

SYSTEM UTILIZATION MONTHLY REPORT

for the month ending

April 2017

<http://www.tccustomerexpress.com/2885.html>

Published date:

June 16th, 2017

Highlights This Month:

- April 2017 represents the start of a new design season. All charts have been updated to reflect Summer 2017 capabilities.
- As outlined in the Facilities Design Methodology Document, the Design Capability assumes all facilities are in-service and operating. Unplanned events, de-rates and facility in-service delays within the season are not reflected in this report. For information on changes to expected facility in-service dates refer to Appendix 2 on TransCanada Customer Express.
- USJR summer design capability has increased 22.5 10⁶m³/d compared to 2016. Grand Prairie Mainline Loop - McLeod River Section is estimated to be placed into service late in the Summer 2017 season and therefore has not been included in the summer design capabilities.
- Reduction in delivery capability for the South and Alderson area due to increasing FT-D commitments coupled with declining local area receipts.
- Customer Express has changed domains from transcanada.com/customerexpress to tccustomerexpress.com. Links to the System Utilization Monthly Report as well as other Customer Express links in this document have been updated accordingly.

NOVA Gas Transmission Ltd.

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Utilization reports are posted approximately six weeks after the end of the reported month.

If you have any questions on the content of this report, contact Winston Cao at (403) 920-5315 or winston_cao@transcanada.com.

FIRM TRANSPORTATION SERVICE¹ CONTRACT UTILIZATION³

By NGTL Pipeline Segments

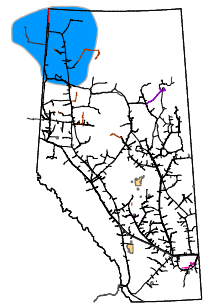
April 2017

Segment	Contract	Delivery		Receipt	
		Utilization	Apr CD (TJ/d)	Utilization	Apr CD (MMcf/d)
UPRM	FT	0%	0.0	89%	83
	FT + IT ²	0%		93%	
PRLL	FT	49%	32.4	87%	95
	FT + IT	51%		91%	
NWML	FT	63%	6.9	90%	369
	FT + IT	70%		91%	
GRDL	FT	31%	8.9	86%	2,165
	FT + IT	58%		87%	
WRSY	FT	0%	0.0	85%	24
	FT + IT	0%		93%	
WAEX	FT	30%	7.3	65%	834
	FT + IT	89%		66%	
JUDY	FT	52%	20.2	82%	62
	FT + IT	82%		85%	
GPML	FT	34%	161.5	85%	4,140
	FT + IT	41%		87%	
CENT	FT	0%	0.0	90%	1,744
	FT + IT	0%		93%	
LPOL	FT	34%	71.9	83%	899
	FT + IT	36%		87%	
WGAT	FT	75%	3,816.4	91%	283
	FT + IT	76%		95%	
ALEG	FT	45%	384.8	93%	759
	FT + IT	46%		105%	
SLAT	FT	23%	190.7	83%	211
	FT + IT	23%		104%	
MLAT	FT	79%	279.8	83%	191
	FT + IT	81%		91%	
BLEG	FT	60%	130.1	89%	553
	FT + IT	63%		96%	
EGAT	FT	95%	3,762.7	70%	31
	FT + IT	115%		86%	
MRTN	FT	23%	28.5	82%	48
	FT + IT	23%		121%	
LIEG	FT	67%	1,848.3	68%	31
	FT + IT	67%		126%	
KIRB	FT	72%	1,581.9	77%	41
	FT + IT	73%		97%	
SMHI	FT	48%	12.1	75%	17
	FT + IT	48%		175%	
REDL	FT	30%	19.0	45%	22
	FT + IT	35%		158%	
COLD	FT	49%	172.0	39%	18
	FT + IT	64%		96%	
EDM	FT	43%	1,880.6	86%	34
	FT + IT	44%		140%	
NLAT	FT	25%	14.8	97%	125
	FT + IT	25%		124%	
WAIN	FT	21%	0.4	84%	5
	FT + IT	21%		151%	
ELAT	FT	77%	294.2	91%	108
	FT + IT	77%		122%	
TOTAL SYSTEM	FT	72%	14,725.3	85%	12,891
	FT + IT	78%		90%	

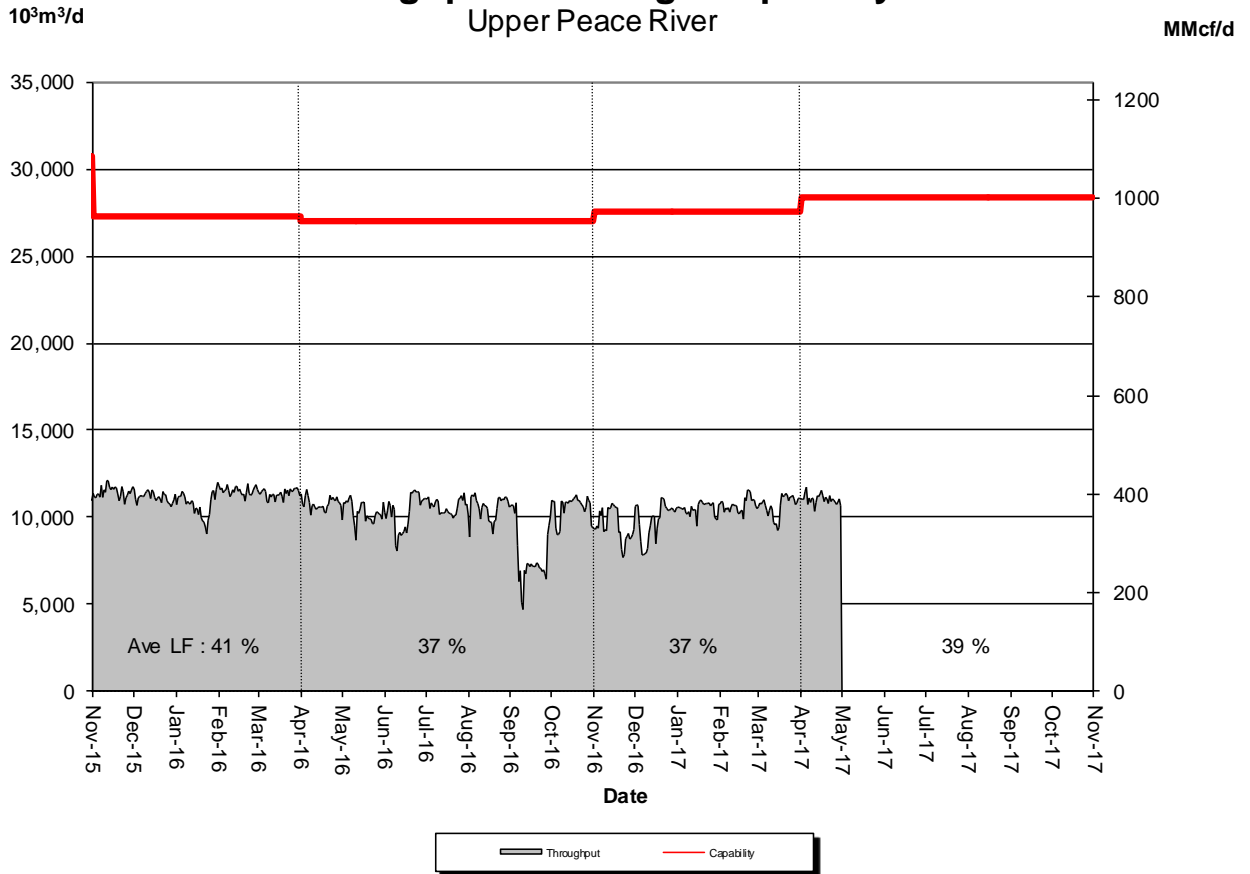
*NOTE:

1. FT includes all receipt and delivery Firm Transportation Services.
2. IT includes receipt and delivery Interruptible Services.
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 UPPER PEACE RIVER

