37,271	45	110	426,155	510,296
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	179,115	89	653	0	0	39,733	3,457	223,047
22 Nickel ores and concentrates	0	152,615	1,780,913	9,359	0	0	0	9,234	1,952,121
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	13,889	0	0	0	0	160	8,211	22,260
26 Coal	0	0	0	0	330,870	277,540	1,131,836	269	1,740,515
27 Gasoline and aviation turbine fuel	0	785,544	34,117	10,507	5,901	37,321	0	5,335	878,726
28 Fuel oils and crude petroleum	7	863,630	161,093	86,406	10,928	21,539	0	7,561	1,151,164
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	7,458	77,293	264,745	689	9,027	119,208	241	98,786	577,447
30 Coal coke and petroleum coke	0	0	1,015	24	12,755	0	0	15,097	28,890
31 Other refined petroleum and coal products	487	21,304	241,004	414	6,368	45,844	575	316,196	632,192
32 Sulphuric acid	575	16,969	165,936	545	0	0	204	25,767	209,996
33 Alumina	0	31,804	1,015	90	0	0	0	19,886	52,795
34 Other basic chemicals	6,045	416,809	107,100	66,649	6,831	104,439	16,456	980,829	1,705,159
35 Potash	2,703	0	465	0	467,676	0	0	4,024	474,869
36 Fertilizers (excluding potash)	1,431	10,639	61,309	38,545	10,875	123,125	211	351,350	597,484
37 Other chemical products and preparations	417	1,890	30,980	347	59	12,376	3,683	168,569	218,320
38 Plastic and rubber	12,737	34,493	276,889	229	87	141,789	6,300	857,981	1,330,506
39 Logs and other wood in the rough	0	0	138,370	156	11,158	24	8,979	63,162	221,849
40 Wood chips	0	0	136,100	0	0	0	0	227	136,327
41 Lumber	2,335	101,220	74,836	1,955	0	115,906	320,279	16,201	632,731
42 Other wood products (plywood, veneer)	5,554	15,602	16,704	1,779	4,728	111,062	112,851	54,701	322,981
43 Wood pulp	91,007	86,351	127,245	0	0	706	44,404	99,041	448,754
44 Newsprint	2,815	92,508	63,409	2,394	0	0	0	176	161,301

See notes at the end of the table.

Table 14-6 – continued

Rail transportation, Commodity movements to Ontario

	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	61,671	90,594	5,966	19,166	368	10,566	28,642	368,002	584,976
46 Cement	0	0	99	0	0	6,532	0	4,330	10,961
47 Other non-metallic mineral products	17,417	0	175	8,772	6,100	9,619	10,357	81,818	134,258
48 Iron and steel, primary or semi-finished	264	348,354	952,513	9,734	25,808	193	2,596	437,438	1,776,900
49 Copper, primary or semi-finished	25	51	0	0	0	0	31	0	107
50 Aluminum, primary or semi-finished	21	184,400	0	0	0	0	191	4,541	189,153
51 Other non-ferrous metal, primary or semi-finished	348	34,117	0	65,259	0	289	2,330	49	102,391
52 Articles of base metal	934	2,047	34,846	1,096	3,024	2,401	44,372	27,052	115,771
53 Machinery	3,369	2,733	2,621	11	37	630	11,263	39,799	60,462
54 Automobiles and mini-vans	37,246	59	2,534	555	67	3,577	112,828	162,075	318,941
55 Freight motor vehicles	2,451	0	586	113	0	23	31,428	130,103	164,704
56 Other vehicles	215	0	0	0	0	1,347	318	235	2,116
57 Parts and accessories for motor vehicles	209	53	24,640	45	0	2,533	14,073	351,904	393,456
58 Other transportation equipment	134	1,487	55,504	611	352	589	161	12,031	70,869
59 Metallic waste and scrap	1,004	2,834	41,481	3,057	142	6,427	809	188,554	244,309
60 Non-metallic waste and scrap	3,827	2,622	1,025	5,079	719	9,380	3,232	104,534	130,419
61 Other manufactured and miscellaneous goods	6,198	2,070	1,525	48,321	1,680	51,764	37,957	30,904	180,419
62 Pool car traffic of freight forwarder and ship associated	553	4,557	1,548	5,156	1,767	16,973	15,123	72	45,747
63 Mixed loads or unidentified freight	513,743	1,490,925	27	139,664	57,751	302,343	3,401,819	598,906	6,505,177
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	855,511	5,197,992	5,094,745	2,784,447	5,825,558	2,378,802	5,447,840	7,293,824	34,878,717
Car type ⁴									
Containers on flat cars (COFC)	615,007	1,272,782	0	267,705	116,791	596,566	3,599,124	525,706	6,993,681
Trailers on flat cars (TOFC)	1,085	905	0	0	0	1,230	203	306,452	309,875

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	Saskat- chewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	2,334	128,710	1,298,117	148,985	0	2,839	703,631	621,900	2,906,516
02 Other cereal grains	48	14,921	156,877	5,951	82	12,007	62,839	586,756	839,480
03 Fresh, chilled or dried vegetables	6,480	67,111	18,460	0	94	0	20,980	20,462	133,588
04 Fresh, chilled or dried fruit and nuts	0	41	0	0	0	0	0	0	41
05 Colza seeds (canola)	0	152	517,331	12,164	56,744	62,906	140,585	597,586	1,387,466
06 Other oil seeds and nuts, other agricultural product	2,081	38,591	125,747	0	0	3,902	8,996	14,235	193,551
07 Animal feed and products	612	4,454	5,735	1,063	0	7,842	10,341	315,123	345,171
08 Meat, fish, seafood and preparations	0	2,971	5,183	0	0	121	4,676	5	12,955
09 Milled grain production and preparations, bakery products	16,050	42,076	47,876	182	37	4,090	3,804	55,641	169,756
10 Animal or vegetable fats, oils and flours	9,670	67,013	22,161	5,714	258	4,394	10,360	336,670	456,238
11 Sugar	0	0	0	0	0	0	0	354	354
12 Prepared food stuffs, not elsewhere classified	614	7,597	11,733	0	54	1,120	3,154	117,500	141,771
13 Alcoholic and non-alcoholic beverages	25	3,935	27,464	0	26	5,932	3,807	6,133	47,322
14 Sand, gravel and crushed stone	0	0	0	89	0	47,607	14,164	111,099	172,959
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	36	84	0	39	0	87	247
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	21	20,348	99	0	46,956	6,127	5,034	78,585
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	0	653	0	0	0	0	0	653
22 Nickel ores and concentrates	0	0	9,359	0	0	0	0	0	9,359
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	29	10,507	446	0	1,148	41	201	12,372
28 Fuel oils and crude petroleum	0	0	86,406	27,855	25	4,983	26	916	120,212
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	4,999	689	45	1,231	1,115	367	100,014	108,460
30 Coal coke and petroleum coke	0	0	24	0	0	0	24	0	47
31 Other refined petroleum and coal products	0	0	414	406	65	1,417	0	296	2,598
32 Sulphuric acid	0	0	545	8,349	0	0	0	32,834	41,728
33 Alumina	0	0	90	0	0	0	0	0	90
34 Other basic chemicals	976	486	66,649	937	15,850	20,248	32,022	226,426	363,594
35 Potash	0	0	0	0	184	0	0	0	184
36 Fertilizers (excluding potash)	0	720	38,545	3,949	24,580	3,544	2,289	293,493	367,119
37 Other chemical products and preparations	0	310	347	0	127	4,859	88	59	5,791
38 Plastic and rubber	0	245	229	997	85	293	184	665	2,698
39 Logs and other wood in the rough	54	0	156	46	0	0	0	28,982	29,239
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	77	487	1,955	1,033	4	85	1,184	55,515	60,340
42 Other wood products (plywood, veneer)	117	1,061	1,779	8,000	235	84	414	84,547	96,236
43 Wood pulp	0	0	0	0	0	68	257	522	846
44 Newsprint	0	9,093	2,394	0	0	0	819	65,167	77,473

