

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.

TABLE OF CONTENTS

<u>MONTHLY FEATURES</u>	PAGE
Firm Transportation Service Contract Utilization	3
Design Capability Utilization	
Ft. McMurray Area – Flow Within.....	4
Kirby Area – Flow Within.....	5
North of Bens Lake – Flow Within	6
North & South of Bens Lake – Flow Within.....	7
Upper Peace River	8
Upper & Central Peace River	9
Peace River Design	10
Marten Hills	11
Upstream James River	12
South & Alderson	13
Rimby Nevis – Flow Within	14
Eastern Alberta Mainline (James River to Princess)	15
Medicine Hat - Flow Within	16
Eastern Alberta Mainline (Princess to Empress/McNeill)	17
Western Alberta Mainline (AB/BC & AB/Montana Borders)	18
Historical Transportation Service Availability (3 Month Average)	19
Future Firm Transportation Service Availability.....	20
How to Use This Report	21

REFERENCES

NGTL Design Areas Map	23
NGTL Pipeline Segments Map	24
Definition of Terms	25

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

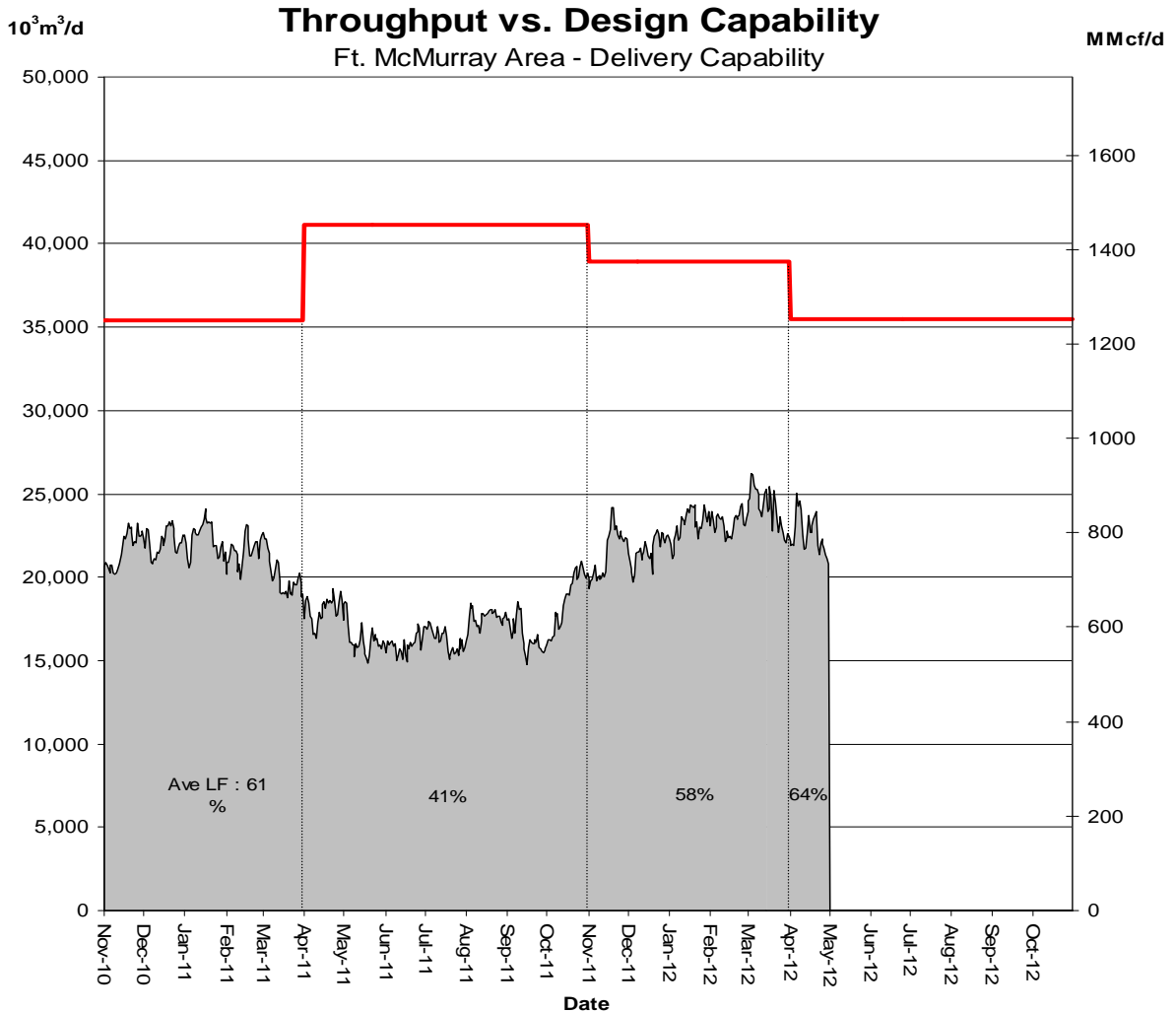
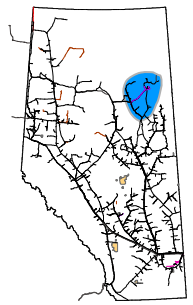
By NGTL Pipeline Segments
April 2012

Segment	Contract	Delivery		Receipt	
		Utilization	Apr CD (TJ/d)	Utilization	Apr CD (MMcf/d)
UPRM	FT	3%	25.4	89%	89
	FT + IT ²	4%		98%	
LPRM	FT	0%	0.0	0%	0
	FT + IT	0%		0%	
PRLI	FT	38%	43.1	94%	153
	FT + IT	38%		102%	
NWML	FT	0%	0.0	77%	336
	FT + IT	0%		81%	
GRDL	FT	23%	4.7	79%	1,218
	FT + IT	25%		83%	
WRSY	FT	0%	0.0	84%	29
	FT + IT	0%		94%	
WAEX	FT	15%	42.4	70%	390
	FT + IT	27%		104%	
JUDY	FT	39%	16.6	96%	78
	FT + IT	40%		106%	
GPML	FT	29%	167.6	85%	2,960
	FT + IT	42%		93%	
CENT	FT	0%	9.8	96%	876
	FT + IT	0%		119%	
LPOL	FT	24%	82.6	94%	539
	FT + IT	32%		133%	
WGAT	FT	66%	3,269.9	89%	525
	FT + IT	67%		97%	
ALEG	FT	40%	315.3	96%	900
	FT + IT	56%		121%	
SLAT	FT	22%	178.3	96%	262
	FT + IT	23%		112%	
MLAT	FT	71%	262.1	94%	241
	FT + IT	77%		106%	
BLEG	FT	56%	142.6	97%	612
	FT + IT	56%		113%	
EGAT	FT	98%	3,628.5	96%	46
	FT + IT	124%		129%	
MRTN	FT	19%	28.1	83%	94
	FT + IT	21%		97%	
LIEG	FT	81%	794.1	70%	53
	FT + IT	114%		122%	
KIRB	FT	72%	769.8	76%	55
	FT + IT	87%		116%	
SMHI	FT	67%	12.1	88%	53
	FT + IT	67%		125%	
REDL	FT	59%	13.1	87%	59
	FT + IT	68%		106%	
COLD	FT	67%	56.8	75%	34
	FT + IT	114%		111%	
EDM	FT	44%	1,709.5	91%	87
	FT + IT	46%		107%	
NLAT	FT	32%	16.0	96%	183
	FT + IT	32%		118%	
WAIN	FT	18%	0.5	91%	13
	FT + IT	18%		110%	
ELAT	FT	73%	231.5	91%	174
	FT + IT	80%		115%	
TOTAL SYSTEM	FT	71%	11,820.6	88%	10,058
	FT + IT	84%		103%	

*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.