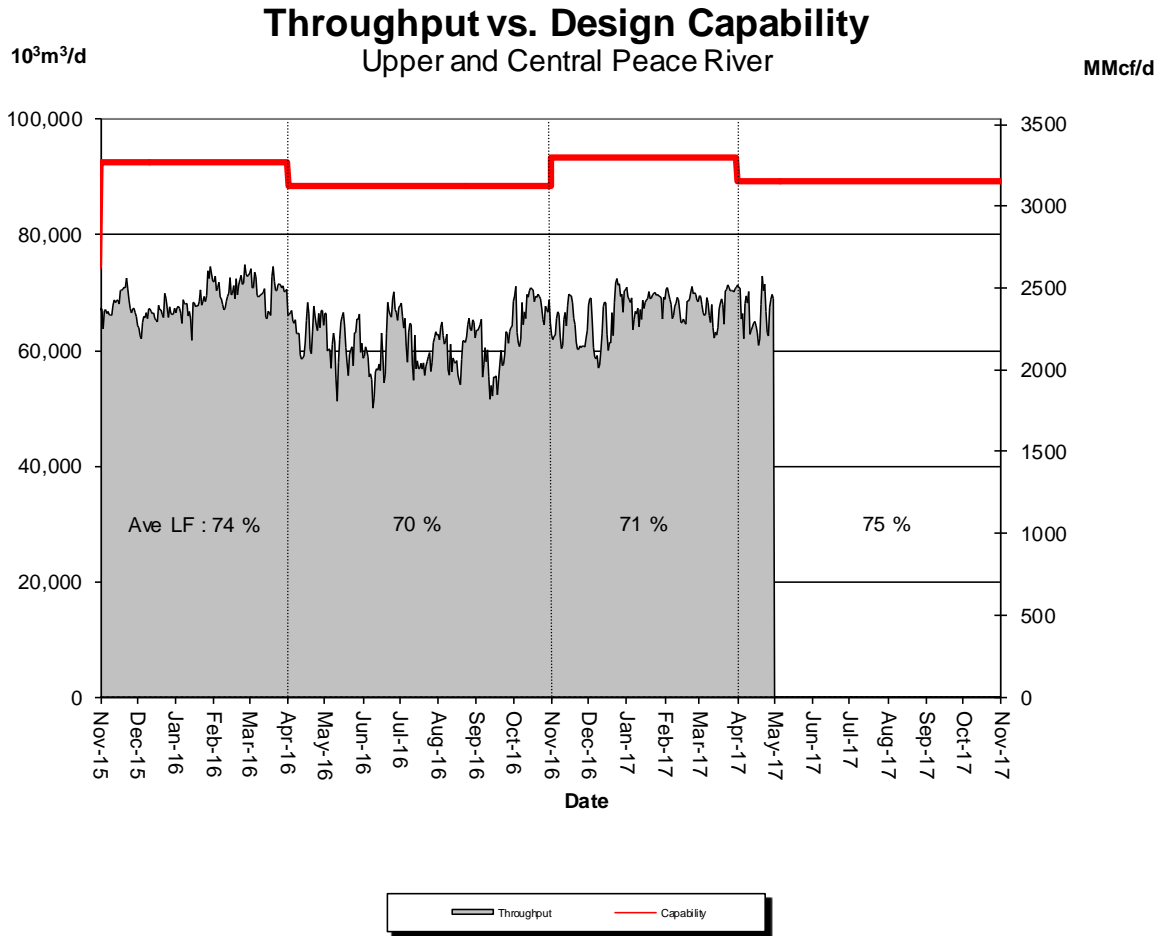
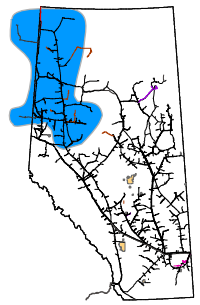


Throughput vs. Design Capability Upper Peace River



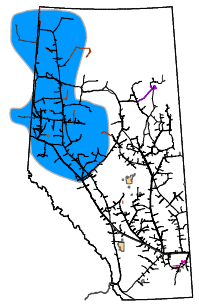
% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	35%	36%	38%	39%	39%	39%

DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER

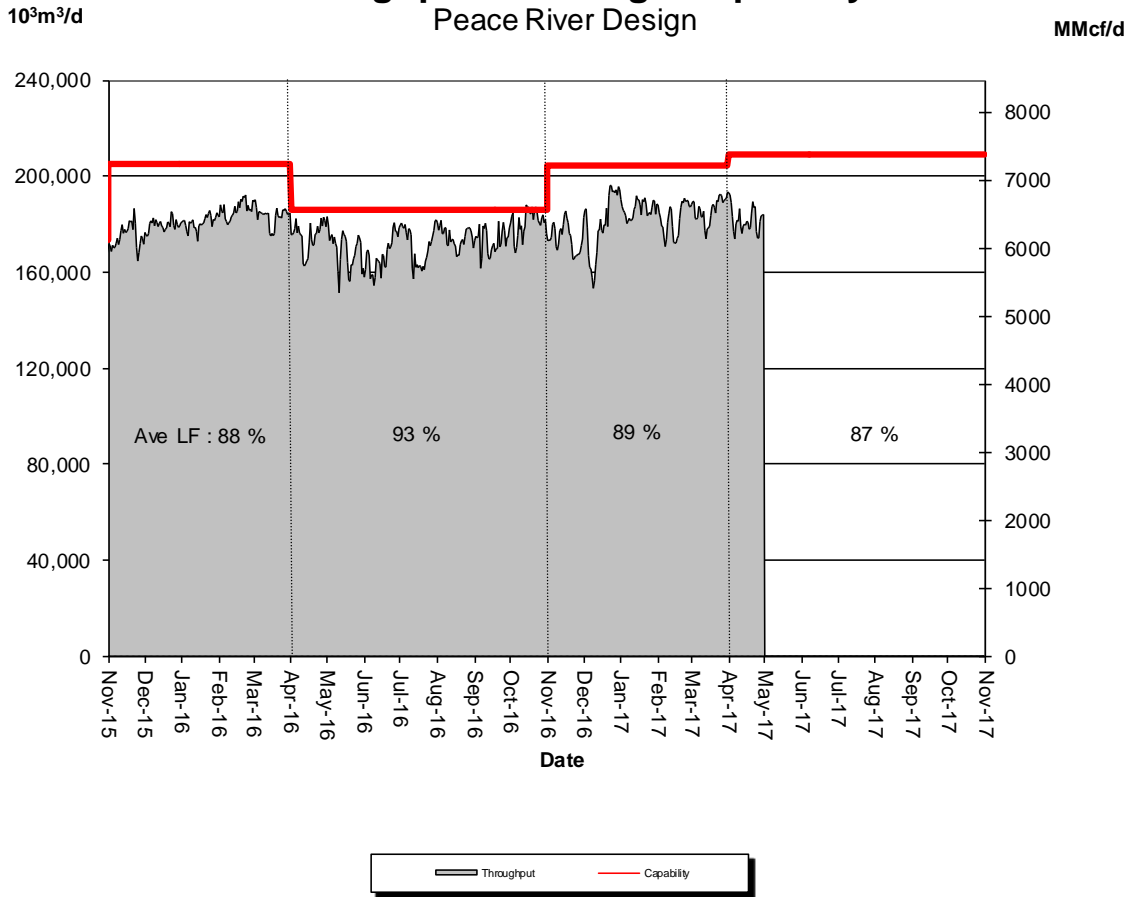


% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	68%	70%	73%	73%	73%	75%

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



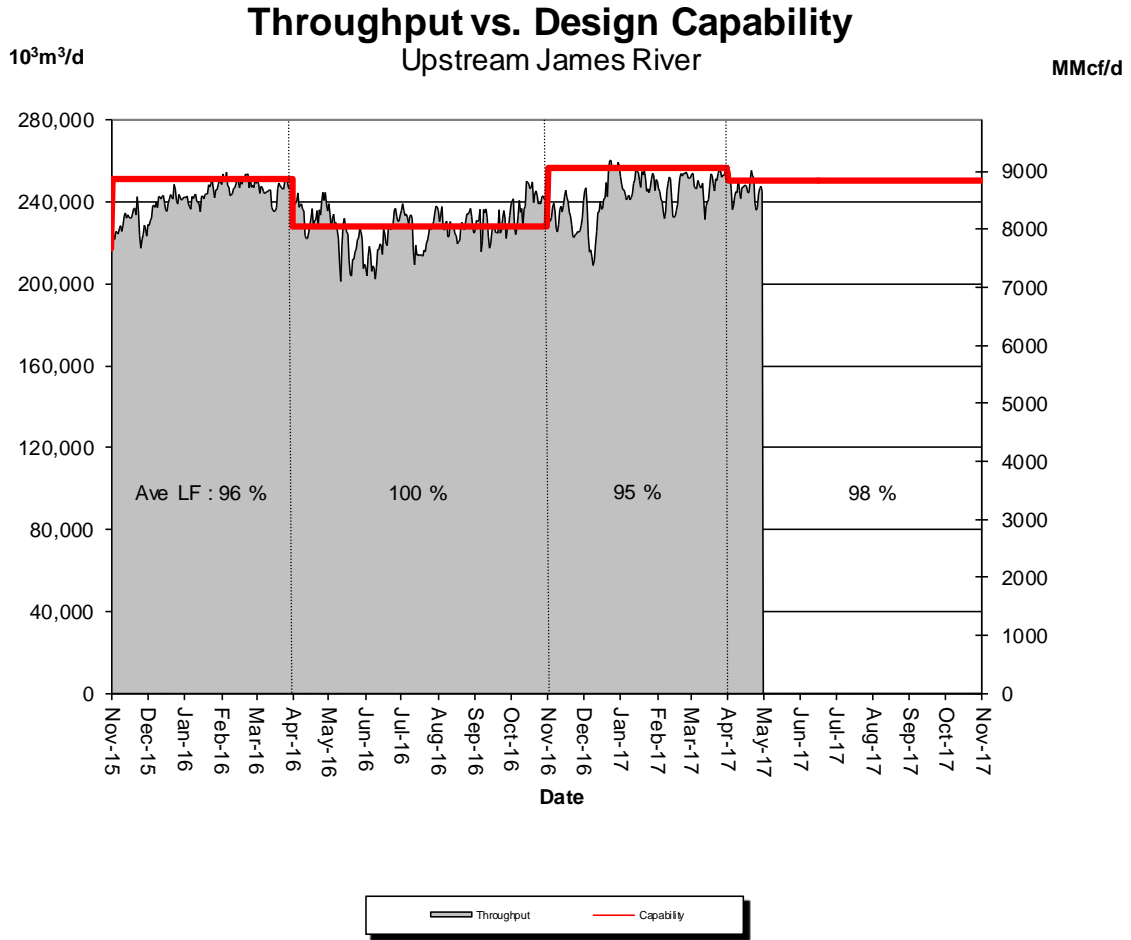
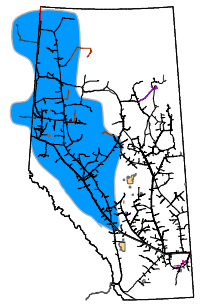
Throughput vs. Design Capability Peace River Design



% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	85%	88%	91%	89%	91%	87%

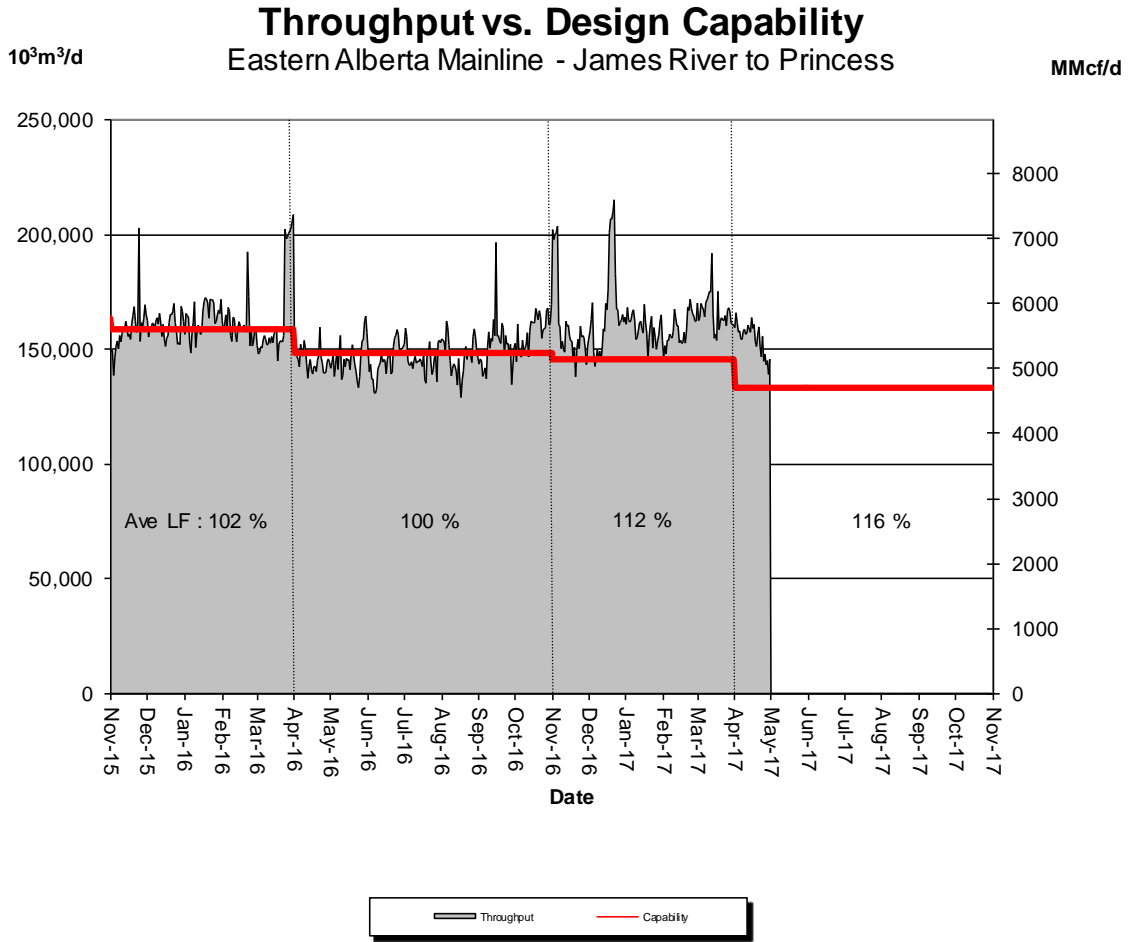
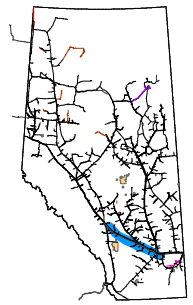
DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(Edson Mainline, Peace River Design and Marten Hills)



