

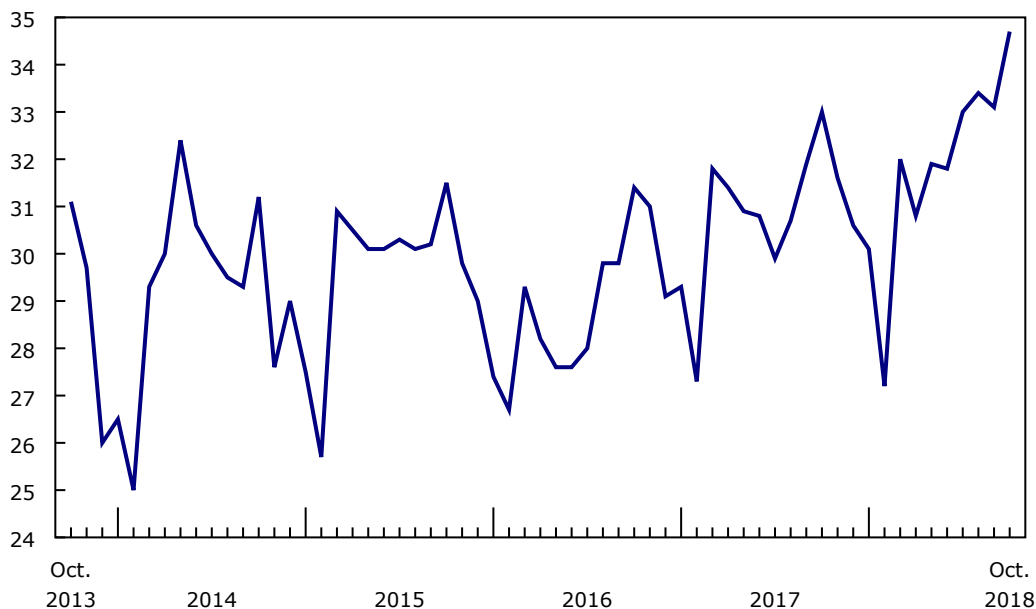
# Railway carloadings, October 2018

Released at 8:30 a.m. Eastern time in *The Daily*, Tuesday, December 18, 2018

The volume of rail freight carried in Canada totalled 34.7 million tonnes in October, up 5.3% from the same month a year earlier.

**Chart 1**  
**Railway carloadings, total tonnage shipped**

millions of tonnes



Source(s): Table 23-10-0216-01.

Freight originating in Canada rose 6.3% from the same month last year to 31.5 million tonnes in October. Non-intermodal freight increased by 9.4% to 345,000 carloads. The amount of freight loaded into these cars rose 7.0% from October 2017 to 28.3 million tonnes.

In October, the commodities with the largest year-over-year increases in tonnage were fuel oils and crude petroleum (up 1 002 000 tonnes or +87.3%), other cereal grains (up 200 000 tonnes or +47.9%), wheat (up 186 000 tonnes or +10.1%), fertilizers (excluding potash) (up 143 000 tonnes or +58.3%), and gasoline and aviation turbine fuel (up 131 000 tonnes or +55.8%).

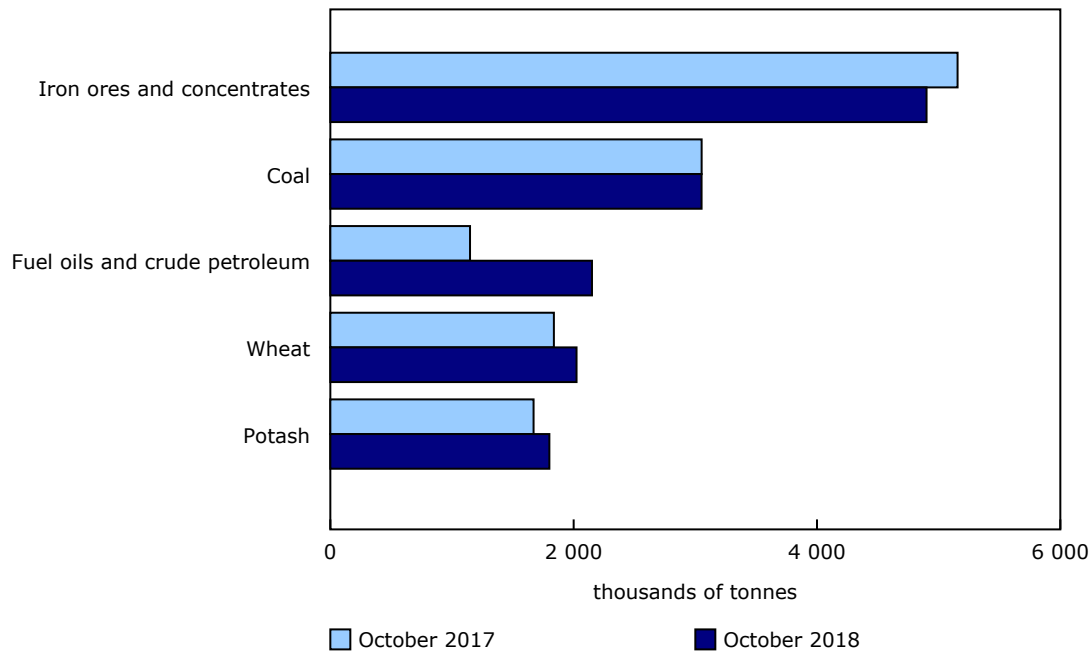
Conversely, tonnages declined for other oil seeds, nuts and other agricultural products (down 427 000 tonnes or -42.4%), iron ores and concentrates (down 255 000 tonnes or -4.9%), and lumber (down 71 000 tonnes or -6.9%).

Intermodal freight loadings rose 2.2% from October 2017 to 219,000 units. In terms of weight, intermodal traffic increased 0.8% to 3.2 million tonnes.

Freight traffic received from the United States fell 4.0% to 3.2 million tonnes, as a result of a 4.9% decrease in non-intermodal freight.



**Chart 2**  
**Railway carloadings, top commodities shipped**



Source(s): Table 23-10-0216-01.

**Note to readers**

The Monthly Railway Carloadings Survey collects data, including the number of rail cars, tonnage, units and 20-foot equivalent units, from railways operating in Canada that provide for-hire freight service.

**Non-intermodal freight** is cargo moved via box cars or loaded in bulk. **Intermodal freight** is cargo moved via containers and trailers on flat cars.

Data are available for Canada, the eastern division and the western division. For statistical purposes, cargo loadings from Thunder Bay, Ontario, to the Pacific Coast are classified to the western division, while loadings from Armstrong, Ontario, to the Atlantic Coast are classified to the eastern division.

Data in this release are not seasonally adjusted.

**Available tables: table 23-10-0216-01.**

**Definitions, data sources and methods: survey number 2732.**

For more information, or to enquire about the concepts, methods or data quality of this release, contact us (toll-free 1-800-263-1136; 514-283-8300; [STATCAN.infostats-infostats.STATCAN@canada.ca](mailto:STATCAN.infostats-infostats.STATCAN@canada.ca)) or Media Relations (613-951-4636; [STATCAN.mediahotline-ligneinfomedias.STATCAN@canada.ca](mailto:STATCAN.mediahotline-ligneinfomedias.STATCAN@canada.ca)).