

SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
March, 2010

Published date:
September 29, 2010

Highlights This Month:

- Starting with the 2009/10 Gas Year, the average actual flow for the dominant flow condition in each of the Alberta design areas will be compared against the corresponding design capability to obtain a measure of pipeline utilization. Consequently, design capability utilization will be measured as Average Actual Flow / Seasonal Design Capability.
- FT Receipt Availability over a 3 month average from January 1, 2010 – March 31, 2010 was deemed to be 100% available in all pipe segments.
- Border Availability at Empress/McNeill, Gordondale and Alberta/BC, over a 3 month average from January 1, 2010 – March 31, 2010, were all deemed 100% available.

NOVA Gas Transmission Ltd.

TABLE OF CONTENTS

<u>MONTHLY FEATURES</u>	PAGE
Firm Transportation Service Contract Utilization	3
Design Capability Utilization	
North of Bens Lake – Flow Within	4
North & South of Bens Lake – Flow Within	5
Upper Peace River	6
Upper & Central Peace River	7
Peace River Design	8
Marten Hills	9
Upstream James River	10
South & Alderson	11
Rimbey Nevis – Flow Within	12
Eastern Alberta Mainline (James River to Princess)	13
Medicine Hat - Flow Within	14
Eastern Alberta Mainline (Princess to Empress/McNeill)	15
Western Alberta Mainline (AB/BC & AB/Montana Borders)	16
Historical Transportation Service Availability (3 Month Average)	17
Future Firm Transportation Service Availability	18
Compressor Utilization Summaries (First Quarter 2010)	19
How to Use This Report	24

REFERENCES

NGTL Design Areas Map	26
NGTL Pipeline Segments Map	27
Definition of Terms	28

If you have any questions on the content of this report, contact Bob Haney at (403) 920-5317 or via fax at (403) 920-2380.

FIRM TRANSPORTATION SERVICE¹ CONTRACT UTILIZATION²

By NGTL Pipeline Segments

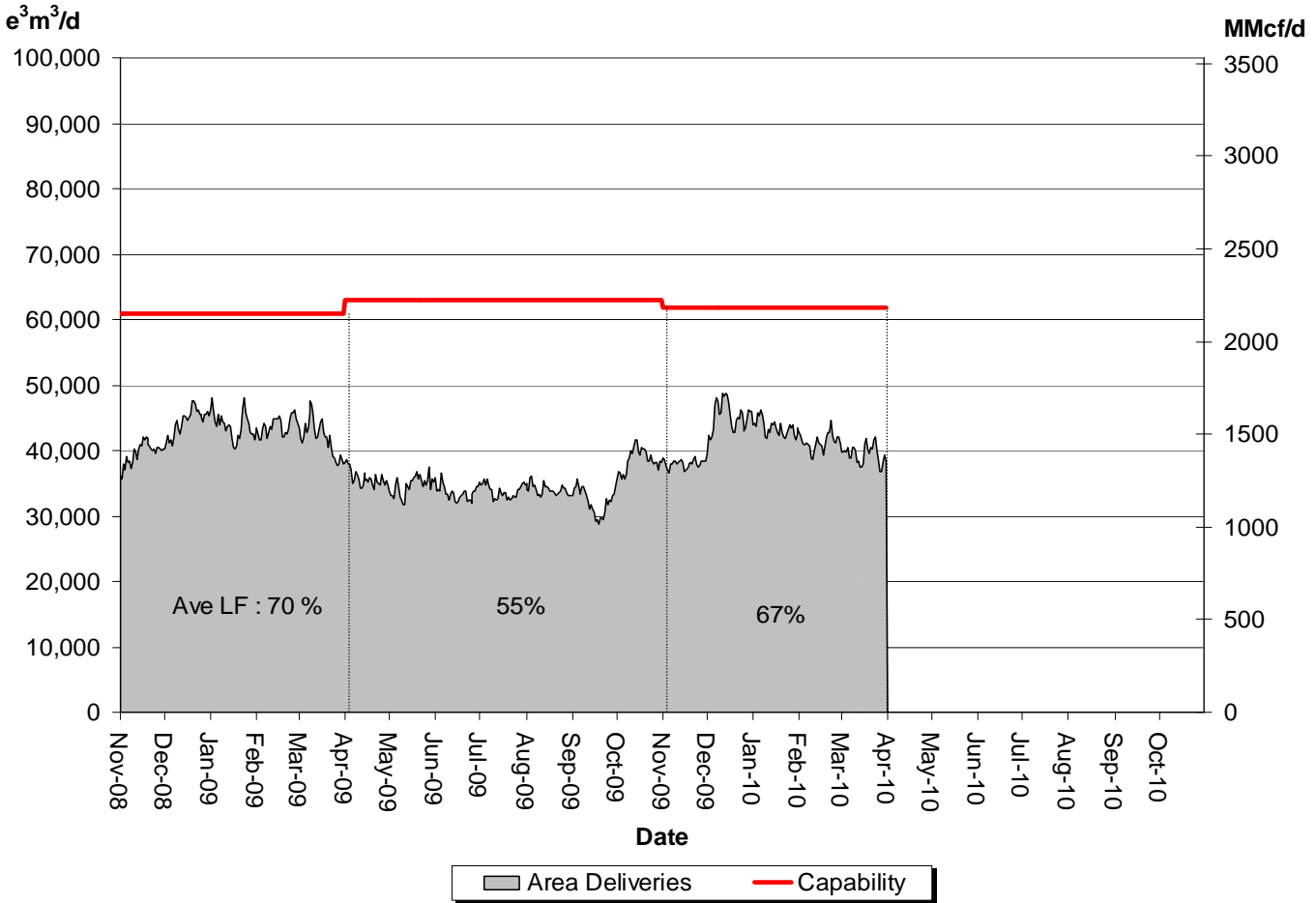
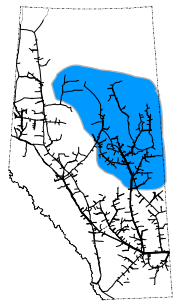
Segment	Receipt Contract	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Mar CD (mmcf/d)
UPRM ⁴	FT	86%	84%	80%	84%	68%	85%	139
	FT + IT	90%	94%	89%	90%	71%	90%	
LPRM ⁴	FT	90%	88%	86%	86%	86%	86%	18
	FT + IT	107%	106%	101%	107%	110%	109%	
PRLL ⁴	FT	96%	93%	91%	91%	92%	93%	172
	FT + IT	110%	107%	103%	106%	108%	110%	
NWML ⁴	FT	94%	93%	91%	95%	97%	97%	415
	FT + IT	100%	98%	94%	101%	103%	102%	
GRDL ⁴	FT	90%	87%	92%	94%	95%	76%	312
	FT + IT	112%	116%	112%	121%	119%	94%	
WRSY ⁴	FT	96%	94%	95%	97%	98%	96%	37
	FT + IT	121%	132%	123%	137%	134%	130%	
WAEX	FT	82%	92%	85%	94%	94%	94%	271
	FT + IT	121%	144%	117%	133%	144%	151%	
JUDY	FT	97%	96%	93%	94%	97%	98%	102
	FT + IT	120%	119%	111%	108%	118%	119%	
GPML	FT	87%	95%	88%	93%	95%	96%	2,149
	FT + IT	96%	106%	97%	104%	110%	111%	
CENT	FT	95%	94%	95%	92%	97%	98%	926
	FT + IT	114%	117%	112%	117%	119%	121%	
LPOL	FT	96%	96%	90%	84%	91%	96%	436
	FT + IT	119%	121%	112%	111%	118%	125%	
WGAT	FT	91%	93%	94%	96%	95%	94%	358
	FT + IT	119%	124%	127%	129%	125%	123%	
ALEG	FT	95%	95%	94%	96%	96%	98%	952
	FT + IT	118%	120%	115%	120%	122%	124%	
SLAT	FT	96%	96%	95%	96%	98%	97%	247
	FT + IT	114%	121%	116%	117%	124%	126%	
MLAT	FT	98%	97%	95%	95%	95%	97%	254
	FT + IT	110%	116%	106%	106%	107%	111%	
BLEG	FT	97%	96%	94%	96%	96%	98%	610
	FT + IT	107%	105%	102%	105%	107%	109%	
EGAT	FT	96%	97%	92%	94%	94%	96%	48
	FT + IT	139%	300%	268%	117%	118%	122%	
MRTN	FT	88%	87%	83%	82%	87%	85%	134
	FT + IT	103%	113%	101%	102%	108%	110%	
LIEG	FT	83%	54%	47%	49%	66%	67%	84
	FT + IT	107%	90%	90%	92%	95%	100%	
KIRB	FT	87%	83%	78%	80%	78%	78%	91
	FT + IT	97%	105%	94%	100%	106%	108%	
SMHI	FT	87%	73%	81%	78%	83%	82%	75
	FT + IT	119%	117%	118%	121%	128%	133%	
REDL	FT	83%	84%	77%	81%	82%	83%	67
	FT + IT	146%	158%	147%	156%	149%	147%	
COLD	FT	80%	79%	77%	78%	87%	76%	43
	FT + IT	115%	126%	116%	117%	120%	124%	
NLAT	FT	91%	94%	92%	95%	95%	96%	231
	FT + IT	117%	122%	113%	118%	119%	123%	
WAIN	FT	85%	83%	72%	84%	83%	86%	18
	FT + IT	116%	110%	100%	109%	108%	116%	
ELAT	FT	94%	95%	93%	93%	94%	95%	151
	FT + IT	134%	140%	128%	132%	131%	136%	
TOTAL SYSTEM	FT	92%	93%	90%	92%	94%	94%	8,340
	FT + IT	109%	115%	108%	112%	115%	116%	

Segment	Delivery Contract	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Mar CD (GJ/d)
Empress	FT	96%	97%	96%	98%	96%	97%	3,812,692
	FT + IT	112%	107%	106%	113%	111%	102%	
McNeill	FT	82%	96%	100%	99%	99%	99%	845,933
	FT + IT	110%	121%	133%	126%	141%	130%	
ABC	FT	86%	94%	95%	88%	89%	93%	2,431,131
	FT + IT	86%	97%	97%	89%	89%	95%	

*NOTE:

