

## GMP Dashboard

Table M-1	OCT 2025	NOV 2025	2025-26 YTD	Var. from Last YTD
<b>Western Canadian GHTS Performance (Days)</b>				
Total Time in System	35.3	37.2	37.6	-4.1%
Average Days In Store – Country	19.9	20.4	21.1	-5.4%
Loaded Transit Time	5.0	5.1	5.0	-15.2%
Average Days In Store – Terminal	10.4	11.7	11.5	4.5%
<b>Total Traffic ('000 tonnes)</b>				
Primary Elevator Shipments	6,502.2	4,986.8	18,790.5	-0.7%
Railway Shipments (all Western Canada traffic)	6,533.0	6,042.4	21,473.1	-0.7%
Western Port Terminal Shipments	5,006.1	4,647.0	15,284.1	0.2%
<b>Railway Performance</b>				
Avg. Loads on Wheels (Cars)	10,386	10,163	8,518	-16.0%
Total Western Port Car Cycle (days)	11.3	11.8	12.9	-6.7%
<b>Port Performance</b>				
Western Port Unloads (Number of Cars)	50,270	46,711	158,441	0.0%
Vessel Time in Port (days)	6.9	6.6	6.4	-33.3%

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 7.5% in November 2025, decreasing to about 6.0 MMT from the 6.5 MMT reported in October. Year-to-date tonnage decreased by 0.7%, to almost 21.5 MMT from the 21.6 MMT handled in the same four-month period a year earlier. Port shipments for November totaled 4.6 MMT, a 7.2% decrease from October. Year-to-date tonnage at 15.3 MMT is slightly above the previous crop year by 0.2%. The month-over-month decrease in shipments was accompanied by a decrease in the average amount of time vessels spent in port, which fell to 6.6 days in November from 6.9 days in October.

## Highlights for November 2025

### Traffic and Movement (page 2)

- Primary-elevator shipments were 18.8 MMT in the first four months of the 2025-26 crop year, 0.7% less than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first four months of the 2025-26 crop year totaled slightly under 21.5 MMT, down 0.7% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 15.3 MMT in the first four months of the crop year, 0.2% 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 5.4%.
- Average weekly port-terminal stocks were 4.9% higher than the same period last year, while average days-in-store grew by 4.5% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports in November 2025 rose to 11.8 days from the 11.3 days recorded in October. Comparatively faster velocities in the opening months of the 2025-26 crop year also helped lower the year-to-date average by 6.7%, to 12.9 days from the 13.8 days posted a year earlier. Conversely, the average for movements into Eastern Canada rose by 9.4%, to 26.9 days. Similarly, a 12.2% increase was observed in the average for movements into the US, which rose to 27.3 days.
- The year-to-date average for vessel time in port is 6.4 days, 33.3% less than the same period last year.
- Port-terminal out-of-car time fell in November at Vancouver to 5.7% (from 12.5%) and at Thunder Bay to 0.6% (from 4.0%). Prince Rupert saw an increase over October's 8.5% to 10.1% in November. The combined year-to-date value of 8.9% out-of-car time was 18.3% lower than the same period in the 2024-25 crop year.

## Production and Supply

Statistics Canada's December estimate for 2025 field-crop production in Western Canada stands at 85.4 MMT, a 15.7% 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, 22.4% 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>			
Western Canada Total Production - Preliminary	85,427.9	73,846.1	15.7%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	6,556.2	8,450.3	-22.4%
<b>Total Grain Supply</b>	<b>91,984.1</b>	<b>82,296.4</b>	<b>11.8%</b>

## Traffic and Movement

November producer deliveries held at a weekly average of 1.3 MMT, up slightly from October's 1.2 MMT. Average weekly primary-elevator stocks fell slightly to 3.8 MMT in November, with good space in the elevator system.

