# SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

**for the month ending**
**December, 2009**

***Published date:***
**August 16, 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 October 1, 2009 – December 31, 2009 was deemed to be 100% available in all pipe segments except UPRM which was deemed to be 72% available.

- Border Availability at Empress/McNeill, Gordondale and Alberta/BC, over a 3 month average from October 1, 2009 – December 31, 2009, were all deemed 100% available.

**NOVA** Gas Transmission Ltd.

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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 SERVICE[1] CONTRACT UTILIZATION[2]

**By NGTL Pipeline Segments**

| Segment | Receipt Contract | Jul-09 | Aug-09 | Sep-09 | Oct-09 | Nov-09 | Dec-09 | Dec CD (mmcf/d) |
|---|---|---|---|---|---|---|---|---|
| UPRM [4] | FT | 84% | 84% | 90% | 86% | 84% | 80% | 140 |
| | FT + IT | 97% | 87% | 93% | 90% | 94% | 89% | |
| LPRM [4] | FT | 92% | 94% | 93% | 90% | 88% | 86% | 18 |
| | FT + IT | 116% | 131% | 116% | 107% | 106% | 101% | |
| PRLL [4] | FT | 97% | 97% | 96% | 96% | 93% | 91% | 174 |
| | FT + IT | 119% | 117% | 111% | 110% | 107% | 103% | |
| NWML [4] | FT | 96% | 96% | 88% | 94% | 93% | 91% | 406 |
| | FT + IT | 104% | 103% | 93% | 100% | 98% | 94% | |
| GRDL [4] | FT | 91% | 89% | 88% | 90% | 87% | 92% | 240 |
| | FT + IT | 127% | 112% | 107% | 112% | 116% | 112% | |
| WRSY [4] | FT | 97% | 97% | 96% | 96% | 94% | 95% | 36 |
| | FT + IT | 154% | 139% | 122% | 121% | 132% | 123% | |
| WAEX | FT | 96% | 93% | 79% | 82% | 92% | 85% | 270 |
| | FT + IT | 168% | 138% | 112% | 121% | 144% | 117% | |
| JUDY | FT | 96% | 97% | 97% | 97% | 96% | 93% | 112 |
| | FT + IT | 145% | 147% | 121% | 120% | 119% | 111% | |
| GPML | FT | 92% | 92% | 88% | 87% | 95% | 88% | 2,060 |
| | FT + IT | 106% | 103% | 96% | 96% | 106% | 97% | |
| CENT | FT | 97% | 97% | 95% | 95% | 94% | 95% | 946 |
| | FT + IT | 124% | 119% | 115% | 114% | 117% | 112% | |
| LPOL | FT | 94% | 95% | 95% | 96% | 96% | 90% | 441 |
| | FT + IT | 119% | 117% | 117% | 119% | 121% | 112% | |
| WGAT | FT | 91% | 93% | 90% | 91% | 93% | 94% | 350 |
| | FT + IT | 116% | 121% | 104% | 119% | 124% | 127% | |
| ALEG | FT | 96% | 96% | 95% | 95% | 95% | 94% | 985 |
| | FT + IT | 128% | 128% | 119% | 118% | 120% | 115% | |
| SLAT | FT | 97% | 97% | 97% | 96% | 96% | 95% | 260 |
| | FT + IT | 128% | 128% | 117% | 114% | 121% | 116% | |
| MLAT | FT | 96% | 97% | 97% | 98% | 97% | 95% | 261 |
| | FT + IT | 111% | 108% | 110% | 110% | 116% | 106% | |
| BLEG | FT | 97% | 98% | 97% | 97% | 96% | 94% | 606 |
| | FT + IT | 115% | 115% | 110% | 107% | 105% | 102% | |
| EGAT | FT | 96% | 95% | 96% | 96% | 97% | 92% | 50 |
| | FT + IT | 129% | 133% | 131% | 139% | 300% | 268% | |
| MRTN | FT | 88% | 89% | 83% | 88% | 87% | 83% | 133 |
| | FT + IT | 110% | 108% | 96% | 103% | 113% | 101% | |
| LIEG | FT | 80% | 78% | 84% | 83% | 54% | 47% | 90 |
| | FT + IT | 111% | 111% | 106% | 107% | 90% | 90% | |
| KIRB | FT | 85% | 86% | 84% | 87% | 83% | 78% | 99 |
| | FT + IT | 106% | 100% | 94% | 97% | 105% | 94% | |
| SMHI | FT | 74% | 78% | 82% | 87% | 73% | 81% | 76 |
| | FT + IT | 134% | 133% | 116% | 119% | 117% | 118% | |
| REDL | FT | 86% | 87% | 86% | 83% | 84% | 77% | 63 |
| | FT + IT | 155% | 158% | 140% | 146% | 158% | 147% | |
| COLD | FT | 78% | 75% | 81% | 80% | 79% | 77% | 45 |
| | FT + IT | 124% | 125% | 110% | 115% | 126% | 116% | |
| NLAT | FT | 91% | 91% | 90% | 91% | 94% | 92% | 242 |
| | FT + IT | 120% | 118% | 118% | 117% | 122% | 113% | |
| WAIN | FT | 89% | 89% | 86% | 85% | 83% | 72% | 20 |
| | FT + IT | 120% | 121% | 115% | 116% | 110% | 100% | |
| ELAT | FT | 94% | 95% | 92% | 94% | 95% | 93% | 156 |
| | FT + IT | 142% | 139% | 132% | 134% | 140% | 128% | |
| TOTAL SYSTEM | FT | 93% | 94% | 91% | 92% | 93% | 90% | 8,278 |
| | FT + IT | 119% | 115% | 108% | 109% | 115% | 108% | |

| Segment | Delivery Contract | Jul-09 | Aug-09 | Sep-09 | Oct-09 | Nov-09 | Dec-09 | Dec CD (GJ/d) |
|---|---|---|---|---|---|---|---|---|
| Empress | FT | 95% | 94% | 94% | 96% | 97% | 96% | 3,632,983 |
| | FT + IT | 104% | 104% | 106% | 112% | 107% | 106% | |
| McNeill | FT | 100% | 97% | 92% | 82% | 96% | 100% | 1,087,639 |
| | FT + IT | 139% | 127% | 108% | 110% | 121% | 133% | |
| ABC | FT | 81% | 89% | 92% | 86% | 94% | 95% | 2,601,245 |
| | FT + IT | 88% | 96% | 99% | 86% | 97% | 97% | |

***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.**

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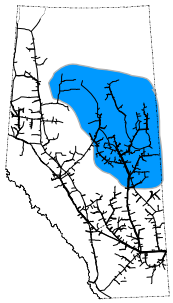
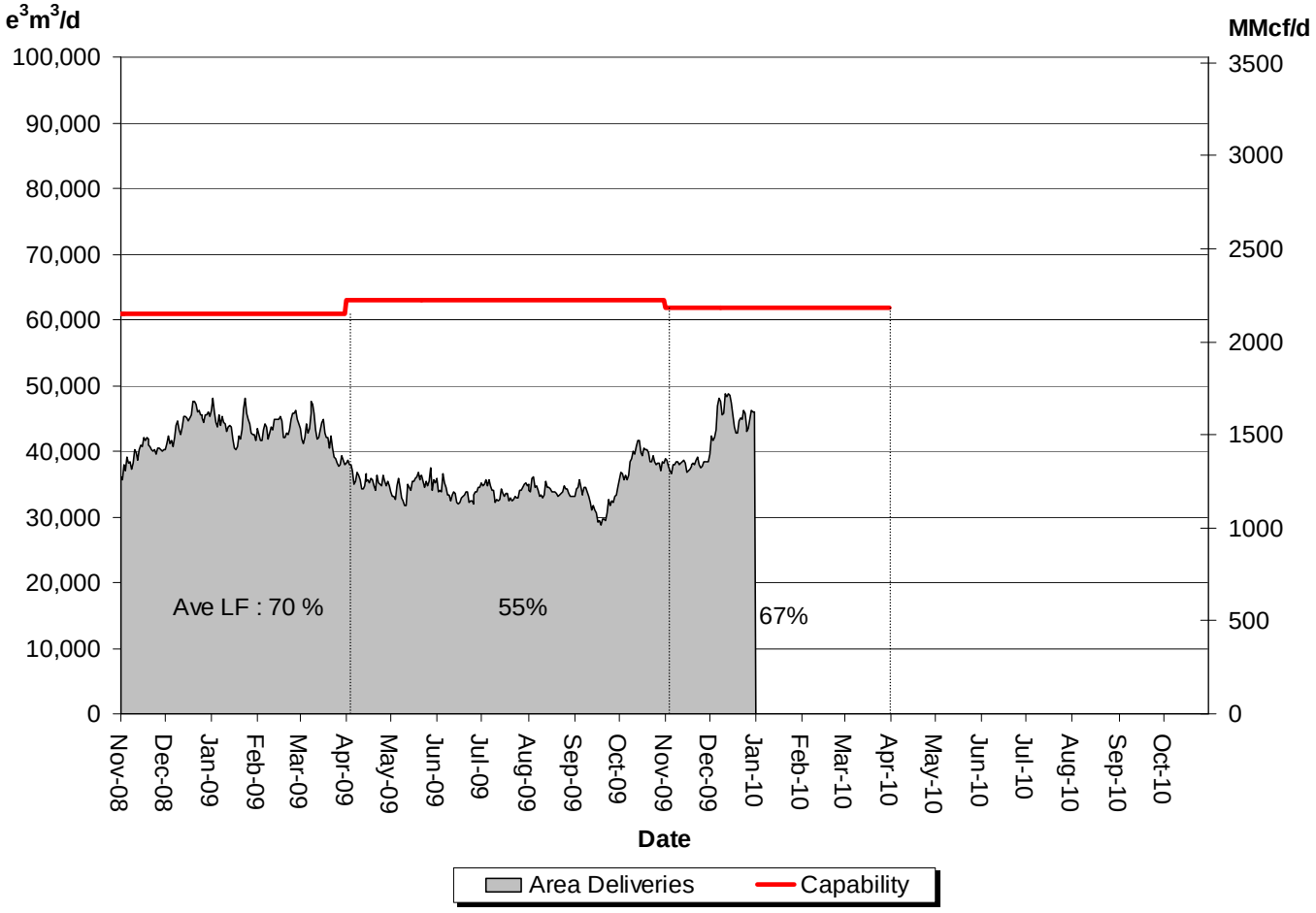
# DESIGN CAPABILITY UTILIZATION
# NORTH OF BENS LAKE – FLOW WITHIN



