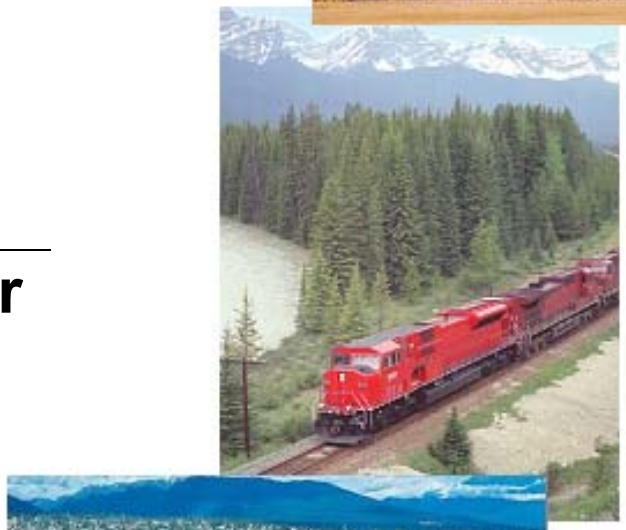
Monitoring the Canadian Grain Handling and Transportation System

Annual Report
2001-2002 Crop Year



March - 2003

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Foreword

The following report details the performance of Canada's Grain Handling and Transportation System (GHTS) for the crop year ended July 31, 2002, and focuses on the various events, issues and trends manifest in the movement of Western Canadian grain during the past year. This is the second annual report submitted by Quorum Corporation in its capacity as the Monitor appointed under the Government of Canada's Grain Monitoring Program (GMP).

As with previous quarterly and annual reports, the report is structured around a number of performance indicators established under the GMP, and grouped under five broad series, namely:

Series 1 – Industry Overview
Series 2 – Commercial Relations
Series 3 – System Efficiency
Series 4 – Service Reliability
Series 5 – Producer Impact

Each series is the subject of an in-depth examination presented in sections 1 through 5 respectively. The analysis is founded on data collected by the Monitor from the industry's various stakeholders, and uses year-over-year performance comparisons to frame the discussion. To that end, performance in the 2001-02 crop year is largely gauged against that of the 2000-01 crop year.

Yet the GMP is also intended to frame recent performance against the backdrop of a longer time series. Beginning with the 1999-2000 crop year – referred to as the "base" year under the GMP – the Monitor has now assembled relatable quarterly performance data in a time series that spans three crop years. This data constitutes the backbone of the GMP, and is used widely to identify significant trends and changes in GHTS performance over the course of this interval. Readers interested in a fuller examination of the time series data collected are encouraged to consult the detailed data tables found in Appendix 3 as required.

The 2001-02 annual report also heralds the addition of an important new section: Producer Impact. One of the principal objectives of the GMP focused on assessing the economic impact of the changes taking place in the GHTS on Western Canadian grain producers. Central to this assessment is the calculation of what is commonly known as the "export basis" and the "producer netback." In consultation with the stakeholder community at large, an appropriate methodology for the calculation of these measures was developed late last summer. Building on this foundation, the Monitor has now concluded a retroactive examination of the available data, and herein presents its initial findings concerning these essential indicators.

Assembling the data needed to undertake this analysis was a difficult challenge. Moreover, given the differing information systems used by each grain company, extracting data that was both consistent and relatable required the substantive effort of numerous individuals. The Monitor would, therefore, like to extend particular thanks to all those who devoted their time and energy to this crucial task. In the face of other priorities during a challenging year for many within the GHTS, their efforts were sincerely appreciated.

QUORUM CORPORATION

Edmonton, Alberta
March 2003

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EXECUTIVE SUMMARY

This constitutes the second in a series of annual reports prescribed under the Government of Canada's Grain Monitoring Program (GMP), and submitted by Quorum Corporation in its capacity as the Monitor of Canada's Grain Handling and Transportation System (GHTS).

Outlined in last year's annual report was the sharp decline in grain production that resulted from the drought experienced throughout much of Western Canada during the 2001 growing season. This year's report largely reflects on the effects of that drought, and the challenges that made the 2001-02 crop year a difficult year for producers and other stakeholders. In the summer of 2002, both had to contend with continued drought conditions, and brace themselves against the economic consequences arising from yet another year of below-normal grain production.

The widespread drought in Western Canada makes it extremely difficult to distinguish between changes in efficiency brought on by abnormally lower grain volumes, and those that might have been prompted by governmental reform or other factors. To a great degree, many of the measures have been adversely influenced by the sharp decline in grain volumes handled – be it through the country elevator, railway, or terminal elevator systems. As a result, caution must be used in drawing definitive conclusions regarding the relative change in GHTS efficiency during this period of abnormally lower grain volumes and extra challenge to the stakeholders.

The scope of these challenges is reflected in the various indicators used under the GMP to gauge GHTS performance. These are discussed at length in the main body of the report, but summarized as follows:

Grain Production, Supply and Shipments

Western Canadian grain production for the 2001-02 crop year totalled 42.5 million tonnes; a reduction of 21% from the 54.1 million tonnes posted the year before. Drought conditions, felt across much of the prairies, were the chief factor in this decline. Saskatchewan, where the drought proved most widespread, saw overall production fall by just under 28% to 20.3 million tonnes. Traditionally representing about half of Western Canada's total grain production, Saskatchewan's 7.8-million-tonne reduction accounted for a disproportionate two-thirds of the overall drop in production.

The effects of the drought on the GHTS cannot be overstated. The volumes of grain gathered by the country elevator system, moved by the railway system, or passing though the terminal elevator system, all declined in rough proportion with production. A 7.1-million-tonne (or 28%) reduction in the aggregated volume of grain moved by rail to Western Canadian ports – which totalled 18.8 million tonnes - typifies the broader experience of the GHTS in the 2001-02 crop year.

Infrastructure

Elevator rationalization continues to be the driving force in the reshaping of the GHTS. Since the beginning of the 1999-2000 crop year, the number of licensed primary and process elevators located in Western Canada has been halved – falling from 1,004 to 500. The pace of this rationalization, however, accelerated significantly during the 2001-02 crop year. The 281-elevator reduction recorded represents over half of the overall decline during the three crop years covered by the GMP. Although this may be due in part to the sharp decline in the volume of grain made available for movement, it ultimately reflects a business strategy aimed at reducing costs and improving the economic efficiency of elevator assets.

In comparison, the railway network that serves these elevators has changed relatively little. At the outset of the GMP, the railway network in Western Canada encompassed 19,468 route-miles. By the end of the 2001-02 crop year, total network mileage had dropped by 3% to stand at 18,909. Much of this 559-route-mile reduction came during the first two crop years of the GMP. There were 97 route-miles removed from the system during the course of the 2001-02 crop year itself. Still the Three-Year Network Plans of both CN and CP provide clear evidence of their intention to discontinue or transfer other uneconomic branch lines.

CWB Tendering

The Canadian Wheat Board's (CWB) tendering program was implemented in accordance with a Memorandum of Understanding (MOU) between the CWB and the Minister responsible for the CWB, and took effect on August 1, 2000.
A total of 654 contracts were signed for the movement of approximately 3.6 million tonnes of grain during the course of the 2001-02 crop year. This represents 28% of the overall grain volume shipped by the CWB to Western Canadian ports during the crop year, and exceeds the 25% minimum commitment established under the MOU. The major grain companies secured about 85% of the volume moved under the tendering program.

It should be noted that the majority of this volume moved in multiple car blocks (25 or more railcars) – slightly more than 94% in the 2001-02 crop year. This marks an increase from the 86% seen in the previous crop year and would indicate the incentives offered by the railways are integral to the pricing strategies adopted by the grain companies in securing these tendered volumes.

The advances made in the tendering program have contributed significantly to the financial savings that are ultimately being passed back to producers through the CWB's pool accounts. According to the CWB, these savings amounted to $40.9 million in the 2001-02 crop year.

Other Commercial Developments

A number of commercial developments occurred in the 2001-02 crop year that are worth noting:

- In November of 2001, Agricore Cooperative and United Grain Growers completed their merger, and formed Agricore United – the largest handler of grain in Western Canada.

- In April 2002, the CGC determined that certain dedicated producer-car loading facilities would be exempt from the licensing provisions of the Canada Grain Act as long as certain minimum conditions were met.

- The Canadian Transportation Agency issued two noteworthy decisions in two cases involving the movement of Western Canadian grain.

    - The Agency denied an application by the Ferroequus Railway Company for running rights over CN's lines between points in Alberta and Saskatchewan, and Prince Rupert. In so doing, the Agency ruled that there was no convincing evidence of a prevailing public interest need for the imposition of running rights.

    - In the second case, the Agency found that CN had failed to fulfill its common carrier obligations in a level-of-service complaint brought by Naber Seed and Grain. The day before the Agency rendered its decision, Naber went into receivership and has since ceased operations.

The GHTS Supply Chain

The effects of the drought in Western Canada makes it difficult to distinguish between changes in efficiency brought on by abnormally lower grain volumes, and those that might have been prompted by grain policy reforms, ongoing system evolution or other factors. To a great degree, the indicators used to gauge system efficiency have all been adversely influenced by the sharp decline in grain volumes handled – be it through the country elevator, railway, or terminal elevator systems. As a result, caution must be used in drawing definitive conclusions regarding the relative change in GHTS efficiency during a period of abnormally lower grain volumes.

In its annual report for the 2000-01 crop year, the Monitor concluded that less time was being taken by grain in its movement from the prairies to a port of exit. Specifically, it was observed that the overall amount of time spent by grain moving through the system had dropped by some 4.9 days (or 7%) to an average of 64.9 days. A year later, it must be reported that much of that ground has seemingly been lost. The overall amount of time spent by grain in the system increased by 2.8 days (or 4%) to an average of 67.7 days.

The decline in overall grain volume effectively meant that the GHTS saw a significant proportion of its handling capacity rendered idle. This is perhaps best reflected in the reduced utilization of the terminal facilities located in Prince Rupert and Churchill, and in the sharp drop observed in the capacity turnover ratios associated with both the country and terminal elevator networks.

In equal measure, the elongation of the railways' overall average car cycle from 16.7 days to 17.5 days largely stems from an 11% increase in the average empty transit time component. This too reflects the reduced demand placed on the hopper car fleet, and the inherent handling capacity that was rendered idle as a result.

Nevertheless, some efficiency gains accompanied this decline in grain volume. Most noteworthy is the improvement witnessed in port operations. The average amount of time spent by vessels in Western Canadian ports fell by 17% to 4.9 days. At Vancouver, where over half of the total vessel calls were made, the average amount of time spent in port fell from 8.1 days to 6.6 days. Much of this – an average of 1.4 days – came from a reduction in the amount of time these vessels had to spend waiting to load.

Input Costs

The posted rates for many of the GHTS's component services have begun to rise. The nominal input costs tied to trucking, country elevator handling, rail transportation, and terminal elevator handling, have all increased over the course of the three crop years now behind the GMP. In and of themselves, much of this would appear to be in keeping with general inflationary pressures, and an attempt to pass rising costs onto customers. Yet some of these increases are significant, and figure more prominently in the overall cost of delivering grain to export positions.

With respect to the 2001-02 crop year, the posted per-tonne tariff rates for country elevator handling saw increases of 4% to 20% for the receiving, elevation and loading of grain; increases of 1% to 25% for the removal of dockage and cleaning; and 15% to 50% for storage. At the same time, the posted freight rates for single-car railway movements increased by about 4%, while the tariff rates for terminal elevator activities increased by 1% to 10%.

Government Reforms and The Revenue Cap

In May 2000 the Canadian government announced major changes to its grain handling and transportation policies. One of the key changes involved terminating the maximum rate scale for railway freight rates and instituting a cap on railway grain revenues. This change provided for an 18% reduction in the estimated revenues that *would have been realized without the reform's implementation*.

To achieve this, the railways chose a two-pronged approach. Firstly, the published rates for single-car movements in the 2000-01 crop year were reduced by approximately 3%. However, since this reduction also avoided a pending rate increase allowed under the old maximum rate program, these single-car rates ended up being about 8% lower than those that would otherwise have come about without the reform. This effectively cancelled a rate increase of 4.5% that had been scheduled to go into effect on August 1, 2000. And although the railways increased their single-car rates at the beginning of the 2001-02 crop year by about 4%, the inherent advantage of an avoided rate increase effectively remains.

The railways chose to achieve the remainder of the prescribed revenue reduction through the continued use of the incentive discounts applied to grain moving in multiple-car blocks. Between the 1999-2000 and 2001-02 crop years, the overall proportion of hopper cars moving in blocks of 25 or more cars climbed from 50% to 77%. As a result, the annual value of the discounts applicable on these movements is estimated to have ballooned from $31.1 million to $57.2 million.

In December 2002, the Canadian Transportation Agency determined that the statutory grain revenues for both CN and CP amounted to $280.2 million and $277.9 million respectively – $558.1 million combined. The Agency further determined that both carriers had conformed to the provisions of the revenue cap for the 2001-02 crop year, and had in fact bettered their caps by almost 5% and 3% respectively, some $22.2 million lower.

It should be noted that while statutory grain revenues were significantly less than in the preceding crop year, the differential with the revenue cap was significantly widened – from less than 1% in the 2000-01 crop year to almost 4% in the 2001-02 crop year. Not only does the widening of this gap indicate that the railways have

earned less revenue than allowed under law, it affirms the substantial role played by incentive discounts in furthering this result.

System Reliability

The decline in overall grain volume effectively eased the pressure brought to bear on the GHTS as a whole, and idled a significant proportion of its terminal handling capacity. In large measure, this is reflected in a rise in the amount of time spent by grain in inventory at terminal elevators, and in a decline in the average amount of time spent by vessels in port. At the same time, no prolonged disruption – be it labour or weather related – unduly impinged itself on the workings of Western Canadian ports.

Stock-to-vessel requirement, and stock-to-shipment, ratios for key grains at the ports of Vancouver and Thunder Bay all showed values well in excess of 2.0. These values confirm that sufficient grain was made available at the terminals to meet prevailing demand. To the extent that the reliability of any supply chain can be gauged by its ability to actually deliver product at the time and place specified, it would appear that the reliability of the GHTS was adequate for the task demanded. But reliability often comes at the expense of system efficiency, as is seen with inventories maintained at levels in excess of that required to meet prevailing demand.

Export Basis and Producer Netback

Significant improvement in the market price of both 1 Canada Western Red Spring wheat (1CWRS wheat) and 1 Canada Western Amber durum (1CWA durum), along with a reduction in their respective export basis, have produced steadily greater per-tonne returns for grain producers over the course of the past three crop years. In particular, market price has proven to be the key determinant in the observed overall improvement in the producer's netback for CWB grains. This is also the case with respect to 1 Canada canola and Canadian large yellow peas. However, all of these per-tonne improvements in financial returns must be viewed against a significant reduction in grain volumes over the same period.

CWB grains have realized considerable increases in their final prices over the past three crop years. 1CWRS wheat rose by some 26% from $167.58 per tonne in the 1999-2000 crop year to $211.54 in the 2001-02 crop year. Similarly, 1CWA durum rose by 28% – from $206.79 per tonne to $263.74 – during the same period.

For both wheat and durum, the export basis has declined steadily over the course of the past three crop years. From a peak of $54.58 per tonne in the 1999-2000 crop year, the average export basis for 1CWRS wheat fell to $52.29 in the 2000-01 crop year, and to $50.39 in the 2001-02 crop year – a net improvement of $4.19 per tonne (or 7.7%). Durum experienced a similar decrease, falling from $67.63 per tonne in the 1999-2000 crop year, to $63.05 in the 2001-02 crop year – an improvement of $4.58 per tonne (or 6.8%). In both cases the primary drivers in these reductions were increases in both trucking premiums and CWB transportation savings.

Through the combined effects of a significant increase in the price, and a reduction in the export basis, the overall producer netback for wheat increased $43.89 per tonne (or 37%) – climbing from $118.40 per tonne in the 1999-2000 crop year to $162.29 in the 2001-02 crop year. Similarly, durum realized an improvement over the three-year period of $57.56 per tonne (or 36%) – rising from $160.48 per tonne to $218.04 [1].

As with CWB grains, changes in the price for 1 Canada canola and Canadian large yellow peas have proven to be the key determinants in improving the producer's netback. Both commodities realized sharp price increases over the same three-year period – canola, rising by 22% to $355.67 per tonne; and yellow peas, rising by 38% to $279.85 per tonne.

Over the course of the GMP, the export basis for 1 Canada canola decreased by 20% – falling from an average of $52.51 per tonne in the 1999-2000 crop year, to $42.01 in the 2001-02 crop year.

The export basis for Canadian large yellow peas increased by 30% – rising from an average of $54.76 per tonne in the 1999-2000 crop year, to $70.97 in the 2001-02 crop year.

[1] Because final prices for CWB grains are expressed here net of CWB costs, subtracting the export basis does not result in the netback figure. For the "adjusted" CWB final price, please see Chapter 5 of this report.

The producer netback for canola increased by $74.56 per tonne (or 31%) over the three-year period – climbing from $239.10 per tonne in the 1999-2000 crop year to $313.66 in the 2001-02 crop year. Similarly, yellow peas realized an improvement of $61.10 per tonne (or 41%) over the same period – increasing from $147.78 per tonne to $208.88.

Producer Car Loading

The aggregate number of producer-car loading sites has declined 27% since the beginning of the 1999-00 crop year – falling from 706 to 513 by the end of the 2001-02 crop year. This stems from a 40% reduction in the number of sites local to the larger Class 1 carriers, yet the number of sites local to non-Class 1 carriers effectively doubled during the same period – increasing from 63 to 127.

And while the overall number of producer-car loading sites has fallen, the number of producer-cars shipped continues to climb. During the 2001-02 crop year, a total of 6,583 producer cars were shipped. Although this represents 2% of the overall volume of grain shipped, it embodies a compound annual growth rate of almost 40%, and may denote the beginning of an upward trend.

Monitors' Findings

While it is difficult, if not impossible to determine or measure the appropriate balance of system efficiency and reliability, the Monitor is of the view that the GHTS is presently operating in a reliable manner. Further, it is the opinion of the Monitor that the Canadian government's policy reforms are having a beneficial effect on the producers' export basis.

There can be no doubt that the single largest driver of improvements to producer netback is being derived from positive changes in the price of grain as determined in the global market. At the same time, these per-tonne values are inextricably tied to the actual volume of grain produced, and shipped. The implications from this fact cannot be overstated. While producers may now be realizing significantly higher returns than previously, this per-tonne improvement is tempered when applied against volumes that have decreased by a factor of 25% or more over the past three crop years.

SECTION 1: 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 – 2001-2002 Crop Year

Grain Production and Supply

- *Grain production declined by 21.3 % to 42.5 million tonnes due to a widespread prairie drought during the 2001 growing season.*
  - *Saskatchewan particularly hard hit with a 27.7% decline in overall grain production.*
  - *All commodities except flaxseed experience declines; durum production falls by 45.9%.*
- *Carry forward stock decreased by 10.5% to 8.8 million tonnes.*
  - *Declines noted for all commodities save durum.*
  - *Overall canola stocks reduced by a factor of one-half as a result of an 18.8% decline in production.*
  - *Durum stocks more than doubled in the face of a 31.3% increase in overall 2000 production.*
  - *Manitoba was the only province to record an increase in carry forward stocks; primarily for its wheat, durum, and barley stocks.*

Railway Traffic

- *Railway grain volume fell 27.5% to 18.8 million tonnes.*
  - *Reflects reduced volume of grain available for movement.*
- *Grain traffic to all Western Canadian ports declined.*
  - *Volume to Vancouver reduced by 26.4%; overall share of traffic falls to 60.8%.*
  - *Volume to Thunder Bay falls by 20.5%; overall share of traffic climbs to 31.1%.*
  - *Prince Rupert and Churchill hardest-hit; volumes fall by 54.8% and 34.8% respectively.*

Country Elevator Infrastructure

- *Rationalization efforts of the major grain companies intensified.*
  - *Grain delivery points reduced by 36.1% to 345.*
  - *Number of elevators fell by 36.0% to 500.*
- *Elevator storage capacity reduced by 14.2% to 6.1 million tonnes.*
  - *Falls below 7.0-million-tonne threshold for the first time.*
- *Elevators capable of loading in multiple-car blocks falls 8.5% to 292; surpasses 58% of GHTS total.*
  - *Share of GHTS capacity rises to 83.9%*

Railway Infrastructure

- *Western Canadian rail network reduced by 0.5% to 18,909 route-miles.*
  - *Regional and shortline network remains unchanged at 4,935 route-miles.*
- *CN and CP announce agreements to transfer additional branchline operations to three new shortlines.*
  - *Start-up tentatively set for early in the 2002-03 crop year.*

Terminal Elevator Infrastructure

- *One additional terminal facility licensed at Thunder Bay.*
  - *Western Grain By-Products Storage Ltd. increases GHTS total to 17.*
  - *Increases GHTS storage capacity by 1.1%.*

Indicator Series 1 – Industry Overview

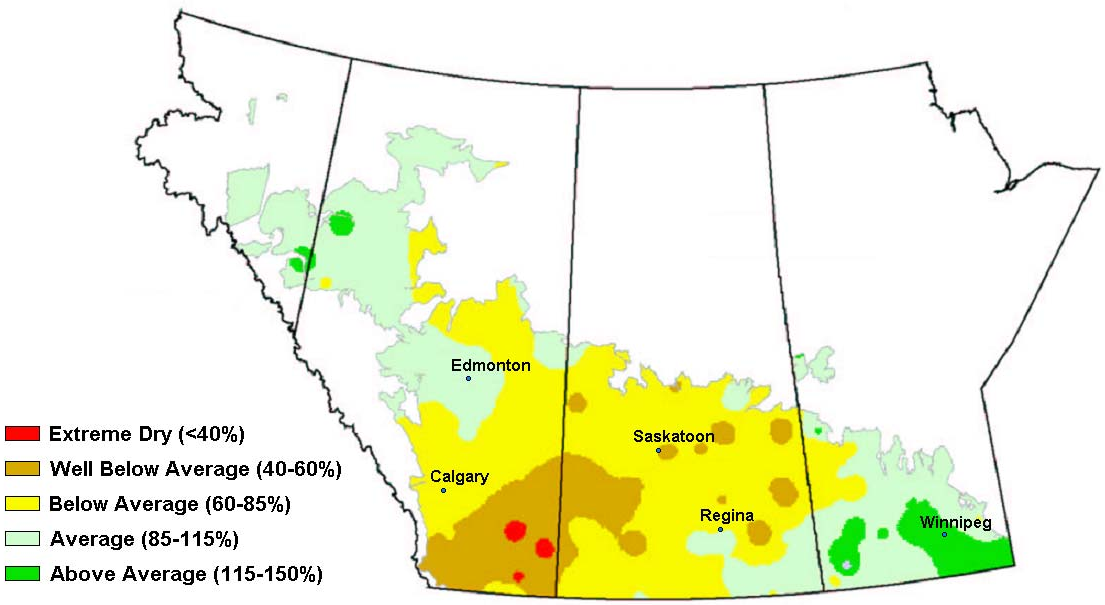
Table	Indicator Description	Notes	CROP YEAR (1) 2000-01	2001-02	% VAR	
	Production and Supply [Subseries 1A]					
1A-1	Crop Production (000 tonnes)	(2)	54,072.6	42,541.4	-21.3%	▼
1A-2	Carry Forward Stock (000 tonnes)	(2)	9,775.6	8,750.6	-10.5%	▼
	Grain Supply (000 tonnes)	(2)	63,848.2	51,292.0	-19.7%	▼
	Rail Traffic [Subseries 1B]					
1B-1	Railway Grain Volumes (000 tonnes) – Origin Province					
1B-2	Railway Grain Volumes (000 tonnes) – Primary Commodities		25,885.5	18,765.1	-27.5%	▼
1B-3	Railway Grain Volumes (000 tonnes) – Detailed Breakdown					
	Country Elevator Infrastructure [Subseries 1C]					
1C-1	Grain Delivery Points (number)		540	345	-36.1%	▼
1C-1	Grain Elevator Storage Capacity (000 tonnes)		7,137.0	6,125.2	-14.2%	▼
1C-1	Grain Elevators (number) – Province					
1C-2	Grain Elevators (number) – Railway Class		781	500	-36.0%	▼
1C-3	Grain Elevators (number) – Grain Company					
1C-4	Grain Elevators Capable of Incentive Loading (number) – Province					
1C-5	Grain Elevators Capable of Incentive Loading (number) – Railway Class		319	292	-8.5%	▼
1C-6	Grain Elevators Capable of Incentive Loading (number) – Railway Line Class					
1C-7	Grain Elevator Openings (number) – Province					
1C-8	Grain Elevator Openings (number) – Railway Class		23	29	26.1%	▲
1C-9	Grain Elevator Openings (number) – Railway Line Class					
1C-10	Grain Elevator Closures (number) – Province					
1C-11	Grain Elevator Closures (number) – Railway Class		159	310	95.0%	▲
1C-12	Grain Elevator Closures (number) – Railway Line Class					
1C-13	Grain Delivery Points (number) – Accounting for 80% of Deliveries	(3)	145	n/a	n/a	–
	Railway Infrastructure [Subseries 1D]					
1D-1	Railway Infrastructure (route-miles) – Grain-Dependent Network		4,577.7	4,480.7	-2.1%	▼
1D-1	Railway Infrastructure (route-miles) – Non-Grain-Dependent Network		14,428.1	14,428.1	0.0%	–
1D-1	Railway Infrastructure (route-miles) – Total Network		19,005.8	18,908.8	-0.5%	–
1D-2	Railway Grain Volumes (000 tonnes) – Grain-Dependent Network		8,407.3	6,228.7	-25.9%	▼
1D-2	Railway Grain Volumes (000 tonnes) – Non-Grain-Dependent Network		16,749.6	12,048.0	-28.1%	▼
1D-2	Railway Grain Volumes (000 tonnes) – Total Network		25,156.8	18,276.6	-27.3%	▼
1D-3	Shortline Railway Infrastructure (route-miles)		3,090.9	3,090.9	0.0%	–
1D-3	Shortline Railway Grain Volumes (000 tonnes)		2,335.1	2,061.0	-11.7%	▼
1D-5	Railway Grain Volumes (000 tonnes) – Class 1 Carriers		22,821.7	16,215.7	-28.9%	▼
1D-5	Railway Grain Volumes (000 tonnes) – Class 2 and 3 Carriers		2,335.1	2,061.0	-11.7%	▼
1D-6	Grain Elevators (number) – Grain-Dependent Network		309	179	-42.1%	▼
1D-6	Grain Elevators (number) – Non-Grain-Dependent Network		440	305	-30.7%	▼
1D-6	Grain Elevator Storage Capacity (000 tonnes) – Grain-Dependent Network		2,234.6	1,726.7	-22.7%	▼
1D-6	Grain Elevator Storage Capacity (000 tonnes) – Non-Grain-Dependent Network		4,776.6	4,334.0	-9.3%	▼
	Terminal Elevator Infrastructure [Subseries 1E]					
1E-1	Terminal Elevators (number)		16	17	6.3%	▲
1E-1	Terminal Elevator Storage Capacity (000 tonnes)		2,703.6	2,733.6	1.1%	▲
1E-2	Terminal Elevator Unloads (number) – Covered Hopper Cars		271,606	202,943	-25.3%	▼

(1) – In order to provide for more direct comparisons, the values for both the 2000-01 and 2001-02 crop years are "as at" or cumulative to July 31 unless otherwise indicated.
(2) – Values quoted represent the supply available for movement during the crop year.
(3) – Statistics relating to grain deliveries by station, as compiled by the Canadian Grain Commission, are generally produced a full six months after the close of the crop year. Only statistics for the 2000-01 crop year can be presented at this time.

1.1 Production and Supply *[Measurement Subseries 1A]*

Western Canadian grain production for the 2001-02 crop year totalled 42.5 million tonnes; a reduction of 21.3% from the 54.1 million tonnes posted the year before. A widespread drought, felt across much of the prairies, was the chief factor in this decline. Alberta and Saskatchewan were particularly hard-hit with average precipitation levels recorded at half, or less than half, the seasonal norm in most areas.[2] Although Manitoba reported more moderate drought conditions in the northwest, it also experienced above-average precipitation in the southeast corner. Conversely, British Columbia was largely unaffected, and reported average to above-average precipitation levels for its more northerly growing region.

Figure 1: Percentage of Average Precipitation – April 1 to August 31, 2001



Source: Prairie Farm Rehabilitation Administration

The effects of the drought on the GHTS cannot be overstated. Over the course of the last two growing seasons drought conditions have steadily worsened, and brought economic hardship to many in the agriculture industry. Indeed, many claim that the conditions faced by farmers today rival those of the 1930s. Regardless, the ravages of the drought are uncontested. Not only has total Western Canadian grain production fallen by a factor of one-quarter in the last crop year, the severity of 2002's drought has reduced principal grain production for the 2002-03 crop year even further – to 57.5% of the ten-year average.[3]

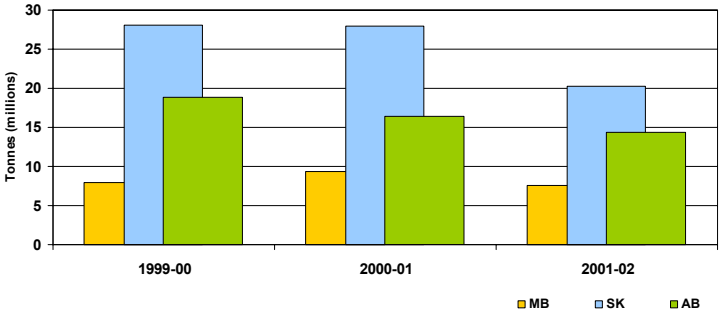
[2] The comparative average precipitation levels cited here are based upon historical data gathered by the Prairie Farm Rehabilitation Administration for the 30-year period between 1961 and 1990.

[3] Statistics Canada's final estimate of principal grain production for the 2002 growing season amounts to 26.9 million tonnes. This volume, slated for movement in the 2002-03 crop year, is some 42.5% below the ten-year average production level of 46.8 million tonnes.

Provincial Grain Production

The scope of the 2001 drought is effectively mirrored in provincial grain production statistics. Saskatchewan, where the drought proved most widespread, saw overall production fall by 27.7% to 20.3 million tonnes. Traditionally representing about half of Western Canada's total grain production, Saskatchewan's 7.8-million-tonne reduction accounted for a disproportionate two-thirds of the 11.5-million-tonne drop in overall production. This was followed by Alberta with a reduction of 2.0 million tonnes, and Manitoba with a reduction of 1.8 million tonnes. Grain production in British Columbia remained largely unchanged, and totalled some 0.3 million tonnes. [See Table 1A-1 in Appendix 3.]

Figure 2: Provincial Grain Production



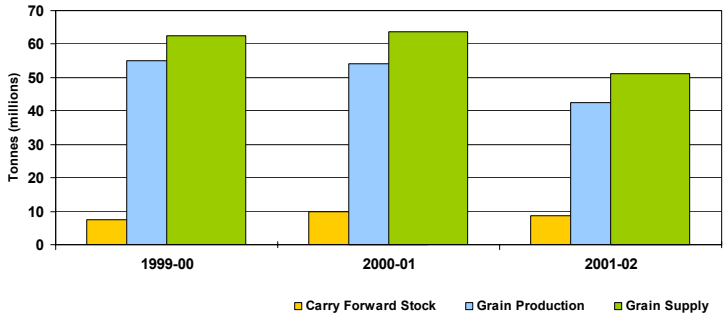
In equal measure, production declines were posted for most individual grains. The resiliency of wheat under these growing conditions, however, was highlighted by a modest decline of 13.8% (or 2.7 million tonnes) in the face of much steeper declines for barley, canola, and other grains. Particular mention must also be made of the fact that durum production – which is largely localized in the southern prairies – fell by 45.9% to 3.1 million tonnes. This arose not only because of the harsher drought conditions experienced in southern Saskatchewan and Alberta, but because of a reduction in the number of acres seeded as well.

Carry-Forward Stock and Western Canadian Grain Supply

Coupled with the decline in domestic production was a 10.5% drop in carry-forward stock – which fell from 9.8 million tonnes to 8.8 million tonnes.[4] While the broad scope of this decline extended to most commodities, it effectively excluded those in Manitoba. The overall volume of that province's carry-forward stock actually increased by 9.8%.[5]

The overall carry-forward stock for canola declined by a factor of one-half in reflection of an 18.8% decline in production during the summer of 2000. The carry-forward stock for durum, however, more than doubled from the previous year. This arose because durum supplies in Western Canada effectively exceeded demand, and world markets were unable to fully absorb these excess supplies at prices acceptable to the Canadian Wheat Board.[6] [See Table 1A-2 in Appendix 3.]

Figure 3: Western Canadian Grain Supply



With 8.8 million tonnes of stock carried forward from the 2000-01 crop year, and 42.5 million tonnes harvested in 2001, the total grain supply for the 2001-02 crop year amounted to 51.3 million tonnes. This, however, denoted a decline of 12.6 million tonnes (or 19.7%) from the 63.8

[4] Carry forward stock measures the amount of grain held in inventory on farms and in primary elevators.

[5] The increase in Manitoba's carry-forward stock largely reflects increased wheat and durum production in the 2000-01 crop year.

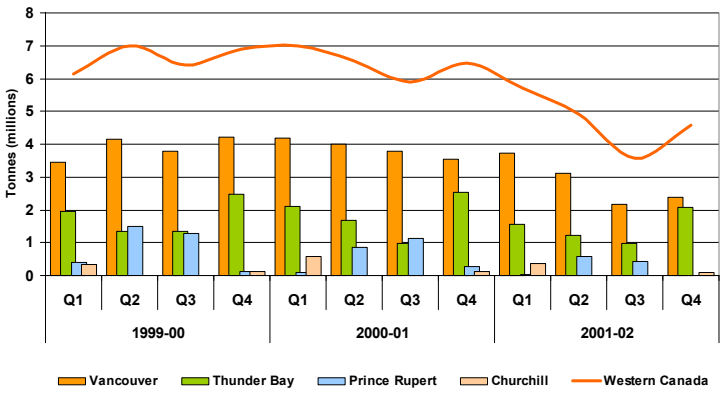
[6] Global durum production exceeded demand in the 2000-01 crop year. Accounting for close to two-thirds of the global trade in durum, the Canadian Wheat Board chose to limit its durum deliveries given that the incremental carrying costs were less than the financial penalties that would have been incurred from selling this grain at depressed prices. See Canadian Wheat Board, *Grain Matters, March-April, 2001*.

million tonnes made available the year before.

1.2 Rail Traffic *[Measurement Subseries 1B]*

In reflection of the reduced grain supply, the volume of grain moved by rail to Western Canadian ports during the 2001-02 crop year fell sharply from the previous crop year. Aggregated volume for the crop year totalled 18.8 million tonnes – a decrease of 7.1 million tonnes (or 27.5%).[7] Although quarterly volumes were notably lower during all four quarters of the year, the decline was particularly acute during the latter half. Volume for the third quarter alone fell by 39.3% from that observed for the same period a year earlier. [See Tables 1B-1, 1B-2, and 1B-3 in Appendix 3.]

Figure 4: Railway Grain Volumes



This same pattern was largely evident in the volumes moved to the principal export gateways of Vancouver and Thunder Bay. And while Vancouver continued to handle nearly 60% of the overall tonnage moved by the GHTS, grain shipments to that port fell by 26.4% to 11.4 million tonnes. Grain destined to Thunder Bay declined by a somewhat lesser 20.5% to 5.8 million tonnes.

Alternatively, the declines registered for the ports of Prince Rupert and Churchill were much steeper: 54.8% for the former; and 34.8% for the latter. These two ports, however, accounted for a mere 8.1% of the overall traffic volume.

Provincial Origins

Paralleling the shifts cited with respect to overall production, the volume of grain originated from each of the producing provinces fell off sharply. Almost two-thirds of the decline observed during the 2001-02 crop year can be attributed to reduced volumes from Saskatchewan alone. Rail shipments from that province fell by 4.4 million tonnes (or 32.0%). This was followed by the provinces of Alberta, with a reduction of 1.8 million tonnes (or 21.8%); and Manitoba, with a reduction of 0.9 million tonnes (or 23.4%). Grain moving from British Columbia, while declining by a comparable 22.0%, amounted to a scant 54,800 tonnes and had little measurable impact on overall railway volumes.

1.3 Country Elevator Infrastructure *[Measurement Subseries 1C]*

The decline in the number of licensed country elevators located throughout Western Canada is well known. Indeed, data from the Canadian Grain Commission shows that this decline has continued unabated for at least four decades. At the outset of the GMP – August 1, 1999 – there were 1,004 licensed primary and process elevators situated on the prairies. By July 31, 2001, that number had fallen by 22.2% to 781.

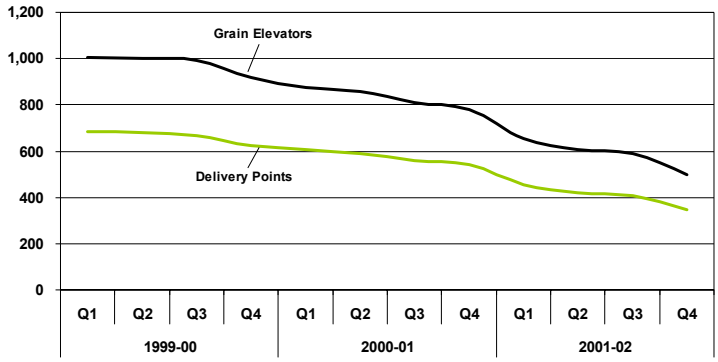
[7] The railway grain traffic referred to includes only that portion moving to a designated Western Canadian port in accordance with the provisions of the Canada Transportation Act. It does not include grain traffic originating in Western Canada and destined to either Eastern Canada or the United States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

The rate of decline, however, showed a marked acceleration in the 2001-02 crop year. By July 31, 2002, the number of licensed elevators had fallen by a further 281 (or 36.0%) to 500.[8] Moreover, this 281-elevator reduction constitutes over half of the net facility decline recorded during the entire three-year period covered by the GMP. The network of licensed elevators now found in Western Canada stands at 49.8% of the level seen on August 1, 1999. [See Tables 1C-1, and 1C-2 in Appendix 3.]

Grain Delivery Points

In concert with this, the remaining facilities within the elevator network are congregated around an equally smaller number of grain delivery points. By the end of the 2001-02 crop year, the number of active delivery points had fallen to 345. This represents a reduction of 36.1% from the 540 seen at the end of the preceding crop year, and a reduction of 49.6% from the 684 observed at the outset of the GMP. The most recent data on grain deliveries at these points further illustrates this trend. During the 2000-01 crop year, a full 80% of the GHTS's producer deliveries were made at just over one-quarter of active delivery points. In the 1999-2000 crop year, this proportion was approximately one-third. [See Table 1C-13 in Appendix 3.]

Figure 5: Licensed Grain Elevators and Delivery Points



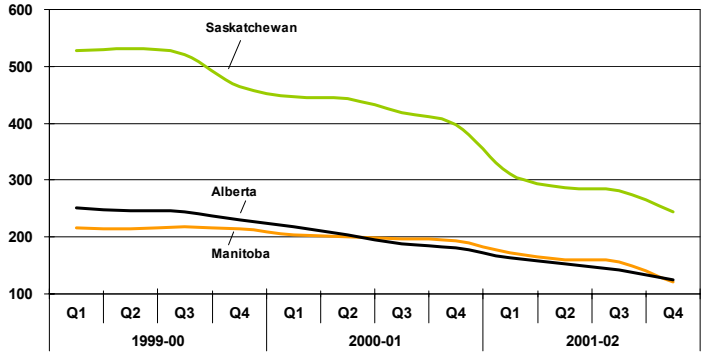
Examined geographically, the steepest relative decline in the number of licensed facilities is found in Saskatchewan. Since the beginning of the 1999-2000 crop year, the number of facilities located in that province has fallen by 53.5% – from 527 to 245. This rate of decline was closely followed by Alberta with a net reduction of 127 (or 50.4%); and Manitoba with a drop of 95 (or 44.0%). [9]

Elevator Storage Capacity

Despite the steep decline in the overall number of elevators, the storage capacity associated with these facilities fell by a mere 12.8% to 6.1 million tonnes during the same period. Nevertheless, this reduction saw overall storage capacity fall through a long-standing 7-million-tonne floor. This more moderate rate of decline stems from the fact that while grain companies were methodically closing their less-efficient conventional facilities, they were also adding new high-throughput facilities.

Until the latter part of the 1999-2000 crop year, the capacity added through investment in new or expanded facilities

Figure 6: Licensed Grain Elevators – Provincial Distribution

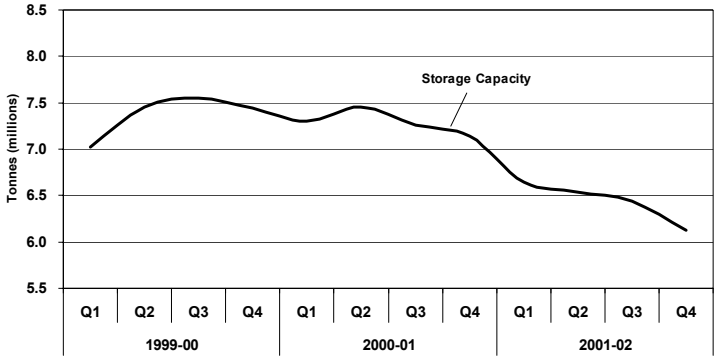


[8] The reduction in licensed elevators cited here reflects the net change arising from elevator closures and openings throughout the crop year. This net reduction should not be construed as elevator closures alone.

[9] There are nine licensed primary and process elevators located outside the provinces of Manitoba, Saskatchewan, and Alberta. Specifically, these include one in Ontario, and eight in British Columbia as at July 31, 2002. Changes in the elevator infrastructure of these provinces are generally not highlighted given their limited influence, but are included in the wider statistics pertaining to the GHTS as a whole. Readers interested in the elevator data associated with these specific provinces should consult the detailed tables presented in Appendix 3.

marginally outpaced that being removed through closure. This served to actually increase overall storage capacity to a peak of 7.5 million tonnes in the third quarter of the 1999-2000 crop year. That pace has since been eclipsed, however, and total storage capacity is now falling at a rate more in keeping with the decline in the number of elevators as a whole.

Figure 7: Licensed Grain Elevators – Storage Capacity

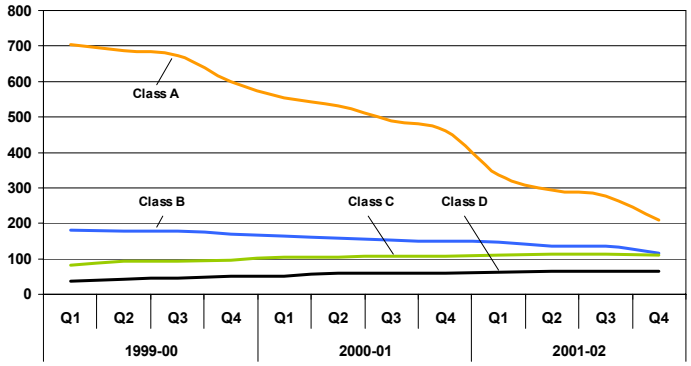


The clear target in this rationalization effort has been the traditional wood-crib elevator. Comparatively smaller in size, these facilities typically have limited grain storage, and insufficient track capacity to support the loading of 25 or more railcars at a time. Of the 599 elevators closed since the beginning of the GMP, the overwhelming majority – some 525 (or 87.6%) – have been Class A facilities.[10] This decline appears largely the result of economic obsolescence – their place within the GHTS having been displaced by the more efficient high-throughput elevator.

One of the driving forces for this evolution can be traced to the railways increased use of financial incentives to promote grain shipments in multiple, rather than single, car blocks.[11] From the vantage point of an individual grain company, these incentives provided an opportunity to unlock the economic benefits inherent in the use of high-throughput facilities. In a flurry of new construction, high-throughput elevators soon began to appear across the prairies. With the opening of each new facility, neighbouring conventional elevators were marginalized, and closed in an effort to leverage economies of scale.

Elevator Class

Figure 8: Licensed Grain Elevators – Facility Class



And while this process is still at work today, it no longer appears directed towards the closure of Class A facilities alone. During the course of the past three crop years, 68 Class B facilities were also closed – despite the fact that shipments from these facilities are eligible to receive an incentive discount of $1.00 per tonne. Together, Class A and B facilities account for a full 99.0% of the recorded closures. Conversely, only 48.4% of the 95 elevators opened during this same period were Class A and B facilities.[12] Indeed, these statistics emphasize the fact that the only elevator

[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 Class A facilities referenced have less than 25 car spots. Those facilities 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] The railways first introduced incentives for the movement of railcars in multiple-car blocks to the grain industry in 1987. They are predicated on drawing significantly greater grain volumes into facilities that can provide for movement in either full, or partial, trainload lots. The internal cost savings accruing to the railways from such operating practices effectively makes any incentive program self-financing. The by-products of such practices – principally better asset utilization – often allow for more reliable service levels, and further cost savings. At present, these incentives are built around shipment thresholds of 25, 50 and 100 cars. As of August 1, 2000, 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 cars, $4.00 per tonne; and those in blocks of 100 or more cars, $6.00 per tonne.

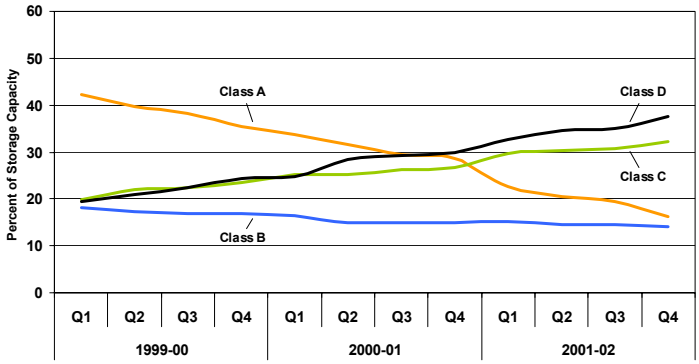
[12] Statistics associated with elevator closures and openings are imprecise since they do not discriminate between licensed facilities that may have been closed by one grain company, but reopened by another, through a sale of assets.

classes to actually increase in number during the past three crop years were the high-throughput Class C and D facilities. [See Tables 1C-7 through 1C-12 in Appendix 3.]

In specific terms, the net changes in elevator infrastructure recorded over the past three crop years are as follows: Class A facilities – down by 70.6%, from 705 to 207; Class B facilities – down by 35.0%, from 180 to 117; Class C facilities – up by 37.0%, from 81 to 111; and Class D facilities – up by 71.1%, from 38 to 65.

With these rationalization decisions being partially tied to a grain company's ability to realize the financial benefits from shipping grain in multiple car blocks, the relative change in both the number and storage capacity of elevators capable of loading cars in incentive blocks provides the best means of examining the evolution of these assets. During the course of the 2001-02 crop year, the number of such facilities actually decreased marginally – falling from 319 to 292 – while the associated storage capacity remaining essentially unchanged at 5.1 million tonnes. [See Tables 1C-4, 1C-5, and 1C-6 in Appendix 3.]

Figure 9: Share of Storage Capacity – Facility Class



And while the actual number of elevators capable of loading cars in incentive blocks actually dropped from 299 to 292 (or 2.3%) during the course of the past three crop years, the storage capacity tied to these facilities has increased by 1.1 million tonnes (or 26.8%).[13] By the end of the 2001-02 crop year, these elevators represented 58.4% of the total comprised within the GHTS, and 83.9% of its associated storage capacity. This contrasts significantly with the relative proportions observed at the beginning of the 1999-2000 crop year – 29.8% and 57.7% respectively.

At the same time, the emergent influence of the Class C and D elevators has come more sharply into focus. By the end of the 2001-02 crop year, these larger facilities accounted for 35.2% of all elevators, and 69.8% of the GHTS's overall storage capacity – a significant increase from their respective 11.9% and 39.4% shares at the beginning of the GMP.

Grain Companies

Elevator rationalization continues to be the domain of the larger grain companies. The sheer number of their facilities gives rise to broader consolidation opportunities than is possible for those companies with far fewer elevator assets. Saskatchewan Wheat Pool (SWP) remains the most aggressive in this regard, having reduced the number of its elevators by 237 (or 77.7%) over the course of the past three crop years. Over half of this decline – comprising 135 elevators – was recorded in the 2001-02 crop year alone.

Agricore Cooperative Ltd., which posted the second largest reduction, decreased its network of elevators by 158 (or 61.2%) over the same time period. Correspondingly, the efforts of United Grain Growers Limited produced a net reduction of 61 elevators (or 48.4%). While both companies intensified their rationalization efforts during the 2001-02 crop year, neither was in keeping with that observed at SWP.[14]

[13] 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 117 (excluding adjustments for elevators that lost rail service) during the same period. The relative gains for Class C and D facilities alone are: 57 elevators (or 47.9%) and 1.5 million tonnes (or 54.3%).

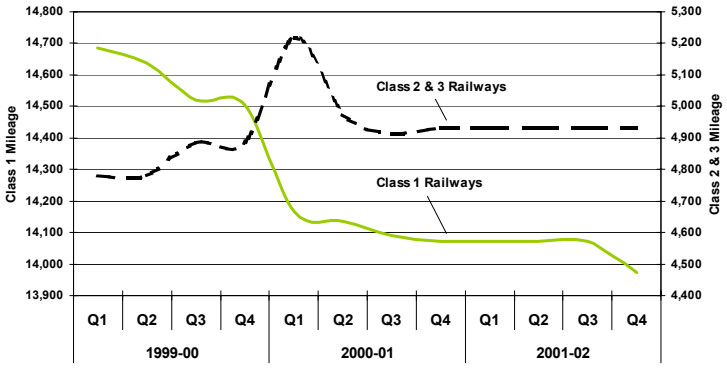
[14] On November 1, 2001, Agricore Cooperative Ltd. formally merged with United Grain Growers Limited to form Agricore United. Adjusting for this, the recast statistics for Agricore United show that the company reduced its network of elevators by 219 (or 57.0%) during the past three crop years. Beginning with the 2002-03 crop year, the historical statistics pertaining to these two companies will be combined and presented as those of Agricore United alone.

Lesser declines were observed for Pioneer Grain Company, Limited – 39 or 37.1%; Cargill Limited – 20 or 33.9%; and N.M. Paterson & Sons Limited – 2 or 4.0%. Running counter to this pattern were Louis Dreyfus Canada Ltd. and AgPro Grain which each posted a gain of three elevators – increases of 37.5% and 27.3% respectively. No changes were recorded in the number of elevators operated by either ConAgra Limited or Parrish and Heimbecker, Limited. [See Table 1C-3 in Appendix 3]

1.4 Railway Infrastructure *[Measurement Subseries 1D]*

As related in the Monitor's 2000-01 Annual Report, the pace at which Canada's major railways rationalized their infrastructures in the mid-1990s has abated significantly. The majority of the initiatives advanced at that time resulted in the sale or abandonment of over 4,300 route-miles of Western Canadian railway infrastructure. At the outset of the 1999-2000 crop year, the railway network in Western Canada encompassed a total of 19,468.2 route-miles. Of this, Class 1 carriers owned 14,827.9 route-miles (or 76.2%), while the smaller Class 2 and 3 carriers controlled the remaining 4,640.3 route-miles (or 23.8%).

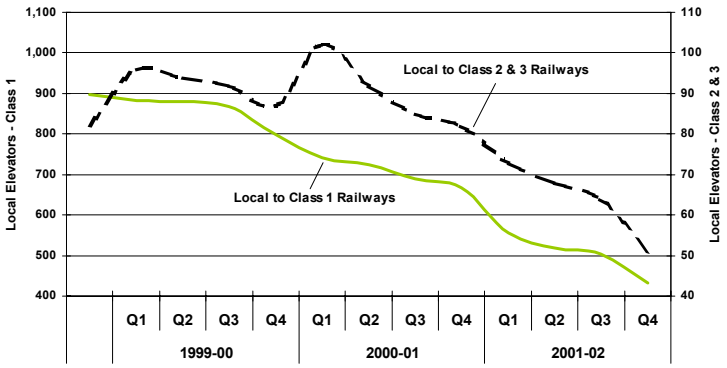
Figure 10: Western Canadian Railway Infrastructure (route-miles)



Since that time, the network has remained largely unchanged. By the end of the 2001-02 crop year, total network mileage had dropped by a 559.4 route-miles (or 2.9%) to stand at 18,908.8 route-miles overall, with much of this change having occurred during the first two crop years under the GMP. Furthermore, the preponderance of this reduction – some 474.0 route-miles (or 84.7%) – is comprised of light-density, grain-dependent branch lines. This is reflected in the differential between the net declines in the grain-dependent, and non-grain-dependent, networks over the past three crop years – 9.6% and 0.6% respectively. During the course of the 2001-02 crop year, another 97.0 route-miles of grain-dependent branch lines were abandoned in Alberta.[15] Despite this, no new shortline operations were established during this period. [See Table 1D-1 in Appendix 3.]

This should not, however, be construed to mean that Canada's major railways have stopped seeking opportunities to rationalize their networks. As evidenced in their Three-Year Network Plans, both CN and CP still intend to discontinue or transfer uneconomic branch lines, and have finalized agreements that would see new shortline operations established early in the 2002-03 crop year.[16]

Figure 11: Local Grain Elevators – Railway Class



Local Elevators

And while railway infrastructure has itself remained largely unchanged, the number of

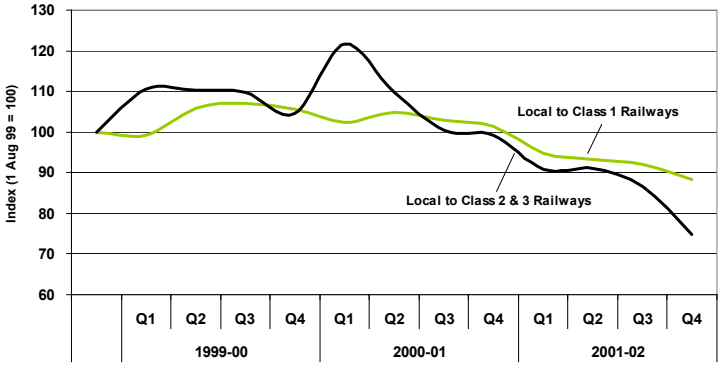
[15] The 97.0 route-miles cited relates specifically to the abandonment of CP's Lomond Subdivision in southern Alberta. The railway line had been listed on the company's Three-Year Network Plan, and was offered for sale to potential operators in January 2002.

[16] Among the branch lines slated for transfer to new shortline railways are CN's Blaine Lake, Cudworth, and Turtleford Subdivisions. An agreement for the sale of CP's Winnipeg Beach Subdivision – announced in January 2002 – subsequently fell through. Specifics on these pending transactions are not available.

elevators tied to that infrastructure has declined significantly. The number situated along the routes of the major Class 1 carriers fell by 35.1% during the 2001-02 crop year – from 667 to 433. Correspondingly, those tied to Class 2 and 3 carriers fell by 37.8% – from 82 to 51. Moreover, since the beginning of the 1999-2000 crop year, the number of Class-1-located elevators has fallen by 51.7%, while that of non-Class-1-located elevators has fallen by 37.8%. [See Table 1D-6 in Appendix 3.]

At the same time, the net loss in associated storage capacity has proven significant: 11.6% in the case of elevators tied to Class 1 carriers; and 25.3% in the case of those tied to non-Class 1 carriers. This differential underscores the fact that facilities located along the routes of the Class 1 carriers have been the chief beneficiaries in the investment programs of the grain companies. It is here that high-throughput elevators have been constructed, and it is largely here that other facilities have been upgraded. Moreover, the relative decline in both the number and storage capacity of non-Class-1-located elevators has outpaced that of Class-1-located elevators during the latter half of the 2001-02 crop year.

Figure 12: Relative Change in Local Elevator Storage Capacity

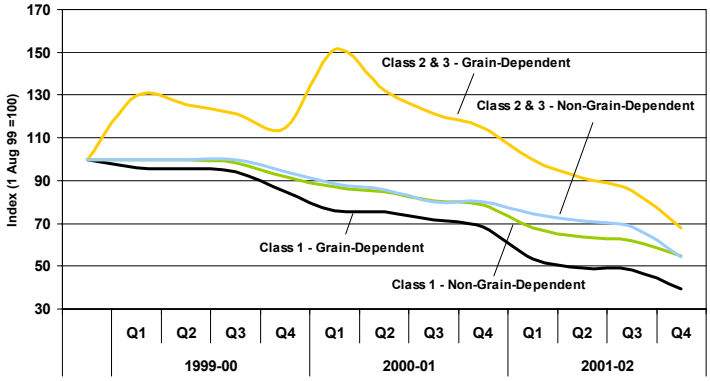


Grain-Dependent Network

This attrition rate is also reflected in the closure of facilities located along grain-dependent, and non-grain-dependent, branch lines.[17] The number of elevators situated along the grain-dependent network fell by 42.1% during the 2001-02 crop year – from 309 to 179. Those situated along the non-grain-dependent network fell by a more moderate 30.7% – from 440 to 305. On the whole, this indicates that elevators tied to the grain-dependent railway network are diminishing at a marginally faster rate than are those of the non-grain-dependent network. This pattern is mirrored over the full three years of the GMP with cumulative declines of 57.4% for the former, and 45.4% for the latter.

These same underlying patterns can also be seen when examining the change in elevators by both railway and railway line class. The number of elevators located along the grain-dependent branch lines of Class 1 carriers has fallen by 60.6% since August 1, 1999 – from 373 to 147. Comparatively, those tied to the operations of regional and shortline carriers fell by 31.9% – from 47 to 32. Worthy of particular mention is the fact that this latter decline followed an initial period of expansion. Before starting to decline, the number of elevators tied to the grain-dependent branch lines of Class 2 and 3 carriers actually climbed to a peak of 71 (a gain of 51.1%). Reductions in the number of facilities located along the non-grain-

Figure 13: Relative Change in Local Elevators – Railway Line Class



[17] 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.

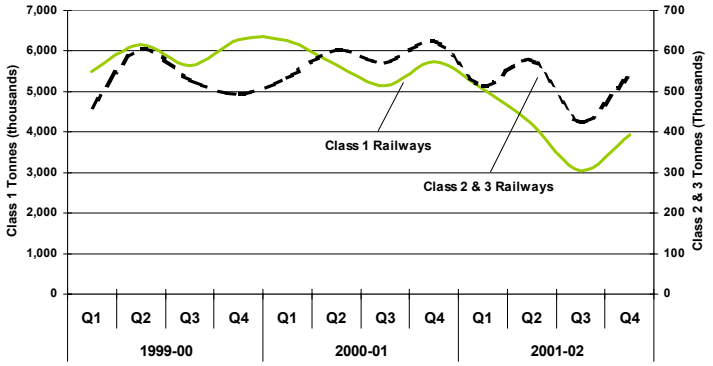
dependent networks of these carriers have been markedly similar: 45.4% in the case of Class 1 carriers – falling from 524 to 286; and 45.7% in the case of Class 2 and 3 carriers – falling from 35 to 19.

The steep decline in railway traffic volume cited earlier appears to have been borne equally by the grain-dependent, and non-grain-dependent, networks. The tonnage originating on the former declined by 25.9% during the 2001-02 crop year – falling from 8.4 to 6.2 million tonnes – while that originating on the latter saw a reduction of 28.1% – falling from 16.7 to 12.0 million tonnes. Moreover, there has been little real change manifest in the proportion of overall grain shipments originating on the non-grain-dependent network – a number that continues to hover closely around the two-thirds mark. [See Table 1D-2 in Appendix 3.]

Traffic Volumes

This is not the case, however, when considering the relative volume of grain originating between railway classes. Class 1 carriers originated a total of 16.2 million tonnes during the 2001-02 crop year – a decrease of 28.9% from the same period a year earlier. Conversely, the volume originated by shortline carriers during this same period – 2.1 million tonnes – fell by a notably lesser 11.7%. These results, however, effectively disguise the fact that most shortline carriers experienced traffic declines as harsh as – or more severe than – the Class 1 carriers.

Figure 14: Railway Grain Volumes



This arises because of two distorting forces: the inclusion of the traffic volume tied to a new shortline railway; and the compensating volumes for those few carriers whose service areas escaped the harsh growing conditions that so adversely affected the volumes originated by others.[18] [See Tables 1D-3 and 1D-5 in Appendix 3.]

Notwithstanding these factors, the volume of traffic originated by the shortline railways has not fallen as sharply as the decline in its local elevator network would lead one to expect. The evidence indicates that this is largely because producer-car loading has replaced – at least in part – a portion of the grain volume that would otherwise have been lost following the closure of these local elevators.[19] Indeed, the available data reveals that producer-car loadings accounted for about a quarter of the overall volume originated by shortline carriers during the 2001-02 crop year.[20] Moreover, this volume is almost twice that observed a mere two years before, and may well prove to be an important factor in the long-term survival of these smaller carriers.

1.5 Terminal Elevator Infrastructure *[Measurement Subseries 1E]*

As outlined in the Monitor's 2000-01 Annual Report, the number of licensed terminal facilities in operation actually increased from 14 at the outset of the 1999-2000 crop year, to 16 at the close of the 2000-01 crop year. This group was expanded by one in the second quarter of the 2001-02 crop year with the licensing of

[18] A new shortline railway, formed using CN's former Arborfield Subdivision, was established in April 2001.

[19] A number of producer-car loading sites have been established using elevator assets purchased from grain companies following their closure of these facilities. In most cases, these elevators are used by local producers for trackside storage, and to facilitate the loading of railcars in larger lot sizes than was previously possible.

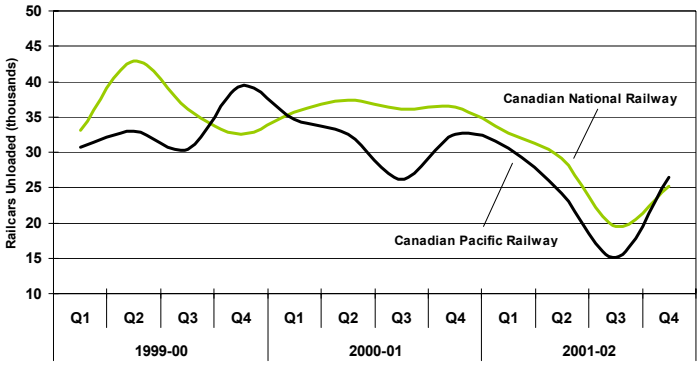
[20] Based on data from the Canadian Grain Commission. See Section 5 for more a more in-depth discussion of producer-car loading activities.

Western Grain By-Products Storage Ltd. – a 30,000-tonne facility located at Thunder Bay.[21] With it, the overall licensed terminal storage capacity at Western Canadian ports increased by a modest 1.1% to stand at just over 2.7 million tonnes. [See Table 1E-1 in Appendix 3.]

Terminal Elevator Unloads

The number of covered hopper cars unloaded at these terminal facilities during the 2001-02 crop year declined by 25.3% from the year before – falling from 271,606 to 202,943 cars.[22] To a large extent, these handlings reflect the patterns cited earlier with both CN and CP having experienced significant reductions. The number of covered hopper cars unloaded by CN during the 2001-02 crop year fell by 26.8% – from 145,630 to 106,588. Substantial reductions were noted in the company's handlings at Prince Rupert and Churchill, which fell by 53.8% and 37.0% respectively.[23] Lesser declines of 24.0% and 18.3% were reported at Thunder Bay and Vancouver respectively.

Figure 15: Terminal Unloads – CN and CP



In comparison, CP's overall handlings declined by a marginally lower 23.5% – falling from 125,976 to 96,355 cars. Yet CP's handlings differed from those of CN – falling by a notably lesser 2.1% at Thunder Bay, and a higher 35.8% at Vancouver. These shifts produced little real change in the relative proportion of overall grain volumes unloaded by CP during the 2001-02 crop year: 47.5% versus 46.4% the year before. [See Table 1E-2 in Appendix 3.]

1.6 Summary Observations

Western Canadian grain production for the 2001-02 crop year totalled 42.5 million tonnes; a reduction of 21.3% from the 54.1 million tonnes posted the year before. A widespread drought, felt across much of the prairies, was the chief factor in this decline. The effects of the drought on the GHTS cannot be overstated. Over the course of the last two growing seasons drought conditions have steadily worsened, and brought economic hardship to many in the agriculture industry. Not only has total Western Canadian grain production fallen by a factor of one-quarter in the last crop year, the severity of 2002's drought has reduced production for the 2002-03 crop year's even further.

With respect to changes in the GHTS, this backdrop makes it extremely difficult to distinguish between changes brought on by abnormally lower production levels, and those that might have been prompted by governmental reform or other factors. Undoubtedly, each can be an influencing force, but neither can claim an overarching power to promote changes to the efficiency, effectiveness and competitiveness of the GHTS as a whole.

[21] Western Grain By-Products Storage Ltd. has actually been in operation for a number of years as an unlicensed grain facility. It was only in 2001, however, that the company obtained a license from the Canadian Grain Commission. The Grain Monitoring Program only maintains information on the number of licensed grain facilities existing within the Grain Handling and Transportation System.

[22] 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 vary as a result of differing data collection and tabulation processes.

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

Perhaps nowhere is this more evident than in the rationalization that continues to reshape the GHTS. In particular, the elevator infrastructure has undergone far greater change than the railway infrastructure that serves it. Since the beginning of the 1999-2000 crop year, the number of licensed primary and process elevators located in Western Canada has fallen by 50.2%, while the railway network that serves it has shrunk by only 2.9% – with much of this being associated with light-density, grain-dependent branch lines. Moreover, the pace of that rationalization – at least in so far as the GHTS's elevator infrastructure is concerned – accelerated significantly during the 2001-02 crop year. Although this may in part be due to the sharp decline in the volume of grain made available for movement as a result of drought conditions, it ultimately reflects a business strategy aimed at improving the economic efficiency of elevator assets.

The continued and expanded use of financial incentives by the railways to promote grain shipments in multiple, rather than single car blocks has contributed significantly. From the vantage point of an individual grain company, these incentives provided an opportunity to unlock the economic benefits inherent in the use of high-throughput facilities. With the opening of each new facility, neighbouring conventional elevators were marginalized, and closed in an effort to leverage economies of scale and reduce costs. Indeed, the data indicates that the only elevator classes to actually expand in number during the past three crop years were the high-throughput Class C and D facilities – which increased by 37.0% and 71.1% respectively. At the same time, the number of smaller Class A and B facilities fell by 70.6% and 35.0% respectively.

The strategic direction being pursued by the grain companies leaves little doubt that the trend of reducing the elevator network will continue through succeeding crop years. Ultimately, the GHTS is evolving into a smaller network of larger – and more efficient – facilities than seen today. The only uncertainty rests in the exact dimensions to be accorded that network, and the railway infrastructure that will support it.

With this in mind, it is worth noting that the railway infrastructure has changed comparatively little. By the end of the 2001-02 crop year, total network mileage had dropped by a mere 2.9% to stand at 18,908.8 route-miles overall. Furthermore, much of this change stemmed from the first two crop years under the GMP. Still the Three-Year Network Plans of both CN and CP provides clear evidence of their intention to discontinue or transfer other uneconomic branch lines. Indeed, both had finalized agreements providing for the transfer of such lines to new shortline entrants early in the 2002-03 crop year.

And while railway infrastructure has itself remained largely unchanged, the number of elevators tied to that infrastructure has declined significantly: by 51.7% in the case of Class-1-located elevators; and by 37.8% in the case of non-Class-1-located elevators. With due consideration to this, as well as sharply declining grain volumes, it seems increasingly likely that the economics of light-density branch line operations are being further eroded. Their continued operation, along with the survival of some shortline railways, remains uncertain.

Notwithstanding this, the volume of traffic originated by the shortline railways has not fallen as sharply as the decline in its local elevator network would lead one to expect. The evidence indicates that this is largely because producer-car loading has replaced – at least in part – a portion of the grain volume that would otherwise have been lost following the closure of these local elevators.[24] Indeed, the available data reveals that producer-car loadings accounted for about a quarter of the overall volume originated by shortline carriers during the 2001-02 crop year. Moreover, this volume is almost twice that observed a mere two years before, and may well prove to be an important factor in the long-term survival of these smaller carriers.

[24] A number of producer-car loading sites have been established using elevator assets purchased from grain companies following their closure of these facilities. In most cases, these elevators are used by local producers for trackside storage, and to facilitate the loading of railcars in larger lot sizes than was previously possible.

SECTION 2: 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.

Yet the government also expects that industry stakeholders will forge new commercial processes that will ultimately lead to improved accountability. 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.

Highlights – 2001-2002 Crop Year

Tendering

- *416 tender calls issued by the CWB during the 2001-02 crop year.*
  - *Calls for the movement of 5.0 million tonnes to export positions.*
    - *Vancouver delivery – 54.5%.*
    - *Thunder Bay delivery – 27.8%.*
    - *Prince Rupert delivery – 14.5%.*
    - *Churchill delivery – 3.2%.*
- *2,177 bids received from 22 grain companies.*
  - *Offered an aggregated 11.4 million tonnes.*
    - *2.3 tonnes bid for every tonne tendered.*
  - *Significant increase in program participation as a result of agreement between WGEA /ITAC member companies and the CWB.*
- *654 contracts concluded for the movement of 3.5 million tonnes.*
  - *Vancouver deliveries – 58.2%; Thunder Bay – 30.5%; Prince Rupert – 9.9%; and Churchill – 1.5%.*
  - *An additional 5 contracts concluded for 71,300 tonnes of malting barley.*
  - *Total represents 27.9% of CWB volume moved to ports in Western Canada.*
    - *Compliant with established 25% minimum commitment.*
- *Tenders for 30.0% of the tonnage called – 1.5 million tonnes – either partially, or not at all, filled.*
  - *541,000 tonnes – no bid.*
  - *404,000 tonnes – unacceptable bid price.*
  - *475,000 tonnes – insufficient quantity bid.*
  - *68,000 tonnes – non-compliance with tender specifications.*
- *Proportion of volume moving in multiple car blocks reaches 94.3%.*
  - *69.5% moved in blocks of 50 or more cars.*
- *4,059 cars assessed penalties for failure to meet grade or protein specifications.*
  - *10% "mis-shipment" rate significantly higher than seen in 2000-01.*
- *46.8% of all movements originated in Saskatchewan; down from 90.5% in 2000-01.*
- *CWB estimates 2001-02 savings from grain company tendering, freight and terminal rebates, and financial penalties for non-performance, at $40.9 million.*
  - *Benefit to producers flows through CWB pool accounts.*

Other

- *Agricore Cooperative Ltd. and United Grain Growers Limited merge to form Agricore United on November1, 2001.*
  - *Becomes the largest handler of grain in Western Canada.*
  - *Ordered by the federal Competition Bureau to divest assets in order to address competitive concerns.*
- *Opposing positions emerge regarding the impact and effectiveness of the CWB's tendering program.*
- *Canadian Grain Commission grants licensing exemptions to emerging producer-car loading facilities.*
  - *Five facilities exempted by the end of the 2001-02 crop year.*
- *Canadian Transportation Agency denies Ferroequus Railway Company's application for running rights over CN lines.*
  - *Sought to move grain from Saskatchewan and Alberta to Prince Rupert.*
- *Canadian Transportation Agency rules that CN failed to fulfill its common carrier obligations in a level-of-service complaint brought by Naber Seeds.*
  - *Ordered to take specific actions aimed at providing shipper with an adequate supply of railcars.*

Indicator Series 2 – Commercial Relations

Table	Indicator Description	Notes	CROP YEAR (1) 2000-01	2001-02	% VAR	
	Tendering [Subseries 2A]					
2A-1	Tenders Called (000 tonnes) – Grain		4,888.0	4,961.4	1.5%	▲
2A-2	Tenders Called (000 tonnes) – Grade					
2A-3	Tender Bids (000 tonnes) – Grain		1,629.2	11,400.8	599.8%	▲
2A-4	Tender Bids (000 tonnes) – Grade					
2A-5	Tendered Movements (000 tonnes) – Grain	(2)	858.6	3,566.0	315.3%	▲
2A-6	Tendered Movements (000 tonnes) – Grade	(2)				
2A-7	Unfilled Tender Volumes (000 tonnes)		4,312.4	1,487.3	-65.5%	▼
2A-8	Tendered Movements (000 tonnes) – Not Awarded to Lowest Bidder		0.0	96.1	n/a	▲
2A-9	Tendered Movements (000 tonnes) – FOB		280.8	71.3	-74.6%	▼
2A-9	Tendered Movements (000 tonnes) – In-Store		577.8	3,494.7	504.8%	▲
2A-10	Distribution of Tendered Movements – Port	(3)				
2A-11	Distribution of Tendered Movements – Railway	(3)				
2A-12	Distribution of Tendered Movements – Multiple-Car Blocks	(3)				
2A-13	Distribution of Tendered Movements – Penalties	(3)				
2A-14	Distribution of Tendered Movements – Province / Elevator Class	(3)				
2A-15	Distribution of Tendered Movements – Month	(3)				

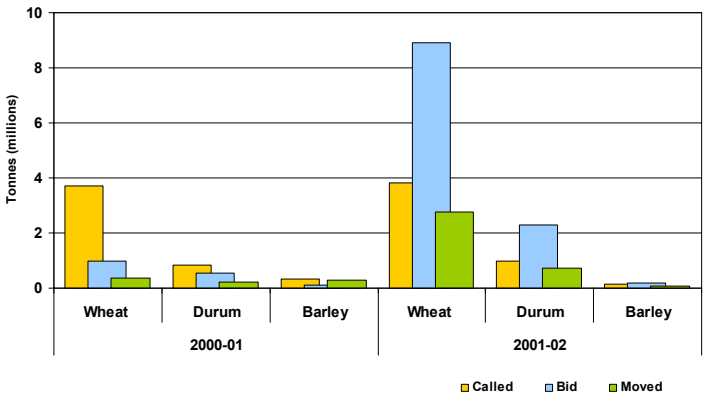
(1) – In order to provide for more direct comparisons, the values for both the 2000-01 and 2001-02 crop years are "as at" or cumulative to July 31 unless otherwise indicated.
(2) – Includes tendered malting barley volumes.
(3) – Indicators 2A-10 through 2A-15 examine tendered movements along a series of different dimensions. This examination is intended to provide greater insight into the movements themselves, and cannot be depicted within the summary framework presented here. The reader is encouraged to consult the detailed data tables found in Appendix 3 as required.

2.1 Commercial Relations – Tendering *[Measurement Subseries 2A]*

The Canadian Wheat Board's (CWB) tendering program was implemented in accordance with a Memorandum of Understanding (MOU) between the CWB and the Minister responsible for the CWB, and took effect on August 1, 2000. As outlined in the Monitor's 2000-01 Annual Report, however, few grain companies initially chose to participate in the tendering program owing to a lack of industry-accepted processes and standards.

That hurdle was overcome on August 10, 2001, when the CWB, the Western Grain Elevator Association (WGEA), and the Inland Terminal Association of Canada (ITAC), announced that they had finalized a three-year agreement respecting administration of the CWB's tendering program.[25] In broad terms, this tri-party agreement delineates how the tendering program is to be managed, and includes provisions for performance incentives and penalties. With this, participation in the CWB's tendering program increased substantially.

Figure 16: CWB Tendering – Tonnage Called, Bid, and Moved



[25] 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.

Tenders Called

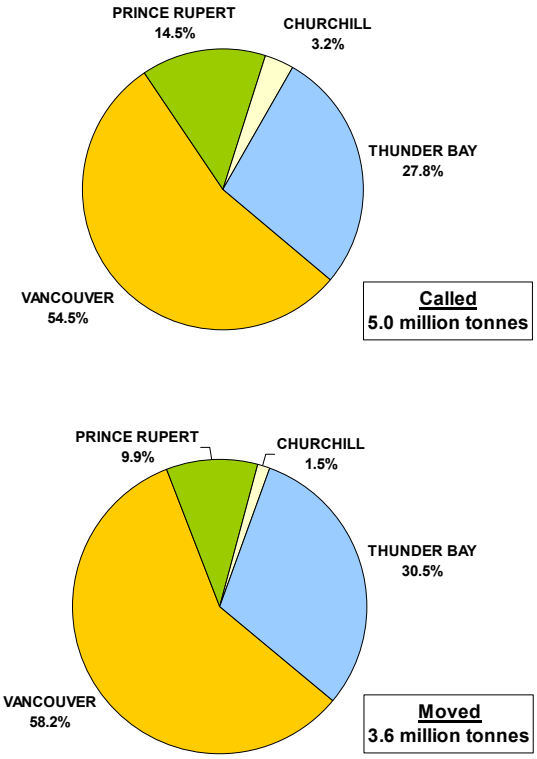
During the 2001-02 crop year, the CWB issued a total of 416 tenders calling for shipment of approximately 5.0 million tonnes of grain – an amount only 1.5% greater than that issued the year before. The vast majority of this volume – some 3.8 million tonnes (or 77.0%) – called for shipment of wheat. A further 1.0 million tonnes (or 19.8%) was associated with durum, and the remaining 0.2 million tonnes (or 3.2%) with barley.

Similarly, over two-thirds of this volume was intended for export through West Coast ports: 54.5% called for delivery to Vancouver; and 14.5% to Prince Rupert. Another 27.8% was to be directed to Thunder Bay, and Churchill was to receive the remaining 3.2%. [See Tables 2A-1 and 2A-2 in Appendix 3]

In response to these tender calls came a total of 2,177 bids – from 22 grain companies – offering an aggregated 11.4 million tonnes for movement. Indicative of a wider degree of industry participation, this bid volume is seven times that witnessed the year previous.

In terms of observable patterns, the bid volumes closely tracked those cited with respect to the tenders calls themselves: 78.3% were tied to the shipment of wheat; and 68.6% involved delivery to West Coast ports. On the whole, this would appear to indicate that bidders gave equitable consideration to all tender calls, and neither favoured nor disfavoured tender calls for any particular grain, grade or destination port. [See Tables 2A-3 and 2A-4 in Appendix 3.]

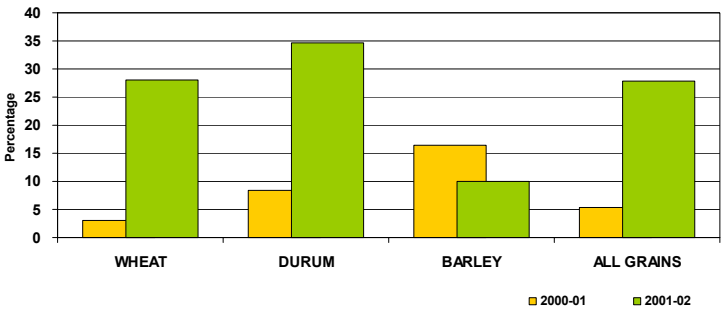
Figure 17: Tendered Volume – Destination Port



Contracts Awarded

A total of 654 contracts were subsequently signed for the movement of approximately 3.5 million tonnes of grain – 70.4% of the amount called for under the CWB's tendering program. With an additional five contracts concluded for the movement of 71,300 tonnes of malting barley, the aggregate volume moved under tender contracts totalled 3.6 million tonnes.[26] This represents 27.9% of the overall grain volume shipped by the CWB to Western Canadian ports during the entire 2001-02 crop year, and exceeds the 25% minimum commitment established under the MOU. [See Tables 2A-5 and 2A-6 in Appendix 3.]

Figure 18: Tendered Volume – Percentage of Total CWB Shipments



[26] The tendering of malting barley predates adoption of the MOU. As a result, malting barley tonnage is considered independently from the volumes administered by the MOU, but is included in the calculation of the total volume moved by the CWB under tender.

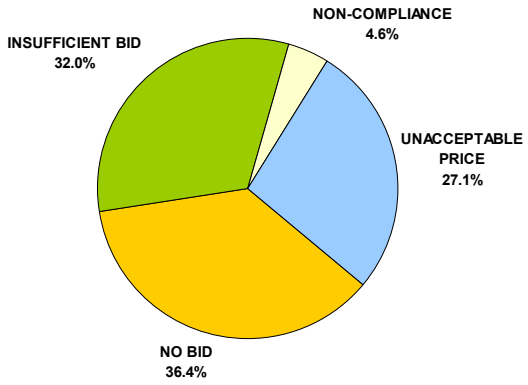
Of the 3.5 million tonnes moved under the provisions of the MOU, 58.2% was shipped to Vancouver, 30.5% to Thunder Bay, 9.9% to Prince Rupert, and 1.5% to Churchill. Although reflective of the objectives inherent in the tenders called, the proportions that actually moved to Vancouver and Thunder Bay were marginally higher than originally specified. Conversely, the northern ports of Prince Rupert and Churchill received correspondingly smaller proportions of the tendered movement than originally allotted to them. More noteworthy is the fact that while the actual volume of tendered grain directed to Vancouver and Thunder Bay were a respective 24.8% and 22.8% below the level called, the allied volumes directed to Prince Rupert and Churchill were considerably lower: 52.3% and 66.5% respectively. [See Table 2A-10 in Appendix 3.]

Tendered Volumes Not Filled

Of the 5.0 million tonnes for which tendered calls were issued, almost 1.5 million tonnes (or 30.0%) went either partially, or completely, unfilled. Of this, some 540,800 tonnes (or 36.4%) received no bids whatsoever. For another 475,300 tonnes (or 32.0%) an insufficient quantity was bid. An additional 67,700 tonnes (or 4.6%) resulted in no award being granted due to the bidders' failure to comply with the specifications set out in the tender itself. No award was granted in the case of 403,600 tonnes (or 27.1%) where the bid price was deemed unacceptable. [See Table 2A-7 in Appendix 3.]

Of the 416 tendered calls issued, 20 resulted in tender contracts being awarded to companies that did not put forward the lowest-priced bid. Involving an aggregate volume of 96,100 tonnes, these lowest-priced bids failed to garner contract awards because they also included conditions that could not always be accommodated. These conditions specified that either the entire bid (providing for a specified minimum number of cars) had to be accepted, or that the bid was contingent on an accompanying bid also being accepted. Such conditions, however, did not automatically result in bids being refused. There were circumstances where such conditions did not preclude the awarding of tender contracts in accordance with the criteria laid out in the tri-party agreement.[27] [See Table 2A-8 in Appendix 3.]

Figure 19: Composition of Tendered Volumes Not Filled



Malting Barley

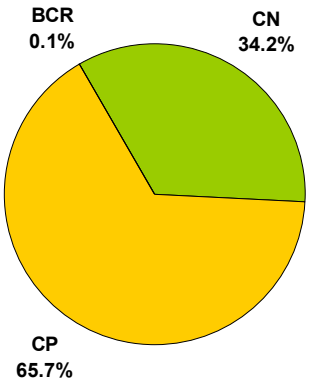
During the 2001-02 crop year, two tendered calls were issued for malting barley. These resulted in the awarding of five contracts for the subsequent movement of 71,300 tonnes to Vancouver. This volume represented a mere 3.4% of the overall tonnage moved under tender to Vancouver, and 2.0% of that directed to all four ports in Western Canada. Malting barley continues to constitute the only grain moved under tender that is sold Free on Board (FOB). [See Table 2A-9 in Appendix 3].

[27] The tri-party agreement establishes the criteria that the CWB uses in awarding tenders: 1) Lowest price (greatest savings to farmers); 2) Consolidation of stocks to three terminals or less; and 3) Where the full amount of the tender award is not determined by the first two criteria, the past performance of grain companies as per tender execution is used to determine the successful bid.

Delivering Carrier

Almost two-thirds – 65.7% – of the volume moving under tender during the 2001-02 crop year was delivered to its destination port by CP. This marks a significant gain from the 44.6% CP handled during the first year of the CWB's tendering program. Rather than being indicative of a fundamental shift in the competitiveness of either CN or CP, all available data suggests that this increase merely reflects the wider availability of grain – in the grades specified by the tender – being located in areas serviced by CP. This was not the case, however, in the movement of 71,300 tonnes of malting barley. In this respect, CN was the principal carrier – delivering 55.7% of the overall volume versus 44.3% for CP. In addition to the volumes handled by these larger carriers, a very small proportion – 0.1% – was also delivered to Vancouver by BCR. [See Table 2A-11 in Appendix 3.]

Figure 20: Tendered Volume – Delivering Carrier



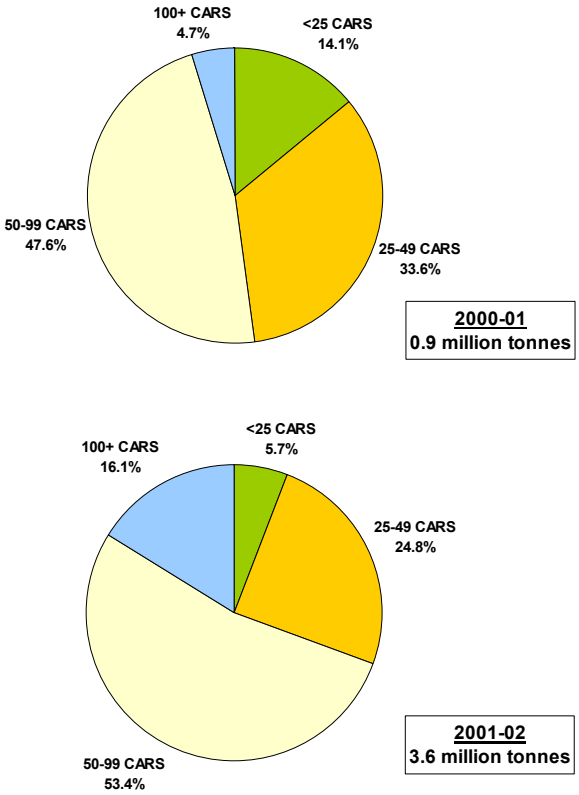
Multiple-Car Blocks

As noted in the Monitor's Annual Report for the 2000-01 crop year, the vast majority of grain moving under tender – 85.9% – also moved in multiple-car blocks. This was also characteristic of the tonnage moved in the 2001-02 crop year, with 94.3% having been shipped in blocks of 25 or more cars.

In addition to the reduced proportion of cars moving in blocks of less-than 25 cars, there was also a clear migration away from use of the 25-49 car block. While such movements had accounted for about a third of the overall volume in the 2000-01 crop year, they represented just under a quarter of that moved in the 2001-02 crop year.

This bolstered the proportion qualifying for the highest incentive discounts offered by the railways to 69.5% of the overall tendered volume as compared to 52.3% the year before. The most significant gain was posted among cars shipped in blocks of 100 or more – which increased from 4.7% to 16.1% of the overall total. Those moving in blocks of 50 to 99 cars showed a lesser gain, but increased in proportion to 53.4% from 47.6% in the 2000-01 crop year.[28] [See Table 2A-12 in Appendix 3.]

Figure 21: Tendered Volumes – Multiple Car Blocks

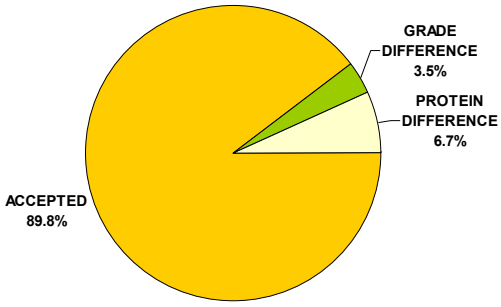


[28] Data relating to the movement of non-tendered grain in conjunction with tendered grain as part of a multiple car block is unavailable. These estimates should therefore be considered as a minimum.

Applied Penalties

A total of 4,059 railcars – representing some 10.2% of the total tendered volume unloaded at destination – were assessed with penalties for failing to meet either the established grade or protein specifications of the tender. This denotes a sharp rise from the 1.6% level recorded during the preceding crop year. Almost two-thirds of this volume – 65.8% – was penalized as a result of protein mis-shipments.[29] [See Table 2A-13 in Appendix 3.]

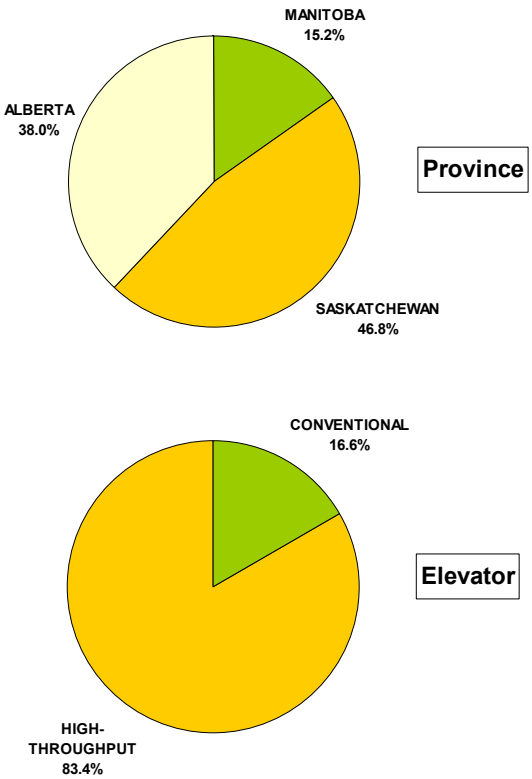
Figure 22: Tendered Volumes – Penalized Shipments



Tendered Origins

Almost half of the grain moving under tender in the 2001-02 crop year – 46.8% – originated in Saskatchewan. This was followed by Alberta with an additional 38.0% of the total, and Manitoba with 15.2%. Some 83.4% of this volume was drawn from high-throughput elevators. In equal measure, the provincial proportions showed little variation from the average for Western Canada as a whole.[30] [See Table 2A-14 in Appendix 3.]

Figure 23: Tendered Volumes – Movement Origin



Monthly Distribution

Of the tendered calls placed during the 2001-02 crop year, 56.8% were issued during the first half of the year. The largest placement occurred during the month of November when calls for 715,000 tonnes of grain – representing 14.4% of the total volume tendered – were issued. The proportion of the overall tonnage moved during this period – as measured by the number of cars unloaded – was a noticeably lesser 46.3%. This difference is rooted in the structural lag that exists between the time a tender call is issued, and the moment the volume is actually delivered to port: some four to six weeks.

