

## GMP Dashboard

Table M-1	FEB 2026	MAR 2026	2025-26 YTD	Var. from Last YTD
<b>Western Canadian GHTS Performance (Days)</b>				
Total Time in System	44.1	48.8	41.0	-4.0%
Average Days In Store – Country	26.8	28.9	23.1	-7.2%
Loaded Transit Time	5.7	5.7	5.4	-12.8%
Average Days In Store – Terminal	11.6	14.2	12.5	7.8%
<b>Total Traffic ('000 tonnes)</b>				
Primary Elevator Shipments	3,928.7	4,276.2	35,842.1	1.4%
Railway Shipments (all Western Canada traffic)	4,926.8	5,589.1	42,432.2	4.8%
Western Port Terminal Shipments	3,432.7	3,536.9	30,103.2	4.8%
<b>Railway Performance</b>				
Avg. Loads on Wheels (Cars)	9,972	9,822	9,188	-8.7%
Total Western Port Car Cycle (days)	13.3	12.6	13.2	-10.1%
<b>Port Performance</b>				
Western Port Unloads (Number of Cars)	35,390	37,919	306,639	5.9%
Vessel Time in Port (days)	12.1	12.7	8.5	-27.4%

Periodic revisions and corrections to the data received by the Monitor may result in the restatement of previously calculated measurement values. As such, the values presented here should be considered to supersede those found in previous reports.

## Overview

Western Canadian railway grain shipments rose by 13.4% in March 2026, to just under 5.6 MMT from 4.9 MMT in February. Year-to-date tonnage increased by 4.8%, to 42.4 MMT from the 40.5 MMT handled in the same eight-month period a year earlier. Port shipments for March totaled 3.5 MMT, up 3.0% from the previous month. Year-to-date tonnage at 30.1 MMT is ahead of the same period last year by 4.8%. Vessel time in port increased to 12.7 days from February's 12.1 days. Month over month, time in port at Vancouver increased to 14.0 days from 12.7 days and Prince Rupert saw an increase to 10.6 days from 9.0 days. The Port of Thunder Bay reopened at the end of March and cleared a few vessels with an average time in port of 1.8 days.

## Highlights for March 2026

### Traffic and Movement (page 2)

- Primary-elevator shipments were 35.8 MMT in the first eight months of the 2025-26 crop year, 1.4% more than last year.
- Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first eight months of the 2025-26 crop year totaled slightly more than 42.4 MMT, up 4.8% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 30.1 MMT in the first eight months of the crop year, 4.8% above the same period last year.

### System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks shrank by 4.4% while the average days-in-store decreased by 7.2%.
- Average weekly port-terminal stocks were 14.7% higher than the same period last year, while average days-in-store grew by 7.8% on a year-over-year basis.
- The preliminary car cycle for hopper-car movements to Western Canadian ports fell to an average of 12.6 days in March 2026, from 13.3 days in February. Comparatively faster velocities in the 2025-26 crop year also helped lower the year-to-date average by 10.1%, to 13.2 days from the 14.7 days posted a year earlier. The average for movements into Eastern Canada fell by a lesser 5.3%, to 23.2 days. Similarly, a marginal 0.3% decrease was observed in the average for movements into the US, which fell to 26.4 days.
- The year-to-date average for vessel time in port is 8.5 days, 27.4% less than the same period last year.
- Port-terminal out-of-car time grew slightly in March at all western ports. Vancouver rose to 14.1% from 12.7%, Prince Rupert to 16.1% from 11.6%, and Thunder Bay had a small 4.0% out of car time with the opening of navigation season occurring in late March. The combined year-to-date value of 10.1% out-of-car time was 32.7% lower than the same period in the 2024-25 crop year.

## Production and Supply

Statistics Canada's latest estimate for 2025 field-crop production in Western Canada stands at 85.4 MMT, a 15.6% increase from 2024's 73.8 MMT harvest. With the latest estimate, the 2025 harvest is the largest on record, exceeding the previous record of 78.8 MMT set in 2020.

