

SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

**for the month ending
November, 2011**

Published date:
February 6, 2012

Highlights This Month:

- This report is for the period ending November 2011 which is the start of a new 2011/12 gas year.
- 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 apply for the majority of the Summer 2011 season. New design area and pipeline segments maps, and design area Seasonal Design Capabilities resulting from AP commercial integration are presented.
- 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 September 1, 2011 – November 30, 2011 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 September 1, 2011 – November 30, 2011, 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.

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
Rimbey 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
 <u>REFERENCES</u>	
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 Bill Chmilar at (403) 920-5309 or via fax at (403) 920-2379.

FIRM TRANSPORTATION SERVICE¹ CONTRACT UTILIZATION³

By NGTL Pipeline Segments
November 2011

Segment	Receipt Contract	Delivery		Receipt	
		Utilization	Nov CD (TJ/d)	Utilization	Nov CD (MMcf/d)
UPRM	FT	6%	25.4	89%	91
	FT + IT ²	6%		99%	
LPRM	FT	0%	0.0	97%	1
	FT + IT	0%		105%	
PRL	FT	52%	43.1	94%	150
	FT + IT	52%		104%	
NWML	FT	0%	0.0	92%	390
	FT + IT	0%		95%	
GRDL	FT	37%	10.6	74%	1,127
	FT + IT	39%		78%	
WRSY	FT	0%	0.0	82%	29
	FT + IT	0%		100%	
WAEX	FT	24%	50.4	82%	356
	FT + IT	34%		109%	
JUDY	FT	34%	3.7	97%	81
	FT + IT	34%		114%	
GPML	FT	49%	161.6	92%	2,807
	FT + IT	54%		101%	
CENT	FT	8%	9.8	95%	883
	FT + IT	8%		119%	
LPOL	FT	40%	82.5	93%	541
	FT + IT	53%		126%	
WGAT	FT	73%	3,154.0	90%	493
	FT + IT	75%		105%	
ALEG	FT	50%	314.3	97%	900
	FT + IT	73%		131%	
SLAT	FT	39%	178.3	95%	273
	FT + IT	40%		116%	
MLAT	FT	81%	211.9	97%	239
	FT + IT	96%		114%	
BLEG	FT	62%	144.3	98%	613
	FT + IT	62%		120%	
EGAT	FT	96%	3,715.9	99%	47
	FT + IT	115%		123%	
MRTN	FT	33%	32.6	80%	82
	FT + IT	34%		114%	
LIEG	FT	85%	821.8	67%	49
	FT + IT	109%		112%	
KIRB	FT	74%	681.7	74%	49
	FT + IT	86%		147%	
SMHI	FT	77%	11.5	86%	52
	FT + IT	77%		150%	
REDL	FT	68%	13.1	88%	56
	FT + IT	81%		124%	
COLD	FT	66%	41.8	77%	30
	FT + IT	163%		143%	
EDM	FT	53%	1,709.2	89%	82
	FT + IT	54%		117%	
NLAT	FT	46%	15.6	95%	184
	FT + IT	68%		126%	
WAIN	FT	30%	0.5	85%	13
	FT + IT	30%		117%	
ELAT	FT	81%	205.1	93%	182
	FT + IT	84%		128%	
TOTAL SYSTEM	FT	76%	11,639.0	90%	9,800
	FT + IT	87%		108%	

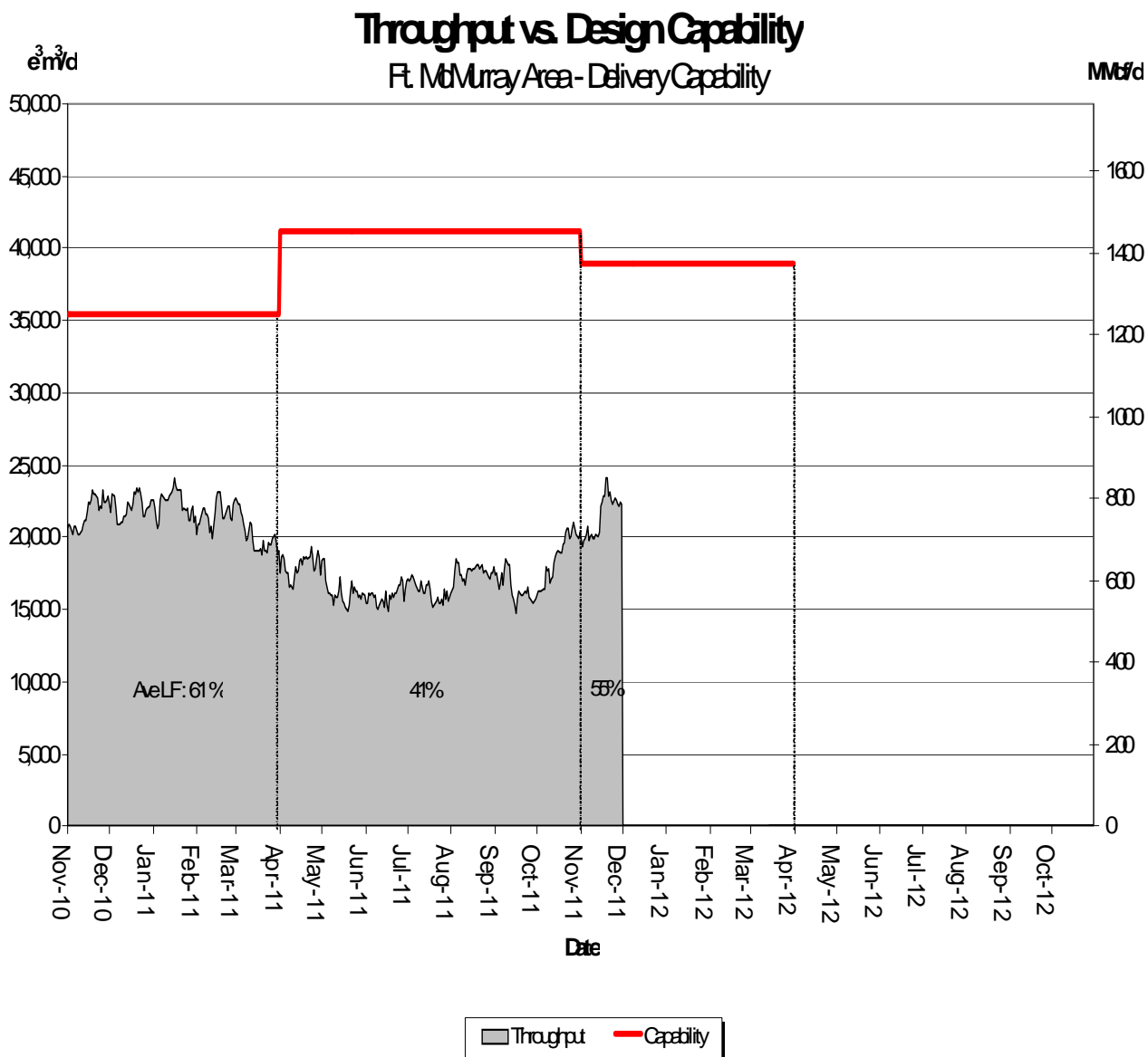
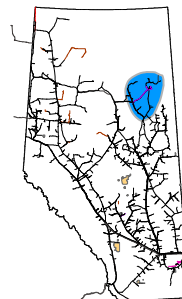
*NOTE:

1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN,

2. IT includes all receipt and delivery Interruptible Services: ITR, FRO, ITD1,

3. Utilization data is based on billed monthly volumes. Percent utilization
billed volumes divided by applicable receipt or delivery Contract level.

