

## GMP Dashboard

Table M-1	JAN 2026	FEB 2026	2025-26 YTD	Var. from Last YTD
<b>Western Canadian GHTS Performance (Days)</b>				
Total Time in System	41.0	43.8	40.0	-4.3%
Average Days In Store – Country	21.9	26.8	22.3	-7.9%
Loaded Transit Time	6.6	5.6	5.4	-13.1%
Average Days In Store – Terminal	12.5	11.4	12.3	7.9%
<b>Total Traffic ('000 tonnes)</b>				
Primary Elevator Shipments	4,140.4	3,928.7	31,565.9	1.1%
Railway Shipments (all Western Canada traffic)	5,145.5	4,926.8	36,843.1	4.9%
Western Port Terminal Shipments	3,432.7	3,452.2	26,577.7	5.3%
<b>Railway Performance</b>				
Avg. Loads on Wheels (Cars)	9,561	9,972	9,102	-8.8%
Total Western Port Car Cycle (days)	15.0	13.0	13.2	-9.8%
<b>Port Performance</b>				
Western Port Unloads (Number of Cars)	34,977	35,287	268,617	6.4%
Vessel Time in Port (days)	11.2	12.1	8.0	-25.9%

*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 4.3% in February 2026, to about 4.9 MMT from 5.1 MMT in January. Year-to-date tonnage increased by 4.9%, to 36.8 MMT from the 35.1 MMT handled in the same seven-month period a year earlier. Port shipments for February totaled 3.5 MMT, which matched the previous month. Year-to-date tonnage at 26.6 MMT is ahead of the same period last year by 5.3%. Vessel time in port increased to 12.1 days from January's 11.2 days. Time in port at Vancouver decreased 14.8% month over month while Prince Rupert saw a 32.4% increase. The Port of Thunder Bay was closed during February.

## Highlights for February 2026

### Traffic and Movement (page 2)

- Primary-elevator shipments were 31.6 MMT in the first seven months of the 2025-26 crop year, 1.1% more than last year.
- Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first seven months of the 2025-26 crop year totaled slightly more than 36.8 MMT, up 4.9% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 26.6 MMT in the first seven months of the crop year, 5.3% above the same period last year.

### System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks shrank by 5.1% while the average days-in-store decreased by 7.9%.
- Average weekly port-terminal stocks were 14.3% higher than the same period last year, while average days-in-store grew by 7.9% on a year-over-year basis.
- The preliminary car cycle for hopper-car movements to Western Canadian ports fell to an average of 13.0 days in February 2026, from 15.0 days in January. Comparatively faster velocities in the opening months of the 2025-26 crop year also helped lower the year-to-date average by 9.8%, to 13.2 days from the 14.6 days posted a year earlier. Conversely, the average for movements into Eastern Canada rose by a marginal 0.4%, to 23.9 days. Similarly, a 5.8% increase was observed in the average for movements into the US, which rose to 27.0 days.
- The year-to-date average for vessel time in port is 8.0 days, 25.9% less than the same period last year.
- Port-terminal out-of-car time rose moderately in February at Vancouver to 12.7% from 10.5% while Prince Rupert saw a dramatic decrease from January's high of 37.5% to 11.6%. The Port of Thunder was closed during February and reported no out-of-car time. The combined year-to-date value of 9.7% out-of-car time was 34.0% 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

February producer deliveries fell slightly to a weekly average of 1.1 MMT from January's 1.2 MMT. Average weekly primary-elevator stocks grew to 4.0 MMT in February, with good space in the elevator system.

Table M-3	FEB 2026	2025-26 YTD	Var. from Last YTD
<b>Primary Elevator Shipments (000's tonnes)</b>			
Manitoba	378.3	5,284.4	-2.0%
Saskatchewan	2,038.9	16,504.8	3.3%
Alberta	1,489.7	9,621.7	-0.8%
British Columbia	21.8	155.0	-3.4%
<b>Total</b>	<b>3,928.7</b>	<b>31,565.9</b>	<b>1.1%</b>