See notes 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	106	39,055	19,166	2,897	98	2,879	7,971	69,929	142,101
46 Cement	0	0	0	0	0	16	0	0	16
47 Other non-metallic mineral products	128	1,743	8,772	0	0	781	402	3,701	15,527
48 Iron and steel, primary or semi-finished	0	6,430	9,734	3,413	0	2,399	1,361	73,761	97,098
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	83,860	83,860
50 Aluminum, primary or semi-finished	0	0	0	0	0	0	102	229	330
51 Other non-ferrous metal, primary or semi-finished	437	686	65,259	90	0	0	3,180	56,534	126,186
52 Articles of base metal	32	256	1,096	4,158	14,177	6,526	1,901	6,320	34,464
53 Machinery	28	110	11	193	122	19	1,337	2,351	4,170
54 Automobiles and mini-vans	0	38	555	0	14	0	41	0	648
55 Freight motor vehicles	0	12	113	137	18	0	0	0	280
56 Other vehicles	240	0	0	17	0	0	497	27	781
57 Parts and accessories for motor vehicles	0	46	45	0	0	3	68	28	191
58 Other transportation equipment	0	105	611	11,798	1,445	262	12	21,615	35,848
59 Metallic waste and scrap	68	3,218	3,057	582	142,304	0	424	40,954	190,606
60 Non-metallic waste and scrap	45	1,142	5,079	0	0	11	13,610	1,442	21,329
61 Other manufactured and miscellaneous goods	63	7,973	48,321	143	191	2,442	1,099	31,679	91,911
62 Pool car traffic of freight forwarder and ship associated	0	3,499	5,156	207	18	0	35	0	8,914
63 Mixed loads or unidentified freight	7,679	130,028	139,664	82	486	14,060	157,701	150	449,849
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	47,964	589,363	2,784,447	250,111	258,555	266,993	1,220,915	4,070,797	9,489,143
Car type ⁴									
Containers on flat cars (COFC)	17,262	269,641	267,705	0	1,026	28,308	189,576	6,208	779,726
Trailers on flat cars (TOFC)	0	0	0	0	0	0	0	0	0

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	148,985	297,982	18,259	0	0	465,226
02 Other cereal grains	0	0	0	5,951	89,072	3,938	0	11,358	110,319
03 Fresh, chilled or dried vegetables	623	67	0	0	121	26	0	412	1,249
04 Fresh, chilled or dried fruit and nuts	0	274	0	0	0	0	0	0	274
05 Colza seeds (canola)	0	0	0	12,164	2,998	0	0	0	15,162
06 Other oil seeds and nuts, other agricultural product	41	143	0	0	0	946	0	393	1,523
07 Animal feed and products	0	722	3,319	1,063	0	1,752	29	14,089	20,973
08 Meat, fish, seafood and preparations	0	836	171	0	0	0	435	0	1,441
09 Milled grain production and preparations, bakery products	26	74	1,302	182	59,538	2,695	324	822	64,963
10 Animal or vegetable fats, oils and flours	91	0	2,456	5,714	0	2,768	274	21,431	32,733
11 Sugar	48	0	0	0	0	0	0	791	839
12 Prepared food stuffs, not elsewhere classified	1,459	3,564	25,140	0	0	1,761	2,194	117	34,234
13 Alcoholic and non-alcoholic beverages	2,115	4,893	11,958	0	0	15,978	5,503	7,028	47,475
14 Sand, gravel and crushed stone	192	0	129	89	0	125	36	0	572
15 Salt	0	0	0	0	182,336	157	0	0	182,493
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	84	31,653	6,877	0	2,094	40,707
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	3,958	34	99	4,497	521	0	9,810	18,919
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	33,325	27,211	60,536
22 Nickel ores and concentrates	0	120,767	0	0	0	0	0	0	120,767
23 Lead ores and concentrates	0	0	0	0	0	0	0	7,363	7,363
24 Zinc ores and concentrates	0	1,032	10,444	0	0	0	0	0	11,475
25 Other metallic ores and concentrates	0	0	109	0	0	0	0	220	328
26 Coal	0	0	0	0	37,728	0	0	257,849	295,577
27 Gasoline and aviation turbine fuel	0	36,888	0	446	8,276	60,026	0	0	105,636
28 Fuel oils and crude petroleum	0	23,602	52,455	27,855	9,023	63,068	0	0	176,003
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	0	0	45	7,204	11,355	0	0	18,605
30 Coal coke and petroleum coke	0	0	800	0	0	0	0	20	820
31 Other refined petroleum and coal products	49	2,049	11,822	406	52,395	20,581	81	5,186	92,569
32 Sulphuric acid	0	0	1,347	8,349	0	1,892	633	0	12,221
33 Alumina	0	2,261	0	0	0	0	0	0	2,261
34 Other basic chemicals	378	10,708	7,016	937	4,941	13,928	33,012	45,388	116,308
35 Potash	0	0	91	0	48,466	0	0	0	48,556
36 Fertilizers (excluding potash)	0	95	4,373	3,949	238,857	485,483	978	164,008	897,743
37 Other chemical products and preparations	36	407	441	0	0	1,807	36	11,694	14,422
38 Plastic and rubber	1,624	4,250	7,994	997	0	13,739	1,904	21,644	52,152
39 Logs and other wood in the rough	0	3,113	73	46	0	0	3,687	44	6,962
40 Wood chips	0	0	0	0	0	0	0	10	10
41 Lumber	330	5,244	2,773	1,033	166	16,810	50,543	8,517	85,416
42 Other wood products (plywood, veneer)	4,438	15,436	7,091	8,000	0	12,051	7,586	6,314	60,916
43 Wood pulp	0	0	0	0	0	68	93	0	161
44 Newsprint	0	0	3,232	0	0	0	137	20	3,389

See notes 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	88	32,193	37,707	2,897	0	18	6,258	11,812	90,972
46 Cement	0	0	80,072	0	454	228,141	3,345	9,106	321,117
47 Other non-metallic mineral products	0	5,657	18,303	0	0	9,603	2,255	8,284	44,102
48 Iron and steel, primary or semi-finished	0	6,746	144,252	3,413	0	86	2,891	27,744	185,132
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	0	0
50 Aluminum, primary or semi-finished	0	263	7	0	0	0	0	0	270
51 Other non-ferrous metal, primary or semi-finished	0	0	1,399	90	0	0	0	62	1,550
52 Articles of base metal	0	1,535	3,652	4,158	53,351	52	1,307	14,773	78,827
53 Machinery	6	28	589	193	0	0	31	3,689	4,536
54 Automobiles and mini-vans	1,615	7,023	19,914	0	0	0	11,631	30,564	70,747
55 Freight motor vehicles	76	1,118	17,795	137	36	18	2,546	27,696	49,422
56 Other vehicles	0	9	0	17	0	0	40	987	1,053
57 Parts and accessories for motor vehicles	0	25	447	0	0	3,916	0	143	4,531
58 Other transportation equipment	0	1,548	6,693	11,798	18,608	12,692	192	44,899	96,429
59 Metallic waste and scrap	0	175	27,176	582	0	46	0	49,571	77,549
60 Non-metallic waste and scrap	152	285	440	0	132	35	456	3,493	4,993
61 Other manufactured and miscellaneous goods	37	1,599	10,911	143	0	1,835	567	4,303	19,396
62 Pool car traffic of freight forwarder and ship associated	0	33,905	43,574	207	0	0	55	116	77,857
63 Mixed loads or unidentified freight	8,248	111,894	437,933	82	14	41,584	139,909	4,727	744,391
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	21,674	444,386	1,005,430	250,111	1,147,846	1,054,637	312,291	865,798	5,102,171
Car type ⁴									
Containers on flat cars (COFC)	14,941	176,260	537,043	0	26	93,835	170,931	42,318	1,035,353
Trailers on flat cars (TOFC)	0	0	365	0	0	0	0	42	406

