Grain Monitoring Program Report for: July 2026 / Q4 2025-26 CY

Release Date: August 18, 2026

GMP Dashboard

Table M-1	JUN 2026	JUL 2026	2025-26 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	33.0	40.3	39.0	-5.1%
Average Days In Store – Country	16.3	21.4	21.7	-8.4%
Loaded Transit Time	4.8	5.4	5.3	-10.2%
Average Days In Store – Terminal	11.9	13.5	12.0	4.3%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,243.1	4,493.0	55,332.5	6.2%
Railway Shipments (all Western Canada traffic)	5,434.4	5,046.5	65,037.1	10.2%
Western Port Terminal Shipments	3,805.8	3,755.6	47,123.5	8.3%
Railway Performance				
Avg. Loads on Wheels (Cars)	8,134	8,423	9,135	-1.5%
Total Western Port Car Cycle (days)	12.7	14.1	12.9	-9.5%
Port Performance				
Western Port Unloads (Number of Cars)	34,308	33,136	463,937	6.7%
Vessel Time in Port (days)	6.9	7.2	8.2	-21.9%

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

Overview

Western Canadian railway grain shipments fell by 7.1% in July 2026, to 5.0 MMT from 5.4 MMT in June. Total shipments for the 2025-26 crop year rose by 10.2%, to a record 65.0 MMT from 59.0 MMT a year earlier. Port shipments for July totaled just under 3.8 MMT, up 29.3% from July 2025 closing out the 2025-26 crop year with strong volume. Total port shipments for the year are 8.3% higher than the 2024-25 crop year. Month-over-month, the average amount of time vessels spent in port grew to 7.2 days from June's 6.9 days. The increase was driven by Vancouver's 1.1-day escalation in time in port. Prince Rupert registered a decrease to 6.9 days from 9.2 days, while Thunder Bay remained at 2.1 days. The overall crop-year-average vessel time in port measures 8.2 days, a 21.9% improvement over the previous crop year.

Highlights for July 2026 and Fourth Quarter 2025-26 CY

Traffic and Movement (page 2)

- Primary-elevator shipments reached 55.3 MMT in the 2025-26 crop year, up 6.2% over the previous year's 52.1 MMT.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the 2025-26 crop year totaled 65.0 MMT, up 10.2% from 59.0 MMT the previous crop year.
- Bulk shipments from Western Canadian ports were 47.1 MMT at the close of the 2025-26 crop year, up 8.3% from last year.

System Efficiency and Performance (page 4)

- Average weekly primary-elevator stocks decreased 1.6% from the same period last year, while average days-in-store fell 8.4%.
- Average weekly port-terminal stocks increased 14.5% from the same period last year, while average days-in-store grew 4.3%.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports rose by 11.0% in July 2026, to 14.1 days from 12.7 days in June. However, the overall average for the 2025-26 crop year fell by 9.5%, to 12.9 days from the 14.3 days posted a year earlier. The car cycles tied to movements into Eastern Canada also declined, with the YTD average falling 6.4% to 23.0 days. Movements into the US saw a lesser 4.6% decrease, to an average of 25.3 days.
- The average vessel time in port during the 2025-26 crop year was 8.2 days, a significant 21.9% decrease from 10.5 days in 2024-25.
- Port-terminal out-of-car time averaged 10.8% per week throughout the crop year, an 18.8% reduction from 2024-25.

Commercial Relations (page 6)

- Average primary-elevation charges saw no change during the 2025-26 crop year to maintain the average of $16.53/tonne.
- Both CN and CPKC raised their single-car freight rates sharply in the first quarter, followed by selective reductions thereafter. Pricing action during Q4 decreased rates by 5.7% to Vancouver and Prince Rupert with CN, and by 2.9% to Vancouver with CPKC. Neither carrier changed pricing to Thunder Bay or Churchill during Q4.
- Average terminal-elevation charges saw no change during the 2025-26 crop year to maintain the average of $16.78/tonne

Infrastructure (page 6)

- The country-elevator network increased by a marginal 0.8% in the 2025-26 crop year, to 399 facilities from 396. Storage capacity rose by 1.3%, to nearly 9.4 MMT from 9.2 MMT a year earlier. The number of loop-track-equipped elevators rose to 54 from 53.
- Railway infrastructure saw the abandonment of 22.2 route-miles in the 2025-26 crop year. This reduced the Western Canadian network by just 0.1%, to 17,243.5 route-miles.
- The terminal elevator network remained unchanged, with 17 facilities and almost 2.8 MMT of storage.
- The hopper-car fleet through the 2025-26 crop year remained consistently above 20,000 cars since October. The year-to-date average fleet size of 20,564 cars registered a 4.1% reduction from 2024-25's average of 24,447 cars.

