KML Investor Presentation

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KINDER MORGAN CANADA LIMITED

Disclosure

Forward Looking Statements / Non-GAAP Financial Measures

General – In this presentation, all references to "$" are to Canadian dollars and unless otherwise indicated, all dollar amounts are expressed in Canadian dollars.

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Non-GAAP – In addition to using financial measures prescribed by GAAP, we use non-generally accepted accounting principles ("non-GAAP") financial measures in this presentation. Our reconciliation of historical non-GAAP financial measures to comparable GAAP measures can be found on the slide in this presentation titled "GAAP Reconciliation". These non-GAAP measures do not have any standardized meaning under GAAP and therefore may not be comparable to similarly titled measures presented by other issuers. As such, they should not be considered as alternatives to GAAP financial measures.

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Forward-looking statements in this presentation include statements, express or implied, concerning: (i) the Trans Mountain Expansion Project ("TMEP") and Base Line Terminal project, including completion of such projects, construction plans, anticipated funding and costs, anticipated capital expenditures, community and Aboriginal engagement, scheduling and in-service dates, the possibility of mitigation to address project delays, future benefits and utilization, utilization of TMEP spot capacity, anticipated project contributions to Adjusted EBITDA and DCF; (ii) the anticipated dividends and the intended payment thereof; (iii) anticipated growth and the potential growth opportunities of KML's business; (iv) expected demand and market conditions and the anticipated competitive position of KML's business; (v) and anticipated tolls. Many of the factors that will determine these results are beyond the ability of KML to control or predict. KML's business and financial condition are substantially dependent on the successful development of the TMEP. As a result, factors or events that impact the costs associated with and the time required to complete (if completed) the TMEP, are likely to have a commensurate impact on KML, the market price and value of its restricted voting shares and KML's ability to pay dividends. Similarly, given the nature of the relationships between KML and KMI, factors or events that impact KMI may have consequences for KML.

Among other things, specific factors that could cause actual results to differ from those indicated in the forward-looking statements include, without limitation: issues, delays or stoppages associated with major expansion projects, including the TMEP; changes in public opinion, public opposition, the concerns and the resolution of issues relating to the concerns of individuals, special interest or Aboriginal groups, governmental organizations, non-governmental organizations and other third parties that may result in higher project or operating costs, project delays or even project cancellations; an increase in the indebtedness of KML and/or significant unanticipated cost overruns or required capital expenditures; the breakdown or failure of equipment, pipelines and facilities, releases or spills, operational disruptions or service interruptions; the ability of KML to access sufficient external sources of financing; and changes in governmental support and the regulatory environment. In addition to the foregoing, please read important additional information respecting the assumptions, expectations and risks applicable to the forward-looking statements in this presentation (A) in the sections of KML's Annual Report on Form 10-K as filed on EDGAR and SEDAR on February 20, 2018 (the "Form 10-K") titled "Information Regarding Forward-Looking Statements", "Risk Factors" and "Management's Discussion and Analysis of Financial Condition and Results of Operations – Recent Developments" and "– Outlook", and (B) as described from time to time in KML's other periodic filings on SEDAR and EDGAR.

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KML Overview

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Integrated Network of Strategically Located Assets

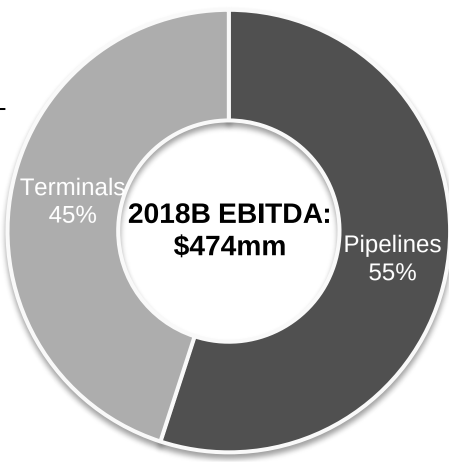
Summary

- A premier integrated network of pipeline systems and terminal facilities serving Western Canada
- Significant $7.2 billion enterprise value Canadian midstream entity
  - Initial Public Offering on TSX in May 2017
  - KMI owns ~70% interest, public owns ~30% interest
- Investment grade balance sheet
  - S&P: BBB (Stable)/DBRS: BBB-H (Stable)
- Two business segments: Pipelines and Terminals

Segment Detail[(a)]

Terminals

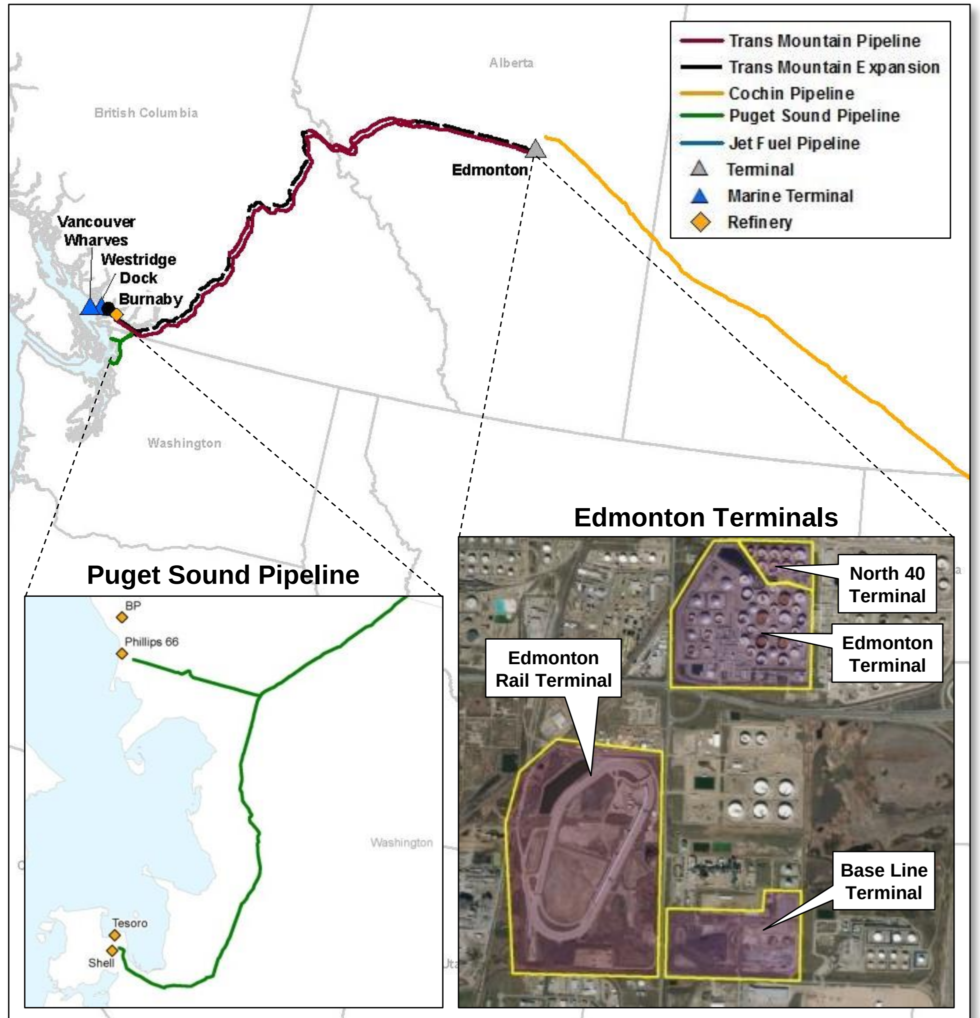
- Edmonton South Terminal
- North 40 Terminal
- Base Line Terminal
- Edmonton and Alberta Rail Terminals
- Vancouver Wharves



Pipelines

- Trans Mountain Pipeline
- Puget Sound System
- Canadian portion of Cochin Pipeline
- Jet Fuel pipeline

Assets[(b)]

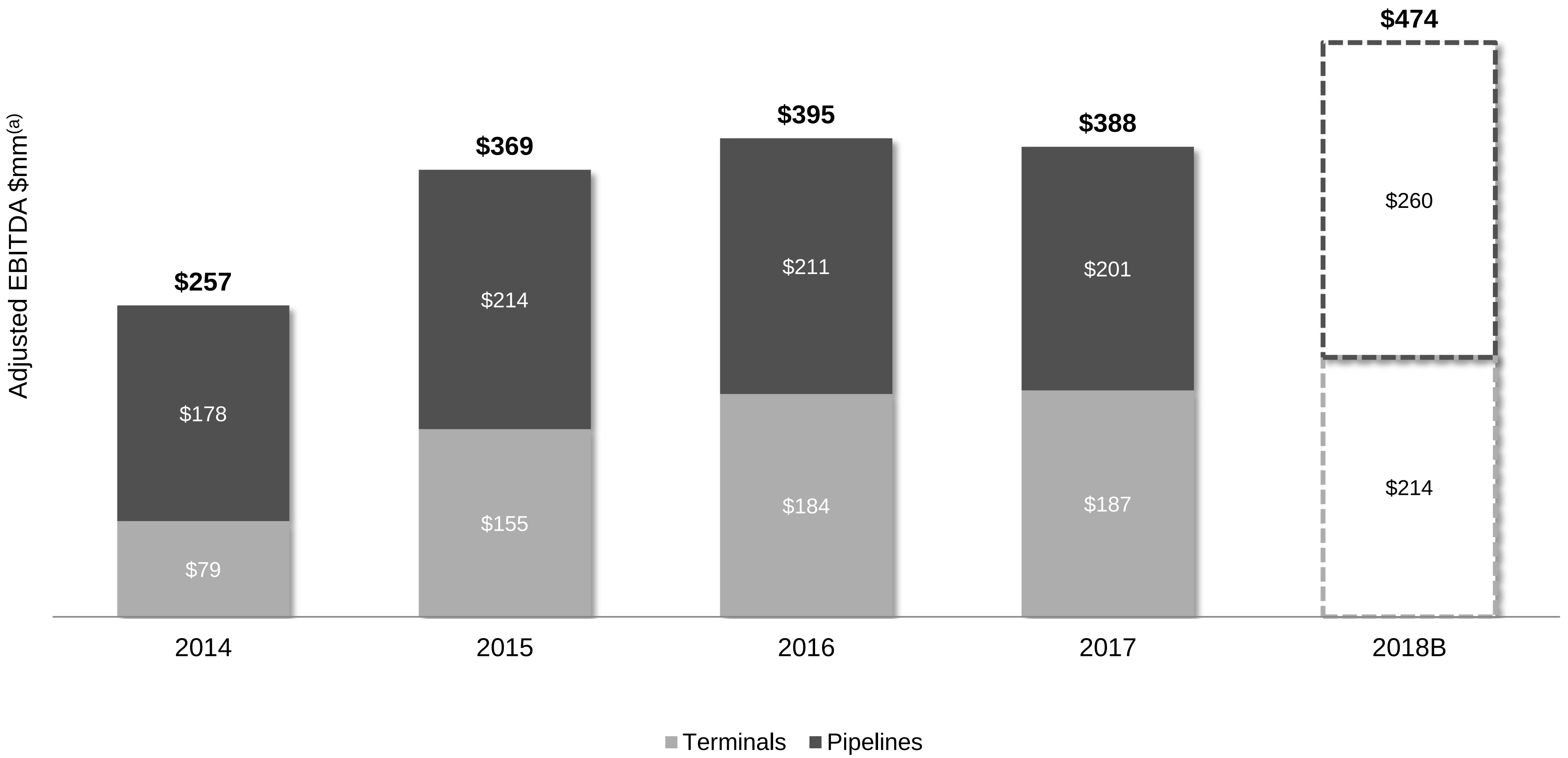


(a) Segment split based on segment EBDA % split.
(b) Terminals statistics exclude terminals related to the regulated Trans Mountain system.