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	2,459	472,267	3,687,415	297,982	87	0	2,208,319	854,252	7,522,781
02 Other cereal grains	72	61,107	411,204	89,072	817	25,430	580,052	1,514,019	2,681,773
03 Fresh, chilled or dried vegetables	41,098	387,877	83,665	121	1,260	995	1,541,804	52,603	2,109,423
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	0	0	0	0
05 Colza seeds (canola)	0	303	127,893	2,998	36,247	96,243	1,686,511	419,843	2,370,039
06 Other oil seeds and nuts, other agricultural product	0	21,576	346,296	0	0	0	45,644	106,817	520,332
07 Animal feed and products	117	2,380	3,661	0	0	613	61,153	196,729	264,652
08 Meat, fish, seafood and preparations	0	1,094	2,525	0	0	0	2,513	0	6,132
09 Milled grain production and preparations, bakery products	2,625	12,137	64,939	59,538	0	729	98,381	143,697	382,046
10 Animal or vegetable fats, oils and flours	5,496	74,585	15,684	0	572	13,860	97,762	794,712	1,002,671
11 Sugar	0	0	0	0	0	0	0	0	0
12 Prepared food stuffs, not elsewhere classified	0	1,563	1,074	0	0	0	240	974	3,851
13 Alcoholic and non-alcoholic beverages	0	144	2,219	0	0	0	18	0	2,381
14 Sand, gravel and crushed stone	0	0	20	0	0	42	0	2,652	2,713
15 Salt	0	3,568	66,611	182,336	0	118,396	105,527	76,676	553,114
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	31,653	26	55	0	182,330	214,064
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	1,247	2,523	37,271	4,497	141	432	14,629	69,095	129,834
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	22	0	0	0	0	0	0	0	22
24 Zinc ores and concentrates	0	0	0	0	0	0	0	0	0
25 Other metallic ores and concentrates	0	32	0	0	0	0	0	0	32
26 Coal	0	0	330,870	37,728	0	0	0	48,031	416,629
27 Gasoline and aviation turbine fuel	0	0	5,901	8,276	46	640	0	0	14,863
28 Fuel oils and crude petroleum	0	0	10,928	9,023	131	15,885	5,803	58,100	99,869
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	2,132	4,963	9,027	7,204	1,469	14,236	0	94,662	133,693
30 Coal coke and petroleum coke	0	0	12,755	0	3,700	50,453	5,002	94,765	166,675
31 Other refined petroleum and coal products	0	11,998	6,368	52,395	5,378	3,895	0	667,649	747,683
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	32	6,831	4,941	673	9,902	21,738	43,475	87,592
35 Potash	0	28,418	467,676	48,466	19,912	3,711	6,500,602	8,752,417	15,821,200
36 Fertilizers (excluding potash)	191	19,892	10,875	238,857	33,012	31,720	16,952	101,419	452,918
37 Other chemical products and preparations	0	40	59	0	0	10,776	0	468	11,343
38 Plastic and rubber	0	78	87	0	0	367	43	1,247	1,822
39 Logs and other wood in the rough	0	0	11,158	0	0	0	0	7,648	18,806
40 Wood chips	0	0	0	0	0	0	23	0	23
41 Lumber	0	0	0	166	0	0	0	4,132	4,298
42 Other wood products (plywood, veneer)	0	2,075	4,728	0	68	457	5,138	124,125	136,591
43 Wood pulp	0	0	0	0	0	0	314,135	0	314,135
44 Newsprint	0	0	0	0	0	0	0	0	0

See notes at the end of the table.

Table 14-9 – continued

Rail transportation, Commodity movements from Saskatchewan

	Destination								Total tonnage for all destinations
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	0	320	368	0	0	15	171	0	875
46 Cement	0	0	0	454	64	0	0	0	518
47 Other non-metallic mineral products	0	2,707	6,100	0	0	48	0	51	8,906
48 Iron and steel, primary or semi-finished	0	303	25,808	0	0	285,345	77,475	45,822	434,752
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	27	0	0	0	0	0	0	27
52 Articles of base metal	0	27	3,024	53,351	38,184	79,805	78	116,617	291,086
53 Machinery	0	959	37	0	0	14	778	7,085	8,873
54 Automobiles and mini-vans	0	9	67	0	0	0	0	27	103
55 Freight motor vehicles	0	0	0	36	0	0	0	14	50
56 Other vehicles	0	29	0	0	0	0	10	27	66
57 Parts and accessories for motor vehicles	0	8	0	0	0	0	22	196	226
58 Other transportation equipment	227	58	352	18,608	13,776	4,617	0	4,496	42,133
59 Metallic waste and scrap	0	1,052	142	0	12,285	8,794	426	11,335	34,035
60 Non-metallic waste and scrap	109	1,746	719	132	0	732	2,870	1,539	7,847
61 Other manufactured and miscellaneous goods	0	218	1,680	0	0	50	23	923	2,893
62 Pool car traffic of freight forwarder and ship associated	0	3,128	1,767	0	0	0	0	0	4,895
63 Mixed loads or unidentified freight	15,342	325,220	57,751	14	0	194	129,548	210	528,278
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	71,137	1,444,463	5,825,558	1,147,846	167,847	778,449	13,523,387	14,600,876	37,559,562
Car type ⁴									
Containers on flat cars (COFC)	56,886	538,104	116,791	26	9	470	221,378	10,575	944,240
Trailers on flat cars (TOFC)	0	0	0	0	0	0	0	0	0

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	1,289	0	87	0	0	84	1,460
02 Other cereal grains	0	0	0	82	817	2,247	635	189,710	193,490
03 Fresh, chilled or dried vegetables	0	20	25	94	1,260	0	0	20	1,420
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	0	4	0	4
05 Colza seeds (canola)	0	0	0	56,744	36,247	9,947	0	0	102,937
06 Other oil seeds and nuts, other agricultural product	54	216	0	0	0	1,003	20	116	1,410
07 Animal feed and products	0	437	519	0	0	289	0	58,678	59,922
08 Meat, fish, seafood and preparations	0	55	241	0	0	0	111	0	407
09 Milled grain production and preparations, bakery products	0	210	846	37	0	39	144	739	2,016
10 Animal or vegetable fats, oils and flours	0	0	17	258	572	2,410	180	186	3,622
11 Sugar	0	24	172	0	0	1,202	0	1,380	2,778
12 Prepared food stuffs, not elsewhere classified	0	1,884	6,057	54	0	1,061	62	469	9,587
13 Alcoholic and non-alcoholic beverages	547	4,317	11,554	26	0	389	1,841	4,764	23,438
14 Sand, gravel and crushed stone	0	0	2,124	0	0	3	0	1,062	3,188
15 Salt	0	0	47	0	0	64	0	20	132
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	26	27	0	78	132
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	0	259	0	141	537	93	18,996	20,025
20 Iron ores and concentrates	0	359	0	0	0	0	0	14,376	14,735
21 Copper ores and concentrates	0	27	0	0	0	0	0	0	27
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	28	0	0	0	0	0	0	28
26 Coal	0	0	0	0	0	0	17,434	0	17,434
27 Gasoline and aviation turbine fuel	0	0	0	0	46	815	0	50,557	51,418
28 Fuel oils and crude petroleum	0	0	60	25	131	51,696	0	0	51,912
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	0	0	1,231	1,469	55,664	94	55,733	114,191
30 Coal coke and petroleum coke	0	0	0	0	3,700	0	0	357	4,057
31 Other refined petroleum and coal products	0	7,151	5,196	65	5,378	38,275	5,392	25,752	87,210
32 Sulphuric acid	0	0	0	0	0	655	180	0	835
33 Alumina	0	2,429	92	0	0	0	0	0	2,521
34 Other basic chemicals	12	10,996	7,710	15,850	673	49,016	6,882	128,886	220,025
35 Potash	0	0	83	184	19,912	0	0	0	20,179
36 Fertilizers (excluding potash)	0	0	10,472	24,580	33,012	536,277	27,401	266,824	898,566
37 Other chemical products and preparations	53	7,087	539	127	0	19	20	36,186	44,030
38 Plastic and rubber	0	1,579	485	85	0	10,963	979	20,016	34,108
39 Logs and other wood in the rough	60	2,697	0	0	0	361	299	747	4,164
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	240	257	218	4	0	1,192	10,456	1,833	14,199
42 Other wood products (plywood, veneer)	866	4,925	4,969	235	68	0	93	4,522	15,679
43 Wood pulp	0	0	0	0	0	0	0	0	0
44 Newsprint	0	0	0	0	0	269	0	18	287