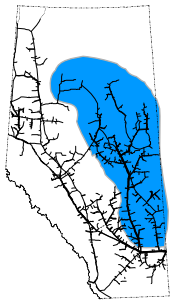


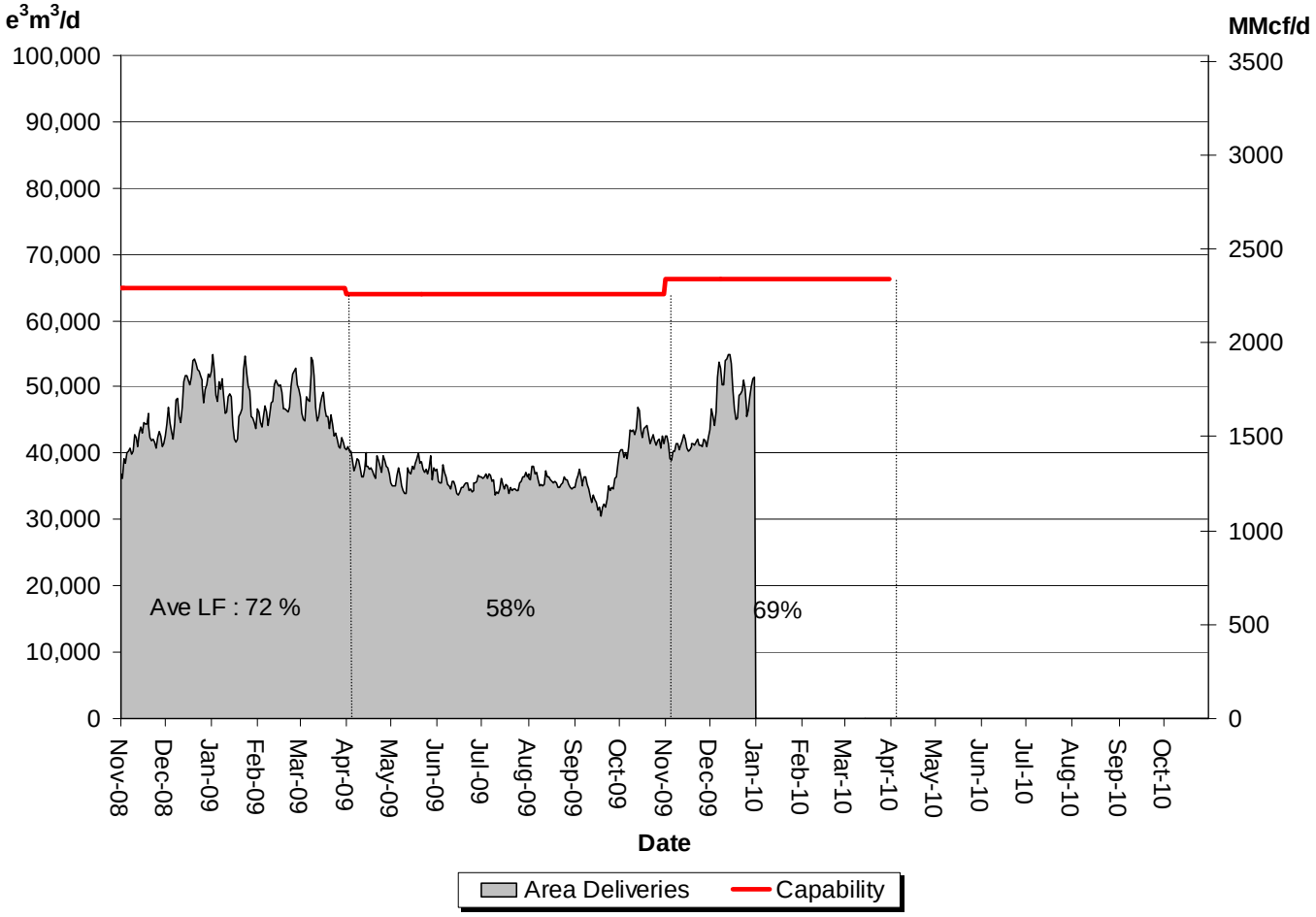

## % Design Capability Utilization

**Monthly Average Area Deliveries as a Percentage of Design Capability**

| Average Flow/ Design Capability | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|
| | 54 | 54 | 51 | 61 | 61 | 73 |

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






| % Design Capability Utilization<br>**Monthly Average Actual Area Deliveries as a Percentage of Design Capability** | | | | | | |
|---|---|---|---|---|---|---|
| Average Flow/ Design Capability | Jul<br>55 | Aug<br>56 | Sep<br>54 | Oct<br>66 | Nov<br>62 | Dec<br>75 |



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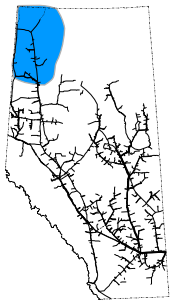
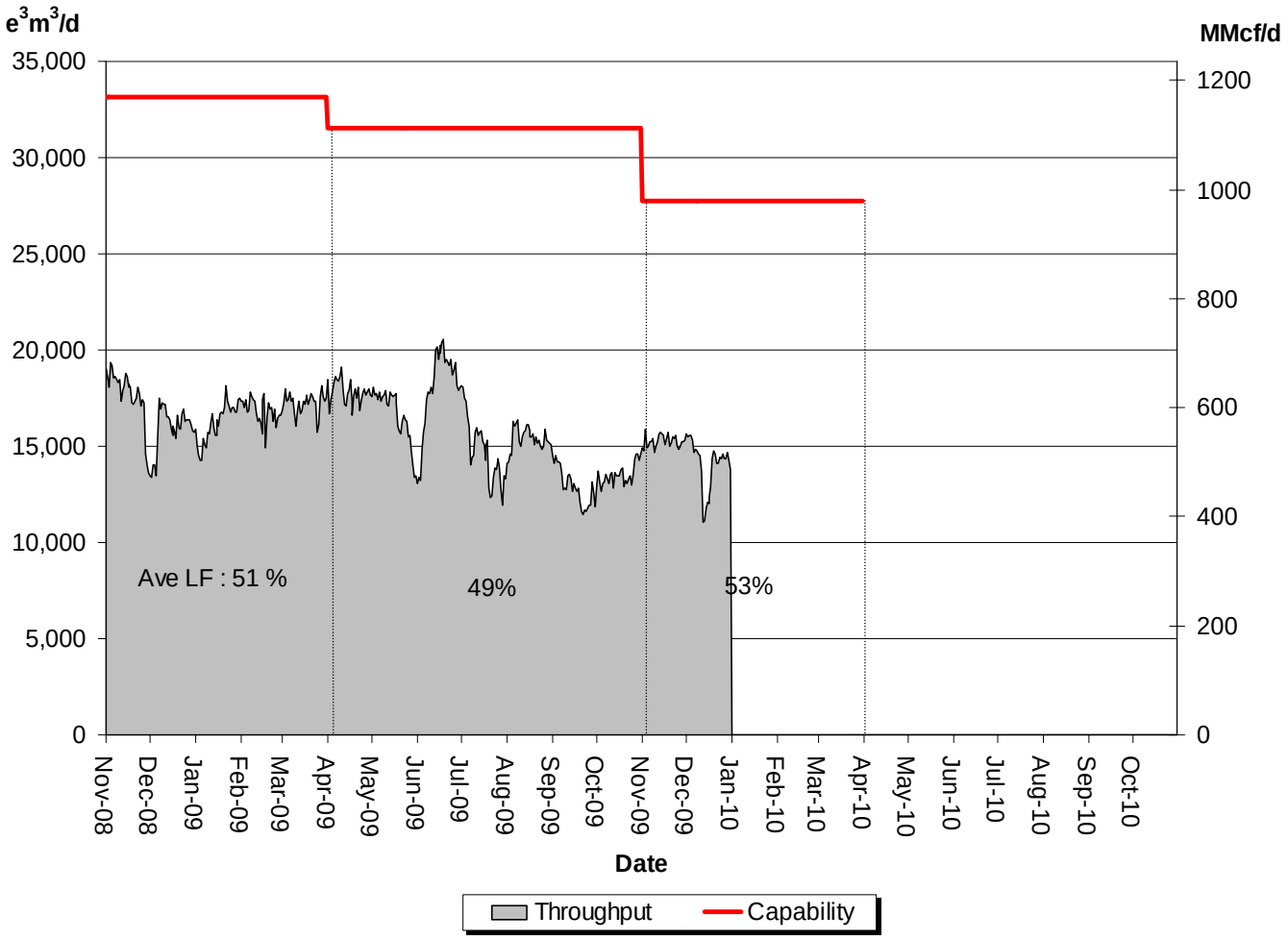
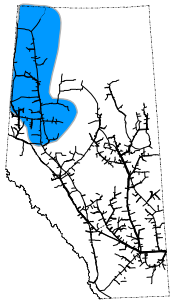
# DESIGN CAPABILITY UTILIZATION
# UPPER PEACE RIVER

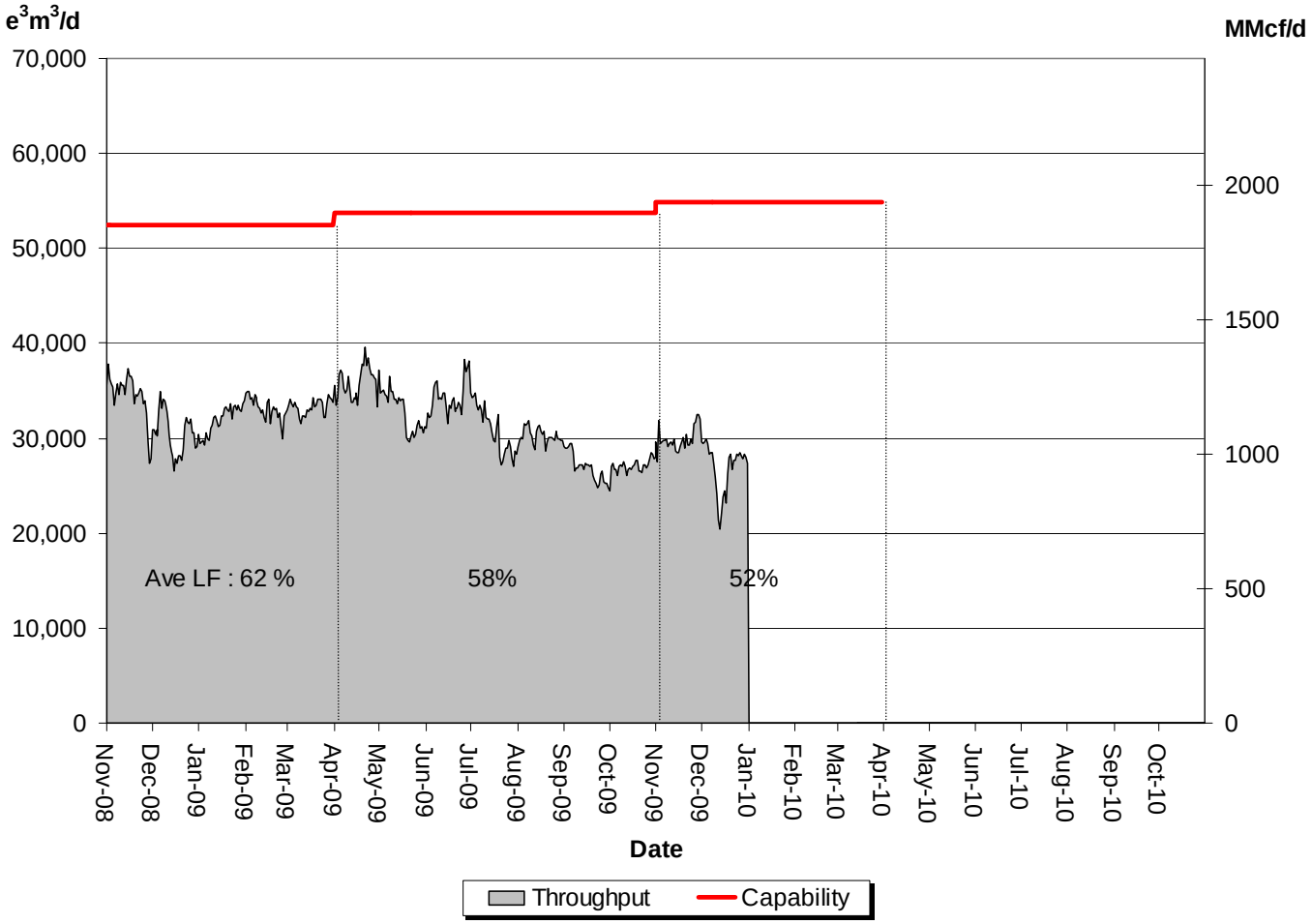





| % Design Capability Utilization<br>Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|---|---|---|---|---|---|
| Average Flow/ Design Capability | Jul | Aug | Sep | Oct | Nov | Dec |
| | 47 | 49 | 41 | 43 | 55 | 51 |