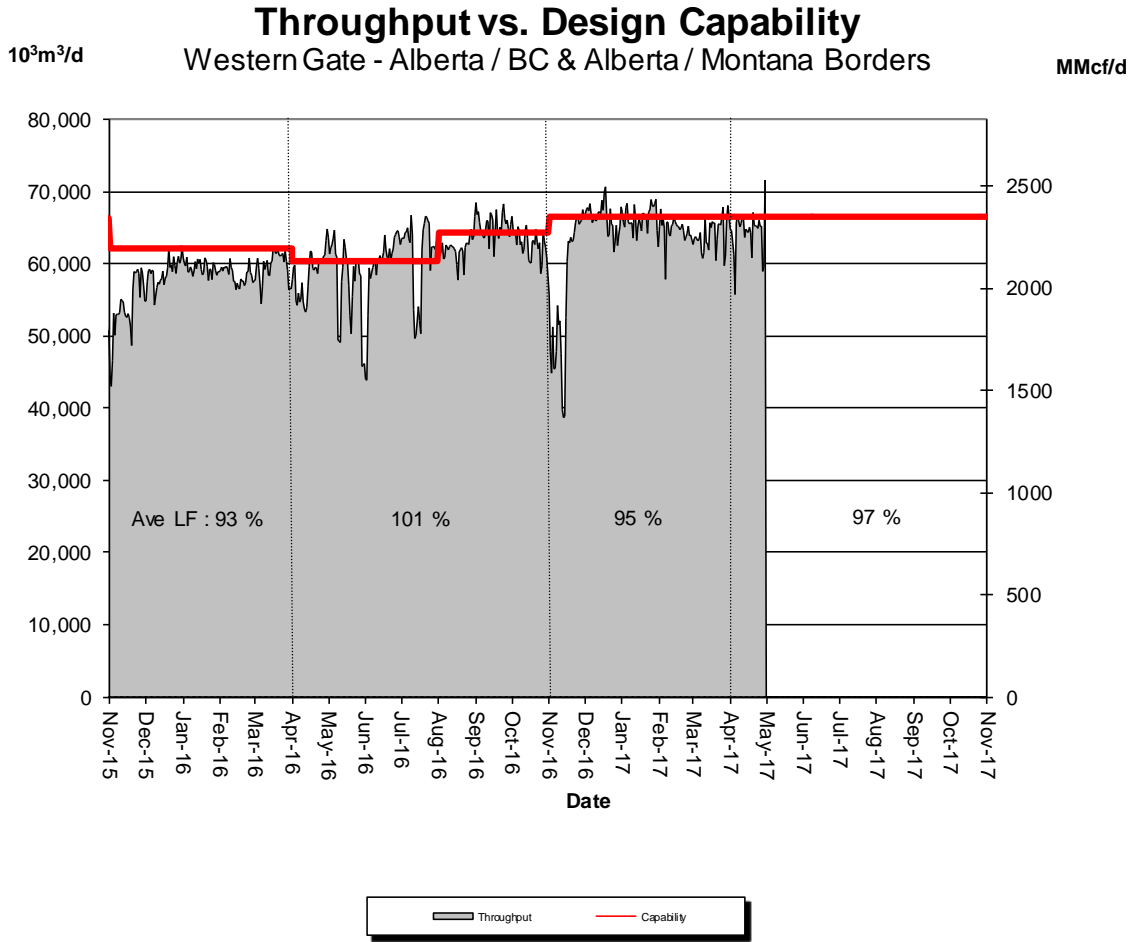
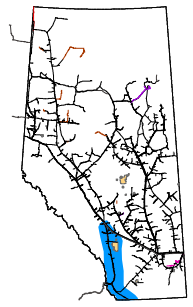
% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	90%	93%	97%	95%	97%	98%

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



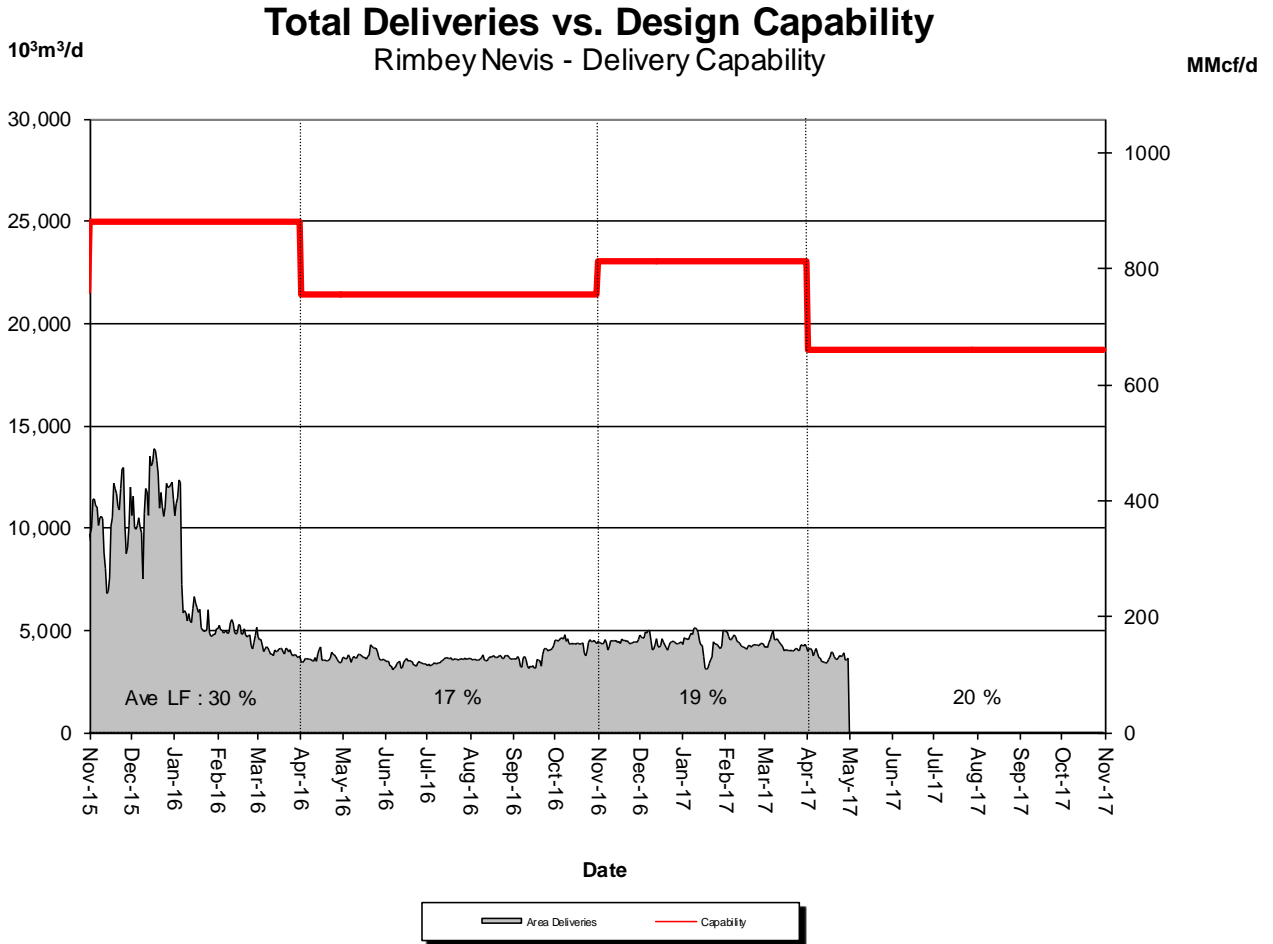
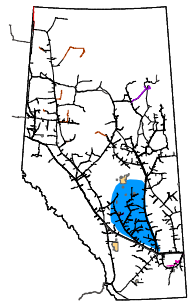
% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	110%	115%	109%	109%	114%	116%

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



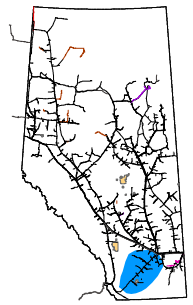
% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	84%	100%	100%	97%	96%	97%