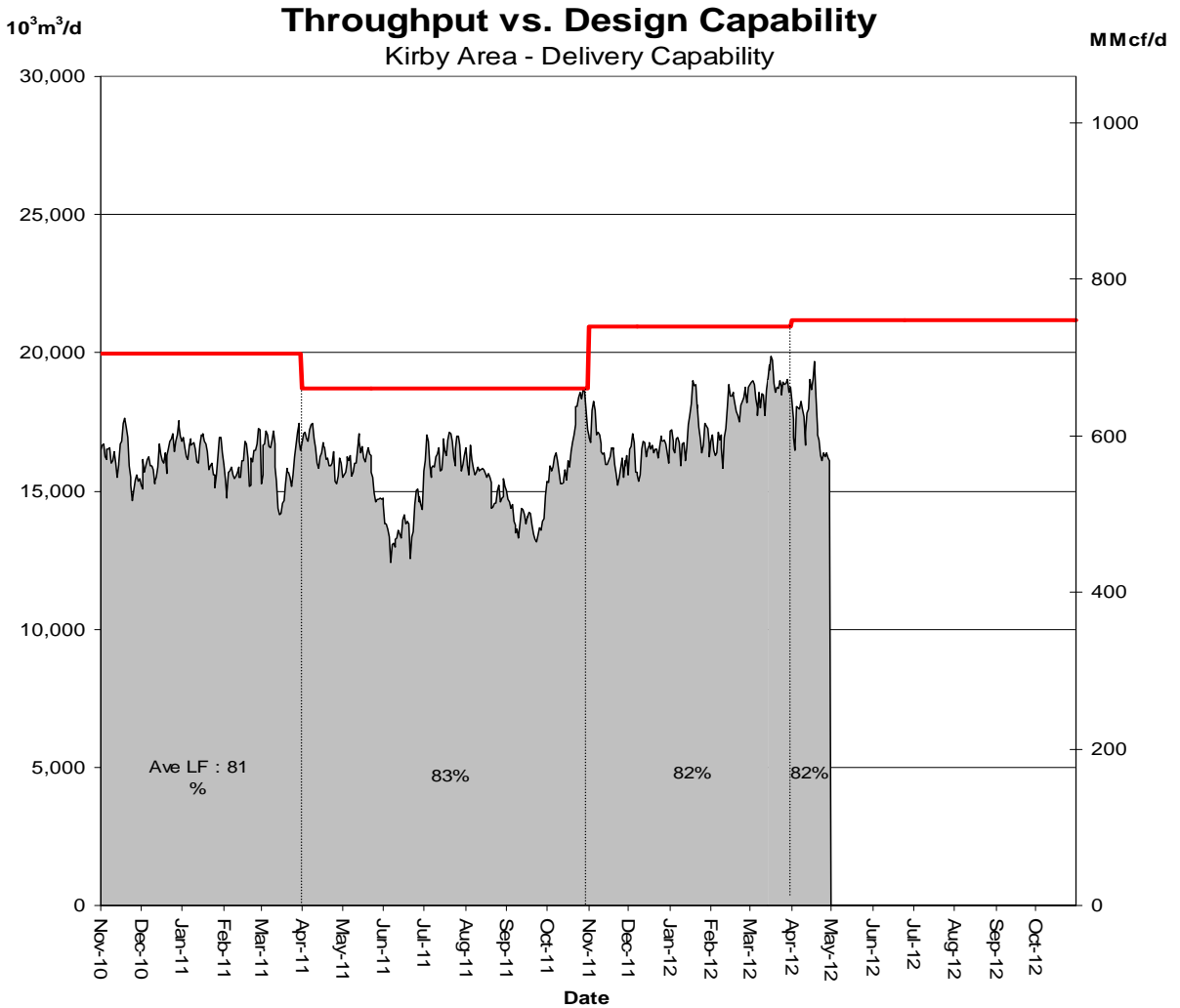
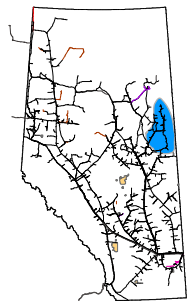
DESIGN CAPABILITY UTILIZATION FT. McMURRAY AREA – FLOW WITHIN



Throughput Capability

% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	55	55	60	60	62	64

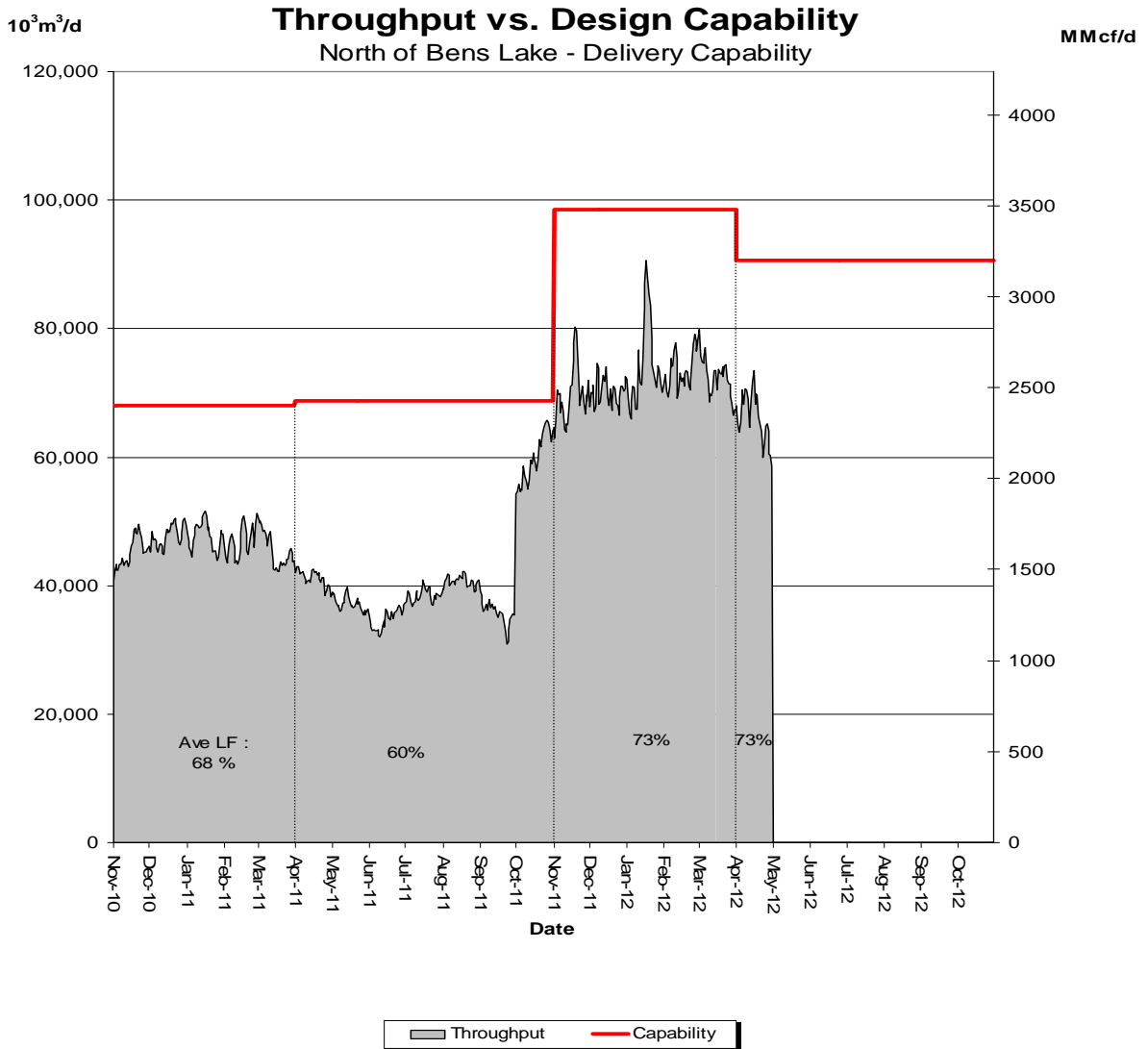
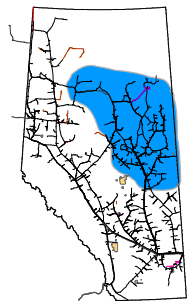
DESIGN CAPABILITY UTILIZATION KIRBY AREA – FLOW WITHIN



Throughput Capability

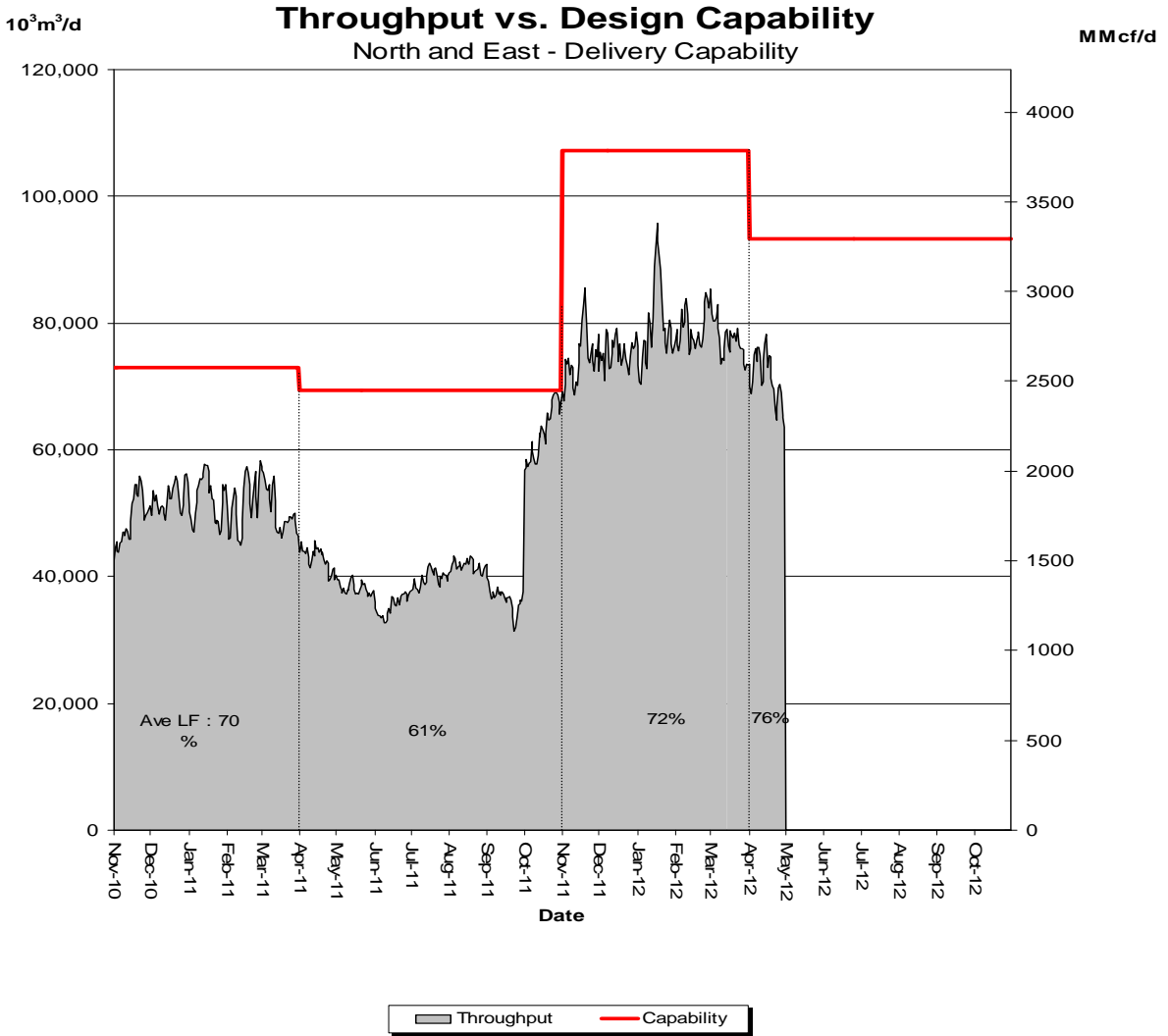
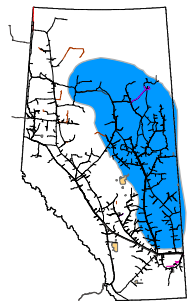
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	79	78	82	84	89	82