See notes 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	5,773	970	98	0	0	3,185	5,398	15,424
46 Cement	0	0	0	0	64	138,556	7,896	4,814	151,331
47 Other non-metallic mineral products	0	267	4,933	0	0	13,179	69	66,376	84,824
48 Iron and steel, primary or semi-finished	0	10,442	110,956	0	0	93	168	313,416	435,074
49 Copper, primary or semi-finished	0	4,026	0	0	0	0	0	0	4,026
50 Aluminum, primary or semi-finished	0	8,764	7	0	0	0	0	0	8,772
51 Other non-ferrous metal, primary or semi-finished	0	1,832	0	0	0	0	0	33	1,864
52 Articles of base metal	0	181	29,925	14,177	38,184	784	807	42,544	126,602
53 Machinery	18	122	411	122	0	7	5	9,948	10,633
54 Automobiles and mini-vans	1,383	1,275	8,890	14	0	0	4,418	20,201	36,180
55 Freight motor vehicles	51	113	27,248	18	0	0	1,202	12,603	41,235
56 Other vehicles	0	40	0	0	0	37	0	449	526
57 Parts and accessories for motor vehicles	0	0	261	0	0	0	0	326	587
58 Other transportation equipment	0	477	40,158	1,445	13,776	19,045	459	18,436	93,795
59 Metallic waste and scrap	0	841	54,158	142,304	12,285	177,448	11,470	382,410	780,916
60 Non-metallic waste and scrap	0	167	30	0	0	0	727	6,398	7,321
61 Other manufactured and miscellaneous goods	1,480	1,296	5,431	191	0	22	136	2,209	10,765
62 Pool car traffic of freight forwarder and ship associated	3	6,111	15,103	18	0	36	18	19	21,308
63 Mixed loads or unidentified freight	1,818	54,745	146,393	486	0	7,825	63,644	3,400	278,312
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	6,583	141,169	497,849	258,555	167,847	1,121,452	166,523	1,771,085	4,131,062
Car type ⁴									
Containers on flat cars (COFC)	4,074	77,487	191,538	1,026	9	13,147	71,043	40,887	399,211
Trailers on flat cars (TOFC)	0	0	40	0	0	0	0	0	40

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	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	0	4,869	704,520	18,259	0	414	4,491,916	105,356	5,325,333
02 Other cereal grains	0	608	13,592	3,938	2,247	31,994	708,947	102,261	863,586
03 Fresh, chilled or dried vegetables	998	30,405	603	26	0	247	391,512	6,043	429,834
04 Fresh, chilled or dried fruit and nuts	0	21	14	0	0	0	0	0	35
05 Colza seeds (canola)	0	0	245	0	9,947	4,078	3,021,695	482	3,036,447
06 Other oil seeds and nuts, other agricultural product	53	2,595	13,873	946	1,003	84	17,485	6,799	42,839
07 Animal feed and products	661	19,826	30,732	1,752	289	18,084	117,515	453,360	642,218
08 Meat, fish, seafood and preparations	452	8,960	10,526	0	0	0	606	0	20,544
09 Milled grain production and preparations, bakery products	0	24,419	23,323	2,695	39	1,338	261,500	140,211	453,525
10 Animal or vegetable fats, oils and flours	551	1,826	15,868	2,768	2,410	4,825	535,684	280,153	844,085
11 Sugar	0	40	670	0	1,202	1,732	0	48,313	51,956
12 Prepared food stuffs, not elsewhere classified	279	12,305	19,444	1,761	1,061	81	6,765	71,054	112,748
13 Alcoholic and non-alcoholic beverages	144	6,628	8,490	15,978	389	95	35,848	18,758	86,331
14 Sand, gravel and crushed stone	0	0	0	125	3	2,015,555	17,852	62,747	2,096,281
15 Salt	0	0	427	157	64	251	1,715	0	2,615
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	371	6,877	27	8,252	3,547,299	1,821,790	5,384,616
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	16	0	45	521	537	905	828	374	3,226
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	86	86
26 Coal	0	0	277,540	0	0	443,793	5,822,300	0	6,543,632
27 Gasoline and aviation turbine fuel	0	22	37,321	60,026	815	60,771	79,146	693	238,793
28 Fuel oils and crude petroleum	6	47,969	21,539	63,068	51,696	284,318	1,029,445	383,338	1,881,379
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	12,856	24,763	119,208	11,355	55,664	120,963	92,219	1,226,151	1,663,178
30 Coal coke and petroleum coke	0	106,030	0	0	0	26,512	622,672	109,052	864,265
31 Other refined petroleum and coal products	39	13,059	45,844	20,581	38,275	66,848	151,219	231,151	567,015
32 Sulphuric acid	0	0	0	1,892	655	29,846	32,031	20,380	84,804
33 Alumina	0	0	0	0	0	0	0	10	10
34 Other basic chemicals	1,038	70,928	104,439	13,928	49,016	127,900	1,289,324	716,820	2,373,392
35 Potash	0	0	0	0	0	0	103	0	103
36 Fertilizers (excluding potash)	7,864	40,099	123,125	485,483	536,277	232,284	210,247	1,778,938	3,414,317
37 Other chemical products and preparations	124	513	12,376	1,807	19	2,026	10,934	7,473	35,272
38 Plastic and rubber	18,868	87,811	141,789	13,739	10,963	143,430	129,959	1,721,456	2,268,015
39 Logs and other wood in the rough	289	174	24	0	361	49,829	201	0	50,879
40 Wood chips	0	0	0	0	0	0	5	18,487	18,491
41 Lumber	7,310	30,302	115,906	16,810	1,192	1,515	68,244	959,795	1,201,073
42 Other wood products (plywood, veneer)	3,783	115,190	111,062	12,051	0	41	26,661	512,950	781,738
43 Wood pulp	0	33,989	706	68	0	67,505	1,085,395	1,136,756	2,324,418
44 Newsprint	0	0	0	0	269	504	54	110,058	110,883

See notes 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	0	1,354	10,566	18	0	125	428	230	12,721
46 Cement	26	0	6,532	228,141	138,556	149,055	57,784	169,496	749,590
47 Other non-metallic mineral products	12,369	22,125	9,619	9,603	13,179	267	1,579	27,330	96,069
48 Iron and steel, primary or semi-finished	272	334	193	86	93	1,048	35,832	47,208	85,066
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	0	0
50 Aluminum, primary or semi-finished	0	98	0	0	0	0	0	0	98
51 Other non-ferrous metal, primary or semi-finished	0	1,103	289	0	0	0	7,042	398	8,831
52 Articles of base metal	220	231	2,401	52	784	43,124	14,393	228,493	289,698
53 Machinery	649	239	630	0	7	241	967	2,207	4,939
54 Automobiles and mini-vans	219	1,324	3,577	0	0	0	379	0	5,498
55 Freight motor vehicles	0	11	23	18	0	0	0	0	52
56 Other vehicles	30	2,307	1,347	0	37	0	826	4,864	9,412
57 Parts and accessories for motor vehicles	0	28	2,533	3,916	0	0	5,791	144	12,412
58 Other transportation equipment	0	30	589	12,692	19,045	28,117	778	5,929	67,180
59 Metallic waste and scrap	0	2,749	6,427	46	177,448	69,012	160,514	237,037	653,232
60 Non-metallic waste and scrap	1,163	1,218	9,380	35	0	190	20,314	55,036	87,335
61 Other manufactured and miscellaneous goods	254	10,308	51,764	1,835	22	193	2,662	11,019	78,057
62 Pool car traffic of freight forwarder and ship associated	1,833	10,154	16,973	0	36	16	179	0	29,191
63 Mixed loads or unidentified freight	14,817	212,378	302,343	41,584	7,825	926	1,012,407	475	1,592,755
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	87,182	949,340	2,378,802	1,054,637	1,121,452	4,038,332	25,129,196	12,841,158	47,600,098
Car type ⁴									
Containers on flat cars (COFC)	22,241	465,683	596,566	93,835	13,147	1,596	1,267,646	145,062	2,605,775
Trailers on flat cars (TOFC)	13	1,802	1,230	0	0	0	0	0	3,044