KML Overview (Continued)

Significant Canadian Midstream Entity; Unparalleled Growth Potential

TRANS MOUNTAIN EXPANSION PROJECT (TMEP) COULD GROW ADJUSTED EBITDA BY $1.1 BILLION(b)



(a) Capitalized equity financing costs of $18mm, $29mm, and $71mm are included in 2016, 2017, and 2018, respectively. Percentage split between Pipelines and Terminals segments based on segment EBDA.

(b) Represents full contribution over the project's first 12 months of operations and includes ~$900mm for contracted capacity and ~$200mm for full spot capacity utilization.

Our Strategy

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Core Fee-Based Assets

- Focus on stable, fee-based assets that are core to Canadian energy infrastructure
- Market leader in each of our business segments
- Fees independent of commodity prices and substantially secured by firm contractual arrangements

Maintain Strong Balance Sheet

- Investment grade
- Zero outstanding debt at year-end 2017
- 2018 Net debt/EBITDA target of 2.7x based on prudent spending plan for TMEP, while clarity is sought on key permits, approvals and judicial reviews

Operate Safely & Efficiently

- Control costs; it's investors' money, not management's – treat it that way
- Consistently performing better than industry averages on release and safety rates; target zero incidents
- Ongoing and extensive engagement with, and commitment to, the communities in which we operate

Seek Attractive Investments

- Leverage asset footprint to seek attractive capital investment opportunities in Canadian midstream energy infrastructure
- Focus on attractive, contractually secured, TMEP project with transformational growth potential

Transparency

- Provide highest level of transparency with investors
- Publish our annual budget at the beginning of each year; compare actual results against budget throughout the year

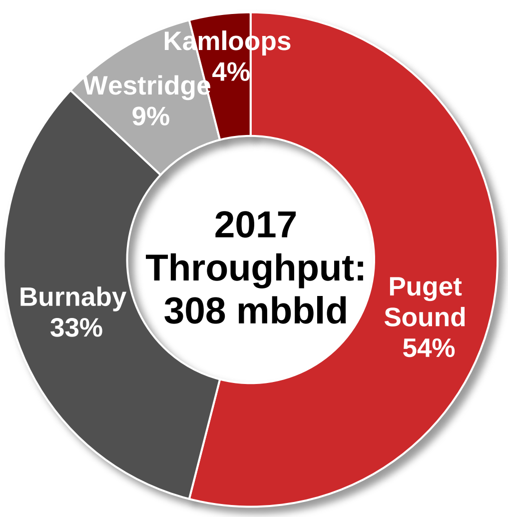
Trans Mountain Pipeline (TMPL)

Overview of KML's Primary Asset

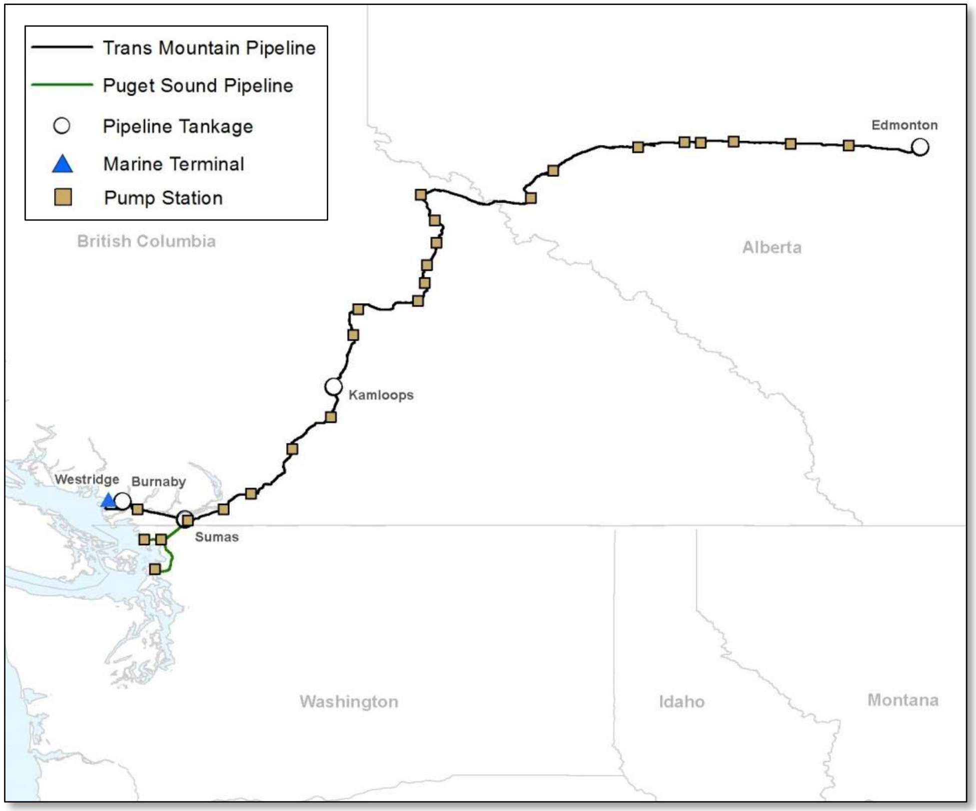
TMPL Overview

- **Current Capacity**
  - 300 mbbld (based on 80% light, 20% heavy)
  - 241 mbbld to Puget Sound
  - Very high, consistent demand; system has been on apportionment since 2009
- **Markets**
  - British Columbia: crude and refined products
  - Washington State refineries
  - Westridge Marine Terminal: offshore markets
- **Regulation**
  - National Energy Board (NEB) and FERC (for Puget)
  - 2016-2018 toll settlement[(a)]

TMPL 2017 Throughput by Destination



TMPL Map



(a) Provisions in TMPL's negotiated toll settlement allow for the parties to extend the agreement to coincide with in-service of the Trans Mountain expansion project.

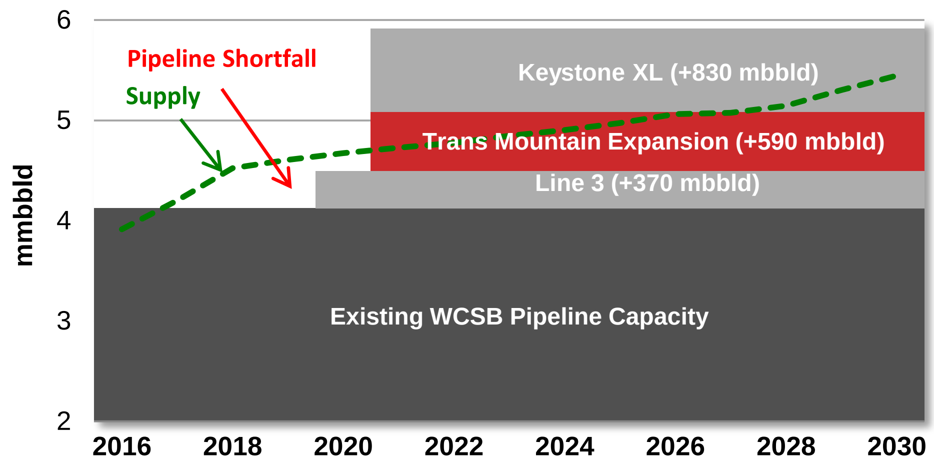
Market Access Drivers

Oilsands Producers Are Committed to TMEP; Desire to Access Global Markets

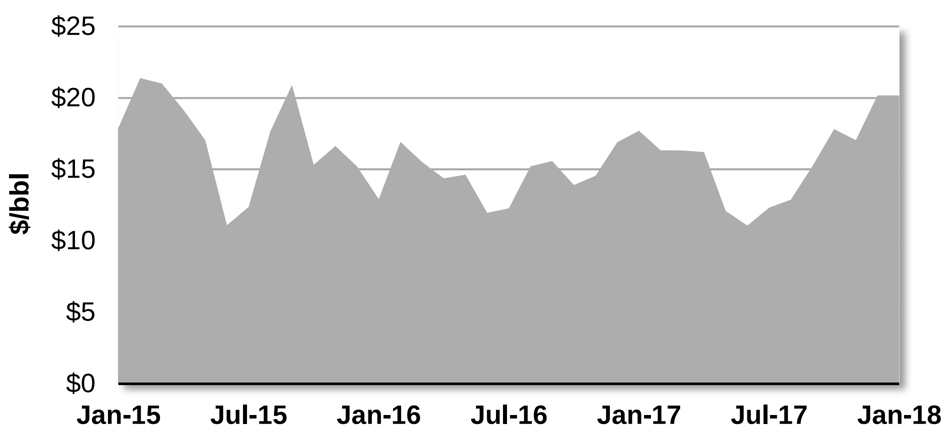
Commentary

- **TMPL is the only crude oil pipeline that provides Oilsands producers with access to global export markets like China**
  - The other two proposed projects in Canada, KXL and Mainline, both deliver from the Oilsands into an already well-supplied U.S. market
- **The demand for TMEP is evident based on the lengthy take-or-pay agreements that we contracted with our customers**
  - Contracts reaffirmed in February 2017
  - Note that these contracts are firmly committed, regardless of construction delays

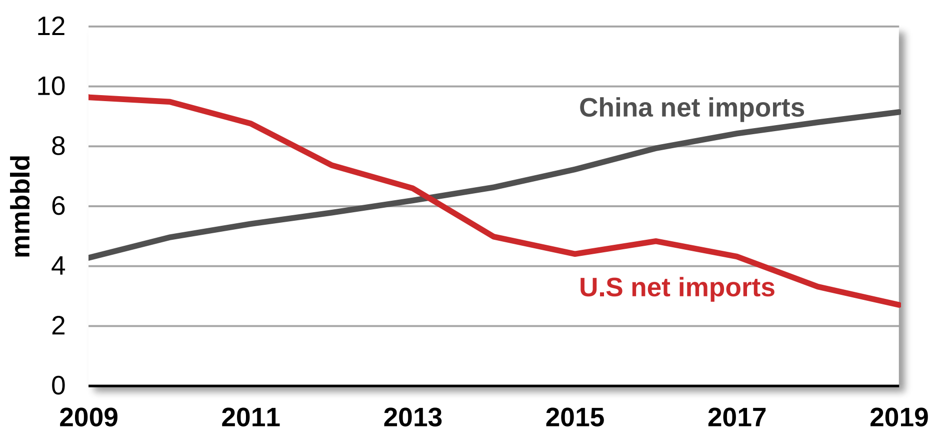
Western Canada Supply vs. Takeaway Capacity[a]