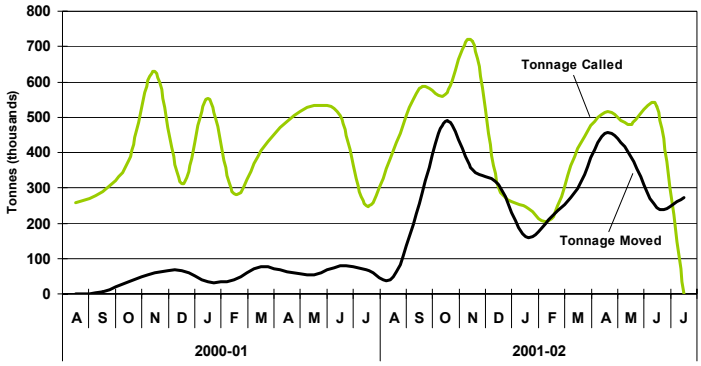
The last tendered calls for the movement of grain in the 2001-02 crop year were issued on June 20, 2002. Tendered grain volumes

[29] Protein specifications must conform to a very narrow band of tolerance. This can be particularly difficult to ensure when the sourced grain is gathered from a wide geographic area – as is the case with grain moved under the CWB's tendering program. Shipments falling below the specified grade or protein level are assessed a penalty of $200 per railcar. Those exceeding the specifications are penalized an amount equal to the price differential commanded by the received grade or protein, and that of the initial payment for the contracted grain.

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

continued to move and be unloaded throughout the month of August 2002. Tendered calls for malting barley were issued in the months of January and March, with the subsequent movement of the contracted volumes over a five-month period extending from February through June. [See Table 2A-15 in Appendix 3.]

Figure 24: Monthly Distribution of Tendered Tonnage



Financial Savings

According to the CWB, the advances made in its tendering program have generated significant financial returns that are ultimately being passed back to producers through the CWB's pool accounts. Derived largely from a savings in transportation costs as a result of the bidding inherent in the tendering process itself, these returns also include freight and terminal rebates, as well as financial penalties for non-performance. By the CWB's own estimate, the savings generated from these activities for the 2001-02 crop year amounted to $40.9 million.

2.2 Commercial Relations – Other Developments

Agricore United

On November 1, 2001, the merger of Agricore Cooperative Ltd. and United Grain Growers (UGG) that had been announced at the beginning of the 2001-02 crop year was formalized. In joining forces, the emerging entity – Agricore United (AU) – assumed a title formerly held by Saskatchewan Wheat Pool, namely: the largest handler of grain in Western Canada.

Due to the size and nature of the merger, approval from the federal Competition Bureau was necessary. In securing that approval, the Bureau ruled that AU had to divest itself of certain facilities as a means of addressing a number of competitive access concerns that had been raised in the wake of its merger plans. The company agreed to sell several of its primary elevators located in Manitoba and Alberta, and has in fact already sold or transferred a number of these facilities.

The Bureau and AU were not, however, able to agree on the divestiture of a portion of the new company's interest in the various terminal elevators located in the Port of Vancouver. At issue was AU's 51% ownership stake in almost two-thirds of the terminal capacity found in the Vancouver area. In addition, the company also held a substantial interest in the ownership of the only terminal elevator in Prince Rupert: Prince Rupert Grain Ltd. The Bureau requested that AU sell either its wholly-owned UGG terminal or its 70% stake in Pacific Elevators Limited (PEL) – both located on the south shore of Vancouver's Burrard Inlet. Although AU countered with an offer to sell a portion of its stake in PEL, the Bureau deemed this unsatisfactory, and the matter was subsequently referred to the federal Competition Tribunal for settlement.

About a week before the Tribunal was to hear arguments in the case, AU announced that it had agreed to the Bureau's terms. Shortly thereafter, the company announced that it had also acquired – with the approval of the Bureau – the 30% interest held by Saskatchewan Wheat Pool in PEL. In as much as this purchase provided AU with sole ownership of both the UGG and PEL terminals, it was widely regarded as a means of consolidating its business interests before undertaking a final divestiture of either terminal. Although the Bureau acknowledges that there is a time frame for AU to affect a terminal sale, neither the date nor the facility to be sold is known.

Producer-Car loading

In November 2001, the Canadian Grain Commission (CGC) launched a three-month public consultation to determine how producer-car loading facilities should be regulated. At issue was the potential licencing of producer-car loading sites. With the advent of more organized producer-car loading arrangements – such as the creation of a dedicated facility by the West Central Road and Rail group near Eston, Saskatchewan – an increase in producer-car loading was generally expected. In late April 2002, the CGC announced that it had concluded its consultations, and had determined that producer-car loading facilities would be exempted from the licensing provisions of the Canada Grain Act as long as certain minimum conditions were met[31].

Before the close of the 2001-02 crop year, the CGC had issued a total of five licensing exemptions to producer-car loading facilities located in Saskatchewan. In addition to the facility already established at Eston, these exemptions also extended to facilities located in Briercrest, Eastend, Southey, and Verwood. This expansion is further underscored by the fact that as of November, 2002, the number of such exempted facilities had risen to 25. And while the majority of these were based in Saskatchewan, the provinces of Manitoba and Alberta also had two facilities apiece.

Running Rights

As mentioned in the Monitor's Annual Report for the 2000-01 crop year, two landmark decisions by the Canadian Transportation Agency resulted in the dismissal of applications from the Hudson Bay Railway Company and the Ferroequus Railway Company for the right to operate over the infrastructure of another carrier (commonly referred to as running rights). Notwithstanding these earlier decisions, the Ferroequus Railway Company chose to renew its quest, and submitted a second application for running rights over CN lines from the inland origins of Lloydminster, Saskatchewan, and Camrose, Alberta, to the port of Prince Rupert. In general terms, the Ferroequus application aimed to provide grain shippers in these areas with an alternative rail service to this port.

Following a number of preliminary motions, objections and rulings, the Agency began public hearings into the company's application on April 29, 2002. On September 10, 2002, the Agency denied the Ferroequus application, concluding that there was no convincing evidence of a prevailing public interest need for the imposition of running rights in this case. The Agency noted that the granting of "a statutory running right is an exceptional remedy that requires actual evidence of market abuse or failure before an application under section 138 of the CTA may be granted." In addition, the Agency also found that Ferroequus had not established the existence of a rate or service problem in the relevant markets, nor had it established that the granting of running rights would eliminate or alleviate any lack of adequate and effective competition.[32]

Common Carrier Obligations

The Canadian Transportation Agency also handed down a decision respecting two complaints brought before it by Naber Seed and Grain, who claimed that CN had breached its statutory level of service, and common carrier obligations during the course of the 2000-01 crop year. This case was also the subject of a public hearing, held in Saskatoon, in early February 2002.

The Agency subsequently determined that CN's grain handling and transportation system was not geared towards meeting the needs of special crop shippers such as Naber but, rather, towards optimizing it's own asset utilization and serving the needs of its larger grain customers. As a result, the Agency found that CN had not fulfilled its common carrier obligations: that by virtue of its failure to provide an adequate and suitable service through the rationing of hopper cars, it thereby caused undue hardship for Naber.

[31] Under the Canada Grain Act, elevators and grain dealers must be licensed by the CGC and post security to cover their liabilities to grain producers. The CGC exempts producer car loading facilities from licensing provisions under the Act, provided the facility meets conditions designed to protect producers and uphold the quality assurance system. These conditions are: that the facility only handles grain on behalf of producers which is intended for loading into producer cars; that the facility posts a notice advising producers that it is not licensed under the Act and that the CGC will not be involved in disputes between the facility and the producer except when they arise at the port location; that the facility does not purchase or sell grain; and that the facility allows the CGC access to its records.

[32] See Canadian Transportation Agency Decision Number 505-R-2002 dated September 10, 2002.

Although Naber had requested the Agency to allow the Hudson Bay Railway to provide it with an alternative service using CN's infrastructure, the Agency decided that other alternatives were available to remedy Naber's service problems. To this end, the Agency ordered CN to adopt a series of measures specifically dealing with car ordering, allocation, spotting and other elements in order to alleviate the level-of-service problems experienced by Naber.[33]

This was the second time that the Agency has ruled that CN had breached its common carrier obligations with respect to Naber. The day before the Agency rendered this latest decision, however, Naber went into receivership and has since ceased operations.

2.3 Summary Observations

The Canadian Wheat Board's (CWB) tendering program was implemented in accordance with a Memorandum of Understanding (MOU) between the CWB and the Minister responsible for the CWB, and took effect on August 1, 2000. Nevertheless, few grain companies initially chose to participate in the tendering program during its first year owing to a lack of industry-accepted processes and standards. That hurdle was overcome when the CWB, the Western Grain Elevator Association (WGEA), and the Inland Terminal Association of Canada (ITAC), announced a year later that they had finalized a three-year agreement respecting administration of the CWB's tendering program.

During the course of the 2001-02 crop year, a total of 654 contracts were signed for the movement of approximately 3.5 million tonnes of grain – 70.4% of the amount called for under the CWB's tendering program. With an additional five contracts concluded for the movement of 71,300 tonnes of malting barley, the aggregate volume moved under tender contracts totalled 3.6 million tonnes. This represents 27.9% of the overall grain volume shipped by the CWB to Western Canadian ports during the entire 2001-02 crop year, and exceeds the 25% minimum commitment established under the MOU.

The advances made in the tendering program have contributed significantly to the financial savings that are being passed back to producers through the CWB's pool accounts. According to the CWB, these savings amounted to $40.9 million in the 2001-02 crop year. Yet the tendering program continues to be controversial, with differing views being voiced with respect to the impact and effectiveness of the program itself. Most importantly, the shippers themselves appear to be divided. Some express satisfaction with the performance of the tendering program to date, and support increasing the proportion of CWB grain moving under tender to a level well beyond the 50% minimum commitment slated for the 2002-03 crop year. Others claim that the program is not meeting its intended goals.

One perspective holds that if the current tendering program was intended to create greater marketing opportunities for producers, it may ultimately have the opposite effect. Should producers be left with fewer delivery options as a result of industry consolidation, the resulting reduction in the level of competition may diminish the amount of CWB Transportation Savings that they receive from tender bids now flowing into CWB pool accounts.

Not all grain companies, however, maintain this view. Some hold that shippers have invested heavily in the upgrading of their grain-handling network with the full expectation of benefiting from that investment in a more competitive commercial environment. To this end, those grain companies awaiting an increase in the proportion of CWB movements to be tendered welcome the opportunity to compete more fully. While acknowledging that further consolidation in the GHTS is on the horizon, they contend that the pertinent issue is overcapacity within the system, and not the operation of the tendering program itself.

To some degree, this chance to compete is already evidenced in the CWB grain volumes handled during the 2001-02 crop year. Specifically, major grain companies managed to secure 84.6% of the overall grain volume moved under the CWB's tendering program – the remainder having been shared between smaller shippers. At the same time, they originated 73.8% of the CWB's non-tendered grain volume. This differential underscores an apparent effort on their part to secure a greater share of the CWB's tendered business. With at least 50% of

[33] See Canadian Transportation Agency Decision Number 323-R-2002 dated June 11, 2002.

the CWB's overall grain volumes slated for movement under tender in the 2002-03 crop year, tendering accords these companies an important instrument with which to secure an even greater share of future CWB grain movements.

At the same time, some smaller grain companies are finding themselves at an ever-greater competitive disadvantage. With almost 95% of tendered grain shipments moving in multiple-car blocks – and about two-thirds of this moving in blocks of 50 or more cars – the smaller grain companies may not have the strategic assets needed to exploit the same efficiencies and economies of scale that have been developed by larger competitors. As the proportion of CWB grain moving under tender rises, it is possible that smaller grain companies may find themselves handling a lesser share of this volume. Whether this will promote further industry consolidation, or push some into serving certain niche markets is unclear.

What is clear is that that evolution is currently under way. The financial health of many grain companies – both large and small – is weak. Mergers, such as that which produced Agricore United, are but a means to ensure the survival of these companies in an increasingly competitive environment. At the same time, the growth in producer-car loading facilities underscores the effort being directed towards addressing the need for competitive services in smaller niche markets.

In equal measure, both large and small shippers have shown a greater willingness to test the provisions of the Canada Transportation Act in safeguarding their competitiveness. In recent years, level-of-service complaints brought against the railways resulted in precedent-setting rulings that upheld the rights of grain shippers. Moreover, the complaint brought forward by Naber Seed and Grain not only resulted in an affirmation of those rights, but also demonstrated the extent to which the Canadian Transportation Agency could go in directing a carrier to rectify an underlying service problem. In addition, this decision also provided industry stakeholders with a better understanding of the extraordinary circumstances that the Agency deemed must exist if the remedy that had been sought by Naber – namely running rights – is ever to be granted.

SECTION 3: 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 largely concentrates on how these assets are utilized, and the overall time it takes grain to move through the system.

Highlights – 2001-2002 Crop Year

Trucking

- *The Composite Freight Rate Index for short-haul trucking fell to 100.0 during the fourth quarter.*
  - *Denotes a 2.4% reduction arising from the elimination of fuel surcharges.*

Country Elevators

- *Throughput for the 2001-02 crop year fell by 22.1% to 25.9 million tonnes.*
- *The average elevator capacity turnover ratio declined by 10.0% to 4.5 turns.*
  - *Greater decline avoided due to a 1.0-million-tonne reduction in elevator storage capacity.*
- *Average number of days-in-store declined by 0.8% to 38.0 days.*
  - *Wide variations observed between commodities and provinces.*
- *Average weekly stock-to-shipment ratio remained unchanged at 5.4.*
  - *Indicates a tightening of inventories in the face of lower shipments.*
  - *Relative declines for wheat, durum, rye and flaxseed; increases for barley, canola and oats.*
- *Posted tariff rates for elevator handling activities have increased since the last crop year.*
  - *Receiving, elevation and loading; 4% - 20%.*
  - *Cleaning; 1% - 25% for most commodities.*
  - *Storage; 15% - 50%.*

Rail Operations

- *Average car cycle increased by 4.9% to 17.5 days.*
  - *Significant increase noted during the third quarter; reflects reduced grain volumes.*
  - *Average loaded transit time unchanged at 9.1 days.*
- *Proportion of grain traffic moving in multiple-car blocks increases to 76.9%.*
  - *Largest gains tied to the use of 50-99 and 100+ car blocks; use of 25-49 car block on the decline.*
  - *Railway incentive payments estimated at $57.2 million – down 4.8%.*
    - *Reflects reduced volume and higher proportion moving in blocks of 50+ cars.*
- *Posted railway freight rates for single car movements increased by about 4.0% on August 1; 2001.*
- *Canadian Transportation Agency determines that both CN and CP posted revenues below their applicable revenue caps.*

Terminal Elevators and Port Performance

- *Terminal throughput fell by 24.8% to 18.0 million tonnes.*
  - *Almost two-thirds of volume directed to West Coast ports.*
- *764 vessels loaded at Western Canadian ports during the 2001-02 crop year.*
  - *Average time in port fell by 16.9% to 4.9 days due to reduction in vessel-waiting times.*
- *Posted tariff rates for elevator handling activities have increased since the last crop year.*
  - *Receiving, elevation and loading; 2% - 10%.*
  - *Storage; 1% - 4%.*
    - *Churchill tariff increases significantly greater; 11%-44%.*

Indicator Series 3 – System Efficiency

Table	Indicator Description	Notes	CROP YEAR (1) 2000-01	2001-02	% VAR	
	Trucking [Subseries 3A]					
3A-1	Composite Freight Rate Index – Short-haul Trucking		102.5	100.0	-2.4%	▼
	Country Elevators [Subseries 3B]					
3B-1	Grain Volume Throughput (000 tonnes)		33,281.9	25,923.8	-22.1%	▼
3B-2	Average Elevator Capacity Turnover Ratio		5.0	4.5	-10.0%	▼
3B-3	Average Weekly Elevator Stock Level (000 tonnes)		3,494.7	2,699.8	-22.7%	▼
3B-4	Average Days-in-Store (days)		38.3	38.0	-0.8%	–
3B-5	Average Weekly Stock-to-Shipment Ratio – Grain		5.4	5.4	0.0%	–
3B-6	Average Handling Charges – Country Delivery Points	(2)				
	Rail Operations [Subseries 3C]					
3C-1	Hopper Car Grain Volumes (000 tonnes) – Province					
3C-2	Hopper Car Grain Volumes (000 tonnes) – Primary Commodities		25,156.8	18,276.6	-27.3%	▼
3C-3	Hopper Car Grain Volumes (000 tonnes) – Detailed Breakdown					
3C-4	Railway Car Cycle (days) – Empty Transit Time		7.6	8.4	10.5%	▲
3C-4	Railway Car Cycle (days) – Loaded Transit Time		9.1	9.1	0.0%	–
3C-4	Railway Car Cycle (days) – Total Transit Time		16.7	17.5	4.9%	▲
3C-5	Hopper Car Grain Volumes (000 tonnes) – Non-Incentive		7,898.9	4,217.2	-46.6%	▼
3C-5	Hopper Car Grain Volumes (000 tonnes) – Incentive		17,257.9	14,059.4	-18.5%	▼
3C-6	Hopper Car Grain Volumes ($millions) – Incentive Discount Value		$60.1	$57.2	-4.8%	▼
3C-7	Traffic Density (tonnes per route-mile) – Grain-Dependent Network		451.4	342.0	-24.1%	▼
3C-7	Traffic Density (tonnes per route-mile) – Non-Grain-Dependent Network		289.4	208.8	-27.9%	▼
3C-7	Railway Traffic Density (tonnes per route-mile) – Total Network		328.8	240.7	-26.8%	▼
3C-8	Composite Freight Rates – Rail	(2)				
3C-9	Multiple-Car Shipment Incentives – Rail	(2)				
3C-10	Effective Freight Rates – CTA Revenue Cap ($ per tonne)		$25.83	$25.28	-2.1%	▼
	Terminal Elevator and Port Performance [Subseries 3D]					
3D-1	Annual Port Throughput (000 tonnes) – Grain		23,941.3	18,004.6	-24.8%	▼
3D-2	Average Terminal Elevator Capacity Turnover Ratio		8.9	6.6	-25.9%	▼
3D-3	Average Weekly Terminal Elevator Stock Level (000 tonnes)		1,192.7	1,113.6	-6.6%	▼
3D-4	Average Days-in-Store – Operating Season (days)		17.5	20.6	17.7	▲
3D-5	Average Weekly Stock-to-Shipment Ratio – Grain	(2)				
3D-6	Average Weekly Stock-to-Shipment Ratio – Grade	(2)				
3D-7	Average Vessel Time in Port (days)		5.9	4.9	-16.9%	▼
3D-8	Distribution of Vessel Time in Port	(2)				
3D-9	Distribution of Berths per Vessel	(2)				
3D-10	Annual Demurrage Costs ($millions)		$16.1	$2.9	-81.8%	▼
3D-10	Annual Dispatch Earnings ($millions)		$13.3	$7.0	-47.8%	▼
3D-11	Average Handling Charges – Terminal Elevators	(2)				

(1) – In order to provide for more direct comparisons, the values for both the 2000-01 and 2001-02 crop years are "as at" or cumulative to July 31 unless otherwise indicated.

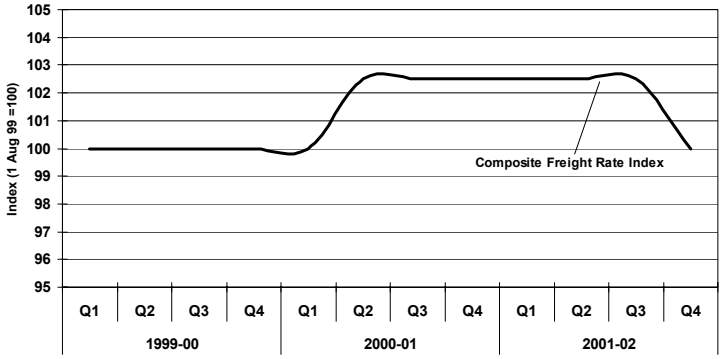
(2) – Changes in the data cited cannot be depicted within the summary framework presented here. The reader is encouraged to consult the detailed data tables found in Appendix 3 as required.

3.1 Trucking *[Measurement Subseries 3A]*

The Monitor surveys the posted commercial rates tied to the "in-house" trucking services of the principal grain companies for local grain pick-up and delivery services in, and around, a representative sample of 37 specific grain delivery stations. These rates are then combined to create a composite rate scale depicting the cost of typical truck movements. The rates in this scale are used as a proxy for, and a barometer of, commercial trucking costs.

As outlined in the Monitor's 2000-01 Annual Report, the results of this review indicated that these grain companies offered producers similar trucking services, albeit at marginally differing costs. Moreover, the selective application of fuel surcharges had effectively increased the overall cost of trucking at the end of the 2000-01 crop year by 2.5% from those in place during the base year. Towards the end of the third quarter of the 2001-02 crop year, however, these fuel surcharges were effectively removed. As a result, the composite scale used to index these input costs reverted back to its pre-application level, and effectively fell by 2.4%. [See Table 3A-1 in Appendix 3.]

Figure 25: Composite Freight Rate Index – Short-Haul Trucking



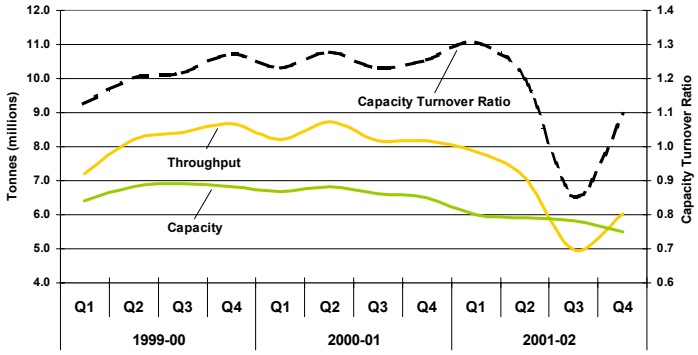
3.2 Country Elevators *[Measurement Subseries 3B]*

Total country elevator throughput (measured as shipments from primary elevators) showed a marked decline in the 2001-02 crop year. Aggregate volume fell by 22.1% to 25.9 million tonnes from 33.3 million tonnes a year earlier. Shipments from Saskatchewan, Alberta, and Manitoba recorded declines of 24.0%, 21.9%, and 18.2% respectively. These declines were particularly pronounced during the third quarter, and rebounded to some degree in the fourth quarter. Only British Columbian elevators, which shipped a total of 243,700 tonnes of grain, posted a year-over-year increase in throughput of 15.1%. [See Table 3B-1 in Appendix 3.]

Capacity Turnover

This decline in volume is equally evident in the capacity turnover ratio for the primary elevator system as a whole – which fell by 10.0% from 5.0 turns to 4.5 turns. It is also mirrored in the provincial turnover ratios, which fell in all cases, but to varying degrees. In Alberta and Saskatchewan – where volumes dropped most sharply – the turnover ratios fell by 14.0% and 11.5% respectively. Those associated with Manitoba and British Columbia showed more moderate declines of 6.5% and 5.4% respectively.

Figure 26: Primary Elevator Capacity, Throughput and Turnover



To a large extent, however, these results were buoyed by a 1.0-million-tonne reduction (or 15.5%) in primary elevator capacity during the 2001-02 crop year. Throughout the course of the 1999-2000 and 2000-01 crop years, the rate at which capacity was being removed from the primary elevator system effectively outpaced any decline in volume. This is evidenced in quarterly turnover ratios that steadily increased from 1.1 turns to 1.3 turns during this two-year period. In a broad sense, this is reflective of the grain companies' effort to improve the utilization of their elevator assets under near-normal operating conditions. [See Table 3B-2 in Appendix 3.]

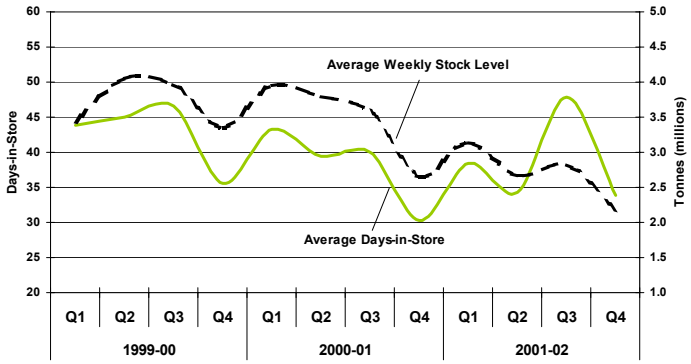
The sharp volume reduction that characterized the 2001-02 crop year, however, effectively camouflages this effort, and lowers the annual capacity turnover ratios as well. Had the capacity of the primary elevator system not been reduced by a further 1.0 million tonnes during the 2001-02 crop year, the annual turnover ratio would have fallen to an even lower 4.0 turns.

Elevator Inventories

Country elevator efficiency is, however, largely gauged through the management of inventories as opposed to storage capacity. Beyond actual stock levels, two GMP indicators are also used to assess that efficiency: the average number of days grain spends in inventory; and the relative magnitude of that inventory to pending shipments. Both of these indicators are derived from the use of average inventory turnover ratios based on weekly shipments and stock levels.

In step with the reduction in the storage capacity of the primary elevator system, the amount of grain held in inventory has also been on the decline. Indeed, the average weekly stock level fell by 22.7% in the 2001-02 crop year – to 2.7 million tonnes from 3.5 million tonnes the year before. Moreover, the quarterly average has fallen progressively from a peak of 4.1 million tonnes in the second quarter of the 1999-2000 crop year, to a low of 2.2 million tonnes in the fourth quarter of the 2001-02 crop year. [See Table 3B-3 in Appendix 3.]

Figure 27: Primary Elevators – Weekly Stock Level and Days-in-Store



The average number of days-in-store for the 2001-02 crop year shows little substantive change from that observed a year earlier – falling from 38.3 days to 38.0 days. Component averages varied widely by province and commodity. Among the decliners were: wheat, down by 8.6% to 40.6 days; durum, down by 16.7% to 56.3 days; and flaxseed, down by 17.9% to 32.3 days. Those posting increases included: barley, up by 30.9% to 31.0 days; canola, up by 8.9% to 23.2 days; oats, up by 19.3% to 25.9 days; and rye, up by 14.0% to 77.3 days. [See Table 3B-4 in Appendix 3.]

Yet the average number of days-in-store is also driven by the volume of shipments. Within an environment of relatively stable shipments during the first two years of the GMP, the average number of days-in-store showed a decline that effectively paralleled the systematic reduction in stock levels. When shipments began to decline in the first quarter of the 2001-02 crop year, stock levels began to firm-up, and the average number of days-in-store began to increase. This elongation was exacerbated during the third quarter when shipments fell by 29.9% from second quarter levels, and the number of days-in-store climbed by 39.4% to a quarterly average of 47.8 days. A partial recovery in fourth quarter shipments, coupled with a tightening of stock levels, helped reduce the time spent in inventory to a quarterly average of 33.9 days.

The average weekly stock-to-shipment ratio for major grains in Western Canada stood at 5.4 for the 2001-02 crop year – unchanged from the year before. Year-over-year reductions in the ratios for wheat, durum, rye and flax were noted, along with increases in those for barley, canola, and oats. To a large extent, these results were heavily influenced by the third quarter. Progressive reductions in the ratios emanating from the first and second quarters were overshadowed by sharp increases in the third, which were driven by the acute drop in shipments previously noted. On the whole, these results affirm a systematic tightening of grain stocks within the primary elevator network. [See Table 3B-5 in Appendix 3.]

Average Handling Charges

Tariffs for the receiving, elevating and loading of grain at primary elevators have – for the most part – posted rate increases of between 4% and 20% since the last crop year. Significant differences were, however, observed between those posted for individual commodities and provinces.

The tariffs for the removal of dockage and terminal cleaning saw more substantive increases.[34] A great deal of

[34] 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.

variability between commodities is also seen in these increases. Significant price hikes of between 7% and 25% were observed for barley and flaxseed, while those for other commodities saw comparatively modest increases of between 1% and 12%. Posted storage charges for major grains at primary elevators showed the most dramatic increases of all: rising by a factor of 15% to 50% depending on both the commodity and province. [See Table 3B-6 in Appendix 3.]

3.3 Rail Operations *[Measurement Subseries 3C]*

As cited earlier, the overall volume of grain moved by rail to Western Canadian export positions fell by 27.5% to 18.8 million tonnes during the 2001-02 crop year (see Section 1, Measurement Subseries 1B). These figures, however, include traffic that was not handled through the terminal elevator system, and which also moved in boxcars, trailers and containers. For more consistent comparisons, the ensuing indicators deal exclusively with that portion moved in covered hopper cars.[35]

Totalling 18.3 million tonnes, the overall volume of grain moved in covered hopper cars during the 2001-02 crop year shows a 27.3% decline from that seen a year earlier. Volumes destined to all ports experienced sharp declines. The most adversely impacted were the northern ports of Prince Rupert and Churchill, where volumes plunged by 54.9% and 34.8% respectively. Thunder Bay saw its volume fall by 20.7% – from 7.3 to 5.8 million tonnes. The volume directed to Vancouver – while representing 59.9% of the overall tonnage – dropped by 25.9% to 10.9 million tonnes.

Notwithstanding shifts in their respective contributions to the throughput of individual ports, the relative volume of grain sourced from each of the producing provinces showed significant declines. Almost two-thirds of the decline observed during the 2001-02 crop year can be attributed to reduced volumes from Saskatchewan where rail shipments fell by 4.3 million tonnes (or 32.2%). This was followed by Alberta with a reduction of 1.7 million tonnes (or 21.0%), and Manitoba with a reduction of 0.9 million tonnes (or 23.5%). The volume sourced from British Columbia, while falling by 22.6%, had relatively little discernable impact given the significantly smaller traffic base of 54,400 tonnes.[36]

Shifts were also noted in the relative volume of certain grains moving through the port of Vancouver. Notwithstanding the general declines already outlined, the proportion of wheat passing through the port during the course of the past 36 months has increased in relation to other commodities. Totalling some 5.8 million tonnes, wheat now accounts for 53.3% of all the grain tonnage passing through the port of Vancouver. This increase has largely come at the expense of wheat traditionally shipped through Prince Rupert, which – in keeping with the substantial periods of closure in recent years – did not begin to unload grain until the second week of November. [See Tables 3C-1, 3C-2, and 3C-3 in Appendix 3.]

Car Cycles

In the context of the GHTS, the car cycle effectively measures the average amount of time taken by the railways to deliver a load of grain to port and then return the empty car to the prairies for reloading. The car cycle for the movement of Western Canadian grain averaged 17.5 days during the 2001-02 crop year. This represents a 4.9% increase from the 16.7 days observed a year earlier. Examined in terms of the principal corridors, movements to Vancouver showed an increase of 6.0% – climbing from an average of 16.8 to 17.8 days. Movements to Thunder Bay showed a less pronounced increase of 3.7% – with the average car cycle climbing from 15.7 to 16.3 days.[37] [See Table 3C-4 in Appendix 3.]

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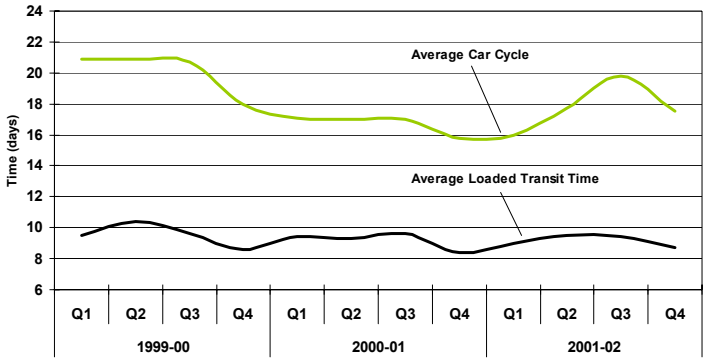
[35] Such adjustments represent a reduction of less than 3% from the 18.8 million tonnes cited in Measurement Subseries 1B.

[36] The grain volume cited here as being sourced from British Columbia relates specifically to that portion originating on the lines of the Class I carriers. This contrasts sharply with the 243,700 tonnes depicted in Section 3.2 as the throughput tied to this province's elevators. The difference arises from the fact that the former calculation excludes grain volumes shipped by BC Rail, while the latter includes them.

[37] The Western Canadian car cycle of 17.5 days cited above includes movements to Prince Rupert in its calculation. Owing to an insufficient number of acceptable records, however, corridor-specific statistics for movements to Prince Rupert are not presented.

It should be noted, however, that this overall performance effectively blurs that observed in individual quarters. The overall car cycle recorded during the first quarter – which stood at 16.0 days – was among the best witnessed thus far under the GMP. And while car cycle times do fluctuate, the third quarter's 19.8-day average is 23.8% higher than that recorded for the first quarter. Much of this performance comes as a result of a 5.7-day (or 37.5%) increase in the cycle time tied to the Vancouver corridor – which climbed from an average of 15.2 days to 20.9 days in the same period.

Figure 28: Railway Car Cycle



It is worth noting that while the overall car cycle has fluctuated, the loaded transit portion of the cycle has remained relatively stable – oscillating around a quarterly average of 9.3 days throughout the past three crop years. Indeed, average loaded transit time for the 2001-02 crop year stood at 9.1 days – unchanged from that observed the year before. The increase in the overall car cycle for the 2001-02 crop year can ultimately be traced to the empty transit portion of the movement, which effectively rose 10.5% to 8.4 days. To a large extent, this simply reflects the decreased demands placed upon the hopper car fleet – and the capacity that was rendered idle – as a result of the reduced grain volumes cited previously.

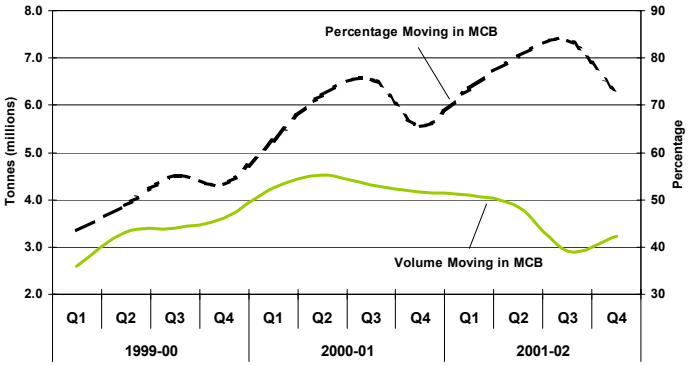
Multiple-Car Blocks

Part of the longer-term improvement in car cycles might well be rooted in the ever-increasing proportion of cars that are moving in multiple car blocks. From the railways' vantage point, leveraging the operational efficiencies that come with unit-train operations (for both loads as well as empties) over more costly and time-consuming single-car handlings harbours the real key to improving car cycles.

During the first quarter of the 1999-2000 crop year, an estimated 43.6% of the overall tonnage moving to export positions did so in blocks of 25 or more cars. Since then, the proportion moving in these blocks has continued to surge ever higher. By the third quarter of the 2001-02 crop year, this proportion had reached an estimated peak of 83.9%. [See Table 3C-5 in Appendix 3.]

For the 1999-2000 crop year as a whole, over half of all hopper car shipments – 50.4% – moved in blocks of 25 or more cars. With the close of the 2000-01 crop year, the overall proportion had risen to 68.6%; and for the 2001-02 crop year, had climbed to 76.9%.

Figure 29: Railway Volume Moving in Multiple-Car Blocks (MCB)



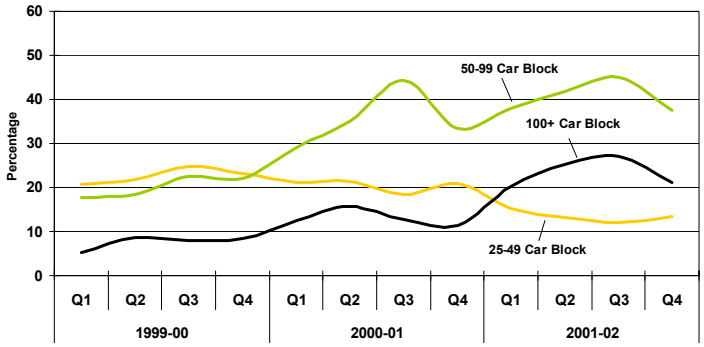
More noteworthy, perhaps, is the relative composition of these incentive movements. From a posted share of 22.6% at the close of the 1999-2000 crop year, the proportion moving in the smallest of these blocks (25-49 cars) has steadily fallen: to 20.5% for the 2000-01 crop year; and to 13.7% for the 2001-02 crop year.

This volume appears to have migrated over to the larger block sizes – which have had more pronounced growth rates since the beginning of the GMP. From an estimated 20.2% of the volume for the 1999-2000 crop year, incentive movements in blocks of 50-99 cars climbed to 35.1% for the 2000-01 crop year, and to 40.1% for the 2001-02 crop year. Correspondingly, incentive movements in blocks of 100 or more cars grew from 7.6% for the 1999-2000 crop year, to 13.0% for the 2000-01 crop year, and to 23.1% for the 2001-02 crop year.

With the proportion of grain receiving discounts having increased steadily over the course of the past three crop years, the associated value of these discounts – in terms of potential freight savings – is estimated to have ballooned from $31.1 million in the 1999-2000 crop year, to $60.1 million in the 2000-01 crop year, and to $57.2 million in the 2001-02 crop year.

Examined on a per-tonne basis, the effective discount received for the tonnage moved under these incentive programs has steadily climbed from an estimated $2.41 for the 1999-2000 crop year, to $3.48 for the 2000-01 crop year, and to $4.07 for the 2001-02 crop year.[38] [See Table 3C-6 in Appendix 3.]

Figure 30: Multiple-Car Block Composition

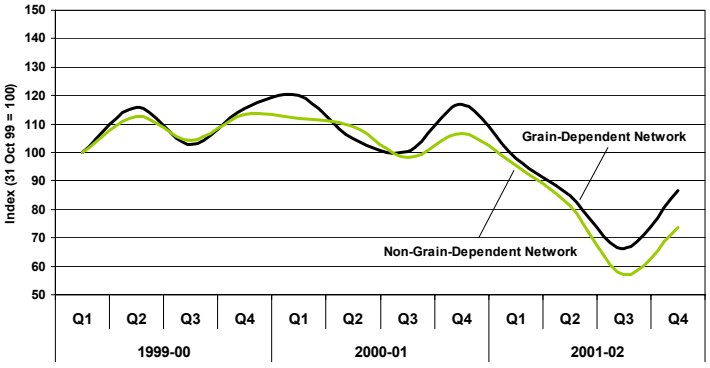


Traffic Density

A widely used general indicator of system efficiency within the railway industry is traffic density. This is determined by relating quarterly grain volumes to the number of route-miles comprised within the Western Canadian railway network at the end of each quarter.[39] The limited transformation of the railway network over the course of the past three crop years has, however, largely sensitized this indicator to changes in traffic volume alone. This is reflected in an average traffic density for the 2001-02 crop year of 240.7 tonnes per route-mile – a decline of 26.8% from the 328.8 tonnes per route-mile witnessed a year earlier.

This pattern is equally evident in the densities of the grain-dependent and non-grain-dependent networks as well. Average density in the case of the former fell by 24.1% to 342.0 tonnes per route-mile, while that of the latter fell by a marginally greater 27.9% to 208.8 tonnes per route-mile. The similarity between the two patterns is chiefly rooted in the fact that the rate of elevator closure for both networks has been comparable. The relatively lesser decline in average density along the grain-dependent network stems from two factors: the concentration of branch line abandonments within that network; and an increase in producer-car loadings that partially compensates for the loss of traffic from closed elevators. [See Table 3C-7 in Appendix 3.]

Figure 31: Railway Grain Traffic Density – Line Class



[38] The estimated discount per tonne deals exclusively with incentive movements to the four ports located in Western Canada.

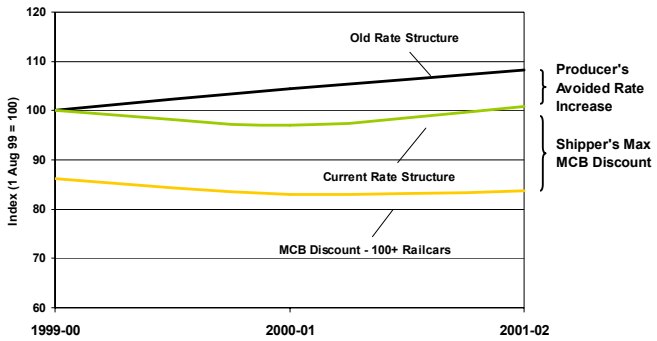
[39] The use of annualized data does not allow for direct comparison with quarterly data due to the fact that the number of route-miles tied to the infrastructure cannot be apportioned over time. Although the quotient derived from a year-over-year comparison is directly comparable, its calculation provides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

Railway Freight Rates

The governments May 2000 policy reforms were aimed at creating a more commercial, competitive and accountable grain handling and transportation system. One of those reforms was to end the long-standing policy of regulating maximum freight rates for grain and institute a "revenue cap" that provided the railways with greater latitude in pricing rail movements, but limited the overall revenues that could be derived from this portion of their business. At the same time, this policy change called for an 18% reduction in the estimated grain revenues that *would have been derived without the reform*. The revenue cap became effective August 1, 2000.

To achieve this, the railways chose a two-pronged approach. Firstly, the published rates for single-car movements in the 2000-01 crop year were reduced by approximately 3.0% from those in place at the end of the 1999-2000 crop year.[40] However, since this reduction also avoided a pending rate increase of 4.5% allowed under the old maximum rate program, these single-car rates produced a spread of about 7.5% with those that would otherwise have come about without the policy reforms. This effectively constituted an avoided rate increase in August 2000 for all producers who shipped their grain by rail.

Figure 32: Railway Freight Rates – General Structure



The railways chose to achieve the remainder of the prescribed revenue reduction through the continued use of the incentive discounts that were applied to grain moving in multiple-car blocks. Long used in other sectors of the railway industry as a competitive tool, these discounts are strategically aimed at drawing greater volumes of grain into facilities that can provide for movement in either full, or partial, trainload lots. These incentives, which provide for general discounts of up to $6.00 per tonne, can effectively reduce a shipper's railway transportation cost by as much as one-third when applied against the single-car rates associated with short-haul movements, such as between Winnipeg and Thunder Bay.[41]

With the beginning of the 2001-02 crop year, published single-car freight rates were increased by about 4.0%. This produced a rate structure little different from the one in place during the 1999-2000 crop year. Nevertheless, the single-car freight rates paid by individual producers during the 2001-02 crop year were still lower than the estimated rates that would otherwise have come about without the adoption of the revenue cap considering the planned 4.5% rate increase. Although difficult to accurately determine, the spread between the two contrasting rate structures would appear to be in the area of 7.3%.[42] [See Table 3C-8 in Appendix 3.]

[40] The 3.0% rate reduction cited represents the weighted average reduction in published tariff rates for single-car movements as determined by the Canadian Transportation Agency for CN and CP combined (see Decision Number 669-R-2001). Actual rate reductions differ noticeably between carrier and corridor. By way of example, CN posted rate reductions in the Vancouver, Thunder Bay, and Churchill corridors of approximately 4.0%, while those of CP ranged anywhere from 2.0% to 3.0%. Furthermore, CN's single-car rates for grain destined to Prince Rupert from origins in Manitoba, Saskatchewan, and Alberta, were effectively reduced by about 9.0%, while CP ceased to publish single-car rates for grain destined to Prince Rupert in October 2000.

[41] In addition to the general discounts cited, the railways also provide incentives discounts when a shipper commits to moving a multiple number of trainload lots (100 or more cars) during a specified period of time. Deemed generically by the Monitor as "shuttle services," these discounts provide for an additional $0.50 per tonne when applied to movements of 100 or more cars. In addition to these, CP offers a further $0.50 per tonne discount when multiple trainload lots involving 112 or more cars are subscribed to.

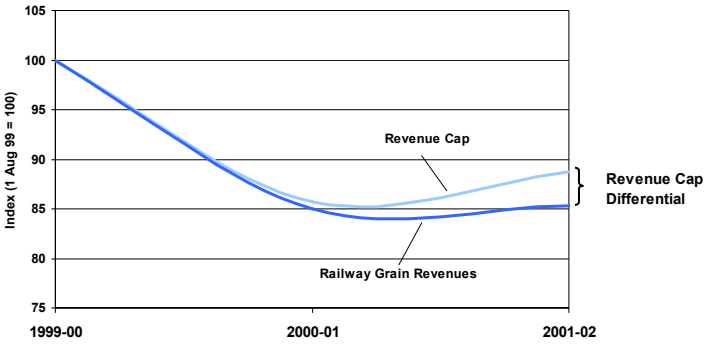
[42] By way of example, the accompanying chart (Figure 32) contrasts the theoretical rate structure under the old and current regimes for a movement of approximately 1,000 miles. The differential cited here assumes that the maximum rate scale for the 2000-01 and 2001-02 crop years – had it still been in place – would have been escalated by 4.5% and 3.5% respectively. The curve depicting the associated maximum potential discount is based on the railways' published incentives for movements in blocks of 100 or more cars: $5.00 per tonne in the 1999-2000 crop year; and $6.00 per tonne beginning in the 2000-01 crop year. It is, however, acknowledged that these results will differ widely given other distances, and parameters. The reader is reminded that the case depicted is for illustration purposes only.

As noted previously, the incentive discounts now in place were increased for the larger multiple-car blocks at the beginning of the 2000-01 crop year. These remained unchanged during the 2001-02 crop year. [See Table 3C-9 in Appendix 3.]

Government Policy Reforms

The full measure of these overall reductions is assessed annually by the Canadian Transportation Agency in its determination of the railways' compliance with the revenue cap. In December 2002, the Agency determined that the statutory grain revenues for both CN and CP amounted to $280.2 million and $277.9 million respectively – $558.1 million when viewed on a combined basis.[43] The Agency further determined that both carriers had conformed to the provisions of the revenue cap for the 2001-02 crop year, and had in fact bettered their targets by 4.6% and 3.0% respectively. On a combined basis, this meant that railway grain revenues were $22.2 million (or 3.8%) lower than the maximum allowed.[44]

Figure 33: Revenue Cap – Railway Compliance



Although statutory grain revenues were significantly less than in the preceding crop year, the differential with revenue cap was significantly widened. During the 2000-01 crop year, the statutory grain revenues for both CN and CP fell below their caps by a much narrower 0.8% and 0.7% respectively (0.75% when viewed on a combined basis). Not only does the widening of this gap indicate that the railways have surrendered more revenue than allowed under law, it affirms the substantial role played by incentive discounts in furthering this result. Moreover, it strongly suggests that the competitive environment is pushing real railway freight rates to a level lower than that originally envisioned by Parliament. [See Table 3C-10 in Appendix 3.]

When the federal government introduced the revenue cap, it stipulated that railway revenues for the 2000-01 crop year should not exceed a total of $710.9 million (or $27.00 per tonne) – roughly $5.92 per tonne less than the estimated revenues without the policy reforms. This was derived from 1998 railway data which was used to establish a base tonnage and average length of haul– 26.3 million tonnes, and 967 miles respectively.

The revenue cap, however, allows adjustments to this ceiling that take into consideration the effect of changes in the actual tonnage handled, and the average distance over which that tonnage moved. For the 2000-01 crop year, these adjustments resulted in the revenue cap being set at $760.8 million or $26.02 per tonne – some $5.72 per tonne less than the estimated revenues without the reforms.

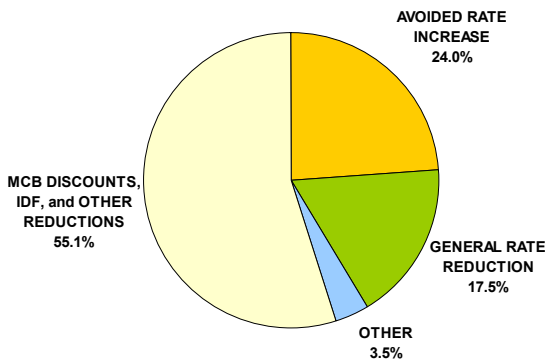
In its initial determination of the railways' compliance with the revenue cap for the 2000-01 crop year, the Agency indicated that the major elements contributing towards this $5.72- per-tonne reduction were: elimination of scheduled rate increases, $1.37 per tonne; general rate reductions, $1.00 per tonne; the combined impact of lower charges due to multi-car block incentives, volume rebates and other similar reductions, and allowances for industrial development fund contributions, $3.15 per tonne; and the net impact of numerous other items, $0.20 per tonne.

[43] The calculation of prescribed railway's grain revenues under the revenue cap also takes into consideration a number of secondary elements, such as the amounts received for ensuring car supply or premium service. In addition, certain reductions from these revenues are also allowed, and include amortized contributions for the development of grain-related facilities not owned by the railway (Industrial Development Fund contributions), and amounts paid for interswitching. For a complete listing of the elements included in the calculation of statutory grain revenues, please consult Canadian Transportation Agency decisions 114-R-2001, and 664-R-2001.

[44] See Canadian Transportation Agency Decision Number 670-R-2002 dated December 17, 2002.

From this, it can be seen that $2.37 (or 41.4%) of this $5.72-per-tonne reduction was found to be flowing to producers in the form of the lower single car rates mentioned previously. At the same time, another $3.35 per tonne (or 58.6%) was effectively accruing to the benefit of the grain companies as a result of the incentive discounts they received, as well as other ancillary elements. The Agency did not, however, provide a detailed breakdown of these elements when it determined that the combined revenue cap for both prescribed carriers for the 2001-02 crop year was $580.3 million (or $26.28 per tonne).

Figure 34: Revenue Cap – Revenue Reduction Sources (2000-01)



The railways' decision to increase the incentive discounts paid on movements in blocks of 50 or more cars effectively signalled their intention to induce the grain companies into moving an even greater proportion of its traffic in this way. Presumably, the internal cost savings arising to the railways from this would more than compensate for the additional monies that would have to be paid under their existing incentive programs.

To a large extent, the evidence would appear to support this view. During the course of the 2001-02 crop year, the railways reported grain revenues of $25.28 per tonne – a full $1.00 per tonne lower than that allowed to them under the revenue cap. It is worth noting that this value is five times greater than the $0.19 per tonne observed in the 2000-01 crop year. Moreover, there is little question that the expanding proportion of grain moving in the larger multiple-car blocks is fuelling this further reduction in railway grain revenues. Were market forces not also at work, it is reasonable to conclude that the differential between actual railway grain revenues, and the ceiling imposed on them by the revenue cap, would not have widened to the degree that it did during the 2001-02 crop year.

In any event, since the grain companies – rather than the producers – receive the incentive discounts tied to these multiple-car block movements, this differential ultimately manifests itself as a further transportation cost savings for them. And while the producer may not share directly in these incentive discounts, he is an *indirect* recipient. This occurs when the grain companies elect to apply these costs savings to support their own competitive efforts. Often, this takes one of two forms. The first of these involves the various financial incentives paid to producers by the grain companies as a means of drawing grain into their facilities (these include trucking premiums, grade promotions, and discounts on farm supplies). The second comes by way of the residuals that ultimately flow back to farmers through the Canadian Wheat Board's pool accounts when grain companies choose to pass their transportation savings (or a portion thereof) onto the CWB through the bids they now advance to win contracts for the movement of tendered grain.[45]

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

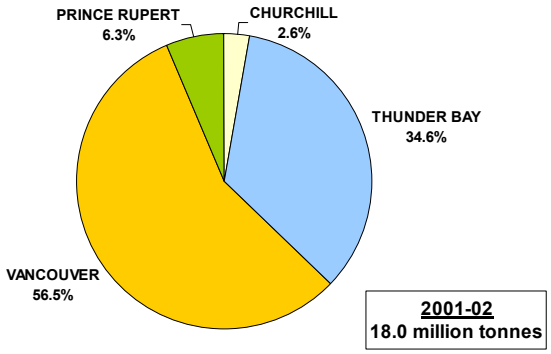
Port throughput for the 2001-02 crop year, as measured by the volume of grain shipped from the terminal elevator and bulk loading facilities located at Canada's four western ports, totalled 18.0 million tonnes.[46] This represents a 24.8% decline from the 23.9 million tonnes recorded a year earlier, and is consistent with the general patterns noted previously. [See Table 3D-1 in Appendix 3.]

[45] These are elements that are taken into considered in the calculation of producer netback. See Section 5 (Producer Impact) for a more complete discussion of how these benefits flow back to the producer.

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

Over 11.3 million tonnes (or 62.8%) of this volume was directed through the West Coast ports of Vancouver and Prince Rupert, with the former accounting for some 10.2 million tonnes (or 90.0%) of the combined volume. Nevertheless, overall coastal throughput declined by almost 5.0 million tonnes (or 30.5%). With a reduction of 49.5%, Prince Rupert posted the most substantive decline, while shipments from Vancouver were down 27.5%. To the east, the results were little different: Thunder Bay – the dominant eastern gateway – posted an 11.1% decline with a total throughput of 6.2 million tonnes; while Churchill's volume fell by 28.3% to just 477,100 tonnes.

Figure 35: Western Canadian Ports – Grain Throughput



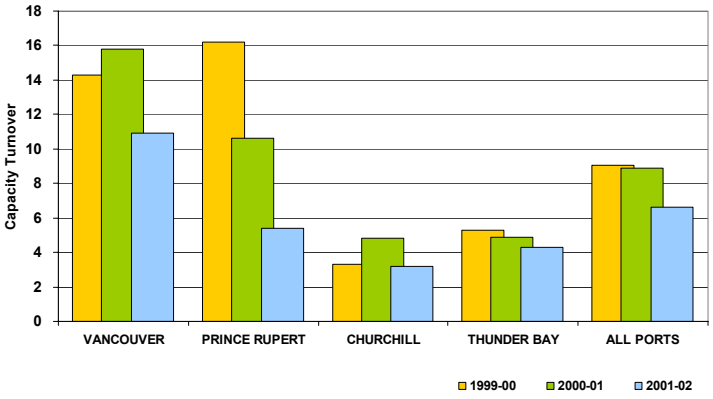
Capacity Turnover

This reduction in volume produced a corresponding 25.9% decline in the capacity turnover ratio for the GHTS's terminal elevators – which fell from 8.9 to 6.6 turns. This is evident in the turnover declines for each of the ports: Vancouver, down by 31.0%; Prince Rupert, down by 49.1%; Churchill, down by 33.3%; and Thunder Bay, down by 12.2%. A minor contributing factor in the reduction of this ratio was the licensing of an additional terminal elevator at Thunder Bay during the 2001-02 crop year, which produced a 1.1% gain in the GHTS's terminal storage capacity. [See Table 3D-2 in Appendix 3.]

Terminal Elevator Inventories

In reflection of the reduced volume of grain passing through the terminal elevator system, the amount of grain held in inventory also declined. Indeed, the average weekly stock level fell to 1.1 million tonnes throughout the course of the 2001-02 crop year – a reduction of 6.6% from the 1.2-million-tonne average observed the year before. Much of this net reduction came from a 15.2% reduction in the stock of wheat, which accounted for about half of the overall stock held in the system. Running against the general trend was barley, whose average weekly stock level increased by 67.3% from the year before. [See Table 3D-3 in Appendix 3.]

Figure 36: Average Terminal Elevator Capacity Turnover



To a large extent, the decline in terminal throughput resulted in the aging of grain stocks maintained in inventory. The overall average number of days-in-store for the 2001-02 crop year shows a marked increase – climbing by 17.7% to 20.6 days from 17.5 days the year before. Component averages varied widely by port and commodity. The only decliner was wheat, whose overall average number of days-in-store fell by 4.2% to 15.9 days. The most significant increase noted was for barley, whose average number of days-in-store rose by 202.9% – to 62.7 days from 20.7 the year before. This arose chiefly as a result of a significant decline in barley exports brought on by strong domestic feed barley prices, and tight supplies of malting barley. Other grains posting increases included: durum, up by 25.5% to 25.6 days; canola, up by 88.9% to 20.4 days; oats, up by 76.4% to 24.7 days; and flaxseed, up by 17.5% to 24.9 days. [See Table 3D-4 in Appendix 3.]

Average weekly stock-to-shipment ratios for major grains at each of the Western Canadian ports are calculated using statistics produced by the Canadian Grain Commission. This measure indicates how well stocks are

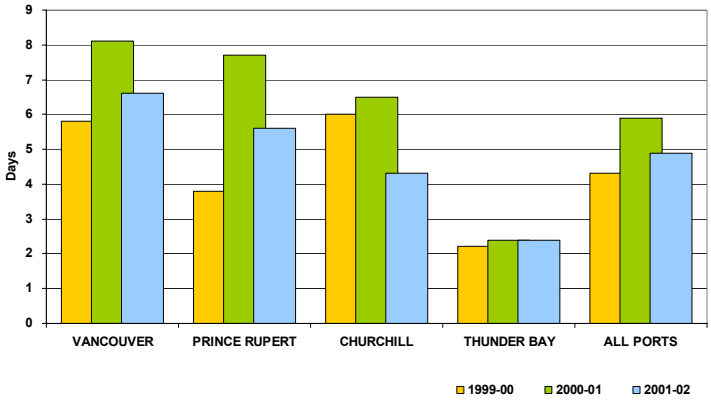
managed at port. Due to the uneven nature of grain unloading, stock levels, and actual vessel shipments, a great deal of variability is witnessed in any week-to-week comparison of these ratios. [See Table 3D-5 in Appendix 3.]

At Vancouver, the average stock-to-shipment ratios for major grains show mixed results when compared to those posted for the 2000-01 crop year. All, however, remained comfortably above a value of 2.0. Durum declined by 11.1%, while those for wheat, barley, canola and flaxseed increased by 17.4%, 35.0%, 75.8%, and 22.1% respectively. At Prince Rupert, the average ratio for wheat rose by 10.7% to 2.2.[47] Churchill saw a significant increase in the average ratio for wheat – which climbed by 61.2% to 2.9 – and a more modest increase of 9.4% to 1.3 for durum. Thunder Bay also exhibited mixed results with declines in the average ratios for wheat, oats and flaxseed, while those for durum, barley, and canola increased noticeably. Here too, all of the average ratios were well above the value of 2.0. To a large extent, these measures merely affirm an aging of inventory levels in the face of declining throughput. Grade-based weekly stock-to-shipment ratios show a greater degree of variability. This arises largely as a result of the distortions caused by blending, such as is done to produce "Western Canada Wheat" for overseas shipments.[48] [See Table 3D-6 in Appendix 3.]

Port Operations

Some 764 vessels called for grain at Western Canadian ports during the 2001-02 crop year. The average time spent by these vessels in port was 4.9 days; a marked decrease from that of the preceding crop year when vessels spent an average of 5.9 days in port. At Vancouver – where over half of the total vessel calls were made – the average time spent in port was 6.6 days with 3.0 days spent waiting to load, and 3.6 days loading.[49] At 2.4 days, the average overall time spent by vessels in Thunder Bay was unchanged from the year before, and the lowest recorded amongst all ports. This was composed of 1.0 days spent waiting to load, and 1.4 days loading. These results generally support the conclusion that, with few overall strains having been placed upon the GHTS during the 2001-02 crop year, the ready availability of grain at terminal elevators allowed vessels to avoid delay, and improve their turnaround times in port. [See Table 3D-7 in Appendix 3.]

Figure 37: Average Vessel Time in Port



The distribution of vessel time in port shows fewer vessels requiring multiple days to clear than in the previous crop year. At Vancouver, the proportion of vessels in port longer than 10 days fell to 18.6%, down from 26.8% the previous year. At Prince Rupert, only 16.2% of vessels were in port more than 10 days, while during the previous year, 28.5% of vessels required such lengthy stays. Vessels loading at the Port of Churchill also experienced reduced time in port – only 20.0% were in port longer than 5 days, while the corresponding proportion was 25.9% the year before.[50] [See Table 3D-8 in Appendix 3.]

[47] Wheat is the only grain with sufficient consistency in shipments from Prince Rupert to allow for the calculation of stock-to-shipment ratios.

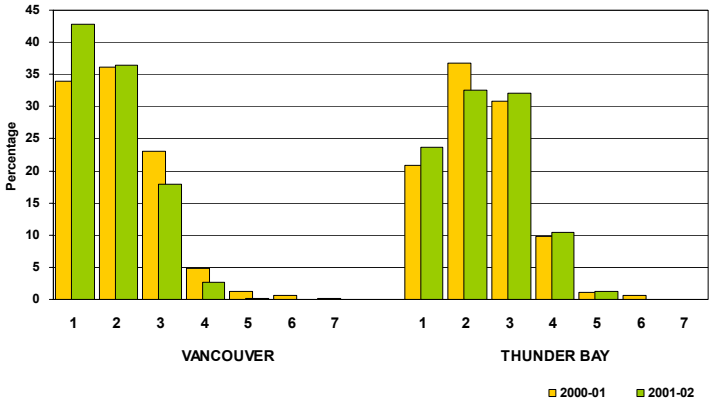
[48] "Western Canada Wheat" is not a stored grain. It is, rather, an export grade name given when several grades of wheat are blended to the specifications defined by the buyer.

[49] 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.

[50] A similar comparison is not available for Thunder Bay since the arrival date for vessels was not recorded consistently in previous years.

The proportion of vessels requiring multiple berths to load at Vancouver declined from 66.0% during the 2000-01 crop year to 57.2% in the 2001-02 crop year. At Thunder Bay, the proportion decrease was smaller: falling from 79.2% to 76.4%. It should be noted, however, 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 ships without incurring any financial penalty. [See Table 3D-9 in Appendix 3.]

Figure 38: Number of Berths per Vessel



Demurrage and Dispatch

Members of the WGEA and the CWB provided total vessel demurrage costs and dispatch earnings for the three crop years under review.[51] Along the Pacific Seaboard, demurrage costs for the 2001-02 crop year fell significantly – from $15.5 million to $2.8 million (or 82.1%). This is consistent with the substantial decrease cited earlier in the average number of days spent by vessels in port. At the same time, dispatch earnings declined from about $9.1 to $4.2 million (or 53.8%). Annual vessel demurrage at Churchill, Thunder Bay, and along the St. Lawrence Seaway, declined by 75.0% – from $606,900 to $151,700. Dispatch earnings in the eastern system declined by 35.0% – from $4.3 million to $2.8 million. [See Table 3D-10 in Appendix 3.]

The reporting of the amount of demurrage paid, and dispatch earned, by vessels is intended to provide an indication of the effectiveness with which grain flows through Western Canadian ports. The sharp overall decline in both for the 2001-02 crop year indicates that vessels are loading in greater accordance with the lay days provided within their charters. To a large extent, this is reflected in the reduction in the average amount of time these vessels spend in port. It is, however, important to view these statistics in context, and to be cognizant of the varying risk management strategies employed among exporters. The number of lay days is negotiated as part of the vessel charter, and constitutes but one facet in the overall merchandising activities of these exporters.

Average Handling Charges

The posted tariff rates for terminal elevator handling at each port generally increased during the 2001-02 crop year. At Vancouver, increases in the average posted rates for the receiving, elevating and loading out of most grains ranged from 0.8% to 4.6%. The average tariff rate for rye, however, decreased by 2.1% – to $10.02 per tonne – after jumping from $8.24 to $10.19 per tonne the year before. At Prince Rupert, the posted tariff rates produced minimal increases for canola, oats and rye, while wheat and barley saw a more substantive increase of 4.1%. A 2.3% increase was also observed for flaxseed. Churchill's posted tariff rates increased by between 5.1% and 10.8% for wheat, peas, rye and flaxseed. At the same time, the rates for canola and oats remained unchanged, while that for barley fell by 6.6%. At Thunder Bay, increases in the average posted rates for most commodities ranged from 1.9% to 6.7%. Deviating from this was rye, with an increase of 13.7%. [See Table 3D-11 in Appendix 3.]

The posted tariff rates for terminal elevator storage at Thunder Bay and Prince Rupert remained more or less constant during the crop year. At Churchill, where these rates had remained unchanged through the first two years of the GMP, the latter part of the 2001-02 crop year brought increases of between 12.9% and 44.2%. At Vancouver, rate increases of 1.4% to 4.7% were observed for all commodities except peas – which increased by a substantial 56.4%. It should be noted, however, that the preceding observations are based solely on

[51] 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.

those terminals that did not adopt a system of *escalating storage charges*.[52] These figures should, therefore, be viewed as a lower estimate of posted rate increases.

3.5 Summary Observations

As cited previously, the widespread drought in Western Canada makes it extremely difficult to distinguish between changes in efficiency brought on by abnormally lower grain volumes, and those that might have been prompted by governmental reform or other factors. This problem is most acute with respect to the System Efficiency measures discussed above.

To a great degree, these measures have all been adversely influenced by the sharp decline in grain volumes handled – be it through the country elevator, railway, or terminal elevator systems. As a result, caution must be used in drawing definitive conclusions regarding the relative change in GHTS efficiency during a period of abnormally lower grain volumes.

As outlined in earlier editions of the Monitor's quarterly and annual reports, viewing the GHTS as a supply chain provides a valuable framework in which to examine the workings of the GHTS as a whole. Moreover, the measures discussed above are particularly well suited to such an analysis. The Monitor's Annual Report for the 2000-01 crop year concluded that less time was being taken by grain in its movement from the prairies to a port of exit. In specific terms, it was observed that some 4.9 days (or 7.0%) had been shaved from the overall average amount of time spent by grain moving through the system – dropping to an average 64.9 days from 69.8 days in the 1999-2000 crop year.[53] A year later, it must be reported that much of that ground has seemingly been lost.

Most of the reversal stems from a 17.7% increase in the amount of time spent by grain in inventory at terminal elevators – which climbed from an average of 17.5 days to 20.6 days. To some extent, this increase was mitigated by a 0.8% decline in the amount of time spent by grain in inventory at country elevators – which fell from an average of 38.3 days to 38.0 days. The resultant net increase of 2.8 days effectively lengthened the overall amount of time spent by grain in the system from 64.9 days to 67.7 days (or 4.3%).

The other determinant in calculating the overall velocity of grain as it moves through the GHTS, is the railways' average loaded transit time – the amount of time it takes to actually move grain from storage in the country to the ports. Its impact was neutral – remaining unchanged from the year before with an average of 9.1 days.

The decline in overall grain volume effectively meant that the GHTS saw a significant proportion of its handling capacity rendered idle. This is perhaps best reflected in the sidelining of the terminal facilities located in Prince Rupert and Churchill, and in the sharp drop observed in the capacity turnover ratios associated with both the country and terminal elevator networks – which declined by 10.0% and 25.9% respectively.

It is worth noting that the differential between these two rates of decline is wholly tied to the elimination of 1.0 million tonnes of country elevator storage capacity during the course of the 2001-02 crop year. By in large, it underscores the ongoing efforts of the grain companies to reduce a perceived overcapacity in the GHTS as a whole. Under normalized volumes, this adjustment would have produced a significant improvement in the capacity turnover ratio of the country elevator network. Instead, it effectively reduced the margin by which it would have otherwise fallen.

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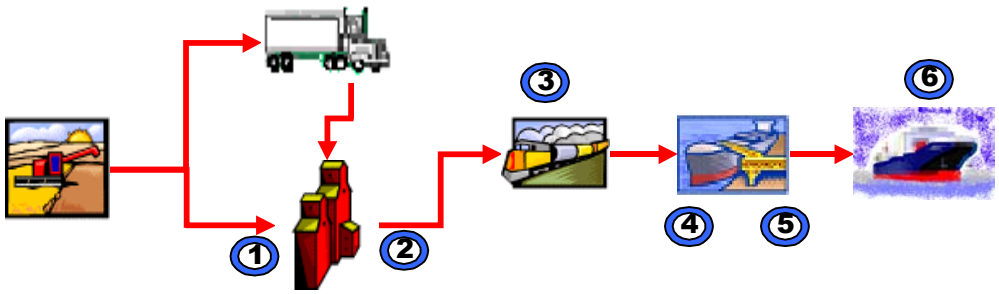
[52] Five terminals – two at Thunder Bay and three along the West Coast – posted tariffs based on a system of *escalating storage charges*, which define a series of incrementally higher rates as storage time increases. Without average days-in-store data for the terminals using such rates, it is not possible to calculate an accurate rate for incorporation into the wider port averages.

[53] The average amount of time spent by grain in the GHTS for the 1999-2000 and 2000-01 crop years – 69.8 days and 64.9 days respectively – have been restated in order to reflect changes that were subsequently made in the calculation of certain measures. These changes were made in order to improve the accuracy of the calculations themselves, and do not detract from the conclusions drawn at the time. The actual values stated in the Monitor's Annual Report for the 2000-01 crop year were 71.1 days and 67.1 days respectively.

Figure 39: The GHTS Supply Chain



	SUPPLY CHAIN ELEMENT	TABLE	1999-2001	2000-01	2001-02	SUPPLY CHAIN EFFECT
	SPEED RELATED					
2	Country Elevator – Average Days-in-Store	3B-4	41.7	38.3	38.0	▼
3	Average Railway Loaded Transit Time (days)	3C-4	9.5	9.1	9.1	–
5	Terminal Elevator – Average Days-in-Store	3D-4	18.6	17.5	20.6	▲
	Average Total Days in GHTS		69.8	64.9	67.7	▲
	SERVICE / ASSET RELATED					
1	Average Country Elevator Capacity Turnover Ratio	3B-2	4.8	5.0	4.5	▼
4	Average Terminal Elevator Capacity Turnover Ratio	3D-2	9.1	8.9	6.6	▼
3	Average Railway Car Cycle (days)	3C-4	20.2	16.7	17.5	▲
6	Average Vessel Time in Port (days)	3D-7	4.3	5.9	4.9	▼

In equal measure, the elongation of the railways' overall average car cycle from 16.7 days to 17.5 days largely stems from a 10.5% increase in the average empty transit time component. This too is reflective of the reduced demands that were placed on the hopper car fleet, and the inherent handling capacity that was rendered idle as a result.

Nevertheless, some efficiency gains accompanied this decline in grain volume. Most noteworthy is the improvement witnessed in port operations. The average amount of time spent by vessels in Western Canadian ports fell to 4.9 days – a marked decrease from the 5.9-day average reported a year earlier. At Vancouver, where over half of the total vessel calls were made, the average amount of time spent in port fell from 8.1 days to 6.6 days. Much of this – an average of 1.4 days – came from a reduction in the amount of time these vessels had to spend waiting to load.

At the same time, the posted rates for many of the GHTS's component services have begun to rise. The nominal input costs tied to trucking, country elevator handling, rail transportation, terminal elevator handling, and use of the St. Lawrence Seaway, have all increased over the course of the three crop years now behind the GMP – although to varying degrees. In and of themselves, much of this would appear to be in keeping with inflationary pressures, and an attempt to pass rising costs onto their respective customers. Yet some of these increases are significant, and figure more prominently in the increasing overall cost of delivering grain to export positions. These costs are discussed in greater detail in Section 5 – Producer Impact.

One area in which the real costs have clearly gone down, however, is that of railway transportation. Although the railways increased their single-car rates by 4.0% at the beginning of the 2001-02 crop year, the adoption of

the revenue cap provided individual producers with an avoided rate increase in August 2000 that they otherwise would not have enjoyed. This, coupled with the additional cost savings accruing to shippers moving grain in multiple-car blocks, is evident in the generation of railway grain revenues that are significantly below that mandated by the revenue cap. Moreover, the differential between the two has been widening.

To a large extent, a significant portion of the cost savings being realized by the grain companies is also being shared with farmers. The tender bids that ultimately flow back to the farmer – albeit indirectly through the CWB's pool accounts – constitute but one avenue by which this is accomplished. Others include trucking premiums, grade promotions, and discounts on farm supplies. Whether these are the most efficient vehicles possible is a larger, and more complex, issue.

SECTION 4: 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." 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 – 2001-2002 Crop Year

Port Performance

- *Reduced volume did not hinder overall reliability of the GHTS in delivering grain to Western Canadian ports.*
- *Reliability reflected in:*
  - *Reduced average time spent by vessels in port.*
  - *Consistently higher than required terminal stock levels at the principal ports of Vancouver and Thunder Bay.*
    - *Stock-to-vessel requirement, and stock-to-shipment, ratios generally maintained at levels above 2.0.*
- *Lower grain shipments at Western Canadian terminal elevators resulted in mixed changes to the average weekly stock-to-vessel requirements ratios.*
  - *Vancouver*
    - *Wheat – 2.3; down by 7.0% from last crop year.*
    - *Canola – 3.3; up 70.2%.*
  - *Thunder Bay*
    - *Wheat – 4.3; down by 19.4% from last crop year.*
    - *Canola – 2.6; up 36.2%.*
- *Stock-to-shipment ratios reinforce findings relating to reduced throughput.*
  - *Vancouver*
    - *CWB grains – 3.1; up by 7.7% from last crop year.*
    - *Non-CWB grains – 4.1; up 56.1%.*
  - *Thunder Bay*
    - *CWB grains – 5.5; up by 5.2% from last crop year.*
    - *Non-CWB grains – 2.96; up 1.9%.*
- *Terminal handling revenues decline as a result of reduced grain volume.*
  - *Vancouver revenues total $139.7 million.*
    - *Down by 29.8% from last crop year.*
  - *Thunder Bay revenues total $64.2 million.*
    - *Down by 15.0% from last crop year.*
- *CWB carrying costs largely unchanged from last crop year.*
  - *Increased fees for elevation and storage of grain effectively offset savings from reduced CWB grain throughput.*
  - *Pacific Seaboard carrying costs total $49.1 million.*
    - *Increased by 1.8% from last crop year.*
  - *Thunder Bay carrying costs total $34.4 million.*
    - *Unchanged from last crop year.*

Indicator Series 4 – Service Reliability

Table	Indicator Description	Notes	CROP YEAR (1) 2000-01	2001-02	% VAR	
	Port Performance [Subseries 4A]					
4A-1	Avg. Weekly Stock-to-Vessel Requirements Ratio – VCR – Wheat		2.5	2.3	-7.0%	▼
4A-1	Avg. Weekly Stock-to-Vessel Requirements Ratio – VCR – Canola		1.9	3.3	70.2%	▲
4A-1	Avg. Weekly Stock-to-Vessel Requirements Ratio – TBY – Wheat		5.3	4.3	-19.4%	▼
4A-1	Avg. Weekly Stock-to-Vessel Requirements Ratio – TBY – Canola		1.9	2.6	36.2%	▲
4A-2	Avg. Weekly Stock-to-Vessel Requirements Ratio – Grade	(2)				
4A-3	Avg. Weekly Stock-to-Shipment Ratio – VCR – CWB Grains		2.9	3.1	7.7%	▲
4A-3	Avg. Weekly Stock-to-Shipment Ratio – VCR – Non-CWB Grains		2.6	4.1	56.1%	▲
4A-3	Avg. Weekly Stock-to-Shipment Ratio – TBY – CWB Grains		5.2	5.5	5.2%	▲
4A-3	Avg. Weekly Stock-to-Shipment Ratio – TBY – Non-CWB Grains		2.8	2.9	1.9%	▲
4A-4	Terminal Handling Revenue ($millions) – Vancouver		$198.9	$139.7	-29.8%	▼
4A-4	Terminal Handling Revenue ($millions) – Thunder Bay		$75.5	$64.2	-15.0%	▼
4A-4	CWB Carrying Costs ($millions) – Pacific Seaboard		$48.2	$49.1	1.8%	▲
4A-4	CWB Carrying Costs ($millions) – Thunder Bay		$34.4	$34.4	0.1%	–

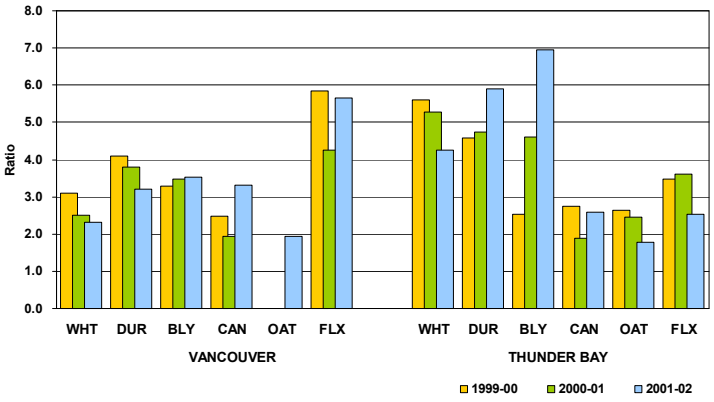
(1) – In order to provide for more direct comparisons, the values for both the 2000-01 and 2001-02 crop years are "as at" or cumulative to July 31 unless otherwise indicated.
(2) – Changes in the data cited cannot be depicted within the summary framework presented here. The reader is encouraged to consult the detailed data tables found in Appendix 3 as required.

4.1 Port Performance *[Measurement Subseries 4A]*

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 each week by the CGC is matched with the requirements identified in the CPCA's vessel arrival forecasts for the coming week. By comparing terminal stocks-in-store to the demand requirements of vessels scheduled to arrive, short-term supply can be gauged against short-term demand. By way of example, a ratio of 2.5 would indicate that 2.5 tonnes of grain was being held in inventory for each tonne of grain needed to load the vessels arriving in the next week.[54] Nevertheless, these ratios typically display great variability. This is due primarily to the uneven nature of grain flowing into, and through, the ports.

At Vancouver, the average weekly stock-to-vessel requirement ratios for wheat and durum posted their second consecutive year of declines. A 7.0% reduction in the average ratio for wheat – which fell from 2.5 to 2.3 – was surpassed by a 15.5% decline in the average ratio for durum, which fell from 3.8 to 3.2. The average ratio for canola, however, climbed by 70.2% – from 1.9 to 3.3. With the exception of oats, which had an average ratio was 1.9, none of the ratios fell below a value of 2.0.

Figure 40: Stock-to-Vessel Requirements Ratio



At Thunder Bay, sharp declines were noted in the average ratios for wheat, oats and flaxseed. Here too, none of the average ratios – except that of oats – fell below a

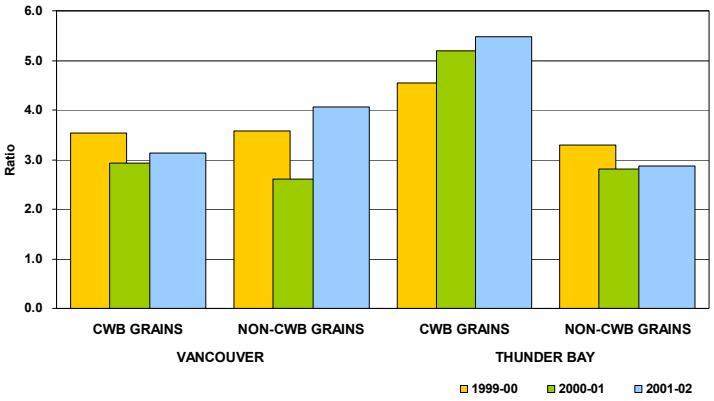
[54] Ratio values of one or more denote sufficient volume on hand to meet short-term demand. Upward or downward movements in this ratio are indicative of a relative change in short-term inventory levels.

value of 2.0. The average ratio for durum rose from 4.7 to 5.9 (or 24.3%), while those for barley and canola increased by 50.9% and 36.2% respectively. [See Table 4A-1 in Appendix 3.]

Average weekly stock-to-vessel requirement ratios by grade were calculated using the same methodology as outlined above. The variability in these weekly ratios is even more extreme, and largely distorted by blending, as is necessary for the annual shipment of two to three million tonnes of "Western Canada Wheat." [See Table 4A-2 in Appendix 3.]

A related measure involves the calculation of average weekly stock-to-shipment ratios for both CWB and non-CWB grains. This measure provides an indication of how terminal stocks-in-store related to the volume of grain actually loaded – as opposed to that expected to be loaded – onto vessels during the course of any particular week, and is interpreted in a manner similar to that of stock-to-vessel requirement ratios.

Figure 41: Stock-to-Shipment Ratio



For the purposes of segmentation, average weekly stock-to-shipment ratios for wheat, durum, and barley are deemed to depict those of CWB grains, although it is acknowledged that a small portion of wheat and barley stocks – as well as shipments – at Thunder Bay are in fact non-CWB feed grains. The stock-to-shipment ratios for non-CWB grains include those for canola, oats and flaxseed.

The average stock-to-shipment ratio for CWB grains at Vancouver increased by 7.7% during the 2001-02 crop year – from 2.9 to 3.1. The average ratio for non-CWB grains increased by 56.1% – from 2.6 to 4.1. At Thunder Bay, the average ratio for CWB grains rose from 5.2 to 5.5 (or 5.2%), while the average for non-CWB grains increased marginally from 2.8 to 2.9 (or 1.9%). [See Table 4A-3 in Appendix 3.]

The GMP includes a provision for an annual reporting of terminal elevator revenues and CWB inventory carrying costs at terminal elevators. The WGEA and its members developed a method of reporting total terminal revenues using a number of key financial measures, and provided 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 that of 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.]

Total reported terminal revenues for the 2001-02 crop year declined significantly at Vancouver – falling from $198.9 to $139.7 million (or 29.8%). At Thunder Bay, total reported terminal revenues fell somewhat less sharply – from $75.5 to $64.2 million (or 15.0%). These declines are directly related to, and consistent with, the overall fall in throughput previously mentioned at these ports.

Total CWB carrying costs along the Pacific Seaboard increased by a modest 1.8% in the 2001-02 crop year – rising to $49.1 million from $48.2 million the year before. At Thunder Bay, carrying costs were largely unchanged at $34.4 million. Higher per-tonne fees for elevation and storage effectively negated the cost reduction that would have arisen as a result of the decline in CWB-grain throughput.

4.2 Summary Observations

As cited previously, the widespread drought in Western Canada makes it extremely difficult to distinguish between changes brought on by abnormally lower grain volumes, and those that might have been prompted by other factors. As a result, caution must be used in drawing definitive conclusions regarding the relative change

in GHTS reliability during a period of abnormally lower grain volumes. Nevertheless, overall port performance does not appear to have suffered from this decline in volume.

The decline in overall grain volume effectively eased the pressure brought to bear on the GHTS as a whole, and idled a significant proportion of its terminal handling capacity. In large measure, this is reflected in a rise in the amount of time spent by grain in inventory at terminal elevators, and in a decline in the average amount of time spent by vessels in port. At the same time, no prolonged disruption – be it labour or weather related – unduly impinged itself on the workings of Western Canadian ports. The stock-to-vessel requirement, and stock-to-shipment, ratios discussed above merely confirm that sufficient grain was made available at the terminals to meet prevailing demand. To the extent that the reliability of any supply chain can be gauged by its ability to actually deliver product at the time and place specified, it would appear that the reliability of the GHTS was adequate for the task demanded.

Balancing the need for both efficiency and reliability within the GHTS is one that continually challenges all within the stakeholder community. For those concerned with the operation of terminal elevators, these challenges often involve trade-offs between system efficiency and reliability. In a sense, any "just-in-time" approach to inventory management strives to reduce the time and cost associated with any product moving through the logistics chain to an absolute minimum without detracting from the chain's overall reliability. In the context of the GHTS, stock-to-vessel requirement, and stock-to-shipment, ratios of 1.0 might best be considered as an optimal target under such an approach – it would indicate that just enough grain was being maintained in inventory to meet immediate demand.

Yet the values observed for these ratios over the course of the past three crop years have typically been well in excess of 2.0. Such values betray an effort to protect the system's reliability in delivering grain to port. But it does so at the expense of system efficiency since inventories are maintained at levels well in excess of that required to meet prevailing demands. It is difficult, if not impossible, to determine the appropriate ratio value that would see the balance between system efficiency and reliability effectively optimized – that is a matter for the facility operators and stakeholders themselves. With this in mind, the Monitor is of the view that the GHTS is presently operating in a reliable manner.

SECTION 5: PRODUCER IMPACT

One of the key objectives of the GMP rests in determining the producer impacts that stem from changes in the GHTS. The principal measure in this regard is the producer netback – an estimation of the financial return to producers after deduction of the "export basis." The methodology employed in calculating these measures was developed following an extensive study conducted as a Supplemental Work Item under the GMP, and approved for incorporation into the mainstream indicators of the GMP by Transport Canada and Agriculture and Agri-Food Canada.

Highlights – 2001-2002 Crop Year

Producer Netback and Sampling Methodology

- *Sampling methodology defines 43 grain-delivery stations drawn from 9 geographic areas across Western Canada.*

Export Basis and Producer Netback – CWB Grains

- *Average price for CWB grains increased sharply:*
  - *Wheat – increased 26.2% from $167.58 per tonne in the 1999-2000 crop year to $211.54 in the 2001-02 crop year.*
  - *Durum – increased 27.5% from $206.79 per tonne in the 1999-2000 crop year to $263.74 in the 2001-02 crop year.*
- *Average Western Canada export basis for CWB grains decreased modestly.*
  - *Wheat – decreased 7.7% from $54.58 per tonne in the 1999-2000 crop year to $50.39 in the 2001-02 crop year.*
  - *Durum – decreased 6.8% from $67.63 per tonne in the 1999-2000 crop year to $63.05 in the 2001-02 crop year.*
- *Average direct costs declined by 0.7% for wheat, and 1.6% for durum, between the 1999-2000 and 2001-02 crop years.*
  - *Weighted applicable freight costs increased 1.4% for wheat, and declined by 3.7% for durum.*
    - *Principal force underscoring increased freight cost for wheat stems from a 16.5% increase in the Average Freight Adjustment Factor.*
    - *Increase offset by the introduction of Churchill Freight Advantage Rebate in 2000-01 for stations in the Churchill catchment area.*
- *Producer benefits more than doubled for CWB grains.*
  - *Average trucking premiums increased sharply.*
    - *Wheat – increased by 56.0% from $2.32 per tonne to $3.62.*
    - *Durum – increased by 31.5% from $3.14 per tonne to $4.13.*
  - *CWB transportation savings averaged $2.47 per tonne in the 2001-02 crop year.*

Export Basis and Producer Netback – Non-CWB Commodities

- *Average prices for non-CWB commodities increased sharply.*
  - *Canola – increased 22.0% from $291.61 per tonne to $355.67.*
  - *Peas – increased 38.2% from $202.54 per tonne to 279.85.*
- *Average Western Canada export basis for non-CWB commodities:*
  - *Canola – decreased 20.0% from $52.51 per tonne to $42.01.*
  - *Yellow Peas – increased 29.6% from $54.76 per tonne to $70.97.*

Producer Car Loading

- *Number of producer car loading sites decreased 27.3% from 706 at August 1, 1999 to 513 at July 31, 2001.*
  - *Those tied to shortline railways doubled from 63 to 127.*
  - *Growth of license-exempt producer-car loading facilities.*
- *Producer-cars shipments increased 91.3% to 6,583 since 1999-2000 crop year.*

Indicator Series 5 – Producer Impact

Table	Indicator Description	CROP YEAR (1) 1999-00	2000-01	2001-02	% VAR	
	Export Basis (2)					
	Manitoba East					
5A-1A	1 CWRS Wheat ($ per tonne)	$54.20	$51.18	$47.40	-7.4%	▼
5A-1B	1 CWA Durum ($ per tonne)	$60.29	$62.12	$56.57	-8.9%	▼
5A-1C	1 Canada Canola ($ per tonne)	$61.58	$56.68	$52.37	-7.6%	▼
5A-1D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.93	$72.95	$71.61	-1.8%	▼
	Manitoba West					
5A-2A	1 CWRS Wheat ($ per tonne)	$57.80	$56.17	$54.32	-3.3%	▼
5A-2B	1 CWA Durum ($ per tonne)	$65.37	$66.04	$60.99	-7.6%	▼
5A-2C	1 Canada Canola ($ per tonne)	$58.67	$57.25	$52.42	-8.4%	▼
5A-2D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.93	$72.95	$71.61	-1.8%	▼
	Saskatchewan Northeast					
5A-3A	1 CWRS Wheat ($ per tonne)	$58.10	$53.07	$51.98	-2.1%	▼
5A-3B	1 CWA Durum ($ per tonne)	$68.31	$70.62	$66.05	-6.5%	▼
5A-3C	1 Canada Canola ($ per tonne)	$54.38	$53.66	$47.60	-11.3%	▼
5A-3D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.93	$72.79	$70.96	-2.5%	▼
	Saskatchewan Northwest					
5A-4A	1 CWRS Wheat ($ per tonne)	$56.42	$54.04	$51.23	-5.2%	▼
5A-4B	1 CWA Durum ($ per tonne)	$70.53	$72.36	$66.26	-8.4%	▼
5A-4C	1 Canada Canola ($ per tonne)	$50.88	$48.35	$39.88	-17.5%	▼
5A-4D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.84	$72.62	$71.43	-1.6%	▼
	Saskatchewan Southeast					
5A-5A	1 CWRS Wheat ($ per tonne)	$59.40	$57.56	$56.21	-2.3%	▼
5A-5B	1 CWA Durum ($ per tonne)	$65.22	$67.04	$61.92	-7.6%	▼
5A-5C	1 Canada Canola ($ per tonne)	$57.47	$50.18	$46.97	-6.4%	▼
5A-5D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.72	$72.93	$71.60	-1.8%	▼
	Saskatchewan Southwest					
5A-6A	1 CWRS Wheat ($ per tonne)	$57.22	$54.11	$51.49	-4.8%	▼
5A-6B	1 CWA Durum ($ per tonne)	$68.12	$69.21	$64.10	-7.4%	▼
5A-6C	1 Canada Canola ($ per tonne)	$55.75	$49.44	$43.71	-11.6%	▼
5A-6D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.66	$72.76	$70.67	-2.9%	▼
	Alberta North					
5A-7A	1 CWRS Wheat ($ per tonne)	$53.20	$50.89	$48.59	-4.5%	▼
5A-7B	1 CWA Durum ($ per tonne)	$71.67	$71.81	$67.61	-5.8%	▼
5A-7C	1 Canada Canola ($ per tonne)	$50.39	$46.23	$40.76	-11.8%	▼
5A-7D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.29	$72.95	$70.04	-4.0%	▼
	Alberta South					
5A-8A	1 CWRS Wheat ($ per tonne)	$48.81	$47.58	$44.23	-7.0%	▼
5A-8B	1 CWA Durum ($ per tonne)	$66.06	$67.82	$59.75	-11.9%	▼
5A-8C	1 Canada Canola ($ per tonne)	$48.07	$41.23	$35.53	-13.8%	▼
5A-8D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.93	$70.74	$69.60	-1.6%	▼
	Peace River					
5A-9A	1 CWRS Wheat ($ per tonne)	$53.57	$52.70	$49.75	-5.6%	▼
5A-9B	1 CWA Durum ($ per tonne)	$71.00	$74.58	$69.27	-7.1%	▼
5A-9C	1 Canada Canola ($ per tonne)	$52.14	$49.52	$41.08	-17.0%	▼
5A-9D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.93	$72.95	$71.61	-1.8%	▼
	Western Canada					
5A-10A	1 CWRS Wheat ($ per tonne)	$54.58	$52.29	$50.39	-3.6%	▼
5A-10B	1 CWA Durum ($ per tonne)	$67.63	$68.71	$63.05	-8.2%	▼
5A-10C	1 Canada Canola ($ per tonne)	$52.51	$49.11	$42.01	-14.5%	▼
5A-10D	Canadian Large Yellow Peas – No. 2 or Better ($ per tonne)	$54.76	$72.72	$70.97	-2.4%	▼
	Producer-car loading					
5B-1	Producer-car loading Sites (number) – Class 1 Carriers	415	381	386	1.3%	▲
5B-1	Producer-car loading Sites (number) – Class 2 and 3 Carriers	120	122	127	4.1%	▲
5B-2	Producer Car Shipments (number) – Covered Hopper Cars	3,441	4,724	6,583	39.4%	▲

(1) – In order to provide for more direct comparisons, the values for both the 2000-01 and 2001-02 crop years are "as at" or cumulative to July 31 unless otherwise indicated.

