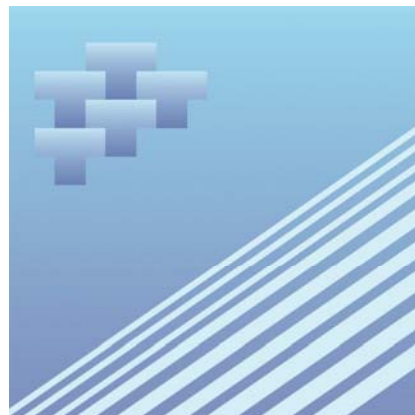


Catalogue no. 52-216-X

# Rail in Canada

2009



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# Rail in Canada

2009

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September 2011

Catalogue no. 52-216-X

ISSN 1209-1316

Frequency: Annual

Ottawa

Cette publication est également disponible en français.

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**Note of appreciation**

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## 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<sup>s</sup> 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
- \* significantly different from reference category ( $p < 0.05$ )

## Acknowledgements

This publication was prepared by the Transportation Division under the general direction of **Fred Barzyk**, Director, **Augustine Akuoko-Asibey**, Chief, Multimodal Transport Section and **Gregory Maloney**, Unit Head, Multimodal Transport Section.

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

Statistics Canada would like to thank all of the respondents and data suppliers whose participation has enabled us to provide the statistical information contained in this publication.

## Foreword

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**"Rail in Canada, 2009"** 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:

- The derivation of certain variables related to income, assets and liabilities has changed as of reference year 2009. As a result, caution should be used in comparing their year-over-year changes. The specific variables affected are indicated and discussed throughout the publication.
- 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 2005 to 2009.
- In 2009, the survey universe was composed of 3 mainline carriers - Canadian National (CN), Canadian Pacific (CP) and VIA Rail, and 37 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. The data may also be influenced by mergers, acquisitions and companies which may enter or exit the industry.

# Table of contents

---

<b>Highlights</b>	<b>7</b>
<b>Overview of rail transport in 2009</b>	<b>8</b>
Economy in brief	8
Operating revenues	8
Operating revenues by source	8
Operating revenues by carrier	9
Operating expenses	9
Balance sheet and property accounts	10
Financial Ratios	11
Inventory of equipment in service	12
Length of track operated	12
Fuel consumption	13
Operating statistics – Freight transportation	13
Operating statistics – Passenger transportation	14
Employment and compensation	15
Commodity origin and destination	16
<b>Related products</b>	<b>20</b>
<b>Statistical tables</b>	
1 Rail transportation, Operating and income accounts	23
1-1 Mainline carriers	23
1-2 Summary, all carriers	24
2 Rail transportation, Balance sheet	25
2-1 Mainline carriers	25
2-2 Summary, all carriers	26
3 Rail transportation, Summary of property accounts	27
3-1 Assets and accumulated depreciation, mainline carriers	27
3-2 Balance at beginning and end of year, all carriers	29
4 Rail transportation, Length of track operated at December 31, all carriers	30
5 Rail transportation, Length of track operated, by area, at December 31, all carriers	31
6 Rail transportation, Diesel fuel consumed, all carriers	31

---

**Table of contents – continued**

7	Rail transportation, Diesel fuel consumed by province or territory, all carriers	32
8	Rail transportation, Operating statistics	33
8-1	Mainline carriers	33
8-2	Summary, all carriers	34
9	Rail transportation, Summary statistics on freight and passenger transportation, all carriers	35
10	Rail transportation, Inventory of equipment in service	36
10-1	Mainline carriers	36
10-2	Summary, all carriers	37
11	Rail transportation, Summary statistics on employment by major occupational group, all carriers	37
12	Rail transportation, Summary statistics on employment by occupational categories, mainline carriers	38
13	Rail transportation, Origin and destination of commodity transported	39
14	Rail transportation, Commodity movements	40
14-1	from Atlantic	40
14-2	to Atlantic	42
14-3	from Quebec	44
14-4	to Quebec	46
14-5	from Ontario	48
14-6	to Ontario	50
14-7	from Manitoba	52
14-8	to Manitoba	54
14-9	from Saskatchewan	56
14-10	to Saskatchewan	58
14-11	from Alberta	60
14-12	to Alberta	62
14-13	from British Columbia	64
14-14	to British Columbia	66
14-15	from United States and Mexico	68
14-16	to United States and Mexico	70
15	Rail transportation, Non-intermodal and intermodal tonnage transported	72
15-1	from Mexico	72
15-2	to Mexico	72

**Table of contents – continued**

**Data quality, concepts and methodology**

Survey concepts and data limitations 73

Survey methodology, coverage and data limitations 74

**Appendix**

I Glossary 79

## Highlights

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- The Canadian railway industry saw its operating revenues drop 14.4% to \$9.4 billion in 2009 compared with 2008.
- Total operating expenses, for its part, decreased 9.8% compared to the previous year to \$7.8 billion.
- The combined effect of the changes in revenues and expenses resulted in a net operating income of \$1.6 billion in 2009, a decrease of 31.3% from the previous year.
- Total assets of the railways were \$20.4 billion in 2009. CN held 55.8% of the industry's total assets with \$11.4 billion, while CP held 33.5% with \$6.9 billion and VIA Rail held 4.8% with \$986.2 million. Regional and short-haul carriers held the remaining 5.8% with \$1.2 billion.
- Rail carriers consumed 1.8 billion litres of diesel fuel in 2009 and spent \$1.1 billion acquiring the fuel.
- Total employment in the rail industry was a little less than 34,700 in 2009, a decrease of 8.0% from 2008 levels, while the average annual compensation per employee rose 1.1% in 2009 to approximately \$74,500. Combined, these factors pushed overall compensation down 7.0% to \$2.4 billion.
- The total tonnage of revenue freight carried decreased 15.7% from 2008 to 278.3 million tonnes in 2009. Similarly, tonne-kilometres fell 11.9% to 299.6 billion tonne-kilometres.
- The total number of passengers carried by rail in 2009 decreased 8.0% from 2008 to 4.4 million. The total number of passenger-kilometres also decreased in 2009, falling 10.2% to 1.4 billion.
- The commodity with the largest volume transported in 2009 was coal at 29.9 million tonnes.

# Overview of rail transport in 2009

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## Economy in brief

The Canadian economy started 2009 in much the same way it ended 2008. Beginning in the third quarter of 2008 and continuing into the second quarter of 2009, Canada experienced a recession that impacted a wide array of economic activities ranging from gross domestic product to exports to job creation.

For the year as a whole, real gross domestic product dropped 2.6%,<sup>1</sup> merchandise exports fell 24.6%,<sup>2</sup> and the creation of jobs decreased 1.6%<sup>3</sup> to just over 202,000 jobs.

2009 was further characterized by changes in commodity prices and the rate of inflation. Commodity prices declined 35.5%,<sup>4</sup> a slight deceleration from the decline felt in the recessionary period, while the rate of inflation, as measured by the consumer price index, averaged 0.3% - the smallest inflationary increase since 1994 when the index rose by 0.1%.<sup>5</sup>

## Industry Performance

The Canadian railway industry's performance in 2009 essentially mirrored that of the Canadian economy as the industry experienced a financial downturn for the year due to the global economic recession.

## Operating revenues

Overall, total operating revenues for the Canadian railway industry fell 14.4% from 2008 to \$9.4 billion in 2009. The decline was primarily due to decreased freight transportation revenue. Over the five year period from 2005 to 2009, total operating revenue dropped 4.2% (see text table 1).

## Operating revenues by source

Freight transportation revenue, which accounted for 88.7% of the industry's total operating revenues in 2009, declined 15.5% to 8.3 billion from 2008. The decline in freight revenues was mainly tied to lower freight volumes in almost all markets and a reduction of fuel surcharges as a result of decreases in fuel prices and fuel consumption. The reduction in freight revenues was, however, partly offset by freight rate increases and the weaker Canadian dollar in 2009.

Revenues stemming from passenger transportation services and government payments also represent key income sources for the industry. In 2009, passenger transportation revenue decreased to \$271.1 million, a 10.8% drop from the year previous. The drop in passenger revenues in 2009 represents a 4.2% decrease in revenue over the 2005 to 2009 period.

1. Gross Domestic Product at basic prices, chained (2002) dollars, seasonally adjusted, Statistics Canada. CANSIM table 379-0027.
2. Merchandise Imports and Exports, by major groups and principle trading areas for all countries. Statistics Canada. CANSIM table 228-0001.
3. Labour Force Survey. Statistics Canada. Monthly Estimates, CANSIM table 282-0001.
4. Fisher Commodity Price Index, monthly, all commodities (1972=100). Cansim table 176-0075.
5. Consumer Price Index (CPI), 2005 basket, all items, annual (2002=100). Statistics Canada. CANSIM table 326-0021.

**Text table 1**  
**Distribution of operating revenues by major sources, 2005 to 2009**

Year	Operating revenues					Total
	Freight transportation	Passenger transportation	Services to VIA	Government payments <sup>1</sup>	Other	
	thousands of dollars					
2009	8,347,368	271,099	66,676	374,704	349,656	9,409,503
2008	9,880,164	304,066	67,166	362,868	381,174	10,995,438
2007	9,435,676	291,783	67,748	349,932	375,945	10,521,084
2006	9,343,789	294,529	67,774	309,868	381,131	10,397,092
2005	8,759,673	282,881	64,915	308,304	406,946	9,822,719

1. The derivation of this variable has changed as of reference year 2009 with branch line payments being removed from government payments. As a result, caution should be used in comparing year-over-year changes.

Revenues stemming from government payments reached \$374.7 million in 2009.

### Operating revenues by carrier

In 2009, operating revenues for Canadian National Railway (CN) fell 12.1% from 2008 to \$5.0 billion. Freight revenues, which accounted for 93.8% of all revenues earned, fell 12.0% to \$4.7 billion. This drop was mainly due to lower freight volumes in almost all commodities loaded and a reduction in fuel surcharges as a result of decreases in fuel prices and consumption.

Canadian Pacific Railway (CP) reported \$3.4 billion in operating revenues, a drop of 19.2% over 2008 levels. Similar to CN, freight revenues represented the majority of all revenues earned, at 95.6%. For 2009, freight revenues decreased 20.1% to \$3.2 billion. This decline was primarily the result of lower traffic volumes due to the global recession, decreasing fuel prices, and a drop in both the freight rates and the average length of haul of coal exports. The weakened Canadian dollar and net increases in freight rates for all lines of business other than coal partially offset the decline in revenues in 2009.

In contrast to both CN and CP, operating revenues for VIA Rail are derived primarily from two revenue sources – government payments and passenger transportation. Revenues from government payments and those reported for passenger transportation represented 46.9% and 52.0%, respectively, of the total operating revenues of VIA. In 2009, passenger revenues fell 11.5% from the 2008 level. The drop was mainly attributed to a decline in ridership due to lower demand for passenger services and a competitive pricing environment from other carriers who faced similar ridership declines.<sup>6</sup> A reduction in costs such as compensation, fuel and on-board products did, however, help to mitigate the effects of the revenue shortfalls. The combined impact of changes to government payments and passenger transportation resulted in a 4.1% drop in operating revenues from 2008 to \$482.1 million in 2009.

The regional and short-haul carriers combined for the remaining 5.8% of the total revenues for the industry. For the year, their operating revenues dropped 12.3% from 2008 to \$545.9 million. The decrease was mainly due to a combination of acquisitions of regional and short-haul carriers by mainline carriers and the global economic recession.

### Operating expenses

Total operating expenses of the Canadian railway industry reached \$7.8 billion in 2009 (see text table 2). Both CN and CP each reported \$3.4 billion in operating expenses while VIA Rail registered \$509.6 million. CN and CP combined for 86.9% of the industry's operating expenses, while regional and short-haul carriers accounted for 6.6% and VIA Rail represented 6.5%.

6. VIA Rail Canada, Annual Report 2009, page 31.

In terms of the distribution of the types of operating expenses within the railway industry in 2009, rail operations expenses were the largest. For the year, these expenses (which include the operation of trains, yard stations, terminals, etc.) fell 27.4% from 2008 to \$3.1 billion, with all of the railways recording decreases. Of this total, mainline carriers accounted for 94.2% of the expenses.

**Text table 2**  
**Distribution of operating expenses by major category, 2005 to 2009**

Year	Operating expenses				Total
	Ways and structures <sup>1</sup>	Equipment <sup>1</sup>	Rail operations	General <sup>1</sup>	
	thousands of dollars				
2009	1,494,199	1,395,412	3,062,354	1,830,749	7,782,714
2008	1,592,470	1,441,127	4,215,936	1,379,014	8,628,547
2007	1,459,704	1,507,953	3,622,544	1,399,156	7,989,357
2006	1,340,936	1,466,059	3,386,015	1,595,206	7,788,216
2005	1,311,510	1,440,876	3,217,842	1,537,211	7,507,439

1. The derivation of this variable has changed as of reference year 2009. An account related to roadway amortization was removed from ways and structures expenses, accounts related to roadway machinery and equipment maintenance were removed from equipment expenses, and an account associated with compensation cost was added to general expenses. As a result, caution should be used when comparing year-over-year changes.

General expenses, which include employee benefits and taxes (other than taxes on income), represented the second largest type of expenses within the industry in 2009. For the year, general expenses were \$1.8 billion.

Expenses related to ways and structures and equipment represented the third and fourth largest expense categories, respectively. For 2009, ways and structures expenses, (which include maintenance and depreciation of tracks, roadways, buildings, signals, communication and power, and terminals and fuel stations) were \$1.5 billion. Equipment expenses, for their part, were \$1.4 billion.

## Net Income

The combined effect of the changes in operating revenues and expenses in 2009 resulted in net operating income decreasing 31.3% over 2008 levels to \$1.6 billion. Net income, after adjusting for taxes and extraordinary items, reached \$2.2 billion, a growth of more than three times the 2008 level.<sup>7</sup>

## Balance sheet and property accounts

Total assets of Canadian railways were \$20.5 billion in 2009 (see text table 3). For mainline carriers, CN held 55.8% of the industry's total assets, followed by CP at 33.5% and VIA Rail at 4.4%. The regional and short-haul carriers held the remaining 5.8% of the industry's total assets.

7. The large growth in net income for the industry stems from changes made to CN's net income in both 2008 and 2009. In 2008, CN reported \$-1.5 billion in 'Other income and charges', while reporting \$688.0 million in 2009.

**Text table 3**  
**Total assets by carrier, 2005 to 2009**

Year	Canadian National	Canadian Pacific	VIA Rail	Regional carriers <sup>1</sup>	Total
thousands of dollars					
2009	11,416,760	6,864,010	986,176	1,192,279	20,459,225
2008	11,162,204	8,158,191	932,340	1,189,136	21,441,871
2007	10,136,293	7,663,918	885,634	1,193,281	19,879,126
2006	9,933,298	7,469,942	872,484	1,264,281	19,540,005
2005	9,386,776	7,088,182	894,660	1,301,860	18,671,478

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

**Note(s):** As of reference year 2009, total assets includes two new fields. These include future income taxes (current) under total current assets, and future income taxes (non-current) under total non-current assets. As a result, caution should be used in comparing year-over-year changes.

All year-end balances of property accounts showed increases in 2009 (see text table 4). The year-end balance of land showed the largest growth rate over 2008 levels with an increase of 6.6% to \$576.4 million. The balances for ways and structures and equipment grew to \$18.6 billion and \$7.7 billion, respectively.

CN held 56.0% of all accounts related to ways and structures in 2009, while CP comprised 35.4%. VIA Rail and the remaining regional and short-haul carriers accounted for 2.7% and 5.9% of these accounts, respectively. CN also held the largest industry share of accounts related to equipment in 2009 at 45.3%, with CP following at 40.7%.

**Text table 4**  
**Property accounts, totals, balance at the end of the year<sup>1</sup>, 2005 to 2009**

Year	Land	Ways and structures <sup>2</sup>	Equipment
thousands of dollars			
2009	576,397	18,550,655	7,675,301
2008	540,943	18,456,072	7,606,386
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

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

2. The derivation of this variable has changed as of reference year 2009 as accounts associated with other roadway expenditures and amortization were removed from the ways and structures property accounts. As a result, caution should be used in comparing year-over-year changes.

At year end, the balance of the main property accounts (including land) totalled \$26.8 billion.

## Financial Ratios

In 2009, the operating ratio<sup>8</sup> for the industry was 0.83. This signifies that the industry incurred a moderate operating profit and that a future decline in revenue may not impede its ability to maintain profitability.

Two alternative measures used within the industry to examine solvency are the debt-equity ratio<sup>9</sup> and the debt-asset ratio.<sup>10</sup> For 2009, the debt-equity ratio and the debt-asset ratio were 0.57 and 0.36, respectively. As these ratios were both under 1, it signifies that the rail industry financed its assets mostly through equity as opposed to using debt instruments.

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

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

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

**Text table 5**  
**Financial ratios, 2005 to 2009**

Year	Operating ratio	Debt-asset ratio	Debt-equity ratio
2009 <sup>1</sup>	0.83	0.36	0.57
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

1. Changes to the derivations of total operating revenues, total operating expenses, total assets and total liabilities as of reference year 2009 directly affect the operating, debt-asset and debt-equity ratio calculations. As a result, caution should be used in comparing year-over-year changes.

## Inventory of equipment in service

At the end of 2009, there were a total of 2,866 locomotives in service – a decline of 0.7% from the 2,885 in service in 2008 (see text table 6). Out of those in service in 2009, 2,307 were engaged in freight service, 89 in passenger service, 442 in yard work and the remaining 28 classified as associated equipment.

**Text table 6**  
**Inventory of equipment in service, 2005 to 2009**

Year	Locomotives	Freight cars	Passenger cars
	units		
2009	2,866	73,111	608
2008	2,885	81,223	593
2007	2,998	90,733	614
2006	3,001	98,094	604
2005	3,013	100,675	595

The number of freight cars in service for 2009 totalled 73,111. The composition of these cars involved hopper cars (41.2%), box cars (20.9%) and flat cars (20.6%). Over the 5 year period from 2005 to 2009, the number of freight cars decreased by 27.4%.

In 2009, CN owned 45.1% of all locomotives used for freight in the industry and 55.2% of all freight cars. CP, for its part, owned 41.6% of all locomotives used for freight and 37.4% of all freight cars. From a passenger perspective, VIA Rail owned 85.4% of all locomotives used for passenger service and 75.3% of all passenger cars.

## Length of track operated

The total length of track operated by rail carriers decreased to 68,092 kilometres in 2009 – a decline of 3.0% compared to the previous year. Of this total, 54,842 kilometres of track were owned while the remaining 13,250 kilometres were operated under lease, contract or trackage rights, or were jointly owned (see text table 7). Together, CN and CP accounted for 84.6% of the total length of track operated (owned and leased) in 2009. (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, 2005 to 2009**

	Total line owned	Total line operated under lease, contract, trackage rights or jointly owned	Total track operated
	kilometres		
2009	54,842	13,250	68,092
2008	56,989	13,240	70,230
2007	57,646	14,069	71,716
2006	57,349	14,463	71,812
2005	57,884	14,483	72,367

## Fuel consumption

Rail carriers consumed 1.8 billion litres of diesel fuel in 2009, and spent \$1.1 billion acquiring the fuel (see text table 8). For the year, fuel consumption decreased 14.8% from 2008 as did the cost by 42.9%. The prices per litre of fuel were also quite favourable to the industry in 2009 with prices being below 100.0 cents, with a high of 97.5 cents in November.<sup>11</sup> Overall, the average price per litre of fuel was 89.6 cents, a 28.4% drop compared to the average price per litre of 125.1 cents in 2008.

**Text table 8**  
**Fuel consumption and cost, 2005 to 2009**

	Total diesel	Total cost of diesel fuel
	thousands of litres	thousands of dollars
2009	1,770,060	1,125,713
2008	2,078,060	1,973,052
2007	2,193,684	1,486,001
2006	2,119,082	1,299,572
2005	2,130,224	1,153,591

The drop in both fuel consumption and the average price of fuel in 2009 reflects a decrease in freight transportation activities, which fell 13.2% from 2008, and the movement of commodities on a tonne-kilometres basis, which fell 11.9%. (For more details, see origin and destination tables in the Statistical Tables Section and text table 9).

CN accounted for 51.5% of the total fuel consumption for the industry in 2009. CP accounted for 40.8%, while VIA Rail and the regional and short-haul carriers accounted for the remaining 7.7%. At the provincial level, Ontario had the highest consumption of diesel fuel for rail activity in Canada with 518.7 million litres consumed, down 20.3% from 2008 levels. (For data on the remaining provinces, see table 7 in the Statistical Tables Section.)

## Operating statistics – Freight transportation

In 2009, the total tonnage of revenue freight carried was 278.3 million tonnes – a decrease of 15.7% from 2008 (see text table 9). Over the five year period from 2005 to 2009, total tonnage decreased by 24.8%. Tonne-kilometres also declined in 2009, falling 11.9% to 299.6 billion tonne-kilometres.

11. [http://www2.nrcan.gc.ca/eneene/sources/prpri/prices\\_bycity\\_e.cfm?PriceYear=2009&ProductID=5&LocationID=66,8,39,17#PriceGraph](http://www2.nrcan.gc.ca/eneene/sources/prpri/prices_bycity_e.cfm?PriceYear=2009&ProductID=5&LocationID=66,8,39,17#PriceGraph).

**Text table 9**  
**Operating statistics for freight transportation, 2005 to 2009**

Year	Tonnes <sup>1</sup>	Tonne-km	Train-km	Car-km	Cars per train
	thousands				average number
2009	278,312	299,646,142	95,684	8,334,098	87.1
2008	330,067	340,092,008	115,494	9,491,068	82.2
2007	356,351	358,831,712	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

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 43.9% of the total tonnage of all revenue freight carried and 57.1% of all tonne-kilometres recorded in 2009. For CP, revenue freight carried represented 33.8% of all tonnage for the industry while its tonne-kilometres represented 39.3%.

The number of train-kilometres fell 17.2% in 2009 compared to 2008 levels. Car-kilometres followed a similar path showing a decline of 12.2% over the previous year. Over the five year period from 2005 to 2009, train-kilometres decreased by 22.8% as did car-kilometres by 15.2%.

From a haulage perspective, the average haul increased 4.6% in 2009 to slightly above a thousand kilometres (see Statistical Table 9). Over the 5 year period from 2005 to 2009, the average haul increased by 13.1%.

Finally, the average number of cars per train increased in 2009, rising to approximately 87 cars. This amount is 9.8% higher than the 79 cars on average moved by trains in 2005.