Brent – WCS Spread[b]



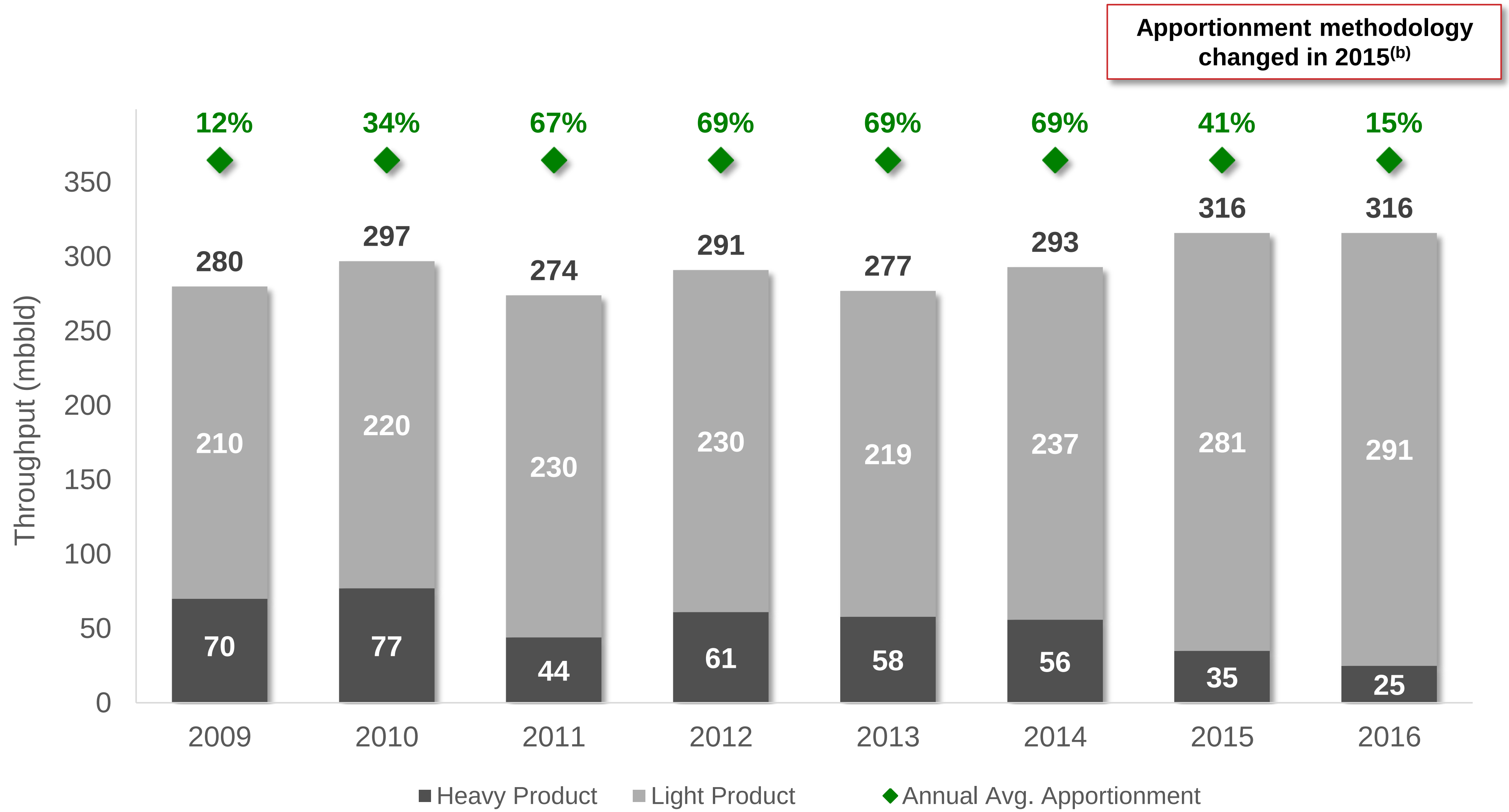
Markets for Canadian Crude[c]



(a) Canadian Assoc. of Petroleum Producers (CAPP), 2017 Crude Oil Forecast, Markets & Transportation, June 2017 and KM analysis. Supply represents Western Canada production and Bakken movements.
(b) Index Mundi, NGX.
(c) EIA, Short-term Energy Outlook, January 2018.

TMPL Mainline Existing Utilization

Historical Throughput and Apportionment[(a)]



TMPL HAS REALIZED CONSISTENT THROUGHPUT VOLUMES SINCE 2009 WITH SIGNFICANT APPORTIONMENT – STRONG EXCESS DEMAND FOR SERVICE

(a) Apportionment = 1- (accepted nominations / total nominations).
(b) On May 1, 2015 the NEB changed the nomination methodology by limiting the amount of accepted nominations to the best 18 of the last 24 months of historical nominations. This resulted in a decrease in nominations because there was less opportunity to achieve more accepted nominations.

Portfolio of Strategically Located Assets

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Trans Mountain Pipe Line

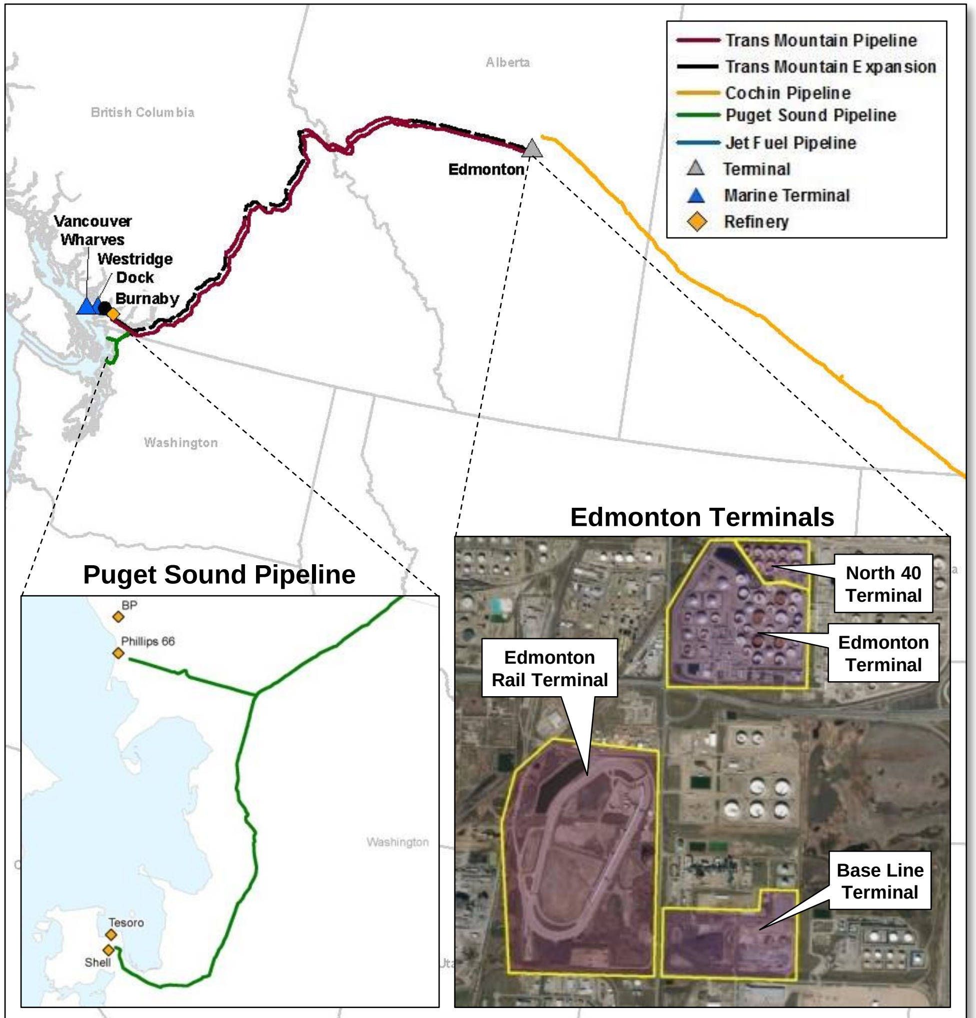
- Transport capacity of ~300 mbbld for crude oil and refined products from Edmonton, Alberta to the west coast of British Columbia

TMEP

- Increases capacity of TMPL by ~590 mbbld to ~890 mbbld
- Westridge Marine Terminal capacity increases to ~630 mbbld

Puget Sound Pipeline

- ~240 mbbld of crude oil transport capacity via TMPL from Sumas to Washington State refineries



Cochin Pipeline (Canada)

- Transport capacity of ~110 mbbld on Canadian portion of Cochin system for light condensate shipped from the U.S. to Alberta for use as diluent in bitumen transportation[(a)]

Edmonton Area Terminals

- Integrated network of tank storage (14.9 mmbbl) and rail terminals

Vancouver Wharves

- Largest mineral concentrate export/ import facility on West Coast of North America
  - >4mm tpa of bulk cargo
  - >1.5 mmbbls of liquids annually

PREMIER WESTERN CANADIAN MIDSTREAM ASSET PORTFOLIO

(a) Capacity on U.S. portion of Cochin pipeline system, which is not owned by KML, is approximately 95 mbbld. Throughput on the Canadian portion of the Cochin pipeline system has the potential to reach 110 mbbld if additional receipt points in Canada are established.