# DESIGN CAPABILITY UTILIZATION
# UPPER and CENTRAL PEACE RIVER






| % Design Capability Utilization<br>Monthly Average Actual Flow as a Percentage of Capability | | | | | | |
|---|---|---|---|---|---|---|
| Average Flow/ Design Capability | Jul | Aug | Sep | Oct | Nov | Dec |
| | 58 | 57 | 52 | 49 | 54 | 49 |



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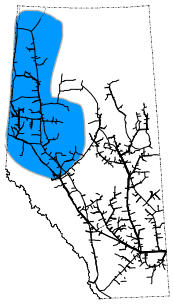
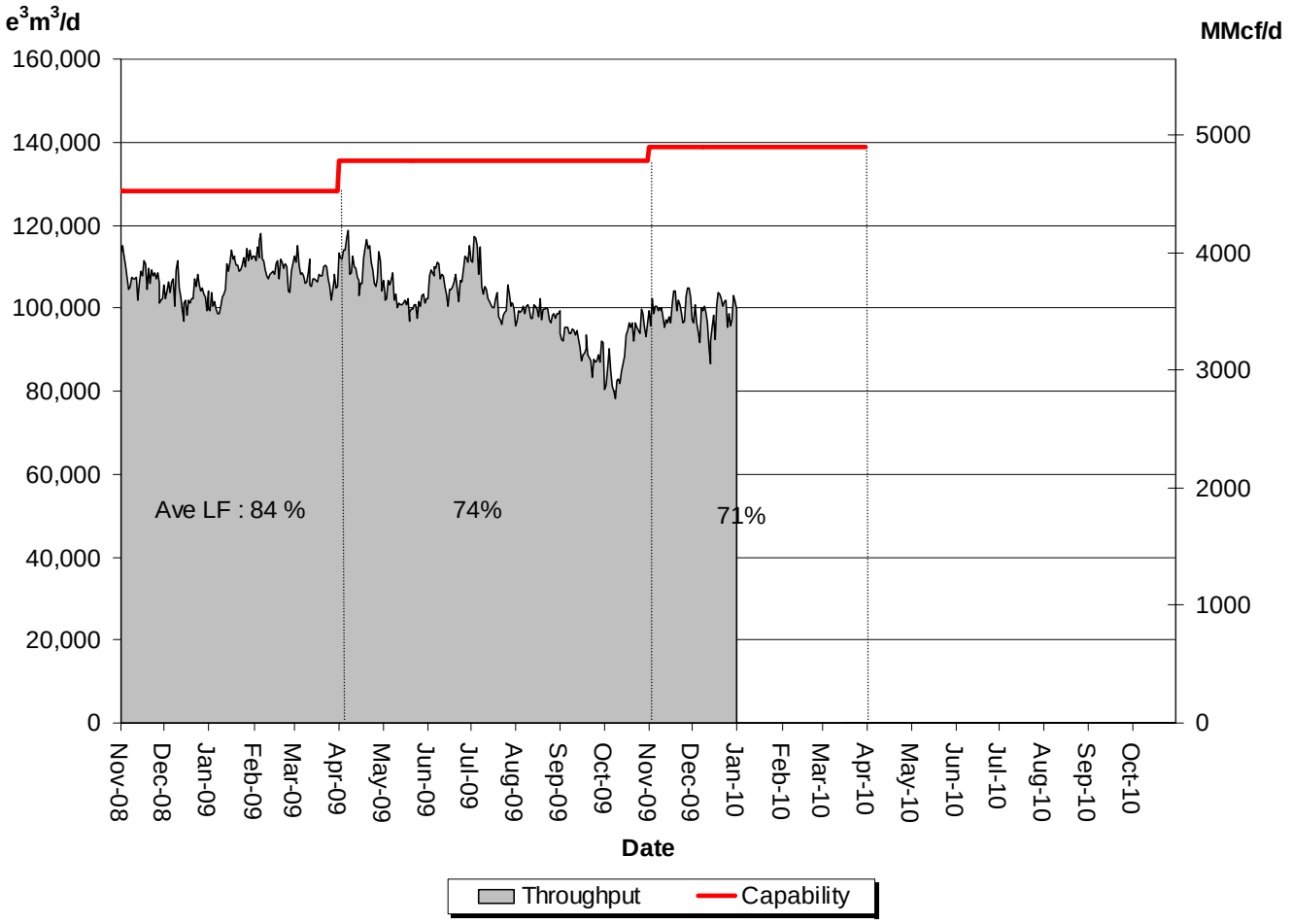
# DESIGN CAPABILITY UTILIZATION
# PEACE RIVER DESIGN
**(Upper, Central and Lower Peace River)**

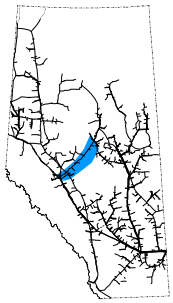


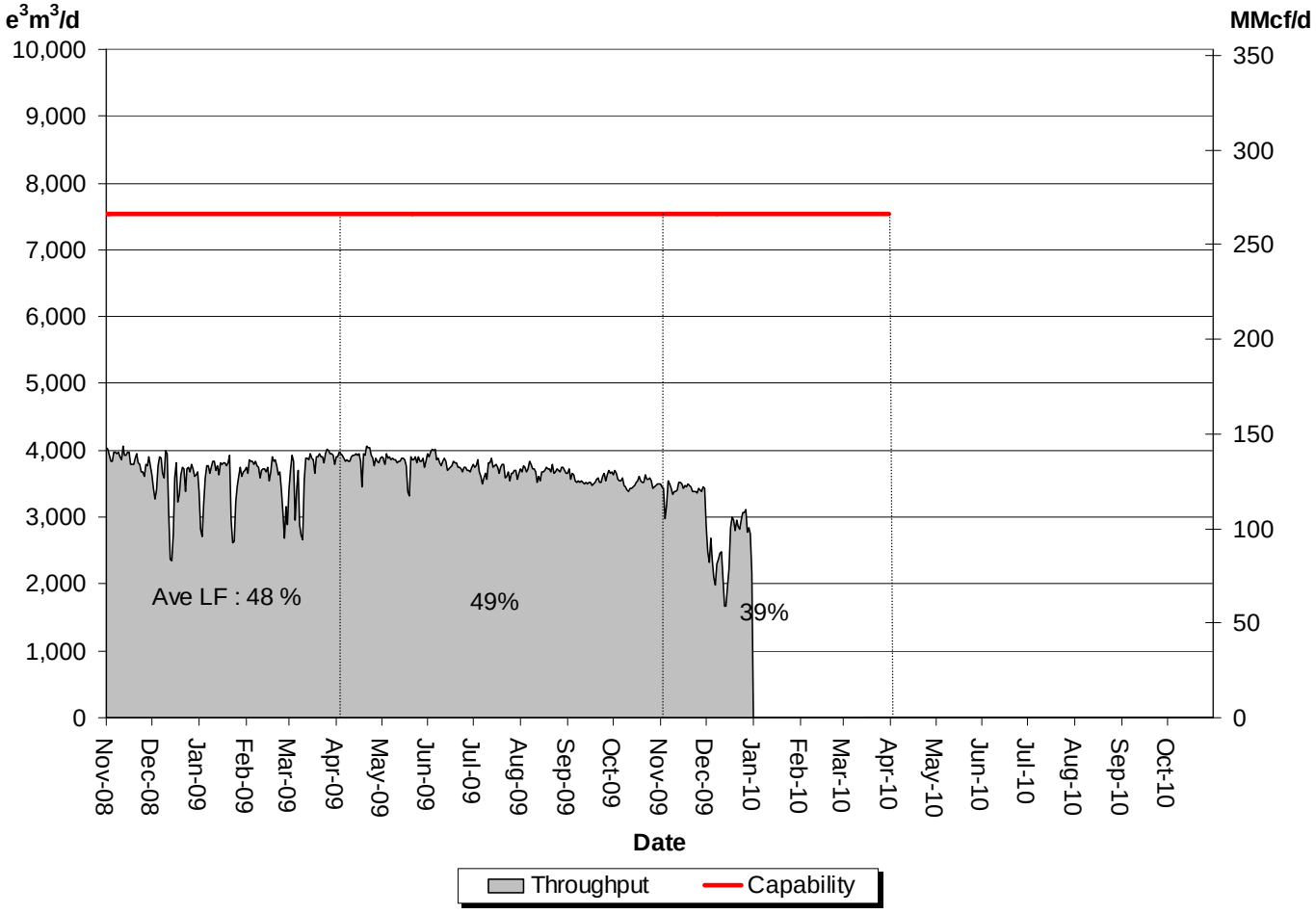



## % Design Capability Utilization
**Monthly Average Actual Flow as a Percentage of Design Capability**

| Average Flow/ Design Capability | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|
| | 77 | 73 | 67 | 65 | 72 | 70 |

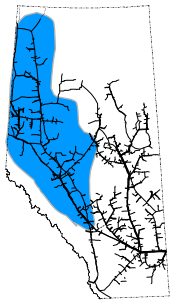
# DESIGN CAPABILITY UTILIZATION
# MARTEN HILLS

