

GMP Dashboard

Table M-1	JUL 2026	AUG 2026	2026-27 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	40.4	35.9	35.9	-17.9%
Average Days In Store – Country	21.4	20.2	20.2	-15.8%
Loaded Transit Time	5.5	5.3	5.3	10.2%
Average Days In Store – Terminal	13.5	10.4	10.4	-30.2%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	4,493.0	3,945.8	3,945.8	53.7%
Railway Shipments (all Western Canada traffic)	5,046.5	5,149.4	5,149.4	58.6%
Western Port Terminal Shipments	3,777.3	4,106.7	4,106.7	100.6%
Railway Performance				
Avg. Loads on Wheels (Cars)	8,423	8,362	8,362	93.2%
Total Western Port Car Cycle (days)	14.5	12.9	12.9	-13.2%
Port Performance				
Western Port Unloads (Number of Cars)	33,251	33,803	33,803	74.7%
Vessel Time in Port (days)	7.2	7.4	7.4	68.2%

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 increased by 2.0% in August 2026, to 5.1 MMT from the 5.0 MMT reported in July. It also marked a strong start to the 2026-27 crop-year, with tonnage up by 58.6% from the 3.2 MMT handled a year earlier. Port shipments for August totaled 4.1 MMT, an 8.7% increase from July 2026 and 100.6% increase from August 2025. The strong start to the 2026-27 crop year is reflected by increased vessel activity at western ports, lifting the overall time that vessels spent in port to 7.4 days in August 2026, 68.2% higher than the previous year.

Highlights for August 2026

Traffic and Movement (page 2)

- Primary-elevator shipments were 3.9 MMT in the first month of the 2026-27 crop year, 53.7% higher than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first month of the 2026-27 crop year totaled over 5.1 MMT, up 58.6% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 4.1 MMT in the first month of the crop year, up 100.6% from the start of the 2025-26 crop year.

System Efficiency and Performance (page 4)

- August 2026 average weekly primary-elevator stocks were 32.6% higher than August 2025, while the average days-in-store decreased by 15.8% year over year.
- Average weekly port-terminal stocks were 40.5% higher than the same period last year, while average days-in-store shrank by 30.2% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports fell to 12.9 days in August 2026, down 10.8% from the 14.5 days recorded in July. Comparatively faster velocities in the opening month of the 2026-27 crop year also helped reduce the August average by 13.2% from the 14.9 days posted a year earlier. The average for movements into Eastern Canada fell by a slightly greater 13.8% to 23.4 days, as did the average for movements into the US, which fell by 19.4%, to 22.2 days.
- August 2026 average vessel time in port is 7.4 days, 68.2% higher than that of August 2025.
- Port-terminal out-of-car time began the 2026-27 crop year at 16.2% at Vancouver, 0.0% at Prince Rupert, and 0.1% at Thunder Bay. The combined value of 11.0% out-of-car time was 41.0% higher than the prior crop year.

Production and Supply

Statistics Canada's August model-based estimate for 2026 field-crop production in Western Canada stands at 79.0 MMT, an 8.5% decrease from 2025's 86.4 MMT harvest. If this estimate holds constant when final production numbers are released in December, it will mark the second largest crop produced despite late and wet conditions challenging the growing season.

Carry-forward stocks of 10.1 MMT are 50.8% higher than a year ago. When coupled with the preliminary 2026 production estimate, the overall grain supply is estimated at 89.1 MMT. This stands just 4.3% behind the 2025-26 crop year's record 93.1 MMT.

A delayed harvest is underway with the higher carry-forward stock supporting the strong traffic and export volumes seen in August.

Table M-2	2026*	2025	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production - *Preliminary	79,004.4	86,414.3	-8.5%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	10,067.6	6,674.2	50.8%
Total Grain Supply	89,072.0	93,088.5	-4.3%

Traffic and Movement

August producer deliveries decreased from July's 1.1 MMT to an average of 0.9 MMT per week supported by Week 4's surge to 1.25 MMT. Average weekly primary-elevator stocks fell to 2.9 MMT in August, with good space in the elevator system.