When coupled with 6.6 MMT of carry-forward stocks, 21.4% less than in 2024, the overall grain supply is estimated at 92.0 MMT. This stands 11.8% higher than the 2024-25 crop year's 82.3-MMT level and marks the first time the total supply has exceeded 90.0 MMT.

Table M-2	2025	2024	Var. from Last Yr.
<b>Production &amp; Carry Forward (000's tonnes)</b>			
<b>Western Canada Total Production</b>	85,358.7	73,846.1	15.6%
<b>Western Canada On-Farm &amp; Primary-Elevator Carry Forward Stock</b>	6,639.2	8,448.3	-21.4%
<b>Total Grain Supply</b>	<b>91,997.6</b>	<b>82,294.4</b>	<b>11.8%</b>

## Traffic and Movement

March producer deliveries grew slightly to a weekly average of 1.2 MMT from February's 1.1 MMT. Average weekly primary-elevator stocks rose alongside the deliveries to 4.6 MMT in March. Overall space in the elevator system was good, with some limited receiving capacity in Alberta during the final week of the month.

Table M-3	MAR 2026	2025-26 YTD	Var. from Last YTD
<b>Primary Elevator Shipments (000's tonnes)</b>			
Manitoba	461.1	5,745.5	-4.2%
Saskatchewan	2,335.4	18,840.2	3.5%
Alberta	1,459.9	11,081.6	1.2%
British Columbia	19.8	174.8	-5.2%
<b>Total</b>	<b>4,276.2</b>	<b>35,842.1</b>	<b>1.4%</b>

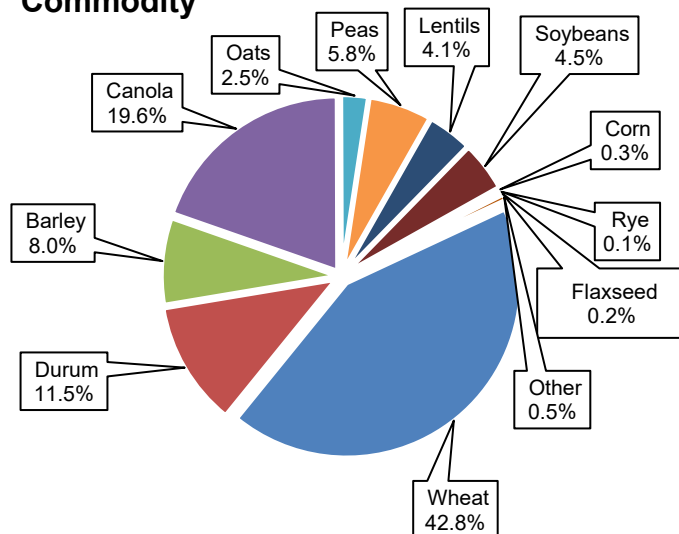
<b>Western Canada Railway Traffic (000's tonnes)</b>			
Shipments to Western Ports	4,196.5	33,550.3	4.9%
Shipments to Eastern Canada	377.1	2,057.9	4.1%
Shipments to US & Mexico	842.9	5,699.5	-3.1%
Shipments Western Domestic	172.6	1,124.5	73.6%
<b>Total</b>	<b>5,589.1</b>	<b>42,432.2</b>	<b>4.8%</b>

<b>Western Port Unloads (Number of Cars)</b>			
Vancouver	28,867	217,951	5.4%
Prince Rupert	5,412	36,100	4.7%
Churchill	0	0	n/a
Thunder Bay	3,640	52,588	9.0%
<b>Total</b>	<b>37,919</b>	<b>306,639</b>	<b>5.9%</b>