(2) – The export basis includes the following costs: freight (adjusted by the FAF and CFAR where applicable); trucking; elevation; dockage; weighing and inspection, CWB costs, trucking premiums, and CWB transportation savings.

5.1 Introduction to the Export Basis and Producer Netback *[Measurement Subseries 5A]*

One of the principal objectives set for the GMP by the Government of Canada involved gauging the overall logistics cost associated with moving prairie grain to market – what is commonly referred to as the "export basis" – and the resultant "netback" arising to producers.[55] By definition, both the export basis and the producer netback are location-specific calculations, and include charges for elevation, elevator cleaning and storage, and transportation (be it road, rail or marine). These charges also take into consideration any incentives or discounts that may be applicable.

With a network of 329 delivery points scattered across the prairies towards the end of the 2001-2002 crop year, there were a total of 1,316 distinct origin-destination pairs that could be employed to move Western Canadian grain to the region's four export gateways.[56] Moreover, given the number of differing grains, grain grades, grain company service charges, and freight rates, the permutations inherent in calculating the export basis' and netbacks of individual producers takes on unimaginable dimensions. Such calculations can easily swell into hundreds of thousands of separate estimates. The only practical means by which to manage this undertaking rests in standardizing the estimates around a representative sample of grains, and grain stations.

In recognition of this, the GMP consciously limited these estimates to four specific grains: wheat; durum; canola; and peas.[57] In addition, it had also approved the use of an appropriate sample set of grain stations in estimating the export basis and producer netback for these grains. The selection of an appropriate sample set, however, had to be achieved through statistically valid means. To this end, the Monitor engaged the services of Dr. Edy Wong, Assistant Dean, University of Alberta School of Business, to provide expert advice in developing a sampling methodology that adequately provided for the selection of a representative, and unbiased, sample of grain stations around which these estimates could be made.

Sampling Methodology

The sampling methodology advanced by Dr. Wong was the "Weighted Scale Model" – a method that aimed to objectively index individual grain stations in accordance with established criteria. Such models rest on the foundation that individual factors can be brought to bear in any sampling design, that these factors can be weighted using considered (or expert) opinion, and that the results can then be objectively ranked to identify the best candidates for inclusion in a representative sample. The benefit in using such a model stems from the fact that the weighted scoring of multiple factors effectively dampens the bias arising from use of any single factor as a determinant.

This approach was adopted and used to select 43 separate grain stations as a representative sample in the calculation of the export basis and producer netback. These grain stations were then grouped into nine geographically based areas, comprising between four and six grain stations each, namely: [58]

- Manitoba East;
- Manitoba West;
- Saskatchewan Northeast;
- Saskatchewan Northwest;
- Saskatchewan Southeast;
- Saskatchewan Southwest;
- Alberta North;

[55] In its basic form, producer netback equates to the residual left after subtracting the logistics cost from a grain's sale price.

[56] The 329 delivery points cited stems from the July 15, 2002, listing of the Canadian Grain Commission. Commonly referred to as either grain stations or grain delivery stations, they denote only those locations at which at least one licensed primary elevator is situated. These do not include railway-designated producer-loading sites.

[57] In addition to the grains themselves, the GMP also specified the grades to be used, namely: 1 CWRS Wheat; 1 CWA Durum; 1 Canada Canola; and Canadian Large Yellow Peas (No. 2 or Better).

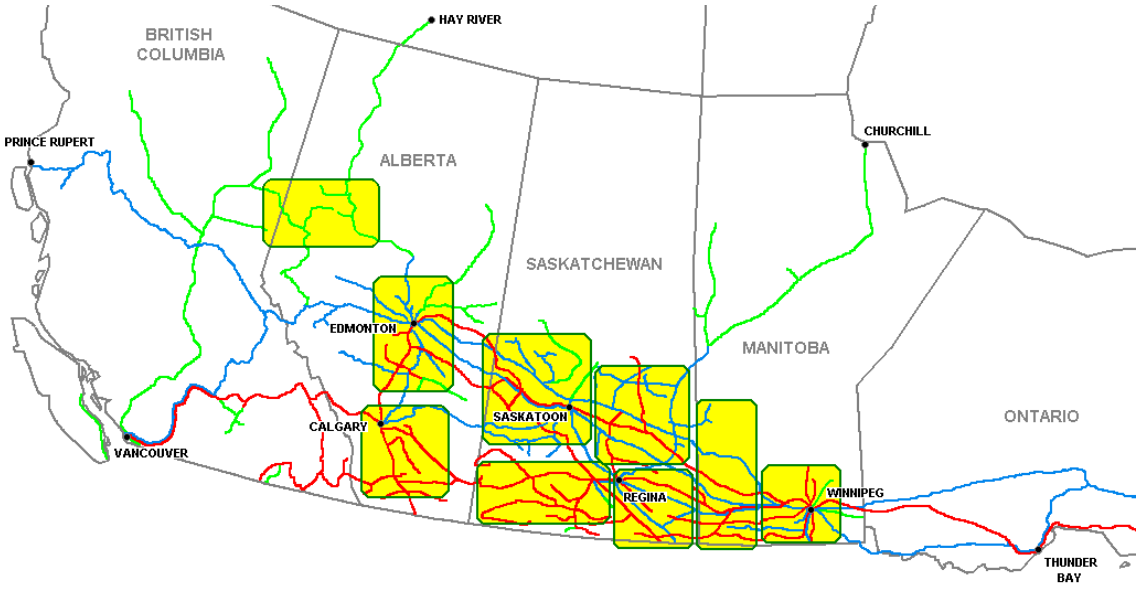
[58] Owing to competitive pressures, many of the stakeholders in the GHTS use some form of financial incentive to draw grain volumes into their facilities (i.e., country elevators) or over their systems (i.e., railways). Many of these incentives are of a highly sensitive commercial nature. In order to safeguard all such information, estimates of the export basis and producer netback are calculated at a higher-than-grain-station level of aggregation.

- Alberta South; and
- Peace River.

These areas are depicted in Figure 42. Within a larger context, these 43 grain stations encompass:

- 30 stations with one or more high-throughput grain elevators;
- 27 stations with one or more conventional grain elevators;
- 19 stations that are local to the branch line railway network; and
- 10 stations that are directly served by regional and shortline railway carriers.

Figure 42: Sampling Areas



Components of the Calculation

The means by which the Monitor calculates both the export basis and producer netback was developed through extensive consultation with GHTS stakeholders. Although a number of useful suggestions were made, and many subsequently acted upon, unanimous agreement on the use of a particular methodology ultimately proved elusive. The methodology adopted by the Monitor in calculating the values that follow, was approved for use in the GMP in the summer of 2002.[59]

It is important to remember that every individual producer's cost structure differs. As a result, no general means of calculation can be expected to precisely depict the export basis and netback that is specific to each farmer. The methodology employed here is intended to typify the general case within each of the nine geographic areas identified. Caution, therefore, must be exercised in any comparison between the general values presented, and those arising to individual producers within each of these areas.

Special consideration is given to the distinct merchandising activities tied to CWB and non-CWB commodities, which compels the use of discrete methodologies in calculating the export basis and producer netback for both. The differences between these two methodologies are delineated in the accompanying table. The reader is

[59] The methodology was approved by Transport Canada and Agriculture and Agri-Food Canada, and is presented in the Quorum Corporation study "*Report on the development and formulation of a methodology for the calculation of Producer Netback Measures*," May 2002. Interested readers can download the report from the Monitor's website (www.quorumcorp.net).

encouraged to become familiar with this material before attempting to draw any specific conclusions from the information presented in the discussion that follows.

Considerations in the Calculation of the Export Basis and Producer Netback

ELEMENT	CWB GRAINS	NON-CWB COMMODITIES
Grain Price	The price for 1 Canada Western Red Spring Wheat and 1 Canada Western Amber Durum are the Final Realized Prices reported by the CWB in its Annual Report. Since Final Realized Prices are expressed net of CWB operating costs, and the Export Basis includes a separate provision for these costs, CWB Costs (net) are added back to produce Adjusted CWB Final Prices.	The price for 1 Canada Canola is the weighted average Vancouver cash price.[1] The weights used reflect monthly exports as recorded by the Canadian Grain Commission (CGC).[2] The price for Canadian Large Yellow Peas is based on the average weekly dealer closing price, track Vancouver, reported by Stat Publishing for the months of October and November.[3]
Weighted Applicable Freight	For every station in a given geographic area, the producer pays the lesser of either the single-car railway freight rate to Vancouver[4], or that of the corresponding rate to Thunder Bay plus the Freight Adjustment Factor (FAF).[5] The applicable freight rate depicted is a weighted average for the area as a whole based on the proportion of deliveries made to each of the stations included in the area.	
Churchill Freight Advantage Rebate	The Churchill Freight Advantage Rebate was introduced in the 2000-01 crop year as a mechanism to return the market sustainable freight advantage to farmers in the Churchill catchment area.	
Trucking Costs	The trucking costs are based on the commercial short-haul trucking rates for an average haul of 40 miles as presented in Table 3A-1. The Monitor is aware that producers' trucking costs vary widely as a result of the type of equipment used, the use of owner-supplied versus carrier-supplied services, and the length of haul involved. Detailed information relating to the structure of these costs is not currently available, and has necessitated use of an estimated value.[6]	The trucking costs are based on the commercial short-haul trucking rates for an average haul of 40 miles as presented in Table 3A-1. The Monitor is aware that producers' trucking costs vary widely as a result of the type of equipment used, the use of owner-supplied versus carrier-supplied services, and the length of haul involved. Detailed information relating to the structure of these costs is not currently available, and has necessitated use of an estimated value.
Primary Elevation Costs	Primary elevator licensees are required to post primary elevation tariffs with the CGC at the beginning of each crop year, and at any time the rates for elevation, dockage (cleaning), storage, and related services change. The costs depicted for primary elevation are based on the applicable provincial average presented in Table 3B-6 as at August 1 of each crop year.	
Dockage Costs	Primary elevator licensees are required to post primary elevation tariffs with the CGC at the beginning of each crop year, and at any time the rates for elevation, dockage (cleaning), storage, and related services change. The costs depicted for dockage are based on the applicable provincial average presented in Table 3B-6 as at August 1 of each crop year.	
CGC Weighing and Inspection Costs	The costs of CGC weighing and inspection are assessed in various ways by the individual grain companies. Some include a provision for this in their primary elevation tariffs. Others deduct this amount directly from their cash tickets. The per-tonne average deduction from cash tickets used here has been adjusted in order to avoid an overlap with the tonnage already covered under the primary elevation tariffs, and a possible distortion of the export basis.	
CWB Costs	CWB Costs (gross) represent the per-tonne operating costs of each pool account as reported in the CWB's Annual Report, plus the apportioned value of its overall transportation savings.[7]	

ELEMENT	CWB GRAINS	NON-CWB COMMODITIES
Price Differential		For 1 Canada Canola, a price differential – or spread – is calculated between the weighted Vancouver cash price and the weighted average spot price in each of the nine regions. For yellow peas, a price differential is calculated using the average weekly dealer closing price, track Vancouver, and the average weekly grower bid closing price for the months of October and November. These differentials effectively represent the incorporated per-tonne cost of freight, elevation, storage and any other ancillary elements. As such, it encompasses a large portion of the Export Basis.
Canola Growers and Pulse Associations		All elevator deliveries of canola are subject to a $0.50 per tonne "check-off" for provincial canola association dues. Similarly, a levy of 0.5% is deducted for provincial Pulse Growers Associations on the delivery of yellow peas.[8]
Trucking Premiums	Grain companies report on the trucking premiums they pay to producers at each of the facilities identified in the sampling methodology.[9] The amounts depicted reflect the average per-tonne value of all premiums paid for the designated grade of wheat or durum within the reporting area.	Grain companies use their basis (the spread between their cash and the nearby futures price) as the mechanism to attract producer deliveries. Narrowing their basis, resulting in higher return to producers, is the signal that a company needs a commodity. Conversely a wide basis signals a lack of demand for the product. Some companies, however, offer premiums over and above their basis in order to attract delivery of some non-Board commodities. These premiums, illustrated as "trucking premiums", are therefore factored into the GMP export basis, and are presented as a producer benefit. When weighted based on the applicable tonnage, and factored in at a regional level, they are relatively small sums due to the limited number of companies using this mechanism.
CWB Transportation Savings	The CWB Transportation Savings is an apportioned per-tonne amount representing the total financial returns to the pool accounts as a result of grain-company tendering, freight and terminal rebates, and any penalties for non-performance.	
Other Deductions	Other deductions, such as drying charges, GST on services, etc., may also be applied to, and appear as an itemized entry on the cash ticket of, any grain delivery. No attempt is made to capture these deductions within the framework employed here..	Other deductions, such as drying charges, GST on services, etc., may also be applied to, and appear as an itemized entry on the cash ticket of, any grain delivery. No attempt is made to capture these deductions within the framework employed here.

1) – The Winnipeg Commodity Exchange (WCE) collects Vancouver cash prices and spot prices at selected country elevator locations weekly.
2) – Forward contracting and deferred delivery provisions make it impossible to accurately weight the canola price data. Testing was done with weekly producer delivery data and with weekly and monthly export data. In consultation with the WCE, weighting based on monthly exports was deemed the most appropriate.
3) – Data provided by Stat Publishing. Using a "snapshot" period of two months during the fall, when pricing of the new crop is relatively heavy, was deemed to be an appropriate representation of producer prices, thereby avoiding the need to incorporate a weighting factor.
4) – The single-car railway freight rates employed reflect those found in posted tariffs at the end of each crop year (July 31).
5) – Freight Adjustment Factors (FAF) were introduced in the 1995-96 crop year to account for a change in the eastern pooling basis point, from Thunder Bay to the Lower St. Lawrence, and for the location advantage of accorded shipments from delivery points near Churchill and markets in the United States. FAFs are established prior to the beginning of each crop year to reflect changes in sales opportunities, cropping patterns and Seaway freight rates.
6) – An examination into the actual trucking costs of producers was recommended in the Quorum Corporation study "*Report on the Identification of Producer Impacts Over and Above those Identified in the Producer Netback Methodology*," May 2002, which can be downloaded from the Monitor's website (www.quorumcorp.net).
7) – The costs published in the CWB's Annual Report are net of any transportation savings.
8) – Levies for Manitoba and Alberta producers are refundable. The Saskatchewan levy rose 0.75% on August 1, 2002 and will rise to 1.00% on August 1, 2003.
9) – Various terms are used by grain companies to describe the premiums they offer to producers in an effort to attract deliveries to their facilities – i.e., trucking premiums, marketing premiums, and location premiums. The most common term, however, remains "trucking premium," and it is utilized generically in the calculation of the Export Basis.

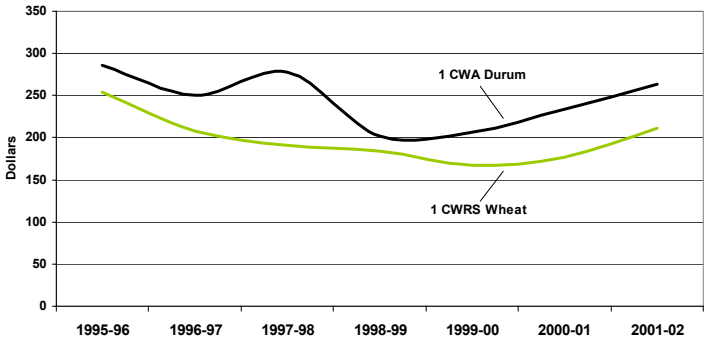
5.2 Export Basis and Producer Netback – CWB Grains (Wheat and Durum)

Significant improvement in the market price of both 1CWRS wheat and 1CWA durum, along with a reduction in their respective export basis, have produced steadily greater per-tonne returns for grain producers over the course of the past three crop years. In particular, market price has proven to be the key determinant in the observed overall improvement in the producer's netback for CWB grains.[60] [See Tables 5A-1 through 5A-10 in Appendix 3.]

Grain Prices

The Final Realized Price of 1CWRS wheat rose from $167.58 per tonne in the 1999-2000 crop year, to $176.89 in the 2000-01 crop year. It is worth noting that this 5.6% increase in price was the first since the 1995-96 crop year.[61] Shrinking global wheat stocks, and the prospect of tighter supplies in the United States, were the chief forces underlying this recovery. The recovery was, however, tempered by near-record carry-over stocks in other major exporting countries, competition from non-traditional exporting nations, and weaker worldwide demand.

Figure 43: CWB Grain Prices (dollars per tonne)



The 2001-02 crop year saw the price of 1CWRS wheat climb a further 19.6% to $211.54 per tonne. This arose primarily as a result of the drought conditions that plagued Canada as well as other producing countries. Severe production shortfalls in Canada, the United States, and Australia in 2002 led to a sharp improvement in the price for high-quality hard spring wheat.

Similarly, the price of durum also improved following several years of decline. Despite increased production in Canada, the United States, and European Union countries in 2000, the Final Realized Price for 1CWA durum rose from $206.79 per tonne in the 1999-2000 crop year, to $234.17 in the 2000-01 crop year. This initial rise was prompted by limited supplies of high-grade milling durum, but the poor growing season that severely reduced North American production during the summer of 2002 effectively bolstered the price of durum to $263.74 per tonne in the 2001-02 crop year.

The Export Basis – 1CWRS Wheat

The export basis associated with 1CWRS wheat has declined steadily over the course of the past three crop years. From a peak of $54.58 per tonne in the 1999-2000 crop year, the export basis fell to $52.29 in the 2000-01 crop year, and to $50.39 in the 2001-02 crop year. This represents a net improvement of $4.19 per tonne (or 7.7%).

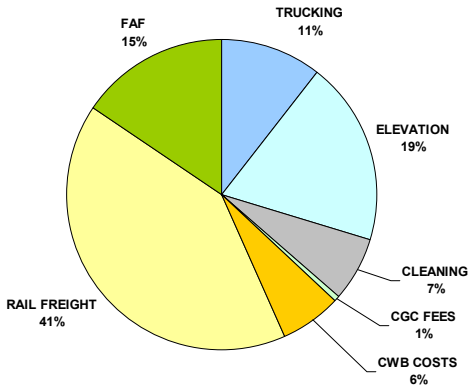
The export basis has two structural components. The first of these relates to the direct costs incurred by producers in delivering grain to market. These costs include freight, trucking, elevation, dockage, CGC weighing and inspection, as well as the applicable operating costs of the Canadian Wheat Board (gross CWB costs). The second component encompasses all of the financial benefits accruing to producers through the receipt of any offsetting reduction to these expenses; typically trucking premiums and CWB transportation savings. Indeed, it is this latter component that has been instrumental in reducing the export basis.

[60] Discussion of grain prices is limited given that they are largely external to the Monitor's primary focus – the costs comprised within the export basis.

[61] The Final Realized Price of 1CWRS wheat had fallen from $254.16 per tonne in the 1995-96 crop year to $167.58 per tonne in the 1999-2000 crop year – a reduction of 34.1%.

The direct costs paid by producers of 1CWRS wheat declined from an average of $56.90 per tonne in the 1999-2000 crop year, to $56.48 per tonne in the 2001-02 crop year – a decrease of 0.7%. Increases in the cost of freight, elevation, and dockage were tempered by a 33.1% decline in gross CWB costs.

Figure 44: 1CWRS Wheat Export Basis – Direct Costs



The largest single component in the direct costs tied to CWB grains is the applicable freight. This incorporates not only the direct charges for single-car railway movements, but also the CWB's Freight Adjustment Factor (FAF) – if applicable. Together, these elements define the freight charges associated with moving grain to either an east, or west, coast port. The average weighted applicable freight for 1CWRS wheat in Western Canada amounted to $31.87 per tonne in the 1999-2000 crop year, and represented 56.0% of the direct costs. By the end of the 2001-02 crop year, these values had increased marginally to $32.31 per tonne and 57.2% respectively.

By in large, this increase was fuelled by a $1.67 per tonne (or 16.5%) increase in the average FAF. The FAF is applied to wheat delivered at all stations in Manitoba, and in parts of eastern Saskatchewan. A 17.1% increase in the FAF for the southeastern area of Saskatchewan during this same period proved enough to change the average applicable freight for stations included in the analysis from Thunder Bay to Vancouver.

In northeastern Saskatchewan, the average FAF increased by $2.60 per tonne (or 28.0%) during this same period. This area was the prime beneficiary of the Churchill Freight Advantage Rebate (CFAR) which was introduced during the 2000-01 crop year. For delivery points within this area, credits received from the CFAR – $5.16 and $4.62 in the 2000-01 and 2001-02 crop years respectively – more than offset increases in the FAF. The CFAR is also applicable to some points in western Manitoba, but its impact in this area was significantly less. For Western Canada as a whole, these credits reduced the weighted applicable freight in the last two crop years by 2.3% and 1.7% respectively.

The other elements in the direct costs applicable to 1CWRS wheat included:

- Trucking Costs: The commercial costs tied to a 40-mile haul are deemed to have increased from $5.94 per tonne to $6.10 per tonne during the course of the past three crop years. As a proportion of total direct costs, these costs increased from 10.4% in the 1999-2000 crop year to 10.8% in the 2001-02 crop year.

- Primary Elevation Costs: These costs averaged $9.75 per tonne in the 1999-2000 crop year, and comprised 17.1% of the total direct costs for 1CWRS wheat. Increases in the tariff rates raised the cost of elevation by 11.8% to an average of $10.90 per tonne in the 2001-02 crop year. This increase effectively pushed these costs to 19.3% of total direct costs. The posted tariffs reflect the maximum that grain companies may charge producers for services at their facilities. Although grain companies can charge less than the posted tariff rates, cash-ticket data suggests that this is seldom the case.

- Dockage Costs: The cost of terminal cleaning averaged $3.56 per tonne in the 1999-2000 crop year, and comprised 6.3% of the total direct costs for 1CWRS wheat. Although these costs increased by 5.1% to an average of $3.74 per tonne, their contribution to total direct costs has not changed significantly – increasing only marginally to 6.6%. As with primary elevation tariffs, the rates posted in the applicable tariffs represent the maximum that grain companies may charge. The Monitor's analysis of cash tickets suggests that this is typically the norm.

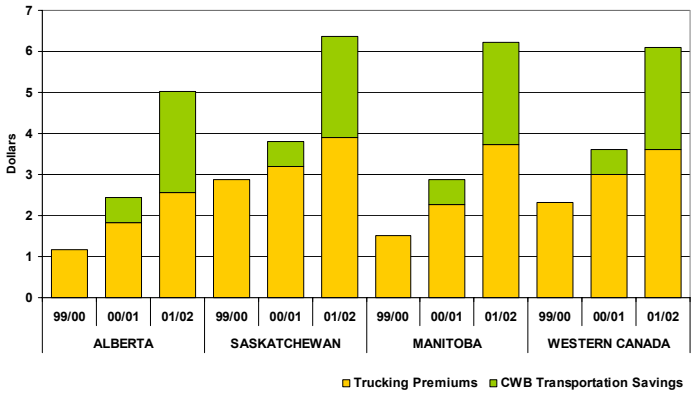
- CGC Weighing and Inspection Fees: These costs remained unchanged at an average of $0.38 per tonne throughout the course of the past three crop years. On a proportional basis, they constitute less than 0.7% of overall direct costs.[62]

- CWB Costs (gross): These costs effectively reflect the per-tonne operating costs of the CWB, and are ultimately paid by producers through the CWB's pool accounts. Over the course of the past three crop years, these costs have fallen from an average of $5.40 per tonne to $3.61 per tonne – a net decrease of 33.1%. Representing some 9.5% of total direct costs in the 1999-2000 crop year, they accounted for a lesser 6.4% by the 2001-02 crop year.

As mentioned earlier, the direct costs discussed above are offset by the financial benefits accruing to producers through the receipt of any trucking premiums and CWB transportation savings.[63] Indeed, these "producer benefits" have been instrumental in reducing the export basis of 1CWRS wheat.

The trucking premiums reported as having been paid by grain companies for 1CWRS wheat deliveries in the nine sampling areas rose by 56.0% between the 1999-2000 and 2001-02 crop years – from an average of $2.32 per tonne to $3.62. These premiums offset direct costs during the base year by 4.1%, 5.4% in the 2000-01 crop year, and 6.4% in the 2001-02 crop year.

Figure 45: 1CWRS Wheat – Producer Benefits (dollars per tonne)



The grain companies' use of trucking, and other premiums to attract grain into their facilities is neither new, nor a result of recent reforms to the GHTS. Indeed, their use is a long established practice. The available evidence suggests, however, that the competitive environment has been pushing these premiums higher – particularly in the case of wheat. It also suggests that Saskatchewan producers benefit the most from this competition.

CWB transportation savings stem directly from, and coincide with the beginning of, the CWB's tendering program in the 2000-01 crop year. In that crop year, the reported amount of savings totalled $0.61 per tonne, and helped offset direct costs tied to 1CWRS wheat by an additional 1.1%. By the 2001-02 crop year, these savings had increased four-fold – to $2.47 per tonne – and effectively reduced associated direct costs by 4.4%.

On a combined basis, the net reduction in direct costs as a result of these benefits has steadily risen – from $2.32 per tonne (or 4.1%) in the 1999-2000 crop year, to $3.62 (or 6.5%) in the 2000-01 crop year; and to $6.09 (or 10.8%) in the 2001-02 crop year.

Producer Netback – 1CWRS Wheat

Across Western Canada, the visible netback arising to producers from the delivery of 1CWRS wheat increased by $43.89 per tonne (or 37.1%) over the course of the past three crop years – increasing from an average of

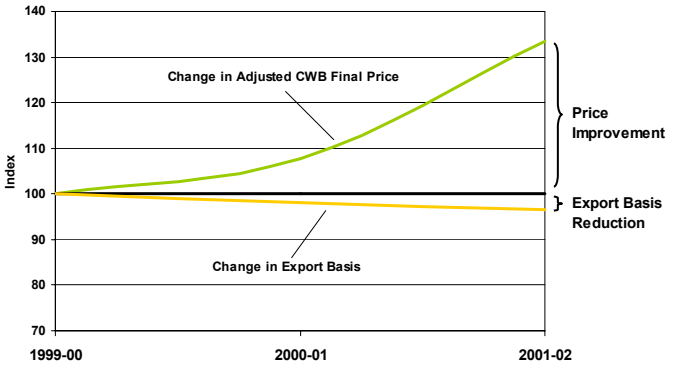
[62] The CGC weighing and inspection costs reported here have been adjusted in order to avoid overlap with the portion of such charges assessed by the grain companies though their primary elevation tariffs, and a possible distortion of the export basis.

[63] There are a number of other methods that grain companies use to compete to get grain to their elevator driveways - what they refer to as their toolbox. In addition to trucking premiums, grade promotions, discounts on farm supplies, favourable credit terms, or even the absorption of trucking cost, are also employed. These benefits, which flow to producers, are not consistently tracked through grain company accounting processes. The producer benefits component of the export basis does not attempt to quantify these benefits. By the grain companies' own admission, an accurate tracking of these benefits on a system-wide basis would not be feasible. Data pertaining to these methods of attracting grain would contain a significant degree of subjectivity and is, therefore, not included in these calculations.

$118.40 per tonne in the 1999-2000 crop year, to $162.29 in the 2001-02 crop year. Although this arose from the combined effects of a concurrent increase in the market price, and a reduction in the export basis, the preponderance of the overall improvement stemmed from the former.

Of the $43.89-per-tonne gain cited, $39.70 (or 90.5%) was contributed from positive movements in the Adjusted CWB Final Price. The remaining $4.19 (or 9.5%) came from reductions in the export basis itself.

Figure 46: Relative Change in Producer Netback – 1CWRS Wheat



While on a per-tonne basis, producers are clearly enjoying better financial returns, this does not imply that gross farm receipts from the sale of wheat are also rising in equal proportion. Indeed, shipments of wheat from Western Canadian elevators declined by 17.6% during the same period – from 16.5 million tonnes in the 1999-2000 crop year, to 13.6 million tonnes in the 2001-02 crop year.

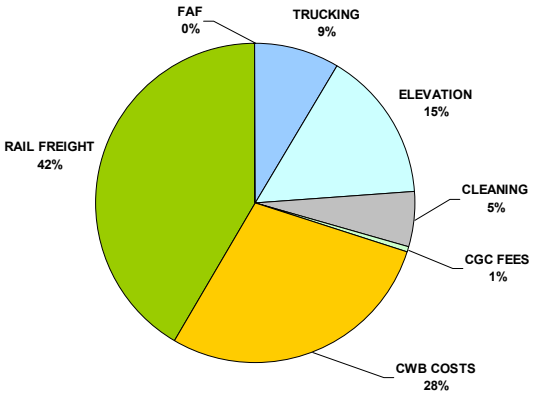
1CWRS	**1999-2000**	**2000-01**	**Change**	**%**	**2001-02**	**Change**	**%**
Price	172.98	182.03	*9.05*	*5.2%*	212.68	*30.65*	*16.8%*
Direct Costs	56.90	55.91	*(0.99)*	*-1.7%*	56.48	*0.57*	*1.0%*
Premiums [64]	(2.32)	(3.62)	*(1.30)*	*56.0%*	(6.09)	*(2.47)*	*68.2%*
Total Export Basis	54.58	52.29	*(2.29)*	*-4.2%*	50.39	*(1.90)*	*-3.6%*
Netback	118.40	129.74	*11.34*	*9.6%*	162.29	*32.55*	*25.1%*

The Export Basis – 1CWA Durum

As with 1CWRS wheat, the export basis associated with 1CWA durum has also declined over the course of the past three crop years. From $67.63 per tonne in the 1999-2000 crop year, the export basis increased to $68.71 in the 2000-01 crop year, before then falling to $63.05 in the 2001-02 crop year. This represents a net reduction of $4.58 per tonne (or 6.8%).

The direct costs paid by durum producers fell from an average of $70.77 per tonne in the 1999-2000 crop year, to $69.65 per tonne in the 2001-02 crop year – a decrease of 1.6%. As with wheat, freight denotes the largest component in the direct costs tied to durum. Over this period, its proportion of direct costs has remained largely unchanged – falling only marginally from 42.5% to 41.6%.

Figure 47: 1CWA Durum Export Basis – Direct Costs



The FAF is applicable on durum deliveries in Manitoba and all regions of Saskatchewan. [65] Unlike wheat, however, it constitutes a very small portion of the overall applicable freight – 1.4% in the 1999-2000 crop year.

[64] Premiums include Trucking premiums received by producers and the CWB Transportation Savings
[65] Saskatchewan accounts for over 80% of Western Canadian durum production.

Moreover, the average FAF for 1CWA durum has been steadily decreasing. Although not large in absolute terms, the average FAF has dropped from $0.41 per tonne in the 1999-2000 crop year, to a credit of $0.04 in the 2001-02 crop year. This is due in large measure to the effects of the United States catchment area, which applies a credit to many of the grain delivery stations located in Manitoba and southeastern Saskatchewan.

In contrast with wheat, the CWB costs (gross) associated with 1CWA durum are significantly higher. Totalling an average of $19.82 per tonne in the 2001-02 crop year, these costs represent 28.5% of the total direct costs borne by producers. As with many other cost components, this is only marginally different from the 30.1% it represented in the 1999-2000 crop year. The largest component in the CWB costs for durum stems from the additional freight included in its movement to eastern export positions. The majority of durum exports are made through the eastern system, resulting in additional freight in the pool account. This is in contrast to wheat, for which the bulk of exports are via west coast ports.

The other elements in the direct costs applicable to 1CWA durum include:

- Trucking Costs: The commercial costs tied to a 40-mile haul increased from $5.94 per tonne to $6.10 per tonne during the course of the past three crop years. These are the same values cited earlier with respect to 1CWRS wheat. As a proportion of total direct costs, however, they constitute marginally less than that of wheat, and climbed from 8.4% in the 1999-2000 crop year to 8.8% in the 2001-02 crop year.

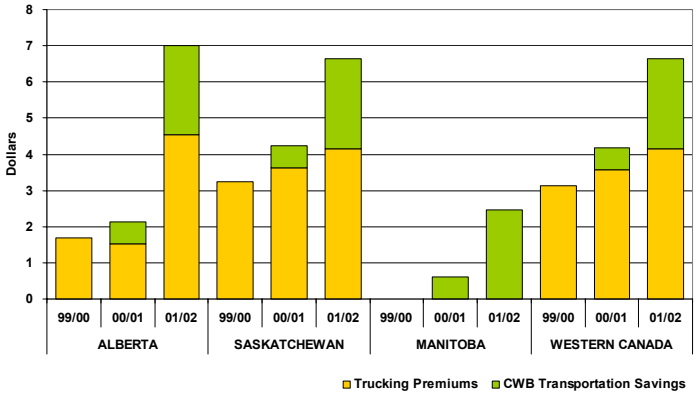
- Primary Elevation Costs: These costs averaged $9.44 per tonne in the 1999-2000 crop year, and comprised 13.3% of the total direct costs for 1CWA durum. Increases in the tariff rates raised the cost of elevation by 12.5% to an average of $10.62 per tonne in the 2001-02 crop year. This increase effectively pushed these costs to 15.2% of total direct costs.

- Dockage Costs: The cost of terminal cleaning averaged $3.62 per tonne in the 1999-2000 crop year, and comprised 5.1% of the total direct costs for 1CWA durum. Although these costs increased by 4.1% to an average of $3.77 per tonne, their contribution to total direct costs increased marginally to 5.4%.

- CGC Weighing and Inspection Fees: These costs remained unchanged at an average of $0.38 per tonne throughout the course of the past three crop years. On a proportional basis, they constitute less than 0.6% of overall direct costs.

The trucking premiums reported as having been paid by grain companies for 1CWA durum deliveries in the nine sampling areas rose by 31.5% between the 1999-2000 and 2001-02 crop years – from an average of $3.14 per tonne to $4.13. These premiums represented an offset of 4.4% to the direct costs during the base year, 4.9% in the 2000-01 crop year, and 5.9% in 2001-02 crop year. It is worth noting, that due in large part to the much lower volumes of durum handled in Manitoba, the trucking premiums paid to producers at the stations included in the GMP analysis were insignificant.

Figure 48: 1CWA Durum – Producer Benefits



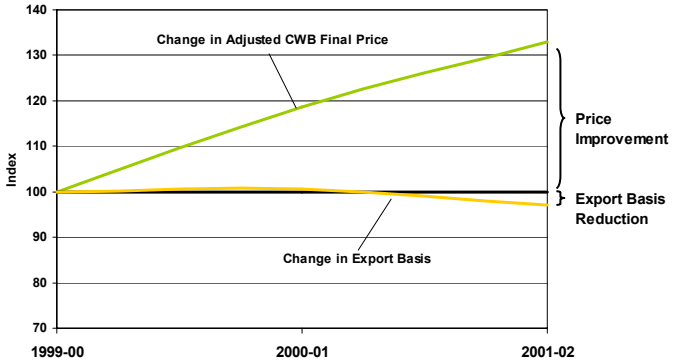
The CWB transportation savings reported earlier with respect to wheat have equal application in the movement of durum. In the 2000-01 crop year, these totalled $0.61 per tonne, and helped offset the direct costs tied to 1CWA durum by a further 0.8%. By the 2001-02 crop year, this savings had increased four-fold – to $2.47 per tonne – and effectively reduced associated direct costs by 3.5%.

On a combined basis, the net reduction in direct costs as a result of these benefits has steadily risen – from $3.14 per tonne (or 4.4%) in the 1999-2000 crop year, to $4.17 (or 5.7%) in the 2000-01 crop year; and to $6.60 (or 9.5%) in the 2001-02 crop year.

Producer Netback – 1CWA Durum

As was seen in the case of wheat, the visible netback arising to producers from the delivery of 1CWA durum increased by $57.56 per tonne (or 35.9%) over the course of the past three crop years – increasing from an average of $160.48 per tonne in the 1999-2000 crop year, to $218.04 in the 2001-02 crop year. And just as with wheat, the preponderance of the overall improvement in the netback stemmed from a significant rise in the price of 1CWA durum.

Figure 49: Relative Change in Producer Netback – 1CWA Durum



Of the $57.56-per-tonne gain cited, $52.98 (or 92.0%) was contributed from positive movements in the Adjusted CWB Final Price. The remaining $4.58 (or 8.0%) came from reductions in the export basis itself.

In equal measure, these gains do not necessarily mean that gross farm receipts from the sale of durum has increased proportionately. In the face of these gains, shipments of durum from Western Canadian elevators declined by 8.1% during the same period – from 3.7 million tonnes in the 1999-2000 crop year, to 3.4 million tonnes in the 2001-02 crop year.

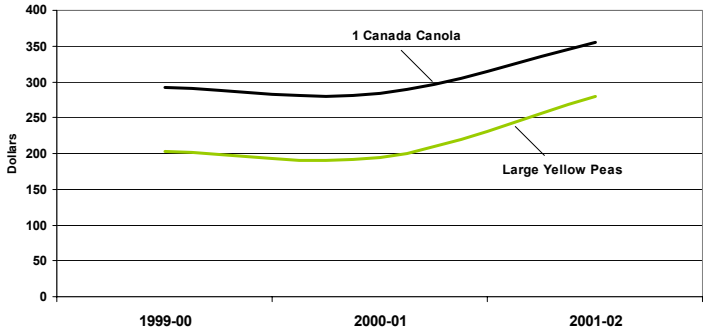
1CWAD	**1999-2000**	**2000-01**	**Change**	**%**	**2001-02**	**Change**	**%**
Price	228.11	258.14	*30.03*	*13.2%*	281.09	*22.95*	*8.9%*
Direct Costs	70.77	72.88	*2.11*	*3.0%*	69.65	*(3.23)*	*-4.4%*
Premiums	(3.14)	(4.17)	*(1.03)*	*32.8%*	(6.60)	*(2.43)*	*58.3%*
Total Export Basis	67.63	68.71	*1.08*	*1.6%*	63.05	*(5.66)*	*-8.2%*
Netback	160.48	189.43	*28.95*	*18.0%*	218.04	*28.61*	*15.1%*

5.3 Export Basis and Producer Netback – Non-CWB Commodities (Canola and Peas)

Commodity Prices

As with CWB grains, changes in the price of both 1 Canada canola and Canadian large yellow peas have proven to be the key determinants in improving the producer's netback for these commodities. The price for both of these commodities is sensitive to the wider influences of changes in the international supply and demand for affiliated products. However, the price of large yellow peas – one of the major classes of food peas grown in Western Canada – is more sensitive to domestic changes in supply and demand.[66]

Figure 50: Non-CWB Commodity Prices (dollars per tonne)



[66] Canada accounts for over 25% of the world's dry pea production, and 55% of world export volume. See Agriculture and Agri-Food Canada, *Bi-weekly Bulletin, September 28, 2001*.

Notwithstanding a modest decline in the 2000-01 crop year, the average annual price of canola rose by 22.0% between the 1999-2000 and the 2001-02 crop years – climbing from $291.61 per tonne to $355.67. The price of canola is closely tied to the global vegetable oil complex. During the 2000-01 crop year, oilseed prices came under the pressure of internationally higher soybean production, soy-oil supplies, and palm oil production. In the 2001-02 crop year, the annual average price of canola strengthened in the face of reduced international soybean and palm oil production, and a general tightening of global supplies. As with cereal grains, the prospect of severely reduced production in North America and Australia in the summer of 2002 brought additional pressure to bear, and helped push the price even higher as the 2001-02 marketing year drew to a close.

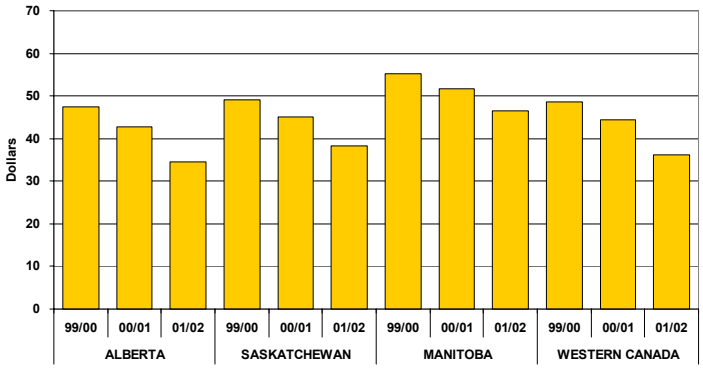
Dry pea production in Western Canada increased from 2.3 million tonnes in 1999 to 2.9 million tonnes in 2000. This was followed in 2001 by a decline to 2.2 million tonnes. Notwithstanding a modest decline in the 2000-01 crop year, the average annual price of large yellow peas increased by 38.2% between the 1999-2000 and the 2001-02 crop years – rising from $202.54 per tonne to $279.85. The domestic balance between supply and demand is particularly sensitive with food peas. An oversupply in the market – as occurred during the 2000-01 crop year – led to depressed prices. The supply pressures brought to bear during that crop year resulted in some food peas entering the feed pea marketing channel, and produced a food to feed-pea export ratio of nearly one to one. The decline in production in 2001 was accompanied by strengthening prices.

The Export Basis – 1 Canada Canola

Over the course of the past three crop years, the export basis for 1 Canada canola decreased by 20.0% – falling from an average of $52.51 per tonne in the 1999-2000 crop year, to $42.01 in the 2001-02 crop year. As with CWB grains, the export basis for non-CWB commodities has two structural components: the direct costs incurred by producers in delivering grain to market; and any financial benefits accruing to producers from the receipt of any offsetting reduction to these expenses.

The direct costs tied to 1 Canada canola has fallen by 22.1% – from an average of $54.99 per tonne in the 1999-2000 crop year, to $42.85 in 2001-02. A large portion of the direct costs associated with non-CWB commodities, however, cannot be examined directly. For both canola and peas, a price differential – or spread – between the Vancouver cash price and the producers' realized price at the elevator or processing plant is calculated instead. This differential effectively includes the cost of freight, handling, cleaning, storage, weighing and inspection, as well as an opportunity cost or risk premium.

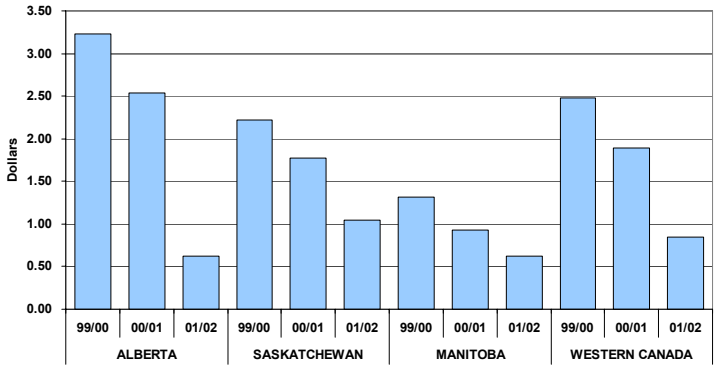
Figure 51: 1C Canola – Price Differential (dollars per tonne)



In the case of canola, the price differential represents the spread between the Vancouver cash price and the relevant spot price in each of the nine geographic areas. This price differential has narrowed by 25.3% over the course of the past three crop years – falling from an average of $48.55 per tonne in the 1999-2000 crop year, to $36.25 in the 2001-02 crop year. This narrowing of the price differential signals that the product is in demand, and that buyers are willing to surrender a greater proportion of the Vancouver price to the producer. The price differential comprises the largest portion of the direct cost tied to canola – about 84.6% in the 2001-02 crop year.

The second largest component in the direct costs tied to canola is that of trucking from the farm gate to an elevator or processor. As with CWB grains, these costs are estimated based on an average haul of 40 miles, and have increased by about 2.7% over the past three crop years. Amounting to about $6.10 per tonne in the 2001-02 crop year, these costs represented 14.2% of total direct costs. The remainder of the direct costs – 1.2% – is derived from a $0.50-per-tonne check-off that is applied in each province to fund the Canola Growers' Association.

Figure 52: 1C Canola – Producer Benefits (dollars per tonne)

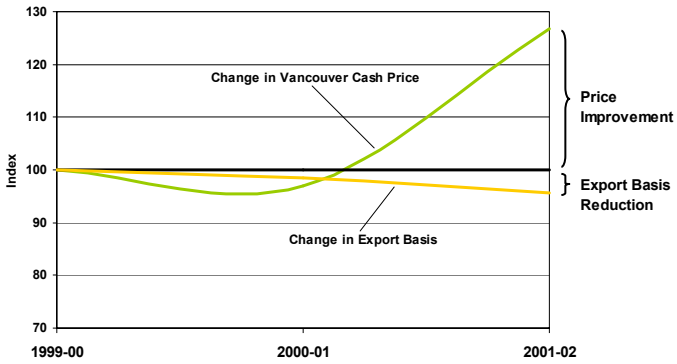


Trucking premiums are not as aggressively used to attract deliveries of non-CWB commodities. The trucking premiums reported as having been paid by grain companies for 1 Canada canola deliveries in the nine sampling areas fell by 66.1% between the 1999-2000 and 2001-02 crop years – decreasing from an average of $2.48 per tonne to $0.84. These premiums represented an offset of 4.5% to the direct costs during the base year, 3.7% in the 2000-01 crop year, and 2.0% in 2001-02 crop year. It is worth noting, that the reduction in trucking premiums coincides with the narrowing of the price differential.

Producer Netback – 1 Canada Canola

Across Western Canada, the visible netback arising to producers from the delivery of 1 Canada canola increased by $74.56 per tonne (or 31.2%) over the course of the past three crop years – increasing from an average of $239.10 per tonne in the 1999-2000 crop year, to $313.66 in the 2001-02 crop year. Although this arose from the combined effects of a concurrent increase in the market price, and a reduction in the export basis, the preponderance of the overall improvement stemmed from the former.

Figure 53: Relative Change in Producer Netback – 1 Canada Canola



Of the $74.56-per-tonne gain cited, $64.06 (or 85.9%) was contributed from positive movements in the Vancouver cash price. The remaining $10.50 (or 14.1%) came from reductions in the export basis itself.

While on a per-tonne basis, producers are clearly enjoying better financial returns, this does not imply that gross farm receipts from the sale of canola is also rising in equal proportion. Indeed, shipments of canola from Western Canadian elevators declined by 29.1% during the same period.

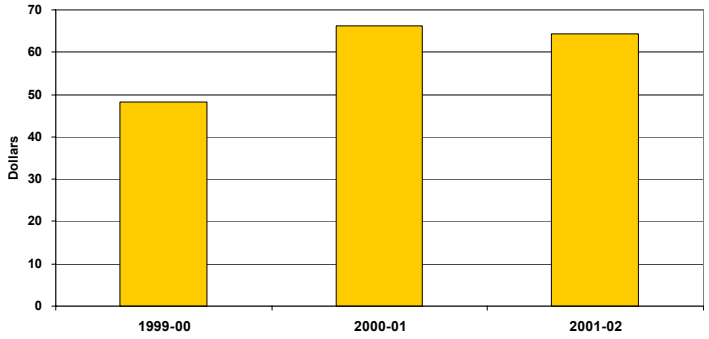
Canola	**1999-2000**	**2000-01**	**Change**	**%**	**2001-02**	**Change**	**%**
Price	291.61	284.46	*(7.15)*	*-2.5%*	355.67	*71.21*	*25.0%*
Direct Costs	54.99	51.00	*(3.99)*	*-7.3%*	42.85	*(8.15)*	*-16.0%*
Premiums	(2.48)	(1.89)	*0.59*	*-23.8%*	(0.84)	*1.05*	*-55.6%*
Total Export Basis	52.51	49.11	*(3.40)*	*-6.5%*	42.01	*(7.10)*	*-14.5%*
Netback	239.10	235.35	*(3.75)*	*-1.6%*	313.66	*78.31*	*33.3%*

The Export Basis – Canadian Large Yellow Peas

Over the course of the past three crop years, the export basis for Canadian large yellow peas has increased by 29.6% – rising from an average of $54.76 per tonne in the 1999-2000 crop year, to $70.97 in the 2001-02 crop year. This is a markedly different pattern from that observed previously with respect to wheat, durum and canola.

During this same period, the direct costs tied to Canadian large yellow peas has increased by 30.3% – climbing from an average of $54.94 per tonne in the 1999-2000 crop year, to $71.61 in the 2001-02 crop year. As with canola, a large portion of the direct costs associated with yellow peas is derived from a price differential that effectively includes the cost of freight, handling, cleaning, storage, weighing and inspection, as well as an opportunity cost or risk premium.

Figure 54: Large Yellow Peas – Price Differential (dollars per tonne)



For large yellow peas, this price differential is based on the spread between the dealer's closing price and the grower's bid closing price. Over the course of the past three crop years, this price differential increased by 33.6% – from $48.23 per tonne in the 1999-2000 crop year, to $64.43 in the 2001-02 crop year. The price differential comprises the largest portion of the direct cost tied to yellow peas – about 90.0% in the 2001-02 crop year.

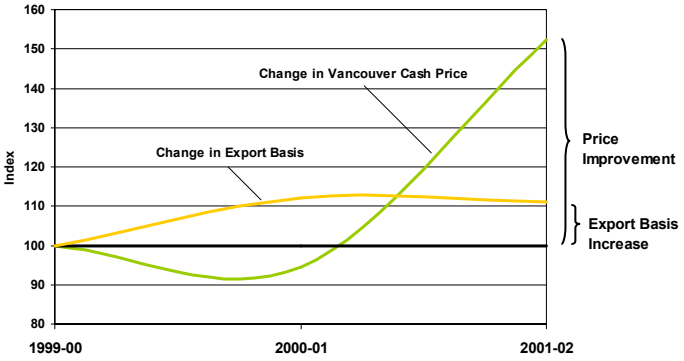
Similarly, the second largest component in the direct costs tied to yellow peas is that of trucking. As used elsewhere, these costs are estimated based on an average haul of 40 miles, and have increased by about 2.7% over the past three crop years. Amounting to about $6.10 per tonne in the 2001-02 crop year, these costs represented 8.5% of total direct costs. The remainder of the direct costs – 1.5% – is derived from a 0.5% levy assessed by the provincial Pulse Growers' Associations at the time grain is delivered.

The use of trucking premiums to encourage deliveries of peas is even less common than for canola. In Western Canada as a whole, theses premiums increased from an average of $0.18 per tonne in the 1999-2000 crop year, to $0.64 in the 2001-02 crop year. These premiums represented an offset of 0.3% to the direct costs during both the 1999-2000 and 2000-01 crop years, and increased to a peak of 0.9% in the 2001-02 crop year.

Producer Netback – Canadian Large Yellow Peas

As was seen in the case of canola, the visible netback arising to producers from the delivery of Canadian large yellow peas increased by $61.10 per tonne (or 41.3%) over the course of the past three crop years – from an average of $147.78 per tonne in the 1999-2000 crop year, to $208.88 in the 2001-02 crop year. And just as with canola, the preponderance of the overall improvement in the netback stemmed from a significant rise in the price of peas.

Figure 55: Relative Change in Producer Netback – Large Yellow Peas



Of the $61.10-per-tonne gain cited, $77.31 was contributed from positive movements in the dealer's closing price. This improvement, however, was partially

countered by a net increase of $16.21 in the export basis. Of the four commodities tracked under the GMP, peas represented the sole commodity to post an increase in its export basis, and to actually detract from improvements in producer returns.

Nevertheless, exports of edible peas increased by 12.5% between the 1999-2000 and 2001-02 crop years, to reach an estimated 1.2 million tonnes. When coupled with the improvement in the netback for peas, Western Canadian farmers have undoubtedly seen better overall financial returns from the marketing of large yellow peas.

Peas	**1999-2000**	**2000-01**	**Change**	**%**	**2001-02**	**Change**	**%**
Price	202.54	194.60	*(7.94)*	*-3.9%*	279.85	*85.25*	*43.8%*
Direct Costs	54.94	72.95	*18.01*	*32.8%*	71.61	*(1.34)*	*-1.8%*
Premiums	(0.18)	(0.23)	*(0.05)*	*27.8%*	(0.64)	*(0.41)*	*178.3%*
Total Export Basis	54.76	72.72	*17.96*	*32.8%*	70.97	*(1.75)*	*-2.4%*
Netback	147.78	121.88	*(25.90)*	*-17.5%*	208.88	*87.00*	*71.4%*

5.4 Cash Ticket Analysis

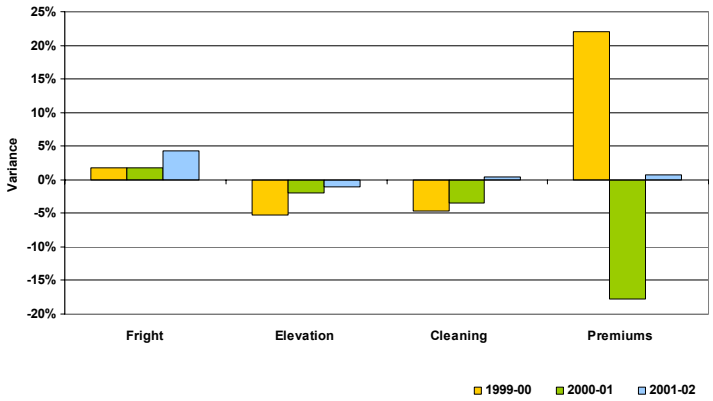
In order to validate the preceding analysis, a number of grain companies provided the Monitor with a sample of the cash tickets issued by the elevators at each of the 43 stations defined in the sampling methodology. These tickets were to represent a minimum of three percent of the receipts issued with respect to the grains under examination. In some instances, the grain companies provided larger samples. The number of cash tickets used in this analysis totalled 34,970.

Figure 56 illustrates the variance observed in a comparison of the individual deductions and premiums identified on the cash tickets, and averages developed in the calculation of the export basis for 1CWRS wheat. The variance observed with respect to freight, elevation and cleaning charges was minimal. The data obtained regarding competitive premiums, however, showed a far greater degree of variability during the first two crop years covered by the analysis.

The GMP utilized posted tariff rates to reflect freight, elevation and cleaning charges. The freight deductions seen in the sample of cash tickets were marginally higher than that reflected by the weighted averages used for applicable freight in the analysis. This variation, however, was within reason.[67]

For the most part, the charges for elevation and cleaning seen on the cash tickets were slightly lower than the averages drawn from the applicable tariffs. Tariff rates effectively represent the maximum that grain companies may charge for these services. Although the evidence would suggest that most charges are at tariff rates, some companies indicated that their deductions were below tariff level. This is substantiated by the cash ticket data.

Figure 56: Cash Ticket Variance from Aggregated Averages



Significantly greater variability was observed with respect to the premiums reported as having been paid on these cash tickets. In the 1999-2000 crop year, data from the cash tickets revealed trucking premiums that

[67] The sample of cash tickets used is based on three percent of the number of tickets actually issued, and does not necessarily correspond to three percent of volume delivered. The average freight charges presented in the data tables are, however, weighted by volume. Direct comparisons between the two is subject to sampling error.

were – on average – 22% greater than that reported on an aggregated basis by the grain companies. Conversely, data from cash tickets issued during the 2000-01 crop year showed trucking premiums to be an average of 18% lower than that reported on an aggregated basis by the grain companies. The variance observed on cash tickets drawn from the 2001-02 crop year proved significantly better – an average trucking premium only 1% higher than that reported on an aggregated basis by the grain companies.

The variance in the cash ticket data pertaining to trucking premiums during the first two crop years must be viewed in the context of the challenge involved in obtaining this information. The information systems used by the grain companies were not designed to extract this information. As a result, considerable effort was necessary to ensure that the data collected had a common basis, and was relatable for analytical purposes. The greater variances observed during the 1999-2000 and 2000-01 crop years are largely attributable to the challenge of ensuring data integrity. The Monitor is encouraged by the narrowing of the variance during the most recent crop year and will continue to work with the grain companies to ensure that the ongoing provision of data pertaining to trucking and other competitive premiums is done in a reliable manner.

Comparison of cash ticket data for other commodities reveals similar difficulties. Nevertheless, the Monitor is of the opinion that the methodology employed to calculate the export basis and producer netback, and the aggregated data received from the grain companies, provides for a fair representation of the financial returns to Western Canadian grain producers.

5.5 Producer-car loading Sites and Shipments *[Measurement Subseries 5B]*

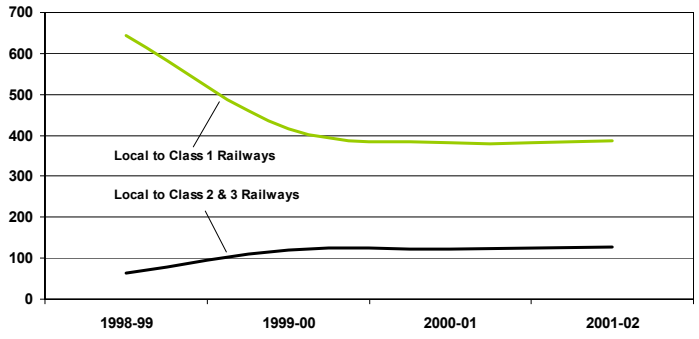
Included in this edition of the Monitor's Annual Report, are a number of new GMP indicators relating to producer-car loading sites and shipments. Summary statements of producer car shipments, by both province and grain, were obtained from the Canadian Grain Commission (CGC). The historical record of designated producer-car loading sites has, however, proven more difficult to obtain.

The Class 1 carriers currently post producer-car loading site information on their websites. They do not, however, maintain detailed historical records relating to the number of producer-car loading sites that were in service at the beginning of each crop year. As a result, the information presented here has largely been reconstructed using lists made available through both the CGC and the railways, and should be considered as estimates.

Producer-Car Loading Sites

The aggregate number of producer-car loading sites has declined significantly since the beginning of the 1999-00 crop year – falling from an estimated 706 to 513 by the end of the 2001-02 crop year (or 27.3%). Much of this overall decline stems from the net reduction in the number of sites local to the larger Class 1 carriers, which fell by 40.0% during the same period – from 643 to 386. Conversely, the number of sites local to the smaller Class 2 and 3 carriers effectively doubled – increasing from 63 to 127 (or 101.6%). [See Table 5B-1 in Appendix 3.]

Figure 57: Producer-Car loading Sites (estimated as at July 31)



Regionally, Manitoba and Alberta posted the largest attrition rates, with the number of producer-car loading sites declining by an overall 40.1% and 38.2% respectively. The rate of decline in Saskatchewan was substantially less; the number of sites having fallen by 12.6% during the same three-year period. Hidden by these statistics is the fact that while the overall number of producer-car loading sites has

declined significantly, there are signs that the network may be stabilizing. After having fallen to a low of 503, the number of producer-car loading sites actually increased by 2.0% during the course of the 2001-02 crop year to 513.

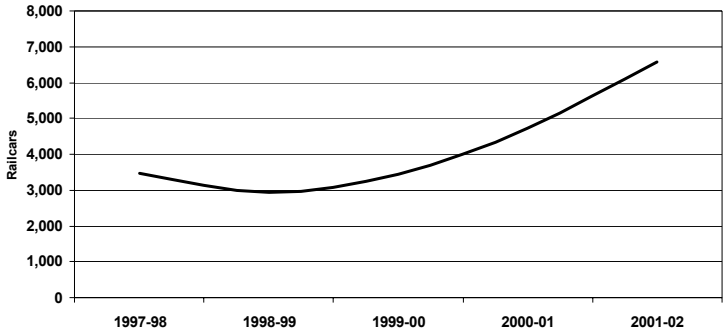
As discussed previously, some of the impetus for this stems from the recent establishment of non-licensed producer-car loading facilities. At the close of the 2001-02 crop year, five such facilities – all located within the province of Saskatchewan – had received licensing exemptions from the CGC. The number of such facilities has continued to expand. As of November 12, 2002, a total of 25 such facilities have received exemptions.

Producer Car Shipments

Notwithstanding a reduction in the overall number of producer-car loading sites, producer-car shipments have increased steadily over the course of the three-year period now encompassed by the GMP. While still far below the peak levels witnessed in the early 1990's (when annual producer-car shipments averaged about 12,500), the volumes now being moved show a clear upward trend.

The loss of local elevator service due to closures, the advent of producer-car loading facilities, and aggressive marketing campaigns by shortline railways, local producer groups and the CWB, have all contributed to increase producer-car shipments. During the course of the 2001-02 crop year, a total of 6,583 producer cars – reflecting an increase of 91.3% from the 1999-2000 crop year – were shipped. Although this number represents a mere 2.3% of the overall shipments made from primary elevators, the increase is noteworthy in a year when the shipments from these latter facilities declined by over 22%.[68] [See Table 5B-2 in Appendix 3.]

Figure 58: Producer Car Shipments



Producer-car shipments are primarily CWB grains. Wheat, durum and barley shipments have constituted fully 97.8%, 98.0% and 99.3% of the producer-car shipments for the 1999-00, 2000-01 and 2001-02 crop years respectively.

5.6 Summary Observations

Given the changes observed in both the export basis and the producer netback presented in the preceding analysis, the Monitor has determined that producers are in fact realizing benefits from the policy changes brought forward by the government of Canada, and an increased competitive environment. By way of example, the producers' logistics cost for wheat decreased by an average of $4.19 per tonne over the past three crop years. Although modest reductions were realized in the direct costs that make up the export basis, the majority of the overall improvement came in the form of the financial benefits received by producers in the form of trucking premiums paid by grain companies, and through CWB transportation savings. With respect to the direct costs contained within the export basis, reductions in freight (derived from a cap on railway revenues) and gross CWB costs, were largely offset by increases in the FAF, short-haul trucking, elevation, and cleaning.

Similarly, improvements in the export basis of durum and canola – which fell by $4.58 and $10.50 per tonne respectively – were also noted. Running counter to this were large yellow peas, whose export basis was the only one among the four to actually increase during the same period – climbing by $16.21 per tonne.

[68] During the 2000-01 crop year, the 4,724 producer cars shipped represented just over 1% of the overall shipments from primary elevators.

Producer benefits – whether in the form of trucking premiums or CWB transportation savings – have emerged as the real force in reducing the export basis of CWB grains. The trucking premiums paid by grain companies appear to have risen as a result of increased competition, a shrinking elevator network, and reduced grain production. This is not the case with respect to non-CWB commodities. Both canola and large yellow peas receive significantly less in per-tonne trucking premiums than do CWB grains. Although the trucking premiums paid for canola have declined over the course of the past three crop years, the spread between the Vancouver cash price and country spot price has narrowed thereby providing a net benefit to producers.

Also worth noting is the degree to which the export basis varies between each of the nine geographic areas, in both absolute as well as relative terms. These variations encompass a myriad of individual differences in the applicable cost of freight, the FAF, elevation, and producer benefits. The net result is that the export basis for 1CWRS wheat within any one area can vary from the Western Canada average by as much as 12.2%.

In the case of northeast Saskatchewan, the effect of changes in the FAF on overall freight is significant. Through an increase in the FAF for specific stations in these areas, many stations have seen noteworthy increases in their overall freight costs. In some cases this change has been sufficient to move them from a Thunder Bay rate basis to a Vancouver rate basis. This was offset though by the introduction of the CWB's Churchill Freight Adjustment Rebate program.

In addition to the above, changes in the GHTS have had other notable impacts on producers. One of these involves the expansion of producer-car loading. While the number of producer-car loading sites over the past three crop years has declined, the volumes emanating from these sites have increased by a factor of 90%. In large part, this resurgence stems from the emergence of producer-owned elevation facilities – both newly constructed (as in the case of the West Central Road and Rail operation) as well as converted from the surplus elevator assets of grain companies that were sold to producer-owned concerns. While producer cars accounted for less than 3% of all shipments, it appears likely that this volume will grow in future years. The assistance rendered through CGC licensing exemptions, along with the producers' ability to save additional costs, appear to be somewhat successful in attracting traffic to these facilities.

With the preceding in mind, it is the opinion of the Monitor that the changes in governmental policy have had a beneficial impact on the producers' export basis. There can be no doubt, however, that the single largest driver in the improvement of producer netback has been the rise in the global market price of grain. At the same time, these per-tonne values are inextricably tied to the actual volume of grain produced, and shipped. The implications from this fact cannot be overstated. While producers may now be realizing significantly higher netbacks than they did previously, this per-tonne improvement is tempered when applied against grain volumes that have decreased by a factor of 25% or more over the past three crop years.

SECTION 6: SUMMARY DISCUSSION AND FINDINGS

In its capacity as the Monitor of Canada's Grain Handling and Transportation System, Quorum Corporation has had opportunity to meet with a broad cross section of stakeholders, and to discuss the issues facing the grain industry as a whole. The three crop years for which comprehensive data has now been collected under the GMP encompasses a period that has presented significant challenge to the industry – much of which proved beyond the control of the stakeholders themselves.

In light of this, many have noted that the drought that has afflicted Western Canada has effectively deprived the GMP of the opportunity to assess the performance of the emerging GHTS in a year of average, or above average, grain production.

Effect of Reduced Grain Volume

The decline in overall grain volume effectively meant that the GHTS saw a significant proportion of its handling capacity rendered idle. This is perhaps best reflected in the sidelining of the terminal facilities located in Prince Rupert and Churchill, and in the sharp drop observed in the capacity turnover ratios associated with both the country and terminal elevator networks – which declined by 10% and 26% respectively.

It is worth noting that the differential between these two rates of decline is wholly tied to the elimination of 1.0 million tonnes of country elevator storage capacity during the course of the 2001-02 crop year. By and large, it underscores the ongoing efforts of the grain companies to reduce a perceived overcapacity in the GHTS as a whole. Under normalized volumes, this adjustment would have produced a significant improvement in the capacity turnover ratio of the country elevator network.

At the same time, the storage capacity associated with the terminal elevator network remained comparatively unchanged. This resulted in an overcapacity that is mirrored in the volume-proportionate decline in capacity turnover ratios.

Similarly, the elongation of the railways' overall average car cycle from 16.7 days to 17.5 days largely reflects the reduced demand placed on the hopper car fleet, and the inherent handling capacity that was rendered idle as a result. Whether an improvement in the overall average car cycle could have been achieved under normalized grain volumes, therefore, is a matter of speculation.

Effect of Changes in the Country Elevator Network

With the number of country elevators having been halved over the course of the past three crop years, the changes wrought on the prairie grain gathering system have been dramatic. Prevalent among these is the fact that, in a relatively short period of time, the number of grain delivery stations available to producers has also been halved.

While the GMP does not have the means to measure the change in the average length of haul tied to moving grain from the farm gate to the nearest elevator, there can be little doubt that this distance has increased substantially. In addition to increasing the need for road maintenance and repair (costs not considered under the GMP), there is also an implied increase in the demand for truck capacity. A number of stakeholders have questioned the ability of the existing fleet of commercial trucks to accommodate a return to normal grain production levels, and the resultant effect any potential shortage of capacity would have on prices.

ELEVATOR CLASS	01 August 1999	31 July 2002	% Change
Class A – Less than 25 Car Spots	705	207	-71%
Class B – 25 to 49 Cars Spots	180	117	-35%
Class C – 50 to 99 Car Spots	81	111	+37%
Class D – 100 or More Car Spots	38	65	+71%
TOTAL	**1004**	500	**-50%**

While railway infrastructure has itself remained largely unchanged, the number of elevators tied to that infrastructure has declined significantly – by 52% and 38% in the case of Class-1, and non-Class-1, located elevators respectively. The shortline railways operating in Western Canada are heavily reliant on grain traffic, and commercially sensitive to even a modest decline in volume. The continued decline in the number of elevators tied to shortline carriers has raised concerns about their long-term commercial viability.

The strategic direction being pursued by the grain companies leaves little doubt that the GHTS is evolving into a smaller network of larger – and more efficient – elevator facilities than seen today. The only uncertainty rests in the exact dimensions to be accorded that network, and the railway infrastructure that will support it. In light of this, as well as sharply declining grain volumes, it seems increasingly likely that the economics of light-density branch line operations are eroding further. Their continued operation, along with the survival of some shortline railways, remains uncertain.

Nevertheless, there are indications that producer-car loading has replaced a portion of the grain volume that would otherwise have been lost to the shortline railways following the closure of local elevators. Indeed, the available data reveals that producer-car loadings accounted for about a quarter of the overall volume originated by shortline railways during the 2001-02 crop year. This volume is almost twice that observed a mere two years before, and may well prove to be an important factor in the long-term survival of these railways.

Effects of CWB Tendering

Although the advances made in the CWB's tendering program have contributed significantly to the financial savings that are being passed back to producers through its pool accounts, the program continues to be controversial. More importantly, the shippers themselves appear divided over the impact and effectiveness of the program itself. Some express satisfaction with the program, and support increasing the proportion of CWB grain moving under tender to a level beyond the 50% minimum commitment slated for the 2002-03 crop year. Others claim that the program is not meeting its intended goals.

One perspective holds that if the current tendering program was intended to create greater marketing opportunities for producers, it may ultimately have the opposite effect. Should producers be left with fewer delivery options because of industry consolidation, the resulting reduction in the level of competition may diminish the benefits that they receive from tender bids now flowing into CWB pool accounts.

Not all grain companies, however, maintain this view. Some hold that shippers have invested heavily in the upgrading of their grain-handling network with the full expectation of benefiting from that investment in a more competitive commercial environment. To this end, those grain companies awaiting an increase in the proportion of CWB movements to be tendered welcome the opportunity to compete more fully. While acknowledging that further consolidation in the GHTS is on the horizon, they contend that the pertinent issue is overcapacity within the system, and not the operation of the tendering program itself.

To some degree, this chance to compete is already evidenced in the CWB grain volumes handled during the 2001-02 crop year. As previously noted, major grain companies managed to secure almost 85% of the overall grain volume moved under the CWB's tendering program – the remainder having been shared among smaller shippers. At the same time, the major grain companies originated 74% of the CWB's non-tendered grain volume. This differential underscores an apparent effort on their part to secure a greater share of the CWB's tendered business.

As a result, some smaller grain companies are finding themselves at an ever-greater competitive disadvantage. With almost 95% of tendered grain shipments moving in multiple-car blocks, the smaller grain companies may not have the strategic elevator assets needed to exploit the same efficiencies and economies of scale that have been developed by larger competitors. As the proportion of CWB grain moving under tender rises, it is possible that smaller grain companies may find themselves handling a lesser share of this volume.

Whether this will promote further industry consolidation, or push some into serving certain niche markets is unclear. What is clear is that evolution is currently under way. The financial health of many grain companies – both large and small – is precarious. Mergers, such as that which produced Agricore United, are but a means to ensure the survival of these companies in an increasingly competitive environment.

Effects on Producers

The three-year period examined under the Grain Monitoring Program has revealed generally positive impacts for producers on a per unit basis – these include reductions in the export basis of most commodities, and improvements in the overall netback. It must be recognized, however, that certain areas remain obscured. Most dominant is the issue of the actual costs incurred by producers in delivering their grain. With the extraordinary reduction witnessed in the number of active delivery points found within the GHTS, it is intuitively understood that the average length of haul from the farm gate to these delivery points is increasing, and that this is having an impact on the direct costs arising to producers. The degree to which it has increased is unknown. This subject has been the topic of several discussions between stakeholders and the monitoring team. The Monitor intends to continue to explore this issue with the government in this coming year.

It is the opinion of the Monitor that the Canadian government's policy reforms are having a beneficial effect on the producers' export basis. Yet there can be no doubt that the single largest driver of improvements to producer netback is the positive changes in the price of grain as determined in the global market. At the same time, these per-tonne values are inextricably tied to the actual volume of grain produced and shipped. The implications from this fact cannot be overstated. While producers may now be realizing significantly higher netbacks than they did previously, this per-tonne improvement is tempered when applied against volumes that have decreased by a factor of 25% or more over the past three crop years.

APPENDIX 1: PROGRAM BACKGROUND

On June 19, 2001, the Government of Canada announced that Quorum Corporation had been selected to serve as the Monitor of Canada's Grain Handling and Transportation System (GHTS). 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 the system's performance, as well as assessing the effects arising from the government's two principal 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 larger 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 operators. Using a series of indicators, the government's Grain Monitoring Program (GMP) aims to measure the performance of both the system as a whole, and its constituent parts, as this evolution unfolds. With this in mind, the GMP is designed to reveal whether the movement of grain from the farm gate to lake- and sea-going vessels (i.e., the supply chain) is being done more efficiently and reliably than before.

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 as well as railway 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 Impact*
  Measurements designed to capture the value to producers from changes in the GHTS, and is focused largely on the calculation of "producer netback."

APPENDIX 2: 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 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, various grain companies, and individual railway companies. The majority of this data is of a secondary nature and reflects the internal data collection practices as well as informational needs of the individual stakeholders. Moreover, the data also comes in a variety of mediums, structures and levels of detail that require considerable transformation and manipulation in order to be rendered usable.

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

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

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

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

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

MEASUREMENT TABLES INDEX

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

PROVINCE	COMMODITY	PRODUCTION YEAR				% VARIANCE			NOTES
		1999	2000	2001	2002	99/00	00/01	01/02	
MANITOBA									
	Wheat	3,122.9	4,124.5	3,485.0	3,315.7	32.1%	-15.5%	-4.9%	
	Durum	35.4	141.5	33.7	39.5	299.7%	-76.2%	17.2%	
	Barley	1,214.9	1,622.0	1,284.6	1,175.7	33.5%	-20.8%	-8.5%	
	Canola	1,707.8	1,487.8	1,145.3	1,406.1	-12.9%	-23.0%	22.8%	
	Oats	854.4	1,016.3	771.1	1,017.9	18.9%	-24.1%	32.0%	
	Dry Peas	92.0	160.5	170.7	176.9	74.5%	6.4%	3.6%	
	Rye	76.2	55.9	41.9	38.1	-26.6%	-25.0%	-9.1%	
	Flaxseed	271.8	205.7	199.4	214.6	-24.3%	-3.1%	7.6%	
	Other	481.5	578.2	462.0	905.7	20.1%	-20.1%	96.0%	(1)
		7,856.9	9,392.4	7,593.7	8,290.2	19.5%	-19.2%	9.2%	
SASKATCHEWAN									
	Wheat	10,432.1	8,775.3	7,670.8	4,339.5	-15.9%	-12.6%	-43.4%	
	Durum	3,407.4	4,757.3	2,517.4	2,830.4	39.6%	-47.1%	12.4%	
	Barley	4,942.3	5,477.9	3,697.0	2,427.6	10.8%	-32.5%	-34.3%	
	Canola	3,975.7	3,379.3	2,109.2	1,304.1	-15.0%	-37.6%	-38.2%	
	Oats	1,534.5	1,377.2	1,033.3	971.6	-10.3%	-25.0%	-6.0%	
	Dry Peas	1,623.4	2,072.4	1,475.1	963.5	27.7%	-28.8%	-34.7%	
	Rye	168.4	97.8	55.6	27.9	-41.9%	-43.1%	-49.8%	
	Flaxseed	711.2	469.9	482.6	444.5	-33.9%	2.7%	-7.9%	
	Other	1,347.1	1,619.2	1,210.9	777.9	20.2%	-25.2%	-35.8%	(1)
		28,142.1	28,026.3	20,251.9	14,087.0	-0.4%	-27.7%	-30.4%	
ALBERTA									
	Wheat	7,321.1	6,539.4	5,606.5	2,691.7	-10.7%	-14.3%	-52.0%	
	Durum	857.3	748.4	503.5	843.7	-12.7%	-32.7%	67.6%	
	Barley	5,987.4	5,388.7	5,225.4	2,460.3	-10.0%	-3.0%	-52.9%	
	Canola	2,971.0	2,154.6	1,723.7	793.8	-27.5%	-20.0%	-53.9%	
	Oats	863.6	657.0	592.2	285.3	-23.9%	-9.9%	-51.8%	
	Dry Peas	530.8	620.5	541.6	221.6	16.9%	-12.7%	-59.1%	
	Rye	72.4	42.5	34.3	16.1	-41.3%	-19.3%	-53.1%	
	Flaxseed	39.4	17.8	20.3	20.3	-54.8%	14.0%	0.0%	
	Other	173.1	182.2	136.4	111.7	5.3%	-25.1%	-18.1%	(1)
		18,816.1	16,351.1	14,383.9	7,444.5	-13.1%	-12.0%	-48.2%	
BRITISH COLUMBIA									
	Wheat	97.5	93.9	83.6	34.7	-3.7%	-11.0%	-58.5%	
	Durum	0.0	0.0	0.0	0.0	n/a	n/a	n/a	
	Barley	89.3	88.8	113.2	126.3	-0.6%	27.5%	11.6%	
	Canola	62.4	55.2	42.5	15.9	-11.5%	-23.0%	-62.6%	
	Oats	64.8	50.6	57.1	55.5	-21.9%	12.8%	-2.8%	
	Dry Peas	5.7	10.9	9.0	3.5	91.2%	-17.4%	-61.1%	
	Rye	3.0	0.0	4.3	1.1	n/a	n/a	-74.4%	
	Flaxseed	0.0	0.0	0.0	0.0	n/a	n/a	n/a	
	Other	3.9	3.4	2.2	3.9	-12.8%	-35.3%	77.3%	(1)
		326.6	302.8	311.9	240.9	-7.3%	3.0%	-22.8%	
WESTERN CANADA									
	Wheat	20,973.6	19,533.1	16,845.9	10,381.6	-6.9%	-13.8%	-38.4%	
	Durum	4,300.1	5,647.2	3,054.6	3,713.6	31.3%	-45.9%	21.6%	
	Barley	12,233.9	12,577.4	10,320.2	6,189.9	2.8%	-17.9%	-40.0%	
	Canola	8,716.9	7,076.9	5,020.7	3,519.9	-18.8%	-29.1%	-29.9%	
	Oats	3,317.3	3,101.1	2,453.7	2,330.3	-6.5%	-20.9%	-5.0%	
	Dry Peas	2,251.9	2,864.3	2,196.4	1,365.5	27.2%	-23.3%	-37.8%	
	Rye	320.0	196.2	136.1	83.2	-38.7%	-30.6%	-38.9%	
	Flaxseed	1,022.4	693.4	702.3	679.4	-32.2%	1.3%	-3.3%	
	Other	2,005.6	2,383.0	1,811.5	1,799.2	18.8%	-24.0%	-0.7%	(1)
		55,141.7	54,072.6	42,541.4	30,062.6	-1.9%	-21.3%	-29.3%	

NOTES:

Source: Statistics Canada, *Field Crop Reporting Series - Report # 8, Dec. 3/99, Dec. 5/00, Dec. 5/01 and Dec. 5/02 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	2002	99/00	00/01	01/02	
MANITOBA									(1)(2)
	Wheat	445.4	504.8	712.6	363.4	13.3%	41.2%	-49.0%	
	Durum	48.3	23.8	77.3	24.7	-50.7%	224.8%	-68.0%	
	Barley	275.3	229.4	271.3	178.8	-16.7%	18.3%	-34.1%	
	Canola	107.2	310.3	160.5	210.9	189.5%	-48.3%	31.4%	
	Oats	185.5	132.4	143.1	58.7	-28.6%	8.1%	-59.0%	
	Rye	45.9	33.2	12.6	11.2	-27.7%	-62.0%	-11.1%	
	Flaxseed	31.4	68.7	52.5	32.6	118.8%	-23.6%	-37.9%	
		1,139.0	1,302.6	1,429.9	880.3	14.4%	9.8%	-38.4%	
SASKATCHEWAN									(1)(2)
	Wheat	1,248.7	1,716.9	1,326.1	1,017.9	37.5%	-22.8%	-23.2%	
	Durum	843.8	731.1	1,634.4	791.9	-13.4%	123.6%	-51.5%	
	Barley	586.2	804.8	617.0	496.4	37.3%	-23.3%	-19.5%	
	Canola	245.3	886.9	383.1	535.7	261.6%	-56.8%	39.8%	
	Oats	439.0	443.8	316.5	122.7	1.1%	-28.7%	-61.2%	
	Rye	79.5	89.0	45.6	22.6	11.9%	-48.8%	-50.4%	
	Flaxseed	91.7	222.9	129.0	85.1	143.1%	-42.1%	-34.0%	
		3,534.2	4,895.4	4,451.7	3,072.3	38.5%	-9.1%	-31.0%	
ALBERTA									(1)(2)
	Wheat	743.0	1,036.8	1,022.3	754.5	39.5%	-1.4%	-26.2%	
	Durum	174.4	195.0	265.2	164.3	11.8%	36.0%	-38.0%	
	Barley	1,192.0	1,262.1	931.6	820.4	5.9%	-26.2%	-11.9%	
	Canola	163.5	544.1	278.3	194.4	232.8%	-48.9%	-30.1%	
	Oats	363.1	406.3	281.9	125.4	11.9%	-30.6%	-55.5%	
	Rye	25.7	30.3	16.3	11.7	17.9%	-46.2%	-28.2%	
	Flaxseed	12.1	15.6	16.1	1.7	28.9%	3.2%	-89.4%	
		2,673.8	3,490.2	2,811.7	2,072.4	30.5%	-19.4%	-26.3%	
BRITISH COLUMBIA									(1)(2)
	Wheat	21.4	21.7	18.7	19.9	1.4%	-13.8%	6.4%	
	Durum	0.0	0.0	0.0	0.0	n/a	n/a	n/a	
	Barley	24.3	32.3	14.8	16.9	32.9%	-54.2%	14.2%	
	Canola	4.0	2.3	3.7	2.8	-42.5%	60.9%	-24.3%	
	Oats	21.2	31.1	20.1	6.2	46.7%	-35.4%	-69.2%	
	Rye	0.1	0.0	0.0	0.0	n/a	n/a	n/a	
	Flaxseed	0.2	0.0	0.0	0.0	n/a	n/a	n/a	
		71.2	87.4	57.3	45.8	22.8%	-34.4%	-20.1%	
WESTERN CANADA									(1)(2)
	Wheat	2,458.5	3,280.2	3,079.7	2,155.7	33.4%	-6.1%	-30.0%	
	Durum	1,066.5	949.9	1,976.9	980.9	-10.9%	108.1%	-50.4%	
	Barley	2,077.8	2,328.6	1,834.7	1,512.5	12.1%	-21.2%	-17.6%	
	Canola	520.0	1,743.6	825.6	943.8	235.3%	-52.6%	14.3%	
	Oats	1,008.8	1,013.6	761.6	313.0	0.5%	-24.9%	-58.9%	
	Rye	151.2	152.5	74.5	45.5	0.9%	-51.1%	-38.9%	
	Flaxseed	135.4	307.2	197.6	119.4	126.9%	-35.7%	-39.6%	
		7,418.2	9,775.6	8,750.6	6,070.8	31.8%	-10.5%	-30.6%	

NOTES:

Source: Statistics Canada, *Field Crop Reporting Series - Report # 6, Sept. 12/00, Sept. 13/01 & Sept. 10/02, Tables 2 & 3;*
Canadian Grain Commission, *Grain Statistics Weekly - Week 52, 98/99, 99/00, 00/01 & 01/02 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					2001-2002 CROP YEAR					% VARIANCE		NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
VANCOUVER																			
	Manitoba	129.9	170.8	103.4	53.9	458.1	279.8	267.9	256.4	333.4	1,137.4	286.6	49.3	187.3	263.4	786.7	-21.0%	-30.8%	(2)
	Saskatchewan	1,651.1	1,815.1	1,777.1	1,897.8	7,141.1	2,081.5	1,983.5	2,006.4	1,544.0	7,615.4	1,650.5	1,382.3	926.3	925.0	4,884.1	-40.1%	-35.9%	(2)
	Alberta	1,646.4	2,145.4	1,897.1	2,239.9	7,928.7	1,812.3	1,724.1	1,499.9	1,661.7	6,698.1	1,781.3	1,670.1	1,051.8	1,193.2	5,696.5	-28.2%	-15.0%	(2)
	British Columbia	9.9	9.2	7.6	14.1	40.9	17.9	12.6	15.4	8.9	54.8	15.1	16.4	8.4	10.8	50.7	22.3%	-7.5%	(2)
	Western Canada	3,437.3	4,140.6	3,785.2	4,205.7	15,568.8	4,191.5	3,988.2	3,778.1	3,547.9	15,505.8	3,733.6	3,118.1	2,173.8	2,392.4	11,418.0	-32.6%	-26.4%	(2)
PRINCE RUPERT																			
	Manitoba	-	17.0	36.7	-	53.7	16.2	33.4	159.4	29.2	238.1	0.5	38.7	68.5	-	107.7	-100.0%	-54.8%	(2)
	Saskatchewan	152.2	775.9	639.7	52.8	1,620.6	55.8	268.6	398.7	76.2	799.2	25.8	260.6	156.9	-	443.2	-100.0%	-44.5%	(2)
	Alberta	252.4	701.5	587.5	67.6	1,609.1	24.9	539.6	563.3	161.8	1,289.6	7.7	285.4	210.3	0.7	504.0	-99.6%	-60.9%	(2)
	British Columbia	6.9	13.0	16.3	2.8	39.1	-	8.0	7.0	0.4	15.4	-	1.6	2.5	-	4.1	-100.0%	-73.7%	(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	34.0	586.3	438.1	0.7	1,059.0	-99.7%	-54.8%	(2)
CHURCHILL																			
	Manitoba	18.4	-	0.2	24.1	42.7	27.3	-	-	27.4	54.7	44.7	-	-	22.0	66.7	-19.7%	22.0%	(2)
	Saskatchewan	309.3	0.0	4.7	101.0	414.9	550.6	0.3	-	79.0	630.0	283.0	-	-	63.5	346.5	-19.6%	-45.0%	(2)
	Alberta	9.5	-	-	0.8	10.4	1.9	0.1	-	8.9	10.9	40.4	-	-	-	40.4	-100.0%	272.2%	(2)
	British Columbia	0.9	-	-	-	0.9	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Western Canada	338.1	0.0	4.9	125.9	468.9	579.8	0.4	-	115.3	695.6	368.1	-	-	85.5	453.6	-25.8%	-34.8%	(2)
THUNDER BAY																			
	Manitoba	700.8	389.4	448.0	648.8	2,186.9	717.6	453.7	371.7	750.8	2,293.8	532.9	418.3	331.5	609.5	1,892.2	-18.8%	-17.5%	(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	996.4	782.5	598.8	1,354.9	3,732.7	-20.8%	-22.2%	(2)
	Alberta	22.7	32.9	36.9	106.2	198.6	32.4	62.1	73.0	83.4	250.8	33.2	14.7	36.7	124.9	209.6	49.7%	-16.4%	(2)
	British Columbia	-	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Western Canada	1,950.0	1,342.1	1,329.5	2,459.4	7,081.0	2,119.6	1,688.5	989.0	2,544.8	7,341.7	1,562.6	1,215.5	967.1	2,089.3	5,834.5	-17.9%	-20.5%	(2)
ALL WESTERN CANADIAN PORTS																			
	Manitoba	849.0	577.2	588.3	726.8	2,741.3	1,040.8	755.1	787.4	1,140.7	3,724.1	864.8	506.3	587.3	894.9	2,853.3	-21.5%	-23.4%	(2)
	Saskatchewan	3,339.1	3,510.8	3,266.2	3,755.9	13,872.0	4,057.5	3,425.1	2,949.4	3,409.7	13,841.7	2,955.7	2,425.4	1,682.0	2,343.4	9,406.5	-31.3%	-32.0%	(2)
	Alberta	1,931.1	2,879.8	2,521.5	2,414.5	9,746.9	1,871.5	2,325.9	2,136.2	1,915.9	8,249.5	1,862.7	1,970.3	1,298.8	1,318.8	6,450.5	-31.2%	-21.8%	(2)
	British Columbia	17.7	22.3	23.9	16.9	80.9	17.9	20.6	22.5	9.3	70.3	15.1	17.9	10.9	10.8	54.8	16.9%	-22.0%	(2)
	Western Canada	6,136.9	6,990.2	6,399.8	6,914.1	26,441.0	6,987.8	6,526.6	5,895.5	6,475.6	25,885.5	5,698.3	4,919.9	3,579.0	4,568.0	18,765.1	-29.5%	-27.5%	(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 h 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					2001-2002 CROP YEAR					% VARIANCE		NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
VANCOUVER																			
	Wheat	1,077.4	1,617.5	1,893.9	2,454.8	7,043.6	1,851.2	1,215.5	1,144.2	1,975.2	6,186.2	1,986.1	1,634.7	1,002.1	1,224.5	5,847.4	-38.0%	-5.5%	(2)
	Durum	293.5	190.0	175.8	225.1	884.5	121.8	136.1	149.9	113.8	521.7	123.0	98.3	93.7	88.5	403.5	-22.2%	-22.7%	(2)
	Barley	161.2	158.5	383.9	264.1	967.7	249.5	439.8	362.2	218.8	1,270.3	146.1	134.3	94.7	103.6	478.8	-52.6%	-62.3%	(2)
	Canola	1,143.4	1,353.1	577.1	545.6	3,619.2	1,194.8	1,063.6	1,310.5	594.8	4,163.7	718.7	528.1	520.5	451.3	2,218.6	-24.1%	-46.7%	(2)
	Oats	21.5	10.8	20.5	19.3	72.1	23.3	17.7	9.6	11.7	62.3	10.1	5.7	4.1	3.6	23.5	-68.9%	-62.3%	(2)
	Peas	263.2	313.6	259.9	290.1	1,126.8	334.9	594.4	375.9	288.3	1,593.5	410.0	359.1	152.0	255.6	1,176.6	-11.3%	-26.2%	(2)
	Rye	1.3	-	0.8	1.0	3.2	0.0	10.6	2.2	2.6	15.5	0.8	0.6	0.6	1.2	3.2	-51.6%	-79.2%	(2)
	Flaxseed	21.1	27.0	19.6	11.8	79.6	13.9	35.5	15.7	17.7	82.7	13.9	59.4	16.6	13.9	103.8	-21.1%	25.5%	(2)
	Other	454.6	470.2	453.6	393.8	1,772.2	402.1	474.9	407.8	325.1	1,610.0	324.9	298.0	289.7	250.0	1,162.6	-23.1%	-27.8%	(2)
	All Grains	3,437.3	4,140.6	3,785.2	4,205.7	15,568.8	4,191.5	3,988.2	3,778.1	3,547.9	15,505.8	3,733.6	3,118.1	2,173.8	2,392.4	11,418.0	-32.6%	-26.4%	(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	-	581.7	437.9	0.6	1,020.2	-99.8%	-52.4%	(2)
	Durum	-	3.6	-	-	3.6	-	0.4	-	-	0.4	-	-	-	0.1	0.1	n/a	-75.1%	(2)
	Barley	33.4	46.3	12.8	10.9	103.4	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	4.0	-	-	-	4.0	78.1	8.1	74.1	0.7	161.0	-	-	-	-	-	-100.0%	-100.0%	(2)
	Oats	-	1.1	-	-	1.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	-	-	-	-	-	-	14.6	7.9	22.5	34.0	4.6	0.2	-	38.7	-100.0%	71.9%	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	0.2	-	0.2	18.2	18.5	9.9	3.2	1.1	-	14.2	-	-	-	-	-	n/a	-100.0%	(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	34.0	586.3	438.1	0.7	1,059.0	-99.7%	-54.8%	(2)
CHURCHILL																			
	Wheat	191.1	0.0	1.6	87.6	280.3	413.7	-	-	114.8	528.5	250.7	-	-	85.5	336.3	-25.5%	-36.4%	(2)
	Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	52.5	-	-	-	52.5	n/a	554.2%	(2)
	Barley	-	-	-	-	-	0.2	-	-	-	0.2	-	-	-	-	-	n/a	-100.0%	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	48.6	-	3.3	23.6	75.4	138.6	0.4	-	0.5	139.6	59.4	-	-	-	59.4	-100.0%	-57.4%	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	18.7	-	-	-	18.7	2.2	-	-	-	2.2	n/a	-88.5%	(2)
	Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	3.3	-	-	-	3.3	n/a	518.9%	(2)
	All Grains	338.1	0.0	4.9	125.9	468.9	579.8	0.4	-	115.3	695.6	368.1	-	-	85.5	453.6	-25.8%	-34.8%	(2)
THUNDER BAY																			
	Wheat	918.6	644.8	554.1	1,003.4	3,120.9	885.9	582.1	404.5	1,081.4	2,953.9	697.6	579.6	458.0	1,010.5	2,745.7	-6.6%	-7.0%	(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	249.8	245.4	264.7	849.4	1,609.2	-20.9%	-27.3%	(2)
	Barley	92.0	148.1	28.1	60.4	328.7	54.8	55.4	45.3	82.6	238.1	63.8	130.6	89.8	35.9	320.2	-56.5%	34.5%	(2)
	Canola	180.3	88.1	85.8	128.9	483.1	153.9	108.6	103.1	91.9	457.5	145.7	57.0	42.8	40.5	286.0	-55.9%	-37.5%	(2)
	Oats	59.3	46.7	45.6	50.1	201.8	81.1	59.5	45.6	34.7	221.0	86.0	29.2	2.0	0.2	117.3	-99.4%	-46.9%	(2)
	Peas	189.3	89.2	129.5	85.8	493.8	306.7	143.6	84.1	18.6	553.0	86.9	25.3	5.7	1.1	119.0	-94.0%	-78.5%	(2)
	Rye	-	0.2	0.5	0.1	0.7	-	0.1	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
	Flaxseed	56.3	101.1	128.1	101.6	387.0	98.7	189.4	68.9	118.4	475.4	165.8	118.4	72.9	145.8	503.0	23.1%	5.8%	(2)
	Other	63.4	82.5	49.0	60.9	255.8	99.2	54.6	33.0	43.0	229.9	67.0	30.0	31.2	5.9	134.0	-86.3%	-41.7%	(2)
	All Grains	1,950.0	1,342.1	1,329.5	2,459.4	7,081.0	2,119.6	1,688.5	989.0	2,544.8	7,341.7	1,562.6	1,215.5	967.1	2,089.3	5,834.5	-17.9%	-20.5%	(2)
WESTERN CANADA																			
	Wheat	2,561.0	3,718.8	3,716.9	3,639.9	13,636.6	3,159.7	2,635.5	2,587.2	3,430.4	11,812.8	2,934.5	2,796.0	1,898.0	2,321.2	9,949.7	-32.3%	-15.8%	(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	425.3	343.7	358.4	938.0	2,065.3	-21.0%	-24.7%	(2)
	Barley	286.6	352.9	424.8	335.5	1,399.8	304.5	495.2	407.5	301.3	1,508.5	210.0	264.9	184.5	139.6	798.9	-53.7%	-47.0%	(2)
	Canola	1,327.7	1,441.2	663.0	674.4	4,106.3	1,426.8	1,180.3	1,487.7	687.4	4,782.2	864.4	585.0	563.2	491.9	2,504.6	-28.4%	-47.6%	(2)
	Oats	80.8	58.5	66.1	69.4	274.9	104.4	77.2	55.2	46.4	283.3	96.0	34.9	6.1	3.9	140.8	-91.7%	-50.3%	(2)
	Peas	501.0	402.7	392.7	399.5	1,695.9	780.3	738.5	474.6	315.2	2,308.6	590.3	389.0	157.8	256.7	1,393.8	-18.6%	-39.6%	(2)
	Rye	1.3	0.2	1.2	1.1	3.9	0.0	10.7	2.2	2.6	15.6	0.8	0.6	0.6	1.2	3.2	-51.6%	-79.3%	(2)
	Flaxseed	77.4	128.1	147.7	113.4	466.6	131.3	224.9	84.7	136.0	576.8	181.9	177.9	89.5	159.7	608.9	17.4%	5.6%	(2)
	Other	526.8	552.7	502.7	472.9	2,055.1	511.8	532.7	442.0	368.1	1,854.6	395.1	327.9	320.9	255.9	1,299.9	-30.5%	-29.9%	(2)
	All Grains	6,136.9	6,990.2	6,399.8	6,914.1	26,441.0	6,987.8	6,526.6	5,895.5	6,475.6	25,885.5	5,698.3	4,919.9	3,579.0	4,568.0	18,765.1	-29.5%	-27.5%	(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 h 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					2001-2002 CROP YEAR					% VARIANCE		NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
VANCOUVER																				
	Manitoba	Wheat	32.0	7.3	37.1	7.5	83.9	131.6	112.1	72.3	288.8	604.8	228.4	8.6	126.6	231.4	595.0	-19.9%	-1.6%	(2)
		Durum	-	-	-	-	-	0.0	2.5	-	5.3	7.8	-	-	-	-	-	-100.0%	-100.0%	(2)
		Barley	0.4	0.3	2.4	3.9	7.1	1.6	4.9	0.1	1.9	8.5	-	-	0.0	1.4	1.4	-25.1%	-83.1%	(2)
		Canola	74.4	133.3	37.3	18.3	263.3	126.0	110.0	163.4	19.6	419.0	40.7	18.4	44.3	13.0	116.4	-33.9%	-72.2%	(2)
		Oats	-	-	-	0.0	0.0	0.0	0.8	0.0	0.1	1.0	0.8	-	0.1	0.1	1.0	-60.0%	0.3%	(2)
		Peas	3.3	1.8	1.0	2.3	8.3	0.5	1.9	2.3	3.0	7.7	3.2	6.7	2.3	4.4	16.5	45.2%	114.4%	(2)
		Rye	-	-	-	-	-	-	4.9	0.1	-	5.0	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	0.1	0.3	0.2	0.1	0.7	0.4	0.2	0.1	0.3	1.1	0.5	3.1	0.2	-	3.8	-100.0%	245.4%	(2)
		Other	19.6	27.9	25.5	21.8	94.8	19.5	30.8	18.1	14.3	82.6	13.0	12.5	13.8	13.1	52.5	-8.3%	-36.4%	(2)
		All Grains	129.9	170.8	103.4	53.9	458.1	279.8	267.9	256.4	333.4	1,137.4	286.6	49.3	187.3	263.4	786.7	-21.0%	-30.8%	(2)
	Saskatchewan	Wheat	432.6	660.6	846.4	1,035.1	2,974.6	816.3	493.4	512.4	639.9	2,462.0	767.4	713.9	380.0	342.3	2,203.6	-46.5%	-10.5%	(2)
		Durum	133.2	86.2	49.4	34.9	303.7	50.7	88.2	98.9	43.8	281.5	62.2	41.1	25.1	51.9	180.4	18.4%	-35.9%	(2)
		Barley	54.2	60.5	196.0	148.3	458.9	129.9	214.0	238.9	177.7	760.6	112.1	63.8	61.2	35.7	272.7	-79.9%	-64.1%	(2)
		Canola	539.8	549.1	228.4	234.0	1,551.3	610.7	508.0	605.9	266.9	1,991.5	259.4	139.9	165.3	142.6	707.2	-46.6%	-64.5%	(2)
		Oats	8.0	6.6	8.5	7.3	30.4	14.5	7.5	2.5	1.7	26.2	0.7	0.1	-	0.1	0.9	-91.2%	-96.5%	(2)
		Peas	189.9	174.9	194.3	216.3	775.5	256.2	406.1	298.6	232.2	1,193.1	268.3	229.5	115.8	189.8	803.4	-18.2%	-32.7%	(2)
		Rye	1.1	-	0.8	-	1.9	-	4.5	1.9	0.1	6.5	-	0.6	0.4	0.1	1.1	96.9%	-82.7%	(2)
		Flaxseed	19.3	21.9	14.9	6.2	62.3	11.0	29.2	14.3	13.5	68.0	11.8	52.2	12.6	8.5	85.1	-37.1%	25.1%	(2)
		Other	272.9	255.3	238.5	215.8	982.6	192.2	232.6	233.1	168.2	826.0	168.5	141.3	165.9	153.9	629.6	-8.5%	-23.8%	(2)
		All Grains	1,651.1	1,815.1	1,777.1	1,897.8	7,141.1	2,081.5	1,983.5	2,006.4	1,544.0	7,615.4	1,650.5	1,382.3	926.3	925.0	4,884.1	-40.1%	-35.9%	(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	979.6	904.3	494.2	643.9	3,022.0	-38.4%	-2.6%	(2)
		Durum	160.3	103.8	126.5	190.3	580.8	71.1	45.5	51.0	64.8	232.4	60.7	57.2	68.6	36.7	223.1	-43.4%	-4.0%	(2)
		Barley	106.2	96.8	185.2	110.5	498.6	117.9	217.0	121.7	37.2	493.7	34.0	68.6	33.0	66.5	202.1	78.9%	-59.1%	(2)
		Canola	526.3	662.8	307.5	289.2	1,785.8	453.2	439.4	529.3	304.5	1,726.5	416.9	363.4	304.3	294.3	1,378.9	-3.4%	-20.1%	(2)
		Oats	13.5	4.1	12.0	12.0	41.5	8.8	9.4	7.0	9.9	35.1	8.5	5.6	4.0	3.4	21.5	-65.3%	-38.8%	(2)
		Peas	70.0	136.7	64.6	71.5	342.8	77.7	185.1	74.3	52.6	389.8	136.0	122.8	33.8	59.4	351.9	12.8%	-9.7%	(2)
		Rye	0.2	-	0.0	1.0	1.3	0.0	0.8	0.2	2.5	3.6	0.8	0.0	0.1	1.1	2.1	-55.4%	-41.3%	(2)
		Flaxseed	1.8	4.8	4.5	5.5	16.6	2.4	6.1	1.3	3.8	13.6	1.6	4.1	3.7	5.4	14.9	42.3%	9.8%	(2)
		Other	162.1	187.0	189.6	156.2	694.9	190.5	211.6	155.4	141.9	699.4	143.2	144.1	110.0	82.5	479.8	-41.9%	-31.4%	(2)
		All Grains	1,646.4	2,145.4	1,897.1	2,239.9	7,928.7	1,812.3	1,724.1	1,499.9	1,661.7	6,698.1	1,781.3	1,670.1	1,051.8	1,193.2	5,696.5	-28.2%	-15.0%	(2)
	British Columbia	Wheat	6.6	0.2	3.2	8.6	18.5	12.6	0.6	0.1	2.0	15.4	10.7	7.9	1.3	6.9	26.7	235.9%	73.9%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	0.4	0.9	0.4	1.4	3.1	-	3.9	1.5	1.9	7.4	0.1	1.9	0.5	-	2.5	-100.0%	-66.9%	(2)
		Canola	2.9	7.9	4.0	4.1	18.9	4.9	6.2	11.9	3.8	26.7	1.7	6.3	6.6	1.5	16.1	-59.7%	-39.7%	(2)
		Oats	-	0.1	-	-	0.1	-	-	-	-	-	-	0.1	-	-	0.1	n/a	n/a	(2)
		Peas	-	0.2	-	-	0.2	0.4	1.4	0.7	0.4	2.9	2.5	0.2	0.1	2.0	4.7	365.0%	59.9%	(2)
		Rye	-	-	-	-	-	-	0.4	-	-	0.4	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	1.3	0.7	1.9	0.2	-	-	0.5	0.6	-29.7%	-67.1%	(2)
		All Grains	9.9	9.2	7.6	14.1	40.9	17.9	12.6	15.4	8.9	54.8	15.1	16.4	8.4	10.8	50.7	22.3%	-7.5%	(2)
	Western Canada	Wheat	1,077.4	1,617.5	1,893.9	2,454.8	7,043.6	1,851.2	1,215.5	1,144.2	1,975.2	6,186.2	1,986.1	1,634.7	1,002.1	1,224.5	5,847.4	-38.0%	-5.5%	(2)
		Durum	293.5	190.0	175.8	225.1	884.5	121.8	136.1	149.9	113.8	521.7	123.0	98.3	93.7	88.5	403.5	-22.2%	-22.7%	(2)
		Barley	161.2	158.5	383.9	264.1	967.7	249.5	439.8	362.2	218.8	1,270.3	146.1	134.3	94.7	103.6	478.8	-52.6%	-62.3%	(2)
		Canola	1,143.4	1,353.1	577.1	545.6	3,619.2	1,194.8	1,063.6	1,310.5	594.8	4,163.7	718.7	528.1	520.5	451.3	2,218.6	-24.1%	-46.7%	(2)
		Oats	21.5	10.8	20.5	19.3	72.1	23.3	17.7	9.6	11.7	62.3	10.1	5.7	4.1	3.6	23.5	-68.9%	-62.3%	(2)
		Peas	263.2	313.6	259.9	290.1	1,126.8	334.9	594.4	375.9	288.3	1,593.5	410.0	359.1	152.0	255.6	1,176.6	-11.3%	-26.2%	(2)
		Rye	1.3	-	0.8	1.0	3.2	0.0	10.6	2.2	2.6	15.5	0.8	0.6	0.6	1.2	3.2	-51.6%	-79.2%	(2)
		Flaxseed	21.1	27.0	19.6	11.8	79.6	13.9	35.5	15.7	17.7	82.7	13.9	59.4	16.6	13.9	103.8	-21.1%	25.5%	(2)
		Other	454.6	470.2	453.6	393.8	1,772.2	402.1	474.9	407.8	325.1	1,610.0	324.9	298.0	289.7	250.0	1,162.6	-23.1%	-27.8%	(2)
		All Grains	3,437.3	4,140.6	3,785.2	4,205.7	15,568.8	4,191.5	3,988.2	3,778.1	3,547.9	15,505.8	3,733.6	3,118.1	2,173.8	2,392.4	11,418.0	-32.6%	-26.4%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
PRINCE RUPERT																				
	Manitoba	Wheat	-	17.0	36.7	-	53.7	4.4	32.7	159.3	29.2	225.6	-	38.7	68.5	-	107.2	-100.0%	-52.5%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	11.8	-	0.1	-	11.8	-	-	-	-	-	n/a	-100.0%	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	0.5	-	-	-	0.5	n/a	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	0.6	-	-	0.6	-	-	-	-	-	n/a	-100.0%	(2)
		All Grains	-	17.0	36.7	-	53.7	16.2	33.4	159.4	29.2	238.1	0.5	38.7	68.5	-	107.7	-100.0%	-54.8%	(2)
	Saskatchewan	Wheat	140.1	760.1	635.1	39.6	1,575.0	4.4	260.4	356.1	68.5	689.5	-	256.8	156.7	-	413.5	-100.0%	-40.0%	(2)
		Durum	-	3.6	-	-	3.6	-	0.1	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Barley	8.1	12.2	4.6	1.8	26.7	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	4.0	-	-	-	4.0	47.4	8.1	29.4	0.7	85.5	-	-	-	-	-	-100.0%	-100.0%	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	12.1	7.0	19.1	25.8	3.8	0.2	-	29.8	-100.0%	56.1%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	11.3	11.3	4.0	-	1.0	-	5.0	-	-	-	-	-	n/a	-100.0%	(2)
		All Grains	152.2	775.9	639.7	52.8	1,620.6	55.8	268.6	398.7	76.2	799.2	25.8	260.6	156.9	-	443.2	-100.0%	-44.5%	(2)
	Alberta	Wheat	228.0	668.4	579.4	51.7	1,527.6	-	536.7	516.1	160.9	1,213.7	-	284.7	210.3	0.6	495.5	-99.6%	-59.2%	(2)
		Durum	-	-	-	-	-	-	0.3	-	-	0.3	-	-	-	0.1	0.1	n/a	-66.2%	(2)
		Barley	24.2	33.1	8.0	9.0	74.3	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	19.0	-	44.6	-	63.7	-	-	-	-	-	n/a	-100.0%	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	2.5	0.9	3.4	7.7	0.8	-	-	8.4	-100.0%	144.5%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	0.2	-	0.2	6.9	7.2	5.9	2.6	0.1	-	8.6	-	-	-	-	-	n/a	-100.0%	(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	7.7	285.4	210.3	0.7	504.0	-99.6%	-60.9%	(2)
	British Columbia	Wheat	5.9	11.0	16.1	2.8	35.7	-	8.0	7.0	0.4	15.4	-	1.6	2.5	-	4.1	-100.0%	-73.7%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	1.1	1.0	0.2	0.1	2.3	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	1.1	-	-	1.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	6.9	13.0	16.3	2.8	39.1	-	8.0	7.0	0.4	15.4	-	1.6	2.5	-	4.1	-100.0%	-73.7%	(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	-	581.7	437.9	0.6	1,020.2	-99.8%	-52.4%	(2)
		Durum	-	3.6	-	-	3.6	-	0.4	-	-	0.4	-	-	-	0.1	0.1	n/a	-75.1%	(2)
		Barley	33.4	46.3	12.8	10.9	103.4	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	4.0	-	-	-	4.0	78.1	8.1	74.1	0.7	161.0	-	-	-	-	-	-100.0%	-100.0%	(2)
		Oats	-	1.1	-	-	1.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	14.6	7.9	22.5	34.0	4.6	0.2	-	38.7	-100.0%	71.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	0.2	-	0.2	18.2	18.5	9.9	3.2	1.1	-	14.2	-	-	-	-	-	n/a	-100.0%	(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	34.0	586.3	438.1	0.7	1,059.0	-99.7%	-54.8%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
CHURCHILL																				
	Manitoba	Wheat	16.4	-	0.2	22.4	39.0	18.2	-	-	27.4	45.6	35.9	-	-	22.0	57.9	-19.7%	27.1%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	-	-	-	-	-	0.1	-	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	2.0	-	-	1.7	3.7	8.2	-	-	-	8.2	8.8	-	-	-	8.8	n/a	7.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	0.9	-	-	-	0.9	-	-	-	-	-	n/a	-100.0%	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	18.4	-	0.2	24.1	42.7	27.3	-	-	27.4	54.7	44.7	-	-	22.0	66.7	-19.7%	22.0%	(2)
	Saskatchewan	Wheat	166.0	0.0	1.4	65.2	232.6	395.6	-	-	78.5	474.1	196.8	-	-	63.5	260.3	-19.1%	-45.1%	(2)
		Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	30.1	-	-	-	30.1	n/a	275.0%	(2)
		Barley	-	-	-	-	-	0.1	-	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	44.9	-	3.3	21.1	69.3	128.6	0.3	-	0.5	129.4	50.6	-	-	-	50.6	-100.0%	-60.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	17.8	-	-	-	17.8	2.2	-	-	-	2.2	n/a	-87.9%	(2)
		Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	3.3	-	-	-	3.3	n/a	518.9%	(2)
		All Grains	309.3	0.0	4.7	101.0	414.9	550.6	0.3	-	79.0	630.0	283.0	-	-	63.5	346.5	-19.6%	-45.0%	(2)
	Alberta	Wheat	7.9	-	-	-	7.9	-	-	-	8.9	8.9	18.0	-	-	-	18.0	-100.0%	103.3%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	22.4	-	-	-	22.4	n/a	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	1.7	-	-	0.8	2.5	1.9	0.1	-	-	2.0	-	-	-	-	-	n/a	-100.0%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	9.5	-	-	0.8	10.4	1.9	0.1	-	8.9	10.9	40.4	-	-	-	40.4	-100.0%	272.2%	(2)
	British Columbia	Wheat	0.9	-	-	-	0.9	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	0.9	-	-	-	0.9	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Western Canada	Wheat	191.1	0.0	1.6	87.6	280.3	413.7	-	-	114.8	528.5	250.7	-	-	85.5	336.3	-25.5%	-36.4%	(2)
		Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	52.5	-	-	-	52.5	n/a	554.2%	(2)
		Barley	-	-	-	-	-	0.2	-	-	-	0.2	-	-	-	-	-	n/a	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	48.6	-	3.3	23.6	75.4	138.6	0.4	-	0.5	139.6	59.4	-	-	-	59.4	-100.0%	-57.4%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	18.7	-	-	-	18.7	2.2	-	-	-	2.2	n/a	-88.5%	(2)
		Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	3.3	-	-	-	3.3	n/a	518.9%	(2)
		All Grains	338.1	0.0	4.9	125.9	468.9	579.8	0.4	-	115.3	695.6	368.1	-	-	85.5	453.6	-25.8%	-34.8%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
THUNDER BAY			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
	Manitoba	Wheat	459.7	239.9	295.4	465.5	1,460.4	451.0	222.9	231.2	578.0	1,483.1	259.0	307.3	255.0	527.3	1,348.6	-8.8%	-9.1%	(2)
		Durum	23.7	2.2	7.6	14.6	48.0	5.5	15.8	0.1	41.7	63.1	17.0	4.7	11.6	14.0	47.2	-66.6%	-25.1%	(2)
		Barley	2.7	10.3	2.7	2.6	18.3	1.7	3.1	2.8	4.6	12.2	1.5	3.5	1.0	0.6	6.6	-87.3%	-46.0%	(2)
		Canola	169.7	84.3	85.8	121.4	461.2	151.3	96.8	103.1	82.0	433.2	130.9	44.6	41.4	33.7	250.6	-58.9%	-42.1%	(2)
		Oats	4.0	4.4	2.6	2.0	13.1	13.4	3.7	1.1	3.2	21.4	27.2	2.6	-	0.1	29.9	-97.6%	39.3%	(2)
		Peas	15.0	13.2	13.4	7.4	49.0	46.3	19.7	9.8	1.8	77.6	32.9	9.4	-	-	42.3	-100.0%	-45.5%	(2)
		Rye	-	-	0.3	0.1	0.4	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	19.9	29.1	27.9	18.6	95.5	33.3	75.6	22.0	32.4	163.3	55.1	44.2	21.8	33.5	154.6	3.6%	-5.3%	(2)
		Other	6.1	6.0	12.3	16.5	41.0	15.1	16.1	1.6	7.1	39.9	9.3	2.0	0.7	0.4	12.4	-94.6%	-68.9%	(2)
		All Grains	700.8	389.4	448.0	648.8	2,186.9	717.6	453.7	371.7	750.8	2,293.8	532.9	418.3	331.5	609.5	1,892.2	-18.8%	-17.5%	(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	430.7	271.3	198.0	466.2	1,366.2	-7.1%	-6.5%	(2)
		Durum	367.1	139.1	276.5	857.4	1,640.1	413.9	426.2	134.9	954.7	1,929.8	209.8	230.9	221.3	728.4	1,390.4	-23.7%	-28.0%	(2)
		Barley	89.4	137.3	25.2	57.8	309.6	50.8	52.3	42.6	77.9	223.5	62.3	125.3	88.8	35.3	311.8	-54.6%	39.5%	(2)
		Canola	9.8	3.8	0.1	7.4	21.1	2.5	11.8	-	10.0	24.3	14.9	12.3	1.3	6.8	35.4	-31.4%	45.8%	(2)
		Oats	53.8	42.3	42.1	47.9	186.1	67.7	55.8	43.4	31.5	198.5	58.8	26.6	2.0	0.1	87.5	-99.6%	-55.9%	(2)
		Peas	169.3	74.9	115.1	77.3	436.7	255.9	123.9	73.9	16.8	470.5	53.9	15.9	5.7	1.1	76.7	-93.4%	-83.7%	(2)
		Rye	-	0.2	0.2	-	0.4	-	0.1	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	36.3	71.6	100.2	82.8	291.0	65.4	113.8	46.9	85.7	311.8	110.7	73.0	51.1	111.6	346.4	30.2%	11.1%	(2)
		Other	41.9	49.7	33.9	43.6	169.1	83.1	33.2	29.3	32.3	177.9	55.4	27.1	30.5	5.4	118.4	-83.3%	-33.4%	(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	996.4	782.5	598.8	1,354.9	3,732.7	-20.8%	-22.2%	(2)
	Alberta	Wheat	-	4.0	7.3	7.8	19.2	4.7	3.5	-	1.7	9.9	7.9	1.1	4.9	17.1	30.9	907.4%	211.3%	(2)
		Durum	-	0.3	24.7	96.2	121.2	19.8	53.3	69.4	77.8	220.2	23.0	9.7	31.8	107.1	171.6	37.7%	-22.0%	(2)
		Barley	-	0.4	0.3	-	0.7	2.3	-	-	0.1	2.4	-	1.8	-	-	1.8	-100.0%	-24.6%	(2)
		Canola	0.8	-	-	-	0.8	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	1.5	-	0.9	0.2	2.6	-	-	1.1	-	1.1	-	-	-	-	-	n/a	-100.0%	(2)
		Peas	5.0	1.1	1.0	1.1	8.1	4.5	-	0.4	-	4.9	-	-	-	-	-	n/a	-100.0%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	0.1	0.3	-	0.1	0.5	-	-	-	0.3	0.3	0.1	1.3	-	0.7	2.0	113.2%	534.2%	(2)
		Other	15.4	26.8	2.7	0.7	45.6	1.1	5.3	2.1	3.6	12.0	2.2	0.9	-	0.1	3.2	-97.6%	-73.4%	(2)
		All Grains	22.7	32.9	36.9	106.2	198.6	32.4	62.1	73.0	83.4	250.8	33.2	14.7	36.7	124.9	209.6	49.7%	-16.4%	(2)
	British Columbia	Wheat	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	-	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	-	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Western Canada	Wheat	918.6	644.8	554.1	1,003.4	3,120.9	885.9	582.1	404.5	1,081.4	2,953.9	697.6	579.6	458.0	1,010.5	2,745.7	-6.6%	-7.0%	(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	249.8	245.4	264.7	849.4	1,609.2	-20.9%	-27.3%	(2)
		Barley	92.0	148.1	28.1	60.4	328.7	54.8	55.4	45.3	82.6	238.1	63.8	130.6	89.8	35.9	320.2	-56.5%	34.5%	(2)
		Canola	180.3	88.1	85.8	128.9	483.1	153.9	108.6	103.1	91.9	457.5	145.7	57.0	42.8	40.5	286.0	-55.9%	-37.5%	(2)
		Oats	59.3	46.7	45.6	50.1	201.8	81.1	59.5	45.6	34.7	221.0	86.0	29.2	2.0	0.2	117.3	-99.4%	-46.9%	(2)
		Peas	189.3	89.2	129.5	85.8	493.8	306.7	143.6	84.1	18.6	553.0	86.9	25.3	5.7	1.1	119.0	-94.0%	-78.5%	(2)
		Rye	-	0.2	0.5	0.1	0.7	-	0.1	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	56.3	101.1	128.1	101.6	387.0	98.7	189.4	68.9	118.4	475.4	165.8	118.4	72.9	145.8	503.0	23.1%	5.8%	(2)
		Other	63.4	82.5	49.0	60.9	255.8	99.2	54.6	33.0	43.0	229.9	67.0	30.0	31.2	5.9	134.0	-86.3%	-41.7%	(2)
		All Grains	1,950.0	1,342.1	1,329.5	2,459.4	7,081.0	2,119.6	1,688.5	989.0	2,544.8	7,341.7	1,562.6	1,215.5	967.1	2,089.3	5,834.5	-17.9%	-20.5%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
WESTERN CANADA																				
	Manitoba	Wheat	508.0	264.2	369.4	495.4	1,637.0	605.2	367.8	462.8	923.3	2,359.1	523.3	354.7	450.1	780.7	2,108.7	-15.4%	-10.6%	(2)
		Durum	23.7	2.2	7.6	14.6	48.0	5.5	18.2	0.1	47.0	70.8	17.0	4.7	11.6	14.0	47.2	-70.3%	-33.3%	(2)
		Barley	3.1	10.6	5.1	6.5	25.4	3.5	8.0	2.8	6.5	20.8	1.5	3.5	1.0	2.0	8.0	-69.1%	-61.5%	(2)
		Canola	244.1	217.6	123.0	139.7	724.4	289.1	206.8	266.6	101.6	864.0	171.5	63.1	85.8	46.7	367.0	-54.0%	-57.5%	(2)
		Oats	4.0	4.4	2.6	2.1	13.1	13.4	4.5	1.1	3.4	22.4	28.0	2.6	0.1	0.1	30.8	-96.1%	37.7%	(2)
		Peas	20.3	15.0	14.4	11.4	61.0	55.0	21.6	12.1	4.9	93.5	45.4	16.1	2.3	4.4	68.2	-8.9%	-27.1%	(2)
		Rye	-	-	0.3	0.1	0.4	-	4.9	0.1	-	5.0	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	20.0	29.4	28.1	18.8	96.2	34.6	75.9	22.2	32.7	165.3	55.6	47.2	22.0	33.5	158.4	2.5%	-4.2%	(2)
		Other	25.8	33.9	37.8	38.4	135.8	34.6	47.5	19.7	21.4	123.2	22.3	14.5	14.6	13.5	64.9	-36.9%	-47.3%	(2)
		All Grains	849.0	577.2	588.3	726.8	2,741.3	1,040.8	755.1	787.4	1,140.7	3,724.1	864.8	506.3	587.3	894.9	2,853.3	-21.5%	-23.4%	(2)
	Saskatchewan	Wheat	1,197.6	1,821.6	1,734.3	1,669.9	6,423.4	1,646.4	1,109.5	1,041.8	1,288.7	5,086.3	1,395.0	1,241.9	734.7	872.0	4,243.6	-32.3%	-16.6%	(2)
		Durum	590.2	228.9	325.9	906.9	2,051.9	472.6	514.5	233.8	998.5	2,219.5	302.1	272.1	246.5	780.2	1,600.8	-21.9%	-27.9%	(2)
		Barley	151.7	210.0	225.8	207.9	795.3	180.8	266.3	281.4	255.6	984.2	174.4	189.2	150.0	71.0	584.5	-72.2%	-40.6%	(2)
		Canola	553.6	552.9	228.5	241.4	1,576.4	660.6	527.9	635.3	277.6	2,101.3	274.3	152.3	166.6	149.4	742.6	-46.2%	-64.7%	(2)
		Oats	61.9	48.8	50.6	55.2	216.5	82.2	63.3	45.9	33.1	224.7	59.5	26.6	2.0	0.3	88.4	-99.1%	-60.6%	(2)
		Peas	404.1	249.9	312.7	314.8	1,281.4	640.8	530.3	384.6	256.4	1,812.1	398.7	249.2	121.7	190.9	960.5	-25.5%	-47.0%	(2)
		Rye	1.1	0.2	0.9	-	2.3	-	4.6	1.9	0.1	6.6	-	0.6	0.4	0.1	1.1	96.9%	-82.9%	(2)
		Flaxseed	55.6	93.6	115.1	89.0	353.3	94.3	142.9	61.2	99.2	397.6	124.6	125.2	63.7	120.1	433.6	21.0%	9.1%	(2)
		Other	323.4	305.1	272.4	270.7	1,171.5	279.8	265.7	263.4	200.5	1,009.5	227.2	168.4	196.4	159.3	751.3	-20.5%	-25.6%	(2)
		All Grains	3,339.1	3,510.8	3,266.2	3,755.9	13,872.0	4,057.5	3,425.1	2,949.4	3,409.7	13,841.7	2,955.7	2,425.4	1,682.0	2,343.4	9,406.5	-31.3%	-32.0%	(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	1,005.5	1,190.0	709.4	661.6	3,566.5	-45.6%	-17.8%	(2)
		Durum	160.3	104.1	151.2	286.5	702.0	90.9	99.0	120.4	142.5	452.8	106.2	66.9	100.4	143.8	417.3	0.9%	-7.9%	(2)
		Barley	130.4	130.3	193.4	119.5	573.6	120.2	217.0	121.7	37.3	496.1	34.0	70.4	33.0	66.5	203.9	78.6%	-58.9%	(2)
		Canola	527.1	662.8	307.5	289.2	1,786.6	472.2	439.4	574.0	304.5	1,790.1	416.9	363.4	304.3	294.3	1,378.9	-3.4%	-23.0%	(2)
		Oats	14.9	4.1	12.9	12.2	44.1	8.8	9.4	8.1	9.9	36.2	8.5	5.6	4.0	3.4	21.5	-65.3%	-40.6%	(2)
		Peas	76.7	137.7	65.6	73.4	353.4	84.2	185.2	77.2	53.5	400.1	143.7	123.6	33.8	59.4	360.4	10.9%	-9.9%	(2)
		Rye	0.2	-	0.0	1.0	1.3	0.0	0.8	0.2	2.5	3.6	0.8	0.0	0.1	1.1	2.1	-55.4%	-41.3%	(2)
		Flaxseed	1.8	5.2	4.5	5.6	17.1	2.4	6.1	1.3	4.1	13.9	1.7	5.4	3.7	6.1	16.9	47.8%	21.9%	(2)
		Other	177.7	213.7	192.5	163.8	747.7	197.4	219.4	157.6	145.5	720.0	145.4	145.0	110.0	82.6	483.0	-43.3%	-32.9%	(2)
		All Grains	1,931.1	2,879.8	2,521.5	2,414.5	9,746.9	1,871.5	2,325.9	2,136.2	1,915.9	8,249.5	1,862.7	1,970.3	1,298.8	1,318.8	6,450.5	-31.2%	-21.8%	(2)
	British Columbia	Wheat	13.3	11.1	19.3	11.3	55.1	12.6	8.7	7.1	2.5	30.8	10.7	9.5	3.8	6.9	30.8	179.3%	0.0%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	1.5	2.0	0.5	1.5	5.5	-	3.9	1.5	1.9	7.4	0.1	1.9	0.5	-	2.5	-100.0%	-66.9%	(2)
		Canola	2.9	7.9	4.0	4.1	18.9	4.9	6.2	11.9	3.8	26.7	1.7	6.3	6.6	1.5	16.1	-59.7%	-39.7%	(2)
		Oats	-	1.2	-	-	1.2	-	-	-	-	-	-	0.1	-	-	0.1	n/a	n/a	(2)
		Peas	-	0.2	-	-	0.2	0.4	1.4	0.7	0.4	2.9	2.5	0.2	0.1	2.0	4.7	365.0%	59.9%	(2)
		Rye	-	-	-	-	-	-	0.4	-	-	0.4	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	1.3	0.7	1.9	0.2	-	-	0.5	0.6	-29.7%	-67.1%	(2)
		All Grains	17.7	22.3	23.9	16.9	80.9	17.9	20.6	22.5	9.3	70.3	15.1	17.9	10.9	10.8	54.8	16.9%	-22.0%	(2)
	Western Canada	Wheat	2,561.0	3,718.8	3,716.9	3,639.9	13,636.6	3,159.7	2,635.5	2,587.2	3,430.4	11,812.8	2,934.5	2,796.0	1,898.0	2,321.2	9,949.7	-32.3%	-15.8%	(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	425.3	343.7	358.4	938.0	2,065.3	-21.0%	-24.7%	(2)
		Barley	286.6	352.9	424.8	335.5	1,399.8	304.5	495.2	407.5	301.3	1,508.5	210.0	264.9	184.5	139.6	798.9	-53.7%	-47.0%	(2)
		Canola	1,327.7	1,441.2	663.0	674.4	4,106.3	1,426.8	1,180.3	1,487.7	687.4	4,782.2	864.4	585.0	563.2	491.9	2,504.6	-28.4%	-47.6%	(2)
		Oats	80.8	58.5	66.1	69.4	274.9	104.4	77.2	55.2	46.4	283.3	96.0	34.9	6.1	3.9	140.8	-91.7%	-50.3%	(2)
		Peas	501.0	402.7	392.7	399.5	1,695.9	780.3	738.5	474.6	315.2	2,308.6	590.3	389.0	157.8	256.7	1,393.8	-18.6%	-39.6%	(2)
		Rye	1.3	0.2	1.2	1.1	3.9	0.0	10.7	2.2	2.6	15.6	0.8	0.6	0.6	1.2	3.2	-51.6%	-79.3%	(2)
		Flaxseed	77.4	128.1	147.7	113.4	466.6	131.3	224.9	84.7	136.0	576.8	181.9	177.9	89.5	159.7	608.9	17.4%	5.6%	(2)
		Other	526.8	552.7	502.7	472.9	2,055.1	511.8	532.7	442.0	368.1	1,854.6	395.1	327.9	320.9	255.9	1,299.9	-30.5%	-29.9%	(2)
		All Grains	6,136.9	6,990.2	6,399.8	6,914.1	26,441.0	6,987.8	6,526.6	5,895.5	6,475.6	25,885.5	5,698.3	4,919.9	3,579.0	4,568.0	18,765.1	-29.5%	-27.5%	(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 h 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				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
ONTARIO																
	Grain Delivery Points	Stations	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Primary Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Process Elevators	Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
MANITOBA																
	Grain Delivery Points	Stations	152	152	150	150	147	145	143	140	138	124	115	113	87	(1)(2)
		Index	100.0	100.0	98.7	98.7	96.7	95.4	94.1	92.1	90.8	81.6	75.7	74.3	57.2	
	Primary Elevators	Facilities	208	208	206	210	206	196	192	189	186	165	151	148	113	(1)
		Index	100.0	100.0	99.0	101.0	99.0	94.2	92.3	90.9	89.4	79.3	72.6	71.2	54.3	
		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	1,240.1	1,206.7	1,205.0	1,054.2	(1)
		Index	100.0	100.0	100.7	106.9	109.4	107.1	115.6	115.6	114.8	106.1	103.3	103.1	90.2	
	Process Elevators	Facilities	8	8	8	8	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	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	97.4	96.9	96.9	96.9	(1)
		Index	100.0	100.0	100.2	99.3	99.3	99.3	99.3	99.3	99.3	99.3	98.8	98.8	98.8	
	All Elevators	Facilities	216	216	214	218	214	204	200	197	194	173	159	156	121	(1)
		Index	100.0	100.0	99.1	100.9	99.1	94.4	92.6	91.2	89.8	80.1	73.6	72.2	56.0	
		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	1,337.5	1,303.6	1,301.9	1,151.1	(1)
		Index	100.0	100.0	100.6	106.3	108.6	106.5	114.3	114.3	113.6	105.6	102.9	102.8	90.9	
SASKATCHEWAN																
	Grain Delivery Points	Stations	353	353	355	345	310	302	299	282	270	212	196	193	165	(1)(2)
		Index	100.0	100.0	100.6	97.7	87.8	85.6	84.7	79.9	76.5	60.1	55.5	54.7	46.7	
	Primary Elevators	Facilities	519	519	524	511	455	437	435	409	389	302	277	273	236	(1)
		Index	100.0	100.0	101.0	98.5	87.7	84.2	83.8	78.8	75.0	58.2	53.4	52.6	45.5	
		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	3,032.7	2,992.1	2,965.9	2,898.8	(1)
		Index	100.0	100.0	105.8	106.7	102.0	100.3	101.4	97.5	95.4	86.6	85.5	84.7	82.8	
	Process Elevators	Facilities	8	8	8	9	9	9	9	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	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	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	101.0	101.0	101.0	101.0	
	All Elevators	Facilities	527	527	532	520	464	446	444	418	398	311	286	282	245	(1)
		Index	100.0	100.0	100.9	98.7	88.0	84.6	84.3	79.3	75.5	59.0	54.3	53.5	46.5	
		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	3,228.3	3,187.7	3,161.5	3,094.4	(1)
		Index	100.0	100.0	105.5	106.4	101.9	100.4	101.4	97.7	95.7	87.4	86.3	85.6	83.7	

Western Canadian Primary and Process Grain Elevators - Summarized by Province

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
ALBERTA			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Grain Delivery Points	Stations	175	175	171	170	162	157	145	132	128	115	107	99	89	(1)(2)
		Index	100.0	100.0	97.7	97.1	92.6	89.7	82.9	75.4	73.1	65.7	61.1	56.6	50.9	
	Primary Elevators	Facilities	242	242	237	235	221	208	194	178	171	153	143	132	115	(1)
		Index	100.0	100.0	97.9	97.1	91.3	86.0	80.2	73.6	70.7	63.2	59.1	54.5	47.5	
		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	1,700.6	1,649.3	1,581.6	1,483.6	(1)
		Index	100.0	100.0	113.2	112.2	114.3	110.9	111.5	108.3	106.1	100.9	97.9	93.8	88.0	
	Process Elevators	Facilities	10	10	10	10	10	10	10	10	10	10	10	10	10	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	250.6	250.6	255.6	255.6	255.6	255.6	255.6	255.6	253.6	253.6	253.6	253.6	253.6	(1)
		Index	100.0	100.0	102.0	102.0	102.0	102.0	102.0	102.0	101.2	101.2	101.2	101.2	101.2	
	All Elevators	Facilities	252	252	247	245	231	218	204	188	181	163	153	142	125	(1)
		Index	100.0	100.0	98.0	97.2	91.7	86.5	81.0	74.6	71.8	64.7	60.7	56.3	49.6	
		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	1,954.2	1,902.9	1,835.2	1,737.2	(1)
		Index	100.0	100.0	111.8	110.9	112.7	109.7	110.2	107.5	105.5	100.9	98.3	94.8	89.7	
BRITISH COLUMBIA																
	Grain Delivery Points	Stations	3	3	3	3	3	3	3	3	3	3	3	3	3	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Primary Elevators	Facilities	7	7	6	6	6	6	6	6	6	6	7	7	7	(1)
		Index	100.0	100.0	85.7	85.7	85.7	85.7	85.7	85.7	85.7	85.7	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	46.0	46.0	37.8	37.8	37.8	37.8	37.8	37.8	37.8	37.8	59.2	59.2	59.2	(1)
		Index	100.0	100.0	82.2	82.2	82.2	82.2	82.2	82.2	82.2	82.2	128.6	128.6	128.6	
	Process Elevators	Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	8	8	7	7	7	7	7	7	7	7	8	8	8	(1)
		Index	100.0	100.0	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	48.5	48.5	40.3	40.3	40.3	40.3	40.3	40.3	40.3	40.3	61.7	61.7	61.7	(1)
		Index	100.0	100.0	83.1	83.1	83.1	83.1	83.1	83.1	83.1	83.1	127.1	127.1	127.1	
WESTERN CANADA																
	Grain Delivery Points	Stations	684	684	680	669	623	608	591	558	540	455	422	409	345	(1)(2)
		Index	100.0	100.0	99.4	97.8	91.1	88.9	86.4	81.6	78.9	66.5	61.7	59.8	50.4	
	Primary Elevators	Facilities	976	976	973	962	888	847	827	782	752	626	578	560	471	(1)
		Index	100.0	100.0	99.7	98.6	91.0	86.8	84.7	80.1	77.0	64.1	59.2	57.4	48.3	
		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	6,011.2	5,907.3	5,811.7	5,495.8	(1)
		Index	100.0	100.0	106.7	108.0	106.4	104.2	106.5	103.5	101.7	93.9	92.3	90.8	85.9	
	Process Elevators	Facilities	28	28	28	29	29	29	29	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	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	630.0	629.5	629.5	629.5	(1)
		Index	100.0	100.0	100.8	101.0	101.0	101.0	101.0	101.0	100.7	100.7	100.6	100.6	100.6	
	All Elevators	Facilities	1,004	1,004	1,001	991	917	876	856	811	781	655	607	589	500	(1)
		Index	100.0	100.0	99.7	98.7	91.3	87.3	85.3	80.8	77.8	65.2	60.5	58.7	49.8	
		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	6,641.2	6,536.8	6,441.2	6,125.2	(1)
		Index	100.0	100.0	106.1	107.4	105.9	103.9	106.0	103.3	101.6	94.5	93.0	91.7	87.2	

NOTES:

SOURCE: Canadian Grain Commission

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

(2) 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				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
CLASS 1 CARRIERS																
	Primary Elevators	Facilities	873	859	855	842	772	716	701	666	643	533	494	480	409	(1)(2)
		Index	100.0	98.4	97.9	96.4	88.4	82.0	80.3	76.3	73.7	61.1	56.6	55.0	46.8	
		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	5,501.7	5,405.5	5,331.5	5,091.7	(1)(2)
		Index	100.0	99.1	106.4	107.7	106.2	102.4	105.3	103.1	101.4	94.1	92.5	91.2	87.1	
	Process Elevators	Facilities	24	24	24	25	25	25	24	24	24	24	24	24	24	(1)(2)
		Index	100.0	100.0	100.0	104.2	104.2	104.2	100.0	100.0	100.0	100.0	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	613.3	612.8	612.8	612.8	(1)(2)
		Index	100.0	100.0	100.8	101.0	101.0	101.0	100.5	100.5	100.2	100.2	100.1	100.1	100.1	
	All Elevators	Facilities	897	883	879	867	797	741	725	690	667	557	518	504	433	(1)(2)
		Index	100.0	98.4	98.0	96.7	88.9	82.6	80.8	76.9	74.4	62.1	57.7	56.2	48.3	
		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	6,115.0	6,018.3	5,944.3	5,704.5	(1)(2)
		Index	100.0	99.2	105.9	107.0	105.7	102.3	104.9	102.8	101.3	94.7	93.2	92.1	88.4	
CLASS 2 AND 3 CARRIERS																
	Primary Elevators	Facilities	81	95	93	91	86	101	91	84	81	72	67	63	50	(1)(2)
		Index	100.0	117.3	114.8	112.3	106.2	124.7	112.3	103.7	100.0	88.9	82.7	77.8	61.7	
		Storage Capacity (000 tonnes)	471.6	521.9	520.6	518.0	494.2	574.5	518.9	474.2	467.8	427.4	429.2	407.7	350.8	(1)(2)
		Index	100.0	110.7	110.4	109.8	104.8	121.8	110.0	100.6	99.2	90.6	91.0	86.5	74.4	
	Process Elevators	Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	82	96	94	92	87	102	92	85	82	73	68	64	51	(1)(2)
		Index	100.0	117.1	114.6	112.2	106.1	124.4	112.2	103.7	100.0	89.0	82.9	78.0	62.2	
		Storage Capacity (000 tonnes)	477.1	527.4	526.1	523.5	499.7	580.0	524.4	479.7	473.3	432.9	434.7	413.2	356.3	(1)(2)
		Index	100.0	110.5	110.3	109.7	104.7	121.6	109.9	100.5	99.2	90.7	91.1	86.6	74.7	
NOT ON TRACK																
	Primary Elevators	Facilities	22	22	25	29	30	30	35	32	28	21	17	17	12	(1)(3)
		Index	100.0	100.0	113.6	131.8	136.4	136.4	159.1	145.5	127.3	95.5	77.3	77.3	54.5	
		Storage Capacity (000 tonnes)	85.5	85.5	88.1	103.2	112.7	111.9	142.2	129.2	114.6	82.1	72.5	72.5	53.3	(1)(3)
		Index	100.0	100.0	103.0	120.7	131.9	130.9	166.4	151.1	134.0	96.0	84.9	84.9	62.4	
	Process Elevators	Facilities	3	3	3	3	3	3	4	4	4	4	4	4	4	(1)(3)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	133.3	133.3	133.3	133.3	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	11.2	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	136.7	136.7	136.7	136.7	
	All Elevators	Facilities	25	25	28	32	33	33	39	36	32	25	21	21	16	(1)(3)
		Index	100.0	100.0	112.0	128.0	132.0	132.0	156.0	144.0	128.0	100.0	84.0	84.0	64.0	
		Storage Capacity (000 tonnes)	93.7	93.7	96.2	111.4	120.9	120.1	153.4	140.3	125.8	93.3	83.7	83.7	64.5	(1)(3)
		Index	100.0	100.0	102.7	118.9	129.1	128.2	163.8	149.8	134.3	99.6	89.4	89.4	68.9	
WESTERN CANADA																
	Primary Elevators	Facilities	976	976	973	962	888	847	827	782	752	626	578	560	471	(1)(3)
		Index	100.0	100.0	99.7	98.6	91.0	86.8	84.7	80.1	77.0	64.1	59.2	57.4	48.3	
		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	6,011.2	5,907.3	5,811.7	5,495.8	(1)(3)
		Index	100.0	100.0	106.7	108.0	106.4	104.2	106.5	103.5	101.7	93.9	92.3	90.8	85.9	
	Process Elevators	Facilities	28	28	28	29	29	29	29	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	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	630.0	629.5	629.5	629.5	(1)(3)
		Index	100.0	100.0	100.8	101.0	101.0	101.0	101.0	101.0	100.7	100.7	100.6	100.6	100.6	
	All Elevators	Facilities	1,004	1,004	1,001	991	917	876	856	811	781	655	607	589	500	(1)(3)
		Index	100.0	100.0	99.7	98.7	91.3	87.3	85.3	80.8	77.8	65.2	60.5	58.7	49.8	
		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	6,641.2	6,536.8	6,441.2	6,125.2	(1)(3)
		Index	100.0	100.0	106.1	107.4	105.9	103.9	106.0	103.3	101.6	94.5	93.0	91.7	87.2	

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

NOTES:

SOURCE: Canadian Grain Commission

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

(2) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmniTRAX.

(3) Some primary and process elevator facilities are "not on track," and do not have direct physical access to the services of a local railway. This arises by way of either a conscious construction decision or the abandonment of the local railway line that previously provided service to the facility.

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

COMPANY			1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
AGPRO GRAIN																
	Primary Elevators	Facilities	11	11	10	11	13	13	13	13	13	14	14	14	14	(1)
		Index	100.0	100.0	90.9	100.0	118.2	118.2	118.2	118.2	118.2	127.3	127.3	127.3	127.3	
		Storage Capacity (000 tonnes)	364.1	364.1	440.5	480.0	543.0	500.6	500.6	500.6	500.6	544.4	544.4	544.4	544.4	(1)
		Index	100.0	100.0	121.0	131.9	149.2	137.5	137.5	137.5	137.5	149.5	149.5	149.5	149.5	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	11	11	10	11	13	13	13	13	13	14	14	14	14	(1)
		Index	100.0	100.0	90.9	100.0	118.2	118.2	118.2	118.2	118.2	127.3	127.3	127.3	127.3	
		Storage Capacity (000 tonnes)	364.1	364.1	440.5	480.0	543.0	500.6	500.6	500.6	500.6	544.4	544.4	544.4	544.4	(1)
		Index	100.0	100.0	121.0	131.9	149.2	137.5	137.5	137.5	137.5	149.5	149.5	149.5	149.5	
AGRICORE COOPERATIVE LTD.																
	Primary Elevators	Facilities	258	258	254	254	246	242	227	215	212	181	159	145	100	(1)
		Index	100.0	100.0	98.4	98.4	95.3	93.8	88.0	83.3	82.2	70.2	61.6	56.2	38.8	
		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	1,300.5	1,207.7	1,142.4	926.3	(1)
		Index	100.0	100.0	109.3	108.3	108.8	109.6	109.8	106.7	105.6	94.8	88.1	83.3	67.6	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	258	258	254	254	246	242	227	215	212	181	159	145	100	(1)
		Index	100.0	100.0	98.4	98.4	95.3	93.8	88.0	83.3	82.2	70.2	61.6	56.2	38.8	
		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	1,300.5	1,207.7	1,142.4	926.3	(1)
		Index	100.0	100.0	109.3	108.3	108.8	109.6	109.8	106.7	105.6	94.8	88.1	83.3	67.6	
CARGILL LIMITED																
	Primary Elevators	Facilities	58	58	56	55	54	54	54	50	46	45	44	42	38	(1)
		Index	100.0	100.0	96.6	94.8	93.1	93.1	93.1	86.2	79.3	77.6	75.9	72.4	65.5	
		Storage Capacity (000 tonnes)	524.8	524.8	525.1	520.5	511.6	511.6	522.0	509.1	491.2	479.4	485.6	469.4	448.6	(1)
		Index	100.0	100.0	100.1	99.2	97.5	97.5	99.5	97.0	93.6	91.4	92.5	89.4	85.5	
	Process Elevators	Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	9.0	9.0	9.0	9.0	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	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	59	59	57	56	55	55	55	51	47	46	45	43	39	(1)
		Index	100.0	100.0	96.6	94.9	93.2	93.2	93.2	86.4	79.7	78.0	76.3	72.9	66.1	
		Storage Capacity (000 tonnes)	533.8	533.8	534.1	529.5	520.6	520.6	531.0	518.1	500.2	488.4	494.6	478.4	457.6	(1)
		Index	100.0	100.0	100.1	99.2	97.5	97.5	99.5	97.1	93.7	91.5	92.7	89.6	85.7	
CONAGRA LIMITED																
	Primary Elevators	Facilities	4	4	4	4	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	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	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	104.5	104.5	104.5	104.5	
	Process Elevators	Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	3.0	3.0	3.0	3.0	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	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	5	5	5	5	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	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	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	104.4	104.4	104.4	104.4	

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

COMPANY		1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
LOUIS DREYFUS CANADA LTD.		**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
Primary Elevators	Facilities	8	8	11	11	11	12	10	11	11	10	11	11	11	(1)
	Index	100.0	100.0	137.5	137.5	137.5	150.0	125.0	137.5	137.5	125.0	137.5	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	257.4	308.7	316.7	316.7	(1)
	Index	100.0	100.0	136.7	136.7	136.7	149.0	170.8	186.0	186.0	184.2	221.0	226.7	226.7	
Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
All Elevators	Facilities	8	8	11	11	11	12	10	11	11	10	11	11	11	(1)
	Index	100.0	100.0	137.5	137.5	137.5	150.0	125.0	137.5	137.5	125.0	137.5	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	257.4	308.7	316.7	316.7	(1)
	Index	100.0	100.0	136.7	136.7	136.7	149.0	170.8	186.0	186.0	184.2	221.0	226.7	226.7	
N.M. PATERSON AND SONS LIMITED															
Primary Elevators	Facilities	50	50	50	50	49	48	47	47	47	48	48	48	48	(1)
	Index	100.0	100.0	100.0	100.0	98.0	96.0	94.0	94.0	94.0	96.0	96.0	96.0	96.0	
	Storage Capacity (000 tonnes)	243.2	243.2	243.2	243.2	275.3	272.1	284.5	284.5	284.5	289.2	294.4	293.5	295.5	(1)
	Index	100.0	100.0	100.0	100.0	113.2	111.9	117.0	117.0	117.0	118.9	121.1	120.7	121.5	
Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
All Elevators	Facilities	50	50	50	50	49	48	47	47	47	48	48	48	48	(1)
	Index	100.0	100.0	100.0	100.0	98.0	96.0	94.0	94.0	94.0	96.0	96.0	96.0	96.0	
	Storage Capacity (000 tonnes)	243.2	243.2	243.2	243.2	275.3	272.1	284.5	284.5	284.5	289.2	294.4	293.5	295.5	(1)
	Index	100.0	100.0	100.0	100.0	113.2	111.9	117.0	117.0	117.0	118.9	121.1	120.7	121.5	
PARRISH AND HEIMBECKER, LIMITED															
Primary Elevators	Facilities	24	24	25	25	25	23	23	23	23	23	23	23	24	(1)
	Index	100.0	100.0	104.2	104.2	104.2	95.8	95.8	95.8	95.8	95.8	95.8	95.8	100.0	
	Storage Capacity (000 tonnes)	239.3	239.3	251.6	257.4	257.4	251.1	251.1	251.1	251.1	251.1	251.1	251.1	258.0	(1)
	Index	100.0	100.0	105.1	107.6	107.6	104.9	104.9	104.9	104.9	104.9	104.9	104.9	107.8	
Process Elevators	Facilities	2	2	2	2	2	2	2	2	2	2	2	2	2	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Storage Capacity (000 tonnes)	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	(1)
	Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
All Elevators	Facilities	26	26	27	27	27	25	25	25	25	25	25	25	26	(1)
	Index	100.0	100.0	103.8	103.8	103.8	96.2	96.2	96.2	96.2	96.2	96.2	96.2	100.0	
	Storage Capacity (000 tonnes)	242.2	242.2	254.5	260.3	260.3	254.0	254.0	254.0	254.0	254.0	254.0	254.0	260.8	(1)
	Index	100.0	100.0	105.1	107.5	107.5	104.9	104.9	104.9	104.9	104.9	104.9	104.9	107.7	
PIONEER GRAIN COMPANY, LIMITED															
Primary Elevators	Facilities	105	105	104	103	89	83	83	83	77	75	71	69	66	(1)
	Index	100.0	100.0	99.0	98.1	84.8	79.0	79.0	79.0	73.3	71.4	67.6	65.7	62.9	
	Storage Capacity (000 tonnes)	602.5	602.5	620.2	616.0	570.5	547.0	559.2	572.1	544.6	550.3	559.6	543.3	545.9	(1)
	Index	100.0	100.0	102.9	102.2	94.7	90.8	92.8	95.0	90.4	91.3	92.9	90.2	90.6	
Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
	Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
All Elevators	Facilities	105	105	104	103	89	83	83	83	77	75	71	69	66	(1)
	Index	100.0	100.0	99.0	98.1	84.8	79.0	79.0	79.0	73.3	71.4	67.6	65.7	62.9	
	Storage Capacity (000 tonnes)	602.5	602.5	620.2	616.0	570.5	547.0	559.2	572.1	544.6	550.3	559.6	543.3	545.9	(1)
	Index	100.0	100.0	102.9	102.2	94.7	90.8	92.8	95.0	90.4	91.3	92.9	90.2	90.6	

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

COMPANY			1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
SASKATCHEWAN WHEAT POOL			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Primary Elevators	Facilities	303	303	304	293	250	236	235	213	201	119	96	96	66	(1)
		Index	100.0	100.0	100.3	96.7	82.5	77.9	77.6	70.3	66.3	39.3	31.7	31.7	21.8	
		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	969.9	894.4	894.4	817.0	(1)
		Index	100.0	100.0	107.2	107.8	100.3	98.7	98.9	90.0	87.3	63.6	58.7	58.7	53.6	
	Process Elevators	Facilities	2	2	2	2	2	2	2	2	2	2	2	2	2	(1)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	18.2	18.2	18.2	18.2	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	100.0	100.0	100.0	100.0	
	All Elevators	Facilities	305	305	306	295	252	238	237	215	203	121	98	98	68	(1)
		Index	100.0	100.0	100.3	96.7	82.6	78.0	77.7	70.5	66.6	39.7	32.1	32.1	22.3	
		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	988.1	912.6	912.6	835.2	(1)
		Index	100.0	100.0	107.1	107.8	100.2	98.7	98.9	90.1	87.4	64.1	59.2	59.2	54.2	
UNITED GRAIN GROWERS LIMITED																
	Primary Elevators	Facilities	126	126	128	128	116	105	103	96	92	79	73	73	65	(1)
		Index	100.0	100.0	101.6	101.6	92.1	83.3	81.7	76.2	73.0	62.7	57.9	57.9	51.6	
		Storage Capacity (000 tonnes)	820.8	820.8	858.4	897.0	849.1	797.0	813.8	782.8	769.5	717.3	683.6	678.7	635.5	(1)
		Index	100.0	100.0	104.6	109.3	103.4	97.1	99.1	95.4	93.7	87.4	83.3	82.7	77.4	
	Process Elevators	Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
		Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	All Elevators	Facilities	126	126	128	128	116	105	103	96	92	79	73	73	65	(1)
		Index	100.0	100.0	101.6	101.6	92.1	83.3	81.7	76.2	73.0	62.7	57.9	57.9	51.6	
		Storage Capacity (000 tonnes)	820.8	820.8	858.4	897.0	849.1	797.0	813.8	782.8	769.5	717.3	683.6	678.7	635.5	(1)
		Index	100.0	100.0	104.6	109.3	103.4	97.1	99.1	95.4	93.7	87.4	83.3	82.7	77.4	
OTHER GRAIN COMPANIES																
	Primary Elevators	Facilities	29	29	27	28	31	27	28	27	26	28	35	35	35	(1)
		Index	100.0	100.0	93.1	96.6	106.9	93.1	96.6	93.1	89.7	96.6	120.7	120.7	120.7	
		Storage Capacity (000 tonnes)	451.5	451.5	438.4	454.0	468.9	449.8	509.2	506.7	503.2	526.4	552.3	552.3	582.5	(1)
		Index	100.0	100.0	97.1	100.5	103.8	99.6	112.8	112.2	111.5	116.6	122.3	122.3	129.0	
	Process Elevators	Facilities	22	22	22	23	23	23	23	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	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	596.9	596.4	596.4	596.4	(1)
		Index	100.0	100.0	100.9	101.1	101.1	101.1	101.1	101.1	100.7	100.7	100.6	100.6	100.6	
	All Elevators	Facilities	51	51	49	51	54	50	51	50	49	51	58	58	58	(1)
		Index	100.0	100.0	96.1	100.0	105.9	98.0	100.0	98.0	96.1	100.0	113.7	113.7	113.7	
		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	1,123.3	1,148.8	1,148.8	1,179.0	(1)
		Index	100.0	100.0	99.2	100.8	102.3	100.4	106.1	105.9	105.4	107.6	110.0	110.0	112.9	
WESTERN CANADA																
	Primary Elevators	Facilities	976	976	973	962	888	847	827	782	752	626	578	560	471	(1)
		Index	100.0	100.0	99.7	98.6	91.0	86.8	84.7	80.1	77.0	64.1	59.2	57.4	48.3	
		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	6,011.2	5,907.3	5,811.7	5,495.8	(1)
		Index	100.0	100.0	106.7	108.0	106.4	104.2	106.5	103.5	101.7	93.9	92.3	90.8	85.9	
	Process Elevators	Facilities	28	28	28	29	29	29	29	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	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	630.0	629.5	629.5	629.5	(1)
		Index	100.0	100.0	100.8	101.0	101.0	101.0	101.0	101.0	100.7	100.7	100.6	100.6	100.6	
	All Elevators	Facilities	1,004	1,004	1,001	991	917	876	856	811	781	655	607	589	500	(1)
		Index	100.0	100.0	99.7	98.7	91.3	87.3	85.3	80.8	77.8	65.2	60.5	58.7	49.8	
		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	6,641.2	6,536.8	6,441.2	6,125.2	(1)
		Index	100.0	100.0	106.1	107.4	105.9	103.9	106.0	103.3	101.6	94.5	93.0	91.7	87.2	

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

NOTES:

SOURCE: Canadian Grain Commission

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

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
ONTARIO																
	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	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	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	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	80.9	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
MANITOBA																
	Class B Facilities	25 - 49 Car Spots	39	39	39	39	38	32	31	31	31	28	27	27	25	(1)(2)
		Index	100.0	100.0	100.0	100.0	97.4	82.1	79.5	79.5	79.5	71.8	69.2	69.2	64.1	
		Storage Capacity (000 tonnes)	255.0	255.0	256.9	256.9	251.2	224.2	224.9	224.9	224.9	191.9	188.3	188.3	179.3	(1)(2)
		Index	100.0	100.0	100.7	100.7	98.5	87.9	88.2	88.2	88.2	75.3	73.8	73.8	70.3	
	Class C Facilities	50 - 99 Car Spots	22	22	22	23	24	30	30	30	30	30	30	30	28	(1)(2)
		Index	100.0	100.0	100.0	104.5	109.1	136.4	136.4	136.4	136.4	136.4	136.4	136.4	127.3	
		Storage Capacity (000 tonnes)	258.9	258.9	271.0	294.7	329.9	367.5	386.5	394.5	394.5	406.5	413.7	417.7	405.7	(1)(2)
		Index	100.0	100.0	104.7	113.8	127.4	141.9	149.3	152.4	152.4	157.0	159.8	161.3	156.7	
	Class D Facilities	100 (or more) Car Spots	7	7	6	8	9	9	12	12	12	12	12	12	12	(1)(2)
		Index	100.0	100.0	85.7	114.3	128.6	128.6	171.4	171.4	171.4	171.4	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	316.0	316.0	320.0	320.0	(1)(2)
		Index	100.0	100.0	92.9	125.6	138.8	138.8	194.3	194.3	194.3	189.7	189.7	192.1	192.1	
	All Facilities	Total Facilities	68	68	67	70	71	71	73	73	73	70	69	69	65	(1)(2)
		Index	100.0	100.0	98.5	102.9	104.4	104.4	107.4	107.4	107.4	102.9	101.5	101.5	95.6	
		Storage Capacity (000 tonnes)	680.5	680.5	682.6	760.9	812.4	823.0	935.2	943.1	943.1	914.4	918.0	926.0	905.0	(1)(2)
		Index	100.0	100.0	100.3	111.8	119.4	120.9	137.4	138.6	138.6	134.4	134.9	136.1	133.0	
SASKATCHEWAN																
	Class B Facilities	25 - 49 Car Spots	97	97	96	95	91	91	89	87	85	83	74	74	61	(1)(2)
		Index	100.0	100.0	99.0	97.9	93.8	93.8	91.8	89.7	87.6	85.6	76.3	76.3	62.9	
		Storage Capacity (000 tonnes)	703.8	703.8	688.5	686.2	678.5	655.1	588.2	570.9	563.5	503.8	443.2	443.2	399.8	(1)(2)
		Index	100.0	100.0	97.8	97.5	96.4	93.1	83.6	81.1	80.1	71.6	63.0	63.0	56.8	
	Class C Facilities	50 - 99 Car Spots	34	34	42	43	44	49	48	50	50	53	55	55	55	(1)(2)
		Index	100.0	100.0	123.5	126.5	129.4	144.1	141.2	147.1	147.1	155.9	161.8	161.8	161.8	
		Storage Capacity (000 tonnes)	581.7	581.7	735.8	785.9	808.1	873.9	860.2	888.2	888.2	940.6	945.3	945.3	943.3	(1)(2)
		Index	100.0	100.0	126.5	135.1	138.9	150.2	147.9	152.7	152.7	161.7	162.5	162.5	162.2	
	Class D Facilities	100 (or more) Car Spots	22	22	25	25	25	25	29	29	29	29	32	32	33	(1)(2)
		Index	100.0	100.0	113.6	113.6	113.6	113.6	131.8	131.8	131.8	131.8	145.5	145.5	150.0	
		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	1,196.2	1,275.7	1,275.7	1,326.1	(1)(2)
		Index	100.0	100.0	110.1	112.1	112.1	110.0	127.4	127.4	127.4	130.5	139.1	139.1	144.6	
	All Facilities	Total Facilities	153	153	163	163	160	165	166	166	164	165	161	161	149	(1)(2)
		Index	100.0	100.0	106.5	106.5	104.6	107.8	108.5	108.5	107.2	107.8	105.2	105.2	97.4	
		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	2,640.6	2,664.1	2,664.1	2,669.2	(1)(2)
		Index	100.0	100.0	110.5	113.5	114.2	115.2	118.8	119.3	118.9	119.9	121.0	121.0	121.2	

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				2001-2002 CROP YEAR				NOTES
ALBERTA			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Class B Facilities	25 - 49 Car Spots	43	43	43	43	41	41	38	35	34	36	34	32	28	(1)(2)
		Index	100.0	100.0	100.0	100.0	95.3	95.3	88.4	81.4	79.1	83.7	79.1	74.4	65.1	
		Storage Capacity (000 tonnes)	313.1	313.1	333.0	328.0	311.0	309.7	292.1	275.0	264.9	306.7	293.8	277.3	252.8	(1)(2)
		Index	100.0	100.0	106.4	104.8	99.3	98.9	93.3	87.8	84.6	98.0	93.8	88.6	80.8	
	Class C Facilities	50 - 99 Car Spots	24	24	28	27	27	26	27	27	27	27	27	27	27	(1)(2)
		Index	100.0	100.0	116.7	112.5	112.5	108.3	112.5	112.5	112.5	112.5	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	539.4	539.4	540.0	542.7	(1)(2)
		Index	100.0	100.0	116.1	110.6	112.4	107.2	113.9	113.1	113.1	112.9	112.9	113.0	113.6	
	Class D Facilities	100 (or more) Car Spots	9	9	12	13	16	17	18	19	19	20	20	20	20	(1)(2)
		Index	100.0	100.0	133.3	144.4	177.8	188.9	200.0	211.1	211.1	222.2	222.2	222.2	222.2	
		Storage Capacity (000 tonnes)	287.0	287.0	402.8	447.4	545.3	570.5	617.3	636.5	636.5	654.0	664.0	664.0	656.0	(1)(2)
		Index	100.0	100.0	140.3	155.9	190.0	198.8	215.1	221.8	221.8	227.9	231.4	231.4	228.6	
	All Facilities	Total Facilities	76	76	83	83	84	84	83	81	80	83	81	79	75	(1)(2)
		Index	100.0	100.0	109.2	109.2	110.5	110.5	109.2	106.6	105.3	109.2	106.6	103.9	98.7	
		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	1,500.2	1,497.2	1,481.4	1,451.6	(1)(2)
		Index	100.0	100.0	119.7	121.0	129.3	129.2	134.9	134.7	133.8	139.2	138.9	137.4	134.7	
BRITISH COLUMBIA																
	Class B Facilities	25 - 49 Car Spots	1	1	1	1	1	1	1	1	1	1	2	2	2	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	200.0	200.0	200.0	
		Storage Capacity (000 tonnes)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	30.4	30.4	30.4	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	334.5	334.5	334.5	
	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	2	2	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	200.0	200.0	200.0	
		Storage Capacity (000 tonnes)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	30.4	30.4	30.4	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	334.5	334.5	334.5	
WESTERN CANADA																
	Class B Facilities	25 - 49 Car Spots	180	180	179	178	171	165	159	154	151	148	137	135	116	(1)(2)
		Index	100.0	100.0	99.4	98.9	95.0	91.7	88.3	85.6	83.9	82.2	76.1	75.0	64.4	
		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	1,011.5	955.7	939.3	862.4	(1)(2)
		Index	100.0	100.0	100.5	99.9	97.6	93.5	87.0	84.3	82.9	79.0	74.6	73.3	67.3	
	Class C Facilities	50 - 99 Car Spots	81	81	93	94	96	106	106	108	108	111	113	113	111	(1)(2)
		Index	100.0	100.0	114.8	116.0	118.5	130.9	130.9	133.3	133.3	137.0	139.5	139.5	137.0	
		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	1,967.4	1,979.3	1,983.9	1,972.5	(1)(2)
		Index	100.0	100.0	117.4	120.8	125.5	131.1	133.8	136.1	136.1	140.6	141.4	141.8	141.0	
	Class D Facilities	100 (or more) Car Spots	38	38	43	46	50	51	59	60	60	61	64	64	65	(1)(2)
		Index	100.0	100.0	113.2	121.1	131.6	134.2	155.3	157.9	157.9	160.5	168.4	168.4	171.1	
		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	2,166.2	2,255.7	2,259.7	2,302.1	(1)(2)
		Index	100.0	100.0	114.3	122.9	131.7	132.1	153.9	155.3	155.3	158.1	164.6	164.9	168.0	
	All Facilities	Total Facilities	299	299	315	318	317	322	324	322	319	320	314	312	292	(1)(2)
		Index	100.0	100.0	105.4	106.4	106.0	107.7	108.4	107.7	106.7	107.0	105.0	104.3	97.7	
		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	5,145.1	5,190.6	5,182.8	5,137.1	(1)(2)
		Index	100.0	100.0	111.0	114.9	118.8	119.6	125.8	126.2	125.8	127.0	128.1	127.9	126.8	

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

NOTES:

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

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

(2) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Only those facilities having 25 or more car spots are deemed eligible for these programs. Those "not on track" or having less than 25 car spots (Class A facilities) are omitted from presentation here.

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

RAILWAY CLASS			1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
CLASS 1 CARRIERS																
	Class B Facilities	25 - 49 Car Spots	163	161	160	159	154	143	138	134	131	129	119	118	102	(1)(2)(3)
		Index	100.0	98.8	98.2	97.5	94.5	87.7	84.7	82.2	80.4	79.1	73.0	72.4	62.6	
		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	917.3	850.0	383.2	770.5	(1)(2)(3)
		Index	100.0	99.2	99.1	98.4	96.9	89.6	82.9	81.3	79.8	76.6	71.0	32.0	64.4	
	Class C Facilities	50 - 99 Car Spots	72	72	84	85	87	96	96	98	98	102	104	104	103	(1)(2)(3)
		Index	100.0	100.0	116.7	118.1	120.8	133.3	133.3	136.1	136.1	141.7	144.4	144.4	143.1	
		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	1,861.3	1,873.2	1,877.8	1,871.6	(1)(2)(3)
		Index	100.0	100.0	118.5	122.2	127.4	133.0	135.9	138.4	138.4	143.5	144.5	144.8	144.3	
	Class D Facilities	100 (or more) Car Spots	37	37	42	45	49	50	58	59	59	60	63	63	64	(1)(2)(3)
		Index	100.0	100.0	113.5	121.6	132.4	135.1	156.8	159.5	159.5	162.2	170.3	170.3	173.0	
		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	2,138.2	2,227.7	2,231.7	2,274.1	(1)(2)(3)
		Index	100.0	100.0	114.7	123.4	132.4	132.8	155.1	156.7	156.7	159.5	166.2	166.5	169.7	
	All Facilities	Total Facilities	272	270	286	289	290	289	292	291	288	291	286	285	269	(1)(2)(3)
		Index	100.0	99.3	105.1	106.3	106.6	106.3	107.4	107.0	105.9	107.0	105.1	104.8	98.9	
		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	4,916.8	4,950.9	4,492.7	4,916.3	(1)(2)(3)
		Index	100.0	99.8	111.1	115.2	119.6	119.4	126.0	126.9	126.5	128.2	129.1	117.2	128.2	
CLASS 2 AND 3 CARRIERS																
	Class B Facilities	25 - 49 Car Spots	17	19	19	19	17	22	21	20	20	19	18	17	14	(1)(2)(3)
		Index	100.0	111.8	111.8	111.8	100.0	129.4	123.5	117.6	117.6	111.8	105.9	100.0	82.4	
		Storage Capacity (000 tonnes)	84.2	93.2	101.1	102.2	90.6	125.5	122.8	107.2	107.2	94.3	105.6	101.0	91.9	(1)(2)(3)
		Index	100.0	110.7	120.0	121.4	107.6	149.1	145.9	127.3	127.3	111.9	125.5	120.0	109.2	
	Class C Facilities	50 - 99 Car Spots	9	9	9	9	9	10	10	10	10	9	9	9	8	(1)(2)(3)
		Index	100.0	100.0	100.0	100.0	100.0	111.1	111.1	111.1	111.1	100.0	100.0	100.0	88.9	
		Storage Capacity (000 tonnes)	102.7	102.7	105.6	105.6	104.6	109.8	109.8	109.8	109.8	106.1	106.1	106.1	100.9	(1)(2)(3)
		Index	100.0	100.0	102.9	102.9	101.9	106.9	106.9	106.9	106.9	103.3	103.3	103.3	98.3	
	Class D Facilities	100 (or more) Car Spots	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)(3)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	30.1	30.1	30.1	30.1	30.1	30.1	30.1	28.0	28.0	28.0	28.0	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	93.0	93.0	93.0	93.0	
	All Facilities	Total Facilities	27	29	29	29	27	33	32	31	31	29	28	27	23	(1)(2)(3)
		Index	100.0	107.4	107.4	107.4	100.0	122.2	118.5	114.8	114.8	107.4	103.7	100.0	85.2	
		Storage Capacity (000 tonnes)	217.0	226.0	236.8	237.9	225.3	265.4	262.7	244.9	244.9	228.3	239.7	235.1	220.9	(1)(2)(3)
		Index	100.0	104.2	109.1	109.6	103.8	122.3	121.1	112.9	112.9	105.2	110.5	108.3	101.8	
WESTERN CANADA																
	Class B Facilities	25 - 49 Car Spots	180	180	179	178	171	165	159	154	151	148	137	135	116	(1)(3)
		Index	100.0	100.0	99.4	98.9	95.0	91.7	88.3	85.6	83.9	82.2	76.1	75.0	64.4	
		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	1,011.5	955.7	484.3	862.4	(1)(3)
		Index	100.0	100.0	100.5	99.9	97.6	93.5	87.0	84.3	82.9	79.0	74.6	37.8	67.3	
	Class C Facilities	50 - 99 Car Spots	81	81	93	94	96	106	106	108	108	111	113	113	111	(1)(3)
		Index	100.0	100.0	114.8	116.0	118.5	130.9	130.9	133.3	133.3	137.0	139.5	139.5	137.0	
		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	1,967.4	1,979.3	1,983.9	1,972.5	(1)(3)
		Index	100.0	100.0	117.4	120.8	125.5	131.1	133.8	136.1	136.1	140.6	141.4	141.8	141.0	
	Class D Facilities	100 (or more) Car Spots	38	38	43	46	50	51	59	60	60	61	64	64	65	(1)(3)
		Index	100.0	100.0	113.2	121.1	131.6	134.2	155.3	157.9	157.9	160.5	168.4	168.4	171.1	
		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	2,166.2	2,255.7	2,259.7	2,302.1	(1)(3)
		Index	100.0	100.0	114.3	122.9	131.7	132.1	153.9	155.3	155.3	158.1	164.6	164.9	168.0	
	All Facilities	Total Facilities	299	299	315	318	317	322	324	322	319	320	314	312	292	(1)(3)
		Index	100.0	100.0	105.4	106.4	106.0	107.7	108.4	107.7	106.7	107.0	105.0	104.3	97.7	
		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	5,145.1	5,190.6	4,727.8	5,137.1	(1)(3)
		Index	100.0	100.0	111.0	114.9	118.8	119.6	125.8	126.2	125.8	127.0	128.1	116.7	126.8	

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

NOTES:

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

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

(2) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmniTRAX.

(3) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Only those facilities having 25 or more car spots are deemed eligible for these programs. Those "not on track" or having less than 25 car spots (Class A facilities) are omitted from presentation here.

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

RAILWAY LINE CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
GRAIN DEPENDENT RAILWAY LINES		AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Class B Facilities	25 - 49 Car Spots	83	83	83	83	79	75	71	70	67	64	57	56	47	(1)(2)(3)
	Index	100.0	100.0	100.0	100.0	95.2	90.4	85.5	84.3	80.7	77.1	68.7	67.5	56.6	
	Storage Capacity (000 tonnes)	582.1	582.1	584.2	585.9	569.1	526.7	448.3	436.0	420.5	378.1	340.2	335.6	298.0	(1)(2)(3)
	Index	100.0	100.0	100.4	100.7	97.8	90.5	77.0	74.9	72.2	64.9	58.4	57.6	51.2	
Class C Facilities	50 - 99 Car Spots	29	29	32	32	31	36	36	36	36	40	41	41	39	(1)(2)(3)
	Index	100.0	100.0	110.3	110.3	106.9	124.1	124.1	124.1	124.1	137.9	141.4	141.4	134.5	
	Storage Capacity (000 tonnes)	433.4	433.4	494.4	494.4	499.5	542.6	567.3	573.9	573.9	632.4	634.0	638.0	629.7	(1)(2)(3)
	Index	100.0	100.0	114.1	114.1	115.3	125.2	130.9	132.4	132.4	145.9	146.3	147.2	145.3	
Class D Facilities	100 (or more) Car Spots	8	8	10	11	11	11	14	14	14	14	16	16	16	(1)(2)(3)
	Index	100.0	100.0	125.0	137.5	137.5	137.5	175.0	175.0	175.0	175.0	200.0	200.0	200.0	
	Storage Capacity (000 tonnes)	218.0	218.0	260.6	318.6	318.6	334.7	415.3	413.2	413.2	398.2	456.7	456.7	456.7	(1)(2)(3)
	Index	100.0	100.0	119.6	146.2	146.2	153.5	190.5	189.6	189.6	182.7	209.5	209.5	209.5	
All Facilities	Total Facilities	120	120	125	126	121	122	121	120	117	118	114	113	102	(1)(2)(3)
	Index	100.0	100.0	104.2	105.0	100.8	101.7	100.8	100.0	97.5	98.3	95.0	94.2	85.0	
	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	1,408.7	1,430.8	1,430.2	1,384.4	(1)(2)(3)
	Index	100.0	100.0	108.6	113.4	112.5	113.8	116.0	115.4	114.1	114.2	116.0	115.9	112.2	
NON-GRAIN DEPENDENT RAILWAY LINES															
Class B Facilities	25 - 49 Car Spots	97	97	96	95	92	90	88	84	84	84	80	79	69	(1)(2)(3)
	Index	100.0	100.0	99.0	97.9	94.8	92.8	90.7	86.6	86.6	86.6	82.5	81.4	71.1	
	Storage Capacity (000 tonnes)	698.8	698.8	703.3	694.2	680.7	671.4	666.0	643.9	641.9	633.4	615.5	603.7	564.4	(1)(2)(3)
	Index	100.0	100.0	100.6	99.3	97.4	96.1	95.3	92.1	91.8	90.6	88.1	86.4	80.8	
Class C Facilities	50 - 99 Car Spots	52	52	61	62	65	70	70	72	72	71	72	72	72	(1)(2)(3)
	Index	100.0	100.0	117.3	119.2	125.0	134.6	134.6	138.5	138.5	136.5	138.5	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	1,335.0	1,345.4	1,346.0	1,342.9	(1)(2)(3)
	Index	100.0	100.0	118.9	123.8	130.1	133.7	135.0	137.7	137.7	138.2	139.3	139.3	139.0	
Class D Facilities	100 (or more) Car Spots	30	30	33	35	39	40	45	46	46	47	48	48	49	(1)(2)(3)
	Index	100.0	100.0	110.0	116.7	130.0	133.3	150.0	153.3	153.3	156.7	160.0	160.0	163.3	
	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	1,768.0	1,799.0	1,803.0	1,845.5	(1)(2)(3)
	Index	100.0	100.0	113.3	118.5	128.9	128.1	146.9	148.8	148.8	153.4	156.1	156.4	160.1	
All Facilities	Total Facilities	179	179	190	192	196	200	203	202	202	202	200	199	190	(1)(2)(3)
	Index	100.0	100.0	106.1	107.3	109.5	111.7	113.4	112.8	112.8	112.8	111.7	111.2	106.1	
	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	3,736.5	3,759.9	3,752.7	3,752.7	(1)(2)(3)
	Index	100.0	100.0	112.1	115.6	121.5	122.1	130.0	130.9	130.9	132.6	133.4	133.2	133.2	
WESTERN CANADA															
Class B Facilities	25 - 49 Car Spots	180	180	179	178	171	165	159	154	151	148	137	135	116	(1)(3)
	Index	100.0	100.0	99.4	98.9	95.0	91.7	88.3	85.6	83.9	82.2	76.1	75.0	64.4	
	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	1,011.5	955.7	939.3	862.4	(1)(3)
	Index	100.0	100.0	100.5	99.9	97.6	93.5	87.0	84.3	82.9	79.0	74.6	73.3	67.3	
Class C Facilities	50 - 99 Car Spots	81	81	93	94	96	106	106	108	108	111	113	113	111	(1)(3)
	Index	100.0	100.0	114.8	116.0	118.5	130.9	130.9	133.3	133.3	137.0	139.5	139.5	137.0	
	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	1,967.4	1,979.3	1,983.9	1,972.5	(1)(3)
	Index	100.0	100.0	117.4	120.8	125.5	131.1	133.8	136.1	136.1	140.6	141.4	141.8	141.0	
Class D Facilities	100 (or more) Car Spots	38	38	43	46	50	51	59	60	60	61	64	64	65	(1)(3)
	Index	100.0	100.0	113.2	121.1	131.6	134.2	155.3	157.9	157.9	160.5	168.4	168.4	171.1	
	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	2,166.2	2,255.7	2,259.7	2,302.1	(1)(3)
	Index	100.0	100.0	114.3	122.9	131.7	132.1	153.9	155.3	155.3	158.1	164.6	164.9	168.0	
All Facilities	Total Facilities	299	299	315	318	317	322	324	322	319	320	314	312	292	(1)(3)
	Index	100.0	100.0	105.4	106.4	106.0	107.7	108.4	107.7	106.7	107.0	105.0	104.3	97.7	
	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	5,145.1	5,190.6	5,182.8	5,137.1	(1)(3)
	Index	100.0	100.0	111.0	114.9	118.8	119.6	125.8	126.2	125.8	127.0	128.1	127.9	126.8	

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

NOTES:

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

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

(2) The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.

(3) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Only those facilities having 25 or more car spots are deemed eligible for these programs. Those "not on track" or having less than 25 car spots (Class A facilities) are omitted from presentation here.

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

PROVINCE		1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					ALL YEARS	NOTES
ONTARIO		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
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	1	1	1	-	3	14	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	16.7	10.0	7.3	34.0	14.0	-	-	-	14.0	6.2	9.0	3.2	-	18.4	66.4	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	6.8	6.8	6.8	(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	1	1	1	1	4	23	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	16.7	73.3	67.2	157.2	14.0	51.2	-	-	65.2	6.2	9.0	3.2	6.8	25.2	247.6	(1)(2)(3)
SASKATCHEWAN																		
Class A Facilities	0 - 24 Car Spots	-	3	1	1	5	5	-	-	-	5	4	5	-	-	9	19	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	8.6	2.0	2.5	13.0	8.2	-	-	-	8.2	16.0	14.0	-	-	29.9	51.1	(1)(2)(3)
Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	1	-	-	-	1	1	4	-	-	5	7	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	3.8	-	-	-	3.8	3.6	26.7	-	-	30.3	41.5	(1)(2)(3)
Class C Facilities	50 - 99 Car Spots	-	7	1	-	8	4	2	1	-	7	4	2	-	-	6	21	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	110.7	39.5	-	150.2	68.8	33.9	17.1	-	119.8	75.7	23.7	-	-	99.4	369.3	(1)(2)(3)
Class D Facilities	100 (or more) Car Spots	-	3	-	-	3	-	1	-	-	1	-	1	-	1	2	6	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	90.3	-	-	90.3	-	39.5	-	-	39.5	-	21.0	-	22.5	43.5	173.3	(1)(2)(3)
All Facilities	Total Facilities	-	13	2	2	17	10	3	1	-	14	9	12	-	1	22	53	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	209.5	41.5	9.8	260.8	80.8	73.4	17.1	-	171.3	95.2	85.4	-	22.5	203.1	635.1	(1)(2)(3)
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	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	-	-	-	-	4.4	-	-	-	4.4	-	-	-	6.9	6.9	11.3	(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	1	-	-	-	1	9	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	102.0	-	101.0	203.0	-	31.5	21.3	-	52.9	17.5	-	-	-	17.5	273.4	(1)(2)(3)
All Facilities	Total Facilities	-	9	-	3	12	1	2	1	-	4	1	-	-	1	2	18	(1)(2)(3)
	Storage Capacity (000 tonnes)	-	172.3	-	101.0	273.3	4.4	61.7	21.3	-	87.4	17.5	-	-	6.9	24.4	385.2	(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					2001-2002 CROP YEAR					ALL YEARS	NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
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	-	-	1	1	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	21.3	-	-	21.3	21.3	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)
	Class D Facilities	100 (or more) Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(2)(3)
	All Facilities	Total Facilities	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	1	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	21.3	-	-	21.3	21.3	(1)(2)(3)
WESTERN CANADA																			
	Class A Facilities	0 - 24 Car Spots	-	9	3	3	15	8	-	-	-	8	5	6	1	-	12	35	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	31.1	12.0	9.7	52.8	22.2	-	-	-	22.2	22.1	22.9	3.2	-	48.3	123.3	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	2	-	-	-	2	1	5	-	2	8	11	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	8.2	-	-	-	8.2	3.6	48.1	-	13.8	65.4	81.0	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	11	2	3	16	4	3	1	-	8	4	2	-	-	6	30	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	175.1	63.3	37.9	276.3	68.8	64.0	17.1	-	149.9	75.7	23.7	-	-	99.4	525.6	(1)(2)(3)
	Class D Facilities	100 (or more) Car Spots	-	6	1	4	11	-	4	1	-	5	1	1	-	1	3	19	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	192.3	39.5	123.0	354.8	-	122.2	21.3	-	143.6	17.5	21.0	-	22.5	61.0	559.3	(1)(2)(3)
	All Facilities	Total Facilities	-	26	6	11	43	14	7	2	-	23	11	14	1	3	29	95	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	398.5	114.8	178.0	691.2	99.2	186.2	38.5	-	323.9	118.9	115.6	3.2	36.3	274.0	1,289.2	(1)(2)(3)

NOTES:

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

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

(2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.