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



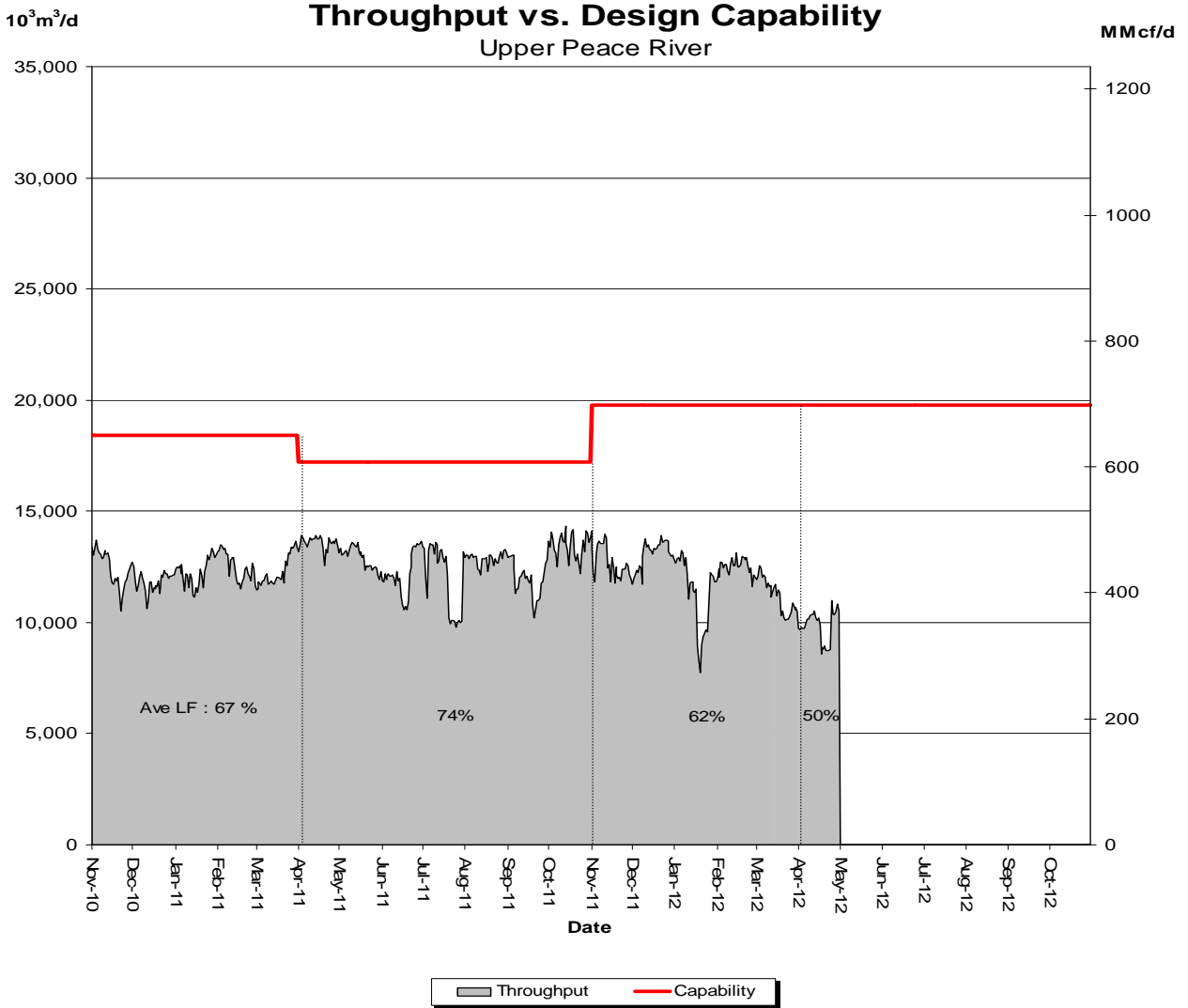
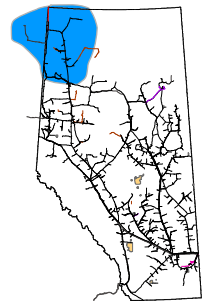
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	71	71	76	75	73	73

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

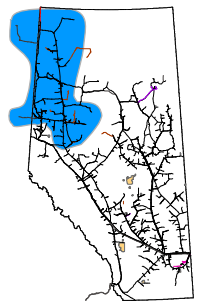


% Design Capability Utilization						
Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	70	70	74	74	72	76

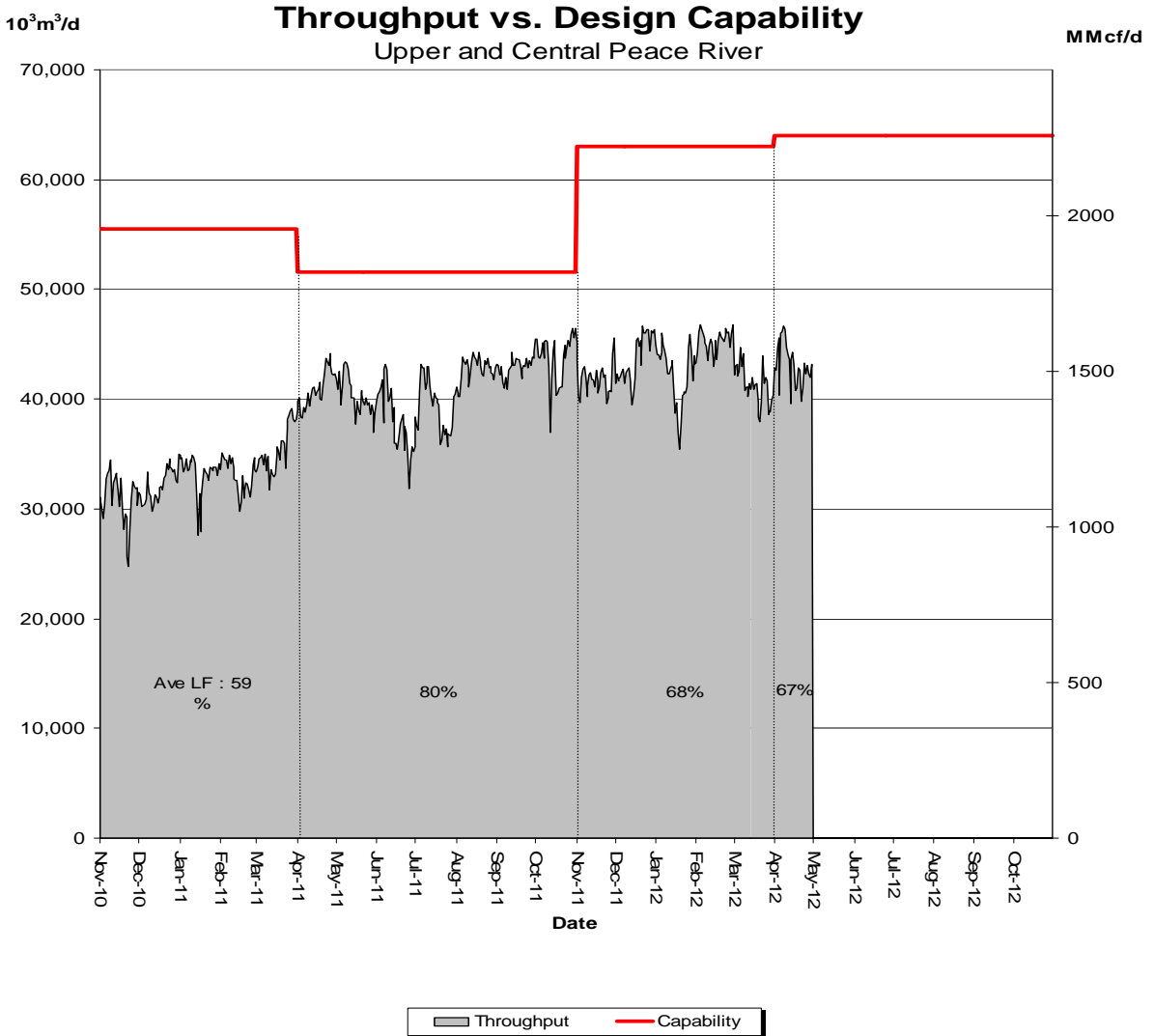
DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov 64	Dec 66	Jan 57	Feb 63	Mar 57	Apr 50