DESIGN CAPABILITY UTILIZATION RIMBEY-NEVIS – FLOW WITHIN



% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	19%	19%	19%	19%	18%	20%

DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON – FLOW WITHIN

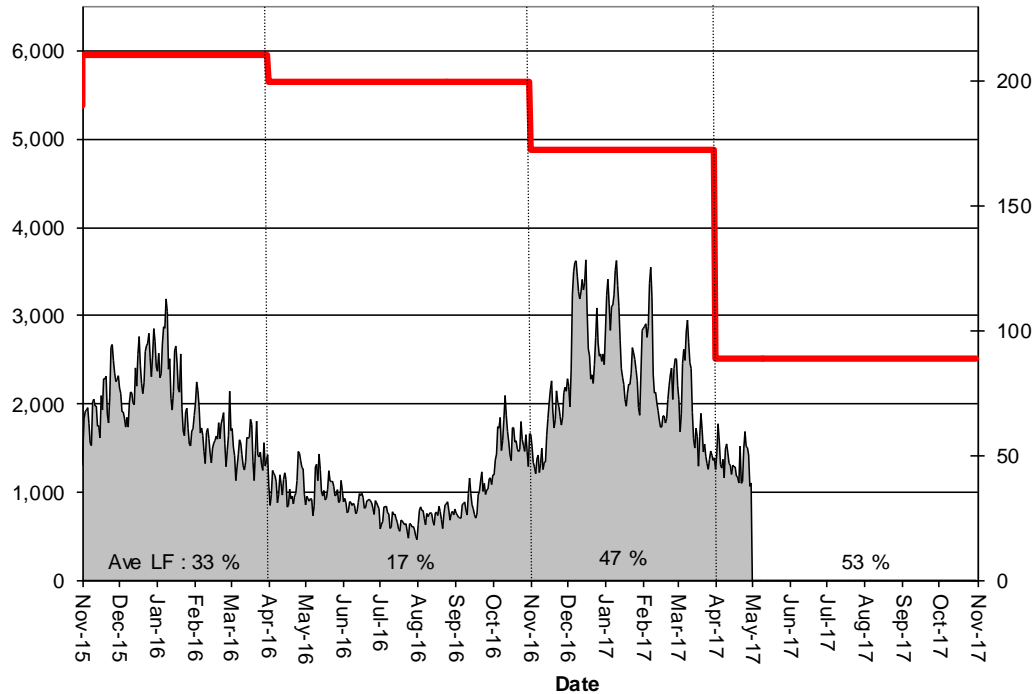


Total Deliveries vs. Design Capability

10³m³/d

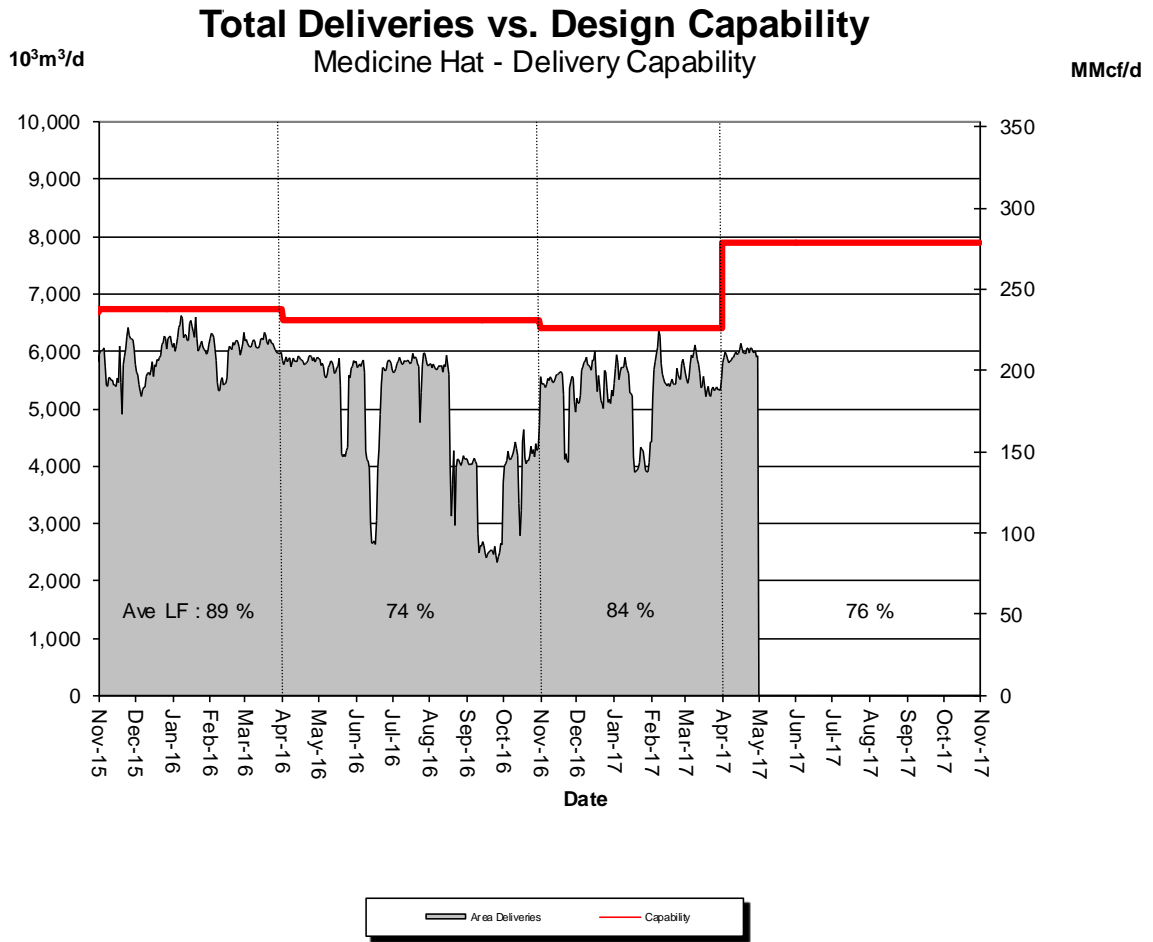
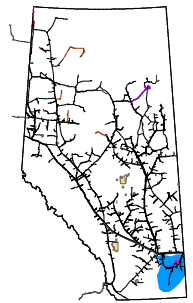
South and Alderson - Delivery Capability

MMcf/d



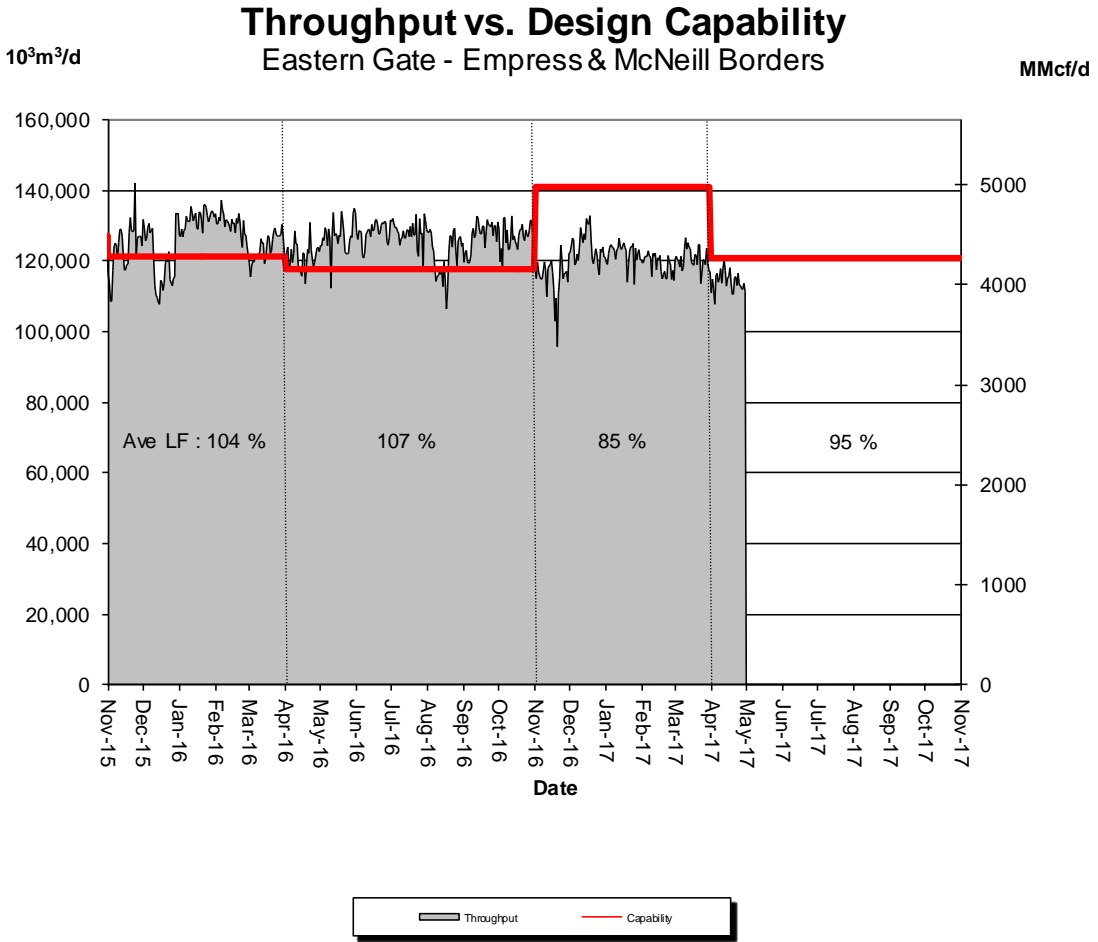
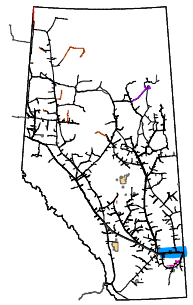
% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	35%	58%	55%	48%	38%	53%

DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN

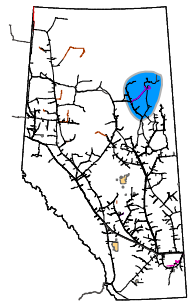


% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	83%	86%	76%	87%	86%	76%

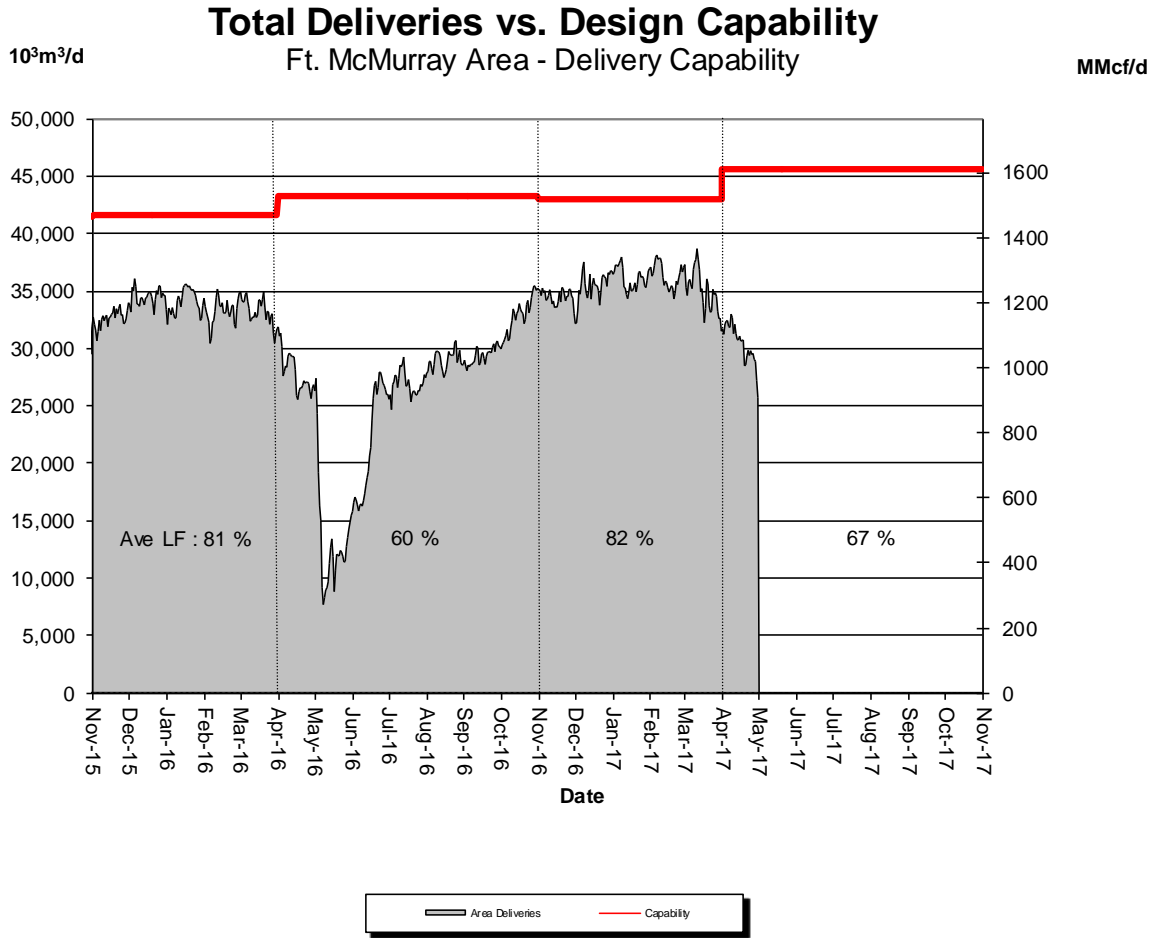
DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE (Princess to Empress / McNeill)



% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	82%	88%	87%	85%	86%	95%

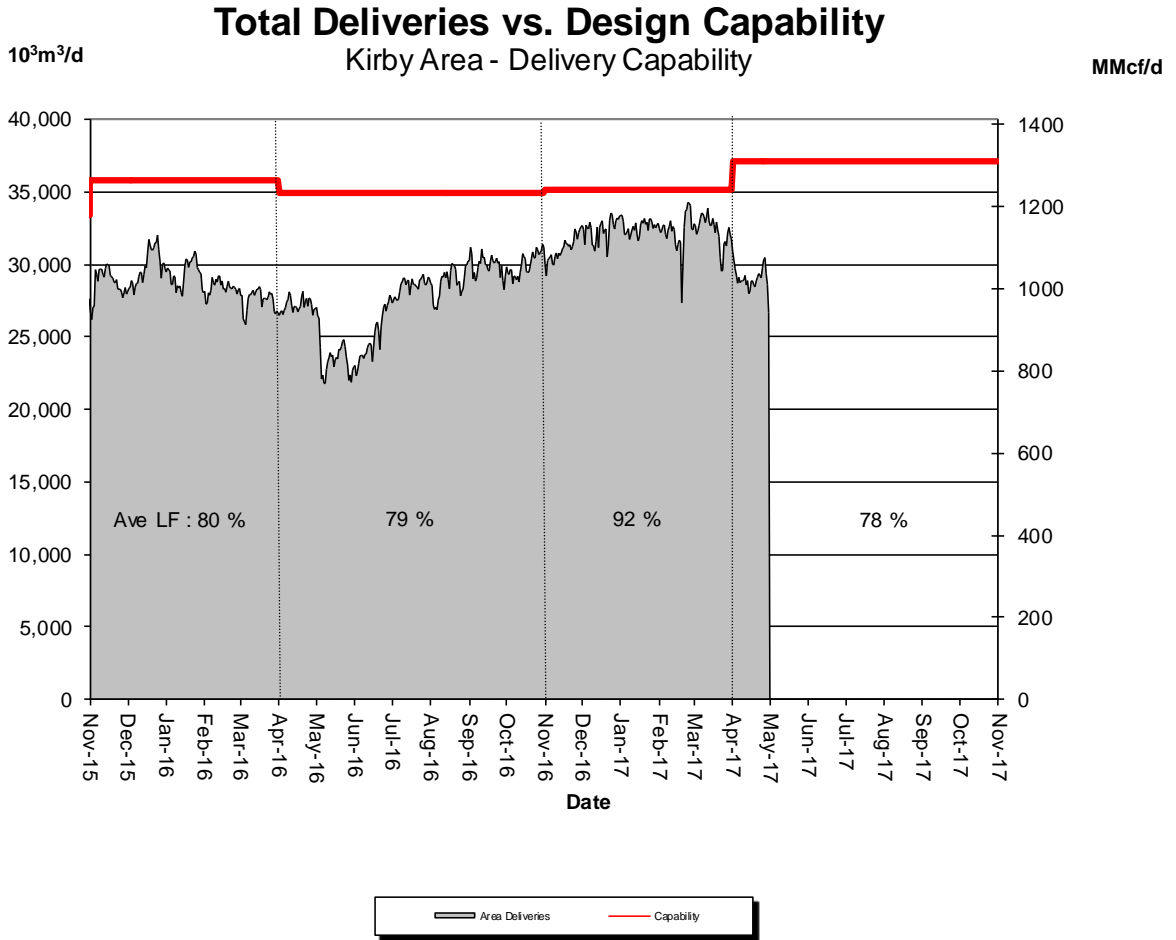
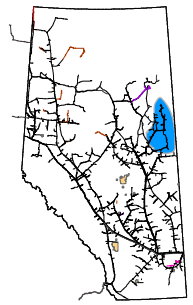