## Operating statistics – Passenger transportation

The total number of passengers carried by rail in 2009 decreased 8.0% from 2008 to 4.4 million - the first decline in ridership since 2006 (see text table 10). The drop was influenced by the global economic recession, which lowered travel and tourism demand throughout the year for VIA Rail and the passenger transportation industry as a whole.

**Text table 10**  
**Operating statistics for passenger transportation, 2005 to 2009**

Year	Passengers	Passenger-km	Train-km	Car-km	Cars per train <sup>1</sup>
	thousands				average number
2009	4,373	1,413,352	11,349	75,673	6.7
2008	4,753	1,574,293	11,897	80,817	6.8
2007	4,336	1,453,005	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

1. Includes freight cars.

The total number of passenger-kilometres also fell in 2009 as did the average passenger journey per ticket. For the year, passenger-kilometres fell 10.2% to 1.4 billion while the average passenger journey per ticket dropped to 323 kilometres - a 2.4% decrease from the 331 kilometres traveled per ticket in 2008.

Train-kilometres and car-kilometres followed similar paths in 2009 with decreases of 4.6% and 6.4%, respectively, from 2008 levels. As well, the average number of passenger cars per train fell 1.5% in 2009. Over the 2005 to 2009 period, the average number of cars per train has remained at or around 7 cars per year.

## Employment and compensation

Employment in the Canadian rail industry fell to 31,688 employees in 2009, a decrease of 8.0% over the previous year. This employment level is 9.4% lower than the recorded level of 34,995 in 2005.

In 2009, CN continued to have the largest number of employees with 14,484. CP followed closely behind with 11,310 employees, while VIA Rail and the regional and short haul carriers had 3,125 and 2,769 employees, respectively.

**Text table 11**  
**Statistics on employment and compensation, 2005 to 2009**

Year	Number of employees	Compensation		Average annual compensation	Average hourly compensation
		thousands of dollars	dollars		
2009	31,688	2,361,629	74,527	33.9	
2008	34,425	2,538,311	73,735	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	

Total compensation received by employees in the rail industry for 2009 was \$2.4 billion. This represented a drop of 7.0% compared to 2008. On its own, CN paid almost half (48.5%) of the industry's total compensation.

The total average annual compensation per employee in 2009 was \$74,527, a 1.1% increase from 2008. Employees from general services had the highest average annual salary at \$90,043, followed by employees from transportation services at \$79,376. Employees from road maintenance and equipment maintenance, for their part, received average salaries of \$63,904 and \$63,274, respectively.

The average hourly salary for all employees in the rail industry in 2009 was \$33.90, an increase of \$1.50 compared to what employees received in 2008. The highest average hourly salary within the industry was held by the general services group at \$43.20, itself an increase of \$3.30 from the \$39.90 the group received in 2008.

## Commodity origin and destination

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

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

**Text table 12**  
**Tonnage of top ten commodities, all origins and destinations, 2008 and 2009**

Commodity	2008	2009	2009/2008 change
	tonnes		percent
26 Coal	34,508,536	29,874,875	-13.4
63 Mixed loads or unidentified freight	25,926,192	22,224,278	-14.3
01 Wheat	18,564,197	22,124,215	19.2
20 Iron ores and concentrates	19,942,859	21,954,804	10.1
05 Colza seeds (canola)	6,909,005	8,354,166	20.9
34 Other basic chemicals	9,356,776	8,131,266	-13.1
43 Wood pulp	8,845,765	7,640,835	-13.6
41 Lumber	9,656,050	7,189,808	-25.5
35 Potash	16,553,396	6,839,159	-58.7
02 Other cereal grains	7,710,614	5,849,546	-24.1
Total of the top ten commodities	157,973,390	140,182,952	-11.3
Other commodities	112,513,314	94,616,111	-15.9
<b>Total tonnage of all rail commodities</b>	<b>270,486,704</b>	<b>234,799,063</b>	<b>-13.2</b>

In 2009, the total tonnage of commodities transported to, from and within Canada totalled 234.8 million tonnes (see text table 12). This was a decrease of 13.2% compared to the 2008 level. For 2009, the top ten commodities carried accounted for 59.7% of all commodities transported in Canada.

The commodity with the largest volume transported in Canada for 2009 was coal at 29.9 million tonnes.

Out of the top ten commodities transported only three saw increases in tonnage compared to 2008. Colza seeds (canola) had the highest percentage growth, rising 20.9% in 2009. Wheat and iron ores and concentrates also rose by 19.2% and 10.1%, respectively. Without these three commodities, the total tonnage transported by rail in Canada would have fallen 19.0% in 2009.

Of the remaining seven commodities in the top ten, potash and lumber experienced the largest drops, falling 58.7% and 25.5%, respectively. While the decrease in potash was mainly due to lower market demand in light of high commodity pricing, the drop in lumber and forestry products was influenced by a number of events similar to those in 2008. These included a weakened housing market in the U.S., mill closures and production curtailments in 2009.

**Text table 13**  
**Tonnage and market share of top 3 commodities by principal destination, by origin, 2008 and 2009**

	2008	2009	2009/2008 change	Market share, main destination	Market share, all destinations
	tonnes			percent	
<b>Atlantic<sup>1</sup> - Quebec</b>					
20 Iron ores and concentrates	19,896,819	21,932,488	10.2	97.1	77.6
63 Mixed loads or unidentified freight	212,663	136,962	-35.6	0.6	0.5
24 Zinc ores and concentrates	191,151	100,940	-47.2	0.4	0.4
Total top three commodities	20,300,633	22,170,390	9.2	98.2	78.5
<b>Total Atlantic - Quebec</b>	<b>20,713,190</b>	<b>22,578,013</b>	<b>9.0</b>	<b>100.0</b>	<b>79.9</b>
<b>Total Atlantic - All destinations</b>	<b>27,730,183</b>	<b>28,256,366</b>	<b>1.9</b>	...	<b>100.0</b>
<b>Quebec - U.S. and Mexico</b>					
50 Aluminum, primary or semi-finished	1,584,034	1,520,734	-4.0	17.8	6.9
34 Other basic chemicals	1,261,326	1,155,821	-8.4	13.6	5.3
63 Mixed loads or unidentified freight	1,440,711	937,588	-34.9	11.0	4.3
Total top three commodities	4,286,071	3,614,143	-15.7	42.4	16.5
<b>Total Quebec - U.S. and Mexico</b>	<b>11,382,416</b>	<b>8,520,806</b>	<b>-25.1</b>	<b>100.0</b>	<b>38.8</b>
<b>Total Quebec - All destinations</b>	<b>26,506,918</b>	<b>21,941,835</b>	<b>-17.2</b>	...	<b>100.0</b>
<b>Ontario - U.S. and Mexico</b>					
32 Sulphuric acid	1,219,644	771,353	-36.8	9.2	3.2
54 Automobiles and mini-vans	836,851	667,736	-20.2	8.0	2.8
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	756,520	623,249	-17.6	7.4	2.6
Total top three commodities	2,813,015	2,062,338	-26.7	24.6	8.6
<b>Total Ontario - U.S. and Mexico</b>	<b>13,281,233</b>	<b>8,368,324</b>	<b>-37.0</b>	<b>100.0</b>	<b>34.7</b>
<b>Total Ontario - All destinations</b>	<b>33,295,650</b>	<b>24,091,489</b>	<b>-27.6</b>	...	<b>100.0</b>
<b>Manitoba - Ontario</b>					
01 Wheat	1,298,117	1,636,737	26.1	50.2	16.7
05 Colza seeds (canola)	517,331	768,048	48.5	23.5	7.8
28 Fuel oils and crude petroleum	86,406	134,153	55.3	4.1	1.4
Total top three commodities	1,901,854	2,538,938	33.5	77.8	25.9
<b>Total Manitoba - Ontario</b>	<b>2,784,447</b>	<b>3,262,575</b>	<b>17.2</b>	<b>100.0</b>	<b>33.3</b>
<b>Total Manitoba - All destinations</b>	<b>9,489,143</b>	<b>9,806,246</b>	<b>3.3</b>	...	<b>100.0</b>
<b>Saskatchewan - British Columbia</b>					
01 Wheat	2,208,319	3,905,263	76.8	28.2	12.4
05 Colza seeds (canola)	1,686,511	3,191,535	89.2	23.0	10.2
03 Fresh, chilled or dried vegetables	1,541,804	2,436,230	58.0	17.6	7.8
Total top three commodities	5,436,634	9,533,028	75.3	68.8	30.3
<b>Total Saskatchewan - British Columbia</b>	<b>13,523,387</b>	<b>13,863,877</b>	<b>2.5</b>	<b>100.0</b>	<b>44.1</b>
<b>Total Saskatchewan - All destinations</b>	<b>37,559,562</b>	<b>31,433,568</b>	<b>-16.3</b>	...	<b>100.0</b>
<b>Alberta<sup>2</sup> - British Columbia</b>					
26 Coal	5,822,300	5,941,952	2.1	23.0	13.2
01 Wheat	4,491,916	5,798,882	29.1	22.5	12.9
17 Sulphur	3,547,299	3,025,608	-14.7	11.7	6.7
Total top three commodities	13,861,515	14,766,442	6.5	57.2	32.8
<b>Total Alberta - British Columbia</b>	<b>25,129,196</b>	<b>25,801,361</b>	<b>2.7</b>	<b>100.0</b>	<b>57.3</b>
<b>Total Alberta - All destinations</b>	<b>47,600,098</b>	<b>45,042,711</b>	<b>-5.4</b>	...	<b>100.0</b>
<b>British Columbia - British Columbia</b>					
26 Coal	22,982,523	19,650,643	-14.5	71.1	43.6
43 Wood pulp	2,306,185	2,117,725	-8.2	7.7	4.7
40 Wood chips	1,962,798	1,514,008	-22.9	5.5	3.4
Total top three commodities	27,251,506	23,282,376	-14.6	84.3	51.6
<b>Total British Columbia - British Columbia</b>	<b>31,829,208</b>	<b>27,634,044</b>	<b>-13.2</b>	<b>100.0</b>	<b>61.3</b>
<b>Total British Columbia - All destinations</b>	<b>54,023,683</b>	<b>45,107,802</b>	<b>-16.5</b>	...	<b>100.0</b>
<b>U.S. and Mexico - U.S. and Mexico</b>					
06 Other oil seeds and nuts, other agricultural product	1,600,884	1,407,863	-12.1	22.8	4.8
02 Other cereal grains	1,461,949	1,309,454	-10.4	21.2	4.5
01 Wheat	1,010,309	986,683	-2.3	16.0	3.4
Total top three commodities	4,073,142	3,704,000	-9.1	59.9	12.7
<b>Total U.S. and Mexico - U.S. and Mexico</b>	<b>6,989,917</b>	<b>6,184,704</b>	<b>-11.5</b>	<b>100.0</b>	<b>21.2</b>
<b>Total U.S. and Mexico - All destinations</b>	<b>34,281,467</b>	<b>29,119,046</b>	<b>-15.1</b>	...	<b>100.0</b>

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

2. Alberta includes Northwest Territories.

Text table 13 shows the top three commodities between an origin and its principal destination, total tonnage between these origins and destinations and total traffic for origins. This table also shows the percentage change between 2009 and 2008, 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 2009. The commodity accounted for 97.1% or 21.9 million tonnes of all commodities transported between the two regions. Total commodities from the Atlantic region to all destinations stood at 28.3 million tonnes in 2009, up 1.9% from the previous year.

### **Quebec – United States and Mexico**

Traffic from the province of Quebec to the United States and Mexico accounted for 38.8% of all traffic originating from Quebec. In 2009, the three main commodities transported from Quebec to the United States and Mexico were aluminum – primary or semi-finished, other basic chemicals and mixed loads or unidentified freight. All three commodities showed a decrease in tonnage from 2008, with mixed loads and unidentified freight representing the largest drop at 34.9%. The remaining two commodities, other basic chemicals and aluminum – primary or semi-finished, showed declines of 8.4% and 4.0%, respectively, over 2008 levels.

### **Ontario – United States and Mexico**

In 2009, traffic from Ontario to the United States and Mexico stood at 8.4 million tonnes, down 37.0% from 2008. The United States and Mexico accounted for 34.7% of all of Ontario's markets. The main commodity transported from Ontario to the two countries was sulphuric acid, which fell 36.8% to 771.4 thousand tonnes.

### **Manitoba – Ontario**

For 2009, the principal destination for transporting commodities originating in Manitoba was Ontario. The main commodity transported between these two regions was wheat at 1.6 million tonnes, a gain of 26.1% over 2008. This commodity represented 50.2% of the total tonnage of all commodities originating in Manitoba and transported to Ontario.

### **Saskatchewan – British Columbia**

British Columbia was the main destination for commodities originating in Saskatchewan in 2009. For the year, British Columbia accounted for 44.1% of Saskatchewan's traffic. The main commodities transported between the two provinces were wheat with 3.9 million tonnes, colza seeds (canola) with 3.2 million tonnes and fresh, chilled or dried vegetables with 2.4 million tonnes.

### **Alberta – British Columbia**

In 2009, the main commodity transported from Alberta to British Columbia continued to be coal at 5.9 million tonnes. Wheat and sulphur followed at 5.8 million tonnes and 3.0 million tonnes, respectively. Of the three commodities, wheat and coal showed gains of 29.1% and 2.1%, respectively, while sulphur dropped by 14.7%.

**British Columbia – British Columbia**

Coal remained by far the leading commodity transported within British Columbia in 2009 with 19.7 million tonnes – a decrease of 14.5% over 2008. Coal also accounted for 71.1% of the total tonnage shipped within British Columbia. Wood pulp and wood chips, the next main commodities transported, were far behind with 2.1 million tonnes and 1.5 million tonnes, respectively.

**United States and Mexico – United States and Mexico**

United States and Mexico were the main destinations for commodity shipments originating within these two countries. The three main commodities that were transported within the United States and Mexico in 2009 were other oil seeds and nuts – other agricultural product, other cereal grains and wheat. These three commodity groups accounted for 59.9% of the total tonnage transported within the two countries. Other oil seeds and nuts – other agricultural product were the main commodity with 1.4 million tonnes, while other cereal grains and wheat followed with 1.3 million tonnes and 986.7 thousand tonnes, respectively.

## Related products

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### Selected publications from Statistics Canada

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52-001-X Monthly railway carloadings

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### Selected CANSIM tables from Statistics Canada

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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

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### **Selected surveys from Statistics Canada**

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

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### **Selected tables of Canadian statistics from Statistics Canada**

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- *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

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

	Canadian National	Canadian Pacific	VIA Rail	Total mainline companies
thousands of dollars				
<b>Revenues</b>				
Freight revenues	4,716,875	3,205,435	0	7,922,310
Passenger revenues	8,518	2,756	250,846	262,120
Miscellaneous rail revenues	178,496	95,772	5,109	279,377
Revenues from services for VIA Rail	60,343	1,425	0	61,768
Government payments <sup>1</sup>	65,122	46,730	226,145	337,998
<b>Total rail operating revenues</b>	<b>5,029,354</b>	<b>3,352,119</b>	<b>482,100</b>	<b>8,863,573</b>
<b>Expenses</b>				
<b>Way and structures</b>				
Administration, ways and structures expenses	20,554	88,943	0	109,497
Track and roadway, maintenance	419,657	226,772	8,134	654,563
Track and roadway, amortization	125,605	63,713	3,813	193,130
Building, maintenance	17,587	10,930	9,873	38,390
Building, amortization	116,582	57,575	13,558	187,714
Leasehold improvements, amortization	190	1,180	3,355	4,724
Signals, communications and power, maintenance	40,934	17,642	0	58,576
Signals, communications and power, amortization	29,920	16,667	0	46,587
Terminals and fuel stations, maintenance	2,671	2,546	0	5,217
Terminals and fuel stations, amortization	20,002	8,282	0	28,284
Miscellaneous ways and structures expenses	76,832	27,593	161	104,585
Special amortization, ways and structures expenses	-24,994	2,719	-18,998	-41,272
<b>Total ways and structures expenses <sup>1</sup></b>	<b>845,538</b>	<b>524,561</b>	<b>19,895</b>	<b>1,389,994</b>
<b>Equipment</b>				
Administration, equipment expenses	41,517	27,900	11,746	81,164
Locomotives, maintenance and servicing	139,138	146,957	11,558	297,654
Locomotives, amortization	32,764	44,757	8,339	85,860
Freight cars, maintenance	105,794	93,084	0	198,878
Freight cars, amortization	29,902	10,002	0	39,904
Passenger cars, maintenance and servicing	2,708	3,946	55,487	62,141
Passenger cars, amortization	65	202	23,202	23,469
Intermodal equipment, maintenance	33,238	36,088	0	69,326
Intermodal equipment, amortization	10,303	6,520	0	16,823
Work equipment and roadway machines, maintenance	30,225	26,625	0	56,850
Work equipment and roadway machines, amortization	38,555	9,716	0	48,270
Other equipment, maintenance	0	0	0	0
Other equipment, amortization	1,804	10,244	96	12,144
Net equipment rents expense	150,912	158,296	257	309,465
Miscellaneous equipment expenses	12,449	10,726	921	24,096
Special amortization, equipment expenses	-1,266	-1,105	-29,644	-32,015
<b>Total equipment expenses <sup>1</sup></b>	<b>628,110</b>	<b>583,959</b>	<b>81,961</b>	<b>1,294,030</b>
<b>Rail operations</b>				
Administration, rail operation expenses	63,467	108,471	24,330	196,267
Train related expenses	798,560	717,848	159,064	1,675,472
Yard related expenses	145,831	201,445	1,496	348,771
Train control expenses	21,240	15,313	0	36,553
Station and terminal operation	83,239	87,214	20,757	191,210
Other rail operations	24,502	35,715	3,018	63,234
Other transport modes	108,699	87,424	1,505	197,627
Equipment cleaning and specialized servicing	2,479	2,163	980	5,622
Casualties and claims	55,449	24,612	0	80,060
Miscellaneous rail operation expenses	82,900	5,295	3,094	91,289
<b>Total rail operations expenses</b>	<b>1,386,363</b>	<b>1,285,500</b>	<b>214,243</b>	<b>2,886,106</b>
<b>General</b>				
Administration, general expenses	352,560	249,134	97,038	698,732
Employee benefits	33,070	679,191	31,627	743,888
Taxes, other than on income	79,037	48,828	7,864	135,728
Other general expenses	41,391	23,262	56,927	121,580
<b>Total general expenses <sup>1</sup></b>	<b>506,058</b>	<b>1,000,415</b>	<b>193,455</b>	<b>1,699,928</b>

See notes at the end of the table.

Table 1-1 – continued

## Rail transportation, Operating and income accounts — Mainline carriers

	Canadian National	Canadian Pacific	VIA Rail	Total mainline companies
thousands of dollars				
<b>Total rail operating expenses</b>	<b>3,366,069</b>	<b>3,394,434</b>	<b>509,555</b>	<b>7,270,058</b>
<b>Net rail operating income</b>	<b>1,663,285</b>	<b>-42,315</b>	<b>-27,454</b>	<b>1,593,515</b>
Other income and charges	688,044	269,371	25,912	983,327
Net non-rail revenue	0	0	0	0
<b>Income before income taxes and extraordinary items</b>	<b>2,351,329</b>	<b>227,056</b>	<b>-1,543</b>	<b>2,576,842</b>
Income taxes	474,800	-10,032	-4,021	460,746
Net income before extraordinary items	1,876,529	237,088	2,479	2,116,096
Extraordinary items	0	0	0	0
<b>Net income for the year</b>	<b>1,876,529</b>	<b>237,088</b>	<b>2,479</b>	<b>2,116,096</b>

1. The derivation of this variable has changed as of reference year 2009. As a result, caution should be used in comparing the year-over-year changes.

Table 1-2

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

	Canadian National	Canadian Pacific	VIA Rail	Regional <sup>1</sup> Railways	Total
thousands of dollars					
<b>Revenues</b>					
Freight revenues	4,716,875	3,205,435	0	425,058	8,347,368
Passenger revenues	8,518	2,756	250,846	8,979	271,099
All other operating revenues	303,961	143,927	231,254	111,893	791,035
<b>Total rail operating revenues<sup>2</sup></b>	<b>5,029,354</b>	<b>3,352,119</b>	<b>482,100</b>	<b>545,930</b>	<b>9,409,503</b>
<b>Expenses</b>					
Ways and structures expenses	845,540	524,562	19,896	104,205	1,494,203
Equipment expenses	628,108	583,958	81,962	101,382	1,395,410
Rail operating expenses	1,386,366	1,285,500	214,244	176,248	3,062,358
General expenses	506,058	1,000,415	193,456	130,821	1,830,750
<b>Total rail operating expenses<sup>2</sup></b>	<b>3,366,069</b>	<b>3,394,434</b>	<b>509,555</b>	<b>512,656</b>	<b>7,782,714</b>
<b>Net rail operating income</b>	<b>1,663,285</b>	<b>-42,315</b>	<b>-27,454</b>	<b>33,274</b>	<b>1,626,790</b>
<b>Income before income taxes and extraordinary items</b>	<b>2,351,329</b>	<b>227,056</b>	<b>-1,543</b>	<b>39,220</b>	<b>2,616,062</b>
<b>Net income for the year</b>	<b>1,876,529</b>	<b>237,088</b>	<b>2,479</b>	<b>39,786</b>	<b>2,155,882</b>

1. Includes short-haul carriers.

2. The derivation of this variable has changed as of reference year 2009. As a result, caution should be used in comparing the year-over-year changes.

