

GMP Dashboard

Table M-1	MAY 2026	JUN 2026	2025-26 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	30.8	32.8	38.9	-5.1%
Average Days In Store – Country	15.6	16.6	21.7	-8.4%
Loaded Transit Time	5.1	4.6	5.3	-11.4%
Average Days In Store – Terminal	10.1	11.9	11.9	5.3%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,541.0	4,243.1	50,839.5	4.2%
Railway Shipments (all Western Canada traffic)	5,868.0	5,379.0	59,851.3	8.0%
Western Port Terminal Shipments	4,605.3	3,784.4	43,346.5	6.7%
Railway Performance				
Avg. Loads on Wheels (Cars)	9,314	8,134	9,210	-4.9%
Total Western Port Car Cycle (days)	11.8	12.3	12.8	-10.0%
Port Performance				
Western Port Unloads (Number of Cars)	44,196	34,308	430,801	5.6%
Vessel Time in Port (days)	7.5	6.9	8.3	-24.5%

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 fell by 8.3% in June 2026, to 5.4 MMT from 5.9 MMT in May. Year-to-date tonnage increased by 8.0%, to 59.9 MMT from the 55.4 MMT handled in the same eleven-month period a year earlier. Port shipments for June were 3.8 MMT, down 17.8% from the previous month. Year-to-date tonnage at 43.3 MMT is ahead of the same period last year by 6.7%. Vessel time in port decreased to 6.9 days from May's 7.5 days. Month over month, time in port at Vancouver decreased to 10.9 days from 12.2 days, Prince Rupert had an increase to 9.2 days from 5.0 days, and Thunder Bay had an improvement to average 2.1 days in port throughout June, down from 2.4 days in May.

Highlights for June 2026

Traffic and Movement (page 2)

- Primary-elevator shipments were 50.8 MMT in the first eleven months of the 2025-26 crop year, 4.2% more than last year.
- Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first eleven months of the 2025-26 crop year totaled slightly under 59.9 MMT, up 8.0% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 43.3 MMT in the first eleven months of the crop year, 6.7% above the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks shrank by 3.3% while the average days-in-store decreased by 8.4%.
- Average weekly port-terminal stocks were 13.5% higher than the same period last year, while average days-in-store grew by 5.3% on a year-over-year basis.
- The preliminary car cycle for hopper-car movements to Western Canadian ports increased 4.2% in June 2026, to an average of 12.3 days from 11.8 days in May. Comparatively faster velocities in the 2025-26 crop year helped lower the year-to-date average by 10.0%, to 12.8 days from the 14.2 days reported a year earlier. The average for movements into Eastern Canada fell by a lesser 7.0%, to 22.8 days. Similarly, a 3.4% decrease was observed in the average for movements into the US, which fell to 25.5 days.
- The year-to-date average for vessel time in port is 8.3 days, 24.5% less than the same period last year.
- Port-terminal out-of-car time grew in June at Vancouver to 11.3% from 9.5% and at Prince Rupert to 32.9% from 18.9%. Thunder Bay registered a month-over-month decrease to 3.5% from May's 4.6%. The combined year-to-date value of 10.4% out-of-car time was 25.7% 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.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production	85,413.0	73,867.8	15.6%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	6,639.2	8,448.3	-21.4%
Total Grain Supply	92,052.2	82,316.1	11.8%

Traffic and Movement

June producer deliveries rebounded to a weekly average of 1.2 MMT from May's 0.8 MMT as seeding completed. Average weekly primary-elevator stocks declined to 2.7 MMT in June. Overall space in the elevator system was good.

Table M-3	JUNE 2026	2025-26 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	734.9	8,196.3	-3.4%
Saskatchewan	2,089.6	26,146.8	4.9%
Alberta	1,397.8	16,255.2	7.2%
British Columbia	20.8	241.2	0.8%
Total	4,243.1	50,839.5	4.2%

Western Canada Railway Traffic (000's tonnes)

Shipments to Western Ports	4,407.6	47,745.2	7.8%
Shipments to Eastern Canada	170.2	2,667.0	10.8%
Shipments to US & Mexico	623.1	7,770.9	0.8%
Shipments Western Domestic	178.1	1,668.2	67.3%
Total	5,379.0	59,851.3	8.0%

Western Port Unloads (Number of Cars)

