Monitoring the Canadian Grain Handling and Transportation System

Annual Report: 2000- 2001 Crop Year

Submitted to:

Government of Canada Gouvernement du Canada

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Executive Summary

As the Monitor of Canada's Grain Handling and Transportation System (GHTS), Quorum Corporation is pleased to submit its first annual report for the crop year ended July 31, 2001. The report focuses on prairie grain that is moved to export position. The report compares changes between the 1999-2000 and 2000-2001 crop years, under the terms defined by the Grain Monitoring Program. In some cases, the year-over-year changes reflect on-going trends. In others cases, a longer timeline will be required before the Monitor can confirm whether or not new trends are taking place.

Industry Overview

Volumes

Our analysis reveals a system that responded well in the crop year 2000-01 in the face of decreased grain production, a changing infrastructure, and reduced volumes. The system moved a marginally smaller volume of grain than in the 1999-2000 crop year. Country elevator throughput increased by 2.4%, while rail volumes dropped 2.1%.

The sourcing of grain showed only modest change. There was a marginal decrease in the volume of export grain that originated on grain dependent branch lines (3.9%). In addition, the transfer of additional railway infrastructure to new shortline railways resulted in an 11.7% increase in the relative volume of grain originated by these carriers as a whole. The proportion of elevators located on grain-dependent lines relative to the whole system remained essentially unchanged at around 41%. Similarly, the proportion of grain originating on grain-dependent branch lines remained relatively constant at 34%.

Infrastructure

The face of the country elevator network changed significantly as another 14.8%, or 136 elevators dropped from the system. However, the storage capacity of the system decreased only 4.1% since, not surprisingly, the bulk of the facilities that were closed were of the smaller conventional variety. Nonetheless, 23 of the closed facilities were capable of handling more than 25 cars. This may mark the start of a new trend towards closing some larger elevators, rather than closing only smaller facilities having a loading capacity of less than 25 cars. Moreover, it appears that there is clear focus on those facilities capable of loading 50 or more cars at a time (the threshold we have used to distinguish conventional elevators from high throughput). At the same time, the remaining elevators are gathered around a smaller number of delivery points – 554 versus 639 a year earlier.

The railway network in Western Canada was reduced by 462 miles, or 2.4% through the monitoring period (August 1, 1999 to July 31, 2001). There were 377 miles removed from the grain dependent network and 85 miles from the balance of the system.

There was one line transfer in Western Canada during the 2000-01 crop year, from CP to Great Western Railway (GWR), of lines located in South Western Saskatchewan. However, further abandonments by GWR and other operators resulted in only modest growth in shortline mileage of 1% in the monitoring period for a total of 3,090 miles.

Commercial Relations

Commercial Impacts

A number of initiatives aimed at improving the commercial viability and competitive nature of the GHTS were undertaken or attempted during the crop year. These ranged from market and price initiatives to applications for running rights under the provisions of the *Canada Transportation Act* (CTA).

The expansion of the Canadian Wheat Board's (CWB) tendering program during the 2000-2001 crop year can be termed a limited success. The CWB issued in excess of 500 tenders calling for the movement of

some 4.9 million tonnes of grain – a number representing almost a third of its total grain movement to Western Canadian ports for the crop year. The response to these tender calls was, however, significantly lower. Bids relating to 1.6 million tonnes, or 10% of the CWB's total movement were ultimately received. These bids resulted in only 204 contracts for 577,800 tonnes being awarded. When combined with 280,800 tonnes of malting barley awarded by tender, a total of 858,600 tonnes was shipped under the tendering program, representing 5.4% of the Board's total movement to Western Canadian ports. Less than 2% of the cars unloaded at destination were assessed with penalties for failing to meet the grade or protein specifications established under the tender.

The inability of the CWB and the industry to reach the tendering target of 25% stemmed largely from the challenges in negotiations between the parties on the specifics of the logistics for the movement of CWB grains, including tendering issues. Throughout much of the 2000-01 crop year, negotiations on the specifics of this program remained ongoing. These negotiations were not brought to a successful conclusion until August 2001. Early indications suggest broader participation in the next crop year, resulting in significantly larger volumes moving under tender in the 2001-02 crop year.

The second major element of the government's grain handling and transportation reforms was replacing regulated maximum rates with a cap on the revenues railways could earn from regulated grain movements (the Revenue Cap) effective August 1, 2000. This included a rollback on the level of revenues for crop year 2000-01 averaging some 18%, or almost $6.00/ tonne. This resulted in a general reduction in posted single car tariff rates of 4% on average, varying from 1% to 10% depending on the origin and destination involved. The railways were largely able to achieve their revenue cap targets through other initiatives such as incentive rates for multiple car movements and contributions to capital investments in industrial projects such as elevator trackage. The Canadian Transportation Agency determined that both CN and CP were under their revenue caps for crop year 2000-01. The Agency estimated that the revenue cap resulted in savings to shippers of about $173 million, consisting of $167 million due to the 18% reduction in revenues from what would have resulted without the May 2000 policy reforms plus $6 million as a result of the railways' revenues being below their caps.

Indications are that the volume of traffic moving under incentive rates is expanding, and that they will continue to be a pivotal factor in promoting economic efficiencies in the grain handling and transportation system.

There was little change in posted elevation tariffs in the country elevator network across Western Canada. Manitoba, Alberta and British Columbia saw only small adjustments in rates, while the total average increase in Saskatchewan was slightly more than 2%. Notwithstanding the larger increase, average elevation tariffs in Saskatchewan remained lower than in neighbouring provinces.

With the exception of Churchill – where terminal elevation charges remain unchanged – the average posted tariff rates for terminal elevator handling at each of the Western Canadian ports generally increased. At Vancouver and Prince Rupert, small increases were seen for most commodities, the exceptions being peas, rye and flaxseed, which experienced more significant hikes. At Thunder Bay, the average increase for major commodities was in the order of 1% or less.

Other Commercial Developments

There were a number of other developments of note. In the fall of 2000, the railways assumed responsibility for the allocation of railcars and the role of the industry-based Car Allocation Policy Group was terminated. Both CP and CN implemented policies that permit the advance booking of cars and now use this new system as one of the key vehicles for capacity planning and service delivery. Both CN and CP introduced "shuttle" services midway through the 2000-01 crop year. These services build upon the incentive loading programs that have been in place for some time, by giving shippers the ability to commit to the movement of multiple trainload lots – rather than just a multiple block of cars – over a specified period of time. The discounts accorded to such movements are correspondingly greater than those seen in the more "traditional" incentive programs.

The first high capacity producer loading facility was opened by West Central Road and Rail near Eston, Saskatchewan and began operating early in the 2001-02 crop year. It is the first in a series intended to provide individual or groups of producers with the ability to load their own cars in multiple car blocks.

During the crop year, two applications for running rights were made under the CTA, by Ferroequus Railway and OmniTRAX Ltd. Both applications were dismissed by the Canadian Transportation Agency on the basis that the Act does not give the Agency authority to grant solicitation rights, a key component of each application.

System Efficiency and Reliability

There were a number of changes in efficiency measures related to the GHTS during the crop year, most of which were positive. For example, average throughput time (for delivery to a country elevator to loading on a vessel) decreased to 67.1 days, a 5.5% improvement over the base year. This is an indication that there is better overall management of grain logistics.

The country elevator network realized a reduction in average time in store of 8.0% to 38.3 days. A standard measure that pits inventory in store against throughput also indicates improved management of inventory at country positions. The average weekly stock to shipment ratio declined 12.9%, from 6.2 to 5.4 this crop year.

Railways contributed significantly to the improved efficiency of the GHTS. A key measure for railway efficiency is the car cycle, and the improvements realized here were impressive: a reduction of 16.9% for an average of 16.4 days overall. The new service packages and incentive programs railways have added have supported the shift towards traffic moving in larger car blocks, likely the primary element in explaining the improved car cycles. Although data limitations prevent a more detailed analysis, it is hoped that future reports will provide more insight on the car cycle improvements.

Port terminal operations efficiency experienced mixed results. The average days in store saw slight improvement to 20.1 days, a decline of 1%. Conversely, decreases in efficiency were seen in average terminal elevator turn ratios (-1.8%).

The number of vessels calling at port remained essentially unchanged from the year before, with some 960 having been loaded during the 2000-2001 crop year. A particular area of concern, however, was the increase in the amount of time spent by these vessels in port at Pacific Seaboard ports – both in waiting to load, and actually loading. In Vancouver, the average number of days spent waiting increased from 2.4 to 4.4 days, while time loading increased from 3.4 to 3.7 days. In Prince Rupert, while the average amount of time spent waiting decreased marginally, loading time increased from an average 1.8 days in the 1999-2000 crop year to 5.9 days in 2000-01.

While no definitive conclusions are drawn as to cause, it can be observed that these results were largely influenced by events occurring during the second quarter of the 2000-01 crop year. Specifically, indications show that during the second and third quarters of this crop year there was a significant draw down of terminal stocks and the time spent by railcars at destination. The consequence of the increased amount of time spent by these vessels in port is reflected in the relative increase in reported Pacific Seaboard demurrage charges ($15 million versus the $6.6 million recorded the year before) and a reduction in dispatch revenues ($9 million as compared to $11 million the year before).

Producer Impacts

Measures for producer impacts – along with an appropriate methodology for the calculation of producer netback – were identified as areas requiring additional research and consultation before being brought under the full umbrella of the program. That work has now been completed and the report, which prescribes a methodology and a series of measures, has been submitted to government officials (Transport Canada and Agriculture and Agri-Food Canada) for consideration.

This report includes a brief analysis of the posted prices for single car movements and handling, which are generally recognized as the rates born by producers when they deliver product to an elevator. While

the producer netback measures will enhance this indicator in the future, total posted rates for transportation and handling charged to producers suggest that on average the producer's position remained unchanged from the base year. Although reductions were realized in single car rail rates, they were partially offset by modest increases in both the country and port terminal elevation fees. Compounding this were increased demurrage charges at Pacific Seaboard ports.

Other system-based measures on infrastructure, efficiencies, and reliability contained in the report provide an indication of the broader impacts affecting all industry stakeholders, including producers. For example, as noted above there was a 5.5% reduction in the amount of time spent by grain in the system; an indication of improved system efficiency. On the other hand, with a reduction in the number of delivery points, it is fair to assume that there was a corresponding increase in the distance a truck must travel to reach an alternate delivery point; the additional cost of which must ultimately be borne by producers.

Once the netback methodology and processes have been completed, the detailed measures will be produced and included in future reports. The Monitor will continue to work with the industry to develop a methodology for measures related to producer benefits and how they flow back to producers.

Implementation

The data collected from the various stakeholders in Canada's grain handling and transportation system serves as the backbone of the grain monitoring program. As such, its collection has been Quorum Corporation's primary focus of concern. Following award of the monitoring contract in June 2001, the company moved immediately to provide for data collection through a dialog with potential data suppliers. It should be noted that the Grain Monitoring Program has received a remarkable degree of cooperation from the stakeholders that provided this data. Yet, some difficulties still remain to be addressed. The Monitor will continue to work with all stakeholders to overcome these problems, and improve the value of program itself.

1. Introduction

On May 10, 2000, the Government of Canada announced a series of reforms to policies on the handling and transportation of Western Canadian grain, some of which were implemented through amendments to the *Canada Transportation Act* that came into effect on August 1, 2000. These measures included six primary reform elements, specifically:

- The introduction and gradual expansion of tendering for Canadian Wheat Board shipments to port as provided in a Memorandum of Understanding with the Minister responsible for the Canadian Wheat Board that came into force on August 1, 2000;
- The replacement of the maximum rate scale for grain with a cap on the annual grain revenues of railways through amendments to the *Canada Transportation Act*;
- Improvements to the branch line rationalization process through amendments to the *Canada Transportation Act*;
- Improvements to the Final Offer Arbitration process through amendments to the *Canada Transportation Act;*
- A five year $175 million transitional funding program for prairie grain roads; and
- A mechanism for continuous monitoring, measurement and reporting on the overall performance of the grain handling and transportation system.

The objectives of these reforms centre on the promotion of a grain handling and transportation system that better serves the needs of Canadian grain shippers and customers, through improved efficiency, effectiveness, and accountability.

On June 19, 2001, the government announced that Quorum Corporation had been selected to serve as the Monitor of Canada's Grain Handling and Transportation System. Under its two-and-a-half-year mandate, Quorum Corporation is to provide the government with a series of quarterly and annual reports aimed at measuring system performance as well as assessing the results of these initiatives and their effects on:

- Producers;
- The marketing mandate of the Canadian Wheat Board;
- Grain handling efficiency;
- Railway efficiency;
- Port efficiency; and
- Overall performance of the grain handling and transportation system.

This report constitutes the first in a series of quarterly and annual submissions to the Federal Government as prescribed by the mandate of the Grain Monitoring Program. These reports will be supplemented by an ongoing monitoring initiative and a series of complementary studies to examine specific issues of interest and concern.

Chapter 2 of this report introduces the Grain Monitoring Program, followed by a discussion on the program's general implementation. The subsequent four chapters comprise the core of the report and discuss the measures used for monitoring, as well as the general findings arising from them. The appendices encompass an extensive package of supporting data tables from which these findings are drawn.

2. The Grain Monitoring Program

Scope of the Grain Monitoring Program

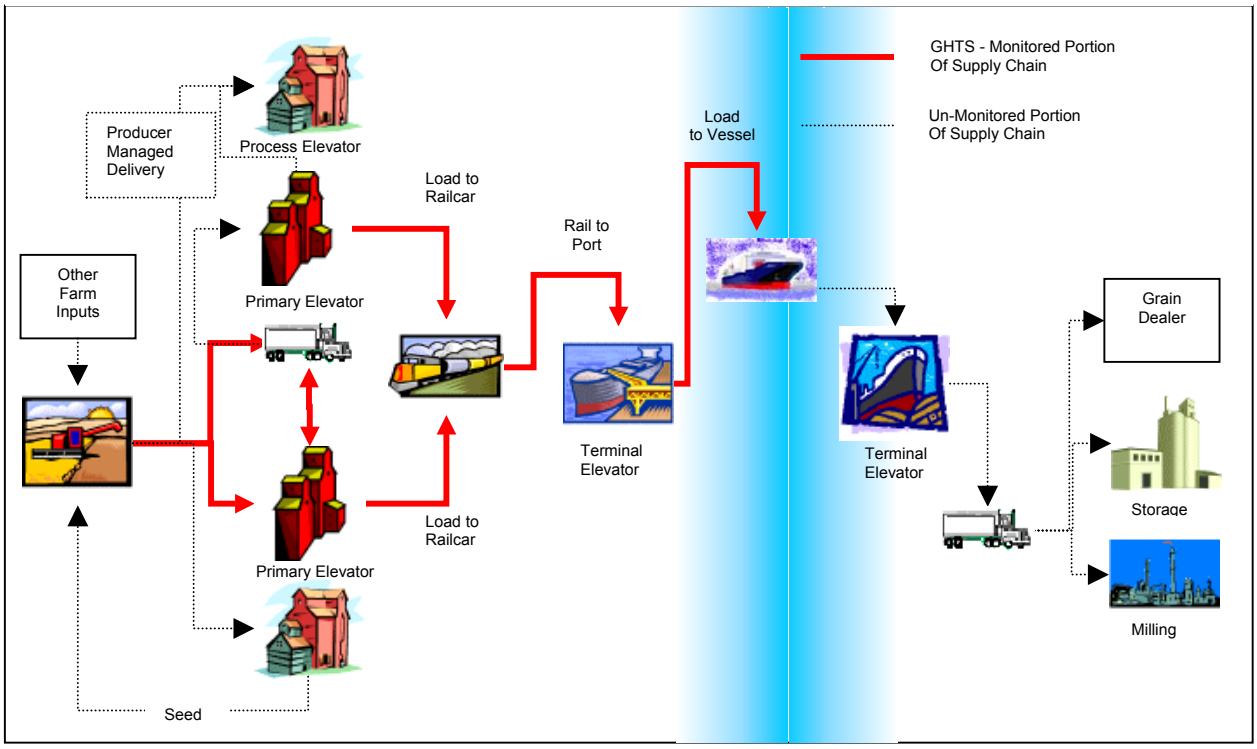
The Monitor's role chiefly consists of measuring the performance of Canada's Grain Handling and Transportation System (GHTS), and tracking changes over time. It is important, therefore, to explain the general approach, methodology, and specific measurements used in the Grain Monitoring Program (GMP).

The GMP is an initiative of the Canadian Government, under the sponsorship of the departments of Transport and Agriculture and Agri-Food. Its focus centres on tracking changes in the system, including gauging the effects arising from the two principal governmental reforms, namely:

- The introduction, and gradual expansion of tendered grain movements by the Canadian Wheat Board; and
- The replacement of the maximum rate scale for rail shipments with a cap on the annual revenues that railways can earn from the movement of regulated grain.

In a broader sense, these reforms are expected to alter the commercial relations that have traditionally existed between the primary participants in the GHTS: Producers; the Canadian Wheat Board; grain companies; railway companies; and port terminal operations. Using a series of indicators, the GMP aims to measure the performance of both the system as a whole, and its constituent parts. With particular consideration to evolving logistics and contracting arrangements, the program is designed to reveal whether the movement of grain through the logistics chain (from the farm gate to lake and sea-going vessel) is being done more efficiently and with more reliability than before.

Figure 1: The Grain Handling and Transportation System



To this end, the GMP provides for a number of specific performance indicators grouped under five broad series, namely:

- *Series 1 – Industry Overview*
  Measurements relating to annual grain production, traffic flows and changes in the GHTS infrastructure (country and terminal elevators and rail lines).

- *Series 2 – Commercial Relations*
  Measurements focusing on the tendering activities of the Canadian Wheat Board as it moves towards a more commercial orientation as well as changes in operating policies and practices related to grain logistics

- *Series 3 – System Efficiency*
  Measurements aimed at gauging the operational efficiency with which grain moves through the logistics chain.

- *Series 4 – Service Reliability*
  Measurements focusing on whether the GHTS provides for the timely delivery of grain to port in response to prevailing market demands.

- *Series 5 – Producer Impacts*
  Measurements designed to capture the value to producers from changes in the GHTS. Focused largely on the calculation of "producer netback," these measures are currently under development and as such are not included in this report.[1]

Reporting Requirements

A cornerstone of the GMP is the assembly and presentation of the aforementioned measurements in a series of annual and quarterly reports to the Ministers of Transport; Agriculture and Agri-Food; and the Minister responsible for the Canadian Wheat Board. These reports are designed to provide a "high level" commentary on the performance of the GHTS as a whole, and to highlight any major changes or trends observed in the 30-month period under review. In addition, the Monitor is also charged with conducting:

- *On-going Monitoring*
  A program internal to the Monitor that provides for the assembly of weekly, and daily information aimed at early detection of short-term problems relating to capacity constraints, bottlenecks or other operational failures and is intended to provide insight that will be used in the preparation of quarterly and annual reports.

- *Supplementary Work Program*
  In developing the GMP, the government identified six areas, which required additional study to complete the monitoring design. A review of the specific projects covered by the Supplementary Work Program can be found in Appendix 2.

- *Ad hoc and Special Studies*
  The government, through its program design, envisioned that there could be a need for studies into specific issues from time to time. Such examinations are at the discretion of the government.

Program Implementation

The most critical step in the implementation process involved defining and securing the data that would ultimately form the foundation of the GMP. The groundwork for this was developed in a series of

[1] The GMP calls for the development of an appropriate methodology for calculating "producer netback". A study outlining a proposed methodology was submitted to the Government of Canada in January 2002. It is anticipated that producer netback measures, dating back to the 1999-2000 crop year, will be included in the next annual report of the Monitor.

consultative sessions held with the stakeholder community throughout the summer and early fall of 2001. The Monitor met with representatives from five principal stakeholder groups:

- *Producer Groups*
  With the significant number of producer groups found in Western Canada, particular effort was given to ensuring that the Monitor met with representatives from a broad cross-section that reflected different commodity and geographic interests.

- *Grain Companies*
  The Western Grain Elevator Association (WGEA), and the Inland Terminal Association of Canada (ITAC), serve as the principal representatives for the major owners of the various primary, process and terminal elevators found in Western Canada.

- *Railway Companies*
  The Canadian National Railway Company, Canadian Pacific Railway Company and the Hudson Bay Railway Company are all key suppliers of data to the GMP. Other regional and shortline carriers were and will be contacted as needed.

- *Government*
  Consultative sessions have been held with representatives from the transport and agriculture departments of the three Prairie Provinces.

- *Other Organizations*
  Included within this group are representatives from the Canadian Grain Commission; the Canadian Wheat Board; the Canadian Transportation Agency; the Winnipeg Commodity Exchange; the Chamber of Maritime Commerce; and the Canadian Ports Clearance Association. A number of these organizations are key suppliers of data to the GMP.

During these initial meetings, the stakeholders were presented with an outline of the GMP's broader goals, and the general informational needs that arose from the program.[2] This was subsequently distilled into a series of specific data elements, identified within what came to be called the Data Matrix. Approved by the government and circulated to the stakeholders at large, the Data Matrix served as a template in delineating the data needed from each of the stakeholders and how it would be employed in producing the measurements prescribed under the GMP.[3]

Concurrent with these stakeholder consultations, the Monitor's office began to create the information management systems needed to support the GMP. Development of the programming needed to transform the data into useable information could only begin in earnest, however, once data was actually received from the various providers themselves. The provisions contained within the Government of Canada's data regulations provide for the filing of certain data related to grain transportation and handling. No substantive changes have been made to these regulations since December 1999, before the government's May 2000 decision to implement the Grain Monitoring Program. The Monitor collects the majority of the data under a series of voluntary private agreements with individual data providers.[4] These agreements address not only the confidential treatment to be given to the data collected, but its storage and ultimate disposition at the conclusion of the program as well.

[2] It is worth noting that the Monitor considers its dialogue with stakeholders an important means by which to promote industry participation in the overall process. To this end, further consultations on a variety of issues, including those governed by the Supplementary Work Program – as well as feedback on the functioning of the GMP itself are envisioned for 2002.

[3] The Data Matrix defines each measurement to be developed under the GMP, the specific data elements needed for their calculation, as well as the prospective supplier for the data to be used.

[4] The term "data regulations" refers to the *Carrier and Transportation and Grain Handling Undertakings Information Regulations* issued pursuant to Section 50 of the *Canada Transportation Act*. Part II and Schedule II of these regulations pertain to the filings that must be made by railway companies, while Part IX and Schedule IX applies to that required of grain companies.

While data transfers to the Monitor were being received throughout the fall of 2001, a significant portion of the data required still remained outstanding well into 2002. The Monitor believes that the late delivery of data by certain data providers, while largely unavoidable during the implementation phase of the GMP, can be largely circumvented in future through the concerted effort of all stakeholders. Yet it must still be noted 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 GMP. These include – but are not limited to – measures addressing the available carrying capacity of the railways' fleet of hopper cars; the grain volume moved in single versus multiple-car lots; the grain volume moved under incentive versus non-incentive rates; and the grain volume moving from either conventional or high throughput elevators. The Monitor will continue to work with all stakeholders to overcome the obstacles that will ultimately enable these measures to be produced for future reports in both an efficient and timely manner.

The 2000-2001 Crop Year Measures

The preceding discussion establishes the context for the measures presented in the following chapters. By definition, these measures focus primarily on the accomplishments recorded during the 2000-2001 crop year and are depicted in accordance with the series structure cited earlier, namely:

- Series 1 – Industry Overview
- Series 2 – Commercial Relations
- Series 3 – System Efficiency
- Series 4 – Service Reliability

Chapters 3 through 7 of the report contain tables that summarise the findings derived from a detailed analysis of the data collected under the GMP. These summary tables serve as the basis for much of the discussion that ensues. More comprehensive data tables are presented in Appendix 3 and are frequently referenced in both the summary tables as well as the text. The reader is encouraged to consult these tables as required.

By design, the analysis compares performance in the 2000-01 crop year against that of the 1999-2000 crop year – the base year established under the GMP. It should be noted, however, that some stakeholders have questioned the appropriateness of the base year. In particular, a number have voiced the opinion that the base year should have been set further back in time – some suggesting by as much as a decade. Many of those holding this view believe that the changes manifest in the past ten years have spurred those seen more recently, and are likely to drive those yet to come.

The task of assembling data for just the two crop years in question, let alone an additional eight, has proven to be a formidable one. For the historical data that was available, significant effort was often needed to both collect and convert the data into a usable form.[5] In some cases, the data simply did not exist. These constraints would have rendered the reconstruction of the historical record more problematic had a longer period been brought under examination. With the intent of the GMP being centred on tracking the changes arising from the governmental reforms beginning with the 2000-01 crop year, however, there can be no assurance that any appreciable benefit would have been derived from having set the base year further back in time.

[5] By way of example, a comprehensive historic record outlining the number of elevators in operation across the prairies at any given moment in time, along with information pertaining to individual elevator storage and siding capacities could not be found. Using information supplied by the Canadian Grain Commission, the Canadian Wheat Board, as well as individual grain and railway companies, Quorum Corporation effectively recreated this record.

3.0 Industry Overview

The purpose of the Industry Overview series of indicators is to track changes in grain production, the structure of the industry itself and the infrastructure comprising the GHTS. Changes in these areas can have a significant influence on the efficiency, effectiveness and competitiveness of the GHTS as a whole. Moreover, they may also be catalysts that shift traditional traffic patterns, the demand for particular services, and the utilization of assets.

Highlights – 2000-2001 Crop Year

Volumes

- *Production was down 1.9% from the previous year, impacting the grain movements by - 2.1%.*
- *Carry forward stock increased 31.8%.*
- *Traffic originating on Shortlines increased 11.7%.*
- *The proportion of covered hopper traffic originating on grain-dependent branch lines decreased by 3.2%.*

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Country Infrastructure

- *Number of elevators reduced by 136 or 14.8%, but elevator capacity reduced only 4.1%, most of which was located on Non-Grain Dependent lines.*
- *Number of delivery points in the system dropped to 554 from 639 the previous year, a reduction of 13.3 %.*

Railway Infrastructure

- *Total network in Western Canada decreased by 2%, reflecting a decrease of 6.1% on the grain dependent lines and 0.6% on the Non-Grain Dependent.*

Port Terminal Infrastructure

- *One additional port terminal facility was licensed; Vancouver Wharves brings the total to 16.*

The rationalization of prairie elevators and railway branch lines that has taken place over the past three decades is well known. There has also been a significant change in the structure of the industry itself. Producer cooperatives have evolved into even larger corporate entities with broader geographic and commercial interests. At the same time, a greater portion of the country's overall grain supply is being directed towards livestock production. Even Canada's position as a supplier of grain to the world has waned in the face of increased foreign competition.

An understanding of the evolutionary forces at work in this dynamic environment provides valuable insight into the performance of the GHTS.

Production and Supply *[Measurement Subseries 1A]*

	1999 – 2000	2000 - 2001	% VAR	Table No.	Description
▼	55,141.7	54,072.6	-1.9%	1A-1	Crop Production (000 tonnes)
▲	7,418.2	9,775.6	31.8%	1A-2	Carry Forward Stock (000 tonnes)

Western Canadian production totalled some 54.1 million tonnes in crop year 2000-01, a modest decline of 1.9% from the 55.1 million tonnes recorded in the base year. This consolidated figure, however, obscures some of the more significant fluctuations that occurred provincially. A 19.5% increase in Manitoba's production came largely from the fact that a smaller number of hectares were seeded in 1999 as a result of excessive moisture. Conversely, Alberta's 13.1% decrease in production is attributable to the fact that 1999 was a bumper crop. Only production in Saskatchewan and British Columbia remained relatively steady through these two years. [See Table 1A-1 in Appendix 3.]

Although domestic production remained largely unchanged, a year-over-year comparison of Western Canadian carry-forward stock showed a dramatic increase of 31.8%, from 7.4 million tonnes to 9.8 million tonnes at the beginning of the 2000-01 crop year[6]. While the carry-forward stock for wheat climbed by approximately 0.8 million tonnes (or 33.4%), the largest gain was for canola. Increasing by some 1.2 million tonnes (or 235.3%), canola carry-forward stock at the beginning of the 2000-01 crop year totalled over 1.7 million tonnes. These increases reflect record canola production in 1998 and again in 1999. [See Table 1A-2 in Appendix 3.]

[6] Carry forward stock is measured as stock on farms and in primary elevators.

Combined, the grain stock carried forward into the beginning of the 2000-01 crop year, along with that harvested in 2000, yielded a total Western Canadian grain supply of 63.9 million tonnes, a modest gain of 2.1% over the previous year. It should be noted this will not be repeated in the 2001-02 crop year. Owing to the harsh growing conditions experienced on the prairies in 2001, the grain supply is estimated to fall by a factor of 20% from the 2000-01 level. [7]

Rail Traffic *[Measurement Subseries 1B]*

	1999-2000	2000-2001	% VAR	Table No.	Description
▼	26,440.0	25,883.9	-2.1%	1B-1	Railway Grain Volumes (000 tonnes) – Origin Province
				1B-2	Railway Grain Volumes (000 tonnes) – Primary Commodities
				1B-3	Railway Grain Volumes (000 tonnes) – Detailed Breakdown

Reflecting the modest decline in crop production for 2000, the grain volumes moved by rail to Western Canadian export positions fell by 2.1% to 25.9 million tonnes in the 2000-01 crop year.[8] This corresponds to approximately 40% of the overall Western Canadian grain supply. [See Tables 1B-1, 1B-2, and 1B-3 in Appendix 3.]

Volumes destined to both Vancouver and Thunder Bay varied little from those in the 1999-2000 crop year – declining by 0.4% in the case of the former, and climbing by 3.7% in the case of the latter. Significant shifts, however, occurred in the grain volumes directed to the northern ports. Receiving some 2.3 million tonnes, Prince Rupert's volume declined by 29.5% in comparison to the base year, while the volume handled at Churchill increased by 48.4% to 0.7 million tonnes.

Shifts were also noted in the origins for grains moving through West Coast ports. In particular, the volume of wheat and canola sourced from Manitoba during the 2000-01 crop year showed significant gains at both Vancouver and Prince Rupert. This, however, appears to have been rooted in the aforementioned swings in provincial production levels and a need to source quality specific stock, rather than in a fundamental change in sourcing strategies.

Country Elevator Infrastructure *[Measurement Subseries 1C]*

	1999-2000	2000-2001	% VAR	Table No.	Description
▼	639	554	-13.3%	1C-1	Grain Delivery Points (number)
▼	7,443.9	7,137.0	-4.1%	1C-1	Grain Elevator Storage Capacity (000 tonnes)
▼	917	781	-14.8%	1C-1	Grain Elevators (number) – Province
				1C-2	Grain Elevators (number) – Railway Class
				1C-3	Grain Elevators (number) – Grain Company
–	317	319	0.6%	1C-4	Grain Elevators Capable of Incentive Loading (number) – Province
				1C-5	Grain Elevators Capable of Incentive Loading (number) – Railway Class
				1C-6	Grain Elevators Capable of Incentive Loading (number) – Railway Line Class
▼	43	23	-46.5%	1C-7	Grain Elevator Openings (number) – Province
				1C-8	Grain Elevator Openings (number) – Railway Class
				1C-9	Grain Elevator Openings (number) – Railway Line Class
▲	130	159	22.3%	1C-10	Grain Elevator Closures (number) – Province
				1C-11	Grain Elevator Closures (number) – Railway Class
				1C-12	Grain Elevator Closures (number) – Railway Line Class
–	217	n/a	n/a	1C-13	Grain Delivery Points (number) – Accounting for 80% of Deliveries

Note: 1C-13 – At the time of release, detailed *grain deliveries to elevator* statistics had not been completed or released by the CGC, who is the source for this data

The effort to rationalize the GHTS infrastructure continues with both elevators and railway lines being shed in the process. By the end of the 2000-01 crop year, the number of primary and process elevators located in Western Canada had fallen to 781, a reduction of 14.8% from 917 the year before, and a 22.2% reduction from the 1,004 in place as at August 1, 1999. This network of elevators stands in

[7] The final estimate of crop production issued by Statistics Canada projects a 21.3% decline for 2001-02 crop year.

[8] The railway grain traffic referred to includes only that portion moving to a designated Western Canadian port in accordance with the provisions of the Canada Transportation Act. It does not include grain traffic originating in Western Canada and destined to either Eastern Canada or the United States of America.

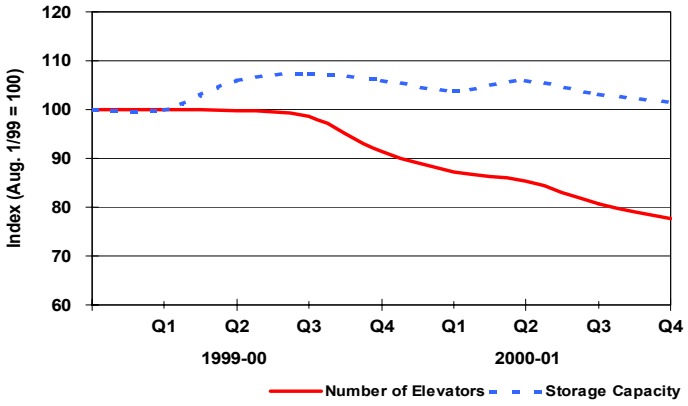
dramatic contrast with a system that had almost 5,000 such facilities on the prairies some 30 years ago. [See Tables 1C-1, and 1C-2 in Appendix 3.]

The facilities within the remaining network are congregated around a fewer number of grain delivery points. By the end of the 2000-01 crop year, the number of active delivery points within Western Canada had fallen to 554, a reduction of 13.3% from 639 the year before and a 20.9% reduction from 700 at the beginning of the review period. More noteworthy is the fact that one-third of these points account for 80% of overall grain tonnage delivered by producers into the system. [See Table 1C-13 in Appendix 3.]

Continuing a well established trend, an additional 159 facilities were closed during the 2000-01 crop year. This marked a 22.3% increase over the 130 elevators closed the year before and brought the total number of closures for the two-year period to 289[9]. Some 266 (or 92.1%) of these facilities were relatively small in size; having an average storage capacity of only 3,130 tonnes and insufficient track capacity to support the loading of 25 or more railcars at a time.[10] [See Tables 1C-10, 1C-11, and 1C-12 in Appendix 3.]

While the general economic forces that have shaped the consolidation strategies of the grain companies undoubtedly parallel those at play in other industries, there can be little doubt that this strategy is also being influenced by the railway's use of financial incentives to promote the shipment of grain in multiple, rather than single, car blocks.[11] From the vantage point of an individual grain company, these incentives serve to promote the use of elevator facilities with higher car-loading abilities (Class B, C, and D elevators) over those with less (Class A).

Figure 2: Primary Elevators and Storage Capacity



Moreover, with the beginning of the 2000-01 crop year, both CN and CP increased the discounts accorded to shipments in blocks of 50 or more cars by a further $1.00 per tonne. In addition, both carriers also introduced additional incentives during the second quarter of the crop year favouring multiple trainload shipments. These changes served to further marginalize elevators capable of loading less than 50 cars at a time, namely the Class A and B elevators. It is perhaps worth noting that these actions coincide with the rise in the number of elevator closures recorded during the 2000-01 crop year.

These rationalization efforts are particularly manifest among the larger grain companies and are reflected most vividly in the decline in the number of elevators located in Saskatchewan and Alberta over the past two crop years, 129 (or 24.5%) in the case of the former, and 71 (or 28.2%) in the case of the latter. Saskatchewan Wheat Pool has proven the most aggressive; culling the number of its elevator facilities by 102 (or 33.4%) since the beginning of the 1999-2000 crop year. Agricore Cooperative Ltd. – accounting for the second largest number of closures during this period, reduced its network of elevators by 46 (or 17.8%). [See Table 1C-3 in Appendix 3]

Despite the more dramatic declines in the number of elevator facilities, the associated overall storage capacity for these facilities fell by only 4.1% in the 2000-01 crop year – from 7.4 to 7.1 million tonnes. The reason for this stems from the fact that while the grain companies were methodically closing their

[9] The net change in elevators reflects a combination of elevator closures and openings throughout the course of the crop year.

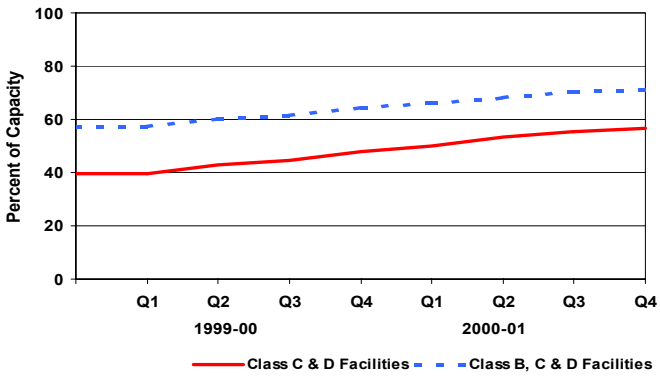
[10] For comparison purposes, primary and process elevators are grouped into classes that reflect their loading ability (as defined by the number of car spots at each facility). The facilities cited here, namely those having 0-24 car spots, are denoted as Class A elevators. Those having 25-49 car spots are denoted as Class B; those with 50-99, Class C; and those with 100 or more, Class D.

[11] These incentives are built around multiple car shipment thresholds of 25, 50 and 100 cars. As of August 1, 1999, shipments in blocks of 25-49 cars received a discount of $1.00 per tonne from the published tariff rate for single car movements; those in blocks of 50-99, $3.00; and those in blocks of 100 or more, $5.00.

less-efficient Class A and B elevators, they were also enlarging, and adding to their Class C and D facilities. Indeed, the capacity added through their investment in these new or expanded facilities marginally outpaced that being removed through closure. As a result, the overall storage capacity actually increased from 7.0 million tonnes at the beginning of the 1999-2000 crop year, to a high of 7.5 million tonnes by the end of the third quarter. And while the rate at which new capacity was being introduced has since been eclipsed by that being closed, overall elevator storage capacity at the end of the 2000-01 crop year stood some 100,000 tonnes higher (or 1.6 %) than two years previously.

Since the decision to either expand or build new facilities is partially tied to a grain company's ability to realize the financial benefits from shipping grain in multiple car blocks, this redistribution can best be seen in the relative change in both the number and storage capacity of elevators capable of loading cars in incentive blocks. While the number of such facilities increased by a mere two – from 317 to 319 (or 0.6%) – in the 2000-01 crop year, the associated storage capacity increased by 284,000 tonnes (or 5.9%), from 4.8 to 5.1 million tonnes. The scope of this shift becomes more apparent when considering the corresponding increase over the full two-year period: 20 facilities (or 6.7%), and 1,043,700 tonnes (or 25.8%).[12] [See Tables 1C-4, 1C-5, and 1C-6 in Appendix 3.]

Figure 3: Share of Storage Capacity – Class B, C, and D



Collectively, these elevators now account for 40.8% of the overall number within the GHTS, and 71.4% of the storage capacity. This contrasts significantly with the relative proportions at the beginning of the 1999-2000 crop year; namely 29.8% and 57.7% respectively. The growing importance of the Class C and D elevators can also be seen when examined separately. These larger facilities now account for 21.5% of the elevators, and 56.5% of the overall capacity; a significant swing from the 11.9% and 39.4% they held respectively at the beginning of the 1999-2000 crop year.

Early indications suggest that the number of grain elevators is likely to continue declining and that the bulk of the system's storage capacity will increasingly be claimed by an even smaller number of larger facilities, driven partially part by the railways' incentive pricing structures and the grain companies' movement to higher capacity facilities.

Railway Infrastructure *[Measurement Subseries 1D]*

	1999-2000	2000-2001	% VAR	No.	Description
▼	4,876.6	4,577.7	-6.1%	1D-1	Railway Infrastructure (route-miles) – Grain-Dependent Network
–	14,513.5	14,428.1	-0.6%	1D-1	Railway Infrastructure (route-miles) – Non-Grain-Dependent Network
▼	8,680.7	8,403.9	-3.2%	1D-2	Railway Grain Volumes (000 tonnes) – Grain-Dependent Network
▼	16,977.3	16,751.7	-1.3%	1D-2	Railway Grain Volumes (000 tonnes) – Non-Grain-Dependent Network
▲	3,043.0	3,090.9	1.6%	1D-3	Shortline Railway Infrastructure (route-miles)
▲	2,087.7	2,331.8	11.7%	1D-3	Shortline Railway Grain Volumes (000 tonnes)
▼	23,570.3	22,823.9	-3.2%	1D-5	Railway Grain Volumes (000 tonnes) – Class 1 Carriers
▲	2,087.7	2,331.8	11.7%	1D-5	Railway Grain Volumes (000 tonnes) – Class 2 and 3 Carriers
▼	371	309	-16.7%	1D-6	Grain Elevators (number) – Grain-Dependent Network
▼	513	440	-14.2%	1D-6	Grain Elevators (number) – Non-Grain-Dependent Network
▼	2,475.4	2,234.6	-9.7%	1D-6	Grain Elevator Storage Capacity (000 tonnes) – Grain-Dependent Network
▼	4,847.6	4,776.6	-1.5%	1D-6	Grain Elevator Storage Capacity (000 tonnes) – Non-Grain-Dependent Network

[12] The full measure of the relative gain in Class C and Class D facilities is obscured by the inclusion of Class B facilities – which declined from 180 to 151 during the same period. The relative gains for Class C and D facilities alone are: 49 elevators (or 41.2%) and 1,262,200 tonnes (or 45.6%)

The railway infrastructure supporting these elevators has also continued to evolve. The pace of that evolution peaked in the mid-1990s after Canada's principal carriers were given greater freedom under the *Canada Transportation Act* to rationalize their networks through either the abandonment or sale of rail lines. From the 20,952.5 route-miles in place at the beginning of 1996, total railway infrastructure in Western Canada fell to some 19,468.2 route-miles (7%) at the beginning of the 1999-2000 crop year.[13] During this same interval, the nation's primary Class 1 carriers [14] also transferred 2,863.7 route-miles of infrastructure to existing and newly formed shortline railways.

Although the pace of change that characterized this earlier period has abated significantly, the railway industry's rationalization efforts in Western Canada continue. In the 24 months covered by this review, a further 462.4 route-miles (2.4%) have been culled from the system as a whole, with 384.3 route miles (or 83.1%) of this having been removed during the 2000-01 crop year. At the same time, expansion of the regional and shortline network has slowed noticeably, increasing by a mere 47.9 route-miles (or 1.0%) during the 2000-01 crop year, as compared to the 246.8 route-mile gain (or 5.3%) witnessed the year before. [See Table 1D-1 in Appendix 3.]

With the transfer of some 329.1 route-miles from the Canadian Pacific Railway to the Great Western Railroad during the first quarter of the 2000-01 crop year, the Western Canadian regional and shortline railway network reached a zenith – 5,216.2 route-miles of infrastructure. This, however, was soon followed by some abandonments that served to reduce the network to 4,935.0 route-miles by year-end.

The majority of this reduction was attributable to the actions of RailAmerica, which significantly culled its Alberta-based operations in response to continuing declines in its traffic base, and the closure of several local grain elevators.[15] More noteworthy is the fact that these railway lines were largely grain-dependent.[16] Indeed, of the 384.3 route-miles of infrastructure abandoned in the 2000-01 crop year, 289.9 (or 75.4%) were grain-dependent lines.

This attrition rate, however, appears to reflect the geographic concentration of these elevator closures rather than any differential between the rates of closure for those facilities located along grain-dependent, and non-grain-dependent, branch lines. The number of active elevators situated along the grain-dependent railway network fell by 16.7% during the 2000-01 crop year – from 371 to 309. This only marginally outpaced the 14.2% decline for facilities located along the non-grain-dependent network during the same period. Indeed, the relative decline in the proportion of elevators located along grain-dependent branch lines was slight – falling from 42.0% to 41.3%. On the whole, these patterns reveal that the elevator infrastructure is diminishing in roughly equal proportion. [See Table 1D-6 in Appendix 3.]

Nevertheless, there are differences that have been observed between the Class I carriers (CN and CPR) and other carriers. The number of active elevators located along the grain-dependent branch lines of the former fell by 19.6% in the 2000-01 crop year – from 317 to 255. Conversely, those tied to the operations

[13] Western Canadian railway infrastructure is measured by the route-miles associated with those lines wholly within Canada, and situated west of Armstrong and Thunder Bay, Ontario. They include not only those belonging to the country's primary Class 1 carriers, namely, Canadian National and Canadian Pacific, but to the less prominent Class 1, 2, and 3 carriers as well. Among the more significant of the latter grouping are the Burlington Northern Santa Fe Railway, the British Columbia Railway Company and the various shortline holdings of RailAmerica and OmniTRAX. This measurement of infrastructure excludes any mileage tied to sidings, yards or industrial trackage.

[14] The term "Class 1" carrier is a common railway industry classification used to denote carriers whose revenues exceed a prescribed threshold established by the American Association of Railroads. In Western Canada these carriers include Canadian National, Canadian Pacific and the Burlington Northern Santa Fe. Class 2 carriers have lower revenue thresholds, and largely refer to regional carriers such as the British Columbia Railway Company. Class 3 carriers have even lower thresholds, and generally refer to shortline railways.

[15] RailAmerica operates three shortline railways in Alberta: the Central Western Railway; the Lakeland and Waterways Railway; and the Mackenzie Northern Railway. The abandonments referred to here are largely tied to the company's Lakeland and Waterways Railway subsidiary.

[16] The term "grain-dependent branch line", while self-explanatory, also denotes a legal designation under the Canada Transportation Act. Since the Act has application to federally regulated railways only, grain-dependent branch lines transferred to provincially regulated carriers lose their federal designation. As a result, the legally defined grain-dependent branch line network is a continuously changing one. For comparison 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.

of other carriers remained unchanged at 54.[17] The statistics over the two crop years provides an even sharper contrast: the number of facilities located on CN and CPR lines dropped by 31.6%, while those located on lines operated by regional and shortline carriers actually increased by 14.9%. On the other hand, reductions in the number of facilities located along the non-grain-dependent networks of both carrier groups revealed little difference – 14.2% in the case of main line carriers and 15.1% in the case of other carriers.

Hidden by this, however, is the fact that elevator expansion and construction has generally favoured sites local to the non-grain-dependent network of Class 1 carriers by a factor of five to one. This is reflected in the associated storage capacity for these facilities. While the number of elevators local to non-grain dependent railway lines fell by 14.2%, the associated storage capacity fell by only 1.5%. These figures contrast sharply with the somewhat more "coupled" decline of 16.7% in the number, and 9.7% in the storage capacity, of elevators local to the grain-dependent railway network. Early indications for the 2001-02 crop year as well as the preponderance of the existing data suggests that this trend is likely to continue, if not accelerate in the face of the facility rationalization programs of the grain companies themselves.

The modest 2.1% decline in railway traffic volume cited earlier appears to have been borne somewhat more disproportionately by the grain-dependent, rather than the non-grain-dependent, network. Tonnage originating on the former declined by 3.2% – from 8.7 to 8.4 million tonnes – while that originating on the latter saw a reduction of 1.3% – from 17.0 to 16.8 million tonnes. Nevertheless, such modest overall shifts produced little real change in the relative proportion of the volume originated by the non-grain-dependent network – 66.6% versus 66.2% a year earlier. [See Table 1D-2 in Appendix 3.]

A gain of 11.7% was recorded in the grain volumes originating with prairie shortline carriers. Climbing from 2.1 to 2.3 million tonnes, this largely reflects the impact arising from the transfer of railway lines in Southwest Saskatchewan to new shortline operators during the first quarter of the 2000-01 crop year. This transfer also served to boost the proportion of tonnage originated by such carriers from 8.1% to 9.3%. Noteworthy too is the fact that this transfer also served to more than double the annual volume of durum originated by shortline carriers. [See Tables 1D-3, and 1D-5 in Appendix 3.]

Terminal Elevator Infrastructure *[Measurement Subseries 1E]*

	1999-2000	2000-2001	% VAR	Table No.	Description
▲	15	16	6.7%	1E-1	Terminal Elevators (number)
–	2,678.6	2,703.6	0.9%	1E-1	Terminal Elevator Storage Capacity (000 tonnes)
▼	278,255	271,606	-2.4%	1E-2	Terminal Elevator Unloads (number) – Covered Hopper Cars

Although the number of terminal elevators located in Western Canada has steadily declined over the course of the past quarter century, this decline largely preceded the period under review. In fact, the number of licensed terminal facilities in operation actually increased – climbing from 14 at the outset of the 1999-2000 crop year, to 16 at the end of the 2000-01 crop year. This arose from the establishment of two new licensed facilities towards the end of the 1999-2000 crop year: the first being the 121,000-tonne Mission Terminal facility in Thunder Bay; and the second being the 25,000-tonne Vancouver Wharves facility in North Vancouver. With the opening of the latter facility during the first quarter of the 2000-01 crop year, the overall licensed terminal storage capacity at Western Canadian ports increased by a modest 0.9% to stand at just over 2.7 million tonnes. [See Table 1E-1 in Appendix 3.]

The number of covered hopper cars unloaded at these licensed terminal facilities during the 2000-01 crop year shows a modest decline of 2.4% over those unloaded the year before – falling from 278,255 to 271,606 cars.[18] Although the handlings observed here reflect the same general traffic patterns cited earlier (See Measurement Subseries 1B – Rail Traffic), some differences are worthy of note.

[17] It should be noted that the additional transfer of railway lines in southwest Saskatchewan effectively increased the number of elevators tied to shortline operations to 71 during the first quarter of the 2000-01 crop year. The subsequent closure of 17 of these elevators (or 23.9%) effectively saw this number fall back to that in place at the beginning of the crop year.

[18] The statistics cited here are drawn from the records of the Canadian Grain Commission. Although consistent with the volumes cited as having been handled by the railways, these counts differ as a result of differing data collection and tabulation processes.

Canadian National Railway (CN) either serves or provides the principal access to the northern ports of Prince Rupert and Churchill[19]. Although there was a 32.6% overall fall in the total number of covered hopper cars unloaded at Prince Rupert, from 38,492 in the 1999-2000 crop year, to 25,952 in the 2000-01 crop year, CN's overall handlings remained largely unchanged. In fact, CN's overall handlings increased from 144,800 to 145,630 cars (or 0.6%). This denotes a shift in the relative mix of traffic moving to Western Canadian export positions. Indeed, CN's handlings into the ports of Vancouver, Thunder Bay, and Churchill increased by 10.8%, 11.6%, and 44.9% respectively, representing a combined gain of 13,370 cars over the previous year. This volume served to more than offset the 12,540-car decline posted at Prince Rupert.

CP's covered hopper car handlings at Vancouver and Thunder Bay declined by 5.6% overall, from 133,455 in the 1999-2000 crop year, to 125,976 in the 2000-01 crop year. Such modest overall shifts produced little real change in the relative proportion of the volume terminated by CP, 46.4% versus 48.0% a year earlier. It should be noted that this is not necessarily a trend depicting a shift in market share but could be the result of a temporary shift in production. [See Table 1E-2 in Appendix 3.]

Industry Overview – Summary and Observations

A review of the data and measures pertaining to the structural aspects of the grain industry and specifically the GHTS provides for the following observations:

- A 1.9% decline in annual crop production was alleviated by a nominal increase in stock carried forward from the previous crop year resulting in a relatively constant volume available for movement;
- A net reduction of 2.1% in total grain moved to port was experienced, while total tonnes shipped from Western Canadian ports increased by 1.6%;
- Volumes moved through the country elevator network increased by 2.4% over the base year in spite of reduced crop production levels;
- The face of the country elevator network changed significantly during the 2000-2001 crop year with a net reduction of 136 elevators (14.8%). The bulk of facilities closed were smaller conventional operations, although there was 23 facilities closed that had the capacity of loading 25 car blocks. This marks a shift in the trend of closing only smaller elevators or perhaps the traditional definition of such elevators. This is confirmed by the measures of network capacity, which reveal a decline of only 4.1%;
- In concert with a reduction in country elevators is a decline in the number of grain delivery points, which was reduced by 85 locations or 13.3%.
- Changes were also observed in the sourcing and origin of grains. While shortline railway route miles did not increase appreciably, volumes shipped from these lines increased 11.7%. Originated volume from grain dependant and non-grain dependant rail lines decreased by 3.2% and 1.3% respectively.

Many of the changes represent a continuation of existing trends, and in some instances a variation in the pace of such change. It is not possible, nor prudent, at this time to conclude that these changes will continue in the future. Continued monitoring and measurement will provide further insight with respect to the nature of these structural changes and their impact on the overall performance of the grain handling system.

[19] The Hudson Bay Railway directly serves the Port of Churchill. Traffic destined to Churchill is received in interchange from CN at The Pas, Manitoba.

4.0 Commercial Relations

One of the objectives of the government's regulatory reforms was to provide the GHTS with a more commercial orientation. To this end, a cornerstone element of these reforms is the introduction, and gradual expansion of tendering for Canadian Wheat Board (CWB) grain shipments to Western Canadian ports. By the 2002-03 crop year, the CWB is committed to tender at least half of its grain shipments to the ports of Vancouver, Prince Rupert, Thunder Bay and Churchill.

Of course, putting the GHTS on a commercial footing implies more than just the introduction of CWB tendering. The government expects that industry stakeholders will also forge new commercial processes that will lead to improved accountability. Examples of such potential changes include the introduction of new service packages from the railways, and revisions to the traditional role of the CWB in allocating railcars for the movement of grain.

Highlights

Tendering

- ***509 tender calls issued*** *during the crop year for 4.9 million tonnes of grain, which would account for 30.7% of CWB movements.*
- ***408 bids were received*** *offering 1.6 million tonnes, representing 10.2% of the total movements.*
- ***204 contracts were concluded****, for 577,800 tonnes, plus an additional 21 contracts for 280,800 tonnes of malting barley, for a total of 858,600 tonnes, representing* ***5.4% of the total CWB movements****.*
  - *242 tender calls representing 2.3 million tonnes received no bids at all.*
- *85.9% moved in multiple car blocks.*
- *90.5% of all movements originated in Saskatchewan*
- *Participation in the tendering program was limited due to ongoing negotiations between the major Grain Companies and the CWB.*
  - *Agreement between the parties was concluded in August of 2001.*

Other

- *Railway managed car allocation processes replaced the Car Allocation Policy Group (CAPG) process.*
- *Railways introduced shuttle programs allowing shippers to program multiple trainload lots over specified period of time.*
- *Producer car loading increased 37%.*
- *Revenue cap replaced regulated maximum rates.*

The purpose of this monitoring element is twofold: to track and assess the impact of the CWB's tendering practices as well as the accompanying changes in the commercial relations existing between the various stakeholders within the grain industry. This report focuses mainly on the implementation phase of tendering. Future reports will include a greater assessment of the impact of this initiative on the GHTS and its stakeholders[20].

