

# SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending  
July, 2011

*Published date:*  
August 31, 2011

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## Highlights This Month:

- Starting with the 2009/10 Gas Year, the average actual flow for the dominant flow condition in each of the Alberta design areas will be compared against the corresponding design capability to obtain a measure of pipeline utilization. Consequently, design capability utilization will be measured as Average Actual Flow / Seasonal Design Capability.
- FT Receipt Availability over a 3 month average from May 1, 2011 – July 31, 2011 was deemed to be 100% available in all pipe segments, except for segment UPRM which was deemed 91% available.
- Border Availability at Empress/McNeill, Gordondale and Alberta/BC, over a 3 month average from May 1, 2011 – July 31, 2011, were all deemed 100% available.
- New delivery transportation services were introduced on the Alberta System in November 2010. Consequently, the Firm Transportation service contract utilization table (page 3 of this report) has been modified to illustrate the FT and TF + IT utilization of these new services.
- Transportation Service Contract Utilization table on page 3 has been modified relative to information originally posted on August 15, 2011.

NOVA Gas Transmission Ltd.

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If you have any questions on the content of this report, contact Bill Chmilar at (403) 920-5309 or via fax at (403) 920-2379.

# FIRM TRANSPORTATION SERVICE<sup>1</sup> CONTRACT UTILIZATION<sup>3</sup>

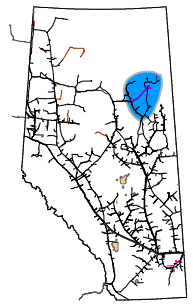
By NGTL Pipeline Segments  
July 2011

Segment	Receipt Contract	Delivery		Receipt	
		Utilization	Jul CD (TJ/d)	Utilization	Jul CD (MMcf/d)
UPRM	FT	2%	25.4	74%	96
	FT + IT <sup>2</sup>	3%		82%	
LPRM	FT	0%	0.0	95%	11
	FT + IT	0%		116%	
PRLI	FT	62%	24.3	97%	140
	FT + IT	64%		113%	
NWML	FT	0%	0.0	93%	366
	FT + IT	0%		97%	
GRDL	FT	100%	0.2	76%	884
	FT + IT	125%		87%	
WRSY	FT	0%	0.0	88%	34
	FT + IT	0%		109%	
WAEX	FT	14%	38.7	80%	293
	FT + IT	22%		135%	
JUDY	FT	10%	3.7	98%	80
	FT + IT	123%		121%	
GPML	FT	16%	23.4	92%	2,630
	FT + IT	42%		101%	
CENT	FT	0%	9.8	96%	940
	FT + IT	0%		118%	
LPOL	FT	16%	17.3	95%	416
	FT + IT	25%		130%	
WGAT	FT	80%	2,353.0	88%	354
	FT + IT	84%		111%	
ALEG	FT	84%	102.1	98%	832
	FT + IT	185%		128%	
SLAT	FT	100%	2.7	92%	237
	FT + IT	108%		135%	
MLAT	FT	73%	211.9	99%	243
	FT + IT	82%		113%	
BLEG	FT	28%	26.7	99%	557
	FT + IT	28%		123%	
EGAT	FT	98%	4,403.2	99%	46
	FT + IT	117%		694%	
MRTN	FT	1%	12.8	88%	81
	FT + IT	17%		134%	
LIEG	FT	68%	672.7	71%	51
	FT + IT	100%		121%	
KIRB	FT	76%	664.9	91%	54
	FT + IT	88%		160%	
SMHI	FT	44%	11.5	86%	56
	FT + IT	44%		155%	
REDL	FT	22%	13.1	77%	52
	FT + IT	65%		143%	
COLD	FT	49%	17.9	83%	35
	FT + IT	311%		123%	
NLAT	FT	66%	123.8	97%	180
	FT + IT	119%		131%	
WAIN	FT	0%	0.0	95%	13
	FT + IT	0%		127%	
ELAT	FT	45%	46.2	94%	113
	FT + IT	76%		137%	
TOTAL SYSTEM	FT	86%	8,805.3	91%	8,793
	FT + IT	103%		115%	

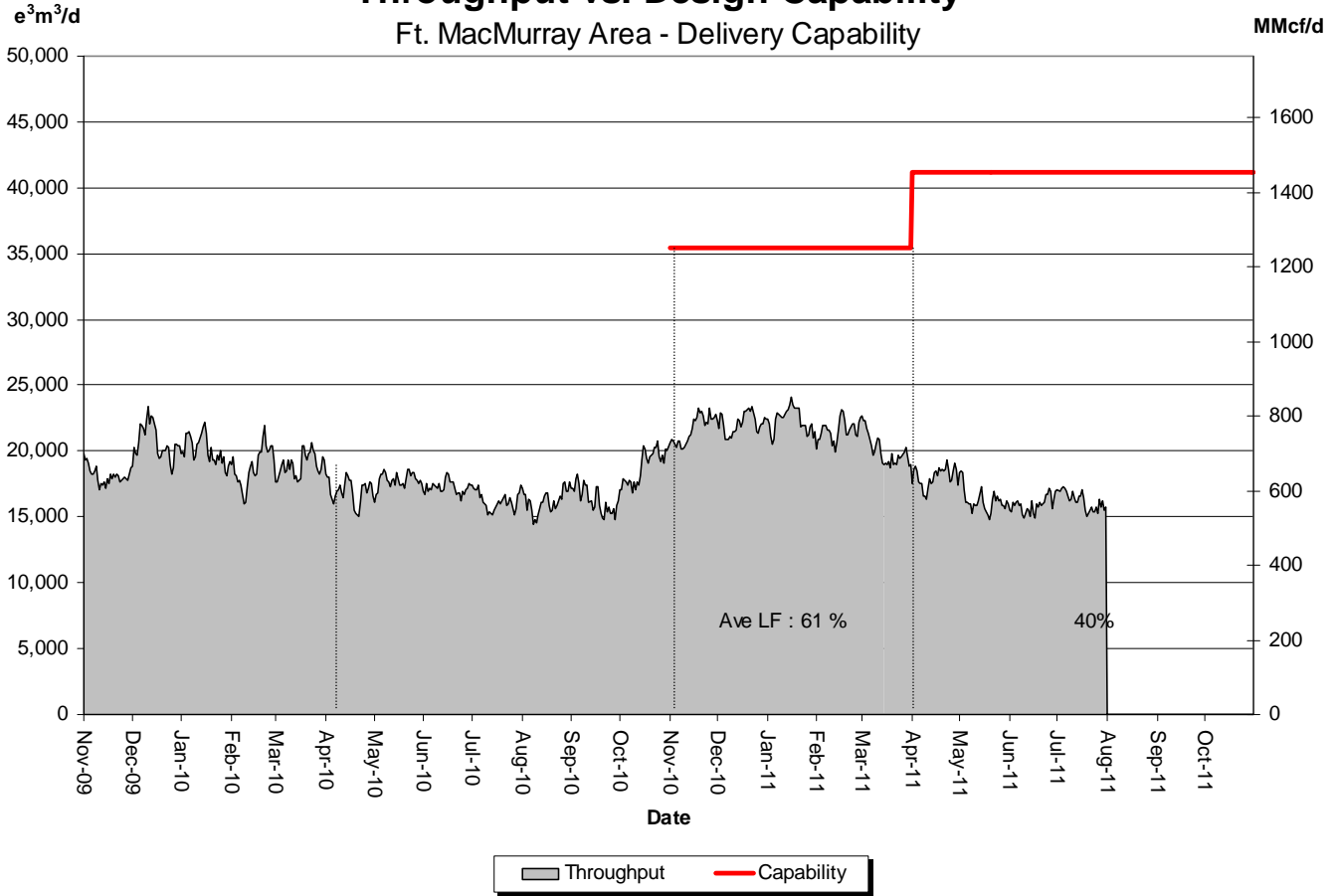
\*NOTE:

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 as billed volumes divided by applicable receipt or delivery Contract level.