<b>Terminal Elevator Shipments (000's tonnes)</b>			
Vancouver	2,904.2	21,637.0	5.6%
Prince Rupert	546.8	3,415.7	2.0%
Churchill	0.0	0.0	n/a
Thunder Bay	85.9	5,050.5	3.8%
<b>Total</b>	<b>3,536.9</b>	<b>30,103.2</b>	<b>4.8%</b>



## Primary Elevator Shipments by Commodity

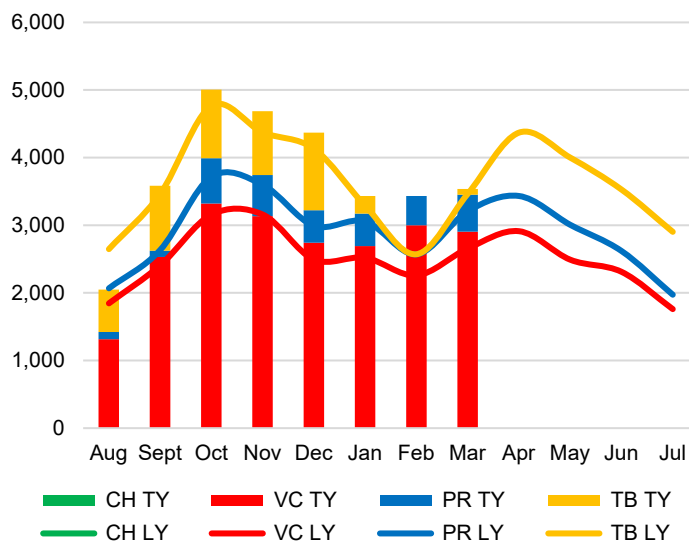


**Total YTD = 35.8 MMT**

GMP Data Table 2A-1

Grain shipments from primary elevators through March were up 1.4% from the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 73.9%. Movement of peas and lentils contributed 9.9% of the total.

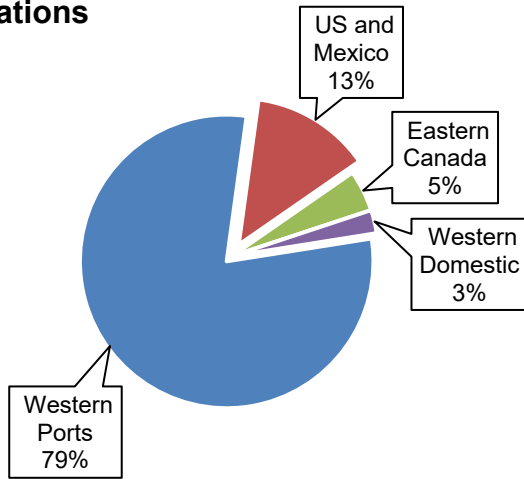
## Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports through the first eight months of 2025-26 are up 4.8% on a year-over-year basis. Crop year to date, Vancouver shipments are up 5.6% and shipments out of Prince Rupert and Thunder Bay are up 2.0% and 3.8% respectively.