Table M-3	AUG 2026	2026-27 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	749.1	749.1	13.5%
Saskatchewan	2,074.4	2,074.4	70.0%
Alberta	1,111.6	1,111.6	64.6%
British Columbia	10.7	10.7	-6.1%
Total	3,945.8	3,945.8	53.7%

Western Canada Railway Traffic (000's tonnes)

Shipments to Western Ports	4,153.6	4,153.6	72.2%
Shipments to Eastern Canada	139.8	139.8	-1.8%
Shipments to US & Mexico	626.9	626.9	8.5%
Shipments Western Domestic	229.1	229.1	99.8%
Total	5,149.4	5,149.4	58.6%

Western Port Unloads (Number of Cars)

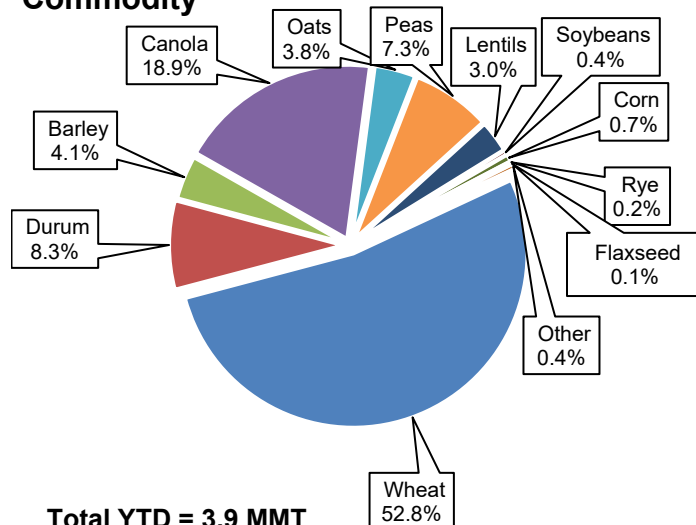
Vancouver	24,542	24,542	88.2%
Prince Rupert	2,159	2,159	323.3%
Churchill	259	259	n/a
Thunder Bay	6,843	6,843	17.9%
Total	33,803	33,803	74.7%

Terminal Elevator Shipments (000's tonnes)

Vancouver	2,849.0	2,849.0	116.8%
Prince Rupert	226.8	226.8	113.4%
Churchill	33.0	33.0	n/a
Thunder Bay	997.9	997.9	59.3%
Total	4,106.7	4,106.7	100.6%



Primary Elevator Shipments by Commodity

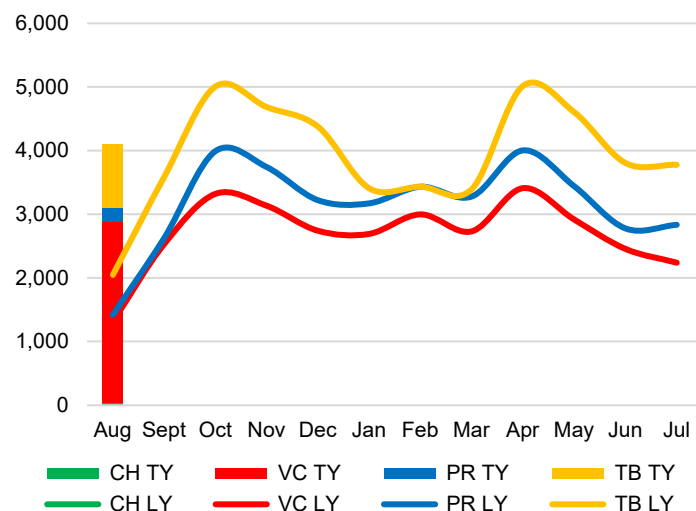


Total YTD = 3.9 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators in the first month of the crop year were up 53.7% from the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 80.0%. Movement of peas and lentils contributed 10.3% of the total.

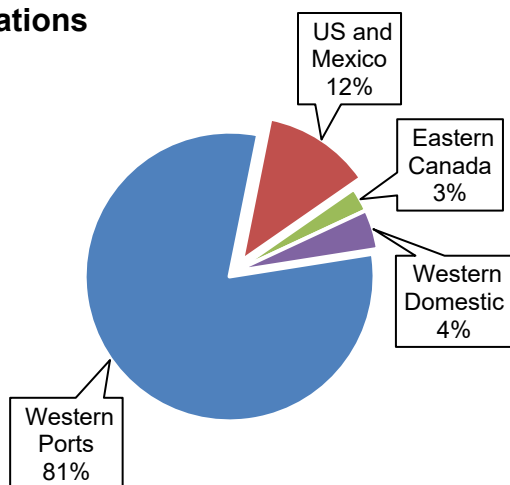
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports have increased 100.6% on a year-over-year basis. Crop year to date, Vancouver shipments are up 116.8%, Prince Rupert up 113.4%, and Thunder Bay up 59.3%. The Port of Churchill saw the first grain shipments since the 2020-21 crop year, loading 33,000 metric tonnes during August to a vessel which departed in early September.

