SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
March, 2011

Published date:
May 26, 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 January 1, 2011 – March 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 January 1, 2011 – March 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 Bill Chmilar at (403) 920-5309 or via fax at (403) 920-2379.

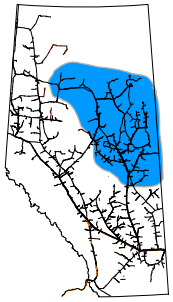
FIRM TRANSPORTATION SERVICE[1] CONTRACT UTILIZATION[3]

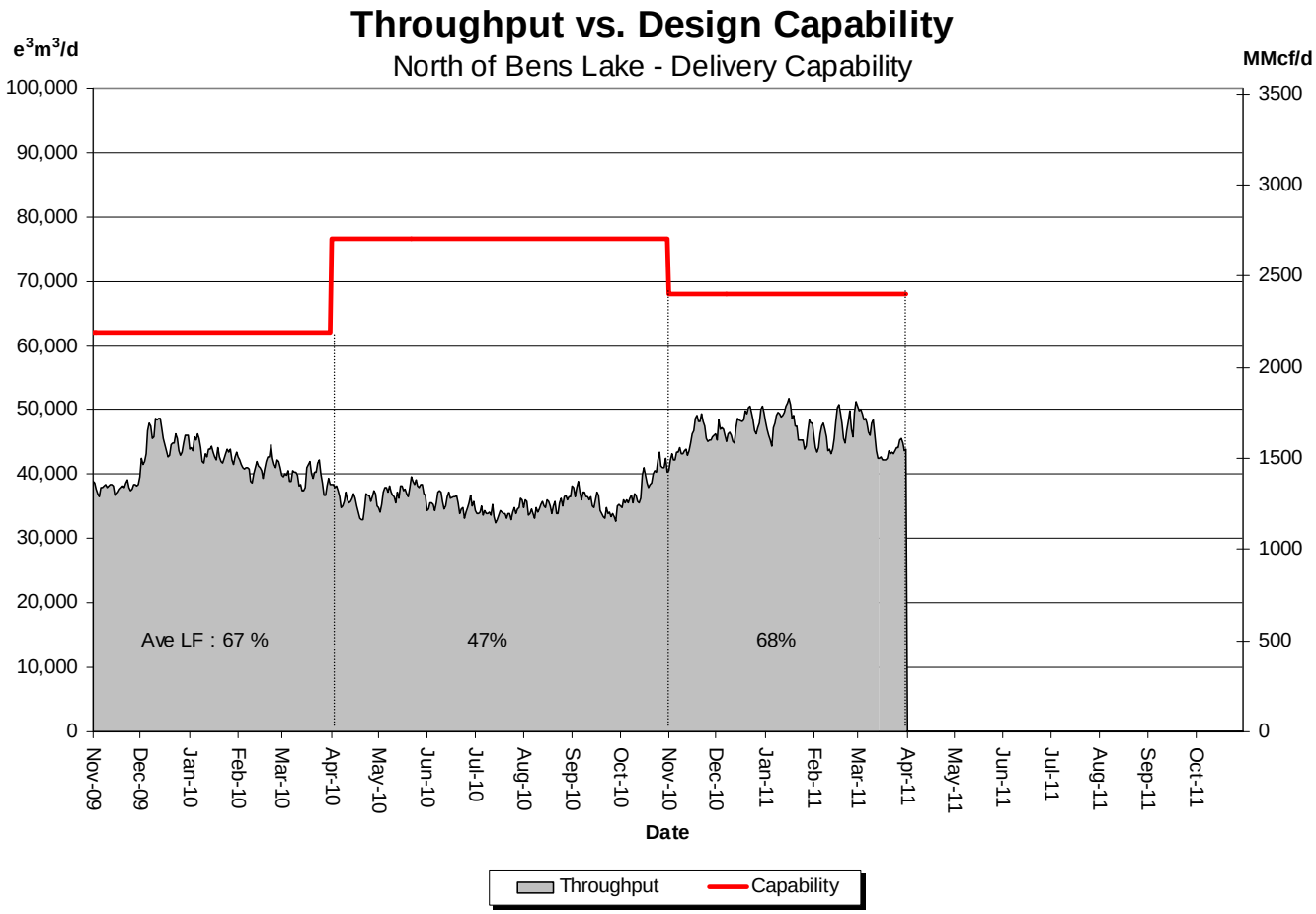
By NGTL Pipeline Segments
March 2011

Segment	Receipt Contract	Delivery Utilization	Delivery Mar CD (TJ/d)	Receipt Utilization	Receipt Mar CD (MMcf/d)
UPRM	FT	4%	25.4	86%	108
	FT + IT[2]	4%		89%	
LPRM	FT	0%	0.0	99%	12
	FT + IT	0%		118%	
PRLL	FT	77%	24.3	93%	151
	FT + IT	94%		106%	
NWML	FT	0%	0.0	91%	365
	FT + IT	0%		95%	
GRDL	FT	100%	0.2	71%	677
	FT + IT	160%		94%	
WRSY	FT	0%	0.0	92%	29
	FT + IT	0%		127%	
WAEX	FT	15%	38.7	84%	273
	FT + IT	23%		117%	
JUDY	FT	45%	3.7	96%	93
	FT + IT	717%		111%	