## Western Canadian Grain Destinations

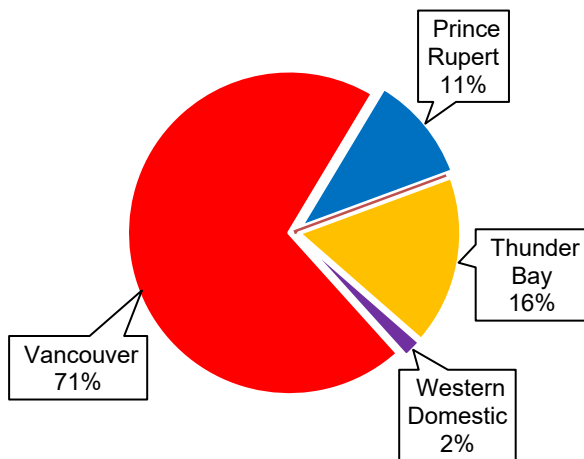


Total YTD = 42.4 MMT

GMP Data Tables 2B-1, 2B-8 & 2B-15

Railway grain shipments from Western Canada totaled more than 42.4 MMT in the first eight months of the 2025-26 crop year, a 4.8% increase from the 40.5 MMT handled in the same period a year earlier. The majority, about 33.6 MMT, was directed to Western Canadian ports, which saw a 4.9% increase in volume. This gain was bolstered by a 4.1% increase in shipments to Eastern Canada but contained by a 3.1% decline on movements into the US and Mexico. A substantive 73.6% increase was noted on the movement of Western Domestic volumes.

## Western Canadian Destined Hopper Car Traffic



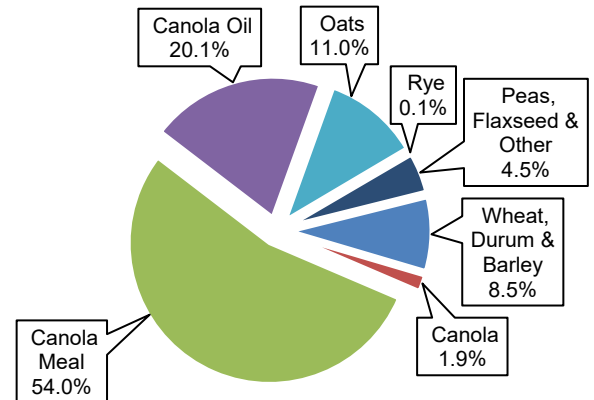
Total YTD = 33.2 MMT

GMP Data Tables 2B-3 to 2B-7

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. In the first eight months of the 2025-26 crop year this amounted to slightly under 33.2 MMT,

up 5.6% from the previous year. Seventy-one percent of these hopper cars were destined for Vancouver, which remains the port of choice for exporting grain, given its access to Asia-Pacific markets and concentration of export terminal facilities. Hopper-car shipments through Vancouver during this period rose by 4.6%, to 23.4 MMT, with Prince Rupert volumes posting a lesser 3.4% gain, to 3.7 MMT. Increases were observed in Thunder Bay traffic as well as Western Domestic shipments, which rose by 9.1% and 32.5% respectively.

## US Destined Grain by Commodity

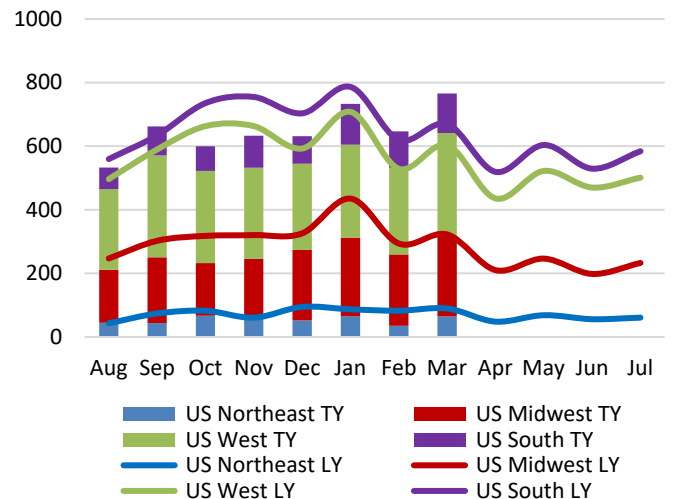


Total YTD = 5.2 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 5.2 MMT in the first eight months of the 2025-26 crop year, down 4.8% from the 5.5 MMT handled the year before. A little under 77% of these shipments were directed into the US Midwest and West, with canola and canola products dominating.