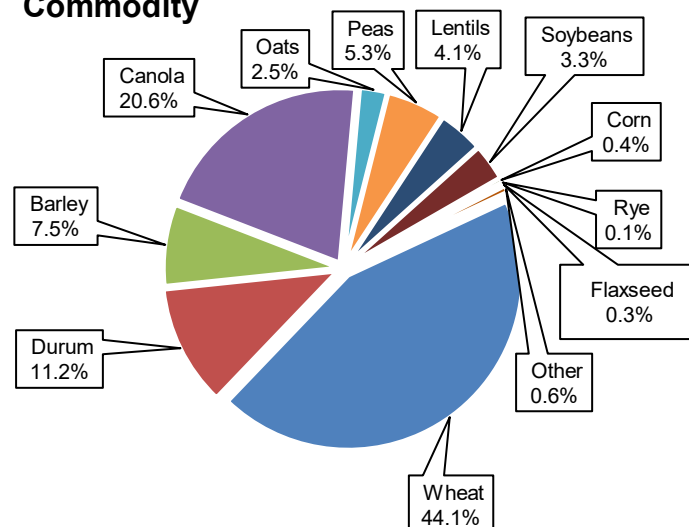
Vancouver	22,709	302,803	7.0%
Prince Rupert	3,998	50,992	6.3%
Churchill	0	0	n/a
Thunder Bay	7,601	77,006	0.0%
Total	34,308	430,801	5.6%

Terminal Elevator Shipments (000's tonnes)

Vancouver	2,433.5	30,226.3	7.1%
Prince Rupert	321.3	4,854.7	3.4%
Churchill	0.0	0.0	n/a
Thunder Bay	1,029.6	8,265.5	7.3%
Total	3,784.4	43,346.5	6.7%



Primary Elevator Shipments by Commodity

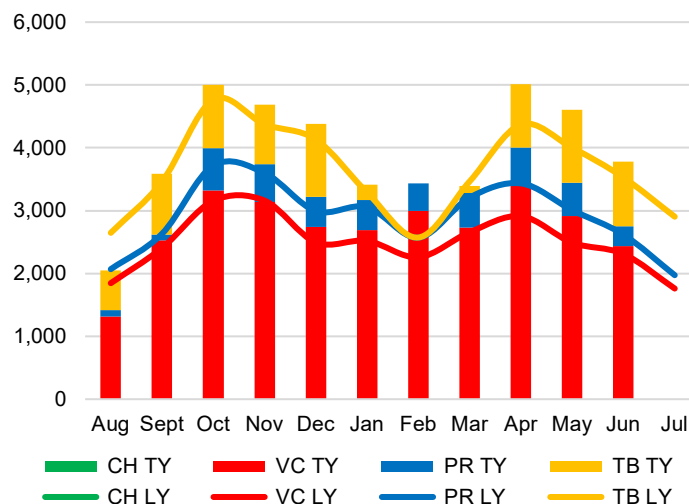


Total YTD = 50.8 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators through June were up 4.2% from the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 75.9%. Movement of peas and lentils contributed 9.4% of the total.

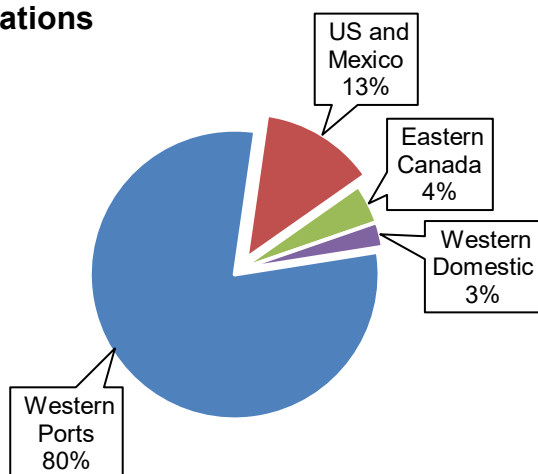
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports through the first ten months of 2025-26 are up 6.7% on a year-over-year basis. Crop year to date, Vancouver shipments are up 7.1% and shipments out of Prince Rupert and Thunder Bay are up 3.4% and 7.3% respectively.

