

SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
October , 2012

Published date:
March 5, 2013

Highlights This Month:

- The average actual flow for the design 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 August 1, 2012 – October 31, 2012 was deemed to be 100% available in all pipe segments.
- Border Availability at Empress/McNeill, Gordondale and Alberta/BC, over a 3 month average from August 1, 2012 – October 31, 2012 were all deemed 100% available.
- The Firm Transportation service contract utilization table (page 3 of this report) illustrates the FT and TF + IT utilization for receipts and deliveries.
- Historical Data for the month of September 2012 was incorrectly displayed in the September 2012 Report. The data for September has been correctly displayed in the October 2012 report.

NOVA Gas Transmission Ltd.

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If you have any questions on the content of this report, contact Chiu Chow at (403) 920-5313 or via fax at (403) 920-2379.

FIRM TRANSPORTATION SERVICE¹ CONTRACT UTILIZATION³

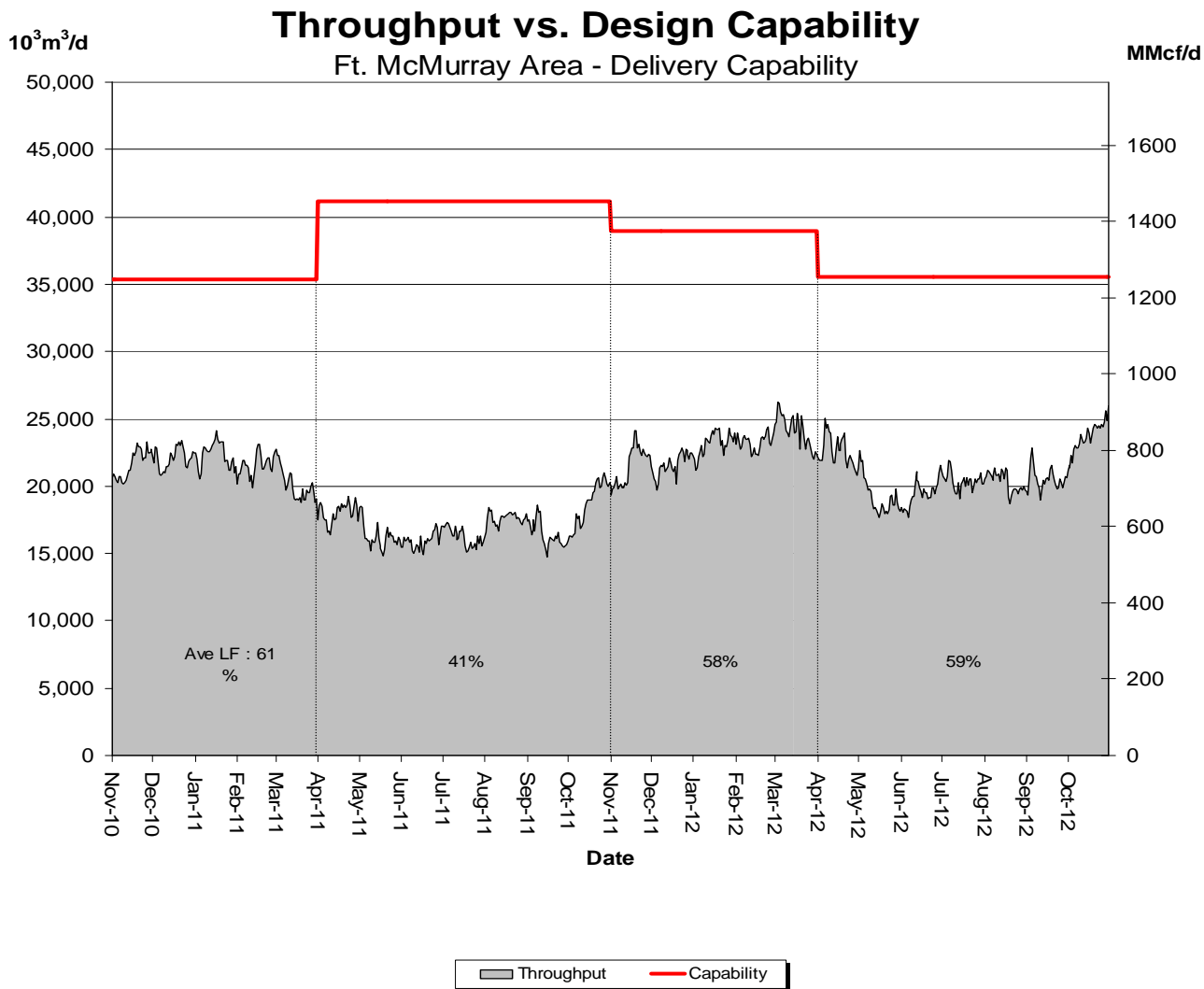
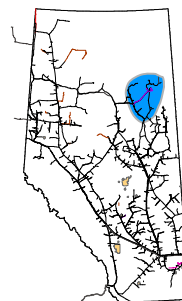
By NGTL Pipeline Segments
October 2012

| Segment | Contract | Delivery | | Receipt | |
|--------------|----------------------|-------------|---------------|-------------|-----------------|
| | | Utilization | Oct CD (TJ/d) | Utilization | Oct CD (MMcf/d) |
| UPRM | FT | 3% | 25.4 | 88% | 81 |
| | FT + IT ² | 13% | | 93% | |
| LPRM | FT | 0% | 0.0 | 0% | 0 |
| | FT + IT | 0% | | 0% | |
| PRLL | FT | 49% | 28.1 | 91% | 139 |
| | FT + IT | 51% | | 99% | |
| NWML | FT | 8% | 5.0 | 51% | 513 |
| | FT + IT | 11% | | 55% | |
| GRDL | FT | 100% | 0.2 | 78% | 1,286 |
| | FT + IT | 771% | | 83% | |
| WRSY | FT | 0% | 0.0 | 84% | 25 |
| | FT + IT | 0% | | 106% | |
| WAEX | FT | 16% | 37.2 | 75% | 388 |
| | FT + IT | 30% | | 106% | |
| JUDY | FT | 20% | 3.7 | 89% | 67 |
| | FT + IT | 29% | | 107% | |
| GPML | FT | 36% | 23.4 | 86% | 2,850 |
| | FT + IT | 39% | | 91% | |
| CENT | FT | 0% | 9.8 | 91% | 862 |
| | FT + IT | 0% | | 112% | |
| LPOL | FT | 19% | 17.3 | 91% | 468 |
| | FT + IT | 20% | | 112% | |
| WGAT | FT | 86% | 2,117.7 | 73% | 335 |
| | FT + IT | 87% | | 78% | |
| ALEG | FT | 78% | 98.9 | 96% | 868 |
| | FT + IT | 125% | | 117% | |
| SLAT | FT | 40% | 2.7 | 96% | 252 |
| | FT + IT | 42% | | 107% | |
| MLAT | FT | 77% | 262.1 | 82% | 226 |
| | FT + IT | 81% | | 90% | |
| BLEG | FT | 30% | 25.4 | 95% | 585 |
| | FT + IT | 47% | | 109% | |
| EGAT | FT | 97% | 3,749.0 | 96% | 44 |
| | FT + IT | 116% | | 111% | |
| MRTN | FT | 4% | 12.9 | 84% | 85 |
| | FT + IT | 22% | | 92% | |
| LIEG | FT | 75% | 989.8 | 70% | 47 |
| | FT + IT | 94% | | 99% | |
| KIRB | FT | 80% | 788.3 | 75% | 48 |
| | FT + IT | 92% | | 141% | |
| SMHI | FT | 69% | 11.5 | 87% | 51 |
| | FT + IT | 69% | | 113% | |
| REDL | FT | 73% | 13.1 | 87% | 48 |
| | FT + IT | 83% | | 119% | |
| COLD | FT | 79% | 42.9 | 87% | 33 |
| | FT + IT | 176% | | 109% | |
| EDM | FT | 0% | 0.0 | 87% | 8 |
| | FT + IT | 0% | | 91% | |
| NLAT | FT | 21% | 3.9 | 94% | 171 |
| | FT + IT | 21% | | 118% | |
| WAIN | FT | 0% | 0.0 | 80% | 12 |
| | FT + IT | 0% | | 106% | |
| ELAT | FT | 83% | 99.9 | 88% | 109 |
| | FT + IT | 83% | | 111% | |
| TOTAL SYSTEM | FT | 87% | 8,368.4 | 85% | 9,603 |
| | FT + IT | 101% | | 97% | |

*NOTE:

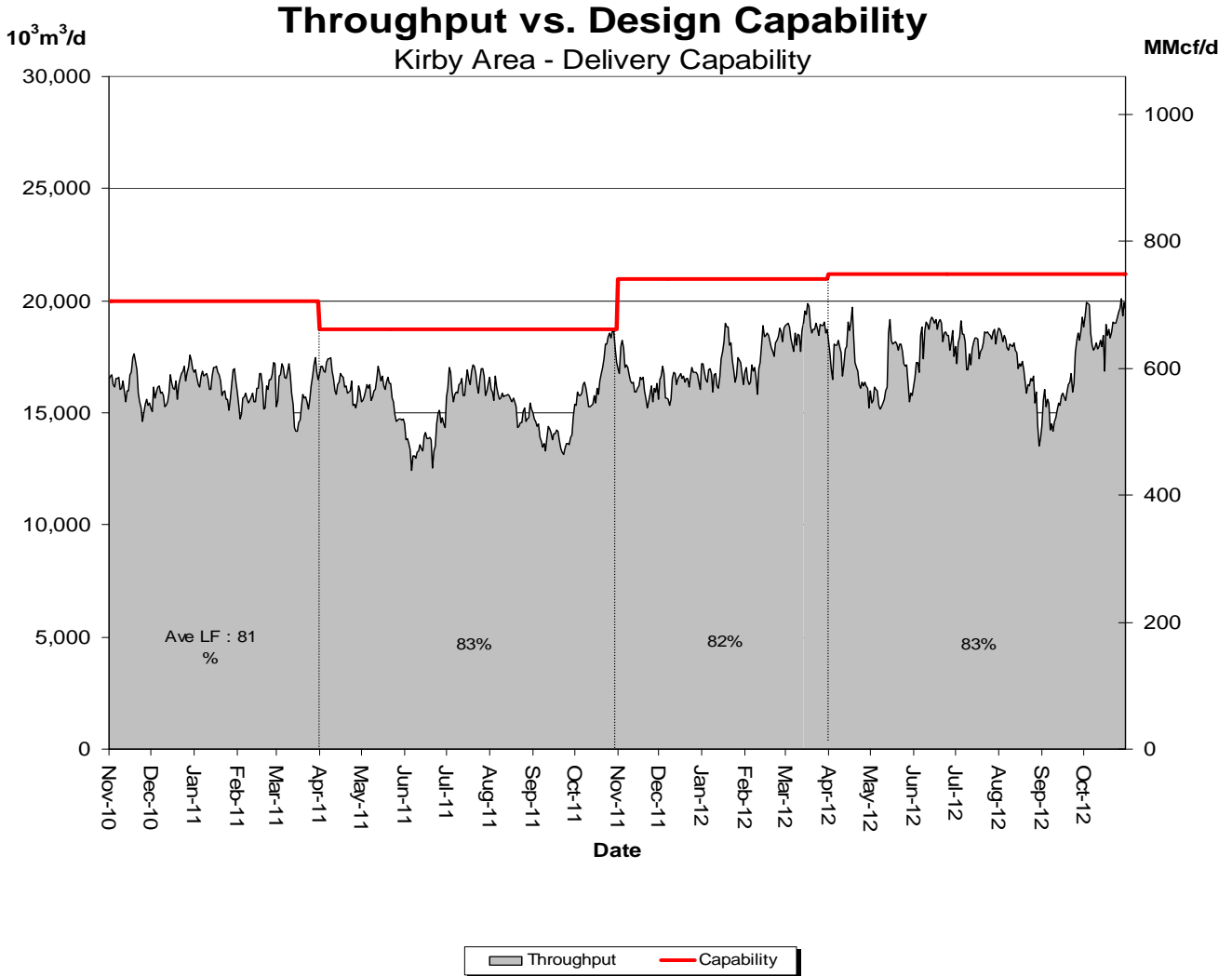
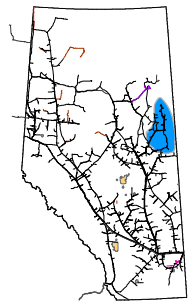
1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN,
2. IT includes all receipt and delivery Interruptible Services: ITR, FRO, ITD1, ITD2,
3. Utilization data is based on billed monthly volumes. Percent utilization calculated billed volumes divided by applicable receipt or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

DESIGN CAPABILITY UTILIZATION FT. McMURRAY AREA – FLOW WITHIN



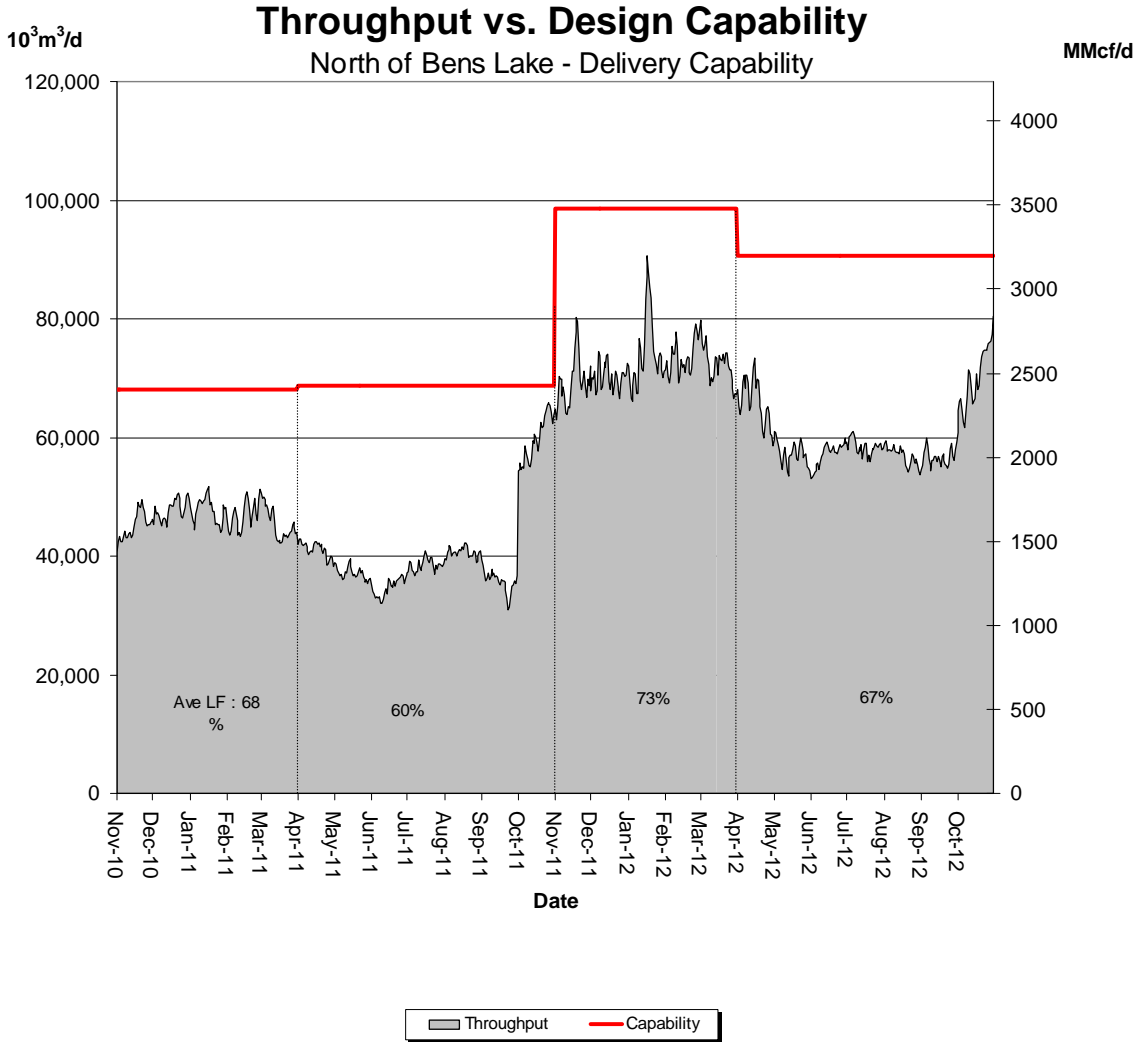
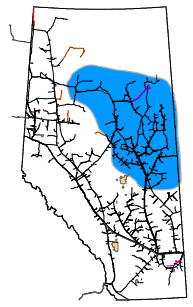
| % Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 54 | 55 | 57 | 57 | 58 | 66 |

DESIGN CAPABILITY UTILIZATION KIRBY AREA – FLOW WITHIN



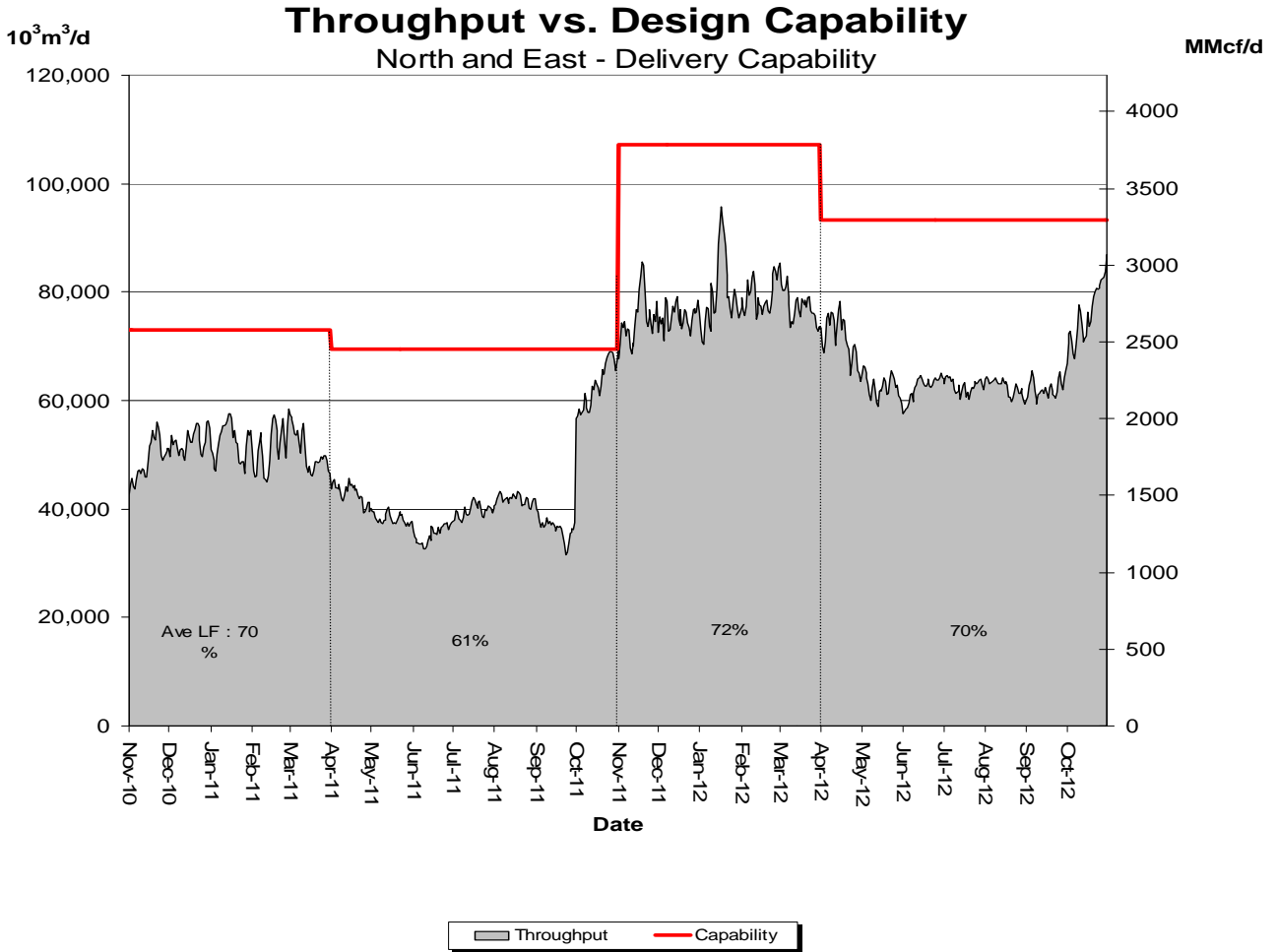
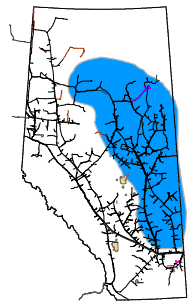
| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 79 | 87 | 86 | 80 | 76 | 89 |