Commercial Relations – Tendering
[Measurement Subseries 2A]

	2000-2001	% VAR	Table No.	Description
–	4,888.0	n/a	2A-1	Tenders Called (000 tonnes) – Grain
			2A-2	Tenders Called (000 tonnes) – Grade
–	1,629.2	n/a	2A-3	Tender Bids (000 tonnes) – Grain
			2A-4	Tender Bids (000 tonnes) – Grade
–	858.6 *	n/a	2A-5	Tendered Movements (000 tonnes) – Grain
			2A-6	Tendered Movements (000 tonnes) – Grade
–	4,297.0	n/a	2A-7	Unfilled Tender Movements (000 tonnes)
–	0.0	n/a	2A-8	Tendered Movements (000 tonnes) – Not Awarded to Lowest Bidder
–	280.8 *	n/a	2A-9	Tendered Movements (000 tonnes) – FOB
–	577.8	n/a	2A-9	Tendered Movements (000 tonnes) – In-Store
–	Note	n/a	2A-10	Distribution of Tendered Movements – Port
–	Note	n/a	2A-11	Distribution of Tendered Movements – Railway
–	Note	n/a	2A-12	Distribution of Tendered Movements – Multiple-Car Blocks
–	Note	n/a	2A-13	Distribution of Tendered Movements – Penalties
–	Note	n/a	2A-14	Distribution of Tendered Movements – Province / Elevator Class
–	Note	n/a	2A-15	Distribution of Tendered Movements – Month

* Note: Includes tendered malting barley volumes; Distribution measures cannot be summarized for this table

[20] The supplementary program calls for the review and development of a methodology for tracking tendered and non-tendered movements in the GHTS – see Appendix 2 – Supplementary Program

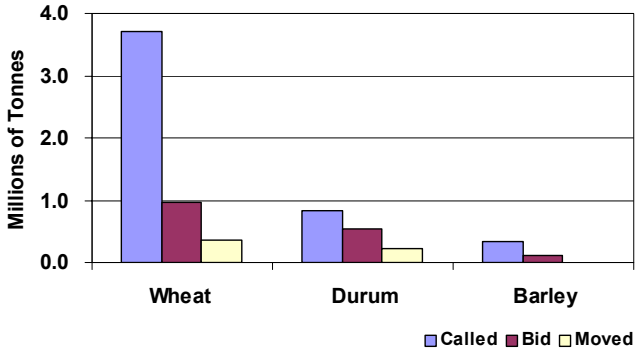
The introduction and gradual expansion of CWB tendering for grain shipments was implemented through a Memorandum of Understanding (MOU) between the CWB and the Minister responsible for the CWB that came into force on August 1, 2000. The MOU commits the CWB to commercially tender the movement of at least 25% of its business through the ports of Vancouver, Prince Rupert, Thunder Bay and Churchill, during the 2000-01 and 2001-02 crop years. It further commits the CWB to raise the level of its tendering activities to at least 50% in the 2002-03 crop year. Under the tendering program the successful bidder (grain company) is to become fully responsible for grain logistics. This includes full decision-making power with respect to where grain is sourced; which railway will transport it to port; the terminal facilities to be employed at the designated port; and all other arrangements to satisfy the tender.

The implementation of the tendering commitments has not gone unfettered. Throughout the 2000-01 crop year the CWB and the members of the Western Grain Elevator Association (WGEA) were unable to agree upon the means by which the program would be implemented. During this time frame, only a limited number of grain companies bid on the tender calls advanced by the CWB. It was not until August 10, 2001, that the CWB, the WGEA, and the Inland Terminal Association of Canada (ITAC)[21], announced that they had struck a three-year agreement (the Agreement) laying the groundwork for the adoption of the more commercially oriented system envisioned by the Government. In broad terms, the Agreement delineates how the tendering program is to be managed, and includes provisions relating to administration of the Car Awards Program for the balance of CWB movement, assignment of shipper status for wheat and barley sold through the CWB as well as performance incentives and penalties.

Before proceeding further, it should be noted that tendering is not an entirely new process for the CWB. It has, in fact, been used by the CWB in sourcing export malting barley for many years – including the 232,000 tonnes exported to China through the port of Vancouver in the 1999-2000 crop year. As this program predates the tendering activities initiated by the CWB as a result of the MOU – and is distinct from it – many of the measures under the GMP address the issue of malting barley tenders separately. In order to avoid confusion, the reader is cautioned that the measures discussed in this chapter refer largely to the tendering program implemented pursuant to the MOU.[22] The exception is found in those measures relating total tendered movements to overall CWB movements, and in FOB sales relative to in-store sales. This arises as a result of the fact that tendered malting barley is included in the tendering targets of the CWB, and also constitutes the only tendered FOB sales made by the CWB during the 2000-01 crop year.

During the 2000-01 crop year, the CWB issued 509 tender calls for shipments totalling approximately 4.9 million tonnes of grain. Half of the tender calls related to tonnage for delivery to the port of Vancouver, another 28% to Thunder Bay, 20% to Prince Rupert and 2% to Churchill. Collectively, this volume represented 30.7% of the 15.9 million tonnes ultimately shipped by the CWB to Western Canadian ports in the 2000-01 crop year. [See Tables 2A-1 and 2A-2 in Appendix 3.]

Figure 4: Tenders Called, Bids Received, and Tonnage Moved



From these calls, a total of 408 bids offering approximately 1.6 million tonnes of grain, or about a third of the tender volume called for were received by the CWB. This represents 10.2% of the overall shipments made by the CWB in the 2000-01 crop year. [See Tables 2A-3, and 2A-4 in Appendix 3.]

A total of 204 contracts were subsequently signed for the movement of approximately 577,800 tonnes of grain. In addition, another 21 contracts were signed for the movement of some 280,800 tonnes of malting

[21] The WGEA membership is drawn from major grain companies, and acts as a representative body on matters of broad interest to the membership. ITAC is comprised of inland terminals, and acts in a similar capacity for its membership.

[22] Additional details regarding the malt barley tendering program are included in the tables in Appendix 3.

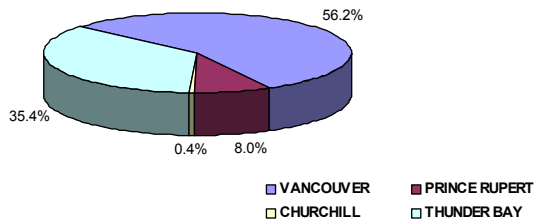
barley. Accordingly, a total of 858,600 tonnes, accounting for 5.4% of the CWB's overall grain shipments moved under tender to Western Canadian port positions. [See Tables 2A-5, and 2A-6 in Appendix 3.]

This volume fell well below the 25% target called for under the MOU due to the lack of participation by most of the major grain companies in the program. Indeed, tender bids were received from only twelve grain companies, ten of which were ultimately awarded with tender contracts. Of the 509 tender calls issued by the CWB, 242 (or 47.5%) – representing 2.3 million tonnes – failed to secure any bids whatsoever. An additional 110 tender calls (or 21.6%) resulted in no award being granted as a result of the bidders' failure to comply with the specifications set out in the tender itself. [See Table 2A-7 in Appendix 3.]

The GMP includes a measure reporting the number of tenders and tonnage not awarded to the lowest bidder. All tender bids meeting contract specifications were candidates for contract awards. All contracts were awarded to candidates with the lowest bids. A number of low bids, which did not meet contract specifications were received, but were not considered for awards.

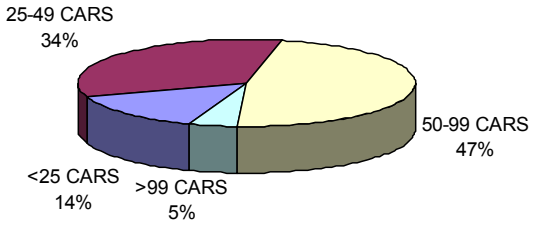
As part of the Agreement, the CWB also committed to issuing a number of Free on Board (FOB) tenders[23]. In FOB sales, the transfer of grain ownership from seller to buyer – and the assumption of all accompanying risk – occurs at the moment the grain exits the terminal spout and is loaded onto the awaiting vessel. The CWB indicates that, "the degree to which we issue FOB tenders will depend on the competitiveness of these tenders."[24] During the 2000-01 crop year, no such tenders were called under the new program. [25] Tender calls for malting barley, however, did incorporate FOB sales. During the 2000-01 crop year, some 280,800 tonnes of malting barley – comprising 32.7% of the overall tendered volume – was moved in this manner. [See Table 2A-9 in Appendix 3.]

Figure 5: Tendered Movement by Destination Port



Of the 577,800 tonnes moved under the general tendering program, 56.2% was shipped to Vancouver, 35.4% to Thunder Bay, 8.0% percent to Prince Rupert, and 0.4% to Churchill. These proportions contrast significantly with those reflected in the tender calls, where almost a quarter of the overall volume was earmarked for the northern ports of Prince Rupert and Churchill. Nevertheless, these patterns underscore the continued dominance of the southern ports – and particularly that of Vancouver – in the workings of the GHTS. [See Table 2A-10 in Appendix 3.]

Figure 6: Tendered Movement by Car Block Size



With respect to the use of the railway system, it was noted that CN secured a greater overall share of the movement of tendered grain than did CP, 55.4% vs. 44.6%.

A high proportion of this volume – some 85.9% – was also shipped in the multiple-car blocks prescribed under the incentive loading programs of these carriers. A total of 301,900

[23] CWB *Grain Matters, Sept. – Oct. 2001*
[24] Ibid.
[25] 2000-01 Sales were "in store", with either the CWB or the customer paying the "fobbing" costs.

tonnes (or 52.3%) is estimated to have moved in blocks of 50 or more cars.[26] An additional 194,300 tonnes (or 33.6%) is gauged to have moved in blocks of 25-49 cars. It is noted that less than 2% of the cars unloaded at destination were assessed with penalties for failing to meet the grade or protein specifications established under the tender. [See Tables 2A-12, and 2A-13 in Appendix 3.]

Comprising 90.5% of the overall total, the vast majority of tendered tonnage originated in Saskatchewan with Manitoba and Alberta originating 5.6% and 3.9% respectively. In addition, a high proportion of this total volume (90.3%) came from high throughput elevator facilities.[27] [See Table 2A-14 in Appendix 3.]

The distribution of tenders called shows a relatively even distribution throughout the crop year, with 49.5% having been called during the first half and 50.5% during the second. The actual movement of tendered grain, however, revealed a contrasting pattern with 65.5% of the tendered tonnage having been unloaded at port positions during the latter half of the year. [See Table 2A-15 in Appendix 3.]

Although the evidence that can be drawn from the CWB's and the industry's initial efforts at tendering is limited, there is sufficient indication that the program is generating financial returns that will ultimately be passed on to producers through the final payment they receive from the CWB. Grain companies bid on tendered grain using a discount or premium to the in-store initial price quoted at either Vancouver or the St. Lawrence. During the 2000-01 crop year, all tenders awarded were either at a discount to, or on a par with, the initial price. These bids are effectively redistributed back to producers through the CWB's pool accounts. Indeed, the CWB reports that the transportation reforms have earned in excess of $14 million for farmers during the 2000-01 crop year, and the first quarter of the 2001-02 crop year.[28] This is based on tendering results, freight and terminal rebates for meeting volume-related targets, and financial penalties for non-performance.

There are differences of opinion concerning the impact of the CWB tendering program. Supporters of the program claim that the tendering system forces grain companies to share the benefits derived from the system's increased efficiency with farmers. Critics of the current system suggest that recompense through the pool accounts masks the market signals that they claim would lead to increased efficiency within the GHTS. It is likely that this debate will continue until more experience is gained by the industry.

Commercial Relations – Other

In addition to the wider use of tendering by the CWB, there has been a profound change in the manner in which railcars are distributed for loading across the prairies. Until the fall of 2000, the industry-based Car Allocation Policy Group (CAPG) and the Non-Board Allocation Office addressed high-level railcar allocation issues, established rules for their allocation in times of tight supply or shortage, and allocated non-Board grains among individual shippers.[29] Since that time, the railways have assumed responsibility for, and internalized the processes supporting, the allocation of railcars between CWB and non-CWB commodities.

In late 2000, CP introduced MaxTrax – an Internet based system that allows grain shippers to advance-book a portion of their railcar needs for future loadings in accordance with the carrier's projected capacity. CN implemented a comparable program – known as GT Products – around the same time. Both carriers now use these as one of the key vehicles for capacity planning and service delivery.

In addition, both railways have expanded their product offerings to meet the changing transportation needs of their customers. Perhaps most noteworthy was the introduction of "shuttle" services midway

[26] 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.

[27] High throughput elevators are deemed to be those capable of loading in blocks of 50 or more cars (Class C and D facilities).

[28] CWB, "First Quarter Transportation Results"

[29] The Car Allocation Policy Group (CAPG) was established following the repeal of the Western Grain Transportation Act in 1995 and included representation from the railways, grain companies, CWB and producers. The Non-Board Allocation Office was established following the closure of the Western Grain Transportation Office in 1996 as an interim measure to provide non-Board car allocation while the industry worked out provisions for direct shipper-carrier negotiated allocations.

through the 2000-01 crop year. These services build upon the incentive loading programs that have been in place for some time, by giving shippers the ability to commit to the movement of multiple trainload lots – rather than just a multiple block of cars – over a specified period of time. The discounts accorded such movements are, of course, correspondingly greater.

While it might appear that such instruments benefit only the larger grain companies, there can be little doubt that smaller shippers are availing themselves of tools at their hands as well. The Canadian Grain Commission reports that producer car loadings during the 2000-01 crop year increased by 37% from the year before – from 3,441 to 4,724 cars. While this volume falls far short of the number from a decade earlier (nearly 14,000 in 1991-92 crop year), it has nevertheless been growing. With the advent of producer loading facilities such as the one established by West Central Road and Rail near Eston, Saskatchewan, this trend might well continue. The Eston facility – which began operating early in the 2001-02 crop year – is the first in a series intended to provide individual or groups of producers with the ability to load their own cars in multiple car blocks.[30]

In addition to the aforementioned, other forces were working to reshape the competitive environment.

The Prairie Alliance for the Future (PAFF) – a joint initiative of certain farm groups and the Brotherhood of Maintenance of Way Employees (BMWE) – entered into an agreement with CN to operate certain branch lines in central and northern Saskatchewan. PAFF's business concept envisions providing both local grain gathering (elevation) and rail transportation services under one umbrella, with an eye towards reducing direct producer costs. In a quest to secure the necessary capital and operational funding, PAFF approached a number of groups – including provincial governments. Although this effort has thus far proven unsuccessful, PAFF continues to actively solicit funds to initiate operations.

In February of 2001 there were two attempts by individual railway operators to provide shippers with alternative rail services. Filing applications under Section 138 of the CTA, these initiatives sought to establish a competitive service by using the Act's running rights provisions to secure access to the infrastructure of existing Class 1 carriers. Specifically, the cases brought before the Canadian Transportation Agency were:

- *Ferroequus Railway Company* [31] – Applied for running rights over CN trackage between North Battleford, Saskatchewan, and Prince Rupert, British Columbia, for the express purpose of moving grain to export position.

- *OmniTRAX Ltd*.[32] – Applied for running rights over a large section of CN trackage located in northern Saskatchewan and Manitoba, for the purpose of soliciting and moving traffic in conjunction with either CN or CP. Although the targeted traffic base was potentially broader, the vast majority involved the movement of grain.

In both cases, the Agency dismissed these applications ruling, in part, that the scope of the proposed alternative services were predicated on *"a running rights remedy which is legally beyond that which can be granted by the Agency under these provisions."*[33] The Agency concluded, that the applications for running rights which included traffic solicitation – (in effect making them applications for open access) were legally beyond the relief that could be granted by the Agency under section 138 of the CTA.

The question of running rights – and more importantly the right to solicit traffic from customers local to the railway lines over which running rights might be granted – was the subject of much discussion during the statutory review of the Act conducted by a five-member panel appointed by the Minister of Transport in

[30] Producer loading sites have traditionally been too small to support the loading of multiple car blocks. The Eston facility is intended to overcome these constraints by providing sufficient storage, and loading, capacity to allow for the efficient loading of multiple railcars by individual producers or groups of producers.

[31] Ferroequus Railway is a federally incorporated railway and holds a valid certificate of fitness as prescribed under Section 92 of the CTA.

[32] OmniTRAX Ltd. is the owner of the Hudson Bay, Carlton Trail and Okanagan Valley railways as well as the Port of Churchill.

[33] CTA Decisions 212-R-2001 (Hudson Bay Railway), and 213-R-2001 (Ferroequus Railway).

June 2000. The Review Panel's terms of reference specifically included a requirement to "*consider proposals for enhancing running competition in the railway sector, including enhanced running rights, regional railways, and other access concepts.*" Although the Review Panel maintained that granting running rights as a measure for enhancing competition should continue to be an extraordinary step – to be imposed only in clear evidentiary instances of service failures or public interest – it nevertheless recommended in its final report that any capable railway operator be allowed to apply to the Agency for running rights, including the right to solicit traffic.

In matters more specific to the GHTS, the Review Panel also recommended that *"the grain handling and transportation system be moved to a more commercial basis, which could lead to the repeal of the revenue cap on grain rates."*[34] The Review Panel contended that the Act – with the adjustments as advanced in its recommendations – provides shippers with sufficient protection from any potential market abuse of the railways, and that grain shippers need not be treated differently from those engaged in the movement of any other commodity.[35] As of yet, Government has not formally responded to the recommendations advanced by the Review Panel.

In a decision by the Agency dated December 27, 2001, it was found that both CN and CP had revenues below the levels prescribed under the revenue cap for each in the 2000-01 crop year – CN, some $3.1 million lower, and CP, some $2.7 million lower.[36] The Agency also estimated that the revenue cap resulted in savings to shippers of about $173 million, consisting of $167 million due to the 18% reduction in revenues from what would have resulted without the May 2000 policy reforms, plus $6 million as a result of the railways' revenues being below their caps.

The Agency estimated that the $167 million saving was equal to $5.72 per tonne, and included: $1.37 per tonne due to the elimination of the scheduled "inflation" adjustment of 4.5%; $1.00 due to general rate reductions by the railways; $3.15 from the combined impact of lower charges due to multi-car block incentives, volume rebates, and other similar reductions, as well as allowances for industrial development funds; and $0.20 for other items.

The Canadian Transportation Agency issued its first decisions related to the revenue cap provisions of the Act, including technical decisions on how the revenue cap is determined [37]. Both CN and CPR changed their practices on demurrage for grain movements. The Agency found that some of the railways' revenues under these new practices were not demurrage revenues for the purposes of the revenue cap calculations [38]. CPR has appealed the Agency's decision to the Federal Court.

[34] Vision and Balance, Report of CTA Review Panel, June 2001 – Section 5, Recommendation 5.9.

[35] Vision and Balance, Report of CTA Review Panel, June 2001 – Section 5, page 73.

[36] CTA Decision No. 669-R-2001, fileT6650-2.

[37] CTA Decision No. 114-R-2001, file T6650-17.

[38] CTA Decision No. 664-R-2001, fileT6650-2.

5. System Efficiency

One of the chief aims in the government's decision to move the GHTS towards a more commercial orientation was to improve overall system efficiency. This stems from the belief that a more efficient system will ultimately enhance the competitiveness of Canadian grain in international markets to the benefit of all stakeholders.

The indicators presented here are intended to examine the relative change in the efficiency of the GHTS. A preceding chapter – Industry Overview – addressed changes observed in the basic components of the GHTS (country elevators, railways, and terminal elevators). In comparison, the following series of indicators will largely concentrate on the utilization of these assets; examining them from the vantage point of posted charges, operations and the overall logistics cycle (the time it takes to move grain through the system).[39]

Highlights of the 2000-2001 Crop Year

Commercial Trucking

- *Commercial truck rates have increased 2.5%*

Country Elevators

- *The country elevator network achieved increased efficiencies over the base year.*
  - *Throughput in the country elevator network increased 2.4%;*
  - *Average elevator turnover ratio improved 3.8%;*
  - *Days in store is down 8.0%;*
  - *Stock to shipment ratio is down 12.9%;*
-
- *Elevation, cleaning & storage tariffs rise.*

Railways

- *Railways also achieved increased efficiency over the base year.*
  - *Car cycles saw a decrease of 16.8% to 16.4 days*
  - *Published rail freight rates were down on average between 1% and 10%*
  - *Enhanced incentive rates were published, with increases of up to 33% for larger car blocks (50-99 cars)*
- *Total hopper car movement decreased 2.0%, in line with the decrease in production*
- *Both Railways met the provision of the Revenue Cap.*
  - *CN - $25.73 rev./tonne vs. allowable $25.94 rev./tonne.*
  - *CP - $25.93 rev./tonne vs. allowable $26.12 rev./tonne.*

Terminal Elevators and Ports

- *Some 960 vessels were loaded at Western Canadian Ports.*
- *Port Operations saw some areas of improvement*
  - *Ports realized a 1.6% increase in throughput over the base year*
  - *Average days in store down 5.9%*
- *… And some of decline.*
  - *At Vancouver, vessel time waiting on average increased to 4.4 days from 2.4 days; Loading time increased to 3.7 days from 3.4.*
  - *Average terminal elevator turnover ratio down 1.8%*
- *Some results were divided:*
  - *West Coast operations saw demurrage costs increase from $6.6 million in the base year to $15 million and dispatch earning decline from $11M to $9M.*
  - *Eastern Ports (Churchill, Thunder Bay and the Seaway) realized decreased demurrage ($.839M to .587M) and increased dispatch ($3.4M to $4.1 M)*

Trucking *[Measurement Subseries 3A]*

	1999-2000	2000-2001	% VAR	Table No.	Description
▲	100.0	102.5	2.5%	3A-1	Composite Freight Rate Index – Short-haul Trucking

The delivery of grain to the country elevator facilities of Canada's various grain companies is the first step in a logistics chain that serves domestic and international markets alike. This involves the truck movement of grain from the producer's gate to a country elevator. The distance traveled can be a few kilometres, or extend well beyond. There are a wide assortment of vehicles employed in this type of delivery service – from relatively small producer-owned utility vehicles, to the higher-capacity trucks typically used in commercial highway operations.

[39] It is acknowledged that improvements in the efficiency of the elevator and railway infrastructure can have an impact on other areas of the GHTS – for example, trucking and road costs. Due to data limitations, it is difficult to include measures relating to the use of trucking and its associated road impacts, as part of the Grain Monitoring Program.

Under the Supplementary Work Program [40], the Monitor initiated a survey of the freight rates tied to the "in-house" trucking services of the principle grain companies. The methodology employed centred on tracking the posted rates of these companies for local grain pick-up and delivery services in, and around, a representative sample of 37 specific grain delivery stations. These rates were then combined to create a composite rate scale depicting the cost of a typical commercial truck movement both as a proxy for, and a barometer of, trucking costs.

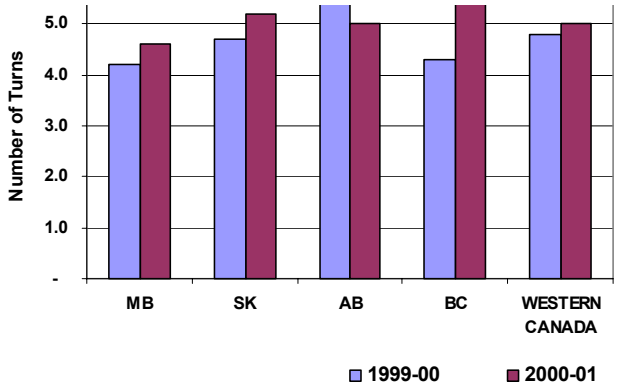
The results of this review indicated that the respective grain companies offer producers similar trucking services, albeit at marginally differing costs.[41] By the end of the 2000-01 crop year, these rates generally increased 2.5% over those in place at the end of the preceding crop year. [See Table 3A-1 in Appendix 3.]

Country Elevator *[Measurement Subseries 3B]*

	1999-2000	2000-2001	% VAR	Table No.	Description
▲	32,493.9	33,281.9	2.4%	3B-1	Grain Volume Throughput (000 tonnes)
▲	4.8	5.0	3.8%	3B-2	Average Elevator Capacity Turnover Ratio
▼	41.7	38.3	-8.0%	3B-3	Average Days-in-Store (days)
▼	6.2	5.4	-12.9%	3B-4	Average Weekly Stock-to-Shipment Ratio – Grain
	Note	Note		3B-5	Average Handling Charges – Country Delivery Points
Note: Average handling charges cannot be summarized for this table.					

The total tonnage throughput for the country elevator system, as measured by shipments from primary elevators, remained relatively constant over the review period. Throughput in the 2000-2001 crop year amounted to 33.3 million tonnes – an overall increase of 2.4% over the preceding year. Greater variability was observed on a provincial basis. Shipments from Manitoba, Saskatchewan and British Columbia increased by 19.0%, 5.2%, and 24.8% respectively, while those from Alberta declined by 10.8%.[42] On a quarterly basis, primary elevator throughput levels in Western Canada remained relatively constant at 8.2 million tonnes, although the second quarter showed a modest peak registering 8.7 million tonnes. [See Table 3B-1 in Appendix 3.]

Figure 7: Elevator Capacity Turnover Rates by Province



The average elevator capacity turnover rate improved slightly, from 4.8 turns to 5.0 turns. Higher throughput tonnages in Manitoba, Saskatchewan and British Columbia, served to increase the elevator capacity turnover ratios by 9.7%, 10.5% and 30.8% respectively. The lower crop yield in Alberta brought a 9.9% decline in that province's ratio [44]. [See Table 3B-2 in Appendix 3.]

[40] The Supplementary Program refers to additional measures and issues identified in the original monitoring program design as requiring further study and analysis, the details and status of which are discussed in Appendix 2 of this report.

[41] Neither of the trucking rates published by the respondents has changed materially since the 1999-2000 crop year, with the exception being the selective use of fuel surcharges.

[42] The 1999-2000 crop year was widely deemed to be a "bumper" crop year for Alberta. Comparisons with 2000-01 reflect the return to average production levels.

[43] Canadian Grain Commission, Grain Elevators in Canada.

[44] Although the timeframes are not directly comparable, these turnover rates are consistent with those reported by the Dominion Bond Rating Service. Their report, "The Grain Industry in Canada" indicates that in calendar year 2000, country elevator turnovers ranged from 4.1 to 7.2 turns for the four major grain companies. Dominion Bond Rating Service Ltd. "The Grain Industry in Canada", August 2001.

The average number of days in store for major grains is derived using an average inventory turnover ratio. During the 2000-01 crop year, the overall average number of days in store fell from 41.7 to 38.3 days (or 8.0%). This, however, varied widely by province and commodity. Running counter to the general improvement observed for most grains were durum and canola, which saw average increases of 3.9 days (or 6.1%) and 1.3 days (or 6.3%) respectively. [See Table 3B-3 in Appendix 3.]

The average weekly stock-to-shipment ratios for major grains in Western Canada experienced a 12.9% reduction from the 1999-2000 crop year – falling from 6.2 to 5.4. Significant reductions occurred in wheat, barley and oat ratios. Durum and canola showed relatively little overall change, while smaller crops – such as rye and flaxseed – experienced significant increases in their stock-to-shipment ratios. On the whole, these indicators reveal that tighter elevator inventories were generally being maintained across the system. [See Table 3B-4 in Appendix 3.]

Changes in the posted tariff rates for primary elevator handling over the course of the review period were mixed. The average tariffs for receiving, elevating and loading grain increased marginally, while those for removal of dockage and terminal cleaning, saw more substantive increases [45]. Although most commodities saw marginal increases in the average charges for cleaning, significant price hikes were observed for barley and flaxseed: 8% and 7.5% respectively in Saskatchewan; 12.5% and 11.1% respectively for Alberta and British Columbia; and 15.4% and 11.3% respectively in Manitoba. Average country elevator storage charges for major grains also increased by between 3.1% and 6.9% across the prairies. [See Table 3B-5 in Appendix 3.]

Rail Operations *[Measurement Subseries 3C]*

	1999-2000	2000-2001	% VAR	No.	Description
▼	25,658.0	25,155.6	-2.0%	3C-1	Hopper Car Grain Volumes (000 tonnes) – Province
				3C-2	Hopper Car Grain Volumes (000 tonnes) – Primary Commodities
				3C-3	Hopper Car Grain Volumes (000 tonnes) – Detailed Breakdown
▼	19.7	16.4	-16.8%	3C-4	Railway Car Cycles (days)
–	330.3	328.7	-0.5%	3C-7	Railway Traffic Density – Railway Line Class
▼	Note	Note		3C-8	Composite Freight Rates – Rail
▲	Note	Note		3C-9	Multiple-Car Shipment Incentives – Rail
▼	n/a	Note		3C-10	Effective Freight Rates – CTA Revenue Cap
Note: These measures cannot be summarized for this table.					

As cited earlier, the overall grain volumes moved by the nation's railway system to Western Canadian export positions fell by 2.1% to 25.9 million tonnes in the 2000-01 crop year (See Industry Overview Measurement Subseries 1B). These figures, however, include traffic that was not handled through the terminal elevator system and which also moved in boxcars, trailers or containers. In order to allow for more consistent comparisons, the indicators presented here deal exclusively with that portion of the grain traffic that moved in covered hopper cars.[46]

Totalling 25.2 million tonnes, the overall volume of grain moved in covered hopper cars shows a 2.0% decline from the volume handled in the 1999-2000 crop year. Volumes destined to both Vancouver and Thunder Bay varied little from the 1999-2000 crop year – declining by 0.1% in the case of the former, and climbing by 3.7% in the case of the latter. Significant shifts, however, occurred in the grain volumes directed to the northern ports. Receiving some 2.3 million tonnes, Prince Rupert's volume declined by 29.5% in comparison to the base year, while the volume handled at Churchill increased by 48.7% to 0.7 million tonnes.

Shifts were also noted in the origins for grains moving through West Coast ports. In particular, the volume of wheat and canola sourced from Manitoba during the 2000-01 crop year showed significant gains in the origin mix at both Vancouver and Prince Rupert. This, however, appears to have been rooted in the previously discussed swings in provincial production levels and a need to source quality

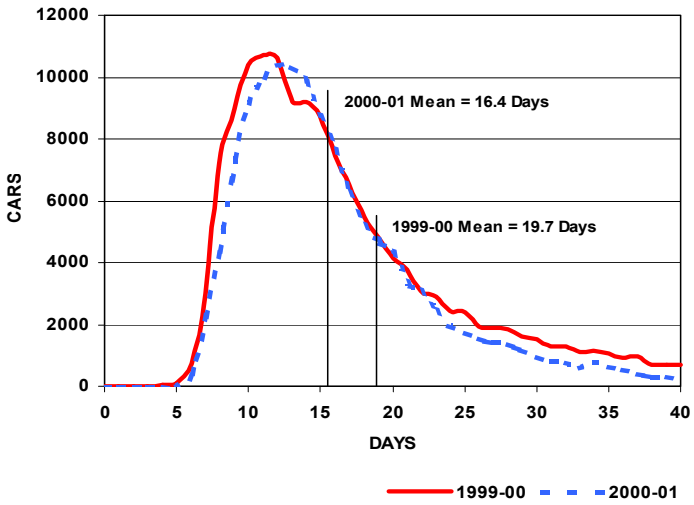
[45] Charges for the removal of dockage and terminal cleaning fall under the provisions of Licensed Primary Elevator Tariffs and are assessed at the time producers deliver their grain.

[46] Such adjustments represent a reduction of less than 3% from the overall traffic volume cited.

specific stock, rather than in a fundamental change in sourcing strategies. [See Tables 3C-1, 3C-2, and 3C-3 in Appendix 3.]

One of the chief indicators used within the railway industry to gauge the efficiency with which traffic is moved is the car cycle. In the context of the GHTS, a car cycle effectively measures the time taken by a railway to deliver a load of grain to port and then return the empty car to the prairies for reloading. The car cycle for the regulated movement of Western Canadian grain averaged 16.4 days during the 2000-01 crop year. This represents a 16.8% reduction from the 19.7 days the year before. Examined in terms of the principal corridors, movements to Vancouver show a corresponding improvement of 13.4% – falling from an average of 19.4 to 16.8 days. The relative weighting of movements to Vancouver, however, effectively obscures the greater improvement in the Thunder Bay corridor – where the average cycle fell from 20.5 to 15.7 days (or 23.4%). [See Table 3C-4 in Appendix 3]

Figure 8: Railway Car Cycles - Histogram



A second measure of efficiency is traffic density. The indicators used in the GMP gauge density by relating total grain volumes to the total number of route-miles comprised within the Western Canadian railway network. Moreover, these measurements are based on quarterly rather than annual traffic volumes and the infrastructure in place at the end of each quarter of the crop year in order to assess the relative change over time.[47]

This analysis reveals that there has been little real change in traffic density during the 2000-01 crop year – the average number of tonnes per route-mile having fallen to 328.7 from 330.3 the year before. This largely reflects the parallel decline of 2.0% in overall railway volumes and infrastructure. Conversely, the abandonment of grain-dependent branch lines has served to improve the density on these lines by a modest 1.9% – from an average of 442.3 to 450.6 tonnes per route-mile. [See Table 3C-7 in Appendix 3]

Railway freight rates have been the subject of repeated examination. Effective August 1, 2000, the Canadian government changed its policy, replacing the regulated maximum rates with a "revenue cap" that provided greater latitude in pricing rail movements, but limited the gross revenues that could be derived from this portion of the railway industry's business. In addition, this policy change provided for a general 18% rollback in the revenue levels that would have been expected without the reform.

In practical terms, the revenue cap did not require an across-the-board 18% reduction in posted rates, including single-car rates. The general reduction in posted rates for single-car movements amounted to 4%, although some corridor-specific rates showed greater variation. By way of example, posted rates from CN origins to Prince Rupert were reduced approximately 10%, while those to Armstrong were virtually unchanged. [See Table 3C-8 in Appendix 3.]

Instead, the railways appear to have employed another means by which to pass on an effective freight rate reduction to the grain industry – volume incentives. Long used in other sectors of the railway industry as a competitive tool, they were increased for facilities with 50 or more car spots at the beginning of the 2000-01 crop year. It seems clear that the strategy of the railway companies rests in drawing significantly greater volumes of grain into facilities that can provide for movement in either full, or partial, trainload lots. When measured against single car rates, these discounts can result in effective freight rate

[47] The use of annualized data does not allow for direct comparison with quarterly data due to the fact that the number of route-miles tied to the infrastructure cannot be apportioned over time. Although the quotient derived from a year-over-year comparison is directly comparable, its calculation provides limited insight into changes that may be better observed using the longer time series derived from the use of quarterly data.

deductions of between $1.00 and $7.00 per tonne (or up to an estimated 25%). [See Table 3C-9 in Appendix 3.]

Although the Monitor has been unable to secure sufficiently detailed data on these movements and the elevators from which they originate, the information that is available suggests that incentive movements are indeed on the rise. Moreover it suggests that they may have increased by more than 30% during the 2000-01 crop year, and apply to over 60% of covered hopper car movements.

It must be noted, however, that these incentives largely accrue to the shipper – normally the grain companies – rather than to individual grain producers. The producer effectively receives the benefit of the reduction in the rates for single car movements – that is to say the 4% cited earlier – but does not share directly in any incentive rate savings realized by the grain company that actually moved grain as part of a larger consignment.[48]

More importantly, incentive rates also provide a powerful means by which each carrier can leverage the cost efficiencies derived from unit train operations, while managing its compliance with the revenue cap. In Decision Number 669-R-2001 dated December 27, 2001, the Canadian Transportation Agency determined that both CN and CP had met revenue cap requirements for the 2000-01 crop year. Indeed both had beaten their targets by 0.8% and 0.7% respectively. [See Table 3C-10 in Appendix 3]

Terminal Elevator and Port Performance *[Measurement Subseries 3D]*

	1999-2000	2000-2001	% VAR	Table No.	Description
▲	23,555.5	23,941.3	1.6%	3D-1	Annual Port Throughput (000 tonnes) – Grain
▼	9.1	8.9	-1.8%	3D-2	Average Terminal Elevator Capacity Turnover Ratio
▼	18.6	17.5	-5.9%	3D-3a	Average Days-in-Store – Operating Season (days)
▼	20.3	20.1	-1.0%	3D-3b	Average Days-in-Store – Crop Year (days)
	Note	Note		3D-4	Average Weekly Stock-to-Shipment Ratio
–	Note	Note		3D-5	Average Weekly Stock-to-Shipment Ratio for major grains and grades by port
–	Note	Note		3D-6	Average Vessel Time in Port (days)
	Note	Note		3D-7	Distribution of vessel time in port
	Note	Note		3D-8	Distribution of number of berths per vessel by port
	Note	Note		3D-9	Annual demurrage costs and dispatch earnings by port for Board and Non-Board grains
	Note	Note		3D-10	Average handling charges by port based on posted rates for each terminal for major grains
Note: These measures cannot be summarized for this table					

Port throughput for the 2000-01 crop year, as measured by the volume of grain shipped from the terminal elevator and bulk loading facilities located at the four Western Canadian ports, totalled 23.9 million tonnes. [49] This represents an increase of 1.6% over the 23.6 million tonnes recorded during the 1999-2000 crop year. [See Table 3D-1 in Appendix 3.]

Almost 16.3 million tonnes (or 67.8%) of this volume was directed through the West Coast ports of Vancouver and Prince Rupert, with the former accounting for some 14.0 million tonnes (86.3% of West Coast volume). Although the overall coastal throughput remained relatively unchanged – increasing by just 53,000 tonnes – Prince Rupert posted a substantive 34.5% decline, while shipments from Vancouver increased by 9.5%.[50]

With 7.0 million tonnes, Thunder Bay achieved a 1.9% gain in throughput for the 2000-01 crop year. While movement of most grains increased, wheat volume fell by over 216,900 tonnes (or 7.0%) from the

[48] The producer may share in these savings – but only indirectly. To the extent that these savings are passed on to the Canadian Wheat Board through the tendering programs, they manifest themselves in the residuals passed back to farmers in the Board's pool account. Grain Companies have several mechanisms in place through which these benefits may be passed as well. e.g. Truck premiums and other incentives, etc.

[49] Includes grains, oilseeds and special crops covered by the Canada Grain Act as recorded by the Canadian Grain Commission.

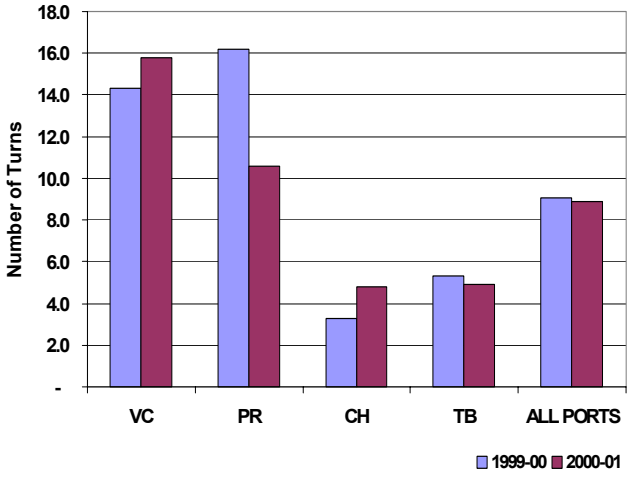
[50] It should be noted that the Prince Rupert Grain terminal was effectively shutdown for a four-month period during each of the last two crop years.

previous year. The most impressive gain occurred at the port of Churchill, which posted a 43.1% increase in throughput over the 1999-2000 crop year.

The average terminal elevator capacity turnover ratio declined slightly, from 9.1 to 8.9 turns, largely as a result of the 7.5% decline experienced at Thunder Bay – which fell from 5.3 to 4.9 turns. Although the overall throughput at the port increased relative to the 1999-2000 crop year, the proportion moving through unlicensed and bulk loading facilities resulted in lower turnover rates for the licensed terminals. The turnover ratios for Vancouver, Prince Rupert, and Churchill, coincided with the relative change in their respective throughputs. [See Table 3D-2 in Appendix 3.]

A similar pattern is seen with respect to the average number of days in store for major grains during the operating season at ports. While the overall average for the four Western Canadian ports declined from 18.6 to 17.5 days (or 5.9%), significant variability was observed for individual ports. For those ports with increased throughput, the average number of days in store fell: Vancouver's by 18.6% to 12.4 days; Churchill's by 33.6% to 16.8 days; and Thunder Bay's by 2.5% to 27.6 days. At Prince Rupert – where throughput declined – the average jumped by 24.9% to 15.2 days. [See Table 3D-3a in Appendix 3.][51]

Figure 9: Terminal Elevator Capacity Turnover Rates



Average weekly stock-to-shipment ratios for major grains at each of the four Western Canadian ports are calculated using statistics produced by the Canadian Grain Commission. This measure indicates how well stocks are managed at port. Due to the uneven nature of grain unloading, stock levels, and actual vessel shipments, a great deal of variability is experienced in the week-to-week comparison of these ratios. Notwithstanding that variability, some patterns emerge when annual averages are calculated and compared. [See Table 3D-4 in Appendix 3.]

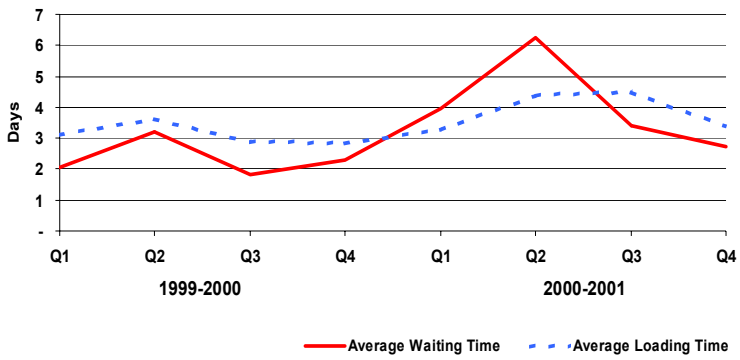
As might be expected given larger throughput, the average stock-to-shipment ratios at Vancouver declined for all major grains in the 2000-01 crop year, while that for wheat at Prince Rupert increased by nearly 13%.[52] Churchill saw a significant decline in its averages for wheat and durum over the same period. At Thunder Bay, the results were more mixed: declines were observed for wheat, canola and oats, while durum, barley and flax all increased. The most significant increase was for barley, but given the overall low level of barley shipments from Thunder Bay (which declined by 46% during the period) the results from just two years of data provide limited insight into the efficiency of stock movements though these terminals. As a greater time series of data is developed, the Monitor believes that the patterns exhibited by shifts in stock-to-shipment ratios will become more meaningful.

Average weekly stock-to-shipment ratios, based on grade, show even greater degrees of variability. This arises largely as a result of the distortions caused by the blending often used to produce "Western Canada Wheat" – which is not a stored grain grade – for overseas shipments. As mentioned earlier, it will be necessary to develop a longer time series before meaningful conclusions can be drawn regarding these stock-to-shipment ratios. [See Table 3D-5 in Appendix 3.]

[51] Table 3D-3b in Appendix 3 presents Average Days in Store for the entire year at each port.
[52] Wheat is the only grain with sufficient consistency in shipments from Prince Rupert over two years for comparison.

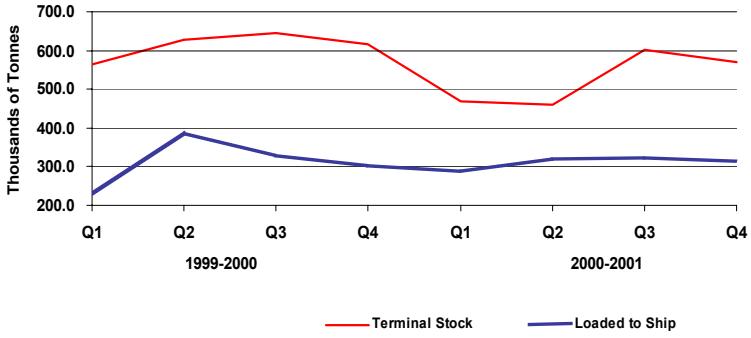
Some 960 vessels called for grain at Western Canadian ports during the 2000-01 crop year. The average time spent by these vessels in port showed a generally marked increase over the 1999-2000 crop year. At Vancouver – where just over half of the total vessel calls were made – the average time spent in port increased from 5.8 to 8.1 days (or 39.7%). Most noteworthy perhaps is the fact that the average number of days spent waiting to load nearly doubled – jumping from 2.4 to 4.4 days (or 83.3%).[53] At the same time, the average number of days required for loading also rose – increasing from 3.4 to 3.7 days (or 8.8%). At Prince Rupert, a 10% decline in average waiting time was offset by a lengthy increase in the time required for loading, thus pushing the overall average stay in port up from 3.8 to 7.7 days. [See Table 3D-6 in Appendix 3.]

Figure 10: Pacific Seaboard Vessel Waiting and Loading Time– By Quarter



The increased time vessels spent in port was most pronounced at West Coast ports during the second quarter of the 2000-01 crop year. Figure 10 illustrates the average number of days vessels spent waiting and loading at the ports of Vancouver and Prince Rupert. In concert with the noticeable rise observed during the second quarter, there is a corresponding decline in the average stock levels reported at West Coast terminal elevators (see Figure 11). Throughout this period, no noticeable fluctuations are observed in the tonnage loaded to vessels. The evidence would suggest, however, that the increased time spent by these vessels in port was due, at least in part, to the GHTS's failure to provide for an adequate supply of the right grain in terminals at port. This is supported – to some extent – by an observable rise in the average number of days spent by railcars at destination terminals.

Figure 11: Pacific Seaboard – Terminal Stocks and Loaded to Vessel – By Quarter



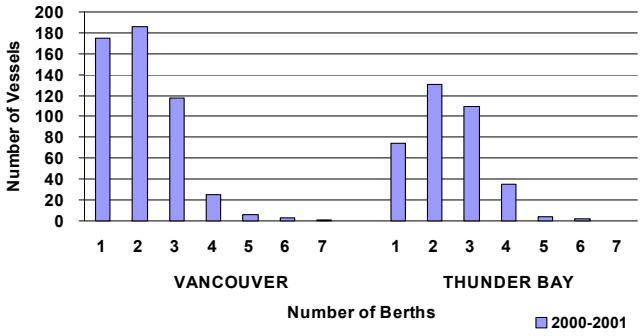
Waiting time at Churchill remained essentially unchanged, while the time required to load vessels increased from 2.5 to 2.9 days (or 16%). At Thunder Bay, the data necessary to track waiting time for vessels during the last two crop years was not readily available, although loading times were recorded as having increased from 1.2 to 1.4 days (or 16.7%).[54] These observations are reflected in the noticeable decline in the proportion of vessels having spent a maximum of five days in port: at Vancouver, 16.7%; Prince Rupert, 37.1%; and Churchill, 4.5%. [See Table 3D-7 in Appendix 3.]

[53] The number of days a vessel spent waiting is determined using the difference between the time the vessel passed inspection by the Port Warden and Canadian Food Inspection Agency and the time at which loading was commenced.

[54] Arrival date on Thunder Bay vessels was not recorded consistently in past years. Canadian Food Inspection Agency personnel only inspect and pass ocean-going vessels, lakers destined for the U.S.A. and lakers previously under detention due to infestation. The remaining lake-going vessels – representing over half of all arrivals at port – are not subject to inspection.

The proportion of vessels requiring multiple berths to load at Vancouver remained largely unchanged from the 1999-2000 crop year – increasing from 63.4% to 66.0%. At Thunder Bay, the proportion was somewhat higher – 79.2%.[55] It should be noted that the number of berths that each vessel may make prior to the assessment of additional charges is negotiated as part of the charter contract. Larger vessels may have terms permitting them to berth more frequently than smaller ones without incurring financial penalty. [See Table 3D-8 in Appendix 3.]

Figure 12: Number of Berths per Vessel



Members of the WGEA and the CWB provided total vessel demurrage costs and dispatch earnings for the two crop years under review.[56] Along the Pacific Seaboard, demurrage costs for the 2000-01 crop year rose significantly – from $6.6 to $15 million (or 126.8%). This is consistent with the substantial increase cited earlier in the average number of days spent waiting and loading of vessels at these ports. At the same time, dispatch earnings declined from about $11.0 to $9.0 million (or 18.1%). Conversely, annual vessel demurrage at Churchill, Thunder Bay, and along the St. Lawrence Seaway, declined by 30.0% – from $839,000 to $587,000. Dispatch earnings in the eastern system increased by 22.2% – from $3.4 million to $4.1 million. [See Table 3D-9 in Appendix 3.]

The Monitor is of the opinion that demurrage costs and dispatch earnings must be viewed in context. As negotiated items, the rates and number of lay days are only a part of the merchandising activity. Trade-offs are continuously made when negotiating the terms and conditions of vessel charters.

With the exception of Churchill – where terminal elevation charges remain unchanged – the posted tariff rates for terminal elevator handling at each of the Western Canadian ports generally increased. At Vancouver, small increases in the average charges for receiving, elevating and loading of grain were observed for wheat, durum, barley, canola and oats. The average increase for peas and flaxseed was marginally higher at 5.9% and 4.4% respectively. The average tariff rate for rye, however, jumped significantly – from $8.24 to $10.19 per tonne (or 23.7%). At Prince Rupert, the rates for receiving, elevating and loading of grain saw small increases for wheat and barley, and a more significant 15.6% increase for flaxseed. At Thunder Bay, the average increase for major commodities was in the area of 1% or less. [See Table 3D-10 in Appendix 3.]

The posted tariff rates for terminal elevator storage also increased at most ports – the exception once again being Churchill. At Thunder Bay and Vancouver, the average increase ranged from approximately 1.0% to 4.0% over the period. Prince Rupert posted higher tariff rates for the storage of oats, rye and flaxseed – increasing by 7.1%, 9.1% and 14.8% respectively. However, no shipments for these commodities were recorded during the 2000-01 crop year.

System Efficiency - Summary and Observations

The overall time spent by grain in the GHTS decreased by 5.5% – an improvement of 4 days. The individual elements contributing to this performance are summarised below, and include improvements derived from the reduced number of days spent in store at both country and terminal elevators, as well as from reduced loaded car cycle times.

[55] Only data pertaining to the 2000-01 crop year is available relative to the number of multiple berths at Thunder Bay.

[56] Notice should be made of the fact that the data – which is both un-audited and aggregated – pertains to vessel shipments made during each crop year and, as such, may vary from the figures presented in the financial statements of the respective organizations.

Table No.	Measure	99-00	00-01	Var.	Var. %
3B-3	Country Elevator - Avg. Days in Store	41.7	38.3	-3.4	-8.0%
3C-4	Loaded Railway Car Cycle[57]	9.1	8.7	-0.4	-4.4%
3D-3b	Terminal Elevator - Avg. Days in Store	20.3	20.1	-0.2	-1.0%
	Total	71.1	67.1	-4.0	-5.5%

A review of the data and measures pertaining to the efficiency aspects of the grain industry and specifically the GHTS yields the following observations:

- The country elevator network on average, showed increased efficiency with improvements in most areas: increased throughput; improved average elevator capacity turnover ratio; reduced stock-to-shipment ratios; and a reduction in the average number of days in store.

- A key measure of railway efficiency is the car cycle. Falling to an overall average of 16.4 days – an improvement of 16.8% – this measure showed a marked gain in the efficiency with which the railway system is delivering grain to export position.

- The railways have increased the incentive used to encourage movements in larger car blocks. This combined with the elevator network's continued shift towards the use of larger capacity facilities contributed to improved car cycle times. The limited data currently available to the Monitor prevents a more comprehensive perspective on the reasons for this improvement, but future reports will endeavour to provide a more detailed analysis.

- Lower railway freight rates and enhanced incentive discounts for traffic moving in larger car blocks has been influenced – at least in part – by the government's policy initiatives. Both CN and CP achieved the targets established for them under the first year of the new revenue cap regime.

- While handling essentially the same volumes as in the base year, port operations experienced a minimal decrease in terminal elevator capacity turnover ratios, a slight increase in the number of berths required to load vessels, but a marked increase in vessel waiting and loading times at the Pacific Seaboard.

- Significantly increased demurrage costs were incurred at Pacific Seaboard ports due to large increases in the time vessels spent in port. The delays were particularly high during the second quarter of the crop year.

[57] Loaded railcar cycle is calculated by adding the times in each of the events in the loaded portion of the cycle: Origin Dwell Time, Loaded Transit Time, Destination Dwell Time, Unloading Time (days). The complete car cycle includes the Empty Return Time (7.7 days)

6. Service Reliability

The true test of any logistics chain is its ability to provide for the timely delivery of product, as it is needed – whether it is raw materials, semi-processed goods, component parts, or finished products. This applies in equal measure to both industrial and consumer products, and is summarized by a widely used colloquialism within the logistics industry: "to deliver the right product, to the right customer, at the right time."

All of the stakeholders to the GHTS agree that it is crucially important for Canada to continue to be recognized as a reputable and *reliable* supplier of grain to the world. Having product out of place can not only disrupt the normal flow of grain through the system, it can lead to terminal congestion, higher costs, and a damaged international reputation. The indicators that follow are largely used to determine whether grain is indeed moving through the system in a timely manner, and whether the right grain is in stock at port when a vessel calls for loading.

Highlights

Port Performance

Port reliability was good and efficiency increased over the base year

- *Stock to Vessel Ratios decreased (i.e. Wheat and Canola at Vancouver down 19.5% and 21.5% respectively and at Thunder Bay down 5.5% and 31.3%) indicating tighter controls on inventory.*
- *Stock to Shipment Ratios at Vancouver and Thunder Bay reinforce these findings with an overall decrease of 27.1% and 5.8% respectively for wheat and 18.4% and 27.1% for canola.*
- *The reported terminal storage and handling revenues at Vancouver increased 3.2% on throughput that increased 9.5%.*
- *The annual number of stored tonne days decreased significantly at most ports:*
  - *Vancouver down 13.9%*
  - *Prince Rupert down 17.7%*
  - *Churchill down 15.1%*
  - *Thunder Bay up 11.4%*

Country Performance

Country Performance also was good and reflected some improvements in efficiency.