(3) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

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

RAILWAY CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					ALL YEARS	NOTES
CLASS 1 CARRIERS		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
Class A Facilities	0 - 24 Car Spots	-	3	1	1	5	3	-	-	-	3	5	6	1	-	12	20	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	12.6	2.0	2.5	17.1	5.0	-	-	-	5.0	22.1	22.9	3.2	-	48.3	70.3	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	1	-	-	-	1	1	4	-	2	7	9	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	3.8	-	-	-	3.8	3.6	26.7	-	13.8	44.1	55.2	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	11	2	3	16	4	3	1	-	8	4	2	-	-	6	30	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	175.1	63.3	37.9	276.3	68.8	64.0	17.1	-	149.9	75.7	23.7	-	-	99.4	525.6	(1)(2)(3)(4)
Class D Facilities	100 (or more) Car Spots	-	6	1	4	11	-	4	1	-	5	1	1	-	1	3	19	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	192.3	39.5	123.0	354.8	-	122.2	21.3	-	143.6	17.5	21.0	-	22.5	61.0	559.3	(1)(2)(3)(4)
All Facilities	Total Facilities	-	20	4	9	33	8	7	2	-	17	11	13	1	3	28	78	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	380.0	104.8	170.7	655.5	77.6	186.2	38.5	-	302.3	118.9	94.3	3.2	36.3	252.7	1,210.4	(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	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	4.4	-	-	-	4.4	-	21.3	-	-	21.3	25.8	(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	-	1	-	-	1	10	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	15.1	-	3.8	18.9	18.4	-	-	-	18.4	-	21.3	-	-	21.3	58.7	(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 CANADA																		
Class A Facilities	0 - 24 Car Spots	-	9	3	3	15	8	-	-	-	8	5	6	1	-	12	35	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	31.1	12.0	9.7	52.8	22.2	-	-	-	22.2	22.1	22.9	3.2	-	48.3	123.3	(1)(2)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	2	-	-	-	2	1	5	-	2	8	11	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	8.2	-	-	-	8.2	3.6	48.1	-	13.8	65.4	81.0	(1)(2)(4)
Class C Facilities	50 - 99 Car Spots	-	11	2	3	16	4	3	1	-	8	4	2	-	-	6	30	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	175.1	63.3	37.9	276.3	68.8	64.0	17.1	-	149.9	75.7	23.7	-	-	99.4	525.6	(1)(2)(4)
Class D Facilities	100 (or more) Car Spots	-	6	1	4	11	-	4	1	-	5	1	1	-	1	3	19	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	192.3	39.5	123.0	354.8	-	122.2	21.3	-	143.6	17.5	21.0	-	22.5	61.0	559.3	(1)(2)(4)
All Facilities	Total Facilities	-	26	6	11	43	14	7	2	-	23	11	14	1	3	29	95	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	398.5	114.8	178.0	691.2	99.2	186.2	38.5	-	323.9	118.9	115.6	3.2	36.3	274.0	1,289.2	(1)(2)(4)

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

NOTES:

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

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

(2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.

(3) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmniTRAX.

(4) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

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

RAILWAY LINE CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					ALL YEARS	NOTES
		Q1	Q2	Q3	Q4	TOTAL	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	1	5	-	-	6	15	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	14.0	2.0	3.8	19.8	15.9	-	-	-	15.9	2.3	14.0	-	-	16.2	52.0	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	2	-	-	-	2	1	3	-	-	4	7	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	8.2	-	-	-	8.2	3.6	17.2	-	-	20.8	36.4	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	3	-	-	3	-	1	-	-	1	4	2	-	-	6	10	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	51.3	-	-	51.3	-	16.7	-	-	16.7	75.7	23.7	-	-	99.4	167.4	(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	6	10	-	-	16	37	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	104.8	41.5	11.1	157.4	24.1	67.9	-	-	92.0	81.6	54.9	-	-	136.4	385.9	(1)(2)(3)(4)
NON-GRAIN DEPENDENT RAILWAY LINES																		
Class A Facilities	0 - 24 Car Spots	-	4	-	1	5	2	-	-	-	2	4	1	1	-	6	13	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	13.7	-	2.5	16.2	3.1	-	-	-	3.1	19.9	9.0	3.2	-	32.0	51.3	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	-	2	-	2	4	4	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	30.8	-	13.8	44.6	44.6	(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	1	1	-	1	3	14	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	152.8	-	123.0	275.8	-	71.0	21.3	-	92.4	17.5	21.0	-	22.5	61.0	429.2	(1)(2)(3)(4)
All Facilities	Total Facilities	-	16	2	8	26	6	4	2	-	12	5	4	1	3	13	51	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	290.3	63.3	163.4	516.9	71.9	118.3	38.5	-	228.7	37.4	60.8	3.2	36.3	137.6	883.2	(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 CANADA																		
Class A Facilities	0 - 24 Car Spots	-	9	3	3	15	8	-	-	-	8	5	6	1	-	12	35	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	31.1	12.0	9.7	52.8	22.2	-	-	-	22.2	22.1	22.9	3.2	-	48.3	123.3	(1)(2)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	1	1	2	-	-	-	2	1	5	-	2	8	11	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	7.3	7.3	8.2	-	-	-	8.2	3.6	48.1	-	13.8	65.4	81.0	(1)(2)(4)
Class C Facilities	50 - 99 Car Spots	-	11	2	3	16	4	3	1	-	8	4	2	-	-	6	30	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	175.1	63.3	37.9	276.3	68.8	64.0	17.1	-	149.9	75.7	23.7	-	-	99.4	525.6	(1)(2)(4)
Class D Facilities	100 (or more) Car Spots	-	6	1	4	11	-	4	1	-	5	1	1	-	1	3	19	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	192.3	39.5	123.0	354.8	-	122.2	21.3	-	143.6	17.5	21.0	-	22.5	61.0	559.3	(1)(2)(4)
All Facilities	Total Facilities	-	26	6	11	43	14	7	2	-	23	11	14	1	3	29	95	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	398.5	114.8	178.0	691.2	99.2	186.2	38.5	-	323.9	118.9	115.6	3.2	36.3	274.0	1,289.2	(1)(2)(4)

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

NOTES:

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

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

(2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.

(3) The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.

(4) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					ALL YEARS	NOTES
ONTARIO			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
	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	19	14	4	31	68	107	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	23.7	-	32.7	56.4	54.8	20.5	8.5	9.0	92.7	78.2	46.0	12.9	129.8	266.9	416.0	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	-	-	-	3	1	-	3	7	7	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	16.2	3.6	-	13.3	33.1	33.1	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	-	-	-	-	-	-	-	-	2	2	4	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	-	-	-	-	-	-	-	-	6.1	6.1	17.5	(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	-	6	-	10	16	13	6	3	3	25	22	15	4	36	77	118	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	23.7	-	44.2	67.8	54.8	20.5	8.5	9.0	92.7	94.4	49.6	12.9	149.2	306.0	466.6	(1)(2)(3)
SASKATCHEWAN																			
	Class A Facilities	0 - 24 Car Spots	-	7	13	53	73	27	3	26	18	74	91	26	4	25	146	293	(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	283.3	69.8	25.4	72.3	450.8	845.6	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	1	1	5	7	-	2	1	2	5	4	11	-	13	28	40	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	4.0	2.2	18.7	24.9	-	60.2	2.2	7.4	69.8	23.5	66.0	-	41.5	131.0	225.6	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	1	-	-	-	1	1	-	-	-	1	2	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	-	-	20.1	-	-	-	20.1	26.8	-	-	-	26.8	47.0	(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	96	37	4	38	175	335	(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	333.7	135.8	25.4	113.7	608.6	1,118.2	(1)(2)(3)
ALBERTA																			
	Class A Facilities	0 - 24 Car Spots	-	14	2	15	31	13	15	14	6	48	16	8	9	12	45	124	(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	82.1	43.6	41.4	64.7	231.8	519.5	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	-	-	2	2	1	1	3	1	6	3	2	2	6	13	21	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	14.8	14.8	5.7	9.0	15.5	8.1	38.2	17.8	10.9	16.4	29.9	75.0	128.1	(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	19	10	11	18	58	145	(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	100.0	54.5	57.8	94.6	306.8	647.6	(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					2001-2002 CROP YEAR					ALL YEARS	NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
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	126	48	17	68	259	525	(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	443.6	159.5	79.6	266.7	949.4	1,786.3	(1)(2)(3)
	Class B Facilities	25 - 49 Car Spots	-	1	1	7	9	1	3	4	3	11	10	14	2	22	48	68	(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	57.5	80.4	16.4	84.7	239.1	386.8	(1)(2)(3)
	Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	1	-	-	-	1	1	-	-	2	3	6	(1)(2)(3)
		Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	20.1	-	-	-	20.1	26.8	-	-	6.1	33.0	64.5	(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	137	62	19	92	310	599	(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	528.0	239.9	96.0	357.5	1,221.4	2,237.6	(1)(2)(3)

NOTES:

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

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

(2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.

(3) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

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

RAILWAY CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					ALL YEARS	NOTES
CLASS 1 CARRIERS		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
Class A Facilities	0 - 24 Car Spots	-	20	13	70	103	42	18	33	20	113	112	40	14	54	220	436	(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	397.1	140.3	62.7	201.6	801.7	1,477.7	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	1	1	5	7	-	3	3	3	9	8	12	1	18	39	55	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	4.0	2.2	24.1	30.3	-	69.2	12.8	15.5	97.5	45.9	70.5	11.8	73.9	202.1	330.0	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	1	-	-	-	1	1	-	-	1	2	5	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	20.1	-	-	-	20.1	26.8	-	-	1.0	27.8	59.3	(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	-	21	14	77	112	43	21	36	23	123	121	52	15	73	261	496	(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	469.8	210.8	74.5	276.5	1,031.6	1,867.0	(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	8	4	3	9	24	53	(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	22.3	9.6	16.9	42.7	91.5	183.8	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	2	2	1	-	-	-	1	1	2	1	3	7	10	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	9.4	9.4	5.7	-	-	-	5.7	3.4	10.0	4.6	7.2	25.2	40.3	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	-	-	-	-	-	-	5.2	5.2	5.2	(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	9	6	4	13	32	64	(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	25.7	19.5	21.5	55.1	121.8	229.2	(1)(2)(3)(4)
NOT ON TRACK																		
Class A Facilities	0 - 24 Car Spots	-	2	-	2	4	4	4	5	4	17	6	4	-	5	15	36	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	7.1	-	4.5	11.6	14.3	11.2	16.9	14.6	56.9	24.3	9.6	-	22.4	56.3	124.8	(1)(2)(4)(5)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	1	-	1	1	-	-	1	2	3	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	4.8	-	4.8	8.2	-	-	3.5	11.7	16.5	(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	7	4	-	6	17	39	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	7.1	-	4.5	11.6	14.3	11.2	21.7	14.6	61.7	32.5	9.6	-	25.9	68.0	141.4	(1)(2)(4)(5)
WESTERN CANADA																		
Class A Facilities	0 - 24 Car Spots	-	28	15	76	119	53	24	43	27	147	126	48	17	68	259	525	(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	443.6	159.5	79.6	266.7	949.4	1,786.3	(1)(2)(4)
Class B Facilities	25 - 49 Car Spots	-	1	1	7	9	1	3	4	3	11	10	14	2	22	48	68	(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	57.5	80.4	16.4	84.7	239.1	386.8	(1)(2)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	1	-	-	-	1	1	-	-	2	3	6	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	20.1	-	-	-	20.1	26.8	-	-	6.1	33.0	64.5	(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	137	62	19	92	310	599	(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	528.0	239.9	96.0	357.5	1,221.4	2,237.6	(1)(2)(4)

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

NOTES:

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

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

(2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.

(3) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of RailAmerica and OmniTRAX.

(4) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

(5) In some cases, the abandonment of a local railway line precedes the closure of an elevator facility. When this occurs, the elevator is reclassified to indicate that it is on a "discontinued" line segment, and grouped with other facilities "not on track." Yet the facility continues to carry the elevator classification derived from the number of railway car spots last recorded for it. This results in the anomalous reporting of a "not on track" elevator having one or more car spots. The car spots tied to any "not on track" facility should be viewed as having been retired.

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

RAILWAY LINE CLASS		1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					ALL YEARS	NOTES
GRAIN DEPENDENT RAILWAY LINES		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	TOTAL	
Class A Facilities	0 - 24 Car Spots	-	10	7	32	49	19	3	17	12	51	62	22	5	29	118	218	(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	208.1	74.0	28.6	117.8	428.6	707.5	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	-	-	4	4	1	2	1	3	7	5	9	1	9	24	35	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	16.7	16.7	5.7	69.0	2.2	15.5	92.3	31.4	50.1	4.6	35.0	121.1	230.2	(1)(2)(3)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	1	1	-	-	-	-	-	1	-	-	2	3	4	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	-	-	8.3	8.3	-	-	-	-	-	26.8	-	-	6.1	33.0	41.2	(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	68	31	6	40	145	257	(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	266.3	124.1	33.2	158.9	582.6	978.9	(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	58	22	12	34	126	271	(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	211.2	75.9	51.0	126.5	464.6	954.0	(1)(2)(3)(4)
Class B Facilities	25 - 49 Car Spots	-	1	1	3	5	-	1	2	-	3	4	5	1	12	22	30	(1)(2)(3)(4)
	Storage Capacity (000 tonnes)	-	4.0	2.2	16.8	23.0	-	0.2	10.7	-	10.9	17.9	30.3	11.8	46.2	106.2	140.1	(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	62	27	13	46	148	303	(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	229.2	106.2	62.8	172.7	570.8	1,117.3	(1)(2)(3)(4)
NOT ON TRACK																		
Class A Facilities	0 - 24 Car Spots	-	2	-	2	4	4	4	5	4	17	6	4	-	5	15	36	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	7.1	-	4.5	11.6	14.3	11.2	16.9	14.6	56.9	24.3	9.6	-	22.4	56.3	124.8	(1)(2)(4)(5)
Class B Facilities	25 - 49 Car Spots	-	-	-	-	-	-	-	1	-	1	1	-	-	1	2	3	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	-	-	-	-	-	-	4.8	-	4.8	8.2	-	-	3.5	11.7	16.5	(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	7	4	-	6	17	39	(1)(2)(4)(5)
	Storage Capacity (000 tonnes)	-	7.1	-	4.5	11.6	14.3	11.2	21.7	14.6	61.7	32.5	9.6	-	25.9	68.0	141.4	(1)(2)(4)(5)
WESTERN CANADA																		
Class A Facilities	0 - 24 Car Spots	-	28	15	76	119	53	24	43	27	147	126	48	17	68	259	525	(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	443.6	159.5	79.6	266.7	949.4	1,786.3	(1)(2)(4)
Class B Facilities	25 - 49 Car Spots	-	1	1	7	9	1	3	4	3	11	10	14	2	22	48	68	(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	57.5	80.4	16.4	84.7	239.1	386.8	(1)(2)(4)
Class C Facilities	50 - 99 Car Spots	-	-	-	2	2	1	-	-	-	1	1	-	-	2	3	6	(1)(2)(4)
	Storage Capacity (000 tonnes)	-	-	-	11.4	11.4	20.1	-	-	-	20.1	26.8	-	-	6.1	33.0	64.5	(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	137	62	19	92	310	599	(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	528.0	239.9	96.0	357.5	1,221.4	2,237.6	(1)(2)(4)

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

NOTES:

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

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

(2) Storage capacity denotes that recorded by the Canadian Grain Commission for each facility at the time of its opening. Any change in the associated storage capacity made subsequent to the opening of the facility is not reflected here.

(3) The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.

(4) The classes used here to group grain elevators are based on the number of railway car spots tied to each facility. These classes parallel the groupings used by CN and CP in their multiple-car block incentive loading programs. Although only those facilities having 25 or more car spots are deemed eligible for these programs, those having less than 25 car spots or "not on track" (Class A facilities) have also been included.

(5) In some cases, the abandonment of a local railway line precedes the closure of an elevator facility. When this occurs, the elevator is reclassified to indicate that it is on a "discontinued" line segment, and grouped with other facilities "not on track." Yet the facility continues to carry the elevator classification derived from the number of railway car spots last recorded for it. This results in the anomalous reporting of a "not on track" elevator having one or more car spots. The car spots tied to any "not on track" facility should be viewed as having been retired.

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

PROPORTION DELIVERIES	1999-2000 Number of Stations	1999-2000 Tonnes Delivered ('000)	1999-2000 % of Total Stations	2000-2001 Number of Stations	2000-2001 Tonnes Delivered ('000)	2000-2001 % of Total Stations	% VAR 99/00 - 00/01	NOTES
80 PER CENT	217	27,283.7	33.5%	145	26,816.8	26.0%	-33.2%	(4)
TOTAL	648	34,106.7		557	33,518.0			(2)(3)

NOTES:

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

(1) Includes total deliveries of principal grains (wheat, durum, oats, barley, rye, flaxseed and canola) at licensed primary elevators located at prairie shipping points.
(2) Total of stations reporting deliveries during crop year.
(3) Grain delivery points with licensed elevators declined from 639 to 554 during the 2000-2001 crop year. Not all locations registered deliveries during the year.
(4) Year over year variance refers to the reduction in the number of stations accounting for 80% of producer deliveries.

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
ONTARIO																
	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	911.6	911.6	911.6	911.6	(2)(3)
		Total Network (route-miles)	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	(2)(3)
		Index - Grain-Dependent Network	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	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	911.6	911.6	911.6	911.6	(2)(3)
		Total Network (route-miles)	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	911.6	(2)(3)
		Index - Grain-Dependent Network	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
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	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	1,665.9	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	2,137.7	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	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	99.7	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	92.9	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	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	705.0	705.0	705.0	705.0	(2)(3)
		Total Network (route-miles)	937.6	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	1,080.2	(2)(3)
		Index - Grain-Dependent Network	100.0	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	161.3	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Index - Total Network	100.0	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	115.2	
	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	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	2,370.9	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	3,217.9	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	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	99.8	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	99.4	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				2001-2002 CROP YEAR				NOTES
SASKATCHEWAN			AUG 1	Q1	Q2	Q3	Q4	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	2,511.6	2,511.6	2,511.6	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	2,821.7	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	5,333.3	5,333.3	5,333.3	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	85.2	85.2	85.2	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	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	92.5	92.5	92.5	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	576.6	576.6	576.6	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	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	775.7	775.7	775.7	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	279.0	279.0	279.0	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	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	191.2	191.2	191.2	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	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	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	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	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	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	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	480.3	480.3	480.3	383.3	(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	2,787.9	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	3,268.2	3,268.2	3,268.2	3,171.2	(2)(3)
		Index - Grain-Dependent Network	100.0	100.0	100.0	99.2	99.2	99.2	94.3	89.9	89.9	89.9	89.9	89.9	71.8	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Index - Total Network	100.0	100.0	100.0	99.9	99.9	99.9	99.1	98.4	98.4	98.4	98.4	98.4	95.5	
	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	135.3	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	1,099.7	1,099.7	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	1,235.0	1,235.0	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	35.9	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	93.2	93.2	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	79.3	79.3	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	615.6	615.6	615.6	518.6	(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	3,887.6	3,887.6	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	4,503.2	4,503.2	4,503.2	4,406.2	(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	67.6	67.6	67.6	56.9	
		Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	98.0	98.0	98.0	98.0	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	92.3	92.3	92.3	90.3	

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

PROVINCE			1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
BRITISH COLUMBIA		AUG 1	Q1	Q2	Q3	Q4	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	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	2,393.1	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	2,420.0	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	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	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	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	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	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	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	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	26.9	26.9	26.9	26.9	(2)(3)
	Non-Grain-Dependent Network (route-miles)	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	4,237.2	(2)(3)
	Total Network (route-miles)	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	4,264.1	(2)(3)
	Index - Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Index - Total Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
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	3,490.6	3,490.6	3,490.6	3,393.6	(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	10,580.2	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	14,070.8	14,070.8	14,070.8	13,973.8	(2)(3)
	Index - Grain-Dependent Network	100.0	96.6	95.4	95.0	94.7	86.5	85.9	84.8	84.3	84.3	84.3	84.3	82.0	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	99.0	99.0	99.0	99.0	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	94.9	94.9	94.9	94.2	
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	1,087.1	1,087.1	1,087.1	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	3,847.9	3,847.9	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	4,935.0	4,935.0	4,935.0	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	133.2	133.2	133.2	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	100.6	100.6	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	106.4	106.4	106.4	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	4,577.7	4,577.7	4,577.7	4,480.7	(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	14,428.1	14,428.1	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	19,005.8	19,005.8	19,005.8	18,908.8	(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	92.4	92.4	92.4	90.4	
	Index - Non-Grain-Dependent Network	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.4	99.4	99.4	99.4	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	97.6	97.6	97.6	97.1	

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 I of the Canada Transportation Act (1996) rather than the subsequently amended Canada Transportation Act (2000).

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

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

RAILWAY LINE CLASS	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
GRAIN-DEPENDENT RAILWAY LINES	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
Wheat	884.6	1,202.8	1,169.4	1,170.3	4,427.1	1,124.8	764.7	779.9	1,172.7	3,842.1	943.3	905.2	675.3	864.9	3,388.6	-26.2%	-11.8%	(2)(3)
Durum	188.6	100.4	139.9	377.2	806.1	146.6	163.8	51.8	320.9	683.1	97.2	91.0	101.1	266.5	555.8	-17.0%	-18.6%	(2)(3)
Barley	129.3	165.5	175.5	159.8	630.1	128.1	210.0	177.2	130.6	645.8	73.1	107.1	80.7	64.5	325.3	-50.6%	-49.6%	(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	296.3	209.8	221.5	180.1	907.7	-29.5%	-45.3%	(2)(3)
Oats	25.5	24.9	17.3	22.7	90.4	44.8	10.0	15.1	16.0	85.9	36.3	9.4	-	0.1	45.8	-99.5%	-46.7%	(2)(3)
Peas	162.6	123.7	121.1	156.4	563.9	271.7	219.2	158.4	118.9	768.2	201.0	110.9	47.2	90.5	449.6	-23.9%	-41.5%	(2)(3)
Rye	0.5	-	0.3	-	0.8	-	2.8	1.5	-	4.3	-	-	0.3	-	0.3	n/a	-94.0%	(2)(3)
Flaxseed	36.4	55.0	68.0	44.3	203.7	67.3	76.1	36.6	54.0	234.0	67.5	57.5	32.2	52.1	209.4	-3.4%	-10.5%	(2)(3)
Other	142.0	137.9	134.9	137.1	551.8	131.4	132.6	106.9	113.6	484.5	115.5	89.9	76.7	64.1	346.2	-43.6%	-28.6%	(2)(3)
Total	2,021.0	2,316.5	2,050.5	2,295.6	8,683.6	2,380.7	1,973.3	1,871.2	2,182.1	8,407.3	1,830.3	1,580.7	1,234.9	1,582.7	6,228.7	-27.5%	-25.9%	(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	1,991.1	1,889.7	1,213.4	1,446.8	6,541.1	-35.9%	-17.9%	(2)(3)
Durum	585.6	234.7	344.4	830.1	1,994.8	422.4	467.8	302.6	867.0	2,059.8	328.0	252.6	257.3	671.4	1,509.2	-22.6%	-26.7%	(2)(3)
Barley	157.3	187.4	249.3	175.7	769.7	174.7	285.1	230.3	170.5	860.6	136.8	157.8	103.8	75.1	473.4	-56.0%	-45.0%	(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	564.0	375.1	341.6	311.7	1,592.3	-27.8%	-49.0%	(2)(3)
Oats	49.6	30.6	43.9	41.8	165.9	54.8	63.1	35.8	25.9	179.5	56.0	22.4	3.7	2.7	84.8	-89.5%	-52.8%	(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	355.7	250.3	85.3	134.4	825.7	-19.4%	-41.4%	(2)(3)
Rye	0.6	0.2	0.9	0.1	1.8	-	7.8	0.7	-	8.6	0.5	0.5	0.3	0.6	1.9	n/a	-78.0%	(2)(3)
Flaxseed	40.7	72.6	79.0	68.5	260.8	63.0	147.8	47.4	81.2	339.4	113.9	119.7	54.6	106.9	395.1	31.6%	16.4%	(2)(3)
Other	249.7	224.5	185.7	219.5	879.4	224.3	203.5	196.6	176.8	801.3	197.9	122.8	170.6	133.2	624.5	-24.7%	-22.1%	(2)(3)
Total	3,941.9	4,445.0	4,116.2	4,473.0	16,976.0	4,420.1	4,304.5	3,848.0	4,177.0	16,749.6	3,743.8	3,190.8	2,230.5	2,882.9	12,048.0	-31.0%	-28.1%	(2)(3)
WESTERN CANADA																		
Wheat	2,556.5	3,714.3	3,712.7	3,636.4	13,620.0	3,158.7	2,635.0	2,587.0	3,429.5	11,810.3	2,934.4	2,794.9	1,888.6	2,311.7	9,929.7	-32.6%	-15.9%	(2)(3)
Durum	774.2	335.1	484.3	1,207.3	2,800.9	569.0	631.6	354.3	1,187.9	2,742.9	425.2	343.6	358.4	937.8	2,065.0	-21.1%	-24.7%	(2)(3)
Barley	286.6	352.9	424.8	335.5	1,399.7	302.7	495.1	407.5	301.1	1,506.4	209.9	264.8	184.5	139.5	798.7	-53.6%	-47.0%	(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	860.3	584.9	563.1	491.8	2,500.0	-28.4%	-47.7%	(2)(3)
Oats	75.1	55.5	61.2	64.5	256.3	99.6	73.0	50.9	41.9	265.5	92.3	31.8	3.7	2.8	130.6	-93.3%	-50.8%	(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	556.8	361.2	132.4	224.9	1,275.3	-21.3%	-41.4%	(2)(3)
Rye	1.1	0.2	1.2	0.1	2.6	-	10.7	2.2	-	12.8	0.5	0.5	0.5	0.6	2.1	n/a	-83.4%	(2)(3)
Flaxseed	77.2	127.6	147.0	112.8	464.5	130.4	223.9	84.0	135.2	573.5	181.4	177.2	86.8	159.0	604.5	17.6%	5.4%	(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	313.3	212.7	247.4	197.3	970.7	-32.1%	-24.5%	(2)(3)
Total	5,962.8	6,761.5	6,166.7	6,768.6	25,659.6	6,800.8	6,277.8	5,719.2	6,359.1	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	-29.8%	-27.3%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
INFRASTRUCTURE (route-miles)		Q1	Q2	Q3	Q4		Q1	Q2	Q3	Q4		Q1	Q2	Q3	Q4		Q4	YTD	
Manitoba	Grain-Dependent Network	375.2	375.2	375.2	375.2		375.2	375.2	375.2	375.2		375.2	375.2	375.2	375.2		0.0%	0.0%	(2)(3)
	Non-Grain-Dependent Network	705.0	705.0	705.0	705.0		705.0	705.0	705.0	705.0		705.0	705.0	705.0	705.0		0.0%	0.0%	(2)(3)
	Total Network	1,080.2	1,080.2	1,080.2	1,080.2		1,080.2	1,080.2	1,080.2	1,080.2		1,080.2	1,080.2	1,080.2	1,080.2		0.0%	0.0%	(2)(3)
Saskatchewan	Grain-Dependent Network	206.7	206.7	206.7	206.7		535.8	535.8	557.2	576.6		576.6	576.6	576.6	576.6		0.0%	0.0%	(2)(3)
	Non-Grain-Dependent Network	199.1	199.1	199.1	199.1		199.1	199.1	199.1	199.1		199.1	199.1	199.1	199.1		0.0%	0.0%	(2)(3)
	Total Network	405.8	405.8	405.8	405.8		734.9	734.9	756.3	775.7		775.7	775.7	775.7	775.7		0.0%	0.0%	(2)(3)
Alberta	Grain-Dependent Network	377.0	377.0	377.0	377.0		377.0	135.3	135.3	135.3		135.3	135.3	135.3	135.3		0.0%	0.0%	(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		1,099.7	1,099.7	1,099.7	1,099.7		0.0%	0.0%	(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		1,235.0	1,235.0	1,235.0	1,235.0		0.0%	0.0%	(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		1,087.1	1,087.1	1,087.1	1,087.1		0.0%	0.0%	(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		2,003.8	2,003.8	2,003.8	2,003.8		0.0%	0.0%	(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		3,090.9	3,090.9	3,090.9	3,090.9		0.0%	0.0%	(2)(3)(4)
GRAIN VOLUMES (thousands of tonnes)		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
	Wheat	242.3	337.2	313.2	255.1	1,147.8	241.1	249.3	277.6	377.6	1,145.6	273.6	348.6	253.2	317.9	1,193.4	-15.8%	4.2%	(5)
	Durum	3.1	5.8	7.4	17.7	34.0	31.4	15.9	15.3	53.7	116.4	12.9	16.9	21.5	69.8	121.1	29.9%	4.1%	(5)
	Barley	39.8	38.7	64.4	72.4	215.3	60.8	111.0	55.0	24.5	251.2	9.2	34.1	14.7	25.3	83.3	3.3%	-66.9%	(5)
	Canola	125.1	173.2	96.8	92.7	487.8	115.5	105.0	161.1	104.2	485.8	112.9	113.1	98.7	84.3	409.0	-19.0%	-15.8%	(5)
	Oats	5.0	0.6	3.6	3.4	12.8	5.7	5.1	2.8	4.7	18.3	15.6	6.0	0.5	1.6	23.8	-64.9%	29.9%	(5)
	Peas	29.2	28.6	20.0	29.0	106.7	40.8	68.9	30.6	12.1	152.4	54.0	35.8	14.1	15.2	119.1	25.3%	-21.9%	(5)
	Rye	-	-	-	-	-	-	0.1	-	-	0.1	-	0.1	-	-	0.1	n/a	-4.4%	(5)
	Flaxseed	2.3	5.1	2.7	5.4	15.4	5.6	10.4	1.5	4.0	21.6	4.0	3.2	2.0	4.6	13.7	13.9%	-36.3%	(5)
	Other	13.8	16.7	21.1	19.2	70.8	32.4	38.6	27.3	45.4	143.7	31.4	20.3	21.9	24.1	97.5	-47.1%	-32.1%	(5)
	All Grains	460.6	605.9	529.2	494.9	2,090.5	533.3	604.4	571.2	626.3	2,335.1	513.6	578.0	426.5	542.8	2,061.0	-13.3%	-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					2001-2002 CROP YEAR					% VARIANCE		NOTES
CLASS 1 CARRIERS		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
	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	2,660.8	2,446.3	1,635.4	1,993.8	8,736.3	-34.7%	-18.1%	(2)(3)
	Durum	771.1	329.3	476.9	1,189.7	2,767.0	537.5	615.7	339.0	1,134.2	2,626.5	412.3	326.7	336.9	868.0	1,943.9	-23.5%	-26.0%	(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	200.7	230.7	169.8	114.3	715.4	-58.7%	-43.0%	(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	747.4	471.8	464.4	407.4	2,091.0	-30.1%	-51.3%	(2)(3)
	Oats	70.0	54.9	57.6	61.1	243.5	93.9	67.9	48.1	37.2	247.2	76.7	25.9	3.2	1.2	106.9	-96.9%	-56.8%	(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	502.7	325.4	118.4	209.8	1,156.2	-23.3%	-42.9%	(2)(3)
	Rye	1.1	0.2	1.2	0.1	2.6	-	10.6	2.2	-	12.7	0.5	0.4	0.5	0.6	2.0	n/a	-83.9%	(2)(3)
	Flaxseed	74.9	122.5	144.3	107.4	449.1	124.7	213.5	82.5	131.2	551.9	177.4	174.0	84.8	154.4	590.8	17.7%	7.0%	(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	281.9	192.4	225.5	173.3	873.1	-29.3%	-23.5%	(2)(3)
	All Grains	5,502.2	6,155.6	5,637.5	6,273.7	23,569.1	6,267.5	5,673.4	5,148.0	5,732.8	22,821.7	5,060.5	4,193.5	3,038.9	3,922.8	16,215.7	-31.6%	-28.9%	(2)(3)
CLASS 2 AND 3 CARRIERS																			
	Wheat	242.3	337.2	313.2	255.1	1,147.8	241.1	249.3	277.6	377.6	1,145.6	273.6	348.6	253.2	317.9	1,193.4	-15.8%	4.2%	(2)(3)
	Durum	3.1	5.8	7.4	17.7	34.0	31.4	15.9	15.3	53.7	116.4	12.9	16.9	21.5	69.8	121.1	29.9%	4.1%	(2)(3)
	Barley	39.8	38.7	64.4	72.4	215.3	60.8	111.0	55.0	24.5	251.2	9.2	34.1	14.7	25.3	83.3	3.3%	-66.9%	(2)(3)
	Canola	125.1	173.2	96.8	92.7	487.8	115.5	105.0	161.1	104.2	485.8	112.9	113.1	98.7	84.3	409.0	-19.0%	-15.8%	(2)(3)
	Oats	5.0	0.6	3.6	3.4	12.8	5.7	5.1	2.8	4.7	18.3	15.6	6.0	0.5	1.6	23.8	-64.9%	29.9%	(2)(3)
	Peas	29.2	28.6	20.0	29.0	106.7	40.8	68.9	30.6	12.1	152.4	54.0	35.8	14.1	15.2	119.1	25.3%	-21.9%	(2)(3)
	Rye	-	-	-	-	-	-	0.1	-	-	0.1	-	0.1	-	-	0.1	n/a	-4.4%	(2)(3)
	Flaxseed	2.3	5.1	2.7	5.4	15.4	5.6	10.4	1.5	4.0	21.6	4.0	3.2	2.0	4.6	13.7	13.9%	-36.3%	(2)(3)
	Other	13.8	16.7	21.1	19.2	70.8	32.4	38.6	27.3	45.4	143.7	31.4	20.3	21.9	24.1	97.5	-47.1%	-32.1%	(2)(3)
	All Grains	460.6	605.9	529.2	494.9	2,090.5	533.3	604.4	571.2	626.3	2,335.1	513.6	578.0	426.5	542.8	2,061.0	-13.3%	-11.7%	(2)(3)
WESTERN CANADA																			
	Wheat	2,556.5	3,714.3	3,712.7	3,636.4	13,620.0	3,158.7	2,635.0	2,587.0	3,429.5	11,810.3	2,934.4	2,794.9	1,888.6	2,311.7	9,929.7	-32.6%	-15.9%	(2)(3)
	Durum	774.2	335.1	484.3	1,207.3	2,800.9	569.0	631.6	354.3	1,187.9	2,742.9	425.2	343.6	358.4	937.8	2,065.0	-21.1%	-24.7%	(2)(3)
	Barley	286.6	352.9	424.8	335.5	1,399.7	302.7	495.1	407.5	301.1	1,506.4	209.9	264.8	184.5	139.6	798.7	-53.6%	-47.0%	(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	860.3	584.9	563.1	491.8	2,500.0	-28.4%	-47.7%	(2)(3)
	Oats	75.1	55.5	61.2	64.5	256.3	99.6	73.0	50.9	41.9	265.5	92.3	31.8	3.7	2.8	130.6	-93.3%	-50.8%	(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	556.8	361.2	132.4	224.9	1,275.3	-21.3%	-41.4%	(2)(3)
	Rye	1.1	0.2	1.2	0.1	2.6	-	10.7	2.2	-	12.8	0.5	0.5	0.5	0.6	2.1	n/a	-83.4%	(2)(3)
	Flaxseed	77.2	127.6	147.0	112.8	464.5	130.4	223.9	84.0	135.2	573.5	181.4	177.2	86.8	159.0	604.5	17.6%	5.4%	(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	313.3	212.7	247.4	197.3	970.7	-32.1%	-24.5%	(2)(3)
	All Grains	5,962.8	6,761.5	6,166.7	6,768.6	25,659.6	6,800.8	6,277.8	5,719.2	6,359.1	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	-29.8%	-27.3%	(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				2001-2002 CROP YEAR				NOTES
GRAIN-DEPENDENT RAILWAY LINES			**AUG 1**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	**Q1**	**Q2**	**Q3**	**Q4**	
	Class 1 Carriers	Total Facilities	373	359	356	351	317	284	281	267	255	200	183	180	147	(2)(3)(4)
		Index	100.0	96.2	95.4	94.1	85.0	76.1	75.3	71.6	68.4	53.6	49.1	48.3	39.4	
		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	1,667.9	1,634.4	1,618.1	1,486.6	(2)(3)(4)
		Index	100.0	97.7	101.9	103.0	97.9	92.2	92.6	89.1	86.9	76.6	75.1	74.3	68.3	
	Class 2 and 3 Carriers	Total Facilities	47	61	59	57	54	71	62	57	54	47	43	40	32	(2)(3)(4)
		Index	100.0	129.8	125.5	121.3	114.9	151.1	131.9	121.3	114.9	100.0	91.5	85.1	68.1	
		Storage Capacity (000 tonnes)	310.2	360.5	360.0	360.2	343.6	428.4	380.3	348.5	342.1	311.4	294.5	279.0	240.1	(2)(3)(4)
		Index	100.0	116.2	116.1	116.1	110.8	138.1	122.6	112.4	110.3	100.4	94.9	89.9	77.4	
	All Carriers	Total Facilities	420	420	415	408	371	355	343	324	309	247	226	220	179	(2)(3)(4)
		Index	100.0	100.0	98.8	97.1	88.3	84.5	81.7	77.1	73.6	58.8	53.8	52.4	42.6	
		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	1,979.4	1,928.9	1,897.0	1,726.7	(2)(3)(4)
		Index	100.0	100.0	103.7	104.7	99.5	97.9	96.3	92.0	89.8	79.6	77.6	76.3	69.4	
NON-GRAIN-DEPENDENT RAILWAY LINES																
	Class 1 Carriers	Total Facilities	524	524	523	516	480	457	444	423	412	357	335	324	286	(2)(3)(4)
		Index	100.0	100.0	99.8	98.5	91.6	87.2	84.7	80.7	78.6	68.1	63.9	61.8	54.6	
		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	4,447.1	4,383.9	4,326.2	4,217.9	(2)(3)(4)
		Index	100.0	100.0	107.9	109.1	109.6	107.4	111.1	109.8	108.6	103.9	102.5	101.1	98.6	
	Class 2 and 3 Carriers	Total Facilities	35	35	35	35	33	31	30	28	28	26	25	24	19	(2)(3)(4)
		Index	100.0	100.0	100.0	100.0	94.3	88.6	85.7	80.0	80.0	74.3	71.4	68.6	54.3	
		Storage Capacity (000 tonnes)	166.9	166.9	166.1	163.3	156.1	151.6	144.1	131.2	131.2	121.5	140.3	134.3	116.1	(2)(3)(4)
		Index	100.0	100.0	99.5	97.8	93.5	90.8	86.3	78.6	78.6	72.8	84.0	80.4	69.6	
	All Carriers	Total Facilities	559	559	558	551	513	488	474	451	440	383	360	348	305	(2)(3)(4)
		Index	100.0	100.0	99.8	98.6	91.8	87.3	84.8	80.7	78.7	68.5	64.4	62.3	54.6	
		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	4,568.6	4,524.2	4,460.5	4,334.0	(2)(3)(4)
		Index	100.0	100.0	107.6	108.7	109.0	106.7	110.2	108.6	107.4	102.8	101.8	100.3	97.5	
WESTERN CANADA																
	Class 1 Carriers	Total Facilities	897	883	879	867	797	741	725	690	667	557	518	504	433	(2)(4)
		Index	100.0	98.4	98.0	96.7	88.9	82.6	80.8	76.9	74.4	62.1	57.7	56.2	48.3	
		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	6,115.0	6,018.3	5,944.3	5,704.5	(2)(4)
		Index	100.0	99.2	105.9	107.0	105.7	102.3	104.9	102.8	101.3	94.7	93.2	92.1	88.4	
	Class 2 and 3 Carriers	Total Facilities	82	96	94	92	87	102	92	85	82	73	68	64	51	(2)(4)
		Index	100.0	117.1	114.6	112.2	106.1	124.4	112.2	103.7	100.0	89.0	82.9	78.0	62.2	
		Storage Capacity (000 tonnes)	477.1	527.4	526.1	523.5	499.7	580.0	524.4	479.7	473.3	432.9	434.7	413.2	356.3	(2)(4)
		Index	100.0	110.5	110.3	109.7	104.7	121.6	109.9	100.5	99.2	90.7	91.1	86.6	74.7	
	All Carriers	Total Facilities	979	979	973	959	884	843	817	775	749	630	586	568	484	(2)(4)
		Index	100.0	100.0	99.4	98.0	90.3	86.1	83.5	79.2	76.5	64.4	59.9	58.0	49.4	
		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	6,547.9	6,453.1	6,357.5	6,060.8	(2)(4)
		Index	100.0	100.0	106.2	107.2	105.6	103.6	105.2	102.7	101.1	94.4	93.1	91.7	87.4	

NOTES:

SOURCE: Canadian Grain Commission

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

(2) Some primary and process elevator facilities are "not on track," and do not have direct physical access to the services of a local railway. This arises by way of either a conscious construction decision or the abandonment of the local railway line that previously provided service to the facility. Such facilities are excluded from consideration here.

(3) The term "grain-dependent branch line" denotes a legal designation under the Canada Transportation Act. For comparative purposes only, the term has been affixed to those railway lines so designated under Schedule I of the Canada Transportation Act (1996) regardless of any subsequent change in ownership or legal designation.

(4) Railways are classed by the relative size of their commercial activities. Class 1 railways comprise the largest carriers, and include both Canadian National and Canadian Pacific. Class 2 and 3 carriers have a smaller commercial base and operations of a regional or shortline nature. Among these carriers are the British Columbia Railway, and the shortline holdings of OmniTRAX and RailAmerica.

Western Canadian Terminal Elevators - Summarized by Port and Facility Class

PORT			1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	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	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	102.1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Class F Facilities	50 (or more) Car Spots	4	4	4	4	4	5	5	5	5	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	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	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	103.0	103.0	103.0	103.0	
	All Facilities	Total Facilities	5	5	5	5	5	6	6	6	6	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	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	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	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	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	All Facilities	Total Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	209.5	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
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	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	All Facilities	Total Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
THUNDER BAY																
	Class E Facilities	1 - 49 Car Spots	2	2	2	2	2	2	2	2	2	2	2	2	2	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		Storage Capacity (000 tonnes)	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	207.8	(1)(2)
		Index	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	Class F Facilities	50 (or more) Car Spots	5	5	5	5	6	6	6	6	6	6	7	7	7	(1)(2)
		Index	100.0	100.0	100.0	100.0	120.0	120.0	120.0	120.0	120.0	120.0	140.0	140.0	140.0	
		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	1,192.0	1,222.0	1,222.0	1,222.0	(1)(2)
		Index	100.0	100.0	100.0	100.0	111.3	111.3	111.3	111.3	111.3	111.3	114.1	114.1	114.1	
	All Facilities	Total Facilities	7	7	7	7	8	8	8	8	8	8	9	9	9	(1)(2)
		Index	100.0	100.0	100.0	100.0	114.3	114.3	114.3	114.3	114.3	114.3	128.6	128.6	128.6	
		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	1,399.8	1,429.8	1,429.8	1,429.8	(1)(2)
		Index	100.0	100.0	100.0	100.0	109.5	109.5	109.5	109.5	109.5	109.5	111.8	111.8	111.8	

Western Canadian Terminal Elevators - Summarized by Port and Facility Class

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

NOTES:

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

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

(2) The classes used here to group terminal grain elevators are based on the number of railway car spots tied to each facility, and is made for comparative purposes only.

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

PORT	RAILWAY	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					%VARIANCE		NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
VANCOUVER																			(1)
	CN	17,397	18,953	16,467	20,239	73,056	21,387	19,387	19,963	20,088	80,825	22,028	17,670	11,097	15,264	66,059	-24.0%	-18.3%	
	CP	17,317	21,973	22,095	22,563	83,948	21,854	21,190	20,440	16,799	80,283	17,392	14,466	9,632	10,048	51,538	-40.2%	-35.8%	
		34,714	40,926	38,562	42,802	157,004	43,241	40,577	40,403	36,887	161,108	39,420	32,136	20,729	25,312	117,597	-31.4%	-27.0%	
PRINCE RUPERT																			
	CN	3,882	17,176	15,416	2,018	38,492	586	8,779	12,693	3,894	25,952	0	6,457	5,050	493	12,000	-87.3%	-53.8%	
	CP	0	0	0	0	0	0	0	601	105	706	0	0	0	0	0	-100.0%	-100.0%	
		3,882	17,176	15,416	2,018	38,492	586	8,779	13,294	3,999	26,658	0	6,457	5,050	493	12,000	-87.7%	-55.0%	
CHURCHILL																			
	CN	4,253	0	0	958	5,211	6,181	539	0	832	7,552	3,883	0	0	871	4,754	4.7%	-37.0%	
	CP	0	0	0	0	0	0	0	0	0	0	770	0	0	0	770	n/a	n/a	
		4,253	0	0	958	5,211	6,181	539	0	832	7,552	4,653	0	0	871	5,524	4.7%	-26.9%	
THUNDER BAY																			
	CN	7,546	6,841	4,253	9,401	28,041	7,545	8,717	3,511	11,528	31,301	6,839	5,055	3,320	8,561	23,775	-25.7%	-24.0%	
	CP	13,355	11,011	8,339	16,802	49,507	12,883	11,345	5,086	15,673	44,987	12,377	9,770	5,446	16,454	44,047	5.0%	-2.1%	
		20,901	17,852	12,592	26,203	77,548	20,428	20,062	8,597	27,201	76,288	19,216	14,825	8,766	25,015	67,822	-8.0%	-11.1%	
ALL PORTS																			
	CN	33,078	42,970	36,136	32,616	144,800	35,699	37,422	36,167	36,342	145,630	32,750	29,182	19,467	25,189	106,588	-30.7%	-26.8%	
	CP	30,672	32,984	30,434	39,365	133,455	34,737	32,535	26,127	32,577	125,976	30,539	24,236	15,078	26,502	96,355	-18.6%	-23.5%	
		63,750	75,954	66,570	71,981	278,255	70,436	69,957	62,294	68,919	271,606	63,289	53,418	34,545	51,691	202,943	-25.0%	-25.3%	

NOTES:

Source: Canadian Wheat Board

(1) Crop years quarters defined as unloads during weeks 1-13, 14-26, 27-39, & 40-52 inclusive for 1999-2000 & 2000-2001. Crop year quarters for 2001-2002 defined as weeks 1-14, 15-27, 28-39, & 40-53 inclusive.

(2) Includes covered hopper car unloads of wheat, durum, barley, canola, oats, peas, rye and flaxseed at licensed terminal elevators.

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

DESTINATION	COMMODITY	2000-2001 Q1 - Q4		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2001-2002 Q1 - Q4		NOTES
		Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	
VANCOUVER														
	Wheat	191	1,839,200	52	902,000	41	602,800	41	515,680	20	253,000	154	2,273,480	
	Durum	45	283,360	13	77,000	9	68,200	6	46,200	11	77,000	39	268,400	
	Barley	33	334,400			5	44,000	2	35,200	4	80,960	11	160,160	
		269	2,456,960	65	979,000	55	715,000	49	597,080	35	410,960	204	2,702,040	
PRINCE RUPERT														
	Wheat	94	968,000			24	382,800	35	338,800			59	721,600	
	Durum											0	0	
	Barley											0	0	
		94	968,000			24	382,800	35	338,800			59	721,600	
CHURCHILL														
	Wheat	9	92,400	12	127,600					1	8,800	13	136,400	
	Durum			1	22,000							1	22,000	
	Barley											0	0	
		9	92,400	13	149,600					1	8,800	14	158,400	
THUNDER BAY														
	Wheat	96	818,400	39	314,600	12	107,800	7	96,800	22	167,200	80	686,400	
	Durum	41	552,200	16	107,800	6	57,200	10	105,600	27	422,400	59	693,000	
	Barley											0	0	
		137	1,370,600	55	422,400	18	165,000	17	202,400	49	589,600	139	1,379,400	
ALL PORTS														
	Wheat	390	3,718,000	103	1,344,200	77	1,093,400	83	951,280	43	429,000	306	3,817,880	
	Durum	86	835,560	30	206,800	15	125,400	16	151,800	38	499,400	99	983,400	
	Barley	33	334,400	0	0	5	44,000	2	35,200	4	80,960	11	160,160	
		509	4,887,960	133	1,551,000	97	1,262,800	101	1,138,280	85	1,009,360	416	4,961,440	

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		2001-2002 Q3		NOTES
		Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	
VANCOUVER						
	Malting Barley	6	n/a	2	n/a	(1)
		6	n/a	2	n/a	

NOTES:

Source: Canadian Wheat Board

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

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

DESTINATION	COMMODITY	GRADE	2000-2001		2001-2002								2001-2002		NOTES
					Q1		Q2		Q3		Q4				
			Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	Tenders Called	Volume (tonnes)	
VANCOUVER															
	Wheat														
		1 CWRS	76	735,680	16	244,200	14	231,000	23	312,400	9	138,600	62	926,200	
		2 CWRS	78	838,200	18	363,000	15	206,800	15	187,000	9	101,200	57	858,000	
		3 CWRS	9	52,800	4	77,000	3	37,400					7	114,400	
		1/2CWRS			2	46,200	4	59,400					6	105,600	(3)
		1/2 CWES	7	33,000	2	22,000	1	4,400	1	5,280	1	4,400	5	36,080	(3)
		CAN FEED	4	17,600	1	2,200							1	2,200	
		1/2 CPSR	12	107,800	4	94,600	1	30,800			1	8,800	6	134,200	(3)
		1/2 CPSW	2	30,800					1	8,800			1	8,800	(3)
		1/2 CWRW	3	23,320	2	22,000	2	26,400					4	48,400	(3)
		A/C CRYSTAL			1	26,400	1	6,600	1	2,200			3	35,200	
		A/C VISTA			2	4,400							2	4,400	
			191	1,839,200	52	902,000	41	602,800	41	515,680	20	253,000	154	2,273,480	
	Durum														
		1 CWAD	3	8,800	2	15,400	3	39,600	3	30,800	4	39,600	12	125,400	
		1/2 CWAD	8	39,600	1	13,200							1	13,200	(3)
		2 CWAD	13	73,920	4	15,400	3	17,600	2	11,000	2	15,400	11	59,400	
		2/3 CWAD									1	8,800	1	8,800	(3)
		3 CWAD	6	37,840	3	22,000	2	6,600	1	4,400	2	6,600	8	39,600	
		3/4 CWAD	1	8,800									0	0	(3)
		4 CWAD	12	105,600	2	8,800	1	4,400			2	6,600	5	19,800	
		5 CWAD	2	8,800	1	2,200							1	2,200	
			45	283,360	13	77,000	9	68,200	6	46,200	11	77,000	39	268,400	
	Barley														
		1 CW	32	325,600			5	44,000	1	22,000	4	80,960	10	146,960	
		1/2 CW							1	13,200			1	13,200	(3)
		CAN FEED	1	8,800									0	0	
			33	334,400	0	0	5	44,000	2	35,200	4	80,960	11	160,160	
PRINCE RUPERT															
	Wheat														
		1 CWRS	11	81,400			1	4,400	9	92,400			10	96,800	
		2 CWRS	58	666,600			14	292,600	26	246,400			40	539,000	
		3 CWRS	9	74,800			2	6,600					2	6,600	
		1/2 CWRS					3	66,000					3	66,000	(3)
		1/2 CWES	5	39,600			4	13,200					4	13,200	(3)
		CAN FEED	1	4,400									0	0	
		1 CPSR	1	8,800									0	0	
		1/2 CPSR	9	92,400									0	0	(3)
			94	968,000	0	0	24	382,800	35	338,800	0	0	59	721,600	
CHURCHILL															
	Wheat														
		1 CWRS	1	8,800	2	33,000					1	8,800	3	41,800	
		2 CWRS	3	32,120	9	92,400							9	92,400	
		3 CWRS	4	44,000	1	2,200							1	2,200	
		1/2 CPSW	1	7,480									0	0	(3)
			9	92,400	12	127,600	0	0	0	0	1	8,800	13	136,400	
	Durum														
		1 CWAD			1	22,000							1	22,000	
					1	22,000	0	0	0	0	0	0	1	22,000	
THUNDER BAY															
	Wheat														
		1 CWRS	24	184,800	14	94,600	2	13,200	4	48,400	12	96,800	32	253,000	
		2 CWRS	45	352,000	15	156,200	5	48,400	3	48,400	10	70,400	33	323,400	
		3 CWRS	8	79,200									0	0	
		1/2 CWRS	7	63,800	2	13,200	2	30,800					4	44,000	(3)
		1/2 CPSR	2	13,200	6	19,800	2	4,400					8	24,200	(3)
		1/2 CWRW	10	125,400	2	30,800	1	11,000					3	41,800	(3)
			96	818,400	39	314,600	12	107,800	7	96,800	22	167,200	80	686,400	
	Durum														
		1 CWAD	18	195,800	5	24,200	2	4,400	4	39,600	10	140,800	21	209,000	
		2 CWAD	7	74,800	2	15,400	2	35,200	1	17,600	13	255,200	18	323,400	
		3 CWAD	12	237,600	2	30,800			4	22,000	4	26,400	10	79,200	
		3/4 CWAD	2	17,600					1	26,400			1	26,400	(3)
		4 CWAD	2	26,400	7	37,400	2	17,600					9	55,000	
			41	552,200	16	107,800	6	57,200	10	105,600	27	422,400	59	693,000	

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 TOTAL		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2000-2001 TOTAL		NOTES
		Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	
VANCOUVER														
	Wheat	154	496,848	343	2,233,616	224	1,361,976	325	1,834,096	101	528,352	993	5,958,040	
	Durum	60	223,168	68	330,880	63	273,152	28	159,456	9	37,664	168	801,152	
	Barley	17	116,160			13	76,384	15	81,840	6	30,888	34	189,112	
		231	836,176	411	2,564,496	300	1,711,512	368	2,075,392	116	596,904	1,195	6,948,304	
PRINCE RUPERT														
	Wheat	51	183,216			40	190,520	140	678,392			180	868,912	
	Durum											0	0	
	Barley											0	0	
		51	183,216			40	190,520	140	678,392			180	868,912	
CHURCHILL														
	Wheat	2	6,600	13	95,744					1	4,400	14	100,144	
	Durum			5	61,600							5	61,600	
	Barley											0	0	
		2	6,600	18	157,344					1	4,400	19	161,744	
THUNDER BAY														
	Wheat	76	289,256	211	856,328	66	312,136	57	263,384	129	562,848	463	1,994,696	
	Durum	48	313,984	64	240,416	54	253,968	63	332,552	139	600,248	320	1,427,184	
	Barley											0	0	
		124	603,240	275	1,096,744	120	566,104	120	595,936	268	1,163,096	783	3,421,880	
ALL PORTS														
	Wheat	283	975,920	567	3,185,688	330	1,864,632	522	2,775,872	231	1,095,600	1,650	8,921,792	
	Durum	108	537,152	137	632,896	117	527,120	91	492,008	148	637,912	493	2,289,936	
	Barley	17	116,160	0	0	13	76,384	15	81,840	6	30,888	34	189,112	
		408	1,629,232	704	3,818,584	460	2,468,136	628	3,349,720	385	1,764,400	2,177	11,400,840	

NOTES:

Source: Canadian Wheat Board

(1) Tender bids were received from 22 companies during the 2001-2002 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 Grai

DESTINATION	COMMODITY	2000-2001		2001-2002 Q3		NOTES
		Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	
VANCOUVER						
	Malting Barley	68	927,450	10	183,000	
		68	927,450	10	183,000	

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 TOTAL		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2000-2001 TOTAL		NOTES
			Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	Bids Received	Volume (tonnes)	
VANCOUVER															
	Wheat														
		1 CWRS	36	128,480	129	832,744	169	1,047,376	196	1,152,272	48	243,848	542	3,276,240	
		2 CWRS	73	258,720	64	530,200	22	114,224	107	619,784	50	270,512	243	1,534,720	
		3 CWRS	9	14,432	16	97,416	5	27,984					21	125,400	
		1/2 CWRS			14	165,440	21	115,016	6	35,200			41	315,656	(4)
		1/2 CWES	11	25,872	21	64,944	3	8,976	8	14,344	1	792	33	89,056	(4)
		CAN FEED	2	3,080									0	0	
		2 CPSR	1	8,800	8	30,800			1	2,200			9	33,000	
		1/2 CPSR	17	37,312	57	365,992	3	44,000			2	13,200	62	423,192	(4)
		1/2 CPSW	2	3,432					6	9,768			6	9,768	(4)
		1/2 CWRW	3	16,720	28	135,696							28	135,696	(4)
		2 CWRW			1	4,400							1	4,400	
		A/C CRYSTAL					1	4,400	1	528			2	4,928	
		A/C VISTA			5	5,984							5	5,984	
			154	496,848	343	2,233,616	224	1,361,976	325	1,834,096	101	528,352	993	5,958,040	
	Durum														
		1 CWAD	2	6,600	14	70,752	29	159,808	17	102,256	3	16,456	63	349,272	
		1/2 CWAD	8	24,200	22	134,200							22	134,200	(4)
		2 CWAD	22	84,920	18	69,784	24	92,136	11	57,200	4	10,208	57	229,328	
		2/3 CWAD									2	11,000	2	11,000	(4)
		3 CWAD	19	74,624	11	44,704	10	21,208					21	65,912	
		3/4 CWAD	2	13,200									0	0	(4)
		4 CWAD	6	18,040	2	11,000							2	11,000	
		5 CWAD	1	1,584	1	440							1	440	
			60	223,168	68	330,880	63	273,152	28	159,456	9	37,664	168	801,152	
	Barley														
		1 CW	16	107,360			13	76,384	12	69,520	6	30,888	31	176,792	
		2 CW							1	2,200			1	2,200	
		CAN FEED	1	8,800					2	10,120			2	10,120	
			17	116,160	0	0	13	76,384	15	81,840	6	30,888	34	189,112	
PRINCE RUPERT															
	Wheat														
		1 CWRS	3	8,800			7	31,504	66	327,712			73	359,216	
		2 CWRS	28	111,056			15	78,760	69	338,360			84	417,120	
		3 CWRS	9	26,400			2	6,600					2	6,600	
		1/2 CWRS					12	62,920	5	12,320			17	75,240	(4)
		1/2 CWES	3	8,800			4	10,736					4	10,736	(4)
		1 CPSR	8	28,160									0	0	
			51	183,216	0	0	40	190,520	140	678,392	0	0	180	868,912	
CHURCHILL															
	Wheat														
		1 CWRS			5	30,624					1	4,400	6	35,024	
		2 CWRS			7	62,920							7	62,920	
		3 CWRS	2	6,600	1	2,200							1	2,200	
			2	6,600	13	95,744	0	0	0	0	1	4,400	14	100,144	
	Durum														
		1 CWAD			5	61,600							5	61,600	
			0	0	5	61,600	0	0	0	0	0	0	5	61,600	
THUNDER BAY															
	Wheat														
		1 CWRS	9	29,480	127	508,112	14	55,088	36	176,000	61	256,080	238	995,280	
		2 CWRS	43	168,432	68	298,672	33	189,376	21	87,384	68	306,768	190	882,200	
		3 CWRS	11	36,080									0	0	
		1/2 CWRS	1	2,200	1	2,200	15	56,672					16	58,872	(4)
		1/2 CPSR	2	1,144	4	13,200							4	13,200	(4)
		1/2 CWRW	10	51,920	11	34,144	4	11,000					15	45,144	(4)
			76	289,256	211	856,328	66	312,136	57	263,384	129	562,848	463	1,994,696	
	Durum														
		1 CWAD	9	43,560	49	190,256	23	46,728	32	181,984	47	172,040	151	591,008	
		2 CWAD	7	40,040	4	11,176	31	207,240	19	122,760	85	401,808	139	742,984	
		3 CWAD	30	220,704	6	32,208			5	9,768	7	26,400	18	68,376	
		3/4 CWAD	1	880					7	18,040			7	18,040	(4)
		4 CWAD	1	8,800	5	6,776							5	6,776	
			48	313,984	64	240,416	54	253,968	63	332,552	139	600,248	320	1,427,184	

NOTES:

Source: Canadian Wheat Board

(1) Tender bids were received from 22 companies during the 2001-2002 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	2001-2002 Q1 - Q4 Tendered (tonnes)	2001-2002 Q1 - Q4 Total CWB (tonnes)	2001-2002 Q1 - Q4 % of CWB Total	NOTES
VANCOUVER								**(2)(3)**
	Wheat	234,202	6,079,568	3.9%	1,817,485	5,795,240	31.4%	
	Durum	88,329	503,888	17.5%	201,666	390,016	51.7%	
	Barley	283,067	1,424,632	19.9%	85,177	480,832	17.7%	**(1)**
		605,599	8,008,088	7.6%	2,104,328	6,666,088	31.6%	
PRINCE RUPERT								**(2)(3)**
	Wheat	46,331	2,162,864	2.1%	344,438	1,029,160	33.5%	
	Durum		0					
	Barley		0					
		46,331	2,162,864	2.1%	344,438	1,029,160	33.5%	
CHURCHILL								**(2)(3)**
	Wheat	2,094	523,864	0.4%	30,649	342,232	9.0%	
	Durum		0		22,355	55,704	40.1%	
	Barley		0					
		2,094	523,864	0.4%	53,004	397,936	13.3%	
THUNDER BAY								**(2)(3)**
	Wheat	74,606	2,802,184	2.7%	561,457	2,673,352	21.0%	
	Durum	129,984	2,090,616	6.2%	502,762	1,655,368	30.4%	
	Barley		305,096	0.0%		365,376	0.0%	
		204,590	5,197,896	3.9%	1,064,219	4,694,096	22.7%	
ALL PORTS								**(2)(3)**
	Wheat	357,233	11,568,480	3.1%	2,754,029	9,839,984	28.0%	
	Durum	218,313	2,594,504	8.4%	726,783	2,101,088	34.6%	
	Barley	283,067	1,729,728	16.4%	85,177	846,208	10.1%	**(1)**
		858,614	15,892,712	5.4%	3,565,989	12,787,280	27.9%	

NOTES:

Source: Canadian Wheat Board

(1) Includes tendered malting barley tonnage.
(2) Tonnage shipped to fill tenders called (see measure 2A-1) during the 2001-02 crop year.
(3) 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		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2000-2001 TOTAL		NOTES
			Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	Number of Contracts	Volume Shipped (tonnes)	
VANCOUVER															
	Wheat														
		1 CWRS	14	67,729	28	229,042	57	358,836	46	338,807	26	134,292	157	1,060,977	
		1/2 CWRS			1	12,817			2	12,817			3	25,634	
		2 CWRS	46	127,879	30	185,489	9	45,708	15	143,519	13	90,843	67	465,559	
		3 CWRS	9	14,855	10	44,078	2	9,528					12	53,606	
		1CWES	3	1,267									0	0	
		CWES	3	2,654	7	21,848	1	4,663	1	5,381	1	802	10	32,694	
		CAN FEED	2	2,953									0	0	
		1CPSR	4	1,831									0	0	
		2CPSR	1	2,303									0	0	
		CPSR	6	4,860	14	93,467	2	26,306			1	8,685	17	128,458	
		CPSW	1	1,181					4	8,619			4	8,619	
		CWRW	2	6,691	8	30,127							8	30,127	
		A/C CRYSTAL			1	4,498	1	4,527	1	516			3	9,541	
		A/C VISTA			1	2,271							1	2,271	
			91	234,202	100	623,636	72	449,568	69	509,659	41	234,622	282	1,817,485	
	Durum														
		1 CWAD	1	2,282	4	22,537	5	40,671	4	31,746	3	16,258	16	111,212	
		1/2 CWAD			1	6,762							1	6,762	
		2 CWAD	12	37,623	3	9,109	4	18,129	2	11,878	3	16,373	12	55,489	
		3 CWAD	7	35,005	4	14,477	2	6,707					6	21,184	
		4 CWAD	4	11,805	1	6,666							1	6,666	
		5 CWAD	1	1,613	1	353							1	353	
			25	88,329	14	59,905	11	65,506	6	43,624	6	32,631	37	201,666	
	Barley														
		1 CW	3	2,291			1	4,069			2	9,808	3	13,877	
		MALTING	21	280,776					5	71,300			5	71,300	(1)
			24	283,067	0	0	1	4,069	5	71,300	2	9,808	8	85,177	
PRINCE RUPERT															
	Wheat														
		1 CWRS	2	6,595			7	32,089	32	148,032			39	180,121	
		1/2 CWRS					2	26,048	6	20,266			8	46,314	
		2 CWRS	10	24,915			8	29,660	15	76,980			23	106,640	
		3 CWRS	5	13,099			1	4,511					1	4,511	
		CPSR	2	1,722									0	0	
		CWES					4	6,851					4	6,851	
			19	46,331	0	0	22	99,160	53	245,278	0	0	75	344,438	
CHURCHILL															
	Wheat														
		1 CWRS			4	25,368					1	4,378	5	29,746	
		2 CWRS			1	903							1	903	
		3 CWRS	1	2,094									0	0	
			1	2,094	5	26,271	0	0	0	0	1	4,378	6	30,649	
	Durum														
		1 CWAD			1	22,355							1	22,355	
			0	0	1	22,355	0	0	0	0	0	0	1	22,355	
THUNDER BAY															
	Wheat														
		1 CWRS	3	5,324	27	95,944	9	32,744	10	46,849	25	84,972	71	260,509	
		2 CWRS	26	57,790	25	107,212	10	49,910	8	35,078	10	64,580	53	256,780	
		3 CWRS	3	5,281									0	0	
		CPSR	2	1,176	1	2,015							1	2,015	
		CWRW	2	5,036	8	28,758	5	13,395					13	42,153	
			36	74,606	61	233,929	24	96,049	18	81,927	35	149,552	138	561,457	
	Durum														
		1 CWAD	6	26,727	6	24,380	2	4,247	9	40,637	32	113,068	49	182,331	
		2 CWAD	5	27,699	4	11,621	4	35,521	1	17,799	32	189,779	41	254,721	
		3 CWAD	17	74,645	5	24,211			11	24,396	3	13,797	19	62,404	
		4 CWAD	1	913	3	3,306							3	3,306	
			29	129,984	18	63,518	6	39,768	21	82,832	67	316,644	112	502,762	
ALL PORTS															
	Wheat		147	357,233	166	883,836	118	644,777	140	836,864	77	388,552	501	2,754,029	
	Durum		54	218,313	33	145,778	17	105,274	27	126,456	73	349,275	150	726,783	
	Barley		24	283,067	0	0	1	4,069	5	71,300	2	9,808	8	85,177	(1)
			225	858,613	199	1,029,614	136	754,119	172	1,034,620	152	747,635	659	3,565,988	

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 TOTAL		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2001-2002 TOTAL		NOTES
			No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	
VANCOUVER															
	Wheat														
		No Bids	93	921,360	9	72,600	6	77,000			1	8,800	16	158,400	
		Insufficient Volume Bid	34	234,256	4	51,480	3	31,240	1	1,672	4	16,808	12	101,200	
		Non Compliance with Specs	51	399,256	4	16,192	1	6,600					5	22,792	
		Price Not Acceptable	3	47,960	11	161,832	4	41,184					15	203,016	
	Durum														
		No Bids	13	78,320	4	11,000	1	4,400	1	4,400	1	4,400	7	24,200	
		Insufficient Volume Bid	5	24,376	1	1,760					4	27,016	5	28,776	
		Non Compliance with Specs	14	82,896	1	2,200							1	2,200	
		Price Not Acceptable	2	11,000	1	3,608							1	3,608	
	Barley														
		No Bids	18	147,400							2	45,760	2	45,760	
		Insufficient Volume Bid	1	3,960							1	440	1	440	
		Non Compliance with Specs	14	180,400			2	10,560					2	10,560	
		Price Not Acceptable					3	29,040	2	35,200	1	24,200	6	88,440	
			248	2,131,184	35	320,672	20	200,024	4	41,272	14	127,424	73	689,392	
PRINCE RUPERT															
	Wheat														
		No Bids	56	607,200			8	169,400	4	39,600			12	209,000	
		Insufficient Volume Bid	3	24,200			6	86,944	5	33,528			11	120,472	
		Non Compliance with Specs	31	289,784					2	7,480			2	7,480	
		Price Not Acceptable					2	27,280	2	3,960			4	31,240	
			90	921,184	0	0	16	283,624	13	84,568	0	0	29	368,192	
CHURCHILL															
	Wheat														
		No Bids	7	74,800	4	30,800							4	30,800	
		Insufficient Volume Bid	1	11,000	1	5,456					1	4,400	2	9,856	
		Non Compliance with Specs	1	4,400	1	2,200							1	2,200	
		Price Not Acceptable			5	60,720							5	60,720	
			9	90,200	11	99,176	0	0	0	0	1	4,400	12	103,576	
THUNDER BAY															
	Wheat														
		No Bids	38	299,200	4	15,400	2	4,400			2	8,800	8	28,600	
		Insufficient Volume Bid	17	114,224	7	45,056	1	2,200	1	14,080	4	8,360	13	69,696	
		Non Compliance with Specs	35	326,480	4	20,240							4	20,240	
		Price Not Acceptable	1	3,520	2	4,664			1	2,200	1	4,400	4	11,264	
	Durum														
		No Bids	17	202,400	3	17,600	2	17,600	1	4,400	1	4,400	7	44,000	
		Insufficient Volume Bid	6	48,048	4	21,912			3	19,712	7	103,224	14	144,848	
		Non Compliance with Specs	15	175,912	1	2,200							1	2,200	
		Price Not Acceptable			1	4,400			1	880			2	5,280	
			129	1,169,784	26	131,472	5	24,200	7	41,272	15	129,184	53	326,128	
ALL PORTS															
	Wheat														
		No Bids	194	1,902,560	17	118,800	16	250,800	4	39,600	3	17,600	40	426,800	**(1)**
		Insufficient Volume Bid	55	383,680	12	101,992	10	120,384	7	49,280	9	29,568	38	301,224	**(3)**
		Non Compliance with Specs	118	1,019,920	9	38,632	1	6,600	2	7,480	0	0	12	52,712	**(2)(3)**
		Price Not Acceptable	4	51,480	18	227,216	6	68,464	3	6,160	1	4,400	28	306,240	**(2)(3)**
	Durum														
		No Bids	30	280,720	7	28,600	3	22,000	2	8,800	2	8,800	14	68,200	**(1)**
		Insufficient Volume Bid	11	72,424	5	23,672	0	0	3	19,712	11	130,240	19	173,624	**(3)**
		Non Compliance with Specs	29	258,808	2	4,400	0	0	0	0	0	0	2	4,400	**(2)(3)**
		Price Not Acceptable	2	11,000	2	8,008	0	0	1	880	0	0	3	8,888	**(2)(3)**
	Barley														
		No Bids	18	147,400	0	0	0	0	0	0	2	45,760	2	45,760	**(1)**
		Insufficient Volume Bid	1	3,960	0	0	0	0	0	0	1	440	1	440	**(3)**
		Non Compliance with Specs	14	180,400	0	0	2	10,560	0	0	0	0	2	10,560	**(2)(3)**
		Price Not Acceptable	0	0	0	0	3	29,040	2	35,200	1	24,200	6	88,440	**(2)(3)**
			476	4,312,352	72	551,320	41	507,848	24	167,112	30	261,008	167	1,487,288	

NOTES:

Source: Canadian Wheat Board

(1) Included in total of 60 tender calls for which no bids were received (24 in Q1, 19 in Q2, 6 in Q3 & 11 in Q4, 2001-02 crop year).
(2) Included in total of 22 tender calls for which bids were received but no awards made (12 in Q1, 5 in Q2, 3 in Q3 & 2 in Q4, 2001-02 crop year).
(3) Included in total of 85 tender calls which were partially awarded (36 in Q1, 17 in Q2, 15 in Q3 & 17 in Q4, 2001-02 crop year).
(4) Based on standard estimate of 88 tonnes per car.

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

DESTINATION	COMMODITY	2000-2001 TOTAL		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2001-2002 TOTAL		NOTES
		No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	No. of Tenders	Volume (tonnes)	
VANCOUVER														
	Wheat			4	11,472	3	7,040	3	34,584			10	53,096	
	Durum			1	4,312							1	4,312	
	Barley											0	0	
		0	0	5	15,784	3	7,040	3	34,584	0	0	11	57,408	
PRINCE RUPERT														
	Wheat							4	17,600			4	17,600	
	Durum											0	0	
	Barley											0	0	
		0	0	0	0	0	0	4	17,600	0	0	4	17,600	
CHURCHILL														
	Wheat											0	0	
	Durum											0	0	
	Barley											0	0	
		0	0	0	0	0	0	0	0	0	0	0	0	
THUNDER BAY														
	Wheat			2	12,320					1	2,200	3	14,520	
	Durum			1	4,400					1	2,200	2	6,600	
	Barley											0	0	
		0	0	3	16,720	0	0	0	0	2	4,400	5	21,120	
ALL PORTS														
	Wheat			6	23,792	3	7,040	7	52,184	1	2,200	17	85,216	
	Durum			2	8,712	0	0	0	0	1	2,200	3	10,912	
	Barley			0	0	0	0	0	0	0	0	0	0	
		0	0	8	32,504	3	7,040	7	52,184	2	4,400	20	96,128	

NOTES:

Source: Canadian Wheat Board

(1) The above tenders were not awarded to the lowest bidder because the lowest bids included conditions (e.g., the entire bid or a minimum number of cars had to be accepted, or the bid was contingent on the acceptance of an accompanying bid) which could not aways be accommodated. However, these conditions were accepted in situations in which they did not impede the awarding of tenders in accordance with the Agreement.

(2) A number of additional low bids, which did not meet contract specification, were received, but not considered for awards. This scenario also applied to a number of bids received during the 2000/2001 crop year.

(3) Based on standard estimate of 88 tonnes per car.

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

DESTINATION	COMMODITY	2000-2001 TOTAL		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2001-2002 TOTAL		NOTES
		Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	
VANCOUVER														
	Malt Barley (FOB)	280,776	46.4%	0	0.0%	0	0.0%	71,300	11.4%	0	0.0%	71,300	3.4%	(1)
	Tendered (In-Store)	324,822	53.6%	683,541	100.0%	519,143	100.0%	553,283	88.6%	277,061	100.0%	2,033,028	96.6%	
		605,599	100.0%	683,541	100.0%	519,143	100.0%	624,583	100.0%	277,061	100.0%	2,104,328	100.0%	
PRINCE RUPERT														
	(FOB)	0		0		0	0.0%	0	0.0%	0		0	0.0%	
	Tendered (In-Store)	46,331	100.0%	0		99,160	100.0%	245,278	100.0%	0		344,438	100.0%	
		46,331	100.0%	0		99,160	100.0%	245,278	100.0%	0		344,438	100.0%	
CHURCHILL														
	(FOB)	0		0	0.0%	0		0		0	0.0%	0	0.0%	
	Tendered (In-Store)	2,094	100.0%	48,626	100.0%	0		0		4,378	100.0%	53,004	100.0%	
		2,094	100.0%	48,626	100.0%	0		0		4,378	100.0%	53,004	100.0%	
THUNDER BAY														
	(FOB)	0		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	Tendered (In-Store)	204,590	100.0%	297,447	100.0%	135,817	100.0%	164,759	100.0%	466,196	100.0%	1,064,219	100.0%	
		204,590	100.0%	297,447	100.0%	135,817	100.0%	164,759	100.0%	466,196	100.0%	1,064,219	100.0%	
ALL PORTS														
	Malt Barley (FOB)	280,776	32.7%	0	0.0%	0	0.0%	71,300	6.9%	0	0.0%	71,300	2.0%	(1)
	Tendered (In-Store)	577,837	67.3%	1,029,614	100.0%	754,120	100.0%	963,320	93.1%	747,635	100.0%	3,494,689	98.0%	
		858,614	100.0%	1,029,614	100.0%	754,120	100.0%	1,034,620	100.0%	747,635	100.0%	3,565,989	100.0%	

NOTES:

Source: Canadian Wheat Board

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

Distribution of Tendered Tonnage by Port

DESTINATION	2000-2001 TOTAL		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2001-2002 TOTAL		NOTES
TENDERS CALLED	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	Volume (tonnes)	% of Total Tendered	
VANCOUVER	2,456,960	50.3%	979,000	63.1%	715,000	56.6%	597,080	52.5%	410,960	40.7%	2,702,040	54.5%	(1)(2)
PRINCE RUPERT	968,000	19.8%	0	0.0%	382,800	30.3%	338,800	29.8%	0	0.0%	721,600	14.5%	
CHURCHILL	92,400	1.9%	149,600	9.6%	0	0.0%	0	0.0%	8,800	0.9%	158,400	3.2%	
THUNDER BAY	1,370,600	28.0%	422,400	27.2%	165,000	13.1%	202,400	17.8%	589,600	58.4%	1,379,400	27.8%	
	4,887,960	100.0%	1,551,000	100.0%	1,262,800	100.0%	1,138,280	100.0%	1,009,360	100.0%	4,961,440	100.0%	
TENDERED MOVEMENT													
VANCOUVER	324,822	56.2%	683,541	66.4%	519,143	68.8%	553,283	57.4%	277,061	37.1%	2,033,028	58.2%	(1)
PRINCE RUPERT	46,331	8.0%	0	0.0%	99,160	13.1%	245,278	25.5%		0.0%	344,438	9.9%	
CHURCHILL	2,094	0.4%	48,626	4.7%	0	0.0%	0	0.0%	4,378	0.6%	53,004	1.5%	
THUNDER BAY	204,590	35.4%	297,447	28.9%	135,817	18.0%	164,759	17.1%	466,196	62.4%	1,064,219	30.5%	
	577,837	100.0%	1,029,614	100.0%	754,120	100.0%	963,320	100.0%	747,635	100.0%	3,494,689	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		2001-2002						2001-2002		NOTES
	TOTAL		Q1		Q2		Q3		Q4		TOTAL		
TENDERED MOVEMENT	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	
CN	320,080	55.4%	395,729	38.4%	289,101	38.3%	408,517	42.4%	103,164	13.8%	1,196,511	34.2%	
CP	257,758	44.6%	633,886	61.6%	465,019	61.7%	552,620	57.4%	644,471	86.2%	2,295,996	65.7%	
Other	0	0.0%	0	0.0%	0	0.0%	2,184	0.2%	0	0.0%	2,184	0.1%	
	577,837	100.0%	1,029,615	100.0%	754,120	100.0%	963,321	100.0%	747,635	100.0%	3,494,691	100.0%	

Railway Distribution of Tendered Malting Barley Tonnage Moved (1)

RAILWAY	2000-2001		2001-2002						2001-2002		NOTES
	TOTAL		Q1		Q2		Q3		Q4		TOTAL		
TENDERED MOVEMENT	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	Volume Moved (tonnes)	% of Total Moved	
CN	172,122	61.3%					39,687	55.7%			39,687	55.7%	
CP	108,654	38.7%					31,613	44.3%			31,613	44.3%	
Other	0	0.0%					0	0.0%			0	0.0%	
	280,776	100.0%	0		0		71,300	100.0%	0		71,300	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) (4)

DESTINATION	CAR BLOCK	2000-2001 TOTAL		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2001-2002 TOTAL		NOTES
VANCOUVER		Tonnes Shipped	% of Total	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	
	<25 CARS	35,323	10.9%	39,279	5.7%	25,993	5.0%	23,227	4.2%	11,438	4.1%	99,937	4.9%	
	25-49 CARS	131,634	40.5%	162,060	23.7%	146,377	28.2%	97,026	17.5%	33,300	12.0%	438,763	21.6%	
	50-99 CARS	148,900	45.8%	359,881	52.6%	275,907	53.1%	325,889	58.9%	167,568	60.5%	1,129,245	55.5%	
	>99 CARS	8,966	2.8%	122,321	17.9%	70,867	13.7%	107,141	19.4%	64,755	23.4%	365,084	18.0%	
		324,822	100.0%	683,541	100.0%	519,144	100.0%	553,283	100.0%	277,061	100.0%	2,033,029	100.0%	
PRINCE RUPERT														
	<25 CARS	12,374	26.7%			10,067	10.2%	22,752	9.3%			32,819	10.1%	
	25-49 CARS	6,495	14.0%			14,178	14.3%	49,664	20.2%			63,842	14.3%	
	50-99 CARS	18,545	40.0%			66,095	66.7%	128,782	52.5%			194,877	66.7%	
	>99 CARS	8,917	19.2%			8,820	8.9%	44,080	18.0%			52,900	8.9%	
		46,331	100.0%	0	0.0%	99,160	100.0%	245,278	100.0%	0	0.0%	344,438	100.0%	
CHURCHILL														
	<25 CARS		0.0%	2,998	6.2%							2,998	6.2%	
	25-49 CARS	2,094	100.0%	15,784	32.5%					4,378	100.0%	20,162	32.5%	
	50-99 CARS		0.0%	21,932	45.1%							21,932	45.1%	
	>99 CARS		0.0%	7,912	16.3%							7,912	16.3%	
		2,094	100.0%	48,626	100.0%	0	0.0%	0	0.0%	4,378	100.0%	53,004	100.0%	
THUNDER BAY														
	<25 CARS	33,979	16.6%	13,187	4.4%	6,518	4.8%	12,968	7.9%	31,026	6.7%	63,699	6.0%	
	25-49 CARS	54,071	26.4%	125,110	42.1%	50,537	37.2%	39,348	23.9%	128,701	27.6%	343,696	32.3%	
	50-99 CARS	107,510	52.5%	141,563	47.6%	69,843	51.4%	75,505	45.8%	232,558	49.9%	519,469	48.8%	
	>99 CARS	9,030	4.4%	17,587	5.9%	8,919	6.6%	36,938	22.4%	73,911	15.9%	137,355	12.9%	
		204,590	100.0%	297,447	100.0%	135,817	100.0%	164,759	100.0%	466,196	100.0%	1,064,219	100.0%	
ALL PORTS														
	<25 CARS	81,676	14.1%	55,464	5.4%	42,578	5.6%	58,947	6.1%	42,464	5.7%	199,453	5.7%	
	25-49 CARS	194,293	33.6%	302,954	29.4%	211,092	28.0%	186,038	19.3%	166,379	22.3%	866,463	24.8%	
	50-99 CARS	274,955	47.6%	523,376	50.8%	411,845	54.6%	530,176	55.0%	400,126	53.5%	1,865,523	53.4%	
	>99 CARS	26,913	4.7%	147,820	14.4%	88,606	11.7%	188,159	19.5%	138,666	18.5%	563,251	16.1%	
		577,837	100.0%	1,029,614	100.0%	754,121	100.0%	963,320	100.0%	747,635	100.0%	3,494,690	100.0%	

NOTES:

Source: Canadian Wheat Board

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

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

DESTINATION	CAR BLOCK	2000-2001 TOTAL		2001-2002 Q1		2001-2002 Q2		2001-2002 Q3		2001-2002 Q4		2001-2002 TOTAL		NOTES
VANCOUVER		Tonnes Shipped	% of Total	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	Tonnes Shipped	% of Total Tendered	
	<25 CARS	91,024	32.4%					25,797	36.2%			25,797	36.2%	
	25-49 CARS	85,650	30.5%					28,473	39.9%			28,473	39.9%	
	50-99 CARS	87,962	31.3%					8,405	11.8%			8,405	11.8%	
	>99 CARS	16,140	5.7%					8,625	12.1%			8,625	12.1%	
		280,776	100.0%	0	0.0%	0	0.0%	71,300	100.0%	0	0.0%	71,300	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	2001-2002				2001-2002	NOTES
			Q1	Q2	Q3	Q4		
VANCOUVER		Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	Number of Cars	
	GRADE DIFFERENCE	64	273	156	195	298	922	(2)
	PROTEIN DIFFERENCE	2	505	298	300	353	1,456	(3)
		66	778	454	495	651	2,378	
PRINCE RUPERT								
	GRADE DIFFERENCE	4		11	72		83	(2)
	PROTEIN DIFFERENCE	0		53	278		331	(3)
		4		64	350		414	
CHURCHILL								
	GRADE DIFFERENCE	0	19			7	26	(2)
	PROTEIN DIFFERENCE	0	174			0	174	(3)
		0	193			7	200	
THUNDER BAY								
	GRADE DIFFERENCE	36	144	42	80	91	357	(2)
	PROTEIN DIFFERENCE	0	203	119	154	234	710	(3)
		36	347	161	234	325	1,067	
ALL PORTS								
	GRADE DIFFERENCE	104	436	209	347	396	1,388	(2)
	PROTEIN DIFFERENCE	2	882	470	732	587	2,671	(3)
		106	1,318	679	1,079	983	4,059	

NOTES:

Source: Canadian Wheat Board

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

Distribution of Tendered Origins by Province and Elevator Classification

PROVINCE	DESTINATION	COMMODITY	2000-2001 HTP (tonnes)	2000-2001 Non-HTP (tonnes)	2001-2002 Q1 - Q4 HTP (tonnes)	2001-2002 Q1 - Q4 Non-HTP (tonnes)	DISTRIBUTION 2001-2002 HTP %	DISTRIBUTION 2001-2002 Non-HTP %	NOTES
MANITOBA									(1)
	VANCOUVER								
		Wheat		3,688	163,210	15,785			
		Durum							
		Barley							
			0	3,688	163,210	15,785	91.2%	8.8%	
	PRINCE RUPERT								
		Wheat		9,441	48,208	10,809			
		Durum							
		Barley							
			0	9,441	48,208	10,809	81.7%	18.3%	
	CHURCHILL								
		Wheat			4,378	903			
		Durum							
		Barley							
			0	0	4,378	903	82.9%	17.1%	
	THUNDER BAY								
		Wheat		14,292	244,390	33,731			
		Durum	5,108		10,185				
		Barley							
			5,108	14,292	254,575	33,731	88.3%	11.7%	
SASKATCHEWAN									
	VANCOUVER								
		Wheat	209,919	1,256	506,642	166,993			
		Durum	88,806		67,721	16,137			
		Barley	1,318		4,069				
			300,043	1,256	578,432	183,130	76.0%	24.0%	
	PRINCE RUPERT								
		Wheat	33,957		130,185	29,290			
		Durum							
		Barley							
			33,957	0	130,185	29,290	81.6%	18.4%	
	CHURCHILL								
		Wheat		2,094	14,076	11,292			
		Durum							
		Barley							
			0	2,094	14,076	11,292	55.5%	44.5%	
	THUNDER BAY								
		Wheat	58,089	2,493	217,111	66,225			
		Durum	124,787		384,098	20,650			
		Barley							
			182,877	2,493	601,209	86,875	87.4%	12.6%	
ALBERTA									
	VANCOUVER								
		Wheat		19,492	840,219	124,637			(2)
		Durum			113,015	4,793			
		Barley		974	8,287	1,520			
			0	20,466	961,521	130,950	88.0%	12.0%	
	PRINCE RUPERT								
		Wheat		2,123	94,151	31,796			
		Durum							
		Barley							
			0	2,123	94,151	31,796	74.8%	25.2%	
	CHURCHILL								
		Wheat							
		Durum			17,963	4,391			
		Barley							
			0	0	17,963	4,391	80.4%	19.6%	
	THUNDER BAY								
		Wheat							
		Durum			46,368	41,461			
		Barley							
			0	0	46,368	41,461	52.8%	47.2%	

Distribution of Tendered Origins by Province and Elevator Classification

PROVINCE	DESTINATION	COMMODITY	2000-2001		2001-2002 Q1 - Q4		DISTRIBUTION 2001-2002		NOTES
			HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP %	Non-HTP %	
WESTERN CANADA									(1)
	VANCOUVER								
		Wheat	209,919	24,436	1,510,071	307,415			
		Durum	88,806	0	180,736	20,930			
		Barley	1,318	974	12,356	1,520			
			300,043	25,410	1,703,163	329,865	83.8%	16.2%	
	PRINCE RUPERT								
		Wheat	33,957	11,564	272,544	71,895			
		Durum	0	0	0	0			
		Barley	0	0	0	0			
			33,957	11,564	272,544	71,895	79.1%	20.9%	
	CHURCHILL								
		Wheat	0	2,094	18,454	12,195			
		Durum	0	0	17,963	4,391			
		Barley	0	0	0	0			
			0	2,094	36,417	16,586	68.7%	31.3%	
	THUNDER BAY								
		Wheat	58,089	16,784	461,501	99,956			
		Durum	129,896	0	440,651	62,111			
		Barley	0	0	0	0			
			187,985	16,784	902,152	162,067	84.8%	15.2%	
PROVINCIAL TOTALS									
	MANITOBA		5,108	27,421	470,371	61,228	88.5%	11.5%	
	SASKATCHEWAN		516,876	5,842	1,323,902	310,587	81.0%	19.0%	
	ALBERTA		0	22,589	1,120,003	208,598	84.3%	15.7%	(2)
			521,985	55,852	2,914,276	580,413	83.4%	16.6%	

NOTES:

Source: Canadian Wheat Board

(1) High Throughput Elevators (HTP) are defined as being capable of loading blocks of 50 cars or more.
(2) Includes 2,184 tonnes shipped from non-HTP in British Columbia.