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



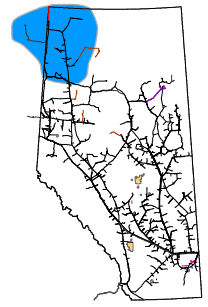
| % Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 63 | 63 | 64 | 63 | 62 | 77 |

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

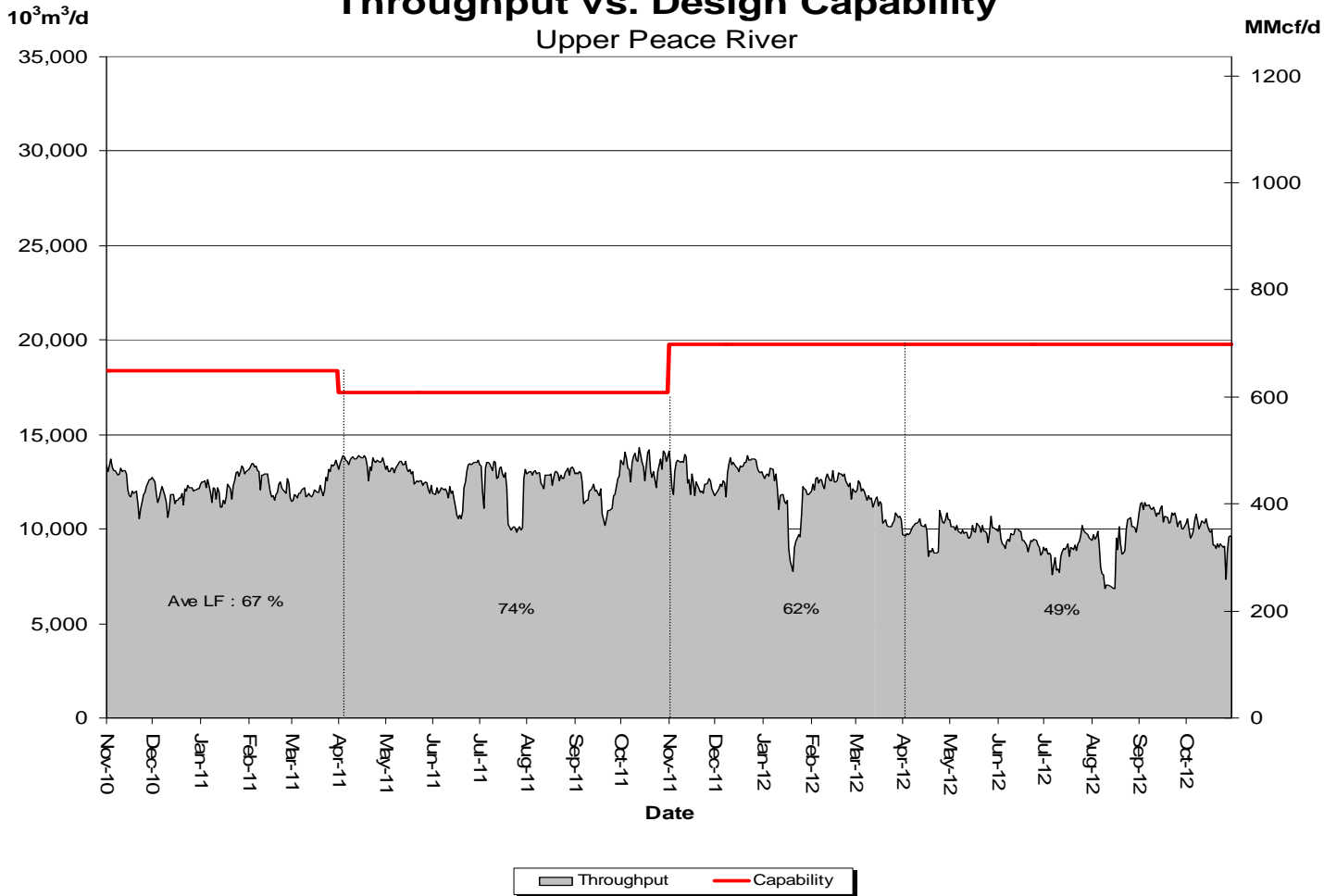


| % Design Capability Utilization | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Monthly Average Actual Area Deliveries as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 67 | 67 | 67 | 67 | 67 | 81 |

DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER

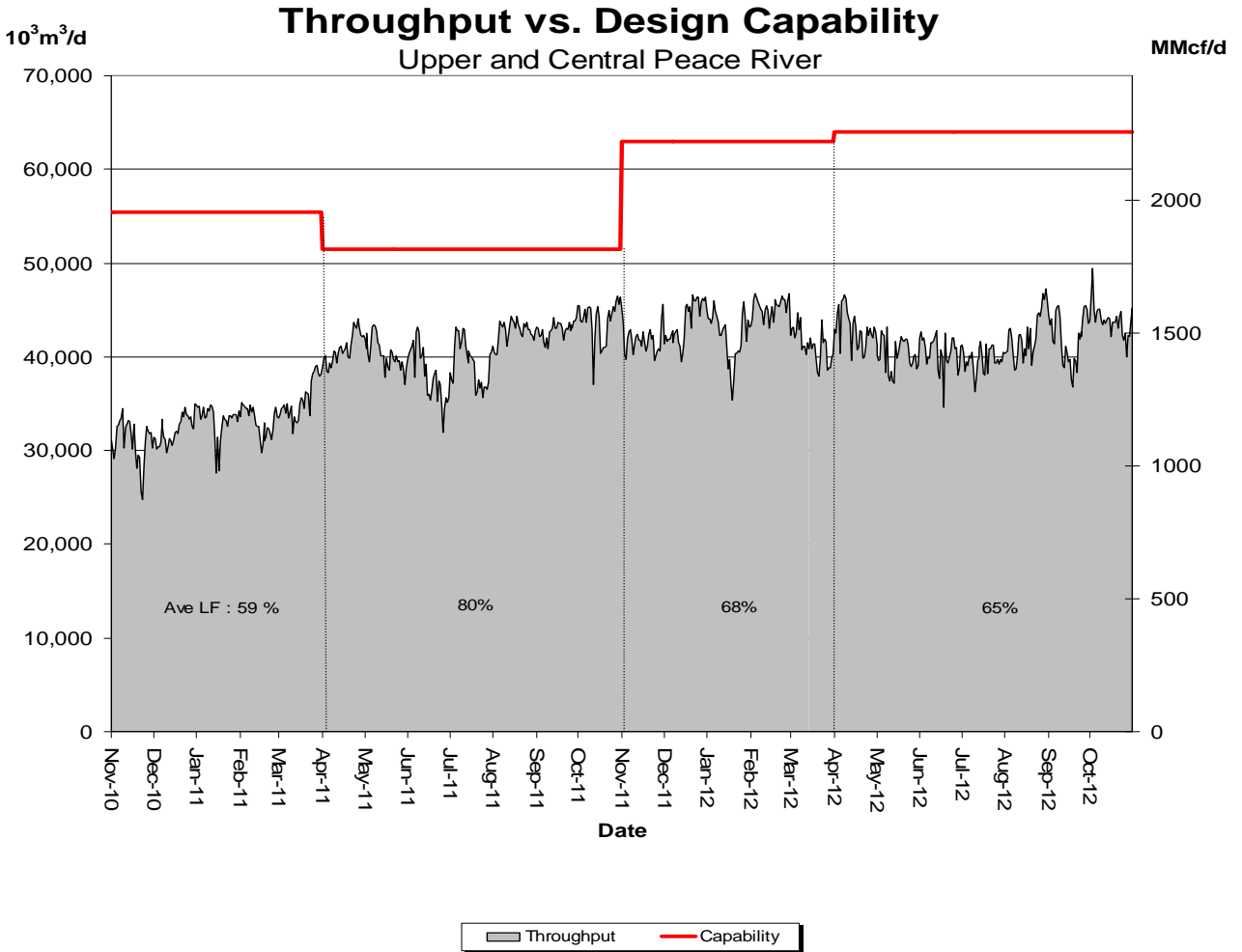
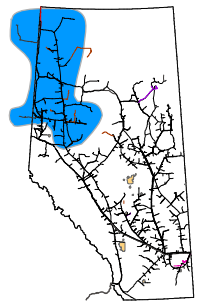