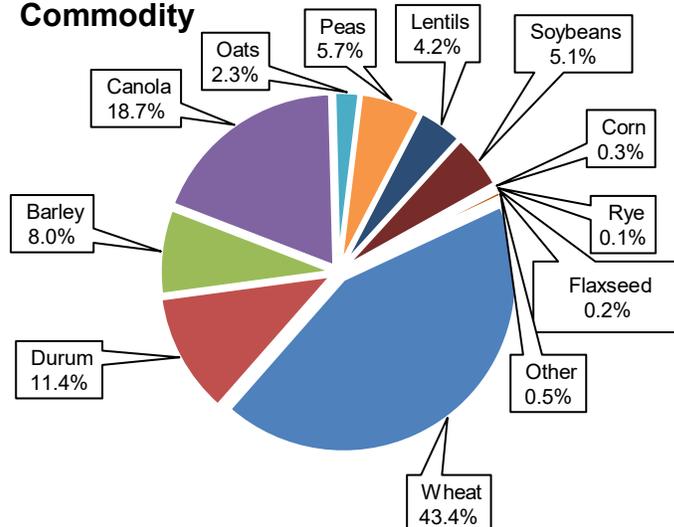
<b>Western Canada Railway Traffic (000's tonnes)</b>			
Shipments to Western Ports	3,611.9	29,353.8	5.3%
Shipments to Eastern Canada	453.9	1,680.8	5.8%
Shipments to US & Mexico	698.2	4,856.6	-5.3%
Shipments Western Domestic	162.7	952.0	81.9%
<b>Total</b>	<b>4,926.8</b>	<b>36,843.1</b>	<b>4.9%</b>

<b>Western Port Unloads (Number of Cars)</b>			
Vancouver	29,051	188,982	5.9%
Prince Rupert	5,482	30,687	5.8%
Churchill	0	0	n/a
Thunder Bay	754	48,948	8.9%
<b>Total</b>	<b>34,287</b>	<b>268,617</b>	<b>6.4%</b>

<b>Terminal Elevator Shipments (000's tonnes)</b>			
Vancouver	3,018.7	18,752.3	5.1%
Prince Rupert	433.5	2,868.9	2.5%
Churchill	0.0	0.0	n/a
Thunder Bay	0.0	4,956.5	7.6%
<b>Total</b>	<b>3,425.2</b>	<b>26,577.7</b>	<b>5.3%</b>



## Primary Elevator Shipments by Commodity

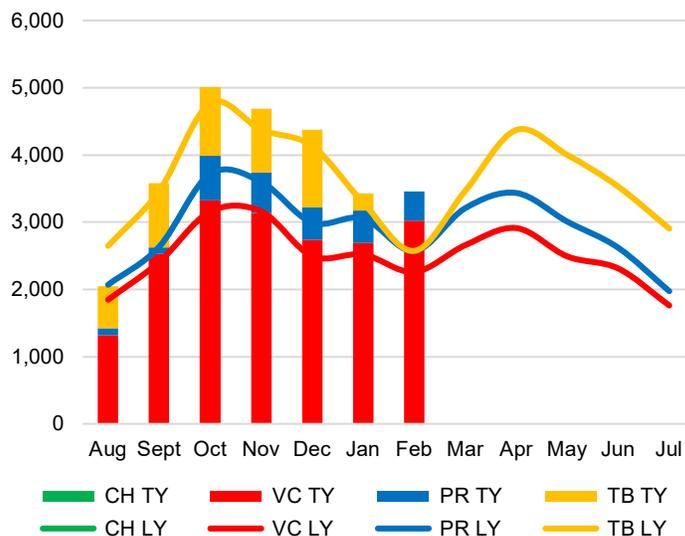


**Total YTD = 31.6 MMT**

GMP Data Table 2A-1

Grain shipments from primary elevators in the first seven months of the crop year were up 1.1% from the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 73.5%. Movement of peas and lentils contributed 9.9% of the total.

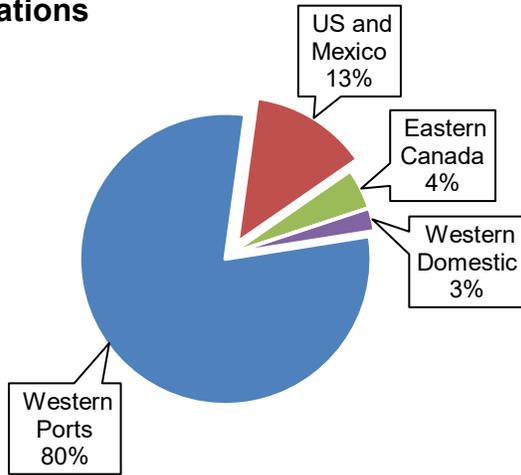
## Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports through the first seven months of 2025-26 are up 5.3% on a year-over-year basis. Crop year to date, Vancouver shipments are up 5.1% and shipments out of Prince Rupert and Thunder Bay are up 2.5% and 7.6% respectively. The St. Lawrence Seaway System is closed until March 2026, which will see Thunder Bay shipments resume.