Western Canadian Grain Destinations

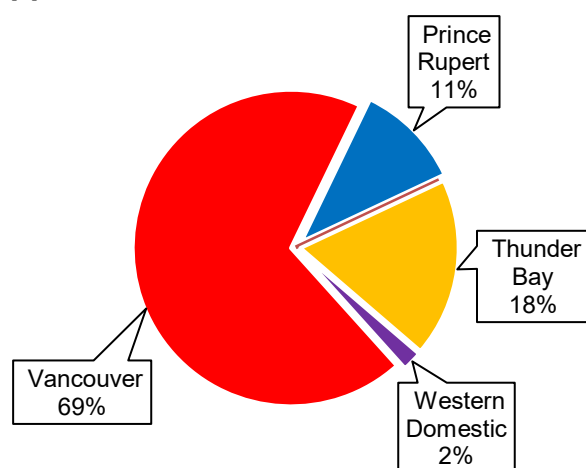


Total YTD = 59.9 MMT

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

Railway grain shipments from Western Canada totaled slightly below 59.9 MMT in the first eleven months of the 2025-26 crop year, an 8.0% increase from the 55.4 MMT handled in the same period a year earlier. The majority, about 47.7 MMT, was directed to Western Canadian ports, which saw a 7.8% increase in volume. This gain was bolstered by a 10.8% increase in shipments to Eastern Canada along with a marginal 0.8% gain on movements into the US and Mexico. A substantive 67.3% increase was noted on the movement of Western Domestic traffic.

Western Canadian Destined Hopper Car Traffic



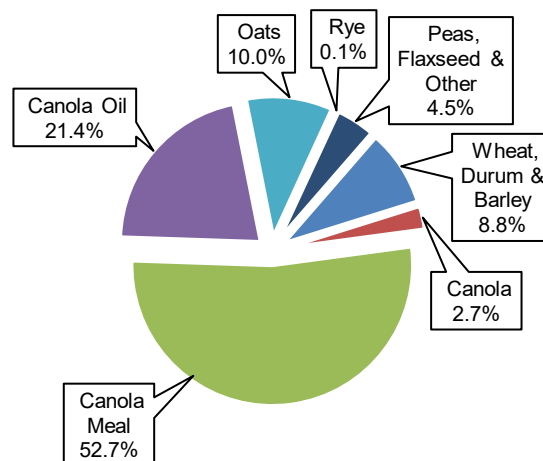
Total YTD = 47.4 MMT

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 eleven months of the 2025-26 crop year this amounted to almost 47.4 MMT, up 8.6% from the previous year. Sixty-nine 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 8.3%, to 32.6 MMT, with Prince Rupert volumes posting a lesser 6.8% gain, to about 5.1 MMT. Increases were observed in Thunder Bay traffic as well as Western Domestic shipments, which rose by 9.3% and 26.1% respectively.

US Destined Grain by Commodity

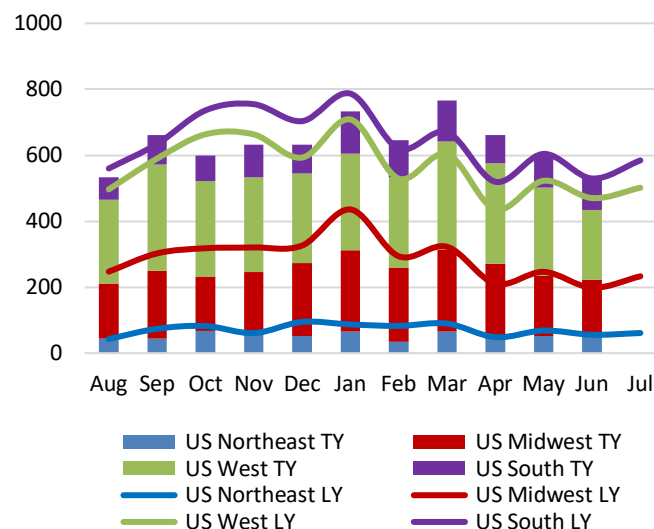


Total YTD = 7.0 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached just over 7.0 MMT in the first eleven months of the 2025-26 crop year, down 1.6% from the 7.1 MMT handled the year before. A little over 76% 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