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

	Canadian National <sup>1</sup>	Canadian Pacific <sup>1</sup>	VIA Rail	Total
thousands of dollars				
<b>Current assets</b>				
Cash	0	0	4,596	4,596
Temporary investments	0	0	25,295	25,295
Accounts receivable, trade	565,911	411,783	7,987	985,681
Other accounts receivable	198,832	44,107	8,545	251,484
<b>Total accounts receivable</b>	<b>764,743</b>	<b>455,890</b>	<b>16,532</b>	<b>1,237,165</b>
Allowance for doubtful accounts (credit)	84,003	25,692	526	110,221
Material and supplies	124,868	98,987	24,592	248,447
Prepaid expenses	26,762	22,789	7,225	56,776
Other current assets	96,426	4,305	1,496	102,227
Future income taxes (current)	30,538	47,195	2,802	80,535
<b>Total current assets</b>	<b>959,334</b>	<b>603,474</b>	<b>82,012</b>	<b>1,644,820</b>
<b>Non-current assets</b>				
Segregated assets	0	0	0	0
Long-term accounts receivable	17,467	24,114	0	41,581
Long-term investments	0	1	23,120	23,121
Long-term intercorporate investments	6,328	15,670	0	21,998
Construction in progress	5,423	2,234	104,019	111,676
Property	14,211,724	9,894,056	1,289,833	25,395,613
Accumulated amortization, property (credit)	4,848,988	3,784,616	878,958	9,512,562
Deferred charges	1,065,472	108,407	356,336	1,530,215
Future income taxes (non-current)	0	0	0	0
Intangible assets	0	0	9,464	9,464
Retired property	0	670	350	1,020
<b>Total non-current assets</b>	<b>10,457,426</b>	<b>6,260,536</b>	<b>904,164</b>	<b>17,622,126</b>
<b>Total assets <sup>2</sup></b>	<b>11,416,760</b>	<b>6,864,010</b>	<b>986,176</b>	<b>19,266,946</b>
<b>Current liabilities</b>				
Bank loans	0	0	0	0
Loans from Government of Canada	0	0	0	0
Accounts payable	235,023	383,088	15,009	633,120
Accrued liabilities	409,325	395,423	103,591	908,339
Notes and other loans payable	0	0	0	0
Income and other taxes payable	38,032	13,019	10,813	61,864
Future income taxes (current)	0	0	0	0
Dividends payable	0	0	0	0
Stock-based employee compensation liabilities (current)	28,541	48,486	0	77,027
Deferred revenues	11,106	21,317	11,998	44,421
Long-term debt maturing within 12 months	0	0	0	0
Lease obligations due within 1 year	0	6,516	0	6,516
Other current liabilities	39,811	5,604	7,647	53,062
<b>Total current liabilities</b>	<b>761,838</b>	<b>873,453</b>	<b>149,058</b>	<b>1,784,349</b>
<b>Non-current liabilities</b>				
Deferred liabilities	501,241	252,610	28,035	781,886
Future income taxes (non-current)	1,130,082	961,845	40,511	2,132,438
Long-term debt	0	0	0	0
Lease obligations	0	310,690	0	310,690
Other deferred credits, long-term	169,982	47,185	533,486	750,653
Minority shareholders' interest in subsidiary companies	0	0	0	0
Donations and grants	247,589	234,624	0	482,213
Investment tax credits	97,728	42,621	1,302	141,651
Stock-based employee compensation liabilities (non-current)	93,282	36,055	0	129,337
<b>Total non-current liabilities</b>	<b>2,239,904</b>	<b>1,885,630</b>	<b>603,334</b>	<b>4,728,868</b>

See notes at the end of the table.

Table 2-1 – continued

## Rail transportation, Balance sheet — Mainline carriers

	Canadian National <sup>1</sup>	Canadian Pacific <sup>1</sup>	VIA Rail	Total
thousands of dollars				
<b>Shareholders' equity</b>				
Share capital	2,292,105	0	9,300	2,301,405
Contributed surplus	264,314	0	5,985	270,299
Retained earnings	1,037,199	0	218,499	1,255,698
Net investment in rail assets	4,821,400	4,104,927	0	8,926,327
<b>Total shareholders' equity</b>	<b>8,415,018</b>	<b>4,104,927</b>	<b>233,784</b>	<b>12,753,729</b>
<b>Total liabilities and shareholders' equity <sup>3</sup></b>	<b>11,416,760</b>	<b>6,864,010</b>	<b>986,176</b>	<b>19,266,946</b>

1. CN and CP report for Canadian operations only. Some current accounts for these companies (e.g. cash) have been applied to liabilities.
2. As of reference year 2009, total assets includes two new fields. These include future income taxes (current) under total current assets, and future income taxes (non-current) under total non-current assets. As a result, caution should be used in comparing year-over-year changes.
3. As of reference year 2009, total liabilities and shareholders' equity includes three new fields. These include future income taxes (current) and stock-based employee compensation liabilities (current), under total current liabilities, and stock-based employee compensation liabilities (non-current) under total non-current liabilities. As a result, caution should be used in comparing year-over-year changes.

Table 2-2

## Rail transportation, Balance sheet — Summary, all carriers

	Canadian National	Canadian Pacific	VIA Rail	Regional Railways <sup>1</sup>	Total
thousands of dollars					
Total current assets	959,334	603,474	82,012	176,278	1,821,098
Total non-current assets	10,457,426	6,260,536	904,164	1,016,001	18,638,127
<b>Total assets <sup>2</sup></b>	<b>11,416,760</b>	<b>6,864,010</b>	<b>986,176</b>	<b>1,192,279</b>	<b>20,459,225</b>
Total current liabilities	761,838	873,453	149,058	453,144	2,237,493
Total non-current liabilities	2,239,904	1,885,630	603,334	442,328	5,171,196
Total shareholders' equity	8,415,018	4,104,927	233,784	296,826	13,050,555
<b>Total liabilities and shareholders' equity <sup>3</sup></b>	<b>11,416,760</b>	<b>6,864,010</b>	<b>986,176</b>	<b>1,192,299</b>	<b>20,459,245</b>

1. Includes short-haul carriers.
2. As of reference year 2009, total assets includes two new fields. These include future income taxes (current) under total current assets, and future income taxes (non-current) under total non-current assets. As a result, caution should be used in comparing year-over-year changes.
3. As of reference year 2009, total liabilities and shareholders' equity includes three new fields. These include future income taxes (current) and stock-based employee compensation liabilities (current), under total current liabilities, and stock-based employee compensation liabilities (non-current) under total non-current liabilities. As a result, caution should be used in comparing year-over-year changes.

**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				
<b>Land</b>				
Balance at beginning of year	292,423	205,957	4,963	503,343
Balance at end of year	299,420	212,235	5,985	517,640
<b>Ways and Structures:</b>				
<b>Track and roadway<sup>1</sup></b>				
Balance at beginning of year	7,127,808	4,583,045	152,372	11,863,225
Balance at end of year	7,263,827	4,596,274	157,908	12,018,009
Accumulated amortization	1,849,528	1,467,299	65,074	3,381,901
Net book value	5,414,299	3,128,974	92,833	8,636,107
<b>Buildings and related machinery and equipment</b>				
Balance at beginning of year	1,583,364	954,133	237,608	2,775,105
Balance at end of year	1,569,048	985,025	241,368	2,795,442
Accumulated amortization	593,048	408,093	236,085	1,237,227
Net book value	976,000	576,932	5,283	1,558,215
<b>Leasehold improvements</b>				
Balance at beginning of year	9,978	7,329	167,695	185,003
Balance at end of year	9,978	7,909	104,164	122,051
Accumulated amortization	5,724	4,076	80,382	90,182
Net book value	4,254	3,832	23,783	31,869
<b>Signals, communications and power</b>				
Balance at beginning of year	1,237,752	611,686	0	1,849,438
Balance at end of year	1,235,398	629,124	0	1,864,523
Accumulated amortization	645,547	339,451	0	984,998
Net book value	589,852	289,674	0	879,525
<b>Terminals and fuel stations</b>				
Balance at beginning of year	350,029	340,107	0	690,136
Balance at end of year	313,568	351,393	0	664,961
Accumulated amortization	66,651	85,349	0	151,999
Net book value	246,918	266,044	0	512,962
<b>Total, Ways and Structures</b>				
Balance at beginning of year	10,308,931	6,496,301	557,675	17,362,907
Balance at end of year	10,391,820	6,569,725	503,440	17,464,985
Accumulated amortization	3,160,498	2,304,268	381,541	5,846,307
Net book value	7,231,322	4,265,457	121,899	11,618,679
<b>Equipment:</b>				
<b>Rolling stock - revenue service</b>				
Balance at beginning of year	2,956,094	2,505,080	774,448	6,235,622
Balance at end of year	2,939,354	2,536,608	779,340	6,255,301
Accumulated amortization	1,209,596	1,060,664	537,584	2,807,844
Net book value	1,729,758	1,475,944	241,756	3,447,457
<b>Intermodal equipment</b>				
Balance at beginning of year	147,736	109,368	0	257,104
Balance at end of year	138,100	111,216	0	249,316
Accumulated amortization	31,694	47,836	0	79,530
Net book value	106,406	63,380	0	169,786
<b>Work equipment and roadway machines</b>				
Balance at beginning of year	289,576	335,347	0	624,922
Balance at end of year	300,327	335,779	0	636,106
Accumulated amortization	41,844	165,884	0	207,729
Net book value	258,483	169,895	0	428,377
<b>Other equipment</b>				
Balance at beginning of year	59,986	137,105	1,306	198,397
Balance at end of year	99,304	140,150	1,067	240,521
Accumulated amortization	40,543	64,343	623	105,510
Net book value	58,761	75,807	444	135,012

See notes at the end of the table.

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			
<b>Total, equipment</b>				
Balance at beginning of year	3,453,392	3,086,899	775,754	7,316,045
Balance at end of year	3,477,085	3,123,753	780,407	7,381,245
Accumulated amortization	1,323,678	1,338,728	538,208	3,200,613
Net book value	2,153,408	1,785,025	242,199	4,180,632
<b>Total</b>				
Balance at beginning of year	13,762,323	9,583,200	1,333,429	24,678,952
Balance at end of year	13,868,905	9,693,478	1,283,847	24,846,230
Accumulated amortization	4,484,175	3,642,996	919,748	9,046,920
Net book value	9,384,730	6,050,482	364,099	15,799,311
<b>Miscellaneous Property Accounts</b>				
Balance at beginning of year	35,517	19,133	0	54,650
Balance at end of year	43,399	13,295	0	56,694

1. The derivation of this variable has changed as of reference year 2009. As a result, caution should be used in comparing the year-over-year changes.

**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 <sup>1</sup>	Total
thousands of dollars					
<b>Land</b>					
Balance at beginning of year	292,423	205,957	4,963	33,634	536,977
Balance at end of year	299,420	212,235	5,985	58,757	576,397
<b>Ways and Structures:</b>					
<b>Track and roadway <sup>2</sup></b>					
Balance at beginning of year	7,127,808	4,583,045	152,372	801,130	12,664,355
Balance at end of year	7,263,827	4,596,274	157,908	857,837	12,875,846
<b>Buildings and related machinery and equipment</b>					
Balance at beginning of year	1,583,364	954,133	237,608	149,938	2,925,043
Balance at end of year	1,569,048	985,025	241,368	153,509	2,948,950
<b>Leasehold improvements</b>					
Balance at beginning of year	9,978	7,329	167,695	13,668	198,670
Balance at end of year	9,978	7,909	104,164	2,687	124,738
<b>Signals, communications and power</b>					
Balance at beginning of year	1,237,752	611,686	0	61,511	1,910,949
Balance at end of year	1,235,398	629,124	0	65,154	1,929,676
<b>Terminals and fuel stations</b>					
Balance at beginning of year	350,029	340,107	0	7,920	698,056
Balance at end of year	313,568	351,393	0	6,482	671,443
<b>Total, Ways and Structures</b>					
Balance at beginning of year	10,308,931	6,496,301	557,675	1,034,166	18,397,073
Balance at end of year	10,391,820	6,569,725	503,440	1,085,670	18,550,655
<b>Equipment:</b>					
<b>Rolling stock - revenue service</b>					
Balance at beginning of year	2,956,094	2,505,080	774,448	203,538	6,439,160
Balance at end of year	2,939,354	2,536,608	779,340	206,136	6,461,438
<b>Intermodal equipment</b>					
Balance at beginning of year	147,736	109,368	0	602	257,706
Balance at end of year	138,100	111,216	0	602	249,918
<b>Work equipment and roadway machines</b>					
Balance at beginning of year	289,576	335,347	0	69,217	694,140
Balance at end of year	300,327	335,779	0	72,955	709,061
<b>Other equipment</b>					
Balance at beginning of year	59,986	137,105	1,306	13,620	212,017
Balance at end of year	99,304	140,150	1,067	14,363	254,884
<b>Total, equipment</b>					
Balance at beginning of year	3,453,392	3,086,899	775,754	286,977	7,603,022
Balance at end of year	3,477,085	3,123,753	780,407	294,056	7,675,301
<b>Total</b>					
Balance at beginning of year	13,762,323	9,583,200	1,333,429	1,321,144	26,000,096
Balance at end of year	13,868,905	9,693,478	1,283,847	1,379,726	26,225,956
<b>Miscellaneous Property Accounts</b>					
Balance at beginning of year	35,517	19,133	0	119	54,769
Balance at end of year	43,399	13,295	0	122	56,816

1. Includes short-haul carriers.

2. The derivation of this variable has changed as of reference year 2009. As a result, caution should be used in comparing the year-over-year changes.

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

	Canadian National	Canadian Pacific	VIA Rail	Regional railways <sup>1</sup>	Total
kilometres					
<b>Line owned</b>					
First main track	20,258	10,755	208	5,455	36,676
Second and other main track	1,988	842	0	599	3,429
Industrial, yard and sidings	8,806	4,703	38	1,190	14,737
<b>Total line owned</b>	<b>31,053</b>	<b>16,299</b>	<b>245</b>	<b>7,245</b>	<b>54,842</b>
<b>Line operated under lease, contract, trackage rights or jointly owned</b>					
First main track	2,797	2,754	24	2,174	7,749
Second and other main track	98	457	0	332	886
Industrial, yard and sidings	2,617	1,545	0	453	4,615
<b>Total line operated under lease, contract, trackage rights or jointly owned</b>	<b>5,512</b>	<b>4,756</b>	<b>24</b>	<b>2,958</b>	<b>13,250</b>
<b>Total track operated</b>	<b>36,565</b>	<b>21,055</b>	<b>270</b>	<b>10,203</b>	<b>68,092</b>

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 <sup>1</sup>	Total
kilometres					
<b>First Main Track</b>					
Newfoundland and Labrador	0	0	0	550	550
Nova Scotia	254	0	0	417	670
New Brunswick	963	0	0	281	1,244
Quebec	3,344	352	8	1,346	5,050
Ontario	4,688	3,782	224	2,287	10,981
Manitoba	1,402	1,738	0	1,414	4,554
Saskatchewan	3,422	3,524	0	795	7,742
Alberta	4,421	2,391	0	2	6,815
British Columbia	4,362	1,720	0	536	6,618
Northwest Territories	121	0	0	0	121
United States	78	0	0	0	78
<b>Total</b>	<b>23,055</b>	<b>13,509</b>	<b>232</b>	<b>7,629</b>	<b>44,425</b>
<b>Total Track Operated</b>					
Newfoundland and Labrador	0	0	0	684	684
Nova Scotia	563	0	0	428	991
New Brunswick	1,561	0	0	341	1,902
Quebec	5,409	895	8	1,979	8,291
Ontario	9,263	6,412	261	3,046	18,982
Manitoba	2,407	2,549	0	1,509	6,465
Saskatchewan	4,776	4,661	0	1,329	10,766
Alberta	6,047	3,598	0	4	9,649
British Columbia	6,305	2,940	0	883	10,128
Northwest Territories	121	0	0	0	121
United States	112	0	0	0	112
<b>Total</b>	<b>36,565</b>	<b>21,055</b>	<b>270</b>	<b>10,203</b>	<b>68,092</b>

1. Includes short-haul carriers.

**Table 6**  
**Rail transportation, Diesel fuel consumed, all carriers**

	Canadian National	Canadian Pacific	VIA Rail	Regional railways <sup>1</sup>	Total
thousands of litres					
<b>Diesel</b>					
Freight	883,745	710,771	0	68,832	1,663,348
Passenger	486	0	56,872	3,184	60,542
Yard switching	24,575	8,741	128	6,098	39,542
Work train	3,019	2,936	0	673	6,627
<b>Total diesel</b>	<b>911,825</b>	<b>722,448</b>	<b>57,000</b>	<b>78,787</b>	<b>1,770,060</b>
<b>Total cost of diesel fuel \$</b>	<b>560,297,775</b>	<b>461,678,454</b>	<b>53,968,213</b>	<b>49,769,040</b>	<b>1,125,713,482</b>

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 <sup>1</sup>	Total
	thousands of litres				
<b>Diesel</b>					
Newfoundland and Labrador	0	0	0	10,898	10,898
Nova Scotia	6,818	0	1,382	4,242	12,441
New Brunswick	24,441	0	2,260	2,705	29,406
Quebec	66,257	8,576	11,163	31,340	117,336
Ontario	263,188	210,315	30,099	15,134	518,736
Manitoba	79,236	55,231	3,575	6,251	144,293
Saskatchewan	104,431	111,519	2,511	1,760	220,220
Alberta	142,215	126,757	2,275	19	271,265
British Columbia	218,897	210,051	3,735	6,439	439,121
Northwest Territories	104	0	0	0	104
United States	6,239	0	0	0	6,239
<b>Total areas</b>	<b>911,825</b>	<b>722,448</b>	<b>57,000</b>	<b>78,787</b>	<b>1,770,060</b>

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			
<b>Train-kilometres</b>				
Freight	51,148,005	40,346,735	0	91,494,741
Passenger				
Locomotive drawn for passenger services	187,942	0	10,421,960	10,609,903
Rail diesel car for passenger services	0	0	296,597	296,597
In work train service	440,603	186,766	0	627,369
<b>Total train-kilometres</b>	<b>51,776,551</b>	<b>40,533,501</b>	<b>10,718,558</b>	<b>103,028,610</b>
<b>Locomotive unit-kilometres</b>				
Hauling freight trains	118,310,139	95,422,377	0	213,732,516
Hauling passenger trains	247,002	0	13,682,659	13,929,661
Switching freight trains	11,577,217	11,767,158	0	23,344,375
Helping, doubling and running light	0	0	0	0
In work train service	705,524	370,494	0	1,076,017
<b>Total locomotive unit-kilometres</b>	<b>130,839,881</b>	<b>107,560,028</b>	<b>13,682,659</b>	<b>252,082,568</b>
<b>Freight car-kilometres</b>				
Loaded	3,436,633,995	1,948,763,644	0	5,385,397,640
Empty	1,625,564,972	1,069,077,465	0	2,694,642,437
Caboose	93,488	84,045	0	177,533
In work train service	1,014,783	354,040	0	1,368,823
<b>Total freight car-kilometres</b>	<b>5,063,307,239</b>	<b>3,018,279,194</b>	<b>0</b>	<b>8,081,586,433</b>
<b>Passenger car-kilometres</b>				
Head-end cars	224,513	0	5,507,341	5,731,854
Meal service and lounge cars	47,337	0	15,522,530	15,569,867
Sleeping cars	0	0	16,303,344	16,303,344
Coaches	610,622	6,843	33,803,292	34,420,757
Rail diesel cars	137,285	0	518,825	656,110
Commuter cars	0	0	0	0
In work train service	0	591	0	591
<b>Total passenger car-kilometres</b>	<b>1,019,758</b>	<b>7,434</b>	<b>71,655,332</b>	<b>72,682,523</b>
<b>Gross tonne-kilometres</b>				
Freight train cars, contents and cabooses ('000)	323,337,096	225,798,932	0	549,136,029
Passenger train cars (cars only) ('000)	79,912	479	3,806,678	3,887,069
<b>Train hours</b>				
Freight	1,100,794	1,147,627	0	2,248,421
Passenger	0	0	0	0
<b>Total train hours</b>	<b>1,100,794</b>	<b>1,147,627</b>	<b>0</b>	<b>2,248,421</b>

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

	Canadian National	Canadian Pacific	VIA Rail	Regional Railways <sup>1</sup>	Total
	metric units				
<b>Train-kilometres</b>					
Freight	51,148,005	40,346,735	0	4,189,182	95,683,922
Passenger					
Locomotive drawn for passenger services	187,942	0	10,421,960	442,518	11,052,420
Rail diesel car for passenger services	0	0	296,597	0	296,597
<b>Total train-kilometres <sup>2</sup></b>	<b>51,776,551</b>	<b>40,533,501</b>	<b>10,718,558</b>	<b>4,674,478</b>	<b>107,703,088</b>
<b>Locomotive unit-kilometres</b>					
Hauling freight trains	118,310,139	95,422,377	0	4,566,235	218,298,751
Hauling passenger trains	247,002	0	13,682,659	733,615	14,663,276
Switching freight trains	11,577,217	11,767,158	0	555,797	23,900,172
Helping, doubling and running light	0	0	0	150	150
<b>Total locomotive unit-kilometres <sup>2</sup></b>	<b>130,839,881</b>	<b>107,560,028</b>	<b>13,682,659</b>	<b>5,855,797</b>	<b>257,938,365</b>
<b>Freight car-kilometres</b>					
Loaded	3,436,633,995	1,948,763,644	0	127,936,066	5,513,333,705
Empty	1,625,564,972	1,069,077,465	0	124,116,485	2,818,758,922
Caboose	93,488	84,045	0	40	177,573
<b>Total freight car-kilometres <sup>2</sup></b>	<b>5,063,307,239</b>	<b>3,018,279,194</b>	<b>0</b>	<b>252,511,592</b>	<b>8,334,098,025</b>
<b>Total passenger car-kilometres</b>	<b>1,019,758</b>	<b>7,434</b>	<b>71,655,332</b>	<b>2,990,443</b>	<b>75,672,967</b>
<b>Gross tonne-kilometres</b>					
Freight train cars, contents and cabooses ('000)	323,337,096	225,798,932	0	7,366,763	556,502,791
Passenger train cars (cars only) ('000)	79,912	479	3,806,678	236,956	4,124,025
<b>Train hours</b>					
Freight	1,100,794	1,147,627	0	104,493	2,352,914
Passenger	0	0	0	5,813	5,813
<b>Total train hours</b>	<b>1,100,794</b>	<b>1,147,627</b>	<b>0</b>	<b>110,306</b>	<b>2,358,727</b>

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 <sup>1</sup>	Total
	metric units				
<b>Revenue freight</b>					
Revenue freight, tonnes ('000)	122,255	94,110	0	61,947	278,312
Revenue freight, tonne-kilometres ('000)	171,017,855	117,824,608	0	10,803,679	299,646,142
Revenue freight, average haul on each railway (km)	1,399	1,252	0	174	1,077
<b>Revenue and non-revenue freight</b>					
Revenue and non-revenue freight, tonnes ('000)	125,080	96,722	0	63,490	285,292
Revenue and non-revenue freight, tonne-kilometres ('000)	171,927,037	119,314,819	0	10,873,641	302,115,496
Revenue and non-revenue freight, average haul on each railway (km)	1,375	1,234	0	171	1,059
<b>Revenue passengers</b>					
Revenue passengers, passengers ('000)	34	0	4,229	109	4,373
Revenue passengers, passenger-kilometres ('000)	11,365	0	1,379,208	22,779	1,413,352
Revenue passengers, average passenger journey per ticket (km)	330	0	326	208	323
<b>Transportation services, averages</b>					
Transportation services, averages, cars per freight train (No.)	99.0	74.8	0.0	60.3	87.1
Transportation services, averages, cars per passenger train (No.)	5.4	0.0	6.7	6.8	6.7
Transportation services, averages, freight carload (t)	50.0	61.2	0.0	85.0	54.8
Transportation services, averages, empty freight car-kilometres (%)	32.1	35.4	0.0	49.2	33.8
Transportation services, averages, freight train speed (km/hr)	46.5	35.2	0.0	40.1	40.7