Project Highlight: Trans Mountain Expansion

Only Crude Oil Pipeline Serving Canadian West Coast

Trans Mountain Expansion Project (TMEP)

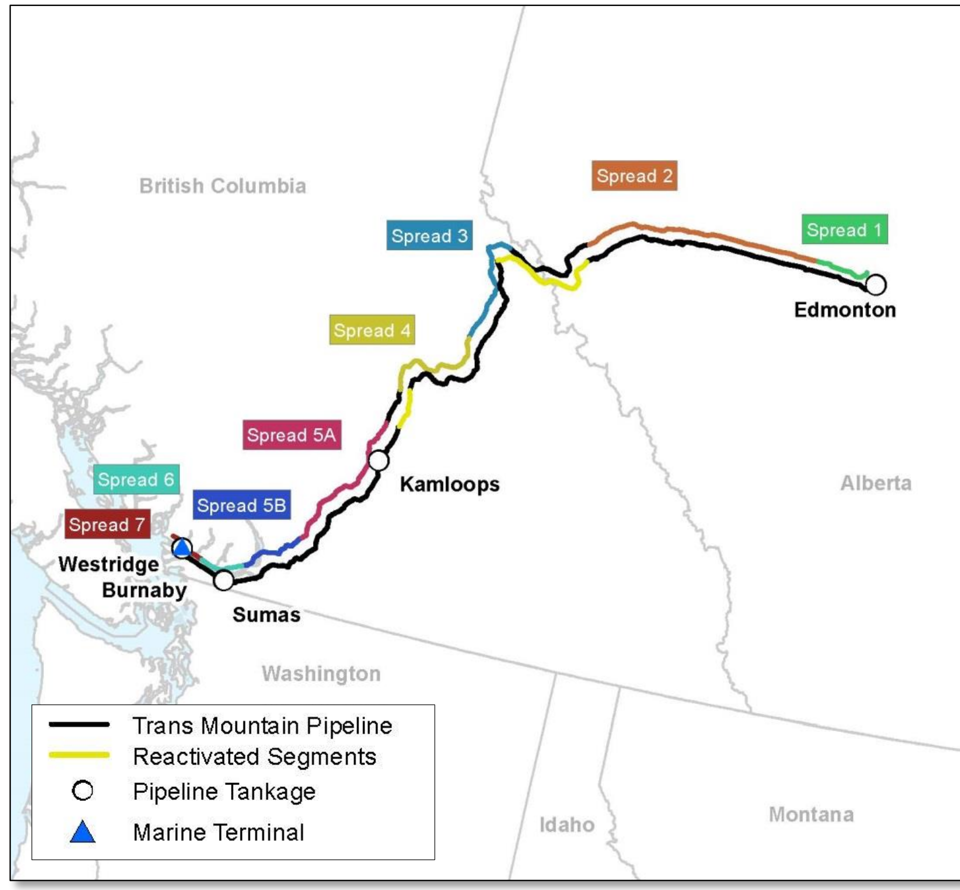
Project Scope

- Expansion to 890 mbbld from 300 mbbld today
- 615 miles new pipe; 12 new pump stations
- 630 mbbld tanker export capacity; 3 new berths
- 18 new tanks, 2 existing tanks

Project Statistics

- 13 shippers contracted for 708 mbbld
  - 15 and 20-year take-or-pay contracts
  - Commercial terms approved by NEB May 2013
- Initial cost estimate of $7.4 billion[(a)]
- Cost protection on ~24% of construction spend:
  - Price of steel for pipe
  - Pipeline spreads 5B, 7 and Burnaby tunnel
  - Land acquisition costs between Langley and Burnaby
  - Consultation and accommodation costs for indigenous and non-indigenous communities

TMEP Overview



(a) Including capitalized finance charges. See "TMEP-Status" regarding project timing and impact on cost.

TMEP – Status

Actively Evaluating Mitigation Efforts

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Current TMEP Status

- **Original estimated in-service date of December 2019**

- **Slower than expected permitting process thus far could result in a delay estimated at up to 12 months (to Dec. 2020)**
  - We continue to evaluate mitigation efforts

- **Additionally, to prudently manage shareholder capital, spending on TMEP is budgeted to be “primarily permitting”, rather than full construction, until we have greater clarity on key permits, approvals and judicial reviews**

- **A total of ~$930mm was spent through 2017 with ~$6.5bn remaining (~$5.9bn excluding capitalized financing) based on our initial cost estimate**
  - We are budgeting to spend $1.7 billion in 2018, subject to continued evaluation of legal, regulatory and permitting processes
  - Construction delays entail increased costs due to a variety of factors; however, as the extent of a delay is currently unknown, we are not updating cost estimate at this time

TMEP – Status (Cont'd)

Legal and Regulatory Updates

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Regulatory Update

- **Dec. 7, 2017: NEB granted relief related to certain Burnaby construction approvals**
- **Jan. 18, 2018: NEB granted our request to establish an efficient, fair and timely process for similar future matters**
  - We expect this decision may help reduce uncertainty from permitting authorities unreasonably delaying or failing to issue permits or approvals related to the project

Legal Update

- **Federal Court of Appeal:**
  - Multiple judicial reviews were consolidated and heard by the court in October 2017
  - Cases are challenging the process leading to the federal government's approval of TMEP
  - The petitions allege, among other things, that additional engagement, consultation, or accommodation is required and that various non-economic impacts were not adequately considered
  - A decision is **expected in the coming months**
- **British Columbia Supreme Court:**
  - Two separate judicial reviews were heard by the court in October and November 2017
  - The Squamish First Nation and the City of Vancouver petitions allege, among other things, that the BC province ought not to have approved the Environmental Assessment Certificate (EAC)
  - Decisions are **expected in the coming months**

TMEP – Capital Cost Risk Sharing

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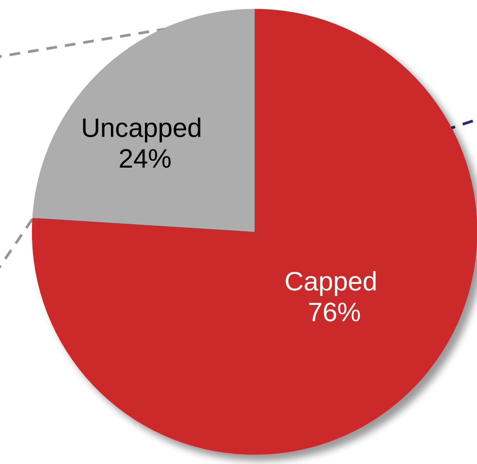
Prudent Risk Sharing

- **Capital costs associated with TMEP are classified into 2 segments: (i) capped costs, and (ii) uncapped costs**
- **Uncapped costs are structured as follows:**
  - Costs above or below the uncapped cost amount will be reflected in higher or lower tolls for shippers – neutral to KML
  - Benchmark toll changes by ~$0.07/bbl per $100mm of capital cost change (includes return component – i.e. increases in the uncapped costs are recovered and earned on)
- **Capped costs are structured as follows:**
  - Costs above the capped cost amount are the responsibility of KML
  - Costs below the capped cost amount will be reflected in lower tolls for shippers by ~$0.07/bbl per $100mm of capital cost for the benchmark toll

Uncapped costs[a]
• Price of steel for pipe
• 2 of 7 of the more difficult pipeline construction spreads totaling ~10% of the project – 1 mountain spread in the Coquihalla Summit, British Columbia (spread 5b) – 1 urban spread between Langley and Burnaby, British Columbia (spread 7)
• Land acquisition costs between Langley and Burnaby
• All consultation and accommodation costs including indigenous and non-indigenous communities
• Burnaby Tunnel



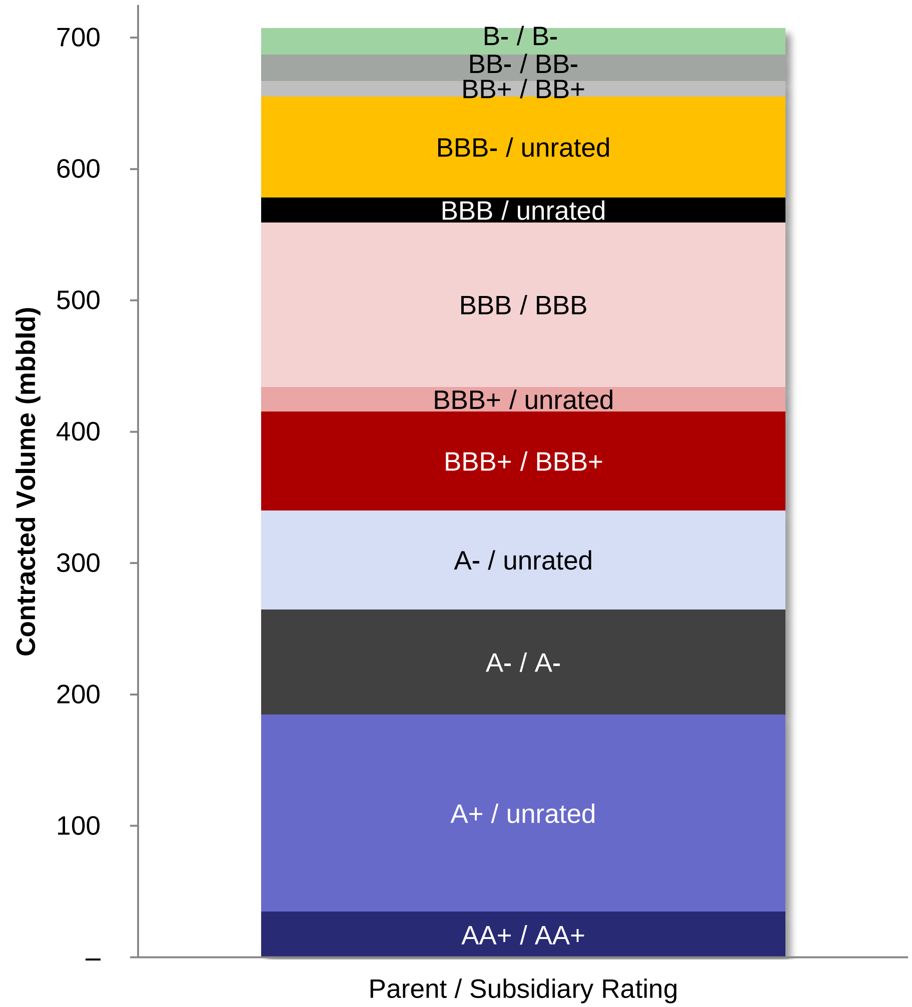
Capped costs[a]
• All other Costs

SOME OF THE HIGHER RISK CAPITAL COST COMPONENTS OF TMEP ARE CLASSIFIED AS UNCAPPED COSTS, WITH RESPECT TO WHICH COST OVERRUNS WILL BE REFLECTED IN INCREASED TOLLS

(a) Based on initial cost estimate of ~$7.4 billion. See “TMEP-Status” regarding project timing and impact on cost.

TMEP – Commercial Support

- **Following a successful open season, TMEP received commercial approval from the NEB in May 2013**
  - Negotiated rates for contracted shippers, 10% premium for spot shippers over 15 year contracted rates, contracted capacity limited to 80% of total capacity, apportionment methodology for spot capacity
- **Currently have ~708 mbbld of contracted capacity (~80% of 890 mmbld capacity, which is the NEB approved limit)**
- **Provisions in the contract and tariff provide for financial assurances up to 12 months of exposure after project is in service**



93% OF THE CONTRACTED VOLUME IS FROM INVESTMENT GRADE SHIPPERS OR SHIPPERS THAT HAVE AN INVESTMENT GRADE PARENT[(a)]

Source: Bloomberg.
(a) Ratings as of 2/23/18. Parent entity may not be a guarantor.