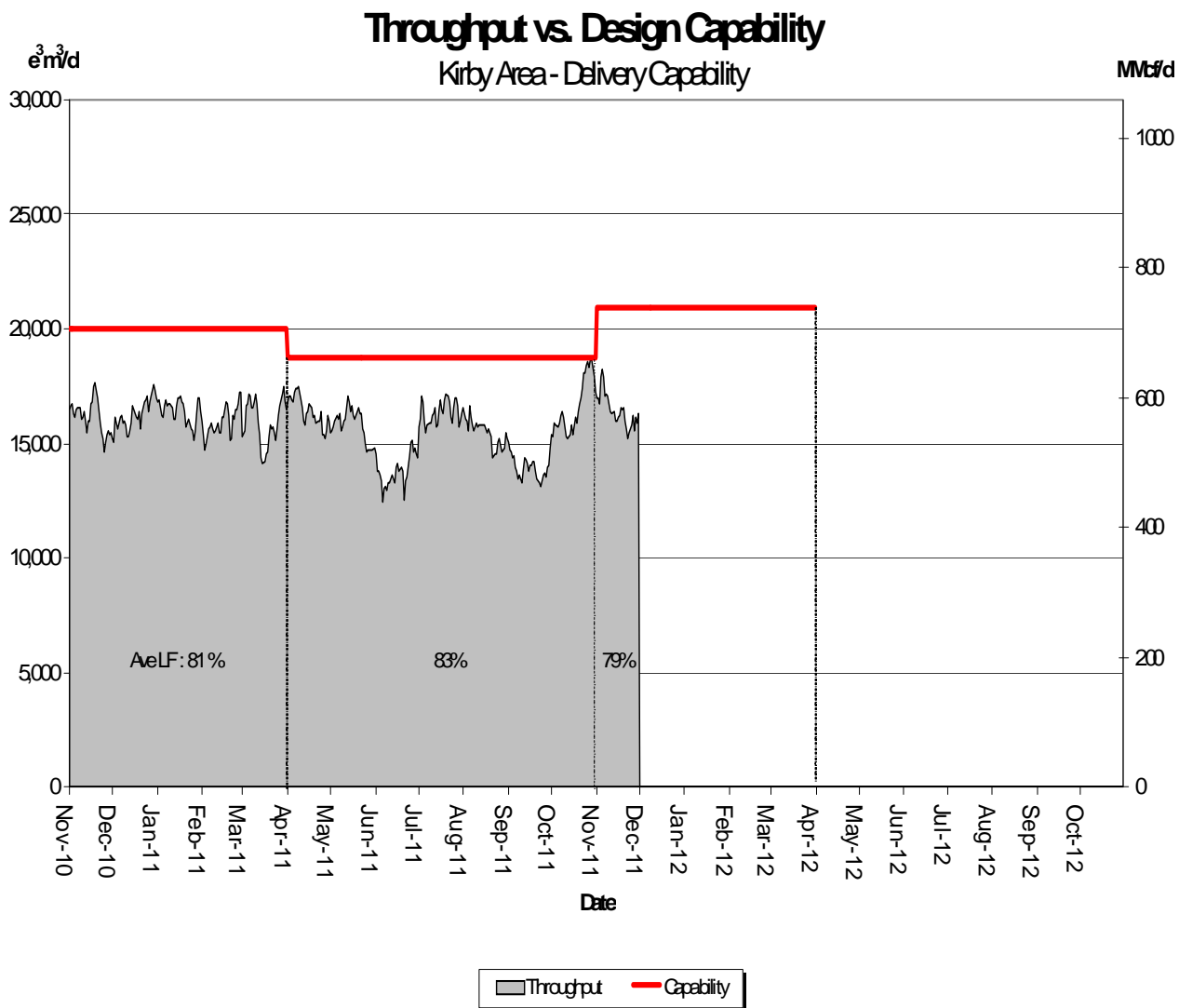
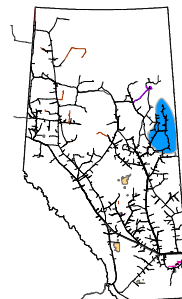
DESIGN CAPABILITY UTILIZATION FT. McMURRAY AREA – FLOW WITHIN



% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	39	39	43	40	45	55

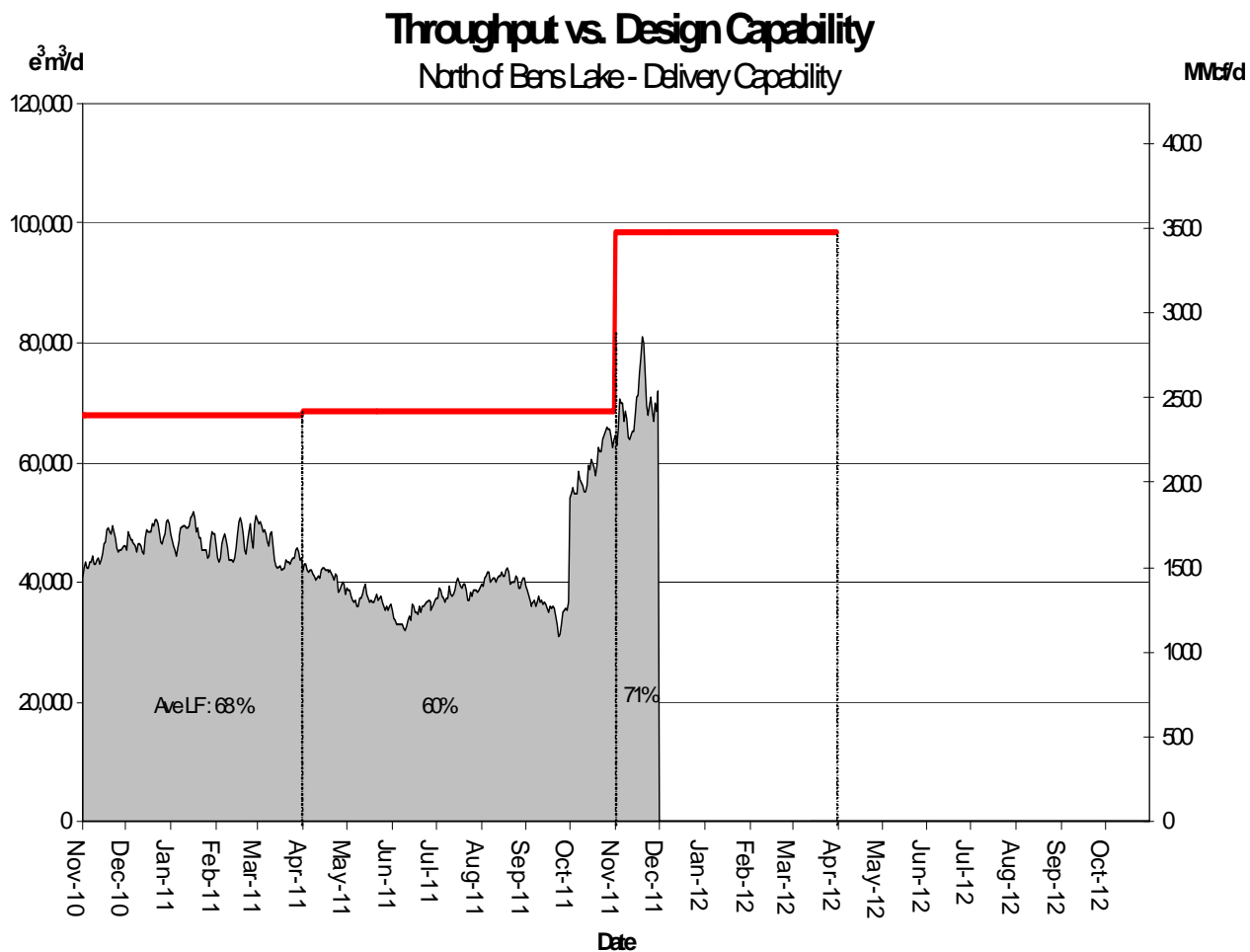
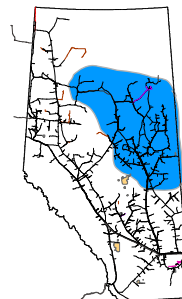
DESIGN CAPABILITY UTILIZATION

KIRBY AREA – FLOW WITHIN



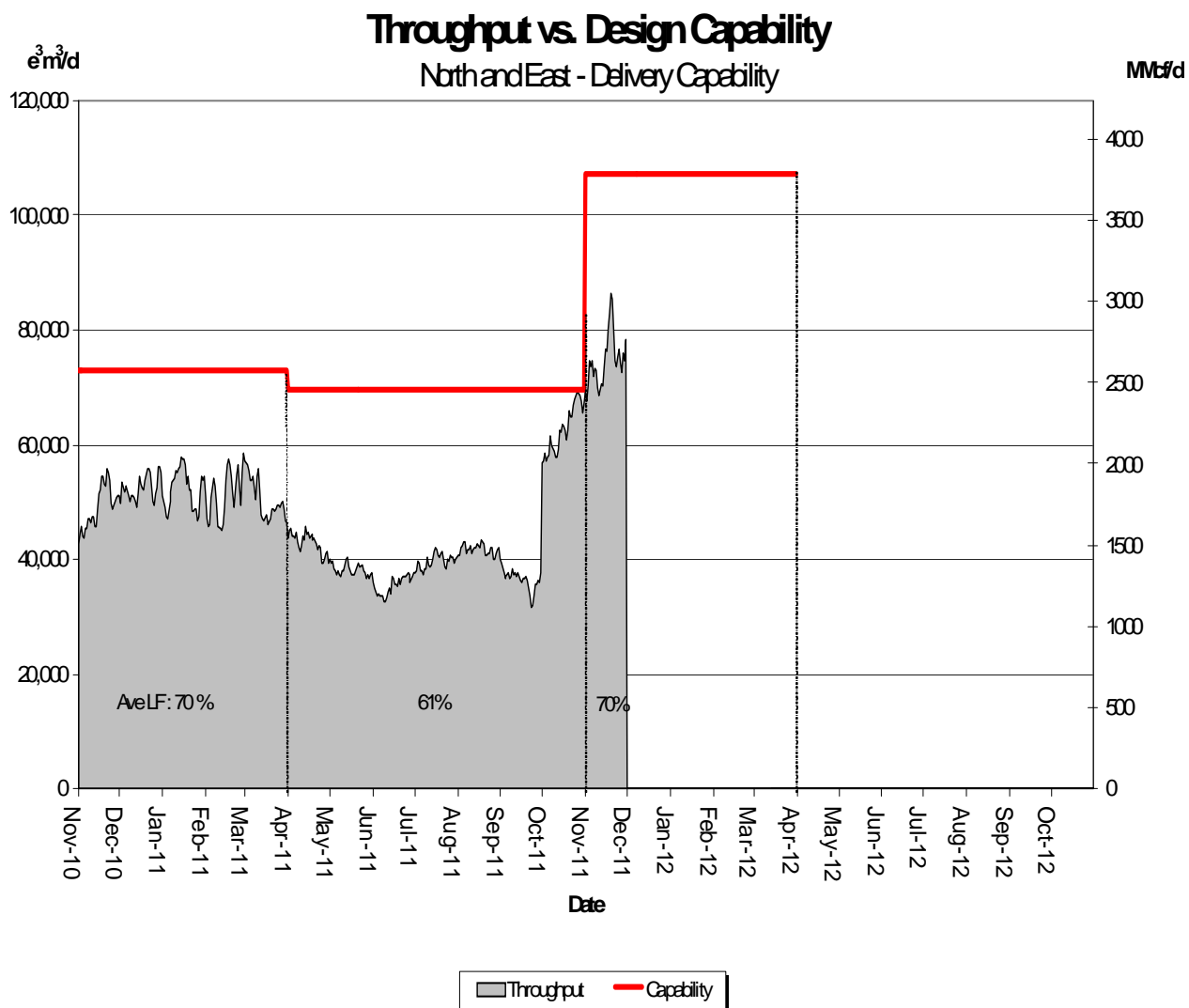
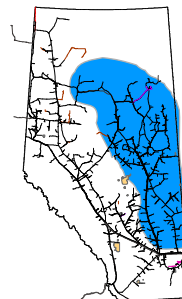
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	74	87	83	75	89	79