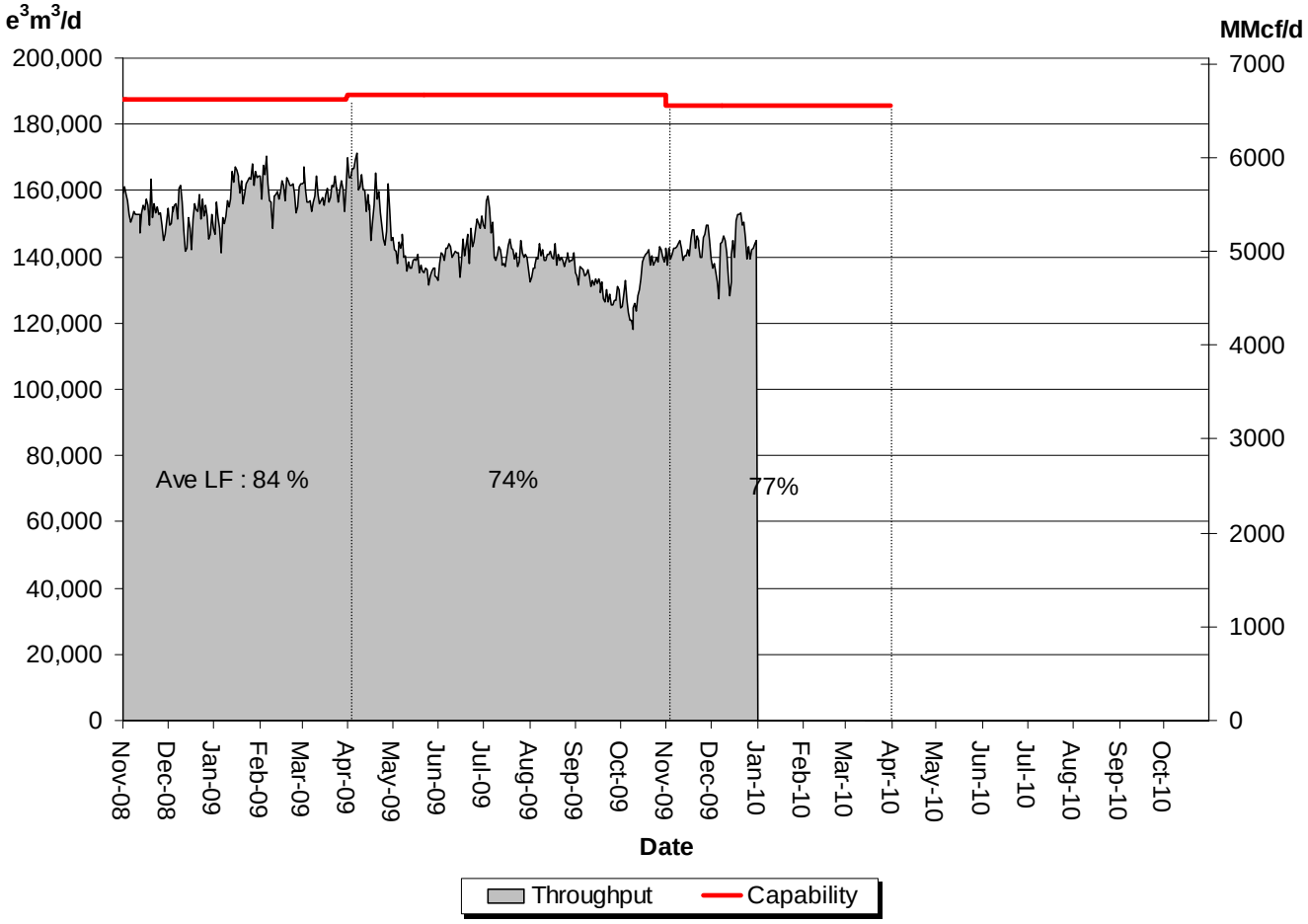





| % Design Capability Utilization<br>Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|---|---|---|---|---|---|
| Average Flow/ Design Capability | Jul | Aug | Sep | Oct | Nov | Dec |
| | 49 | 49 | 47 | 47 | 45 | 34 |

# 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 | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|
| | 76 | 74 | 69 | 70 | 77 | 76 |



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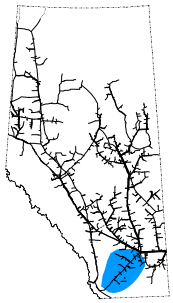
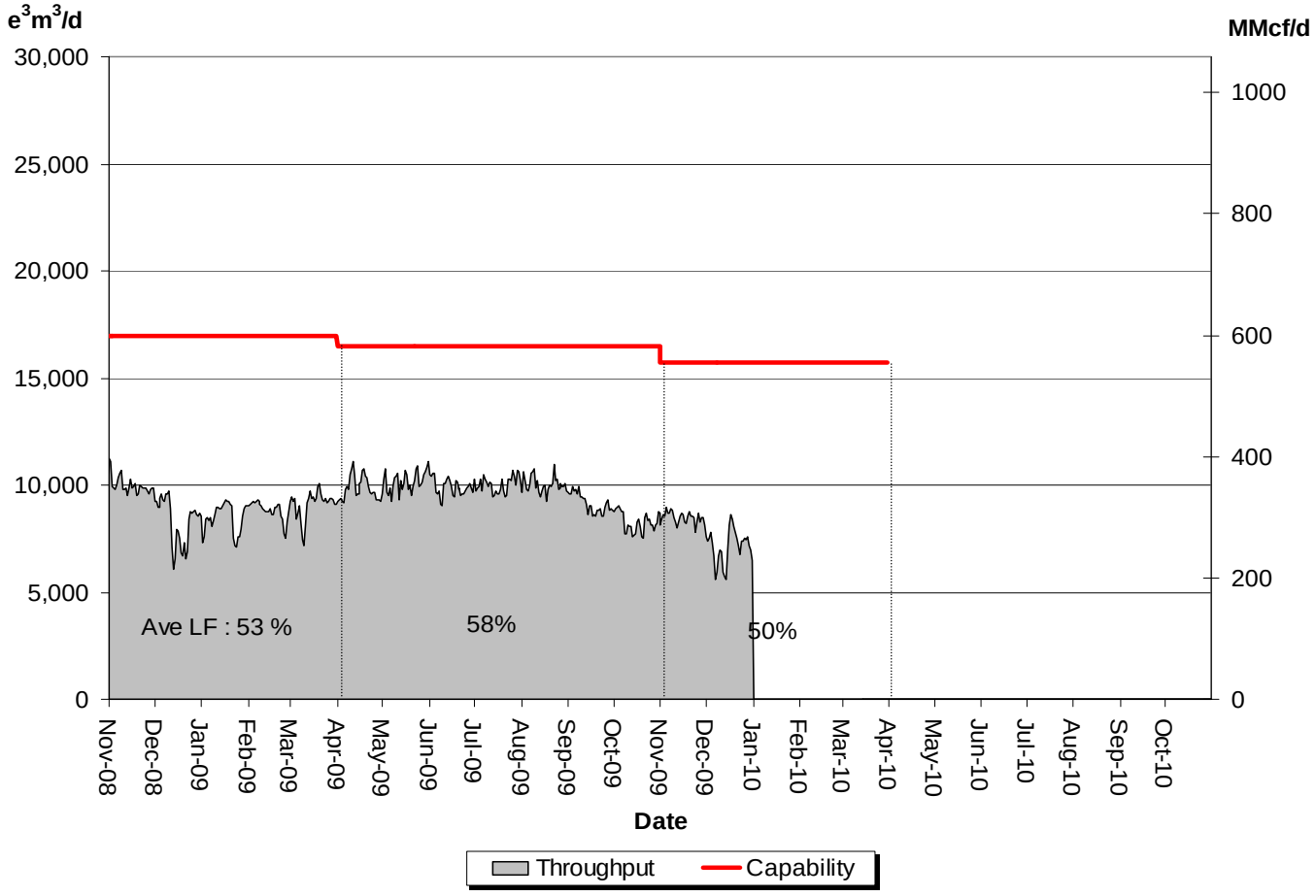
# DESIGN CAPABILITY UTILIZATION
# SOUTH and ALDERSON






| % Design Capability Utilization<br>Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|---|---|---|---|---|---|
| Average Flow/ Design Capability | Jul<br>61 | Aug<br>61 | Sep<br>55 | Oct<br>50 | Nov<br>54 | Dec<br>45 |



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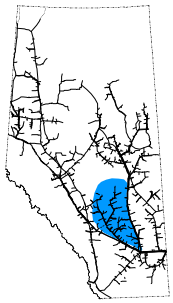
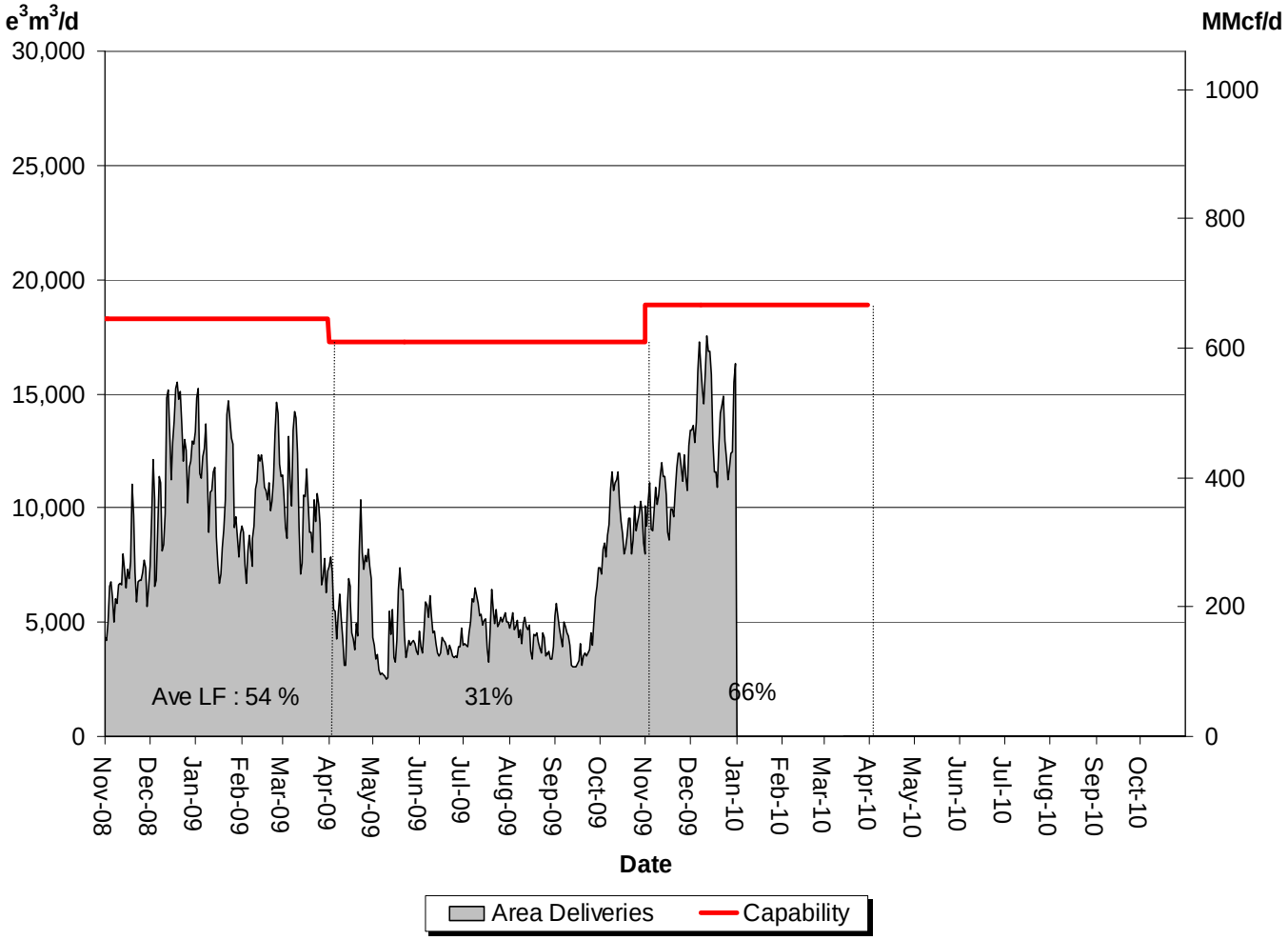
# DESIGN CAPABILITY UTILIZATION
# RIMBEY-NEVIS – FLOW WITHIN



