

GMP Dashboard

Table M-1	APR 2026	MAY 2026	2025-26 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	36.6	30.6	39.4	-4.7%
Average Days In Store – Country	22.0	15.6	22.2	-7.5%
Loaded Transit Time	4.9	5.0	5.3	-12.0%
Average Days In Store – Terminal	9.7	10.0	11.9	5.3%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments Railway	6,213.3	4,541.0	46,596.4	3.4%
Shipments (all Western Canada traffic)	6,172.2	5,868.0	54,472.4	7.0%
Western Port Terminal Shipments	5,045.4	4,614.1	39,598.9	6.8%
Railway Performance				
Avg. Loads on Wheels (Cars)	10,135	9,314	9,310	-6.3%
Total Western Port Car Cycle (days)	11.5	11.5	12.8	-10.0%
Port Performance				
Western Port Unloads (Number of Cars)	45,140	44,196	396,492	5.9%
Vessel Time in Port (days)	9.5	6.9	8.3	-25.7%

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 4.9% in May 2026, to 5.9 MMT from 6.2 MMT in April. Year-to-date tonnage increased by 7.0%, to 54.5 MMT from the 50.9 MMT handled in the same ten-month period a year earlier. Port shipments for May totaled 4.6 MMT, down 8.5% from the previous month. Year-to-date tonnage at 39.6 MMT is ahead of the same period last year by 6.8%. Vessel time in port decreased to 6.9 days from April's 9.5 days. Month over month, time in port at Vancouver decreased to 12.2 days from 15.7 days, Prince Rupert saw a similar decrease to 5.0 days from 7.8 days, and Thunder Bay had a slight improvement of 0.1 days to average 1.3 days in port throughout May.

Highlights for May 2026

Traffic and Movement (page 2)

- Primary-elevator shipments were 46.6 MMT in the first ten months of the 2025-26 crop year, 3.4% more than last year.
- Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first ten months of the 2025-26 crop year totaled slightly under 54.5 MMT, up 7.0% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 39.6 MMT in the first ten months of the crop year, 6.8% above the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks shrank by 2.9% while the average days-in-store decreased by 7.5%.
- Average weekly port-terminal stocks were 13.7% 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 remained unchanged from the 11.5-day average posted in April 2026. Comparatively faster velocities in the 2025-26 crop year also 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 7.2%, to 22.7 days. Similarly, a 2.6% decrease was observed in the average for movements into the US, which fell to 25.6 days.
- The year-to-date average for vessel time in port is 8.3 days, 25.7% less than the same period last year.
- Port-terminal out-of-car time improved in May at Vancouver to 9.5% from 12.7% and at Thunder Bay to 3.7% from 6.6%. Prince Rupert had an increase to 20.5% from 18.6% in the prior month. The combined year-to-date value of 10.2% out-of-car time was 27.7% 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	85,358.7	73,846.1	15.6%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	6,639.2	8,448.3	-21.4%
Total Grain Supply	91,997.6	82,294.4	11.8%

Traffic and Movement

May producer deliveries fell to a weekly average of 0.8 MMT from April's 1.1 MMT as seeding progressed. Average weekly primary-elevator stocks fell alongside the deliveries to 2.8 MMT in May. Overall space in the elevator system was good.

Table M-3	MAY 2026	2025-26 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	867.3	7,461.4	-2.9%
Saskatchewan	2,062.0	24,057.2	4.3%
Alberta	1,592.6	14,857.4	5.6%
British Columbia	19.1	220.4	-1.2%
Total	4,541.0	46,596.4	3.4%

Western Canada Railway Traffic (000's tonnes)

Shipments to Western Ports	4,776.9	43,337.6	6.6%
Shipments to Eastern Canada	210.6	2,496.8	9.7%
Shipments to US & Mexico	673.9	7,147.8	-0.5%
Shipments Western Domestic	206.6	1,490.1	74.8%
Total	5,868.0	54,472.4	7.0%

Western Port Unloads (Number of Cars)

