

SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
May 2013

<http://www.transcanada.com/customerexpress/2885.html>

Published date:
August 26, 2013

Highlights This Month:

- 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 March 1, 2013 – May 31, 2013 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 March 1, 2013 – May 31, 2013 were all deemed 100% available.
- The Firm Transportation service contract utilization table (page 3 of this report) illustrates the FT and FT + IT utilization for receipts and deliveries.
- Please note the South & Alderson design methodology was transitioned from flow through to flow within on November 2012. As a result, the revised charts will display area delivery flows and a new capability line that starts on November 2012.
- Design methodology for The Marten Hills Area is currently being reviewed. The chart currently displays up to date throughput without a corresponding Capability value.
- April 2013 historical data for Eastern Alberta Mainline - James to Princess chart was corrected in this report

NOVA Gas Transmission Ltd.

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If you have any questions on the content of this report, contact Winston Cao at (403) 920-5315 or via fax at (403) 920-2357.

FIRM TRANSPORTATION SERVICE¹ CONTRACT UTILIZATION³

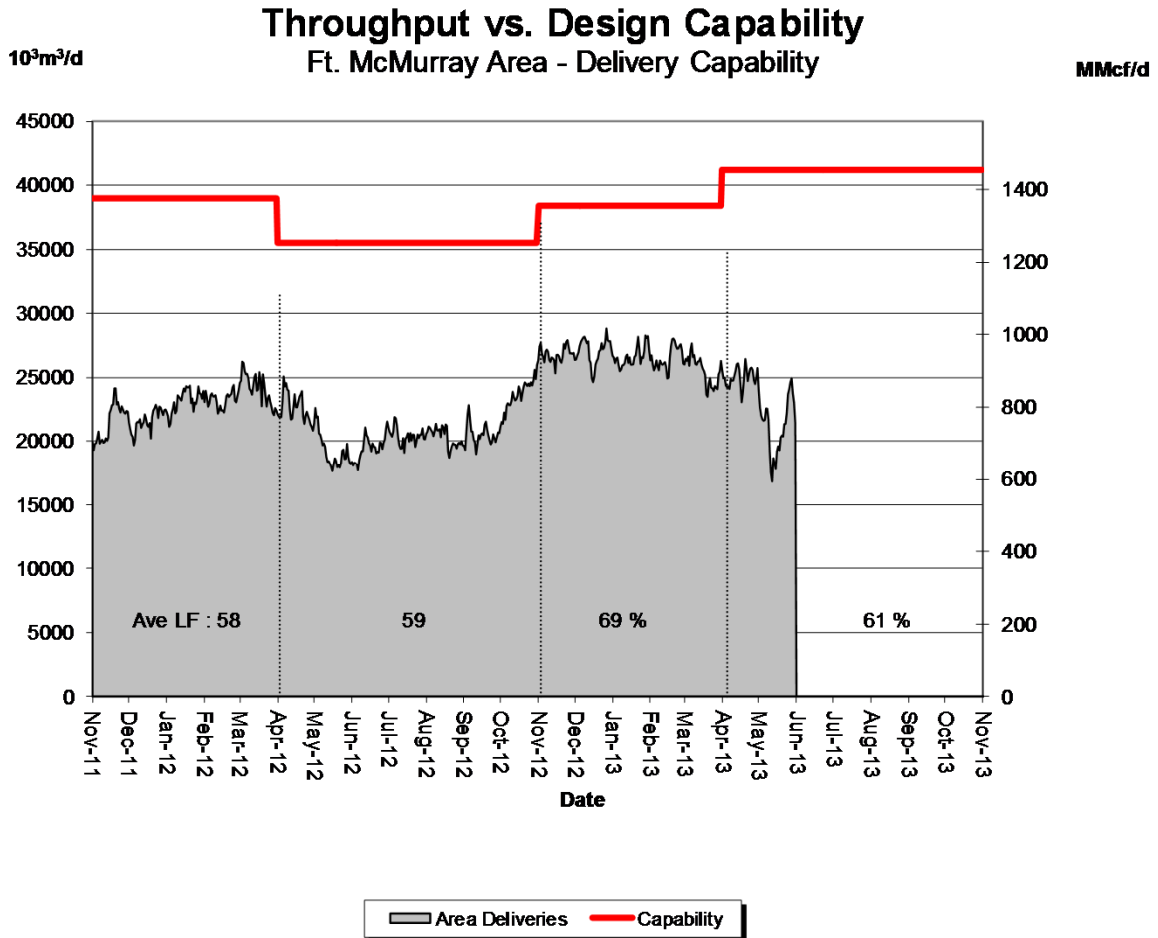
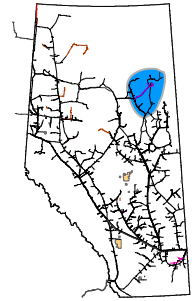
By NGTL Pipeline Segments
May 2013

Segment	Delivery			Receipt	
	Contract	Utilization	May CD (TJ/d)	Utilization	May CD (MMcf/d)
UPRM	FT	3%	25.4	97%	66
	FT + IT ²	10%		123%	
PRL	FT	34%	42.2	86%	117
	FT + IT	34%		95%	
NWML	FT	26%	5.0	49%	721
	FT + IT	29%		52%	
GRDL	FT	27%	8.9	66%	1,786
	FT + IT	40%		68%	
WRSY	FT	0%	0.0	85%	21
	FT + IT	0%		101%	
WAEX	FT	17%	15.4	75%	309
	FT + IT	41%		94%	
JUDY	FT	20%	46.1	95%	104
	FT + IT	21%		119%	
GPML	FT	28%	164.5	87%	3,048
	FT + IT	40%		92%	
CENT	FT	6%	10.4	98%	825
	FT + IT	8%		130%	
LPOL	FT	28%	81.8	92%	484
	FT + IT	37%		131%	
WGAT	FT	67%	3,251.9	87%	437
	FT + IT	72%		103%	
ALEG	FT	34%	316.6	97%	844
	FT + IT	50%		122%	
SLAT	FT	18%	169.2	93%	240
	FT + IT	19%		111%	
MLAT	FT	73%	262.1	91%	181
	FT + IT	82%		111%	
BLEG	FT	57%	144.2	95%	601
	FT + IT	58%		109%	
EGAT	FT	95%	3,413.7	97%	38
	FT + IT	116%		121%	
MRTN	FT	12%	38.8	84%	77
	FT + IT	16%		112%	
LIEG	FT	71%	1,146.9	52%	25
	FT + IT	74%		194%	
KIRB	FT	65%	1,022.7	74%	37
	FT + IT	66%		140%	
SMHI	FT	67%	12.0	81%	35
	FT + IT	70%		150%	
REDL	FT	12%	13.1	68%	44
	FT + IT	16%		119%	
COLD	FT	68%	55.7	69%	35
	FT + IT	124%		93%	
EDM	FT	35%	1,692.5	93%	65
	FT + IT	36%		122%	
NLAT	FT	24%	15.4	98%	138
	FT + IT	26%		136%	
WAIN	FT	8%	0.4	82%	8
	FT + IT	8%		169%	
ELAT	FT	72%	258.2	93%	133
	FT + IT	72%		131%	
TOTAL SYSTEM	FT	67%	12,213.4	83%	10,419
	FT + IT	76%		98%	

*NOTE:

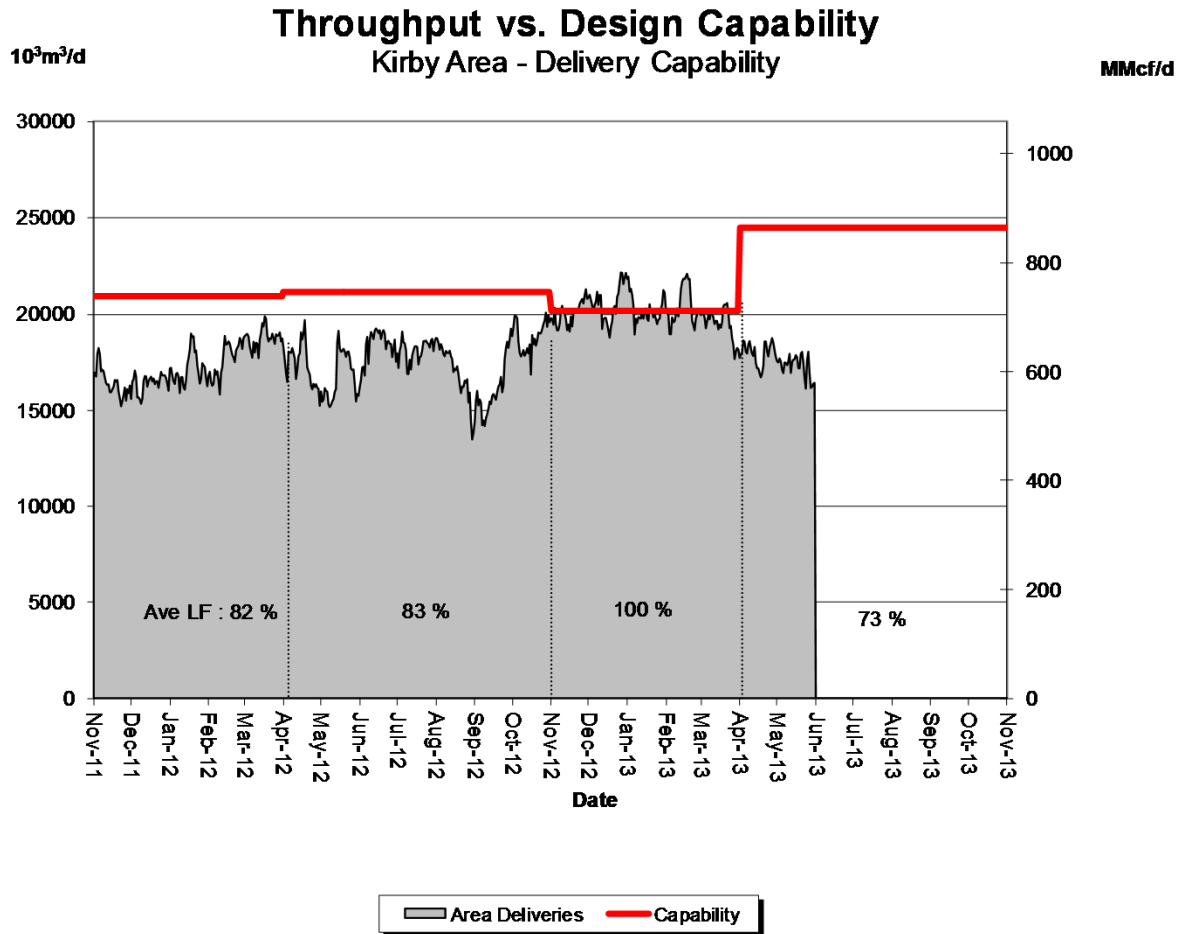
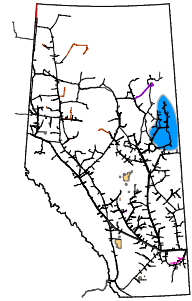
1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN, LRS, FTD1, FTD2.
2. IT includes all receipt and delivery Interruptible Services: ITR, FRO, ITD1, ITD2, and FDO.
3. Utilization data is based on billed monthly volumes. Percent utilization calculated as FT and FT + IT billed volumes divided by applicable receipt or delivery Contract level.

DESIGN CAPABILITY UTILIZATION FT. McMURRAY AREA – FLOW WITHIN



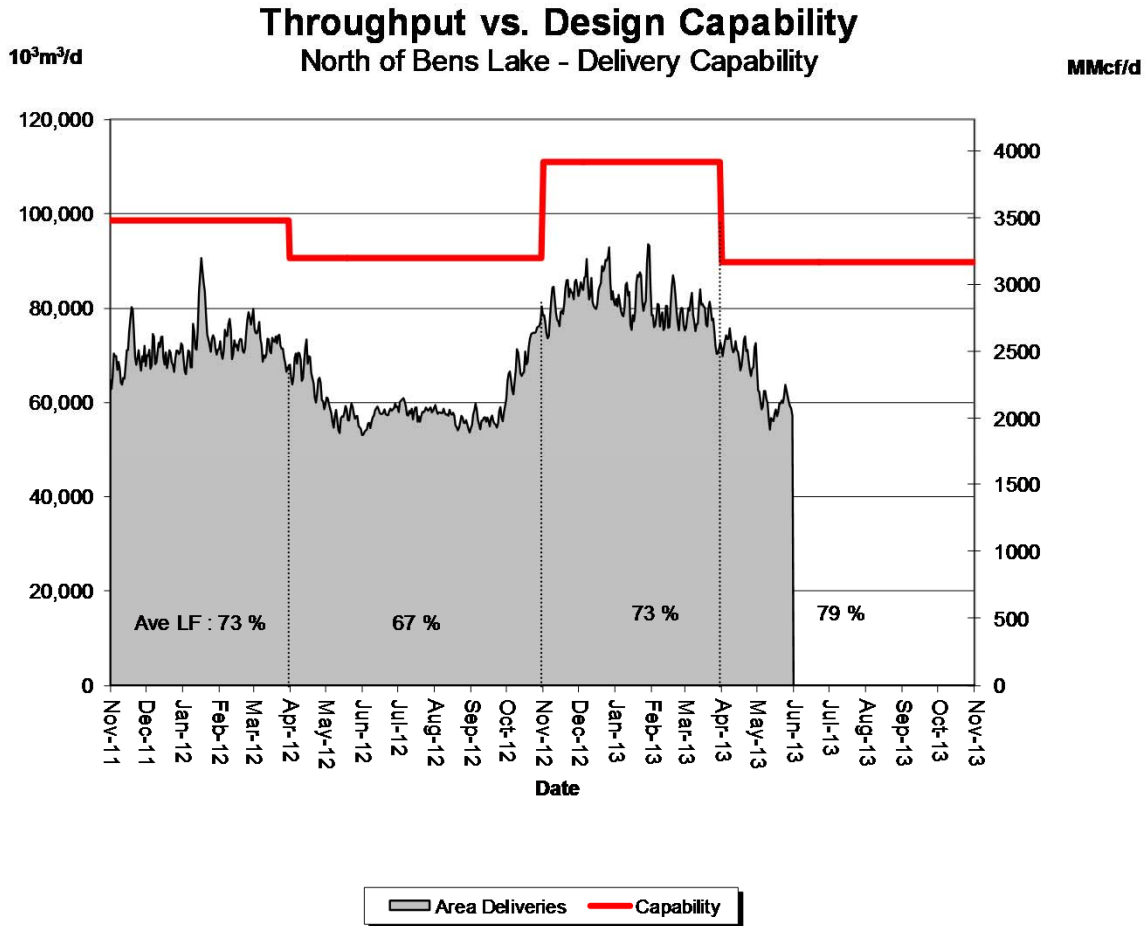
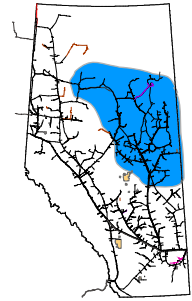
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	70	69	69	66	61	52

DESIGN CAPABILITY UTILIZATION KIRBY AREA – FLOW WITHIN



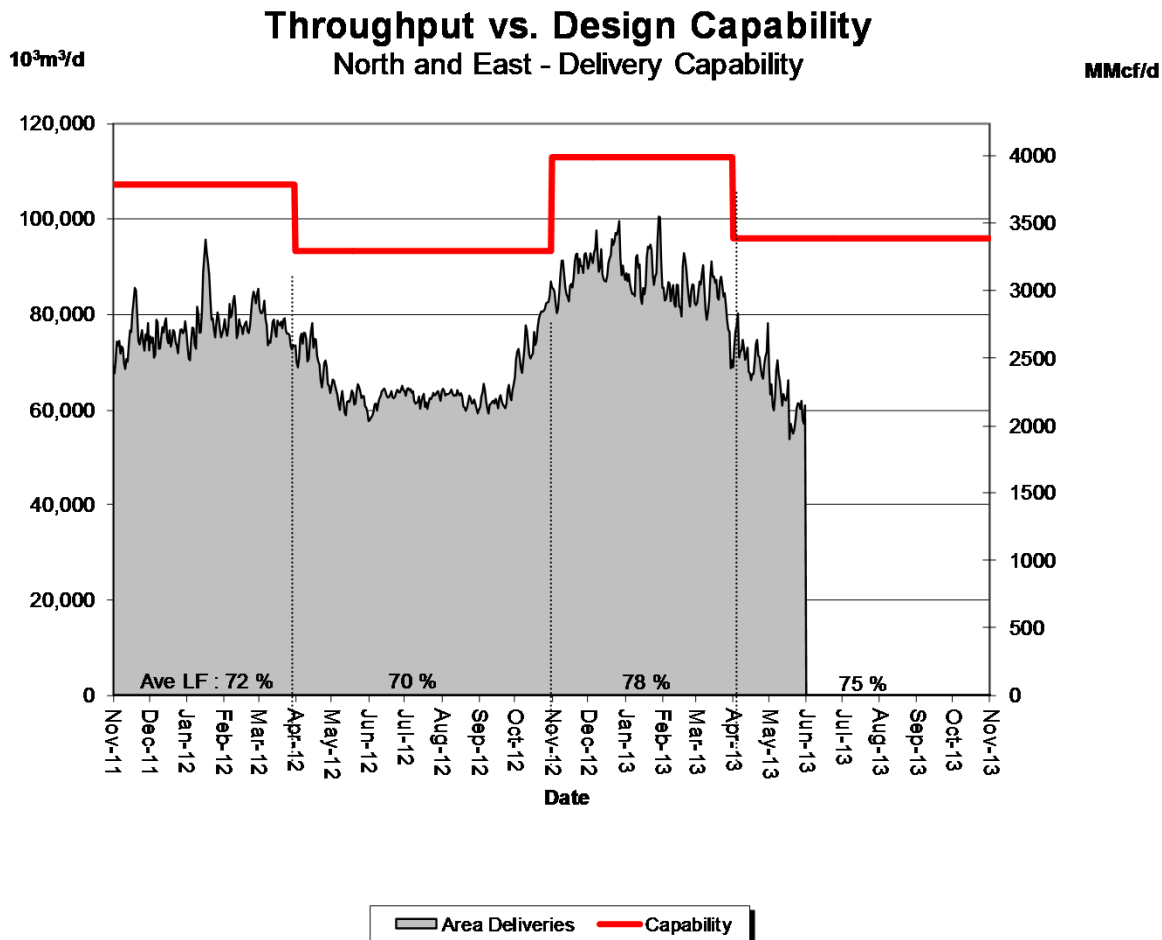
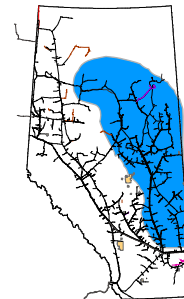
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	102	101	101	97	73	71

