SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
November 2013

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

Published date:
March 24th, 2014

Highlights This Month:

- As November 2013 represents the start of a new gas year, all charts have been shifted to accommodate the next year's data and design capabilities have been provided for the Winter 2013/14 season.

- The significant increase in Upper Peace River design capability is due to newly installed facilities that help transport Peace River area supply through the North Central Corridor. It should be noted that this capability increase is not incremental to the capabilities reported in the other Peace River area charts (Upper and Central, Peace River Design, Upstream James River), as they are dependent on common facilities that transport gas out the area as a whole.

- The decrease in Ft. McMurray delivery capability is attributed to limitations on bringing gas in to the North and East Design Area. The stated capability does not reflect any changes to system operation as a result of the North Central Corridor (NCC) failure or remediation.

- The increase in Kirby delivery capability is the result of a new facility (Leismer-Kettle River Crossover) combined with increased forecasted demand throughout the area.

- The increase in Rimbey Nevis delivery capability is the result of an increase in local forecasted supply.

- The increase in South Alderson delivery capability is due to the addition of a control valve at the Princess Compressor Station.

- Due to the trends of supply shifting further away from the borders and increasing intra NGTL System deliveries, Eastern & Western Gate capabilities have been steadily declining during recent years. The large reduction in Winter 2013/14 Eastern & Western Gate capabilities is due to this continued trend as well as a change to the flow condition. The modified flow condition assumes design conditions that represent the current constraining case ("Flow Within" conditions) where deliveries surpass supply in the area.

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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 SERVICE[1] CONTRACT UTILIZATION[3]

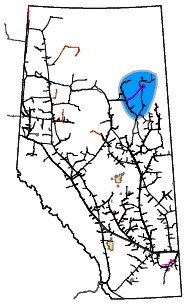
By NGTL Pipeline Segments
November 2013

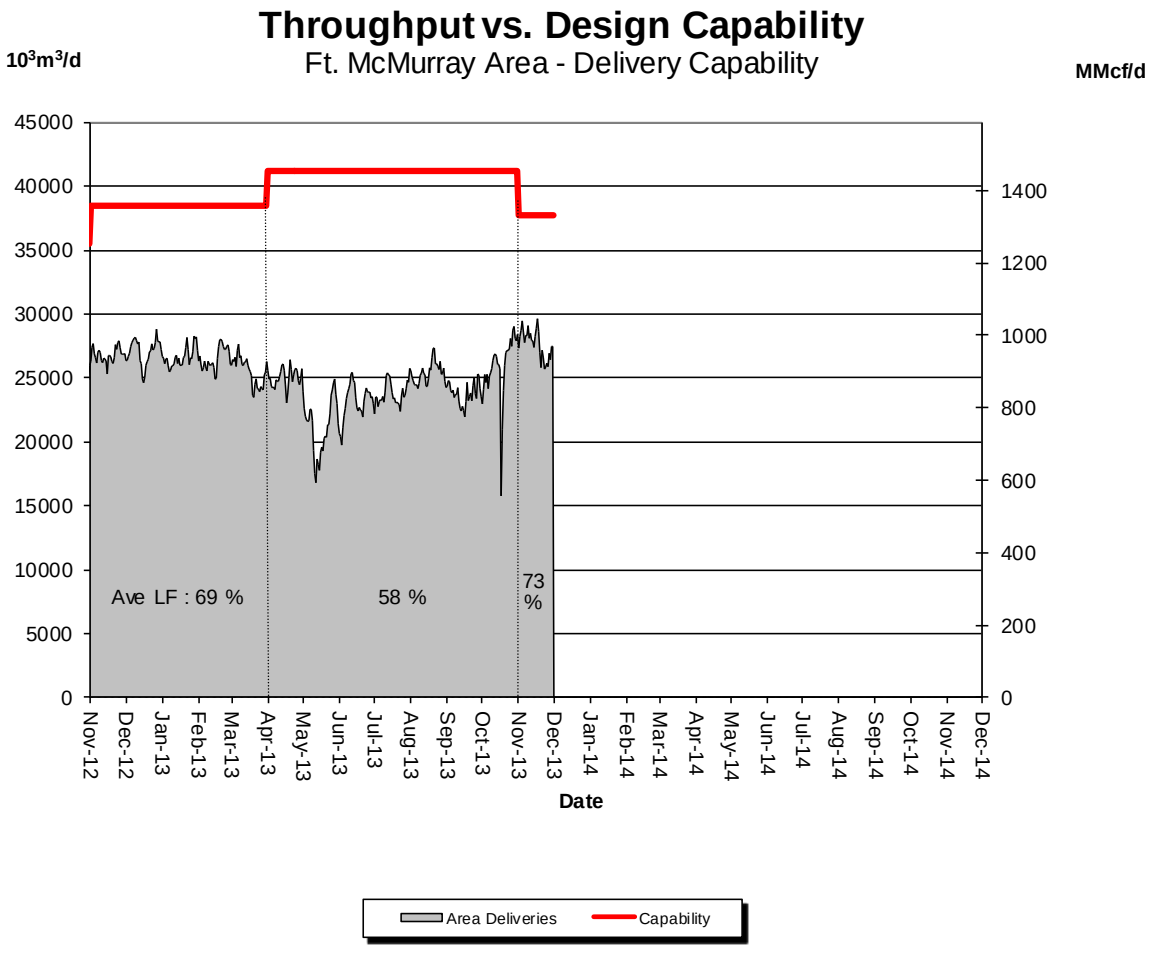
Segment	Contract	Delivery Utilization	Delivery Nov CD (TJ/d)	Receipt Utilization	Receipt Nov CD (MMcf/d)
UPRM	FT	1%	23.0	93%	69
	FT + IT[2]	5%		115%	
PRLL	FT	44%	46.9	92%	112
	FT + IT	45%		107%	
NWML	FT	64%	0.8	59%	589
	FT + IT	244%		61%	
GRDL	FT	27%	8.9	76%	1,827
	FT + IT	27%		84%	
WRSY	FT	0%	0.0	84%	20
	FT + IT	0%		98%	
WAEX	FT	18%	13.6	71%	348
	FT + IT	49%		93%	
JUDY	FT	44%	33.8	89%	74
	FT + IT	47%		120%	
GPML	FT	43%	162.3	86%	3,028
	FT + IT	54%		93%	
CENT	FT	61%	1.3	91%	870
	FT + IT	61%		111%	
LPOL	FT	51%	76.2	96%	563
	FT + IT	76%		119%	
WGAT	FT	73%	3,352.4	96%	376
	FT + IT	76%		114%	
ALEG	FT	58%	330.6	97%	843
	FT + IT	68%		118%	
SLAT	FT	43%	173.3	96%	215
	FT + IT	44%		117%	
MLAT	FT	73%	262.8	92%	215
	FT + IT	81%		105%	
BLEG	FT	66%	137.8	96%	583
	FT + IT	66%		108%	
EGAT	FT	98%	4,042.1	96%	39
	FT + IT	117%		112%	
MRTN	FT	22%	36.4	84%	78
	FT + IT	26%		97%	
LIEG	FT	82%	1,214.3	53%	30
	FT + IT	93%		210%	
KIRB	FT	70%	1,116.8	79%	33
	FT + IT	73%		144%	
SMHI	FT	56%	12.0	95%	35
	FT + IT	56%		131%	
REDL	FT	66%	10.0	90%	34
	FT + IT	86%		147%	
COLD	FT	55%	88.4	91%	25
	FT + IT	73%		121%	
EDM	FT	53%	1,748.1	94%	58
	FT + IT	54%		124%	
NLAT	FT	43%	15.8	98%	135
	FT + IT	43%		133%	
WAIN	FT	36%	0.4	90%	7
	FT + IT	36%		165%	
ELAT	FT	84%	268.8	96%	125
	FT + IT	87%		134%	
TOTAL SYSTEM	FT	77%	13,176.5	86%	10,332
	FT + IT	86%		100%	

***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.

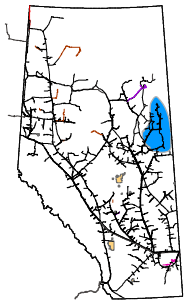
DESIGN CAPABILITY UTILIZATION
FT. McMURRAY AREA – FLOW WITHIN

