SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending April , 2012

Published date: June 12, 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 February 1, 2012 April 30, 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 February 1, 2012 April 30, 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.
- The actual flow for the Rimbey-Nevis Delivery Capability Utilization Chart on page 14 is revised in this report to include the flow to the ATCO Pipeline Greater Edmonton Area for the period starting from ATCO Pipeline Commercial Integration on October 1, 2011 to the month ending April, 2012.

NOVA Gas Transmission Ltd.



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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 SERVICE¹ CONTRACT UTILIZATION³ By NGTL Pipeline Segments April 2012

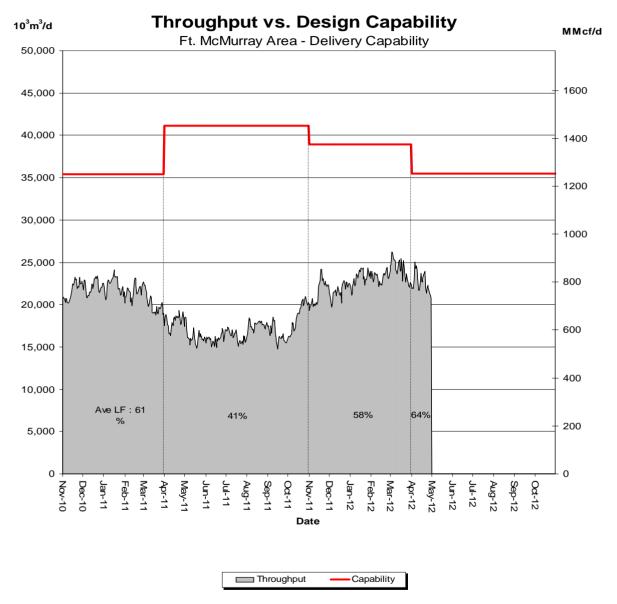
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FT + IT 0% 0% PRLL FT FT 117 38% 43.1 94% 15. NWML FT 0% 0.0 77% 33 GRDL FT 117 0% 0.0 81% 32 GRDL FT FT 23% 4.7 7% 32 WRSY FT 0% 0.0 84% 22 WAEX FT 15% 42.4 10% 39 JUDY FT 17 39% 16.6 6% 7 GPML FT 17 0% 9.8 96% 87 LPOL FT FT 119% 82.6 94% 53 WGAT FT 117 32% 315.3 96% 52 ALEG FT FT 121% 24% 82.6 94% 24 SLAT FT FT 121% 24 36% 26 44	UPRM			25.4		89
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WRSY $FT + IT$ 0% 0.0 84% 2 WAEX $FT + IT$ 15% 42.4 70% 39 JUDY $FT + IT$ 27% 42.4 70% 39 JUDY $FT + IT$ 39% 16.6 96% 7 GPML $FT + IT$ 29% 167.6 85% 2.966 CENT $FT + IT$ 0% 9.8 96% 87 LPOL $FT + IT$ 0% 9.8 96% 87 LPOL $FT + IT$ 24% 82.6 94% 53 ALEG $FT + IT$ 66% 315.3 96% 90 SLAT $FT + IT$ 22% 178.3 96% 26 MLAT $FT + IT$ 71% 262.1 94% 24 MLAT $FT + IT$ 71% 262.1 94% 24 BLEG $FT + IT$ 71% 262.1 94% 24 MRTN $FT + IT$ 21% 3.628.5 96% 44 MRTN $FT + IT$ 19% </td <td>GRDL</td> <td>FT</td> <td>23%</td> <td>4.7</td> <td>79%</td> <td>1,218</td>	GRDL	FT	23%	4.7	79%	1,218
WAEX $FT \\ FT + IT$ 15% 42.4 70% 39% JUDY $FT \\ FT + IT$ 40% 16.6 96% 77 GPML $FT \\ FT + IT$ 42% 167.6 85% 2.966 GPML $FT \\ FT + IT$ 0% 9.8 96% 877 LPOL $FT \\ FT + IT$ 24% 82.6 94% 533 WGAT $FT \\ FT + IT$ 66% $3.269.9$ 89% 524 ALEG $FT \\ FT + IT$ 66% 315.3 96% 266 SLAT $FT \\ FT + IT$ 22% 178.3 96% 266 MLAT $FT \\ FT + IT$ 77% 262.1 94% 266 MLAT $FT \\ FT + IT$ 77% 262.1 94% 266 BLEG $FT \\ FT + IT$ 12% 83% 96% 266 MRTN $FT \\ FT + IT$ 12% 83% 96% 266 SMHI $FT \\ FT + IT$ 12% 83% 96% 3628.5 96% 46	WRSY	FT	0%	0.0	84%	29
JUDY FT FT 39% 16.6 96% 77 GPML FT FT 106% 106% 2.964 GPML FT FT 10% 93% 2.964 CENT FT FT 10% 93% 53 LPOL FT FT 11% 53 WGAT FT FT 66% 3.269.9 89% 52 ALEG FT FT 66% 3.269.9 89% 52 ALEG FT 11 66% 315.3 96% 26 SLAT FT FT 112% 26 97% 26 MLAT FT 71% 262.1 98% 26 26 BLEG FT 11 71% 262.1 93% 24 MRAT FT FT 113% 36 24 BLEG FT 11 113% 28.1 83% 94 LIEG FT 11 114% 794.1 70% 55	WAEX	FT	15%	42.4	70%	390