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	23	0	2,839	0	414	90	2,219	5,584
02 Other cereal grains	0	36	84	12,007	25,430	31,994	172	601,737	671,460
03 Fresh, chilled or dried vegetables	77	24	40	0	995	247	0	86	1,469
04 Fresh, chilled or dried fruit and nuts	0	813	23	0	0	0	230	77	1,143
05 Colza seeds (canola)	0	0	0	62,906	96,243	4,078	0	327	163,554
06 Other oil seeds and nuts, other agricultural product	186	203	125	3,902	0	84	35	2,224	6,759
07 Animal feed and products	0	3,702	23,983	7,842	613	18,084	6,192	598,431	658,847
08 Meat, fish, seafood and preparations	912	1,766	1,753	121	0	0	3,056	54	7,661
09 Milled grain production and preparations, bakery products	0	4,695	6,696	4,090	729	1,338	853	29,250	47,650
10 Animal or vegetable fats, oils and flours	0	211	5,581	4,394	13,860	4,825	798	37,177	66,847
11 Sugar	274	24	4,724	0	0	1,732	728	50,460	57,940
12 Prepared food stuffs, not elsewhere classified	302	19,955	106,085	1,120	0	81	4,121	11,184	142,846
13 Alcoholic and non-alcoholic beverages	4,466	21,772	34,409	5,932	0	95	39,124	24,384	130,184
14 Sand, gravel and crushed stone	0	57,169	948	47,607	42	2,015,555	183,701	467,223	2,772,245
15 Salt	0	0	163	0	118,396	251	0	603	119,414
16 Phosphate rock	0	0	993,195	0	0	0	0	5,211	998,406
17 Sulphur	0	0	0	39	55	8,252	0	563	8,910
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	181	225	9,455	46,956	432	905	107,682	215,906	381,742
20 Iron ores and concentrates	0	0	0	0	0	0	0	472	472
21 Copper ores and concentrates	0	0	0	0	0	0	0	51	51
22 Nickel ores and concentrates	14,724	0	0	0	0	0	0	0	14,724
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	1,814	91	9	0	0	0	0	173	2,088
26 Coal	0	0	0	0	0	443,793	23,963	5,548	473,305
27 Gasoline and aviation turbine fuel	0	5,440	1,298	1,148	640	60,771	345,469	1,050,374	1,465,140
28 Fuel oils and crude petroleum	0	13,775	1,480	4,983	15,885	284,318	3,944	215,269	539,653
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	27,760	34,782	1,418	1,115	14,236	120,963	17,860	137,958	356,091
30 Coal coke and petroleum coke	0	0	0	0	50,453	26,512	0	96,467	173,432
31 Other refined petroleum and coal products	25	3,961	128,740	1,417	3,895	66,848	9,153	420,136	634,174
32 Sulphuric acid	0	0	0	0	0	29,846	3,884	1,513	35,243
33 Alumina	0	10,377	1,625	0	0	0	0	1,340	13,342
34 Other basic chemicals	4,194	44,904	17,550	20,248	9,902	127,900	666,852	414,748	1,306,296
35 Potash	0	0	0	0	3,711	0	0	0	3,711
36 Fertilizers (excluding potash)	0	23	2,883	3,544	31,720	232,284	24,541	62,704	357,698
37 Other chemical products and preparations	128	10,806	7,717	4,859	10,776	2,026	935	170,010	207,256
38 Plastic and rubber	2,756	17,667	59,981	293	367	143,430	3,578	130,636	358,707
39 Logs and other wood in the rough	0	78	0	0	0	49,829	1,853	2,176	53,935
40 Wood chips	0	0	4	0	0	0	0	97	101
41 Lumber	1,061	10,157	4,399	85	0	1,515	149,556	44,325	211,099
42 Other wood products (plywood, veneer)	6,422	18,439	17,769	84	457	41	35,119	39,339	117,670
43 Wood pulp	0	0	0	68	0	67,505	91	184	67,847
44 Newsprint	0	23	12,612	0	0	504	16,331	77	29,546

See notes 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	953	17,491	15,913	2,879	15	125	70,013	70,029	177,418
46 Cement	0	0	4,077	16	0	149,055	96,144	341,509	590,801
47 Other non-metallic mineral products	463	5,833	45,507	781	48	267	4,388	318,429	375,716
48 Iron and steel, primary or semi-finished	0	38,241	366,169	2,399	285,345	1,048	37,511	529,600	1,260,312
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	0	0
50 Aluminum, primary or semi-finished	0	117	5,028	0	0	0	7,857	7,074	20,076
51 Other non-ferrous metal, primary or semi-finished	50,061	35	580	0	0	0	1,718	466	52,861
52 Articles of base metal	622	8,305	166,412	6,526	79,805	43,124	64,938	279,411	649,144
53 Machinery	5,987	1,137	7,604	19	14	241	8,544	79,117	102,663
54 Automobiles and mini-vans	11,738	6,105	45,890	0	0	0	26,720	119,033	209,486
55 Freight motor vehicles	548	364	53,938	0	0	0	10,865	124,801	190,514
56 Other vehicles	64	4,749	190	0	0	0	45	5,447	10,494
57 Parts and accessories for motor vehicles	0	578	19,989	3	0	0	1,007	4,342	25,918
58 Other transportation equipment	0	430	304	262	4,617	28,117	373	6,837	40,940
59 Metallic waste and scrap	0	304	305	0	8,794	69,012	16,160	7,483	102,058
60 Non-metallic waste and scrap	176	1,277	622	11	732	190	12,425	21,588	37,021
61 Other manufactured and miscellaneous goods	1,489	30,374	54,170	2,442	50	193	5,794	34,306	128,819
62 Pool car traffic of freight forwarder and ship associated	20	59,308	94,529	0	0	16	2,425	298	156,596
63 Mixed loads or unidentified freight	26,551	524,035	1,647,981	14,060	194	926	790,616	35,612	3,039,975
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	163,952	979,823	3,973,954	266,993	778,449	4,038,332	2,807,450	6,826,096	19,835,049
Car type ⁴									
Containers on flat cars (COFC)	38,473	711,074	2,020,172	28,308	470	1,596	874,712	394,147	4,068,951
Trailers on flat cars (TOFC)	0	0	2,752	0	0	0	0	318	3,071

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	90	104,256	0	104,345
02 Other cereal grains	0	35	125	0	635	172	68,038	43,934	112,939
03 Fresh, chilled or dried vegetables	26	5,279	1,051	0	0	0	3,164	0	9,520
04 Fresh, chilled or dried fruit and nuts	0	11,126	5,221	0	4	230	0	73	16,653
05 Colza seeds (canola)	0	0	0	0	0	0	102,009	0	102,009
06 Other oil seeds and nuts, other agricultural product	48	8,406	7,669	0	20	35	180	301	16,659
07 Animal feed and products	223	68	181	29	0	6,192	3,391	2,932	13,016
08 Meat, fish, seafood and preparations	132	8,483	12,114	435	111	3,056	0	9	24,339
09 Milled grain production and preparations, bakery products	0	447	2,807	324	144	853	2,205	410	7,190
10 Animal or vegetable fats, oils and flours	151	225	684	274	180	798	153	142	2,606
11 Sugar	0	0	117	0	0	728	0	655	1,500
12 Prepared food stuffs, not elsewhere classified	0	6,099	9,625	2,194	62	4,121	0	1,105	23,205
13 Alcoholic and non-alcoholic beverages	158	951	1,927	5,503	1,841	39,124	0	1,217	50,721
14 Sand, gravel and crushed stone	0	1,142	2,752	36	0	183,701	48,119	7,788	243,539
15 Salt	0	0	15	0	0	0	34,744	0	34,760
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	0	0	1,023,480	6,456	1,029,936
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	107	110	0	93	107,682	140,164	381	248,536
20 Iron ores and concentrates	0	0	0	0	0	0	0	59	59
21 Copper ores and concentrates	0	128,630	39,733	33,325	0	0	401,536	0	603,224
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	48,196	0	48,196
25 Other metallic ores and concentrates	0	6,581	160	0	0	0	5,160	0	11,901
26 Coal	0	0	1,131,836	0	17,434	23,963	22,982,523	980,160	25,135,917
27 Gasoline and aviation turbine fuel	0	0	0	0	0	345,469	0	811	346,280
28 Fuel oils and crude petroleum	0	0	0	0	0	3,944	123,731	21,324	148,999
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	542	220	241	0	94	17,860	17,895	49,464	86,316
30 Coal coke and petroleum coke	0	0	0	0	0	0	0	0	0
31 Other refined petroleum and coal products	0	19	575	81	5,392	9,153	0	2,452	17,672
32 Sulphuric acid	0	255	204	633	180	3,884	107,105	147,243	259,503
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	16,732	36,821	16,456	33,012	6,882	666,852	397,973	62,158	1,236,885
35 Potash	0	0	0	0	0	0	0	0	0
36 Fertilizers (excluding potash)	52	78	211	978	27,401	24,541	528	76,356	130,145
37 Other chemical products and preparations	0	1,530	3,683	36	20	935	3,868	4,758	14,831
38 Plastic and rubber	636	13,732	6,300	1,904	979	3,578	264	4,214	31,607
39 Logs and other wood in the rough	4,515	649	8,979	3,687	299	1,853	88,968	12,429	121,379
40 Wood chips	0	0	0	0	0	0	1,962,798	604	1,963,402
41 Lumber	29,307	75,605	320,279	50,543	10,456	149,556	630,182	4,631,255	5,897,182
42 Other wood products (plywood, veneer)	35,658	106,202	112,851	7,586	93	35,119	1,022,120	638,158	1,957,788
43 Wood pulp	25	17,012	44,404	93	0	91	2,306,185	973,932	3,341,741
44 Newsprint	0	0	0	137	0	16,331	4,047	108,513	129,028

See notes at the end of the table.