## Western Canadian Grain Destinations

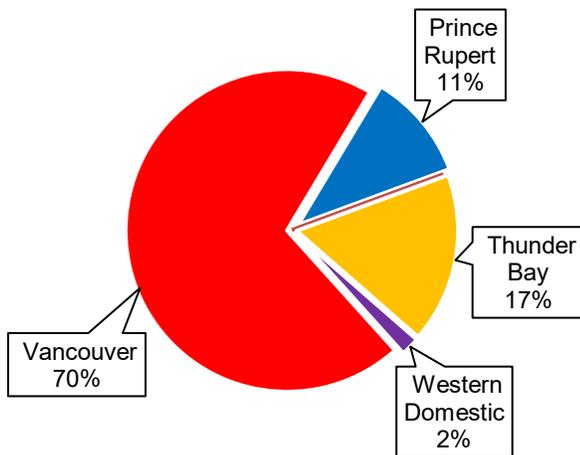


**Total YTD = 36.8 MMT**

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

Railway grain shipments from Western Canada totaled in excess of 36.8 MMT in the first seven months of the 2025-26 crop year, a 4.9% increase from the 35.1 MMT handled in the same period a year earlier. The majority, about 29.4 MMT, was directed to Western Canadian ports, which saw a 5.3% increase in volume. This gain was bolstered by a 5.8% increase in shipments to Eastern Canada but contained by a 5.3% decline on movements into the US and Mexico. A substantive 81.9% increase was noted on the movement of Western Domestic volumes.

## Western Canadian Destined Hopper Car Traffic



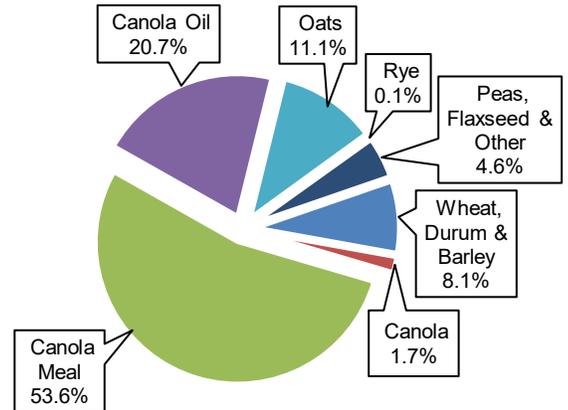
**Total YTD = 29.0 MMT**

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 seven months of the 2025-26 crop year this amounted to slightly over 29.0 MMT,

up 6.1% from the previous year. Seventy 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 4.8%, to 20.4 MMT, with Prince Rupert volumes posting a similar 4.9% gain, to 3.1 MMT. Increases were observed in Thunder Bay traffic as well as Western Domestic shipments, which rose by 9.5% and 40.4% respectively.

## US Destined Grain by Commodity

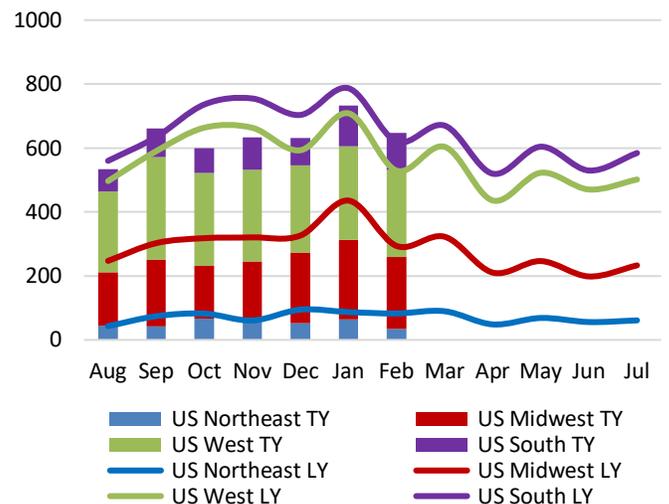


**Total YTD = 4.4 MMT**

GMP Data Table 2B-18

Total railway shipments into the US reached over 4.4 MMT in the first seven months of the 2025-26 crop year, down 7.4% from the 4.8 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

