

SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

**for the month ending
June, 2010**

Published date:
October 27, 2010

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 April 1, 2010 – June 30, 2010 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 April 1, 2010 – June 30, 2010, were all deemed 100% available.

NOVA Gas Transmission Ltd.

TABLE OF CONTENTS

MONTHLY FEATURES

PAGE

Firm Transportation Service Contract Utilization	3
Design Capability Utilization	
North of Bens Lake – Flow Within	4
North & South of Bens Lake – Flow Within	5
Upper Peace River	6
Upper & Central Peace River	7
Peace River Design	8
Marten Hills	9
Upstream James River	10
South & Alderson	11
Rimbey Nevis – Flow Within	12
Eastern Alberta Mainline (James River to Princess)	13
Medicine Hat - Flow Within	14
Eastern Alberta Mainline (Princess to Empress/McNeill)	15
Western Alberta Mainline (AB/BC & AB/Montana Borders)	16
Historical Transportation Service Availability (3 Month Average)	17
Future Firm Transportation Service Availability	18
Compressor Utilization Summaries (Second Quarter 2010)	19
How to Use This Report	24

REFERENCES

NGTL Design Areas Map	26
NGTL Pipeline Segments Map	27
Definition of Terms	28

If you have any questions on the content of this report, contact Bob Haney at (403) 920-5317 or via fax at (403) 920-2380.

FIRM TRANSPORTATION SERVICE¹ CONTRACT UTILIZATION²

By NGTL Pipeline Segments

Segment	Receipt Contract	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jun CD (mmcf/d)
UPRM ⁴	FT	84%	68%	85%	92%	94%	93%	140
	FT + IT	90%	71%	90%	99%	100%	98%	
LPRM ⁴	FT	86%	86%	86%	86%	93%	93%	16
	FT + IT	107%	110%	109%	124%	127%	118%	
PRLL ⁴	FT	91%	92%	93%	94%	94%	94%	152
	FT + IT	106%	108%	110%	118%	118%	117%	
NWML ⁴	FT	95%	97%	97%	97%	96%	96%	396
	FT + IT	101%	103%	102%	105%	104%	103%	
GRDL ⁴	FT	94%	95%	76%	76%	76%	81%	285
	FT + IT	121%	119%	94%	107%	108%	116%	
WRSY ⁴	FT	97%	98%	96%	95%	95%	95%	35
	FT + IT	137%	134%	130%	135%	150%	148%	
WAEX	FT	94%	94%	94%	93%	93%	95%	228
	FT + IT	133%	144%	151%	186%	169%	184%	
JUDY	FT	94%	97%	98%	99%	99%	99%	90
	FT + IT	108%	118%	119%	132%	130%	129%	
GPML	FT	93%	95%	96%	97%	97%	96%	2,222
	FT + IT	104%	110%	111%	118%	115%	109%	
CENT	FT	92%	97%	98%	96%	97%	91%	881
	FT + IT	117%	119%	121%	129%	122%	111%	
LPOL	FT	84%	91%	96%	98%	99%	98%	441
	FT + IT	111%	118%	125%	137%	126%	126%	
WGAT	FT	96%	95%	94%	92%	91%	81%	339
	FT + IT	129%	125%	123%	115%	118%	98%	
ALEG	FT	96%	96%	98%	97%	96%	96%	934
	FT + IT	120%	122%	124%	125%	124%	122%	
SLAT	FT	96%	98%	97%	96%	97%	96%	253
	FT + IT	117%	124%	126%	127%	127%	128%	
MLAT	FT	95%	95%	97%	96%	95%	97%	241
	FT + IT	106%	107%	111%	114%	111%	110%	
BLEG	FT	96%	96%	98%	94%	97%	97%	598
	FT + IT	105%	107%	109%	106%	111%	113%	
EGAT	FT	94%	94%	96%	94%	94%	94%	47
	FT + IT	117%	118%	122%	113%	114%	116%	
MRTN	FT	82%	87%	85%	89%	87%	86%	137
	FT + IT	102%	108%	110%	110%	105%	103%	
LIEG	FT	49%	66%	67%	68%	71%	71%	81
	FT + IT	92%	95%	100%	104%	104%	102%	
KIRB	FT	80%	78%	78%	79%	83%	81%	90
	FT + IT	100%	106%	108%	107%	107%	108%	
SMHI	FT	78%	83%	82%	87%	90%	90%	62
	FT + IT	121%	128%	133%	144%	155%	151%	
REDL	FT	81%	82%	83%	90%	90%	90%	63
	FT + IT	156%	149%	147%	152%	155%	148%	
COLD	FT	78%	87%	76%	85%	86%	90%	45
	FT + IT	117%	120%	124%	115%	119%	114%	
NLAT	FT	95%	95%	96%	97%	96%	94%	220
	FT + IT	118%	119%	123%	131%	128%	122%	
WAIN	FT	84%	83%	86%	93%	94%	95%	16
	FT + IT	109%	108%	116%	127%	135%	125%	
ELAT	FT	93%	94%	95%	96%	95%	96%	134
	FT + IT	132%	131%	136%	143%	143%	145%	
TOTAL SYSTEM	FT	92%	94%	94%	95%	95%	94%	8,146
	FT + IT	112%	115%	116%	122%	119%	116%	
Segment	Delivery Contract	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jun CD (GJ/d)
Empress	FT	98%	96%	97%	87%	87%	83%	2,700,485
	FT + IT	113%	111%	102%	97%	97%	99%	
McNeill	FT	99%	99%	99%	99%	100%	99%	1,656,282
	FT + IT	126%	141%	130%	138%	140%	134%	
ABC	FT	88%	89%	93%	92%	77%	74%	2,354,943
	FT + IT	89%	89%	95%	94%	77%	76%	

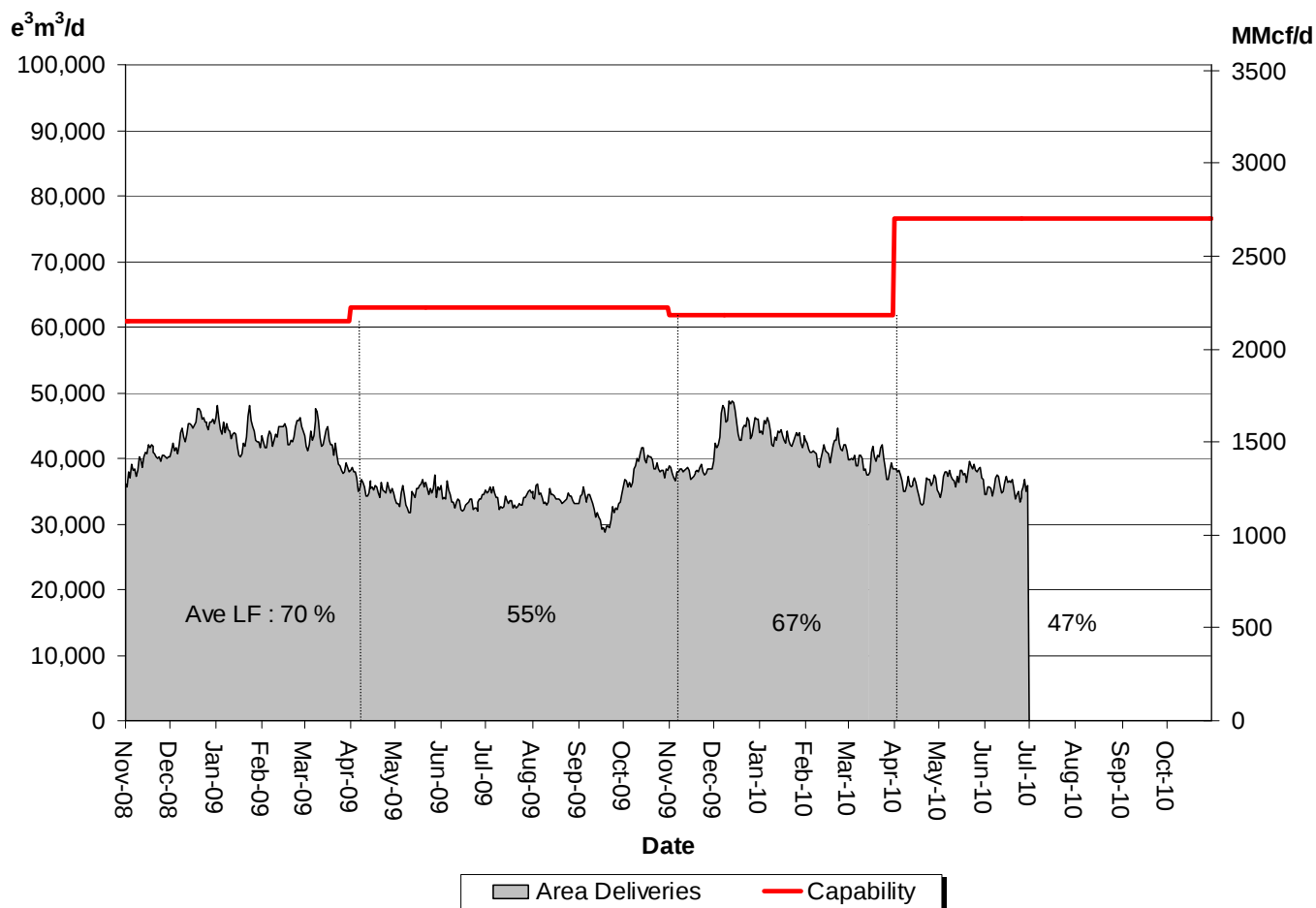
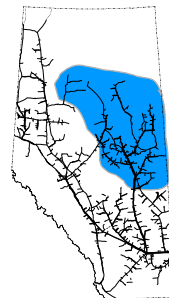
*NOTE:

1. FT includes all receipt and export delivery Firm Transportation Services: FTR, LRS, FTD.

2. IT includes all receipt and border delivery Interruptible Services: ITR, FRO, ITD, FDO.

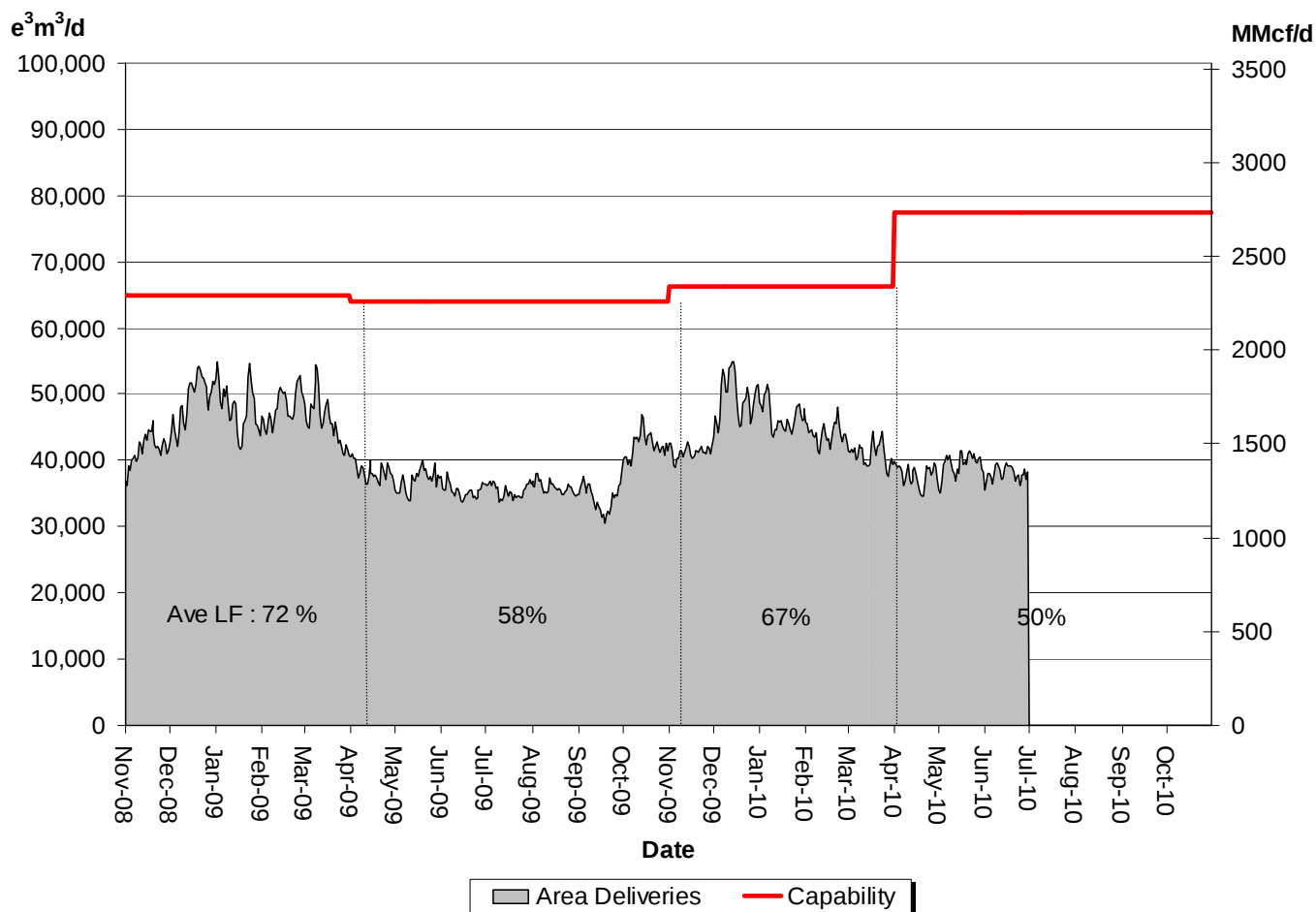
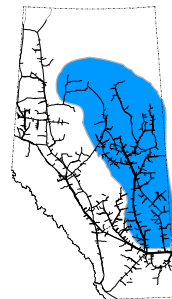
3. Utilization data is based on billed monthly volumes. Percent utilization calculated as FT and FT + IT billed Volumes divided by applicable receipt or delivery Contract level.

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



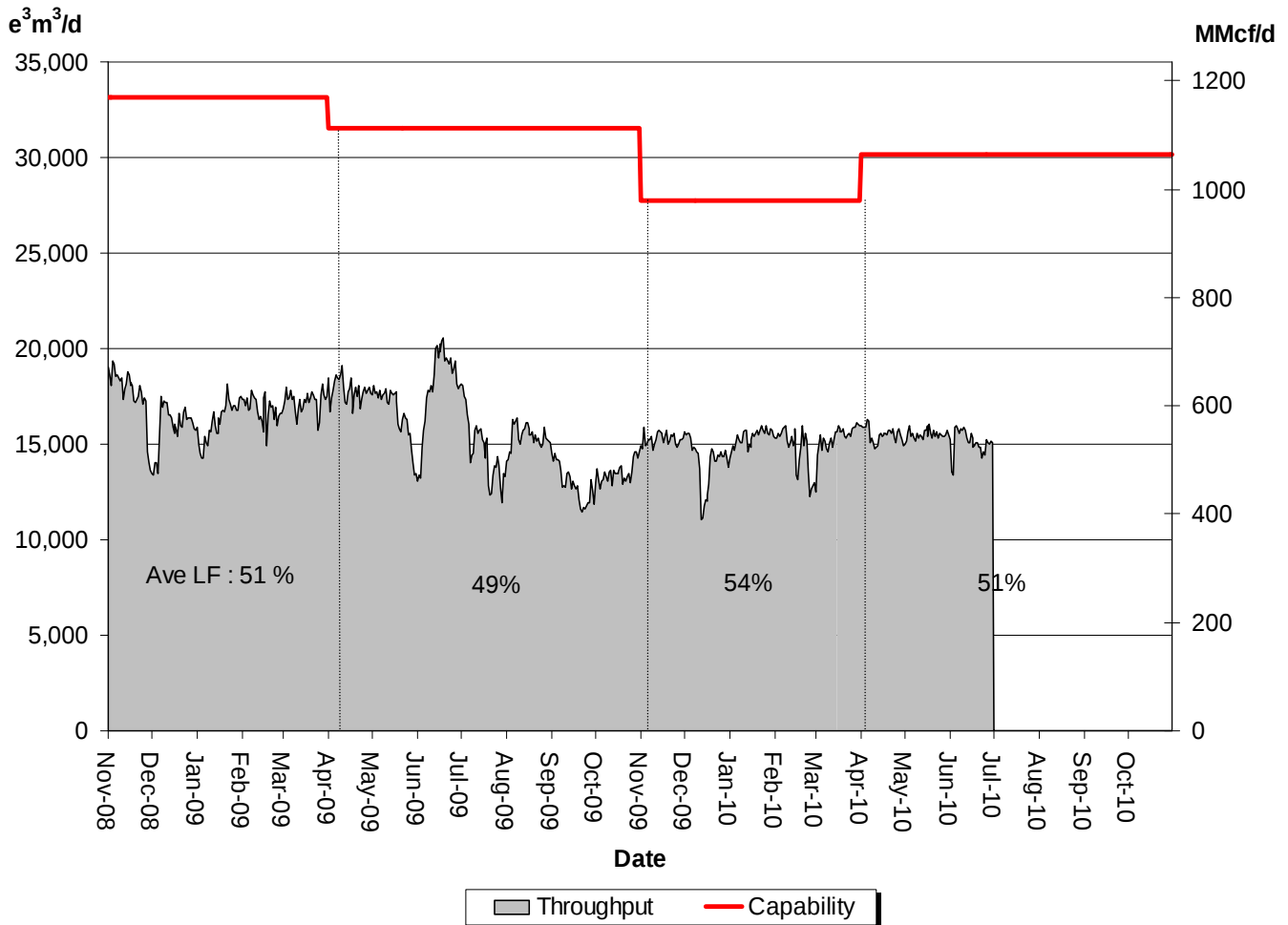
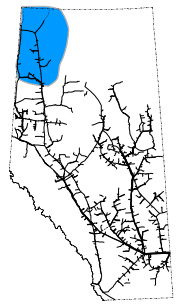
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jan	Feb	Mar	Apr	May	Jun
	70	67	64	47	49	46

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



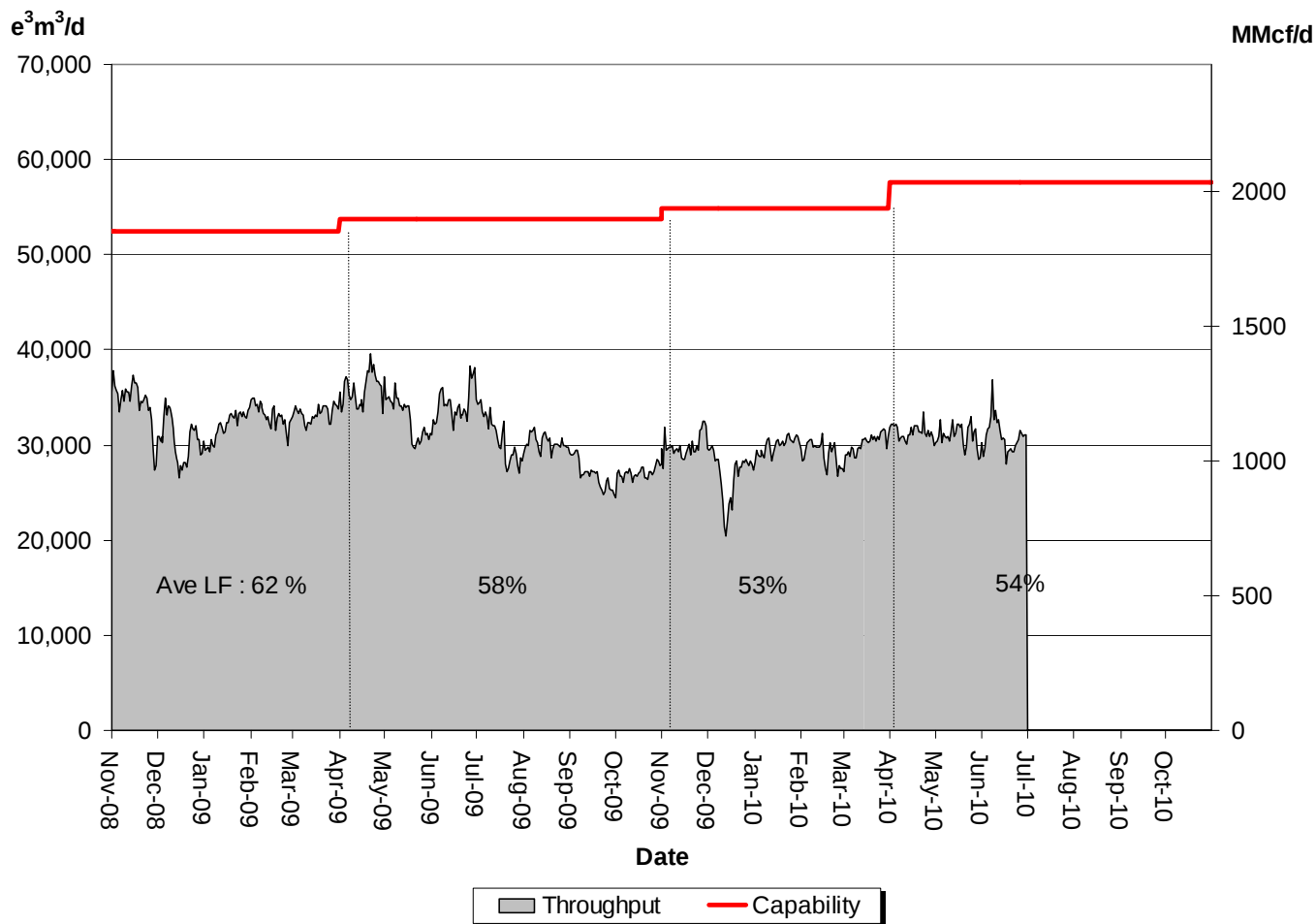
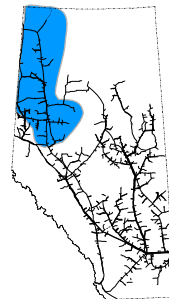
% Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jan	Feb	Mar	Apr	May	Jun
	71	67	62	49	50	48

DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jan	Feb	Mar	Apr	May	Jun
	55	53	55	51	51	50

DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER

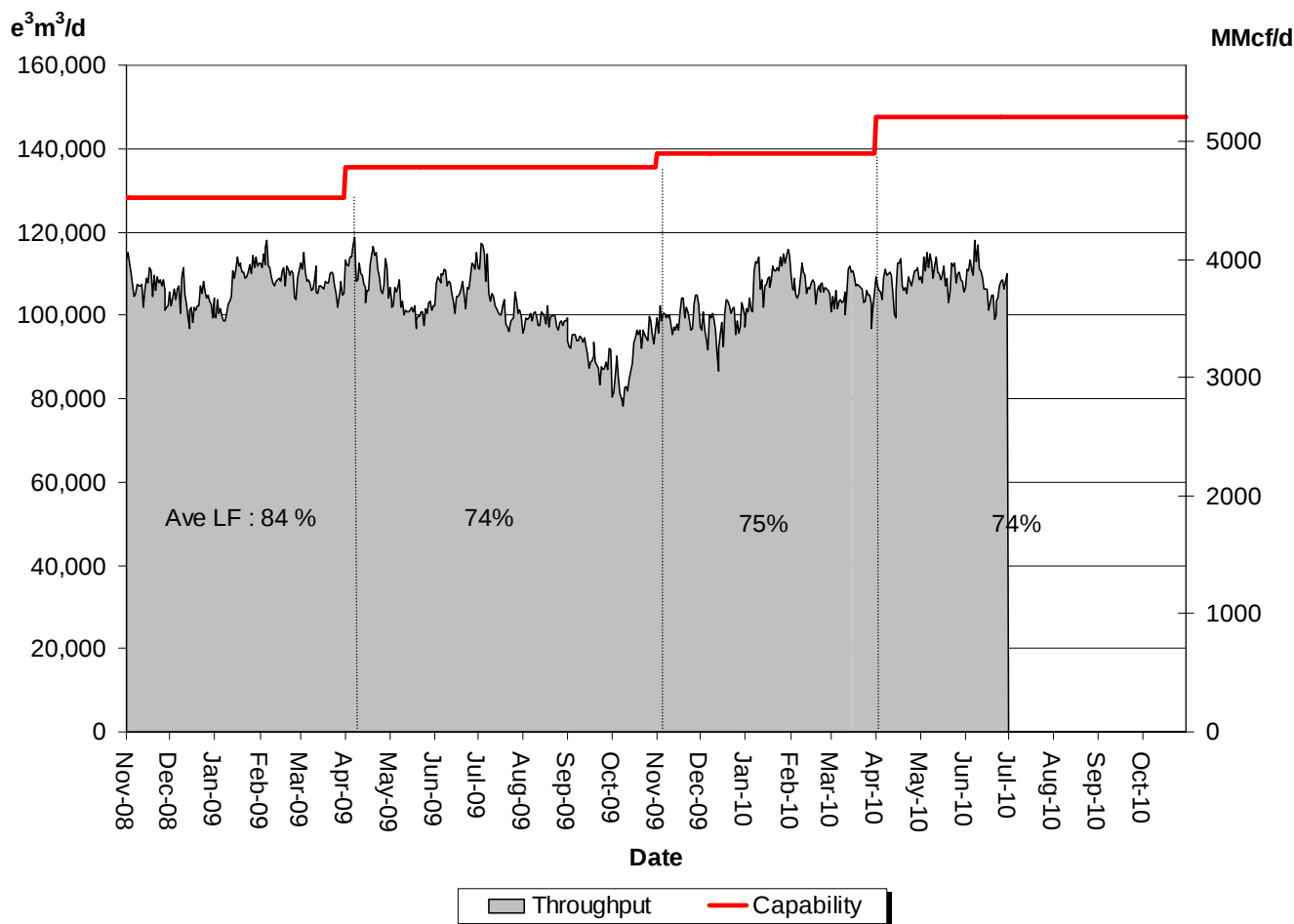
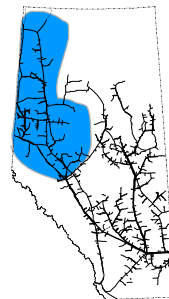


% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Jan	Feb	Mar	Apr	May	Jun
	54	53	55	55	54	54

DESIGN CAPABILITY UTILIZATION

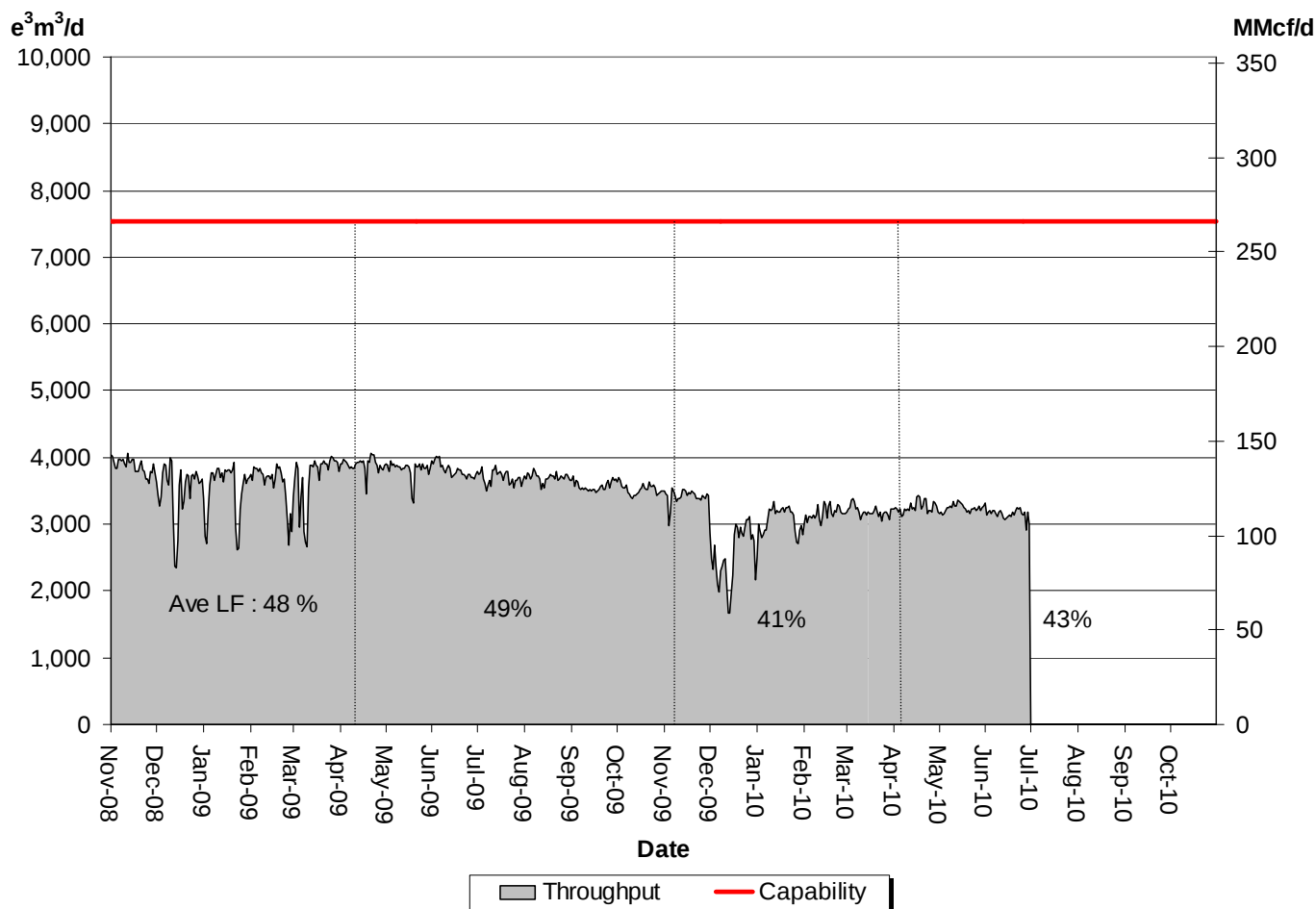
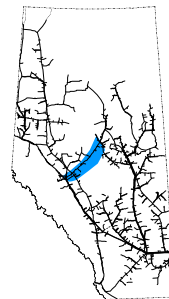
PEACE RIVER DESIGN

(Upper, Central and Lower Peace River)