Western Canadian Grain Destinations

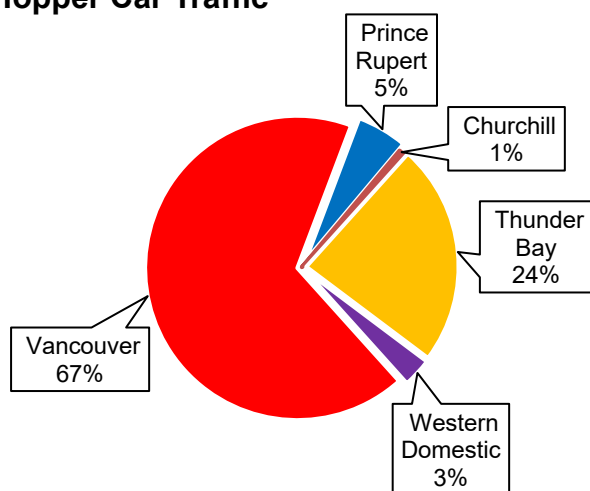


Total YTD = 5.1 MMT

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

Railway grain shipments from Western Canada totaled over 5.1 MMT in the opening month of the 2026-27 crop year, a 58.6% increase from the much reduced 3.2 MMT handled in the same period a year earlier. The majority, about 4.2 MMT, was directed to Western Canadian ports, which saw a 72.2% increase in volume. This was partially offset by a 1.8% decrease in shipments to Eastern Canada but bolstered by gains of 8.5% on movements into the US and Mexico, and a virtual doubling of Western Domestic volumes, which rose by 99.8%.

Western Canadian Destined Hopper Car Traffic



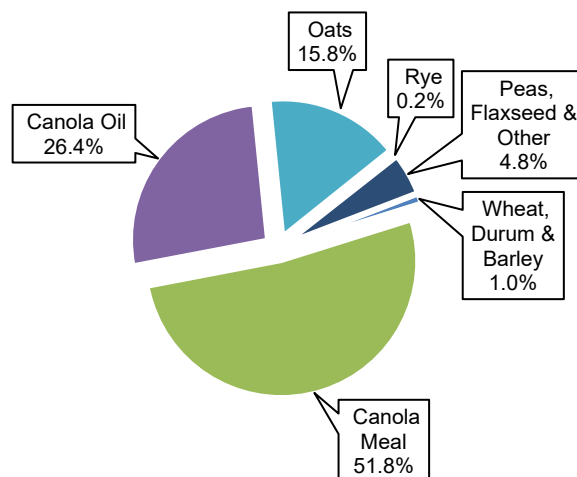
Total YTD = 4.1 MMT

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

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. In the first month of the 2026-27 crop year this amounted to slightly over 4.1 MMT, an increase of 74.2% from the previous year. Sixty-seven 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 rose by 74.4%. This upturn in west-coast traffic was supported by a six-fold increase in Prince Rupert volumes, which increased 623.3%. These gains were supported by equally striking increases in traffic for Thunder Bay, up 43.6%, and Western Domestic shipments, up 95.0%. Even Churchill reported 23,000 tonnes of grain moved in August.

US Destined Grain by Commodity

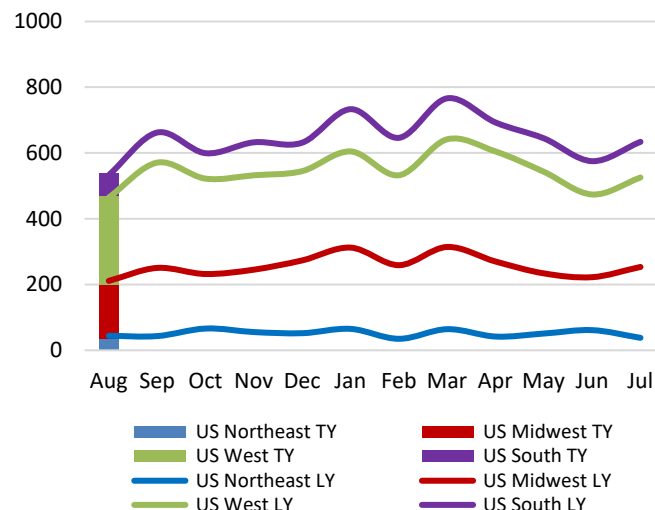


Total YTD = 0.5 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 0.5 MMT in the first month of the 2026-27 crop year, up 1.0% from that moved in the same period a year earlier. Just over 80% of these shipments were directed into the US Midwest and West, with canola products dominating.