Production and Supply

Statistics Canada's estimate for 2025 field-crop production in Western Canada stands at 85.4 MMT, a 15.6% increase from 2024's 73.9 MMT harvest. The 2025 crop is the largest on record, exceeding the previous record of 78.8 MMT set in 2020.

When coupled with July's 6.6 MMT of carry-forward stocks, some 21.5% 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 supply and marks the first time that 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	6,634.2	8,448.3	-21.5%
Total Grain Supply	**92,047.2**	**82,316.1**	**11.8%**

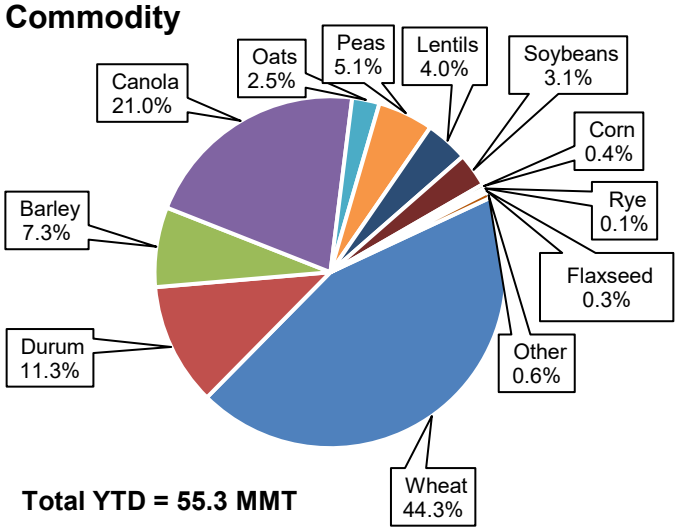
Traffic and Movement

July producer deliveries remained high at an average of just over 1.1 MMT per week, compared to July 2025's 0.5 MMT average. Weekly primary-elevator stocks saw a month-over-month increase to average 3.1 MMT, 16.8% higher than June. Overall space in the elevator system was good. The overall average for the 2025-26 crop year was 3.5 MMT in primary-elevator storage, a 1.6% decrease over the previous crop year.

Table M-3	JUL 2026	2025-26 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	718.5	8,914.8	-3.1%
Saskatchewan	2,293.3	28,440.1	6.6%
Alberta	1,459.2	17,714.4	11.1%
British Columbia	22.0	263.2	2.1%
Total	**4,493.0**	**55,332.5**	**6.2%**
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	3,957.9	51,730.4	10.1%
Shipments to Eastern Canada	164.4	2,831.4	10.9%
Shipments to US & Mexico	716.8	8,599.7	3.0%
Shipments Western Domestic	207.4	1,875.6	64.1%
Total	**5,046.5**	**65,037.1**	**10.2%**
Western Port Unloads (Number of Cars)			
Vancouver	21,650	324,453	8.3%
Prince Rupert	4,680	55,672	12.0%
Churchill	0	0	n/a
Thunder Bay	6,806	83,812	-2.0%
Total	**33,136**	**463,937**	**6.7%**

Table M-3	JUL 2026	2025-26 YTD	Var. from Last YTD
Terminal Elevator Shipments (000's tonnes)			
Vancouver	2,218.1	32,466.4	8.3%
Prince Rupert	594.4	5,448.9	11.0%
Churchill	0.0	0.0	n/a
Thunder Bay	943.3	9,208.2	6.7%
Total	**3,755.6**	**47,123.5**	**8.3%**

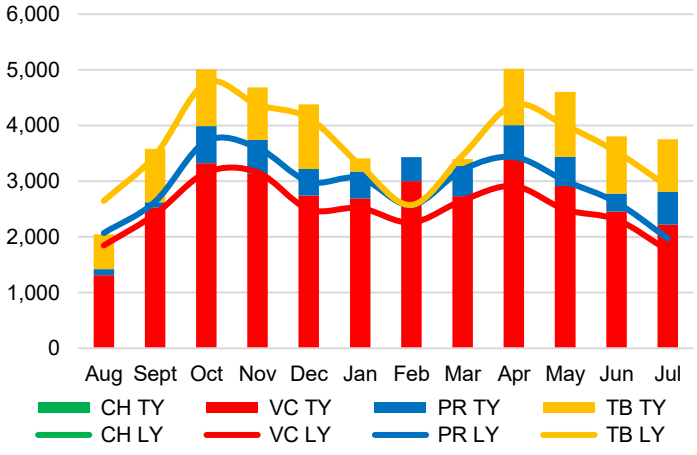
Primary Elevator Shipments by Commodity



GMP Data Table 2A-1

Total grain shipments from primary elevators during the 2025-26 crop year were up 6.2% compared to the previous year. Wheat, including durum, comprised 55.6% of the movement, canola 21.0%, and barley 7.3%. The remaining 16.1% of shipments came from all other commodities.

