Trans Mountain Fact Sheet – June 2026

Capacity

With capacity to deliver 890,000 barrels per day (bpd), the system includes more than 1,180 kilometres of pipeline in Alberta and British Columbia, and 111 kilometres of pipeline in Washington state.

We have more than 72 years of experience operating a safe and reliable pipeline system.

Enhanced Value for Canadian Resources

Improved access to international buyers has supported stronger pricing for the Canadian crude industry. Pipeline constraints have eased and Canadian crude prices have improved relative to international benchmarks since the expansion entered service.

Market Demand

Asia is the centre of global energy demand growth.

Canadian oil is increasingly used as feedstock for petrochemical production for manufacturing and consumer goods and for essential transportation fuels.

India's oil demand for refined fuels and petrochemicals is forecast to nearly double over the next 20 years.

Overview

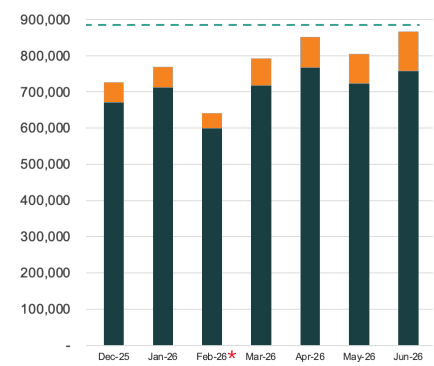
Trans Mountain operates Canada's only sovereign crude oil pipeline system providing direct access to the Pacific Coast and global markets. The Trans Mountain Expansion Project (TMEP), which entered commercial service in May 2024, increased system capacity to 890,000 barrels per day and created a new strategic energy corridor connecting Canadian resources to Asia-Pacific markets. In 2025 over 65% of oil shipped off the dock at the Westridge Marine Terminal went to Asian markets.

Delivered Volume

Committed vs. Uncommitted

Calendar Month Deliveries (bpd)

December 2025 to June 2026



Committed   Uncommitted

890 kbpd (Nominal Pipeline Capacity)

*Shipments impacted due to CN bridge outage.

Value to Canada

- Delivered **$2.2 billion** to Canada since May 2024
- Cumulative approximately **$11 billion** cash available for distribution to owner from 2025 to 2030
- Positive impact from growth project between 2027 to 2030
- Record throughput in 2025