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



GMP Data Table 2B-18



System Efficiency and Performance

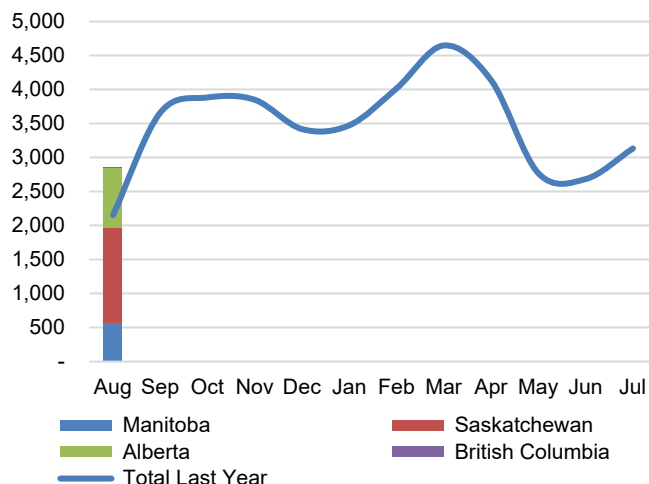
Primary elevator stocks remained relatively high in August, averaging 2.9 MMT as harvest advanced. This stands 32.6% higher than August 2025. Overall space in the country system was good. Country stocks utilized 55% of the working capacity of the network. By province, stocks ranged from 42% in British Columbia, 54% in both Manitoba and Saskatchewan, to 57% in Alberta.

The average days-in-store in the primary-elevator system for the first month of the crop year decreased from the same period last year, falling by 15.8% to 20.2 days.

Table M-4	AUG 2026	2026-27 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,857.6	2,857.6	32.6%
Average Days in Store	20.2	20.2	-15.8%
Railway Operations (days)			
Cycle Time to Western Ports	12.9	12.9	-13.2%
Cycle Time to Eastern Canada	23.4	23.4	-13.8%
Cycle Time to US	22.2	22.2	-19.4%
Loaded Transit to Western Ports	5.3	5.3	10.2%
Loaded Transit to Eastern Canada	11.3	11.3	-1.6%
Loaded Transit to US	8.5	8.5	-16.3%
Rail Fleet in Grain Service	16,490	16,490	61.3%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,343.1	1,343.1	40.5%
Average Days in Store	10.4	10.4	-30.2%
Port Unloads (hopper cars)	33,803	33,803	74.7%
Terminal Out-of-Car Time	11.0%	11.0%	41.0%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.4	7.4	68.2%



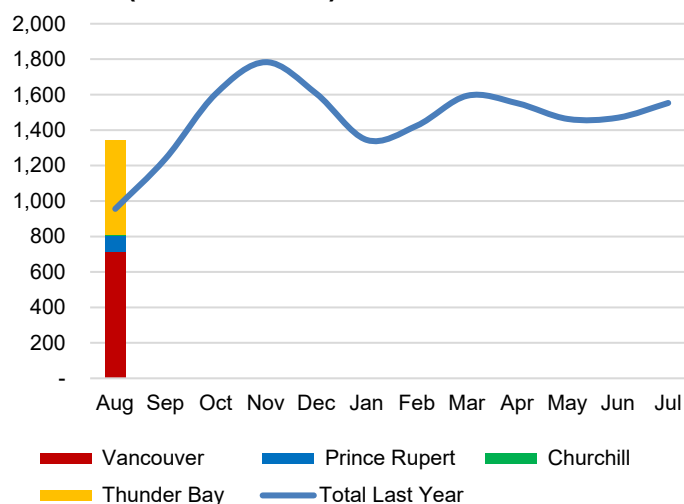
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 3.1 MMT in-store. 2026-27 began with stocks falling only slightly to 2.9 MMT throughout August. Wheat, including durum, and canola, comprise 57% of the total stock. At 27% of the stock, barley, oats and peas made up much of the balance.