Throughput vs. Design Capability Upper Peace River



| % Design Capability Utilization | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|-----------|
| Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | May 50 | Jun 48 | Jul 45 | Aug 45 | Sep 55 | Oct 49 |

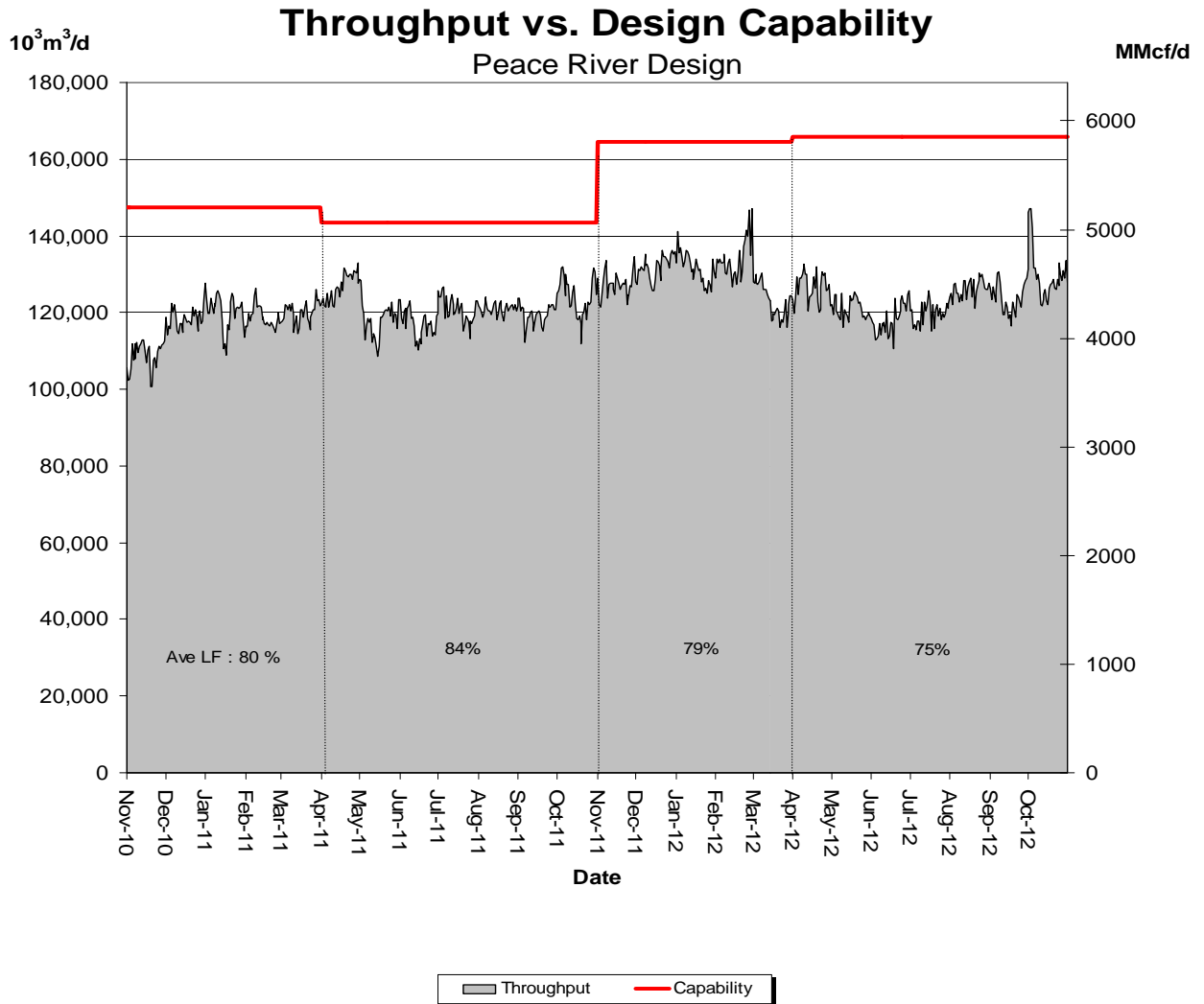
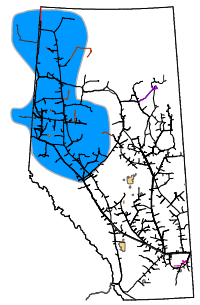
DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER



| % Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 63 | 63 | 62 | 66 | 66 | 69 |

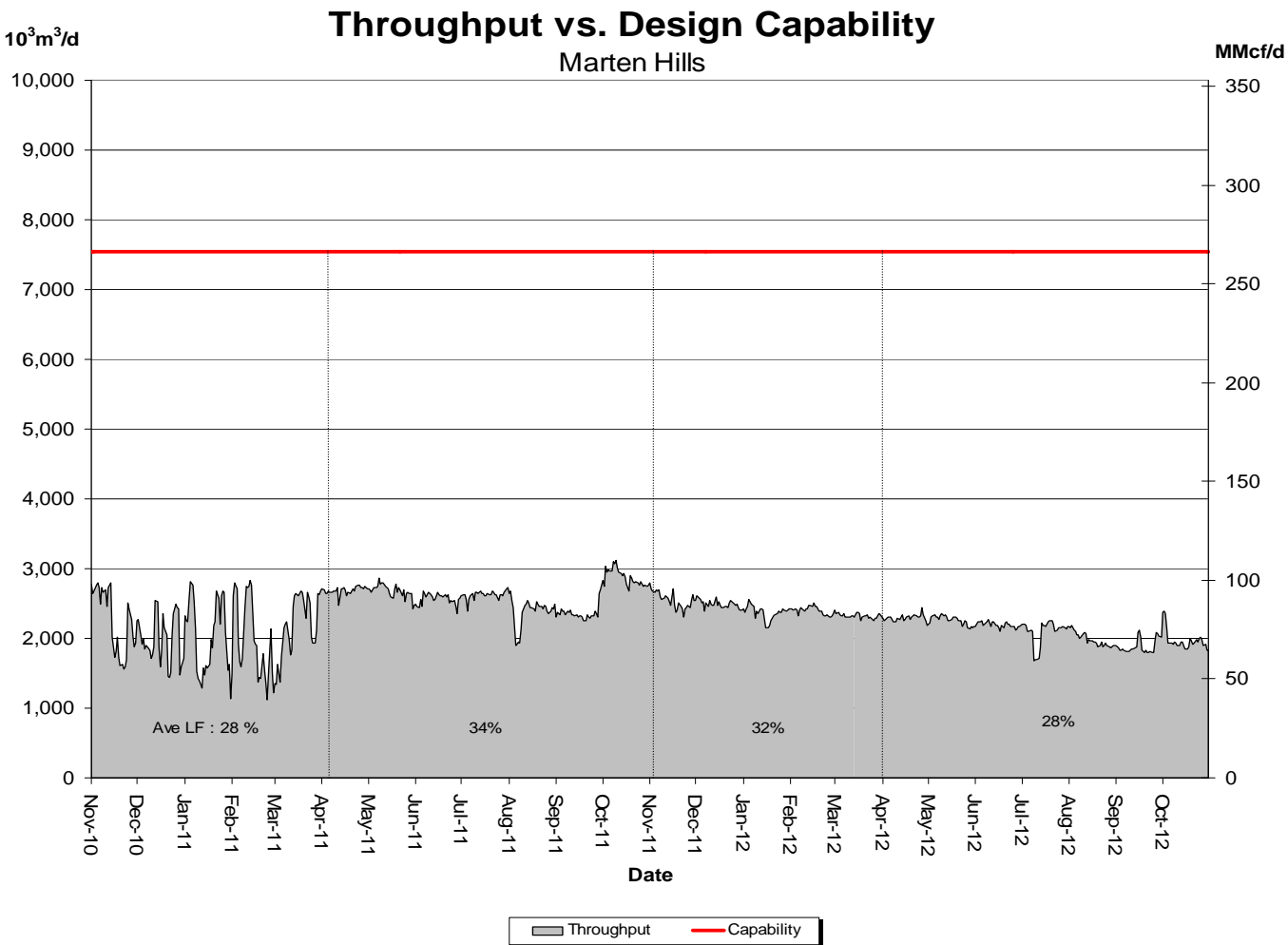
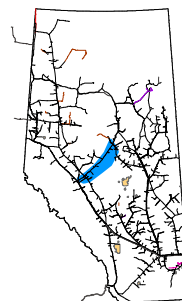
DESIGN CAPABILITY UTILIZATION PEACE RIVER DESIGN

(Upper, Central and Lower Peace River)



| % Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 73 | 71 | 72 | 76 | 75 | 78 |