TMEP – Engagement Overview

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Aboriginal Engagement

- The federal Crown and Trans Mountain have extensively consulted with Aboriginal communities regarding TMEP
- For example, over the last 5 years, Trans Mountain has had more than 40,000 engagements with 133 separate Aboriginal communities with respect to TMEP
- Numerous Aboriginal communities have entered into Mutual Benefits Agreements, agreeing to support TMEP
- Trans Mountain is committed to continue its engagement with Indigenous communities through the entire life of TMEP

Federal Government Engagement

- Following a 29-month review, NEB found that TMEP was in the Canadian public interest and recommended that Governor in Council (GiC) approve the project subject to 157 conditions
- Government of Canada formally approved TMEP on Nov. 29, 2016
- On Dec. 1, 2016, the NEB issued a Certificate of Public Convenience and Necessity (CPCN)
- The 157 NEB conditions for TMEP are acceptable to Kinder Morgan in terms of both cost and schedule, and include:
  - 5 general conditions, 98 conditions that must be satisfied prior to commencing construction (54 filed as information), 35 prior to commencing operations, and 19 requiring activity after commencing operations

Local Community Engagement

- Trans Mountain is committed to working with local communities and stakeholders in the spirit of transparency and accountability
- Strong and likely unyielding opposition from Burnaby

British Columbia Engagement

- B.C.'s Environmental Assessment Certificate was provided by the B.C. Environmental Assessment Office on Jan. 11, 2017 and included 37 conditions in addition to the NEB conditions

Significant Potential Growth Beyond TMEP

TMPL System

- Puget Sound pipeline capacity is capable of being expanded to ~500 mbbld from 240 mbbld today
- Capacity of TMPL could be increased to ~1,200 mbbld with additional power investment without significant pipeline looping[a]

Base Line Terminal

- Total expected cost of ~$724 million ($374 million net to KML)
- The Base Line Terminal is expected to have total tank storage capacity of 4.8 mmbbl
- First 4 tanks in-service, remaining 8 tanks expected to be placed in-service throughout 2018
- Project supported by multiple, long-term, high-quality customer contracts

Cochin Pipeline (Canada)

- Canadian portion of Cochin has additional 15 mbbld of capacity compared to U.S. portion
- Unused capacity could be utilized with addition of new receipt points in Canada
- With Canadian Heavy crude supply inclusive of diluent sources projected to increase by ~1.4 mmbbld through 2030[b], we expect U.S. diluent imports to remain integral to bringing Canadian bitumen to market

Vancouver Wharves

- Control one of the last remaining parcels of land available for development in Port Metro Vancouver
- Potential capital projects have been identified and are in various evaluation and development stages

(a) There are no current plans to expand the TMPL system outside of the current scope of TMEP.
(b) Sources: CAPP 2017 Crude Oil Forecast, Markets and Transportation, June 2017.

Investment Grade Capital Structure

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Significant Available Liquidity ($mm)[a]

Debt Outstanding	$-
Cash	$239
Credit Facility Capacity:	
TMEP Construction Facility[b]	$4,000
TMEP Contingent Facility[b]	$1,000
Working Capital Facility[c]	$500
Preferred Equity Issued	$550

Credit Ratings

S&P	BBB	Stable	June 2017
DBRS	BBB (High)	Stable	July 2017

Summary TMEP Funding Structure

- **Remaining TMEP cash construction costs are expected to be ~$5.9 billion (as of Dec. 31, 2017)[d]**
- **TMEP expected to be funded through credit facilities, dividend reinvestment, term debt and preferred equity issuances, DCF coverage, as well as common equity**
- **Management intends to maintain funding mix appropriate to sustain KML's investment grade rating**

KML HAD NO DEBT AS OF 12/31/2017 AND EXPECTS A SIGNIFICANT PORTION OF CAPITAL TO BE FUNDED THROUGH AVAILABLE DEBT CAPACITY

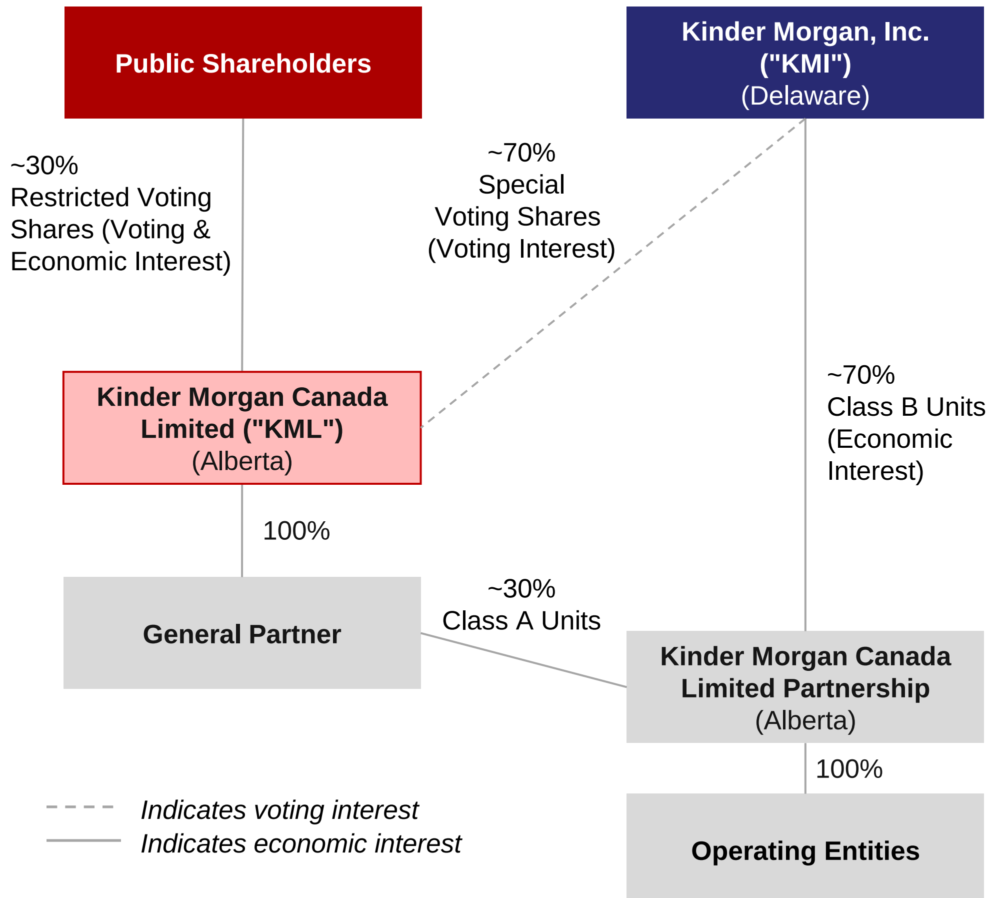
(a) As of 12/31/2017.
(b) KML has established committed: $4.0 billion revolving construction credit facility for the purposes of funding the development, construction and completion of the Trans Mountain Expansion Project, and (ii) $1.0 billion revolving contingent credit facility for the purposes of funding (if necessary) additional Trans Mountain Expansion Project costs and, subject to the need to fund such additional costs, meeting NEB-mandated liquidity requirements; availability of these facilities will be subject to satisfaction of certain conditions.
(c) Committed working capital facility for general corporate purposes (including working capital).
(d) Excludes financing costs.

Governance and Organizational Structure

Governance Overview

- **Structure Following IPO**
  - KML owns an approximate 30% interest in its Canadian assets
  - Remaining approximate 70% interest indirectly held by KMI
- **Restricted Voting Shares**
  - Purchased by the public pursuant to the IPO
  - Voting rights at KML shareholder meetings – one vote per share
  - Rights to receive dividends, if declared by KML
- **Special Voting Shares / Class B Units**
  - Held, indirectly, by KMI
  - Voting rights at KML shareholder meetings – one vote per share
  - No dividends, but rights to receive distributions effectively equivalent to KML dividends
  - No IDRs, management fees in excess of cost, or disproportionate share of cash flow to KMI

Organizational Structure



2018 Published Budget

Supported by Fee-Based Cash Flow

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2018 Budget

	2018 Budget	Δ from 2017
Adjusted EBITDA[(a)]	$474 million	22%
Distributable Cash Flow[(a)]	$349 million	8%
DCF per Share[(a,b)]	$0.96	5%
Dividend per Share[(b)]	$0.65	-
Growth Capex[(c)]	$1.9 billion	200%
Year-end Net Debt[(d)] / Adj. EBITDA	2.7x	NM

2018 Budget Highlights

	YoY Δ in EBDA	Business Segment Commentary
Pipelines	+27%	Additional capitalized equity financing costs due to continued spread on TMEP
Terminals	+13%	Contribution from Base Line Terminal expansion, which is expected to be placed in service throughout 2018

2018 Budget Assumptions

- In order to prudently manage shareholder capital, spending on TMEP in 1H 2018 is for “primarily permitting”, rather than full construction
- Provides financial flexibility while KML continues to pursue clarity around key permits, approvals and judicial reviews
- To the extent TMEP spending varies from our budget, the amount of capitalized equity financing costs (which are booked to other income) could be impacted
- Foreign exchange rates: 2018 budget rate assumption of 1.27 CAD / USD
  - Sensitivity (full-year): 0.01 ratio change = ~$1 million DCF impact

Note: See Appendix for additional key assumptions for the 2018 budget, as well as defined terms and reconciliations of non-GAAP measures for the historical period.

(a) Our non-GAAP measures of DCF and Adjusted EBITDA are before Certain Items. DCF per Share for KML represents DCF available to restricted voting shareholders divided by total restricted voting shares.

(b) For comparability, 2017 per share metrics presented as if KML IPO occurred at the beginning of 2017.

(c) Comprised of $1.7bn related to TMEP and the remaining $0.2bn related to other projects.

(d) Includes 50% of preferred stock.

TMEP Funding

Visibility Toward Meeting TMEP Capital Needs

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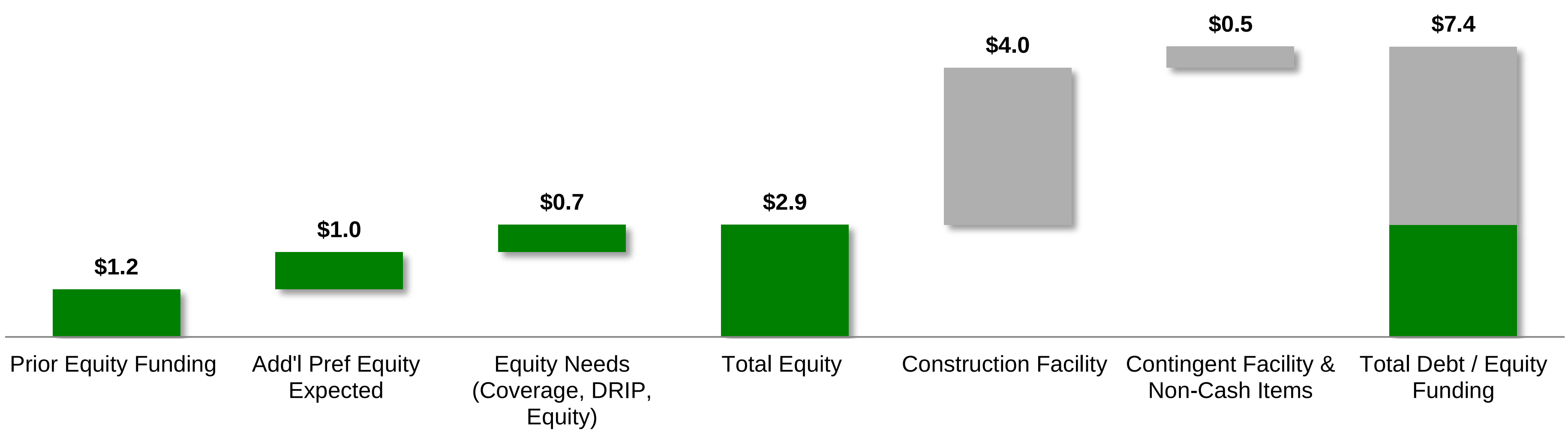
TMEP Summary Funding Expectations