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			
<b>Locomotives</b>				
<b>Freight</b>				
Diesel	1,039	994	0	2,033
Electric	0	0	0	0
<b>Total freight locomotives</b>	<b>1,039</b>	<b>994</b>	<b>0</b>	<b>2,033</b>
<b>Passenger</b>				
Diesel	0	0	76	76
Electric	0	0	0	0
Other	0	7	0	7
<b>Total passenger locomotives</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>83</b>
<b>Yard</b>				
Diesel	253	171	0	424
Electric	0	0	0	0
<b>Total yard locomotives</b>	<b>253</b>	<b>171</b>	<b>0</b>	<b>424</b>
Associated equipment	0	20	0	20
<b>Locomotives</b>	<b>1,292</b>	<b>1,192</b>	<b>76</b>	<b>2,560</b>
<b>Freight Cars</b>				
Box	9,628	3,054	0	12,682
Hopper	14,233	14,941	0	29,174
Gondola	6,713	5,467	0	12,180
Refrigerator	0	0	0	0
Flat	9,741	3,837	0	13,578
Stock	0	0	0	0
Caboose	21	81	0	102
Other	25	0	0	25
<b>Freight cars</b>	<b>40,361</b>	<b>27,380</b>	<b>0</b>	<b>67,741</b>
<b>Passenger cars</b>				
Head-end	0	6	32	38
Meal and/or lounge	6	11	77	94
Sleeping	0	4	129	133
Coach	57	2	214	273
Diesel	0	0	6	6
Commuter	0	0	0	0
Other	0	0	0	0
<b>Passenger cars</b>	<b>63</b>	<b>23</b>	<b>458</b>	<b>544</b>

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

	Canadian National	Canadian Pacific	VIA Rail	Regional Railways <sup>1</sup>	Total
	number				
<b>Locomotives</b>					
Total freight locomotives	1,039	994	0	274	2,307
Total passenger locomotives	0	7	76	6	89
Total yard locomotives	253	171	0	18	442
Associated equipment	0	20	0	8	28
<b>Total locomotives</b>	<b>1,292</b>	<b>1,192</b>	<b>76</b>	<b>306</b>	<b>2,866</b>
<b>Total freight cars</b>	<b>40,361</b>	<b>27,380</b>	<b>0</b>	<b>5,370</b>	<b>73,111</b>
<b>Total passenger cars</b>	<b>63</b>	<b>23</b>	<b>458</b>	<b>64</b>	<b>608</b>

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 <sup>1</sup>	Total
	number				
<b>Average number of employees</b>					
General services	2,001	1,904	612	479	4,996
Road maintenance	4,247	2,807	21	717	7,792
Equipment maintenance	2,196	1,780	827	562	5,365
Transportation	6,040	4,819	1,665	1,012	13,536
<b>Total major occupational group</b>	<b>14,484</b>	<b>11,310</b>	<b>3,125</b>	<b>2,769</b>	<b>31,688</b>
	millions of dollars				
<b>Total compensation</b>					
General services	226.3	151.5	40.5	31.6	449.8
Road maintenance	281.0	176.0	1.6	39.4	498.0
Equipment maintenance	140.0	113.5	49.9	36.1	339.5
Transportation	497.2	401.1	109.3	66.7	1,074.4
<b>Total major occupational group</b>	<b>1,144.5</b>	<b>842.0</b>	<b>201.2</b>	<b>173.8</b>	<b>2,361.6</b>
	dollars				
<b>Average compensation per year</b>					
General services	113,074	79,545	66,133	66,082	90,043
Road maintenance	66,169	62,692	74,474	54,923	63,904
Equipment maintenance	63,756	63,748	60,279	64,298	63,274
Transportation	82,324	83,236	65,673	65,939	79,376
<b>Total major occupational group</b>	<b>79,020</b>	<b>74,449</b>	<b>64,395</b>	<b>62,778</b>	<b>74,527</b>
<b>Average compensation per hour</b>					
General services	54.6	37.0	31.6	35.2	43.2
Road maintenance	29.3	28.4	35.0	28.6	29.0
Equipment maintenance	30.1	30.0	28.9	32.3	30.1
Transportation	39.9	31.1	31.5	33.5	34.8
<b>Total major occupational group</b>	<b>37.1</b>	<b>31.2</b>	<b>30.8</b>	<b>32.3</b>	<b>33.9</b>

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	
<b>Managerial and supervisory</b>								
Canadian National and Canadian Pacific	2,434	9.4	5,152	320,299	16.1	2,117	62.2	131,594
VIA Rail	219	7.0	457	20,615	10.2	2,086	45.1	94,132
<b>Total mainline companies</b>	<b>2,653</b>	<b>9.2</b>	<b>5,609</b>	<b>340,914</b>	<b>15.6</b>	<b>2,114</b>	<b>60.8</b>	<b>128,501</b>
<b>Professional, scientific, technical and staff assistants</b>								
Canadian National and Canadian Pacific	4,277	16.6	8,978	339,090	17.1	2,099	37.8	79,282
VIA Rail	312	10.0	654	24,407	12.1	2,098	37.3	78,227
<b>Total mainline companies</b>	<b>4,589</b>	<b>15.9</b>	<b>9,632</b>	<b>363,497</b>	<b>16.6</b>	<b>2,099</b>	<b>37.7</b>	<b>79,211</b>
<b>Clerical</b>								
Canadian National and Canadian Pacific	1,420	5.5	3,204	76,999	3.9	2,256	24.0	54,225
VIA Rail	423	13.5	893	21,624	10.7	2,111	24.2	51,121
<b>Total mainline companies</b>	<b>1,843</b>	<b>6.4</b>	<b>4,097</b>	<b>98,623</b>	<b>4.5</b>	<b>2,223</b>	<b>24.1</b>	<b>53,512</b>
<b>Running trades</b>								
Canadian National and Canadian Pacific	7,323	28.4	17,725	628,692	31.6	2,420	35.5	85,852
VIA Rail	412	13.2	858	40,233	20.0	2,083	46.9	97,652
<b>Total mainline companies</b>	<b>7,735</b>	<b>26.7</b>	<b>18,583</b>	<b>668,925</b>	<b>30.6</b>	<b>2,403</b>	<b>36.0</b>	<b>86,480</b>
<b>Working foremen</b>								
Canadian National and Canadian Pacific	1,333	5.2	3,043	86,402	4.3	2,283	28.4	64,818
VIA Rail	3	0.1	6	178	0.1	2,031	29.3	59,498
<b>Total mainline companies</b>	<b>1,336</b>	<b>4.6</b>	<b>3,049</b>	<b>86,581</b>	<b>4.0</b>	<b>2,282</b>	<b>28.4</b>	<b>64,806</b>
<b>Craftsmen, tradesmen, lead hands, service workers and helpers</b>								
Canadian National and Canadian Pacific	8,016	31.1	17,647	484,139	24.4	2,201	27.4	60,397
VIA Rail	1,445	46.2	3,007	78,792	39.2	2,081	26.2	54,527
<b>Total mainline companies</b>	<b>9,461</b>	<b>32.7</b>	<b>20,654</b>	<b>562,931</b>	<b>25.7</b>	<b>2,183</b>	<b>27.3</b>	<b>59,500</b>
<b>Labourers, including building attendants and coach cleaners</b>								
Canadian National and Canadian Pacific	991	3.8	2,067	50,923	2.6	2,086	24.6	51,386
VIA Rail	311	10.0	650	15,386	7.6	2,090	23.7	49,473
<b>Total mainline companies</b>	<b>1,302</b>	<b>4.5</b>	<b>2,717</b>	<b>66,309</b>	<b>3.0</b>	<b>2,087</b>	<b>24.4</b>	<b>50,929</b>
<b>Total occupational categories</b>								
Canadian National and Canadian Pacific	25,794	100.0	57,816	1,986,545	100.0	2,241	34.4	77,016
VIA Rail	3,125	100.0	6,526	201,235	100.0	2,088	30.8	64,395
<b>Total mainline companies</b>	<b>28,919</b>	<b>100.0</b>	<b>64,341</b>	<b>2,187,780</b>	<b>100.0</b>	<b>2,225</b>	<b>34.0</b>	<b>75,652</b>

**Table 13**  
**Rail transportation, Origin and destination of commodity transported**

	Destination									
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta <sup>2</sup>	British Columbia	U.S.	Mexico	Total tonnage for all destinations
	tonnes									
<b>Origin</b>										
Atlantic	3,199,824	22,578,013	692,279	17,801	6,346	124,976	34,117	1,598,818	4,192	28,256,366
Quebec	2,077,074	4,323,749	4,405,721	371,012	113,229	862,181	1,268,063	8,338,033	182,773	21,941,835
Ontario	1,349,552	4,883,423	2,572,850	930,318	320,430	3,311,135	2,355,457	8,123,432	244,892	24,091,489
Manitoba	55,130	598,900	3,262,575	267,370	253,619	265,186	2,046,484	2,868,828	188,154	9,806,246
Saskatchewan	73,435	1,654,291	5,282,458	1,009,333	127,449	667,211	13,863,877	8,390,496	365,018	31,433,568
Alberta	95,053	1,028,383	1,936,549	1,010,011	957,066	2,992,992	25,801,361	11,017,012	204,284	45,042,711
British Columbia	123,581	2,489,918	4,239,013	250,185	142,040	2,423,352	27,634,044	7,761,380	44,289	45,107,802
U.S.	775,580	5,610,703	5,461,542	541,638	1,130,800	5,649,628	3,608,599	6,178,959	3,504	28,960,953
Mexico	3,460	35,935	74,200	3,058	3,204	24,881	11,114	2,241	.	158,093
<b>Total tonnage from all origins</b>	<b>7,752,689</b>	<b>43,203,315</b>	<b>27,927,187</b>	<b>4,400,726</b>	<b>3,054,183</b>	<b>16,321,542</b>	<b>76,623,116</b>	<b>54,279,199</b>	<b>1,237,106</b>	<b>234,799,063</b>

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
	tonnes								
01 Wheat	0	0	0	0	0	0	0	0	0
02 Other cereal grains	152	0	4,447	0	0	0	0	849	5,448
03 Fresh, chilled or dried vegetables	0	171	6,815	49	0	26	147	0	7,208
04 Fresh, chilled or dried fruit and nuts	0	348	150	0	0	0	0	0	498
05 Colza seeds (canola)	0	0	84	0	0	0	0	0	84
06 Other oil seeds and nuts, other agricultural product	0	191	1,625	54	45	230	22	19	2,186
07 Animal feed and products	0	132	9	27	0	0	47	38	253
08 Meat, fish, seafood and preparations	0	561	1,044	25	0	908	76	132	2,746
09 Milled grain production and preparations, bakery products	26	375	10	0	0	0	0	6,169	6,580
10 Animal or vegetable fats, oils and flours	0	1,002	0	0	0	362	0	0	1,364
11 Sugar	0	0	87	45	0	201	141	90	564
12 Prepared food stuffs, not elsewhere classified	0	328	5,835	3,428	0	1,033	29	0	10,653
13 Alcoholic and non-alcoholic beverages	0	19,544	45,835	1,941	736	1,902	1,022	19	70,999
14 Sand, gravel and crushed stone	0	35,073	73	0	0	0	0	1,160	36,306
15 Salt	0	6,167	11	0	0	0	0	0	6,178
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	7,993	0	0	0	0	0	0	36,627	44,620
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	1,657,862	49	2,705	259	25	871	18	13,075	1,674,864
20 Iron ores and concentrates	0	21,932,488	0	0	0	0	0	0	21,932,488
21 Copper ores and concentrates	0	30,733	0	0	0	0	0	0	30,733
22 Nickel ores and concentrates	0	0	0	0	0	5,833	0	0	5,833
23 Lead ores and concentrates	141,930	240	0	0	0	0	0	0	142,170
24 Zinc ores and concentrates	267,311	100,940	0	0	0	0	0	0	368,251
25 Other metallic ores and concentrates	0	0	0	0	0	0	0	0	0
26 Coal	443,272	0	0	0	0	0	0	0	443,272
27 Gasoline and aviation turbine fuel	0	0	0	0	0	0	0	0	0
28 Fuel oils and crude petroleum	7,748	138	0	0	0	0	0	0	7,886
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	112,753	28,219	23,786	0	225	8,431	0	266,737	440,151
30 Coal coke and petroleum coke	0	0	0	0	0	0	0	0	0
31 Other refined petroleum and coal products	0	89	52	322	0	0	0	0	463
32 Sulphuric acid	17,626	2,644	857	0	0	0	0	28,842	49,969
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	141,909	2,709	2,544	12	0	2,283	39	3,869	153,365
35 Potash	218,959	0	0	0	0	0	0	0	218,959
36 Fertilizers (excluding potash)	0	87	152	0	0	0	0	0	239
37 Other chemical products and preparations	0	206	573	20	52	101	0	20	972
38 Plastic and rubber	21	697	8,910	1,112	16	2,241	909	23,505	37,411
39 Logs and other wood in the rough	0	58,066	18	0	0	0	0	12,414	70,498
40 Wood chips	118,578	57,007	296	0	0	0	0	0	175,881
41 Lumber	79	2,130	3,514	126	123	514	89	297,683	304,258
42 Other wood products (plywood, veneer)	1,410	1,335	5,677	3,963	673	4,760	493	20,654	38,965
43 Wood pulp	43,319	30,983	90,791	0	0	25	0	168,060	333,178
44 Newsprint	356	220	11,509	0	0	0	0	226,192	238,277

See notes at the end of the table.

Table 14-1 – continued

## Rail transportation, Commodity movements from Atlantic

	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	14,006	15,207	62,716	377	25	1,978	1,511	237,858	333,678
46 Cement	2,452	0	0	0	0	0	0	0	2,452
47 Other non-metallic mineral products	273	302	4,374	0	15	0	3	0	4,967
48 Iron and steel, primary or semi-finished	0	76	0	0	0	0	0	0	76
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	3,564	614	0	0	64,477	0	53,947	122,602
52 Articles of base metal	0	152	1,932	69	20	866	72	182	3,293
53 Machinery	317	1,167	2,074	0	45	1,021	3	439	5,066
54 Automobiles and mini-vans	0	22,860	30,870	1,203	1,021	8,065	13,077	4	77,100
55 Freight motor vehicles	0	3,079	3,905	199	117	1,214	1,509	0	10,023
56 Other vehicles	0	191	0	0	0	418	183	79	871
57 Parts and accessories for motor vehicles	0	2	84	0	9	8	0	8	111
58 Other transportation equipment	944	0	106	218	29	77	0	11	1,385
59 Metallic waste and scrap	48	75,725	249	0	0	0	0	4,559	80,581
60 Non-metallic waste and scrap	0	149	4,252	353	0	112	0	50,603	55,469
61 Other manufactured and miscellaneous goods	454	5,244	10,755	0	798	728	250	323	18,552
62 Pool car traffic of freight forwarder and ship associated	0	461	1,135	127	0	109	33	0	1,865
63 Mixed loads or unidentified freight	26	136,962	351,804	3,872	2,372	16,182	14,444	148,843	674,505
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>3,199,824</b>	<b>22,578,013</b>	<b>692,279</b>	<b>17,801</b>	<b>6,346</b>	<b>124,976</b>	<b>34,117</b>	<b>1,603,010</b>	<b>28,256,366</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	1,874	166,156	513,705	12,149	4,244	27,465	18,394	173,177	917,164
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. 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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	0	989	2,859	18,032	0	0	0	21,880
02 Other cereal grains	152	21,198	22,498	0	143	0	0	11,831	55,822
03 Fresh, chilled or dried vegetables	0	0	61	9,333	33,473	932	51	3,188	47,038
04 Fresh, chilled or dried fruit and nuts	0	0	139	0	0	0	0	178	317
05 Colza seeds (canola)	0	0	0	0	0	0	0	0	0
06 Other oil seeds and nuts, other agricultural product	0	0	20	2,505	0	26	204	63	2,818
07 Animal feed and products	0	419	58,953	824	127	119	0	50,015	110,457
08 Meat, fish, seafood and preparations	0	138	102	0	8	961	241	390	1,840
09 Milled grain production and preparations, bakery products	26	3,935	17,019	11,850	669	0	0	4,365	37,864
10 Animal or vegetable fats, oils and flours	0	163	8,264	12,515	13,865	217	149	5,161	40,334
11 Sugar	0	9,487	29,923	0	0	0	0	1,906	41,316
12 Prepared food stuffs, not elsewhere classified	0	252	46,605	1,126	0	465	173	1,715	50,336
13 Alcoholic and non-alcoholic beverages	0	18,555	26,613	501	81	142	404	2,849	49,145
14 Sand, gravel and crushed stone	0	263,037	299	0	0	0	0	3,810	267,146
15 Salt	0	5,070	224	0	0	0	0	0	5,294
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	7,993	0	0	0	0	0	0	0	7,993
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	1,657,862	136,195	924	0	2,049	462	499	119,987	1,917,978
20 Iron ores and concentrates	0	0	727	0	0	0	0	0	727
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	141,930	172	0	88	0	0	0	815	143,005
24 Zinc ores and concentrates	267,311	0	0	0	0	0	0	68	267,379
25 Other metallic ores and concentrates	0	2,729	429	0	0	0	35	0	3,193
26 Coal	443,272	0	0	0	0	0	0	853	444,125
27 Gasoline and aviation turbine fuel	0	124,681	730	0	0	0	0	16	125,427
28 Fuel oils and crude petroleum	7,748	338,830	0	0	0	0	0	0	346,578
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	112,753	29,473	152,701	0	0	6,926	200	19,446	321,499
30 Coal coke and petroleum coke	0	144,365	0	0	0	0	0	0	144,365
31 Other refined petroleum and coal products	0	11,528	12,659	0	0	16	0	6,516	30,719
32 Sulphuric acid	17,626	47,514	16,181	0	0	0	0	16,182	97,503
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	141,909	168,528	45,534	5,962	0	812	2,187	64,841	429,773
35 Potash	218,959	0	0	0	0	0	0	1,427	220,386
36 Fertilizers (excluding potash)	0	21,302	396	519	0	16,372	53	25,599	64,241
37 Other chemical products and preparations	0	2,096	2,508	0	0	880	56	18,408	23,948
38 Plastic and rubber	21	16,580	12,195	206	0	24,224	749	34,169	88,144
39 Logs and other wood in the rough	0	592	1,257	0	0	184	1,355	7,245	10,633
40 Wood chips	118,578	0	0	0	0	0	0	0	118,578
41 Lumber	79	15,230	931	0	0	16,671	37,141	1,520	71,572
42 Other wood products (plywood, veneer)	1,410	8,168	56,821	18	0	4,560	39,352	9,944	120,273
43 Wood pulp	43,319	7,554	521	0	0	0	0	9,579	60,973
44 Newsprint	356	0	19	0	0	0	0	0	375

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	14,006	5,809	22,751	87	0	96	54	17,759	60,562
46 Cement	2,452	76,256	80,468	0	0	0	0	77	159,253
47 Other non-metallic mineral products	273	40,265	6,558	46	0	11,385	15	3,745	62,287
48 Iron and steel, primary or semi-finished	0	10,249	7,980	0	0	0	0	24,207	42,436
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	91	91
50 Aluminum, primary or semi-finished	0	0	23	0	0	0	0	0	23
51 Other non-ferrous metal, primary or semi-finished	0	395	965	263	0	0	77	75	1,775
52 Articles of base metal	0	12,136	14,839	599	0	37	1,022	2,474	31,107
53 Machinery	317	257	1,641	0	0	43	507	3,086	5,851
54 Automobiles and mini-vans	0	2,994	20,141	25	0	465	24,172	23,400	71,197
55 Freight motor vehicles	0	156	40,531	0	0	4	5,088	40,579	86,358
56 Other vehicles	0	1	67	523	0	49	74	131	845
57 Parts and accessories for motor vehicles	0	104	1,179	0	0	48	22	954	2,307
58 Other transportation equipment	944	7	1,303	0	0	86	0	146	2,486
59 Metallic waste and scrap	48	20	8,323	0	0	18	0	6,714	15,123
60 Non-metallic waste and scrap	0	185	3,614	0	0	252	0	3,231	7,282
61 Other manufactured and miscellaneous goods	454	5,850	31,892	0	0	227	3,311	1,418	43,152
62 Pool car traffic of freight forwarder and ship associated	0	6,536	10,194	15	0	640	144	0	17,529
63 Mixed loads or unidentified freight	26	518,063	580,841	5,266	4,988	7,734	6,246	228,867	1,352,031
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>3,199,824</b>	<b>2,077,074</b>	<b>1,349,552</b>	<b>55,130</b>	<b>73,435</b>	<b>95,053</b>	<b>123,581</b>	<b>779,040</b>	<b>7,752,689</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	1,874	609,598	764,493	19,686	39,323	15,400	13,737	248,840	1,712,951
Trailers on flat cars (TOFC)	0	63	475	0	0	0	0	0	538

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

2. Alberta includes Northwest Territories.

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

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

Source(s): Transport Canada

**Table 14-3**  
**Rail transportation, Commodity movements from Quebec**

Commodity	Destination								Total tonnage for all destinations
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	1,063	713	24	0	65	289	1,195	3,349
02 Other cereal grains	21,198	9,960	9,106	0	0	0	1,146	11,165	52,575
03 Fresh, chilled or dried vegetables	0	0	136	23	0	41	8,863	1,159	10,222
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	484	435	237	1,156
05 Colza seeds (canola)	0	0	2,307	0	0	0	0	0	2,307
06 Other oil seeds and nuts, other agricultural product	0	34,705	70	229	140	455	5,179	1,659	42,437
07 Animal feed and products	419	449	19	91	260	3,446	1,210	1,418	7,312
08 Meat, fish, seafood and preparations	138	0	59	1,209	253	3,443	15,570	35,021	55,693
09 Milled grain production and preparations, bakery products	3,935	84	118	48	126	4,583	987	9,945	19,826
10 Animal or vegetable fats, oils and flours	163	1,003	0	0	0	487	100	96	1,849
11 Sugar	9,487	91	108,383	0	0	467	408	8,556	127,392
12 Prepared food stuffs, not elsewhere classified	252	0	576	9,592	4,431	40,811	21,218	5,871	82,751
13 Alcoholic and non-alcoholic beverages	18,555	61	2,152	8,288	436	13,474	9,525	3,638	56,129
14 Sand, gravel and crushed stone	263,037	7,089	12,017	250	41	39,438	5,796	11,472	339,140
15 Salt	5,070	0	0	0	0	0	0	0	5,070
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	0	0	0	46,274	46,274
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	136,195	552	0	1,576	24	65	169	11,881	150,462
20 Iron ores and concentrates	0	0	0	18	0	0	0	0	18
21 Copper ores and concentrates	0	85,939	198,818	0	209	0	0	0	284,966
22 Nickel ores and concentrates	0	0	44,908	66,857	0	0	0	0	111,765
23 Lead ores and concentrates	172	0	0	0	0	0	0	0	172
24 Zinc ores and concentrates	0	250,219	0	29,095	0	0	60,458	0	339,772
25 Other metallic ores and concentrates	2,729	0	12,450	60	109	310	52	1,506	17,216
26 Coal	0	0	0	0	0	0	0	0	0
27 Gasoline and aviation turbine fuel	124,681	879,933	878,999	50,284	0	11,634	9,609	5,978	1,961,118
28 Fuel oils and crude petroleum	338,830	953,650	812,921	0	0	44	78	153,599	2,259,122
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	29,473	18,546	109,426	0	137	866	0	169,568	328,016
30 Coal coke and petroleum coke	144,365	343	0	0	0	0	0	152	144,860
31 Other refined petroleum and coal products	11,528	33,772	21,944	3,209	4,515	17,071	1,870	31,295	125,204
32 Sulphuric acid	47,514	96,705	27,108	0	275	1,103	0	601,087	773,792
33 Alumina	0	283,150	28,847	1,490	1,959	11,190	2,907	144,393	473,936
34 Other basic chemicals	168,528	241,583	209,591	11,236	11,018	44,381	45,861	1,155,821	1,888,019
35 Potash	0	0	0	0	0	0	0	0	0
36 Fertilizers (excluding potash)	21,302	697	6,544	20	20	64	145	6,892	35,684
37 Other chemical products and preparations	2,096	10,203	2,197	709	6,965	10,571	1,879	69,302	103,922
38 Plastic and rubber	16,580	7,215	2,382	3,329	669	15,269	6,918	63,775	116,137
39 Logs and other wood in the rough	592	117,239	0	1,251	2,620	0	0	1,714	123,416
40 Wood chips	0	611,125	0	0	0	0	0	19	611,144
41 Lumber	15,230	87,004	89,409	4,724	105	13,944	7,437	558,020	775,873
42 Other wood products (plywood, veneer)	8,168	10,005	3,128	13,599	4,248	20,542	4,061	295,502	359,253
43 Wood pulp	7,554	61,614	64,906	0	0	0	24,821	351,891	510,786
44 Newsprint	0	133,302	67,474	794	56	306	239	583,529	785,700

See notes at the end of the table.