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



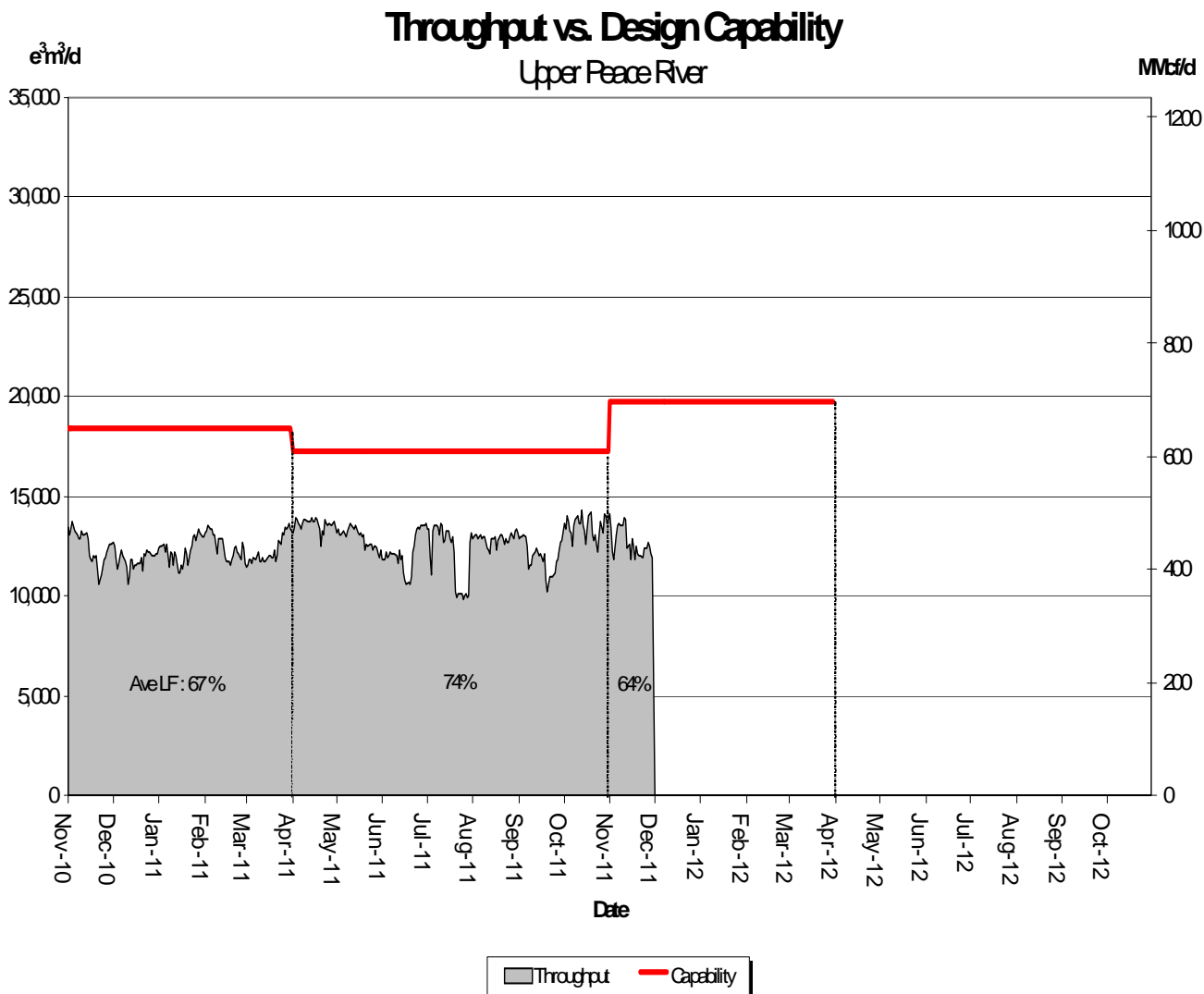
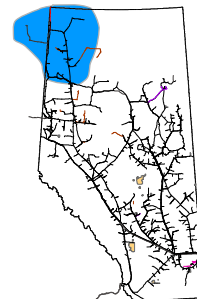
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	51	56	59	52	87	71

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



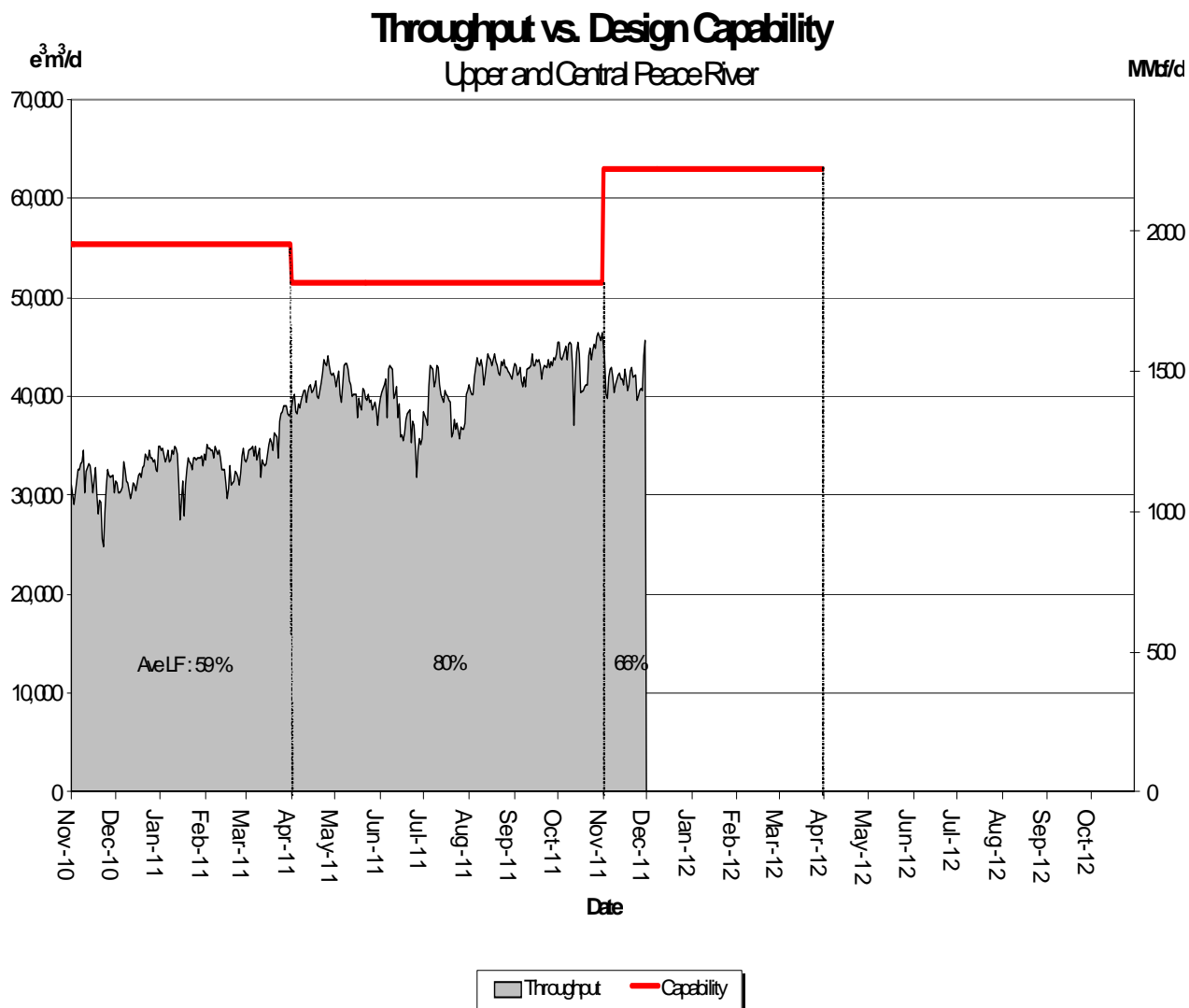
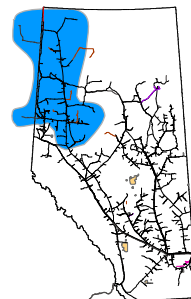
% Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	55	60	60	55	90	70

DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	71	70	75	69	78	64

DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER

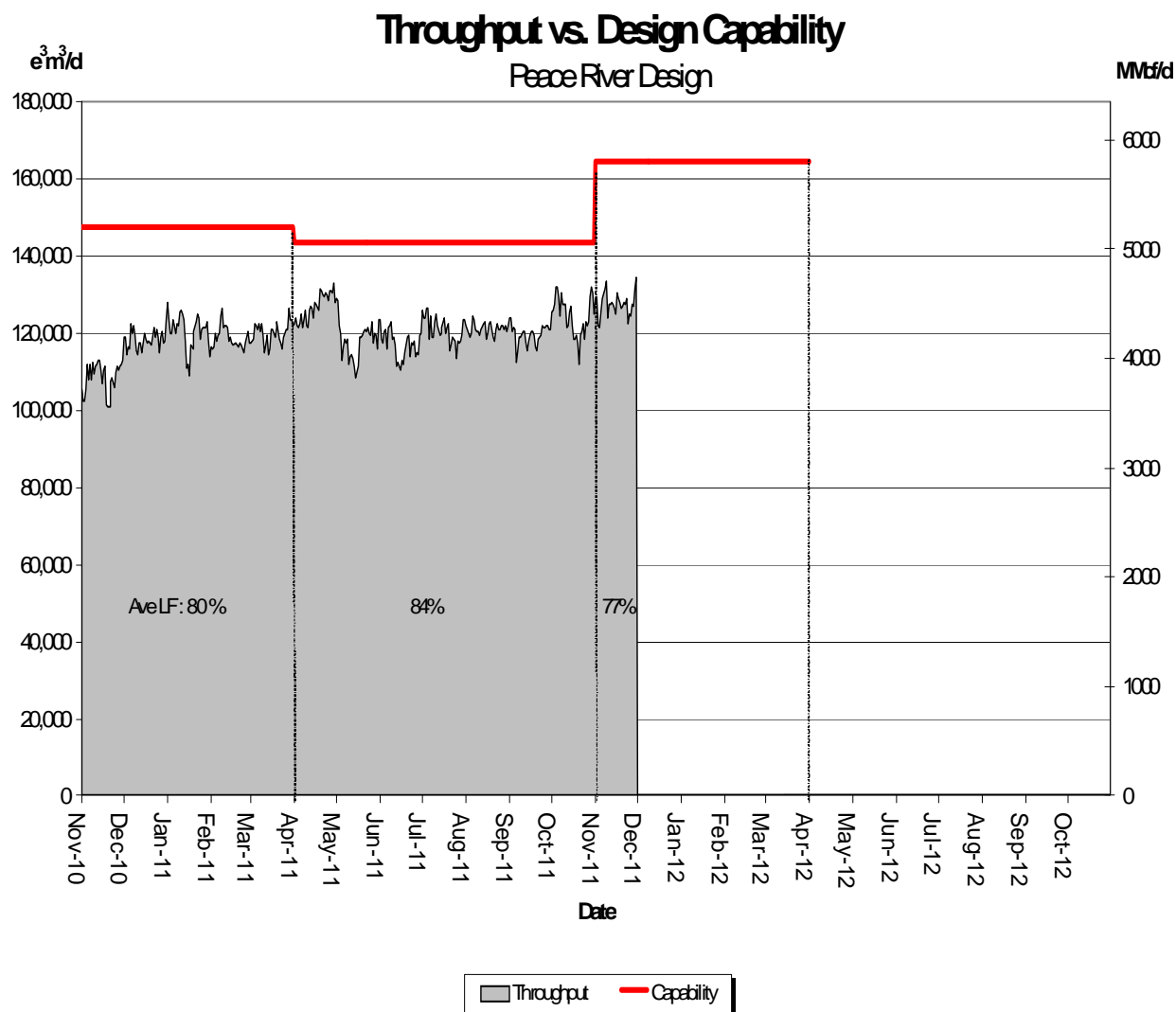
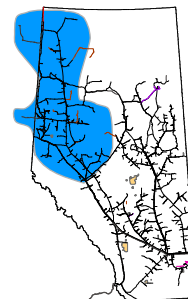


% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	74	76	83	83	78	66

DESIGN CAPABILITY UTILIZATION

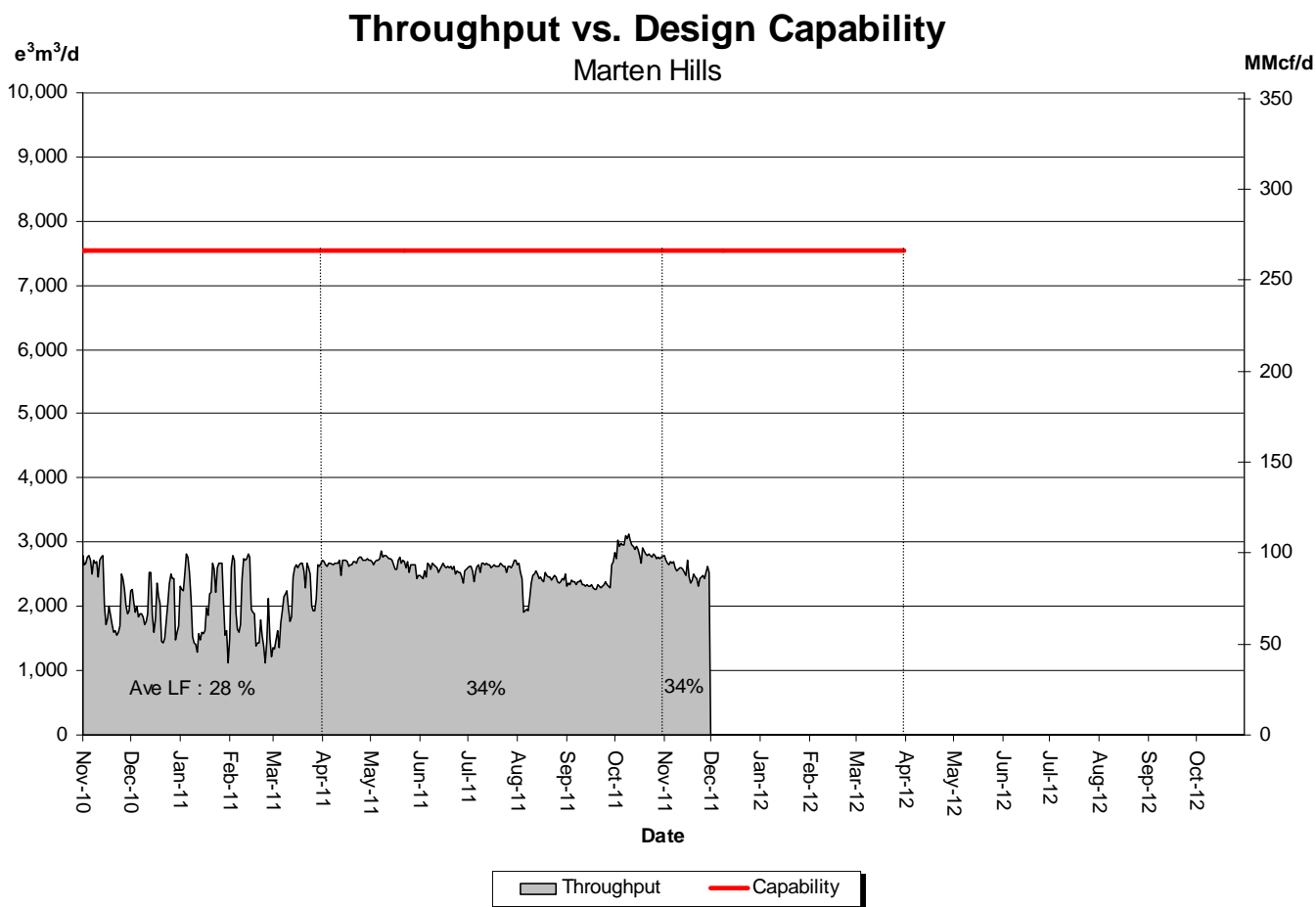
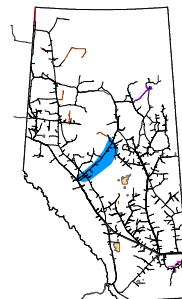
PEACE RIVER DESIGN

(Upper, Central and Lower Peace River)