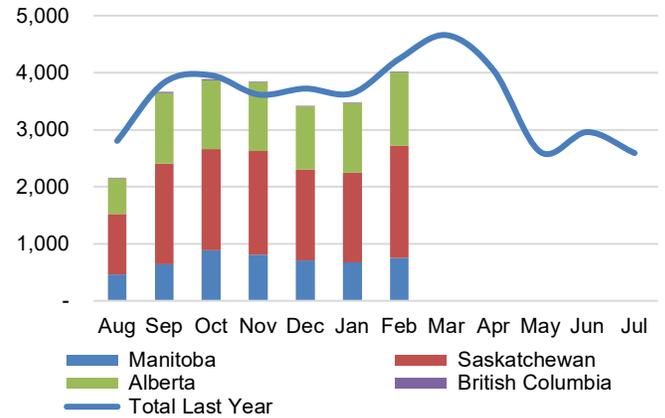
Primary elevator stocks increased in February, averaging 4.0 MMT throughout the month and marking the first month in 2025-26 when stocks have averaged more than 4.0 MMT. Despite that, overall space in the country system was good. Country stocks utilized 65% of the working capacity of the network. By province, stocks ranged from 55% in British Columbia to 60%, 63%, and 75% in Saskatchewan, Manitoba, and Alberta, respectively.

The average days-in-store in the primary-elevator system for the first seven months of the crop year decreased from the same period last year, falling by 7.9% to 22.3 days.

Table M-4	FEB 2026	2025-26 YTD	Var. from Last YTD
<b>Primary Elevator</b>			
Average Weekly Stocks (000's tonnes)	4,019.3	3,504.9	-5.1%
Average Days in Store	26.8	22.3	-7.9%
<b>Railway Operations (days)</b>			
Cycle Time to Western Ports	13.0	13.2	-9.8%
Cycle Time to Eastern Canada	20.9	23.9	0.4%
Cycle Time to US	22.0	27.0	5.8%
Loaded Transit to Western Ports	5.6	5.4	-13.1%
Loaded Transit to Eastern Canada	9.5	10.3	-0.8%
Loaded Transit to US	8.2	10.0	-3.1%
Rail Fleet in Grain Service	19,676	18,122	-9.6%
<b>Western Canada Terminal Elevator</b>			
Average Weekly Stocks (000's tonnes)	1,425.6	1,434.9	14.3%
Average Days in Store	11.4	12.3	7.9%
Port Unloads (hopper cars)	35,287	268,617	6.4%
Terminal Out-of-Car Time	12.6%	9.7%	-34.0%
<b>Western Canada Port Operations</b>			
Average Vessel Time in Port (days)	12.1	8.0	-25.9%



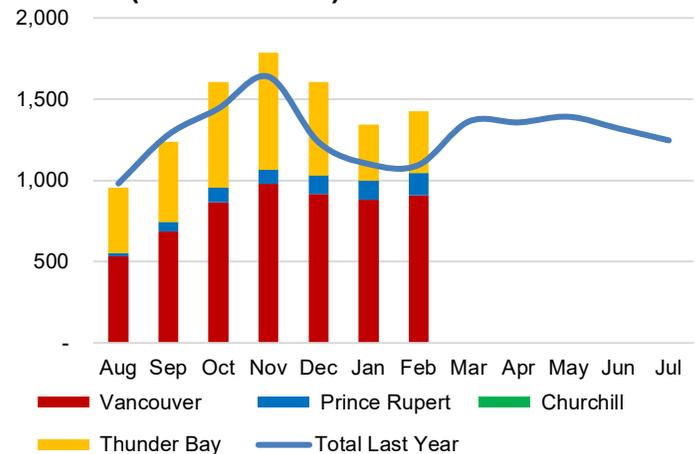
## Average Weekly Primary Elevator Stocks (000's tonnes)



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 February marked the peak for the crop year, averaging 4.0 MMT per week. Wheat, including durum, and canola, comprise 63% of the total stock. At 23% of the stock, barley, oats and peas made up much of the balance.

