



Trans Mountain Fact Sheet – July 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 oil industry. Pipeline constraints have eased and Canadian crude prices have improved relative to international benchmarks since the expansion entered service.

Proposed West Coast Oil Pipeline

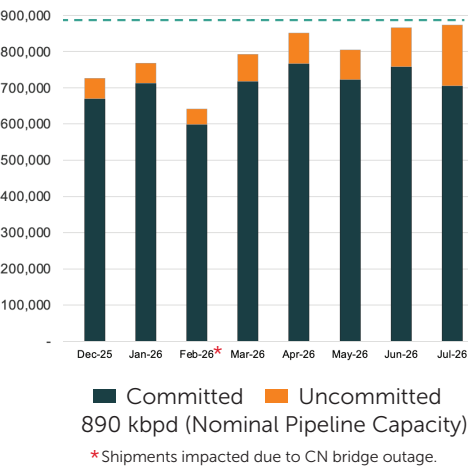
The Governments of Alberta and Canada have announced plans to advance a new oil pipeline connecting Alberta, to the west coast of British Columbia through a partnership involving Trans Mountain, the Alberta Petroleum Marketing Commission and Pembina Pipeline. Alberta has requested the project be listed as a Project of National Interest by October 1, 2026. Trans Mountain would lead development, construction and operations.

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. Since May 2024, Trans Mountain has loaded 640 vessels at the Westridge Marine Terminal (WMT) with more than 65% headed to Asia.

Delivered Volume Committed vs. Uncommitted

Calendar Month Deliveries (bpd)
December 2025 to July 2026



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

July System Performance

80 90 100

July Monthly Capacity **98% Full**

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

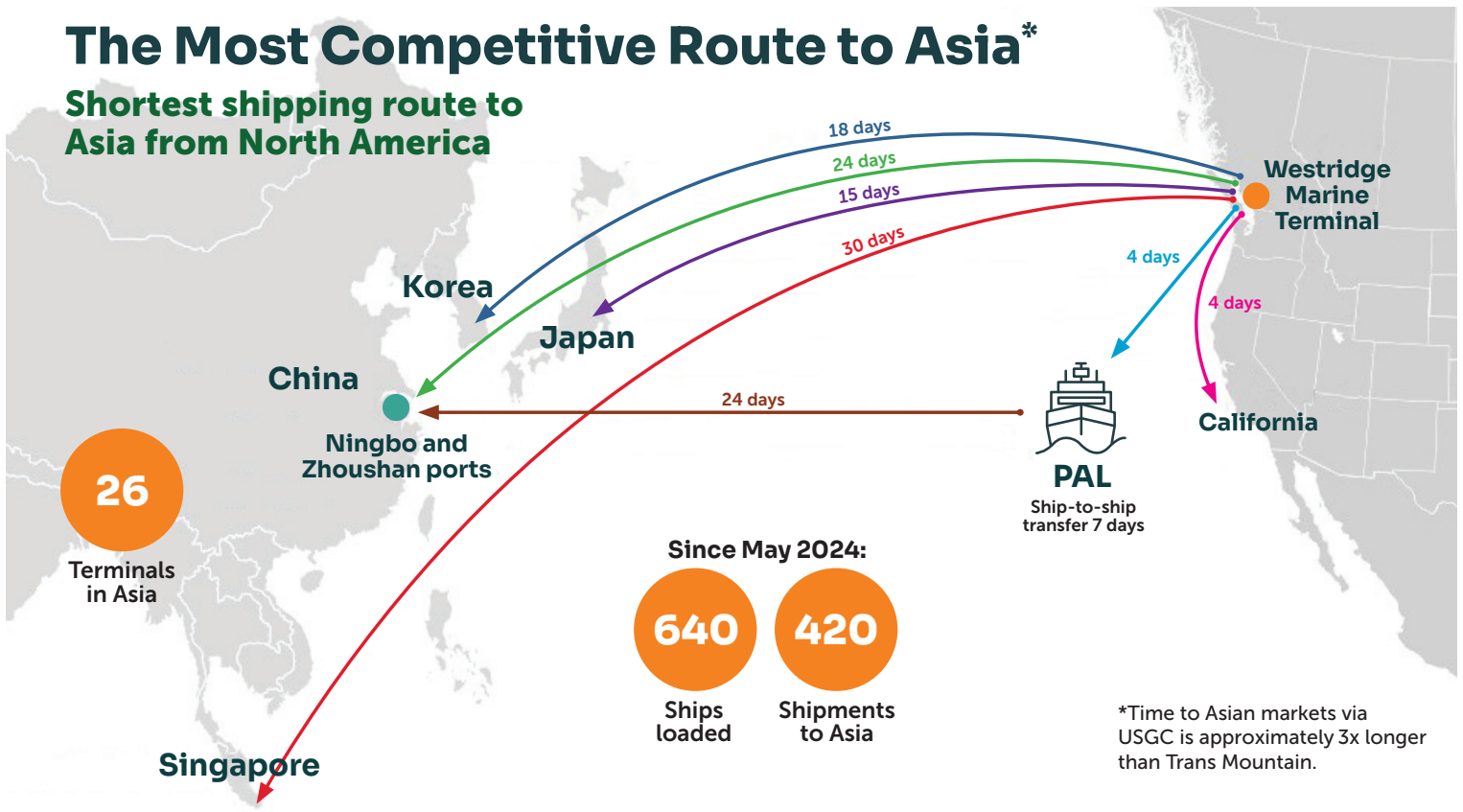
- 1 Drag Reducing Agent (DRA):** Injection of chemical additive will increase flow by approximately 90,000 bpd or approximately 10% of the system's nominal capacity by **early 2027**.
- 2 Mainline Optimization Project (MOP):** 210,000 bpd. Including the use of DRA, it takes the system from 890,000 bpd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



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

More than 65% of exports from WMT are headed 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

64	156	374	33	4	3	6	640
Washington & Alaska	California	China	Korea	India/Brunei	Japan	Singapore	TOTAL

(Calendar months May 1, 2024 to July 31, 2026)