Table M-3	NOV 2025	2025-26 YTD	Var. from Last YTD
<b>Primary Elevator Shipments (000's tonnes)</b>			
Manitoba	949.1	3,644.2	1.0%
Saskatchewan	2,703.1	9,605.1	0.6%
Alberta	1,309.4	5,541.0	-3.9%
British Columbia	25.2	90.2	-1.4%
<b>Total</b>	<b>4,986.8</b>	<b>18,790.5</b>	<b>-0.7%</b>

### Western Canada Railway Traffic (000's tonnes)

Shipments to Western Ports	5,076.7	17,781.8	1.7%
Shipments to Eastern Canada	143.5	598.5	-9.3%
Shipments to US & Mexico	693.4	2,638.8	-7.8%
Shipments Western Domestic	128.8	453.9	47.6%
<b>Total</b>	<b>6,042.4</b>	<b>21,473.1</b>	<b>-0.7%</b>

### Western Port Unloads (Number of Cars)

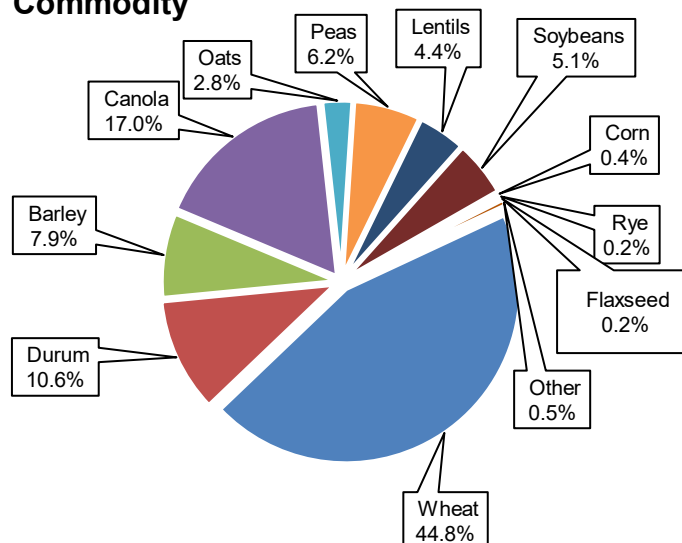
Vancouver	30,887	104,646	-3.4%
Prince Rupert	6,328	15,674	1.3%
Churchill	0	0	n/a
Thunder Bay	9,496	38,121	9.9%
<b>Total</b>	<b>46,711</b>	<b>158,441</b>	<b>0.0%</b>

### Terminal Elevator Shipments (000's tonnes)

Vancouver	3,095.7	10,261.4	-2.9%
Prince Rupert	607.4	1,476.6	1.9%
Churchill	0.0	0.0	n/a
Thunder Bay	943.9	3,546.1	9.7%
<b>Total</b>	<b>4,647.0</b>	<b>15,284.1</b>	<b>0.2%</b>



## Primary Elevator Shipments by Commodity

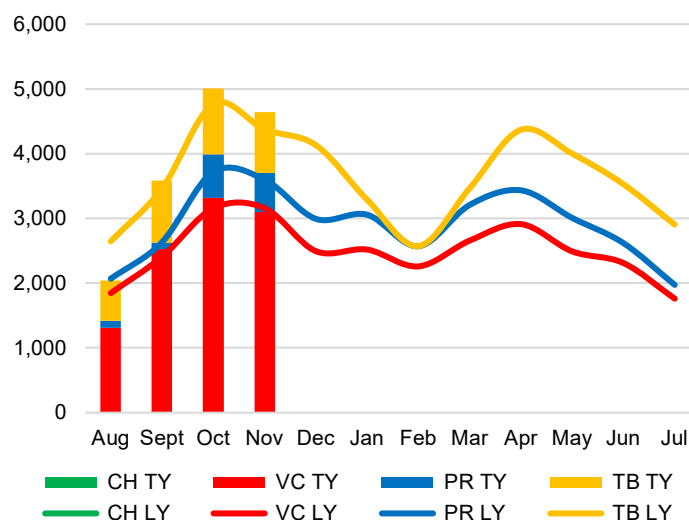


**Total YTD = 18.8 MMT**

GMP Data Table 2A-1

Grain shipments from primary elevators in the first four months of the crop year were down 0.7% from the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 72.4%. Movement of peas and lentils contributed 10.6% of the total.

