



Monitoring the Canadian  
Grain Handling and  
Transportation System

**Annual Report**  
**2003-2004 Crop Year**

**2** Data  
Tables



Government of Canada  
Gouvernement du Canada

Quorum  
Corporation

# **DATA TABLES**

---

## **PREFACE**

*The material presented in the accompanying tables is drawn from data supplied by the various stakeholders in Canada's Grain Handling and Transportation System. These include the Canadian Wheat Board, the Canadian Grain Commission, the Canadian Ports Clearance Association, Statistics Canada, various grain companies, and individual railway companies. The majority of this data is of a secondary nature and reflects the internal data collection practices as well as informational needs of the individual stakeholders. Moreover, the data also comes in a variety of mediums, structures and levels of detail that require considerable transformation and manipulation in order to be rendered usable.*

*With this in mind, the reader is cautioned regarding the limitations that must be taken into account when considering the material presented. Firstly, although every reasonable effort has been made to ensure that the data used accurately reflects the activity being reported upon, it is largely drawn from un-audited sources. To this extent, errors potentially contained within the data collected – whether by way of inclusion or omission – will also be reflected in the statistics presented. As a result, periodic corrections may result in the restatement of previously calculated measurement values. Where such differences arise, the values presented here should be considered to supersede those found in earlier reports.*

*Secondly, the point in time at which individual stakeholders collect data often differs, and generally makes exact matches in any direct comparison impossible. These differences, however, do not detract from the relative comparisons and general observations that may be drawn from the statistics.*

*Thirdly, data made available to the Monitor for certain measures in respect to aggregate grain movements in Western Canada are not always comprehensive, and focus largely on the seven "traditional" major grains. Although it is the intent of the Monitor to provide for more detailed reporting on the movement of "special" crops, such as peas, the limited availability of reliable data results in their selective inclusion within the measures presented.*

*Finally, inconsistent or incomplete reporting makes some estimation necessary. Where such estimations are made, an accompanying footnote will generally detail the specific nature of the approximation.*

*Special mention must also be made of the fact that not all of the data requested of stakeholders has been made available to the Monitor. As a result, the Monitor is unable to calculate or present a number of the measures originally contemplated under the Grain Monitoring Program.*

## MEASUREMENT TABLES INDEX

---

### 1. Industry Overview

---

#### 1A Production/Supply

- 1A-1 Western Canadian Crop Production for Major Grains (thousands of tonnes)
- 1A-2 Western Canadian Carry Forward Stock at July 31 for Major Grain on Farm and in Primary Elevators (thousands of tonnes)

#### 1B Rail Traffic

- 1B-1 Western Canadian Railway Grain Volumes (thousands of tonnes) – Summarized by Destination Port and Origin Province
- 1B-2 Western Canadian Railway Grain Volumes (thousands of tonnes) – Summarized by Destination Port and Primary Commodities
- 1B-3 Western Canadian Railway Grain Volumes (thousands of tonnes) – Detailed Breakdown of Primary Commodities by Destination Port and Origin Province

#### 1C Country Elevator Infrastructure

- 1C-1 Western Canadian Primary and Process Grain Elevators – Summarized by Province
- 1C-2 Western Canadian Primary and Process Grain Elevators – Summarized by Railway Class
- 1C-3 Western Canadian Primary and Process Grain Elevators – Summarized by Principal Grain Company
- 1C-4 Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading – Summarized by Province
- 1C-5 Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading – Summarized by Railway Class
- 1C-6 Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading – Summarized by Railway Line Classification
- 1C-7 Western Canadian Primary and Process Grain Elevator Openings – Summarized by Province and Facility Class
- 1C-8 Western Canadian Primary and Process Grain Elevator Openings – Summarized by Railway Class
- 1C-9 Western Canadian Primary and Process Grain Elevator Openings – Summarized by Railway Line Classification
- 1C-10 Western Canadian Primary and Process Grain Elevator Closures – Summarized by Province and Facility Class
- 1C-11 Western Canadian Primary and Process Grain Elevator Closures – Summarized by Railway Class
- 1C-12 Western Canadian Primary and Process Grain Elevator Closures – Summarized by Railway Line Classification
- 1C-13 Number of Locations Accounting for 80% of Producer Deliveries

#### 1D Railway Infrastructure

- 1D-1 Western Canadian Railway Infrastructure (Route-Miles) – Summarized by Province and Railway Class
- 1D-2 Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) – Summarized by Railway Line Classification
- 1D-3 Western Canadian Class 3 Railway Summary – Infrastructure and Grain Volumes
- 1D-5 Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) – Summarized by Railway Class
- 1D-6 Western Canadian Primary and Process Grain Elevators – Summarized by Railway Line Classification

#### 1E Terminal Elevator Infrastructure

- 1E-1 Western Canadian Terminal Elevators – Summarized by Port and Facility Class
- 1E-2 Traffic Volume by Port (number of cars)

## MEASUREMENT TABLES INDEX

---

### 2. Commercial Relations

---

#### 2A Tendering Program

- 2A-1 Number of Tenders Called (absolute number and tonnage volume) by Grain
- 2A-2 Number of Tenders Called (absolute number and tonnage volume) by Grain and Grade
- 2A-3 Number of Bids (absolute number and tonnage volume) by Grain
- 2A-4 Number of Bids (absolute number and tonnage volume) by Grain and Grade
- 2A-5 Volume of Grain Moved by the Tendering Process (tonnes and %) Relative to the Total Volume of CWB Grains Moved to the Four Eligible Ports
- 2A-6 Volume of Grain Moved by the Tendering Process to the Four Eligible Ports, by Grade (number of contracts and tonnes)
- 2A-7 Breakdown of the Tendered Volumes Not Filled by Category
- 2A-8 Number of Tenders and Tonnage not Awarded to Lowest Bidder
- 2A-9 Percentage of Tendered Grain Moved to FOB (at spout) Sales vs. In-Store Sales
- 2A-10 Distribution of Tendered Tonnage by Port
- 2A-11 Railway Distribution of Tendered Tonnage Moved
- 2A-12 Distribution of Tendered Grain by Size of Car Block
- 2A-13 Number and Type of Penalties Applied to Tendered Grain Shipments
- 2A-14 Distribution of Tendered Origins by Province and Elevator Classification
- 2A-15 Distribution of Tendered Tonnage by Month
- 2A-16 Distribution of Delivery Points (number) – Tender Contracts
- 2A-17 Weighted Average Tendered Multiple-Car Block Size (railcars) - Port
- 2A-18 Western Canadian Railway Car Cycles – CWB Tendered & Non-Tendered, Summarized by Destination Corridor
- 2A-19 Count and Range of Accepted Bids by Port and Grain (\$ per tonne)
- 2A-20 Market Share (tonnage volume and percentage) by Grain

#### 2B Advance Car Awards Program

- 2B-1 Volume of Grain Moved by the Advance Awards Process (tonnes and %) Relative to the Total Volume of CWB Grains Moved to the Four Eligible Ports
- 2B-2 Distribution of Advance Awards Tonnage by Port
- 2B-3 Railway Distribution of Advance Awards Tonnage Moved
- 2B-4 Distribution of Advance Awards Origins by Province and Elevator Classification
- 2B-5 Distribution of Advance Awards Shipments by Month
- 2B-6 Western Canadian Railway Car Cycles – CWB Advance Awards, Summarized by Destination Corridor
- 2B-7 Distribution of Tendered and Advance Awards Grain by Size of Car Block
- 2B-8 Weighted Average Tendered and Advance Awards Multiple-Car Block Size (railcars) – Port

---

### 3. System Efficiency

---

#### 3A Trucking

- 3A-1 Western Canadian Composite Freight Rates - Short-Haul Trucking (dollars per tonne)

#### 3B Country Elevator

- 3B-1 Total Tonnage Throughput (Shipments from Primary Elevators) for Major Grains (thousands of tonnes)
  - 3B-2 Average Elevator Capacity Turnover Ratio
  - 3B-3 Average Weekly Primary Elevator Stock Levels (thousands of tonnes)
  - 3B-4 Average Days in Store
  - 3B-5 Average Weekly Stock-to-Shipment Ratios for Major Grains
  - 3B-6 Average Handling Charges Based on Posted Rates at Country Delivery Points for Major Grains
-

## MEASUREMENT TABLES INDEX

---

### 3C Rail Operations

- 3C-1 Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) – Summarized by Destination Port and Origin Province
- 3C-2 Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) – Summarized by Destination Port and Primary Commodities
- 3C-3 Western Canadian Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) – Detailed Breakdown of Primary Commodities by Destination Port and Origin Province
- 3C-4 Western Canadian Railway Car Cycles - Summarized by Destination Corridor
- 3C-5 Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) – Summarized by Car Block Sizes
- 3C-6 Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) – Estimate of Incentive Discount Value
- 3C-7 Western Canadian Railway Traffic Density (tonnes per route-mile) – Summarized by Railway Class and Line Classification
- 3C-8 Western Canadian Composite Freight Rates - Rail (dollars per tonne)
- 3C-9 Western Canadian Multiple-Car Shipment Incentives - Rail (dollars per tonne)
- 3C-10 Effective Freight Rates under the CTA Revenue Cap – Summarized by Carrier

### 3D Terminal Elevator and Port Performance

- 3D-1 Annual Port Volume Throughput (Shipments from Terminal Elevators) for Major Grains (thousands of tonnes)
- 3D-2 Average Terminal Elevator Capacity Turnover Ratio
- 3D-3 Average Weekly Terminal Elevator Stock Levels (thousands of tonnes)
- 3D-4 Average Days in Store – Operating Season
- 3D-5 Average Weekly Stock-to-Shipment Ratios for Major Grains by Port
- 3D-6 Average Weekly Stock-to-Shipment Ratios for Major Grains and Grades by Port
- 3D-7 Average Vessel Time in Port
- 3D-8 Distribution of Vessel Time in Port
- 3D-9 Distribution of Number of Berths per Vessel by Port
- 3D-10 Annual Demurrage Costs and Dispatch Earnings by Port for Board and Non-Board Grains
- 3D-11 Average Handling Charges by Port Based on Posted Rates for each Terminal for Major Grains

---

## 4. Service Reliability

---

### 4A Port Performance

- 4A-1 Average Weekly Stock-to-Vessel Requirement Ratios for Major Grains at Vancouver and Thunder Bay
- 4A-2 Average Weekly Stock-to-Vessel Requirement Ratios for Major Grains and Grades by Port
- 4A-3 Average Weekly Stock-to-Shipment Ratios for Board and Non-Board Grains at Vancouver and Thunder Bay
- 4A-4 Annual Terminal Storage and Handling Revenue and Carrying Costs for Board Grains

---

## 5. Producer Impact

---

### 5A Export Basis and Netback Calculation

- 5A-1 *Manitoba East*
- 5A-1A 1CWRS Wheat
- 5A-1B 1CWA Durum
- 5A-1C 1Canada Canola
- 5A-1D Canadian Large Yellow Peas – No. 2 or Better

## MEASUREMENT TABLES INDEX

---

5A-2	<i>Manitoba West</i>
5A-2A	1CWRS Wheat
5A-2B	1CWA Durum
5A-2C	1Canada Canola
5A-2D	Canadian Large Yellow Peas – No. 2 or Better
5A-3	<i>Saskatchewan Northeast</i>
5A-3A	1CWRS Wheat
5A-3B	1CWA Durum
5A-3C	1Canada Canola
5A-3D	Canadian Large Yellow Peas – No. 2 or Better
5A-4	<i>Saskatchewan Northwest</i>
5A-4A	1CWRS Wheat
5A-4B	1CWA Durum
5A-4C	1Canada Canola
5A-4D	Canadian Large Yellow Peas – No. 2 or Better
5A-5	<i>Saskatchewan Southeast</i>
5A-5A	1CWRS Wheat
5A-5B	1CWA Durum
5A-5C	1Canada Canola
5A-5D	Canadian Large Yellow Peas – No. 2 or Better
5A-6	<i>Saskatchewan Southwest</i>
5A-6A	1CWRS Wheat
5A-6B	1CWA Durum
5A-6C	1Canada Canola
5A-6D	Canadian Large Yellow Peas – No. 2 or Better
5A-7	<i>Alberta North</i>
5A-7A	1CWRS Wheat
5A-7B	1CWA Durum
5A-7C	1Canada Canola
5A-7D	Canadian Large Yellow Peas – No. 2 or Better
5A-8	<i>Alberta South</i>
5A-8A	1CWRS Wheat
5A-8B	1CWA Durum
5A-8C	1Canada Canola
5A-8D	Canadian Large Yellow Peas – No. 2 or Better
5A-9	<i>Peace River</i>
5A-9A	1CWRS Wheat
5A-9B	1CWA Durum
5A-9C	1Canada Canola
5A-9D	Canadian Large Yellow Peas – No. 2 or Better
5A-10	<i>Western Canada</i>
5A-10A	1CWRS Wheat
5A-10B	1CWA Durum
5A-10C	1Canada Canola
5A-10D	Canadian Large Yellow Peas – No. 2 or Better

## MEASUREMENT TABLES INDEX

---

### **5B Producer Cars**

5B-1 Producer Car Loading Sites – Summarized by Province and Railway Class

5B-2 Total Producer Car Shipments – Summarized by Province and Grain

---

*Note:* 1.) Data on grain volumes in these tables is presented in Net Tonnes  
2.) Totals may not always add nor percentages match, due to rounding

## Western Canadian Crop Production for Major Grains (thousands of tonnes)

PROVINCE	COMMODITY	PRODUCTION YEAR					% VARIANCE 02/03	NOTES
		1999	2000	2001	2002	2003		
<b>MANITOBA</b>								
	Wheat	3,122.9	4,124.5	3,485.0	3,315.7	4,128.5	24.5%	
	Durum	35.4	141.5	33.7	39.5	34.0	-13.9%	
	Barley	1,214.9	1,622.0	1,284.6	1,175.7	1,371.7	16.7%	
	Canola	1,707.8	1,487.8	1,145.3	1,428.8	1,735.0	21.4%	
	Oats	854.4	1,016.3	771.1	1,017.9	1,095.0	7.6%	
	Dry Peas	92.0	160.5	170.7	176.9	137.4	-22.3%	
	Rye	76.2	55.9	41.9	38.1	50.8	33.3%	
	Flaxseed	271.8	205.7	199.4	214.6	195.6	-8.9%	
	Other	481.5	578.2	462.0	905.7	993.7	9.7%	(1)
		7,856.9	9,392.4	7,593.7	8,312.9	9,741.7	17.2%	
<b>SASKATCHEWAN</b>								
	Wheat	10,432.1	8,775.3	7,670.8	4,545.0	7,221.6	58.9%	
	Durum	3,407.4	4,757.3	2,517.4	2,939.3	3,211.4	9.3%	
	Barley	4,942.3	5,477.9	3,697.0	2,525.6	4,354.5	72.4%	
	Canola	3,975.7	3,379.3	2,109.2	1,655.6	2,676.2	61.6%	
	Oats	1,534.5	1,377.2	1,033.3	1,048.7	1,202.9	14.7%	
	Dry Peas	1,623.4	2,072.4	1,475.1	963.5	1,469.6	52.5%	
	Rye	168.4	97.8	55.6	27.9	129.5	364.2%	
	Flaxseed	711.2	469.9	482.6	444.5	533.4	20.0%	
	Other	1,347.1	1,619.2	1,210.9	777.9	979.5	25.9%	(1)
		28,142.1	28,026.3	20,251.9	14,928.0	21,778.6	45.9%	
<b>ALBERTA</b>								
	Wheat	7,321.1	6,539.4	5,606.5	2,830.5	5,422.6	91.6%	
	Durum	857.3	748.4	503.5	898.1	1,034.2	15.2%	
	Barley	5,987.4	5,388.7	5,225.4	2,569.1	5,530.2	115.3%	
	Canola	2,971.0	2,154.6	1,723.7	1,020.6	2,154.6	111.1%	
	Oats	863.6	657.0	592.2	370.1	876.0	136.7%	
	Dry Peas	530.8	620.5	541.6	221.6	507.9	129.2%	
	Rye	72.4	42.5	34.3	16.1	82.8	414.3%	
	Flaxseed	39.4	17.8	20.3	20.3	25.4	25.1%	
	Other	173.1	182.2	136.4	111.7	173.7	55.5%	(1)
		18,816.1	16,351.1	14,383.9	8,058.1	15,807.4	96.2%	
<b>BRITISH COLUMBIA</b>								
	Wheat	97.5	93.9	83.6	34.7	53.1	53.0%	
	Durum	0.0	0.0	0.0	0.0	0.0	n/a	
	Barley	89.3	88.8	113.2	126.3	139.3	10.3%	
	Canola	62.4	55.2	42.5	15.9	38.6	142.8%	
	Oats	64.8	50.6	57.1	55.5	81.0	45.9%	
	Dry Peas	5.7	10.9	9.0	3.5	9.5	171.4%	
	Rye	3.0	0.0	4.3	1.1	0.0	-100.0%	
	Flaxseed	0.0	0.0	0.0	0.0	0.0	n/a	
	Other	3.9	3.4	2.2	3.9	6.1	56.4%	(1)
		326.6	302.8	311.9	240.9	327.6	36.0%	
<b>WESTERN CANADA</b>								
	Wheat	20,973.6	19,533.1	16,845.9	10,725.9	16,825.8	56.9%	
	Durum	4,300.1	5,647.2	3,054.6	3,876.9	4,279.6	10.4%	
	Barley	12,233.9	12,577.4	10,320.2	6,396.7	11,395.7	78.1%	
	Canola	8,716.9	7,076.9	5,020.7	4,120.9	6,604.4	60.3%	
	Oats	3,317.3	3,101.1	2,453.7	2,492.2	3,254.9	30.6%	
	Dry Peas	2,251.9	2,864.3	2,196.4	1,365.5	2,124.4	55.6%	
	Rye	320.0	196.2	136.1	83.2	263.1	216.2%	
	Flaxseed	1,022.4	693.4	702.3	679.4	754.4	11.0%	
	Other	2,005.6	2,383.0	1,811.5	1,799.2	2,153.0	19.7%	(1)
		55,141.7	54,072.6	42,541.4	31,539.9	47,655.3	51.1%	

## NOTES:

Source: Statistics Canada, *Field Crop Reporting Series*

(1) Other includes: mixed grains, corn for grain, buckwheat, soybeans, dry white beans, coloured beans, lentils, mustard seed, sunflower seed, canary seed and chick peas.



## Western Canadian Carry Forward Stock at July 31 for Major Grains on Farm and in Primary Elevators (thousands of tonnes)

PROVINCE	COMMODITY	PRODUCTION YEAR					% VARIANCE 02/03	NOTES
		1999	2000	2001	2002	2003		
<b>MANITOBA</b>								(1)(2)
	Wheat	445.4	504.8	712.6	363.4	379.0	4.3%	
	Durum	48.3	23.8	77.3	24.7	23.4	-5.3%	
	Barley	275.3	229.4	271.3	178.8	170.5	-4.6%	
	Canola	107.2	310.3	160.5	210.9	125.0	-40.7%	
	Oats	185.5	132.4	143.1	58.7	93.0	58.4%	
	Peas					0.8	n/a	(3)
	Rye	45.9	33.2	12.6	11.2	5.0	n/a	(3)
	Flaxseed	31.4	68.7	52.5	32.6	20.5	-37.1%	
		1,139.0	1,302.6	1,429.9	880.3	817.2	-7.2%	
<b>SASKATCHEWAN</b>								(1)(2)
	Wheat	1,248.7	1,716.9	1,326.1	1,017.9	1,249.1	22.7%	
	Durum	843.8	731.1	1,634.4	791.9	645.8	-18.4%	
	Barley	586.2	804.8	617.0	496.4	434.2	-12.5%	
	Canola	245.3	886.9	383.1	535.7	310.3	-42.1%	
	Oats	439.0	443.8	316.5	122.7	264.0	115.2%	
	Peas					13.8	n/a	(3)
	Rye	79.5	89.0	45.6	22.6	15.0	n/a	(3)
	Flaxseed	91.7	222.9	129.0	85.1	63.1	-25.9%	
		3,534.2	4,895.4	4,451.7	3,072.3	2,995.3	-2.5%	
<b>ALBERTA</b>								(1)(2)
	Wheat	743.0	1,036.8	1,022.3	754.5	665.4	-11.8%	
	Durum	174.4	195.0	265.2	164.3	183.1	11.4%	
	Barley	1,192.0	1,262.1	931.6	820.4	504.1	-38.6%	
	Canola	163.5	544.1	278.3	194.4	164.6	-15.3%	
	Oats	363.1	406.3	281.9	125.4	109.4	-12.8%	
	Peas					3.1	n/a	(3)
	Rye	25.7	30.3	16.3	11.7	5.0	n/a	(3)
	Flaxseed	12.1	15.6	16.1	1.7	5.6	229.4%	
		2,673.8	3,490.2	2,811.7	2,072.4	1,640.3	-20.9%	
<b>BRITISH COLUMBIA</b>								(1)(2)
	Wheat	21.4	21.7	18.7	19.9	9.7	-51.3%	
	Durum	0.0	0.0	0.0	0.0	0.0	n/a	
	Barley	24.3	32.3	14.8	16.9	13.8	-18.3%	
	Canola	4.0	2.3	3.7	2.8	6.3	125.0%	
	Oats	21.2	31.1	20.1	6.2	5.7	-8.1%	
	Peas					0.6	n/a	(3)
	Rye	0.1	0.0	0.0	0.0	0.0	n/a	(3)
	Flaxseed	0.2	0.0	0.0	0.0	0.0	n/a	
		71.2	87.4	57.3	45.8	36.1	-21.2%	
<b>WESTERN CANADA</b>								(1)(2)
	Wheat	2,458.5	3,280.2	3,079.7	2,155.7	2,303.2	6.8%	
	Durum	1,066.5	949.9	1,976.9	980.9	852.3	-13.1%	
	Barley	2,077.8	2,328.6	1,834.7	1,512.5	1,122.6	-25.8%	
	Canola	520.0	1,743.6	825.6	943.8	606.2	-35.8%	
	Oats	1,008.8	1,013.6	761.6	313.0	472.1	50.8%	
	Peas					18.3	n/a	(3)
	Rye	151.2	152.5	74.5	45.5	25.0	n/a	(3)
	Flaxseed	135.4	307.2	197.6	119.4	89.2	-25.3%	
		7,418.2	9,775.6	8,750.6	6,070.8	5,488.9	-9.6%	

## NOTES:

Source: Statistics Canada, *Field Crop Reporting Series - Report # 6*  
Canadian Grain Commission, *Grain Statistics Weekly*

- (1) Farm Stock as reported by Statistics Canada.
- (2) Primary Elevator Stock as reported by Canadian Grain Commission.
- (3) Canadian Grain Commission reporting of pea stocks replaced that for rye stocks as of the beginning of the 2002/03 crop year. 2003 pea carry forward stocks are primary elevator only; rye carry forward stocks are on farm only. Due to relatively small volumes of pea and rye stocks, no adjustments to totals have been made.

Western Canadian Railway Grain Volumes (thousands of tonnes) - Summarized by Destination Port and Origin Province (1)

DESTINATION	1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>VANCOUVER</b>																				
Manitoba	458.1	1,137.4	286.6	49.3	187.3	263.4	786.7	158.8	51.2	135.9	228.4	574.3	208.5	87.0	79.0	87.3	461.9	-61.8%	-19.6%	(2)
Saskatchewan	7,141.1	7,615.4	1,650.5	1,382.3	926.3	925.0	4,884.1	541.3	362.1	581.1	1,060.5	2,544.9	1,287.7	1,245.5	1,025.9	916.3	4,475.4	-13.6%	75.9%	(2)
Alberta	7,928.7	6,698.1	1,781.3	1,670.1	1,051.8	1,193.2	5,696.5	321.8	184.6	630.9	915.9	2,053.2	1,400.2	1,363.0	1,555.2	1,678.5	5,996.9	83.3%	192.1%	(2)
British Columbia	40.9	54.8	15.1	16.4	8.4	10.8	50.7	-	-	-	0.1	0.1	-	-	-	-	-	-100.0%	-100.0%	(2)
Western Canada	15,568.8	15,505.8	3,733.6	3,118.1	2,173.8	2,392.4	11,418.0	1,021.9	597.9	1,347.9	2,204.9	5,172.5	2,896.4	2,695.5	2,660.1	2,682.1	10,934.1	21.6%	111.4%	(2)
<b>PRINCE RUPERT</b>																				
Manitoba	53.7	238.1	0.5	38.7	68.5	-	107.7	150.1	161.4	47.6	-	359.1	-	-	-	15.5	15.5	n/a	-95.7%	(2)
Saskatchewan	1,620.6	799.2	25.8	260.6	156.9	-	443.2	256.9	282.6	56.6	-	596.0	122.9	276.9	466.4	427.7	1,294.0	n/a	117.1%	(2)
Alberta	1,609.1	1,289.6	7.7	285.4	210.3	0.7	504.0	440.7	562.6	164.4	-	1,167.6	184.4	346.3	542.2	485.4	1,558.3	n/a	33.5%	(2)
British Columbia	39.1	15.4	-	1.6	2.5	-	4.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
Western Canada	3,322.4	2,342.4	34.0	586.3	438.1	0.7	1,059.0	847.7	1,006.5	268.5	-	2,122.8	307.3	623.2	1,008.6	928.6	2,867.8	n/a	35.1%	(2)
<b>CHURCHILL</b>																				
Manitoba	42.7	54.7	44.7	-	-	22.0	66.7	61.4	-	-	32.4	93.8	82.4	-	-	26.2	108.6	-19.2%	15.7%	(2)
Saskatchewan	414.9	630.0	283.0	-	-	63.5	346.5	101.0	-	-	120.7	221.7	288.7	-	-	69.1	357.8	-42.7%	61.4%	(2)
Alberta	10.4	10.9	40.4	-	-	-	40.4	19.2	-	-	6.9	26.2	13.1	-	-	-	13.1	-100.0%	-49.8%	(2)
British Columbia	0.9	-	-	-	-	-	-	-	-	-	-	-	0.5	-	-	-	0.5	n/a	n/a	(2)
Western Canada	468.9	695.6	368.1	-	-	85.5	453.6	181.7	-	-	160.0	341.7	384.7	-	-	95.3	480.0	-40.5%	40.5%	(2)
<b>THUNDER BAY</b>																				
Manitoba	2,186.9	2,293.8	532.9	418.3	331.5	609.5	1,892.2	530.1	396.4	273.7	427.5	1,627.6	889.4	315.3	493.1	593.7	2,291.4	38.9%	40.8%	(2)
Saskatchewan	4,695.4	4,797.1	996.4	782.5	598.8	1,354.9	3,732.7	1,006.3	599.2	365.8	1,094.9	3,066.2	1,231.2	714.7	540.9	1,246.3	3,733.1	13.8%	21.8%	(2)
Alberta	198.6	250.8	33.2	14.7	36.7	124.9	209.6	108.5	27.2	102.6	167.3	405.6	81.0	60.3	4.9	206.2	352.5	23.2%	-13.1%	(2)
British Columbia	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
Western Canada	7,081.0	7,341.7	1,562.6	1,215.5	967.1	2,089.3	5,834.5	1,644.9	1,022.8	742.0	1,689.7	5,099.4	2,201.6	1,090.3	1,039.0	2,046.2	6,377.0	21.1%	25.1%	(2)
<b>WESTERN CANADA</b>																				
Manitoba	2,741.3	3,724.1	864.8	506.3	587.3	894.9	2,853.3	900.4	609.0	457.2	688.3	2,654.9	1,180.3	402.3	572.1	722.7	2,877.3	5.0%	8.4%	(2)
Saskatchewan	13,872.0	13,841.7	2,955.7	2,425.4	1,682.0	2,343.4	9,406.5	1,905.6	1,243.8	1,003.4	2,276.0	6,428.9	2,930.5	2,237.1	2,033.2	2,659.4	9,860.2	16.8%	53.4%	(2)
Alberta	9,746.9	8,249.5	1,862.7	1,970.3	1,298.8	1,318.8	6,450.5	890.1	774.3	897.9	1,090.2	3,652.6	1,678.7	1,769.6	2,102.4	2,370.1	7,920.9	117.4%	116.9%	(2)
British Columbia	80.9	70.3	15.1	17.9	10.9	10.8	54.8	-	-	-	0.1	0.1	0.5	-	-	-	0.5	-100.0%	602.6%	(2)
Western Canada	26,441.0	25,885.5	5,698.3	4,919.9	3,579.0	4,568.0	18,765.1	3,696.1	2,627.1	2,358.5	4,054.6	12,736.4	5,790.0	4,409.0	4,707.7	5,752.2	20,658.9	41.9%	62.2%	(2)

NOTES:

SOURCE: Canadian National Railway Company, Canadian Pacific Railway Company, and Hudson Bay Railway Company

- (1) Does not include railway grain traffic originating in western Canada and destined to either eastern Canada, the United States of America, or Mexico.
- (2) Comprises all railway grain traffic originating in western Canada and moving to a designated western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars, boxcars, trailers, containers or other railway equipment.





Western Canadian Railway Grain Volumes (thousands of tonnes) - Detailed Breakdown of Primary Commodities by Destination Port and Origin Province (1)

DESTINATION		1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
		TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>PRINCE RUPERT</b>																					
<b>Manitoba</b>	Wheat	53.7	225.6	-	38.7	68.5	-	107.2	134.0	157.7	47.6	-	339.4	-	-	-	15.5	15.5	n/a	-95.4%	(2)
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	11.8	-	-	-	-	-	16.1	3.6	-	-	19.7	-	-	-	-	-	n/a	-100.0%	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	-	0.5	-	-	-	0.5	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	-	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	All Grains	53.7	238.1	0.5	38.7	68.5	-	107.7	150.1	161.4	47.6	-	359.1	-	-	-	15.5	15.5	n/a	-95.7%	(2)
<b>Saskatchewan</b>	Wheat	1,575.0	689.5	-	256.8	156.7	-	413.5	160.6	119.6	56.6	-	336.8	93.7	223.2	366.3	427.7	1,110.9	n/a	229.8%	(2)
	Durum	3.6	0.1	-	-	-	-	-	22.2	44.0	-	-	66.1	-	-	-	-	-	n/a	-100.0%	(2)
	Barley	26.7	-	-	-	-	-	-	-	-	-	-	-	29.3	53.6	100.0	0.1	183.0	n/a	n/a	(2)
	Canola	4.0	85.5	-	-	-	-	-	70.3	116.0	-	-	186.3	-	-	-	-	-	n/a	-100.0%	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	19.1	25.8	3.8	0.2	-	29.8	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	3.8	2.9	-	-	6.7	-	-	-	-	-	n/a	-100.0%	(2)
	Other	11.3	5.0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	0.1	n/a	n/a	(2)
	All Grains	1,620.6	799.2	25.8	260.6	156.9	-	443.2	256.9	282.6	56.6	-	596.0	122.9	276.9	466.4	427.7	1,294.0	n/a	117.1%	(2)
<b>Alberta</b>	Wheat	1,527.6	1,213.7	-	284.7	210.3	0.6	495.5	300.7	352.3	164.4	-	817.4	153.7	285.0	455.6	485.3	1,379.6	n/a	68.8%	(2)
	Durum	-	0.3	-	-	-	0.1	0.1	49.2	93.9	-	-	143.1	-	-	-	-	-	n/a	-100.0%	(2)
	Barley	74.3	-	-	-	-	-	-	-	0.8	-	-	0.8	30.7	61.2	86.0	0.1	178.0	n/a	22810.6%	(2)
	Canola	-	63.7	-	-	-	-	-	90.8	115.5	-	-	206.3	-	-	-	-	-	n/a	-100.0%	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	3.4	7.7	0.8	-	-	8.4	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	7.2	8.6	-	-	-	-	-	-	-	-	-	-	-	0.1	0.6	0.1	0.8	n/a	n/a	(2)
	All Grains	1,609.1	1,289.6	7.7	285.4	210.3	0.7	504.0	440.7	562.6	164.4	-	1,167.6	184.4	346.3	542.2	485.4	1,558.3	n/a	33.5%	(2)
<b>British Columbia</b>	Wheat	35.7	15.4	-	1.6	2.5	-	4.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Barley	2.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Oats	1.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	All Grains	39.1	15.4	-	1.6	2.5	-	4.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
<b>Western Canada</b>	Wheat	3,191.9	2,144.2	-	581.7	437.9	0.6	1,020.2	595.4	629.7	268.5	-	1,493.7	247.4	508.2	821.9	928.4	2,505.9	n/a	67.8%	(2)
	Durum	3.6	0.4	-	-	-	0.1	0.1	71.3	137.9	-	-	209.2	-	-	-	-	-	n/a	-100.0%	(2)
	Barley	103.4	-	-	-	-	-	-	-	0.8	-	-	0.8	59.9	114.9	186.1	0.2	361.0	n/a	46363.1%	(2)
	Canola	4.0	161.0	-	-	-	-	-	177.2	235.2	-	-	412.4	-	-	-	-	-	n/a	-100.0%	(2)
	Oats	1.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	22.5	34.0	4.6	0.2	-	38.7	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	3.8	2.9	-	-	6.7	-	-	-	-	-	n/a	-100.0%	(2)
	Other	18.5	14.2	-	-	-	-	-	-	-	-	-	-	-	0.2	0.6	0.1	0.8	n/a	n/a	(2)
	All Grains	3,322.4	2,342.4	34.0	586.3	438.1	0.7	1,059.0	847.7	1,006.5	268.5	-	2,122.8	307.3	623.2	1,008.6	928.6	2,867.8	n/a	35.1%	(2)

Western Canadian Railway Grain Volumes (thousands of tonnes) - Detailed Breakdown of Primary Commodities by Destination Port and Origin Province (1)

DESTINATION		1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
		TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>CHURCHILL</b>	<b>Manitoba</b>																				
	Wheat	39.0	45.6	35.9	-	-	22.0	57.9	61.4	-	-	32.4	93.8	72.3	-	-	26.1	98.4	-19.5%	4.9%	(2)
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	5.4	-	-	-	5.4	n/a	n/a	(2)
	Barley	-	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	1.8	-	-	-	1.8	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	3.7	8.2	8.8	-	-	-	8.8	-	-	-	-	-	2.1	-	-	0.1	2.2	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	-	-	-	-	-	-	-	-	-	-	-	-	0.7	-	-	-	0.7	n/a	n/a	(2)
All Grains	42.7	54.7	44.7	-	-	22.0	66.7	61.4	-	-	32.4	93.8	82.4	-	-	26.2	108.6	-19.2%	15.7%	(2)	
<b>Saskatchewan</b>	Wheat	232.6	474.1	196.8	-	-	63.5	260.3	79.1	-	-	61.4	140.4	121.6	-	-	69.1	190.7	12.6%	35.8%	(2)
	Durum	104.6	8.0	30.1	-	-	-	30.1	22.0	-	-	59.3	81.3	50.3	-	-	-	50.3	-100.0%	-38.1%	(2)
	Barley	-	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	21.7	-	-	-	21.7	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	0.1	n/a	n/a	(2)
	Peas	69.3	129.4	50.6	-	-	-	50.6	-	-	-	-	-	74.4	-	-	-	74.4	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	17.8	2.2	-	-	-	2.2	-	-	-	-	-	20.4	-	-	-	20.4	n/a	n/a	(2)
	Other	8.5	0.5	3.3	-	-	-	3.3	-	-	-	-	-	0.1	-	-	-	0.1	n/a	n/a	(2)
	All Grains	414.9	630.0	283.0	-	-	63.5	346.5	101.0	-	-	120.7	221.7	288.7	-	-	69.1	357.8	-42.7%	61.4%	(2)
<b>Alberta</b>	Wheat	7.9	8.9	18.0	-	-	-	18.0	4.8	-	-	-	4.8	3.9	-	-	-	3.9	n/a	-18.3%	(2)
	Durum	-	-	22.4	-	-	-	22.4	14.4	-	-	6.9	21.4	6.0	-	-	-	6.0	-100.0%	-72.1%	(2)
	Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	2.5	2.0	-	-	-	-	-	-	-	-	-	-	2.0	-	-	-	2.0	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	1.3	-	-	-	1.3	n/a	n/a	(2)
	Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	All Grains	10.4	10.9	40.4	-	-	-	40.4	19.2	-	-	6.9	26.2	13.1	-	-	-	13.1	-100.0%	-49.8%	(2)
<b>British Columbia</b>	Wheat	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	-	-	-	-	-	-	-	-	-	-	-	0.5	-	-	-	0.5	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	All Grains	0.9	-	-	-	-	-	-	-	-	-	-	-	0.5	-	-	-	0.5	n/a	n/a	(2)
<b>Western Canada</b>	Wheat	280.3	528.5	250.7	-	-	85.5	336.3	145.3	-	-	93.8	239.1	197.8	-	-	95.2	293.0	1.5%	22.6%	(2)
	Durum	104.6	8.0	52.5	-	-	-	52.5	36.4	-	-	66.2	102.6	61.6	-	-	-	61.6	-100.0%	-39.9%	(2)
	Barley	-	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	23.5	-	-	-	23.5	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	0.1	n/a	n/a	(2)
	Peas	75.4	139.6	59.4	-	-	-	59.4	-	-	-	-	-	79.1	-	-	0.1	79.2	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	18.7	2.2	-	-	-	2.2	-	-	-	-	-	21.7	-	-	-	21.7	n/a	n/a	(2)
	Other	8.5	0.5	3.3	-	-	-	3.3	-	-	-	-	-	0.8	-	-	-	0.8	n/a	n/a	(2)
	All Grains	468.9	695.6	368.1	-	-	85.5	453.6	181.7	-	-	160.0	341.7	384.7	-	-	95.3	480.0	-40.5%	40.5%	(2)









Western Canadian Primary and Process Grain Elevators - Summarized by Province

PROVINCE		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>ALBERTA</b>																	
Grain Delivery Points	Stations	175	162	128	115	107	99	89	77	75	71	69	67	67	67	67	(1)(2)
	Index	100.0	92.6	73.1	65.7	61.1	56.6	50.9	44.0	42.9	40.6	39.4	38.3	38.3	38.3	38.3	
Primary Elevators	Facilities	242	221	171	153	143	132	115	99	100	93	88	83	83	83	83	(1)
	Index	100.0	91.3	70.7	63.2	59.1	54.5	47.5	40.9	41.3	38.4	36.4	34.3	34.3	34.3	34.3	
	Storage Capacity (000 tonnes)	1,685.3	1,926.4	1,788.0	1,700.6	1,649.3	1,581.6	1,483.6	1,380.9	1,388.1	1,359.8	1,285.4	1,279.4	1,270.5	1,270.6	1,270.6	(1)
	Index	100.0	114.3	106.1	100.9	97.9	93.8	88.0	81.9	82.4	80.7	76.3	75.9	75.4	75.4	75.4	
Process Elevators	Facilities	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	250.6	255.6	253.6	253.6	253.6	253.6	253.6	253.6	253.6	261.1	261.1	261.1	261.1	261.4	261.4	(1)
	Index	100.0	102.0	101.2	101.2	101.2	101.2	101.2	101.2	101.2	104.2	104.2	104.2	104.3	104.3	104.3	
All Elevators	Facilities	252	231	181	163	153	142	125	109	110	103	98	93	93	93	93	(1)
	Index	100.0	91.7	71.8	64.7	60.7	56.3	49.6	43.3	43.7	40.9	38.9	36.9	36.9	36.9	36.9	
	Storage Capacity (000 tonnes)	1,935.9	2,182.0	2,041.6	1,954.2	1,902.9	1,835.2	1,737.2	1,634.5	1,641.8	1,620.9	1,546.5	1,540.5	1,531.9	1,532.0	1,532.0	(1)
	Index	100.0	112.7	105.5	100.9	98.3	94.8	89.7	84.4	84.8	83.7	79.9	79.6	79.1	79.1	79.1	
<b>BRITISH COLUMBIA</b>																	
Grain Delivery Points	Stations	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
Primary Elevators	Facilities	7	6	6	6	7	7	7	7	7	7	7	7	7	7	7	(1)
	Index	100.0	85.7	85.7	85.7	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	46.0	37.8	37.8	37.8	59.2	59.2	59.2	59.2	59.2	64.4	64.4	64.4	64.4	64.4	64.4	(1)
	Index	100.0	82.2	82.2	82.2	128.6	128.6	128.6	128.6	128.6	140.0	140.0	140.0	140.0	140.0	140.0	
Process Elevators	Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
All Elevators	Facilities	8	7	7	7	8	8	8	8	8	8	8	8	8	8	8	(1)
	Index	100.0	87.5	87.5	87.5	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	48.5	40.3	40.3	40.3	61.7	61.7	61.7	61.7	61.7	66.9	66.9	66.9	66.9	66.9	66.9	(1)
	Index	100.0	83.1	83.1	83.1	127.1	127.1	127.1	127.1	127.1	137.9	137.9	137.9	137.9	137.9	137.9	
<b>WESTERN CANADA</b>																	
Grain Delivery Points	Stations	685	626	543	458	425	412	348	317	310	299	292	289	289	288	288	(1)(2)
	Index	100.0	91.4	79.3	66.9	62.0	60.1	50.8	46.3	45.3	43.6	42.6	42.2	42.2	42.0	42.0	
Primary Elevators	Facilities	976	888	752	626	578	560	471	425	418	400	389	382	379	376	375	(1)
	Index	100.0	91.0	77.0	64.1	59.2	57.4	48.3	43.5	42.8	41.0	39.9	39.1	38.8	38.5	38.4	
	Storage Capacity (000 tonnes)	6,400.9	6,811.9	6,507.1	6,011.2	5,907.3	5,811.7	5,495.8	5,290.3	5,283.4	5,220.9	5,113.1	5,100.7	5,059.2	5,062.2	5,047.9	(1)
	Index	100.0	106.4	101.7	93.9	92.3	90.8	85.9	82.6	82.5	81.6	79.9	79.7	79.0	79.1	78.9	
Process Elevators	Facilities	28	29	29	29	29	29	29	27	28	28	27	28	29	29	29	(1)
	Index	100.0	103.6	103.6	103.6	103.6	103.6	103.6	96.4	100.0	100.0	96.4	100.0	103.6	103.6	103.6	
	Storage Capacity (000 tonnes)	625.7	632.0	630.0	630.0	629.5	629.5	629.5	611.3	630.0	637.5	634.2	636.2	640.7	640.7	640.7	(1)
	Index	100.0	101.0	100.7	100.7	100.6	100.6	100.6	97.7	100.7	101.9	101.4	101.7	102.4	102.4	102.4	
All Elevators	Facilities	1,004	917	781	655	607	589	500	452	446	428	416	410	408	405	404	(1)
	Index	100.0	91.3	77.8	65.2	60.5	58.7	49.8	45.0	44.4	42.6	41.4	40.8	40.6	40.3	40.2	
	Storage Capacity (000 tonnes)	7,026.6	7,443.9	7,137.0	6,641.2	6,536.8	6,441.2	6,125.2	5,901.5	5,913.4	5,858.4	5,747.3	5,736.9	5,699.9	5,702.9	5,688.6	(1)
	Index	100.0	105.9	101.6	94.5	93.0	91.7	87.2	84.0	84.2	83.4	81.8	81.6	81.1	81.2	81.0	

NOTES:

SOURCE: Canadian Grain Commission

- The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- Grain delivery points denote the number of geographic locations at which primary and process elevator facilities are situated. A single grain delivery point may encompass more than one elevator.

Western Canadian Primary and Process Grain Elevators - Summarized by Railway Class

RAILWAY CLASS		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
CLASS 1 CARRIERS		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Primary Elevators	Facilities	873	772	643	533	494	480	409	368	362	339	330	324	323	320	325	(1)(2)
	Index	100.0	88.4	73.7	61.1	56.6	55.0	46.8	42.2	41.5	38.8	37.8	37.1	37.0	36.7	37.2	
	Storage Capacity (000 tonnes)	5,843.9	6,205.0	5,924.7	5,501.7	5,405.5	5,331.5	5,091.7	4,913.0	4,901.0	4,800.6	4,710.4	4,705.0	4,675.1	4,678.1	4,719.1	(1)(2)
	Index	100.0	106.2	101.4	94.1	92.5	91.2	87.1	84.1	83.9	82.1	80.6	80.5	80.0	80.1	80.8	
Process Elevators	Facilities	24	25	24	24	24	24	24	23	24	24	23	24	25	25	25	(1)(2)
	Index	100.0	104.2	100.0	100.0	100.0	100.0	100.0	95.8	100.0	100.0	95.8	100.0	104.2	104.2	104.2	
	Storage Capacity (000 tonnes)	612.0	618.3	613.3	613.3	612.8	612.8	612.8	595.1	613.8	621.3	618.0	620.0	624.2	624.2	624.2	(1)(2)
	Index	100.0	101.0	100.2	100.2	100.1	100.1	100.1	97.2	100.3	101.5	101.0	101.3	102.0	102.0	102.0	
All Elevators	Facilities	897	797	667	557	518	504	433	391	386	363	353	348	348	345	350	(1)(2)
	Index	100.0	88.9	74.4	62.1	57.7	56.2	48.3	43.6	43.0	40.5	39.4	38.8	38.8	38.5	39.0	
	Storage Capacity (000 tonnes)	6,455.8	6,823.2	6,538.0	6,115.0	6,018.3	5,944.3	5,704.5	5,508.1	5,514.8	5,421.9	5,328.4	5,325.0	5,299.3	5,302.3	5,343.3	(1)(2)
	Index	100.0	105.7	101.3	94.7	93.2	92.1	88.4	85.3	85.4	84.0	82.5	82.5	82.1	82.1	82.8	
CLASS 2 AND 3 CARRIERS																	
Primary Elevators	Facilities	81	86	83	74	68	64	51	46	45	50	48	47	46	45	39	(1)(2)
	Index	100.0	106.2	102.5	91.4	84.0	79.0	63.0	56.8	55.6	61.7	59.3	58.0	56.8	55.6	48.1	
	Storage Capacity (000 tonnes)	471.6	494.2	476.9	436.5	433.8	412.3	355.3	328.5	333.6	373.8	358.9	353.2	347.9	343.0	287.7	(1)(2)
	Index	100.0	104.8	101.1	92.6	92.0	87.4	75.3	69.6	70.7	79.3	76.1	74.9	73.8	72.7	61.0	
Process Elevators	Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
All Elevators	Facilities	82	87	84	75	69	65	52	47	46	51	49	48	47	46	40	(1)(2)
	Index	100.0	106.1	102.4	91.5	84.1	79.3	63.4	57.3	56.1	62.2	59.8	58.5	57.3	56.1	48.8	
	Storage Capacity (000 tonnes)	477.1	499.7	482.4	442.0	439.3	417.8	360.8	334.0	339.1	379.3	364.4	358.7	353.4	348.5	293.2	(1)(2)
	Index	100.0	104.7	101.1	92.6	92.1	87.6	75.6	70.0	71.1	79.5	76.4	75.2	74.1	73.0	61.5	
NOT ON TRACK																	
Primary Elevators	Facilities	22	30	26	19	16	16	11	11	11	11	11	11	10	11	11	(1)(3)
	Index	100.0	136.4	118.2	86.4	72.7	72.7	50.0	50.0	50.0	50.0	50.0	50.0	45.5	50.0	50.0	
	Storage Capacity (000 tonnes)	85.5	112.7	105.5	73.0	68.0	68.0	48.8	48.8	48.8	46.4	43.8	42.5	36.2	41.1	41.1	(1)(3)
	Index	100.0	131.9	123.4	85.4	79.6	79.6	57.1	57.1	57.1	54.3	51.3	49.7	42.4	48.1	48.1	
Process Elevators	Facilities	3	3	4	4	4	4	4	3	3	3	3	3	3	3	3	(1)(3)
	Index	100.0	100.0	133.3	133.3	133.3	133.3	133.3	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	8.2	8.2	11.2	11.2	11.2	11.2	11.2	10.7	10.7	10.7	10.7	10.7	11.0	11.0	11.0	(1)(3)
	Index	100.0	100.0	136.7	136.7	136.7	136.7	136.7	130.8	130.8	130.8	130.8	130.8	134.5	134.5	134.5	
All Elevators	Facilities	25	33	30	23	20	20	15	14	14	14	14	14	13	14	14	(1)(3)
	Index	100.0	132.0	120.0	92.0	80.0	80.0	60.0	56.0	56.0	56.0	56.0	56.0	52.0	56.0	56.0	
	Storage Capacity (000 tonnes)	93.7	120.9	116.7	84.2	79.2	79.2	60.0	59.5	59.5	57.1	54.5	53.2	47.2	52.1	52.1	(1)(3)
	Index	100.0	129.1	124.6	89.9	84.6	84.6	64.0	63.5	63.5	61.0	58.2	56.8	50.4	55.6	55.6	
WESTERN CANADA																	
Primary Elevators	Facilities	976	888	752	626	578	560	471	425	418	400	389	382	379	376	375	(1)(3)
	Index	100.0	91.0	77.0	64.1	59.2	57.4	48.3	43.5	42.8	41.0	39.9	39.1	38.8	38.5	38.4	
	Storage Capacity (000 tonnes)	6,400.9	6,811.9	6,507.1	6,011.2	5,907.3	5,811.7	5,495.8	5,290.3	5,283.4	5,220.9	5,113.1	5,100.7	5,059.2	5,062.2	5,047.9	(1)(3)
	Index	100.0	106.4	101.7	93.9	92.3	90.8	85.9	82.6	82.5	81.6	79.9	79.7	79.0	79.1	78.9	
Process Elevators	Facilities	28	29	29	29	29	29	29	27	28	28	27	28	29	29	29	(1)(3)
	Index	100.0	103.6	103.6	103.6	103.6	103.6	103.6	96.4	100.0	100.0	96.4	100.0	103.6	103.6	103.6	
	Storage Capacity (000 tonnes)	625.7	632.0	630.0	630.0	629.5	629.5	629.5	611.3	630.0	637.5	634.2	636.2	640.7	640.7	640.7	(1)(3)
	Index	100.0	101.0	100.7	100.7	100.6	100.6	100.6	97.7	100.7	101.9	101.4	101.7	102.4	102.4	102.4	
All Elevators	Facilities	1,004	917	781	655	607	589	500	452	446	428	416	410	408	405	404	(1)(3)
	Index	100.0	91.3	77.8	65.2	60.5	58.7	49.8	45.0	44.4	42.6	41.4	40.8	40.6	40.3	40.2	
	Storage Capacity (000 tonnes)	7,026.6	7,443.9	7,137.0	6,641.2	6,536.8	6,441.2	6,125.2	5,901.5	5,913.4	5,858.4	5,747.3	5,736.9	5,699.9	5,702.9	5,688.6	(1)(3)
	Index	100.0	105.9	101.6	94.5	93.0	91.7	87.2	84.0	84.2	83.4	81.8	81.6	81.1	81.2	81.0	

Western Canadian Primary and Process Grain Elevators - Summarized by Railway Class

---

NOTES:

SOURCE: Canadian Grain Commission

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmniTRAX.
- (3) Some primary and process elevator facilities are "not on track," and do not have direct physical access to the services of a local railway. This arises by way of either a conscious construction decision or the abandonment of the local railway line that previously provided service to the facility.



## Western Canadian Primary and Process Grain Elevators - Summarized by Principal Grain Company

COMPANY		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>LOUIS DREYFUS CANADA LTD.</b>																	
Primary Elevators	Facilities	8	11	11	10	11	11	11	12	11	11	11	10	10	10	10	(1)
	Index	100.0	137.5	137.5	125.0	137.5	137.5	137.5	150.0	137.5	137.5	137.5	125.0	125.0	125.0	125.0	
	Storage Capacity (000 tonnes)	139.7	191.0	259.9	257.4	308.7	316.7	316.7	323.4	291.8	291.8	291.8	286.2	286.2	286.2	286.2	(1)
	Index	100.0	136.7	186.0	184.2	221.0	226.7	226.7	231.5	208.9	208.9	208.9	204.9	204.9	204.9	204.9	
Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
All Elevators	Facilities	8	11	11	10	11	11	11	12	11	11	11	10	10	10	10	(1)
	Index	100.0	137.5	137.5	125.0	137.5	137.5	137.5	150.0	137.5	137.5	137.5	125.0	125.0	125.0	125.0	
	Storage Capacity (000 tonnes)	139.7	191.0	259.9	257.4	308.7	316.7	316.7	323.4	291.8	291.8	291.8	286.2	286.2	286.2	286.2	(1)
	Index	100.0	136.7	186.0	184.2	221.0	226.7	226.7	231.5	208.9	208.9	208.9	204.9	204.9	204.9	204.9	
<b>N.M. PATERSON AND SONS LIMITED</b>																	
Primary Elevators	Facilities	50	49	47	48	48	48	48	49	48	48	48	46	46	46	46	(1)
	Index	100.0	98.0	94.0	96.0	96.0	96.0	96.0	98.0	96.0	96.0	96.0	92.0	92.0	92.0	92.0	
	Storage Capacity (000 tonnes)	243.2	275.3	284.5	289.2	294.4	293.5	295.5	300.9	307.5	307.5	311.1	307.0	307.0	307.0	305.7	(1)
	Index	100.0	113.2	117.0	118.9	121.1	120.7	121.5	123.7	126.5	126.5	127.9	126.3	126.3	126.3	125.7	
Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	100.0	100.0	100.0	100.0	(1)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	2.0	2.0	2.0	2.0	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	100.0	100.0	100.0	100.0	
All Elevators	Facilities	50	49	47	48	48	48	48	49	48	48	48	47	47	47	47	(1)
	Index	100.0	98.0	94.0	96.0	96.0	96.0	96.0	98.0	96.0	96.0	96.0	94.0	94.0	94.0	94.0	
	Storage Capacity (000 tonnes)	243.2	275.3	284.5	289.2	294.4	293.5	295.5	300.9	307.5	307.5	311.1	309.1	309.1	309.1	307.8	(1)
	Index	100.0	113.2	117.0	118.9	121.1	120.7	121.5	123.7	126.5	126.5	127.9	127.1	127.1	127.1	126.6	
<b>PARRISH AND HEIMBECKER, LIMITED</b>																	
Primary Elevators	Facilities	24	25	23	23	23	23	24	23	23	21	21	19	19	19	19	(1)
	Index	100.0	104.2	95.8	95.8	95.8	95.8	100.0	95.8	95.8	87.5	87.5	79.2	79.2	79.2	79.2	
	Storage Capacity (000 tonnes)	239.3	257.4	251.1	251.1	251.1	251.1	258.0	262.5	262.7	267.4	264.8	273.4	273.4	273.4	273.4	(1)
	Index	100.0	107.6	104.9	104.9	104.9	104.9	107.8	109.7	109.8	111.7	110.7	114.3	114.3	114.3	114.3	
Process Elevators	Facilities	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
All Elevators	Facilities	26	27	25	25	25	25	26	25	25	23	23	21	21	21	21	(1)
	Index	100.0	103.8	96.2	96.2	96.2	96.2	100.0	96.2	96.2	88.5	88.5	80.8	80.8	80.8	80.8	
	Storage Capacity (000 tonnes)	242.2	260.3	254.0	254.0	254.0	254.0	260.8	265.4	265.5	270.3	267.7	276.3	276.3	276.3	276.3	(1)
	Index	100.0	107.5	104.9	104.9	104.9	104.9	107.7	109.6	109.6	111.6	110.5	114.1	114.1	114.1	114.1	
<b>PIONEER GRAIN COMPANY, LIMITED</b>																	
Primary Elevators	Facilities	105	89	77	75	71	69	66	63	63	63	63	62	62	62	62	(1)
	Index	100.0	84.8	73.3	71.4	67.6	65.7	62.9	60.0	60.0	60.0	60.0	59.0	59.0	59.0	59.0	
	Storage Capacity (000 tonnes)	602.5	570.5	544.6	550.3	559.6	543.3	545.9	533.1	550.7	550.7	550.7	545.3	539.2	539.2	539.2	(1)
	Index	100.0	94.7	90.4	91.3	92.9	90.2	90.6	88.5	91.4	91.4	91.4	90.5	89.5	89.5	89.5	
Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
All Elevators	Facilities	105	89	77	75	71	69	66	63	63	63	63	62	62	62	62	(1)
	Index	100.0	84.8	73.3	71.4	67.6	65.7	62.9	60.0	60.0	60.0	60.0	59.0	59.0	59.0	59.0	
	Storage Capacity (000 tonnes)	602.5	570.5	544.6	550.3	559.6	543.3	545.9	533.1	550.7	550.7	550.7	545.3	539.2	539.2	539.2	(1)
	Index	100.0	94.7	90.4	91.3	92.9	90.2	90.6	88.5	91.4	91.4	91.4	90.5	89.5	89.5	89.5	

Western Canadian Primary and Process Grain Elevators - Summarized by Principal Grain Company

COMPANY		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>SASKATCHEWAN WHEAT POOL</b>																	
<b>Primary Elevators</b>	Facilities	303	250	201	119	96	96	66	56	54	48	40	41	39	37	37	(1)
	Index	100.0	82.5	66.3	39.3	31.7	31.7	21.8	18.5	17.8	15.8	13.2	13.5	12.9	12.2	12.2	
	Storage Capacity (000 tonnes)	1,523.9	1,527.7	1,329.7	969.9	894.4	894.4	817.0	791.2	771.3	739.4	694.1	699.0	680.6	664.1	664.1	(1)
	Index	100.0	100.3	87.3	63.6	58.7	58.7	53.6	51.9	50.6	48.5	45.5	45.9	44.7	43.6	43.6	
<b>Process Elevators</b>	Facilities	2	2	2	2	2	2	2	-	-	-	-	-	-	-	-	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	-	-	-	-	-	-	-	(1)
	Storage Capacity (000 tonnes)	18.2	18.2	18.2	18.2	18.2	18.2	18.2	-	-	-	-	-	-	-	-	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	-	-	-	-	-	-	-	
<b>All Elevators</b>	Facilities	305	252	203	121	98	98	68	56	54	48	40	41	39	37	37	(1)
	Index	100.0	82.6	66.6	39.7	32.1	32.1	22.3	18.4	17.7	15.7	13.1	13.4	12.8	12.1	12.1	(1)
	Storage Capacity (000 tonnes)	1,542.1	1,545.9	1,347.9	988.1	912.6	912.6	835.2	791.2	771.3	739.4	694.1	699.0	680.6	664.1	664.1	(1)
	Index	100.0	100.2	87.4	64.1	59.2	59.2	54.2	51.3	50.0	48.0	45.0	45.3	44.1	43.1	43.1	
<b>OTHER GRAIN COMPANIES</b>																	
<b>Primary Elevators</b>	Facilities	29	31	26	28	35	35	35	35	46	50	51	51	51	53	53	(1)
	Index	100.0	106.9	89.7	96.6	120.7	120.7	120.7	120.7	158.6	172.4	175.9	175.9	175.9	182.8	182.8	(1)
	Storage Capacity (000 tonnes)	451.5	468.9	503.2	526.4	552.3	552.3	582.5	582.5	666.7	705.4	708.1	708.1	698.8	736.1	736.1	(1)
	Index	100.0	103.8	111.5	116.6	122.3	122.3	129.0	129.0	147.6	156.2	156.8	156.8	154.8	163.0	163.0	
<b>Process Elevators</b>	Facilities	22	23	23	23	23	23	23	23	24	24	23	23	24	24	24	(1)
	Index	100.0	104.5	104.5	104.5	104.5	104.5	104.5	104.5	109.1	109.1	104.5	104.5	109.1	109.1	109.1	(1)
	Storage Capacity (000 tonnes)	592.6	598.9	596.9	596.9	596.4	596.4	596.4	596.4	615.1	622.6	619.3	619.3	623.8	623.8	623.8	(1)
	Index	100.0	101.1	100.7	100.7	100.6	100.6	100.6	100.6	103.8	105.1	104.5	104.5	105.3	105.3	105.3	
<b>All Elevators</b>	Facilities	51	54	49	51	58	58	58	58	70	74	74	74	75	77	77	(1)
	Index	100.0	105.9	96.1	100.0	113.7	113.7	113.7	113.7	137.3	145.1	145.1	145.1	147.1	151.0	151.0	(1)
	Storage Capacity (000 tonnes)	1,044.1	1,067.8	1,100.1	1,123.3	1,148.8	1,148.8	1,179.0	1,179.0	1,281.8	1,328.0	1,327.5	1,327.5	1,322.5	1,359.8	1,359.8	(1)
	Index	100.0	102.3	105.4	107.6	110.0	110.0	112.9	112.9	122.8	127.2	127.1	127.1	126.7	130.2	130.2	
<b>WESTERN CANADA</b>																	
<b>Primary Elevators</b>	Facilities	976	888	752	626	578	560	471	425	418	400	389	382	379	376	375	(1)
	Index	100.0	91.0	77.0	64.1	59.2	57.4	48.3	43.5	42.8	41.0	39.9	39.1	38.8	38.5	38.4	(1)
	Storage Capacity (000 tonnes)	6,400.9	6,811.9	6,507.1	6,011.2	5,907.3	5,811.7	5,495.8	5,290.3	5,283.4	5,220.9	5,113.1	5,100.7	5,059.2	5,062.2	5,047.9	(1)
	Index	100.0	106.4	101.7	93.9	92.3	90.8	85.9	82.6	82.5	81.6	79.9	79.7	79.0	79.1	78.9	
<b>Process Elevators</b>	Facilities	28	29	29	29	29	29	29	27	28	28	27	28	29	29	29	(1)
	Index	100.0	103.6	103.6	103.6	103.6	103.6	103.6	96.4	100.0	100.0	96.4	100.0	103.6	103.6	103.6	(1)
	Storage Capacity (000 tonnes)	625.7	632.0	630.0	630.0	629.5	629.5	629.5	611.3	630.0	637.5	634.2	636.2	640.7	640.7	640.7	(1)
	Index	100.0	101.0	100.7	100.7	100.6	100.6	100.6	97.7	100.7	101.9	101.4	101.7	102.4	102.4	102.4	
<b>All Elevators</b>	Facilities	1,004	917	781	655	607	589	500	452	446	428	416	410	408	405	404	(1)
	Index	100.0	91.3	77.8	65.2	60.5	58.7	49.8	45.0	44.4	42.6	41.4	40.8	40.6	40.3	40.2	(1)
	Storage Capacity (000 tonnes)	7,026.6	7,443.9	7,137.0	6,641.2	6,536.8	6,441.2	6,125.2	5,901.5	5,913.4	5,858.4	5,747.3	5,736.9	5,699.9	5,702.9	5,688.6	(1)
	Index	100.0	105.9	101.6	94.5	93.0	91.7	87.2	84.0	84.2	83.4	81.8	81.6	81.1	81.2	81.0	

NOTES:

SOURCE: Canadian Grain Commission

(1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.

Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading - Summarized by Province

PROVINCE	1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
	AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>ONTARIO</b>																
<b>Class B Facilities</b>	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
<b>Class C Facilities</b>	50 - 99 Car Spots	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	(1)(2)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
<b>All Facilities</b>	Total Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
<b>MANITOBA</b>																
<b>Class B Facilities</b>	25 - 49 Car Spots	39	38	31	28	27	27	25	23	20	16	14	14	14	14	(1)(2)
	Index	100.0	97.4	79.5	71.8	69.2	69.2	64.1	59.0	51.3	41.0	35.9	35.9	35.9	35.9	
	Storage Capacity (000 tonnes)	255.0	251.2	224.9	191.9	188.3	188.3	179.3	171.8	154.8	127.2	110.8	110.8	110.8	110.8	(1)(2)
<b>Class C Facilities</b>	50 - 99 Car Spots	22	24	30	30	30	30	28	27	27	27	29	29	29	28	(1)(2)
	Index	100.0	109.1	136.4	136.4	136.4	136.4	127.3	122.7	122.7	122.7	131.8	131.8	131.8	127.3	
	Storage Capacity (000 tonnes)	258.9	329.9	394.5	406.5	413.7	417.7	405.7	398.9	400.1	405.6	416.9	416.9	416.9	403.9	(1)(2)
<b>Class D Facilities</b>	100 (or more) Car Spots	7	9	12	12	12	12	12	12	12	12	12	12	12	12	(1)(2)
	Index	100.0	128.6	171.4	171.4	171.4	171.4	171.4	171.4	171.4	171.4	171.4	171.4	171.4	171.4	
	Storage Capacity (000 tonnes)	166.6	231.3	323.8	316.0	316.0	320.0	320.0	320.0	320.0	320.0	324.0	324.0	324.0	324.0	(1)(2)
<b>All Facilities</b>	Total Facilities	68	71	73	70	69	69	65	62	59	55	55	55	55	54	(1)(2)
	Index	100.0	104.4	107.4	102.9	101.5	101.5	95.6	91.2	86.8	80.9	80.9	80.9	80.9	79.4	
	Storage Capacity (000 tonnes)	680.5	812.4	943.1	914.4	918.0	926.0	905.0	890.6	874.9	852.7	851.7	851.7	851.7	838.7	(1)(2)
	Index	100.0	119.4	138.6	134.4	134.9	136.1	133.0	130.9	128.6	125.3	125.1	125.1	125.1	123.2	
<b>SASKATCHEWAN</b>																
<b>Class B Facilities</b>	25 - 49 Car Spots	97	91	85	83	74	74	61	57	58	56	54	55	56	56	(1)(2)
	Index	100.0	93.8	87.6	85.6	76.3	76.3	62.9	58.8	59.8	57.7	55.7	56.7	57.7	57.7	
	Storage Capacity (000 tonnes)	703.8	678.5	563.5	503.8	443.2	443.2	399.8	386.4	387.4	396.7	382.2	390.1	392.6	392.6	(1)(2)
<b>Class C Facilities</b>	50 - 99 Car Spots	34	44	50	53	55	55	55	55	55	55	54	53	52	53	(1)(2)
	Index	100.0	129.4	147.1	155.9	161.8	161.8	161.8	161.8	161.8	161.8	158.8	155.9	152.9	155.9	
	Storage Capacity (000 tonnes)	581.7	808.1	888.2	940.6	945.3	945.3	943.3	948.1	948.1	940.7	929.6	920.1	904.9	934.3	(1)(2)
<b>Class D Facilities</b>	100 (or more) Car Spots	22	25	29	29	32	32	33	33	34	34	34	35	35	34	(1)(2)
	Index	100.0	113.6	131.8	131.8	145.5	145.5	150.0	150.0	154.5	154.5	154.5	159.1	159.1	154.5	
	Storage Capacity (000 tonnes)	916.9	1,027.9	1,167.7	1,196.2	1,275.7	1,275.7	1,326.1	1,332.5	1,352.6	1,348.5	1,344.5	1,349.5	1,349.5	1,337.9	(1)(2)
<b>All Facilities</b>	Total Facilities	153	160	164	165	161	161	149	145	147	145	142	143	143	143	(1)(2)
	Index	100.0	104.6	107.2	107.8	105.2	105.2	97.4	94.8	96.1	94.8	92.8	93.5	93.5	93.5	
	Storage Capacity (000 tonnes)	2,202.4	2,514.6	2,619.4	2,640.6	2,664.1	2,664.1	2,669.2	2,667.0	2,688.1	2,685.8	2,656.3	2,659.7	2,647.0	2,664.8	(1)(2)
	Index	100.0	114.2	118.9	119.9	121.0	121.0	121.2	121.1	122.1	121.9	120.6	120.8	120.2	121.0	



Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading - Summarized by Province

PROVINCE		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES		
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
<b>ALBERTA</b>	<b>Class B Facilities</b>	25 - 49 Car Spots	43	41	34	36	34	32	28	27	27	25	24	20	17	17	17	(1)(2)	
		Index	100.0	95.3	79.1	83.7	79.1	74.4	65.1	62.8	62.8	58.1	55.8	46.5	39.5	39.5	39.5		
		Storage Capacity (000 tonnes)	313.1	311.0	264.9	306.7	293.8	277.3	252.8	244.0	226.4	216.9	201.5	169.3	156.3	156.4	156.4	(1)(2)	
		Index	100.0	99.3	84.6	98.0	93.8	88.6	80.8	77.9	72.3	69.3	64.4	54.1	49.9	50.0	50.0		
		<b>Class C Facilities</b>	50 - 99 Car Spots	24	27	27	27	27	27	27	25	27	26	26	26	26	26	26	(1)(2)
		Index	100.0	112.5	112.5	112.5	112.5	112.5	112.5	104.2	112.5	108.3	108.3	108.3	108.3	108.3	108.3	108.3	
		Storage Capacity (000 tonnes)	477.9	537.3	540.7	539.4	539.4	540.0	542.7	518.8	552.0	551.7	551.8	553.8	547.4	547.4	547.4	547.4	(1)(2)
		Index	100.0	112.4	113.1	112.9	112.9	113.0	113.6	108.6	115.5	115.4	115.5	115.9	114.5	114.5	114.5	114.5	
		<b>Class D Facilities</b>	100 (or more) Car Spots	9	16	19	20	20	20	20	20	20	20	19	20	20	20	20	(1)(2)
		Index	100.0	177.8	211.1	222.2	222.2	222.2	222.2	222.2	222.2	222.2	211.1	222.2	222.2	222.2	222.2	222.2	
		Storage Capacity (000 tonnes)	287.0	545.3	636.5	654.0	664.0	664.0	656.0	656.0	656.0	656.0	624.5	656.0	656.0	656.0	656.0	656.0	(1)(2)
		Index	100.0	190.0	221.8	227.9	231.4	231.4	228.6	228.6	228.6	228.6	217.6	228.6	228.6	228.6	228.6	228.6	
		<b>All Facilities</b>	Total Facilities	76	84	80	83	81	79	75	72	74	71	69	66	63	63	63	(1)(2)
		Index	100.0	110.5	105.3	109.2	106.6	103.9	98.7	94.7	97.4	93.4	90.8	86.8	82.9	82.9	82.9	82.9	
		Storage Capacity (000 tonnes)	1,078.0	1,393.6	1,442.1	1,500.2	1,497.2	1,481.4	1,451.6	1,418.8	1,434.5	1,424.6	1,377.8	1,379.2	1,359.7	1,359.8	1,359.8	1,359.8	(1)(2)
	Index	100.0	129.3	133.8	139.2	138.9	137.4	134.7	131.6	133.1	132.2	127.8	127.9	126.1	126.1	126.1	126.1		
<b>BRITISH COLUMBIA</b>	<b>Class B Facilities</b>	25 - 49 Car Spots	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	(1)(2)	
		Index	100.0	100.0	100.0	100.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	
		Storage Capacity (000 tonnes)	9.1	9.1	9.1	9.1	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	(1)(2)
		Index	100.0	100.0	100.0	100.0	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	
		<b>Class C Facilities</b>	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		<b>All Facilities</b>	Total Facilities	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	(1)(2)
		Index	100.0	100.0	100.0	100.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	
		Storage Capacity (000 tonnes)	9.1	9.1	9.1	9.1	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	(1)(2)
	Index	100.0	100.0	100.0	100.0	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5	334.5		
<b>WESTERN CANADA</b>	<b>Class B Facilities</b>	25 - 49 Car Spots	180	171	151	148	137	135	116	109	107	99	94	91	89	89	89	(1)(2)	
		Index	100.0	95.0	83.9	82.2	76.1	75.0	64.4	60.6	59.4	55.0	52.2	50.6	49.4	49.4	49.4		
		Storage Capacity (000 tonnes)	1,280.9	1,249.8	1,062.3	1,011.5	955.7	939.3	862.4	832.6	799.0	771.2	725.0	700.7	690.1	690.2	690.2	690.2	(1)(2)
		Index	100.0	97.6	82.9	79.0	74.6	73.3	67.3	65.0	62.4	60.2	56.6	54.7	53.9	53.9	53.9	53.9	
		<b>Class C Facilities</b>	50 - 99 Car Spots	81	96	108	111	113	113	111	108	110	109	110	109	108	109	108	(1)(2)
		Index	100.0	118.5	133.3	137.0	139.5	139.5	137.0	133.3	135.8	134.6	135.8	134.6	133.3	134.6	133.3	133.3	
		Storage Capacity (000 tonnes)	1,399.4	1,756.3	1,904.2	1,967.4	1,979.3	1,983.9	1,972.5	1,946.7	1,981.2	1,978.9	1,979.2	1,971.7	1,950.1	1,979.5	1,966.5	1,966.5	(1)(2)
		Index	100.0	125.5	136.1	140.6	141.4	141.8	141.0	139.1	141.6	141.4	141.4	140.9	139.3	141.5	140.5	140.5	
		<b>Class D Facilities</b>	100 (or more) Car Spots	38	50	60	61	64	64	65	65	66	66	65	67	67	66	66	(1)(2)
		Index	100.0	131.6	157.9	160.5	168.4	168.4	171.1	171.1	173.7	173.7	171.1	176.3	176.3	173.7	173.7	173.7	
		Storage Capacity (000 tonnes)	1,370.6	1,804.5	2,128.0	2,166.2	2,255.7	2,259.7	2,302.1	2,308.5	2,328.6	2,324.5	2,293.0	2,329.5	2,329.5	2,317.9	2,317.9	2,317.9	(1)(2)
		Index	100.0	131.7	155.3	158.1	164.6	164.9	168.0	168.4	169.9	169.6	167.3	170.0	170.0	169.1	169.1	169.1	
		<b>All Facilities</b>	Total Facilities	299	317	319	320	314	312	292	282	283	274	269	267	264	264	263	(1)(2)
		Index	100.0	106.0	106.7	107.0	105.0	104.3	97.7	94.3	94.6	91.6	90.0	89.3	88.3	88.3	88.0	88.0	
		Storage Capacity (000 tonnes)	4,050.9	4,810.6	5,094.6	5,145.1	5,190.6	5,182.8	5,137.1	5,087.8	5,108.8	5,074.5	4,997.2	5,001.8	4,969.7	4,987.6	4,974.6	4,974.6	(1)(2)
	Index	100.0	118.8	125.8	127.0	128.1	127.9	126.8	125.6	126.1	125.3	123.4	123.5	122.7	123.1	122.8	122.8		

Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading - Summarized by Province

---

**NOTES:**

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Only those facilities having 25 or more car spots are deemed eligible for these programs. Those "not on track" or having less than 25 car spots (Class A facilities) are omitted from presentation here.

Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading - Summarized by Railway Class

RAILWAY CLASS		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
CLASS 1 CARRIERS		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>Class B Facilities</b>	25 - 49 Car Spots	163	154	131	129	119	118	102	96	95	87	82	80	78	78	79	(1)(2)(3)
	Index	100.0	94.5	80.4	79.1	73.0	72.4	62.6	58.9	58.3	53.4	50.3	49.1	47.9	47.9	48.5	
	Storage Capacity (000 tonnes)	1,196.8	1,159.2	955.2	917.3	850.0	838.2	770.5	747.3	717.9	691.4	645.2	626.6	616.0	616.1	637.5	(1)(2)(3)
	Index	100.0	96.9	79.8	76.6	71.0	70.0	64.4	62.4	60.0	57.8	53.9	52.4	51.5	51.5	53.3	
<b>Class C Facilities</b>	50 - 99 Car Spots	72	87	98	102	104	104	103	100	101	99	101	100	99	100	99	(1)(2)(3)
	Index	100.0	120.8	136.1	141.7	144.4	144.4	143.1	138.9	140.3	137.5	140.3	138.9	137.5	138.9	137.5	
	Storage Capacity (000 tonnes)	1,296.8	1,651.7	1,794.5	1,861.3	1,873.2	1,877.8	1,871.6	1,845.8	1,863.1	1,837.6	1,846.7	1,839.2	1,817.6	1,847.0	1,834.0	(1)(2)(3)
	Index	100.0	127.4	138.4	143.5	144.5	144.8	144.3	142.3	143.7	141.7	142.4	141.8	140.2	142.4	141.4	
<b>Class D Facilities</b>	100 (or more) Car Spots	37	49	59	60	63	63	64	64	65	65	64	66	66	65	65	(1)(2)(3)
	Index	100.0	132.4	159.5	162.2	170.3	170.3	173.0	173.0	175.7	175.7	173.0	178.4	178.4	175.7	175.7	
	Storage Capacity (000 tonnes)	1,340.4	1,774.4	2,100.0	2,138.2	2,227.7	2,231.7	2,274.1	2,280.5	2,300.6	2,296.5	2,265.0	2,301.5	2,301.5	2,289.9	2,289.9	(1)(2)(3)
	Index	100.0	132.4	156.7	159.5	166.2	166.5	169.7	170.1	171.6	171.3	169.0	171.7	171.7	170.8	170.8	
<b>All Facilities</b>	Total Facilities	272	290	288	291	286	285	269	260	261	251	247	246	243	243	243	(1)(2)(3)
	Index	100.0	106.6	105.9	107.0	105.1	104.8	98.9	95.6	96.0	92.3	90.8	90.4	89.3	89.3	89.3	
	Storage Capacity (000 tonnes)	3,833.9	4,585.3	4,849.7	4,916.8	4,950.9	4,947.7	4,916.3	4,873.6	4,881.6	4,825.5	4,756.9	4,767.2	4,735.1	4,753.1	4,761.4	(1)(2)(3)
	Index	100.0	119.6	126.5	128.2	129.1	129.1	128.2	127.1	127.3	125.9	124.1	124.3	123.5	124.0	124.2	
<b>CLASS 2 AND 3 CARRIERS</b>																	
<b>Class B Facilities</b>	25 - 49 Car Spots	17	17	20	19	18	17	14	13	12	12	12	11	11	11	10	(1)(2)(3)
	Index	100.0	100.0	117.6	111.8	105.9	100.0	82.4	76.5	70.6	70.6	70.6	64.7	64.7	64.7	58.8	
	Storage Capacity (000 tonnes)	84.2	90.6	107.2	94.3	105.6	101.0	91.9	85.3	81.1	79.8	79.8	74.1	74.1	74.1	52.8	(1)(2)(3)
	Index	100.0	107.6	127.3	111.9	125.5	120.0	109.2	101.3	96.4	94.7	94.7	88.0	88.0	88.0	62.7	
<b>Class C Facilities</b>	50 - 99 Car Spots	9	9	10	9	9	9	8	8	9	10	9	9	9	9	9	(1)(2)(3)
	Index	100.0	100.0	111.1	100.0	100.0	100.0	88.9	88.9	100.0	111.1	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	102.7	104.6	109.8	106.1	106.1	106.1	100.9	100.9	118.1	141.3	132.5	132.5	132.5	132.5	132.5	(1)(2)(3)
	Index	100.0	101.9	106.9	103.3	103.3	103.3	98.3	98.3	115.0	137.6	129.0	129.0	129.0	129.0	129.0	
<b>Class D Facilities</b>	100 (or more) Car Spots	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)(3)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	30.1	30.1	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	(1)(2)(3)
	Index	100.0	100.0	93.0	93.0	93.0	93.0	93.0	93.0	93.0	93.0	93.0	93.0	93.0	93.0	93.0	
<b>All Facilities</b>	Total Facilities	27	27	31	29	28	27	23	22	22	23	22	21	21	21	20	(1)(2)(3)
	Index	100.0	100.0	114.8	107.4	103.7	100.0	85.2	81.5	81.5	85.2	81.5	77.8	77.8	77.8	74.1	
	Storage Capacity (000 tonnes)	217.0	225.3	244.9	228.3	239.7	235.1	220.9	214.2	227.2	249.0	240.3	234.6	234.6	234.6	213.2	(1)(2)(3)
	Index	100.0	103.8	112.9	105.2	110.5	108.3	101.8	98.7	104.7	114.8	110.7	108.1	108.1	108.1	98.3	
<b>WESTERN CANADA</b>																	
<b>Class B Facilities</b>	25 - 49 Car Spots	180	171	151	148	137	135	116	109	107	99	94	91	89	89	89	(1)(3)
	Index	100.0	95.0	83.9	82.2	76.1	75.0	64.4	60.6	59.4	55.0	52.2	50.6	49.4	49.4	49.4	
	Storage Capacity (000 tonnes)	1,280.9	1,249.8	1,062.3	1,011.5	955.7	939.3	862.4	832.6	799.0	771.2	725.0	700.7	690.1	690.2	690.2	(1)(3)
	Index	100.0	97.6	82.9	79.0	74.6	73.3	67.3	65.0	62.4	60.2	56.6	54.7	53.9	53.9	53.9	
<b>Class C Facilities</b>	50 - 99 Car Spots	81	96	108	111	113	113	111	108	110	109	110	109	108	109	108	(1)(3)
	Index	100.0	118.5	133.3	137.0	139.5	139.5	137.0	133.3	135.8	134.6	135.8	134.6	133.3	134.6	133.3	
	Storage Capacity (000 tonnes)	1,399.4	1,756.3	1,904.2	1,967.4	1,979.3	1,983.9	1,972.5	1,946.7	1,981.2	1,978.9	1,979.2	1,971.7	1,950.1	1,979.5	1,966.5	(1)(3)
	Index	100.0	125.5	136.1	140.6	141.4	141.8	141.0	139.1	141.6	141.4	141.4	140.9	139.3	141.5	140.5	
<b>Class D Facilities</b>	100 (or more) Car Spots	38	50	60	61	64	64	65	65	66	66	65	67	67	66	66	(1)(3)
	Index	100.0	131.6	157.9	160.5	168.4	168.4	171.1	171.1	173.7	173.7	171.1	176.3	176.3	173.7	173.7	
	Storage Capacity (000 tonnes)	1,370.6	1,804.5	2,128.0	2,166.2	2,255.7	2,259.7	2,302.1	2,308.5	2,328.6	2,324.5	2,293.0	2,329.5	2,329.5	2,317.9	2,317.9	(1)(3)
	Index	100.0	131.7	155.3	158.1	164.6	164.9	168.0	168.4	169.9	169.6	167.3	170.0	170.0	169.1	169.1	
<b>All Facilities</b>	Total Facilities	299	317	319	320	314	312	292	282	283	274	269	267	264	264	263	(1)(3)
	Index	100.0	106.0	106.7	107.0	105.0	104.3	97.7	94.3	94.6	91.6	90.0	89.3	88.3	88.3	88.0	
	Storage Capacity (000 tonnes)	4,050.9	4,810.6	5,094.6	5,145.1	5,190.6	5,182.8	5,137.1	5,087.8	5,108.8	5,074.5	4,997.2	5,001.8	4,969.7	4,987.6	4,974.6	(1)(3)
	Index	100.0	118.8	125.8	127.0	128.1	127.9	126.8	125.6	126.1	125.3	123.4	123.5	122.7	123.1	122.8	

## Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading - Summarized by Railway Class

---

**NOTES:**

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmniTRAX.
- (3) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Only those facilities having 25 or more car spots are deemed eligible for these programs. Those "not on track" or having less than 25 car spots (Class A facilities) are omitted from presentation here.

Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading - Summarized by Railway Line Classification

RAILWAY LINE CLASS		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
GRAIN DEPENDENT RAILWAY LINES		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>Class B Facilities</b>	25 - 49 Car Spots	83	79	67	64	57	56	47	44	46	44	43	41	41	41	41	(1)(2)(3)
	Index	100.0	95.2	80.7	77.1	68.7	67.5	56.6	53.0	55.4	53.0	51.8	49.4	49.4	49.4	49.4	
	Storage Capacity (000 tonnes)	582.1	569.1	420.5	378.1	340.2	335.6	298.0	282.1	293.7	298.0	293.5	275.6	275.6	275.6	275.6	(1)(2)(3)
	Index	100.0	97.8	72.2	64.9	58.4	57.6	51.2	48.5	50.5	51.2	50.4	47.3	47.3	47.3	47.3	
<b>Class C Facilities</b>	50 - 99 Car Spots	29	31	36	40	41	41	39	38	37	37	36	35	34	35	35	(1)(2)(3)
	Index	100.0	106.9	124.1	137.9	141.4	141.4	134.5	131.0	127.6	127.6	124.1	120.7	117.2	120.7	120.7	
	Storage Capacity (000 tonnes)	433.4	499.5	573.9	632.4	634.0	638.0	629.7	621.8	613.5	611.0	597.8	588.3	578.8	608.2	608.2	(1)(2)(3)
	Index	100.0	115.3	132.4	145.9	146.3	147.2	145.3	143.5	141.6	141.0	137.9	135.7	133.6	140.3	140.3	
<b>Class D Facilities</b>	100 (or more) Car Spots	8	11	14	14	16	16	16	16	16	16	16	16	16	16	16	(1)(2)(3)
	Index	100.0	137.5	175.0	175.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	
	Storage Capacity (000 tonnes)	218.0	318.6	413.2	398.2	456.7	456.7	456.7	456.7	456.7	457.8	457.8	457.8	457.8	457.8	457.8	(1)(2)(3)
	Index	100.0	146.2	189.6	182.7	209.5	209.5	209.5	209.5	210.0	210.0	210.0	210.0	210.0	210.0	210.0	
<b>All Facilities</b>	Total Facilities	120	121	117	118	114	113	102	98	99	97	95	92	91	92	92	(1)(2)(3)
	Index	100.0	100.8	97.5	98.3	95.0	94.2	85.0	81.7	82.5	80.8	79.2	76.7	75.8	76.7	76.7	
	Storage Capacity (000 tonnes)	1,233.5	1,387.3	1,407.5	1,408.7	1,430.8	1,430.2	1,384.4	1,360.6	1,365.1	1,366.9	1,349.2	1,321.7	1,312.2	1,341.6	1,341.6	(1)(2)(3)
	Index	100.0	112.5	114.1	114.2	116.0	115.9	112.2	110.3	110.7	110.8	109.4	107.2	106.4	108.8	108.8	
<b>NON-GRAIN DEPENDENT RAILWAY LINES</b>																	
<b>Class B Facilities</b>	25 - 49 Car Spots	97	92	84	84	80	79	69	65	61	55	51	50	48	48	48	(1)(2)(3)
	Index	100.0	94.8	86.6	86.6	82.5	81.4	71.1	67.0	62.9	56.7	52.6	51.5	49.5	49.5	49.5	
	Storage Capacity (000 tonnes)	698.8	680.7	641.9	633.4	615.5	603.7	564.4	550.4	505.3	473.2	431.4	425.1	414.5	414.6	414.6	(1)(2)(3)
	Index	100.0	97.4	91.8	90.6	88.1	86.4	80.8	78.8	72.3	67.7	61.7	60.8	59.3	59.3	59.3	
<b>Class C Facilities</b>	50 - 99 Car Spots	52	65	72	71	72	72	72	70	73	72	74	74	74	74	73	(1)(2)(3)
	Index	100.0	125.0	138.5	136.5	138.5	138.5	138.5	134.6	140.4	138.5	142.3	142.3	142.3	140.4	140.4	
	Storage Capacity (000 tonnes)	966.1	1,256.8	1,330.4	1,335.0	1,345.4	1,346.0	1,342.9	1,325.0	1,367.7	1,367.8	1,381.4	1,383.4	1,371.3	1,371.3	1,358.3	(1)(2)(3)
	Index	100.0	130.1	137.7	138.2	139.3	139.3	139.0	137.2	141.6	141.6	143.0	143.2	141.9	141.9	140.6	
<b>Class D Facilities</b>	100 (or more) Car Spots	30	39	46	47	48	48	49	49	50	50	49	51	51	50	50	(1)(2)(3)
	Index	100.0	130.0	153.3	156.7	160.0	160.0	163.3	163.3	166.7	166.7	163.3	170.0	170.0	166.7	166.7	
	Storage Capacity (000 tonnes)	1,152.6	1,485.8	1,714.8	1,768.0	1,799.0	1,803.0	1,845.5	1,851.8	1,870.7	1,866.7	1,835.2	1,871.6	1,871.6	1,860.1	1,860.1	(1)(2)(3)
	Index	100.0	128.9	148.8	153.4	156.1	156.4	160.1	160.7	162.3	162.0	159.2	162.4	162.4	161.4	161.4	
<b>All Facilities</b>	Total Facilities	179	196	202	202	200	199	190	184	184	177	174	175	173	172	171	(1)(2)(3)
	Index	100.0	109.5	112.8	112.8	111.7	111.2	106.1	102.8	102.8	98.9	97.2	97.8	96.6	96.1	95.5	
	Storage Capacity (000 tonnes)	2,817.5	3,423.3	3,687.1	3,736.5	3,759.9	3,752.7	3,752.7	3,727.2	3,743.7	3,707.7	3,648.0	3,680.1	3,657.5	3,646.0	3,633.0	(1)(2)(3)
	Index	100.0	121.5	130.9	132.6	133.4	133.2	133.2	132.3	132.9	131.6	129.5	130.6	129.8	129.4	128.9	
<b>WESTERN CANADA</b>																	
<b>Class B Facilities</b>	25 - 49 Car Spots	180	171	151	148	137	135	116	109	107	99	94	91	89	89	89	(1)(3)
	Index	100.0	95.0	83.9	82.2	76.1	75.0	64.4	60.6	59.4	55.0	52.2	50.6	49.4	49.4	49.4	
	Storage Capacity (000 tonnes)	1,280.9	1,249.8	1,062.3	1,011.5	955.7	939.3	862.4	832.6	799.0	771.2	725.0	700.7	690.1	690.2	690.2	(1)(3)
	Index	100.0	97.6	82.9	79.0	74.6	73.3	67.3	65.0	62.4	60.2	56.6	54.7	53.9	53.9	53.9	
<b>Class C Facilities</b>	50 - 99 Car Spots	81	96	108	111	113	113	111	108	110	109	110	109	108	109	108	(1)(3)
	Index	100.0	118.5	133.3	137.0	139.5	139.5	137.0	133.3	135.8	134.6	135.8	134.6	133.3	134.6	133.3	
	Storage Capacity (000 tonnes)	1,399.4	1,756.3	1,904.2	1,967.4	1,979.3	1,983.9	1,972.5	1,946.7	1,981.2	1,978.9	1,979.2	1,971.7	1,950.1	1,979.5	1,966.5	(1)(3)
	Index	100.0	125.5	136.1	140.6	141.4	141.8	141.0	139.1	141.6	141.4	141.4	140.9	139.3	141.5	140.5	
<b>Class D Facilities</b>	100 (or more) Car Spots	38	50	60	61	64	64	65	65	66	66	65	67	67	66	66	(1)(3)
	Index	100.0	131.6	157.9	160.5	168.4	168.4	171.1	171.1	173.7	173.7	171.1	176.3	176.3	173.7	173.7	
	Storage Capacity (000 tonnes)	1,370.6	1,804.5	2,128.0	2,166.2	2,255.7	2,259.7	2,302.1	2,308.5	2,328.6	2,324.5	2,293.0	2,329.5	2,329.5	2,317.9	2,317.9	(1)(3)
	Index	100.0	131.7	155.3	158.1	164.6	164.9	168.0	168.4	169.9	169.6	167.3	170.0	170.0	169.1	169.1	
<b>All Facilities</b>	Total Facilities	299	317	319	320	314	312	292	282	283	274	269	267	264	264	263	(1)(3)
	Index	100.0	106.0	106.7	107.0	105.0	104.3	97.7	94.3	94.6	91.6	90.0	89.3	88.3	88.3	88.0	
	Storage Capacity (000 tonnes)	4,050.9	4,810.6	5,094.6	5,145.1	5,190.6	5,182.8	5,137.1	5,087.8	5,108.8	5,074.5	4,997.2	5,001.8	4,969.7	4,987.6	4,974.6	(1)(3)
	Index	100.0	118.8	125.8	127.0	128.1	127.9	126.8	125.6	126.1	125.3	123.4	123.5	122.7	123.1	122.8	

## Western Canadian Primary and Process Grain Elevators Capable of Multiple-Car Block Incentive Loading - Summarized by Railway Line Classification

---

**NOTES:**

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.
- (3) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Only those facilities having 25 or more car spots are deemed eligible for these programs. Those "not on track" or having less than 25 car spots (Class A facilities) are omitted from presentation here.

Western Canadian Primary and Process Grain Elevator Openings - Summarized by Province and Facility Class

PROVINCE	1999-2000	2000-2001	2001-2002				2002-2003					2003-2004					ALL YEARS	NOTES		
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL		
<b>ONTARIO</b>																				
Class A Facilities	0 - 24 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
All Facilities	Total Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
<b>MANITOBA</b>																				
Class A Facilities	0 - 24 Car Spots	8	3	1	1	1	-	3	-	1	-	1	2	-	1	-	-	1	17	(1)(2)(3)
	Storage Capacity (000 tonnes)	34.0	14.0	6.2	9.0	3.2	-	18.4	-	8.1	-	2.7	10.8	-	1.2	-	-	1.2	78	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	1	1	-	1	-	1	-	-	-	-	-	-	2	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	-	-	6.8	6.8	-	-	3.1	-	3.1	-	-	-	-	-	10	(1)(2)(3)
Class C Facilities	50 - 99 Car Spots	4	-	-	-	-	-	-	-	-	2	2	-	-	-	-	-	-	6	(1)(2)(3)
	Storage Capacity (000 tonnes)	61.7	-	-	-	-	-	-	-	-	22.7	22.7	-	-	-	-	-	-	84	(1)(2)(3)
Class D Facilities	100 (or more) Car Spots	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	(1)(2)(3)
	Storage Capacity (000 tonnes)	61.5	51.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	113	(1)(2)(3)
All Facilities	Total Facilities	14	5	1	1	1	1	4	-	1	1	3	5	-	1	-	-	1	29	(1)(2)(3)
	Storage Capacity (000 tonnes)	157.2	65.2	6.2	9.0	3.2	6.8	25.2	-	8.1	3.1	25.4	36.7	-	1.2	-	-	1.2	285	(1)(2)(3)
<b>SASKATCHEWAN</b>																				
Class A Facilities	0 - 24 Car Spots	5	5	4	5	-	-	9	2	2	-	1	5	1	-	-	-	1	25	(1)(2)(3)
	Storage Capacity (000 tonnes)	13.0	8.2	16.0	14.0	-	-	29.9	10.0	24.1	-	8.1	42.1	2.0	-	-	-	2.0	95	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	1	1	1	4	-	-	5	-	1	2	-	3	-	1	-	-	1	11	(1)(2)(3)
	Storage Capacity (000 tonnes)	7.3	3.8	3.6	26.7	-	-	30.3	-	5.1	33.7	-	38.8	-	2.5	-	-	2.5	83	(1)(2)(3)
Class C Facilities	50 - 99 Car Spots	8	7	4	2	-	-	6	1	-	-	1	2	-	-	1	-	1	24	(1)(2)(3)
	Storage Capacity (000 tonnes)	150.2	119.8	75.7	23.7	-	-	99.4	31.7	-	-	16.2	47.9	-	-	30.0	-	30.0	447	(1)(2)(3)
Class D Facilities	100 (or more) Car Spots	3	1	-	1	-	1	2	-	2	-	-	2	1	-	-	-	1	9	(1)(2)(3)
	Storage Capacity (000 tonnes)	90.3	39.5	-	21.0	-	22.5	43.5	-	53.2	-	-	53.2	11.5	-	-	-	11.5	238	(1)(2)(3)
All Facilities	Total Facilities	17	14	9	12	-	1	22	3	5	2	2	12	2	1	1	-	4	69	(1)(2)(3)
	Storage Capacity (000 tonnes)	260.8	171.3	95.2	85.4	-	22.5	203.1	41.7	82.4	33.7	24.3	182.1	13.6	2.5	30.0	-	46.1	863	(1)(2)(3)
<b>ALBERTA</b>																				
Class A Facilities	0 - 24 Car Spots	2	-	-	-	-	-	-	-	5	1	-	6	-	2	-	-	2	10	(1)(2)(3)
	Storage Capacity (000 tonnes)	5.8	-	-	-	-	-	-	-	22.3	6.9	-	29.1	-	44.0	-	-	44.0	79	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	-	1	-	-	-	1	1	1	3	-	1	5	-	-	1	-	1	8	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	4.4	-	-	-	6.9	6.9	5.7	10.9	-	4.7	21.3	-	-	8.0	-	8.0	41	(1)(2)(3)
Class C Facilities	50 - 99 Car Spots	4	1	-	-	-	-	-	1	2	-	-	3	-	-	-	-	-	8	(1)(2)(3)
	Storage Capacity (000 tonnes)	64.5	30.1	-	-	-	-	-	13.4	27.4	-	-	40.8	-	-	-	-	-	135	(1)(2)(3)
Class D Facilities	100 (or more) Car Spots	6	2	1	-	-	-	1	-	-	-	-	-	1	-	-	-	1	10	(1)(2)(3)
	Storage Capacity (000 tonnes)	203.0	52.9	17.5	-	-	-	17.5	-	-	-	-	-	31.5	-	-	-	31.5	305	(1)(2)(3)
All Facilities	Total Facilities	12	4	1	-	-	1	2	2	10	1	1	14	1	2	1	-	4	36	(1)(2)(3)
	Storage Capacity (000 tonnes)	273.3	87.4	17.5	-	-	6.9	24.4	19.1	60.6	6.9	4.7	91.3	31.5	44.0	8.0	-	83.5	560	(1)(2)(3)

Western Canadian Primary and Process Grain Elevator Openings - Summarized by Province and Facility Class

PROVINCE	1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					ALL YEARS	NOTES	
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL		
<b>BRITISH COLUMBIA</b>																				
Class A Facilities	0 - 24 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
Class B Facilities	25 - 49 Car Spots	-	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	1	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	21.3	-	-	21.3	-	-	-	-	-	-	-	-	-	21	(1)(2)(3)	
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
All Facilities	Total Facilities	-	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	1	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	21.3	-	-	21.3	-	-	-	-	-	-	-	-	-	21	(1)(2)(3)	
<b>WESTERN CANADA</b>																				
Class A Facilities	0 - 24 Car Spots	15	8	5	6	1	-	12	2	8	1	2	13	1	3	-	-	4	52	(1)(2)(3)
	Storage Capacity (000 tonnes)	52.8	22.2	22.1	22.9	3.2	-	48.3	10.0	54.4	6.9	10.8	82.1	2.0	45.2	-	-	47.2	253	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	1	2	1	5	-	2	8	1	4	3	1	9	-	1	1	-	2	22	(1)(2)(3)
	Storage Capacity (000 tonnes)	7.3	8.2	3.6	48.1	-	13.8	65.4	5.7	16.0	36.8	4.7	63.2	-	2.5	8.0	-	10.5	155	(1)(2)(3)
Class C Facilities	50 - 99 Car Spots	16	8	4	2	-	-	6	2	2	-	3	7	-	-	1	-	1	38	(1)(2)(3)
	Storage Capacity (000 tonnes)	276.3	149.9	75.7	23.7	-	-	99.4	45.1	27.4	-	38.9	111.5	-	-	30.0	-	30.0	667	(1)(2)(3)
Class D Facilities	100 (or more) Car Spots	11	5	1	1	-	1	3	-	2	-	-	2	2	-	-	-	2	23	(1)(2)(3)
	Storage Capacity (000 tonnes)	354.8	143.6	17.5	21.0	-	22.5	61.0	-	53.2	-	-	53.2	43.0	-	-	-	43.0	656	(1)(2)(3)
All Facilities	Total Facilities	43	23	11	14	1	3	29	5	16	4	6	31	3	4	2	-	9	135	(1)(2)(3)
	Storage Capacity (000 tonnes)	691.2	323.9	118.9	115.6	3.2	36.3	274.0	60.8	151.1	43.7	54.5	310.0	45.1	47.7	38.0	-	130.7	1,730	(1)(2)(3)

NOTES:

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.
- (3) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.



Western Canadian Primary and Process Grain Elevator Openings - Summarized by Railway Class

RAILWAY CLASS	1999-2000	2000-2001	2001-2002				2002-2003				2003-2004				ALL YEARS	NOTES				
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL		
<b>CLASS 1 CARRIERS</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	5	3	5	6	1	-	12	2	7	1	2	12	1	2	-	-	3	35	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	17.1	5.0	22.1	22.9	3.2	-	48.3	10.0	49.9	6.9	10.8	77.6	2.0	39.7	-	-	41.7	190	(1)(2)(3)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	1	1	1	4	-	2	7	-	4	2	1	7	-	1	1	-	2	18	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	7.3	3.8	3.6	26.7	-	13.8	44.1	-	16.0	33.7	4.7	54.4	-	2.5	8.0	-	10.5	120	(1)(2)(3)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	16	8	4	2	-	-	6	1	2	-	3	6	-	-	1	-	1	37	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	276.3	149.9	75.7	23.7	-	-	99.4	31.7	27.4	-	38.9	98.1	-	-	30.0	-	30.0	654	(1)(2)(3)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	11	5	1	1	-	1	3	-	2	-	-	2	2	-	-	-	2	23	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	354.8	143.6	17.5	21.0	-	22.5	61.0	-	53.2	-	-	53.2	43.0	-	-	-	43.0	656	(1)(2)(3)(4)
<b>All Facilities</b>	Total Facilities	33	17	11	13	1	3	28	3	15	3	6	27	3	3	2	-	8	113	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	655.5	302.3	118.9	94.3	3.2	36.3	252.7	41.7	146.6	40.6	54.5	283.3	45.1	42.2	38.0	-	125.2	1,619	(1)(2)(3)(4)
<b>CLASS 2 AND 3 CARRIERS</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	5	3	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	9	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	18.9	14.0	-	-	-	-	-	-	4.5	-	-	4.5	-	-	-	-	-	37	(1)(2)(3)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	-	1	-	1	-	-	1	1	-	1	-	2	-	-	-	-	-	4	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	4.4	-	21.3	-	-	21.3	5.7	-	3.1	-	8.8	-	-	-	-	-	35	(1)(2)(3)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	1	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	13.4	-	-	-	13.4	-	-	-	-	-	13	(1)(2)(3)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
<b>All Facilities</b>	Total Facilities	5	4	-	1	-	-	1	2	1	1	-	4	-	-	-	-	-	14	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	18.9	18.4	-	21.3	-	-	21.3	19.1	4.5	3.1	-	26.7	-	-	-	-	-	85	(1)(2)(3)(4)
<b>NOT ON TRACK</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	5	2	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	8	(1)(2)(4)
	Storage Capacity (000 tonnes)	16.9	3.2	-	-	-	-	-	-	-	-	-	-	-	5.5	-	-	5.5	26	(1)(2)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
<b>All Facilities</b>	Total Facilities	5	2	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	8	(1)(2)(4)
	Storage Capacity (000 tonnes)	16.9	3.2	-	-	-	-	-	-	-	-	-	-	-	5.5	-	-	5.5	26	(1)(2)(4)
<b>WESTERN CANADA</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	15	8	5	6	1	-	12	2	8	1	2	13	1	3	-	-	4	52	(1)(2)(4)
	Storage Capacity (000 tonnes)	52.8	22.2	22.1	22.9	3.2	-	48.3	10.0	54.4	6.9	10.8	82.1	2.0	45.2	-	-	47.2	253	(1)(2)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	1	2	1	5	-	2	8	1	4	3	1	9	-	1	1	-	2	22	(1)(2)(4)
	Storage Capacity (000 tonnes)	7.3	8.2	3.6	48.1	-	13.8	65.4	5.7	16.0	36.8	4.7	63.2	-	2.5	8.0	-	10.5	155	(1)(2)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	16	8	4	2	-	-	6	2	2	-	3	7	-	-	1	-	1	38	(1)(2)(4)
	Storage Capacity (000 tonnes)	276.3	149.9	75.7	23.7	-	-	99.4	45.1	27.4	-	38.9	111.5	-	-	30.0	-	30.0	667	(1)(2)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	11	5	1	1	-	1	3	-	2	-	-	2	2	-	-	-	2	23	(1)(2)(4)
	Storage Capacity (000 tonnes)	354.8	143.6	17.5	21.0	-	22.5	61.0	-	53.2	-	-	53.2	43.0	-	-	-	43.0	656	(1)(2)(4)
<b>All Facilities</b>	Total Facilities	43	23	11	14	1	3	29	5	16	4	6	31	3	4	2	-	9	135	(1)(2)(4)
	Storage Capacity (000 tonnes)	691.2	323.9	118.9	115.6	3.2	36.3	274.0	60.8	151.1	43.7	54.5	310.0	45.1	47.7	38.0	-	130.7	1,730	(1)(2)(4)

## Western Canadian Primary and Process Grain Elevator Openings - Summarized by Railway Class

---

**NOTES:**

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.
- (3) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmniTRAX.
- (4) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

Western Canadian Primary and Process Grain Elevator Openings - Summarized by Railway Line Classification

RAILWAY LINE CLASS	1999-2000	2000-2001	2001-2002				2002-2003					2003-2004				ALL YEARS	NOTES			
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3			Q4	TOTAL	
<b>GRAIN DEPENDENT RAILWAY LINES</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	5	4	1	5	-	-	6	-	2	-	-	2	1	-	-	-	18	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	19.8	15.9	2.3	14.0	-	-	16.2	-	12.6	-	-	12.6	2.0	-	-	-	2.0	67	(1)(2)(3)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	1	2	1	3	-	-	4	1	1	3	-	5	-	-	-	-	12	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	7.3	8.2	3.6	17.2	-	-	20.8	5.7	5.1	36.8	-	47.6	-	-	-	-	84	(1)(2)(3)(4)	
<b>Class C Facilities</b>	50 - 99 Car Spots	3	1	4	2	-	-	6	2	-	-	1	3	-	-	1	-	14	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	51.3	16.7	75.7	23.7	-	-	99.4	45.1	-	-	12.5	57.6	-	-	30.0	-	255	(1)(2)(3)(4)	
<b>Class D Facilities</b>	100 (or more) Car Spots	3	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	79.0	51.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130	(1)(2)(3)(4)	
<b>All Facilities</b>	Total Facilities	12	9	6	10	-	-	16	3	3	3	1	10	1	-	1	-	49	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	157.4	92.0	81.6	54.9	-	-	136.4	50.8	17.7	36.8	12.5	117.9	2.0	-	30.0	-	536	(1)(2)(3)(4)	
<b>NON-GRAIN DEPENDENT RAILWAY LINES</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	5	2	4	1	1	-	6	2	6	1	2	11	-	2	-	-	26	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	16.2	3.1	19.9	9.0	3.2	-	32.0	10.0	41.8	6.9	10.8	69.5	-	39.7	-	-	160	(1)(2)(3)(4)	
<b>Class B Facilities</b>	25 - 49 Car Spots	-	-	-	2	-	2	4	-	3	-	1	4	-	1	1	-	10	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	-	-	-	30.8	-	13.8	44.6	-	10.9	-	4.7	15.6	-	2.5	8.0	-	71	(1)(2)(3)(4)	
<b>Class C Facilities</b>	50 - 99 Car Spots	13	7	-	-	-	-	-	-	2	-	2	4	-	-	-	-	24	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	225.0	133.2	-	-	-	-	-	-	27.4	-	26.4	53.8	-	-	-	-	412	(1)(2)(3)(4)	
<b>Class D Facilities</b>	100 (or more) Car Spots	8	3	1	1	-	1	3	-	2	-	-	2	2	-	-	-	18	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	275.8	92.4	17.5	21.0	-	22.5	61.0	-	53.2	-	-	53.2	43.0	-	-	-	525	(1)(2)(3)(4)	
<b>All Facilities</b>	Total Facilities	26	12	5	4	1	3	13	2	13	1	5	21	2	3	1	-	78	(1)(2)(3)(4)	
	Storage Capacity (000 tonnes)	516.9	228.7	37.4	60.8	3.2	36.3	137.6	10.0	133.4	6.9	42.0	192.2	43.0	42.2	8.0	-	1,169	(1)(2)(3)(4)	
<b>NOT ON TRACK</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	5	2	-	-	-	-	-	-	-	-	-	-	-	1	-	-	8	(1)(2)(4)	
	Storage Capacity (000 tonnes)	16.9	3.2	-	-	-	-	-	-	-	-	-	-	-	5.5	-	-	26	(1)(2)(4)	
<b>Class B Facilities</b>	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)	
<b>Class C Facilities</b>	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)	
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)	
<b>All Facilities</b>	Total Facilities	5	2	-	-	-	-	-	-	-	-	-	-	-	1	-	-	8	(1)(2)(4)	
	Storage Capacity (000 tonnes)	16.9	3.2	-	-	-	-	-	-	-	-	-	-	-	5.5	-	-	26	(1)(2)(4)	
<b>WESTERN CANADA</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	15	8	5	6	1	-	12	2	8	1	2	13	1	3	-	-	4	52	(1)(2)(4)
	Storage Capacity (000 tonnes)	52.8	22.2	22.1	22.9	3.2	-	48.3	10.0	54.4	6.9	10.8	82.1	2.0	45.2	-	-	47.2	253	(1)(2)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	1	2	1	5	-	2	8	1	4	3	1	9	-	1	1	-	2	22	(1)(2)(4)
	Storage Capacity (000 tonnes)	7.3	8.2	3.6	48.1	-	13.8	65.4	5.7	16.0	36.8	4.7	63.2	-	2.5	8.0	-	10.5	155	(1)(2)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	16	8	4	2	-	-	6	2	2	-	3	7	-	-	1	-	1	38	(1)(2)(4)
	Storage Capacity (000 tonnes)	276.3	149.9	75.7	23.7	-	-	99.4	45.1	27.4	-	38.9	111.5	-	-	30.0	-	30.0	667	(1)(2)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	11	5	1	1	-	1	3	-	2	-	-	2	2	-	-	-	2	23	(1)(2)(4)
	Storage Capacity (000 tonnes)	354.8	143.6	17.5	21.0	-	22.5	61.0	-	53.2	-	-	53.2	43.0	-	-	-	43.0	656	(1)(2)(4)
<b>All Facilities</b>	Total Facilities	43	23	11	14	1	3	29	5	16	4	6	31	3	4	2	-	9	135	(1)(2)(4)
	Storage Capacity (000 tonnes)	691.2	323.9	118.9	115.6	3.2	36.3	274.0	60.8	151.1	43.7	54.5	310.0	45.1	47.7	38.0	-	130.7	1,730	(1)(2)(4)

## Western Canadian Primary and Process Grain Elevator Openings - Summarized by Railway Line Classification

---

**NOTES:**

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.
- (3) The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.
- (4) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

Western Canadian Primary and Process Grain Elevator Closures - Summarized by Province and Facility Class

PROVINCE	1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					ALL YEARS	NOTES	
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL		
<b>ONTARIO</b>																				
Class A Facilities	0 - 24 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
All Facilities	Total Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
<b>MANITOBA</b>																				
Class A Facilities	0 - 24 Car Spots	14	25	19	14	4	31	68	10	4	1	-	15	2	1	2	-	5	127	(1)(2)(3)
	Storage Capacity (000 tonnes)	56.4	92.7	78.2	46.0	12.9	129.8	266.9	47.7	16.0	4.3	-	68.0	5.0	5.1	9.9	-	20.0	489.0	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	-	-	3	1	-	3	7	3	2	4	1	10	-	-	-	-	-	17	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	16.2	3.6	-	13.3	33.1	13.6	8.6	23.9	10.8	57.0	-	-	-	-	-	90.0	(1)(2)(3)
Class C Facilities	50 - 99 Car Spots	2	-	-	-	-	2	2	-	-	1	1	2	-	-	-	1	1	7	(1)(2)(3)
	Storage Capacity (000 tonnes)	11.4	-	-	-	-	6.1	6.1	-	-	5.5	16.9	22.4	-	-	-	13.0	13.0	40.9	(1)(2)(3)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)
All Facilities	Total Facilities	16	25	22	15	4	36	77	13	6	6	2	27	2	1	2	1	6	151	(1)(2)(3)
	Storage Capacity (000 tonnes)	67.8	92.7	94.4	49.6	12.9	149.2	306.0	61.3	24.6	33.6	27.8	147.4	5.0	5.1	9.9	13.0	33.0	619.9	(1)(2)(3)
<b>SASKATCHEWAN</b>																				
Class A Facilities	0 - 24 Car Spots	73	74	91	26	4	25	146	17	6	4	6	33	1	2	1	-	4	330	(1)(2)(3)
	Storage Capacity (000 tonnes)	195.8	199.6	283.3	69.8	25.4	72.3	450.8	65.5	24.7	10.8	16.4	117.4	5.4	8.6	4.4	-	18.3	967.6	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	7	5	4	11	-	13	28	4	-	4	1	9	-	-	-	-	-	49	(1)(2)(3)
	Storage Capacity (000 tonnes)	24.9	69.8	23.5	66.0	-	41.5	131.0	20.3	-	24.0	5.8	50.1	-	-	-	-	-	275.8	(1)(2)(3)
Class C Facilities	50 - 99 Car Spots	-	1	1	-	-	-	1	1	-	-	3	4	-	1	-	-	1	7	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	20.1	26.8	-	-	-	26.8	31.7	-	-	37.3	69.0	-	9.5	-	-	9.5	117.0	(1)(2)(3)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	1	-	1	-	-	-	1	-	1	2	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	31.5	-	-	31.5	-	-	11.5	-	11.5	32.5	(1)(2)(3)
All Facilities	Total Facilities	80	80	96	37	4	38	175	22	7	8	10	47	1	3	2	-	6	388	(1)(2)(3)
	Storage Capacity (000 tonnes)	220.7	289.5	333.7	135.8	25.4	113.7	608.6	117.5	56.3	34.8	59.6	268.1	5.4	18.1	15.9	-	39.4	1,392.8	(1)(2)(3)
<b>ALBERTA</b>																				
Class A Facilities	0 - 24 Car Spots	31	48	16	8	9	12	45	13	6	5	3	27	2	2	-	-	4	155	(1)(2)(3)
	Storage Capacity (000 tonnes)	91.9	195.9	82.1	43.6	41.4	64.7	231.8	70.0	28.9	21.6	25.1	145.6	7.3	43.7	-	-	51.0	669.2	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	2	6	3	2	2	6	13	3	2	2	2	9	4	-	1	-	5	35	(1)(2)(3)
	Storage Capacity (000 tonnes)	14.8	38.2	17.8	10.9	16.4	29.9	75.0	24.3	21.4	9.6	16.2	71.5	32.2	-	7.9	-	40.1	204.5	(1)(2)(3)
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	2	1	1	-	4	-	-	-	-	-	4	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	27.5	11.9	5.2	-	44.7	-	-	-	-	-	44.7	(1)(2)(3)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	1	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	31.5	31.5	-	-	-	-	-	31.5	(1)(2)(3)
All Facilities	Total Facilities	33	54	19	10	11	18	58	18	9	8	6	41	6	2	1	-	9	195	(1)(2)(3)
	Storage Capacity (000 tonnes)	106.7	234.1	100.0	54.5	57.8	94.6	306.8	121.8	62.3	36.4	72.7	293.2	39.4	43.7	7.9	-	91.1	949.9	(1)(2)(3)

Western Canadian Primary and Process Grain Elevator Closures - Summarized by Province and Facility Class

PROVINCE	1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					ALL YEARS	NOTES	
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL		
<b>BRITISH COLUMBIA</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	(1)(2)(3)	
	Storage Capacity (000 tonnes)	5.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.2	(1)(2)(3)	
<b>Class B Facilities</b>	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
<b>Class C Facilities</b>	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)	
<b>All Facilities</b>	Total Facilities	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	(1)(2)(3)	
	Storage Capacity (000 tonnes)	5.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.2	(1)(2)(3)	
<b>WESTERN CANADA</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	119	147	126	48	17	68	259	40	16	10	9	75	5	5	3	-	13	613	(1)(2)(3)
	Storage Capacity (000 tonnes)	349.3	488.2	443.6	159.5	79.6	266.7	949.4	183.2	69.7	36.7	41.5	331.0	17.6	57.5	14.3	-	89.3	2,130.9	(1)(2)(3)
<b>Class B Facilities</b>	25 - 49 Car Spots	9	11	10	14	2	22	48	10	4	10	4	28	4	-	1	-	5	101	(1)(2)(3)
	Storage Capacity (000 tonnes)	39.7	108.0	57.5	80.4	16.4	84.7	239.1	58.2	30.1	57.4	32.9	178.5	32.2	-	7.9	-	40.1	570.3	(1)(2)(3)
<b>Class C Facilities</b>	50 - 99 Car Spots	2	1	1	-	-	2	3	3	1	2	4	10	-	1	-	1	2	18	(1)(2)(3)
	Storage Capacity (000 tonnes)	11.4	20.1	26.8	-	-	6.1	33.0	59.3	11.9	10.7	54.2	136.1	-	9.5	-	13.0	22.5	202.6	(1)(2)(3)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	1	-	1	2	-	-	1	-	1	3	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	31.5	-	31.5	63.0	-	-	11.5	-	11.5	64.0	(1)(2)(3)
<b>All Facilities</b>	Total Facilities	130	159	137	62	19	92	310	53	22	22	18	115	9	6	5	1	21	735	(1)(2)(3)
	Storage Capacity (000 tonnes)	400.4	616.3	528.0	239.9	96.0	357.5	1,221.4	300.6	143.2	104.8	160.1	708.7	49.8	67.0	33.7	13.0	163.4	2,967.8	(1)(2)(3)

NOTES:

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.
- (3) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

Western Canadian Primary and Process Grain Elevator Closures - Summarized by Railway Class

RAILWAY CLASS	1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					ALL YEARS	NOTES	
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL			TOTAL
<b>CLASS 1 CARRIERS</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	103	113	112	40	14	54	220	35	14	10	8	67	5	2	3	-	10	513	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	296.7	379.9	397.1	140.3	62.7	201.6	801.7	162.5	57.3	36.7	35.3	291.8	17.6	41.8	14.3	-	73.6	1,843.7	(1)(2)(3)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	7	9	8	12	1	18	39	7	4	8	4	23	3	-	1	-	4	82	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	30.3	97.5	45.9	70.5	11.8	73.9	202.1	41.2	30.1	47.2	32.9	151.3	26.5	-	7.9	-	34.4	515.7	(1)(2)(3)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	2	1	1	-	-	1	2	2	1	1	3	7	-	1	-	1	2	14	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	11.4	20.1	26.8	-	-	1.0	27.8	45.9	11.9	5.5	45.4	108.7	-	9.5	-	13.0	22.5	190.5	(1)(2)(3)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	1	-	1	2	-	-	1	-	1	3	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	31.5	-	31.5	63.0	-	-	11.5	-	11.5	74.6	(1)(2)(3)(4)
<b>All Facilities</b>	Total Facilities	112	123	121	52	15	73	261	44	20	19	16	99	8	3	5	1	17	612	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	338.5	497.5	469.8	210.8	74.5	276.5	1,031.6	249.5	130.8	89.4	145.0	614.7	44.1	51.3	33.7	13.0	142.1	2,624.4	(1)(2)(3)(4)
<b>CLASS 2 AND 3 CARRIERS</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	12	17	8	5	3	9	25	4	2	-	1	7	-	1	-	-	1	62	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	40.9	51.4	22.3	14.2	16.9	42.7	96.1	20.2	12.4	-	6.2	38.8	-	5.4	-	-	5.4	232.5	(1)(2)(3)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	2	1	1	2	1	3	7	3	-	2	-	5	1	-	-	-	1	16	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	9.4	5.7	3.4	10.0	4.6	7.2	25.2	17.0	-	10.2	-	27.3	5.7	-	-	-	5.7	73.2	(1)(2)(3)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	-	-	-	-	-	1	1	1	-	1	1	3	-	-	-	-	-	4	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	5.2	5.2	13.4	-	5.2	8.8	27.4	-	-	-	-	-	32.6	(1)(2)(3)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
<b>All Facilities</b>	Total Facilities	14	18	9	7	4	13	33	8	2	3	2	15	1	1	-	-	2	82	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	50.3	57.0	25.7	24.1	21.5	55.1	126.4	50.6	12.4	15.4	15.0	93.5	5.7	5.4	-	-	11.0	338.2	(1)(2)(3)(4)
<b>NOT ON TRACK</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	4	17	6	3	-	5	14	1	-	-	-	1	-	2	-	-	2	38	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	11.6	56.9	24.3	5.0	-	22.4	51.7	0.5	-	-	-	0.5	-	10.3	-	-	10.3	131.1	(1)(2)(4)(5)
<b>Class B Facilities</b>	25 - 49 Car Spots	-	1	1	-	-	1	2	-	-	-	-	-	-	-	-	-	-	3	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	4.8	8.2	-	-	3.5	11.7	-	-	-	-	-	-	-	-	-	-	16.5	(1)(2)(4)(5)
<b>Class C Facilities</b>	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
<b>All Facilities</b>	Total Facilities	4	18	7	3	-	6	16	1	-	-	-	1	-	2	-	-	2	41	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	11.6	61.7	32.5	5.0	-	25.9	63.4	0.5	-	-	-	0.5	-	10.3	-	-	10.3	147.6	(1)(2)(4)(5)
<b>WESTERN CANADA</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	119	147	126	48	17	68	259	40	16	10	9	75	5	5	3	-	13	613	(1)(2)(4)
	Storage Capacity (000 tonnes)	349.3	488.2	443.6	159.5	79.6	266.7	949.4	183.2	69.7	36.7	41.5	331.0	17.6	57.5	14.3	-	89.3	2,207.2	(1)(2)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	9	11	10	14	2	22	48	10	4	10	4	28	4	-	1	-	5	101	(1)(2)(4)
	Storage Capacity (000 tonnes)	39.7	108.0	57.5	80.4	16.4	84.7	239.1	58.2	30.1	57.4	32.9	178.5	32.2	-	7.9	-	40.1	605.4	(1)(2)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	2	1	1	-	-	2	3	3	1	2	4	10	-	1	-	1	2	18	(1)(2)(4)
	Storage Capacity (000 tonnes)	11.4	20.1	26.8	-	-	6.1	33.0	59.3	11.9	10.7	54.2	136.1	-	9.5	-	13.0	22.5	223.1	(1)(2)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	1	-	1	2	-	-	1	-	1	3	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	31.5	-	31.5	63.0	-	-	11.5	-	11.5	74.6	(1)(2)(4)
<b>All Facilities</b>	Total Facilities	130	159	137	62	19	92	310	53	22	22	18	115	9	6	5	1	21	735	(1)(2)(4)
	Storage Capacity (000 tonnes)	400.4	616.3	528.0	239.9	96.0	357.5	1,221.4	300.6	143.2	104.8	160.1	708.7	49.8	67.0	33.7	13.0	163.4	3,110.2	(1)(2)(4)

## Western Canadian Primary and Process Grain Elevator Closures - Summarized by Railway Class

**NOTES:**

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.
- (3) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmnitRAX.
- (4) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.
- (5) In some cases, the abandonment of a local railway line precedes the closure of an elevator facility. When this occurs, the elevator is reclassified to indicate that it is on a "discontinued" line segment, and grouped with other facilities "not on track." Yet the facility continues to carry the elevator classification derived from the number of railway car spots last recorded for it. This results in the anomalous reporting of a "not on track" elevator having one or more car spots. The car spots tied to any "not on track" facility should be viewed as having been retired.



Western Canadian Primary and Process Grain Elevator Closures - Summarized by Railway Line Classification

RAILWAY LINE CLASS	1999-2000	2000-2001	2001-2002				2002-2003				2003-2004				ALL YEARS	NOTES				
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2			Q3	Q4	TOTAL	
<b>GRAIN DEPENDENT RAILWAY LINES</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	49	51	62	23	5	29	119	19	6	5	4	34	1	2	-	-	3	256	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	134.2	145.3	208.1	78.6	28.6	117.8	433.1	83.1	22.0	13.1	19.5	137.6	2.8	8.6	-	-	11.5	861.7	(1)(2)(3)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	4	7	5	9	1	9	24	5	-	5	1	11	3	-	-	-	3	49	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	16.7	92.3	31.4	50.1	4.6	35.0	121.1	27.7	-	32.2	5.8	65.7	25.8	-	-	-	25.8	321.7	(1)(2)(3)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	1	-	1	-	-	2	3	2	-	-	2	4	-	1	-	-	1	9	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	8.3	-	26.8	-	-	6.1	33.0	45.1	-	-	25.7	70.9	-	9.5	-	-	9.5	121.6	(1)(2)(3)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
<b>All Facilities</b>	Total Facilities	54	58	68	32	6	40	146	26	6	10	7	49	4	3	-	-	7	314	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	159.2	237.6	266.3	128.7	33.2	158.9	587.2	155.9	22.0	45.3	51.1	274.2	28.7	18.1	-	-	46.8	1,305.0	(1)(2)(3)(4)
<b>NON-GRAIN DEPENDENT RAILWAY LINES</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	66	79	58	22	12	34	126	20	10	5	5	40	4	1	3	-	8	319	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	203.4	286.0	211.2	75.9	51.0	128.5	464.6	99.6	47.7	23.6	22.0	192.9	14.7	38.5	14.3	-	67.5	1,214.4	(1)(2)(3)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	5	3	4	5	1	12	22	5	4	5	3	17	1	-	1	-	2	49	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	23.0	10.9	17.9	30.3	11.8	46.2	106.2	30.5	30.1	25.3	27.0	112.9	6.4	-	7.9	-	14.3	267.2	(1)(2)(3)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	1	1	-	-	-	-	-	1	1	2	2	6	-	-	-	1	1	9	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	3.1	20.1	-	-	-	-	-	14.1	11.9	10.7	28.5	65.2	-	-	-	13.0	13.0	101.5	(1)(2)(3)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	1	-	1	2	-	-	1	-	1	3	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	31.5	-	31.5	63.0	-	-	11.5	-	11.5	74.6	(1)(2)(3)(4)
<b>All Facilities</b>	Total Facilities	72	83	62	27	13	46	148	26	16	12	11	65	5	1	5	1	12	380	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	229.6	316.9	229.2	106.2	62.8	172.7	570.8	144.3	121.2	59.5	109.0	434.0	21.1	38.5	33.7	13.0	106.3	1,657.6	(1)(2)(3)(4)
<b>NOT ON TRACK</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	4	17	6	3	-	5	14	1	-	-	-	1	-	2	-	-	2	38	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	11.6	56.9	24.3	5.0	-	22.4	51.7	0.5	-	-	-	0.5	-	10.3	-	-	10.3	131.1	(1)(2)(4)(5)
<b>Class B Facilities</b>	25 - 49 Car Spots	-	1	1	-	-	1	2	-	-	-	-	-	-	-	-	-	-	3	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	4.8	8.2	-	-	3.5	11.7	-	-	-	-	-	-	-	-	-	-	16.5	(1)(2)(4)(5)
<b>Class C Facilities</b>	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
<b>All Facilities</b>	Total Facilities	4	18	7	3	-	6	16	1	-	-	-	1	-	2	-	-	2	41	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	11.6	61.7	32.5	5.0	-	25.9	63.4	0.5	-	-	-	0.5	-	10.3	-	-	10.3	147.6	(1)(2)(4)(5)
<b>WESTERN CANADA</b>																				
<b>Class A Facilities</b>	0 - 24 Car Spots	119	147	126	48	17	68	259	40	16	10	9	75	5	5	3	-	13	613	(1)(2)(4)
	Storage Capacity (000 tonnes)	349.3	488.2	443.6	159.5	79.6	266.7	949.4	183.2	69.7	36.7	41.5	331.0	17.6	57.5	14.3	-	89.3	2,207.2	(1)(2)(4)
<b>Class B Facilities</b>	25 - 49 Car Spots	9	11	10	14	2	22	48	10	4	10	4	28	4	-	1	-	5	101	(1)(2)(4)
	Storage Capacity (000 tonnes)	39.7	108.0	57.5	80.4	16.4	84.7	239.1	58.2	30.1	57.4	32.9	178.5	32.2	-	7.9	-	40.1	605.4	(1)(2)(4)
<b>Class C Facilities</b>	50 - 99 Car Spots	2	1	1	-	-	2	3	3	1	2	4	10	-	1	-	1	2	18	(1)(2)(4)
	Storage Capacity (000 tonnes)	11.4	20.1	26.8	-	-	6.1	33.0	59.3	11.9	10.7	54.2	136.1	-	9.5	-	13.0	22.5	223.1	(1)(2)(4)
<b>Class D Facilities</b>	100 (or more) Car Spots	-	-	-	-	-	-	-	-	1	-	1	2	-	-	1	-	1	3	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	31.5	-	31.5	63.0	-	-	11.5	-	11.5	74.6	(1)(2)(4)
<b>All Facilities</b>	Total Facilities	130	159	137	62	19	92	310	53	22	22	18	115	9	6	5	1	21	735	(1)(2)(4)
	Storage Capacity (000 tonnes)	400.4	616.3	528.0	239.9	96.0	357.5	1,221.4	300.6	143.2	104.8	160.1	708.7	49.8	67.0	33.7	13.0	163.4	3,110.2	(1)(2)(4)

## Western Canadian Primary and Process Grain Elevator Closures - Summarized by Railway Line Classification

---

**NOTES:**

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.
- (3) The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.
- (4) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.
- (5) In some cases, the abandonment of a local railway line precedes the closure of an elevator facility. When this occurs, the elevator is reclassified to indicate that it is on a "discontinued" line segment, and grouped with other facilities "not on track." Yet the facility continues to carry the elevator classification derived from the number of railway car spots last recorded for it. This results in the anomalous reporting of a "not on track" elevator having one or more car spots. The car spots tied to any "not on track" facility should be viewed as having been retired.

Number of Locations Accounting for 80% of Producer Deliveries (1)

PROPORTION	1999-2000			2000-2001			2001-2002			2002-2003			2003-2004			% VAR	NOTES
	Number of Stations	Tonnes Delivered ('000)	% of Total Stations	Number of Stations	Tonnes Delivered ('000)	% of Total Stations	Number of Stations	Tonnes Delivered ('000)	% of Total Stations	Number of Stations	Tonnes Delivered ('000)	% of Total Stations	Number of Stations	Tonnes Delivered ('000)	% of Total Stations		
DELIVERIES																	
80 PER CENT TOTAL	217 648	27,283.7 34,106.7	33.5%	145 557	26,816.8 33,518.0	26.0%	107 340	19,992.1 25,031.3	31.5%	89 266	15,133.3 18,922.0	33.5%	95 245	22,293.0 27,879.4	38.8%	6.7%	(4) (2)(3)

NOTES:

Source: Canadian Grain Commission, *Grain Deliveries at Prairie Points*

- (1) Includes total deliveries of principal grains (wheat, durum, oats, barley, rye, flaxseed and canola) at licensed primary elevators located at prairie shipping points.
- (2) Total of stations reporting deliveries during crop year.
- (3) Not all CGC listed station registered deliveries during each crop year.
- (4) Year over year variance refers to the reduction in the number of stations accounting for 80% of producer deliveries.

Western Canadian Railway Infrastructure (Route-Miles) - Summarized by Province and Railway Class (1)

PROVINCE		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES	
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
<b>ONTARIO</b>																		
<b>Class 1 Carriers</b>	Grain-Dependent Network (route-miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2)(3)	
	Non-Grain-Dependent Network (route-miles)	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	(2)(3)	
	Total Network (route-miles)	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	(2)(3)	
	Index - Grain-Dependent Network	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	<b>Class 2 and 3 Carriers</b>	Grain-Dependent Network (route-miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2)(3)
		Non-Grain-Dependent Network (route-miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2)(3)
		Total Network (route-miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2)(3)
		Index - Grain-Dependent Network	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Index - Non-Grain-Dependent Network		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Index - Total Network		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>All Carriers</b>		Grain-Dependent Network (route-miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2)(3)
		Non-Grain-Dependent Network (route-miles)	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	(2)(3)
		Total Network (route-miles)	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	(2)(3)
		Index - Grain-Dependent Network	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	<b>MANITOBA</b>																	
	<b>Class 1 Carriers</b>	Grain-Dependent Network (route-miles)	630.2	471.8	471.8	471.8	471.8	471.8	471.8	471.8	471.8	471.8	471.8	471.8	471.8	471.8	471.8	(2)(3)
		Non-Grain-Dependent Network (route-miles)	1,671.0	1,671.0	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	1,665.9	(2)(3)
		Total Network (route-miles)	2,301.2	2,142.8	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	2,137.7	(2)(3)
Index - Grain-Dependent Network		100.0	74.9	74.9	74.9	74.9	74.9	74.9	74.9	74.9	74.9	74.9	74.9	74.9	74.9	74.9		
Index - Non-Grain-Dependent Network		100.0	100.0	99.7	99.7	99.7	99.7	99.7	99.7	99.7	99.7	99.7	99.7	99.7	99.7	99.7		
Index - Total Network		100.0	93.1	92.9	92.9	92.9	92.9	92.9	92.9	92.9	92.9	92.9	92.9	92.9	92.9	92.9		
<b>Class 2 and 3 Carriers</b>		Grain-Dependent Network (route-miles)	232.6	375.2	375.2	375.2	375.2	375.2	375.2	375.2	375.2	375.2	375.2	375.2	375.2	311.2	311.2	(2)(3)
		Non-Grain-Dependent Network (route-miles)	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	(2)(3)
		Total Network (route-miles)	937.6	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,016.2	1,016.2	(2)(3)
		Index - Grain-Dependent Network	100.0	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	133.8	133.8	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	Index - Total Network	100.0	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	108.4	108.4		
	<b>All Carriers</b>	Grain-Dependent Network (route-miles)	862.8	847.0	847.0	847.0	847.0	847.0	847.0	847.0	847.0	847.0	847.0	847.0	847.0	783.0	783.0	(2)(3)
		Non-Grain-Dependent Network (route-miles)	2,376.0	2,376.0	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	2,370.9	(2)(3)
		Total Network (route-miles)	3,238.8	3,223.0	3,217.9	3,217.9	3,217.9	3,217.9	3,217.9	3,217.9	3,217.9	3,217.9	3,217.9	3,217.9	3,217.9	3,153.9	3,153.9	(2)(3)
		Index - Grain-Dependent Network	100.0	98.2	98.2	98.2	98.2	98.2	98.2	98.2	98.2	98.2	98.2	98.2	98.2	90.8	90.8	
Index - Non-Grain-Dependent Network		100.0	100.0	99.8	99.8	99.8	99.8	99.8	99.8	99.8	99.8	99.8	99.8	99.8	99.8	99.8		
Index - Total Network		100.0	99.5	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	97.4	97.4		



Western Canadian Railway Infrastructure (Route-Miles) - Summarized by Province and Railway Class (1)

PROVINCE		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>BRITISH COLUMBIA</b>																	
<b>Class 1 Carriers</b>	Grain-Dependent Network (route-miles)	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	(2)(3)
	Non-Grain-Dependent Network (route-miles)	2,497.3	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	3,812.9	(2)(3)
	Total Network (route-miles)	2,524.2	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	3,839.8	(2)(3)
	Index - Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Index - Non-Grain-Dependent Network	100.0	95.8	95.8	95.8	95.8	95.8	95.8	95.8	95.8	95.8	95.8	95.8	95.8	95.8	152.7	
	Index - Total Network	100.0	95.9	95.9	95.9	95.9	95.9	95.9	95.9	95.9	95.9	95.9	95.9	95.9	95.9	152.1	
<b>Class 2 and 3 Carriers</b>	Grain-Dependent Network (route-miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2)(3)
	Non-Grain-Dependent Network (route-miles)	1,739.9	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	424.3	(2)(3)
	Total Network (route-miles)	1,739.9	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	424.3	(2)(3)
	Index - Grain-Dependent Network	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Index - Non-Grain-Dependent Network	100.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	24.4	
	Index - Total Network	100.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	106.0	24.4	
<b>All Carriers</b>	Grain-Dependent Network (route-miles)	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	(2)(3)
	Non-Grain-Dependent Network (route-miles)	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	(2)(3)
	Total Network (route-miles)	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	(2)(3)
	Index - Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
<b>WESTERN CANADA</b>																	
<b>Class 1 Carriers</b>	Grain-Dependent Network (route-miles)	4,138.4	3,917.7	3,490.6	3,490.6	3,490.6	3,490.6	3,393.6	3,347.4	3,347.4	3,135.9	3,135.9	3,135.9	3,135.9	3,135.9	3,110.2	(2)(3)
	Non-Grain-Dependent Network (route-miles)	10,689.5	10,585.3	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	11,988.5	(2)(3)
	Total Network (route-miles)	14,827.9	14,503.0	14,070.8	14,070.8	14,070.8	14,070.8	13,973.8	13,927.6	13,927.6	13,716.1	13,716.1	13,716.1	13,716.1	13,716.1	15,098.7	(2)(3)
	Index - Grain-Dependent Network	100.0	94.7	84.3	84.3	84.3	84.3	82.0	80.9	80.9	75.8	75.8	75.8	75.8	75.8	75.2	
	Index - Non-Grain-Dependent Network	100.0	99.0	99.0	99.0	99.0	99.0	99.0	99.0	99.0	99.0	99.0	99.0	99.0	99.0	112.2	
	Index - Total Network	100.0	97.8	94.9	94.9	94.9	94.2	93.9	93.9	92.5	92.5	92.5	92.5	92.5	101.8		
<b>Class 2 and 3 Carriers</b>	Grain-Dependent Network (route-miles)	816.3	958.9	1,102.2	1,102.2	1,102.2	1,102.2	1,102.2	1,148.4	1,148.4	1,359.9	1,359.9	1,359.9	1,359.9	1,295.9	1,295.9	(2)(3)
	Non-Grain-Dependent Network (route-miles)	3,824.0	3,928.2	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	2,428.1	(2)(3)(4)
	Total Network (route-miles)	4,640.3	4,887.1	4,950.1	4,950.1	4,950.1	4,950.1	4,950.1	4,996.3	4,996.3	5,207.8	5,207.8	5,207.8	5,207.8	5,143.8	3,724.0	(2)(3)(4)
	Index - Grain-Dependent Network	100.0	117.5	135.0	135.0	135.0	135.0	135.0	140.7	140.7	166.6	166.6	166.6	166.6	158.8	158.8	
	Index - Non-Grain-Dependent Network	100.0	102.7	100.6	100.6	100.6	100.6	100.6	100.6	100.6	100.6	100.6	100.6	100.6	100.6	63.5	
	Index - Total Network	100.0	105.3	106.7	106.7	106.7	106.7	107.7	107.7	112.2	112.2	112.2	112.2	112.2	110.9	80.3	
<b>All Carriers</b>	Grain-Dependent Network (route-miles)	4,954.7	4,876.6	4,592.8	4,592.8	4,592.8	4,592.8	4,495.8	4,495.8	4,495.8	4,495.8	4,495.8	4,495.8	4,495.8	4,431.8	4,406.1	(2)(3)
	Non-Grain-Dependent Network (route-miles)	14,513.5	14,513.5	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,416.6	(2)(3)(4)
	Total Network (route-miles)	19,468.2	19,390.1	19,020.9	19,020.9	19,020.9	19,020.9	18,923.9	18,923.9	18,923.9	18,923.9	18,923.9	18,923.9	18,923.9	18,859.9	18,822.7	(2)(3)(4)
	Index - Grain-Dependent Network	100.0	98.4	92.7	92.7	92.7	92.7	90.7	90.7	90.7	90.7	90.7	90.7	90.7	89.4	88.9	
	Index - Non-Grain-Dependent Network	100.0	100.0	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.4	99.3	
	Index - Total Network	100.0	99.6	97.7	97.7	97.7	97.2	97.2	97.2	97.2	97.2	97.2	97.2	97.2	96.9	96.7	

NOTES:

SOURCE: Canadian National Railway Company, Canadian Pacific Railway Company, British Columbia Railway Company, OmniTrax, Transport Canada, and the Canadian Transportation Agency

- (1) Includes all railway route-miles west of Armstrong and Thunder Bay, Ontario, except where such mileage is operated by a non-common carrier (i.e., Greater Winnipeg Water District, Alberta Prairie Excursions Railway, etc.). No provision is made for double tracked route segments, sidings, yard tracks or spurs except when specifically identified as a grain-dependent branch line under the Canada Transportation Act (1996).
- (2) The classes used here to group railways are based on industry convention: Class 1 carriers denote BNSF, CN and CP; Class 2 carriers denote regional railways such as BC Rail; and Class 3 carriers denote shortline operations such as those of OmniTRAX and RailAmerica.
- (3) In order to track changes in the ownership and operation of grain-dependent branch lines (GDBL), GDBL are deemed to be those specifically identified as such in Schedule I of the Canada Transportation Act (1996) rather than the subsequently amended Canada Transportation Act (2000).
- (4) Also includes route-miles found within the Northwest Territories.

Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) - Summarized by Railway Line Classification (1)

RAILWAY LINE CLASS	1999-2000		2000-2001		2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD			
<b>GRAIN-DEPENDENT NETWORK</b>																						
Wheat	4,427.1	3,842.1	943.3	905.2	675.3	864.9	3,388.6	470.8	241.8	331.0	473.6	1,517.2	772.5	440.2	579.4	1,048.4	2,840.5	121.3%	87.2%	(2)(3)		
Durum	806.1	683.1	97.2	91.0	101.1	266.5	555.8	141.2	71.0	63.5	258.5	534.2	205.5	105.0	59.0	197.9	567.4	-23.4%	6.2%	(2)(3)		
Barley	630.1	645.8	73.1	107.1	80.7	64.5	325.3	38.8	24.1	5.0	2.9	70.8	79.1	157.0	232.8	91.0	559.9	3066.3%	690.7%	(2)(3)		
Canola	1,409.7	1,659.2	296.3	209.8	221.5	180.1	907.7	241.9	220.6	195.4	271.0	928.9	539.5	342.0	319.2	202.6	1,403.3	-25.2%	51.1%	(2)(3)		
Oats	90.4	85.9	36.3	9.4	-	0.1	45.8	5.6	0.7	1.4	0.4	8.0	18.0	14.7	18.8	6.2	57.7	1669.4%	623.1%	(2)(3)		
Peas	563.9	768.2	201.0	110.9	47.2	90.5	449.6	65.3	52.2	49.9	60.0	227.5	166.4	152.3	107.2	67.8	493.7	13.0%	117.1%	(2)(3)		
Rye	0.8	4.3	-	-	0.3	-	0.3	-	-	-	-	-	0.2	0.1	4.0	3.3	7.6	n/a	n/a	(2)(3)		
Flaxseed	203.7	234.0	67.5	57.5	32.2	52.1	209.4	55.7	55.6	11.6	34.5	157.6	82.7	53.4	31.0	22.2	189.3	-35.8%	20.2%	(2)(3)		
Other	551.8	484.5	115.5	89.9	76.7	64.1	346.2	72.1	72.1	33.6	48.2	225.9	79.3	59.6	59.0	41.9	239.9	-13.1%	6.2%	(2)(3)		
Total	8,683.6	8,407.3	1,830.3	1,580.7	1,234.9	1,582.7	6,228.7	1,091.4	738.1	691.5	1,149.0	3,670.1	1,943.3	1,324.4	1,410.3	1,681.2	6,359.3	46.3%	73.3%	(2)(3)		
<b>NON-GRAIN-DEPENDENT NETWORK</b>																						
Wheat	9,192.9	7,968.1	1,991.1	1,889.7	1,213.4	1,446.8	6,541.1	1,071.4	744.0	754.7	1,255.1	3,825.1	1,574.5	1,199.8	1,678.5	2,313.6	6,766.2	84.3%	76.9%	(2)(3)		
Durum	1,994.8	2,059.8	328.0	252.6	257.3	671.4	1,509.2	600.9	283.1	241.7	912.2	2,037.8	644.1	316.9	184.7	860.7	2,006.4	-5.6%	-1.5%	(2)(3)		
Barley	769.7	860.6	136.8	157.8	103.8	75.1	473.4	68.4	88.9	20.3	9.4	186.9	187.7	325.7	363.7	155.4	1,032.5	1560.9%	452.3%	(2)(3)		
Canola	2,696.4	3,122.6	564.0	375.1	341.6	311.7	1,592.3	395.5	286.9	305.5	357.9	1,345.8	727.5	545.8	399.3	354.5	2,027.1	-0.9%	50.6%	(2)(3)		
Oats	165.9	179.5	56.0	22.4	3.7	2.7	84.8	4.4	1.3	2.0	2.2	9.9	26.6	30.5	33.2	13.4	103.8	518.4%	950.3%	(2)(3)		
Peas	1,014.3	1,409.7	355.7	250.3	85.3	134.4	825.7	107.9	123.5	70.7	72.3	374.4	242.8	253.9	230.3	65.1	792.0	-10.0%	111.5%	(2)(3)		
Rye	1.8	8.6	0.5	0.5	0.3	0.6	1.9	-	0.2	0.1	0.3	0.6	7.7	0.1	39.6	32.2	79.6	9226.1%	12943.1%	(2)(3)		
Flaxseed	260.8	339.4	113.9	119.7	54.6	106.9	395.1	118.0	151.6	31.8	71.4	372.7	132.1	118.2	58.3	48.7	357.3	-31.7%	-4.1%	(2)(3)		
Other	879.4	801.3	197.9	122.8	170.6	133.2	624.5	129.4	111.5	100.0	107.1	447.9	113.5	92.6	107.0	86.1	399.2	-19.6%	-10.9%	(2)(3)		
Total	16,976.0	16,749.6	3,743.8	3,190.8	2,230.5	2,882.9	12,048.0	2,495.8	1,791.0	1,526.7	2,787.8	8,601.2	3,656.5	2,883.6	3,094.4	3,929.7	13,564.2	41.0%	57.7%	(2)(3)		
<b>WESTERN CANADA</b>																						
Wheat	13,620.0	11,810.3	2,934.4	2,794.9	1,888.6	2,311.7	9,929.7	1,542.2	985.7	1,085.7	1,728.7	5,342.4	2,347.0	1,640.0	2,257.9	3,361.9	9,606.8	94.5%	79.8%	(2)(3)		
Durum	2,800.9	2,742.9	425.2	343.6	358.4	937.8	2,065.0	742.1	354.1	305.2	1,170.7	2,572.0	849.6	421.9	243.7	1,058.6	2,573.8	-9.6%	0.1%	(2)(3)		
Barley	1,399.7	1,506.4	209.9	264.8	184.5	139.5	798.7	107.2	113.0	25.4	12.2	257.8	266.9	482.8	596.4	246.4	1,592.4	1914.5%	517.8%	(2)(3)		
Canola	4,106.1	4,781.8	860.3	584.9	563.1	491.8	2,500.0	637.4	507.5	501.0	628.9	2,274.7	1,267.0	887.8	718.5	557.1	3,430.4	-11.4%	50.8%	(2)(3)		
Oats	256.3	265.5	92.3	31.8	3.7	2.8	130.6	10.0	2.0	3.3	2.5	17.9	44.6	45.3	52.0	19.6	161.5	678.4%	804.1%	(2)(3)		
Peas	1,578.2	2,178.0	556.8	361.2	132.4	224.9	1,275.3	173.1	175.8	120.6	132.3	601.8	409.2	406.2	337.5	132.9	1,285.7	0.4%	113.6%	(2)(3)		
Rye	2.6	12.8	0.5	0.5	0.5	0.6	2.1	-	0.2	0.1	0.3	0.6	7.9	0.2	43.6	35.5	87.2	10193.0%	14187.5%	(2)(3)		
Flaxseed	464.5	573.5	181.4	177.2	86.8	159.0	604.5	173.7	207.2	43.4	105.9	530.3	214.8	171.6	89.2	70.9	546.6	-33.0%	3.1%	(2)(3)		
Other	1,431.3	1,285.8	313.3	212.7	247.4	197.3	970.7	201.5	183.6	133.5	155.2	673.9	192.8	152.3	166.1	127.9	639.1	-17.6%	-5.2%	(2)(3)		
Total	25,659.6	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	3,587.2	2,529.0	2,218.3	3,936.8	12,271.3	5,599.8	4,208.0	4,504.8	5,610.9	19,923.5	42.5%	62.4%	(2)(3)		

NOTES:

SOURCE: Canadian National Railway Company, Canadian Pacific Railway Company, and Hudson Bay Railway Company

- Does not include railway grain traffic originating in western Canada and destined to either eastern Canada, the United States of America, or Mexico.
- Comprises all railway grain traffic originating in western Canada and moving to a designated western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars only.
- The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.

Western Canadian Class 3 Railway Summary - Infrastructure and Grain Volumes (1)

		1999-2000	2000-2001	2001-2002	2002-2003				2003-2004				% VARIANCE	NOTES						
INFRASTRUCTURE (route-miles)		Q4	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q4							
Manitoba	Grain-Dependent	375.2	375.2	375.2	375.2	375.2	375.2	375.2	375.2	375.2	311.2	311.2	-17.1%	(2)(3)						
	Non-Grain-Dependent	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	705.0	0.0%	(2)(3)						
	Total Network	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,016.2	1,016.2	-5.9%	(2)(3)						
Saskatchewan	Grain-Dependent	206.7	576.6	576.6	622.8	622.8	834.3	834.3	834.3	834.3	834.3	834.3	0.0%	(2)(3)						
	Non-Grain-Dependent	199.1	199.1	199.1	199.1	199.1	199.1	199.1	199.1	199.1	199.1	199.1	0.0%	(2)(3)						
	Total Network	405.8	775.7	775.7	821.9	821.9	1,033.4	1,033.4	1,033.4	1,033.4	1,033.4	1,033.4	0.0%	(2)(3)						
Alberta	Grain-Dependent	377.0	150.4	150.4	150.4	150.4	150.4	150.4	150.4	150.4	150.4	150.4	0.0%	(2)(3)(4)						
	Non-Grain-Dependent	1,180.0	1,099.7	1,099.7	1,099.7	1,099.7	1,099.7	1,099.7	1,099.7	1,099.7	1,099.7	1,099.7	0.0%	(2)(3)(4)						
	Total Network	1,557.0	1,250.1	1,250.1	1,250.1	1,250.1	1,250.1	1,250.1	1,250.1	1,250.1	1,250.1	1,250.1	0.0%	(2)(3)(4)						
Prairies	Grain-Dependent	958.9	1,102.2	1,102.2	1,148.4	1,148.4	1,359.9	1,359.9	1,359.9	1,359.9	1,295.9	1,295.9	-4.7%	(2)(3)(4)						
	Non-Grain-Dependent	2,084.1	2,003.8	2,003.8	2,003.8	2,003.8	2,003.8	2,003.8	2,003.8	2,003.8	2,003.8	2,003.8	0.0%	(2)(3)(4)						
	Total Network	3,043.0	3,106.0	3,106.0	3,152.2	3,152.2	3,363.7	3,363.7	3,363.7	3,363.7	3,299.7	3,299.7	-1.9%	(2)(3)(4)						
GRAIN VOLUMES (thousands of tonnes)		Q4	TOTAL	Q4	TOTAL	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
	Wheat	255.1	1,147.8	377.6	1,145.6	317.9	1,193.4	98.0	86.8	117.7	138.5	441.1	163.5	175.6	188.8	314.6	842.5	127.1%	91.0%	(5)
	Durum	17.7	34.0	53.7	116.4	69.8	121.1	23.6	12.3	20.1	33.6	89.6	26.4	37.1	20.0	53.0	136.6	57.8%	52.5%	(5)
	Barley	72.4	215.3	24.5	251.2	25.3	83.3	4.9	8.1	0.8	2.6	16.3	33.1	56.1	82.2	40.4	211.7	1480.6%	1198.0%	(5)
	Canola	92.7	487.8	104.2	485.8	84.3	409.0	71.2	72.1	104.6	134.5	382.4	140.2	153.2	149.9	95.7	539.1	-28.8%	41.0%	(5)
	Oats	3.4	12.8	4.7	18.3	1.6	23.8	5.1	1.3	0.8	0.4	7.5	5.5	1.2	4.3	2.1	13.1	498.9%	73.6%	(5)
	Peas	29.0	106.7	12.1	152.4	15.2	119.1	17.3	20.5	23.3	30.4	91.6	54.0	43.1	33.3	28.2	158.7	-7.3%	73.2%	(5)
	Rye	-	-	-	0.1	-	0.1	-	-	-	-	-	-	-	0.3	1.4	1.6	n/a	n/a	(5)
	Flaxseed	5.4	15.4	4.0	21.6	4.6	13.7	3.4	3.6	2.0	2.3	11.3	5.9	3.2	2.2	2.2	13.6	-2.0%	20.5%	(5)
	Other	19.2	70.8	45.4	143.7	24.1	97.5	24.8	22.9	7.0	17.4	72.0	24.0	26.4	16.3	17.9	84.6	3.2%	17.5%	(5)
	All Grains	494.9	2,090.5	626.3	2,335.1	542.8	2,061.0	248.3	227.6	276.3	359.6	1,111.7	452.6	495.9	497.4	555.5	2,001.4	54.5%	80.0%	(5)

NOTES:

SOURCE: Canadian National Railway Company, Canadian Pacific Railway Company, and Hudson Bay Railway Company

- The classes used here to group railways are based on industry convention: Class 1 carriers denote BNSF, CN and CP; Class 2 carriers denote regional railways such as BC Rail; and Class 3 carriers denote shortline operations such as those of OmniTRAX and RailAmerica.
- Includes all Class 3 railway route-miles in the provinces of Manitoba, Saskatchewan, and Alberta. No provision is made for double tracked route segments, sidings, yard tracks or spurs except when specifically identified as a grain-dependent branch line under the Canada Transportation Act (1996).
- The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.
- Also includes route-miles found within the Northwest Territories.
- Comprises all railway grain traffic originating on shortline railways in the provinces of Manitoba, Saskatchewan, and Alberta and moving to a designated western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars only.



Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) - Summarized by Railway Class (1)

RAILWAY CLASS	1999-2000	2000-2001	2001-2002				2002-2003				2003-2004				% VARIANCE		NOTES			
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>CLASS 1 CARRIERS</b>																				
Wheat	12,472.2	10,664.6	2,660.8	2,446.3	1,635.4	1,993.8	8,736.3	1,444.2	898.9	968.0	1,590.2	4,901.3	2,183.4	1,464.4	2,069.1	3,047.4	8,764.3	91.6%	78.8%	(2)(3)
Durum	2,767.0	2,626.5	412.3	326.7	336.9	868.0	1,943.9	718.5	341.8	285.1	1,137.1	2,482.5	823.3	384.7	223.6	1,005.6	2,437.3	-11.6%	-1.8%	(2)(3)
Barley	1,184.4	1,255.1	200.7	230.7	169.8	114.3	715.4	102.3	104.9	24.6	9.7	241.4	233.8	426.7	514.2	206.0	1,380.7	2029.0%	471.9%	(2)(3)
Canola	3,618.3	4,296.0	747.4	471.8	464.4	407.4	2,091.0	566.2	435.4	396.3	494.3	1,892.3	1,126.8	734.6	568.5	461.3	2,891.3	-6.7%	52.8%	(2)(3)
Oats	243.5	247.2	76.7	25.9	3.2	1.2	106.9	4.9	0.8	2.5	2.2	10.3	39.1	44.1	47.8	17.5	148.5	707.5%	1335.2%	(2)(3)
Peas	1,471.5	2,025.6	502.7	325.4	118.4	209.8	1,156.2	155.8	155.3	97.3	101.9	510.3	355.2	363.1	304.2	104.7	1,127.1	2.7%	120.9%	(2)(3)
Rye	2.6	12.7	0.5	0.4	0.5	0.6	2.0	-	0.2	0.1	0.3	0.6	7.9	0.2	43.3	34.2	85.5	9800.9%	13921.6%	(2)(3)
Flaxseed	449.1	551.9	177.4	174.0	84.8	154.4	590.8	170.3	203.6	41.5	103.7	519.0	208.9	168.4	87.0	68.7	533.0	-33.7%	2.7%	(2)(3)
Other	1,360.5	1,142.1	281.9	192.4	225.5	173.3	873.1	176.7	160.7	126.6	137.9	601.9	168.8	125.9	149.8	110.0	554.5	-20.2%	-7.9%	(2)(3)
All Grains	23,569.1	22,821.7	5,060.5	4,193.5	3,038.9	3,922.8	16,215.7	3,338.9	2,301.5	1,942.0	3,577.2	11,159.6	5,147.2	3,712.1	4,007.4	5,055.4	17,922.1	41.3%	60.6%	(2)(3)
<b>CLASS 2 AND 3 CARRIERS</b>																				
Wheat	1,147.8	1,145.6	273.6	348.6	253.2	317.9	1,193.4	98.0	86.8	117.7	138.5	441.1	163.5	175.6	188.8	314.6	842.5	127.1%	91.0%	(2)(3)
Durum	34.0	116.4	12.9	16.9	21.5	69.8	121.1	23.6	12.3	20.1	33.6	89.6	26.4	37.1	20.0	53.0	136.6	57.8%	52.5%	(2)(3)
Barley	215.3	251.2	9.2	34.1	14.7	25.3	83.3	4.9	8.1	0.8	2.6	16.3	33.1	56.1	82.2	40.4	211.7	1480.6%	1198.0%	(2)(3)
Canola	487.8	485.8	112.9	113.1	98.7	84.3	409.0	71.2	72.1	104.6	134.5	382.4	140.2	153.2	149.9	95.7	539.1	-28.8%	41.0%	(2)(3)
Oats	12.8	18.3	15.6	6.0	0.5	1.6	23.8	5.1	1.3	0.8	0.4	7.5	5.5	1.2	4.3	2.1	13.1	498.9%	73.6%	(2)(3)
Peas	106.7	152.4	54.0	35.8	14.1	15.2	119.1	17.3	20.5	23.3	30.4	91.6	54.0	43.1	33.3	28.2	158.7	-7.3%	73.2%	(2)(3)
Rye	-	0.1	-	0.1	-	-	0.1	-	-	-	-	-	-	-	0.3	1.4	1.6	n/a	n/a	(2)(3)
Flaxseed	15.4	21.6	4.0	3.2	2.0	4.6	13.7	3.4	3.6	2.0	2.3	11.3	5.9	3.2	2.2	2.2	13.6	-2.0%	20.5%	(2)(3)
Other	70.8	143.7	31.4	20.3	21.9	24.1	97.5	24.8	22.9	7.0	17.4	72.0	24.0	26.4	16.3	17.9	84.6	3.2%	17.5%	(2)(3)
All Grains	2,090.5	2,335.1	513.6	578.0	426.5	542.8	2,061.0	248.3	227.6	276.3	359.6	1,111.7	452.6	495.9	497.4	555.5	2,001.4	54.5%	80.0%	(2)(3)
<b>WESTERN CANADA</b>																				
Wheat	13,620.0	11,810.3	2,934.4	2,794.9	1,888.6	2,311.7	9,929.7	1,542.2	985.7	1,085.7	1,728.7	5,342.4	2,347.0	1,640.0	2,257.9	3,361.9	9,606.8	94.5%	79.8%	(2)(3)
Durum	2,800.9	2,742.9	425.2	343.6	358.4	937.8	2,065.0	742.1	354.1	305.2	1,170.7	2,572.0	849.6	421.9	243.7	1,058.6	2,573.8	-9.6%	0.1%	(2)(3)
Barley	1,399.7	1,506.4	209.9	264.8	184.5	139.6	798.7	107.2	113.0	25.4	12.2	257.8	266.9	482.8	596.4	246.4	1,592.4	1914.5%	517.8%	(2)(3)
Canola	4,106.1	4,781.8	860.3	584.9	563.1	491.8	2,500.0	637.4	507.5	501.0	628.9	2,274.7	1,267.0	887.8	718.4	557.1	3,430.4	-11.4%	50.8%	(2)(3)
Oats	256.3	265.5	92.3	31.8	3.7	2.8	130.6	10.0	2.0	3.3	2.5	17.9	44.6	45.3	52.0	19.6	161.5	678.1%	804.1%	(2)(3)
Peas	1,578.2	2,178.0	556.8	361.2	132.4	224.9	1,275.3	173.1	175.8	120.6	132.3	601.8	409.2	406.2	337.5	132.9	1,285.7	0.4%	113.6%	(2)(3)
Rye	2.6	12.8	0.5	0.5	0.5	0.6	2.1	-	0.2	0.1	0.3	0.6	7.9	0.2	43.6	35.5	87.2	10193.0%	14187.5%	(2)(3)
Flaxseed	464.5	573.5	181.4	177.2	86.8	159.0	604.5	173.7	207.2	43.4	105.9	530.3	214.8	171.6	89.2	70.9	546.6	-33.0%	3.1%	(2)(3)
Other	1,431.3	1,285.8	313.3	212.7	247.4	197.3	970.7	201.5	183.6	133.5	155.2	673.9	192.8	152.3	166.1	127.9	639.1	-17.6%	-5.2%	(2)(3)
All Grains	25,659.6	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	3,587.2	2,529.0	2,218.3	3,936.8	12,271.3	5,599.8	4,208.0	4,504.8	5,610.9	19,923.5	42.5%	62.4%	(2)(3)

NOTES:

SOURCE: Canadian National Railway Company, Canadian Pacific Railway Company, and Hudson Bay Railway Company

- (1) Does not include railway grain traffic originating in western Canada and destined to either eastern Canada, the United States of America, or Mexico.
- (2) Comprises all railway grain traffic originating in western Canada and moving to a designated western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars only.
- (3) The classes used here to group railways are based on industry convention: Class 1 carriers denote BNSF, CN and CP; Class 2 carriers denote regional railways such as BC Rail; and Class 3 carriers denote shortline operations such as those of OmniTRAX and RailAmerica.

## Western Canadian Primary and Process Grain Elevators - Summarized by Railway Line Classification (1)

RAILWAY LINE CLASS		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>GRAIN-DEPENDENT NETWORK</b>																	
<b>Class 1 Carriers</b>	Total Facilities	373	317	255	200	183	180	147	127	124	109	105	103	101	102	102	(2)(3)(4)
	Index	100.0	85.0	68.4	53.6	49.1	48.3	39.4	34.0	33.2	29.2	28.2	27.6	27.1	27.3	27.3	
	Storage Capacity (000 tonnes)	2,177.0	2,131.8	1,892.6	1,667.9	1,634.4	1,618.1	1,486.6	1,394.5	1,388.4	1,326.6	1,304.0	1,284.1	1,266.3	1,295.0	1,293.6	(2)(3)(4)
	Index	100.0	97.9	86.9	76.6	75.1	74.3	68.3	64.1	63.8	60.9	59.9	59.0	58.2	59.5	59.4	
<b>Class 2 and 3 Carriers</b>	Total Facilities	47	54	56	49	44	41	33	30	30	38	36	35	34	33	33	(2)(3)(4)
	Index	100.0	114.9	119.1	104.3	93.6	87.2	70.2	63.8	63.8	80.9	76.6	74.5	72.3	70.2	70.2	
	Storage Capacity (000 tonnes)	310.2	343.6	351.2	320.5	299.0	283.5	244.7	229.9	229.9	280.4	265.3	259.7	254.3	249.5	249.5	(2)(3)(4)
	Index	100.0	110.8	113.2	103.3	96.4	91.4	78.9	74.1	74.1	90.4	85.5	83.7	82.0	80.4	80.4	
<b>All Carriers</b>	Total Facilities	420	371	311	249	227	221	180	157	154	147	141	138	135	135	135	(2)(3)(4)
	Index	100.0	88.3	74.0	59.3	54.0	52.6	42.9	37.4	36.7	35.0	33.6	32.9	32.1	32.1	32.1	
	Storage Capacity (000 tonnes)	2,487.2	2,475.4	2,243.7	1,988.5	1,933.4	1,901.6	1,731.3	1,624.4	1,618.2	1,606.9	1,569.3	1,543.7	1,520.6	1,544.5	1,543.1	(2)(3)(4)
	Index	100.0	99.5	90.2	79.9	77.7	76.5	69.6	65.3	65.1	64.6	63.1	62.1	61.1	62.1	62.0	
<b>NON-GRAIN-DEPENDENT NETWORK</b>																	
<b>Class 1 Carriers</b>	Total Facilities	524	480	412	357	335	324	286	264	262	254	248	245	247	243	248	(2)(3)(4)
	Index	100.0	91.6	78.6	68.1	63.9	61.8	54.6	50.4	50.0	48.5	47.3	46.8	47.1	46.4	47.3	
	Storage Capacity (000 tonnes)	4,278.8	4,691.4	4,645.4	4,447.1	4,383.9	4,326.2	4,217.9	4,113.6	4,126.5	4,095.3	4,024.4	4,040.9	4,033.0	4,007.3	4,049.7	(2)(3)(4)
	Index	100.0	109.6	108.6	103.9	102.5	101.1	98.6	96.1	96.4	95.7	94.1	94.4	94.3	93.7	94.6	
<b>Class 2 and 3 Carriers</b>	Total Facilities	35	33	28	26	25	24	19	17	16	13	13	13	13	13	7	(2)(3)(4)
	Index	100.0	94.3	80.0	74.3	71.4	68.6	54.3	48.6	45.7	37.1	37.1	37.1	37.1	37.1	20.0	
	Storage Capacity (000 tonnes)	166.9	156.1	131.2	121.5	140.3	134.3	116.1	104.1	109.2	99.0	99.0	99.0	99.0	99.0	43.7	(2)(3)(4)
	Index	100.0	93.5	78.6	72.8	84.0	80.4	69.6	62.3	65.4	59.3	59.3	59.3	59.3	59.3	26.2	
<b>All Carriers</b>	Total Facilities	559	513	440	383	360	348	305	281	278	267	261	258	260	256	255	(2)(3)(4)
	Index	100.0	91.8	78.7	68.5	64.4	62.3	54.6	50.3	49.7	47.8	46.7	46.2	46.5	45.8	45.6	
	Storage Capacity (000 tonnes)	4,445.8	4,847.6	4,776.6	4,568.6	4,524.2	4,460.5	4,334.0	4,217.7	4,235.7	4,194.3	4,123.5	4,140.0	4,132.0	4,106.3	4,093.4	(2)(3)(4)
	Index	100.0	109.0	107.4	102.8	101.8	100.3	97.5	94.9	95.3	94.3	92.8	93.1	92.9	92.4	92.1	
<b>WESTERN CANADA</b>																	
<b>Class 1 Carriers</b>	Total Facilities	897	797	667	557	518	504	433	391	386	363	353	348	348	345	350	(2)(4)
	Index	100.0	88.9	74.4	62.1	57.7	56.2	48.3	43.6	43.0	40.5	39.4	38.8	38.8	38.5	39.0	
	Storage Capacity (000 tonnes)	6,455.8	6,823.2	6,538.0	6,115.0	6,018.3	5,944.3	5,704.5	5,508.1	5,514.8	5,421.9	5,328.4	5,325.0	5,299.3	5,302.3	5,343.3	(2)(4)
	Index	100.0	105.7	101.3	94.7	93.2	92.1	88.4	85.3	85.4	84.0	82.5	82.5	82.1	82.1	82.8	
<b>Class 2 and 3 Carriers</b>	Total Facilities	82	87	84	75	69	65	52	47	46	51	49	48	47	46	40	(2)(4)
	Index	100.0	106.1	102.4	91.5	84.1	79.3	63.4	57.3	56.1	62.2	59.8	58.5	57.3	56.1	48.8	
	Storage Capacity (000 tonnes)	477.1	499.7	482.4	442.0	439.3	417.8	360.8	334.0	339.1	379.3	364.4	358.7	353.4	348.5	293.2	(2)(4)
	Index	100.0	104.7	101.1	92.6	92.1	87.6	75.6	70.0	71.1	79.5	76.4	75.2	74.1	73.0	61.5	
<b>All Carriers</b>	Total Facilities	979	884	751	632	587	569	485	438	432	414	402	396	395	391	390	(2)(4)
	Index	100.0	90.3	76.7	64.6	60.0	58.1	49.5	44.7	44.1	42.3	41.1	40.4	40.3	39.9	39.8	
	Storage Capacity (000 tonnes)	6,932.9	7,323.0	7,020.4	6,557.0	6,457.6	6,362.0	6,065.3	5,842.1	5,853.9	5,801.2	5,692.8	5,683.7	5,652.6	5,650.8	5,636.5	(2)(4)
	Index	100.0	105.6	101.3	94.6	93.1	91.8	87.5	84.3	84.4	83.7	82.1	82.0	81.5	81.5	81.3	

## NOTES:

SOURCE: Canadian Grain Commission

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) Some primary and process elevator facilities are "not on track," and do not have direct physical access to the services of a local railway. This arises by way of either a conscious construction decision or the abandonment of the local railway line that previously provided service to the facility. Such facilities are excluded from consideration here.
- (3) The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.
- (4) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of OmniTRAX and RailAmerica.

Western Canadian Terminal Elevators - Summarized by Port and Facility Class

PORT		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>VANCOUVER</b>																	
Class E Facilities	1 - 49 Car Spots	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
Class F Facilities	50 (or more) Car Spots	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	(1)(2)
	Index	100.0	100.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	
	Storage Capacity (000 tonnes)	827.2	827.2	852.2	852.2	852.2	852.2	852.2	852.2	852.2	852.2	852.2	852.2	852.2	852.2	852.2	(1)(2)
	Index	100.0	100.0	103.0	103.0	103.0	103.0	103.0	103.0	103.0	103.0	103.0	103.0	103.0	103.0	103.0	
All Facilities	Total Facilities	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	(1)(2)
	Index	100.0	100.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	
	Storage Capacity (000 tonnes)	929.3	929.3	954.3	954.3	954.3	954.3	954.3	954.3	954.3	954.3	954.3	954.3	954.3	954.3	954.3	(1)(2)
	Index	100.0	100.0	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.7	
<b>PRINCE RUPERT</b>																	
Class E Facilities	1 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Class F Facilities	50 (or more) Car Spots	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
All Facilities	Total Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
<b>CHURCHILL</b>																	
Class E Facilities	1 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Class F Facilities	50 (or more) Car Spots	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
All Facilities	Total Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
<b>THUNDER BAY</b>																	
Class E Facilities	1 - 49 Car Spots	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
Class F Facilities	50 (or more) Car Spots	5	6	6	6	7	7	7	7	7	7	7	6	6	6	6	(1)(2)
	Index	100.0	120.0	120.0	120.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	120.0	120.0	120.0	120.0	
	Storage Capacity (000 tonnes)	1,070.7	1,192.0	1,192.0	1,192.0	1,222.0	1,222.0	1,222.0	1,222.0	1,222.0	1,222.0	1,222.0	1,131.0	1,131.0	1,131.0	1,131.0	(1)(2)
	Index	100.0	111.3	111.3	111.3	114.1	114.1	114.1	114.1	114.1	114.1	105.6	105.6	105.6	105.6		
All Facilities	Total Facilities	7	8	8	8	9	9	9	9	9	9	9	8	8	8	8	(1)(2)
	Index	100.0	114.3	114.3	114.3	128.6	128.6	128.6	128.6	128.6	128.6	128.6	114.3	114.3	114.3	114.3	
	Storage Capacity (000 tonnes)	1,278.5	1,399.8	1,399.8	1,399.8	1,429.8	1,429.8	1,429.8	1,429.8	1,429.8	1,429.8	1,429.8	1,338.8	1,338.8	1,338.8	1,338.8	(1)(2)
	Index	100.0	109.5	109.5	109.5	111.8	111.8	111.8	111.8	111.8	111.8	104.7	104.7	104.7	104.7		

Western Canadian Terminal Elevators - Summarized by Port and Facility Class

PORT		1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
WESTERN CANADA		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Class E Facilities	1 - 49 Car Spots	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	309.9	309.9	309.9	309.9	309.9	309.9	309.9	309.9	309.9	309.9	309.9	309.9	309.9	309.9	309.9	(1)(2)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
Class F Facilities	50 (or more) Car Spots	11	12	13	13	14	14	14	14	14	14	14	13	13	13	13	(1)(2)
	Index	100.0	109.1	118.2	118.2	127.3	127.3	127.3	127.3	127.3	127.3	127.3	118.2	118.2	118.2	118.2	
	Storage Capacity (000 tonnes)	2,247.5	2,368.7	2,393.7	2,393.7	2,423.7	2,423.7	2,423.7	2,423.7	2,423.7	2,423.7	2,423.7	2,332.7	2,332.7	2,332.7	2,332.7	(1)(2)
	Index	100.0	105.4	106.5	106.5	107.8	107.8	107.8	107.8	107.8	107.8	107.8	103.8	103.8	103.8	103.8	
All Facilities	Total Facilities	14	15	16	16	17	17	17	17	17	17	17	16	16	16	16	(1)(2)
	Index	100.0	107.1	114.3	114.3	121.4	121.4	121.4	121.4	121.4	121.4	121.4	114.3	114.3	114.3	114.3	
	Storage Capacity (000 tonnes)	2,557.4	2,678.6	2,703.6	2,703.6	2,733.6	2,733.6	2,733.6	2,733.6	2,733.6	2,733.6	2,733.6	2,642.6	2,642.6	2,642.6	2,642.6	(1)(2)
	Index	100.0	104.7	105.7	105.7	106.9	106.9	106.9	106.9	106.9	106.9	106.9	103.3	103.3	103.3	103.3	

NOTES:

SOURCE: Canadian Grain Commission, individual grain companies, Canadian National Railway Company, and Canadian Pacific Railway Company

- (1) The Canadian Grain Commission produces a listing of all elevators in western Canada as of the beginning of each crop year. These are updated as deemed necessary, but on an irregular basis, to reflect variations arising from the closure, transfer or addition of facilities as well as changes in licensed storage capacity. The information presented here reflects the most current available at the end of each quarter, and not necessarily that of a full accounting as of the date cited.
- (2) The classes used here to group terminal grain elevators are based on the number of railway car spots tied to each facility, and is made for comparative purposes only.

Traffic Volume by Port (number of cars) (2) (3)

PORT	RAILWAY	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					%VARIANCE		NOTES
		1999-00 TOTAL	2000-01 TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>VANCOUVER</b>																					
	CN	73,056	80,825	22,028	17,670	11,097	15,264	66,059	2,100	586	6,387	9,544	18,617	13,996	13,745	12,430	10,912	51,083	14.3%	174.4%	
	CP	83,948	80,283	17,392	14,466	9,632	10,048	51,538	2,366	1,551	5,238	11,686	20,841	13,693	13,229	13,985	15,182	56,089	29.9%	169.1%	
		157,004	161,108	39,420	32,136	20,729	25,312	117,597	4,466	2,137	11,625	21,230	39,458	27,689	26,974	26,415	26,094	107,172	22.9%	171.6%	
<b>PRINCE RUPERT</b>																					
	CN	38,492	25,952	0	6,457	5,050	493	12,000	5,780	6,884	1,647	0	14,311	2,622	7,732	11,814	11,207	33,375	n/a	133.2%	
	CP	0	706	0	0	0	0	0	3,701	5,011	1,987	0	10,699	1	0	0	0	1	n/a	-100.0%	
		38,492	26,658	0	6,457	5,050	493	12,000	9,481	11,895	3,634	0	25,010	2,623	7,732	11,814	11,207	33,376	n/a	33.5%	
<b>CHURCHILL</b>																					
	CN	5,211	7,552	3,883	0	0	871	4,754	947	0	0	814	1,761	2,927	0	0	324	3,251	-60.2%	84.6%	
	CP	0	0	770	0	0	0	770	1,241	0	0	686	1,927	2,341	24	0	410	2,775	-40.2%	44.0%	
		5,211	7,552	4,653	0	0	871	5,524	2,188	0	0	1,500	3,688	5,268	24	0	734	6,026	-51.1%	63.4%	
<b>THUNDER BAY</b>																					
	CN	28,041	31,301	6,839	5,055	3,320	8,561	23,775	6,163	4,213	2,704	5,098	18,178	7,855	4,793	4,697	8,164	25,509	60.1%	40.3%	
	CP	49,507	44,987	12,377	9,770	5,446	16,454	44,047	12,066	8,765	4,801	13,373	39,005	16,467	9,691	5,500	14,706	46,364	10.0%	18.9%	
		77,548	76,288	19,216	14,825	8,766	25,015	67,822	18,229	12,978	7,505	18,471	57,183	24,322	14,484.0	10,197.0	22,870	71,873	23.8%	25.7%	
<b>ALL PORTS</b>																					
	CN	144,800	145,630	32,750	29,182	19,467	25,189	106,588	14,990	11,683	10,738	15,456	52,867	27,400	26,270	28,941	30,607	113,218	98.0%	114.2%	
	CP	133,455	125,976	30,539	24,236	15,078	26,502	96,355	19,374	15,327	12,026	25,745	72,472	32,502	22,944	19,485	30,298	105,229	17.7%	45.2%	
		278,255	271,606	63,289	53,418	34,545	51,691	202,943	34,364	27,010	22,764	41,201	125,339	59,902	49,214	48,426	60,905	218,447	47.8%	74.3%	

NOTES:

Source: Canadian Wheat Board

- (1) Crop years quarters defined as unloads during weeks 1-13, 14-26, 27-39, & 40-52 inclusive for 1999-2000, 2000-2001, 2002-2003 & 2003-2004. Crop year quarters for 2001-2002 defined as weeks 1-14, 15-27, 28-39, & 40-53 inclusive.
- (2) Includes covered hopper car unloads of wheat, durum, barley, canola, oats, peas, rye and flaxseed at licensed terminal elevators.
- (3) Classification by carrier is based on originating point.

## Number of Tenders Called (absolute number and tonnage volume) by Grain (1) (2)

DESTINATION	COMMODITY	2000-2001		2001-2002		2002-2003		2003-2004								NOTES			
		TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL		
		Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)
VANCOUVER	Wheat	191	1,839,200	154	2,273,480	112	1,619,464	14	149,600	9	131,120	15	202,400	27	387,200	65	870,320		
	Durum	45	283,360	39	268,400	28	310,200	4	50,600	2	33,000	3	44,000	1	8,800	10	136,400		
	Barley	33	334,400	11	160,160	0	0	3	220,000	0	0	0	0	1	13,200	4	233,200		
		269	2,456,960	204	2,702,040	140	1,929,664	21	420,200	11	164,120	18	246,400	29	409,200	79	1,239,920		
PRINCE RUPERT	Wheat	94	968,000	59	721,600	73	1,020,800	6	105,600	10	143,000	18	193,600	12	184,800	46	627,000		
	Durum	0	0	0	0	21	213,840	0	0	0	0	0	0	0	0	0	0		
	Barley	0	0	0	0	0	0	2	88,000	0	0	0	0	0	0	2	88,000		
		94	968,000	59	721,600	94	1,234,640	8	193,600	10	143,000	18	193,600	12	184,800	48	715,000		
CHURCHILL	Wheat	9	92,400	13	136,400	10	112,200	4	28,600	0	0	0	0	6	46,200	10	74,800		
	Durum	0	0	1	22,000	6	96,800	2	19,800	0	0	0	0	1	8,800	3	28,600		
	Barley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		9	92,400	14	158,400	16	209,000	6	48,400	0	0	0	0	7	55,000	13	103,400		
THUNDER BAY	Wheat	96	818,400	80	686,400	97	1,028,280	25	215,600	6	46,200	17	149,600	24	176,000	72	587,400		
	Durum	41	552,200	59	693,000	98	1,392,600	5	30,800	7	66,000	6	52,800	21	176,000	39	325,600		
	Barley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		137	1,370,600	139	1,379,400	195	2,420,880	30	246,400	13	112,200	23	202,400	45	352,000	111	913,000		
ALL PORTS	Wheat	390	3,718,000	306	3,817,880	292	3,790,744	49	499,400	25	320,320	50	545,600	69	794,200	193	2,159,520		
	Durum	86	835,560	99	983,400	153	2,013,440	11	101,200	9	99,000	9	96,800	23	193,600	52	490,600		
	Barley	33	334,400	11	160,160	0	0	5	308,000	0	0	0	0	1	13,200	6	321,200		
		509	4,887,960	416	4,961,440	445	5,794,184	65	908,600	34	419,320	59	642,400	93	1,001,000	251	2,971,320		

## NOTES:

Source: Canadian Wheat Board

- (1) 2000-2001 crop year was the first year for the operation of the general tendering for CWB shipments to port as provided for in a Memorandum of Understanding that came into force on August 1, 2000.  
(2) CWB tender calls are for varying sizes of car lots, using a standard estimate of 88 tonnes per car.

## Number of Malting Barley Tenders Called (absolute number and tonnage volume)

DESTINATION	COMMODITY	2000-2001		2001-2002		2002-2003		2003-2004		NOTES
		Total		Total		Total		Total		
		Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	
VANCOUVER	Malting Barley	6	n/a	2	n/a	0	n/a	2	n/a	(1)
		6	n/a	2	n/a	0	n/a	2	n/a	

## NOTES:

Source: Canadian Wheat Board

- (1) Malting barley tenders are not called for specific tonnage.

Number of Tenders Called (absolute number and tonnage volume) by Grain and Grade (1) (2)

DESTINATION	COMMODITY	GRADE	2000-2001		2001-2002		2002-2003		2003-2004				2003-2004	NOTES						
			TOTAL		TOTAL		TOTAL		Q1		Q2				Q3		Q4		TOTAL	
			Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)		
VANCOUVER	Wheat	1 CWRS	76	735,680	62	926,200	27	442,200	4	70,400	6	92,400	9	118,800	25	360,800	44	642,400		
		2 CWRS	78	838,200	57	858,000	52	703,560	6	44,000	1	17,600	4	66,000	1	17,600	12	145,200		
		3 CWRS	9	52,800	7	114,400	19	328,504	1	8,800	0	0	1	8,800	0	0	2	17,600		
		1/2CWRS	0	0	6	105,600	0	0	0	0	0	0	0	0	0	0	0	0	0	
		1/2 CWES	7	33,000	5	36,080	5	35,200	0	0	1	3,520	0	0	0	0	1	3,520		
		CAN FEED	4	17,600	1	2,200	0	0	0	0	0	0	0	0	0	0	0	0	0	
		1/2 CPSR	12	107,800	6	134,200	7	96,800	1	8,800	1	17,600	1	8,800	1	8,800	4	44,000		
		1/2 CPSW	2	30,800	1	8,800	0	0	0	0	0	0	0	0	0	0	0	0		
		1/2 CWRW	3	23,320	4	48,400	2	13,200	2	17,600	0	0	0	0	0	0	0	2	17,600	
		A/C CRYSTAL	0	0	3	35,200	0	0	0	0	0	0	0	0	0	0	0	0	0	
		A/C VISTA	0	0	2	4,400	0	0	0	0	0	0	0	0	0	0	0	0	0	
					191	1,839,200	154	2,273,480	112	1,619,464	14	149,600	9	131,120	15	202,400	27	387,200	65	870,320
		VANCOUVER	Durum	1 CWAD	3	8,800	12	125,400	15	178,200	3	33,000	2	33,000	3	44,000	1	8,800	9	118,800
				1/2 CWAD	8	39,600	1	13,200	0	0	0	0	0	0	0	0	0	0	0	0
				2 CWAD	13	73,920	11	59,400	5	35,200	0	0	0	0	0	0	0	0	0	0
2/3 CWAD	0			0	1	8,800	0	0	0	0	0	0	0	0	0	0	0	0		
3 CWAD	6			37,840	8	39,600	7	92,400	1	17,600	0	0	0	0	0	0	1	17,600		
3/4 CWAD	1			8,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4 CWAD	12			105,600	5	19,800	1	4,400	0	0	0	0	0	0	0	0	0	0		
5 CWAD	2			8,800	1	2,200	0	0	0	0	0	0	0	0	0	0	0	0		
					45	283,360	39	268,400	28	310,200	4	50,600	2	33,000	3	44,000	1	8,800	10	136,400
VANCOUVER	Barley			1 CW	32	325,600	10	146,960	0	0	3	220,000					1	13,200	4	233,200
		1/2 CW	0	0	1	13,200	0	0	0	0					0	0	0	0		
		CAN FEED	1	8,800	0	0	0	0	0	0					0	0	0	0		
					33	334,400	11	160,160	0	0	3	220,000	0	0	0	0	1	13,200	4	233,200
PRINCE RUPERT	Wheat	1 CWRS	11	81,400	10	96,800	25	420,200	1	17,600	5	88,000	11	123,200	12	184,800	29	413,600		
		2 CWRS	58	666,600	40	539,000	34	435,600	2	44,000	1	8,800	6	61,600	0	0	9	114,400		
		3 CWRS	9	74,800	2	6,600	10	129,800	0	0	2	15,400	0	0	0	0	2	15,400		
		1/2 CWRS	0	0	3	66,000	0	0	0	0	0	0	0	0	0	0	0	0		
		1/2 CWES	5	39,600	4	13,200	0	0	0	0	0	0	0	0	0	0	0	0		
		CAN FEED	1	4,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CPSR	10	101,200	0	0	2	13,200	2	26,400	2	30,800	1	8,800	0	0	5	66,000		
		CPSW	0	0	0	0	1	17,600	0	0	0	0	0	0	0	0	1	17,600		
		CWRW	0	0	0	0	2	22,000	0	0	0	0	0	0	0	0	0	0		
					94	968,000	59	721,600	73	1,020,800	6	105,600	10	143,000	18	193,600	12	184,800	46	627,000
		PRINCE RUPERT	Durum	1 CWAD					4	44,000									0	0
				2 CWAD					8	70,840									0	0
				3 CWAD					9	99,000									0	0
								21	213,840									0	0	
		PRINCE RUPERT	Barley	1 CW						2	88,000								2	88,000
								2	88,000								2	88,000		
CHURCHILL	Wheat	1 CWRS	1	8,800	3	41,800	3	44,000	0	0					6	46,200	6	46,200		
		2 CWRS	3	32,120	9	92,400	6	59,400	4	28,600					0	0	4	28,600		
		3 CWRS	4	44,000	1	2,200	1	8,800	0	0					0	0	0	0		
		1/2 CPSW	1	7,480	0	0	0	0	0	0					0	0	0	0		
					9	92,400	13	136,400	10	112,200	4	28,600					6	46,200	10	74,800
	CHURCHILL	Durum	1 CWAD			1	22,000	2	44,000	0	0					0	0	0	0	
			2 CWAD							1	11,000					1	8,800	2	19,800	
			3 CWAD					3	44,000	1	8,800					0	0	1	8,800	
			4 CWAD					1	8,800	0	0					0	0	0	0	
						1	22,000	6	96,800	6	19,800					1	8,800	3	28,600	

Number of Tenders Called (absolute number and tonnage volume) by Grain and Grade (1) (2)

DESTINATION	COMMODITY	GRADE	2000-2001		2001-2002		2002-2003		2003-2004								NOTES		
			TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
			Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)		Tenders Called	Volume (tonnes)
THUNDER BAY	Wheat	1 CWRS	24	184,800	32	253,000	13	105,600	7	57,200	3	26,400	15	136,400	24	176,000	49	396,000	(3)
		2 CWRS	45	352,000	33	323,400	46	481,800	12	96,800	2	17,600	1	8,800	0	0	15	123,200	
		3 CWRS	8	79,200	0	0	30	387,200	0	0	0	0	0	0	0	0	0	0	
		1/2 CWRS	7	63,800	4	44,000	0	0	0	0	0	0	0	0	0	0	0	0	
		1/2 CPSR	2	13,200	8	24,200	3	26,400	0	0	0	0	0	0	0	0	0	0	
		1/2 CPSW	0	0	0	0	3	11,000	0	0	0	0	0	0	0	0	0	0	
		1/2 CWRW	10	125,400	3	41,800	1	13,200	6	61,600	0	0	0	0	0	0	6	61,600	
		CWES					1	3,080	0	0	1	2,200	1	4,400	0	0	2	6,600	
		96	818,400	80	686,400	97	1,028,280	25	215,600	6	46,200	17	149,600	24	176,000	72	587,400		
	Durum	1 CWAD	18	195,800	21	209,000	11	132,000	2	17,600	7	66,000	2	17,600	21	176,000	32	277,200	(3)
		2 CWAD	7	74,800	18	323,400	35	589,600	0	0	0	0	4	35,200	0	0	4	35,200	
		3 CWAD	12	237,600	10	79,200	34	486,200	2	8,800	0	0	0	0	0	0	2	8,800	
		3/4 CWAD	2	17,600	1	26,400	0	0	0	0	0	0	0	0	0	0	0	0	
		4 CWAD	2	26,400	9	55,000	18	184,800	1	4,400	0	0	0	0	0	0	1	4,400	
			41	552,200	59	693,000	98	1,392,600	5	30,800	7	66,000	6	52,800	21	176,000	39	325,600	

NOTES:

Source: Canadian Wheat Board

- (1) 2000-2001 crop year was the first year for the operation of the general tendering for CWB shipments to port as provided for in a Memorandum of Understanding that came into force on August 1, 2000.
- (2) CWB tender calls are for varying sizes of car lots, using a standard estimate of 88 tonnes per car.
- (3) 1/2 CWES, etc. - refers to tenders called for either No. 1 or No. 2 CWES wheat.



Number of Bids (absolute number and tonnage volume) by Grain (1) (2) (3)

DESTINATION	COMMODITY	2000-2001		2001-2002		2002-2003		2003-2004								NOTES		
		TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
		Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)		Bids Received	Volume (tonnes)
VANCOUVER	Wheat	154	496,848	993	5,958,040	480	1,996,192	148	753,720	125	646,272	148	742,192	146	802,736	567	2,944,920	
	Durum	60	223,168	168	801,152	105	497,728	42	254,936	39	190,256	40	224,664	8	49,632	129	719,488	
	Barley	17	116,160	34	189,112	0	0	25	365,200	0	0	0	0	1	13,200	26	378,400	
	TOTAL	231	836,176	1,195	6,948,304	585	2,493,920	215	1,373,856	164	836,528	188	966,856	155	865,568	722	4,042,808	
PRINCE RUPERT	Wheat	51	183,216	180	868,912	574	2,509,760	40	275,352	75	462,000	106	687,984	17	130,240	238	1,555,576	
	Durum	0	0	0	0	57	236,192	0	0	0	0	0	0	0	0	0	0	
	Barley	0	0	0	0	0	0	9	145,200	0	0	0	0	0	0	9	145,200	
	TOTAL	51	183,216	180	868,912	631	2,745,952	49	420,552	75	462,000	106	687,984	17	130,240	247	1,700,776	
CHURCHILL	Wheat	2	6,600	14	100,144	15	47,344	14	55,968					3	8,800	17	64,768	
	Durum	0	0	5	61,600	21	129,800	5	23,760					0	0	5	23,760	
	Barley	0	0	0	0	0	0	0	0					0	0	0	0	
	TOTAL	2	6,600	19	161,744	36	177,144	19	79,728	0	0	0	0	3	8,800	22	88,528	
THUNDER BAY	Wheat	76	289,256	463	1,994,696	645	2,876,368	271	1,338,656	56	300,872	179	747,384	89	389,488	595	2,776,400	
	Durum	48	313,984	320	1,427,184	690	3,484,712	50	257,488	79	363,088	63	328,680	120	730,752	312	1,680,008	
	Barley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	124	603,240	783	3,421,880	1,335	6,361,080	321	1,596,144	135	663,960	242	1,076,064	209	1,120,240	907	4,456,408	
ALL PORTS	Wheat	283	975,920	1,650	8,921,792	1,714	7,429,664	473	2,423,696	256	1,409,144	433	2,177,560	255	1,331,264	1,417	7,341,664	
	Durum	108	537,152	493	2,289,936	873	4,348,432	97	536,184	118	553,344	103	553,344	128	780,384	446	2,423,256	
	Barley	17	116,160	34	189,112	0	0	34	510,400	0	0	0	0	1	13,200	35	523,600	
	TOTAL	408	1,629,232	2,177	11,400,840	2,587	11,778,096	604	3,470,280	374	1,962,488	536	2,730,904	384	2,124,848	1,898	10,288,520	

NOTES:

Source: Canadian Wheat Board

- (1) Tender bids were received from 25 companies during the 2003-2004 crop year.
- (2) Bids received were for varying sizes of car lots, covering either a portion or all of the tonnage of the corresponding tender call.
- (3) As with tender calls, a standard estimate of 88 tonnes per car is used to compute the volume of bids.

Number of Malting Barley Bids (absolute number and tonnage volume)

DESTINATION	COMMODITY	2000-2001		2001-2002		2002-2003		2003-2004		NOTES
		TOTAL		TOTAL		TOTAL		TOTAL		
		Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	
VANCOUVER	Malting Barley	68	927,450	10	183,000			24	451,200	
		68	927,450	10	183,000	0	0	24	451,200	

NOTES:

Source: Canadian Wheat Board

Number of Bids (absolute number and tonnage volume) by Grain and Grade (1) (2) (3)

DESTINATION	COMMODITY	GRADE	2000-2001		2001-2002		2002-2003		2003-2004				2003-2004		NOTES				
			TOTAL		TOTAL		TOTAL		Q1		Q2		Q3			Q4		TOTAL	
			Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)		Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)
<b>VANCOUVER</b>																			
	Wheat																		
	1 CWRS	36	128,480	542	3,276,240	149	708,576	76	507,320	110	558,008	122	607,024	141	780,120	449	2,452,472		
	2 CWRS	73	258,720	243	1,534,720	228	955,768	41	138,424	12	80,608	22	118,448	2	19,800	77	357,280		
	3 CWRS	9	14,432	21	125,400	64	254,496	13	50,424	0	0	4	16,720	0	0	17	67,144		
	1/2 CWRS	0	0	41	315,656	0	0	0	0	0	0	0	0	0	0	0	0		
	1/2 CWES	11	25,872	33	89,056	15	12,320	0	0	1	704	0	0	0	0	1	704		
	CAN FEED	2	3,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2 CPSR	1	8,800	9	33,000	0	0	0	0	0	0	0	0	0	0	0	0		
	1/2 CPSR	17	37,312	62	423,192	22	63,976	4	13,728	2	6,952	0	0	3	2,816	9	23,496		
	1/2 CPSW	2	3,432	6	9,768	0	0	0	0	0	0	0	0	0	0	0	0		
	CWRW	3	16,720	29	140,096	2	1,056	14	43,824	0	0	0	0	0	0	14	43,824		
	A/C CRYSTAL	0	0	2	4,928	0	0	0	0	0	0	0	0	0	0	0	0		
	A/C VISTA	0	0	5	5,984	0	0	0	0	0	0	0	0	0	0	0	0		
		154	496,848	993	5,958,040	480	1,996,192	148	753,720	125	646,272	148	742,192	146	802,736	567	2,944,920		
	Durum																		
	1 CWAD	2	6,600	63	349,272	23	93,280	35	222,200	39	190,256	40	224,664	8	49,632	122	686,752		
	1/2 CWAD	8	24,200	22	134,200	0	0	0	0	0	0	0	0	0	0	0	0		
	2 CWAD	22	84,920	57	229,328	18	52,624	0	0	0	0	0	0	0	0	0	0		
	2/3 CWAD	0	0	2	11,000	1	4,400	0	0	0	0	0	0	0	0	0	0		
	3 CWAD	19	74,624	21	65,912	63	347,424	7	32,736	0	0	0	0	0	0	7	32,736		
	3/4 CWAD	2	13,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4 CWAD	6	18,040	2	11,000	0	0	0	0	0	0	0	0	0	0	0	0		
	5 CWAD	1	1,584	1	440	0	0	0	0	0	0	0	0	0	0	0	0		
		60	223,168	168	801,152	105	497,728	42	254,936	39	190,256	40	224,664	8	49,632	129	719,488		
	Barley																		
	1 CW	16	107,360	31	176,792	0	0	25	365,200					1	13,200	26	378,400		
	2 CW	0	0	1	2,200	0	0	0	0					0	0	0	0		
	CAN FEED	1	8,800	2	10,120	0	0	0	0					0	0	0	0		
		17	116,160	34	189,112	0	0	25	365,200	0	0	0	0	1	13,200	26	378,400		
<b>PRINCE RUPERT</b>																			
	Wheat																		
	1 CWRS	3	8,800	73	359,216	156	655,600	14	101,200	62	421,432	79	540,408	17	130,240	172	1,193,280		
	2 CWRS	28	111,056	84	417,120	269	1,270,632	16	121,264	5	20,328	24	140,448	0	0	45	282,040		
	3 CWRS	9	26,400	2	6,600	119	514,624	0	0	5	10,560	0	0	0	0	5	10,560		
	1/2 CWRS	0	0	17	75,240	0	0	0	0	0	0	0	0	0	0	0	0		
	1/2 CWES	3	8,800	4	10,736	0	0	0	0	0	0	0	0	0	0	0	0		
	1 CPSR	8	28,160	0	0	9	27,456	9	52,624	3	9,680	3	7,128	0	0	15	69,432		
	CPSW	0	0	0	0	0	0	1	264	0	0	0	0	0	0	1	264		
	CWRW	0	0	0	0	21	41,448	0	0	0	0	0	0	0	0	0	0		
		51	183,216	180	868,912	574	2,509,760	40	275,352	75	462,000	106	687,984	17	130,240	238	1,555,576		
	Durum																		
	1 CWAD					3	8,800									0	0		
	2 CWAD					35	144,936									0	0		
	3 CWAD					19	82,456									0	0		
		0	0	0	0	57	236,192	0	0	0	0	0	0	0	0	0	0		
	Barley																		
	1 CW							9	145,200							9	145,200		
		0	0	0	0	0	0	9	145,200	0	0	0	0	0	0	9	145,200		
<b>CHURCHILL</b>																			
	Wheat																		
	1 CWRS	0	0	6	35,024	2	4,928	0	0					3	8,800	3	8,800		
	2 CWRS	0	0	7	62,920	11	38,720	14	55,968					0	0	14	55,968		
	3 CWRS	2	6,600	1	2,200	2	3,696	0	0					0	0	0	0		
		2	6,600	14	100,144	15	47,344	14	55,968	0	0	0	0	3	8,800	17	64,768		
	Durum																		
	1 CWAD			5	61,600	3	9,680	0	0							0	0		
	2 CWAD			0	0	0	0	2	6,160							2	6,160		
	3 CWAD			0	0	0	0	17	117,920							3	17,600		
	4 CWAD			0	0	1	2,200	0	0							0	0		
		0	0	5	61,600	21	129,800	5	23,760	0	0	0	0	0	0	5	23,760		

Number of Bids (absolute number and tonnage volume) by Grain and Grade (1) (2) (3)

DESTINATION	COMMODITY	GRADE	2000-2001		2001-2002		2002-2003		2003-2004				2003-2004	NOTES						
			TOTAL		TOTAL		TOTAL		Q1	Q2	Q3	Q4			TOTAL					
			Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)			Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)		
THUNDER BAY	Wheat	1 CWRS	9	29,480	238	995,280	59	179,608	136	766,128	42	232,672	165	711,392	89	389,488	432	2,099,680		
		2 CWRS	43	168,432	190	882,200	369	1,598,256	90	392,832	10	62,216	13	35,200	0	0	113	490,248		
		3 CWRS	11	36,080	0	0	200	1,057,232	0	0	0	0	0	0	0	0	0	0	0	(4)
		1/2 CWRS	1	2,200	16	58,872	0	0	0	0	0	0	0	0	0	0	0	0	0	(4)
		1/2 CPSR	2	1,144	4	13,200	8	33,616	0	0	0	0	0	0	0	0	0	0	0	
		1/2 CPSW	0	0	0	0	2	968	0	0	0	0	0	0	0	0	0	0	0	
		2 CPSW	0	0	0	0	1	264	0	0	0	0	0	0	0	0	0	0	0	
		1/2 CWRW	10	51,920	15	45,144	5	6,160	45	179,696	0	0	0	0	0	0	0	45	179,696	(4)
		CWES	0	0	0	0	1	264	0	0	4	5,984	1	792	0	0	0	5	6,776	
				76	289,256	463	1,994,696	645	2,876,368	271	1,338,656	56	300,872	179	747,384	89	389,488	595	2,776,400	
	Durum	1 CWAD	9	43,560	151	591,008	54	251,504	38	209,088	79	363,088	32	176,880	120	730,752	269	1,479,808		
		2 CWAD	7	40,040	139	742,984	113	487,344	0	0	0	0	31	151,800	0	0	31	151,800		
		2/3 CWAD	0	0	0	0	5	58,344	0	0	0	0	0	0	0	0	0	0	0	
		3 CWAD	30	220,704	18	68,376	452	2,399,760	9	39,600	0	0	0	0	0	0	9	39,600		
		3/4 CWAD	1	880	7	18,040	2	17,600	0	0	0	0	0	0	0	0	0	0	0	(4)
		4 CWAD	1	8,800	5	6,776	64	270,160	3	8,800	0	0	0	0	0	0	3	8,800		
			48	313,984	320	1,427,184	690	3,484,712	50	257,488	79	363,088	63	328,680	120	730,752	312	1,680,008		

NOTES:

Source: Canadian Wheat Board

- (1) Tender bids were received from 25 companies during the 2003-2004 crop year.
- (2) Bids received were for varying sizes of car lots, covering either a portion or all of the tonnage of the corresponding tender call
- (3) As with tender calls, a standard estimate of 88 tonnes per car is used to compute the volume of bids.
- (4) 1/2 CWES, etc. - refers to bids received for either No. 1 or No. 2 CWES wheat.

Volume of Grain Moved by the Tendering Process (tonnes and %) Relative to the Total Volume of CWB Grains Moved to the Four Eligible Ports

DESTINATION	COMMODITY	2000-2001			2001-2002			2002-2003			2003-2004			NOTES
		TOTAL		% of CWB Total	TOTAL		% of CWB Total	TOTAL		% of CWB Total	TOTAL		% of CWB Total	
		Tendered (tonnes)	Total CWB (tonnes)		Tendered (tonnes)	Total CWB (tonnes)		Tendered (tonnes)	Total CWB (tonnes)		Tendered (tonnes)	Total CWB (tonnes)		Tendered (tonnes)
VANCOUVER													(2)(3)(4)	
	Wheat	234,202	6,079,568	3.9%	1,817,485	5,795,240	31.4%	674,751	1,685,112	40.0%	852,000	4,207,016	20.3%	
	Durum	88,329	503,888	17.5%	201,666	390,016	51.7%	147,331	254,496	57.9%	140,777	432,256	32.6%	
	Barley	283,067	1,424,632	19.9%	85,177	480,832	17.7%		67,440	0.0%	127,184	892,560	14.2%	(1)
		605,599	8,008,088	7.6%	2,104,328	6,666,088	31.6%	822,082	2,007,048	41.0%	1,119,961	5,531,832	20.2%	
PRINCE RUPERT													(2)(3)	
	Wheat	46,331	2,162,864	2.1%	344,438	1,029,160	33.5%	939,819	1,495,296	62.9%	393,397	2,634,984	14.9%	
	Durum		0					106,025	203,368	52.1%		0		
	Barley		0								37,081	382,400	9.7%	
		46,331	2,162,864	2.1%	344,438	1,029,160	33.5%	1,045,844	1,698,664	61.6%	430,478	3,017,384	14.3%	
CHURCHILL													(2)(3)	
	Wheat	2,094	523,864	0.4%	30,649	342,232	9.0%	27,834	255,112	10.9%	29,007	308,968	9.4%	
	Durum		0		22,355	55,704	40.1%	25,806	120,912	21.3%	13,527	88,792	15.2%	
	Barley		0									0		
		2,094	523,864	0.4%	53,004	397,936	13.3%	53,640	376,024	14.3%	42,534	397,760	10.7%	
THUNDER BAY													(2)(3)	
	Wheat	74,606	2,802,184	2.7%	561,457	2,673,352	21.0%	796,677	1,864,632	42.7%	560,297	2,583,856	21.7%	
	Durum	129,984	2,090,616	6.2%	502,762	1,655,368	30.4%	966,984	1,983,520	48.8%	316,596	1,940,664	16.3%	
	Barley		305,096	0.0%		365,376	0.0%		70,720	0.0%		145,760	0.0%	
		204,590	5,197,896	3.9%	1,064,219	4,694,096	22.7%	1,763,661	3,918,872	45.0%	876,893	4,670,280	18.8%	
ALL PORTS													(2)(3)	
	Wheat	357,233	11,568,480	3.1%	2,754,029	9,839,984	28.0%	2,439,081	5,300,152	46.0%	1,834,701	9,734,824	18.8%	
	Durum	218,313	2,594,504	8.4%	726,783	2,101,088	34.6%	1,246,146	2,562,296	48.6%	470,900	2,461,712	19.1%	
	Barley	283,067	1,729,728	16.4%	85,177	846,208	10.1%	0	138,160	0.0%	164,265	1,420,720	11.6%	(1)
		858,614	15,892,712	5.4%	3,565,989	12,787,280	27.9%	3,685,227	8,000,608	46.1%	2,469,866	13,617,256	18.1%	(5)

## NOTES:

Source: Canadian Wheat Board

- (1) Includes tendered malting barley tonnage.
- (2) Tonnage shipped to fill tenders called (see measure 2A-1) during the crop year or applicable quarter(s).
- (3) Total volume of CWB grains moved to ports is provided by CWB in carlots, converted to tonnes using an estimate of 88 tonnes/car for wheat and durum, and 80 tonnes/car for barley.
- (4) During the first half of the 2002-03 crop year, an additional 624 awarded tenders were cancelled due to the labour dispute at Vancouver terminals.
- (5) 148,000 tonnes of wheat (1,683 cars) programmed in 2002-03 crop year was for delivery during 2003-04 crop year. This tonnage, when added to the tendered tonnage for Q1 - Q3 2003-04, increases the % of CWB Total to 19.3%.

Volume of Grain Moved by the Tendering Process to the Four Eligible Ports, by Grade (number of contracts and tonnes)

DESTINATION	COMMODITY	GRADE	2000-2001		2001-2002		2002-2003		2003-2004				2003-2004		NOTES					
			TOTAL		TOTAL		TOTAL		Q1		Q2		Q3			Q4		TOTAL		
			Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)		Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	
VANCOUVER	Wheat	1 CWRS	14	67,729	157	1,060,977	54	238,907	11	71,846	12	95,994	22	122,775	62	361,682	107	652,297		
		1/2 CWRS			3	25,634	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2 CWRS	46	127,879	67	485,559	65	288,638	13	42,024	3	17,989	7	66,990	1	17,856	24	144,859		
		3 CWRS	9	14,855	12	53,606	30	114,332	2	9,048	0	0	2	9,101	0	0	4	18,149		
		1CWES	3	1,267	0	0	4	4,944	0	0	0	0	0	0	0	0	0	0	0	
		CWES	3	2,654	10	32,694	6	2,329	0	0	0	0	0	0	0	0	0	0	0	
		CAN FEED	2	2,953	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		1CPSR	4	1,831	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2CPSR	1	2,303	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CPSR	6	4,860	17	128,458	8	25,423	1	8,776	2	7,022	0	0	2	2,560	5	18,358		
		CPSW	1	1,181	4	8,619	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CWRW	2	6,691	8	30,127	1	177	3	18,337	0	0	0	0	0	0	3	18,337		
		A/C CRYSTAL			3	9,541	0	0	0	0	0	0	0	0	0	0	0	0	0	
		A/C VISTA			1	2,271	0	0	0	0	0	0	0	0	0	0	0	0	0	
					91	234,202	282	1,817,485	168	674,750	30	150,031	17	121,005	31	198,866	65	382,098	143	852,000
		Durum	1 CWAD	1	2,282	16	111,212	10	49,798	6	34,308	10	33,759	11	45,674	1	8,872	28	122,613	
	1/2 CWAD				1	6,762	0	0	0	0	0	0	0	0	0	0	0	0		
	2 CWAD		12	37,623	12	55,489	4	20,502	0	0	0	0	0	0	0	0	0	0		
	3 CWAD		7	35,005	6	21,184	10	77,032	4	18,163	0	0	0	0	0	0	4	18,163		
	4 CWAD		4	11,805	1	6,666	0	0	0	0	0	0	0	0	0	0	0	0		
5 CWAD	1		1,613	1	353	0	0	0	0	0	0	0	0	0	0	0	0			
			25	88,329	37	201,666	24	147,332	10	52,471	10	33,759	11	45,674	1	8,872	32	140,776		
Barley	1 CW	3	2,291	3	13,877	0	0	11	127,184							11	127,184			
	MALTING	21	280,776	5	71,300	0	0	0	0							0	0			
		24	283,067	8	85,177	0	0	11	127,184	0	0	0	0	0	0	11	127,184			
PRINCE RUPERT																				
Wheat	1 CWRS	2	6,595	39	180,121	79	369,401	2	17,960	15	88,232	23	122,846	5	43,499	45	272,537			
	1/2 CWRS			8	46,314	0	0	0	0	0	0	0	0	0	0	0	0			
	2 CWRS	10	24,915	23	106,640	76	398,691	2	25,507	2	8,708	14	61,556	0	0	18	95,771			
	3 CWRS	5	13,099	1	4,511	27	140,504	0	0	3	4,802	0	0	0	0	3	4,802			
	CPSR	2	1,722	0	0	2	8,932	1	8,634	1	4,504	3	7,149	0	0	5	20,287			
	CWES			4	6,851	0	0	0	0	0	0	0	0	0	0	0	0			
	CWRW					5	22,292	0	0	0	0	0	0	0	0	0	0			
				19	46,331	75	344,438	189	939,820	5	52,101	21	106,246	40	191,551	5	43,499	71	393,397	
	Durum	1 CWAD					2	4,579									0	0		
		2 CWAD					11	39,862									0	0		
3 CWAD						15	61,584									0	0			
			0	0	0	0	28	106,025	0	0	0	0	0	0	0	0	0			
Barley	1 CW							4	37,081							4	37,081			
			0	0	0	0	0	4	37,081	0	0	0	0	0	4	37,081				
CHURCHILL																				
Wheat	1 CWRS			5	29,746	1	4,384	0	0					2	6,439	2	6,439			
	2 CWRS			1	903	6	19,773	5	22,568					0	0	5	22,568			
	3 CWRS	1	2,094	0	0	2	3,677	0	0					0	0	0	0			
		1	2,094	6	30,649	9	27,834	5	22,568	0	0	0	0	2	6,439	7	29,007			
Durum	1 CWAD			1	22,355	0	0	0	0							0	0			
	2 CWAD							1	4,491							1	4,491			
	3 CWAD					3	25,806	2	9,037						2	9,037				
				0	0	1	22,355	3	13,528	0	0	0	0	0	0	3	13,528			

(1)

Volume of Grain Moved by the Tendering Process to the Four Eligible Ports, by Grade (number of contracts and tonnes)

DESTINATION	COMMODITY	GRADE	2000-2001		2001-2002		2002-2003		2003-2004				NOTES						
			TOTAL		TOTAL		TOTAL		Q1		Q2			Q3		Q4		TOTAL	
			Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	
THUNDER BAY	Wheat	1 CWRS	3	5,324	71	260,509	29	76,741	8	58,984	8	26,848	36	138,289	33	144,192	85	368,313	
		2 CWRS	26	57,790	53	256,780	83	405,775	19	98,926	3	17,720	1	9,173	0	0	23	125,819	
		3 CWRS	3	5,281	0	0	73	299,050	0	0	0	0	0	0	0	0	0	0	0
		CWES	0	0	0	0	0	0	0	0	1	2,336	1	816	0	0	2	3,152	
		CPSR	2	1,176	1	2,015	1	8,305	0	0	0	0	0	0	0	0	0	0	0
		CPSW																	
		CWRW	2	5,036	13	42,153	5	6,138	9	63,013	0	0	0	0	0	0	0	9	63,013
		36	74,606	138	561,457	192	796,677	36	220,923	12	46,904	38	148,278	33	144,192	119	560,297		
	Durum	1 CWAD	6	26,727	49	182,331	20	103,906	2	17,769	30	68,493	3	18,472	30	162,063	65	266,797	
		2 CWAD	5	27,699	41	254,721	57	304,646	0	0	0	0	8	36,146	0	0	8	36,146	
		3 CWAD	17	74,645	19	62,404	67	427,250	2	9,080	0	0	0	0	0	0	2	9,080	
		4 CWAD	1	913	3	3,306	27	131,181	1	4,572	0	0	0	0	0	0	1	4,572	
		29	129,984	112	502,762	171	966,983	5	31,421	30	68,493	11	54,618	30	162,063	76	316,595		
ALL PORTS																			
	Wheat		147	357,233	501	2,754,029	558	2,439,081	76	445,623	50	274,155	109	538,695	105	576,228	340	1,834,701	
	Durum		54	218,313	150	726,783	226	1,246,146	18	97,420	40	102,252	22	100,292	31	170,935	111	470,899	
	Barley		24	283,067	8	85,177	0	0	15	164,265	0	0	0	0	0	0	15	164,265	
			225	858,613	659	3,565,988	784	3,685,227	109	707,308	90	376,407	131	638,987	136	747,163	466	2,469,865	

NOTES:

Source: Canadian Wheat Board

(1) Includes tendered malting barley tonnage.

Breakdown of the Tendered Volumes Not Filled by Category (1)

DESTINATION	COMMODITY	CATEGORY	2000-2001		2001-2002		2002-2003		2003-2004				NOTES							
			TOTAL		TOTAL		TOTAL		Q1		Q2			Q3		Q4		TOTAL		
			No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)		
<b>VANCOUVER</b>																				
	<b>Wheat</b>	No Bids	93	921,360	16	158,400	12	147,400					1	8,800			2	10,736	1	8,800
		Insufficient Volume Bid	34	234,256	12	101,200	32	382,360	1	2,200	2	14,168							5	27,104
		Non Compliance with Specs	51	399,256	5	22,792	13	62,480												
		Price Not Acceptable	3	47,960	15	203,016	4	26,400												
	<b>Durum</b>	No Bids	13	78,320	7	24,200	5	44,000												
		Insufficient Volume Bid	5	24,376	5	28,776	6	47,872												
		Non Compliance with Specs	14	82,896	1	2,200	1	6,160												
		Price Not Acceptable	2	11,000	1	3,608	4	23,584												
	<b>Barley</b>	No Bids	18	147,400	2	45,760	0	0												
		Insufficient Volume Bid	1	3,960	1	440	0	0												
		Non Compliance with Specs	14	180,400	2	10,560	0	0	1	11,000									1	11,000
		Price Not Acceptable			6	88,440	0	0	2	83,600							1	13,200	3	96,800
			248	2,131,184	73	689,392	77	740,256	4	96,800	2	14,168	1	8,800	3	23,936			10	143,704
<b>PRINCE RUPERT</b>																				
	<b>Wheat</b>	No Bids	56	607,200	12	209,000	1	6,600			1	4,400			5	70,400			6	74,800
		Insufficient Volume Bid	3	24,200	11	120,472	9	148,896			2	21,560	1	1,672	2	28,160			5	51,392
		Non Compliance with Specs	31	289,784	2	7,480	5	30,360			1	11,000							1	11,000
		Price Not Acceptable			4	31,240	5	10,120							3	51,040			3	51,040
	<b>Durum</b>	No Bids					5	46,200												
		Insufficient Volume Bid					5	37,400												
		Non Compliance with Specs					3	18,040												
		Price Not Acceptable					0	0												
	<b>Barley</b>	No Bids																		
		Insufficient Volume Bid																		
		Non Compliance with Specs																		
		Price Not Acceptable																		
			90	921,184	29	368,192	33	297,616	2	30,800	4	36,960	1	1,672	10	149,600			2	30,800
<b>CHURCHILL</b>																				
	<b>Wheat</b>	No Bids	7	74,800	4	30,800	2	24,200	1	2,200					3	19,800			4	22,000
		Insufficient Volume Bid	1	11,000	2	9,856	1	5,984	1	3,960					2	17,600			3	21,560
		Non Compliance with Specs	1	4,400	1	2,200	3	29,832												
		Price Not Acceptable			5	60,720	2	13,640							1	2,200			1	2,200
	<b>Durum</b>	No Bids					1	15,400							1	8,800			1	8,800
		Insufficient Volume Bid					1	8,800												
		Non Compliance with Specs					0	0												
		Price Not Acceptable					1	28,600	1	6,600									1	6,600
			9	90,200	12	103,576	11	126,456	3	12,760					7	48,400			10	61,160

## Breakdown of the Tendered Volumes Not Filled by Category (1)

DESTINATION	COMMODITY	CATEGORY	2000-2001		2001-2002		2002-2003		2003-2004								NOTES			
			TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL		
			No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)
<b>THUNDER BAY</b>																				
	<b>Wheat</b>																			
		No Bids	38	299,200	8	28,600	3	24,200					2	8,800			2	8,800		
		Insufficient Volume Bid	17	114,224	13	69,696	13	66,880				1	3,872			2	11,000	3	14,872	
		Non Compliance with Specs	35	326,480	4	20,240	12	67,232												
		Price Not Acceptable	1	3,520	4	11,264	6	61,248							2	6,600			2	6,600
	<b>Durum</b>																			
		No Bids	17	202,400	7	44,000	8	112,200							1	8,800			1	8,800
		Insufficient Volume Bid	6	48,048	14	144,848	14	115,896												
		Non Compliance with Specs	15	175,912	1	2,200	7	99,704												
		Price Not Acceptable			2	5,280	4	39,600							1	4,400			1	4,400
			129	1,169,784	53	326,128	67	586,960					1	3,872			8	39,600	9	43,472
<b>ALL PORTS</b>																				
	<b>Wheat</b>																			
		No Bids	194	1,902,560	40	426,800	18	202,400	1	2,200	1	4,400	1	8,800	10	99,000	13	114,400		
		Insufficient Volume Bid	55	383,680	38	301,224	55	604,120	2	6,160	4	35,728	2	5,544	8	67,496	16	114,928		
		Non Compliance with Specs	118	1,019,920	12	52,712	33	189,904	0	0	1	11,000	0	0	0	0	1	11,000		
		Price Not Acceptable	4	51,480	28	306,240	17	111,408	0	0	0	0	0	0	6	59,840	6	59,840		
	<b>Durum</b>																			
		No Bids	30	280,720	14	68,200	19	217,800	0	0	0	0	0	0	2	17,600	2	17,600		
		Insufficient Volume Bid	11	72,424	19	173,624	25	201,168	0	0	0	0	0	0	0	0	0	0		
		Non Compliance with Specs	29	258,808	2	4,400	11	123,904	0	0	0	0	0	0	0	0	0	0		
		Price Not Acceptable	2	11,000	3	8,888	9	91,784	1	6,600	0	0	0	0	1	4,400	2	11,000		
	<b>Barley</b>																			
		No Bids	18	147,400	2	45,760	0	0	0	0	0	0	0	0	0	0	0	0		
		Insufficient Volume Bid	1	3,960	1	440	0	0	0	0	0	0	0	0	0	0	0	0		
		Non Compliance with Specs	14	180,400	2	10,560	0	0	1	11,000	0	0	0	0	0	0	1	11,000		
		Price Not Acceptable	0	0	6	88,440	0	0	4	114,400	0	0	0	0	1	13,200	5	127,600		
			476	4,312,352	167	1,487,288	187	1,742,488	9	140,360	6	51,128	3	14,344	28	261,536	46	467,368		

## NOTES:

Source: Canadian Wheat Board

(1) Based on estimate of 88 tonnes per car.



## Number of Tenders and Tonnage Not Awarded to Lowest Bidder (1) (2) (3)

DESTINATION	COMMODITY	2000-2001		2001-2002		2002-2003		2003-2004								NOTES		
		TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
		No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)		No. of Tenders	Volume (tonnes)
VANCOUVER	Wheat			10	53,096	5	12,848	1	2,200	1	3,872	2	8,360	1	4,400	5	18,832	
	Durum			1	4,312	0	0	1	8,800							1	8,800	
	Barley			0	0	0	0	0	0									
	TOTAL	0	0	11	57,408	5	12,848	2	11,000	1	3,872	2	8,360	1	4,400	6	27,632	
PRINCE RUPERT	Wheat			4	17,600	6	35,200											
	Durum			0	0	1	8,800											
	Barley			0	0	0	0											
	TOTAL	0	0	4	17,600	7	44,000											
CHURCHILL	Wheat			0	0	0	0											
	Durum			0	0	0	0											
	Barley			0	0	0	0											
	TOTAL	0	0	0	0	0	0											
THUNDER BAY	Wheat			3	14,520	13	56,320	1	6,160			1	3,872	1	2,200	5	20,416	
	Durum			2	6,600	4	13,640	1	4,400	2	8,184	4	17,600	1	2,200	6	24,200	
	Barley			0	0	0	0											
	TOTAL	0	0	5	21,120	17	69,960	2	10,560	6	25,784	1	3,872	2	4,400	11	44,616	
ALL PORTS	Wheat			17	85,216	24	104,368	2	8,360	3	12,056	3	12,232	2	6,600	10	39,248	
	Durum			3	10,912	5	22,440	2	13,200	4	17,600	0	0	1	2,200	7	33,000	
	Barley			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	0	0	20	96,128	29	126,808	4	21,560	7	29,656	3	12,232	3	8,800	17	72,248	

## NOTES:

Source: Canadian Wheat Board

- (1) The above tenders were not awarded to the lowest bidder because the lowest bids included conditions (e.g., the entire bid or a minimum number of cars had to be accepted, or the bid was contingent on the acceptance of an accompanying bid) which could not always be accommodated. However, these conditions were accepted in situations in which they did not impede the awarding of tenders in accordance with the Agreement.
- (2) A number of additional low bids, which did not meet contract specification, were received, but not considered for awards.
- (3) Based on standard estimate of 88 tonnes per car.

Percentage of Tendered Grain Moved to FOB (at spout) Sales vs. In-Store Sales

DESTINATION	COMMODITY	2000-2001		2001-2002		2002-2003		2003-2004				NOTES								
		TOTAL		TOTAL		TOTAL		Q1		Q2			Q3		Q4		TOTAL			
		Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered		Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered		
VANCOUVER	Malt Barley (FOB)	280,776	46.4%	71,300	3.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	(1)
	Tendered (In-Store)	324,822	53.6%	2,033,028	96.6%	822,082	100.0%	329,688	100.0%	154,764	100.0%	244,540	100.0%	390,970	100.0%	1,119,962	100.0%	1,119,962	100.0%	
		605,599	100.0%	2,104,328	100.0%	822,082	100.0%	329,688	100.0%	154,764	100.0%	244,540	100.0%	390,970	100.0%	1,119,962	100.0%	1,119,962	100.0%	
PRINCE RUPERT	(FOB)	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	Tendered (In-Store)	46,331	100.0%	344,438	100.0%	1,045,845	100.0%	89,182	100.0%	106,246	100.0%	191,551	100.0%	43,499	100.0%	430,478	100.0%	430,478	100.0%	
		46,331	100.0%	344,438	100.0%	1,045,845	100.0%	89,182	100.0%	106,246	100.0%	191,551	100.0%	43,499	100.0%	430,478	100.0%	430,478	100.0%	
CHURCHILL	(FOB)	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	Tendered (In-Store)	2,094	100.0%	53,004	100.0%	53,640	100.0%	36,095	100.0%	0	0.0%	0	0.0%	6,439	100.0%	42,534	100.0%	42,534	100.0%	
		2,094	100.0%	53,004	100.0%	53,640	100.0%	36,095	100.0%	0	0.0%	0	0.0%	6,439	100.0%	42,534	100.0%	42,534	100.0%	
THUNDER BAY	(FOB)	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	Tendered (In-Store)	204,590	100.0%	1,064,219	100.0%	1,763,661	100.0%	252,344	100.0%	115,397	100.0%	202,896	100.0%	306,255	100.0%	876,892	100.0%	876,892	100.0%	
		204,590	100.0%	1,064,219	100.0%	1,763,661	100.0%	252,344	100.0%	115,397	100.0%	202,896	100.0%	306,255	100.0%	876,892	100.0%	876,892	100.0%	
ALL PORTS	Malt Barley (FOB)	280,776	32.7%	71,300	2.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	(1)
	Tendered (In-Store)	577,837	67.3%	3,494,689	98.0%	3,685,228	100.0%	707,309	100.0%	376,407	100.0%	638,987	100.0%	747,163	100.0%	2,469,866	100.0%	2,469,866	100.0%	
		858,614	100.0%	3,565,989	100.0%	3,685,228	100.0%	707,309	100.0%	376,407	100.0%	638,987	100.0%	747,163	100.0%	2,469,866	100.0%	2,469,866	100.0%	

NOTES:

Source: Canadian Wheat Board

(1) In the 2000/01 and 2001/02 crop years, FOB tenders were only called for malting barley to be shipped through Vancouver.

Distribution of Tendered Tonnage by Port

DESTINATION	2000-2001		2001-2002		2002-2003		2003-2004								NOTES		
	TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered		Volume (tonnes)	% of Total Tendered
<b>TENDERS CALLED</b>																	
VANCOUVER	2,456,960	50.3%	2,702,040	54.5%	1,929,664	33.3%	420,200	46.2%	164,120	39.1%	246,400	38.4%	409,200	40.9%	1,239,920	41.7%	(1)
PRINCE RUPERT	968,000	19.8%	721,600	14.5%	1,234,640	21.3%	193,600	21.3%	143,000	34.1%	193,600	30.1%	184,800	18.5%	715,000	24.1%	
CHURCHILL	92,400	1.9%	158,400	3.2%	209,000	3.6%	48,400	5.3%	0	0.0%	0	0.0%	55,000	5.5%	103,400	3.5%	
THUNDER BAY	1,370,600	28.0%	1,379,400	27.8%	2,420,880	41.8%	246,400	27.1%	112,200	26.8%	202,400	31.5%	352,000	35.2%	913,000	30.7%	
	4,887,960	100.0%	4,961,440	100.0%	5,794,184	100.0%	908,600	100.0%	419,320	100.0%	642,400	100.0%	1,001,000	100.0%	2,971,320	100.0%	
<b>TENDERED MOVEMENT</b>																	
VANCOUVER	324,822	56.2%	2,033,028	58.2%	822,082	22.3%	329,688	46.6%	154,764	41.1%	244,540	38.3%	390,970	52.3%	1,119,962	45.3%	(1)
PRINCE RUPERT	46,331	8.0%	344,438	9.9%	1,045,845	28.4%	89,182	12.6%	106,246	28.2%	191,551	30.0%	43,499	5.8%	430,478	17.4%	
CHURCHILL	2,094	0.4%	53,004	1.5%	53,640	1.5%	36,095	5.1%	0	0.0%	0	0.0%	6,439	0.9%	42,534	1.7%	
THUNDER BAY	204,590	35.4%	1,064,219	30.5%	1,763,661	47.9%	252,344	35.7%	115,397	30.7%	202,896	31.8%	306,255	41.0%	876,892	35.5%	
	577,837	100.0%	3,494,689	100.0%	3,685,228	100.0%	707,309	100.0%	376,407	100.0%	638,987	100.0%	747,163	100.0%	2,469,866	100.0%	

NOTES:

Source: Canadian Wheat Board

(1) Malting barley not included.

