SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
March , 2012

Published date:
May 15, 2012

Highlights This Month:

- The commercial integration of ATCO Pipelines (AP) into the Alberta System occurred on October 1, 2011. The throughput data reported for the Alberta system includes ATCO Pipeline System flows as of October 1, 2011. The Summer 2011 seasonal design capabilities were maintained pre-integration levels and applied for the majority of the Summer 2011 season.

- The average actual flow for the dominant flow condition in each of the Alberta design areas is compared against the corresponding design capability to obtain a measure of pipeline utilization. Consequently, design capability utilization is measured as Average Actual Flow / Seasonal Design Capability.

- FT Receipt Availability over a 3 month average from January 1, 2012 – March 31, 2012 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, 2012 – March 31, 2012 were all deemed 100% available.

- The Firm Transportation service contract utilization table (page 3 of this report) illustrates the FT and TF + IT utilization for receipts and deliveries.

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If you have any questions on the content of this report, contact Chiu Chow at (403) 920-5313 or via fax at (403) 920-2379.

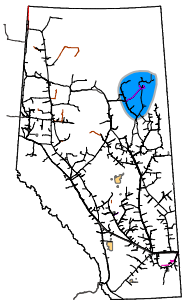
FIRM TRANSPORTATION SERVICE[1] CONTRACT UTILIZATION[3]

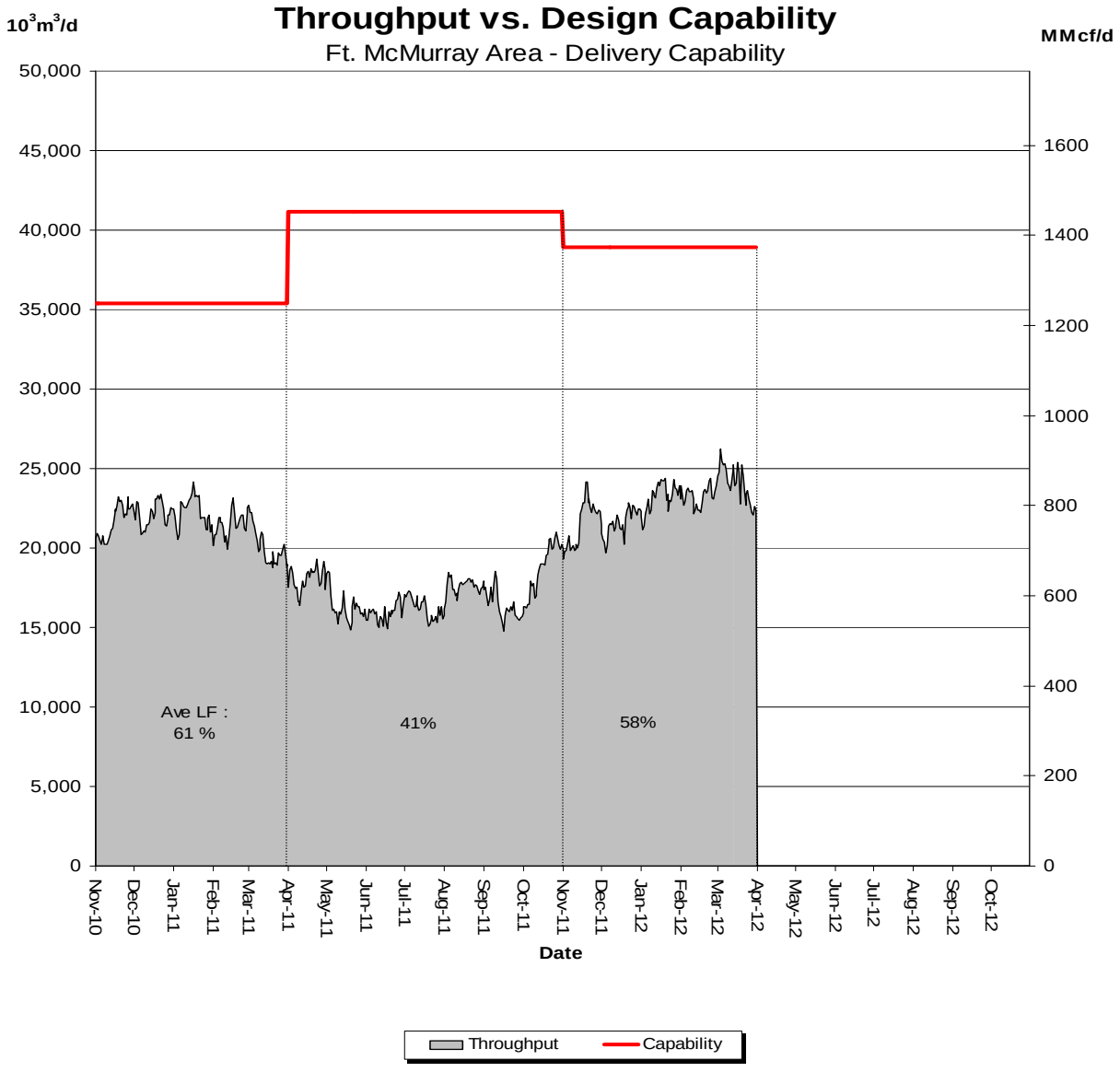
By NGTL Pipeline Segments
March 2012

Segment	Contract	Delivery Utilization	Delivery Mar CD (TJ/d)	Receipt Utilization	Receipt Mar CD (MMcf/d)
UPRM	FT	3%	25.4	84%	96
	FT + IT[2]	5%		91%	
LPRM	FT	0%	0.0	0%	0
	FT + IT	0%		0%	
PRLL	FT	54%	43.1	95%	149
	FT + IT	59%		105%	
NWML	FT	0%	0.0	80%	391
	FT + IT	0%		82%	
GRDL	FT	34%	4.7	76%	1,153
	FT + IT	57%		79%	
WRSY	FT	0%	0.0	85%	29
	FT + IT	0%		97%	
WAEX	FT	17%	42.3	72%	364
	FT + IT	27%		94%	
JUDY	FT	53%	16.7	95%	79
	FT + IT	55%		107%	
GPML	FT	42%	167.6	85%	2,868
	FT + IT	55%		94%	
CENT	FT	0%	9.8	95%	880
	FT + IT	0%		119%	
LPOL	FT	36%	82.6	92%	553
	FT + IT	44%		129%	
WGAT	FT	72%	3,405.5	90%	525
	FT + IT	74%		99%	
ALEG	FT	45%	315.4	97%	896
	FT + IT	57%		125%	
SLAT	FT	30%	178.3	97%	267
	FT + IT	31%		111%	
MLAT	FT	74%	262.1	95%	240
	FT + IT	81%		109%	
BLEG	FT	57%	142.6	99%	624
	FT + IT	58%		118%	
EGAT	FT	98%	4,048.6	97%	46
	FT + IT	110%		111%	
MRTN	FT	22%	28.1	79%	85
	FT + IT	24%		112%	
LIEG	FT	84%	831.7	66%	52
	FT + IT	121%		134%	
KIRB	FT	75%	696.6	79%	52
	FT + IT	97%		167%	
SMHI	FT	61%	12.1	83%	54
	FT + IT	61%		127%	
REDL	FT	76%	13.1	85%	57
	FT + IT	87%		114%	
COLD	FT	72%	56.8	80%	33
	FT + IT	118%		119%	
EDM	FT	49%	1,709.5	91%	87
	FT + IT	50%		109%	
NLAT	FT	42%	16.0	96%	182
	FT + IT	60%		119%	
WAIN	FT	27%	0.5	87%	13
	FT + IT	27%		110%	
ELAT	FT	80%	221.8	91%	173
	FT + IT	80%		117%	
TOTAL SYSTEM	FT	76%	12,331.1	88%	9,946
	FT + IT	85%		104%	

*NOTE:
1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN,
2. IT includes all receipt and delivery Interruptible Services: ITR, FRO, ITD1, ITD2,
3. Utilization data is based on billed monthly volumes. Percent utilization calculated billed volumes divided by applicable receipt or delivery Contract level.

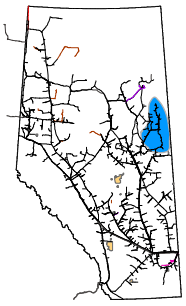
DESIGN CAPABILITY UTILIZATION
FT. McMURRAY AREA – FLOW WITHIN

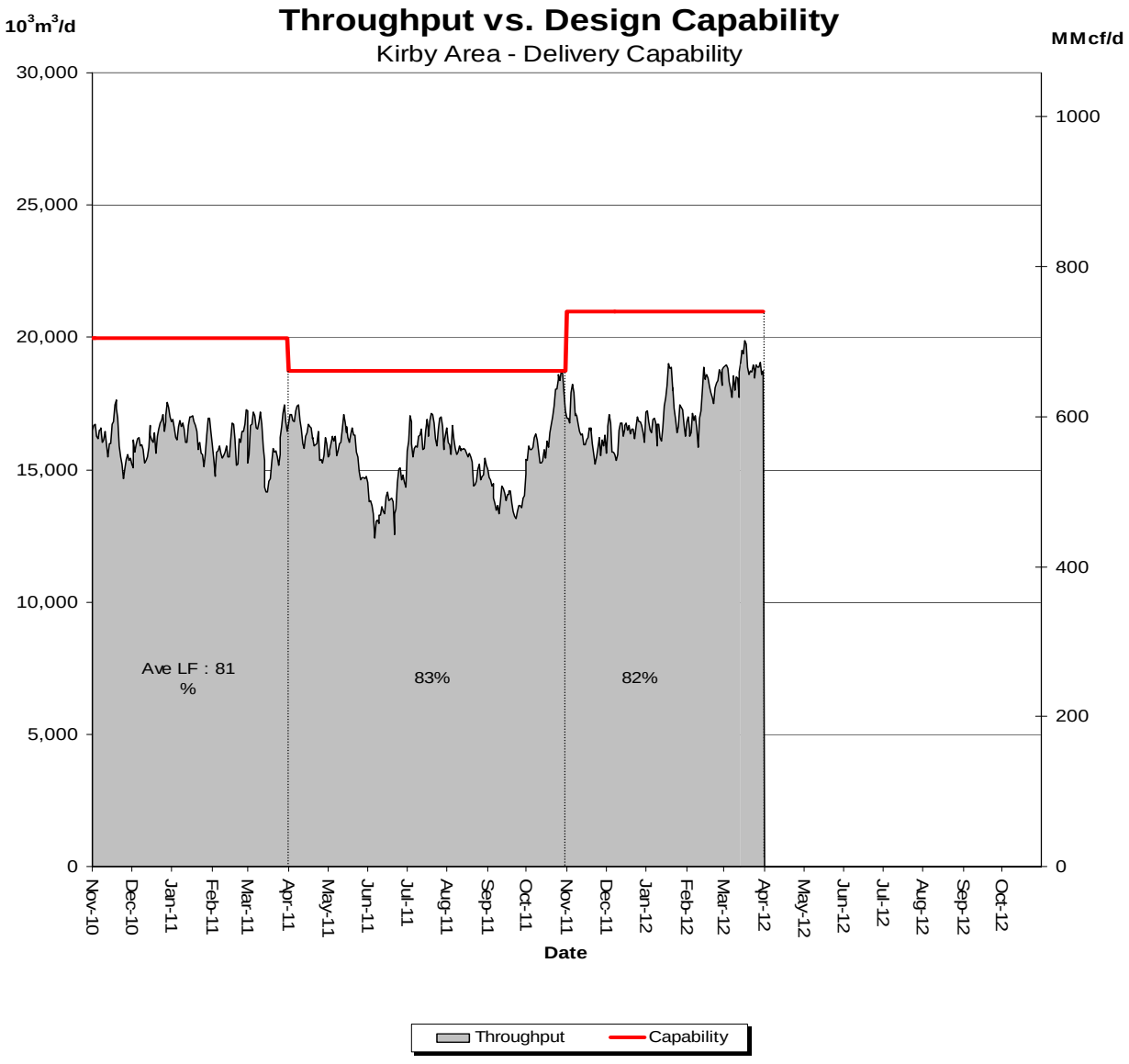




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct 45	Nov 55	Dec 55	Jan 60	Feb 60	Mar 62