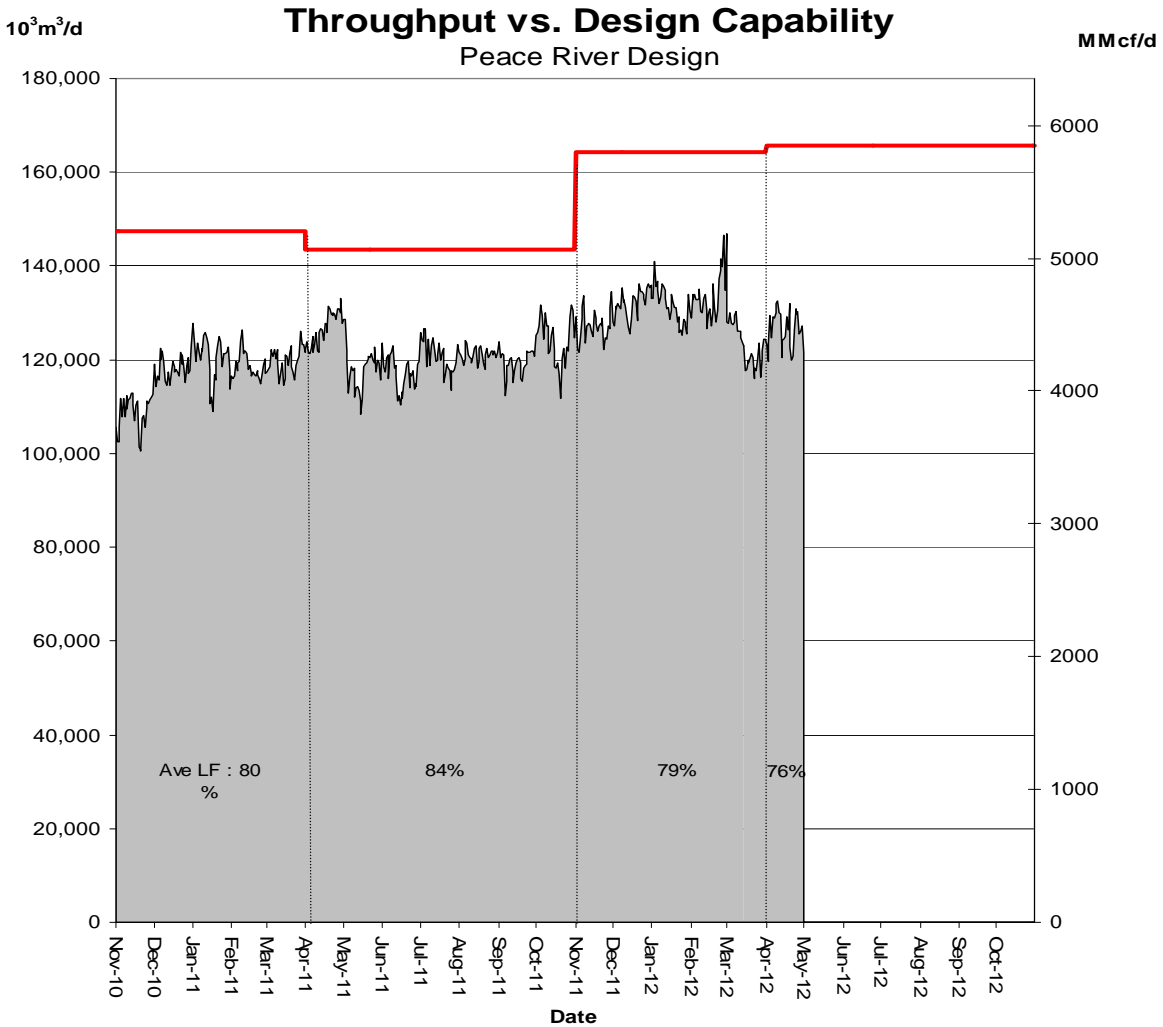
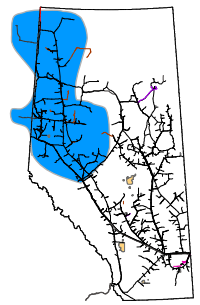


DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER



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

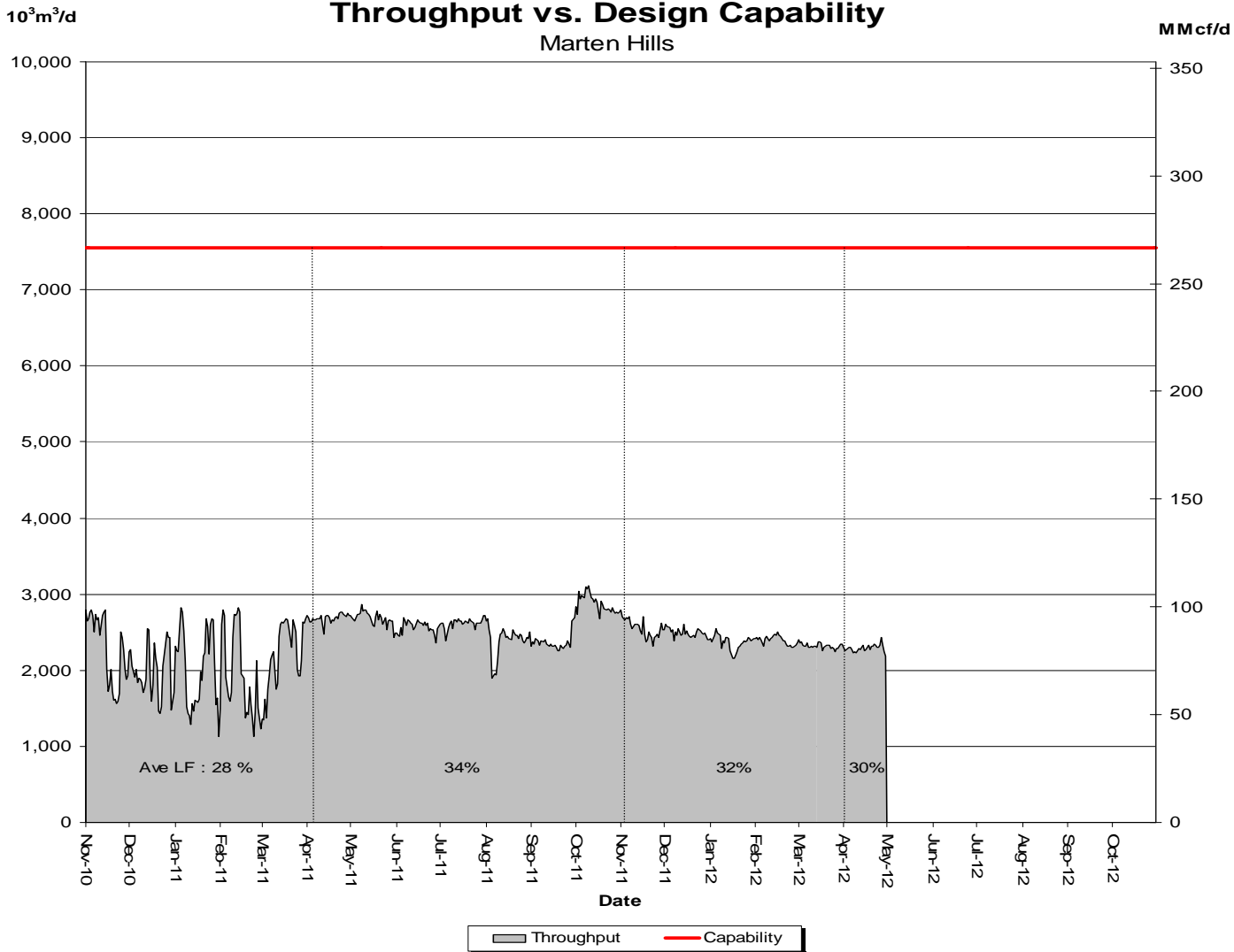
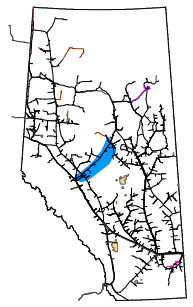
DESIGN CAPABILITY UTILIZATION PEACE RIVER DESIGN (Upper, Central and Lower Peace River)