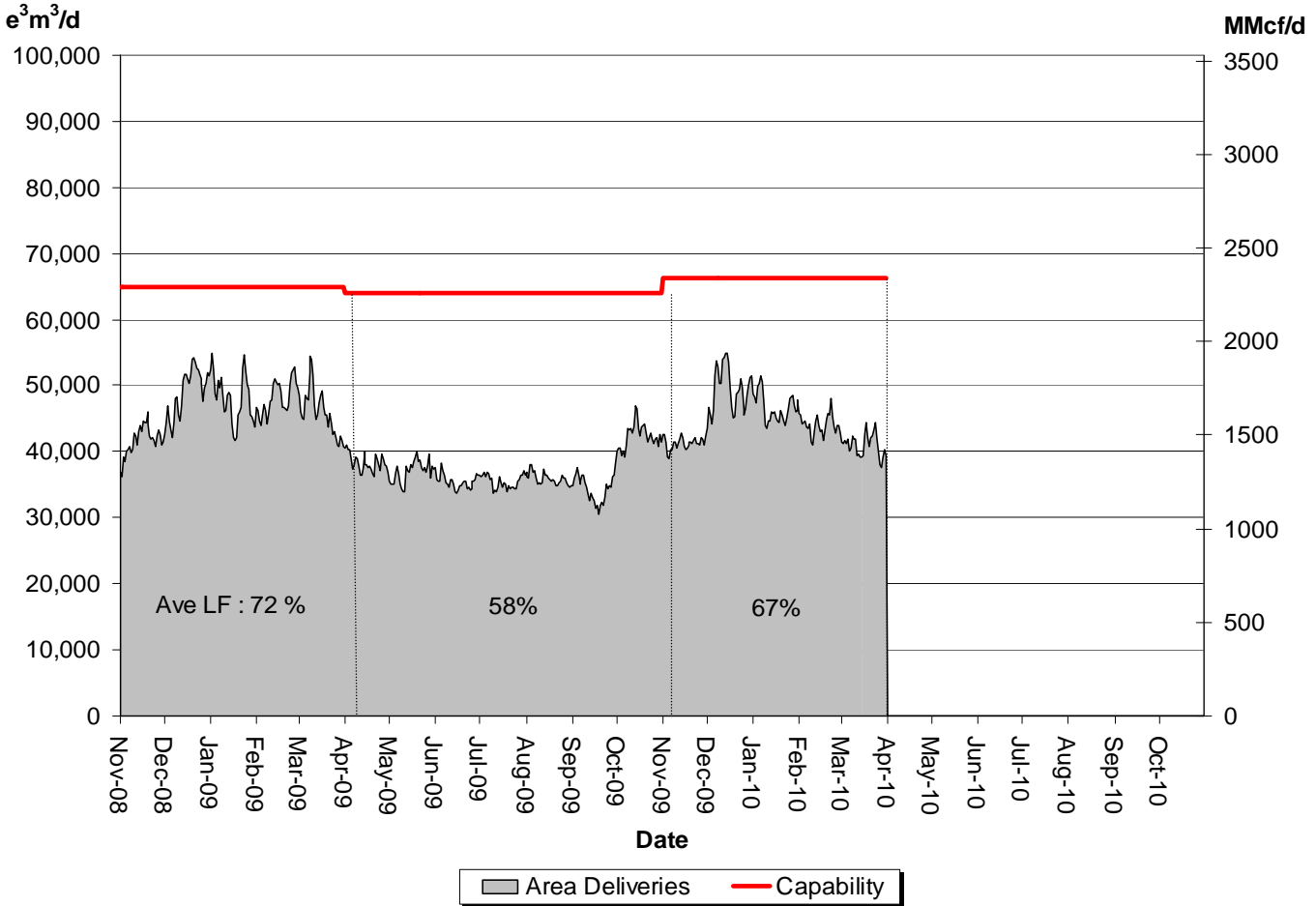
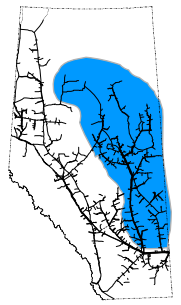
1. FT includes all receipt and export delivery Firm Transportation Services: FTR, LRS, FTD.
2. IT includes all receipt and border delivery Interruptible Services: ITR, FRO, ITD, FDO.
3. Utilization data is based on billed monthly volumes. Percent utilization calculated as FT and FT + IT billed Volumes divided by applicable receipt or delivery Contract level.

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



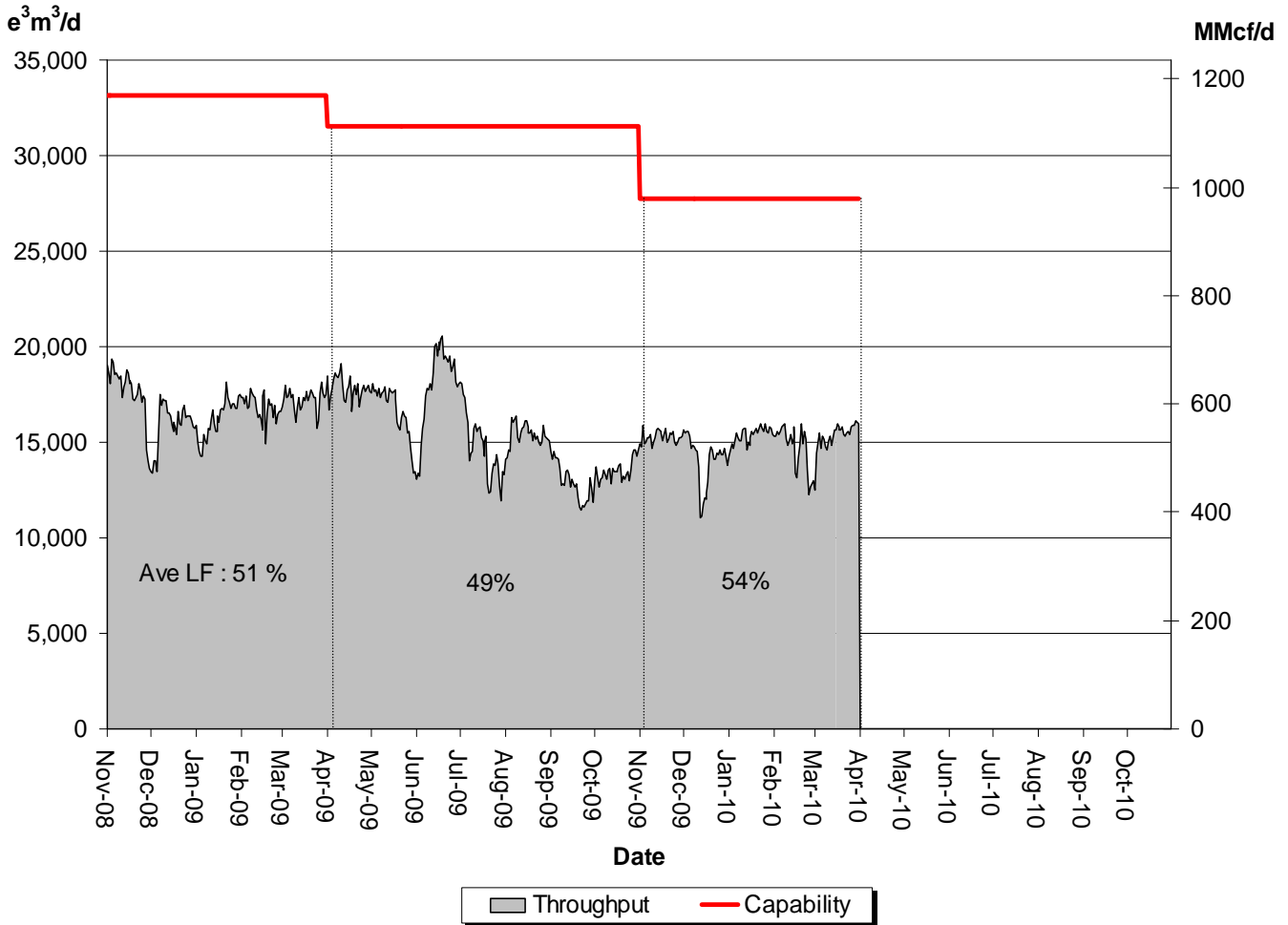
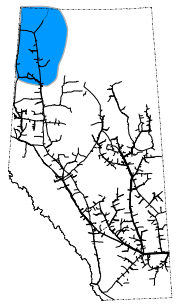
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	61	61	73	70	67	64

DESIGN CAPABILITY UTILIZATION NORTH & SOUTH OF BENS LAKE – FLOW WITHIN



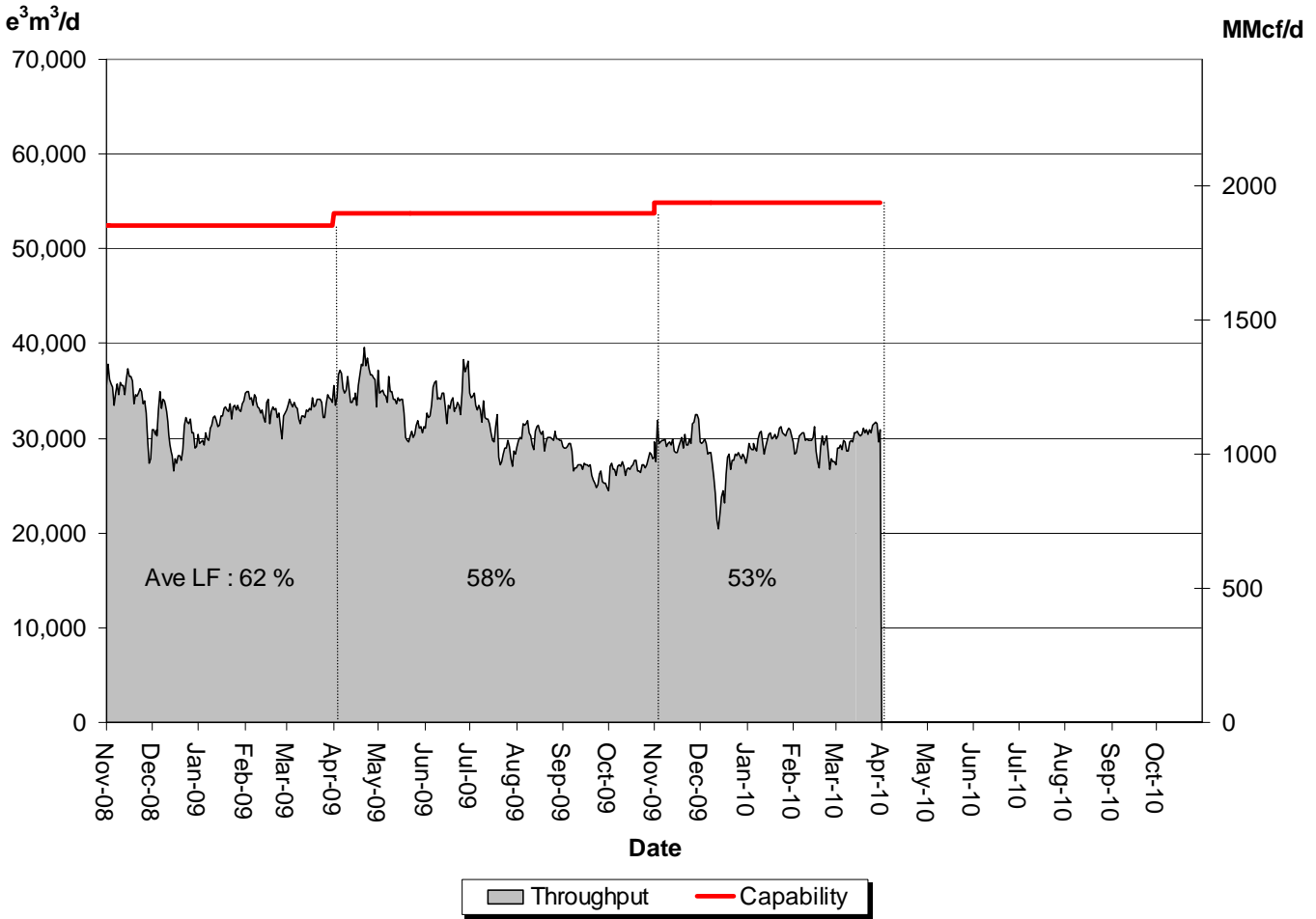
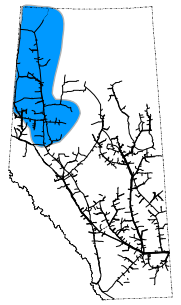
% Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	66	62	75	71	67	62

DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



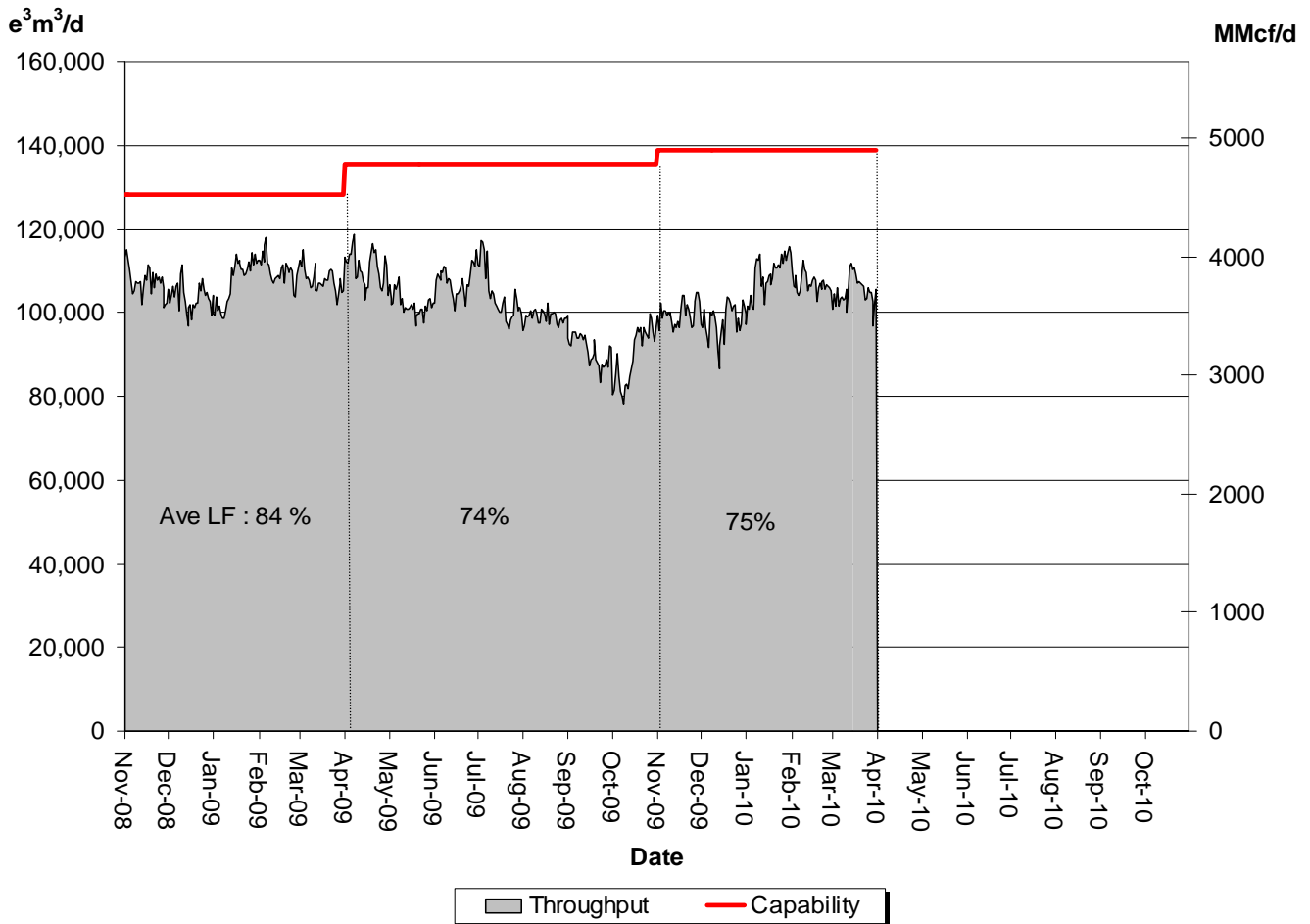
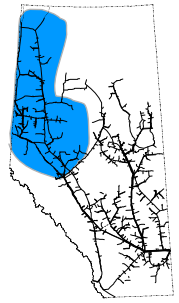
% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	43	55	51	55	53	55

DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER



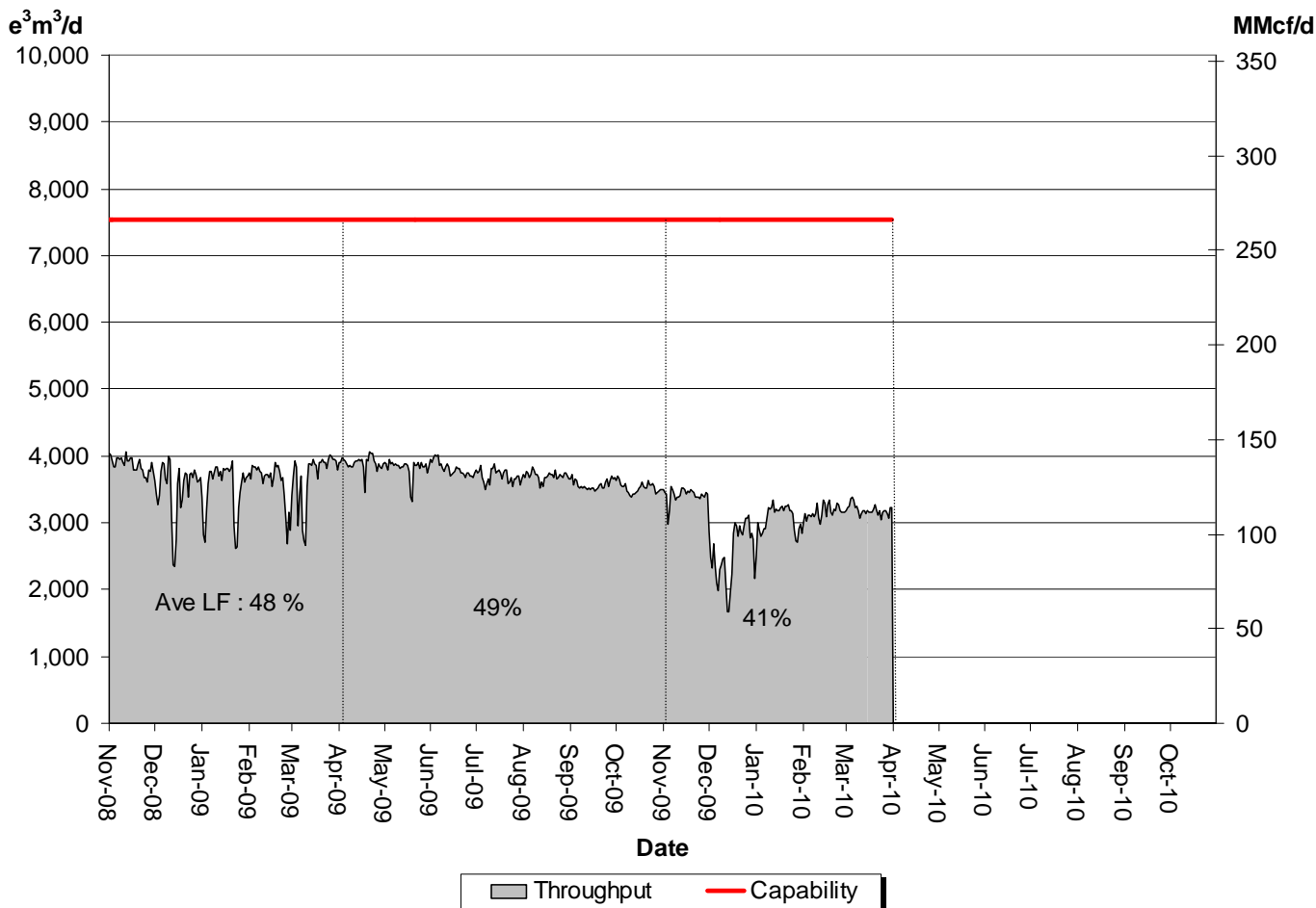
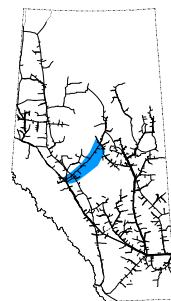
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	49	54	49	54	53	55

DESIGN CAPABILITY UTILIZATION PEACE RIVER DESIGN (Upper, Central and Lower Peace River)



% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capacity						
Average Flow/ Design Capacity	Oct	Nov	Dec	Jan	Feb	Mar
	65	72	70	78	77	76

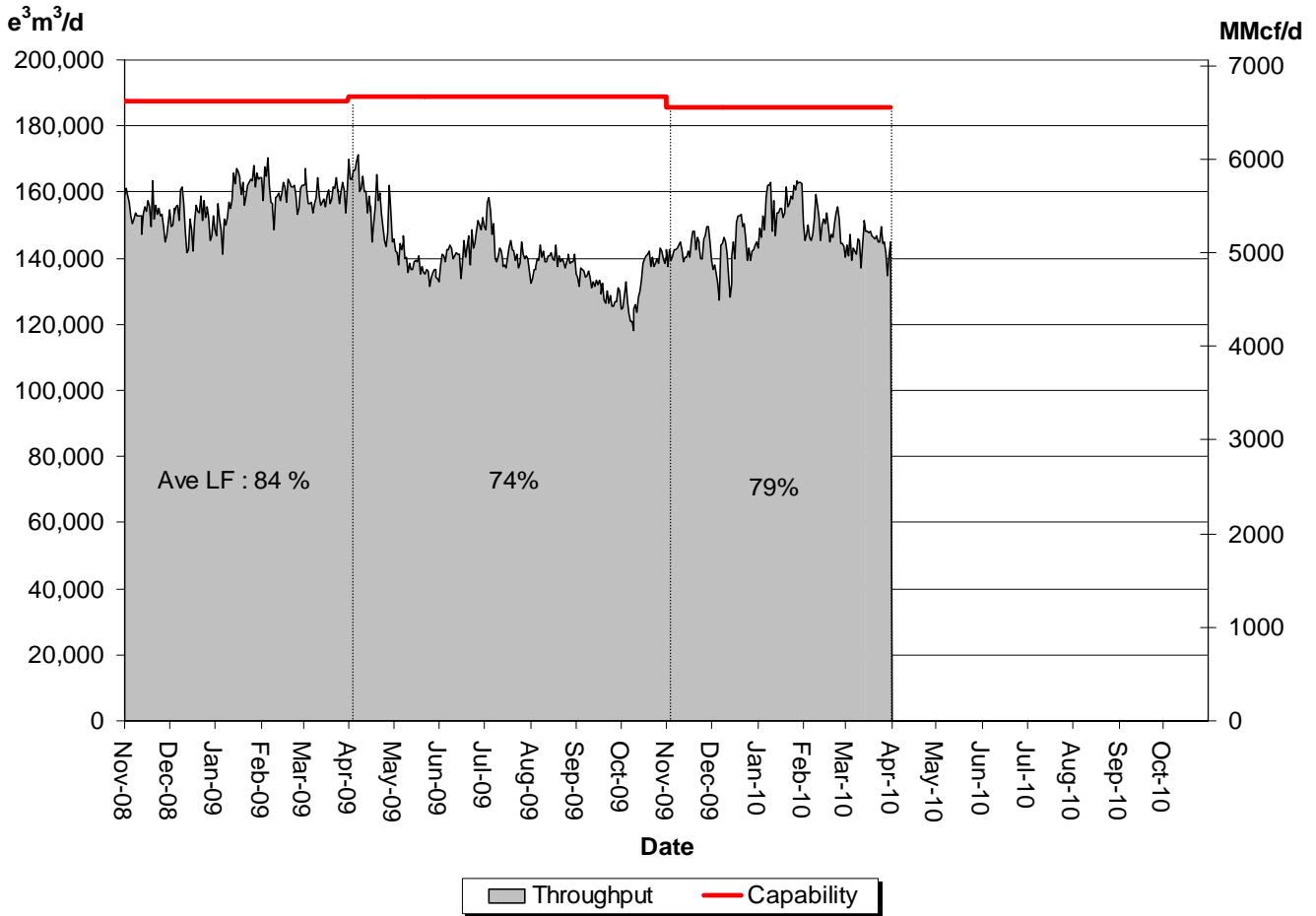
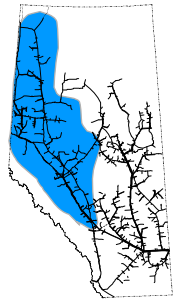
DESIGN CAPABILITY UTILIZATION MARTEN HILLS



% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	47	45	34	40	42	42

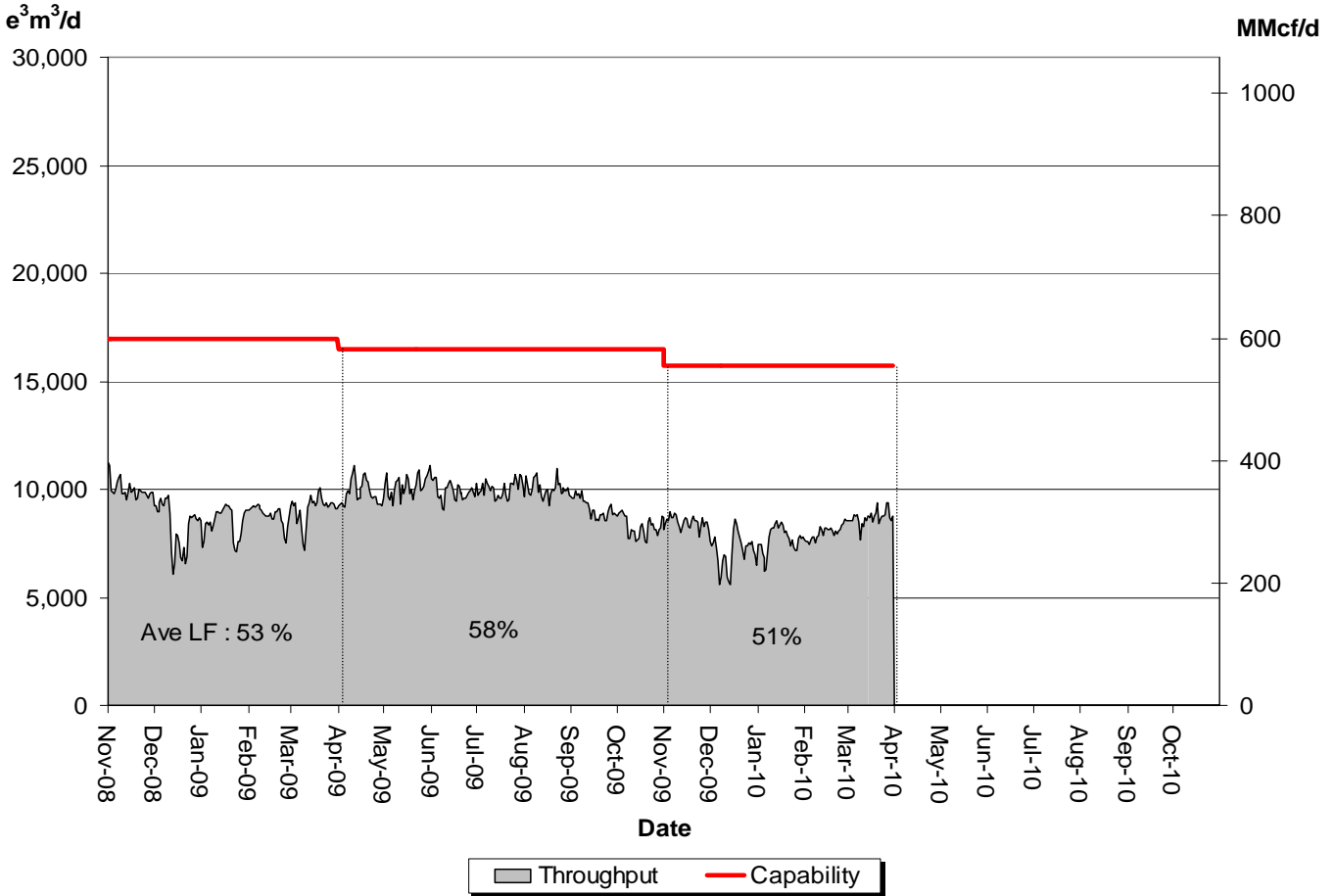
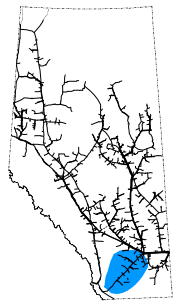
DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(Edson Mainline, Peace River Design and Marten Hills)



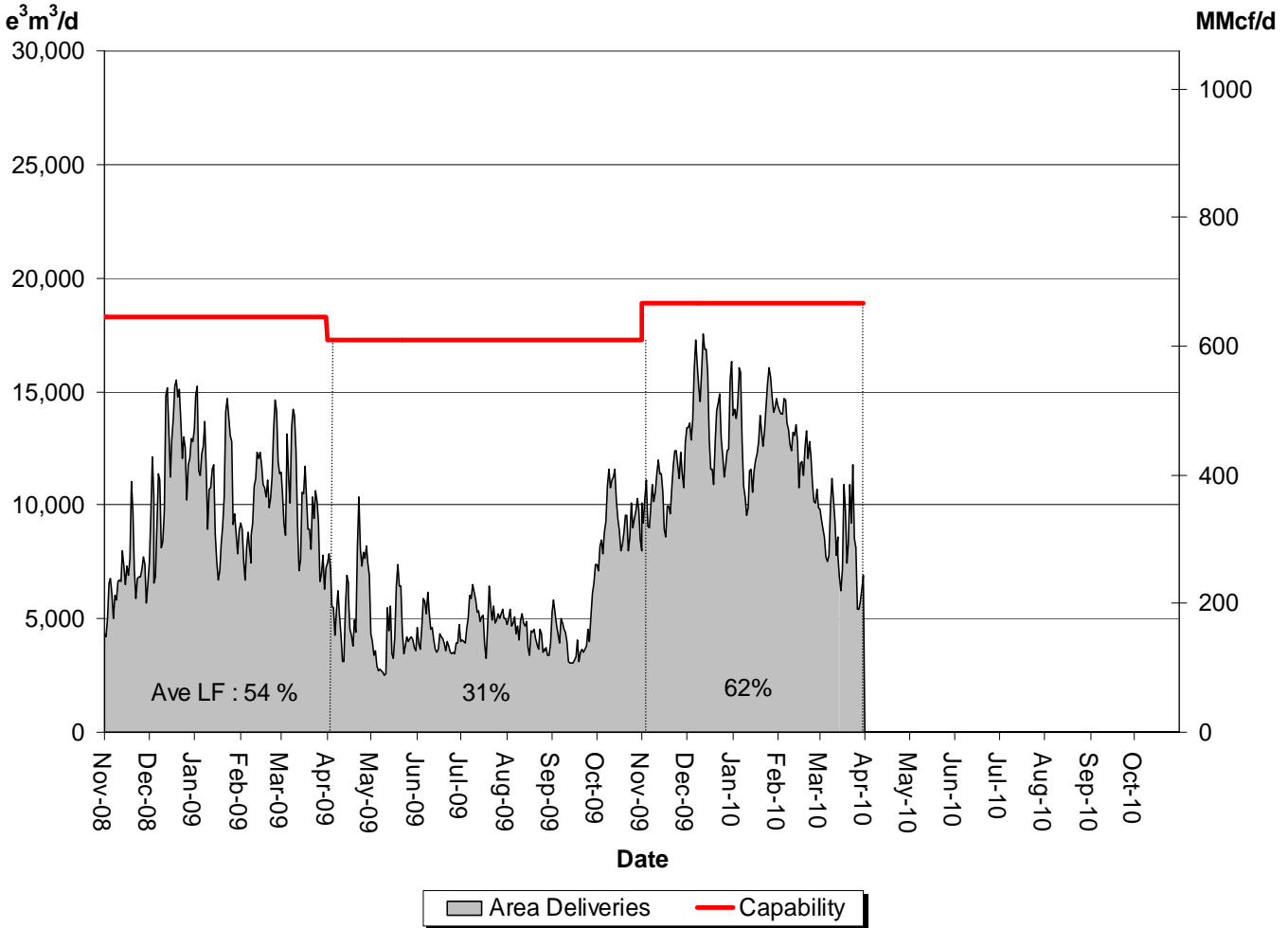
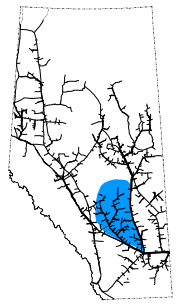
% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capacity						
Average Flow/ Design Capacity	Oct	Nov	Dec	Jan	Feb	Mar
	70	77	76	84	80	78

DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



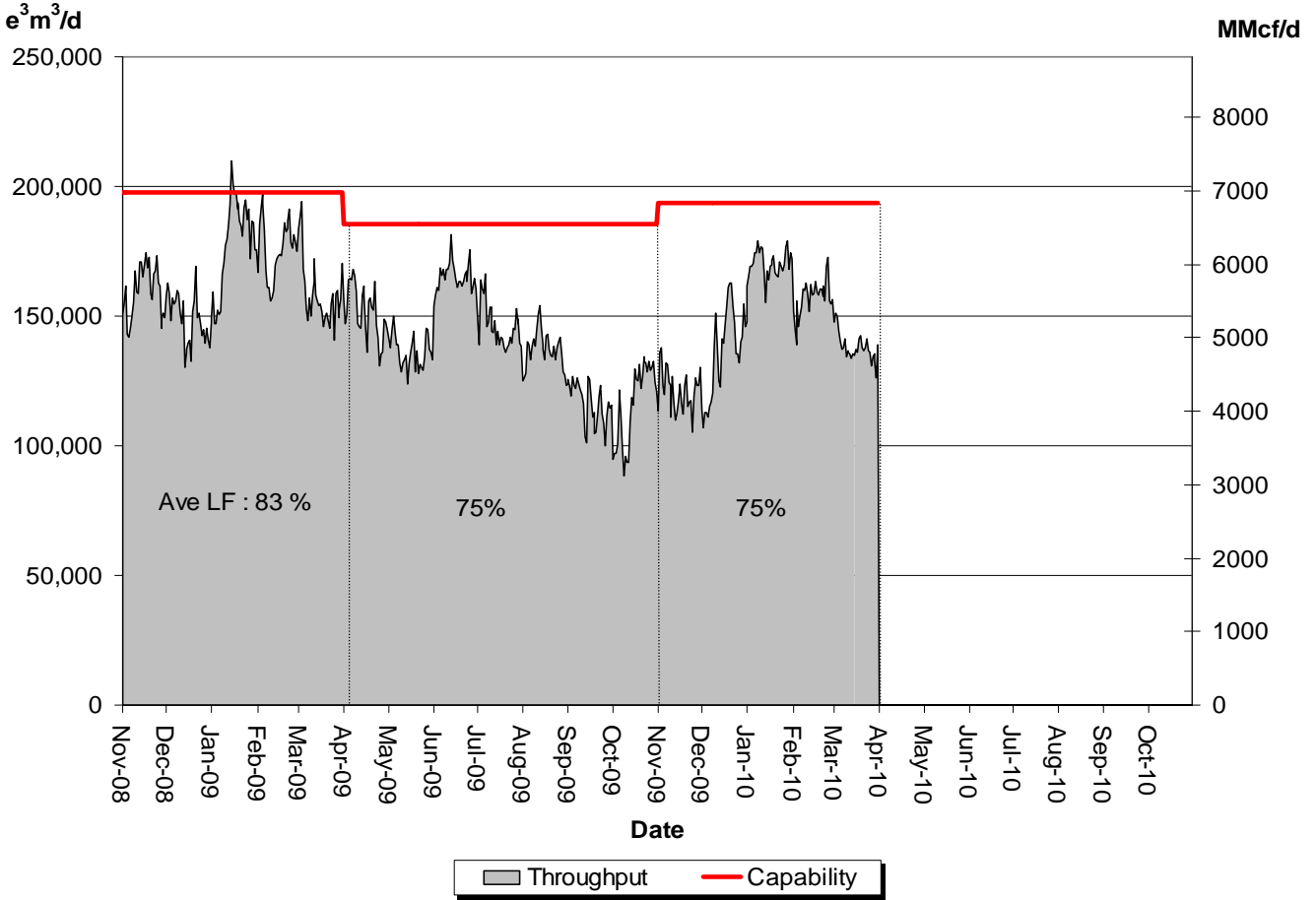
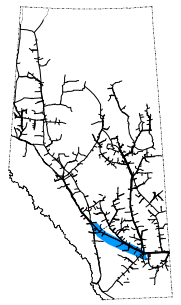
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	50	54	45	49	51	55

DESIGN CAPABILITY UTILIZATION RIMBEY-NEVIS – FLOW WITHIN



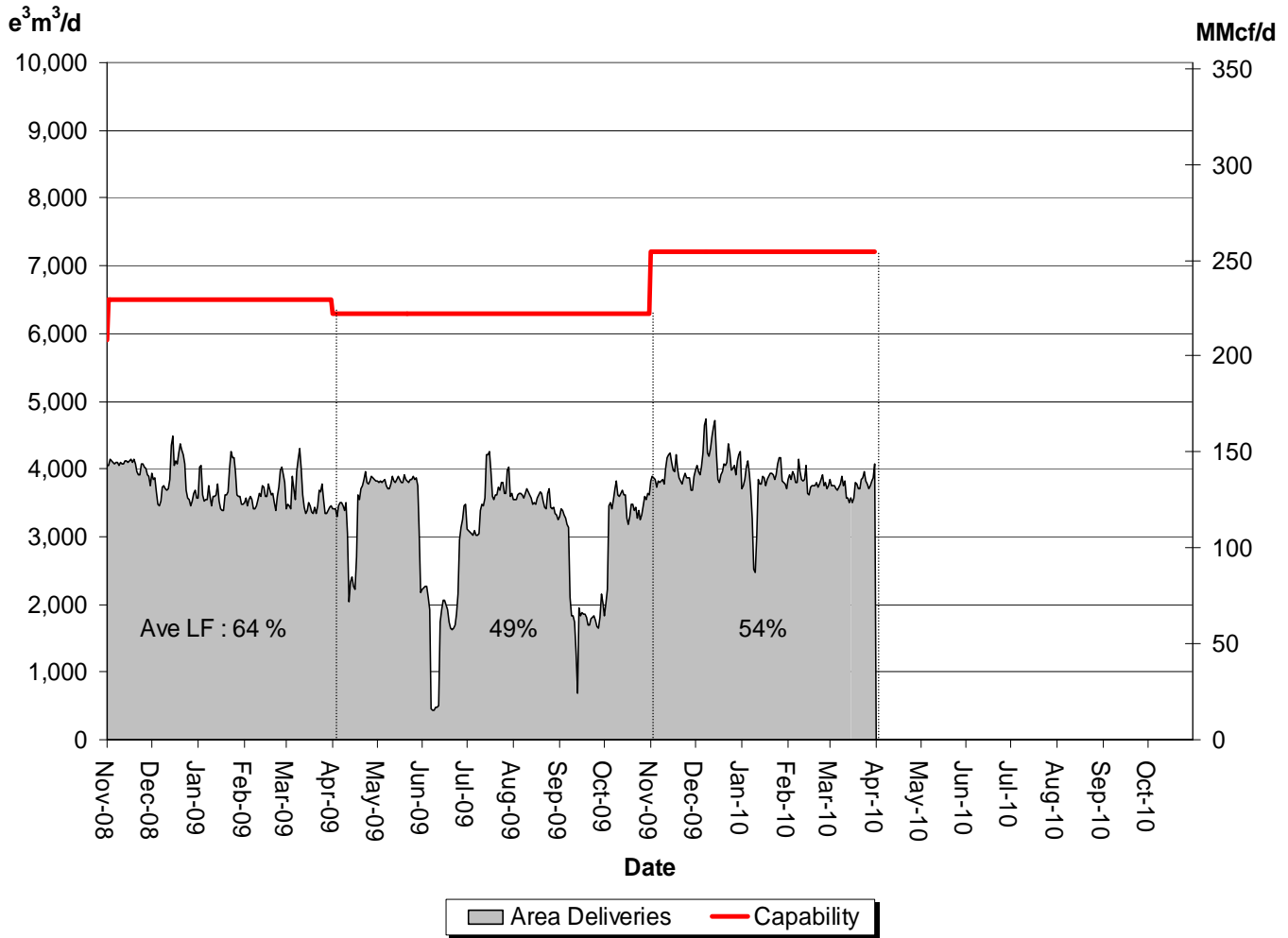
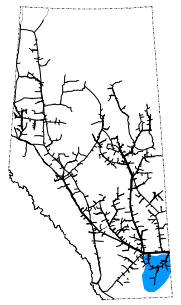
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	54	57	75	70	66	44

DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE (James River to Princess)



% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	63	63	70	88	81	71

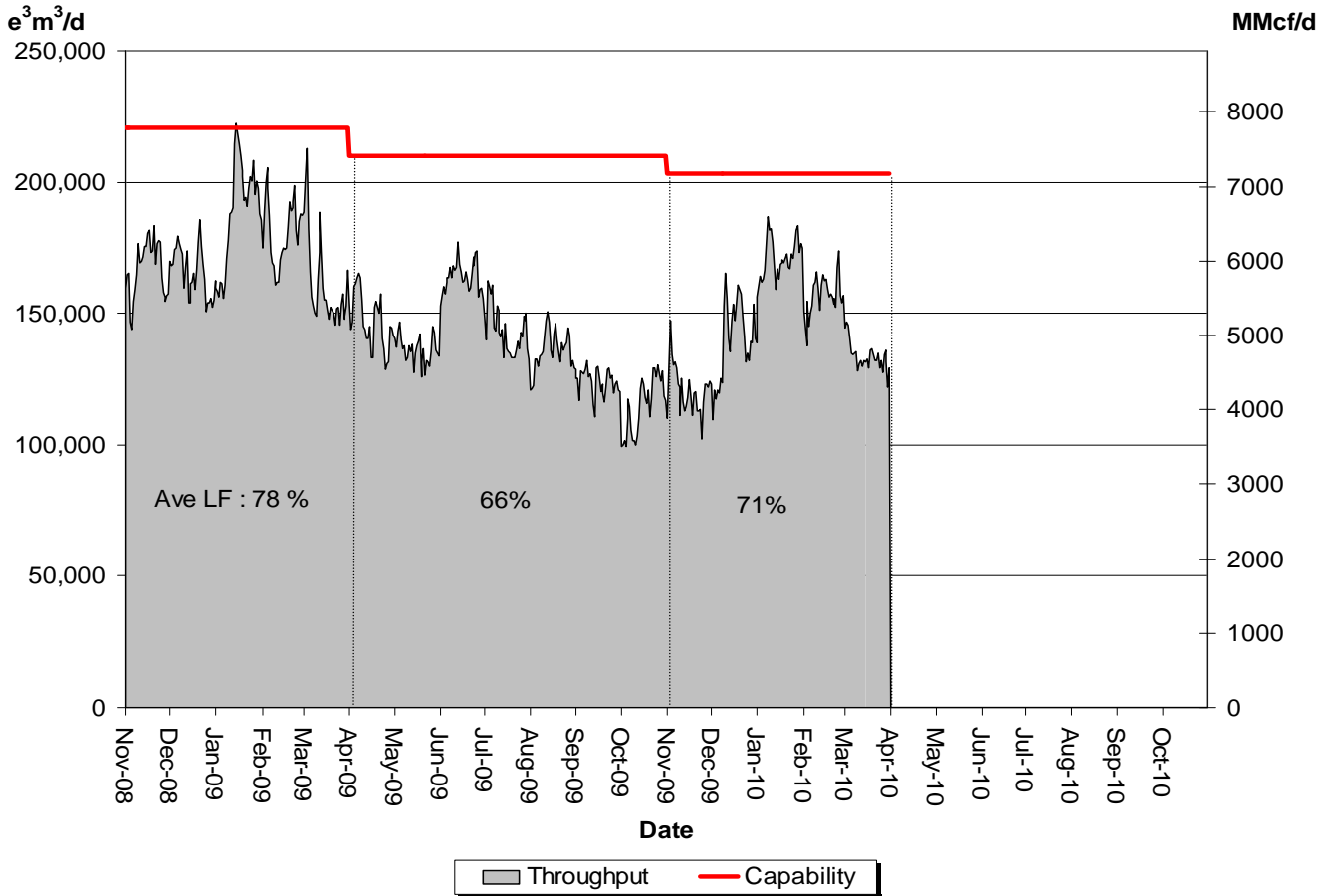
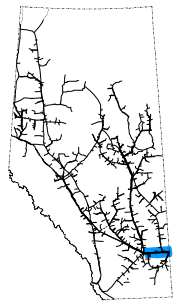
DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN



% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct 53	Nov 54	Dec 58	Jan 52	Feb 53	Mar 52

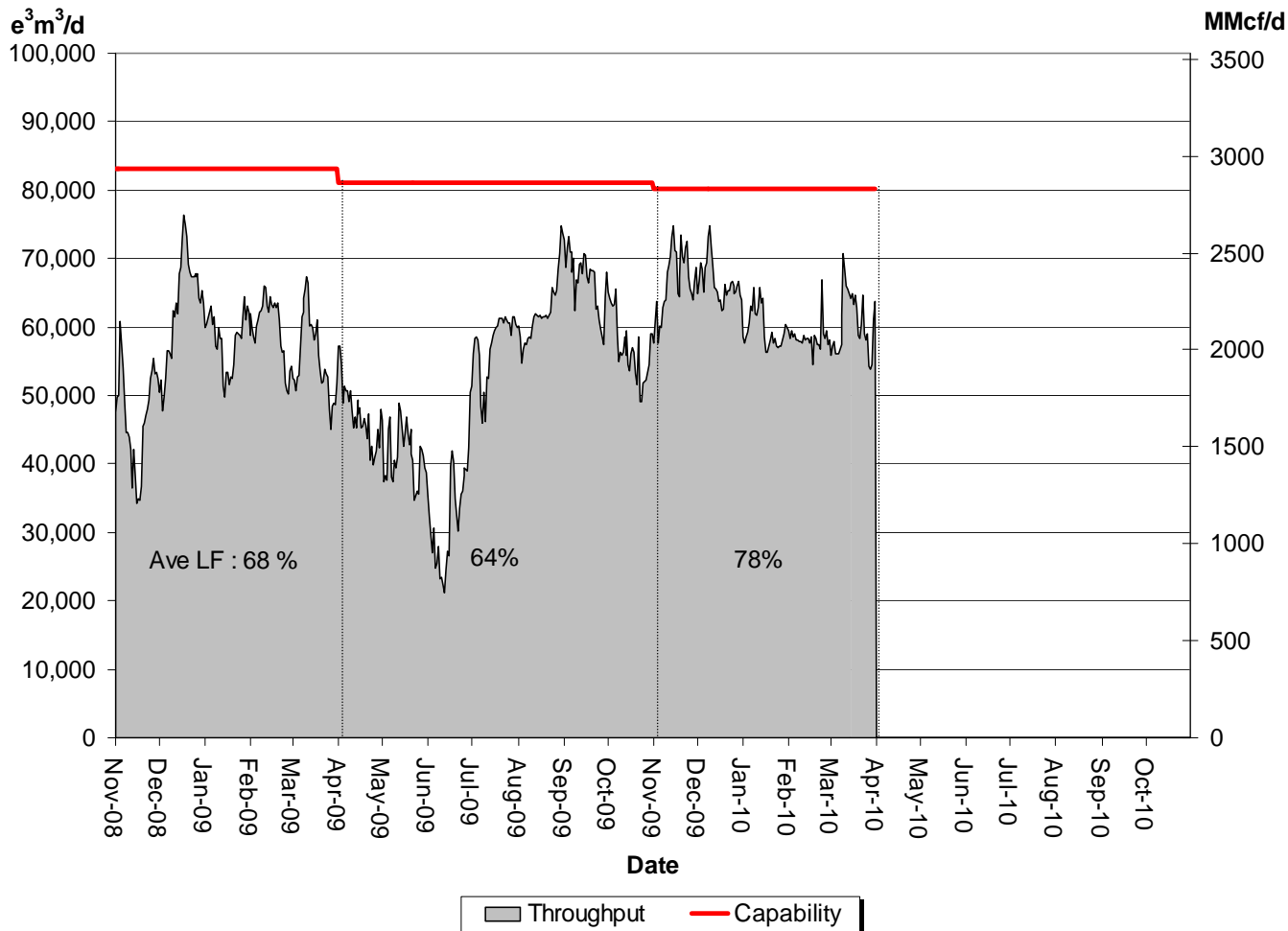
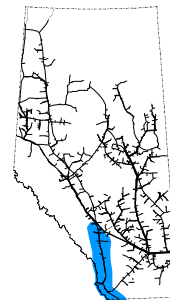
DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE

(Princess to Empress / McNeill)



% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	55	59	69	84	77	66

DESIGN CAPABILITY UTILIZATION WESTERN ALBERTA MAINLINE (Alberta/B.C. and Alberta/Montana Borders)



% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	70	83	83	74	73	75

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

January 1, 2010 to March 31, 2010 (3 Month Average)

Receipt Area	Segment	IT-R Service	Firm Service	Firm Service	% CD		Causes/Comments ⁽³⁾
		Available	Available	Restriction	Restricted ⁽¹⁾		
		(% of time)	(% of time)	(% of time)	Max	Average	
Peace River	UPRM 1	0	100	0	0	0	NPS 20 Peace River Mainline Incident, Inspection and Repair
	PRLL 2	100	100	0	0	0	
	NWML 3	100	100	0	0	0	
	GRDL 4	100	100	0	0	0	
	WAEX 5	100	100	0	0	0	
	JUDY24	100	100	0	0	0	
	WRSY 26	100	100	0	0	0	
	LPRM 27	100	100	0	0	0	
	GPML 7	100	100	0	0	0	
Central	CENT 8	100	100	0	0	0	
	LPOL 9	100	100	0	0	0	
North & East Upstream of Bens Lake	LIEG 10	100	100	0	0	0	
	KIRB 11	100	100	0	0	0	
	MRTN 6	100	100	0	0	0	
	SMHI 12	100	100	0	0	0	
	REDL 13	100	100	0	0	0	
	COLD 14	100	100	0	0	0	
Downstream of Bens Lake	NLAT 15	100	100	0	0	0	
	ELAT 16	100	100	0	0	0	
	WAIN 23	100	100	0	0	0	
Rimbey/Nevis	ALEG 17	100	100	0	0	0	
Eastern Mainline	BLEG 18	100	100	0	0	0	
	EGAT 19	100	100	0	0	0	
	MLAT 20	100	100	0	0	0	
	SLAT 22	100	100	0	0	0	
Western Mainline	WGAT 21	100	100	0	0	0	

Borders	Available ⁽²⁾ (% of time)	IT-D Service	Firm Service	Firm Service	% CD Restricted ⁽¹⁾		Causes/Comments ⁽³⁾
		Available ⁽²⁾	Available	Restriction	Restricted ⁽¹⁾		
		(% of time)	(% of time)	(% of time)	Max	Average	
Empress/McNeill		100	100	0	0	0	
Alberta-BC		100	100	0	0	0	
Gordondale		100	100	0	0	0	

FUTURE FIRM TRANSPORTATION SERVICE AVAILABILITY (MAINLINE RESTRICTIONS)

Export Firm Transportation Guidelines

Firm Transportation Service Type	Authorize Firm Transportation Service By	To Ensure Firm Transportation Service By
Export Delivery	November 2010	November 2012

Estimated Firm Transportation Service Availability

Please refer to the following web site for
current FT-R Availability Map:

http://www.transcanada.com/customerexpress/docs/ab_ftr_availability_map/external_map.pdf

Receipt Firm Transportation Guidelines

Firm Transportation Service Type	Authorize Firm Transportation Service By	To Ensure Firm Transportation Service By
Receipt - Summer construction (generally south of Edmonton)	November 2010	November 2012
Receipt - Winter construction (generally north of Edmonton)	November 2010	April 2013

- If your needs for firm transportation service arise after the above dates to “Authorize Firm Transportation Service By”, NGTL will evaluate your new receipt firm transportation service or firm service transfer requests on a date-stamped basis.

Please consult with your Customer Sales Representative to discuss your Firm Transportation Service needs.

System Utilization Quarterly Report No. 70, First Quarter 2010

Compressor Utilization Summaries

Date: Jan. 1, 2010 to Mar. 31, 2010

Peace River

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Alces River Unit #1	3,480	0.0	2160.0	100.00	100.00	0.00	0.00
Alces River B Unit #2	10,939	0.0	0.9	0.04	0.04	0.00	99.96
Berland River Unit#1	21,830	1724.9	13.5	80.48	0.62	79.86	19.52
Cardinal Lake Unit#1	820	250.7	1906.0	99.85	88.24	11.61	0.15
Cardinal Lake Unit#2	820	193.3	1966.7	100.00	91.05	8.95	0.00
Cardinal Lake Unit#3	820	4.9	2154.5	99.97	99.75	0.23	0.03
Clarkson Valley Unit#1	15,936	66.2	2093.8	100.00	96.94	3.06	0.00
Fox Creek Unit#1	15,570	184.7	1796.1	91.70	83.15	8.55	8.30
Gold Creek Unit#1	10,968	1736.0	421.5	99.88	19.51	80.37	0.12
Gold Creek Unit#2	25,427	2059.2	7.7	95.69	0.36	95.33	4.31
Hidden Lake Unit #1	11,078	372.5	1615.7	92.05	74.80	17.25	7.95
Knight Unit #3	13,291	2023.0	59.1	96.39	2.74	93.66	3.61
Knight Unit #4	13,396	57.6	2093.3	99.58	96.91	2.67	0.42
Latonnell Unit #1	28,110	1209.1	946.2	99.78	43.81	55.98	0.22
Meikle River Unit #1	3,577	366.0	1187.7	71.93	54.99	16.94	28.07
Meikle River B Unit #2	3,504	1783.6	365.6	99.50	16.93	82.57	0.50
Mobile Unit #4 (Meikle River)	3,231	355.8	1686.1	94.53	78.06	16.47	5.47
Meikle River C Unit #3	3,231	5.8	2154.2	100.00	99.73	0.27	0.00
Meikle River C Unit #4	3,231	80.1	2079.9	100.00	96.29	3.71	0.00
Mobile Unit #6 (Dryden Creek)	3,320	4.7	1570.9	72.94	72.73	0.22	27.06
Pipestone Creek Unit #1	29,923	0.0	2152.8	99.67	99.67	0.00	0.33
Saddle Hills Unit #1	3,486	93.3	2057.7	99.58	95.26	4.32	0.42
Saddle Hills Unit #2	6,711	0.0	2160.0	100.00	100.00	0.00	0.00
Saddle Hills Unit #3	7,953	461.0	1696.7	99.89	78.55	21.34	0.11
Thunder Creek Unit #1	3,414	329.8	823.7	53.40	38.13	15.27	46.60
Valleyview Unit #1	3,747	1032.0	1086.7	98.09	50.31	47.78	1.91
Total	247,813			90.19	64.56	25.63	9.81
Power Adjusted Usage						36.82	