DESIGN CAPABILITY UTILIZATION FT. McMURRAY AREA – FLOW WITHIN



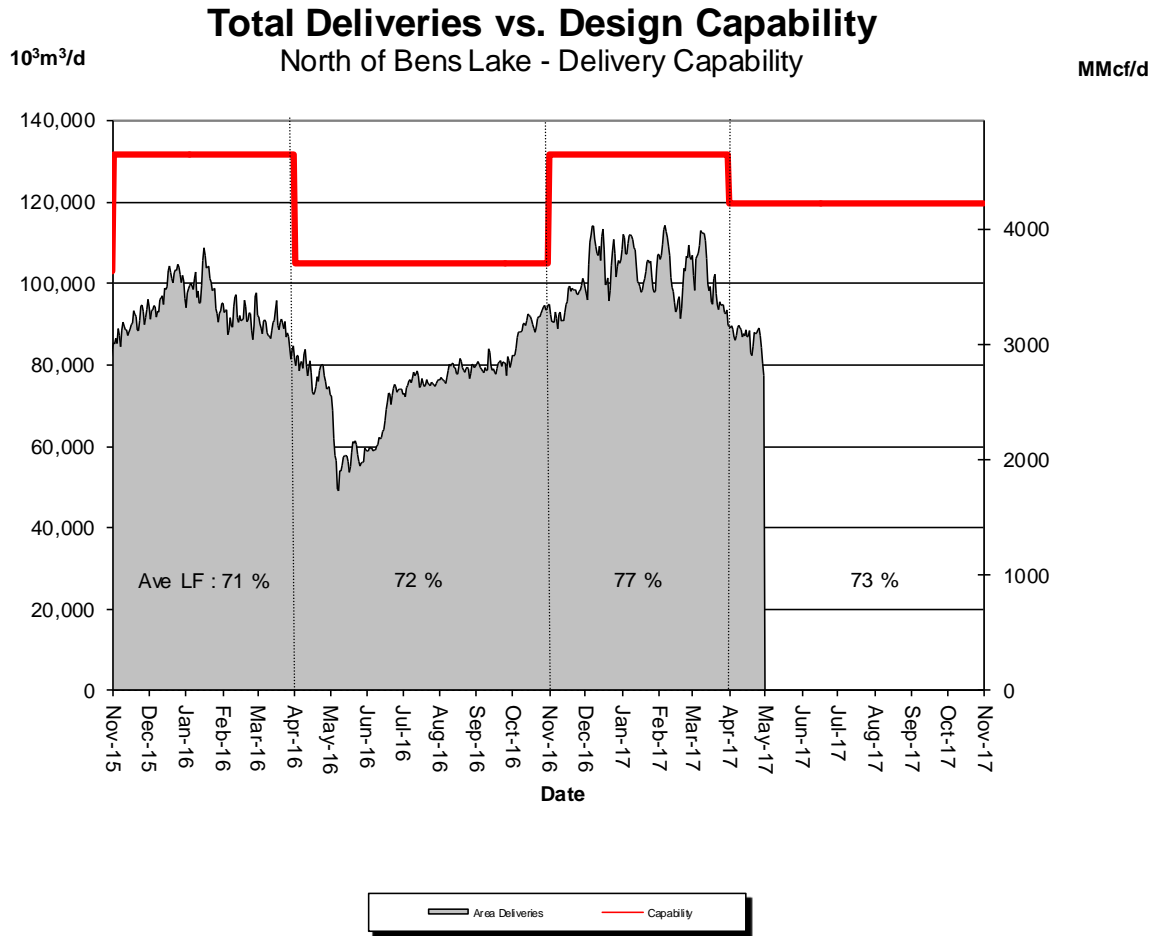
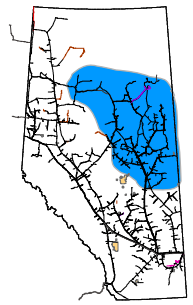
% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	80%	82%	84%	84%	81%	67%

DESIGN CAPABILITY UTILIZATION KIRBY AREA – FLOW WITHIN



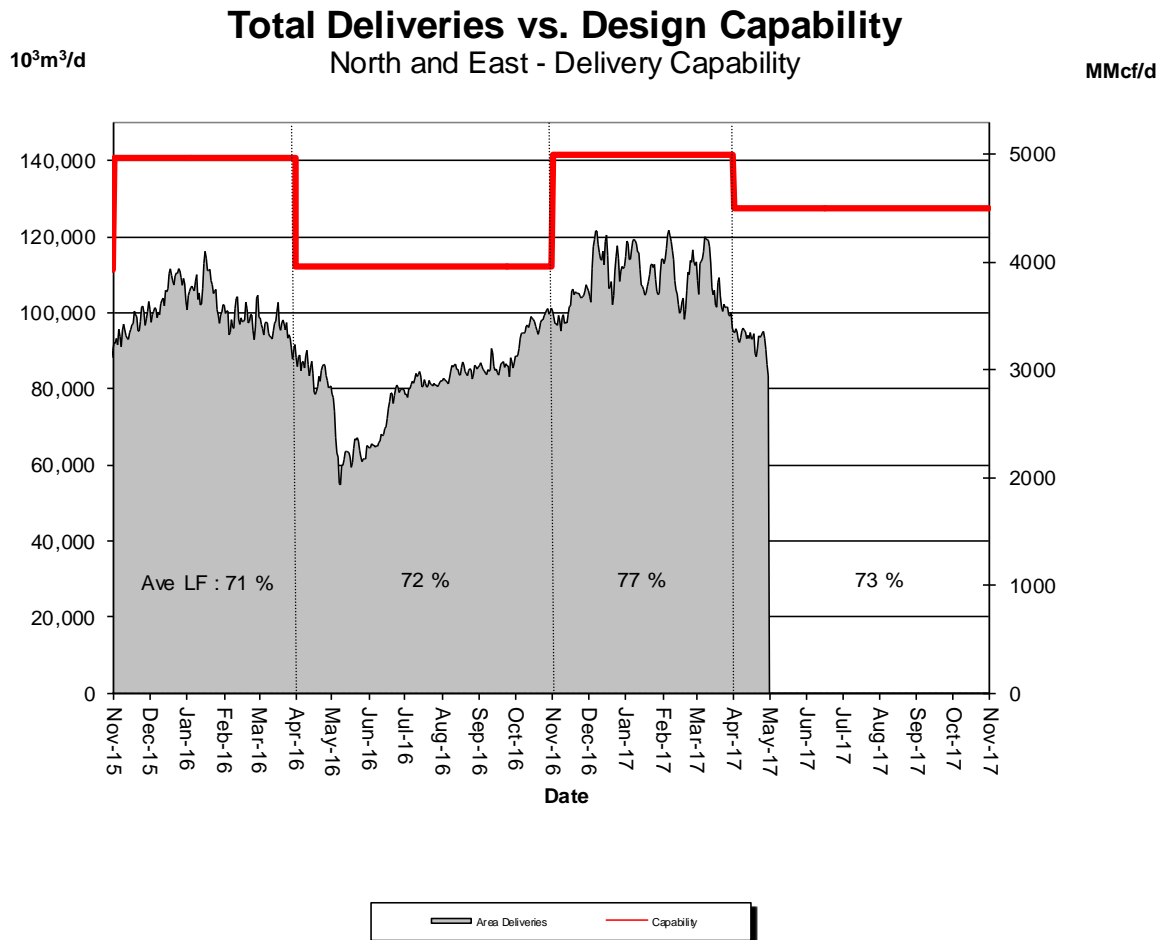
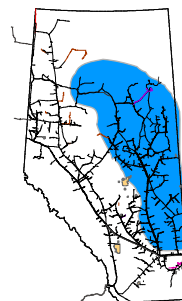
% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	88%	92%	93%	92%	92%	78%

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	72%	80%	80%	78%	77%	73%

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



% Design Capability Utilization						
Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	72%	80%	79%	78%	76%	73%

FUTURE FIRM TRANSPORTATION SERVICE AVAILABILITY

Please consult with your Customer Account Manager to discuss your Firm Transportation Service needs.

Estimated Firm Transportation Service Availability

**Please refer to the following web site for
current FT-R / FT-D Availability Maps:**

<http://www.tccustomerexpress.com/2801.html>

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.

Data is reported either by *Pipeline Segment* (26 segments make up the system, without 23 & 27) or *Design Area* (13 Design Areas for 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 26 NGTL 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 (LF) for each season. Load factors are obtained by comparing the receipt, delivery, or throughput flow condition in each of the Alberta design areas against the corresponding design capability. Consequently, design capability utilization is measured as Average Actual Flow / Seasonal Design Capability. Data used in these reports lags the current date by at least one month.