Throughput Capability

% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	77	80	80	81	75	76

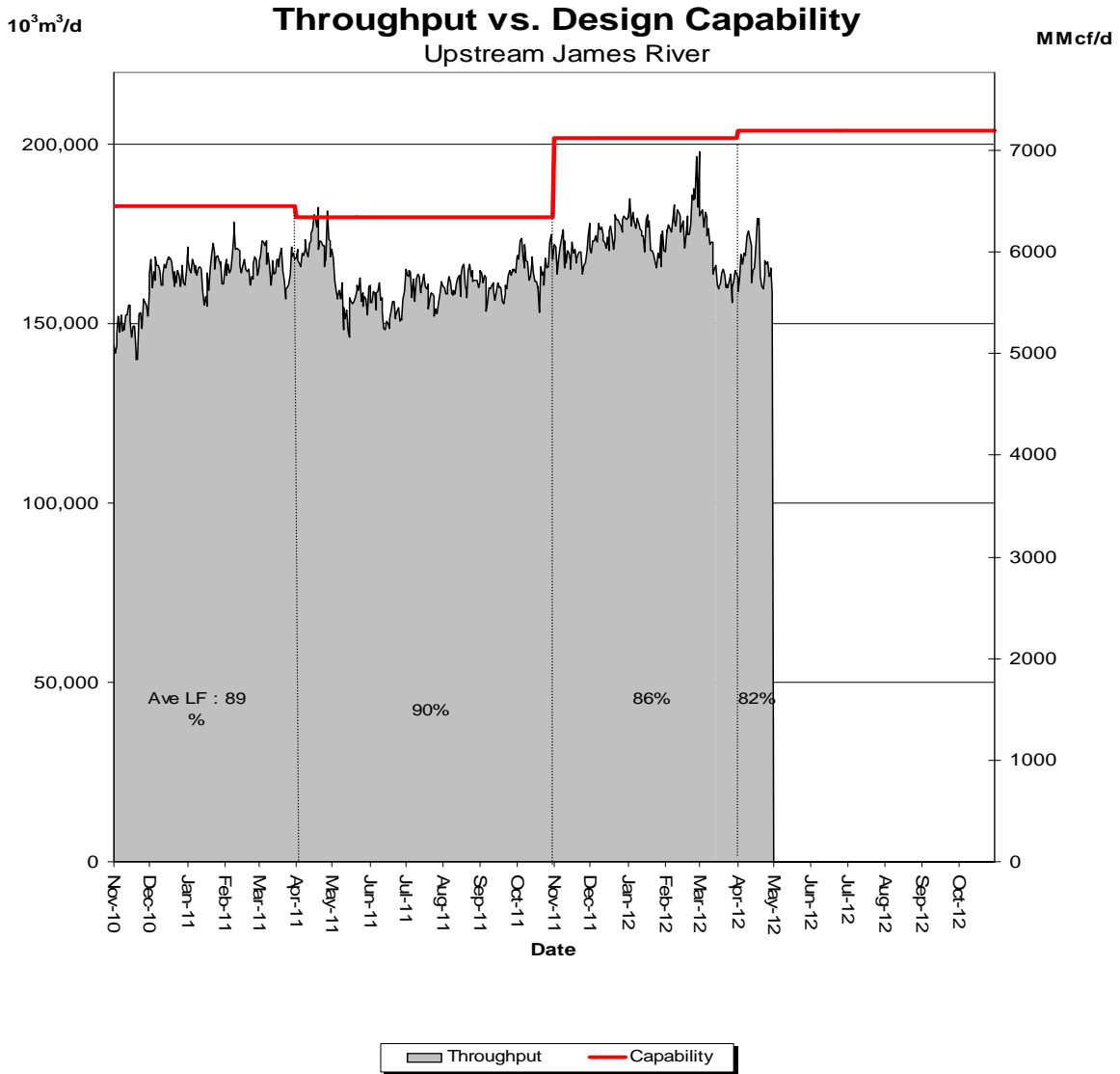
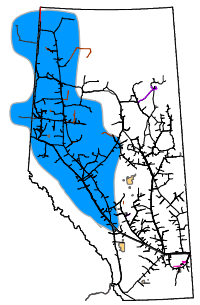
DESIGN CAPABILITY UTILIZATION MARTEN HILLS



% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	34	33	31	32	31	30

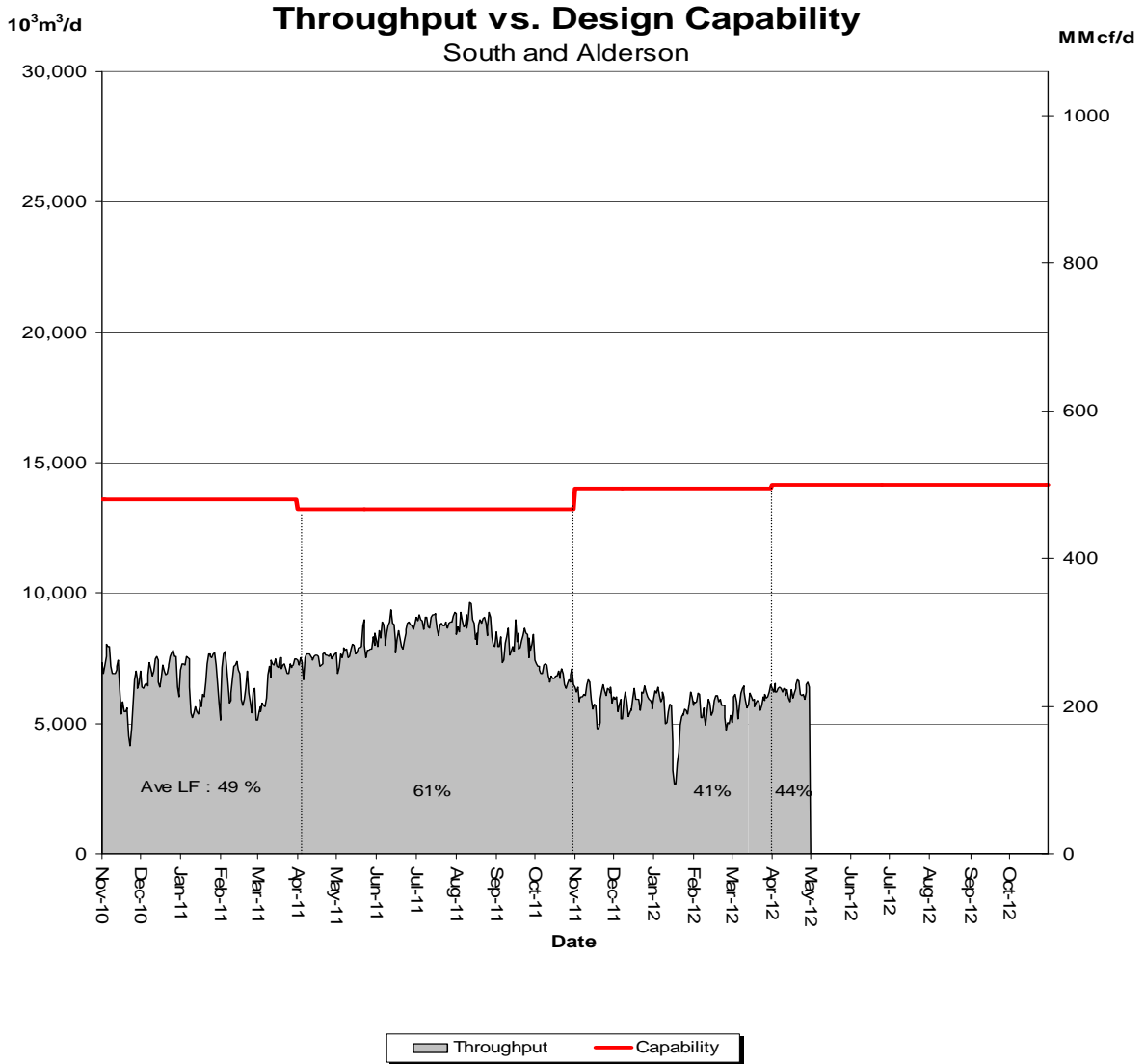
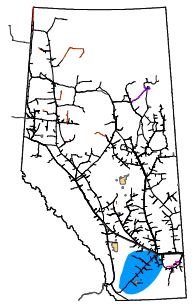
DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(Edson Mainline, Peace River Design and Marten Hills)