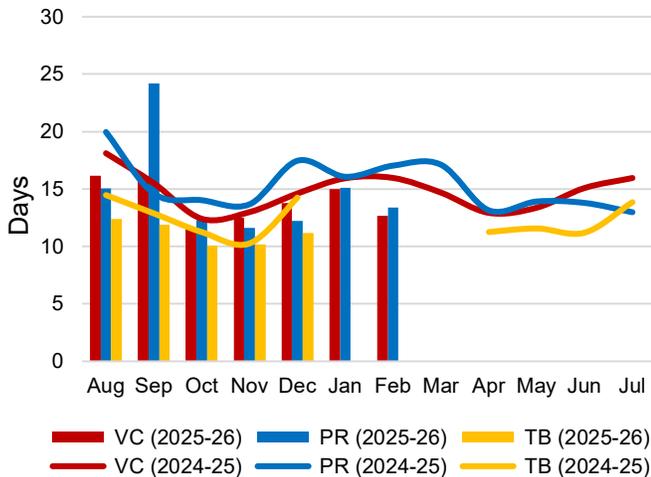
## Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.4 MMT in February, up from 1.3 MMT in-store during January. Throughout February, western ports used 74% 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 seven months of the crop year had average stocks 14.3% higher than 2024-25. Wheat, durum, and canola comprised 74% of the year-to-date stock.

## Railway Cycle Times to Western Ports (days)

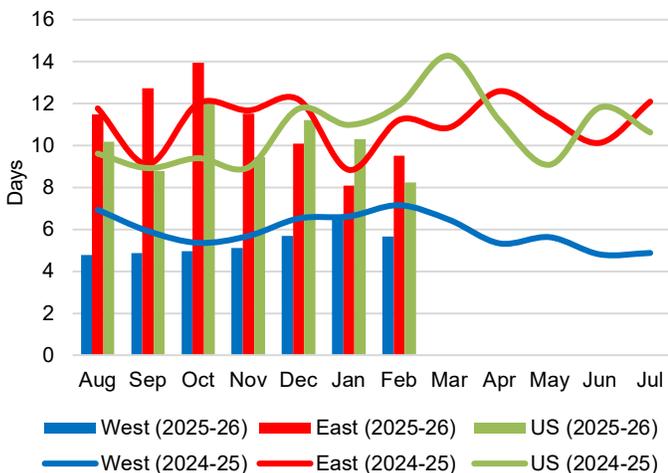


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.2 days in the first seven months of the 2025-26 crop year, down 9.8% from the 14.6-day average reported a year earlier. This result was largely shaped by a 7.7% decrease in the Vancouver corridor average and supported by reductions of 12.2% in the Prince Rupert corridor average, and 16.4% in the Thunder Bay corridor average.

Conversely, the average for movements into Eastern Canada rose by a marginal 0.4%, to an average of 23.9 days from 23.8 days a year earlier. A greater 5.8% increase was noted in the car cycle for US movements, which rose to an average of 27.0 days from 25.5 days the previous year.

## Average Loaded Transit Times (days)

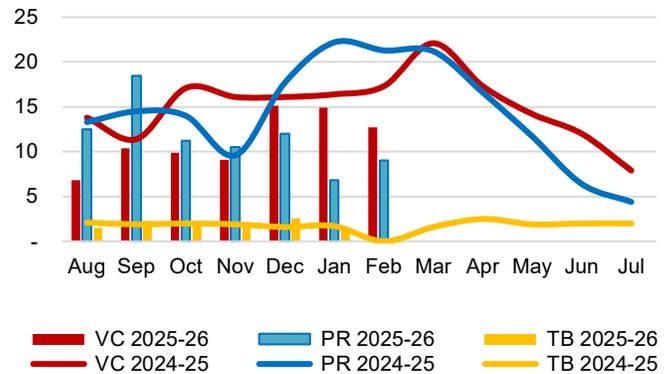


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.4 days in the first seven months of the 2025-26 crop year, down 13.1% from the 6.2-day average posted the previous year. This was primarily driven by an 11.4% decrease in the Vancouver-corridor average but aided by reductions in the Prince

Rupert and Thunder Bay corridor averages, which fell by 21.5% and 12.7% respectively. More modest improvements were noted in the average on movements into Eastern Canada, which fell by 0.8%, to 10.3 days from 10.4 days a year earlier, and on US-destined traffic, which decreased by 3.1%, to 10.0 days from 10.3 days.