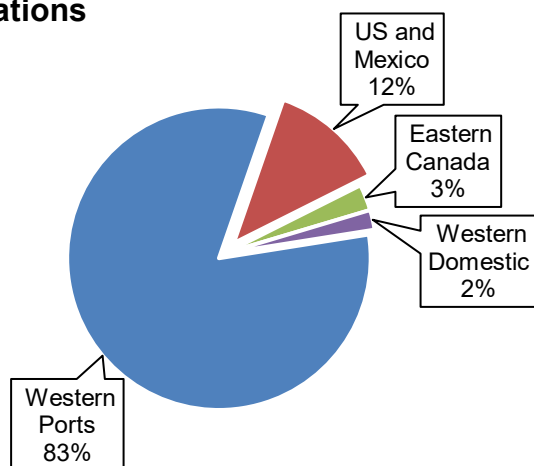
## Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports through the first four months of 2025-26 are up 0.2% on a year-over-year basis. Crop year to date, Vancouver shipments are down 2.9% while shipments out of Prince Rupert and Thunder Bay are up 1.9% and 9.7% respectively.

## Western Canadian Grain Destinations

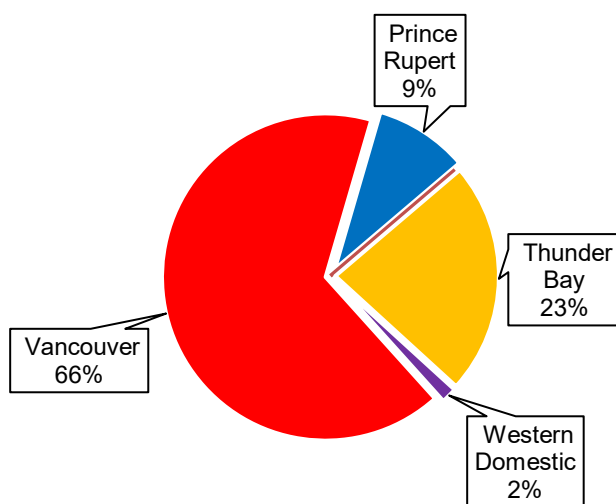


**Total YTD = 21.5 MMT**

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

Railway grain shipments from Western Canada totaled just under 21.5 MMT in the first four months of the 2025-26 crop year, a 0.7% decrease from the 21.6 MMT handled in the same period a year earlier. The majority, about 17.8 MMT, was directed to Western Canadian ports, which saw a 1.7% increase in volume. This was tempered by decreases of 9.3% in shipments to Eastern Canada and 7.8% on those into the US and Mexico. A substantive 47.6% gain was noted on Western Domestic volumes.

## Western Canadian Destined Hopper Car Traffic



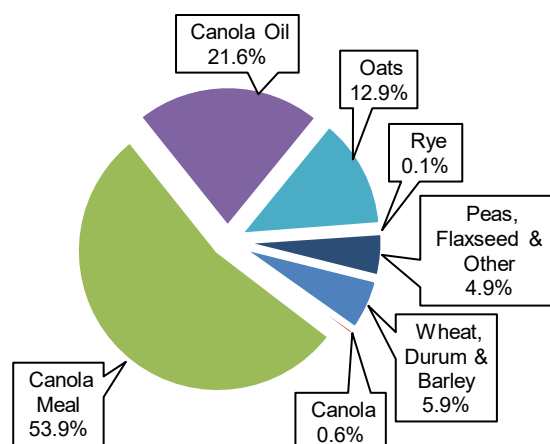
**Total YTD = 17.5 MMT**

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 four months of the 2025-26 crop year this amounted to slightly over 17.5 MMT, up 1.7% from the previous year. Sixty-six percent of these hopper

cars were destined to 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 fell by 1.9%, to 11.6 MMT, while Prince Rupert volumes remained effectively unchanged at 1.6 MMT. Increases were observed in Thunder Bay traffic as well as Western Domestic shipments, which rose by 13.6% and 19.0% respectively.