Distribution of Tendered Malting Barley by Port (2)

DESTINATION	2000-2001		2001-2002		2002-2003		2003-2004		NOTES
	TOTAL		TOTAL		TOTAL		TOTAL		
	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	
<b>TENDERED MOVEMENT</b>									
VANCOUVER	280,776	100.0%	71,300	100.0%	0	0	0	0	
	280,776	100.0%	71,300	100.0%	0	0	0	0	

NOTES:

Source: Canadian Wheat Board

(2) Malting barley movement only. Malting barley tenders are not called for specific tonnage.

## Railway Distribution of Tendered Tonnage Moved (1)

RAILWAY	2000-2001		2001-2002		2002-2003		2003-2004								NOTES		
	TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved		Volume Moved (tonnes)	% of Total Moved
TENDERED MOVEMENT																	
CN	320,080	55.4%	1,196,511	34.2%	982,900	26.7%	278,624	39.4%	171,612	45.6%	296,496	46.4%	240,913	32.2%	987,645	40.0%	
CP	257,758	44.6%	2,295,996	65.7%	2,702,328	73.3%	411,919	58.2%	204,794	54.4%	342,491	53.6%	506,249	67.8%	1,465,453	59.3%	
Other	0	0.0%	2,184	0.1%	0	0.0%	16,766	2.4%	0	0.0%	0	0.0%	0	0.0%	16,766	0.7%	
	577,837	100.0%	3,494,691	100.0%	3,685,228	100.0%	707,309	100.0%	376,406	100.0%	638,987	100.0%	747,162	100.0%	2,469,864	100.0%	

## Railway Distribution of Tendered Malting Barley Tonnage Moved (1)

RAILWAY	2000-2001		2001-2002		2002-2003		2003-2004								NOTES		
	TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved		Volume Moved (tonnes)	% of Total Moved
TENDERED MOVEMENT																	
CN	172,122	61.3%	39,687	55.7%													
CP	108,654	38.7%	31,613	44.3%													
Other	0	0.0%	0	0.0%													
	280,776	100.0%	71,300	100.0%	0		0		0		0		0		0		

## NOTES:

Source: Canadian Wheat Board

(1) Distribution presented separately for general tendering program and for tendered malting barley.

Distribution of Tendered Grain by Size of Car Block (1) (2) (3) (4)

DESTINATION	CAR BLOCK	2000-2001		2001-2002		2002-2003		2003-2004								NOTES		
		TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
		Tonnes Shipped	% of Total	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered		Tonnes Shipped	% of Total Tendered
VANCOUVER		35,323	10.9%	99,937	4.9%	90,669	11.0%	20,846	6.3%	6,289	4.1%	11,211	4.6%	19,462	5.0%	57,808	5.2%	
	<25 CARS	131,634	40.5%	438,763	21.6%	250,910	30.5%	71,858	21.8%	37,740	24.4%	43,169	17.7%	90,902	23.3%	243,669	21.8%	
	25-49 CARS	148,900	45.8%	1,129,245	55.5%	417,934	50.8%	417,934	50.7%	101,999	65.9%	117,371	48.0%	216,233	55.3%	602,836	53.8%	
	50-99 CARS	8,966	2.8%	365,084	18.0%	62,570	7.6%	69,750	21.2%	8,737	5.6%	72,788	29.8%	64,373	16.5%	215,648	19.3%	
	>99 CARS	324,822	100.0%	2,033,029	100.0%	822,083	100.0%	329,687	100.0%	154,765	100.0%	244,539	100.0%	390,970	100.0%	1,119,961	100.0%	
PRINCE RUPERT		12,374	26.7%	32,819	10.1%	75,595	7.2%	6,372	7.1%	9,610	9.0%	14,394	7.5%	1,302	3.0%	31,678	7.4%	
	<25 CARS	6,495	14.0%	63,842	14.3%	308,633	29.5%	17,783	19.9%	14,262	13.4%	47,929	25.0%	11,734	27.0%	91,708	21.3%	
	25-49 CARS	18,545	40.0%	194,877	66.7%	526,095	50.3%	47,794	53.6%	64,455	60.7%	129,228	67.5%	12,685	29.2%	254,162	59.0%	
	50-99 CARS	8,917	19.2%	52,900	8.9%	135,521	13.0%	17,233	19.3%	17,919	16.9%	0	0.0%	17,778	40.9%	52,930	12.3%	
	>99 CARS	46,331	100.0%	344,438	100.0%	1,045,844	100.0%	89,182	100.0%	106,246	100.0%	191,551	100.0%	43,499	100.0%	430,478	100.0%	
CHURCHILL			0.0%	2,998	6.2%	2,360	4.4%	444	1.2%					79	1.2%	523	1.2%	
	<25 CARS	2,094	100.0%	20,162	32.5%	23,541	43.9%	2,401	6.7%					6,360	98.8%	8,761	20.6%	
	25-49 CARS		0.0%	21,932	45.1%	27,740	51.7%	33,250	92.1%					0	0.0%	33,250	78.2%	
	50-99 CARS		0.0%	7,912	16.3%	0	0.0%	0	0.0%					0	0.0%	0	0.0%	
	>99 CARS	2,094	100.0%	53,004	100.0%	53,641	100.0%	36,095	100.0%	0	0.0%	0	0.0%	6,439	100.0%	42,534	100.0%	
THUNDER BAY		33,979	16.6%	63,699	6.0%	155,475	8.8%	15,681	6.2%	11,367	9.9%	7,739	3.8%	16,068	5.2%	50,855	5.8%	
	<25 CARS	54,071	26.4%	343,696	32.3%	489,006	27.7%	56,222	22.3%	39,049	33.8%	67,526	33.3%	75,520	24.7%	238,317	27.2%	
	25-49 CARS	107,510	52.5%	519,469	48.8%	874,812	49.6%	144,124	57.1%	56,165	48.7%	109,599	54.0%	160,468	52.4%	470,356	53.6%	
	50-99 CARS	9,030	4.4%	137,355	12.9%	244,368	13.9%	36,317	14.4%	8,815	7.6%	18,033	8.9%	54,199	17.7%	117,364	13.4%	
	>99 CARS	204,590	100.0%	1,064,219	100.0%	1,763,661	100.0%	252,344	100.0%	115,396	100.0%	202,897	100.0%	306,255	100.0%	876,892	100.0%	
ALL PORTS		81,676	14.1%	199,453	5.7%	324,100	8.8%	43,343	6.1%	27,266	7.2%	33,344	5.2%	36,911	4.9%	140,864	5.7%	
	<25 CARS	194,293	33.6%	866,463	24.8%	1,072,090	29.1%	148,264	21.0%	91,051	24.2%	158,624	24.8%	184,516	24.7%	582,455	23.6%	
	25-49 CARS	274,955	47.6%	1,865,523	53.4%	1,846,582	50.1%	392,401	55.5%	222,619	59.1%	356,198	55.7%	389,386	52.1%	1,360,604	55.1%	
	50-99 CARS	26,913	4.7%	563,251	16.1%	442,458	12.0%	123,300	17.4%	35,471	9.4%	90,821	14.2%	136,350	18.2%	385,942	15.6%	
	>99 CARS	577,837	100.0%	3,494,690	100.0%	3,685,230	100.0%	707,308	100.0%	376,407	100.0%	638,987	100.0%	747,163	100.0%	2,469,865	100.0%	

NOTES:

Source: Canadian Wheat Board

- (1) Car blocks determined by same shipper, station, ship date and unload terminal
- (2) Car blocks shipped on consecutive ship dates treated as a single block.
- (3) Data relating to the movement of non-tendered grain in conjunction with tendered grain as part of a multiple car block is unavailable. The estimates made here of cars moving in multiple car blocks should, therefore, be considered as a minimum.
- (4) Malting barley not included.

Distribution of Tendered Malting Barley by Size of Car Block (1) (2)

DESTINATION	CAR BLOCK	2000-2001		2001-2002		2002-2003		2003-2004								NOTES		
		TOTAL		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
		Tonnes Shipped	% of Total	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered		Tonnes Shipped	% of Total Tendered
VANCOUVER		91,024	32.4%	25,797	36.2%													
	<25 CARS	85,650	30.5%	28,473	39.9%													
	25-49 CARS	87,962	31.3%	8,405	11.8%													
	50-99 CARS	16,140	5.7%	8,625	12.1%													
	>99 CARS	280,776	100.0%	71,300	100.0%	0		0		0		0		0		0		

NOTES:

Source: Canadian Wheat Board

- (1) Car blocks defined as cars shipped with same shipper, station, ship date and unload terminal
- (2) Data relating to the movement of non-tendered grain in conjunction with tendered grain as part of a multiple car block is unavailable. The estimates made here of cars moving in multiple car blocks should, therefore, be considered as a minimum.

Number and Type of Penalties Applied to Tendered Grain Shipments (1) (4)

DESTINATION	PENALTY	2000-01	2001-02	2002-2003					2003-2004					NOTES
		TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	
		Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	
VANCOUVER	GRADE DIFFERENCE	64	922	107		198	225	530	97	55	325	131	608	(2)
	PROTEIN DIFFERENCE	2	1,456	166		238	536	940	155	132	217	688	1,192	(3)
		66	2,378	273		436	761	1,470	252	187	542	819	1,800	
PRINCE RUPERT	GRADE DIFFERENCE	4	83	271	235	111		617	34	67	332	28	461	(2)
	PROTEIN DIFFERENCE	0	331	460	1,008	254		1,722	149	58	329	34	570	(3)
		4	414	731	1,243	365		2,339	183	125	661	62	1,031	
CHURCHILL	GRADE DIFFERENCE	0	26	3			32	35	10			12	22	(2)
	PROTEIN DIFFERENCE	0	174					0	3			3	6	(3)
		0	200	3			32	35	13			15	28	
THUNDER BAY	GRADE DIFFERENCE	36	357	973	421	415	439	2,248	423	83	96	114	716	(2)
	PROTEIN DIFFERENCE	0	710	275	120	625	10	1,030	66	32	322	180	600	(3)
		36	1,067	1,248	541	1,040	449	3,278	489	115	418	294	1,316	
ALL PORTS	GRADE DIFFERENCE	104	1,388	1,354	656	724	696	3,430	564	205	753	285	1,807	(2)
	PROTEIN DIFFERENCE	2	2,671	901	1,128	1,117	546	3,692	373	222	868	905	2,368	(3)
		106	4,059	2,255	1,784	1,841	1,242	7,122	937	427	1,621	1,190	4,175	

NOTES:

Source: Canadian Wheat Board

- (1) Penalties are applied on a car lot basis.
- (2) Cars unloading under the specified grade or protein levels are each assessed a \$200.00 penalty.
- (3) Cars unloading with higher grade or protein than specified are assessed a penalty equal to the differential in grade or protein, based on the initial payment.
- (4) Measure not applicable to malting barley, which is administered FOB. No penalties are applied to car unloads.

Distribution of Tendered Origins by Province and Elevator Classification

PROVINCE	DESTINATION	COMMODITY	2000-2001		2001-2002		2002-2003		2003-2004		2003-2004 DISTRIBUTION	NOTES	
			TOTAL		TOTAL		TOTAL		TOTAL				
			HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP %	Non-HTP %	
MANITOBA	VANCOUVER	Wheat		3,688	163,210	15,785	33,767	17,049	6,873	4,613			
		Durum	0	3,688	163,210	15,785	33,767	17,049	6,873	4,613	59.8%	40.2%	
	PRINCE RUPERT	Wheat		9,441	48,208	10,809	163,310	83,042					
		Durum	0	9,441	48,208	10,809	163,310	83,042	0	0	n/a	n/a	
	CHURCHILL	Wheat			4,378	903	17,612	2,161	4,844	4,489			
		Durum	0	0	4,378	903	17,612	2,161	4,844	4,489	51.9%	48.1%	
	THUNDER BAY	Wheat			244,390	33,731	450,016	85,349	351,555	35,364			
		Durum	5,108	14,292	244,390	33,731	450,016	85,349	351,555	35,364	91.0%	9.0%	
	SASKATCHEWAN	VANCOUVER	Wheat	209,919	1,256	506,642	166,993	283,932	52,757	267,149	45,694		
			Durum	88,806		67,721	16,137	78,129	20,053	31,062	18,472		
			Barley	1,318		4,069				30,616	2,064	83.2%	16.8%
		PRINCE RUPERT	Wheat	33,957		130,185	29,290	186,801	20,313	173,202			
Durum			33,957	0	130,185	29,290	213,671	30,780	178,998	0	100.0%	0.0%	
CHURCHILL		Wheat		2,094	14,076	11,292	4,384	3,677	24,164	4,485			
		Durum	0	2,094	14,076	11,292	30,190	3,677	28,649	0	100.0%	0.0%	
THUNDER BAY		Wheat	58,089	2,493	217,111	66,225	200,228	52,780	152,448	17,776			
		Durum	124,787		384,098	20,650	649,925	44,513	235,930	22,031	90.7%	9.3%	
ALBERTA		VANCOUVER	Wheat		19,492	840,219	122,453	221,893	65,353	403,382	124,290		
			Durum	0	974	113,015	4,793	38,491	10,659	84,447	6,802		
			Barley	0	20,466	8,287	1,520	260,384	76,012	77,988	3,955	80.7%	19.3%
	PRINCE RUPERT	Wheat		2,123	94,151	31,796	383,000	110,149	196,232	23,962			
		Durum	0	2,123	94,151	31,796	49,121	12,770	19,332	7,748	87.2%	12.8%	
	CHURCHILL	Wheat			17,963	4,391			4,551				
		Durum	0	0	17,963	4,391	0	0	4,551	0	100.0%	0.0%	
	THUNDER BAY	Wheat			46,368	41,461		8,305	3,152				
		Durum	0	0	46,368	41,461	237,416	26,067	47,318	6,740	88.2%	11.8%	
	BRITISH COLUMBIA	VANCOUVER	Wheat				2,184						
			Durum							0	12,562	0.0%	100.0%
		PRINCE RUPERT	Wheat				2,184			0	12,562	0.0%	100.0%
Durum									0	4,205	0.0%	100.0%	
									0	4,205			

(1)

## Distribution of Tendered Origins by Province and Elevator Classification

PROVINCE	DESTINATION	COMMODITY	2000-2001		2001-2002		2002-2003		2003-2004		2003-2004 DISTRIBUTION	NOTES
			Total		Total		Total		TOTAL			
			HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP %	Non-HTP %
<b>WESTERN CANADA</b>												
	<b>VANCOUVER</b>											
		Wheat	209,919	24,436	1,510,071	307,415	539,592	135,159	677,404	174,597		
		Durum	88,806	0	180,736	20,930	116,620	30,712	115,509	25,274		
		Barley	1,318	974	12,356	1,520	0	0	108,604	18,581		
			300,043	25,410	1,703,163	329,865	656,212	165,871	901,517	218,452	80.5%	19.5%
	<b>PRINCE RUPERT</b>											
		Wheat	33,957	11,564	272,544	71,895	733,111	213,504	369,434	23,962		
		Durum	0	0	0	0	75,991	23,237	0	0		
		Barley	0	0	0	0	0	0	25,128	11,953		
			33,957	11,564	272,544	71,895	809,102	236,741	394,562	35,915	91.7%	8.3%
	<b>CHURCHILL</b>											
		Wheat	0	2,094	18,454	12,195	21,996	5,838	29,008	4,489		
		Durum	0	0	17,963	4,391	25,806	0	9,036	0		
		Barley	0	0	0	0	0	0	0	0		
			0	2,094	36,417	16,586	47,802	5,838	38,044	4,489	89.4%	10.6%
	<b>THUNDER BAY</b>											
		Wheat	58,089	16,784	461,501	99,956	650,244	146,434	507,155	53,140		
		Durum	129,896	0	440,651	62,111	896,403	70,580	287,824	28,771		
		Barley	0	0	0	0	0	0	0	0		
			187,985	16,784	902,152	162,067	1,546,647	217,014	794,979	81,911	90.7%	9.3%
<b>PROVINCIAL TOTALS</b>												
	<b>MANITOBA</b>		5,108	27,421	470,371	61,228	673,767	187,601	367,848	44,466	89.2%	10.8%
	<b>SASKATCHEWAN</b>		516,876	5,842	1,323,902	310,587	1,456,075	204,560	924,852	106,037	89.7%	10.3%
	<b>ALBERTA</b>		0	22,589	1,120,003	206,414	929,921	233,303	836,402	173,497	82.8%	17.2%
	<b>BRITISH COLUMBIA</b>		0	0	0	2,184	0	0	0	16,767	0.0%	100.0%
			521,985	55,852	2,914,276	580,413	3,059,763	625,464	2,129,102	340,767	86.2%	13.8%

## NOTES:

Source: Canadian Wheat Board

(1) High Throughput Elevators (HTP) are defined as being capable of loading blocks of 50 cars or more.

## Distribution of Tendered Malting Barley Origins by Province and Elevator Classification

DESTINATION	PROVINCE	2000-2001		2001-2002		2002-2003		2003-2004		2003-2004 DISTRIBUTION	NOTES
		TOTAL		TOTAL		TOTAL		TOTAL			
		HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP %	Non-HTP %
<b>VANCOUVER</b>											
	<b>MANITOBA</b>	0	0	81	1,057						
	<b>SASKATCHEWAN</b>	151,099	42,807	34,904	2,293						
	<b>ALBERTA</b>	50,281	36,589	30,577	2,387						
		201,380	79,396	65,562	5,738	0	0	0	0		

## NOTES:

Source: Canadian Wheat Board

(1) High Throughput Elevators (HTP) are defined as being capable of loading blocks of 50 cars or more.



## Distribution of Tendered Tonnage by Month (1)

MONTH	2000-2001		2001-2002		2002-2003		2003-2004		NOTES
	TOTAL		TOTAL		TOTAL		TOTAL		
TONNAGE CALLED	Volume (tonnes)	% of Total	Volume (tonnes)	% of Total	Volume (tonnes)	% of Total	Volume (tonnes)	% of Total	
AUGUST	259,160	5.3%	407,000	8.2%	686,400	11.8%	396,000	13.3%	
SEPTEMBER	288,200	5.9%	580,800	11.7%	673,200	11.6%	220,000	7.4%	
OCTOBER	378,400	7.7%	563,200	11.4%	729,960	12.6%	292,600	9.8%	
NOVEMBER	629,200	12.9%	715,000	14.4%	491,920	8.5%	193,600	6.5%	
DECEMBER	312,400	6.4%	301,400	6.1%	140,800	2.4%	124,520	4.2%	
JANUARY	554,400	11.3%	246,400	5.0%	158,400	2.7%	101,200	3.4%	
FEBRUARY	283,800	5.8%	212,520	4.3%	204,600	3.5%	132,000	4.4%	
MARCH	404,800	8.3%	412,280	8.3%	275,000	4.7%	290,400	9.8%	
APRIL	488,400	10.0%	513,480	10.3%	424,600	7.3%	220,000	7.4%	
MAY	534,600	10.9%	479,160	9.7%	514,800	8.9%	334,400	11.3%	
JUNE	503,800	10.3%	530,200	10.7%	878,504	15.2%	409,200	13.8%	
JULY	250,800	5.1%	0	0.0%	616,000	10.6%	257,400	8.7%	
	4,887,960	100.0%	4,961,440	100.0%	5,794,184	100.0%	2,971,320	100.0%	
TONNAGE MOVED									(2)
AUGUST	0	0.0%	49,426	1.4%	171,041	4.6%	148,651	6.0%	
SEPTEMBER	6,802	1.2%	255,581	7.3%	236,505	6.4%	187,085	7.6%	
OCTOBER	34,444	6.0%	489,008	14.0%	464,782	12.6%	235,994	9.6%	
NOVEMBER	59,454	10.3%	352,905	10.1%	482,750	13.1%	201,036	8.1%	
DECEMBER	64,308	11.1%	310,512	8.9%	168,120	4.6%	156,054	6.3%	
JANUARY	34,116	5.9%	161,245	4.6%	165,738	4.5%	80,043	3.2%	
FEBRUARY	40,925	7.1%	218,071	6.2%	122,997	3.3%	139,605	5.7%	
MARCH	76,755	13.3%	299,136	8.6%	161,521	4.4%	223,206	9.0%	
APRIL	61,423	10.6%	452,802	13.0%	410,005	11.1%	250,330	10.1%	
MAY	52,896	9.2%	389,069	11.1%	315,707	8.6%	243,382	9.9%	
JUNE	79,103	13.7%	243,748	7.0%	412,470	11.2%	343,783	13.9%	
JULY	67,611	11.7%	273,187	7.8%	573,592	15.6%	260,697	10.6%	(3)
	577,837	100.0%	3,494,690	100.0%	3,685,227	100.0%	2,469,866	100.0%	

## NOTES:

Source: Canadian Wheat Board

- (1) Malting barley not included.  
(2) Determined by month during which cars unloaded.  
(3) July 2002 volume includes 15,963 tonnes unloaded in first half August, 2002.  
July 2003 volume includes 54,934 tonnes unloaded in the 2003/04 crop year.  
July 2004 volume includes 72,578 tonnes unloaded in the 2004/05 crop year.

## Distribution of Tendered Malting Barley Tonnage by Month (1)

MONTH	2000-2001		2001-2002		2002-2003		2003-2004		NOTES
	TOTAL		TOTAL		TOTAL		TOTAL		
TONNAGE MOVED	Volume (tonnes)	% of Total	Volume (tonnes)	% of Total	Volume (tonnes)	% of Total	Volume (tonnes)	% of Total	
AUGUST	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
SEPTEMBER	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
OCTOBER	160	0.1%	0	0.0%	0	0.0%	0	0.0%	
NOVEMBER	1,746	0.6%	0	0.0%	0	0.0%	0	0.0%	
DECEMBER	9,916	3.5%	0	0.0%	0	0.0%	0	0.0%	
JANUARY	7,043	2.5%	0	0.0%	0	0.0%	0	0.0%	
FEBRUARY	55,396	19.7%	11,011	15.4%	0	0.0%	0	0.0%	
MARCH	48,786	17.4%	7,790	10.9%	0	0.0%	0	0.0%	
APRIL	124,164	44.2%	25,573	35.9%	0	0.0%	0	0.0%	
MAY	22,190	7.9%	25,497	35.8%	0	0.0%	0	0.0%	
JUNE	0	0.0%	1,429	2.0%	0	0.0%	0	0.0%	
JULY	11,376	4.1%	0	0.0%	0	0.0%	0	0.0%	
	280,776	100.0%	71,300	100.0%	0	0.0%	0	0.0%	

## NOTES:

Source: Canadian Wheat Board

- (1) Malting barley tender calls are not for specific tonnage, therefore only movement is presented in this table.  
(2) Determined by month during which cars unloaded.

Distribution of Delivery Points (number) - Tender Contracts

CONTRACT	STATIONS	2001-2002		2002-2003		2003-2004								NOTES	
		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL
Number of Cars	Number	Number of Contracts	Distribution	Number of Contracts	Distribution	Number of Contracts	Distribution	Number of Contracts	Distribution	Number of Contracts	Distribution	Number of Contracts	Distribution	Number of Contracts	Distribution
1 - 24	1	87	86.1%	135	91.2%	8	100.0%	27	93.1%	23	95.8%	12	85.7%	70	93.3%
	2	13	12.9%	10	6.8%			2	6.9%			2	14.3%	4	5.3%
	3	1	1.0%	2	1.4%					1	4.2%			1	1.3%
	4			1	0.7%										
		101	100.0%	148	100.0%	8	100.0%	29	100.0%	24	100.0%	14	100.0%	75	100.0%
25 - 49	1	128	87.7%	188	90.4%	16	94.1%	14	87.5%	25	100.0%	21	95.5%	76	95.0%
	2	12	8.2%	12	5.8%			2	12.5%			1	4.5%	3	3.8%
	3	5	3.4%	5	2.4%	1	5.9%							1	1.3%
	4	0	0.0%	3	1.4%										
	8	1	0.7%												
		146	100.0%	208	100.0%	17	100.0%	16	100.0%	25	100.0%	22	100.0%	80	100.0%
50 - 99	1	199	79.6%	254	81.7%	37	80.4%	29	87.9%	50	86.2%	54	91.5%	170	86.7%
	2	43	17.2%	46	14.8%	8	17.4%	3	9.1%	8	13.8%	5	8.5%	24	12.2%
	3	8	3.2%	9	2.9%	1	2.2%	1	3.0%					2	1.0%
	4			2	0.6%										
		250	100.0%	311	100.0%	46	100.0%	33	100.0%	58	100.0%	59	100.0%	196	100.0%
100 - 199	1	51	38.1%	42	41.2%	8	24.2%	4	36.4%	6	28.6%	23	57.5%	41	39.0%
	2	51	38.1%	39	38.2%	21	63.6%	5	45.5%	11	52.4%	12	30.0%	49	46.7%
	3	23	17.2%	14	13.7%	3	9.1%	2	18.2%	4	19.0%	5	12.5%	14	13.3%
	4	8	6.0%	4	3.9%	1	3.0%							1	1.0%
	5	1	0.7%												
	6			1	1.0%										
	7			1	1.0%										
	8			1	1.0%										
		134	100.0%	102	100.0%	33	100.0%	11	100.0%	21	100.0%	40	100.0%	105	100.0%
200 - 299	1														
	2	5	25.0%	5	35.7%	1	33.3%	1	100.0%					2	28.6%
	3	8	40.0%	3	21.4%	2	66.7%			1	50.0%			3	42.9%
	4	2	10.0%	4	28.6%					1	50.0%	1	100.0%	2	28.6%
	5	2	10.0%	1	7.1%										
	6	2	10.0%	1	7.1%										
	7	1	5.0%	1	7.1%										
		20	100.0%	14	100.0%	3	100.0%	1	100.0%	2	100.0%	1	100.0%	7	100.0%
300 +	3									1	100.0%			1	33.3%
	4	1	33.3%	1	100.0%	1	100.0%							1	33.3%
	5	1	33.3%												
	7					1	100.0%							1	33.3%
	8	1	33.3%												
		3	100.0%	1	100.0%	2	200.0%	0	0.0%	1	100.0%	0	0.0%	3	100.0%

NOTES:

Source: Canadian Wheat Board

Weighted Average Tendered Multiple-Car Block Size (railcars) - Port (1) (2) (3)

DESTINATION	CAR BLOCKS	2001-2002					2002-2003					2003-2004					NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	
<b>VANCOUVER</b>																	
	Number of Blks.	206	143	151	69	569	46	0	66	165	277	95	42	57	104	298	
	Average Size	56.2	58.1	61.6	63.5	59.1	50.3	0.0	54.1	52.3	52.4	62.8	62.1	66.2	60.0	62.5	
<b>PRINCE RUPERT</b>																	
	Number of Blks.	0	31	78	0	109	128	142	38	0	308	25	33	62	11	131	
	Average Size	0.0	61.0	60.7	0.0	60.8	55.0	52.3	58.7	0.0	54.3	62.7	63.1	49.8	76.4	58.5	
<b>CHURCHILL</b>																	
	Number of Blks.	15	0	0	1	16	8	0	0	10	18	9	0	0	3	12	
	Average Size	49.6	0.0	0.0	49.0	49.6	42.5	0.0	0.0	44.5	43.6	51.8	0.0	0.0	39.6	49.9	
<b>THUNDER BAY</b>																	
	Number of Blks.	97	43	52	140	332	155	55	129	213	552	71	38	61	84	254	
	Average Size	50.3	51.9	62.4	57.0	55.3	56.9	62.4	55.8	52.0	55.5	55.7	47.2	49.6	59.4	54.5	
<b>ALL PORTS</b>																	
	Number of Blks.	318	217	281	210	1,026	337	197	233	388	1,155	200	113	180	202	695	
	Average Size	54.2	57.2	61.5	59.4	58.0	55.0	55.1	55.9	51.9	54.3	59.8	57.9	56.0	60.5	58.7	

NOTES:

Source: Canadian Wheat Board

- (1) Car blocks determined by same shipper, station, ship date and unload terminal.
- (2) Car blocks shipped on consecutive ship dates treated as a single block.
- (3) Malting barley not included.

Western Canadian Railway Car Cycles - CWB Tendered & Non-Tendered, Summarized by Destination Corridor (1) (2)

DESTINATION	2001-02	2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
		TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	
<b>ALL CORRIDORS</b>														
<b>CWB Tendered</b>														
Cycle Count (cars)	15,560	4,833	5,303	3,064	5,793	18,993	3,169	2,420	3,436	4,125	13,150	-28.8%	-30.8%	(3)
Trimmed Mean (days)	14.8	18.2	20.0	20.6	18.8	19.3	15.9	16.3	13.3	14.2	14.7	-24.5%	-23.8%	(3)
Standard Deviation (days)	8.1	13.7	10.3	12.8	12.0	12.2	10.8	6.9	4.8	5.9	7.4	-50.8%	-39.3%	(3)
Minimum Cycle (days)	4.9	5.4	5.9	7.9	6.2	5.4	6.5	5.7	5.7	6.0	5.7	-3.2%	5.6%	(3)
Maximum Cycle (days)	83.4	88.9	89.3	89.7	89.2	89.7	85.3	65.5	56.6	68.8	85.3	-22.9%	-4.9%	(3)
Loaded Portion (days)	6.9	10.3	9.9	9.8	7.9	9.4	8.0	8.8	6.2	6.8	7.3	-13.9%	-22.3%	(3)
Unloaded Portion (days)	7.8	7.9	10.0	10.8	10.9	9.9	7.8	7.5	7.1	7.3	7.4	-33.0%	-25.3%	(3)
Total Cycle Time (days)	14.8	18.2	19.9	20.6	18.8	19.3	15.8	16.3	13.3	14.1	14.7	-25.0%	-23.8%	(3)
<b>CWB Non-Tendered</b>														
Cycle Count (cars)	43,383	10,679	5,548	2,705	9,744	28,676	15,579	14,520	14,504	21,112	65,715	116.7%	129.2%	(3)
Trimmed Mean (days)	16.7	19.4	20.0	22.2	20.1	19.9	16.1	17.5	15.1	15.7	16.1	-21.9%	-19.1%	(3)
Standard Deviation (days)	9.0	12.5	11.8	12.7	11.5	11.9	7.8	7.6	8.1	7.9	7.9	-31.3%	-33.6%	(3)
Minimum Cycle (days)	4.9	5.5	5.7	6.8	3.5	3.5	5.0	5.8	4.8	4.5	4.5	28.6%	28.6%	(3)
Maximum Cycle (days)	89.5	89.9	89.7	89.8	88.6	89.9	89.6	83.9	85.5	88.6	89.6	0.0%	-0.4%	(3)
Loaded Portion (days)	8.6	9.5	10.6	11.6	9.2	9.8	9.0	9.5	7.8	7.9	8.5	-14.1%	-13.3%	(3)
Unloaded Portion (days)	8.0	9.9	9.4	10.5	11.0	10.2	7.1	8.0	7.3	7.9	7.6	-28.2%	-25.5%	(3)
Total Cycle Time (days)	16.7	19.4	20.0	22.1	20.2	20.0	16.1	17.5	15.1	15.8	16.1	-21.8%	-19.5%	(3)
<b>VANCOUVER CORRIDOR</b>														
<b>CWB Tendered</b>														
Cycle Count (cars)	8,872	192	-	522	2,071	2,785	1,043	648	799	1,726	4,216	-16.7%	51.4%	(4)
Trimmed Mean (days)	14.7	16.0	-	18.1	21.5	20.5	20.7	16.7	12.9	14.0	15.9	-34.9%	-22.4%	(4)
Standard Deviation (days)	7.6	10.7	-	5.1	12.3	11.3	15.8	7.3	5.3	5.9	9.9	-52.0%	-12.4%	(4)
Minimum Cycle (days)	4.9	10.7	-	9.6	9.0	9.0	7.2	9.5	5.7	7.4	5.7	-17.8%	-36.7%	(4)
Maximum Cycle (days)	76.7	68.0	-	44.2	83.3	83.3	85.3	65.5	56.6	58.6	85.3	-29.7%	2.4%	(4)
Loaded Portion (days)	6.8	6.5	-	9.4	8.5	8.5	8.0	8.5	4.6	5.6	6.5	-34.1%	-23.5%	(4)
Unloaded Portion (days)	8.0	9.5	-	8.7	13.0	12.0	12.7	8.2	8.3	8.4	9.4	-35.4%	-21.7%	(4)
Total Cycle Time (days)	14.7	16.0	-	18.1	21.5	20.5	20.7	16.7	12.9	14.0	15.9	-34.9%	-22.4%	(4)
<b>CWB Non-Tendered</b>														
Cycle Count (cars)	19,042	1,363	221	635	2,513	4,732	4,351	4,268	4,876	4,774	18,269	90.0%	286.1%	(4)
Trimmed Mean (days)	16.8	17.6	24.6	20.4	22.0	20.6	16.9	17.6	16.1	15.7	16.5	-28.6%	-19.9%	(4)
Standard Deviation (days)	8.6	8.0	7.5	8.9	10.5	9.7	8.2	8.3	7.9	7.5	8.0	-28.6%	-17.5%	(4)
Minimum Cycle (days)	4.9	5.5	12.4	9.8	3.5	3.5	6.4	5.8	5.7	7.1	5.7	102.9%	62.9%	(4)
Maximum Cycle (days)	88.4	69.8	80.0	84.3	74.0	84.3	77.0	80.3	77.3	87.9	87.9	18.8%	4.3%	(4)
Loaded Portion (days)	8.8	9.3	12.5	10.4	10.2	10.0	8.8	8.5	8.7	7.7	8.4	-24.5%	-16.0%	(4)
Unloaded Portion (days)	8.0	8.3	12.1	9.9	11.8	10.6	8.1	9.1	7.5	8.0	8.1	-32.2%	-23.6%	(4)
Total Cycle Time (days)	16.8	17.6	24.6	20.3	22.0	20.6	16.9	17.6	16.2	15.7	16.5	-28.6%	-19.9%	(4)

2A - Tendering Program

Western Canadian Railway Car Cycles - Summarized by Destination Corridor (1)

DESTINATION	2001-02	2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>PRINCE RUPERT CORRIDOR</b>														
<b>CWB Tendered</b>														
Cycle Count (cars)	-	1,860	3,605	1,252	-	6,717	554	909	1,949	542	3,954	n/a	-41.1%	(4)(5)
Trimmed Mean (days)	-	22.3	21.5	27.0	-	22.7	12.9	16.1	13.4	11.2	13.7	n/a	-39.6%	(4)(5)
Standard Deviation (days)	-	17.1	10.3	16.3	-	13.9	4.9	6.3	4.8	2.9	5.2	n/a	-62.6%	(4)(5)
Minimum Cycle (days)	-	8.1	5.9	9.7	-	5.9	8.3	5.7	7.0	6.0	5.7	n/a	-3.4%	(4)(5)
Maximum Cycle (days)	-	85.7	89.3	89.0	-	89.3	45.9	47.3	42.2	27.3	47.3	n/a	-47.0%	(4)(5)
Loaded Portion (days)	-	14.4	10.6	11.0	-	11.7	7.1	9.0	6.3	6.3	7.0	n/a	-40.2%	(4)(5)
Unloaded Portion (days)	-	7.9	11.0	16.0	-	11.0	5.9	7.1	7.2	4.9	6.7	n/a	-39.1%	(4)(5)
Total Cycle Time (days)	-	22.3	21.6	27.0	-	22.7	13.0	16.1	13.5	11.2	13.7	n/a	-39.6%	(4)(5)
<b>CWB Non-Tendered</b>														
Cycle Count (cars)	-	1,971	1,137	483	-	3,591	1,268	4,673	6,940	7,886	20,767	n/a	478.3%	(4)(5)
Trimmed Mean (days)	-	20.5	23.0	32.2	-	22.9	12.9	16.2	13.4	13.4	14.0	n/a	-38.9%	(4)(5)
Standard Deviation (days)	-	11.9	12.6	15.0	-	13.2	3.6	5.7	5.6	4.7	5.3	n/a	-59.8%	(4)(5)
Minimum Cycle (days)	-	7.8	7.8	11.2	-	7.8	6.3	6.3	4.8	5.8	4.8	n/a	-38.5%	(4)(5)
Maximum Cycle (days)	-	87.0	89.7	78.7	-	89.7	32.6	46.0	69.7	80.8	80.8	n/a	-9.9%	(4)(5)
Loaded Portion (days)	-	8.8	11.8	14.8	-	10.6	6.8	8.9	6.7	6.7	7.2	n/a	-32.1%	(4)(5)
Unloaded Portion (days)	-	11.7	11.2	17.4	-	12.3	6.2	7.3	6.7	6.7	6.8	n/a	-44.7%	(4)(5)
Total Cycle Time (days)	-	20.5	23.0	32.2	-	22.9	13.0	16.2	13.4	13.4	14.0	n/a	-38.9%	(4)(5)
<b>THUNDER BAY CORRIDOR</b>														
<b>CWB Tendered</b>														
Cycle Count (cars)	6,688	2,781	1,698	1,290	3,720	9,489	1,572	863	688	1,857	4,980	-50.1%	-47.5%	(4)
Trimmed Mean (days)	14.9	15.6	16.8	15.5	17.3	16.5	13.7	16.3	13.4	15.2	14.6	-12.1%	-11.5%	(4)
Standard Deviation (days)	8.7	10.1	9.3	7.1	11.6	10.3	6.2	7.2	4.3	6.3	6.3	-45.7%	-38.8%	(4)
Minimum Cycle (days)	6.1	5.4	6.5	7.9	6.2	5.4	6.5	8.0	8.7	6.4	6.4	3.2%	18.5%	(4)
Maximum Cycle (days)	83.4	88.9	86.2	89.7	82.2	89.7	58.3	50.4	39.7	68.8	68.8	-16.3%	-23.3%	(4)
Loaded Portion (days)	7.2	7.8	8.7	8.9	7.6	8.0	8.2	8.9	8.0	8.1	8.3	6.6%	3.8%	(4)
Unloaded Portion (days)	7.7	7.7	8.1	6.6	9.7	8.4	5.2	7.3	5.3	7.1	6.3	-26.8%	-25.0%	(4)
Total Cycle Time (days)	14.9	15.5	16.8	15.5	17.3	16.4	13.4	16.2	13.3	15.2	14.6	-12.1%	-11.0%	(4)
<b>CWB Non-Tendered</b>														
Cycle Count (cars)	24,341	7,345	4,190	1,587	7,226	20,348	9,960	5,579	2,688	8,452	26,679	17.0%	31.1%	(4)
Trimmed Mean (days)	16.6	19.4	18.9	19.8	19.5	19.3	16.2	18.5	17.9	18.0	17.4	-7.7%	-9.8%	(4)
Standard Deviation (days)	9.3	13.3	11.6	11.8	11.7	12.1	7.8	8.2	12.1	9.6	9.1	-17.9%	-24.8%	(4)
Minimum Cycle (days)	5.0	6.6	5.7	6.8	6.1	5.7	5.0	6.8	5.7	4.5	4.5	-26.2%	-21.1%	(4)
Maximum Cycle (days)	89.5	89.9	85.5	89.8	88.6	89.9	89.6	83.9	85.5	88.6	89.6	0.0%	-0.4%	(4)
Loaded Portion (days)	8.5	9.7	10.2	11.1	8.8	9.6	9.5	10.8	9.5	9.1	9.6	3.4%	0.0%	(4)
Unloaded Portion (days)	8.1	9.8	8.8	8.7	10.6	9.7	6.8	7.8	8.4	8.9	7.8	-16.0%	-19.6%	(4)
Total Cycle Time (days)	16.6	19.5	19.0	19.8	19.4	19.3	16.3	18.6	17.9	18.0	17.4	-7.2%	-9.8%	(4)

**NOTES:**

---

SOURCE: Canadian Wheat Board, Canadian National Railway Company and Canadian Pacific Railway Company

- (1) The car cycle information presented is drawn from data supplied by CN and CP to Transport Canada. Although the structures of these files differ significantly, it is the scope of the data itself that presents the greatest challenge in conducting a comprehensive examination. Specifically, there are two generic problems. The first of these relates to the incomplete nature of the data records themselves, and what is often a failure to include important "triggers" in calculating specific segments of individual car cycles. The second relates to the exclusion of that portion of time spent by individual cars on the lines of another carrier - be it for loading or unloading. These problems make it impossible to examine the cycles of all Western Canadian grain movements. For the purpose of consistency, only those cycles relating to local railway movements - where both the origin and destination are served by the same carrier - are considered here. This effectively precludes any consideration being given to the port of Churchill.
- (2) The distribution of individual car cycle times derived from useable cycle records is highly skewed. Measures such as the mean, and the standard deviation, reflect the heavy influence accorded the most extreme "outlying" data points (i.e., a maximum cycle of 1,114 days in the 1999-2000 crop year). The summary statistics presented here are for information purposes only.
- (3) In order to mitigate the influence accorded the most extreme "outlying" data points, records with cycles in excess of 90 days were excluded from consideration in the calculation of summary statistics for Western Canadian car cycles. The term "trimmed" (i.e., trimmed mean) is often used to differentiate the statistics arising from a culled data sample. For the 2001-02 crop year, 1,040 records (accounting for 1.1% of the overall observations) were excluded.
- (4) The statistics presented for average car cycles into Vancouver, Prince Rupert, and Thunder Bay are drawn from the Trimmed Cycle Sample, and not the more heavily skewed Initial Cycle Sample.
- (5) The use of Prince Rupert as an alternative port during the lockout of the Vancouver Grain Workers Union in the first quarter of the 2002-03 crop year provided substantially more useable data. Caution is advised in making any year-over-year comparisons using these statistics.

Count and Range of Accepted Bids by Port and Grain (\$ per tonne) (1) (2)

DESTINATION	COMMODITY	CO. CATEGORY	2003-2004												NOTES			
			Q1			Q2			Q3			Q4				TOTAL		
			Number of Bids	Maximum Discount	Minimum Discount	Number of Bids	Maximum Discount	Minimum Discount	Number of Bids	Maximum Discount	Minimum Discount	Number of Bids	Maximum Discount	Minimum Discount		Number of Bids	Maximum Discount	Minimum Discount
<b>VANCOUVER</b>																		
	Wheat	Majors	28	-22.09	-3.76	14	-22.09	-1.11	25	-20.03	-0.76	54	-19.19	-0.51	121	-22.09	-0.51	
		Balance	2	-10.02	-6.55	3	-19.03	-0.01	6	-20.76	-14.53	11	-14.53	-0.63	22	-19.03	-0.01	
	Durum	Majors	8	-21.27	-3.51	5	-21.12	-14.51	7	-18.99	-14.51	1	-18.18	-18.18	21	-21.27	-3.51	
		Balance	2	-5.51	-3.51	5	-18.53	-14.53	4	-19.00	-15.51				11	-19.00	-3.51	
	Barley	Majors	5	0.00	0.00										5	0.00	0.00	
		Balance	4	-2.85	0.00										4	-2.85	0.00	
<b>PRINCE RUPERT</b>																		
	Wheat	Majors	5	-16.89	-8.56	19	-16.59	-4.52	32	-14.78	-0.01	3	-2.99	-0.51	59	-16.89	-0.01	
		Balance				2	-2.50	-0.10	8	-9.75	-0.20	2	-5.58	-4.07	12	-9.75	-0.10	
	Durum	Majors																
		Balance																
	Barley	Majors	3	-0.50	0.00										3	-0.50	0.00	
		Balance	1	0.00	0.00										1	0.00	0.00	
<b>CHURCHILL</b>																		
	Wheat	Majors	4	-8.06	-5.57							1	-0.01	-0.01	5	-8.06	-0.01	
		Balance	1	-0.55	-0.55							1	-0.01	-0.01	2	-0.55	-0.01	
	Durum	Majors	2	-5.76	-0.76										2	-5.76	-0.76	
		Balance	1	-1.01	-1.01										1	-1.01	-1.01	
	Barley	Majors																
		Balance																
<b>THUNDER BAY</b>																		
	Wheat	Majors	30	-18.99	-1.51	10	-23.04	-0.05	24	-21.07	-0.06	9	-12.78	-1.99	73	-23.04	-0.05	
		Balance	6	-13.27	-0.73	2	-23.04	-18.09	14	-16.79	-3.51	24	-11.57	-0.23	46	-23.04	-0.23	
	Durum	Majors	4	-22.02	-4.17	9	-23.23	-6.02	8	-23.09	-9.99	21	-18.28	-0.25	42	-23.23	-0.25	
		Balance	1	-8.00	-8.00	21	-24.07	-5.05	3	-14.53	-5.57	9	-13.83	-0.51	34	-24.07	-0.51	
	Barley	Majors																
		Balance																
<b>ALL PORTS</b>																		
	Wheat	Majors	67	-22.09	-1.51	43	-23.04	-0.05	81	-21.07	-0.01	67	-19.19	-0.01	258	-23.04	-0.01	
		Balance	9	-13.27	-0.55	7	-23.04	-0.01	28	-9.75	-0.20	38	-14.53	-0.01	82	-23.04	-0.01	
	Durum	Majors	14	-22.02	-0.76	14	-23.23	-6.02	15	-23.09	-9.99	22	-18.28	-0.25	65	-23.23	-0.76	
		Balance	4	-8.00	-1.01	26	-24.07	-5.05	7	-14.53	-5.57	9	-13.83	-0.51	46	-24.07	-1.01	
	Barley	Majors	8	-0.50	0.00										8	-0.50	0.00	
		Balance	5	-2.85	0.00										5	-2.85	0.00	





Count and Range of Accepted Bids by Port and Grain (\$ per tonne) (1) (2)

DESTINATION	COMMODITY	CO. CATEGORY	2001-2002												NOTES		
			Q1			Q2			Q3			Q4				TOTAL	
			Number of Bids	Maximum Discount	Minimum Discount	Number of Bids	Maximum Discount	Minimum Discount	Number of Bids	Maximum Discount	Minimum Discount	Number of Bids	Maximum Discount	Minimum Discount	Number of Bids	Maximum Discount	Minimum Discount
<b>VANCOUVER</b>																	
	Wheat	Majors	77	-10.00	0.00	62	-9.51	0.50	60	-15.67	0.00	35	-12.76	-0.01	234	-15.67	0.50
		Balance	23	-10.01	0.00	10	-10.01	-1.00	10	-6.87	-1.00	6	-9.00	-1.00	49	-10.01	0.00
	Durum	Majors	11	-8.76	-4.06	11	-9.01	-4.57	5	-12.03	-6.02	6	-6.60	0.00	33	-12.03	0.00
		Balance	3	-10.00	0.00										3	-10.00	0.00
	Barley	Majors							1	0.00	0.00	1	-0.50	-0.50	2	-0.50	0.00
		Balance										1	-1.00	-1.00	1	-1.00	-1.00
<b>PRINCE RUPERT</b>																	
	Wheat	Majors				15	-9.01	0.00	41	-8.11	0.00				56	-9.01	0.00
		Balance				7	-8.17	-1.53	11	-6.82	-0.57				18	-8.17	-0.57
	Durum	Majors							1	-7.78	-7.78				1	-7.78	-7.78
		Balance															
	Barley	Majors															
		Balance															
<b>CHURCHILL</b>																	
	Wheat	Majors	5	-2.05	-0.55										5	-2.05	-0.55
		Balance										1	-0.89	-0.89	1	-0.89	-0.89
	Durum	Majors	1	-5.10	-5.10										1	-5.10	-5.10
		Balance															
	Barley	Majors															
		Balance															
<b>THUNDER BAY</b>																	
	Wheat	Majors	42	-12.06	2.50	18	-13.06	0.00	11	-12.50	-0.25	21	-18.07	-1.00	92	-18.07	2.50
		Balance	19	-10.01	0.00	6	-6.57	0.00	7	-18.01	-4.03	14	-14.44	0.00	46	-18.01	0.00
	Durum	Majors	6	-9.11	-0.51	5	-10.03	-7.76	9	-13.03	-0.37	30	-13.59	-0.01	50	-13.59	-0.01
		Balance	12	-3.57	0.00	1	-8.07	-8.07	12	-11.51	-0.13	37	-14.17	-0.05	62	-14.17	0.00
	Barley	Majors															
		Balance															
<b>ALL PORTS</b>																	
	Wheat	Majors	124	-12.06	2.50	95	-13.06	0.50	112	-15.67	0.00	56	-18.07	-0.01	387	-18.07	2.50
		Balance	42	-10.01	0.00	23	-10.01	0.00	28	-18.01	-0.57	21	-14.44	0.00	114	-18.01	0.00
	Durum	Majors	18	-9.11	-0.51	16	-10.03	-4.57	15	-13.03	-0.37	36	-13.59	0.00	85	-13.59	0.00
		Balance	15	-10.00	0.00	1	-8.07	-8.07	12	-11.51	-0.13	37	-14.17	-0.05	65	-14.17	0.00
	Barley	Majors	0			0			1	0.00	0.00	1	-0.50	-0.50	2	-0.50	0.00
		Balance	0			0			0			1	-1.00	-1.00	1	-1.00	-1.00

NOTES:

Source: Canadian Wheat Board

(1) Bids are expressed as a discount to the CWB's initial payment in store at either Vancouver or the St. Lawrence

(2) "Majors" refers to Agricore United, Saskatchewan Wheat Pool, Cargill Limited and Pioneer Grain Company, Limited, which are the four largest grain companies sourcing grain in Western Canada. These companies also own terminal facilities at both Thunder Bay and West Coast ports. "Balance" refers to all other grain companies bidding on CWB tenders

Market Share (tonnage volume and percentage) by Grain (1) (2) (3) (4)

COMMODITY	CO. CATEGORY	2001-2002		2002-2003		2003-2004								NOTES		
		TOTAL		TOTAL		Q1		Q2		Q3		Q4			TOTAL	
		Volume (tonnes)	Percent	Volume (tonnes)	Percent	Volume (tonnes)	Percent	Volume (tonnes)	Percent	Volume (tonnes)	Percent	Volume (tonnes)	Percent		Volume (tonnes)	Percent
<b>TENDERED</b>															(1)	
Wheat	Majors	2,414,526	87.7%	2,001,719	82.1%	400,315	89.8%	262,316	95.7%	458,139	85.0%	426,303	74.0%	1,547,073	84.3%	
	Balance	337,781	12.3%	437,361	17.9%	45,309	10.2%	11,838	4.3%	80,556	15.0%	149,925	26.0%	287,628	15.7%	
		2,752,307	100.0%	2,439,080	100.0%	445,624	100.0%	274,154	100.0%	538,695	100.0%	576,228	100.0%	1,834,701	100.0%	
Durum	Majors	530,675	72.8%	928,470	74.5%	81,444	83.6%	56,456	55.2%	80,685	80.5%	137,045	80.2%	355,630	75.5%	
	Balance	197,832	27.2%	317,678	25.5%	15,976	16.4%	45,796	44.8%	19,607	19.5%	33,890	19.8%	115,269	24.5%	
		728,507	100.0%	1,246,148	100.0%	97,420	100.0%	102,252	100.0%	100,292	100.0%	170,935	100.0%	470,899	100.0%	
Barley	Majors	12,356	89.0%			129,750	79.0%							129,750	79.0%	
	Balance	1,520	11.0%			34,515	21.0%							34,515	21.0%	
		13,876	100.0%			164,265	100.0%							164,265	100.0%	
All CWB Grains	Majors	2,957,557	84.6%	2,930,189	79.5%	611,509	86.5%	318,772	84.7%	538,824	84.3%	563,348	75.4%	2,032,453	82.3%	
	Balance	537,133	15.4%	755,039	20.5%	95,800	13.5%	57,634	15.3%	100,163	15.7%	183,815	24.6%	437,412	17.7%	
		3,494,690	100.0%	3,685,228	100.0%	707,309	100.0%	376,406	100.0%	638,987	100.0%	747,163	100.0%	2,469,865	100.0%	
<b>NON-TENDERED</b>															(3)	
Wheat	Majors	5,521,784	75.3%	2,025,165	68.2%	1,276,429	68.4%	1,227,634	67.6%	1,393,481	71.4%	1,664,257	75.0%	5,561,801	70.8%	
	Balance	1,811,557	24.7%	942,730	31.8%	590,494	31.6%	588,479	32.4%	557,170	28.6%	555,443	25.0%	2,291,586	29.2%	
		7,333,341	100.0%	2,967,895	100.0%	1,866,923	100.0%	1,816,113	100.0%	1,950,651	100.0%	2,219,700	100.0%	7,853,387	100.0%	
Durum	Majors	825,068	63.1%	748,133	63.2%	480,720	63.3%	441,285	70.2%	109,015	50.9%	353,496	58.5%	1,384,516	62.8%	
	Balance	482,309	36.9%	435,871	36.8%	278,299	36.7%	187,081	29.8%	104,986	49.1%	251,147	41.5%	821,513	37.2%	
		1,307,377	100.0%	1,184,004	100.0%	759,019	100.0%	628,366	100.0%	214,001	100.0%	604,643	100.0%	2,206,029	100.0%	
Barley	Majors	622,898	85.7%	170,435	78.4%	58,668	105.0%	375,571	79.3%	443,971	91.7%	185,187	94.8%	1,063,397	88.0%	
	Balance	104,062	14.3%	46,901	21.6%	(2,815)	-5.0%	97,879	20.7%	40,032	8.3%	10,248	5.2%	145,344	12.0%	
		726,960	100.0%	217,336	100.0%	55,853	100.0%	473,450	100.0%	484,003	100.0%	195,435	100.0%	1,208,741	100.0%	
All CWB Grains	Majors	6,969,750	74.4%	2,943,733	67.4%	1,815,817	67.7%	2,044,490	70.1%	1,946,467	73.5%	2,202,940	73.0%	8,009,714	71.1%	
	Balance	2,397,928	25.6%	1,425,502	32.6%	865,978	32.3%	873,439	29.9%	702,188	26.5%	816,838	27.0%	3,258,443	28.9%	
		9,367,678	100.0%	4,369,235	100.0%	2,681,795	100.0%	2,917,929	100.0%	2,648,655	100.0%	3,019,778	100.0%	11,268,157	100.0%	
<b>TOTAL CWB</b>															(2)	
Wheat	Majors	7,936,310	78.7%	4,026,884	74.5%	1,676,744	72.5%	1,499,950	71.3%	1,851,620	74.4%	2,090,560	74.8%	7,108,874	73.4%	
	Balance	2,149,338	21.3%	1,380,091	25.5%	635,803	27.5%	600,317	28.7%	637,726	25.6%	705,368	25.2%	2,579,214	26.6%	
		10,085,648	100.0%	5,406,975	100.0%	2,312,547	100.0%	2,099,267	100.0%	2,489,346	100.0%	2,795,928	100.0%	9,688,088	100.0%	
Durum	Majors	1,355,743	66.6%	1,676,603	69.0%	562,164	65.6%	497,741	68.1%	189,700	60.4%	490,541	63.2%	1,740,146	65.0%	
	Balance	680,141	33.4%	753,549	31.0%	294,275	34.4%	232,877	31.9%	124,593	39.6%	285,037	36.8%	936,782	35.0%	
		2,035,884	100.0%	2,430,152	100.0%	856,439	100.0%	730,618	100.0%	314,293	100.0%	775,578	100.0%	2,676,928	100.0%	
Barley	Majors	635,254	85.7%	170,435	78.4%	188,418	85.6%	375,571	79.3%	443,971	91.7%	185,187	94.8%	1,193,147	86.9%	
	Balance	105,582	14.3%	46,901	21.6%	31,700	14.4%	97,879	20.7%	40,032	8.3%	10,248	5.2%	179,859	13.1%	
		740,836	100.0%	217,336	100.0%	220,118	100.0%	473,450	100.0%	484,003	100.0%	195,435	100.0%	1,373,006	100.0%	
All CWB Grains	Majors	9,927,307	77.2%	5,873,922	72.9%	2,427,326	71.6%	2,363,262	71.7%	2,485,291	75.6%	2,766,288	73.4%	10,042,167	73.1%	
	Balance	2,935,061	22.8%	2,180,541	27.1%	961,778	28.4%	931,073	28.3%	802,351	24.4%	1,000,653	26.6%	3,695,855	26.9%	
		12,862,368	100.0%	8,054,463	100.0%	3,389,104	100.0%	3,294,335	100.0%	3,287,642	100.0%	3,766,941	100.0%	13,738,022	100.0%	

NOTES:

Source: Canadian Wheat Board, Canadian Grain Commission

- (1) Tendered tonnage from CWB tendered unload file.
- (2) Total CWB tonnage from CGC Unload Data Warehouse.
- (3) Non-Tendered tonnage is calculated (Total - Tendered).
- (4) "Majors" refers to Agricore United, Saskatchewan Wheat Pool, Cargill Limited and Pioneer Grain Company, Limited, which are the four largest grain companies sourcing grain in Western Canada. These companies also own terminal facilities at both Thunder Bay and West Coast ports. "Balance" refers to all other grain companies bidding on CWB tenders.

Volume of Grain Moved by the Advance Awards Process (tonnes and %) Relative to the Total Volume of CWB Grains Moved to the Four Eligible Ports (1) (2)

DESTINATION	COMMODITY	2003-2004									NOTES					
		Q1			Q2			Q3				Q4			TOTAL	
		Advance Awards (tonnes)	Total CWB (tonnes)	% of CWB Total	Advance Awards (tonnes)	Total CWB (tonnes)	% of CWB Total	Advance Awards (tonnes)	Total CWB (tonnes)	% of CWB Total	Advance Awards (tonnes)	Total CWB (tonnes)	% of CWB Total	Advance Awards (tonnes)	Total CWB (tonnes)	% of CWB Total
VANCOUVER	Wheat	29,598	1,039,984	2.8%	196,556	872,168	22.5%	191,118	834,416	22.9%	301,540	1,460,448	20.6%	718,812	4,207,016	17.1%
	Durum	0	103,136	0.0%	12,380	116,336	10.6%	14,268	101,992	14.0%	4,099	110,792	3.7%	30,747	432,256	7.1%
	Barley	0	129,360	0.0%	673	254,480	0.3%	603	301,840	0.2%	0	206,880	0.0%	1,276	892,560	0.1%
			29,598	1,272,480	2.3%	209,609	1,242,984	16.9%	205,989	1,238,248	16.6%	305,639	1,778,120	17.2%	750,835	5,531,832
PRINCE RUPERT	Wheat	33,358	269,896	12.4%	123,885	536,448	23.1%	190,009	801,680	23.7%	187,382	1,026,960	18.2%	534,634	2,634,984	20.3%
	Durum	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%
	Barley	0	72,800	0.0%	3,013	146,800	2.1%	708	162,800	0.4%	0	0	0.0%	3,721	382,400	1.0%
			33,358	342,696	9.7%	126,898	683,248	18.6%	190,717	964,480	19.8%	187,382	1,026,960	18.2%	538,355	3,017,384
CHURCHILL	Wheat		189,904	0.0%							12,964	119,064	10.9%	12,964	308,968	4.2%
	Durum		51,920	0.0%						2,196	36,872	6.0%	2,196	88,792	2.5%	
	Barley		0	0.0%						0	0	0.0%	0	0	0.0%	
			241,824	0.0%	0	0	0.0%	0	0	0.0%	15,160	155,936	9.7%	15,160	397,760	3.8%
THUNDER BAY	Wheat	26,240	853,248	3.1%	62,322	283,008	22.0%	125,715	564,432	22.3%	100,421	883,168	11.4%	314,698	2,583,856	12.2%
	Durum	12,707	593,032	2.1%	37,336	275,088	13.6%	5,839	125,312	4.7%	213,088	947,232	22.5%	268,970	1,940,664	13.9%
	Barley	0	78,960	0.0%	0	60,160	0.0%	0	3,040	0.0%	0	3,600	0.0%	0	145,760	0.0%
			38,947	1,525,240	2.6%	99,658	618,256	16.1%	131,554	692,784	19.0%	313,509	1,834,000	17.1%	583,668	4,670,280
ALL PORTS	Wheat	89,196	2,353,032	3.8%	382,763	1,691,624	22.6%	506,842	2,200,528	23.0%	602,307	3,489,640	17.3%	1,581,108	9,734,824	16.2%
	Durum	12,707	748,088	1.7%	49,716	391,424	12.7%	20,107	227,304	8.8%	219,383	1,094,896	20.0%	301,913	2,461,712	12.3%
	Barley	0	281,120	0.0%	3,686	461,440	0.8%	1,311	467,680	0.3%	0	210,480	0.0%	4,997	1,420,720	0.4%
			101,903	3,382,240	3.0%	436,165	2,544,488	17.1%	528,260	2,895,512	18.2%	821,690	4,795,016	17.1%	1,888,018	13,617,256

NOTES:

Source: Canadian Wheat Board

- (1) First Advance Awards allocated for Week 12 (October 20 - 26) during Quarter 1.
- (2) Total volume of CWB grains moved to ports is provided by CWB in carlots, converted to tonnes using an estimate of 88 tonnes/car for wheat and durum, and 80 tonnes/car for barley.

## 2B - Advance Car Awards Program

2B - 2

### Distribution of Advance Awards Tonnage by Port

DESTINATION	2003-2004								NOTES		
	Q1		Q2		Q3		Q4			TOTAL	
	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered		Volume (tonnes)	% of Total Tendered
<b>ADVANCE AWARDS</b>											
VANCOUVER	29,598	29.0%	209,609	48.1%	205,989	39.0%	305,639	37.2%	750,835	39.8%	
PRINCE RUPERT	33,358	32.7%	126,898	29.1%	190,717	36.1%	187,382	22.8%	538,355	28.5%	
CHURCHILL	0	0.0%	0	0.0%	0	0.0%	15,160	1.8%	15,160	0.8%	
THUNDER BAY	38,947	38.2%	99,658	22.8%	131,554	24.9%	313,509	38.2%	583,668	30.9%	
	101,903	100.0%	436,165	100.0%	528,260	100.0%	821,690	100.0%	1,888,018	100.0%	

**NOTES:**

Source: Canadian Wheat Board

2B - Advance Car Awards Program

Railway Distribution of Advance Awards Tonnage Moved (1)

RAILWAY	2003-2004								NOTES		
	Q1		Q2		Q3		Q4			TOTAL	
	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved		Volume Moved (tonnes)	% of Total Moved
<b>ADVANCE AWARDS</b>											
CN	48,889	48.0%	215,994	49.5%	277,469	52.5%	357,410	43.5%	899,762	47.7%	
CP	53,014	52.0%	220,171	50.5%	250,790	47.5%	464,280	56.5%	988,255	52.3%	
Other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	101,903	100.0%	436,165	100.0%	528,259	100.0%	821,690	100.0%	1,888,017	100.0%	

NOTES:

Source: Canadian Wheat Board

## Distribution of Advance Awards Origins by Province and Elevator Classification

PROVINCE	DESTINATION	COMMODITY	2003-2004 TOTAL		2003-2004 DISTRIBUTION		NOTES
			HTP (tonnes)	Non-HTP (tonnes)	HTP %	Non-HTP %	
MANITOBA	VANCOUVER	Wheat	4,221				(1)
		Durum					
	Barley		0	100.0%	0.0%		
		4,221	0				
PRINCE RUPERT	Wheat		427				
	Durum						
	Barley	0	427	0.0%	100.0%		
CHURCHILL	Wheat	1,553	4,266				
	Durum						
	Barley	1,553	4,266	26.7%	73.3%		
THUNDER BAY	Wheat	140,934	31,314				
	Durum	2,358					
	Barley	143,292	31,314	82.1%	17.9%		
SASKATCHEWAN	VANCOUVER	Wheat	218,333	58,798			
		Durum	5,979	617			
		Barley	608	409	79.0%	21.0%	
			224,920	59,824			
	PRINCE RUPERT	Wheat	230,196	22,163			
		Durum					
		Barley	861	22,163	91.2%	8.8%	
	CHURCHILL	Wheat	2,963	4,182			
		Durum	2,196				
		Barley	5,159	4,182	55.2%	44.8%	
	THUNDER BAY	Wheat	112,780	29,671			
		Durum	145,794	17,442			
		Barley	258,574	47,113	84.6%	15.4%	
	ALBERTA	VANCOUVER	Wheat	323,192	114,267		
			Durum	18,464	5,687		
Barley			257	0	74.0%	26.0%	
			341,913	119,954			
PRINCE RUPERT		Wheat	228,437	52,707			
		Durum					
		Barley	2,860	0	81.4%	18.6%	
			231,297	52,707			
CHURCHILL		Wheat					
		Durum					
		Barley	0	0	n/a	n/a	
THUNDER BAY		Wheat	99,434	3,941			
		Durum					
		Barley	99,434	3,941	96.2%	3.8%	
BRITISH COLUMBIA		VANCOUVER	Wheat				
	Durum						
		Barley	0	0	n/a	n/a	
	PRINCE RUPERT	Wheat		704			
Durum							
	Barley	0	704	0.0%	100.0%		

## Distribution of Tendered Origins by Province and Elevator Classification

PROVINCE	DESTINATION	COMMODITY	2003-2004		2003-2004		NOTES
			TOTAL		DISTRIBUTION		
			HTP (tonnes)	Non-HTP (tonnes)	HTP %	Non-HTP %	
<b>WESTERN CANADA</b>							
	<b>VANCOUVER</b>						(1)
		Wheat	545,746	173,065			
		Durum	24,443	6,304			
		Barley	865	409			
			571,054	179,778	76.1%	23.9%	
	<b>PRINCE RUPERT</b>						
		Wheat	458,633	76,001			
		Durum	0	0			
		Barley	3,721	0			
			462,354	76,001	85.9%	14.1%	
	<b>CHURCHILL</b>						
		Wheat	4,516	8,448			
		Durum	2,196	0			
		Barley	0	0			
			6,712	8,448	44.3%	55.7%	
	<b>THUNDER BAY</b>						
		Wheat	253,714	60,985			
		Durum	247,586	21,383			
		Barley	0	0			
			501,300	82,368	85.9%	14.1%	
<b>PROVINCIAL TOTALS</b>							
	<b>MANITOBA</b>		149,066	36,007	80.5%	19.5%	
	<b>SASKATCHEWAN</b>		719,710	133,282	84.4%	15.6%	
	<b>ALBERTA</b>		672,644	176,602	79.2%	20.8%	
	<b>BRITISH COLUMBIA</b>		0	704	0.0%	100.0%	
			1,541,420	346,595	81.6%	18.4%	

**NOTES:**

Source: Canadian Wheat Board

(1) High Throughput Elevators (HTP) are defined as being capable of loading blocks of 50 cars or more.

## Distribution of Advance Awards Shipments by Month (1)

MONTH	2003-2004		NOTES																														
	TOTAL																																
<b>ADVANCE AWARDS</b>	<table border="1"> <thead> <tr> <th colspan="2">Volume</th> </tr> <tr> <th>(tonnes)</th> <th>% of Total</th> </tr> </thead> <tbody> <tr> <td>AUGUST</td> <td>0 0.0%</td> </tr> <tr> <td>SEPTEMBER</td> <td>0 0.0%</td> </tr> <tr> <td>OCTOBER</td> <td>99,296 5.3%</td> </tr> <tr> <td>NOVEMBER</td> <td>179,723 9.5%</td> </tr> <tr> <td>DECEMBER</td> <td>156,455 8.3%</td> </tr> <tr> <td>JANUARY</td> <td>102,685 5.4%</td> </tr> <tr> <td>FEBRUARY</td> <td>113,999 6.0%</td> </tr> <tr> <td>MARCH</td> <td>173,313 9.2%</td> </tr> <tr> <td>APRIL</td> <td>240,857 12.8%</td> </tr> <tr> <td>MAY</td> <td>261,649 13.9%</td> </tr> <tr> <td>JUNE</td> <td>289,803 15.3%</td> </tr> <tr> <td>JULY</td> <td>270,238 14.3%</td> </tr> <tr> <td></td> <td>1,888,018 100.0%</td> </tr> </tbody> </table>		Volume		(tonnes)	% of Total	AUGUST	0 0.0%	SEPTEMBER	0 0.0%	OCTOBER	99,296 5.3%	NOVEMBER	179,723 9.5%	DECEMBER	156,455 8.3%	JANUARY	102,685 5.4%	FEBRUARY	113,999 6.0%	MARCH	173,313 9.2%	APRIL	240,857 12.8%	MAY	261,649 13.9%	JUNE	289,803 15.3%	JULY	270,238 14.3%		1,888,018 100.0%	
Volume																																	
(tonnes)	% of Total																																
AUGUST	0 0.0%																																
SEPTEMBER	0 0.0%																																
OCTOBER	99,296 5.3%																																
NOVEMBER	179,723 9.5%																																
DECEMBER	156,455 8.3%																																
JANUARY	102,685 5.4%																																
FEBRUARY	113,999 6.0%																																
MARCH	173,313 9.2%																																
APRIL	240,857 12.8%																																
MAY	261,649 13.9%																																
JUNE	289,803 15.3%																																
JULY	270,238 14.3%																																
	1,888,018 100.0%																																

**NOTES:**

Source: Canadian Wheat Board

(1) Determined by month during which cars shipped.



2B - Advance Car Awards Program

Western Canadian Railway Car Cycles - CWB Advance Awards, Summarized by Destination Corridor (1) (2)

DESTINATION	2003-2004 CROP YEAR					% VARIANCE		NOTES
	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>ALL CORRIDORS</b>								
Cycle Count (cars)	n/a	3,144	3,082	4,330	10,556	n/a	n/a	(3)
Trimmed Mean (days)	n/a	16.8	13.9	14.4	15.0	n/a	n/a	(3)
Standard Deviation (days)	n/a	6.5	5.5	6.1	6.2	n/a	n/a	(3)
Minimum Cycle (days)	n/a	6.3	5.9	5.9	5.9	n/a	n/a	(3)
Maximum Cycle (days)	n/a	65.0	58.6	73.5	73.5	n/a	n/a	(3)
Loaded Portion (days)	n/a	9.1	6.9	7.0	7.6	n/a	n/a	(3)
Unloaded Portion (days)	n/a	7.7	7.0	7.4	7.4	n/a	n/a	(3)
Total Cycle Time (days)	n/a	16.8	13.9	14.4	15.0	n/a	n/a	(3)
<b>VANCOUVER CORRIDOR</b>								
Cycle Count (cars)	n/a	990	888	1,295	3,173	n/a	n/a	(4)
Trimmed Mean (days)	n/a	17.2	14.1	14.8	15.3	n/a	n/a	(4)
Standard Deviation (days)	n/a	7.5	5.7	6.4	6.7	n/a	n/a	(4)
Minimum Cycle (days)	n/a	7.0	6.7	7.1	6.7	n/a	n/a	(4)
Maximum Cycle (days)	n/a	65.0	58.6	71.4	71.4	n/a	n/a	(4)
Loaded Portion (days)	n/a	8.4	6.7	6.8	7.3	n/a	n/a	(4)
Unloaded Portion (days)	n/a	8.8	7.4	7.9	8.1	n/a	n/a	(4)
Total Cycle Time (days)	n/a	17.2	14.1	14.7	15.4	n/a	n/a	(4)
<b>PRINCE RUPERT CORRIDOR</b>								
Cycle Count (cars)	n/a	1,501	1,739	1,501	4,741	n/a	n/a	(4)
Trimmed Mean (days)	n/a	16.7	14.0	13.0	14.6	n/a	n/a	(4)
Standard Deviation (days)	n/a	5.9	5.6	4.3	5.5	n/a	n/a	(4)
Minimum Cycle (days)	n/a	6.3	6.4	5.9	5.9	n/a	n/a	(4)
Maximum Cycle (days)	n/a	41.0	54.4	44.5	54.4	n/a	n/a	(4)
Loaded Portion (days)	n/a	9.4	7.0	6.3	7.5	n/a	n/a	(4)
Unloaded Portion (days)	n/a	7.3	7.0	6.8	7.0	n/a	n/a	(4)
Total Cycle Time (days)	n/a	16.7	14.0	13.1	14.5	n/a	n/a	(4)
<b>THUNDER BAY CORRIDOR</b>								
Cycle Count (cars)	n/a	653	455	1,534	2,642	n/a	n/a	(4)
Trimmed Mean (days)	n/a	16.3	13.3	15.4	15.2	n/a	n/a	(4)
Standard Deviation (days)	n/a	5.9	4.6	7.2	6.6	n/a	n/a	(4)
Minimum Cycle (days)	n/a	6.8	5.9	6.7	73.5	n/a	n/a	(4)
Maximum Cycle (days)	n/a	53.8	35.7	73.5	53.8	n/a	n/a	(4)
Loaded Portion (days)	n/a	9.3	7.3	7.9	8.1	n/a	n/a	(4)
Unloaded Portion (days)	n/a	6.9	5.9	7.5	7.1	n/a	n/a	(4)
Total Cycle Time (days)	n/a	16.2	13.2	15.4	15.2	n/a	n/a	(4)

**NOTES:**

---

SOURCE: Canadian Wheat Board, Canadian National Railway Company and Canadian Pacific Railway Company

- (1) The car cycle information presented is drawn from data supplied by CN and CP to Transport Canada. Although the structures of these files differ significantly, it is the scope of the data itself that presents the greatest challenge in conducting a comprehensive examination. Specifically, there are two generic problems. The first of these relates to the incomplete nature of the data records themselves, and what is often a failure to include important "triggers" in calculating specific segments of individual car cycles. The second relates to the exclusion of that portion of time spent by individual cars on the lines of another carrier - be it for loading or unloading. These problems make it impossible to examine the cycles of all Western Canadian grain movements. For the purpose of consistency, only those cycles relating to local railway movements - where both the origin and destination are served by the same carrier - are considered here. This effectively precludes any consideration being given to the port of Churchill.
- (2) The distribution of individual car cycle times derived from useable cycle records is highly skewed. Measures such as the mean, and the standard deviation, reflect the heavy influence accorded the most extreme "outlying" data points (i.e., a maximum cycle of 1,114 days in the 1999-2000 crop year). The summary statistics presented here are for information purposes only.
- (3) In order to mitigate the influence accorded the most extreme "outlying" data points, records with cycles in excess of 90 days were excluded from consideration in the calculation of summary statistics for Western Canadian car cycles. The term "trimmed" (i.e., trimmed mean) is often used to differentiate the statistics arising from a culled data sample.
- (4) The statistics presented for average car cycles into Vancouver, Prince Rupert, and Thunder Bay are drawn from the Trimmed Cycle Sample, and not the more heavily skewed Initial Cycle Sample.