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



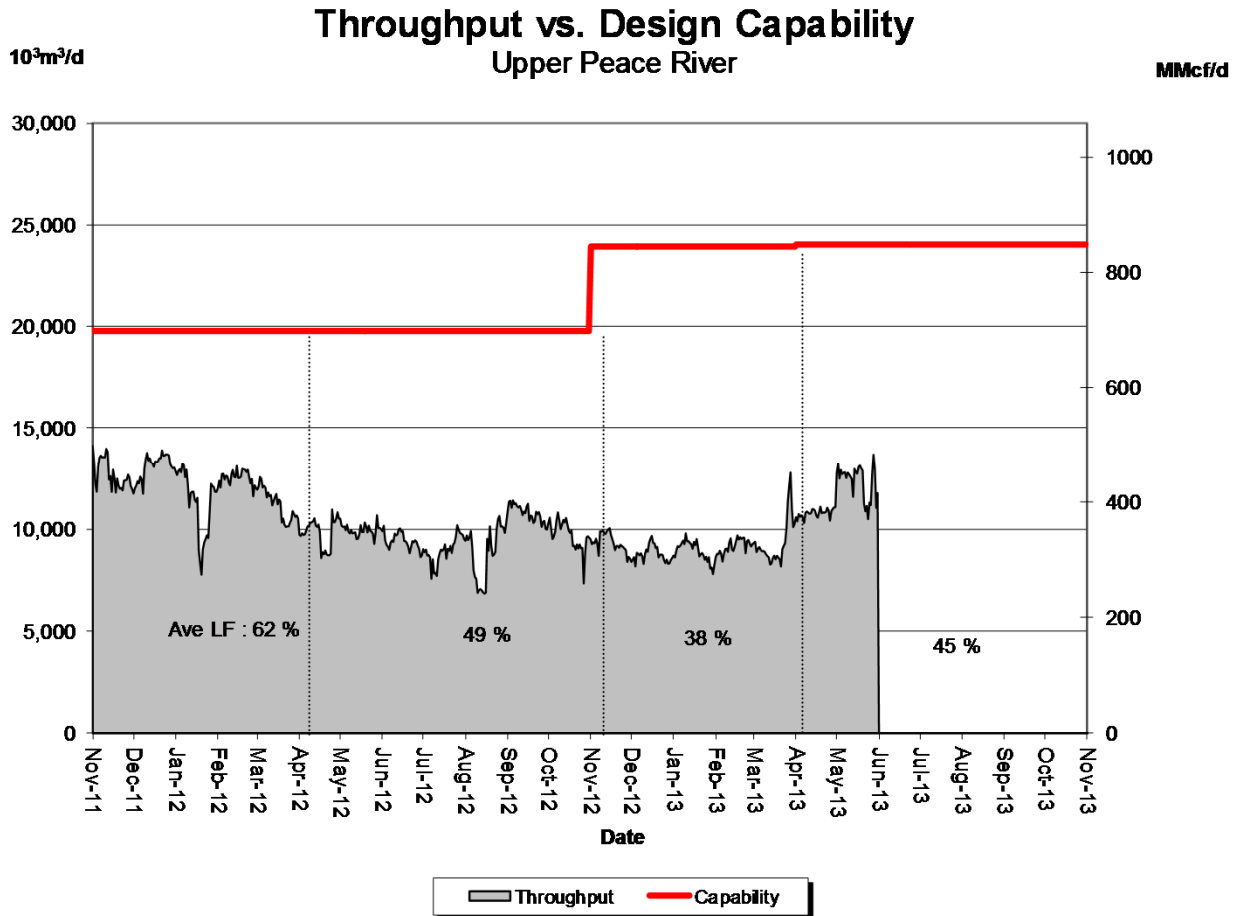
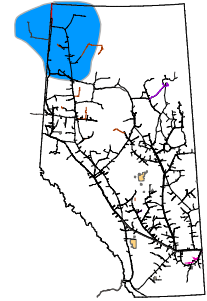
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	77	75	71	70	79	67

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



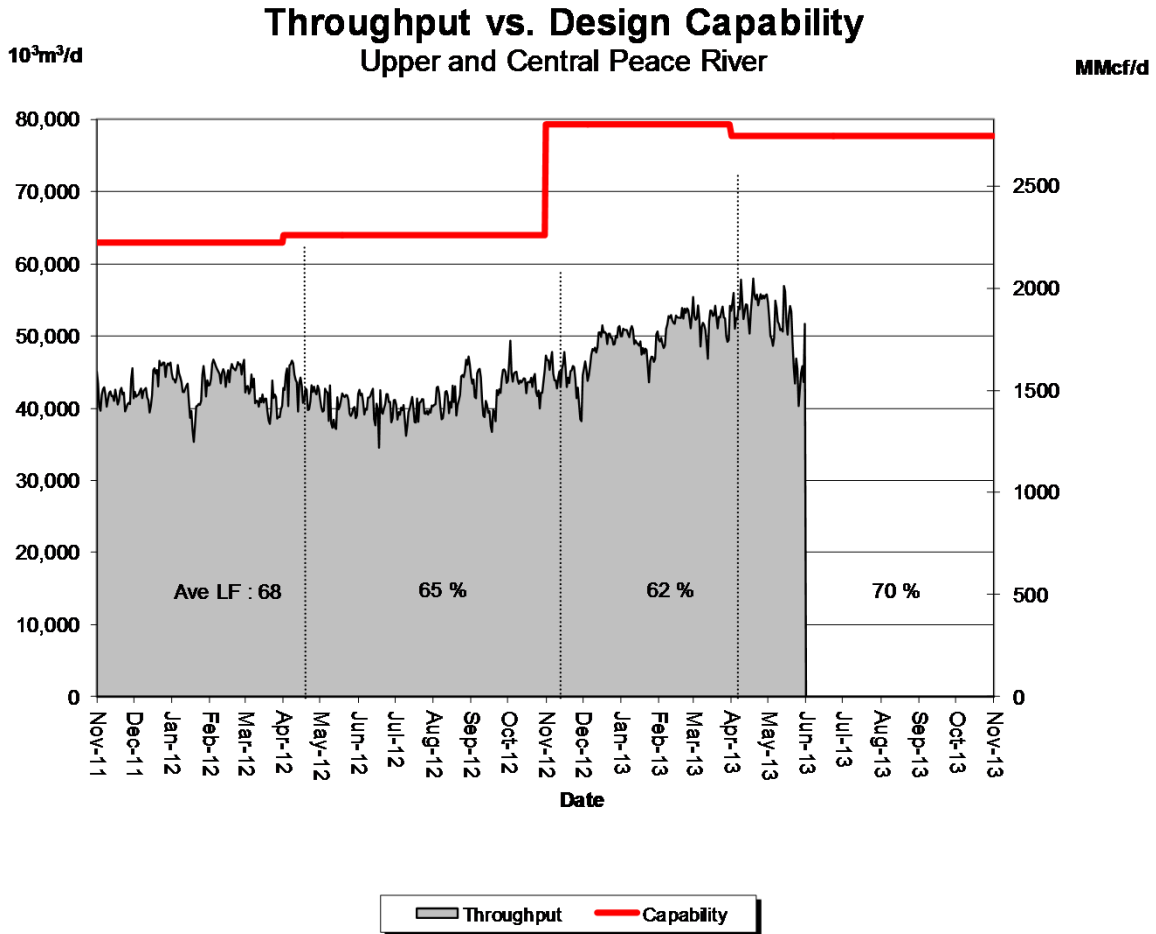
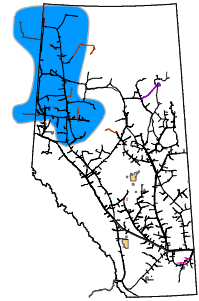
% Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	81	79	75	74	75	64

DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



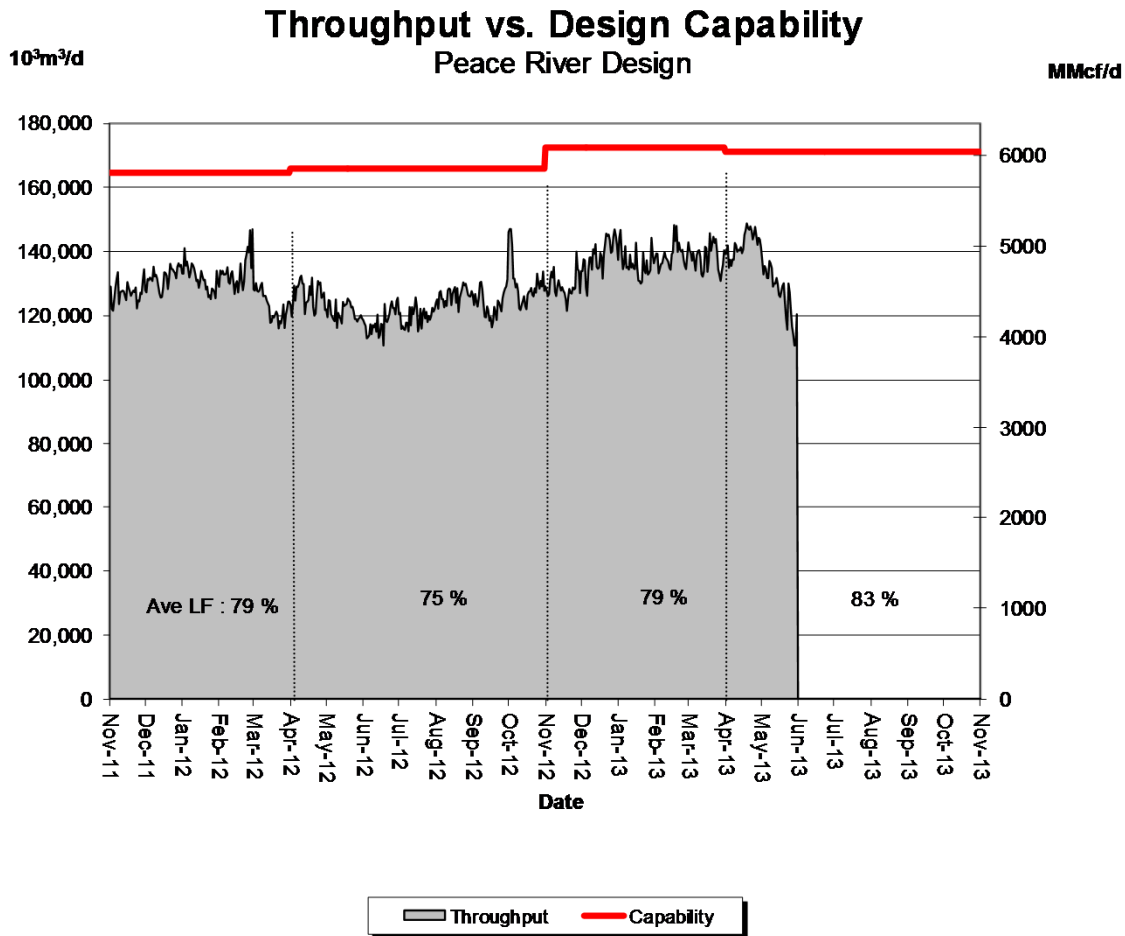
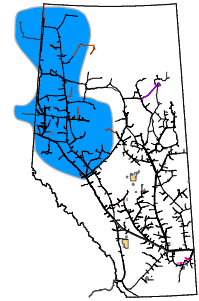
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	37	37	38	39	45	51

DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER



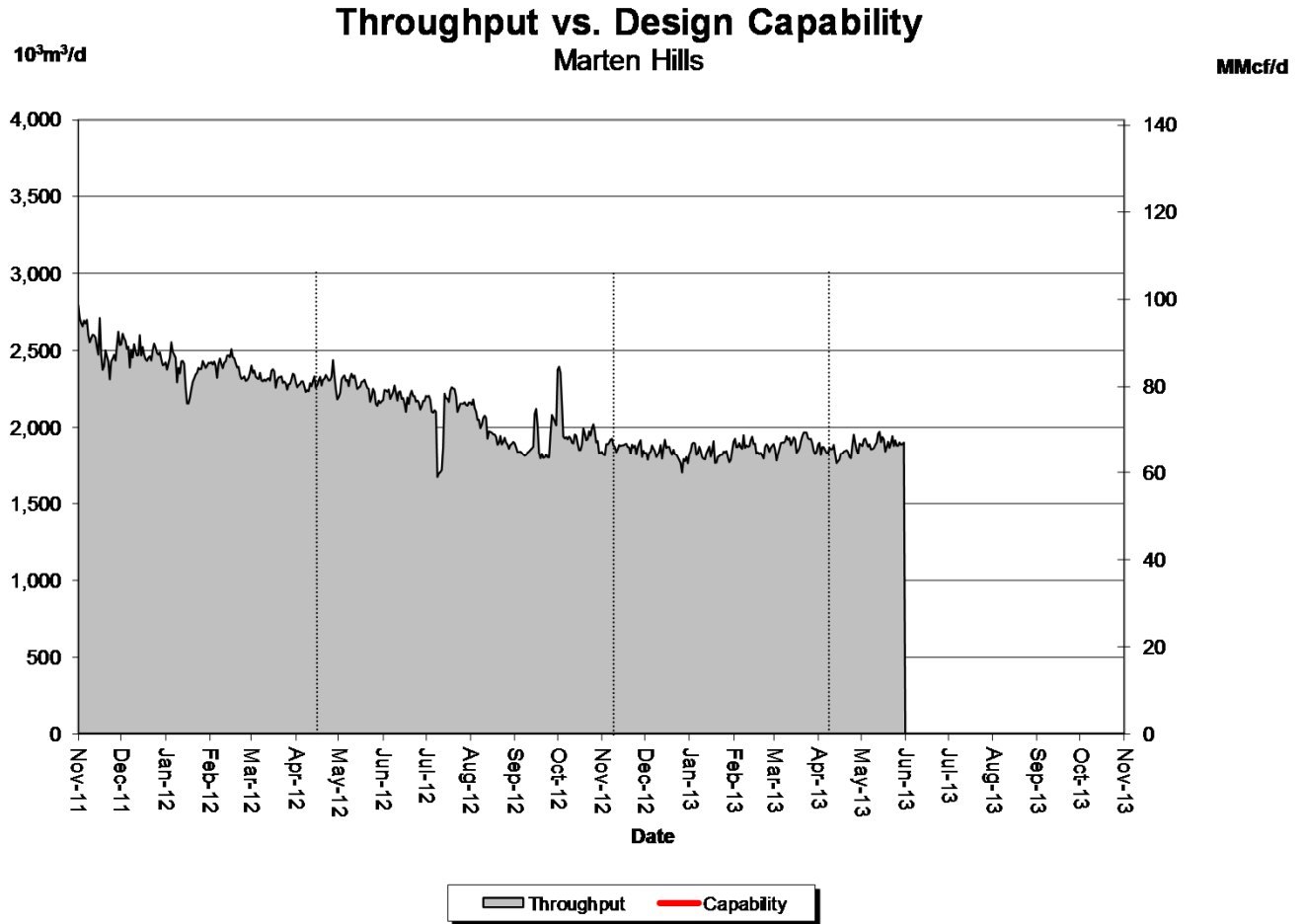
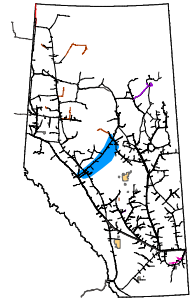
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capacity						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	61	62	65	66	70	64