## US Destined Grain by Commodity

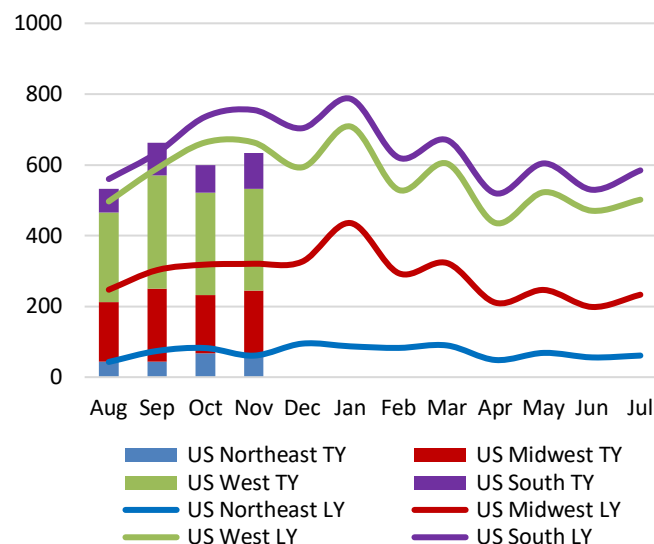


**Total YTD = 2.4 MMT**

GMP Data Table 2B-18

Total railway shipments into the US reached over 2.4 MMT in the first four months of the 2025-26 crop year, down 9.6% from the 2.7 MMT handled the year previous. A little over 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

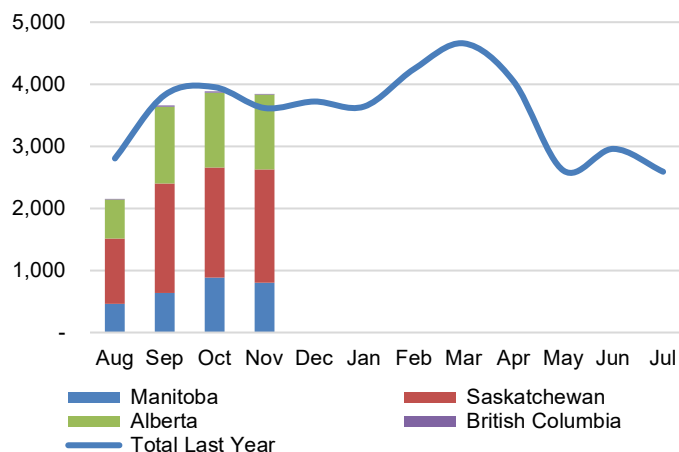
Primary elevator stocks decreased slightly in November, averaging 3.8 MMT throughout the month. Overall space in the country system was good. Country stocks utilized 72% of the working capacity of the network. By province, stocks ranged from 70% and 72% in Saskatchewan and British Columbia respectively to 74% in Alberta, and 76% in Manitoba.

The average days-in-store in the primary-elevator system for the first four months of the crop year decreased from the same period last year, falling by 5.4% to 21.1 days.