# DESIGN CAPABILITY UTILIZATION FT. McMURRAY AREA – FLOW WITHIN

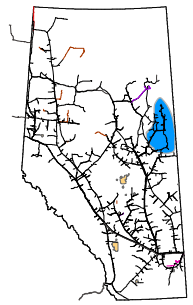


**Throughput vs. Design Capability**  
Ft. MacMurray Area - Delivery Capability



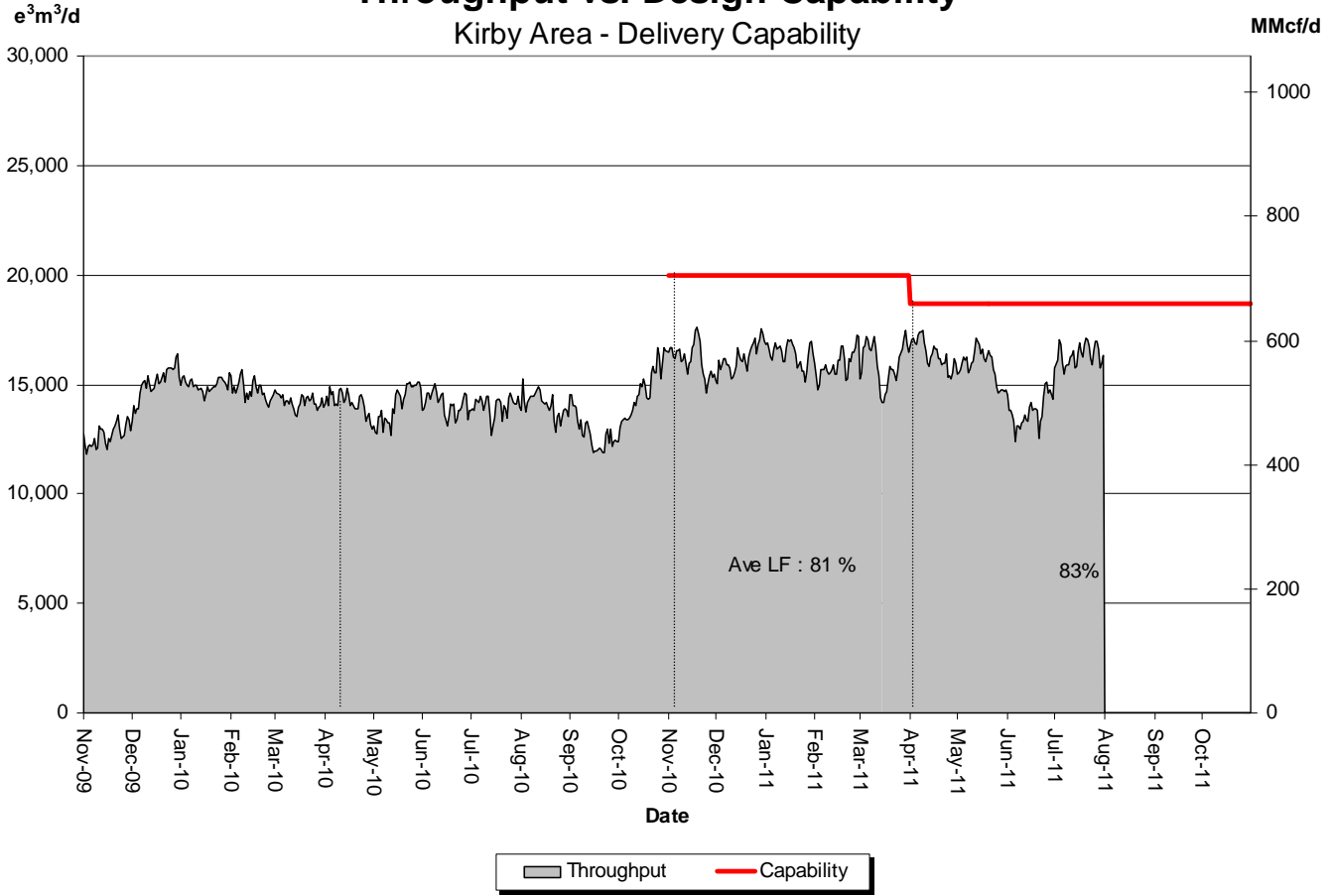
<b>% Design Capability Utilization</b>						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	61	57	44	39	39	39

# DESIGN CAPABILITY UTILIZATION KIRBY AREA – FLOW WITHIN



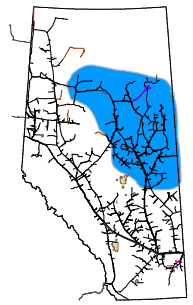
## Throughput vs. Design Capability

Kirby Area - Delivery Capability

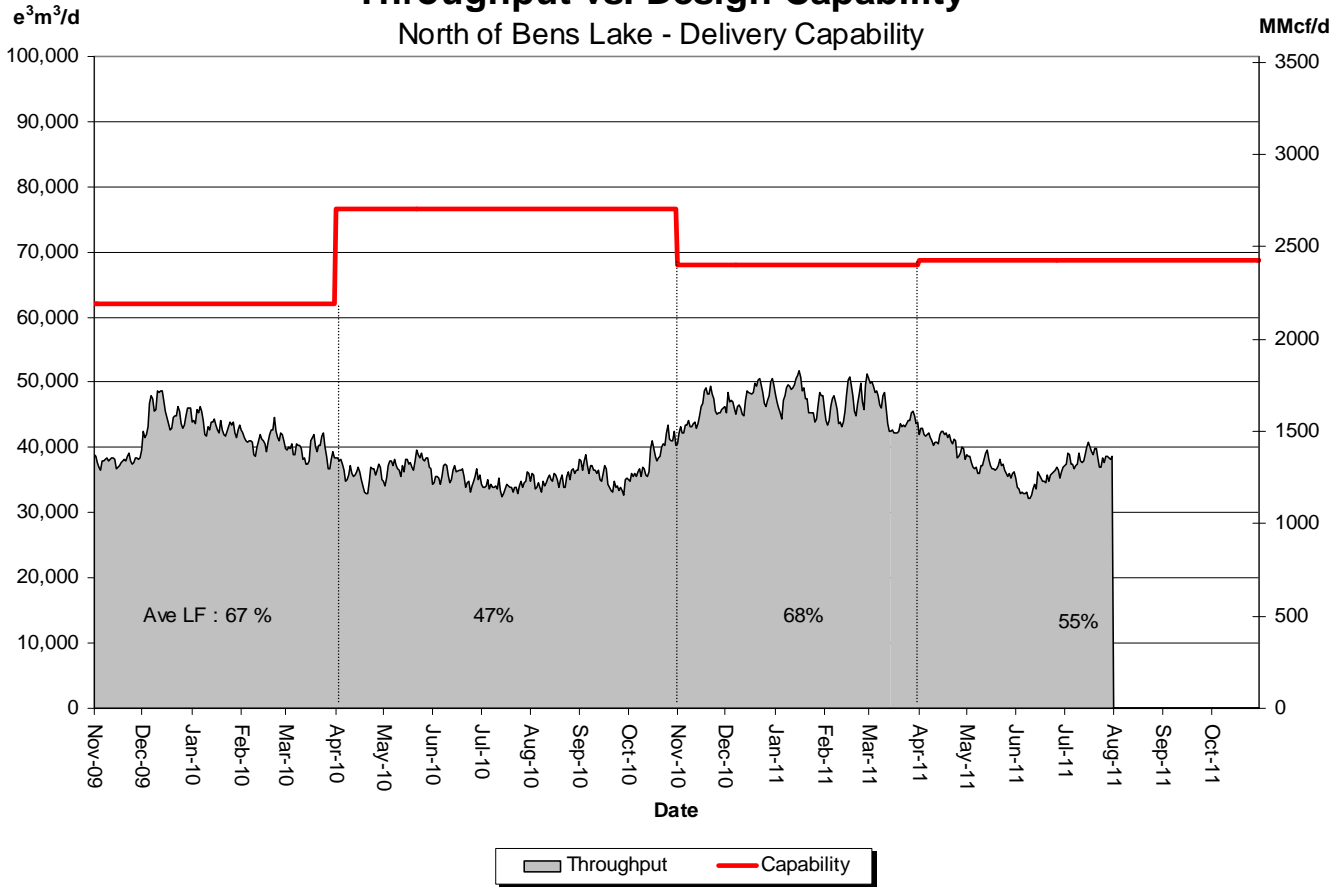


% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	80	80	88	84	74	87

# DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN

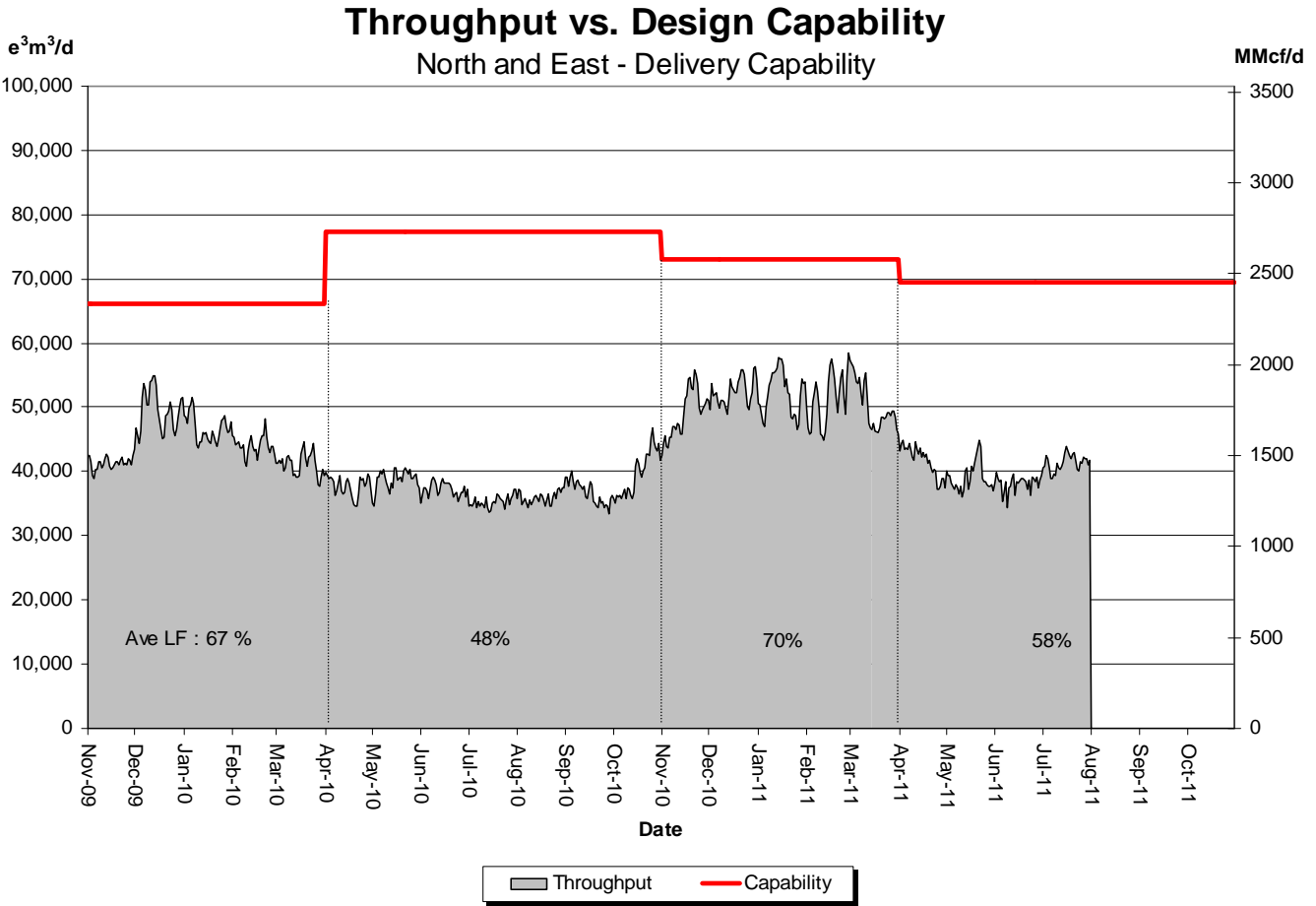
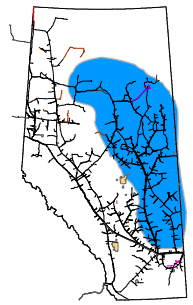