Distribution of Tendered Malting Barley Origins by Province and Elevator Classification

DESTINATION	PROVINCE	2000-2001 TOTAL		2001-2002 TOTAL		DISTRIBUTION 2001-2002		NOTES
		HTP (tonnes)	Non-HTP (tonnes)	HTP (tonnes)	Non-HTP (tonnes)	HTP %	Non-HTP %	
VANCOUVER								(1)
	MANITOBA	0	0	81	1,057	7.1%	92.9%	
	SASKATCHEWAN	151,099	42,807	34,904	2,293	93.8%	6.2%	
	ALBERTA	50,281	36,589	30,577	2,387	92.8%	7.2%	
		201,380	79,396	65,562	5,738	92.0%	8.0%	

NOTES:

Source: Canadian Wheat Board

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

Distribution of Tendered Tonnage by Month (1)

MONTH	2000-2001		2001-2002 Q1 - Q4		NOTES
TONNAGE CALLED	Volume (tonnes)	% of Total	Volume (tonnes)	% of Total	
AUGUST	259,160	5.3%	407,000	8.2%	
SEPTEMBER	288,200	5.9%	580,800	11.7%	
OCTOBER	378,400	7.7%	563,200	11.4%	
NOVEMBER	629,200	12.9%	715,000	14.4%	
DECEMBER	312,400	6.4%	301,400	6.1%	
JANUARY	554,400	11.3%	246,400	5.0%	
FEBRUARY	283,800	5.8%	212,520	4.3%	
MARCH	404,800	8.3%	412,280	8.3%	
APRIL	488,400	10.0%	513,480	10.3%	
MAY	534,600	10.9%	479,160	9.7%	
JUNE	503,800	10.3%	530,200	10.7%	
JULY	250,800	5.1%	0	0.0%	
	4,887,960	100.0%	4,961,440	100.0%	
TONNAGE MOVED					(2)
AUGUST	0	0.0%	49,426	1.4%	
SEPTEMBER	6,802	1.2%	255,581	7.3%	
OCTOBER	34,444	6.0%	489,008	14.0%	
NOVEMBER	59,454	10.3%	352,905	10.1%	
DECEMBER	64,308	11.1%	310,512	8.9%	
JANUARY	34,116	5.9%	161,245	4.6%	
FEBRUARY	40,925	7.1%	218,071	6.2%	
MARCH	76,755	13.3%	299,136	8.6%	
APRIL	61,423	10.6%	452,802	13.0%	
MAY	52,896	9.2%	389,069	11.1%	
JUNE	79,103	13.7%	243,748	7.0%	
JULY	67,611	11.7%	273,187	7.8%	(3)
	577,837	100.0%	3,494,690	100.0%	

NOTES:

Source: Canadian Wheat Board

(1) Malting barley not included.
(2) Determined by month during which cars unloaded.
(3) Includes 15,963 tonnes unloaded in first half August, 2002.

Distribution of Tendered Malting Barley Tonnage by Month (1)

MONTH	2000-2001		2001-2002 Q1 - Q4		NOTES
TONNAGE MOVED	Volume (tonnes)	% of Total	Volume (tonnes)	% of Total	(2)
AUGUST	0	0.0%	0	0.0%	
SEPTEMBER	0	0.0%	0	0.0%	
OCTOBER	160	0.1%	0	0.0%	
NOVEMBER	1,746	0.6%	0	0.0%	
DECEMBER	9,916	3.5%	0	0.0%	
JANUARY	7,043	2.5%	0	0.0%	
FEBRUARY	55,396	19.7%	11,011	15.4%	
MARCH	48,786	17.4%	7,790	10.9%	
APRIL	124,164	44.2%	25,573	35.9%	
MAY	22,190	7.9%	25,497	35.8%	
JUNE	0	0.0%	1,429	2.0%	
JULY	11,376	4.1%	0	0.0%	
	280,776	100.0%	71,300	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				2001-2002 CROP YEAR				NOTES
WESTERN CANADA		AUG 1	Q1	Q2	Q3	Q4	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	4.49	4.49	4.49	4.37	(1)(2)
	20	4.85	4.85	4.85	4.85	4.85	4.85	4.98	4.98	4.98	4.98	4.98	4.98	4.85	(1)(2)
	30	5.38	5.38	5.38	5.38	5.38	5.38	5.52	5.52	5.52	5.52	5.52	5.52	5.38	(1)(2)
	40	5.94	5.94	5.94	5.94	5.94	5.94	6.10	6.10	6.10	6.10	6.10	6.10	5.94	(1)(2)
	50	6.55	6.55	6.55	6.55	6.55	6.55	6.72	6.72	6.72	6.72	6.72	6.72	6.55	(1)(2)
	60	7.19	7.19	7.19	7.19	7.19	7.19	7.37	7.37	7.37	7.37	7.37	7.37	7.19	(1)(2)
	70	7.88	7.88	7.88	7.88	7.88	7.88	8.07	8.07	8.07	8.07	8.07	8.07	7.88	(1)(2)
	80	8.60	8.60	8.60	8.60	8.60	8.60	8.81	8.81	8.81	8.81	8.81	8.81	8.60	(1)(2)
	90	9.37	9.37	9.37	9.37	9.37	9.37	9.58	9.58	9.58	9.58	9.58	9.58	9.37	(1)(2)
	100	10.17	10.17	10.17	10.17	10.17	10.17	10.40	10.40	10.40	10.40	10.40	10.40	10.17	(1)(2)
	General Pricing Index	100.0	100.0	100.0	100.0	100.0	100.0	102.5	102.5	102.5	102.5	102.5	102.5	100.0	(1)(2)

NOTES:

SOURCE: Agricore United and Saskatchewan Wheat Pool

(1) Composite freight rates for short-haul trucking are drawn from rates published by Agricore 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)

PROVINCE	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
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	754.5	718.0	744.0	1,065.4	3,281.9	-11.0%	-4.2%	
	Durum	24.4	3.1	4.9	15.5	47.9	8.1	5.3	31.6	42.7	87.7	4.8	16.1	38.7	43.2	102.8	1.2%	17.2%	
	Barley	65.3	82.5	73.7	114.1	335.6	114.2	145.8	98.0	73.7	431.7	55.1	45.5	35.6	47.9	184.1	-35.0%	-57.4%	
	Canola	313.2	322.5	235.5	270.1	1,141.3	344.9	350.8	400.2	199.1	1,295.0	236.7	195.4	160.0	158.6	750.7	-20.3%	-42.0%	
	Oats	330.4	106.3	90.1	45.4	572.2	372.8	113.1	89.4	47.0	622.3	322.1	98.4	35.3	22.7	478.5	-51.7%	-23.1%	
	Rye	14.2	18.7	15.3	7.9	56.1	13.0	18.0	11.4	6.6	49.0	7.7	2.2	1.5	1.4	12.8	-78.8%	-73.9%	
	Flaxseed	27.9	44.7	51.7	44.3	168.6	35.0	69.8	27.0	33.3	165.1	46.0	36.2	32.7	46.1	161.0	38.4%	-2.5%	
		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	1,426.9	1,111.8	1,047.8	1,385.3	4,971.8	-13.4%	-18.2%	
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	2,081.0	1,955.3	1,182.4	1,113.6	6,332.3	-36.4%	-15.4%	
	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	616.9	697.4	551.1	933.4	2,798.8	-20.0%	-12.4%	
	Barley	490.6	666.9	648.7	629.2	2,435.4	551.7	837.5	765.8	783.7	2,938.7	638.5	501.0	366.0	368.3	1,873.8	-53.0%	-36.2%	
	Canola	750.8	778.7	520.9	473.9	2,524.3	920.4	816.3	863.2	368.4	2,968.3	518.3	328.6	368.4	301.2	1,516.5	-18.2%	-48.9%	
	Oats	196.0	143.5	212.9	163.3	715.7	243.7	269.7	189.2	115.2	817.8	284.4	187.2	72.8	79.8	624.2	-30.7%	-23.7%	
	Rye	12.0	15.7	9.4	6.7	43.8	5.6	16.6	10.2	4.8	37.2	5.4	3.1	2.5	1.5	12.5	-68.8%	-66.4%	
	Flaxseed	55.5	103.1	126.9	102.7	388.2	97.1	148.2	66.1	93.7	405.1	121.5	118.7	49.8	115.7	405.7	23.5%	0.1%	
		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	4,266.0	3,791.3	2,593.0	2,913.5	13,563.8	-32.0%	-24.0%	
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	1,188.5	1,237.6	624.9	841.9	3,892.9	-34.8%	-15.1%	
	Durum	159.9	128.0	164.2	293.6	745.7	111.3	158.9	137.6	127.0	534.8	89.7	84.3	131.2	158.5	463.7	24.8%	-13.3%	
	Barley	368.4	489.4	569.3	462.5	1,889.6	445.8	546.6	528.0	480.3	2,000.7	345.9	312.6	179.5	297.4	1,135.4	-38.1%	-43.2%	
	Canola	530.9	566.5	328.0	379.7	1,805.1	502.2	477.1	624.7	318.9	1,922.9	467.5	451.6	310.3	330.9	1,560.3	3.8%	-18.9%	
	Oats	19.2	14.0	20.2	21.0	74.4	16.7	14.9	18.3	19.5	69.4	23.5	23.1	5.6	19.6	71.8	0.5%	3.5%	
	Rye	12.1	6.8	4.9	5.3	29.1	2.8	6.0	10.2	5.3	24.3	2.9	1.0	1.3	1.8	7.0	-66.0%	-71.2%	
	Flaxseed	2.6	5.7	3.2	5.5	17.0	1.8	5.9	1.4	5.6	14.7	2.1	2.8	3.0	5.5	13.4	-1.8%	-8.8%	
		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	2,120.1	2,113.0	1,255.8	1,655.6	7,144.5	-26.3%	-21.9%	
BRITISH COLUMBIA																			
	Wheat	15.6	17.5	32.1	18.0	83.2	19.0	40.6	34.0	29.1	122.7	32.6	33.1	37.1	40.4	143.2	38.8%	16.7%	
	Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	
	Barley	9.7	5.6	6.8	6.5	28.6	4.8	12.7	6.6	5.5	29.6	6.3	10.9	8.8	6.8	32.8	23.6%	10.8%	
	Canola	15.6	22.1	1.7	6.5	45.9	4.6	20.4	20.4	3.7	49.1	8.9	13.0	15.4	13.2	50.5	256.8%	2.9%	
	Oats	2.7	2.8	3.3	3.1	11.9	2.0	2.1	4.3	1.5	9.9	6.0	4.9	3.2	2.9	17.0	93.3%	71.7%	
	Rye	-	-	-	-	-	-	0.4	0.1	-	0.5	-	-	-	-	-	n/a	n/a	
	Flaxseed	-	0.1	-	-	0.1	-	-	-	-	-	-	-	0.2	-	0.2	n/a	n/a	
		43.6	48.1	43.9	34.1	169.7	30.4	76.2	65.4	39.8	211.8	53.8	61.9	64.7	63.3	243.7	59.0%	15.1%	
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	4,056.6	3,944.0	2,588.4	3,061.3	13,650.3	-28.2%	-12.6%	
	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	711.4	797.8	721.0	1,135.1	3,365.3	-15.0%	-11.9%	
	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	1,045.8	870.0	589.9	720.4	3,226.1	-46.4%	-40.3%	
	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	1,231.4	988.6	854.1	803.9	3,878.0	-9.7%	-37.8%	
	Oats	548.3	266.6	326.5	232.8	1,374.2	635.2	399.8	301.2	183.2	1,519.4	636.0	313.6	116.9	125.0	1,191.5	-31.8%	-21.6%	
	Rye	38.3	41.2	29.6	19.9	129.0	21.4	41.0	31.9	16.7	111.0	16.0	6.3	5.3	4.7	32.3	-71.9%	-70.9%	
	Flaxseed	86.0	153.6	181.8	152.5	573.9	133.9	223.9	94.5	132.6	584.9	169.6	157.7	85.7	167.3	580.3	26.2%	-0.8%	
		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	7,866.8	7,078.0	4,961.3	6,017.7	25,923.8	-26.3%	-22.1%	

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly*

(1) Includes rail and truck shipments.

Average Elevator Capacity Turnover Ratio (1

PROVINCE	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
MANITOBA	1.3	0.9	1.0	1.0	4.2	1.3	1.0	1.1	1.2	4.6	1.2	0.9	0.9	1.3	4.3	8.3%	-6.5%	
SASKATCHEWAN	1.0	1.2	1.2	1.3	4.7	1.3	1.4	1.2	1.3	5.2	1.4	1.3	0.9	1.0	4.6	-23.1%	-11.5%	
ALBERTA	1.3	1.4	1.4	1.4	5.5	1.1	1.3	1.3	1.3	5.0	1.2	1.2	0.8	1.1	4.3	-15.4%	-14.0%	
BRITISH COLUMBIA	0.9	1.3	1.2	0.9	4.3	0.8	2.0	1.7	1.1	5.6	1.4	1.7	1.1	1.1	5.3	0.0%	-5.4%	
WESTERN CANADA	1.1	1.2	1.2	1.3	4.8	1.2	1.3	1.2	1.3	5.0	1.3	1.2	0.9	1.1	4.5	-15.4%	-10.0%	

NOTES:

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

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

Average Weekly Primary Elevator Stock Levels (thousands of tonnes)

PROVINCE	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
MANITOBA	605.6	708.5	724.9	577.4	653.0	733.6	758.1	732.6	541.7	690.2	597.2	566.9	594.4	448.2	550.5	-17.3%	-20.2%	
SASKATCHEWAN	1,881.8	2,233.5	2,051.3	1,809.1	1,989.2	2,215.1	2,066.0	1,906.5	1,412.2	1,896.7	1,672.8	1,389.3	1,489.5	1,089.9	1,409.2	-22.8%	-25.7%	
ALBERTA	910.1	1,067.0	1,169.8	952.9	1,024.1	981.0	950.0	936.6	692.3	888.8	855.9	681.9	709.2	609.5	714.9	-12.0%	-19.6%	
BRITISH COLUMBIA	36.4	45.1	29.2	22.1	33.0	21.3	20.2	17.2	17.5	19.0	20.3	27.3	29.6	23.9	25.1	37.0%	32.1%	
WESTERN CANADA	3,434.0	4,054.1	3,975.2	3,361.4	3,699.3	3,951.0	3,794.4	3,592.8	2,663.7	3,494.7	3,146.2	2,665.4	2,822.7	2,171.6	2,699.8	-18.5%	-22.7%	

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly*

Average Days in Store (1

PROVINCE	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	YTD	Q4	TOTAL	
MANITOBA																			
	Wheat	53.8	87.1	57.3	48.2	59.1	58.6	74.8	63.2	33.6	54.2	54.3	53.0	53.0	29.4	45.6	-12.6%	-15.8%	
	Durum	101.5	594.4	426.7	124.6	174.4	252.5	334.1	58.8	42.0	85.4	388.0	110.0	32.6	36.2	62.7	-13.8%	-26.6%	
	Barley	44.7	33.8	50.6	30.8	38.7	37.8	29.5	44.0	27.7	34.7	38.3	38.1	59.1	41.0	43.1	48.1%	24.1%	
	Canola	19.6	27.1	35.1	17.1	24.2	23.0	16.1	15.5	15.9	17.8	27.4	28.2	27.4	32.7	28.7	105.6%	61.0%	
	Oats	14.5	41.9	30.3	45.9	24.4	13.3	26.7	21.8	33.6	18.6	12.1	28.0	36.1	35.3	18.1	4.8%	-2.8%	
	Rye	134.7	78.5	65.7	107.9	93.1	133.0	52.7	51.0	54.6	74.3	34.7	84.1	70.5	59.9	49.8	9.7%	-33.0%	
	Flaxseed	37.9	43.6	41.7	26.7	37.5	44.1	22.7	43.3	35.3	33.1	38.1	44.5	42.9	26.1	37.0	-25.9%	11.8%	
		38.4	60.0	56.1	40.7	46.8	40.5	49.4	45.7	31.5	41.5	40.2	46.4	47.6	30.4	40.4	-3.4%	-2.5%	
SASKATCHEWAN																			
	Wheat	66.1	48.7	42.9	43.3	48.5	46.3	48.0	44.3	31.7	42.9	39.3	31.9	55.2	42.7	40.6	34.7%	-5.4%	
	Durum	59.5	108.5	69.3	35.5	60.1	77.5	56.4	99.6	40.7	62.1	70.6	49.3	58.8	24.6	47.5	-39.6%	-23.5%	
	Barley	35.9	32.3	32.5	23.9	30.8	36.7	23.6	23.2	13.3	23.2	20.3	21.7	36.3	44.1	28.6	232.1%	23.0%	
	Canola	18.0	21.4	19.2	19.7	19.5	24.7	19.0	16.1	32.4	21.7	26.6	26.9	16.4	29.3	24.6	-9.5%	13.4%	
	Oats	28.9	40.3	28.2	25.9	30.2	25.3	24.8	23.5	22.0	24.3	16.5	35.5	66.5	48.8	32.1	121.6%	32.2%	
	Rye	117.7	52.5	24.4	48.3	63.3	207.6	46.8	62.9	115.5	84.7	85.6	114.0	111.2	175.9	108.3	52.3%	27.9%	
	Flaxseed	43.1	45.2	50.2	55.5	49.3	51.6	35.5	57.6	31.6	42.0	27.1	24.7	62.2	23.4	29.7	-25.9%	-29.3%	
		48.4	46.8	45.6	36.1	42.9	44.1	38.7	41.2	30.7	38.8	37.6	33.3	48.3	35.2	37.9	14.6%	-2.3%	
ALBERTA																			
	Wheat	46.5	38.7	44.2	35.1	40.7	52.0	39.8	43.6	26.6	39.6	37.3	24.0	55.5	38.5	36.3	44.8%	-8.4%	
	Durum	74.0	100.5	80.4	50.6	70.8	126.2	77.0	103.4	91.7	97.8	183.1	180.1	81.4	50.6	108.0	-44.8%	10.4%	
	Barley	37.4	31.6	27.7	19.3	28.5	26.8	23.6	20.8	16.7	21.9	27.3	29.5	46.7	33.2	32.5	98.9%	48.3%	
	Canola	15.4	14.4	20.9	21.4	17.3	23.8	24.2	16.8	31.0	22.9	24.4	15.8	15.9	18.6	18.9	-40.1%	-17.2%	
	Oats	57.5	68.4	46.3	39.3	51.4	29.8	23.9	19.2	12.0	20.9	10.4	22.8	97.1	27.2	25.8	125.6%	23.8%	
	Rye	55.7	34.7	26.9	5.3	36.8	69.5	28.4	20.5	28.6	30.0	46.3	106.9	99.1	74.3	72.2	159.7%	140.9%	
	Flaxseed	42.5	21.0	47.3	34.5	33.7	68.8	33.7	66.5	22.1	36.5	62.9	80.7	70.0	31.7	55.5	43.4%	52.1%	
		39.4	35.4	43.4	32.2	36.6	43.4	35.4	34.9	28.7	35.5	38.8	29.4	47.4	34.6	36.5	20.8%	3.0%	
BRITISH COLUMBIA																			
	Wheat	135.2	154.1	53.7	90.5	97.5	68.9	26.9	29.0	40.2	37.2	37.4	39.5	45.6	31.8	38.6	-20.8%	3.7%	
	Durum	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n/a	n/a	
	Barley	39.0	55.7	47.7	13.6	38.5	44.1	11.0	22.7	29.1	22.5	46.1	42.0	44.1	59.8	47.0	105.1%	109.3%	
	Canola	49.0	45.4	296.1	34.5	53.8	71.9	26.7	18.6	74.2	31.0	45.1	48.8	16.0	33.4	33.9	-55.1%	9.2%	
	Oats	28.0	25.7	29.1	28.8	28.0	33.2	25.5	11.9	12.9	19.3	5.9	17.0	48.3	40.9	23.3	217.6%	20.8%	
	Rye	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n/a	n/a	
	Flaxseed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	11.0	n/a	n/a	
		76.8	85.3	65.5	59.6	71.1	63.1	24.0	23.9	40.8	32.8	36.2	40.1	38.4	35.6	37.7	-12.9%	14.8%	
WESTERN CANADA																			
	Wheat	57.2	50.0	45.9	41.5	47.8	50.3	50.0	48.0	30.8	44.4	41.5	33.3	54.5	36.8	40.6	19.6%	-8.6%	
	Durum	63.3	109.3	73.5	39.7	63.8	86.9	60.9	98.5	45.6	67.7	86.9	64.3	61.5	28.6	56.3	-37.1%	-16.7%	
	Barley	37.1	32.2	31.5	22.7	30.5	32.9	24.0	23.7	15.4	23.6	23.7	25.6	40.9	39.5	31.0	157.5%	30.9%	
	Canola	17.7	20.4	23.6	19.8	20.0	24.2	20.0	16.3	28.4	21.3	26.1	22.3	18.3	25.6	23.2	-9.7%	8.9%	
	Oats	21.2	42.2	29.9	31.0	28.9	18.4	25.3	22.6	23.9	21.7	13.9	32.0	58.3	42.8	25.9	79.2%	19.3%	
	Rye	104.5	61.3	46.2	60.6	70.4	144.3	46.2	44.9	63.9	67.8	54.0	102.4	96.7	102.5	77.3	60.4%	14.0%	
	Flaxseed	41.6	43.9	47.8	46.4	45.5	49.9	31.5	53.7	32.1	39.4	30.6	30.3	55.0	24.4	32.3	-23.9%	-17.9%	
		43.9	45.0	46.6	35.6	41.7	43.3	39.4	40.0	30.3	38.3	38.4	34.3	47.8	33.9	38.0	11.9%	-0.8%	

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly*

(1) Average days in store as determined from average inventory turnover ratio (total shipments divided by weekly stock level) divided by 366 days for 99/00, 365 days for 00/01 and 01/02.

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

COMMODITY	CROP YEAR		2001-2002 CROP YEAR					% VARIANCE	NOTES
WESTERN CANADA	**1999/00**	**2000/01**	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**		
WHEAT	7.4	6.4	5.8	5.0	7.5	5.1	5.9	-7.8%	
DURUM	12.7	12.4	13.8	8.8	9.7	4.2	9.2	-25.8%	
BARLEY	4.7	3.5	3.4	4.1	5.9	3.4	4.2	20.0%	
CANOLA	3.0	3.1	3.8	3.3	2.7	3.7	3.4	9.7%	
OATS	5.0	3.6	2.3	4.5	7.9	6.6	5.3	47.2%	
RYE	11.1	18.1	11.0	15.9	16.0	21.6	16.0	-11.6%	
FLAXSEED	9.2	14.2	5.9	8.4	20.0	4.7	9.6	-32.4%	
ALL GRAINS	6.2	5.4	5.3	4.9	6.6	4.7	5.4	0.0%	

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly*

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

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

Primary Elevation Tariffs - Receiving, Elevating and Loading Out (1) (2) (3)
- Index - Aug. 1, 1999 = 100

PROVINCE	COMMODITY	CROP YEAR									NOTES
		1999-00	2000-01				2001-2002				
		Aug. 1	Aug. 1	Aug. 1	Sept. 14	Oct. 5	Nov. 27	Feb. 15	Apr. 15	July 2	
MANITOBA		$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	
	Wheat (incl.Durum)	10.62	10.59	11.31	11.40	11.40	11.40	11.44	11.44	11.44	
	Index	100.0	99.7	106.5	107.3	107.3	107.3	107.7	107.7	107.7	
	Barley	12.84	12.66	12.79	12.87	12.87	12.87	13.06	13.06	13.06	
	Index	100.0	98.6	99.6	100.2	100.2	100.2	101.7	101.7	101.7	
	Designated Barley	13.14	13.13	14.99	15.08	15.08	15.35	15.49	15.33	15.33	
	Index	100.0	99.9	114.1	114.8	114.8	116.8	117.9	116.7	116.7	
	Canola	13.00	12.74	13.33	13.38	13.38	13.38	13.39	13.39	13.39	
	Index	100.0	98.0	102.5	102.9	102.9	102.9	103.0	103.0	103.0	
	Oats	14.02	13.90	14.12	14.17	14.17	14.17	14.39	14.39	14.39	
	Index	100.0	99.1	100.7	101.1	101.1	101.1	102.6	102.6	102.6	
	Peas	12.97	12.92	14.18	14.23	14.23	14.23	14.13	14.13	14.13	
	Index	100.0	99.6	109.3	109.7	109.7	109.7	108.9	108.9	108.9	
	Rye	10.57	10.61	10.94	10.98	10.98	10.98	11.05	11.05	11.05	
	Index	100.0	100.4	103.5	103.9	103.9	103.9	104.5	104.5	104.5	
	Flaxseed	12.80	12.55	13.31	13.36	13.36	13.36	13.35	13.35	13.35	
	Index	100.0	98.0	104.0	104.4	104.4	104.4	104.3	104.3	104.3	
SASKATCHEWAN											
	Wheat (incl.Durum)	9.41	9.61	10.60	10.80	10.80	10.80	10.78	10.77	10.77	
	Index	100.0	102.1	112.6	114.8	114.8	114.8	114.6	114.5	114.5	
	Barley	10.66	10.85	11.63	11.80	11.92	11.92	11.97	11.94	11.94	
	Index	100.0	101.8	109.1	110.7	111.8	111.8	112.3	112.0	112.0	
	Designated Barley	11.39	11.81	13.25	13.45	13.56	13.73	13.72	13.71	13.71	
	Index	100.0	103.7	116.3	118.1	119.1	120.5	120.5	120.4	120.4	
	Canola	12.34	12.55	13.02	13.10	13.10	13.10	13.09	13.00	13.00	
	Index	100.0	101.7	105.5	106.2	106.2	106.2	106.1	105.3	105.3	
	Oats	12.35	12.70	13.27	13.34	13.34	13.34	13.41	13.29	13.29	
	Index	100.0	102.8	107.4	108.0	108.0	108.0	108.6	107.6	107.6	
	Peas	13.30	13.42	14.03	14.09	14.09	14.09	14.02	14.05	14.05	
	Index	100.0	100.9	105.5	105.9	105.9	105.9	105.4	105.6	105.6	
	Rye	10.29	10.47	10.26	10.31	10.31	10.31	10.31	10.26	10.26	
	Index	100.0	101.7	99.7	100.2	100.2	100.2	100.2	99.7	99.7	
	Flaxseed	12.03	12.21	12.77	12.83	12.83	12.83	12.79	12.69	12.69	
	Index	100.0	101.5	106.2	106.7	106.7	106.7	106.3	105.5	105.5	
ALBERTA & BRITISH COLUMBIA											
	Wheat (incl.Durum)	9.99	10.05	11.11	11.19	11.21	11.21	11.24	11.24	11.24	
	Index	100.0	100.6	111.2	112.0	112.2	112.2	112.5	112.5	112.5	
	Barley	11.03	11.02	11.70	11.86	11.86	11.86	11.97	11.97	11.97	
	Index	100.0	99.9	106.1	107.5	107.5	107.5	108.5	108.5	108.5	
	Designated Barley	11.54	11.87	13.53	13.81	13.81	14.14	14.17	13.97	13.97	
	Index	100.0	102.9	117.2	119.7	119.7	122.5	122.8	121.1	121.1	
	Canola	13.53	13.56	14.47	14.53	14.53	14.53	14.69	14.69	14.69	
	Index	100.0	100.2	106.9	107.4	107.4	107.4	108.6	108.6	108.6	
	Oats	12.68	12.71	13.99	14.05	14.05	14.05	14.31	14.31	14.31	
	Index	100.0	100.2	110.3	110.8	110.8	110.8	112.9	112.9	112.9	
	Peas	14.33	14.38	14.70	14.75	14.76	14.76	14.70	14.70	14.70	
	Index	100.0	100.3	102.6	102.9	103.0	103.0	102.6	102.6	102.6	
	Rye	9.96	10.16	11.22	11.27	11.27	11.27	11.39	11.39	11.39	
	Index	100.0	102.0	112.7	113.2	113.2	113.2	114.4	114.4	114.4	
	Flaxseed	13.09	13.12	14.21	14.27	14.27	14.27	14.37	14.37	14.37	
	Index	100.0	100.2	108.6	109.0	109.0	109.0	109.8	109.8	109.8	

NOTES:

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

(1) Posted tariffs represent the maximum that companies may charge.
(2) Charges on the basis of Accountable Gross Weight (AGW) = Gross weight less shrinkage
(3) Average charges are based on 22 companies that posted tariffs on an AGW basis for 1999/2000
20 companies for 2000/2001, and 21 companies for Aug.-Nov. 2001/2002, 20 companies for Feb. 2001/2002, and 19 companies for April and July 2001/2002.

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

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

PROVINCE	COMMODITY	CROP YEAR									NOTES
		1999-00	2000-01	2001-2002							
		Aug. 1	Aug. 1	Aug. 1	Sept. 14	Oct. 5	Nov. 27	Feb. 15	Apr. 15	July 2	
MANITOBA		$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	
	Wheat	3.50	3.52	3.65	3.73	3.73	3.77	3.78	3.78	3.78	
		100.0	100.6	104.3	106.6	106.6	107.7	108.0	108.0	108.0	
	Durum	3.50	3.52	3.73	3.81	3.81	3.85	3.78	3.82	3.82	
		100.0	100.6	106.6	108.9	108.9	110.0	108.0	109.1	109.1	
	Barley	4.29	4.95	5.51	5.70	5.70	5.70	5.68	5.68	5.68	
		100.0	115.4	128.4	132.9	132.9	132.9	132.4	132.4	132.4	
	Canola	5.43	5.46	5.59	5.71	5.71	5.71	5.70	5.70	5.70	
		100.0	100.6	102.9	105.2	105.2	105.2	105.0	105.0	105.0	
	Oats	5.32	5.36	5.47	5.58	5.58	5.58	5.56	5.56	5.56	
		100.0	100.8	102.8	104.9	104.9	104.9	104.5	104.5	104.5	
	Peas	4.59	4.62	4.61	5.10	5.10	5.10	5.14	5.14	5.14	
		100.0	100.7	100.4	111.1	111.1	111.1	112.0	112.0	112.0	
	Rye	3.55	3.60	3.68	3.71	3.71	3.71	3.70	3.70	3.70	
		100.0	101.4	103.7	104.5	104.5	104.5	104.2	104.2	104.2	
	Flaxseed	5.47	6.09	7.11	7.57	7.57	7.57	7.42	7.42	7.42	
		100.0	111.3	130.0	138.4	138.4	138.4	135.6	135.6	135.6	
SASKATCHEWAN											
	Wheat	3.62	3.63	3.78	3.82	3.82	3.84	3.86	3.87	3.87	
		100.0	100.3	104.4	105.5	105.5	106.1	106.6	106.9	106.9	
	Durum	3.62	3.63	3.85	3.90	3.90	3.92	3.89	3.92	3.92	
		100.0	100.3	106.4	107.7	107.7	108.3	107.5	108.3	108.3	
	Barley	4.36	4.71	5.66	5.81	5.81	5.81	5.80	5.72	5.72	
		100.0	108.0	129.8	133.3	133.3	133.3	133.0	131.2	131.2	
	Canola	5.46	5.45	5.55	5.63	5.63	5.63	5.62	5.61	5.61	
		100.0	99.8	101.6	103.1	103.1	103.1	102.9	102.7	102.7	
	Oats	5.25	5.42	5.48	5.54	5.54	5.54	5.53	5.50	5.50	
		100.0	103.2	104.4	105.5	105.5	105.5	105.3	104.8	104.8	
	Peas	4.58	4.61	4.56	4.70	4.70	4.70	4.70	4.71	4.71	
		100.0	100.7	99.6	102.6	102.6	102.6	102.6	102.8	102.8	
	Rye	3.68	3.73	3.67	3.70	3.70	3.70	3.69	3.68	3.68	
		100.0	101.4	99.7	100.5	100.5	100.5	100.3	100.0	100.0	
	Flaxseed	5.50	5.91	6.34	6.60	6.60	6.60	6.45	6.50	6.50	
		100.0	107.5	115.3	120.0	120.0	120.0	117.3	118.2	118.2	
ALBERTA & BRITISH COLUMBIA											
	Wheat	3.47	3.49	3.73	3.79	3.79	3.84	3.86	3.86	3.86	
		100.0	100.6	107.5	109.2	109.2	110.7	111.2	111.2	111.2	
	Durum	3.47	3.49	3.83	3.89	3.89	3.94	3.86	3.91	3.91	
		100.0	100.6	110.4	112.1	112.1	113.5	111.2	112.7	112.7	
	Barley	4.31	4.85	5.89	5.95	5.95	5.95	5.95	5.95	5.95	
		100.0	112.5	136.7	138.1	138.1	138.1	138.1	138.1	138.1	
	Canola	5.47	5.56	5.74	5.84	5.84	5.84	5.83	5.83	5.83	
		100.0	101.6	104.9	106.8	106.8	106.8	106.6	106.6	106.6	
	Oats	5.09	5.33	5.37	5.68	5.68	5.68	5.66	5.66	5.66	
		100.0	104.7	105.5	111.6	111.6	111.6	111.2	111.2	111.2	
	Peas	4.63	4.72	4.67	4.92	4.92	4.92	4.95	4.95	4.95	
		100.0	101.9	100.9	106.3	106.3	106.3	106.9	106.9	106.9	
	Rye	3.62	3.68	3.92	3.96	3.96	3.96	3.98	3.98	3.98	
		100.0	101.7	108.3	109.4	109.4	109.4	109.9	109.9	109.9	
	Flaxseed	6.02	6.69	6.81	7.30	7.30	7.30	7.08	7.08	7.08	
		100.0	111.1	113.1	121.3	121.3	121.3	117.6	117.6	117.6	

NOTES:

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

(1) Posted tariffs represent the maximum that companies may charge.
(2) Charges on the basis of Accountable Gross Weight (AGW) = Gross weight less shrinkage.
(3) Average charges are based on 22 companies that posted tariffs on an AGW basis for 1999/2000, 20 companies for 2000/2001, and 21 companies for Aug.-Nov. 2001/2002, 20 companies for Feb. 2001/2002, and 19 companies for April and July 2001/2002.
(4) Cleaning charges are deducted from producers' cash ticket receipts. Upon unload at terminal position, the shipper pays the terminal cleaning tariff (providing the grain was not cleaned prior to shipping) and Canadian Grain Commission fees.

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

Primary Elevation Tariffs - Storage (1) (2) (3) (4)
- Index - Aug. 1, 1999 = 100

PROVINCE	COMMODITY	CROP YEAR									NOTES
		1999-00	2000-01	2001-2002							
MANITOBA		Aug. 1 $/tonne	Aug. 1 $/tonne	Aug. 1 $/tonne	Sept. 14 $/tonne	Oct. 5 $/tonne	Nov. 27 $/tonne	Feb. 15 $/tonne	Apr. 15 $/tonne	July 2 $/tonne	
	Wheat (incl.Durum)	0.0510	0.0526	0.0747	0.0747	0.0747	0.0747	0.0778	0.0778	0.0778	
		100.0	103.1	146.5	146.5	146.5	146.5	152.5	152.5	152.5	
	Barley	0.0625	0.0646	0.0831	0.0831	0.0831	0.0831	0.0858	0.0858	0.0884	
		100.0	103.4	133.0	133.0	133.0	133.0	137.3	137.3	141.4	
	Canola	0.0576	0.0614	0.0783	0.0783	0.0783	0.0783	0.0808	0.0808	0.0808	
		100.0	106.6	135.9	135.9	135.9	135.9	140.3	140.3	140.3	
	Oats	0.0764	0.0817	0.1038	0.1038	0.1038	0.1038	0.1064	0.1064	0.1064	
		100.0	106.9	135.9	135.9	135.9	135.9	139.3	139.3	139.3	
	Peas	0.0479	0.0510	0.0657	0.0657	0.0657	0.0657	0.0677	0.0677	0.0677	
		100.0	106.5	137.2	137.2	137.2	137.2	141.3	141.3	141.3	
	Rye	0.0493	0.0524	0.0673	0.0673	0.0673	0.0673	0.0693	0.0693	0.0693	
		100.0	106.3	136.5	136.5	136.5	136.5	140.6	140.6	140.6	
	Flaxseed	0.0561	0.0593	0.0703	0.0703	0.0703	0.0703	0.0724	0.0724	0.0724	
		100.0	105.7	125.3	125.3	125.3	125.3	129.1	129.1	129.1	
SASKATCHEWAN											
	Wheat (incl.Durum)	0.0514	0.0529	0.0704	0.0704	0.0704	0.0704	0.0719	0.0687	0.0687	
		100.0	102.9	137.0	137.0	137.0	137.0	139.9	133.7	133.7	
	Barley	0.0610	0.0627	0.0807	0.0807	0.0807	0.0807	0.0820	0.0775	0.0791	
		100.0	102.8	132.3	132.3	132.3	132.3	134.4	127.0	129.7	
	Canola	0.0571	0.0592	0.0767	0.0767	0.0767	0.0767	0.0780	0.0725	0.0725	
		100.0	103.7	134.3	134.3	134.3	134.3	136.6	127.0	127.0	
	Oats	0.0745	0.0772	0.0997	0.0997	0.0997	0.0997	0.1009	0.0936	0.0936	
		100.0	103.6	133.8	133.8	133.8	133.8	135.4	125.6	125.6	
	Peas	0.0490	0.0508	0.0647	0.0647	0.0647	0.0647	0.0657	0.0615	0.0615	
		100.0	103.7	132.0	132.0	132.0	132.0	134.1	125.5	125.5	
	Rye	0.0493	0.0510	0.0652	0.0652	0.0652	0.0652	0.0662	0.0619	0.0619	
		100.0	103.4	132.3	132.3	132.3	132.3	134.3	125.6	125.6	
	Flaxseed	0.0548	0.0570	0.0690	0.0690	0.0690	0.0690	0.0701	0.0661	0.0661	
		100.0	104.0	125.9	125.9	125.9	125.9	127.9	120.6	120.6	
ALBERTA & BRITISH COLUMBIA											
	Wheat (incl.Durum)	0.0535	0.0550	0.0764	0.0764	0.0764	0.0764	0.0806	0.0806	0.0806	
		100.0	102.8	142.8	142.8	142.8	142.8	150.7	150.7	150.7	
	Barley	0.0649	0.0670	0.0921	0.0921	0.0921	0.0921	0.0968	0.0968	0.0968	
		100.0	103.2	141.9	141.9	141.9	141.9	149.2	149.2	149.2	
	Canola	0.0617	0.0649	0.0904	0.0904	0.0904	0.0904	0.0953	0.0953	0.0953	
		100.0	105.2	146.5	146.5	146.5	146.5	154.5	154.5	154.5	
	Oats	0.0817	0.0855	0.1153	0.1153	0.1153	0.1153	0.1203	0.1203	0.1203	
		100.0	104.7	141.1	141.1	141.1	141.1	147.2	147.2	147.2	
	Peas	0.0502	0.0529	0.0711	0.0711	0.0711	0.0711	0.0745	0.0745	0.0745	
		100.0	105.4	141.6	141.6	141.6	141.6	148.4	148.4	148.4	
	Rye	0.0518	0.0547	0.0782	0.0782	0.0782	0.0782	0.0823	0.0823	0.0823	
		100.0	105.6	151.0	151.0	151.0	151.0	158.9	158.9	158.9	
	Flaxseed	0.0599	0.0626	0.0807	0.0807	0.0807	0.0807	0.0849	0.0849	0.0849	
		100.0	104.5	134.7	134.7	134.7	134.7	141.7	141.7	141.7	

NOTES:

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

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

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					2001-2002 CROP YEAR					% VARIANCE		NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
VANCOUVER																			
	Manitoba	119.3	153.7	83.9	44.4	401.3	264.9	248.4	244.0	330.9	1,088.2	284.0	45.9	177.4	254.0	761.3	-23.2%	-30.0%	(2)
	Saskatchewan	1,533.5	1,693.7	1,660.9	1,831.9	6,719.9	1,999.3	1,847.3	1,892.1	1,467.5	7,206.1	1,576.6	1,301.1	852.2	854.2	4,584.1	-41.8%	-36.4%	(2)
	Alberta	1,601.7	2,055.7	1,800.1	2,171.4	7,628.9	1,722.7	1,631.6	1,450.3	1,625.2	6,429.9	1,739.1	1,607.1	1,028.6	1,175.9	5,550.7	-27.6%	-13.7%	(2)
	British Columbia	9.9	9.2	7.6	14.1	40.9	17.9	12.6	15.4	8.9	54.8	14.9	16.2	8.4	10.8	50.3	22.3%	-8.2%	(2)
	Western Canada	3,264.5	3,912.3	3,552.4	4,061.8	14,791.0	4,004.8	3,739.9	3,601.9	3,432.5	14,779.0	3,614.5	2,970.3	2,066.6	2,295.0	10,946.4	-33.1%	-25.9%	(2)
PRINCE RUPERT																			
	Manitoba	-	17.0	36.7	-	53.7	16.2	33.4	159.4	29.2	238.1	0.5	38.7	66.2	-	105.5	-100.0%	-55.7%	(2)
	Saskatchewan	152.2	775.9	639.7	52.8	1,620.6	55.8	268.6	398.7	76.2	799.2	25.8	260.6	156.9	-	443.2	-100.0%	-44.5%	(2)
	Alberta	252.4	701.2	587.4	67.6	1,608.7	24.9	539.6	563.3	161.8	1,289.6	7.7	285.4	210.3	0.7	504.0	-99.6%	-60.9%	(2)
	British Columbia	6.9	13.0	16.3	2.8	39.1	-	8.0	7.0	0.4	15.4	-	1.6	2.5	-	4.1	-100.0%	-73.7%	(2)
	Western Canada	411.5	1,507.2	1,280.1	123.2	3,322.0	96.9	849.5	1,128.4	267.6	2,342.4	34.0	586.3	435.9	0.7	1,056.8	-99.7%	-54.9%	(2)
CHURCHILL																			
	Manitoba	18.4	-	0.2	24.1	42.7	27.3	-	-	27.4	54.7	44.7	-	-	22.0	66.7	-19.7%	22.0%	(2)
	Saskatchewan	308.3	0.0	4.7	101.0	414.0	550.6	0.3	-	79.0	630.0	283.0	-	-	63.5	346.5	-19.6%	-45.0%	(2)
	Alberta	9.3	-	-	0.8	10.1	1.7	0.1	-	8.9	10.7	40.4	-	-	-	40.4	-100.0%	278.3%	(2)
	British Columbia	0.9	-	-	-	0.9	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Western Canada	336.9	0.0	4.9	125.9	467.6	579.7	0.4	-	115.3	695.4	368.1	-	-	85.5	453.6	-25.8%	-34.8%	(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	527.8	417.7	327.4	604.9	1,877.8	-19.4%	-18.1%	(2)
	Saskatchewan	1,226.5	919.8	844.5	1,702.8	4,693.6	1,369.6	1,172.7	544.3	1,709.8	4,796.4	996.4	782.5	598.8	1,354.5	3,732.3	-20.8%	-22.2%	(2)
	Alberta	22.7	32.9	36.9	106.2	198.6	32.4	62.1	73.0	83.4	250.8	33.2	14.7	36.7	124.9	209.6	49.7%	-16.4%	(2)
	British Columbia	-	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Western Canada	1,949.9	1,342.0	1,329.3	2,457.7	7,079.0	2,119.5	1,687.9	988.9	2,543.7	7,340.1	1,557.5	1,215.0	962.9	2,084.3	5,819.7	-18.1%	-20.7%	(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	857.0	502.4	571.0	881.0	2,811.3	-22.6%	-23.5%	(2)
	Saskatchewan	3,220.6	3,389.4	3,149.8	3,688.4	13,448.1	3,975.3	3,288.9	2,835.0	3,332.5	13,431.7	2,881.8	2,344.1	1,607.9	2,272.3	9,106.1	-31.8%	-32.2%	(2)
	Alberta	1,886.2	2,789.8	2,424.3	2,346.0	9,446.4	1,781.7	2,233.3	2,086.6	1,879.3	7,981.0	1,820.4	1,907.3	1,275.6	1,301.5	6,304.8	-30.7%	-21.0%	(2)
	British Columbia	17.7	22.3	23.9	16.9	80.9	17.9	20.6	22.5	9.3	70.2	14.9	17.8	10.9	10.8	54.4	16.9%	-22.6%	(2)
	Western Canada	5,962.8	6,761.5	6,166.7	6,768.6	25,659.6	6,800.8	6,277.8	5,719.2	6,359.1	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	-29.8%	-27.3%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
VANCOUVER																			
	Wheat	1,074.1	1,613.3	1,889.9	2,452.2	7,029.5	1,850.2	1,215.1	1,144.1	1,975.2	6,184.5	1,986.0	1,633.8	997.1	1,219.9	5,836.9	-38.2%	-5.6%	(2)
	Durum	293.5	190.0	175.7	225.1	884.3	121.8	136.0	149.9	113.8	521.5	122.9	98.2	93.7	88.4	403.3	-22.3%	-22.7%	(2)
	Barley	161.2	158.5	383.9	264.1	967.7	247.7	439.7	362.2	218.5	1,268.1	146.1	134.2	94.6	103.6	478.6	-52.6%	-62.3%	(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	718.7	527.9	520.3	451.2	2,218.1	-24.1%	-46.7%	(2)
	Oats	15.7	7.7	15.6	14.4	53.5	18.5	13.5	5.3	7.2	44.5	6.4	2.6	1.7	2.6	13.3	-64.1%	-70.1%	(2)
	Peas	235.0	283.3	219.2	271.6	1,009.1	312.7	548.1	343.5	258.7	1,463.0	376.5	331.3	126.6	223.8	1,058.1	-13.5%	-27.7%	(2)
	Rye	1.1	-	0.7	-	1.9	-	10.6	2.2	-	12.8	0.5	0.5	0.5	0.6	2.1	n/a	-83.3%	(2)
	Flaxseed	20.9	26.5	18.9	11.3	77.5	13.0	34.8	15.1	16.8	79.7	13.4	58.9	15.8	13.3	101.4	-21.1%	27.3%	(2)
	Other	319.7	279.9	271.5	277.5	1,148.6	246.1	278.4	269.5	247.6	1,041.6	244.0	182.8	216.2	191.5	834.5	-22.7%	-19.9%	(2)
	All Grains	3,264.5	3,912.3	3,552.4	4,061.8	14,791.0	4,004.8	3,739.9	3,601.9	3,432.5	14,779.0	3,614.5	2,970.3	2,066.6	2,295.0	10,946.4	-33.1%	-25.9%	(2)
PRINCE RUPERT																			
	Wheat	374.0	1,456.2	1,267.1	94.1	3,191.5	8.8	837.9	1,038.5	259.0	2,144.2	-	581.7	435.7	0.6	1,018.0	-99.8%	-52.5%	(2)
	Durum	-	3.6	-	-	3.6	-	0.4	-	-	0.4	-	-	-	0.1	0.1	n/a	-75.1%	(2)
	Barley	33.4	46.3	12.8	10.9	103.4	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Canola	4.0	-	-	-	4.0	78.1	8.1	74.1	0.7	161.0	-	-	-	-	-	-100.0%	-100.0%	(2)
	Oats	-	1.1	-	-	1.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	-	-	-	-	-	-	-	14.6	7.9	22.5	34.0	4.6	0.2	-	38.7	-100.0%	71.9%	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Other	0.2	-	0.2	18.2	18.5	9.9	3.2	1.1	-	14.2	-	-	-	-	-	n/a	-100.0%	(2)
	All Grains	411.5	1,507.2	1,280.1	123.2	3,322.0	96.9	849.5	1,128.4	267.6	2,342.4	34.0	586.3	435.9	0.7	1,056.8	-99.7%	-54.9%	(2)
CHURCHILL																			
	Wheat	189.9	0.0	1.6	87.6	279.1	413.7	-	-	114.8	528.5	250.7	-	-	85.5	336.3	-25.5%	-36.4%	(2)
	Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	52.5	-	-	-	52.5	n/a	554.2%	(2)
	Barley	-	-	-	-	-	0.2	-	-	-	0.2	-	-	-	-	-	n/a	-100.0%	(2)
	Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Peas	48.6	-	3.3	23.6	75.4	138.5	0.4	-	0.5	139.4	59.4	-	-	-	59.4	-100.0%	-57.4%	(2)
	Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Flaxseed	-	-	-	-	-	18.7	-	-	-	18.7	2.2	-	-	-	2.2	n/a	-88.5%	(2)
	Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	3.3	-	-	-	3.3	n/a	518.9%	(2)
	All Grains	336.9	0.0	4.9	125.9	467.6	579.7	0.4	-	115.3	695.4	368.1	-	-	85.5	453.6	-25.8%	-34.8%	(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	697.6	579.4	455.8	1,005.7	2,738.5	-6.9%	-7.3%	(2)
	Durum	390.8	141.5	308.6	967.5	1,808.5	439.1	495.3	204.4	1,074.1	2,213.0	249.8	245.4	264.7	849.3	1,609.1	-20.9%	-27.3%	(2)
	Barley	92.0	148.1	28.1	60.4	328.7	54.8	55.4	45.3	82.6	238.1	63.7	130.6	89.8	35.9	320.1	-56.5%	34.5%	(2)
	Canola	180.3	88.1	85.8	128.9	483.1	153.9	108.6	103.1	91.9	457.5	141.6	57.0	42.8	40.5	281.9	-55.9%	-38.4%	(2)
	Oats	59.3	46.7	45.6	50.1	201.8	81.1	59.5	45.6	34.7	221.0	86.0	29.2	2.0	0.2	117.3	-99.4%	-46.9%	(2)
	Peas	189.3	89.1	129.5	85.8	493.7	306.7	143.6	84.1	18.6	553.0	86.9	25.3	5.7	1.1	119.0	-94.0%	-78.5%	(2)
	Rye	-	0.2	0.5	0.1	0.7	-	0.1	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
	Flaxseed	56.3	101.1	128.1	101.6	387.0	98.7	189.1	68.9	118.4	475.1	165.8	118.3	71.0	145.8	500.9	23.1%	5.4%	(2)
	Other	63.3	82.5	48.9	60.9	255.6	99.2	54.5	33.0	42.9	229.5	66.1	29.8	31.2	5.8	132.9	-86.4%	-42.1%	(2)
	All Grains	1,949.9	1,342.0	1,329.3	2,457.7	7,079.0	2,119.5	1,687.9	988.9	2,543.7	7,340.1	1,557.5	1,215.0	962.9	2,084.3	5,819.7	-18.1%	-20.7%	(2)
WESTERN CANADA																			
	Wheat	2,556.5	3,714.3	3,712.7	3,636.4	13,620.0	3,158.7	2,635.0	2,587.0	3,429.5	11,810.3	2,934.4	2,794.9	1,888.6	2,311.7	9,929.7	-32.6%	-15.9%	(2)
	Durum	774.2	335.1	484.3	1,207.3	2,800.9	569.0	631.6	354.3	1,187.9	2,742.9	425.2	343.6	358.4	937.8	2,065.0	-21.1%	-24.7%	(2)
	Barley	286.6	352.9	424.8	335.5	1,399.7	302.7	495.1	407.5	301.1	1,506.4	209.9	264.8	184.5	139.6	798.7	-53.6%	-47.0%	(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	860.3	584.9	563.1	491.8	2,500.0	-28.4%	-47.7%	(2)
	Oats	75.1	55.5	61.2	64.5	256.3	99.6	73.0	50.9	41.9	265.5	92.3	31.8	3.7	2.8	130.6	-93.3%	-50.8%	(2)
	Peas	472.8	372.4	352.0	381.0	1,578.2	757.9	692.2	442.2	285.7	2,178.0	556.8	361.2	132.4	224.9	1,275.3	-21.3%	-41.4%	(2)
	Rye	1.1	0.2	1.2	0.1	2.6	-	10.7	2.2	-	12.8	0.5	0.5	0.5	0.6	2.1	n/a	-83.4%	(2)
	Flaxseed	77.2	127.6	147.0	112.8	464.5	130.4	223.9	84.0	135.2	573.5	181.4	177.2	86.8	159.0	604.5	17.6%	5.4%	(2)
	Other	391.7	362.4	320.6	356.5	1,431.3	355.7	336.1	303.6	290.5	1,285.8	313.3	212.7	247.4	197.3	970.7	-32.1%	-24.5%	(2)
	All Grains	5,962.8	6,761.5	6,166.7	6,768.6	25,659.6	6,800.8	6,277.8	5,719.2	6,359.1	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	-29.8%	-27.3%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
VANCOUVER			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
	Manitoba	Wheat	28.8	3.9	35.0	5.8	73.5	130.9	112.1	72.2	288.8	604.0	228.4	8.6	121.6	226.9	585.5	-21.4%	-3.1%	(2)
		Durum	-	-	-	-	-	-	2.4	-	5.3	7.7	-	-	-	-	-	-100.0%	-100.0%	(2)
		Barley	0.4	0.3	2.4	3.9	7.1	1.5	4.9	0.1	1.9	8.4	-	-	-	1.4	1.4	-25.1%	-83.0%	(2)
		Canola	74.4	133.2	37.2	18.3	263.0	126.0	110.0	163.4	19.6	419.0	40.7	18.4	44.3	13.0	116.4	-33.9%	-72.2%	(2)
		Oats	-	-	-	-	-	-	0.7	-	0.1	0.9	0.8	-	-	-	0.8	-100.0%	-4.8%	(2)
		Peas	0.3	0.2	0.1	2.1	2.7	-	0.8	1.7	2.9	5.4	3.2	6.4	1.9	4.2	15.7	49.1%	194.2%	(2)
		Rye	-	-	-	-	-	-	4.9	0.1	-	5.0	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	-	0.1	0.1	-	0.2	-	-	-	0.1	0.1	0.3	3.0	-	-	3.3	-100.0%	4167.9%	(2)
		Other	15.5	15.9	9.1	14.3	54.8	6.4	12.7	6.5	12.3	37.9	10.6	9.5	9.4	8.5	38.1	-30.6%	0.5%	(2)
		All Grains	119.3	153.7	83.9	44.4	401.3	264.9	248.4	244.0	330.9	1,088.2	284.0	45.9	177.4	254.0	761.3	-23.2%	-30.0%	(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	767.4	713.1	380.0	342.2	2,202.7	-46.5%	-10.5%	(2)
		Durum	133.2	86.2	49.2	34.9	303.5	50.7	88.2	98.9	43.8	281.5	62.2	41.0	25.1	51.8	180.1	18.3%	-36.0%	(2)
		Barley	54.2	60.5	196.0	148.3	458.9	129.8	213.9	238.9	177.5	760.0	112.1	63.8	61.1	35.7	272.6	-79.9%	-64.1%	(2)
		Canola	539.8	549.1	228.4	234.0	1,551.3	610.7	508.0	605.7	266.9	1,991.3	259.4	139.8	165.1	142.5	706.9	-46.6%	-64.5%	(2)
		Oats	7.9	6.6	8.4	7.2	30.1	14.4	7.4	2.4	1.4	25.7	0.7	-	-	0.1	0.8	-89.8%	-96.8%	(2)
		Peas	167.0	148.2	157.7	199.7	672.7	237.0	364.4	268.3	204.2	1,073.8	237.4	203.7	92.7	160.5	694.4	-21.4%	-35.3%	(2)
		Rye	1.1	-	0.7	-	1.9	-	4.5	1.9	-	6.4	-	0.5	0.4	0.1	1.0	n/a	-84.2%	(2)
		Flaxseed	19.2	21.6	14.5	5.9	61.2	10.7	28.8	13.8	13.0	66.3	11.5	51.8	12.1	7.9	83.2	-39.1%	25.5%	(2)
		Other	178.4	161.1	160.9	167.8	668.2	130.0	138.7	149.9	120.9	539.4	125.9	87.4	115.7	113.4	442.3	-6.2%	-18.0%	(2)
		All Grains	1,533.5	1,693.7	1,660.9	1,831.9	6,719.9	1,999.3	1,847.3	1,892.1	1,467.5	7,206.1	1,576.6	1,301.1	852.2	854.2	4,584.1	-41.8%	-36.4%	(2)
	Alberta	Wheat	606.1	948.8	1,006.6	1,403.7	3,965.1	890.6	608.9	559.4	1,044.5	3,103.4	979.6	904.2	494.2	643.9	3,022.0	-38.3%	-2.6%	(2)
		Durum	160.3	103.8	126.5	190.3	580.8	71.1	45.5	51.0	64.8	232.4	60.7	57.2	68.6	36.7	223.1	-43.4%	-4.0%	(2)
		Barley	106.2	96.8	185.1	110.5	498.6	116.5	216.9	121.7	37.2	492.3	34.0	68.6	33.0	66.5	202.1	78.9%	-58.9%	(2)
		Canola	526.3	662.8	307.5	289.2	1,785.8	453.2	439.4	529.3	304.4	1,726.3	416.9	363.4	304.3	294.2	1,378.8	-3.3%	-20.1%	(2)
		Oats	7.8	1.0	7.2	7.2	23.2	4.1	5.4	2.9	5.6	18.0	4.9	2.6	1.7	2.4	11.7	-56.6%	-35.2%	(2)
		Peas	67.7	134.7	61.4	69.7	333.6	75.3	181.6	72.8	51.2	381.0	133.4	121.0	31.9	57.1	343.4	11.4%	-9.9%	(2)
		Rye	-	-	-	-	-	-	0.8	0.2	-	0.9	0.5	-	0.1	0.5	1.1	n/a	20.5%	(2)
		Flaxseed	1.7	4.8	4.3	5.4	16.2	2.2	6.0	1.2	3.8	13.3	1.6	4.1	3.7	5.4	14.8	41.8%	11.7%	(2)
		Other	125.8	102.9	101.5	95.4	425.6	109.7	127.1	111.8	113.7	462.3	107.5	85.9	91.1	69.1	353.7	-39.2%	-23.5%	(2)
		All Grains	1,601.7	2,055.7	1,800.1	2,171.4	7,628.9	1,722.7	1,631.6	1,450.3	1,625.2	6,429.9	1,739.1	1,607.1	1,028.6	1,175.9	5,550.7	-27.6%	-13.7%	(2)
	British Columbia	Wheat	6.6	0.2	3.2	8.6	18.5	12.6	0.6	0.1	2.0	15.4	10.7	7.9	1.3	6.9	26.7	235.9%	73.9%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	0.4	0.9	0.4	1.4	3.1	-	3.9	1.5	1.9	7.4	0.1	1.9	0.5	-	2.5	-100.0%	-66.9%	(2)
		Canola	2.9	7.9	4.0	4.1	18.9	4.9	6.2	11.9	3.8	26.7	1.7	6.2	6.6	1.5	16.0	-59.7%	-40.0%	(2)
		Oats	-	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	0.2	-	-	0.2	0.4	1.4	0.7	0.4	2.9	2.4	0.2	0.1	2.0	4.6	365.0%	58.0%	(2)
		Rye	-	-	-	-	-	-	0.4	-	-	0.4	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	1.3	0.7	1.9	-	-	-	0.5	0.5	-29.7%	-74.9%	(2)
		All Grains	9.9	9.2	7.6	14.1	40.9	17.9	12.6	15.4	8.9	54.8	14.9	16.2	8.4	10.8	50.3	22.3%	-8.2%	(2)
	Western Canada	Wheat	1,074.1	1,613.3	1,889.9	2,452.2	7,029.5	1,850.2	1,215.1	1,144.1	1,975.2	6,184.5	1,986.0	1,633.8	997.1	1,219.9	5,836.9	-38.2%	-5.6%	(2)
		Durum	293.5	190.0	175.7	225.1	884.3	121.8	136.0	149.9	113.8	521.5	122.9	98.2	93.7	88.4	403.3	-22.3%	-22.7%	(2)
		Barley	161.2	158.5	383.9	264.1	967.7	247.7	439.7	362.2	218.5	1,268.1	146.1	134.2	94.6	103.6	478.6	-52.6%	-62.3%	(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	718.7	527.9	520.3	451.2	2,218.1	-24.1%	-46.7%	(2)
		Oats	15.7	7.7	15.6	14.4	53.5	18.5	13.5	5.3	7.2	44.5	6.4	2.6	1.7	2.6	13.3	-64.1%	-70.1%	(2)
		Peas	235.0	283.3	219.2	271.6	1,009.1	312.7	548.1	343.5	258.7	1,463.0	376.5	331.3	126.6	223.8	1,058.1	-13.5%	-27.7%	(2)
		Rye	1.1	-	0.7	-	1.9	-	10.6	2.2	-	12.8	0.5	0.5	0.5	0.6	2.1	n/a	-83.3%	(2)
		Flaxseed	20.9	26.5	18.9	11.3	77.5	13.0	34.8	15.1	16.8	79.7	13.4	58.9	15.8	13.3	101.4	-21.1%	27.3%	(2)
		Other	319.7	279.9	271.5	277.5	1,148.6	246.1	278.4	269.5	247.6	1,041.6	244.0	182.8	216.2	191.5	834.5	-22.7%	-19.9%	(2)
		All Grains	3,264.5	3,912.3	3,552.4	4,061.8	14,791.0	4,004.8	3,739.9	3,601.9	3,432.5	14,779.0	3,614.5	2,970.3	2,066.6	2,295.0	10,946.4	-33.1%	-25.9%	(2)

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

DESTINATION	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
PRINCE RUPERT																				
	Manitoba	Wheat	-	17.0	36.7	-	53.7	4.4	32.7	159.3	29.2	225.6	-	38.7	66.2	-	105.0	-100.0%	-53.5%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	11.8	-	0.1	-	11.8	-	-	-	-	-	n/a	-100.0%	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	0.5	-	-	-	0.5	n/a	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	0.6	-	-	0.6	-	-	-	-	-	n/a	-100.0%	(2)
		All Grains	-	17.0	36.7	-	53.7	16.2	33.4	159.4	29.2	238.1	0.5	38.7	66.2	-	105.5	-100.0%	-55.7%	(2)
	Saskatchewan	Wheat	140.1	760.1	635.1	39.6	1,575.0	4.4	260.4	356.1	68.5	689.5	-	256.8	156.7	-	413.5	-100.0%	-40.0%	(2)
		Durum	-	3.6	-	-	3.6	-	0.1	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Barley	8.1	12.2	4.6	1.8	26.7	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	4.0	-	-	-	4.0	47.4	8.1	29.4	0.7	85.5	-	-	-	-	-	-100.0%	-100.0%	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	12.1	7.0	19.1	25.8	3.8	0.2	-	29.8	-100.0%	56.1%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	11.3	11.3	4.0	-	1.0	-	5.0	-	-	-	-	-	n/a	-100.0%	(2)
		All Grains	152.2	775.9	639.7	52.8	1,620.6	55.8	268.6	398.7	76.2	799.2	25.8	260.6	156.9	-	443.2	-100.0%	-44.5%	(2)
	Alberta	Wheat	228.0	668.1	579.2	51.7	1,527.2	-	536.7	516.1	160.9	1,213.7	-	284.7	210.3	0.6	495.5	-99.6%	-59.2%	(2)
		Durum	-	-	-	-	-	-	0.3	-	-	0.3	-	-	-	0.1	0.1	n/a	-66.2%	(2)
		Barley	24.2	33.1	8.0	9.0	74.3	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	19.0	-	44.6	-	63.7	-	-	-	-	-	n/a	-100.0%	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	2.5	0.9	3.4	7.7	0.8	-	-	8.4	-100.0%	144.5%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	0.2	-	0.2	6.9	7.2	5.9	2.6	0.1	-	8.6	-	-	-	-	-	n/a	-100.0%	(2)
		All Grains	252.4	701.2	587.4	67.6	1,608.7	24.9	539.6	563.3	161.8	1,289.6	7.7	285.4	210.3	0.7	504.0	-99.6%	-60.9%	(2)
	British Columbia	Wheat	5.9	11.0	16.1	2.8	35.7	-	8.0	7.0	0.4	15.4	-	1.6	2.5	-	4.1	-100.0%	-73.7%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	1.1	1.0	0.2	0.1	2.3	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	1.1	-	-	1.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	6.9	13.0	16.3	2.8	39.1	-	8.0	7.0	0.4	15.4	-	1.6	2.5	-	4.1	-100.0%	-73.7%	(2)
	Western Canada	Wheat	374.0	1,456.2	1,267.1	94.1	3,191.5	8.8	837.9	1,038.5	259.0	2,144.2	-	581.7	435.7	0.6	1,018.0	-99.8%	-52.5%	(2)
		Durum	-	3.6	-	-	3.6	-	0.4	-	-	0.4	-	-	-	0.1	0.1	n/a	-75.1%	(2)
		Barley	33.4	46.3	12.8	10.9	103.4	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	4.0	-	-	-	4.0	78.1	8.1	74.1	0.7	161.0	-	-	-	-	-	-100.0%	-100.0%	(2)
		Oats	-	1.1	-	-	1.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	14.6	7.9	22.5	34.0	4.6	0.2	-	38.7	-100.0%	71.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	0.2	-	0.2	18.2	18.5	9.9	3.2	1.1	-	14.2	-	-	-	-	-	n/a	-100.0%	(2)
		All Grains	411.5	1,507.2	1,280.1	123.2	3,322.0	96.9	849.5	1,128.4	267.6	2,342.4	34.0	586.3	435.9	0.7	1,056.8	-99.7%	-54.9%	(2)

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

DESTINATION	ORIGIN	COMMODITY	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
CHURCHILL																				
	Manitoba	Wheat	16.4	-	0.2	22.4	39.0	18.2	-	-	27.4	45.6	35.9	-	-	22.0	57.9	-19.7%	27.1%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	-	-	-	-	-	0.1	-	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	2.0	-	-	1.7	3.7	8.2	-	-	-	8.2	8.8	-	-	-	8.8	n/a	7.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	0.9	-	-	-	0.9	-	-	-	-	-	n/a	-100.0%	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	18.4	-	0.2	24.1	42.7	27.3	-	-	27.4	54.7	44.7	-	-	22.0	66.7	-19.7%	22.0%	(2)
	Saskatchewan	Wheat	165.0	0.0	1.4	65.2	231.6	395.6	-	-	78.5	474.1	196.8	-	-	63.5	260.3	-19.1%	-45.1%	(2)
		Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	30.1	-	-	-	30.1	n/a	275.0%	(2)
		Barley	-	-	-	-	-	0.1	-	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	44.9	-	3.3	21.1	69.3	128.6	0.3	-	0.5	129.4	50.6	-	-	-	50.6	-100.0%	-60.9%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	17.8	-	-	-	17.8	2.2	-	-	-	2.2	n/a	-87.9%	(2)
		Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	3.3	-	-	-	3.3	n/a	518.9%	(2)
		All Grains	308.3	0.0	4.7	101.0	414.0	550.6	0.3	-	79.0	630.0	283.0	-	-	63.5	346.5	-19.6%	-45.0%	(2)
	Alberta	Wheat	7.6	-	-	-	7.6	-	-	-	8.9	8.9	18.0	-	-	-	18.0	-100.0%	103.3%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	22.4	-	-	-	22.4	n/a	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	1.7	-	-	0.8	2.5	1.7	0.1	-	-	1.8	-	-	-	-	-	n/a	-100.0%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	9.3	-	-	0.8	10.1	1.7	0.1	-	8.9	10.7	40.4	-	-	-	40.4	-100.0%	278.3%	(2)
	British Columbia	Wheat	0.9	-	-	-	0.9	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	0.9	-	-	-	0.9	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
	Western Canada	Wheat	189.9	0.0	1.6	87.6	279.1	413.7	-	-	114.8	528.5	250.7	-	-	85.5	336.3	-25.5%	-36.4%	(2)
		Durum	89.9	-	-	14.7	104.6	8.0	-	-	-	8.0	52.5	-	-	-	52.5	n/a	554.2%	(2)
		Barley	-	-	-	-	-	0.2	-	-	-	0.2	-	-	-	-	-	n/a	-100.0%	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	48.6	-	3.3	23.6	75.4	138.5	0.4	-	0.5	139.4	59.4	-	-	-	59.4	-100.0%	-57.4%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	18.7	-	-	-	18.7	2.2	-	-	-	2.2	n/a	-88.5%	(2)
		Other	8.5	-	-	-	8.5	0.5	-	-	-	0.5	3.3	-	-	-	3.3	n/a	518.9%	(2)
		All Grains	336.9	0.0	4.9	125.9	467.6	579.7	0.4	-	115.3	695.4	368.1	-	-	85.5	453.6	-25.8%	-34.8%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
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	259.0	307.0	252.9	522.7	1,341.7	-9.5%	-9.5%	(2)
		Durum	23.7	2.2	7.6	14.6	48.0	5.5	15.8	0.1	41.7	63.1	17.0	4.7	11.6	14.0	47.2	-66.6%	-25.1%	(2)
		Barley	2.7	10.3	2.7	2.6	18.3	1.7	3.1	2.8	4.6	12.2	1.4	3.5	1.0	0.6	6.5	-87.3%	-46.7%	(2)
		Canola	169.7	84.3	85.8	121.4	461.2	151.3	96.8	103.1	82.0	433.2	126.8	44.6	41.4	33.7	246.5	-58.9%	-43.1%	(2)
		Oats	4.0	4.4	2.6	2.0	13.1	13.4	3.7	1.1	3.2	21.4	27.2	2.6	-	0.1	29.9	-97.6%	39.3%	(2)
		Peas	15.0	13.1	13.4	7.4	48.9	46.3	19.7	9.8	1.8	77.6	32.9	9.4	-	-	42.3	-100.0%	-45.5%	(2)
		Rye	-	-	0.3	0.1	0.4	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	19.9	29.1	27.9	18.6	95.5	33.3	75.3	22.0	32.4	163.0	55.1	44.1	19.8	33.5	152.5	3.6%	-6.4%	(2)
		Other	6.1	5.9	12.3	16.5	40.8	15.0	16.0	1.6	7.0	39.6	8.5	1.8	0.7	0.3	11.3	-95.3%	-71.6%	(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	527.8	417.7	327.4	604.9	1,877.8	-19.4%	-18.1%	(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	430.7	271.3	198.0	465.9	1,365.9	-7.0%	-6.5%	(2)
		Durum	367.1	139.1	276.3	856.7	1,639.3	413.9	426.2	134.9	954.6	1,929.7	209.8	230.9	221.3	728.3	1,390.3	-23.7%	-28.0%	(2)
		Barley	89.4	137.3	25.2	57.8	309.6	50.8	52.3	42.6	77.9	223.5	62.3	125.3	88.8	35.3	311.8	-54.6%	39.5%	(2)
		Canola	9.8	3.8	0.1	7.4	21.1	2.5	11.8	-	10.0	24.3	14.9	12.3	1.3	6.8	35.4	-31.4%	45.8%	(2)
		Oats	53.8	42.3	42.1	47.9	186.1	67.7	55.8	43.4	31.5	198.5	58.8	26.6	2.0	0.1	87.5	-99.6%	-55.9%	(2)
		Peas	169.3	74.9	115.1	77.3	436.7	255.9	123.9	73.9	16.8	470.5	53.9	15.9	5.7	1.1	76.7	-93.4%	-83.7%	(2)
		Rye	-	0.2	0.2	-	0.4	-	0.1	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	36.3	71.6	100.2	82.8	291.0	65.4	113.8	46.9	85.7	311.8	110.7	73.0	51.1	111.6	346.4	30.2%	11.1%	(2)
		Other	41.9	49.7	33.9	43.6	169.1	83.1	33.2	29.3	32.3	177.8	55.4	27.1	30.5	5.4	118.4	-83.2%	-33.4%	(2)
		All Grains	1,226.5	919.8	844.5	1,702.8	4,693.6	1,369.6	1,172.7	544.3	1,709.8	4,796.4	996.4	782.5	598.8	1,354.5	3,732.3	-20.8%	-22.2%	(2)
	Alberta	Wheat	-	4.0	7.3	7.8	19.2	4.7	3.5	-	1.7	9.9	7.9	1.1	4.9	17.1	30.9	907.4%	211.3%	(2)
		Durum	-	0.3	24.7	96.2	121.2	19.8	53.3	69.4	77.8	220.2	23.0	9.7	31.8	107.1	171.6	37.7%	-22.0%	(2)
		Barley	-	0.4	0.3	-	0.7	2.3	-	-	0.1	2.4	-	1.8	-	-	1.8	-100.0%	-24.6%	(2)
		Canola	0.8	-	-	-	0.8	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	1.5	-	0.9	0.2	2.6	-	-	1.1	-	1.1	-	-	-	-	-	n/a	-100.0%	(2)
		Peas	5.0	1.1	1.0	1.1	8.1	4.5	-	0.4	-	4.9	-	-	-	-	-	n/a	-100.0%	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	0.1	0.3	-	0.1	0.5	-	-	-	0.3	0.3	0.1	1.3	-	0.7	2.0	113.2%	534.2%	(2)
		Other	15.4	26.8	2.7	0.7	45.6	1.1	5.3	2.1	3.6	12.0	2.2	0.9	-	0.1	3.2	-97.6%	-73.4%	(2)
		All Grains	22.7	32.9	36.9	106.2	198.6	32.4	62.1	73.0	83.4	250.8	33.2	14.7	36.7	124.9	209.6	49.7%	-16.4%	(2)
	British Columbia	Wheat	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	-	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Canola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Oats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Rye	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		All Grains	-	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(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	697.6	579.4	455.8	1,005.7	2,738.5	-6.9%	-7.3%	(2)
		Durum	390.8	141.5	308.6	967.5	1,808.5	439.1	495.3	204.4	1,074.1	2,213.0	249.8	245.4	264.7	849.3	1,609.1	-20.9%	-27.3%	(2)
		Barley	92.0	148.1	28.1	60.4	328.7	54.8	55.4	45.3	82.6	238.1	63.7	130.6	89.8	35.9	320.1	-56.5%	34.5%	(2)
		Canola	180.3	88.1	85.8	128.9	483.1	153.9	108.6	103.1	91.9	457.5	141.6	57.0	42.8	40.5	281.9	-55.9%	-38.4%	(2)
		Oats	59.3	46.7	45.6	50.1	201.8	81.1	59.5	45.6	34.7	221.0	86.0	29.2	2.0	0.2	117.3	-99.4%	-46.9%	(2)
		Peas	189.3	89.1	129.5	85.8	493.7	306.7	143.6	84.1	18.6	553.0	86.9	25.3	5.7	1.1	119.0	-94.0%	-78.5%	(2)
		Rye	-	0.2	0.5	0.1	0.7	-	0.1	-	-	0.1	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	56.3	101.1	128.1	101.6	387.0	98.7	189.1	68.9	118.4	475.1	165.8	118.3	71.0	145.8	500.9	23.1%	5.4%	(2)
		Other	63.3	82.5	48.9	60.9	255.6	99.2	54.5	33.0	42.9	229.5	66.1	29.8	31.2	5.8	132.9	-86.4%	-42.1%	(2)
		All Grains	1,949.9	1,342.0	1,329.3	2,457.7	7,079.0	2,119.5	1,687.9	988.9	2,543.7	7,340.1	1,557.5	1,215.0	962.9	2,084.3	5,819.7	-18.1%	-20.7%	(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					2001-2002 CROP YEAR					% VARIANCE		NOTES
			Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
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	523.3	354.4	440.8	771.6	2,090.1	-16.4%	-11.4%	(2)
		Durum	23.7	2.2	7.6	14.6	48.0	5.5	18.1	0.1	47.0	70.7	17.0	4.7	11.6	14.0	47.2	-70.3%	-33.3%	(2)
		Barley	3.1	10.6	5.1	6.5	25.4	3.3	8.0	2.8	6.5	20.7	1.4	3.5	1.0	2.0	7.9	-69.1%	-61.7%	(2)
		Canola	244.0	217.5	123.0	139.7	724.2	289.1	206.8	266.6	101.6	864.0	167.4	63.1	85.8	46.7	362.9	-54.0%	-58.0%	(2)
		Oats	4.0	4.4	2.6	2.0	13.1	13.4	4.4	1.1	3.4	22.3	28.0	2.6	-	0.1	30.7	-97.7%	37.6%	(2)
		Peas	17.2	13.3	13.5	11.2	55.2	54.4	20.5	11.5	4.7	91.1	45.4	15.8	1.9	4.2	67.4	-8.9%	-26.0%	(2)
		Rye	-	-	0.3	0.1	0.4	-	4.9	0.1	-	5.0	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	19.9	29.2	28.0	18.6	95.7	34.1	75.3	22.0	32.4	163.9	55.4	47.1	19.8	33.5	155.8	3.3%	-4.9%	(2)
		Other	21.5	21.9	21.4	30.9	95.6	21.4	29.3	8.1	19.3	78.1	19.0	11.3	10.1	8.9	49.3	-54.2%	-36.9%	(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	857.0	502.4	571.0	881.0	2,811.3	-22.6%	-23.5%	(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	1,394.9	1,241.1	734.7	871.6	4,242.4	-32.3%	-16.6%	(2)
		Durum	590.2	228.9	325.5	906.3	2,051.0	472.6	514.5	233.8	998.4	2,219.3	302.1	272.0	246.4	780.0	1,600.5	-21.9%	-27.9%	(2)
		Barley	151.7	210.0	225.8	207.9	795.3	180.6	266.2	281.4	255.4	983.6	174.4	189.1	149.9	71.0	584.4	-72.2%	-40.6%	(2)
		Canola	553.6	552.9	228.5	241.4	1,576.4	660.6	527.9	635.1	277.5	2,101.1	274.3	152.2	166.4	149.4	742.3	-46.2%	-64.7%	(2)
		Oats	61.7	48.8	50.5	55.2	216.2	82.2	63.2	45.8	32.9	224.1	59.4	26.6	2.0	0.3	88.3	-99.1%	-60.6%	(2)
		Peas	381.2	223.1	276.1	298.1	1,178.6	621.5	488.6	354.3	228.4	1,692.8	367.8	223.5	98.5	161.7	851.5	-29.2%	-49.7%	(2)
		Rye	1.1	0.2	0.9	-	2.2	-	4.6	1.9	-	6.5	-	0.5	0.4	0.1	1.0	n/a	-84.4%	(2)
		Flaxseed	55.5	93.2	114.7	88.7	352.1	94.0	142.6	60.8	98.6	395.9	124.3	124.8	63.2	119.5	431.8	21.1%	9.1%	(2)
		Other	228.9	210.8	194.8	222.7	857.1	217.6	171.9	180.2	153.1	722.8	184.5	114.5	146.2	118.8	564.0	-22.4%	-22.0%	(2)
		All Grains	3,220.6	3,389.4	3,149.8	3,688.4	13,448.1	3,975.3	3,288.9	2,835.0	3,332.5	13,431.7	2,881.8	2,344.1	1,607.9	2,272.3	9,106.1	-31.8%	-32.2%	(2)
	Alberta	Wheat	841.8	1,620.9	1,593.1	1,463.3	5,519.0	895.3	1,149.1	1,075.5	1,215.9	4,335.9	1,005.5	1,189.9	709.4	661.6	3,566.4	-45.6%	-17.7%	(2)
		Durum	160.3	104.1	151.2	286.5	702.0	90.9	99.0	120.4	142.5	452.8	106.2	66.9	100.4	143.8	417.3	0.9%	-7.9%	(2)
		Barley	130.4	130.3	193.4	119.5	573.6	118.8	216.9	121.7	37.3	494.7	34.0	70.4	33.0	66.5	203.9	78.6%	-58.8%	(2)
		Canola	527.1	662.8	307.5	289.2	1,786.6	472.2	439.4	573.9	304.4	1,790.0	416.9	363.4	304.3	294.2	1,378.8	-3.3%	-23.0%	(2)
		Oats	9.3	1.0	8.1	7.3	25.8	4.1	5.4	4.0	5.6	19.1	4.9	2.6	1.7	2.4	11.7	-56.6%	-38.9%	(2)
		Peas	74.3	135.8	62.4	71.7	344.2	81.6	181.7	75.7	52.1	391.1	141.1	121.8	31.9	57.1	351.8	9.4%	-10.0%	(2)
		Rye	-	-	-	-	-	-	0.8	0.2	-	0.9	0.5	-	0.1	0.5	1.1	n/a	20.5%	(2)
		Flaxseed	1.8	5.2	4.3	5.5	16.7	2.2	6.0	1.2	4.1	13.6	1.7	5.4	3.7	6.1	16.9	47.3%	24.0%	(2)
		Other	141.3	129.7	104.4	103.0	478.5	116.7	135.0	114.0	117.3	482.9	109.7	86.8	91.1	69.2	356.9	-41.0%	-26.1%	(2)
		All Grains	1,886.2	2,789.8	2,424.3	2,346.0	9,446.4	1,781.7	2,233.3	2,086.6	1,879.3	7,981.0	1,820.4	1,907.3	1,275.6	1,301.5	6,304.8	-30.7%	-21.0%	(2)
	British Columbia	Wheat	13.3	11.1	19.3	11.3	55.1	12.6	8.7	7.1	2.5	30.8	10.7	9.5	3.8	6.9	30.8	179.3%	0.0%	(2)
		Durum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Barley	1.5	2.0	0.5	1.5	5.5	-	3.9	1.5	1.9	7.4	0.1	1.9	0.5	-	2.5	-100.0%	-66.9%	(2)
		Canola	2.9	7.9	4.0	4.1	18.9	4.9	6.2	11.9	3.8	26.7	1.7	6.2	6.6	1.5	16.0	-59.7%	-40.0%	(2)
		Oats	-	1.2	-	-	1.2	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Peas	-	0.2	-	-	0.2	0.4	1.4	0.7	0.4	2.9	2.4	0.2	0.1	2.0	4.6	365.0%	58.0%	(2)
		Rye	-	-	-	-	-	-	0.4	-	-	0.4	-	-	-	-	-	n/a	-100.0%	(2)
		Flaxseed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	n/a	n/a	(2)
		Other	-	-	-	-	-	-	-	1.3	0.7	1.9	-	-	-	0.5	0.5	-29.7%	-74.9%	(2)
		All Grains	17.7	22.3	23.9	16.9	80.9	17.9	20.6	22.5	9.3	70.2	14.9	17.8	10.9	10.8	54.4	16.9%	-22.6%	(2)
	Western Canada	Wheat	2,556.5	3,714.3	3,712.7	3,636.4	13,620.0	3,158.7	2,635.0	2,587.0	3,429.5	11,810.3	2,934.4	2,794.9	1,888.6	2,311.7	9,929.7	-32.6%	-15.9%	(2)
		Durum	774.2	335.1	484.3	1,207.3	2,800.9	569.0	631.6	354.3	1,187.9	2,742.9	425.2	343.6	358.4	937.8	2,065.0	-21.1%	-24.7%	(2)
		Barley	286.6	352.9	424.8	335.5	1,399.7	302.7	495.1	407.5	301.1	1,506.4	209.9	264.8	184.5	139.6	798.7	-53.6%	-47.0%	(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	860.3	584.9	563.1	491.8	2,500.0	-28.4%	-47.7%	(2)
		Oats	75.1	55.5	61.2	64.5	256.3	99.6	73.0	50.9	41.9	265.5	92.3	31.8	3.7	2.8	130.6	-93.3%	-50.8%	(2)
		Peas	472.8	372.4	352.0	381.0	1,578.2	757.9	692.2	442.2	285.7	2,178.0	556.8	361.2	132.4	224.9	1,275.3	-21.3%	-41.4%	(2)
		Rye	1.1	0.2	1.2	0.1	2.6	-	10.7	2.2	-	12.8	0.5	0.5	0.5	0.6	2.1	n/a	-83.4%	(2)
		Flaxseed	77.2	127.6	147.0	112.8	464.5	130.4	223.9	84.0	135.2	573.5	181.4	177.2	86.8	159.0	604.5	17.6%	5.4%	(2)
		Other	391.7	362.4	320.6	356.5	1,431.3	355.7	336.1	303.6	290.5	1,285.8	313.3	212.7	247.4	197.3	970.7	-32.1%	-24.5%	(2)
		All Grains	5,962.8	6,761.5	6,166.7	6,768.6	25,659.6	6,800.8	6,277.8	5,719.2	6,359.1	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	-29.8%	-27.3%	(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 Car Cycles - Summarized by Destination Corridor (1) (2)

DESTINATION	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
ALL CORRIDORS	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
Initial Cycle Sample																		
Cycle Count (cars)	42,578	39,292	44,058	32,715	158,643	34,867	28,991	27,640	38,563	130,061	28,060	26,689	15,912	23,373	94,034	-39.4%	-27.7%	(3)
Mean Cycle (days)	22.1	22.4	28.4	18.0	23.1	20.0	17.4	17.1	15.8	17.6	18.6	17.7	20.3	17.8	18.4	12.2%	4.8%	(3)
Standard Deviation (days)	25.3	20.1	33.6	12.9	25.2	23.2	13.4	10.4	8.8	15.3	22.8	10.6	14.4	13.2	16.3	49.8%	6.8%	(3)
Minimum Cycle (days)	3.6	4.0	3.8	4.8	3.6	1.7	5.7	5.0	4.3	1.7	4.9	5.1	5.4	4.9	4.9	12.7%	192.2%	(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	1,259.0	219.1	161.3	353.5	1,259.0	-30.2%	148.5%	(3)
Trimmed Cycle Sample																		
Cycle Count (cars)	42,065	38,644	40,868	32,563	154,140	33,836	28,910	27,605	38,533	128,884	27,265	26,661	15,784	23,284	92,994	-39.6%	-27.8%	(4)
Trimmed Mean (days)	20.3	20.8	20.5	17.5	19.9	16.4	16.9	17.0	15.7	16.4	15.2	17.6	19.6	17.3	17.2	9.9%	4.3%	(4)
Standard Deviation (days)	14.6	14.8	16.1	11.2	14.5	9.9	8.7	9.4	7.3	8.8	7.2	9.8	12.1	10.2	9.8	39.2%	10.9%	(4)
Minimum Cycle (days)	3.6	4.0	3.8	4.8	3.6	1.7	5.7	5.0	4.3	1.7	4.9	5.1	5.4	4.9	4.9	12.7%	192.2%	(4)
Maximum Cycle (days)	90.0	89.8	90.0	90.0	90.0	90.0	88.6	89.8	88.2	90.0	87.4	89.5	89.8	88.6	89.8	0.5%	-0.1%	(4)
Loading Time (days)	2.0	1.8	1.9	1.7	1.9	1.8	2.1	1.9	1.8	1.9	1.9	2.0	2.7	2.2	2.1	21.5%	12.2%	(4)
Origin Dwell Time (days)	1.6	1.7	1.4	1.5	1.5	1.5	1.4	1.2	1.3	1.4	1.3	1.3	1.3	1.0	1.2	-22.3%	-10.4%	(4)
Loaded Transit Time (days)	4.8	5.6	5.3	4.8	5.1	4.6	5.2	5.9	4.8	5.0	4.6	4.9	4.9	4.9	4.8	1.9%	-4.6%	(4)
Destination Dwell Time (days)	1.2	1.6	1.2	0.9	1.2	0.9	1.1	1.0	1.1	1.0	1.1	1.3	1.3	1.1	1.2	2.8%	18.2%	(4)
Unloading Time (days)	1.9	1.5	1.7	1.4	1.7	2.4	1.6	1.5	1.2	1.7	2.0	2.0	1.9	1.7	1.9	37.4%	12.4%	(4)
Empty Transit Time (days)	9.3	8.6	9.1	7.8	8.8	6.0	5.7	5.5	5.6	5.7	5.2	6.3	7.8	6.6	6.3	18.3%	9.8%	(4)
Total Cycle Time (days)	20.9	20.9	20.7	18.0	20.2	17.1	17.0	17.0	15.8	16.7	16.0	17.7	19.8	17.5	17.5	10.8%	4.9%	(4)
VANCOUVER CORRIDOR																		
Cycle Count (cars)	26,435	24,756	31,631	19,774	102,596	23,219	18,426	22,249	19,880	83,774	16,772	15,071	11,070	8,322	51,235	-58.1%	-38.8%	(5)
Trimmed Mean (days)	19.8	20.4	19.8	17.8	19.6	16.7	17.2	17.2	16.1	16.8	15.3	18.3	20.9	18.0	17.8	11.7%	5.9%	(5)
Standard Deviation (days)	13.8	14.2	15.0	10.8	13.8	10.1	9.1	9.8	7.8	9.3	7.8	10.0	12.3	10.9	10.3	38.9%	10.1%	(5)
Minimum Cycle (days)	3.6	4.0	3.8	5.5	3.6	1.7	6.0	5.0	5.6	1.7	4.9	5.1	5.5	4.9	4.9	-13.3%	192.2%	(5)
Maximum Cycle (days)	90.0	89.7	90.0	90.0	90.0	89.6	88.6	89.8	88.2	89.8	87.4	89.1	89.8	88.6	89.8	0.5%	0.0%	(5)
Loading Time (days)	2.2	1.9	1.9	1.7	2.0	1.9	2.4	2.1	1.9	2.0	2.0	2.1	2.9	2.1	2.2	10.2%	9.4%	(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	1.2	1.6	1.4	1.3	1.4	-13.3%	-4.2%	(5)
Loaded Transit Time (days)	5.9	6.8	5.9	5.4	6.0	5.2	5.6	6.1	5.1	5.5	4.7	5.1	4.9	4.7	4.9	-7.1%	-10.9%	(5)
Destination Dwell Time (days)	0.8	0.8	0.7	0.6	0.7	0.7	0.7	0.7	0.7	0.7	1.0	1.1	1.1	1.0	1.0	32.4%	48.6%	(5)
Unloading Time (days)	1.1	1.3	1.3	1.1	1.2	1.3	1.7	1.7	1.6	1.6	1.4	2.2	2.0	1.7	1.8	6.3%	16.7%	(5)
Empty Transit Time (days)	8.1	7.8	8.4	7.3	7.9	6.0	5.5	5.5	5.3	5.6	5.0	6.2	8.6	7.2	6.5	35.8%	15.7%	(5)
Total Cycle Time (days)	19.8	20.4	19.8	17.8	19.6	16.7	17.2	17.3	16.1	16.8	15.2	18.3	20.9	18.0	17.8	11.7%	6.0%	(5)
THUNDER BAY CORRIDOR																		
Cycle Count (cars)	15,630	13,888	9,237	12,552	51,307	10,534	10,484	5,311	18,560	44,889	10,205	11,541	4,714	14,962	41,422	-19.4%	-7.7%	(5)
Trimmed Mean (days)	21.1	21.4	23.1	17.0	20.5	15.6	16.5	15.9	15.3	15.7	15.0	16.6	16.5	16.9	16.3	10.5%	3.7%	(5)
Standard Deviation (days)	15.9	15.7	19.3	11.6	15.7	9.4	7.9	7.1	6.6	7.7	6.1	9.5	11.0	9.7	9.1	46.1%	17.7%	(5)
Minimum Cycle (days)	4.3	5.1	5.5	4.8	4.3	5.0	5.7	5.7	4.3	4.3	5.0	5.7	5.4	5.7	5.0	30.9%	14.5%	(5)
Maximum Cycle (days)	90.0	89.8	90.0	89.1	90.0	90.0	87.3	84.1	81.6	90.0	76.4	89.5	88.2	88.6	89.5	8.6%	-0.5%	(5)
Loading Time (days)	1.7	1.7	1.9	1.6	1.7	1.6	1.7	1.6	1.8	1.7	1.8	1.7	1.9	2.3	2.0	29.1%	17.4%	(5)
Origin Dwell Time (days)	1.2	1.3	0.9	1.0	1.1	1.0	1.3	1.0	1.0	1.1	1.2	0.9	1.1	0.9	1.0	-16.7%	-7.5%	(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	4.5	4.5	4.9	4.9	4.7	8.2%	5.2%	(5)
Destination Dwell Time (days)	2.3	3.3	2.9	1.4	2.4	1.8	2.0	2.1	1.5	1.8	1.6	1.4	1.4	1.1	1.4	-27.3%	-22.3%	(5)
Unloading Time (days)	1.0	1.0	2.1	0.7	1.1	0.9	1.0	0.8	0.6	0.8	0.8	1.6	1.5	1.7	1.4	179.7%	79.5%	(5)
Empty Transit Time (days)	11.7	10.4	12.0	8.6	10.6	6.4	6.2	5.4	5.9	6.0	5.2	6.4	5.7	6.1	5.9	4.3%	-1.5%	(5)
Total Cycle Time (days)	21.1	21.4	23.1	17.0	20.5	15.6	16.5	15.9	15.3	15.7	15.0	16.6	16.5	16.9	16.3	10.5%	3.7%	(5)

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

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 have 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 1,114 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 a culled data sample. For the 1999-2000 crop year, some 4,403 records (accounting for 2.8% of the overall observations) were excluded. For the 2000-01 crop year, 1,177 records (accounting for 1.0% of the overall observations) were excluded. For the 2001-02 crop year, 1,040 records (accounting for 1.1% 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 Grain Volumes Moving in Covered Hopper Cars (thousands of tonnes) - Summarized by Car Block Sizes (1)

	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
NON-INCENTIVE BASED MOVEMENTS	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
1 - 24 Car Block																		
Grain Volume	3,362.0	3,457.4	2,758.8	3,157.3	12,735.5	2,551.7	1,754.0	1,403.0	2,190.4	7,898.9	1,483.6	933.7	557.4	1,242.5	4,217.2	-43.3%	-46.6%	(2)(3)
Volume Share	56.4%	51.1%	44.7%	46.6%	49.6%	37.5%	27.9%	24.5%	34.4%	31.4%	26.6%	19.6%	16.1%	27.8%	23.1%			(2)(3)
INCENTIVE BASED MOVEMENTS																		
25 - 49 Car Block																		
Grain Volume	1,230.7	1,475.2	1,520.2	1,564.7	5,790.9	1,436.0	1,342.7	1,056.9	1,327.8	5,163.4	847.2	631.2	417.5	603.2	2,499.1	-54.6%	-51.6%	(2)(3)
Volume Share	20.6%	21.8%	24.7%	23.1%	22.6%	21.1%	21.4%	18.5%	20.9%	20.5%	15.2%	13.2%	12.0%	13.5%	13.7%			(2)(3)
50 - 99 Car Block																		
Grain Volume	1,056.3	1,246.3	1,394.9	1,487.7	5,185.1	1,972.7	2,201.9	2,533.5	2,115.6	8,823.6	2,110.9	1,999.2	1,554.4	1,673.3	7,337.9	-20.9%	-16.8%	(2)(3)
Volume Share	17.7%	18.4%	22.6%	22.0%	20.2%	29.0%	35.1%	44.3%	33.3%	35.1%	37.9%	41.9%	44.9%	37.5%	40.1%			(2)(3)
100 + Car Block																		
Grain Volume	314.0	582.6	492.8	558.8	1,948.1	840.4	979.3	725.9	725.3	3,270.8	1,132.3	1,207.4	936.1	946.6	4,222.4	30.5%	29.1%	(2)(3)
Volume Share	5.3%	8.6%	8.0%	8.3%	7.6%	12.4%	15.6%	12.7%	11.4%	13.0%	20.3%	25.3%	27.0%	21.2%	23.1%			(2)(3)
Total																		
Grain Volume	2,600.9	3,304.1	3,407.9	3,611.3	12,924.2	4,249.1	4,523.9	4,316.2	4,168.7	17,257.9	4,090.5	3,837.8	2,908.0	3,223.1	14,059.4	-22.7%	-18.5%	(2)(3)
Volume Share	43.6%	48.9%	55.3%	53.4%	50.4%	62.5%	72.1%	75.5%	65.6%	68.6%	73.4%	80.4%	83.9%	72.2%	76.9%			(2)(3)
ALL WESTERN CANADIAN MOVEMENTS																		
Total																		
Grain Volume	5,962.8	6,761.5	6,166.7	6,768.6	25,659.6	6,800.8	6,277.8	5,719.2	6,359.1	25,156.8	5,574.1	4,771.5	3,465.4	4,465.6	18,276.6	-29.8%	-27.3%	(2)(3)
Volume Share	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			(2)(3)

NOTES:

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

(1) The information presented here is estimated based on data supplied by both CN and CP. Its assembly is intended to reflect the relative use of railway volume discounts in moving grain to Western Canadian export positions over time.