Table M-4	NOV 2025	2025-26 YTD	Var. from Last YTD
<b>Primary Elevator</b>			
Average Weekly Stocks (000's tonnes)	3,848.5	3,416.3	-4.4%
Average Days in Store	20.4	21.1	-5.4%
<b>Railway Operations (days)</b>			
Cycle Time to Western Ports	11.8	12.9	-6.7%
Cycle Time to Eastern Canada	23.4	26.9	9.4%
Cycle Time to US	24.4	27.3	12.2%
Loaded Transit to Western Ports	5.1	5.0	-15.2%
Loaded Transit to Eastern Canada	11.3	12.4	14.8%
Loaded Transit to US	9.4	10.0	8.3%
Rail Fleet in Grain Service	20,359	17,005	-14.0%
<b>Western Canada Terminal Elevator</b>			
Average Weekly Stocks (000's tonnes)	1,784.4	1,408.4	4.9%
Average Days in Store	11.7	11.5	4.5%
Port Unloads (hopper cars)	46,711	158,441	0.0%
Terminal Out-of-Car Time	4.9%	8.9%	-18.3%
<b>Western Canada Port Operations</b>			
Average Vessel Time in Port (days)	6.6	6.4	-33.3%



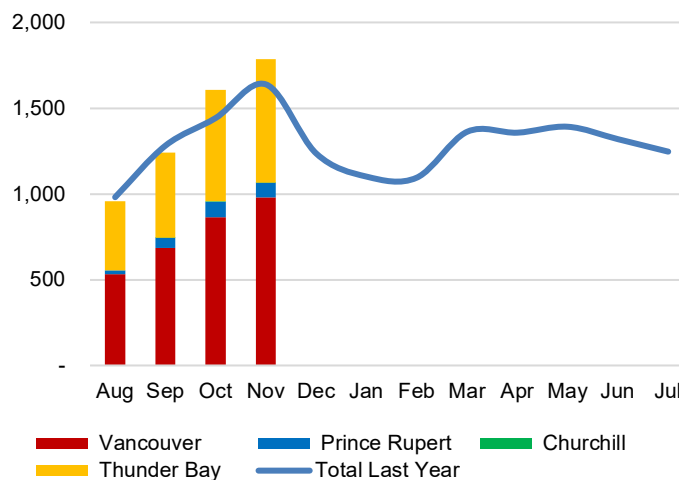
## Average Weekly Primary Elevator Stocks (000's tonnes)



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. November saw stocks remain high, down only slightly month-over-month to 3.8 MMT. Wheat, including durum, and canola, comprise 64% 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)

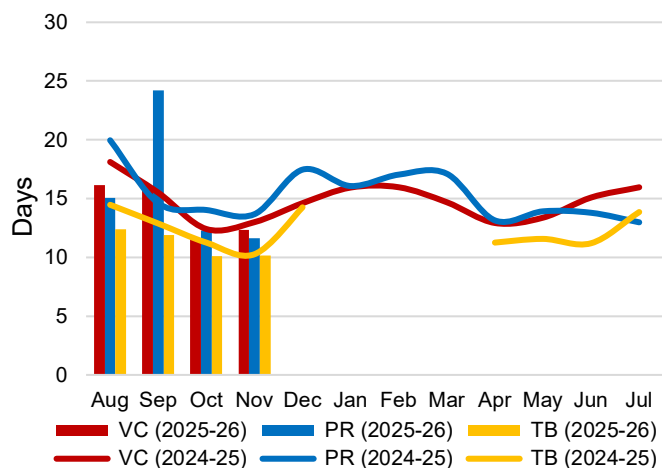


GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.8 MMT in November, up from 1.6 MMT in-store during October. Throughout November, there were periods when high Vancouver stock levels exceeded the estimated working capacity of the port, but manageable. Compared to November 2024, Vancouver stocks were up 23.6%, Prince Rupert down 26.9%, and Thunder Bay stocks were up 1.1%. Wheat, including durum, and canola, comprise 76% of the total stock. In November, western ports used 93% of their overall working capacity.