GPML FT FT 29% 167.6 85% 2.964 CENT FT FT 0% 9.8 96% 87 LPOL FT FT 0% 9.8 96% 87 LPOL FT FT 24% 82.6 94% 53 WGAT FT FT 66% 3.269.9 99% 52 ALEG FT FT 66% 3.269.9 99% 52 ALEG FT FT 66% 3.269.9 99% 52 ALEG FT FT 66% 3.269.9 99% 52 SLAT FT FT 66% 3.269.9 99% 52 SLAT FT FT 178.3 96% 26 MLAT FT FT 178.3 96% 24 BLEG FT FT 106% 121 94% 24 MRTN FT FT 19% 28.1 83% 52 KIRB FT FT 117%	JUDY			16.6		78
FT + IT 42% 93% CENT FT 0% 9.8 96% 87. LPOL FT 119% 82.6 94% 53 WGAT FT 66% 3.269.9 89% 52 ALEG FT 66% 3.15.3 96% 26 SLAT FT 178.3 96% 26 SLAT FT 112% 26 MLAT FT 71% 262.1 94% SLAT FT 112% 26 MLAT FT 71% 262.1 94% BLEG FT 112% 26 MRAT FT 112% 26 MRTN FT 113% 61 BLEG FT 111% 3.628.5 96% MRTN FT 112% 3.628.5 96% MRTN FT 112% 28.1 83% 52 MRTN FT 1114% 70% 53 54 SMHI FT <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td></t<>						
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FT + IT 32% 133% WGAT FT FT 66% $3,269.9$ 89% 523 ALEG FT $1T$ 67% 315.3 96% 266 SLAT FT $1T$ 56% 315.3 96% 266 SLAT FT FT 112% 266 MLAT FT 71% 262.1 94% 24 BLEG FT 112% 261 113% 612 BLEG FT 112% 262.1 94% 241 BLEG FT 113% 612 113% 612 EGAT FT 98% $3,628.5$ 96% 44 MRTN FT 112% 83% 92% LIEG FT 114% 79% 52 SMHI FT 67% 12.1 88% 53 COLD FT 59%	CENT			9.8		876
FT + IT 67% 97% ALEG FT 40% 315.3 96% 900 SLAT FT + IT 56% 178.3 96% 26 MLAT FT + IT 23% 178.3 96% 26 MLAT FT + IT 23% 142.6 94% 24 BLEG FT + IT 56% 142.6 97% 612 BLEG FT + IT 56% 142.6 97% 612 EGAT FT + IT 106% 3628.5 96% 44 MRTN FT + IT 113% 612 MRTN FT + IT 21% 3628.5 96% 44 MRTN FT + IT 114% 129% 44 MRTN FT + IT 114% 51 51 KIRB FT + IT 76% 53 51 SMHI	LPOL			82.6		539
FT + IT 56% 121% SLAT FT FT 22% 178.3 96% 263 MLAT FT FT 112% 243 112% 243 MLAT FT FT 71% 262.1 94% 243 BLEG FT FT 106% 243 BLEG FT FT 106% 243 EGAT FT 56% 142.6 97% 613 EGAT FT 98% 3,628.5 96% 44 MRTN FT 112% 3628.5 96% 44 MRTN FT 112% 28.1 83% 94 LIEG FT FT 114% 794.1 70% 53 KIRB FT FT 81% 794.1 70% 53 SMHI FT FT 87% 116% 53 SMHI FT FT 67% 12.1 88% 53 COLD FT 67% 56.8 75% 34	WGAT			3,269.9		525
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FT + IT77%106%BLEG FT 56% 142.6 97% 612EGAT FT FT 56% 142.6 97% 612EGAT FT FT 98% $3.628.5$ 96% 44MRTN FT 124% $3.628.5$ 96% 44MRTN FT 112% 28.1 83% 94 LIEG FT 81% 794.1 70% 52 KIRB FT FT 81% 794.1 70% 52 KIRB FT 72% 769.8 76% 52 SMHI FT 67% 12.1 88% 52 COLD FT 67% 56.8 75% 34 FT 114% 1.066% 52 COLD FT 67% 56.8 75% 34 EDM FT 44% $1.709.5$ 91% 87 NLAT FT 32% 16.0 96% 183 WAIN FT 18% 0.5 91% 17	SLAT			178.3		262