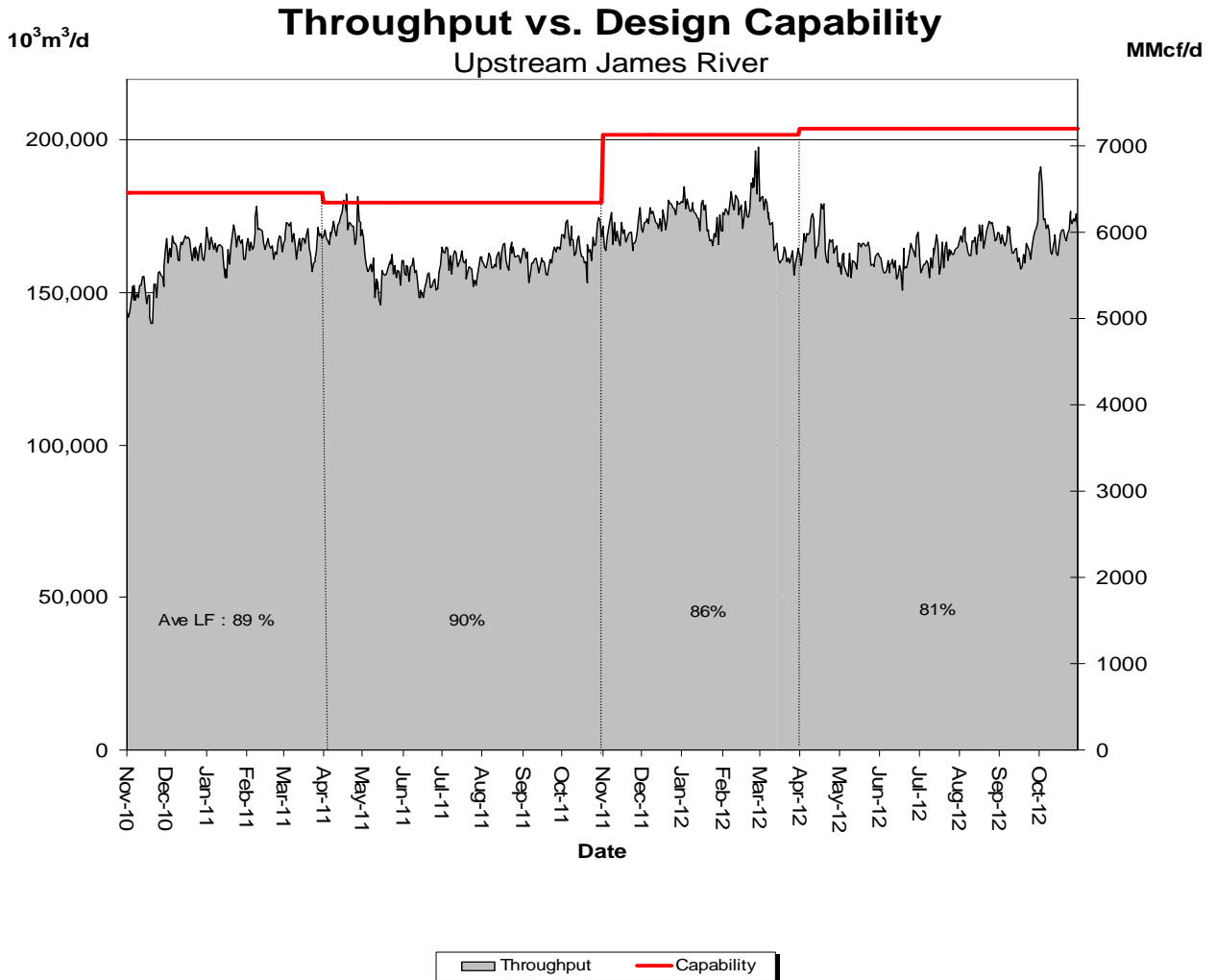
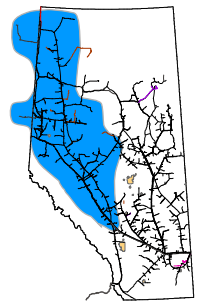
DESIGN CAPABILITY UTILIZATION MARTEN HILLS



| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 30 | 29 | 28 | 26 | 25 | 26 |

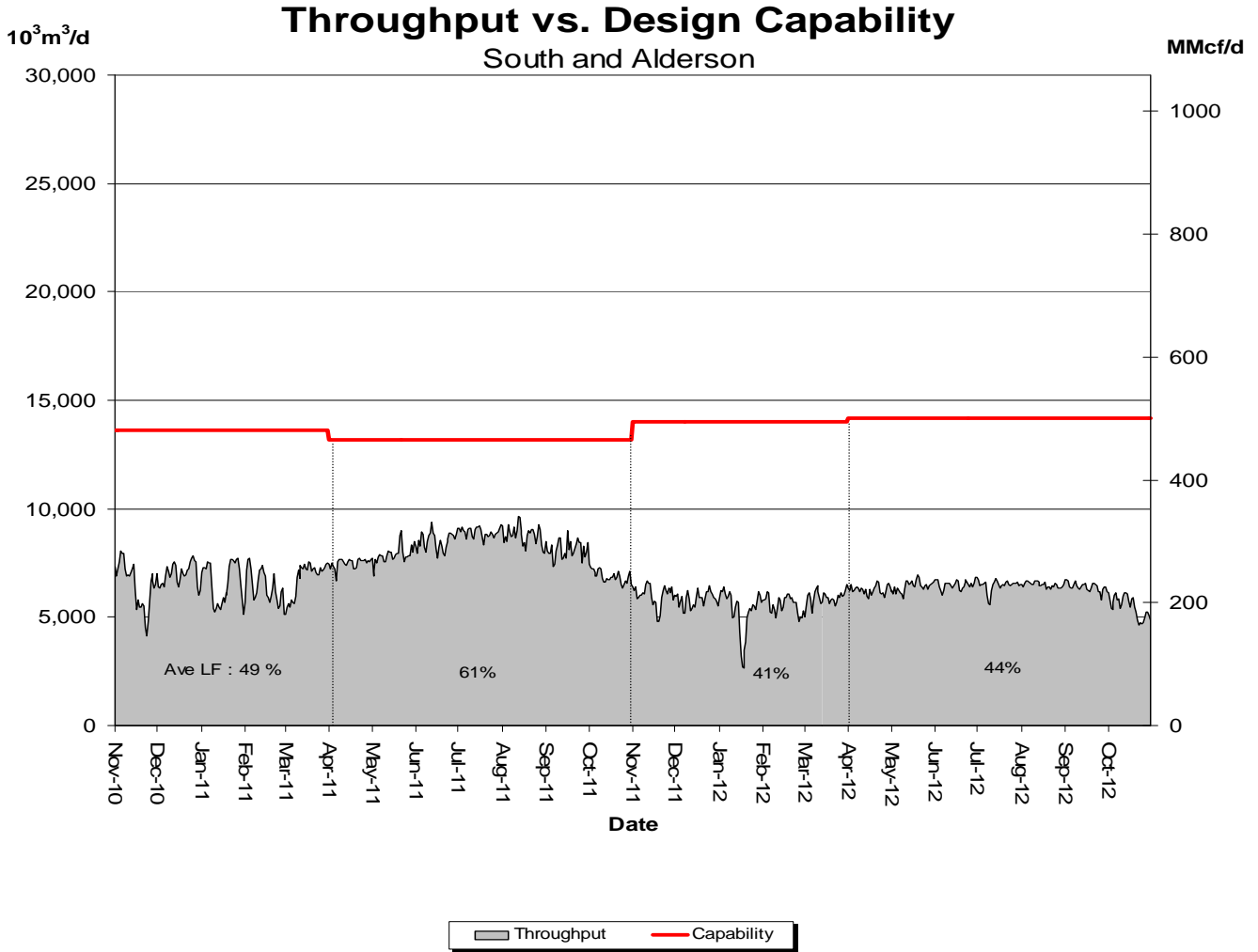
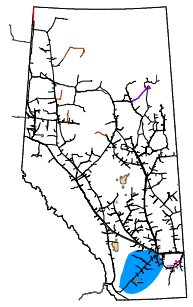
DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(Edson Mainline, Peace River Design and Marten Hills)



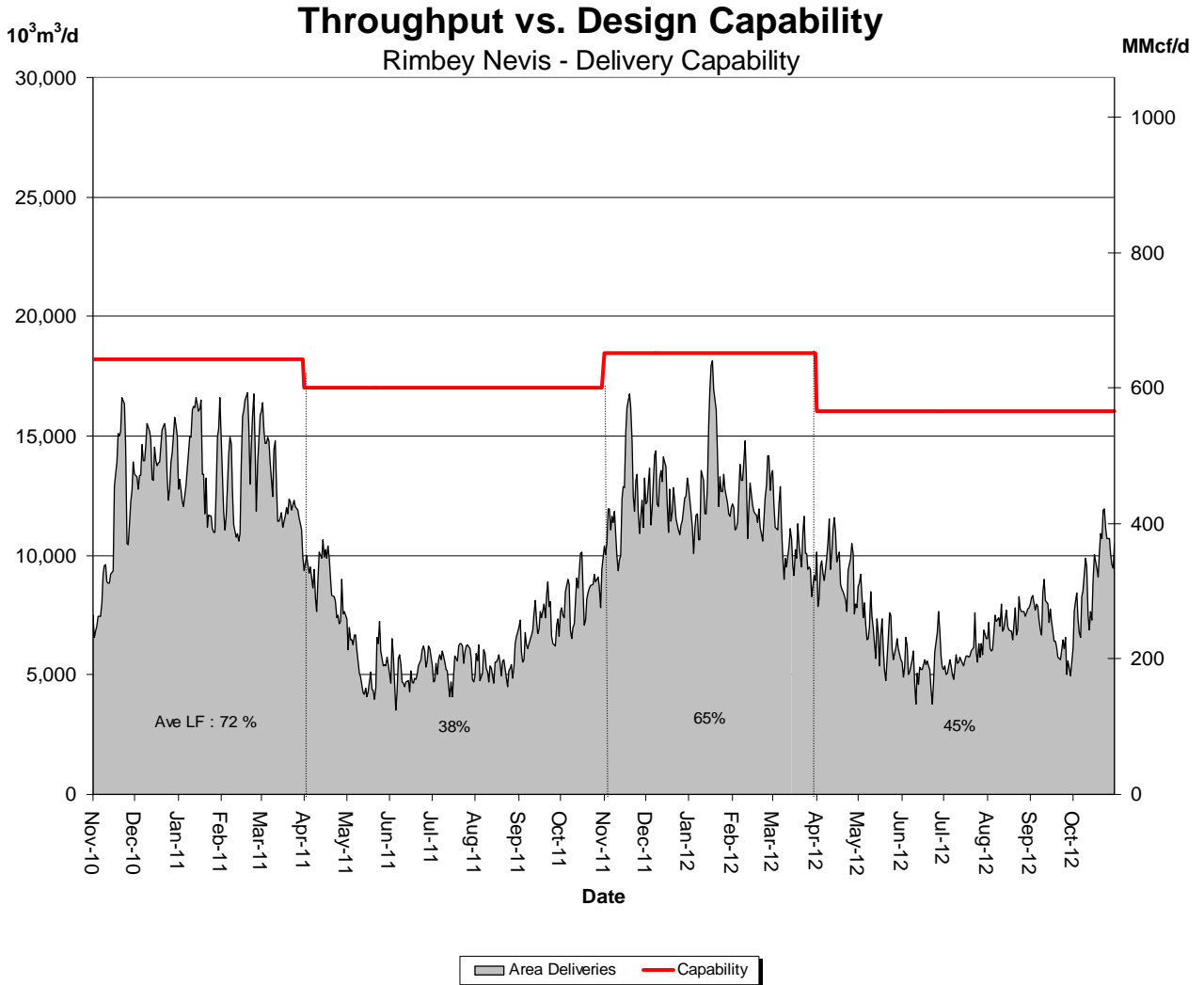
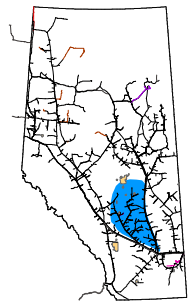
| % Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 79 | 78 | 79 | 82 | 81 | 85 |

DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



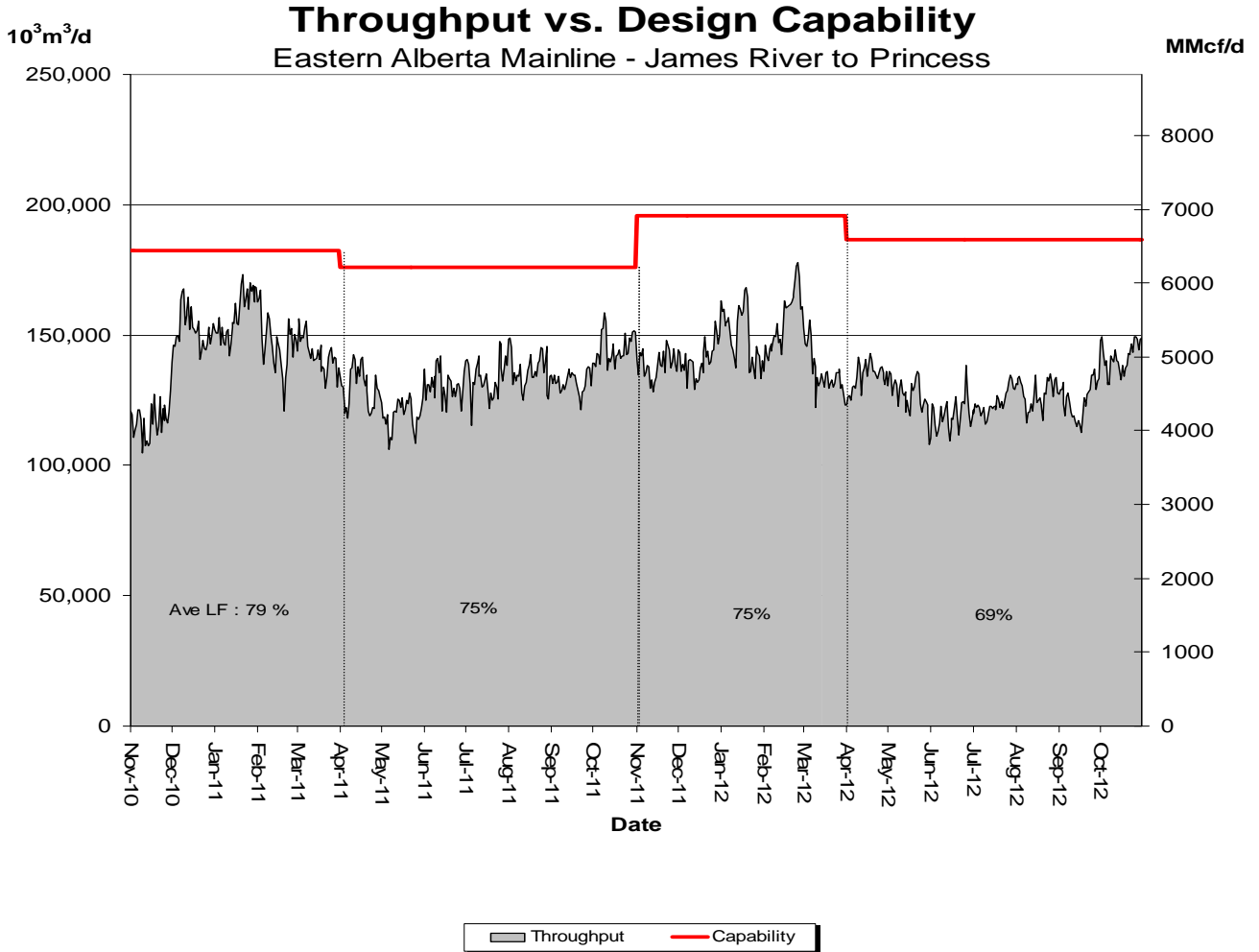
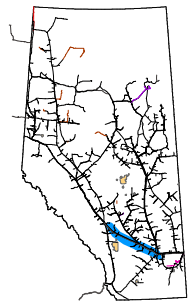
| % Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 45 | 46 | 46 | 46 | 45 | 39 |

DESIGN CAPABILITY UTILIZATION RIMBEY-NEVIS – FLOW WITHIN



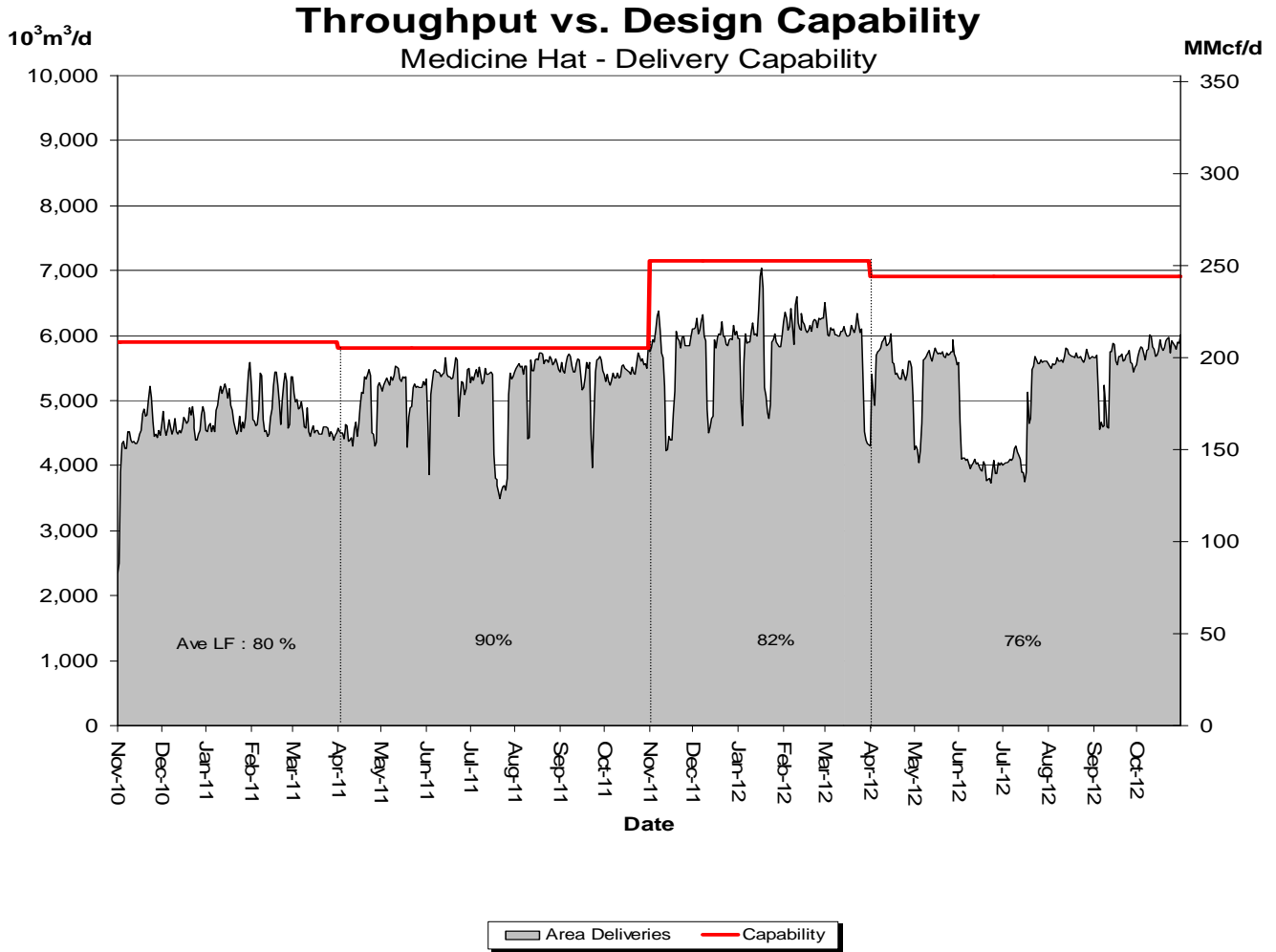
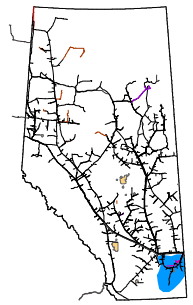
| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 43 | 34 | 36 | 45 | 43 | 57 |