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



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	80	79	81	80	83	75

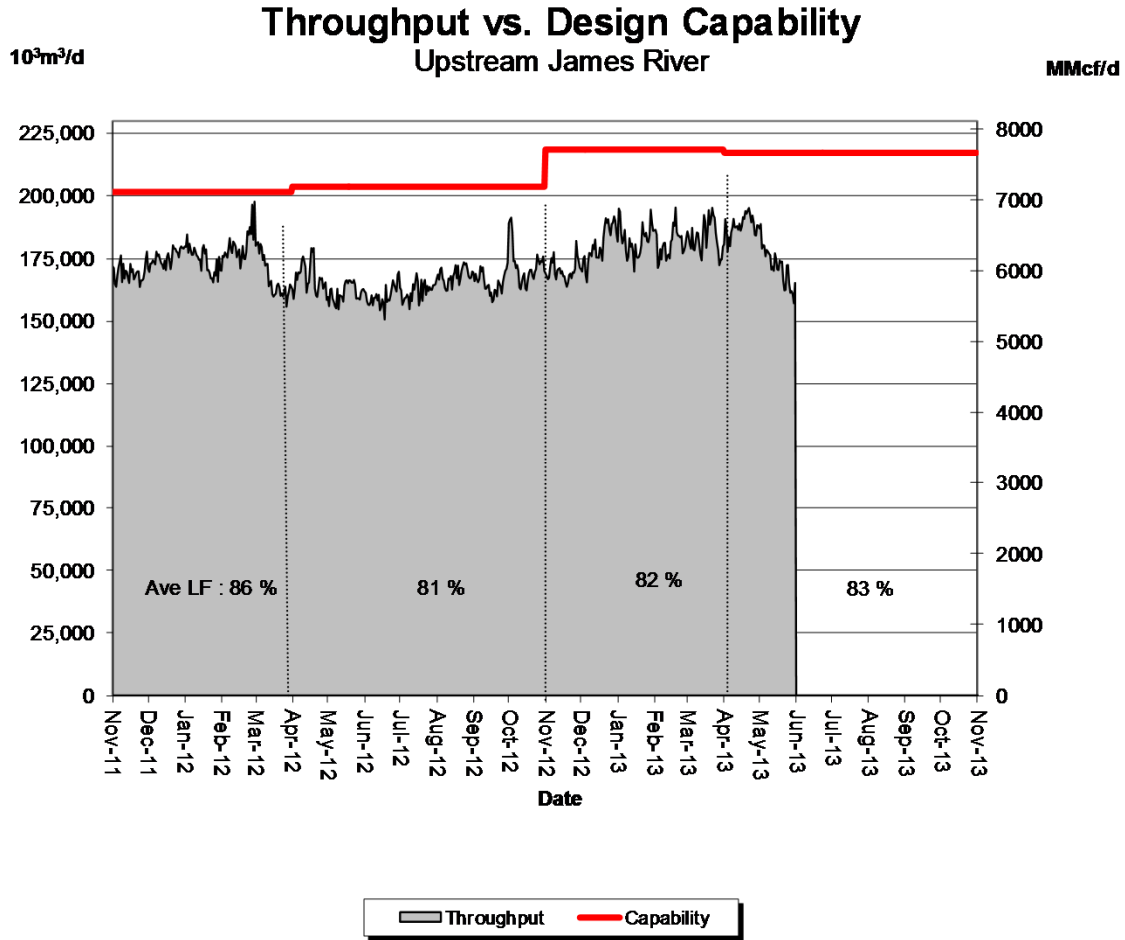
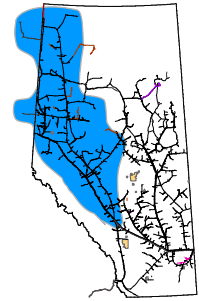
DESIGN CAPABILITY UTILIZATION MARTEN HILLS



Design methodology for Marten Hills Area currently being reviewed.
 Chart currently displays up to date throughput without a corresponding Capability value.

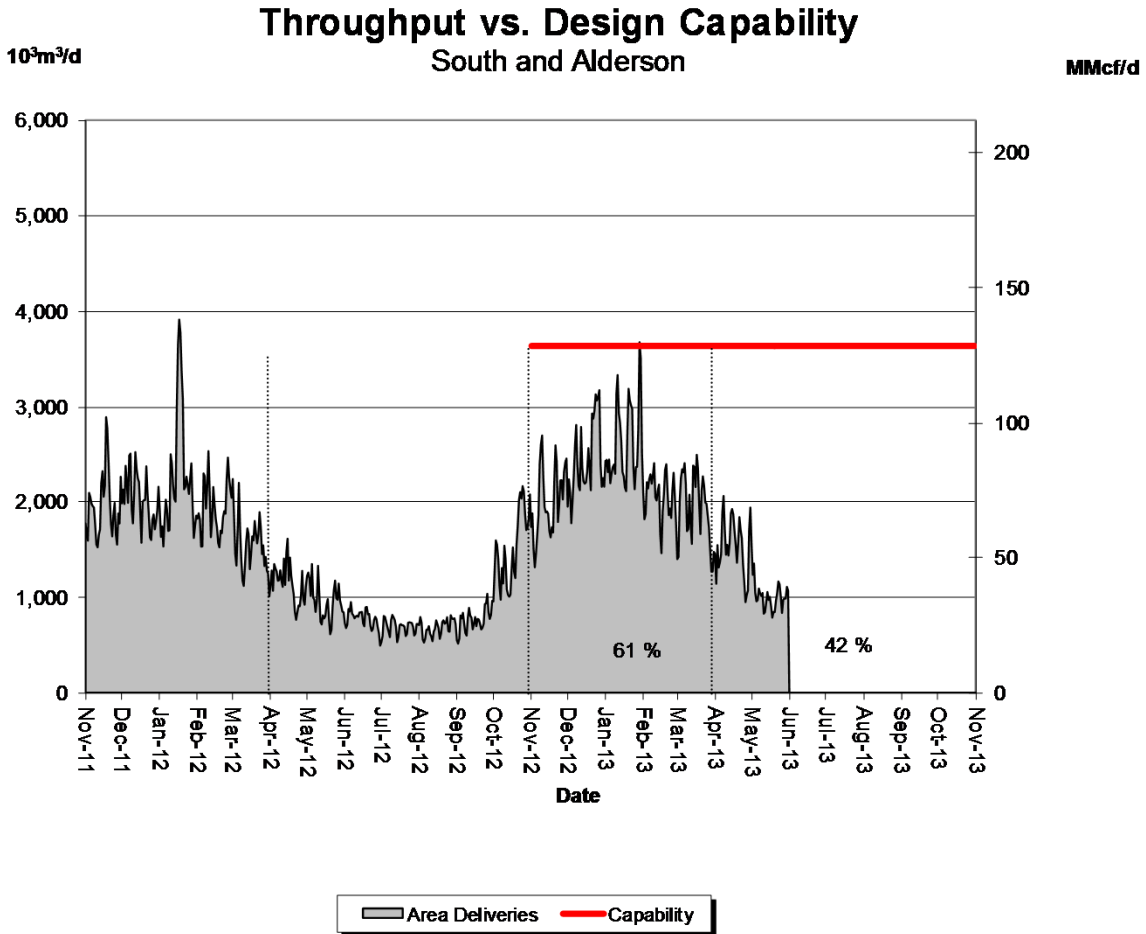
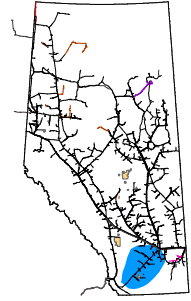
DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(Edson Mainline, Peace River Design and Marten Hills)



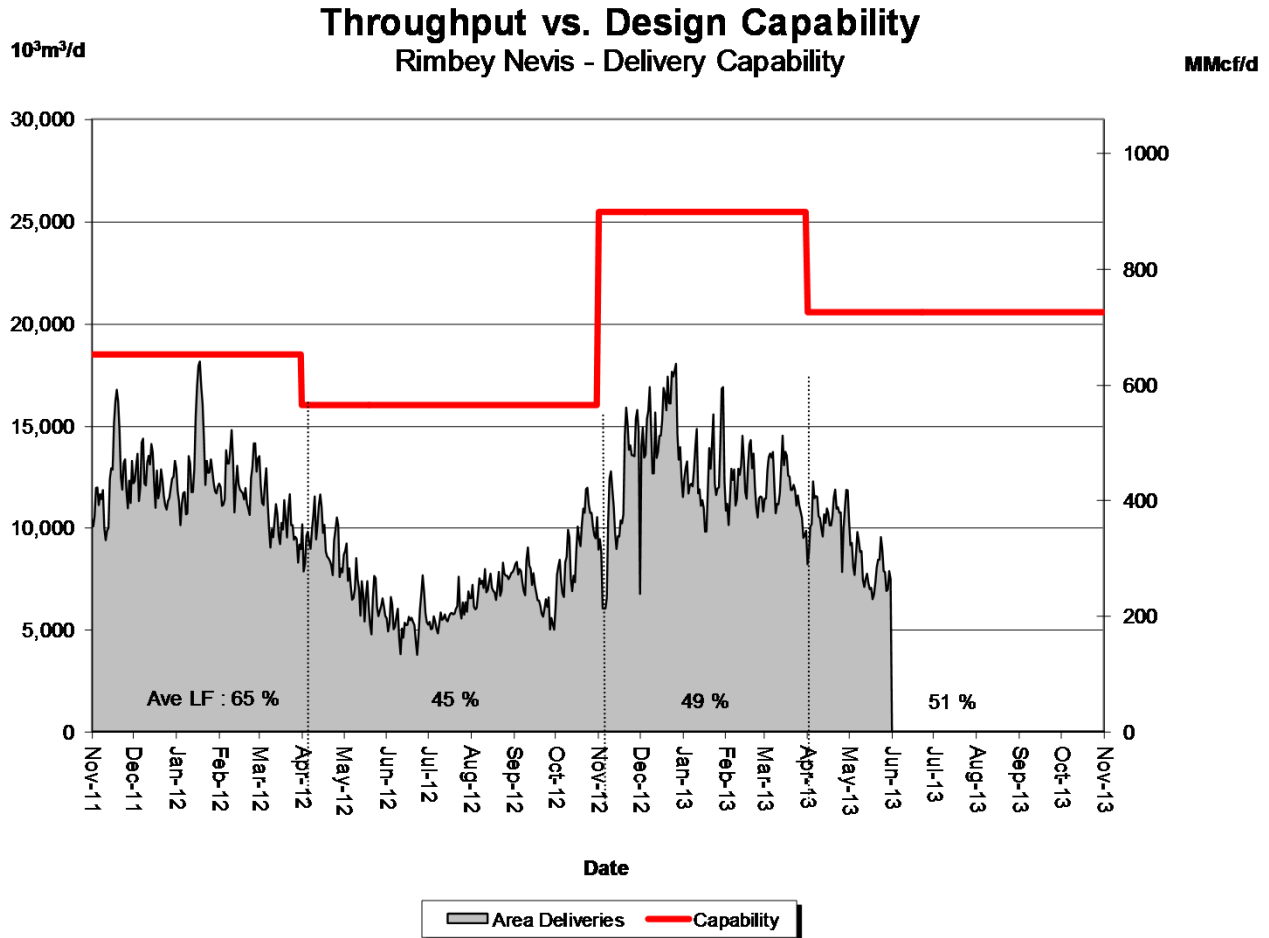
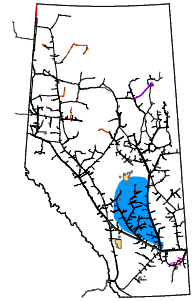
% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	82	83	82	84	87	79

DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON – FLOW WITHIN



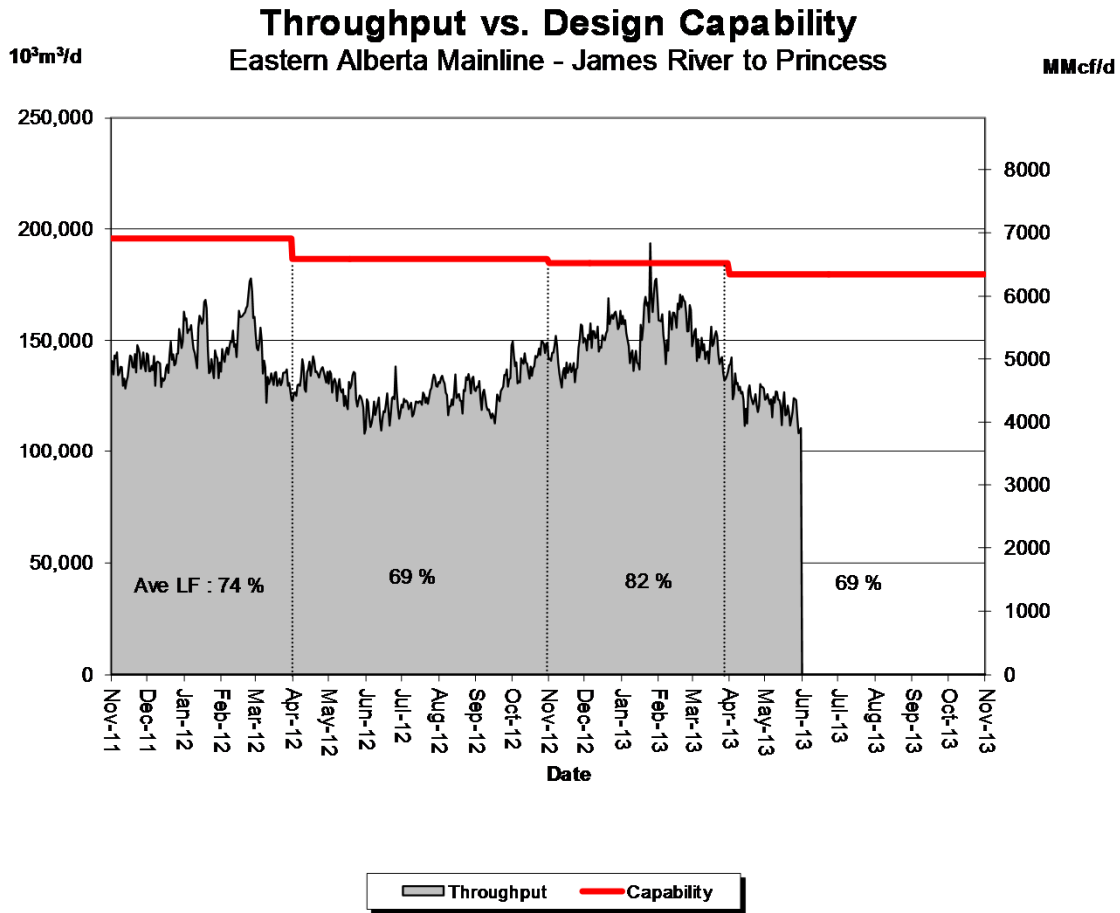
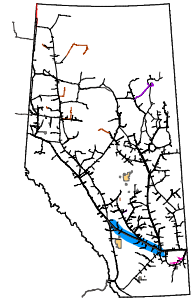
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	67	72	57	53	42	28

DESIGN CAPABILITY UTILIZATION RIMBEY-NEVIS – FLOW WITHIN



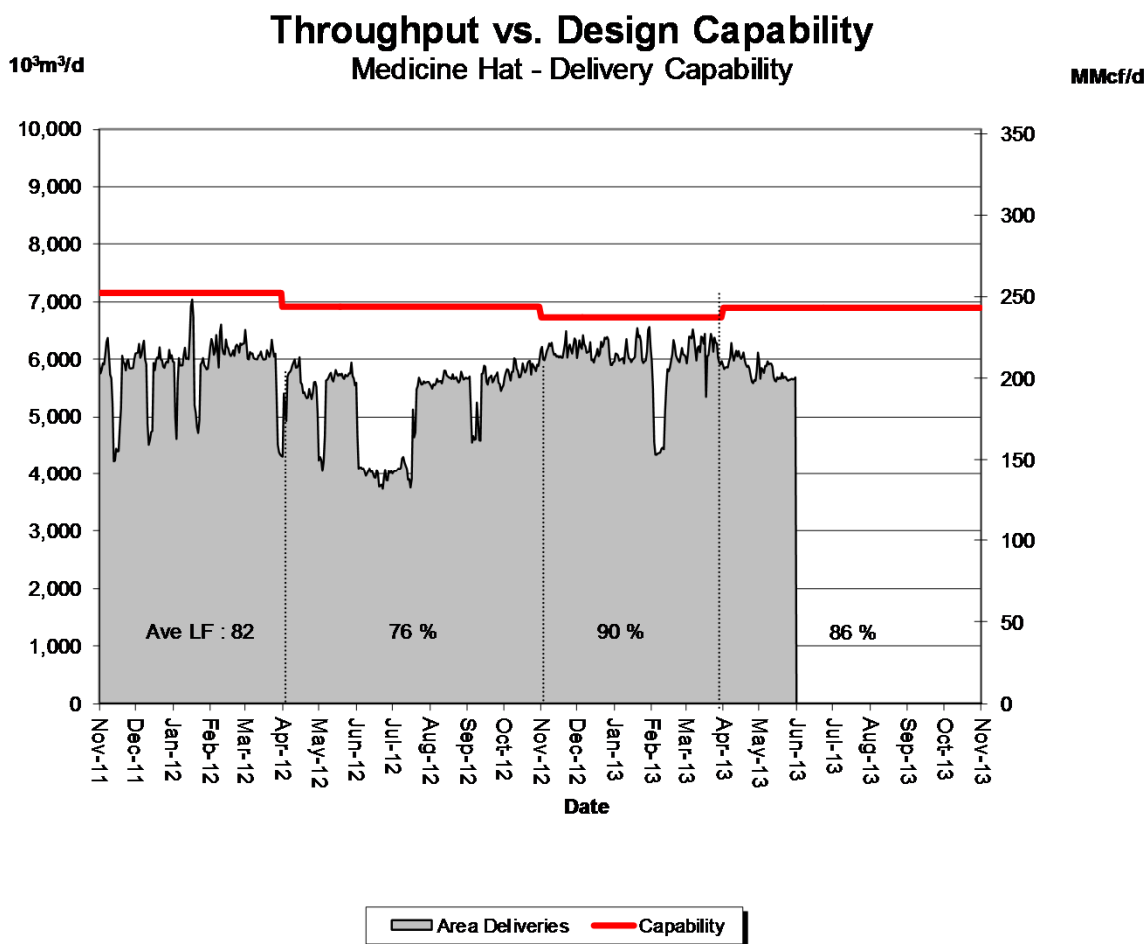
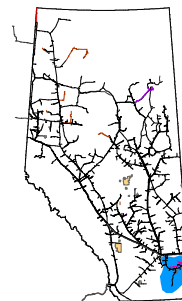
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	58	50	48	47	51	39