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FT + IT124%129%MRTNFT FT + IT19% 28.128.1 97%3% 97%LIEGFT FT + IT114% 114%794.1 70% 122%5% 5%KIRBFT FT + IT72% 87%769.8 116%76% 5% 5%SMHIFT FT + IT67% 67%12.1 125%88% 5%REDLFT FT + IT 67%13.1 116%87% 5%COLDFT FT + IT FT + IT67% 68%56.8 106%COLDFT FT + IT FT + IT 46%1,709.5 107%91% 8% 118%NLATFT FT + IT 118%32% 116%16.0 118% 110%WAINFT FT + IT 18%18% 110%1174	BLEG			142.6		612
MRTN FT 19% 28.1 83% 94 LIEG FT IT 21% 28.1 83% 94 LIEG FT IT 21% 704.1 70% 55 KIRB FT IT 114% 122% 55 KIRB FT 72% 769.8 76% 55 SMHI FT 67% 12.1 88% 55 SMHI FT 67% 12.1 88% 55 REDL FT 59% 13.1 87% 56 COLD FT 67% 56.8 75% 34 EDM FT 44% 1,709.5 91% 87 NLAT FT 32% 16.0 96% 183 WAIN FT 18% 0.5 91% 13 ELAT FT 73% 231.5 91% 174	EGAT			3,628.5		46
LIEG FT FT + IT 81% 114% 794.1 794.1 70% 122% 53 KIRB FT + IT FT + IT 114% 769.8 116% 76% 53 54 SMHI FT FT + IT 67% 67% 12.1 125% 88% 53 53 REDL FT FT + IT 67% 68% 13.1 106% 87% 54 54 COLD FT FT + IT 67% 67% 56.8 106% 75% 34 34 EDM FT FT + IT 44% 46% 1,709.5 107% 91% 87 87 NLAT FT FT + IT 32% 16.0 16.0 96% 96% 183 WAIN FT FT + IT 18% 100% 0.5 110% 117	MRTN			28.1		94
KIRB FT 72% 769.8 76% 55 SMHI FT 67% 12.1 88% 55 REDL FT 67% 12.1 88% 55 REDL FT 59% 13.1 87% 55 COLD FT 67% 56.8 75% 34 EDM FT 44% $1,709.5$ 91% 87 NLAT FT 32% 16.0 96% 183 WAIN FT 18% 0.5 91% 174 ELAT FT 73% 231.5 91% 174	LIEG	FT	81%	794.1	70%	53
SMHI FT 67% 12.1 88% 53 REDL FT + IT 67% 1125% 53 REDL FT + IT 66% 13.1 87% 53 COLD FT + IT 66% 106% 54 COLD FT + IT 114% 106% 34 EDM FT + IT 44% 1,709.5 91% 87 NLAT FT 32% 16.0 96% 183 WAIN FT 18% 0.5 91% 13 ELAT FT 73% 231.5 91% 174	KIRB	FT	72%	769.8	76%	55
REDL FT 59% 13.1 87% 54 COLD FT 67% 56.8 75% 34 EDM FT 67% 56.8 75% 34 EDM FT 44% 1,709.5 91% 87 NLAT FT 32% 16.0 96% 183 WAIN FT 18% 0.5 91% 134 ELAT FT 73% 231.5 91% 174	SMHI			12.1		53
COLD FT 67% 56.8 75% 3 FT FT 114% 111% 111% 3 EDM FT 44% 1,709.5 91% 8'' NLAT FT 32% 16.0 96% 18'' WAIN FT 18% 0.5 91% 1'' ELAT FT 73% 231.5 91% 174	REDL	FT	59%	13.1	87%	59
EDM FT 44% 1,709.5 91% 8' NLAT FT 46% 107% 8' NLAT FT 32% 16.0 96% 18: WAIN FT 18% 0.5 91% 11: ELAT FT 73% 231.5 91% 174	COLD	FT	67%	56.8	75%	34
NLAT FT 32% 16.0 96% 183 FT + IT 32% 118% 118% 118% WAIN FT 18% 0.5 91% 11 ELAT FT 73% 231.5 91% 174	EDM	FT	44%	1,709.5	91%	87
WAIN FT 18% 0.5 91% 13 FT + IT 18% 110% 110% 117 ELAT FT 73% 231.5 91% 174	NLAT	FT	32%	16.0	96%	183
ELAT FT 73% 231.5 91% 174	WAIN	FT	18%	0.5	91%	13
FT + IT 80% 115%	ELAT	FT	73%	231.5	91%	174
TOTAL SYSTEM FT 71% 11,820.6 88% 10,053 FT + IT 84% 103%	TOTAL SYSTEM	FT	71%	11,820.6	88%	10,058