Table 14-3 – continued

## Rail transportation, Commodity movements from Quebec

	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	5,809	160,568	103,533	34,919	676	11,921	21,517	922,585	1,261,528
46 Cement	76,256	37,662	25	44	0	0	0	247,218	361,205
47 Other non-metallic mineral products	40,265	1,752	265	2,110	393	6,739	7,198	18,398	77,120
48 Iron and steel, primary or semi-finished	10,249	14,843	84,496	2,677	8,667	28,865	3,407	183,426	336,630
49 Copper, primary or semi-finished	0	71,938	158	0	2,039	0	0	113,239	187,374
50 Aluminum, primary or semi-finished	0	1,634	187,968	347	5,901	1,197	1,590	1,520,734	1,719,371
51 Other non-ferrous metal, primary or semi-finished	395	0	54,800	943	1,093	110	507	102,233	160,081
52 Articles of base metal	12,136	6,657	3,863	3,446	749	13,614	5,103	9,097	54,665
53 Machinery	257	766	88	61	115	3,637	473	7,211	12,608
54 Automobiles and mini-vans	2,994	273	85	14	313	1,908	965	530	7,082
55 Freight motor vehicles	156	29	0	3,295	0	599	338	0	4,417
56 Other vehicles	1	5	0	18	0	167	105	45	341
57 Parts and accessories for motor vehicles	104	0	9	0	0	641	164	449	1,367
58 Other transportation equipment	7	1,541	1,697	631	146	507	102	7,446	12,077
59 Metallic waste and scrap	20	11,156	2,280	19	0	89	38,055	31,551	83,170
60 Non-metallic waste and scrap	185	42,330	2,528	379	175	1,306	8,673	58,073	113,649
61 Other manufactured and miscellaneous goods	5,850	30,854	2,282	2,099	1,154	32,447	11,501	17,086	103,273
62 Pool car traffic of freight forwarder and ship associated	6,536	0	2,643	8,734	1,835	32,250	30,966	267	83,231
63 Mixed loads or unidentified freight	518,063	4,440	1,242,293	103,271	51,357	471,630	900,169	937,588	4,228,811
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>2,077,074</b>	<b>4,323,749</b>	<b>4,405,721</b>	<b>371,012</b>	<b>113,229</b>	<b>862,181</b>	<b>1,268,063</b>	<b>8,520,806</b>	<b>21,941,835</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	609,598	117	1,051,762	157,402	68,744	683,714	1,147,501	1,205,901	4,924,739
Trailers on flat cars (TOFC)	63	0	152	0	0	10	0	0	225

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico		
tonnes										
01 Wheat	0	1,063	1,327,499	173,982	583,061	475	0	199	2,086,279	
02 Other cereal grains	0	9,960	79,294	13,308	103,416	239	30	432,867	639,114	
03 Fresh, chilled or dried vegetables	171	0	3,523	78,778	388,175	31,301	3,824	33,876	539,648	
04 Fresh, chilled or dried fruit and nuts	348	0	252	47	0	0	9,672	4,279	14,598	
05 Colza seeds (canola)	0	0	0	81	270	0	0	0	351	
06 Other oil seeds and nuts, other agricultural product	191	34,705	91,892	17,309	18,896	246	9,558	73,154	245,951	
07 Animal feed and products	132	449	311,868	5,931	8,853	20,628	56	694,261	1,042,178	
08 Meat, fish, seafood and preparations	561	0	1,841	7,502	1,156	26,062	9,001	616	46,739	
09 Milled grain production and preparations, bakery products	375	84	13,449	29,445	14,281	35,606	1,148	43,628	138,016	
10 Animal or vegetable fats, oils and flours	1,002	1,003	81,109	74,941	120,355	1,499	134	20,863	300,906	
11 Sugar	0	91	60,544	0	0	0	0	57,609	118,244	
12 Prepared food stuffs, not elsewhere classified	328	0	74	6,513	2,946	21,813	9,447	22,833	63,954	
13 Alcoholic and non-alcoholic beverages	19,544	61	10,296	2,104	86	7,270	1,694	26,675	67,730	
14 Sand, gravel and crushed stone	35,073	7,089	0	0	0	0	155	117,251	159,568	
15 Salt	6,167	0	246,180	40	26	25	0	153	252,591	
16 Phosphate rock	0	0	0	0	0	0	0	0	0	
17 Sulphur	0	0	0	0	0	0	0	19	19	
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x	
19 Other non-metallic minerals	49	552	3,361	0	1,511	113	0	158,280	163,866	
20 Iron ores and concentrates	21,932,488	0	0	0	0	0	0	3,207	21,935,695	
21 Copper ores and concentrates	30,733	85,939	0	0	0	0	136,276	93,640	346,588	
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0	
23 Lead ores and concentrates	240	0	0	0	0	0	0	0	240	
24 Zinc ores and concentrates	100,940	250,219	32,410	0	0	0	0	0	383,569	
25 Other metallic ores and concentrates	0	0	0	0	0	21	223	93	337	
26 Coal	0	0	0	0	0	0	0	13,876	13,876	
27 Gasoline and aviation turbine fuel	0	879,933	1,702	0	0	193	0	878	882,706	
28 Fuel oils and crude petroleum	138	953,650	80,141	0	3,205	86,369	30	26,202	1,149,735	
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	28,219	18,546	101,789	4,782	7,079	29,356	237	5,573	195,581	
30 Coal coke and petroleum coke	0	343	6,853	0	0	99,381	20	244,149	350,746	
31 Other refined petroleum and coal products	89	33,772	103,293	92	31,630	14,106	104	249,569	432,655	
32 Sulphuric acid	2,644	96,705	72,050	3,755	0	1,617	314	34,432	211,517	
33 Alumina	0	283,150	188	0	0	0	0	318	283,656	
34 Other basic chemicals	2,709	241,583	40,112	912	191	70,798	25,764	354,717	736,786	
35 Potash	0	0	0	40	34,015	0	0	2,087	36,142	
36 Fertilizers (excluding potash)	87	697	11,676	2,676	21,292	42,409	562	161,582	240,981	
37 Other chemical products and preparations	206	10,203	20,158	76	0	8,960	2,034	177,545	219,182	
38 Plastic and rubber	697	7,215	47,965	161	39	94,331	10,048	411,484	571,940	
39 Logs and other wood in the rough	58,066	117,239	17,736	0	0	308	2,068	10,002	205,419	
40 Wood chips	57,007	611,125	136	0	0	0	0	20	668,288	
41 Lumber	2,130	87,004	31,511	241	0	47,108	63,422	11,132	242,548	
42 Other wood products (plywood, veneer)	1,335	10,005	15,351	1,962	537	150,820	84,789	45,716	310,515	
43 Wood pulp	30,983	61,614	211,186	0	0	26,793	50,199	41,297	422,072	
44 Newsprint	220	133,302	20,460	10,816	0	0	0	295	165,093	

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	15,207	160,568	4,002	49,148	258	3,394	19,820	189,932	442,329
46 Cement	0	37,662	32,156	0	0	0	0	1,862	71,680
47 Other non-metallic mineral products	302	1,752	103	1,354	17	20,515	668	63,237	87,948
48 Iron and steel, primary or semi-finished	76	14,843	132,237	2,364	1,864	63	1,516	143,946	296,909
49 Copper, primary or semi-finished	0	71,938	15,050	0	0	46	39	5,651	92,724
50 Aluminum, primary or semi-finished	0	1,634	23	13	418	212	7,860	122	10,282
51 Other non-ferrous metal, primary or semi-finished	3,564	0	113,238	937	0	2,449	462	4,318	124,968
52 Articles of base metal	152	6,657	285	223	20	1,338	13,117	18,090	39,882
53 Machinery	1,167	766	1,481	108	276	387	1,987	1,959	8,131
54 Automobiles and mini-vans	22,860	273	72,496	12	13	1,146	139,511	115,436	351,747
55 Freight motor vehicles	3,079	29	64,938	0	0	0	20,154	126,390	214,590
56 Other vehicles	191	5	0	4	9	40	698	108	1,055
57 Parts and accessories for motor vehicles	2	0	55	17	0	32	1,126	2,077	3,309
58 Other transportation equipment	0	1,541	22,563	186	453	90	96	10,849	35,778
59 Metallic waste and scrap	75,725	11,156	19,824	2,108	647	738	28	168,450	278,676
60 Non-metallic waste and scrap	149	42,330	3,103	2,169	1,086	853	2,004	124,544	176,238
61 Other manufactured and miscellaneous goods	5,244	30,854	3,897	2,245	538	9,971	8,531	44,639	105,919
62 Pool car traffic of freight forwarder and ship associated	461	0	3,308	5,401	4,697	14,643	11,430	182	40,122
63 Mixed loads or unidentified freight	136,962	4,440	1,348,765	97,117	302,975	154,619	1,840,062	1,050,469	4,935,409
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>22,578,013</b>	<b>4,323,749</b>	<b>4,883,423</b>	<b>598,900</b>	<b>1,654,291</b>	<b>1,028,383</b>	<b>2,489,918</b>	<b>5,646,638</b>	<b>43,203,315</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	166,156	117	1,064,749	225,455	524,963	487,596	1,982,440	1,221,779	5,673,255
Trailers on flat cars (TOFC)	0	0	90	0	0	2,988	358	0	3,436

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	989	1,327,499	218,838	21	0	0	149	84,057	1,631,553
02 Other cereal grains	22,498	79,294	6,895	1,223	14	400	7,806	21,516	139,646
03 Fresh, chilled or dried vegetables	61	3,523	364	35	9	57	22,479	7,941	34,469
04 Fresh, chilled or dried fruit and nuts	139	252	0	69	124	309	327	14	1,234
05 Colza seeds (canola)	0	0	2,109	0	0	0	0	16	2,125
06 Other oil seeds and nuts, other agricultural product	20	91,892	0	107	20	1,039	9,392	41,309	143,779
07 Animal feed and products	58,953	311,868	7,239	3,056	457	25,321	14,082	47,354	468,330
08 Meat, fish, seafood and preparations	102	1,841	0	667	159	4,815	4,837	11,490	23,911
09 Milled grain production and preparations, bakery products	17,019	13,449	24,810	2,158	1,384	12,995	5,569	107,974	185,358
10 Animal or vegetable fats, oils and flours	8,264	81,109	3,708	33	74	5,505	1,662	128,432	228,787
11 Sugar	29,923	60,544	15,619	388	78	3,280	4,295	45,265	159,392
12 Prepared food stuffs, not elsewhere classified	46,605	74	0	30,911	5,672	131,810	74,177	16,821	306,070
13 Alcoholic and non-alcoholic beverages	26,613	10,296	8,390	22,367	20,176	28,909	14,611	61,497	192,859
14 Sand, gravel and crushed stone	299	0	9,779	36	34	816	450	214,579	225,993
15 Salt	224	246,180	1,681	10	0	612	0	4,018	252,725
16 Phosphate rock	0	0	93	0	0	915,259	0	0	915,352
17 Sulphur	0	0	3,590	0	0	411	0	30,794	34,795
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	924	3,361	2,315	224	274	7,098	309	282,890	297,395
20 Iron ores and concentrates	727	0	0	0	0	0	0	0	727
21 Copper ores and concentrates	0	0	82	0	0	0	0	0	82
22 Nickel ores and concentrates	0	0	581,324	38	0	0	0	0	581,362
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	32,410	0	46,535	0	0	0	0	78,945
25 Other metallic ores and concentrates	429	0	0	1,199	5	48	0	0	1,681
26 Coal	0	0	0	0	0	0	0	0	0
27 Gasoline and aviation turbine fuel	730	1,702	38,446	0	528	1,110	2,963	0	45,479
28 Fuel oils and crude petroleum	0	80,141	70,707	13,465	0	466	0	25,926	190,705
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	152,701	101,789	304,411	0	0	573	42	623,249	1,182,765
30 Coal coke and petroleum coke	0	6,853	0	0	0	0	0	22,351	29,204
31 Other refined petroleum and coal products	12,659	103,293	231,443	12,420	5,155	147,358	25,184	280,587	818,099
32 Sulphuric acid	16,181	72,050	80,827	3,154	0	9,543	4,182	771,353	957,290
33 Alumina	0	188	877	0	0	475	0	1,893	3,433
34 Other basic chemicals	45,534	40,112	61,418	20,599	11,703	36,946	29,045	222,937	468,294
35 Potash	0	0	0	0	0	0	0	0	0
36 Fertilizers (excluding potash)	396	11,676	34,642	5,355	8,347	3,175	203	118,341	182,135
37 Other chemical products and preparations	2,508	20,158	3,763	1,191	1,359	18,194	7,702	94,133	149,008
38 Plastic and rubber	12,195	47,965	199,222	20,221	799	49,404	14,967	358,729	703,502
39 Logs and other wood in the rough	1,257	17,736	58,286	102	0	20	54	85,726	163,181
40 Wood chips	0	136	4,491	0	0	222	42	483	5,374
41 Lumber	931	31,511	36,034	1,065	130	1,914	2,226	160,053	233,864
42 Other wood products (plywood, veneer)	56,821	15,351	19,399	9,252	6,051	16,843	18,021	258,575	400,313
43 Wood pulp	521	211,186	94,531	792	0	28	71,135	550,646	928,839
44 Newsprint	19	20,460	45,970	1,509	0	6,909	35	315,083	389,985

See notes at the end of the table.

Table 14-5 – continued

## Rail transportation, Commodity movements from Ontario

	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	22,751	4,002	6,539	25,807	1,936	31,319	13,056	121,349	226,759
46 Cement	80,468	32,156	430	59,082	800	1,005	478	325,754	500,173
47 Other non-metallic mineral products	6,558	103	0	7,270	447	26,018	7,978	53,291	101,665
48 Iron and steel, primary or semi-finished	7,980	132,237	327,025	157,276	18,493	156,772	54,831	545,443	1,400,057
49 Copper, primary or semi-finished	0	15,050	0	58	0	191	16	52,196	67,511
50 Aluminum, primary or semi-finished	23	23	0	362	361	1,081	470	569	2,889
51 Other non-ferrous metal, primary or semi-finished	965	113,238	0	18	25	1,925	12,876	258	129,305
52 Articles of base metal	14,839	285	19,665	3,646	27,020	75,373	16,007	101,509	258,344
53 Machinery	1,641	1,481	1,997	1,938	1,281	10,669	6,156	9,282	34,445
54 Automobiles and mini-vans	20,141	72,496	0	11,337	5,062	31,631	27,900	667,736	836,303
55 Freight motor vehicles	40,531	64,938	0	18,720	25,614	40,274	23,134	496,002	709,213
56 Other vehicles	67	0	0	103	0	2,296	502	625	3,593
57 Parts and accessories for motor vehicles	1,179	55	6,407	611	474	15,397	3,407	141,786	169,316
58 Other transportation equipment	1,303	22,563	17,840	731	9,454	1,736	7	20,685	74,319
59 Metallic waste and scrap	8,323	19,824	18,934	4,452	45,096	85	18,707	577,101	692,522
60 Non-metallic waste and scrap	3,614	3,103	1,620	394	12	5,850	15,958	54,995	85,546
61 Other manufactured and miscellaneous goods	31,892	3,897	1,033	12,150	4,310	65,424	33,567	10,688	162,961
62 Pool car traffic of freight forwarder and ship associated	10,194	3,308	48	11,616	6,905	58,060	39,755	30	129,916
63 Mixed loads or unidentified freight	580,841	1,348,765	9	416,545	110,588	1,354,165	1,744,706	192,993	5,748,612
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>1,349,552</b>	<b>4,883,423</b>	<b>2,572,850</b>	<b>930,318</b>	<b>320,430</b>	<b>3,311,135</b>	<b>2,355,457</b>	<b>8,368,324</b>	<b>24,091,489</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	764,493	1,064,749	0	551,545	162,588	1,861,225	2,136,696	212,036	6,753,332
Trailers on flat cars (TOFC)	475	90	0	0	0	1,165	42	154,637	156,409

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	713	218,838	1,636,737	3,842,776	553,885	0	2,038	6,254,987
02 Other cereal grains	4,447	9,106	6,895	120,286	405,770	16,842	334	35,982	599,662
03 Fresh, chilled or dried vegetables	6,815	136	364	28,241	72,532	1,658	236	13,851	123,833
04 Fresh, chilled or dried fruit and nuts	150	0	0	0	0	70	6,093	7,408	13,721
05 Colza seeds (canola)	84	2,307	2,109	768,048	38,213	0	0	0	810,761
06 Other oil seeds and nuts, other agricultural product	1,625	70	0	118,548	200,489	4,325	9,032	3,241	337,330
07 Animal feed and products	9	19	7,239	7,045	2,752	24,119	327	154,337	195,847
08 Meat, fish, seafood and preparations	1,044	59	0	9,541	1,533	28,719	12,468	1,115	54,479
09 Milled grain production and preparations, bakery products	10	118	24,810	39,666	80,626	29,117	1,790	219,951	396,088
10 Animal or vegetable fats, oils and flours	0	0	3,708	34,719	47,574	18,694	504	96,801	202,000
11 Sugar	87	108,383	15,619	14	0	120	103	57,909	182,235
12 Prepared food stuffs, not elsewhere classified	5,835	576	0	26,912	6,649	43,243	25,165	90,105	198,485
13 Alcoholic and non-alcoholic beverages	45,835	2,152	8,390	22,583	12,159	7,901	3,597	133,979	236,596
14 Sand, gravel and crushed stone	73	12,017	9,779	0	0	51	245	29,615	51,780
15 Salt	11	0	1,681	0	66,915	51	0	239	68,897
16 Phosphate rock	0	0	93	0	0	0	0	0	93
17 Sulphur	0	0	3,590	0	0	0	0	59	3,649
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	2,705	0	2,315	2,036	38,195	184	864	419,987	466,286
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	198,818	82	173	0	0	0	3,334	202,407
22 Nickel ores and concentrates	0	44,908	581,324	3,519	0	0	0	2,386	632,137
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	12,450	0	0	0	0	387	7,249	20,086
26 Coal	0	0	0	0	107,437	154,754	562,256	23	824,470
27 Gasoline and aviation turbine fuel	0	878,999	38,446	2,660	1,860	18,684	0	59,410	1,000,059
28 Fuel oils and crude petroleum	0	812,921	70,707	134,153	35,669	12,770	0	2,804	1,069,024
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	23,786	109,426	304,411	0	10,730	53,335	3,084	40,413	545,185
30 Coal coke and petroleum coke	0	0	0	0	8,704	0	0	6,508	15,212
31 Other refined petroleum and coal products	52	21,944	231,443	64	1,647	62,694	138	231,842	549,824
32 Sulphuric acid	857	27,108	80,827	1,005	0	0	273	38,156	148,226
33 Alumina	0	28,847	877	0	0	170	0	7,559	37,453
34 Other basic chemicals	2,544	209,591	61,418	38,940	8,115	37,784	15,764	734,319	1,108,475
35 Potash	0	0	0	40	225,012	0	0	8,939	233,991
36 Fertilizers (excluding potash)	152	6,544	34,642	32,289	13,125	80,370	1,794	197,829	366,745
37 Other chemical products and preparations	573	2,197	3,763	120	122	4,185	3,951	122,749	137,660
38 Plastic and rubber	8,910	2,382	199,222	530	89	154,520	6,042	767,964	1,139,659
39 Logs and other wood in the rough	18	0	58,286	0	1,034	0	7,462	794	67,594
40 Wood chips	296	0	4,491	0	0	13	0	96	4,896
41 Lumber	3,514	89,409	36,034	108	0	149,712	267,422	11,823	558,022
42 Other wood products (plywood, veneer)	5,677	3,128	19,399	2,678	1,712	109,941	84,959	40,659	268,153
43 Wood pulp	90,791	64,906	94,531	0	0	2,349	26,606	85,802	364,985
44 Newsprint	11,509	67,474	45,970	1,238	0	80	397	0	126,668

See notes at the end of the table.