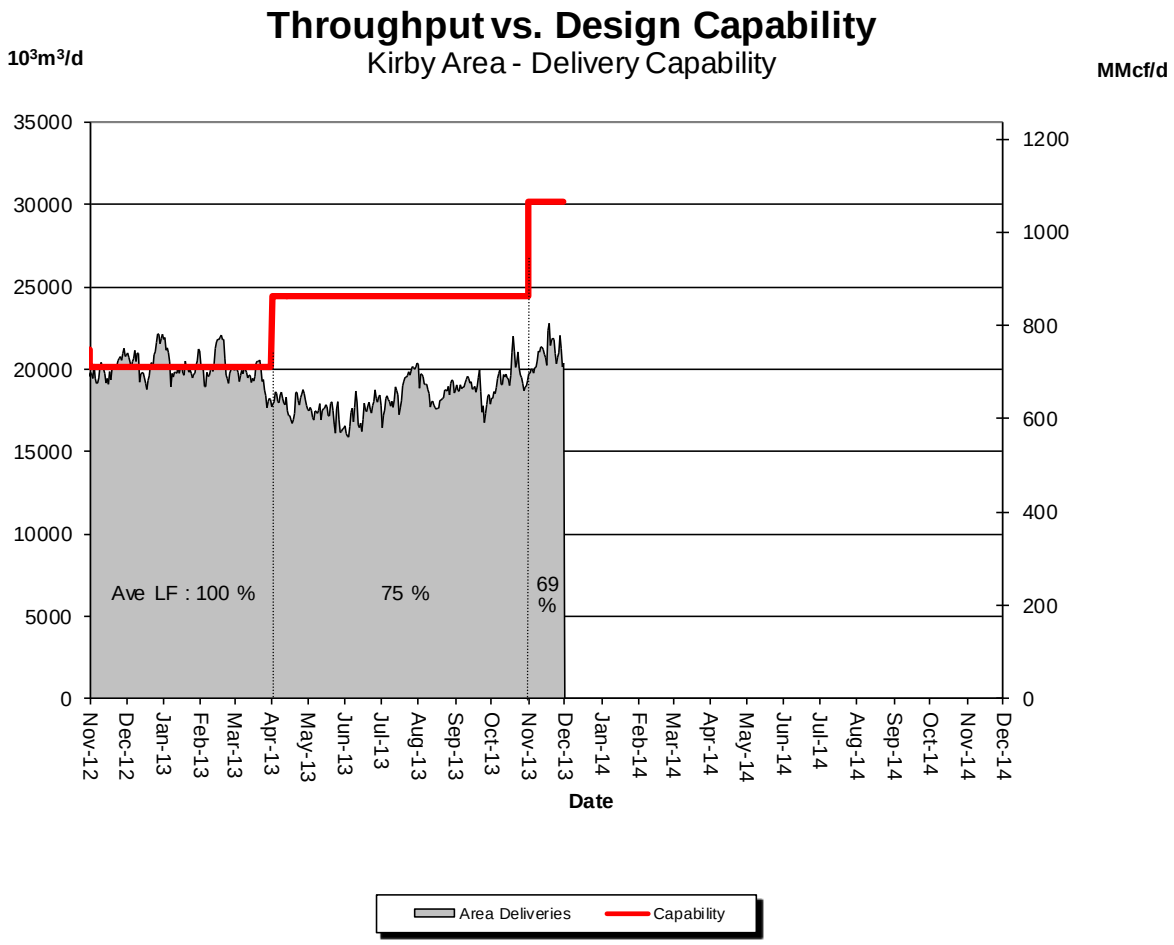




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun 56	Jul 58	Aug 62	Sept 58	Oct 63	Nov 73

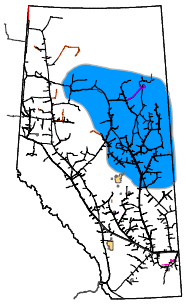
DESIGN CAPABILITY UTILIZATION
KIRBY AREA – FLOW WITHIN

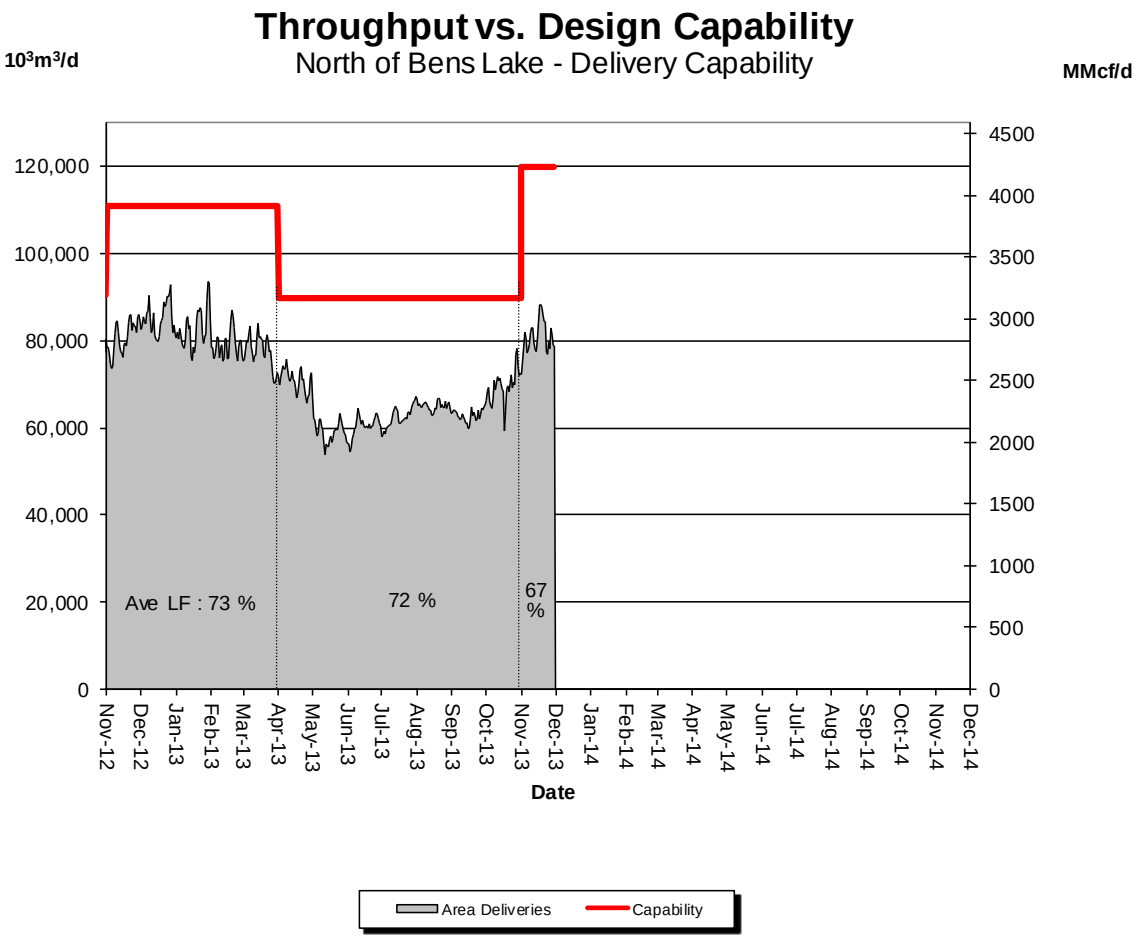




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sept	Oct	Nov
	71	76	76	76	80	69

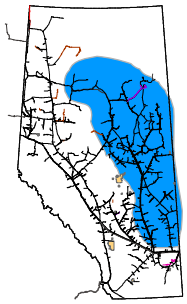
DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN

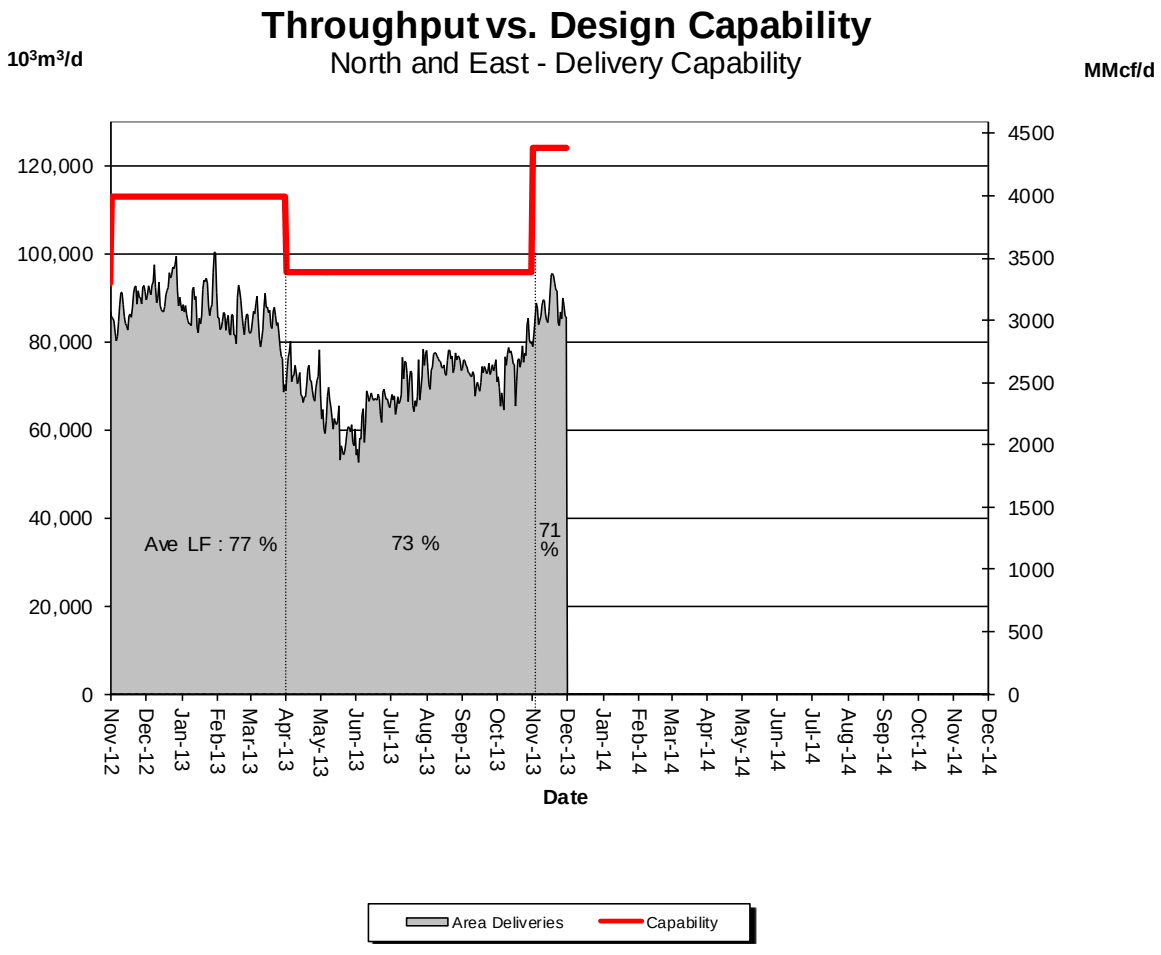




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun 67	Jul 71	Aug 72	Sept 70	Oct 77	Nov 67

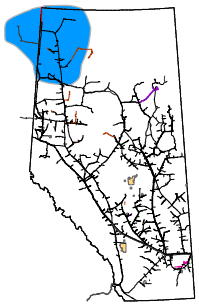
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

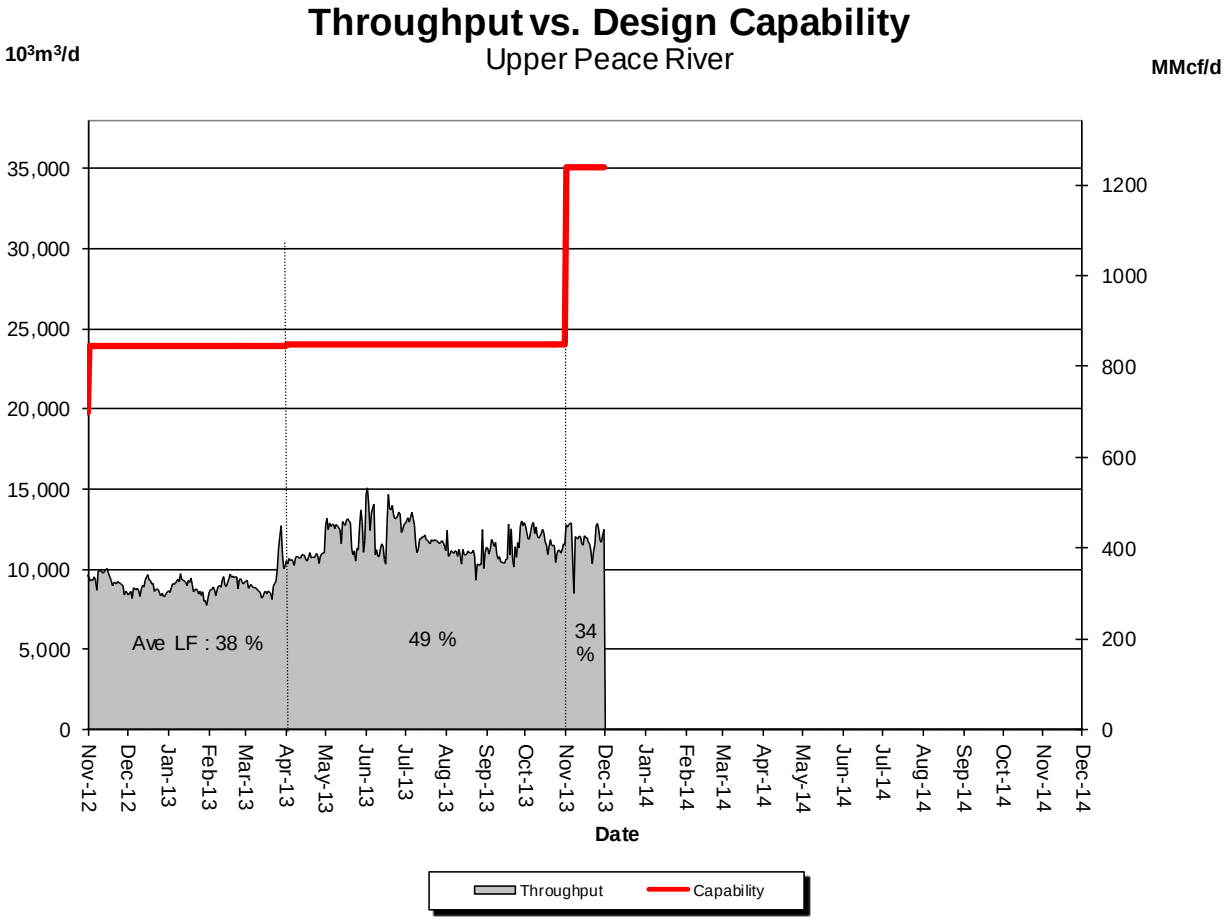




% Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun 67	Jul 74	Aug 78	Sept 76	Oct 78	Nov 71

DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER



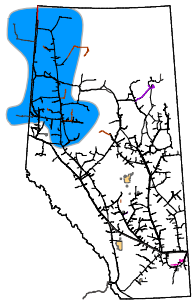


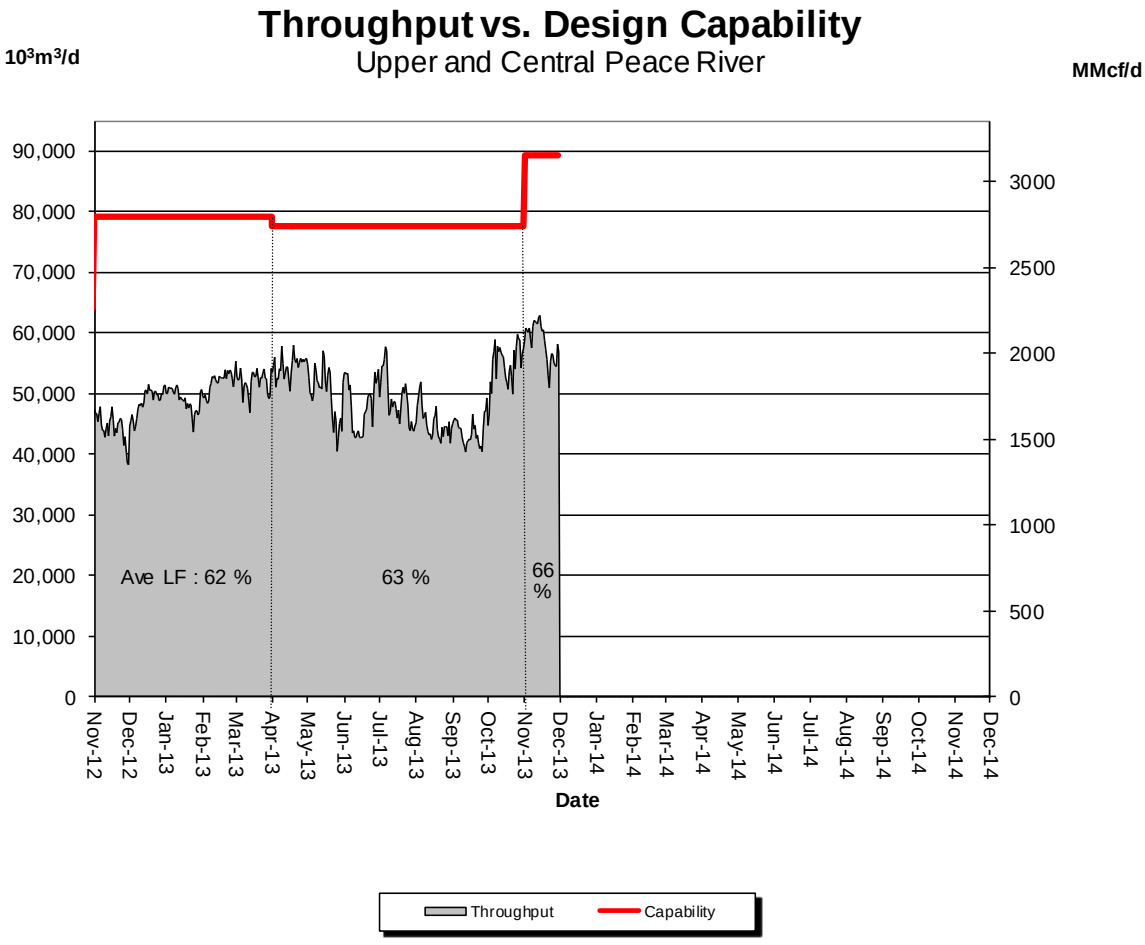
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Jun	Jul	Aug	Sept	Oct	Nov
	53	50	45	47	49	34

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 62	Jul 63	Aug 58	Sept 56	Oct 70	Nov 66

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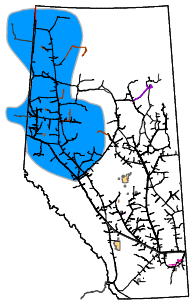
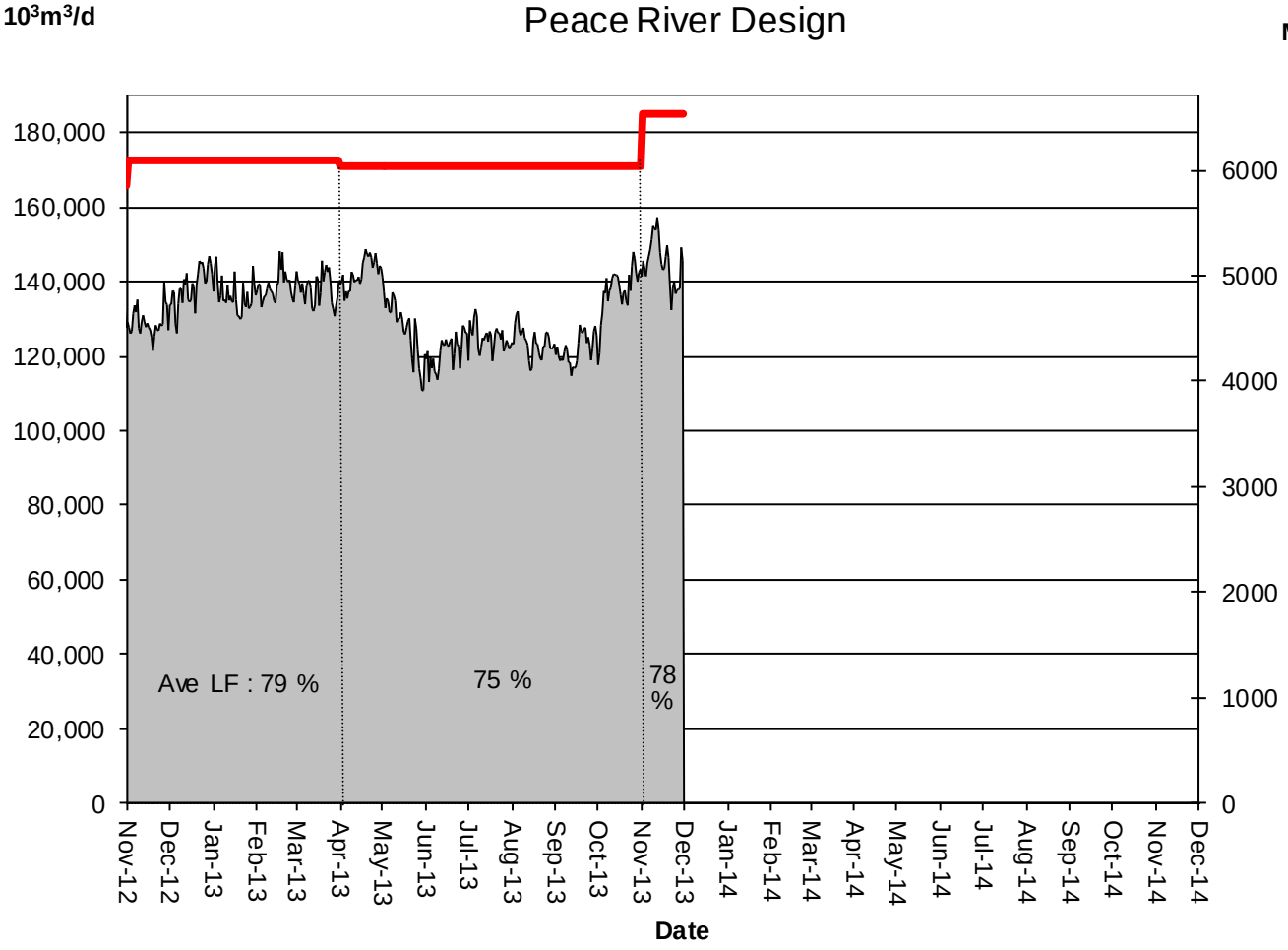
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)



Throughput vs. Design Capability
Peace River Design



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun 71	Jul 73	Aug 72	Sept 71	Oct 81	Nov 78