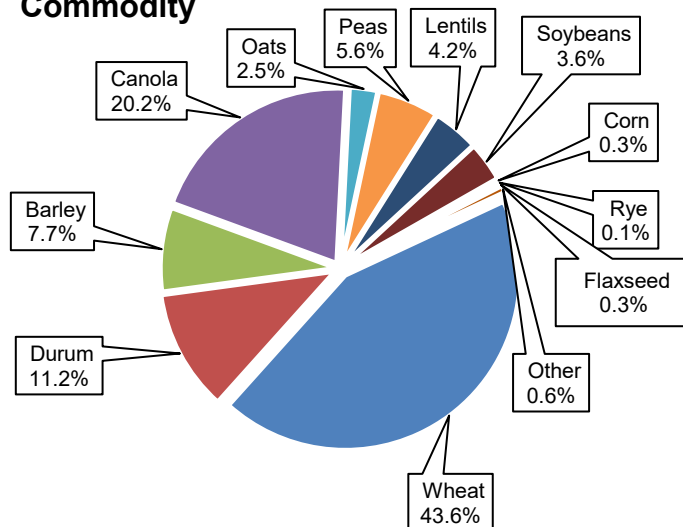
Vancouver	30,910	280,094	7.4%
Prince Rupert	5,242	46,994	3.6%
Churchill	0	0	n/a
Thunder Bay	8,044	69,404	1.8%
Total	44,196	396,492	5.9%

Terminal Elevator Shipments (000's tonnes)

Vancouver	2,921.1	27,797.0	7.3%
Prince Rupert	522.9	4,533.4	3.3%
Churchill	0.0	0.0	n/a
Thunder Bay	1,170.1	7,268.5	7.0%
Total	4,614.1	39,598.9	6.8%



Primary Elevator Shipments by Commodity

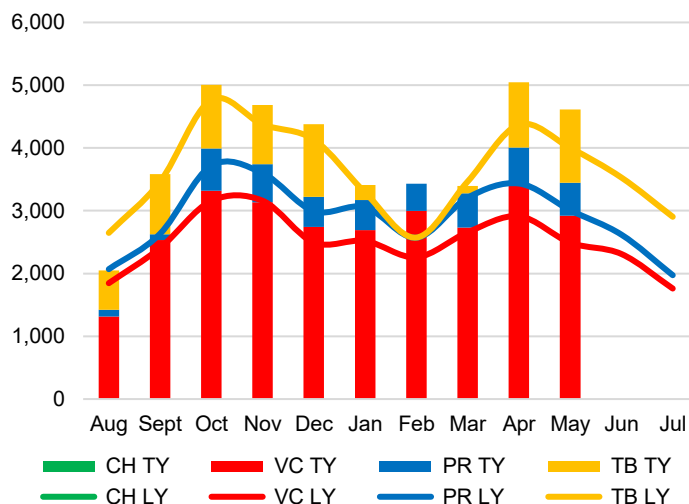


Total YTD = 46.6 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators through May were up 3.4% from the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 75.0%. Movement of peas and lentils contributed 9.8% of the total.

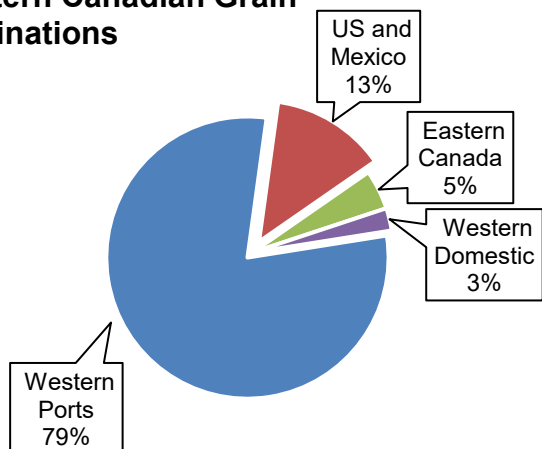
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports through the first ten months of 2025-26 are up 6.8% on a year-over-year basis. Crop year to date, Vancouver shipments are up 7.3% and shipments out of Prince Rupert and Thunder Bay are up 3.3% and 7.0% respectively.