2B - Advance Car Awards Program

Distribution of Tendered and Advance Awards Grain by Size of Car Block (1) (2) (3)

DESTINATION	CAR BLOCK	2003-2004								NOTES		
		Q1		Q2		Q3		Q4			TOTAL	
		Tonnes Shipped	% of Total	Tonnes Shipped	% of Total	Tonnes Shipped	% of Total	Tonnes Shipped	% of Total		Tonnes Shipped	% of Total
<b>VANCOUVER</b>												
	<25 CARS	36,333	10.1%	94,396	25.9%	82,352	18.3%	75,885	10.9%	288,966	15.4%	
	25-49 CARS	80,858	22.5%	103,770	28.5%	122,612	27.2%	204,219	29.3%	511,459	27.3%	
	50-99 CARS	172,345	48.0%	147,157	40.4%	153,539	34.1%	315,782	45.3%	788,823	42.2%	
	>99 CARS	69,750	19.4%	19,050	5.2%	92,026	20.4%	100,723	14.5%	281,549	15.0%	
		359,286	100.0%	364,373	100.0%	450,529	100.0%	696,609	100.0%	1,870,797	100.0%	
<b>PRINCE RUPERT</b>												
	<25 CARS	16,128	13.2%	47,129	20.2%	77,876	20.4%	38,779	16.8%	179,912	18.6%	
	25-49 CARS	27,883	22.8%	81,254	34.9%	112,772	29.5%	117,567	50.9%	339,476	35.0%	
	50-99 CARS	61,296	50.0%	86,842	37.2%	182,960	47.9%	56,757	24.6%	387,855	40.0%	
	>99 CARS	17,233	14.1%	17,919	7.7%	8,660	2.3%	17,778	7.7%	61,590	6.4%	
		122,540	100.0%	233,144	100.0%	382,268	100.0%	230,881	100.0%	968,833	100.0%	
<b>CHURCHILL</b>												
	<25 CARS	444	1.2%					13,043	60.4%	13,487	23.4%	
	25-49 CARS	2,401	6.7%					8,556	39.6%	10,957	19.0%	
	50-99 CARS	33,250	92.1%					0	0.0%	33,250	57.6%	
	>99 CARS	0	0.0%					0	0.0%	0	0.0%	
		36,095	100.0%	0	0.0%	0	0.0%	21,599	100.0%	57,694	100.0%	
<b>THUNDER BAY</b>												
	<25 CARS	32,667	11.2%	61,204	28.5%	56,777	17.0%	102,840	16.6%	253,488	17.4%	
	25-49 CARS	71,749	24.6%	59,921	27.9%	109,701	32.8%	183,913	29.7%	425,284	29.1%	
	50-99 CARS	150,558	51.7%	85,115	39.6%	140,834	42.1%	269,420	43.5%	645,927	44.2%	
	>99 CARS	36,317	12.5%	8,815	4.1%	27,138	8.1%	63,591	10.3%	135,861	9.3%	
		291,291	100.0%	215,055	100.0%	334,450	100.0%	619,764	100.0%	1,460,560	100.0%	
<b>ALL PORTS</b>												
	<25 CARS	85,572	10.6%	202,729	24.9%	217,005	18.6%	230,547	14.7%	735,853	16.9%	
	25-49 CARS	182,891	22.6%	244,945	30.1%	345,085	29.6%	514,255	32.8%	1,287,176	29.5%	
	50-99 CARS	417,449	51.6%	319,114	39.3%	477,333	40.9%	641,959	40.9%	1,855,855	42.6%	
	>99 CARS	123,300	15.2%	45,784	5.6%	127,824	11.0%	182,092	11.6%	479,000	11.0%	
		809,212	100.0%	812,572	100.0%	1,167,247	100.0%	1,568,853	100.0%	4,357,884	100.0%	

NOTES:

Source: Canadian Wheat Board

- (1) Car blocks determined by same shipper, station, ship date and unload terminal.
- (2) Car blocks shipped on consecutive ship dates treated as a single block.
- (3) Data relating to the movement of non-tendered and non-advance awards grain as part of a multiple car block is unavailable. The estimates made here of cars moving in multiple car blocks should, therefore, be considered as a minimum.

**2B - Advance Car Awards Program**

**Weighted Average Tendered and Advanced Awards Multiple-Car Block Size (railcars) - Port (1) (2)**

DESTINATION	CAR BLOCKS	2003-2004					NOTES
		Q1	Q2	Q3	Q4	TOTAL	
<b>VANCOUVER</b>							
	Number of Blks.	119	209	195	258	781	
	Average Size	59.9	44.8	53.9	54.4	53.6	
<b>PRINCE RUPERT</b>							
	Number of Blks.	49	128	181	114	472	
	Average Size	55.2	47.6	45.6	44.6	47.1	
<b>CHURCHILL</b>							
	Number of Blks.	9			20	29	
	Average Size	51.8			23.1	40.9	
<b>THUNDER BAY</b>							
	Number of Blks.	104	126	141	274	645	
	Average Size	52.8	38.6	45.3	49.2	47.5	
<b>ALL PORTS</b>							
	Number of Blks.	281	463	517	666	1,927	
	Average Size	56.3	44.0	48.9	50.5	49.9	

**NOTES:**

Source: Canadian Wheat Board

- (1) Car blocks determined by same shipper, station, ship date and unload terminal.
- (2) Car blocks shipped on consecutive ship dates treated as a single block.

## Western Canadian Composite Freight Rates - Short-Haul Trucking (dollars per tonne)

TRUCKING DISTANCE (miles)	1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
	AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
WESTERN CANADA																
10	4.37	4.37	4.49	4.49	4.49	4.49	4.37	4.37	4.37	4.37	4.37	4.37	4.37	4.37	4.37	(1)(2)
20	4.85	4.85	4.98	4.98	4.98	4.98	4.85	4.85	4.85	4.85	4.85	4.85	4.85	4.85	4.85	(1)(2)
30	5.38	5.38	5.52	5.52	5.52	5.52	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	(1)(2)
40	5.94	5.94	6.10	6.10	6.10	6.10	5.94	5.94	5.94	5.94	5.94	5.94	5.94	5.94	5.94	(1)(2)
50	6.55	6.55	6.72	6.72	6.72	6.72	6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55	(1)(2)
60	7.19	7.19	7.37	7.37	7.37	7.37	7.19	7.19	7.19	7.19	7.19	7.19	7.19	7.19	7.19	(1)(2)
70	7.88	7.88	8.07	8.07	8.07	8.07	7.88	7.88	7.88	7.88	7.88	7.88	7.88	7.88	7.88	(1)(2)
80	8.60	8.60	8.81	8.81	8.81	8.81	8.60	8.60	8.60	8.60	8.60	8.60	8.60	8.60	8.60	(1)(2)
90	9.37	9.37	9.58	9.58	9.58	9.58	9.37	9.37	9.37	9.37	9.37	9.37	9.37	9.37	9.37	(1)(2)
100	10.17	10.17	10.40	10.40	10.40	10.40	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	(1)(2)
General Pricing Index	100.0	100.0	102.5	102.5	102.5	102.5	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	(1)(2)

## NOTES:

SOURCE: Agricore United and Saskatchewan Wheat Pool

- (1) Composite freight rates for short-haul trucking are drawn from rates published by Agricore United, and Saskatchewan Wheat Pool for their "in-house" trucking services. The programs offered by these companies - while similar in nature - have different mileage scales and rates that limit direct comparisons. The composite freight rates presented here represent a blending of these rate structures, and are intended to provide a general reflection of prevailing rate levels, and price movement over time.
- (2) The rates tied to the "in-house" trucking services of the companies surveyed apply equally within all western Canadian provinces where their facilities can be found. To this end, the rates depicted for western Canada mirror those for Manitoba, Saskatchewan, Alberta and British Columbia.



## Average Elevator Capacity Turnover Ratio (1)

PROVINCE	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
	1999-00 TOTAL	2000-01 TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
MANITOBA	4.2	4.6	1.2	0.9	0.9	1.3	4.3	1.8	1.2	1.2	1.1	5.3	2.2	1.4	1.6	1.7	6.9	54.5%	30.2%	
SASKATCHEWAN	4.7	5.2	1.4	1.3	0.9	1.0	4.6	0.9	0.6	0.6	0.9	3.1	1.2	1.2	1.0	1.3	4.7	44.4%	51.6%	
ALBERTA	5.5	5.0	1.2	1.2	0.8	1.1	4.3	0.9	0.8	0.9	1.1	3.7	1.3	1.6	1.8	2.1	6.8	90.9%	83.8%	
BRITISH COLUMBIA	4.3	5.6	1.4	1.7	1.1	1.1	5.3	0.8	1.0	1.1	0.6	3.5	1.3	2.0	1.4	0.8	5.5	33.3%	57.1%	
WESTERN CANADA	4.8	5.0	1.3	1.2	0.9	1.1	4.5	1.1	0.8	0.8	1.0	3.6	1.4	1.3	1.4	1.5	5.6	50.0%	55.6%	

## NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly & Grain Elevators in Canada*

(1) As determined by dividing total volume shipped by licensed storage capacity on a quarterly basis, aggregated for the crop year.

## Average Weekly Primary Elevator Stock Levels (thousands of tonnes)

PROVINCE	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
	1999-00 AVG.	2000-01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
	MANITOBA	653.0	690.2	597.2	566.9	594.4	448.2	550.5	455.4	497.0	533.2	437.9	479.7	562.8	558.5	576.7	398.9	523.5	-8.9%	
SASKATCHEWAN	1,989.2	1,896.7	1,672.8	1,389.3	1,489.5	1,089.9	1,409.2	1,153.4	1,473.1	1,501.9	1,372.1	1,372.0	1,620.6	1,572.6	1,539.8	1,091.9	1,454.0	-20.4%	6.0%	(1)
ALBERTA	1,024.1	888.8	855.9	681.9	709.2	609.5	714.9	584.3	665.1	630.2	596.6	617.0	720.0	741.9	785.8	494.3	684.4	-17.1%	10.9%	(1)
BRITISH COLUMBIA	33.0	19.0	20.3	27.3	29.6	23.9	25.1	27.3	47.0	37.1	23.0	33.3	28.1	31.6	32.1	28.3	30.0	23.0%	-9.9%	(1)
WESTERN CANADA	3,699.3	3,494.7	3,146.2	2,665.4	2,822.7	2,171.6	2,699.8	2,220.4	2,682.2	2,698.3	2,429.6	2,502.0	2,931.5	2,904.6	2,934.4	2,013.4	2,691.9	-17.1%	7.6%	(1)

## NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly*

- (1) Canadian Grain Commission data for pea stocks replaced data for rye stocks as of the beginning of the 2002/03 crop year. Due to relatively small volumes of rye and peas, no adjustments to totals have been made.



Average Days in Store (1)

PROVINCE	COMMODITY	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
		1999-00 AVG.	2000-01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
MANITOBA	Wheat	59.1	54.2	54.3	53.0	53.0	29.4	45.6	27.7	45.6	48.7	37.8	39.4	38.6	44.7	40.0	23.4	35.6	-38.1%	-9.6%	
	Durum	174.4	85.4	388.0	110.0	32.6	36.2	62.7	40.0	92.7	37.9	113.6	62.4	13.2	443.3	140.8	84.4	34.5	-25.7%	-44.7%	
	Barley	34.7	34.7	38.3	38.1	59.1	41.0	43.1	44.9	46.6	39.3	39.3	42.5	29.3	31.6	28.1	18.0	26.4	-54.2%	-37.9%	(2)
	Canola	24.2	17.8	27.4	28.2	27.4	32.7	28.7	21.9	24.9	25.9	27.0	23.7	17.2	28.2	23.3	16.8	20.9	-37.8%	-11.8%	
	Oats	24.4	18.6	12.1	28.0	36.1	35.3	18.1	13.1	60.3	34.9	32.9	24.6	9.9	29.8	31.8	39.3	18.9	19.5%	-23.2%	
	Peas								53.1	32.2	26.8	20.3	34.8	19.9	4.7	26.5	9.9	13.4	-51.2%	-61.5%	(2)
	Rye	93.1	74.3	34.7	84.1	70.5	59.9	49.8	-	-	-	-	-	-	-	-	-	-	n/a	n/a	
	Flaxseed	37.5	33.1	38.1	44.5	42.9	26.1	37.0	23.7	18.5	46.3	20.0	23.3	17.6	19.6	27.5	19.7	20.2	-1.5%	-13.3%	
		46.8	41.5	40.2	46.4	47.6	30.4	40.4	24.0	40.0	42.2	35.5	33.9	25.8	37.7	33.7	22.3	29.2	-37.2%	-13.9%	
	SASKATCHEWAN	Wheat	48.5	42.9	39.3	31.9	55.2	42.7	40.6	50.0	100.0	101.2	63.1	74.0	62.4	60.7	51.1	27.7	48.7	-56.1%	-34.2%
Durum		60.1	62.1	70.6	49.3	58.8	24.6	47.5	27.7	78.3	87.0	39.2	50.7	61.5	55.9	110.5	32.9	56.4	-16.1%	11.3%	
Barley		30.8	23.2	20.3	21.7	36.3	44.1	28.6	37.1	51.3	54.2	42.8	44.7	36.5	28.9	28.4	23.5	28.8	-45.1%	-35.6%	(2)
Canola		19.5	21.7	26.6	26.9	16.4	29.3	24.6	50.0	78.3	58.6	30.1	52.4	23.7	25.3	47.2	20.3	28.1	-32.5%	-46.3%	
Oats		30.2	24.3	16.5	35.5	66.5	48.8	32.1	26.4	66.6	75.2	51.7	53.8	25.0	24.1	34.6	36.0	28.9	-30.3%	-46.4%	
Peas									108.1	37.3	63.6	43.1	58.3	23.9	11.6	24.9	24.3	19.2	-43.7%	-67.0%	(2)
Rye		63.3	84.7	85.6	114.0	111.2	175.9	108.3	-	-	-	-	-	-	-	-	-	-	n/a	n/a	
Flaxseed		49.3	42.0	27.1	24.7	62.2	23.4	29.7	28.7	18.1	59.8	20.6	26.3	18.7	16.0	25.3	16.7	18.7	-18.8%	-28.7%	
		42.9	38.8	37.6	33.3	48.3	35.2	37.9	41.3	74.3	82.1	46.8	57.6	47.6	42.7	48.3	27.1	40.7	-42.2%	-29.3%	
ALBERTA		Wheat	40.7	39.6	37.3	24.0	55.5	38.5	36.3	44.1	44.3	46.6	47.1	45.6	52.7	55.8	38.5	15.8	35.9	-66.5%	-21.2%
	Durum	70.8	97.8	183.1	180.1	81.4	50.6	108.0	37.6	67.7	49.2	44.8	48.2	91.5	36.5	70.5	19.7	42.2	-55.9%	-12.4%	
	Barley	28.5	21.9	27.3	29.5	46.7	33.2	32.5	43.0	41.4	47.8	28.1	39.6	29.2	16.8	13.7	15.3	17.8	-45.4%	-55.1%	(2)
	Canola	17.3	22.9	24.4	15.8	15.9	18.6	18.9	46.9	77.7	39.5	22.9	42.9	14.7	13.1	24.0	17.3	17.2	-24.4%	-59.8%	
	Oats	51.4	20.9	10.4	22.8	97.1	27.2	25.8	21.0	146.1	156.8	107.4	99.4	51.2	26.8	23.9	14.3	24.7	-86.7%	-75.1%	
	Peas								163.3	50.5	48.7	48.2	69.8	39.8	13.0	13.3	38.1	17.0	-20.9%	-75.6%	(2)
	Rye	36.8	30.0	46.3	106.9	99.1	74.3	72.2	-	-	-	-	-	-	-	-	-	-	n/a	n/a	
	Flaxseed	33.7	36.5	62.9	80.7	70.0	31.7	55.5	106.2	257.8	46.4	33.1	68.2	80.4	41.8	25.4	20.8	31.1	-37.2%	-54.4%	
		36.6	35.5	38.8	29.4	47.4	34.6	36.5	43.4	53.5	47.0	38.7	45.3	40.5	33.9	31.4	16.5	29.1	-57.3%	-35.8%	
	BRITISH COLUMBIA	Wheat	97.5	37.2	37.4	39.5	45.6	31.8	38.6	55.1	75.9	37.9	59.1	52.9	21.2	18.6	33.9	72.7	30.1	23.0%	-43.1%
Durum		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	n/a	n/a
Barley		38.5	22.5	46.1	42.0	44.1	59.8	47.0	126.4	129.5	84.9	40.6	87.0	33.8	39.2	32.1	22.3	32.7	-45.0%	-62.5%	(2)
Canola		53.8	31.0	45.1	48.8	16.0	33.4	33.9	38.5	47.2	26.1	55.7	39.8	56.3	16.2	36.6	54.8	32.9	-1.7%	-17.3%	
Oats		28.0	19.3	5.9	17.0	48.3	40.9	23.3	24.9	118.4	74.4	42.2	58.4	11.6	16.0	35.7	55.3	27.5	31.0%	-52.9%	
Peas									106.0	37.2	63.0	595.7	82.9	81.8	14.5	12.4	34.8	19.9	-94.2%	-76.1%	(2)
Rye		0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	n/a	n/a	
Flaxseed		0.0	0.0	0.0	0.0	7.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n/a	n/a	
		71.1	32.8	36.2	40.1	38.4	35.6	37.7	56.9	73.3	46.7	51.6	56.5	31.3	22.0	33.2	51.1	31.1	-0.9%	-45.0%	
WESTERN CANADA		Wheat	47.8	44.4	41.5	33.3	54.5	36.8	40.6	40.7	63.0	64.5	51.0	53.8	52.1	54.2	43.5	22.5	40.9	-55.9%	-24.0%
	Durum	63.8	67.7	86.9	64.3	61.5	28.6	56.3	30.1	75.5	73.3	40.9	50.3	62.3	50.2	99.6	29.1	52.1	-28.8%	3.5%	
	Barley	30.5	23.6	23.7	25.6	40.9	39.5	31.0	40.8	48.3	50.6	35.6	43.4	33.1	24.8	22.8	20.1	24.6	-43.5%	-43.3%	(2)
	Canola	20.0	21.3	26.1	22.3	18.3	25.6	23.2	37.1	58.0	41.9	27.1	40.1	19.0	21.6	31.0	18.7	22.5	-30.9%	-43.9%	
	Oats	28.9	21.7	13.9	32.0	58.3	42.8	25.9	16.1	69.9	60.5	48.2	38.7	14.6	26.2	32.3	32.4	23.3	-32.9%	-39.9%	
	Peas								108.1	38.8	56.7	42.9	58.1	25.2	11.4	21.5	25.5	18.3	-40.6%	-68.5%	(2)
	Rye	70.4	67.8	54.0	102.4	96.7	102.5	77.3	-	-	-	-	-	-	-	-	-	-	n/a	n/a	
	Flaxseed	45.5	39.4	30.6	30.3	55.0	24.4	32.3	27.6	19.1	55.0	20.7	26.1	18.6	17.4	25.9	17.7	19.5	-14.7%	-25.4%	
		41.7	38.3	38.4	34.3	47.8	33.9	38.0	36.5	59.2	59.9	42.2	47.9	39.3	38.8	39.1	22.7	34.4	-46.2%	-28.1%	

NOTES:

Source: Canadian Grain Commission, Grain Statistics Weekly

- (1) Average days in store as determined from average inventory turnover ratio (total shipments divided by weekly stock level) divided by number of days in quarter and crop year to date.
- (2) Canadian Grain Commission data for pea stock and shipments replaced data for rye stock and shipments as of the beginning of the 2002/03 crop year.

## Average Weekly Stock-to-Shipment Ratios for Major Grains (1)

COMMODITY	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
	1999/00	2000/01	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
WESTERN CANADA																				
WHEAT	7.4	6.4	5.8	5.0	7.5	5.1	5.9	5.8	9.2	10.2	7.6	8.2	7.2	7.4	6.6	3.4	6.1	-55.1%	-25.3%	
DURUM	12.7	12.4	13.8	8.8	9.7	4.2	9.2	4.5	17.2	14.7	7.3	10.8	10.7	9.8	19.9	4.6	11.3	-37.3%	4.8%	
BARLEY	4.7	3.5	3.4	4.1	5.9	3.4	4.2	5.8	6.7	7.1	5.4	6.3	4.9	3.4	3.5	3.1	3.7	-43.0%	-40.9%	
CANOLA	3.0	3.1	3.8	3.3	2.7	3.7	3.4	5.3	8.5	6.2	4.2	6.0	3.0	3.1	4.6	2.9	3.4	-31.5%	-43.4%	
OATS	5.0	3.6	2.3	4.5	7.9	6.6	5.3	3.8	10.4	9.5	7.4	7.7	2.7	3.9	5.1	5.0	4.2	-32.6%	-45.6%	
PEAS								22.9	10.2	11.5	13.4	14.6	6.0	3.8	3.6	5.0	4.6	-62.7%	-68.5%	(2)
RYE	11.1	18.1	11.0	15.9	16.0	21.6	16.0											n/a	n/a	(2)
FLAXSEED	9.2	14.2	5.9	8.4	20.0	4.7	9.6	4.2	18.3	14.9	3.9	10.2	3.3	5.4	5.1	3.0	4.2	-23.3%	-58.6%	
ALL GRAINS	6.2	5.4	5.3	4.9	6.6	4.7	5.4	5.0	8.3	8.8	6.3	7.1	5.5	5.3	5.7	3.4	5.0	-46.1%	-29.4%	(2)

## NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly*

- (1) As determined by dividing weekly primary elevator stock levels by shipments, aggregated to determine an annual (or quarterly) average  
(2) Canadian Grain Commission data for pea stock and shipments replaced data for rye stock and shipments as of the beginning of the 2002/03 crop year. Due to relatively small volumes of rye and peas, no adjustments to totals have been made.



## Average Handling Charges Based on Posted Rates at Country Delivery Points for Major Grains

## Primary Elevation Tariffs - Receiving, Elevating and Loading Out (1) (2) (3)

- Index - Aug. 1, 1999 = 100

PROVINCE	COMMODITY	CROP YEAR												% VARIANCE	NOTES
		1999-00 Aug. 1 \$/tonne	2000-01 Aug. 1 \$/tonne	2001-02 Aug. 1 \$/tonne	2002-2003 Aug. 1 \$/tonne    Apr. 7 \$/tonne		2003-2004 Aug. 1 \$/tonne    Sept. 9 \$/tonne    Oct. 1 \$/tonne    Nov. 5 \$/tonne    Dec. 1 \$/tonne    Jan. 6 \$/tonne    Mar. 5 \$/tonne    Apr. 1 \$/tonne								
<b>ALBERTA &amp; BRITISH COLUMBIA</b>															
	Wheat (incl.Durum)	9.99	10.05	11.11	11.36	11.53	11.56	11.67	11.69	11.69	11.76	11.79	11.86	11.86	2.9%
	Index	100.0	100.6	111.2	113.7	115.4	115.7	116.8	117.0	117.0	117.7	118.0	118.7	118.7	
	Barley	11.03	11.02	11.70	12.09	11.98	12.03	12.31	12.31	12.31	12.38	12.41	12.41	12.41	3.6%
	Index	100.0	99.9	106.1	109.6	108.6	109.1	111.6	111.6	111.6	112.2	112.5	112.5	112.5	
	Designated Barley	11.54	11.87	13.53	14.43	13.64	13.64	13.89	13.89	13.89	13.96	13.99	13.99	13.99	2.6%
	Index	100.0	102.9	117.2	125.0	118.2	118.2	120.4	120.4	120.4	121.0	121.2	121.2	121.2	
	Canola	13.53	13.56	14.47	14.76	13.98	14.07	14.20	14.20	14.20	14.20	14.20	14.20	14.20	1.6%
	Index	100.0	100.2	106.9	109.1	103.3	104.0	105.0	105.0	105.0	105.0	105.0	105.0	105.0	
	Oats	12.68	12.71	13.99	14.39	13.63	13.74	13.86	13.86	13.86	13.86	13.86	13.86	13.86	1.7%
	Index	100.0	100.2	110.3	113.5	107.5	108.4	109.3	109.3	109.3	109.3	109.3	109.3	109.3	
	Peas	14.33	14.38	14.70	14.77	14.82	14.87	15.00	15.00	15.00	15.00	15.00	15.00	15.00	1.2%
	Index	100.0	100.3	102.6	103.1	103.4	103.8	104.7	104.7	104.7	104.7	104.7	104.7	104.7	
	Rye	9.96	10.16	11.22	11.51	11.11	11.20	11.33	11.33	11.33	11.33	11.33	11.33	11.33	2.0%
	Index	100.0	102.0	112.7	115.6	111.5	112.4	113.8	113.8	113.8	113.8	113.8	113.8	113.8	
	Flaxseed	13.09	13.12	14.21	14.49	14.17	14.29	14.43	14.43	14.43	14.43	14.43	14.43	14.43	1.8%
	Index	100.0	100.2	108.6	110.7	108.3	109.2	110.2	110.2	110.2	110.2	110.2	110.2	110.2	
	Average	12.02	12.11	13.12	13.48	13.11	13.18	13.34	13.34	13.34	13.37	13.38	13.39	13.39	2.1%
	Index	100.0	100.7	109.1	112.1	109.1	109.6	111.0	111.0	111.0	111.2	111.3	111.4	111.4	
<b>WESTERN CANADA</b>															
	Average	12.00	12.07	12.86	13.00	12.94	13.12	13.20	13.21	13.21	13.22	13.23	13.23	13.23	2.2%
	Index	100.0	100.6	107.2	108.4	107.9	109.4	110.1	110.1	110.2	110.2	110.3	110.3	110.3	

**NOTES:**

Source: Canadian Grain Commission, Summary - Licensed Primary Elevator Tariffs

- (1) Posted tariffs represent the maximum that companies may charge.
- (2) Charges on the basis of Accountable Gross Weight (AGW) = Gross weight less shrinkage.
- (3) Average charges are based on 22 companies that posted tariffs on an AGW basis for 1999/2000, 20 companies for 2000/2001, 21 companies for 2001/2002, and 20 companies for Aug.-Sept. 2002/2003, 21 companies for Oct.-Nov. 2002/2003, 23 companies for Dec.-Mar. 2002/2003 and 24 companies for Apr. 2002/2003 and the 2003/2004 crop year to date.

3B - Country Elevator

Average Handling Charges Based on Posted Rates at Country Delivery Points for Major Grains

Primary Elevation Tariffs - Removal of Dockage: Terminal Cleaning (1) (2) (3) (4)  
 - Index - Aug. 1, 1999 = 100

PROVINCE	COMMODITY	CROP YEAR												% VARIANCE	NOTES		
		1999-00 Aug. 1 \$/tonne	2000-01 Aug. 1 \$/tonne	2001-02 Aug. 1 \$/tonne	2002-2003 Aug. 1 \$/tonne    Apr. 7 \$/tonne		Aug. 1 \$/tonne	Sept. 9 \$/tonne	Oct. 1 \$/tonne	2003-2004 Nov. 5 \$/tonne    Dec. 1 \$/tonne    Jan. 6 \$/tonne			Mar. 5 \$/tonne			Apr. 1 \$/tonne	YTD
MANITOBA	Wheat	3.50 100.0	3.52 100.6	3.65 104.3	3.87 110.6	3.94 112.6	3.99 114.0	4.04 115.4	4.04 115.4	4.04 115.4	4.04 115.4	4.04 115.4	4.04 115.4	4.05 115.7	2.8%		
	Durum	3.50 100.0	3.52 100.6	3.73 106.6	3.91 111.7	3.99 114.0	4.01 114.6	4.09 116.9	4.09 116.9	4.09 116.9	4.09 116.9	4.09 116.9	4.09 116.9	4.09 116.9	2.5%		
	Barley	4.29 100.0	4.95 115.4	5.51 128.4	5.87 136.8	6.03 140.6	6.08 141.7	6.13 142.9	6.30 146.9	6.30 146.9	6.30 146.9	6.30 146.9	6.30 146.9	6.30 146.9	4.5%		
	Canola	5.43 100.0	5.46 100.6	5.59 102.9	5.74 105.7	5.77 106.3	5.83 107.4	5.88 108.3	5.88 108.3	5.88 108.3	5.88 108.3	5.88 108.3	5.88 108.3	5.88 108.3	1.9%		
	Oats	5.32 100.0	5.36 100.8	5.47 102.8	5.62 105.6	5.68 106.8	5.73 107.7	5.73 107.7	6.31 118.6	6.31 118.6	6.31 118.6	6.31 118.6	6.31 118.6	6.31 118.6	11.1%		
	Peas	4.59 100.0	4.62 100.7	4.61 100.4	5.16 112.4	5.16 112.4	5.21 113.5	5.21 113.5	5.21 113.5	5.21 113.5	5.21 113.5	5.21 113.5	5.21 113.5	5.51 120.0	6.8%		
	Rye	3.55 100.0	3.60 101.4	3.68 103.7	3.80 107.0	3.81 107.3	3.81 107.3	3.86 108.7	4.68 131.8	4.68 131.8	4.68 131.8	4.68 131.8	4.68 131.8	4.68 131.8	22.8%		
	Flaxseed	5.47 100.0	6.09 111.3	7.11 130.0	7.39 135.1	7.07 129.3	7.13 130.3	7.48 136.7	7.48 136.7	7.48 136.7	7.48 136.7	7.48 136.7	7.48 136.7	7.49 136.9	5.9%		
	Average Index	4.46 100.0	4.64 104.1	4.92 110.4	5.17 116.0	5.18 116.3	5.22 117.2	5.30 119.0	5.50 123.4	5.50 123.4	5.50 123.4	5.50 123.4	5.50 123.4	5.54 124.3	6.9%		
	SASKATCHEWAN	Wheat	3.62 100.0	3.63 100.3	3.78 104.4	3.95 109.1	4.00 110.5	4.02 111.0	4.10 113.3	4.10 113.3	4.12 113.8	4.12 113.8	4.12 113.8	4.12 113.8	4.13 114.1	3.3%	
		Durum	3.62 100.0	3.63 100.3	3.85 106.4	4.03 111.3	4.10 113.3	4.12 113.8	4.20 116.0	4.20 116.0	4.23 116.9	4.23 116.9	4.23 116.9	4.23 116.9	4.23 116.9	3.2%	
		Barley	4.36 100.0	4.71 108.0	5.66 129.8	5.95 136.5	6.02 138.1	6.14 140.8	6.17 141.5	6.21 142.4	6.24 143.1	6.28 144.0	6.28 144.0	6.28 144.0	6.29 144.3	4.5%	
		Canola	5.46 100.0	5.45 99.8	5.55 101.6	5.65 103.5	5.66 103.7	5.69 104.2	5.69 104.2	5.69 104.2	5.71 104.6	5.71 104.6	5.71 104.6	5.71 104.6	5.71 104.6	0.9%	
Oats		5.25 100.0	5.42 103.2	5.48 104.4	5.56 105.9	5.59 106.5	5.60 106.7	5.61 106.9	5.61 106.9	5.61 106.9	5.61 106.9	5.61 106.9	5.61 106.9	5.61 106.9	0.4%		
Peas		4.58 100.0	4.61 100.7	4.56 99.6	4.84 105.7	4.84 105.7	4.88 106.6	4.88 106.6	4.88 106.6	4.88 106.6	4.88 106.6	4.88 106.6	4.88 106.6	5.06 110.5	4.5%		
Rye		3.68 100.0	3.73 101.4	3.67 99.7	3.72 101.1	3.73 101.4	3.75 101.9	3.78 102.7	3.78 102.7	3.78 102.7	3.78 102.7	3.78 102.7	3.78 102.7	3.78 102.7	1.3%		
Flaxseed		5.50 100.0	5.91 107.5	6.34 115.3	6.59 119.8	6.41 116.5	6.44 117.1	6.44 117.1	6.44 117.1	6.44 117.1	6.44 117.1	6.44 117.1	6.44 117.1	6.45 117.3	0.6%		
Average Index		4.51 100.0	4.64 102.8	4.86 107.8	5.04 111.7	5.04 111.9	5.08 112.7	5.11 113.3	5.11 113.4	5.13 113.7	5.13 113.8	5.13 113.8	5.13 113.8	5.16 114.4	2.3%		

## Average Handling Charges Based on Posted Rates at Country Delivery Points for Major Grains

Primary Elevation Tariffs - Removal of Dockage: Terminal Cleaning (1) (2) (3) (4)  
- Index - Aug. 1, 1999 = 100

PROVINCE	COMMODITY	CROP YEAR												% VARIANCE	NOTES		
		1999-00 Aug. 1 \$/tonne	2000-01 Aug. 1 \$/tonne	2001-02 Aug. 1 \$/tonne	2002-2003 Aug. 1 \$/tonne    Apr. 7 \$/tonne		Aug. 1 \$/tonne	Sept. 9 \$/tonne	Oct. 1 \$/tonne	2003-2004 Nov. 5 \$/tonne    Dec. 1 \$/tonne    Jan. 6 \$/tonne    Mar. 5 \$/tonne    Apr. 1 \$/tonne						YTD	
ALBERTA & BRITISH COLUMBIA	Wheat	3.47 100.0	3.49 100.6	3.73 107.5	3.95 113.8	4.03 116.1	4.03 116.1	4.21 121.3	4.21 121.3	4.21 121.3	4.21 121.3	4.21 121.3	4.21 121.3	4.23 121.9	5.0%		
	Durum	3.47 100.0	3.49 100.6	3.83 110.4	4.00 115.3	4.11 118.4	4.08 117.6	4.27 123.1	4.27 123.1	4.27 123.1	4.27 123.1	4.27 123.1	4.27 123.1	4.27 123.1	3.9%		
	Barley	4.31 100.0	4.85 112.5	5.89 136.7	6.01 139.4	6.20 143.9	6.41 148.7	6.71 155.7	6.76 156.8	6.76 156.8	6.76 156.8	6.76 156.8	6.76 156.8	6.76 156.8	9.0%		
	Canola	5.47 100.0	5.56 101.6	5.74 104.9	5.87 107.3	5.91 108.0	5.96 109.0	6.06 110.8	6.06 110.8	6.06 110.8	6.06 110.8	6.06 110.8	6.06 110.8	6.06 110.8	2.5%		
	Oats	5.09 100.0	5.33 104.7	5.37 105.5	5.71 112.2	5.72 112.4	5.79 113.8	5.89 115.7	5.89 115.7	5.89 115.7	5.89 115.7	5.89 115.7	5.89 115.7	5.89 115.7	3.0%		
	Peas	4.63 100.0	4.72 101.9	4.67 100.9	4.98 107.6	4.88 105.4	4.93 106.5	5.03 108.6	5.03 108.6	5.03 108.6	5.03 108.6	5.03 108.6	5.03 108.6	5.33 115.1	9.2%		
	Rye	3.62 100.0	3.68 101.7	3.92 108.3	4.09 113.0	4.02 111.0	4.02 111.0	4.17 115.2	4.17 115.2	4.17 115.2	4.17 115.2	4.17 115.2	4.17 115.2	4.17 115.2	3.7%		
	Flaxseed	6.02 100.0	6.69 111.1	6.81 113.1	7.10 117.9	6.85 113.8	6.91 114.8	7.01 116.4	7.01 116.4	7.01 116.4	7.01 116.4	7.01 116.4	7.01 116.4	7.02 116.6	2.5%		
	Average Index	4.51 100.0	4.73 104.8	5.00 110.8	5.21 115.6	5.22 115.6	5.27 116.8	5.42 120.1	5.43 120.3	5.43 120.3	5.43 120.3	5.43 120.3	5.43 120.3	5.47 121.2	4.8%		
	WESTERN CANADA	Average Index	4.49 100.0	4.67 103.9	4.93 109.6	5.14 114.4	5.15 114.6	5.19 115.5	5.28 117.5	5.35 119.0	5.35 119.1	5.35 119.1	5.35 119.1	5.35 119.1	5.39 119.9	4.7%	

## NOTES:

Source: Canadian Grain Commission, Summary - Licensed Primary Elevator Tariffs

- (1) Posted tariffs represent the maximum that companies may charge.
- (2) Charges on the basis of Accountable Gross Weight (AGW) = Gross weight less shrinkage.
- (3) Average charges are based on 22 companies that posted tariffs on an AGW basis for 1999/2000, 20 companies for 2000/2001, 21 companies for 2001/2002, and 20 companies for Aug. 2002/2003, and 22 companies for Apr. 2002/2003 and 2003/2004 crop year to date.
- (4) Cleaning charges are deducted from producers' cash ticket receipts. Upon unload at terminal position, the shipper pays the terminal cleaning tariff (providing the grain was not cleaned prior to shipping) and Canadian Grain Commission fees.



## Average Handling Charges Based on Posted Rates at Country Delivery Points for Major Grains

## Primary Elevation Tariffs - Storage (1) (2) (3) (4)

- Index - Aug. 1, 1999 = 100

PROVINCE	COMMODITY	CROP YEAR												% VARIANCE	NOTES		
		1999-00 Aug. 1 \$/tonne	2000-01 Aug. 1 \$/tonne	2001-02 Aug. 1 \$/tonne	2002-2003 Aug. 1 \$/tonne    Apr. 7 \$/tonne		2003-2004 Aug. 1 \$/tonne    Sept. 9 \$/tonne    Oct. 1 \$/tonne    Nov. 5 \$/tonne    Dec. 1 \$/tonne    Jan. 6 \$/tonne    Mar. 5 \$/tonne    Apr. 1 \$/tonne									YTD	
ALBERTA & BRITISH COLUMBIA	Wheat (incl.Durum)	0.0535 100.0	0.0550 102.8	0.0764 142.8	0.0812 151.8	0.0728 136.1	0.0741 138.5	0.0751 140.4	0.0751 140.4	0.0751 140.4	0.0751 140.4	0.0755 141.1	0.0755 141.1	0.0755 141.1	3.7%		
	Barley	0.0649 100.0	0.0670 103.2	0.0921 141.9	0.0977 150.5	0.0896 138.1	0.0914 140.8	0.0914 140.8	0.0915 141.0	0.0915 141.0	0.0915 141.0	0.0887 136.7	0.0887 136.7	0.0887 136.7	-1.0%		
	Canola	0.0617 100.0	0.0649 105.2	0.0904 146.5	0.0962 155.9	0.0872 141.3	0.0879 142.5	0.0890 144.2	0.0890 144.2	0.0890 144.2	0.0890 144.2	0.0890 144.2	0.0890 144.2	0.0890 144.2	0.0890 144.2	2.1%	
	Oats	0.0817 100.0	0.0855 104.7	0.1153 141.1	0.1215 148.7	0.1046 128.0	0.1066 130.5	0.1076 131.7	0.1076 131.7	0.1076 131.7	0.1076 131.7	0.1076 131.7	0.1076 131.7	0.1076 131.7	0.1076 131.7	2.9%	
	Peas	0.0502 100.0	0.0529 105.4	0.0711 141.6	0.0753 150.0	0.0688 137.1	0.0691 137.6	0.0702 139.8	0.0702 139.8	0.0702 139.8	0.0702 139.8	0.0702 139.8	0.0702 139.8	0.0702 139.8	0.0702 139.8	2.0%	
	Rye	0.0518 100.0	0.0547 105.6	0.0782 151.0	0.0830 160.2	0.0750 144.8	0.0762 147.1	0.0773 149.2	0.0773 149.2	0.0773 149.2	0.0773 149.2	0.0773 149.2	0.0773 149.2	0.0773 149.2	0.0773 149.2	3.1%	
	Flaxseed	0.0599 100.0	0.0626 104.5	0.0807 134.7	0.0856 142.9	0.0779 130.1	0.0788 131.6	0.0799 133.4	0.0799 133.4	0.0799 133.4	0.0799 133.4	0.0799 133.4	0.0799 133.4	0.0799 133.4	0.0799 133.4	2.6%	
	Average	0.0605	0.0632	0.0863	0.0915	0.0823	0.0834	0.0844	0.0844	0.0844	0.0844	0.0844	0.0840	0.0840	0.0840	2.1%	
	Index	100.0	104.5	142.6	151.2	135.9	137.9	139.4	139.4	139.4	139.4	139.4	138.8	138.8	138.8		
	WESTERN CANADA	Average	0.0582	0.0608	0.0797	0.0817	0.0788	0.0800	0.0805	0.0805	0.0805	0.0805	0.0804	0.0804	0.0804	2.1%	
Index	100.0	104.5	137.0	140.4	135.4	137.5	138.3	138.4	138.4	138.4	138.4	138.2	138.2	138.2			

## NOTES:

Source: Canadian Grain Commission, Summary - Licensed Primary Elevator Tariffs

- (1) With respect to primary elevator receipts and interim elevator receipts, for each succeeding day or part thereof after the first ten days, excluding the day on which the storage period ends.
- (2) Posted tariffs represent the maximum that companies may charge.
- (3) Charges on the basis of Accountable Gross Weight (AGW) = Gross weight less shrinkage.
- (4) Average charges are based on 21 companies that posted tariffs on an AGW basis for 1999/2000, 19 companies for 2000/2001, 20 companies for 2001/2002, 18 companies for Aug. 2002/2003, and 21 companies for Apr. 2002/2003 and the 2003/2004 crop year to date.



Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) - Summarized by Destination Port and Origin Province (1)

DESTINATION	1999-2000	2000-2001	2001-2002				2002-2003					2003-2004					% VARIANCE		NOTES	
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4		YTD
<b>VANCOUVER</b>																				
Manitoba	401.3	1,088.2	284.0	45.9	177.4	254.0	761.3	154.5	39.2	120.3	218.8	532.8	203.4	75.3	70.4	79.1	428.2	-63.8%	-19.6%	(2)
Saskatchewan	6,719.9	7,206.1	1,576.6	1,301.1	852.2	854.2	4,584.1	472.6	304.5	513.8	1,000.5	2,291.3	1,188.2	1,141.1	917.8	865.5	4,112.6	-13.5%	79.5%	(2)
Alberta	7,628.9	6,429.9	1,739.1	1,607.1	1,028.6	1,175.9	5,550.7	306.8	172.6	574.3	867.8	1,921.5	1,314.8	1,278.3	1,469.5	1,596.3	5,658.9	84.0%	194.5%	(2)
British Columbia	40.9	54.8	14.9	16.2	8.4	10.8	50.3	-	-	-	0.1	0.1	-	-	-	-	-	-100.0%	-100.0%	(2)
Western Canada	14,791.0	14,779.0	3,614.5	2,970.3	2,066.6	2,295.0	10,946.4	933.9	516.3	1,208.4	2,087.1	4,745.7	2,706.4	2,494.6	2,457.7	2,541.0	10,199.6	21.7%	114.9%	(2)
<b>PRINCE RUPERT</b>																				
Manitoba	53.7	238.1	0.5	38.7	66.2	-	105.5	150.1	148.9	47.6	-	346.7	-	-	-	15.5	15.5	n/a	-95.5%	(2)
Saskatchewan	1,620.6	799.2	25.8	260.6	156.9	-	443.2	256.9	282.6	56.6	-	596.0	122.9	276.9	466.4	427.7	1,294.0	n/a	117.1%	(2)
Alberta	1,608.7	1,289.6	7.7	285.4	210.3	0.7	504.0	440.7	562.6	163.8	-	1,167.0	184.4	346.3	542.0	485.4	1,558.1	n/a	33.5%	(2)
British Columbia	39.1	15.4	-	1.6	2.5	-	4.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
Western Canada	3,322.0	2,342.4	34.0	586.3	435.9	0.7	1,056.8	847.7	994.1	267.9	-	2,109.7	307.3	623.2	1,008.3	928.6	2,867.5	n/a	35.9%	(2)
<b>CHURCHILL</b>																				
Manitoba	42.7	54.7	44.7	-	-	22.0	66.7	59.9	-	-	32.4	92.3	82.4	-	-	26.2	108.6	-19.2%	17.6%	(2)
Saskatchewan	414.0	630.0	283.0	-	-	63.5	346.5	101.0	-	-	120.7	221.7	288.7	-	-	69.1	357.8	-42.7%	61.4%	(2)
Alberta	10.1	10.7	40.4	-	-	-	40.4	19.2	-	-	6.9	26.2	13.1	-	-	-	13.1	-100.0%	-49.8%	(2)
British Columbia	0.9	-	-	-	-	-	-	-	-	-	-	-	0.5	-	-	-	0.5	n/a	n/a	(2)
Western Canada	467.6	695.4	368.1	-	-	85.5	453.6	180.2	-	-	160.0	340.2	384.7	-	-	95.3	480.0	-40.5%	41.1%	(2)
<b>THUNDER BAY</b>																				
Manitoba	2,186.6	2,292.8	527.8	417.7	327.4	604.9	1,877.8	510.6	392.3	273.7	427.5	1,604.1	889.2	315.1	493.0	593.7	2,291.1	38.9%	42.8%	(2)
Saskatchewan	4,693.6	4,796.4	996.4	782.5	598.8	1,354.5	3,732.3	1,006.3	599.2	365.8	1,094.8	3,066.1	1,231.1	714.7	540.8	1,246.2	3,732.8	13.8%	21.7%	(2)
Alberta	198.6	250.8	33.2	14.7	36.7	124.9	209.6	108.5	27.2	102.6	167.3	405.6	81.0	60.3	4.9	206.2	352.5	23.2%	-13.1%	(2)
British Columbia	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
Western Canada	7,079.0	7,340.1	1,567.5	1,215.0	962.9	2,084.3	5,819.7	1,625.4	1,018.7	742.0	1,689.7	5,075.8	2,201.4	1,090.2	1,038.7	2,046.1	6,376.4	21.1%	25.6%	(2)
<b>ALL WESTERN CANADIAN PORTS</b>																				
Manitoba	2,684.3	3,673.9	857.0	502.4	571.0	881.0	2,811.3	875.2	580.5	441.5	678.7	2,575.8	1,175.0	390.4	563.4	714.5	2,843.3	5.3%	10.4%	(2)
Saskatchewan	13,448.1	13,431.7	2,881.8	2,344.1	1,607.9	2,272.3	9,106.1	1,836.8	1,186.2	936.1	2,216.0	6,175.2	2,831.0	2,132.7	1,925.0	2,608.5	9,497.1	17.7%	53.8%	(2)
Alberta	9,446.4	7,981.0	1,820.4	1,907.3	1,275.6	1,301.5	6,304.8	875.2	762.4	840.6	1,042.1	3,520.3	1,593.3	1,684.9	2,016.4	2,288.0	7,582.6	119.6%	115.4%	(2)
British Columbia	80.9	70.2	14.9	17.8	10.9	10.8	54.4	-	-	-	0.1	0.1	0.5	-	-	-	0.5	-100.0%	602.6%	(2)
Western Canada	25,659.6	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	3,587.2	2,529.0	2,218.3	3,936.8	12,271.3	5,599.8	4,208.0	4,504.8	5,610.9	19,923.5	42.5%	62.4%	(2)

NOTES:

SOURCE: Canadian National Railway Company, Canadian Pacific Railway Company, and Hudson Bay Railway Company

- (1) Does not include railway grain traffic originating in western Canada and destined to either eastern Canada, the United States of America, or Mexico.
- (2) Comprises all railway grain traffic originating in western Canada and moving to a designated western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars only.





Western Canadian Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) - Detailed Breakdown of Primary Commodities by Destination Port and Origin Province (1)

DESTINATION		1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
		TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>PRINCE RUPERT</b>																					
<b>Manitoba</b>	Wheat	53.7	225.6	-	38.7	66.2	-	105.0	134.0	148.8	47.6	-	330.5	-	-	-	15.5	15.5	n/a	-95.3%	(2)
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	11.8	-	-	-	-	-	16.1	0.1	-	-	16.2	-	-	-	-	-	n/a	-100.0%	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	-	0.5	-	-	-	0.5	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	-	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	All Grains	53.7	238.1	0.5	38.7	66.2	-	105.5	150.1	148.9	47.6	-	346.7	-	-	-	15.5	15.5	n/a	-95.5%	(2)
<b>Saskatchewan</b>	Wheat	1,575.0	689.5	-	256.8	156.7	-	413.5	160.6	119.6	56.6	-	336.8	93.7	223.2	366.3	427.7	1,110.9	n/a	229.8%	(2)
	Durum	3.6	0.1	-	-	-	-	-	22.2	44.0	-	-	66.1	-	-	-	-	-	n/a	-100.0%	(2)
	Barley	26.7	-	-	-	-	-	-	-	-	-	-	-	29.3	53.6	100.0	0.1	183.0	n/a	n/a	(2)
	Canola	4.0	85.5	-	-	-	-	-	70.3	116.0	-	-	186.3	-	-	-	-	-	n/a	-100.0%	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	19.1	25.8	3.8	0.2	-	29.8	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	3.8	2.9	-	-	6.7	-	-	-	-	-	n/a	-100.0%	(2)
	Other	11.3	5.0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	0.1	n/a	n/a	(2)
	All Grains	1,620.6	799.2	25.8	260.6	156.9	-	443.2	256.9	282.6	56.6	-	596.0	122.9	276.9	466.4	427.7	1,294.0	n/a	117.1%	(2)
<b>Alberta</b>	Wheat	1,527.2	1,213.7	-	284.7	210.3	0.6	495.5	300.7	352.3	163.8	-	816.8	153.7	285.0	455.3	485.3	1,379.3	n/a	68.9%	(2)
	Durum	-	0.3	-	-	-	0.1	0.1	49.2	93.9	-	-	143.1	-	-	-	-	-	n/a	-100.0%	(2)
	Barley	74.3	-	-	-	-	-	-	-	0.8	-	-	0.8	30.7	61.2	86.0	0.1	178.0	n/a	22810.0%	(2)
	Canola	-	63.7	-	-	-	-	-	90.8	115.5	-	-	206.3	-	-	-	-	-	n/a	-100.0%	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	3.4	7.7	0.8	-	-	8.4	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	7.2	8.6	-	-	-	-	-	-	-	-	-	-	-	0.1	0.6	0.1	0.8	n/a	n/a	(2)
	All Grains	1,608.7	1,289.6	7.7	285.4	210.3	0.7	504.0	440.7	562.6	163.8	-	1,167.0	184.4	346.3	542.0	485.4	1,558.1	n/a	33.5%	(2)
<b>British Columbia</b>	Wheat	35.7	15.4	-	1.6	2.5	-	4.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Barley	2.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Oats	1.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	All Grains	39.1	15.4	-	1.6	2.5	-	4.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
<b>Western Canada</b>	Wheat	3,191.5	2,144.2	-	581.7	435.7	0.6	1,018.0	595.4	620.8	267.9	-	1,484.1	247.4	508.2	821.7	928.4	2,505.6	n/a	68.8%	(2)
	Durum	3.6	0.4	-	-	-	0.1	0.1	71.3	137.9	-	-	209.2	-	-	-	-	-	n/a	-100.0%	(2)
	Barley	103.4	-	-	-	-	-	-	-	0.8	-	-	0.8	59.9	114.9	186.1	0.2	361.0	n/a	46362.5%	(2)
	Canola	4.0	161.0	-	-	-	-	-	177.2	231.6	-	-	408.8	-	-	-	-	-	n/a	-100.0%	(2)
	Oats	1.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	22.5	34.0	4.6	0.2	-	38.7	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	3.8	2.9	-	-	6.7	-	-	-	-	-	n/a	-100.0%	(2)
	Other	18.5	14.2	-	-	-	-	-	-	-	-	-	-	-	0.2	0.6	0.1	0.8	n/a	n/a	(2)
	All Grains	3,322.0	2,342.4	34.0	586.3	435.9	0.7	1,056.8	847.7	994.1	267.9	-	2,109.7	307.3	623.2	1,008.3	928.6	2,867.5	n/a	35.9%	(2)

Western Canadian Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) - Detailed Breakdown of Primary Commodities by Destination Port and Origin Province (1)

DESTINATION		1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
		TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
<b>CHURCHILL</b>	<b>Manitoba</b>																				
	Wheat	39.0	45.6	35.9	-	-	22.0	57.9	59.9	-	-	32.4	92.3	72.3	-	-	26.1	98.4	-19.5%	6.6%	(2)
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	5.4	-	-	-	5.4	n/a	n/a	(2)
	Barley	-	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	1.8	-	-	-	1.8	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	3.7	8.2	8.8	-	-	-	8.8	-	-	-	-	-	2.1	-	-	0.1	2.2	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	-	-	-	-	-	-	-	-	-	-	-	-	0.7	-	-	-	0.7	n/a	n/a	(2)
All Grains	42.7	54.7	44.7	-	-	22.0	66.7	59.9	-	-	32.4	92.3	82.4	-	-	26.2	108.6	-19.2%	17.6%	(2)	
<b>Saskatchewan</b>	Wheat	231.6	474.1	196.8	-	-	63.5	260.3	79.1	-	-	61.4	140.4	121.6	-	-	69.1	190.7	12.6%	35.8%	(2)
	Durum	104.6	8.0	30.1	-	-	-	30.1	22.0	-	-	59.3	81.3	50.3	-	-	-	50.3	-100.0%	-38.1%	(2)
	Barley	-	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	21.7	-	-	-	21.7	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	0.1	n/a	n/a	(2)
	Peas	69.3	129.4	50.6	-	-	-	50.6	-	-	-	-	-	74.4	-	-	-	74.4	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	17.8	2.2	-	-	-	2.2	-	-	-	-	-	20.4	-	-	-	20.4	n/a	n/a	(2)
	Other	8.5	0.5	3.3	-	-	-	3.3	-	-	-	-	-	0.1	-	-	-	0.1	n/a	n/a	(2)
	All Grains	414.0	630.0	283.0	-	-	63.5	346.5	101.0	-	-	120.7	221.7	288.7	-	-	69.1	357.8	-42.7%	61.4%	(2)
<b>Alberta</b>	Wheat	7.6	8.9	18.0	-	-	-	18.0	4.8	-	-	-	4.8	3.9	-	-	-	3.9	n/a	-18.3%	(2)
	Durum	-	-	22.4	-	-	-	22.4	14.4	-	-	6.9	21.4	6.0	-	-	-	6.0	-100.0%	-72.1%	(2)
	Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	2.5	1.8	-	-	-	-	-	-	-	-	-	-	2.0	-	-	-	2.0	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	1.3	-	-	-	1.3	n/a	n/a	(2)
	Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	All Grains	10.1	10.7	40.4	-	-	-	40.4	19.2	-	-	6.9	26.2	13.1	-	-	-	13.1	-100.0%	-49.8%	(2)
<b>British Columbia</b>	Wheat	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	-	-	-	-	-	-	-	-	-	-	-	0.5	-	-	-	0.5	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	All Grains	0.9	-	-	-	-	-	-	-	-	-	-	-	0.5	-	-	-	0.5	n/a	n/a	(2)
<b>Western Canada</b>	Wheat	279.1	528.5	250.7	-	-	85.5	336.3	143.8	-	-	93.8	237.6	197.8	-	-	95.2	293.0	1.5%	23.3%	(2)
	Durum	104.6	8.0	52.5	-	-	-	52.5	36.4	-	-	66.2	102.6	61.6	-	-	-	61.6	-100.0%	-39.9%	(2)
	Barley	-	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	23.5	-	-	-	23.5	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	0.1	n/a	n/a	(2)
	Peas	75.4	139.4	59.4	-	-	-	59.4	-	-	-	-	-	79.1	-	-	0.1	79.2	n/a	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	18.7	2.2	-	-	-	2.2	-	-	-	-	-	21.7	-	-	-	21.7	n/a	n/a	(2)
	Other	8.5	0.5	3.3	-	-	-	3.3	-	-	-	-	-	0.8	-	-	-	0.8	n/a	n/a	(2)
	All Grains	467.6	695.4	368.1	-	-	85.5	453.6	180.2	-	-	160.0	340.2	384.7	-	-	95.3	480.0	-40.5%	41.1%	(2)





Western Canadian Railway Car Cycles - Summarized by Destination Corridor (1)

DESTINATION	1999-2000		2000-2001		2001-2002				2002-2003					2003-2004					% VARIANCE		NOTES
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD		
<b>ALL CORRIDORS</b>																					
<b>Initial Cycle Sample</b>																					
Cycle Count (cars)	157,809	127,549	27,845	26,600	15,846	23,063	93,354	23,661	18,498	10,932	21,472	74,563	33,871	28,441	26,298	31,834	120,444	48.3%	61.5%	(2)	
Mean Cycle (days)	23.1	17.5	18.6	17.7	20.3	17.8	18.4	23.5	23.2	30.1	21.1	23.7	23.4	18.1	16.1	16.2	18.6	-23.3%	-21.5%	(2)	
Standard Deviation (days)	25.2	15.2	22.8	10.6	14.3	13.2	16.3	25.9	21.9	33.3	14.8	23.8	50.0	13.2	9.2	8.9	28.2	-39.9%	-18.5%	(2)	
Minimum Cycle (days)	3.6	1.7	4.9	5.1	5.4	4.9	4.9	5.4	5.7	6.8	3.5	3.5	4.3	5.3	4.8	4.5	4.3	27.1%	20.1%	(2)	
Maximum Cycle (days)	1,111.4	506.7	1,259.0	219.1	161.3	353.5	1,259.0	305.2	217.5	352.0	364.5	364.5	639.0	701.0	363.9	218.5	701.0	-40.1%	92.3%	(2)	
<b>Trimmed Cycle Sample</b>																					
Cycle Count (cars)	153,308	126,411	27,050	26,572	15,719	22,974	92,315	22,553	18,112	10,163	21,390	72,218	32,902	28,412	26,287	31,819	119,420	48.8%	65.4%	(3)	
Trimmed Mean (days)	19.9	16.4	15.3	17.5	19.6	17.3	17.1	18.8	20.5	22.9	20.7	20.4	16.8	17.8	16.0	16.2	16.7	-21.8%	-18.0%	(3)	
Standard Deviation (days)	14.5	8.8	7.3	9.8	12.0	10.1	9.8	12.3	11.6	13.7	12.0	12.3	10.3	8.4	8.6	8.4	9.0	-30.4%	-27.0%	(3)	
Minimum Cycle (days)	3.6	1.7	4.9	5.1	5.4	4.9	4.9	5.4	5.7	6.8	3.5	3.5	4.3	5.3	4.8	4.5	4.3	27.1%	20.1%	(3)	
Maximum Cycle (days)	90.0	90.0	87.4	89.5	89.8	88.6	89.8	89.9	89.7	89.8	89.2	89.9	89.6	83.9	85.5	88.6	89.6	-0.7%	-0.4%	(3)	
Loading Time (days)	1.9	1.9	1.9	1.9	2.6	2.2	2.1	2.2	2.6	2.8	3.2	2.7	2.3	2.4	2.3	2.2	2.3	-31.8%	-15.0%	(3)	
Origin Dwell Time (days)	1.5	1.4	1.2	1.3	1.3	1.0	1.2	1.9	1.4	1.6	1.3	1.5	1.3	1.8	2.0	1.5	1.6	18.9%	5.2%	(3)	
Loaded Transit Time (days)	5.2	5.1	4.6	4.9	4.8	4.8	4.8	5.0	5.9	6.1	4.9	5.3	4.8	5.2	4.4	4.5	4.7	-8.8%	-11.1%	(3)	
Destination Dwell Time (days)	1.3	1.1	1.2	1.3	1.2	1.1	1.2	1.0	1.2	1.3	1.2	1.2	1.0	0.8	0.6	0.7	0.8	-41.5%	-33.3%	(3)	
Unloading Time (days)	1.2	1.3	1.2	2.0	1.9	1.7	1.6	1.9	2.1	2.5	2.1	2.1	1.9	1.9	1.6	1.7	1.8	-21.4%	-15.8%	(3)	
Empty Transit Time (days)	8.9	5.7	5.1	6.2	7.7	6.5	6.2	6.8	7.3	8.7	8.1	7.6	5.5	5.7	5.2	5.7	5.5	-29.4%	-26.9%	(3)	
Total Cycle Time (days)	19.9	16.4	15.3	17.5	19.6	17.3	17.1	18.8	20.5	22.9	20.7	20.4	16.8	17.8	16.0	16.2	16.7	-21.8%	-18.0%	(3)	
<b>VANCOUVER CORRIDOR</b>																					
Cycle Count (cars)	102,180	82,018	16,742	15,063	11,010	8,250	51,065	3,808	1,610	4,783	9,309	19,510	14,257	12,333	11,574	11,334	49,498	21.8%	153.7%	(4)	
Trimmed Mean (days)	19.6	16.8	15.3	18.3	20.9	17.9	17.8	21.0	28.8	22.6	23.0	23.0	18.2	18.5	17.6	16.9	17.8	-26.7%	-22.5%	(4)	
Standard Deviation (days)	13.8	9.3	7.8	9.9	12.2	10.8	10.2	11.8	13.3	12.0	11.6	12.0	12.0	9.6	9.6	9.2	10.3	-20.3%	-14.3%	(4)	
Minimum Cycle (days)	3.6	1.7	4.9	5.1	5.5	4.9	4.9	5.5	8.9	7.1	3.5	3.5	4.3	5.3	5.7	6.3	4.3	78.8%	20.1%	(4)	
Maximum Cycle (days)	90.0	89.8	87.4	89.1	89.8	88.6	89.8	87.2	88.0	88.1	88.6	88.6	89.1	81.9	82.1	88.6	89.1	0.1%	0.6%	(4)	
Loading Time (days)	2.0	2.0	2.0	2.1	2.9	2.0	2.2	2.8	4.0	2.8	3.3	3.1	2.3	2.6	2.5	2.2	2.4	-32.2%	-23.3%	(4)	
Origin Dwell Time (days)	1.7	1.5	1.2	1.6	1.4	1.3	1.4	1.4	1.4	1.7	1.7	1.6	1.5	1.8	1.9	1.3	1.6	-23.1%	0.0%	(4)	
Loaded Transit Time (days)	6.0	5.4	4.7	5.1	4.8	4.7	4.9	5.1	5.1	5.5	5.5	5.4	4.9	5.2	4.8	4.5	4.9	-17.9%	-9.5%	(4)	
Destination Dwell Time (days)	0.7	0.7	1.0	1.1	1.1	1.0	1.0	1.2	2.7	1.6	1.1	1.4	0.9	0.6	0.7	0.7	0.7	-42.1%	-48.9%	(4)	
Unloading Time (days)	1.2	1.6	1.4	2.2	2.0	1.7	1.8	3.1	6.6	2.9	2.3	3.0	2.0	2.0	2.1	2.3	2.1	-1.3%	-29.2%	(4)	
Empty Transit Time (days)	8.0	5.6	5.0	6.2	8.6	7.2	6.5	7.4	9.0	8.2	9.0	8.5	6.7	6.2	5.6	5.8	6.1	-35.4%	-28.1%	(4)	
Total Cycle Time (days)	19.6	16.8	15.3	18.3	20.9	17.9	17.8	21.0	28.8	22.6	23.0	23.0	18.2	18.5	17.6	16.9	17.8	-26.7%	-22.5%	(4)	
<b>PRINCE RUPERT CORRIDOR</b>																					
Cycle Count (cars)	237	221	288	49	-	-	337	5,248	7,089	2,167	10	14,514	1,822	5,582	8,889	8,428	24,721	84180.0%	70.3%	(4)(5)	
Trimmed Mean (days)	26.1	26.2	21.9	21.5	-	-	21.8	20.4	21.9	29.4	61.8	22.5	12.9	16.2	13.4	13.2	13.9	-78.6%	-38.1%	(4)(5)	
Standard Deviation (days)	17.5	11.8	6.4	9.6	-	-	7.0	14.0	11.0	16.2	12.5	13.4	4.0	5.8	5.4	4.6	5.3	-63.0%	-60.3%	(4)(5)	
Minimum Cycle (days)	13.9	12.5	12.1	13.2	-	-	12.1	6.8	5.9	9.7	52.0	5.9	6.3	5.7	4.8	5.8	4.8	-88.8%	-18.5%	(4)(5)	
Maximum Cycle (days)	89.0	64.5	50.5	53.4	-	-	53.4	87.0	89.7	89.0	89.2	89.7	45.9	47.3	69.7	80.8	80.8	-9.4%	-9.9%	(4)(5)	
Loading Time (days)	1.4	3.1	3.4	2.5	-	-	3.3	1.9	2.6	2.7	1.1	2.4	1.2	1.4	1.3	1.2	1.3	12.3%	-46.4%	(4)(5)	
Origin Dwell Time (days)	9.3	0.9	1.1	1.1	-	-	1.1	3.9	2.2	1.7	1.8	2.8	2.3	3.1	2.5	1.8	2.4	-0.5%	-13.1%	(4)(5)	
Loaded Transit Time (days)	3.6	6.1	6.1	6.9	-	-	6.3	5.7	6.9	8.3	16.0	6.7	3.8	4.8	3.3	3.8	3.9	-76.0%	-42.5%	(4)(5)	
Destination Dwell Time (days)	0.2	0.2	0.6	0.2	-	-	0.5	0.3	0.6	0.6	0.5	0.5	0.0	0.0	0.0	0.0	0.0	-97.8%	-98.0%	(4)(5)	
Unloading Time (days)	1.2	5.0	2.0	5.2	-	-	2.4	0.8	1.1	2.2	9.1	1.2	0.8	1.0	0.7	1.0	0.9	-89.1%	-24.8%	(4)(5)	
Empty Transit Time (days)	10.4	11.0	8.7	5.6	-	-	8.2	7.8	8.5	13.9	33.4	9.0	4.9	5.9	5.5	5.4	5.5	-83.9%	-38.9%	(4)(5)	
Total Cycle Time (days)	26.1	26.2	21.9	21.5	-	-	21.9	20.4	21.9	29.4	61.8	22.5	12.9	16.2	13.4	13.2	13.9	-78.6%	-38.2%	(4)(5)	



Western Canadian Railway Car Cycles - Summarized by Destination Corridor (1)

DESTINATION	1999-2000		2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
THUNDER BAY CORRIDOR																				
Cycle Count (cars)	50,891	44,172	10,020	11,460	4,709	14,724	40,913	13,497	9,413	3,213	12,071	38,194	16,823	10,497	5,824	12,057	45,201	-0.1%	18.3%	(4)
Trimmed Mean (days)	20.5	15.7	15.1	16.5	16.5	16.9	16.3	17.5	18.1	19.1	18.8	18.2	16.0	17.9	17.0	17.5	17.0	-6.9%	-6.7%	(4)
Standard Deviation (days)	15.8	7.7	6.1	9.5	11.0	9.7	9.1	11.6	11.0	12.7	12.0	11.7	8.8	7.8	9.5	9.0	8.8	-24.5%	-24.9%	(4)
Minimum Cycle (days)	4.3	4.3	5.0	5.7	5.4	5.7	5.0	5.4	5.7	6.8	6.1	5.4	4.7	5.5	5.7	4.5	4.5	-26.6%	-16.4%	(4)
Maximum Cycle (days)	90.0	90.0	76.4	89.5	88.2	88.6	89.5	89.9	86.2	89.8	88.9	89.9	89.6	83.9	85.5	88.6	89.6	-0.3%	-0.4%	(4)
Loading Time (days)	1.7	1.7	1.8	1.7	1.9	2.3	2.0	2.2	2.4	2.7	3.1	2.6	2.4	2.7	3.2	2.8	2.7	-9.4%	4.7%	(4)
Origin Dwell Time (days)	1.1	1.1	1.2	1.0	1.1	0.9	1.0	1.2	0.9	1.3	0.9	1.0	1.0	1.1	1.3	1.5	1.2	57.4%	15.4%	(4)
Loaded Transit Time (days)	3.5	4.4	4.5	4.5	4.9	4.8	4.7	4.7	5.2	5.6	4.4	4.8	4.9	5.4	5.3	4.8	5.1	10.3%	5.6%	(4)
Destination Dwell Time (days)	2.4	1.8	1.6	1.4	1.4	1.1	1.4	1.3	1.4	1.5	1.2	1.3	1.2	1.5	1.4	1.2	1.3	-0.8%	-2.3%	(4)
Unloading Time (days)	1.1	0.8	0.8	1.6	1.5	1.7	1.4	2.0	2.1	2.2	1.9	2.0	1.9	2.3	1.8	1.5	1.9	-22.4%	-6.5%	(4)
Empty Transit Time (days)	10.7	6.0	5.2	6.3	5.7	6.1	5.9	6.2	6.2	5.9	7.3	6.5	4.6	4.9	3.9	5.7	4.9	-21.2%	-24.7%	(4)
Total Cycle Time (days)	20.5	15.7	15.1	16.5	16.5	16.9	16.3	17.5	18.1	19.1	18.8	18.2	16.0	17.9	17.0	17.5	17.0	-6.8%	-6.7%	(4)

NOTES:

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

- (1) The car cycle information presented is drawn from data supplied by CN and CP to Transport Canada. Although the structures of these files differ significantly, it is the scope of the data itself that presents the greatest challenge in conducting a comprehensive examination. Specifically, there are two generic problems. The first of these relates to the incomplete nature of the data records themselves, and what is often a failure to include important "triggers" in calculating specific segments of individual car cycles. The second relates to the exclusion of that portion of time spent by individual cars on the lines of another carrier - be it for loading or unloading. These problems make it impossible to examine the cycles of all western Canadian grain movements. For the purpose of consistency, only those cycles relating to local railway movements - where both the origin and destination are served by the same carrier - are considered here. This effectively precludes any consideration being given to the port of Churchill.
- (2) The distribution of individual car cycle times derived from useable cycle records is highly skewed. Measures such as the mean, and the standard deviation, reflect the heavy influence accorded the most extreme "outlying" data points (i.e., a maximum cycle of 1,114 days in the 1999-2000 crop year). The summary statistics presented here are for information purposes only.
- (3) In order to mitigate the influence accorded the most extreme "outlying" data points, records with cycles in excess of 90 days were excluded from consideration in the calculation of summary statistics for Western Canadian car cycles. The term "trimmed" (i.e., trimmed mean) is often used to differentiate the statistics arising from a culled data sample. For the 1999-2000 crop year, some 4,501 records (accounting for 2.9% of the overall observations) were excluded. For the 2000-01 crop year, 1,138 records (accounting for 0.9% of the overall observations) were excluded. For the 2001-02 crop year, 1,039 records (accounting for 1.1% of the overall observations) were excluded. For the 2002-03 crop year, 2,345 records (accounting for 3.1% of the overall observations) were excluded. For the 2003-04 crop year, 1,024 records (accounting for 0.9% of the overall observations) were excluded.
- (4) The statistics presented for average car cycles into Vancouver, Prince Rupert, and Thunder Bay are drawn from the Trimmed Cycle Sample, and not the more heavily skewed Initial Cycle Sample.
- (5) Owing to the lack of sufficient useable data, cycles relating to the movement of grain to the port of Prince Rupert during the 1999-2000, 2000-01, and 2001-02 crop years are based on a limited number of observations. The use of Prince Rupert since the 2002-03 crop year has provided substantially more useable data.

Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) - Summarized by Car Block Sizes (1)

	1999-2000	2000-2001	2001-2002				2002-2003				2003-2004				% VARIANCE		NOTES			
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4		TOTAL	Q4	YTD
<b>NON-INCENTIVE BASED MOVEMENTS</b>																				
<b>1 - 50 Car Block</b>																				
Grain Volume	12,735.5	7,906.2	1,483.6	934.0	557.7	1,243.9	4,219.3	988.2	615.7	432.7	1,056.7	3,093.3	1,590.6	855.7	1,081.3	1,429.7	4,957.3	35.3%	60.3%	(2)(3)
Volume Share	49.6%	31.4%	26.6%	19.6%	16.1%	27.9%	23.1%	27.5%	24.3%	19.5%	26.8%	25.2%	28.4%	20.3%	24.0%	25.5%	24.9%			(2)(3)
<b>INCENTIVE BASED MOVEMENTS</b>																				
<b>25 - 49 Car Block</b>																				
Grain Volume	5,790.9	5,161.2	847.2	631.1	417.5	603.0	2,498.9	415.0	345.8	256.4	661.0	1,678.2	430.4	234.8	215.9	309.0	1,190.1	-53.3%	-29.1%	(2)(3)
Volume Share	22.6%	20.5%	15.2%	13.2%	12.0%	13.5%	13.7%	11.6%	13.7%	11.6%	16.8%	13.7%	7.7%	5.6%	4.8%	5.5%	6.0%			(2)(3)
<b>50 - 99 Car Block</b>																				
Grain Volume	5,185.1	8,820.1	2,110.9	1,999.1	1,554.2	1,672.6	7,336.8	1,435.6	1,058.6	1,112.2	1,535.8	5,142.2	2,274.7	1,979.1	2,053.5	2,681.8	8,989.1	74.6%	74.8%	(2)(3)
Volume Share	20.2%	35.1%	37.9%	41.9%	44.8%	37.5%	40.1%	40.0%	41.9%	50.1%	39.0%	41.9%	40.6%	47.0%	45.6%	47.8%	45.1%			(2)(3)
<b>100 + Car Block</b>																				
Grain Volume	1,948.1	3,269.4	1,132.3	1,207.3	936.0	946.1	4,221.7	748.5	508.9	417.0	683.3	2,357.6	1,304.1	1,138.4	1,154.1	1,190.5	4,787.1	74.2%	103.0%	(2)(3)
Volume Share	7.6%	13.0%	20.3%	25.3%	27.0%	21.2%	23.1%	20.9%	20.1%	18.8%	17.4%	19.2%	23.3%	27.1%	25.6%	21.2%	24.0%			(2)(3)
<b>Total</b>																				
Grain Volume	12,924.2	17,250.7	4,090.5	3,837.5	2,907.7	3,221.7	14,057.3	2,599.0	1,913.3	1,785.5	2,880.1	9,178.0	4,009.2	3,352.3	3,423.5	4,181.2	14,966.3	45.2%	63.1%	(2)(3)
Volume Share	50.4%	68.6%	73.4%	80.4%	83.9%	72.1%	76.9%	72.5%	75.7%	80.5%	73.2%	74.8%	71.6%	79.7%	76.0%	74.5%	75.1%			(2)(3)
<b>ALL WESTERN CANADIAN MOVEMENTS</b>																				
<b>Total</b>																				
Grain Volume	25,659.6	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	3,587.2	2,529.0	2,218.3	3,936.8	12,271.3	5,599.8	4,208.0	4,504.8	5,610.9	19,923.5	42.5%	62.4%	(2)(3)
Volume Share	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			(2)(3)

NOTES:

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

- (1) The information presented here is estimated based on data supplied by both CN and CP. Its assembly is intended to reflect the relative use of railway volume discounts in moving grain to western Canadian export positions over time.
- (2) Comprises all railway grain traffic originating in western Canada and moving to a designated western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars only.
- (3) The multiple-car block incentive programs offered by CN and CP - while similar in nature - have structural differences arising from the maximum number of cars that each carrier can accommodate in a single shipment. The volumes depicted here are framed within the general structure of these programs, and are based on individual shipments of either 1-24; 25-49; 50-99; or 100 or more railcars at a time.