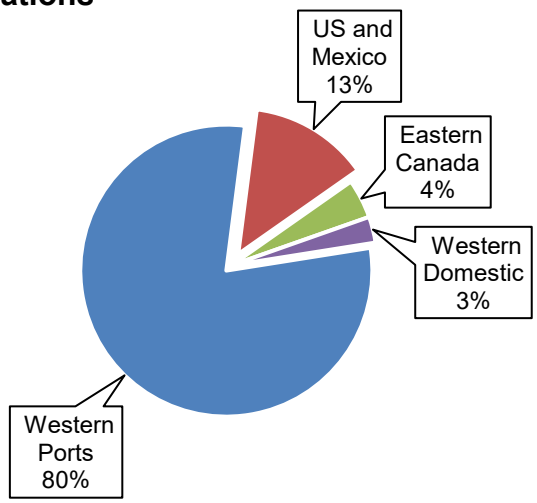
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk shipments from western ports during 2025-26, at 47.1 MMT, were a record volume for the GHTS and exceeded the prior record of 45.0 MMT in 2020-21 by 4.8%. Compared to the 2024-25 crop year, total volume was up 8.3% with increases at all operating western ports.

Western Canadian Grain Destinations

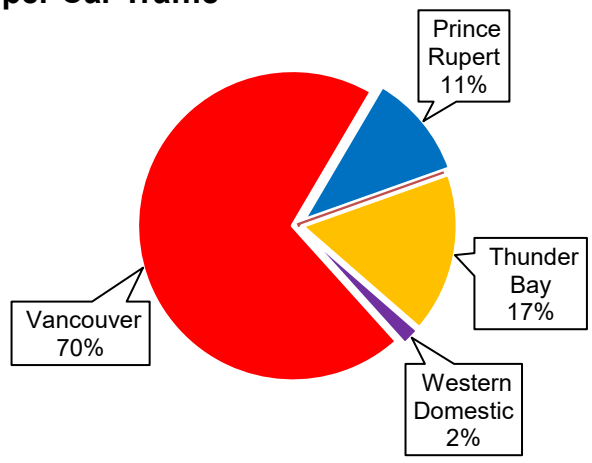


Total YTD = 65.0 MMT

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

Railway grain shipments from Western Canada totaled a little over 65.0 MMT in the 2025-26 crop year, 10.2% more than the 59.0 MMT handled a year earlier. The majority, about 51.7 MMT, or 80%, was directed to Western Canadian ports in support of offshore sales; 10.1% more than what had been handled a year earlier. Movements into Eastern Canada rose by a similar 10.9% while shipments to the US and Mexico increased by a lesser 3.0%. Western Domestic destinations saw the largest gain, with a 64.1% increase in tonnage.

Western Canadian Destined Hopper Car Traffic

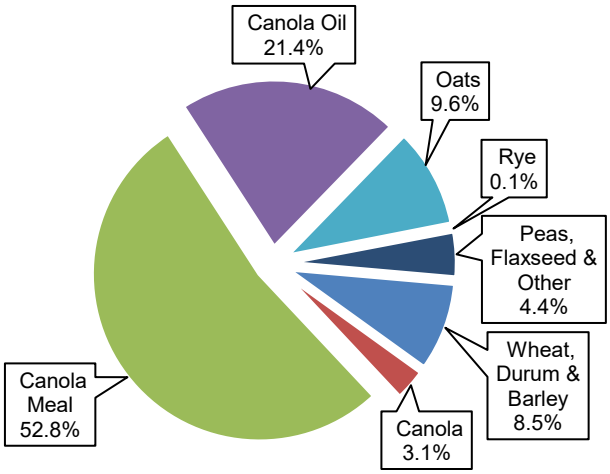


Total YTD = 38.1 MMT

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

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. For the 2025-26 crop year this amounted to about 51.3 MMT, up 10.8% from the 46.3 MMT handled a year earlier. Sixty-eight percent of these hopper cars were destined to Vancouver, which remains the port of choice for exporting grain, given its ready access to Asia-Pacific markets and the concentration of export terminal facilities. Shipments through the west coast port of Vancouver rose by 10.6% while those to Prince Rupert rose by a slightly greater 12.5%. Eastbound movements through Thunder Bay posted a comparable 9.0% gain. Noteworthy too was the first movement to Churchill since the 2020-21 crop year, with a scarcely detectable 11,000 tonnes being reported in July. The most substantive increase was tied to Western Domestic movements, which rose by 27.6%.