## US Destined Grain by Destination Territory (000's tonnes)



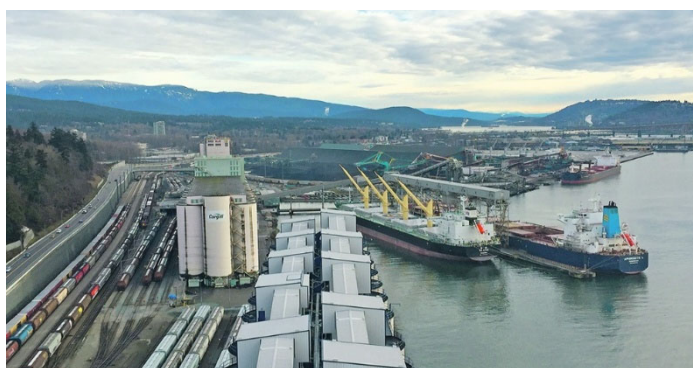
GMP Data Table 2B-18

## System Efficiency and Performance

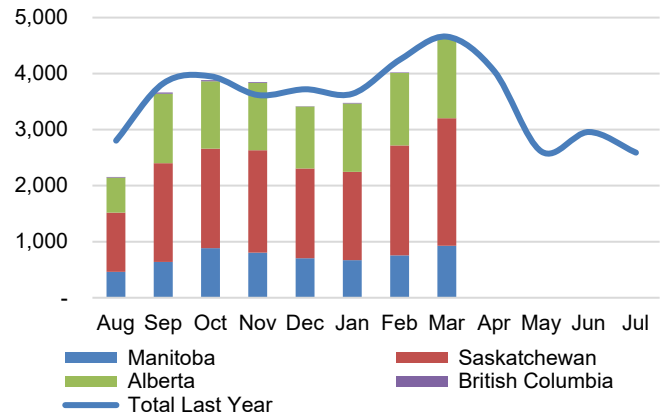
Primary elevator stocks increased in March, averaging 4.6 MMT throughout the month, continuing to grow from February's 4.0 MMT previous high mark for the 2025-26 crop year. Overall space in the country system was good but there is expectation that receiving capacity at some elevators in Alberta was limited towards the end of the month. Country stocks utilized 87% of the working capacity of the network. By province, stocks ranged from 71% in British Columbia to 86%, 87%, and 88% in Saskatchewan, Manitoba, and Alberta, respectively.

The average days-in-store in the primary-elevator system for the first eight months of the crop year decreased from the same period last year, falling by 7.2% to 23.1 days.

Table M-4	MAR 2026	2025-26 YTD	Var. from Last YTD
<b>Primary Elevator</b>			
Average Weekly Stocks (000's tonnes)	4,648.1	3,639.4	-4.4%
Average Days in Store	28.9	23.1	-7.2%
<b>Railway Operations (days)</b>			
Cycle Time to Western Ports	12.6	13.2	-10.1%
Cycle Time to Eastern Canada	21.3	23.2	-5.3%
Cycle Time to US	21.7	26.4	-0.3%
Loaded Transit to Western Ports	5.7	5.4	-12.8%
Loaded Transit to Eastern Canada	9.8	10.1	-4.3%
Loaded Transit to US	9.4	9.9	-8.5%
Rail Fleet in Grain Service	19,315	18,262	-9.0%
<b>Western Canada Terminal Elevator</b>			
Average Weekly Stocks (000's tonnes)	1,594.4	1,453.8	14.7%
Average Days in Store	14.2	12.5	7.8%
Port Unloads (hopper cars)	37,919	306,639	5.9%
Terminal Out-of-Car Time	13.7%	10.1%	-32.7%
<b>Western Canada Port Operations</b>			
Average Vessel Time in Port (days)	12.7	8.5	-27.4%