Western Canadian Grain Destinations

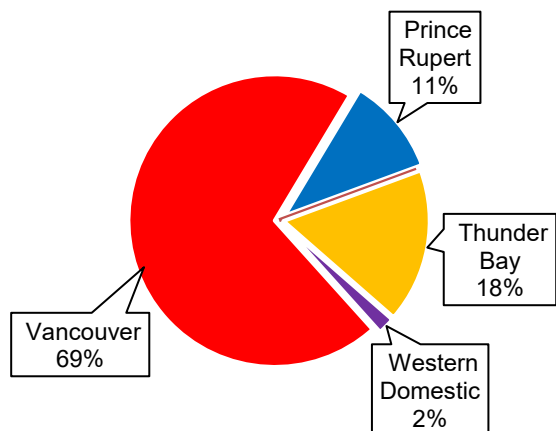


Total YTD = 54.5 MMT

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

Railway grain shipments from Western Canada totaled slightly below 54.5 MMT in the first ten months of the 2025-26 crop year, a 7.0% increase from the 50.9 MMT handled in the same period a year earlier. The majority, about 43.3 MMT, was directed to Western Canadian ports, which saw a 6.6% increase in volume. This gain was bolstered by a 9.7% increase in shipments to Eastern Canada along with a marginal 0.5% gain on movements into the US and Mexico. A substantive 74.8% increase was noted on the movement of Western Domestic traffic.

Western Canadian Destined Hopper Car Traffic



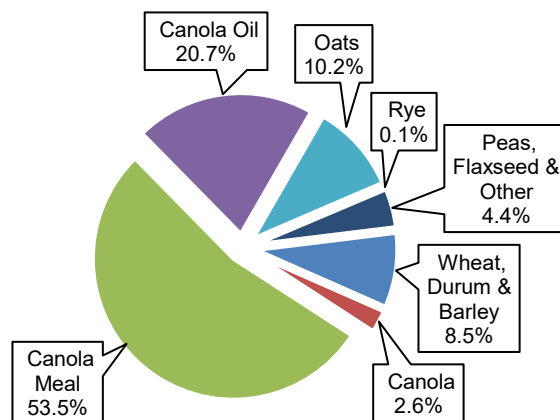
Total YTD = 42.9 MMT

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 ten months of the 2025-26 crop year this amounted to over 42.9 MMT, up 7.4% 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 7.0%, to 29.7 MMT, with Prince Rupert volumes posting a lesser 4.7% gain, to about 4.8 MMT. Increases were observed in Thunder Bay traffic as well as Western Domestic shipments, which rose by 8.2% and 34.0% respectively.

US Destined Grain by Commodity

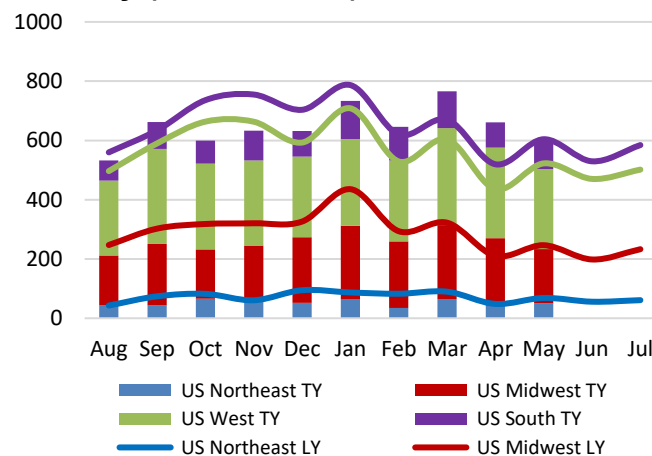


Total YTD = 6.5 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached nearly 6.5 MMT in the first ten months of the 2025-26 crop year, down 1.8% from the 6.6 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