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	82	84	84	83	86	77

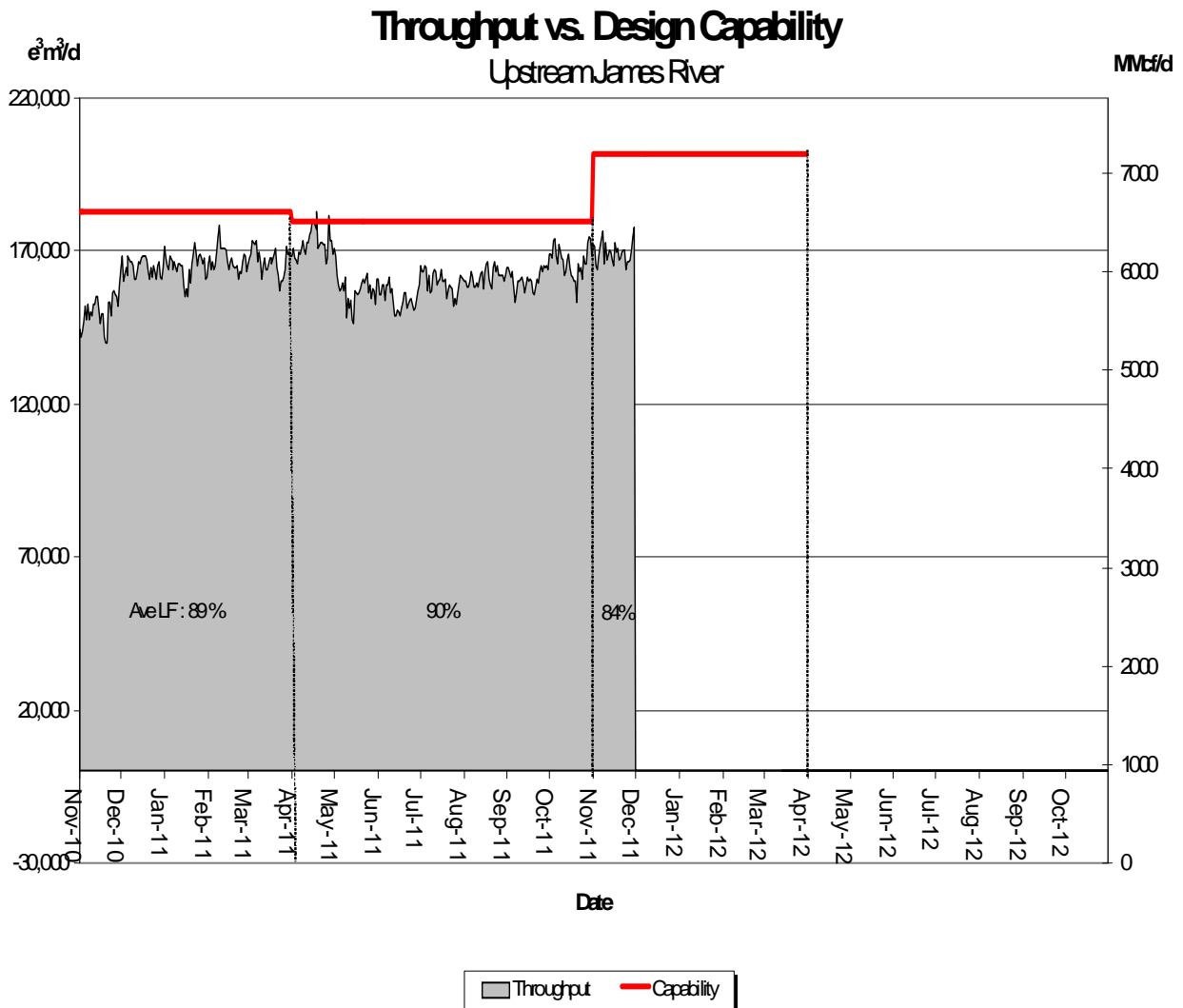
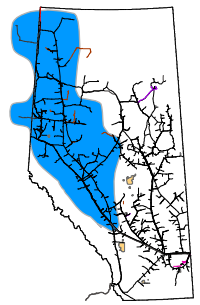
DESIGN CAPABILITY UTILIZATION MARTEN HILLS



% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	34	35	32	31	38	34

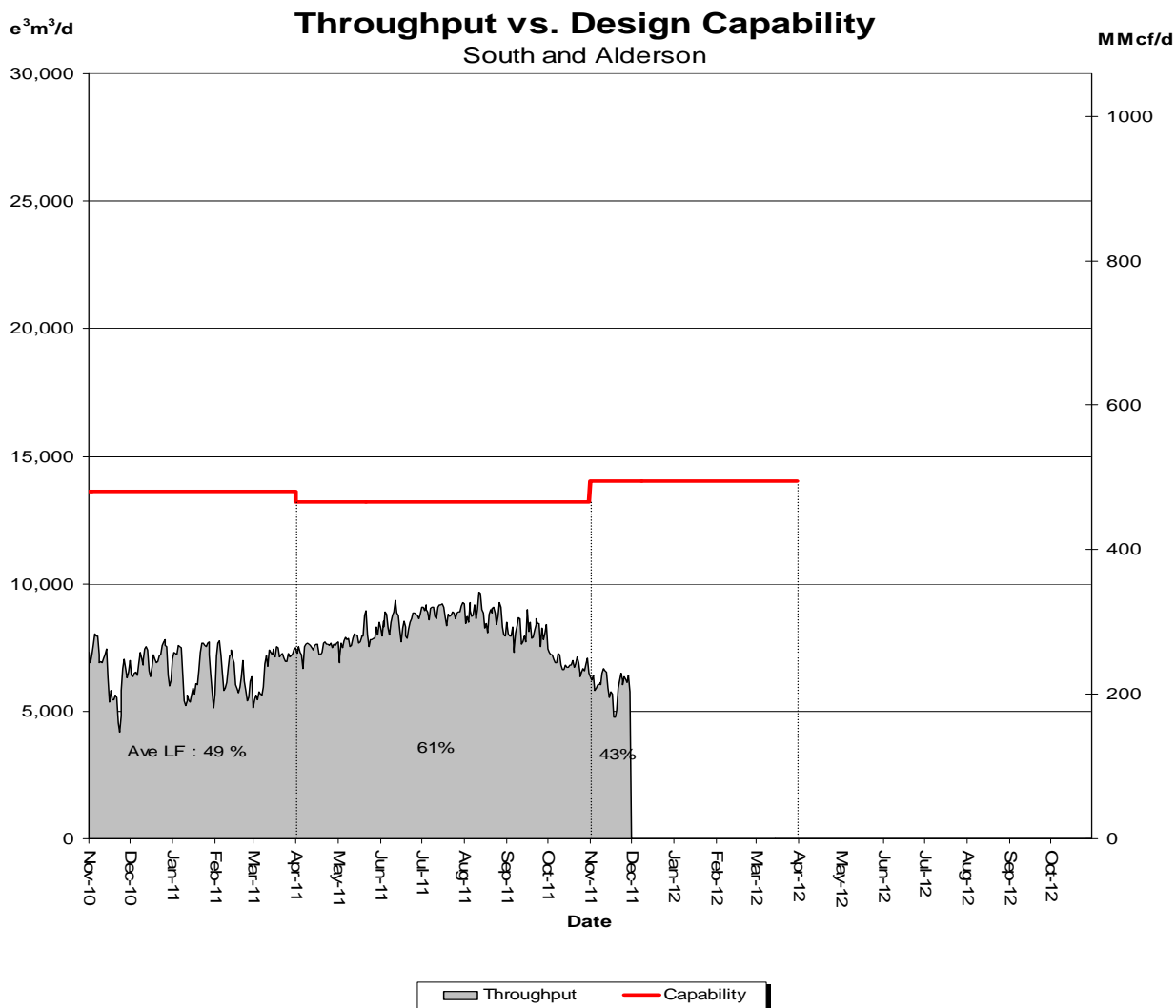
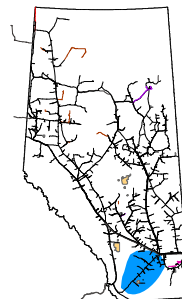
DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(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	Jun	Jul	Aug	Sep	Oct	Nov
	86	89	90	90	93	84

