

GMP Dashboard

Table M-1	AUG 2026	SEP 2026	2026-27 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	37.2	37.0	37.3	-5.5%
Average Days In Store – Country	20.2	20.3	20.3	-9.0%
Loaded Transit Time	5.3	4.8	5.1	5.1%
Average Days In Store – Terminal	11.7	11.9	11.9	-3.3%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,945.8	5,773.3	9,719.1	33.1%
Railway Shipments (all Western Canada traffic)	5,149.4	5,745.0	10,894.4	22.4%
Western Port Terminal Shipments	3,727.8	3,976.2	7,704.0	36.1%
Railway Performance				
Avg. Loads on Wheels (Cars)	8,362	9,116	8,871	34.5%
Total Western Port Car Cycle (days)	13.4	12.6	13.0	-14.4%
Port Performance				
Western Port Unloads (Number of Cars)	34,201	39,732	73,933	21.1%
Vessel Time in Port (days)	7.4	9.1	8.2	39.0%

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 11.6% in September 2026, to 5.7 MMT from the 5.1 MMT reported in August. It also affirmed a strong start to the 2026-27 crop-year, with 10.9 MMT in year-to-date tonnage up by 22.4% from the 8.9 MMT handled in the same two-month period a year earlier. Port shipments for September totaled 4.0 MMT, a 6.7% increase from August 2026 and 10.5% increase from September 2025. This continues the strong start to 2026-27 crop year, now up 36.1% year-to-date on bulk shipments. The average time that vessels spent in port during the first two months of the crop year is 8.2 days, an increase of 39.0% from the same period last year.

Highlights for September 2026

Traffic and Movement (page 2)

- Primary-elevator shipments were 9.7 MMT in the first two months of the 2026-27 crop year, 33.1% higher than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first two months of the 2026-27 crop year totaled almost 10.9 MMT, up 22.4% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 7.7 MMT in the first two months of the crop year, up 36.1% from the prior year.

System Efficiency and Performance (page 4)

- Year-to-date weekly primary-elevator stocks grew by 11.2% while the average days-in-store decreased by 9.0%, year over year.
- Average weekly port-terminal stocks were 33.3% higher than the same period last year, while average days-in-store shrank by 3.3% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports fell to 12.6 days in September 2026, down 6.0% from the 13.4 days recorded in August. Comparatively faster velocities in the opening months of the 2026-27 crop year also helped reduce the year-to-date average by 14.4%, to 13.0 days from the 15.2 days posted a year earlier. The average for movements into Eastern Canada fell by a slightly lower 10.6% to 24.8 days, as did the average for movements into the US, which fell by 10.8%, to 23.4 days.
- September year-to-date average vessel time in port is 8.2 days, 39.0% higher than the same period last year.
- Port terminal out-of-car time fell in September to 7.6% from August's 12.6% with the decrease driven by the reduction at Vancouver. Year-to-date, the 2026-27 crop year is even with the 2025-26 crop year at an average of 9.9%.

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 49.8% 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 93.2 MMT.

Table M-2	2026*	2025	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production - *Preliminary	79,044.4	86,430.5	-8.5%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	10,067.6	6,726.2	49.8%
Total Grain Supply	89,121.0	93,165.7	-4.3%

Traffic and Movement

September producer deliveries surged to an average of 1.4 MMT per week as harvest continued across the prairies. Accordingly, average weekly primary-elevator stocks rose in September to 3.5 MMT. Elevator capacity was limited in Alberta during the final week of September.

Table M-3	SEP 2026	2026-27 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	1,052.1	1,801.2	21.3%
Saskatchewan	2,767.0	4,841.4	35.7%
Alberta	1,925.1	3,036.7	37.1%
British Columbia	29.1	39.8	16.7%
Total	5,773.3	9,719.1	33.1%

Western Canada Railway Traffic (000's tonnes)

Shipments to Western Ports	4,711.8	8,865.4	24.6%
Shipments to Eastern Canada	163.4	303.2	4.1%
Shipments to US & Mexico	615.9	1,242.8	-4.0%
Shipments Western Domestic	253.9	483.0	143.1%
Total	5,745.0	10,894.4	22.4%

Western Port Unloads (Number of Cars)