**Throughput vs. Design Capability**  
North of Bens Lake - Delivery Capability



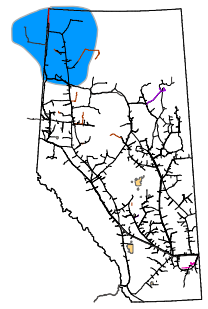
<b>% Design Capability Utilization</b>							
Monthly Average Area Deliveries as a Percentage of Design Capability							
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul	
	69	67	60	54	51	56	

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

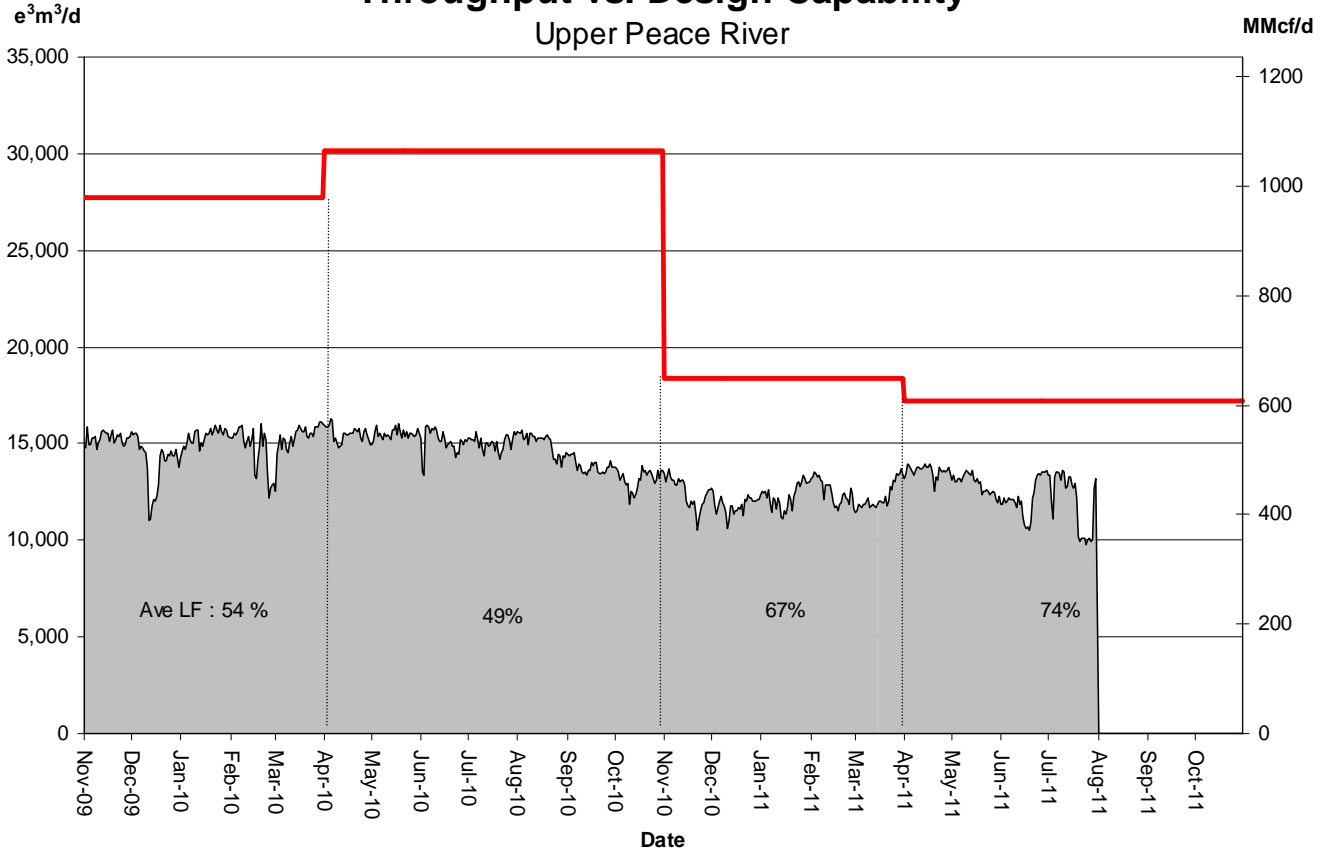


% Design Capability Utilization							
Monthly Average Actual Area Deliveries as a Percentage of Design Capability							
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul	
	70	69	60	56	55	60	

# DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



## Throughput vs. Design Capability Upper Peace River

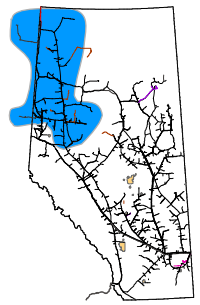


Throughput      Capability

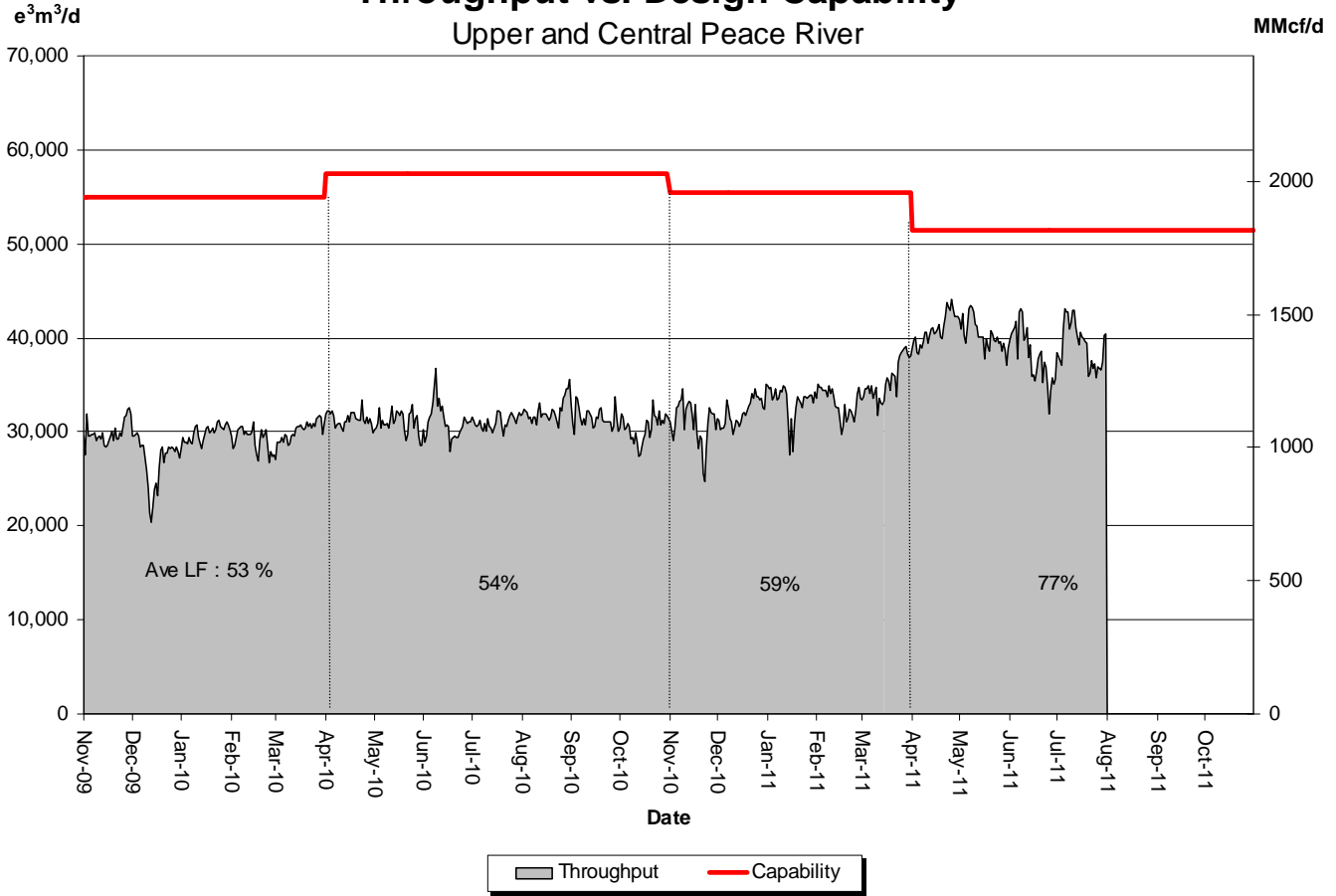
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb 68	Mar 67	Apr 79	May 75	Jun 71	Jul 70



# DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER

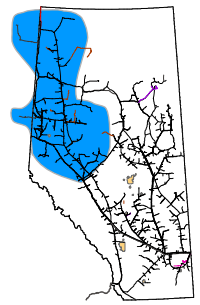


**Throughput vs. Design Capability**  
Upper and Central Peace River

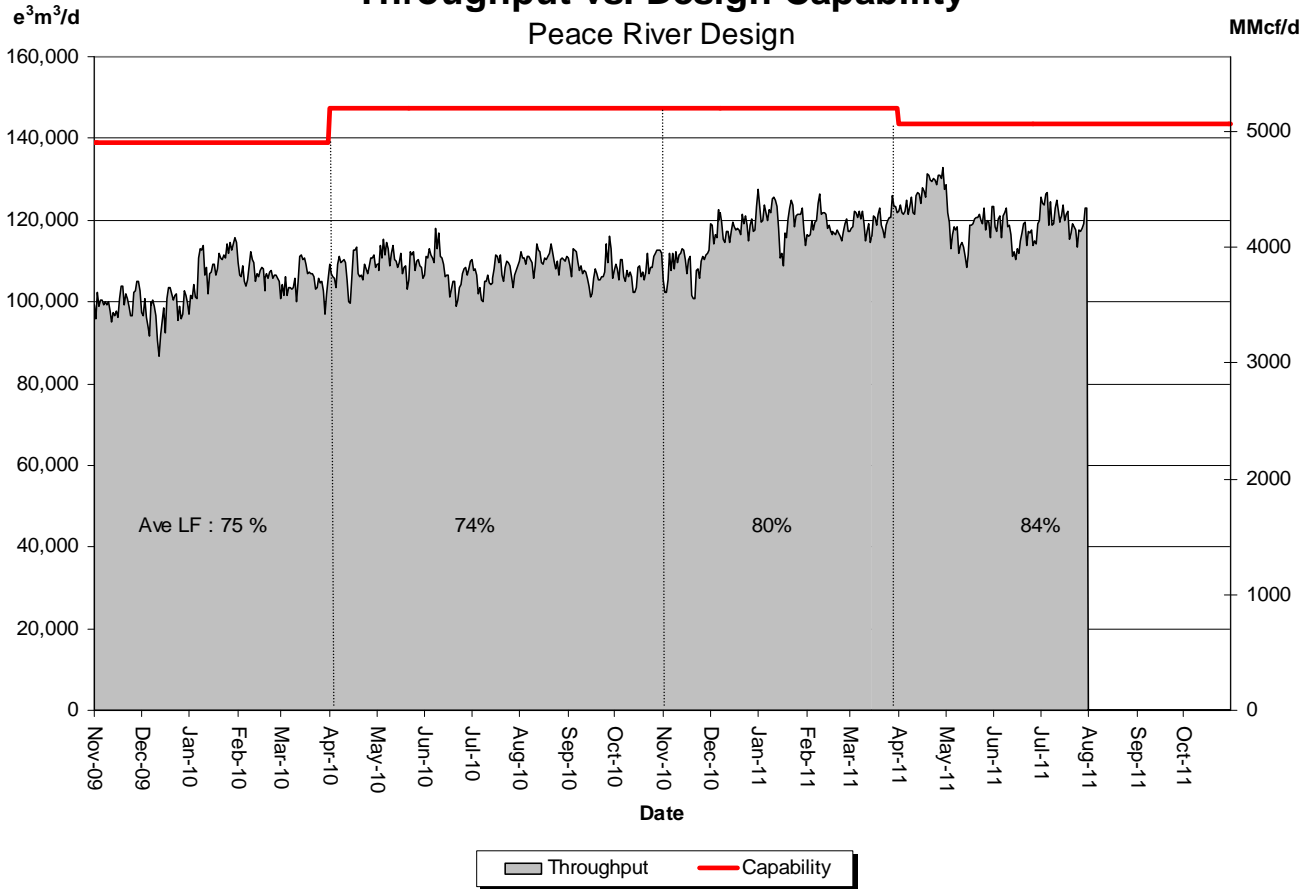


<b>% Design Capability Utilization</b> Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	60	64	79	78	74	76

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

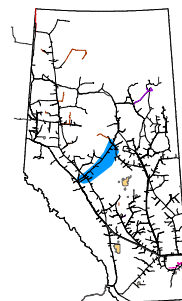


### Throughput vs. Design Capability Peace River Design



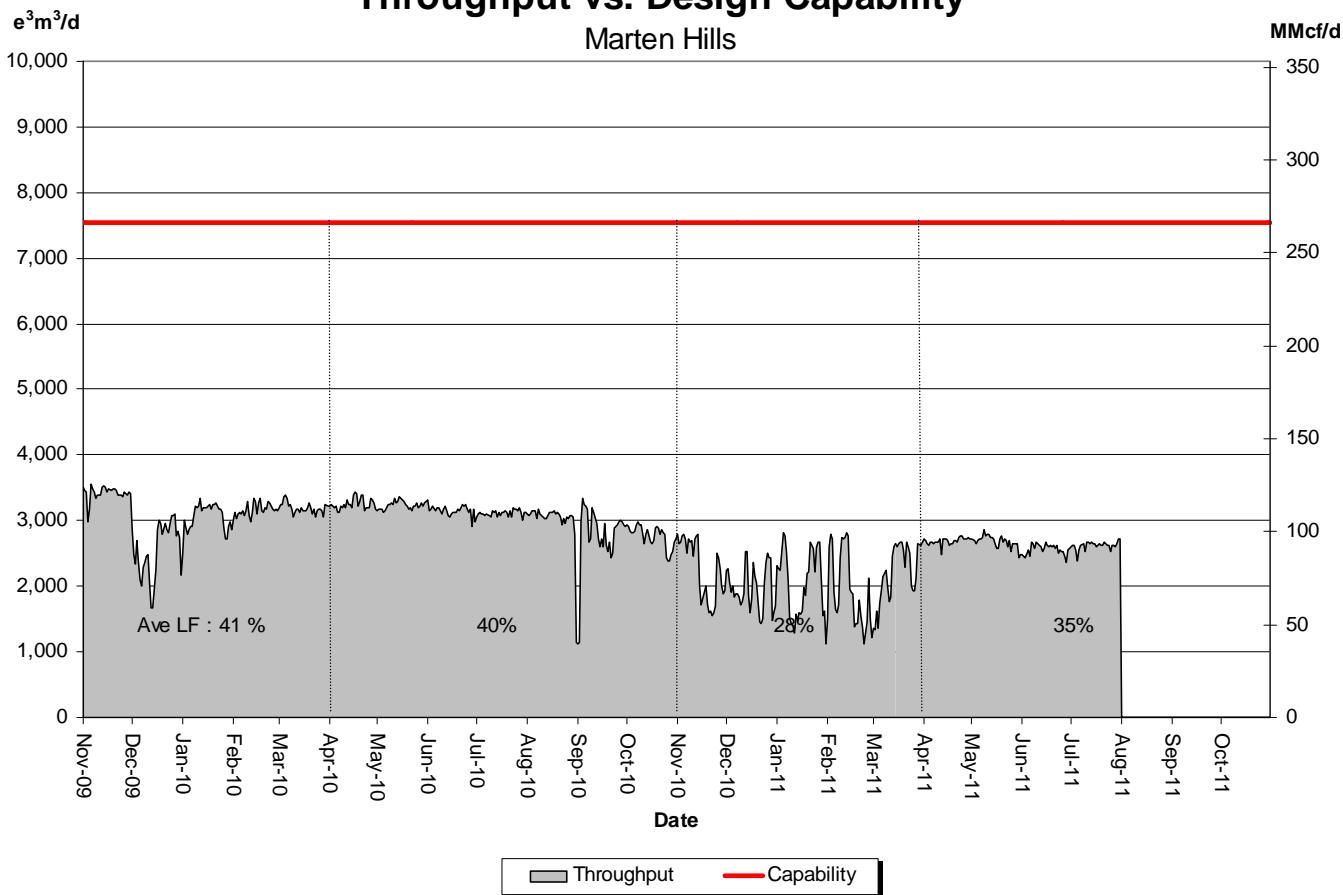
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	81	81	88	82	82	84