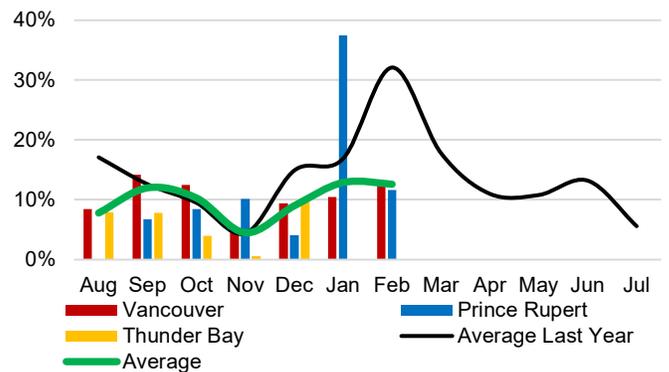
## Average Days in Port per Vessel



GMP Data Table 5D-1

In February 2026, the overall-average time vessels were in port waiting and loading grain was 12.1 days, 32.8% less than was the case in February 2025. The average days in port stood at 12.7 days for Vancouver and 9.0 days for Prince Rupert. The Port of Thunder Bay had no vessel clearances in February owing to their winter closure.

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

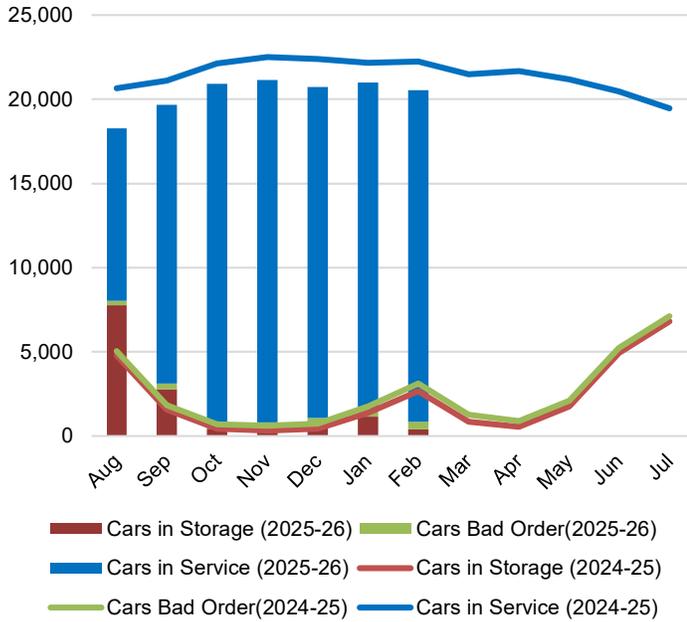


GMP Data Table 5C-5

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 improved slightly to 12.6% in February, from 12.9% in January. Over the first seven months of the crop year, out-of-car time has improved by 34.0% relative to the same period in 2024-25, ending February with a combined YTD average of 9.7%.

## Railway Grain Fleet Size and Utilization

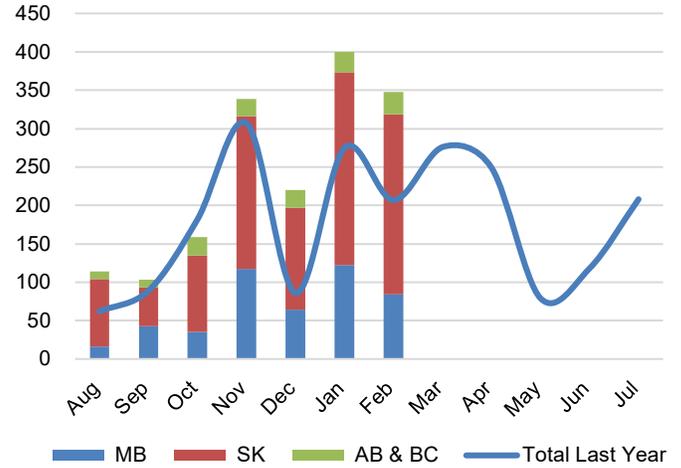


GMP Data Table 3B-2

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 February which had an average of 19,676 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 February 2026 were 68.1% higher than those in February 2025, which continues the broader trend throughout 2025-26 of increased producer car volume. Year-to-date, producer cars loaded in Saskatchewan were up 58.3%, Manitoba was up 8.3% while Alberta & British Columbia registered a 50.5% increase.

Year to date, oats comprise 53% of the movement, while wheat and durum comprise 33% of the year-to-date totals. Thus far in the crop year, 40% of producer cars were shipped to destinations within Canada and the remaining 60% 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