US Destined Grain by Commodity

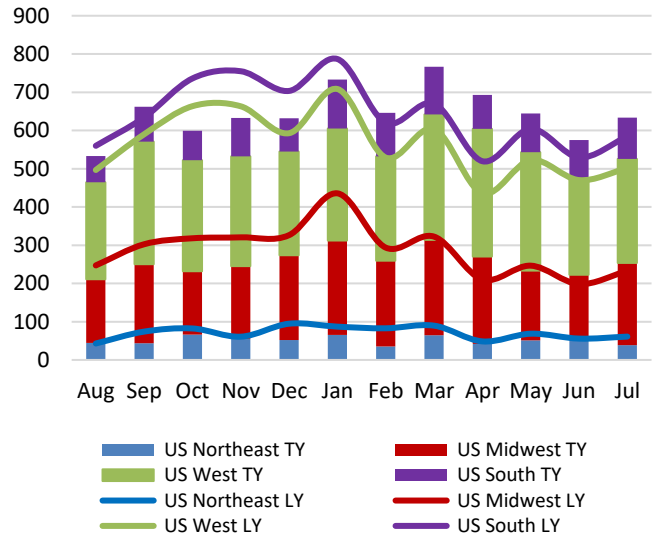


Total YTD =7.8 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached nearly 7.8 MMT in the 2025-26 crop year, up a marginal 0.6% from the 7.7 MMT handled a year earlier. Just under 77% of these shipments were directed into the Midwestern and Western US, with canola and canola products remaining dominant.

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



GMP Data Table 2B-18

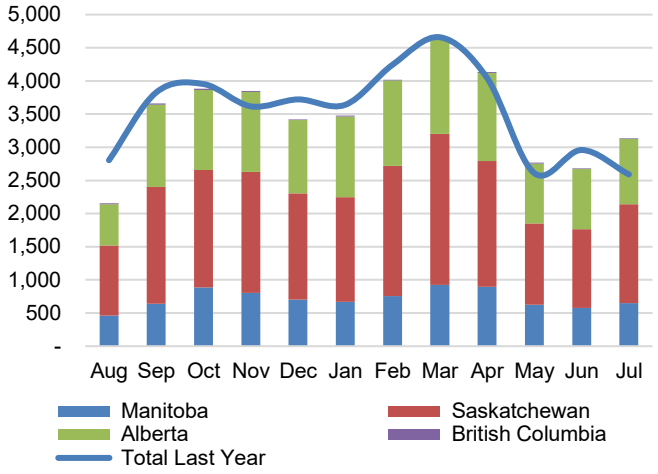
System Efficiency and Performance

Owing to strong producer deliveries throughout July, primary elevator stocks saw a 17% month-over-month increase to average 3.1 MMT, up from June's 2.7 MMT. The overall average for the crop year registers a 1.6% decrease from the 2024-25 crop year at 3.5 MMT. Country stocks utilized 59% of the working capacity of the network in July. Stocks ranged from 43% in British Columbia, 57% in Saskatchewan, to 61% in both Alberta and Manitoba.

The average days-in-store in the primary-elevator system fell from last year, down 8.4% to 21.7 days throughout the 2025-26 crop year.

Table M-4	JUL 2026	2025-26 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,134.7	3,498.0	-1.6%
Average Days in Store	21.4	21.7	-8.4%
Railway Operations (days)			
Cycle Time to Western Ports	14.1	12.9	-9.5%
Cycle Time to Eastern Canada	27.0	23.0	-6.4%
Cycle Time to US	20.3	25.3	-4.6%
Loaded Transit to Western Ports	5.4	5.3	-10.2%
Loaded Transit to Eastern Canada	10.4	9.9	-7.9%
Loaded Transit to US	7.2	9.6	-10.5%
Rail Fleet in Grain Service	16,801	18,244	-3.7%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,553.3	1,474.9	14.5%
Average Days in Store	13.5	12.0	4.3%
Port Unloads (hopper cars)	33,136	463,937	6.7%
Terminal Out-of-Car Time	15.1%	10.8%	-18.8%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.2	8.2	-21.9%

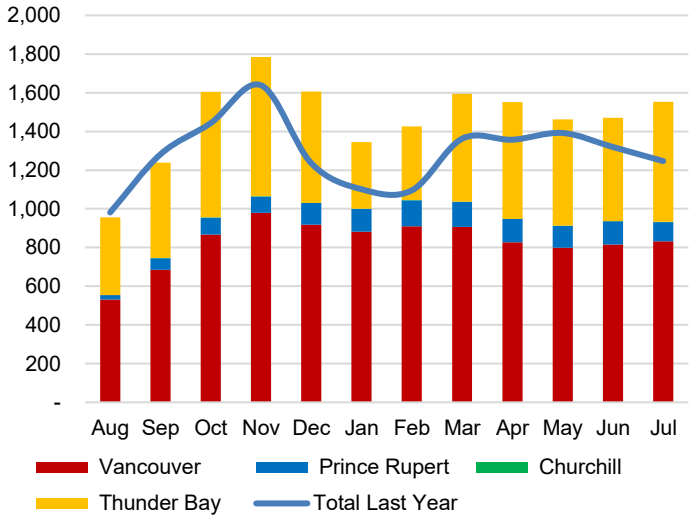
Average Weekly Primary Elevator Stocks (000's tonnes)



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 before a significant rebound. Stocks remained above 4.0 MMT throughout Q3 but fell sharply into Q4. July ended higher than typical with an average of 3.1 MMT stocks in store per week, signaling a strong finish to the 2025-26 crop year. 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.