- We previously announced a potential unmitigated project delay to Dec. 2020
- Construction delays typically entail increased costs, but those are highly uncertain at this stage of the project
- Therefore, we have not updated our project estimate of $7.4 billion ($6.7 billion excluding capitalized financing costs)
  - Approximately $5.9 billion of cash construction costs remain as of year-end 2017
  - Cost protection on ~24% of construction spend, including price of steel for pipe, spreads 5B & 7, land acquisition costs between Langley and Burnaby, consultation and accommodation costs for indigenous and non-indigenous communities, and Burnaby Tunnel
- Equity funding: 40% equity funding requirement for TMEP under construction agreement
  - We believe KML can raise ~$1,500 million of preferred equity during TMEP construction; $550 million was raised during 2017
  - ~$650 million of prior KMI funding and shipper reimbursement payments
- Debt funding: $4.0bn construction facility and ~$300 million of the $1.0bn contingent facility can be used towards TMEP base funding (remaining contingent facility available if TMEP cost estimate increases); KML reported $0 debt outstanding for year-end 2017
- Remaining funding needs expected to be met through some combination of dividend reinvestment, DCF coverage, common (restricted voting) equity and additional preferred equity

TMEP Funding Bridge ($ Billions)



Premier Investment Opportunity: KML

KML Offers Opportunity to Invest in Premier Suite of Canadian Energy Infrastructure Assets

- ✓ **Rare opportunity**
- ✓ **Leading integrated midstream asset network**
- ✓ **Attractive yield supported by secure, fee-based cash flows**
- ✓ **Best-in-class growth potential; projects under contract**
- ✓ **Further potential growth opportunities**
- ✓ **Investment grade balance sheet and substantial liquidity**
- ✓ **Experienced management team**

Appendix

Compliance is Important to KML

KML's On-Time Compliance Metrics are High

Operate in Compliance

- **On-time compliance is a critical leading indicator for the performance of our assets**
- **Compliance systems allow us to reduce compliance and operational risks, which facilitates permitting of new facilities and growth at existing facilities**
- **Monthly internal reporting improves accountability for on-time compliance which promotes and reinforces our culture of excellence**
- **Other items tracked include**
  - Regulatory changes and compliance plans
  - Audit action item closures
  - Regulatory agency interactions
  - Training assignments completed
  - One call ticket exceptions

KML's On-Time Compliance Performance

- **In 2017, we tracked 1,600 compliance activities to check we are doing what needs to be done, when it needs to done**
- **Currently we are performing at a 97.9% timely compliance rate**

Asset Integrity and Safety are Top Priorities

KML's EHS Metrics Outperform the Industry

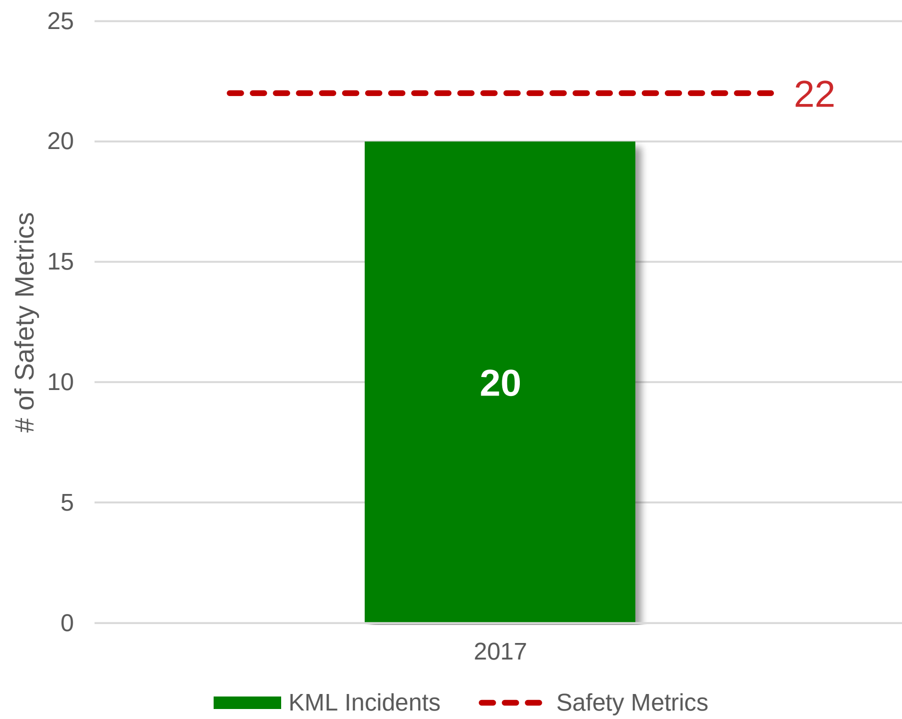
KINDER MORGAN

Operate Safely & Efficiently

- Safe operation of our assets is mission critical to our long-term success
- We continue to reduce operational risks, which in turn benefits our employees, contractors, assets, the public, and the environment
- We strive for improvement in safety and efficiency of existing operations
- Additionally, we properly execute expansions and effectively integrate acquired operations
- Kinder Morgan's EHS statistics consistently outperform the industry average

Kinder Morgan's Safety Performance vs. Industry[(a)]

- We track 22 safety metrics and post monthly updates to our public website
- Currently we are outperforming the industry in 20 of the 22 metrics that we track



(a) Based on period-end Kinder Morgan metrics versus most applicable industry performance.

Operational Excellence

KINDER MORGAN

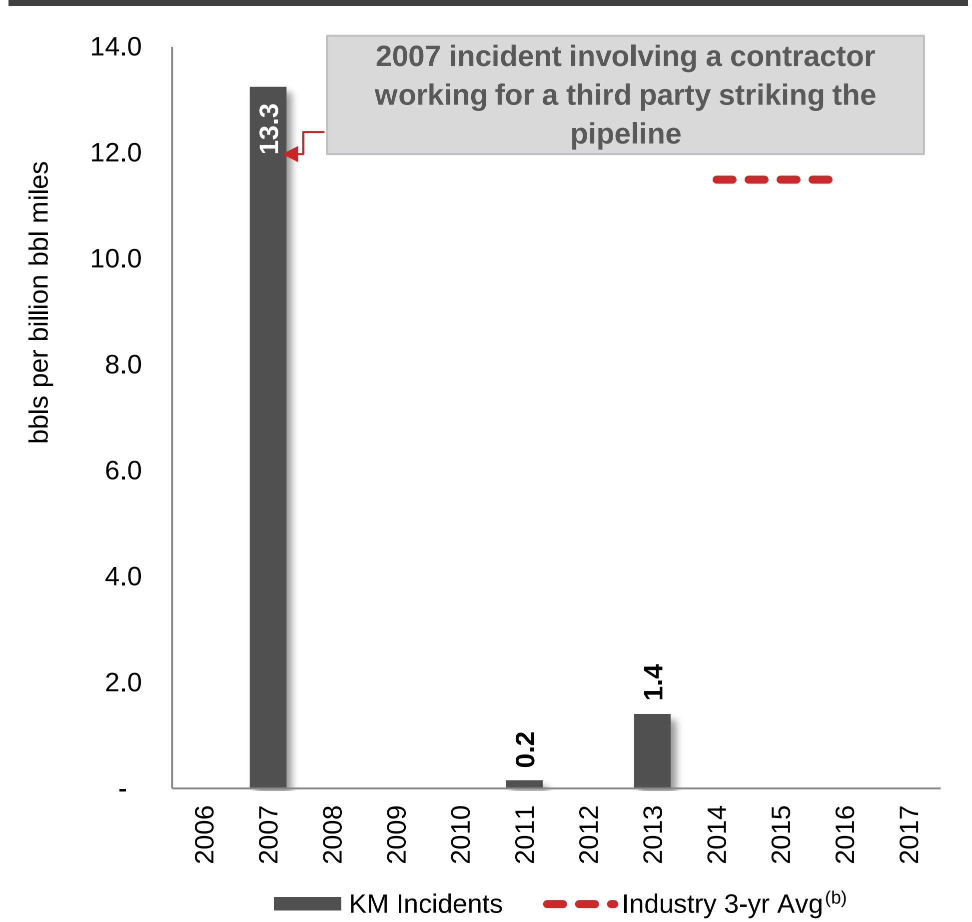
Kinder Morgan's corporate culture, operational excellence, and commitment to safety is the foundation of a strong, sustainable business

- Operational performance, maintenance activities and incident investigations are reviewed regularly by the company's senior management
- Committed safety culture with no reportable right of way releases in Canada since 2013

Incidents on Right of Way[a]

	2017	3 Year Avg[b]	2017	3 Year Avg[b]
	# / bn barrel miles		barrels / bn barrel miles	
Kinder Morgan (Canada assets)	0.000	0.000	0.000	0.000
Kinder Morgan (U.S. assets)[c]	0.005	0.006	0.053	5.401
Industry[d]	0.016	0.017	12.830	11.494

KML Liquids Pipelines Release Rate[a]



KINDER MORGAN CONTINUES TO HAVE AN INDUSTRY LEADING OPERATING TRACK RECORD WITH SIGNIFICANTLY FEWER PIPELINE INCIDENTS AND RELEASES THAN THE INDUSTRY AVERAGE

(a) Reportable releases are based on the U.S. Pipeline and Hazardous Materials Safety Administration definition that include failures involving onshore pipelines that occurred on the right of way, including valve sites, in which there is a release of the liquid transported resulting in any of the following: (a) explosion or fire not intentionally set by the operator; (b) release of 5 barrels or greater; (c) death of any person; (d) personal injury necessitating hospitalization; and (e) estimated property damage, including cost of clean-up and recovery, value of lost product, and damage to the property of the operator or others, or both, exceeding U.S.$50,000.
(b) Three year period 2014 - 2016.
(c) KM DOT-regulated assets.
(d) U.S. Pipeline and Hazardous Materials Safety Administration data. Three year period 2014 - 2016.