Western Canadian Railway Grain Volumes Moving in Covered Hopper Cars - Estimate of Incentive Discount Value (1)

INCENTIVE BASED MOVEMENTS	1999-2000	2000-2001	2001-2002				2002-2003					2003-2004					% VARIANCE		NOTES	
	TOTAL	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4		YTD
<b>25 - 49 Car Block</b>																				
Grain Volume (000's of tonnes)	5,790.9	5,161.2	847.2	631.1	417.5	603.0	2,498.9	415.0	345.8	256.4	661.0	1,678.2	430.4	234.8	215.9	309.0	1,190.1	-53.3%	-29.1%	(2)(3)
Discount Value (000's of dollars)	5,790.9	5,161.2	847.2	631.1	417.5	603.0	2,498.9	415.0	345.8	256.4	661.0	1,678.2	215.2	117.4	108.0	154.5	595.1	-76.6%	-64.5%	(4)
Average Discount (dollars per tonne)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	0.50	0.50	-50.0%	-50.0%	
<b>50 - 99 Car Block</b>																				
Grain Volume (000's of tonnes)	5,185.1	8,820.1	2,110.9	1,999.1	1,554.2	1,672.6	7,336.8	1,435.6	1,058.6	1,112.2	1,535.8	5,142.2	2,274.7	1,979.1	2,053.5	2,681.8	8,989.1	74.6%	74.8%	(2)(3)
Discount Value (000's of dollars)	15,555.4	35,280.4	8,443.7	7,996.2	6,216.7	6,690.4	29,347.1	5,742.2	4,234.6	4,448.7	6,143.2	20,568.7	9,098.8	7,916.4	8,213.8	10,727.2	35,956.2	74.6%	74.8%	(4)
Average Discount (dollars per tonne)	3.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	0.0%	0.0%	
<b>100 + Car Block</b>																				
Grain Volume (000's of tonnes)	1,948.1	3,270.8	1,132.3	1,207.3	936.0	946.1	4,221.7	748.5	508.9	417.0	683.3	2,357.6	1,304.1	1,138.4	1,154.1	1,190.5	4,787.1	74.2%	103.0%	(2)(3)
Discount Value (000's of dollars)	9,740.7	19,616.3	6,793.6	7,243.8	5,616.0	5,676.6	25,330.1	4,491.2	3,053.2	2,501.8	4,099.6	14,145.8	8,606.7	7,386.8	7,478.7	7,904.7	31,376.8	92.8%	121.8%	(4)
Average Discount (dollars per tonne)	5.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.60	6.49	6.48	6.64	6.55	10.7%	9.2%	
<b>Total</b>																				
Grain Volume (000's of tonnes)	12,924.2	17,252.1	4,090.5	3,837.5	2,907.7	3,221.7	14,057.3	2,599.0	1,913.3	1,785.5	2,880.1	9,178.0	4,009.2	3,352.3	3,423.5	4,181.2	14,966.3	45.2%	63.1%	(2)(3)
Discount Value (000's of dollars)	31,087.0	60,057.8	16,084.6	15,871.2	12,250.3	12,970.0	57,176.1	10,648.4	7,633.6	7,206.9	10,903.8	36,392.7	17,920.7	15,420.6	15,800.4	18,786.4	67,928.1	72.3%	86.7%	(4)
Average Discount (dollars per tonne)	2.41	3.48	3.93	4.14	4.21	4.03	4.07	4.10	3.99	4.04	3.79	3.97	4.47	4.60	4.62	4.49	4.54	18.7%	14.5%	

NOTES:

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

- (1) The information presented here is estimated based on data supplied by both CN and CP. Its assembly is intended to reflect the relative use of railway volume discounts in moving grain to western Canadian export positions over time.
- (2) Comprises all railway grain traffic originating in western Canada and moving to a designated western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars only.
- (3) The multiple-car block incentive programs offered by CN and CP - while similar in nature - have structural differences arising from the maximum number of cars that each carrier can accommodate in a single shipment. The volumes depicted here are framed within the general structure of these programs, and are based on individual shipments of either 1-24; 25-49; 50-99; or 100 or more railcars at a time.
- (4) The total value of the discounts paid by the railways is estimated using the discount rates applicable for the basic multiple-car block incentive programs of both CN and CP. Additional discounts, such as those earned for shuttle train movements are excluded owing to insufficient data detail. The estimate made here should, therefore, be considered as a minimum rather than as a maximum.

Western Canadian Railway Traffic Density (tonnes per route-mile) - Summarized by Railway Class and Line Classification (1)

RAILWAY CLASS	1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
	AVG.	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
<b>CLASS 1 CARRIERS</b>																				
<b>Grain-Dependent Network</b>																				
Grain Volumes (000 tonnes)	1,826.6	1,662.4	1,424.3	1,134.1	887.3	1,143.8	1,147.4	879.0	535.1	463.7	839.3	679.3	1,548.3	893.4	974.4	1,210.4	1,156.6	44.2%	70.3%	(2)
Infrastructure (route-miles)	3,948.8	3,534.0	3,490.6	3,490.6	3,490.6	3,393.6	3,466.4	3,347.4	3,347.4	3,135.9	3,135.9	3,241.7	3,135.9	3,135.9	3,135.9	3,110.2	3,129.5	-0.8%	-3.5%	(3)
Traffic Density (tonnes per route-mile)	462.6	470.4	408.0	324.9	254.2	337.0	331.0	262.6	159.9	147.9	267.7	209.5	493.7	284.9	310.7	389.2	369.6	45.4%	76.4%	
Density Index (Q1 = 100)	107.7	109.5	95.0	75.7	59.2	78.5	77.1	61.2	37.2	34.4	62.3	48.8	115.0	66.3	72.4	90.6	86.1	45.4%	76.4%	
<b>Non-Grain-Dependent Network</b>																				
Grain Volumes (000 tonnes)	4,065.6	4,043.0	3,636.2	3,059.5	2,151.6	2,779.0	2,906.6	2,459.9	1,766.4	1,478.3	2,737.9	2,110.6	3,598.9	2,818.7	3,033.0	3,845.0	3,323.9	40.4%	57.5%	(2)
Infrastructure (route-miles)	10,637.4	10,581.5	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	11,988.5	10,932.3	13.3%	3.3%	(3)
Traffic Density (tonnes per route-mile)	382.2	382.1	343.7	289.2	203.4	262.7	274.7	232.5	167.0	139.7	258.8	199.5	340.2	266.4	286.7	320.7	304.0	23.9%	52.4%	
Density Index (Q1 = 100)	107.9	107.9	97.0	81.6	57.4	74.2	77.6	65.6	47.1	39.4	73.1	56.3	96.0	75.2	80.9	90.5	85.8	23.9%	52.4%	
<b>Total Network</b>																				
Grain Volumes (000 tonnes)	5,892.3	5,705.4	5,060.5	4,193.5	3,038.9	3,922.8	4,053.9	3,338.9	2,301.5	1,942.0	3,577.2	2,789.9	5,147.2	3,712.1	4,007.4	5,055.4	4,480.5	41.3%	60.6%	(2)
Infrastructure (route-miles)	14,586.2	14,115.5	14,070.8	14,070.8	14,070.8	13,973.8	14,046.6	13,927.6	13,927.6	13,716.1	13,716.1	13,821.9	13,716.1	13,716.1	13,716.1	15,098.7	14,061.8	10.1%	1.7%	(3)
Traffic Density (tonnes per route-mile)	404.0	404.2	359.6	298.0	216.0	280.7	288.6	239.7	165.2	141.6	260.8	201.8	375.3	270.6	292.2	334.8	318.6	28.4%	57.9%	
Density Index (Q1 = 100)	107.8	107.9	96.0	79.5	57.6	74.9	77.0	64.0	44.1	37.8	69.6	53.9	100.2	72.2	78.0	89.4	85.0	28.4%	57.9%	
<b>CLASS 2 AND 3 CARRIERS</b>																				
<b>Grain-Dependent Network</b>																				
Grain Volumes (000 tonnes)	344.3	439.4	406.0	446.7	347.6	439.0	409.8	212.4	203.0	227.9	310.2	238.4	395.0	431.0	435.9	470.9	433.2	51.8%	81.7%	(2)
Infrastructure (route-miles)	958.9	1,133.6	1,102.2	1,102.2	1,102.2	1,102.2	1,102.2	1,148.4	1,148.4	1,359.9	1,359.9	1,254.2	1,359.9	1,359.9	1,295.9	1,295.9	1,327.9	-4.7%	5.9%	(3)
Traffic Density (tonnes per route-mile)	359.0	387.6	368.3	405.2	315.4	398.3	371.8	185.0	176.8	167.6	228.1	190.1	290.5	317.0	336.4	363.4	326.2	59.3%	71.6%	
Density Index (Q1 = 100)	112.8	121.8	115.8	127.4	99.1	125.2	116.9	58.1	55.6	52.7	71.7	59.8	91.3	99.6	105.7	114.2	102.5	59.3%	71.6%	
<b>Non-Grain-Dependent Network</b>																				
Grain Volumes (000 tonnes)	178.4	144.4	107.6	131.4	78.8	103.9	105.4	35.9	24.6	48.3	49.4	39.5	57.6	64.9	61.5	84.6	67.1	71.5%	69.8%	(2)
Infrastructure (route-miles)	3,876.1	3,888.1	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	2,428.1	3,493.0	-36.9%	-9.2%	(3)
Traffic Density (tonnes per route-mile)	46.0	37.1	28.0	34.1	20.5	27.0	27.4	9.3	6.4	12.6	12.8	10.3	15.0	16.9	16.0	34.9	19.2	171.7%	87.1%	
Density Index (Q1 = 100)	113.2	91.3	68.8	83.9	50.4	66.4	67.4	22.9	15.7	30.9	31.5	25.3	36.8	41.5	39.3	85.7	47.3	171.7%	87.1%	
<b>Total Network</b>																				
Grain Volumes (000 tonnes)	522.6	583.8	513.6	578.0	426.5	542.8	515.2	248.3	227.6	276.3	359.6	277.9	452.6	495.9	497.4	555.5	500.3	54.5%	80.0%	(2)
Infrastructure (route-miles)	4,835.0	5,021.7	4,950.1	4,950.1	4,950.1	4,950.1	4,950.1	4,996.3	4,996.3	5,207.8	5,207.8	5,102.1	5,207.8	5,207.8	5,143.8	3,724.0	4,820.9	-28.5%	-5.5%	(3)
Traffic Density (tonnes per route-mile)	108.1	116.3	103.8	116.8	86.2	109.7	104.1	49.7	45.5	53.1	69.0	54.5	86.9	95.2	96.7	149.2	103.8	116.0%	90.5%	
Density Index (Q1 = 100)	112.2	120.7	107.7	121.3	89.5	113.9	108.1	51.6	47.3	55.1	71.7	56.6	90.2	98.9	100.4	154.9	107.8	116.0%	90.5%	

Western Canadian Railway Traffic Density (tonnes per route-mile) - Summarized by Railway Class and Line Classification (1)

RAILWAY CLASS	1999-2000	2000-2001	2001-2002					2002-2003					2003-2004					% VARIANCE		NOTES
	AVG.	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q3	YTD	
<b>ALL CARRIERS</b>																				
<b>Grain-Dependent Network</b>																				
Grain Volumes (000 tonnes)	2,170.9	2,101.8	1,830.3	1,580.7	1,234.9	1,582.7	1,557.2	1,091.4	738.1	691.6	1,149.6	917.7	1,943.3	1,324.4	1,410.3	1,681.2	1,589.8	46.2%	73.2%	(2)
Infrastructure (route-miles)	4,907.7	4,667.6	4,592.8	4,592.8	4,592.8	4,495.8	4,568.6	4,495.8	4,495.8	4,495.8	4,495.8	4,495.8	4,495.8	4,495.8	4,431.8	4,406.1	4,457.4	-2.0%	-0.9%	(3)
Traffic Density (tonnes per route-mile)	442.3	450.3	398.5	344.2	268.9	352.0	340.8	242.8	164.2	153.8	255.7	204.1	432.3	294.6	318.2	381.6	356.7	49.2%	74.7%	
Density Index (Q1 = 100)	108.4	110.4	97.7	84.4	65.9	86.3	83.6	59.5	40.2	37.7	62.7	50.0	106.0	72.2	78.0	93.5	87.4	49.2%	74.7%	
<b>Non-Grain-Dependent Network</b>																				
Grain Volumes (000 tonnes)	4,244.0	4,187.4	3,743.8	3,190.8	2,230.5	2,882.9	3,012.0	2,495.8	1,791.0	1,526.7	2,787.2	2,150.2	3,656.5	2,883.6	3,094.4	3,929.7	3,391.1	41.0%	57.7%	(2)
Infrastructure (route-miles)	14,513.5	14,469.5	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	14,416.6	14,425.2	-0.1%	0.0%	(3)
Traffic Density (tonnes per route-mile)	292.4	289.4	259.5	221.2	154.6	199.8	208.8	173.0	124.1	105.8	193.2	149.0	253.4	199.9	214.5	272.6	235.1	41.1%	57.7%	
Density Index (Q1 = 100)	107.7	106.6	95.5	81.4	56.9	73.6	76.9	63.7	45.7	39.0	71.1	54.9	93.3	73.6	79.0	100.4	86.6	41.1%	57.7%	
<b>Total Network</b>																				
Grain Volumes (000 tonnes)	6,414.9	6,289.2	5,574.1	4,771.5	3,465.4	4,465.6	4,569.2	3,587.2	2,529.0	2,218.3	3,936.8	3,067.8	5,599.8	4,208.0	4,504.8	5,610.9	4,980.9	42.5%	62.4%	(2)
Infrastructure (route-miles)	19,421.2	19,137.2	19,020.9	19,020.9	19,020.9	18,923.9	18,996.7	18,923.9	18,923.9	18,923.9	18,923.9	18,923.9	18,923.9	18,923.9	18,859.9	18,822.7	18,882.6	-0.5%	-0.2%	(3)
Traffic Density (tonnes per route-mile)	330.3	328.6	293.1	250.9	182.2	236.0	240.5	189.6	133.6	117.2	208.0	162.1	295.9	222.4	238.9	298.1	263.8	43.3%	62.7%	
Density Index (Q1 = 100)	107.8	107.3	95.7	81.9	59.5	77.0	78.5	61.9	43.6	38.3	67.9	52.9	96.6	72.6	78.0	97.3	86.1	43.3%	62.7%	

NOTES:

SOURCE: Canadian National Railway Company, Canadian Pacific Railway Company, and Hudson Bay Railway Company

- (1) The classes used here to group railways are based on industry convention: Class 1 carriers denote BNSF, CN and CP; Class 2 carriers denote regional railways such as BC Rail; and Class 3 carriers denote shortline operations such as those of OmniTRAX and RailAmerica.
- (2) Comprises all railway grain traffic originating in western Canada and moving to a designated western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars only.
- (3) Includes all railway route-miles west of Armstrong and Thunder Bay, Ontario, except where such mileage is operated by a non-common carrier (i.e., Greater Winnipeg Water District, Alberta Prairie Excursions Railway, etc.). No provision is made for double tracked route segments, sidings, yard tracks or spurs except when specifically identified as a grain-dependent branch line under the Canada Transportation Act (1996).

Western Canadian Composite Freight Rates - Rail (dollars per tonne)

DESTINATION	ORIGIN	1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>VANCOUVER</b>																	
Manitoba	CN Composite Rate	45.55	45.55	43.74	45.45	45.45	45.45	45.45	47.27	47.27	47.27	47.27	47.28	47.28	47.99	47.99	(1)
	CN Pricing Index	100.0	100.0	96.0	99.8	99.8	99.8	99.8	103.8	103.8	103.8	103.8	103.8	103.8	105.4	105.4	
	CP Composite Rate	44.57	44.57	42.78	44.50	44.50	44.50	44.50	46.28	46.28	46.28	46.28	45.81	45.81	46.73	46.73	(1)
	CP Pricing Index	100.0	100.0	96.0	99.8	99.8	99.8	99.8	103.8	103.8	103.8	103.8	102.8	102.8	104.8	104.8	
Saskatchewan	CN Composite Rate	37.64	37.63	36.12	37.45	37.45	37.45	37.45	38.94	38.94	38.94	38.91	39.02	39.03	39.62	39.62	(1)
	CN Pricing Index	100.0	100.0	96.0	99.5	99.5	99.5	99.5	103.5	103.5	103.5	103.4	103.7	103.7	105.3	105.3	
	CP Composite Rate	37.34	37.34	35.66	37.02	37.05	37.05	37.05	38.53	38.53	38.53	38.53	38.22	38.22	38.87	38.87	(1)
	CP Pricing Index	100.0	100.0	95.5	99.1	99.2	99.2	99.2	103.2	103.2	103.2	103.2	102.4	102.4	104.1	104.1	
Alberta	CN Composite Rate	29.62	29.66	28.43	29.14	29.14	29.14	29.14	30.30	30.30	30.30	30.30	30.74	30.74	31.20	31.20	(1)
	CN Pricing Index	100.0	100.1	96.0	98.4	98.4	98.4	98.4	102.3	102.3	102.3	102.3	103.8	103.8	105.3	105.3	
	CP Composite Rate	28.68	28.68	26.98	28.05	28.05	28.05	28.05	29.17	29.17	29.17	29.17	28.89	28.89	29.47	29.47	(1)
	CP Pricing Index	100.0	100.0	94.1	97.8	97.8	97.8	97.8	101.7	101.7	101.7	101.7	100.7	100.7	102.8	102.8	
British Columbia	CN Composite Rate	26.03	26.03	25.07	25.07	25.07	25.07	25.07	26.07	26.07	26.07	26.07	27.24	27.24	27.65	27.65	(1)
	CN Pricing Index	100.0	100.0	96.3	96.3	96.3	96.3	96.3	100.2	100.2	100.2	100.2	104.6	104.6	106.2	106.2	
	CP Composite Rate	18.44	18.44	17.71	18.42	18.42	18.42	18.42	19.15	19.15	19.15	19.15	18.96	18.96	19.34	19.34	(1)
	CP Pricing Index	100.0	100.0	96.0	99.9	99.9	99.9	99.9	103.9	103.9	103.9	103.9	102.8	102.8	104.9	104.9	
Western Canada	CN Composite Rate	37.06	37.06	35.57	36.81	36.81	36.81	36.81	38.28	38.28	38.28	38.27	38.44	38.44	39.02	39.02	(1)
	CN Pricing Index	100.0	100.0	96.0	99.3	99.3	99.3	99.3	103.3	103.3	103.3	103.3	103.7	103.7	105.3	105.3	
	CP Composite Rate	36.98	36.98	35.28	36.65	36.68	36.67	36.67	38.14	38.14	38.14	38.14	37.80	37.80	38.50	38.50	(1)
	CP Pricing Index	100.0	100.0	95.4	99.1	99.2	99.2	99.2	103.1	103.1	103.1	103.1	102.2	102.2	104.1	104.1	
<b>PRINCE RUPERT</b>																	
Manitoba	CN Composite Rate	50.13	50.13	45.82	47.53	47.53	47.53	47.53	49.33	49.33	49.33	49.33	49.33	49.33	50.03	50.03	(1)
	CN Pricing Index	100.0	100.0	91.4	94.8	94.8	94.8	94.8	98.4	98.4	98.4	98.4	98.4	98.4	99.8	99.8	
	CP Composite Rate	53.38	53.38	-	-	-	-	-	48.79	48.79	-	-	-	-	-	-	(1)(2)
	CP Pricing Index	100.0	100.0	-	-	-	-	-	91.4	91.4	-	-	-	-	-	-	
Saskatchewan	CN Composite Rate	42.49	42.49	38.58	39.91	39.91	39.91	39.91	41.41	41.41	41.41	41.41	41.51	41.52	42.08	42.08	(1)
	CN Pricing Index	100.0	100.0	90.8	93.9	93.9	93.9	93.9	97.5	97.5	97.5	97.5	97.7	97.7	99.0	99.0	
	CP Composite Rate	46.99	46.99	-	-	-	-	-	41.33	41.33	-	-	-	-	-	-	(1)(2)
	CP Pricing Index	100.0	100.0	-	-	-	-	-	88.0	88.0	-	-	-	-	-	-	
Alberta	CN Composite Rate	34.48	34.49	30.98	31.67	31.67	31.67	31.67	32.84	32.84	32.84	32.84	33.28	33.28	33.75	33.75	(1)
	CN Pricing Index	100.0	100.0	89.8	91.9	91.9	91.9	91.9	95.2	95.2	95.2	95.2	96.5	96.5	97.9	97.9	
	CP Composite Rate	38.34	38.34	-	-	-	-	-	33.36	33.36	-	-	-	-	-	-	(1)(2)
	CP Pricing Index	100.0	100.0	-	-	-	-	-	87.0	87.0	-	-	-	-	-	-	
British Columbia	CN Composite Rate	26.03	26.03	25.07	28.57	28.57	28.57	28.57	29.71	29.71	29.71	29.71	29.74	29.74	30.15	30.15	(1)
	CN Pricing Index	100.0	100.0	96.3	109.8	109.8	109.8	109.8	114.1	114.1	114.1	114.1	114.3	114.3	115.8	115.8	
	CP Composite Rate	45.92	45.92	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)
	CP Pricing Index	100.0	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	
Western Canada	CN Composite Rate	41.97	41.97	38.09	39.35	39.35	39.35	39.35	40.82	40.82	40.82	40.82	40.99	40.99	41.55	41.55	(1)
	CN Pricing Index	100.0	100.0	90.8	93.8	93.8	93.8	93.8	97.3	97.3	97.3	97.3	97.7	97.7	99.0	99.0	
	CP Composite Rate	46.77	46.77	-	-	-	-	-	41.55	41.55	-	-	-	-	-	-	(1)(2)
	CP Pricing Index	100.0	100.0	-	-	-	-	-	88.8	88.8	-	-	-	-	-	-	

Western Canadian Composite Freight Rates - Rail (dollars per tonne)

DESTINATION	ORIGIN	1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>CHURCHILL</b>																	
Manitoba	CN Composite Rate	32.11	32.11	30.81	32.04	32.02	32.02	32.02	33.30	33.30	33.30	33.30	33.30	33.30	33.80	33.80	(1)
	CN Pricing Index	100.0	100.0	96.0	99.8	99.7	99.7	99.7	103.7	103.7	103.7	103.7	103.7	103.7	105.3	105.3	
	CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(3)
	CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Saskatchewan	CN Composite Rate	29.26	29.25	28.08	29.18	29.18	29.18	29.18	30.34	30.34	30.34	30.34	30.34	30.38	30.38	30.84	(1)
	CN Pricing Index	100.0	100.0	96.0	99.7	99.7	99.7	99.7	103.7	103.7	103.7	103.7	103.7	103.8	103.8	105.4	
	CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(3)
	CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Alberta	CN Composite Rate	40.81	40.81	39.17	40.11	40.10	40.10	40.10	41.70	41.70	41.70	41.70	41.70	41.70	41.70	42.33	(1)
	CN Pricing Index	100.0	100.0	96.0	98.3	98.3	98.3	98.3	102.2	102.2	102.2	102.2	102.2	102.2	102.2	103.7	
	CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(3)
	CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
British Columbia	CN Composite Rate	50.11	50.11	48.11	50.03	50.03	50.03	50.03	52.03	52.03	52.03	52.03	52.03	52.03	52.03	52.81	(1)
	CN Pricing Index	100.0	100.0	96.0	99.8	99.8	99.8	99.8	103.8	103.8	103.8	103.8	103.8	103.8	105.4	105.4	
	CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(3)
	CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Western Canada	CN Composite Rate	32.89	32.88	31.56	32.64	32.64	32.64	32.64	33.94	33.94	33.94	33.94	33.94	33.96	33.96	34.47	(1)
	CN Pricing Index	100.0	100.0	96.0	99.2	99.2	99.2	99.2	103.2	103.2	103.2	103.2	103.2	103.3	103.3	104.8	
	CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(3)
	CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>THUNDER BAY</b>																	
Manitoba	CN Composite Rate	21.94	21.97	21.06	21.90	21.90	21.90	21.90	22.77	22.76	22.62	22.62	22.62	22.62	22.62	22.96	(1)
	CN Pricing Index	100.0	100.1	96.0	99.8	99.8	99.8	99.8	103.8	103.7	103.1	103.1	103.1	103.1	103.1	104.6	
	CP Composite Rate	21.01	21.01	20.16	20.97	20.97	20.97	20.97	21.80	21.80	21.80	21.80	21.80	21.59	21.59	22.02	(1)
	CP Pricing Index	100.0	100.0	96.0	99.8	99.8	99.8	99.8	103.8	103.8	103.8	103.8	103.8	102.8	102.8	104.8	
Saskatchewan	CN Composite Rate	31.14	31.14	29.90	31.07	31.07	31.07	31.07	32.30	32.30	32.30	32.28	32.32	32.32	32.81	32.81	(1)
	CN Pricing Index	100.0	100.0	96.0	99.8	99.8	99.8	99.8	103.7	103.7	103.7	103.7	103.8	103.8	105.4	105.4	
	CP Composite Rate	30.25	30.25	29.01	30.17	30.16	30.16	30.16	31.37	31.37	31.36	31.36	31.01	30.00	31.62	31.62	(1)
	CP Pricing Index	100.0	100.0	95.9	99.7	99.7	99.7	99.7	103.7	103.7	103.7	103.7	102.5	99.2	104.5	104.5	
Alberta	CN Composite Rate	42.90	42.91	41.18	42.17	42.17	42.17	42.17	43.85	43.85	43.85	43.85	43.85	43.85	44.51	44.51	(1)
	CN Pricing Index	100.0	100.0	96.0	98.3	98.3	98.3	98.3	102.2	102.2	102.2	102.2	102.2	102.2	103.8	103.8	
	CP Composite Rate	38.75	38.75	37.18	38.66	38.66	38.66	38.66	40.20	40.20	40.20	40.20	39.80	39.80	40.59	40.59	(1)
	CP Pricing Index	100.0	100.0	95.9	99.8	99.8	99.8	99.8	103.7	103.7	103.7	103.7	102.7	102.7	104.7	104.7	
British Columbia	CN Composite Rate	52.03	52.03	49.95	51.95	51.95	51.95	51.95	54.03	54.03	54.03	54.03	54.03	54.03	54.84	54.84	(1)
	CN Pricing Index	100.0	100.0	96.0	99.8	99.8	99.8	99.8	103.8	103.8	103.8	103.8	103.8	103.8	105.4	105.4	
	CP Composite Rate	48.55	48.55	46.61	48.47	48.47	48.47	48.47	50.41	50.41	50.41	50.41	49.90	49.90	50.90	50.90	(1)
	CP Pricing Index	100.0	100.0	96.0	99.8	99.8	99.8	99.8	103.8	103.8	103.8	103.8	102.8	102.8	104.8	104.8	
Western Canada	CN Composite Rate	32.37	32.38	31.07	32.13	32.13	32.13	32.13	33.41	33.41	33.37	33.36	33.38	33.38	33.89	33.89	(1)
	CN Pricing Index	100.0	100.0	96.0	99.3	99.3	99.3	99.3	103.2	103.2	103.1	103.1	103.1	103.1	104.7	104.7	
	CP Composite Rate	30.06	30.06	28.83	29.98	29.98	29.98	29.98	31.18	31.18	31.17	31.17	30.84	30.84	31.45	31.45	(1)
	CP Pricing Index	100.0	100.0	95.9	99.7	99.7	99.7	99.7	103.7	103.7	103.7	103.7	102.6	102.6	104.6	104.6	

## Western Canadian Composite Freight Rates - Rail (dollars per tonne)

DESTINATION	ORIGIN	1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES	
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
ARMSTRONG	Manitoba	CN Composite Rate	20.76	20.76	21.06	21.90	21.90	21.90	21.90	22.77	22.76	22.62	22.62	22.62	22.62	22.96	22.96	(1)
		CN Pricing Index	100.0	100.0	101.4	105.5	105.5	105.5	105.5	109.7	109.6	109.0	109.0	109.0	109.0	110.6	110.6	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Saskatchewan	CN Composite Rate	30.04	30.04	29.90	31.07	31.07	31.07	31.07	32.30	32.30	32.30	32.27	32.32	32.32	32.81	32.81	(1)
		CN Pricing Index	100.0	100.0	99.5	103.4	103.4	103.4	103.4	107.5	107.5	107.5	107.4	107.6	107.6	109.2	109.2	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Alberta	CN Composite Rate	41.88	41.88	41.18	42.17	42.17	42.17	42.17	43.85	43.85	43.85	43.85	43.85	43.85	44.51	44.51	(1)
		CN Pricing Index	100.0	100.0	98.3	100.7	100.7	100.7	100.7	104.7	104.7	104.7	104.7	104.7	104.7	106.3	106.3	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
British Columbia	CN Composite Rate	51.39	51.39	49.95	51.95	51.95	51.95	51.95	54.03	54.03	54.03	54.03	54.03	54.03	54.84	54.84	(1)	
	CN Pricing Index	100.0	100.0	97.2	101.1	101.1	101.1	101.1	105.1	105.1	105.1	105.1	105.1	105.1	106.7	106.7		
	CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)	
	CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Western Canada	CN Composite Rate	31.27	31.27	31.07	32.13	32.13	32.13	32.13	33.41	33.41	33.37	33.36	33.38	33.38	33.89	33.89	(1)	
	CN Pricing Index	100.0	100.0	99.4	102.8	102.8	102.8	102.8	106.8	106.8	106.7	106.7	106.7	106.7	108.4	108.4		
	CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)	
	CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

## NOTES:

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

- (1) The freight charges presented are composites drawn from all stations having continuously-published, single-car, tariff rates for the 1999-2000 through 2003-04 crop years, and are intended to provide a general reflection of prevailing rate levels, and price movement over time.
- (2) CP ceased to publish single-car rates for grain traffic destined to Prince Rupert in October 2000. Although CP published rates for multiple-car movements periodically during the 2000-01 and 2001-02 crop years, these rates are not directly comparable, and are excluded from consideration here. In September 2002, CP re-established single-car rates from western Canadian origins (excepting those in British Columbia) to Prince Rupert. These, however, expired in March 2003.
- (3) CP did not publish single car rates on grain traffic destined to Churchill until September 2001. These rates, however, were never applicable to all CP origins. Rather, they were developed for selected origins, and were seasonal in nature. These characteristics make it difficult to properly depict rate levels, and price movement within the framework used here. As a result, these rates are excluded from consideration here.
- (4) CP does not publish single car rates on grain traffic destined to Armstrong.





Western Canadian Multiple-Car Shipment Incentives - Rail (dollars per tonne) (1)

DESTINATION	BLOCK SHIPMENT SIZE (2)	1999-2000		2000-2001	2001-2002				2002-2003				2003-2004				NOTES		
		AUG 1	Q4	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
CHURCHILL	25 - 49 Car Block	CN Incentive Discount	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	-	-	-	-	(6)	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	50.0	-	-	-		-
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
		CP Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
	50 - 99 Car Block	CN Incentive Discount	3.00	3.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	2.00	2.00	2.00	2.00	2.00	(6)	
		CN Incentive Index	100.0	100.0	133.3	133.3	133.3	133.3	133.3	133.3	133.3	66.7	66.7	66.7	66.7	66.7	66.7		
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		CP Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	100 Car Block	CN Incentive Discount	5.00	5.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	3.00	3.00	3.00	3.00	3.00	(6)	
		CN Incentive Index	100.0	100.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	60.0	60.0	60.0	60.0	60.0			
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		CP Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	112 Car Block	CN Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3)	
		CN Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		CP Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Shuttle Service (100 Car Block)	CN Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3)	
		CN Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		CP Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Shuttle Service (112 Car Block)	CN Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3)		
	CN Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	CP Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	CP Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
THUNDER BAY	25 - 49 Car Block	CN Incentive Discount	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	-	-	-	(6)		
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.50	0.50	0.50		0.50	
		CP Incentive Discount	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	50.0	50.0	50.0		50.0	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	50.0	50.0	50.0		50.0	
	50 - 99 Car Block	CN Incentive Discount	3.00	3.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	(6)	
		CN Incentive Index	100.0	100.0	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3			
		CP Incentive Discount	3.00	3.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00		
		CP Incentive Index	100.0	100.0	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3	133.3			
	100 Car Block	CN Incentive Discount	5.00	5.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	(6)	
		CN Incentive Index	100.0	100.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0			
		CP Incentive Discount	5.00	5.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	7.00	7.00	7.00	7.00		
		CP Incentive Index	100.0	100.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	140.0	140.0	140.0	140.0		
	112 Car Block	CN Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3)	
		CN Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		CP Incentive Discount	5.25	5.25	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	7.50	7.50	7.50	7.50		
		CP Incentive Index	100.0	100.0	123.8	123.8	123.8	123.8	123.8	123.8	123.8	123.8	123.8	142.9	142.9	142.9	142.9		
	Shuttle Service (100 Car Block)	CN Incentive Discount	-	-	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	7.00	7.00	7.00	7.00	(4)	
		CN Incentive Index	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	107.7	107.7	107.7	107.7		
		CP Incentive Discount	-	-	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	8.50	8.50	8.50	8.50		
		CP Incentive Index	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	130.8	130.8	130.8	130.8		
Shuttle Service (112 Car Block)	CN Incentive Discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3)		
	CN Incentive Index	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	CP Incentive Discount	-	-	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	9.00	9.00	9.00	9.00			
	CP Incentive Index	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	128.6	128.6	128.6	128.6			

Western Canadian Multiple-Car Shipment Incentives - Rail (dollars per tonne) (1)

---

**NOTES:**

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

- (1) Multiple-car block incentives are expressed as a discount from the single-car freight rates published in CN and CP tariffs.
- (2) The multiple-car block incentive programs offered by CN and CP - while similar in nature - have structural differences arising from the maximum number of cars that each carrier can accommodate in a single shipment. These programs are framed within the structure pertaining to CP for comparison purposes only.
- (3) No corresponding incentive exists under the CN program.
- (4) "Shuttle Service" programs were introduced during the second quarter of the 2000-01 crop year.
- (5) Incentive discounts for CP movements to Prince Rupert were introduced during the first quarter of the 2002-03 crop year. These discounts were withdrawn in the third quarter when the single-car freight rates against which they applied were themselves allowed to expire in mid-March 2003.
- (6) No corresponding incentive exists under the CP program.

## Effective Freight Rates under the CTA Revenue Cap - Summarized by Carrier (1)

	CANADIAN NATIONAL					CANADIAN PACIFIC					CN AND CP COMBINED					NOTES
	BASE	2000-01	2001-02	2002-03	2003-04	BASE	2000-01	2001-02	2002-03	2003-04	BASE	2000-01	2001-02	2002-03	2003-04	
<b>TRAFFIC VOLUME (thousands of tonnes)</b>																
Vancouver	-	8,022.3	6,534.0	2,383.1	5,300.1	-	7,461.1	4,802.0	2,787.1	5,694.4	-	15,483.4	11,336.0	5,170.2	10,994.5	
Prince Rupert	-	2,346.4	1,083.0	2,170.9	2,913.9	-	63.6	1.3	959.4	-	-	2,410.0	1,084.3	3,130.3	2,913.9	
Churchill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Thunder Bay	-	3,050.3	2,048.5	1,584.8	2,231.3	-	5,542.2	5,309.0	4,658.1	5,758.9	-	8,592.5	7,357.5	6,243.0	7,990.2	
Eastern Canada	-	1,802.8	1,481.8	1,122.0	1,857.2	-	946.1	817.4	714.4	770.4	-	2,748.9	2,299.3	1,836.4	2,627.6	
Total Tonnes Moved	12,437.0 (A)	15,221.7	11,147.4	7,260.8	12,302.4 (D)	13,894.0 (A)	14,013.0	10,929.7	9,119.1	12,223.7 (D)	26,331.0 (A)	29,234.8	22,077.1	16,379.8	24,526.1 (D)	
Average Length of Haul (miles)	1,045.0 (B)	952.0	930.0	930.0	940.0 (E)	897.0 (B)	897.0	861.0	820.0	839.0 (E)	966.9 (B)	925.6	895.8	868.8	889.7 (E)	
Volume-related Composite Price Index		1.0000	1.0352	1.0442	1.0195 (F)		1.0000	1.0352	1.0442	1.0195 (F)		1.0000	1.0352	1.0442	1.0195 (F)	
<b>REVENUE CAP</b>																
Allowable Revenue (\$000)	348,000.0 (C)	394,775.9	293,700.0	192,962.5	321,974.4 (G)	362,900.0 (C)	366,009.4	286,562.5	232,579.4	309,596.7 (G)	710,900.0 (C)	760,785.3	580,262.5	425,541.9	631,571.1 (G)	(2)
Allowable Revenue per tonne (dollars)	27.98	25.94	26.35	26.58	26.17	26.12	26.12	26.22	25.50	25.33	27.00	26.02	26.28	25.98	25.75	
Allowable Revenue per tonne-mile (cents)	2.68	2.72	2.83	2.86	2.78	2.91	2.91	3.05	3.11	3.02	2.79	2.81	2.93	2.99	2.89	
<b>REVENUE CAP COMPLIANCE</b>																
Reported Revenue (\$000)		391,720.9	280,202.8	175,691.8	320,783.9		363,306.1	277,828.6	225,990.0	309,918.7		755,027.0	558,031.4	401,681.8	630,702.6	(3)(4)
Reported Revenue Cap Differential (\$000)		3,055.0	13,497.2	17,270.7	1,190.5		2,703.4	8,733.9	6,589.5	(321.9)		5,758.3	22,231.1	23,860.1	868.5	
Actual Revenue per tonne (dollars)		25.73	25.14	24.20	26.07		25.93	25.42	24.78	25.35		25.83	25.28	24.52	25.72	
Actual Revenue per tonne-mile (cents)		2.70	2.70	2.60	2.77		2.89	2.95	3.02	3.02		2.79	2.82	2.82	2.89	

## NOTES:

SOURCE: Canadian Transportation Agency

- (1) The Canada Transportation Act (2000) provides for a maximum revenue entitlement to prescribed railways in respect to the movement of Western Canadian Grain. The Canadian Transportation Agency must determine a carrier's compliance with the "revenue cap" using a methodology defined in section 151 of the Act no later than five months following the close of the crop year.
- (2) The allowable revenue accorded to each carrier for the crop year makes allowance for observed changes in both the volume and length of haul established in the base year using the following formula:

$$G = [C/A + ((E-B) \times \$0.022)] \times D \times F$$

where A: is the tonnage moved by the carrier in the base year;  
 B: is the carrier's average haul for the movement of grain in the base year;  
 C: is the carrier's revenue for the movement of grain in the base year;  
 D: is the tonnage moved by the carrier in the crop year;  
 E: is the carrier's average haul for the movement of grain in the crop year;  
 F: is the volume-related composite price index determined by the Agency; and  
 G: is the allowable revenue accorded to the carrier.

- (3) The revenue reported by the carriers for the purpose of establishing its compliance with the maximum entitlement under the Act is determined using guidelines established by the Canadian Transportation Agency. In Decisions No. 669-R-2001, 670-R-2002, and 713-R-2003, the Agency determined that neither CN nor CP had exceeded the maximum revenue entitlements accorded them under the Act for the 2000-01, 2001-02, and 2002-03 crop years. In Decision No. 710-R-2004, however, the Agency found that CP had exceeded its maximum revenue entitlement for the 2003-04 crop year by about \$0.3 million, while CN's revenues fell \$1.2 million below its allowed revenues.
- (4) The revenues reported by CP in the 2000-01 and 2001-02 crop years were amended by the Canadian Transportation Agency in Decision No. 667-R-2003. These revised revenue values are marginally lower than those determined originally, and are incorporated here as restatements.

Annual Port Volume Throughput (Shipments from Terminal Elevators) for Major Grains (thousands of tonnes)

PORT	GRAIN	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
		1999-00 TOTAL	2000-01 TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
VANCOUVER	Wheat	6,668.5	6,550.6	2,124.0	1,630.4	933.8	1,333.4	6,021.5	323.7	0.3	337.5	1,103.0	1,764.5	1,039.4	832.1	949.9	1,310.7	4,132.1	18.8%	134.2%	
	Durum	929.2	510.3	125.8	95.9	87.3	114.0	423.0	20.6		32.3	153.3	206.2	119.0	145.9	119.1	111.8	495.8	-27.1%	140.4%	
	Barley	921.3	1,276.8	96.6	211.1	73.6	124.2	505.5	3.1	30.8	41.6	8.3	83.8	65.4	263.6	308.9	173.6	811.5	1991.6%	868.4%	
	Canola	3,417.8	4,262.7	555.7	691.0	480.7	540.3	2,267.8	296.1	135.8	552.5	584.1	1,568.5	870.5	981.9	480.4	569.1	2,901.9	-2.6%	85.0%	
	Oats	25.8*	31.5*	4.3	3.1	2.6	0.5	10.6	0.0	3.6	1.3	4.0	8.9	3.0	3.0	2.1	2.1	10.2	-47.5%	14.6%	(1)
	Peas	630.5*	1187.0*	134.8	180.4	164.2*	166.3*	645.7*	41.6	140.0	77.4	96.6	355.6	104.4	229.7	260.3	46.8	641.2	-51.6%	80.3%	(1)
	Rye	1.4*	17.6*					0.0											n/a	n/a	(1)
	Flaxseed	64.6*	74.6*	14.4	12.7	55.7	10.9	93.7	2.3	1.5	5.4	4.4	13.6	6.6	5.5	9.4	4.6	26.1	4.5%	91.9%	(1)
	Other	162.2	133.7	8.0	15.8	65.5	120.4	209.7	36.3	40.6	27.2	50.1	154.2	89.0	27.7	36.9	61.0	214.6	21.8%	39.2%	(2)
		12,821.1	14,044.8	3,063.7	2,840.4	1,863.4	2,410.0	10,177.5	723.7	352.6	1,075.2	2,003.8	4,155.3	2,297.3	2,489.4	2,167.0	2,279.7	9,233.4	13.8%	122.2%	
PRINCE RUPERT	Wheat	3,247.6	2,053.1	55.1	526.9	452.5	65.3	1,099.7	576.5	617.5	295.0		1,489.0	195.1	600.5	795.4	812.1	2,403.1	n/a	61.4%	
	Durum	3.0	0.0					0.0	49.3	130.6	18.5		198.4	2.5	5.0	4.7		12.2	n/a	-93.9%	
	Barley	109.5	2.0					0.0					0.0		109.4	221.1	45.8	376.3	n/a	n/a	
	Canola	4.0	160.4					0.0	129.4	301.7		1.6	432.7						-100.0%	-100.0%	
	Oats	1.1	0.0					0.0					0.0						n/a	n/a	
	Peas	0.0	0.0	11.5	14.1			25.6					0.0						n/a	n/a	
	Rye	0.0	0.0					0.0					0.0						n/a	n/a	
	Flaxseed	0.0	0.0					0.0	1.2	5.5			6.7						n/a	-100.0%	
	Other	31.7	10.8					0.0		5.0	0.3	0.1	5.4	1.2	2.8	7.8	1.6	13.4	1500.0%	148.1%	(2)
		3,396.9	2,226.2	66.6	541.0	452.5	65.3	1,125.3	756.4	1,060.3	313.8	1.7	2,132.2	198.8	717.7	1,029.0	859.5	2,805.0	n/a	31.6%	
CHURCHILL	Wheat	302.3	497.6	365.0				365.0	242.6			30.3	272.9	297.8				297.8	-100.0%	9.1%	
	Durum	87.5	25.6	47.3				47.3	36.6			42.4	79.0	100.2				100.2	-100.0%	26.8%	
	Barley	0.0	0.0					0.0					0.0					0.0	n/a	n/a	
	Canola	0.0	0.0					0.0					0.0	26.8				26.8	n/a	n/a	
	Oats	0.0	0.0					0.0					0.0					0.0	n/a	n/a	
	Peas	75.0	123.0	59.7				59.7					0.0	92.8				92.8	n/a	n/a	
	Rye	0.0	0.0					0.0					0.0					0.0	n/a	n/a	
	Flaxseed	0.0	18.9	2.0				2.0					0.0					0.0	n/a	n/a	
	Other	0.0	0.0	3.1				3.1					0.0		25.1			25.1	n/a	n/a	(2)
		464.8	665.1	477.1	0.0	0.0	0.0	477.1	279.2	0.0	0.0	72.7	351.9	517.6	25.1	0.0	0.0	542.7	-100.0%	54.2%	
THUNDER BAY	Wheat	3,109.4	2,892.5	823.1	631.8	318.2	1,079.2	2,852.3	550.8	469.4	308.2	665.4	1,993.8	692.4	562.0	339.1	1,017.0	2,610.5	52.8%	30.9%	
	Durum	1,869.2	2,060.9	468.1	341.6	217.9	916.1	1,943.7	583.3	330.3	159.9	867.8	1,941.3	714.9	346.2	171.7	818.7	2,051.5	-5.7%	5.7%	
	Barley	247.4	133.7	4.3	42.1	48.9	127.0	222.3	91.3	42.4	15.7	48.5	197.9	44.6	42.1	21.3	69.9	177.9	44.1%	-10.1%	
	Canola	442.3	465.9	103.2	122.3	16.4	49.0	290.9	125.0	116.3	68.4	52.6	362.3	190.3	168.1	79.4	128.8	566.6	144.9%	56.4%	
	Oats	204.3	226.8	70.4	45.2	2.3	4.6	122.5	2.2	0.6	1.9	7.1	11.8	29.5	45.9	30.3	40.7	146.4	473.2%	1140.7%	
	Peas	502.4	593.3	86.2	39.5	0.6	2.9	129.2	5.3	21.5			26.8	30.1	113.4	61.9	50.8	256.2	n/a	856.0%	
	Rye	0.0	0.0		0.3			0.3											n/a	n/a	
	Flaxseed	338.1	457.7	130.7	157.3	63.3	109.5	460.8	152.3	195.9	51.8	83.8	483.8	141.7	194.0	34.8	105.1	475.6	25.4%	-1.7%	
	Other	159.6	174.4	58.4	72.0	29.3	43.0	202.7	41.5	61.2	24.8	22.3	149.8	20.5	61.2	5.6	8.9	96.2	-60.1%	-35.8%	(2)
		6,872.6	7,005.2	1,744.4	1,452.1	696.9	2,331.3	6,224.7	1,551.7	1,237.6	630.7	1,747.5	5,167.5	1,864.0	1,532.9	744.1	2,239.9	6,380.9	28.2%	23.5%	
ALL PORTS	Wheat	13,327.8	11,993.9	3,367.2	2,789.0	1,704.5	2,477.9	10,338.5	1,693.6	1,087.2	940.7	1,798.7	5,520.2	2,224.7	1,994.6	2,084.4	3,139.8	9,443.5	74.6%	71.1%	
	Durum	2,888.9	2,596.8	641.2	437.5	305.2	1,030.1	2,414.0	689.8	460.9	210.7	1,063.5	2,424.9	936.6	497.1	295.5	930.5	2,659.7	-12.5%	9.7%	
	Barley	1,278.1	1,412.4	100.9	253.2	122.5	251.2	727.8	94.4	73.2	57.3	56.8	281.7	110.0	415.1	551.3	289.3	1,365.7	409.3%	384.8%	
	Canola	3,864.1	4,889.0	658.9	813.3	497.1	589.3	2,558.6	550.5	553.8	620.9	638.3	2,363.5	1,087.6	1,150.0	559.8	697.9	3,495.3	9.3%	47.9%	
	Oats	231.2*	258.3*	74.7	48.3	4.9	5.1	133.0	2.2	4.2	3.2	11.1	20.7	32.5	48.9	32.4	42.8	156.6	285.6%	656.5%	(1)
	Peas	1207.9*	1903.2*	292.2	234.0	164.8*	169.2*	860.2*	46.9	161.5	77.4	96.6	382.4	227.3	343.1	322.2	97.6	990.2	1.0%	158.9%	(1)
	Rye	1.4*	17.6*		0.3			0.3											n/a	n/a	(1)
	Flaxseed	402.6*	551.2*	147.2	170.0	119.0	120.4	556.6	155.8	202.9	57.2	88.2	504.1	148.3	199.5	44.2	109.7	501.7	24.4%	-0.5%	(1)
	Other	353.4	318.9	69.5	87.8	94.8	163.4	415.4	77.8	106.8	52.3	72.5	309.4	110.7	116.8	50.3	71.5	349.3	-1.4%	12.9%	(2)
		23,555.5	23,941.3	5,351.8	4,833.4	3,012.8	4,806.6	18,004.6	3,311.0	2,650.5	2,019.7	3,825.7	11,806.9	4,877.7	4,765.1	3,940.1	5,379.1	18,962.0	40.6%	60.6%	

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly*

- (1) Vancouver Oats, Peas, Rye and Flax tonnage adjusted (\*) as per CGC, Grain Statistics Weekly, to account for direct hit shipments not included in the CGC Shipment Data Warehouse
- (2) Other comprises all shipments of other grains, oilseeds & special crops covered by the Canada Grain Act that are included in the CGC Shipment Data Warehouse

Average Terminal Elevator Capacity Turnover Ratio (1) (2)

PORT	1999-2000 CROP YEAR				2000-2001 CROP YEAR				2001-2002 CROP YEAR				2002-2003 CROP YEAR				2003-2004 CROP YEAR				% VARIANCE	NOTES
	Terminal Turnover Ratio				Terminal Turnover Ratio				Terminal Turnover Ratio				Terminal Turnover Ratio				Terminal Turnover Ratio					
	No. of Term's	Low	High	Avg.	No. of Term's	Low	High	Avg.	No. of Term's	Low	High	Avg.	No. of Term's	Low	High	Avg.	No. of Term's	Low	High	Avg.	02/03-03/04	
VANCOUVER	5	8.4	21.1	14.3	5	7.5	23.9	15.8	6	2.0	17.5	10.9	6	0.3	23.6	7.2	6	2.4	14.0	9.9	37.5%	
PRINCE RUPERT	1			16.2	1			10.6	1			5.4	1			10.2	1			13.4	31.4%	
CHURCHILL	1			3.3	1			4.8	1			3.2	1			2.5	1			3.9	56.0%	
THUNDER BAY	7	3.7	7.3	5.3	8	4.1	6.2	4.9	9	2.2	6.5	4.3	9	0.3	6.7	3.3	8	1.3	9.2	4.5	36.4%	
ALL TERMINALS	14			9.1	15			8.9	17			6.6	17			5.0	16			7.0	40.0%	

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Elevators in Canada*

- (1) As determined by dividing total volume shipped from licensed terminal elevators by licensed storage capacity.
- (2) CGC Shipment Data Warehouse includes all grains, oilseeds and special crops covered by the Canada Grain Act.

3D - Terminal Elevator and Port Performance

Average Weekly Terminal Elevator Stock Levels (thousands of tonnes)

PORT	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
	1999/00 AVG.	2000/01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
	VANCOUVER	501.7	432.8	462.9	434.9	406.3	369.7	418.4	331.2	400.8	411.2	392.0	383.5	452.4	411.5	441.1	396.1	425.6	1.0%	
PRINCE RUPERT	111.8	93.8	89.9	82.2	73.2	73.1	79.7	83.1	120.2	102.0	104.5	102.1	99.6	93.6	86.6	76.7	89.1	-26.6%	-12.7%	
CHURCHILL	41.8	35.6	94.1	18.7	20.4	28.5	41.3	76.3	9.9	9.9	35.8	33.4	94.6	13.8	13.7	21.3	36.3	-40.5%	8.7%	
THUNDER BAY	560.9	630.5	690.4	591.3	572.1	444.0	574.2	479.8	562.7	522.0	430.6	497.5	548.3	549.4	509.7	468.3	518.3	8.8%	4.2%	
ALL PORTS	1,216.2	1,192.7	1,337.3	1,127.1	1,072.0	915.3	1,113.6	970.4	1,093.6	1,045.1	962.8	1,016.5	1,194.9	1,068.4	1,051.1	962.4	1,069.2	0.0%	5.2%	

(1)

GRAIN	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
	1999/00 AVG.	2000/01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
	WHEAT	712.3	637.5	627.1	561.7	497.7	473.1	540.3	505.3	487.1	532.5	547.6	518.7	586.6	428.8	405.6	438.2	465.5	-20.0%	
DURUM	209.4	238.5	371.7	204.2	176.8	100.2	214.2	132.5	130.1	117.4	162.1	135.6	220.5	146.7	140.6	151.1	165.1	-6.8%	21.8%	
BARLEY	99.8	93.0	89.9	143.1	213.7	179.4	155.6	110.7	130.0	116.8	69.9	106.4	87.1	180.4	204.7	118.7	147.1	69.8%	38.3%	
CANOLA	134.0	157.1	183.5	144.2	134.4	119.2	145.6	165.8	239.2	198.2	123.7	180.6	202.1	191.1	194.3	194.5	195.6	57.2%	8.3%	
OATS	18.0	13.8	16.5	15.1	6.4	2.8	10.2	4.4	7.3	7.0	1.8	5.1	6.1	13.0	17.4	13.8	12.6	666.7%	147.1%	
PEAS								17.1	34.2	20.4	30.1	25.3	53.5	57.4	57.4	17.1	46.1	-43.2%	82.2%	
RYE	0.5	0.5	0.4	0.2	0.1	0.1	0.2											n/a	n/a	
FLAXSEED	42.2	52.3	48.2	58.5	42.9	40.4	47.4	34.6	65.6	52.7	27.5	44.7	39.0	51.0	31.2	29.0	37.3	5.5%	-16.6%	
ALL PORTS	1,216.2	1,192.7	1,337.3	1,127.0	1,072.0	915.2	1,113.5	970.4	1,093.6	1,045.1	962.8	1,016.5	1,194.9	1,068.4	1,051.1	962.4	1,069.2	0.0%	5.2%	

(2)

(2)

(1)(2)

NOTES:

Source: Canadian Grain Commission, Grain Statistics Weekly

- (1) Totals do not always add due to rounding.
- (2) Canadian Grain Commission data for pea stocks replaced data for rye stocks as of the beginning of the 2002/03 crop year. Due to relatively small volumes of rye and peas, no adjustments to totals have been made.

Average Days in Store - Operating Season (1) (2)

PORT	COMMODITY	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES	
		1999/00 AVG.	2000/01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD		
VANCOUVER	Wheat	15.4	11.8	10.3	12.3	18.1	13.6	12.8	11.6		40.5	16.6	21.6	18.1	16.3	14.5	11.0	14.6	-33.7%	-32.4%	(4)	
	Durum	18.2	22.9	22.1	26.5	23.1	15.9	21.6	28.7		56.1	21.3	29.4	30.9	22.1	15.4	18.9	21.7	-11.3%	-26.2%		
	Barley	21.5	16.3	44.7	16.2	47.4	33.8	30.5	100.7		37.7	122.4	61.6	42.5	17.4	17.0	24.1	20.7	-80.3%	-66.4%		
	Canola	11.6	10.4	26.1	16.5	21.6	17.8	20.2	n/a		18.2	15.7	17.1	15.7	12.0	31.7	24.4	18.8	55.4%	9.9%		
	Oats	n/a	n/a	23.3	84.4	49.7	70.9	49.5	-		-	-	-	-	-	-	-	-	-	n/a		n/a
	Peas	n/a	n/a	-	-	-	-	-	n/a		21.7	26.1	24.5	29.5	16.4	44.3	12.4	23.4	-52.5%	-4.5%		
	Rye	n/a	n/a	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	n/a		n/a
	Flaxseed	71.1	51.3	57.2	148.8	20.4	89.4	51.3	89.5		127.0	144.1	127.3	81.8	100.2	68.2	116.8	87.1	-18.9%	-31.6%		
		15.3	12.4	15.2	15.0	20.9	16.4	16.4	15.0		28.1	17.9	21.0	19.3	15.2	20.6	16.1	17.6	-10.1%	-16.2%		
PRINCE RUPERT	Wheat	8.9	11.4		13.3	13.5		13.4	5.4	12.0	15.2		10.0	11.6	9.2	5.7	8.4	7.8	n/a	-22.0%	(1)	
	Durum	25.6							11.4	12.2	54.9		16.5					35.8	n/a	117.0%		
	Barley	27.0							-				-	20.7	14.5	2.4	14.4	n/a	n/a			
	Canola		25.2						12.6	8.7			9.9					n/a	-100.0%			
	Oats								-				-						n/a	n/a		
	Peas								-				-						n/a	n/a		
	Rye								-				-						n/a	n/a		
	Flaxseed								8.0				8.2						n/a	-100.0%		
		9.5	12.3		13.3	13.5		13.4	7.4	11.0	17.6		10.6	11.6	11.0	7.7	8.0	8.7	n/a	-17.9%		
CHURCHILL	Wheat	24.7	14.8	21.8				21.8	24.8			53.8	24.8	16.6				16.6	-100.0%	-33.1%	(1)	
	Durum	27.2	58.7	22.7				22.7	21.7			24.4	21.7	22.9				22.9	-100.0%	5.5%		
	Barley								-				-						n/a	n/a		
	Canola								-				-	11.0				11.0	n/a	n/a		
	Oats								-				-						n/a	n/a		
	Peas								-				-	13.7				13.7	n/a	n/a		
	Rye								-				-						n/a	n/a		
	Flaxseed								-				-						n/a	n/a		
		25.3	16.8	21.8				21.8	24.4			36.7	26.9	17.0				17.0	-100.0%	-36.8%		
THUNDER BAY	Wheat	29.8	29.8	26.5	23.8	20.6	16.1	21.2	40.3	28.9	25.5	30.8	31.8	34.7	23.7	26.8	16.5	23.9	-46.4%	-24.8%	(1)	
	Durum	26.6	26.0	68.0	30.2	19.9	7.8	27.4	13.4	13.3	14.1	10.1	11.9	19.0	15.8	16.2	13.6	15.9	34.7%	33.6%		
	Barley	38.2	66.9	112.3	30.2	130.1	99.8	110.3	74.8	129.3	185.2	107.4	100.9	101.4	128.6	175.6	91.6	112.0	-14.7%	11.0%		
	Canola	19.9	15.1	29.9	13.0	38.4	31.2	23.3	41.7	40.8	34.4	32.5	38.2	26.4	27.4	13.0	27.9	24.9	-14.2%	-34.8%		
	Oats	25.9	18.3	21.1	21.5	72.7	49.8	22.8	186.0	-	115.3	22.3	34.0	19.3	19.9	31.0	30.4	24.6	36.3%	-27.6%		
	Peas								142.6	7.2	-	-	39.0	22.5	8.6	15.5	18.8	13.8	n/a	-64.6%		
	Rye								-				-						n/a	n/a		
	Flaxseed	28.7	25.4	28.9	17.1	20.7	25.8	22.9	15.4	16.0	28.6	21.6	18.0	22.1	17.0	35.6	19.7	20.2	-8.8%	12.2%		
		28.3	27.6	38.8	26.3	29.1	18.3	26.8	30.2	25.6	27.7	22.2	25.8	28.0	23.1	26.8	18.9	23.2	-14.9%	-10.1%		
ALL PORTS	Wheat	17.6	16.6	15.6	15.8	18.1	14.7	15.9	16.7	23.4	26.7	24.1	21.4	20.7	17.9	16.0	12.1	16.4	-49.8%	-23.4%	(1)	
	Durum	24.5	20.4	55.6	28.3	20.4	8.7	25.6	15.8	14.0	19.9	14.1	15.3	21.0	18.2	16.2	14.2	17.4	0.7%	13.7%		
	Barley	25.9	20.7	44.7	39.2	98.3	67.1	62.7	82.4	140.0	99.6	109.6	98.6	66.4	35.9	31.1	36.9	36.4	-66.3%	-63.1%		
	Canola	12.5	10.8	26.7	15.5	22.3	18.9	20.4	23.4	22.9	22.1	17.1	20.6	17.6	15.6	26.1	25.0	19.9	46.2%	-3.4%		
	Oats	25.9	14.0	21.2	22.9	65.3	51.9	24.7	186.0	-	115.3	14.4	61.7	19.3	20.9	30.2	29.0	25.7	101.4%	-58.3%		
	Peas								142.6	7.8	-	27.8	25.0	27.9	13.4	24.8	15.7	18.9	-43.5%	-24.4%		
	Rye								-				-						n/a	n/a		
	Flaxseed	33.9	21.2	31.4	22.2	20.7	31.5	24.9	19.3	17.4	32.4	27.7	21.2	24.8	19.9	38.6	23.8	24.3	-14.1%	14.6%		
		18.6	17.5	23.4	18.9	23.5	17.3	20.6	19.2	22.2	27.7	21.6	21.7	21.4	18.7	20.3	16.0	19.0	-25.9%	-12.5%		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly*

- (1) Average days in store as determined from average inventory turnover ratio, adjusted to reflect the operating seasons at Prince Rupert, Churchill and Thunder Bay.
- (2) Inventory turnover ratio is total shipments (from CGC Shipment Data Warehouse) divided by average weekly stock level (sum of weekly stock level reported in the CGC Grain Statistics Weekly, divided by number of weeks)
- (3) Not applicable due to high proportion of direct hit shipments.
- (4) Q1 2002-03 crop year includes Vancouver operations to close of business August 25, 2002.  
Q2 2002-03 crop year, for Vancouver Wharves and Neptune Terminals operations, average days in store not applicable
- (5) During lockout at BCTEOA terminals, canola and pea shipments continued via direct hit facilities





Average Weekly Stock-to-Shipment Ratios for Major Grains by Port (1)(2)

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES	
			1999-00 AVG.	2000-01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD		
CHURCHILL	WHEAT	Average	2.89	1.81	2.92				2.92	2.45				2.45	1.95				1.95	n/a	-20.2%		
		Standard Deviation	2.36	0.67	1.35				1.35	0.92				0.92	0.73				0.73				
		Minimum	1.12	0.92	1.01				1.01	1.30				1.30	0.93				0.93				
		Maximum	7.25	3.07	4.24				4.24	3.49				3.49	2.89				2.89				
	DURUM	Average	2.10	1.14	1.25				1.25	1.06				1.06	4.39				4.39	n/a	314.4%		
		Standard Deviation	0.78	0.20	0.87				0.87	0.01				0.01	6.57				6.57				
		Minimum	1.32	1.00	0.63				0.63	1.05				1.05	1.02				1.02				
		Maximum	2.85	1.28	1.86				1.86	1.06				1.06	14.24				14.24				
	THUNDER BAY	WHEAT	Average	5.19	4.88	4.85	4.76	3.27	2.71	3.92	7.36	8.02	7.47	5.15	7.12	5.37	5.09	7.38	3.33	5.00	-35.2%	-29.7%	
			Standard Deviation	3.55	2.05	2.10	3.06	1.02	1.31	2.19	3.27	6.38	7.61	2.32	4.80	2.13	2.96	5.44	2.62	3.39			
			Minimum	2.33	2.01	2.04	2.13	1.62	1.52	1.52	2.60	2.64	2.16	2.38	2.16	2.22	2.13	3.02	1.55	1.55			
			Maximum	20.44	10.80	9.98	10.94	4.23	6.36	10.94	13.27	21.25	20.80	8.71	21.25	9.63	10.22	15.37	11.76	15.37			
DURUM		Average	4.41	4.76	10.99	4.98	3.31	1.18	5.37	2.89	2.05	2.43	3.20	2.72	3.90	5.57	5.73	2.30	3.95	-28.0%	45.4%		
		Standard Deviation	2.96	3.91	4.12	2.71	1.05	0.35	4.91	2.45	0.45	1.42	3.60	2.33	2.15	6.31	4.67	0.98	3.61				
		Minimum	1.47	1.49	4.64	2.78	2.53	0.66	0.66	1.11	1.62	0.99	1.30	0.99	1.51	0.95	2.30	0.76	0.76				
		Maximum	16.79	21.80	17.81	9.94	5.01	1.99	17.81	8.60	2.90	4.47	11.25	11.25	7.40	17.14	13.94	4.07	17.14				
BARLEY		Average	3.33	7.58	10.93	3.81	16.61	9.53	10.39	12.74	12.60	11.30	13.12	12.71	12.43	3.73	20.18	13.04	13.12	-0.6%	3.2%		
		Standard Deviation	2.19	6.65	n/a	0.33	7.85	5.36	6.48	7.57	6.84	n/a	2.73	5.82	7.20	n/a	6.71	7.63	7.50				
		Minimum	1.49	1.23	10.93	3.57	7.89	4.52	3.57	2.94	6.27	11.30	10.73	2.94	2.42	3.73	15.44	3.27	2.42				
		Maximum	9.03	21.41	10.93	4.04	23.10	20.08	23.10	22.69	20.51	11.30	16.18	22.69	23.10	3.73	24.93	23.77	24.93				
CANOLA		Average	2.89	2.10	3.10	2.78	2.51	2.90	2.85	3.79	5.79	8.53	9.85	6.71	2.43	5.46	1.85	2.02	3.22	-79.5%	-51.9%		
		Standard Deviation	2.24	1.41	3.31	2.10	2.13	3.27	2.41	0.90	3.00	8.04	8.76	5.78	1.38	2.35	0.71	0.56	2.19				
		Minimum	0.35	0.51	1.31	0.40	1.00	1.00	0.40	2.81	3.77	2.15	2.76	2.15	1.20	1.81	1.15	1.46	1.15				
		Maximum	9.45	5.95	8.05	5.87	4.01	6.68	8.05	5.43	11.77	19.56	24.17	24.17	5.06	8.96	2.82	2.84	8.96				
OATS		Average	4.09	3.10	2.95	1.43	2.18	4.07	2.97	2.13				2.13	1.02	1.38	2.05	1.80	1.59	n/a	-25.3%		
		Standard Deviation	5.26	4.20	2.61	0.36	n/a	2.12	2.23	2.33				2.33	0.52	0.45	0.26	0.77	0.62				
		Minimum	0.48	0.72	0.78	1.03	2.18	1.05	0.78	0.48				0.48	0.65	1.06	1.87	1.10	0.65				
		Maximum	21.38	16.34	7.76	1.71	2.18	6.33	7.76	3.78				3.78	1.39	1.70	2.23	2.63	2.63				
PEAS		Average								4.49	4.47			4.48	6.30				6.30	n/a	40.6%		
		Standard Deviation								1.17	4.87			2.89	n/a				n/a				
		Minimum								3.67	1.03			1.03	6.30				6.30				
		Maximum								5.32	7.92			7.92	6.30				6.30				
FLAXSEED	Average	3.24	3.37	2.59	3.60	2.18	2.84	2.89	3.41	3.83	1.16	2.96	3.37	2.66	5.45	3.21	1.89	3.32	-35.9%	-1.6%			
	Standard Deviation	3.34	2.36	2.02	2.58	0.46	1.23	1.78	3.13	3.35	n/a	2.22	2.90	1.38	7.27	1.70	0.66	4.02					
	Minimum	0.69	0.68	1.18	1.01	1.71	1.39	1.01	0.78	1.18	1.16	1.36	0.78	1.35	1.00	1.39	1.30	1.00					
	Maximum	16.58	11.50	6.51	8.03	2.63	4.56	8.03	9.94	10.86	1.16	5.49	10.86	4.51	19.88	4.75	3.04	19.88					

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse: Grain Statistics Weekly*

- (1) Shipments lagged one week from stock levels: i.e. ratio of stock in terminal position at end of week X (from Grain Statistics Weekly), to shipments (from Shipment Data Warehouse) during week X+1
- (2) Weeks with ratios greater than 25 (due to extremely small shipment tonnage) have been removed from the average
- (3) High proportion of direct hit shipments distorts weekly ratios.