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



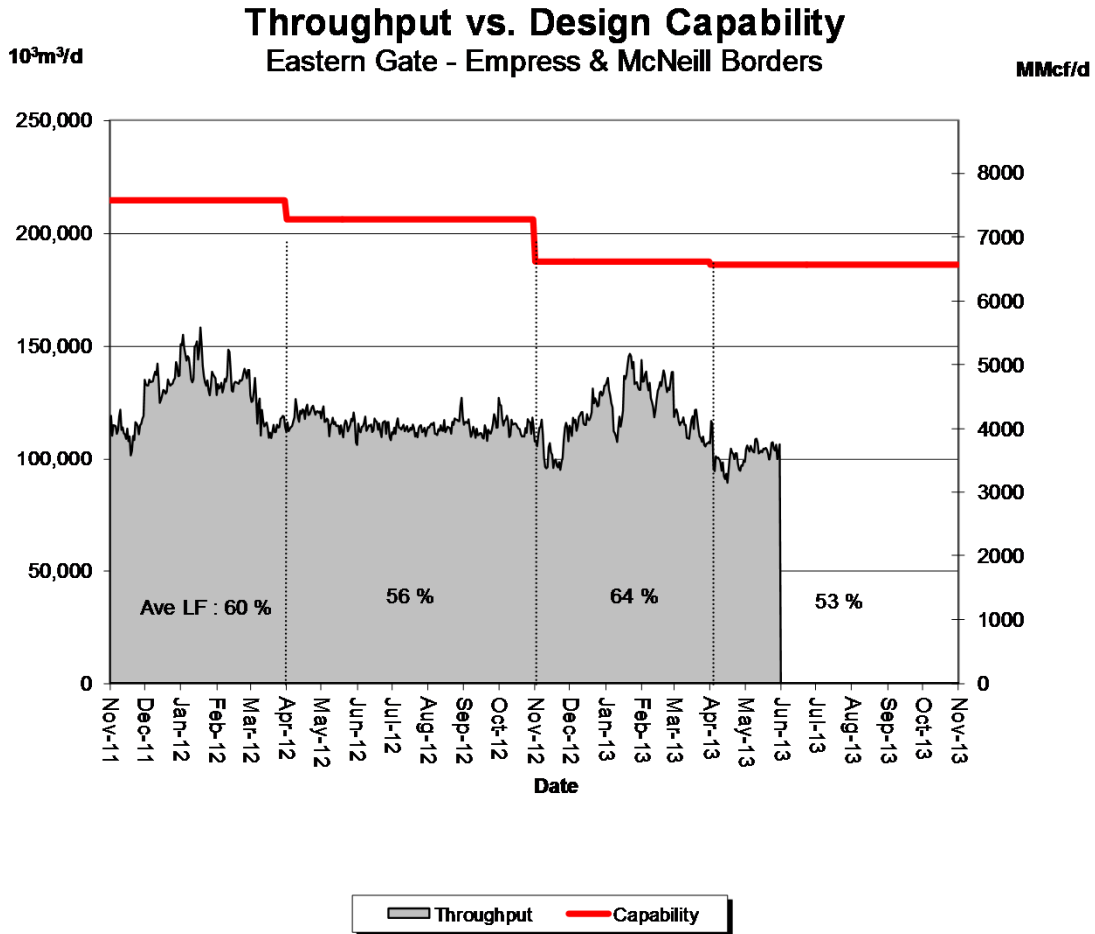
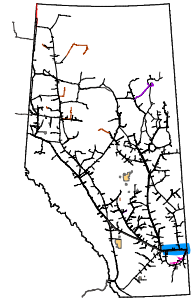
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	84	85	86	79	70	67

DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN



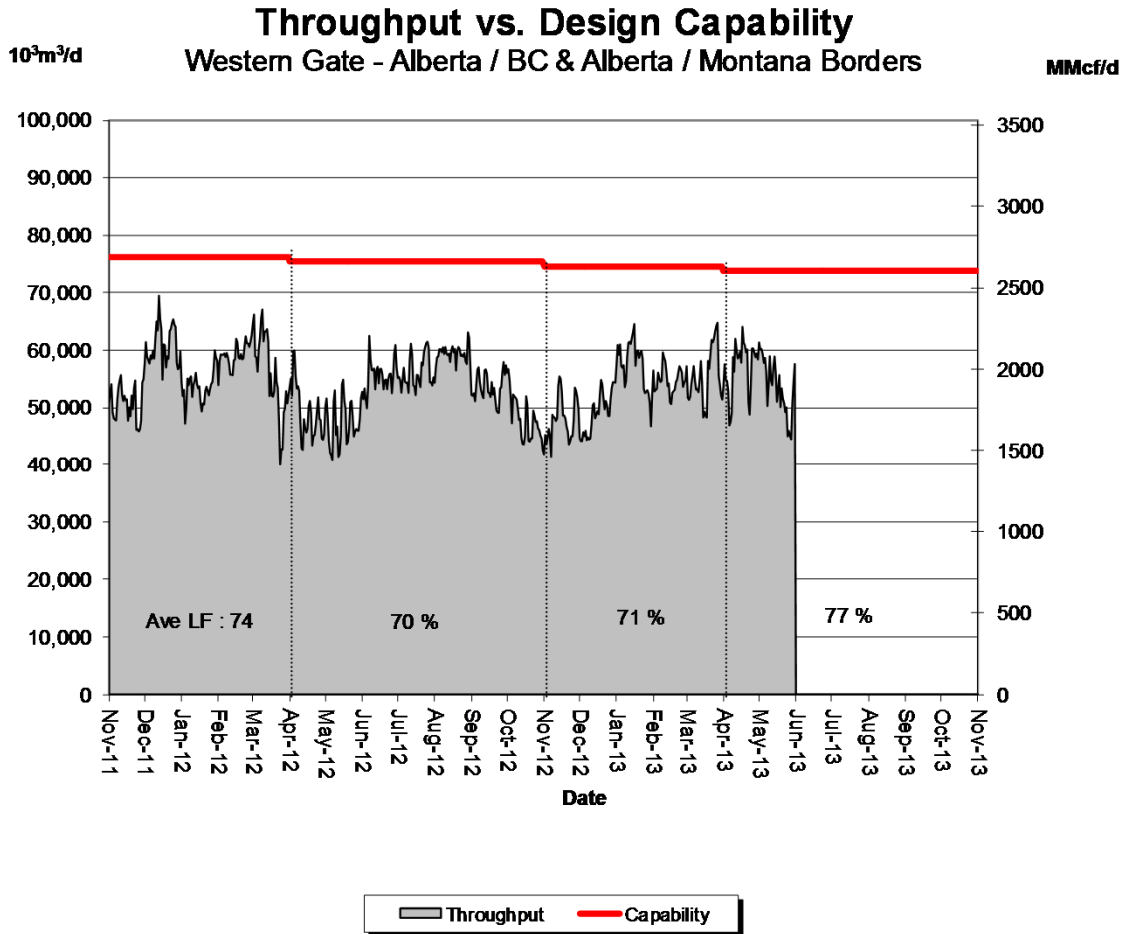
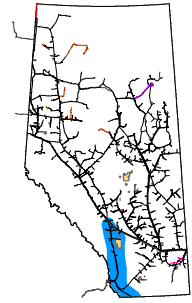
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec	Jan	Feb	Mar	Apr	May
	91	91	81	92	86	83

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	Dec	Jan	Feb	Mar	Apr	May
	64	69	71	61	53	56

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	Dec	Jan	Feb	Mar	Apr	May
	66	77	74	74	77	73

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

March 1, 2013 to May 31, 2013 (3 Month Average)

Receipt Area	Segment	IT-R Service	Firm Service	Firm Service	%CD Restricted ⁽¹⁾		Causes/Comments ⁽³⁾
		Available	Available	Restriction	Max	Average	
		(%of time)	(%of time)	(%of time)			
Peace River	LPRM1	100	100	0	0	0	
	PRL2	100	100	0	0	0	
	NAML3	100	100	0	0	0	
	GRDL4	100	100	0	0	0	
	WAEX5	100	100	0	0	0	
	JUDY24	100	100	0	0	0	
	WRSY26	100	100	0	0	0	
	LPRM27	100	100	0	0	0	
	GPML7	100	100	0	0	0	
Central	CENT8	100	100	0	0	0	
	LPCL9	100	100	0	0	0	
North & East Upstream of Bens Lake	LIEG10	100	100	0	0	0	
	KIRB11	100	100	0	0	0	
	MRTN6	100	100	0	0	0	
	SMH12	100	100	0	0	0	
	REDL13	100	100	0	0	0	
	OOLD14	100	100	0	0	0	
Downstream of Bens Lake	NLAT15	100	100	0	0	0	
	ELAT16	100	100	0	0	0	
	WAIN23	100	100	0	0	0	
Rimbey/Nevis	ALEG17	100	100	0	0	0	
Eastern Mainline	BLEG18	100	100	0	0	0	
	EGAT19	100	100	0	0	0	
	MLAT20	100	100	0	0	0	
	SLAT22	100	100	0	0	0	
Western Mainline	WGAT21	100	100	0	0	0	

Borders	Available ⁽²⁾	IT-D Service	Firm Service	Firm Service	%CD Restricted ⁽¹⁾		Causes/Comments ⁽³⁾
		Available ⁽²⁾	Available	Restriction	Max	Average	
		(%of time)	(%of time)	(%of time)			
Empress/McNeill		100	100	0	0	0	
Alberta-BC		100	100	0	0	0	
Gordondale		100	100	0	0	0	

(1) Percentage of CD restricted during periods of restriction.