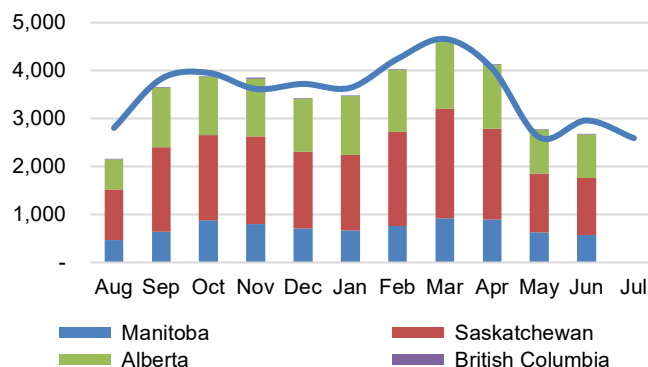
Primary elevator stocks decreased in June, averaging 2.7 MMT throughout the month. Seeding wrapped up in the last two weeks of June, and primary stocks began to rise as producer deliveries increased again. Overall space in the country system was good. Stocks utilized 51% of the working capacity of the network. By province, stocks ranged from 45% in Saskatchewan to 53%, 55%, and 56% in British Columbia, Manitoba, and Alberta, respectively.

The average days-in-store in the primary-elevator system for the first eleven months of the crop year decreased from the same period last year, falling by 8.4% to 21.7 days.

Table M-4	JUN 2026	2025-26 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,683.1	3,536.6	-3.3%
Average Days in Store	16.3	21.7	-8.4%
Railway Operations (days)			
Cycle Time to Western Ports	12.3	12.8	-10.0%
Cycle Time to Eastern Canada	22.9	22.8	-7.0%
Cycle Time to US	23.2	25.5	-3.4%
Loaded Transit to Western Ports	4.6	5.3	-11.4%
Loaded Transit to Eastern Canada	11.4	9.9	-7.6%
Loaded Transit to US	9.8	9.7	-9.6%
Rail Fleet in Grain Service	17,047	18,397	-6.4%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,470.8	1,466.2	13.5%
Average Days in Store	11.9	11.9	5.3%
Port Unloads (hopper cars)	34,308	430,801	5.6%
Terminal Out-of-Car Time	12.1%	10.4%	-25.7%
Western Canada Port Operations			
Average Vessel Time in Port (days)	6.9	8.3	-24.5%



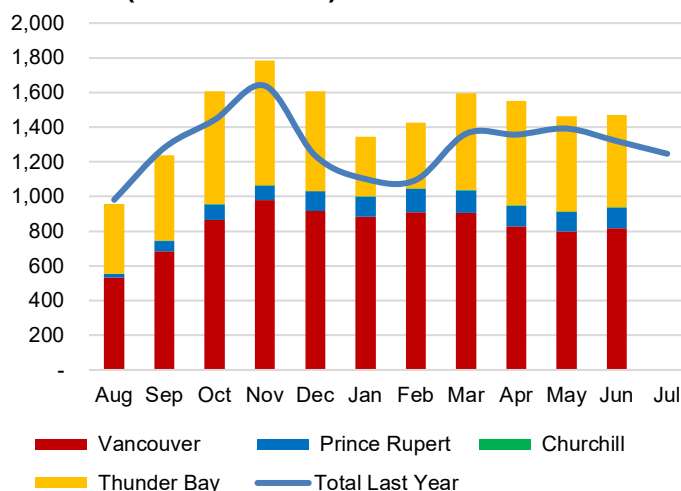
Average Weekly Primary Elevator Stocks (000's tonnes)



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 before a significant rebound. Stocks remained above 4.0 MMT throughout Q3 but fell sharply into Q4. June averaged only 2.7 MMT stocks in store per week. Wheat, durum, and canola comprised 65% of the total stock. At 17% of the stock, barley, oats and peas made up much of the balance.