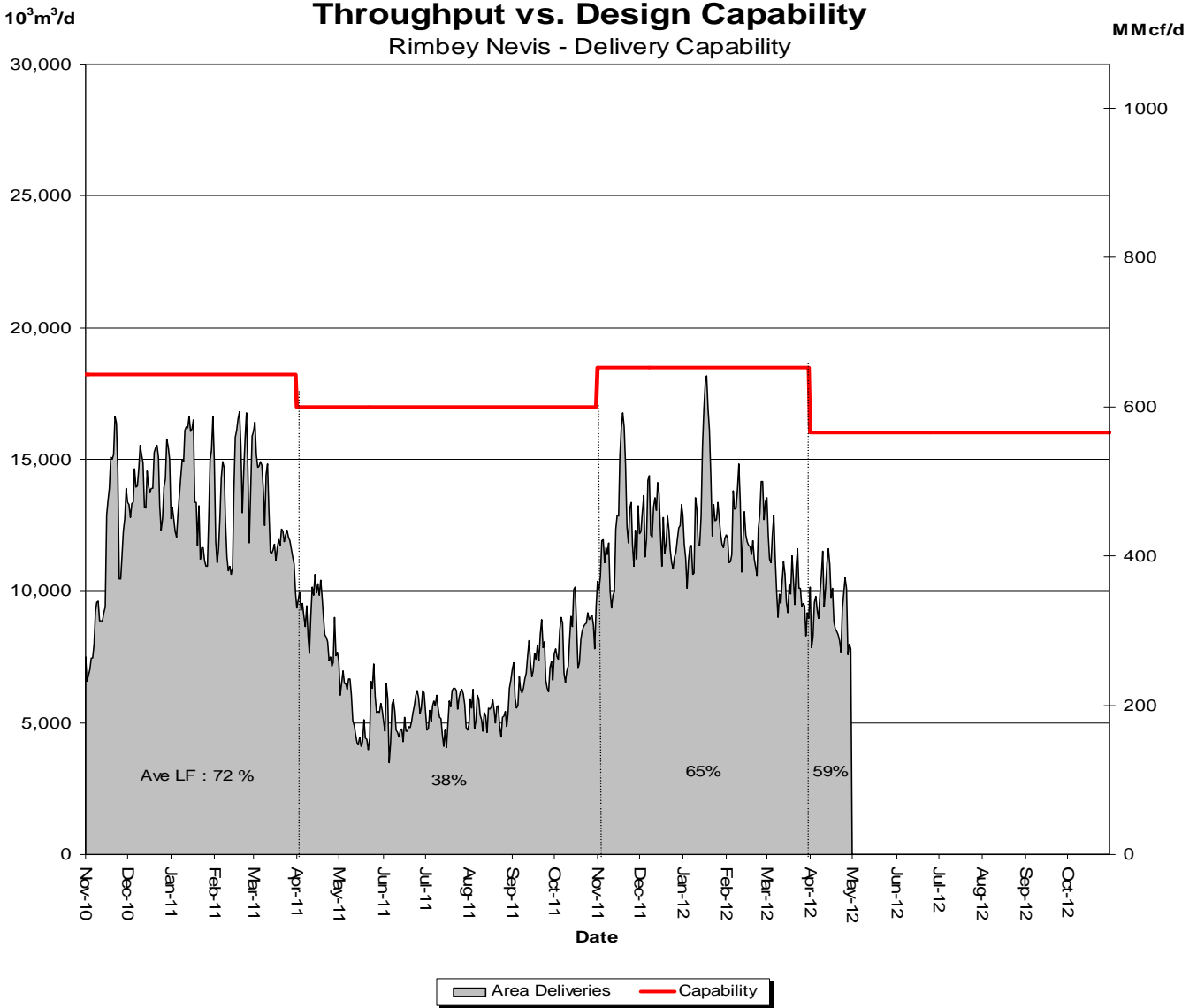
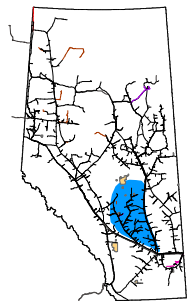
% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	84	87	87	89	83	82

DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



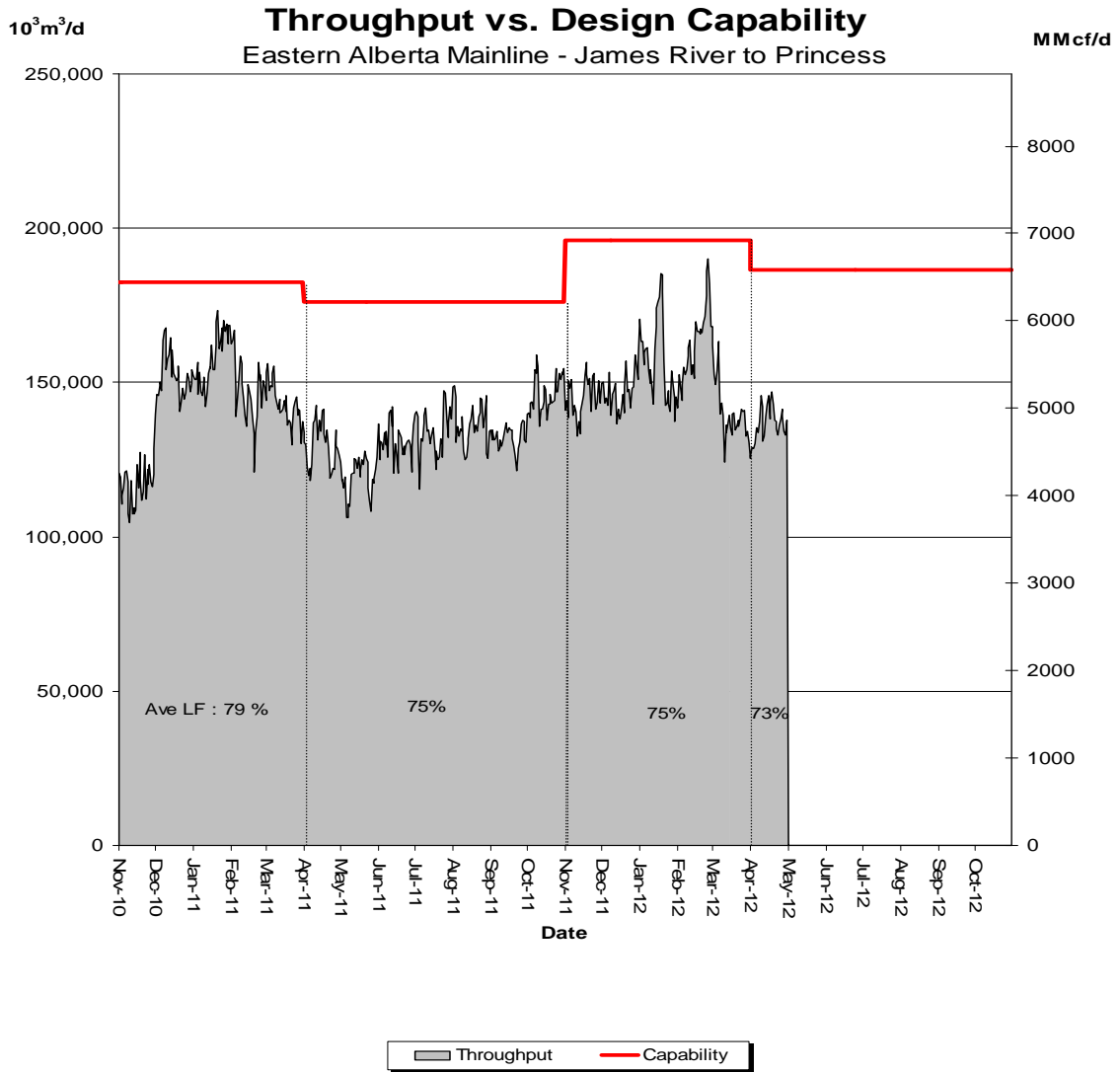
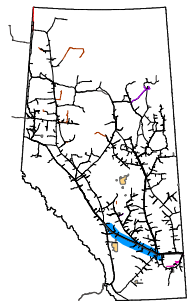
% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	43	42	37	40	42	44