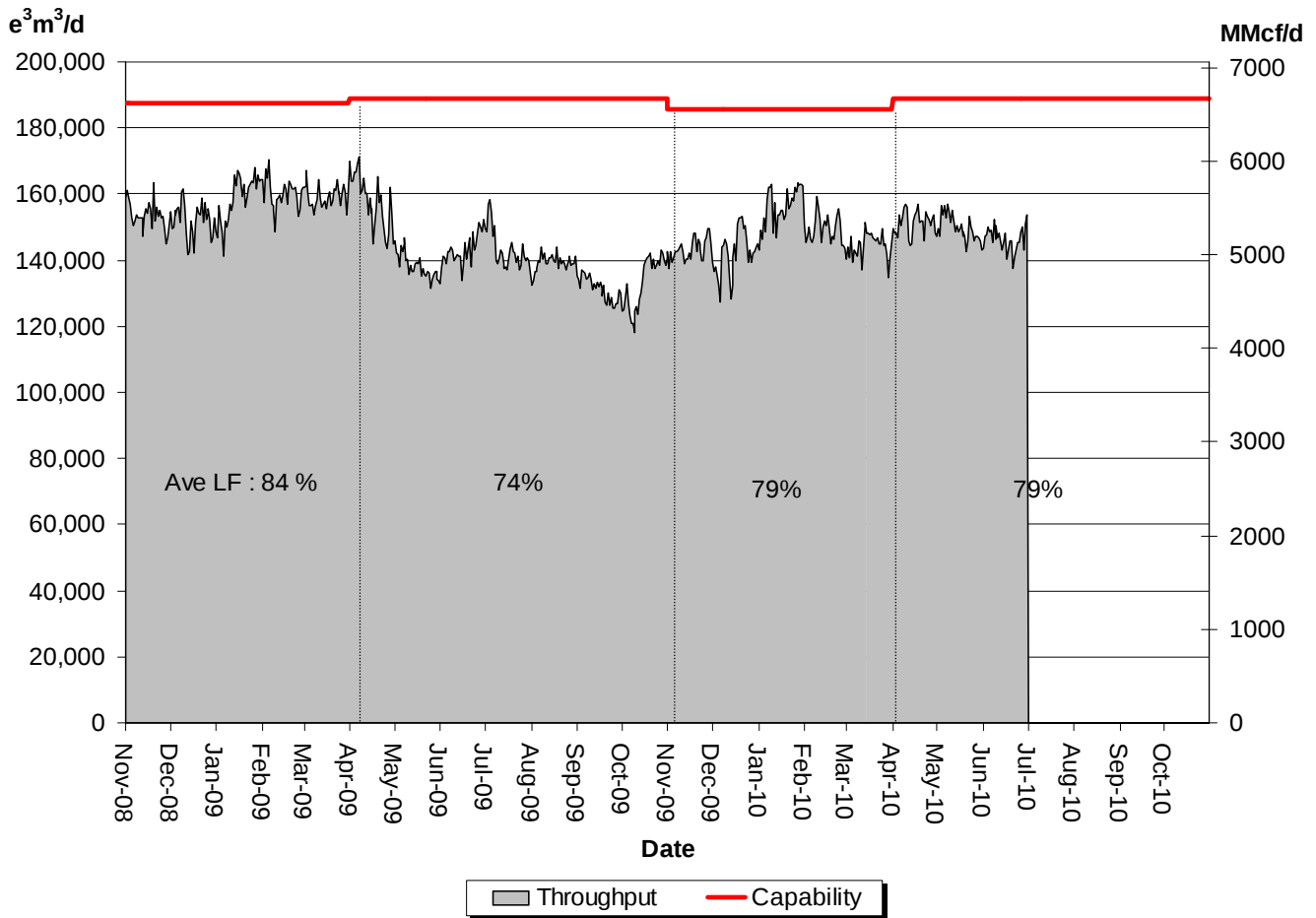
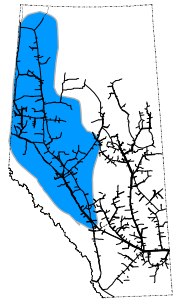
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capacity						
Average Flow/ Design Capacity	Jan 78	Feb 77	Mar 76	Apr 73	May 75	Jun 73

DESIGN CAPABILITY UTILIZATION MARTEN HILLS



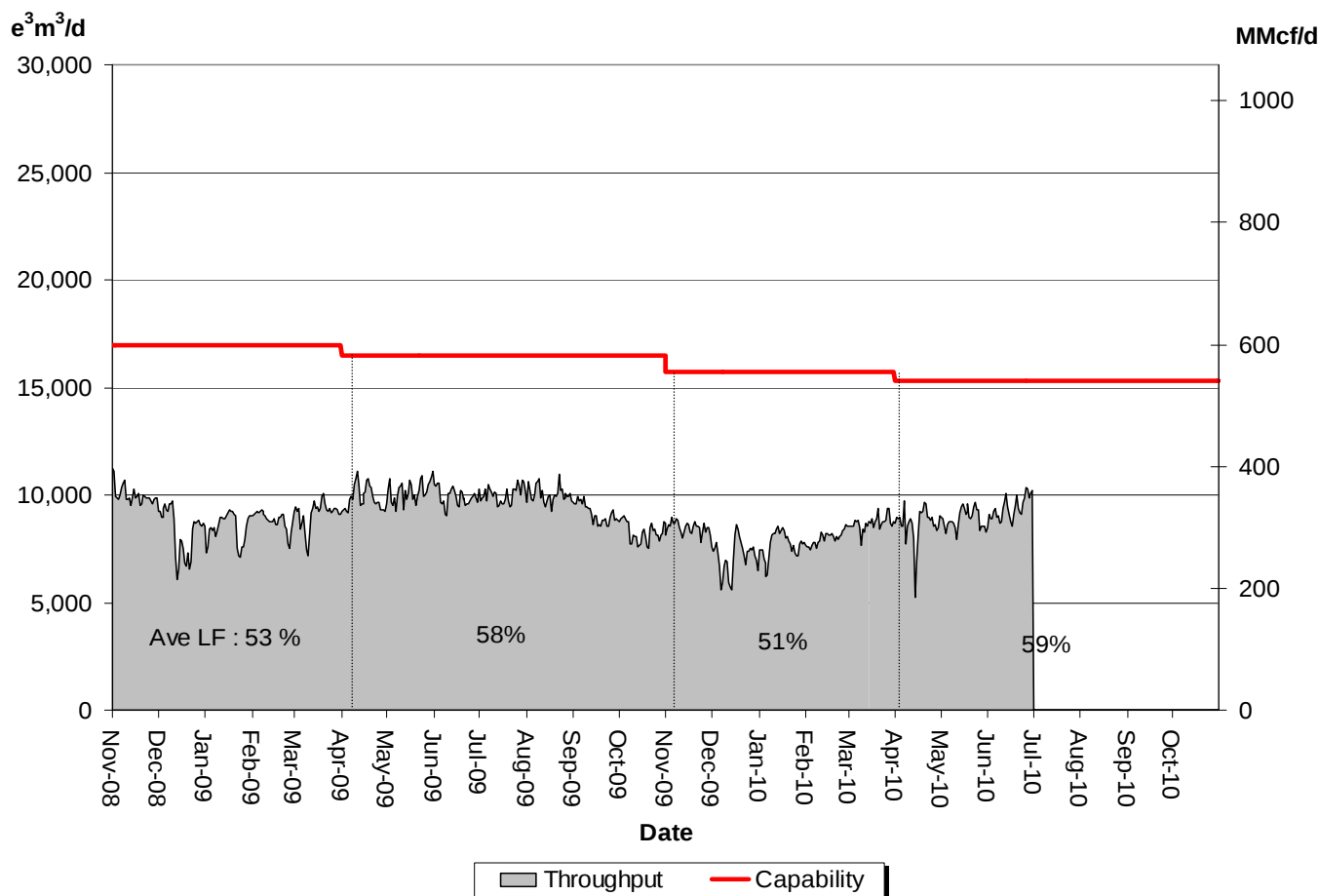
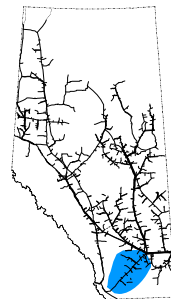
% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jan	Feb	Mar	Apr	May	Jun
	40	42	42	43	43	42

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	Jan	Feb	Mar	Apr	May	Jun
	84	80	78	80	79	78