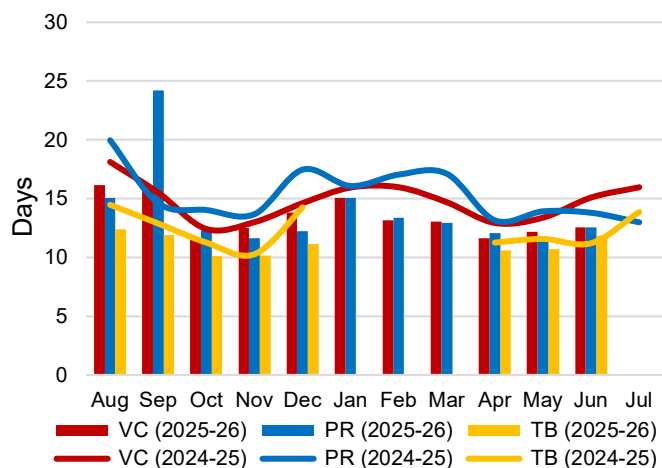
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.5 MMT in June, matching the stock level throughout May. During June, western ports used 76% of their overall working capacity. On a year-to-date basis, the first eleven months of the crop year had average stocks 13.5% higher than in 2024-25. Wheat, durum, and canola comprised 75% of the year-to-date stock.

Railway Cycle Times to Western Ports (days)

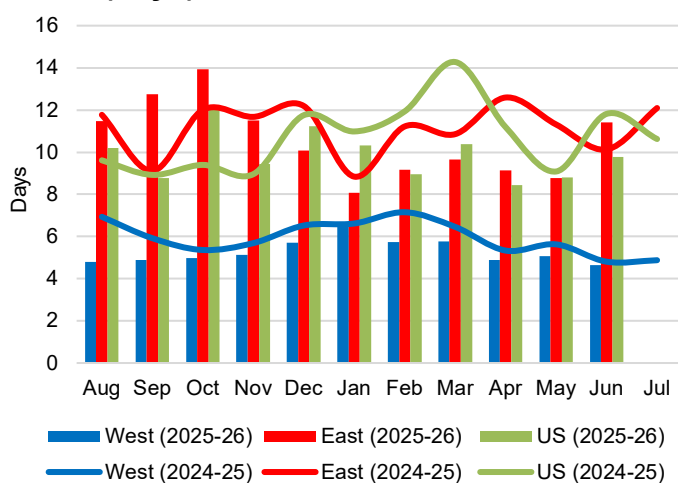


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 12.8 days in the first eleven months of the 2025-26 crop year, down 10.0% from the 14.2-day average reported a year earlier. This result was largely shaped by a 9.0% decrease in the Vancouver corridor average, along with equally substantive reductions of 13.7% in the Prince Rupert corridor, and 11.1% in the Thunder Bay corridor.

Similarly, the average for movements into Eastern Canada fell by 7.0%, to an average of 22.8 days from 24.5 days a year earlier. A lesser 3.4% decrease was noted in the car cycle for US movements, which fell to an average of 25.5 days from 26.4 days the previous year.

Average Loaded Transit Times (days)

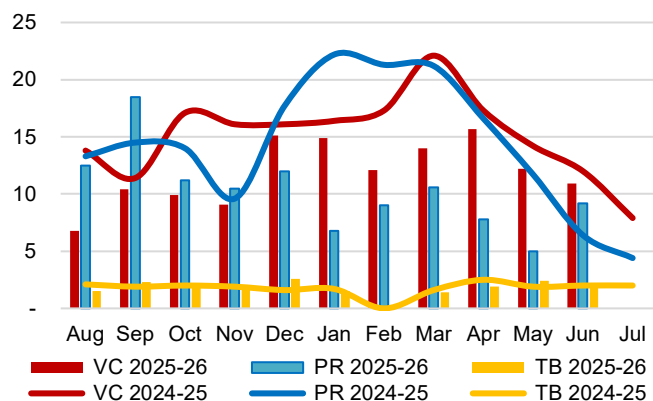


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.3 days in the first eleven months of the 2025-26 crop year, down 11.4% from the 6.0-day average posted the previous year. This was primarily driven by a 10.4% decrease in the Vancouver corridor average but strengthened by reductions in the Prince Rupert and Thunder Bay corridor averages, which fell by

19.8% and 9.0% respectively. More modest improvements were noted in the average on movements into Eastern Canada, which fell by 7.6%, to 9.9 days from 10.7 days a year earlier, and on US-destined traffic, which decreased by 9.6%, to 9.7 days from 10.7 days.