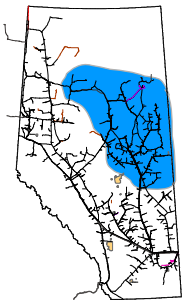
DESIGN CAPABILITY UTILIZATION
KIRBY AREA – FLOW WITHIN

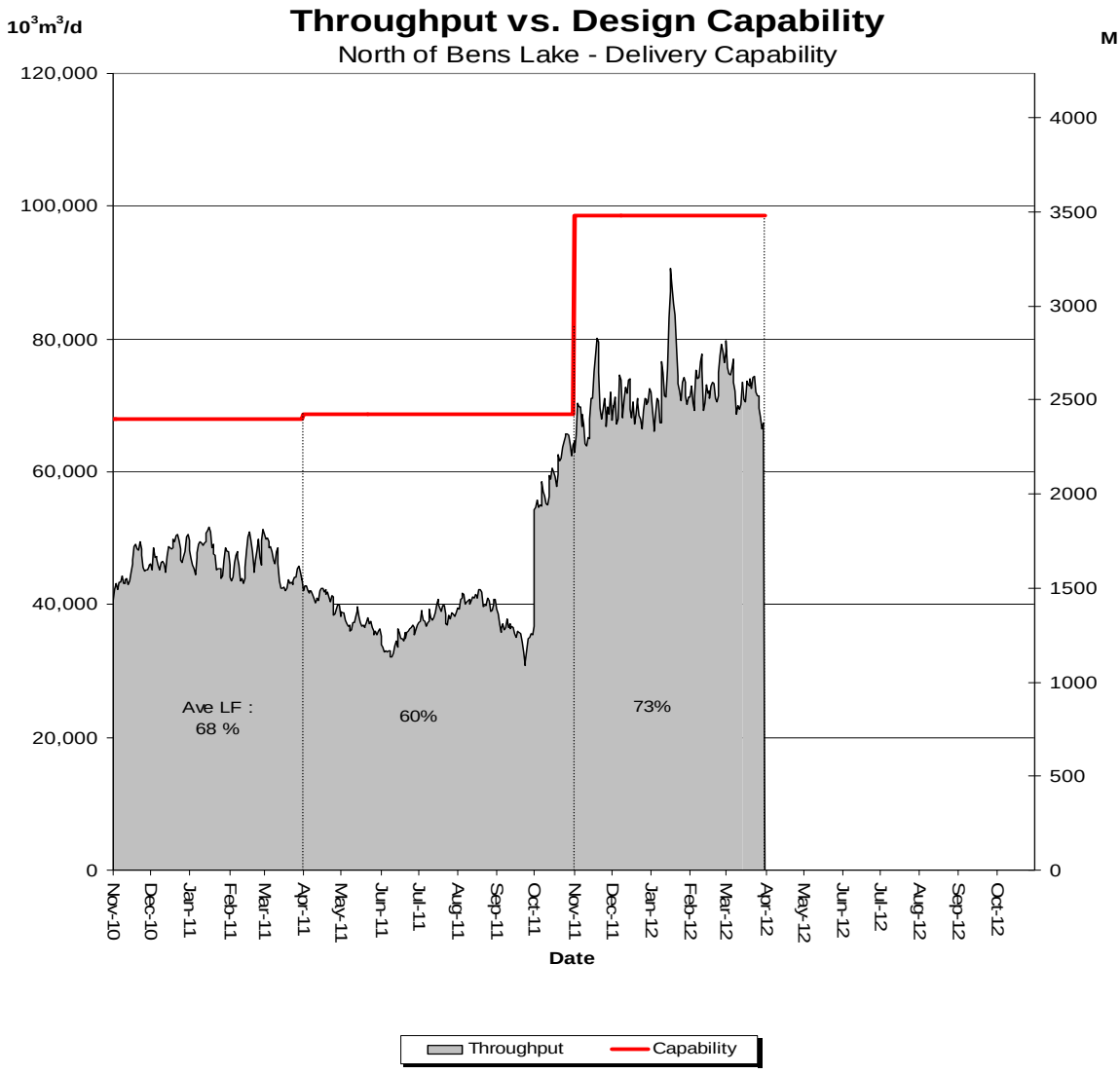




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct 89	Nov 79	Dec 78	Jan 82	Feb 84	Mar 89

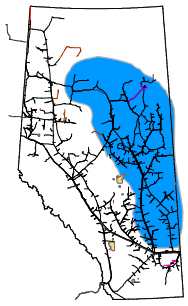
DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN

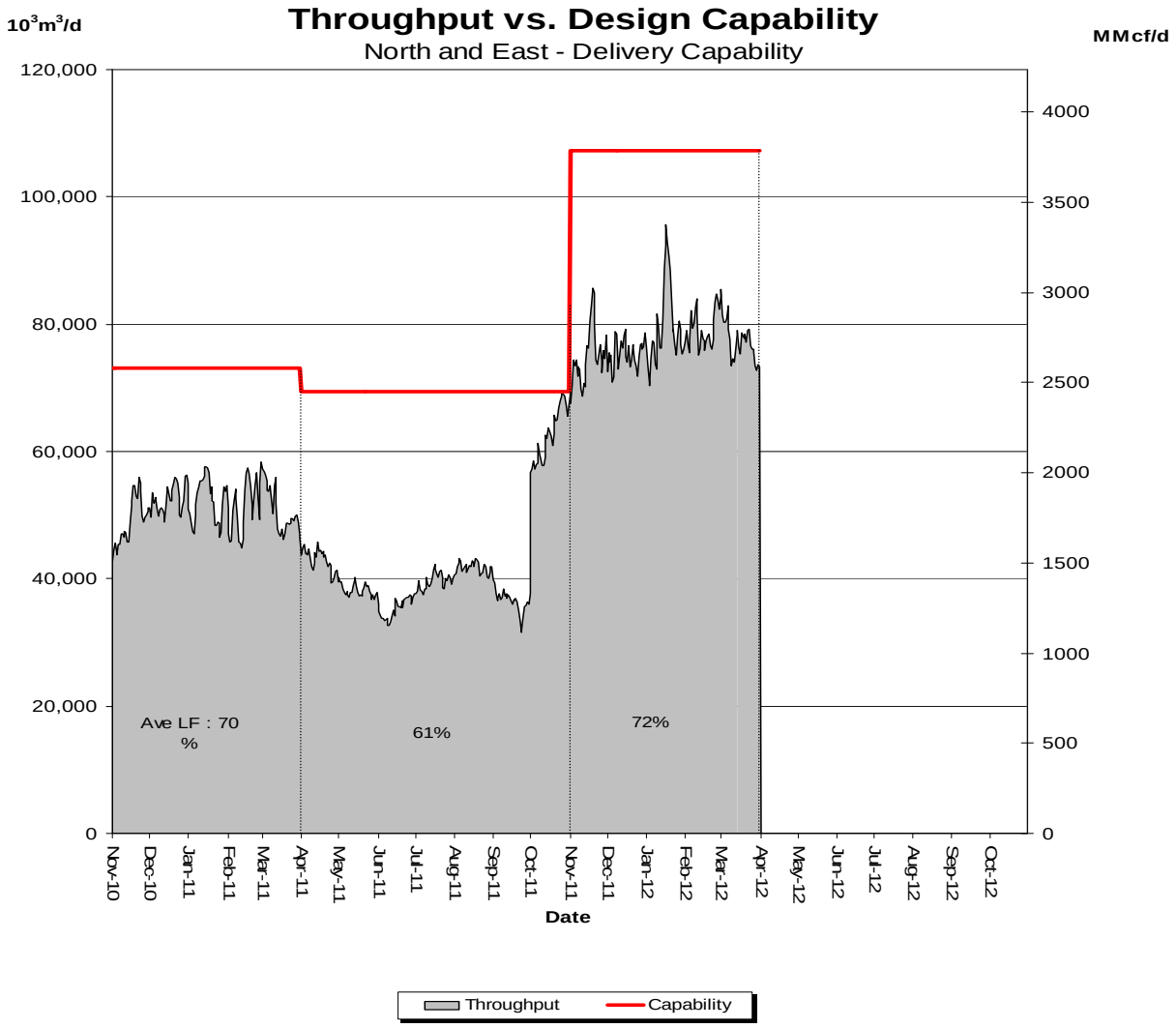




% Design Capability Utilization **Monthly Average Area Deliveries as a Percentage of Design Capability**						
Average Flow/ Design Capability	Oct 87	Nov 71	Dec 71	Jan 76	Feb 75	Mar 73

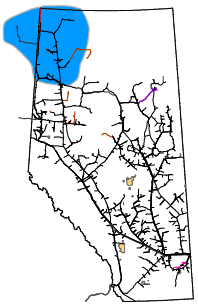
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

