SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
January, 2011

Published date:
March 16, 2011

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 November 1, 2010 – January 31, 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 November 1, 2010 – January 31, 2011, were all deemed 100% available.

- New delivery transportation services were introduced on the Alberta System in November 2010. Consequently, the Firm Transportation service contract utilization table (page 3 of this report) has been modified to illustrate the FT and TF + IT utilization of these new services.

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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.

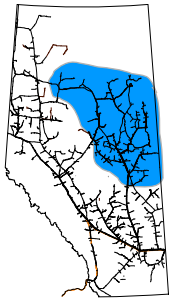
FIRM TRANSPORTATION SERVICE[1] CONTRACT UTILIZATION[3]

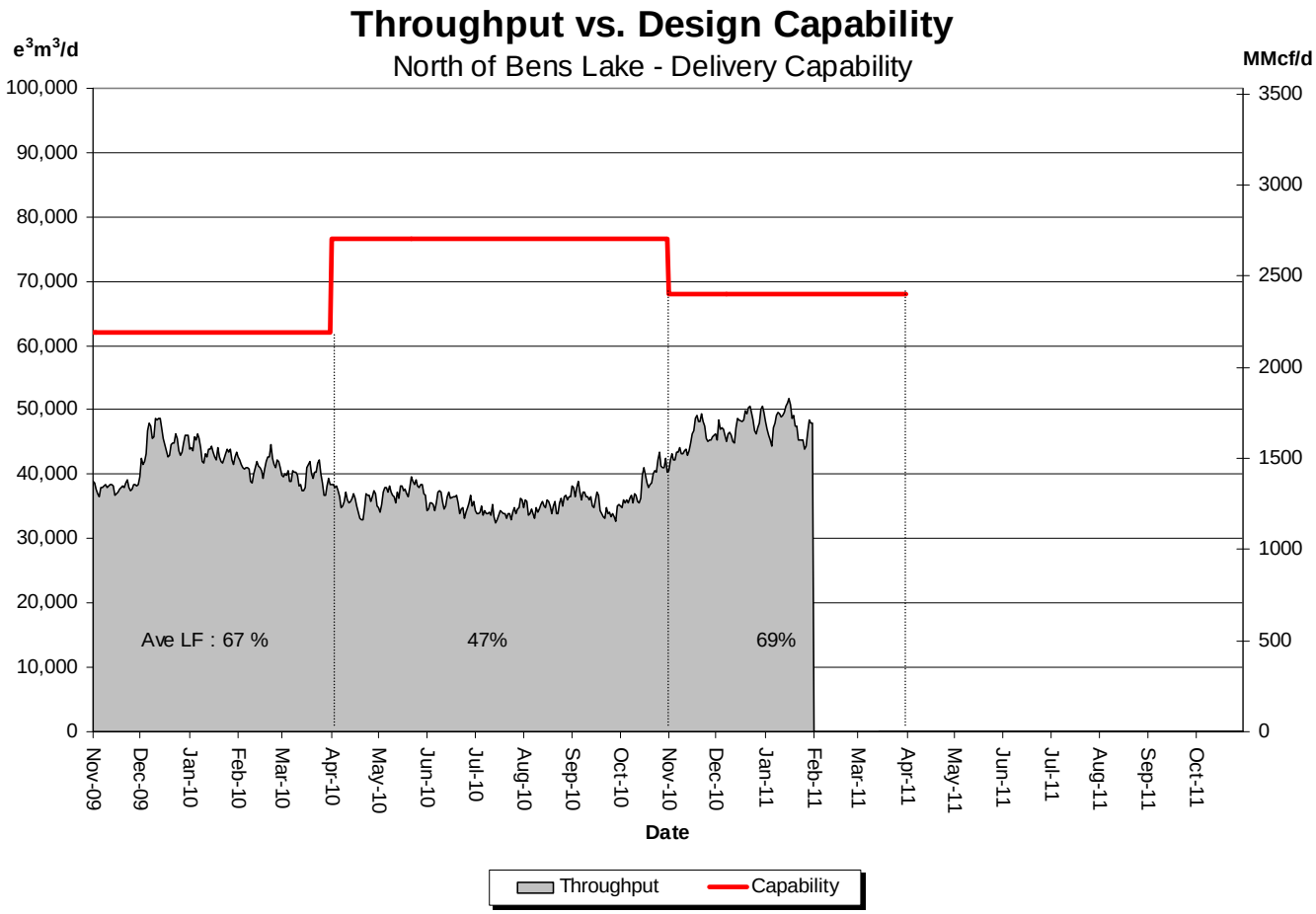
By NGTL Pipeline Segments
January 2011

Segment	Receipt Contract	Delivery Utilization	Delivery Jan CD (TJ/d)	Receipt Utilization	Receipt Jan CD MMcf/d)
UPRM	FT	5%	25.4	78%	130
	FT + IT[2]	5%		81%	
LPRM	FT	0%	0.0	97%	11
	FT + IT	0%		124%	
PRLL	FT	87%	24.3	94%	148
	FT + IT	97%		110%	
NWML	FT	0%	0.0	89%	360
	FT + IT	0%		95%	
GRDL	FT	100%	0.2	77%	592
	FT + IT	740%		95%	
WRSY	FT	0%	0.0	94%	30
	FT + IT	0%		131%	
WAEX	FT	13%	38.7	89%	265
	FT + IT	22%		137%	
JUDY	FT	51%	3.7	96%	91
	FT + IT	983%		117%	
GPML	FT	43%	23.4	93%	2,360
	FT + IT	236%		104%	
CENT	FT	70%	9.8	94%	879
	FT + IT	168%		115%	
LPOL	FT	15%	7.0	92%	413
	FT + IT	1015%		119%	
WGAT	FT	88%	2,441.9	89%	381
	FT + IT	94%		111%	
ALEG	FT	90%	102.1	96%	849
	FT + IT	499%		122%	
SLAT	FT	54%	5.1	96%	259
	FT + IT	885%		112%	
MLAT	FT	63%	61.9	96%	261
	FT + IT	281%		105%	
BLEG	FT	43%	26.7	98%	561
	FT + IT	689%		108%	
EGAT	FT	99%	5,147.1	89%	52
	FT + IT	129%		107%	
MRTN	FT	1%	12.8	73%	115
	FT + IT	45%		98%	
LIEG	FT	80%	667.7	69%	69
	FT + IT	136%		96%	
KIRB	FT	85%	595.0	79%	75
	FT + IT	98%		100%	
SMHI	FT	57%	11.5	81%	53
	FT + IT	57%		166%	
REDL	FT	67%	13.1	86%	68
	FT + IT	386%		119%	
COLD	FT	62%	17.9	70%	40
	FT + IT	87%		107%	
NLAT	FT	73%	123.8	92%	205
	FT + IT	199%		114%	
WAIN	FT	0%	0.0	82%	15
	FT + IT	0%		106%	
ELAT	FT	100%	1.2	88%	118
	FT + IT	11426%		133%	
TOTAL SYSTEM	FT	92%	9,360.3	91%	8,400
	FT + IT	128%		110%	

*NOTE:
1. FT includes all receipt and delivery Firm Transportation Services: FTR,
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
NORTH OF BENS LAKE – FLOW WITHIN