Voluntary Programs

KINDER MORGAN

- Westridge Marine Terminal in Burnaby, British Columbia has been a certified member of Green Marine, a voluntary environmental program, since 2014 and a member since 2013. Green Marine encourages participants to go beyond regulatory compliance and to implement concrete and measurable actions to reduce their environmental footprint

- The Green Marine Environmental Program is an action plan that addresses nine major environmental indicators identified by the marine industry. Of those indicators, the following are applicable to the operations at Westridge Terminal:
  - Greenhouse gases and air pollutants;
  - Water and land pollution prevention;
  - Community impacts; and,
  - Environmental leadership

Pipelines: TMPL Puget Sound Pipeline Overview

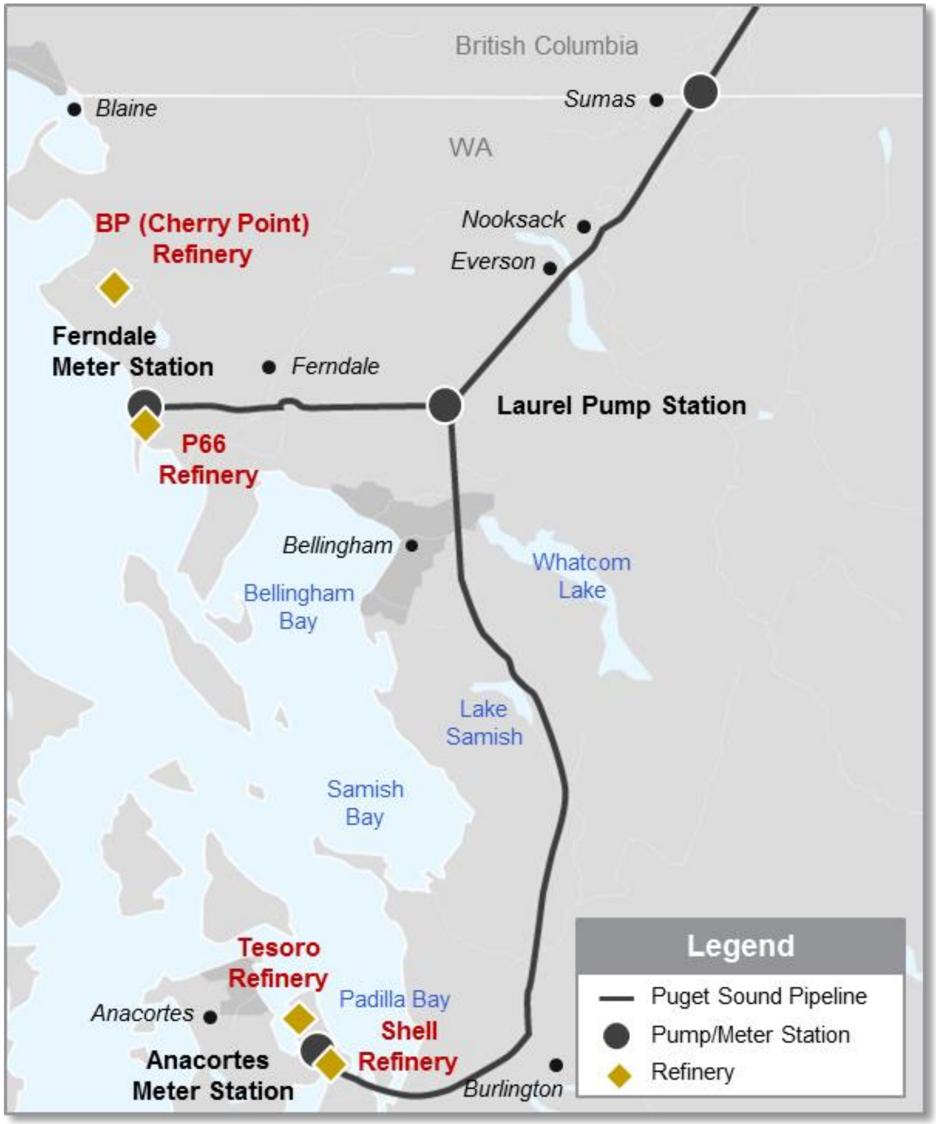
KINDER MORGAN

Puget Sound Pipeline Provides Direct Access to Washington State Refineries

Puget Sound Pipeline Overview

- **Puget is connected to TMPL at the Sumas Terminal in Abbotsford, British Columbia**
- **In Washington State, Puget delivers crude to BP, Phillips 66, Shell and Tesoro refineries at Anacortes and Ferndale**
  - Puget has a total throughput capacity of ~240 mbbld with ~191 mbbld of volume transported in 2016, comprising approximately one-third of the collective capacity of all refineries in the Anacortes and Ferndale area
- **Regulated by FERC for tariffs and the USDOT for safety and integrity**
- **~100% of 2017 revenue came from counterparties with investment grade parent companies[(a)]**

Puget Sound Asset Map



(a) Note that parent entity may not be a guarantor.

Pipelines: Cochin Pipeline (Canada) Overview

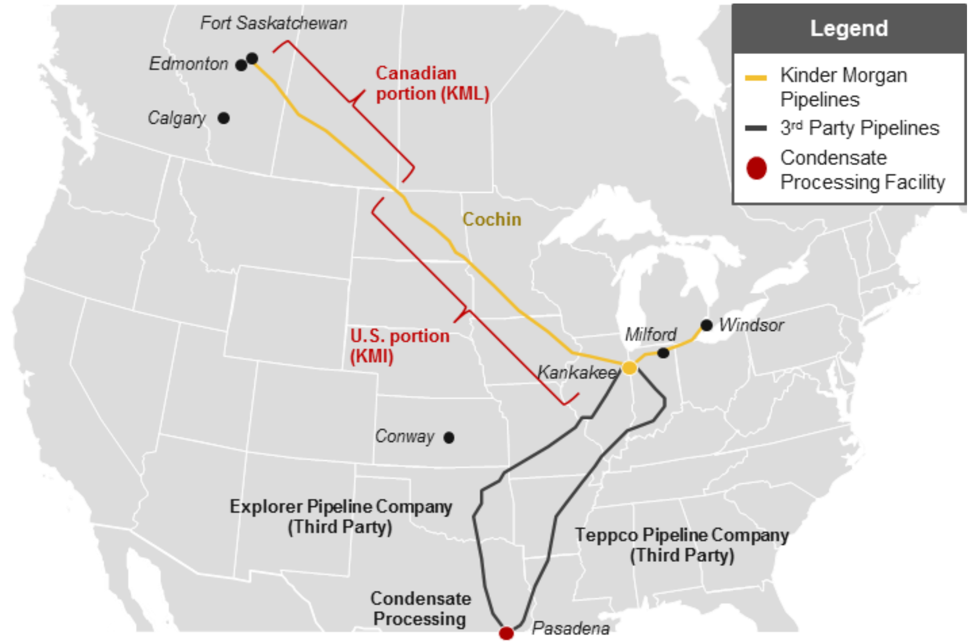
KINDER MORGAN

Key Source of Condensate Supply for Alberta Oilsands since its 2014 Reversal

Cochin Overview

- **12-inch diameter pipeline which spans from the Cochin terminal in Kankakee County, Illinois to existing 3rd party terminal facilities near Fort Saskatchewan, Alberta**
- **Previously a propane pipeline into the U.S., Cochin was reversed in 2014 and currently imports condensate from the U.S. into Fort Saskatchewan**
  - Condensate is used as a diluent required for bitumen transportation
  - Expected bitumen production growth in Northern Alberta provides for stable, and growing demand for condensate imports
- **The Canadian portion of the pipeline includes 38 block valves and 10 pump stations and is currently capable of transporting ~110 mbbl/d[(a)]**
  - Future demand could enable unutilized capacity on Cochin[(a)]
- **The system has three primary customers who, in aggregate, have total contractual take or pay commitments of 85 mbbl/d**
  - The initial contract period governing these relationships extends until 2024

Cochin Asset Map



(a) U.S. portion of Cochin Pipeline, which is not owned by KML, has design capacity of ~95 mbbl/d. New connections to the Canadian portion of the Cochin pipeline would be required to utilize the additional ~15 mbbl/d of transportation capacity.

Pipelines / Terminals: Edmonton Assets Overview

KINDER MORGAN

Increasingly Advantaged Market Clearing Hub for Western Canadian Crude

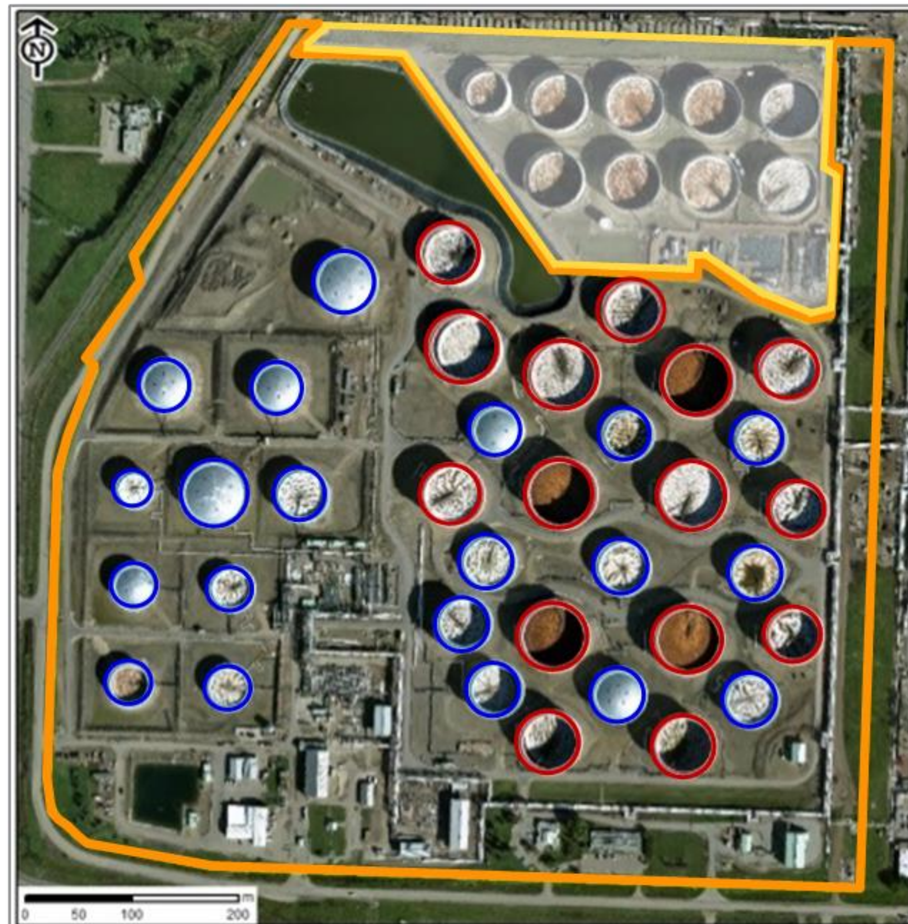
Edmonton Terminal – Pipelines Segment

- Crude oil storage and handling facility in Edmonton, Alberta
- The assets are owned by TMPL and regulated by the NEB
- Adjacent, or in close proximity, to the starting point of the Enbridge Inc. cross-continent crude oil pipeline system, the North 40 Terminal, the Suncor Energy Inc. Edmonton refinery, the Keyera Edmonton terminal, the Keyera Alberta Envirofuels plant, the Gibson Energy Inc. Edmonton terminal, the Plains Midstream Canada Edmonton Strathcona terminal and the Imperial Oil Strathcona refinery
- 20 major inbound connections
- 35 tanks, totaling ~8.0 mmbbl of storage capacity owned by TMPL

Edmonton South Terminal – Terminals Segment

- 15 merchant tanks (of the 35), totaling 5.1 mmbbl of total storage capacity are leased from a TMPL regulated entity to an Unregulated Terminals business segment entity[(a)]
- These merchant tanks are marketed as Edmonton South Terminal and leased to third parties
- TMPL "call" on tanks if needed for regulated use
  - 2 of 15 tanks are currently expected to be recalled to TMPL as part of TMEP

Terminals Assets



Edmonton Terminal

North 40

Edmonton South Terminal (Merchant Tanks)[(a)]

Regulated Tanks

(a) The Edmonton South Terminal merchant tanks are owned by the TMPL System and are under lease to an affiliate of KMI.