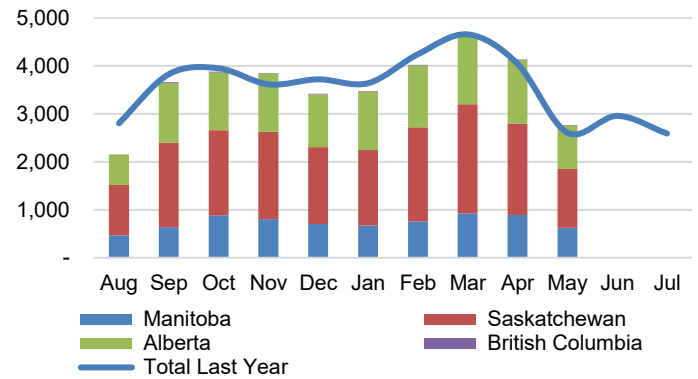
Primary elevator stocks decreased in May, averaging 2.8 MMT throughout the month. The reduction in average stocks is consistent with lower producer deliveries during seeding. Overall space in the country system was good. Stocks utilized 52% of the working capacity of the network. By province, stocks ranged from 46% in Saskatchewan to 56%, 60%, and 62% in Alberta, Manitoba, and British Columbia, respectively.

The average days-in-store in the primary-elevator system for the first ten months of the crop year decreased from the same period last year, falling by 7.5% to 22.2 days.

Table M-4	MAY 2026	2025-26 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,768.1	3,616.0	-1.9%
Average Days in Store	15.6	22.2	-7.5%
Railway Operations (days)			
Cycle Time to Western Ports	11.5	12.8	-10.0%
Cycle Time to Eastern Canada	19.3	22.7	-7.2%
Cycle Time to US	22.1	25.6	-2.6%
Loaded Transit to Western Ports	5.0	5.3	-12.0%
Loaded Transit to Eastern Canada	8.2	9.8	-8.7%
Loaded Transit to US	8.6	9.7	-9.1%
Rail Fleet in Grain Service	19,203	18,522	-7.7%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,463.0	1,465.9	13.7%
Average Days in Store	10.0	11.9	5.3%
Port Unloads (hopper cars)	44,196	396,492	5.9%
Terminal Out-of-Car Time	8.7%	10.2%	-27.7%
Western Canada Port Operations			
Average Vessel Time in Port (days)	6.9	8.3	-25.7%



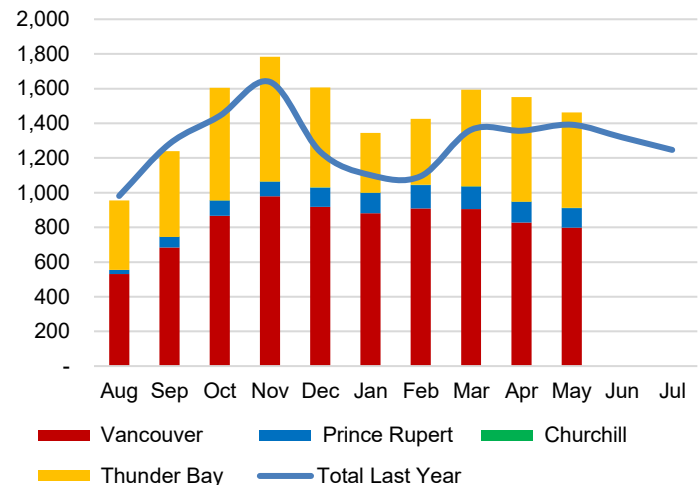
Average Weekly Primary Elevator Stocks (000's tonnes)



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 in May as seeding progressed, to average only 2.8 MMT per week. Wheat, including durum, and canola, comprise 65% of the total stock. At 18% of the stock, barley, oats and peas made up much of the balance.

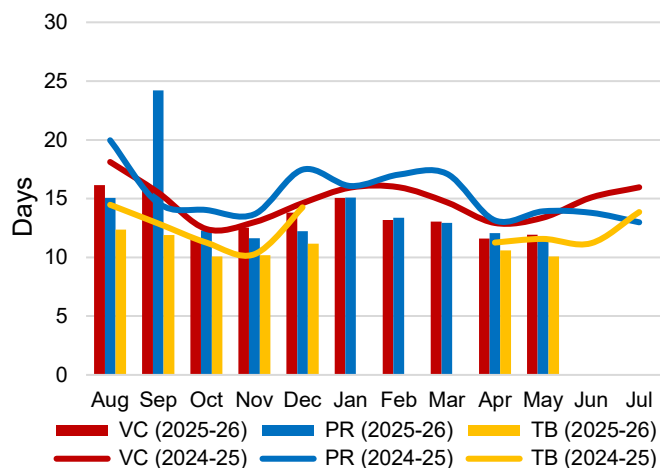
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.5 MMT in May, down from 1.6 MMT in-store during April. Throughout May, western ports used 76% of their overall working capacity. West Coast ports had limited receiving capacity in the last two weeks of the month as stocks reached more than 85% of working capacity owing to strong unloads against lower vessel clearances. On a year-to-date basis, the first ten months of the crop year had average stocks 13.7% higher than in 2024-25. Wheat, durum, and canola comprised 74% of the year-to-date stock.