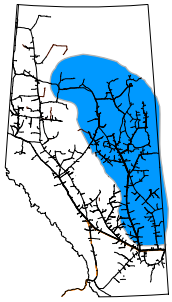


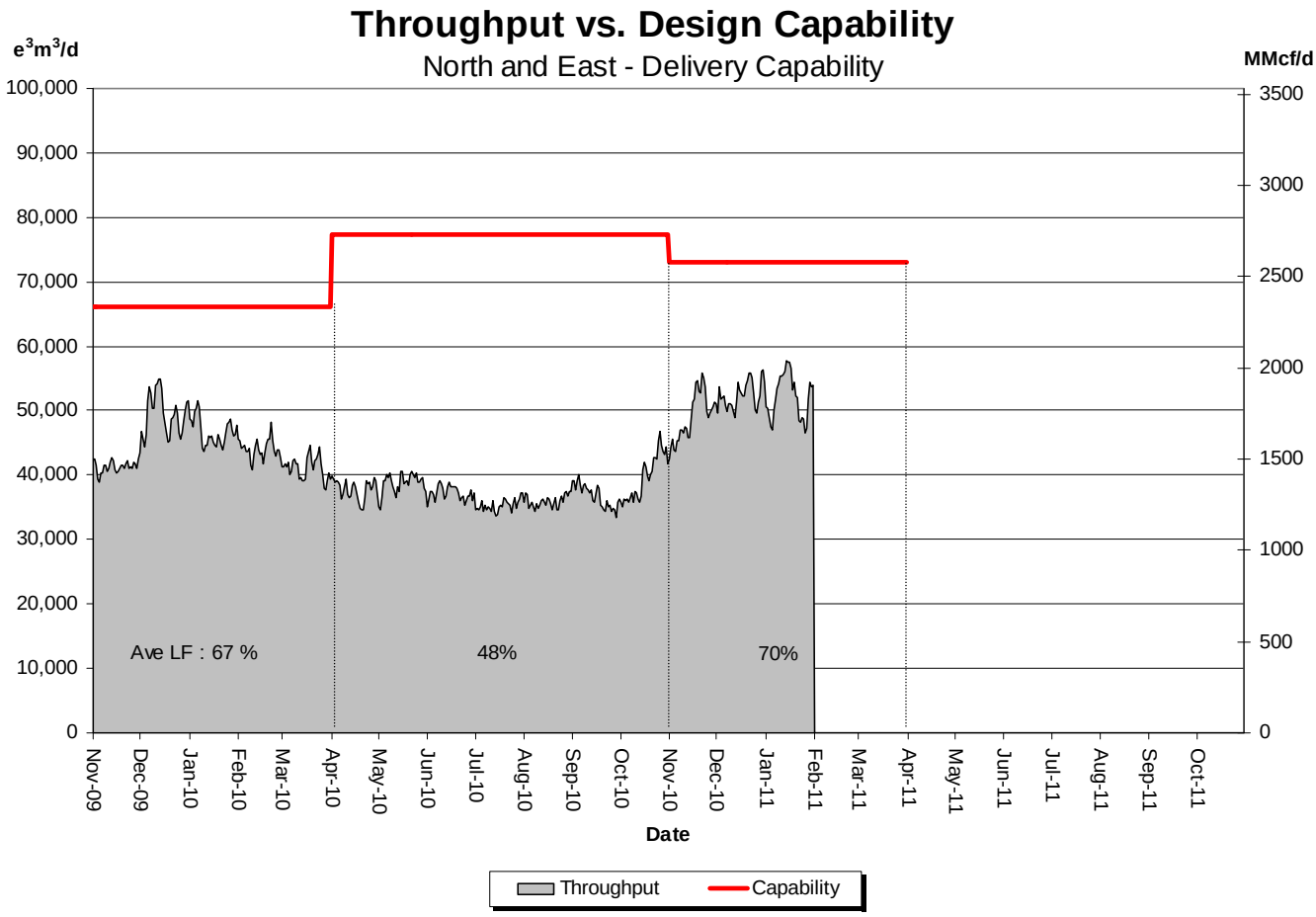
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	46	47	50	66	70	70

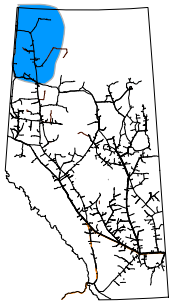
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

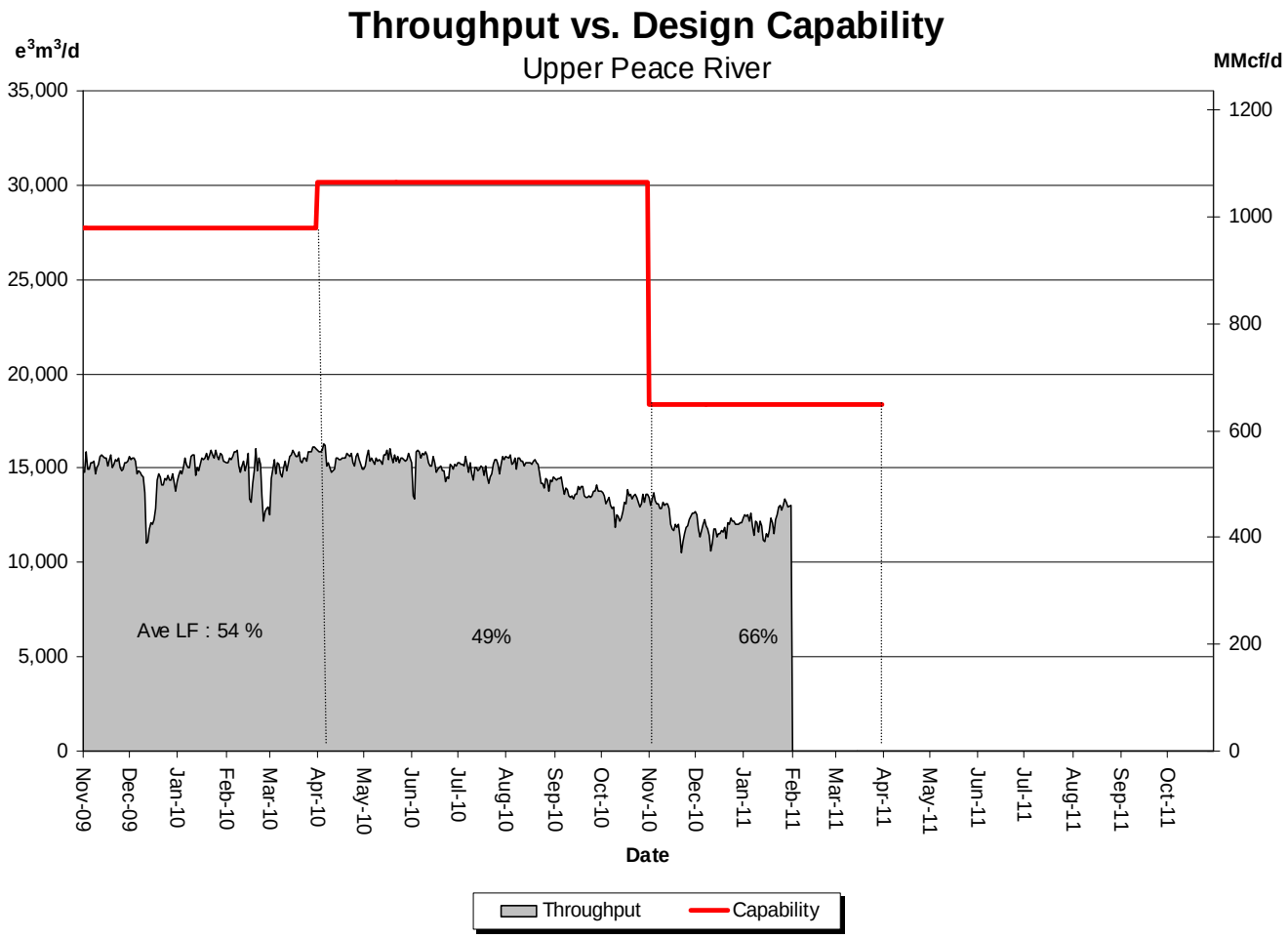




% Design Capability Utilization **Monthly Average Actual Area Deliveries as a Percentage of Design Capability**						
Average Flow/ Design Capability	Aug 46	Sep 47	Oct 51	Nov 66	Dec 71	Jan 72

DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER



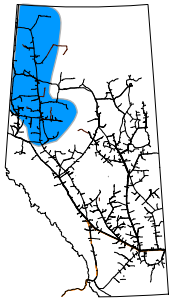


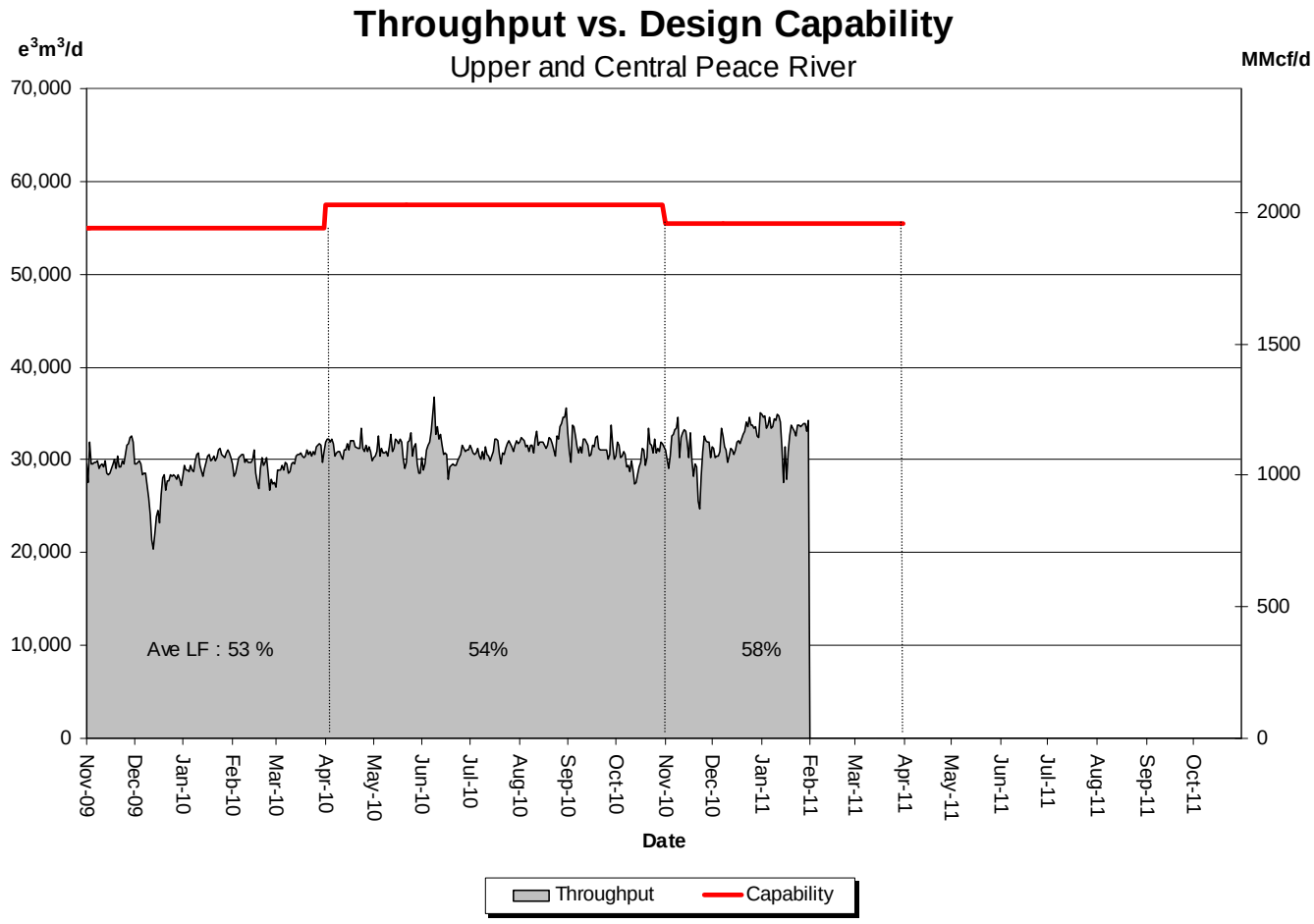
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	50	46	44	68	64	67

DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER



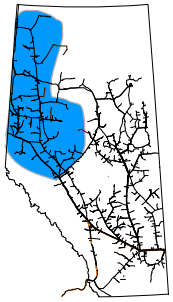


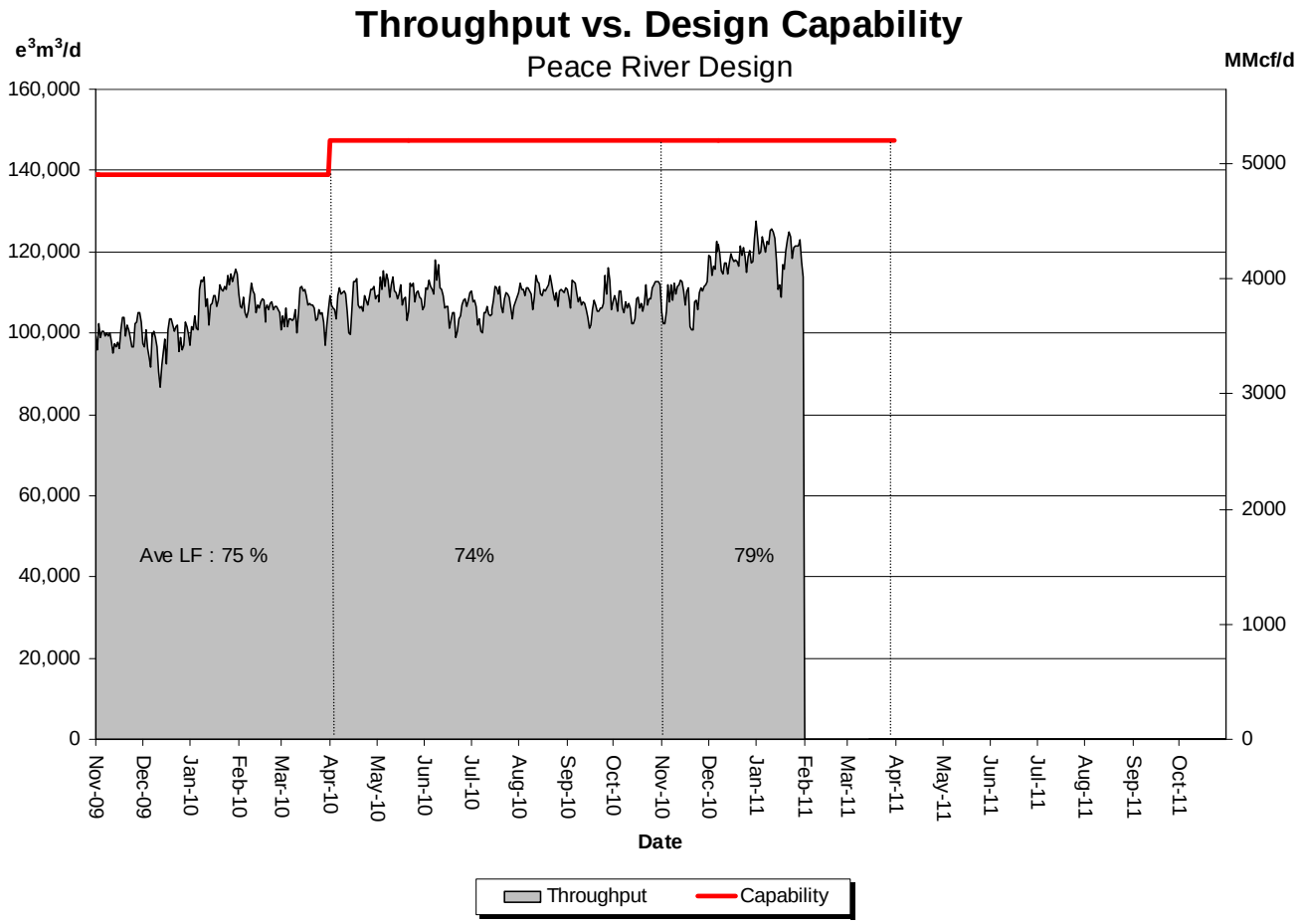
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	56	55	53	56	58	60

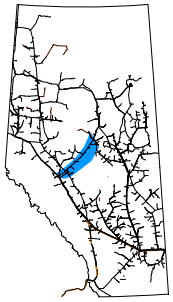
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)