*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



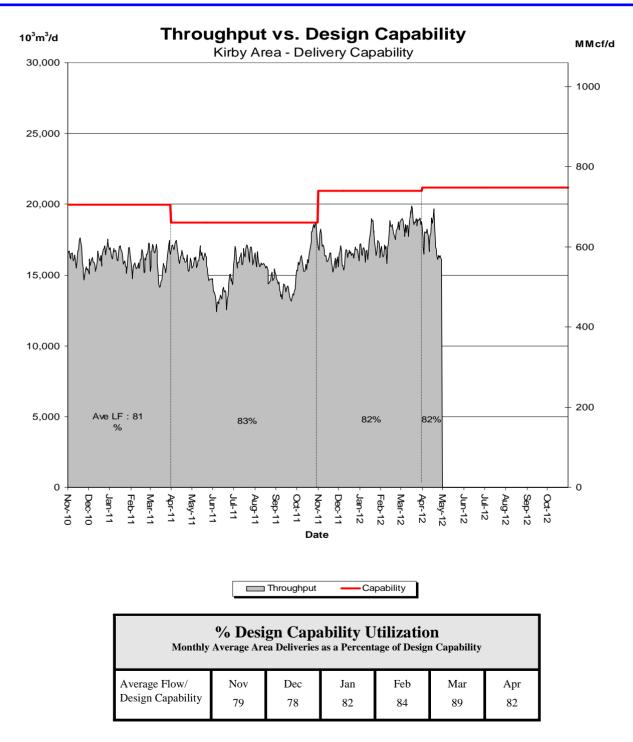


Monthly		gn Capa ea Deliveries	•			
Average Flow/	Nov	Dec	Jan	Feb	Mar	Apr
Design Capability	55	55	60	60	62	64



DESIGN CAPABILITY UTILIZATION KIRBY AREA – FLOW WITHIN

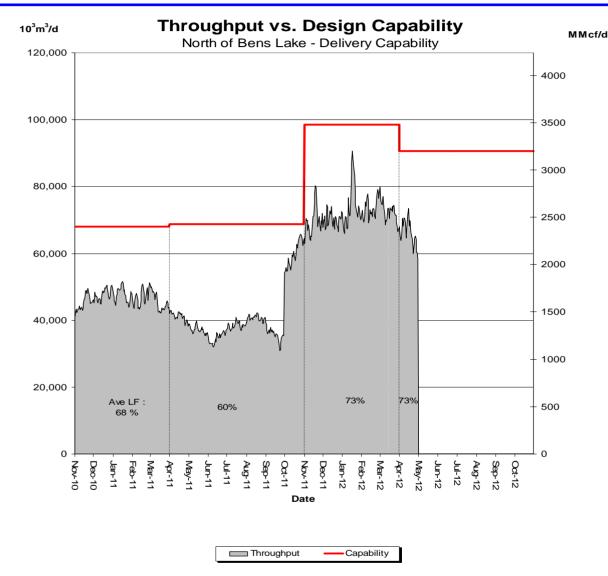






DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



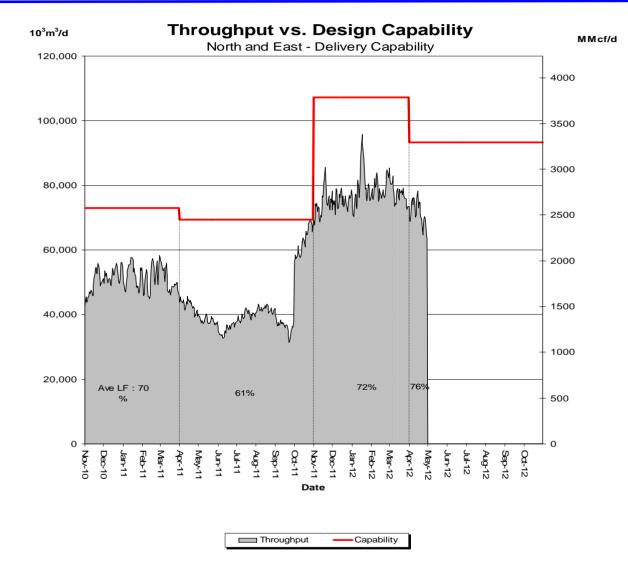


Monthly		•	ability U as a Percent			
Average Flow/	Nov	Dec	Jan	Feb	Mar	Apr
Design Capability	71	71	76	75	73	73



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



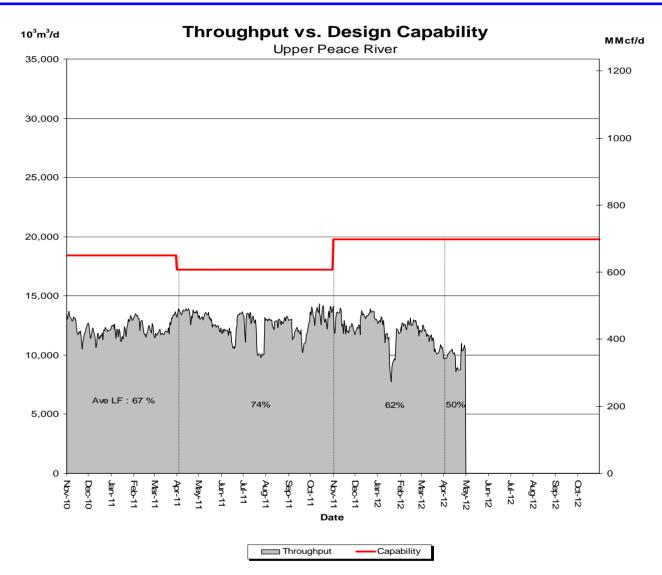


Monthly Ave	% Desig erage Actual A	-	•			ty
Average Flow/	Nov	Dec	Jan	Feb	Mar	Apr
Design Capability	70	70	74	74	72	76



DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



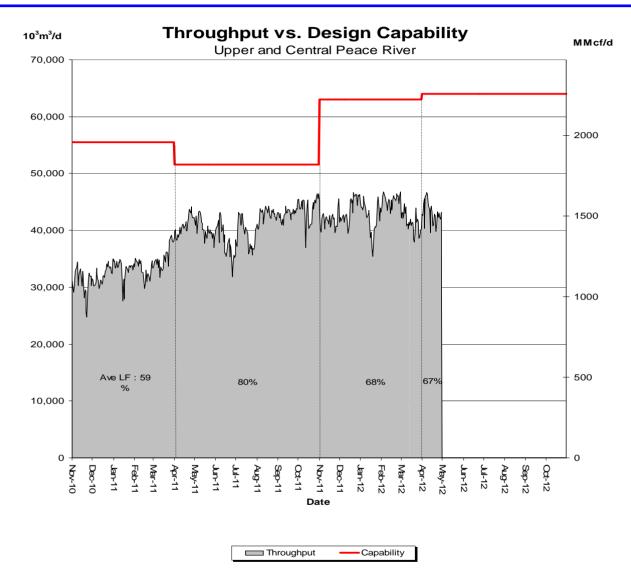


	<u> </u>	· -	bility Ut a Percentage			
Average Flow/	Nov	Dec	Jan	Feb	Mar	Apr
Design Capability	64	66	57	63	57	50



DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER





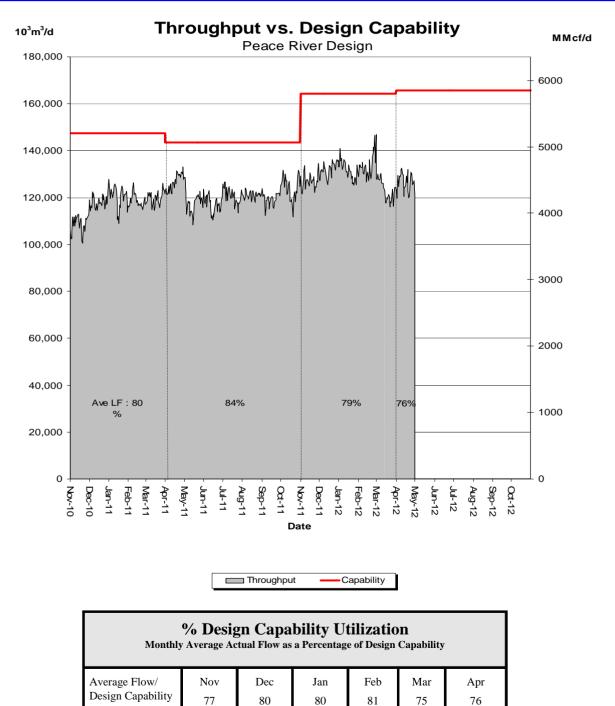
	0	-	bility Ut as a Percent			
Average Flow/	Nov	Dec	Jan	Feb	Mar	Apr
Design Capability	66	69	67	72	65	67



DESIGN CAPABILITY UTILIZATION PEACE RIVER DESIGN

(Upper, Central and Lower Peace River)