Table 14-6 – continued

## Rail transportation, Commodity movements to Ontario

	Origin								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage from all origins
	tonnes								
45 Paper and paperboard, except printed products	62,716	103,533	6,539	13,735	426	11,261	19,372	305,982	523,564
46 Cement	0	25	430	0	0	0	19	3,381	3,855
47 Other non-metallic mineral products	4,374	265	0	6,618	744	7,438	8,924	108,039	136,402
48 Iron and steel, primary or semi-finished	0	84,496	327,025	2,582	5,211	1,439	1,841	312,662	735,256
49 Copper, primary or semi-finished	0	158	0	0	0	63	15	0	236
50 Aluminum, primary or semi-finished	0	187,968	0	19	0	1,414	201	0	189,602
51 Other non-ferrous metal, primary or semi-finished	614	54,800	0	60,233	0	250	533	132	116,562
52 Articles of base metal	1,932	3,863	19,665	3,086	3,966	5,178	39,004	13,523	90,217
53 Machinery	2,074	88	1,997	191	67	1,824	5,513	54,651	66,405
54 Automobiles and mini-vans	30,870	85	0	279	259	4,042	97,046	133,175	265,756
55 Freight motor vehicles	3,905	0	0	0	0	179	17,339	95,590	117,013
56 Other vehicles	0	0	0	21	0	1,037	654	175	1,887
57 Parts and accessories for motor vehicles	84	9	6,407	14	45	2,116	6,181	216,378	231,234
58 Other transportation equipment	106	1,697	17,840	337	574	1,509	272	5,764	28,099
59 Metallic waste and scrap	249	2,280	18,934	3,012	25	4,714	508	58,682	88,404
60 Non-metallic waste and scrap	4,252	2,528	1,620	4,475	290	9,181	3,133	107,696	133,175
61 Other manufactured and miscellaneous goods	10,755	2,282	1,033	41,244	895	80,094	42,347	13,925	192,575
62 Pool car traffic of freight forwarder and ship associated	1,135	2,643	48	5,564	1,907	20,998	20,504	620	53,419
63 Mixed loads or unidentified freight	351,804	1,242,293	9	89,272	36,610	213,472	2,934,298	468,078	5,335,836
64 Less than carload shipments	0	0	0	0	0	0	16	14	30
<b>Total tonnage of all rail commodities</b>	<b>692,279</b>	<b>4,405,721</b>	<b>2,572,850</b>	<b>3,262,575</b>	<b>5,282,458</b>	<b>1,936,549</b>	<b>4,239,013</b>	<b>5,535,742</b>	<b>27,927,187</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	513,705	1,051,762	0	235,306	108,238	635,627	3,144,293	346,661	6,035,592
Trailers on flat cars (TOFC)	0	152	0	0	0	1,686	420	301,679	303,937

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	2,859	173,982	1,636,737	205,282	0	0	913,001	510,703	3,442,564
02 Other cereal grains	0	13,308	120,286	1,463	0	24,344	15,918	356,369	531,688
03 Fresh, chilled or dried vegetables	9,333	78,778	28,241	0	0	0	23,620	31,863	171,835
04 Fresh, chilled or dried fruit and nuts	0	47	0	0	0	0	0	0	47
05 Colza seeds (canola)	0	81	768,048	18	91,922	36,024	714,185	278,021	1,888,299
06 Other oil seeds and nuts, other agricultural product	2,505	17,309	118,548	172	0	74	13,264	48,308	200,180
07 Animal feed and products	824	5,931	7,045	0	25	8,276	3,998	288,285	314,384
08 Meat, fish, seafood and preparations	0	7,502	9,541	0	0	25	10,344	0	27,412
09 Milled grain production and preparations, bakery products	11,850	29,445	39,666	79	0	2,824	1,275	55,155	140,294
10 Animal or vegetable fats, oils and flours	12,515	74,941	34,719	7,971	6,236	2,431	32,504	352,213	523,530
11 Sugar	0	0	14	0	0	0	19	473	506
12 Prepared food stuffs, not elsewhere classified	1,126	6,513	26,912	127	0	401	3,784	91,137	130,000
13 Alcoholic and non-alcoholic beverages	501	2,104	22,583	0	60	1,916	2,098	4,793	34,055
14 Sand, gravel and crushed stone	0	0	0	85	5,780	69,499	44,018	12,544	131,926
15 Salt	0	40	0	0	0	0	0	20	60
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	91	29	0	0	120
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	0	0	2,036	0	0	46,829	730	4,698	54,293
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	0	173	0	0	0	88	0	261
22 Nickel ores and concentrates	0	0	3,519	0	0	0	0	0	3,519
23 Lead ores and concentrates	88	0	0	0	0	0	0	0	88
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	0	2,660	0	67	3,307	0	329	6,363
28 Fuel oils and crude petroleum	0	0	134,153	30,501	63	826	87	81	165,711
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	4,782	0	45	976	1,501	22	93,791	101,117
30 Coal coke and petroleum coke	0	0	0	0	0	0	0	0	0
31 Other refined petroleum and coal products	0	92	64	608	0	312	125	80	1,281
32 Sulphuric acid	0	3,755	1,005	6,037	641	3,709	1,092	31,649	47,888
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	5,962	912	38,940	315	12,821	27,601	27,547	244,672	358,770
35 Potash	0	40	40	0	103	0	0	9,099	9,282
36 Fertilizers (excluding potash)	519	2,676	32,289	5,497	24,210	8,104	686	288,756	362,737
37 Other chemical products and preparations	0	76	120	0	0	5,114	59	234	5,603
38 Plastic and rubber	206	161	530	0	0	517	699	363	2,476
39 Logs and other wood in the rough	0	0	0	0	0	0	0	4,164	4,164
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	0	241	108	0	0	0	1,236	6,156	7,741
42 Other wood products (plywood, veneer)	18	1,962	2,678	918	0	279	251	37,859	43,965
43 Wood pulp	0	0	0	0	0	855	0	824	1,679
44 Newsprint	0	10,816	1,238	1,794	0	0	1,417	23,049	38,314

See notes at the end of the table.

Table 14-7 – continued

## Rail transportation, Commodity movements from Manitoba

	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	87	49,148	13,735	0	17	2,444	7,540	62,061	135,032
46 Cement	0	0	0	50	1,002	0	0	0	1,052
47 Other non-metallic mineral products	46	1,354	6,618	0	0	89	43	201	8,351
48 Iron and steel, primary or semi-finished	0	2,364	2,582	27	0	1,729	1,509	23,025	31,236
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	61,492	61,492
50 Aluminum, primary or semi-finished	0	13	19	0	0	24	0	0	56
51 Other non-ferrous metal, primary or semi-finished	263	937	60,233	0	0	0	4,802	65,079	131,314
52 Articles of base metal	599	223	3,086	757	1,055	9,680	3,685	2,246	21,331
53 Machinery	0	108	191	229	23	49	535	194	1,329
54 Automobiles and mini-vans	25	12	279	0	18	0	20	0	354
55 Freight motor vehicles	0	0	0	36	0	559	0	0	595
56 Other vehicles	523	4	21	0	0	832	3	25	1,408
57 Parts and accessories for motor vehicles	0	17	14	0	0	77	17	0	125
58 Other transportation equipment	0	186	337	5,121	2,632	466	0	11,732	20,474
59 Metallic waste and scrap	0	2,108	3,012	66	105,329	14	1,875	19,564	131,968
60 Non-metallic waste and scrap	0	2,169	4,475	0	0	58	8,597	3,193	18,492
61 Other manufactured and miscellaneous goods	0	2,245	41,244	118	92	559	3,134	32,427	79,819
62 Pool car traffic of freight forwarder and ship associated	15	5,401	5,564	0	0	653	87	18	11,738
63 Mixed loads or unidentified freight	5,266	97,117	89,272	54	456	3,156	202,570	37	397,928
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>55,130</b>	<b>598,900</b>	<b>3,262,575</b>	<b>267,370</b>	<b>253,619</b>	<b>265,186</b>	<b>2,046,484</b>	<b>3,056,982</b>	<b>9,806,246</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	19,686	225,455	235,306	0	1,599	9,869	242,521	5,426	739,862
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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	24	21	205,282	321,685	3,667	0	0	530,679
02 Other cereal grains	0	0	1,223	1,463	79,781	3,470	0	4,601	90,538
03 Fresh, chilled or dried vegetables	49	23	35	0	96	0	23	685	911
04 Fresh, chilled or dried fruit and nuts	0	0	69	0	0	0	0	0	69
05 Colza seeds (canola)	0	0	0	18	5	0	0	0	23
06 Other oil seeds and nuts, other agricultural product	54	229	107	172	0	27	0	40	629
07 Animal feed and products	27	91	3,056	0	0	387	13	3,347	6,921
08 Meat, fish, seafood and preparations	25	1,209	667	0	0	0	450	0	2,351
09 Milled grain production and preparations, bakery products	0	48	2,158	79	61,643	2,828	143	1,188	68,087
10 Animal or vegetable fats, oils and flours	0	0	33	7,971	10,112	1,473	79	21,592	41,260
11 Sugar	45	0	388	0	0	0	0	0	433
12 Prepared food stuffs, not elsewhere classified	3,428	9,592	30,911	127	0	906	1,784	123	46,871
13 Alcoholic and non-alcoholic beverages	1,941	8,288	22,367	0	0	9,486	14,359	681	57,122
14 Sand, gravel and crushed stone	0	250	36	85	0	25	162	0	558
15 Salt	0	0	10	0	175,836	0	21	3,384	179,251
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	21,463	743	0	12,329	34,535
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	259	1,576	224	0	3,369	95	0	9,480	15,003
20 Iron ores and concentrates	0	18	0	0	0	0	0	0	18
21 Copper ores and concentrates	0	0	0	0	0	0	14,706	10,502	25,208
22 Nickel ores and concentrates	0	66,857	38	0	0	0	20	0	66,915
23 Lead ores and concentrates	0	0	0	0	0	0	0	2,217	2,217
24 Zinc ores and concentrates	0	29,095	46,535	0	0	0	0	0	75,630
25 Other metallic ores and concentrates	0	60	1,199	0	0	0	0	0	1,259
26 Coal	0	0	0	0	17,084	0	0	62,147	79,231
27 Gasoline and aviation turbine fuel	0	50,284	0	0	6,386	26,539	4,951	64	88,224
28 Fuel oils and crude petroleum	0	0	13,465	30,501	10,765	64,896	0	2,674	122,301
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	0	0	45	4,603	13,948	0	0	18,596
30 Coal coke and petroleum coke	0	0	0	0	0	0	0	0	0
31 Other refined petroleum and coal products	322	3,209	12,420	608	67,502	28,875	0	3,214	116,150
32 Sulphuric acid	0	0	3,154	6,037	0	0	0	0	9,191
33 Alumina	0	1,490	0	0	0	0	0	543	2,033
34 Other basic chemicals	12	11,236	20,599	315	1,966	19,820	29,128	29,577	112,653
35 Potash	0	0	0	0	26,380	0	0	0	26,380
36 Fertilizers (excluding potash)	0	20	5,355	5,497	166,411	500,996	799	160,106	839,184
37 Other chemical products and preparations	20	709	1,191	0	0	363	62	6,826	9,171
38 Plastic and rubber	1,112	3,329	20,221	0	0	11,461	1,343	20,927	58,393
39 Logs and other wood in the rough	0	1,251	102	0	0	36	2,932	0	4,321
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	126	4,724	1,065	0	0	23,838	49,657	4,054	83,464
42 Other wood products (plywood, veneer)	3,963	13,599	9,252	918	0	20,150	5,354	4,405	57,641
43 Wood pulp	0	0	792	0	0	511	0	0	1,303
44 Newsprint	0	794	1,509	1,794	0	0	0	18	4,115

See notes at the end of the table.

Table 14-8 – continued

## Rail transportation, Commodity movements to Manitoba

	Origin								Total tonnage from all origins
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	377	34,919	25,807	0	0	69	3,146	25,779	90,097
46 Cement	0	44	59,082	50	371	205,697	0	13,755	278,999
47 Other non-metallic mineral products	0	2,110	7,270	0	0	25,770	282	15,978	51,410
48 Iron and steel, primary or semi-finished	0	2,677	157,276	27	0	0	831	14,883	175,694
49 Copper, primary or semi-finished	0	0	58	0	0	0	0	0	58
50 Aluminum, primary or semi-finished	0	347	362	0	0	8	0	385	1,102
51 Other non-ferrous metal, primary or semi-finished	0	943	18	0	0	0	0	31	992
52 Articles of base metal	69	3,446	3,646	757	24,169	179	2,408	10,022	44,696
53 Machinery	0	61	1,938	229	0	69	1,047	3,536	6,880
54 Automobiles and mini-vans	1,203	14	11,337	0	36	97	9,036	16,477	38,200
55 Freight motor vehicles	199	3,295	18,720	36	0	0	2,481	22,971	47,702
56 Other vehicles	0	18	103	0	0	859	14	125	1,119
57 Parts and accessories for motor vehicles	0	0	611	0	0	22	50	455	1,138
58 Other transportation equipment	218	631	731	5,121	9,478	2,871	156	17,130	36,336
59 Metallic waste and scrap	0	19	4,452	66	152	9,669	0	31,491	45,849
60 Non-metallic waste and scrap	353	379	394	0	0	12	112	0	1,250
61 Other manufactured and miscellaneous goods	0	2,099	12,150	118	0	1,373	1,913	4,857	22,510
62 Pool car traffic of freight forwarder and ship associated	127	8,734	11,616	0	0	502	631	0	21,610
63 Mixed loads or unidentified freight	3,872	103,271	416,545	54	40	28,274	102,092	2,097	656,245
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>17,801</b>	<b>371,012</b>	<b>930,318</b>	<b>267,370</b>	<b>1,009,333</b>	<b>1,010,011</b>	<b>250,185</b>	<b>544,696</b>	<b>4,400,726</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	12,149	157,402	551,545	0	40	83,534	134,500	23,666	962,836
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 14-9**  
**Rail transportation, Commodity movements from Saskatchewan**

Commodity	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	18,032	583,061	3,842,776	321,685	1,369	179	3,905,263	812,036	9,484,401
02 Other cereal grains	143	103,416	405,770	79,781	1,857	73,529	800,028	1,063,567	2,528,091
03 Fresh, chilled or dried vegetables	33,473	388,175	72,532	96	698	0	2,436,230	42,914	2,974,118
04 Fresh, chilled or dried fruit and nuts	0	0	0	0	0	0	0	0	0
05 Colza seeds (canola)	0	270	38,213	5	15,439	72,595	3,191,535	209,319	3,527,376
06 Other oil seeds and nuts, other agricultural product	0	18,896	200,489	0	0	0	193,276	69,389	482,050
07 Animal feed and products	127	8,853	2,752	0	84	2,832	96,994	160,905	272,547
08 Meat, fish, seafood and preparations	8	1,156	1,533	0	0	0	50	0	2,747
09 Milled grain production and preparations, bakery products	669	14,281	80,626	61,643	229	278	96,782	128,773	383,281
10 Animal or vegetable fats, oils and flours	13,865	120,355	47,574	10,112	1,269	8,324	152,651	732,166	1,086,316
11 Sugar	0	0	0	0	0	0	0	0	0
12 Prepared food stuffs, not elsewhere classified	0	2,946	6,649	0	0	40	74	0	9,709
13 Alcoholic and non-alcoholic beverages	81	86	12,159	0	0	0	1,622	0	13,948
14 Sand, gravel and crushed stone	0	0	0	0	0	315	0	0	315
15 Salt	0	26	66,915	175,836	447	113,408	70,272	38,676	465,580
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	21,463	138	7,926	0	172,449	201,976
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	2,049	1,511	38,195	3,369	178	692	14,935	81,314	142,243
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	0	0
26 Coal	0	0	107,437	17,084	0	0	0	44,255	168,776
27 Gasoline and aviation turbine fuel	0	0	1,860	6,386	163	3,718	3,490	50	15,667
28 Fuel oils and crude petroleum	0	3,205	35,669	10,765	0	24,320	7,290	17,965	99,214
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	7,079	10,730	4,603	3,085	20,582	301	106,040	152,420
30 Coal coke and petroleum coke	0	0	8,704	0	7,199	64,533	4,890	56,817	142,143
31 Other refined petroleum and coal products	0	31,630	1,647	67,502	11,387	359	0	538,983	651,508
32 Sulphuric acid	0	0	0	0	0	29	0	0	29
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	0	191	8,115	1,966	195	27,697	5,586	52,157	95,907
35 Potash	0	34,015	225,012	26,380	20,013	1,458	2,280,675	4,003,870	6,591,423
36 Fertilizers (excluding potash)	0	21,292	13,125	166,411	13,996	89,204	12,630	92,356	409,014
37 Other chemical products and preparations	0	0	122	0	597	11,732	20	0	12,471
38 Plastic and rubber	0	39	89	0	0	0	0	0	128
39 Logs and other wood in the rough	0	0	1,034	0	0	0	0	1,837	2,871
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	0	0	0	0	0	0	0	2,657	2,657
42 Other wood products (plywood, veneer)	0	537	1,712	0	0	623	2,785	18,647	24,304
43 Wood pulp	0	0	0	0	0	0	356,659	0	356,659
44 Newsprint	0	0	0	0	0	0	26	0	26

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	0	258	426	0	0	0	0	0	684
46 Cement	0	0	0	371	0	0	0	0	371
47 Other non-metallic mineral products	0	17	744	0	27	0	0	610	1,398
48 Iron and steel, primary or semi-finished	0	1,864	5,211	0	0	76,547	40,291	67,747	191,660
49 Copper, primary or semi-finished	0	0	0	0	0	0	0	0	0
50 Aluminum, primary or semi-finished	0	418	0	0	0	0	0	0	418
51 Other non-ferrous metal, primary or semi-finished	0	0	0	0	0	0	0	328	328
52 Articles of base metal	0	20	3,966	24,169	9,720	40,244	12,176	221,535	311,830
53 Machinery	0	276	67	0	0	0	139	507	989
54 Automobiles and mini-vans	0	13	259	36	0	54	17	0	379
55 Freight motor vehicles	0	0	0	0	0	0	0	0	0
56 Other vehicles	0	9	0	0	0	0	0	0	9
57 Parts and accessories for motor vehicles	0	0	45	0	0	14	0	0	59
58 Other transportation equipment	0	453	574	9,478	30,419	22,661	387	12,816	76,788
59 Metallic waste and scrap	0	647	25	152	8,917	2,584	543	3,529	16,397
60 Non-metallic waste and scrap	0	1,086	290	0	0	0	269	1,216	2,861
61 Other manufactured and miscellaneous goods	0	538	895	0	0	118	39	23	1,613
62 Pool car traffic of freight forwarder and ship associated	0	4,697	1,907	0	0	0	23	0	6,627
63 Mixed loads or unidentified freight	4,988	302,975	36,610	40	23	616	175,929	61	521,242
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>73,435</b>	<b>1,654,291</b>	<b>5,282,458</b>	<b>1,009,333</b>	<b>127,449</b>	<b>667,211</b>	<b>13,863,877</b>	<b>8,755,514</b>	<b>31,433,568</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	39,323	524,963	108,238	40	50	1,530	236,010	6,498	916,652
Trailers on flat cars (TOFC)	0	0	0	0	0	21	0	0	21

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	0	0	0	1,369	0	0	2,433	3,802
02 Other cereal grains	0	0	14	0	1,857	90	0	57,379	59,340
03 Fresh, chilled or dried vegetables	0	0	9	0	698	0	83	172	962
04 Fresh, chilled or dried fruit and nuts	0	0	124	0	0	0	0	0	124
05 Colza seeds (canola)	0	0	0	91,922	15,439	3,699	0	0	111,060
06 Other oil seeds and nuts, other agricultural product	45	140	20	0	0	0	16	96	317
07 Animal feed and products	0	260	457	25	84	735	1,752	37,344	40,657
08 Meat, fish, seafood and preparations	0	253	159	0	0	25	112	0	549
09 Milled grain production and preparations, bakery products	0	126	1,384	0	229	107	91	373	2,310
10 Animal or vegetable fats, oils and flours	0	0	74	6,236	1,269	5,269	134	260	13,242
11 Sugar	0	0	78	0	0	496	0	2,128	2,702
12 Prepared food stuffs, not elsewhere classified	0	4,431	5,672	0	0	353	863	135	11,454
13 Alcoholic and non-alcoholic beverages	736	436	20,176	60	0	2,477	8,948	1,001	33,834
14 Sand, gravel and crushed stone	0	41	34	5,780	0	1,302	5,139	30,869	43,165
15 Salt	0	0	0	0	447	0	0	0	447
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	91	138	298	0	0	527
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	25	24	274	0	178	0	0	3,967	4,468
20 Iron ores and concentrates	0	0	0	0	0	0	0	17,508	17,508
21 Copper ores and concentrates	0	209	0	0	0	0	0	0	209
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	109	5	0	0	0	0	0	114
26 Coal	0	0	0	0	0	0	16,727	0	16,727
27 Gasoline and aviation turbine fuel	0	0	528	67	163	817	0	54,656	56,231
28 Fuel oils and crude petroleum	0	0	0	63	0	41,141	0	0	41,204
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	225	137	0	976	3,085	44,506	3,571	56,094	108,594
30 Coal coke and petroleum coke	0	0	0	0	7,199	0	162	408	7,769
31 Other refined petroleum and coal products	0	4,515	5,155	0	11,387	30,509	5,042	29,701	86,309
32 Sulphuric acid	0	275	0	641	0	5,296	0	0	6,212
33 Alumina	0	1,959	0	0	0	94	0	0	2,053
34 Other basic chemicals	0	11,018	11,703	12,821	195	116,908	9,132	68,510	230,287
35 Potash	0	0	0	103	20,013	25	0	943	21,084
36 Fertilizers (excluding potash)	0	20	8,347	24,210	13,996	440,434	18,094	211,622	716,723
37 Other chemical products and preparations	52	6,965	1,359	0	597	0	464	35,574	45,011
38 Plastic and rubber	16	669	799	0	0	1,905	635	13,860	17,884
39 Logs and other wood in the rough	0	2,620	0	0	0	98	0	389	3,107
40 Wood chips	0	0	0	0	0	0	0	0	0
41 Lumber	123	105	130	0	0	263	5,183	1,545	7,349
42 Other wood products (plywood, veneer)	673	4,248	6,051	0	0	0	1,634	1,645	14,251
43 Wood pulp	0	0	0	0	0	0	0	0	0
44 Newsprint	0	56	0	0	0	0	54	36	146

See notes at the end of the table.