(2) Comprises all railway grain traffic originating in Western Canada and moving to a designated Western Canadian port in accordance with the provisions of the Canada Transportation Act. The grain volumes depicted herein include movements made with covered hopper cars only.

(3) The multiple-car block incentive programs offered by CN and CP - while similar in nature - have structural differences arising from the maximum number of cars that each carrier can accommodate in a single shipment. The volumes depicted here are framed within the general structure of these programs, and are based on individual shipments of either 1-24; 25-49; 50-99; or 100 or more railcars at a time.

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

	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
INCENTIVE BASED MOVEMENTS	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**Q4**	**YTD**	
25 - 49 Car Block																		
Nominal Discount (dollars per tonne)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.0%	0.0%	
Grain Volume (000's of tonnes)	1,230.7	1,475.2	1,520.2	1,564.7	5,790.9	1,436.0	1,342.7	1,056.9	1,327.8	5,163.4	847.2	631.2	417.5	603.2	2,499.1	-54.6%	-51.6%	(2)(3)
Discount Value (000's of dollars)	1,230.7	1,475.2	1,520.2	1,564.7	5,790.9	1,436.0	1,342.7	1,056.9	1,327.8	5,163.4	847.2	631.2	417.5	603.2	2,499.1	-54.6%	-51.6%	
50 - 99 Car Block																		
Nominal Discount (dollars per tonne)	3.00	3.00	3.00	3.00	3.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	0.0%	0.0%	
Grain Volume (000's of tonnes)	1,056.3	1,246.3	1,394.9	1,487.7	5,185.1	1,972.7	2,201.9	2,533.5	2,115.6	8,823.6	2,110.9	1,999.2	1,554.4	1,673.3	7,337.9	-20.9%	-16.8%	(2)(3)
Discount Value (000's of dollars)	3,168.8	3,738.8	4,184.7	4,463.1	15,555.4	7,890.8	8,807.5	10,134.0	8,462.2	35,294.5	8,443.7	7,996.9	6,217.5	6,693.3	29,351.4	-20.9%	-16.8%	
100 + Car Block																		
Nominal Discount (dollars per tonne)	5.00	5.00	5.00	5.00	5.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	0.0%	0.0%	
Grain Volume (000's of tonnes)	314.0	582.6	492.8	558.8	1,948.1	840.4	979.3	725.9	725.3	3,270.8	1,132.3	1,207.4	936.1	946.6	4,222.4	30.5%	29.1%	(2)(3)
Discount Value (000's of dollars)	1,569.8	2,912.9	2,463.9	2,794.1	9,740.7	5,042.1	5,875.6	4,355.4	4,351.7	19,624.8	6,793.6	7,244.6	5,616.6	5,679.7	25,334.6	30.5%	29.1%	
Total																		
Effective Discount (dollars per tonne)	2.30	2.46	2.40	2.44	2.41	3.38	3.54	3.60	3.39	3.48	3.93	4.14	4.21	4.03	4.07	18.7%	17.2%	(4)
Grain Volume (000's of tonnes)	2,600.9	3,304.1	3,407.9	3,611.3	12,924.2	4,249.1	4,523.9	4,316.2	4,168.7	17,257.9	4,090.5	3,837.8	2,908.0	3,223.1	14,059.4	-22.7%	-18.5%	(2)(3)
Discount Value (000's of dollars)	5,969.2	8,127.0	8,168.9	8,821.9	31,087.0	14,369.0	16,025.8	15,546.2	14,141.8	60,082.8	16,084.6	15,872.7	12,251.6	12,976.2	57,185.1	-8.2%	-4.8%	

NOTES:

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

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

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

RAILWAY CLASS	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
CLASS 1 CARRIERS	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
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	1,424.3	1,134.1	887.3	1,143.8	1,147.4	-32.2%	-31.0%	(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	3,490.6	3,490.6	3,490.6	3,393.6	3,466.4	-2.8%	-1.9%	(3)
Traffic Density (tonnes per route-mile)	429.4	487.2	432.7	501.5	462.6	550.6	435.4	411.2	483.4	470.4	408.0	324.9	254.2	337.0	331.0	-30.3%	-29.6%	
Density Index (Q1 = 100)	100.0	113.5	100.8	116.8	107.7	128.2	101.4	95.8	112.6	109.5	95.0	75.7	59.2	78.5	77.1	-30.3%	-29.6%	
Non-Grain-Dependent Railway Lines																		
Grain Volumes (000 tonnes)	3,786.3	4,231.8	3,935.4	4,308.9	4,065.6	4,296.0	4,125.9	3,704.5	4,045.6	4,043.0	3,636.2	3,059.5	2,151.6	2,779.0	2,906.6	-31.3%	-28.1%	(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	10,580.2	10,580.2	10,580.2	10,580.2	10,580.2	0.0%	0.0%	(3)
Traffic Density (tonnes per route-mile)	354.2	395.9	371.8	407.1	382.2	405.8	390.0	350.1	382.4	382.1	343.7	289.2	203.4	262.7	274.7	-31.3%	-28.1%	
Density Index (Q1 = 100)	100.0	111.8	105.0	114.9	107.9	114.6	110.1	98.9	108.0	107.9	97.0	81.6	57.4	74.2	77.6	-31.3%	-28.1%	
All Railway Lines																		
Grain Volumes (000 tonnes)	5,502.2	6,155.6	5,637.5	6,273.7	5,892.3	6,267.5	5,673.4	5,148.0	5,732.8	5,705.4	5,060.5	4,193.5	3,038.9	3,922.8	4,053.9	-31.6%	-28.9%	(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	14,070.8	14,070.8	14,070.8	13,973.8	14,046.6	-0.7%	-0.5%	(3)
Traffic Density (tonnes per route-mile)	374.7	420.5	388.3	432.6	404.0	442.4	401.4	365.4	407.4	404.2	359.6	298.0	216.0	280.7	288.6	-31.1%	-28.6%	
Density Index (Q1 = 100)	100.0	112.2	103.6	115.5	107.8	118.1	107.1	97.5	108.7	107.9	96.0	79.5	57.6	74.9	77.0	-31.1%	-28.6%	
CLASS 2 AND 3 CARRIERS																		
Grain-Dependent Railway Lines																		
Grain Volumes (000 tonnes)	305.1	392.7	348.4	330.8	344.3	409.2	425.7	427.8	494.8	439.4	406.0	446.7	347.6	439.0	409.8	-11.3%	-6.7%	(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	1,087.1	1,087.1	1,087.1	1,087.1	1,087.1	0.0%	-3.1%	(3)
Traffic Density (tonnes per route-mile)	318.1	409.6	363.4	345.0	359.0	317.7	406.9	400.6	455.2	391.5	373.5	410.9	319.8	403.8	377.0	-11.3%	-4.6%	
Density Index (Q1 = 100)	100.0	128.7	114.2	108.4	112.8	99.9	127.9	125.9	143.1	123.1	117.4	129.1	100.5	126.9	118.5	-11.3%	-4.6%	
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	107.6	131.4	78.8	103.9	105.4	-21.0%	-27.0%	(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	3,847.9	3,847.9	3,847.9	3,847.9	3,847.9	0.0%	-1.0%	(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	28.0	34.1	20.5	27.0	27.4	-21.0%	-26.2%	
Density Index (Q1 = 100)	100.0	137.1	113.1	102.7	113.2	77.7	111.8	91.7	84.0	91.3	68.8	83.9	50.4	66.4	67.4	-21.0%	-26.2%	
All Railway Lines																		
Grain Volumes (000 tonnes)	460.6	605.9	529.2	494.9	522.6	533.3	604.4	571.2	626.3	583.8	513.6	578.0	426.5	542.8	515.2	-13.3%	-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	4,935.0	4,935.0	4,935.0	4,935.0	4,935.0	0.0%	-1.5%	(3)
Traffic Density (tonnes per route-mile)	96.3	126.7	108.3	101.3	108.1	102.2	121.5	116.2	126.9	116.5	104.1	117.1	86.4	110.0	104.4	-13.3%	-10.5%	
Density Index (Q1 = 100)	100.0	131.5	112.4	105.2	112.2	106.2	126.2	120.7	131.8	121.0	108.1	121.6	89.7	114.2	108.4	-13.3%	-10.5%	

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					2001-2002 CROP YEAR					% VARIANCE		NOTES
ALL CARRIERS	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q1	Q2	Q3	Q4	AVG.	Q4	YTD	
Grain-Dependent Railway Lines																		
Grain Volumes (000 tonnes)	2,021.0	2,316.5	2,050.5	2,295.6	2,170.9	2,380.7	1,973.3	1,871.2	2,182.1	2,101.8	1,830.3	1,580.7	1,234.9	1,582.7	1,557.2	-27.5%	-25.9%	(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	4,577.7	4,577.7	4,577.7	4,480.7	4,553.5	-2.1%	-2.2%	(3)
Traffic Density (tonnes per route-mile)	407.9	472.1	419.1	470.7	442.3	489.0	428.9	408.8	476.7	451.4	399.8	345.3	269.8	353.2	342.0	-25.9%	-24.1%	
Density Index (Q1 = 100)	100.0	115.7	102.8	115.4	108.4	119.9	105.1	100.2	116.9	110.7	98.0	84.7	66.1	86.6	83.8	-25.9%	-24.1%	
Non-Grain-Dependent Railway Lines																		
Grain Volumes (000 tonnes)	3,941.9	4,445.0	4,116.2	4,473.0	4,244.0	4,420.1	4,304.5	3,848.0	4,177.0	4,187.4	3,743.8	3,190.8	2,230.5	2,882.9	3,012.0	-31.0%	-28.1%	(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	14,428.1	14,428.1	14,428.1	14,428.1	14,428.1	0.0%	-0.3%	(3)
Traffic Density (tonnes per route-mile)	271.6	306.3	283.6	308.2	292.4	304.5	296.7	266.7	289.5	289.4	259.5	221.2	154.6	199.8	208.8	-31.0%	-27.9%	
Density Index (Q1 = 100)	100.0	112.8	104.4	113.5	107.7	112.1	109.2	98.2	106.6	106.6	95.5	81.4	56.9	73.6	76.9	-31.0%	-27.9%	
All Railway Lines																		
Grain Volumes (000 tonnes)	5,962.8	6,761.5	6,166.7	6,768.6	6,414.9	6,800.8	6,277.8	5,719.2	6,359.1	6,289.2	5,574.1	4,771.5	3,465.4	4,465.6	4,569.2	-29.8%	-27.3%	(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	19,005.8	19,005.8	19,005.8	18,908.8	18,981.6	-0.5%	-0.8%	(3)
Traffic Density (tonnes per route-mile)	306.3	348.2	317.8	349.1	330.3	350.9	328.5	300.9	334.6	328.8	293.3	251.1	182.3	236.2	240.7	-29.4%	-26.8%	
Density Index (Q1 = 100)	100.0	113.7	103.8	114.0	107.8	114.6	107.3	98.2	109.2	107.4	95.8	82.0	59.5	77.1	78.6	-29.4%	-26.8%	

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				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	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	45.03	45.03	45.03	45.03	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	99.8	99.8	99.8	99.8	
		CP Composite Rate	44.57	44.57	44.57	44.57	44.57	43.68	42.78	42.78	42.78	44.50	44.50	44.50	44.50	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	98.0	96.0	96.0	96.0	99.8	99.8	99.8	99.8	
	Saskatchewan	CN Composite Rate	37.64	37.62	37.62	37.62	37.62	36.11	36.11	36.11	36.11	37.44	37.44	37.44	37.44	(1)
		CN Pricing Index	100.0	99.9	99.9	99.9	99.9	95.9	95.9	95.9	95.9	99.5	99.5	99.5	99.5	
		CP Composite Rate	37.34	37.34	37.34	37.34	37.34	36.33	35.66	35.66	35.66	37.02	37.05	37.05	37.05	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.3	95.5	95.5	95.5	99.1	99.2	99.2	99.2	
	Alberta	CN Composite Rate	29.55	29.61	29.61	29.61	29.61	28.39	28.39	28.39	28.39	29.16	29.16	29.16	29.16	(1)
		CN Pricing Index	100.0	100.2	100.2	100.2	100.2	96.1	96.1	96.1	96.1	98.7	98.7	98.7	98.7	
		CP Composite Rate	28.56	28.56	28.56	28.56	28.56	27.41	26.89	26.89	26.89	27.99	27.99	27.99	27.99	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	94.2	94.2	94.2	98.0	98.0	98.0	98.0	
	British Columbia	CN Composite Rate	26.03	26.03	26.03	26.03	26.03	25.07	25.07	25.07	25.07	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	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	18.42	18.42	18.42	18.42	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	98.0	96.0	96.0	96.0	99.9	99.9	99.9	99.9	
	Western Canada	CN Composite Rate	37.08	37.08	37.08	37.08	37.08	35.59	35.59	35.59	35.59	36.85	36.85	36.85	36.85	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	99.4	99.4	99.4	99.4	
		CP Composite Rate	36.85	36.85	36.85	36.85	36.85	35.85	35.16	35.16	35.16	36.54	36.56	36.55	36.55	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.3	95.4	95.4	95.4	99.2	99.2	99.2	99.2	
PRINCE RUPERT																
	Manitoba	CN Composite Rate	50.13	50.13	50.13	50.13	50.13	45.80	45.80	45.80	45.80	47.50	47.50	47.50	47.50	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	91.4	91.4	91.4	91.4	94.8	94.8	94.8	94.8	
		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	42.50	42.50	42.50	42.50	42.50	38.58	38.58	38.58	38.58	39.92	39.92	39.92	39.92	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	90.8	90.8	90.8	90.8	93.9	93.9	93.9	93.9	
		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	34.44	34.45	34.45	34.45	34.45	30.93	30.93	30.93	30.93	31.69	31.69	31.69	31.69	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	89.8	89.8	89.8	89.8	92.0	92.0	92.0	92.0	
		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	28.57	28.57	28.57	28.57	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.3	96.3	96.3	96.3	109.8	109.8	109.8	109.8	
		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	41.96	41.96	41.96	41.96	38.06	38.06	38.06	38.06	39.33	39.33	39.33	39.33	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	90.7	90.7	90.7	90.7	93.8	93.8	93.8	93.8	
		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				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	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	31.92	31.89	31.89	31.89	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	95.9	95.9	95.9	99.8	99.7	99.7	99.7	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(3)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Saskatchewan	CN Composite Rate	29.33	29.32	29.32	29.32	29.32	28.15	28.14	28.14	28.15	29.25	29.25	29.25	29.25	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	95.9	95.9	96.0	99.7	99.7	99.7	99.7	
		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	39.69	39.69	39.69	39.69	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	98.5	98.5	98.5	98.5	
		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	50.03	50.03	50.03	50.03	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	99.8	99.8	99.8	99.8	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(3)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Western Canada	CN Composite Rate	32.81	32.80	32.80	32.80	32.80	31.49	31.48	31.48	31.48	32.59	32.58	32.58	32.58	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	95.9	95.9	95.9	99.3	99.3	99.3	99.3	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(3)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
THUNDER BAY																
	Manitoba	CN Composite Rate	21.77	21.79	21.79	21.79	21.79	20.89	20.89	20.89	20.89	21.72	21.72	21.72	21.72	(1)
		CN Pricing Index	100.0	100.1	100.1	100.1	100.1	96.0	96.0	96.0	96.0	99.8	99.8	99.8	99.8	
		CP Composite Rate	21.01	21.01	21.01	21.01	21.01	20.58	20.16	20.16	20.16	20.97	20.97	20.97	20.97	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	98.0	96.0	96.0	96.0	99.8	99.8	99.8	99.8	
	Saskatchewan	CN Composite Rate	31.11	31.10	31.10	31.10	31.10	29.86	29.86	29.86	29.86	31.02	31.02	31.02	31.02	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	99.7	99.7	99.7	99.7	
		CP Composite Rate	30.25	30.25	30.25	30.25	30.25	29.59	29.01	29.01	29.01	30.17	30.16	30.16	30.16	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.8	95.9	95.9	95.9	99.7	99.7	99.7	99.7	
	Alberta	CN Composite Rate	42.39	42.39	42.39	42.39	42.39	40.69	40.69	40.69	40.69	41.75	41.75	41.75	41.75	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	98.5	98.5	98.5	98.5	
		CP Composite Rate	38.86	38.86	38.86	38.86	38.86	38.06	37.29	37.29	37.29	38.75	38.75	38.75	38.75	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.9	96.0	96.0	96.0	99.7	99.7	99.7	99.7	
	British Columbia	CN Composite Rate	52.03	52.03	52.03	52.03	52.03	49.95	49.95	49.95	49.95	51.95	51.95	51.95	51.95	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	99.8	99.8	99.8	99.8	
		CP Composite Rate	48.55	48.55	48.55	48.55	48.55	47.58	46.61	46.61	46.61	48.47	48.47	48.47	48.47	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	98.0	96.0	96.0	96.0	99.8	99.8	99.8	99.8	
	Western Canada	CN Composite Rate	32.13	32.12	32.12	32.12	32.12	30.83	30.83	30.83	30.83	31.90	31.90	31.90	31.90	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	96.0	96.0	96.0	96.0	99.3	99.3	99.3	99.3	
		CP Composite Rate	30.19	30.19	30.19	30.19	30.19	29.54	28.95	28.95	28.95	30.11	30.10	30.10	30.10	(1)
		CP Pricing Index	100.0	100.0	100.0	100.0	100.0	97.8	95.9	95.9	95.9	99.7	99.7	99.7	99.7	

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

DESTINATION	ORIGIN		1999-2000 CROP YEAR					2000-2001 CROP YEAR				2001-2002 CROP YEAR				NOTES
ARMSTRONG			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Manitoba	CN Composite Rate	20.63	20.63	20.63	20.63	20.63	20.89	20.89	20.89	20.89	21.72	21.72	21.72	21.72	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	101.3	101.3	101.3	101.3	105.3	105.3	105.3	105.3	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Saskatchewan	CN Composite Rate	29.99	29.99	29.99	29.99	29.99	29.86	29.86	29.86	29.86	31.02	31.02	31.02	31.02	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	99.6	99.6	99.6	99.6	103.4	103.4	103.4	103.4	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Alberta	CN Composite Rate	41.34	41.34	41.34	41.34	41.34	40.69	40.69	40.69	40.69	41.75	41.75	41.75	41.75	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	98.4	98.4	98.4	98.4	101.0	101.0	101.0	101.0	
		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	51.95	51.95	51.95	51.95	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	97.2	97.2	97.2	97.2	101.1	101.1	101.1	101.1	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Western Canada	CN Composite Rate	31.02	31.02	31.02	31.02	31.02	30.83	30.83	30.83	30.83	31.90	31.90	31.90	31.90	(1)
		CN Pricing Index	100.0	100.0	100.0	100.0	100.0	99.4	99.4	99.4	99.4	102.8	102.8	102.8	102.8	
		CP Composite Rate	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)(4)
		CP Pricing Index	-	-	-	-	-	-	-	-	-	-	-	-	-	

NOTES:

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

(1) The freight charges presented are composites drawn from all stations having continuously-published, single-car, tariff rates for the 1999-2000 through 2001-2002 crop years, and are intended to provide a general reflection of prevailing rate levels, and price movement over time.

(2) CP ceased to publish single-car rates for grain traffic destined to Prince Rupert in October, 2000. Although the company has published rates for multiple car movements periodically, such rates are not directly comparable, and are excluded from consideration here.

(3) CP does not publish single car rates on grain traffic destined to Churchill. Although the company has published 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				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	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	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	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	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	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	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	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	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	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	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	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	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	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	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	123.8	123.8	123.8	123.8	
	Shuttle Service (100 Car Block)	CN Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	6.50	6.50	6.50	6.50	(4)
		CN Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		CP Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	6.50	6.50	6.50	6.50	(4)
		CP Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	100.0	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	7.00	7.00	7.00	7.00	(4)
		CP Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	100.0	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	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	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	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	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	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	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	6.50	6.50	6.50	6.50	(4)
		CN Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	100.0	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				2001-2002 CROP YEAR				NOTES
			AUG 1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
CHURCHILL																
	25 - 49 Car Block	CN Incentive Discount	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	123.8	123.8	123.8	123.8	
	Shuttle Service (100 Car Block)	CN Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	6.50	6.50	6.50	6.50	(4)
		CN Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
		CP Incentive Discount	-	-	-	-	-	-	6.50	6.50	6.50	6.50	6.50	6.50	6.50	(4)
		CP Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	100.0	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	7.00	7.00	7.00	7.00	(4)
		CP Incentive Index	-	-	-	-	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

NOTES:

SOURCE: Canadian National Railway Company and Canadian Pacific Railway Company

(1) Multiple-car block incentives are expressed as a discount from the single-car freight rates published in CN and CP tariffs.
(2) The multiple-car block incentive programs offered by CN and CP - while similar in nature - have structural differences arising from the maximum number of cars that each carrier can accommodate in a single shipment. These programs are framed within the structure pertaining to CP for comparison purposes only.
(3) No corresponding incentive exists under the CN program.
(4) "Shuttle Service" programs were introduced during the second quarter of the 2000-2001 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					CN AND CP COMBINED					NOTES
TRAFFIC VOLUME (thousands of tonnes)	**BASE**		**2000-01**	**2001-02**		**BASE**		**2000-01**	**2001-02**		**BASE**		**2000-01**	**2001-02**		
Vancouver	-		8,022.3	6,534.0		-		7,461.1	4,802.0		-		15,483.4	11,336.0		
Prince Rupert	-		2,346.4	1,083.0		-		63.6	1.3		-		2,410.0	1,084.3		
Churchill	-		-	-		-		-	-		-		-	-		
Thunder Bay	-		3,050.3	2,048.5		-		5,542.2	5,309.0		-		8,592.5	7,357.5		
Eastern Canada	-		1,802.8	1,481.8		-		946.1	817.4		-		2,748.9	2,299.3		
Total Tonnes Moved	12,437.0	(A)	15,221.7	11,147.4	(D)	13,894.0	(A)	14,013.0	10,929.7	(D)	26,331.0	(A)	29,234.8	22,077.1	(D)	
Average Length of Haul (miles)	1,045.0	(B)	952.0	930.0	(E)	897.0	(B)	897.0	861.0	(E)	966.9	(B)	925.6	895.8	(E)	
Volume-related Composite Price Index			1.0000	1.0352	(F)			1.0000	1.0352	(F)			1.0000	1.0352	(F)	
REVENUE CAP																
Allowable Revenue ($000)	348,000.0	(C)	394,775.9	293,700.0	(G)	362,900.0	(C)	366,009.4	286,562.5	(G)	710,900.0	(C)	760,785.3	580,262.5	(G)	(2)
Allowable Revenue per tonne (dollars)	27.98		25.94	26.35		26.12		26.12	26.22		27.00		26.02	26.28		
Allowable Revenue per tonne-mile (cents)	2.68		2.72	2.83		2.91		2.91	3.05		2.79		2.81	2.93		
REVENUE CAP COMPLIANCE																
Reported Revenue ($000)			391,720.9	280,202.8				363,323.5	277,873.7				755,044.4	558,076.5		(3)
Reported Revenue Cap Differential ($000)			3,055.0	13,497.2				2,686.0	8,688.7				5,740.9	22,186.0		
Actual Revenue per tonne (dollars)			25.73	25.14				25.93	25.42				25.83	25.28		
Actual Revenue per tonne-mile (cents)			2.70	2.70				2.89	2.95				2.79	2.82		

NOTES:

SOURCE: Canadian Transportation Agency

(1) The Canada Transportation Act (2000) provides for a maximum revenue entitlement to prescribed railways in respect to the movement of Western Canadian Grain. The Canadian Transportation Agency must determine a carrier's compliance with the "revenue cap" using a methodology defined in section 151 of the Act no later than five months following the close of the crop year.

(2) The allowable revenue accorded to each carrier for the crop year makes allowance for observed changes in both the volume and length of haul established in the base year using the following formula:

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

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

(3) The revenue reported by the carriers for the purpose of establishing its compliance with the maximum entitlement under the Act is determined using guidelines established by the Canadian Transportation Agency. In Decisions No. 669-R-2001 and 670-R-2002, the Agency determined that neither CN nor CP had exceeded the maximum revenue entitlements accorded them under the Act for both the 2000-01 and 2001-02 crop years.

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

PORT	GRAIN	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
		Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
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	2,124.0	1,630.4	933.8	1,333.4	6,021.5	-36.9%	-8.1%	
	Durum	390.6	138.3	174.4	225.9	929.2	124.5	152.7	82.9	150.2	510.3	125.8	95.9	87.3	114.0	423.0	-24.1%	-17.1%	
	Barley	126.1	149.2	321.3	324.6	921.3	230.8	413.2	388.1	244.7	1,276.8	96.6	211.1	73.6	124.2	505.5	-49.2%	-60.4%	
	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	555.7	691.0	480.7	540.3	2,267.8	-28.0%	-46.8%	
	Oats	4.5*	4.4*	5.3*	11.6*	25.8*	5.2*	11.1*	5.1*	10.1*	31.5*	4.3	3.1	2.6	0.5	10.6	-95.0%	-66.5%	(1)
	Peas	31.2*	286.0*	127.4*	185.9*	630.5*	73.7*	482.8*	207.4*	423.1*	1187.0*	134.8	180.4	164.2*	166.3*	645.7*	-60.7%	-45.6%	(1)
	Rye		0.6*	0.8*		1.4*		5.5*	6.0*	6.1*	17.6*					0.0	-100.0%	-100.0%	(1)
	Flaxseed	18.2	19.3	12.5*	14.6*	64.6*	13.5*	16.0*	27.9	17.2*	74.6*	14.4	12.7	55.7	10.9	93.7	-36.6%	25.5%	(1)
	Other	44.0	55.6	33.2	29.5	162.2	26.2	55.1	11.1	41.3	133.7	8.0	15.8	65.5	120.4	209.7	191.5%	56.8%	(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	3,063.7	2,840.4	1,863.4	2,410.0	10,177.5	-35.8%	-27.5%	
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	55.1	526.9	452.5	65.3	1,099.7	-79.5%	-46.4%	
	Durum		3.0			3.0					0.0					0.0	n/a	n/a	
	Barley	20.6	47.7	20.6	20.6	109.5				2.0	2.0					0.0	-100.0%	-100.0%	
	Canola	4.0				4.0		85.5	54.5	20.4	160.4					0.0	-100.0%	-100.0%	
	Oats		1.1			1.1					0.0					0.0	n/a	n/a	
	Peas					0.0					0.0	11.5	14.1			25.6	n/a	n/a	
	Rye					0.0					0.0					0.0	n/a	n/a	
	Flaxseed					0.0					0.0					0.0	n/a	n/a	
	Other		8.5	23.1		31.7				10.8	10.8					0.0	-100.0%	-100.0%	(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	66.6	541.0	452.5	65.3	1,125.3	-81.4%	-49.5%	
CHURCHILL																			
	Wheat	247.8			54.5	302.3	427.9	16.5		53.2	497.6	365.0				365.0	-100.0%	-26.6%	
	Durum	87.5				87.5	15.8	9.8			25.6	47.3				47.3	n/a	84.7%	
	Barley					0.0					0.0					0.0	n/a	n/a	
	Canola					0.0					0.0					0.0	n/a	n/a	
	Oats					0.0					0.0					0.0	n/a	n/a	
	Peas	47.6			27.4	75.0	117.9	5.1			123.0	59.7				59.7	n/a	-51.5%	
	Rye					0.0					0.0					0.0	n/a	n/a	
	Flaxseed					0.0	18.9				18.9	2.0				2.0	n/a	-89.2%	
	Other					0.0					0.0	3.1				3.1	n/a	n/a	(2)
		383.0	0.0	0.0	81.9	464.8	580.5	31.4	0.0	53.2	665.1	477.1	0.0	0.0	0.0	477.1	n/a	-28.3%	
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	823.1	631.8	318.2	1,079.2	2,852.3	-3.3%	-1.4%	
	Durum	526.6	324.6	214.6	803.4	1,869.2	566.2	428.2	217.3	849.2	2,060.9	468.1	341.6	217.9	916.1	1,943.7	7.9%	-5.7%	
	Barley	46.4	112.3	36.8	51.9	247.4	5.1	34.1	8.9	85.5	133.7	4.3	42.1	48.9	127.0	222.3	48.6%	66.3%	
	Canola	76.2	180.8	35.8	149.5	442.3	121.4	158.9	93.2	92.4	465.9	103.2	122.3	16.4	49.0	290.9	-47.0%	-37.6%	
	Oats	55.8	54.9	30.2	63.4	204.3	65.4	76.2	32.6	52.6	226.8	70.4	45.2	2.3	4.6	122.5	-91.2%	-46.0%	
	Peas	151.2	151.2	56.9	143.1	502.4	266.5	181.2	72.2	73.3	593.3	86.2	39.5	0.6	2.9	129.2	-96.0%	-78.2%	
	Rye					0.0					0.0		0.3			0.3	n/a	n/a	
	Flaxseed	16.1	122.6	64.0	135.4	338.1	66.8	212.3	36.0	142.6	457.7	130.7	157.3	63.3	109.5	460.8	-23.2%	0.7%	
	Other	35.8	63.6	27.1	33.1	159.6	53.4	61.2	24.9	34.9	174.4	58.4	72.0	29.3	43.0	202.7	23.1%	16.2%	(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	1,744.4	1,452.1	696.9	2,331.3	6,224.7	-4.7%	-11.1%	
ALL PORTS																			
	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	3,367.2	2,789.0	1,704.5	2,477.9	10,338.5	-31.1%	-13.8%	
	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	641.2	437.5	305.2	1,030.1	2,414.0	3.1%	-7.0%	
	Barley	193.1	309.2	378.7	397.1	1,278.1	236.0	447.3	397.0	332.1	1,412.4	100.9	253.2	122.5	251.2	727.8	-24.4%	-48.5%	
	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	658.9	813.3	497.1	589.3	2,558.6	-31.7%	-47.7%	
	Oats	60.3*	60.4*	35.5*	75.0*	231.2*	70.6*	87.3*	37.7*	62.7*	258.3*	74.7	48.3	4.9	5.1	133.0	-91.9%	-48.5%	(1)
	Peas	230.0*	437.2*	184.3*	356.4*	1207.9*	458.1*	669.1*	279.6*	496.4*	1903.2*	292.2	234.0	164.8*	169.2*	860.2*	-41.1%	-54.8%	(1)
	Rye		0.6*	0.8*		1.4*		5.5*	6.0*	6.1*	17.6*		0.3			0.3	-100.0%	-98.5%	(1)
	Flaxseed	34.2	141.9	76.5*	150.0*	402.6*	99.2*	228.3*	63.9	159.8*	551.2*	147.2	170.0	119.0	120.4	556.6	-24.7%	1.0%	(1)
	Other	79.7	127.7	83.4	62.6	353.4	79.6	116.3	36.0	87.0	318.9	69.5	87.8	94.8	163.4	415.4	87.7%	30.3%	(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	5,351.8	4,833.4	3,012.8	4,806.6	18,004.6	-27.2%	-24.8%	

NOTES:

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

(1) Vancouver Oats, Peas, Rye and Flax tonnage adjusted (*) as per CGC, Grain Statistics Weekly, to account for direct hit shipments not included in the CGC Shipment Data Warehouse.

(2) Other comprises all shipments of other grains, oilseeds & special crops covered by the Canada Grain Act that are included in the CGC Shipment Data Warehouse.

Average Terminal Elevator Capacity Turnover Ratio (1) (2

PORT	1999-2000 CROP YEAR				2000-2001 CROP YEAR				2001-2002 CROP YEAR				% VARIANCE		NOTES
		Terminal Turnover Ratio				Terminal Turnover Ratio				Terminal Turnover Ratio					
	No. of Terminals	Low	High	Average	No. of Terminals	Low	High	Average	No. of Terminals	Low	High	Average	99/00-00/01	00/01-01/02	
VANCOUVER	5	8.4	21.1	14.3	5	7.5	23.9	15.8	6	2.0	17.5	10.9	10.5%	-31.0%	
PRINCE RUPERT	1			16.2	1			10.6	1			5.4	-34.6%	-49.1%	
CHURCHILL	1			3.3	1			4.8	1			3.2	45.5%	-33.3%	
THUNDER BAY	7	3.7	7.3	5.3	8	4.1	6.2	4.9	9	2.2	6.5	4.3	-7.5%	-12.2%	
ALL TERMINALS	14			9.1	15			8.9	17			6.6	-1.8%	-25.9%	

NOTES:

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

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

Average Weekly Terminal Elevator Stock Levels (thousands of tonne

PORT	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
VANCOUVER	476.2	481.0	521.1	526.8	501.7	453.6	386.1	447.7	440.3	432.8	462.9	434.9	406.3	369.7	418.4	-16.0%	-3.3%	
PRINCE RUPERT	88.6	147.8	125.3	88.3	111.8	16.2	74.5	153.0	130.1	93.8	89.9	82.2	73.2	73.1	79.7	-43.8%	-15.0%	
CHURCHILL	94.0	20.9	21.8	28.9	41.8	82.1	17.4	15.3	26.1	35.6	94.1	18.7	20.4	28.5	41.3	9.2%	16.0%	
THUNDER BAY	649.6	504.0	472.5	613.1	560.9	611.8	586.0	708.2	612.5	630.5	690.4	591.3	572.1	444.0	574.2	-27.5%	-8.9%	
ALL PORTS	1,308.4	1,153.7	1,140.7	1,257.1	1,216.2	1,163.7	1,064.0	1,324.2	1,209.0	1,192.7	1,337.3	1,127.1	1,072.0	915.3	1,113.6	-24.3%	-6.6%	(1)

GRAIN	1999-2000 CROP YEAR					2000-2001 CROP YEAR					2001-2002 CROP YEAR					% VARIANCE		NOTES
	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL	Q4	YTD	
WHEAT	784.4	690.7	639.9	732.6	712.3	651.2	533.4	697.9	659.5	637.5	627.1	561.7	497.7	473.1	540.3	-28.3%	-15.2%	
DURUM	292.5	147.1	161.4	231.9	209.4	241.2	194.5	265.9	249.2	238.5	371.7	204.2	176.8	100.2	214.2	-59.8%	-10.2%	
BARLEY	70.6	117.1	128.9	83.7	99.8	62.8	96.9	117.9	94.7	93.0	89.9	143.1	213.7	179.4	155.6	89.4%	67.3%	
CANOLA	126.4	144.7	138.9	126.8	134.0	146.1	161.3	169.9	151.2	157.1	183.5	144.2	134.4	119.2	145.6	-21.2%	-7.3%	
OATS	14.4	22.3	21.1	14.6	18.0	12.4	23.7	11.9	8.1	13.8	16.5	15.1	6.4	2.8	10.2	-65.4%	-26.1%	
RYE	0.6	0.4	0.5	0.4	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.2	0.1	0.1	0.2	-80.0%	-60.0%	
FLAXSEED	19.5	31.5	49.9	67.1	42.2	49.5	53.6	60.3	45.7	52.3	48.2	58.5	42.9	40.4	47.4	-11.6%	-9.4%	
ALL PORTS	1,308.4	1,153.8	1,140.6	1,257.1	1,216.2	1,163.6	1,063.9	1,324.3	1,208.9	1,192.7	1,337.3	1,127.0	1,072.0	915.2	1,113.5	-24.3%	-6.6%	(1)

NOTES:

Source: Canadian Grain Commission, *Grain Statistics Weekly*

(1) Totals do not always add due to rounding.

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

PORT	COMMODITY	CROP YEAR		2001-2002 CROP YEAR					% VARIANCE		NOTES
VANCOUVER		1999/00	2000/01	Q1	Q2	Q3	Q4	TOTAL	99/00-00/01	00/01-01/02	
	Wheat	15.4	11.8	10.3	12.3	18.1	13.6	12.8	-23.1%	8.0%	
	Durum	18.2	22.9	22.1	26.5	23.1	15.9	21.6	25.5%	-5.5%	
	Barley	21.5	16.3	44.7	16.2	47.4	33.8	30.5	-24.3%	87.1%	
	Canola	11.6	10.4	26.1	16.5	21.6	17.8	20.2	-10.2%	94.7%	
	Oats	n/a	n/a	23.3	84.4	49.7	70.9	49.5	n/a	n/a	(3)
	Rye	n/a	n/a						n/a	n/a	(3)
	Flaxseed	71.1	51.3	57.2	148.8	20.4	89.4	51.3	-27.8%	-0.1%	
		15.3	12.4	15.2	15.0	20.9	16.4	16.4	-18.6%	31.7%	
PRINCE RUPERT											(1)
	Wheat	8.9	11.4		13.3	13.5		13.4	28.1%	17.5%	
	Durum	25.6							n/a	n/a	
	Barley	27.0							n/a	n/a	
	Canola		25.2						n/a	-100.0%	
	Oats								n/a	n/a	
	Rye								n/a	n/a	
	Flaxseed								n/a	n/a	
		9.5	12.3		13.3	13.5		13.4	29.5%	8.9%	
CHURCHILL											(1)
	Wheat	24.7	14.8	21.8				21.8	-40.1%	47.0%	
	Durum	27.2	58.7	22.7				22.7	115.8%	-61.4%	
	Barley								n/a	n/a	
	Canola								n/a	n/a	
	Oats								n/a	n/a	
	Rye								n/a	n/a	
	Flaxseed		13.3	7.6				7.6	n/a	-43.0%	
		25.3	16.8	21.8				21.8	-33.6%	29.7%	
THUNDER BAY											(1)
	Wheat	29.8	29.8	26.5	23.8	20.6	16.1	21.2	0.0%	-28.9%	
	Durum	26.6	26.0	68.0	30.2	19.9	7.8	27.4	-2.3%	5.4%	
	Barley	38.2	66.9		112.3	130.1	99.8	110.3	75.1%	64.9%	
	Canola	19.9	15.1	29.9	13.0	38.4	31.2	23.3	-24.1%	54.3%	
	Oats	25.9	18.3	21.1	21.5	72.7	49.8	22.8	-29.3%	24.6%	
	Rye								n/a	n/a	
	Flaxseed	28.7	25.4	28.9	17.1	20.7	25.8	22.9	-11.5%	-9.8%	
		28.3	27.6	38.8	26.3	29.1	18.3	26.8	-2.5%	-2.9%	
ALL PORTS											(1)
	Wheat	17.6	16.6	15.6	15.8	18.1	14.7	15.9	-5.7%	-4.2%	
	Durum	24.5	20.4	55.6	28.3	20.4	8.7	25.6	-16.7%	25.5%	
	Barley	25.9	20.7	44.7	39.2	98.3	67.1	62.7	-20.1%	202.9%	
	Canola	12.5	10.8	26.7	15.5	22.3	18.9	20.4	-13.6%	88.9%	
	Oats	25.9	14.0	21.2	22.9	65.3	51.9	24.7	-45.9%	76.4%	
	Rye								n/a	n/a	
	Flaxseed	33.9	21.2	31.4	22.2	20.7	31.5	24.9	-37.5%	17.5%	
		18.6	17.5	23.4	18.9	23.5	17.3	20.6	-5.9%	17.7%	

NOTES:

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

(1) Average days in store as determined from average inventory turnover ratio, adjusted to reflect the operating periods at Prince Rupert, Churchill and Thunder Bay.

(2) Inventory turnover ratio is total shipments (from CGC Shipment Data Warehouse) divided by average weekly stock level (sum of weekly stock level reported in the CGC Grain Statistics Weekly, divided by number of weeks).

(3) Not applicable due to high proportion of direct hit shipments.

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

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					% VARIANCE	NOTES
VANCOUVER			1999/00	2000/01	Q1	Q2	Q3	Q4	TOTAL	TOTAL	(4)
	WHEAT	Average	2.81	2.05	1.84	1.88	3.65	2.29	2.40	17.4%	(2)
		Standard Deviation	1.74	1.06	1.21	0.91	2.66	1.10	1.72		
		Minimum	0.95	0.62	0.81	1.05	1.41	1.30	0.81		
		Maximum	7.97	6.38	4.75	3.65	11.09	5.26	11.09		
	DURUM	Average	4.17	3.77	2.32	4.47	3.62	2.98	3.35	-11.1%	(2)
		Standard Deviation	5.08	3.41	1.23	3.42	4.26	2.25	2.88		
		Minimum	0.97	1.26	1.07	1.20	0.88	0.71	0.71		
		Maximum	20.48	13.52	4.80	11.40	12.20	6.60	12.20		
	BARLEY	Average	3.86	3.38	4.91	6.28	3.20	3.76	4.56	35.0%	(2)
		Standard Deviation	3.45	3.47	4.41	8.71	1.11	2.64	5.04		
		Minimum	0.81	0.78	1.54	1.16	1.87	1.44	1.16		
		Maximum	16.72	15.54	10.84	23.47	4.34	8.57	23.47		
	CANOLA	Average	2.34	1.91	3.73	2.66	4.03	3.23	3.36	75.8%	
		Standard Deviation	1.44	1.69	1.98	1.41	2.55	1.04	1.77		
		Minimum	0.55	0.75	1.63	1.40	1.42	1.48	1.40		
		Maximum	5.71	11.57	7.02	6.39	8.47	4.61	8.47		
	OATS	Average			1.53	3.16	2.07	1.31	2.17	n/a	(3)
		Standard Deviation			0.68	0.17	1.11	n/a	0.94		
		Minimum			0.85	3.00	1.28	1.31	0.85		
		Maximum			2.21	3.33	2.86	1.31	3.33		
	FLAXSEED	Average	6.48	4.93	5.98	6.65	4.88	6.88	6.02	22.1%	(2)
		Standard Deviation	3.72	2.67	4.20	1.94	2.87	2.84	3.07		
		Minimum	2.78	1.22	2.98	4.32	1.79	2.95	1.79		
		Maximum	16.73	10.30	14.36	8.60	10.23	11.60	14.36		
PRINCE RUPERT											
	WHEAT	Average	1.72	1.94	3.31	1.56	1.81	4.09	2.15	10.7%	
		Standard Deviation	0.94	1.55	0.65	0.62	0.80	0.44	1.11		
		Minimum	0.48	0.46	2.85	0.95	0.87	3.66	0.87		
		Maximum	4.72	7.24	3.77	2.61	3.11	4.54	4.54		
	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	2.92				2.92	61.2%	
		Standard Deviation	2.36	0.67	1.35				1.35		
		Minimum	1.12	0.92	1.01				1.01		
		Maximum	7.25	3.07	4.24				4.24		
	DURUM	Average	2.10	1.14	1.25				1.25	9.4%	
		Standard Deviation	0.78	0.20	0.87				0.87		
		Minimum	1.32	1.00	0.63				0.63		
		Maximum	2.85	1.28	1.86				1.86		
THUNDER BAY											
	WHEAT	Average	5.19	4.88	4.85	4.76	3.27	2.71	3.92	-19.8%	(2)
		Standard Deviation	3.55	2.05	2.10	3.06	1.02	1.31	2.19		
		Minimum	2.33	2.01	2.04	2.13	1.62	1.52	1.52		
		Maximum	20.44	10.80	9.98	10.94	4.23	6.36	10.94		
	DURUM	Average	4.41	4.76	10.99	4.98	3.31	1.18	5.37	12.7%	(2)
		Standard Deviation	2.96	3.91	4.12	2.71	1.05	0.35	4.91		
		Minimum	1.47	1.49	4.64	2.78	2.53	0.66	0.66		
		Maximum	16.79	21.80	17.81	9.94	5.01	1.99	17.81		
	BARLEY	Average	3.33	7.58	10.93	3.81	16.61	9.53	10.39	37.1%	(2)
		Standard Deviation	2.19	6.65	n/a	0.33	7.85	5.36	6.48		
		Minimum	1.49	1.23	10.93	3.57	7.89	4.52	3.57		
		Maximum	9.03	21.41	10.93	4.04	23.10	20.08	23.10		
	CANOLA	Average	2.89	2.10	3.10	2.78	2.51	2.90	2.85	35.5%	(2)
		Standard Deviation	2.24	1.41	3.31	2.10	2.13	3.27	2.41		
		Minimum	0.35	0.51	1.31	0.40	1.00	1.00	0.40		
		Maximum	9.45	5.95	8.05	5.87	4.01	6.68	8.05		
	OATS	Average	4.09	3.10	2.95	1.43	2.18	4.07	2.97	-4.4%	
		Standard Deviation	5.26	4.20	2.61	0.36	n/a	2.12	2.23		
		Minimum	0.48	0.72	0.78	1.03	2.18	1.05	0.78		
		Maximum	21.38	16.34	7.76	1.71	2.18	6.33	7.76		
	FLAXSEED	Average	3.24	3.37	2.59	3.60	2.18	2.84	2.89	-14.3%	
		Standard Deviation	3.34	2.36	2.02	2.58	0.46	1.23	1.78		
		Minimum	0.69	0.68	1.18	1.01	1.71	1.39	1.01		
		Maximum	16.58	11.50	6.51	8.03	2.63	4.56	8.03		

NOTES:

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

(1) Shipments lagged one week from stock levels; i.e. ratio of stock in terminal position at end of week X (from Grain Statistics Weekly), to shipments (from Shipment Data Warehouse) during week X+1

(2) Weeks with ratios greater than 25 (due to extremely small shipment tonnage) have been removed from the average.

(3) High proportion of direct hit shipments distorts weekly ratios.

(4) Represents year-over-year variance of average ratio for 2000-2001 and 2001-2002 and crop years.

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

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					% VARIANCE	NOTES
PACIFIC SEABOARD			1999/00	2000/01	Q1	Q2	Q3	Q4	TOTAL	YEAR END	(1)(5)
WHEAT	1 CWRS	Average	5.04	3.67	3.61	3.21	3.9	4.22	3.74	1.8%	
		Standard Deviation	2.93	3.17	5.61	2.09	2.3	2.17	3.27		
		Minimum	1.21	0.07	0.44	0.40	1.3	2.00	0.40		
		Maximum	15.19	20.57	21.07	6.65	8.8	8.19	21.07		
	2 CWRS	Average	0.77	0.45	0.47	0.27	1.46	0.83	0.76	68.4%	
		Standard Deviation	2.30	0.48	0.37	0.18	0.94	1.35	0.91		
		Minimum	0.01	0.01	0.12	0.01	0.36	0.02	0.01		
		Maximum	14.51	2.20	1.16	0.59	3.34	4.08	4.08		
	3 CWRS	Average	3.63	5.49	5.21	2.65	0.12	1.49	3.75	-31.8%	
		Standard Deviation	3.47	6.19	3.38	1.62	n/a	n/a	3.09		
		Minimum	0.09	0.74	1.96	0.87	0.12	1.49	0.12		
		Maximum	10.64	23.80	11.35	4.19	0.12	1.49	11.35		
	1 CWES	Average	5.95	2.06	4.51	3.22	0.75	1.31	2.74	32.7%	
		Standard Deviation	6.63	1.60	3.86	0.76	n/a	0.49	2.52		
		Minimum	0.93	0.34	1.77	2.68	0.75	0.87	0.75		
		Maximum	17.17	5.60	8.93	3.76	0.75	1.84	8.93		
	CW FEED	Average	3.98	4.58	2.27	1.91	2.47		2.24	-51.1%	
		Standard Deviation	2.39	6.03	1.90	n/a	n/a		1.36		
		Minimum	1.10	0.04	0.84	1.91	2.47		0.84		
		Maximum	9.00	20.41	4.42	1.91	2.47		4.42		
	SW SPRING	Average	2.84							n/a	
		Standard Deviation	2.00								
		Minimum	1.19								
		Maximum	6.55								
	PR SPRING	Average	5.97	6.12	11.40	3.83	5.24	2.88	4.85	-20.7%	
		Standard Deviation	4.97	4.48	10.99	2.77	4.49	1.88	5.10		
		Minimum	1.10	1.00	1.83	1.21	1.31	0.89	0.89		
		Maximum	22.66	18.45	23.41	8.34	12.73	6.14	23.41		
	CWR WINTER	Average		1.67						n/a	
		Standard Deviation		0.24							
		Minimum		1.40							
		Maximum		1.98							
DURUM	1 CWA	Average	4.23			1.90	2.40	2.11	2.15	n/a	
		Standard Deviation	3.69			0.98	1.45	1.06	1.09		
		Minimum	0.07			0.86	1.05	0.79	0.79		
		Maximum	10.78			2.80	4.37	3.75	4.37		
	2 CWA	Average	2.50	1.16	1.94	1.45	1.72	2.16	1.93	66.8%	
		Standard Deviation	6.15	1.44	1.73	0.63	0.32	1.30	1.14		
		Minimum	0.02	0.04	0.66	1.01	1.49	0.01	0.01		
		Maximum	18.77	6.13	3.90	1.89	1.95	3.68	3.90		
	3 CWA	Average	2.07	1.69	0.64	1.52	0.14	1.28	0.96	-43.4%	
		Standard Deviation	1.55	1.05	0.24	0.42	n/a	0.17	0.55		
		Minimum	0.17	0.74	0.38	1.22	0.14	1.16	0.14		
		Maximum	4.43	4.18	0.85	1.82	0.14	1.39	1.82		
	4 CWA	Average	2.18	1.10	0.95		0.82	0.03	0.67	-39.3%	
		Standard Deviation	0.01	0.67	0.62		n/a	0.01	0.62		
		Minimum	2.16	0.24	0.14		0.82	0.03	0.03		
		Maximum	2.19	1.98	1.47		0.82	0.04	1.47		
BARLEY	1 CW	Average	2.48	1.36				2.66	2.66	96.4%	
		Standard Deviation	1.94	1.28				0.40	0.40		
		Minimum	0.51	0.05				2.38	2.38		
		Maximum	8.73	6.47				2.95	2.95		
	2 CW	Average				0.58				n/a	
		Standard Deviation				0.25					
		Minimum				0.40					
		Maximum				0.76					
CANOLA	1 CANADA	Average	1.95	1.61	4.38	2.43	3.45	3.13	3.36	108.6%	
		Standard Deviation	1.27	1.38	5.20	2.27	2.24	0.93	3.08		
		Minimum	0.22	0.45	1.15	1.12	1.25	1.36	1.12		
		Maximum	5.02	9.36	19.98	8.60	7.54	4.49	19.98		
	2 CANADA	Average	5.14	5.40		7.78		1.54	5.70	5.6%	
		Standard Deviation	3.39	2.23		3.67		n/a	4.44		
		Minimum	2.00	2.96		5.18		1.54	1.54		
		Maximum	12.43	9.59		10.38		1.54	10.38		
CHURCHILL											
WHEAT	1 CWRS	Average	2.12	3.06						n/a	
		Standard Deviation	0.93	1.94							
		Minimum	0.95	0.98							
		Maximum	3.38	5.32							
	2 CWRS	Average		1.22	4.03				4.03	229.8%	
		Standard Deviation		0.74	1.46				1.46		
		Minimum		0.15	2.38				2.38		
		Maximum		2.60	5.14				5.14		
	3 CWRS	Average		0.55	0.17				0.17	-69.2%	
		Standard Deviation		0.14	0.06				0.06		
		Minimum		0.35	0.12				0.12		
		Maximum		0.72	0.24				0.24		
	PR SPRING	Average			0.91				0.91	n/a	
		Standard Deviation			0.41				0.41		
		Minimum			0.62				0.62		
		Maximum			1.20				1.20		

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

PORT	COMMODITY		WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					% VARIANCE	NOTES
				1999/00	2000/01	Q1	Q2	Q3	Q4	TOTAL	YEAR END	(1)(5)
CHURCHILL												
	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	3.52	3.00	3.53	2.73	3.14	-34.1%	
			Standard Deviation	2.96	4.01	2.61	1.38	2.20	2.41	2.20		
			Minimum	1.30	1.45	1.09	1.52	1.37	1.04	1.04		
			Maximum	13.52	20.39	9.21	5.70	6.97	9.12	9.21		
		2 CWRS	Average	3.78	2.46	2.07	3.31	2.49	1.87	2.33	-5.3%	
			Standard Deviation	2.44	1.83	1.24	2.94	3.45	1.89	2.21		
			Minimum	1.55	0.61	0.64	0.85	0.45	0.54	0.45		
			Maximum	12.25	10.81	5.07	7.75	8.60	7.60	8.60		
		3 CWRS	Average	5.83	8.43	9.64	5.33	0.16	0.51	4.10	-51.4%	
			Standard Deviation	5.32	6.60	8.82	4.33	0.15	0.39	6.17		
			Minimum	1.73	1.35	2.60	1.31	0.05	0.15	0.05		
			Maximum	20.64	24.99	22.41	9.92	0.27	1.15	22.41		
		1 CWES	Average	2.58	0.91	2.15	0.69	0.85	1.35	1.71	87.1%	
			Standard Deviation	1.54	0.41	2.21	n/a	n/a	n/a	1.79		
			Minimum	0.82	0.28	0.75	0.69	0.85	1.35	0.69		
			Maximum	6.12	1.53	6.07	0.69	0.85	1.35	6.07		
		CW FEED	Average	7.96	8.18	7.21	7.01	4.13	7.69	7.11	-13.0%	
			Standard Deviation	2.99	2.52	3.60	3.37	n/a	9.07	5.51		
			Minimum	3.69	3.77	2.67	4.24	4.13	2.80	2.67		
			Maximum	14.77	14.00	12.32	11.79	4.13	23.86	23.86		
		SW SPRING	Average		4.95						n/a	
			Standard Deviation		5.49							
			Minimum		1.33							
			Maximum		14.44							
		PR SPRING	Average	2.82	2.64	4.00	2.50		1.77	2.95	12.0%	
			Standard Deviation	1.49	2.01	2.13	1.66		0.39	1.82		
			Minimum	1.15	1.02	2.12	1.28		1.50	1.28		
			Maximum	6.57	8.26	6.94	4.95		2.05	6.94		
		CWR WINTER	Average	1.77	2.11		2.03		2.53	2.20	4.2%	
			Standard Deviation	0.62	1.93		0.68		1.67	0.95		
			Minimum	1.07	0.44		1.66		1.35	1.35		
			Maximum	3.06	6.99		3.05		3.72	3.72		
	DURUM	**1 CWA**	Average	4.96	4.90	8.09	4.65	3.55	1.52	4.21	-14.0%	
			Standard Deviation	4.21	5.09	6.54	5.87	1.47	0.54	4.94		
			Minimum	0.89	0.21	2.07	0.83	1.99	0.82	0.82		
			Maximum	17.61	20.41	22.86	16.51	5.17	2.65	22.86		
		2 CWA	Average	1.84	3.01	6.64	6.33	6.51	0.39	4.41	46.7%	
			Standard Deviation	1.61	3.24	2.82	7.96	9.53	0.27	5.51		
			Minimum	0.06	0.21	2.17	0.94	1.27	0.07	0.07		
			Maximum	7.14	15.78	10.63	22.21	20.77	0.79	22.21		
		3 CWA	Average	3.94	2.82	10.66	8.51	0.70	6.25	7.70	173.1%	
			Standard Deviation	3.89	2.22	3.14	6.19	0.30	3.71	4.81		
			Minimum	0.89	0.96	7.44	2.41	0.49	1.44	0.49		
			Maximum	17.21	10.85	16.96	17.11	0.91	11.61	17.11		
		4 CWA	Average	3.64	6.89	4.51	1.48		0.70	2.89	-58.1%	
			Standard Deviation	1.41	4.78	2.65	0.59		0.36	2.62		
			Minimum	1.68	1.26	1.95	0.81		0.17	0.17		
			Maximum	6.51	17.31	10.10	1.92		0.95	10.10		
	BARLEY	**1 CW**	Average	10.43	3.93						n/a	
			Standard Deviation	7.64	2.58							
			Minimum	2.78	0.28							
			Maximum	18.07	5.77							
	CANOLA	**1 CANADA**	Average	2.75	2.02	3.42	2.67	5.77	2.39	3.21	58.8%	
			Standard Deviation	2.17	1.35	3.66	1.37	7.08	2.72	3.01		
			Minimum	0.16	0.46	1.28	0.67	0.77	0.81	0.67		
			Maximum	9.40	5.77	7.64	4.57	10.78	5.53	10.78		

NOTES:

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

(1) Vancouver and Prince Rupert stock by grade available in aggregate only

(2) Shipments lagged one week from stock levels; i.e. ratio of stock in terminal position at end of week X (from Grain Statistics Weekly), to shipments (from Shipment Data Warehouse) during week X+1

(3) Weeks with ratios greater than 25 (due to extremely small shipment tonnage) have been removed from the average.

(4) Blending of grades during loading of vessels, as is done to produce export grade "Western Canada Wheat", which is not a stored grade, may distort average ratios.

(5) Represents year-over-year variance of average ratio for 2000-2001 and 2001-2002 and crop years.

Average Vessel Time in Port

PORT	CROP YEAR		2001-2002 CROP YEAR					% VARIANCE	NOTES
DAYS WAITING	**1999/00**	**2000/01**	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**	**YEAR END**	
VANCOUVER	2.4	4.4	3.5	4.0	1.5	2.7	3.0	-31.8%	
PRINCE RUPERT	2.0	1.8	0.7	4.0	3.4	1.8	3.3	83.3%	
CHURCHILL	3.5	3.6	0.8	-	-	-	0.8	-77.8%	
THUNDER BAY	1.0*	1.0*	1.2	0.6	0.5	1.2	1.0	0.0%	**(1)**
DAYS LOADING									
VANCOUVER	3.4	3.7	3.3	4.1	3.5	3.6	3.6	-1.6%	
PRINCE RUPERT	1.8	5.9	1.7	2.6	2.5	1.5	2.3	-61.0%	
CHURCHILL	2.5	2.9	3.5	-	-	-	3.5	20.7%	
THUNDER BAY	1.2	1.4	1.5	1.4	1.3	1.4	1.4	0.0%	
TOTAL DAYS IN PORT									
VANCOUVER	5.8	8.1	6.8	8.1	5.0	6.3	6.6	-18.5%	
PRINCE RUPERT	3.8	7.7	2.4	6.6	5.9	3.3	5.6	-27.3%	
CHURCHILL	6.0	6.5	4.3	-	-	-	4.3	-33.8%	
THUNDER BAY	2.2	2.4	2.7	2.0	1.8	2.6	2.4	0.0%	**(1)**
	4.3	5.9					4.9	-16.9%	

NOTES:

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

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

Distribution of Vessel Time in Port

PORT	DAYS	1999-2000 TOTAL		2000-2001 TOTAL		2001-2002 TOTAL		% VARIANCE	NOTES
VANCOUVER		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	00/01-01/02	
DAYS WAITING									(1)
	0	147	29.1%	96	18.7%	93	22.9%	4.2%	(2)
	1	136	26.9%	106	20.6%	103	25.3%	4.7%	
	2	69	13.6%	63	12.3%	42	10.3%	-3.5%	
	3	31	6.1%	45	8.8%	34	8.4%	-0.4%	
	4	25	4.9%	35	6.8%	33	8.1%	1.3%	
	5	23	4.5%	24	4.7%	23	5.7%	1.9%	
	6-10	59	11.7%	80	15.6%	59	14.5%	-1.1%	
	11-15	13	2.6%	38	7.4%	19	4.7%	-2.7%	
	16-20	3	0.6%	14	2.7%	1	0.2%	-2.5%	
	21-25		0.0%	7	1.4%		0.0%	-1.4%	
	26-30		0.0%	5	1.0%		0.0%	-1.0%	
	31-35		0.0%	1	0.2%		0.0%	-0.2%	
		506	100.0%	514	100.0%	407	100.0%		
DAYS LOADING									
	1	155	30.6%	131	25.5%	119	29.2%	3.8%	
	2	96	19.0%	107	20.8%	62	15.2%	-5.6%	
	3	80	15.8%	75	14.6%	48	11.8%	-2.7%	
	4	42	8.3%	63	12.3%	57	14.0%	0.5%	
	5	45	8.9%	42	8.2%	45	11.1%	2.9%	
	6-10	76	15.0%	72	14.0%	61	15.0%	1.0%	
	11-15	9	1.8%	15	2.9%	14	3.4%	0.5%	
	16-20	3	0.6%	7	1.4%		0.0%	-1.4%	
	21-25		0.0%	1	0.2%	1	0.2%	0.1%	
	26-30		0.0%	1	0.2%		0.0%	-0.2%	
	31-35		0.0%		0.0%		0.0%	0.0%	
		506	100.0%	514	100.0%	407	100.0%		
TOTAL DAYS IN PORT									
	1-5	310	61.3%	229	44.6%	196	48.2%	-1.7%	
	6-10	125	24.7%	147	28.6%	135	33.2%	4.6%	
	11-15	48	9.5%	79	15.4%	57	14.0%	-1.4%	
	16-20	21	4.2%	31	6.0%	16	3.9%	-2.1%	
	21-25	1	0.2%	12	2.3%	2	0.5%	-1.8%	
	26-30	1	0.2%	11	2.1%	1	0.2%	-1.9%	
	31-35		0.0%	4	0.8%		0.0%	-0.8%	
	36-40		0.0%	1	0.2%		0.0%	-0.2%	
		506	100.0%	514	100.0%	407	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 TOTAL		2000-2001 TOTAL		2001-2002 TOTAL		% VARIANCE	NOTES
PRINCE RUPERT		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	00/01-01/02	
DAYS WAITING									(1)
	0	50	55.6%	43	68.3%	9	24.3%	-42.0%	(2)
	1	16	17.8%	4	6.3%	5	13.5%	-1.0%	
	2	6	6.7%	2	3.2%	5	13.5%	7.3%	
	3	1	1.1%	2	3.2%	7	18.9%	15.7%	
	4	4	4.4%	1	1.6%	1	0.0%	-1.6%	
	5	2	2.2%	2	3.2%	2	5.4%	2.2%	
	6-10	8	8.9%	7	11.1%	6	16.2%	5.1%	
	11-15	0	0.0%	0	0.0%	2	5.4%	5.4%	
	16-20	3	3.3%	2	3.2%		0.0%	-3.2%	
	21-25		0.0%		0.0%		0.0%	0.0%	
	26-30		0.0%		0.0%		0.0%	0.0%	
	31-35		0.0%		0.0%		0.0%	0.0%	
		90	100.0%	63	100.0%	37	97.3%		
DAYS LOADING									
	1	55	61.1%	17	27.0%	21	56.8%	29.8%	
	2	18	20.0%	7	11.1%	3	8.1%	-3.0%	
	3	7	7.8%	6	9.5%	6	16.2%	6.7%	
	4	4	4.4%	5	7.9%	2	5.4%	-2.5%	
	5	2	2.2%	3	4.8%		0.0%	-4.8%	
	6-10	4	4.4%	10	15.9%	5	13.5%	-5.4%	
	11-15		0.0%	12	19.0%		0.0%	-19.0%	
	16-20		0.0%	1	1.6%		0.0%	-1.6%	
	21-25		0.0%	2	3.2%		0.0%	-3.2%	
	26-30		0.0%		0.0%		0.0%	0.0%	
	31-35		0.0%		0.0%		0.0%	0.0%	
		90	100.0%	63	100.0%	37	100.0%		
TOTAL DAYS IN PORT									
	1-5	72	80.0%	27	42.9%	23	62.2%	19.3%	
	6-10	9	10.0%	18	28.6%	8	21.6%	-6.9%	
	11-15	6	6.7%	13	20.6%	4	10.8%	-9.8%	
	16-20	2	2.2%	1	1.6%	2	5.4%	3.8%	
	21-25	1	1.1%	2	3.2%		0.0%	-3.2%	
	26-30			1	1.6%		0.0%	-1.6%	
	31-35			1	1.6%		0.0%	-1.6%	
		90	100.0%	63	100.0%	37	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 TOTAL		2000 TOTAL		2001 TOTAL		% VARIANCE	NOTES
CHURCHILL		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	00/01-01/02	(1)
	DAYS WAITING								(2)
	0	9	64.3%	8	29.6%	5	33.3%	3.7%	(3)
	1	3	21.4%	10	37.0%	9	60.0%	23.0%	
	2	0	0.0%	5	18.5%		0.0%	-18.5%	
	3	1	7.1%	1	3.7%	1	6.7%	3.0%	
	4	1	7.1%	0	0.0%		0.0%	0.0%	
	5		0.0%	1	3.7%		0.0%	-3.7%	
	6-10		0.0%	2	7.4%		0.0%	-7.4%	
	11-15		0.0%		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%	15	100%		
	DAYS LOADING								
	1	3	21.4%	8	29.6%	1	6.7%	-22.9%	
	2	7	50.0%	7	25.9%	4	26.7%	0.8%	
	3	1	7.1%	5	18.5%	6	40.0%	21.5%	
	4	2	14.3%	1	3.7%	1	6.7%	3.0%	
	5	0	0.0%	3	11.1%			-11.1%	
	6-10	1	7.1%	3	11.1%	3	20.0%	8.9%	
	11-15		0.0%		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%	15	100%		
	TOTAL DAYS IN PORT								
	1-5	11	78.6%	20	74.1%	12	80.0%	5.9%	
	6-10	3	21.4%	6	22.2%	3	20.0%	-2.2%	
	11-15		0.0%	1	3.7%		0.0%	-3.7%	
	16-20		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%		0.0%	0.0%	
		14	100.0%	27	100.0%	15	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 TOTAL		2000-2001 TOTAL		2001-2002 TOTAL		% VARIANCE	NOTES
THUNDER BAY		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	00/01-01/02	(1)
DAYS WAITING									
	0					158	51.8%	n/a	
	1					84	27.5%	n/a	
	2					23	7.5%	n/a	
	3					17	5.6%	n/a	
	4					11	3.6%	n/a	
	5					6	2.0%	n/a	
	6-10					6	2.0%	n/a	
						305	100.0%		
DAYS LOADING									
	1	291	81.7%	265	74.4%	220	72.1%	-2.3%	
	2	51	14.3%	65	18.3%	61	20.0%	1.7%	
	3	7	2.0%	14	3.9%	18	5.9%	2.0%	
	4	5	1.4%	5	1.4%	2	0.7%	-0.7%	
	5	1	0.3%	4	1.1%	2	0.7%	-0.5%	
	6-10	1	0.3%	3	0.8%	2	0.7%	-0.2%	
	11-15		0.0%		0.0%		0.0%	0.0%	
	16-20		0.0%		0.0%		0.0%	0.0%	
	21-25		0.0%		0.0%		0.0%	0.0%	
		356	100.0%	356	100.0%	305	100.0%		
TOTAL DAYS IN PORT									
	1-5					281	92.1%	n/a	
	6-10					24	7.9%	n/a	
	11-15						0.0%	n/a	
	16-20						0.0%	n/a	
	21-25						0.0%	n/a	
						305	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 TOTAL		2000-2001 TOTAL		2001-2002 TOTAL		% VARIANCE	NOTES
VANCOUVER		Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	Number of Vessels	% of Total Vessels	00/01-01/02	
	1	185	36.6%	175	34.0%	174	42.8%	8.7%	
	2	175	34.6%	186	36.2%	148	36.4%	0.2%	
	3	124	24.5%	118	23.0%	73	17.9%	-5.0%	
	4	18	3.6%	25	4.9%	11	2.7%	-2.2%	
	5	4	0.8%	6	1.2%	1	0.2%	-0.9%	
	6		0.0%	3	0.6%		0.0%	-0.6%	(2)
	7		0.0%	1	0.2%		0.0%	-0.2%	(2)
		506	100.0%	514	100.0%	407	100.0%		
THUNDER BAY									(1)
	1			74	20.8%	72	23.6%	2.8%	
	2			131	36.8%	99	32.5%	-4.3%	
	3			110	30.9%	98	32.1%	1.2%	
	4			35	9.8%	32	10.5%	0.7%	
	5			4	1.1%	4	1.3%	0.2%	
	6			2	0.6%		0.0%	-0.6%	
	7				0.0%		0.0%	0.0%	
				356	100.0%	305	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 for Board and Non-Board Grains (1) (2) (3)

PORT	CROP YEAR			% VARIANCE		NOTES
	1999/00	2000/01	2001/02			
PACIFIC SEABOARD	$ CDN	$ CDN	$ CDN	99/00-00/01	00/01-01/02	
Annual vessel demurrage	($6,740,500)	($15,487,000)	($2,774,200)	129.8%	-82.1%	(4)
Annual dispatch earning	$11,100,700	$9,089,900	$4,197,800	-18.1%	-53.8%	
	$4,360,200	($6,397,100)	$1,423,600	-246.7%	-122.3%	
CHURCHILL, THUNDER BAY AND SEAWAY						
Annual vessel demurrage	($847,900)	($606,900)	($151,700)	-28.4%	-75.0%	(4)
Annual dispatch earning	$3,443,900	$4,252,700	$2,763,700	23.5%	-35.0%	
	$2,596,000	$3,645,800	$2,612,000	40.4%	-28.4%	
ALL PORTS						
Annual vessel demurrage	($7,588,400)	($16,093,900)	($2,925,900)	112.1%	-81.8%	(4)
Annual dispatch earning	$14,544,600	$13,342,600	$6,961,500	-8.3%	-47.8%	
	$6,956,200	($2,751,300)	$4,035,600	-139.6%	-246.7%	

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 made during each crop year, (may vary from figures presented in financial statements of the respective organizations).
(3) Data received in $US converted to $CDN using Interbank Rate, annual average of daily ask price.
(4) Demurrage presented as negative figures.

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

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

PORT	COMMODITY	CROP YEAR						NOTES
		1999-00	2000-01	2001-2002				
		Aug. 1	Aug. 1	Aug. 1	Sept. 14	Nov. 27	Apr. 15	
VANCOUVER		$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	(5)
	Wheat (excl.Durum)	7.00	7.05	7.26	7.36	7.36	7.36	(4)
	Index	100.0	100.7	103.7	105.1	105.1	105.1	
	Durum	7.00	7.21	7.43	7.53	7.53	7.53	(4)
	Index	100.0	103.0	106.1	107.6	107.6	107.6	
	Barley	8.66	8.76	8.95	9.05	9.05	9.05	
	Index	100.0	101.2	103.3	104.5	104.5	104.5	
	Canola	10.76	10.90	11.12	11.26	11.26	11.26	
	Index	100.0	101.3	103.3	104.6	104.6	104.6	
	Oats	10.98	11.11	11.39	11.51	11.51	11.51	
	Index	100.0	101.2	103.7	104.8	104.8	104.8	
	Peas	9.91	10.49	10.63	10.83	10.83	10.83	
	Index	100.0	105.9	107.3	109.3	109.3	109.3	
	Rye	8.24	10.19	9.91	10.02	10.02	10.02	
	Index	100.0	123.7	120.3	121.6	121.6	121.6	
	Flaxseed	11.28	11.78	11.87	11.87	11.87	11.87	
	Index	100.0	104.4	105.2	105.2	105.2	105.2	
PRINCE RUPERT								
	Wheat (incl.Durum)	6.78	7.00	7.28	7.28	7.28	7.28	
	Index	100.0	103.2	107.4	107.4	107.4	107.4	
	Barley	8.46	8.70	9.05	9.05	9.05	9.05	
	Index	100.0	102.8	107.0	107.0	107.0	107.0	
	Canola	10.85	10.85	11.02	11.02	11.02	11.02	
	Index	100.0	100.0	101.6	101.6	101.6	101.6	
	Oats	11.10	11.10	11.23	11.23	11.23	11.23	
	Index	100.0	100.0	101.2	101.2	101.2	101.2	
	Rye	10.15	10.15	10.35	10.35	10.35	10.35	
	Index	100.0	100.0	102.0	102.0	102.0	102.0	
	Flaxseed	10.38	12.00	12.24	12.24	12.24	12.24	
	Index	100.0	115.6	117.9	117.9	117.9	117.9	
CHURCHILL								
	Wheat (incl.Durum)	6.47	6.47	6.80	6.80	6.80	6.80	
	Index	100.0	100.0	105.1	105.1	105.1	105.1	
	Barley	8.03	8.03	7.50	7.50	7.50	7.50	
	Index	100.0	100.0	93.4	93.4	93.4	93.4	
	Canola	10.09	10.09	10.09	10.09	10.09	10.09	
	Index	100.0	100.0	100.0	100.0	100.0	100.0	
	Oats	10.35	10.35	10.50	10.50	10.50	10.35	
	Index	100.0	100.0	101.4	101.4	101.4	100.0	
	Peas	8.41	8.41	9.00	9.00	9.00	9.00	
	Index	100.0	100.0	107.0	107.0	107.0	107.0	
	Rye	6.63	6.63	6.63	6.63	6.63	7.25	
	Index	100.0	100.0	100.0	100.0	100.0	109.4	
	Flaxseed	9.93	9.93	10.80	10.80	10.80	11.00	
	Index	100.0	100.0	108.8	108.8	108.8	110.8	
THUNDER BAY								(6)
	Wheat (incl.Durum)	6.72	6.78	7.00	7.14	7.14	7.14	
	Index	100.0	100.9	104.2	106.3	106.3	106.3	
	Barley	8.36	8.45	8.67	8.85	8.85	8.85	
	Index	100.0	101.1	103.7	105.9	105.9	105.9	
	Canola	10.80	10.83	10.99	11.09	11.09	11.09	
	Index	100.0	100.3	101.8	102.7	102.7	102.7	
	Oats	10.99	11.11	11.24	11.32	11.32	11.32	
	Index	100.0	101.1	102.3	103.0	103.0	103.0	
	Peas	9.25	9.22	9.61	9.84	9.84	9.84	
	Index	100.0	99.7	103.9	106.4	106.4	106.4	
	Rye	7.02	7.09	7.64	8.05	8.05	8.05	
	Index	100.0	101.0	108.8	114.7	114.7	114.7	
	Flaxseed	10.72	10.77	10.92	11.04	11.04	11.04	
	Index	100.0	100.5	101.9	103.0	103.0	103.0	

NOTES:

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

(1) Charges are calculated on the total weight shipped.
(2) Posted tariffs represent the maximum that companies may charge.
(3) Terminal elevation charges paid by the party loading grain to vessel.
(4) Two terminals at Vancouver posted separate rates for durum for 2000/2001 onward.
(5) Vancouver average based on 5 terminals for 1999/2000 and 6 terminals for 2000/2001and 2001/2002.
(6) Thunder Bay average based on 6 terminals for 1999/2000, 7 terminals for 2000/2001 and Aug. 1/01 (2001/2002), and 8 terminal for the balance of 2001/2002.

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						NOTES
		1999/00	2000/01	2001-2002				
		Aug. 1	Aug. 1	Aug. 1	Sept. 14	Nov. 27	Apr. 15	
VANCOUVER		$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	$/tonne	(4)(6)
	Wheat (incl.Durum)	0.055	0.057	0.058	0.058	0.058	0.058	
	Index	100.0	103.6	105.5	105.5	105.5	105.5	
	Barley	0.069	0.071	0.072	0.072	0.072	0.072	
	Index	100.0	102.9	104.3	104.3	104.3	104.3	
	Canola	0.066	0.068	0.069	0.069	0.069	0.069	
	Index	100.0	103.0	104.5	104.5	104.5	104.5	
	Oats	0.090	0.091	0.093	0.093	0.093	0.093	
	Index	100.0	101.1	103.3	103.3	103.3	103.3	
	Peas	0.055	0.056	0.087	0.087	0.087	0.087	
	Index	100.0	101.8	158.2	158.2	158.2	158.2	
	Rye	0.057	0.058	0.060	0.060	0.060	0.060	
	Index	100.0	101.8	105.3	105.3	105.3	105.3	
	Flaxseed	0.064	0.065	0.068	0.068	0.068	0.068	
	Index	100.0	101.6	106.3	106.3	106.3	106.3	
PRINCE RUPERT								(6)
	Wheat (incl.Durum)	0.060	0.060	0.061	0.061	0.061	0.061	(7)
	Index	100.0	100.0	101.7	101.7	101.7	101.7	
	Barley	0.070	0.070	n/a	n/a	n/a	n/a	(8)
	Index	100.0	100.0	n/a	n/a	n/a	n/a	
	Canola	0.100	0.100	n/a	n/a	n/a	n/a	(8)
	Index	100.0	100.0	n/a	n/a	n/a	n/a	
	Oats	0.084	0.090	n/a	n/a	n/a	n/a	(8)
	Index	100.0	107.1	n/a	n/a	n/a	n/a	
	Rye	0.055	0.060	n/a	n/a	n/a	n/a	(8)
	Index	100.0	109.1	n/a	n/a	n/a	n/a	
	Flaxseed	0.061	0.070	n/a	n/a	n/a	n/a	(8)
	Index	100.0	114.8	n/a	n/a	n/a	n/a	
CHURCHILL								
	Wheat (incl.Durum)	0.053	0.053	0.053	0.053	0.053	0.060	
	Index	100.0	100.0	100.0	100.0	100.0	113.2	
	Barley	0.065	0.065	0.065	0.065	0.065	0.075	
	Index	100.0	100.0	100.0	100.0	100.0	115.4	
	Canola	0.062	0.062	0.062	0.062	0.062	0.070	
	Index	100.0	100.0	100.0	100.0	100.0	112.9	
	Oats	0.085	0.085	0.085	0.085	0.085	0.105	
	Index	100.0	100.0	100.0	100.0	100.0	123.5	
	Peas	0.052	0.052	0.052	0.052	0.052	0.075	
	Index	100.0	100.0	100.0	100.0	100.0	144.2	
	Rye	0.055	0.055	0.055	0.055	0.055	0.070	
	Index	100.0	100.0	100.0	100.0	100.0	127.3	
	Flaxseed	0.061	0.061	0.061	0.061	0.061	0.068	
	Index	100.0	100.0	100.0	100.0	100.0	111.5	
THUNDER BAY								(5)(6)
	Wheat (incl.Durum)	0.053	0.055	0.055	0.055	0.054	0.055	
	Index	100.0	103.8	103.8	103.8	101.9	103.8	
	Barley	0.066	0.067	0.068	0.068	0.067	0.068	
	Index	100.0	101.5	103.0	103.0	101.5	103.0	
	Canola	0.064	0.065	0.065	0.065	0.065	0.065	
	Index	100.0	101.6	101.6	101.6	101.6	101.6	
	Oats	0.088	0.089	0.090	0.090	0.089	0.090	
	Index	100.0	101.1	102.3	102.3	101.1	102.3	
	Peas	0.053	0.054	0.054	0.054	0.054	0.054	
	Index	100.0	101.9	101.9	101.9	101.9	101.9	
	Rye	0.057	0.058	0.058	0.058	0.058	0.058	
	Index	100.0	101.8	101.8	101.8	101.8	101.8	
	Flaxseed	0.063	0.064	0.064	0.064	0.064	0.064	
	Index	100.0	101.6	101.6	101.6	101.6	101.6	

NOTES:

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

(1) For each day or part thereof.
(2) Charges are calculated on the total weight shipped.
(3) Posted tariffs represent the maximum that companies may charge.
(4) Vancouver average based on 5 terminals for both 1999/2000, 2000/2001 and 3 terminals for 2001/2002.
(5) Thunder Bay average based on 6 terminals for 1999/2000, 7 terminals for 2000/2001, 5 terminals for Aug. 1 & Nov. 27, 2001 and 6 terminals for Sept. 14, 2001.
(6) In 2001-02, escalating storage charges have been posted by two terminals at Thunder Bay and by three West Coast terminals (including PRG). These terminals' rates have been excluded from the averages for Thunder Bay and Vancouver presented here. Without average days in store data for the particular terminals posting escalating tariffs, it is not possible to calculate an accurate rate for incorporation into the averages.
(7) Escalating storage charge based on 11.4 days in store - average for wheat during 2000-01 crop year.
(8) Commodities not handled year-to-date in the 2001-02 crop year.

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

PORT	COMMODITY	WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					% VARIANCE	NOTES
			1999/00	2000/01	Q1	Q2	Q3	Q4	TOTAL	YEAR END	
VANCOUVER											
	WHEAT	Average	3.10	2.50	1.76	2.13	3.05	2.43	2.32	-7.0%	(2)(4)
		Standard Deviation	2.23	1.62	1.02	1.15	1.60	1.01	1.26		
		Minimum	0.69	0.77	0.69	0.49	1.09	0.81	0.49		
		Maximum	10.90	8.09	4.35	4.02	6.17	4.12	6.17		
	DURUM	Average	4.08	3.80	2.27	3.61	3.72	3.35	3.21	-15.5%	(4)
		Standard Deviation	5.12	4.46	1.41	3.73	4.21	4.43	3.45		
		Minimum	0.60	0.68	0.51	1.01	0.66	0.38	0.38		
		Maximum	24.81	20.16	4.92	10.85	10.40	13.06	13.06		
	BARLEY	Average	3.28	3.48	5.22	3.40	3.51	1.93	3.52	1.1%	(4)
		Standard Deviation	3.90	4.39	5.76	3.25	2.32	0.91	3.32		
		Minimum	0.64	0.65	1.08	0.39	1.18	1.08	0.39		
		Maximum	19.37	16.51	13.57	7.16	7.03	2.77	13.57		
	CANOLA	Average	2.47	1.94	3.73	3.27	2.90	3.25	3.30	70.2%	(4)
		Standard Deviation	1.91	1.29	2.26	2.24	1.64	1.21	1.84		
		Minimum	0.60	0.62	1.27	1.06	1.24	1.96	1.06		
		Maximum	7.62	5.80	8.14	8.12	6.78	5.56	8.14		
	OATS	Average			1.03	3.16	2.07	1.50	1.93	n/a	(3)
		Standard Deviation			0.45	0.17	1.11	n/a	1.05		
		Minimum			0.41	3.00	1.28	1.50	0.41		
		Maximum			1.37	3.33	2.86	1.50	3.33		
	FLAXSEED	Average	5.84	4.25	6.55	5.69	3.30	6.46	5.66	33.0%	(2)(4)
		Standard Deviation	3.54	2.72	4.98	1.69	1.69	2.69	3.13		
		Minimum	1.88	0.96	1.71	4.00	0.83	3.66	0.83		
		Maximum	16.73	10.30	14.10	7.81	4.68	11.60	14.10		
THUNDER BAY											
	WHEAT	Average	5.60	5.29	5.60	5.10	3.47	2.71	4.26	-19.4%	(2)(4)
		Standard Deviation	4.01	2.54	3.30	3.15	1.61	1.14	2.76		
		Minimum	2.18	1.65	1.43	2.00	1.06	1.76	1.06		
		Maximum	19.57	10.73	12.66	10.94	5.50	5.49	12.66		
	DURUM	Average	4.58	4.74	11.15	7.83	2.96	1.52	5.89	24.3%	(2)(4)
		Standard Deviation	3.12	3.18	6.54	6.14	1.20	1.00	6.08		
		Minimum	1.61	1.68	4.13	1.73	2.07	0.70	0.70		
		Maximum	16.79	14.03	23.46	16.79	5.01	3.66	23.46		
	BARLEY	Average	2.54	4.60		3.81	9.69	7.19	6.94	50.9%	(4)
		Standard Deviation	0.83	4.33		0.33	2.56	3.32	3.25		
		Minimum	1.20	1.23		3.57	7.89	5.26	3.57		
		Maximum	4.31	13.91		4.04	11.50	11.02	11.50		
	CANOLA	Average	2.76	1.89	3.11	2.70	2.37	1.10	2.58	36.2%	(4)
		Standard Deviation	2.35	1.43	2.68	2.44	2.32	0.11	2.23		
		Minimum	0.04	0.51	0.89	0.90	0.73	1.02	0.73		
		Maximum	11.29	6.14	7.60	7.52	4.01	1.18	7.60		
	OATS	Average	2.64	2.45	1.90	1.43	2.18		1.79	-26.6%	(4)
		Standard Deviation	1.99	3.40	1.13	0.36	n/a		0.93		
		Minimum	0.48	0.72	0.78	1.03	2.18		0.78		
		Maximum	6.48	14.44	3.54	1.71	2.18		3.54		
	FLAXSEED	Average	3.47	3.62	2.27	3.19	2.45	2.32	2.53	-30.1%	(4)
		Standard Deviation	2.65	2.16	0.75	1.53	0.93	1.02	1.07		
		Minimum	0.79	0.90	1.42	0.90	1.44	1.03	0.90		
		Maximum	10.80	8.70	3.21	5.06	3.28	3.95	5.06		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly*
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.
(4) Represents year-over-year variance of average ratio for 2000-2001 and 2001-2002 crop years.