Table 14-13 – continued

Rail transportation, Commodity movements from British Columbia

	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	49	15,976	28,642	6,258	3,185	70,013	19,418	788,243	931,783
46 Cement	0	0	0	3,345	7,896	96,144	62,453	166,902	336,740
47 Other non-metallic mineral products	42	4,364	10,357	2,255	69	4,388	45,399	73,313	140,187
48 Iron and steel, primary or semi-finished	0	2,067	2,596	2,891	168	37,511	64	5,348	50,645
49 Copper, primary or semi-finished	0	810	31	0	0	0	0	0	841
50 Aluminum, primary or semi-finished	0	1,712	191	0	0	7,857	0	19,227	28,986
51 Other non-ferrous metal, primary or semi-finished	0	563	2,330	0	0	1,718	24,442	303,372	332,425
52 Articles of base metal	594	10,101	44,372	1,307	807	64,938	4,010	14,186	140,315
53 Machinery	145	3,334	11,263	31	5	8,544	2,211	1,249	26,782
54 Automobiles and mini-vans	29,812	147,689	112,828	11,631	4,418	26,720	0	21	333,119
55 Freight motor vehicles	6,082	28,973	31,428	2,546	1,202	10,865	0	0	81,094
56 Other vehicles	0	464	318	40	0	45	0	111	977
57 Parts and accessories for motor vehicles	0	2,123	14,073	0	0	1,007	0	19	17,222
58 Other transportation equipment	5	20	161	192	459	373	562	779	2,552
59 Metallic waste and scrap	0	68	809	0	11,470	16,160	11,227	138,236	177,970
60 Non-metallic waste and scrap	0	2,567	3,232	456	727	12,425	36	62,083	81,527
61 Other manufactured and miscellaneous goods	3,276	6,847	37,957	567	136	5,794	942	9,093	64,611
62 Pool car traffic of freight forwarder and ship associated	113	7,290	15,123	55	18	2,425	0	11	25,035
63 Mixed loads or unidentified freight	8,528	2,172,884	3,401,819	139,909	63,644	790,616	25,461	1,124,475	7,727,336
64 Less than carload shipments	10	0	0	0	0	0	0	0	10
Total tonnage of all rail commodities	136,861	2,837,550	5,447,840	312,291	166,523	2,807,450	31,829,208	10,485,961	54,023,683
Car type ⁴									
Containers on flat cars (COFC)	13,955	2,325,303	3,599,124	170,931	71,043	874,712	25,461	1,239,274	8,319,803
Trailers on flat cars (TOFC)	0	127	203	0	0	0	0	0	330

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	82	62	703,631	2,208,319	4,491,916	104,256	0	7,508,264
02 Other cereal grains	0	861	9,406	62,839	580,052	708,947	68,038	138,926	1,569,069
03 Fresh, chilled or dried vegetables	145	12,985	22,153	20,980	1,541,804	391,512	3,164	2,246	1,994,990
04 Fresh, chilled or dried fruit and nuts	0	196	59	0	0	0	0	306	561
05 Colza seeds (canola)	0	0	0	140,585	1,686,511	3,021,695	102,009	84	4,950,884
06 Other oil seeds and nuts, other agricultural product	0	4,300	11,929	8,996	45,644	17,485	180	6,940	95,473
07 Animal feed and products	0	267	10,190	10,341	61,153	117,515	3,391	190,451	393,308
08 Meat, fish, seafood and preparations	0	12,020	14,172	4,676	2,513	606	0	170	34,156
09 Milled grain production and preparations, bakery products	0	660	4,239	3,804	98,381	261,500	2,205	8,898	379,686
10 Animal or vegetable fats, oils and flours	300	25	2,161	10,360	97,762	535,684	153	31,739	678,183
11 Sugar	209	346	2,456	0	0	0	0	25,106	28,116
12 Prepared food stuffs, not elsewhere classified	116	9,731	69,450	3,154	240	6,765	0	4,756	94,211
13 Alcoholic and non-alcoholic beverages	1,684	12,635	17,628	3,807	18	35,848	0	8,545	80,164
14 Sand, gravel and crushed stone	0	22,117	23	14,164	0	17,852	48,119	47,462	149,737
15 Salt	0	0	50	0	105,527	1,715	34,744	41,358	183,394
16 Phosphate rock	0	0	0	0	0	0	0	57	57
17 Sulphur	0	0	0	0	0	3,547,299	1,023,480	0	4,570,779
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	101	2,651	3,911	6,127	14,629	828	140,164	10,976	179,387
20 Iron ores and concentrates	0	0	0	0	0	0	0	28,959	28,959
21 Copper ores and concentrates	0	0	0	0	0	0	401,536	0	401,536
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	779	0	0	0	0	0	15,324	16,104
24 Zinc ores and concentrates	0	65,402	0	0	0	0	48,196	45,791	159,389
25 Other metallic ores and concentrates	0	44	0	0	0	0	5,160	1,017	6,221
26 Coal	0	0	0	0	0	5,822,300	22,982,523	1,417,986	30,222,808
27 Gasoline and aviation turbine fuel	0	654	3,829	41	0	79,146	0	2,310	85,979
28 Fuel oils and crude petroleum	0	17,055	7,466	26	5,803	1,029,445	123,731	1,409	1,184,935
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	0	12	367	0	92,219	17,895	56	110,550
30 Coal coke and petroleum coke	0	0	0	24	5,002	622,672	0	135,156	762,854
31 Other refined petroleum and coal products	0	909	32,605	0	0	151,219	0	3,939	188,672
32 Sulphuric acid	0	0	0	0	0	32,031	107,105	0	139,136
33 Alumina	0	2,508	0	0	0	0	0	0	2,508
34 Other basic chemicals	0	36,254	20,445	32,022	21,738	1,289,324	397,973	94,539	1,892,295
35 Potash	0	0	0	0	6,500,602	103	0	0	6,500,705
36 Fertilizers (excluding potash)	0	230	202	2,289	16,952	210,247	528	8,487	238,934
37 Other chemical products and preparations	25	1,115	4,282	88	0	10,934	3,868	23,308	43,620
38 Plastic and rubber	2,347	6,405	11,165	184	43	129,959	264	66,709	217,075
39 Logs and other wood in the rough	0	316	1,578	0	0	201	88,968	42	91,104
40 Wood chips	0	0	0	0	23	5	1,962,798	84	1,962,909
41 Lumber	183	12,777	3,138	1,184	0	68,244	630,182	7,622	723,329
42 Other wood products (plywood, veneer)	1,900	4,133	16,694	414	5,138	26,661	1,022,120	15,039	1,092,099
43 Wood pulp	0	68,377	73,616	257	314,135	1,085,395	2,306,185	13,402	3,861,367
44 Newsprint	0	18	1,203	819	0	54	4,047	121	6,261

See notes 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	1,251	15,742	10,029	7,971	171	428	19,418	15,087	70,097
46 Cement	0	0	635	0	0	57,784	62,453	2,297	123,169
47 Other non-metallic mineral products	163	68,130	4,612	402	0	1,579	45,399	17,966	138,251
48 Iron and steel, primary or semi-finished	0	32,918	96,436	1,361	77,475	35,832	64	92,886	336,971
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	84	84
50 Aluminum, primary or semi-finished	0	1,051	43	102	0	0	0	362	1,557
51 Other non-ferrous metal, primary or semi-finished	858	958	6,983	3,180	0	7,042	24,442	824	44,286
52 Articles of base metal	76	11,012	10,565	1,901	78	14,393	4,010	30,397	72,432
53 Machinery	435	995	3,803	1,337	778	967	2,211	18,827	29,353
54 Automobiles and mini-vans	15,400	991	37,146	41	0	379	0	58,261	112,217
55 Freight motor vehicles	809	89	19,582	0	0	0	0	48,597	69,077
56 Other vehicles	45	106	78	497	10	826	0	878	2,441
57 Parts and accessories for motor vehicles	0	15	4,791	68	22	5,791	0	555	11,241
58 Other transportation equipment	6	282	70	12	0	778	562	5,014	6,724
59 Metallic waste and scrap	0	5,187	1,550	424	426	160,514	11,227	79,248	258,576
60 Non-metallic waste and scrap	20	17,995	23,172	13,610	2,870	20,314	36	20,096	98,113
61 Other manufactured and miscellaneous goods	224	10,410	29,693	1,099	23	2,662	942	11,302	56,353
62 Pool car traffic of freight forwarder and ship associated	0	39,825	59,940	35	0	179	0	38	100,016
63 Mixed loads or unidentified freight	20,424	1,039,875	1,895,813	157,701	129,548	1,012,407	25,461	614,055	4,895,282
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	46,721	1,541,432	2,549,060	1,220,915	13,523,387	25,129,196	31,829,208	3,416,091	79,256,009
Car type ⁴									
Containers on flat cars (COFC)	26,437	1,367,201	2,269,571	189,576	221,378	1,267,646	25,461	718,573	6,085,844
Trailers on flat cars (TOFC)	0	0	168	0	0	0	0	21	189