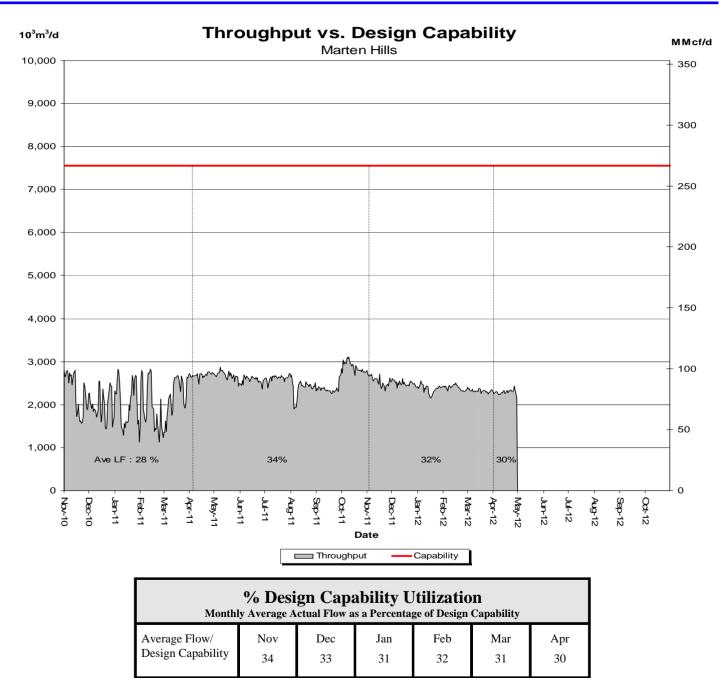






DESIGN CAPABILITY UTILIZATION MARTEN HILLS



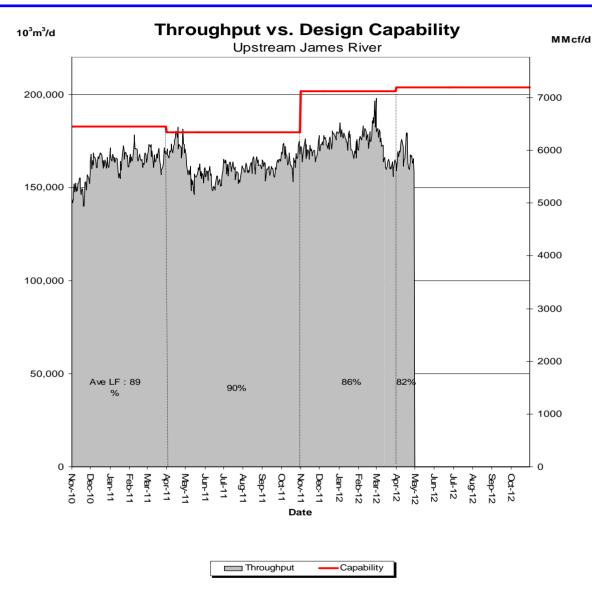




DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER



(Edson Mainline, Peace River Design and Marten Hills)

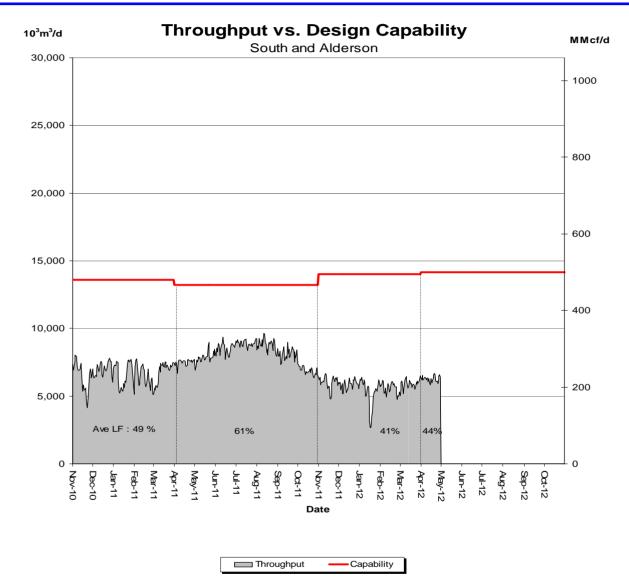


% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability							
Average Flow/	Nov	Dec	Jan	Feb	Mar	Apr	
Design Capability	84	87	87	89	83	82	



DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



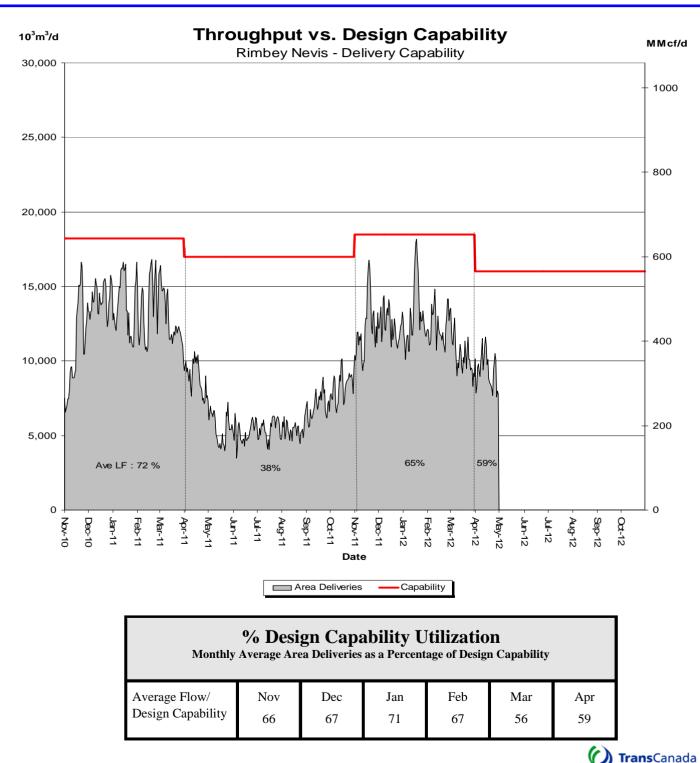


% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability								
Average Flow/	Nov	Dec	Jan	Feb	Mar	Apr		
Design Capability	43	42	37	40	42	44		