Terminals: Edmonton Assets Overview (Cont'd)

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North 40 Tank Terminal

- **The North 40 is a crude oil storage and handling facility consisting of eight 250 mbbl tanks, and one 150 mbbl tank with 2,150 mbbl of total storage capacity**
- **Eight inbound connections, including access to the vast majority of crude types in Alberta, and five outbound connections**
  - Inbound connections are anticipated to increase to ten by 2018
- **In addition to its pipeline connections, the North 40 Terminal is also connected to the Alberta Crude Terminal**
- **Volumes are contracted under long-term, take-or-pay agreements**

Base Line Terminal

- **The Base Line Terminal is a 50/50 joint venture with Keyera located south of the Edmonton Terminal**
  - The project was sanctioned in 2015 and is currently under construction with 12 tanks planned to be in service throughout 2018 and a capital cost of ~$374mm (net to KML)
  - The initial build is expected to have 12 tanks with a total capacity of 4.8 mmbbls
- **Supported by multiple long-term customer contracts similar in nature to the existing terminals near Edmonton, Alberta**

Tank Terminals Asset Map

KML is expected to have more than 14.9 mmbbls of total storage capacity in the Edmonton area upon completion of the Base Line Terminal[(a)]

(a) Includes capacity from Edmonton South Terminal mentioned on previous page.

Terminals: Edmonton Assets Overview (Cont'd)

KINDER MORGAN

Edmonton Rail Terminal

- **The Edmonton Rail Terminal is a 50/50 crude-by-rail loading facility joint venture with Imperial Oil, dual-served by the CN & CP railroads**
  - Largest origination crude-by-rail loading facility in North America with 210 mbbld of loading capacity
  - Can hold up to 4 unit trains on-site, load unit trains of up to 150 rail cars and load 2 trains with the same or differing products simultaneously
- **Access to ~9.9 mmbbls of crude oil storage capacity through its connections with Edmonton South Terminal and Base Line Terminal**
- **Supported by firm customer contracts with high-quality counterparties**

Alberta Crude Terminal

- **The Alberta Crude Terminal is a 50/50 crude-by-rail loading facility joint venture with Keyera, dual-served by the CN and CP railroads**
  - Fully contracted with 40 mbbld of loading capacity
- **Access to ~7.0 mmbbls of crude oil storage capacity, through its connections with the North 40 Terminal and Base Line Terminal (following completion)**

Rail Terminals Aerial View

KML has more than ~250 mbbld of rail loading capacity and access to ~12.1 mmbbls of crude oil storage capacity through the rail terminals business

Terminals: Vancouver Wharves Overview

KINDER MORGAN

Largest Mineral Concentrate Export/Import Facility on North America's West Coast

Vancouver Wharves Overview

- **Located in Vancouver, B.C., the Vancouver Wharves Terminal is a 125-acre bulk marine terminal facility that transfers over 4.0 million tons of bulk cargo and ~1.5 million barrels of liquids annually to predominantly offshore export markets**
  - Currently has 1.0 million tons of bulk storage capacity, 250,000 barrels of petroleum storage capacity and facilities that can house up to 325 rail cars
  - Stores sulphur, copper, zinc and lead concentrates, diesel, jet fuel, bio-diesel, and wheat / canola seed
  - Includes 4 berths capable of handling Panamax-size vessels
- **Largest mineral concentrate import/ export facility on the west coast of North America, and the only merchant terminal for import / export of distillates in the Port of Vancouver**
- **Majority of capacity contracted under take-or-pay terminal service agreements with annual minimum volume guarantees and / or service exclusivity arrangements**
  - Average contract length of ~4 years (primarily long-term, re-contracting customers)
- **Through its ownership of Vancouver Wharves, KML controls one of the last remaining parcels of land available for development in Port Metro Vancouver**

Vancouver Wharves Aerial View

Business Risks and Key Assumptions

Summary Business Risks

- **Project cost overruns and in-service delays**
- **Regulatory**
  - Legislative and regulatory changes
  - Federal, provincial, state and local
  - Regulatory cost and indexing approvals
- **Non-governmental individuals and organizations could impact projects and operations**
- **Aboriginal relationships**
- **Throughput on our volume-based assets**
- **Foreign exchange rates**
  - 2018 budget rate assumption of 1.27 CAD / USD
  - Sensitivity (full-year): 0.01 ratio change = ~$1 million DCF impact
- **Industry demand / supply trends**
- **Environmental (e.g. pipeline / asset failures)**
- **Terrorism**
- **Interest rates**
- **Access to external capital**

Business Risks and Key Assumptions (Cont'd)

KINDER MORGAN

- **<u>Base Business</u> – Our base business is expected to be relatively stable, though it is subject to re-contracting and other risks**
- **<u>2018 Budgeted Adjusted EBITDA</u>**
  - Includes $71 million of capitalized equity financing costs (AEDC) related to TMEP based on prior capital spent and 2018 projected capital spend (AEDC applies a 45% equity capital structure and a 9.5% return on equity to the monthly average cumulative spend on TMEP)
  - Includes $22 million from a partial-year contribution from the Base Line Terminal project based on contracted volumes, rates and expected costs (with a full $44 million of Adjusted EBITDA expected on an annualized basis)
- **<u>TMEP Forecast</u>**
  - We currently expect TMEP to generate ~$900 million of incremental Adjusted EBITDA in its first 12 months of service (~$75 million of Adjusted EBITDA per month)
  - Based on our average current expected toll rate of $5.17 per barrel on contracted minimum volume commitments of 707.5 mbbld, less projected operating costs and less the existing Trans Mountain System's Adjusted EBITDA contribution
  - The $900 million of Adjusted EBITDA is incremental to Adjusted EBITDA in previous periods after removing the contribution of capitalized equity financing costs to Adjusted EBITDA during periods prior to TMEP completion
  - Once TMEP is in service, Adjusted EBITDA will not include AEDC for TMEP, which is included in Adjusted EBITDA for pre-completion periods
  - If TMEP construction costs increase by 10%, the impact on Adjusted EBITDA from TMEP would be an increase of approximately 3%, assuming those costs were allocated approximately 24% to uncapped and approximately 76% to capped TMEP costs
  - The forecasted operating costs are based on our experience operating similar assets, and if these costs were to increase or decrease by 10%, the resulting impact on Adjusted EBITDA from TMEP would be an increase or decrease of less than 1.5% on a full-year basis
  - Estimated incremental Adjusted EBITDA attributable to TMEP as described above excludes any utilization of spot volumes, which could add more than $200 million of Adjusted EBITDA annually

Use of Non-GAAP Financial Measures

This presentation includes references to DCF, both in the aggregate and per share, and Adjusted EBITDA, which are measures that do not have any standardized meaning as prescribed by GAAP. Neither DCF nor Adjusted EBITDA should be considered an alternative to GAAP net income or any other GAAP measures, and such non-GAAP measures have important limitations as analytical tools. The computation of DCF and Adjusted EBITDA may differ from similarly titled measures used by others. Accordingly, use of such terms may not be comparable to similarly defined measures presented by other entities. Investors should not consider these non-GAAP performance measures in isolation or as a substitute for an analysis of results as reported under GAAP. The limitations of these non-GAAP performance measures are compensated for by reviewing the comparable GAAP measures, understanding the differences between the measures and taking this information into account in our analysis and our decision making processes. Any use of DCF or Adjusted EBITDA in this presentation is expressly qualified by this cautionary statement.

DCF is net income before DD&A adjusted for (i) income tax expense and cash income taxes (paid) refunded; (ii) sustaining capital expenditures (also referred to as ''maintenance'' capital expenditures); and (iii) "certain items," which are items required by GAAP to be reflected in net income, but typically either (a) do not have a cash impact, or (b) by their nature are separately identifiable from the normal business operations and in our view are likely to occur only sporadically (for example certain legal settlements and casualty losses). DCF is an important performance measure used by us and by external users of our financial statements to evaluate our performance and in measuring and estimating our ability to generate cash earnings after servicing our debt and preferred share dividends, paying cash taxes and expending sustaining capital, that could be used for discretionary purposes such as distributions or expansion capital expenditures (also referred to as ''discretionary'' capital expenditures). We use this performance measure and believe it provides users of our financial statements a useful performance measure reflective of our ability to generate cash earnings to supplement the comparable GAAP measure. DCF should not be used as an alternative to net cash provided by operating activities computed under GAAP. We believe the GAAP measure most directly comparable to DCF is net income. A reconciliation of historical net income to DCF is provided in the table below. DCF per Restricted Voting Share is DCF divided by average outstanding Restricted Voting Shares, including restricted share awards that participate in dividends.

Adjusted EBITDA is used by us and by external users of our financial statements, in conjunction with net debt, to evaluate certain leverage metrics. Adjusted EBITDA is earnings before interest expense, taxes, depreciation and amortization adjusted for certain items, as applicable. We believe the GAAP measure most directly comparable to Adjusted EBITDA is net income. A reconciliation of historical net income to Adjusted EBITDA is provided in the table below. We do not allocate Adjusted EBITDA amongst equity interest holders as we view total Adjusted EBITDA as a measure against our overall leverage.

We do not provide forecasted net income (the GAAP financial measure most directly comparable to the non-GAAP financial measures DCF and Adjusted EBITDA) due to the impracticality of quantifying certain amounts required by GAAP, such as realized and unrealized foreign currency gains and losses and potential changes in estimates for certain contingent liabilities.

GAAP Reconciliation

$ in Millions

Reconciliation of DCF		Yr. Ended 12/31/17
Net Income	$	160
Certain Items		4
Net Income before Certain Items (Adjusted Earnings)		164
DD&A		142
Book taxes		66
Cash taxes		(0)
Preferred dividends		(6)
Sustaining capex		(43)
Distributable Cash Flow (DCF)		323
DCF attributable to KMI interest[(a)]		(267)
U.S. taxes attributable to restricted voting stockholders		(1)
DCF attributable to restricted voting stockholders	$	55

Reconciliation of net debt		
Long-term debt	$	-
Current portion of debt		-
50% of preferred equity		275
Less: cash & equivalents		(239)
Net debt	$	36

Reconciliation of Adjusted EBITDA		Yr. Ended 12/31/17
Net Income	$	160
Certain Items		4
Net Income before Certain Items (Adjusted Earnings)		164
Book taxes		66
DD&A		142
Interest, net		16
Adjusted EBITDA	$	388

Certain Items		
Foreign exchange gain (loss) on the KMI Loans	$	2
Other		3
Subtotal		5
Book taxes on Certain Items		(1)
Total Certain Items	$	4

Note: Definitions for defined terms found in the Appendix.

(a) Prior to KML's May 2017 IPO, 100% of DCF was allocated to KMI.

Notes:

KML Investor Presentation

March 6-7, 2018

KINDER MORGAN
CANADA LIMITED