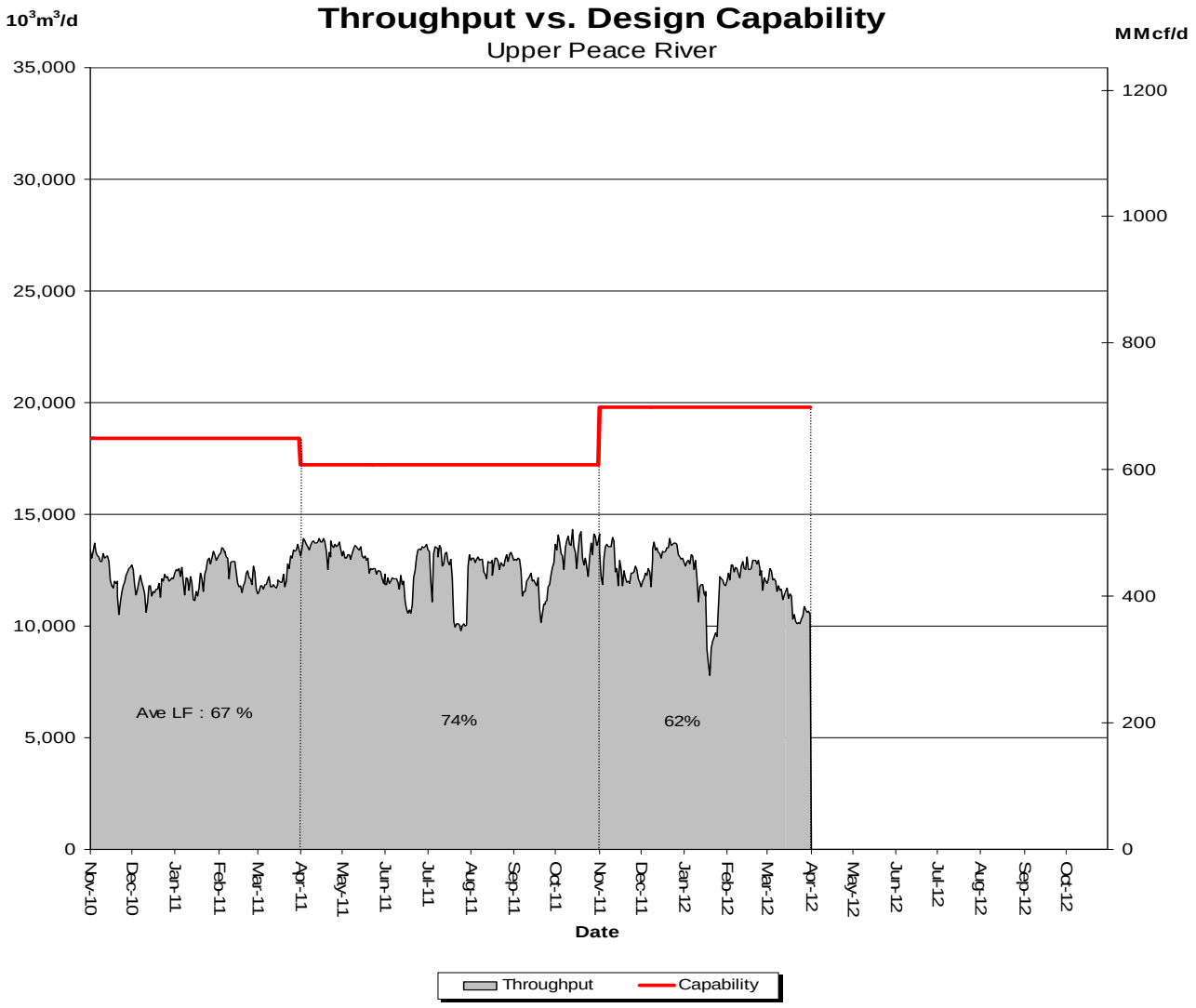




% Design Capability Utilization **Monthly Average Actual Area Deliveries as a Percentage of Design Capability**						
Average Flow/ Design Capability	Oct 90	Nov 70	Dec 70	Jan 74	Feb 74	Mar 72

DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER



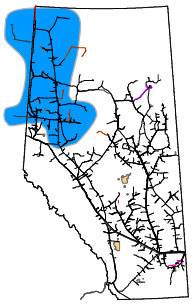


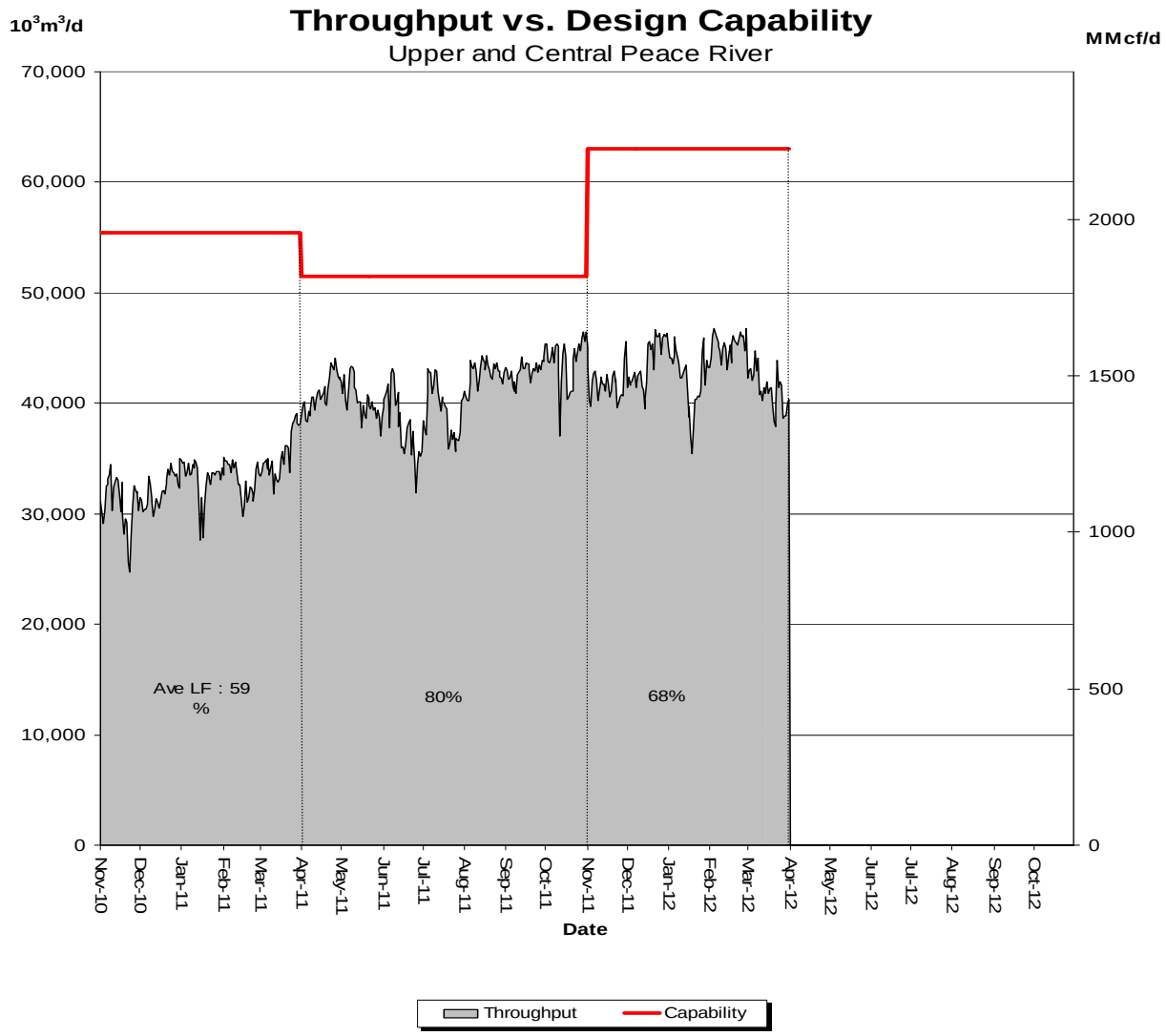
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	78	64	66	57	63	57

DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER

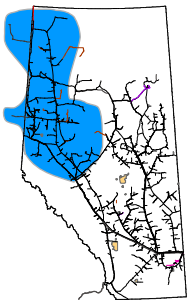


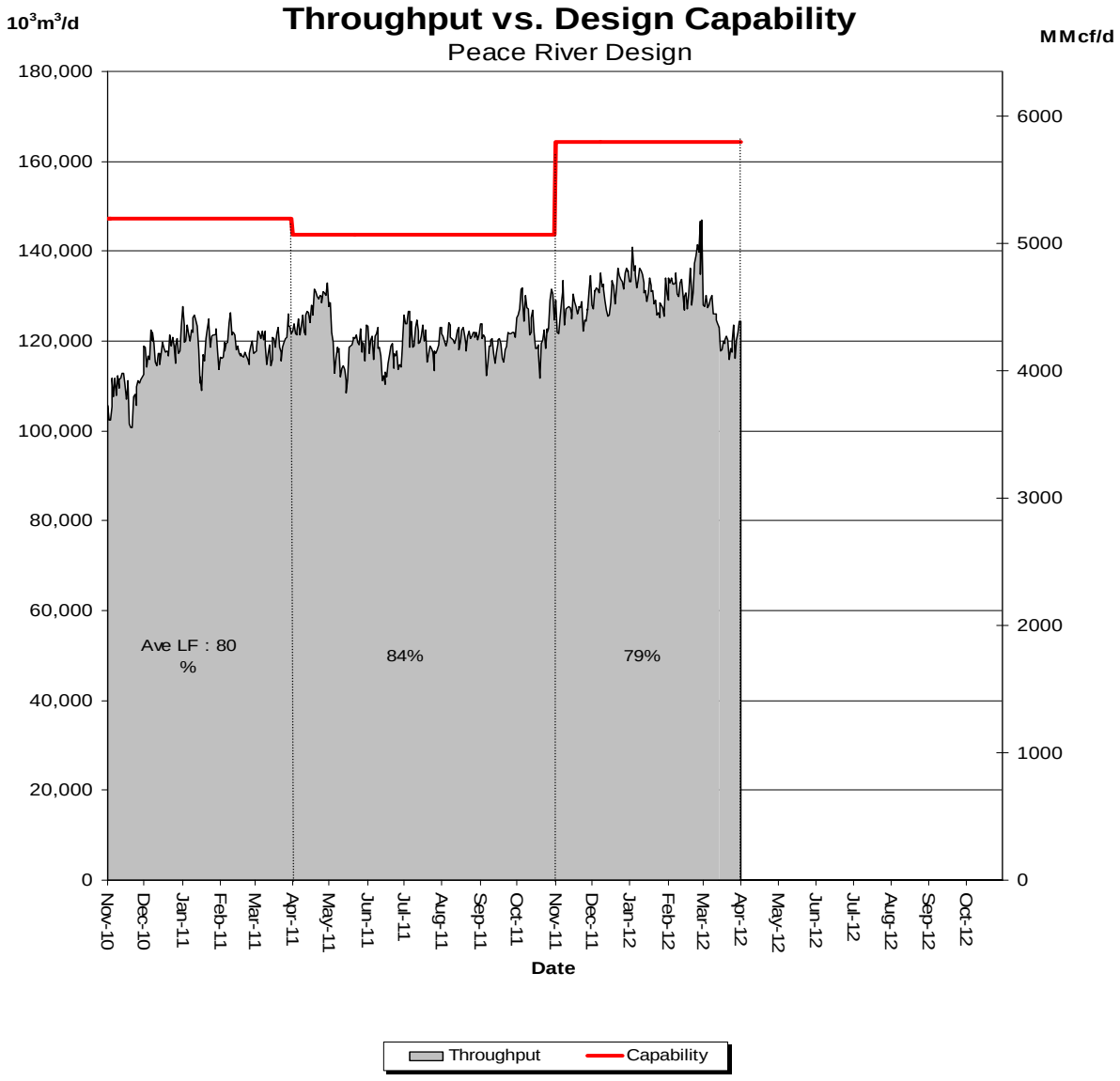


% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Oct 78	Nov 66	Dec 69	Jan 67	Feb 72	Mar 65

TransCanada
In business to deliver

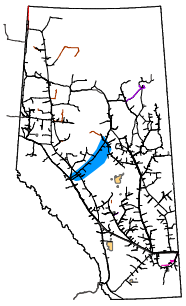
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)