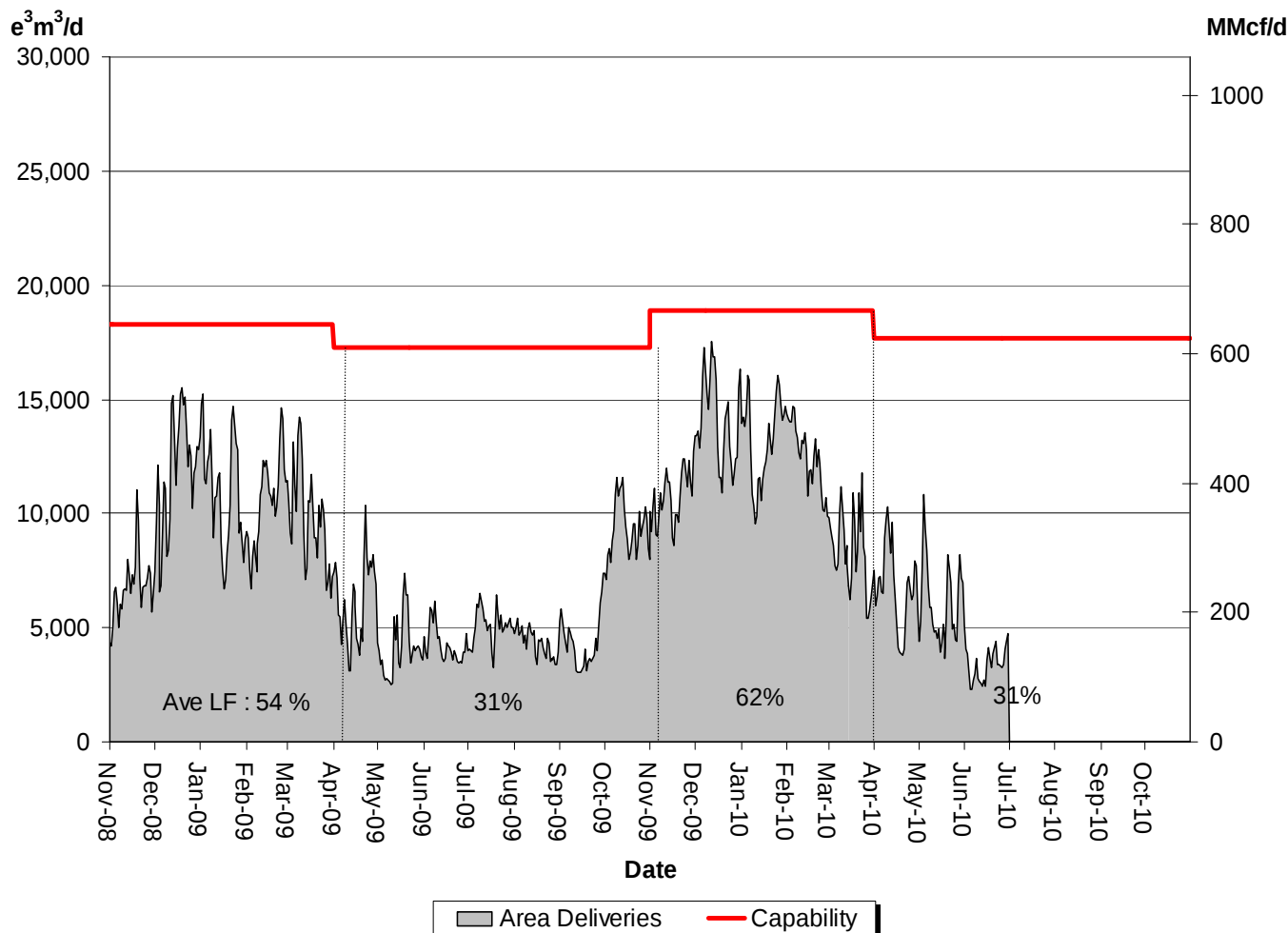
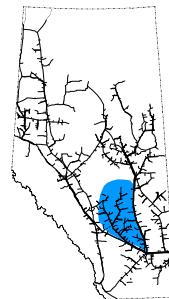
DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jan	Feb	Mar	Apr	May	Jun
	49	51	55	56	58	61

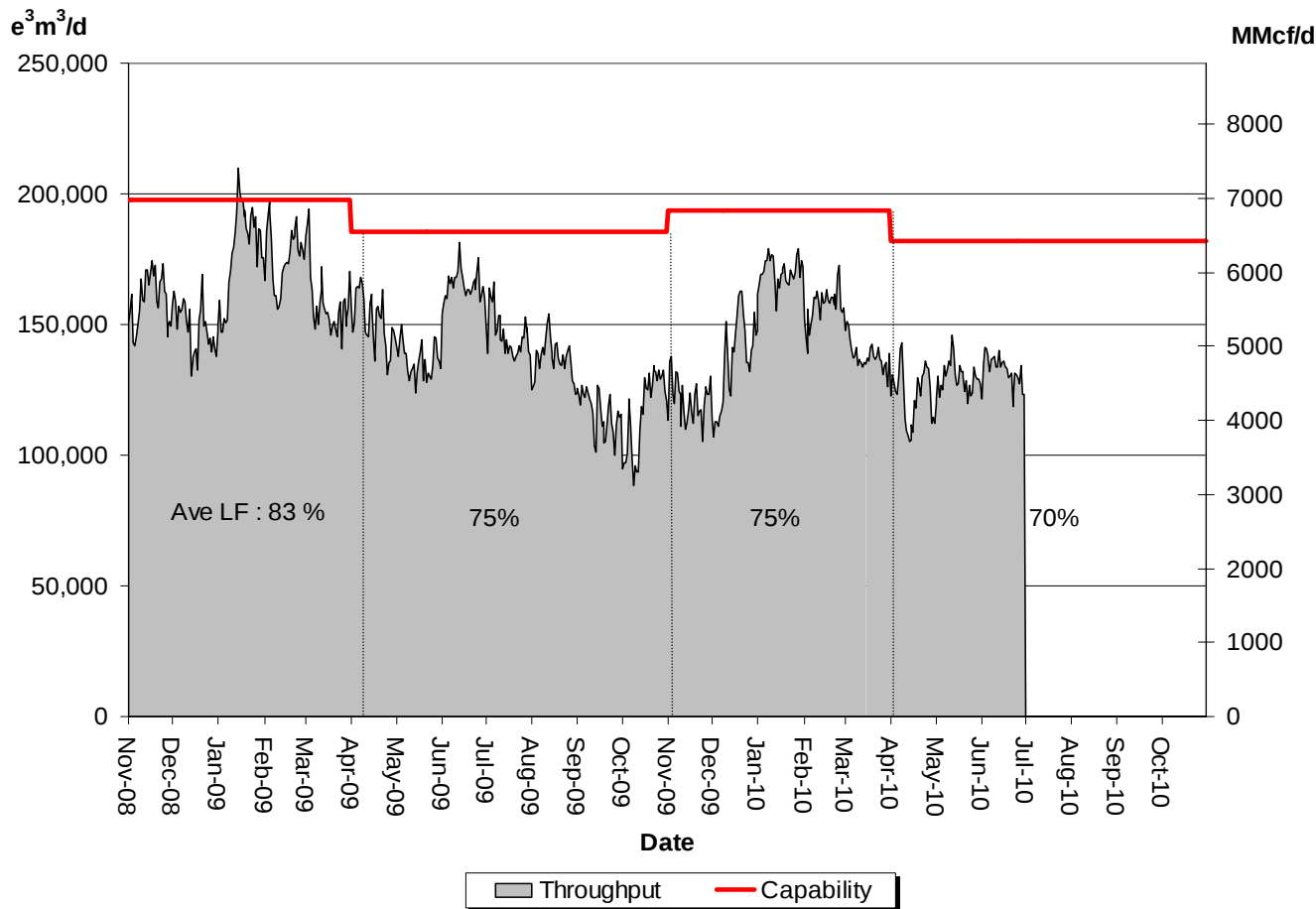
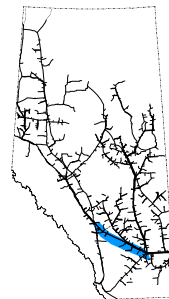
DESIGN CAPABILITY UTILIZATION

RIMBEY-NEVIS – FLOW WITHIN



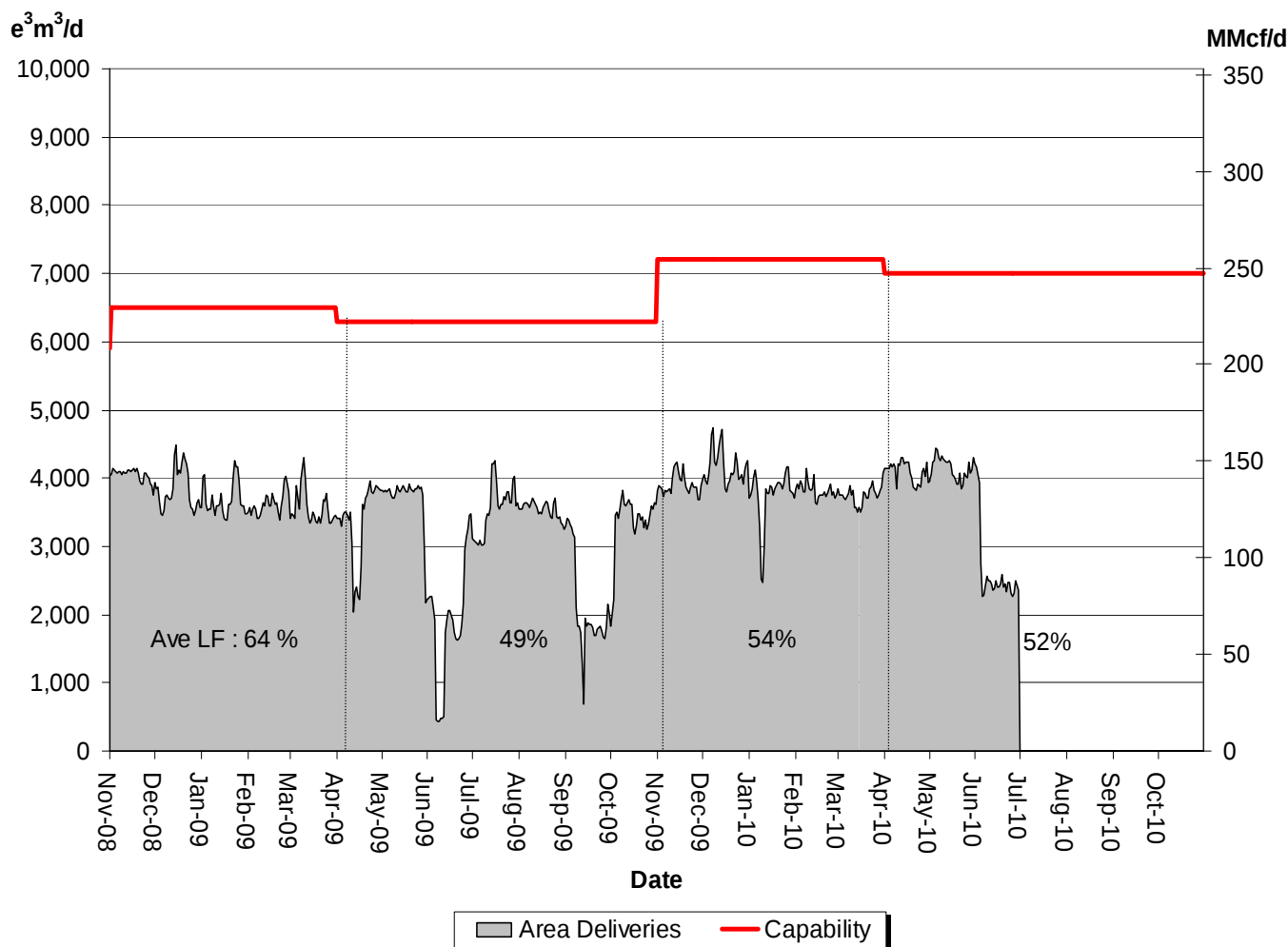
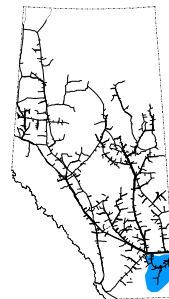
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jan 70	Feb 66	Mar 44	Apr 38	May 34	Jun 19