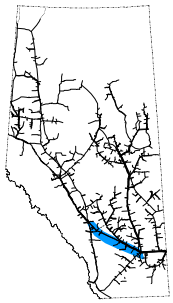


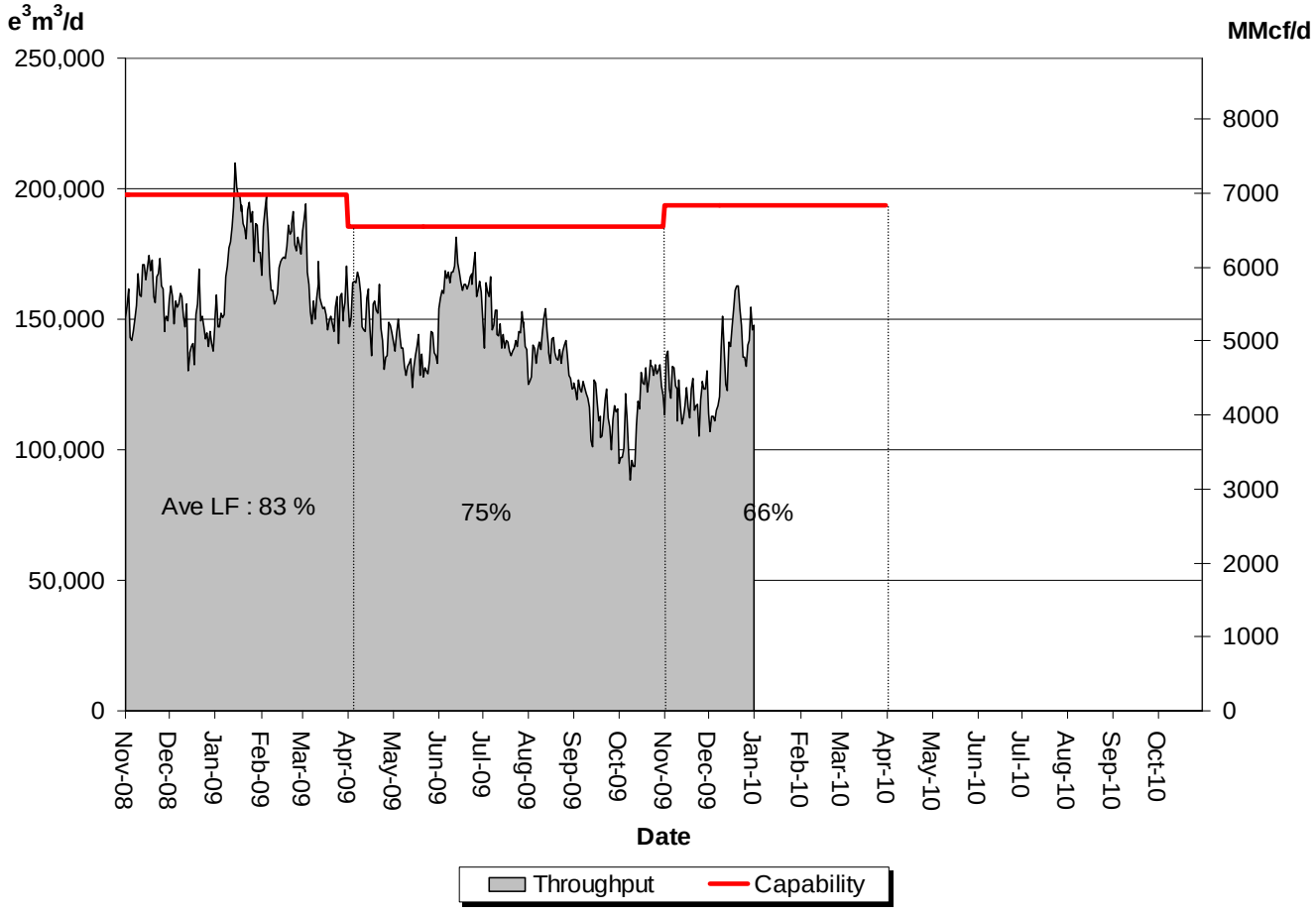

## % Design Capability Utilization

**Monthly Average Area Deliveries as a Percentage of Design Capability**

| Average Flow/ Design Capability | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|
| | 29 | 25 | 25 | 54 | 57 | 75 |

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






| % Design Capability Utilization<br>Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|---|---|---|---|---|---|
| Average Flow/ Design Capability | Jul<br>79 | Aug<br>74 | Sep<br>63 | Oct<br>63 | Nov<br>63 | Dec<br>70 |



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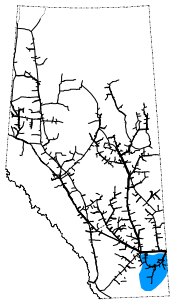
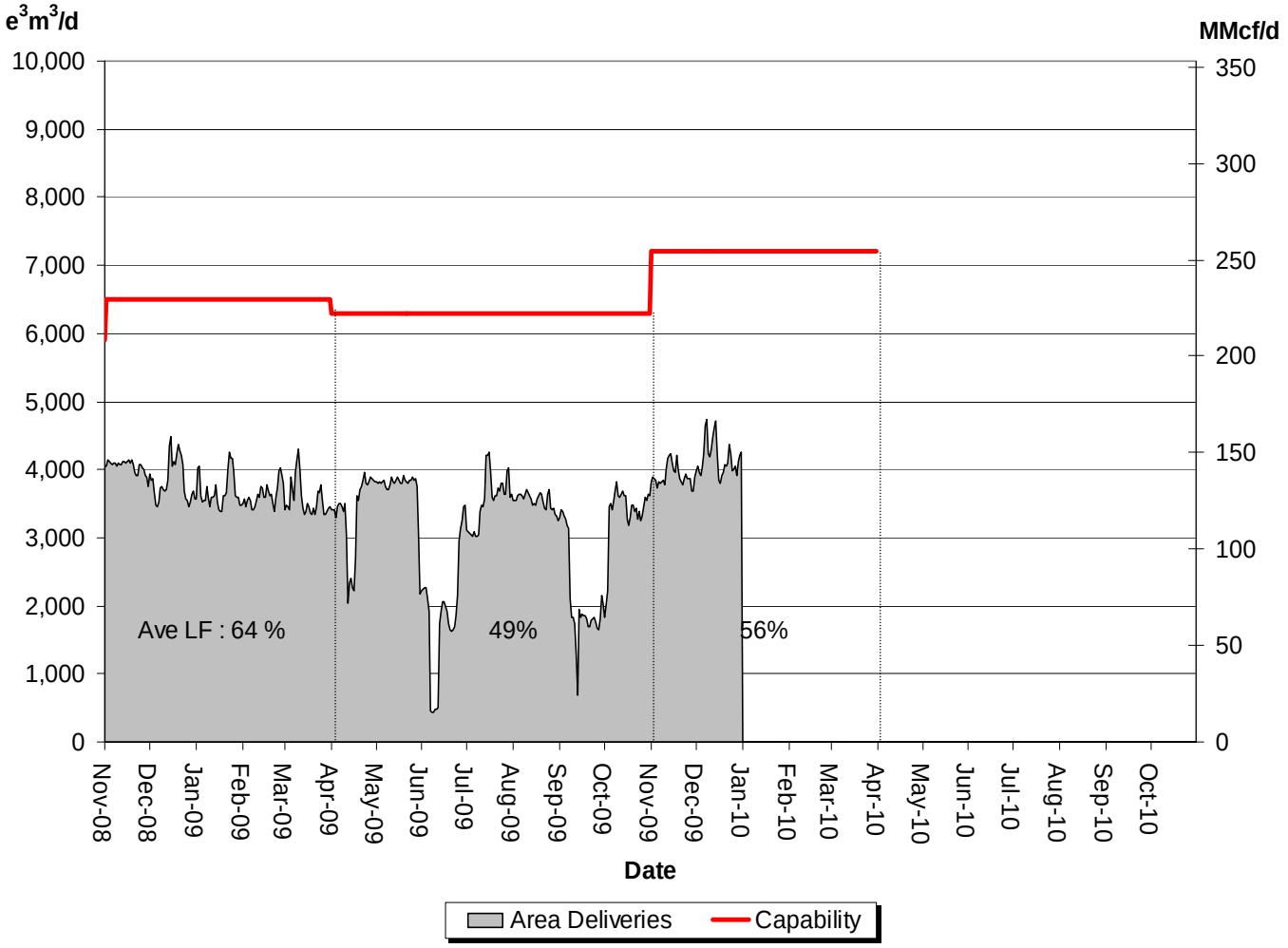
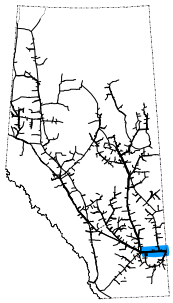
# DESIGN CAPABILITY UTILIZATION
# MEDICINE HAT – FLOW WITHIN

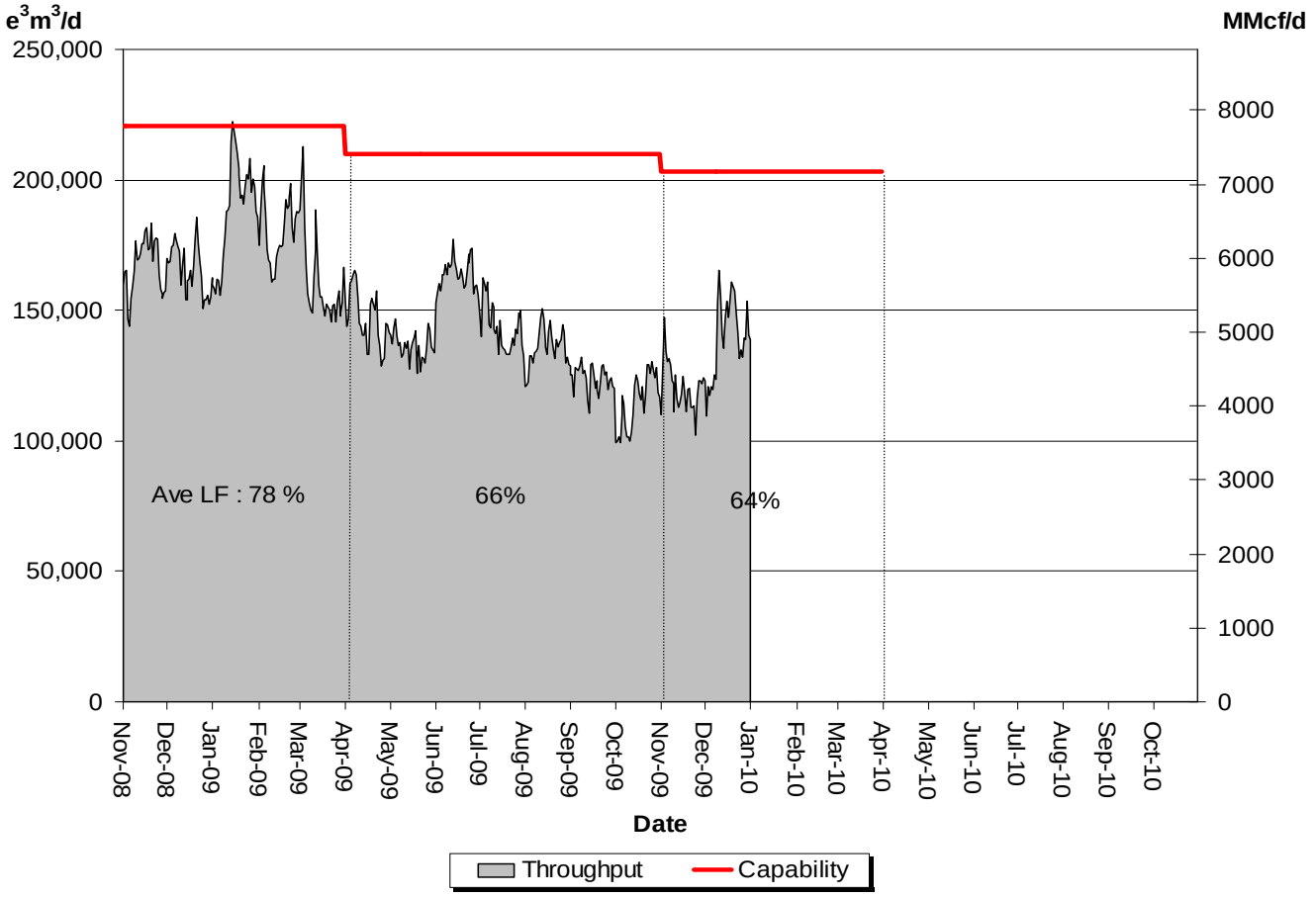





| % Design Capability Utilization<br>Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
|---|---|---|---|---|---|---|
| Average Flow/ Design Capability | Jul<br>56 | Aug<br>56 | Sep<br>34 | Oct<br>53 | Nov<br>54 | Dec<br>58 |