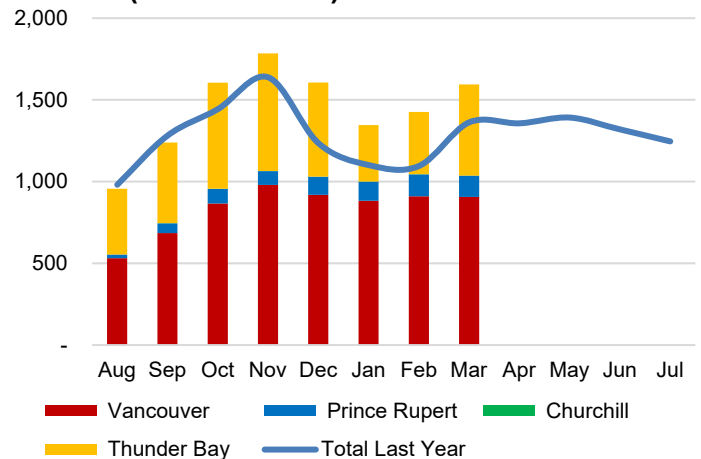
## Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.6 MMT in-store. 2025-26 began slowly with stocks falling to 2.2 MMT throughout August but quickly rising to 3.9 MMT as harvest completed in October before retreating again into Q2. Stocks throughout March marked the peak for the crop year, averaging 4.6 MMT per week. Wheat, including durum, and canola, comprise 67% of the total stock. At 20% of the stock, barley, oats and peas made up much of the balance.

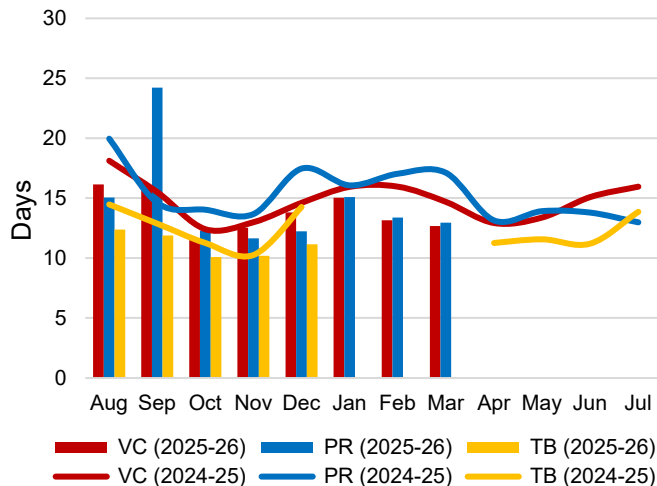
## Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.6 MMT in March, up from 1.4 MMT in-store during February. Throughout March, western ports used 83% of their overall working capacity but the aggregate stock numbers for Vancouver terminals were consistently above 90% of the working capacity. On a year-to-date basis, the first eight months of the crop year had average stocks 14.7% higher than 2024-25. Wheat, durum, and canola comprised 74% of the year-to-date stock.

## Railway Cycle Times to Western Ports (days)

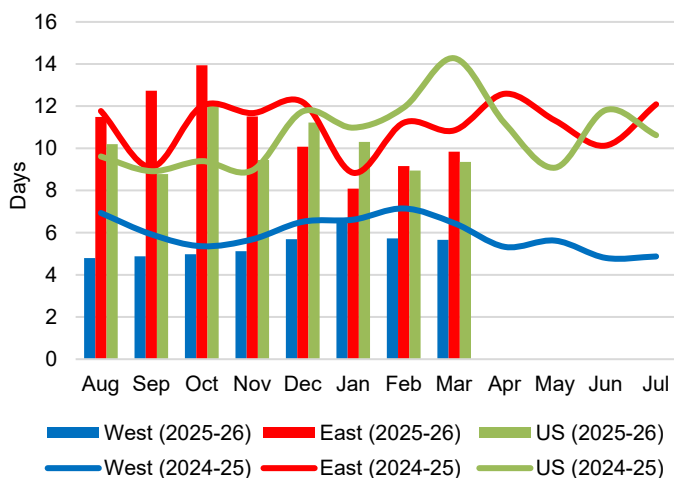


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.2 days in the first eight months of the 2025-26 crop year, down 10.1% from the 14.7-day average reported a year earlier. This result was largely shaped by an 8.0% decrease in the Vancouver corridor average and supported by reductions of 3.1% in the Prince Rupert corridor average, and 5.1% in the Thunder Bay corridor average.