DESIGN CAPABILITY UTILIZATION RIMBEY-NEVIS – FLOW WITHIN



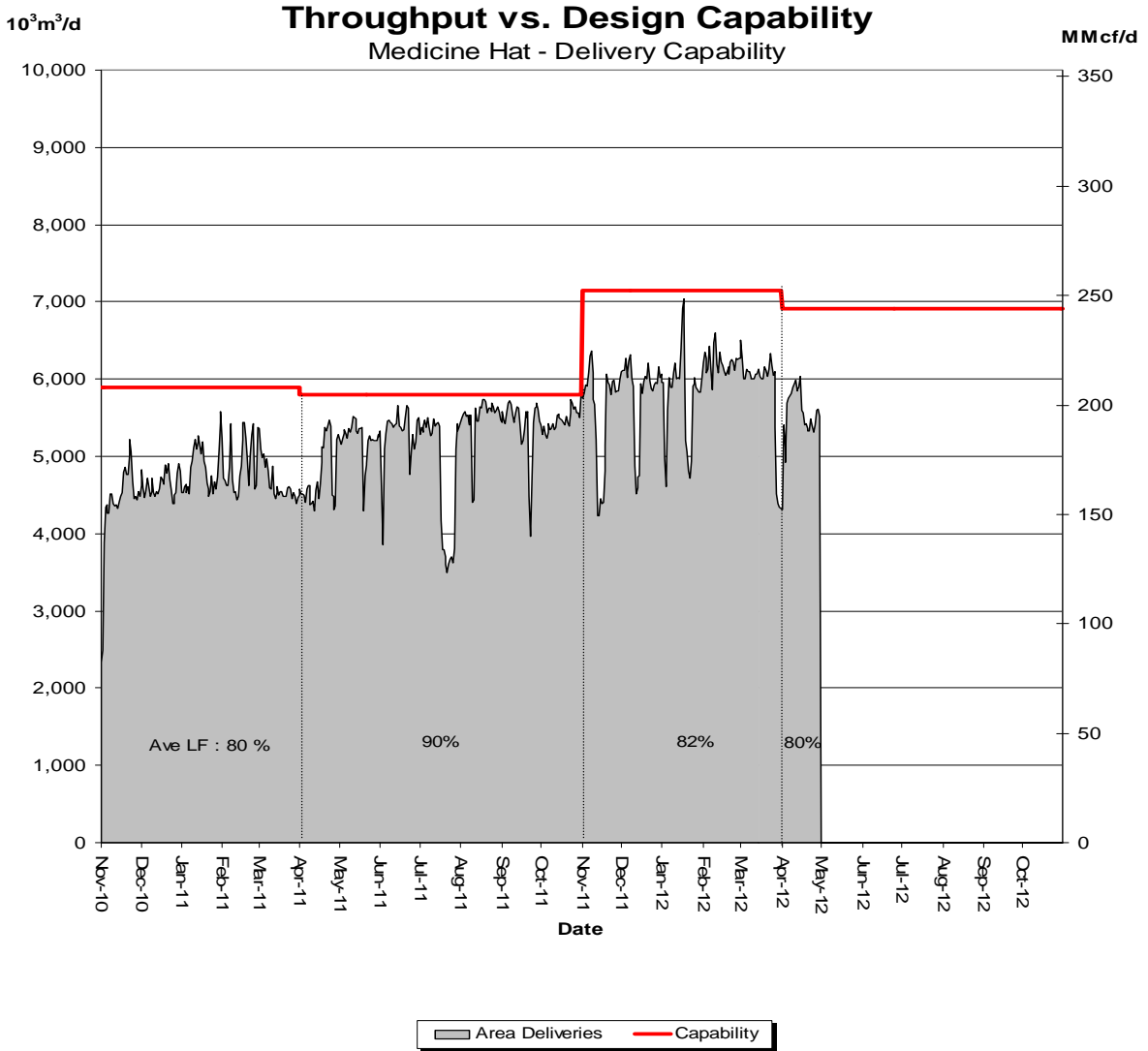
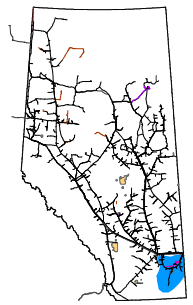
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	66	67	71	67	56	59

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



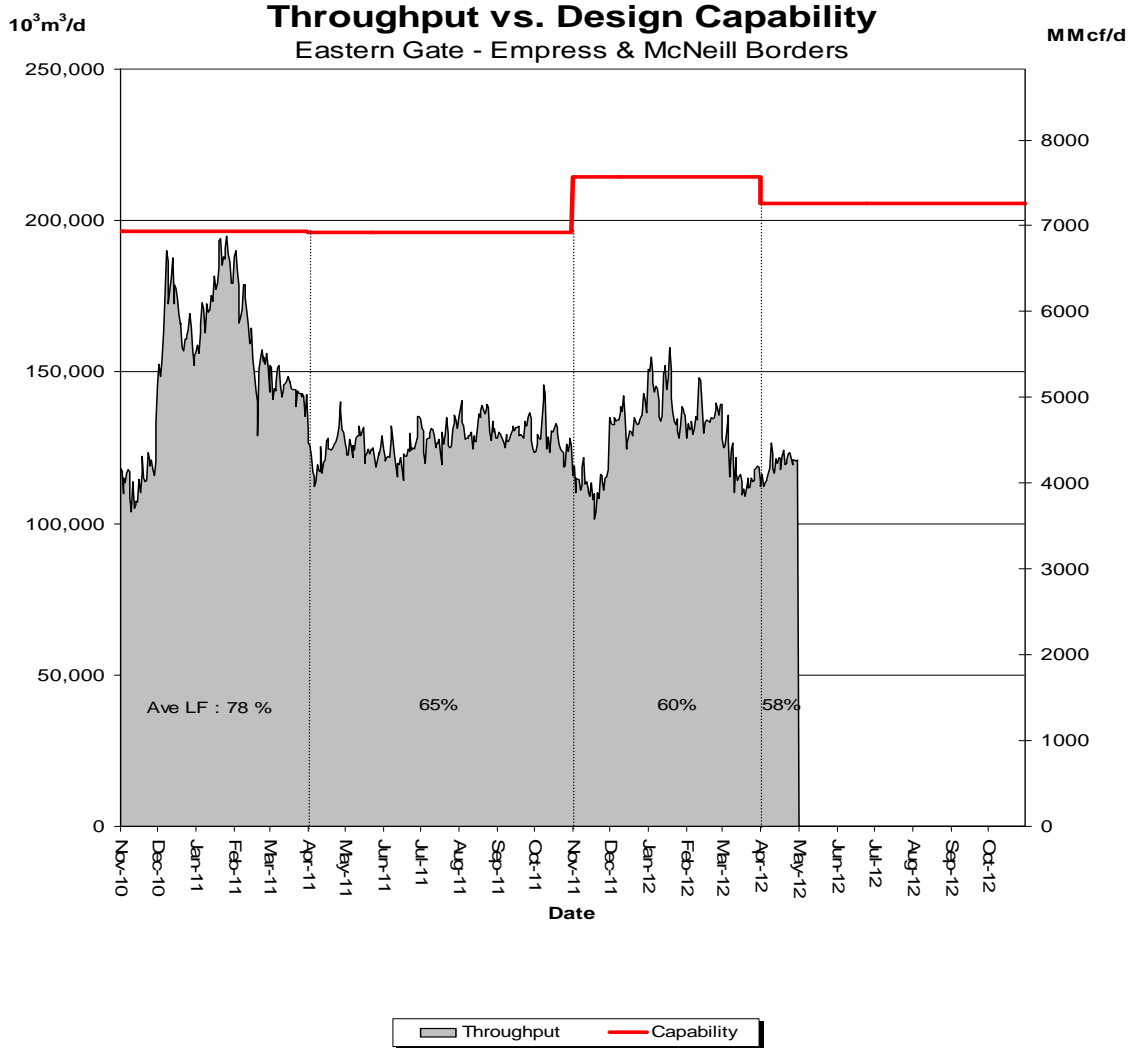
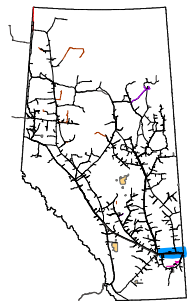
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	75	75	81	83	72	73

DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN



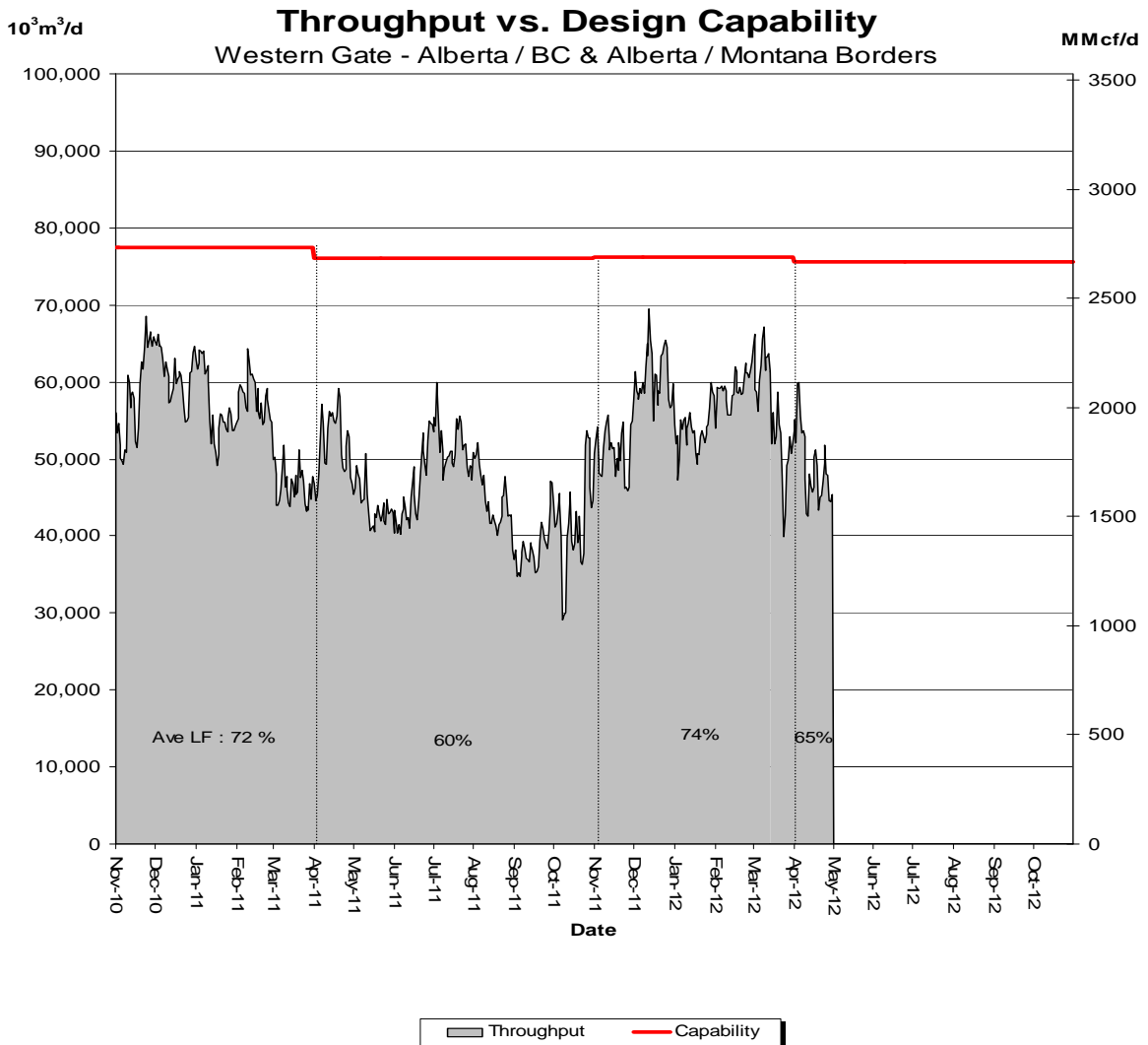
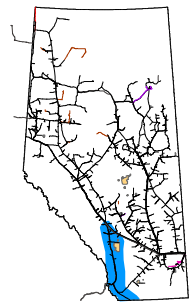
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	78	81	81	87	82	80