# DESIGN CAPABILITY UTILIZATION MARTEN HILLS



## Throughput vs. Design Capability

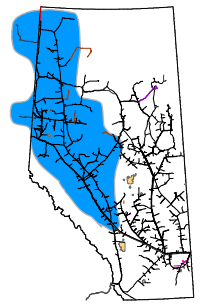
Marten Hills



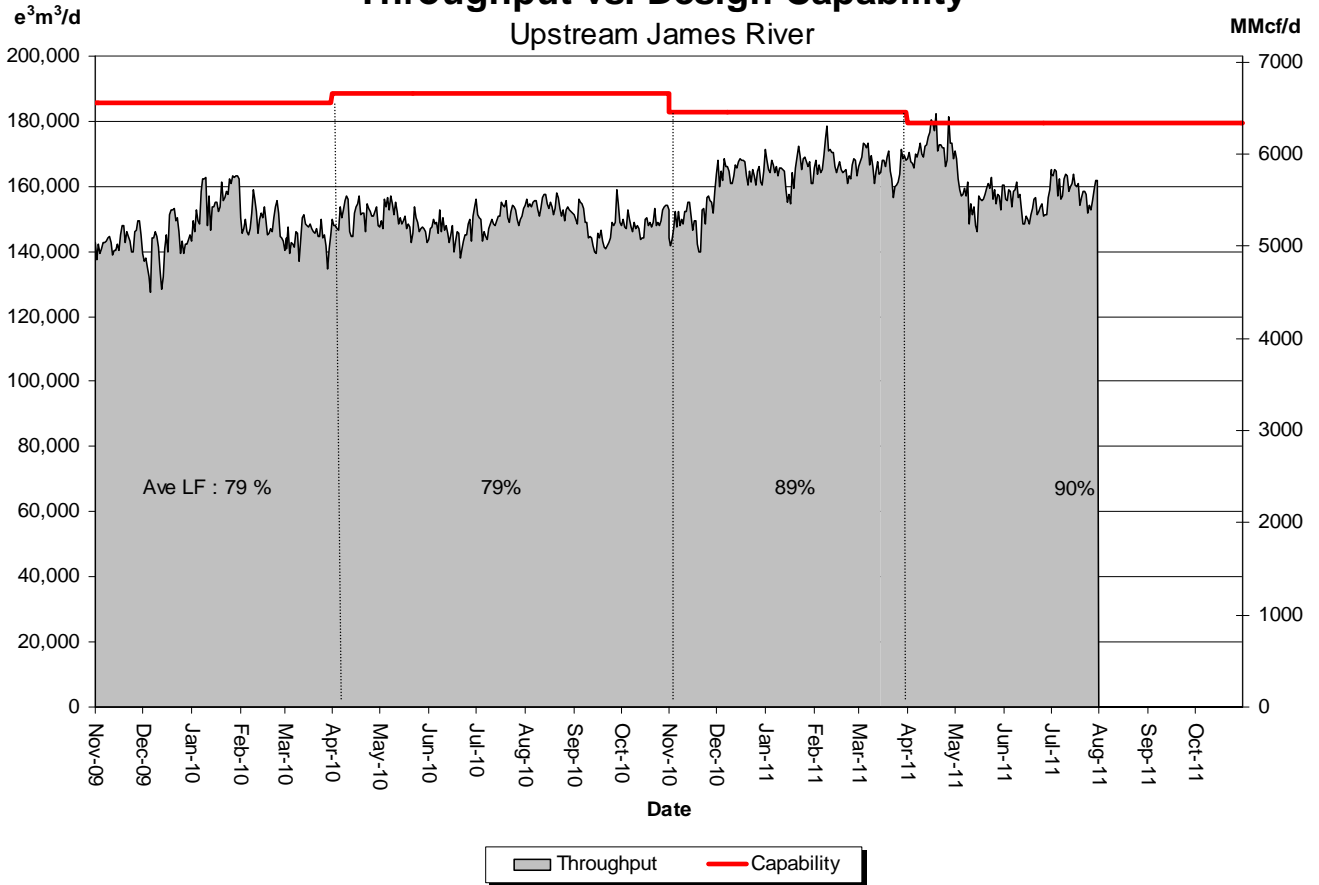
% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	26	29	36	36	34	35

# DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(Edson Mainline, Peace River Design and Marten Hills)

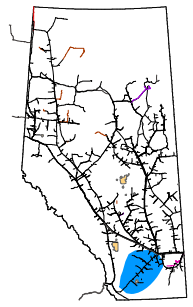


**Throughput vs. Design Capability**  
Upstream James River

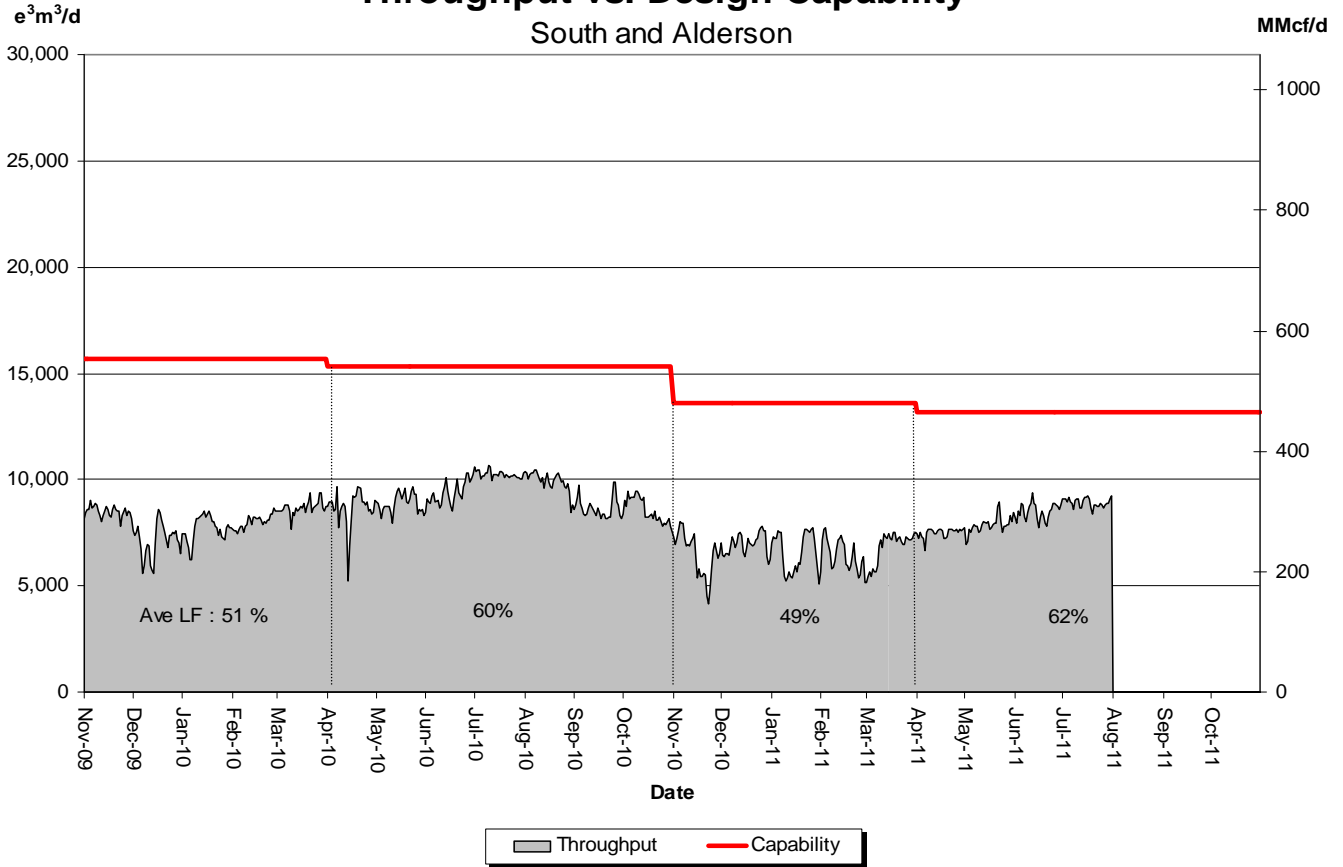


% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	91	91	96	88	86	89

# DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



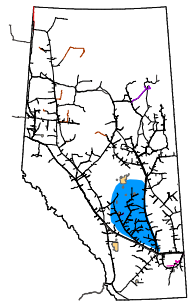
**Throughput vs. Design Capability**  
South and Alderson



<b>% Design Capability Utilization</b>							
Monthly Average Actual Flow as a Percentage of Design Capability							
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul	
	47	50	57	60	64	68	