Similarly, the average for movements into Eastern Canada fell by 5.3%, to an average of 23.2 days from 24.5 days a year earlier. A marginal 0.3% decrease was noted in the car cycle for US movements, which fell to an average of 26.4 days from 26.5 days the previous year.

## Average Loaded Transit Times (days)

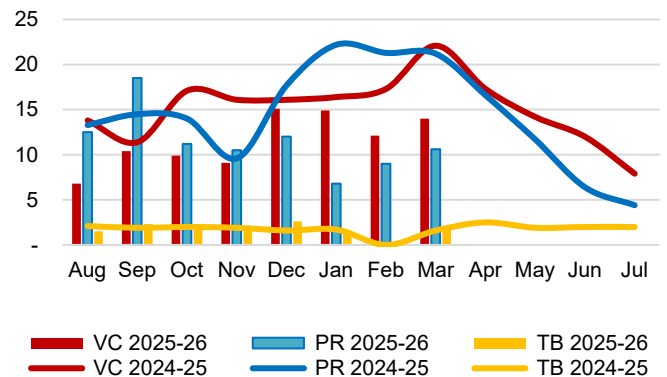


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.4 days in the first eight months of the 2025-26 crop year, down 12.8% from the 6.2-day average posted the previous year. This was primarily driven by an 11.3% decrease in the Vancouver-corridor average but aided by reductions in the Prince

Rupert and Thunder Bay corridor averages, which fell by 22.4% and 11.3% respectively. More modest improvements were noted in the average on movements into Eastern Canada, which fell by 4.3%, to 10.1 days from 10.5 days a year earlier, and on US-destined traffic, which decreased by 8.5%, to 9.9 days from 10.8 days.

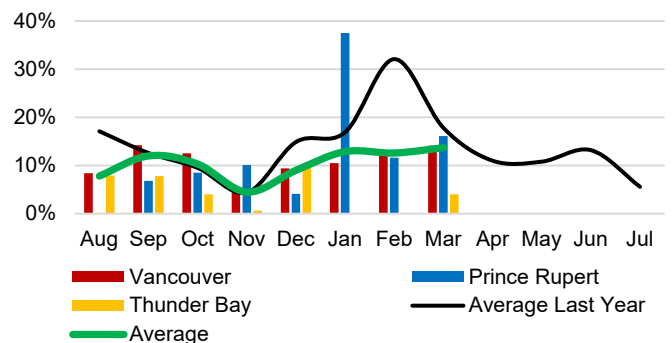
## Average Days in Port per Vessel



GMP Data Table 5D-1

In March 2026, the overall-average time vessels were in port waiting and loading grain was 12.7 days, 34.2% less than was the case in March 2025. The average days in port stood at 14.0 days for Vancouver and 10.6 days for Prince Rupert. The Port of Thunder Bay had a few vessel clearances in late March with an average time in port of 1.8 days.