1. Units required under peak flow conditions

Marten Hills

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Beaver Creek Unit #1	955	71.4	90.9	7.51	4.21	3.31	92.49
Beaver Creek Unit #2	955	0.0	162.3	7.51	7.51	0.00	92.49
Beaver Creek Unit #3	955	0.2	162.0	7.51	7.50	0.01	92.49
Beaver Creek Unit #4	955	0.0	0.3	0.01	0.01	0.00	99.99
Beaver Creek Unit #5	955	0.0	0.3	0.01	0.01	0.00	99.99
Total	4,775			4.51	3.85	0.66	95.49
Power Adjusted Usage						0.66	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 70, First Quarter 2010

Compressor Utilization Summaries

Date: Jan. 1, 2010 to Mar. 31, 2010

Rimbey/Nevis

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Hussar Unit #6	13,964	709.4	776.7	68.80	35.96	32.84	31.20
Hussar Unit #7	13,964	1458.9	700.8	99.99	32.44	67.54	0.01
Mobile Unit #8 (Torrington)	7,236	4.3	2143.5	99.44	99.24	0.20	0.56
Total	35,164			89.41	55.88	33.53	10.59
Power Adjusted Usage						39.90	

Edson Mainline

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Clearwater Unit #1	22,044	2116.0	41.5	99.88	1.92	97.96	0.12
Clearwater Unit #5	20,966	50.3	2057.7	97.59	95.26	2.33	2.41
Lodgepole Unit #3	3,776	840.1	1218.1	95.29	56.39	38.89	4.71
Nordegg Unit #3	31,802	1751.1	408.9	100.00	18.93	81.07	0.00
Vetchland Unit #1	23,842	1025.5	1134.5	100.00	52.52	47.48	0.00
Vetchland Unit #2	23,842	612.6	1545.9	99.93	71.57	28.36	0.07
Swartz Creek Unit #1	29,163	2025.4	5.8	94.04	0.27	93.77	5.96
Wolf Lake Unit #2	24,304	1971.8	188.2	100.00	8.71	91.29	0.00
Total	179,739			98.34	38.20	60.14	1.66
Power Adjusted Usage						65.07	

1. Units required under peak flow conditions

Western Alberta Mainline

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Burton Creek Unit #1	15,820	251.5	1908.5	100.00	88.36	11.64	0.00
Burton Creek Unit #2	14,956	739.3	1274.1	93.21	58.99	34.23	6.79
Drywood Unit #1	3,800	31.5	2128.5	100.00	98.54	1.46	0.00
Schrader Creek Unit #2	13,591	2133.8	25.3	99.96	1.17	98.79	0.04
Turner Valley Unit #1	23,642	1188.1	971.1	99.96	44.96	55.00	0.04
Turner Valley Unit #2	23,642	1219.2	936.3	99.79	43.35	56.44	0.21
Winchell Lake Unit #1	23,873	1247.9	322.1	72.69	14.91	57.77	27.31
Total	119,324			95.09	50.04	45.05	4.91
Power Adjusted Usage						50.77	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 70, First Quarter 2010

Compressor Utilization Summaries

Date: Jan. 1, 2010 to Mar. 31, 2010

North and East - North of Bens Lake

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Bens Lake Unit #1	977	5.1	2150.9	99.81	99.58	0.24	0.19
Bens Lake Unit #2	977	5.8	2150.2	99.81	99.55	0.27	0.19
Bens Lake Unit #3	977	7.1	1284.7	59.81	59.48	0.33	40.19
Bens Lake Unit #4	3,539	0.0	416.7	19.29	19.29	0.00	80.71
Bens Lake Unit #5	3,546	0.1	1491.1	69.04	69.03	0.00	30.96
Bens Lake Unit #6	4,724	5.7	2154.3	100.00	99.74	0.26	0.00
Bens Lake Unit #7	977	5.8	1205.5	56.08	55.81	0.27	43.92
Mobile Unit #9 (Behan)	3,327	583.4	1576.6	100.00	72.99	27.01	0.00
Field Lake Unit #1	3,570	1728.4	414.9	99.23	19.21	80.02	0.77
Field Lake Unit #2	3,570	169.4	1989.5	99.95	92.11	7.84	0.05
Hanmore Lake Unit #1	541	137.6	1982.3	98.14	91.77	6.37	1.86
Hanmore Lake Unit #2	541	0.0	2119.9	98.14	98.14	0.00	1.86
Hanmore Lake Unit #3	3,407	4.4	2138.7	99.22	99.01	0.20	0.78
Hanmore Lake Unit #4	3,407	147.3	1975.0	98.25	91.44	6.82	1.75
Woodenhouse #1	10,688	1505.1	647.7	99.67	29.99	69.68	0.33
Woodenhouse #2	14,165	0.9	2159.1	100.00	99.96	0.04	0.00
Wandering River #1	945	1.5	2158.5	100.00	99.93	0.07	0.00
Wandering River #2	945	1.5	2158.5	100.00	99.93	0.07	0.00
Wandering River #3	895	1.5	2158.5	100.00	99.93	0.07	0.00
Leismer #4	945	6.6	2153.4	100.00	99.69	0.31	0.00
Mobile Unit #5 (Paul Lake)	3,090	1251.1	908.8	100.00	42.07	57.92	0.00
Paul Lake Unit #1	3,457	906.7	1250.2	99.86	57.88	41.98	0.14
Paul Lake B Unit #2	15,639	656.7	1503.3	100.00	69.60	30.40	0.00
Pelican Lake Unit #2	3,594	0.0	0.3	0.01	0.01	0.00	99.99
Slave Lake Unit #1	978	0.0	0.3	0.01	0.01	0.00	99.99
Slave Lake Unit #2	978	35.7	2124.3	100.00	98.35	1.65	0.00
Slave Lake Unit #3	978	0.1	581.3	26.92	26.91	0.00	73.08
Slave Lake Unit #4	978	32.0	2128.0	100.00	98.52	1.48	0.00
Smoky Lake Unit #1	978	661.2	1461.6	98.28	67.67	30.61	1.72
Smoky Lake Unit #2	978	1262.0	897.0	99.95	41.53	58.43	0.05
Smoky Lake Unit #3	978	0.1	409.7	18.97	18.97	0.00	81.03
Smoky Lake Unit #7	16,061	3.9	501.7	23.41	23.23	0.18	76.59
Total	111,350			80.12	66.92	13.20	19.88
Power Adjusted Usage						18.60	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 70, First Quarter 2010

Compressor Utilization Summaries

Date: Jan. 1, 2010 to Mar. 31, 2010

North and East - South of Bens Lake

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Cavendish Unit #1	0.0	0.0	2160.0	100.00	100.00	0.00	0.00
Cavendish Unit #2	4306.0	54.5	2105.5	100.00	97.48	2.52	0.00
Dusty Lake Unit #2	14200.0	2148.7	11.3	100.00	0.52	99.48	0.00
Dusty Lake Unit #3	15873.0	6.8	2153.2	100.00	99.69	0.31	0.00
Farrell Lake Unit #1	14004.0	296.8	1520.2	84.12	70.38	13.74	15.88
Farrell Lake Unit #2	15630.0	914.9	1244.3	99.96	57.61	42.36	0.04
Gadsby Unit #1	14244.0	4.4	2154.2	99.94	99.73	0.20	0.06
Gadsby Unit #2	15797.0	0.0	0.3	0.01	0.01	0.00	99.99
Gadsby Unit #B3	4782.0	2135.0	25.0	100.00	1.16	98.84	0.00
Oakland Unit #1	14137.0	947.6	87.4	47.92	4.05	43.87	52.08
Princess Unit #1	2,685	2.6	2153.6	99.82	99.70	0.12	0.18
Princess Unit #2	2,685	7.7	2122.7	98.63	98.27	0.36	1.37
Princess Unit #3	2,685	55.8	2100.3	99.82	97.24	2.58	0.18
Princess Unit #4	4,474	56.4	1834.7	87.55	84.94	2.61	12.45
Princess Unit #5	4,474	54.1	2101.2	99.78	97.28	2.50	0.22
Wainwright Unit #2	1,790	692.3	1446.1	99.00	66.95	32.05	1.00
Wainwright Unit #3	1,230	1463.7	180.7	76.13	8.37	67.76	23.87
Wainwright Unit #4	14.5	14.5	2142.9	99.88	99.21	0.67	0.12
Total	133,011			88.48	65.70	22.78	11.52
Power Adjusted Usage						26.69	

1. Units required under peak flow conditions

Eastern Alberta Mainline

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Acme Unit #1	26145.0	671.8	1435.2	97.55	66.44	31.10	2.45
Beiseker Unit #1	11857.0	6.6	2153.4	100.00	99.69	0.31	0.00
Beiseker Unit #2	11857.0	0.0	1943.8	89.99	89.99	0.00	10.01
Crawling Valley Unit #1	26104.0	1359.4	799.0	99.93	36.99	62.94	0.07
Didsbury Unit #5	794.0	0.0	0.3	0.01	0.01	0.00	99.99
Didsbury Unit #6	731.0	0.0	0.3	0.01	0.01	0.00	99.99
Hussar Unit #8	13964.0	804.0	1168.4	91.31	54.09	37.22	8.69
Jenner Unit #1	23555.0	178.0	1977.9	99.81	91.57	8.24	0.19
Jenner Unit #2	17000.0	1688.4	375.5	95.55	17.38	78.17	4.45
Princess Unit #6	19749.0	1311.9	590.1	88.06	27.32	60.74	11.94
Red Deer River Unit #1	24355.0	268.1	1194.4	67.71	55.30	12.41	32.29
Red Deer River Unit #2	24355.0	329.8	1633.8	90.91	75.64	15.27	9.09
Shrader Creek Unit #1	26251.0	2158.5	1.5	100.00	0.07	99.93	0.00
Schrader Creek Unit #3	13697.0	491.5	1625.8	98.02	75.27	22.75	1.98
Total	240,414			79.92	49.27	30.65	20.08
Power Adjusted Usage						38.73	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 70, First Quarter 2010

Compressor Utilization Summaries

Date: Jan. 1, 2010 to Mar. 31, 2010

B.C. System

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Crowsnest E	10888.0	0.0	2160.0	100.00	100.00	0.00	0.00
Crowsnest F	10888.0	0.0	2160.0	100.00	100.00	0.00	0.00
Crowsnest G	9126.0	584.4	1575.6	100.00	72.94	27.06	0.00
Crowsnest K	28723.0	1323.1	308.3	75.53	14.27	61.25	24.47
Crowsnest 2 H	12529.0	894.9	1167.5	95.48	54.05	41.43	4.52
Crowsnest 2 J	12529.0	1111.7	1044.3	99.81	48.35	51.47	0.19
Elko A	11930.0	1.3	2057.6	95.32	95.26	0.06	4.68
Elko B	13528.0	48.7	2038.0	96.61	94.35	2.25	3.39
Elko C	13369.0	63.5	1985.3	94.85	91.91	2.94	5.15
Moyie B	11930.0	167.8	1989.9	99.89	92.13	7.77	0.11
Moyie C	13281.0	1539.5	343.0	87.15	15.88	71.27	12.85
Moyie D	13389.0	663.2	1478.4	99.15	68.44	30.70	0.85
Total	162,110			95.32	70.63	24.68	4.68
Power Adjusted Usage						28.94	

1. Units required under peak flow conditions

HOW TO USE THIS REPORT

Overview

This report contains recent historical information on the level of utilization of firm transportation Service Agreements on the NGTL system, relative usage of interruptible service, level of utilization of design pipeline capacity, and the availability of transportation services as an indication of system reliability.