## Railway Cycle Times to Western Ports (days)

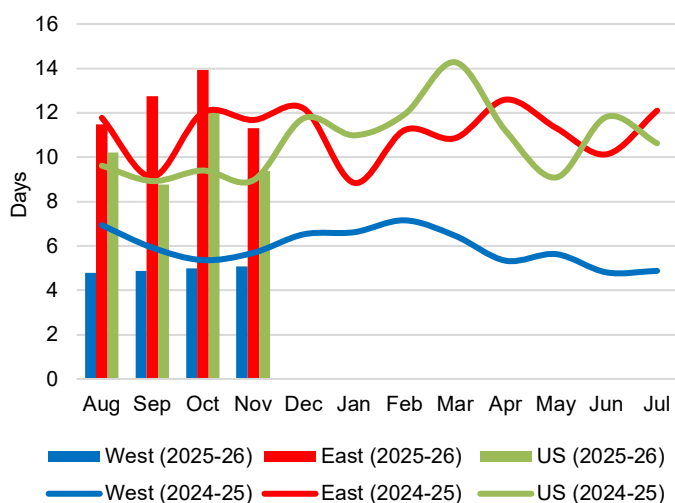


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 12.9 days in the first four months of the 2025-26 crop year, down 6.7% from the 13.8-day average reported a year earlier. This result was largely shaped by a 6.1% decrease in the Vancouver corridor average and supported by reductions of 3.5% in the Prince Rupert corridor average, and 7.2% in the Thunder Bay corridor average.

Conversely, the average for movements into Eastern Canada rose by 9.4%, to an average of 26.9 days from 24.6 days a year earlier. A somewhat greater 12.2% increase was noted in the car cycle for US movements, which rose to an average of 27.3 days from 24.3 days the previous year.

## Average Loaded Transit Times (days)

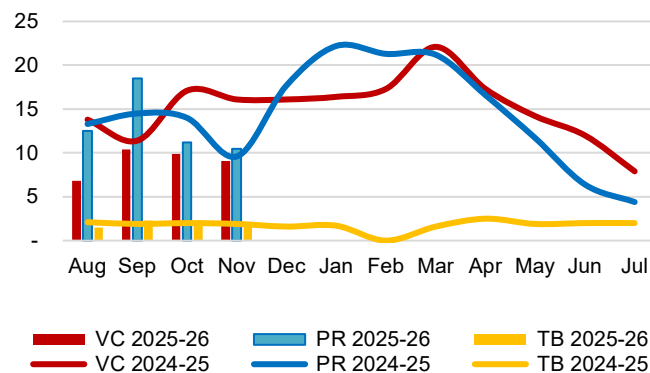


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.0 days in the first four month of the 2025-26 crop year, down 15.2% from the 5.9-day average posted the previous year. This was primarily driven by a 16.2% decrease in the Vancouver-corridor average but aided by reductions in the Prince Rupert and

Thunder Bay corridor averages, which fell by 8.1% and 10.0% respectively. Opposing these improvements were increases to the average on movements into Eastern Canada, which rose by 14.8%, to 12.4 days from 10.8 days a year earlier, and on US-destined traffic, which increased by 8.3%, to 10.0 days from 9.2 days.

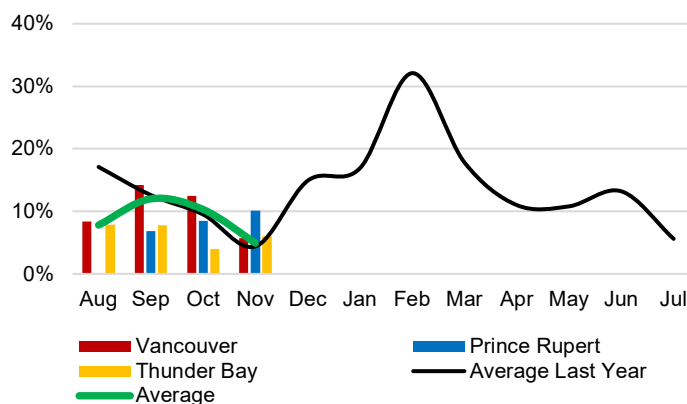
## Average Days in Port per Vessel



GMP Data Table 5D-1

In November, the overall-average time vessels were in port waiting and loading grain was 6.6 days, 37.7% less than was the case in November 2024. The average days in port stood at 9.1 days for Vancouver, 10.5 days for Prince Rupert, and 1.8 days for Thunder Bay. Each western port saw a decrease in its time in port measure from October.