Table 14-10 – continued

## Rail transportation, Commodity movements to Saskatchewan

	Origin								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage from all origins
	tonnes								
45 Paper and paperboard, except printed products	25	676	1,936	17	0	384	2,044	9,692	14,774
46 Cement	0	0	800	1,002	0	90,788	0	12,766	105,356
47 Other non-metallic mineral products	15	393	447	0	27	18,472	649	47,455	67,458
48 Iron and steel, primary or semi-finished	0	8,667	18,493	0	0	0	3,241	48,623	79,024
49 Copper, primary or semi-finished	0	2,039	0	0	0	0	0	0	2,039
50 Aluminum, primary or semi-finished	0	5,901	361	0	0	0	0	3,918	10,180
51 Other non-ferrous metal, primary or semi-finished	0	1,093	25	0	0	0	0	0	1,118
52 Articles of base metal	20	749	27,020	1,055	9,720	769	3,088	20,100	62,521
53 Machinery	45	115	1,281	23	0	121	26	1,823	3,434
54 Automobiles and mini-vans	1,021	313	5,062	18	0	27	4,527	11,236	22,204
55 Freight motor vehicles	117	0	25,614	0	0	0	690	10,000	36,421
56 Other vehicles	0	0	0	0	0	0	0	143	143
57 Parts and accessories for motor vehicles	9	0	474	0	0	14	0	210	707
58 Other transportation equipment	29	146	9,454	2,632	30,419	11,653	128	11,674	66,135
59 Metallic waste and scrap	0	0	45,096	105,329	8,917	128,627	606	312,261	600,836
60 Non-metallic waste and scrap	0	175	12	0	0	0	1,420	11,915	13,522
61 Other manufactured and miscellaneous goods	798	1,154	4,310	92	0	541	539	1,625	9,059
62 Pool car traffic of freight forwarder and ship associated	0	1,835	6,905	0	0	25	94	0	8,859
63 Mixed loads or unidentified freight	2,372	51,357	110,588	456	23	8,798	47,152	1,915	222,661
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>6,346</b>	<b>113,229</b>	<b>320,430</b>	<b>253,619</b>	<b>127,449</b>	<b>957,066</b>	<b>142,040</b>	<b>1,134,004</b>	<b>3,054,183</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	4,244	68,744	162,588	1,599	50	16,666	61,906	24,330	340,127
Trailers on flat cars (TOFC)	0	0	0	0	0	21	0	0	21

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	0	475	553,885	3,667	0	843	5,798,882	98,070	6,455,822
02 Other cereal grains	0	239	16,842	3,470	90	9,043	347,945	36,194	413,823
03 Fresh, chilled or dried vegetables	932	31,301	1,658	0	0	183	499,726	4,404	538,204
04 Fresh, chilled or dried fruit and nuts	0	0	70	0	0	0	0	0	70
05 Colza seeds (canola)	0	0	0	0	3,699	4,737	2,851,627	2,644	2,862,707
06 Other oil seeds and nuts, other agricultural product	26	246	4,325	27	0	0	18,534	9,432	32,590
07 Animal feed and products	119	20,628	24,119	387	735	8,348	127,315	344,912	526,563
08 Meat, fish, seafood and preparations	961	26,062	28,719	0	25	0	96	0	55,863
09 Milled grain production and preparations, bakery products	0	35,606	29,117	2,828	107	0	250,400	114,595	432,653
10 Animal or vegetable fats, oils and flours	217	1,499	18,694	1,473	5,269	19,030	521,484	309,638	877,304
11 Sugar	0	0	120	0	496	503	91	6,612	7,822
12 Prepared food stuffs, not elsewhere classified	465	21,813	43,243	906	353	45	2,107	65,638	134,570
13 Alcoholic and non-alcoholic beverages	142	7,270	7,901	9,486	2,477	0	38,857	27,601	93,734
14 Sand, gravel and crushed stone	0	0	51	25	1,302	1,248,734	18,491	21,189	1,289,792
15 Salt	0	25	51	0	0	182	424	33	715
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	743	298	28,223	3,025,608	1,077,184	4,132,056
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	462	113	184	95	0	432	316	309	1,911
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	21	0	0	0	0	0	0	21
26 Coal	0	0	154,754	0	0	371,214	5,941,952	0	6,467,920
27 Gasoline and aviation turbine fuel	0	193	18,684	26,539	817	64,271	88,901	7,722	207,127
28 Fuel oils and crude petroleum	0	86,369	12,770	64,896	41,141	190,165	1,224,840	536,279	2,156,460
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	6,926	29,356	53,335	13,948	44,506	145,024	91,151	1,183,316	1,567,562
30 Coal coke and petroleum coke	0	99,381	0	0	0	74,166	719,117	68,801	961,465
31 Other refined petroleum and coal products	16	14,106	62,694	28,875	30,509	50,618	133,020	213,650	533,488
32 Sulphuric acid	0	1,617	0	0	5,296	20,109	15,109	7,909	50,040
33 Alumina	0	0	170	0	94	93	0	0	357
34 Other basic chemicals	812	70,798	37,784	19,820	116,908	156,102	1,129,968	721,828	2,254,020
35 Potash	0	0	0	0	25	0	0	0	25
36 Fertilizers (excluding potash)	16,372	42,409	80,370	500,996	440,434	191,368	246,651	1,559,193	3,077,793
37 Other chemical products and preparations	880	8,960	4,185	363	0	510	1,261	31,036	47,195
38 Plastic and rubber	24,224	94,331	154,520	11,461	1,905	163,167	92,654	1,688,542	2,230,804
39 Logs and other wood in the rough	184	308	0	36	98	32,137	0	0	32,763
40 Wood chips	0	0	13	0	0	0	0	11,805	11,818
41 Lumber	16,671	47,108	149,712	23,838	263	2,167	58,260	864,822	1,162,841
42 Other wood products (plywood, veneer)	4,560	150,820	109,941	20,150	0	15	19,143	522,062	826,691
43 Wood pulp	0	26,793	2,349	511	0	23,495	1,265,089	999,452	2,317,689
44 Newsprint	0	0	80	0	0	19,108	121	74,837	94,146

See notes at the end of the table.

Table 14-11 – continued

## Rail transportation, Commodity movements from Alberta

	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	96	3,394	11,261	69	384	13	774	379	16,370
46 Cement	0	0	0	205,697	90,788	78,597	28,931	174,088	578,101
47 Other non-metallic mineral products	11,385	20,515	7,438	25,770	18,472	116	1,742	44,323	129,761
48 Iron and steel, primary or semi-finished	0	63	1,439	0	0	0	28,429	24,793	54,724
49 Copper, primary or semi-finished	0	46	63	0	0	0	0	0	109
50 Aluminum, primary or semi-finished	0	212	1,414	8	0	0	0	3,051	4,685
51 Other non-ferrous metal, primary or semi-finished	0	2,449	250	0	0	0	12,521	227	15,447
52 Articles of base metal	37	1,338	5,178	179	769	296	1,601	71,066	80,464
53 Machinery	43	387	1,824	69	121	302	389	2,887	6,022
54 Automobiles and mini-vans	465	1,146	4,042	97	27	10	355	10	6,152
55 Freight motor vehicles	4	0	179	0	0	0	0	16	199
56 Other vehicles	49	40	1,037	859	0	0	146	899	3,030
57 Parts and accessories for motor vehicles	48	32	2,116	22	14	0	13	115	2,360
58 Other transportation equipment	86	90	1,509	2,871	11,653	38,485	2,087	12,814	69,595
59 Metallic waste and scrap	18	738	4,714	9,669	128,627	49,889	117,532	241,117	552,304
60 Non-metallic waste and scrap	252	853	9,181	12	0	428	18,078	30,847	59,651
61 Other manufactured and miscellaneous goods	227	9,971	80,094	1,373	541	404	1,260	3,953	97,823
62 Pool car traffic of freight forwarder and ship associated	640	14,643	20,998	502	25	7	16	0	36,831
63 Mixed loads or unidentified freight	7,734	154,619	213,472	28,274	8,798	413	1,058,347	1,002	1,472,659
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>95,053</b>	<b>1,028,383</b>	<b>1,936,549</b>	<b>1,010,011</b>	<b>957,066</b>	<b>2,992,992</b>	<b>25,801,361</b>	<b>11,221,296</b>	<b>45,042,711</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	15,400	487,596	635,627	83,534	16,666	478	1,234,792	127,285	2,601,378
Trailers on flat cars (TOFC)	0	2,988	1,686	0	21	0	0	0	4,695

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
	tonnes								
01 Wheat	0	65	0	0	179	843	0	477	1,564
02 Other cereal grains	0	0	400	24,344	73,529	9,043	3	192,526	299,845
03 Fresh, chilled or dried vegetables	26	41	57	0	0	183	21	2,492	2,820
04 Fresh, chilled or dried fruit and nuts	0	484	309	0	0	0	132	47	972
05 Colza seeds (canola)	0	0	0	36,024	72,595	4,737	0	0	113,356
06 Other oil seeds and nuts, other agricultural product	230	455	1,039	74	0	0	40	1,309	3,147
07 Animal feed and products	0	3,446	25,321	8,276	2,832	8,348	3,902	474,731	526,856
08 Meat, fish, seafood and preparations	908	3,443	4,815	25	0	0	4,219	0	13,410
09 Milled grain production and preparations, bakery products	0	4,583	12,995	2,824	278	0	297	29,560	50,537
10 Animal or vegetable fats, oils and flours	362	487	5,505	2,431	8,324	19,030	320	38,643	75,102
11 Sugar	201	467	3,280	0	0	503	24,660	79,798	108,909
12 Prepared food stuffs, not elsewhere classified	1,033	40,811	131,810	401	40	45	1,208	9,174	184,522
13 Alcoholic and non-alcoholic beverages	1,902	13,474	28,909	1,916	0	0	48,169	40,039	134,409
14 Sand, gravel and crushed stone	0	39,438	816	69,499	315	1,248,734	101,562	398,630	1,858,994
15 Salt	0	0	612	0	113,408	182	0	1,778	115,980
16 Phosphate rock	0	0	915,259	0	0	0	0	0	915,259
17 Sulphur	0	0	411	29	7,926	28,223	27	800	37,416
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	871	65	7,098	46,829	692	432	29,810	120,459	206,256
20 Iron ores and concentrates	0	0	0	0	0	0	0	856	856
21 Copper ores and concentrates	0	0	0	0	0	0	0	19	19
22 Nickel ores and concentrates	5,833	0	0	0	0	0	0	0	5,833
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	310	48	0	0	0	0	58	416
26 Coal	0	0	0	0	0	371,214	27,458	7,845	406,517
27 Gasoline and aviation turbine fuel	0	11,634	1,110	3,307	3,718	64,271	468,869	1,417,703	1,970,612
28 Fuel oils and crude petroleum	0	44	466	826	24,320	190,165	544	147,604	363,969
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	8,431	866	573	1,501	20,582	145,024	22,661	130,329	329,967
30 Coal coke and petroleum coke	0	0	0	0	64,533	74,166	0	126,871	265,570
31 Other refined petroleum and coal products	0	17,071	147,358	312	359	50,618	8,885	405,250	629,853
32 Sulphuric acid	0	1,103	9,543	3,709	29	20,109	11,636	4,580	50,709
33 Alumina	0	11,190	475	0	0	93	0	1,128	12,886
34 Other basic chemicals	2,283	44,381	36,946	27,601	27,697	156,102	545,900	351,349	1,192,259
35 Potash	0	0	0	0	1,458	0	0	0	1,458
36 Fertilizers (excluding potash)	0	64	3,175	8,104	89,204	191,368	32,779	49,110	373,804
37 Other chemical products and preparations	101	10,571	18,194	5,114	11,732	510	1,011	198,533	245,766
38 Plastic and rubber	2,241	15,269	49,404	517	0	163,167	2,644	105,072	338,314
39 Logs and other wood in the rough	0	0	20	0	0	32,137	1,686	2,098	35,941
40 Wood chips	0	0	222	0	0	0	0	0	222
41 Lumber	514	13,944	1,914	0	0	2,167	147,648	21,441	187,628
42 Other wood products (plywood, veneer)	4,760	20,542	16,843	279	623	15	23,273	31,127	97,462
43 Wood pulp	25	0	28	855	0	23,495	24	281	24,708
44 Newsprint	0	306	6,909	0	0	19,108	9,707	160	36,190

See notes at the end of the table.

Table 14-12 – continued

## Rail transportation, Commodity movements to Alberta

	Origin								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saska- tchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage from all origins
	tonnes								
45 Paper and paperboard, except printed products	1,978	11,921	31,319	2,444	0	13	60,722	68,392	176,789
46 Cement	0	0	1,005	0	0	78,597	11,352	279,995	370,949
47 Other non-metallic mineral products	0	6,739	26,018	89	0	116	3,989	249,980	286,931
48 Iron and steel, primary or semi-finished	0	28,865	156,772	1,729	76,547	0	34,114	203,232	501,259
49 Copper, primary or semi-finished	0	0	191	0	0	0	0	0	191
50 Aluminum, primary or semi-finished	0	1,197	1,081	24	0	0	3,761	2,595	8,658
51 Other non-ferrous metal, primary or semi-finished	64,477	110	1,925	0	0	0	882	1,247	68,641
52 Articles of base metal	866	13,614	75,373	9,680	40,244	296	88,806	148,182	377,061
53 Machinery	1,021	3,637	10,669	49	0	302	3,491	53,403	72,572
54 Automobiles and mini-vans	8,065	1,908	31,631	0	54	10	16,023	98,471	156,162
55 Freight motor vehicles	1,214	599	40,274	559	0	0	6,470	81,959	131,075
56 Other vehicles	418	167	2,296	832	0	0	97	1,629	5,439
57 Parts and accessories for motor vehicles	8	641	15,397	77	14	0	839	2,592	19,568
58 Other transportation equipment	77	507	1,736	466	22,661	38,485	896	25,261	90,089
59 Metallic waste and scrap	0	89	85	14	2,584	49,889	9,875	6,583	69,119
60 Non-metallic waste and scrap	112	1,306	5,850	58	0	428	1,064	16,461	25,279
61 Other manufactured and miscellaneous goods	728	32,447	65,424	559	118	404	6,060	21,323	127,063
62 Pool car traffic of freight forwarder and ship associated	109	32,250	58,060	653	0	7	3,299	158	94,536
63 Mixed loads or unidentified freight	16,182	471,630	1,354,165	3,156	616	413	652,517	21,169	2,519,848
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>124,976</b>	<b>862,181</b>	<b>3,311,135</b>	<b>265,186</b>	<b>667,211</b>	<b>2,992,992</b>	<b>2,423,352</b>	<b>5,674,509</b>	<b>16,321,542</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	27,465	683,714	1,861,225	9,869	1,530	478	735,190	320,195	3,639,666
Trailers on flat cars (TOFC)	0	10	1,165	0	21	0	0	0	1,196

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	0	0	0	0	0	114,696	0	114,696
02 Other cereal grains	0	30	334	0	0	3	50,203	32,504	83,074
03 Fresh, chilled or dried vegetables	51	3,824	236	23	83	21	3,151	0	7,389
04 Fresh, chilled or dried fruit and nuts	0	9,672	6,093	0	0	132	0	21	15,918
05 Colza seeds (canola)	0	0	0	0	0	0	71,268	0	71,268
06 Other oil seeds and nuts, other agricultural product	204	9,558	9,032	0	16	40	331	200	19,381
07 Animal feed and products	0	56	327	13	1,752	3,902	4,037	534	10,621
08 Meat, fish, seafood and preparations	241	9,001	12,468	450	112	4,219	0	152	26,643
09 Milled grain production and preparations, bakery products	0	1,148	1,790	143	91	297	2,305	24	5,798
10 Animal or vegetable fats, oils and flours	149	134	504	79	134	320	5,079	0	6,399
11 Sugar	0	0	103	0	0	24,660	0	0	24,763
12 Prepared food stuffs, not elsewhere classified	173	9,447	25,165	1,784	863	1,208	0	462	39,102
13 Alcoholic and non-alcoholic beverages	404	1,694	3,597	14,359	8,948	48,169	0	1,049	78,220
14 Sand, gravel and crushed stone	0	155	245	162	5,139	101,562	0	642	107,905
15 Salt	0	0	0	21	0	0	51,968	0	51,989
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	0	0	0	0	0	27	955,781	889	956,697
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	499	0	864	0	0	29,810	126,722	0	157,895
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	136,276	0	14,706	0	0	467,160	0	618,142
22 Nickel ores and concentrates	0	0	0	20	0	0	0	0	20
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	73,751	0	73,751
25 Other metallic ores and concentrates	35	223	387	0	0	0	0	0	645
26 Coal	0	0	562,256	0	16,727	27,458	19,650,643	582,293	20,839,377
27 Gasoline and aviation turbine fuel	0	0	0	4,951	0	468,869	80	240	474,140
28 Fuel oils and crude petroleum	0	30	0	0	0	544	39,913	24,744	65,231
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	200	237	3,084	0	3,571	22,661	14,823	51,822	96,398
30 Coal coke and petroleum coke	0	20	0	0	162	0	0	109	291
31 Other refined petroleum and coal products	0	104	138	0	5,042	8,885	1,417	2,177	17,763
32 Sulphuric acid	0	314	273	0	0	11,636	83,930	124,106	220,259
33 Alumina	0	0	0	0	0	0	0	0	0
34 Other basic chemicals	2,187	25,764	15,764	29,128	9,132	545,900	347,289	45,581	1,020,745
35 Potash	0	0	0	0	0	0	0	0	0
36 Fertilizers (excluding potash)	53	562	1,794	799	18,094	32,779	533	80,906	135,520
37 Other chemical products and preparations	56	2,034	3,951	62	464	1,011	6,049	2,523	16,150
38 Plastic and rubber	749	10,048	6,042	1,343	635	2,644	149	5,131	26,741
39 Logs and other wood in the rough	1,355	2,068	7,462	2,932	0	1,686	98,707	8,964	123,174
40 Wood chips	0	0	0	0	0	0	1,514,008	0	1,514,008
41 Lumber	37,141	63,422	267,422	49,657	5,183	147,648	678,906	3,296,466	4,545,845
42 Other wood products (plywood, veneer)	39,352	84,789	84,959	5,354	1,634	23,273	985,143	452,218	1,676,722
43 Wood pulp	0	50,199	26,606	0	0	24	2,117,725	768,260	2,962,814
44 Newsprint	0	0	397	0	54	9,707	0	50,842	61,000

See notes at the end of the table.

Table 14-13 – continued

## Rail transportation, Commodity movements from British Columbia

	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	54	19,820	19,372	3,146	2,044	60,722	8,585	597,845	711,588
46 Cement	0	0	19	0	0	11,352	81,161	91,179	183,711
47 Other non-metallic mineral products	15	668	8,924	282	649	3,989	13,674	68,569	96,770
48 Iron and steel, primary or semi-finished	0	1,516	1,841	831	3,241	34,114	171	1,420	43,134
49 Copper, primary or semi-finished	0	39	15	0	0	0	0	0	54
50 Aluminum, primary or semi-finished	0	7,860	201	0	0	3,761	0	11,558	23,380
51 Other non-ferrous metal, primary or semi-finished	77	462	533	0	0	882	598	225,231	227,783
52 Articles of base metal	1,022	13,117	39,004	2,408	3,088	88,806	4,334	14,765	166,544
53 Machinery	507	1,987	5,513	1,047	26	3,491	2,694	440	15,705
54 Automobiles and mini-vans	24,172	139,511	97,046	9,036	4,527	16,023	0	94	290,409
55 Freight motor vehicles	5,088	20,154	17,339	2,481	690	6,470	0	0	52,222
56 Other vehicles	74	698	654	14	0	97	0	22	1,559
57 Parts and accessories for motor vehicles	22	1,126	6,181	50	0	839	0	37	8,255
58 Other transportation equipment	0	96	272	156	128	896	1,116	462	3,126
59 Metallic waste and scrap	0	28	508	0	606	9,875	9,220	110,265	130,502
60 Non-metallic waste and scrap	0	2,004	3,133	112	1,420	1,064	4,743	72,175	84,651
61 Other manufactured and miscellaneous goods	3,311	8,531	42,347	1,913	539	6,060	46	1,269	64,016
62 Pool car traffic of freight forwarder and ship associated	144	11,430	20,504	631	94	3,299	0	0	36,102
63 Mixed loads or unidentified freight	6,246	1,840,062	2,934,298	102,092	47,152	652,517	41,935	1,077,479	6,701,781
64 Less than carload shipments	0	0	16	0	0	0	0	0	16
<b>Total tonnage of all rail commodities</b>	<b>123,581</b>	<b>2,489,918</b>	<b>4,239,013</b>	<b>250,185</b>	<b>142,040</b>	<b>2,423,352</b>	<b>27,634,044</b>	<b>7,805,669</b>	<b>45,107,802</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	13,737	1,982,440	3,144,293	134,500	61,906	735,190	41,935	1,145,199	7,259,200
Trailers on flat cars (TOFC)	0	358	420	0	0	0	0	20	798