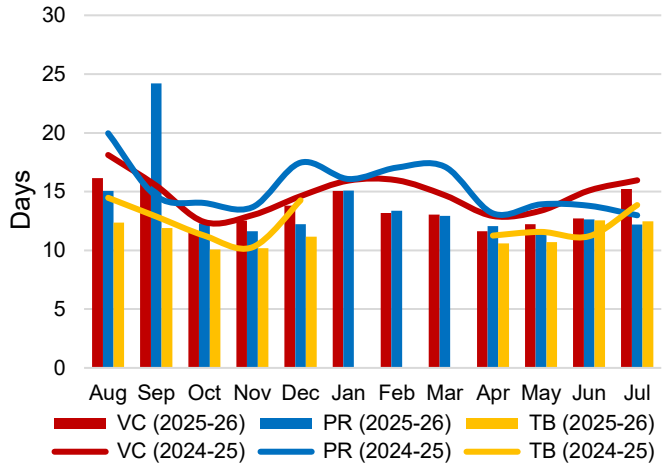
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal-elevator stocks averaged 1.6 MMT in July 2026, up 5.6% from June 2026. During July, western ports used 81% of working capacity with stock positions in good shape at all ports. Wheat, including durum, and canola, comprised 77% of the total stock.

Railway Cycle Times to Western Ports (days)

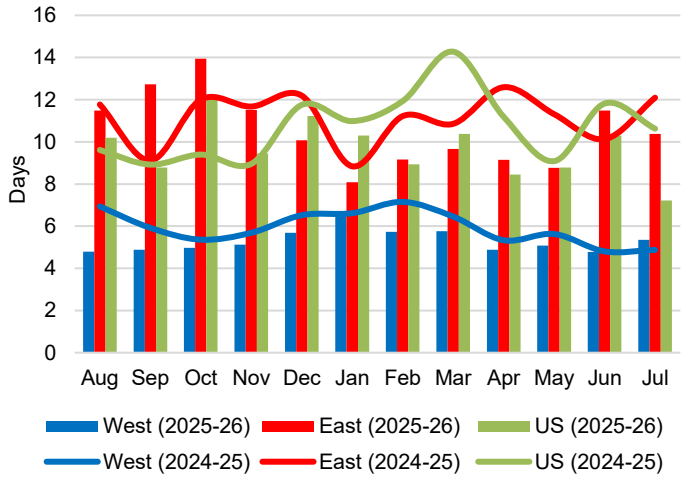


GMP Data Table 5B-1

The preliminary railway car cycle to Western Canadian ports averaged 12.9 days in the 2025-26 crop year, down 9.5% from the 14.3-day average posted a year earlier. This result reflected decreases in the three primary corridors, with the Vancouver, Prince Rupert and Thunder Bay averages falling by 8.6%, 13.7%, and 10.4% respectively.

Similarly, the average car cycle on movements into Eastern Canada fell by 6.4%, to 23.0 days from 24.6 days a year earlier. The car cycle on movements into the United States declined by a lesser 4.6%, to an average of 25.3 days from 26.5 days the previous crop year.

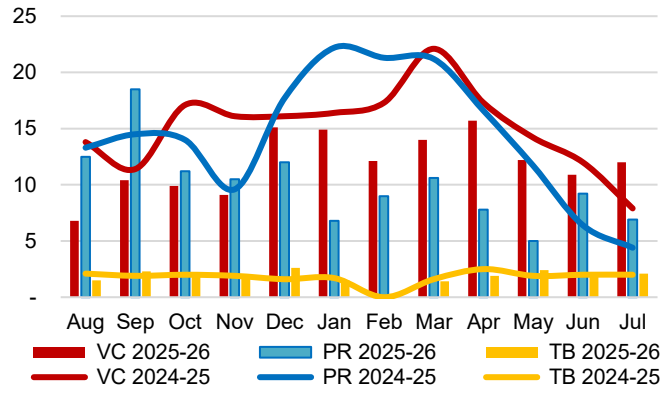
Average Loaded Transit Times (days)



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

The loaded transit time for traffic destined to Western Canadian ports averaged 5.3 days in the 2025-26 crop year, down 10.2% from the 5.9-day average posted a year earlier. This was the product of decreases in each of the three primary-corridor averages: Vancouver, down 8.9%; Prince Rupert, down 19.6%; and Thunder Bay, down 8.5%. Movements into Eastern Canada declined by 7.9%, with the average loaded transit time falling to 9.9 days from 10.8 days twelve months earlier. The average on movements into the United States decreased by 10.5%, to 9.6 days from 10.7 days.