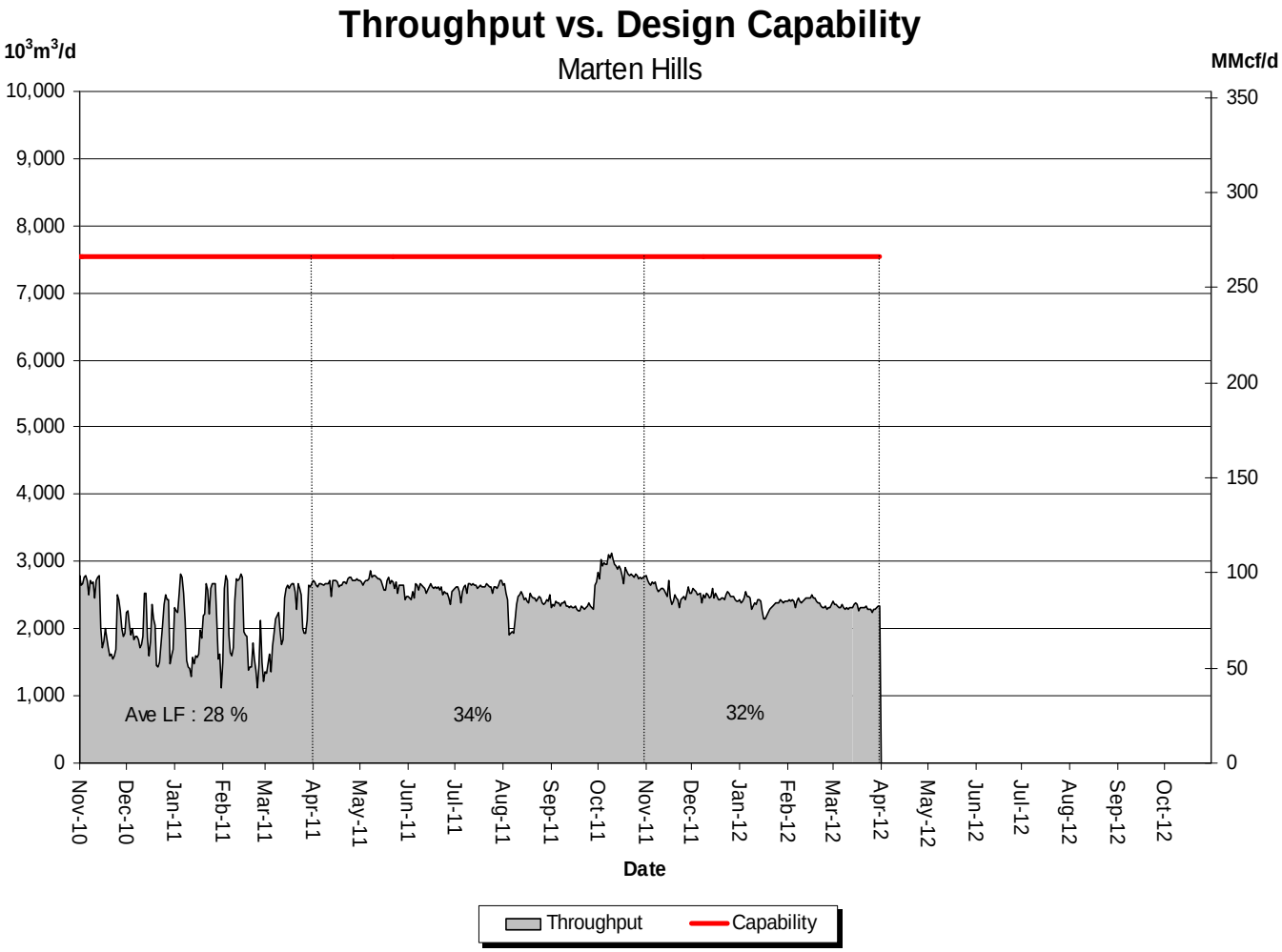




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	86	77	80	80	81	75

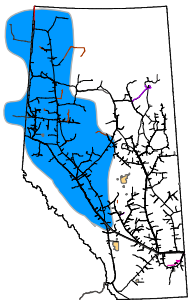
DESIGN CAPABILITY UTILIZATION
MARTEN HILLS

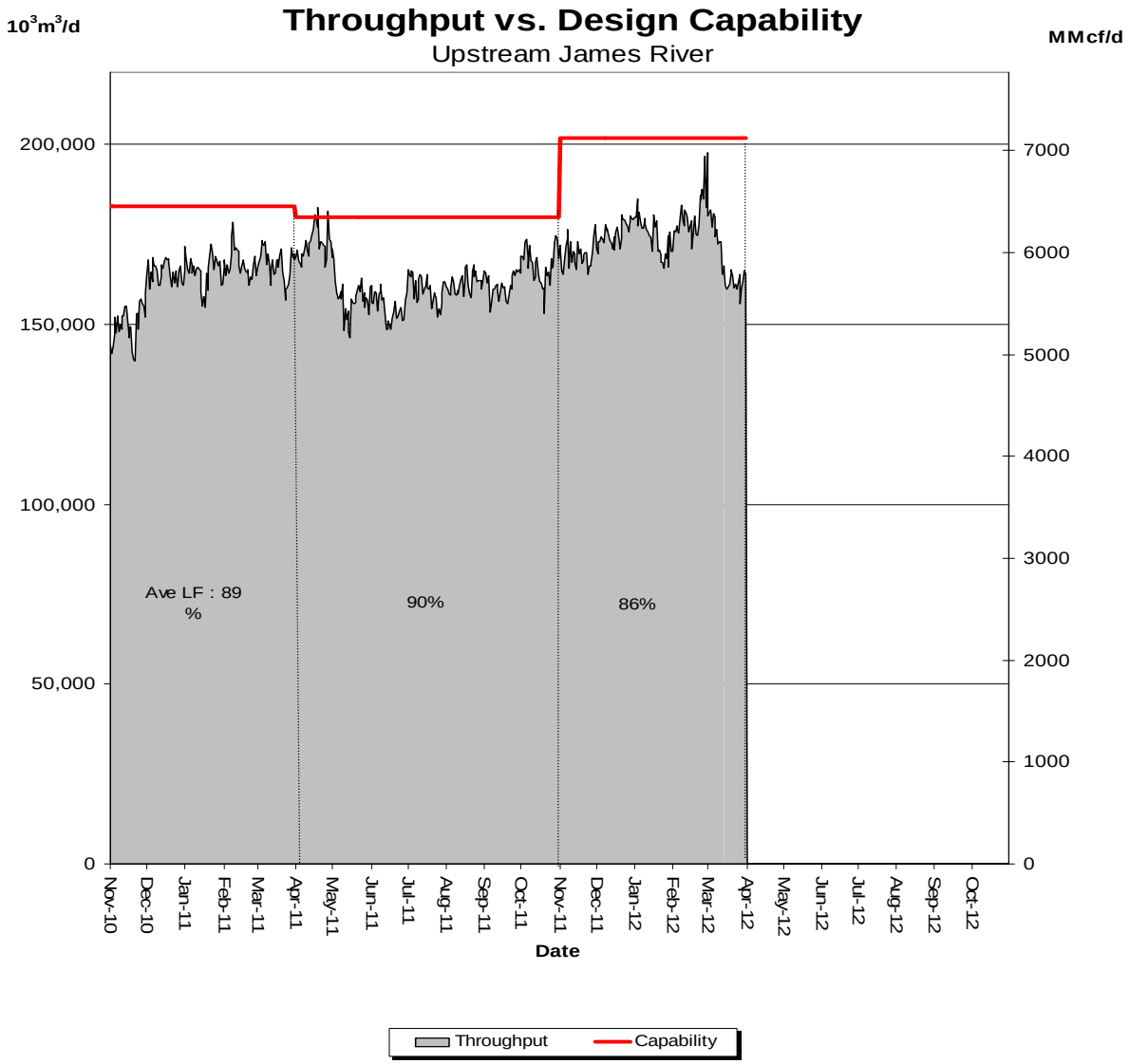




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct 38	Nov 34	Dec 33	Jan 31	Feb 32	Mar 31

DESIGN CAPABILITY UTILIZATION
UPSTREAM JAMES RIVER
(Edson Mainline, Peace River Design and Marten Hills)



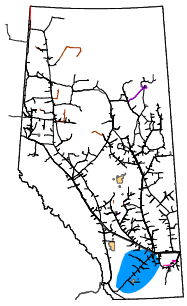


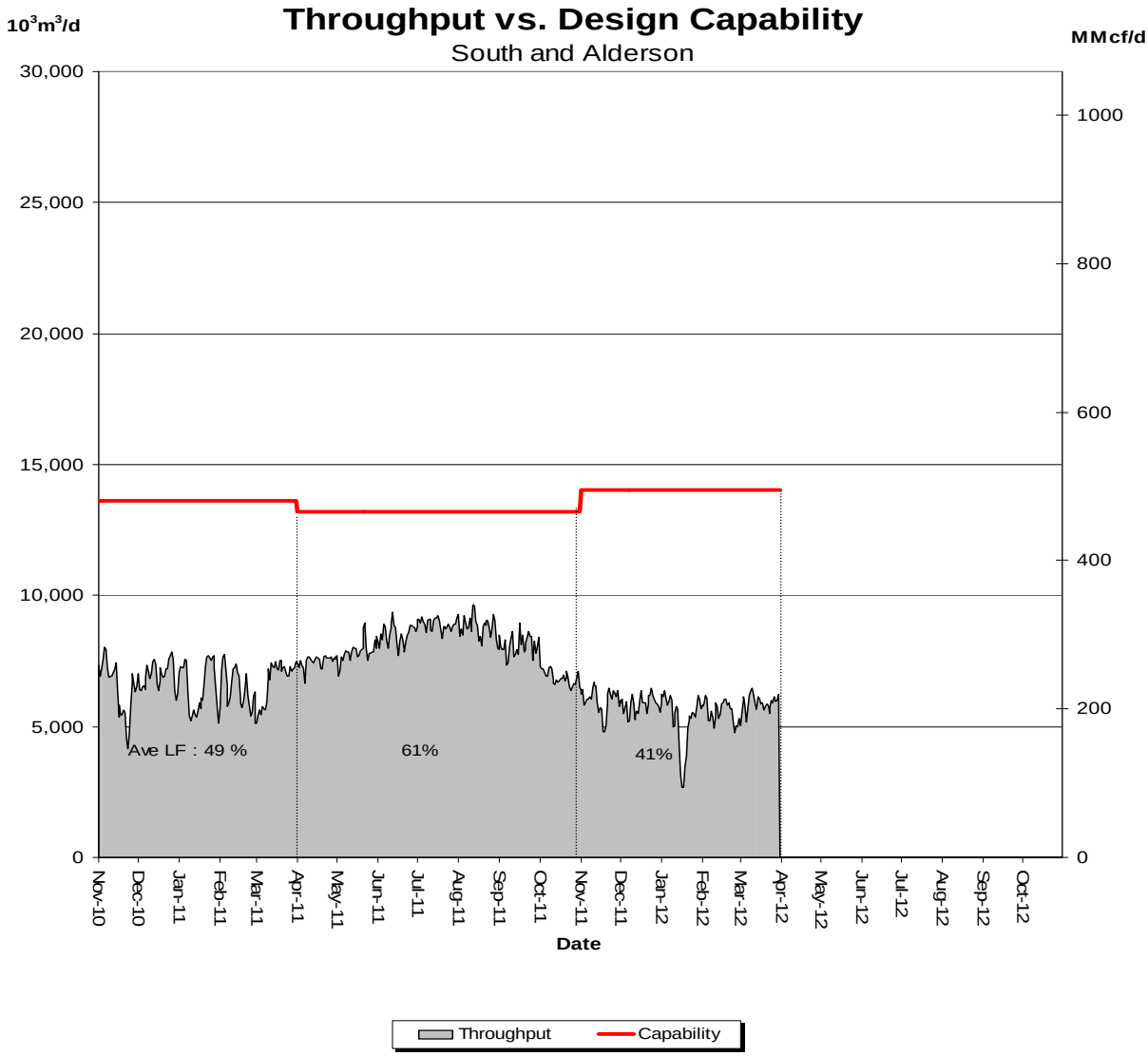
% Design Capability Utilization
Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	93	84	87	87	89	83