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



% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	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 / Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	67	80	70	78	73	65

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

February 1, 2012 to April 30, 2012 (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	100	100	0	0	0	
	PRL 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 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	
Rimby/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_availability_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.

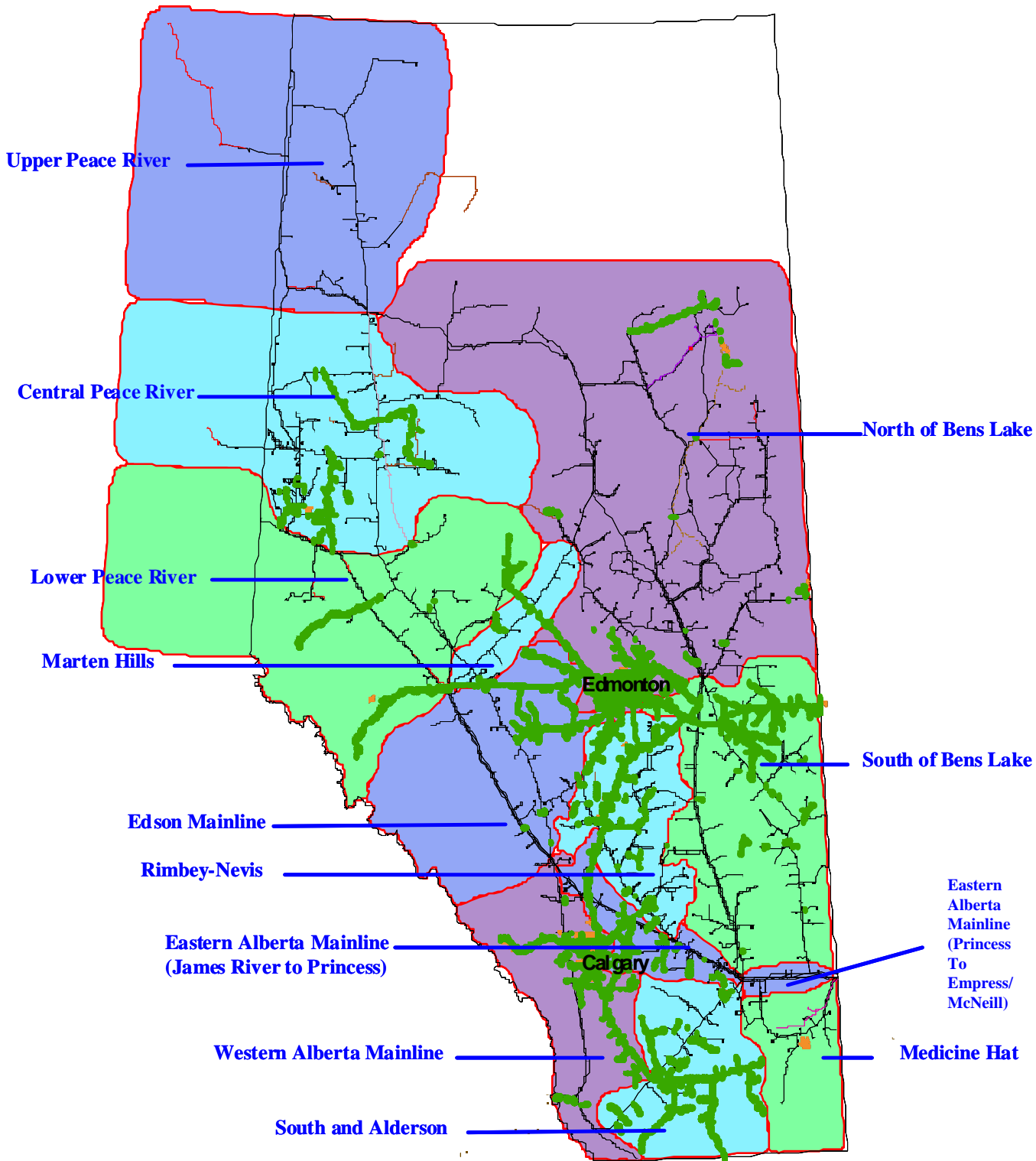
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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

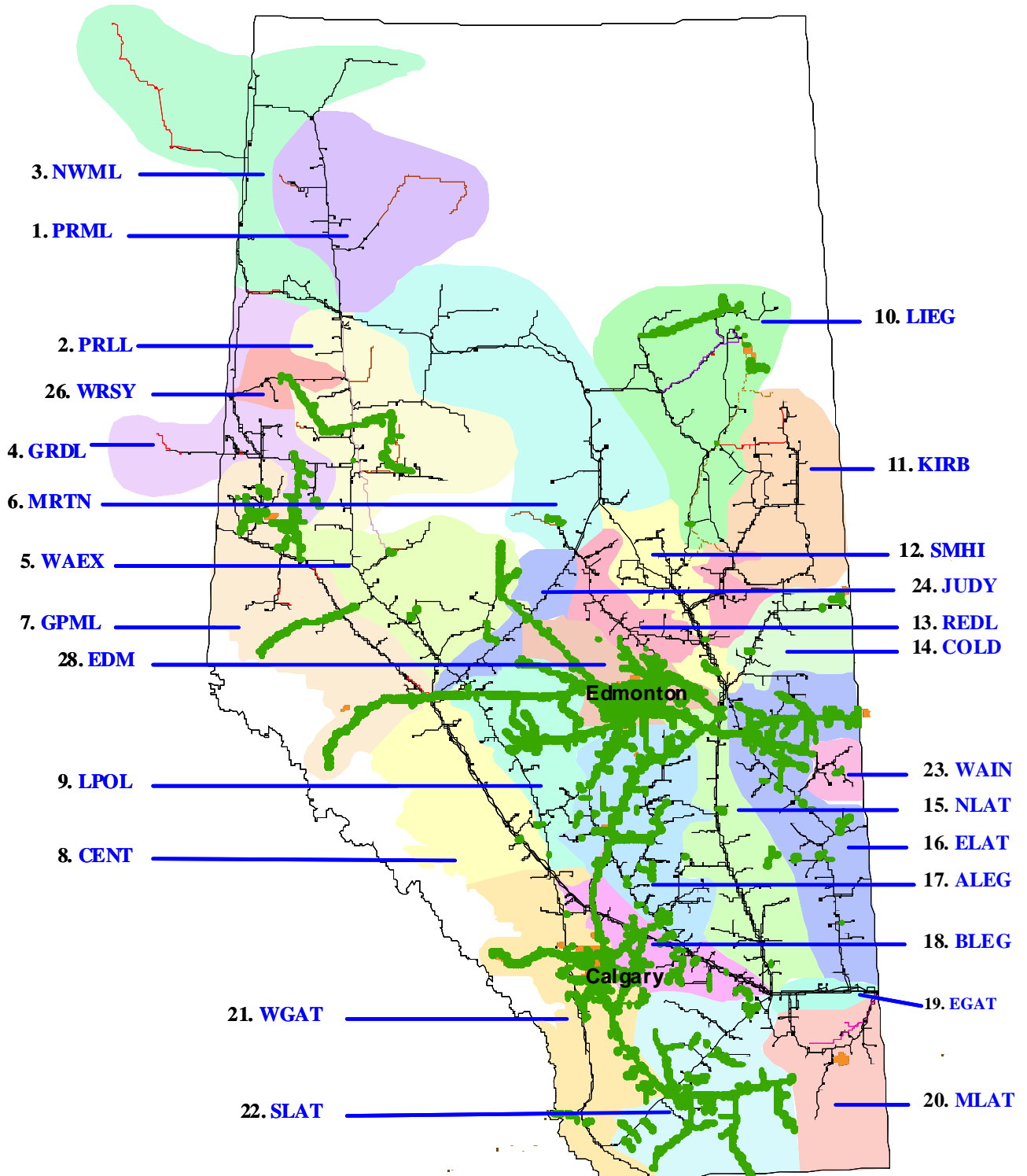
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL Design Areas



(Last updated Nov 2011)

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