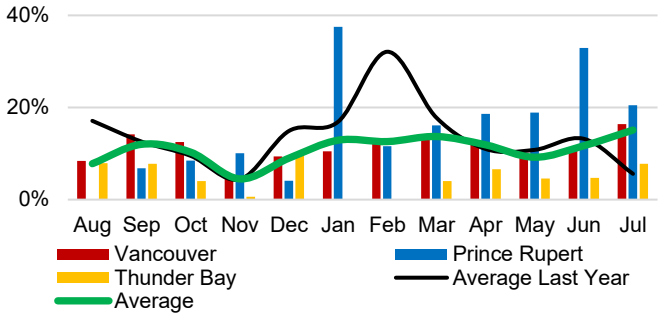
Average Days in Port per Vessel



GMP Data Table 5D-1

In July, the overall average time vessels were in port waiting and loading grain was 7.2 days, an increase from June's 6.9 days. The 2025-26 crop-year average of 8.2 days is 21.9% less than the previous crop year. Month-over-month differences saw Vancouver days in port rise to 12.0 days from 10.9 days, Prince Rupert fell to 6.9 days from 9.2 days, and Thunder Bay so no change at 2.1 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).

In July, at the close of the 2025-26 crop year, the combined measure for all ports was 15.1%. Compared to June 2026, that marked an increase at Vancouver terminals from 10.8% to 16.4% and at Thunder Bay terminals from 4.7% to 7.8%. Prince Rupert Grain realized a reduction from 32.9% in June to 20.5% in July. The annualized value for 2025-26 of 10.8% is lower than the previous crop year by 18.8%.

Commercial Relations

Table M-5 Rates: $CDN per tonne	Q4 2025-26	Index (1999=100)	% Change YTD
Avg. Primary Elevation	16.53	137.7	0.0%
Rail to Vancouver			
CN	69.67	189.8	4.1%
CPKC	70.16	190.9	-1.1%
Rail to Pr. Rupert			
CN	69.67	167.6	7.6%
Rail to Thunder Bay			
CN	66.27	205.0	18.9%
CPKC	60.33	200.4	11.8%
Avg. Terminal Elevation	16.78	184.0	0.0%

Note: *Commercial rates are measured on a quarterly basis, the above table refers to rates at the close of the fourth quarter of the 2025-26 crop year (as at 31 July 2026). Railway freight rates reflect average published single-car rates, and do not include multi-car incentives ($8/tonne for 100+ car blocks).*

Both CN and CPKC increased their single-car freight rates substantially in the opening months of the 2025-26 crop year. Although CN extended its rates from the end of the previous crop year through August 2025, they were followed by increases of up to 25% and 11% in September and October respectively. By the end of the first quarter CN had effectively escalated its rates by a factor of roughly 30% and CPKC by roughly 25%. Following Q1, subsequent rate changes were all reductions with both carriers, varying by corridor. CN reduced rates to west coast ports in every quarter to end Q4 with an increase of between 4 to 7% over July 2025. The Thunder Bay corridor received a large reduction in Q2 then held for the rest of the crop year, while Churchill corridor had the reduction applied later in Q3 – both corridors ended July up roughly 19% over the prior year. CPKC also reduced rates to Vancouver in every quarter after Q1 2025-26 with rates ending July 2026 below the mark set in July 2025 by 1.1%. The CPKC Thunder Bay corridor saw rates decrease in Q2 and Q3, then hold steady through Q4 at a 12% increase over those in effect at the end the 2024-25 crop year.

Commercial Developments

Prairies see record-breaking rains and flooding: Seeding in many areas of the Prairies was delayed towards the end of May as a slow-moving, low-pressure weather system from the Pacific brought heavy rains throughout the region. Although most fields were seeded, the persistent precipitation left many areas grappling with significant standing water, which harmed various crops and washed-out others. While widespread, northeast Saskatchewan and western Manitoba were particularly hard-hit, with substantial damage to property, roads and rail lines. A trestle on the CN line north of Roblin, Manitoba, was washed away altogether. Over 100 mm of rain was reported in June for most locations in the grain belt, with some areas seeing even greater accumulations. Among these was Edmonton, Alberta, which received an unprecedented 260 mm of rain in both June and July. Although such wet conditions complicated the growing season, the movement of grain continued largely uninterrupted.

CPKC receives strike notice from electrical workers union: On 27 May 2026 Canadian Pacific Kansas City Limited (CPKC) reported that it had received a 72-hour strike notice from the International Brotherhood of Electrical Workers, representing approximately 300 Signals and Communications employees located across Canada. The notice indicated that, barring the attainment of an agreement beforehand, a strike was to begin on 31 May 2026. CPKC said that contingency plans to maintain safe railway operations and continue serving customers during any work stoppage were already in place while it continued to work towards a resolution and a new collective agreement. With the close of the 2025-26 crop year, both parties remained divided, with the strike already entering its third month.