June System Performance

80   90   100

June Monthly Capacity **97%** **Full**

Initiatives designed to increase the capacity of the system – 2027 to 2030

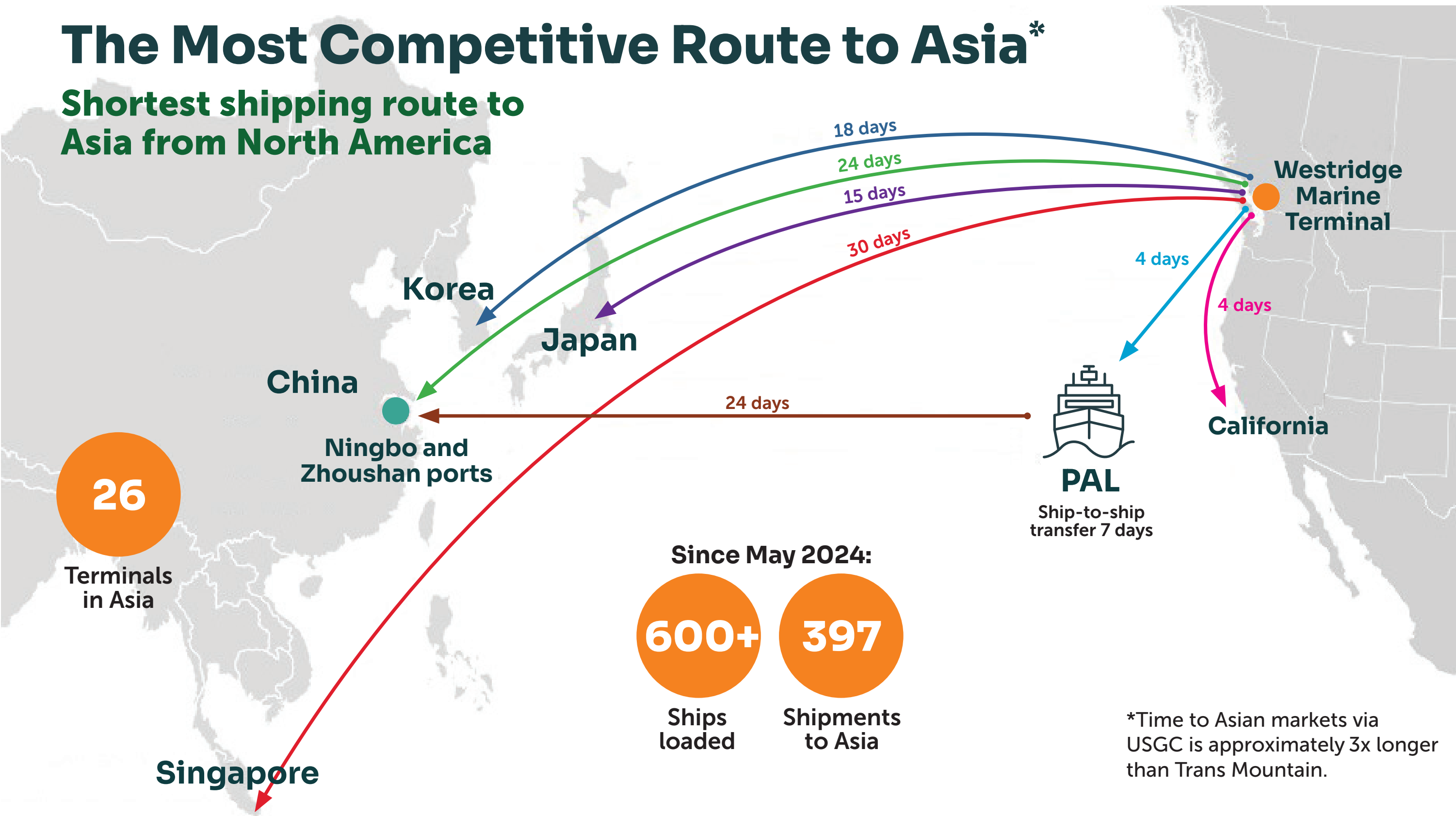
1. **Drag Reducing Agent (DRA):** Injection of chemical additive will increase flow by approximately 90,000 bpd or approximately 10% of the system's nominal capacity by **early 2027**.
2. **Mainline Optimization Project (MOP):** 210,000 bpd. Including the use of DRA, it takes the system from 890,000 bpd to up to 1,190,000 bpd. Completion expected **Q4 2028**.

Led by Vancouver Fraser Port Authority

Second Narrows dredging works (SNDW): This project will allow Aframax vessels loaded at Westridge Marine Terminal to be loaded to 100% of capacity vs. current 75%. Scheduled for completion early **Q1 2027**.

The Most Competitive Route to Asia*

Shortest shipping route to Asia from North America



Since May 2024:

600+ Ships loaded

397 Shipments to Asia

*Time to Asian markets via USGC is approximately 3x longer than Trans Mountain.

Shipping Advantages to Asia

60% shorter than shipping from the U.S. Gulf Coast

40% shorter than shipping from South America

30% shorter than shipping from the Middle East

Asian Exports

In 2025, **more than 65%** of exports left Westridge Marine Terminal to Asia.

Chinese refineries increased their purchases of Canadian heavy crude by 2.5x largely due to Trans Mountain export capacity.

Estimated Final Cargo Destinations

Washington & Alaska	California	TBD	China	Korea	India/ Brunei	Japan	Singapore	TOTAL
57	153	3	355	30	4	2	6	610

(Calendar months May 1, 2024 to June 30, 2026)

TRANSMOUNTAIN