- *Throughput increased 2.4%*
- *Annual average stored tonne days decreased 5.8%*
- *Average stock to shipment ratios decreased 12.9%*

Port Performance *[Measurement Subseries 4A]*

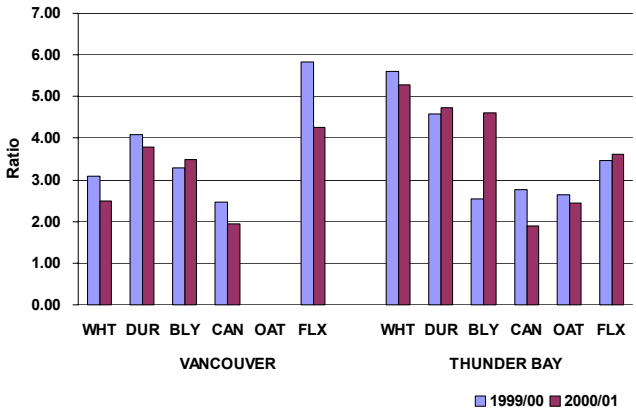
	1999-2000	2000-2001	% VAR	Table No.	Description
▼	3.10	2.50	-19.5%	4A-1	Avg. Weekly Stock-to-Vessel Requirements Ratio – Vancouver – Wheat
▼	2.47	1.94	-21.5%		Avg. Weekly Stock-to-Vessel Requirements Ratio – Vancouver – Canola
▼	5.60	5.29	-5.5%		Avg. Weekly Stock-to-Vessel Requirements Ratio – Thunder Bay – Wheat
▼	2.76	1.89	-31.3%		Avg. Weekly Stock-to-Vessel Requirements Ratio – Thunder Bay – Canola
-	Note	Note	Note	4A-2	Avg. Weekly Stock-to-Vessel Requirements Ratio – Grade
▼	3.53	2.92	-17.5%	4A-3	Avg. Weekly Stock-to-Shipment Ratio – Vancouver - Board Grains
▼	3.57	2.60	-27.0%		Avg. Weekly Stock-to-Shipment Ratio – Vancouver - Non-Board Grains
▲	4.55	5.20	14.2%		Avg. Weekly Stock-to-Shipment Ratio – Thunder Bay - Board Grains
▼	3.30	2.81	-14.8%		Avg. Weekly Stock-to-Shipment Ratio – Thunder Bay - Non-Board Grains
▲	192,744	198,888	3.2%	4A-4	Terminal Handling Revenue –Vancouver ($000)
▼	82,103	75,490	-8.1%		Terminal Handling Revenue – Thunder Bay ($000)
▼	63,344	48,240	-23.8%		CWB Carrying Costs – Pacific Seaboard ($000)
▲	31,313	34,378	9.8%		CWB Carrying Costs – Thunder Bay ($000)
▼	374,442	352,275	-5.9%	4A-5	Annual Stored Tonne Days – Board Grains (days x 1000)
▲	71,137	81,672	14.8%		Annual Stored Tonne Days – Non-Board Grains (days x 1000)
▼	445,579	433,947	-2.6%		Annual Stored Tonne Days – Board and Non-Board Grains (days x 1000)

Add. Measures in 4A-1 can be found in Data Tables – Appendix 3; Measures in Subseries 4A -2 do not lend themselves to summary reporting.

Average weekly stock-to-vessel requirement ratios were calculated for major grains at Vancouver and Thunder Bay using data collected by the Canadian Grain Commission (CGC) and the Canadian Ports Clearance Association (CPCA). The actual tonnage reported in stock by the CGC was then matched with the requirements per the CPCA's vessel arrival forecasts. This measure provides an indicator of terminal stocks in store as compared to the demand requirements of vessels scheduled to arrive and is used to illustrate the accuracy and timeliness of port stock in position to meet incoming vessel demand. As such an increase in the ratio indicates a negative trend.

As is seen in the stock-to-shipment ratios, a great deal of variability is also noted in the week-to-week stock-to-vessel requirements ratios. This is due largely to the uneven nature of the flow of grain into, and through, the ports. At Vancouver, an improvement was in evidence through a decline in the weekly average ratio for wheat, durum, canola and flax. The average ratio for wheat fell by 19.5% – from 3.10 to 2.50. By comparison, the average ratio for canola fell from 2.47 to 1.94 (or by 21.5%). The average weekly ratio for barley experienced a 6.0% increase – climbing to 3.48 from 3.28. [See Table 4A-1 in Appendix 3.]

Figure 13: Stock to Vessel Requirements Ratio



At Thunder Bay, declines were noted in the average stock-to-vessel requirements ratios for wheat, canola and oats. The average for wheat fell from 5.60 to 5.29 (or 5.5%). The average ratio for canola declined by 31.3% – from 2.76 to 1.89. At the same time, the averages for durum, barley and flaxseed increased. Durum showed a small increase of 3.5% – from an average of 4.58 to 4.74 – while the ratio for barley jumped from 2.54 to 4.60 (or by 81.1%). As with the stock-to-shipment ratios discussed earlier in chapter 5 (System Efficiencies), it will be necessary to develop a longer time series before meaningful conclusions can be drawn from these measures.

Average weekly stock-to-vessel requirement ratios by grade were calculated using the same methodology. The variability in the weekly ratios is significant. As with stock-to-shipment ratios by grade, matching vessel requirements to the stock in terminal is distorted by the blending that takes place, as is done for the annual shipment of two to three million tonnes of "Western Canada Wheat." [See Table 4A-2 in Appendix 3.]

The average weekly stock-to-shipment ratios were aggregated for CWB and non-CWB grains. For purposes of segmentation, the ratios for wheat, durum and barley were attributed to the CWB – although it is acknowledged that a small portion of wheat and barley stocks, as well as shipments at Thunder Bay, are non-Board feed. Non-CWB ratios include those for canola, oats and flaxseed. This measure provides an indication of how stocks in store matched to the demands of the ships loading through the week, and as is seen in stock to vessel measures, a decrease in the ratio indicates a positive trend. The average stock-to-shipment ratio for Board grains at Vancouver declined by 17.5% during the 2000-01 crop year – from 3.53 to 2.92. Similarly, the average ratio for non-Board grains declined by 27% – from 3.57 to 2.60. At Thunder Bay, the average ratio for CWB grains increased from 4.55 to 5.20 (or 14.2%), while the average for non-CWB grains declined from 3.30 to 2.81 (or 14.8%). [See Table 4A-3 in Appendix 3.]

The GMP provides for the measurement of annual storage and inventory carrying costs (or storage days) – for country as well as terminal elevators – for both CWB and non-CWB grains. The ability to collect data on carrying costs has proved challenging. The WGEA indicated that their members were unable to determine an appropriate or accurate method of reporting non-CWB carrying costs due to the nature of non-CWB grain marketing. All costs for handling and carrying non-Board grains are included in the basis. Segregating these costs was not considered feasible.

As a substitute, the WGEA members developed a method of reporting total terminal revenues using a number of key financial measures, and provided total revenue data for their terminals at Thunder Bay and Vancouver. The CWB provided a breakdown of their terminal costs using an aggregate for Pacific Seaboard terminals, in addition to those supplied for Thunder Bay. It should be noted here, however, that differences in accounting practices make direct comparisons between total revenues and CWB costs difficult. The terminal revenue and cost data presented here is un-audited. [See Table 4A-4 in Appendix 3.]

The total reported terminal revenues remained relatively consistent at Vancouver. Total revenue climbed from $192.7 to $198.9 million (or 3.2%). At Thunder Bay, total reported revenue fell from $82.1 to $75.5 million (or 8.1%). This occurred in part from the fact that, despite increased throughput, a greater portion of the grain shipped at Thunder Bay moved through terminals operated by non-WGEA members.

Total CWB carrying costs along the Pacific Seaboard declined by 23.8% – from $63.3 to $48.2 million. The greatest portion of this decline was due to reduced elevation expenditures – much of which can be attributed to the decline in throughput at Prince Rupert. At Thunder Bay, CWB costs climbed from $31.3 to $34.4 million (or 9.8%).

Gross indicators of storage activity at terminal elevators for CWB and non-CWB grains were calculated by multiplying the average number of days in store by total terminal throughput. At Vancouver CWB grain storage fell by 21.1% during the 2000-01 crop year – from 139.5 to 110.1 million stored tonne-days. This is attributed to slightly lower throughput for CWB grains, and a significant reduction in the average number of days in store for wheat and barley. The number for non-CWB grains increased from 44.1 to 48.1 million stored tonne-days (or 9.0%). Although average days in store declined for the non-board grains, throughput volume increased substantially, especially for canola (24.7%) escalating the total number of stored tonne-days. It should be noted that stock information for other non-CWB products and special crops is deficient for the purpose of calculating average days in store, and effectively understates the values for non-CWB grains. [See Table 4A-5 in Appendix 3]

At Prince Rupert, the total number of stored tonne-days for CWB grains declined by 28.9%, a reflection of the significant reduction in throughput at that port. At Churchill, the indicator for CWB grains fell by 16.9% – from 15.3 to 12.7 million stored tonne-days. There was insufficient non-CWB movement through the ports of Prince Rupert and Churchill in the 1999-2000 crop year to make any meaningful comparisons.

At Thunder Bay, the number of stored tonne-days for CWB grains increased by 12.1% – from 178.7 to 200.4 million. For non-CWB grains, the storage activity was significantly smaller and increased a more modest 6.3% – from 27.0 to 28.7 million stored tonne-days.

Country Performance *[Measurement Subseries 4B]*

	1999-2000	2000-2001	% VAR	Table No.	Description
▼	1.066 M	.973 M	-8.7%	4B-1	Annual Stored Tonne Days – CWB Grains
▲	.288 M	.302 M	5.1 %		Annual Stored Tonne Days – Non-CWB Grains

Annual storage activity at country elevators for CWB and non-CWB grains were calculated by multiplying average days in store by shipments from primary elevators. A prairie wide allocation of CWB and non-CWB handlings for wheat and barley was made using Canadian Grain Commission data. In aggregate, the total number of stored tonne-days for CWB grains fell by 8.7% – from 1.1 to 1.0 billion tonne-days. Declines in Saskatchewan, Alberta and British Columbia were offset by increases in Manitoba. Non-CWB grain storage activity increased by 5.1% – from 287.6 to 302.3 million stored tonne-days – with declines in Manitoba and British Columbia being offset by increases in Saskatchewan and Alberta. Stock and shipment data for other non-CWB products and special crops were inadequate to include them in the calculation of storage activity, resulting in an understatement of the stored tonne-days for non-CWB grains. [See Table 4B-1 in Appendix 3.]

As mentioned previously, the design of the GMP envisioned enhancements and further study in specific areas as is covered under the Supplementary program (see item in Appendix 3). Two supplementary

studies relative to service reliability are expected to be completed prior to the release of the next annual report. These studies will examine the feasibility of developing additional measures relative to both the tracking of sales and tendered movements.

System Reliability – Summary and Conclusions

A review of the data and measures pertaining to the reliability of the GHTS provides for the following observations:

- Port reliability was improved and efficiency increased over the base year. Stock to vessel and stock to shipment ratios both decreased at Vancouver and Thunder Bay indicating tighter controls on inventory.

- Revenues for Terminal operators increased marginally. In particular, the reported terminal storage and handling revenues at Vancouver increased 3.2% on throughput that increased 9.5%.

- Country Performance was also good and reflected some improvements in efficiency, specifically a reduction in average stored tonne days (5.8%) on increased throughput (2.4%) through fewer facilities (23%).

- Average stock to shipment ratios in the country decreased 12.9%, again indicating tighter controls on inventory.

- Total CWB carrying costs along the Pacific Seaboard declined by 23.8%. The decline was due to reduced elevation expenditures – much of which can be attributed to the decline in throughput at Prince Rupert.

- At Thunder Bay, CWB carrying costs climbed 9.8%, associated with increased costs in elevation and special services in particular.

7. The Supply Chain

As mentioned elsewhere in this report – and in other undertakings relating to the grain industry in Canada[58] – viewing the GHTS in the context of larger supply chain provides an effective framework for analyzing and summarizing observations on the workings of the GHTS as a whole. To this end, the Monitor's approach to the GMP was itself styled in accordance with typical supply chain analytical models.

While the process is alternatively referred to as a logistics chain, it has become a standard model for the management of inventory, transportation, logistics and sourcing strategies for global businesses.

The essence of SCM theory is to analyze and develop a common view of the logistics process, from the sourcing of raw materials, to the delivery of the final product to the ultimate consumer. Supply chain optimization requires the mapping and measurement of various processes that bind together all of the commercial partnerships and transactions needed to do this in the most efficient and effective way possible. While the concept was first employed in manufacturing it has found broad application in businesses ranging from retail store inventory management (e.g. Wal-Mart) to the movement of lumber and wood products (e.g. Weyerhaeuser).

The Western Canadian GHTS is by necessity a supply chain with heavy demands on capital investment for capacity, and subsequently the management of capacity is the focus of all of the participants. Therein lies the greatest challenge in monitoring the GHTS. A comparison to other supply chains reveals similar challenges and issues. The following excerpt dealing with supply chain measures references the semi-conductor industry, but applies to many others, including the GHTS:

> *"Some traditional manufacturing metrics can reinforce silo behavior or otherwise be an impediment to supply chain integration. One example is capacity utilization. In industries where capital costs are overwhelming, such as the semiconductor industry, there is a tremendous pressure to focus on utilization of capacity, since most of the costs of producing the product reside in allocation of capacity costs (both physical plant and equipment). The danger here is not recognizing that there is always a trade-off between capacity utilization and responsiveness. As long as there is any variability present, either in the order/ demand stream or in processing time, then as one loads a facility closer to 100%, the queuing or waiting time increases exponentially"*[59]

Effectively managed supply chains optimize asset utilization and provide lower inventory carrying costs and more rapid response to market signals. In a relatively low value commodity industry such as grain, the largest benefits of SCM will be in improved asset and capacity utilization rather than in reduced inventory carrying costs.

The realization of benefits within a supply chain may require investments, which may outweigh the benefits to single participant, but could achieve broad improvements in efficiency and benefits to other participants. The challenge lies in how these issues are managed by the industry as a whole.

A generally accepted view of SCM metrics looks to the provision of three essential areas of measure, and the Grain Monitoring Program accomplishes this through its design:

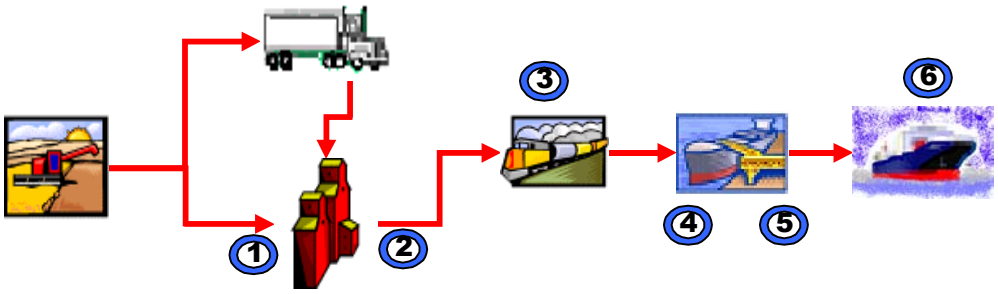
Service:	Stock to vessel requirement ratios; delivery velocity; stock to shipment ratios
Assets:	Terminal and elevator turn and stock to shipment ratios; car cycle times
Speed:	Delivery velocity; time in store at country and terminal elevators; vessel waiting and loading times at port, and car cycle times.

[58] For example, the concepts of supply chain, logistics chain, transportation chain, and market chain management were all discussed during the earlier Estey and Kroeger reviews.

[59] Supply Chain Performance Metrics, Warren H. Hausman, Management Science and Engineering Department, Stanford University, December 14, 2000; Page 12 – Links to Other Traditional Metrics.

The design of the GMP realizes the limitations that access to data can place on such a practice and prudently does not attempt to measure the whole of the supply chain. It focuses the measures on the portion most effected by the policy reforms announced on May 10, 2000 (as discussed in Chapter 2). The supplemental program (discussed in Appendix 2) will develop further service related measures, most particularly those associated to the sales and tendering processes.

The chart below outlines that portion of the supply chain monitored under the GMP. In general, the GHTS realized a modest improvement in efficiency and reliability during the 2000-2001 crop year. The chart refers to six primary measurements (also depicted in the tables in Appendix 3) that serve as general indicators of the effectiveness of the supply chain. These measures follow grain as it moves from country origins through to the ports where it is loaded onto awaiting vessels, and reflects upon the overall speed and efficiency with which grain products move through the system.



		Measure ID	1999-2001	2000-2001	% Change over Base Year	Supply Chain Effect *
1.	**Average Country Elevator Turnover Ratio**	**3B-2**	**5.1**	**4.9**	**-3.9%**	**-**
2.	**Country Elevator – Avg. Days in Store**	**3B-3**	**41.7**	**38.3**	**-8.0%**	**+**
3.	**Car Cycle**	**3C-4**	**19.7**	**16.4**	**-16.9%**	**++**
4.	**Average Terminal Elevator Turnover Ratio**	**3D-2**	**9.1**	**8.9**	**-1.8%**	**-**
	Vancouver		*14.3*	*15.8*	*10.5%*	**+**
	Prince Rupert		*16.2*	*10.6*	*-34.6%*	**-**
	Churchill		*3.3*	*4.8*	*45.5%*	**+**
	Thunder Bay		*5.3*	*4.9*	*-7.5%*	**-**
5.	**Terminal Elevator - Avg. Days in Store**	**3D-3**	**20.3**	**20.1**	**-1.0%**	**+**
	Vancouver		*15.3*	*12.4*	*-18.6%*	**++**
	Prince Rupert		*12.2*	*15.2*	*24.9%*	**-**
	Churchill		*39.2*	*23.9*	*-39.0%*	**++**
	Thunder Bay		*33.1*	*36.8*	*11.2%*	**-**
6.	**Avg. Days in Port/ Vessel** [60]	**3D-6**	**6.3**	**8.8**	**39.7%**	**-**
** A "+" denotes an improvement in supply chain performance, - denotes a decline in performance*						

In reviewing these measures the Monitor concludes that despite a marginal decrease in grain volumes when compared to the base year, the GHTS proved itself readily capable of moving the grain available with greater overall efficiency during the 2000-01 crop year. Nevertheless, there were areas where the performance proved somewhat less stellar.

System Velocity:
The combined effects of a reduction in the number of days spent in store at country and terminal elevators, as well as the time spent in transit by rail, saw a typical movement through the GHTS taking an average 67.1 days. This represents a reduction of 4 days (or 5.5%) from the 71.1 days for a movement typical of the base year. Moreover, it denotes that the system is still capable of further gains; along with which come the benefits of reduced inventory carrying costs, improved traffic fluidity, and enhanced system reliability.

[60] Includes Vancouver, Prince Rupert and Churchill

Asset Utilization:
The average country elevator capacity turnover ratio (tonnage handled/ storage capacity) declined by 3.9%. On the surface, this apparent worsening in asset utilization came despite a steep decline in the number of country elevators comprised within the GHTS. However, the decline in country elevators fails to reflect the fact that the system's net storage capacity actually increased through both the expansion of existing facilities, and the opening of new ones. The modest change in turnover ratio does not reflect the larger grain volumes that were increasingly being directed through the remaining – and frequently, higher throughput – facilities. The Monitor does not have the requisite data that would allow for a fuller examination of their utilization on a class-specific basis.

Conversely, the 1.8% decline in the average capacity turnover ratio for terminal elevators fully reflects the diminished volumes passing through these facilities during the 2000-01 crop year. Despite the addition of a new licensed terminal facility in Vancouver, its relatively small storage capacity had a negligible influence on the system's overall performance.

Service Reliability:
While the velocity with which grain moved through the system, and the utilization of the assets employed to achieve that speed, showed improvement, the reliability of the system as a whole had decidedly more mixed results. Although reduced stock-to-shipment and stock-to-vessel-requirement ratios, along with reduced time spent by grain in storage can also be indicators of better logistics management practices, there is sufficient evidence to indicate that grain – and more specifically, grades of grain – were not always available at export positions when required. To this extent, sporadic problems – evidenced by significant fluctuations in the average stock-to-shipment and stock-to-vessel-requirement ratios – continue to affect the reliability of the GHTS as a whole.

Perhaps most indicative of this, was the 39.4% increase in the average amount of time spent by vessels in port during the 2000-01 crop year – either loading or waiting to load. Undoubtedly, such additional time contributed to the higher demurrage costs, and reduced dispatch earnings, recorded in comparison to the base year.

It should be noted that a single year of data is an insufficient foundation upon which to lay a full and proper analysis. Nor does it necessarily indicate the presence of systemic trends as volumes can drive many apparent changes in efficiency. The Monitor will continue to review the performance of the GHTS within the fuller context of an overall supply chain throughout the course of the GMP.

Appendix 1: Acknowledgements

The scope of this review is far-reaching and could not have been completed without the assistance of the various stakeholders that submitted views on the detailed monitoring design and provided the data in support of the GMP. Quorum Corporation would like to thank the following organizations, and more particularly the individuals within them, for the cooperation they have extended in our efforts to implement the Grain Monitoring Program. We have come to appreciate not only their cooperation as suppliers of data under the program, but to value their assistance in helping to improve the quality of the program as a whole. We look forward to their continued input and cooperation throughout the duration of the Monitoring Program.

Agricore Cooperative Ltd.
Agricultural Producers Association of Saskatchewan
Agriculture and Agri-Food Canada
Alberta Agriculture, Food and Rural Development
Alberta Transportation
Alberta RailNet
British Columbia Railways
Canadian Canola Growers Association
Canadian Grain Commission
Canadian Maritime Chamber of Commerce
Canadian National Railway
Canadian Pacific Railway
Canadian Ports Clearance Association
Canadian Ship Owners Association
Canadian Special Crops Association
Canadian Transportation Agency
Canadian Wheat Board
Cando Contracting Ltd.
Cargill Limited
CMI Terminal
ConAgra Grain, Canada
Gardiner Dam Terminal
Government of BC
Grain Growers of Canada
Great Sandhills Terminal
Great Western Rail
Inland Terminal Association of Canada
James Richardson International Ltd. (Pioneer Grain)
Keystone Agricultural Producers
Louis Dreyfus Canada Ltd.
Mainline Terminal Ltd.
Manitoba Agriculture
Manitoba Transportation and Government Services
Mid-Sask Terminal Ltd.
Mission Terminal Inc.
National Farmers Union
North East Terminal Ltd.
North West Terminal Ltd.
OmniTRAX Canada, Inc.
Parrish & Heimbecker Ltd.
N.M. Paterson & Sons Limited
Port of Churchill
Port of Prince Rupert
Port of Thunder Bay
Port of Vancouver
Prairie West Terminal
Prince Rupert Grain Ltd.
Rail America
Red Coat Road and Rail
Saskatchewan Agriculture and Food
Saskatchewan Highways and Transportation
Saskatchewan Association of Rural Municipalities
Saskatchewan Wheat Pool
South West Terminal
Statistics Canada
Terminal 22 Inc
Transport Canada
United Grain Growers Ltd.
Vancouver Wharves Ltd. (BCR Marine)
Western Barley Growers Association
Western Canadian Wheat Growers Association
Western Grain By-Products Storage Ltd.
Western Grain Elevator Association
Weyburn Inland Terminal Ltd.
Wild Rose Agricultural Producers
Winnipeg Commodity Exchange

Appendix 2: Supplementary Work Program

In developing the GMP, the Government officials identified six areas requiring further study and consideration. The terms of reference issued by the Government direct that these studies are undertaken as soon as possible during the first year of the Monitor's mandate. The status of each of these supplementary work items is summarized in the table below:

Program Item	Current Status
Sample Location Selection Methodology Using accepted statistical techniques, develop a methodology for the selection of the number and location of grain delivery points that are to be included in a representative sample for monitoring rail and service charges (also part of the producer netback calculations and measures)	Presently under development in conjunction with the University of Alberta, Faculty of Business.
Commercial Truck Rates Methodology Develop a methodology to track commercial trucking rates for grain on a monthly basis.	Study is completed and the methodology in place
Other Impacts on Producers Identifying ways to assess the impact on producers over and above the impacts included in the producer netback methodology	The Study was conducted in conjunction with the development of the Producer netback methodology. Both reports have been submitted to government officials.
Base Year Establishment Preparing applicable performance indicators for the base period, i.e. crop year 1999-2000, in accordance with the monitoring design	The preparations of the base year statistics were completed through the implementation of the base program.
Tendered Movements Measures Methodology Developing detailed plans for monitoring tendered vs. non-tendered CWB movements.	A proposal will be submitted to government officials in Spring of 2002.
Sales Based Tracking of Reliability Developing a sales based methodology for tracking system reliability	A proposal was submitted to the government officials in February of 2002 and the study is expected to commence in Spring 2002.

Appendix 3: 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, individual grain companies and 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.

Secondly, the point in time at which individual stakeholders collect data often differs. By way of example, the railways consider the waybill date the chief determinant of the month, quarter and crop year in which a particular grain shipment actually moved when assembling their traffic statistics. Conversely, the Canadian Grain Commission compiles statistics using the date upon which the shipment was actually received and unloaded at the destination terminal. Such structural differences make exact matches impossible in any direct comparison. 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. For example, grain production data from Statistics Canada includes all grains, oilseeds and special crops, while data on carry forward stocks reported by the Canadian Grain Commission and Statistics Canada is for only 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, under the Grain Monitoring Program, the limited availability of relatable data results in their selective inclusion within the measures presented at this time.

Finally, inconsistent or incomplete reporting makes some estimation necessary. By way of illustration, data on measures pertaining to vessel movements at Western Canadian ports over the two years covered by this report was largely incomplete. As a result, it was necessary to blend information compiled from both the Canadian Ports Clearance Association and the Canadian Grain Commission in order to obtain a more accurate depiction of vessel movements throughout this period.

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 a number of the measures contemplated under the Grain Monitoring Program. Accordingly, these measures cannot be presented at this time. Nevertheless, the Monitor continues to work with the stakeholders to overcome the underlying obstacles that will ultimately permit these measures to be produced for future reports.

Table Index

MEASUREMENT TABLES INDEX

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		NOTES
		1999	2000	2001	99/00	00/01	
MANITOBA							
	Wheat	3,122.9	4,124.5	3,485.0	32.1%	-15.5%	
	Durum	35.4	141.5	33.7	299.7%	-76.2%	
	Barley	1,214.9	1,622.0	1,284.6	33.5%	-20.8%	
	Canola	1,707.8	1,487.8	1,145.3	-12.9%	-23.0%	
	Oats	854.4	1,016.3	771.1	18.9%	-24.1%	
	Dry Peas	92.0	160.5	170.7	74.5%	6.4%	
	Rye	76.2	55.9	41.9	-26.6%	-25.0%	
	Flaxseed	271.8	205.7	199.4	-24.3%	-3.1%	
	Other	481.5	578.2	462.0	20.1%	-20.1%	(1)
		7,856.9	9,392.4	7,593.7	19.5%	-19.2%	
SASKATCHEWAN							
	Wheat	10,432.1	8,775.3	7,670.8	-15.9%	-12.6%	
	Durum	3,407.4	4,757.3	2,517.4	39.6%	-47.1%	
	Barley	4,942.3	5,477.9	3,697.0	10.8%	-32.5%	
	Canola	3,975.7	3,379.3	2,109.2	-15.0%	-37.6%	
	Oats	1,534.5	1,377.2	1,033.3	-10.3%	-25.0%	
	Dry Peas	1,623.4	2,072.4	1,475.1	27.7%	-28.8%	
	Rye	168.4	97.8	55.6	-41.9%	-43.1%	
	Flaxseed	711.2	469.9	482.6	-33.9%	2.7%	
	Other	1,347.1	1,619.2	1,210.9	20.2%	-25.2%	(1)
		28,142.1	28,026.3	20,251.9	-0.4%	-27.7%	
ALBERTA							
	Wheat	7,321.1	6,539.4	5,606.5	-10.7%	-14.3%	
	Durum	857.3	748.4	503.5	-12.7%	-32.7%	
	Barley	5,987.4	5,388.7	5,225.4	-10.0%	-3.0%	
	Canola	2,971.0	2,154.6	1,723.7	-27.5%	-20.0%	
	Oats	863.6	657.0	592.2	-23.9%	-9.9%	
	Dry Peas	530.8	620.5	541.6	16.9%	-12.7%	
	Rye	72.4	42.5	34.3	-41.3%	-19.3%	
	Flaxseed	39.4	17.8	20.3	-54.8%	14.0%	
	Other	173.1	182.2	136.4	5.3%	-25.1%	(1)
		18,816.1	16,351.1	14,383.9	-13.1%	-12.0%	
BRITISH COLUMBIA							
	Wheat	97.5	93.9	83.6	-3.7%	-11.0%	
	Durum	0.0	0.0	0.0	n/a	n/a	
	Barley	89.3	88.8	113.2	-0.6%	27.5%	
	Canola	62.4	55.2	42.5	-11.5%	-23.0%	
	Oats	64.8	50.6	57.1	-21.9%	12.8%	
	Dry Peas	5.7	10.9	9.0	91.2%	-17.4%	
	Rye	3.0	0.0	4.3	n/a	n/a	
	Flaxseed	0.0	0.0	0.0	n/a	n/a	
	Other	3.9	3.4	2.2	-12.8%	-35.3%	(1)
		326.6	302.8	311.9	-7.3%	3.0%	
WESTERN CANADA							
	Wheat	20,973.6	19,533.1	16,845.9	-6.9%	-13.8%	
	Durum	4,300.1	5,647.2	3,054.6	31.3%	-45.9%	
	Barley	12,233.9	12,577.4	10,320.2	2.8%	-17.9%	
	Canola	8,716.9	7,076.9	5,020.7	-18.8%	-29.1%	
	Oats	3,317.3	3,101.1	2,453.7	-6.5%	-20.9%	
	Dry Peas	2,251.9	2,864.3	2,196.4	27.2%	-23.3%	
	Rye	320.0	196.2	136.1	-38.7%	-30.6%	
	Flaxseed	1,022.4	693.4	702.3	-32.2%	1.3%	
	Other	2,005.6	2,383.0	1,811.5	18.8%	-24.0%	(1)
		55,141.7	54,072.6	42,541.4	-1.9%	-21.3%	

NOTES:

Source: Statistics Canada, *Field Crop Reporting Series - Report # 8, Dec. 3/99, Dec. 5/00, and Dec. 5/01 Table 1.*

(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		NOTES
		1999	2000	2001	99/00	00/01	
MANITOBA							**(1)(2)**
	Wheat	445.4	504.8	712.6	13.3%	41.2%	
	Durum	48.3	23.8	77.3	-50.7%	224.8%	
	Barley	275.3	229.4	271.3	-16.7%	18.3%	
	Canola	107.2	310.3	160.5	189.5%	-48.3%	
	Oats	185.5	132.4	143.1	-28.6%	8.1%	
	Rye	45.9	33.2	12.6	-27.7%	-62.0%	
	Flaxseed	31.4	68.7	52.5	118.8%	-23.6%	
		1,139.0	1,302.6	1,429.9	14.4%	9.8%	
SASKATCHEWAN							**(1)(2)**
	Wheat	1,248.7	1,716.9	1,326.1	37.5%	-22.8%	
	Durum	843.8	731.1	1,634.4	-13.4%	123.6%	
	Barley	586.2	804.8	617.0	37.3%	-23.3%	
	Canola	245.3	886.9	383.1	261.6%	-56.8%	
	Oats	439.0	443.8	316.5	1.1%	-28.7%	
	Rye	79.5	89.0	45.6	11.9%	-48.8%	
	Flaxseed	91.7	222.9	129.0	143.1%	-42.1%	
		3,534.2	4,895.4	4,451.7	38.5%	-9.1%	
ALBERTA							**(1)(2)**
	Wheat	743.0	1,036.8	1,022.3	39.5%	-1.4%	
	Durum	174.4	195.0	265.2	11.8%	36.0%	
	Barley	1,192.0	1,262.1	931.6	5.9%	-26.2%	
	Canola	163.5	544.1	278.3	232.8%	-48.9%	
	Oats	363.1	406.3	281.9	11.9%	-30.6%	
	Rye	25.7	30.3	16.3	17.9%	-46.2%	
	Flaxseed	12.1	15.6	16.1	28.9%	3.2%	
		2,673.8	3,490.2	2,811.7	30.5%	-19.4%	
BRITISH COLUMBIA							**(1)(2)**
	Wheat	21.4	21.7	18.7	1.4%	-13.8%	
	Durum	0.0	0.0	0.0	n/a	n/a	
	Barley	24.3	32.3	14.8	32.9%	-54.2%	
	Canola	4.0	2.3	3.7	-42.5%	60.9%	
	Oats	21.2	31.1	20.1	46.7%	-35.4%	
	Rye	0.1	0.0	0.0	n/a	n/a	
	Flaxseed	0.2	0.0	0.0	n/a	n/a	
		71.2	87.4	57.3	22.8%	-34.4%	
WESTERN CANADA							**(1)(2)**
	Wheat	2,458.5	3,280.2	3,079.7	33.4%	-6.1%	
	Durum	1,066.5	949.9	1,976.9	-10.9%	108.1%	
	Barley	2,077.8	2,328.6	1,834.7	12.1%	-21.2%	
	Canola	520.0	1,743.6	825.6	235.3%	-52.6%	
	Oats	1,008.8	1,013.6	761.6	0.5%	-24.9%	
	Rye	151.2	152.5	74.5	0.9%	-51.1%	
	Flaxseed	135.4	307.2	197.6	126.9%	-35.7%	
		7,418.2	9,775.6	8,750.6	31.8%	-10.5%	

NOTES:

Source: Statistics Canada, *Field Crop Reporting Series - Report # 6, Sept. 12/00 and Sept. 13/01, Tables 2 & 3;* Canadian Grain Commission, *Grain Statistics Weekly - Week 52, 98/99, 99/00, 00/01 crop years*

(1) Farm stock as reported by Statistics Canada
(2) Primary elevator stock as reported by Canadian Grain Commission

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

DESTINATION	ORIGIN	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
VANCOUVER													
	Manitoba	129.8	170.8	103.4	53.9	457.9	279.8	267.9	256.4	333.4	1,137.4	148.4%	(2)
	Saskatchewan	1,651.1	1,815.1	1,776.8	1,897.7	7,140.7	2,081.5	1,983.5	2,006.3	1,543.3	7,614.5	6.6%	(2)
	Alberta	1,646.4	2,145.2	1,896.8	2,239.8	7,928.2	1,812.1	1,723.9	1,499.9	1,661.6	6,697.5	-15.5%	(2)
	British Columbia	9.9	9.2	7.6	14.1	40.9	17.9	12.6	15.4	8.9	54.8	34.2%	(2)
	Western Canada	3,437.2	4,140.4	3,784.6	4,205.5	15,567.7	4,191.3	3,987.9	3,778.0	3,547.2	15,504.3	-0.4%	(2)
PRINCE RUPERT													
	Manitoba	-	17.0	36.7	-	53.7	16.2	33.4	159.4	29.2	238.1	343.6%	(2)
	Saskatchewan	152.2	775.9	639.7	52.8	1,620.6	55.8	268.6	398.7	76.2	799.2	-50.7%	(2)
	Alberta	252.4	701.5	587.5	67.6	1,609.1	24.9	539.6	563.3	161.8	1,289.6	-19.9%	(2)
	British Columbia	6.9	13.0	16.3	2.8	39.1	-	8.0	7.0	0.4	15.4	-60.5%	(2)
	Western Canada	411.5	1,507.4	1,280.2	123.2	3,322.4	96.9	849.5	1,128.4	267.6	2,342.4	-29.5%	(2)
CHURCHILL													
	Manitoba	18.4	-	0.2	24.1	42.7	27.3	-	-	27.4	54.7	28.2%	(2)
	Saskatchewan	309.3	0.0	4.7	101.0	414.9	550.6	0.3	-	79.0	630.0	51.8%	(2)
	Alberta	9.5	-	-	0.8	10.4	1.9	0.1	-	8.9	10.9	4.9%	(2)
	British Columbia	0.9	-	-	-	0.9	-	-	-	-	-	-100.0%	(2)
	Western Canada	338.1	0.0	4.9	125.9	468.9	579.8	0.4	-	115.3	695.6	48.4%	(2)
THUNDER BAY													
	Manitoba	700.8	389.4	448.0	648.8	2,186.9	717.6	453.7	371.7	750.8	2,293.7	4.9%	(2)
	Saskatchewan	1,226.5	919.8	844.7	1,704.4	4,695.4	1,369.6	1,172.7	544.3	1,710.6	4,797.1	2.2%	(2)
	Alberta	22.7	32.9	36.9	106.2	198.6	32.4	62.1	73.0	83.4	250.8	26.3%	(2)
	British Columbia	-	0.1	-	-	0.1	-	-	-	-	-	-100.0%	(2)
	Western Canada	1,950.0	1,342.1	1,329.5	2,459.4	7,081.0	2,119.6	1,688.4	989.0	2,544.8	7,341.7	3.7%	(2)
ALL WESTERN CANADIAN PORTS													
	Manitoba	848.9	577.2	588.3	726.8	2,741.2	1,040.8	755.0	787.4	1,140.7	3,724.0	35.9%	(2)
	Saskatchewan	3,339.1	3,510.8	3,265.9	3,755.8	13,871.6	4,057.5	3,425.0	2,949.3	3,409.1	13,840.8	-0.2%	(2)
	Alberta	1,931.1	2,879.6	2,521.2	2,414.4	9,746.3	1,871.3	2,325.6	2,136.1	1,915.7	8,248.8	-15.4%	(2)
	British Columbia	17.7	22.3	23.9	16.9	80.9	17.9	20.6	22.5	9.3	70.3	-13.1%	(2)
	Western Canada	6,136.7	6,990.0	6,399.3	6,914.0	26,440.0	6,987.5	6,526.3	5,895.3	6,474.8	25,883.9	-2.1%	(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 or the United States of America.

(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) - Summarized by Destination Port and Primary Commodities (1)

DESTINATION	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
VANCOUVER													
	Wheat	1,077.3	1,617.5	1,893.8	2,454.8	7,043.3	1,851.2	1,215.5	1,144.2	1,975.2	6,186.2	-12.2%	(2)
	Durum	293.5	190.0	175.8	225.1	884.5	121.8	136.1	149.9	113.8	521.7	-41.0%	(2)
	Barley	161.2	158.5	383.9	264.1	967.7	249.5	439.8	362.2	218.5	1,270.0	31.2%	(2)
	Canola	1,143.4	1,353.1	577.1	545.6	3,619.2	1,194.8	1,063.6	1,310.4	594.8	4,163.6	15.0%	(2)
	Oats	21.5	10.8	20.5	19.3	72.0	23.3	17.7	9.6	11.7	62.3	-13.6%	(2)
	Peas	263.2	313.6	259.8	290.1	1,126.7	334.9	594.4	375.9	287.8	1,593.0	41.4%	(2)
	Rye	1.3	-	0.8	1.0	3.2	0.0	10.6	2.2	2.6	15.5	389.7%	(2)
	Flaxseed	21.1	27.0	19.6	11.8	79.6	13.9	35.5	15.7	17.7	82.7	3.9%	(2)
	Other	454.6	470.0	453.2	393.7	1,771.5	401.9	474.7	407.8	325.0	1,609.3	-9.2%	(2)
	All Grains	3,437.2	4,140.4	3,784.6	4,205.5	15,567.7	4,191.3	3,987.9	3,778.0	3,547.2	15,504.3	-0.4%	(2)
PRINCE RUPERT													
	Wheat	374.0	1,456.5	1,267.3	94.1	3,191.9	8.8	837.9	1,038.5	259.0	2,144.2	-32.8%	(2)
	Durum	-	3.6	-	-	3.6	-	0.4	-	-	0.4	-90.1%	(2)
	Barley	33.4	46.3	12.8	10.9	103.4	-	-	-	-	-	-100.0%	(2)
	Canola	4.0	-	-	-	4.0	78.1	8.1	74.1	0.7	161.0	3911.4%	(2)
	Oats	-	1.1	-	-	1.1	-	-	-	-	-	-100.0%	(2)
	Peas	-	-	-	-	-	-	-	14.6	7.9	22.5	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Other	0.2	-	0.2	18.2	18.5	9.9	3.2	1.1	-	14.2	-23.2%	(2)
	All Grains	411.5	1,507.4	1,280.2	123.2	3,322.4	96.9	849.5	1,128.4	267.6	2,342.4	-29.5%	(2)
CHURCHILL													
	Wheat	191.1	0.0	1.6	87.6	280.3	413.7	-	-	114.8	528.5	88.5%	(2)
	Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	-92.3%	(2)
	Barley	-	-	-	-	-	0.2	-	-	-	0.2	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Peas	48.6	-	3.3	23.6	75.4	138.6	0.4	-	0.5	139.6	85.1%	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Flaxseed	-	-	-	-	-	18.7	-	-	-	18.7	n/a	(2)
	Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	-93.8%	(2)
	All Grains	338.1	0.0	4.9	125.9	468.9	579.8	0.4	-	115.3	695.6	48.4%	(2)
THUNDER BAY													
	Wheat	918.6	644.8	554.1	1,003.4	3,120.9	885.9	582.0	404.5	1,081.4	2,953.8	-5.4%	(2)
	Durum	390.8	141.5	308.8	968.1	1,809.3	439.1	495.3	204.4	1,074.2	2,213.1	22.3%	(2)
	Barley	92.0	148.1	28.1	60.4	328.7	54.8	55.4	45.3	82.6	238.1	-27.6%	(2)
	Canola	180.3	88.1	85.8	128.9	483.1	153.9	108.6	103.1	91.9	457.5	-5.3%	(2)
	Oats	59.3	46.7	45.6	50.1	201.8	81.1	59.5	45.6	34.7	221.0	9.5%	(2)
	Peas	189.3	89.2	129.5	85.8	493.8	306.7	143.6	84.1	18.6	553.0	12.0%	(2)
	Rye	-	0.2	0.5	0.1	0.7	-	0.1	-	-	0.1	-89.0%	(2)
	Flaxseed	56.3	101.1	128.1	101.6	387.0	98.7	189.4	68.9	118.4	475.4	22.8%	(2)
	Other	63.4	82.5	49.0	60.9	255.8	99.2	54.6	33.0	43.0	229.9	-10.1%	(2)
	All Grains	1,950.0	1,342.1	1,329.5	2,459.4	7,081.0	2,119.6	1,688.4	989.0	2,544.8	7,341.7	3.7%	(2)

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

DESTINATION	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
WESTERN CANADA		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Wheat	2,560.9	3,718.8	3,716.8	3,639.9	13,636.4	3,159.7	2,635.4	2,587.2	3,430.4	11,812.7	-13.4%	(2)
	Durum	774.2	335.1	484.6	1,208.0	2,801.9	569.0	631.7	354.4	1,188.1	2,743.2	-2.1%	(2)
	Barley	286.6	352.9	424.8	335.5	1,399.8	304.5	495.2	407.5	301.1	1,508.3	7.8%	(2)
	Canola	1,327.7	1,441.2	663.0	674.4	4,106.3	1,426.8	1,180.3	1,487.6	687.4	4,782.1	16.5%	(2)
	Oats	80.8	58.5	66.1	69.4	274.9	104.4	77.2	55.2	46.4	283.2	3.0%	(2)
	Peas	501.0	402.7	392.6	399.5	1,695.8	780.3	738.4	474.6	314.8	2,308.1	36.1%	(2)
	Rye	1.3	0.2	1.2	1.1	3.9	0.0	10.7	2.2	2.6	15.6	299.9%	(2)
	Flaxseed	77.4	128.1	147.7	113.4	466.6	131.3	224.9	84.7	136.0	576.8	23.6%	(2)
	Other	526.8	552.5	502.3	472.8	2,054.3	511.6	532.4	441.9	368.0	1,853.9	-9.8%	(2)
	All Grains	6,136.7	6,990.0	6,399.3	6,914.0	26,440.0	6,987.5	6,526.3	5,895.3	6,474.8	25,883.9	-2.1%	(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 or the United States of America.

(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	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
VANCOUVER			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Manitoba	Wheat	31.9	7.3	37.1	7.5	83.7	131.6	112.1	72.3	288.8	604.8	622.1%	(2)
		Durum	-	-	-	-	-	0.0	2.5	-	5.3	7.8	n/a	(2)
		Barley	0.4	0.3	2.4	3.9	7.1	1.6	4.9	0.1	1.9	8.5	21.0%	(2)
		Canola	74.4	133.3	37.3	18.3	263.3	126.0	110.0	163.4	19.6	419.0	59.2%	(2)
		Oats	-	-	-	0.0	0.0	0.0	0.8	0.0	0.1	1.0	2356.4%	(2)
		Peas	3.3	1.8	1.0	2.3	8.3	0.5	1.9	2.3	3.0	7.7	-7.4%	(2)
		Rye	-	-	-	-	-	-	4.9	0.1	-	5.0	n/a	(2)
		Flaxseed	0.1	0.3	0.2	0.1	0.7	0.4	0.2	0.1	0.3	1.1	55.9%	(2)
		Other	19.6	27.8	25.5	21.8	94.8	19.5	30.8	18.1	14.3	82.6	-12.8%	(2)
		All Grains	129.8	170.8	103.4	53.9	457.9	279.8	267.9	256.4	333.4	1,137.4	148.4%	(2)
	Saskatchewan	Wheat	432.6	660.6	846.3	1,035.1	2,974.5	816.3	493.4	512.4	639.9	2,462.0	-17.2%	(2)
		Durum	133.2	86.2	49.4	34.9	303.7	50.7	88.2	98.9	43.8	281.5	-7.3%	(2)
		Barley	54.2	60.5	196.0	148.3	458.9	129.9	214.0	238.9	177.5	760.3	65.7%	(2)
		Canola	539.8	549.1	228.4	234.0	1,551.3	610.7	508.0	605.8	266.9	1,991.4	28.4%	(2)
		Oats	8.0	6.6	8.5	7.3	30.4	14.5	7.5	2.5	1.7	26.2	-13.7%	(2)
		Peas	189.9	174.9	194.3	216.3	775.5	256.2	406.0	298.6	231.7	1,192.6	53.8%	(2)
		Rye	1.1	-	0.8	-	1.9	-	4.5	1.9	0.1	6.5	244.5%	(2)
		Flaxseed	19.3	21.9	14.9	6.2	62.3	11.0	29.2	14.3	13.5	68.0	9.2%	(2)
		Other	272.9	255.3	238.3	215.8	982.3	192.1	232.6	233.1	168.2	825.9	-15.9%	(2)
		All Grains	1,651.1	1,815.1	1,776.8	1,897.7	7,140.7	2,081.5	1,983.5	2,006.3	1,543.3	7,614.5	6.6%	(2)
	Alberta	Wheat	606.2	949.4	1,007.3	1,403.7	3,966.5	890.7	609.3	559.5	1,044.5	3,104.1	-21.7%	(2)
		Durum	160.3	103.8	126.5	190.3	580.8	71.1	45.5	51.0	64.8	232.4	-60.0%	(2)
		Barley	106.2	96.8	185.2	110.5	498.6	117.9	217.0	121.7	37.2	493.7	-1.0%	(2)
		Canola	526.3	662.8	307.5	289.2	1,785.8	453.2	439.4	529.3	304.5	1,726.5	-3.3%	(2)
		Oats	13.5	4.1	12.0	12.0	41.5	8.8	9.4	7.0	9.9	35.1	-15.4%	(2)
		Peas	70.0	136.7	64.5	71.5	342.7	77.7	185.1	74.3	52.6	389.8	13.7%	(2)
		Rye	0.2	-	0.0	1.0	1.3	0.0	0.8	0.2	2.5	3.6	180.9%	(2)
		Flaxseed	1.8	4.8	4.5	5.5	16.6	2.4	6.1	1.3	3.8	13.6	-18.2%	(2)
		Other	162.1	186.8	189.4	156.1	694.4	190.3	211.3	155.4	141.8	698.8	0.6%	(2)
		All Grains	1,646.4	2,145.2	1,896.8	2,239.8	7,928.2	1,812.1	1,723.9	1,499.9	1,661.6	6,697.5	-15.5%	(2)
	British Columbia	Wheat	6.6	0.2	3.2	8.6	18.5	12.6	0.6	0.1	2.0	15.4	-17.1%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	0.4	0.9	0.4	1.4	3.1	-	3.9	1.5	1.9	7.4	139.1%	(2)
		Canola	2.9	7.9	4.0	4.1	18.9	4.9	6.2	11.9	3.8	26.7	41.2%	(2)
		Oats	-	0.1	-	-	0.1	-	-	-	-	-	-100.0%	(2)
		Peas	-	0.2	-	-	0.2	0.4	1.4	0.7	0.4	2.9	1573.9%	(2)
		Rye	-	-	-	-	-	-	0.4	-	-	0.4	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	1.3	0.7	1.9	n/a	(2)
		All Grains	9.9	9.2	7.6	14.1	40.9	17.9	12.6	15.4	8.9	54.8	34.2%	(2)
	Western Canada	Wheat	1,077.3	1,617.5	1,893.8	2,454.8	7,043.3	1,851.2	1,215.5	1,144.2	1,975.2	6,186.2	-12.2%	(2)
		Durum	293.5	190.0	175.8	225.1	884.5	121.8	136.1	149.9	113.8	521.7	-41.0%	(2)
		Barley	161.2	158.5	383.9	264.1	967.7	249.5	439.8	362.2	218.5	1,270.0	31.2%	(2)
		Canola	1,143.4	1,353.1	577.1	545.6	3,619.2	1,194.8	1,063.6	1,310.4	594.8	4,163.6	15.0%	(2)
		Oats	21.5	10.8	20.5	19.3	72.0	23.3	17.7	9.6	11.7	62.3	-13.6%	(2)
		Peas	263.2	313.6	259.8	290.1	1,126.7	334.9	594.4	375.9	287.8	1,593.0	41.4%	(2)
		Rye	1.3	-	0.8	1.0	3.2	0.0	10.6	2.2	2.6	15.5	389.7%	(2)
		Flaxseed	21.1	27.0	19.6	11.8	79.6	13.9	35.5	15.7	17.7	82.7	3.9%	(2)
		Other	454.6	470.0	453.2	393.7	1,771.5	401.9	474.7	407.8	325.0	1,609.3	-9.2%	(2)
		All Grains	3,437.2	4,140.4	3,784.6	4,205.5	15,567.7	4,191.3	3,987.9	3,778.0	3,547.2	15,504.3	-0.4%	(2)

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

DESTINATION	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
PRINCE RUPERT			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Manitoba	Wheat	-	17.0	36.7	-	53.7	4.4	32.7	159.3	29.2	225.6	320.3%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Canola	-	-	-	-	-	11.8	-	0.1	-	11.8	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	0.6	-	-	0.6	n/a	(2)
		All Grains	-	17.0	36.7	-	53.7	16.2	33.4	159.4	29.2	238.1	343.6%	(2)
	Saskatchewan	Wheat	140.1	760.1	635.1	39.6	1,575.0	4.4	260.4	356.1	68.5	689.5	-56.2%	(2)
		Durum	-	3.6	-	-	3.6	-	0.1	-	-	0.1	-97.4%	(2)
		Barley	8.1	12.2	4.6	1.8	26.7	-	-	-	-	-	-100.0%	(2)
		Canola	4.0	-	-	-	4.0	47.4	8.1	29.4	0.7	85.5	2030.4%	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	12.1	7.0	19.1	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	11.3	11.3	4.0	-	1.0	-	5.0	-55.5%	(2)
		All Grains	152.2	775.9	639.7	52.8	1,620.6	55.8	268.6	398.7	76.2	799.2	-50.7%	(2)
	Alberta	Wheat	228.0	668.4	579.4	51.7	1,527.6	-	536.7	516.1	160.9	1,213.7	-20.5%	(2)
		Durum	-	-	-	-	-	-	0.3	-	-	0.3	n/a	(2)
		Barley	24.2	33.1	8.0	9.0	74.3	-	-	-	-	-	-100.0%	(2)
		Canola	-	-	-	-	-	19.0	-	44.6	-	63.7	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	2.5	0.9	3.4	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	0.2	-	0.2	6.9	7.2	5.9	2.6	0.1	-	8.6	18.5%	(2)
		All Grains	252.4	701.5	587.5	67.6	1,609.1	24.9	539.6	563.3	161.8	1,289.6	-19.9%	(2)
	British Columbia	Wheat	5.9	11.0	16.1	2.8	35.7	-	8.0	7.0	0.4	15.4	-56.7%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	1.1	1.0	0.2	0.1	2.3	-	-	-	-	-	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	1.1	-	-	1.1	-	-	-	-	-	-100.0%	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	6.9	13.0	16.3	2.8	39.1	-	8.0	7.0	0.4	15.4	-60.5%	(2)
	Western Canada	Wheat	374.0	1,456.5	1,267.3	94.1	3,191.9	8.8	837.9	1,038.5	259.0	2,144.2	-32.8%	(2)
		Durum	-	3.6	-	-	3.6	-	0.4	-	-	0.4	-90.1%	(2)
		Barley	33.4	46.3	12.8	10.9	103.4	-	-	-	-	-	-100.0%	(2)
		Canola	4.0	-	-	-	4.0	78.1	8.1	74.1	0.7	161.0	3911.4%	(2)
		Oats	-	1.1	-	-	1.1	-	-	-	-	-	-100.0%	(2)
		Peas	-	-	-	-	-	-	-	14.6	7.9	22.5	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	0.2	-	0.2	18.2	18.5	9.9	3.2	1.1	-	14.2	-23.2%	(2)
		All Grains	411.5	1,507.4	1,280.2	123.2	3,322.4	96.9	849.5	1,128.4	267.6	2,342.4	-29.5%	(2)