TransCanada
In business to deliver

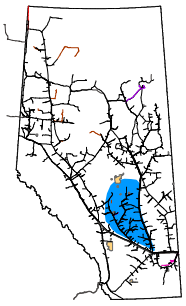
DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON

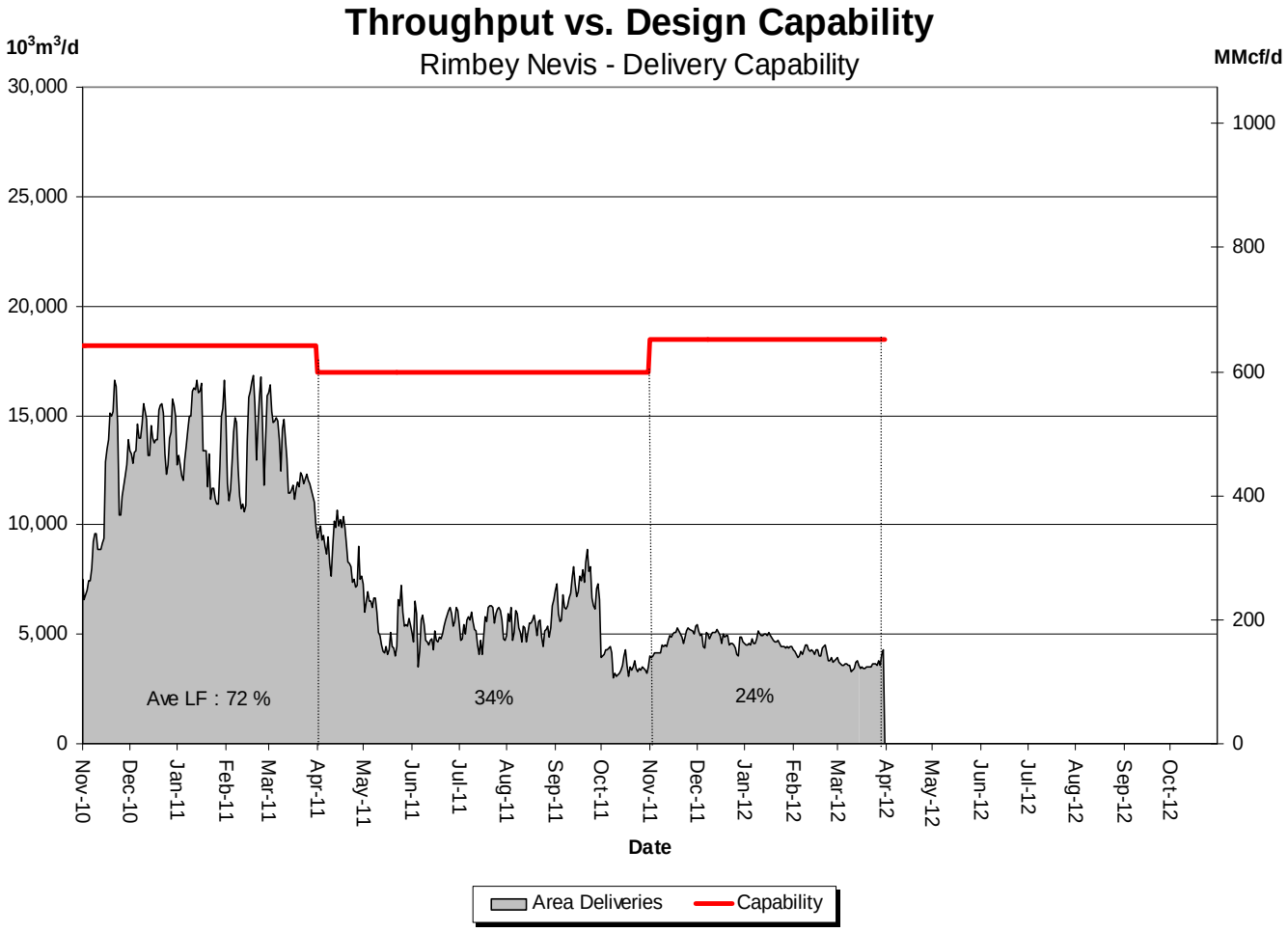




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct 52	Nov 43	Dec 42	Jan 37	Feb 40	Mar 42

DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN



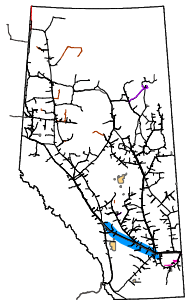


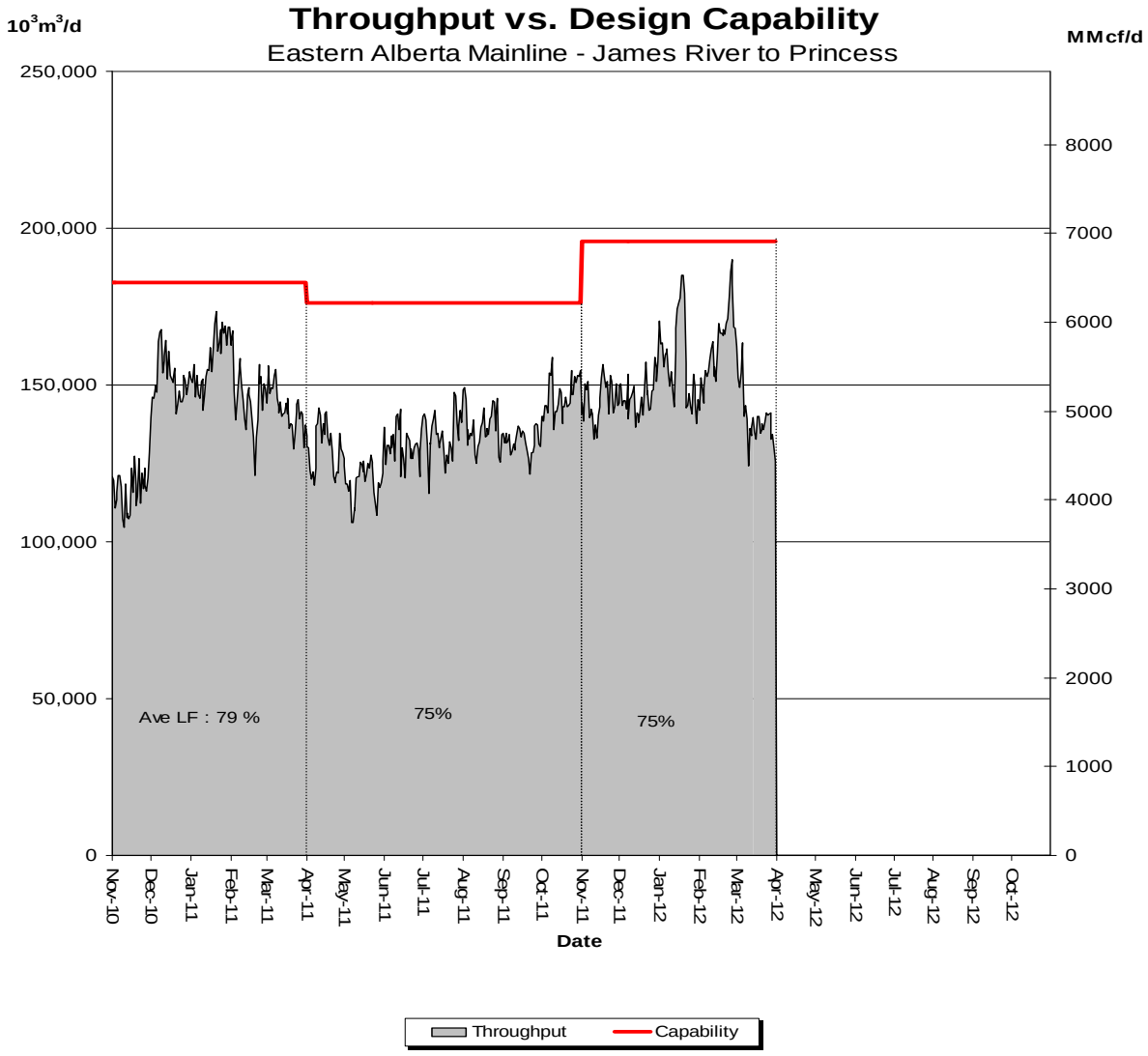
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	21	25	26	25	22	20

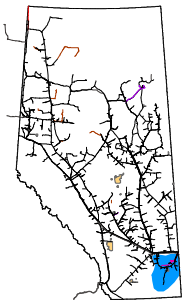
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(James River to Princess)