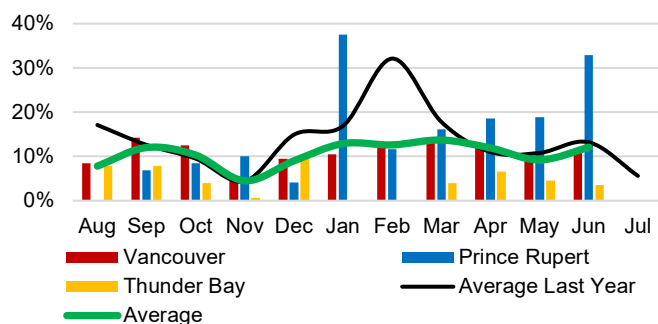
Average Days in Port per Vessel



GMP Data Table 5D-1

In June 2026, the overall average time vessels were in port waiting and loading grain was 6.9 days, an improvement from May's 7.5 days. Vancouver and Thunder Bay saw a month-over-month reduction in their average days in port while Prince Rupert had a large increase from May's performance. The average stood at 10.9 days for Vancouver, 9.2 days for Prince Rupert, and 2.1 days for Thunder Bay.

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



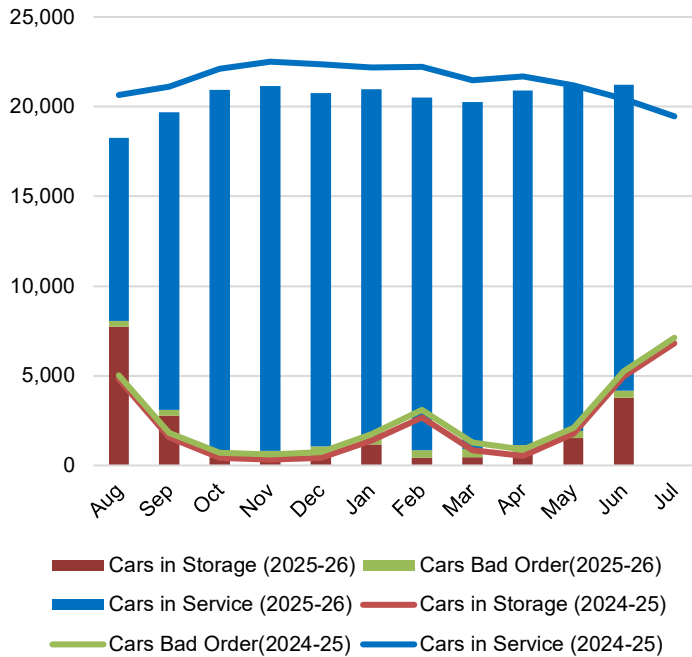
GMP Data Table 5C-5

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 12.1% in June, from 9.2% in May, driven by increases at west coast ports. On a year-to-date basis, out-of-car time has been 25.7% lower than the same period in 2024-25, ending June with a combined YTD average of 10.4%.



Railway Grain Fleet Size and Utilization

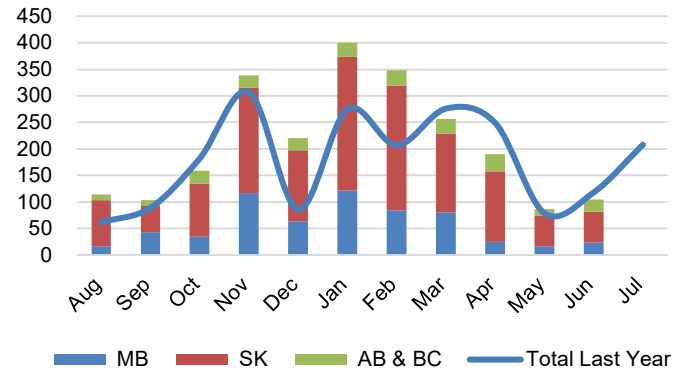


GMP Data Table 3B-2

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 remained above 19,000 cars until June, which averaged 17,047 cars, some 80% of the overall fleet, deployed to address the shipping demands for western grain. The remaining 20% 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 June 2026 were 20.2% higher than those in June 2025. Year-to-date, producer cars loaded are up in all regions except Manitoba, relative to the same period last year. Saskatchewan cars scheduled was up 32.5%, Alberta & British Columbia had an 83.2% increase, and Manitoba was down by 10.7%.

Year to date, oats comprise 50% of the movement, while wheat and durum comprise 33% of the year-to-date totals. Thus far in the crop year, 42% of producer cars were shipped to destinations within Canada and 58% to destinations within 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

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