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



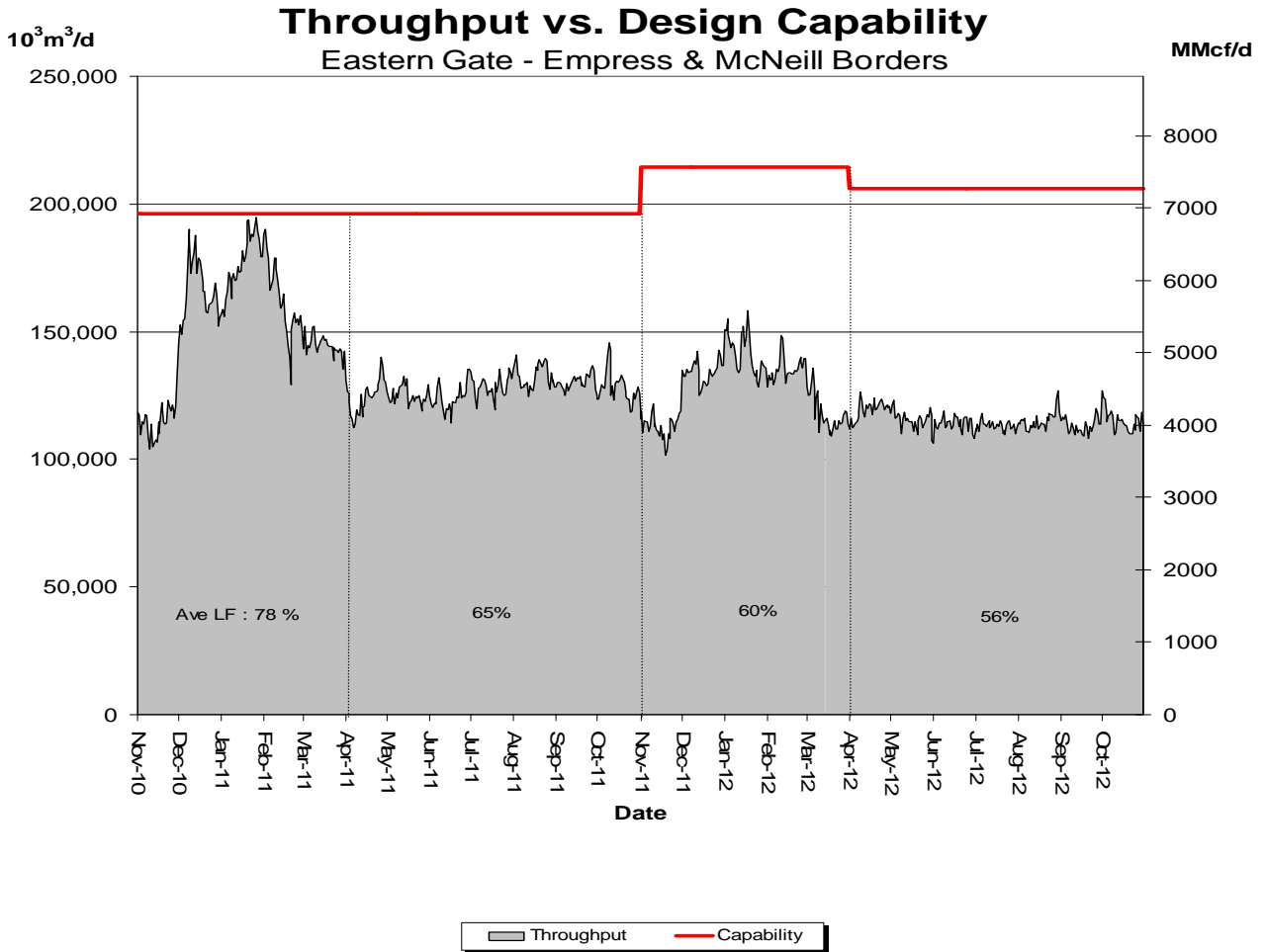
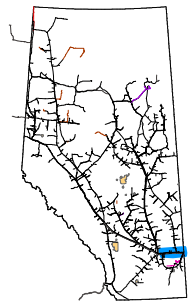
| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 68 | 64 | 66 | 68 | 67 | 76 |

DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN



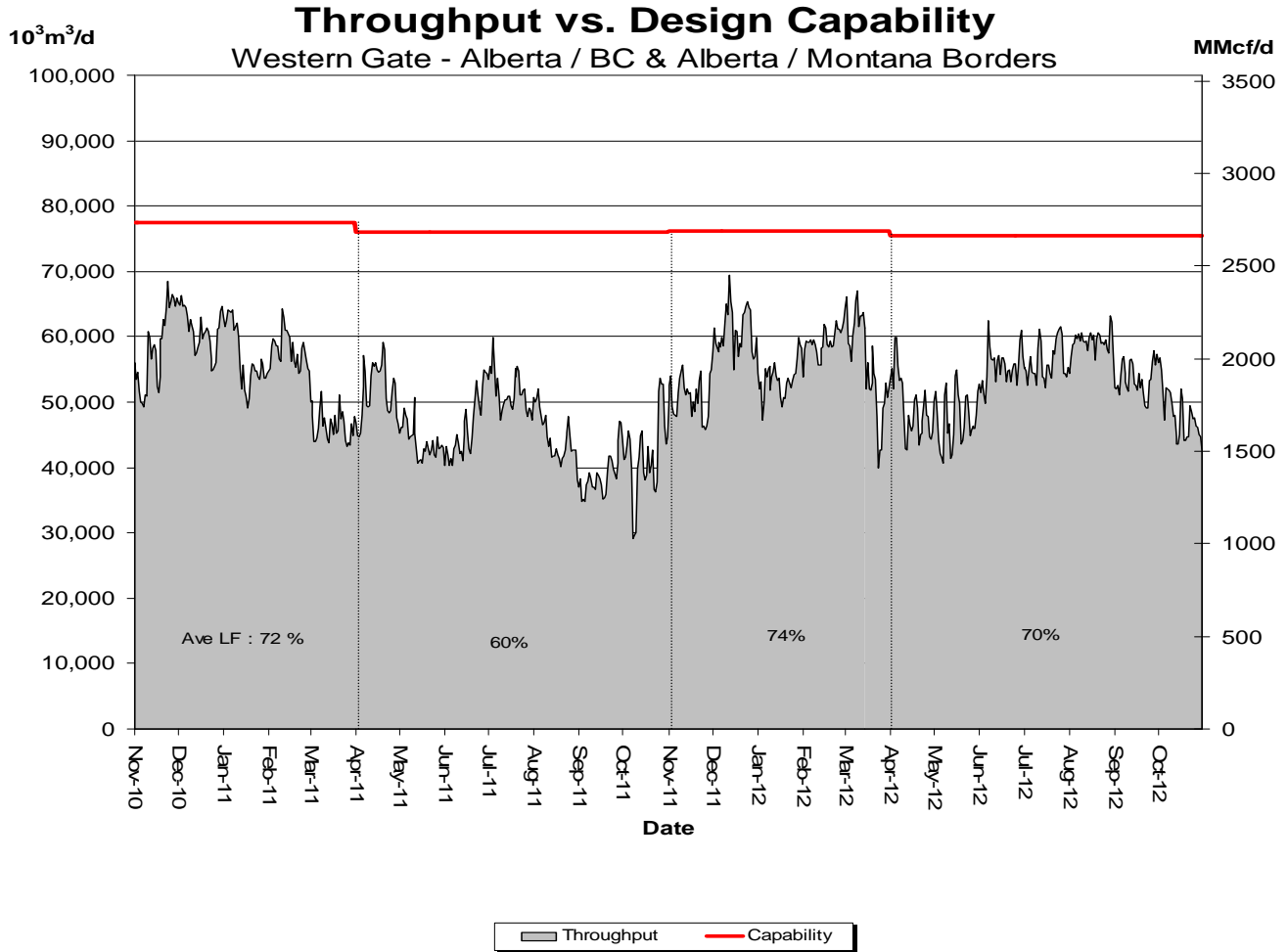
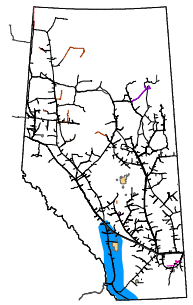
| % Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | May | Jun | Jul | Aug | Sep | Oct |
| | 79 | 59 | 68 | 82 | 78 | 84 |

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 | May | Jun | Jul | Aug | Sep | Oct |
| | 56 | 55 | 55 | 56 | 55 | 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 | May | Jun | Jul | Aug | Sep | Oct |
| | 63 | 73 | 74 | 78 | 71 | 64 |

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

August 1, 2012 to October 31, 2012 (3 Month Average)

| Receipt Area | Segment | IT-R Service | Firm Service | Firm Service | % CD | | Causes/Comments ⁽³⁾ |
|------------------------------------|---------|--------------|--------------|--------------|---------------------------|---------|--------------------------------|
| | | Available | Available | Restriction | Restricted ⁽¹⁾ | | |
| | | (% of time) | (% of time) | (% of time) | Max | Average | |
| Peace River | UPRM 1 | 100 | 100 | 0 | 0 | 0 | |
| | 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 | |
| | 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 | Available ⁽²⁾ (% of time) | IT-D Service | Firm Service | Firm Service | % CD Restricted ⁽¹⁾ | | Causes/Comments ⁽³⁾ |
|-----------------|---|--------------------------|--------------|--------------|--------------------------------|---------|--------------------------------|
| | | Available ⁽²⁾ | Available | Restriction | Restricted ⁽¹⁾ | | |
| | | (% 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)

Receipt and Delivery Firm Transportation Guidelines

| Firm Transportation Location | Authorize Firm Transportation Service By | To Ensure Firm Transportation Service By |
|---|--|--|
| Summer construction (generally south of Edmonton) | November 2012 | November 2014 |
| Winter construction (generally north of Edmonton) | November 2012 | April 2015 |

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 26NGTL pipeline segments and 3 major export delivery points comprising the total system. The utilization data is based on billed monthly volumes. Percent utilization is calculated as firm transportation service and firm transportation service + interruptible service divided by applicable receipt or delivery contract level. Historical Data involving billed volumes lags the current date by approximately two months.