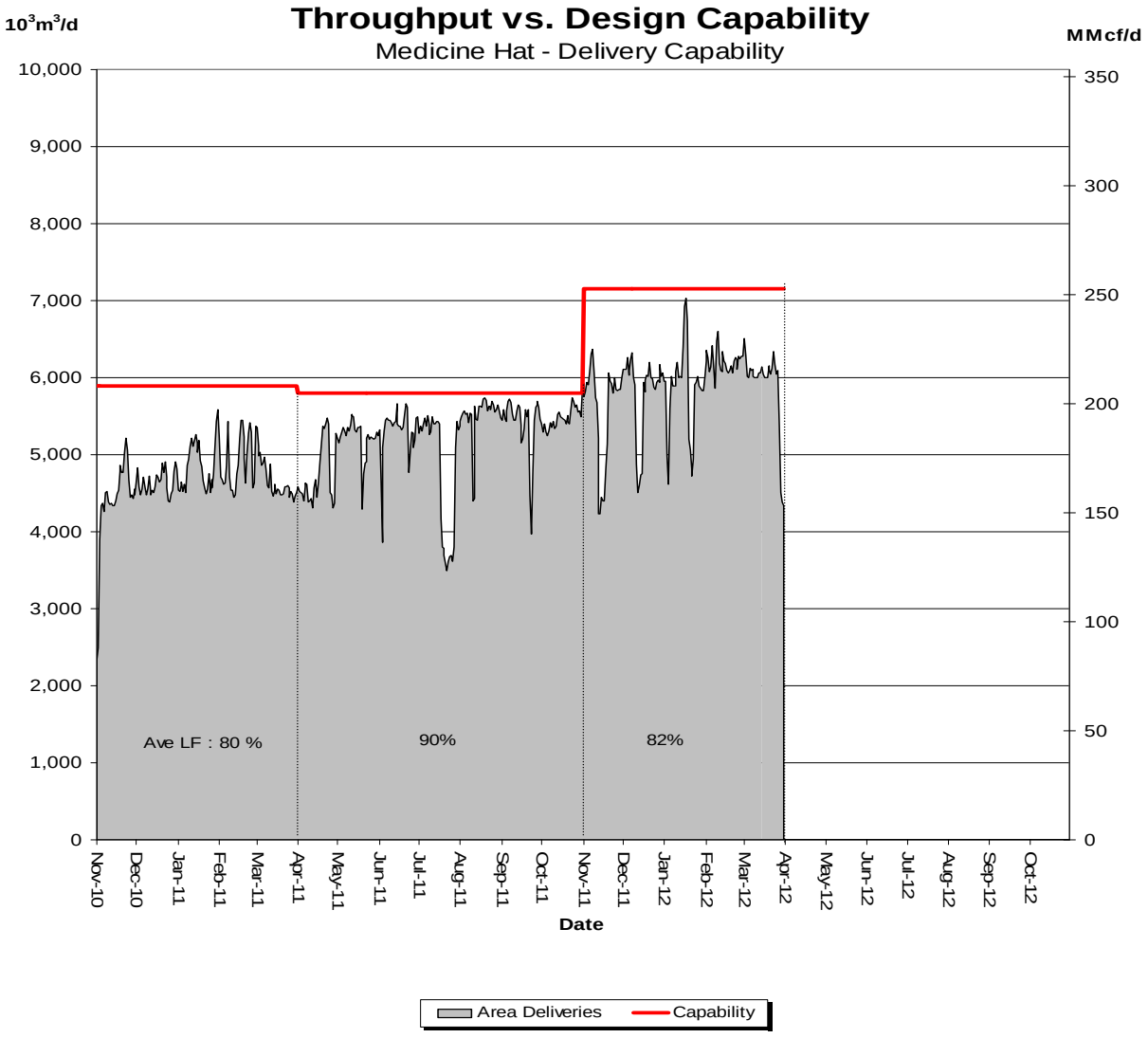




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct 83	Nov 75	Dec 75	Jan 81	Feb 83	Mar 72

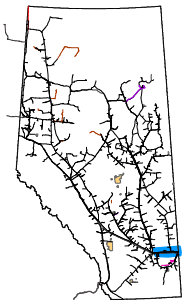
DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN

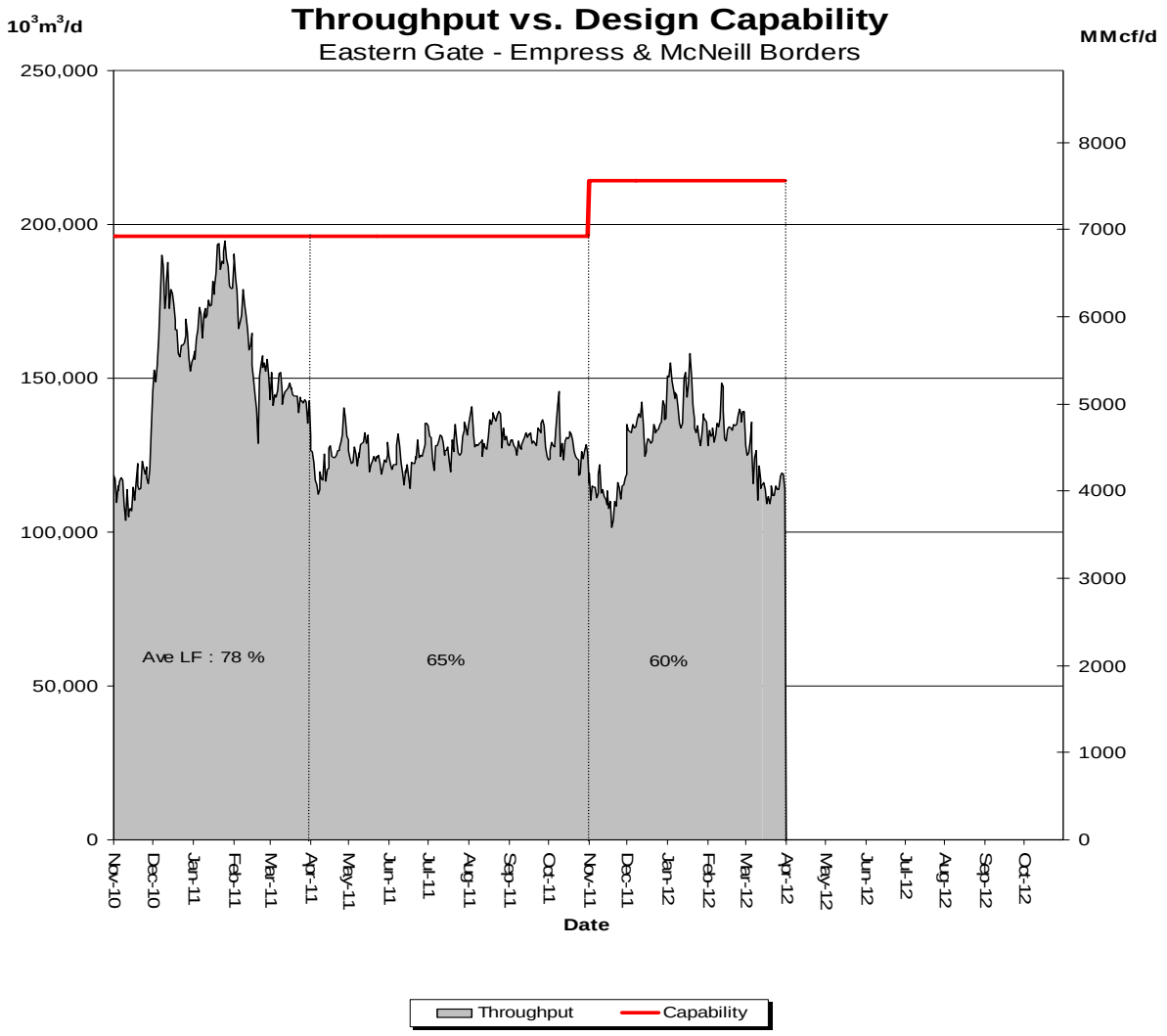




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct 94	Nov 78	Dec 81	Jan 81	Feb 87	Mar 82

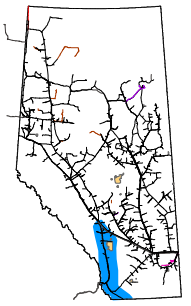
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(Princess to Empress / McNeill)

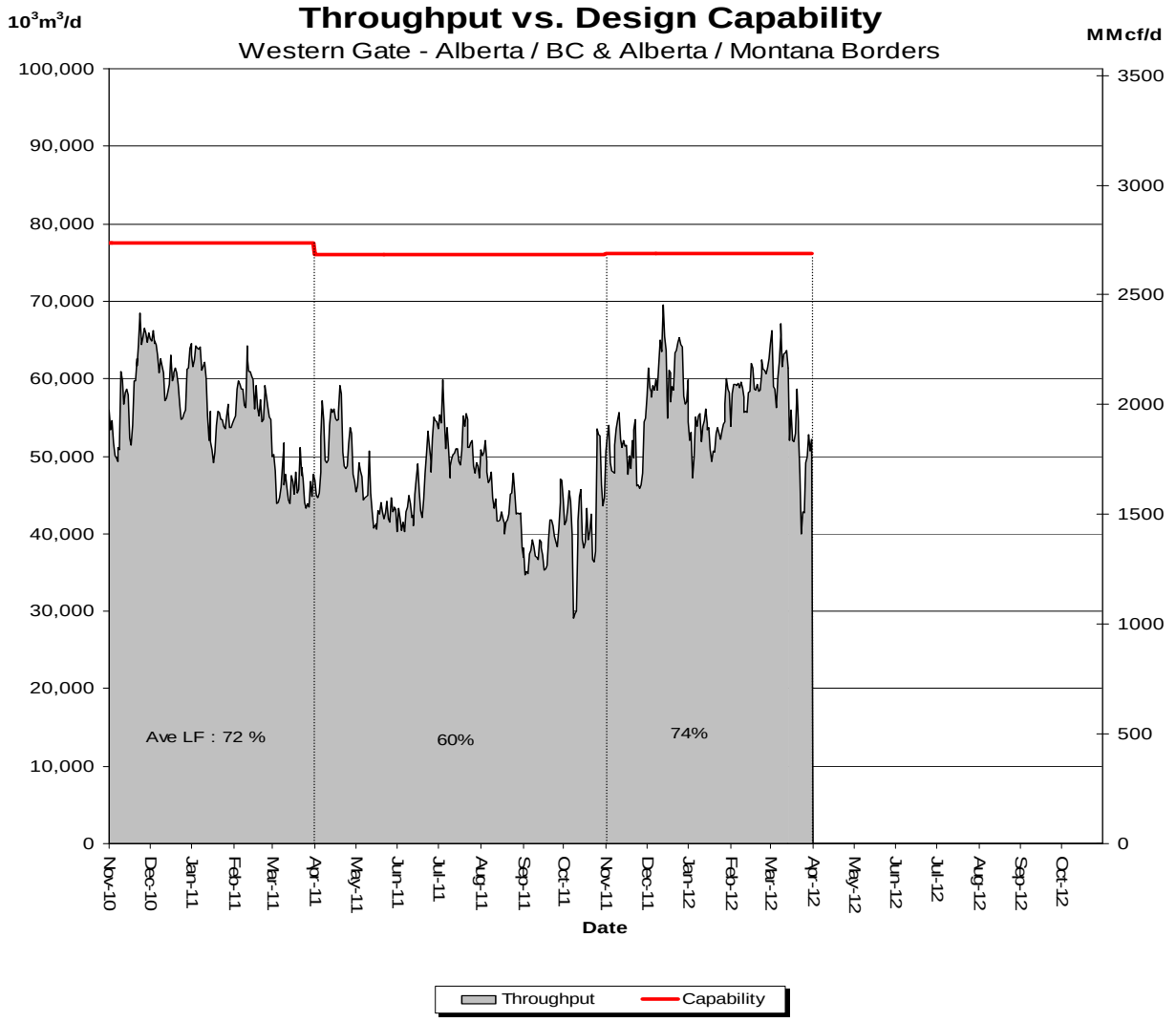




% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Oct 66	Nov 53	Dec 83	Jan 66	Feb 63	Mar 55

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

	Oct	Nov	Dec	Jan	Feb	Mar
Average Flow / Design Capability	55	67	80	70	78	73

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

January 1, 2012 to March 31, 2012 (3 Month Average)