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



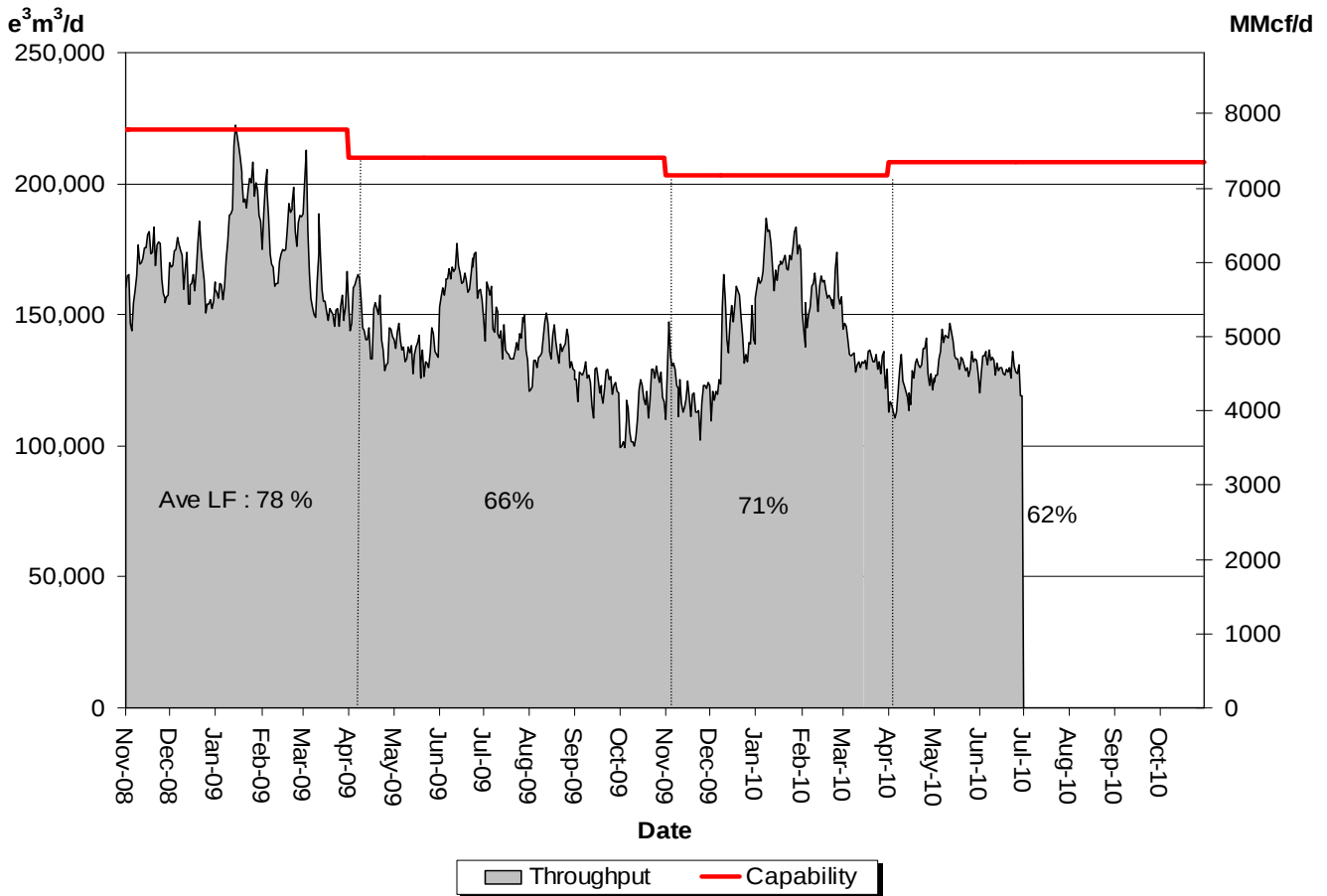
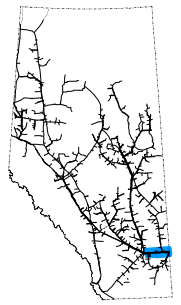
% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jan	Feb	Mar	Apr	May	Jun
	88	81	71	68	71	73

DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN



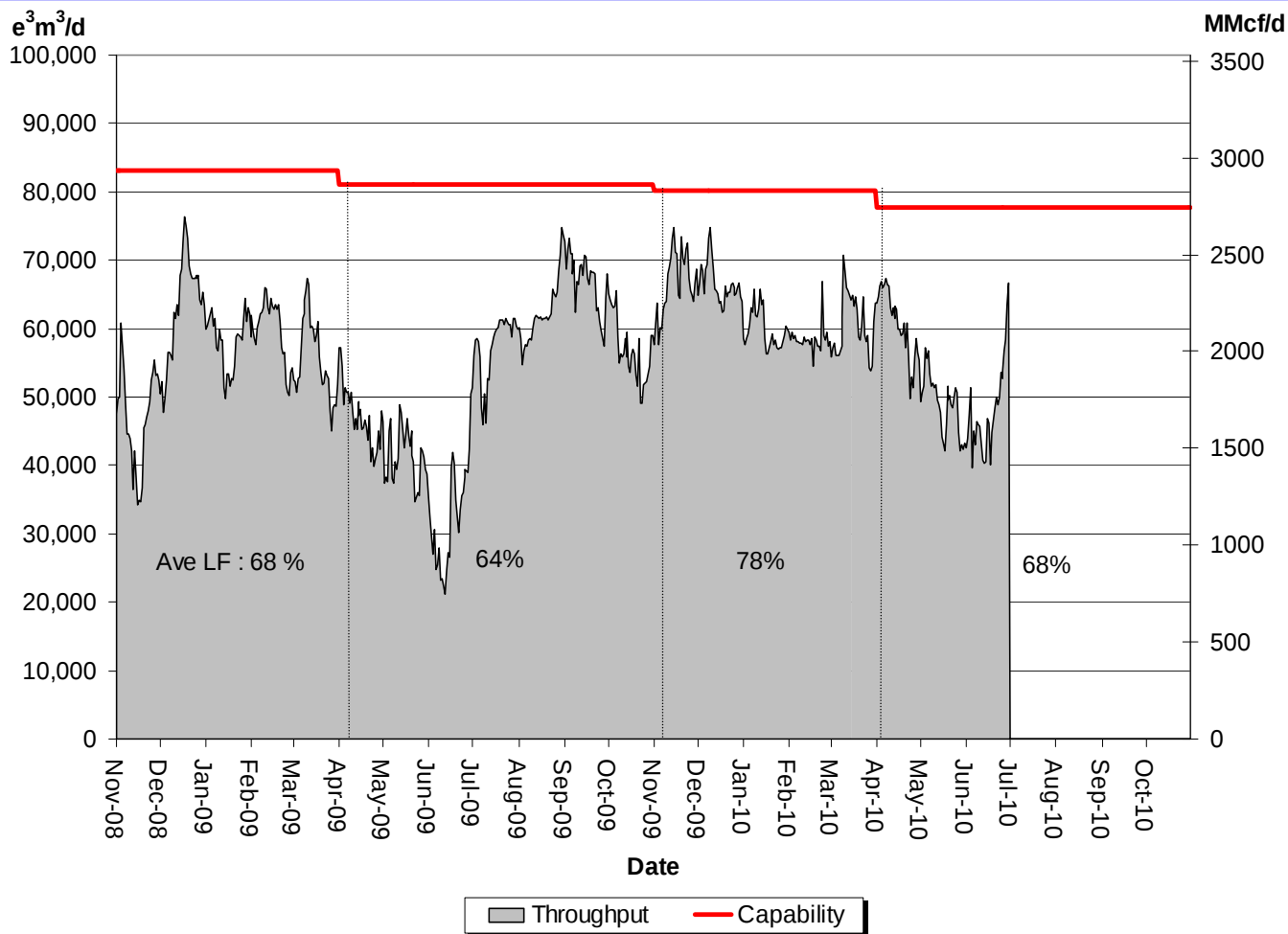
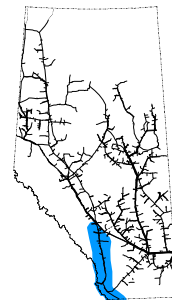
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jan	Feb	Mar	Apr	May	Jun
	52	53	52	58	59	38

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	Jan	Feb	Mar	Apr	May	Jun
	84	77	66	60	64	62

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	Jan	Feb	Mar	Apr	May	Jun
	74	73	75	78	63	62

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

April 1, 2010 to June 30, 2010 (3 Month Average)

Receipt Area		IT-R Service	Firm Service	Firm Service	% CD		Causes/Comments
		Available	Available	Restriction	Restricted ⁽¹⁾		
	Segment	(% 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	
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		IT-D Service	Firm Service	Firm Service	% CD Restricted ⁽¹⁾		Causes/Comments
	Available ⁽²⁾	Available ⁽²⁾	Available	Restriction			
	(% of time)	(% 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 2010	November 2012

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

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 2010	November 2012
Receipt - Winter construction (generally north of Edmonton)	November 2010	April 2013

➤ 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.