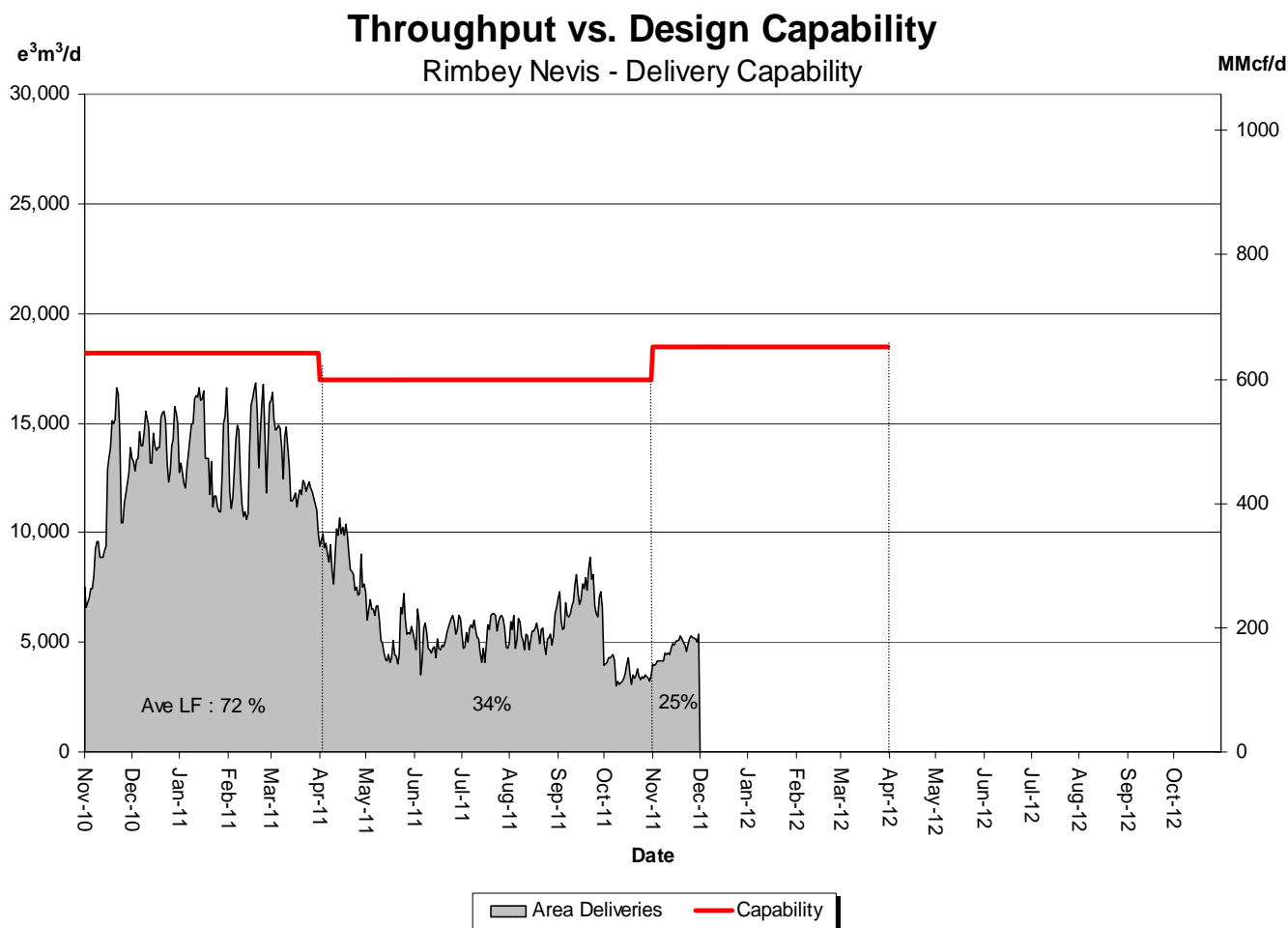
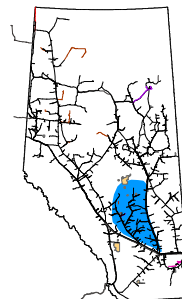
DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	64	68	67	62	52	43

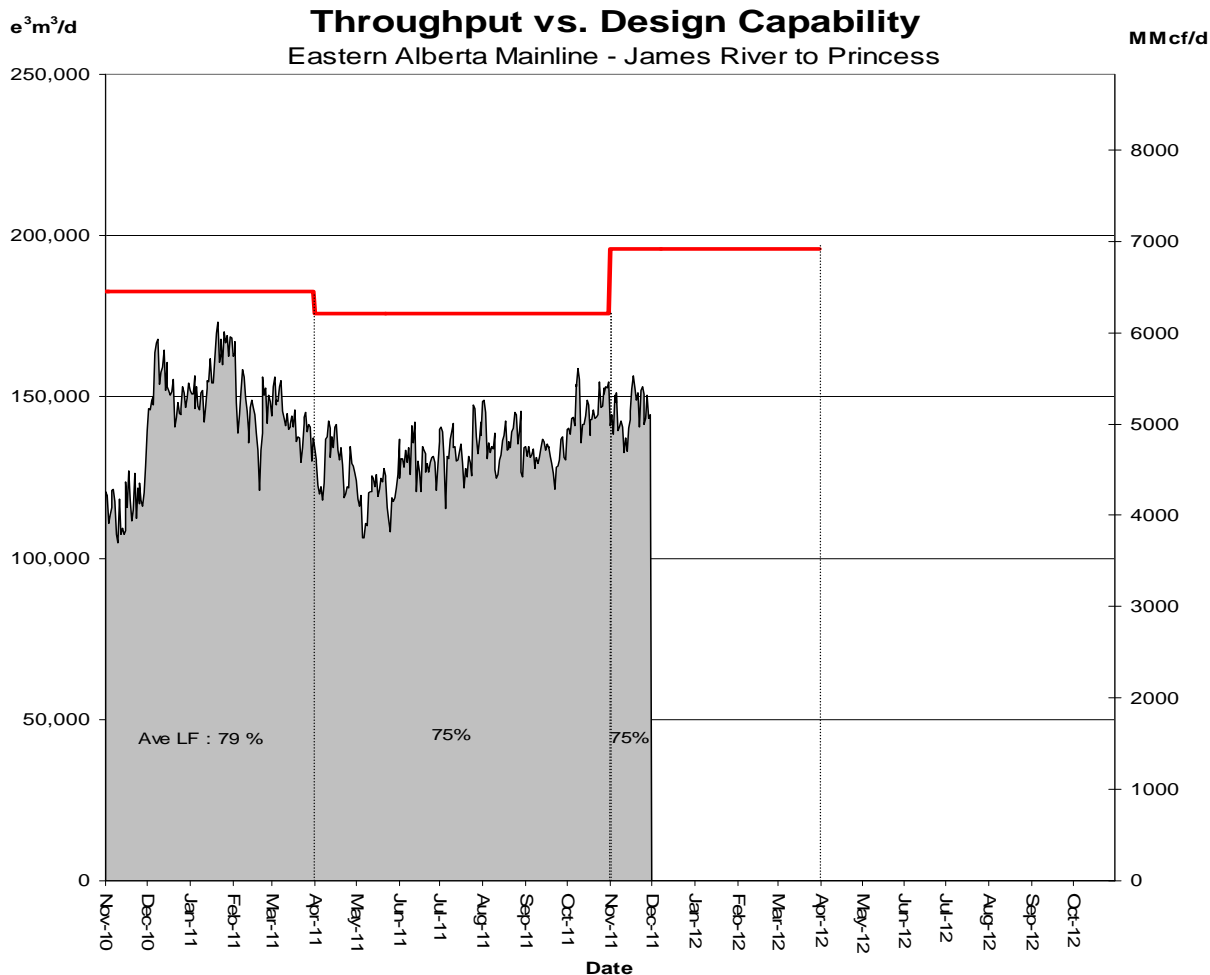
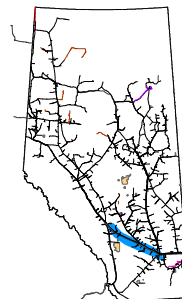
DESIGN CAPABILITY UTILIZATION

RIMBEY-NEVIS – FLOW WITHIN



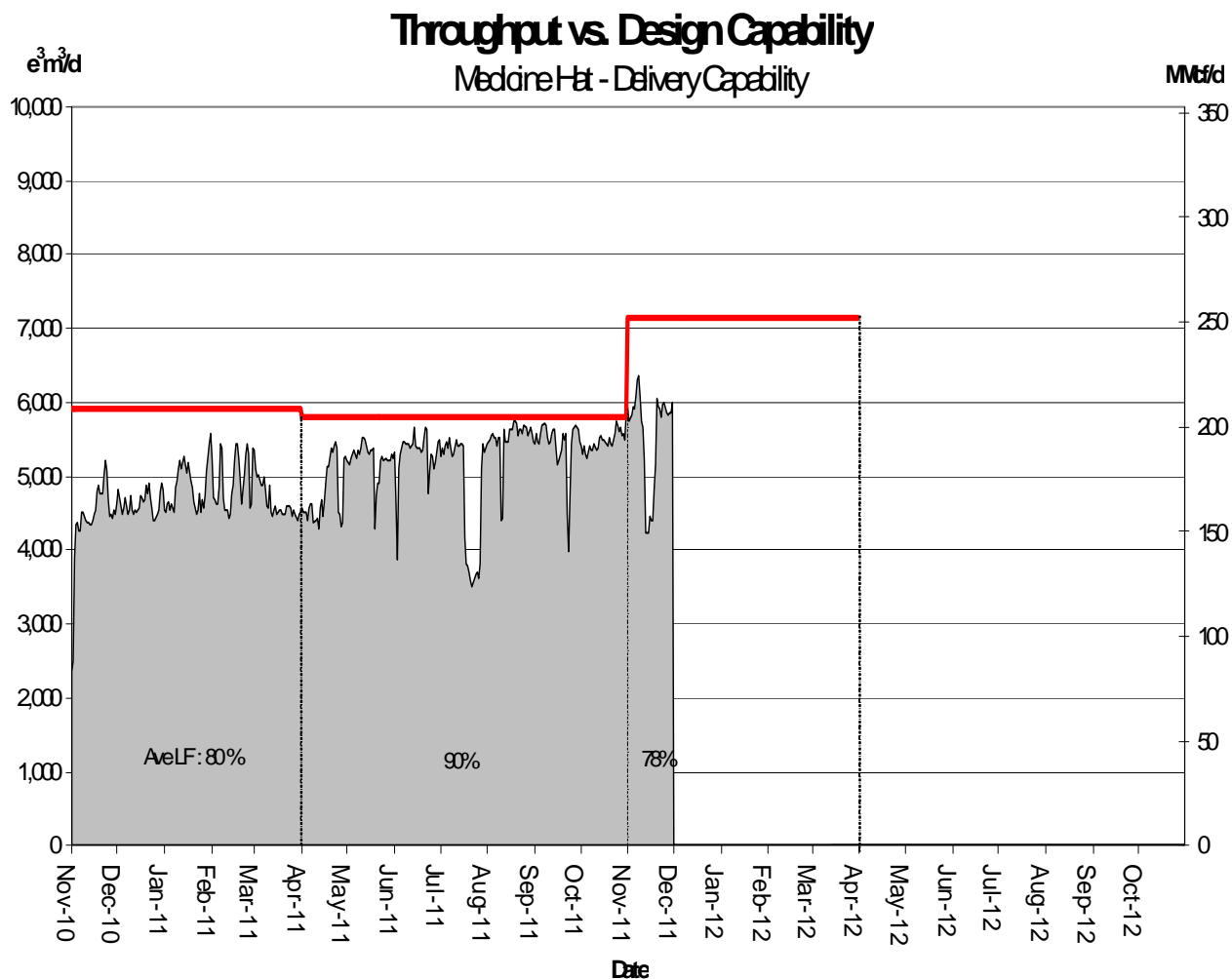
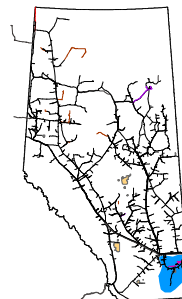
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	31	32	32	41	21	25