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



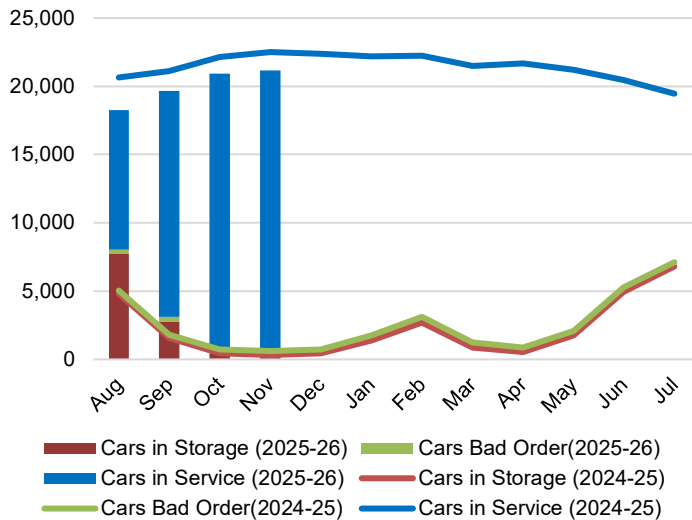
GMP Data Table 5C-5

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 fell to 4.9% in November, from 10.3 in October. Month-over-month, terminal out-of-car time dropped to 5.7% at Vancouver, rose to 10.1% at Prince Rupert, and grew to 6.0% at Thunder Bay.



## Railway Grain Fleet Size and Utilization

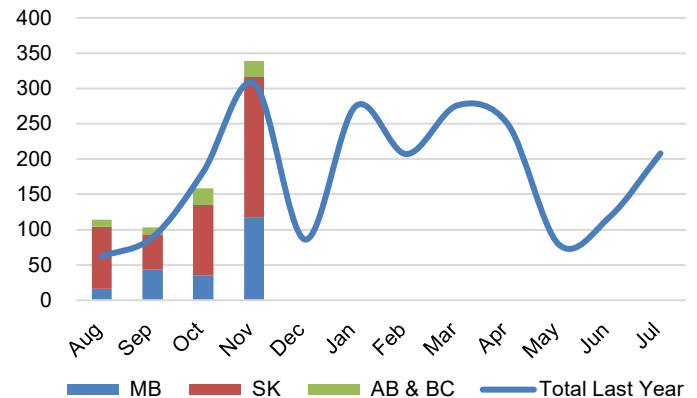


GMP Data Table 3B-2

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 reversed quickly in September, and has increased every month since, with November seeing an average of 20,359 cars in service every week. November had 96% of the overall fleet in service to address the shipping demands for western grain, with the balance of cars being 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 November 2025 were 10.4% higher than those in November a year earlier. Producer cars loaded in Saskatchewan were up 35.3% over the same period last year. Those cars loaded in Manitoba were down 21.3% while Alberta & British Columbia were even with last year. Year to date, oats comprise 57% 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 the remaining 58% to the United States.



**Quorum Corporation**  
 Suite 550, 11150 Jasper Avenue  
 Edmonton, AB T5K 0C7  
 Email: [info@quorumcorp.net](mailto:info@quorumcorp.net)  
 Web: [www.grainmonitor.ca](http://www.grainmonitor.ca)  
 Phone: (780) 447-2111

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