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

DESTINATION	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
CHURCHILL			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Manitoba	Wheat	16.4	-	0.2	22.4	39.0	18.2	-	-	27.4	45.6	16.8%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	-	-	-	-	0.1	-	-	-	0.1	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	2.0	-	-	1.7	3.7	8.2	-	-	-	8.2	123.2%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	0.9	-	-	-	0.9	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	18.4	-	0.2	24.1	42.7	27.3	-	-	27.4	54.7	28.2%	(2)
	Saskatchewan	Wheat	166.0	0.0	1.4	65.2	232.6	395.6	-	-	78.5	474.1	103.8%	(2)
		Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	-92.3%	(2)
		Barley	-	-	-	-	-	0.1	-	-	-	0.1	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	44.9	-	3.3	21.1	69.3	128.6	0.3	-	0.5	129.4	86.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	17.8	-	-	-	17.8	n/a	(2)
		Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	-93.8%	(2)
		All Grains	309.3	0.0	4.7	101.0	414.9	550.6	0.3	-	79.0	630.0	51.8%	(2)
	Alberta	Wheat	7.9	-	-	-	7.9	-	-	-	8.9	8.9	12.8%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	1.7	-	-	0.8	2.5	1.9	0.1	-	-	2.0	-19.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	9.5	-	-	0.8	10.4	1.9	0.1	-	8.9	10.9	4.9%	(2)
	British Columbia	Wheat	0.9	-	-	-	0.9	-	-	-	-	-	-100.0%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	0.9	-	-	-	0.9	-	-	-	-	-	-100.0%	(2)
	Western Canada	Wheat	191.1	0.0	1.6	87.6	280.3	413.7	-	-	114.8	528.5	88.5%	(2)
		Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	-92.3%	(2)
		Barley	-	-	-	-	-	0.2	-	-	-	0.2	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	48.6	-	3.3	23.6	75.4	138.6	0.4	-	0.5	139.6	85.1%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	18.7	-	-	-	18.7	n/a	(2)
		Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	-93.8%	(2)
		All Grains	338.1	0.0	4.9	125.9	468.9	579.8	0.4	-	115.3	695.6	48.4%	(2)

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

DESTINATION	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
THUNDER BAY			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Manitoba	Wheat	459.7	239.9	295.4	465.5	1,460.4	451.0	222.9	231.2	578.0	1,483.0	1.5%	(2)
		Durum	23.7	2.2	7.6	14.6	48.0	5.5	15.8	0.1	41.7	63.1	31.4%	(2)
		Barley	2.7	10.3	2.7	2.6	18.3	1.7	3.1	2.8	4.6	12.2	-33.5%	(2)
		Canola	169.7	84.3	85.8	121.4	461.2	151.3	96.8	103.1	82.0	433.2	-6.1%	(2)
		Oats	4.0	4.4	2.6	2.0	13.1	13.4	3.7	1.1	3.2	21.4	63.9%	(2)
		Peas	15.0	13.2	13.4	7.4	49.0	46.3	19.7	9.8	1.8	77.6	58.5%	(2)
		Rye	-	-	0.3	0.1	0.4	-	-	-	-	-	-100.0%	(2)
		Flaxseed	19.9	29.1	27.9	18.6	95.5	33.3	75.6	22.0	32.4	163.3	70.9%	(2)
		Other	6.1	6.0	12.3	16.5	41.0	15.1	16.1	1.6	7.1	39.9	-2.7%	(2)
		All Grains	700.8	389.4	448.0	648.8	2,186.9	717.6	453.7	371.7	750.8	2,293.7	4.9%	(2)
	Saskatchewan	Wheat	458.9	400.9	251.4	530.1	1,641.3	430.2	355.6	173.3	501.7	1,460.8	-11.0%	(2)
		Durum	367.1	139.1	276.5	857.4	1,640.1	413.9	426.2	134.9	954.7	1,929.8	17.7%	(2)
		Barley	89.4	137.3	25.2	57.8	309.6	50.8	52.3	42.6	77.9	223.5	-27.8%	(2)
		Canola	9.8	3.8	0.1	7.4	21.1	2.5	11.8	-	10.0	24.3	15.2%	(2)
		Oats	53.8	42.3	42.1	47.9	186.1	67.7	55.8	43.4	31.5	198.5	6.6%	(2)
		Peas	169.3	74.9	115.1	77.3	436.7	255.9	123.9	73.9	16.8	470.5	7.7%	(2)
		Rye	-	0.2	0.2	-	0.4	-	0.1	-	-	0.1	-78.3%	(2)
		Flaxseed	36.3	71.6	100.2	82.8	291.0	65.4	113.8	46.9	85.7	311.8	7.1%	(2)
		Other	41.9	49.7	33.9	43.6	169.1	83.1	33.2	29.3	32.3	177.9	5.2%	(2)
		All Grains	1,226.5	919.8	844.7	1,704.4	4,695.4	1,369.6	1,172.7	544.3	1,710.6	4,797.1	2.2%	(2)
	Alberta	Wheat	-	4.0	7.3	7.8	19.2	4.7	3.5	-	1.7	9.9	-48.2%	(2)
		Durum	-	0.3	24.7	96.2	121.2	19.8	53.3	69.4	77.8	220.2	81.7%	(2)
		Barley	-	0.4	0.3	-	0.7	2.3	-	-	0.1	2.4	248.0%	(2)
		Canola	0.8	-	-	-	0.8	-	-	-	-	-	-100.0%	(2)
		Oats	1.5	-	0.9	0.2	2.6	-	-	1.1	-	1.1	-57.5%	(2)
		Peas	5.0	1.1	1.0	1.1	8.1	4.5	-	0.4	-	4.9	-39.8%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	0.1	0.3	-	0.1	0.5	-	-	-	0.3	0.3	-38.3%	(2)
		Other	15.4	26.8	2.7	0.7	45.6	1.1	5.3	2.1	3.6	12.0	-73.6%	(2)
		All Grains	22.7	32.9	36.9	106.2	198.6	32.4	62.1	73.0	83.4	250.8	26.3%	(2)
	British Columbia	Wheat	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	0.1	-	-	0.1	-	-	-	-	-	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	-	0.1	-	-	0.1	-	-	-	-	-	-100.0%	(2)
	Western Canada	Wheat	918.6	644.8	554.1	1,003.4	3,120.9	885.9	582.0	404.5	1,081.4	2,953.8	-5.4%	(2)
		Durum	390.8	141.5	308.8	968.1	1,809.3	439.1	495.3	204.4	1,074.2	2,213.1	22.3%	(2)
		Barley	92.0	148.1	28.1	60.4	328.7	54.8	55.4	45.3	82.6	238.1	-27.6%	(2)
		Canola	180.3	88.1	85.8	128.9	483.1	153.9	108.6	103.1	91.9	457.5	-5.3%	(2)
		Oats	59.3	46.7	45.6	50.1	201.8	81.1	59.5	45.6	34.7	221.0	9.5%	(2)
		Peas	189.3	89.2	129.5	85.8	493.8	306.7	143.6	84.1	18.6	553.0	12.0%	(2)
		Rye	-	0.2	0.5	0.1	0.7	-	0.1	-	-	0.1	-89.0%	(2)
		Flaxseed	56.3	101.1	128.1	101.6	387.0	98.7	189.4	68.9	118.4	475.4	22.8%	(2)
		Other	63.4	82.5	49.0	60.9	255.8	99.2	54.6	33.0	43.0	229.9	-10.1%	(2)
		All Grains	1,950.0	1,342.1	1,329.5	2,459.4	7,081.0	2,119.6	1,688.4	989.0	2,544.8	7,341.7	3.7%	(2)

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

DESTINATION	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
WESTERN CANADA														
	Manitoba	Wheat	507.9	264.2	369.4	495.4	1,636.9	605.2	367.7	462.8	923.3	2,359.0	44.1%	(2)
		Durum	23.7	2.2	7.6	14.6	48.0	5.5	18.2	0.1	47.0	70.8	47.6%	(2)
		Barley	3.1	10.6	5.1	6.5	25.4	3.5	8.0	2.8	6.5	20.8	-18.0%	(2)
		Canola	244.1	217.6	123.0	139.7	724.4	289.1	206.8	266.6	101.6	864.0	19.3%	(2)
		Oats	4.0	4.4	2.6	2.1	13.1	13.4	4.5	1.1	3.4	22.4	70.7%	(2)
		Peas	20.3	15.0	14.4	11.4	61.0	55.0	21.6	12.1	4.9	93.5	53.4%	(2)
		Rye	-	-	0.3	0.1	0.4	-	4.9	0.1	-	5.0	1268.5%	(2)
		Flaxseed	20.0	29.4	28.1	18.8	96.2	34.6	75.9	22.2	32.7	165.3	71.7%	(2)
		Other	25.8	33.8	37.8	38.4	135.8	34.6	47.5	19.7	21.4	123.2	-9.3%	(2)
		All Grains	848.9	577.2	588.3	726.8	2,741.2	1,040.8	755.0	787.4	1,140.7	3,724.0	35.9%	(2)
	Saskatchewan	Wheat	1,197.6	1,821.6	1,734.2	1,669.9	6,423.3	1,646.4	1,109.5	1,041.8	1,288.7	5,086.3	-20.8%	(2)
		Durum	590.2	228.9	325.9	906.9	2,051.9	472.6	514.5	233.8	998.5	2,219.5	8.2%	(2)
		Barley	151.7	210.0	225.8	207.9	795.3	180.8	266.3	281.4	255.4	983.9	23.7%	(2)
		Canola	553.6	552.9	228.5	241.4	1,576.4	660.6	527.9	635.2	277.6	2,101.2	33.3%	(2)
		Oats	61.9	48.8	50.6	55.2	216.5	82.2	63.3	45.9	33.1	224.7	3.8%	(2)
		Peas	404.1	249.9	312.7	314.8	1,281.4	640.8	530.2	384.6	256.0	1,811.6	41.4%	(2)
		Rye	1.1	0.2	0.9	-	2.3	-	4.6	1.9	0.1	6.6	191.8%	(2)
		Flaxseed	55.6	93.6	115.1	89.0	353.3	94.3	142.9	61.2	99.2	397.6	12.6%	(2)
		Other	323.3	305.0	272.2	270.7	1,171.3	279.8	265.7	263.4	200.5	1,009.4	-13.8%	(2)
		All Grains	3,339.1	3,510.8	3,265.9	3,755.8	13,871.6	4,057.5	3,425.0	2,949.3	3,409.1	13,840.8	-0.2%	(2)
	Alberta	Wheat	842.1	1,621.8	1,593.9	1,463.3	5,521.1	895.4	1,149.5	1,075.6	1,216.0	4,336.6	-21.5%	(2)
		Durum	160.3	104.1	151.2	286.5	702.0	90.9	99.0	120.4	142.5	452.8	-35.5%	(2)
		Barley	130.4	130.3	193.4	119.5	573.6	120.2	217.0	121.7	37.3	496.1	-13.5%	(2)
		Canola	527.1	662.8	307.5	289.2	1,786.6	472.2	439.4	574.0	304.5	1,790.1	0.2%	(2)
		Oats	14.9	4.1	12.9	12.1	44.1	8.8	9.4	8.1	9.9	36.2	-17.9%	(2)
		Peas	76.7	137.7	65.5	73.4	353.3	84.2	185.2	77.2	53.5	400.1	13.3%	(2)
		Rye	0.2	-	0.0	1.0	1.3	0.0	0.8	0.2	2.5	3.6	180.9%	(2)
		Flaxseed	1.8	5.2	4.5	5.6	17.1	2.4	6.1	1.3	4.1	13.9	-18.8%	(2)
		Other	177.7	213.6	192.3	163.7	747.3	197.2	219.2	157.6	145.4	719.4	-3.7%	(2)
		All Grains	1,931.1	2,879.6	2,521.2	2,414.4	9,746.3	1,871.3	2,325.6	2,136.1	1,915.7	8,248.8	-15.4%	(2)
	British Columbia	Wheat	13.3	11.1	19.3	11.3	55.1	12.6	8.7	7.1	2.5	30.8	-44.1%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	1.5	2.0	0.5	1.5	5.5	-	3.9	1.5	1.9	7.4	35.0%	(2)
		Canola	2.9	7.9	4.0	4.1	18.9	4.9	6.2	11.9	3.8	26.7	41.2%	(2)
		Oats	-	1.2	-	-	1.2	-	-	-	-	-	-100.0%	(2)
		Peas	-	0.2	-	-	0.2	0.4	1.4	0.7	0.4	2.9	1573.9%	(2)
		Rye	-	-	-	-	-	-	0.4	-	-	0.4	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	1.3	0.7	1.9	n/a	(2)
		All Grains	17.7	22.3	23.9	16.9	80.9	17.9	20.6	22.5	9.3	70.3	-13.1%	(2)
	Western Canada	Wheat	2,560.9	3,718.8	3,716.8	3,639.9	13,636.4	3,159.7	2,635.4	2,587.2	3,430.4	11,812.7	-13.4%	(2)
		Durum	774.2	335.1	484.6	1,208.0	2,801.9	569.0	631.7	354.4	1,188.1	2,743.2	-2.1%	(2)
		Barley	286.6	352.9	424.8	335.5	1,399.8	304.5	495.2	407.5	301.1	1,508.3	7.8%	(2)
		Canola	1,327.7	1,441.2	663.0	674.4	4,106.3	1,426.8	1,180.3	1,487.6	687.4	4,782.1	16.5%	(2)
		Oats	80.8	58.5	66.1	69.4	274.9	104.4	77.2	55.2	46.4	283.2	3.0%	(2)
		Peas	501.0	402.7	392.6	399.5	1,695.8	780.3	738.4	474.6	314.8	2,308.1	36.1%	(2)
		Rye	1.3	0.2	1.2	1.1	3.9	0.0	10.7	2.2	2.6	15.6	299.9%	(2)
		Flaxseed	77.4	128.1	147.7	113.4	466.6	131.3	224.9	84.7	136.0	576.8	23.6%	(2)
		Other	526.8	552.5	502.3	472.8	2,054.3	511.6	532.4	441.9	368.0	1,853.9	-9.8%	(2)
		All Grains	6,136.7	6,990.0	6,399.3	6,914.0	26,440.0	6,987.5	6,526.3	5,895.3	6,474.8	25,883.9	-2.1%	(2)

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

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 or the United States of America.
(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 Primary and Process Grain Elevators - Summarized by Province

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
ONTARIO			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Grain Delivery Points	Stations	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	
	Primary Elevators	Facilities	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
	Process Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
MANITOBA												
	Grain Delivery Points	Stations	156	156	154	155	152	149	147	144	142	(1)(2)
		Index	100.0	100.0	98.7	99.4	97.4	95.5	94.2	92.3	91.0	
	Primary Elevators	Facilities	208	208	206	210	206	196	192	189	186	(1)
		Index	100.0	100.0	99.0	101.0	99.0	94.2	92.3	90.9	89.4	
		Storage Capacity (000 tonnes)	1,168.5	1,168.5	1,176.3	1,249.5	1,277.8	1,251.0	1,350.7	1,350.2	1,341.2	(1)
		Index	100.0	100.0	100.7	106.9	109.4	107.1	115.6	115.6	114.8	
	Process Elevators	Facilities	8	8	8	8	8	8	8	8	8	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	98.0	98.0	98.2	97.4	97.4	97.4	97.4	97.4	97.4	(1)
		Index	100.0	100.0	100.2	99.3	99.3	99.3	99.3	99.3	99.3	
	All Elevators	Facilities	216	216	214	218	214	204	200	197	194	(1)
		Index	100.0	100.0	99.1	100.9	99.1	94.4	92.6	91.2	89.8	
		Storage Capacity (000 tonnes)	1,266.5	1,266.5	1,274.5	1,346.9	1,375.1	1,348.4	1,448.1	1,447.5	1,438.6	(1)
		Index	100.0	100.0	100.6	106.3	108.6	106.5	114.3	114.3	113.6	

Western Canadian Primary and Process Grain Elevators - Summarized by Province

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
SASKATCHEWAN			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Grain Delivery Points	Stations	364	364	367	357	320	312	309	291	279	(1)(2)
		Index	100.0	100.0	100.8	98.1	87.9	85.7	84.9	79.9	76.6	
	Primary Elevators	Facilities	519	519	524	511	455	437	435	409	389	(1)
		Index	100.0	100.0	101.0	98.5	87.7	84.2	83.8	78.8	75.0	
		Storage Capacity (000 tonnes)	3,501.2	3,501.2	3,704.6	3,734.9	3,569.9	3,512.6	3,549.8	3,413.2	3,340.0	(1)
		Index	100.0	100.0	105.8	106.7	102.0	100.3	101.4	97.5	95.4	
	Process Elevators	Facilities	8	8	8	9	9	9	9	9	9	(1)
		Index	100.0	100.0	100.0	112.5	112.5	112.5	112.5	112.5	112.5	
		Storage Capacity (000 tonnes)	193.6	193.6	193.6	195.6	195.6	195.6	195.6	195.6	195.6	(1)
		Index	100.0	100.0	100.0	101.0	101.0	101.0	101.0	101.0	101.0	
	All Elevators	Facilities	527	527	532	520	464	446	444	418	398	(1)
		Index	100.0	100.0	100.9	98.7	88.0	84.6	84.3	79.3	75.5	
		Storage Capacity (000 tonnes)	3,694.8	3,694.8	3,898.2	3,930.5	3,765.5	3,708.2	3,745.4	3,608.7	3,535.6	(1)
		Index	100.0	100.0	105.5	106.4	101.9	100.4	101.4	97.7	95.7	
ALBERTA												
	Grain Delivery Points	Stations	176	176	172	171	163	158	146	133	129	(1)(2)
		Index	100.0	100.0	97.7	97.2	92.6	89.8	83.0	75.6	73.3	
	Primary Elevators	Facilities	242	242	237	235	221	208	194	178	171	(1)
		Index	100.0	100.0	97.9	97.1	91.3	86.0	80.2	73.6	70.7	
		Storage Capacity (000 tonnes)	1,685.3	1,685.3	1,908.4	1,891.2	1,926.4	1,868.3	1,878.6	1,825.1	1,788.0	(1)
		Index	100.0	100.0	113.2	112.2	114.3	110.9	111.5	108.3	106.1	
	Process Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	250.6	250.6	255.6	255.6	255.6	255.6	255.6	255.6	253.6	(1)
		Index	100.0	100.0	102.0	102.0	102.0	102.0	102.0	102.0	101.2	
	All Elevators	Facilities	252	252	247	245	231	218	204	188	181	(1)
		Index	100.0	100.0	98.0	97.2	91.7	86.5	81.0	74.6	71.8	
		Storage Capacity (000 tonnes)	1,935.9	1,935.9	2,164.1	2,146.8	2,182.0	2,124.0	2,134.2	2,080.7	2,041.6	(1)
		Index	100.0	100.0	111.8	110.9	112.7	109.7	110.2	107.5	105.5	

Western Canadian Primary and Process Grain Elevators - Summarized by Province

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
BRITISH COLUMBIA			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Grain Delivery Points	Stations	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	
	Primary Elevators	Facilities	7	7	6	6	6	6	6	6	6	(1)
		Index	100.0	100.0	85.7	85.7	85.7	85.7	85.7	85.7	85.7	
		Storage Capacity (000 tonnes)	46.0	46.0	37.8	37.8	37.8	37.8	37.8	37.8	37.8	(1)
		Index	100.0	100.0	82.2	82.2	82.2	82.2	82.2	82.2	82.2	
	Process Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	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	
	All Elevators	Facilities	8	8	7	7	7	7	7	7	7	(1)
		Index	100.0	100.0	87.5	87.5	87.5	87.5	87.5	87.5	87.5	
		Storage Capacity (000 tonnes)	48.5	48.5	40.3	40.3	40.3	40.3	40.3	40.3	40.3	(1)
		Index	100.0	100.0	83.1	83.1	83.1	83.1	83.1	83.1	83.1	
WESTERN CANADA												
	Grain Delivery Points	Stations	700	700	697	687	639	623	606	572	554	(1)(2)
		Index	100.0	100.0	99.6	98.1	91.3	89.0	86.6	81.7	79.1	
	Primary Elevators	Facilities	976	976	973	962	888	847	827	782	752	(1)
		Index	100.0	100.0	99.7	98.6	91.0	86.8	84.7	80.1	77.0	
		Storage Capacity (000 tonnes)	6,400.9	6,400.9	6,827.1	6,913.4	6,811.9	6,669.9	6,817.0	6,626.2	6,507.1	(1)
		Index	100.0	100.0	106.7	108.0	106.4	104.2	106.5	103.5	101.7	
	Process Elevators	Facilities	28	28	28	29	29	29	29	29	29	(1)
		Index	100.0	100.0	100.0	103.6	103.6	103.6	103.6	103.6	103.6	
		Storage Capacity (000 tonnes)	625.7	625.7	630.8	632.0	632.0	632.0	632.0	632.0	630.0	(1)
		Index	100.0	100.0	100.8	101.0	101.0	101.0	101.0	101.0	100.7	
	All Elevators	Facilities	1,004	1,004	1,001	991	917	876	856	811	781	(1)
		Index	100.0	100.0	99.7	98.7	91.3	87.3	85.3	80.8	77.8	
		Storage Capacity (000 tonnes)	7,026.6	7,026.6	7,457.9	7,545.4	7,443.9	7,301.8	7,448.9	7,258.2	7,137.0	(1)
		Index	100.0	100.0	106.1	107.4	105.9	103.9	106.0	103.3	101.6	

NOTES:

SOURCE: Canadian Grain Commission

(1) The Canadian Grain Commision 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) 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 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
CLASS 1 CARRIERS												
	Primary Elevators	Facilities	873	859	855	842	772	716	701	666	643	(1)(2)
		Index	100.0	98.4	97.9	96.4	88.4	82.0	80.3	76.3	73.7	
		Storage Capacity (000 tonnes)	5,843.9	5,793.6	6,218.5	6,292.2	6,205.0	5,983.5	6,155.9	6,022.9	5,924.7	(1)(2)
		Index	100.0	99.1	106.4	107.7	106.2	102.4	105.3	103.1	101.4	
	Process Elevators	Facilities	24	24	24	25	25	25	24	24	24	(1)(2)
		Index	100.0	100.0	100.0	104.2	104.2	104.2	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	612.0	612.0	617.1	618.3	618.3	618.3	615.3	615.3	613.3	(1)(2)
		Index	100.0	100.0	100.8	101.0	101.0	101.0	100.5	100.5	100.2	
	All Elevators	Facilities	897	883	879	867	797	741	725	690	667	(1)(2)
		Index	100.0	98.4	98.0	96.7	88.9	82.6	80.8	76.9	74.4	
		Storage Capacity (000 tonnes)	6,455.8	6,405.5	6,835.6	6,910.5	6,823.2	6,601.8	6,771.2	6,638.2	6,538.0	(1)(2)
		Index	100.0	99.2	105.9	107.0	105.7	102.3	104.9	102.8	101.3	
CLASS 2 AND 3 CARRIERS												
	Primary Elevators	Facilities	81	95	93	91	86	101	91	84	81	(1)(2)
		Index	100.0	117.3	114.8	112.3	106.2	124.7	112.3	103.7	100.0	
		Storage Capacity (000 tonnes)	471.6	521.9	520.6	518.0	494.2	574.4	518.9	474.2	467.8	(1)(2)
		Index	100.0	110.7	110.4	109.8	104.8	121.8	110.0	100.6	99.2	
	Process Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	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	
	All Elevators	Facilities	82	96	94	92	87	102	92	85	82	(1)(2)
		Index	100.0	117.1	114.6	112.2	106.1	124.4	112.2	103.7	100.0	
		Storage Capacity (000 tonnes)	477.1	527.4	526.1	523.5	499.7	579.9	524.4	479.7	473.3	(1)(2)
		Index	100.0	110.5	110.3	109.7	104.7	121.6	109.9	100.5	99.2	
NOT ON TRACK												
	Primary Elevators	Facilities	22	22	25	29	30	30	35	22	28	(1)(3)
		Index	100.0	100.0	113.6	131.8	136.4	136.4	159.1	100.0	127.3	
		Storage Capacity (000 tonnes)	85.5	85.5	88.1	103.2	112.7	111.9	142.2	129.2	114.6	(1)(3)
		Index	100.0	100.0	103.0	120.7	131.9	130.9	166.4	151.1	134.0	
	Process Elevators	Facilities	3	3	3	3	3	3	4	4	4	(1)(3)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	133.3	133.3	133.3	
		Storage Capacity (000 tonnes)	8.2	8.2	8.2	8.2	8.2	8.2	11.2	11.2	11.2	(1)(3)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	136.7	136.7	136.7	
	All Elevators	Facilities	25	25	28	32	33	33	39	26	32	(1)(3)
		Index	100.0	100.0	112.0	128.0	132.0	132.0	156.0	104.0	128.0	
		Storage Capacity (000 tonnes)	93.7	93.7	96.2	111.4	120.9	120.1	153.4	140.3	125.8	(1)(3)
		Index	100.0	100.0	102.7	118.9	129.1	128.2	163.8	149.8	134.3	

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

RAILWAY CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
WESTERN CANADA											
Primary Elevators	Facilities	976	976	973	962	888	847	827	772	752	(1)(3)
	Index	100.0	100.0	99.7	98.6	91.0	86.8	84.7	79.1	77.0	
	Storage Capacity (000 tonnes)	6,400.9	6,400.9	6,827.1	6,913.4	6,811.9	6,669.8	6,817.0	6,626.2	6,507.1	(1)(3)
	Index	100.0	100.0	106.7	108.0	106.4	104.2	106.5	103.5	101.7	
Process Elevators	Facilities	28	28	28	29	29	29	29	29	29	(1)(3)
	Index	100.0	100.0	100.0	103.6	103.6	103.6	103.6	103.6	103.6	
	Storage Capacity (000 tonnes)	625.7	625.7	630.8	632.0	632.0	632.0	632.0	632.0	630.0	(1)(3)
	Index	100.0	100.0	100.8	101.0	101.0	101.0	101.0	101.0	100.7	
All Elevators	Facilities	1,004	1,004	1,001	991	917	876	856	801	781	(1)(3)
	Index	100.0	100.0	99.7	98.7	91.3	87.3	85.3	79.8	77.8	
	Storage Capacity (000 tonnes)	7,026.6	7,026.6	7,457.9	7,545.4	7,443.9	7,301.8	7,448.9	7,258.2	7,137.0	(1)(3)
	Index	100.0	100.0	106.1	107.4	105.9	103.9	106.0	103.3	101.6	

NOTES:

SOURCE: Canadian Grain Commission

(1) The Canadian Grain Commision 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 have 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 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
AGPRO GRAIN												
	Primary Elevators	Facilities	11	11	10	11	13	13	13	13	13	(1)
		Index	100.0	100.0	90.9	100.0	118.2	118.2	118.2	118.2	118.2	
		Storage Capacity (000 tonnes)	364.1	364.1	440.5	480.0	543.0	500.6	500.6	500.6	500.6	(1)
		Index	100.0	100.0	121.0	131.9	149.2	137.5	137.5	137.5	137.5	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	11	11	10	11	13	13	13	13	13	(1)
		Index	100.0	100.0	90.9	100.0	118.2	118.2	118.2	118.2	118.2	
		Storage Capacity (000 tonnes)	364.1	364.1	440.5	480.0	543.0	500.6	500.6	500.6	500.6	(1)
		Index	100.0	100.0	121.0	131.9	149.2	137.5	137.5	137.5	137.5	
AGRICORE COOPERATIVE LTD.												
	Primary Elevators	Facilities	258	258	254	254	246	242	227	215	212	(1)
		Index	100.0	100.0	98.4	98.4	95.3	93.8	88.0	83.3	82.2	
		Storage Capacity (000 tonnes)	1,371.1	1,371.1	1,499.3	1,485.5	1,492.0	1,502.8	1,505.1	1,462.5	1,447.3	(1)
		Index	100.0	100.0	109.3	108.3	108.8	109.6	109.8	106.7	105.6	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	258	258	254	254	246	242	227	215	212	(1)
		Index	100.0	100.0	98.4	98.4	95.3	93.8	88.0	83.3	82.2	
		Storage Capacity (000 tonnes)	1,371.1	1,371.1	1,499.3	1,485.5	1,492.0	1,502.8	1,505.1	1,462.5	1,447.3	(1)
		Index	100.0	100.0	109.3	108.3	108.8	109.6	109.8	106.7	105.6	
CARGILL LIMITED												
	Primary Elevators	Facilities	58	58	56	55	54	54	54	50	46	(1)
		Index	100.0	100.0	96.6	94.8	93.1	93.1	93.1	86.2	79.3	
		Storage Capacity (000 tonnes)	524.8	524.8	525.1	520.5	511.6	511.6	522.0	509.1	491.2	(1)
		Index	100.0	100.0	100.1	99.2	97.5	97.5	99.5	97.0	93.6	
	Process Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	59	59	57	56	55	55	55	51	47	(1)
		Index	100.0	100.0	96.6	94.9	93.2	93.2	93.2	86.4	79.7	
		Storage Capacity (000 tonnes)	533.8	533.8	534.1	529.5	520.6	520.6	531.0	518.1	500.2	(1)
		Index	100.0	100.0	100.1	99.2	97.5	97.5	99.5	97.1	93.7	

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

COMPANY			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
CONAGRA LIMITED												
	Primary Elevators	Facilities	4	4	4	4	4	4	4	4	4	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	120.1	120.1	125.4	125.4	125.4	125.4	125.4	125.4	125.4	(1)
		Index	100.0	100.0	104.5	104.5	104.5	104.5	104.5	104.5	104.5	
	Process Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	5	5	5	5	5	5	5	5	5	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	123.1	123.1	128.4	128.4	128.4	128.4	128.4	128.4	128.4	(1)
		Index	100.0	100.0	104.4	104.4	104.4	104.4	104.4	104.4	104.4	
LOUIS DREYFUS CANADA LTD.												
	Primary Elevators	Facilities	8	8	11	11	11	12	10	11	11	(1)
		Index	100.0	100.0	137.5	137.5	137.5	150.0	125.0	137.5	137.5	
		Storage Capacity (000 tonnes)	139.7	139.7	191.0	191.0	191.0	208.1	238.5	259.9	259.9	(1)
		Index	100.0	100.0	136.7	136.7	136.7	149.0	170.8	186.0	186.0	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	8	8	11	11	11	12	10	11	11	(1)
		Index	100.0	100.0	137.5	137.5	137.5	150.0	125.0	137.5	137.5	
		Storage Capacity (000 tonnes)	139.7	139.7	191.0	191.0	191.0	208.1	238.5	259.9	259.9	(1)
		Index	100.0	100.0	136.7	136.7	136.7	149.0	170.8	186.0	186.0	
N.M. PATERSON AND SONS LIMITED												
	Primary Elevators	Facilities	50	50	50	50	49	48	47	47	47	(1)
		Index	100.0	100.0	100.0	100.0	98.0	96.0	94.0	94.0	94.0	
		Storage Capacity (000 tonnes)	243.2	243.2	243.2	243.2	275.3	272.1	284.5	284.5	284.5	(1)
		Index	100.0	100.0	100.0	100.0	113.2	111.9	117.0	117.0	117.0	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	50	50	50	50	49	48	47	47	47	(1)
		Index	100.0	100.0	100.0	100.0	98.0	96.0	94.0	94.0	94.0	
		Storage Capacity (000 tonnes)	243.2	243.2	243.2	243.2	275.3	272.1	284.5	284.5	284.5	(1)
		Index	100.0	100.0	100.0	100.0	113.2	111.9	117.0	117.0	117.0	

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

COMPANY			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
PARRISH AND HEIMBECKER, LIMITED			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Primary Elevators	Facilities	24	24	25	25	25	23	23	23	23	(1)
		Index	100.0	100.0	104.2	104.2	104.2	95.8	95.8	95.8	95.8	
		Storage Capacity (000 tonnes)	239.3	239.3	251.6	257.4	257.4	251.1	251.1	251.1	251.1	(1)
		Index	100.0	100.0	105.1	107.6	107.6	104.9	104.9	104.9	104.9	
	Process Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	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	
	All Elevators	Facilities	26	26	27	27	27	25	25	25	25	(1)
		Index	100.0	100.0	103.8	103.8	103.8	96.2	96.2	96.2	96.2	
		Storage Capacity (000 tonnes)	242.2	242.2	254.5	260.3	260.3	254.0	254.0	254.0	254.0	(1)
		Index	100.0	100.0	105.1	107.5	107.5	104.9	104.9	104.9	104.9	
PIONEER GRAIN COMPANY, LIMITED												
	Primary Elevators	Facilities	105	105	104	103	89	83	83	83	77	(1)
		Index	100.0	100.0	99.0	98.1	84.8	79.0	79.0	79.0	73.3	
		Storage Capacity (000 tonnes)	602.5	602.5	620.2	616.0	570.5	547.0	559.2	572.1	544.6	(1)
		Index	100.0	100.0	102.9	102.2	94.7	90.8	92.8	95.0	90.4	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	105	105	104	103	89	83	83	83	77	(1)
		Index	100.0	100.0	99.0	98.1	84.8	79.0	79.0	79.0	73.3	
		Storage Capacity (000 tonnes)	602.5	602.5	620.2	616.0	570.5	547.0	559.2	572.1	544.6	(1)
		Index	100.0	100.0	102.9	102.2	94.7	90.8	92.8	95.0	90.4	
SASKATCHEWAN WHEAT POOL												
	Primary Elevators	Facilities	303	303	304	293	250	236	235	213	201	(1)
		Index	100.0	100.0	100.3	96.7	82.5	77.9	77.6	70.3	66.3	
		Storage Capacity (000 tonnes)	1,523.9	1,523.9	1,634.0	1,643.5	1,527.7	1,504.4	1,507.5	1,371.5	1,329.7	(1)
		Index	100.0	100.0	107.2	107.8	100.3	98.7	98.9	90.0	87.3	
	Process Elevators	Facilities	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	
		Storage Capacity (000 tonnes)	18.2	18.2	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	100.0	100.0	
	All Elevators	Facilities	305	305	306	295	252	238	237	215	203	(1)
		Index	100.0	100.0	100.3	96.7	82.6	78.0	77.7	70.5	66.6	
		Storage Capacity (000 tonnes)	1,542.1	1,542.1	1,652.2	1,661.7	1,545.9	1,522.6	1,525.7	1,389.7	1,347.9	(1)
		Index	100.0	100.0	107.1	107.8	100.2	98.7	98.9	90.1	87.4	

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

COMPANY			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
UNITED GRAIN GROWERS LIMITED			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Primary Elevators	Facilities	126	126	128	128	116	105	103	96	92	(1)
		Index	100.0	100.0	101.6	101.6	92.1	83.3	81.7	76.2	73.0	
		Storage Capacity (000 tonnes)	820.8	820.8	858.4	897.0	849.1	797.0	813.8	782.8	769.5	(1)
		Index	100.0	100.0	104.6	109.3	103.4	97.1	99.1	95.4	93.7	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	126	126	128	128	116	105	103	96	92	(1)
		Index	100.0	100.0	101.6	101.6	92.1	83.3	81.7	76.2	73.0	
		Storage Capacity (000 tonnes)	820.8	820.8	858.4	897.0	849.1	797.0	813.8	782.8	769.5	(1)
		Index	100.0	100.0	104.6	109.3	103.4	97.1	99.1	95.4	93.7	
OTHER GRAIN COMPANIES												
	Primary Elevators	Facilities	29	29	27	28	31	27	28	27	26	(1)
		Index	100.0	100.0	93.1	96.6	106.9	93.1	96.6	93.1	89.7	
		Storage Capacity (000 tonnes)	451.5	451.5	438.4	454.0	468.9	449.8	509.2	506.7	503.2	(1)
		Index	100.0	100.0	97.1	100.5	103.8	99.6	112.8	112.2	111.5	
	Process Elevators	Facilities	22	22	22	23	23	23	23	23	23	(1)
		Index	100.0	100.0	100.0	104.5	104.5	104.5	104.5	104.5	104.5	
		Storage Capacity (000 tonnes)	592.6	592.6	597.8	598.9	598.9	598.9	598.9	598.9	596.9	(1)
		Index	100.0	100.0	100.9	101.1	101.1	101.1	101.1	101.1	100.7	
	All Elevators	Facilities	51	51	49	51	54	50	51	50	49	(1)
		Index	100.0	100.0	96.1	100.0	105.9	98.0	100.0	98.0	96.1	
		Storage Capacity (000 tonnes)	1,044.1	1,044.1	1,036.2	1,052.9	1,067.8	1,048.7	1,108.1	1,105.7	1,100.1	(1)
		Index	100.0	100.0	99.2	100.8	102.3	100.4	106.1	105.9	105.4	
WESTERN CANADA												
	Primary Elevators	Facilities	976	976	973	962	888	847	827	782	752	(1)
		Index	100.0	100.0	99.7	98.6	91.0	86.8	84.7	80.1	77.0	
		Storage Capacity (000 tonnes)	6,400.9	6,400.9	6,827.1	6,913.4	6,811.9	6,669.9	6,817.0	6,626.2	6,507.1	(1)
		Index	100.0	100.0	106.7	108.0	106.4	104.2	106.5	103.5	101.7	
	Process Elevators	Facilities	28	28	28	29	29	29	29	29	29	(1)
		Index	100.0	100.0	100.0	103.6	103.6	103.6	103.6	103.6	103.6	
		Storage Capacity (000 tonnes)	625.7	625.7	630.8	632.0	632.0	632.0	632.0	632.0	630.0	(1)
		Index	100.0	100.0	100.8	101.0	101.0	101.0	101.0	101.0	100.7	
	All Elevators	Facilities	1,004	1,004	1,001	991	917	876	856	811	781	(1)
		Index	100.0	100.0	99.7	98.7	91.3	87.3	85.3	80.8	77.8	
		Storage Capacity (000 tonnes)	7,026.6	7,026.6	7,457.9	7,545.4	7,443.9	7,301.8	7,448.9	7,258.2	7,137.0	(1)
		Index	100.0	100.0	106.1	107.4	105.9	103.9	106.0	103.3	101.6	

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

NOTES:

SOURCE: Canadian Grain Commission

(1) The Canadian Grain Commision 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 CROP YEAR					2000-2001 CROP YEAR				NOTES
ONTARIO			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	
	Class C Facilities	50 - 99 Car Spots	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	
		Storage Capacity (000 tonnes)	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	
	Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	
	All Facilities	Total Facilities	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	
		Storage Capacity (000 tonnes)	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	
MANITOBA												
	Class B Facilities	25 - 49 Car Spots	39	39	39	39	38	32	31	31	31	(1)(2)
		Index	100.0	100.0	100.0	100.0	97.4	82.1	79.5	79.5	79.5	
		Storage Capacity (000 tonnes)	255.0	255.0	256.9	256.9	251.2	224.2	224.9	224.9	224.9	(1)(2)
		Index	100.0	100.0	100.7	100.7	98.5	87.9	88.2	88.2	88.2	
	Class C Facilities	50 - 99 Car Spots	22	22	22	23	24	30	30	30	30	(1)(2)
		Index	100.0	100.0	100.0	104.5	109.1	136.4	136.4	136.4	136.4	
		Storage Capacity (000 tonnes)	258.9	258.9	271.0	294.7	329.9	367.5	386.5	394.5	394.5	(1)(2)
		Index	100.0	100.0	104.7	113.8	127.4	141.9	149.3	152.4	152.4	
	Class D Facilities	100 (or more) Car Spots	7	7	6	8	9	9	12	12	12	(1)(2)
		Index	100.0	100.0	85.7	114.3	128.6	128.6	171.4	171.4	171.4	
		Storage Capacity (000 tonnes)	166.6	166.6	154.8	209.3	231.3	231.3	323.8	323.8	323.8	(1)(2)
		Index	100.0	100.0	92.9	125.6	138.8	138.8	194.3	194.3	194.3	
	All Facilities	Total Facilities	68	68	67	70	71	71	73	73	73	(1)(2)
		Index	100.0	100.0	98.5	102.9	104.4	104.4	107.4	107.4	107.4	
		Storage Capacity (000 tonnes)	680.5	680.5	682.6	760.9	812.4	823.0	935.2	943.1	943.1	(1)(2)
		Index	100.0	100.0	100.3	111.8	119.4	120.9	137.4	138.6	138.6	

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
SASKATCHEWAN												
	Class B Facilities	25 - 49 Car Spots	97	97	96	95	91	91	89	87	85	(1)(2)
		Index	100.0	100.0	99.0	97.9	93.8	93.8	91.8	89.7	87.6	
		Storage Capacity (000 tonnes)	703.8	703.8	688.5	686.2	678.5	655.1	588.2	570.9	563.5	(1)(2)
		Index	100.0	100.0	97.8	97.5	96.4	93.1	83.6	81.1	80.1	
	Class C Facilities	50 - 99 Car Spots	34	34	42	43	44	49	48	50	50	(1)(2)
		Index	100.0	100.0	123.5	126.5	129.4	144.1	141.2	147.1	147.1	
		Storage Capacity (000 tonnes)	581.7	581.7	735.8	785.9	808.1	873.9	860.2	888.2	888.2	(1)(2)
		Index	100.0	100.0	126.5	135.1	138.9	150.2	147.9	152.7	152.7	
	Class D Facilities	100 (or more) Car Spots	22	22	25	25	25	25	29	29	29	(1)(2)
		Index	100.0	100.0	113.6	113.6	113.6	113.6	131.8	131.8	131.8	
		Storage Capacity (000 tonnes)	916.9	916.9	1,009.4	1,027.9	1,027.9	1,008.9	1,167.7	1,167.7	1,167.7	(1)(2)
		Index	100.0	100.0	110.1	112.1	112.1	110.0	127.4	127.4	127.4	
	All Facilities	Total Facilities	153	153	163	163	160	165	166	166	164	(1)(2)
		Index	100.0	100.0	106.5	106.5	104.6	107.8	108.5	108.5	107.2	
		Storage Capacity (000 tonnes)	2,202.4	2,202.4	2,433.7	2,499.9	2,514.6	2,537.8	2,616.1	2,626.8	2,619.4	(1)(2)
		Index	100.0	100.0	110.5	113.5	114.2	115.2	118.8	119.3	118.9	
ALBERTA												
	Class B Facilities	25 - 49 Car Spots	43	43	43	43	41	41	38	35	34	(1)(2)
		Index	100.0	100.0	100.0	100.0	95.3	95.3	88.4	81.4	79.1	
		Storage Capacity (000 tonnes)	313.1	313.1	333.0	328.0	311.0	309.7	292.1	275.0	264.9	(1)(2)
		Index	100.0	100.0	106.4	104.8	99.3	98.9	93.3	87.8	84.6	
	Class C Facilities	50 - 99 Car Spots	24	24	28	27	27	26	27	27	27	(1)(2)
		Index	100.0	100.0	116.7	112.5	112.5	108.3	112.5	112.5	112.5	
		Storage Capacity (000 tonnes)	477.9	477.9	555.0	528.6	537.3	512.1	544.3	540.7	540.7	(1)(2)
		Index	100.0	100.0	116.1	110.6	112.4	107.2	113.9	113.1	113.1	
	Class D Facilities	100 (or more) Car Spots	9	9	12	13	16	17	18	19	19	(1)(2)
		Index	100.0	100.0	133.3	144.4	177.8	188.9	200.0	211.1	211.1	
		Storage Capacity (000 tonnes)	287.0	287.0	402.8	447.4	545.3	570.5	617.3	636.5	636.5	(1)(2)
		Index	100.0	100.0	140.3	155.9	190.0	198.8	215.1	221.8	221.8	
	All Facilities	Total Facilities	76	76	83	83	84	84	83	81	80	(1)(2)
		Index	100.0	100.0	109.2	109.2	110.5	110.5	109.2	106.6	105.3	
		Storage Capacity (000 tonnes)	1,078.0	1,078.0	1,290.8	1,303.9	1,393.6	1,392.3	1,453.7	1,452.2	1,442.1	(1)(2)
		Index	100.0	100.0	119.7	121.0	129.3	129.2	134.9	134.7	133.8	

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
BRITISH COLUMBIA												
	Class B Facilities	25 - 49 Car Spots	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	
		Storage Capacity (000 tonnes)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	
	Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	(1)(2)
		Index	-	-	-	-	-	-	-	-	-	
	All Facilities	Total Facilities	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	
		Storage Capacity (000 tonnes)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
WESTERN CANADA												
	Class B Facilities	25 - 49 Car Spots	180	180	179	178	171	- 165	159	154	151	(1)(2)
		Index	100.0	100.0	99.4	98.9	95.0	91.7	88.3	85.6	83.9	
		Storage Capacity (000 tonnes)	1,280.9	1,280.9	1,287.5	1,280.1	1,249.8	- 1,198.1	1,114.3	1,079.8	1,062.3	(1)(2)
		Index	100.0	100.0	100.5	99.9	97.6	93.5	87.0	84.3	82.9	
	Class C Facilities	50 - 99 Car Spots	81	81	93	94	96	- 106	106	108	108	(1)(2)
		Index	100.0	100.0	114.8	116.0	118.5	130.9	130.9	133.3	133.3	
		Storage Capacity (000 tonnes)	1,399.4	1,399.4	1,642.7	1,690.0	1,756.3	- 1,834.4	1,871.8	1,904.2	1,904.2	(1)(2)
		Index	100.0	100.0	117.4	120.8	125.5	131.1	133.8	136.1	136.1	
	Class D Facilities	100 (or more) Car Spots	38	38	43	46	50	- 51	59	60	60	(1)(2)
		Index	100.0	100.0	113.2	121.1	131.6	134.2	155.3	157.9	157.9	
		Storage Capacity (000 tonnes)	1,370.6	1,370.6	1,567.0	1,684.6	1,804.5	- 1,810.7	2,108.8	2,128.0	2,128.0	(1)(2)
		Index	100.0	100.0	114.3	122.9	131.7	132.1	153.9	155.3	155.3	
	All Facilities	Total Facilities	299	299	315	318	317	322	324	322	319	(1)(2)
		Index	100.0	100.0	105.4	106.4	106.0	107.7	108.4	107.7	106.7	
		Storage Capacity (000 tonnes)	4,050.9	4,050.9	4,497.1	4,654.7	4,810.6	4,843.2	5,095.0	5,112.1	5,094.6	(1)(2)
		Index	100.0	100.0	111.0	114.9	118.8	119.6	125.8	126.2	125.8	

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 Commision 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 CROP YEAR					2000-2001 CROP YEAR				NOTES
CLASS 1 CARRIERS			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Class B Facilities	25 - 49 Car Spots	163	161	160	159	154	143	138	134	131	(1)(2)(3)
		Index	100.0	98.8	98.2	97.5	94.5	87.7	84.7	82.2	80.4	
		Storage Capacity (000 tonnes)	1,196.8	1,187.7	1,186.4	1,177.9	1,159.2	1,072.5	991.5	972.7	955.2	(1)(2)(3)
		Index	100.0	99.2	99.1	98.4	96.9	89.6	82.9	81.3	79.8	
	Class C Facilities	50 - 99 Car Spots	72	72	84	85	87	96	96	98	98	(1)(2)(3)
		Index	100.0	100.0	116.7	118.1	120.8	133.3	133.3	136.1	136.1	
		Storage Capacity (000 tonnes)	1,296.8	1,296.8	1,537.1	1,584.4	1,651.7	1,724.7	1,762.1	1,794.5	1,794.5	(1)(2)(3)
		Index	100.0	100.0	118.5	122.2	127.4	133.0	135.9	138.4	138.4	
	Class D Facilities	100 (or more) Car Spots	37	37	42	45	49	50	58	59	59	(1)(2)(3)
		Index	100.0	100.0	113.5	121.6	132.4	135.1	156.8	159.5	159.5	
		Storage Capacity (000 tonnes)	1,340.4	1,340.4	1,536.8	1,654.5	1,774.4	1,780.6	2,078.7	2,100.0	2,100.0	(1)(2)(3)
		Index	100.0	100.0	114.7	123.4	132.4	132.8	155.1	156.7	156.7	
	All Facilities	Total Facilities	272	270	286	289	290	289	292	291	288	(1)(2)(3)
		Index	100.0	99.3	105.1	106.3	106.6	106.3	107.4	107.0	105.9	
		Storage Capacity (000 tonnes)	3,833.9	3,824.9	4,260.4	4,416.8	4,585.3	4,577.7	4,832.3	4,867.2	4,849.7	(1)(2)(3)
		Index	100.0	99.8	111.1	115.2	119.6	119.4	126.0	126.9	126.5	
CLASS 2 AND 3 CARRIERS												
	Class B Facilities	25 - 49 Car Spots	17	19	19	19	17	22	21	20	20	(1)(2)(3)
		Index	100.0	111.8	111.8	111.8	100.0	129.4	123.5	117.6	117.6	
		Storage Capacity (000 tonnes)	84.2	93.2	101.1	102.2	90.6	125.5	122.8	107.2	107.2	(1)(2)(3)
		Index	100.0	110.7	120.0	121.4	107.6	149.1	145.9	127.3	127.3	
	Class C Facilities	50 - 99 Car Spots	9	9	9	9	9	10	10	10	10	(1)(2)(3)
		Index	100.0	100.0	100.0	100.0	100.0	111.1	111.1	111.1	111.1	
		Storage Capacity (000 tonnes)	102.7	102.7	105.6	105.6	104.6	109.8	109.8	109.8	109.8	(1)(2)(3)
		Index	100.0	100.0	102.9	102.9	101.9	106.9	106.9	106.9	106.9	
	Class D Facilities	100 (or more) Car Spots	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	
		Storage Capacity (000 tonnes)	30.1	30.1	30.1	30.1	30.1	30.1	30.1	28.0	28.0	(1)(2)(3)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	93.0	93.0	
	All Facilities	Total Facilities	27	29	29	29	27	33	32	31	31	(1)(2)(3)
		Index	100.0	107.4	107.4	107.4	100.0	122.2	118.5	114.8	114.8	
		Storage Capacity (000 tonnes)	217.0	226.0	236.8	237.9	225.3	265.4	262.7	244.9	244.9	(1)(2)(3)
		Index	100.0	104.2	109.1	109.6	103.8	122.3	121.1	112.9	112.9	

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

RAILWAY CLASS			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
WESTERN CANADA												
	Class B Facilities	25 - 49 Car Spots	180	180	179	178	171	165	159	154	151	(1)(3)
		Index	100.0	100.0	99.4	98.9	95.0	91.7	88.3	85.6	83.9	
		Storage Capacity (000 tonnes)	1,280.9	1,280.9	1,287.5	1,280.1	1,249.8	1,198.1	1,114.3	1,079.8	1,062.3	(1)(3)
		Index	100.0	100.0	100.5	99.9	97.6	93.5	87.0	84.3	82.9	
	Class C Facilities	50 - 99 Car Spots	81	81	93	94	96	106	106	108	108	(1)(3)
		Index	100.0	100.0	114.8	116.0	118.5	130.9	130.9	133.3	133.3	
		Storage Capacity (000 tonnes)	1,399.4	1,399.4	1,642.7	1,690.0	1,756.3	1,834.4	1,871.8	1,904.2	1,904.2	(1)(3)
		Index	100.0	100.0	117.4	120.8	125.5	131.1	133.8	136.1	136.1	
	Class D Facilities	100 (or more) Car Spots	38	38	43	46	50	51	59	60	60	(1)(3)
		Index	100.0	100.0	113.2	121.1	131.6	134.2	155.3	157.9	157.9	
		Storage Capacity (000 tonnes)	1,370.6	1,370.6	1,567.0	1,684.6	1,804.5	1,810.7	2,108.8	2,128.0	2,128.0	(1)(3)
		Index	100.0	100.0	114.3	122.9	131.7	132.1	153.9	155.3	155.3	
	All Facilities	Total Facilities	299	299	315	318	317	322	324	322	319	(1)(3)
		Index	100.0	100.0	105.4	106.4	106.0	107.7	108.4	107.7	106.7	
		Storage Capacity (000 tonnes)	4,050.9	4,050.9	4,497.1	4,654.7	4,810.6	4,843.2	5,095.0	5,112.1	5,094.6	(1)(3)
		Index	100.0	100.0	111.0	114.9	118.8	119.6	125.8	126.2	125.8	

NOTES:

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

(1) The Canadian Grain Commision 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 have 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 CROP YEAR					2000-2001 CROP YEAR				NOTES
GRAIN DEPENDENT RAILWAY LINES		**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
Class B Facilities	25 - 49 Car Spots	83	83	83	83	79	75	71	70	67	(1)(2)(3)
	Index	100.0	100.0	100.0	100.0	95.2	90.4	85.5	84.3	80.7	
	Storage Capacity (000 tonnes)	582.1	582.1	584.2	585.9	569.1	526.7	448.3	436.0	420.5	(1)(2)(3)
	Index	100.0	100.0	100.4	100.7	97.8	90.5	77.0	74.9	72.2	
Class C Facilities	50 - 99 Car Spots	29	29	32	32	31	36	36	36	36	(1)(2)(3)
	Index	100.0	100.0	110.3	110.3	106.9	124.1	124.1	124.1	124.1	
	Storage Capacity (000 tonnes)	433.4	433.4	494.4	494.4	499.5	542.6	567.3	573.9	573.9	(1)(2)(3)
	Index	100.0	100.0	114.1	114.1	115.3	125.2	130.9	132.4	132.4	
Class D Facilities	100 (or more) Car Spots	8	8	10	11	11	11	14	14	14	(1)(2)(3)
	Index	100.0	100.0	125.0	137.5	137.5	137.5	175.0	175.0	175.0	
	Storage Capacity (000 tonnes)	218.0	218.0	260.6	318.6	318.6	334.7	415.3	413.2	413.2	(1)(2)(3)
	Index	100.0	100.0	119.6	146.2	146.2	153.5	190.5	189.6	189.6	
All Facilities	Total Facilities	120	120	125	126	121	122	121	120	117	(1)(2)(3)
	Index	100.0	100.0	104.2	105.0	100.8	101.7	100.8	100.0	97.5	
	Storage Capacity (000 tonnes)	1,233.5	1,233.5	1,339.2	1,398.9	1,387.3	1,404.0	1,431.0	1,423.0	1,407.5	(1)(2)(3)
	Index	100.0	100.0	108.6	113.4	112.5	113.8	116.0	115.4	114.1	
NON-GRAIN DEPENDENT RAILWAY LINES											
Class B Facilities	25 - 49 Car Spots	97	97	96	95	92	90	88	84	84	(1)(2)(3)
	Index	100.0	100.0	99.0	97.9	94.8	92.8	90.7	86.6	86.6	
	Storage Capacity (000 tonnes)	698.8	698.8	703.3	694.2	680.7	671.4	666.0	643.9	641.9	(1)(2)(3)
	Index	100.0	100.0	100.6	99.3	97.4	96.1	95.3	92.1	91.8	
Class C Facilities	50 - 99 Car Spots	52	52	61	62	65	70	70	72	72	(1)(2)(3)
	Index	100.0	100.0	117.3	119.2	125.0	134.6	134.6	138.5	138.5	
	Storage Capacity (000 tonnes)	966.1	966.1	1,148.3	1,195.6	1,256.8	1,291.8	1,304.5	1,330.4	1,330.4	(1)(2)(3)
	Index	100.0	100.0	118.9	123.8	130.1	133.7	135.0	137.7	137.7	
Class D Facilities	100 (or more) Car Spots	30	30	33	35	39	40	45	46	46	(1)(2)(3)
	Index	100.0	100.0	110.0	116.7	130.0	133.3	150.0	153.3	153.3	
	Storage Capacity (000 tonnes)	1,152.6	1,152.6	1,306.3	1,366.0	1,485.8	1,476.0	1,693.5	1,714.8	1,714.8	(1)(2)(3)
	Index	100.0	100.0	113.3	118.5	128.9	128.1	146.9	148.8	148.8	
All Facilities	Total Facilities	179	179	190	192	196	200	203	202	202	(1)(2)(3)
	Index	100.0	100.0	106.1	107.3	109.5	111.7	113.4	112.8	112.8	
	Storage Capacity (000 tonnes)	2,817.5	2,817.5	3,157.9	3,255.8	3,423.3	3,439.2	3,664.0	3,689.1	3,687.1	(1)(2)(3)
	Index	100.0	100.0	112.1	115.6	121.5	122.1	130.0	130.9	130.9	