GPML	FT	35%	23.4	96%	2,386
	FT + IT	196%		109%	
CENT	FT	70%	9.8	92%	917
	FT + IT	73%		113%	
LPOL	FT	12%	11.3	98%	420
	FT + IT	525%		129%	
WGAT	FT	73%	2,422.3	85%	355
	FT + IT	77%		109%	
ALEG	FT	89%	102.1	97%	867
	FT + IT	439%		121%	
SLAT	FT	51%	5.1	98%	248
	FT + IT	671%		115%	
MLAT	FT	58%	61.9	98%	251
	FT + IT	272%		109%	
BLEG	FT	61%	26.7	98%	552
	FT + IT	663%		110%	
EGAT	FT	99%	4,765.5	96%	48
	FT + IT	113%		114%	
MRTN	FT	1%	12.8	73%	115
	FT + IT	44%		98%	
LIEG	FT	83%	678.2	51%	66
	FT + IT	121%		106%	
KIRB	FT	85%	595.9	78%	72
	FT + IT	95%		104%	
SMHI	FT	55%	11.5	77%	49
	FT + IT	55%		180%	
REDL	FT	64%	13.1	78%	66
	FT + IT	360%		122%	
COLD	FT	71%	17.9	53%	36
	FT + IT	314%		112%	
NLAT	FT	65%	123.8	93%	199
	FT + IT	183%		117%	
WAIN	FT	0%	0.0	89%	14
	FT + IT	0%		112%	
ELAT	FT	100%	1.2	90%	124
	FT + IT	13616%		122%	
TOTAL SYSTEM	FT	87%	8,974.8	91%	8,494
	FT + IT	113%		111%	

*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 as billed volumes divided by applicable receipt or delivery Contract level.

DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN



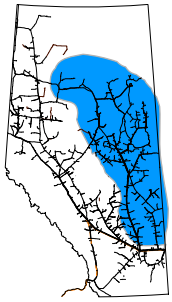


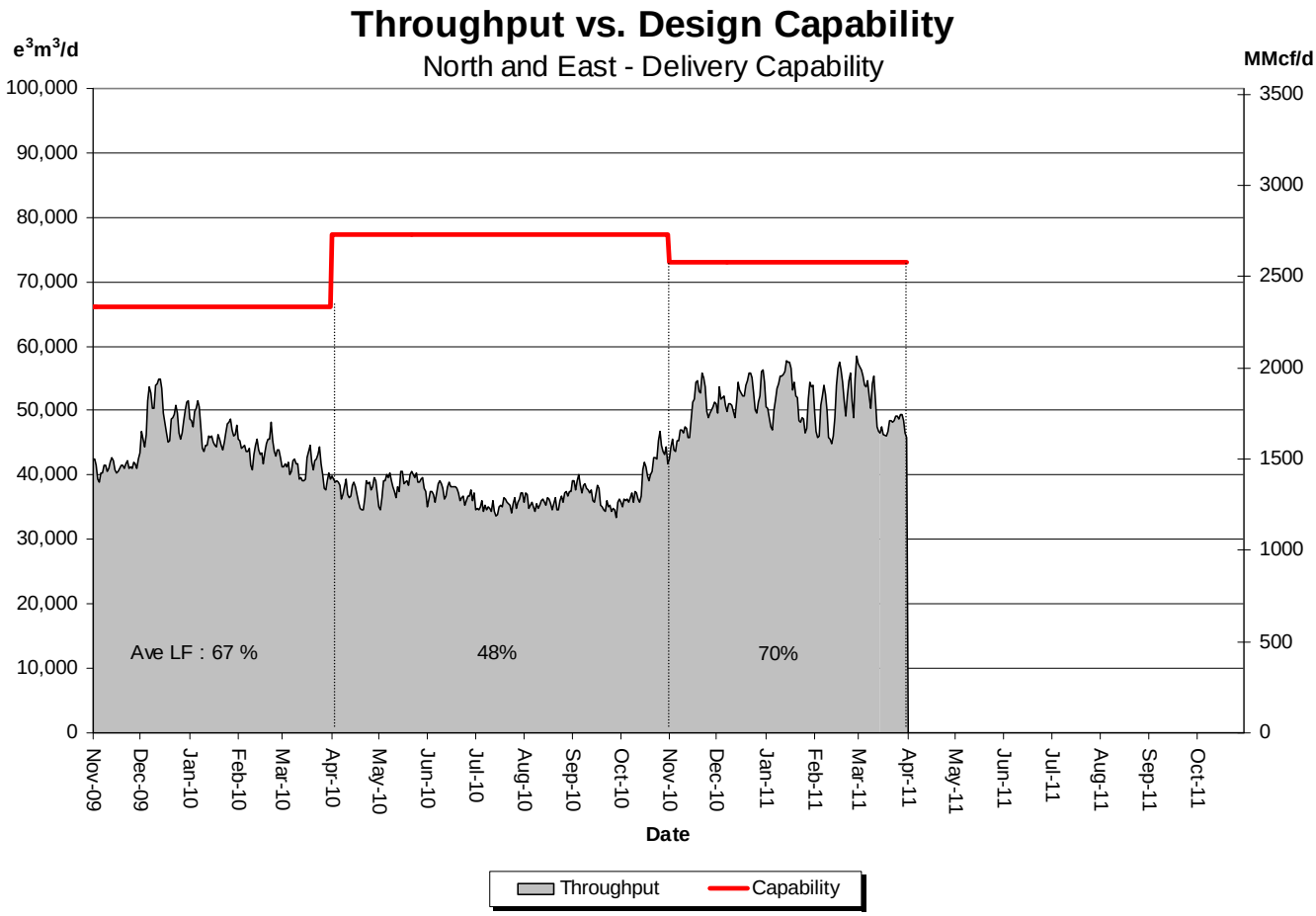
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	50	66	70	70	69	67

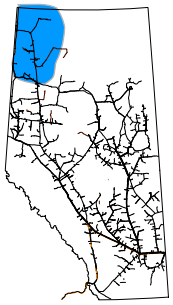
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