Average Weekly Stock-to-Shipment Ratios for Major Grains and Grades by Port (2) (3) (4)

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES		
			1999-00 AVG.	2000-01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD			
PACIFIC SEABOARD	WHEAT	1 CWRS	Average	5.04	3.67	3.61	3.21	3.9	4.22	3.74	2.60	8.08	7.66	8.02	6.31	5.59	2.24	1.34	1.96	2.75	-75.6%	-56.4%	(1)	
			Standard Deviation	2.93	3.17	5.61	2.09	2.3	2.17	3.27	1.98	7.04	3.96	4.88	4.96	4.51	1.93	0.55	3.05	3.24	3.05			
			Minimum	1.21	0.07	0.44	0.40	1.3	2.00	0.40	1.02	1.97	2.81	4.17	1.02	1.53	1.00	0.69	0.36	0.36	0.36			
			Maximum	15.19	20.57	21.07	6.65	8.8	8.19	21.07	7.63	19.38	13.66	19.47	19.47	17.93	6.76	2.34	11.56	17.93	17.93			
		2 CWRS	Average	0.77	0.45	0.47	0.27	1.46	0.83	0.76	0.76	2.48	5.60	2.62	2.96	1.63	1.30	0.89	1.59	1.35	1.35	-39.2%		-54.2%
			Standard Deviation	2.39	0.48	0.37	0.18	0.94	1.35	0.91	0.53	4.52	6.65	2.38	4.35	0.82	1.15	0.63	2.51	1.38	1.38			
			Minimum	0.01	0.01	0.12	0.01	0.36	0.02	0.01	0.01	0.26	0.87	0.64	0.01	0.10	0.12	0.32	0.10	0.10	0.10			
			Maximum	14.51	2.20	1.16	0.59	3.34	4.08	4.08	1.44	16.00	21.70	9.41	21.70	2.91	3.19	2.60	8.14	8.14	8.14			
		3 CWRS	Average	3.63	5.49	5.21	2.65	0.12	1.49	3.75	1.20	0.83	2.76	4.41	2.86	1.76	1.45	2.22	1.44	1.71	1.71	-67.3%		-40.0%
			Standard Deviation	3.47	6.19	3.38	1.62	n/a	n/a	3.09	0.72	0.30	2.89	5.21	3.77	1.05	1.29	0.87	1.06	1.05	1.05			
			Minimum	0.09	0.74	1.96	0.87	0.12	1.49	0.12	0.67	0.50	0.35	0.62	0.35	1.08	0.13	0.96	0.39	0.13	0.13			
			Maximum	10.64	23.80	11.35	4.19	0.12	1.49	11.35	2.23	1.19	7.36	16.25	16.25	2.97	3.61	2.93	2.87	3.61	3.61			
		1 CWES	Average	5.95	2.06	4.51	3.22	0.75	1.31	2.74									0.98	0.98	0.98	n/a		n/a
			Standard Deviation	6.63	1.60	3.86	0.76	n/a	0.49	2.52									n/a	n/a	n/a			
			Minimum	0.93	0.34	1.77	2.68	0.75	0.87	0.75									0.98	0.98	0.98			
			Maximum	17.17	5.60	8.93	3.76	0.75	1.84	8.93									0.98	0.98	0.98			
		CW FEED	Average	3.98	4.58	2.27	1.91	2.47	2.24			2.87	1.91	2.23					1.73	1.73	1.73	-9.4%		-22.5%
			Standard Deviation	2.39	6.03	1.90	n/a	n/a	1.36	1.36			n/a	0.32	0.60				0.66	0.66	0.66			
			Minimum	1.10	0.04	0.84	1.91	2.47	0.84	0.84			2.87	1.68	1.68				0.74	0.74	0.74			
			Maximum	9.00	20.41	4.42	1.91	2.47	4.42	4.42			2.87	2.13	2.87				2.16	2.16	2.16			
		SW SPRING	Average	2.84																		n/a		n/a
			Standard Deviation	2.00																				
			Minimum	1.19																				
Maximum			6.55																					
	PR SPRING	Average	5.97	6.12	11.40	3.83	5.24	2.88	4.85		3.05	1.44	0.52	1.92	2.62	6.76	4.68	1.77	4.24	4.24	238.4%	121.1%		
		Standard Deviation	4.97	4.48	10.99	2.77	4.49	1.88	5.10		0.88	0.59	n/a	1.42	0.94	6.51	6.08	0.85	5.03	5.03				
		Minimum	1.10	1.00	1.83	1.21	1.31	0.89	0.89		2.43	1.03	0.52	0.52	1.22	1.51	0.45	1.12	0.45	0.45				
		Maximum	22.66	18.45	23.41	8.34	12.73	6.14	23.41		3.68	1.86	0.52	3.68	3.25	19.05	15.07	3.14	19.05	19.05				
	CWR WINTER	Average		1.67										1.45	1.48	1.42		1.45	1.45	n/a	n/a			
		Standard Deviation		0.24											n/a	n/a	0.25		0.15	0.15				
		Minimum		1.40											1.45	1.48	1.25		1.25	1.25				
		Maximum		1.98											1.45	1.48	1.60		1.60	1.60				
DURUM	1 CWA	Average	4.23		1.90	2.40	2.11	2.15	1.43		1.66	2.19	1.81	1.28	4.35	3.04	1.53	2.75	2.75	-30.1%	51.8%			
		Standard Deviation	3.69		0.98	1.45	1.06	1.09	0.79		n/a	2.69	1.87	0.17	3.73	3.36	1.68	2.97	2.97					
		Minimum	0.07		0.86	1.05	0.79	0.79	0.66		1.66	0.52	0.52	1.17	1.04	0.68	0.34	0.34	0.34					
		Maximum	10.78		2.80	4.37	3.75	4.37	2.24		1.66	6.94	6.94	1.48	9.47	9.12	4.45	9.47	9.47					
		2 CWA	Average	2.50	1.16	1.94	1.45	1.72	2.16	1.93	12.89	3.05	8.27	2.90	5.03	5.01	0.63	1.07	1.17	2.24	2.24	-59.5%	-55.6%	
			Standard Deviation	6.15	1.44	1.73	0.63	0.32	1.30	1.14	n/a	1.31	7.61	1.33	4.45	2.99	0.43	0.46	0.95	2.49	2.49			
			Minimum	0.02	0.04	0.66	1.01	1.49	0.01	0.01	12.89	2.06	2.89	2.11	2.06	1.52	0.33	0.54	0.62	0.33	0.33			
			Maximum	18.77	6.13	3.90	1.89	1.95	3.68	3.90	12.89	4.98	13.65	4.43	13.65	8.76	0.93	1.55	2.28	8.76	8.76			
		3 CWA	Average	2.07	1.69	0.64	1.52	0.14	1.28	0.96	0.79	0.34	8.81	1.70	1.91	3.69	0.67	0.64	2.35	2.35	2.35	-62.4%	22.7%	
			Standard Deviation	1.55	1.05	0.24	0.42	n/a	0.17	0.55	n/a	0.36	n/a	0.92	2.58	2.98	1.01	n/a	2.69	2.69	2.69			
			Minimum	0.17	0.74	0.38	1.22	0.14	1.16	0.14	0.79	0.05	8.81	1.01	0.05	1.01	0.02	0.64	0.02	0.64	0.02			
			Maximum	4.43	4.18	0.85	1.82	0.14	1.39	1.82	0.79	0.74	8.81	3.23	8.81	7.80	1.83	0.64	7.80	7.80	7.80			
	4 CWA	Average	2.18	1.10	0.95		0.82	0.03	0.67					1.14				1.14	1.14	1.14	n/a	n/a		
		Standard Deviation	0.01	0.67	0.62		n/a	0.01	0.62					n/a				n/a	n/a	n/a				
		Minimum	2.16	0.24	0.14		0.82	0.03	0.03					1.14				1.14	1.14	1.14				
		Maximum	2.19	1.98	1.47		0.82	0.04	1.47					1.14				1.14	1.14	1.14				
BARLEY	1 CW	Average	2.48	1.36				2.66	2.66					1.58	2.76	5.52	3.56	3.75	3.75	n/a	n/a			
		Standard Deviation	1.94	1.28				0.40	0.40					0.06	3.06	7.94	3.66	5.07	5.07					
		Minimum	0.51	0.05				2.38	2.38					1.54	0.88	0.21	0.97	0.21	0.21	0.21				
		Maximum	8.73	6.47				2.95	2.95					1.62	9.10	20.47	10.34	20.47	20.47					

3D - Terminal Elevator and Port Performance

Average Weekly Stock-to-Shipments Ratios for Major Grains and Grades by Port (2) (3) (4)

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES	
			1999-00	2000-01	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD		
			AVG.	AVG.																			
<b>PACIFIC SEABOARD</b>																							
BARLEY	2 CW	Average				0.58												3.46	3.46	n/a	n/a	(1)	
		Standard Deviation				0.25													2.14	2.14			
		Minimum				0.40													1.95	1.95			
		Maximum				0.76												4.98	4.98				
CANOLA	1 CANADA	Average	1.95	1.61	4.38	2.43	3.45	3.13	3.36	3.60	4.90	4.03	1.65	3.51	2.81	1.60	2.62	2.50	2.37		51.5%	-32.6%	
		Standard Deviation	1.27	1.38	5.20	2.27	2.24	0.93	3.08	2.55	3.38	5.53	0.67	3.63	3.07	1.28	2.21	1.13	2.07				
		Minimum	0.22	0.45	1.15	1.12	1.25	1.36	1.12	1.48	1.91	1.07	0.34	0.34	0.84	0.56	0.17	1.25	0.17				
		Maximum	5.02	9.36	19.98	8.60	7.54	4.49	19.98	9.52	11.68	20.90	2.64	20.90	10.78	5.20	7.79	4.72	10.78				
	2 CANADA	Average	5.14	5.40		7.78		1.54	5.70		3.81	3.81	1.72	3.06	0.51				0.51		-100.0%	-83.3%	
		Standard Deviation	3.39	2.23		3.67		n/a	4.44		1.72	2.42	0.74	2.01	0.44				0.44				
		Minimum	2.00	2.96		5.18		1.54	1.54		1.75	1.05	0.88	0.88	0.20				0.20				
		Maximum	12.43	9.59		10.38		1.54	10.38		6.00	7.20	2.91	7.20	0.82				0.82				
<b>CHURCHILL</b>																							
WHEAT	1 CWRS	Average	2.12	3.06						5.08			5.08								n/a	-100.0%	
		Standard Deviation	0.93	1.94						4.99			4.99										
		Minimum	0.95	0.98						1.45			1.45										
		Maximum	3.38	5.32						10.77			10.77										
	2 CWRS	Average		1.22	4.03			4.03		0.67			0.67	1.28				1.28			n/a	91.3%	
		Standard Deviation		0.74	1.46			1.46		0.15			0.15	0.67				0.67					
		Minimum		0.15	2.38			2.38		0.57			0.57	0.20				0.20					
		Maximum		2.60	5.14			5.14		0.78			0.78	1.99				1.99					
	3 CWRS	Average		0.55	0.17			0.17		0.05			0.05	1.74				1.74			n/a	3387.0%	
		Standard Deviation		0.14	0.06			0.06		0.04			0.04	0.30				0.30					
		Minimum		0.35	0.12			0.12		0.03			0.03	1.53				1.53					
		Maximum		0.72	0.24			0.24		0.08			0.08	1.95				1.95					
	PR SPRING	Average		0.91	0.91			0.91													n/a	n/a	
		Standard Deviation		0.41	0.41			0.41															
		Minimum		0.62	0.62			0.62															
		Maximum		1.20	1.20			1.20															
DURUM	1 CWA	Average	1.24							0.98			0.98								n/a	-100.0%	
		Standard Deviation	0.07							0.10			0.10										
		Minimum	1.17							0.91			0.91										
		Maximum	1.32							1.05			1.05										
	2 CWA	Average	1.04																		n/a	n/a	
		Standard Deviation	0.45																				
		Minimum	0.42																				
		Maximum	1.44																				
<b>THUNDER BAY</b>																							
WHEAT	1 CWRS	Average	4.12	4.76	3.52	3.00	3.53	2.73	3.14	9.94	4.27	7.41	4.22	6.86	2.71	4.23	2.95	1.98	2.82		-53.0%	-58.8%	
		Standard Deviation	2.96	4.01	2.61	1.38	2.20	2.41	2.20	7.59	1.80	5.51	1.69	5.69	1.36	4.75	1.16	2.08	2.65				
		Minimum	1.30	1.45	1.09	1.52	1.37	1.04	1.04	1.70	2.01	3.52	1.86	1.70	1.17	1.21	1.81	0.95	0.95				
		Maximum	13.52	20.39	9.21	5.70	6.97	9.12	9.21	22.48	6.19	11.30	6.50	22.48	5.88	15.78	4.65	8.81	15.78				
	2 CWRS	Average	3.78	2.46	2.07	3.31	2.49	1.87	2.33	3.21	4.37	5.49	3.33	3.81	3.03	3.02	4.97	4.05	3.61		21.5%	-5.2%	
		Standard Deviation	2.44	1.83	1.24	2.94	3.45	1.89	2.21	2.20	1.48	2.69	3.01	2.45	3.15	1.78	3.12	2.12	2.62				
		Minimum	1.55	0.61	0.64	0.85	0.45	0.54	0.45	1.55	2.52	1.53	1.24	1.24	0.91	1.85	2.69	1.54	0.91				
		Maximum	12.25	10.81	5.07	7.75	8.60	7.60	8.60	8.70	6.87	7.53	10.00	10.00	11.85	6.12	9.54	7.70	11.85				
	3 CWRS	Average	5.83	8.43	9.64	5.33	0.16	0.51	4.10	2.70	5.65	5.89	5.65	5.07	8.18	2.98	9.50	3.09	6.38		-45.3%	25.8%	
		Standard Deviation	5.32	6.60	8.82	4.33	0.15	0.39	6.17	1.38	3.30	5.90	3.97	3.73	3.25	1.43	7.35	1.46	4.75				
		Minimum	1.73	1.35	2.60	1.31	0.05	0.15	0.05	1.08	2.01	1.64	1.72	1.08	4.31	1.97	3.34	0.69	0.69				
		Maximum	20.64	24.99	22.41	9.92	0.27	1.15	22.41	4.34	11.37	14.50	14.00	14.50	12.38	4.00	19.38	4.08	19.38				

Average Weekly Stock-to-Shipment Ratios for Major Grains and Grades by Port (2) (3) (4)

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES		
			1999-00 AVG.	2000-01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD			
THUNDER BAY	WHEAT	1 CWES	Average	2.58	0.91	2.15	0.69	0.85	1.35	1.71			7.42	7.42			1.12		1.12	-100.0%	-84.9%	(1)		
			Standard Deviation	1.54	0.41	2.21	n/a	n/a	n/a	1.79			5.55	5.55			n/a		n/a					
			Minimum	0.82	0.28	0.75	0.69	0.85	1.35	0.69			1.70	1.70			1.12		1.12					
			Maximum	6.12	1.53	6.07	0.69	0.85	1.35	6.07			12.78	12.78			1.12		1.12					
	CW FEED	Average	7.96	8.18	7.21	7.01	4.13	7.69	7.11			2.25	2.25			8.22	14.44	8.39	9.13	n/a	305.7%			
		Standard Deviation	2.99	2.52	3.60	3.37	n/a	9.07	5.51			0.76	0.76			n/a	n/a	5.15	4.86					
		Minimum	3.69	3.77	2.67	4.24	4.13	2.80	2.67			1.71	1.71			8.22	14.44	3.40	3.40					
		Maximum	14.77	14.00	12.32	11.79	4.13	23.86	23.86			2.79	2.79			8.22	14.44	17.22	17.22					
	SW SPRING	Average		4.95																	n/a		n/a	
		Standard Deviation		5.49																				
		Minimum		1.33																				
		Maximum		14.44																				
	PR SPRING	Average	2.82	2.64	4.00	2.50		1.77	2.95			8.72	2.64	0.40	11.08	7.11	1.73	3.32	3.13	2.13	2.64		-80.8%	-62.9%
		Standard Deviation	1.49	2.01	2.13	1.66		0.39	1.82			5.74	n/a	n/a	6.32	5.91	0.25	1.13	2.07	n/a	1.22			
		Minimum	1.15	1.02	2.12	1.28		1.50	1.28			4.67	2.64	0.40	6.61	6.04	1.55	2.52	1.66	2.13	1.55			
		Maximum	6.57	8.26	6.94	4.95		2.05	6.94			12.78	2.64	0.40	15.56	15.56	1.91	4.12	4.59	2.13	4.59			
	CWR WINTER	Average	1.77	2.11		2.03		2.53	2.20							1.32	1.88		2.02	1.50	n/a		n/a	
		Standard Deviation	0.62	1.93		0.68		1.67	0.95							0.46	0.07		n/a	0.48				
		Minimum	1.07	0.44		1.66		1.35	1.35							0.75	1.83		2.02	0.75				
		Maximum	3.06	6.99		3.05		3.72	3.72							2.24	1.94		2.02	2.24				
DURUM	1 CWA	Average	4.96	4.90	8.09	4.65	3.55	1.52	4.21			1.78	3.14		12.84	3.59	2.46	2.01	6.47	3.30	3.47	-74.3%	-3.4%	
		Standard Deviation	4.21	5.09	6.54	5.87	1.47	0.54	4.94			0.83	2.09		14.94	5.46	1.74	1.72	4.00	1.83	2.71			
		Minimum	0.89	0.21	2.07	0.83	1.99	0.82	0.82			0.83	0.91		2.28	0.83	0.85	0.76	2.37	0.97	0.76			
		Maximum	17.61	20.41	22.86	16.51	5.17	26.65	22.86			3.12	6.09		23.40	23.40	5.12	5.30	11.71	6.96	11.71			
	2 CWA	Average	1.84	3.01	6.64	6.33	6.51	0.39	4.41			0.82	0.95		2.19	1.62	0.75	0.17		1.55	0.78	-29.4%	-51.4%	
		Standard Deviation	1.61	3.24	2.82	7.96	9.53	0.27	5.51			0.65	0.63		1.75	1.47	0.39	0.23		1.52	0.70			
		Minimum	0.06	0.21	2.17	0.94	1.27	0.07	0.07			0.20	0.44		0.03	0.03	0.09	0.01		0.47	0.01			
		Maximum	7.14	15.78	10.63	22.21	20.77	0.79	22.21			2.16	1.66		7.01	7.01	1.12	0.33		2.62	2.62			
	3 CWA	Average	3.94	2.82	10.66	8.51	0.70	6.25	7.70			2.82	4.26	1.74	1.27	2.36	3.24	0.72	1.11	0.53	1.95	-58.1%	-17.4%	
		Standard Deviation	3.89	2.22	3.14	6.19	0.30	3.71	4.81			1.66	4.90	0.48	0.70	2.70	2.08	0.48	n/a	0.36	1.97			
		Minimum	0.89	0.96	7.44	2.41	0.49	1.44	0.49			0.87	1.70	1.18	0.73	0.73	0.92	0.37	1.11	0.21	0.21			
		Maximum	17.21	10.85	16.96	17.11	0.91	11.61	17.11			5.35	15.26	2.02	3.33	15.26	6.25	1.27	1.11	0.93	6.25			
4 CWA	Average	3.64	6.89	4.51	1.48		0.70	2.89			1.20	1.50	1.51	1.40	2.80	3.27	9.70	0.78	3.45					
	Standard Deviation	1.41	4.78	2.65	0.59		0.36	2.62			0.73	1.49	1.02	0.95	1.71	0.89	9.33	0.63	3.98					
	Minimum	1.68	1.26	1.95	0.81		0.17	0.17			0.10	0.45	0.07	0.07	0.89	2.26	3.11	0.29	0.29					
	Maximum	6.51	17.31	10.10	1.92		0.95	10.10			2.46	2.56	3.30	3.30	5.66	3.97	16.30	1.49	16.30					
BARLEY	1 CW	Average	10.43	3.93												2.57	7.21		16.70	8.83	n/a	n/a		
		Standard Deviation	7.64	2.58												n/a	n/a		n/a	7.20				
		Minimum	2.78	0.28												2.57	7.21		16.70	2.57				
		Maximum	18.07	5.77												2.57	7.21		16.70	16.70				
CANOLA	1 CANADA	Average	2.75	2.02	3.42	2.67	5.77	2.39	3.21			3.61	5.58	9.83	6.19	5.85	2.40	5.43	1.81	1.77	3.15	-71.4%	-46.1%	
		Standard Deviation	2.17	1.35	3.66	1.37	7.08	2.72	3.01			0.94	2.89	7.83	6.44	5.02	1.37	2.34	0.70	0.50	2.21			
		Minimum	0.16	0.46	1.28	0.67	0.77	0.81	0.67			2.74	3.66	2.62	1.71	1.71	1.15	1.79	1.14	1.27	1.14			
		Maximum	9.40	5.77	7.64	4.57	10.78	5.53	10.78			5.30	11.34	18.16	21.94	21.94	5.01	8.91	2.75	2.47	8.91			

NOTES:

Source: Canadian Grain Commission, Shipment Data Warehouse; Grain Statistics Weekly

- (1) Vancouver and Prince Rupert stock by grade available in aggregate only.
- (2) Shipments lagged one week from stock levels; i.e. ratio of stock in terminal position at end of week X (from Grain Statistics Weekly), to shipments (from Shipment Data Warehouse) during week X+1.
- (3) Weeks with ratios greater than 25 (due to extremely small shipment tonnage) have been removed from the average.
- (4) Blending of grades during loading of vessels, as is done to produce export grade "Western Canada Wheat", which is not a stored grade, may distort average ratios.

Average Vessel Time in Port

PORT	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES
	1999/00 AVG.	2000/01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
<b>DAYS WAITING</b>																				
VANCOUVER	2.4	4.4	3.5	4.0	1.5	2.7	3.0	1.2	4.4	1.7	2.9	2.5	3.1	2.7	2.1	1.8	2.4	-37.9%	-4.0%	
PRINCE RUPERT	2.0	1.8	0.7	4.0	3.4	1.8	3.3	8.4	2.6	1.9	-	4.5	1.2	1.6	3.1	1.7	2.2	n/a	-60.9%	
CHURCHILL	3.5	3.6	0.8	-	-	-	0.8	0.5	-	-	-	0.5	2.0	-	-	-	2.0	n/a	300.0%	
THUNDER BAY	1.0*	1.0*	1.2	0.6	0.5	1.2	1.0	1.1	0.7	0.5	0.5	0.7	0.7	0.7	0.3	0.6	0.6	20.0%	-14.3%	(1)
	1.9	2.9	2.3	2.7	1.5	1.9	2.2	2.6	1.9	1.4	1.7	2.0	1.9	1.8	2.0	1.2	1.7	-29.4%	-15.0%	
<b>DAYS LOADING</b>																				
VANCOUVER	3.4	3.7	3.3	4.1	3.5	3.6	3.6	3.0	4.0	5.0	3.6	3.9	3.6	3.8	2.8	2.3	3.2	-36.1%	-17.9%	
PRINCE RUPERT	1.8	5.9	1.7	2.6	2.5	1.5	2.3	1.6	1.8	2.8	-	1.9	3.0	2.4	2.0	1.9	2.1	n/a	11.8%	
CHURCHILL	2.5	2.9	3.5	-	-	-	3.5	2.8	-	-	-	2.8	1.9	-	-	-	1.9	n/a	-32.1%	
THUNDER BAY	1.2	1.4	1.5	1.4	1.3	1.4	1.4	1.4	1.5	1.7	1.2	1.4	1.3	1.5	1.1	1.2	1.3	0.0%	-7.1%	
	2.4	3.0	2.6	3.0	2.8	2.4	2.7	1.9	2.0	3.7	2.4	2.3	2.4	2.7	2.3	1.7	2.3	-29.2%	-1.3%	
<b>TOTAL DAYS IN PORT</b>																				
VANCOUVER	5.8	8.1	6.8	8.1	5.0	6.3	6.6	4.2	8.4	6.7	6.5	6.4	6.7	6.5	4.9	4.1	5.6	-36.9%	-12.5%	
PRINCE RUPERT	3.8	7.7	2.4	6.6	5.9	3.3	5.6	10.0	4.4	4.8	-	6.4	4.2	4.0	5.1	3.6	4.3	n/a	-32.4%	
CHURCHILL	6.0	6.5	4.3	-	-	-	4.3	3.3	-	-	-	3.3	3.9	-	-	-	3.9	n/a	18.2%	
THUNDER BAY	2.2	2.4	2.7	2.0	1.8	2.6	2.4	2.5	2.2	2.2	1.7	2.1	2.0	2.2	1.4	1.8	1.9	5.9%	-9.5%	(1)
	4.3	5.9	4.9	5.7	4.3	4.3	4.9	4.5	3.9	5.1	4.1	4.3	4.3	4.5	4.3	2.9	4.0	-29.3%	-7.0%	

NOTES:

Source: Canadian Ports Clearance Association, Daily Vessel Lineup  
Hudson Bay Port Company

(1) Actual data on days waiting not available on historic vessel arrivals at Thunder Bay. 2001-02 crop year data for Thunde Bay is used here (denoted with \*) as a proxy for 1999-2000 and 2000-01 periods.

Distribution of Vessel Time in Port

PORT	DAYS	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES
		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL			
		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels		
VANCOUVER												02/03-03/04	(3)
	<b>DAYS WAITING</b>												(1)
	0	147	29.1%	96	18.7%	93	22.9%	43	24.6%	103	29.9%		(2)
	1	136	26.9%	106	20.6%	103	25.3%	47	26.9%	84	24.3%		
	2	69	13.6%	63	12.3%	42	10.3%	17	9.7%	46	13.3%		
	3	31	6.1%	45	8.8%	34	8.4%	20	11.4%	30	8.7%		
	4	25	4.9%	35	6.8%	33	8.1%	14	8.0%	19	5.5%		
	5	23	4.5%	24	4.7%	23	5.7%	10	5.7%	15	4.3%		
	6-10	59	11.7%	80	15.6%	59	14.5%	21	12.0%	36	10.4%		
	11-15	13	2.6%	38	7.4%	19	4.7%	3	1.7%	12	3.5%		
	16-20	3	0.6%	14	2.7%	1	0.2%		0.0%		0.0%		
	21-25		0.0%	7	1.4%		0.0%		0.0%		0.0%		
	26-30		0.0%	5	1.0%		0.0%		0.0%		0.0%		
	31-35		0.0%	1	0.2%		0.0%		0.0%		0.0%		
		506	100.0%	514	100.0%	407	100.0%	175	100.0%	345	100.0%		
	<b>DAYS LOADING</b>												
	1	155	30.6%	131	25.5%	119	29.2%	40	22.9%	119	34.5%		11.6%
	2	96	19.0%	107	20.8%	62	15.2%	28	16.0%	65	18.8%		2.8%
	3	80	15.8%	75	14.6%	48	11.8%	26	14.9%	47	13.6%		-1.2%
	4	42	8.3%	63	12.3%	57	14.0%	19	10.9%	40	11.6%		0.7%
	5	45	8.9%	42	8.2%	45	11.1%	14	8.0%	16	4.6%		-3.4%
	6-10	76	15.0%	72	14.0%	61	15.0%	43	24.6%	51	14.8%		-9.8%
	11-15	9	1.8%	15	2.9%	14	3.4%	5	2.9%	7	2.0%		-0.8%
	16-20	3	0.6%	7	1.4%		0.0%		0.0%		0.0%		0.0%
	21-25		0.0%	1	0.2%	1	0.2%		0.0%		0.0%		0.0%
	26-30		0.0%	1	0.2%		0.0%		0.0%		0.0%		0.0%
	31-35		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
		506	100.0%	514	100.0%	407	100.0%	175	100.0%	345	100.0%		
	<b>TOTAL DAYS IN PORT</b>												
	1-5	310	61.3%	229	44.6%	196	48.2%	79	45.1%	202	58.6%		13.4%
	6-10	125	24.7%	147	28.6%	135	33.2%	67	38.3%	97	28.1%		-10.2%
	11-15	48	9.5%	79	15.4%	57	14.0%	26	14.9%	37	10.7%		-4.1%
	16-20	21	4.2%	31	6.0%	16	3.9%	3	1.7%	9	2.6%		0.9%
	21-25	1	0.2%	12	2.3%	2	0.5%		0.0%		0.0%		0.0%
	26-30	1	0.2%	11	2.1%	1	0.2%		0.0%		0.0%		0.0%
	31-35		0.0%	4	0.8%		0.0%		0.0%		0.0%		0.0%
	36-40		0.0%	1	0.2%		0.0%		0.0%		0.0%		0.0%
		506	100.0%	514	100.0%	407	100.0%	175	100.0%	345	100.0%		

NOTES:

Source: Canadian Ports Clearance Association, *Daily Vessel Lineup*

- (1) Days waiting calculated from date vessel passed by Port Warden and Canadian Food Inspection Agency.
- (2) When vessel begins loading same day as inspection, 0 days waiting assessed.
- (3) One vessel excluded from Q1, 2002-03 due to loading at both Vancouver and Prince Rupert.  
Ruby Indah was delayed due to Grain Worker's lockout at Vancouver - in the two ports a total of 55 days.

Distribution of Vessel Time in Port

PORT	DAYS	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES
		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL			
		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	02/03-03/04	
<b>PRINCE RUPERT</b>													
<b>DAYS WAITING</b>													
	0	50	55.6%	43	68.3%	9	24.3%	17	18.7%	28	37.8%	19.2%	(3)
	1	16	17.8%	4	6.3%	5	13.5%	19	20.9%	16	21.6%	0.7%	(1)
	2	6	6.7%	2	3.2%	5	13.5%	15	16.5%	8	10.8%	-5.7%	(2)
	3	1	1.1%	2	3.2%	7	18.9%	6	6.6%	7	9.5%	2.9%	
	4	4	4.4%	1	1.6%	1	2.7%	6	6.6%	3	4.1%	-2.5%	
	5	2	2.2%	2	3.2%	2	5.4%	3	3.3%	1	1.4%	-1.9%	
	6-10	8	8.9%	7	11.1%	6	16.2%	9	9.9%	9	12.2%	2.3%	
	11-15	0	0.0%	0	0.0%	2	5.4%	12	13.2%	2	2.7%	-10.5%	
	16-20	3	3.3%	2	3.2%		0.0%	3	3.3%		0.0%	-3.3%	
	21-25		0.0%		0.0%		0.0%	1	1.1%		0.0%	-1.1%	
	26-30		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	31-35		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
		90	100.0%	63	100.0%	37	100.0%	91	100.0%	74	100.0%		
<b>DAYS LOADING</b>													
	1	55	61.1%	17	27.0%	21	56.8%	60	65.9%	34	45.9%	-20.0%	
	2	18	20.0%	7	11.1%	3	8.1%	12	13.2%	19	25.7%	12.5%	
	3	7	7.8%	6	9.5%	6	16.2%	5	5.5%	11	14.9%	9.4%	
	4	4	4.4%	5	7.9%	2	5.4%	6	6.6%	4	5.4%	-1.2%	
	5	2	2.2%	3	4.8%		0.0%	4	4.4%	3	4.1%	-0.3%	
	6-10	4	4.4%	10	15.9%	5	13.5%	4	4.4%	3	4.1%	-0.3%	
	11-15		0.0%	12	19.0%		0.0%		0.0%		0.0%	0.0%	
	16-20		0.0%	1	1.6%		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%	2	3.2%		0.0%		0.0%		0.0%	0.0%	
	26-30		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	31-35		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
		90	100.0%	63	100.0%	37	100.0%	91	100.0%	74	100.0%		
<b>TOTAL DAYS IN PORT</b>													
	1-5	72	80.0%	27	42.9%	23	62.2%	54	59.3%	56	75.7%	16.3%	
	6-10	9	10.0%	18	28.6%	8	21.6%	19	20.9%	14	18.9%	-2.0%	
	11-15	6	6.7%	13	20.6%	4	10.8%	9	9.9%	4	5.4%	-4.5%	
	16-20	2	2.2%	1	1.6%	2	5.4%	8	8.8%		0.0%	-8.8%	
	21-25	1	1.1%	2	3.2%		0.0%	1	1.1%		0.0%	-1.1%	
	26-30		0.0%	1	1.6%		0.0%		0.0%		0.0%	0.0%	
	31-35		0.0%	1	1.6%		0.0%		0.0%		0.0%	0.0%	
		90	100.0%	63	100.0%	37	100.0%	91	100.0%	74	100.0%		

NOTES:

Source: Canadian Ports Clearance Association, *Daily Vessel Lineup*

- (1) Days waiting calculated from date vessel passed by Port Warden and Canadian Food Inspection Agency.
- (2) When vessel begins loading same day as inspection, 0 days waiting assessed.
- (3) One vessel excluded from Q1, 2002-03 due to loading at both Vancouver and Prince Rupert. Ruby Indah was delayed due to Grain Worker's lockout at Vancouver - in the two ports a total of 55 days.



Distribution of Vessel Time in Port

PORT	DAYS	1999		2000		2001		2002-2003		2003-2004		% VARIANCE	NOTES
		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL			
		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	02/03-03/04	
CHURCHILL													(1)
	<b>DAYS WAITING</b>												(2)
	0	9	64.3%	8	29.6%	5	33.3%	5	55.6%	5	25.0%	-30.6%	(3)
	1	3	21.4%	10	37.0%	9	60.0%	4	44.4%	4	20.0%	-24.4%	
	2	0	0.0%	5	18.5%		0.0%		0.0%	5	0.0%	0.0%	
	3	1	7.1%	1	3.7%	1	6.7%		0.0%	2	10.0%	10.0%	
	4	1	7.1%	0	0.0%		0.0%		0.0%	2	0.0%	0.0%	
	5		0.0%	1	3.7%		0.0%		0.0%	1	0.0%	0.0%	
	6-10		0.0%	2	7.4%		0.0%		0.0%	1	0.0%	0.0%	
	11-15		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%	15	100%	9	100%	20	55%		
	<b>DAYS LOADING</b>												
	1	3	21.4%	8	29.6%	1	6.7%		0.0%	11	55.0%	55.0%	
	2	7	50.0%	7	25.9%	4	26.7%	5	55.6%	5	25.0%	-30.6%	
	3	1	7.1%	5	18.5%	6	40.0%	3	33.3%	3	15.0%	-18.3%	
	4	2	14.3%	1	3.7%	1	6.7%		0.0%		0.0%	0.0%	
	5	0	0.0%	3	11.1%		0.0%		0.0%		0.0%	0.0%	
	6-10	1	7.1%	3	11.1%	3	20.0%	1	11.1%	1	5.0%	-6.1%	
	11-15		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%	15	100%	9	100%	20	100%		
	<b>TOTAL DAYS IN PORT</b>												
	1-5	11	78.6%	20	74.1%	12	80.0%	8	88.9%	16	80.0%	-8.9%	
	6-10	3	21.4%	6	22.2%	3	20.0%	1	11.1%	4	20.0%	8.9%	
	11-15		0.0%	1	3.7%		0.0%		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%	15	100.0%	9	100.0%	20	100.0%		

NOTES:

Source: Hudson Bay Port Company

- (1) Churchill vessel count based on shipping season.
- (2) For 1999-2000 to 2002-2003 crop years, days waiting calculated from date of vessel arrival at dock.  
For 2003-2004 crop year, days waiting calculated from date vessel passed Port Warden's inspection and ready to load.
- (3) When vessel begins loading same day as inspection, 0 days waiting assessed.

Distribution of Vessel Time in Port

PORT	DAYS	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES
		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL			
		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	02/03-03/04	
THUNDER BAY													(1)
	<b>DAYS WAITING</b>												
	0					158	51.8%	132	53.9%	177	61.7%	7.8%	
	1					84	27.5%	86	35.1%	78	27.2%	-7.9%	
	2					23	7.5%	11	4.5%	14	4.9%	0.4%	
	3					17	5.6%	10	4.1%	10	3.5%	-0.6%	
	4					11	3.6%	4	1.6%	6	2.1%	0.5%	
	5					6	2.0%	1	0.4%		0.0%	-0.4%	
	6-10					6	2.0%		0.0%	1	0.3%	0.3%	
	11-15						0.0%	1	0.4%	1	0.3%	-0.1%	
						305	100.0%	245	100.0%	287	100.0%		
	<b>DAYS LOADING</b>												
	1	291	81.7%	265	74.4%	220	72.1%	170	69.4%	222	77.4%	8.0%	
	2	51	14.3%	65	18.3%	61	20.0%	58	23.7%	54	18.8%	-4.9%	
	3	7	2.0%	14	3.9%	18	5.9%	10	4.1%	6	2.1%	-2.0%	
	4	5	1.4%	5	1.4%	2	0.7%	3	1.2%	3	1.0%	-0.2%	
	5	1	0.3%	4	1.1%	2	0.7%	3	1.2%	2	0.7%	-0.5%	
	6-10	1	0.3%	3	0.8%	2	0.7%	1	0.4%		0.0%	-0.4%	
	11-15		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%		0.0%		0.0%		0.0%	0.0%	
		356	100.0%	356	100.0%	305	100.0%	245	100.0%	287	100.0%		
	<b>TOTAL DAYS IN PORT</b>												
	1-5					281	92.1%	235	95.9%	282	98.3%	2.3%	
	6-10					24	7.9%	9	3.7%	4	1.4%	-2.3%	
	11-15						0.0%	1	0.4%		0.0%	-0.4%	
	16-20						0.0%		0.0%	1	0.3%	0.3%	
	21-25						0.0%		0.0%		0.0%	0.0%	
						305	100.0%	245	100.0%	287	100.0%		

NOTES:

Source: Canadian Ports Clearance Association, *Daily Vessel Lineup*

(1) Data on days waiting not available on historic vessel arrivals at Thunder Bay.

Distribution of Number of Berths per Vessel by Port

PORT	NO. OF BERTHS	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES
		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL			
		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	02/03-03/04	
VANCOUVER	1	185	36.6%	175	34.0%	174	42.8%	84	48.0%	179	51.9%	3.9%	(3)
	2	175	34.6%	186	36.2%	148	36.4%	65	37.1%	132	38.3%	1.1%	
	3	124	24.5%	118	23.0%	73	17.9%	23	13.1%	33	9.6%	-3.6%	
	4	18	3.6%	25	4.9%	11	2.7%	3	1.7%	1	0.3%	-1.4%	
	5	4	0.8%	6	1.2%	1	0.2%		0.0%		0.0%	0.0%	
	6		0.0%	3	0.6%		0.0%		0.0%		0.0%	0.0%	(2)
	7		0.0%	1	0.2%		0.0%		0.0%		0.0%	0.0%	(2)
		506	100.0%	514	100.0%	407	100.0%	175	100.0%	345	100.0%		
THUNDER BAY	1			74	20.8%	72	23.6%	62	25.3%	79	27.5%	2.2%	(1)
	2			131	36.8%	99	32.5%	87	35.5%	119	41.5%	6.0%	
	3			110	30.9%	98	32.1%	79	32.2%	68	23.7%	-8.6%	
	4			35	9.8%	32	10.5%	14	5.7%	20	7.0%	1.3%	
	5			4	1.1%	4	1.3%	2	0.8%	1	0.3%	-0.5%	
	6			2	0.6%		0.0%	1	0.4%		0.0%	-0.4%	
	7				0.0%		0.0%		0.0%		0.0%	0.0%	
				356	100.0%	305	100.0%	245	100.0%	287	100.0%		

NOTES:

Source: Canadian Ports Clearance Association, *Daily Vessel Lineup*

- (1) Number of berths per vessel not available in Base Year for vessels at Thunder Bay.
- (2) Return berthing at a terminal while loading a single cargo is counted as an extra berth.
- (3) Higher proportion of 2002-03 single berth vessels due to increased loading at bulk handling facilities during terminal lockout.

### 3D - Terminal Elevator and Port Performance

3D - 10

#### Annual Demurrage Costs and Dispatch Earnings by Port for Board and Non-Board Grains (1) (2) (3)

PORT	CROP YEAR					% VARIANCE	NOTES
	1999/00 \$ CDN	2000/01 \$ CDN	2001/02 \$ CDN	2002/03 \$ CDN	2003/04 \$ CDN		
<b>PACIFIC SEABOARD</b>						02/03-03/04	
Annual vessel demurrage	(\$6,740,500)	(\$15,487,000)	(\$2,774,200)	(\$713,581)	(\$2,265,876)	217.5%	(4)
Annual dispatch earning	\$11,100,700	\$9,089,900	\$4,197,800	\$1,900,085	\$9,618,436	406.2%	
	\$4,360,200	(\$6,397,100)	\$1,423,600	\$1,186,504	\$7,352,560	519.7%	
<b>CHURCHILL, THUNDER BAY AND SEAWAY</b>							
Annual vessel demurrage	(\$847,900)	(\$606,900)	(\$151,700)	(\$57,490)	(\$2,473,835)	4203.1%	(4)
Annual dispatch earning	\$3,443,900	\$4,252,700	\$2,763,700	\$2,453,570	\$10,334,062	321.2%	
	\$2,596,000	\$3,645,800	\$2,612,000	\$2,396,080	\$7,860,227	228.0%	
<b>ALL PORTS</b>							
Annual vessel demurrage	(\$7,588,400)	(\$16,093,900)	(\$2,925,900)	(\$771,070)	(\$4,739,711)	514.7%	(4)
Annual dispatch earning	\$14,544,600	\$13,342,600	\$6,961,500	\$4,353,655	\$19,952,498	358.3%	
	\$6,956,200	(\$2,751,300)	\$4,035,600	\$3,582,585	\$15,212,786	324.6%	

**NOTES:**

Source: Canadian Wheat Board and Western Grain Elevator Association Members

- (1) Demurrage and dispatch data is un-audited and presented in aggregate.
- (2) Demurrage and dispatch data applies to shipments made during each crop year, (may vary from figures presented in financial statements of the respective organizations).
- (3) Data received in \$US converted to \$CDN using Interbank Rate, annual average of daily ask price.
- (4) Demurrage presented as negative figures.

Average Handling Charges by Port Based on Posted Rates for each Terminal for Major Grains

Terminal Elevation Tariffs - Receiving, Elevating and Loading Out (1) (2) (3)

PORT	COMMODITY	CROP YEAR										% VARIANCE	NOTES
		1999-00	2000-01	2001-02	2002-2003		2003-2004						
		Aug. 1 \$/tonne	Aug. 1 \$/tonne	Aug. 1 \$/tonne	Aug. 1 \$/tonne	July 9 \$/tonne	Aug. 1 \$/tonne	Sept. 8 \$/tonne	Oct. 1 \$/tonne	Feb. 17 \$/tonne	Apr. 1 \$/tonne		
VANCOUVER	Wheat (excl.Durum)	7.00	7.05	7.26	7.41	7.65	7.69	7.95	7.95	7.95	7.96	4.1%	(5)
	Index	100.0	100.7	103.7	105.9	109.3	109.9	113.6	113.6	113.6	113.7		
	Durum	7.00	7.21	7.43	7.58	7.87	7.91	8.02	8.02	8.02	8.05	2.3%	(4)
	Index	100.0	103.0	106.1	108.3	112.4	113.0	114.6	114.6	114.6	115.0		
	Barley	8.66	8.76	8.95	9.12	9.43	9.47	9.80	9.80	9.80	9.80	3.9%	
	Index	100.0	101.2	103.3	105.3	108.9	109.4	113.2	113.2	113.2	113.2		
	Canola	10.76	10.90	11.12	11.34	11.92	11.92	12.45	12.45	12.45	12.48	4.7%	
	Index	100.0	101.3	103.3	105.4	110.8	110.8	115.7	115.7	115.7	116.0		
	Oats	10.98	11.11	11.39	11.59	11.93	11.93	12.39	12.39	12.39	12.42	4.1%	
	Index	100.0	101.2	103.7	105.6	108.7	108.7	112.8	112.8	112.8	113.1		
	Peas	9.91	10.49	10.63	10.90	11.11	11.11	11.48	11.48	11.48	11.48	3.3%	
	Index	100.0	105.9	107.3	110.0	112.1	112.1	115.8	115.8	115.8	115.8		
	Rye	8.24	10.19	9.91	10.09	10.34	10.34	10.76	10.76	10.76	10.76	4.1%	
Index	100.0	123.7	120.3	122.5	125.5	125.5	130.6	130.6	130.6	130.6			
Flaxseed	11.28	11.78	11.87	11.95	12.07	12.07	12.37	12.37	12.37	12.40	2.7%		
Index	100.0	104.4	105.2	105.9	107.0	107.0	109.7	109.7	109.7	109.9			
Average	9.23	9.69	9.82	10.00	10.29	10.31	10.65	10.65	10.65	10.67	3.7%		
Index	100.0	105.0	106.4	108.3	111.5	111.7	115.4	115.4	115.4	115.6			
<b>PRINCE RUPERT</b>													
PRINCE RUPERT	Wheat (incl.Durum)	6.78	7.00	7.28	7.28	7.28	7.28	7.28	7.85	7.85	7.85	7.8%	
	Index	100.0	103.2	107.4	107.4	107.4	107.4	107.4	115.8	115.8	115.8		
	Barley	8.46	8.70	9.05	9.05	9.05	9.05	9.05	9.40	9.40	9.40	3.9%	
	Index	100.0	102.8	107.0	107.0	107.0	107.0	107.0	111.1	111.1	111.1		
	Canola	10.85	10.85	11.02	11.02	11.02	11.02	11.02	11.40	11.40	11.40	3.4%	
	Index	100.0	100.0	101.6	101.6	101.6	101.6	101.6	105.1	105.1	105.1		
	Oats	11.10	11.10	11.23	11.23	11.23	11.23	11.23	11.50	11.50	11.50	2.4%	
	Index	100.0	100.0	101.2	101.2	101.2	101.2	101.2	103.6	103.6	103.6		
	Rye	10.15	10.15	10.35	10.35	10.35	10.35	10.35	11.00	11.00	11.00	6.3%	
	Index	100.0	100.0	102.0	102.0	102.0	102.0	102.0	108.4	108.4	108.4		
	Flaxseed	10.38	12.00	12.24	12.24	12.24	12.24	12.24	12.24	12.24	12.24	0.0%	
	Index	100.0	115.6	117.9	117.9	117.9	117.9	117.9	117.9	117.9	117.9		
	Average	9.62	9.97	10.20	10.20	10.20	10.20	10.20	10.57	10.57	10.57	3.6%	
Index	100.0	103.6	106.0	106.0	106.0	106.0	106.0	109.8	109.8	109.8			
<b>CHURCHILL</b>													
CHURCHILL	Wheat (incl.Durum)	6.47	6.47	6.80	6.80	7.50	7.50	7.50	8.08	8.08	8.08	7.7%	
	Index	100.0	100.0	105.1	105.1	115.9	115.9	115.9	124.9	124.9	124.9		
	Barley	8.03	8.03	7.50	7.50	9.02	9.02	9.02	9.80	9.80	9.80	8.6%	
	Index	100.0	100.0	93.4	93.4	112.3	112.3	112.3	122.0	122.0	122.0		
	Canola	10.09	10.09	10.09	10.09	11.42	11.42	11.42	12.28	12.28	12.28	7.5%	
	Index	100.0	100.0	100.0	100.0	113.2	113.2	113.2	121.7	121.7	121.7		
	Oats	10.35	10.35	10.50	10.35	11.69	11.69	11.69	12.44	12.44	12.44	6.4%	
	Index	100.0	100.0	101.4	100.0	112.9	112.9	112.9	120.2	120.2	120.2		
	Peas	8.41	8.41	9.00	9.00	10.18	10.18	10.18	11.29	11.29	11.29	10.9%	
	Index	100.0	100.0	107.0	107.0	121.0	121.0	121.0	134.2	134.2	134.2		
	Rye	6.63	6.63	6.63	7.25	8.53	8.53	8.53	9.69	9.69	9.69	13.6%	
	Index	100.0	100.0	100.0	109.4	128.7	128.7	128.7	146.2	146.2	146.2		
	Flaxseed	9.93	9.93	10.80	11.00	11.35	11.35	11.35	12.33	12.33	12.33	8.6%	
Index	100.0	100.0	108.8	110.8	114.3	114.3	114.3	124.2	124.2	124.2			
Average	8.56	8.56	8.76	8.86	9.96	9.96	9.96	10.84	10.84	10.84	8.9%		
Index	100.0	100.0	102.4	103.5	116.3	116.3	116.3	126.7	126.7	126.7			
<b>THUNDER BAY</b>													
THUNDER BAY	Wheat (incl.Durum)	6.72	6.78	7.00	7.27	7.51	7.54	8.39	8.41	8.41	8.44	12.4%	(6)
	Index	100.0	100.9	104.2	108.2	111.8	112.2	124.9	125.1	125.1	125.6		
	Barley	8.36	8.45	8.67	8.93	9.04	9.07	9.43	9.43	9.43	9.46	4.6%	
	Index	100.0	101.1	103.7	106.8	108.1	108.5	112.8	112.8	112.8	113.2		
	Canola	10.80	10.83	10.99	11.20	11.44	11.47	11.78	11.78	11.78	11.80	3.1%	
	Index	100.0	100.3	101.8	103.7	105.9	106.2	109.1	109.1	109.1	109.3		
	Oats	10.99	11.11	11.24	11.43	11.69	11.66	11.82	11.82	11.82	11.84	1.3%	
	Index	100.0	101.1	102.3	104.0	106.4	106.1	107.6	107.6	107.6	107.7		
	Peas	9.25	9.22	9.61	9.93	10.45	10.54	11.16	11.16	11.16	11.17	6.9%	
	Index	100.0	99.7	103.9	107.4	113.0	113.9	120.6	120.6	120.6	120.8		
	Rye	7.02	7.09	7.64	8.13	9.07	8.83	8.96	8.96	8.96	8.96	-1.2%	
	Index	100.0	101.0	108.8	115.8	129.2	125.8	127.6	127.6	127.6	127.6		
	Flaxseed	10.72	10.77	10.92	11.14	11.39	11.45	11.78	11.78	11.78	11.80	3.6%	
Index	100.0	100.5	101.9	103.9	106.3	106.8	109.9	109.9	109.9	110.1			
Average	9.12	9.18	9.44	9.72	10.08	10.08	10.47	10.48	10.48	10.50	4.1%		
Index	100.0	100.6	103.5	106.5	110.5	110.5	114.8	114.8	114.8	115.0			
<b>ALL PORTS</b>													
ALL PORTS	Average	9.12	9.34	9.54	9.68	10.13	10.14	10.34	10.42	10.64	10.65	5.1%	
	Index	100.0	102.4	104.6	106.2	111.1	111.2	113.3	114.2	116.7	116.8		

NOTES:

Source: Canadian Grain Commission, Summary - Licensed Terminal Elevator Tariffs

- (1) Charges are calculated on the total weight shipped
- (2) Posted tariffs represent the maximum that companies may charge.
- (3) Terminal elevation charges paid by the party loading grain to vessel
- (4) Two terminals at Vancouver posted separate rates for durum for 2000/2001 onward.
- (5) Vancouver average based on 5 terminals for 1999/2000 and 6 terminals for 2000/2001, 2001/2002 and 2002/2003.
- (6) Thunder Bay average based on 6 terminals for 1999/2000, 7 terminals for 2000/2001 and 2001/2002, 8 terminal for the balance for 2002/2003, and 7 terminals for 2003/2004.

Average Handling Charges by Port Based on Posted Rates for each Terminal for Major Grains

Terminal Elevation Tariffs - Storage (1) (2) (3)

PORT	COMMODITY	CROP YEAR										% VARIANCE	NOTES
		1999/00	2000/01	2001-02	2002-03		2003-2004						
		Aug. 1 \$/tonne	Aug. 1 \$/tonne	Aug. 1 \$/tonne	Aug. 1 \$/tonne	July 9 \$/tonne	Aug. 1 \$/tonne	Sept. 8 \$/tonne	Oct. 1 \$/tonne	Feb. 17 \$/tonne	Apr. 1 \$/tonne		
VANCOUVER	Wheat (incl.Durum)	0.055	0.057	0.058	0.058	0.059	0.059	0.059	0.065	0.065	0.065	10.2%	(4)(6)
	Index	100.0	103.6	105.5	105.5	107.3	107.3	107.3	118.2	118.2	118.2		
	Barley	0.069	0.071	0.072	0.072	0.073	0.073	0.073	0.078	0.078	0.078	6.8%	
	Index	100.0	102.9	104.3	104.3	105.8	105.8	105.8	113.0	113.0	113.0		
	Canola	0.066	0.068	0.069	0.069	0.071	0.071	0.071	0.072	0.072	0.072	1.4%	
	Index	100.0	103.0	104.5	104.5	107.6	107.6	107.6	109.1	109.1	109.1		
	Oats	0.090	0.091	0.093	0.093	0.094	0.094	0.094	0.100	0.100	0.100	6.4%	
	Index	100.0	101.1	103.3	103.3	104.4	104.4	104.4	111.1	111.1	111.1		
	Peas	0.055	0.056	0.087	0.087	0.088	0.088	0.088	0.087	0.087	0.087	-1.1%	
	Index	100.0	101.8	158.2	158.2	160.0	160.0	160.0	158.2	158.2	158.2		
	Rye	0.057	0.058	0.060	0.060	0.061	0.061	0.061	0.066	0.066	0.066	8.2%	
	Index	100.0	101.8	105.3	105.3	107.0	107.0	107.0	115.8	115.8	115.8		
	Flaxseed	0.064	0.065	0.068	0.068	0.069	0.069	0.069	0.071	0.071	0.071	2.9%	
	Index	100.0	101.6	106.3	106.3	107.8	107.8	107.8	110.9	110.9	110.9		
	Average	0.065	0.067	0.072	0.072	0.074	0.074	0.074	0.077	0.077	0.077	4.7%	
Index	100.0	102.2	111.2	111.2	112.9	112.9	112.9	118.2	118.2	118.2			
PRINCE RUPERT	Wheat (incl.Durum)	0.060	0.060	0.061	0.045	n/a	0.073	0.073	0.073	0.060	0.060	n/a	(6)
	Index	100.0	100.0	101.7	75.0	n/a	121.7	121.7	121.7	100.0	100.0		(7)
	Barley	0.070	0.070	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	(8)
	Index	100.0	100.0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	Canola	0.100	0.100	n/a	0.096	n/a	n/a	n/a	n/a	0.090	0.090	n/a	(7)
	Index	100.0	100.0	n/a	96.0	n/a	n/a	n/a	n/a	90.0	90.0		
	Oats	0.084	0.090	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	(8)
	Index	100.0	107.1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	Rye	0.055	0.060	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	(8)
	Index	100.0	109.1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	Flaxseed	0.061	0.070	n/a	0.053	n/a	n/a	n/a	n/a	n/a	n/a	n/a	(7)
	Index	100.0	114.8	n/a	86.9	n/a	n/a	n/a	n/a	n/a	n/a		
	Average	0.072	0.075	0.061	0.065	n/a	0.073	0.073	0.073	0.075	0.075	n/a	
	Index	100.0	104.7	85.1	90.2	n/a	101.9	101.9	101.9	104.7	104.7		
	CHURCHILL	Wheat (incl.Durum)	0.053	0.053	0.053	0.060	0.060	0.060	0.060	0.060	0.065	0.065	8.3%
Index		100.0	100.0	100.0	113.2	113.2	113.2	113.2	113.2	122.6	122.6		
Barley		0.065	0.065	0.065	0.075	0.075	0.075	0.075	0.075	0.075	0.075	0.0%	
Index		100.0	100.0	100.0	115.4	115.4	115.4	115.4	115.4	115.4	115.4		
Canola		0.062	0.062	0.062	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.0%	
Index		100.0	100.0	100.0	112.9	112.9	112.9	112.9	112.9	112.9	112.9		
Oats		0.085	0.085	0.085	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.0%	
Index		100.0	100.0	100.0	123.5	123.5	123.5	123.5	123.5	123.5	123.5		
Peas		0.052	0.052	0.052	0.075	0.075	0.075	0.075	0.075	0.075	0.075	0.0%	
Index		100.0	100.0	100.0	144.2	144.2	144.2	144.2	144.2	144.2	144.2		
Rye		0.055	0.055	0.055	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.0%	
Index		100.0	100.0	100.0	127.3	127.3	127.3	127.3	127.3	127.3	127.3		
Flaxseed		0.061	0.061	0.061	0.068	0.068	0.068	0.068	0.068	0.070	0.070	2.9%	
Index		100.0	100.0	100.0	111.5	111.5	111.5	111.5	111.5	114.8	114.8		
Average		0.062	0.062	0.062	0.075	0.075	0.075	0.075	0.075	0.076	0.076	1.3%	
Index	100.0	100.0	100.0	120.8	120.8	120.8	120.8	120.8	122.4	122.4			
THUNDER BAY	Wheat (incl.Durum)	0.053	0.055	0.055	0.055	0.056	0.054	0.062	0.062	0.062	0.062	10.7%	
	Index	100.0	103.8	103.8	103.8	105.7	101.9	117.0	117.0	117.0	117.0		
	Barley	0.066	0.067	0.068	0.068	0.068	0.067	0.076	0.076	0.076	0.076	11.8%	
	Index	100.0	101.5	103.0	103.0	103.0	101.5	115.2	115.2	115.2	115.2		
	Canola	0.064	0.065	0.065	0.065	0.065	0.064	0.066	0.066	0.066	0.066	1.5%	
	Index	100.0	101.6	101.6	101.6	101.6	100.0	103.1	103.1	103.1	103.1		
	Oats	0.088	0.089	0.090	0.090	0.090	0.089	0.090	0.090	0.090	0.090	0.0%	
	Index	100.0	101.1	102.3	102.3	102.3	101.1	102.3	102.3	102.3	102.3		
	Peas	0.053	0.054	0.054	0.054	0.055	0.054	0.062	0.062	0.062	0.062	12.7%	
	Index	100.0	101.9	101.9	101.9	103.8	101.9	117.0	117.0	117.0	117.0		
	Rye	0.057	0.058	0.058	0.058	0.058	0.057	0.061	0.061	0.061	0.061	5.2%	
	Index	100.0	101.8	101.8	101.8	101.8	100.0	107.0	107.0	107.0	107.0		
	Flaxseed	0.063	0.064	0.064	0.064	0.064	0.064	0.065	0.065	0.065	0.065	1.6%	
	Index	100.0	101.6	101.6	101.6	101.6	101.6	103.2	103.2	103.2	103.2		
	Average	0.063	0.065	0.065	0.065	0.065	0.064	0.069	0.069	0.069	0.069	5.7%	
Index	100.0	101.8	102.3	102.3	102.7	101.1	108.6	108.6	108.6	108.6			
ALL PORTS	Average	0.065	0.067	0.066	0.070	0.071	0.071	0.074	0.074	0.074	0.074	4.0%	
	Index	100.0	102.2	101.3	107.1	109.0	108.6	112.6	112.6	113.3	113.3		

NOTES:

Source: Canadian Grain Commission, Summary - Licensed Terminal Elevator Tariffs

- (1) For each day or part thereof.
- (2) Charges are calculated on the total weight shipped
- (3) Posted tariffs represent the maximum that companies may charge.
- (4) Vancouver average based on 5 terminals for both 1999/2000 & 2000/2001 and 3 terminals for 2001/2002, 2002/2003 & 2003/2004.
- (5) Thunder Bay average based on 6 terminals for 1999/2000, 7 terminals for 2000/2001, 5 terminals for 2001/2002 6 terminals for 2002/2003 and 4 terminals for 2003/2004 crop year to date.
- (6) Starting in 2001-02, escalating storage charges have been posted by two terminals at Thunder Bay and by three West Coast terminals (including PRG). These terminals' rates have been excluded from the averages for Thunder Bay and Vancouver presented here. Without average days in store data for the particular terminals posting escalating tariffs, it is not possible to calculate an accurate rate for incorporation into the averages.
- (7) Escalating storage charges based on average days in store for 2001-02, 2002-03 and 2003/04 crop years.
- (8) Commodities not handled during the 2001-02, 2002-03 and 2003/04 crop years.









## Average Weekly Stock-to-Shipment Ratios for Board and Non-Board Grains at Vancouver, Prince Rupert and Thunder Bay (3) (4)

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					2002-2003 CROP YEAR					2003-2004 CROP YEAR					% VARIANCE		NOTES						
			1999/00 AVG.	2000/01 AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD							
VANCOUVER	CWB GRAINS	Average	3.53	2.92	2.49	3.72	3.5	2.83	3.14																			
		Standard Deviation	3.58	2.78	2.19	4.67	2.8	1.91	3.10																			
		Minimum	0.81	0.62	0.81	1.05	0.9	0.71	0.71																			
		Maximum	20.48	15.54	10.84	23.47	12.2	8.57	23.47																			
	NON-CWB GRAINS	Average	3.57	2.60	4.17	3.79	4.14	4.23	4.07																			
		Standard Deviation	3.04	2.33	3.10	2.25	2.60	2.48	2.59																			
		Minimum	0.29	0.61	0.85	1.40	1.28	1.31	0.85																			
		Maximum	16.73	11.57	14.36	8.60	10.23	11.60	14.36																			
	PRINCE RUPERT	CWB GRAINS	Average																									
			Standard Deviation																									
			Minimum																									
			Maximum																									
NON-CWB GRAINS		Average																										
		Standard Deviation																										
		Minimum																										
		Maximum																										
THUNDER BAY		CWB GRAINS	Average	4.55	5.20	7.92	4.74	6.37	3.55	5.47																		
			Standard Deviation	3.16	3.83	4.41	2.65	6.71	4.06	4.72																		
			Minimum	1.47	1.23	2.04	2.13	1.62	0.66	0.66																		
			Maximum	20.44	21.80	17.81	10.94	23.10	20.08	23.10																		
	NON-CWB GRAINS	Average	3.30	2.81	2.86	2.71	2.29	3.23	2.86																			
		Standard Deviation	3.51	2.77	2.45	2.15	1.01	1.91	2.07																			
		Minimum	0.35	0.51	0.78	0.40	1.00	1.00	0.40																			
		Maximum	21.38	16.34	8.05	8.03	4.01	6.68	8.05																			

## NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse*; *Grain Statistics Weekly*

- (1) For purposes of identifying CWB and non-CWB grains, wheat, durum and barley ratios are attributed to the CWB. A small portion of wheat and barley shipments from Thunder Bay were non-Board feed, accounting for only 37,500 tonnes during the 1999/00 and 2000/01 crop years and 13,400 tonnes during the 2001/02 crop year.
- (2) Non-CWB grains included are canola, oats and flax.
- (3) See measure 3D-5 for detail by grain.
- (4) Shipments lagged one week from stock levels; i.e. ratio of stock in terminal position at end of week X (from Grain Statistics Weekly), to shipments (from Shipments Data Warehouse) during week X+1.
- (5) Insufficient data is available to present Vancouver ratios for first half 2002-03 due to the lockout at Vancouver terminals; Prince Rupert ratios provided as substitution.

## Annual Terminal Storage and Handling Revenue (all Grains)

PORT	CROP YEAR					% VARIANCE	NOTES
	1999/00 (\$ 000)	2000/01 (\$ 000)	2001/02 (\$ 000)	2002/03 (\$ 000)	2003/04 (\$ 000)		
<b>TOTAL REVENUE</b>							(1)(4)(5)
<b>VANCOUVER</b>							02/03-03/04
Elevation Revenue	109,385.6	115,543.3	79,362.2	29,453.6	79,436.0	169.7%	
Cleaning Revenue	38,012.1	36,960.3	25,684.8	8,104.9	25,331.7	212.5%	
Storage Revenue	10,504.6	10,290.6	8,241.8	6,259.3	8,624.5	37.8%	
Misc. Services/Other Revenue	12,831.4	13,121.2	9,593.7	3,354.5	13,904.2	314.5%	(2)
Grain and By-Products Revenue	22,010.7	22,972.4	16,787.2	2,521.0	7,586.1	200.9%	(3)
	192,744.5	198,887.7	139,669.7	49,693.3	134,882.5	171.4%	
<b>THUNDER BAY</b>							
Elevation Revenue	45,446.7	42,942.4	36,267.9	29,755.4	37,882.1	27.3%	
Cleaning Revenue	12,962.1	9,659.2	7,810.8	7,131.1	6,859.1	-3.8%	
Storage Revenue	12,523.9	12,480.9	10,219.6	8,954.4	9,744.4	8.8%	
Misc. Services/Other Revenue	2,524.4	3,362.2	2,809.5	7,922.3	2,753.7	-65.2%	(2)
Grain and By-Products Revenue	8,646.3	7,045.2	7,068.2	4,814.9	4,478.3	-7.0%	(3)
	82,103.4	75,489.9	64,176.0	58,578.1	61,717.6	5.4%	

## NOTES:

Source: Western Grain Elevator Association Members

- (1) Revenue components as developed by Western Grain Elevator Association members.
- (2) Miscellaneous Services/Other Revenues includes overtime loading charges, warfage and berthage fees.
- (3) Grain and By-Products Revenues include grain, screenings, pelleting and periodic cut-off revenues earned by terminals.
- (4) Includes revenue figures for five licensed terminals at Vancouver and for seven licensed terminals at Thunder Bay
- (5) Revenue data is un-audited.

## Carrying Costs for Board Grains

PORT	CROP YEAR					% VARIANCE	NOTES
	1999/00 (\$ 000)	2000/01 (\$ 000)	2001/02 (\$ 000)	2002/03 (\$ 000)	2003/04 (\$ 000)		
<b>CWB CARRYING COSTS</b>							(9)
<b>PACIFIC SEABOARD</b>							02/03-03/04
Elevation Expense	51,248.2	36,375.4	38,460.4	13,576.3	42,938.6	216.3%	(6)
Storage Expense	7,846.0	6,453.2	6,927.0	6,925.8	6,682.9	-3.5%	
Drying Expense	218.9	250.5	131.0	363.5	158.8	-56.3%	(7)
Special Services	4,030.4	5,161.1	3,587.3	1,535.3	2,698.0	75.7%	(8)
	63,343.5	48,240.2	49,105.7	22,400.9	52,478.3	134.3%	
<b>THUNDER BAY</b>							
Elevation Expense	22,532.3	23,471.6	23,895.3	21,314.6	32,130.4	50.7%	(6)
Storage Expense	7,703.5	8,560.8	8,427.1	7,012.0	6,335.8	-9.6%	
Drying Expense	131.8	69.6	16.1	541.4	147.3	-72.8%	(7)
Special Services	945.7	2,276.4	2,074.0	1,275.4	2,283.9	79.1%	(8)
	31,313.2	34,378.5	34,412.5	30,143.4	40,897.4	35.7%	

## NOTES:

Source: Canadian Wheat Board

- (6) Includes fobbing charges (Inward and outward elevation) of CWB FOB sales only. Customers pay the fobbing charges on in-store sales.
- (7) Includes artificial (dryers) and natural (blending) drying.
- (8) Special Services include destoning, fumigation, turning costs, fusarium sprouted grain and excreta programs, protein blending, terminal mixing, and terminal overtime.
- (9) Cost data is un-audited.

## Export Basis and Netback Calculation - 1CWRS Wheat

MANITOBA EAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES	
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04			
											\$/tonne	per cent		
<b>APPLICABLE FREIGHT</b>														
Average Freight to Vancouver	46.32		44.48		46.25		48.10		47.52		(0.58)	-1.2%		
Average Freight to Thunder Bay	19.51		18.73		19.48		20.26		19.95		(0.31)	-1.5%		
Average Freight Adjustment Factor	9.78		9.91		11.47		12.03		9.75		(2.28)	-19.0%		
Average Applicable Freight	29.29		28.64		30.95		32.29		29.69		(2.60)	-8.1%	(1)	
Weighted Applicable Freight	28.93		28.52		30.69		31.43		29.18		(2.25)	-7.2%	(2)	
<b>PRICE</b>														
CWB Final Price 1 CWRS 13.5%	192.43		202.58		217.02		250.20		211.14				(3)	
<b>PLUS ADJUSTMENTS</b>														
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)	
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)	
<b>LESS EXPORT BASIS</b>														
<b>FREIGHT COSTS</b>														
Weighted Applicable Freight	28.93	53.4%	28.52	55.7%	30.69	64.7%	31.43	57.9%	29.18	54.9%	(2.25)	-7.2%	(1)(2)	
<b>OTHER COSTS</b>														
Trucking	5.94	11.0%	6.10	11.9%	6.10	12.9%	5.94	10.9%	5.94	11.2%	0.00	0.0%	(6)	
Primary Elevation	10.61	19.6%	10.58	20.7%	11.31	23.9%	11.53	21.2%	11.81	22.2%	0.28	2.4%		
Dockage - Terminal Cleaning	3.51	6.5%	3.52	6.9%	3.65	7.7%	3.87	7.1%	3.96	7.4%	0.09	2.3%		
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.8%	0.38	0.7%	0.38	0.7%	0.00	0.0%	(7)	
CWB Costs (gross)	5.40	10.0%	5.75	11.2%	3.61	7.6%	7.72	14.2%	7.79	14.7%	0.07	0.9%	(8)	
Sub Total - Other Costs	25.84		26.33		25.05		29.44		29.88					
<b>SUB TOTAL - DIRECT COSTS</b>	54.77		54.85		55.74		60.87		59.06		(1.81)	-3.0%		
<b>PRODUCER BENEFITS</b>														
Trucking Premiums	(0.57)	-1.1%	(3.06)	-6.0%	(5.87)	-12.4%	(3.91)	-7.2%	(2.75)	-5.2%	1.16	-29.7%	(9)	
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.2%	(2.47)	-5.2%	(2.70)	-5.0%	(3.14)	-5.9%	(0.44)	16.3%	(10)	
Subtotal - Benefits	(0.57)		(3.67)		(8.34)		(6.61)		(5.89)					
<b>TOTAL - EXPORT BASIS</b>	54.20	100.0%	51.18	100.0%	47.40	100.0%	54.26	100.0%	53.17	100.0%	(1.09)	-2.0%		
<b>VISIBLE NETBACK TO PRODUCERS</b>	143.63		156.54		170.76		200.96		162.62		(38.34)	-19.1%		

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Manitoba East region.
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

## Export Basis and Netback Calculation - 1CWA Durum

MANITOBA EAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04 \$/tonne	per cent
<b>APPLICABLE FREIGHT</b>												
Average Freight to Vancouver	46.32		44.48		46.25		48.10		27.52		(20.58)	-42.8%
Average Freight to Thunder Bay	19.51		18.73		19.48		20.26		19.95		(0.31)	-1.5%
Average Freight Adjustment Factor	(0.39)		(0.51)		(0.75)		(0.81)		(0.31)		0.50	-61.7%
Average Applicable Freight	19.12		18.22		18.73		19.45		19.64		0.19	1.0%
Weighted Applicable Freight	18.53		17.57		17.78		19.45		18.73		(0.72)	-3.7%
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04 \$/tonne	per cent
<b>PRICE</b>												
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20			
<b>PLUS ADJUSTMENTS</b>												
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32			
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%
<b>LESS EXPORT BASIS</b>												
<b>FREIGHT COSTS</b>												
Weighted Applicable Freight	18.53	30.7%	17.57	28.3%	17.78	31.4%	19.45	29.3%	18.73	32.2%	(0.72)	-3.7%
<b>OTHER COSTS</b>												
Trucking	5.94	9.9%	6.10	9.8%	6.10	10.8%	5.94	9.0%	5.94	10.2%	0.00	0.0%
Primary Elevation	10.61	17.6%	10.58	17.0%	11.31	20.0%	11.53	17.4%	11.81	20.3%	0.28	2.4%
Dockage - Terminal Cleaning	3.51	5.8%	3.52	5.7%	3.65	6.5%	3.91	5.9%	4.01	6.9%	0.10	2.6%
CGC Weighing and Inspection	0.38	0.6%	0.38	0.6%	0.38	0.7%	0.38	0.6%	0.38	0.7%	0.00	0.0%
CWB Costs (gross)	21.32	35.4%	24.58	39.6%	19.82	35.0%	27.83	42.0%	20.46	35.2%	(7.37)	-26.5%
Sub Total - Other Costs	41.76		45.16		41.26		49.59		42.60			
<b>SUB TOTAL - DIRECT COSTS</b>	60.29		62.73		59.04		69.04		61.33		(7.71)	-11.2%
<b>PRODUCER BENEFITS</b>												
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	n/a
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.0%	(2.47)	-4.4%	(2.70)	-4.1%	(3.14)	-5.4%	(0.44)	16.3%
Subtotal - Benefits	-		(0.61)		(2.47)		(2.70)		(3.14)			
<b>TOTAL - EXPORT BASIS</b>	60.29	100.0%	62.12	100.0%	56.57	100.0%	66.34	100.0%	58.19	100.0%	(8.15)	-12.3%
<b>VISIBLE NETBACK TO PRODUCERS</b>	167.82		196.02		217.90		225.67		188.33		(37.34)	-16.5%

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Board

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Manitoba East region.
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report.
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul.
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools).

Export Basis and Netback Calculation - 1 Canada Canola

MANITOBA EAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
<b>Price Differential</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	236.12		233.97		309.90		362.37		342.97			(2)	
Price Differential	(55.49)		(50.49)		(45.77)		(51.99)		(44.14)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>02/03-03/04</b>		
											<b>\$/tonne</b>	<b>per cent</b>	
<b>PRICE</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	9.6%	6.10	10.8%	6.10	11.6%	5.94	10.2%	5.94	11.8%	0.00	0.0%	(5)
Price Differential	55.49	90.1%	50.49	89.1%	45.77	87.4%	51.99	89.0%	44.14	87.5%	(7.85)	-15.1%	(3)(4)
Canola Growers Ass'n	0.50	0.8%	0.50	0.9%	0.50	1.0%	0.50	0.9%	0.50	1.0%	0.00	0.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	61.93		57.09		52.37		58.43		50.58		(7.85)	-13.4%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(0.35)	-0.6%	(0.41)	-0.7%	0.00	0.0%	(0.03)	-0.1%	(0.13)	-0.3%	(0.10)	333.3%	(6)
<b>TOTAL - EXPORT BASIS</b>	61.58	100.0%	56.68	100.0%	52.37	100.0%	58.40	100.0%	50.45	100.0%	(7.95)	-13.6%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	230.03		227.78		303.30		355.96		336.66		(19.30)	-5.4%	

**NOTES:**

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

## Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

MANITOBA EAST	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.32	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37) -30.9%	(1)
<b>LESS EXPORT BASIS</b>							
<b>COSTS</b>							
Trucking	5.94 10.8%	6.10 8.4%	6.10 8.5%	5.94 7.2%	5.94 8.9%	0.00 0.0%	(5)
Price Differential	48.22 87.8%	66.21 90.8%	64.43 90.0%	75.52 91.3%	60.28 89.9%	(15.24) -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77 1.4%	0.64 0.9%	1.08 1.5%	1.25 1.5%	0.82 1.2%	(0.43) -34.4%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	54.93	72.95	71.61	82.71	67.04	(15.67) -18.9%	(6)
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	0.00 0.0%	0.00 0.0%	0.00 0.0%	0.00 0.0%	0.00 0.0%	0.00 n/a	(7)
<b>TOTAL - EXPORT BASIS</b>	54.93 100.0%	72.95 100.0%	71.61 100.0%	82.71 100.0%	67.04 100.0%	(15.67) -18.9%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	147.61	121.65	208.24	242.43	157.73	(84.70) -34.9%	

**NOTES:**

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Refundable levy of .5% of Grower Bid Price.
- (7) Insufficient volume of yellow peas handled at reporting stations in this region to adequately measure premiums

## Export Basis and Netback Calculation - 1CWRS Wheat

MANITOBA WEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	43.15		41.43		43.09		44.81		44.52		(0.29)	-0.6%	
Average Freight to Thunder Bay	23.71		22.77		23.68		24.62		24.46		(0.16)	-0.6%	
Average Freight Adjustment Factor	10.03		10.23		11.69		12.09		9.84		(2.25)	-18.6%	
Average Applicable Freight	33.74		33.00		35.36		36.71		34.30		(2.41)	-6.6%	(1)
Weighted Applicable Freight	33.90		32.60		34.94		36.36		33.86		(2.50)	-6.9%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	33.90	58.7%	32.60	58.0%	34.94	64.3%	36.36	60.9%	33.86	60.4%	(2.50)	-6.9%	(1)(2)
Weighted CFAR			(0.24)	-0.4%	(0.44)	-0.8%	(0.01)	0.0%	(1.21)	-2.2%	(1.20)	12000.0%	(11)
<b>OTHER COSTS</b>													
Trucking	5.94	10.3%	6.10	10.9%	6.10	11.2%	5.94	10.0%	5.94	10.6%	0.00	0.0%	(6)
Primary Elevation	10.61	18.4%	10.58	18.8%	11.31	20.8%	11.53	19.3%	11.81	21.1%	0.28	2.4%	
Dockage - Terminal Cleaning	3.51	6.1%	3.52	6.3%	3.65	6.7%	3.87	6.5%	3.96	7.1%	0.09	2.3%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.38	0.6%	0.38	0.7%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.3%	5.75	10.2%	3.61	6.6%	7.72	12.9%	7.79	13.9%	0.07	0.9%	(8)
Sub Total - Other Costs	25.84		26.33		25.05		29.44		29.88				
<b>SUB TOTAL - DIRECT COSTS</b>	59.74		58.69		59.55		65.79		62.53		(3.26)	-5.0%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(1.94)	-3.4%	(1.91)	-3.4%	(2.76)	-5.1%	(3.41)	-5.7%	(3.33)	-5.9%	0.08	-2.3%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.1%	(2.47)	-4.5%	(2.70)	-4.5%	(3.14)	-5.6%	(0.44)	16.3%	(10)
Subtotal - Benefits	(1.94)		(2.52)		(5.23)		(6.11)		(6.47)				
<b>TOTAL - EXPORT BASIS</b>	57.80	100.0%	56.17	100.0%	54.32	100.0%	59.68	100.0%	56.06	100.0%	(3.62)	-6.1%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	140.03		151.55		163.84		195.54		159.73		(35.81)	-18.3%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boan

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Manitoba West region.
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)
- (11) CFAR = Churchill Freight Advantage Rebate - introduced in 2000/01 to return the market sustainable freight advantage to farmers in the Churchill catchment area



## Export Basis and Netback Calculation - 1CWA Durum

MANITOBA WEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	43.15		41.43		43.09		44.81		44.52		(0.29)	-0.6%	
Average Freight to Thunder Bay	23.71		22.77		23.68		24.62		24.46		(0.16)	-0.6%	
Average Freight Adjustment Factor	0.27		(0.01)		(0.13)		(0.29)		(0.25)		0.04	-13.8%	
Average Applicable Freight	23.98		22.75		23.55		24.33		24.21		(0.12)	-0.5%	(1)
Weighted Applicable Freight	23.61		21.49		22.20		22.64		22.52		(0.12)	-0.5%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	23.61	36.1%	21.49	32.5%	22.20	36.4%	22.64	32.6%	22.52	38.3%	(0.12)	-0.5%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	9.1%	6.10	9.2%	6.10	10.0%	5.94	8.5%	5.94	10.1%	0.00	0.0%	(6)
Primary Elevation	10.61	16.2%	10.58	16.0%	11.31	18.5%	11.53	16.6%	11.81	20.1%	0.28	2.4%	
Dockage - Terminal Cleaning	3.51	5.4%	3.52	5.3%	3.65	6.0%	3.91	5.6%	4.01	6.8%	0.10	2.6%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.6%	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	32.6%	24.58	37.2%	19.82	32.5%	27.83	40.0%	20.46	34.8%	(7.37)	-26.5%	(8)
Sub Total - Other Costs	41.76		45.16		41.26		49.59		42.60				
<b>SUB TOTAL - DIRECT COSTS</b>	65.37		66.65		63.46		72.23		65.12		(7.11)	-9.8%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	(3.11)	-5.3%	(3.11)	n/a	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-4.0%	(2.70)	-3.9%	(3.14)	-5.3%	(0.44)	16.3%	(10)
Subtotal - Benefits	-		(0.61)		(2.47)		(2.70)		(6.25)				
<b>TOTAL - EXPORT BASIS</b>	65.37	100.0%	66.04	100.0%	60.99	100.0%	69.53	100.0%	58.87	100.0%	(10.66)	-15.3%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	162.74		192.10		213.48		222.48		187.65		(34.83)	-15.7%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Manitoba West region.
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) The \$3.11 average trucking premium reported paid to Manitoba durum producers in the 2003-04 crop year represents deliveries at one station only in southwestern Manitoba. This is the first time during the course of the GMP that the sample stations in Manitoba have registered durum deliveries of sufficient volume to calculate average premiums
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

Export Basis and Netback Calculation - 1 Canada Canola

MANITOBA WEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
<b>Price Differential</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	236.84		232.14		308.88		362.13		341.66			(2)	
Price Differential	(54.77)		(52.32)		(46.79)		(52.23)		(45.45)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>02/03-03/04</b>		
											<b>\$/tonne</b>	<b>per cent</b>	
<b>PRICE</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	10.1%	6.10	10.7%	6.10	11.6%	5.94	10.1%	5.94	11.5%	0.00	0.0%	(5)
Price Differential	54.77	93.4%	52.32	91.4%	46.79	89.3%	52.23	89.0%	45.45	88.0%	(6.78)	-13.0%	(3)(4)
Canola Growers Ass'n	0.50	0.9%	0.50	0.9%	0.50	1.0%	0.50	0.9%	0.50	1.0%	0.00	0.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	61.21		58.92		53.39		58.67		51.89		(6.78)	-11.6%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(2.54)	-4.3%	(1.67)	-2.9%	(0.97)	-1.9%	(0.01)	0.0%	(0.25)	-0.5%	(0.24)	2400.0%	(6)
<b>TOTAL - EXPORT BASIS</b>	58.67	100.0%	57.25	100.0%	52.42	100.0%	58.66	100.0%	51.64	100.0%	(7.02)	-12.0%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	232.94		227.21		303.25		355.70		335.47		(20.23)	-5.7%	

**NOTES:**

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

MANITOBA WEST	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.32	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37) -30.9%	(1)
<b>LESS EXPORT BASIS</b>							
<b>COSTS</b>							
Trucking	5.94 10.8%	6.10 8.4%	6.10 8.5%	5.94 7.2%	5.94 8.9%	0.00 0.0%	(5)
Price Differential	48.22 87.8%	66.21 90.8%	64.43 90.0%	75.52 91.3%	60.28 89.9%	(15.24) -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77 1.4%	0.64 0.9%	1.08 1.5%	1.25 1.5%	0.82 1.2%	(0.43) -34.4%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	54.93	72.95	71.61	82.71	67.04	(15.67) -18.9%	(6)
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	0.00 0.0%	0.00 0.0%	0.00 0.0%	0.00 0.0%	0.00 0.0%	0.00 n/a	(7)
<b>TOTAL - EXPORT BASIS</b>	54.93 100.0%	72.95 100.0%	71.61 100.0%	82.71 100.0%	67.04 100.0%	(15.67) -18.9%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	147.61	121.65	208.24	242.43	157.73	(84.70) -34.9%	

**NOTES:**

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Refundable levy of .5% of Grower Bid Price.
- (7) Insufficient volume of yellow peas handled at reporting stations in this region to adequately measure premiums

## Export Basis and Netback Calculation - 1CWRS Wheat

SASKATCHEWAN NORTHEAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	40.00		38.39		39.77		41.36		41.53		0.17	0.4%	
Average Freight to Thunder Bay	27.79		26.68		27.74		28.85		28.97		0.12	0.4%	
Average Freight Adjustment Factor	9.28		10.43		11.88		12.09		10.16		(1.93)	-16.0%	
Average Applicable Freight	37.06		37.10		39.62		40.94		39.13		(1.81)	-4.4%	(1)
Weighted Applicable Freight	36.19		35.91		37.92		39.23		38.33		(0.90)	-2.3%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>													
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	36.19	62.3%	35.91	67.7%	37.92	73.0%	39.23	68.2%	38.33	68.3%	(0.90)	-2.3%	(1)(2)
Weighted CFAR			(5.16)	-9.7%	(4.62)	-8.9%	(3.85)	-6.7%	(4.63)	-8.2%	(0.78)	20.3%	(11)
<b>OTHER COSTS</b>													
Trucking	5.94	10.2%	6.10	11.5%	6.10	11.7%	5.94	10.3%	5.94	10.6%	0.00	0.0%	(6)
Primary Elevation	9.41	16.2%	9.60	18.1%	10.59	20.4%	10.96	19.1%	11.40	20.3%	0.44	4.0%	
Dockage - Terminal Cleaning	3.63	6.2%	3.63	6.8%	3.77	7.3%	3.95	6.9%	4.02	7.2%	0.07	1.8%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.3%	5.75	10.8%	3.61	6.9%	7.72	13.4%	7.79	13.9%	0.07	0.9%	(8)
Sub Total - Other Costs	24.76		25.46		24.45		28.95		29.53				
<b>SUB TOTAL - DIRECT COSTS</b>	60.95		56.21		57.75		64.33		63.23		(1.10)	-1.7%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(2.85)	-4.9%	(2.53)	-4.8%	(3.30)	-6.3%	(4.14)	-7.2%	(3.93)	-7.0%	0.21	-5.1%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.1%	(2.47)	-4.8%	(2.70)	-4.7%	(3.14)	-5.6%	(0.44)	16.3%	(10)
Subtotal - Benefits	(2.85)		(3.14)		(5.77)		(6.84)		(7.07)				
<b>TOTAL - EXPORT BASIS</b>	58.10	100.0%	53.07	100.0%	51.98	100.0%	57.49	100.0%	56.16	100.0%	(1.33)	-2.3%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	139.73		154.65		166.18		197.73		159.63		(38.10)	-19.3%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boan

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Saskatchewan Northeast region
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)
- (11) CFAR = Churchill Freight Advantage Rebate - introduced in 2000/01 to return the market sustainable freight advantage to farmers in the Churchill catchment area

## Export Basis and Netback Calculation - 1CWA Durum

SASKATCHEWAN NORTHEAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	40.00		38.39		39.77		41.36		41.53		0.17	0.4%	
Average Freight to Thunder Bay	27.79		26.68		27.74		28.85		28.97		0.12	0.4%	
Average Freight Adjustment Factor	0.62		0.26		0.12		0.00		0.00		0.00	#DIV/0!	
Average Applicable Freight	28.41		26.94		27.86		28.85		28.97		0.12	0.4%	(1)
Weighted Applicable Freight	27.63		26.94		27.86		28.85		31.01		2.16	7.5%	(2)(11)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	27.63	40.4%	26.94	38.1%	27.86	42.2%	28.85	38.3%	31.01	46.7%	2.16	7.5%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	8.7%	6.10	8.6%	6.10	9.2%	5.94	7.9%	5.94	9.0%	0.00	0.0%	(6)
Primary Elevation	9.41	13.8%	9.60	13.6%	10.59	16.0%	10.96	14.6%	11.40	17.2%	0.44	4.0%	
Dockage - Terminal Cleaning	3.63	5.3%	3.63	5.1%	3.77	5.7%	4.03	5.4%	4.12	6.2%	0.09	2.2%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	31.2%	24.58	34.8%	19.82	30.0%	27.83	37.0%	20.46	30.8%	(7.37)	-26.5%	(8)
Sub Total - Other Costs	40.68		44.29		40.66		49.14		42.30				
<b>SUB TOTAL - DIRECT COSTS</b>	68.31		71.23		68.52		77.99		73.31		(4.68)	-6.0%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	(3.83)	-5.8%	(3.83)	n/a	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-3.7%	(2.70)	-3.6%	(3.14)	-4.7%	(0.44)	16.3%	(10)
Subtotal - Benefits	-		(0.61)		(2.47)		(2.70)		(6.97)				
<b>TOTAL - EXPORT BASIS</b>	68.31	100.0%	70.62	100.0%	66.05	100.0%	75.29	100.0%	66.34	100.0%	(8.95)	-11.9%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	159.80		187.52		208.42		216.72		180.18		(36.54)	-16.9%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Saskatchewan Northeast region
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)
- (11) 2000/01 & 2001/02 Weighted Applicable Freight = Average Applicable Freight due to low volume handled at surveyed stations.