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

RAILWAY LINE CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
WESTERN CANADA											
Class B Facilities	25 - 49 Car Spots	180	180	179	178	171	165	159	154	151	(1)(3)
	Index	100.0	100.0	99.4	98.9	95.0	91.7	88.3	85.6	83.9	
	Storage Capacity (000 tonnes)	1,280.9	1,280.9	1,287.5	1,280.1	1,249.8	1,198.1	1,114.3	1,079.8	1,062.3	(1)(3)
	Index	100.0	100.0	100.5	99.9	97.6	93.5	87.0	84.3	82.9	
Class C Facilities	50 - 99 Car Spots	81	81	93	94	96	106	106	108	108	(1)(3)
	Index	100.0	100.0	114.8	116.0	118.5	130.9	130.9	133.3	133.3	
	Storage Capacity (000 tonnes)	1,399.4	1,399.4	1,642.7	1,690.0	1,756.3	1,834.4	1,871.8	1,904.2	1,904.2	(1)(3)
	Index	100.0	100.0	117.4	120.8	125.5	131.1	133.8	136.1	136.1	
Class D Facilities	100 (or more) Car Spots	38	38	43	46	50	51	59	60	60	(1)(3)
	Index	100.0	100.0	113.2	121.1	131.6	134.2	155.3	157.9	157.9	
	Storage Capacity (000 tonnes)	1,370.6	1,370.6	1,567.0	1,684.6	1,804.5	1,810.7	2,108.8	2,128.0	2,128.0	(1)(3)
	Index	100.0	100.0	114.3	122.9	131.7	132.1	153.9	155.3	155.3	
All Facilities	Total Facilities	299	299	315	318	317	322	324	322	319	(1)(3)
	Index	100.0	100.0	105.4	106.4	106.0	107.7	108.4	107.7	106.7	
	Storage Capacity (000 tonnes)	4,050.9	4,050.9	4,497.1	4,654.7	4,810.6	4,843.2	5,095.0	5,112.1	5,094.6	(1)(3)
	Index	100.0	100.0	111.0	114.9	118.8	119.6	125.8	126.2	125.8	

NOTES:

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

(1) The Canadian Grain Commision 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 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
ONTARIO														
	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)
MANITOBA														
	Class A Facilities	0 - 24 Car Spots	-	4	2	2	8	3	-	-	-	3	11	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	16.7	10.0	7.3	34.0	14.0	-	-	-	14.0	48.0	(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	3	4	-	-	-	-	-	4	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	23.8	37.9	61.7	-	-	-	-	-	61.7	(1)(2)(3)
	Class D Facilities	100 (or more) Car Spots	-	-	1	1	2	-	2	-	-	2	4	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	39.5	22.0	61.5	-	51.2	-	-	51.2	112.7	(1)(2)(3)
	All Facilities	Total Facilities	-	4	4	6	14	3	2	-	-	5	19	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	16.7	73.3	67.2	157.2	14.0	51.2	-	-	65.2	222.4	(1)(2)(3)
SASKATCHEWAN														
	Class A Facilities	0 - 24 Car Spots	-	3	1	1	5	5	-	-	-	5	10	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	8.6	2.0	2.5	13.0	8.2	-	-	-	8.2	21.2	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	1	-	-	-	1	2	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	3.8	-	-	-	3.8	11.1	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	7	1	-	8	4	2	1	-	7	15	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	110.7	39.5	-	150.2	68.8	33.9	17.1	-	119.8	270.0	(1)(2)(3)
	Class D Facilities	100 (or more) Car Spots	-	3	-	-	3	-	1	-	-	1	4	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	90.3	-	-	90.3	-	39.5	-	-	39.5	129.8	(1)(2)(3)
	All Facilities	Total Facilities	-	13	2	2	17	10	3	1	-	14	31	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	209.5	41.5	9.8	260.8	80.8	73.4	17.1	-	171.3	432.0	(1)(2)(3)

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
ALBERTA														
	Class A Facilities	0 - 24 Car Spots	-	2	-	-	2	-	-	-	-	-	2	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	5.8	-	-	5.8	-	-	-	-	-	5.8	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	1	-	-	-	1	1	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	-	-	4.4	-	-	-	4.4	4.4	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	4	-	-	4	-	1	-	-	1	5	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	64.5	-	-	64.5	-	30.1	-	-	30.1	94.6	(1)(2)(3)
	Class D Facilities	100 (or more) Car Spots	-	3	-	3	6	-	1	1	-	2	8	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	102.0	-	101.0	203.0	-	31.5	21.3	-	52.9	255.9	(1)(2)(3)
	All Facilities	Total Facilities	-	9	-	3	12	1	2	1	-	4	16	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	172.3	-	101.0	273.3	4.4	61.7	21.3	-	87.4	360.7	(1)(2)(3)
BRITISH COLUMBIA														
	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)
WESTERN CANADA														
	Class A Facilities	0 - 24 Car Spots	-	9	3	3	15	8	-	-	-	8	23	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	31.1	12.0	9.7	52.8	22.2	-	-	-	22.2	75.0	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	2	-	-	-	2	3	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	8.2	-	-	-	8.2	15.5	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	11	2	3	16	4	3	1	-	8	24	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	175.1	63.3	37.9	276.3	68.8	64.0	17.1	-	149.9	426.3	(1)(2)(3)
	Class D Facilities	100 (or more) Car Spots	-	6	1	4	11	-	4	1	-	5	16	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	192.3	39.5	123.0	354.8	-	122.2	21.3	-	143.6	498.3	(1)(2)(3)
	All Facilities	Total Facilities	-	26	6	11	43	14	7	2	-	23	66	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	398.5	114.8	178.0	691.2	99.2	186.2	38.5	-	323.9	1,015.1	(1)(2)(3)

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

NOTES:

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

(1) The Canadian Grain Commision 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 Commision 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 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
CLASS 1 CARRIERS														
	Class A Facilities	0 - 24 Car Spots	-	3	1	1	5	3	-	-	-	3	8	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	12.6	2.0	2.5	17.1	5.0	-	-	-	5.0	22.0	(1)(2)(3)(4)
	Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	1	-	-	-	1	2	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	3.8	-	-	-	3.8	11.1	(1)(2)(3)(4)
	Class C Facilities	50 - 99 Car Spots	-	11	2	3	16	4	3	1	-	8	24	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	175.1	63.3	37.9	276.3	68.8	64.0	17.1	-	149.9	426.3	(1)(2)(3)(4)
	Class D Facilities	100 (or more) Car Spots	-	6	1	4	11	-	4	1	-	5	16	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	192.3	39.5	123.0	354.8	-	122.2	21.3	-	143.6	498.3	(1)(2)(3)(4)
	All Facilities	Total Facilities	-	20	4	9	33	8	7	2	-	17	50	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	380.0	104.8	170.7	655.5	77.6	186.2	38.5	-	302.3	957.7	(1)(2)(3)(4)
CLASS 2 AND 3 CARRIERS														
	Class A Facilities	0 - 24 Car Spots	-	4	-	1	5	3	-	-	-	3	8	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	15.1	-	3.8	18.9	14.0	-	-	-	14.0	32.9	(1)(2)(3)(4)
	Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	1	-	-	-	1	1	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	-	-	-	-	4.4	-	-	-	4.4	4.4	(1)(2)(3)(4)
	Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	All Facilities	Total Facilities	-	4	-	1	5	4	-	-	-	4	9	(1)(2)(3)(4)
		Storage Capacity (000 tonnes)	-	15.1	-	3.8	18.9	18.4	-	-	-	18.4	37.3	(1)(2)(3)(4)
NOT ON TRACK														
	Class A Facilities	0 - 24 Car Spots	-	2	2	1	5	2	-	-	-	2	7	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	3.4	10.0	3.5	16.9	3.2	-	-	-	3.2	20.1	(1)(2)(4)
	Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	All Facilities	Total Facilities	-	2	2	1	5	2	-	-	-	2	7	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	3.4	10.0	3.5	16.9	3.2	-	-	-	3.2	20.1	(1)(2)(4)

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

RAILWAY CLASS			1999-2000 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
WESTERN CANADA			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
	Class A Facilities	0 - 24 Car Spots	-	9	3	3	15	8	-	-	-	8	23	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	31.1	12.0	9.7	52.8	22.2	-	-	-	22.2	75.0	(1)(2)(4)
	Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	2	-	-	-	2	3	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	8.2	-	-	-	8.2	15.5	(1)(2)(4)
	Class C Facilities	50 - 99 Car Spots	-	11	2	3	16	4	3	1	-	8	24	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	175.1	63.3	37.9	276.3	68.8	64.0	17.1	-	149.9	426.3	(1)(2)(4)
	Class D Facilities	100 (or more) Car Spots	-	6	1	4	11	-	4	1	-	5	16	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	192.3	39.5	123.0	354.8	-	122.2	21.3	-	143.6	498.3	(1)(2)(4)
	All Facilities	Total Facilities	-	26	6	11	43	14	7	2	-	23	66	(1)(2)(4)
		Storage Capacity (000 tonnes)	-	398.5	114.8	178.0	691.2	99.2	186.2	38.5	-	323.9	1,015.1	(1)(2)(4)

NOTES:

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

(1) The Canadian Grain Commision 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 Commision 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 have 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 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
GRAIN DEPENDENT RAILWAY LINES													
Class A Facilities	0 - 24 Car Spots	-	3	1	1	5	4	-	-	-	4	9	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	14.0	2.0	3.8	19.8	15.9	-	-	-	15.9	35.7	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	2	-	-	-	2	3	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	8.2	-	-	-	8.2	15.5	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	3	-	-	3	-	1	-	-	1	4	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	51.3	-	-	51.3	-	16.7	-	-	16.7	68.1	(1)(2)(3)(4)
Class D Facilities	100 (or more) Car Spots	-	2	1	-	3	-	2	-	-	2	5	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	39.5	39.5	-	79.0	-	51.2	-	-	51.2	130.1	(1)(2)(3)(4)
All Facilities	Total Facilities	-	8	2	2	12	6	3	-	-	9	21	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	104.8	41.5	11.1	157.4	24.1	67.9	-	-	92.0	249.5	(1)(2)(3)(4)
NON-GRAIN DEPENDENT RAILWAY LINES													
Class A Facilities	0 - 24 Car Spots	-	4	-	1	5	2	-	-	-	2	7	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	13.7	-	2.5	16.2	3.1	-	-	-	3.1	19.2	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	8	2	3	13	4	2	1	-	7	20	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	123.8	63.3	37.9	225.0	68.8	47.3	17.1	-	133.2	358.2	(1)(2)(3)(4)
Class D Facilities	100 (or more) Car Spots	-	4	-	4	8	-	2	1	-	3	11	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	152.8	-	123.0	275.8	-	71.0	21.3	-	92.4	368.2	(1)(2)(3)(4)
All Facilities	Total Facilities	-	16	2	8	26	6	4	2	-	12	38	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	290.3	63.3	163.4	516.9	71.9	118.3	38.5	-	228.7	745.6	(1)(2)(3)(4)
NOT ON TRACK													
Class A Facilities	0 - 24 Car Spots	-	2	2	1	5	2	-	-	-	2	7	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	3.4	10.0	3.5	16.9	3.2	-	-	-	3.2	20.1	(1)(2)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
All Facilities	Total Facilities	-	2	2	1	5	2	-	-	-	2	7	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	3.4	10.0	3.5	16.9	3.2	-	-	-	3.2	20.1	(1)(2)(4)

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

RAILWAY CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
WESTERN CANADA		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
Class A Facilities	0 - 24 Car Spots	-	9	3	3	15	8	-	-	-	8	23	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	31.1	12.0	9.7	52.8	22.2	-	-	-	22.2	75.0	(1)(2)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	2	-	-	-	2	3	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	8.2	-	-	-	8.2	15.5	(1)(2)(4)
Class C Facilities	50 - 99 Car Spots	-	11	2	3	16	4	3	1	-	8	24	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	175.1	63.3	37.9	276.3	68.8	64.0	17.1	-	149.9	426.3	(1)(2)(4)
Class D Facilities	100 (or more) Car Spots	-	6	1	4	11	-	4	1	-	5	16	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	192.3	39.5	123.0	354.8	-	122.2	21.3	-	143.6	498.3	(1)(2)(4)
All Facilities	Total Facilities	-	26	6	11	43	14	7	2	-	23	66	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	398.5	114.8	178.0	691.2	99.2	186.2	38.5	-	323.9	1,015.1	(1)(2)(4)

NOTES:

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

(1) The Canadian Grain Commision 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 Commision 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 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
ONTARIO														
	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)
MANITOBA														
	Class A Facilities	0 - 24 Car Spots	-	6	-	8	14	13	6	3	3	25	39	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	23.7	-	32.7	56.4	54.8	20.5	8.5	9.0	92.7	149.1	(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	-	-	-	2	2	-	-	-	-	-	2	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	-	-	-	-	-	11.4	(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	-	6	-	10	16	13	6	3	3	25	41	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	23.7	-	44.2	67.8	54.8	20.5	8.5	9.0	92.7	160.5	(1)(2)(3)
SASKATCHEWAN														
	Class A Facilities	0 - 24 Car Spots	-	7	13	53	73	27	3	26	18	74	147	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	28.0	23.7	143.5	195.2	64.0	6.4	64.9	64.4	199.6	394.8	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	1	1	5	7	-	2	1	2	5	12	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	4.0	2.2	18.7	24.9	-	60.2	2.2	7.4	69.8	94.7	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	1	-	-	-	1	1	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	-	-	20.1	-	-	-	20.1	20.1	(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	-	8	14	58	80	28	5	27	20	80	160	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	32.0	25.9	162.2	220.1	84.1	66.6	67.0	71.8	289.5	509.6	(1)(2)(3)

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
ALBERTA														
	Class A Facilities	0 - 24 Car Spots	-	14	2	15	31	13	15	14	6	48	79	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	33.5	5.5	52.9	91.9	55.0	65.4	48.8	26.6	195.9	287.7	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	-	-	2	2	1	1	3	1	6	8	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	14.8	14.8	5.7	9.0	15.5	8.1	38.2	53.1	(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	-	14	2	17	33	14	16	17	7	54	87	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	33.5	5.5	67.7	106.7	60.7	74.4	64.3	34.7	234.1	340.8	(1)(2)(3)
BRITISH COLUMBIA														
	Class A Facilities	0 - 24 Car Spots	-	1	-	-	1	-	-	-	-	-	1	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	5.2	-	-	5.2	-	-	-	-	-	5.2	(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	-	-	1	-	-	-	-	-	1	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	5.2	-	-	5.2	-	-	-	-	-	5.2	(1)(2)(3)
WESTERN CANADA														
	Class A Facilities	0 - 24 Car Spots	-	28	15	76	119	53	24	43	27	147	266	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	90.4	29.2	229.1	348.7	173.8	92.3	122.2	99.9	488.2	836.9	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	1	1	7	9	1	3	4	3	11	20	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	4.0	2.2	33.5	39.7	5.7	69.2	17.6	15.5	108.0	147.7	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	1	-	-	-	1	3	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	20.1	-	-	-	20.1	31.5	(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	-	29	16	85	130	55	27	47	30	159	289	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	94.4	31.5	274.0	399.8	199.6	161.5	139.9	115.4	616.3	1,016.1	(1)(2)(3)

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

NOTES:

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

(1) The Canadian Grain Commision 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 Commision for each facility at the time of its closure. Any reduction in associated storage capacity prior to closure 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 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
CLASS 1 CARRIERS													
Class A Facilities	0 - 24 Car Spots	-	20	13	70	103	42	18	33	20	113	216	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	60.7	25.5	209.9	296.1	138.3	69.9	92.9	78.9	379.9	676.0	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	1	1	5	7	-	3	3	3	9	16	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	4.0	2.2	24.1	30.3	-	69.2	12.8	15.5	97.5	127.8	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	1	-	-	-	1	3	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	20.1	-	-	-	20.1	31.5	(1)(2)(3)(4)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
All Facilities	Total Facilities	-	21	14	77	112	43	21	36	23	123	235	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	64.7	27.8	245.4	337.9	158.4	139.1	105.7	94.3	497.5	835.4	(1)(2)(3)(4)
CLASS 2 AND 3 CARRIERS													
Class A Facilities	0 - 24 Car Spots	-	6	2	4	12	7	2	5	3	17	29	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	22.5	3.7	14.7	40.9	21.2	11.2	12.5	6.4	51.4	92.3	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	2	2	1	-	-	-	1	3	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	9.4	9.4	5.7	-	-	-	5.7	15.1	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
All Facilities	Total Facilities	-	6	2	6	14	8	2	5	3	18	32	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	22.5	3.7	24.1	50.3	26.9	11.2	12.5	6.4	57.0	107.4	(1)(2)(3)(4)
NOT ON TRACK													
Class A Facilities	0 - 24 Car Spots	-	2	-	2	4	4	4	5	4	17	21	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	7.1	-	4.5	11.6	14.3	11.2	16.9	14.6	56.9	68.6	(1)(2)(4)(5)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	1	-	1	1	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	4.8	-	4.8	4.8	(1)(2)(4)(5)
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
All Facilities	Total Facilities	-	2	-	2	4	4	4	6	4	18	22	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	7.1	-	4.5	11.6	14.3	11.2	21.7	14.6	61.7	73.4	(1)(2)(4)(5)

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

RAILWAY CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
WESTERN CANADA		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
Class A Facilities	0 - 24 Car Spots	-	28	15	76	119	53	24	43	27	147	266	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	90.4	29.2	229.1	348.7	173.8	92.3	122.2	99.9	488.2	836.9	(1)(2)(4)
Class B Facilities	25 - 49 Car Spots	-	1	1	7	9	1	3	4	3	11	20	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	4.0	2.2	33.5	39.7	5.7	69.2	17.6	15.5	108.0	147.7	(1)(2)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	1	-	-	-	1	3	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	20.1	-	-	-	20.1	31.5	(1)(2)(4)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
All Facilities	Total Facilities	-	29	16	85	130	55	27	47	30	159	289	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	94.4	31.5	274.0	399.8	199.6	161.5	139.9	115.4	616.3	1,016.1	(1)(2)(4)

NOTES:

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

(1) The Canadian Grain Commision 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 Commision for each facility at the time of its closure. Any reduction in associated storage capacity prior to closure 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 have 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 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
GRAIN DEPENDENT RAILWAY LINES													
Class A Facilities	0 - 24 Car Spots	-	10	7	32	49	19	3	17	12	51	100	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	31.8	11.8	90.0	133.6	54.4	11.9	41.6	37.4	145.3	278.9	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	4	4	1	2	1	3	7	11	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	16.7	16.7	5.7	69.0	2.2	15.5	92.3	109.1	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	1	1	-	-	-	-	-	1	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	8.3	8.3	-	-	-	-	-	8.3	(1)(2)(3)(4)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
All Facilities	Total Facilities	-	10	7	37	54	20	5	18	15	58	112	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	31.8	11.8	115.0	158.6	60.1	80.9	43.7	52.8	237.6	396.3	(1)(2)(3)(4)
NON-GRAIN DEPENDENT RAILWAY LINES													
Class A Facilities	0 - 24 Car Spots	-	16	8	42	66	30	17	21	11	79	145	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	51.4	17.4	134.6	203.4	105.0	69.2	63.8	48.0	286.0	489.4	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	1	1	3	5	-	1	2	-	3	8	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	4.0	2.2	16.8	23.0	-	0.2	10.7	-	10.9	33.9	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	1	1	1	-	-	-	1	2	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	3.1	3.1	20.1	-	-	-	20.1	23.3	(1)(2)(3)(4)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)(4)
All Facilities	Total Facilities	-	17	9	46	72	31	18	23	11	83	155	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	55.4	19.7	154.5	229.6	125.2	69.4	74.5	48.0	316.9	546.5	(1)(2)(3)(4)
NOT ON TRACK													
Class A Facilities	0 - 24 Car Spots	-	2	-	2	4	4	4	5	4	17	21	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	7.1	-	4.5	11.6	14.3	11.2	16.9	14.6	56.9	68.6	(1)(2)(4)(5)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	1	-	1	1	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	4.8	-	4.8	4.8	(1)(2)(4)(5)
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)(5)
All Facilities	Total Facilities	-	2	-	2	4	4	4	6	4	18	22	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	7.1	-	4.5	11.6	14.3	11.2	21.7	14.6	61.7	73.4	(1)(2)(4)(5)

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

RAILWAY CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR					ALL YEARS	NOTES
WESTERN CANADA		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
Class A Facilities	0 - 24 Car Spots	-	28	15	76	119	53	24	43	27	147	266	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	90.4	29.2	229.1	348.7	173.8	92.3	122.2	99.9	488.2	836.9	(1)(2)(4)
Class B Facilities	25 - 49 Car Spots	-	1	1	7	9	1	3	4	3	11	20	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	4.0	2.2	33.5	39.7	5.7	69.2	17.6	15.5	108.0	147.7	(1)(2)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	1	-	-	-	1	3	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	20.1	-	-	-	20.1	31.5	(1)(2)(4)
Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(4)
All Facilities	Total Facilities	-	29	16	85	130	55	27	47	30	159	289	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	94.4	31.5	274.0	399.8	199.6	161.5	139.9	115.4	616.3	1,016.1	(1)(2)(4)

NOTES:

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

(1) The Canadian Grain Commision 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 Commision for each facility at the time of its closure. Any reduction in associated storage capacity prior to closure 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)(4)

PROPORTION	1999-2000		NOTES
DELIVERIES	Number of Stations	Tonnes Delivered ('000)	
80 PER CENT	217	27,283.7	
TOTAL	648	34,106.7	(2)(3)

NOTES:

Source: Canadian Grain Commission, *Grain Deliveries at Prairie Points, Crop Year 1999-2000*

(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) Grain delivery points with licensed elevators declined from 700 to 639 during the 1999-2000 crop year. Not all locations registered deliveries during the year.
(4) Data for 2000-2001 crop year not yet published.

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
ONTARIO			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Class 1 Carriers	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	(2)(3)
		Total Network (route-miles)	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	
		Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Class 2 and 3 Carriers	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	-	-	-	-	-	-	-	-	-	
	All Carriers	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	(2)(3)
		Total Network (route-miles)	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	
		Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
MANITOBA												
	Class 1 Carriers	Grain-Dependent Network (route-miles)	630.2	487.6	487.6	487.6	471.8	471.8	471.8	471.8	471.8	(2)(3)
		Non-Grain-Dependent Network (route-miles)	1,671.0	1,671.0	1,671.0	1,671.0	1,671.0	1,671.0	1,665.9	1,665.9	1,665.9	(2)(3)
		Total Network (route-miles)	2,301.2	2,158.6	2,158.6	2,158.6	2,142.8	2,142.8	2,137.7	2,137.7	2,137.7	(2)(3)
		Index - Grain-Dependent Network	100.0	77.4	77.4	77.4	74.9	74.9	74.9	74.9	74.9	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	99.7	99.7	99.7	
		Index - Total Network	100.0	93.8	93.8	93.8	93.1	93.1	92.9	92.9	92.9	
	Class 2 and 3 Carriers	Grain-Dependent Network (route-miles)	232.6	375.2	375.2	375.2	375.2	375.2	375.2	375.2	375.2	(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	(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	(2)(3)
		Index - Grain-Dependent Network	100.0	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	
		Index - Non-Grain-Dependent Network	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	
	All Carriers	Grain-Dependent Network (route-miles)	862.8	862.8	862.8	862.8	847.0	847.0	847.0	847.0	847.0	(2)(3)
		Non-Grain-Dependent Network (route-miles)	2,376.0	2,376.0	2,376.0	2,376.0	2,376.0	2,376.0	2,370.9	2,370.9	2,370.9	(2)(3)
		Total Network (route-miles)	3,238.8	3,238.8	3,238.8	3,238.8	3,223.0	3,223.0	3,217.9	3,217.9	3,217.9	(2)(3)
		Index - Grain-Dependent Network	100.0	100.0	100.0	100.0	98.2	98.2	98.2	98.2	98.2	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	99.8	99.8	99.8	
		Index - Total Network	100.0	100.0	100.0	100.0	99.5	99.5	99.4	99.4	99.4	

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
SASKATCHEWAN			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Class 1 Carriers	Grain-Dependent Network (route-miles)	2,947.1	2,947.1	2,899.5	2,889.3	2,889.3	2,552.4	2,552.4	2,531.0	2,511.6	(2)(3)
		Non-Grain-Dependent Network (route-miles)	2,821.7	2,821.7	2,821.7	2,821.7	2,821.7	2,821.7	2,821.7	2,821.7	2,821.7	(2)(3)
		Total Network (route-miles)	5,768.8	5,768.8	5,721.2	5,711.0	5,711.0	5,374.1	5,374.1	5,352.7	5,333.3	(2)(3)
		Index - Grain-Dependent Network	100.0	100.0	98.4	98.0	98.0	86.6	86.6	85.9	85.2	
		Index - Non-Grain-Dependent Network	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	99.2	99.0	99.0	93.2	93.2	92.8	92.5	
	Class 2 and 3 Carriers	Grain-Dependent Network (route-miles)	206.7	206.7	206.7	206.7	206.7	535.8	535.8	557.2	576.6	(2)(3)
		Non-Grain-Dependent Network (route-miles)	199.1	199.1	199.1	199.1	199.1	199.1	199.1	199.1	199.1	(2)(3)
		Total Network (route-miles)	405.8	405.8	405.8	405.8	405.8	734.9	734.9	756.3	775.7	(2)(3)
		Index - Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	259.2	259.2	269.6	279.0	
		Index - Non-Grain-Dependent Network	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	181.1	181.1	186.4	191.2	
	All Carriers	Grain-Dependent Network (route-miles)	3,153.8	3,153.8	3,106.2	3,096.0	3,096.0	3,088.2	3,088.2	3,088.2	3,088.2	(2)(3)
		Non-Grain-Dependent Network (route-miles)	3,020.8	3,020.8	3,020.8	3,020.8	3,020.8	3,020.8	3,020.8	3,020.8	3,020.8	(2)(3)
		Total Network (route-miles)	6,174.6	6,174.6	6,127.0	6,116.8	6,116.8	6,109.0	6,109.0	6,109.0	6,109.0	(2)(3)
		Index - Grain-Dependent Network	100.0	100.0	98.5	98.2	98.2	97.9	97.9	97.9	97.9	
		Index - Non-Grain-Dependent Network	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	99.2	99.1	99.1	98.9	98.9	98.9	98.9	
ALBERTA												
	Class 1 Carriers	Grain-Dependent Network (route-miles)	534.2	534.2	534.2	529.7	529.7	529.7	503.6	480.3	480.3	(2)(3)
		Non-Grain-Dependent Network (route-miles)	2,787.9	2,787.9	2,787.9	2,787.9	2,787.9	2,787.9	2,787.9	2,787.9	2,787.9	(2)(3)
		Total Network (route-miles)	3,322.1	3,322.1	3,322.1	3,317.6	3,317.6	3,317.6	3,291.5	3,268.2	3,268.2	(2)(3)
		Index - Grain-Dependent Network	100.0	100.0	100.0	99.2	99.2	99.2	94.3	89.9	89.9	
		Index - Non-Grain-Dependent Network	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	99.9	99.9	99.9	99.1	98.4	98.4	
	Class 2 and 3 Carriers	Grain-Dependent Network (route-miles)	377.0	377.0	377.0	377.0	377.0	377.0	135.3	135.3	135.3	(2)(3)
		Non-Grain-Dependent Network (route-miles)	1,180.0	1,180.0	1,180.0	1,180.0	1,180.0	1,180.0	1,180.0	1,099.7	1,099.7	(2)(3)(4)
		Total Network (route-miles)	1,557.0	1,557.0	1,557.0	1,557.0	1,557.0	1,557.0	1,315.3	1,235.0	1,235.0	(2)(3)(4)
		Index - Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	35.9	35.9	35.9	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	93.2	93.2	
		Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	84.5	79.3	79.3	
	All Carriers	Grain-Dependent Network (route-miles)	911.2	911.2	911.2	906.7	906.7	906.7	638.9	615.6	615.6	(2)(3)
		Non-Grain-Dependent Network (route-miles)	3,967.9	3,967.9	3,967.9	3,967.9	3,967.9	3,967.9	3,967.9	3,887.6	3,887.6	(2)(3)(4)
		Total Network (route-miles)	4,879.1	4,879.1	4,879.1	4,874.6	4,874.6	4,874.6	4,606.8	4,503.2	4,503.2	(2)(3)(4)
		Index - Grain-Dependent Network	100.0	100.0	100.0	99.5	99.5	99.5	70.1	67.6	67.6	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	98.0	98.0	
		Index - Total Network	100.0	100.0	100.0	99.9	99.9	99.9	94.4	92.3	92.3	

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

PROVINCE			1999-2000 CROP YEAR				2000-2001 CROP YEAR				NOTES
BRITISH COLUMBIA		AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Class 1 Carriers	Grain-Dependent Network (route-miles)	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	2,497.3	2,497.3	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	2,393.1	(2)(3)
	Total Network (route-miles)	2,524.2	2,524.2	2,524.2	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	2,420.0	(2)(3)
	Index - Grain-Dependent Network	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	95.8	95.8	95.8	95.8	95.8	95.8	
	Index - Total Network	100.0	100.0	100.0	95.9	95.9	95.9	95.9	95.9	95.9	
Class 2 and 3 Carriers	Grain-Dependent Network (route-miles)	-	-	-	-	-	-	-	-	-	(2)(3)
	Non-Grain-Dependent Network (route-miles)	1,739.9	1,739.9	1,739.9	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	(2)(3)
	Total Network (route-miles)	1,739.9	1,739.9	1,739.9	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	1,844.1	(2)(3)
	Index - Grain-Dependent Network	-	-	-	-	-	-	-	-	-	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	106.0	106.0	106.0	106.0	106.0	106.0	
	Index - Total Network	100.0	100.0	100.0	106.0	106.0	106.0	106.0	106.0	106.0	
All Carriers	Grain-Dependent Network (route-miles)	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	(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	(2)(3)
	Index - Grain-Dependent Network	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	
	Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
WESTERN CANADA											
Class 1 Carriers	Grain-Dependent Network (route-miles)	4,138.4	3,995.8	3,948.2	3,933.5	3,917.7	3,580.8	3,554.7	3,510.0	3,490.6	(2)(3)
	Non-Grain-Dependent Network (route-miles)	10,689.5	10,689.5	10,689.5	10,585.3	10,585.3	10,585.3	10,580.2	10,580.2	10,580.2	(2)(3)
	Total Network (route-miles)	14,827.9	14,685.3	14,637.7	14,518.8	14,503.0	14,166.1	14,134.9	14,090.2	14,070.8	(2)(3)
	Index - Grain-Dependent Network	100.0	96.6	95.4	95.0	94.7	86.5	85.9	84.8	84.3	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	99.0	99.0	99.0	99.0	99.0	99.0	
	Index - Total Network	100.0	99.0	98.7	97.9	97.8	95.5	95.3	95.0	94.9	
Class 2 and 3 Carriers	Grain-Dependent Network (route-miles)	816.3	958.9	958.9	958.9	958.9	1,288.0	1,046.3	1,067.7	1,087.1	(2)(3)
	Non-Grain-Dependent Network (route-miles)	3,824.0	3,824.0	3,824.0	3,928.2	3,928.2	3,928.2	3,928.2	3,847.9	3,847.9	(2)(3)(4)
	Total Network (route-miles)	4,640.3	4,782.9	4,782.9	4,887.1	4,887.1	5,216.2	4,974.5	4,915.6	4,935.0	(2)(3)(4)
	Index - Grain-Dependent Network	100.0	117.5	117.5	117.5	117.5	157.8	128.2	130.8	133.2	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	102.7	102.7	102.7	102.7	100.6	100.6	
	Index - Total Network	100.0	103.1	103.1	105.3	105.3	112.4	107.2	105.9	106.4	
All Carriers	Grain-Dependent Network (route-miles)	4,954.7	4,954.7	4,907.1	4,892.4	4,876.6	4,868.8	4,601.0	4,577.7	4,577.7	(2)(3)
	Non-Grain-Dependent Network (route-miles)	14,513.5	14,513.5	14,513.5	14,513.5	14,513.5	14,513.5	14,508.4	14,428.1	14,428.1	(2)(3)(4)
	Total Network (route-miles)	19,468.2	19,468.2	19,420.6	19,405.9	19,390.1	19,382.3	19,109.4	19,005.8	19,005.8	(2)(3)(4)
	Index - Grain-Dependent Network	100.0	100.0	99.0	98.7	98.4	98.3	92.9	92.4	92.4	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.4	99.4	
	Index - Total Network	100.0	100.0	99.8	99.7	99.6	99.6	98.2	97.6	97.6	

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

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 1 of the Canada Transportation Act (1996) rather than the 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 CROP YEAR					2000-2001 CROP YEAR						NOTES
GRAIN-DEPENDENT RAILWAY LINES		**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**% VAR**	
	Wheat	884.5	1,202.0	1,168.5	1,169.4	4,424.4	1,124.6	764.0	779.1	1,171.5	3,839.2	-13.2%	(2)(3)
	Durum	188.6	100.4	139.9	377.2	806.1	146.6	163.8	51.8	320.9	683.1	-15.3%	(2)(3)
	Barley	129.3	165.5	175.5	159.7	630.0	128.1	209.6	177.2	130.6	645.4	2.5%	(2)(3)
	Canola	451.4	506.3	224.2	227.7	1,409.7	466.0	394.1	543.8	255.3	1,659.2	17.7%	(2)(3)
	Oats	25.5	24.9	17.3	22.7	90.4	44.8	10.0	15.1	16.0	85.9	-5.0%	(2)(3)
	Peas	162.6	123.7	121.1	156.4	563.9	271.7	219.2	158.4	118.9	768.2	36.2%	(2)(3)
	Rye	0.5	-	0.3	-	0.8	-	2.8	1.5	-	4.3	438.6%	(2)(3)
	Flaxseed	36.4	55.0	68.0	44.3	203.7	67.3	76.1	36.6	54.0	234.0	14.9%	(2)(3)
	Other	142.0	137.9	134.9	137.1	551.8	131.4	132.6	106.9	113.6	484.5	-12.2%	(2)(3)
		2,020.9	2,315.7	2,049.6	2,294.5	8,680.7	2,380.6	1,972.2	1,870.4	2,180.9	8,403.9	-3.2%	(2)(3)
NON-GRAIN-DEPENDENT RAILWAY LINES													
	Wheat	1,671.9	2,511.5	2,543.4	2,466.1	9,192.9	2,033.9	1,870.3	1,807.1	2,256.8	7,968.1	-13.3%	(2)(3)
	Durum	585.6	234.9	344.8	830.7	1,996.0	422.4	468.5	303.3	867.8	2,061.9	3.3%	(2)(3)
	Barley	157.3	187.4	249.3	175.7	769.7	174.7	285.1	230.3	170.5	860.6	11.8%	(2)(3)
	Canola	876.3	934.8	438.7	446.7	2,696.4	960.8	786.2	943.7	431.9	3,122.6	15.8%	(2)(3)
	Oats	49.6	30.6	43.9	41.8	165.9	54.8	63.1	35.8	25.9	179.5	8.3%	(2)(3)
	Peas	310.1	248.7	230.9	224.6	1,014.3	486.2	473.0	283.8	166.7	1,409.7	39.0%	(2)(3)
	Rye	0.6	0.2	0.9	0.1	1.8	-	7.8	0.7	-	8.6	374.7%	(2)(3)
	Flaxseed	40.7	72.6	79.0	68.5	260.8	63.0	147.8	47.4	81.2	339.4	30.1%	(2)(3)
	Other	249.7	224.5	185.7	219.5	879.4	224.3	203.5	196.6	176.8	801.3	-8.9%	(2)(3)
		3,941.9	4,445.2	4,116.5	4,473.7	16,977.3	4,420.1	4,305.2	3,848.7	4,177.8	16,751.7	-1.3%	(2)(3)
WESTERN CANADA													
	Wheat	2,556.5	3,713.5	3,711.8	3,635.5	13,617.2	3,158.5	2,634.2	2,586.2	3,428.3	11,807.3	-13.3%	(2)(3)
	Durum	774.2	335.3	484.7	1,208.0	2,802.1	569.0	632.3	355.1	1,188.7	2,745.0	-2.0%	(2)(3)
	Barley	286.6	352.9	424.8	335.4	1,399.7	302.7	494.7	407.5	301.1	1,506.0	7.6%	(2)(3)
	Canola	1,327.6	1,441.1	662.9	674.4	4,106.1	1,426.8	1,180.3	1,487.5	687.3	4,781.8	16.5%	(2)(3)
	Oats	75.1	55.5	61.2	64.5	256.3	99.6	73.0	50.9	41.9	265.5	3.6%	(2)(3)
	Peas	472.8	372.4	352.0	381.0	1,578.2	757.9	692.2	442.2	285.7	2,178.0	38.0%	(2)(3)
	Rye	1.1	0.2	1.2	0.1	2.6	-	10.7	2.2	-	12.8	394.3%	(2)(3)
	Flaxseed	77.2	127.6	147.0	112.8	464.5	130.4	223.9	84.0	135.2	573.5	23.4%	(2)(3)
	Other	391.7	362.4	320.6	356.5	1,431.3	355.7	336.1	303.6	290.5	1,285.8	-10.2%	(2)(3)
		5,962.7	6,760.8	6,166.2	6,768.2	25,658.0	6,800.6	6,277.3	5,719.1	6,358.6	25,155.6	-2.0%	(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 or the United States of America.

(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 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 CROP YEAR					2000-2001 CROP YEAR					NOTES
INFRASTRUCTURE (route-miles)		Q1	Q2	Q3	Q4		Q1	Q2	Q3	Q4	Q4 % VAR	
Manitoba	Grain-Dependent Network	375.2	375.2	375.2	375.2		375.2	375.2	375.2	375.2	0.0%	(2)(3)
	Non-Grain-Dependent Network	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	0.0%	(2)(3)
Saskatchewan	Grain-Dependent Network	206.7	206.7	206.7	206.7		535.8	535.8	557.2	576.6	179.0%	(2)(3)
	Non-Grain-Dependent Network	199.1	199.1	199.1	199.1		199.1	199.1	199.1	199.1	0.0%	(2)(3)
	Total Network	405.8	405.8	405.8	405.8		734.9	734.9	756.3	775.7	91.2%	(2)(3)
Alberta	Grain-Dependent Network	377.0	377.0	377.0	377.0		377.0	135.3	135.3	135.3	-64.1%	(2)(3)(4)
	Non-Grain-Dependent Network	1,180.0	1,180.0	1,180.0	1,180.0		1,180.0	1,180.0	1,099.7	1,099.7	-6.8%	(2)(3)(4)
	Total Network	1,557.0	1,557.0	1,557.0	1,557.0		1,557.0	1,315.3	1,235.0	1,235.0	-20.7%	(2)(3)(4)
Prairies	Grain-Dependent Network	958.9	958.9	958.9	958.9		1,288.0	1,046.3	1,067.7	1,087.1	13.4%	(2)(3)(4)
	Non-Grain-Dependent Network	2,084.1	2,084.1	2,084.1	2,084.1		2,084.1	2,084.1	2,003.8	2,003.8	-3.9%	(2)(3)(4)
	Total Network	3,043.0	3,043.0	3,043.0	3,043.0		3,372.1	3,130.4	3,071.5	3,090.9	1.6%	(2)(3)(4)

GRAIN VOLUMES (thousands of tonnes)	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR	
Wheat	242.2	336.4	312.3	254.1	1,145.0	240.9	248.6	276.8	376.4	1,142.7	-0.2%	(5)
Durum	3.1	5.8	7.4	17.7	34.0	31.4	15.9	15.3	53.7	116.4	242.6%	(5)
Barley	39.8	38.7	64.4	72.3	215.2	60.8	110.6	55.0	24.5	250.9	16.6%	(5)
Canola	125.1	173.2	96.8	92.7	487.8	115.5	105.0	161.1	104.2	485.8	-0.4%	(5)
Oats	5.0	0.6	3.6	3.4	12.8	5.7	5.1	2.8	4.7	18.3	43.5%	(5)
Peas	29.2	28.6	20.0	29.0	106.7	40.8	68.9	30.6	12.1	152.4	42.8%	(5)
Rye	-	-	-	-	-	-	0.1	-	-	0.1	n/a	(5)
Flaxseed	2.3	5.1	2.7	5.4	15.4	5.6	10.4	1.5	4.0	21.6	39.8%	(5)
Other	13.8	16.7	21.1	19.2	70.8	32.4	38.6	27.3	45.4	143.7	103.1%	(5)
All Grains	460.5	605.0	528.3	493.9	2,087.7	533.1	603.2	570.4	625.1	2,331.8	11.7%	(5)

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) 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).

(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) Also includes route-miles found within the Northwest Territories.

(5) 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 CROP YEAR					2000-2001 CROP YEAR						NOTES
CLASS 1 CARRIERS		**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**% VAR**	
	Wheat	2,314.2	3,377.1	3,399.6	3,381.3	12,472.2	2,917.7	2,385.6	2,309.4	3,051.9	10,664.6	-14.5%	(2)(3)
	Durum	771.1	329.5	477.2	1,190.3	2,768.2	537.5	616.4	339.8	1,135.0	2,628.7	-5.0%	(2)(3)
	Barley	246.9	314.1	360.4	263.1	1,184.4	241.9	384.1	352.5	276.6	1,255.1	6.0%	(2)(3)
	Canola	1,202.5	1,267.9	566.1	581.7	3,618.3	1,311.2	1,075.3	1,326.4	583.1	4,296.0	18.7%	(2)(3)
	Oats	70.0	54.9	57.6	61.1	243.5	93.9	67.9	48.1	37.2	247.2	1.5%	(2)(3)
	Peas	443.6	343.8	332.1	352.0	1,471.5	717.2	623.2	411.6	273.6	2,025.6	37.7%	(2)(3)
	Rye	1.1	0.2	1.2	0.1	2.6	-	10.6	2.2	-	12.7	390.8%	(2)(3)
	Flaxseed	74.9	122.5	144.3	107.4	449.1	124.7	213.5	82.5	131.2	551.9	22.9%	(2)(3)
	Other	377.9	345.7	299.5	337.4	1,360.5	323.3	297.5	276.3	245.0	1,142.1	-16.1%	(2)(3)
	All Grains	5,502.2	6,155.8	5,637.9	6,274.4	23,570.3	6,267.5	5,674.1	5,148.7	5,733.6	22,823.9	-3.2%	(2)(3)
CLASS 2 AND 3 CARRIERS													
	Wheat	242.2	336.4	312.3	254.1	1,145.0	240.9	248.6	276.8	376.4	1,142.7	-0.2%	(2)(3)
	Durum	3.1	5.8	7.4	17.7	34.0	31.4	15.9	15.3	53.7	116.4	242.6%	(2)(3)
	Barley	39.8	38.7	64.4	72.3	215.2	60.8	110.6	55.0	24.5	250.9	16.6%	(2)(3)
	Canola	125.1	173.2	96.8	92.7	487.8	115.5	105.0	161.1	104.2	485.8	-0.4%	(2)(3)
	Oats	5.0	0.6	3.6	3.4	12.8	5.7	5.1	2.8	4.7	18.3	43.5%	(2)(3)
	Peas	29.2	28.6	20.0	29.0	106.7	40.8	68.9	30.6	12.1	152.4	42.8%	(2)(3)
	Rye	-	-	-	-	-	-	0.1	-	-	0.1	n/a	(2)(3)
	Flaxseed	2.3	5.1	2.7	5.4	15.4	5.6	10.4	1.5	4.0	21.6	39.8%	(2)(3)
	Other	13.8	16.7	21.1	19.2	70.8	32.4	38.6	27.3	45.4	143.7	103.1%	(2)(3)
	All Grains	460.5	605.0	528.3	493.9	2,087.7	533.1	603.2	570.4	625.1	2,331.8	11.7%	(2)(3)
WESTERN CANADA													
	Wheat	2,556.5	3,713.5	3,711.8	3,635.5	13,617.2	3,158.5	2,634.2	2,586.2	3,428.3	11,807.3	-13.3%	(2)(3)
	Durum	774.2	335.3	484.7	1,208.0	2,802.1	569.0	632.3	355.1	1,188.7	2,745.0	-2.0%	(2)(3)
	Barley	286.6	352.9	424.8	335.4	1,399.7	302.7	494.7	407.5	301.1	1,506.0	7.6%	(2)(3)
	Canola	1,327.6	1,441.1	662.9	674.4	4,106.1	1,426.8	1,180.3	1,487.5	687.3	4,781.8	16.5%	(2)(3)
	Oats	75.1	55.5	61.2	64.5	256.3	99.6	73.0	50.9	41.9	265.5	3.6%	(2)(3)
	Peas	472.8	372.4	352.0	381.0	1,578.2	757.9	692.2	442.2	285.7	2,178.0	38.0%	(2)(3)
	Rye	1.1	0.2	1.2	0.1	2.6	-	10.7	2.2	-	12.8	394.3%	(2)(3)
	Flaxseed	77.2	127.6	147.0	112.8	464.5	130.4	223.9	84.0	135.2	573.5	23.4%	(2)(3)
	Other	391.7	362.4	320.6	356.5	1,431.3	355.7	336.1	303.6	290.5	1,285.8	-10.2%	(2)(3)
	All Grains	5,962.7	6,760.8	6,166.2	6,768.2	25,658.0	6,800.6	6,277.3	5,719.1	6,358.6	25,155.6	-2.0%	(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 or the United States of America.

(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 CROP YEAR					2000-2001 CROP YEAR				NOTES
GRAIN-DEPENDENT RAILWAY LINES			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Class 1 Carriers	Total Facilities	373	359	356	351	317	284	281	267	255	(2)(3)(4)
		Index	100.0	96.2	95.4	94.1	85.0	76.1	75.3	71.6	68.4	
		Storage Capacity (000 tonnes)	2,177.0	2,126.7	2,218.2	2,243.4	2,131.8	2,007.8	2,015.3	1,940.4	1,892.6	(2)(3)(4)
		Index	100.0	97.7	101.9	103.0	97.9	92.2	92.6	89.1	86.9	
	Class 2 and 3 Carriers	Total Facilities	47	61	59	57	54	71	62	57	54	(2)(3)(4)
		Index	100.0	129.8	125.5	121.3	114.9	151.1	131.9	121.3	114.9	
		Storage Capacity (000 tonnes)	310.2	360.5	360.0	360.2	343.6	428.4	380.3	348.5	342.1	(2)(3)(4)
		Index	100.0	116.2	116.1	116.1	110.8	138.1	122.6	112.4	110.3	
	All Carriers	Total Facilities	420	420	415	408	371	355	343	324	309	(2)(3)(4)
		Index	100.0	100.0	98.8	97.1	88.3	84.5	81.7	77.1	73.6	
		Storage Capacity (000 tonnes)	2,487.2	2,487.2	2,578.2	2,603.6	2,475.4	2,436.2	2,395.6	2,288.9	2,234.6	(2)(3)(4)
		Index	100.0	100.0	103.7	104.7	99.5	97.9	96.3	92.0	89.8	
NON-GRAIN-DEPENDENT RAILWAY LINES												
	Class 1 Carriers	Total Facilities	524	524	523	516	480	457	444	423	412	(2)(3)(4)
		Index	100.0	100.0	99.8	98.5	91.6	87.2	84.7	80.7	78.6	
		Storage Capacity (000 tonnes)	4,278.8	4,278.8	4,617.4	4,667.1	4,691.4	4,594.0	4,755.9	4,697.8	4,645.4	(2)(3)(4)
		Index	100.0	100.0	107.9	109.1	109.6	107.4	111.1	109.8	108.6	
	Class 2 and 3 Carriers	Total Facilities	35	35	35	35	33	31	30	28	28	(2)(3)(4)
		Index	100.0	100.0	100.0	100.0	94.3	88.6	85.7	80.0	80.0	
		Storage Capacity (000 tonnes)	166.9	166.9	166.1	163.3	156.1	151.6	144.1	131.2	131.2	(2)(3)(4)
		Index	100.0	100.0	99.5	97.8	93.5	90.8	86.3	78.6	78.6	
	All Carriers	Total Facilities	559	559	558	551	513	488	474	451	440	(2)(3)(4)
		Index	100.0	100.0	99.8	98.6	91.8	87.3	84.8	80.7	78.7	
		Storage Capacity (000 tonnes)	4,445.8	4,445.8	4,783.5	4,830.4	4,847.6	4,745.6	4,900.0	4,829.0	4,776.6	(2)(3)(4)
		Index	100.0	100.0	107.6	108.7	109.0	106.7	110.2	108.6	107.4	
WESTERN CANADA												
	Class 1 Carriers	Total Facilities	897	883	879	867	797	741	725	690	667	(2)(4)
		Index	100.0	98.4	98.0	96.7	88.9	82.6	80.8	76.9	74.4	
		Storage Capacity (000 tonnes)	6,455.8	6,405.5	6,835.6	6,910.5	6,823.2	6,601.8	6,771.2	6,638.2	6,538.0	(2)(4)
		Index	100.0	99.2	105.9	107.0	105.7	102.3	104.9	102.8	101.3	
	Class 2 and 3 Carriers	Total Facilities	82	96	94	92	87	102	92	85	82	(2)(4)
		Index	100.0	117.1	114.6	112.2	106.1	124.4	112.2	103.7	100.0	
		Storage Capacity (000 tonnes)	477.1	527.4	526.1	523.5	499.7	580.0	524.4	479.7	473.3	(2)(4)
		Index	100.0	110.5	110.3	109.7	104.7	121.6	109.9	100.5	99.2	
	All Carriers	Total Facilities	979	979	973	959	884	843	817	775	749	(2)(4)
		Index	100.0	100.0	99.4	98.0	90.3	86.1	83.5	79.2	76.5	
		Storage Capacity (000 tonnes)	6,932.9	6,932.9	7,361.7	7,434.0	7,323.0	7,181.8	7,295.6	7,117.9	7,011.3	(2)(4)
		Index	100.0	100.0	106.2	107.2	105.6	103.6	105.2	102.7	101.1	

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

NOTES:

SOURCE: Canadian Grain Commission

(1) The Canadian Grain Commision 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 have operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmniTRAX.