System Utilization Quarterly Report No. 71, Second Quarter 2010

Compressor Utilization Summaries

Date: Apr. 1, 2010 to Jun. 30, 2010

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	1.2	1316.3	60.33	60.27	0.05	39.67
Berland River Unit#1	21,830	1907.3	8.6	87.72	0.39	87.33	12.28
Cardinal Lake Unit#1	820	141.4	2026.2	99.25	92.77	6.47	0.75
Cardinal Lake Unit#2	820	30.9	2146.7	99.71	98.29	1.41	0.29
Cardinal Lake Unit#3	820	109.8	2068.4	99.73	94.71	5.03	0.27
Clarkson Valley Unit#1	15,936	196.9	1766.1	89.88	80.87	9.02	10.12
Fox Creek Unit#1	15,570	1.3	1993.1	91.32	91.26	0.06	8.68
Gold Creek Unit#1	10,968	930.9	1170.2	96.20	53.58	42.62	3.80
Gold Creek Unit#2	25,427	1768.7	6.5	81.28	0.30	80.98	18.72
Hidden Lake Unit #1	11,078	0.0	2184.0	100.00	100.00	0.00	0.00
Knight Unit #3	13,291	1863.1	148.2	92.09	6.79	85.31	7.91
Knight Unit #4	13,396	147.2	1862.7	92.03	85.29	6.74	7.97
Latonnell Unit #1	28,110	1293.2	758.3	93.93	34.72	59.21	6.07
Meikle River Unit #1	3,577	891.2	724.9	74.00	33.19	40.81	26.00
Meikle River B Unit #2	3,504	1478.9	357.3	84.08	16.36	67.72	15.92
Mobile Unit #4 (Meikle River)	3,231	779.8	1009.5	81.93	46.22	35.71	18.07
Meikle River C Unit #3	3,231	1059.3	1124.7	100.00	51.50	48.50	0.00
Meikle River C Unit #4	3,231	1009.0	1175.0	100.00	53.80	46.20	0.00
Mobile Unit #6 (Dryden Creek)	3,320	2.9	2177.3	99.83	99.69	0.13	0.17
Pipestone Creek Unit #1	29,923	0.0	2181.6	99.89	99.89	0.00	0.11
Saddle Hills Unit #1	3,486	48.1	2134.9	99.95	97.75	2.20	0.05
Saddle Hills Unit #2	6,711	0.0	2184.0	100.00	100.00	0.00	0.00
Saddle Hills Unit #3	7,953	23.0	2108.2	97.58	96.53	1.05	2.42
Thunder Creek Unit #1	3,414	0.0	2184.0	100.00	100.00	0.00	0.00
Valleyview Unit #1	3,747	1295.4	817.6	96.75	37.44	59.31	3.25
Total	247,813			92.98	66.60	26.38	7.02
Power Adjusted Usage						34.38	

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	0.2	0.01	0.01	0.00	99.99
Beaver Creek Unit #2	955	0.0	0.2	0.01	0.01	0.00	99.99
Beaver Creek Unit #3	955	0.0	0.2	0.01	0.01	0.00	99.99
Beaver Creek Unit #4	955	0.0	0.2	0.01	0.01	0.00	99.99
Beaver Creek Unit #5	955	0.0	0.2	0.01	0.01	0.00	99.99
Total	4,775			0.01	0.01	0.00	99.99
Power Adjusted Usage						0.00	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 71, Second Quarter 2010

Compressor Utilization Summaries

Date: Apr. 1, 2010 to Jun. 30, 2010

Rimbey/Nevis

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Hussar Unit #6	13,964	41.1	2130.7	99.44	97.56	1.88	0.56
Hussar Unit #7	13,964	450.9	1716.1	99.22	78.58	20.65	0.78
Mobile Unit #8 (Torrington)	7,236	0.0	2184.0	100.00	100.00	0.00	0.00
Total	35,164			99.55	92.05	7.51	0.45
Power Adjusted Usage						8.95	

Edson Mainline

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Clearwater Unit #1	22,044	1553.9	343.1	86.86	15.71	71.15	13.14
Clearwater Unit #5	20,966	450.4	923.6	62.91	42.29	20.62	37.09
Lodgepole Unit #3	3,776	167.7	1900.5	94.70	87.02	7.68	5.30
Nordegg Unit #3	31,802	926.3	1185.7	96.70	54.29	42.41	3.30
Vetchland Unit #1	23,842	1232.1	949.3	99.88	43.47	56.41	0.12
Vetchland Unit #2	23,842	163.1	2019.9	99.95	92.49	7.47	0.05
Swartz Creek Unit #1	29,163	1849.4	64.6	87.64	2.96	84.68	12.36
Wolf Lake Unit #2	24,304	1875.0	204.2	95.20	9.35	85.85	4.80
Total	179,739			90.48	43.45	47.03	9.52
Power Adjusted Usage						52.62	

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	302.1	1791.1	95.84	82.01	13.83	4.16
Burton Creek Unit #2	14,956	750.7	1150.0	87.03	52.66	34.37	12.97
Drywood Unit #1	3,800	45.2	2138.8	100.00	97.93	2.07	0.00
Schrader Creek Unit #2	13,591	1962.7	96.6	94.29	4.42	89.87	5.71
Turner Valley Unit #1	23,642	475.6	1139.4	73.95	52.17	21.78	26.05
Turner Valley Unit #2	23,642	895.4	1187.1	95.35	54.35	41.00	4.65
Winchell Lake Unit #1	23,873	1184.4	702.5	86.40	32.17	54.23	13.60
Total	119,324			90.41	53.67	36.74	9.59
Power Adjusted Usage						39.73	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 71, Second Quarter 2010

Compressor Utilization Summaries

Date: Apr. 1, 2010 to Jun. 30, 2010

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	4.1	2079.1	95.38	95.20	0.19	4.62
Bens Lake Unit #2	977	4.5	2078.9	95.39	95.19	0.21	4.61
Bens Lake Unit #3	977	2.0	1909.1	87.50	87.41	0.09	12.50
Bens Lake Unit #4	3,539	0.0	0.2	0.01	0.01	0.00	99.99
Bens Lake Unit #5	3,546	0.0	0.3	0.01	0.01	0.00	99.99
Bens Lake Unit #6	4,724	3.4	2102.2	96.41	96.25	0.16	3.59
Bens Lake Unit #7	977	1.1	2077.5	95.17	95.12	0.05	4.83
Mobile Unit #9 (Behan)	3,327	394.7	1756.6	98.50	80.43	18.07	1.50
Field Lake Unit #1	3,570	974.8	1008.1	90.79	46.16	44.63	9.21
Field Lake Unit #2	3,570	460.8	1519.7	90.68	69.58	21.10	9.32
Hanmore Lake Unit #1	541	0.1	2014.7	92.25	92.25	0.00	7.75
Hanmore Lake Unit #2	541	5.1	2014.8	92.49	92.25	0.23	7.51
Hanmore Lake Unit #3	3,407	13.5	2161.9	99.61	98.99	0.62	0.39
Hanmore Lake Unit #4	3,407	103.5	2075.2	99.76	95.02	4.74	0.24
Woodenhouse #1	10,688	203.0	1978.6	99.89	90.60	9.29	0.11
Woodenhouse #2	14,165	109.9	2074.1	100.00	94.97	5.03	0.00
Wandering River #1	945	2.8	2181.2	100.00	99.87	0.13	0.00
Wandering River #2	945	2.8	2181.2	100.00	99.87	0.13	0.00
Wandering River #3	895	0.7	2183.3	100.00	99.97	0.03	0.00
Leismer #4	945	3.7	2180.3	100.00	99.83	0.17	0.00
Mobile Unit #5 (Paul Lake)	3,090	549.4	1568.3	96.96	71.81	25.16	3.04
Paul Lake Unit #1	3,457	1608.7	574.3	99.95	26.30	73.66	0.05
Paul Lake B Unit #2	15,639	0.9	2183.1	100.00	99.96	0.04	0.00
Pelican Lake Unit #2	3,594	0.0	0.1	0.00	0.00	0.00	100.00
Slave Lake Unit #1	978	0.0	0.1	0.00	0.00	0.00	100.00
Slave Lake Unit #2	978	37.2	2083.7	97.11	95.41	1.70	2.89
Slave Lake Unit #3	978	2.3	1122.0	51.48	51.37	0.11	48.52
Slave Lake Unit #4	978	30.6	2137.5	99.27	97.87	1.40	0.73
Smoky Lake Unit #1	978	2.4	2179.7	99.91	99.80	0.11	0.09
Smoky Lake Unit #2	978	1269.4	914.6	100.00	41.88	58.12	0.00
Smoky Lake Unit #3	978	1208.4	975.6	100.00	44.67	55.33	0.00
Smoky Lake Unit #7	16,061	8.0	1739.8	80.03	79.66	0.37	19.97
Total	111,350			83.08	73.05	10.03	16.92
Power Adjusted Usage						8.43	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 71, Second Quarter 2010

Compressor Utilization Summaries

Date: Apr. 1, 2010 to Jun. 30, 2010

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	2.4	2.4	2181.6	100.00	99.89	0.11	0.00
Cavendish Unit #2	4306.0	49.7	2130.5	99.83	97.55	2.28	0.17
Dusty Lake Unit #2	14200.0	199.1	1933.9	97.66	88.55	9.12	2.34
Dusty Lake Unit #3	15873.0	5.7	2128.7	97.73	97.47	0.26	2.27
Farrell Lake Unit #1	14004.0	3.3	1945.8	89.24	89.09	0.15	10.76
Farrell Lake Unit #2	15630.0	198.8	1749.6	89.21	80.11	9.10	10.79
Gadsby Unit #1	14244.0	0.0	2179.6	99.80	99.80	0.00	0.20
Gadsby Unit #2	15797.0	0.0	0.2	0.01	0.01	0.00	99.99
Gadsby Unit #B3	4782.0	847.7	1336.3	100.00	61.19	38.81	0.00
Oakland Unit #1	14137.0	5.5	489.3	22.66	22.40	0.25	77.34
Princess Unit #1	2,685	2.1	1846.3	84.63	84.54	0.10	15.37
Princess Unit #2	2,685	6.4	2168.0	99.56	99.27	0.29	0.44
Princess Unit #3	2,685	6.6	2170.0	99.66	99.36	0.30	0.34
Princess Unit #4	4,474	0.5	2136.5	97.85	97.83	0.02	2.15
Princess Unit #5	4,474	0.0	2154.8	98.66	98.66	0.00	1.34
Wainwright Unit #2	1,790	1024.2	1127.9	98.54	51.64	46.90	1.46
Wainwright Unit #3	1,230	1139.6	344.8	67.97	15.79	52.18	32.03
Wainwright Unit #4	42.3	42.3	2099.7	98.08	96.14	1.94	1.92
Total	133,041			85.62	76.63	8.99	14.38
Power Adjusted Usage						4.71	