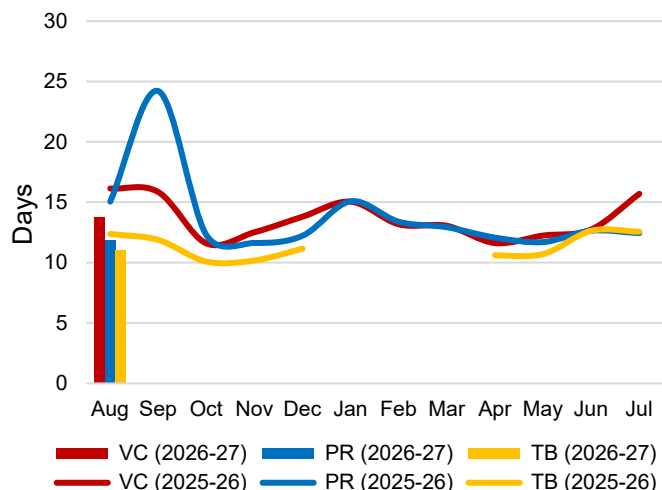
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.3 MMT in August, down 0.2 MMT from those in-store during July. Relative to August 2025, stocks were up at all western ports, reflecting the increased volumes handled at the beginning of this crop year. Stocks were up by 34.8% at Vancouver, by 275.0% at Prince Rupert, and by 32.7% at Thunder Bay. Churchill had no stocks in August 2025. Wheat, including durum, and canola, comprise 81% of the total stock. In August, western ports utilized 70% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

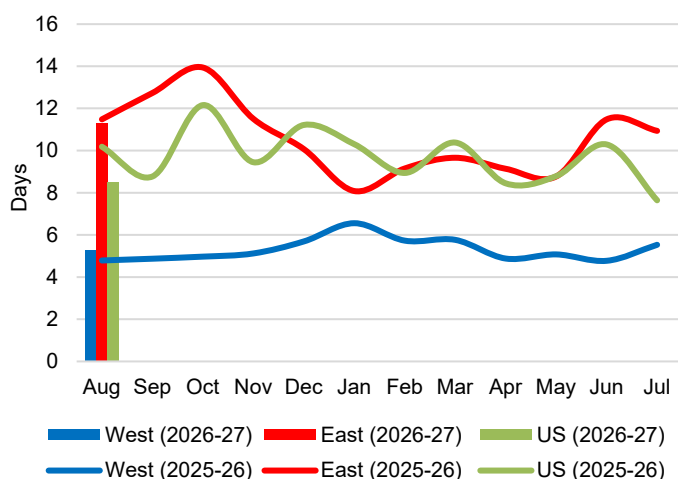


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 12.9 days in the opening month of the 2026-27 crop year, down 13.2% from the 14.9-day average reported a year earlier. This result was largely shaped by a 14.5% decrease in the Vancouver corridor average and supported by reductions of 21.1% in the Prince Rupert average, and 10.5% in the Thunder Bay average.

The average for movements into Eastern Canada also fell by a comparable 13.8%, to an average of 23.4 days from 27.1 days a year earlier. A slightly greater 19.4% reduction was noted in the cycle for US movements, which fell to an average of 22.2 days from 27.6 days the previous year.

Average Loaded Transit Times (days)

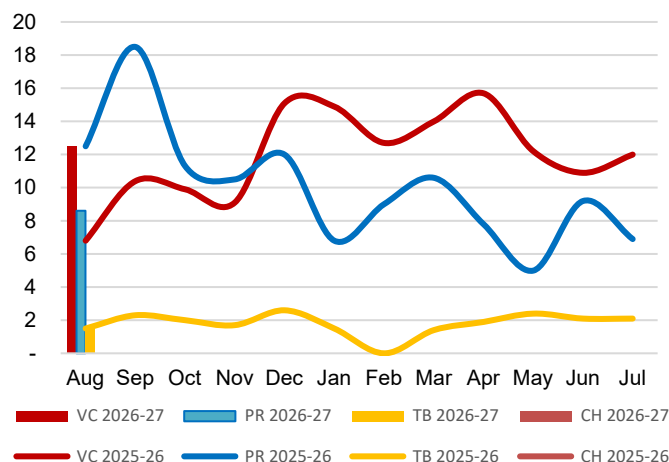


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.3 days in the first month of the 2026-27 crop year, up 10.2% from the 4.8-day average posted the previous year. This result was primarily driven by a 12.6% increase in the Vancouver-corridor average and bolstered by a lesser gain of 4.3% in the Thunder Bay corridor average. Running counter to these

increases was an 8.2% reduction for Prince Rupert. The average into Eastern Canada declined by a marginal 1.6%, to 11.3 days from 11.5 days a year earlier. The average on US-destined traffic fell by a more substantive 16.3%, to 8.5 days from 10.2 days.