Western Canadian Terminal Elevators - Summarized by Port and Facility Class

PORT			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
VANCOUVER												
	Class E Facilities	1 - 49 Car Spots	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	
		Storage Capacity (000 tonnes)	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	
	Class F Facilities	50 (or more) Car Spots	4	4	4	4	4	5	5	5	5	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	125.0	125.0	125.0	125.0	
		Storage Capacity (000 tonnes)	827.2	827.2	827.2	827.2	827.2	852.2	852.2	852.2	852.2	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	103.0	103.0	103.0	103.0	
	All Facilities	Total Facilities	5	5	5	5	5	6	6	6	6	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	
		Storage Capacity (000 tonnes)	929.3	929.3	929.3	929.3	929.3	954.3	954.3	954.3	954.3	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	102.7	102.7	102.7	102.7	
PRINCE RUPERT												
	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)(2)
		Index	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	(1)(2)
		Index	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)(2)
		Index	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	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
CHURCHILL												
	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)(2)
		Index	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	(1)(2)
		Index	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)(2)
		Index	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	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

Western Canadian Terminal Elevators - Summarized by Port and Facility Class

PORT			1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
THUNDER BAY												
	Class E Facilities	1 - 49 Car Spots	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	
		Storage Capacity (000 tonnes)	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	
	Class F Facilities	50 (or more) Car Spots	5	5	5	5	6	6	6	6	6	(1)(2)
		Index	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	120.0	
		Storage Capacity (000 tonnes)	1,070.7	1,070.7	1,070.7	1,070.7	1,192.0	1,192.0	1,192.0	1,192.0	1,192.0	(1)(2)
		Index	100.0	100.0	100.0	100.0	111.3	111.3	111.3	111.3	111.3	
	All Facilities	Total Facilities	7	7	7	7	8	8	8	8	8	(1)(2)
		Index	100.0	100.0	100.0	100.0	114.3	114.3	114.3	114.3	114.3	
		Storage Capacity (000 tonnes)	1,278.5	1,278.5	1,278.5	1,278.5	1,399.8	1,399.8	1,399.8	1,399.8	1,399.8	(1)(2)
		Index	100.0	100.0	100.0	100.0	109.5	109.5	109.5	109.5	109.5	
WESTERN CANADA												
	Class E Facilities	1 - 49 Car Spots	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	
		Storage Capacity (000 tonnes)	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	
	Class F Facilities	50 (or more) Car Spots	11	11	11	11	12	13	13	13	13	(1)(2)
		Index	100.0	100.0	100.0	100.0	109.1	118.2	118.2	118.2	118.2	
		Storage Capacity (000 tonnes)	2,247.5	2,247.5	2,247.5	2,247.5	2,368.7	2,393.7	2,393.7	2,393.7	2,393.7	(1)(2)
		Index	100.0	100.0	100.0	100.0	105.4	106.5	106.5	106.5	106.5	
	All Facilities	Total Facilities	14	14	14	14	15	16	16	16	16	(1)(2)
		Index	100.0	100.0	100.0	100.0	107.1	114.3	114.3	114.3	114.3	
		Storage Capacity (000 tonnes)	2,557.4	2,557.4	2,557.4	2,557.4	2,678.6	2,703.6	2,703.6	2,703.6	2,703.6	(1)(2)
		Index	100.0	100.0	100.0	100.0	104.7	105.7	105.7	105.7	105.7	

NOTES:

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

(1) The Canadian Grain Commision 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)

PORT	RAILWAY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
VANCOUVER													(1)
	CN	17,397	18,953	16,467	20,239	73,056	21,387	19,387	19,963	20,088	80,825	10.6%	
	CP	17,317	21,973	22,095	22,563	83,948	21,854	21,190	20,440	16,799	80,283	-4.4%	
		34,714	40,926	38,562	42,802	157,004	43,241	40,577	40,403	36,887	161,108	2.6%	
PRINCE RUPERT													
	CN	3,882	17,176	15,416	2,018	38,492	586	8,779	12,693	3,894	25,952	-32.6%	
	CP	0	0	0	0	0	0	0	601	105	706	n/a	(3)
		3,882	17,176	15,416	2,018	38,492	586	8,779	13,294	3,999	26,658	-30.7%	
CHURCHILL													
	CN	4,253	0	0	958	5,211	6,181	539	0	832	7,552	44.9%	
	CP	0	0	0	0	0	0	0	0	0	0	n/a	
		4,253	0	0	958	5,211	6,181	539	0	832	7,552	44.9%	
THUNDER BAY													
	CN	7,546	6,841	4,253	9,401	28,041	7,545	8,717	3,511	11,528	31,301	11.6%	
	CP	13,355	11,011	8,339	16,802	49,507	12,883	11,345	5,086	15,673	44,987	-9.1%	
		20,901	17,852	12,592	26,203	77,548	20,428	20,062	8,597	27,201	76,288	-1.6%	
ALL PORTS													
	CN	33,078	42,970	36,136	32,616	144,800	35,699	37,422	36,167	36,342	145,630	0.6%	
	CP	30,672	32,984	30,434	39,365	133,455	34,737	32,535	26,127	32,577	125,976	-5.6%	
		63,750	75,954	66,570	71,981	278,255	70,436	69,957	62,294	68,919	271,606	-2.4%	

NOTES:

Source: Canadian Wheat Board

(1) Crop year quarters defined as unloads during weeks 1-13, 14-26, 27-39, & 40-52 inclusive.
(2) Includes covered hopper car unloads of wheat, durum, barley, canola, oats, peas, rye and flaxseed at licensed terminal elevators.
(3) High fusarium wheat shipped from Southwest Manitoba and Southeast Saskatchewan in CP cars and interchanged from CP lines.

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

DESTINATION	COMMODITY	2000-2001 Tenders Called	2000-2001 Volume (tonnes)	NOTES
VANCOUVER				
	Wheat	191	1,839,200	
	Durum	45	283,360	
	Barley	33	334,400	
		269	2,456,960	
PRINCE RUPERT				
	Wheat	94	968,000	
	Durum			
	Barley			
		94	968,000	
CHURCHILL				
	Wheat	9	92,400	
	Durum			
	Barley			
		9	92,400	
THUNDER BAY				
	Wheat	96	818,400	
	Durum	41	552,200	
	Barley			
		137	1,370,600	
ALL PORTS				
	Wheat	390	3,718,000	
	Durum	86	835,560	
	Barley	33	334,400	
		509	4,887,960	

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) by Grain

DESTINATION	COMMODITY	2000-2001 Tenders Called	2000-2001 Volume (tonnes)	NOTES
VANCOUVER				
	Malting Barley	6	n/a	**(1)**
		6	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 Tenders Called	2000-2001 Volume (tonnes)	NOTES
VANCOUVER					
	Wheat				
		1 CWRS	76	735,680	
		2 CWRS	78	838,200	
		3 CWRS	9	52,800	
		1/2 CWES	7	33,000	(3)
		CAN FEED	4	17,600	
		1/2 CPSR	12	107,800	(3)
		1/2 CPSW	2	30,800	(3)
		1/2 CWRW	3	23,320	(3)
			191	1,839,200	
	Durum				
		1 CWAD	3	8,800	
		1/2 CWAD	8	39,600	(3)
		2 CWAD	13	73,920	
		3 CWAD	6	37,840	
		3/4 CWAD	1	8,800	(3)
		4 CWAD	12	105,600	
		5 CWAD	2	8,800	
			45	283,360	
	Barley				
		1 CW	32	325,600	
		CAN FEED	1	8,800	
			33	334,400	
PRINCE RUPERT					
	Wheat				
		1 CWRS	11	81,400	
		2 CWRS	58	666,600	
		3 CWRS	9	74,800	
		1/2 CWES	5	39,600	(3)
		CAN FEED	1	4,400	
		1 CPSR	1	8,800	
		1/2 CPSR	9	92,400	(3)
			94	968,000	
CHURCHILL					
	Wheat				
		1 CWRS	1	8,800	
		2 CWRS	3	32,120	
		3 CWRS	4	44,000	
		1/2 CPSW	1	7,480	(3)
			9	92,400	
THUNDER BAY					
	Wheat				
		1 CWRS	24	184,800	
		2 CWRS	45	352,000	
		3 CWRS	8	79,200	
		1/2 CWRS	7	63,800	(3)
		1/2 CPSR	2	13,200	(3)
		1/2 CWRW	10	125,400	(3)
			96	818,400	
	Durum				
		1 CWAD	18	195,800	
		2 CWAD	7	74,800	
		3 CWAD	12	237,600	
		3/4 CWAD	2	17,600	
		4 CWAD	2	26,400	(3)
			41	552,200	

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

DESTINATION	COMMODITY	GRADE	2000-2001 Tenders Called	2000-2001 Volume (tonnes)	NOTES
VANCOUVER					
	Wheat				
		1 CWRS	76	735,680	
		2 CWRS	78	838,200	
		3 CWRS	9	52,800	
		1/2 CWES	7	33,000	(3)
		CAN FEED	4	17,600	
		1/2 CPSR	12	107,800	(3)
		1/2 CPSW	2	30,800	(3)
		1/2 CWRW	3	23,320	(3)
			191	1,839,200	
	Durum				
		1 CWAD	3	8,800	
		1/2 CWAD	8	39,600	(3)
		2 CWAD	13	73,920	
		3 CWAD	6	37,840	
		3/4 CWAD	1	8,800	(3)
		4 CWAD	12	105,600	
		5 CWAD	2	8,800	
			45	283,360	
	Barley				
		1 CW	32	325,600	
		CAN FEED	1	8,800	
			33	334,400	
PRINCE RUPERT					
	Wheat				
		1 CWRS	11	81,400	
		2 CWRS	58	666,600	
		3 CWRS	9	74,800	
		1/2 CWES	5	39,600	(3)
		CAN FEED	1	4,400	
		1 CPSR	1	8,800	
		1/2 CPSR	9	92,400	(3)
			94	968,000	
CHURCHILL					
	Wheat				
		1 CWRS	1	8,800	
		2 CWRS	3	32,120	
		3 CWRS	4	44,000	
		1/2 CPSW	1	7,480	(3)
			9	92,400	
THUNDER BAY					
	Wheat				
		1 CWRS	24	184,800	
		2 CWRS	45	352,000	
		3 CWRS	8	79,200	
		1/2 CWRS	7	63,800	(3)
		1/2 CPSR	2	13,200	(3)
		1/2 CWRW	10	125,400	(3)
			96	818,400	
	Durum				
		1 CWAD	18	195,800	
		2 CWAD	7	74,800	
		3 CWAD	12	237,600	
		3/4 CWAD	2	17,600	
		4 CWAD	2	26,400	(3)
			41	552,200	

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 Bids Received	2000-2001 Volume (tonnes)	NOTES
VANCOUVER				
	Wheat	154	496,848	
	Durum	60	223,168	
	Barley	17	116,160	
		231	836,176	
PRINCE RUPERT				
	Wheat	51	183,216	
	Durum			
	Barley			
		51	183,216	
CHURCHILL				
	Wheat	2	6,600	
	Durum			
	Barley			
		2	6,600	
THUNDER BAY				
	Wheat	76	289,256	
	Durum	48	313,984	
	Barley			
		124	603,240	
ALL PORTS				
	Wheat	283	975,920	
	Durum	108	537,152	
	Barley	17	116,160	
		408	1,629,232	

NOTES:

Source: Canadian Wheat Board

(1) Tender bids were received from 12 companies during the 2000-2001 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) by Grain

DESTINATION	COMMODITY	2000-2001 Bids Received	2000-2001 Volume (tonnes)	NOTES
VANCOUVER				
	Malting Barley	68	927,450	
		68	927,450	

NOTES:

Source: Canadian Wheat Board

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

DESTINATION	COMMODITY	2000-2001 Bids Received	2000-2001 Volume (tonnes)	NOTES
VANCOUVER				
	Wheat	154	496,848	
	Durum	60	223,168	
	Barley	17	116,160	
		231	836,176	
PRINCE RUPERT				
	Wheat	51	183,216	
	Durum			
	Barley			
		51	183,216	
CHURCHILL				
	Wheat	2	6,600	
	Durum			
	Barley			
		2	6,600	
THUNDER BAY				
	Wheat	76	289,256	
	Durum	48	313,984	
	Barley			
		124	603,240	
ALL PORTS				
	Wheat	283	975,920	
	Durum	108	537,152	
	Barley	17	116,160	
		408	1,629,232	

NOTES:

Source: Canadian Wheat Board

(1) Tender bids were received from 12 companies during the 2000-2001 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) by Grain

DESTINATION	COMMODITY	2000-2001 Bids Received	2000-2001 Volume (tonnes)	NOTES
VANCOUVER				
	Malting Barley	68	927,450	
		68	927,450	

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 Bids Received	2000-2001 Volume (tonnes)	NOTES
VANCOUVER					
	Wheat				
		1 CWRS	36	128,480	
		2 CWRS	73	258,720	
		3 CWRS	9	14,432	
		1/2 CWES	11	25,872	(4)
		CAN FEED	2	3,080	
		2 CPSR	1	8,800	
		1/2 CPSR	17	37,312	(4)
		1/2 CPSW	2	3,432	(4)
		1/2 CWRW	3	16,720	(4)
			154	496,848	
	Durum				
		1 CWAD	2	6,600	
		1/2 CWAD	8	24,200	(4)
		2 CWAD	22	84,920	
		3 CWAD	19	74,624	
		3/4 CWAD	2	13,200	(4)
		4 CWAD	6	18,040	
		5 CWAD	1	1,584	
			60	223,168	
	Barley				
		1 CW	16	107,360	
		CAN FEED	1	8,800	
			17	116,160	
PRINCE RUPERT					
	Wheat				
		1 CWRS	3	8,800	
		2 CWRS	28	111,056	
		3 CWRS	9	26,400	
		1/2 CWES	3	8,800	(4)
		1 CPSR	8	28,160	
			51	183,216	
CHURCHILL					
	Wheat				
		3 CWRS	2	6,600	
			2	6,600	
THUNDER BAY					
	Wheat				
		1 CWRS	9	29,480	
		2 CWRS	43	168,432	
		3 CWRS	11	36,080	
		1/2 CWRS	1	2,200	(4)
		1/2 CPSR	2	1,144	(4)
		1/2 CWRW	10	51,920	(4)
			76	289,256	
	Durum				
		1 CWAD	9	43,560	
		2 CWAD	7	40,040	
		3 CWAD	30	220,704	
		3/4 CWAD	1	880	(4)
		4 CWAD	1	8,800	
			48	313,984	

NOTES:

Source: Canadian Wheat Board

(1) Tender bids were received from 12 companies during the 2000-2001 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 Tendered (tonnes)	2000-2001 Total CWB (tonnes)	2000-2001 % of CWB Total	NOTES
VANCOUVER					**(2)**
	Wheat	234,202	6,079,568	3.9%	
	Durum	88,329	503,888	17.5%	
	Barley	283,067	1,424,632	19.9%	**(1)**
		605,599	8,008,088	7.6%	
PRINCE RUPERT					**(2)**
	Wheat	46,331	2,162,864	2.1%	
	Durum		0		
	Barley		0		
		46,331	2,162,864	2.1%	
CHURCHILL					**(2)**
	Wheat	2,094	523,864	0.4%	
	Durum		0		
	Barley		0		
		2,094	523,864	0.4%	
THUNDER BAY					**(2)**
	Wheat	74,606	2,802,184	2.7%	
	Durum	129,984	2,090,616	6.2%	
	Barley		305,096	0.0%	
		204,590	5,197,896	3.9%	
ALL PORTS					**(2)**
	Wheat	357,233	11,568,480	3.1%	
	Durum	218,313	2,594,504	8.4%	
	Barley	283,067	1,729,728	16.4%	**(1)**
		858,614	15,892,712	5.4%	

NOTES:

Source: Canadian Wheat Board

(1) Includes tendered malting barley tonnage.
(2) Total volume of CWB grains moved to ports provided by CWB in carlots, converted to tonnes using estimate of 88 tonnes/car.

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 Number of Contracts	2000-2001 Volume Shipped (tonnes)	NOTES
VANCOUVER					
	Wheat				
		1 CWRS	14	67,729	
		2 CWRS	46	127,879	
		3 CWRS	9	14,855	
		1CWES	3	1,267	
		CWES	3	2,654	
		CAN FEED	2	2,953	
		1CPSR	4	1,831	
		2CPSR	1	2,303	
		CPSR	6	4,860	
		2 CPSW	1	1,181	
		CWRW	2	6,691	
			91	234,202	
	Durum				
		1 CWAD	1	2,282	
		2 CWAD	12	37,623	
		3 CWAD	7	35,005	
		4 CWAD	4	11,805	
		5 CWAD	1	1,613	
			25	88,329	
	Barley				
		1 CW	3	2,291	
		MALTING	21	280,776	(1)
			24	283,067	
PRINCE RUPERT					
	Wheat				
		1 CWRS	2	6,595	
		2 CWRS	10	24,915	
		3 CWRS	5	13,099	
		CPSR	2	1,722	
			19	46,331	
CHURCHILL					
	Wheat				
		3 CWRS	1	2,094	
			1	2,094	
THUNDER BAY					
	Wheat				
		1 CWRS	3	5,324	
		2 CWRS	26	57,790	
		3 CWRS	3	5,281	
		1 CPSR	1	448	
		2 CPSR	1	727	
		CWRW	2	5,036	
			36	74,606	
	Durum				
		1 CWAD	6	26,727	
		2 CWAD	5	27,699	
		3 CWAD	17	74,645	
		4 CWAD	1	913	
			29	129,984	

NOTES:

Source: Canadian Wheat Board

(1) Includes tendered malting barley tonnage.

Breakdown of the Tendered Volumes Not Filled by Category (4)

DESTINATION	COMMODITY	CATEGORY	2000-2001 No. of Tenders	2000-2001 Volume (tonnes)	NOTES
VANCOUVER					
	Wheat				
		No Bids	93	921,360	
		Insufficient Volume Bid	34	234,256	
		Non Compliance with Specs	51	399,256	
		Price Not Acceptable	3	47,960	
	Durum				
		No Bids	13	78,320	
		Insufficient Volume Bid	5	24,376	
		Non Compliance with Specs	14	82,896	
		Price Not Acceptable	2	11,000	
	Barley				
		No Bids	18	147,400	
		Insufficient Volume Bid	1	3,960	
		Non Compliance with Specs	14	180,400	
		Price Not Acceptable			
			248	2,131,184	
PRINCE RUPERT					
	Wheat				
		No Bids	56	607,200	
		Insufficient Volume Bid	3	24,200	
		Non Compliance with Specs	31	289,784	
		Price Not Acceptable			
			90	921,184	
CHURCHILL					
	Wheat				
		No Bids	7	74,800	
		Insufficient Volume Bid	1	11,000	
		Non Compliance with Specs	1	4,400	
		Price Not Acceptable			
			9	90,200	
THUNDER BAY					
	Wheat				
		No Bids	38	299,200	
		Insufficient Volume Bid	17	114,224	
		Non Compliance with Specs	35	326,480	
		Price Not Acceptable	1	3,520	
	Durum				
		No Bids	17	202,400	
		Insufficient Volume Bid	6	48,048	
		Non Compliance with Specs	15	175,912	
		Price Not Acceptable			
			129	1,169,784	
ALL PORTS					
	Wheat				
		No Bids	194	1,902,560	**(1)**
		Insufficient Volume Bid	55	383,680	**(2)(3)**
		Non Compliance with Specs	118	1,019,920	**(2)(3)**
		Price Not Acceptable	4	51,480	**(2)(3)**
	Durum				
		No Bids	30	280,720	**(1)**
		Insufficient Volume Bid	11	72,424	**(2)(3)**
		Non Compliance with Specs	29	258,808	**(2)(3)**
		Price Not Acceptable	2	11,000	**(2)(3)**
	Barley				
		No Bids	18	147,400	**(1)**
		Insufficient Volume Bid	1	3,960	**(2)(3)**
		Non Compliance with Specs	14	180,400	**(2)(3)**
		Price Not Acceptable	0	0	**(2)(3)**
			476	4,312,352	

NOTES:

Source: Canadian Wheat Board

(1) Included in total of 242 tender calls for which no bids were received.
(2) Included in total of 110 tender calls for which bids were received but no awards made.
(3) Included in total of 124 tender calls which were partially awarded.
(4) 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 Tonnes Shipped	2000-2001 % of Total Tendered	NOTES
VANCOUVER				
	Malt Barley (FOB)	280,776	46.4%	(1)
	Tendered (In-Store)	324,822	53.6%	
		605,599	100.0%	
PRINCE RUPERT				
	(FOB)	0		
	Tendered (In-Store)	46,331	100.0%	
		46,331	100.0%	
CHURCHILL				
	(FOB)	0		
	Tendered (In-Store)	2,094	100.0%	
		2,094	100.0%	
THUNDER BAY				
	(FOB)	0		
	Tendered (In-Store)	204,590	100.0%	
		204,590	100.0%	
ALL PORTS				
	Malt Barley (FOB)	280,776	32.7%	(1)
	Tendered (In-Store)	577,837	67.3%	
		858,614	100.0%	

NOTES:

Source: Canadian Wheat Board

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

Distribution of Tendered Tonnage by Port

DESTINATION	2000-2001 Volume (tonnes)	2000-2001 % of Total Tendered	NOTES
TENDERS CALLED			
VANCOUVER	2,456,960	50.3%	**(1)(2)**
PRINCE RUPERT	968,000	19.8%	
CHURCHILL	92,400	1.9%	
THUNDER BAY	1,370,600	28.0%	
	4,887,960	100.0%	
TENDERED MOVEMENT			
VANCOUVER	324,822	56.2%	**(1)**
PRINCE RUPERT	46,331	8.0%	
CHURCHILL	2,094	0.4%	
THUNDER BAY	204,590	35.4%	
	577,837	100.0%	

NOTES:

Source: Canadian Wheat Board

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

Railway Distribution of Tendered Tonnage Moved (1)

RAILWAY	2000-2001		NOTES
TENDERED MOVEMENT	Volume Moved (tonnes)	% of Total Moved	
CN	320,080	55.4%	
CP	257,758	44.6%	
Other	0	0.0%	
	577,837	100.0%	

Railway Distribution of Tendered Malting Barley Tonnage Moved (1)

RAILWAY	2000-2001		NOTES
TENDERED MOVEMENT	Volume Moved (tonnes)	% of Total Moved	
CN	172,122	61.3%	
CP	108,654	38.7%	
Other	0	0.0%	
	280,776	100.0%	

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)

DESTINATION	CAR BLOCK	2000-2001 Tonnes Shipped	2000-2001 % of Total	NOTES
VANCOUVER				
	<25 CARS	35,323	10.9%	
	25-49 CARS	131,634	40.5%	
	50-99 CARS	148,900	45.8%	
	>99 CARS	8,966	2.8%	
		324,822	100.0%	
PRINCE RUPERT				
	<25 CARS	12,374	26.7%	
	25-49 CARS	6,495	14.0%	
	50-99 CARS	18,545	40.0%	
	>99 CARS	8,917	19.2%	
		46,331	100.0%	
CHURCHILL				
	<25 CARS		0.0%	
	25-49 CARS	2,094	100.0%	
	50-99 CARS		0.0%	
	>99 CARS		0.0%	
		2,094	100.0%	
THUNDER BAY				
	<25 CARS	33,979	16.6%	
	25-49 CARS	54,071	26.4%	
	50-99 CARS	107,510	52.5%	
	>99 CARS	9,030	4.4%	
		204,590	100.0%	
ALL PORTS				
	<25 CARS	81,676	14.1%	
	25-49 CARS	194,293	33.6%	
	50-99 CARS	274,955	47.6%	
	>99 CARS	26,913	4.7%	
		577,837	100.0%	

NOTES:

Source: Canadian Wheat Board

(1) Car blocks determined by 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.
(3) Malting barley not included.

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

DESTINATION	CAR BLOCK	2000-2001 Tonnes Shipped	2000-2001 % of Total	NOTES
VANCOUVER				
	<25 CARS	91,024	32.4%	
	25-49 CARS	85,650	30.5%	
	50-99 CARS	87,962	31.3%	
	>99 CARS	16,140	5.7%	
		280,776	100.0%	

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	2000-2001 Number of Cars	NOTES
VANCOUVER			
	UNDER GRADE	64	(2)
	OVER PROTEIN	2	(3)
		66	
PRINCE RUPERT			
	UNDER GRADE	4	(2)
	OVER PROTEIN	0	(3)
		4	
CHURCHILL			
	UNDER GRADE	0	(2)
	OVER PROTEIN	0	(3)
		0	
THUNDER BAY			
	UNDER GRADE	36	(2)
	OVER PROTEIN	0	(3)
		36	
ALL PORTS			
	UNDER GRADE	104	(2)
	OVER PROTEIN	2	(3)
		106	

NOTES:

Source: Canadian Wheat Board

(1) Penalties are applied on a car lot basis.
(2) Cars unloading under the specified grade are each assessed a $200.00 penalty.
(3) Cars unloading with higher protein than specified are assessed a penalty equal to the differential in 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		DISTRIBUTION		NOTES
			HTP (tonnes)	Non-HTP (tonnes)	HTP %	Non-HTP %	
MANITOBA							(1)
	VANCOUVER						
		Wheat		3,688			
		Durum					
		Barley					
			0	3,688	0.0%	100.0%	
	PRINCE RUPERT						
		Wheat		9,441			
		Durum					
		Barley					
			0	9,441	0.0%	100.0%	
	CHURCHILL						
		Wheat					
		Durum					
		Barley					
			0	0	0.0%	0.0%	
	THUNDER BAY						
		Wheat		14,292			
		Durum	5,108				
		Barley					
			5,108	14,292	26.3%	73.7%	
SASKATCHEWAN							
	VANCOUVER						
		Wheat	209,919	1,256			
		Durum	88,806				
		Barley	1,318				
			300,043	1,256	99.6%	0.4%	
	PRINCE RUPERT						
		Wheat	33,957				
		Durum					
		Barley					
			33,957	0	100.0%	0.0%	
	CHURCHILL						
		Wheat		2,094			
		Durum					
		Barley					
			0	2,094	0.0%	100.0%	
	THUNDER BAY						
		Wheat	58,089	2,493			
		Durum	124,787				
		Barley					
			182,877	2,493	98.7%	1.3%	
ALBERTA							
	VANCOUVER						
		Wheat		19,492			
		Durum					
		Barley		974			
			0	20,466	0.0%	100.0%	
	PRINCE RUPERT						
		Wheat		2,123			
		Durum					
		Barley					
			0	2,123	0.0%	100.0%	
	CHURCHILL						
		Wheat					
		Durum					
		Barley					
			0	0	0.0%	0.0%	
	THUNDER BAY						
		Wheat					
		Durum					
		Barley					
			0	0	0.0%	0.0%	

Distribution of Tendered Origins by Province and Elevator Classification

PROVINCE	DESTINATION	COMMODITY	2000-2001 HTP (tonnes)	2000-2001 Non-HTP (tonnes)	DISTRIBUTION HTP %	DISTRIBUTION Non-HTP %	NOTES
WESTERN CANADA							(1)
	VANCOUVER						
		Wheat	209,919	24,436			
		Durum	88,806	0			
		Barley	1,318	974			
			300,043	25,410	92.2%	7.8%	
	PRINCE RUPERT						
		Wheat	33,957	11,564			
		Durum	0	0			
		Barley	0	0			
			33,957	11,564	74.6%	25.4%	
	CHURCHILL						
		Wheat	0	2,094			
		Durum	0	0			
		Barley	0	0			
			0	2,094	0.0%	100.0%	
	THUNDER BAY						
		Wheat	58,089	16,784			
		Durum	129,896	0			
		Barley	0	0			
			187,985	16,784	91.8%	8.2%	
PROVINCIAL TOTALS							
	MANITOBA		5,108	27,421	15.7%	84.3%	
	SASKATCHEWAN		516,876	5,842	98.9%	1.1%	
	ALBERTA		0	22,589	0.0%	100.0%	
			521,985	55,852	90.3%	9.7%	

NOTES:

Source: Canadian Wheat Board

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

Distribution of Tendered Malting Barley Origins by Province and Elevator Classification

DESTINATION	PROVINCE	2000-2001 HTP (tonnes)	2000-2001 Non-HTP (tonnes)	DISTRIBUTION HTP %	DISTRIBUTION Non-HTP %	NOTES
VANCOUVER						(1)
	MANITOBA	0	0			
	SASKATCHEWAN	151,099	42,807	77.9%	22.1%	
	ALBERTA	50,281	36,589	57.9%	42.1%	
		201,380	79,396	71.7%	28.3%	

NOTES:

Source: Canadian Wheat Board

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

Distribution of Tendered Tonnage by Month (1)

MONTH	2000-2001 Volume (tonnes)	% of Total	NOTES
TONNAGE CALLED			
AUGUST	259,160	5.3%	
SEPTEMBER	288,200	5.9%	
OCTOBER	378,400	7.7%	
NOVEMBER	629,200	12.9%	
DECEMBER	312,400	6.4%	
JANUARY	554,400	11.3%	
FEBRUARY	283,800	5.8%	
MARCH	404,800	8.3%	
APRIL	488,400	10.0%	
MAY	534,600	10.9%	
JUNE	503,800	10.3%	
JULY	250,800	5.1%	
	4,887,960	100.0%	
TONNAGE MOVED			(2)
AUGUST	0	0.0%	
SEPTEMBER	6,802	1.2%	
OCTOBER	34,444	6.0%	
NOVEMBER	59,454	10.3%	
DECEMBER	64,308	11.1%	
JANUARY	34,116	5.9%	
FEBRUARY	40,925	7.1%	
MARCH	76,755	13.3%	
APRIL	61,423	10.6%	
MAY	52,896	9.2%	
JUNE	79,103	13.7%	
JULY	67,611	11.7%	
	577,837	100.0%	

NOTES:

Source: Canadian Wheat Board

(1) Malting barley not included.
(2) Determined by month during which cars unloaded.

Distribution of Tendered Malting Barley Tonnage by Month (1)

MONTH	2000-2001 Volume (tonnes)	% of Total	NOTES
TONNAGE MOVED			(2)
AUGUST	0	0.0%	
SEPTEMBER	0	0.0%	
OCTOBER	160	0.1%	
NOVEMBER	1,746	0.6%	
DECEMBER	9,916	3.5%	
JANUARY	7,043	2.5%	
FEBRUARY	55,396	19.7%	
MARCH	48,786	17.4%	
APRIL	124,164	44.2%	
MAY	22,190	7.9%	
JUNE	0	0.0%	
JULY	11,376	4.1%	
	280,776	100.0%	

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.

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

PROVINCE	TRUCKING DISTANCE (miles)	1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
WESTERN CANADA		AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	10	4.37	4.37	4.37	4.37	4.37	4.37	4.49	4.49	4.49	(1)(2)
	20	4.85	4.85	4.85	4.85	4.85	4.85	4.98	4.98	4.98	(1)(2)
	30	5.38	5.38	5.38	5.38	5.38	5.38	5.52	5.52	5.52	(1)(2)
	40	5.94	5.94	5.94	5.94	5.94	5.94	6.10	6.10	6.10	(1)(2)
	50	6.55	6.55	6.55	6.55	6.55	6.55	6.72	6.72	6.72	(1)(2)
	60	7.19	7.19	7.19	7.19	7.19	7.19	7.37	7.37	7.37	(1)(2)
	70	7.88	7.88	7.88	7.88	7.88	7.88	8.07	8.07	8.07	(1)(2)
	80	8.60	8.60	8.60	8.60	8.60	8.60	8.81	8.81	8.81	(1)(2)
	90	9.37	9.37	9.37	9.37	9.37	9.37	9.58	9.58	9.58	(1)(2)
	100	10.17	10.17	10.17	10.17	10.17	10.17	10.40	10.40	10.40	(1)(2)
	General Pricing Index	100.0	100.0	100.0	100.0	100.0	100.0	102.5	102.5	102.5	(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 Cooperative Ltd., 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 exactly mirror those for Manitoba, Saskatchewan, Alberta and British Columbia.

Total Tonnage Throughput (Shipments from Primary Elevators) for Major Grains (thousands of tonnes) (1)

PROVINCE	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
MANITOBA													
	Wheat	677.0	496.8	802.5	807.7	2,784.0	742.1	686.2	800.5	1,197.0	3,425.8	23.1%	
	Durum	24.4	3.1	4.9	15.5	47.9	8.1	5.3	31.6	42.7	87.7	83.1%	
	Barley	65.3	82.5	73.7	114.1	335.6	114.2	145.8	98.0	73.7	431.7	28.6%	
	Canola	313.2	322.5	235.5	270.1	1,141.3	344.9	350.8	400.2	199.1	1,295.0	13.5%	
	Oats	330.4	106.3	90.1	45.4	572.2	372.8	113.1	89.4	47.0	622.3	8.8%	
	Rye	14.2	18.7	15.3	7.9	56.1	13.0	18.0	11.4	6.6	49.0	-12.7%	
	Flaxseed	27.9	44.7	51.7	44.3	168.6	35.0	69.8	27.0	33.3	165.1	-2.1%	
		1,452.4	1,074.6	1,273.7	1,305.0	5,105.7	1,630.1	1,389.0	1,458.1	1,599.4	6,076.6	19.0%	
SASKATCHEWAN													
	Wheat	1,372.8	2,207.4	2,229.4	2,170.9	7,980.5	2,098.1	1,863.9	1,769.7	1,749.7	7,481.4	-6.3%	
	Durum	702.1	426.5	682.7	1,066.2	2,877.5	604.3	878.0	546.5	1,166.4	3,195.2	11.0%	
	Barley	490.6	666.9	648.7	629.2	2,435.4	551.7	837.5	765.8	783.7	2,938.7	20.7%	
	Canola	750.8	778.7	520.9	473.9	2,524.3	920.4	816.3	863.2	368.4	2,968.3	17.6%	
	Oats	196.0	143.5	212.9	163.3	715.7	243.7	269.7	189.2	115.2	817.8	14.3%	
	Rye	12.0	15.7	9.4	6.7	43.8	5.6	16.6	10.2	4.8	37.2	-15.1%	
	Flaxseed	55.5	103.1	126.9	102.7	388.2	97.1	148.2	66.1	93.7	405.1	4.4%	
		3,579.8	4,341.8	4,430.9	4,612.9	16,965.4	4,520.9	4,830.2	4,210.7	4,281.9	17,843.7	5.2%	
ALBERTA													
	Wheat	1,033.7	1,531.1	1,569.9	1,557.5	5,692.2	953.3	1,217.8	1,121.1	1,290.8	4,583.0	-19.5%	
	Durum	159.9	128.0	164.2	293.6	745.7	111.3	158.9	137.6	127.0	534.8	-28.3%	
	Barley	368.4	489.4	569.3	462.5	1,889.6	445.8	546.6	528.0	480.3	2,000.7	5.9%	
	Canola	530.9	566.5	328.0	379.7	1,805.1	502.2	477.1	624.7	318.9	1,922.9	6.5%	
	Oats	19.2	14.0	20.2	21.0	74.4	16.7	14.9	18.3	19.5	69.4	-6.7%	
	Rye	12.1	6.8	4.9	5.3	29.1	2.8	6.0	10.2	5.3	24.3	-16.5%	
	Flaxseed	2.6	5.7	3.2	5.5	17.0	1.8	5.9	1.4	5.6	14.7	-13.5%	
		2,126.8	2,741.5	2,659.7	2,725.1	10,253.1	2,033.9	2,427.2	2,441.3	2,247.4	9,149.8	-10.8%	
BRITISH COLUMBIA													
	Wheat	15.6	17.5	32.1	18.0	83.2	19.0	40.6	34.0	29.1	122.7	47.5%	
	Durum	-	-	-	-	-	-	-	-	-	-	n/a	
	Barley	9.7	5.6	6.8	6.5	28.6	4.8	12.7	6.6	5.5	29.6	3.5%	
	Canola	15.6	22.1	1.7	6.5	45.9	4.6	20.4	20.4	3.7	49.1	7.0%	
	Oats	2.7	2.8	3.3	3.1	11.9	2.0	2.1	4.3	1.5	9.9	-16.8%	
	Rye	-	-	-	-	-	-	0.4	0.1	-	0.5	n/a	
	Flaxseed	-	0.1	-	-	0.1	-	-	-	-	-	n/a	
		43.6	48.1	43.9	34.1	169.7	30.4	76.2	65.4	39.8	211.8	24.8%	
WESTERN CANADA													
	Wheat	3,099.1	4,252.8	4,633.9	4,554.1	16,539.9	3,812.5	3,808.5	3,725.3	4,266.6	15,612.9	-5.6%	
	Durum	886.4	557.6	851.8	1,375.3	3,671.1	723.7	1,042.2	715.7	1,336.1	3,817.7	4.0%	
	Barley	934.0	1,244.4	1,298.5	1,212.3	4,689.2	1,116.5	1,542.6	1,398.4	1,343.2	5,400.7	15.2%	
	Canola	1,610.5	1,689.8	1,086.1	1,130.2	5,516.6	1,772.1	1,664.6	1,908.5	890.1	6,235.3	13.0%	
	Oats	548.3	266.6	326.5	232.8	1,374.2	635.2	399.8	301.2	183.2	1,519.4	10.6%	
	Rye	38.3	41.2	29.6	19.9	129.0	21.4	41.0	31.9	16.7	111.0	-14.0%	
	Flaxseed	86.0	153.6	181.8	152.5	573.9	133.9	223.9	94.5	132.6	584.9	1.9%	
		7,202.6	8,206.0	8,408.2	8,677.1	32,493.9	8,215.3	8,722.6	8,175.5	8,168.5	33,281.9	2.4%	

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly - Weeks 13, 26, 39 & 52, 99/00 & 00/01 crop years*

(1) Includes rail and truck shipments

Annual Average Elevator Turns (Capacity Turnover Ratio) (1)

PROVINCE	CROP YEAR		% VARIANCE	NOTES
	1999/00	2000/01	99/00	
MANITOBA	4.2	4.6	9.7%	
SASKATCHEWAN	4.7	5.2	10.5%	
ALBERTA	5.5	5.0	-9.9%	
BRITISH COLUMBIA	4.3	5.6	30.8%	
WESTERN CANADA	4.8	5.0	3.8%	

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly - Weeks 13, 26, 39 & 52, 99/00 & 00/01 crop years; Grain Elevators in Canada, Aug. 1, 1999 & Aug. 1, 2000*

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

Average Days in Store (1)

PROVINCE	COMMODITY	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE 99/00	NOTES
MANITOBA					
	Wheat	59.1	54.2	-8.2%	
	Durum	174.4	85.4	-51.0%	
	Barley	38.7	34.7	-10.2%	
	Canola	24.2	17.8	-26.6%	
	Oats	24.4	18.6	-24.0%	
	Rye	93.1	74.3	-20.2%	
	Flaxseed	37.5	33.1	-11.8%	
		46.8	41.5	-11.4%	
SASKATCHEWAN					
	Wheat	48.5	42.9	-11.5%	
	Durum	60.1	62.1	3.3%	
	Barley	30.8	23.2	-24.8%	
	Canola	19.5	21.7	11.4%	
	Oats	30.2	24.3	-19.8%	
	Rye	63.3	84.7	33.7%	
	Flaxseed	49.3	42.0	-14.8%	
		42.9	38.8	-9.6%	
ALBERTA					
	Wheat	40.7	39.6	-2.6%	
	Durum	70.8	97.8	38.2%	
	Barley	28.5	21.9	-23.0%	
	Canola	17.3	22.9	31.9%	
	Oats	51.4	20.9	-59.4%	
	Rye	36.8	30.0	-18.6%	
	Flaxseed	33.7	36.5	8.2%	
		36.6	35.5	-3.0%	
BRITISH COLUMBIA					
	Wheat	97.5	37.2	-61.8%	
	Durum	0.0	0.0	n/a	
	Barley	38.5	22.5	-41.6%	
	Canola	53.8	31.0	-42.4%	
	Oats	28.0	19.3	-31.2%	
	Rye	0.0	1.4	n/a	
	Flaxseed	416.2	0.0	-100.0%	
		71.1	32.8	-53.8%	
WESTERN CANADA					
	Wheat	47.8	44.4	-7.2%	
	Durum	63.8	67.7	6.1%	
	Barley	30.5	23.6	-22.5%	
	Canola	20.0	21.3	6.3%	
	Oats	28.9	21.7	-24.9%	
	Rye	70.4	67.8	-3.7%	
	Flaxseed	45.5	39.4	-13.4%	
		41.7	38.3	-8.0%	

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*

(1) Average days in store as determined from average inventory turnover ratio (total shipments divided by weekly stock level) divided by 366 days for 99/00 & 365 days for 00/01 crop years.

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

COMMODITY	CROP YEAR		% VARIANCE	NOTES
WESTERN CANADA	**1999/00**	**2000/01**	**99/00**	
WHEAT	7.4	6.4	-13.5%	
DURUM	12.7	12.4	-2.4%	
BARLEY	4.7	3.5	-25.5%	
CANOLA	3.0	3.1	3.3%	
OATS	5.0	3.6	-28.0%	
RYE	11.1	18.1	63.1%	
FLAXSEED	9.2	14.2	54.3%	
ALL GRAINS	6.2	5.4	-12.9%	

NOTES:

Source: Canadian Grain Commission, Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years

(1) As determined by dividing weekly primary elevator stock levels by shipments, aggregated to determine an annual average.

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)

PROVINCE	COMMODITY	CROP YEAR 1999/00 $/tonne	CROP YEAR 2000/01 $/tonne	% VARIANCE	NOTES
MANITOBA					
	Wheat (incl.Durum)	10.62	10.59	-0.3%	
	Barley	12.84	12.66	-1.4%	
	Designated Barley	13.14	13.13	-0.1%	**(4)**
	Canola	13.00	12.74	-2.0%	
	Oats	14.02	13.90	-0.9%	
	Peas	12.97	12.92	-0.4%	
	Rye	10.57	10.61	0.4%	
	Flaxseed	12.80	12.55	-2.0%	
SASKATCHEWAN					
	Wheat (incl.Durum)	9.41	9.61	2.1%	
	Barley	10.66	10.85	1.8%	
	Designated Barley	11.39	11.81	3.7%	**(4)**
	Canola	12.34	12.55	1.7%	
	Oats	12.35	12.70	2.8%	
	Peas	13.30	13.42	0.9%	
	Rye	10.29	10.47	1.7%	
	Flaxseed	12.03	12.21	1.5%	
ALBERTA & BRITISH COLUMBIA					
	Wheat (incl.Durum)	9.99	10.05	0.6%	
	Barley	11.03	11.02	-0.1%	
	Designated Barley	11.54	11.87	2.9%	**(4)**
	Canola	13.53	13.56	0.2%	
	Oats	12.68	12.71	0.2%	
	Peas	14.33	14.38	0.3%	
	Rye	9.96	10.16	2.0%	
	Flaxseed	13.09	13.12	0.2%	

NOTES:

Source: Canadian Grain Commission, *Summary - Licensed Primary Elevator Tariffs, Aug. 1, 1999 & Aug. 1, 2000*

(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 and 20 companies for 2000/2001.
(4) Eight companies posted separate maximum tariffs for designated barley for 1999/2000.
Eleven companies posted separate maximum tariffs for designated barley for 2000/2001.

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)

PROVINCE	COMMODITY	CROP YEAR 1999/00 $/tonne	CROP YEAR 2000/01 $/tonne	% VARIANCE	NOTES
MANITOBA					
	Wheat (incl.Durum)	3.50	3.52	0.6%	
	Barley	4.29	4.95	15.4%	
	Canola	5.43	5.46	0.6%	
	Oats	5.32	5.36	0.8%	
	Peas	4.59	4.62	0.7%	
	Rye	3.55	3.60	1.4%	
	Flaxseed	5.47	6.09	11.3%	
SASKATCHEWAN					
	Wheat (incl.Durum)	3.62	3.63	0.3%	
	Barley	4.36	4.71	8.0%	
	Canola	5.46	5.45	-0.2%	
	Oats	5.25	5.42	3.2%	
	Peas	4.58	4.61	0.7%	
	Rye	3.68	3.73	1.4%	
	Flaxseed	5.50	5.91	7.5%	
ALBERTA & BRITISH COLUMBIA					
	Wheat (incl.Durum)	3.47	3.49	0.6%	
	Barley	4.31	4.85	12.5%	
	Canola	5.47	5.56	1.6%	
	Oats	5.09	5.33	4.7%	
	Peas	4.63	4.72	1.9%	
	Rye	3.62	3.68	1.7%	
	Flaxseed	6.02	6.69	11.1%	

NOTES:

Source: Canadian Grain Commission, *Summary - Licensed Primary Elevator Tariffs, Aug. 1, 1999 & Aug. 1, 2000*

(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 and 20 companies for 2000/2001.
(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)

PROVINCE	COMMODITY	CROP YEAR 1999/00 $/tonne	CROP YEAR 2000/01 $/tonne	% VARIANCE	NOTES
MANITOBA					
	Wheat (incl.Durum)	0.0510	0.0526	3.1%	
	Barley	0.0625	0.0646	3.4%	
	Canola	0.0576	0.0614	6.6%	
	Oats	0.0764	0.0817	6.9%	
	Peas	0.0479	0.0510	6.5%	
	Rye	0.0493	0.0524	6.3%	
	Flaxseed	0.0561	0.0593	5.7%	
SASKATCHEWAN					
	Wheat (incl.Durum)	0.0514	0.0529	2.9%	
	Barley	0.0610	0.0627	2.8%	
	Canola	0.0571	0.0592	3.7%	
	Oats	0.0745	0.0772	3.6%	
	Peas	0.0490	0.0508	3.7%	
	Rye	0.0493	0.0510	3.4%	
	Flaxseed	0.0548	0.0570	4.0%	
ALBERTA & BRITISH COLUMBIA					
	Wheat (incl.Durum)	0.0535	0.0550	2.8%	
	Barley	0.0649	0.0670	3.2%	
	Canola	0.0617	0.0649	5.2%	
	Oats	0.0817	0.0855	4.7%	
	Peas	0.0502	0.0529	5.4%	
	Rye	0.0518	0.0547	5.6%	
	Flaxseed	0.0599	0.0626	4.5%	

NOTES:

Source: Canadian Grain Commission, *Summary - Licensed Primary Elevator Tariffs, Aug. 1, 1999 & Aug. 1, 2000*

(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 and 19 companies for 2000/2001.

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

DESTINATION	ORIGIN	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
VANCOUVER													
	Manitoba	119.3	153.7	83.9	44.4	401.3	264.9	248.4	244.0	330.9	1,088.2	171.2%	(2)
	Saskatchewan	1,533.5	1,693.9	1,660.9	1,831.9	6,720.1	1,999.3	1,847.3	1,892.1	1,468.2	7,206.9	7.2%	(2)
	Alberta	1,601.7	2,055.7	1,799.7	2,170.9	7,628.0	1,722.5	1,630.9	1,450.3	1,624.4	6,428.0	-15.7%	(2)
	British Columbia	9.9	9.2	7.6	14.1	40.9	17.9	12.6	15.4	8.9	54.8	34.1%	(2)
	Western Canada	3,264.4	3,912.4	3,552.1	4,061.3	14,790.2	4,004.6	3,739.2	3,601.8	3,432.4	14,778.0	-0.1%	(2)
PRINCE RUPERT													
	Manitoba	-	17.0	36.7	-	53.7	16.2	33.4	159.4	29.2	238.1	343.6%	(2)
	Saskatchewan	152.2	775.9	639.7	52.8	1,620.6	55.8	268.6	398.7	76.2	799.2	-50.7%	(2)
	Alberta	252.4	700.4	586.8	67.1	1,606.8	24.9	539.2	562.5	161.5	1,288.1	-19.8%	(2)
	British Columbia	6.9	13.0	16.3	2.8	39.1	-	8.0	7.0	0.4	15.4	-60.5%	(2)
	Western Canada	411.5	1,506.4	1,279.5	122.7	3,320.1	96.9	849.2	1,127.6	267.2	2,340.8	-29.5%	(2)
CHURCHILL													
	Manitoba	18.4	-	0.2	24.1	42.7	27.3	-	-	27.4	54.7	28.2%	(2)
	Saskatchewan	308.3	0.0	4.7	101.0	414.0	550.6	0.3	-	79.0	630.0	52.2%	(2)
	Alberta	9.3	-	-	0.8	10.1	1.7	0.1	-	8.9	10.7	5.9%	(2)
	British Columbia	0.9	-	-	-	0.9	-	-	-	-	-	-100.0%	(2)
	Western Canada	336.9	0.0	4.9	125.9	467.6	579.7	0.4	-	115.3	695.4	48.7%	(2)
THUNDER BAY													
	Manitoba	700.7	389.3	447.9	648.7	2,186.6	717.5	453.2	371.7	750.4	2,292.8	4.9%	(2)
	Saskatchewan	1,226.5	919.8	844.9	1,703.5	4,694.6	1,369.6	1,173.3	545.1	1,709.8	4,797.8	2.2%	(2)
	Alberta	22.7	32.9	36.9	106.2	198.7	32.4	62.1	73.0	83.4	250.8	26.3%	(2)
	British Columbia	-	0.1	-	-	0.1	-	-	-	-	-	-100.0%	(2)
	Western Canada	1,949.9	1,342.0	1,329.7	2,458.4	7,080.0	2,119.5	1,688.6	989.7	2,543.7	7,341.5	3.7%	(2)
ALL WESTERN CANADIAN PORTS													
	Manitoba	838.4	560.0	568.7	717.2	2,684.3	1,025.8	735.0	775.1	1,137.9	3,673.9	36.9%	(2)
	Saskatchewan	3,220.6	3,389.6	3,150.2	3,689.1	13,449.3	3,975.3	3,289.5	2,835.8	3,333.3	13,433.9	-0.1%	(2)
	Alberta	1,886.1	2,789.0	2,423.4	2,345.0	9,443.5	1,781.6	2,232.2	2,085.8	1,878.1	7,977.7	-15.5%	(2)
	British Columbia	17.7	22.3	23.9	16.9	80.9	17.9	20.6	22.5	9.3	70.2	-13.2%	(2)
	Western Canada	5,962.7	6,760.8	6,166.2	6,768.2	25,658.0	6,800.6	6,277.3	5,719.1	6,358.6	25,155.6	-2.0%	(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 or the United States of America.

(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 Railway Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) - Summarized by Destination Port and Primary Commodities (1)

DESTINATION	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
VANCOUVER													
	Wheat	1,074.0	1,613.3	1,889.5	2,451.8	7,028.6	1,850.1	1,214.7	1,144.0	1,974.3	6,183.1	-12.0%	(2)
	Durum	293.9	191.1	176.1	226.6	887.6	121.8	140.0	151.5	116.5	529.7	-40.3%	(2)
	Barley	160.8	157.6	383.5	262.6	964.5	247.7	435.4	360.6	216.6	1,260.3	30.7%	(2)
	Canola	1,143.3	1,353.0	577.1	545.6	3,619.0	1,194.8	1,063.6	1,310.3	594.7	4,163.3	15.0%	(2)
	Oats	15.7	7.7	15.6	14.4	53.5	18.5	13.5	5.3	7.2	44.5	-16.8%	(2)
	Peas	235.0	283.3	219.2	271.6	1,009.1	312.7	548.1	343.5	258.7	1,463.0	45.0%	(2)
	Rye	1.1	-	0.7	-	1.9	-	10.6	2.2	-	12.8	583.3%	(2)
	Flaxseed	20.9	26.5	18.9	11.3	77.5	13.0	34.8	15.1	16.8	79.7	2.8%	(2)
	Other	319.7	279.9	271.5	277.5	1,148.6	246.1	278.4	269.5	247.6	1,041.6	-9.3%	(2)
	All Grains	3,264.4	3,912.4	3,552.1	4,061.3	14,790.2	4,004.6	3,739.2	3,601.8	3,432.4	14,778.0	-0.1%	(2)
PRINCE RUPERT													
	Wheat	374.0	1,455.4	1,266.6	93.6	3,189.6	8.8	837.5	1,037.7	258.7	2,142.7	-32.8%	(2)
	Durum	-	3.6	-	-	3.6	-	0.4	-	-	0.4	-90.1%	(2)
	Barley	33.4	46.3	12.8	10.9	103.4	-	-	-	-	-	-100.0%	(2)
	Canola	4.0	-	-	-	4.0	78.1	8.1	74.1	0.7	161.0	3911.4%	(2)
	Oats	-	1.1	-	-	1.1	-	-	-	-	-	-100.0%	(2)
	Peas	-	-	-	-	-	-	-	14.6	7.9	22.5	n/a	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Other	0.2	-	0.2	18.2	18.5	9.9	3.2	1.1	-	14.2	-23.2%	(2)
	All Grains	411.5	1,506.4	1,279.5	122.7	3,320.1	96.9	849.2	1,127.6	267.2	2,340.8	-29.5%	(2)
CHURCHILL													
	Wheat	189.9	0.0	1.6	87.6	279.1	413.7	-	-	114.8	528.5	89.4%	(2)
	Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	-92.3%	(2)
	Barley	-	-	-	-	-	0.2	-	-	-	0.2	n/a	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Peas	48.6	-	3.3	23.6	75.4	138.5	0.4	-	0.5	139.4	84.9%	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
	Flaxseed	-	-	-	-	-	18.7	-	-	-	18.7	n/a	(2)
	Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	-93.8%	(2)
	All Grains	336.9	0.0	4.9	125.9	467.6	579.7	0.4	-	115.3	695.4	48.7%	(2)
THUNDER BAY													
	Wheat	918.6	644.8	554.1	1,002.5	3,119.9	885.9	582.0	404.5	1,080.6	2,952.9	-5.4%	(2)
	Durum	390.8	141.5	309.0	968.2	1,809.5	439.1	495.9	205.2	1,074.1	2,214.4	22.4%	(2)
	Barley	92.0	148.1	28.1	60.4	328.7	54.8	55.4	45.3	82.6	238.1	-27.6%	(2)
	Canola	180.3	88.1	85.8	128.9	483.1	153.9	108.6	103.1	91.9	457.5	-5.3%	(2)
	Oats	59.3	46.7	45.6	50.1	201.8	81.1	59.5	45.6	34.7	221.0	9.5%	(2)
	Peas	189.3	89.1	129.5	85.8	493.7	306.7	143.6	84.1	18.6	553.0	12.0%	(2)
	Rye	-	0.2	0.5	0.1	0.7	-	0.1	-	-	0.1	-89.0%	(2)
	Flaxseed	56.3	101.1	128.1	101.6	387.0	98.7	189.1	68.9	118.4	475.1	22.8%	(2)
	Other	63.3	82.5	48.9	60.9	255.6	99.2	54.5	33.0	42.9	229.5	-10.2%	(2)
	All Grains	1,949.9	1,342.0	1,329.7	2,458.4	7,080.0	2,119.5	1,688.6	989.7	2,543.7	7,341.5	3.7%	(2)

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

DESTINATION	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
WESTERN CANADA		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Wheat	2,556.5	3,713.5	3,711.8	3,635.5	13,617.2	3,158.5	2,634.2	2,586.2	3,428.3	11,807.3	-13.3%	(2)
	Durum	774.6	336.2	485.0	1,209.4	2,805.3	569.0	636.2	356.6	1,190.6	2,752.4	-1.9%	(2)
	Barley	286.2	352.0	424.4	334.0	1,396.6	302.7	490.7	406.0	299.1	1,498.6	7.3%	(2)
	Canola	1,327.6	1,441.1	662.9	674.4	4,106.1	1,426.8	1,180.3	1,487.5	687.3	4,781.8	16.5%	(2)
	Oats	75.1	55.5	61.2	64.5	256.3	99.6	73.0	50.9	41.9	265.5	3.6%	(2)
	Peas	472.8	372.4	352.0	381.0	1,578.2	757.9	692.2	442.2	285.7	2,178.0	38.0%	(2)
	Rye	1.1	0.2	1.2	0.1	2.6	-	10.7	2.2	-	12.8	394.3%	(2)
	Flaxseed	77.2	127.6	147.0	112.8	464.5	130.4	223.9	84.0	135.2	573.5	23.4%	(2)
	Other	391.7	362.4	320.6	356.5	1,431.3	355.7	336.1	303.6	290.5	1,285.8	-10.2%	(2)
	All Grains	5,962.7	6,760.8	6,166.2	6,768.2	25,658.0	6,800.6	6,277.3	5,719.1	6,358.6	25,155.6	-2.0%	(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 or the United States of America.