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






## % Design Capability Utilization
**Average Actual Flow as a Percentage of Design Capability**

| | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|
| Average Flow / Design Capability | 68 | 65 | 59 | 55 | 59 | 69 |



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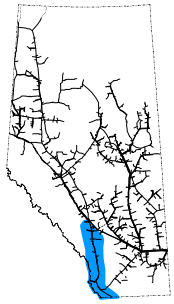
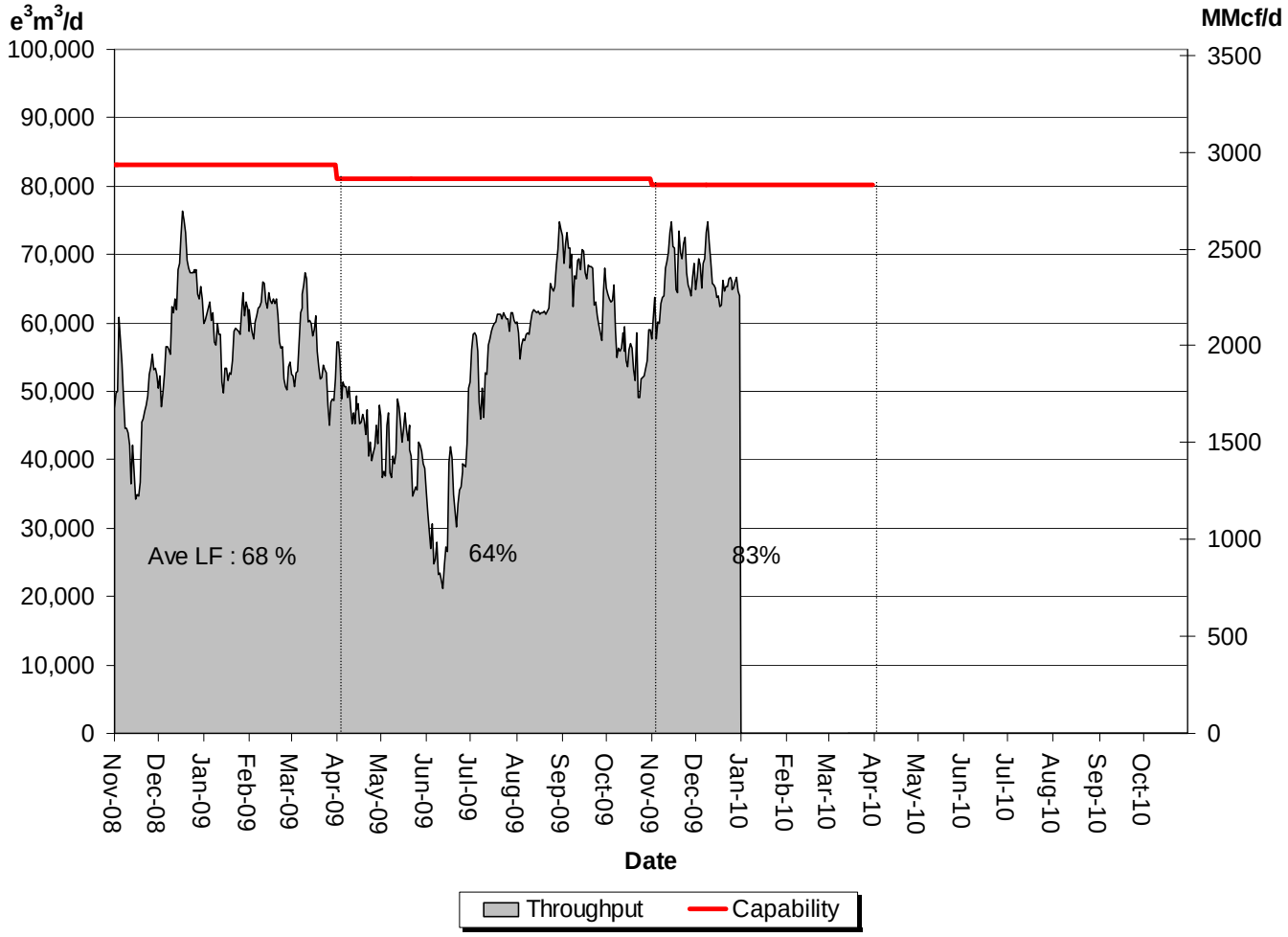
# DESIGN CAPABILITY UTILIZATION
# WESTERN ALBERTA MAINLINE
**(Alberta/B.C. and Alberta/Montana Borders)**






| % Design Capability Utilization<br>Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|---|---|---|---|---|---|
| | Jul | Aug | Sep | Oct | Nov | Dec |
| Average Flow / Design Capability | 71 | 77 | 83 | 70 | 83 | 83 |

## *HISTORICAL TRANSPORTATION SERVICE AVAILABILITY*

October 1, 2009 to Decmber 31, 2009 (3 Month Average)

| Receipt Area | Segment | IT-R Service Available (% of time) | Firm Service Available (% of time) | Firm Service Restriction (% of time) | % CD Restricted[1] Max | % CD Restricted[1] Average | Causes/Con |
|---|---|---|---|---|---|---|---|
| **Peace River** | UPRM 1 | 0 | 90 | 10 | 11 | 10 | NPS 20 Peace River Mainline Incident, Insp |
| | 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** | LIEG 10 | 100 | 100 | 0 | 0 | 0 | |
| **of Bens Lake** | 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** | NLAT 15 | 100 | 100 | 0 | 0 | 0 | |
| **Bens Lake** | 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 Available[2] (% of time) | Firm Service Available (% of time) | Firm Service Restriction (% of time) | % CD Restricted[1] Max | % CD Restricted[1] Average | Causes/Con |
|---|---|---|---|---|---|---|---|
| **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 |

## 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.***

## 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**

# System Utilization Quarterly Report No. 69, Fourth Quarter 2009

## Compressor Utilization Summaries

Date: Oct. 1, 2009 to Dec. 31, 2009

***Peace River***

| | Compressor Unit | Site Rated Power - Kw | Running Hours | No Demand Hours | Availability % | No Demand % | Usage % | Outage % |
|---|---|---|---|---|---|---|---|---|
| *1* | Alces River Unit #1 | 3,480 | 0.0 | 2208.0 | 100.00 | 100.00 | 0.00 | 0.00 |
| | Alces River B Unit #2 | 10,939 | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.00 |
| | Berland River Unit#1 | 21,830 | 1971.2 | 156.3 | 96.35 | 7.08 | 89.28 | 3.65 |
| | Cardinal Lake Unit#1 | 820 | 292.4 | 1869.8 | 97.93 | 84.68 | 13.24 | 2.07 |
| | Cardinal Lake Unit#2 | 820 | 421.2 | 1742.9 | 98.01 | 78.94 | 19.08 | 1.99 |
| | Cardinal Lake Unit#3 | 820 | 50.3 | 2117.3 | 98.17 | 95.89 | 2.28 | 1.83 |
| | Clarkson Valley Unit#1 | 15,936 | 2.8 | 2204.2 | 99.95 | 99.83 | 0.13 | 0.05 |
| | Fox Creek Unit#1 | 15,570 | 635.9 | 1562.4 | 99.56 | 70.76 | 28.80 | 0.44 |
| | Gold Creek Unit#1 | 10,968 | 640.0 | 1567.3 | 99.97 | 70.98 | 28.99 | 0.03 |
| | Gold Creek Unit#2 | 25,427 | 2137.5 | 1.7 | 96.88 | 0.08 | 96.81 | 3.12 |
| | Hidden Lake Unit #1 | 11,078 | 6.8 | 2185.9 | 99.31 | 99.00 | 0.31 | 0.69 |
| | Knight Unit #3 | 13,291 | 1404.0 | 787.5 | 99.25 | 35.67 | 63.59 | 0.75 |
| | Knight Unit #4 | 13,396 | 796.0 | 1397.0 | 99.32 | 63.27 | 36.05 | 0.68 |
| | Latornell Unit #1 | 28,110 | 567.0 | 1621.4 | 99.11 | 73.43 | 25.68 | 0.89 |
| | Meikle River Unit #1 | 3,577 | 102.0 | 2097.9 | 99.63 | 95.01 | 4.62 | 0.37 |
| | Meikle River B Unit #2 | 3,504 | 2124.7 | 79.7 | 99.84 | 3.61 | 96.23 | 0.16 |
| *1* | Mobile Unit #4 (Meikle River) | 3,231 | 5.5 | 2146.4 | 97.46 | 97.21 | 0.25 | 2.54 |
| | Meikle River C Unit #3 | 3,231 | 8.7 | 2199.3 | 100.00 | 99.61 | 0.39 | 0.00 |
| | Meikle River C Unit #4 | 3,231 | 0.0 | 2208.0 | 100.00 | 100.00 | 0.00 | 0.00 |
| *1* | Mobile Unit #6 (Dryden Creek) | 3,320 | 14.3 | 2115.7 | 96.47 | 95.82 | 0.65 | 3.53 |
| | Pipestone Creek Unit #1 | 29,923 | 0.0 | 2208.0 | 100.00 | 100.00 | 0.00 | 0.00 |
| | Saddle Hills Unit #1 | 3,486 | 10.2 | 2196.1 | 99.92 | 99.46 | 0.46 | 0.08 |
| | Saddle Hills Unit #2 | 6,711 | 0.0 | 2208.0 | 100.00 | 100.00 | 0.00 | 0.00 |
| | Saddle Hills Unit #3 | 7,953 | 979.6 | 1228.4 | 100.00 | 55.63 | 44.37 | 0.00 |
| *1* | Thunder Creek Unit #1 | 3,414 | 35.6 | 2172.1 | 99.99 | 98.37 | 1.61 | 0.01 |
| | Valleyview Unit #1 | 3,747 | 1559.2 | 549.8 | 95.52 | 24.90 | 70.62 | 4.48 |
| | Total | 247,813 | | | 95.10 | 71.12 | 23.98 | 4.90 |
| | Power Adjusted Usage | | | | | | 33.26 | |

*1. Units required under peak flow conditions*

# System Utilization Quarterly Report No. 69, Fourth Quarter 2009

## Compressor Utilization Summaries

Date: Oct. 1, 2009 to Dec. 31, 2009

***Rimbey/Nevis***

| Compressor Unit | Site Rated Power - Kw | Running Hours | No Demand Hours | Availability % | No Demand % | Usage % | Outage % |
|---|---|---|---|---|---|---|---|
| Hussar Unit #6 | 13,964 | 1554.1 | 648.9 | 99.77 | 29.39 | 70.38 | 0.23 |
| Hussar Unit #7 | 13,964 | 558.0 | 1617.8 | 98.54 | 73.27 | 25.27 | 1.46 |
| Mobile Unit #8 (Torrington) | 7,236 | 0.0 | 2176.0 | 98.55 | 98.55 | 0.00 | 1.45 |
| Total | 35,164 | | | 98.95 | 67.07 | 31.88 | 1.05 |
| Power Adjusted Usage | | | | | | 37.98 | |