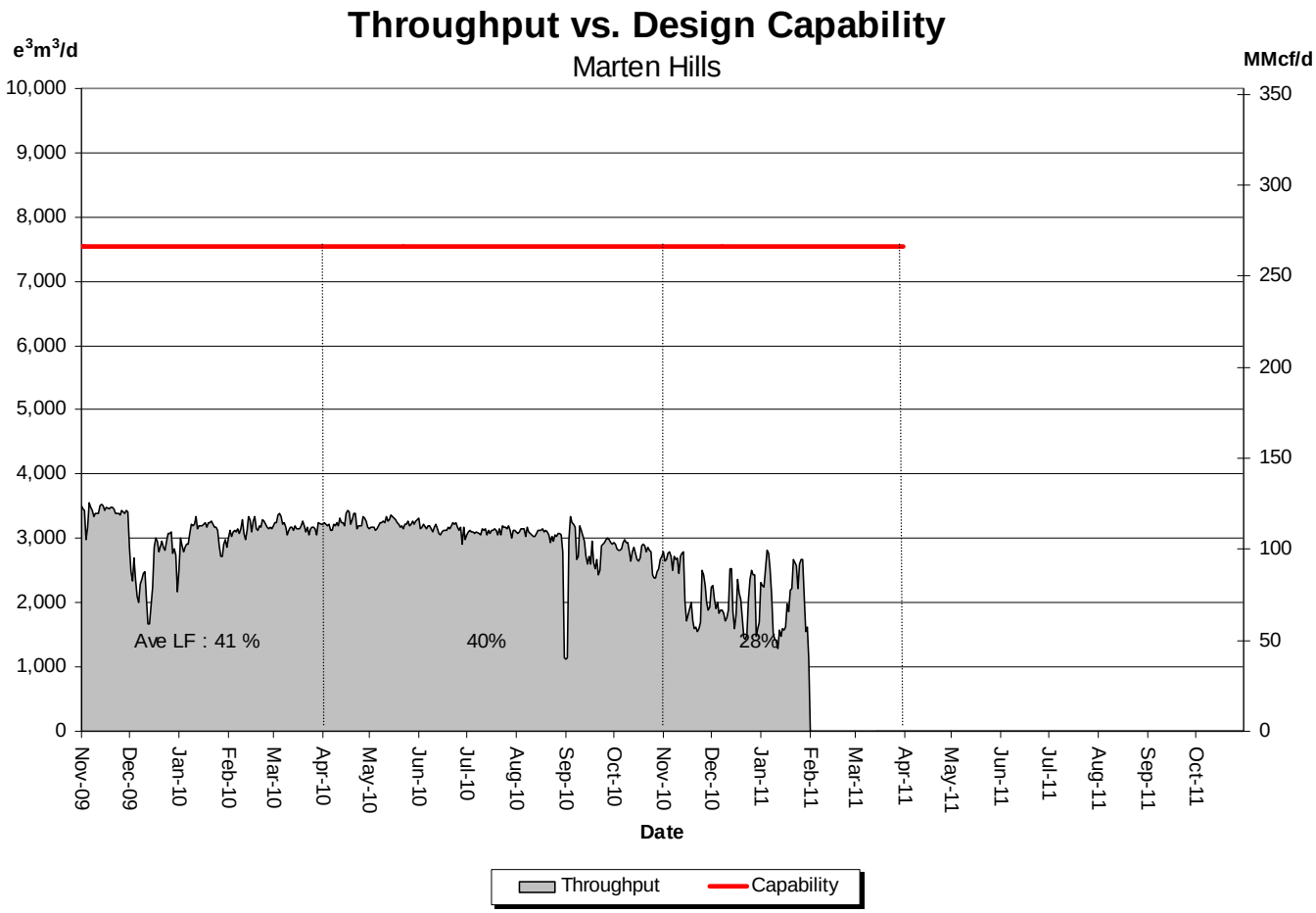




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	75	73	73	74	80	82

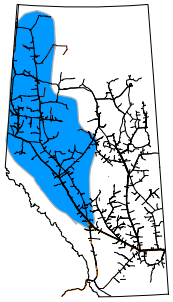
DESIGN CAPABILITY UTILIZATION
MARTEN HILLS