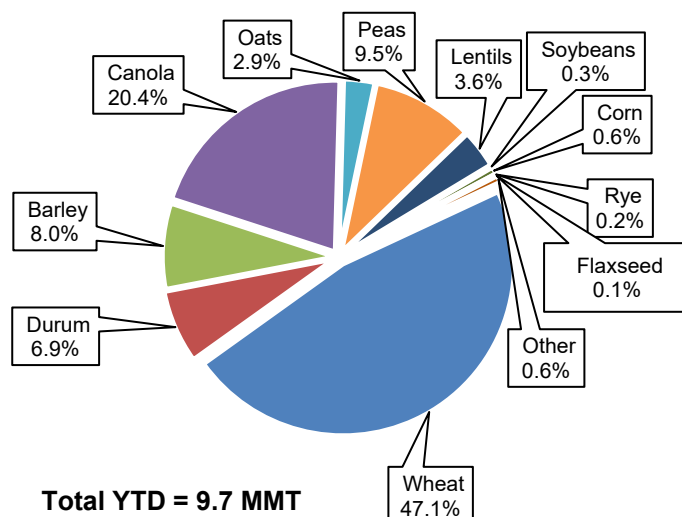
Vancouver	29,157	54,013	32.1%
Prince Rupert	3,287	5,446	75.3%
Churchill	228	487	n/a
Thunder Bay	7,060	13,987	-17.8%
Total	39,732	73,933	21.1%

Terminal Elevator Shipments (000's tonnes)

Vancouver	2,800.5	5,283.4	36.4%
Prince Rupert	234.2	461.0	131.5%
Churchill	33.0	33.0	n/a
Thunder Bay	908.5	1,926.6	21.3%
Total	3,976.2	7,704.0	36.1%



Primary Elevator Shipments by Commodity

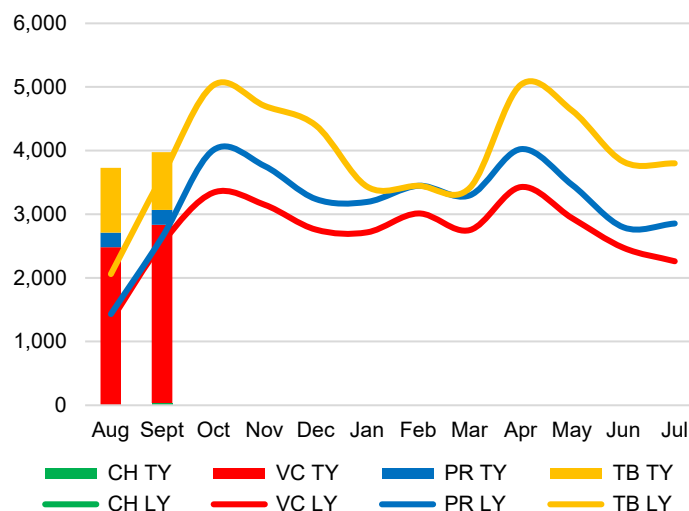


Total YTD = 9.7 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators in the first two months of the crop year were up 33.1% from the previous year. Wheat, including durum, and canola constitute the largest proportion of the movement at 74.4%. Movement of peas and lentils contributed 13.1% of the total.

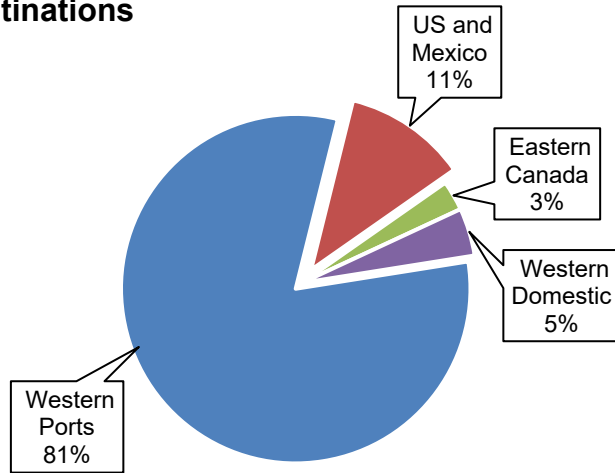
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Overall bulk grain shipments from western ports have increased 36.1% on a year-over-year basis. Crop year to date, Vancouver shipments are up 36.4%, Prince Rupert up 131.5%, and Thunder Bay up 21.3%. The Port of Churchill saw the first grain shipments since the 2020-21 crop year, loading 33,000 metric tonnes to a vessel which departed in early September.