Export Basis and Netback Calculation - 1 Canada Canola

SASKATCHEWAN NORTHEAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
<b>Price Differential</b>	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	242.21		236.78		314.36		367.76		344.31			(2)	
Price Differential	(49.40)		(47.68)		(41.31)		(46.60)		(42.80)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>			<b>02/03-03/04</b>		
<b>PRICE</b>											<b>\$/tonne</b>	<b>per cent</b>	
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	10.9%	6.10	11.4%	6.10	12.8%	5.94	11.2%	5.94	12.2%	0.00	0.0%	(5)
Price Differential	49.40	90.8%	47.68	88.9%	41.31	86.8%	46.60	87.9%	42.80	87.7%	(3.80)	-8.1%	(3)(4)
Canola Growers Ass'n	0.50	0.9%	0.50	0.9%	0.50	1.1%	0.50	0.9%	0.50	1.0%	0.00	0.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	<b>55.84</b>		<b>54.28</b>		<b>47.91</b>		<b>53.04</b>		<b>49.24</b>		<b>(3.80)</b>	<b>-7.2%</b>	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(1.46)	-2.7%	(0.62)	-1.2%	(0.31)	-0.7%	(0.05)	-0.1%	(0.41)	-0.8%	(0.36)	720.0%	(6)
<b>TOTAL - EXPORT BASIS</b>	<b>54.38</b>	<b>100.0%</b>	<b>53.66</b>	<b>100.0%</b>	<b>47.60</b>	<b>100.0%</b>	<b>52.99</b>	<b>100.0%</b>	<b>48.83</b>	<b>100.0%</b>	<b>(4.16)</b>	<b>-7.9%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>237.23</b>		<b>230.80</b>		<b>308.07</b>		<b>361.37</b>		<b>338.28</b>		<b>(23.09)</b>	<b>-6.4%</b>	

NOTES:

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

## Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

SASKATCHEWAN NORTHEAST		Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES	
		<b>CDN\$/tonne</b>	<b>CDN\$/tonne</b>	<b>CDN\$/tonne</b>	<b>CDN\$/tonne</b>	<b>\$/tonne</b>			
<b>Price Differential</b>									
Weekly Dealer Closing Price		202.54	194.60	279.85	325.14	224.77		(1)	
Weekly Grower Bid Closing Price		154.32	128.39	215.42	249.62	164.49		(2)	
Price Differential		(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)	
		<b>\$/tonne</b> <b>% of Basis</b>	<b>\$/tonne</b> <b>% of Basis</b>	<b>\$/tonne</b> <b>% of Basis</b>	<b>\$/tonne</b> <b>% of Basis</b>				
<b>PRICE</b>									
Weekly Dealer Closing Price		202.54	194.60	279.85	325.14	224.77	(100.37)	-30.9%	(1)
<b>LESS EXPORT BASIS</b>									
<b>COSTS</b>									
Trucking		5.94	6.10	6.10	5.94	5.94	0.00	0.0%	(5)
Price Differential		48.22	66.21	64.43	75.52	60.28	(15.24)	-20.2%	(3)(4)
Pulse Growers' Ass'n		0.77	0.64	1.08	1.87	1.64	(0.23)	-12.3%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>		54.93	72.95	71.61	83.33	67.86	(15.47)	-18.6%	
<b>PRODUCER BENEFITS</b>									
Trucking Premiums		0.00	(0.16)	(0.65)	0.00	(0.02)	(0.02)	n/a	(7)
<b>TOTAL - EXPORT BASIS</b>		54.93	72.79	70.96	83.33	67.84	(15.49)	-18.6%	
<b>VISIBLE NETBACK TO PRODUCERS</b>		147.61	121.81	208.89	241.81	156.93	(84.88)	-35.1%	

**NOTES:**

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN\$/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Compulsory levy of .5% of Grower Bid Price for 1999/2000 - 2001/2002 crop years, .75% for 2002/2003 crop year, and 1.0% for 2003/2004 crop year.
- (7) Insufficient volume of yellow peas handled at reporting stations in this region during 1999/2000 to adequately measure premiums

## Export Basis and Netback Calculation - 1CWRS Wheat

SASKATCHEWAN NORTHWEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	34.66		33.39		34.51		35.89		36.11		0.22	0.6%	
Average Freight to Thunder Bay	33.06		31.74		32.79		34.10		34.32		0.22	0.6%	
Average Freight Adjustment Factor	10.37		10.43		11.88		12.09		10.16		(1.93)	-16.0%	
Average Applicable Freight	34.66		33.39		34.51		35.89		36.11		0.22	0.6%	(1)
Weighted Applicable Freight	34.39		32.79		33.65		35.45		35.69		0.24	0.7%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	34.39	61.0%	32.79	60.7%	33.65	65.7%	35.45	62.5%	35.69	62.5%	0.24	0.7%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	10.5%	6.10	11.3%	6.10	11.9%	5.94	10.5%	5.94	10.4%	0.00	0.0%	(6)
Primary Elevation	9.41	16.7%	9.60	17.8%	10.59	20.7%	10.96	19.3%	11.40	20.0%	0.44	4.0%	
Dockage - Terminal Cleaning	3.63	6.4%	3.63	6.7%	3.77	7.4%	3.95	7.0%	4.02	7.0%	0.07	1.8%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.6%	5.75	10.6%	3.61	7.0%	7.72	13.6%	7.79	13.6%	0.07	0.9%	(8)
Sub Total - Other Costs	24.76		25.46		24.45		28.95		29.53				
<b>SUB TOTAL - DIRECT COSTS</b>	59.15		58.25		58.10		64.40		65.22		0.82	1.3%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(2.73)	-4.8%	(3.60)	-6.7%	(4.40)	-8.6%	(4.94)	-8.7%	(4.97)	-8.7%	(0.03)	0.6%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.1%	(2.47)	-4.8%	(2.70)	-4.8%	(3.14)	-5.5%	(0.44)	16.3%	(10)
Subtotal - Benefits	(2.73)		(4.21)		(6.87)		(7.64)		(8.11)				
<b>TOTAL - EXPORT BASIS</b>	56.42	100.0%	54.04	100.0%	51.23	100.0%	56.76	100.0%	57.11	100.0%	0.35	0.6%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	141.41		153.68		166.93		198.46		158.68		(39.78)	-20.0%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Saskatchewan Northwest region
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)



## Export Basis and Netback Calculation - 1CWA Durum

SASKATCHEWAN NORTHWEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	34.66		33.39		34.51		35.89		36.11		0.22	0.6%	
Average Freight to Thunder Bay	33.06		31.74		32.79		34.10		34.32		0.22	0.6%	
Average Freight Adjustment Factor	0.62		0.26		0.12		0.00		0.00		0.00	#DIV/0!	
Average Applicable Freight	33.68		32.00		32.91		34.10		34.32		0.22	0.6%	(1)
Weighted Applicable Freight	33.56		31.91		32.57		33.93		34.34		0.41	1.2%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	33.56	47.6%	31.91	44.1%	32.57	49.2%	33.93	45.1%	34.34	50.8%	0.41	1.2%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	8.4%	6.10	8.4%	6.10	9.2%	5.94	7.9%	5.94	8.8%	0.00	0.0%	(6)
Primary Elevation	9.41	13.3%	9.60	13.3%	10.59	16.0%	10.96	14.6%	11.40	16.9%	0.44	4.0%	
Dockage - Terminal Cleaning	3.63	5.1%	3.63	5.0%	3.77	5.7%	4.03	5.4%	4.12	6.1%	0.09	2.2%	
CGC Weighing and Inspection	0.38	0.5%	0.38	0.5%	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	30.2%	24.58	34.0%	19.82	29.9%	27.83	37.0%	20.46	30.3%	(7.37)	-26.5%	(8)
Sub Total - Other Costs	40.68		44.29		40.66		49.14		42.30				
<b>SUB TOTAL - DIRECT COSTS</b>	74.24		76.20		73.23		83.07		76.64		(6.43)	-7.7%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(3.71)	-5.3%	(3.23)	-4.5%	(4.50)	-6.8%	(5.22)	-6.9%	(5.92)	-8.8%	(0.70)	13.4%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.8%	(2.47)	-3.7%	(2.70)	-3.6%	(3.14)	-4.6%	(0.44)	16.3%	(10)
Subtotal - Benefits	(3.71)		(3.84)		(6.97)		(7.92)		(9.06)				
<b>TOTAL - EXPORT BASIS</b>	70.53	100.0%	72.36	100.0%	66.26	100.0%	75.15	100.0%	67.58	100.0%	(7.57)	-10.1%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	157.58		185.78		208.21		216.86		178.94		(37.92)	-17.5%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boan

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Saskatchewan Northwest region
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

## Export Basis and Netback Calculation - 1 Canada Canola

SASKATCHEWAN NORTHWEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
<b>Price Differential</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	243.76		239.60		320.14		370.68		345.50			(2)	
Price Differential	(47.85)		(44.86)		(35.53)		(43.68)		(41.61)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>02/03-03/04</b>		
											<b>\$/tonne</b>	<b>per cent</b>	
<b>PRICE</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	11.7%	6.10	12.6%	6.10	15.3%	5.94	11.9%	5.94	12.5%	0.00	0.0%	(5)
Price Differential	47.85	94.0%	44.86	92.8%	35.53	89.1%	43.68	87.9%	41.61	87.8%	(2.07)	-4.7%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.0%	0.50	1.3%	0.50	1.0%	0.50	1.1%	0.00	0.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	<b>54.29</b>		<b>51.46</b>		<b>42.13</b>		<b>50.12</b>		<b>48.05</b>		<b>(2.07)</b>	<b>-4.1%</b>	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(3.41)	-6.7%	(3.11)	-6.4%	(2.25)	-5.6%	(0.40)	-0.8%	(0.67)	-1.4%	(0.27)	67.5%	(6)
<b>TOTAL - EXPORT BASIS</b>	<b>50.88</b>	<b>100.0%</b>	<b>48.35</b>	<b>100.0%</b>	<b>39.88</b>	<b>100.0%</b>	<b>49.72</b>	<b>100.0%</b>	<b>47.38</b>	<b>100.0%</b>	<b>(2.34)</b>	<b>-4.7%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>240.73</b>		<b>236.11</b>		<b>315.79</b>		<b>364.64</b>		<b>339.73</b>		<b>(24.91)</b>	<b>-6.8%</b>	

**NOTES:**

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

## Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

SASKATCHEWAN NORTHWEST	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.32	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne</b> <b>% of Basis</b>	<b>\$/tonne</b> <b>% of Basis</b>	<b>\$/tonne</b> <b>% of Basis</b>	<b>\$/tonne</b> <b>% of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne</b> <b>per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37)    -30.9%	(1)
<b>LESS EXPORT BASIS</b>							
<b>COSTS</b>							
Trucking	5.94    10.8%	6.10    8.4%	6.10    8.5%	5.94    7.2%	5.94    8.8%	0.00    0.0%	(5)
Price Differential	48.22    87.9%	66.21    91.2%	64.43    90.2%	75.52    91.1%	60.28    89.2%	(15.24)    -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77    1.4%	0.64    0.9%	1.08    1.5%	1.87    2.3%	1.64    2.4%	(0.23)    -12.3%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	<b>54.93</b>	<b>72.95</b>	<b>71.61</b>	<b>83.33</b>	<b>67.86</b>	<b>(15.47)</b> <b>-18.6%</b>	
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	(0.09)    -0.2%	(0.33)    -0.5%	(0.18)    -0.3%	(0.46)    -0.6%	(0.29)    -0.4%	0.17    -37.0%	(7)
<b>TOTAL - EXPORT BASIS</b>	<b>54.84</b> <b>100.0%</b>	<b>72.62</b> <b>100.0%</b>	<b>71.43</b> <b>100.0%</b>	<b>82.87</b> <b>100.0%</b>	<b>67.57</b> <b>100.0%</b>	<b>(15.30)</b> <b>-18.5%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>147.70</b>	<b>121.98</b>	<b>208.42</b>	<b>242.27</b>	<b>157.20</b>	<b>(85.07)</b> <b>-35.1%</b>	

**NOTES:**

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Compulsory levy of .5% of Grower Bid Price for 1999/2000 - 2001/2002 crop years, .75% for 2002/2003 crop year, and 1.0% for 2003/2004 crop year.
- (7) Premiums not paid by all grain companies.

## Export Basis and Netback Calculation - 1CWRS Wheat

SASKATCHEWAN SOUTHEAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04 \$/tonne per cent		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	38.60		36.55		38.01		39.53		39.23		(0.30)	-0.8%	
Average Freight to Thunder Bay	26.03		25.45		26.46		27.52		27.32		(0.20)	-0.7%	
Average Freight Adjustment Factor	10.06		10.32		11.78		12.09		9.68		(2.41)	-19.9%	
Average Applicable Freight	36.09		35.77		38.01		39.53		37.01		(2.52)	-6.4%	(1)
Weighted Applicable Freight	37.33		35.78		37.39		38.84		37.47		(1.37)	-3.5%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04 \$/tonne per cent		
<b>PRICE</b>													
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	37.33	62.8%	35.78	62.2%	37.39	66.5%	38.84	63.5%	37.47	62.1%	(1.37)	-3.5%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	10.0%	6.10	10.6%	6.10	10.9%	5.94	9.7%	5.94	9.8%	0.00	0.0%	(6)
Primary Elevation	9.41	15.8%	9.60	16.7%	10.59	18.8%	10.96	17.9%	11.40	18.9%	0.44	4.0%	
Dockage - Terminal Cleaning	3.63	6.1%	3.63	6.3%	3.77	6.7%	3.95	6.5%	4.02	6.7%	0.07	1.8%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.7%	0.38	0.7%	0.38	0.6%	0.38	0.6%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.1%	5.75	10.0%	3.61	6.4%	7.72	12.6%	7.79	12.9%	0.07	0.9%	(8)
Sub Total - Other Costs	24.76		25.46		24.45		28.95		29.53				
<b>SUB TOTAL - DIRECT COSTS</b>	62.09		61.24		61.84		67.79		67.00		(0.79)	-1.2%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(2.69)	-4.5%	(3.07)	-5.3%	(3.16)	-5.6%	(3.92)	-6.4%	(3.54)	-5.9%	0.38	-9.7%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.1%	(2.47)	-4.4%	(2.70)	-4.4%	(3.14)	-5.2%	(0.44)	16.3%	(10)
Subtotal - Benefits	(2.69)		(3.68)		(5.63)		(6.62)		(6.68)				
<b>TOTAL - EXPORT BASIS</b>	59.40	100.0%	57.56	100.0%	56.21	100.0%	61.17	100.0%	60.32	100.0%	(0.85)	-1.4%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	138.43		150.16		161.95		194.05		155.47		(38.58)	-19.9%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boan

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Saskatchewan Southeast region.
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

## Export Basis and Netback Calculation - 1CWA Durum

SASKATCHEWAN SOUTHEAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	38.60		36.55		38.01		39.53		39.23		(0.30)	-0.8%	
Average Freight to Thunder Bay	26.03		25.45		26.46		27.52		27.32		(0.20)	-0.7%	
Average Freight Adjustment Factor	0.01		(0.03)		0.16		(0.39)		(0.32)		0.07	-17.9%	
Average Applicable Freight	26.04		25.41		26.33		27.13		27.00		(0.13)	-0.5%	(1)
Weighted Applicable Freight	27.53		26.36		27.22		28.29		28.00		(0.29)	-1.0%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	27.53	42.2%	26.36	39.3%	27.22	44.0%	28.29	39.8%	28.00	44.1%	(0.29)	-1.0%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	9.1%	6.10	9.1%	6.10	9.9%	5.94	8.3%	5.94	9.4%	0.00	0.0%	(6)
Primary Elevation	9.41	14.4%	9.60	14.3%	10.59	17.1%	10.96	15.4%	11.40	18.0%	0.44	4.0%	
Dockage - Terminal Cleaning	3.63	5.6%	3.63	5.4%	3.77	6.1%	4.03	5.7%	4.12	6.5%	0.09	2.2%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.6%	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	32.7%	24.58	36.7%	19.82	32.0%	27.83	39.1%	20.46	32.3%	(7.37)	-26.5%	(8)
Sub Total - Other Costs	40.68		44.29		40.66		49.14		42.30				
<b>SUB TOTAL - DIRECT COSTS</b>	68.21		70.65		67.88		77.43		70.30		(7.13)	-9.2%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(2.99)	-4.6%	(3.00)	-4.5%	(3.49)	-5.6%	(3.59)	-5.0%	(3.73)	-5.9%	(0.14)	3.9%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-4.0%	(2.70)	-3.8%	(3.14)	-5.0%	(0.44)	16.3%	(10)
Subtotal - Benefits	(2.99)		(3.61)		(5.96)		(6.29)		(6.87)				
<b>TOTAL - EXPORT BASIS</b>	65.22	100.0%	67.04	100.0%	61.92	100.0%	71.14	100.0%	63.43	100.0%	(7.71)	-10.8%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	162.89		191.10		212.55		220.87		183.09		(37.78)	-17.1%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Saskatchewan Southeast region.
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

## Export Basis and Netback Calculation - 1 Canada Canola

SASKATCHEWAN SOUTHEAST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
<b>Price Differential</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	239.81		240.09		314.81		367.82		345.25			(2)	
Price Differential	(51.80)		(44.37)		(40.86)		(46.54)		(41.86)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>02/03-03/04</b>		
											<b>\$/tonne</b>	<b>per cent</b>	
<b>PRICE</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	10.3%	6.10	12.2%	6.10	13.0%	5.94	11.2%	5.94	12.3%	0.00	0.0%	(5)
Price Differential	51.80	90.1%	44.37	88.4%	40.86	87.0%	46.54	88.1%	41.86	86.9%	(4.68)	-10.0%	(3)(4)
Canola Growers Ass'n	0.50	0.9%	0.50	1.0%	0.50	1.1%	0.50	0.9%	0.50	1.0%	0.00	0.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	<b>58.24</b>		<b>50.97</b>		<b>47.46</b>		<b>52.98</b>		<b>48.30</b>		<b>(4.68)</b>	<b>-8.8%</b>	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(0.77)	-1.3%	(0.79)	-1.6%	(0.49)	-1.0%	(0.16)	-0.3%	(0.15)	-0.3%	0.01	-6.3%	(6)
<b>TOTAL - EXPORT BASIS</b>	<b>57.47</b>	<b>100.0%</b>	<b>50.18</b>	<b>100.0%</b>	<b>46.97</b>	<b>100.0%</b>	<b>52.82</b>	<b>100.0%</b>	<b>48.15</b>	<b>100.0%</b>	<b>(4.67)</b>	<b>-8.8%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>234.14</b>		<b>234.28</b>		<b>308.70</b>		<b>361.54</b>		<b>338.96</b>		<b>(22.58)</b>	<b>-6.2%</b>	

**NOTES:**

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

## Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

SASKATCHEWAN SOUTHEAST	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.32	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37) -30.9%	(1)
<b>LESS EXPORT BASIS</b>							
<b>COSTS</b>							
Trucking	5.94 10.9%	6.10 8.4%	6.10 8.5%	5.94 7.1%	5.94 8.8%	0.00 0.0%	(5)
Price Differential	48.22 88.1%	66.21 90.8%	64.43 90.0%	75.52 90.6%	60.28 88.9%	(15.24) -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77 1.4%	0.64 0.9%	1.08 1.5%	1.87 2.2%	1.64 2.4%	(0.23) -12.3%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	54.93	72.95	71.61	83.33	67.86	(15.47) -18.6%	(6)
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	(0.21) -0.4%	(0.02) 0.0%	(0.01) 0.0%	(0.02) 0.0%	(0.03) 0.0%	(0.01) 50.0%	(7)
<b>TOTAL - EXPORT BASIS</b>	54.72 100.0%	72.93 100.0%	71.60 100.0%	83.31 100.0%	67.83 100.0%	(15.48) -18.6%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	147.82	121.67	208.25	241.83	156.94	(84.89) -35.1%	

**NOTES:**

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Compulsory levy of .5% of Grower Bid Price for 1999/2000 - 2001/2002 crop years, .75% for 2002/2003 crop year, and 1.0% for 2003/2004 crop year.
- (7) Premiums not paid by all grain companies.

## Export Basis and Netback Calculation - 1CWRS Wheat

SASKATCHEWAN SOUTHWEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	34.34		32.97		34.29		35.66		35.38		(0.28)	-0.8%	
Average Freight to Thunder Bay	31.61		30.35		31.56		32.82		32.55		(0.27)	-0.8%	
Average Freight Adjustment Factor	10.37		10.43		11.88		12.09		10.16		(1.93)	-16.0%	
Average Applicable Freight	34.34		32.97		34.29		35.66		35.38		(0.28)	-0.8%	(1)
Weighted Applicable Freight	35.59		32.22		33.70		35.22		34.99		(0.23)	-0.7%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	35.59	62.2%	32.22	59.5%	33.70	65.4%	35.22	61.8%	34.99	61.6%	(0.23)	-0.7%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	10.4%	6.10	11.3%	6.10	11.8%	5.94	10.4%	5.94	10.5%	0.00	0.0%	(6)
Primary Elevation	9.41	16.4%	9.60	17.7%	10.59	20.6%	10.96	19.2%	11.40	20.1%	0.44	4.0%	
Dockage - Terminal Cleaning	3.63	6.3%	3.63	6.7%	3.77	7.3%	3.95	6.9%	4.02	7.1%	0.07	1.8%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.4%	5.75	10.6%	3.61	7.0%	7.72	13.5%	7.79	13.7%	0.07	0.9%	(8)
Sub Total - Other Costs	24.76		25.46		24.45		28.95		29.53				
<b>SUB TOTAL - DIRECT COSTS</b>	60.35		57.68		58.15		64.17		64.52		0.35	0.5%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(3.13)	-5.5%	(2.96)	-5.5%	(4.19)	-8.1%	(4.45)	-7.8%	(4.60)	-8.1%	(0.15)	3.4%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.1%	(2.47)	-4.8%	(2.70)	-4.7%	(3.14)	-5.5%	(0.44)	16.3%	(10)
Subtotal - Benefits	(3.13)		(3.57)		(6.66)		(7.15)		(7.74)				
<b>TOTAL - EXPORT BASIS</b>	57.22	100.0%	54.11	100.0%	51.49	100.0%	57.02	100.0%	56.78	100.0%	(0.24)	-0.4%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	140.61		153.61		166.67		198.20		159.01		(39.19)	-19.8%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boan

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Saskatchewan Southwest region.
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)



## Export Basis and Netback Calculation - 1CWA Durum

SASKATCHEWAN SOUTHWEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	34.34		32.97		34.29		35.66		35.38		(0.28)	-0.8%	
Average Freight to Thunder Bay	31.61		30.35		31.56		32.82		32.55		(0.27)	-0.8%	
Average Freight Adjustment Factor	0.62		0.26		0.12		0.00		0.00		0.00	#DIV/0!	
Average Applicable Freight	32.23		30.61		31.68		32.82		32.55		(0.27)	-0.8%	(1)
Weighted Applicable Freight	30.78		29.25		30.20		31.77		31.50		(0.27)	-0.8%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	30.78	45.2%	29.25	42.3%	30.20	47.1%	31.77	42.6%	31.50	47.9%	(0.27)	-0.8%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	8.7%	6.10	8.8%	6.10	9.5%	5.94	8.0%	5.94	9.0%	0.00	0.0%	(6)
Primary Elevation	9.41	13.8%	9.60	13.9%	10.59	16.5%	10.96	14.7%	11.40	17.3%	0.44	4.0%	
Dockage - Terminal Cleaning	3.63	5.3%	3.63	5.2%	3.77	5.9%	4.03	5.4%	4.12	6.3%	0.09	2.2%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	31.3%	24.58	35.5%	19.82	30.9%	27.83	37.3%	20.46	31.1%	(7.37)	-26.5%	(8)
Sub Total - Other Costs	40.68		44.29		40.66		49.14		42.30				
<b>SUB TOTAL - DIRECT COSTS</b>	71.46		73.54		70.86		80.91		73.80		(7.11)	-8.8%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(3.34)	-4.9%	(3.72)	-5.4%	(4.29)	-6.7%	(3.69)	-5.0%	(4.95)	-7.5%	(1.26)	34.1%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-3.9%	(2.70)	-3.6%	(3.14)	-4.8%	(0.44)	16.3%	(10)
Subtotal - Benefits	(3.34)		(4.33)		(6.76)		(6.39)		(8.09)				
<b>TOTAL - EXPORT BASIS</b>	68.12	100.0%	69.21	100.0%	64.10	100.0%	74.52	100.0%	65.71	100.0%	(8.81)	-11.8%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	159.99		188.93		210.37		217.49		180.81		(36.68)	-16.9%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Saskatchewan Southwest region.
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

Export Basis and Netback Calculation - 1 Canada Canola

SASKATCHEWAN SOUTHWEST	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
<b>Price Differential</b>	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	240.64		241.34		318.28		370.03		347.00			(2)	
Price Differential	(50.97)		(43.12)		(37.39)		(44.33)		(40.11)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>			<b>02/03-03/04</b>		
<b>PRICE</b>											<b>\$/tonne</b>	<b>per cent</b>	
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	10.7%	6.10	12.3%	6.10	14.0%	5.94	11.7%	5.94	12.8%	0.00	0.0%	(5)
Price Differential	50.97	91.4%	43.12	87.2%	37.39	85.5%	44.33	87.5%	40.11	86.6%	(4.22)	-9.5%	(3)(4)
Canola Growers Ass'n	0.50	0.9%	0.50	1.0%	0.50	1.1%	0.50	1.0%	0.50	1.1%	0.00	0.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	<b>57.41</b>		<b>49.72</b>		<b>43.99</b>		<b>50.77</b>		<b>46.55</b>		<b>(4.22)</b>	<b>-8.3%</b>	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(1.66)	-3.0%	(0.28)	-0.6%	(0.28)	-0.6%	(0.10)	-0.2%	(0.21)	-0.5%	(0.11)	110.0%	(6)
<b>TOTAL - EXPORT BASIS</b>	<b>55.75</b>	<b>100.0%</b>	<b>49.44</b>	<b>100.0%</b>	<b>43.71</b>	<b>100.0%</b>	<b>50.67</b>	<b>100.0%</b>	<b>46.34</b>	<b>100.0%</b>	<b>(4.33)</b>	<b>-8.5%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>235.86</b>		<b>235.02</b>		<b>311.96</b>		<b>363.69</b>		<b>340.77</b>		<b>(22.92)</b>	<b>-6.3%</b>	

**NOTES:**

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

SASKATCHEWAN SOUTHWEST	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.32	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37) -30.9%	(1)
<b>LESS EXPORT BASIS</b>							
<b>COSTS</b>							
Trucking	5.94 10.9%	6.10 8.4%	6.10 8.6%	5.94 7.1%	5.94 8.8%	0.00 0.0%	(5)
Price Differential	48.22 88.2%	66.21 91.0%	64.43 91.2%	75.52 90.8%	60.28 88.9%	(15.24) -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77 1.4%	0.64 0.9%	1.08 1.5%	1.87 2.2%	1.64 2.4%	(0.23) -12.3%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	54.93	72.95	71.61	83.33	67.86	(15.47) -18.6%	
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	(0.27) -0.5%	(0.19) -0.3%	(0.94) -1.3%	(0.16) -0.2%	(0.06) -0.1%	0.10 -62.5%	(7)
<b>TOTAL - EXPORT BASIS</b>	54.66 100.0%	72.76 100.0%	70.67 100.0%	83.17 100.0%	67.80 100.0%	(15.37) -18.5%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	147.88	121.84	209.18	241.97	156.97	(85.00) -35.1%	

NOTES:

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Compulsory levy of .5% of Grower Bid Price for 1999/2000 - 2001/2002 crop years, .75% for 2002/2003 crop year, and 1.0% for 2003/2004 crop year.
- (7) Premiums not paid by all grain companies.

## Export Basis and Netback Calculation - 1CWRS Wheat

ALBERTA NORTH	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	per cent	
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	28.99		27.83		28.94		29.69		29.57		(0.12)	-0.4%	
Average Freight to Thunder Bay	39.03		37.47		38.96		40.81		40.48		(0.33)	-0.8%	
Average Freight Adjustment Factor	10.37		10.43		11.88		12.09		10.16		(1.93)	-16.0%	
Average Applicable Freight	28.99		27.83		28.94		29.69		29.57		(0.12)	-0.4%	(1)
Weighted Applicable Freight	28.80		27.57		28.84		29.81		29.67		(0.14)	-0.5%	(2)
<b>PRICE</b>													
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	28.80	54.1%	27.57	54.2%	28.84	59.4%	29.81	57.5%	29.67	57.6%	(0.14)	-0.5%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	11.2%	6.10	12.0%	6.10	12.6%	5.94	11.5%	5.94	11.5%	0.00	0.0%	(6)
Primary Elevation	9.98	18.8%	10.05	19.7%	11.11	22.9%	11.36	21.9%	11.56	22.4%	0.20	1.8%	
Dockage - Terminal Cleaning	3.47	6.5%	3.48	6.8%	3.73	7.7%	3.95	7.6%	4.03	7.8%	0.08	2.0%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.8%	0.38	0.7%	0.38	0.7%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	10.2%	5.75	11.3%	3.61	7.4%	7.72	14.9%	7.79	15.1%	0.07	0.9%	(8)
Sub Total - Other Costs	25.17		25.76		24.93		29.35		29.70				
<b>SUB TOTAL - DIRECT COSTS</b>	53.97		53.33		53.77		59.16		59.37		0.21	0.4%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(0.77)	-1.4%	(1.83)	-3.6%	(2.71)	-5.6%	(4.63)	-8.9%	(4.73)	-9.2%	(0.10)	2.2%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.2%	(2.47)	-5.1%	(2.70)	-5.2%	(3.14)	-6.1%	(0.44)	16.3%	(10)
Subtotal - Benefits	(0.77)		(2.44)		(5.18)		(7.33)		(7.87)				
<b>TOTAL - EXPORT BASIS</b>	53.20	100.0%	50.89	100.0%	48.59	100.0%	51.83	100.0%	51.50	100.0%	(0.33)	-0.6%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	144.63		156.83		169.57		203.39		164.29		(39.10)	-19.2%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Alberta North region.
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

Export Basis and Netback Calculation - 1CWA Durum

ALBERTA NORTH	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	per cent	
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	28.99		27.83		28.94		29.69		29.57		(0.12)	-0.4%	
Average Freight to Thunder Bay	39.03		37.47		38.96		40.81		40.48		(0.33)	-0.8%	
Average Freight Adjustment Factor	0.62		0.26		0.12		0.00		0.00		0.00	#DIV/0!	
Average Applicable Freight	28.99		27.83		28.94		29.69		29.57		(0.12)	-0.4%	(1)
Weighted Applicable Freight	30.58		27.83		28.94		29.69		30.80		1.11	3.7%	(2)(11)
<b>PRICE</b>													
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	30.58	42.7%	27.83	38.8%	28.94	42.8%	29.69	38.8%	30.80	43.9%	1.11	3.7%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	8.3%	6.10	8.5%	6.10	9.0%	5.94	7.8%	5.94	8.5%	0.00	0.0%	(6)
Primary Elevation	9.98	13.9%	10.05	14.0%	11.11	16.4%	11.36	14.8%	11.56	16.5%	0.20	1.8%	
Dockage - Terminal Cleaning	3.47	4.8%	3.48	4.8%	3.73	5.5%	4.00	5.2%	4.08	5.8%	0.08	2.0%	
CGC Weighing and Inspection	0.38	0.5%	0.38	0.5%	0.38	0.6%	0.38	0.5%	0.38	0.5%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	29.7%	24.58	34.2%	19.82	29.3%	27.83	36.4%	20.46	29.2%	(7.37)	-26.5%	(8)
Sub Total - Other Costs	41.09		44.59		41.14		49.51		42.42				
<b>SUB TOTAL - DIRECT COSTS</b>	71.67		72.42		70.08		79.20		73.22		(5.98)	-7.6%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	n/a	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.8%	(2.47)	-3.7%	(2.70)	-3.5%	(3.14)	-4.5%	(0.44)	-16.3%	(10)
Subtotal - Benefits	-		(0.61)		(2.47)		(2.70)		(3.14)				
<b>TOTAL - EXPORT BASIS</b>	71.67	100.0%	71.81	100.0%	67.61	100.0%	76.50	100.0%	70.08	100.0%	(6.42)	-8.4%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	156.44		186.33		206.86		215.51		176.44		(39.07)	-18.1%	

NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Alberta North region.
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums
- (10) Transportation Savings calculated as follows:  
 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);  
 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);  
 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);  
 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)
- (11) 2000/01 & 2001/02 Weighted Applicable Freight = Average Applicable Freight due to low volume handled at surveyed stations.

Export Basis and Netback Calculation - 1 Canada Canola

ALBERTA NORTH	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
<b>Price Differential</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	243.24		242.02		321.18		379.85		355.31			(2)	
Price Differential	(48.37)		(42.44)		(34.49)		(34.51)		(31.80)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>02/03-03/04</b>		
											<b>\$/tonne</b>	<b>per cent</b>	
<b>PRICE</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	11.8%	6.10	13.2%	6.10	15.0%	5.94	14.5%	5.94	15.4%	0.00	0.0%	(5)
Price Differential	48.37	96.0%	42.44	91.8%	34.49	84.6%	34.51	84.4%	31.80	82.5%	(2.71)	-7.9%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.1%	0.50	1.2%	0.50	1.2%	1.00	2.6%	0.50	100.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	<b>54.81</b>		<b>49.04</b>		<b>41.09</b>		<b>40.95</b>		<b>38.74</b>		<b>(2.21)</b>	<b>-5.4%</b>	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(4.42)	-8.8%	(2.81)	-6.1%	(0.33)	-0.8%	(0.07)	-0.2%	(0.19)	-0.5%	(0.12)	171.4%	(6)
<b>TOTAL - EXPORT BASIS</b>	<b>50.39</b>	<b>100.0%</b>	<b>46.23</b>	<b>100.0%</b>	<b>40.76</b>	<b>100.0%</b>	<b>40.88</b>	<b>100.0%</b>	<b>38.55</b>	<b>100.0%</b>	<b>(2.33)</b>	<b>-5.7%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>241.22</b>		<b>238.23</b>		<b>314.91</b>		<b>373.48</b>		<b>348.56</b>		<b>(24.92)</b>	<b>-6.7%</b>	

NOTES:

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

## Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

ALBERTA NORTH	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.32	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37) -30.9%	(1)
<b>LESS EXPORT BASIS</b>							
<b>COSTS</b>							
Trucking	5.94 10.9%	6.10 8.4%	6.10 8.7%	5.94 7.2%	5.94 8.8%	0.00 0.0%	(5)
Price Differential	48.22 88.8%	66.21 90.8%	64.43 92.0%	75.52 91.3%	60.28 88.8%	(15.24) -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77 1.4%	0.64 0.9%	1.08 1.5%	1.25 1.5%	1.64 2.4%	0.39 31.2%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	54.93	72.95	71.61	82.71	67.86	(14.85) -18.0%	
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	(0.64) -1.2%	0.00 0.0%	(1.57) -2.2%	0.00 0.0%	0.00 0.0%	0.00 n/a	(7)
<b>TOTAL - EXPORT BASIS</b>	54.29 100.0%	72.95 100.0%	70.04 100.0%	82.71 100.0%	67.86 100.0%	(14.85) -18.0%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	148.25	121.65	209.81	242.43	156.91	(85.52) -35.3%	

**NOTES:**

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Refundable levy of .5% of Grower Bid Price for for 1999/2000 - 2002/2003 crop years, and 1.0% for 2003/2004 crop year.
- (7) Insufficient volume of yellow peas handled at reporting stations in this region during 2000/01 to adequately measure premiums

## Export Basis and Netback Calculation - 1CWRS Wheat

ALBERTA SOUTH	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES	
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04			
											\$/tonne	per cent		
<b>APPLICABLE FREIGHT</b>														
Average Freight to Vancouver	26.33		25.27		26.28		27.33		27.12		(0.21)	-0.8%		
Average Freight to Thunder Bay	38.55		37.01		38.49		40.03		39.73		(0.30)	-0.7%		
Average Freight Adjustment Factor	10.37		10.43		11.88		12.09		10.16		(1.93)	-16.0%		
Average Applicable Freight	26.33		25.27		26.28		27.33		27.12		(0.21)	-0.8%	(1)	
Weighted Applicable Freight	25.19		24.40		25.22		26.36		26.10		(0.26)	-1.0%	(2)	
<b>PRICE</b>														
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)	
<b>PLUS ADJUSTMENTS</b>														
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)	
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)	
<b>LESS EXPORT BASIS</b>														
<b>FREIGHT COSTS</b>														
Weighted Applicable Freight	25.19	51.6%	24.40	51.3%	25.22	57.0%	26.36	55.8%	26.10	55.0%	(0.26)	-1.0%	(1)(2)	
<b>OTHER COSTS</b>														
Trucking	5.94	12.2%	6.10	12.8%	6.10	13.8%	5.94	12.6%	5.94	12.5%	0.00	0.0%	(6)	
Primary Elevation	9.98	20.4%	10.05	21.1%	11.11	25.1%	11.36	24.0%	11.56	24.4%	0.20	1.8%		
Dockage - Terminal Cleaning	3.47	7.1%	3.48	7.3%	3.73	8.4%	3.95	8.4%	4.03	8.5%	0.08	2.0%		
CGC Weighing and Inspection	0.38	0.8%	0.38	0.8%	0.38	0.9%	0.38	0.8%	0.38	0.8%	0.00	0.0%	(7)	
CWB Costs (gross)	5.40	11.1%	5.75	12.1%	3.61	8.2%	7.72	16.3%	7.79	16.4%	0.07	0.9%	(8)	
Sub Total - Other Costs	25.17		25.76		24.93		29.35		29.70					
<b>SUB TOTAL - DIRECT COSTS</b>	50.36		50.16		50.15		55.71		55.80		0.09	0.2%		
<b>PRODUCER BENEFITS</b>														
Trucking Premiums	(1.55)	-3.2%	(1.97)	-4.1%	(3.45)	-7.8%	(5.75)	-12.2%	(5.19)	-10.9%	0.56	-9.7%	(9)	
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.3%	(2.47)	-5.6%	(2.70)	-5.7%	(3.14)	-6.6%	(0.44)	16.3%	(10)	
Subtotal - Benefits	(1.55)		(2.58)		(5.92)		(8.45)		(8.33)					
<b>TOTAL - EXPORT BASIS</b>	48.81	100.0%	47.58	100.0%	44.23	100.0%	47.26	100.0%	47.47	100.0%	0.21	0.4%		
<b>VISIBLE NETBACK TO PRODUCERS</b>	149.02		160.14		173.93		207.96		168.32		(39.64)	-19.1%		

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Alberta South region.
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)



## Export Basis and Netback Calculation - 1CWA Durum

ALBERTA SOUTH	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES	
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04			
											\$/tonne	per cent		
<b>APPLICABLE FREIGHT</b>														
Average Freight to Vancouver	26.33		25.27		26.28		27.33		27.12		(0.21)	-0.8%		
Average Freight to Thunder Bay	38.55		37.01		38.49		40.03		39.73		(0.30)	-0.7%		
Average Freight Adjustment Factor	0.62		0.26		0.12		0.00		0.00		0.00	#DIV/0!		
Average Applicable Freight	26.33		25.27		26.28		27.33		27.12		(0.21)	-0.8%	(1)	
Weighted Applicable Freight	26.67		25.37		25.62		26.34		26.63		0.29	1.1%	(2)	
<b>PRICE</b>														
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)	
<b>PLUS ADJUSTMENTS</b>														
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)	
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)	
<b>LESS EXPORT BASIS</b>														
<b>FREIGHT COSTS</b>														
Weighted Applicable Freight	26.67	40.4%	25.37	37.4%	25.62	42.9%	26.34	37.6%	26.63	43.9%	0.29	1.1%	(1)(2)	
<b>OTHER COSTS</b>														
Trucking	5.94	9.0%	6.10	9.0%	6.10	10.2%	5.94	8.5%	5.94	9.8%	0.00	0.0%	(6)	
Primary Elevation	9.98	15.1%	10.05	14.8%	11.11	18.6%	11.36	16.2%	11.56	19.1%	0.20	1.8%		
Dockage - Terminal Cleaning	3.47	5.3%	3.48	5.1%	3.73	6.2%	4.00	5.7%	4.08	6.7%	0.08	2.0%		
CGC Weighing and Inspection	0.38	0.6%	0.38	0.6%	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.00	0.0%	(7)	
CWB Costs (gross)	21.32	32.3%	24.58	36.2%	19.82	33.2%	27.83	39.7%	20.46	33.7%	(7.37)	-26.5%	(8)	
Sub Total - Other Costs	41.09		44.59		41.14		49.51		42.42					
<b>SUB TOTAL - DIRECT COSTS</b>	67.76		69.96		66.76		75.85		69.05		(6.80)	-9.0%		
<b>PRODUCER BENEFITS</b>														
Trucking Premiums	(1.70)	-2.6%	(1.53)	-2.3%	(4.54)	-7.6%	(3.03)	-4.3%	(5.27)	-8.7%	(2.24)	73.9%	(9)	
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-4.1%	(2.70)	-3.9%	(3.14)	-5.2%	(0.44)	16.3%	(10)	
Subtotal - Benefits	(1.70)		(2.14)		(7.01)		(5.73)		(8.41)					
<b>TOTAL - EXPORT BASIS</b>	66.06	100.0%	67.82	100.0%	59.75	100.0%	70.12	100.0%	60.64	100.0%	(9.48)	-13.5%		
<b>VISIBLE NETBACK TO PRODUCERS</b>	162.05		190.32		214.72		221.89		185.88		(36.01)	-16.2%		

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Alberta South region.
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

Export Basis and Netback Calculation - 1 Canada Canola

ALBERTA SOUTH	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
<b>Price Differential</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	245.52		244.68		322.95		379.52		356.29			(2)	
Price Differential	(46.09)		(39.78)		(32.72)		(34.84)		(30.82)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>02/03-03/04</b>		
<b>PRICE</b>											<b>\$/tonne</b>	<b>per cent</b>	
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	12.4%	6.10	14.8%	6.10	17.2%	5.94	14.4%	5.94	16.2%	0.00	0.0%	(5)
Price Differential	46.09	95.9%	39.78	96.5%	32.72	92.1%	34.84	84.7%	30.82	84.0%	(4.02)	-11.5%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.2%	0.50	1.4%	0.50	1.2%	1.00	2.7%	0.50	100.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	<b>52.53</b>		<b>46.38</b>		<b>39.32</b>		<b>41.28</b>		<b>37.76</b>		<b>(3.52)</b>	<b>-8.5%</b>	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(4.46)	-9.3%	(5.15)	-12.5%	(3.79)	-10.7%	(0.16)	-0.4%	(1.08)	-2.9%	(0.92)	575.0%	(6)
<b>TOTAL - EXPORT BASIS</b>	<b>48.07</b>	<b>100.0%</b>	<b>41.23</b>	<b>100.0%</b>	<b>35.53</b>	<b>100.0%</b>	<b>41.12</b>	<b>100.0%</b>	<b>36.68</b>	<b>100.0%</b>	<b>(4.44)</b>	<b>-10.8%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>243.54</b>		<b>243.23</b>		<b>320.14</b>		<b>373.24</b>		<b>350.43</b>		<b>(22.81)</b>	<b>-6.1%</b>	

**NOTES:**

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

ALBERTA SOUTH	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.32	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37) -30.9%	(1)
<b>LESS EXPORT BASIS</b>							
<b>COSTS</b>							
Trucking	5.94 10.8%	6.10 8.6%	6.10 8.8%	5.94 7.2%	5.94 8.8%	0.00 0.0%	(5)
Price Differential	48.22 87.8%	66.21 93.6%	64.43 92.6%	75.52 91.3%	60.28 88.8%	(15.24) -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77 1.4%	0.64 0.9%	1.08 1.5%	1.25 1.5%	1.64 2.4%	0.39 31.2%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	54.93	72.95	71.61	82.71	67.86	(14.85) -18.0%	
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	0.00 0.0%	(2.21) -3.1%	(2.01) -2.9%	0.00 0.0%	(0.01) 0.0%	(0.01) n/a	(7)
<b>TOTAL - EXPORT BASIS</b>	54.93 100.0%	70.74 100.0%	69.60 100.0%	82.71 100.0%	67.85 100.0%	(14.86) -18.0%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	147.61	123.86	210.25	242.43	156.92	(85.51) -35.3%	

NOTES:

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Refundable levy of .5% of Grower Bid Price for for 1999/2000 - 2002/2003 crop years, and 1.0% for 2003/2004 crop year.
- (7) Insufficient volume of yellow peas handled at reporting stations in this region during 1999/2000 to adequately measure premiums

## Export Basis and Netback Calculation - 1CWRS Wheat

PEACE RIVER	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	29.91		28.74		28.74		30.21		31.09		0.88	2.9%	
Average Freight to Thunder Bay	48.30		46.37		46.86		48.74		48.74		0.00	0.0%	
Average Freight Adjustment Factor	10.37		10.43		11.88		12.09		10.16		(1.93)	-16.0%	
Average Applicable Freight	29.91		28.74		28.74		30.21		31.09		0.88	2.9%	(1)
Weighted Applicable Freight	29.52		28.39		28.66		30.35		31.32		0.97	3.2%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	29.52	55.1%	28.39	53.9%	28.66	57.6%	30.35	53.9%	31.32	57.8%	0.97	3.2%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	11.1%	6.10	11.6%	6.10	12.3%	5.94	10.5%	5.94	11.0%	0.00	0.0%	(6)
Primary Elevation	9.98	18.6%	10.05	19.1%	11.11	22.3%	11.36	20.2%	11.56	21.3%	0.20	1.8%	
Dockage - Terminal Cleaning	3.47	6.5%	3.48	6.6%	3.73	7.5%	3.95	7.0%	4.03	7.4%	0.08	2.0%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.8%	0.38	0.7%	0.38	0.7%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	10.1%	5.75	10.9%	3.61	7.3%	7.72	13.7%	7.79	14.4%	0.07	0.9%	(8)
Sub Total - Other Costs	25.17		25.76		24.93		29.35		29.70				
<b>SUB TOTAL - DIRECT COSTS</b>	54.69		54.15		53.59		59.70		61.02		1.32	2.2%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(1.12)	-2.1%	(0.84)	-1.6%	(1.37)	-2.8%	(0.69)	-1.2%	(3.68)	-6.8%	(2.99)	433.3%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.2%	(2.47)	-5.0%	(2.70)	-4.8%	(3.14)	-5.8%	(0.44)	16.3%	(10)
Subtotal - Benefits	(1.12)		(1.45)		(3.84)		(3.39)		(6.82)				
<b>TOTAL - EXPORT BASIS</b>	53.57	100.0%	52.70	100.0%	49.75	100.0%	56.31	100.0%	54.20	100.0%	(2.11)	-3.7%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	144.26		155.02		168.41		198.91		161.59		(37.32)	-18.8%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Alberta Peace River region.
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

## Export Basis and Netback Calculation - 1CWA Durum

PEACE RIVER	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	29.91		28.74		28.74		30.21		31.09		0.88	2.9%	
Average Freight to Thunder Bay	48.30		46.37		46.86		48.74		48.74		0.00	0.0%	
Average Freight Adjustment Factor	0.62		0.26		0.12		0.00		0.00		0.00	#DIV/0!	
Average Applicable Freight	29.91		28.74		28.74		30.21		31.09		0.88	2.9%	(1)
Weighted Applicable Freight	29.91		30.60		30.60		30.21		31.09		0.88	2.9%	(2)(11)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	29.91	42.1%	30.60	41.0%	30.60	44.2%	30.21	39.2%	31.09	44.2%	0.88	2.9%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	8.4%	6.10	8.2%	6.10	8.8%	5.94	7.7%	5.94	8.4%	0.00	0.0%	(6)
Primary Elevation	9.98	14.1%	10.05	13.5%	11.11	16.0%	11.36	14.7%	11.56	16.4%	0.20	1.8%	
Dockage - Terminal Cleaning	3.47	4.9%	3.48	4.7%	3.73	5.4%	4.00	5.2%	4.08	5.8%	0.08	2.0%	
CGC Weighing and Inspection	0.38	0.5%	0.38	0.5%	0.38	0.5%	0.38	0.5%	0.38	0.5%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	30.0%	24.58	33.0%	19.82	28.6%	27.83	36.1%	20.46	29.1%	(7.37)	-26.5%	(8)
Sub Total - Other Costs	41.09		44.59		41.14		49.51		42.42				
<b>SUB TOTAL - DIRECT COSTS</b>	71.00		75.19		71.74		79.72		73.51		(6.21)	-7.8%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	n/a	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.8%	(2.47)	-3.6%	(2.70)	-3.5%	(3.14)	-4.5%	(0.44)	16.3%	(10)
Subtotal - Benefits	-		(0.61)		(2.47)		(2.70)		(3.14)				
<b>TOTAL - EXPORT BASIS</b>	71.00	100.0%	74.58	100.0%	69.27	100.0%	77.02	100.0%	70.37	100.0%	(6.65)	-8.6%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	157.11		183.56		205.20		214.99		176.15		(38.84)	-18.1%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boar

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Alberta Peace River region.
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)
- (11) 1999/2000 Weighted Applicable Freight = Average Applicable Freight due to low volume handled at surveyed stations.

Export Basis and Netback Calculation - 1 Canada Canola

PEACE RIVER	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES	
	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>				
<b>Price Differential</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)	
Spot Price 1 CC	244.67		240.70		320.78		377.79		352.29			(2)	
Price Differential	(46.94)		(43.76)		(34.89)		(36.57)		(34.82)			(3)(4)	
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>02/03-03/04</b>		
											<b>\$/tonne</b>	<b>per cent</b>	
<b>PRICE</b>													
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11		(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>													
Trucking	5.94	11.4%	6.10	12.3%	6.10	14.8%	5.94	13.9%	5.94	14.3%	0.00	0.0%	(5)
Price Differential	46.94	90.0%	43.76	88.4%	34.89	84.9%	36.57	85.3%	34.82	83.7%	(1.75)	-4.8%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.0%	0.50	1.2%	0.50	1.2%	1.00	2.4%	0.50	100.0%	
<b>SUB TOTAL - DIRECT COSTS</b>	<b>53.38</b>		<b>50.36</b>		<b>41.49</b>		<b>43.01</b>		<b>41.76</b>		<b>(1.25)</b>	<b>-2.9%</b>	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(1.24)	-2.4%	(0.84)	-1.7%	(0.41)	-1.0%	(0.14)	-0.3%	(0.15)	-0.4%	(0.01)	7.1%	(6)
<b>TOTAL - EXPORT BASIS</b>	<b>52.14</b>	<b>100.0%</b>	<b>49.52</b>	<b>100.0%</b>	<b>41.08</b>	<b>100.0%</b>	<b>42.87</b>	<b>100.0%</b>	<b>41.61</b>	<b>100.0%</b>	<b>(1.26)</b>	<b>-2.9%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>239.47</b>		<b>234.94</b>		<b>314.59</b>		<b>371.49</b>		<b>345.50</b>		<b>(25.99)</b>	<b>-7.0%</b>	

**NOTES:**

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc

Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

PEACE RIVER	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.32	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.22)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37) -30.9%	(1)
<b>LESS EXPORT BASIS COSTS</b>							
Trucking	5.94 10.8%	6.10 8.4%	6.10 8.5%	5.94 7.2%	5.94 8.8%	0.00 0.0%	(5)
Price Differential	48.22 87.8%	66.21 90.8%	64.43 90.0%	75.52 91.4%	60.28 89.2%	(15.24) -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77 1.4%	0.64 0.9%	1.08 1.5%	1.25 1.5%	1.64 2.4%	0.39 31.2%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	<b>54.93</b>	<b>72.95</b>	<b>71.61</b>	<b>82.71</b>	<b>67.86</b>	<b>(14.85) -18.0%</b>	
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	0.00 0.0%	0.00 0.0%	0.00 0.0%	(0.08) -0.1%	(0.31) -0.5%	(0.23) 287.5%	(7)
<b>TOTAL - EXPORT BASIS</b>	<b>54.93 100.0%</b>	<b>72.95 100.0%</b>	<b>71.61 100.0%</b>	<b>82.63 100.0%</b>	<b>67.55 100.0%</b>	<b>(15.08) -18.3%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>147.61</b>	<b>121.65</b>	<b>208.24</b>	<b>242.51</b>	<b>157.22</b>	<b>(85.29) -35.2%</b>	

NOTES:

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Refundable levy of .5% of Grower Bid Price for for 1999/2000 - 2002/2003 crop years, and 1.0% for 2003/2004 crop year.
- (7) Insufficient volume of yellow peas handled at reporting stations in this region to adequately measure premiums

## Export Basis and Netback Calculation - 1CWRS Wheat

WESTERN CANADA	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	36.09		34.68		35.91		36.99		36.67		(0.32)	-0.9%	
Average Freight to Thunder Bay	31.62		30.27		31.33		32.98		33.13		0.15	0.5%	
Average Freight Adjustment Factor	10.13		10.33		11.80		12.08		10.03		(2.05)	-17.0%	
Average Applicable Freight	36.09		34.68		35.91		36.99		36.67		(0.32)	-0.9%	(1)
Weighted Applicable Freight	31.87		30.93		32.31		34.73		33.32		(1.41)	-4.1%	(2)
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	02/03-03/04		
<b>PRICE</b>											\$/tonne	per cent	
CWB Final Price 1 CWRS	192.43		202.58		217.02		250.20		211.14				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	5.40		5.14		1.14		5.02		4.65				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	197.83		207.72		218.16		255.22		215.79		(39.43)	-15.4%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	31.87	58.4%	30.93	59.2%	32.31	64.1%	34.73	61.3%	33.32	60.7%	(1.41)	-4.1%	(1)(2)
Weighted CFAR		0.0%	(0.72)	-1.4%	(0.56)	-1.1%	(0.61)	-1.1%	(0.71)	-1.3%	(0.10)	16.4%	(11)
<b>OTHER COSTS</b>													
Trucking	5.94	10.9%	6.10	11.7%	6.10	12.1%	5.94	10.5%	5.94	10.8%	0.00	0.0%	(6)
Primary Elevation	9.75	17.9%	9.91	19.0%	10.90	21.6%	11.22	19.8%	11.53	21.0%	0.31	2.8%	
Dockage - Terminal Cleaning	3.56	6.5%	3.56	6.8%	3.74	7.4%	3.93	6.9%	4.01	7.3%	0.08	2.0%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.8%	0.38	0.7%	0.38	0.7%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.9%	5.75	11.0%	3.61	7.2%	7.72	13.6%	7.79	14.2%	0.07	0.9%	(8)
Sub Total - Other Costs	25.03		25.70		24.73		29.19		29.65				
<b>SUB TOTAL - DIRECT COSTS</b>	56.90		55.91		56.48		63.31		62.26		(1.05)	-1.7%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(2.32)	-4.3%	(3.01)	-5.8%	(3.62)	-7.2%	(3.96)	-7.0%	(4.25)	-7.7%	(0.29)	7.3%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.2%	(2.47)	-4.9%	(2.70)	-4.8%	(3.14)	-5.7%	(0.44)	16.3%	(10)
Subtotal - Benefits	(2.32)		(3.62)		(6.09)		(6.66)		(7.39)				
<b>TOTAL - EXPORT BASIS</b>	54.58	100.0%	52.29	100.0%	50.39	100.0%	56.65	100.0%	54.87	100.0%	(1.78)	-3.1%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	143.25		155.43		167.77		198.57		160.92		(37.65)	-19.0%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boan

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Western Canada.
- (3) CWB final realized price for 1CWRS wheat 13.5% protein in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)
- (11) CFAR = Churchill Freight Advantage Rebate - introduced in 2000/01 to return the market sustainable freight advantage to farmers in the Churchill catchment area



## Export Basis and Netback Calculation - 1CWA Durum

WESTERN CANADA	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE		NOTES
	\$/tonne		\$/tonne		\$/tonne		\$/tonne		\$/tonne		02/03-03/04		
	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	% of Basis	\$/tonne	per cent	
<b>APPLICABLE FREIGHT</b>													
Average Freight to Vancouver	36.09		34.68		35.91		36.99		36.67		(0.32)	-0.9%	
Average Freight to Thunder Bay	31.62		30.27		31.33		32.98		33.13		0.15	0.5%	
Average Freight Adjustment Factor	0.41		0.11		(0.04)		(0.16)		(0.09)		0.07	-43.8%	
Average Applicable Freight	32.02		30.38		31.28		32.81		33.04		0.23	0.7%	(1)
Weighted Applicable Freight	30.07		28.58		28.96		30.34		30.23		(0.11)	-0.4%	(2)
<b>PRICE</b>													
CWB Final Price 1 CWAD	206.79		234.17		257.12		266.88		229.20				(3)
<b>PLUS ADJUSTMENTS</b>													
CWB Costs (net)	21.32		23.97		17.35		25.13		17.32				(4)
<b>ADJUSTED CWB FINAL PRICE</b>	228.11		258.14		274.47		292.01		246.52		(45.49)	-15.6%	(5)
<b>LESS EXPORT BASIS</b>													
<b>FREIGHT COSTS</b>													
Weighted Applicable Freight	30.07	44.5%	28.58	41.6%	28.96	45.9%	30.34	41.5%	30.23	46.7%	(0.11)	-0.4%	(1)(2)
<b>OTHER COSTS</b>													
Trucking	5.94	8.8%	6.10	8.9%	6.10	9.7%	5.94	8.1%	5.94	9.2%	0.00	0.0%	(6)
Primary Elevation	9.44	14.0%	9.61	14.0%	10.62	16.8%	10.96	15.0%	11.41	17.6%	0.45	4.1%	
Dockage - Terminal Cleaning	3.62	5.4%	3.63	5.3%	3.77	6.0%	4.03	5.5%	4.12	6.4%	0.09	2.2%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.6%	0.38	0.6%	0.38	0.5%	0.38	0.6%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	31.5%	24.58	35.8%	19.82	31.4%	27.83	38.1%	20.46	31.6%	(7.37)	-26.5%	(8)
Sub Total - Other Costs	40.70		44.30		40.69		49.14		42.31				
<b>SUB TOTAL - DIRECT COSTS</b>	70.77		72.88		69.65		79.48		72.54		(6.94)	-8.7%	
<b>PRODUCER BENEFITS</b>													
Trucking Premiums	(3.14)	-4.6%	(3.56)	-5.2%	(4.13)	-6.6%	(3.73)	-5.1%	(4.68)	-7.2%	(0.95)	25.5%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-3.9%	(2.70)	-3.7%	(3.14)	-4.9%	(0.44)	16.3%	(10)
Subtotal - Benefits	(3.14)		(4.17)		(6.60)		(6.43)		(7.82)				
<b>TOTAL - EXPORT BASIS</b>	67.63	100.0%	68.71	100.0%	63.05	100.0%	73.05	100.0%	64.72	100.0%	(8.33)	-11.4%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	160.48		189.43		211.42		218.96		181.80		(37.16)	-17.0%	

## NOTES:

Source: Railways, Canadian Grain Commission, Grain Companies, Canadian Wheat Boan

- (1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate
- (2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Western Canada.
- (3) CWB final realized price for 1CWAD in store St. Lawrence or Vancouver.
- (4) CWB Costs (net) reflect an in-store Vancouver or St. Lawrence sales position (net of Transportation Savings), consistent with CWB reporting procedures prior to the 2002-03 Annual Report
- (5) Adjusted to add back CWB Costs (net).
- (6) Commercial trucking rate estimate - 40 mile haul
- (7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies
- (8) CWB Costs (gross) = CWB Cost (net) plus Transportation Savings.
- (9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
- (10) Transportation Savings calculated as follows:
  - 2000/01 - total savings \$10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
  - 2001/02 - total savings \$40.9 million divided by 16.58 million tonnes (total of wheat & durum pools);
  - 2002/03 - total savings \$33.8 million divided by 12.50 million tonnes (total of wheat & durum pools);
  - 2003/04 - total savings \$51.1 million divided by 16.30 million tonnes (total of wheat, durum & barley pools)

## Export Basis and Netback Calculation - 1 Canada Canola

WESTERN CANADA	1999-2000		2000-2001		2001-2002		2002-2003		2003-2004		% VARIANCE	NOTES
	<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>		<b>\$/tonne</b>			
<b>Price Differential</b>												
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11			(1)
Spot Price 1 CC	243.06		240.06		319.42		371.72		350.92			(2)
Price Differential	(48.55)		(44.40)		(36.25)		(42.64)		(36.19)			(3)(4)
	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>	<b>\$/tonne</b>	<b>% of Basis</b>				
<b>PRICE</b>												
Vancouver Cash 1 CC	291.61		284.46		355.67		414.36		387.11	(27.25)	-6.6%	(1)
<b>LESS EXPORT BASIS COSTS</b>												
Trucking	5.94	11.3%	6.10	12.4%	6.10	14.5%	5.94	12.1%	5.94	0.00	0.0%	(5)
Price Differential	48.55	92.5%	44.40	90.4%	36.25	86.3%	42.64	87.1%	36.19	(6.45)	-15.1%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.0%	0.50	1.2%	0.50	1.0%	0.66	0.16	32.0%	(7)
<b>SUB TOTAL - DIRECT COSTS</b>	54.99		51.00		42.85		49.08		42.79	(6.29)	-12.8%	
<b>PRODUCER BENEFITS</b>												
Trucking Premiums	(2.48)	-4.7%	(1.89)	-3.8%	(0.84)	-2.0%	(0.11)	-0.2%	(0.28)	(0.17)	154.5%	(6)
<b>TOTAL - EXPORT BASIS</b>	52.51	100.0%	49.11	100.0%	42.01	100.0%	48.97	100.0%	42.51	(6.46)	-13.2%	
<b>VISIBLE NETBACK TO PRODUCERS</b>	239.10		235.35		313.66		365.39		344.60	(20.79)	-5.7%	

**NOTES:**

Source: Winnipeg Commodity Exchange, Grain Companies, Canadian Grain Commission

- (1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC
- (2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.
- (3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc
- (7) Western Canada average deduction determined by weighting provincial deductions by deliveries.

Export Basis and Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

WESTERN CANADA	Oct./Nov. 1999	Oct./Nov. 2000	Oct./Nov. 2001	Oct./Nov. 2002	Oct./Nov. 2003	% VARIANCE	NOTES
<b>Price Differential</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>CDNS/tonne</b>	<b>\$/tonne</b>		
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77		(1)
Weekly Grower Bid Closing Price	154.31	128.39	215.42	249.62	164.49		(2)
Price Differential	(48.23)	(66.21)	(64.43)	(75.52)	(60.28)		(3)(4)
	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>	<b>\$/tonne % of Basis</b>		<b>02/03-03/04</b>	
<b>PRICE</b>						<b>\$/tonne per cent</b>	
Weekly Dealer Closing Price	202.54	194.60	279.85	325.14	224.77	(100.37) -30.9%	(1)
<b>LESS EXPORT BASIS</b>							
<b>COSTS</b>							
Trucking	5.94 10.8%	6.10 8.4%	6.10 8.6%	5.94 7.1%	5.94 8.8%	0.00 0.0%	(5)
Price Differential	48.23 88.1%	66.21 91.0%	64.43 90.8%	75.52 90.8%	60.28 89.0%	(15.24) -20.2%	(3)(4)
Pulse Growers' Ass'n	0.77 1.4%	0.64 0.9%	1.08 1.5%	1.87 2.2%	1.64 2.4%	(0.23) -12.3%	(6)
<b>SUB TOTAL - DIRECT COSTS</b>	<b>54.94</b>	<b>72.95</b>	<b>71.61</b>	<b>83.33</b>	<b>67.86</b>	<b>(15.47) -18.6%</b>	
<b>PRODUCER BENEFITS</b>							
Trucking Premiums	(0.18) -0.3%	(0.23) -0.3%	(0.64) -0.9%	(0.14) -0.2%	(0.11) -0.2%	0.03 -21.4%	
<b>TOTAL - EXPORT BASIS</b>	<b>54.76 100.0%</b>	<b>72.72 100.0%</b>	<b>70.97 100.0%</b>	<b>83.19 100.0%</b>	<b>67.75 100.0%</b>	<b>(15.44) -18.6%</b>	
<b>VISIBLE NETBACK TO PRODUCERS</b>	<b>147.78</b>	<b>121.88</b>	<b>208.88</b>	<b>241.95</b>	<b>157.02</b>	<b>(84.93) -35.1%</b>	

NOTES:

Source: Stat Publishing, Grain Companies

- (1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US\$/tonne
- (2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDNS/bushel
- (3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.  
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.
- (4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.  
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.
- (5) Commercial trucking rate estimate - 40 mile haul
- (6) Levy of .5% of Grower Bid Price. Levy increased to .75% in Saskatchewan for 2002-03 crop year and to 1.0% in Saskatchewan and Alberta for 2003/2004 crop year

## Producer Car Loading Sites - Summarized by Province and Railway Class (1)

PROVINCE		CROP YEAR								NOTES		
		99-00		00-01		01-02		02-03			03-04	
		Aug 1	July 31	July 31	July 31	July 31	July 31	Oct. 31	Jan. 31		Apr. 30	July 31
<b>MANITOBA</b>												
Class 1 Carriers	Number of Producer Loading Sites	176	102	93	93	89	77	77	77	77	(2)(3)(4)	
	Index	100.0	58.0	52.8	52.8	50.6	43.8	43.8	43.8	43.8		
Class 2 and 3 Carriers	Number of Producer Loading Sites	21	25	25	25	26	26	26	20	20		
	Index	100.0	119.0	119.0	119.0	123.8	123.8	123.8	95.2	95.2		
All Carriers	Number of Producer Loading Sites	197	127	118	118	115	103	103	97	97		
	Index	100.0	64.5	59.9	59.9	58.4	52.3	52.3	49.2	49.2		
<b>SASKATCHEWAN</b>												
Class 1 Carriers	Number of Producer Loading Sites	288	209	205	210	206	202	207	207	207	(2)(3)(4)	
	Index	100.0	72.6	71.2	72.9	71.5	70.1	71.9	71.9	71.9		
Class 2 and 3 Carriers	Number of Producer Loading Sites	22	59	61	61	66	66	66	66	66		
	Index	100.0	268.2	277.3	277.3	300.0	300.0	300.0	300.0	300.0		
All Carriers	Number of Producer Loading Sites	310	268	266	271	272	268	273	273	273		
	Index	100.0	86.5	85.8	87.4	87.7	86.5	88.1	88.1	88.1		
<b>ALBERTA</b>												
Class 1 Carriers	Number of Producer Loading Sites	179	103	82	82	84	74	75	75	75	(2)(3)(4)	
	Index	100.0	57.5	45.8	45.8	46.9	41.3	41.9	41.9	41.9		
Class 2 and 3 Carriers	Number of Producer Loading Sites	20	36	36	41	46	46	46	46	46		
	Index	100.0	180.0	180.0	205.0	230.0	230.0	230.0	230.0	230.0		
All Carriers	Number of Producer Loading Sites	199	139	118	123	130	120	121	121	121		
	Index	100.0	69.8	59.3	61.8	65.3	60.3	60.8	60.8	60.8		
<b>BRITISH COLUMBIA</b>												
Class 1 Carriers	Number of Producer Loading Sites		1	1	1	1	1	1	1	1	(2)(3)(4)	
	Index		100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
Class 2 and 3 Carriers	Number of Producer Loading Sites											
	Index											
All Carriers	Number of Producer Loading Sites		1	1	1	1	1	1	1	1		
	Index		100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
<b>WESTERN CANADA</b>												
Class 1 Carriers	Number of Producer Loading Sites	643	415	381	386	380	354	360	360	360	(2)(3)(4)	
	Index	100.0	64.5	59.3	60.0	59.1	55.1	56.0	56.0	56.0		
Class 2 and 3 Carriers	Number of Producer Loading Sites	63	120	122	127	138	138	138	132	132		
	Index	100.0	190.5	193.7	201.6	219.0	219.0	219.0	209.5	209.5		
All Carriers	Number of Producer Loading Sites	706	535	503	513	518	492	498	492	492		
	Index	100.0	75.8	71.2	72.7	73.4	69.7	70.5	69.7	69.7		

## NOTES:

SOURCE: Canadian National Railway Company, Canadian Pacific Railway Company, Great Western Railway and Red Coat Road &amp; Rail

- (1) The classes used here to group railways are based on industry convention: Class 1 carriers denote CN and CP; Class 2 carriers denote regional railways such as BC Rail; and Class 3 carriers denote shortline operations such as those of OmniTRAX and RailAmerica.
- (2) The number of producer loading sites presented "as at" August 1, 1999 and July 31 of each crop year is approximated, and based on listings deemed to be in effect by CN for each of these points in time. CN's listing dated June 9, 1999 is used as a proxy for August 1, 1999; November 23, 2000 for July 31, 2000; October 26, 2001 for July 31, 2001; and April 29, 2002 for July 31, 2002.
- (3) The number of producer loading sites presented "as at" August 1, 1999 and July 31 of each crop year is approximated, and based on listings deemed to be in effect by CP for each of these points in time. Data pertaining to CP producer loading sites during the 1999-2000 crop year is unavailable, and has been estimated using alternative sources. CP's listing dated February 12, 2002 is used as a proxy for July 31, 2001; while that of June 27, 2002 is used as a proxy for July 31, 2002.
- (4) The number of CN and CP producer loading sites presented "as at" the end of each quarter of the 2002-03 crop year, is based on the most recent published listing by each carrier.

## Total Producer Car Shipments - Summarized by Province and Grain

PROVINCE	COMMODITY	CROP YEAR									% VARIANCE		NOTES			
		2002-2003					2003-2004				Q4	YTD				
		1999-00	2000-01	2001-02	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total		
<b>MANITOBA</b>																
	Wheat	271	295	384	32	110	92	97	331	230	217	214	243	904	150.5%	173.1%
	Durum	10	5	-	-	1	2	3	6	2	-	-	-	2	-100.0%	-66.7%
	Barley	11	-	24	2	5	3	-	10	7	11	4	9	31	n/a	210.0%
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Oats	-	-	-	-	-	1	-	1	-	-	-	-	-	n/a	-100.0%
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		292	300	408	34	116	98	100	348	239	228	457	252	937	152.0%	169.3%
<b>SASKATCHEWAN</b>																
	Wheat	914	1,275	2,142	61	103	238	415	817	414	587	630	974	2,605	134.7%	218.8%
	Durum	477	1,119	1,662	144	210	333	503	1,190	432	845	382	1,270	2,929	152.5%	146.1%
	Barley	142	178	185	9	10	2	3	24	22	119	150	30	321	900.0%	1237.5%
	Canola	-	-	-	-	-	-	-	-	-	10	-	-	10	n/a	n/a
	Oats	39	49	13	-	2	3	4	9	-	1	1	3	5	-25.0%	-44.4%
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Flaxseed	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
		1,572	2,622	4,002	214	325	576	925	2,040	868	1,562	1,163	2,277	5,870	146.2%	187.7%
<b>ALBERTA &amp; BRITISH COLUMBIA</b>																
	Wheat	1,431	1,630	2,056	61	178	202	263	704	167	590	567	718	2,042	173.0%	190.1%
	Durum	25	16	6	-	33	25	24	82	25	57	54	108	244	350.0%	197.6%
	Barley	85	112	76	-	-	-	13	13	18	133	120	8	279	-38.5%	2046.2%
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Oats	36	44	35	9	5	1	7	22	5	10	4	8	27	14.3%	22.7%
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		1,577	1,802	2,173	70	216	228	307	821	215	790	745	842	2,592	174.3%	215.7%
<b>WESTERN CANADA</b>																
	Wheat	2,616	3,200	4,582	154	391	532	775	1,852	811	1,394	1,411	1,935	5,551	149.7%	199.7%
	Durum	512	1,140	1,668	144	244	360	530	1,278	459	902	436	1,378	3,175	160.0%	148.4%
	Barley	238	290	285	11	15	5	16	47	47	263	274	47	631	193.8%	1242.6%
	Canola	-	-	-	-	-	-	-	-	-	10	-	-	10	n/a	n/a
	Oats	75	93	48	9	7	5	11	32	5	11	5	11	32	0.0%	0.0%
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Flaxseed	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
		3,441	4,724	6,583	318	657	902	1,332	3,209	1,322	2,580	2,126	3,371	9,399	153.1%	192.9%

## NOTES:

Source: Canadian Grain Commission

(1) Includes CWB wheat and one car of NBF (Non-Board Feed) wheat shipped in each of the 99/00, 00/01, 01/02 &amp; 02/03 crop years.