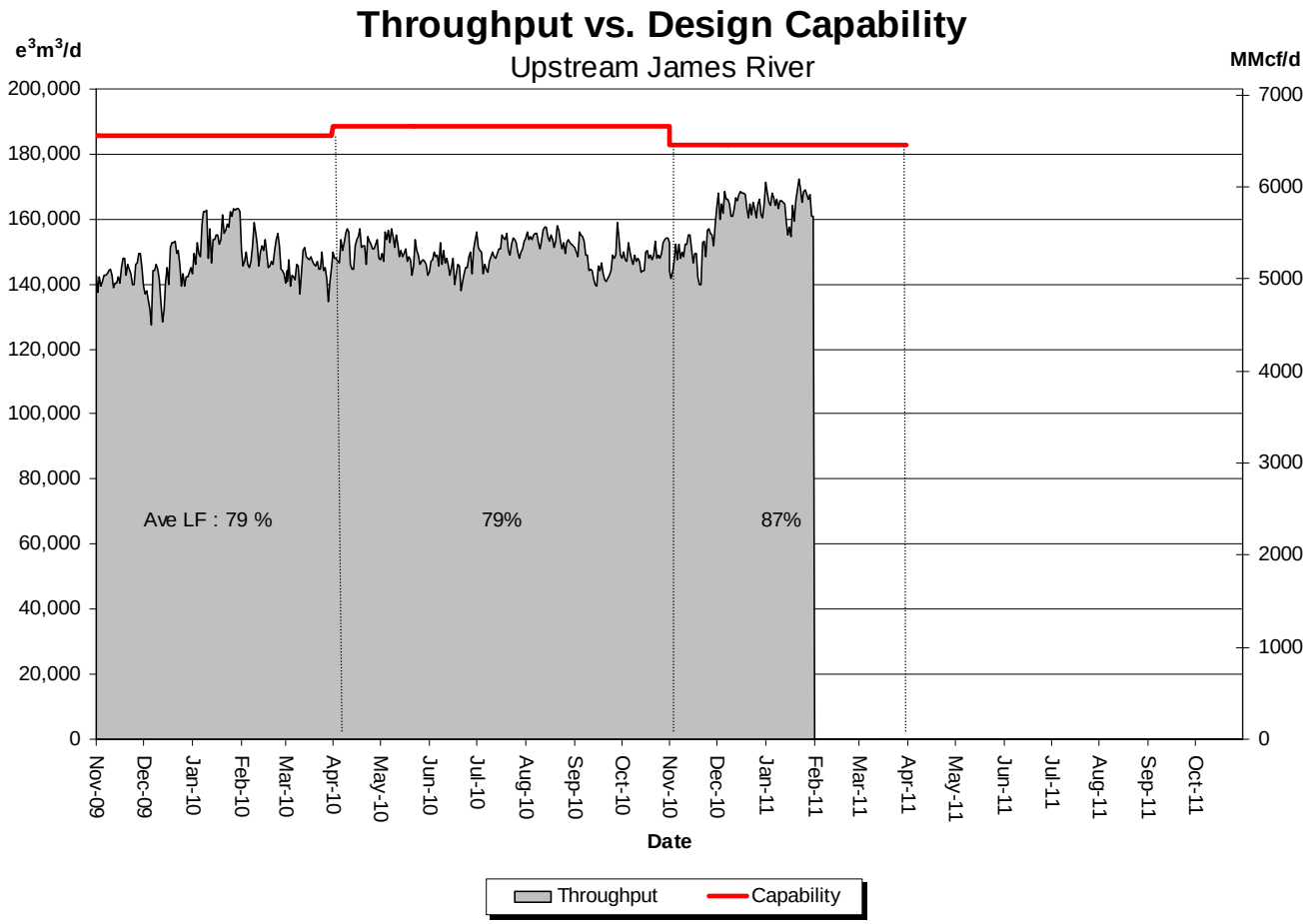




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	40	37	37	30	26	27

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



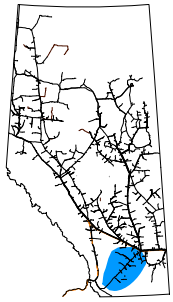


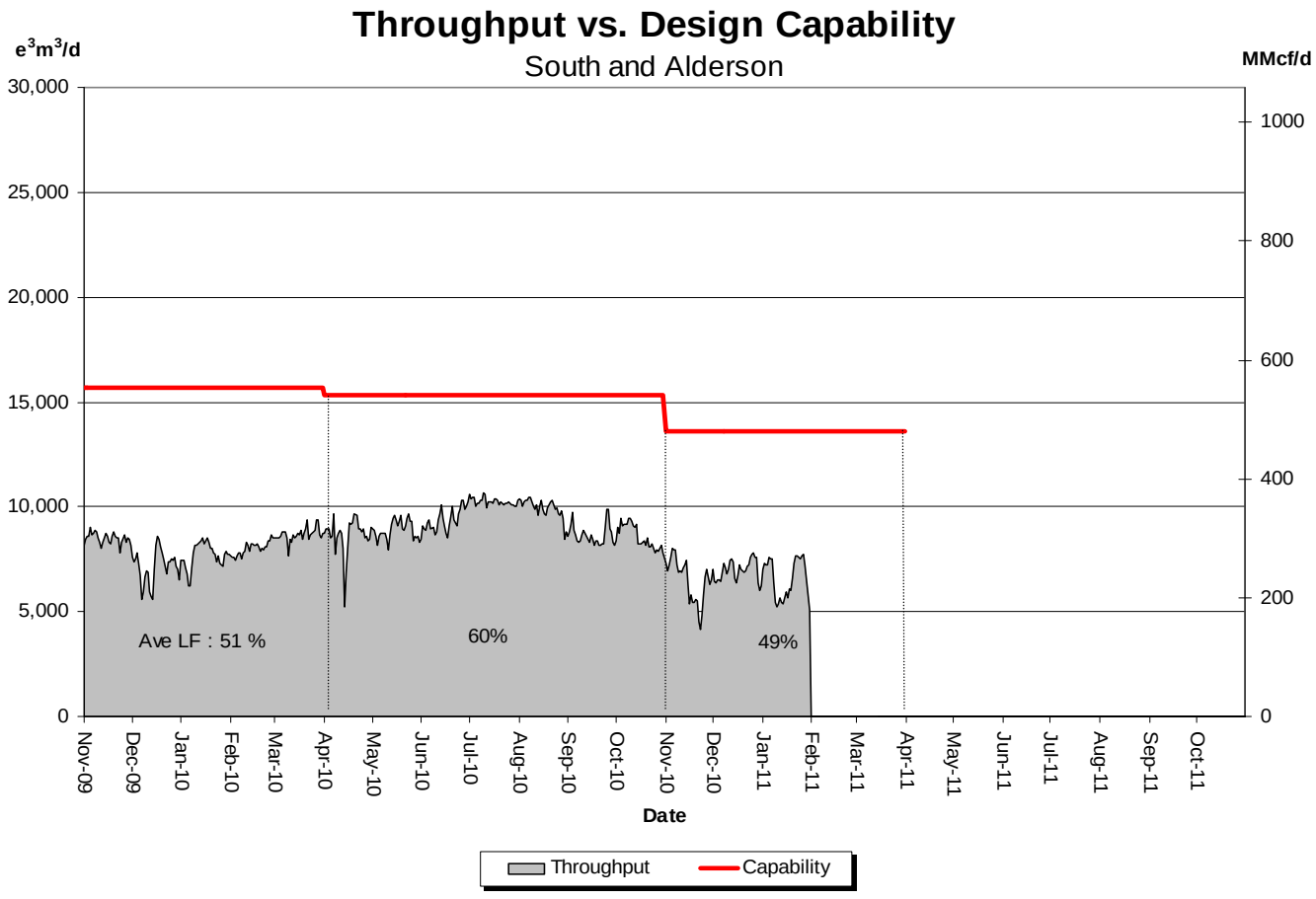
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	82	78	79	82	90	90

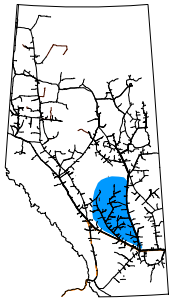
DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON

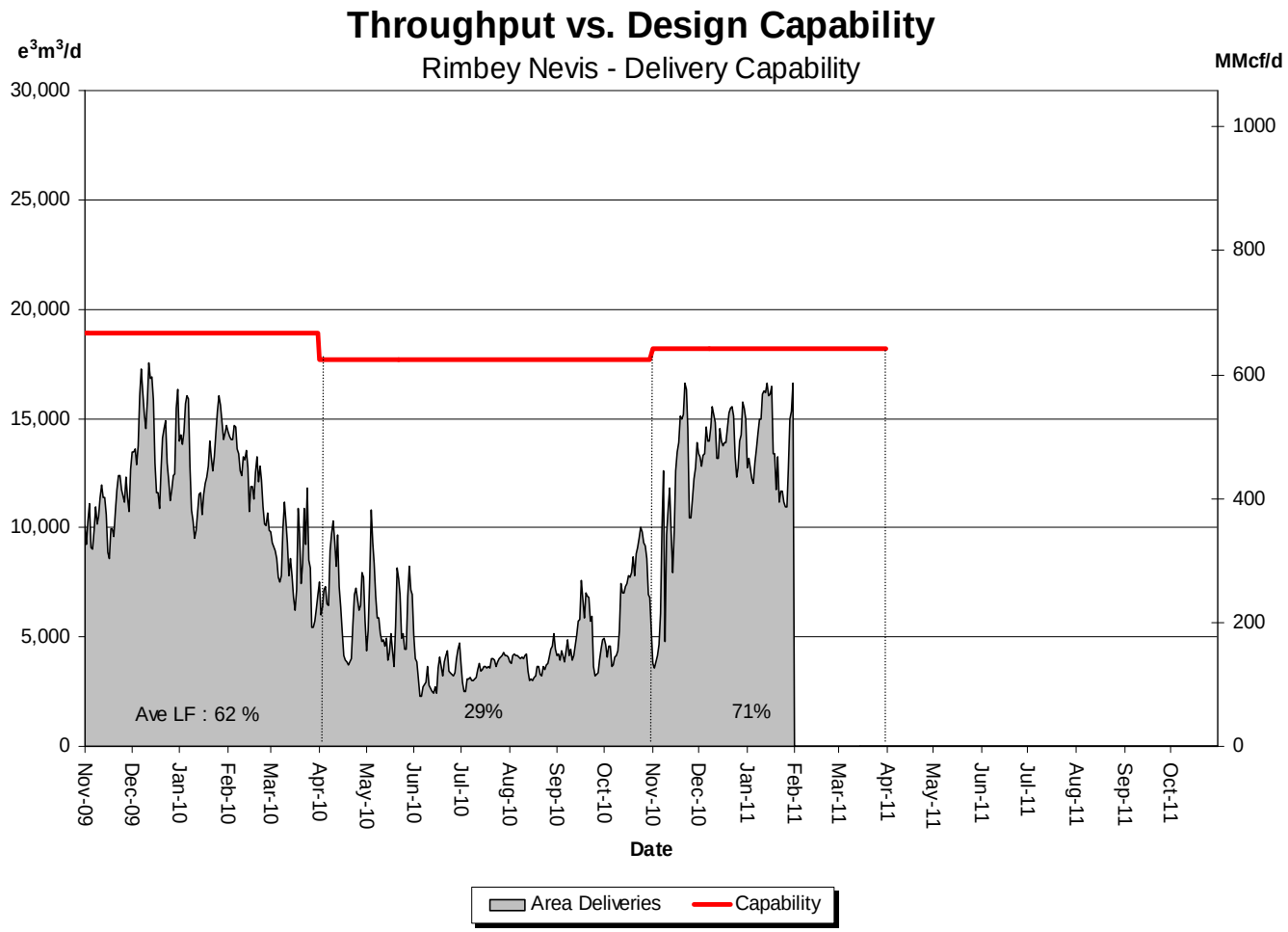




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	65	57	56	48	52	48

DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN



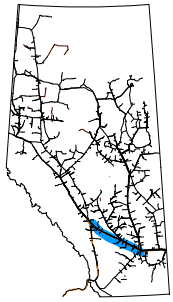


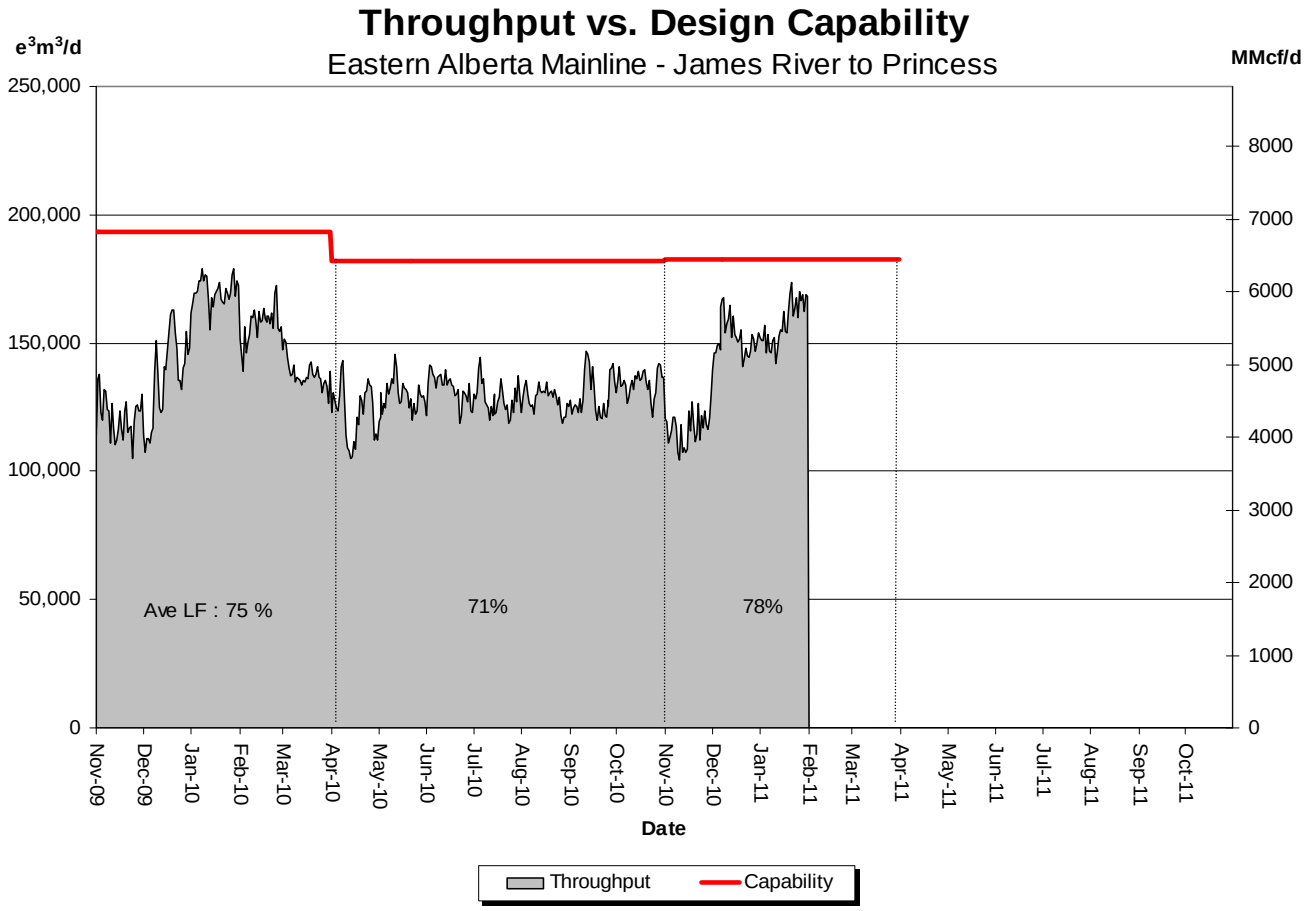
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	22	28	39	60	77	76

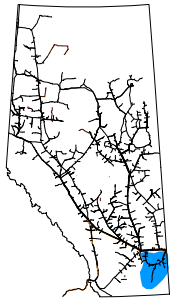
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(James River to Princess)





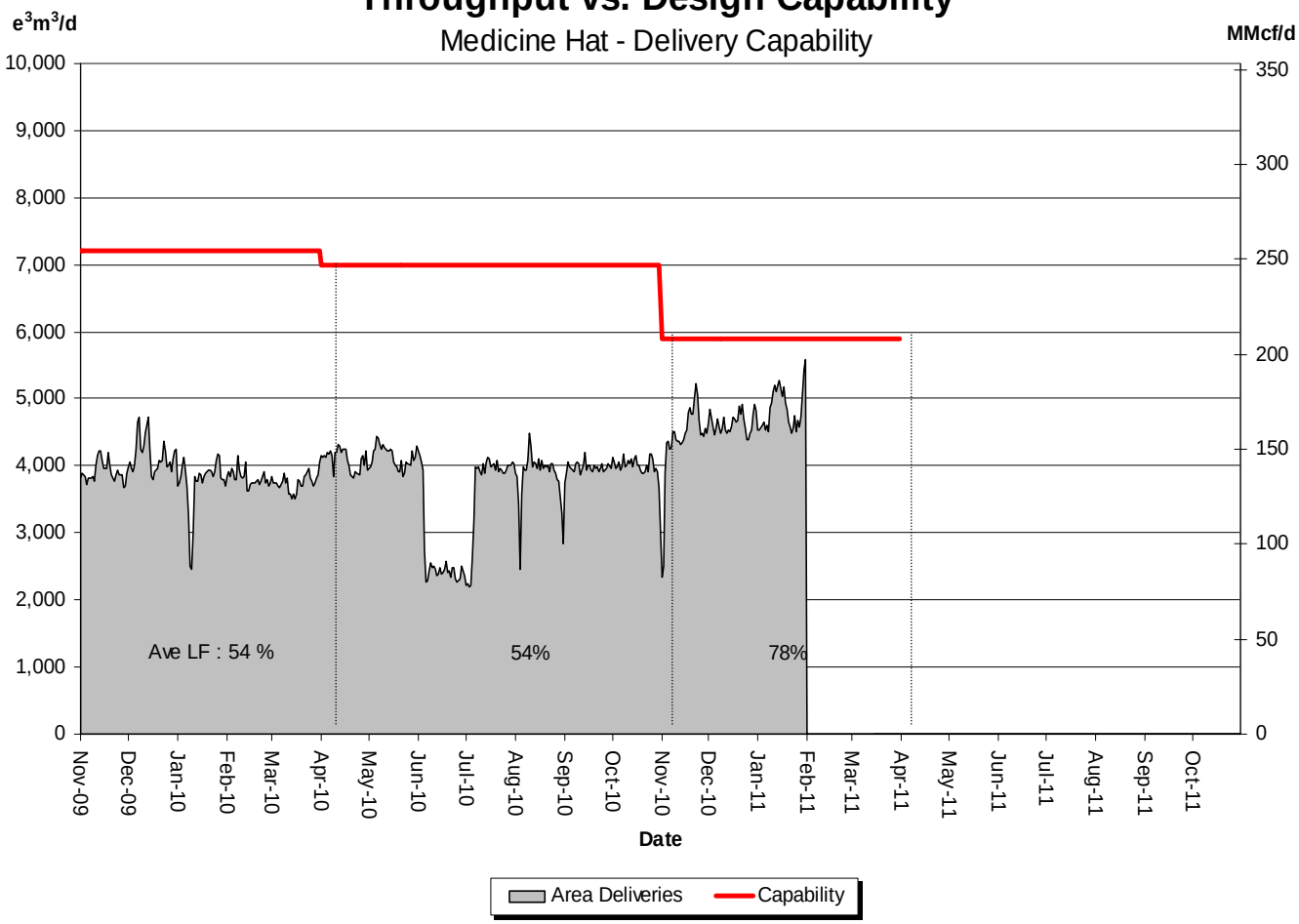
% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	71	72	74	64	83	86

DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN



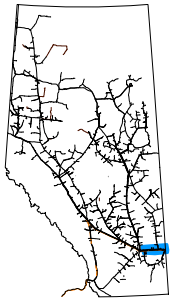
Throughput vs. Design Capability

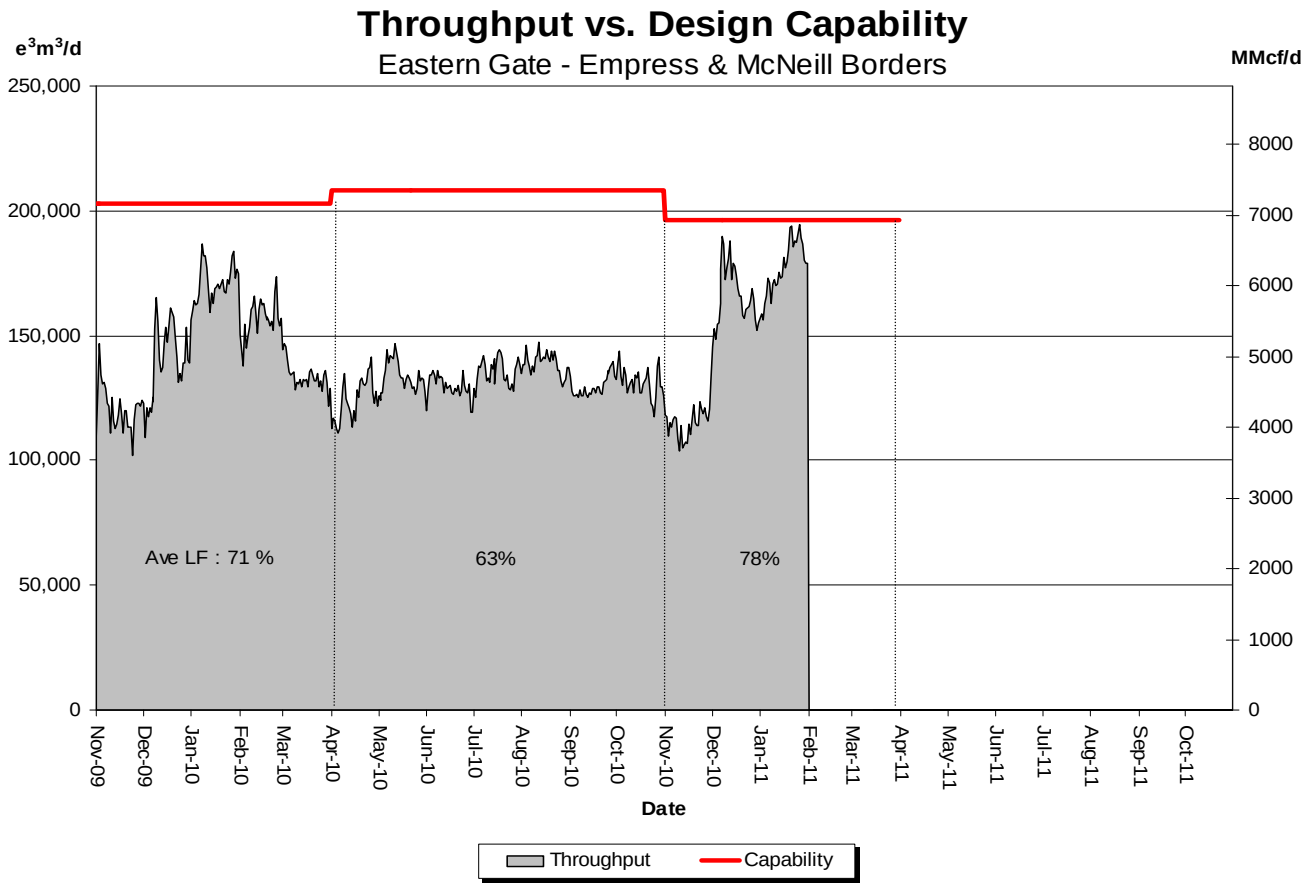
Medicine Hat - Delivery Capability



% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	55	57	57	74	78	82

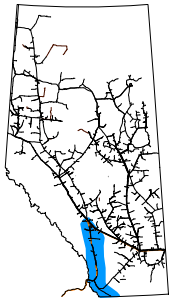
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(Princess to Empress / McNeill)





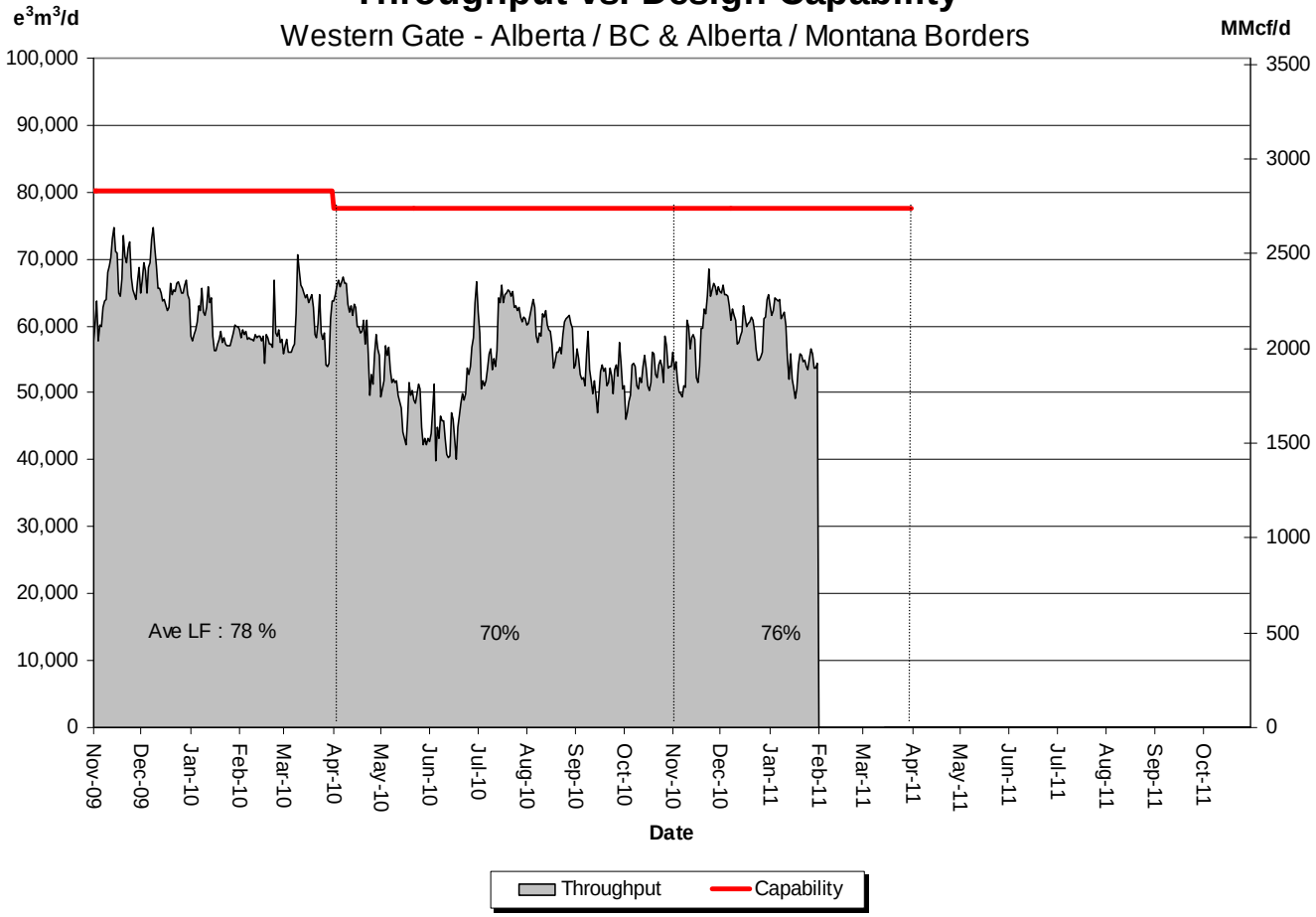
% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Aug 67	Sep 62	Oct 63	Nov 59	Dec 85	Jan 90

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



Throughput vs. Design Capability

Western Gate - Alberta / BC & Alberta / Montana Borders



% Design Capability Utilization

Average Actual Flow as a Percentage of Design Capability

Average Flow / Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	76	68	68	75	78	73

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

November 1, 2010 to January 31, 2011 (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
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 Available[2] (% of time)	Firm Service Available (% of time)	Firm Service Restriction (% of time)	% CD Restricted[1] Max	% CD Restricted[1] 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 2011	November 2013

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 2011	November 2013
Receipt - Winter construction (generally north of Edmonton)	November 2011	April 2014

- 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

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.