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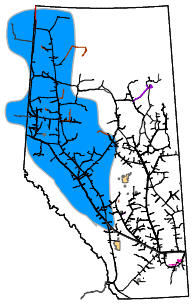
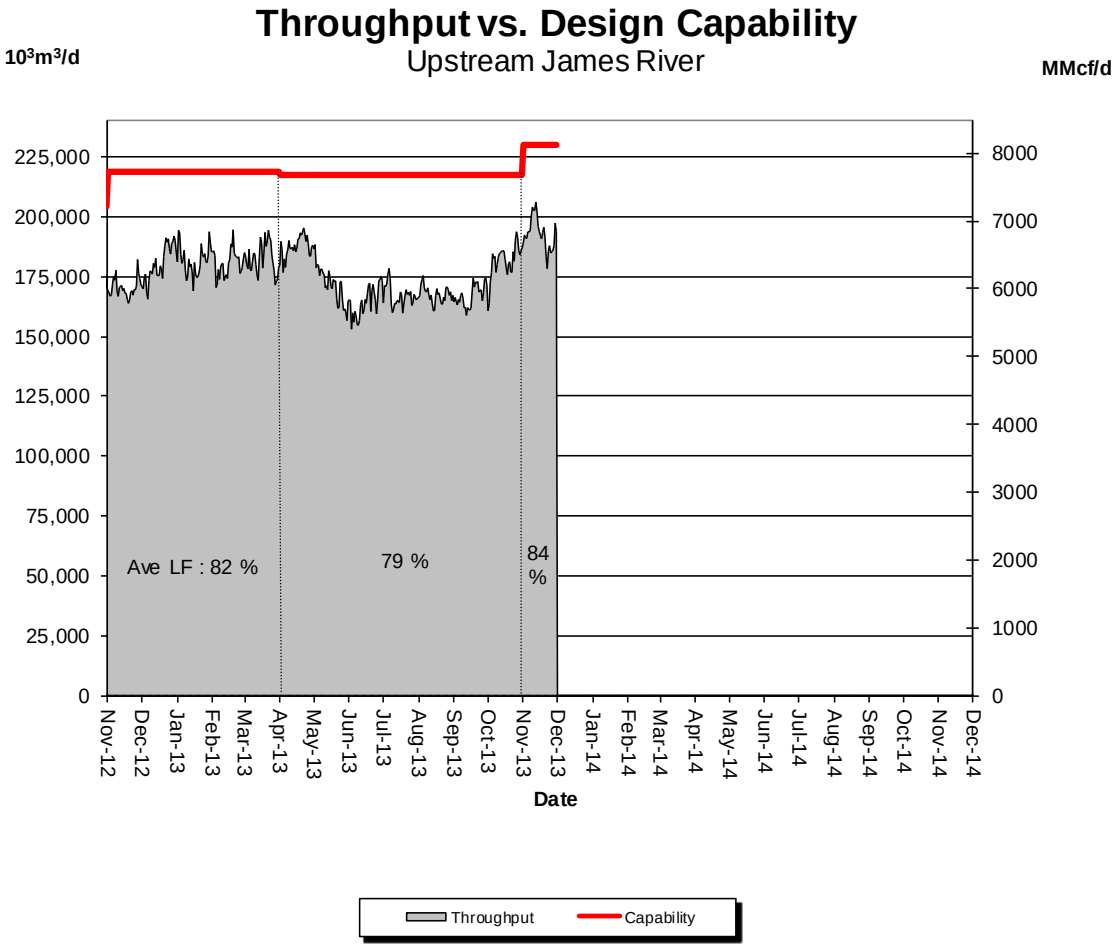
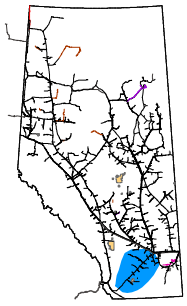
DESIGN CAPABILITY UTILIZATION
UPSTREAM JAMES RIVER
(Edson Mainline, Peace River Design and Marten Hills)

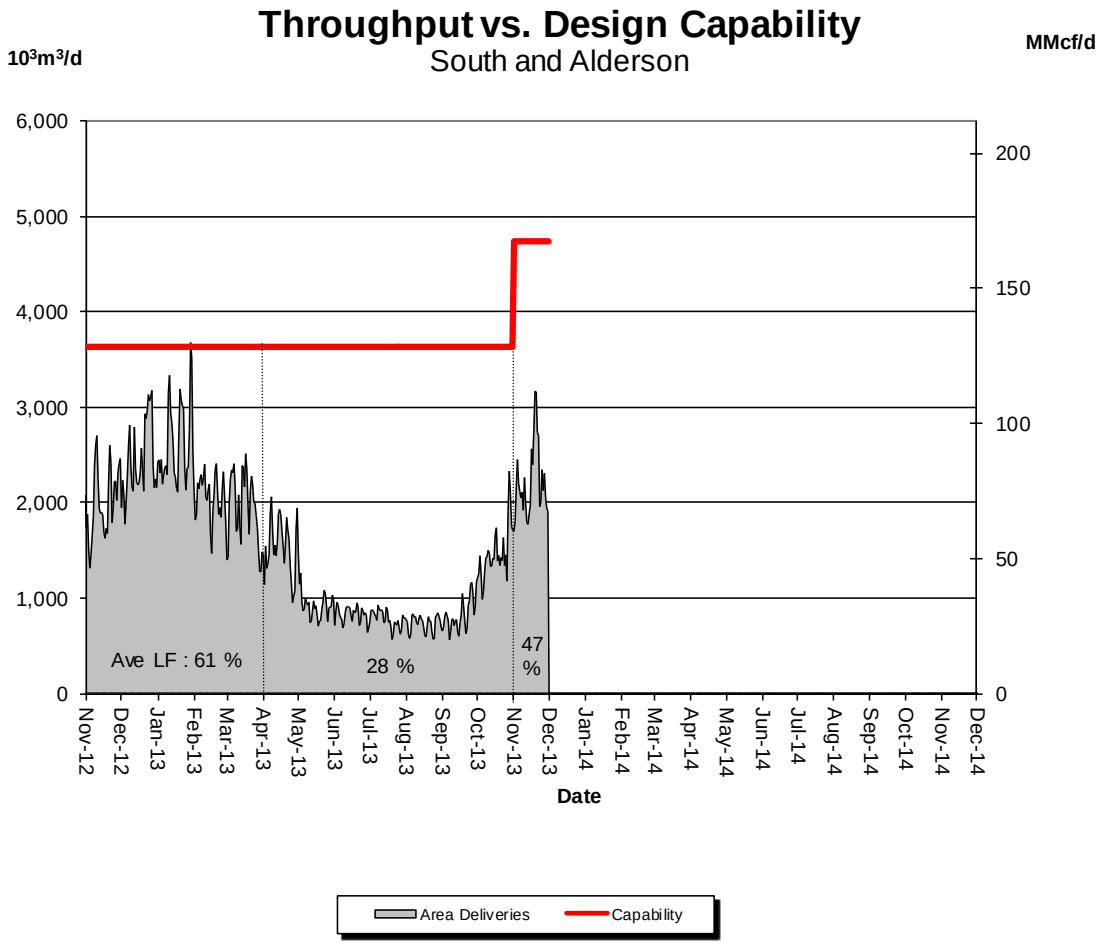




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sept	Oct	Nov
	76	77	77	77	84	84

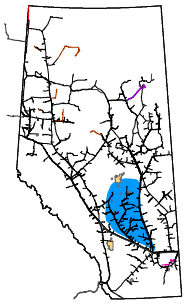
DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON – FLOW WITHIN