***Edson Mainline***

| | Compressor Unit | Site Rated Power - Kw | Running Hours | No Demand Hours | Availability % | No Demand % | Usage % | Outage % |
|---|---|---|---|---|---|---|---|---|
| *1* | Clearwater Unit #1 | 22,044 | 2155.9 | 28.7 | 98.94 | 1.30 | 97.64 | 1.06 |
| | Clearwater Unit #5 | 20,966 | 257.0 | 1505.8 | 79.84 | 68.20 | 11.64 | 20.16 |
| | Lodgepole Unit #3 | 3,776 | 92.8 | 1684.0 | 80.47 | 76.27 | 4.20 | 19.53 |
| | Nordegg Unit #3 | 31,802 | 820.2 | 1380.4 | 99.66 | 62.52 | 37.15 | 0.34 |
| *1* | Vetchland Unit #1 | 23,842 | 994.6 | 1206.4 | 99.68 | 54.64 | 45.05 | 0.32 |
| *1* | Vetchland Unit #2 | 23,842 | 196.6 | 2003.1 | 99.62 | 90.72 | 8.90 | 0.38 |
| | Swartz Creek Unit #1 | 29,163 | 1594.2 | 46.0 | 74.28 | 2.08 | 72.20 | 25.72 |
| | Wolf Lake Unit #2 | 24,304 | 1980.3 | 163.6 | 97.10 | 7.41 | 89.69 | 2.90 |
| | Total | 179,739 | | | 91.20 | 45.39 | 45.81 | 8.80 |
| | Power Adjusted Usage | | | | | | 50.99 | |

*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 | 1555.4 | 651.1 | 99.93 | 29.49 | 70.44 | 0.07 |
| *1* | Burton Creek Unit #2 | 14,956 | 217.1 | 1990.2 | 99.97 | 90.14 | 9.83 | 0.03 |
| | Drywood Unit #1 | 3,800 | 129.3 | 2002.7 | 96.56 | 90.70 | 5.86 | 3.44 |
| | Schrader Creek Unit #2 | 13,591 | 1807.2 | 303.5 | 95.59 | 13.75 | 81.85 | 4.41 |
| | Turner Valley Unit #1 | 23,642 | 556.6 | 1563.1 | 96.00 | 70.79 | 25.21 | 4.00 |
| | Turner Valley Unit #2 | 23,642 | 2011.2 | 195.6 | 99.95 | 8.86 | 91.09 | 0.05 |
| | Winchell Lake Unit #1 | 23,873 | 1946.2 | 256.7 | 99.77 | 11.63 | 88.14 | 0.23 |
| | Total | 119,324 | | | 98.25 | 45.05 | 53.20 | 1.75 |
| | Power Adjusted Usage | | | | | | 60.76 | |

*1. Units required under peak flow conditions*

# System Utilization Quarterly Report No. 69, Fourth Quarter 2009

## Compressor Utilization Summaries

Date: Oct. 1, 2009 to Dec. 31, 2009

***North and East - North of Bens Lake***

| | Compressor Unit | Site Rated Power - Kw | Running Hours | No Demand Hours | Availability % | No Demand % | Usage % | Outage % |
|---|---|---|---|---|---|---|---|---|
| *1* | Bens Lake Unit #1 | 977 | 42.9 | 2161.3 | 99.83 | 97.88 | 1.94 | 0.17 |
| *1* | Bens Lake Unit #2 | 977 | 4.7 | 2069.7 | 93.95 | 93.74 | 0.21 | 6.05 |
| *1* | Bens Lake Unit #3 | 977 | 95.2 | 2112.5 | 99.99 | 95.67 | 4.31 | 0.01 |
| *1* | Bens Lake Unit #4 | 3,539 | 0.0 | 2152.9 | 97.50 | 97.50 | 0.00 | 2.50 |
| *1* | Bens Lake Unit #5 | 3,546 | 4.9 | 2199.2 | 99.82 | 99.60 | 0.22 | 0.18 |
| | Bens Lake Unit #6 | 4,724 | 44.7 | 900.7 | 42.82 | 40.79 | 2.02 | 57.18 |
| *1* | Bens Lake Unit #7 | 977 | 0.4 | 507.3 | 22.99 | 22.98 | 0.02 | 77.01 |
| | Mobile Unit #9 (Behan) | 3,327 | 155.3 | 1503.6 | 75.13 | 68.10 | 7.03 | 24.87 |
| *1* | Field Lake Unit #1 | 3,570 | 758.2 | 1366.1 | 96.21 | 61.87 | 34.34 | 3.79 |
| *1* | Field Lake Unit #2 | 3,570 | 195.7 | 1939.4 | 96.70 | 87.84 | 8.86 | 3.30 |
| | Hanmore Lake Unit #1 | 541 | 30.7 | 1363.6 | 63.15 | 61.76 | 1.39 | 36.85 |
| *1* | Hanmore Lake Unit #2 | 541 | 1.7 | 1391.7 | 63.11 | 63.03 | 0.08 | 36.89 |
| *1* | Hanmore Lake Unit #3 | 3,407 | 261.8 | 1071.5 | 60.38 | 48.53 | 11.86 | 39.62 |
| *1* | Hanmore Lake Unit #4 | 3,407 | 57.7 | 1276.2 | 60.41 | 57.80 | 2.61 | 39.59 |
| | Woodenhouse #1 | 7,953 | 534.0 | 1674.0 | 100.00 | 75.82 | 24.18 | 0.00 |
| | Woodenhouse #2 | 14,165 | 2.2 | 2205.8 | 100.00 | 99.90 | 0.10 | 0.00 |
| | Wandering River #1 | 945 | 195.8 | 2012.2 | 100.00 | 91.13 | 8.87 | 0.00 |
| | Wandering River #2 | 945 | 15.9 | 2192.1 | 100.00 | 99.28 | 0.72 | 0.00 |
| | Wandering River #3 | 895 | 4.1 | 2203.9 | 100.00 | 99.81 | 0.19 | 0.00 |
| | Leismer #4 | 945 | 6.3 | 2201.7 | 100.00 | 99.71 | 0.29 | 0.00 |
| *1* | Mobile Unit #5 (Paul Lake) | 3,090 | 1047.6 | 1059.0 | 95.41 | 47.96 | 47.45 | 4.59 |
| | Paul Lake Unit #1 | 3,457 | 1037.0 | 1092.9 | 96.46 | 49.50 | 46.97 | 3.54 |
| | Paul Lake B Unit #2 | 15,639 | 488.7 | 1719.3 | 100.00 | 77.87 | 22.13 | 0.00 |
| *1* | Pelican Lake Unit #2 | 3,594 | 1.2 | 1217.1 | 55.18 | 55.12 | 0.05 | 44.82 |
| *1* | Slave Lake Unit #1 | 978 | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.00 |
| *1* | Slave Lake Unit #2 | 978 | 564.5 | 1600.1 | 98.03 | 72.47 | 25.57 | 1.97 |
| *1* | Slave Lake Unit #3 | 978 | 579.8 | 1619.8 | 99.62 | 73.36 | 26.26 | 0.38 |
| *1* | Slave Lake Unit #4 | 978 | 558.8 | 1637.9 | 99.49 | 74.18 | 25.31 | 0.51 |
| *1* | Smoky Lake Unit #1 | 978 | 195.8 | 2007.2 | 99.77 | 90.91 | 8.87 | 0.23 |
| | Smoky Lake Unit #2 | 978 | 1601.1 | 606.6 | 99.99 | 27.47 | 72.51 | 0.01 |
| | Smoky Lake Unit #3 | 978 | 142.5 | 724.5 | 39.27 | 32.81 | 6.45 | 60.73 |
| *1* | Smoky Lake Unit #7 | 16,061 | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.00 |
| | Total | 108,615 | | | 79.85 | 67.64 | 12.21 | 20.15 |
| | Power Adjusted Usage | | | | | | 11.64 | |

*1. Units required under peak flow conditions*

# System Utilization Quarterly Report No. 69, Fourth Quarter 2009

## Compressor Utilization Summaries

Date: Oct. 1, 2009 to Dec. 31, 2009

***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 | 25.6 | 25.6 | 2182.2 | 99.99 | 98.83 | 1.16 | 0.01 |
| | Cavendish Unit #2 | 4306.0 | 3.6 | 2195.5 | 99.60 | 99.43 | 0.16 | 0.40 |
| *1* | Dusty Lake Unit #2 | 14200.0 | 2118.8 | 16.2 | 96.69 | 0.73 | 95.96 | 3.31 |
| *1* | Dusty Lake Unit #3 | 15873.0 | 89.3 | 2114.1 | 99.79 | 95.75 | 4.04 | 0.21 |
| | Farrell Lake Unit #1 | 14004.0 | 98.8 | 956.9 | 47.81 | 43.34 | 4.47 | 52.19 |
| *1* | Farrell Lake Unit #2 | 15630.0 | 749.9 | 1453.6 | 99.80 | 65.83 | 33.96 | 0.20 |
| *1* | Gadsby Unit #1 | 14244.0 | 30.2 | 350.8 | 17.26 | 15.89 | 1.37 | 82.74 |
| *1* | Gadsby Unit #2 | 15797.0 | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.00 |
| *1* | Gadsby Unit #B3 | 4782.0 | 2005.5 | 202.5 | 100.00 | 9.17 | 90.83 | 0.00 |
| *1* | Oakland Unit #1 | 14137.0 | 1700.5 | 70.8 | 80.22 | 3.21 | 77.02 | 19.78 |
| *1* | Princess Unit #1 | 2,685 | 3.1 | 2201.9 | 99.86 | 99.72 | 0.14 | 0.14 |
| *1* | Princess Unit #2 | 2,685 | 6.3 | 2183.3 | 99.17 | 98.88 | 0.29 | 0.83 |
| *1* | Princess Unit #3 | 2,685 | 11.1 | 2194.8 | 99.90 | 99.40 | 0.50 | 0.10 |
| *1* | Princess Unit #4 | 4,474 | 21.7 | 1921.0 | 87.98 | 87.00 | 0.98 | 12.02 |
| *1* | Princess Unit #5 | 4,474 | 0.0 | 2205.7 | 99.90 | 99.90 | 0.00 | 0.10 |
| | Wainwright Unit #2 | 1,790 | 1089.8 | 1102.4 | 99.28 | 49.93 | 49.36 | 0.72 |
| | Wainwright Unit #3 | 1,230 | 268.2 | 1739.7 | 90.94 | 78.79 | 12.15 | 9.06 |
| | Wainwright Unit #4 | 835.1 | 835.1 | 1028.9 | 84.42 | 46.60 | 37.82 | 15.58 |
| | Total | 133,857 | | | 83.48 | 60.69 | 22.79 | 16.52 |
| | Power Adjusted Usage | | | | | | 27.68 | |