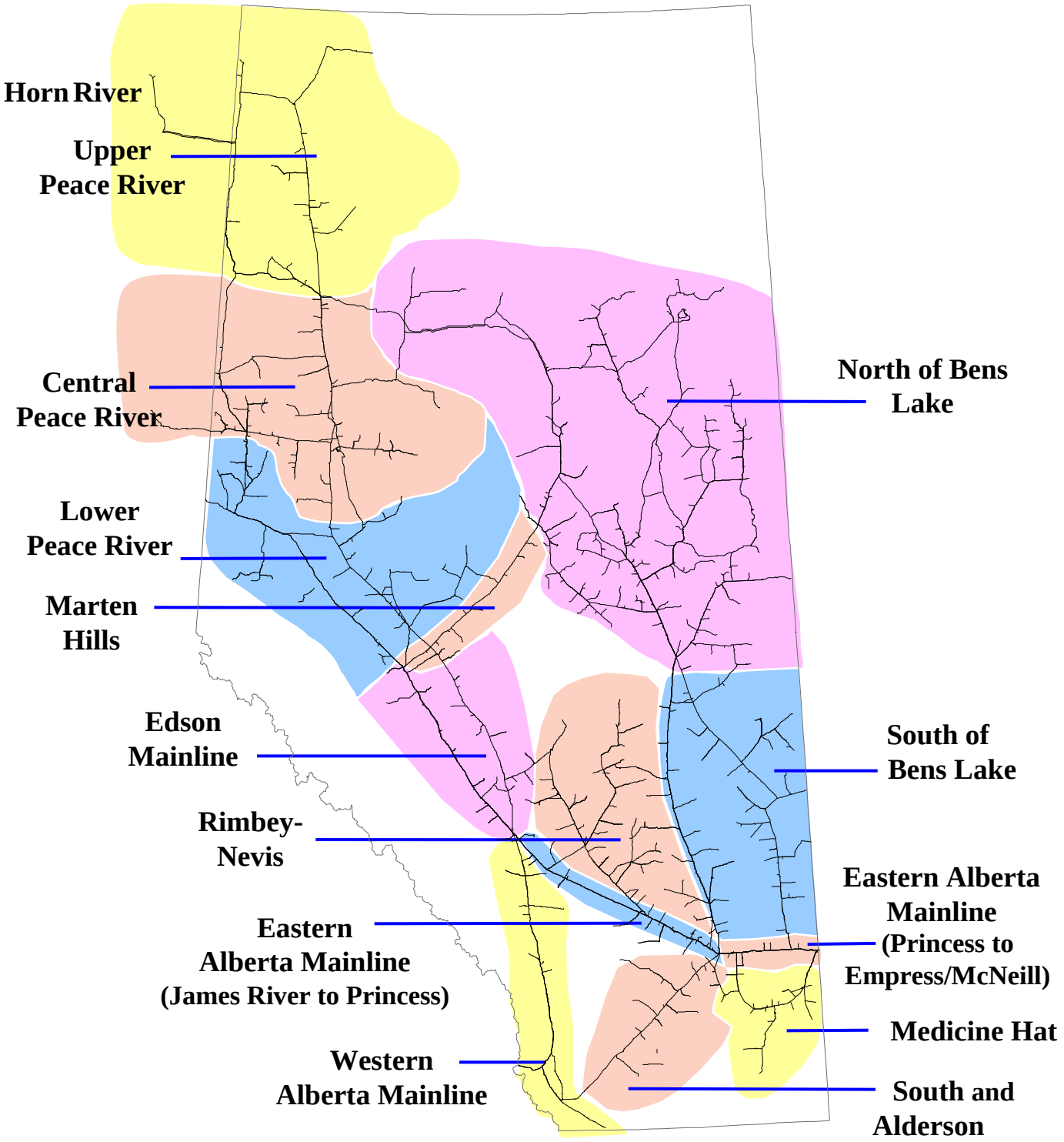
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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

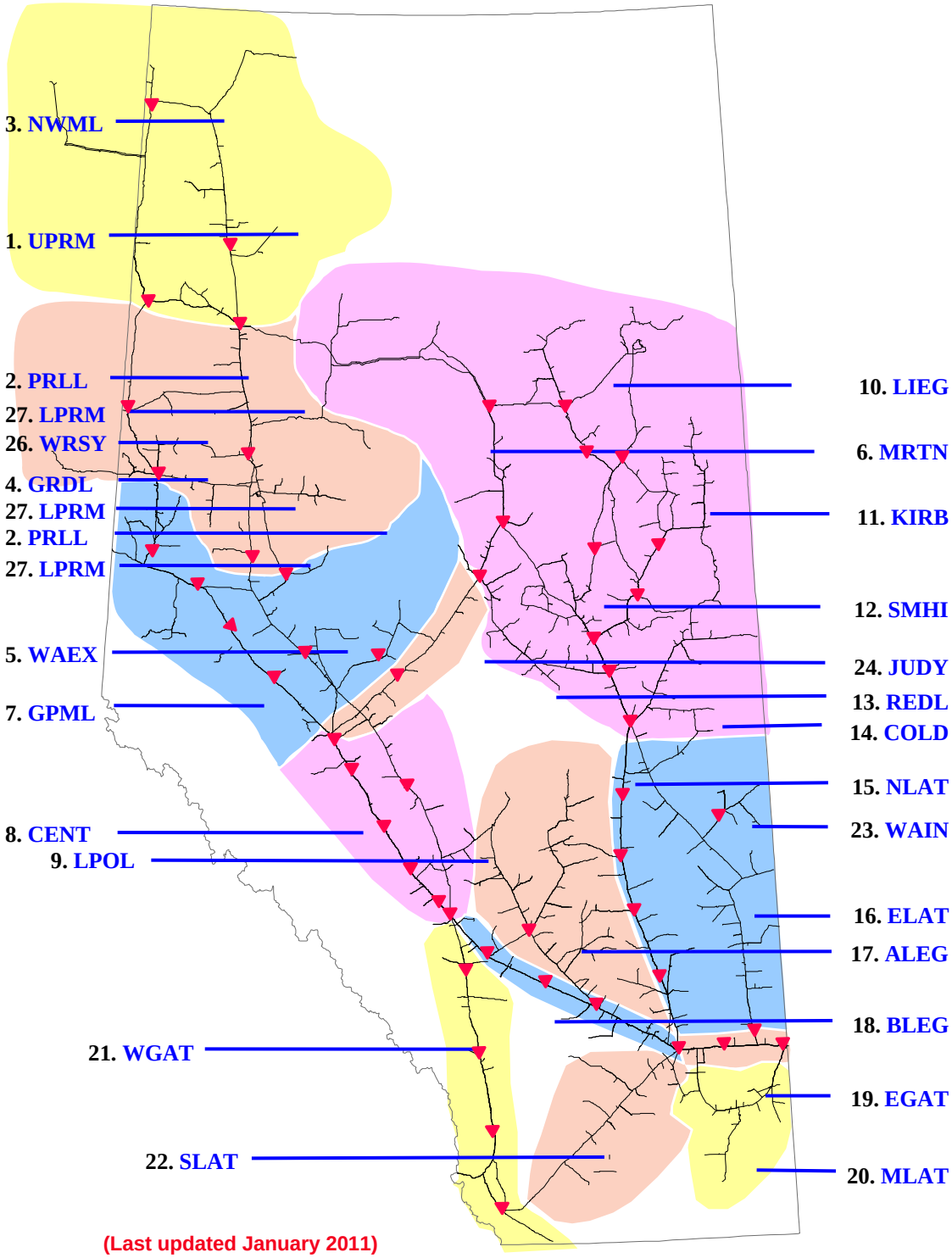
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL DESIGN AREAS



(Last updated January 2011)

NGTL PIPELINE SEGMENTS



(Last updated January 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