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	531	3,633	0	84	2,219	0	1,010,309	1,016,776
02 Other cereal grains	31,972	326,369	33,608	11,358	189,710	601,737	138,926	1,461,949	2,795,628
03 Fresh, chilled or dried vegetables	2,855	92,059	21,784	412	20	86	2,246	52,111	171,574
04 Fresh, chilled or dried fruit and nuts	277	13,489	10,180	0	0	77	306	0	24,329
05 Colza seeds (canola)	0	0	221	0	0	327	84	0	632
06 Other oil seeds and nuts, other agricultural product	22	9,538	47,274	393	116	2,224	6,940	1,600,884	1,667,391
07 Animal feed and products	50,604	665,204	214,967	14,089	58,678	598,431	190,451	331,471	2,123,894
08 Meat, fish, seafood and preparations	601	4,475	2,053	0	0	54	170	298	7,649
09 Milled grain production and preparations, bakery products	2,481	69,255	247,642	822	739	29,250	8,898	143,392	502,480
10 Animal or vegetable fats, oils and flours	17,027	46,253	67,066	21,431	186	37,177	31,739	44,400	265,279
11 Sugar	1,198	93,662	75,220	791	1,380	50,460	25,106	7,781	255,597
12 Prepared food stuffs, not elsewhere classified	4,564	23,773	82,452	117	469	11,184	4,756	7,707	135,022
13 Alcoholic and non-alcoholic beverages	3,440	32,924	361,087	7,028	4,764	24,384	8,545	87,490	529,661
14 Sand, gravel and crushed stone	3,249	114,735	51,283	0	1,062	467,223	47,462	94,884	779,897
15 Salt	40	75	773	0	20	603	41,358	427	43,296
16 Phosphate rock	0	0	0	0	0	5,211	57	0	5,268
17 Sulphur	0	86	19	2,094	78	563	0	29	2,870
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	128,912	150,589	426,155	9,810	18,996	215,906	10,976	78,820	1,040,164
20 Iron ores and concentrates	0	1,097	0	0	14,376	472	28,959	0	44,904
21 Copper ores and concentrates	0	80,341	3,457	27,211	0	51	0	0	111,060
22 Nickel ores and concentrates	0	0	9,234	0	0	0	0	0	9,234
23 Lead ores and concentrates	0	0	0	7,363	0	0	15,324	0	22,687
24 Zinc ores and concentrates	0	0	0	0	0	0	45,791	20	45,811
25 Other metallic ores and concentrates	0	285	8,211	220	0	173	1,017	0	9,905
26 Coal	2,793	29,545	269	257,849	0	5,548	1,417,986	172	1,714,163
27 Gasoline and aviation turbine fuel	0	61	5,335	0	50,557	1,050,374	2,310	1,531	1,110,168
28 Fuel oils and crude petroleum	0	62,954	7,561	0	0	215,269	1,409	5,619	292,812
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	5,270	1,706	98,786	0	55,733	137,958	56	1,083	300,592
30 Coal coke and petroleum coke	0	312,231	15,097	20	357	96,467	135,156	0	559,328
31 Other refined petroleum and coal products	6,554	257,094	316,196	5,186	25,752	420,136	3,939	28,232	1,063,088
32 Sulphuric acid	1,330	10,290	25,767	0	0	1,513	0	93	38,993
33 Alumina	0	292	19,886	0	0	1,340	0	0	21,518
34 Other basic chemicals	59,682	404,393	980,829	45,388	128,886	414,748	94,539	243,655	2,372,120
35 Potash	90	0	4,024	0	0	0	0	183	4,297
36 Fertilizers (excluding potash)	74,221	158,897	351,350	164,008	266,824	62,704	8,487	7,493	1,093,984
37 Other chemical products and preparations	16,155	84,723	168,569	11,694	36,186	170,010	23,308	27,191	537,835
38 Plastic and rubber	35,867	431,689	857,981	21,644	20,016	130,636	66,709	66,500	1,631,041
39 Logs and other wood in the rough	4,052	9,320	63,162	44	747	2,176	42	12,914	92,456
40 Wood chips	0	0	227	10	0	97	84	0	417
41 Lumber	3,917	14,741	16,201	8,517	1,833	44,325	7,622	177,419	274,575
42 Other wood products (plywood, veneer)	16,111	47,509	54,701	6,314	4,522	39,339	15,039	137,588	321,124
43 Wood pulp	8,433	41,507	99,041	0	0	184	13,402	51,988	214,556
44 Newsprint	0	6,214	176	20	18	77	121	885	7,512

See notes at the end of the table.

Table 14-15 – continued

Rail transportation, Commodity movements from United States and Mexico

	Destination								Total tonnage for all destinations
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	17,413	215,648	368,002	11,812	5,398	70,029	15,087	809,747	1,513,136
46 Cement	0	1,915	4,330	9,106	4,814	341,509	2,297	0	363,972
47 Other non-metallic mineral products	1,439	66,265	81,818	8,284	66,376	318,429	17,966	7,074	567,651
48 Iron and steel, primary or semi-finished	25,369	289,778	437,438	27,744	313,416	529,600	92,886	104,849	1,821,079
49 Copper, primary or semi-finished	0	427	0	0	0	0	84	6,304	6,816
50 Aluminum, primary or semi-finished	37	62	4,541	0	0	7,074	362	0	12,077
51 Other non-ferrous metal, primary or semi-finished	153	19,257	49	62	33	466	824	0	20,844
52 Articles of base metal	3,321	21,078	27,052	14,773	42,544	279,411	30,397	12,390	430,966
53 Machinery	2,240	3,730	39,799	3,689	9,948	79,117	18,827	388	157,738
54 Automobiles and mini-vans	31,824	159,359	162,075	30,564	20,201	119,033	58,261	1,748	583,065
55 Freight motor vehicles	33,580	131,625	130,103	27,696	12,603	124,801	48,597	0	509,005
56 Other vehicles	6	106	235	987	449	5,447	878	0	8,108
57 Parts and accessories for motor vehicles	706	3,915	351,904	143	326	4,342	555	6,357	368,247
58 Other transportation equipment	228	3,036	12,031	44,899	18,436	6,837	5,014	4,214	94,695
59 Metallic waste and scrap	9,165	83,615	188,554	49,571	382,410	7,483	79,248	317,221	1,117,267
60 Non-metallic waste and scrap	6,256	134,535	104,534	3,493	6,398	21,588	20,096	11,917	308,816
61 Other manufactured and miscellaneous goods	1,975	67,086	30,904	4,303	2,209	34,306	11,302	13,969	166,054
62 Pool car traffic of freight forwarder and ship associated	0	12,798	72	116	19	298	38	0	13,340
63 Mixed loads or unidentified freight	170,160	1,520,925	598,906	4,727	3,400	35,612	614,055	9,222	2,957,006
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	785,589	6,333,068	7,293,824	865,798	1,771,085	6,826,096	3,416,091	6,989,917	34,281,467
Car type ⁴									
Containers on flat cars (COFC)	197,035	1,724,571	525,706	42,318	40,887	394,147	718,573	5,883	3,649,121
Trailers on flat cars (TOFC)	0	15,687	306,452	42	0	318	21	0	322,520