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	Jun	Jul	Aug	Sep	Oct	Nov
	74	76	77	75	83	75

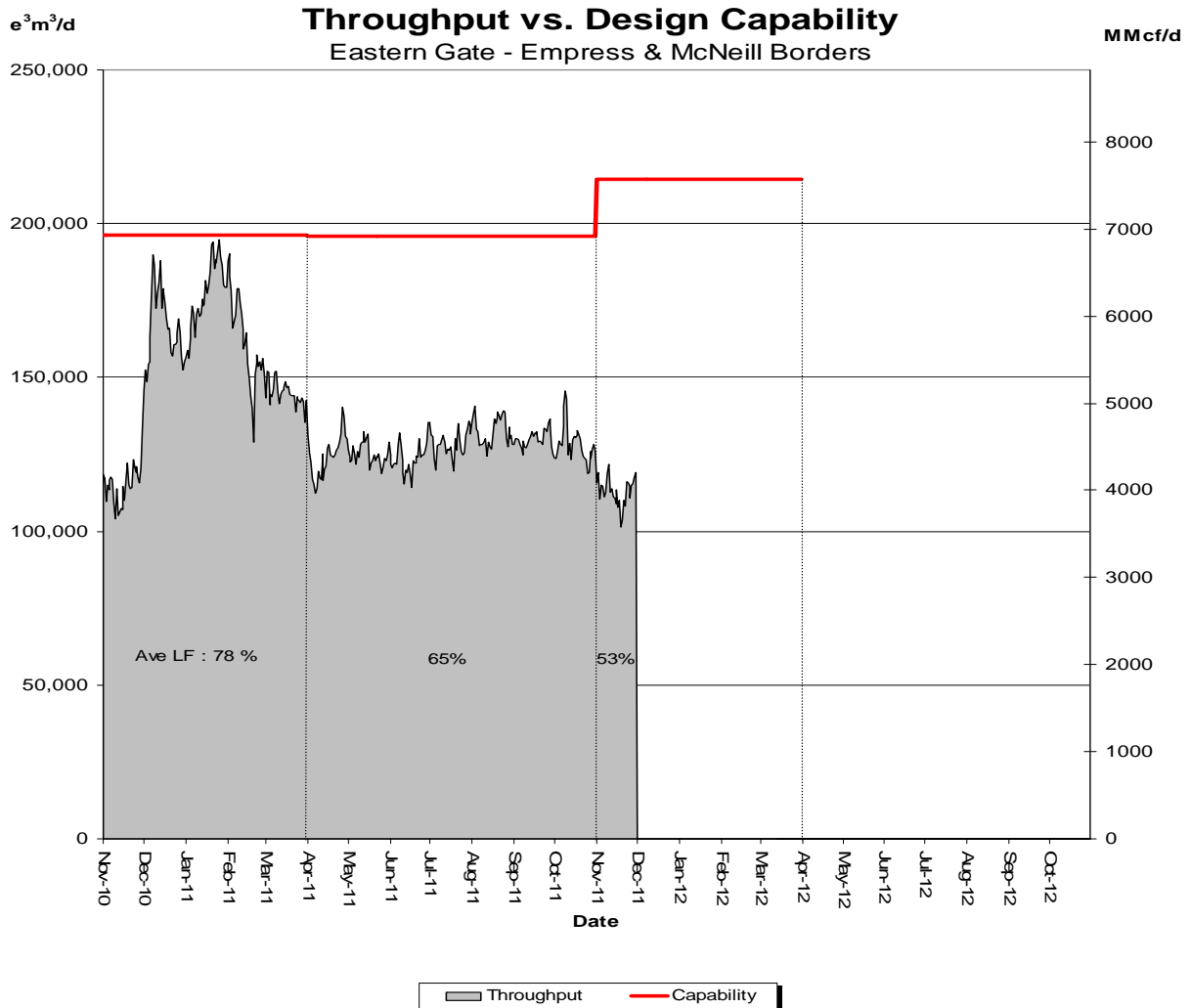
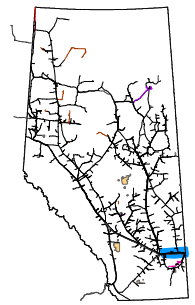
DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN



% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	91	83	95	93	94	78

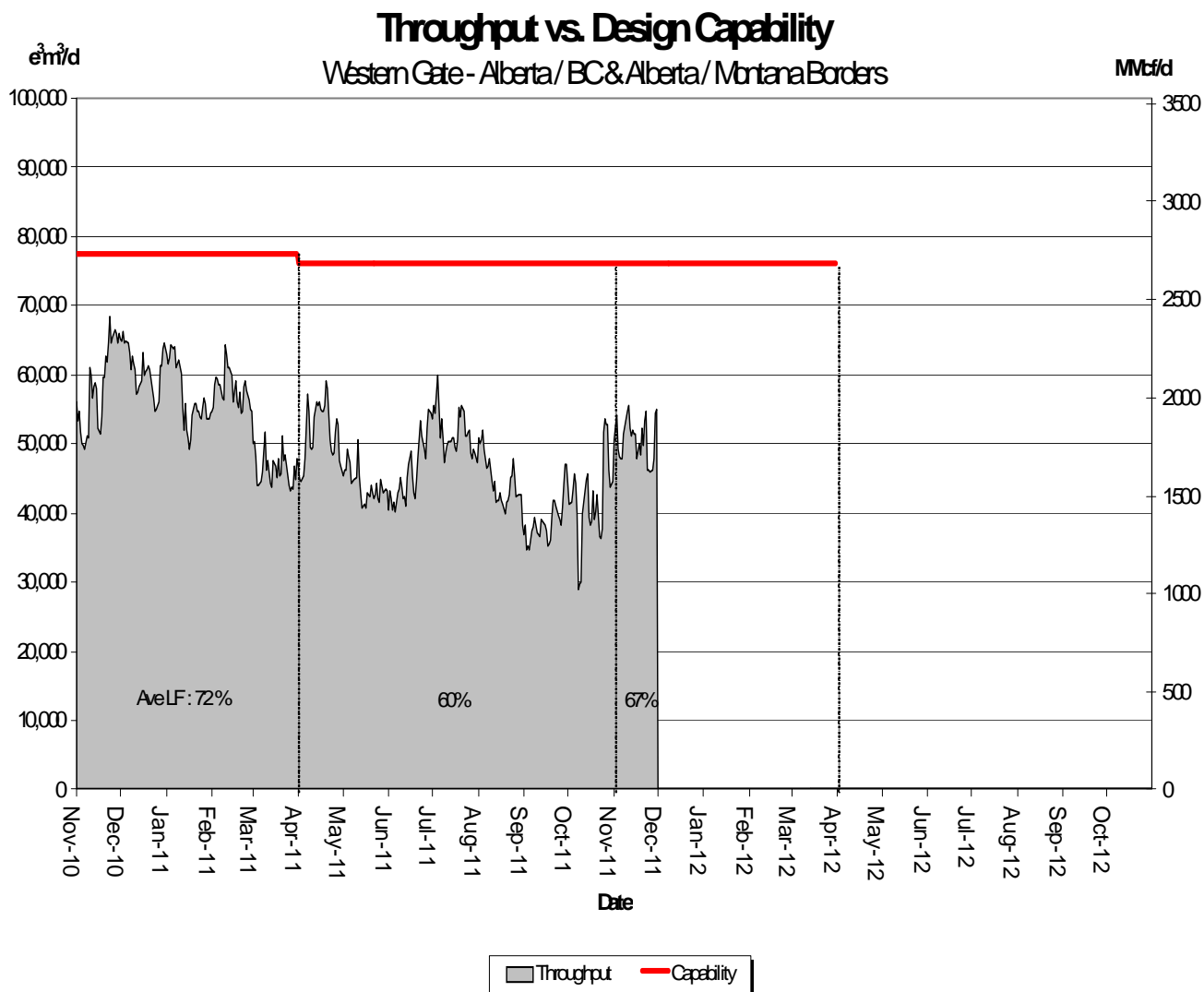
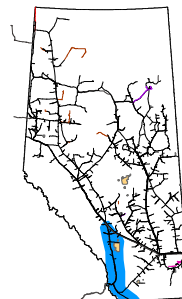
DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE

(Princess to Empress / McNeill)



% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Jun	Jul	Aug	Sep	Oct	Nov
	63	66	68	66	66	53

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	Jun	Jul	Aug	Sep	Oct	Nov
	61	68	59	51	55	67

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

September 1, 2011 to November 30, 2011 (3 Month Average)

Receipt Area		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	
	JUDY24	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 ⁽³⁾
	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 2012	November 2014

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 2012	November 2014
Receipt - 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.

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.

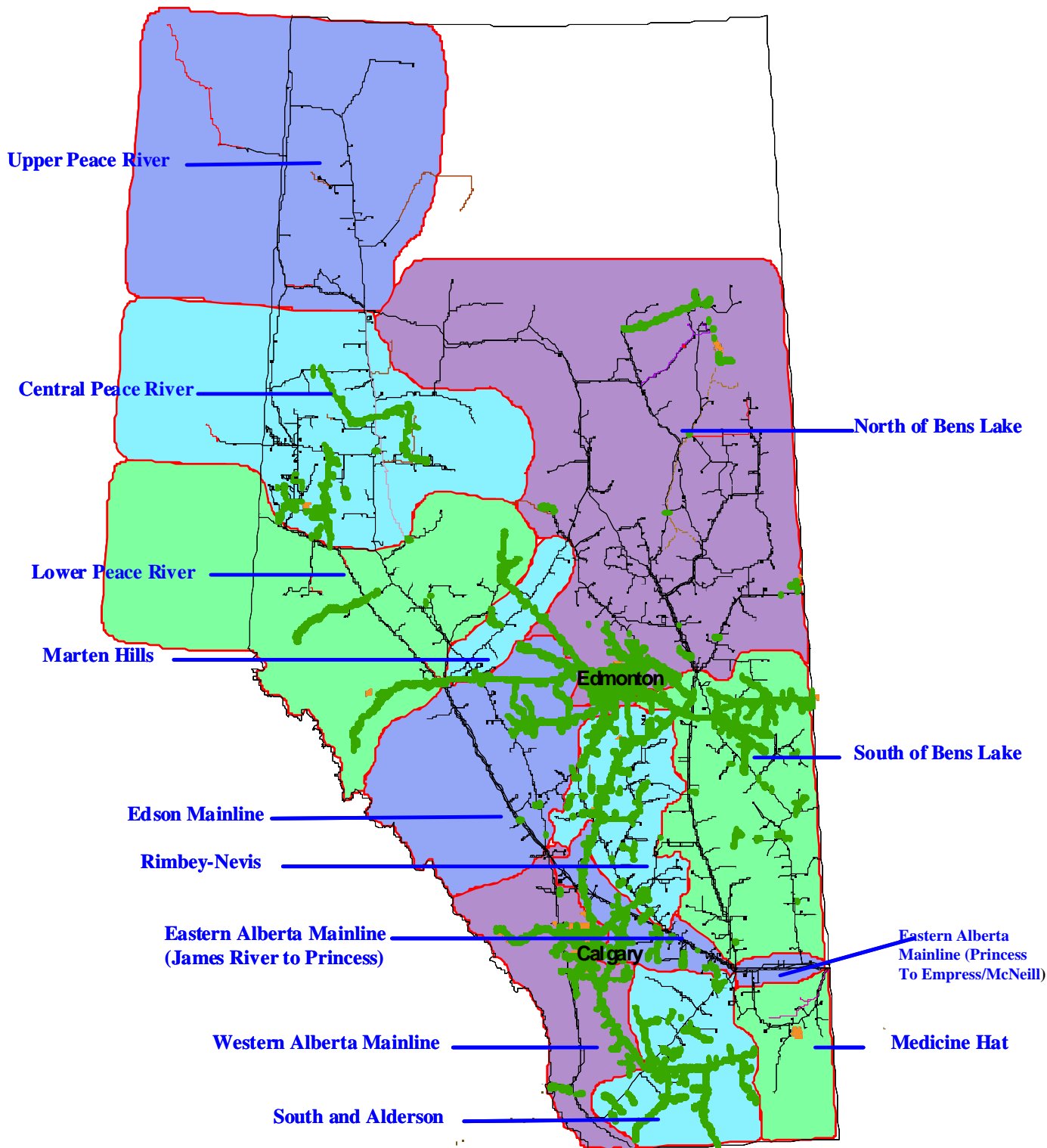
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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

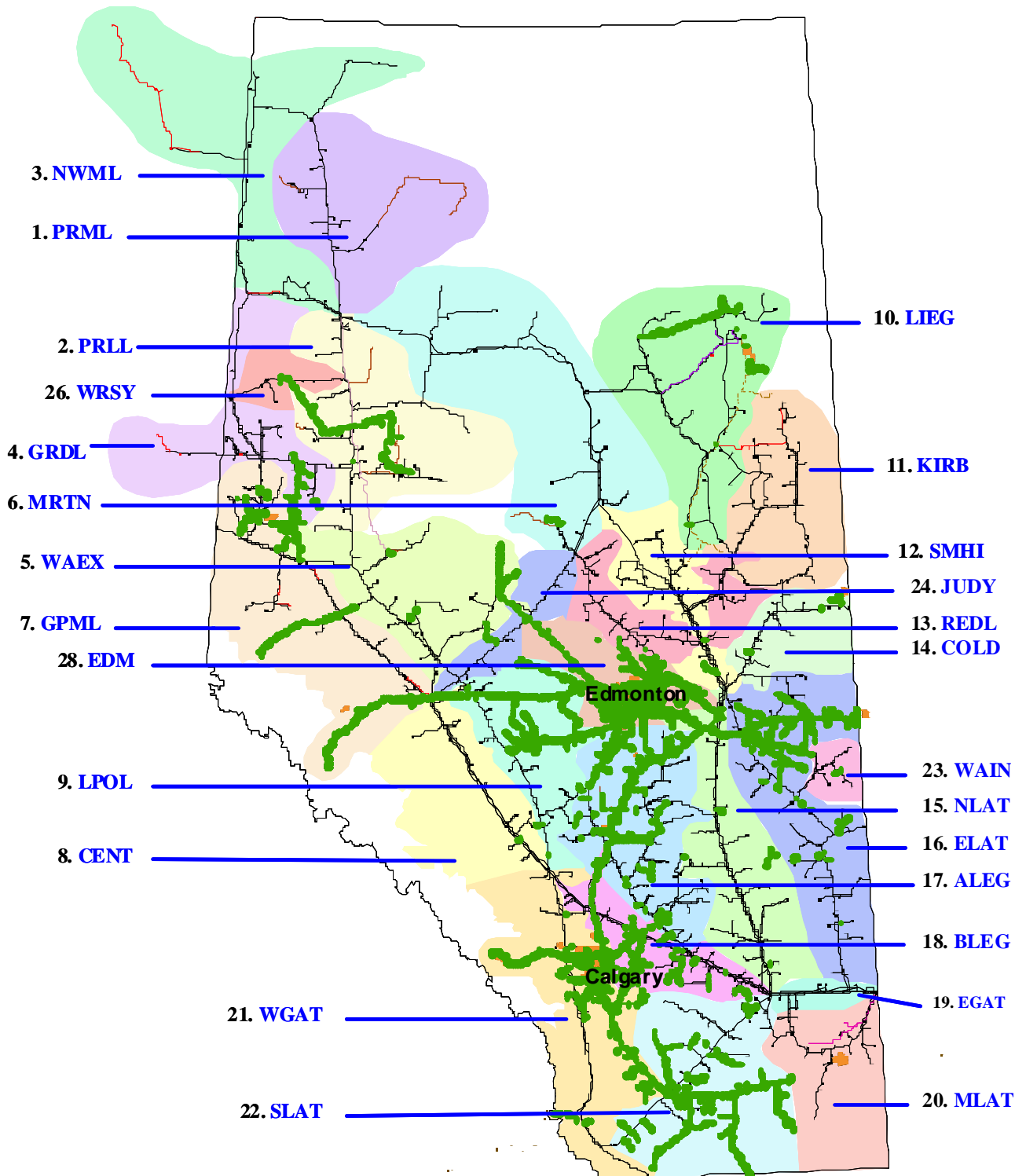
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

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