DESIGN CAPABILITY UTILIZATION RIMBEY-NEVIS – FLOW WITHIN

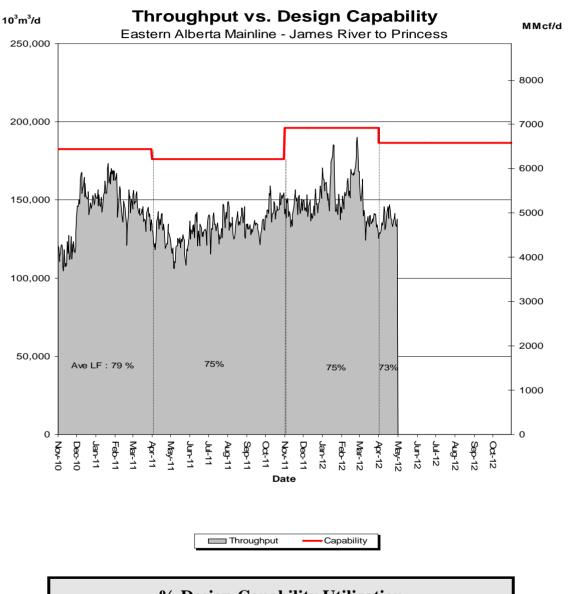




DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE

(James River to Princess)



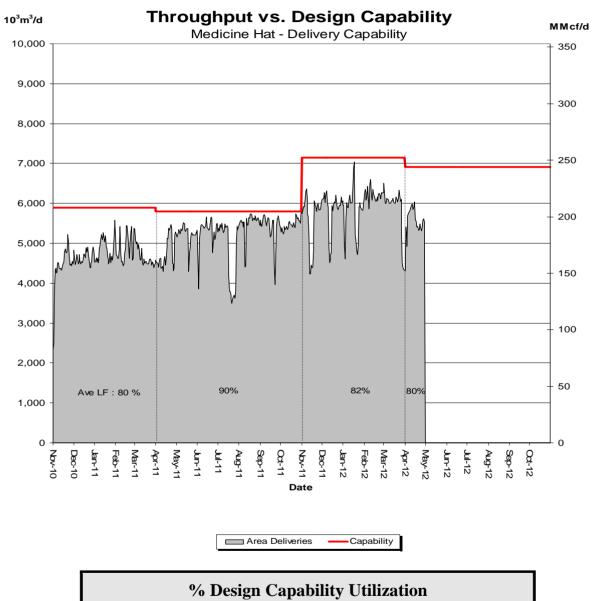


Month	% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability								
Average Flow/	Nov	Dec	Jan	Feb	Mar	Apr			
Design Capability	75	75	81	83	72	73			



DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN





Monthly Average A	rea Delive	eries as a P	Percentage of	of Design (Capability
					· · · · · · · · · · · · · · · · · · ·

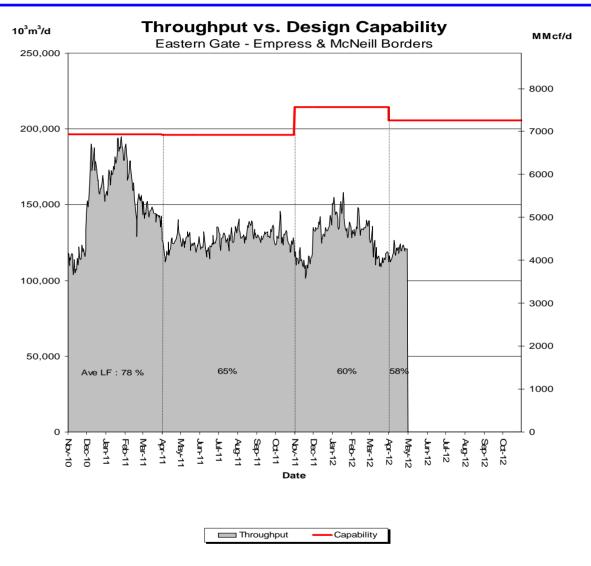
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
Design Capability	78	81	81	87	82	80



DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE

(Princess to Empress / McNeill)



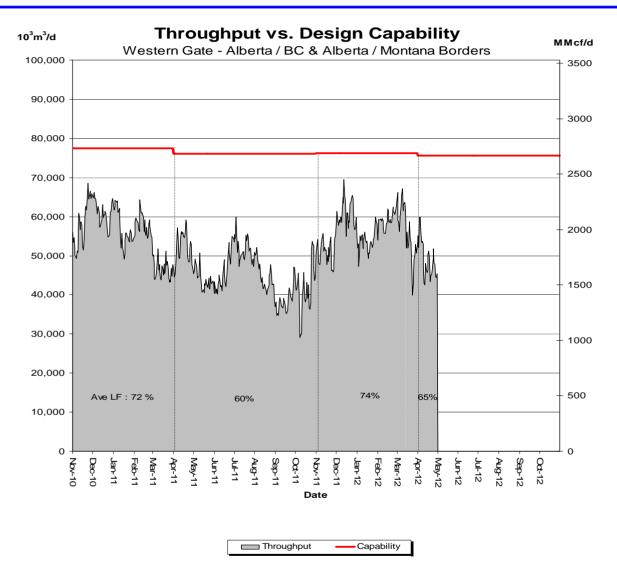


% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability							
Average Flow /	Nov	Dec	Jan	Feb	Mar	Apr	
Design Capability	53	83	66	63	55	58	