(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	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
VANCOUVER			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Manitoba	Wheat	28.8	3.9	35.0	5.8	73.5	130.9	112.1	72.2	288.8	604.0	721.4%	(2)
		Durum	-	-	-	-	-	-	2.4	-	5.3	7.7	n/a	(2)
		Barley	0.4	0.3	2.4	3.9	7.1	1.5	4.9	0.1	1.9	8.4	19.1%	(2)
		Canola	74.4	133.2	37.2	18.3	263.0	126.0	110.0	163.4	19.6	419.0	59.3%	(2)
		Oats	-	-	-	-	-	-	0.7	-	0.1	0.9	n/a	(2)
		Peas	0.3	0.2	0.1	2.1	2.7	-	0.8	1.7	2.9	5.4	101.3%	(2)
		Rye	-	-	-	-	-	-	4.9	0.1	-	5.0	n/a	(2)
		Flaxseed	-	0.1	0.1	-	0.2	-	-	-	0.1	0.1	-50.6%	(2)
		Other	15.5	15.9	9.1	14.3	54.8	6.4	12.7	6.5	12.3	37.9	-30.9%	(2)
		All Grains	119.3	153.7	83.9	44.4	401.3	264.9	248.4	244.0	330.9	1,088.2	171.2%	(2)
	Saskatchewan	Wheat	432.6	660.4	845.1	1,034.2	2,972.3	816.1	493.4	512.3	639.9	2,461.7	-17.2%	(2)
		Durum	133.2	86.4	49.2	34.9	303.7	50.7	88.2	98.9	44.5	282.2	-7.1%	(2)
		Barley	54.2	60.5	196.0	148.3	458.9	129.8	213.9	238.9	177.5	760.0	65.6%	(2)
		Canola	539.8	549.1	228.4	234.0	1,551.3	610.7	508.0	605.7	266.9	1,991.3	28.4%	(2)
		Oats	7.9	6.6	8.4	7.2	30.1	14.4	7.4	2.4	1.4	25.7	-14.7%	(2)
		Peas	167.0	148.2	157.7	199.7	672.7	237.0	364.4	268.3	204.2	1,073.8	59.6%	(2)
		Rye	1.1	-	0.7	-	1.9	-	4.5	1.9	-	6.4	244.0%	(2)
		Flaxseed	19.2	21.6	14.5	5.9	61.2	10.7	28.8	13.8	13.0	66.3	8.4%	(2)
		Other	178.4	161.1	160.9	167.8	668.2	130.0	138.7	149.9	120.9	539.4	-19.3%	(2)
		All Grains	1,533.5	1,693.9	1,660.9	1,831.9	6,720.1	1,999.3	1,847.3	1,892.1	1,468.2	7,206.9	7.2%	(2)
	Alberta	Wheat	606.0	948.8	1,006.2	1,403.2	3,964.2	890.4	608.6	559.3	1,043.6	3,101.9	-21.8%	(2)
		Durum	160.3	103.8	126.5	190.3	580.8	71.1	45.5	51.0	64.8	232.4	-60.0%	(2)
		Barley	106.2	96.8	185.1	110.4	498.5	116.5	216.6	121.7	37.2	491.9	-1.3%	(2)
		Canola	526.3	662.8	307.5	289.2	1,785.8	453.2	439.4	529.3	304.4	1,726.3	-3.3%	(2)
		Oats	7.8	1.0	7.2	7.2	23.2	4.1	5.4	2.9	5.6	18.0	-22.7%	(2)
		Peas	67.7	134.7	61.4	69.7	333.6	75.3	181.6	72.8	51.2	381.0	14.2%	(2)
		Rye	-	-	-	-	-	-	0.8	0.2	-	0.9	n/a	(2)
		Flaxseed	1.7	4.8	4.3	5.4	16.2	2.2	6.0	1.2	3.8	13.3	-18.1%	(2)
		Other	125.8	102.9	101.5	95.4	425.6	109.7	127.1	111.8	113.7	462.3	8.6%	(2)
		All Grains	1,601.7	2,055.7	1,799.7	2,170.9	7,628.0	1,722.5	1,630.9	1,450.3	1,624.4	6,428.0	-15.7%	(2)
	British Columbia	Wheat	6.6	0.2	3.2	8.6	18.5	12.6	0.6	0.1	2.0	15.4	-17.1%	(2)
		Durum	0.4	0.9	0.4	1.4	3.1	-	3.9	1.5	1.9	7.4	139.1%	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Canola	2.9	7.9	4.0	4.1	18.9	4.9	6.2	11.9	3.8	26.7	41.2%	(2)
		Oats	-	0.1	-	-	0.1	-	-	-	-	-	-100.0%	(2)
		Peas	-	0.2	-	-	0.2	0.4	1.4	0.7	0.4	2.9	1561.9%	(2)
		Rye	-	-	-	-	-	-	0.4	-	-	0.4	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	1.3	0.7	1.9	n/a	(2)
		All Grains	9.9	9.2	7.6	14.1	40.9	17.9	12.6	15.4	8.9	54.8	34.1%	(2)
	Western Canada	Wheat	1,074.0	1,613.3	1,889.5	2,451.8	7,028.6	1,850.1	1,214.7	1,144.0	1,974.3	6,183.1	-12.0%	(2)
		Durum	293.9	191.1	176.1	226.6	887.6	121.8	140.0	151.5	116.5	529.7	-40.3%	(2)
		Barley	160.8	157.6	383.5	262.6	964.5	247.7	435.4	360.6	216.6	1,260.3	30.7%	(2)
		Canola	1,143.3	1,353.0	577.1	545.6	3,619.0	1,194.8	1,063.6	1,310.3	594.7	4,163.3	15.0%	(2)
		Oats	15.7	7.7	15.6	14.4	53.5	18.5	13.5	5.3	7.2	44.5	-16.8%	(2)
		Peas	235.0	283.3	219.2	271.6	1,009.1	312.7	548.1	343.5	258.7	1,463.0	45.0%	(2)
		Rye	1.1	-	0.7	-	1.9	-	10.6	2.2	-	12.8	583.3%	(2)
		Flaxseed	20.9	26.5	18.9	11.3	77.5	13.0	34.8	15.1	16.8	79.7	2.8%	(2)
		Other	319.7	279.9	271.5	277.5	1,148.6	246.1	278.4	269.5	247.6	1,041.6	-9.3%	(2)
		All Grains	3,264.4	3,912.4	3,552.1	4,061.3	14,790.2	4,004.6	3,739.2	3,601.8	3,432.4	14,778.0	-0.1%	(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	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
PRINCE RUPERT														
	Manitoba	Wheat	-	17.0	36.7	-	53.7	4.4	32.7	159.3	29.2	225.6	320.3%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Canola	-	-	-	-	-	11.8	-	0.1	-	11.8	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	0.6	-	-	0.6	n/a	(2)
		All Grains	-	17.0	36.7	-	53.7	16.2	33.4	159.4	29.2	238.1	343.6%	(2)
	Saskatchewan	Wheat	140.1	760.1	635.1	39.6	1,575.0	4.4	260.4	356.1	68.5	689.5	-56.2%	(2)
		Durum	-	3.6	-	-	3.6	-	0.1	-	-	0.1	-97.4%	(2)
		Barley	8.1	12.2	4.6	1.8	26.7	-	-	-	-	-	-100.0%	(2)
		Canola	4.0	-	-	-	4.0	47.4	8.1	29.4	0.7	85.5	2030.4%	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	12.1	7.0	19.1	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	11.3	11.3	4.0	-	1.0	-	5.0	-55.5%	(2)
		All Grains	152.2	775.9	639.7	52.8	1,620.6	55.8	268.6	398.7	76.2	799.2	-50.7%	(2)
	Alberta	Wheat	228.0	667.3	578.7	51.2	1,525.3	-	536.4	515.3	160.6	1,212.2	-20.5%	(2)
		Durum	-	-	-	-	-	-	0.3	-	-	0.3	n/a	(2)
		Barley	24.2	33.1	8.0	9.0	74.3	-	-	-	-	-	-100.0%	(2)
		Canola	-	-	-	-	-	19.0	-	44.6	-	63.7	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	2.5	0.9	3.4	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	0.2	-	0.2	6.9	7.2	5.9	2.6	0.1	-	8.6	18.5%	(2)
		All Grains	252.4	700.4	586.8	67.1	1,606.8	24.9	539.2	562.5	161.5	1,288.1	-19.8%	(2)
	British Columbia	Wheat	5.9	11.0	16.1	2.8	35.7	-	8.0	7.0	0.4	15.4	-56.7%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	1.1	1.0	0.2	0.1	2.3	-	-	-	-	-	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	1.1	-	-	1.1	-	-	-	-	-	-100.0%	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	6.9	13.0	16.3	2.8	39.1	-	8.0	7.0	0.4	15.4	-60.5%	(2)
	Western Canada	Wheat	374.0	1,455.4	1,266.6	93.6	3,189.6	8.8	837.5	1,037.7	258.7	2,142.7	-32.8%	(2)
		Durum	-	3.6	-	-	3.6	-	0.4	-	-	0.4	-90.1%	(2)
		Barley	33.4	46.3	12.8	10.9	103.4	-	-	-	-	-	-100.0%	(2)
		Canola	4.0	-	-	-	4.0	78.1	8.1	74.1	0.7	161.0	3911.4%	(2)
		Oats	-	1.1	-	-	1.1	-	-	-	-	-	-100.0%	(2)
		Peas	-	-	-	-	-	-	-	14.6	7.9	22.5	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	0.2	-	0.2	18.2	18.5	9.9	3.2	1.1	-	14.2	-23.2%	(2)
		All Grains	411.5	1,506.4	1,279.5	122.7	3,320.1	96.9	849.2	1,127.6	267.2	2,340.8	-29.5%	(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	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
CHURCHILL			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Manitoba	Wheat	16.4	-	0.2	22.4	39.0	18.2	-	-	27.4	45.6	16.8%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	-	-	-	-	0.1	-	-	-	0.1	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	2.0	-	-	1.7	3.7	8.2	-	-	-	8.2	123.2%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	0.9	-	-	-	0.9	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	18.4	-	0.2	24.1	42.7	27.3	-	-	27.4	54.7	28.2%	(2)
	Saskatchewan	Wheat	165.0	0.0	1.4	65.2	231.6	395.6	-	-	78.5	474.1	104.7%	(2)
		Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	-92.3%	(2)
		Barley	-	-	-	-	-	0.1	-	-	-	0.1	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	44.9	-	3.3	21.1	69.3	128.6	0.3	-	0.5	129.4	86.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	17.8	-	-	-	17.8	n/a	(2)
		Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	-93.8%	(2)
		All Grains	308.3	0.0	4.7	101.0	414.0	550.6	0.3	-	79.0	630.0	52.2%	(2)
	Alberta	Wheat	7.6	-	-	-	7.6	-	-	-	8.9	8.9	16.6%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	1.7	-	-	0.8	2.5	1.7	0.1	-	-	1.8	-26.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	9.3	-	-	0.8	10.1	1.7	0.1	-	8.9	10.7	5.9%	(2)
	British Columbia	Wheat	0.9	-	-	-	0.9	-	-	-	-	-	-100.0%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	0.9	-	-	-	0.9	-	-	-	-	-	-100.0%	(2)
	Western Canada	Wheat	189.9	0.0	1.6	87.6	279.1	413.7	-	-	114.8	528.5	89.4%	(2)
		Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	-92.3%	(2)
		Barley	-	-	-	-	-	0.2	-	-	-	0.2	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	48.6	-	3.3	23.6	75.4	138.5	0.4	-	0.5	139.4	84.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	18.7	-	-	-	18.7	n/a	(2)
		Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	-93.8%	(2)
		All Grains	336.9	0.0	4.9	125.9	467.6	579.7	0.4	-	115.3	695.4	48.7%	(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	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
THUNDER BAY														
	Manitoba	Wheat	459.7	239.9	295.4	465.5	1,460.4	451.0	222.9	231.2	577.7	1,482.8	1.5%	(2)
		Durum	23.7	2.2	7.6	14.6	48.0	5.5	15.8	0.1	41.7	63.1	31.4%	(2)
		Barley	2.7	10.3	2.7	2.6	18.3	1.7	3.1	2.8	4.6	12.2	-33.5%	(2)
		Canola	169.7	84.3	85.8	121.4	461.2	151.3	96.8	103.1	82.0	433.2	-6.1%	(2)
		Oats	4.0	4.4	2.6	2.0	13.1	13.4	3.7	1.1	3.2	21.4	63.9%	(2)
		Peas	15.0	13.1	13.4	7.4	48.9	46.3	19.7	9.8	1.8	77.6	58.7%	(2)
		Rye	-	-	0.3	0.1	0.4	-	-	-	-	-	-100.0%	(2)
		Flaxseed	19.9	29.1	27.9	18.6	95.5	33.3	75.3	22.0	32.4	163.0	70.6%	(2)
		Other	6.1	5.9	12.3	16.5	40.8	15.0	16.0	1.6	7.0	39.6	-2.9%	(2)
		All Grains	700.7	389.3	447.9	648.7	2,186.6	717.5	453.2	371.7	750.4	2,292.8	4.9%	(2)
	Saskatchewan	Wheat	458.9	400.9	251.4	529.2	1,640.3	430.2	355.6	173.3	501.2	1,460.3	-11.0%	(2)
		Durum	367.1	139.1	276.7	857.4	1,640.3	413.9	426.9	135.7	954.6	1,931.1	17.7%	(2)
		Barley	89.4	137.3	25.2	57.8	309.6	50.8	52.3	42.6	77.9	223.5	-27.8%	(2)
		Canola	9.8	3.8	0.1	7.4	21.1	2.5	11.8	-	10.0	24.3	15.2%	(2)
		Oats	53.8	42.3	42.1	47.9	186.1	67.7	55.8	43.4	31.5	198.5	6.6%	(2)
		Peas	169.3	74.9	115.1	77.3	436.7	255.9	123.9	73.9	16.8	470.5	7.7%	(2)
		Rye	-	0.2	0.2	-	0.4	-	0.1	-	-	0.1	-78.3%	(2)
		Flaxseed	36.3	71.6	100.2	82.8	291.0	65.4	113.8	46.9	85.7	311.8	7.1%	(2)
		Other	41.9	49.7	33.9	43.6	169.1	83.1	33.2	29.3	32.3	177.8	5.1%	(2)
		All Grains	1,226.5	919.8	844.9	1,703.5	4,694.6	1,369.6	1,173.3	545.1	1,709.8	4,797.8	2.2%	(2)
	Alberta	Wheat	-	4.0	7.3	7.8	19.2	4.7	3.5	-	1.7	9.9	-48.2%	(2)
		Durum	-	0.3	24.7	96.2	121.2	19.8	53.3	69.4	77.8	220.2	81.7%	(2)
		Barley	-	0.4	0.3	-	0.7	2.3	-	-	0.1	2.4	248.0%	(2)
		Canola	0.8	-	-	-	0.8	-	-	-	-	-	-100.0%	(2)
		Oats	1.5	-	0.9	0.2	2.6	-	-	1.1	-	1.1	-57.5%	(2)
		Peas	5.0	1.1	1.0	1.1	8.1	4.5	-	0.4	-	4.9	-39.8%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	0.1	0.3	-	0.1	0.5	-	-	-	0.3	0.3	-38.3%	(2)
		Other	15.4	26.8	2.7	0.7	45.6	1.1	5.3	2.1	3.6	12.0	-73.6%	(2)
		All Grains	22.7	32.9	36.9	106.2	198.7	32.4	62.1	73.0	83.4	250.8	26.3%	(2)
	British Columbia	Wheat	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Barley	-	0.1	-	-	0.1	-	-	-	-	-	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		All Grains	-	0.1	-	-	0.1	-	-	-	-	-	-100.0%	(2)
	Western Canada	Wheat	918.6	644.8	554.1	1,002.5	3,119.9	885.9	582.0	404.5	1,080.6	2,952.9	-5.4%	(2)
		Durum	390.8	141.5	309.0	968.2	1,809.5	439.1	495.9	205.2	1,074.1	2,214.4	22.4%	(2)
		Barley	92.0	148.1	28.1	60.4	328.7	54.8	55.4	45.3	82.6	238.1	-27.6%	(2)
		Canola	180.3	88.1	85.8	128.9	483.1	153.9	108.6	103.1	91.9	457.5	-5.3%	(2)
		Oats	59.3	46.7	45.6	50.1	201.8	81.1	59.5	45.6	34.7	221.0	9.5%	(2)
		Peas	189.3	89.1	129.5	85.8	493.7	306.7	143.6	84.1	18.6	553.0	12.0%	(2)
		Rye	-	0.2	0.5	0.1	0.7	-	0.1	-	-	0.1	-89.0%	(2)
		Flaxseed	56.3	101.1	128.1	101.6	387.0	98.7	189.1	68.9	118.4	475.1	22.8%	(2)
		Other	63.3	82.5	48.9	60.9	255.6	99.2	54.5	33.0	42.9	229.5	-10.2%	(2)
		All Grains	1,949.9	1,342.0	1,329.7	2,458.4	7,080.0	2,119.5	1,688.6	989.7	2,543.7	7,341.5	3.7%	(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	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
WESTERN CANADA														
	Manitoba	Wheat	504.9	260.8	367.3	493.7	1,626.7	604.5	367.7	462.7	923.0	2,358.0	45.0%	(2)
		Durum	23.7	2.2	7.6	14.6	48.0	5.5	18.1	0.1	47.0	70.7	47.3%	(2)
		Barley	3.1	10.6	5.1	6.5	25.4	3.3	8.0	2.8	6.5	20.7	-18.5%	(2)
		Canola	244.0	217.5	123.0	139.7	724.2	289.1	206.8	266.6	101.6	864.0	19.3%	(2)
		Oats	4.0	4.4	2.6	2.0	13.1	13.4	4.4	1.1	3.4	22.3	70.4%	(2)
		Peas	17.2	13.3	13.5	11.2	55.2	54.4	20.5	11.5	4.7	91.1	65.0%	(2)
		Rye	-	-	0.3	0.1	0.4	-	4.9	0.1	-	5.0	1268.5%	(2)
		Flaxseed	19.9	29.2	28.0	18.6	95.7	34.1	75.3	22.0	32.4	163.9	71.3%	(2)
		Other	21.5	21.9	21.4	30.9	95.6	21.4	29.3	8.1	19.3	78.1	-18.3%	(2)
		All Grains	838.4	560.0	568.7	717.2	2,684.3	1,025.8	735.0	775.1	1,137.9	3,673.9	36.9%	(2)
	Saskatchewan	Wheat	1,196.6	1,821.4	1,733.0	1,668.1	6,419.2	1,646.2	1,109.5	1,041.7	1,288.1	5,085.5	-20.8%	(2)
		Durum	590.2	229.1	325.9	906.9	2,052.2	472.6	515.2	234.5	999.2	2,221.5	8.2%	(2)
		Barley	151.7	210.0	225.8	207.9	795.3	180.6	266.2	281.4	255.4	983.6	23.7%	(2)
		Canola	553.6	552.9	228.5	241.4	1,576.4	660.6	527.9	635.1	277.5	2,101.1	33.3%	(2)
		Oats	61.7	48.8	50.5	55.2	216.2	82.2	63.2	45.8	32.9	224.1	3.7%	(2)
		Peas	381.2	223.1	276.1	298.1	1,178.6	621.5	488.6	354.3	228.4	1,692.8	43.6%	(2)
		Rye	1.1	0.2	0.9	-	2.2	-	4.6	1.9	-	6.5	190.9%	(2)
		Flaxseed	55.5	93.2	114.7	88.7	352.1	94.0	142.6	60.8	98.6	395.9	12.4%	(2)
		Other	228.9	210.8	194.8	222.7	857.1	217.6	171.9	180.2	153.1	722.8	-15.7%	(2)
		All Grains	3,220.6	3,389.6	3,150.2	3,689.1	13,449.3	3,975.3	3,289.5	2,835.8	3,333.3	13,433.9	-0.1%	(2)
	Alberta	Wheat	841.7	1,620.1	1,592.2	1,462.3	5,516.3	895.2	1,148.4	1,074.6	1,214.7	4,332.9	-21.5%	(2)
		Durum	160.3	104.1	151.2	286.5	702.0	90.9	99.0	120.4	142.5	452.8	-35.5%	(2)
		Barley	130.4	130.3	193.4	119.5	573.5	118.8	216.6	121.7	37.3	494.3	-13.8%	(2)
		Canola	527.1	662.8	307.5	289.2	1,786.6	472.2	439.4	573.9	304.4	1,790.0	0.2%	(2)
		Oats	9.3	1.0	8.1	7.3	25.8	4.1	5.4	4.0	5.6	19.1	-26.1%	(2)
		Peas	74.3	135.8	62.4	71.7	344.2	81.6	181.7	75.7	52.1	391.1	13.6%	(2)
		Rye	-	-	-	-	-	-	0.8	0.2	-	0.9	n/a	(2)
		Flaxseed	1.8	5.2	4.3	5.5	16.7	2.2	6.0	1.2	4.1	13.6	-18.7%	(2)
		Other	141.3	129.7	104.4	103.0	478.5	116.7	135.0	114.0	117.3	482.9	0.9%	(2)
		All Grains	1,886.1	2,789.0	2,423.4	2,345.0	9,443.5	1,781.6	2,232.2	2,085.8	1,878.1	7,977.7	-15.5%	(2)
	British Columbia	Wheat	13.3	11.1	19.3	11.3	55.1	12.6	8.7	7.1	2.5	30.8	-44.1%	(2)
		Durum	0.4	0.9	0.4	1.4	3.1	-	3.9	1.5	1.9	7.4	139.1%	(2)
		Barley	1.1	1.1	0.2	0.1	2.4	-	-	-	-	-	-100.0%	(2)
		Canola	2.9	7.9	4.0	4.1	18.9	4.9	6.2	11.9	3.8	26.7	41.2%	(2)
		Oats	-	1.2	-	-	1.2	-	-	-	-	-	-100.0%	(2)
		Peas	-	0.2	-	-	0.2	0.4	1.4	0.7	0.4	2.9	1561.9%	(2)
		Rye	-	-	-	-	-	-	0.4	-	-	0.4	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	n/a	(2)
		Other	-	-	-	-	-	-	-	1.3	0.7	1.9	n/a	(2)
		All Grains	17.7	22.3	23.9	16.9	80.9	17.9	20.6	22.5	9.3	70.2	-13.2%	(2)
	Western Canada	Wheat	2,556.5	3,713.5	3,711.8	3,635.5	13,617.2	3,158.5	2,634.2	2,586.2	3,428.3	11,807.3	-13.3%	(2)
		Durum	774.6	336.2	485.0	1,209.4	2,805.3	569.0	636.2	356.6	1,190.6	2,752.4	-1.9%	(2)
		Barley	286.2	352.0	424.4	334.0	1,396.6	302.7	490.7	406.0	299.1	1,498.6	7.3%	(2)
		Canola	1,327.6	1,441.1	662.9	674.4	4,106.1	1,426.8	1,180.3	1,487.5	687.3	4,781.8	16.5%	(2)
		Oats	75.1	55.5	61.2	64.5	256.3	99.6	73.0	50.9	41.9	265.5	3.6%	(2)
		Peas	472.8	372.4	352.0	381.0	1,578.2	757.9	692.2	442.2	285.7	2,178.0	38.0%	(2)
		Rye	1.1	0.2	1.2	0.1	2.6	-	10.7	2.2	-	12.8	394.3%	(2)
		Flaxseed	77.2	127.6	147.0	112.8	464.5	130.4	223.9	84.0	135.2	573.5	23.4%	(2)
		Other	391.7	362.4	320.6	356.5	1,431.3	355.7	336.1	303.6	290.5	1,285.8	-10.2%	(2)
		All Grains	5,962.7	6,760.8	6,166.2	6,768.2	25,658.0	6,800.6	6,277.3	5,719.1	6,358.6	25,155.6	-2.0%	(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)

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 or the United States of America.
(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 Railway Car Cycles (days) - Summarized by Destination Corridor (1) (2)

DESTINATION	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
ALL CORRIDORS	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
Initial Cycle Sample												
Cycle Count (cars)	42,537	39,770	43,876	32,629	158,812	34,679	29,113	27,608	38,497	129,897	-18.2%	(3)
Mean Cycle (days)	22.0	22.2	28.4	17.7	22.9	19.8	17.5	17.1	15.9	17.5	-23.6%	(3)
Standard Deviation (days)	25.3	20.1	33.7	12.5	25.2	23.0	13.6	10.5	9.0	15.3	-39.3%	(3)
Minimum Cycle (days)	3.6	4.0	3.8	3.1	3.1	3.8	5.4	5.0	4.3	3.8	24.2%	(3)
Maximum Cycle (days)	1,111.4	586.3	296.3	203.8	1,111.4	314.8	351.5	356.9	506.7	506.7	-54.4%	(3)
Trimmed Cycle Sample												
Cycle Count (cars)	42,020	39,122	40,682	32,470	154,294	33,660	29,020	27,570	38,465	128,715	-16.6%	(4)
Trimmed Mean (days)	20.2	20.6	20.5	17.2	19.7	16.3	16.9	17.0	15.7	16.4	-16.8%	(4)
Standard Deviation (days)	14.6	14.7	16.3	10.6	14.4	9.8	8.8	9.5	7.3	8.8	-38.9%	(4)
Minimum Cycle (days)	3.6	4.0	3.8	3.1	3.1	3.8	5.4	5.0	4.3	3.8	24.2%	(4)
Maximum Cycle (days)	90.0	89.8	90.0	90.0	90.0	90.0	88.6	89.8	88.2	90.0	0.0%	(4)
Loading Time (days)	2.0	1.8	1.9	1.7	1.9	1.8	2.1	2.0	1.8	1.9	2.8%	(4)
Origin Dwell Time (days)	1.5	1.7	1.5	1.4	1.5	1.4	1.3	1.2	1.3	1.3	-13.8%	(4)
Loaded Transit Time (days)	4.9	5.6	5.3	4.8	5.1	4.8	5.1	5.8	4.8	5.1	-1.4%	(4)
Destination Dwell Time (days)	1.3	1.7	1.3	0.9	1.3	1.0	1.2	1.0	1.2	1.1	-16.1%	(4)
Unloading Time (days)	1.0	1.1	1.4	0.9	1.1	1.2	1.3	1.4	1.0	1.2	11.0%	(4)
Empty Transit Time (days)	9.4	8.7	9.2	7.6	8.8	6.1	5.8	5.5	5.6	5.8	-34.3%	(4)
Total Cycle Time (days)	20.2	20.6	20.5	17.2	19.7	16.3	16.9	17.0	15.7	16.4	-16.9%	(4)
VANCOUVER CORRIDOR												
Cycle Count (cars)	26,359	25,170	31,473	19,706	102,708	22,933	18,344	22,202	19,709	83,188	-19.0%	(5)
Trimmed Mean (days)	19.7	20.2	19.8	17.4	19.4	16.6	17.1	17.2	16.1	16.8	-13.4%	(5)
Standard Deviation (days)	13.7	14.1	15.2	10.0	13.7	9.9	9.3	9.9	7.9	9.4	-31.7%	(5)
Minimum Cycle (days)	3.6	4.0	3.8	3.1	3.1	3.8	5.4	5.0	5.6	3.8	24.3%	(5)
Maximum Cycle (days)	90.0	89.7	90.0	90.0	90.0	89.6	88.6	89.8	88.0	89.8	-0.2%	(5)
Loading Time (days)	2.2	1.9	1.9	1.7	1.9	1.9	2.4	2.0	1.9	2.0	5.4%	(5)
Origin Dwell Time (days)	1.7	2.0	1.6	1.7	1.7	1.6	1.4	1.3	1.5	1.4	-16.9%	(5)
Loaded Transit Time (days)	5.9	6.7	5.9	5.4	6.0	5.2	5.5	6.0	5.0	5.4	-9.2%	(5)
Destination Dwell Time (days)	0.8	0.8	0.8	0.6	0.8	0.7	0.7	0.7	0.8	0.7	-3.0%	(5)
Unloading Time (days)	1.0	1.2	1.2	0.9	1.1	1.3	1.6	1.6	1.5	1.5	35.3%	(5)
Empty Transit Time (days)	8.1	7.7	8.4	7.0	7.9	6.0	5.6	5.6	5.4	5.7	-28.1%	(5)
Total Cycle Time (days)	19.6	20.2	19.8	17.4	19.4	16.6	17.1	17.2	16.1	16.8	-13.4%	(5)

Western Canadian Railway Car Cycles (days) - Summarized by Destination Corridor (1) (2)

DESTINATION	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
THUNDER BAY CORRIDOR	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**% VAR.**	
Cycle Count (cars)	15,660	13,952	9,209	12,640	51,461	10,631	10,670	5,336	18,709	45,346	-11.9%	(5)
Trimmed Mean (days)	21.1	21.4	23.1	17.0	20.5	15.6	16.6	15.9	15.3	15.7	-23.4%	(5)
Standard Deviation (days)	15.9	15.7	19.3	11.5	15.7	9.4	7.9	7.0	6.6	7.7	-51.0%	(5)
Minimum Cycle (days)	4.3	5.1	5.5	4.8	4.3	5.0	5.7	5.7	4.3	4.3	2.0%	(5)
Maximum Cycle (days)	90.0	89.8	90.0	89.1	90.0	90.0	87.3	84.1	81.6	90.0	0.0%	(5)
Loading Time (days)	1.7	1.7	1.9	1.6	1.7	1.6	1.7	1.6	1.8	1.7	-1.9%	(5)
Origin Dwell Time (days)	1.2	1.3	1.0	1.0	1.1	1.0	1.3	1.0	1.0	1.1	-2.4%	(5)
Loaded Transit Time (days)	3.2	3.8	3.2	3.8	3.5	3.9	4.5	5.1	4.5	4.4	26.9%	(5)
Destination Dwell Time (days)	2.3	3.3	2.9	1.4	2.4	1.8	2.0	2.1	1.6	1.8	-26.9%	(5)
Unloading Time (days)	1.0	1.0	2.0	0.7	1.1	0.9	0.9	0.8	0.6	0.8	-32.0%	(5)
Empty Transit Time (days)	11.7	10.4	12.0	8.5	10.6	6.3	6.2	5.4	5.9	6.0	-43.6%	(5)
Total Cycle Time (days)	21.1	21.4	23.1	17.0	20.5	15.6	16.6	15.9	15.3	15.7	-23.3%	(5)

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 the 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) Owing to the lack of sufficient useable data, cycles relating to the movement of grain to the port of Prince Rupert has been omitted.

(3) 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 1,111.4 days in the 1999-2000 crop year). The summary statistics presented here are for information purposes only.

(4) 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 the culled data sample. For the 1999-2000 crop year, some 4,518 records (accounting for 2.8% of the overall observations) were excluded. For the 2000-01 crop year, 1,182 records (accounting for 0.9% of the overall observations) were excluded.

(5) The statistics presented for average car cycles into Vancouver and Thunder Bay are drawn from the Trimmed Cycle Sample, and not the more heavily skewed Initial Cycle Sample.

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

RAILWAY CLASS	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
CLASS 1 CARRIERS	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	% VAR.	
Grain-Dependent Railway Lines												
Grain Volumes (000 tonnes)	1,715.9	1,923.8	1,702.1	1,964.8	1,826.6	1,971.5	1,547.5	1,443.5	1,687.2	1,662.4	-9.0%	(2)
Infrastructure (route-miles)	3,995.8	3,948.2	3,933.5	3,917.7	3,948.8	3,580.8	3,554.7	3,510.0	3,490.6	3,534.0	-10.5%	(3)
Traffic Density (tonnes per route-mile)	429.4	487.2	432.7	501.5	462.7	550.6	435.4	411.2	483.4	470.1	1.6%	
Density Index (Q1 = 100)	100.0	113.5	100.8	116.8	107.8	128.2	101.4	95.8	112.6	109.5	1.6%	
Non-Grain-Dependent Railway Lines												
Grain Volumes (000 tonnes)	3,786.3	4,232.0	3,935.8	4,309.6	4,065.9	4,296.0	4,126.5	3,705.3	4,046.3	4,043.5	-0.6%	(2)
Infrastructure (route-miles)	10,689.5	10,689.5	10,585.3	10,585.3	10,637.4	10,585.3	10,580.2	10,580.2	10,580.2	10,581.5	-0.5%	(3)
Traffic Density (tonnes per route-mile)	354.2	395.9	371.8	407.1	382.3	405.8	390.0	350.2	382.4	382.1	0.0%	
Density Index (Q1 = 100)	100.0	111.8	105.0	114.9	107.9	114.6	110.1	98.9	108.0	107.9	0.0%	
All Railway Lines												
Grain Volumes (000 tonnes)	5,502.2	6,155.8	5,637.9	6,274.4	5,892.6	6,267.5	5,674.1	5,148.7	5,733.6	5,706.0	-3.2%	(2)
Infrastructure (route-miles)	14,685.3	14,637.7	14,518.8	14,503.0	14,586.2	14,166.1	14,134.9	14,090.2	14,070.8	14,115.5	-3.2%	(3)
Traffic Density (tonnes per route-mile)	374.7	420.5	388.3	432.6	404.0	442.4	401.4	365.4	407.5	404.2	0.0%	
Density Index (Q1 = 100)	100.0	112.2	103.6	115.5	107.8	118.1	107.1	97.5	108.8	107.9	0.0%	
CLASS 2 AND 3 CARRIERS												
Grain-Dependent Railway Lines												
Grain Volumes (000 tonnes)	305.0	391.9	347.6	329.8	343.5	409.0	424.6	426.9	493.6	438.5	27.7%	(2)
Infrastructure (route-miles)	958.9	958.9	958.9	958.9	958.9	1,288.0	1,046.3	1,067.7	1,087.1	1,122.3	17.0%	(3)
Traffic Density (tonnes per route-mile)	318.1	408.7	362.4	343.9	358.3	317.6	405.8	399.8	454.1	394.3	10.1%	
Density Index (Q1 = 100)	100.0	128.5	114.0	108.1	112.6	99.8	127.6	125.7	142.8	124.0	10.1%	
Non-Grain-Dependent Railway Lines												
Grain Volumes (000 tonnes)	155.5	213.1	180.7	164.1	178.4	124.1	178.6	143.5	131.4	144.4	-19.0%	(2)
Infrastructure (route-miles)	3,824.0	3,824.0	3,928.2	3,928.2	3,876.1	3,928.2	3,928.2	3,847.9	3,847.9	3,888.1	0.3%	(3)
Traffic Density (tonnes per route-mile)	40.7	55.7	46.0	41.8	46.0	31.6	45.5	37.3	34.2	37.1	-19.4%	
Density Index (Q1 = 100)	100.0	137.1	113.1	102.7	113.2	77.7	111.8	91.7	84.0	91.3	-19.4%	
All Railway Lines												
Grain Volumes (000 tonnes)	460.5	605.0	528.3	493.9	521.9	533.1	603.2	570.4	625.1	582.9	11.7%	(2)
Infrastructure (route-miles)	4,782.9	4,782.9	4,887.1	4,887.1	4,835.0	5,216.2	4,974.5	4,915.6	4,935.0	5,010.3	3.6%	(3)
Traffic Density (tonnes per route-mile)	96.3	126.5	108.1	101.1	108.0	102.2	121.3	116.0	126.7	116.5	7.9%	
Density Index (Q1 = 100)	100.0	131.4	112.3	105.0	112.2	106.2	126.0	120.5	131.6	121.0	7.9%	

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

RAILWAY CLASS	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
ALL CARRIERS	**Q1**	**Q2**	**Q3**	**Q4**	**AVG.**	**Q1**	**Q2**	**Q3**	**Q4**	**AVG.**	**% VAR.**	
Grain-Dependent Railway Lines												
Grain Volumes (000 tonnes)	2,020.9	2,315.7	2,049.6	2,294.5	2,170.2	2,380.6	1,972.2	1,870.4	2,180.9	2,101.0	-3.2%	(2)
Infrastructure (route-miles)	4,954.7	4,907.1	4,892.4	4,876.6	4,907.7	4,868.8	4,601.0	4,577.7	4,577.7	4,656.3	-5.1%	(3)
Traffic Density (tonnes per route-mile)	407.9	471.9	418.9	470.5	442.3	488.9	428.6	408.6	476.4	450.6	1.9%	
Density Index (Q1 = 100)	100.0	115.7	102.7	115.4	108.4	119.9	105.1	100.2	116.8	110.5	1.9%	
Non-Grain-Dependent Railway Lines												
Grain Volumes (000 tonnes)	3,941.9	4,445.2	4,116.5	4,473.7	4,244.3	4,420.1	4,305.2	3,848.7	4,177.8	4,187.9	-1.3%	(2)
Infrastructure (route-miles)	14,513.5	14,513.5	14,513.5	14,513.5	14,513.5	14,513.5	14,508.4	14,428.1	14,428.1	14,469.5	-0.3%	(3)
Traffic Density (tonnes per route-mile)	271.6	306.3	283.6	308.2	292.4	304.5	296.7	266.8	289.6	289.4	-1.0%	
Density Index (Q1 = 100)	100.0	112.8	104.4	113.5	107.7	112.1	109.3	98.2	106.6	106.6	-1.0%	
All Railway Lines												
Grain Volumes (000 tonnes)	5,962.7	6,760.8	6,166.2	6,768.2	6,414.5	6,800.6	6,277.3	5,719.1	6,358.6	6,288.9	-2.0%	(2)
Infrastructure (route-miles)	19,468.2	19,420.6	19,405.9	19,390.1	19,421.2	19,382.3	19,109.4	19,005.8	19,005.8	19,125.8	-1.5%	(3)
Traffic Density (tonnes per route-mile)	306.3	348.1	317.7	349.1	330.3	350.9	328.5	300.9	334.6	328.7	-0.5%	
Density Index (Q1 = 100)	100.0	113.7	103.7	114.0	107.8	114.6	107.3	98.2	109.2	107.3	-0.5%	

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 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
VANCOUVER												
	Manitoba	CN Composite Rate	45.12	45.12	45.12	45.12	45.12	43.32	43.32	43.32	43.32	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	
		CP Composite Rate	44.57	44.57	44.57	44.57	44.57	43.68	42.78	42.78	42.78	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	98.0	96.0	96.0	96.0	
	Saskatchewan	CN Composite Rate	37.64	37.62	37.62	37.62	37.62	36.11	36.11	36.11	36.11	(1)
		CN Pricing Index	100.0	99.9	99.9	99.9	99.9	95.9	95.9	95.9	95.9	
		CP Composite Rate	37.34	37.34	37.34	37.34	37.34	36.33	35.66	35.66	35.66	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.3	95.5	95.5	95.5	
	Alberta	CN Composite Rate	29.55	29.61	29.61	29.61	29.61	28.39	28.39	28.39	28.39	(1)
		CN Pricing Index	100.0	100.2	100.2	100.2	100.2	96.1	96.1	96.1	96.1	
		CP Composite Rate	28.56	28.56	28.56	28.56	28.56	27.41	26.89	26.89	26.89	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	94.2	94.2	94.2	
	British Columbia	CN Composite Rate	26.03	26.03	26.03	26.03	26.03	25.07	25.07	25.07	25.07	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.3	96.3	96.3	96.3	
		CP Composite Rate	18.44	18.44	18.44	18.44	18.44	18.07	17.71	17.71	17.71	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	98.0	96.0	96.0	96.0	
	Western Canada	CN Composite Rate	37.08	37.08	37.08	37.08	37.08	35.59	35.59	35.59	35.59	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	
		CP Composite Rate	36.85	36.85	36.85	36.85	36.85	35.85	35.16	35.16	35.16	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.3	95.4	95.4	95.4	
PRINCE RUPERT												
	Manitoba	CN Composite Rate	50.16	50.16	50.16	50.16	50.16	45.81	45.81	45.81	45.81	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	91.3	91.3	91.3	91.3	
		CP Composite Rate	53.36	53.36	53.36	53.36	53.36	-	-	-	-	(1)(2)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	-	-	-	-	
	Saskatchewan	CN Composite Rate	42.52	42.52	42.52	42.52	42.52	38.60	38.60	38.60	38.60	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	90.8	90.8	90.8	90.8	
		CP Composite Rate	46.90	46.90	46.90	46.90	46.90	-	-	-	-	(1)(2)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	-	-	-	-	
	Alberta	CN Composite Rate	34.43	34.44	34.44	34.44	34.44	30.90	30.90	30.90	30.90	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	89.7	89.7	89.7	89.7	
		CP Composite Rate	38.19	38.19	38.19	38.19	38.19	-	-	-	-	(1)(2)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	-	-	-	-	
	British Columbia	CN Composite Rate	26.03	26.03	26.03	26.03	26.03	25.07	25.07	25.07	25.07	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.3	96.3	96.3	96.3	
		CP Composite Rate	45.92	45.92	45.92	45.92	45.92	-	-	-	-	(1)(2)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	-	-	-	-	
	Western Canada	CN Composite Rate	41.95	41.95	41.95	41.95	41.95	38.06	38.06	38.06	38.06	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	90.7	90.7	90.7	90.7	
		CP Composite Rate	46.04	46.04	46.04	46.04	46.04	-	-	-	-	(1)(2)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	-	-	-	-	

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

DESTINATION	ORIGIN		1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
CHURCHILL												
	Manitoba	CN Composite Rate	31.99	31.99	31.99	31.99	31.99	30.71	30.69	30.69	30.69	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	95.9	95.9	95.9	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(3)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
	Saskatchewan	CN Composite Rate	29.34	29.33	29.33	29.33	29.33	28.16	28.15	28.15	28.15	(1)
		CN Pricing Index	100.00	99.97	99.97	99.97	99.97	95.98	95.94	95.94	95.94	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(3)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
	Alberta	CN Composite Rate	40.29	40.29	40.29	40.29	40.29	38.67	38.67	38.67	38.67	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(3)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
	British Columbia	CN Composite Rate	50.11	50.11	50.11	50.11	50.11	48.11	48.11	48.11	48.11	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(3)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
	Western Canada	CN Composite Rate	32.82	32.81	32.81	32.81	32.81	31.50	31.49	31.49	31.49	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	95.9	95.9	95.9	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(3)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
THUNDER BAY												
	Manitoba	CN Composite Rate	21.76	21.78	21.78	21.78	21.78	20.87	20.87	20.87	20.87	(1)
		CN Pricing Index	100.0	100.1	100.1	100.1	100.1	95.9	95.9	95.9	95.9	
		CP Composite Rate	21.01	21.01	21.01	21.01	21.01	20.58	20.16	20.16	20.16	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	98.0	96.0	96.0	96.0	
	Saskatchewan	CN Composite Rate	31.16	31.15	31.15	31.15	31.15	29.91	29.91	29.91	29.91	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	
		CP Composite Rate	30.25	30.25	30.25	30.25	30.25	29.59	29.01	29.01	29.01	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.8	95.9	95.9	95.9	
	Alberta	CN Composite Rate	42.27	42.27	42.27	42.27	42.27	40.56	40.56	40.56	40.56	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	
		CP Composite Rate	38.86	38.86	38.86	38.86	38.86	38.06	37.29	37.29	37.29	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.9	96.0	96.0	96.0	
	British Columbia	CN Composite Rate	52.03	52.03	52.03	52.03	52.03	49.95	49.95	49.95	49.95	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	
		CP Composite Rate	48.55	48.55	48.55	48.55	48.55	47.58	46.61	46.61	46.61	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	98.0	96.0	96.0	96.0	
	Western Canada	CN Composite Rate	32.08	32.08	32.08	32.08	32.08	30.78	30.78	30.78	30.78	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	95.9	95.9	95.9	95.9	
		CP Composite Rate	30.19	30.19	30.19	30.19	30.19	29.54	28.95	28.95	28.95	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.8	95.9	95.9	95.9	

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

DESTINATION	ORIGIN		1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
ARMSTRONG			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Manitoba	CN Composite Rate	20.61	20.61	20.61	20.61	20.61	20.87	20.87	20.87	20.87	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	101.3	101.3	101.3	101.3	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
	Saskatchewan	CN Composite Rate	30.04	30.04	30.04	30.04	30.04	29.91	29.91	29.91	29.91	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	99.6	99.6	99.6	99.6	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
	Alberta	CN Composite Rate	41.24	41.24	41.24	41.24	41.24	40.56	40.56	40.56	40.56	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	98.4	98.4	98.4	98.4	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
	British Columbia	CN Composite Rate	51.39	51.39	51.39	51.39	51.39	49.95	49.95	49.95	49.95	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	97.2	97.2	97.2	97.2	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	
	Western Canada	CN Composite Rate	30.98	30.98	30.98	30.98	30.98	30.78	30.78	30.78	30.78	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	99.4	99.4	99.4	99.4	
		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 and 2000-2001 crop years, and are intended to provide a basis for price comparisons only.

(2) CP ceased to publish single-car rates for grain traffic destined to Prince Rupert in October, 2000.

(3) CP does not publish single car rates on grain traffic destined to Churchill. Although the company does publish rates for multiple car movements periodically, such rates are not directly comparable, and 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 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
VANCOUVER												
	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	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		CP Incentive Discount	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	50 - 99 Car Block	CN Incentive Discount	3.00	3.00	3.00	3.00	3.00	4.00	4.00	4.00	4.00	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	133.3	133.3	133.3	133.3	
		CP Incentive Discount	3.00	3.00	3.00	3.00	3.00	4.00	4.00	4.00	4.00	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	133.3	133.3	133.3	133.3	
	100 Car Block	CN Incentive Discount	5.00	5.00	5.00	5.00	5.00	6.00	6.00	6.00	6.00	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	
		CP Incentive Discount	5.00	5.00	5.00	5.00	5.00	6.00	6.00	6.00	6.00	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	
	112 Car Block	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	5.25	5.25	5.25	5.25	5.25	6.50	6.50	6.50	6.50	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	123.8	123.8	123.8	123.8	
	Shuttle Service (100 Car Block)	CN Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	(4)
		CN Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	
		CP Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	(4)
		CP Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	
	Shuttle Service (112 Car Block)	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	-	-	-	-	-	-	7.00	7.00	7.00	(4)
		CP Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	
PRINCE RUPERT												
	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	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	50 - 99 Car Block	CN Incentive Discount	3.00	3.00	3.00	3.00	3.00	4.00	4.00	4.00	4.00	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	133.3	133.3	133.3	133.3	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	100 Car Block	CN Incentive Discount	5.00	5.00	5.00	5.00	5.00	6.00	6.00	6.00	6.00	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	112 Car Block	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	Shuttle Service (100 Car Block)	CN Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	(4)
		CN Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	Shuttle Service (112 Car Block)	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	

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

DESTINATION	BLOCK SHIPMENT SIZE (2)		1999-2000 CROP YEAR					2000-2001 CROP YEAR				NOTES
			AUG 1	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	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	50 - 99 Car Block	CN Incentive Discount	3.00	3.00	3.00	3.00	3.00	4.00	4.00	4.00	4.00	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	133.3	133.3	133.3	133.3	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	100 Car Block	CN Incentive Discount	5.00	5.00	5.00	5.00	5.00	6.00	6.00	6.00	6.00	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	112 Car Block	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	Shuttle Service (100 Car Block)	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		CP Incentive Index	-	-	-	-	-	-	-	-	-	
	Shuttle Service (112 Car Block)	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	-	-	-	-	-	-	-	-	-	(5)
		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	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		CP Incentive Discount	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	50 - 99 Car Block	CN Incentive Discount	3.00	3.00	3.00	3.00	3.00	4.00	4.00	4.00	4.00	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	133.3	133.3	133.3	133.3	
		CP Incentive Discount	3.00	3.00	3.00	3.00	3.00	4.00	4.00	4.00	4.00	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	133.3	133.3	133.3	133.3	
	100 Car Block	CN Incentive Discount	5.00	5.00	5.00	5.00	5.00	6.00	6.00	6.00	6.00	
		CN Incentive Index	100.0	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	
		CP Incentive Discount	5.00	5.00	5.00	5.00	5.00	6.00	6.00	6.00	6.00	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	
	112 Car Block	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	5.25	5.25	5.25	5.25	5.25	6.50	6.50	6.50	6.50	
		CP Incentive Index	100.0	100.0	100.0	100.0	100.0	123.8	123.8	123.8	123.8	
	Shuttle Service (100 Car Block)	CN Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	(4)
		CN Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	
		CP Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	(4)
		CP Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	
	Shuttle Service (112 Car Block)	CN Incentive Discount	-	-	-	-	-	-	-	-	-	(3)
		CN Incentive Index	-	-	-	-	-	-	-	-	-	
		CP Incentive Discount	-	-	-	-	-	-	7.00	7.00	7.00	(4)
		CP Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	

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 shipment incentives are expressed as a discount from the single-car freight rates published in CN and CP tariffs.
(2) The multiple-car shipment 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 2000-2001 crop year.
(5) No corresponding incentive exists under the CP program.

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

	CANADIAN NATIONAL				CANADIAN PACIFIC				NOTES
TRAFFIC VOLUME (thousands of tonnes)	**BASE**		**2000-01**		**BASE**		**2000-01**		
Vancouver	-		8,022.3		-		7,461.1		
Prince Rupert	-		2,346.4		-		63.6		
Churchill	-		-		-		-		
Thunder Bay	-		3,050.3		-		5,542.2		
Eastern Canada	-		1,802.8		-		946.1		
Total Tonnes Moved	12,437.0	(A)	15,221.7	(D)	13,894.0	(A)	14,013.0	(D)	
Average Length of Haul (miles)	1,045.0	(B)	952.0	(E)	897.0	(B)	897.0	(E)	
Volume-related Composite Price Index			1.0	(F)			1.0	(F)	
REVENUE CAP									
Allowable Revenue ($000)	348,000.0	(C)	394,775.9	(G)	362,900.0	(C)	366,009.4	(G)	(2)
Allowable Revenue per tonne (dollars)	27.98		25.94		26.12		26.12		
Allowable Revenue per tonne-mile (cents)	2.68		2.72		2.91		2.91		
REVENUE CAP COMPLIANCE									
Reported Revenue ($000)			391,720.9				363,323.5		(3)
Reported Revenue Cap Differential ($000)			3,055.0				2,686.0		
Actual Revenue per tonne (dollars)			25.73				25.93		
Actual Revenue per tonne-mile (cents)			2.70				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 after the close of a given 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 preceding crop year.
- E: is the carrier's average haul for the movement of grain in the preceding 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 Agency. In Decision No. 669-R-2001, the Agency determined that both CN and CP had not exceeded the maximum revenue entitlements accorded them under the Act.