Western Canadian Grain Destinations

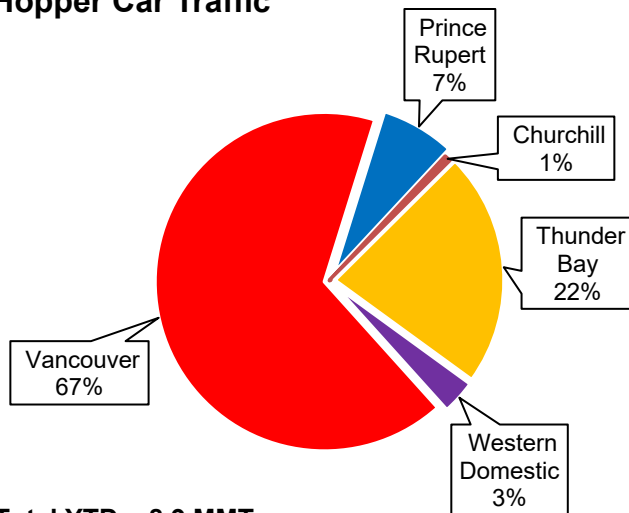


Total YTD = 10.9 MMT

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

Railway grain shipments from Western Canada were almost 10.9 MMT in the first two months of the 2026-27 crop year, a 22.4% increase over the 8.9 MMT handled in the same period a year earlier. The majority, about 8.9 MMT, was directed to Western Canadian ports, which saw a 24.6% increase in volume. This was supported by a 4.1% increase in shipments to Eastern Canada but partially offset by a 4.0% decline in movements into the US and Mexico. Western Domestic volumes remained strong, rising by 143.1%.

Western Canadian Destined Hopper Car Traffic



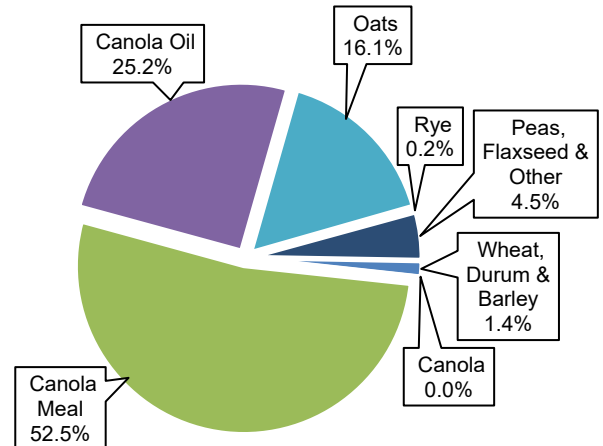
Total YTD = 8.9 MMT

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 two months of the 2026-27 crop year this amounted to slightly under 8.9 MMT, up 26.6% 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 26.5%. This upturn in west-coast traffic was supported by a sharp rise in Prince Rupert volumes, which increased 64.9%. These gains were supported by gains in traffic for Thunder Bay, up 8.8%, and Western Domestic shipments, up 123.3%. New grain shipments through Churchill added another 55,300 tonnes.

US Destined Grain by Commodity

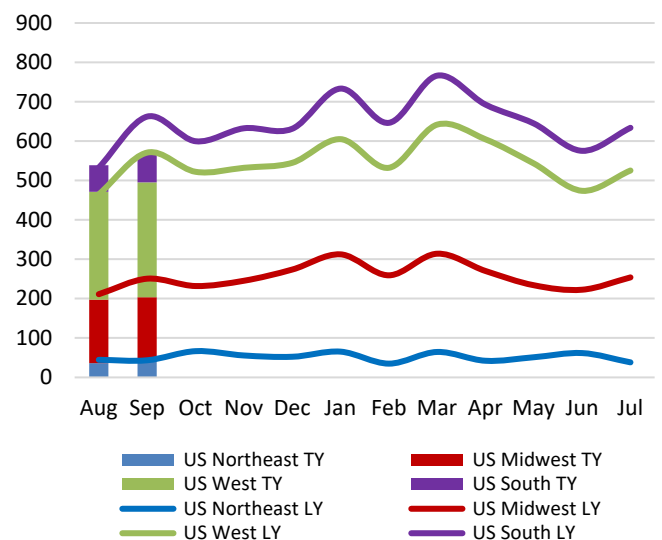


Total YTD = 1.1 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached just over 1.1 MMT in the first two months of the 2026-27 crop year, down 7.5% from the 1.2 MMT 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 continuing to dominate.