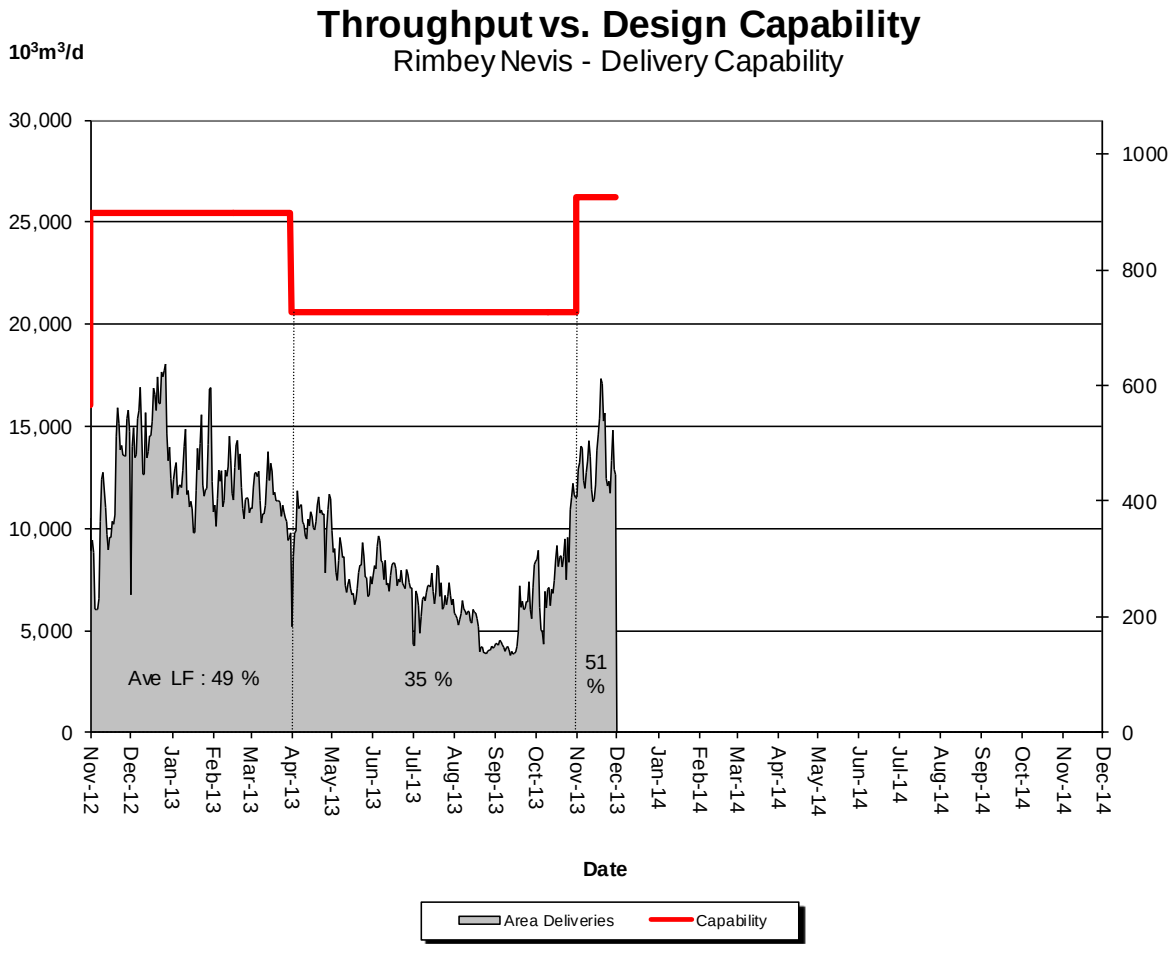




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun 23	Jul 22	Aug 20	Sept 23	Oct 40	Nov 47

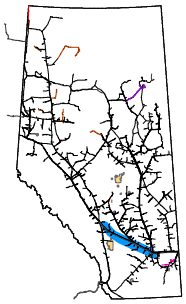
DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN

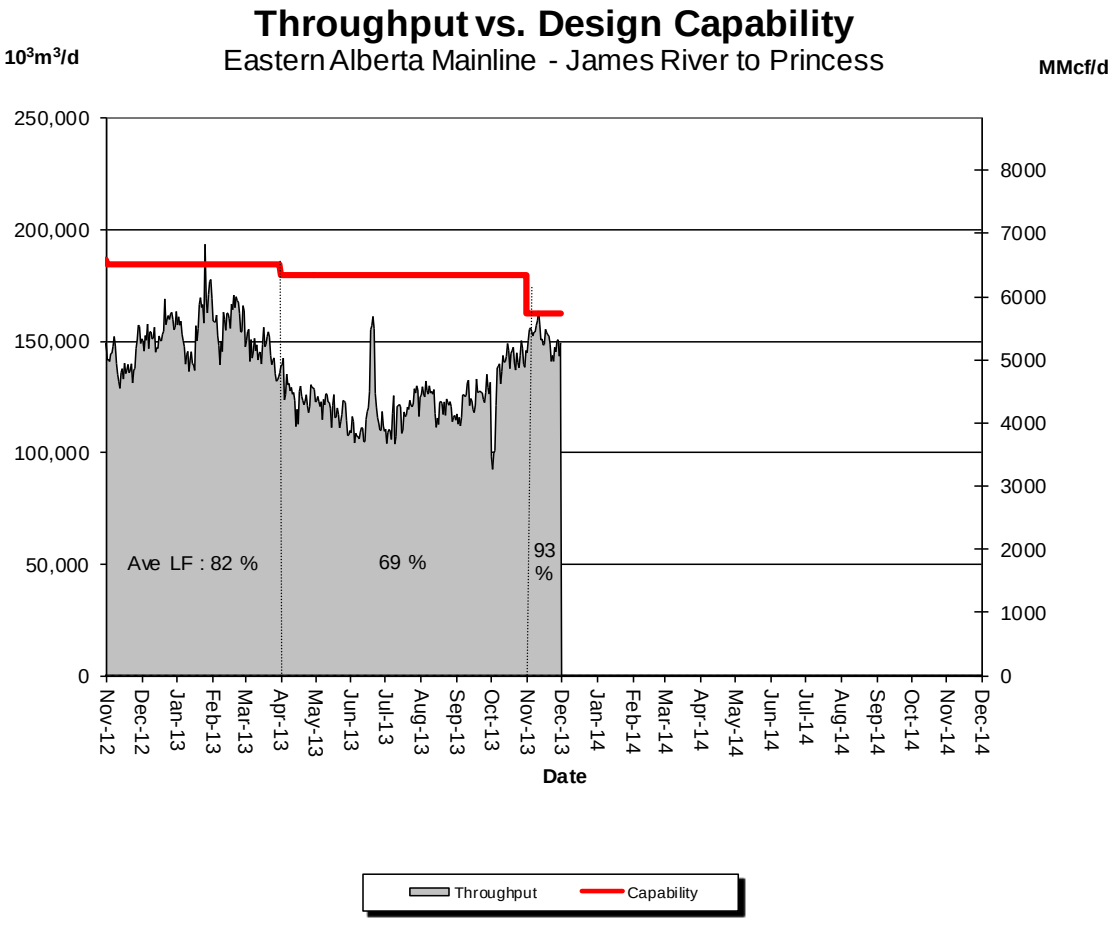




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun 38	Jul 33	Aug 25	Sept 25	Oct 40	Nov 51

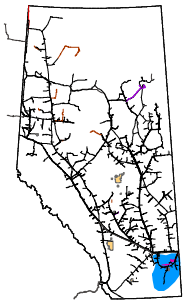
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(James River to Princess)

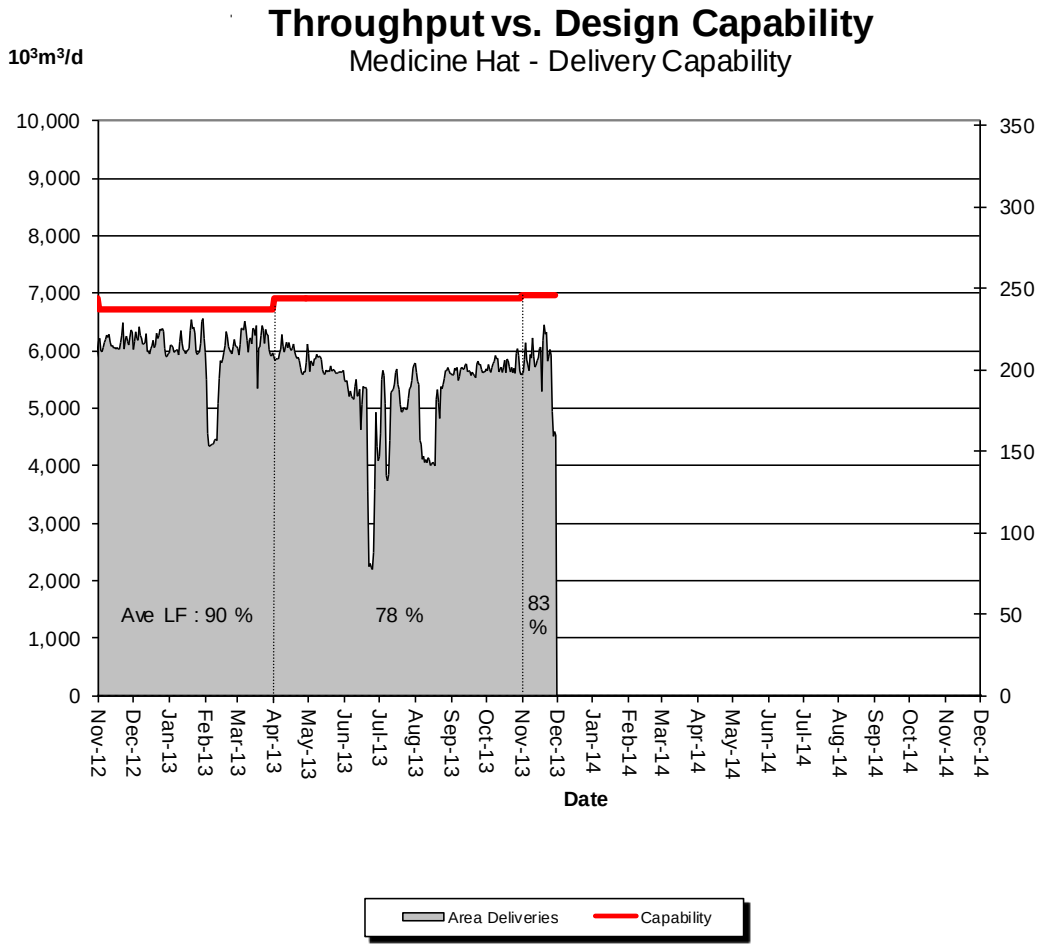




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun	Jul	Aug	Sept	Oct	Nov
	66	66	68	69	75	93