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	1922.3	261.7	100.00	11.98	88.02	0.00
Beiseker Unit #1	11857.0	113.8	1906.7	92.51	87.30	5.21	7.49
Beiseker Unit #2	11857.0	0.0	2020.5	92.51	92.51	0.00	7.49
Crawling Valley Unit #1	26104.0	1516.0	657.4	99.51	30.10	69.41	0.49
Didsbury Unit #5	794.0	0.0	0.2	0.01	0.01	0.00	99.99
Didsbury Unit #6	731.0	0.0	0.2	0.01	0.01	0.00	99.99
Hussar Unit #8	13964.0	282.5	1736.6	92.45	79.51	12.93	7.55
Jenner Unit #1	23555.0	389.7	1713.1	96.28	78.44	17.84	3.72
Jenner Unit #2	17000.0	1908.3	123.8	93.04	5.67	87.38	6.96
Princess Unit #6	19749.0	267.4	687.7	43.73	31.49	12.24	56.27
Red Deer River Unit #1	24355.0	4.1	135.7	6.40	6.21	0.19	93.60
Red Deer River Unit #2	24355.0	195.5	1794.7	91.13	82.17	8.95	8.87
Shrader Creek Unit #1	26251.0	2050.3	46.1	95.99	2.11	93.88	4.01
Schrader Creek Unit #3	13697.0	1218.4	960.0	99.74	43.96	55.79	0.26
Total	240,414			71.67	39.39	32.27	28.34
Power Adjusted Usage						41.40	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 71, Second Quarter 2010

Compressor Utilization Summaries

Date: Apr. 1, 2010 to Jun. 30, 2010

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	387.3	1664.2	93.93	76.20	17.73	6.07
Crowsnest K	28723.0	1118.9	455.9	72.11	20.87	51.23	27.89
Crowsnest 2 H	12529.0	833.8	1248.8	95.36	57.18	38.18	4.64
Crowsnest 2 J	12529.0	1018.6	1059.3	95.14	48.50	46.64	4.86
Elko A	11930.0	0.9	834.7	38.26	38.22	0.04	61.74
Elko B	13528.0	714.6	1286.1	91.61	58.89	32.72	8.39
Elko C	13369.0	296.9	1809.4	96.44	82.85	13.59	3.56
Moyie B	11930.0	70.4	2079.5	98.44	95.22	3.22	1.56
Moyie C	13281.0	1049.6	1006.8	94.16	46.10	48.06	5.84
Moyie D	13389.0	148.4	1950.5	96.10	89.31	6.79	3.90
Total	162,110			89.30	67.78	21.52	10.70
Power Adjusted Usage						25.22	

1. Units required under peak flow conditions

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 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 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.

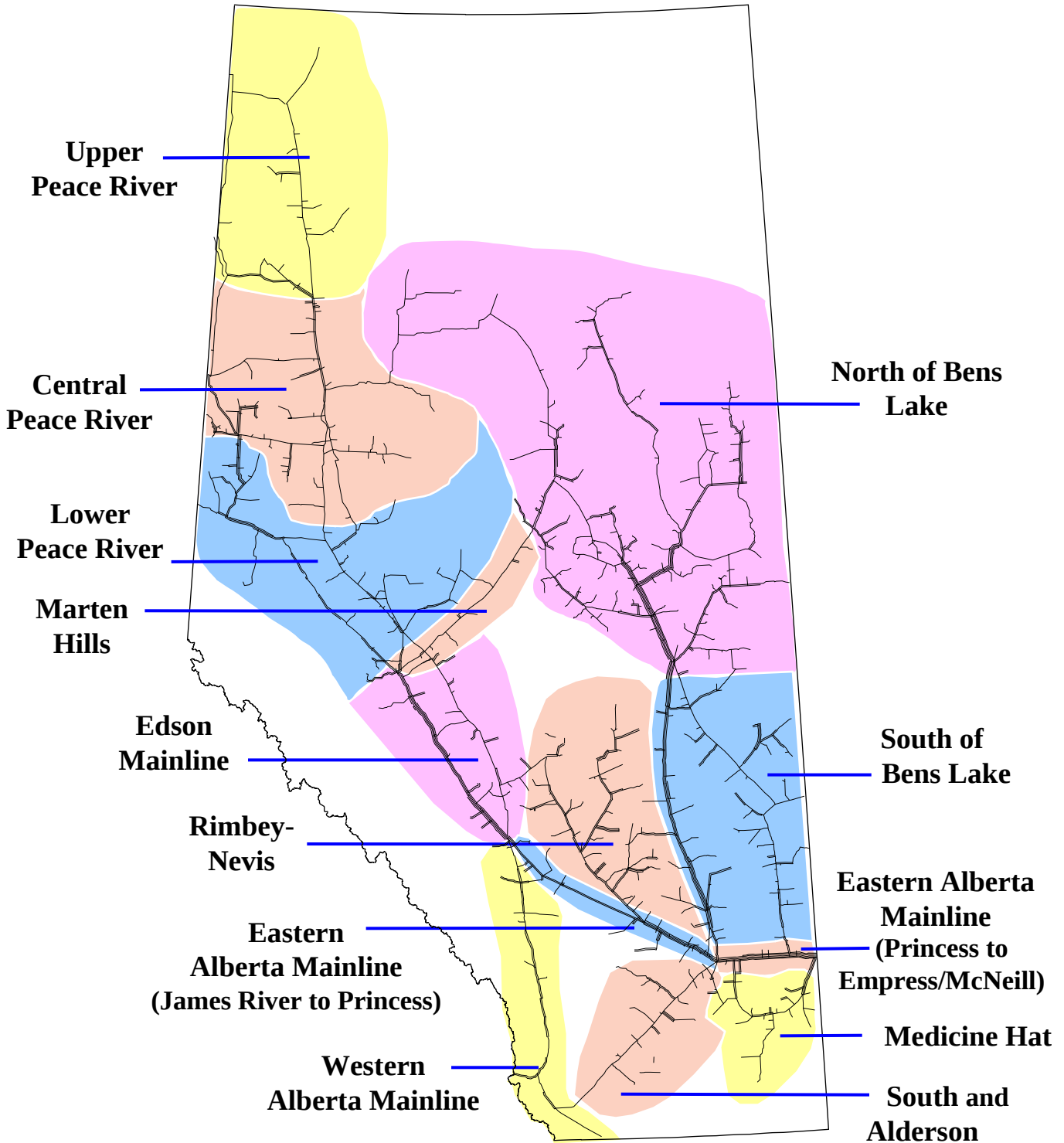
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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

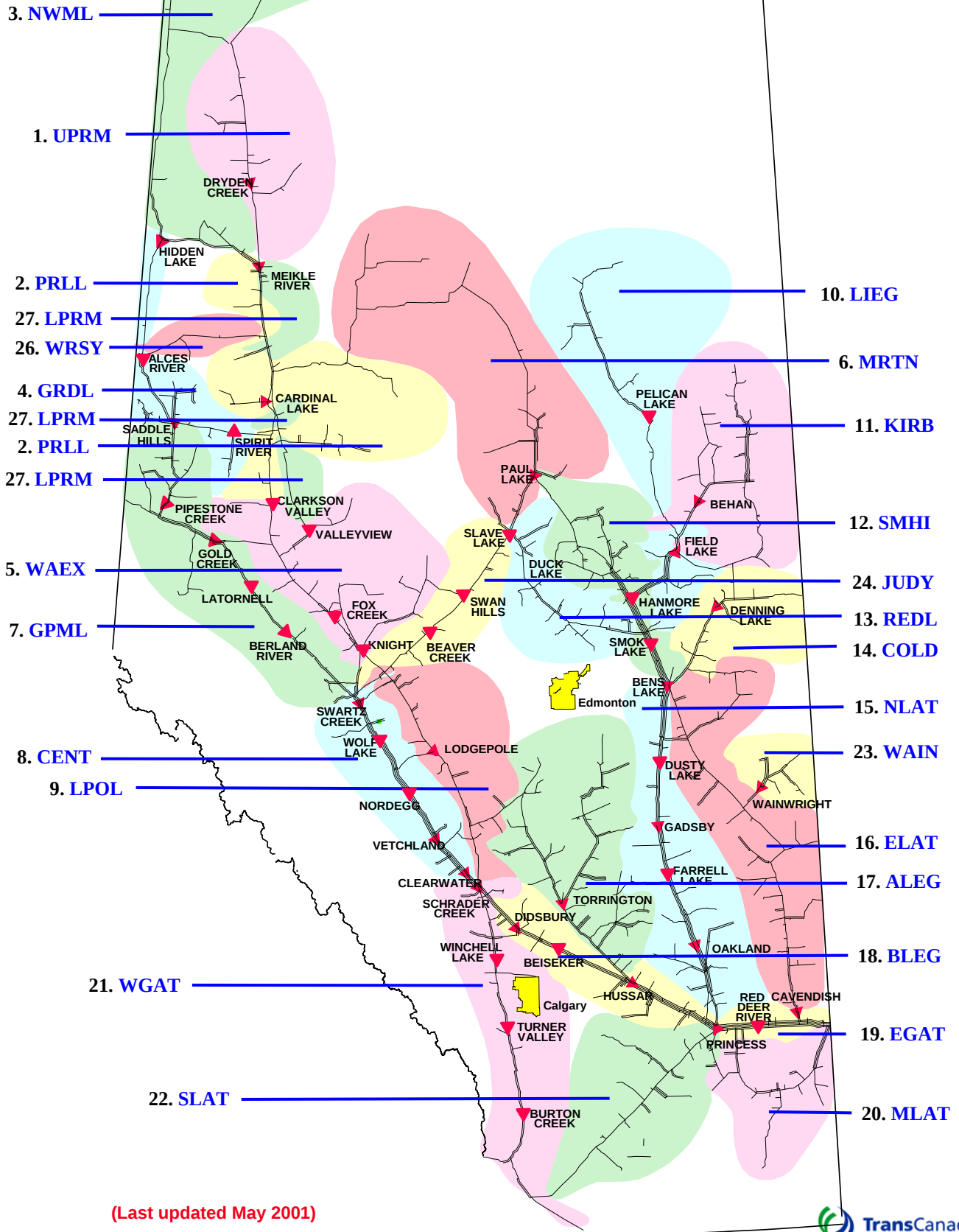
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL DESIGN AREAS



(Last updated January 2007)

NGTL PIPELINE SEGMENTS



(Last updated May 2001)

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