Railway Cycle Times to Western Ports (days)

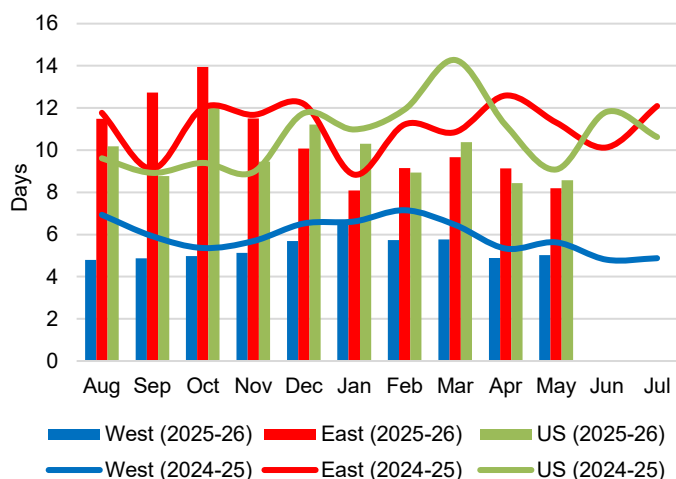


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 12.8 days in the first ten 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 an 8.5% decrease in the Vancouver corridor average and bolstered by more substantive reductions of 13.9% in the Prince Rupert corridor average, and 13.6% in the Thunder Bay corridor average.

Similarly, the average for movements into Eastern Canada fell by 7.2%, to an average of 22.7 days from 24.5 days a year earlier. A lesser 2.6% decrease was noted in the car cycle for US movements, which fell to an average of 25.6 days from 26.3 days the previous year.

Average Loaded Transit Times (days)

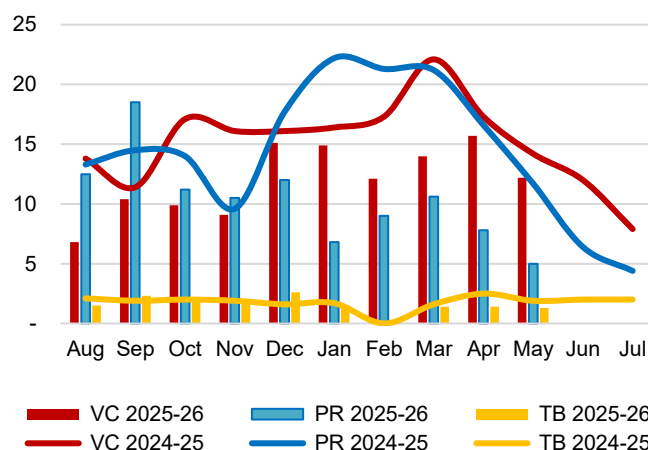


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.3 days in the first ten months of the 2025-26 crop year, down 12.0% from the 6.0-day average posted the previous year. This was primarily driven by a 10.5% decrease in the Vancouver-corridor average but strengthened by reductions in the Prince Rupert and Thunder Bay corridor averages, which fell

by 20.6% and 11.9% respectively. More modest improvements were noted in the average on movements into Eastern Canada, which fell by 8.7%, to 9.8 days from 10.7 days a year earlier, and on US-destined traffic, which decreased by 9.1%, to 9.7 days from 10.7 days.