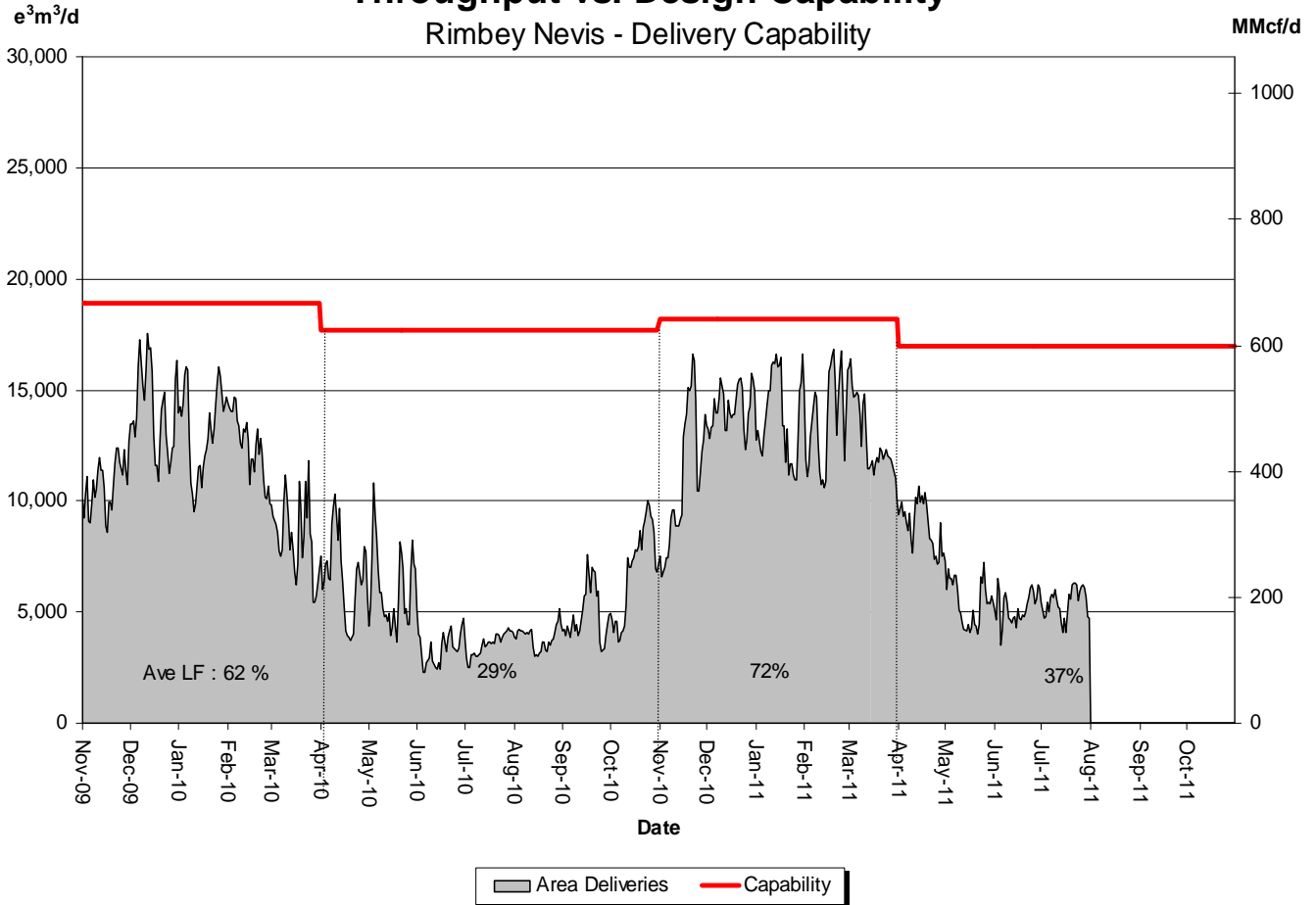
# DESIGN CAPABILITY UTILIZATION

## RIMBEY-NEVIS – FLOW WITHIN



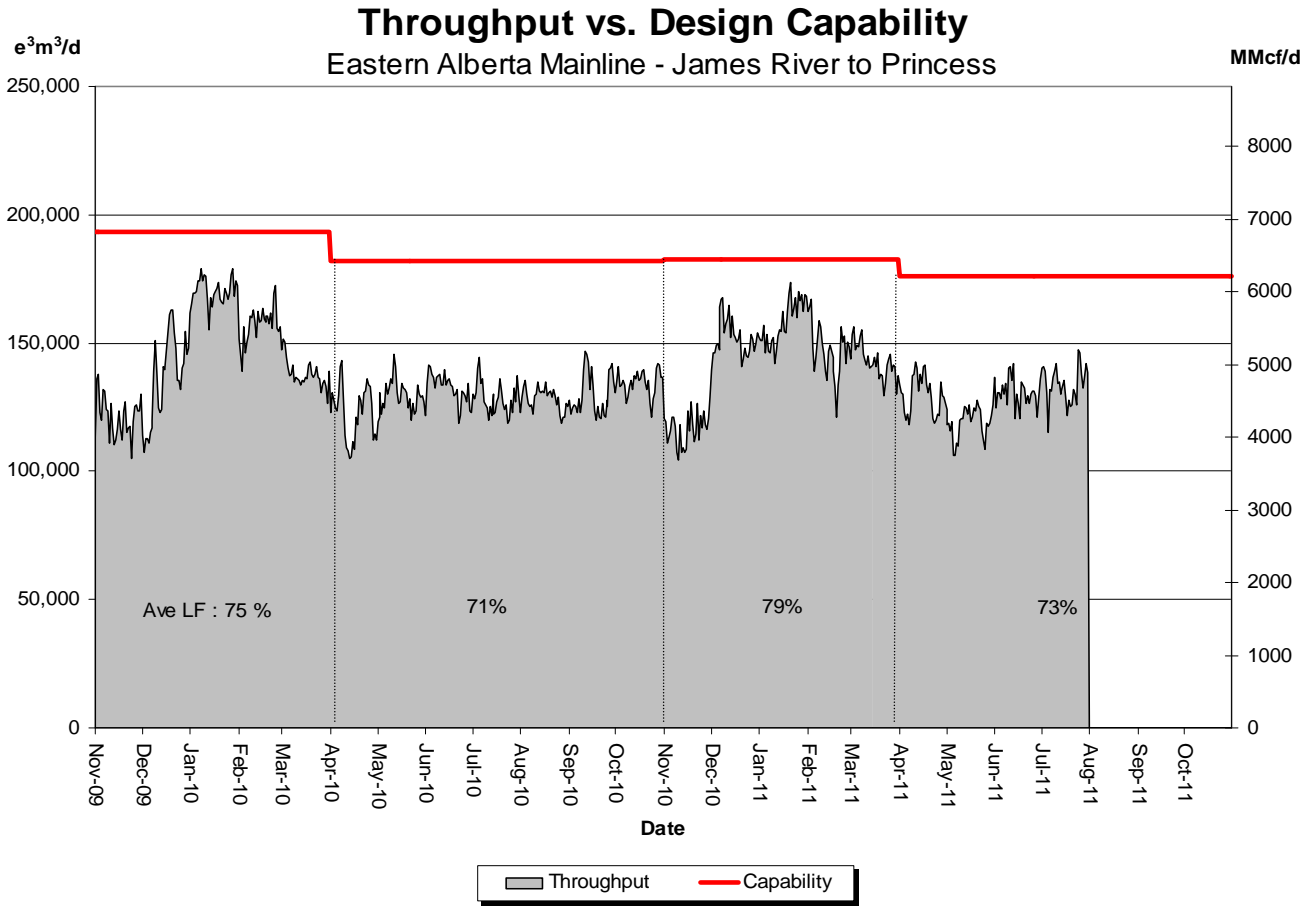
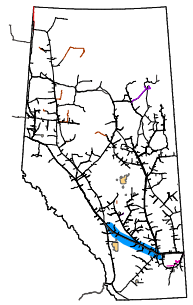
### Throughput vs. Design Capability

Rimbey Nevis - Delivery Capability



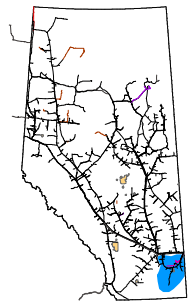
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	75	70	53	32	31	32

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

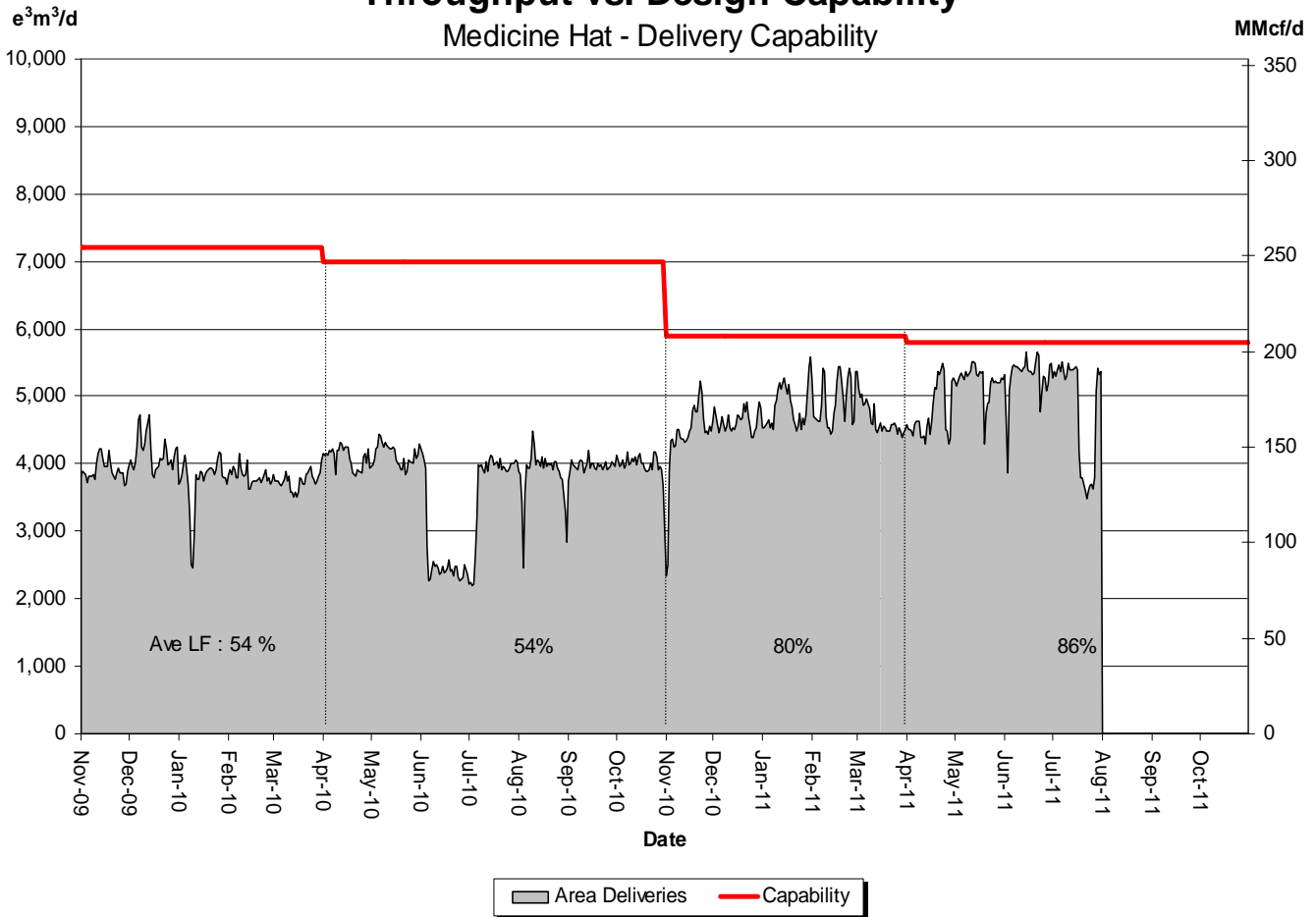


% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	80	78	74	68	74	76

# DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN



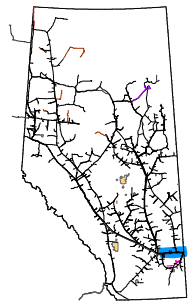
## Throughput vs. Design Capability Medicine Hat - Delivery Capability