Receipt Area	Segment	IT-R Service Available (% of time)	Firm Service Available (% of time)	Firm Service Restriction (% of time)	% CD Restricted[1] Max	% CD Restricted[1] Average	Causes/Comments [3]
Peace River	UPRM 1	100	100	0	0	0	
	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	
	JUDY 24	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	LIEG 10	100	100	0	0	0	
of Bens Lake	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	NLAT 15	100	100	0	0	0	
Bens Lake	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 Available[2] (% of time)	Firm Service Available (% of time)	Firm Service Restriction (% of time)	% CD Restricted[1] Max	% CD Restricted[1] Average	Causes/Comments [3]
Empress/McNeill		100	100	0	0	0	
Alberta-BC		100	100	0	0	0	
Gordondale		100	100	0	0	0	

Compressor Utilization Summaries

Date: January 1 to March 31, 2012

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	2184.0	100.00	100.00	0.00	0.00
Alces River B Unit #2	10,939	1.7	2182.1	99.99	99.91	0.08	0.01
Berland River Unit#1	21,830	2014.8	159.6	99.56	7.31	92.25	0.44
Cardinal Lake Unit#1	820	1.3	2182.7	100.00	99.94	0.06	0.00
Cardinal Lake Unit#2	820	0.5	2168.3	99.30	99.28	0.02	0.70
Cardinal Lake Unit#3	820	1.3	2182.7	100.00	99.94	0.06	0.00
Clarkson Valley Unit#1	15,936	0.0	0.1	0.00	0.00	0.00	100.00
Fox Creek Unit#1	15,570	0.0	2184.0	100.00	100.00	0.00	0.00
Gold Creek Unit#1	10,968	1253.3	929.4	99.94	42.55	57.39	0.06
Gold Creek Unit#2	25,427	1520.4	654.0	99.56	29.95	69.62	0.44
Hidden Lake Unit #1	11,078	2.7	2052.2	94.09	93.97	0.12	5.91
Knight Unit #3	13,291	1217.6	343.7	71.49	15.74	55.75	28.51
Knight Unit #4	13,396	132.1	1576.1	78.21	72.17	6.05	21.79
Latornell Unit #1	28,110	2170.7	8.1	99.76	0.37	99.39	0.24
Meikle River Unit #1	3,577	1784.7	398.9	99.98	18.26	81.72	0.02
Meikle River B Unit #2	3,504	393.3	1778.3	99.43	81.42	18.01	0.57
Mobile Unit #4 (Meikle River)	3,231	995.2	1129.1	97.27	51.70	45.57	2.73
Meikle River C Unit #3	3,231	2093.1	90.9	100.00	4.16	95.84	0.00
Meikle River C Unit #4	3,231	1457.8	726.2	100.00	33.25	66.75	0.00
Mobile Unit #6 (Dryden Creek)	3,320	528.1	1653.8	99.90	75.72	24.18	0.10
Pipestone Creek Unit #1	29,923	248.6	1933.8	99.93	88.54	11.38	0.07
Saddle Hills Unit #1	3,486	1035.4	1002.6	93.32	45.91	47.41	6.68
Saddle Hills Unit #2	6,711	855.0	1175.9	92.99	53.84	39.15	7.01
Saddle Hills Unit #3	7,953	1125.5	907.7	93.10	41.56	51.53	6.90
Thunder Creek Unit #1	3,414	0.0	2084.4	95.44	95.44	0.00	4.56
Valleyview Unit #1	3,747	0.0	0.1	0.00	0.00	0.00	100.00
Total	247,813			88.97	55.81	33.17	11.03
Power Adjusted Usage						41.64	

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	0.0	0.1	0.00	0.00	0.00	100.00
Beaver Creek Unit #2	955	0.0	0.1	0.00	0.00	0.00	100.00
Beaver Creek Unit #3	955	0.0	0.1	0.00	0.00	0.00	100.00
Beaver Creek Unit #4	955	0.0	0.1	0.00	0.00	0.00	100.00
Beaver Creek Unit #5	955	0.0	0.1	0.00	0.00	0.00	100.00
Total	4,775			0.00	0.00	0.00	100.00
Power Adjusted Usage						0.00	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 76, First Quarter 2012

Compressor Utilization Summaries

Date: January 1 to March 31, 2012

Rimbey/Nevis

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Hussar Unit #6	13,964	216.8	1956.9	99.53	89.60	9.93	0.47
Hussar Unit #7	13,964	39.5	2143.1	99.94	98.13	1.81	0.06
Mobile Unit #8 (Torrington)	7,236	0.0	2174.9	99.58	99.58	0.00	0.42
Total	35,164			99.68	95.77	3.91	0.32
Power Adjusted Usage						4.66	

Edson Mainline

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Clearwater Unit #1	22,044	69.5	2114.5	100.00	96.82	3.18	0.00
Clearwater Unit #5	20,966	2126.9	57.1	100.00	2.61	97.39	0.00
Lodgepole Unit #3	3,776	1004.9	1179.1	100.00	53.99	46.01	0.00
Nordegg Unit #3	31,802	643.7	1540.3	100.00	70.53	29.47	0.00
Vetchland Unit #1	23,842	0.7	2182.9	99.98	99.95	0.03	0.02
Vetchland Unit #2	23,842	973.4	1210.2	99.98	55.41	44.57	0.02
Swartz Creek Unit #1	29,163	2107.7	27.5	97.77	1.26	96.51	2.23
Wolf Lake Unit #2	24,304	2184.0	0.0	100.00	0.00	100.00	0.00
Total	179,739			99.72	47.57	52.15	0.28
Power Adjusted Usage						53.03	

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	146.8	2036.6	99.97	93.25	6.72	0.03
Burton Creek Unit #2	14,956	143.7	1990.1	97.70	91.12	6.58	2.30
Drywood Unit #1	3,800	1.2	2182.6	99.99	99.94	0.05	0.01
Schrader Creek Unit #2	13,591	1468.5	548.3	92.34	25.11	67.24	7.66
Turner Valley Unit #1	23,642	1447.9	723.3	99.41	33.12	66.30	0.59
Turner Valley Unit #2	23,642	605.4	1558.6	99.08	71.36	27.72	0.92
Winchell Lake Unit #1	23,873	1932.1	249.7	99.90	11.43	88.47	0.10
Total	119,324			98.34	60.76	37.58	1.66
Power Adjusted Usage						45.70	

1. Units required under peak flow conditions

Compressor Utilization Summaries

Date: January 1 to March 31, 2012

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	0.0	0.1	0.00	0.00	0.00	100.00
Bens Lake Unit #2	977	0.0	0.1	0.00	0.00	0.00	100.00
Bens Lake Unit #3	977	0.0	0.1	0.00	0.00	0.00	100.00
Bens Lake Unit #4	3,539	0.0	755.6	34.60	34.60	0.00	65.40
Bens Lake Unit #5	3,546	0.0	0.1	0.00	0.00	0.00	100.00
Bens Lake Unit #6	4,724	0.0	755.6	34.60	34.60	0.00	65.40
Bens Lake Unit #7	977	0.0	0.1	0.00	0.00	0.00	100.00
Mobile Unit #9 (Behan)	3,327	1814.4	369.6	100.00	16.92	83.08	0.00
Field Lake Unit #1	3,570	1987.9	95.4	95.39	4.37	91.02	4.61
Field Lake Unit #2	3,570	1334.3	848.9	99.96	38.87	61.09	0.04
Hanmore Lake Unit #1	541	5.1	2178.9	100.00	99.77	0.23	0.00
Hanmore Lake Unit #2	541	130.5	2045.8	99.65	93.67	5.98	0.35
Hanmore Lake Unit #3	3,407	306.2	1877.8	100.00	85.98	14.02	0.00
Hanmore Lake Unit #4	3,407	5.9	2131.1	97.85	97.58	0.27	2.15
Woodenhouse #1	10,688	205.6	1976.8	99.93	90.51	9.41	0.07
Woodenhouse #2	14,165	2004.2	179.8	100.00	8.23	91.77	0.00
Wandering River #1	945	220.0	1964.0	100.00	89.93	10.07	0.00
Wandering River #2	945	855.7	1328.3	100.00	60.82	39.18	0.00
Wandering River #3	895	275.7	1908.3	100.00	87.38	12.62	0.00
Leismer #4	945	2.7	2181.3	100.00	99.88	0.12	0.00
Mobile Unit #5 (Paul Lake)	3,090	360.8	1817.3	99.73	83.21	16.52	0.27
Paul Lake Unit #1	3,457	1810.4	367.2	99.71	16.81	82.89	0.29
Paul Lake B Unit #2	15,639	786.0	1398.0	100.00	64.01	35.99	0.00
Pelican Lake Unit #2	3,594	0.0	2184.0	100.00	100.00	0.00	0.00
Slave Lake Unit #1	978	0.0	0.1	0.00	0.00	0.00	100.00
Slave Lake Unit #2	978	1.6	2182.0	99.98	99.91	0.07	0.02
Slave Lake Unit #3	978	1.6	2182.0	99.98	99.91	0.07	0.02
Slave Lake Unit #4	978	8.1	2175.5	99.98	99.61	0.37	0.02
Smoky Lake Unit #1	978	4.3	9.7	0.64	0.44	0.20	99.36
Smoky Lake Unit #2	978	3.9	5.6	0.43	0.26	0.18	99.57
Smoky Lake Unit #3	978	5.2	4.3	0.43	0.20	0.24	99.57
Smoky Lake Unit #7	16,061	1865.9	311.4	99.69	14.26	85.43	0.31
Total	111,350			67.58	47.55	20.03	32.42
Power Adjusted Usage						41.34	

1. Units required under peak flow conditions

Compressor Utilization Summaries

Date: January 1 to March 31, 2012

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	1,268	0.0	2184.0	100.00	100.00	0.00	0.00
Cavendish Unit #2	4,306	3.5	2180.5	100.00	99.84	0.16	0.00
Dusty Lake Unit #2	14,200	1528.9	654.9	99.99	29.99	70.00	0.01
Dusty Lake Unit #3	15,873	13.3	2170.4	99.99	99.38	0.61	0.01
Farrell Lake Unit #1	14,004	2.8	3.8	0.30	0.17	0.13	99.70
Farrell Lake Unit #2	15,630	2.8	4.0	0.31	0.18	0.13	99.69
Gadsby Unit #1	14,244	458.3	1725.7	100.00	79.02	20.98	0.00
Gadsby Unit #2	15,797	0.0	0.1	0.00	0.00	0.00	100.00
Gadsby Unit #B3	4,782	1707.4	476.6	100.00	21.82	78.18	0.00
Oakland Unit #1	14,137	1039.5	1128.0	99.24	51.65	47.60	0.76
Princess Unit #1	2,685	0.0	0.1	0.00	0.00	0.00	100.00
Princess Unit #2	2,685	0.0	0.1	0.00	0.00	0.00	100.00
Princess Unit #3	2,685	0.0	0.1	0.00	0.00	0.00	100.00
Princess Unit #4	4,474	0.0	0.1	0.00	0.00	0.00	100.00
Princess Unit #5	4,474	0.0	0.1	0.00	0.00	0.00	100.00
Wainwright Unit #2	1,790	410.8	1644.3	94.10	75.29	18.81	5.90
Wainwright Unit #3	1,230	1725.0	92.7	83.23	4.24	78.98	16.77
Wainwright Unit #4	1,230	35.7	2133.9	99.34	97.71	1.63	0.66
Total	135,494			54.25	36.63	17.62	45.75
Power Adjusted Usage						18.35	