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								Total tonnage from all origins
	Atlantic ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta ²	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	15,155	177,713	621,900	854,252	105,356	0	1,010,309	2,784,685
02 Other cereal grains	10,632	43,748	71,177	586,756	1,514,019	102,261	43,934	1,461,949	3,834,475
03 Fresh, chilled or dried vegetables	0	9,962	11,926	20,462	52,603	6,043	0	52,111	153,107
04 Fresh, chilled or dried fruit and nuts	0	113	16	0	0	0	73	0	202
05 Colza seeds (canola)	0	0	0	597,586	419,843	482	0	0	1,017,911
06 Other oil seeds and nuts, other agricultural product	159	4,102	25,703	14,235	106,817	6,799	301	1,600,884	1,759,000
07 Animal feed and products	74	5,360	85,372	315,123	196,729	453,360	2,932	331,471	1,390,421
08 Meat, fish, seafood and preparations	414	38,145	26,260	5	0	0	9	298	65,130
09 Milled grain production and preparations, bakery products	5,027	7,010	123,096	55,641	143,697	140,211	410	143,392	618,485
10 Animal or vegetable fats, oils and flours	0	260	169,847	336,670	794,712	280,153	142	44,400	1,626,184
11 Sugar	0	14,120	109,747	354	0	48,313	655	7,781	180,969
12 Prepared food stuffs, not elsewhere classified	0	6,876	33,146	117,500	974	71,054	1,105	7,707	238,361
13 Alcoholic and non-alcoholic beverages	138	58,472	57,589	6,133	0	18,758	1,217	87,490	229,796
14 Sand, gravel and crushed stone	3,090	16,637	357,981	111,099	2,652	62,747	7,788	94,884	656,878
15 Salt	95	40	7,556	0	76,676	0	0	427	84,795
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	27,511	34,191	33,960	87	182,330	1,821,790	6,456	29	2,106,354
18 Gypsum ³	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	25,741	34,843	336,281	5,034	69,095	374	381	78,820	550,569
20 Iron ores and concentrates	0	24	0	0	0	0	59	0	83
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	86	0	0	0	0	0	0	0	86
24 Zinc ores and concentrates	997	2,996	0	0	0	0	0	20	4,013
25 Other metallic ores and concentrates	0	3,993	25	0	0	86	0	0	4,104
26 Coal	0	0	0	0	48,031	0	980,160	172	1,028,363
27 Gasoline and aviation turbine fuel	0	8,217	0	201	0	693	811	1,531	11,454
28 Fuel oils and crude petroleum	0	168,996	16,565	916	58,100	383,338	21,324	5,619	654,859
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	300,246	124,386	756,520	100,014	94,662	1,226,151	49,464	1,083	2,652,526
30 Coal coke and petroleum coke	0	0	19,833	0	94,765	109,052	0	0	223,649
31 Other refined petroleum and coal products	0	28,336	304,558	296	667,649	231,151	2,452	28,232	1,262,673
32 Sulphuric acid	36,662	644,550	1,219,644	32,834	0	20,380	147,243	93	2,101,404
33 Alumina	0	289,503	322	0	0	10	0	0	289,835
34 Other basic chemicals	10,236	1,261,326	349,868	226,426	43,475	716,820	62,158	243,655	2,913,963
35 Potash	0	0	9,924	0	8,752,417	0	0	183	8,762,524
36 Fertilizers (excluding potash)	20	8,744	167,472	293,493	101,419	1,778,938	76,356	7,493	2,433,934
37 Other chemical products and preparations	0	78,035	265,229	59	468	7,473	4,758	27,191	383,213
38 Plastic and rubber	38,518	126,977	580,460	665	1,247	1,721,456	4,214	66,500	2,540,036
39 Logs and other wood in the rough	4,777	2,464	123,355	28,982	7,648	0	12,429	12,914	192,568
40 Wood chips	0	10	5,980	0	0	18,487	604	0	25,081
41 Lumber	374,045	997,688	507,822	55,515	4,132	959,795	4,631,255	177,419	7,707,671
42 Other wood products (plywood, veneer)	37,242	402,777	410,623	84,547	124,125	512,950	638,158	137,588	2,348,009
43 Wood pulp	192,442	400,327	1,029,424	522	0	1,136,756	973,932	51,988	3,785,391
44 Newsprint	164,071	994,078	577,869	65,167	0	110,058	108,513	885	2,020,640

See notes 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	350,361	1,262,324	96,170	69,929	0	230	788,243	809,747	3,377,003
46 Cement	0	402,740	333,805	0	0	169,496	166,902	0	1,072,943
47 Other non-metallic mineral products	1,452	29,900	74,642	3,701	51	27,330	73,313	7,074	217,463
48 Iron and steel, primary or semi-finished	178	426,875	1,400,407	73,761	45,822	47,208	5,348	104,849	2,104,448
49 Copper, primary or semi-finished	0	125,579	82,502	83,860	0	0	0	6,304	298,245
50 Aluminum, primary or semi-finished	0	1,584,034	530	229	0	0	19,227	0	1,604,019
51 Other non-ferrous metal, primary or semi-finished	49,547	84,542	695	56,534	0	398	303,372	0	495,088
52 Articles of base metal	136	20,746	103,746	6,320	116,617	228,493	14,186	12,390	502,632
53 Machinery	144	14,818	19,220	2,351	7,085	2,207	1,249	388	47,462
54 Automobiles and mini-vans	0	734	836,851	0	27	0	21	1,748	839,381
55 Freight motor vehicles	0	22	871,562	0	14	0	0	0	871,597
56 Other vehicles	0	323	7,192	27	27	4,864	111	0	12,545
57 Parts and accessories for motor vehicles	8	539	253,983	28	196	144	19	6,357	261,274
58 Other transportation equipment	35	11,208	35,210	21,615	4,496	5,929	779	4,214	83,487
59 Metallic waste and scrap	1,285	29,953	874,280	40,954	11,335	237,037	138,236	317,221	1,650,300
60 Non-metallic waste and scrap	56,105	79,755	91,119	1,442	1,539	55,036	62,083	11,917	358,996
61 Other manufactured and miscellaneous goods	3,070	26,562	24,934	31,679	923	11,019	9,093	13,969	121,248
62 Pool car traffic of freight forwarder and ship associated	0	8,594	135	0	0	0	11	0	8,740
63 Mixed loads or unidentified freight	198,391	1,440,711	201,391	150	210	475	1,124,475	9,222	2,975,024
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
Total tonnage of all rail commodities	1,892,934	11,382,416	13,281,233	4,070,797	14,600,876	12,841,158	10,485,961	6,989,917	75,545,293
Car type ⁴									
Containers on flat cars (COFC)	243,960	1,837,266	336,691	6,208	10,575	145,062	1,239,274	5,883	3,824,919
Trailers on flat cars (TOFC)	0	1,334	182,674	0	0	0	0	0	184,008

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	2,401	28,032	58,168	630	1,247	18,868	14,655	163	124,164
Car type ³									
Containers on flat cars (COFC)	0	3,570	11,779	20	86	354	65	0	15,874
Trailers on flat cars (TOFC)	0	0	0	0	0	0	0	0	0

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	3,730	197,322	437,426	433,401	311,690	225,692	69,060	5,018	1,683,338
Car type ³									
Containers on flat cars (COFC)	569	1,325	2,821	0	0	1,104	381	0	6,200
Trailers on flat cars (TOFC)	0	0	0	0	0	0	0	0	0

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 **Statistical 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).

Data from 2004 to 2008 are provided in this publication for NAICS 482113, 482114 and 482112.

Survey methodology, coverage and data limitations

The ‘**Rail in Canada, 2008**’ 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.

Survey Descriptions

Annual Rail Survey (Financial and operating statistics)

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.

Instrument design

The survey questionnaire was developed in collaboration with specialists from Statistics Canada, Transport Canada and the Canadian railway industry. The questions were field tested to ensure that they were reasonable and sustainable. The questionnaire has remained stable over the years.

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 errors. 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.

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

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. 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 11	Publication Table 11	Publication Table 11	Publication Table 11	Publication Table 11	Publication Table 11	Publication Table 11	Publication Table 11	Publication Table 11	Publication Table 11	Publication Table 11
2004	48	45	42	47	47	47	47	43	42	43	45
2005	47	44	42	47	47	47	47	42	41	43	45
2006	42	40	37	45	45	43	43	38	38	37	41
2007	42	40	36	44	44	42	42	38	38	36	40
2008	40	36	33	40	40	40	40	37	36	34	37

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.

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

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.

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 errors. Since the survey is a census of the target population, only non-sampling errors are possible. 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 Transport Canada (the department responsible for data collection) and 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 onward. This is because the survey universe expanded to include a number of 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.