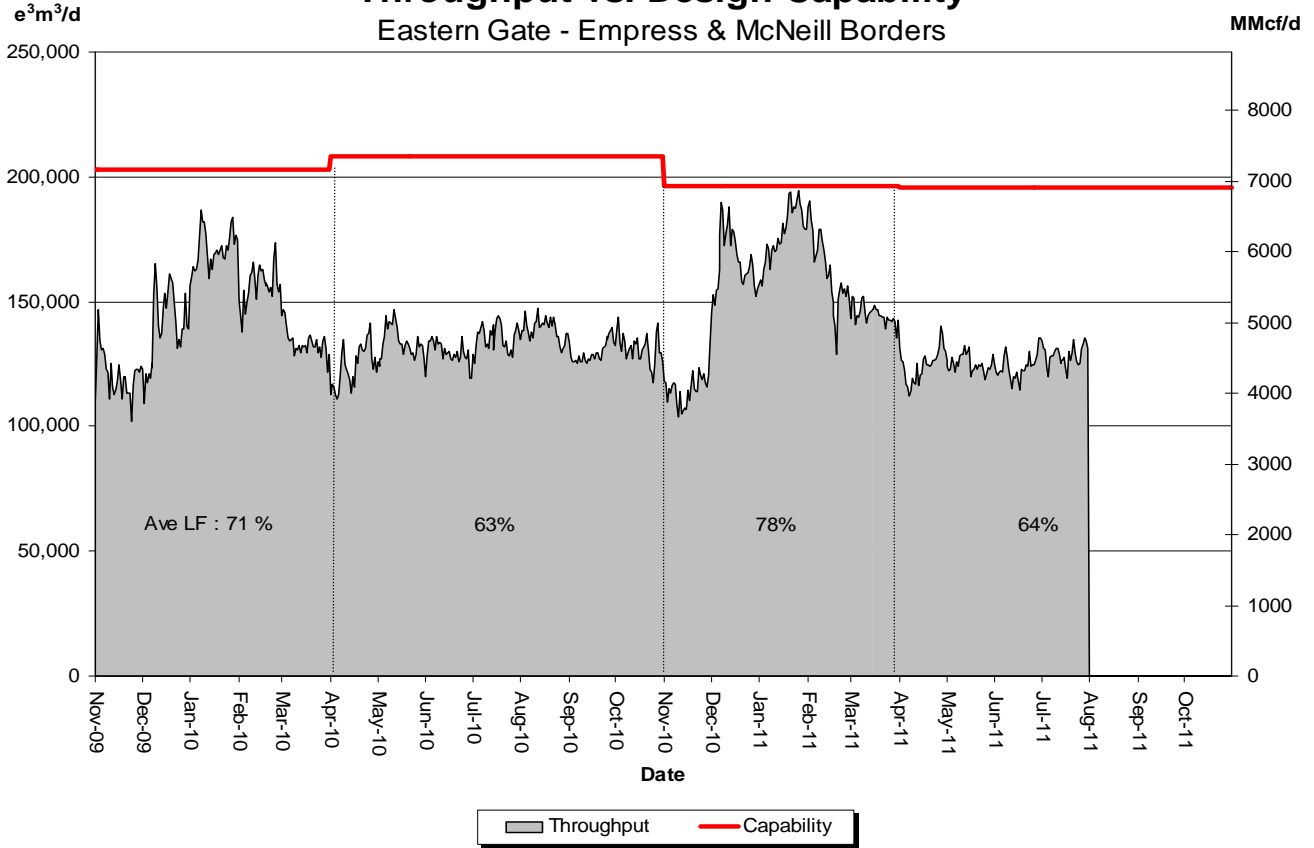
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	84	79	82	90	91	83



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

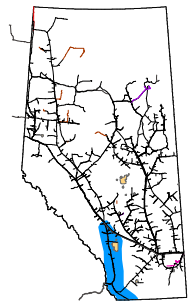


**Throughput vs. Design Capability**  
Eastern Gate - Empress & McNeill Borders



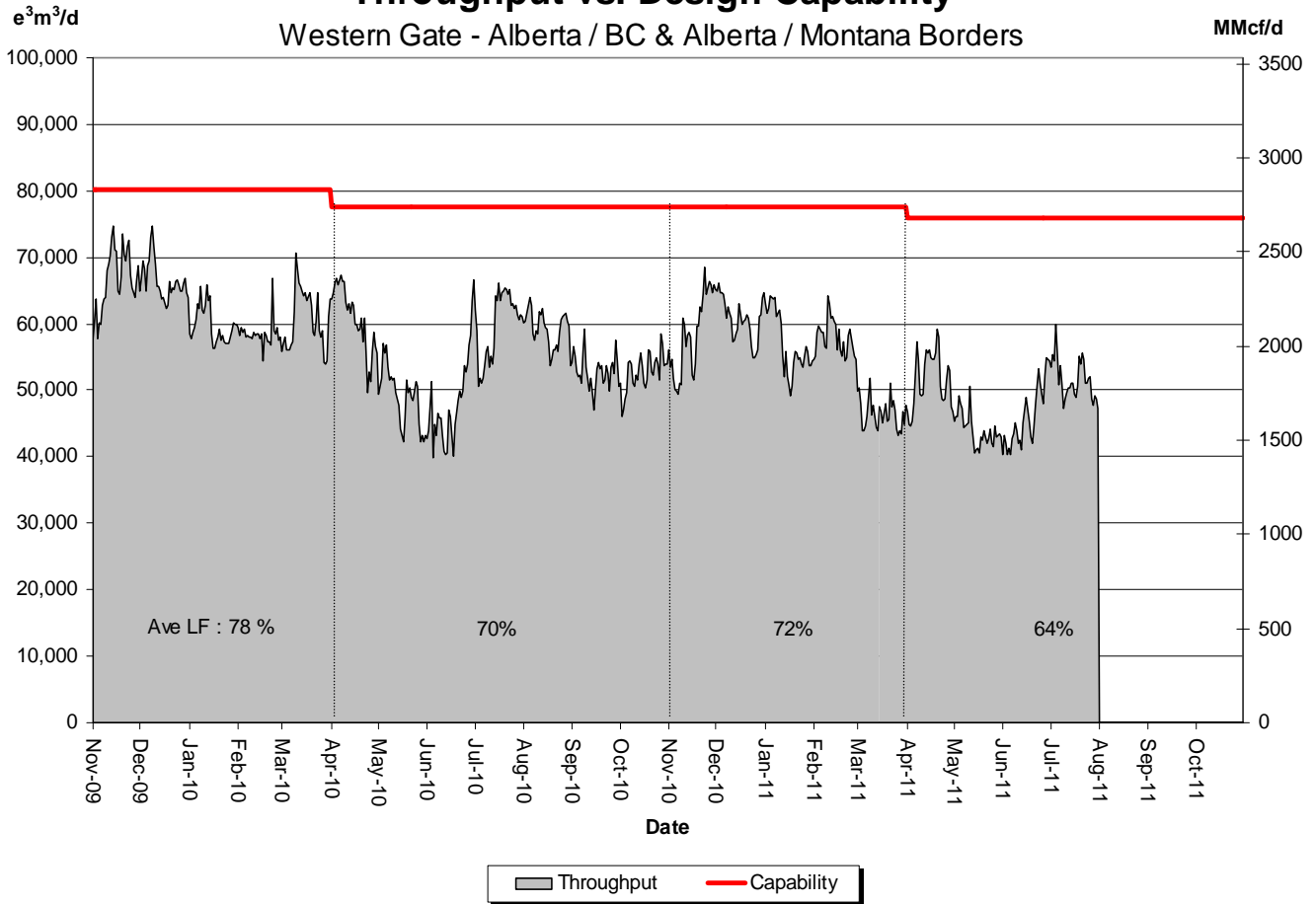
% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Feb	Mar	Apr	May	Jun	Jul
	83	74	64	64	63	66

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



## Throughput vs. Design Capability

Western Gate - Alberta / BC & Alberta / Montana Borders



% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Feb	Mar	Apr	May	Jun	Jul
	75	60	68	58	61	68

# HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

May 1, 2011 to July 31, 2011 (3 Month Average)