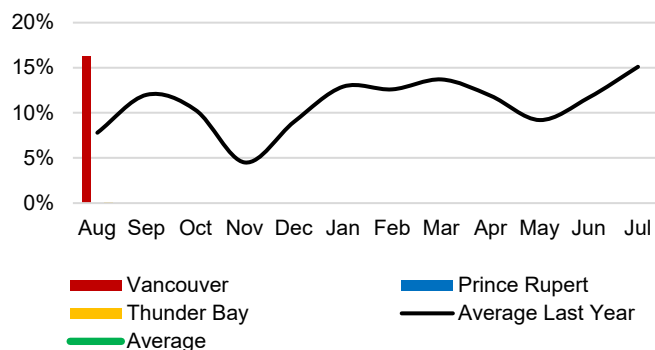
Average Days in Port per Vessel



GMP Data Table 5D-1

In August, the overall-average time vessels were in port waiting and loading grain was 7.4 days, 68.2% longer than was the case in August 2025. Average days in port stood at 12.5 days for Vancouver, 8.6 days for Prince Rupert, and 1.5 days at Thunder Bay.

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



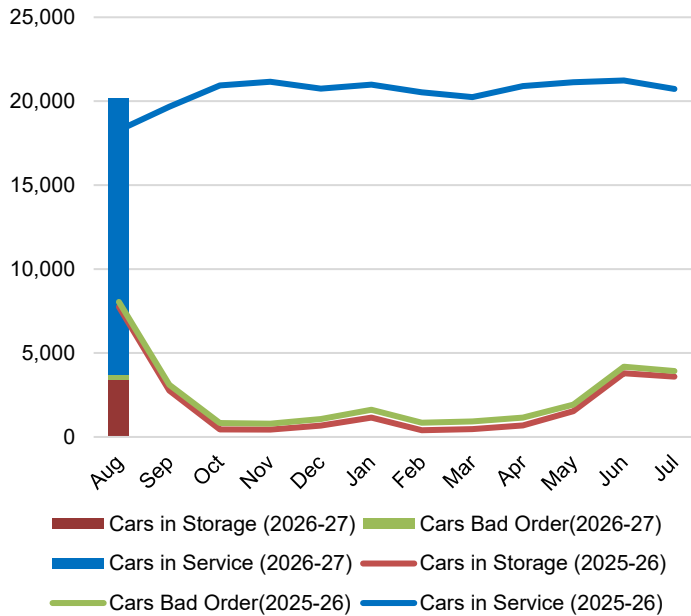
GMP Data Table 5C-5

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 fell to 11.0% in August, from 15.1% in July. Prince Rupert and Thunder Bay saw minimal out of car time this month. Terminal out-of-car time was 41.0% higher in August of 2026-27 than in the prior crop year.



Railway Grain Fleet Size and Utilization

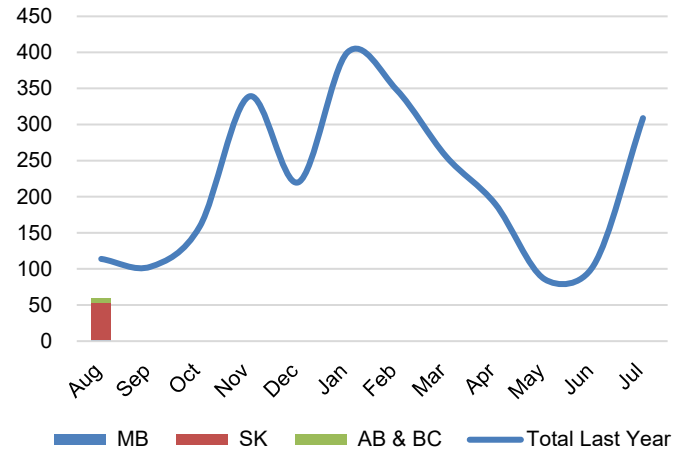


GMP Data Table 3B-2

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. The 2025-26 crop year ended with 16,801 cars in service in July 2026 which represented 81% of the fleet. 2026-27 began with a similar average of 16,490 cars in service every week to meet the demands of moving western grain. That represented 82% of August's overall fleet, 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 August 2026 were 48.2% lower than those in August a year earlier, showing a weaker start to the 2026-27 crop year than overall rail traffic. Producer cars scheduled were down in all provinces. Manitoba had the largest decrease of 87.5% to only two cars. Saskatchewan was down 42.0% while Alberta and British Columbia were down 40.0%. Year to date, oats comprise 46% of the movement and barley a further 41%. Thus far in the crop year, 54% of producer cars were shipped to destinations within Canada and the remaining 46% 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

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