Data is reported either by *Pipeline Segment* (26 on the system) or *Design Area* (13 on the system). Maps of both are included in the reference section.

Firm Transportation Service Contract Utilization

The Firm Transportation Service Contract Utilization report shows the percent utilization for each of the 26NGTL pipeline segments and 3 major export delivery points comprising the total system. The utilization data is based on billed monthly volumes. Percent utilization is calculated as firm transportation service and firm transportation service + interruptible service divided by applicable receipt or delivery contract level. Historical Data involving billed volumes lags the current date by approximately two months.

Design Capability Utilization

The load factor/segment flow graphs show actual flow versus design capability values for various NGTL system areas. The graphs also show seasonal (winter/summer) design capability and average load factors for each season. Data used in these reports lags the current date by one month.

Design Flow Capability utilization is a function of several factors that include:

- Total market demand for Alberta natural gas.
- Seasonal changes in market demand for Alberta natural gas.
- Receipt nominating practices of customers individually and in aggregate to meet that level of demand.
- Effect of scheduled maintenance on actual flow requirement in a design area at any given time.
- Design assumptions used in determining required segment flow requirement.

HOW TO USE THIS REPORT - continued

Historical Transportation Service Availability

Transportation Service Availability is a system utilization measure that identifies the degree to which firm and interruptible transportation services are available on the NGTL system. It includes the historical frequency of service restriction experienced by the gas transmission network by service type and by pipeline segment.

The data shows the percentage of a given time period that a service type was available for a given section of the system. Service availability less than 100 percent means that some level of transportation service has been restricted for a portion of the time period.

Priority of transportation service on the NGTL system is firm transportation service, and then interruptible (IT). If transportation is restricted within a segment, all service within that segment of a lower priority will be affected.

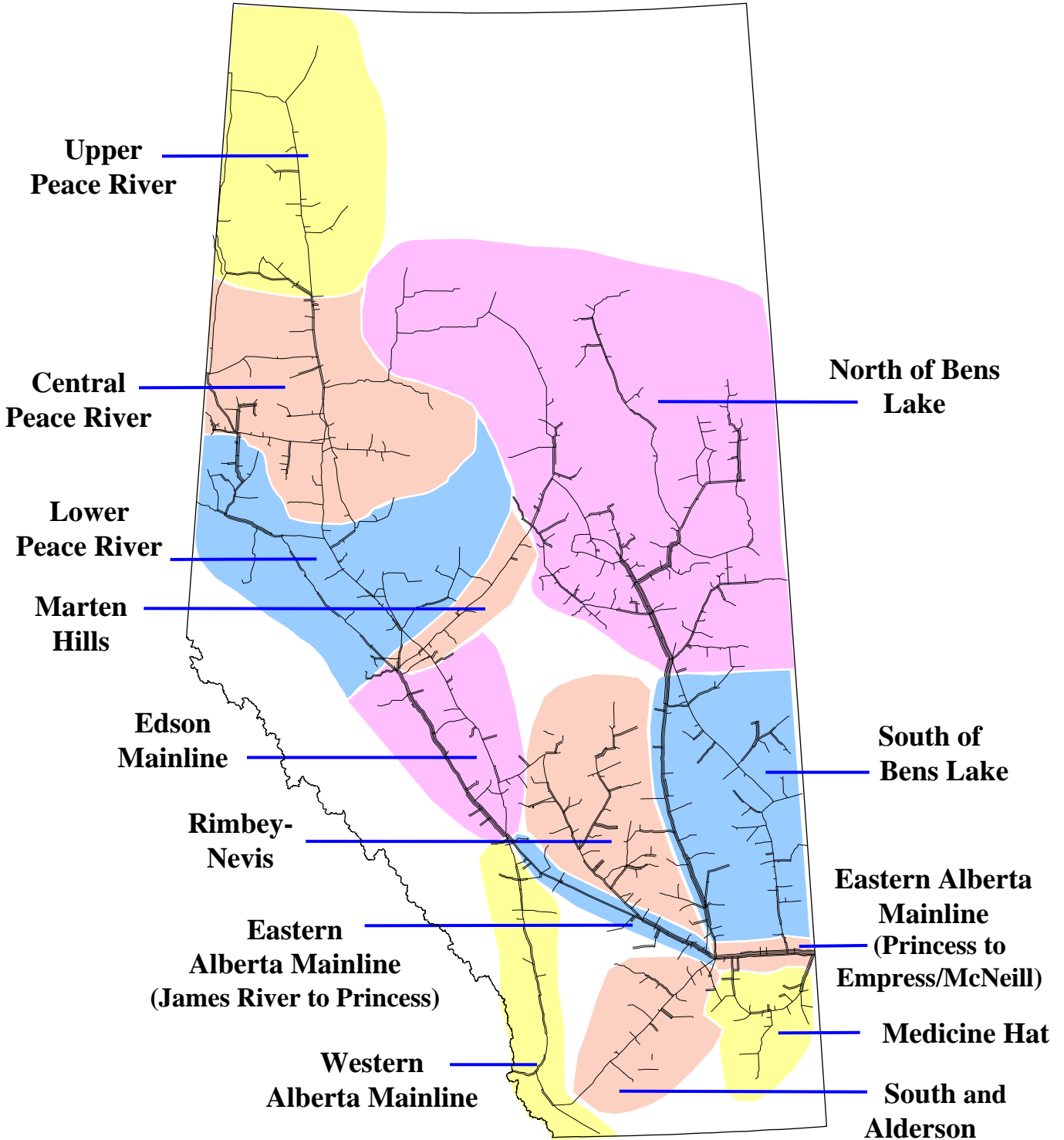
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

As a monthly feature the Historical Transportation Service Availability is shown as a three-month rolling average of transportation availability.

Future Firm Transportation Service Availability

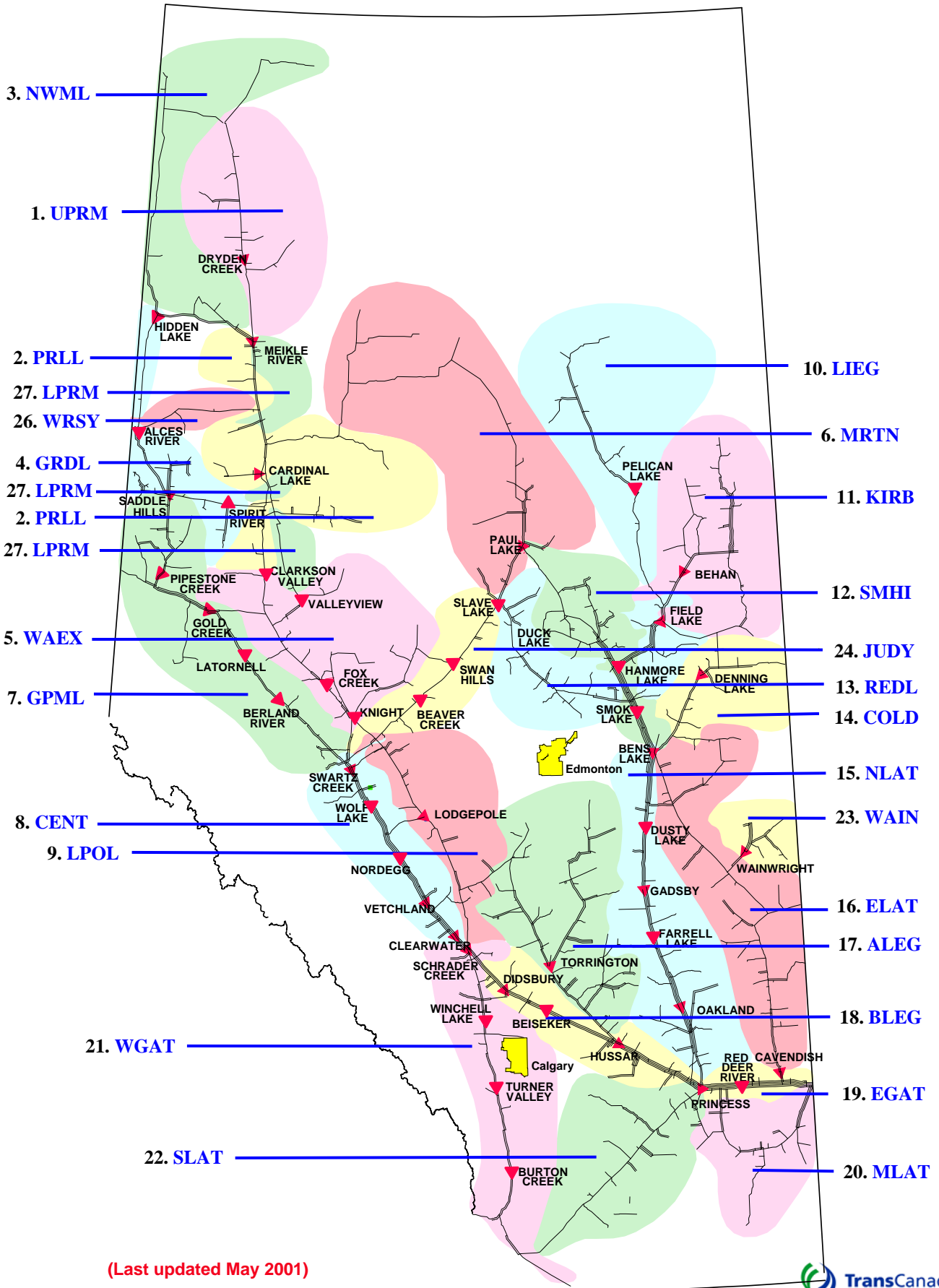
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL DESIGN AREAS



(Last updated January 2007)

NGTL PIPELINE SEGMENTS



(Last updated May 2001)

DEFINITION OF TERMS

Design Capability Utilization

Actual Flow

The amount of gas flowing within or out of our design area.

Design Capability

The volume of gas that can be transported at various points on the pipeline system considering design assumptions.

AVGLF (Average Load Factor)

The ratio between average *Actual Flow* and *Design Capability*. It is calculated for every design season (summer/winter) as shown on the graphs.

Intra-Alberta Deliveries

The amount of sales gas flowing off the system within an area.

Receipt Flow

Aggregate of actual receipts within an area and the *Actual Flow* of the upstream area.

Historical Transportation Service Availability

Average % CD Restricted

The average percentage of the entire segment receipt contract demand restricted during periods of restriction.

Firm Service Available

The percentage of time that all requested firm transportation service requests were transported within a segment.

Firm Service Restriction

Percentage of time firm service is restricted.

IT-2 Service Available

The percentage of time that IT-2 service requests were transported.

Max % CD Restricted

The maximum percentage to which the entire segment contract demand was restricted.

Other

System Load Factor

The volume weighted average of the *Average Load Factor (AVGLF)* of all design areas on the system