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	1978.2	186.7	99.13	8.55	90.58	0.87
Beiseker Unit #1	11857.0	2.5	1875.0	85.97	85.85	0.11	14.03
Beiseker Unit #2	11857.0	2.2	2181.8	100.00	99.90	0.10	0.00
Crawling Valley Unit #1	26104.0	1600.9	497.6	96.09	22.78	73.30	3.91
Didsbury Unit #5	794.0	0.0	0.1	0.00	0.00	0.00	100.00
Didsbury Unit #6	731.0	0.0	0.1	0.00	0.00	0.00	100.00
Hussar Unit #8	13964.0	199.3	1818.9	92.41	83.28	9.13	7.59
Jenner Unit #1	23555.0	2.1	286.1	13.20	13.10	0.10	86.80
Jenner Unit #2	17000.0	2061.6	122.0	99.98	5.59	94.40	0.02
Princess Unit #6	19749.0	393.5	1448.2	84.33	66.31	18.02	15.67
Red Deer River Unit #1	24355.0	24.7	2127.6	98.55	97.42	1.13	1.45
Red Deer River Unit #2	24355.0	0.0	0.1	0.00	0.00	0.00	100.00
Shrader Creek Unit #1	26251.0	1556.6	6.5	71.57	0.30	71.27	28.43
Schrader Creek Unit #3	13697.0	758.7	1424.8	99.98	65.24	34.74	0.02
Total	240,414			67.23	39.17	28.06	32.77
Power Adjusted Usage						36.39	

1. Units required under peak flow conditions

Compressor Utilization Summaries

Date: January 1 to March 31, 2012

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	2184.0	100.00	100.00	0.00	0.00
Crowsnest F	10888.0	0.0	2184.0	100.00	100.00	0.00	0.00
Crowsnest G	9126.0	745.2	1369.4	96.82	62.70	34.12	3.18
Crowsnest K	28723.0	1270.7	97.5	62.65	4.46	58.18	37.35
Crowsnest 2 H	12529.0	885.9	1222.5	96.54	55.98	40.56	3.46
Crowsnest 2 J	12529.0	784.6	1221.3	91.85	55.92	35.92	8.15
Elko A	11930.0	367.7	1789.6	98.78	81.94	16.84	1.22
Elko B	13528.0	399.3	1784.7	100.00	81.72	18.28	0.00
Elko C	13369.0	78.2	2083.5	98.98	95.40	3.58	1.02
Moyie B	11930.0	6.0	2170.9	99.67	99.40	0.27	0.33
Moyie C	13281.0	1844.9	239.8	95.45	10.98	84.47	4.55
Moyie D	13389.0	121.2	2062.4	99.98	94.43	5.55	0.02
Total	162,110			95.06	70.24	24.82	4.94
Power Adjusted Usage						28.60	

1. Units required under peak flow conditions

FUTURE FIRM TRANSPORTATION SERVICE AVAILABILITY (MAINLINE RESTRICTIONS)

Receipt and Delivery Firm Transportation Guidelines

Firm Transportation Location	Authorize Firm Transportation Service By	To Ensure Firm Transportation Service By
Summer construction (generally south of Edmonton)	November 2012	November 2014
Winter construction (generally north of Edmonton)	November 2012	April 2015

- 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.

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

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

http://www.transcanada.com/customerexpress/docs/ab_ftd_availabilty_map/mapavailability.pdf

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.

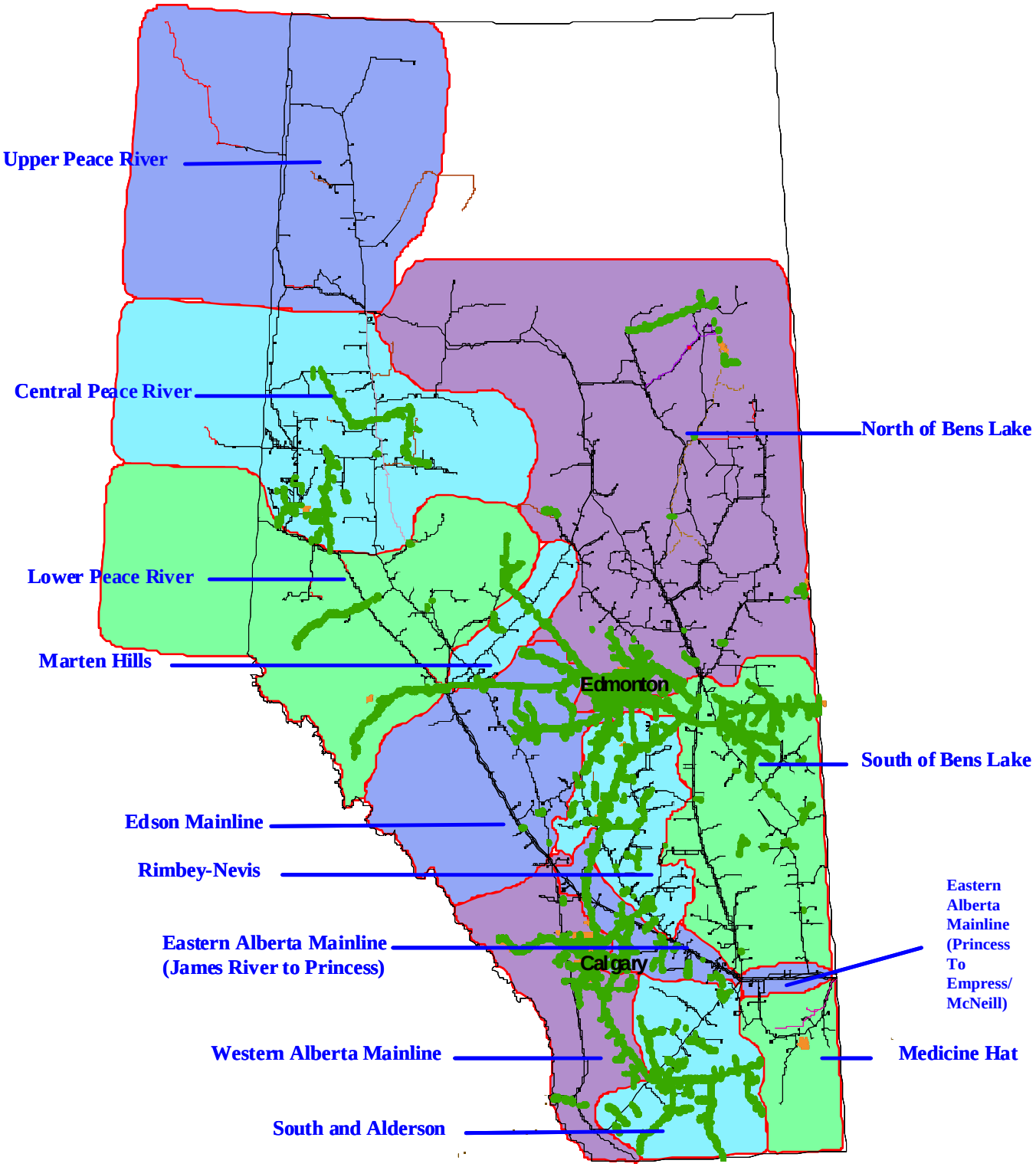
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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.

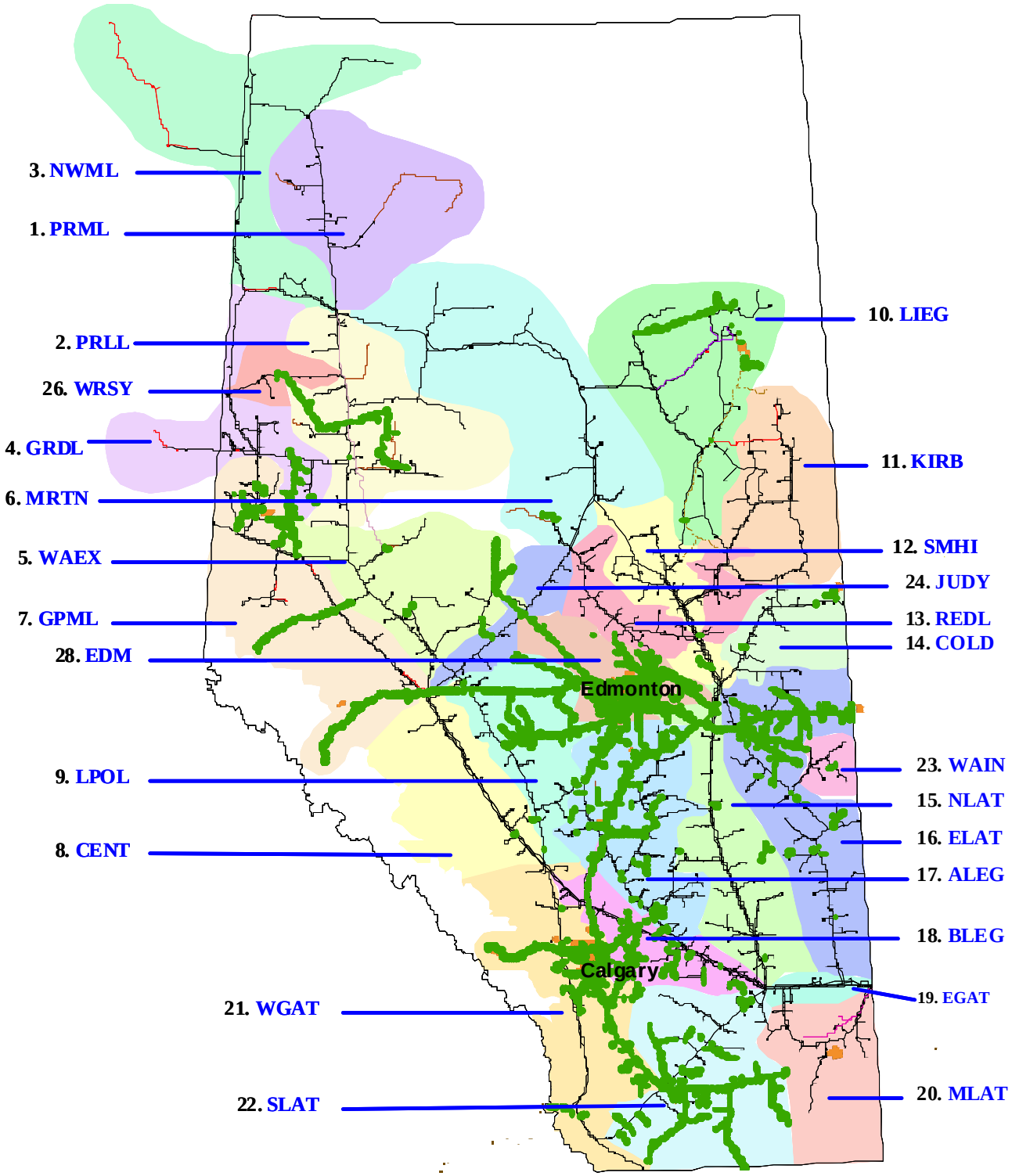
NGTL Design Areas



(Last updated Nov 2011)

TransCanada
In business to deliver

NGTL Pipeline Segments



(Last updated Nov 2011)

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