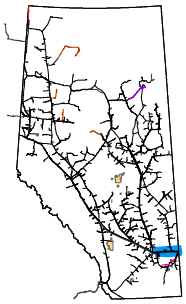
DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN

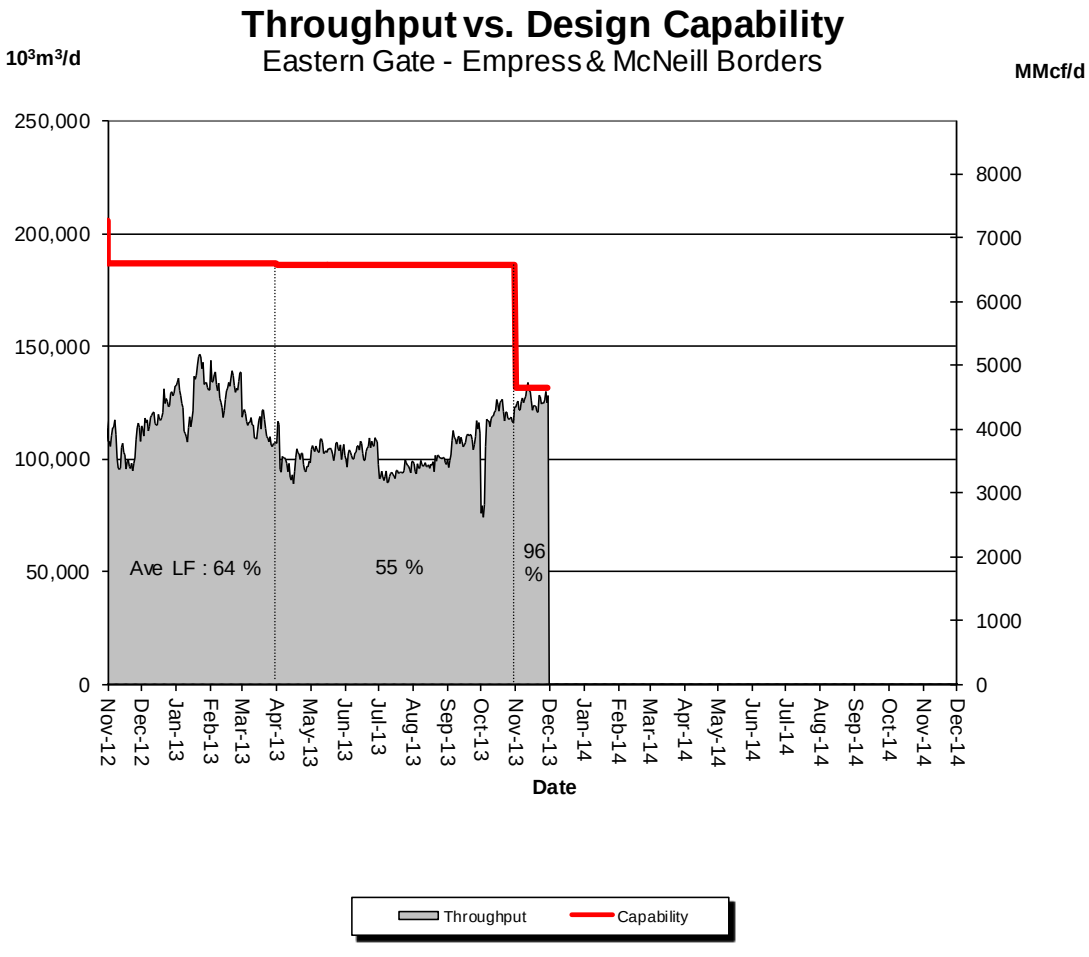




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jun 66	Jul 74	Aug 70	Sept 82	Oct 83	Nov 83

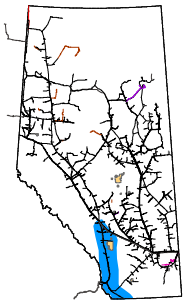
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(Princess to Empress / McNeill)

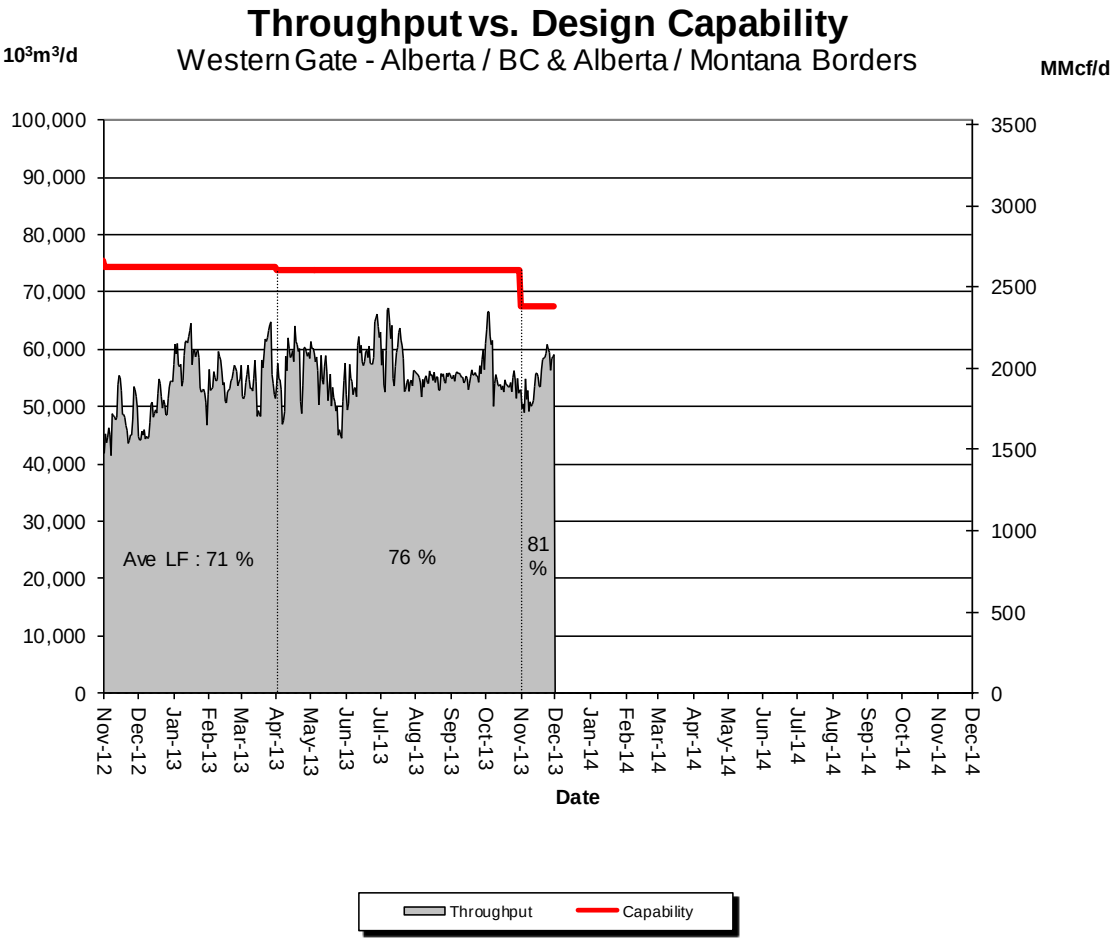




% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Jun 56	Jul 51	Aug 53	Sept 58	Oct 61	Nov 96

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	Sept	Oct	Nov
	78	79	74	75	76	81

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 2014	November 2016
Winter construction (generally north of Edmonton)	November 2014	April 2017

- 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.