Receipt Area	Segment	IT-R Service	Firm Service	Firm Service	% CD		Causes/Comments <sup>(3)</sup>
		Available	Available	Restriction	Restricted <sup>(1)</sup>		
		(% of time)	(% of time)	(% of time)	Max	Average	
Peace River	UPRM 1	91	91	9	46	46	Pipeline Maintenance - Inline Inspection June 2011
	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 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	
Downstream of Bens Lake	COLD 14	100	100	0	0	0	
	NLAT 15	100	100	0	0	0	
	ELAT 16	100	100	0	0	0	
Rimbey/Nevis	WAIN 23	100	100	0	0	0	
	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 <sup>(2)</sup> (% of time)	IT-D Service	Firm Service	Firm Service	% CD Restricted <sup>(1)</sup>		Causes/Comments <sup>(3)</sup>
		Available <sup>(2)</sup>	Available	Restriction	Restricted <sup>(1)</sup>		
		(% of time)	(% of time)	(% of time)	Max	Average	
Empress/McNeill		100	100	0	0	0	
Alberta-BC		100	100	0	0	0	
Gordondale		100	100	0	0	0	

# FUTURE FIRM TRANSPORTATION SERVICE AVAILABILITY (MAINLINE RESTRICTIONS)

## Export Firm Transportation Guidelines

Firm Transportation Service Type	Authorize Firm Transportation Service By	To Ensure Firm Transportation Service By
Export Delivery	November 2011	November 2013

## 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](http://www.transcanada.com/customerexpress/docs/ab_ftr_availability_map/external_map.pdf)

## Receipt Firm Transportation Guidelines

Firm Transportation Service Type	Authorize Firm Transportation Service By	To Ensure Firm Transportation Service By
Receipt - Summer construction (generally south of Edmonton)	November 2011	November 2013
Receipt - Winter construction (generally north of Edmonton)	November 2011	April 2014

- 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.*

# HOW TO USE THIS REPORT

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## 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

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## **Historical Transportation Service Availability**

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

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

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

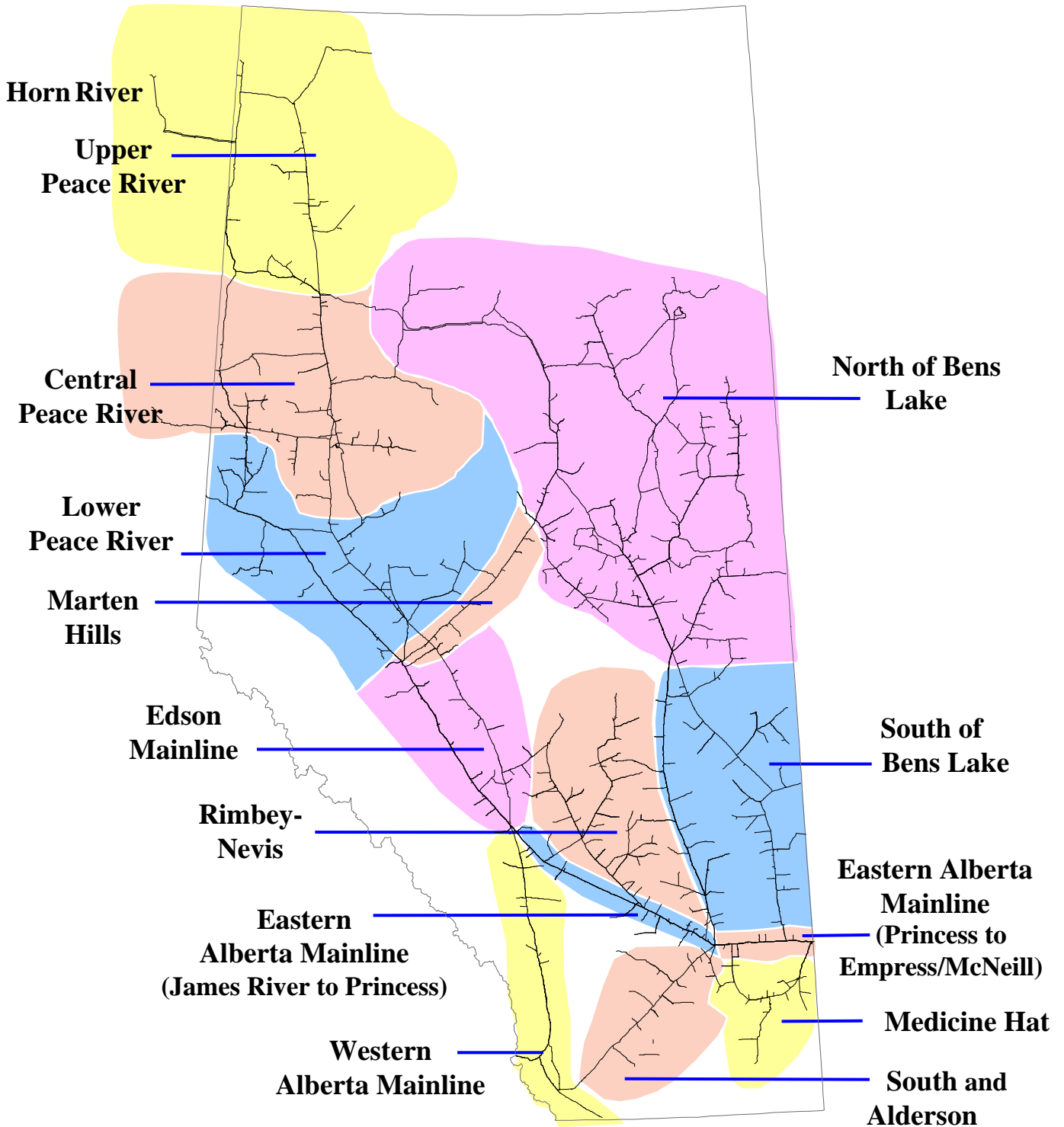
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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

## **Future Firm Transportation Service Availability**

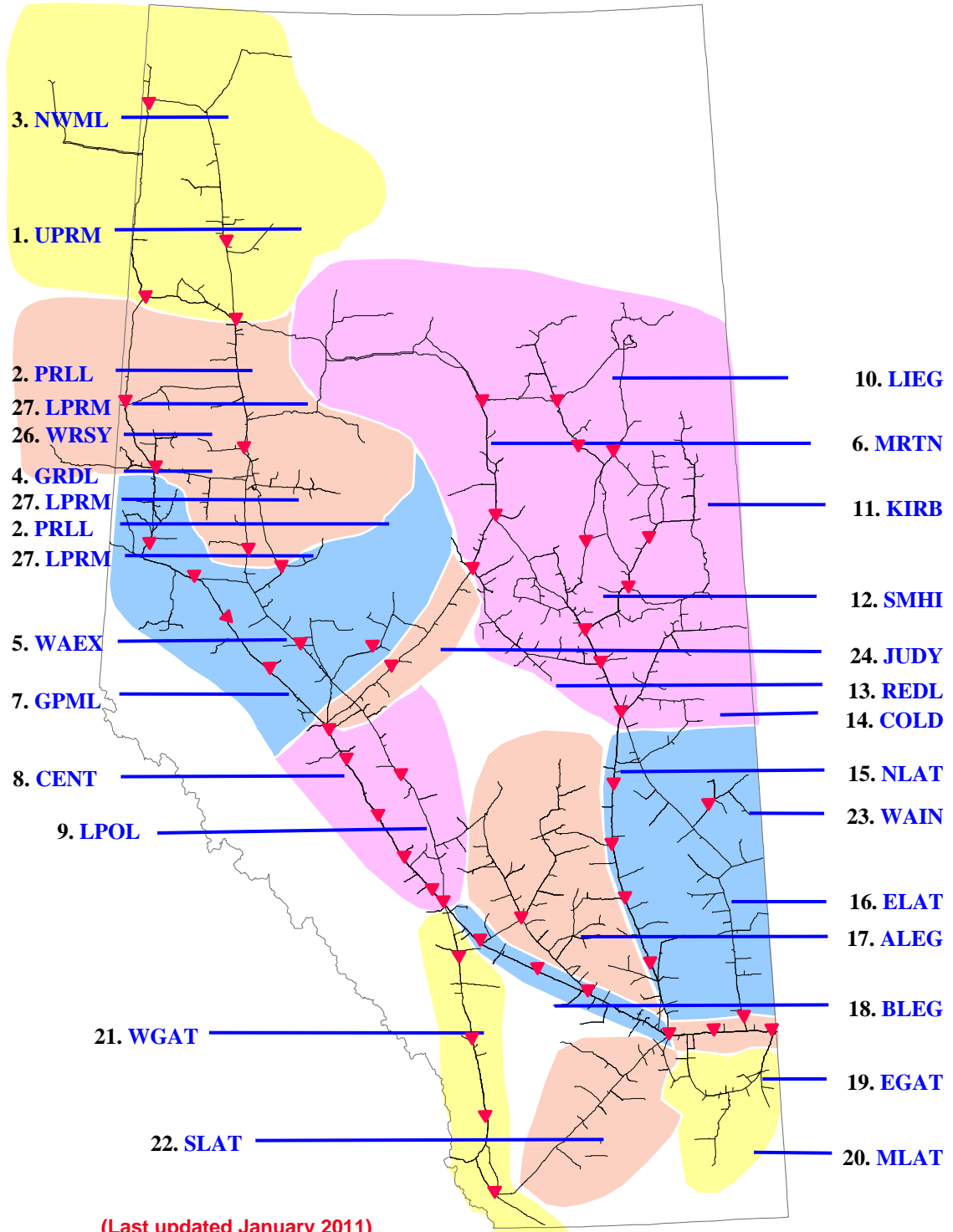
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

# NGTL DESIGN AREAS



(Last updated January 2011)

# NGTL PIPELINE SEGMENTS



(Last updated January 2011)



# DEFINITION OF TERMS

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## *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.

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## *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.

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## *Other*

### *System Load Factor*

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