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 /	Nov	Dec	Jan	Feb	Mar	Apr	
Design Capability	67	80	70	78	73	65	



HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

February 1, 2012 to April 30, 2012 (3 Month Average)

,	-	1	· ·			•	
Receipt Area		IT-R Service	Firm Service	Firm Service	% CD		Causes/Comments ⁽³⁾
		Available	Available	Restriction	Restricted ⁽¹⁾		
	Segment	(% of time)	(% of time)	(% of time)	Max	Average	
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	



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.p df



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.



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.

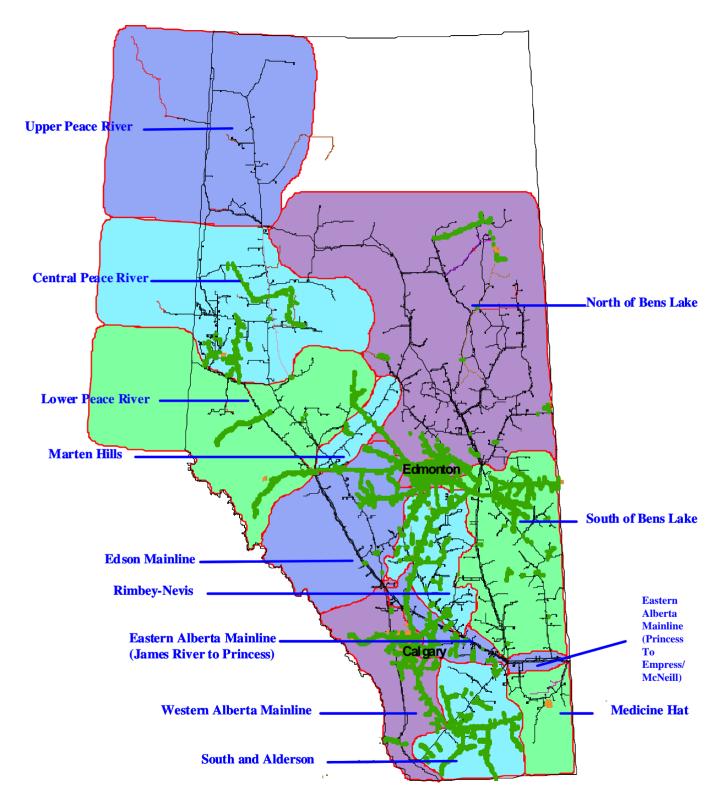
As a monthly feature the Historical Transportation Service Availability is shown as a three-month rolling average of transportation availability.

Future Firm Transportation Service Availability

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



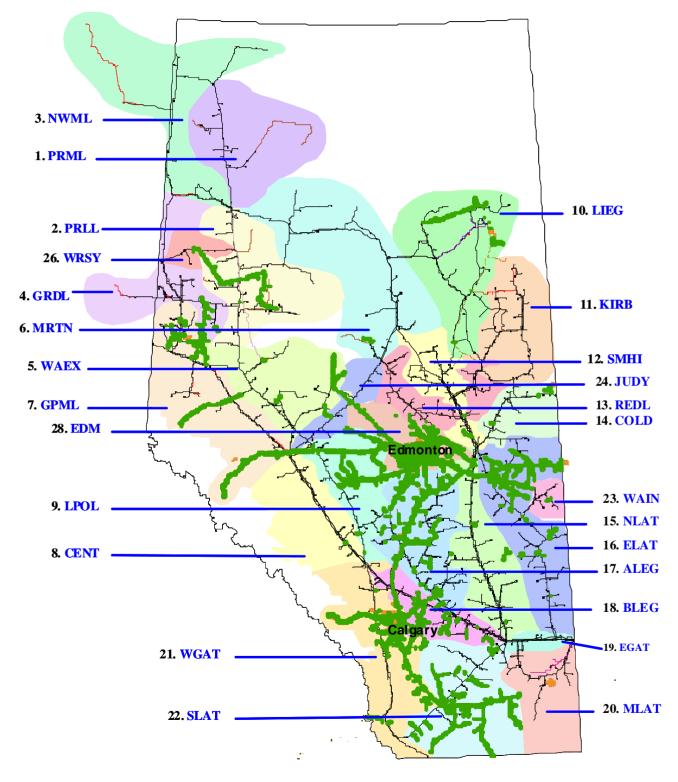
NGTL Design Areas



(Last updated Nov 2011)



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.

Other

System Load Factor

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

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.