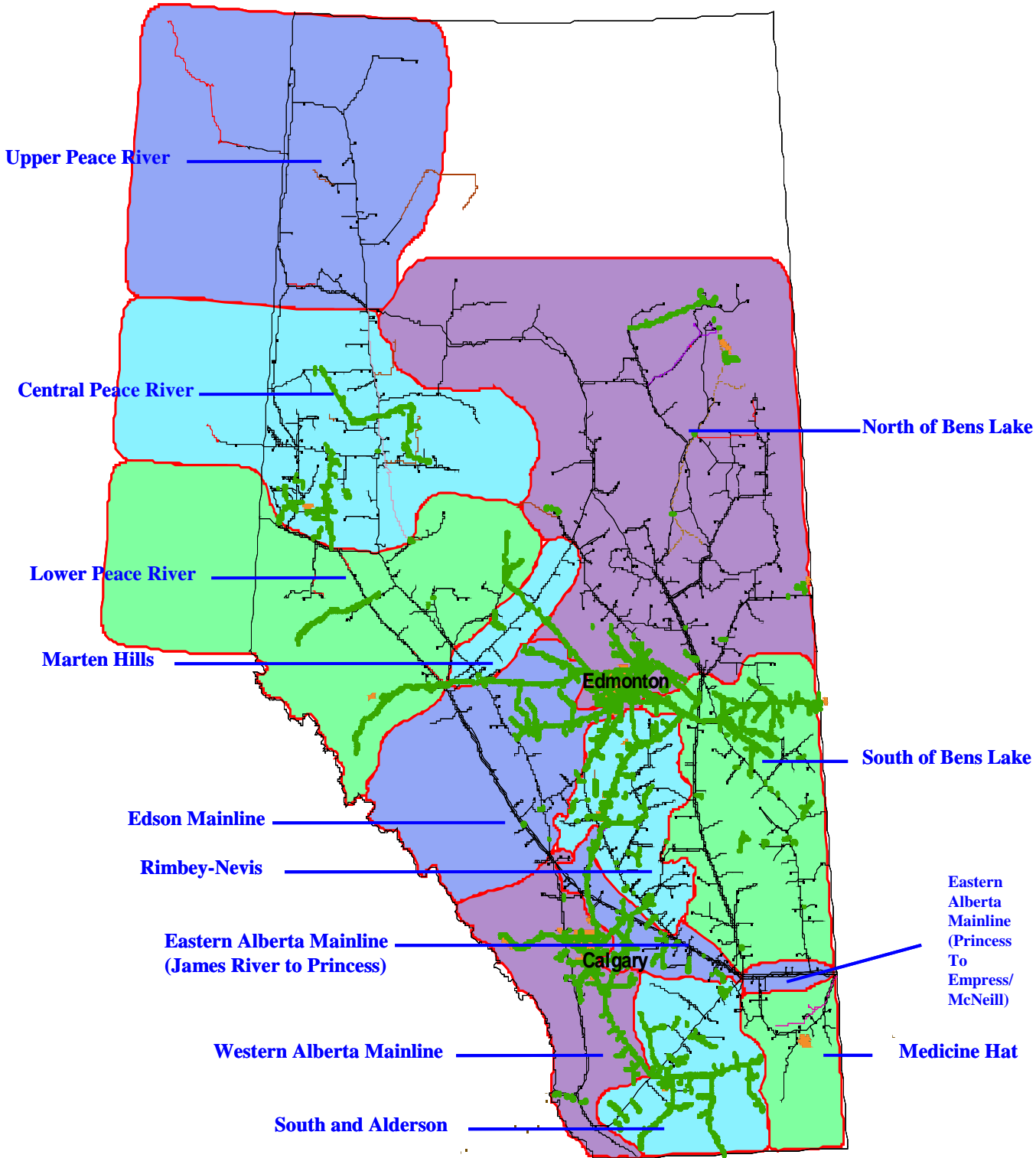
Design Flow Capability utilization is a function of several factors that include:

- 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.
- Scheduled maintenance which could effect actual flow requirement in a design area at any given time.
- Design assumptions used in determining required segment flow requirement.

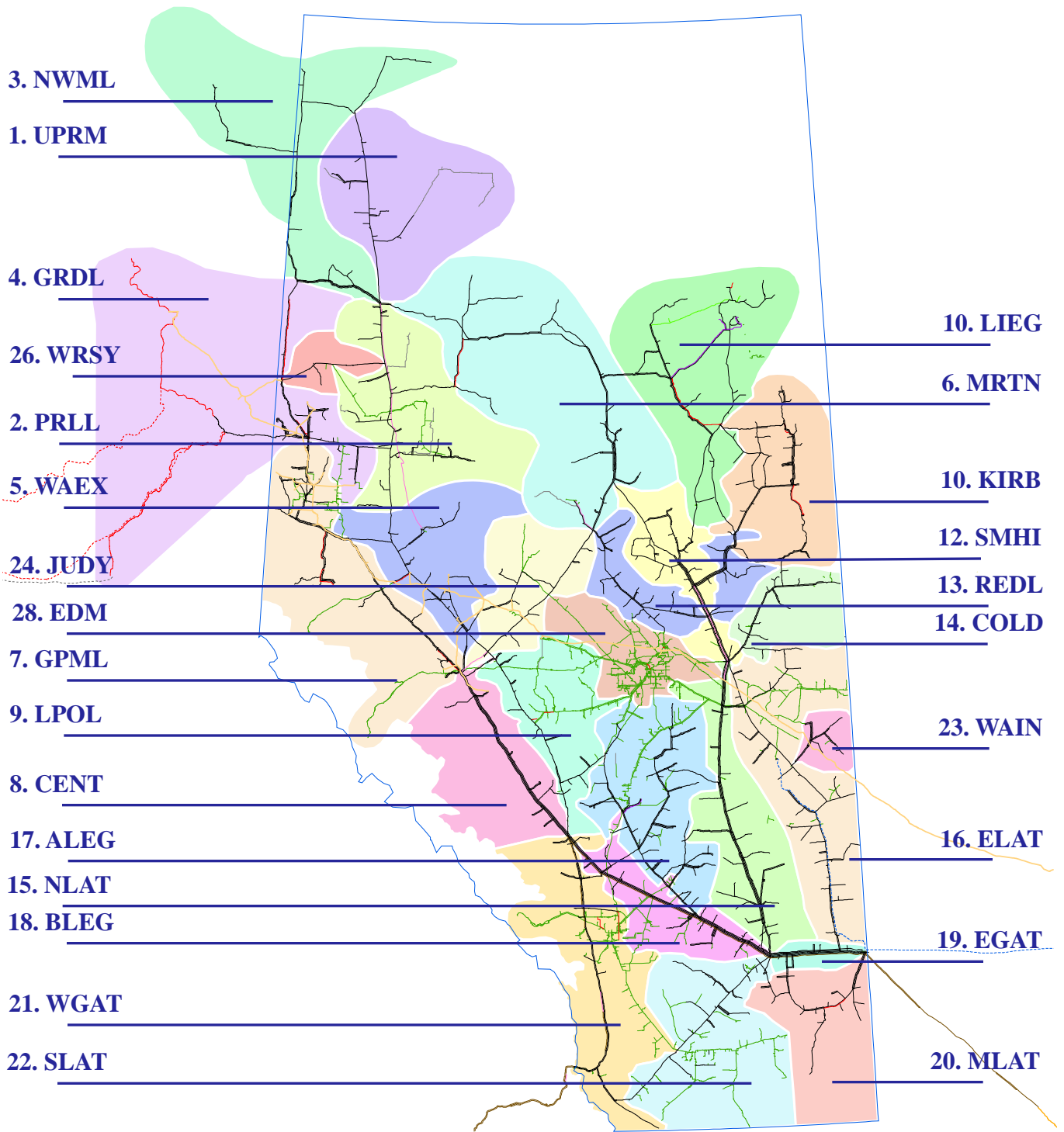
Future Firm Transportation Service Availability

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)



Last Update May, 2015

DEFINITION OF TERMS

Design Capability Utilization

Actual Flow

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

Design Capability

The volume of gas that can be transported from the design area on the pipeline system considering given 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 NGTL System 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.

Other

System Load Factor

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