*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 | 770.1 | 1249.6 | 91.47 | 56.59 | 34.88 | 8.53 |
| *1* | Beiseker Unit #1 | 11857.0 | 1.3 | 2206.7 | 100.00 | 99.94 | 0.06 | 0.00 |
| *1* | Beiseker Unit #2 | 11857.0 | 1.7 | 2087.2 | 94.61 | 94.53 | 0.08 | 5.39 |
| | Crawling Valley Unit #1 | 26104.0 | 1093.1 | 1113.6 | 99.94 | 50.43 | 49.51 | 0.06 |
| *1* | Didsbury Unit #5 | 794.0 | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.00 |
| *1* | Didsbury Unit #6 | 731.0 | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.00 |
| | Hussar Unit #8 | 13964.0 | 0.0 | 630.5 | 28.56 | 28.56 | 0.00 | 71.44 |
| | Jenner Unit #1 | 23555.0 | 584.5 | 1540.1 | 96.22 | 69.75 | 26.47 | 3.78 |
| | Jenner Unit #2 | 17000.0 | 1461.0 | 267.2 | 78.27 | 12.10 | 66.17 | 21.73 |
| | Princess Unit #6 | 19749.0 | 684.2 | 1494.2 | 98.66 | 67.67 | 30.99 | 1.34 |
| | Red Deer River Unit #1 | 24355.0 | 701.5 | 1434.9 | 96.76 | 64.99 | 31.77 | 3.24 |
| | Red Deer River Unit #2 | 24355.0 | 30.9 | 809.4 | 38.06 | 36.66 | 1.40 | 61.94 |
| | Shrader Creek Unit #1 | 26251.0 | 2128.7 | 22.4 | 97.42 | 1.01 | 96.41 | 2.58 |
| | Schrader Creek Unit #3 | 13697.0 | 245.4 | 1867.4 | 95.69 | 84.57 | 11.11 | 4.31 |
| | Total | 240,414 | | | 72.55 | 47.63 | 24.92 | 27.45 |
| | Power Adjusted Usage | | | | | | 33.51 | |

*1. Units required under peak flow conditions*

## Compressor Utilization Summaries

Date: Oct. 1, 2009 to Dec. 31, 2009

***B.C. System***

| | Compressor Unit | Site Rated Power - Kw | Running Hours | No Demand Hours | Availability % | No Demand % | Usage % | Outage % |
|---|---|---|---|---|---|---|---|---|
| *1* | Crowsnest E | 10888.0 | 0.0 | 2208.0 | 100.00 | 100.00 | 0.00 | 0.00 |
| *1* | Crowsnest F | 10888.0 | 0.0 | 2208.0 | 100.00 | 100.00 | 0.00 | 0.00 |
| | Crowsnest G | 9126.0 | 349.1 | 1857.7 | 99.95 | 84.13 | 15.81 | 0.05 |
| | Crowsnest K | 28723.0 | 2161.9 | 11.8 | 98.45 | 0.53 | 97.91 | 1.55 |
| | Crowsnest 2 H | 12529.0 | 125.8 | 2006.0 | 96.55 | 90.85 | 5.70 | 3.45 |
| | Crowsnest 2 J | 12529.0 | 1231.5 | 932.3 | 98.00 | 42.22 | 55.77 | 2.00 |
| *1* | Elko A | 11930.0 | 182.6 | 2013.2 | 99.45 | 91.18 | 8.27 | 0.55 |
| | Elko B | 13528.0 | 237.0 | 1662.1 | 86.01 | 75.28 | 10.73 | 13.99 |
| | Elko C | 13369.0 | 429.1 | 1668.3 | 94.99 | 75.56 | 19.43 | 5.01 |
| *1* | Moyie B | 11930.0 | 199.1 | 1885.0 | 94.39 | 85.37 | 9.02 | 5.61 |
| | Moyie C | 13281.0 | 1694.8 | 419.2 | 95.74 | 18.99 | 76.76 | 4.26 |
| | Moyie D | 13389.0 | 1340.0 | 645.1 | 89.90 | 29.22 | 60.69 | 10.10 |
| | Total | 162,110 | | | 96.12 | 66.11 | 30.01 | 3.88 |
| | Power Adjusted Usage | | | | | | 38.06 | |

*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 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.

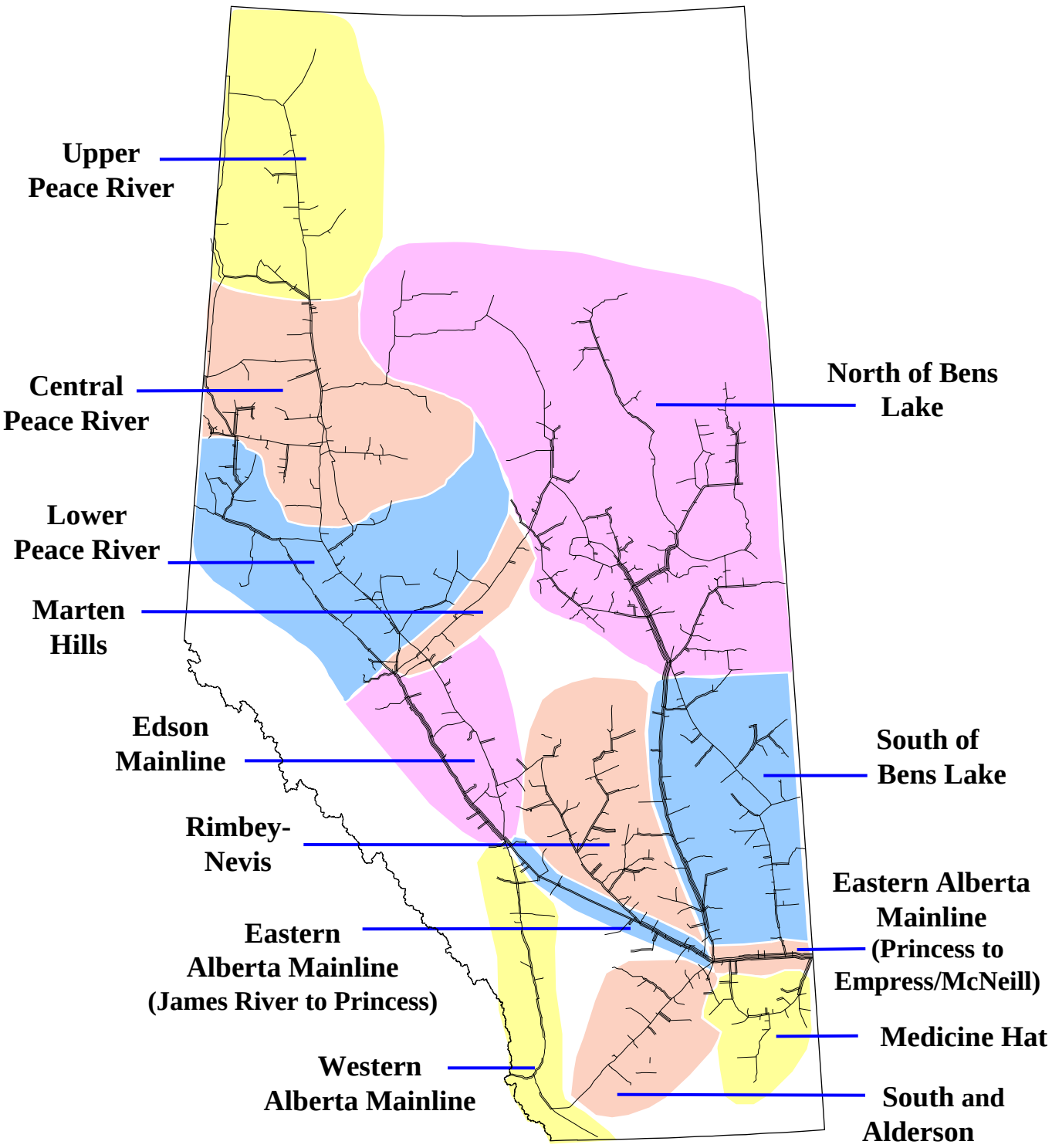
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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 January 2007)



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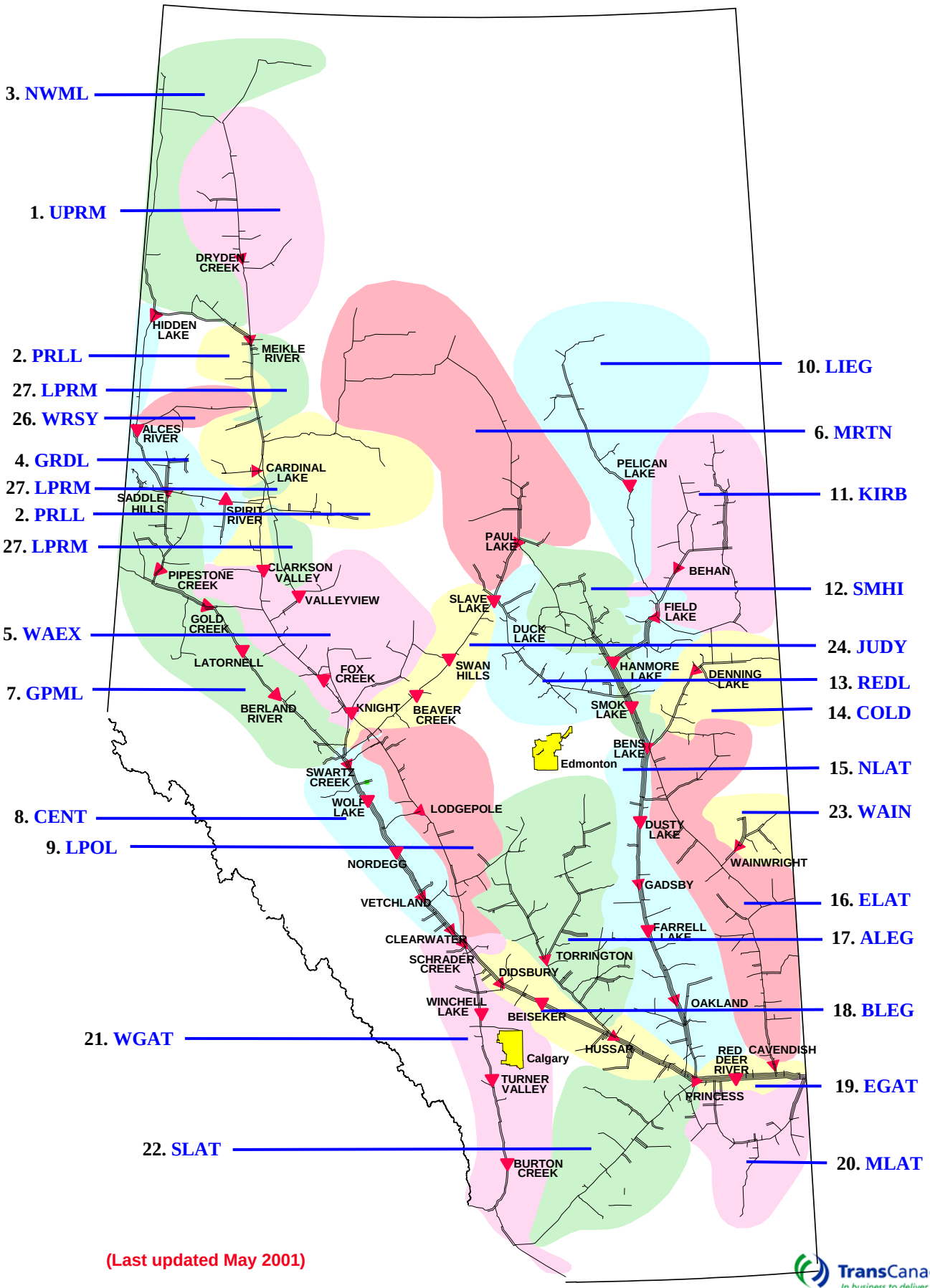
# NGTL PIPELINE SEGMENTS




(Last updated May 2001)

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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-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