## Port Terminal Out-of-Car Time (% of total operating hours)

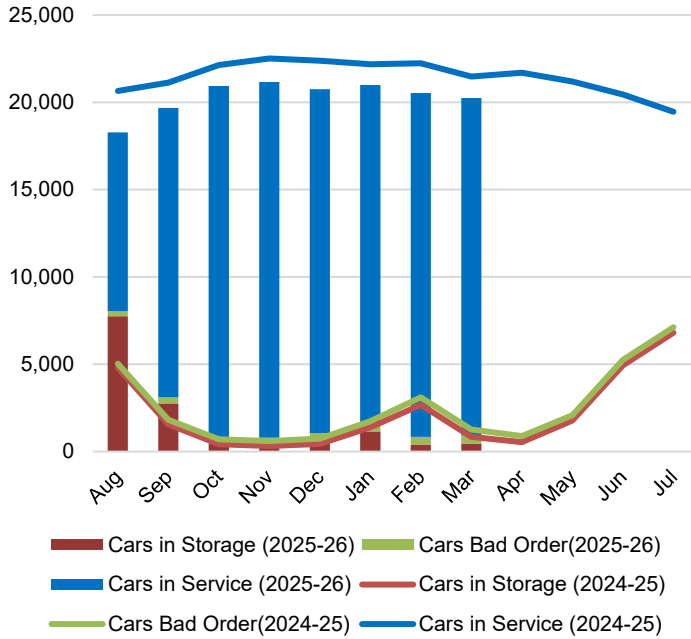


GMP Data Table 5C-5

The port terminal out-of-car time measure represents the total number of hours terminal elevator facilities are open and staffed (including overtime hours) and the corresponding number of hours that terminals have no rail cars available to unload. The measure is expressed as a percentage (hours without cars to the total number of hours working).

The aggregate measure for all ports grew to 13.7% in March, from 12.6% in February. Over the first eight months of the crop year, out-of-car time has improved by 32.7% relative to the same period in 2024-25, ending March with a combined YTD average of 10.1%.

## Railway Grain Fleet Size and Utilization

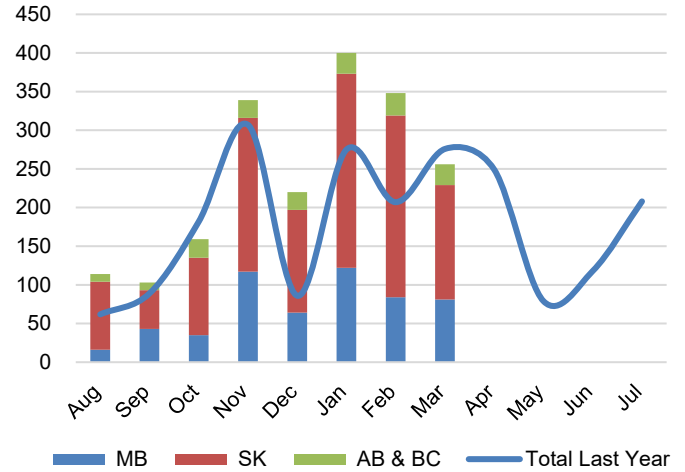


GMP Data Table 3B-2

During times of heavy demand, nearly the entire hopper-car fleet is placed into service. It is normal practice for railways to move cars into storage as traffic volumes decrease in the latter months of the crop year. Owing to a slower start to harvest, 2025-26 began with an average of only 10,225 cars in service every week throughout August. This rose quickly, reaching a year-to-date peak of 20,359 cars in service in November. Cars in service has remained high throughout March which had an average of 19,315 cars, some 96% of the overall fleet, deployed to address the shipping demands for western grain. The remaining 4% of cars were reported in either storage or bad order status.

## Producer Cars

### Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments scheduled for March 2026 were 7.2% lower than those in March 2025. Along with October, that is one of only two months showing a year-over-year decrease during 2025-26. Year-to-date, producer cars loaded remain up in all regions. Saskatchewan cars scheduled was up 43.7%, Manitoba was up 4.9% while Alberta & British Columbia registered a 57.3% increase.

Year to date, oats comprise 51% of the movement, while wheat and durum comprise 32% of the year-to-date totals. Thus far in the crop year, 41% of producer cars were shipped to destinations within Canada and the remaining 59% to the United States.



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This report provides a summary of the data developed under the Grain Monitoring Program. Detailed monthly Data Tables can be found in Excel and in an open data format (GMODS) on Quorum's website at: [www.grainmonitor.ca](http://www.grainmonitor.ca)

Quorum welcomes questions and comments on the reports and data. Please contact us by either phone or email