Estimated Firm Transportation Service Availability

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

http://www.transcanada.com/customerexpress/2801.html

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.

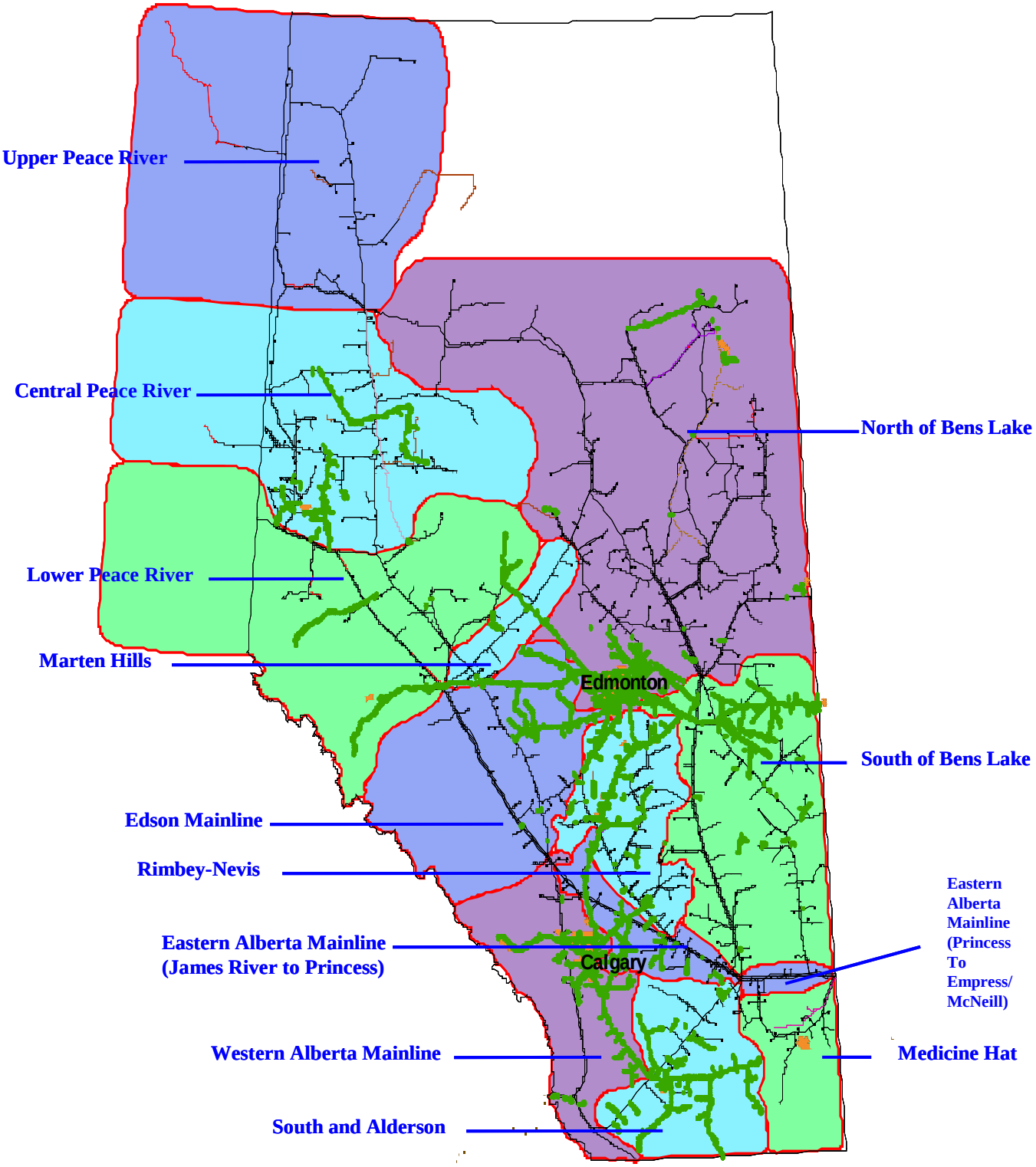
Design Flow Capability utilization is a function of several factors that include:

- 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.

Future Firm Transportation Service Availability

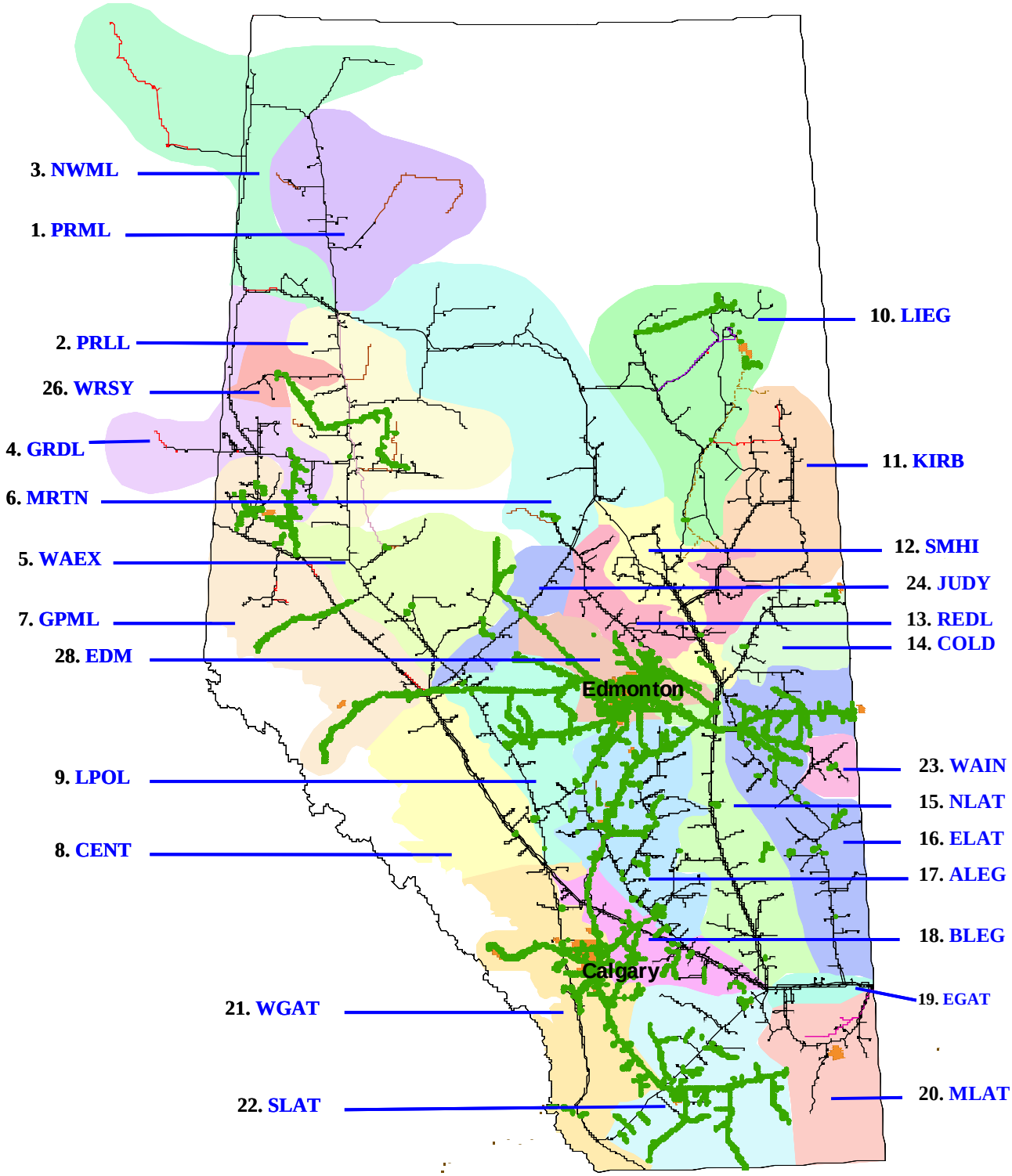
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL Design Areas



(Last updated Nov 2011)

NGTL Pipeline Segments



(Last updated Nov 2011)

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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 NGTL System 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.

Interruptible Service Available
The percentage of time that interruptible 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