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

PORT	GRAIN	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
VANCOUVER													
	Wheat	1,132.8	1,425.0	1,771.4	2,339.3	6,668.5	2,071.1	1,278.4	1,088.9	2,112.2	6,550.6	-1.8%	
	Durum	390.6	138.3	174.4	225.9	929.2	124.5	152.7	82.9	150.2	510.3	-45.1%	
	Barley	126.1	149.2	321.3	324.6	921.3	230.8	413.2	388.1	244.7	1,276.8	38.6%	
	Canola	858.4	1,437.8	565.4	556.2	3,417.8	1,206.0	998.0	1,308.2	750.5	4,262.7	24.7%	
	Oats	4.5*	4.4*	5.3*	11.6*	25.8*	5.2*	11.1*	5.1*	10.1*	31.5*	22.1%	**(1)**
	Peas	31.2*	286.0*	127.4*	185.9*	630.5*	73.7*	482.8*	207.4*	423.1*	1187.0*	88.3%	**(1)**
	Rye		0.6*	0.8*		1.4*		5.5*	6.0*	6.1*	17.6*	1157.1%	**(1)**
	Flaxseed	18.2	19.3	12.5*	14.6*	64.6*	13.5*	16.0*	27.9	17.2*	74.6*	15.5%	**(1)**
	Other	44.0	55.6	33.2	29.5	162.2	26.2	55.1	11.1	41.3	133.7	-17.6%	**(2)**
		2,605.6	3,516.2	3,011.7	3,687.6	12,821.1	3,751.1	3,412.7	3,125.5	3,755.4	14,044.8	9.5%	
PRINCE RUPERT													
	Wheat	295.3	1,466.4	1,234.5	251.4	3,247.6	27.6	665.1	1,042.6	317.8	2,053.1	-36.8%	
	Durum		3.0			3.0					0.0	-100.0%	
	Barley	20.6	47.7	20.6	20.6	109.5				2.0	2.0	-98.2%	
	Canola	4.0				4.0		85.5	54.5	20.4	160.4	3905.1%	
	Oats		1.1			1.1					0.0	-100.0%	
	Peas					0.0					0.0	n/a	
	Rye					0.0					0.0	n/a	
	Flaxseed					0.0					0.0	n/a	
	Other		8.5	23.1		31.7				10.8	10.8	-65.9%	**(2)**
		319.9	1,526.7	1,278.3	272.0	3,396.9	27.6	750.6	1,097.0	351.0	2,226.2	-34.5%	
CHURCHILL													
	Wheat	247.8			54.5	302.3	427.9	16.5		53.2	497.6	64.6%	
	Durum	87.5				87.5	15.8	9.8			25.6	-70.7%	
	Barley					0.0					0.0	n/a	
	Canola					0.0					0.0	n/a	
	Oats					0.0					0.0	n/a	
	Peas	47.6			27.4	75.0	117.9	5.1			123.0	64.1%	
	Rye					0.0					0.0	n/a	
	Flaxseed					0.0	18.9				18.9	100.0%	
	Other					0.0					0.0	n/a	**(2)**
		383.0	0.0	0.0	81.9	464.8	580.5	31.4	0.0	53.2	665.1	43.1%	
THUNDER BAY													
	Wheat	826.1	967.3	307.4	1,008.6	3,109.4	875.3	608.5	293.1	1,115.7	2,892.5	-7.0%	
	Durum	526.6	324.6	214.6	803.4	1,869.2	566.2	428.2	217.3	849.2	2,060.9	10.3%	
	Barley	46.4	112.3	36.8	51.9	247.4	5.1	34.1	8.9	85.5	133.7	-46.0%	
	Canola	76.2	180.8	35.8	149.5	442.3	121.4	158.9	93.2	92.4	465.9	5.3%	
	Oats	55.8	54.9	30.2	63.4	204.3	65.4	76.2	32.6	52.6	226.8	11.0%	
	Peas	151.2	151.2	56.9	143.1	502.4	266.5	181.2	72.2	73.3	593.3	18.1%	
	Rye					0.0					0.0	n/a	
	Flaxseed	16.1	122.6	64.0	135.4	338.1	66.8	212.3	36.0	142.6	457.7	35.4%	
	Other	35.8	63.6	27.1	33.1	159.6	53.4	61.2	24.9	34.9	174.4	9.3%	**(2)**
		1,734.3	1,977.3	772.7	2,388.3	6,872.6	2,020.2	1,760.6	778.2	2,446.1	7,005.2	1.9%	

Annual Port Volume Throughput for Major Grains (thousands of tonnes)

PORT	GRAIN	1999-2000 CROP YEAR					2000-2001 CROP YEAR						NOTES
ALL PORTS		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	% VAR.	
	Wheat	2,502.0	3,858.6	3,313.4	3,653.8	13,327.8	3,401.9	2,568.5	2,424.5	3,598.9	11,993.9	-10.0%	
	Durum	1,004.7	465.9	389.0	1,029.3	2,888.9	706.6	590.6	300.2	999.4	2,596.8	-10.1%	
	Barley	193.1	309.2	378.7	397.1	1,278.1	236.0	447.3	397.0	332.1	1,412.4	10.5%	
	Canola	938.6	1,618.6	601.2	705.6	3,864.1	1,327.4	1,242.4	1,455.8	863.4	4,889.0	26.5%	
	Oats	60.3*	60.4*	35.5*	75.0*	231.2*	70.6*	87.3*	37.7*	62.7*	258.3*	11.7%	(1)
	Peas	230.0*	437.2*	184.3*	356.4*	1207.9*	458.1*	669.1*	279.6*	496.4*	1903.2*	57.6%	(1)
	Rye		0.6*	0.8*		1.4*		5.5*	6.0*	6.1*	17.6*	1157.1%	(1)
	Flaxseed	34.2	141.9	76.5*	150.0*	402.6*	99.2*	228.3*	63.9	159.8*	551.2*	36.9%	(1)
	Other	79.7	127.7	83.4	62.6	353.4	79.6	116.3	36.0	87.0	318.9	-9.8%	(2)
		5,042.9	7,020.2	5,062.6	6,429.8	23,555.5	6,379.3	5,955.3	5,000.8	6,605.9	23,941.3	1.6%	

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 13, 26, 39 & 52, 99/00 and 00/01 crop years*

(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				% VARIANCE	NOTES
		Terminal Turnover Ratio				Terminal Turnover Ratio				
	No. of Terminals	Low	High	Average	No. of Terminals	Low	High	Average		
VANCOUVER	5	8.4	21.1	14.3	5	7.5	23.9	15.8	10.5%	**(3)**
PRINCE RUPERT	1			16.2	1			10.6	-34.6%	
CHURCHILL	1			3.3	1			4.8	45.5%	
THUNDER BAY	7	3.7	7.3	5.3	8	4.1	6.2	4.9	-7.5%	**(3)**
ALL TERMINALS	14			9.1	15			8.9	-1.8%	

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Elevators in Canada, Aug. 1, 1999 & Aug. 1, 2000*

(1) As determined by dividing total volume shipped from principal terminal elevators by licensed storage capacity.
(2) CGC Shipment Data Warehouse includes all grains, oilseeds and special crops covered by the Canada Grain Act.
(3) Ratios are the average of individual turnover ratios for principal terminal elevators at Vancouver and Thunder Bay

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

PORT	COMMODITY	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE 99/00	NOTES
VANCOUVER					
	Wheat	15.4	11.8	-23.1%	
	Durum	18.2	22.9	25.5%	
	Barley	21.5	16.3	-24.3%	
	Canola	11.6	10.4	-10.2%	
	Oats	n/a	n/a	n/a	(3)
	Rye		n/a	n/a	(3)
	Flaxseed	71.1	51.3	-27.8%	
		15.3	12.4	-18.6%	
PRINCE RUPERT					(1)
	Wheat	8.9	11.4	28.1%	
	Durum	25.6		n/a	
	Barley	27.0		n/a	
	Canola		25.2	n/a	
	Oats			n/a	
	Rye			n/a	
	Flaxseed			n/a	
		9.5	12.3	29.5%	
CHURCHILL					(1)
	Wheat	24.7	14.8	-40.1%	
	Durum	27.2	58.7	115.8%	
	Barley			n/a	
	Canola			n/a	
	Oats			n/a	
	Rye			n/a	
	Flaxseed		13.3	n/a	
		25.3	16.8	-33.6%	
THUNDER BAY					(1)
	Wheat	29.8	29.8	0.0%	
	Durum	26.6	26.0	-2.3%	
	Barley	38.2	66.9	75.1%	
	Canola	19.9	15.1	-24.1%	
	Oats	25.9	18.3	-29.3%	
	Rye			n/a	
	Flaxseed	28.7	25.4	-11.5%	
		28.3	27.6	-2.5%	
ALL PORTS					(1)
	Wheat	17.6	16.6	-5.7%	
	Durum	24.5	20.4	-16.7%	
	Barley	25.9	20.7	-20.1%	
	Canola	12.5	10.8	-13.6%	
	Oats	25.9	14.0	-45.9%	
	Rye			n/a	
	Flaxseed	33.9	21.2	-37.5%	
		18.6	17.5	-5.9%	

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*

(1) Average days in store as determined from average inventory turnover ratio, adjusted to reflect the following operating periods: 35 weeks at Prince Rupert, 17 weeks at Churchill and 40 weeks at 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.

Average Days in Store - Crop Year (1) (2) (3)

PORT	COMMODITY	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE 99/00	NOTES
VANCOUVER					
	Wheat	15.4	11.8	-23.1%	
	Durum	18.2	22.9	25.5%	
	Barley	21.5	16.3	-24.3%	
	Canola	11.6	10.4	-10.2%	
	Oats	n/a	n/a	n/a	**(4)**
	Rye		n/a	n/a	**(4)**
	Flaxseed	71.1	51.3	-27.8%	
		15.3	12.4	-18.6%	
PRINCE RUPERT					
	Wheat	11.6	14.2	22.5%	
	Durum	33.0		n/a	
	Barley	29.9		n/a	
	Canola		28.7	n/a	
	Oats			n/a	
	Rye			n/a	
	Flaxseed			n/a	
		12.2	15.2	24.9%	
CHURCHILL					
	Wheat	40.0	22.5	-43.8%	
	Durum	36.6	59.8	63.3%	
	Barley			n/a	
	Canola			n/a	
	Oats			n/a	
	Rye			n/a	
	Flaxseed		14.1	n/a	
		39.2	23.9	-39.0%	
THUNDER BAY					
	Wheat	34.9	39.6	13.7%	
	Durum	30.2	35.8	18.7%	
	Barley	55.9	88.7	58.8%	
	Canola	21.5	18.2	-15.1%	
	Oats	31.5	21.2	-32.6%	
	Rye			n/a	
	Flaxseed	32.9	33.7	2.7%	
		33.1	36.8	11.2%	
ALL PORTS					
	Wheat	19.6	19.4	-0.9%	
	Durum	26.5	33.5	26.4%	
	Barley	28.7	23.9	-16.8%	
	Canola	12.7	11.7	-7.6%	
	Oats	31.8	21.2	-33.4%	
	Rye			n/a	
	Flaxseed	38.7	35.2	-9.1%	
		20.3	20.1	-1.0%	

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*

(1) Average days in store as determined from average inventory turnover ratio.
(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) Inventory turnover ratio at all ports is based on entire crop year.
(4) Not applicable due to high proportion of direct hit shipments.

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

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
VANCOUVER						
	WHEAT	Average	2.81	2.05	-27.1%	**(2)**
		Standard Deviation	1.74	1.06		
		Minimum	0.95	0.62		
		Maximum	7.97	6.38		
	DURUM	Average	4.17	3.77	-9.6%	**(2)**
		Standard Deviation	5.08	3.41		
		Minimum	0.97	1.26		
		Maximum	20.48	13.52		
	BARLEY	Average	3.86	3.38	-12.4%	**(2)**
		Standard Deviation	3.45	3.47		
		Minimum	0.81	0.78		
		Maximum	16.72	15.54		
	CANOLA	Average	2.34	1.91	-18.4%	
		Standard Deviation	1.44	1.69		
		Minimum	0.55	0.75		
		Maximum	5.71	11.57		
	OATS	Average			n/a	**(3)**
		Standard Deviation				
		Minimum				
		Maximum				
	FLAXSEED	Average	6.48	4.93	-23.8%	**(2)**
		Standard Deviation	3.72	2.67		
		Minimum	2.78	1.22		
		Maximum	16.73	10.30		
PRINCE RUPERT						
	WHEAT	Average	1.72	1.94	12.9%	
		Standard Deviation	0.94	1.55		
		Minimum	0.48	0.46		
		Maximum	4.72	7.24		
	BARLEY	Average	1.21		n/a	
		Standard Deviation	0.72			
		Minimum	0.66			
		Maximum	2.64			
	CANOLA	Average		0.88	n/a	
		Standard Deviation		0.14		
		Minimum		0.71		
		Maximum		1.00		
CHURCHILL						
	WHEAT	Average	2.89	1.81	-37.2%	
		Standard Deviation	2.36	0.67		
		Minimum	1.12	0.92		
		Maximum	7.25	3.07		
	DURUM	Average	2.10	1.14	-45.5%	
		Standard Deviation	0.78	0.20		
		Minimum	1.32	1.00		
		Maximum	2.85	1.28		

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

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
THUNDER BAY						
	WHEAT	Average	5.19	4.88	-5.8%	(2)
		Standard Deviation	3.55	2.05		
		Minimum	2.33	2.01		
		Maximum	20.44	10.80		
	DURUM	Average	4.41	4.76	7.9%	(2)
		Standard Deviation	2.96	3.91		
		Minimum	1.47	1.49		
		Maximum	16.79	21.80		
	BARLEY	Average	3.33	7.58	127.6%	(2)
		Standard Deviation	2.19	6.65		
		Minimum	1.49	1.23		
		Maximum	9.03	21.41		
	CANOLA	Average	2.89	2.10	-27.1%	(2)
		Standard Deviation	2.24	1.41		
		Minimum	0.35	0.51		
		Maximum	9.45	5.95		
	OATS	Average	4.09	3.10	-24.1%	
		Standard Deviation	5.26	4.20		
		Minimum	0.48	0.72		
		Maximum	21.38	16.34		
	FLAXSEED	Average	3.24	3.37	4.0%	
		Standard Deviation	3.34	2.36		
		Minimum	0.69	0.68		
		Maximum	16.58	11.50		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*

(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 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
PACIFIC SEABOARD							(1)
	WHEAT	1 CWRS	Average	5.04	3.67	-27.3%	
			Standard Deviation	2.93	3.17		
			Minimum	1.21	0.07		
			Maximum	15.19	20.57		
		2 CWRS	Average	0.77	0.45	-41.4%	
			Standard Deviation	2.30	0.48		
			Minimum	0.01	0.01		
			Maximum	14.51	2.20		
		3 CWRS	Average	3.63	5.49	51.4%	
			Standard Deviation	3.47	6.19		
			Minimum	0.09	0.74		
			Maximum	10.64	23.80		
		1 CWES	Average	5.95	2.06	-65.3%	
			Standard Deviation	6.63	1.60		
			Minimum	0.93	0.34		
			Maximum	17.17	5.60		
		CW FEED	Average	3.98	4.58	15.1%	
			Standard Deviation	2.39	6.03		
			Minimum	1.10	0.04		
			Maximum	9.00	20.41		
		SW SPRING	Average	2.84		n/a	
			Standard Deviation	2.00			
			Minimum	1.19			
			Maximum	6.55			
		PR SPRING	Average	5.97	6.12	2.5%	
			Standard Deviation	4.97	4.48		
			Minimum	1.10	1.00		
			Maximum	22.66	18.45		
		CWR WINTER	Average		1.67	n/a	
			Standard Deviation		0.24		
			Minimum		1.40		
			Maximum		1.98		
	DURUM	1 CWA	Average	4.23		n/a	
			Standard Deviation	3.69			
			Minimum	0.07			
			Maximum	10.78			
		2 CWA	Average	2.50	1.16	-53.6%	
			Standard Deviation	6.15	1.44		
			Minimum	0.02	0.04		
			Maximum	18.77	6.13		
		3 CWA	Average	2.07	1.69	-18.4%	
			Standard Deviation	1.55	1.05		
			Minimum	0.17	0.74		
			Maximum	4.43	4.18		
		4 CWA	Average	2.18	1.10	-49.3%	
			Standard Deviation	0.01	0.67		
			Minimum	2.16	0.24		
			Maximum	2.19	1.98		
	BARLEY	1 CW	Average	2.48	1.36	-45.3%	
			Standard Deviation	1.94	1.28		
			Minimum	0.51	0.05		
			Maximum	8.73	6.47		
	CANOLA	1 CANADA	Average	1.95	1.61	-17.3%	
			Standard Deviation	1.27	1.38		
			Minimum	0.22	0.45		
			Maximum	5.02	9.36		
		2 CANADA	Average	5.14	5.40	5.1%	
			Standard Deviation	3.39	2.23		
			Minimum	2.00	2.96		
			Maximum	12.43	9.59		

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

PORT	COMMODITY		WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
CHURCHILL							
	WHEAT	**1 CWRS**	Average	2.12	3.06	44.4%	
			Standard Deviation	0.93	1.94		
			Minimum	0.95	0.98		
			Maximum	3.38	5.32		
		2 CWRS	Average		1.22	n/a	
			Standard Deviation		0.74		
			Minimum		0.15		
			Maximum		2.60		
		3 CWRS	Average		0.55	n/a	
			Standard Deviation		0.14		
			Minimum		0.35		
			Maximum		0.72		
	DURUM	**1 CWA**	Average	1.24		n/a	
			Standard Deviation	0.07			
			Minimum	1.17			
			Maximum	1.32			
		2 CWA	Average	1.04		n/a	
			Standard Deviation	0.45			
			Minimum	0.42			
			Maximum	1.44			
THUNDER BAY							
	WHEAT	**1 CWRS**	Average	4.12	4.76	15.4%	
			Standard Deviation	2.96	4.01		
			Minimum	1.30	1.45		
			Maximum	13.52	20.39		
		2 CWRS	Average	3.78	2.46	-34.8%	
			Standard Deviation	2.44	1.83		
			Minimum	1.55	0.61		
			Maximum	12.25	10.81		
		3 CWRS	Average	5.83	8.43	44.5%	
			Standard Deviation	5.32	6.60		
			Minimum	1.73	1.35		
			Maximum	20.64	24.99		
		1 CWES	Average	2.58	0.91	-64.7%	
			Standard Deviation	1.54	0.41		
			Minimum	0.82	0.28		
			Maximum	6.12	1.53		
		CW FEED	Average	7.96	8.18	2.8%	
			Standard Deviation	2.99	2.52		
			Minimum	3.69	3.77		
			Maximum	14.77	14.00		
		SW SPRING	Average		4.95	n/a	
			Standard Deviation		5.49		
			Minimum		1.33		
			Maximum		14.44		
		PR SPRING	Average	2.82	2.64	-6.4%	
			Standard Deviation	1.49	2.01		
			Minimum	1.15	1.02		
			Maximum	6.57	8.26		
		CWR WINTER	Average	1.77	2.11	18.9%	
			Standard Deviation	0.62	1.93		
			Minimum	1.07	0.44		
			Maximum	3.06	6.99		

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

PORT	COMMODITY		WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
THUNDER BAY							
	DURUM	**1 CWA**	Average	4.96	4.90	-1.4%	
			Standard Deviation	4.21	5.09		
			Minimum	0.89	0.21		
			Maximum	17.61	20.41		
		2 CWA	Average	1.84	3.01	63.9%	
			Standard Deviation	1.61	3.24		
			Minimum	0.06	0.21		
			Maximum	7.14	15.78		
		3 CWA	Average	3.94	2.82	-28.5%	
			Standard Deviation	3.89	2.22		
			Minimum	0.89	0.96		
			Maximum	17.21	10.85		
		4 CWA	Average	3.64	6.89	89.3%	
			Standard Deviation	1.41	4.78		
			Minimum	1.68	1.26		
			Maximum	6.51	17.31		
	BARLEY	**1 CW**	Average	10.43	3.93	-62.3%	
			Standard Deviation	7.64	2.58		
			Minimum	2.78	0.28		
			Maximum	18.07	5.77		
	CANOLA	**1 CANADA**	Average	2.75	2.02	-26.3%	
			Standard Deviation	2.17	1.35		
			Minimum	0.16	0.46		
			Maximum	9.40	5.77		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*

(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 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
DAYS WAITING				
VANCOUVER	2.4	4.4	83.3%	
PRINCE RUPERT	2.0	1.8	-10.0%	
CHURCHILL	3.5	3.6	2.9%	
THUNDER BAY	n/a	n/a	n/a	**(1)**
DAYS LOADING				
VANCOUVER	3.4	3.7	8.8%	
PRINCE RUPERT	1.8	5.9	227.8%	
CHURCHILL	2.5	2.9	16.0%	
THUNDER BAY	1.2	1.4	16.7%	
TOTAL DAYS IN PORT				
VANCOUVER	5.8	8.1	39.7%	
PRINCE RUPERT	3.8	7.7	102.6%	
CHURCHILL	6.0	6.5	8.3%	
THUNDER BAY	n/a	n/a	n/a	

NOTES:

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

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

Distribution of Vessel Time in Port

PORT	DAYS	1999-2000 Number of Vessels	1999-2000 % of Total Vessels	2000-2001 Number of Vessels	2000-2001 % of Total Vessels	% VAR.	NOTES
VANCOUVER							
	DAYS WAITING						(1)
	0	147	29.1%	96	18.7%	-10.4%	(2)
	1	136	26.9%	106	20.6%	-6.3%	
	2	69	13.6%	63	12.3%	-1.4%	
	3	31	6.1%	45	8.8%	2.6%	
	4	25	4.9%	35	6.8%	1.9%	
	5	23	4.5%	24	4.7%	0.1%	
	6-10	59	11.7%	80	15.6%	3.9%	
	11-15	13	2.6%	38	7.4%	4.8%	
	16-20	3	0.6%	14	2.7%	2.1%	
	21-25		0.0%	7	1.4%	1.4%	
	26-30		0.0%	5	1.0%	1.0%	
	31-35		0.0%	1	0.2%	0.2%	
		506	100.0%	514	100.0%		
	DAYS LOADING						
	1	155	30.6%	131	25.5%	-5.1%	
	2	96	19.0%	107	20.8%	1.8%	
	3	80	15.8%	75	14.6%	-1.2%	
	4	42	8.3%	63	12.3%	4.0%	
	5	45	8.9%	42	8.2%	-0.7%	
	6-10	76	15.0%	72	14.0%	-1.0%	
	11-15	9	1.8%	15	2.9%	1.1%	
	16-20	3	0.6%	7	1.4%	0.8%	
	21-25		0.0%	1	0.2%	0.2%	
	26-30		0.0%	1	0.2%	0.2%	
	31-35		0.0%		0.0%	0.0%	
		506	100.0%	514	100.0%		
	TOTAL DAYS IN PORT						
	1-5	310	61.3%	229	44.6%	-16.7%	
	6-10	125	24.7%	147	28.6%	3.9%	
	11-15	48	9.5%	79	15.4%	5.9%	
	16-20	21	4.2%	31	6.0%	1.9%	
	21-25	1	0.2%	12	2.3%	2.1%	
	26-30	1	0.2%	11	2.1%	1.9%	
	31-35		0.0%	4	0.8%	0.8%	
	36-40		0.0%	1	0.2%	0.2%	
		506	100.0%	514	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.

Distribution of Vessel Time in Port

PORT	DAYS	1999-2000		2000-2001			NOTES
PRINCE RUPERT		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	% VAR.	
DAYS WAITING							(1)
	0	50	55.6%	43	68.3%	12.7%	(2)
	1	16	17.8%	4	6.3%	-11.4%	
	2	6	6.7%	2	3.2%	-3.5%	
	3	1	1.1%	2	3.2%	2.1%	
	4	4	4.4%	1	1.6%	-2.9%	
	5	2	2.2%	2	3.2%	1.0%	
	6-10	8	8.9%	7	11.1%	2.2%	
	11-15	0	0.0%	0	0.0%	0.0%	
	16-20	3	3.3%	2	3.2%	-0.2%	
	21-25		0.0%		0.0%	0.0%	
	26-30		0.0%		0.0%	0.0%	
	31-35		0.0%		0.0%	0.0%	
		90	100.0%	63	100.0%		
DAYS LOADING							
	1	55	61.1%	17	27.0%	-34.1%	
	2	18	20.0%	7	11.1%	-8.9%	
	3	7	7.8%	6	9.5%	1.7%	
	4	4	4.4%	5	7.9%	3.5%	
	5	2	2.2%	3	4.8%	2.5%	
	6-10	4	4.4%	10	15.9%	11.4%	
	11-15		0.0%	12	19.0%	19.0%	
	16-20		0.0%	1	1.6%	1.6%	
	21-25		0.0%	2	3.2%	3.2%	
	26-30		0.0%		0.0%	0.0%	
	31-35		0.0%		0.0%	0.0%	
		90	100.0%	63	100.0%		
TOTAL DAYS IN PORT							
	1-5	72	80.0%	27	42.9%	-37.1%	
	6-10	9	10.0%	18	28.6%	18.6%	
	11-15	6	6.7%	13	20.6%	14.0%	
	16-20	2	2.2%	1	1.6%	-0.6%	
	21-25	1	1.1%	2	3.2%	2.1%	
	26-30			1	1.6%	1.6%	
	31-35			1	1.6%	1.6%	
		90	100.0%	63	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.

Distribution of Vessel Time in Port

PORT	DAYS	1999		2000			NOTES
CHURCHILL		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	% VAR.	(1)
	DAYS WAITING						(2)
	0	9	64.3%	8	29.6%	-34.7%	(3)
	1	3	21.4%	10	37.0%	15.6%	
	2	0	0.0%	5	18.5%	18.5%	
	3	1	7.1%	1	3.7%	-3.4%	
	4	1	7.1%	0	0.0%	-7.1%	
	5		0.0%	1	3.7%	3.7%	
	6-10		0.0%	2	7.4%	7.4%	
	11-15		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%		
	DAYS LOADING						
	1	3	21.4%	8	29.6%	8.2%	
	2	7	50.0%	7	25.9%	-24.1%	
	3	1	7.1%	5	18.5%	11.4%	
	4	2	14.3%	1	3.7%	-10.6%	
	5	0	0.0%	3	11.1%	11.1%	
	6-10	1	7.1%	3	11.1%	4.0%	
	11-15		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%		
	TOTAL DAYS IN PORT						
	1-5	11	78.6%	20	74.1%	-4.5%	
	6-10	3	21.4%	6	22.2%	0.8%	
	11-15		0.0%	1	3.7%	3.7%	
	16-20		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%		

NOTES:

Source: Hudson Bay Port Company

(1) Churchill vessel count based on shipping season.
(2) Days waiting calculated from date of vessel arrival at dock.
(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			NOTES
THUNDER BAY		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	% VAR.	(1)
	DAYS LOADING						
	1	291	81.7%	265	74.4%	-7.3%	
	2	51	14.3%	65	18.3%	3.9%	
	3	7	2.0%	14	3.9%	2.0%	
	4	5	1.4%	5	1.4%	0.0%	
	5	1	0.3%	4	1.1%	0.8%	
	6-10	1	0.3%	3	0.8%	0.6%	
	11-15		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%	0.0%	
		356	100.0%	356	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			NOTES
		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	% VAR.	
VANCOUVER							
	1	185	36.6%	175	34.0%	-2.5%	
	2	175	34.6%	186	36.2%	1.6%	
	3	124	24.5%	118	23.0%	-1.5%	
	4	18	3.6%	25	4.9%	1.3%	
	5	4	0.8%	6	1.2%	0.4%	
	6		0.0%	3	0.6%	0.6%	**(2)**
	7		0.0%	1	0.2%	0.2%	**(2)**
		506	100.0%	514	100.0%		
THUNDER BAY							**(1)**
	1			74	20.8%	n/a	
	2			131	36.8%	n/a	
	3			110	30.9%	n/a	
	4			35	9.8%	n/a	
	5			4	1.1%	n/a	
	6			2	0.6%	n/a	
	7				0.0%	n/a	
				356	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.

Annual Demurrage Costs and Dispatch Earnings by Port (1) (2) (3)

PORT		CROP YEAR 1999/00 $ CDN	CROP YEAR 2000/01 $ CDN	% VARIANCE	NOTES
PACIFIC SEABOARD					
	Annual vessel demurrage	($6,649,471.72)	($15,080,461.72)	126.8%	(4)
	Annual dispatch earning	$10,973,843.30	$8,983,430.27	-18.1%	
		$4,324,371.58	($6,097,031.45)	-241.0%	
CHURCHILL, THUNDER BAY AND SEAWAY					
	Annual vessel demurrage	($838,576.52)	($586,907.97)	-30.0%	(4)
	Annual dispatch earning	$3,359,126.73	$4,104,608.55	22.2%	
		$2,520,550.21	$3,517,700.58	39.6%	
ALL PORTS					
	Annual vessel demurrage	($7,488,048.24)	($15,667,369.69)	109.2%	(4)
	Annual dispatch earning	$14,332,970.03	$13,088,038.82	-8.7%	
		$6,844,921.80	($2,579,330.87)	-137.7%	

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 during each crop year, (financial reporting requirements may result in variances from other reporting processes).
(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 1999/00 $/tonne	CROP YEAR 2000/01 $/tonne	% VARIANCE	NOTES
VANCOUVER					**(5)**
	Wheat (excl.Durum)	7.00	7.05	0.7%	**(4)**
	Durum	7.00	7.21	3.0%	**(4)**
	Barley	8.66	8.76	1.2%	
	Canola	10.76	10.90	1.3%	
	Oats	10.98	11.11	1.2%	
	Peas	9.91	10.49	5.9%	
	Rye	8.24	10.19	23.7%	
	Flaxseed	11.28	11.78	4.4%	
PRINCE RUPERT					
	Wheat (incl.Durum)	6.78	7.00	3.2%	
	Barley	8.46	8.70	2.8%	
	Canola	10.85	10.85	0.0%	
	Oats	11.10	11.10	0.0%	
	Rye	10.15	10.15	0.0%	
	Flaxseed	10.38	12.00	15.6%	
CHURCHILL					
	Wheat (incl.Durum)	6.47	6.47	0.0%	
	Barley	8.03	8.03	0.0%	
	Canola	10.09	10.09	0.0%	
	Oats	10.35	10.35	0.0%	
	Peas	8.41	8.41	0.0%	
	Rye	6.63	6.63	0.0%	
	Flaxseed	9.93	9.93	0.0%	
THUNDER BAY					**(6)**
	Wheat (incl.Durum)	6.72	6.78	0.9%	
	Barley	8.36	8.45	1.1%	
	Canola	10.80	10.83	0.3%	
	Oats	10.99	11.11	1.1%	
	Peas	9.25	9.22	-0.3%	
	Rye	7.02	7.09	1.0%	
	Flaxseed	10.72	10.77	0.5%	

NOTES:

Source: Canadian Grain Commission, *Summary - Licensed Terminal Elevator Tariffs, Aug. 1, 1999 & Aug. 1, 2000*

(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.
(5) Vancouver average based on 5 terminals for 1999/2000 and 6 terminals for 2000/2001.
(6) Thunder Bay average based on 6 terminals for 1999/2000 and 7 terminals for 2000/2001.

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 1999/00 $/tonne	CROP YEAR 2000/01 $/tonne	% VARIANCE	NOTES
VANCOUVER					**(4)**
	Wheat (incl.Durum)	0.055	0.057	3.6%	
	Barley	0.069	0.071	2.9%	
	Canola	0.066	0.068	3.0%	
	Oats	0.090	0.091	1.1%	
	Peas	0.055	0.056	1.8%	
	Rye	0.057	0.058	1.8%	
	Flaxseed	0.064	0.065	1.6%	
PRINCE RUPERT					
	Wheat (incl.Durum)	0.060	0.060	0.0%	
	Barley	0.070	0.070	0.0%	
	Canola	0.100	0.100	0.0%	
	Oats	0.084	0.090	7.1%	
	Rye	0.055	0.060	9.1%	
	Flaxseed	0.061	0.070	14.8%	
CHURCHILL					
	Wheat (incl.Durum)	0.053	0.053	0.0%	
	Barley	0.065	0.065	0.0%	
	Canola	0.062	0.062	0.0%	
	Oats	0.085	0.085	0.0%	
	Peas	0.052	0.052	0.0%	
	Rye	0.055	0.055	0.0%	
	Flaxseed	0.061	0.061	0.0%	
THUNDER BAY					**(5)**
	Wheat (incl.Durum)	0.053	0.055	3.8%	
	Barley	0.066	0.067	1.5%	
	Canola	0.064	0.065	1.6%	
	Oats	0.088	0.089	1.1%	
	Peas	0.053	0.054	1.9%	
	Rye	0.057	0.058	1.8%	
	Flaxseed	0.063	0.064	1.6%	

NOTES:

Source: Canadian Grain Commission, *Summary - Licensed Terminal Elevator Tariffs, Aug. 1, 1999 & Aug. 1, 2000*

(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 and 2000/2001.
(5) Thunder Bay average based on 6 terminals for 1999/2000 and 7 terminals for 2000/2001.

Average Weekly Stock-to-Vessel Requirement Ratios for Major Grains at Vancouver and Thunder Bay (1)

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
VANCOUVER						
	WHEAT	Average	3.10	2.50	-19.5%	(2)
		Standard Deviation	2.23	1.62		
		Minimum	0.69	0.77		
		Maximum	10.90	8.09		
	DURUM	Average	4.08	3.80	-7.1%	
		Standard Deviation	5.12	4.46		
		Minimum	0.60	0.68		
		Maximum	24.81	20.16		
	BARLEY	Average	3.28	3.48	6.0%	
		Standard Deviation	3.90	4.39		
		Minimum	0.64	0.65		
		Maximum	19.37	16.51		
	CANOLA	Average	2.47	1.94	-21.5%	
		Standard Deviation	1.91	1.29		
		Minimum	0.60	0.62		
		Maximum	7.62	5.80		
	OATS	Average			n/a	(3)
		Standard Deviation				
		Minimum				
		Maximum				
	FLAXSEED	Average	5.84	4.25	-27.2%	(2)
		Standard Deviation	3.54	2.72		
		Minimum	1.88	0.96		
		Maximum	16.73	10.30		
THUNDER BAY						
	WHEAT	Average	5.60	5.29	-5.5%	(2)
		Standard Deviation	4.01	2.54		
		Minimum	2.18	1.65		
		Maximum	19.57	10.73		
	DURUM	Average	4.58	4.74	3.5%	(2)
		Standard Deviation	3.12	3.18		
		Minimum	1.61	1.68		
		Maximum	16.79	14.03		
	BARLEY	Average	2.54	4.60	81.1%	
		Standard Deviation	0.83	4.33		
		Minimum	1.20	1.23		
		Maximum	4.31	13.91		
	CANOLA	Average	2.76	1.89	-31.3%	
		Standard Deviation	2.35	1.43		
		Minimum	0.04	0.51		
		Maximum	11.29	6.14		
	OATS	Average	2.64	2.45	-7.2%	
		Standard Deviation	1.99	3.40		
		Minimum	0.48	0.72		
		Maximum	6.48	14.44		
	FLAXSEED	Average	3.47	3.62	4.5%	
		Standard Deviation	2.65	2.16		
		Minimum	0.79	0.90		
		Maximum	10.80	8.70		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*
Canadian Ports Clearance Association, *Daily Vessel Lineup*

(1) Vessel requirements lagged one week from stock levels; i.e. ratio of stock in terminal position at end of week X (from Grain Statistics Weekly), to requirements (due date from Daily Vessel Lineup matched to actual tonnage loaded 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.

Annual Demurrage Costs and Dispatch Earnings by Port (1) (2) (3)

PORT		CROP YEAR 1999/00 $ CDN	CROP YEAR 2000/01 $ CDN	% VARIANCE	NOTES
PACIFIC SEABOARD					
	Annual vessel demurrage	($6,649,471.72)	($15,080,461.72)	126.8%	(4)
	Annual dispatch earning	$10,973,843.30	$8,983,430.27	-18.1%	
		$4,324,371.58	($6,097,031.45)	-241.0%	
CHURCHILL, THUNDER BAY AND SEAWAY					
	Annual vessel demurrage	($838,576.52)	($586,907.97)	-30.0%	(4)
	Annual dispatch earning	$3,359,126.73	$4,104,608.55	22.2%	
		$2,520,550.21	$3,517,700.58	39.6%	
ALL PORTS					
	Annual vessel demurrage	($7,488,048.24)	($15,667,369.69)	109.2%	(4)
	Annual dispatch earning	$14,332,970.03	$13,088,038.82	-8.7%	
		$6,844,921.80	($2,579,330.87)	-137.7%	

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 during each crop year, (financial reporting requirements may result in variances from other reporting processes).
(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 1999/00 $/tonne	CROP YEAR 2000/01 $/tonne	% VARIANCE	NOTES
VANCOUVER					**(5)**
	Wheat (excl.Durum)	7.00	7.05	0.7%	**(4)**
	Durum	7.00	7.21	3.0%	**(4)**
	Barley	8.66	8.76	1.2%	
	Canola	10.76	10.90	1.3%	
	Oats	10.98	11.11	1.2%	
	Peas	9.91	10.49	5.9%	
	Rye	8.24	10.19	23.7%	
	Flaxseed	11.28	11.78	4.4%	
PRINCE RUPERT					
	Wheat (incl.Durum)	6.78	7.00	3.2%	
	Barley	8.46	8.70	2.8%	
	Canola	10.85	10.85	0.0%	
	Oats	11.10	11.10	0.0%	
	Rye	10.15	10.15	0.0%	
	Flaxseed	10.38	12.00	15.6%	
CHURCHILL					
	Wheat (incl.Durum)	6.47	6.47	0.0%	
	Barley	8.03	8.03	0.0%	
	Canola	10.09	10.09	0.0%	
	Oats	10.35	10.35	0.0%	
	Peas	8.41	8.41	0.0%	
	Rye	6.63	6.63	0.0%	
	Flaxseed	9.93	9.93	0.0%	
THUNDER BAY					**(6)**
	Wheat (incl.Durum)	6.72	6.78	0.9%	
	Barley	8.36	8.45	1.1%	
	Canola	10.80	10.83	0.3%	
	Oats	10.99	11.11	1.1%	
	Peas	9.25	9.22	-0.3%	
	Rye	7.02	7.09	1.0%	
	Flaxseed	10.72	10.77	0.5%	

NOTES:

Source: Canadian Grain Commission, *Summary - Licensed Terminal Elevator Tariffs, Aug. 1, 1999 & Aug. 1, 2000*

(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.
(5) Vancouver average based on 5 terminals for 1999/2000 and 6 terminals for 2000/2001.
(6) Thunder Bay average based on 6 terminals for 1999/2000 and 7 terminals for 2000/2001.

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 1999/00 $/tonne	CROP YEAR 2000/01 $/tonne	% VARIANCE	NOTES
VANCOUVER					**(4)**
	Wheat (incl.Durum)	0.055	0.057	3.6%	
	Barley	0.069	0.071	2.9%	
	Canola	0.066	0.068	3.0%	
	Oats	0.090	0.091	1.1%	
	Peas	0.055	0.056	1.8%	
	Rye	0.057	0.058	1.8%	
	Flaxseed	0.064	0.065	1.6%	
PRINCE RUPERT					
	Wheat (incl.Durum)	0.060	0.060	0.0%	
	Barley	0.070	0.070	0.0%	
	Canola	0.100	0.100	0.0%	
	Oats	0.084	0.090	7.1%	
	Rye	0.055	0.060	9.1%	
	Flaxseed	0.061	0.070	14.8%	
CHURCHILL					
	Wheat (incl.Durum)	0.053	0.053	0.0%	
	Barley	0.065	0.065	0.0%	
	Canola	0.062	0.062	0.0%	
	Oats	0.085	0.085	0.0%	
	Peas	0.052	0.052	0.0%	
	Rye	0.055	0.055	0.0%	
	Flaxseed	0.061	0.061	0.0%	
THUNDER BAY					**(5)**
	Wheat (incl.Durum)	0.053	0.055	3.8%	
	Barley	0.066	0.067	1.5%	
	Canola	0.064	0.065	1.6%	
	Oats	0.088	0.089	1.1%	
	Peas	0.053	0.054	1.9%	
	Rye	0.057	0.058	1.8%	
	Flaxseed	0.063	0.064	1.6%	

NOTES:

Source: Canadian Grain Commission, *Summary - Licensed Terminal Elevator Tariffs, Aug. 1, 1999 & Aug. 1, 2000*

(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 and 2000/2001.
(5) Thunder Bay average based on 6 terminals for 1999/2000 and 7 terminals for 2000/2001.

Average Weekly Stock-to-Vessel Requirement Ratios for Major Grains at Vancouver and Thunder Bay (1)

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
VANCOUVER						
	WHEAT	Average	3.10	2.50	-19.5%	(2)
		Standard Deviation	2.23	1.62		
		Minimum	0.69	0.77		
		Maximum	10.90	8.09		
	DURUM	Average	4.08	3.80	-7.1%	
		Standard Deviation	5.12	4.46		
		Minimum	0.60	0.68		
		Maximum	24.81	20.16		
	BARLEY	Average	3.28	3.48	6.0%	
		Standard Deviation	3.90	4.39		
		Minimum	0.64	0.65		
		Maximum	19.37	16.51		
	CANOLA	Average	2.47	1.94	-21.5%	
		Standard Deviation	1.91	1.29		
		Minimum	0.60	0.62		
		Maximum	7.62	5.80		
	OATS	Average			n/a	(3)
		Standard Deviation				
		Minimum				
		Maximum				
	FLAXSEED	Average	5.84	4.25	-27.2%	(2)
		Standard Deviation	3.54	2.72		
		Minimum	1.88	0.96		
		Maximum	16.73	10.30		
THUNDER BAY						
	WHEAT	Average	5.60	5.29	-5.5%	(2)
		Standard Deviation	4.01	2.54		
		Minimum	2.18	1.65		
		Maximum	19.57	10.73		
	DURUM	Average	4.58	4.74	3.5%	(2)
		Standard Deviation	3.12	3.18		
		Minimum	1.61	1.68		
		Maximum	16.79	14.03		
	BARLEY	Average	2.54	4.60	81.1%	
		Standard Deviation	0.83	4.33		
		Minimum	1.20	1.23		
		Maximum	4.31	13.91		
	CANOLA	Average	2.76	1.89	-31.3%	
		Standard Deviation	2.35	1.43		
		Minimum	0.04	0.51		
		Maximum	11.29	6.14		
	OATS	Average	2.64	2.45	-7.2%	
		Standard Deviation	1.99	3.40		
		Minimum	0.48	0.72		
		Maximum	6.48	14.44		
	FLAXSEED	Average	3.47	3.62	4.5%	
		Standard Deviation	2.65	2.16		
		Minimum	0.79	0.90		
		Maximum	10.80	8.70		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*
Canadian Ports Clearance Association, *Daily Vessel Lineup*

(1) Vessel requirements lagged one week from stock levels; i.e. ratio of stock in terminal position at end of week X (from Grain Statistics Weekly), to requirements (due date from Daily Vessel Lineup matched to actual tonnage loaded 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-Vessel Requirement Ratios for Major Grains and Grades by Port (2) (3) (4)

PORT	COMMODITY		WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
PACIFIC SEABOARD							(1)
	WHEAT	1 CWRS	Average	5.28	4.09	-22.6%	
			Standard Deviation	3.83	4.23		
			Minimum	1.13	0.09		
			Maximum	24.03	23.69		
		2 CWRS	Average	0.51	0.52	1.4%	
			Standard Deviation	0.62	0.62		
			Minimum	0.01	0.01		
			Maximum	2.70	3.22		
		3 CWRS	Average	4.20	3.53	-16.0%	
			Standard Deviation	3.78	2.91		
			Minimum	0.30	0.58		
			Maximum	10.64	11.44		
		1 CWES	Average	1.68	0.96	-43.1%	
			Standard Deviation	1.89	0.49		
			Minimum	0.39	0.29		
			Maximum	4.49	1.79		
		CW FEED	Average	4.18	5.34	28.0%	
			Standard Deviation	2.46	6.28		
			Minimum	1.10	0.16		
			Maximum	9.00	17.82		
		SW SPRING	Average	2.79		n/a	
			Standard Deviation	2.27			
			Minimum	1.09			
			Maximum	6.55			
		PR SPRING	Average	5.29	6.73	27.2%	
			Standard Deviation	4.80	4.22		
			Minimum	1.23	0.64		
			Maximum	19.68	14.45		
		CWR WINTER	Average		1.33	n/a	
			Standard Deviation		0.56		
			Minimum		0.97		
			Maximum		1.98		
	DURUM	1 CWA	Average	4.10		n/a	
			Standard Deviation	4.72			
			Minimum	0.63			
			Maximum	16.48			
		2 CWA	Average		3.05	n/a	
			Standard Deviation		5.80		
			Minimum		0.20		
			Maximum		19.30		
		3 CWA	Average	2.66	1.50	-43.6%	
			Standard Deviation	1.60	1.17		
			Minimum	0.30	0.34		
			Maximum	4.71	4.18		
		4 CWA	Average	1.79	2.11	17.5%	
			Standard Deviation	0.32	3.49		
			Minimum	1.57	0.16		
			Maximum	2.02	9.92		
	BARLEY	1 CW	Average	2.05	1.81	-12.0%	
			Standard Deviation	2.23	2.05		
			Minimum	0.12	0.03		
			Maximum	8.73	7.03		
	CANOLA	1 CANADA	Average	2.04	1.65	-18.9%	
			Standard Deviation	1.69	1.12		
			Minimum	0.31	0.35		
			Maximum	6.47	5.87		
		2 CANADA	Average	5.30	5.43	2.5%	
			Standard Deviation	4.61	3.10		
			Minimum	2.00	2.06		
			Maximum	14.14	9.58		

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

PORT	COMMODITY		WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
PACIFIC SEABOARD							(1)
	WHEAT	1 CWRS	Average	5.28	4.09	-22.6%	
			Standard Deviation	3.83	4.23		
			Minimum	1.13	0.09		
			Maximum	24.03	23.69		
		2 CWRS	Average	0.51	0.52	1.4%	
			Standard Deviation	0.62	0.62		
			Minimum	0.01	0.01		
			Maximum	2.70	3.22		
		3 CWRS	Average	4.20	3.53	-16.0%	
			Standard Deviation	3.78	2.91		
			Minimum	0.30	0.58		
			Maximum	10.64	11.44		
		1 CWES	Average	1.68	0.96	-43.1%	
			Standard Deviation	1.89	0.49		
			Minimum	0.39	0.29		
			Maximum	4.49	1.79		
		CW FEED	Average	4.18	5.34	28.0%	
			Standard Deviation	2.46	6.28		
			Minimum	1.10	0.16		
			Maximum	9.00	17.82		
		SW SPRING	Average	2.79		n/a	
			Standard Deviation	2.27			
			Minimum	1.09			
			Maximum	6.55			
		PR SPRING	Average	5.29	6.73	27.2%	
			Standard Deviation	4.80	4.22		
			Minimum	1.23	0.64		
			Maximum	19.68	14.45		
		CWR WINTER	Average		1.33	n/a	
			Standard Deviation		0.56		
			Minimum		0.97		
			Maximum		1.98		
	DURUM	1 CWA	Average	4.10		n/a	
			Standard Deviation	4.72			
			Minimum	0.63			
			Maximum	16.48			
		2 CWA	Average		3.05	n/a	
			Standard Deviation		5.80		
			Minimum		0.20		
			Maximum		19.30		
		3 CWA	Average	2.66	1.50	-43.6%	
			Standard Deviation	1.60	1.17		
			Minimum	0.30	0.34		
			Maximum	4.71	4.18		
		4 CWA	Average	1.79	2.11	17.5%	
			Standard Deviation	0.32	3.49		
			Minimum	1.57	0.16		
			Maximum	2.02	9.92		
	BARLEY	1 CW	Average	2.05	1.81	-12.0%	
			Standard Deviation	2.23	2.05		
			Minimum	0.12	0.03		
			Maximum	8.73	7.03		
	CANOLA	1 CANADA	Average	2.04	1.65	-18.9%	
			Standard Deviation	1.69	1.12		
			Minimum	0.31	0.35		
			Maximum	6.47	5.87		
		2 CANADA	Average	5.30	5.43	2.5%	
			Standard Deviation	4.61	3.10		
			Minimum	2.00	2.06		
			Maximum	14.14	9.58		

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

PORT	COMMODITY		WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
THUNDER BAY							
	WHEAT	**1 CWRS**	Average	5.47	4.80	-12.2%	
			Standard Deviation	5.45	4.46		
			Minimum	1.32	0.98		
			Maximum	24.66	20.39		
		2 CWRS	Average	4.53	2.40	-47.0%	
			Standard Deviation	3.05	1.48		
			Minimum	0.88	0.85		
			Maximum	12.87	6.94		
		3 CWRS	Average	5.44	7.94	45.9%	
			Standard Deviation	4.59	6.44		
			Minimum	1.48	0.94		
			Maximum	20.60	24.99		
		1 CWES	Average	2.33	1.15	-50.7%	
			Standard Deviation	1.67	0.60		
			Minimum	0.62	0.28		
			Maximum	6.12	1.88		
		CW FEED	Average	7.48	7.59	1.5%	
			Standard Deviation	3.27	2.15		
			Minimum	3.37	3.77		
			Maximum	13.80	10.51		
		PR SPRING	Average	2.93	2.54	-13.3%	
			Standard Deviation	1.67	2.28		
			Minimum	0.88	0.78		
			Maximum	6.57	8.26		
		CWR WINTER	Average	1.71	2.44	43.0%	
			Standard Deviation	0.67	1.99		
			Minimum	0.90	1.17		
			Maximum	2.93	6.99		
	DURUM	**1 CWA**	Average	5.54	3.89	-29.8%	
			Standard Deviation	4.62	3.59		
			Minimum	0.89	0.21		
			Maximum	21.35	14.90		
		2 CWA	Average	2.61	2.47	-5.1%	
			Standard Deviation	3.63	1.71		
			Minimum	0.07	0.21		
			Maximum	19.64	7.23		
		3 CWA	Average	2.94	2.96	0.9%	
			Standard Deviation	2.54	2.53		
			Minimum	0.89	0.90		
			Maximum	13.34	10.85		
		4 CWA	Average	4.26	7.45	74.9%	
			Standard Deviation	2.26	4.74		
			Minimum	1.68	1.92		
			Maximum	9.94	16.95		
	CANOLA	**1 CANADA**	Average	2.64	1.82	-31.0%	
			Standard Deviation	2.34	1.38		
			Minimum	0.04	0.46		
			Maximum	11.26	5.89		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*
Canadian Ports Clearance Association, *Daily Vessel Lineup*

(1) Vancouver and Prince Rupert stock by grade available in aggregate only.
(2) Vessel requirements lagged one week from stock levels; i.e. ratio of stock in terminal position at end of week X (from Grain Statistics Weekly), to requirements (due date from Daily Vessel Lineup matched to actual tonnage loaded 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 Weekly Stock-to-Shipment Ratios for Board and Non-Board Grains at Vancouver and Thunder Bay (3) (4)

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR 1999/00	CROP YEAR 2000/01	% VARIANCE	NOTES
VANCOUVER						
	CWB GRAINS	Average	3.53	2.92	-17.5%	(1)
		Standard Deviation	3.58	2.78		
		Minimum	0.81	0.62		
		Maximum	20.48	15.54		
	NON-CWB GRAINS	Average	3.57	2.60	-27.0%	(2)
		Standard Deviation	3.04	2.33		
		Minimum	0.29	0.61		
		Maximum	16.73	11.57		
THUNDER BAY						
	CWB GRAINS	Average	4.55	5.20	14.2%	(1)
		Standard Deviation	3.16	3.83		
		Minimum	1.47	1.23		
		Maximum	20.44	21.80		
	NON-CWB GRAINS	Average	3.30	2.81	-14.8%	(2)
		Standard Deviation	3.51	2.77		
		Minimum	0.35	0.51		
		Maximum	21.38	16.34		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*

(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 over the two year period.

(2) Non-CWB grains included are canola, oats and flax.

(3) See measure 3D-4 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.

Annual Terminal Storage and Handling Revenue and Carrying Costs for Board Grains

PORT	CROP YEAR 1999/00 ($ 000)	CROP YEAR 2000/01 ($ 000)	% VARIANCE	NOTES
TOTAL REVENUE				(1)(7)(8)
VANCOUVER				
Elevation Revenue	109,385.6	115,543.3	5.6%	
Cleaning Revenue	38,012.1	36,960.3	-2.8%	
Storage Revenue	10,504.6	10,290.6	-2.0%	
Misc. Services/Other Revenue	12,831.4	13,121.2	2.3%	(2)
Grain and By-Products Revenue	22,010.7	22,972.4	4.4%	(3)
	192,744.5	198,887.7	3.2%	
THUNDER BAY				
Elevation Revenue	45,446.7	42,942.4	-5.5%	
Cleaning Revenue	12,962.1	9,659.2	-25.5%	
Storage Revenue	12,523.9	12,480.9	-0.3%	
Misc. Services/Other Revenue	2,524.4	3,362.2	33.2%	(2)
Grain and By-Products Revenue	8,646.3	7,045.2	-18.5%	(3)
	82,103.5	75,489.9	-8.1%	
CWB CARRYING COSTS				(8)
PACIFIC SEABOARD				
Elevation Expense	51,248.2	36,375.4	-29.0%	(4)
Storage Expense	7,846.0	6,453.2	-17.8%	
Drying Expense	218.9	250.5	14.5%	(5)
Special Services	4,030.4	5,161.1	28.1%	(6)
	63,343.5	48,240.2	-23.8%	
THUNDER BAY				
Elevation Expense	22,532.3	23,471.6	4.2%	(4)
Storage Expense	7,703.5	8,560.8	11.1%	
Drying Expense	131.8	69.6	-47.2%	(5)
Special Services	945.7	2,276.4	140.7%	(6)
	31,313.2	34,378.5	9.8%	

NOTES:

Source: Canadian Wheat Board and Western Grain Elevator Association Members

(1) Revenue components 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, drying and periodic cut-off revenues earned by terminals.
(4) Includes fobbing charges (inward and outward elevation) of CWB FOB sales only. Customers pay the fobbing charges on the balance of CWB in-store sales.
(5) Includes artificial (dryers) and natural (blending) drying.
(6) Special Services include destoning, fumigation, turning costs, fusarium sprouted grain and excreta programs, protein blending, terminal mixing, and terminal overtime.
(7) Includes revenue data from five licensed terminals at Vancouver and from seven licensed terminals at Thunder Bay
(8) Revenue and cost data is un-audited.

Annual Stored Tonne-Days for Board and Non-Board Grains

PORT		CROP YEAR 1999/00 ('000 Days)	CROP YEAR 2000/01 ('000 Days)	% VARIANCE	NOTES
STORAGE DAYS					**(1)**
VANCOUVER					
	CWB	139,547.2	110,078.3	-21.1%	**(2)**
	Non-CWB	44,102.2	48,057.6	9.0%	**(3)(4)**
		183,649.4	158,135.9	-13.9%	
PRINCE RUPERT					
	CWB	40,897.3	29,065.5	-28.9%	**(2)**
	Non-CWB	-	4,599.0	n/a	**(3)(4)**
		40,897.3	33,664.5	-17.7%	
CHURCHILL					
	CWB	15,288.8	12,711.3	-16.9%	**(2)**
	Non-CWB	-	266.2	n/a	**(3)(4)**
		15,288.8	12,977.5	-15.1%	
THUNDER BAY					
	CWB	178,709.1	200,419.6	12.1%	**(2)**
	Non-CWB	27,034.5	28,749.1	6.3%	**(3)(4)**
		205,743.6	229,168.7	11.4%	
ALL PORTS					
	CWB	374,442.4	352,274.7	-5.9%	**(2)**
	Non-CWB	71,136.7	81,671.9	14.8%	**(3)(4)**
		445,579.1	433,946.6	-2.6%	

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*

(1) Stored tonne-days calculated by multiplying average days in store by terminal throughput.
(2) For purposes of segmenting CWB and non-CWB grains, wheat, durum and barley are attributed to the CWB. Note that a small portion of wheat and barley shipments from Thunder Bay were non-Board feed, accounting for only 37,500 tonnes over the two year period.
(3) Non-CWB grains are canola and flaxseed for Vancouver, canola, oats and flaxseed for Thunder Bay.
(4) Stock information on other non-CWB products and special crops is not available, resulting in an understatement of total stored tonne-days.

Annual Stored Tonne-Days for Board and Non-Board Grains

PROVINCE		CROP YEAR 1999/00 ('000 Days)	CROP YEAR 2000/01 ('000 Days)	% VARIANCE	NOTES
STORAGE DAYS					**(1)**
MANITOBA					
	CWB	171,210.2	187,958.8	9.8%	**(2)**
	Non-CWB	67,802.2	63,959.2	-5.7%	**(3)(4)**
		239,012.4	251,918.0	5.4%	
SASKATCHEWAN					
	CWB	583,324.5	535,039.9	-8.3%	**(2)**
	Non-CWB	144,729.2	157,254.9	8.7%	**(3)(4)**
		728,053.7	692,294.8	-4.9%	
ALBERTA					
	CWB	303,491.9	245,658.3	-19.1%	**(2)**
	Non-CWB	71,333.7	78,755.8	10.4%	**(3)(4)**
		374,825.6	324,414.1	-13.4%	
BRITISH COLUMBIA					
	CWB	8,310.0	4,610.4	-44.5%	**(2)**
	Non-CWB	3,746.5	2,336.0	-37.6%	**(3)(4)**
		12,056.5	6,946.4	-42.4%	
WESTERN CANADA					
	CWB	1,066,336.6	973,267.4	-8.7%	**(2)**
	Non-CWB	287,611.6	302,305.9	5.1%	**(3)(4)**
		1,353,948.2	1,275,573.3	-5.8%	

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly, Weeks 1 to 52, 99/00 & 00/01 crop years*

(1) Stored tonne-days calculated by multiplying average days in store by shipments from primary elevators.

(2) CWB grains include a portion of wheat and barley shipments and all durum shipments.
For purposes of segmenting CWB and non-CWB grains, in 99/00 CWB portion of wheat shipments = 94.2%, barley = 60.5%; in 00/01 CWB portion of wheat shipments = 92.5%, barley = 57.8% (from Grain Statistics Weekly).

(3) Non-CWB stored tonne-days are calculated using the residual portion of wheat and barley shipments and all canola, oats, rye and flaxseed shipments.

(4) Stock and shipment data for other non-CWB products and special crops are not available, resulting in an understatement of total stored tonne-days.