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

PORT	COMMODITY	WEEKLY RATIO		CROP YEAR		2001-2002 CROP YEAR					% VARIANCE	NOTES
PACIFIC SEABOARD				1999/00	2000/01	Q1	Q2	Q3	Q4	TOTAL	YEAR END	(1)
	WHEAT	1 CWRS	Average	5.28	4.09	1.49	5.07	3.35	5.89	4.00	-2.1%	(5)
			Standard Deviation	3.83	4.23	1.10	3.51	2.04	6.17	4.02		
			Minimum	1.13	0.09	0.42	0.36	1.43	1.62	0.36		
			Maximum	24.03	23.69	3.38	10.87	7.20	24.39	24.39		
		2 CWRS	Average	0.51	0.52	0.52	0.26	3.44	0.47	1.21	131.9%	(5)
			Standard Deviation	0.62	0.62	0.67	0.16	5.96	0.54	3.22		
			Minimum	0.01	0.01	0.08	0.03	0.28	0.09	0.03		
			Maximum	2.70	3.22	2.53	0.50	18.91	1.65	18.91		
		3 CWRS	Average	4.20	3.53	5.30	3.37	0.81	1.49	3.70	4.6%	(5)
			Standard Deviation	3.78	2.91	3.52	1.71	0.81	n/a	2.94		
			Minimum	0.30	0.58	1.95	1.35	0.24	1.49	0.24		
			Maximum	10.64	11.44	11.69	5.87	1.38	1.49	11.69		
		1 CWES	Average	1.68	0.96	3.59	2.70	0.75	0.62	2.27	137.4%	(5)
			Standard Deviation	1.89	0.49	2.69	0.89	n/a	0.34	2.03		
			Minimum	0.39	0.29	1.87	2.08	0.75	0.38	0.38		
			Maximum	4.49	1.79	6.69	3.33	0.75	0.87	6.69		
		CW FEED	Average	4.18	5.34	2.06		2.35		2.13	-60.1%	(5)
			Standard Deviation	2.46	6.28	1.53		n/a		1.26		
			Minimum	1.10	0.16	0.84		2.35		0.84		
			Maximum	9.00	17.82	3.78		2.35		3.78		
		SW SPRING	Average	2.79							n/a	
			Standard Deviation	2.27								
			Minimum	1.09								
			Maximum	6.55								
		PR SPRING	Average	5.29	6.73	7.43	2.74	1.63	1.59	2.62	-61.1%	(5)
			Standard Deviation	4.80	4.22	2.19	2.53	0.76	0.70	2.38		
			Minimum	1.23	0.64	5.88	0.82	0.68	0.68	0.68		
			Maximum	19.68	14.45	8.98	6.44	2.50	2.39	8.98		
		CWR WINTER	Average		1.33						n/a	
			Standard Deviation		0.56							
			Minimum		0.97							
			Maximum		1.98							
	DURUM	1 CWA	Average	4.10			1.94	1.44	1.90	1.73	n/a	
			Standard Deviation	4.72			0.89	1.22	2.29	1.38		
			Minimum	0.63			1.02	0.28	0.27	0.27		
			Maximum	16.48			2.80	3.13	4.52	4.52		
		2 CWA	Average		3.05	1.22	2.03	0.76	1.08	1.26	-58.7%	(5)
			Standard Deviation		5.80	0.88	0.61	0.96	0.76	0.84		
			Minimum		0.20	0.44	1.50	0.06	0.20	0.06		
			Maximum		19.30	2.17	2.70	1.85	1.75	2.70		
		3 CWA	Average	2.66	1.50	1.36	1.22	0.31	0.76	1.06	-29.2%	(5)
			Standard Deviation	1.60	1.17	1.49	n/a	n/a	0.56	1.08		
			Minimum	0.30	0.34	0.17	1.22	0.31	0.36	0.17		
			Maximum	4.71	4.18	3.52	1.22	0.31	1.16	3.52		
		4 CWA	Average	1.79	2.11	0.97		0.82	0.05	0.64	-69.8%	(5)
			Standard Deviation	0.32	3.49	1.29		n/a	0.01	0.94		
			Minimum	1.57	0.16	0.11		0.82	0.04	0.04		
			Maximum	2.02	9.92	2.45		0.82	0.06	2.45		
	BARLEY	1 CW	Average	2.05	1.81			2.38	1.56	1.97	9.0%	
			Standard Deviation	2.23	2.05			n/a	n/a	0.58		
			Minimum	0.12	0.03			2.38	1.56	1.56		
			Maximum	8.73	7.03			2.38	1.56	2.38		
		2 CW	Average				0.58			0.58	n/a	
			Standard Deviation				0.25			0.25		
			Minimum				0.40			0.40		
			Maximum				0.76			0.76		
	CANOLA	1 CANADA	Average	2.04	1.65	2.94	2.47	2.50	2.94	2.73	65.4%	(5)
			Standard Deviation	1.69	1.12	1.78	1.71	1.47	1.02	1.48		
			Minimum	0.31	0.35	0.91	0.85	1.05	1.80	0.85		
			Maximum	6.47	5.87	6.51	6.25	6.14	4.76	6.51		
		2 CANADA	Average	5.30	5.43		6.63		1.05	4.77	-12.1%	(5)
			Standard Deviation	4.61	3.10		3.71		n/a	4.15		
			Minimum	2.00	2.06		4.01		1.05	1.05		
			Maximum	14.14	9.58		9.26		1.05	9.26		

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

PORT	COMMODITY		WEEKLY RATIO	CROP YEAR		2001-2002 CROP YEAR					% VARIANCE	NOTES
THUNDER BAY				1999/00	2000/01	Q1	Q2	Q3	Q4	TOTAL	YEAR END	
	WHEAT	1 CWRS	Average	5.47	4.80	3.04	3.42	3.62	2.33	2.96	-38.4%	(5)
			Standard Deviation	5.45	4.46	2.38	2.35	2.32	1.50	2.08		
			Minimum	1.32	0.98	1.09	1.46	0.88	1.27	0.88		
			Maximum	24.66	20.39	9.21	8.57	6.97	6.58	9.21		
		2 CWRS	Average	4.53	2.40	2.06	3.82	2.40	1.40	2.28	-5.1%	(5)
			Standard Deviation	3.05	1.48	1.47	3.41	3.48	0.52	2.29		
			Minimum	0.88	0.85	0.43	0.71	0.39	0.74	0.39		
			Maximum	12.87	6.94	5.07	8.42	8.60	2.26	8.60		
		3 CWRS	Average	5.44	7.94	8.06	2.86	0.27	0.48	3.39	-57.4%	(5)
			Standard Deviation	4.59	6.44	4.87	2.66	n/a	0.43	4.46		
			Minimum	1.48	0.94	1.91	0.98	0.27	0.07	0.07		
			Maximum	20.60	24.99	13.83	4.75	0.27	0.95	13.83		
		1 CWES	Average	2.33	1.15	1.09	0.69	0.85	1.35	1.04	-9.9%	(5)
			Standard Deviation	1.67	0.60	0.23	n/a	n/a	n/a	0.26		
			Minimum	0.62	0.28	0.75	0.69	0.85	1.35	0.69		
			Maximum	6.12	1.88	1.22	0.69	0.85	1.35	1.35		
		CW FEED	Average	7.48	7.59	7.21	6.89	4.13	3.70	5.89	-22.3%	(5)
			Standard Deviation	3.27	2.15	3.60	3.51	n/a	0.81	3.11		
			Minimum	3.37	3.77	2.67	3.74	4.13	3.00	2.67		
			Maximum	13.80	10.51	12.32	11.79	4.13	4.67	12.32		
		PR SPRING	Average	2.93	2.54	3.17	2.50		1.77	2.62	3.2%	(5)
			Standard Deviation	1.67	2.28	2.48	1.66		0.39	1.81		
			Minimum	0.88	0.78	1.01	1.28		1.50	1.01		
			Maximum	6.57	8.26	6.72	4.95		2.05	6.72		
		CWR WINTER	Average	1.71	2.44	0.49	2.03		2.53	1.95	-20.1%	(5)
			Standard Deviation	0.67	1.99	n/a	0.68		1.67	1.08		
			Minimum	0.90	1.17	0.49	1.66		1.35	0.49		
			Maximum	2.93	6.99	0.49	3.05		3.72	3.72		
	DURUM	1 CWA	Average	5.54	3.89	3.57	2.78	2.78	1.86	2.56	-34.3%	(5)
			Standard Deviation	4.62	3.59	1.96	2.47	1.34	1.17	1.72		
			Minimum	0.89	0.21	1.79	0.83	1.40	0.82	0.82		
			Maximum	21.35	14.90	6.74	6.74	4.36	3.97	6.74		
		2 CWA	Average	2.61	2.47	5.71	6.21	4.36	0.49	3.63	46.8%	(5)
			Standard Deviation	3.63	1.71	2.92	8.99	3.53	0.45	4.68		
			Minimum	0.07	0.21	2.13	1.00	1.04	0.06	0.06		
			Maximum	19.64	7.23	10.63	22.21	9.19	1.45	22.21		
		3 CWA	Average	2.94	2.96	10.54	12.36	0.70	6.51	8.83	198.0%	(5)
			Standard Deviation	2.54	2.53	2.65	9.25	0.30	5.99	6.60		
			Minimum	0.89	0.90	7.44	2.09	0.49	1.24	0.49		
			Maximum	13.34	10.85	15.10	24.65	0.91	18.94	24.65		
		4 CWA	Average	4.26	7.45	4.14	1.40		1.65	3.11	-58.2%	(5)
			Standard Deviation	2.26	4.74	2.16	0.44		1.68	2.24		
			Minimum	1.68	1.92	1.95	1.09		0.70	0.70		
			Maximum	9.94	16.95	9.40	1.71		4.17	9.40		
	CANOLA	1 CANADA	Average	2.64	1.82	3.02	2.46	5.67	0.91	2.90	59.3%	(5)
			Standard Deviation	2.34	1.38	2.63	2.16	7.23	0.11	3.07		
			Minimum	0.04	0.46	0.85	0.73	0.56	0.83	0.56		
			Maximum	11.26	5.89	7.45	6.23	10.78	0.99	10.78		

NOTES:

Source: Canadian Grain Commission, *Shipment Data Warehouse; Grain Statistics Weekly*
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.
(5) Represents year-over-year variance of average ratio for 2000-2001 and 2001-2002 crop years.

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		2001-2002 CROP YEAR					% VARIANCE	NOTES
			1999/00	2000/01	Q1	Q2	Q3	Q4	TOTAL	YEAR END	
VANCOUVER											
	CWB GRAINS	Average	3.53	2.92	2.49	3.72	3.5	2.83	3.14	7.7%	(1)(5)
		Standard Deviation	3.58	2.78	2.19	4.67	2.8	1.91	3.10		
		Minimum	0.81	0.62	0.81	1.05	0.9	0.71	0.71		
		Maximum	20.48	15.54	10.84	23.47	12.2	8.57	23.47		
	NON-CWB GRAINS	Average	3.57	2.60	4.17	3.79	4.14	4.23	4.07	56.1%	(2)(5)
		Standard Deviation	3.04	2.33	3.10	2.25	2.60	2.48	2.59		
		Minimum	0.29	0.61	0.85	1.40	1.28	1.31	0.85		
		Maximum	16.73	11.57	14.36	8.60	10.23	11.60	14.36		
THUNDER BAY											
	CWB GRAINS	Average	4.55	5.20	7.92	4.74	6.37	3.55	5.47	5.2%	(1)(5)
		Standard Deviation	3.16	3.83	4.41	2.65	6.71	4.06	4.72		
		Minimum	1.47	1.23	2.04	2.13	1.62	0.66	0.66		
		Maximum	20.44	21.80	17.81	10.94	23.10	20.08	23.10		
	NON-CWB GRAINS	Average	3.30	2.81	2.86	2.71	2.29	3.23	2.86	1.9%	(2)(5)
		Standard Deviation	3.51	2.77	2.45	2.15	1.01	1.91	2.07		
		Minimum	0.35	0.51	0.78	0.40	1.00	1.00	0.40		
		Maximum	21.38	16.34	8.05	8.03	4.01	6.68	8.05		

NOTES:

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

(1) For purposes of identifying CWB and non-CWB grains, wheat, durum and barley ratios are attributed to the CWB. A small portion of wheat and barley shipments from Thunder Bay were non-Board feed, accounting for only 37,500 tonnes during the 1999/00 and 2000/01 crop years and 13,400 tonnes during the 2001/02 crop year.

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

(3) See measure 3D-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.

(5) Represents year-over-year variance of average ratio for 2000-2001 and 2001-2002 crop years.

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

PORT	CROP YEAR 1999/00 ($ 000)	CROP YEAR 2000/01 ($ 000)	CROP YEAR 2001/02 ($ 000)	% VARIANCE 99/00-00/01	% VARIANCE 00/01-01/02	NOTES
TOTAL REVENUE						(1)(6)(8)
VANCOUVER						
Elevation Revenue	109,385.6	115,543.3	79,362.2	5.6%	-31.3%	
Cleaning Revenue	38,012.1	36,960.3	25,684.8	-2.8%	-30.5%	
Storage Revenue	10,504.6	10,290.6	8,241.8	-2.0%	-19.9%	
Misc. Services/Other Revenue	12,831.4	13,121.2	9,593.7	2.3%	-26.9%	(2)
Grain and By-Products Revenue	22,010.7	22,972.4	16,787.2	4.4%	-26.9%	(3)
	192,744.5	198,887.7	139,669.7	3.2%	-29.8%	
THUNDER BAY						
Elevation Revenue	45,446.7	42,942.4	36,267.9	-5.5%	-15.5%	
Cleaning Revenue	12,962.1	9,659.2	7,810.8	-25.5%	-19.1%	
Storage Revenue	12,523.9	12,480.9	10,219.6	-0.3%	-18.1%	
Misc. Services/Other Revenue	2,524.4	3,362.2	2,809.5	33.2%	-16.4%	(2)
Grain and By-Products Revenue	8,646.3	7,045.2	7,068.2	-18.5%	0.3%	(3)
	82,103.4	75,489.9	64,176.0	-8.1%	-15.0%	
CWB CARRYING COSTS						(8)
PACIFIC SEABOARD						
Elevation Expense	51,248.2	36,375.4	38,460.4	-29.0%	5.7%	(4)
Storage Expense	7,846.0	6,453.2	6,927.0	-17.8%	7.3%	
Drying Expense	218.9	250.5	131.0	14.5%	-47.7%	(5)
Special Services	4,030.4	5,161.1	3,587.3	28.1%	-30.5%	(6)
	63,343.5	48,240.2	49,105.7	-23.8%	1.8%	
THUNDER BAY						
Elevation Expense	22,532.3	23,471.6	23,895.3	4.2%	1.8%	(4)
Storage Expense	7,703.5	8,560.8	8,427.1	11.1%	-1.6%	
Drying Expense	131.8	69.6	16.1	-47.2%	-76.9%	(5)
Special Services	945.7	2,276.4	2,074.0	140.7%	-8.9%	(6)
	31,313.2	34,378.5	34,412.5	9.8%	0.1%	

NOTES:

Source: Canadian Wheat Board and Western Grain Elevator Association Members

(1) Revenue components as developed by Western Grain Elevator Association members.
(2) Miscellaneous Services/Other Revenues includes overtime loading charges, warfage and berthage fees.
(3) Grain and By-Products Revenues include grain, screenings, pelleting and periodic cut-off revenues earned by terminals.
(4) Includes fobbing charges (Inward and outward elevation) of CWB FOB sales only. Customers pay the fobbing charges on 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 figures for five licensed terminals at Vancouver and for seven licensed terminals at Thunder Bay
(8) Revenue and cost data is un-audited.

Export Basis and Netback Calculation - 1CWRS Wheat

MANITOBA EAST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	46.32		44.48		46.25		-1.84	-4.0%	1.77	4.0%	
Average Freight to Thunder Bay	19.51		18.73		19.48		-0.78	-4.0%	0.75	4.0%	
Average Freight Adjustment Factor	9.78		9.91		11.47		0.13	1.3%	1.56	15.7%	
Average Applicable Freight	29.29		28.64		30.95		-0.65	-2.2%	2.31	8.1%	(1)
Weighted Applicable Freight	28.93		28.52		30.69						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWRS	167.58		176.89		211.54						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	5.40		5.14		1.14						(4)
ADJUSTED CWB FINAL PRICE	172.98		182.03		212.68		9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	28.93	53.4%	28.52	55.7%	30.69	64.7%	-0.41	-1.4%	2.17	7.6%	(1)(2)
OTHER COSTS											
Trucking	5.94	11.0%	6.10	11.9%	6.10	12.9%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	10.61	19.6%	10.58	20.7%	11.31	23.9%	-0.03	-0.3%	0.73	6.9%	
Dockage - Terminal Cleaning	3.51	6.5%	3.52	6.9%	3.65	7.7%	0.01	0.3%	0.13	3.7%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.8%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	10.0%	5.75	11.2%	3.61	7.6%	0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs	25.84		26.33		25.05						
SUB TOTAL - DIRECT COSTS	54.77		54.85		55.74		0.08	0.1%	0.89	1.6%	
PRODUCER BENEFITS											
Trucking Premiums	(0.57)	-1.1%	(3.06)	-6.0%	(5.87)	-12.4%	-2.49	436.8%	-2.81	91.8%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.2%	(2.47)	-5.2%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(0.57)		(3.67)		(8.34)						
TOTAL - EXPORT BASIS	54.20	100.0%	51.18	100.0%	47.40	100.0%	-3.02	-5.6%	-3.78	-7.4%	
VISIBLE NETBACK TO PRODUCERS	118.78		130.85		165.28		12.07	10.2%	34.43	26.3%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Manitoba East region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Export Basis and Netback Calculation - 1CWA Durum

MANITOBA EAST	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne			99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT														
Average Freight to Vancouver	46.32			44.48			46.25			-1.84	-4.0%	1.77	4.0%	
Average Freight to Thunder Bay	19.51			18.73			19.48			-0.78	-4.0%	0.75	4.0%	
Average Freight Adjustment Factor	(0.39)			(0.51)			(0.75)			-0.12	30.8%	-0.24	47.1%	
Average Applicable Freight	19.12			18.22			18.73			-0.90	-4.7%	0.51	2.8%	(1)
Weighted Applicable Freight	18.53			17.57			17.78							(2)
	$/tonne	% of Basis		$/tonne	% of Basis		$/tonne	% of Basis		99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
PRICE														
CWB Final Price 1 CWAD	206.79			234.17			263.74							(3)
PLUS ADJUSTMENTS														
CWB Costs (net)	21.32			23.97			17.35							(4)
ADJUSTED CWB FINAL PRICE	228.11			258.14			281.09			30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS														
FREIGHT COSTS														
Weighted Applicable Freight	18.53	30.7%		17.57	28.3%		17.78	31.4%		-0.96	-5.2%	0.21	1.2%	(1)(2)
OTHER COSTS														
Trucking	5.94	9.9%		6.10	9.8%		6.10	10.8%		0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	10.61	17.6%		10.58	17.0%		11.31	20.0%		-0.03	-0.3%	0.73	6.9%	
Dockage - Terminal Cleaning	3.51	5.8%		3.52	5.7%		3.65	6.5%		0.01	0.3%	0.13	3.7%	
CGC Weighing and Inspection	0.38	0.6%		0.38	0.6%		0.38	0.7%		0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	35.4%		24.58	39.6%		19.82	35.0%		3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs	41.76			45.16			41.26							
SUB TOTAL - DIRECT COSTS	60.29			62.73			59.04			2.44	4.0%	-3.69	-5.9%	
PRODUCER BENEFITS														
Trucking Premiums	0.00	0.0%		0.00	0.0%		0.00	0.0%		0.00	n/a	0.00	n/a	(9)
CWB Transportation Savings	0.00	0.0%		(0.61)	-1.0%		(2.47)	-4.4%		0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	-			(0.61)			(2.47)							
TOTAL - EXPORT BASIS	60.29	100.0%		62.12	100.0%		56.57	100.0%		1.83	3.0%	-5.55	-8.9%	
VISIBLE NETBACK TO PRODUCERS	167.82			196.02			224.52			28.20	16.8%	28.50	14.5%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Manitoba East region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Producer Netback Calculation - 1 Canada Canola

MANITOBA EAST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	236.12		233.97		309.90						(2)
Price Differential	(55.49)		(50.49)		(45.77)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	9.6%	6.10	10.8%	6.10	11.6%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	55.49	90.1%	50.49	89.1%	45.77	87.4%	(5.00)	-9.0%	(4.72)	-9.3%	(3)(4)
Canola Growers Ass'n	0.50	0.8%	0.50	0.9%	0.50	1.0%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	61.93		57.09		52.37		(4.84)	-7.8%	(4.72)	-8.3%	
PRODUCER BENEFITS											
Trucking Premiums	(0.35)	-0.6%	(0.41)	-0.7%	0.00	0.0%	(0.06)	17.1%	0.41	-100.0%	(6)
TOTAL - EXPORT BASIS	61.58	100.0%	56.68	100.0%	52.37	100.0%	(4.90)	-8.0%	(4.31)	-7.6%	
VISIBLE NETBACK TO PRODUCERS	230.03		227.78		303.30		(2.25)	-1.0%	75.52	33.2%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

MANITOBA EAST	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Price Differential											
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.8%	6.10	8.4%	6.10	8.5%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	87.8%	66.21	90.8%	64.43	90.0%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	n/a	0.00	n/a	(7)
TOTAL - EXPORT BASIS	54.93	100.0%	72.95	100.0%	71.61	100.0%	18.02	32.8%	(1.34)	-1.8%	
VISIBLE NETBACK TO PRODUCERS	147.61		121.65		208.24		(25.96)	-17.6%	86.59	71.2%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Refundable levy of .5% of Grower Bid Price.

(7) Insufficient volume of yellow peas handled at reporting stations in this region to adequately measure premiums.

Export Basis and Netback Calculation - 1CWRS Wheat

MANITOBA WEST	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne			99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT														
Average Freight to Vancouver	43.15			41.43			43.09			-1.72	-4.0%	1.66	4.0%	
Average Freight to Thunder Bay	23.71			22.77			23.68			-0.94	-4.0%	0.91	4.0%	
Average Freight Adjustment Factor	10.03			10.23			11.69			0.20	2.0%	1.46	14.3%	
Average Applicable Freight	33.74			33.00			35.36			-0.74	-2.2%	2.36	7.2%	(1)
Weighted Applicable Freight	33.90			32.60			34.94							(2)
	$/tonne	% of Basis		$/tonne	% of Basis		$/tonne	% of Basis		99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
PRICE														
CWB Final Price 1 CWRS	167.58			176.89			211.54							(3)
PLUS ADJUSTMENTS														
CWB Costs (net)	5.40			5.14			1.14							(4)
ADJUSTED CWB FINAL PRICE	172.98			182.03			212.68			9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS														
FREIGHT COSTS														
Weighted Applicable Freight	33.90	58.7%		32.60	58.0%		34.94	64.3%		-1.30	-3.8%	2.34	7.2%	(1)(2)
Weighted CFAR				(0.24)	-0.4%		(0.44)	-0.8%		0.24	n/a	0.20	83.3%	(11)
OTHER COSTS														
Trucking	5.94	10.3%		6.10	10.9%		6.10	11.2%		0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	10.61	18.4%		10.58	18.8%		11.31	20.8%		-0.03	-0.3%	0.73	6.9%	
Dockage - Terminal Cleaning	3.51	6.1%		3.52	6.3%		3.65	6.7%		0.01	0.3%	0.13	3.7%	
CGC Weighing and Inspection	0.38	0.7%		0.38	0.7%		0.38	0.7%		0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.3%		5.75	10.2%		3.61	6.6%		0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs	25.84			26.33			25.05							
SUB TOTAL - DIRECT COSTS	59.74			58.69			59.55			-1.05	-1.8%	0.86	1.5%	
PRODUCER BENEFITS														
Trucking Premiums	(1.94)	-3.4%		(1.91)	-3.4%		(2.76)	-5.1%		0.03	-1.5%	-0.85	44.5%	(9)
CWB Transportation Savings	0.00	0.0%		(0.61)	-1.1%		(2.47)	-4.5%		0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(1.94)			(2.52)			(5.23)							
TOTAL - EXPORT BASIS	57.80	100.0%		56.17	100.0%		54.32	100.0%		-1.63	-2.8%	-1.85	-3.3%	
VISIBLE NETBACK TO PRODUCERS	115.18			125.86			158.36			10.68	9.3%	32.50	25.8%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Manitoba West region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).
(11) CFAR = Chruchill Freight Advantage Rebate - intoduced in 2000/01 to return the market sustainable freight advantage to farmers in the Churchill catchment area.

Export Basis and Netback Calculation - 1CWA Durum

MANITOBA WEST	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne			99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT														
Average Freight to Vancouver	43.15			41.43			43.09			-1.72	-4.0%	1.66	4.0%	
Average Freight to Thunder Bay	23.71			22.77			23.68			-0.94	-4.0%	0.91	4.0%	
Average Freight Adjustment Factor	0.27			(0.01)			(0.13)			-0.28	-103.7%	-0.12	1200.0%	
Average Applicable Freight	23.98			22.75			23.55			-1.23	-5.1%	0.80	3.5%	(1)
Weighted Applicable Freight	23.61			21.49			22.20							(2)
		$/tonne	% of Basis		$/tonne	% of Basis		$/tonne	% of Basis	99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
PRICE														
CWB Final Price 1 CWAD		206.79			234.17			263.74						(3)
PLUS ADJUSTMENTS														
CWB Costs (net)		21.32			23.97			17.35						(4)
ADJUSTED CWB FINAL PRICE		228.11			258.14			281.09		30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS														
FREIGHT COSTS														
Weighted Applicable Freight		23.61	36.1%		21.49	32.5%		22.20	36.4%	-2.12	-9.0%	0.71	3.3%	(1)(2)
OTHER COSTS														
Trucking	5.94		9.1%	6.10		9.2%	6.10		10.0%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	10.61		16.2%	10.58		16.0%	11.31		18.5%	-0.03	-0.3%	0.73	6.9%	
Dockage - Terminal Cleaning	3.51		5.4%	3.52		5.3%	3.65		6.0%	0.01	0.3%	0.13	3.7%	
CGC Weighing and Inspection	0.38		0.6%	0.38		0.6%	0.38		0.6%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32		32.6%	24.58		37.2%	19.82		32.5%	3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs		41.76			45.16			41.26						
SUB TOTAL - DIRECT COSTS		65.37			66.65			63.46		1.28	2.0%	-3.19	-4.8%	
PRODUCER BENEFITS														
Trucking Premiums	0.00		0.0%	0.00		0.0%	0.00		0.0%	0.00	n/a	0.00	n/a	(9)
CWB Transportation Savings	0.00		0.0%	(0.61)		-0.9%	(2.47)		-4.0%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits		-			(0.61)			(2.47)						
TOTAL - EXPORT BASIS		65.37	100.0%		66.04	100.0%		60.99	100.0%	0.67	1.0%	-5.05	-7.6%	
VISIBLE NETBACK TO PRODUCERS		162.74			192.10			220.10		29.36	18.0%	28.00	14.6%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Manitoba West region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Producer Netback Calculation - 1 Canada Canola

MANITOBA WEST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	236.84		232.14		308.88						(2)
Price Differential	(54.77)		(52.32)		(46.79)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.1%	6.10	10.7%	6.10	11.6%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	54.77	93.4%	52.32	91.4%	46.79	89.3%	(2.45)	-4.5%	(5.53)	-10.6%	(3)(4)
Canola Growers Ass'n	0.50	0.9%	0.50	0.9%	0.50	1.0%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	61.21		58.92		53.39		(2.29)	-3.7%	(5.53)	-9.4%	
PRODUCER BENEFITS											
Trucking Premiums	(2.54)	-4.3%	(1.67)	-2.9%	(0.97)	-1.9%	0.87	-34.3%	0.70	-41.9%	(6)
TOTAL - EXPORT BASIS	58.67	100.0%	57.25	100.0%	52.42	100.0%	(1.42)	-2.4%	(4.83)	-8.4%	
VISIBLE NETBACK TO PRODUCERS	232.94		227.21		303.25		(5.73)	-2.5%	76.04	33.5%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

MANITOBA WEST	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Price Differential											
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.8%	6.10	8.4%	6.10	8.5%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	87.8%	66.21	90.8%	64.43	90.0%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	n/a	0.00	n/a	(7)
TOTAL - EXPORT BASIS	54.93	100.0%	72.95	100.0%	71.61	100.0%	18.02	32.8%	(1.34)	-1.8%	
VISIBLE NETBACK TO PRODUCERS	147.61		121.65		208.24		(25.96)	-17.6%	86.59	71.2%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Refundable levy of .5% of Grower Bid Price.

(7) Insufficient volume of yellow peas handled at reporting stations in this region to adequately measure premiums.

Export Basis and Netback Calculation - 1CWRS Wheat

SASKATCHEWAN NORTHEAST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	40.00		38.39		39.77		-1.61	-4.0%	1.38	3.6%	
Average Freight to Thunder Bay	27.79		26.68		27.74		-1.11	-4.0%	1.06	4.0%	
Average Freight Adjustment Factor	9.28		10.43		11.88		1.15	12.4%	1.45	13.9%	
Average Applicable Freight	37.06		37.10		39.62		0.04	0.1%	2.52	6.8%	(1)
Weighted Applicable Freight	36.19		35.91		37.92						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWRS	167.58		176.89		211.54						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	5.40		5.14		1.14						(4)
ADJUSTED CWB FINAL PRICE	172.98		182.03		212.68		9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	36.19	62.3%	35.91	67.7%	37.92	73.0%	-0.28	-0.8%	2.01	5.6%	(1)(2)
Weighted CFAR			(5.16)	-9.7%	(4.62)	-8.9%	5.16	n/a	-0.54	-10.5%	(11)
OTHER COSTS											
Trucking	5.94	10.2%	6.10	11.5%	6.10	11.7%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.41	16.2%	9.60	18.1%	10.59	20.4%	0.19	2.0%	0.99	10.3%	
Dockage - Terminal Cleaning	3.63	6.2%	3.63	6.8%	3.77	7.3%	0.00	0.0%	0.14	3.9%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.3%	5.75	10.8%	3.61	6.9%	0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs	24.76		25.46		24.45						
SUB TOTAL - DIRECT COSTS	60.95		56.21		57.75		-4.74	-7.8%	1.54	2.7%	
PRODUCER BENEFITS											
Trucking Premiums	(2.85)	-4.9%	(2.53)	-4.8%	(3.30)	-6.3%	0.32	-11.2%	-0.77	30.4%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.1%	(2.47)	-4.8%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(2.85)		(3.14)		(5.77)						
TOTAL - EXPORT BASIS	58.10	100.0%	53.07	100.0%	51.98	100.0%	-5.03	-8.7%	-1.09	-2.1%	
VISIBLE NETBACK TO PRODUCERS	114.88		128.96		160.70		14.08	12.3%	31.74	24.6%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Saskatchewan Northeast region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).
(11) CFAR = Chruchill Freight Advantage Rebate - intoduced in 2000/01 to return the market sustainable freight advantage to farmers in the Churchill catchment area.

Export Basis and Netback Calculation - 1CWA Durum

SASKATCHEWAN NORTHEAST	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne			99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT														
Average Freight to Vancouver	40.00			38.39			39.77			-1.61	-4.0%	1.38	3.6%	
Average Freight to Thunder Bay	27.79			26.68			27.74			-1.11	-4.0%	1.06	4.0%	
Average Freight Adjustment Factor	0.62			0.26			0.12			-0.36	-58.1%	-0.14	-53.8%	
Average Applicable Freight	28.41			26.94			27.86			-1.47	-5.2%	0.92	3.4%	(1)
Weighted Applicable Freight	27.63			26.94			27.86							(2)(11)
		$/tonne	% of Basis		$/tonne	% of Basis		$/tonne	% of Basis	99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
PRICE														
CWB Final Price 1 CWAD		206.79			234.17			263.74						(3)
PLUS ADJUSTMENTS														
CWB Costs (net)		21.32			23.97			17.35						(4)
ADJUSTED CWB FINAL PRICE		228.11			258.14			281.09		30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS														
FREIGHT COSTS														
Weighted Applicable Freight		27.63	40.4%		26.94	38.1%		27.86	42.2%	-0.69	-2.5%	0.92	3.4%	(1)(2)
OTHER COSTS														
Trucking	5.94		8.7%	6.10		8.6%	6.10		9.2%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.41		13.8%	9.60		13.6%	10.59		16.0%	0.19	2.0%	0.99	10.3%	
Dockage - Terminal Cleaning	3.63		5.3%	3.63		5.1%	3.77		5.7%	0.00	0.0%	0.14	3.9%	
CGC Weighing and Inspection	0.38		0.6%	0.38		0.5%	0.38		0.6%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32		31.2%	24.58		34.8%	19.82		30.0%	3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs		40.68			44.29			40.66						
SUB TOTAL - DIRECT COSTS		68.31			71.23			68.52		2.92	4.3%	-2.71	-3.8%	
PRODUCER BENEFITS														
Trucking Premiums	0.00		0.0%	0.00		0.0%	0.00		0.0%	0.00	n/a	0.00	n/a	(9)
CWB Transportation Savings	0.00		0.0%	(0.61)		-0.9%	(2.47)		-3.7%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits		-			(0.61)			(2.47)						
TOTAL - EXPORT BASIS		68.31	100.0%		70.62	100.0%		66.05	100.0%	2.31	3.4%	-4.57	-6.5%	
VISIBLE NETBACK TO PRODUCERS		159.80			187.52			215.04		27.72	17.3%	27.52	14.7%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Saskatchewan Northeast region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).
(11) 2000/01 & 2001/02 Weighted Applicable Freight = Average Applicable Freight due to low volume handled at surveyed stations.

Producer Netback Calculation - 1 Canada Canola

SASKATCHEWAN NORTHEAST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	242.21		236.78		314.36						(2)
Price Differential	(49.40)		(47.68)		(41.31)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.9%	6.10	11.4%	6.10	12.8%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	49.40	90.8%	47.68	88.9%	41.31	86.8%	(1.72)	-3.5%	(6.37)	-13.4%	(3)(4)
Canola Growers Ass'n	0.50	0.9%	0.50	0.9%	0.50	1.1%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	55.84		54.28		47.91		(1.56)	-2.8%	(6.37)	-11.7%	
PRODUCER BENEFITS											
Trucking Premiums	(1.46)	-2.7%	(0.62)	-1.2%	(0.31)	-0.7%	0.84	-57.5%	0.31	-50.0%	(6)
TOTAL - EXPORT BASIS	54.38	100.0%	53.66	100.0%	47.60	100.0%	(0.72)	-1.3%	(6.06)	-11.3%	
VISIBLE NETBACK TO PRODUCERS	237.23		230.80		308.07		(6.43)	-2.7%	77.27	33.5%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

SASKATCHEWAN NORTHEAST	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
							99/00-00/01		00/01-01/02		
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	per cent	$/tonne	per cent	
Price Differential											
Weekly Dealer Closing Price	CDN$/tonne 202.54		CDN$/tonne 194.60		CDN$/tonne 279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.8%	6.10	8.4%	6.10	8.6%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	87.8%	66.21	91.0%	64.43	90.8%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	0.00	0.0%	(0.16)	-0.2%	(0.65)	-0.9%	0.16	n/a	0.49	306.3%	(7)
TOTAL - EXPORT BASIS	54.93	100.0%	72.79	100.0%	70.96	100.0%	17.86	32.5%	(1.83)	-2.5%	
VISIBLE NETBACK TO PRODUCERS	147.61		121.81		208.89		(25.80)	-17.5%	87.08	71.5%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Compulsory levy of .5% of Grower Bid Price.

(7) Insufficient volume of yellow peas handled at reporting stations in this region during 1999/2000 to adequately measure premiums.

Export Basis and Netback Calculation - 1CWRS Wheat

SASKATCHEWAN NORTHWEST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	34.66		33.39		34.51		-1.27	-3.7%	1.12	3.4%	
Average Freight to Thunder Bay	33.06		31.74		32.79		-1.32	-4.0%	1.05	3.3%	
Average Freight Adjustment Factor	10.37		10.43		11.88		0.06	0.6%	1.45	13.9%	
Average Applicable Freight	34.66		33.39		34.51		-1.27	-3.7%	1.12	3.4%	**(1)**
Weighted Applicable Freight	34.39		32.79		33.65						**(2)**
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWRS	167.58		176.89		211.54						**(3)**
PLUS ADJUSTMENTS											
CWB Costs (net)	5.40		5.14		1.14						**(4)**
ADJUSTED CWB FINAL PRICE	172.98		182.03		212.68		9.05	5.2%	30.65	16.8%	**(5)**
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	34.39	61.0%	32.79	60.7%	33.65	65.7%	-1.60	-4.7%	0.86	2.6%	**(1)(2)**
OTHER COSTS											
Trucking	5.94	10.5%	6.10	11.3%	6.10	11.9%	0.16	2.7%	0.00	0.0%	**(6)**
Primary Elevation	9.41	16.7%	9.60	17.8%	10.59	20.7%	0.19	2.0%	0.99	10.3%	
Dockage - Terminal Cleaning	3.63	6.4%	3.63	6.7%	3.77	7.4%	0.00	0.0%	0.14	3.9%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.00	0.0%	0.00	0.0%	**(7)**
CWB Costs (gross)	5.40	9.6%	5.75	10.6%	3.61	7.0%	0.35	6.5%	-2.14	-37.2%	**(8)**
Sub Total - Other Costs	24.76		25.46		24.45						
SUB TOTAL - DIRECT COSTS	59.15		58.25		58.10		-0.90	-1.5%	-0.15	-0.3%	
PRODUCER BENEFITS											
Trucking Premiums	(2.73)	-4.8%	(3.60)	-6.7%	(4.40)	-8.6%	-0.87	31.9%	-0.80	22.2%	**(9)**
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.1%	(2.47)	-4.8%	0.61	n/a	1.86	304.9%	**(10)**
Subtotal - Benefits	(2.73)		(4.21)		(6.87)						
TOTAL - EXPORT BASIS	56.42	100.0%	54.04	100.0%	51.23	100.0%	-2.38	-4.2%	-2.81	-5.2%	
VISIBLE NETBACK TO PRODUCERS	116.56		127.99		161.45		11.43	9.8%	33.46	26.1%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Saskatchewan Northwest region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Export Basis and Netback Calculation - 1CWA Durum

SASKATCHEWAN NORTHWEST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	34.66		33.39		34.51		-1.27	-3.7%	1.12	3.4%	
Average Freight to Thunder Bay	33.06		31.74		32.79		-1.32	-4.0%	1.05	3.3%	
Average Freight Adjustment Factor	0.62		0.26		0.12		-0.36	-58.1%	-0.14	-53.8%	
Average Applicable Freight	33.68		32.00		32.91		-1.68	-5.0%	0.91	2.8%	(1)
Weighted Applicable Freight	33.56		31.91		32.57						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWAD	206.79		234.17		263.74						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	21.32		23.97		17.35						(4)
ADJUSTED CWB FINAL PRICE	228.11		258.14		281.09		30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	33.56	47.6%	31.91	44.1%	32.57	49.2%	-1.65	-4.9%	0.66	2.1%	(1)(2)
OTHER COSTS											
Trucking	5.94	8.4%	6.10	8.4%	6.10	9.2%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.41	13.3%	9.60	13.3%	10.59	16.0%	0.19	2.0%	0.99	10.3%	
Dockage - Terminal Cleaning	3.63	5.1%	3.63	5.0%	3.77	5.7%	0.00	0.0%	0.14	3.9%	
CGC Weighing and Inspection	0.38	0.5%	0.38	0.5%	0.38	0.6%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	30.2%	24.58	34.0%	19.82	29.9%	3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs	40.68		44.29		40.66						
SUB TOTAL - DIRECT COSTS	74.24		76.20		73.23		1.96	2.6%	-2.97	-3.9%	
PRODUCER BENEFITS											
Trucking Premiums	(3.71)	-5.3%	(3.23)	-4.5%	(4.50)	-6.8%	0.48	-12.9%	-1.27	39.3%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.8%	(2.47)	-3.7%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(3.71)		(3.84)		(6.97)						
TOTAL - EXPORT BASIS	70.53	100.0%	72.36	100.0%	66.26	100.0%	1.83	2.6%	-6.10	-8.4%	
VISIBLE NETBACK TO PRODUCERS	157.58		185.78		214.83		28.20	17.9%	29.05	15.6%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Saskatchewan Northwest region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Producer Netback Calculation - 1 Canada Canola

SASKATCHEWAN NORTHWEST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	243.76		239.60		320.14						(2)
Price Differential	(47.85)		(44.86)		(35.53)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	11.7%	6.10	12.6%	6.10	15.3%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	47.85	94.0%	44.86	92.8%	35.53	89.1%	(2.99)	-6.2%	(9.33)	-20.8%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.0%	0.50	1.3%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	54.29		51.46		42.13		(2.83)	-5.2%	(9.33)	-18.1%	
PRODUCER BENEFITS											
Trucking Premiums	(3.41)	-6.7%	(3.11)	-6.4%	(2.25)	-5.6%	0.30	-8.8%	0.86	-27.7%	(6)
TOTAL - EXPORT BASIS	50.88	100.0%	48.35	100.0%	39.88	100.0%	(2.53)	-5.0%	(8.47)	-17.5%	
VISIBLE NETBACK TO PRODUCERS	240.73		236.11		315.79		(4.62)	-1.9%	79.68	33.7%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

SASKATCHEWAN NORTHWEST	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Price Differential											
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.8%	6.10	8.4%	6.10	8.5%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	87.9%	66.21	91.2%	64.43	90.2%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	(0.09)	-0.2%	(0.33)	-0.5%	(0.18)	-0.3%	0.24	266.7%	(0.15)	-45.5%	(7)
TOTAL - EXPORT BASIS	54.84	100.0%	72.62	100.0%	71.43	100.0%	17.78	32.4%	(1.19)	-1.6%	
VISIBLE NETBACK TO PRODUCERS	147.70		121.98		208.42		(25.72)	-17.4%	86.44	70.9%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Compulsory levy of .5% of Grower Bid Price.

(7) Premiums not paid by all grain companies.

Export Basis and Netback Calculation - 1CWRS Wheat

SASKATCHEWAN SOUTHEAST	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne			99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT														
Average Freight to Vancouver	38.60			36.55			38.01			-2.05	-5.3%	1.46	4.0%	
Average Freight to Thunder Bay	26.03			25.45			26.46			-0.58	-2.2%	1.01	4.0%	
Average Freight Adjustment Factor	10.06			10.32			11.78			0.26	2.6%	1.46	14.1%	
Average Applicable Freight	36.09			35.77			38.01			-0.32	-0.9%	2.24	6.3%	(1)
Weighted Applicable Freight	37.33			35.78			37.39							(2)
		$/tonne	% of Basis		$/tonne	% of Basis		$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE														
CWB Final Price 1 CWRS		167.58			176.89			211.54						(3)
PLUS ADJUSTMENTS														
CWB Costs (net)		5.40			5.14			1.14						(4)
ADJUSTED CWB FINAL PRICE		172.98			182.03			212.68		9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS														
FREIGHT COSTS														
Weighted Applicable Freight		37.33	62.8%		35.78	62.2%		37.39	66.5%	-1.55	-4.2%	1.61	4.5%	(1)(2)
OTHER COSTS														
Trucking	5.94		10.0%	6.10		10.6%	6.10		10.9%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.41		15.8%	9.60		16.7%	10.59		18.8%	0.19	2.0%	0.99	10.3%	
Dockage - Terminal Cleaning	3.63		6.1%	3.63		6.3%	3.77		6.7%	0.00	0.0%	0.14	3.9%	
CGC Weighing and Inspection	0.38		0.6%	0.38		0.7%	0.38		0.7%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40		9.1%	5.75		10.0%	3.61		6.4%	0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs		24.76			25.46			24.45						
SUB TOTAL - DIRECT COSTS		62.09			61.24			61.84		-0.85	-1.4%	0.60	1.0%	
PRODUCER BENEFITS														
Trucking Premiums	(2.69)		-4.5%	(3.07)		-5.3%	(3.16)		-5.6%	-0.38	14.1%	-0.09	2.9%	(9)
CWB Transportation Savings	0.00		0.0%	(0.61)		-1.1%	(2.47)		-4.4%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits		(2.69)			(3.68)			(5.63)						
TOTAL - EXPORT BASIS		59.40	100.0%		57.56	100.0%		56.21	100.0%	-1.84	-3.1%	-1.35	-2.3%	
VISIBLE NETBACK TO PRODUCERS		113.58			124.47			156.47		10.89	9.6%	32.00	25.7%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Saskatchewan Southeast region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Export Basis and Netback Calculation - 1CWA Durum

SASKATCHEWAN SOUTHEAST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	38.60		36.55		38.01		-2.05	-5.3%	1.46	4.0%	
Average Freight to Thunder Bay	26.03		25.45		26.46		-0.58	-2.2%	1.01	4.0%	
Average Freight Adjustment Factor	0.01		(0.03)		0.16		-0.04	-400.0%	0.19	-633.3%	
Average Applicable Freight	26.04		25.41		26.33		-0.63	-2.4%	0.92	3.6%	**(1)**
Weighted Applicable Freight	27.53		26.36		27.22						**(2)**
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWAD	206.79		234.17		263.74						**(3)**
PLUS ADJUSTMENTS											
CWB Costs (net)	21.32		23.97		17.35						**(4)**
ADJUSTED CWB FINAL PRICE	228.11		258.14		281.09		30.03	13.2%	22.95	8.9%	**(5)**
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	27.53	42.2%	26.36	39.3%	27.22	44.0%	-1.17	-4.2%	0.86	3.3%	**(1)(2)**
OTHER COSTS											
Trucking	5.94	9.1%	6.10	9.1%	6.10	9.9%	0.16	2.7%	0.00	0.0%	**(6)**
Primary Elevation	9.41	14.4%	9.60	14.3%	10.59	17.1%	0.19	2.0%	0.99	10.3%	
Dockage - Terminal Cleaning	3.63	5.6%	3.63	5.4%	3.77	6.1%	0.00	0.0%	0.14	3.9%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.6%	0.38	0.6%	0.00	0.0%	0.00	0.0%	**(7)**
CWB Costs (gross)	21.32	32.7%	24.58	36.7%	19.82	32.0%	3.26	15.3%	-4.76	-19.4%	**(8)**
Sub Total - Other Costs	40.68		44.29		40.66						
SUB TOTAL - DIRECT COSTS	68.21		70.65		67.88		2.44	3.6%	-2.77	-3.9%	
PRODUCER BENEFITS											
Trucking Premiums	(2.99)	-4.6%	(3.00)	-4.5%	(3.49)	-5.6%	-0.01	0.3%	-0.49	16.3%	**(9)**
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-4.0%	0.61	n/a	1.86	304.9%	**(10)**
Subtotal - Benefits	(2.99)		(3.61)		(5.96)						
TOTAL - EXPORT BASIS	65.22	100.0%	67.04	100.0%	61.92	100.0%	1.82	2.8%	-5.12	-7.6%	
VISIBLE NETBACK TO PRODUCERS	162.89		191.10		219.17		28.21	17.3%	28.07	14.7%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Saskatchewan Southeast region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Producer Netback Calculation - 1 Canada Canola

SASKATCHEWAN SOUTHEAST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	239.81		240.09		314.81						(2)
Price Differential	(51.80)		(44.37)		(40.86)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.3%	6.10	12.2%	6.10	13.0%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	51.80	90.1%	44.37	88.4%	40.86	87.0%	(7.43)	-14.3%	(3.51)	-7.9%	(3)(4)
Canola Growers Ass'n	0.50	0.9%	0.50	1.0%	0.50	1.1%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	58.24		50.97		47.46		(7.27)	-12.5%	(3.51)	-6.9%	
PRODUCER BENEFITS											
Trucking Premiums	(0.77)	-1.3%	(0.79)	-1.6%	(0.49)	-1.0%	(0.02)	2.6%	0.30	-38.0%	(6)
TOTAL - EXPORT BASIS	57.47	100.0%	50.18	100.0%	46.97	100.0%	(7.29)	-12.7%	(3.21)	-6.4%	
VISIBLE NETBACK TO PRODUCERS	234.14		234.28		308.70		0.14	0.1%	74.42	31.8%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

SASKATCHEWAN SOUTHEAST	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Price Differential											
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.9%	6.10	8.4%	6.10	8.5%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	88.1%	66.21	90.8%	64.43	90.0%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	(0.21)	-0.4%	(0.02)	0.0%	(0.01)	0.0%	(0.19)	-90.5%	(0.01)	-50.0%	(7)
TOTAL - EXPORT BASIS	54.72	100.0%	72.93	100.0%	71.60	100.0%	18.21	33.3%	(1.33)	-1.8%	
VISIBLE NETBACK TO PRODUCERS	147.82		121.67		208.25		(26.15)	-17.7%	86.58	71.2%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Compulsory levy of .5% of Grower Bid Price.

(7) Premiums not paid by all grain companies.

Export Basis and Netback Calculation - 1CWRS Wheat

SASKATCHEWAN SOUTHWEST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	34.34		32.97		34.29		-1.37	-4.0%	1.32	4.0%	
Average Freight to Thunder Bay	31.61		30.35		31.56		-1.26	-4.0%	1.21	4.0%	
Average Freight Adjustment Factor	10.37		10.43		11.88		0.06	0.6%	1.45	13.9%	
Average Applicable Freight	34.34		32.97		34.29		-1.37	-4.0%	1.32	4.0%	(1)
Weighted Applicable Freight	35.59		32.22		33.70						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWRS	167.58		176.89		211.54						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	5.40		5.14		1.14						(4)
ADJUSTED CWB FINAL PRICE	172.98		182.03		212.68		9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	35.59	62.2%	32.22	59.5%	33.70	65.4%	-3.37	-9.5%	1.48	4.6%	(1)(2)
OTHER COSTS											
Trucking	5.94	10.4%	6.10	11.3%	6.10	11.8%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.41	16.4%	9.60	17.7%	10.59	20.6%	0.19	2.0%	0.99	10.3%	
Dockage - Terminal Cleaning	3.63	6.3%	3.63	6.7%	3.77	7.3%	0.00	0.0%	0.14	3.9%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.7%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.4%	5.75	10.6%	3.61	7.0%	0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs	24.76		25.46		24.45						
SUB TOTAL - DIRECT COSTS	60.35		57.68		58.15		-2.67	-4.4%	0.47	0.8%	
PRODUCER BENEFITS											
Trucking Premiums	(3.13)	-5.5%	(2.96)	-5.5%	(4.19)	-8.1%	0.17	-5.4%	-1.23	41.6%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.1%	(2.47)	-4.8%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(3.13)		(3.57)		(6.66)						
TOTAL - EXPORT BASIS	57.22	100.0%	54.11	100.0%	51.49	100.0%	-3.11	-5.4%	-2.62	-4.8%	
VISIBLE NETBACK TO PRODUCERS	115.76		127.92		161.19		12.16	10.5%	33.27	26.0%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Saskatchewan Southwest region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Export Basis and Netback Calculation - 1CWA Durum

SASKATCHEWAN SOUTHWEST	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne			99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT														
Average Freight to Vancouver	34.34			32.97			34.29			-1.37	-4.0%	1.32	4.0%	
Average Freight to Thunder Bay	31.61			30.35			31.56			-1.26	-4.0%	1.21	4.0%	
Average Freight Adjustment Factor	0.62			0.26			0.12			-0.36	-58.1%	-0.14	-53.8%	
Average Applicable Freight	32.23			30.61			31.68			-1.62	-5.0%	1.07	3.5%	(1)
Weighted Applicable Freight	30.78			29.25			30.20							(2)
		$/tonne	% of Basis		$/tonne	% of Basis		$/tonne	% of Basis	99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
PRICE														
CWB Final Price 1 CWAD		206.79			234.17			263.74						(3)
PLUS ADJUSTMENTS														
CWB Costs (net)		21.32			23.97			17.35						(4)
ADJUSTED CWB FINAL PRICE		228.11			258.14			281.09		30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS														
FREIGHT COSTS														
Weighted Applicable Freight		30.78	45.2%		29.25	42.3%		30.20	47.1%	-1.53	-5.0%	0.95	3.2%	(1)(2)
OTHER COSTS														
Trucking	5.94		8.7%	6.10		8.8%	6.10		9.5%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.41		13.8%	9.60		13.9%	10.59		16.5%	0.19	2.0%	0.99	10.3%	
Dockage - Terminal Cleaning	3.63		5.3%	3.63		5.2%	3.77		5.9%	0.00	0.0%	0.14	3.9%	
CGC Weighing and Inspection	0.38		0.6%	0.38		0.5%	0.38		0.6%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32		31.3%	24.58		35.5%	19.82		30.9%	3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs		40.68			44.29			40.66						
SUB TOTAL - DIRECT COSTS		71.46			73.54			70.86		2.08	2.9%	-2.68	-3.6%	
PRODUCER BENEFITS														
Trucking Premiums	(3.34)		-4.9%	(3.72)		-5.4%	(4.29)		-6.7%	-0.38	11.4%	-0.57	15.3%	(9)
CWB Transportation Savings	0.00		0.0%	(0.61)		-0.9%	(2.47)		-3.9%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits		(3.34)			(4.33)			(6.76)						
TOTAL - EXPORT BASIS		68.12	100.0%		69.21	100.0%		64.10	100.0%	1.09	1.6%	-5.11	-7.4%	
VISIBLE NETBACK TO PRODUCERS		159.99			188.93			216.99		28.94	18.1%	28.06	14.9%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Saskatchewan Southwest region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Producer Netback Calculation - 1 Canada Canola

SASKATCHEWAN SOUTHWEST	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	240.64		241.34		318.28						(2)
Price Differential	(50.97)		(43.12)		(37.39)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.7%	6.10	12.3%	6.10	14.0%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	50.97	91.4%	43.12	87.2%	37.39	85.5%	(7.85)	-15.4%	(5.73)	-13.3%	(3)(4)
Canola Growers Ass'n	0.50	0.9%	0.50	1.0%	0.50	1.1%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	57.41		49.72		43.99		(7.69)	-13.4%	(5.73)	-11.5%	
PRODUCER BENEFITS											
Trucking Premiums	(1.66)	-3.0%	(0.28)	-0.6%	(0.28)	-0.6%	1.38	-83.1%	0.00	0.0%	(6)
TOTAL - EXPORT BASIS	55.75	100.0%	49.44	100.0%	43.71	100.0%	(6.31)	-11.3%	(5.73)	-11.6%	
VISIBLE NETBACK TO PRODUCERS	235.86		235.02		311.96		(0.84)	-0.4%	76.94	32.7%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

SASKATCHEWAN SOUTHWEST	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
							99/00-00/01		00/01-01/02		
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	per cent	$/tonne	per cent	
Price Differential	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.9%	6.10	8.4%	6.10	8.6%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	88.2%	66.21	91.0%	64.43	91.2%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	(0.27)	-0.5%	(0.19)	-0.3%	(0.94)	-1.3%	(0.08)	-29.6%	0.75	394.7%	(7)
TOTAL - EXPORT BASIS	54.66	100.0%	72.76	100.0%	70.67	100.0%	18.10	33.1%	(2.09)	-2.9%	
VISIBLE NETBACK TO PRODUCERS	147.88		121.84		209.18		(26.04)	-17.6%	87.34	71.7%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Compulsory levy of .5% of Grower Bid Price.

(7) Premiums not paid by all grain companies.

Export Basis and Netback Calculation - 1CWRS Wheat

ALBERTA NORTH	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	28.99		27.83		28.94		-1.16	-4.0%	1.11	4.0%	
Average Freight to Thunder Bay	39.03		37.47		38.96		-1.56	-4.0%	1.49	4.0%	
Average Freight Adjustment Factor	10.37		10.43		11.88		0.06	0.6%	1.45	13.9%	
Average Applicable Freight	28.99		27.83		28.94		-1.16	-4.0%	1.11	4.0%	(1)
Weighted Applicable Freight	28.80		27.57		28.84						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWRS	167.58		176.89		211.54						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	5.40		5.14		1.14						(4)
ADJUSTED CWB FINAL PRICE	172.98		182.03		212.68		9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	28.80	54.1%	27.57	54.2%	28.84	59.4%	-1.23	-4.3%	1.27	4.6%	(1)(2)
OTHER COSTS											
Trucking	5.94	11.2%	6.10	12.0%	6.10	12.6%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.98	18.8%	10.05	19.7%	11.11	22.9%	0.07	0.7%	1.06	10.5%	
Dockage - Terminal Cleaning	3.47	6.5%	3.48	6.8%	3.73	7.7%	0.01	0.3%	0.25	7.2%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.8%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	10.2%	5.75	11.3%	3.61	7.4%	0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs	25.17		25.76		24.93						
SUB TOTAL - DIRECT COSTS	53.97		53.33		53.77		-0.64	-1.2%	0.44	0.8%	
PRODUCER BENEFITS											
Trucking Premiums	(0.77)	-1.4%	(1.83)	-3.6%	(2.71)	-5.6%	-1.06	137.7%	-0.88	48.1%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.2%	(2.47)	-5.1%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(0.77)		(2.44)		(5.18)						
TOTAL - EXPORT BASIS	53.20	100.0%	50.89	100.0%	48.59	100.0%	-2.31	-4.3%	-2.30	-4.5%	
VISIBLE NETBACK TO PRODUCERS	119.78		131.14		164.09		11.36	9.5%	32.95	25.1%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Alberta North region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Export Basis and Netback Calculation - 1CWA Durum

ALBERTA NORTH	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	28.99		27.83		28.94		-1.16	-4.0%	1.11	4.0%	
Average Freight to Thunder Bay	39.03		37.47		38.96		-1.56	-4.0%	1.49	4.0%	
Average Freight Adjustment Factor	0.62		0.26		0.12		-0.36	-58.1%	-0.14	-53.8%	
Average Applicable Freight	28.99		27.83		28.94		-1.16	-4.0%	1.11	4.0%	(1)
Weighted Applicable Freight	30.58		27.83		28.94						(2)(11)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWAD	206.79		234.17		263.74						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	21.32		23.97		17.35						(4)
ADJUSTED CWB FINAL PRICE	228.11		258.14		281.09		30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	30.58	42.7%	27.83	38.8%	28.94	42.8%	-2.75	-9.0%	1.11	4.0%	(1)(2)
OTHER COSTS											
Trucking	5.94	8.3%	6.10	8.5%	6.10	9.0%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.98	13.9%	10.05	14.0%	11.11	16.4%	0.07	0.7%	1.06	10.5%	
Dockage - Terminal Cleaning	3.47	4.8%	3.48	4.8%	3.73	5.5%	0.01	0.3%	0.25	7.2%	
CGC Weighing and Inspection	0.38	0.5%	0.38	0.5%	0.38	0.6%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	29.7%	24.58	34.2%	19.82	29.3%	3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs	41.09		44.59		41.14						
SUB TOTAL - DIRECT COSTS	71.67		72.42		70.08		0.75	1.0%	-2.34	-3.2%	
PRODUCER BENEFITS											
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	n/a	0.00	n/a	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.8%	(2.47)	-3.7%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	-		(0.61)		(2.47)						
TOTAL - EXPORT BASIS	71.67	100.0%	71.81	100.0%	67.61	100.0%	0.14	0.2%	-4.20	-5.8%	
VISIBLE NETBACK TO PRODUCERS	156.44		186.33		213.48		29.89	19.1%	27.15	14.6%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Alberta North region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).
(11) 2000/01 & 2001/02 Weighted Applicable Freight = Average Applicable Freight due to low volume handled at surveyed stations.

Producer Netback Calculation - 1 Canada Canola

ALBERTA NORTH	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	243.24		242.02		321.18						(2)
Price Differential	(48.37)		(42.44)		(34.49)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	11.8%	6.10	13.2%	6.10	15.0%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.37	96.0%	42.44	91.8%	34.49	84.6%	(5.93)	-12.3%	(7.95)	-18.7%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.1%	0.50	1.2%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	54.81		49.04		41.09		(5.77)	-10.5%	(7.95)	-16.2%	
PRODUCER BENEFITS											
Trucking Premiums	(4.42)	-8.8%	(2.81)	-6.1%	(0.33)	-0.8%	1.61	-36.4%	2.48	-88.3%	(6)
TOTAL - EXPORT BASIS	50.39	100.0%	46.23	100.0%	40.76	100.0%	(4.16)	-8.3%	(5.47)	-11.8%	
VISIBLE NETBACK TO PRODUCERS	241.22		238.23		314.91		(2.99)	-1.2%	76.68	32.2%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

ALBERTA NORTH	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Price Differential											
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.9%	6.10	8.4%	6.10	8.7%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	88.8%	66.21	90.8%	64.43	92.0%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	(0.64)	-1.2%	0.00	0.0%	(1.57)	-2.2%	0.64	n/a	(1.57)	n/a	(7)
TOTAL - EXPORT BASIS	54.29	100.0%	72.95	100.0%	70.04	100.0%	18.66	34.4%	(2.91)	-4.0%	
VISIBLE NETBACK TO PRODUCERS	148.25		121.65		209.81		(26.60)	-17.9%	88.16	72.5%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Refundable levy of .5% of Grower Bid Price.

(7) Insufficient volume of yellow peas handled at reporting stations in this region during 2000/01 to adequately measure premiums.

Export Basis and Netback Calculation - 1CWRS Wheat

ALBERTA SOUTH	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	26.33		25.27		26.28		-1.06	-4.0%	1.01	4.0%	
Average Freight to Thunder Bay	38.55		37.01		38.49		-1.54	-4.0%	1.48	4.0%	
Average Freight Adjustment Factor	10.37		10.43		11.88		0.06	0.6%	1.45	13.9%	
Average Applicable Freight	26.33		25.27		26.28		-1.06	-4.0%	1.01	4.0%	(1)
Weighted Applicable Freight	25.19		24.40		25.22						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWRS	167.58		176.89		211.54						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	5.40		5.14		1.14						(4)
ADJUSTED CWB FINAL PRICE	172.98		182.03		212.68		9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	25.19	51.6%	24.40	51.3%	25.22	57.0%	-0.79	-3.1%	0.82	3.4%	(1)(2)
OTHER COSTS											
Trucking	5.94	12.2%	6.10	12.8%	6.10	13.8%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.98	20.4%	10.05	21.1%	11.11	25.1%	0.07	0.7%	1.06	10.5%	
Dockage - Terminal Cleaning	3.47	7.1%	3.48	7.3%	3.73	8.4%	0.01	0.3%	0.25	7.2%	
CGC Weighing and Inspection	0.38	0.8%	0.38	0.8%	0.38	0.9%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	11.1%	5.75	12.1%	3.61	8.2%	0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs	25.17		25.76		24.93						
SUB TOTAL - DIRECT COSTS	50.36		50.16		50.15		-0.20	-0.4%	-0.01	0.0%	
PRODUCER BENEFITS											
Trucking Premiums	(1.55)	-3.2%	(1.97)	-4.1%	(3.45)	-7.8%	-0.42	27.1%	-1.48	75.1%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.3%	(2.47)	-5.6%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(1.55)		(2.58)		(5.92)						
TOTAL - EXPORT BASIS	48.81	100.0%	47.58	100.0%	44.23	100.0%	-1.23	-2.5%	-3.35	-7.0%	
VISIBLE NETBACK TO PRODUCERS	124.17		134.45		168.45		10.28	8.3%	34.00	25.3%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Alberta South region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Export Basis and Netback Calculation - 1CWA Durum

ALBERTA SOUTH	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	26.33		25.27		26.28		-1.06	-4.0%	1.01	4.0%	
Average Freight to Thunder Bay	38.55		37.01		38.49		-1.54	-4.0%	1.48	4.0%	
Average Freight Adjustment Factor	0.62		0.26		0.12		-0.36	-58.1%	-0.14	-53.8%	
Average Applicable Freight	26.33		25.27		26.28		-1.06	-4.0%	1.01	4.0%	(1)
Weighted Applicable Freight	26.67		25.37		25.62						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWAD	206.79		234.17		263.74						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	21.32		23.97		17.35						(4)
ADJUSTED CWB FINAL PRICE	228.11		258.14		281.09		30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	26.67	40.4%	25.37	37.4%	25.62	42.9%	-1.30	-4.9%	0.25	1.0%	(1)(2)
OTHER COSTS											
Trucking	5.94	9.0%	6.10	9.0%	6.10	10.2%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.98	15.1%	10.05	14.8%	11.11	18.6%	0.07	0.7%	1.06	10.5%	
Dockage - Terminal Cleaning	3.47	5.3%	3.48	5.1%	3.73	6.2%	0.01	0.3%	0.25	7.2%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.6%	0.38	0.6%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	32.3%	24.58	36.2%	19.82	33.2%	3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs	41.09		44.59		41.14						
SUB TOTAL - DIRECT COSTS	67.76		69.96		66.76		2.20	3.2%	-3.20	-4.6%	
PRODUCER BENEFITS											
Trucking Premiums	(1.70)	-2.6%	(1.53)	-2.3%	(4.54)	-7.6%	0.17	-10.0%	-3.01	196.7%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-4.1%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(1.70)		(2.14)		(7.01)						
TOTAL - EXPORT BASIS	66.06	100.0%	67.82	100.0%	59.75	100.0%	1.76	2.7%	-8.07	-11.9%	
VISIBLE NETBACK TO PRODUCERS	162.05		190.32		221.34		28.27	17.4%	31.02	16.3%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Alberta South region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Producer Netback Calculation - 1 Canada Canola

ALBERTA SOUTH	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	245.52		244.68		322.95						(2)
Price Differential	(46.09)		(39.78)		(32.72)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	12.4%	6.10	14.8%	6.10	17.2%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	46.09	95.9%	39.78	96.5%	32.72	92.1%	(6.31)	-13.7%	(7.06)	-17.7%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.2%	0.50	1.4%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	52.53		46.38		39.32		(6.15)	-11.7%	(7.06)	-15.2%	
PRODUCER BENEFITS											
Trucking Premiums	(4.46)	-9.3%	(5.15)	-12.5%	(3.79)	-10.7%	(0.69)	15.5%	1.36	-26.4%	(6)
TOTAL - EXPORT BASIS	48.07	100.0%	41.23	100.0%	35.53	100.0%	(6.84)	-14.2%	(5.70)	-13.8%	
VISIBLE NETBACK TO PRODUCERS	243.54		243.23		320.14		(0.31)	-0.1%	76.91	31.6%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

ALBERTA SOUTH	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Price Differential											
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.8%	6.10	8.6%	6.10	8.8%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	87.8%	66.21	93.6%	64.43	92.6%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	0.00	0.0%	(2.21)	-3.1%	(2.01)	-2.9%	2.21	n/a	(0.20)	-9.0%	(7)
TOTAL - EXPORT BASIS	54.93	100.0%	70.74	100.0%	69.60	100.0%	15.81	28.8%	(1.14)	-1.6%	
VISIBLE NETBACK TO PRODUCERS	147.61		123.86		210.25		(23.75)	-16.1%	86.39	69.8%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Refundable levy of .5% of Grower Bid Price.

(7) Insufficient volume of yellow peas handled at reporting stations in this region during 1999/2000 to adequately measure premiums.

Export Basis and Netback Calculation - 1CWRS Wheat

PEACE RIVER	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne			99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT														
Average Freight to Vancouver	29.91			28.74			28.74			-1.17	-3.9%	0.00	0.0%	
Average Freight to Thunder Bay	48.30			46.37			46.86			-1.93	-4.0%	0.49	1.1%	
Average Freight Adjustment Factor	10.37			10.43			11.88			0.06	0.6%	1.45	13.9%	
Average Applicable Freight	29.91			28.74			28.74			-1.17	-3.9%	0.00	0.0%	(1)
Weighted Applicable Freight	29.52			28.39			28.66							(2)
		$/tonne	% of Basis		$/tonne	% of Basis		$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE														
CWB Final Price 1 CWRS		167.58			176.89			211.54						(3)
PLUS ADJUSTMENTS														
CWB Costs (net)		5.40			5.14			1.14						(4)
ADJUSTED CWB FINAL PRICE		172.98			182.03			212.68		9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS														
FREIGHT COSTS														
Weighted Applicable Freight		29.52	55.1%		28.39	53.9%		28.66	57.6%	-1.13	-3.8%	0.27	1.0%	(1)(2)
OTHER COSTS														
Trucking	5.94		11.1%	6.10		11.6%	6.10		12.3%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.98		18.6%	10.05		19.1%	11.11		22.3%	0.07	0.7%	1.06	10.5%	
Dockage - Terminal Cleaning	3.47		6.5%	3.48		6.6%	3.73		7.5%	0.01	0.3%	0.25	7.2%	
CGC Weighing and Inspection	0.38		0.7%	0.38		0.7%	0.38		0.8%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40		10.1%	5.75		10.9%	3.61		7.3%	0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs		25.17			25.76			24.93						
SUB TOTAL - DIRECT COSTS		54.69			54.15			53.59		-0.54	-1.0%	-0.56	-1.0%	
PRODUCER BENEFITS														
Trucking Premiums	(1.12)		-2.1%	(0.84)		-1.6%	(1.37)		-2.8%	0.28	-25.0%	-0.53	63.1%	(9)
CWB Transportation Savings	0.00		0.0%	(0.61)		-1.2%	(2.47)		-5.0%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits		(1.12)			(1.45)			(3.84)						
TOTAL - EXPORT BASIS		53.57	100.0%		52.70	100.0%		49.75	100.0%	-0.87	-1.6%	-2.95	-5.6%	
VISIBLE NETBACK TO PRODUCERS		119.41			129.33			162.93		9.92	8.3%	33.60	26.0%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Alberta Peace River region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Export Basis and Netback Calculation - 1CWA Durum

PEACE RIVER	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne			99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT														
Average Freight to Vancouver	29.91			28.74			28.74			-1.17	-3.9%	0.00	0.0%	
Average Freight to Thunder Bay	48.30			46.37			46.86			-1.93	-4.0%	0.49	1.1%	
Average Freight Adjustment Factor	0.62			0.26			0.12			-0.36	-58.1%	-0.14	-53.8%	
Average Applicable Freight	29.91			28.74			28.74			-1.17	-3.9%	0.00	0.0%	(1)
Weighted Applicable Freight	29.91			30.60			30.60							(2)(11)
	$/tonne		% of Basis	$/tonne		% of Basis	$/tonne		% of Basis	99/00-00/01		00/01-01/02		
										$/tonne	per cent	$/tonne	per cent	
PRICE														
CWB Final Price 1 CWAD	206.79			234.17			263.74							(3)
PLUS ADJUSTMENTS														
CWB Costs (net)	21.32			23.97			17.35							(4)
ADJUSTED CWB FINAL PRICE	228.11			258.14			281.09			30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS														
FREIGHT COSTS														
Weighted Applicable Freight	29.91		42.1%	30.60		41.0%	30.60		44.2%	0.69	2.3%	0.00	0.0%	(1)(2)
OTHER COSTS														
Trucking	5.94		8.4%	6.10		8.2%	6.10		8.8%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.98		14.1%	10.05		13.5%	11.11		16.0%	0.07	0.7%	1.06	10.5%	
Dockage - Terminal Cleaning	3.47		4.9%	3.48		4.7%	3.73		5.4%	0.01	0.3%	0.25	7.2%	
CGC Weighing and Inspection	0.38		0.5%	0.38		0.5%	0.38		0.5%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32		30.0%	24.58		33.0%	19.82		28.6%	3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs		41.09			44.59			41.14						
SUB TOTAL - DIRECT COSTS		71.00			75.19			71.74		4.19	5.9%	-3.45	-4.6%	
PRODUCER BENEFITS														
Trucking Premiums	0.00		0.0%	0.00		0.0%	0.00		0.0%	0.00	n/a	0.00	n/a	(9)
CWB Transportation Savings	0.00		0.0%	(0.61)		-0.8%	(2.47)		-3.6%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits		-			(0.61)			(2.47)						
TOTAL - EXPORT BASIS		71.00	100.0%		74.58	100.0%		69.27	100.0%	3.58	5.0%	-5.31	-7.1%	
VISIBLE NETBACK TO PRODUCERS		157.11			183.56			211.82		26.45	16.8%	28.26	15.4%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Alberta Peace River region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Insufficient volume of durum handled at reporting stations in this region to adequately measure premiums.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).
(11) 1999/2000 Weighted Applicable Freight = Average Applicable Freight due to low volume handled at surveyed stations.

Producer Netback Calculation - 1 Canada Canola

PEACE RIVER	1999-2000			2000-2001			2001-2002			% VARIANCE				NOTES
	$/tonne			$/tonne			$/tonne							
Price Differential														
Vancouver Cash 1 CC	291.61			284.46			355.67							(1)
Spot Price 1 CC	244.67			240.70			320.78							(2)
Price Differential	(46.94)			(43.76)			(34.89)							(3)(4)
	$/tonne	% of Basis		$/tonne	% of Basis		$/tonne	% of Basis		99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE														
Vancouver Cash 1 CC	291.61			284.46			355.67			(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS														
COSTS														
Trucking	5.94		11.4%	6.10		12.3%	6.10		14.8%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	46.94		90.0%	43.76		88.4%	34.89		84.9%	(3.18)	-6.8%	(8.87)	-20.3%	(3)(4)
Canola Growers Ass'n	0.50		1.0%	0.50		1.0%	0.50		1.2%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS		53.38			50.36			41.49		(3.02)	-5.7%	(8.87)	-17.6%	
PRODUCER BENEFITS														
Trucking Premiums		(1.24)	-2.4%		(0.84)	-1.7%		(0.41)	-1.0%	0.40	-32.3%	0.43	-51.2%	(6)
TOTAL - EXPORT BASIS		52.14	100.0%		49.52	100.0%		41.08	100.0%	(2.62)	-5.0%	(8.44)	-17.0%	
VISIBLE NETBACK TO PRODUCERS		239.47			234.94			314.59		(4.53)	-1.9%	79.65	33.9%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

PEACE RIVER	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Price Differential											
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.32		128.39		215.42						(2)
Price Differential	(48.22)		(66.21)		(64.43)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.8%	6.10	8.4%	6.10	8.5%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.22	87.8%	66.21	90.8%	64.43	90.0%	17.99	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.93		72.95		71.61		18.02	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	n/a	0.00	n/a	(7)
TOTAL - EXPORT BASIS	54.93	100.0%	72.95	100.0%	71.61	100.0%	18.02	32.8%	(1.34)	-1.8%	
VISIBLE NETBACK TO PRODUCERS	147.61		121.65		208.24		(25.96)	-17.6%	86.59	71.2%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Refundable levy of .5% of Grower Bid Price.

(7) Insufficient volume of yellow peas handled at reporting stations in this region to adequately measure premiums.

Export Basis and Netback Calculation - 1CWRS Wheat

WESTERN CANADA	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	36.09		34.68		35.91		-1.41	-3.9%	1.23	3.5%	
Average Freight to Thunder Bay	31.62		30.27		31.33		-1.35	-4.3%	1.06	3.5%	
Average Freight Adjustment Factor	10.13		10.33		11.80		0.20	2.0%	1.47	14.2%	
Average Applicable Freight	36.09		34.68		35.91		-1.41	-3.9%	1.23	3.5%	(1)
Weighted Applicable Freight	31.87		30.93		32.31						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWRS	167.58		176.89		211.54						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	5.40		5.14		1.14						(4)
ADJUSTED CWB FINAL PRICE	172.98		182.03		212.68		9.05	5.2%	30.65	16.8%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	31.87	58.4%	30.93	59.2%	32.31	64.1%	-0.94	-2.9%	1.38	4.5%	(1)(2)
Weighted CFAR			(0.72)	-1.4%	(0.56)	-1.1%	0.72	n/a	-0.16	-22.2%	(11)
OTHER COSTS											
Trucking	5.94	10.9%	6.10	11.7%	6.10	12.1%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.75	17.9%	9.91	19.0%	10.90	21.6%	0.16	1.6%	0.99	10.0%	
Dockage - Terminal Cleaning	3.56	6.5%	3.56	6.8%	3.74	7.4%	0.00	0.0%	0.18	5.1%	
CGC Weighing and Inspection	0.38	0.7%	0.38	0.7%	0.38	0.8%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	5.40	9.9%	5.75	11.0%	3.61	7.2%	0.35	6.5%	-2.14	-37.2%	(8)
Sub Total - Other Costs	25.03		25.70		24.73						
SUB TOTAL - DIRECT COSTS	56.90		55.91		56.48		-0.99	-1.7%	0.57	1.0%	
PRODUCER BENEFITS											
Trucking Premiums	(2.32)	-4.3%	(3.01)	-5.8%	(3.62)	-7.2%	-0.69	29.7%	-0.61	20.3%	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-1.2%	(2.47)	-4.9%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(2.32)		(3.62)		(6.09)						
TOTAL - EXPORT BASIS	54.58	100.0%	52.29	100.0%	50.39	100.0%	-2.29	-4.2%	-1.90	-3.6%	
VISIBLE NETBACK TO PRODUCERS	118.40		129.74		162.29		11.34	9.6%	32.55	25.1%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWRS deliveries at stations surveyed in Manitoba West region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWRS 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).
(11) CFAR = Chruchill Freight Advantage Rebate - intoduced in 2000/01 to return the market sustainable freight advantage to farmers in the Churchill catchment area.

Export Basis and Netback Calculation - 1CWA Durum

WESTERN CANADA	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne		99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
APPLICABLE FREIGHT											
Average Freight to Vancouver	36.09		34.68		35.91		-1.41	-3.9%	1.23	3.5%	
Average Freight to Thunder Bay	31.62		30.27		31.33		-1.35	-4.3%	1.06	3.5%	
Average Freight Adjustment Factor	0.41		0.11		(0.04)		-0.30	-73.2%	-0.15	-136.4%	
Average Applicable Freight	32.02		30.38		31.28		-1.64	-5.1%	0.90	3.0%	(1)
Weighted Applicable Freight	30.07		28.58		28.96						(2)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01		00/01-01/02		
							$/tonne	per cent	$/tonne	per cent	
PRICE											
CWB Final Price 1 CWAD	206.79		234.17		263.74						(3)
PLUS ADJUSTMENTS											
CWB Costs (net)	21.32		23.97		17.35						(4)
ADJUSTED CWB FINAL PRICE	228.11		258.14		281.09		30.03	13.2%	22.95	8.9%	(5)
LESS EXPORT BASIS											
FREIGHT COSTS											
Weighted Applicable Freight	30.07	44.5%	28.58	41.6%	28.96	45.9%	-1.49	-5.0%	0.38	1.3%	(1)(2)
OTHER COSTS											
Trucking	5.94	8.8%	6.10	8.9%	6.10	9.7%	0.16	2.7%	0.00	0.0%	(6)
Primary Elevation	9.44	14.0%	9.61	14.0%	10.62	16.8%	0.17	1.8%	1.01	10.5%	
Dockage - Terminal Cleaning	3.62	5.4%	3.63	5.3%	3.77	6.0%	0.01	0.3%	0.14	3.9%	
CGC Weighing and Inspection	0.38	0.6%	0.38	0.6%	0.38	0.6%	0.00	0.0%	0.00	0.0%	(7)
CWB Costs (gross)	21.32	31.5%	24.58	35.8%	19.82	31.4%	3.26	15.3%	-4.76	-19.4%	(8)
Sub Total - Other Costs	40.70		44.30		40.69						
SUB TOTAL - DIRECT COSTS	70.77		72.88		69.65		2.11	3.0%	-3.23	-4.4%	
PRODUCER BENEFITS											
Trucking Premiums	(3.14)	-4.6%	(3.56)	-5.2%	(4.13)	-6.6%	-0.42	n/a	-0.57	n/a	(9)
CWB Transportation Savings	0.00	0.0%	(0.61)	-0.9%	(2.47)	-3.9%	0.61	n/a	1.86	304.9%	(10)
Subtotal - Benefits	(3.14)		(4.17)		(6.60)						
TOTAL - EXPORT BASIS	67.63	100.0%	68.71	100.0%	63.05	100.0%	1.08	1.6%	-5.66	-8.2%	
VISIBLE NETBACK TO PRODUCERS	160.48		189.43		218.04		28.95	18.0%	28.61	15.1%	

NOTES:

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

(1) Applicable freight is either Thunder Bay rail freight plus freight adjustment factor or Vancouver rail freight, whichever is less. Rail freight is posted single car tariff rate.
(2) Applicable freight weighted by proportion of 1CWAD deliveries at stations surveyed in Manitoba East region.
(3) CWB final price for 2001/02 as announced Nov. 29/02 for 1CWAD 12.5 protein.
(4) CWB Costs (net) are from pool account in CWB Annual Report (net of Transportation Savings).
(5) Adjusted to add back CWB Costs (net).
(6) Commercial trucking rate estimate - 40 mile haul.
(7) CGC Weighing and Inspection charged separately by some grain companies; included in primary elevation by other grain companies.
(8) CWB Costs (gross) = CWB Cost from pool account plus transportation savings.
(9) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.
(10) Transportation Savings calculated as follows:
2000/01 - total savings $10.7 million divided by 17.63 million tonnes (total of wheat & durum pools);
2001/02 - total savings $40.9 million divided by 16.58 million tonnes (total of wheat & durum pools).

Producer Netback Calculation - 1 Canada Canola

WESTERN CANADA	1999-2000		2000-2001		2001-2002		% VARIANCE				NOTES
	$/tonne		$/tonne		$/tonne						
Price Differential											
Vancouver Cash 1 CC	291.61		284.46		355.67						(1)
Spot Price 1 CC	243.06		240.06		319.42						(2)
Price Differential	(48.55)		(44.40)		(36.25)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Vancouver Cash 1 CC	291.61		284.46		355.67		(7.15)	-2.5%	71.21	25.0%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	11.3%	6.10	12.4%	6.10	14.5%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.55	92.5%	44.40	90.4%	36.25	86.3%	(4.15)	-8.5%	(8.15)	-18.4%	(3)(4)
Canola Growers Ass'n	0.50	1.0%	0.50	1.0%	0.50	1.2%	0.00	0.0%	0.00	0.0%	
SUB TOTAL - DIRECT COSTS	54.99		51.00		42.85		(3.99)	-7.3%	(8.15)	-16.0%	
PRODUCER BENEFITS											
Trucking Premiums	(2.48)	-4.7%	(1.89)	-3.8%	(0.84)	-2.0%	0.59	-23.8%	1.05	-55.6%	(6)
TOTAL - EXPORT BASIS	52.51	100.0%	49.11	100.0%	42.01	100.0%	(3.40)	-6.5%	(7.10)	-14.5%	
VISIBLE NETBACK TO PRODUCERS	239.10		235.35		313.66		(3.75)	-1.6%	78.31	33.3%	

NOTES:

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

(1) Weighted annual average of Vancouver cash price as per WCE data; Price weighted by monthly exports reported by CGC.

(2) Weighted annual average of spot/cash price (average of bids from all companies sampled in region) as per WCE data; Price weighted by monthly exports reported by CGC.

(3) Price differential is difference between relevant spot/cash price (average of bids from all companies sampled in region) and the Vancouver cash price as per WCE data; Price differential includes cost of freight, handling, cleaning, storage & interest, CGC weighing & inspection, and opportunity cost or risk premium.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price. Basis is also used here to describe the difference between the Vancouver cash price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Includes all competitive premiums paid by grain companies, variously known as marketing premiums, locational premiums, operations premiums, etc.

Producer Netback Calculation - Canadian Large Yellow Peas - No. 2 or Better

WESTERN CANADA	Oct./Nov. 1999		Oct./Nov. 2000		Oct./Nov. 2001		% VARIANCE				NOTES
	CDN$/tonne		CDN$/tonne		CDN$/tonne						
Price Differential											
Weekly Dealer Closing Price	202.54		194.60		279.85						(1)
Weekly Grower Bid Closing Price	154.31		128.39		215.42						(2)
Price Differential	(48.23)		(66.21)		(64.43)						(3)(4)
	$/tonne	% of Basis	$/tonne	% of Basis	$/tonne	% of Basis	99/00-00/01 $/tonne	99/00-00/01 per cent	00/01-01/02 $/tonne	00/01-01/02 per cent	
PRICE											
Weekly Dealer Closing Price	202.54		194.60		279.85		(7.94)	-3.9%	85.25	43.8%	(1)
LESS EXPORT BASIS											
COSTS											
Trucking	5.94	10.8%	6.10	8.4%	6.10	8.6%	0.16	2.7%	0.00	0.0%	(5)
Price Differential	48.23	88.1%	66.21	91.0%	64.43	90.8%	17.98	37.3%	(1.78)	-2.7%	(3)(4)
Pulse Growers' Ass'n	0.77	1.4%	0.64	0.9%	1.08	1.5%	(0.13)	-16.8%	0.44	67.8%	(6)
SUB TOTAL - DIRECT COSTS	54.94		72.95		71.61		18.01	32.8%	(1.34)	-1.8%	
PRODUCER BENEFITS											
Trucking Premiums	(0.18)	-0.3%	(0.23)	-0.3%	(0.64)	-0.9%	(0.05)	27.8%	(0.41)	178.3%	
TOTAL - EXPORT BASIS	54.76	100.0%	72.72	100.0%	70.97	100.0%	17.96	32.8%	(1.75)	-2.4%	
VISIBLE NETBACK TO PRODUCERS	147.78		121.88		208.88		(25.90)	-17.5%	87.00	71.4%	

NOTES:

Source: Stat Publishing, Grain Companies

(1) Average Weekly Dealer Closing Price during the months of October and November, Canadian Large (Whole) Yellow Peas - track Vancouver, converted from US$/tonne.

(2) Average Weekly Grower Bid Closing Price during the months of October and November, Canadian Large Yellow Feed (net price) - converted from CDN$/bushel.

(3) Price differential is difference between Average Weekly Dealer Closing Price and Average Weekly Grower Bid Closing Price as per Stat Publishing data.
Price differential includes cost of freight from prairie elevator or processor to Vancouver, processing rate (elevation, cleaning, loading), storage & interest, shrinkage and miscellaneous costs.

(4) The term price differential is used to avoid confusion with various definitions of basis. Basis is often used to describe the difference between a cash and futures price.
Basis is also used here to describe the difference between the track Vancouver price and producer returns, i.e. Export Basis.

(5) Commercial trucking rate estimate - 40 mile haul.

(6) Levy of .5% of Grower Bid Price.

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

PROVINCE			CROP YEAR				NOTES
			99-00		00-01	01-02	
MANITOBA			AUG 1	July 31	July 31	July 31	
	Class 1 Carriers	Number of Producer Loading Sites	176	102	93	93	(2)(3)
		Index	100.0	58.0	52.8	52.8	
	Class 2 and 3 Carriers	Number of Producer Loading Sites	21	25	25	25	
		Index	100.0	119.0	119.0	119.0	
	All Carriers	Number of Producer Loading Sites	197	127	118	118	
		Index	100.0	64.5	59.9	59.9	
SASKATCHEWAN							
	Class 1 Carriers	Number of Producer Loading Sites	288	209	205	210	(2)(3)
		Index	100.0	72.6	71.2	72.9	
	Class 2 and 3 Carriers	Number of Producer Loading Sites	22	59	61	61	
		Index	100.0	268.2	277.3	277.3	
	All Carriers	Number of Producer Loading Sites	310	268	266	271	
		Index	100.0	86.5	85.8	87.4	
ALBERTA							
	Class 1 Carriers	Number of Producer Loading Sites	179	103	82	82	(2)(3)
		Index	100.0	57.5	45.8	45.8	
	Class 2 and 3 Carriers	Number of Producer Loading Sites	20	36	36	41	
		Index	100.0	180.0	180.0	205.0	
	All Carriers	Number of Producer Loading Sites	199	139	118	123	
		Index	100.0	69.8	59.3	61.8	
BRITISH COLUMBIA							
	Class 1 Carriers	Number of Producer Loading Sites		1	1	1	(2)(3)
		Index		100.0	100.0	100.0	
	Class 2 and 3 Carriers	Number of Producer Loading Sites					
		Index					
	All Carriers	Number of Producer Loading Sites		1	1	1	
		Index		100.0	100.0	100.0	
WESTERN CANADA							
	Class 1 Carriers	Number of Producer Loading Sites	643	415	381	386	(2)(3)
		Index	100.0	64.5	59.3	60.0	
	Class 2 and 3 Carriers	Number of Producer Loading Sites	63	120	122	127	
		Index	100.0	190.5	193.7	201.6	
	All Carriers	Number of Producer Loading Sites	706	535	503	513	
		Index	100.0	75.8	71.2	72.7	

NOTES:

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

(1) The classes used here to group railways are based on industry convention: Class 1 carriers denote CN and CP; Class 2 carriers denote regional railways such as BC Rail; and Class 3 carriers denote shortline operations such as those of OmniTRAX and RailAmerica.

(2) The number of producer loading sites presented "as at" August 1, 1999 and July 31 of each crop year is approximated, and based on listings deemed to be in effect by CN for each of these points in time. CN's listing dated June 9, 1999 is used as a proxy for August 1, 1999; November 23, 2000 for July 31, 2000; October 26, 2001 for July 31, 2001; and April 29, 2002 for July 31, 2002.

(3) The number of producer loading sites presented "as at" August 1, 1999 and July 31 of each crop year is approximated, and based on listings deemed to be in effect by CP for each of these points in time. Data pertaining to CP producer loading sites during the 1999-2000 crop year is unavailable, and has been estimated using alternmative sources. CP's listing dated February 12, 2002 is used as a proxy for July 31, 2001; while that of June 27, 2002 is used as a proxy for July 31, 2002.

Total Producer Car Shipments - Summarized by Province and Grain

PROVINCE	COMMODITY	CROP YEAR				% VARIANCE		NOTES
MANITOBA		1999-2000	2000-2001	2001-2002	2002-2003	99/00-00/01	00/01-01/02	
	Wheat	271	295	384		8.9%	30.2%	(1)
	Durum	10	5	-		-50.0%	-100.0%	
	Barley	11	-	24		-100.0%	n/a	
	Canola	-	-	-		n/a	n/a	
	Oats	-	-	-		n/a	n/a	
	Rye	-	-	-		n/a	n/a	
	Flaxseed	-	-	-		n/a	n/a	
		292	300	408		2.7%	36.0%	
SASKATCHEWAN								
	Wheat	914	1,275	2,142		39.5%	68.0%	(1)
	Durum	477	1,119	1,662		134.6%	48.5%	
	Barley	142	178	185		25.4%	3.9%	
	Canola	-	-	-		n/a	n/a	
	Oats	39	49	13		25.6%	-73.5%	
	Rye	-	-	-		n/a	n/a	
	Flaxseed	-	1	-		n/a	-100.0%	
		1,572	2,622	4,002		66.8%	52.6%	
ALBERTA & BRITISH COLUMBIA								
	Wheat	1,431	1,630	2,056		13.9%	26.1%	(1)
	Durum	25	16	6		-36.0%	-62.5%	
	Barley	85	112	76		31.8%	-32.1%	
	Canola	-	-	-		n/a	n/a	
	Oats	36	44	35		22.2%	-20.5%	
	Rye	-	-	-		n/a	n/a	
	Flaxseed	-	-	-		n/a	n/a	
		1,577	1,802	2,173		14.3%	20.6%	
WESTERN CANADA								
	Wheat	2,616	3,200	4,582		22.3%	43.2%	(1)
	Durum	512	1,140	1,668		122.7%	46.3%	
	Barley	238	290	285		21.8%	-1.7%	
	Canola	-	-	-		n/a	n/a	
	Oats	75	93	48		24.0%	-48.4%	
	Rye	-	-	-		n/a	n/a	
	Flaxseed	-	1	-		n/a	-100.0%	
		3,441	4,724	6,583		37.3%	39.4%	

NOTES:

Source: Canadian Grain Commission

(1) Includes CWB wheat and one car of NBF (Non-Board Feed) wheat shipped in each of the three crop years.