Design Capability Utilization

The load factor/segment flow graphs show actual flow versus design capability values for various NGTL system areas. The graphs also show seasonal (winter/summer) design capability and average load factors for each season. Data used in these reports lags the current date by one month.

Design Flow Capability utilization is a function of several factors that include:

- Total market demand for Alberta natural gas.
- Seasonal changes in market demand for Alberta natural gas.
- Receipt nominating practices of customers individually and in aggregate to meet that level of demand.
- Effect of scheduled maintenance on actual flow requirement in a design area at any given time.
- Design assumptions used in determining required segment flow requirement.

HOW TO USE THIS REPORT - continued

Historical Transportation Service Availability

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

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

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

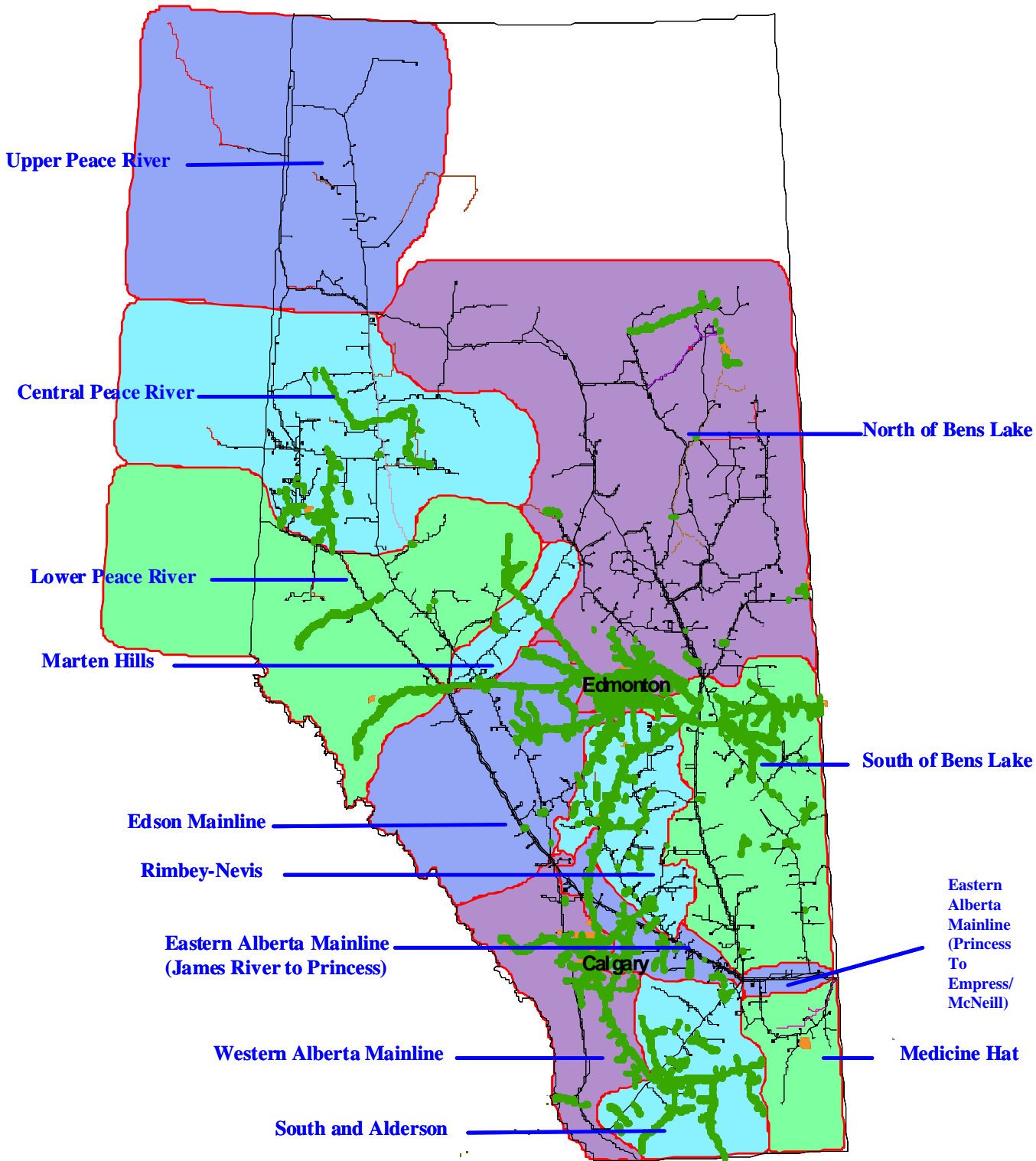
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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

Future Firm Transportation Service Availability

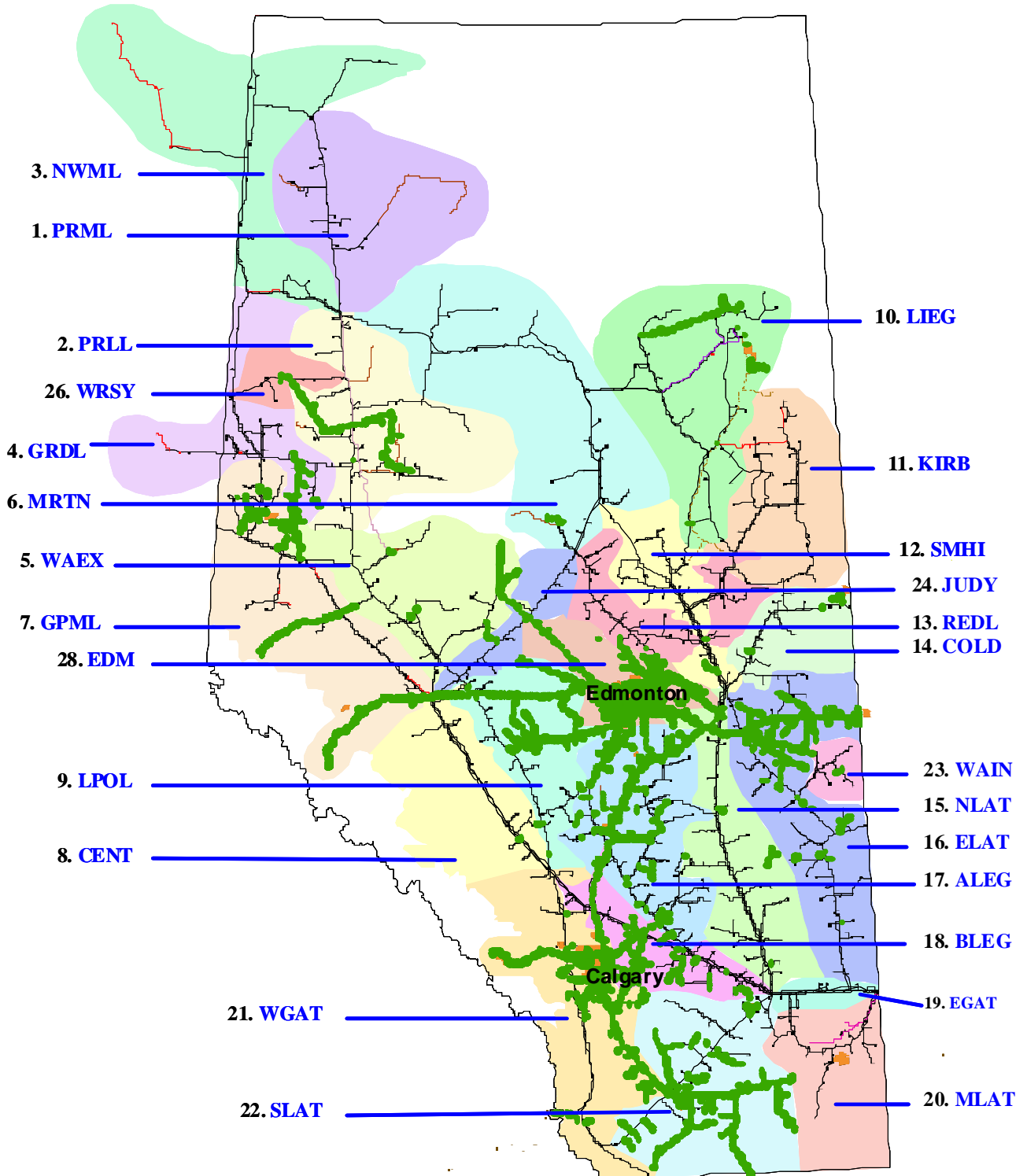
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL Design Areas



(Last updated Nov 2011)

NGTL Pipeline Segments



(Last updated Nov 2011)

DEFINITION OF TERMS

Design Capability Utilization

Actual Flow

The amount of gas flowing within or out of our design area.

Design Capability

The volume of gas that can be transported at various points on the pipeline system considering design assumptions.

AVGLF (Average Load Factor)

The ratio between average *Actual Flow* and *Design Capability*. It is calculated for every design season (summer/winter) as shown on the graphs.

Intra-Alberta Deliveries

The amount of sales gas flowing off the system within an area.

Receipt Flow

Aggregate of actual receipts within an area and the *Actual Flow* of the upstream area.

Historical Transportation Service Availability

Average % CD Restricted

The average percentage of the entire segment receipt contract demand restricted during periods of restriction.

Firm Service Available

The percentage of time that all requested firm transportation service requests were transported within a segment.

Firm Service Restriction

Percentage of time firm service is restricted.

IT-2 Service Available

The percentage of time that IT-2 service requests were transported.

Max % CD Restricted

The maximum percentage to which the entire segment contract demand was restricted.

Other

System Load Factor

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