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



GMP Data Table 2B-18



System Efficiency and Performance

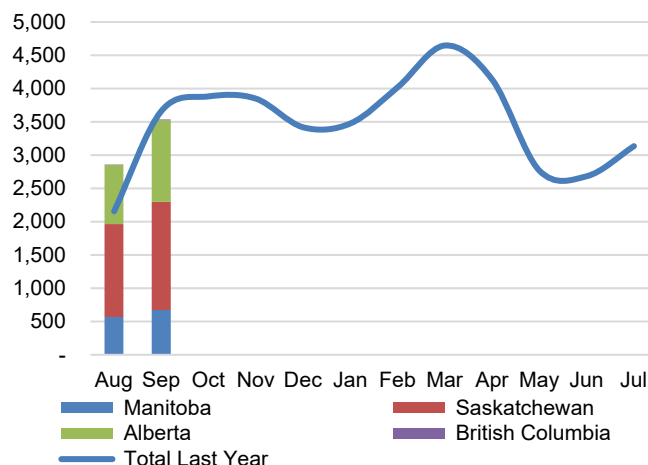
Primary elevator stocks remained relatively high in September, averaging 3.5 MMT as harvest continued. The year-to-date average of 3.2 MMT is 11.2% higher than last year. Overall space in the country system was good. Country stocks utilized 68% of the working capacity of the network. By province, stocks ranged from 63% in Saskatchewan, 64% in both Manitoba and British Columbia, to 78% in Alberta. In the final week of September, Alberta had limited receiving capacity.

The average days-in-store in the primary-elevator system for the first two months of the crop year decreased from the same period last year, falling by 9.0% to 20.3 days.

Table M-4	SEP 2026	2026-27 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	3,536.4	3,234.7	11.2%
Average Days in Store	20.3	20.3	-9.0%
Railway Operations (days)			
Cycle Time to Western Ports	12.6	13.0	-14.4%
Cycle Time to Eastern Canada	25.9	24.8	-10.6%
Cycle Time to US	22.4	23.4	-10.8%
Loaded Transit to Western Ports	4.8	5.1	5.1%
Loaded Transit to Eastern Canada	11.5	11.5	-5.0%
Loaded Transit to US	8.7	9.4	-0.3%
Rail Fleet in Grain Service	17,852	17,247	28.8%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,559.4	1,463.4	33.3%
Average Days in Store	11.9	11.9	-3.3%
Port Unloads (hopper cars)	39,732	73,933	21.1%
Terminal Out-of-Car Time	7.6%	9.9%	0.0%
Western Canada Port Operations			
Average Vessel Time in Port (days)	9.1	8.2	39.0%



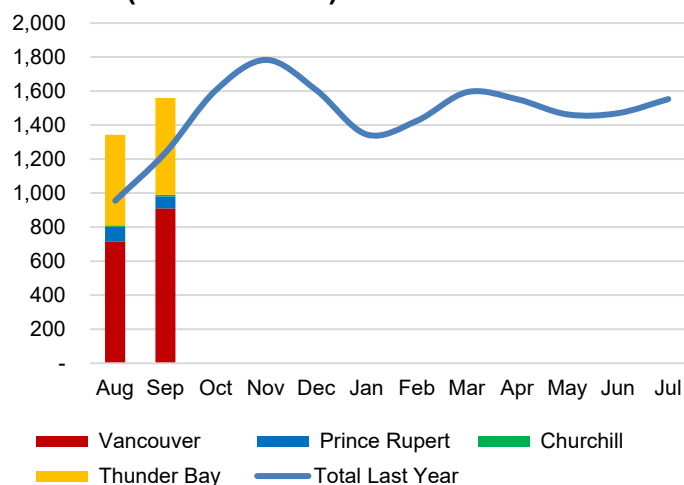
Average Weekly Primary Elevator Stocks (000's tonnes)



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. During September, stocks rose sharply to 3.5 MMT. Wheat, including durum, and canola, comprise 59% of the total stock. At 27% of the stock, barley, oats and peas made up much of the balance.

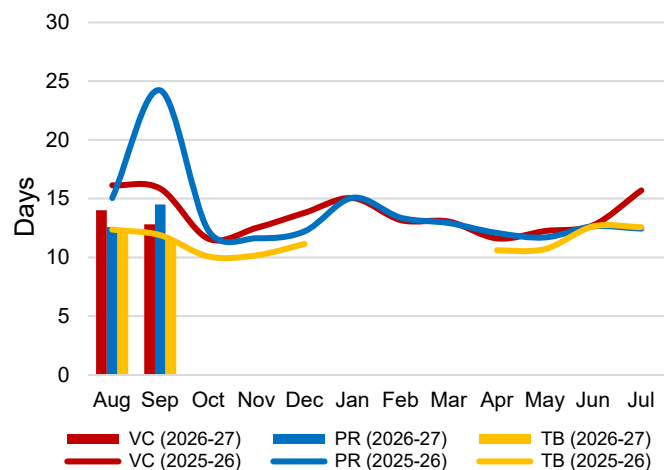
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.6 MMT in September, up 16.1% from those in-store during August. During the first two months of the crop year, stocks were up at all western ports, compared to the prior year. Stocks were up by 35.6% at Vancouver, by 85.1% at Prince Rupert, and by 15.2% at Thunder Bay. Churchill essentially had no stocks in September 2025. Wheat, including durum, and canola, comprise 76% of the total stock. In September, western ports utilized 81% of their overall working capacity, with Vancouver terminals having limited capacity at times during the month.