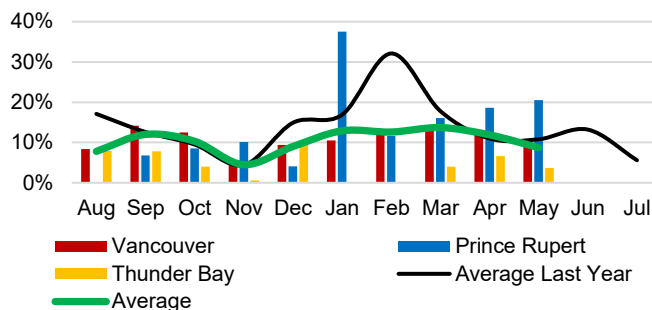
Average Days in Port per Vessel



GMP Data Table 5D-1

In May 2026, the overall-average time vessels were in port waiting and loading grain was 6.9 days, an improvement from April's 9.5 days. All western ports recorded a month-over-month reduction in the average days in port. The average stood at 12.2 days for Vancouver, 5.0 days for Prince Rupert, and 1.3 days for Thunder Bay.

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

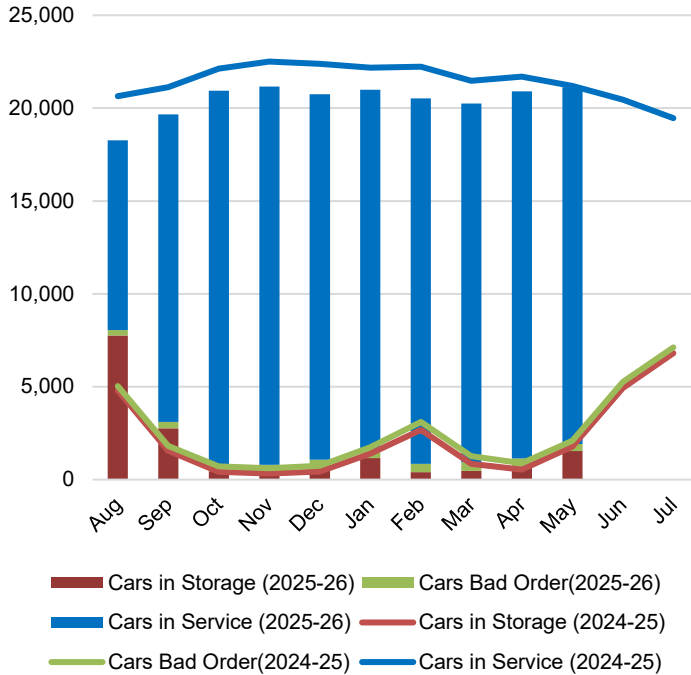


GMP Data Table 5C-5

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 improved to 8.7% in May, from 11.9% in April. Over the first ten months of the crop year, out-of-car time has improved by 27.7% compared to the same period in 2024-25, ending May with a combined YTD average of 10.2%.

Railway Grain Fleet Size and Utilization

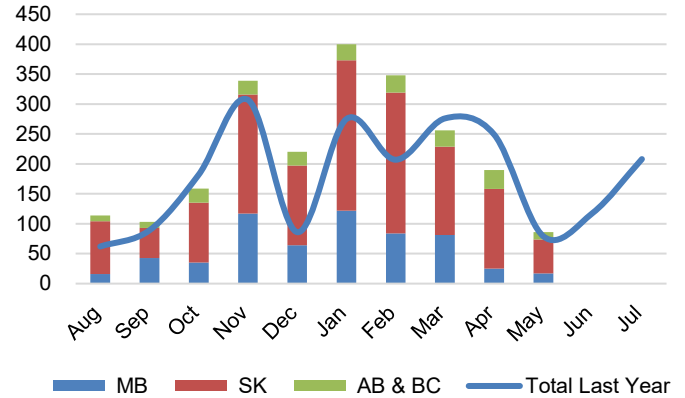


GMP Data Table 3B-2

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 May which had an average of 19,203 cars, some 91% of the overall fleet, deployed to address the shipping demands for western grain. The remaining 9% 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 May 2026 were 8.9% higher than those in May 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 32.9%, Alberta & British Columbia had a 73.6% increase, and Manitoba was down by 5.3%.

Year to date, oats comprise 52% of the movement, while wheat and durum comprise 32% 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.



Quorum Corporation
 Suite 550, 11150 Jasper Avenue
 Edmonton, AB T5K 0C7
 Email: info@quorumcorp.net
 Web: 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

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