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	289	149	913,001	3,905,263	5,798,882	114,696	0	10,732,280
02 Other cereal grains	0	1,146	7,806	15,918	800,028	347,945	50,203	50,561	1,273,607
03 Fresh, chilled or dried vegetables	147	8,863	22,479	23,620	2,436,230	499,726	3,151	38	2,994,254
04 Fresh, chilled or dried fruit and nuts	0	435	327	0	0	0	0	826	1,588
05 Colza seeds (canola)	0	0	0	714,185	3,191,535	2,851,627	71,268	0	6,828,615
06 Other oil seeds and nuts, other agricultural product	22	5,179	9,392	13,264	193,276	18,534	331	10,051	250,049
07 Animal feed and products	47	1,210	14,082	3,998	96,994	127,315	4,037	167,353	415,036
08 Meat, fish, seafood and preparations	76	15,570	4,837	10,344	50	96	0	39	31,012
09 Milled grain production and preparations, bakery products	0	987	5,569	1,275	96,782	250,400	2,305	2,684	360,002
10 Animal or vegetable fats, oils and flours	0	100	1,662	32,504	152,651	521,484	5,079	156,841	870,321
11 Sugar	141	408	4,295	19	0	91	0	18,519	23,473
12 Prepared food stuffs, not elsewhere classified	29	21,218	74,177	3,784	74	2,107	0	7,730	109,119
13 Alcoholic and non-alcoholic beverages	1,022	9,525	14,611	2,098	1,622	38,857	0	24,682	92,417
14 Sand, gravel and crushed stone	0	5,796	450	44,018	0	18,491	0	13,510	82,265
15 Salt	0	0	0	0	70,272	424	51,968	38,905	161,569
16 Phosphate rock	0	0	0	0	0	0	0	76	76
17 Sulphur	0	0	0	0	0	3,025,608	955,781	35	3,981,424
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	18	169	309	730	14,935	316	126,722	7,151	150,350
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	0	0	88	0	0	467,160	0	467,248
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	4,456	4,456
24 Zinc ores and concentrates	0	60,458	0	0	0	0	73,751	12,517	146,726
25 Other metallic ores and concentrates	0	52	0	0	0	0	0	765	817
26 Coal	0	0	0	0	0	5,941,952	19,650,643	1,870,786	27,463,381
27 Gasoline and aviation turbine fuel	0	9,609	2,963	0	3,490	88,901	80	163	105,206
28 Fuel oils and crude petroleum	0	78	0	87	7,290	1,224,840	39,913	24	1,272,232
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	0	0	42	22	301	91,151	14,823	800	107,139
30 Coal coke and petroleum coke	0	0	0	0	4,890	719,117	0	41,783	765,790
31 Other refined petroleum and coal products	0	1,870	25,184	125	0	133,020	1,417	2,273	163,889
32 Sulphuric acid	0	0	4,182	1,092	0	15,109	83,930	0	104,313
33 Alumina	0	2,907	0	0	0	0	0	19	2,926
34 Other basic chemicals	39	45,861	29,045	27,547	5,586	1,129,968	347,289	64,702	1,650,037
35 Potash	0	0	0	0	2,280,675	0	0	0	2,280,675
36 Fertilizers (excluding potash)	0	145	203	686	12,630	246,651	533	11,552	272,400
37 Other chemical products and preparations	0	1,879	7,702	59	20	1,261	6,049	19,799	36,769
38 Plastic and rubber	909	6,918	14,967	699	0	92,654	149	57,109	173,405
39 Logs and other wood in the rough	0	0	54	0	0	0	98,707	134	98,895
40 Wood chips	0	0	42	0	0	0	1,514,008	102	1,514,152
41 Lumber	89	7,437	2,226	1,236	0	58,260	678,906	3,177	751,331
42 Other wood products (plywood, veneer)	493	4,061	18,021	251	2,785	19,143	985,143	12,362	1,042,259
43 Wood pulp	0	24,821	71,135	0	356,659	1,265,089	2,117,725	14,389	3,849,818
44 Newsprint	0	239	35	1,417	26	121	0	349	2,187

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	1,511	21,517	13,056	7,540	0	774	8,585	16,215	69,198
46 Cement	0	0	478	0	0	28,931	81,161	25,863	136,433
47 Other non-metallic mineral products	3	7,198	7,978	43	0	1,742	13,674	10,397	41,035
48 Iron and steel, primary or semi-finished	0	3,407	54,831	1,509	40,291	28,429	171	46,779	175,417
49 Copper, primary or semi-finished	0	0	16	0	0	0	0	9	25
50 Aluminum, primary or semi-finished	0	1,590	470	0	0	0	0	151	2,211
51 Other non-ferrous metal, primary or semi-finished	0	507	12,876	4,802	0	12,521	598	529	31,833
52 Articles of base metal	72	5,103	16,007	3,685	12,176	1,601	4,334	25,267	68,245
53 Machinery	3	473	6,156	535	139	389	2,694	9,009	19,398
54 Automobiles and mini-vans	13,077	965	27,900	20	17	355	0	48,103	90,437
55 Freight motor vehicles	1,509	338	23,134	0	0	0	0	49,593	74,574
56 Other vehicles	183	105	502	3	0	146	0	160	1,099
57 Parts and accessories for motor vehicles	0	164	3,407	17	0	13	0	878	4,479
58 Other transportation equipment	0	102	7	0	387	2,087	1,116	4,401	8,100
59 Metallic waste and scrap	0	38,055	18,707	1,875	543	117,532	9,220	43,787	229,719
60 Non-metallic waste and scrap	0	8,673	15,958	8,597	269	18,078	4,743	17,158	73,476
61 Other manufactured and miscellaneous goods	250	11,501	33,567	3,134	39	1,260	46	8,483	58,280
62 Pool car traffic of freight forwarder and ship associated	33	30,966	39,755	87	23	16	0	24	70,904
63 Mixed loads or unidentified freight	14,444	900,169	1,744,706	202,570	175,929	1,058,347	41,935	696,645	4,834,745
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>34,117</b>	<b>1,268,063</b>	<b>2,355,457</b>	<b>2,046,484</b>	<b>13,863,877</b>	<b>25,801,361</b>	<b>27,634,044</b>	<b>3,619,713</b>	<b>76,623,116</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	18,394	1,147,501	2,136,696	242,521	236,010	1,234,792	41,935	794,903	5,852,752
Trailers on flat cars (TOFC)	0	0	42	0	0	0	0	0	42

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

2. Alberta includes Northwest Territories.

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

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

Source(s): Transport Canada

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

Commodity	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
01 Wheat	0	199	2,038	0	2,433	477	0	986,683	991,830
02 Other cereal grains	11,831	432,867	35,982	4,601	57,379	192,526	50,561	1,309,454	2,095,201
03 Fresh, chilled or dried vegetables	3,188	33,876	13,851	685	172	2,492	38	58,768	113,070
04 Fresh, chilled or dried fruit and nuts	178	4,279	7,408	0	0	47	826	0	12,738
05 Colza seeds (canola)	0	0	0	0	0	0	0	0	0
06 Other oil seeds and nuts, other agricultural product	63	73,154	3,241	40	96	1,309	10,051	1,407,863	1,495,817
07 Animal feed and products	50,015	694,261	154,337	3,347	37,344	474,731	167,353	303,507	1,884,895
08 Meat, fish, seafood and preparations	390	616	1,115	0	0	0	39	0	2,160
09 Milled grain production and preparations, bakery products	4,365	43,628	219,951	1,188	373	29,560	2,684	141,118	442,867
10 Animal or vegetable fats, oils and flours	5,161	20,863	96,801	21,592	260	38,643	156,841	43,878	384,039
11 Sugar	1,906	57,609	57,909	0	2,128	79,798	18,519	2,730	220,599
12 Prepared food stuffs, not elsewhere classified	1,715	22,833	90,105	123	135	9,174	7,730	7,723	139,538
13 Alcoholic and non-alcoholic beverages	2,849	26,675	133,979	681	1,001	40,039	24,682	195,955	425,861
14 Sand, gravel and crushed stone	3,810	117,251	29,615	0	30,869	398,630	13,510	95,445	689,130
15 Salt	0	153	239	3,384	0	1,778	38,905	1,812	46,271
16 Phosphate rock	0	0	0	0	0	0	76	0	76
17 Sulphur	0	19	59	12,329	0	800	35	0	13,242
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	119,987	158,280	419,987	9,480	3,967	120,459	7,151	57,329	896,640
20 Iron ores and concentrates	0	3,207	0	0	17,508	856	0	0	21,571
21 Copper ores and concentrates	0	93,640	3,334	10,502	0	19	0	0	107,495
22 Nickel ores and concentrates	0	0	2,386	0	0	0	0	0	2,386
23 Lead ores and concentrates	815	0	0	2,217	0	0	4,456	0	7,488
24 Zinc ores and concentrates	68	0	0	0	0	0	12,517	0	12,585
25 Other metallic ores and concentrates	0	93	7,249	0	0	58	765	0	8,165
26 Coal	853	13,876	23	62,147	0	7,845	1,870,786	0	1,955,530
27 Gasoline and aviation turbine fuel	16	878	59,410	64	54,656	1,417,703	163	2,418	1,535,308
28 Fuel oils and crude petroleum	0	26,202	2,804	2,674	0	147,604	24	2,921	182,229
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	19,446	5,573	40,413	0	56,094	130,329	800	1,597	254,252
30 Coal coke and petroleum coke	0	244,149	6,508	0	408	126,871	41,783	0	419,719
31 Other refined petroleum and coal products	6,516	249,569	231,842	3,214	29,701	405,250	2,273	23,308	951,673
32 Sulphuric acid	16,182	34,432	38,156	0	0	4,580	0	25	93,375
33 Alumina	0	318	7,559	543	0	1,128	19	91	9,658
34 Other basic chemicals	64,841	354,717	734,319	29,577	68,510	351,349	64,702	224,131	1,892,146
35 Potash	1,427	2,087	8,939	0	943	0	0	6,074	19,470
36 Fertilizers (excluding potash)	25,599	161,582	197,829	160,106	211,622	49,110	11,552	3,531	820,931
37 Other chemical products and preparations	18,408	177,545	122,749	6,826	35,574	198,533	19,799	28,337	607,771
38 Plastic and rubber	34,169	411,484	767,964	20,927	13,860	105,072	57,109	104,707	1,515,292
39 Logs and other wood in the rough	7,245	10,002	794	0	389	2,098	134	4,165	24,827
40 Wood chips	0	20	96	0	0	0	102	0	218
41 Lumber	1,520	11,132	11,823	4,054	1,545	21,441	3,177	102,037	156,729
42 Other wood products (plywood, veneer)	9,944	45,716	40,659	4,405	1,645	31,127	12,362	62,789	208,647
43 Wood pulp	9,579	41,297	85,802	0	0	281	14,389	77,843	229,191
44 Newsprint	0	295	0	18	36	160	349	2,785	3,643

See notes at the end of the table.

Table 14-15 – continued

## Rail transportation, Commodity movements from United States and Mexico

	Destination								
	Atlantic <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	Total tonnage for all destinations
	tonnes								
45 Paper and paperboard, except printed products	17,759	189,932	305,982	25,779	9,692	68,392	16,215	561,042	1,194,793
46 Cement	77	1,862	3,381	13,755	12,766	279,995	25,863	0	337,699
47 Other non-metallic mineral products	3,745	63,237	108,039	15,978	47,455	249,980	10,397	4,745	503,576
48 Iron and steel, primary or semi-finished	24,207	143,946	312,662	14,883	48,623	203,232	46,779	50,370	844,702
49 Copper, primary or semi-finished	91	5,651	0	0	0	0	9	20,499	26,250
50 Aluminum, primary or semi-finished	0	122	0	385	3,918	2,595	151	1,538	8,709
51 Other non-ferrous metal, primary or semi-finished	75	4,318	132	31	0	1,247	529	90	6,422
52 Articles of base metal	2,474	18,090	13,523	10,022	20,100	148,182	25,267	4,044	241,702
53 Machinery	3,086	1,959	54,651	3,536	1,823	53,403	9,009	157	127,624
54 Automobiles and mini-vans	23,400	115,436	133,175	16,477	11,236	98,471	48,103	325	446,623
55 Freight motor vehicles	40,579	126,390	95,590	22,971	10,000	81,959	49,593	0	427,082
56 Other vehicles	131	108	175	125	143	1,629	160	0	2,471
57 Parts and accessories for motor vehicles	954	2,077	216,378	455	210	2,592	878	0	223,544
58 Other transportation equipment	146	10,849	5,764	17,130	11,674	25,261	4,401	10,781	86,006
59 Metallic waste and scrap	6,714	168,450	58,682	31,491	312,261	6,583	43,787	240,385	868,353
60 Non-metallic waste and scrap	3,231	124,544	107,696	0	11,915	16,461	17,158	14,630	295,635
61 Other manufactured and miscellaneous goods	1,418	44,639	13,925	4,857	1,625	21,323	8,483	7,574	103,844
62 Pool car traffic of freight forwarder and ship associated	0	182	620	0	0	158	24	0	984
63 Mixed loads or unidentified freight	228,867	1,050,469	468,078	2,097	1,915	21,169	696,645	9,500	2,478,740
64 Less than carload shipments	0	0	14	0	0	0	0	0	14
<b>Total tonnage of all rail commodities</b>	<b>779,040</b>	<b>5,646,638</b>	<b>5,535,742</b>	<b>544,696</b>	<b>1,134,004</b>	<b>5,674,509</b>	<b>3,619,713</b>	<b>6,184,704</b>	<b>29,119,046</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	248,840	1,221,779	346,661	23,666	24,330	320,195	794,903	4,103	2,984,477
Trailers on flat cars (TOFC)	0	0	301,679	0	0	0	0	43	301,722

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
tonnes									
01 Wheat	0	1,195	84,057	510,703	812,036	98,070	0	986,683	2,492,744
02 Other cereal grains	849	11,165	21,516	356,369	1,063,567	36,194	32,504	1,309,454	2,831,618
03 Fresh, chilled or dried vegetables	0	1,159	7,941	31,863	42,914	4,404	0	58,768	147,049
04 Fresh, chilled or dried fruit and nuts	0	237	14	0	0	0	21	0	272
05 Colza seeds (canola)	0	0	16	278,021	209,319	2,644	0	0	490,000
06 Other oil seeds and nuts, other agricultural product	19	1,659	41,309	48,308	69,389	9,432	200	1,407,863	1,578,179
07 Animal feed and products	38	1,418	47,354	288,285	160,905	344,912	534	303,507	1,146,953
08 Meat, fish, seafood and preparations	132	35,021	11,490	0	0	0	152	0	46,795
09 Milled grain production and preparations, bakery products	6,169	9,945	107,974	55,155	128,773	114,595	24	141,118	563,753
10 Animal or vegetable fats, oils and flours	0	96	128,432	352,213	732,166	309,638	0	43,878	1,566,423
11 Sugar	90	8,556	45,265	473	0	6,612	0	2,730	63,726
12 Prepared food stuffs, not elsewhere classified	0	5,871	16,821	91,137	0	65,638	462	7,723	187,652
13 Alcoholic and non-alcoholic beverages	19	3,638	61,497	4,793	0	27,601	1,049	195,955	294,552
14 Sand, gravel and crushed stone	1,160	11,472	214,579	12,544	0	21,189	642	95,445	357,031
15 Salt	0	0	4,018	20	38,676	33	0	1,812	44,559
16 Phosphate rock	0	0	0	0	0	0	0	0	0
17 Sulphur	36,627	46,274	30,794	0	172,449	1,077,184	889	0	1,364,217
18 Gypsum <sup>3</sup>	x	x	x	x	x	x	x	x	x
19 Other non-metallic minerals	13,075	11,881	282,890	4,698	81,314	309	0	57,329	451,496
20 Iron ores and concentrates	0	0	0	0	0	0	0	0	0
21 Copper ores and concentrates	0	0	0	0	0	0	0	0	0
22 Nickel ores and concentrates	0	0	0	0	0	0	0	0	0
23 Lead ores and concentrates	0	0	0	0	0	0	0	0	0
24 Zinc ores and concentrates	0	0	0	0	0	0	0	0	0
25 Other metallic ores and concentrates	0	1,506	0	0	0	0	0	0	1,506
26 Coal	0	0	0	0	44,255	0	582,293	0	626,548
27 Gasoline and aviation turbine fuel	0	5,978	0	329	50	7,722	240	2,418	16,737
28 Fuel oils and crude petroleum	0	153,599	25,926	81	17,965	536,279	24,744	2,921	761,515
29 Gaseous hydrocarbons, including liquid petroleum gas (LPG's)	266,737	169,568	623,249	93,791	106,040	1,183,316	51,822	1,597	2,496,120
30 Coal coke and petroleum coke	0	152	22,351	0	56,817	68,801	109	0	148,230
31 Other refined petroleum and coal products	0	31,295	280,587	80	538,983	213,650	2,177	23,308	1,090,080
32 Sulphuric acid	28,842	601,087	771,353	31,649	0	7,909	124,106	25	1,564,971
33 Alumina	0	144,393	1,893	0	0	0	0	91	146,377
34 Other basic chemicals	3,869	1,155,821	222,937	244,672	52,157	721,828	45,581	224,131	2,670,996
35 Potash	0	0	0	9,099	4,003,870	0	0	6,074	4,019,043
36 Fertilizers (excluding potash)	0	6,892	118,341	288,756	92,356	1,559,193	80,906	3,531	2,149,975
37 Other chemical products and preparations	20	69,302	94,133	234	0	31,036	2,523	28,337	225,585
38 Plastic and rubber	23,505	63,775	358,729	363	0	1,688,542	5,131	104,707	2,244,752
39 Logs and other wood in the rough	12,414	1,714	85,726	4,164	1,837	0	8,964	4,165	118,984
40 Wood chips	0	19	483	0	0	11,805	0	0	12,307
41 Lumber	297,683	558,020	160,053	6,156	2,657	864,822	3,296,466	102,037	5,287,894
42 Other wood products (plywood, veneer)	20,654	295,502	258,575	37,859	18,647	522,062	452,218	62,789	1,668,306
43 Wood pulp	168,060	351,891	550,646	824	0	999,452	768,260	77,843	2,916,976
44 Newsprint	226,192	583,529	315,083	23,049	0	74,837	50,842	2,785	1,276,317

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S. and Mexico	
	tonnes								
45 Paper and paperboard, except printed products	237,858	922,585	121,349	62,061	0	379	597,845	561,042	2,503,119
46 Cement	0	247,218	325,754	0	0	174,088	91,179	0	838,239
47 Other non-metallic mineral products	0	18,398	53,291	201	610	44,323	68,569	4,745	190,137
48 Iron and steel, primary or semi-finished	0	183,426	545,443	23,025	67,747	24,793	1,420	50,370	896,224
49 Copper, primary or semi-finished	0	113,239	52,196	61,492	0	0	0	20,499	247,426
50 Aluminum, primary or semi-finished	0	1,520,734	569	0	0	3,051	11,558	1,538	1,537,450
51 Other non-ferrous metal, primary or semi-finished	53,947	102,233	258	65,079	328	227	225,231	90	447,393
52 Articles of base metal	182	9,097	101,509	2,246	221,535	71,066	14,765	4,044	424,444
53 Machinery	439	7,211	9,282	194	507	2,887	440	157	21,117
54 Automobiles and mini-vans	4	530	667,736	0	0	10	94	325	668,699
55 Freight motor vehicles	0	0	496,002	0	0	16	0	0	496,018
56 Other vehicles	79	45	625	25	0	899	22	0	1,695
57 Parts and accessories for motor vehicles	8	449	141,786	0	0	115	37	0	142,395
58 Other transportation equipment	11	7,446	20,685	11,732	12,816	12,814	462	10,781	76,747
59 Metallic waste and scrap	4,559	31,551	577,101	19,564	3,529	241,117	110,265	240,385	1,228,071
60 Non-metallic waste and scrap	50,603	58,073	54,995	3,193	1,216	30,847	72,175	14,630	285,732
61 Other manufactured and miscellaneous goods	323	17,086	10,688	32,427	23	3,953	1,269	7,574	73,343
62 Pool car traffic of freight forwarder and ship associated	0	267	30	18	0	0	0	0	315
63 Mixed loads or unidentified freight	148,843	937,588	192,993	37	61	1,002	1,077,479	9,500	2,367,503
64 Less than carload shipments	0	0	0	0	0	0	0	0	0
<b>Total tonnage of all rail commodities</b>	<b>1,603,010</b>	<b>8,520,806</b>	<b>8,368,324</b>	<b>3,056,982</b>	<b>8,755,514</b>	<b>11,221,296</b>	<b>7,805,669</b>	<b>6,184,704</b>	<b>55,516,305</b>
<b>Car type <sup>4</sup></b>									
Containers on flat cars (COFC)	173,177	1,205,901	212,036	5,426	6,498	127,285	1,145,199	4,103	2,879,625
Trailers on flat cars (TOFC)	0	0	154,637	0	0	0	20	43	154,700

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S.	
	tonnes								
Total Intermodal and Non Intermodal	3,460	35,935	74,200	3,058	3,204	24,881	11,114	2,241	158,093
<b>Car type <sup>3</sup></b>									
Containers on flat cars (COFC)	0	5,148	18,119	102	0	1,189	130	0	24,688
Trailers on flat cars (TOFC)	0	0	16	0	0	0	0	0	16

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 <sup>1</sup>	Quebec	Ontario	Manitoba	Saskatchewan	Alberta <sup>2</sup>	British Columbia	U.S.	
	tonnes								
Total Intermodal and Non Intermodal	4,192	182,773	244,892	188,154	365,018	204,284	44,289	3,504	1,237,106
<b>Car type <sup>3</sup></b>									
Containers on flat cars (COFC)	3,059	2,288	3,895	97	178	687	317	0	10,521
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

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## 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 2005 to 2009 are provided in this publication for NAICS 482113, 482114 and 482112.

# Survey methodology, coverage and data limitations

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The "**Rail in Canada, 2009**" 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 monitoring historic trends and confronting the data with other sources.

Users are advised to consult the Uniform Classification of Accounts<sup>1</sup> 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.

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1. Users can consult the Uniform Classification of Accounts at the following URL:  
[www.cta.gc.ca/eng/publication/uniform-classification-accounts-and-related-railway-records](http://www.cta.gc.ca/eng/publication/uniform-classification-accounts-and-related-railway-records)

## 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.

Due to changes in the derivation of certain variables related to income, assets and liabilities for reference year 2009, caution should be used in carrying out year-over-year comparisons. The specific variables affected by these changes are indicated and discussed throughout the publication.

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.

Les données financières et d'exploitation peuvent varier d'une année à l'autre suite à des fluctuations dans le taux de change sur les devises, des reclassements des comptes, etc. Les données sont également influencées par les fusions et acquisitions et les compagnies qui entrent ou sortent de l'industrie.

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.<sup>2</sup>

**Text table 1**  
**Number of Regional and Short Haul carriers**

	Cansim Table 404-0005	Cansim Table 404-0007	Cansim Table 404-0009	Cansim Table 404-0010	Cansim Table 404-0011	Cansim Table 404-0012	Cansim Table 404-0013	Cansim Table 404-0015	Cansim Table 404-0016	Cansim Table 404-0018	Cansim Table 404-0019
Year	Publication Table 1.2	Publication Table 2.2	Publication Table 3.2	Publication Table 4	Publication Table 5	Publication Table 6	Publication Table 7	Publication Table 8.2	Publication Table 9	Publication Table 10.2	Publication Table 11
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	41	38	33	38	38	38	38	36	34	32	37
2009	37	35	32	35	35	35	35	33	32	30	34

## 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.

<sup>2</sup> 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.

## 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 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 maintains 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

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## 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.