Railway Cycle Times to Western Ports (days)

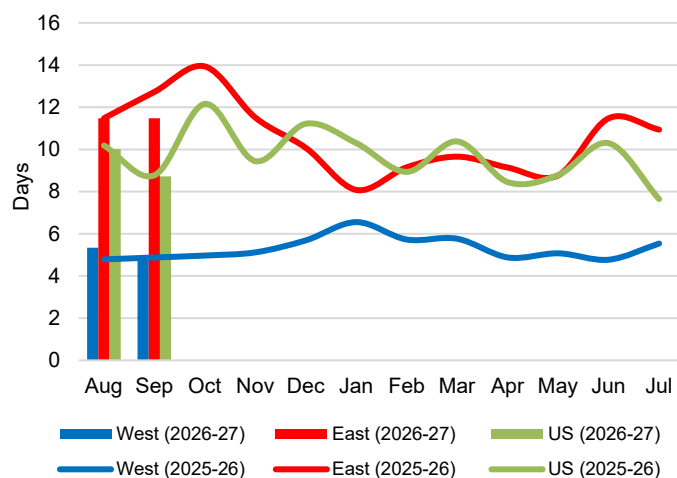


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.0 days in the first two months of the 2026-27 crop year, down 14.4% from the 15.2-day average reported a year earlier. This result was largely shaped by a 15.9% decrease in the Vancouver corridor average and supported by reductions of 39.7% in the Prince Rupert average, and 2.5% in the Thunder Bay average.

The average for movements into Eastern Canada also fell, albeit by a modestly lower 10.6%, to an average of 24.8 days from 27.7 days a year earlier. A similar 10.8% reduction was noted in the cycle for US movements, which fell to an average of 23.4 days from 26.2 days the previous year.

Average Loaded Transit Times (days)

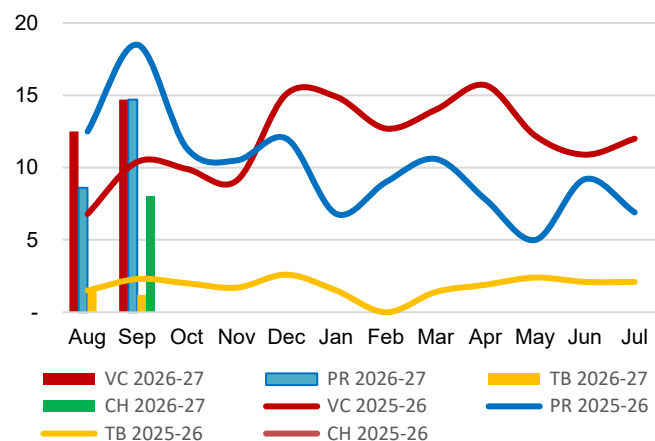


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.1 days in the first two months of the 2026-27 crop year, up 5.1% from the 4.9-day average posted the previous year. This result was primarily driven by a 10.0% increase in the Vancouver-corridor average but offset by reductions of 16.5% and 4.0% in the respective corridor average for Prince Rupert and Thunder Bay. The average into Eastern Canada declined by

5.0%, to 11.5 days from 12.1 days a year earlier. The average on US-destined traffic fell by a marginal 0.3%, remaining effectively unchanged at 9.4 days.