Cargill acquires former GrainsConnect assets: On 22 June 2026 Cargill announced that it had signed agreements with Parrish & Heimbecker (P&H) to acquire three grain elevators in Alberta and Saskatchewan, along with a 50 percent interest in the Fraser Grain Terminal located in Surrey, British Columbia. The transaction would expand Cargill's grain-handling capacity throughout Western Canada. More noteworthy still was the fact that these assets constituted the majority of the GrainsConnect network acquired by P&H in late 2025. The proposed sale remains subject to regulatory approval, including a review by the Competition Bureau. Under the arrangement, P&H would retain only one of the GrainsConnect facilities acquired six months earlier, namely that at Maymont, Saskatchewan.

Dredging of Second Narrows approved: In June 2026 the Vancouver Fraser Port Authority announced that it had received all the required federal permits to begin dredging sections of Burrard Inlet beneath the Second Narrows Bridge, with work scheduled to begin in September. The project proposes to deepen parts of the navigation channel, allowing Aframax tankers serving Trans Mountain's Westridge Marine Terminal to carry larger cargos. The work is aimed at improving shipping efficiency without increasing the size or number of vessels using the waterway. Environmental organizations have raised concerns about the potential impact on marine habitats and contaminated sediments, while the port authority maintains that mitigation and monitoring measures will minimize environmental risks. The filing of a judicial review by the Tsleil-Waututh Nation highlights the ongoing difficulties in balancing trade infrastructure development with Indigenous interests, and environmental stewardship.

Port of Vancouver Gateway Strategy advances: On 16 July 2026 the federal government announced that it was referring the Port of Vancouver Gateway Strategy (Gateway Strategy) to the recently established Major Projects Office (MPO). The Gateway Strategy is an overarching initiative aimed at increasing export capacity and efficiency at the Port of Vancouver in support of Canada's broader trade growth and diversification objectives, including the doubling of exports with non-US markets by 2035. The Gateway Strategy seeks to address several existing deficiencies through the: expansion of container-handling capacity at Roberts Bank; development of land and infrastructure for bulk terminal operations; expansion and optimization of railway infrastructure; and the strengthening of environmental protections.

Infrastructure

Apart from the railways' car fleet, GMP measures relating to infrastructure are reported on a quarterly basis. The 2025-26 crop year saw very limited changes in this area.

The total number of country elevators rose by three, or 0.8%, to 399, with storage capacity growing by a marginally greater 1.3%, to nearly 9.4 MMT. Chief among these gains was the licencing of the new Cargill canola crushing facility in Regina, which also raised the number of loop-track facilities to 54.

The railway network saw the abandonment of 22.2 route-miles in the second quarter of the 2025-26 crop year, the first reduction in several years. Total mileage fell by a marginal 0.2%, to 17,243.5 route-miles, with 84.5% of this being operated by CN and CPKC.

There were no changes to the terminal elevator network during the 2025-26 crop year. The network remains comprised of 17 facilities with 2.8 MMT of storage capacity.

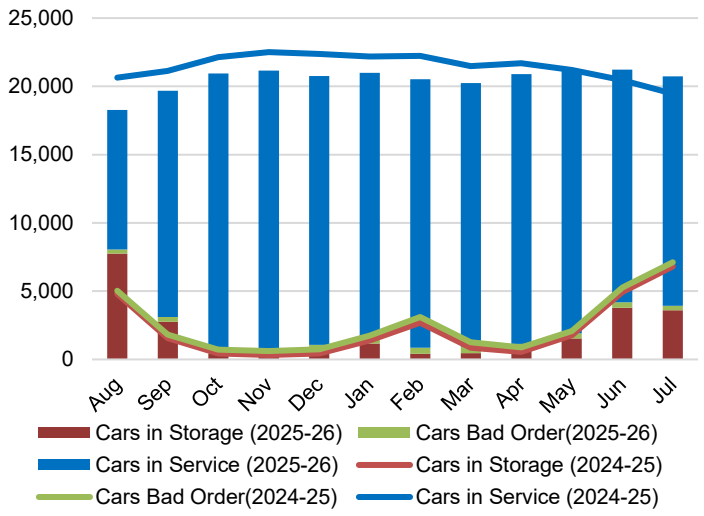
Table M-6	Q4 2025-26	Index (1999=100)	% Change YTD
Country Elevator			
Primary and Process Elevators (Count)	399	39.7	0.8%
Storage Capacity (000's tonnes)	9,353.0	133.1	1.3%
Railway			
Route Miles - Major Carriers	14,573.9	98.3	-0.2%
Route Miles - Shortline Carriers	2,669.6	57.5	0.0%
Route Miles - Total	17,243.5	88.6	-0.1%
Average Weekly Total Hopper Car Fleet Size*	20,564	n/a	-4.1%
Terminal Elevator			
Terminal Facilities (Count)	17	121.4	0.0%
Storage Capacity (000's tonnes)	2,752.5	107.6	0.0%

** Hopper Car Fleet Size represents all cars in all statuses for the fourth quarter of the 2025-26 crop year.*

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 quickly reversed, reaching a year-to-date peak of 20,359 cars in service in November, representing 96% of the total fleet. In July, as is typical for late summer, cars in service decreased for the 3rd consecutive month to 16,801 cars, some 81% of the fleet size. The remaining 19% of cars were reported in either storage or bad order status.