(2) Represents percent of time full IT-D nominated available, does not include availability during partial restrictions.

(3) Pertains to FS Restrictions.

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 2013	November 2015
Winter construction (generally north of Edmonton)	November 2013	April 2016

Estimated Firm Transportation Service Availability

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

<http://staging.transcanada.com/customer-express/2801.html>

➤ 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

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.

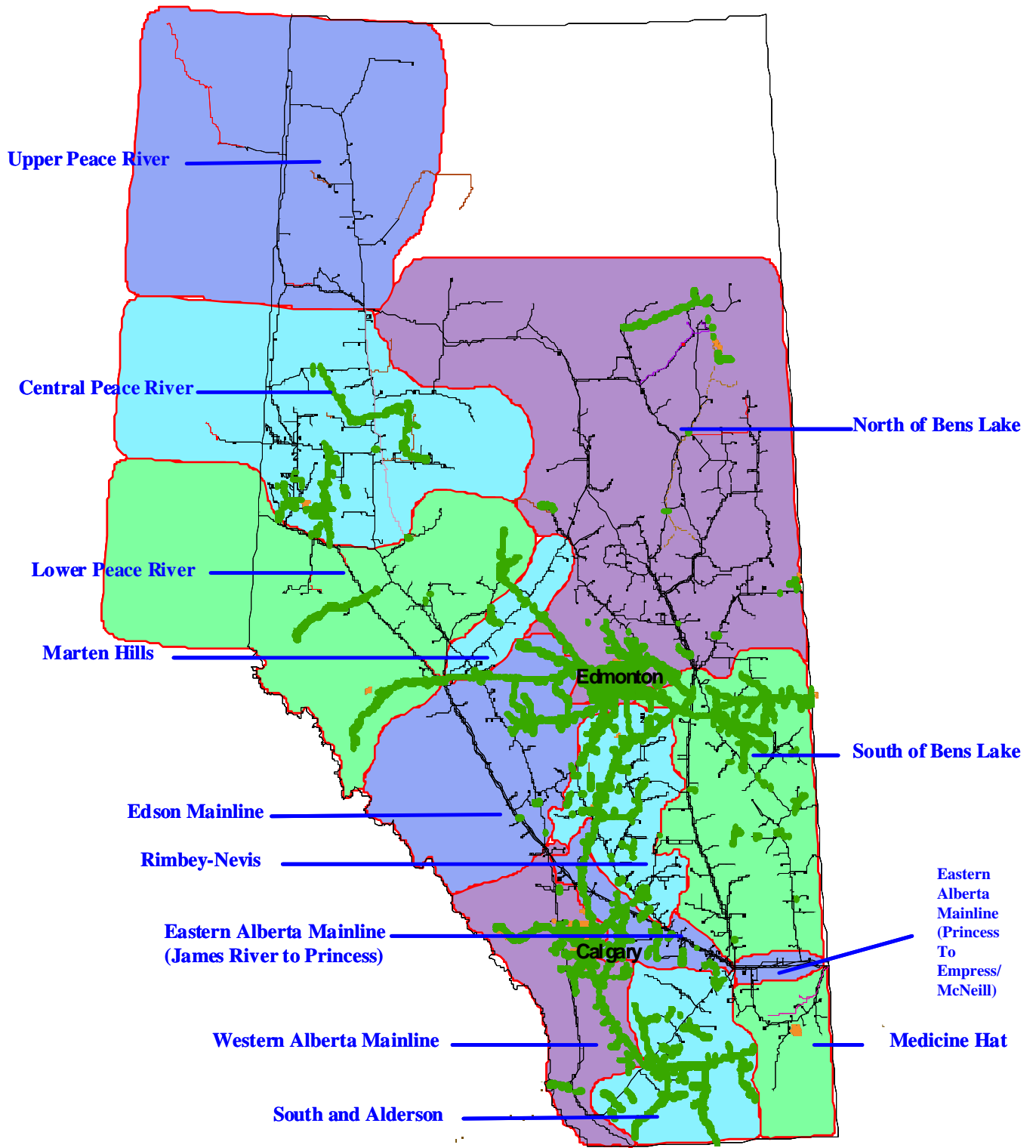
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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

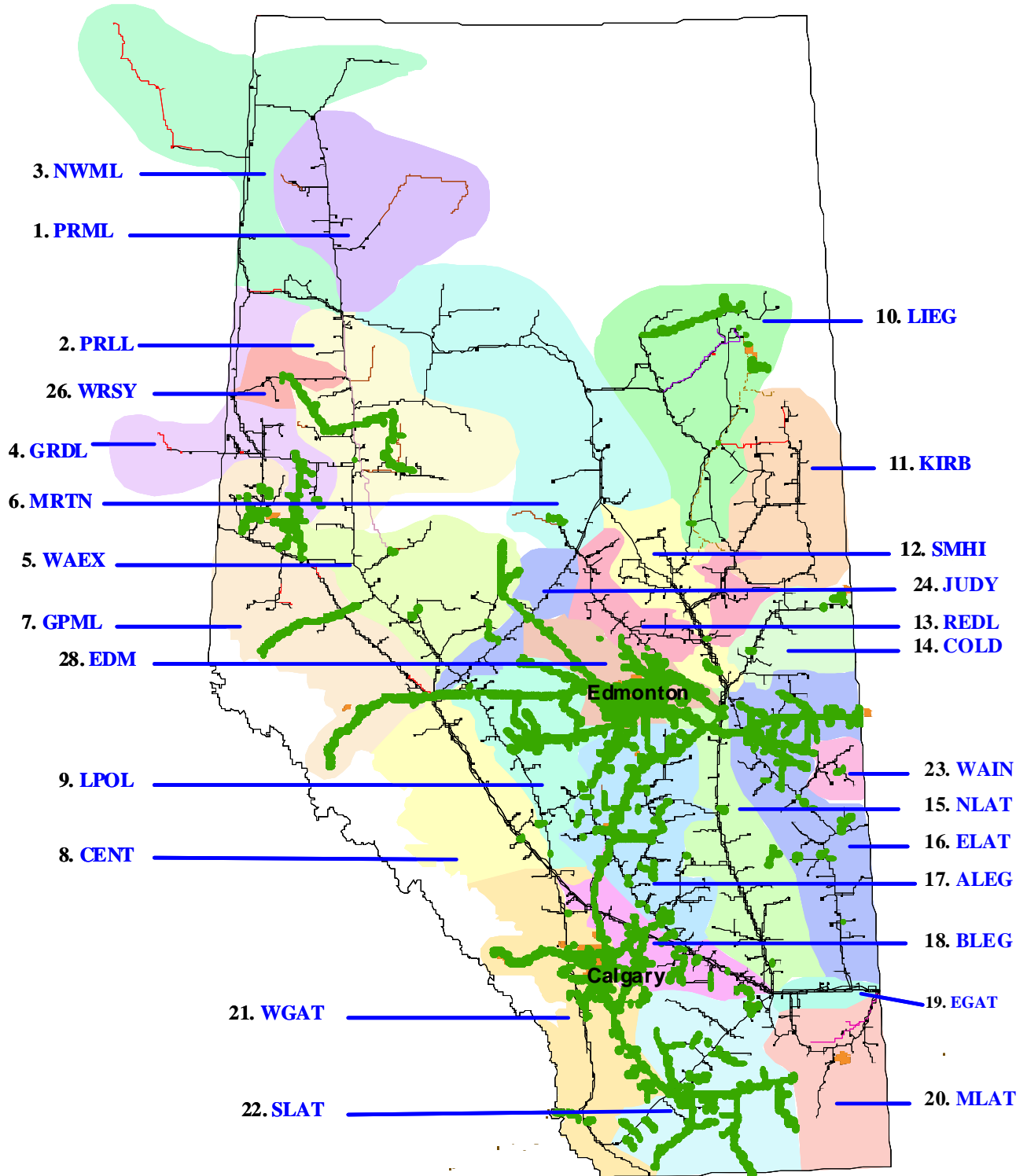
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL Design Areas



(Last updated 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