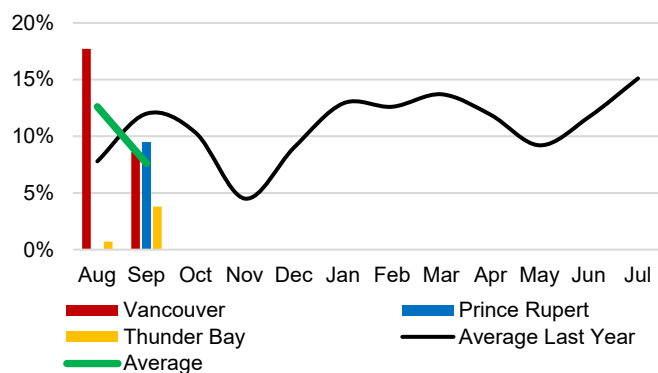
Average Days in Port per Vessel



GMP Data Table 5D-1

In September, the overall-average time vessels were in port waiting and loading grain was 9.1 days, 31.9% longer than was the case in September 2025. Average days in port stood at 14.7 days for Vancouver, 14.7 days for Prince Rupert, and 1.2 days for Thunder Bay. The first vessel loaded at Churchill since the 2020-21 crop year was in port for 8 days.

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



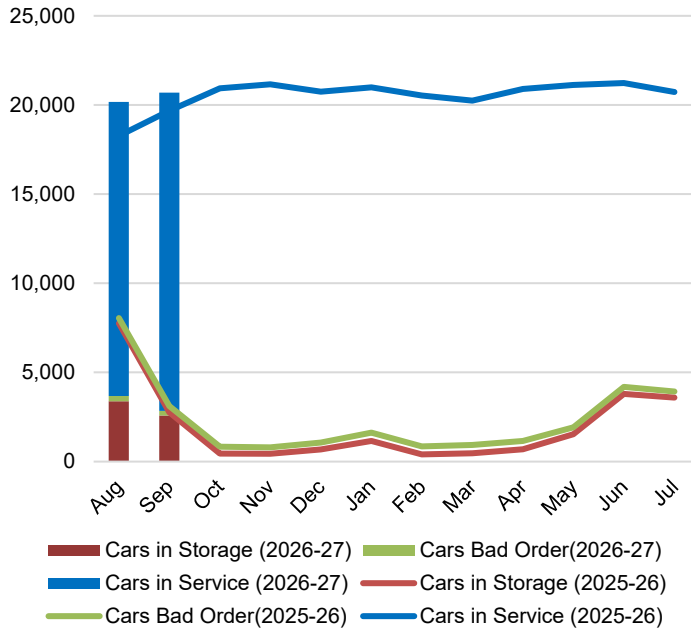
GMP Data Table 5C-5

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).

The aggregate measure for all ports fell to 7.6% in August, from 12.6% in July. Only Vancouver saw an improvement, dropping to 8.6% from 17.7%. Prince Rupert and Thunder Bay had 9.5% and 3.8% out of car time, respectively. The year-to-date value of 9.9% across all ports is even with the same period of the 2025-26 crop year.



Railway Grain Fleet Size and Utilization

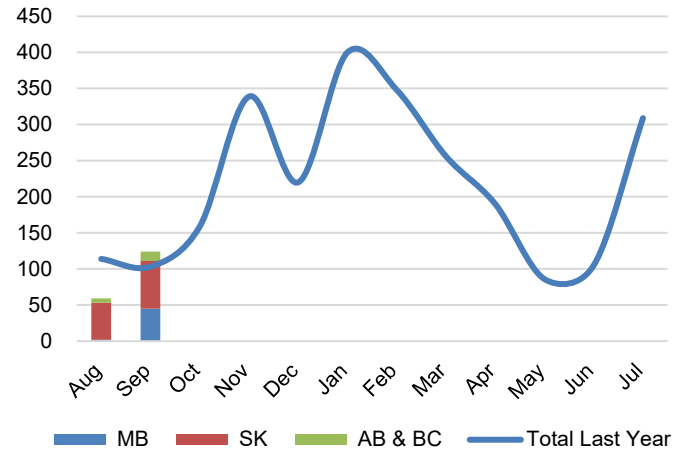


GMP Data Table 3B-2

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 2026-27 crop year began with 16,490 cars in service during August, higher than typical, but reflective of the high volumes handled at the onset of the crop year. September saw an average of 17,852 cars deployed each week to meet the demands of moving western grain. That represented 86% of September'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 September 2026 were 20.4% higher than those a year earlier. This reversed some of the impact of lower producer car volume in August 2026. Year-to-date, producer cars scheduled are down 15.7% after the first two months of the crop year. All provinces registered a decrease over the 2025-26 crop year. Manitoba had the largest decrease of 20.3%; Saskatchewan was down 15.2%; and Alberta and British Columbia were down 5.0%. Year to date, oats comprise 67% of the movement. Thus far in the crop year, 33% of producer cars were shipped to destinations within Canada and balance 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