The annual weekly fleet size throughout the 2025-26 crop year had an average of 18,244 cars in service, a reduction of 3.7% from the 2024-25 crop year. The total fleet size, including storage and bad order, at an average of 20,564 cars, had a slightly larger reduction of 4.1% from the 2024-25 total of 21,447 cars.

Railway Grain Fleet Size and Utilization



GMP Data Table 3B-2

Producer Cars

Q4 of the 2025-26 crop year had no further changes to producer-car loading sites from the single site reduction that occurred in Q3. The crop year ended down only one site at Semans, SK, with a total of 274 producer car loading sites listed.

Table M-7 Producer Car Loading Sites	Q4 2025-26	Index (1999=100)	% Change YTD
Class 1 Carriers	141	21.9	-0.7%
Shortline Carriers	133	204.6	0.0%
All Carriers	**274**	**38.6**	**-0.4%**

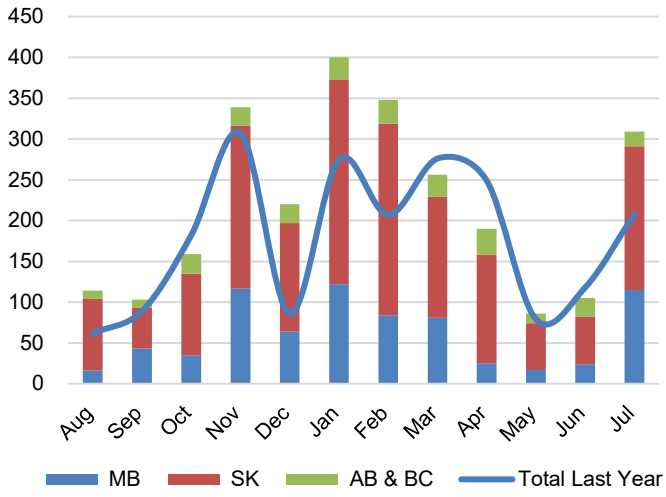
Table M-8 Producer Cars Scheduled	Q4 2025-26	2025-26 YTD	Var. from Last YTD
Manitoba	115	743	-1.7%
Saskatchewan	176	1,628	30.8%
Alberta & B.C.	18	258	88.3%
Total	**309**	**2,629**	**23.0%**

There were 309 producer cars scheduled for July 2026 which marks the third highest month during the 2025-26 crop year and stands 48.6% higher than July 2025. Total producer cars throughout the 2025-26 crop year were up 23.0% over the previous year with increases in all provinces except Manitoba.

Saskatchewan continues to be the leader in producer car shipments, registering 61.9% of the total. Manitoba followed up with 28.3% of the scheduled cars, while Alberta and British Columbia saw only 9.8% of the total. Once again, the United

States is the largest destination for producer cars, accounting for 58.3% of the total.

Producer Cars Scheduled by Province

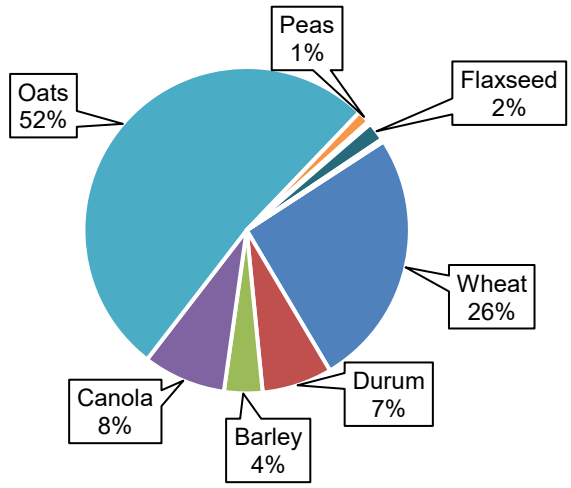


GMP Data Table 6B-2

Total producer car shipments during the 2025-26 crop year saw oats lead the way with 52% of all cars scheduled. Wheat & durum combined represent a further 33% of all cars scheduled and canola seed contributed the next largest proportion at 8% of the total.

These proportions align with those from the 2024-25 crop year: oats ended at 56% of the volume, wheat & durum at 27%, and canola seed at 9%.

Producer Cars Scheduled by Commodity



GMP Data Table 6B-2

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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 format on Quorum's website at: www.grainmonitor.ca

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