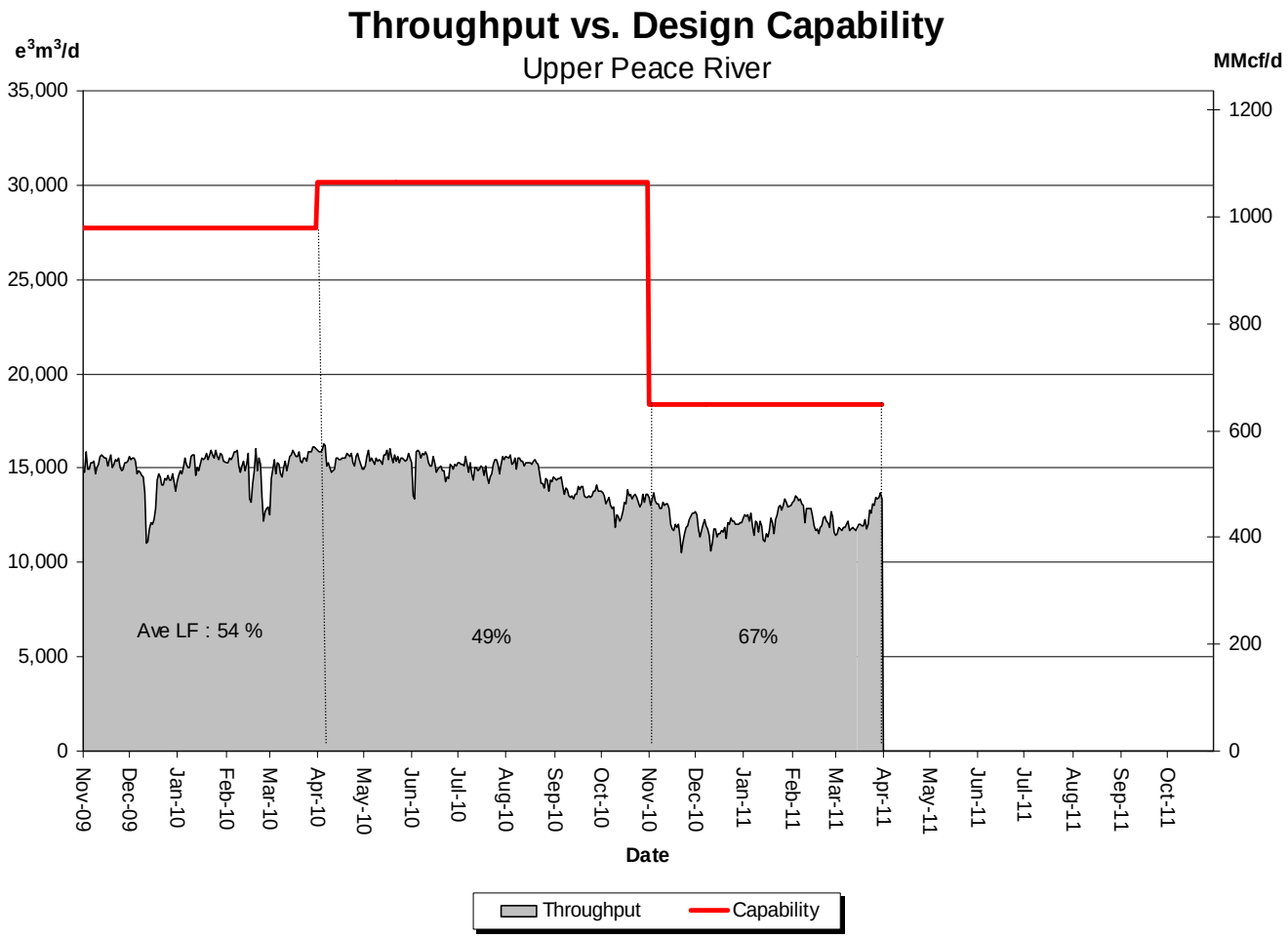




% Design Capability Utilization **Monthly Average Actual Area Deliveries as a Percentage of Design Capability**						
Average Flow/ Design Capability	Oct 51	Nov 66	Dec 71	Jan 72	Feb 70	Mar 69

DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER



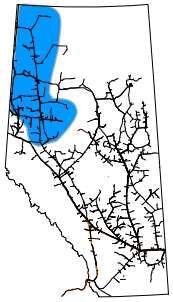


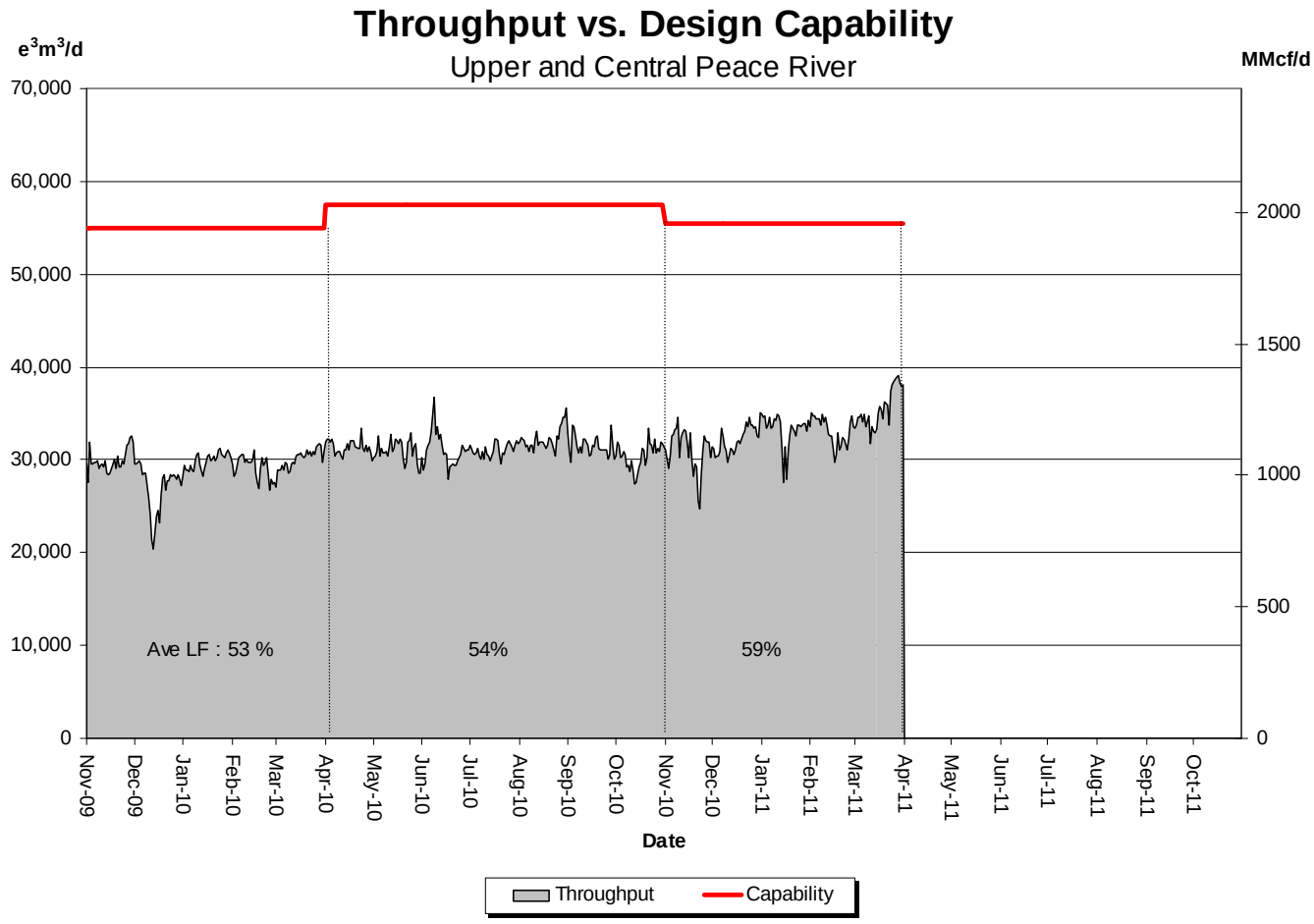
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	44	68	64	67	68	67

DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER



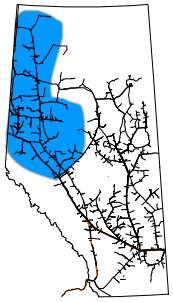


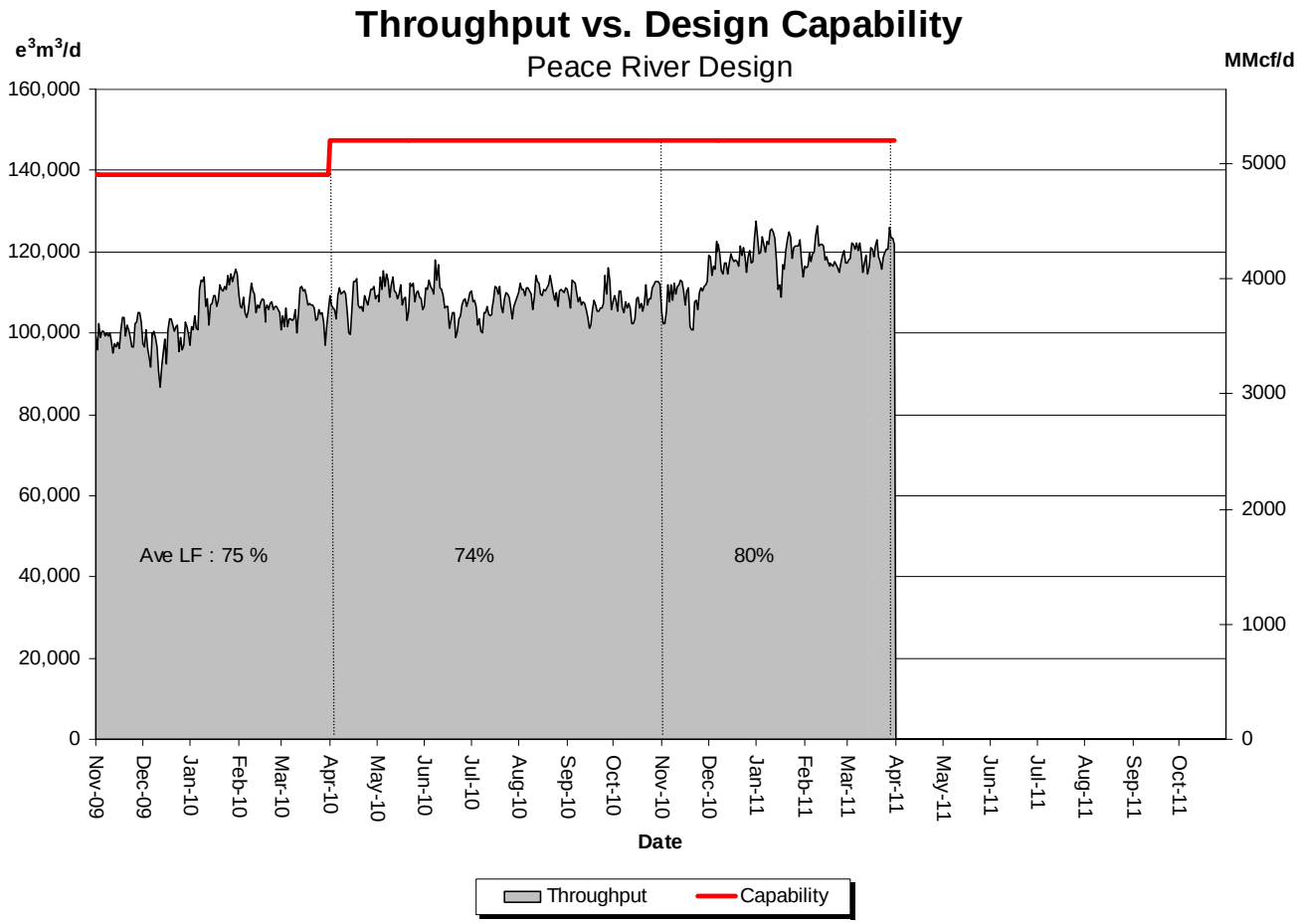
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Capability

Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	53	56	58	60	60	64

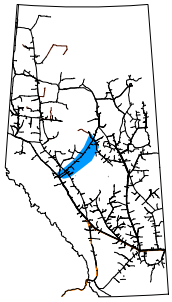
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)

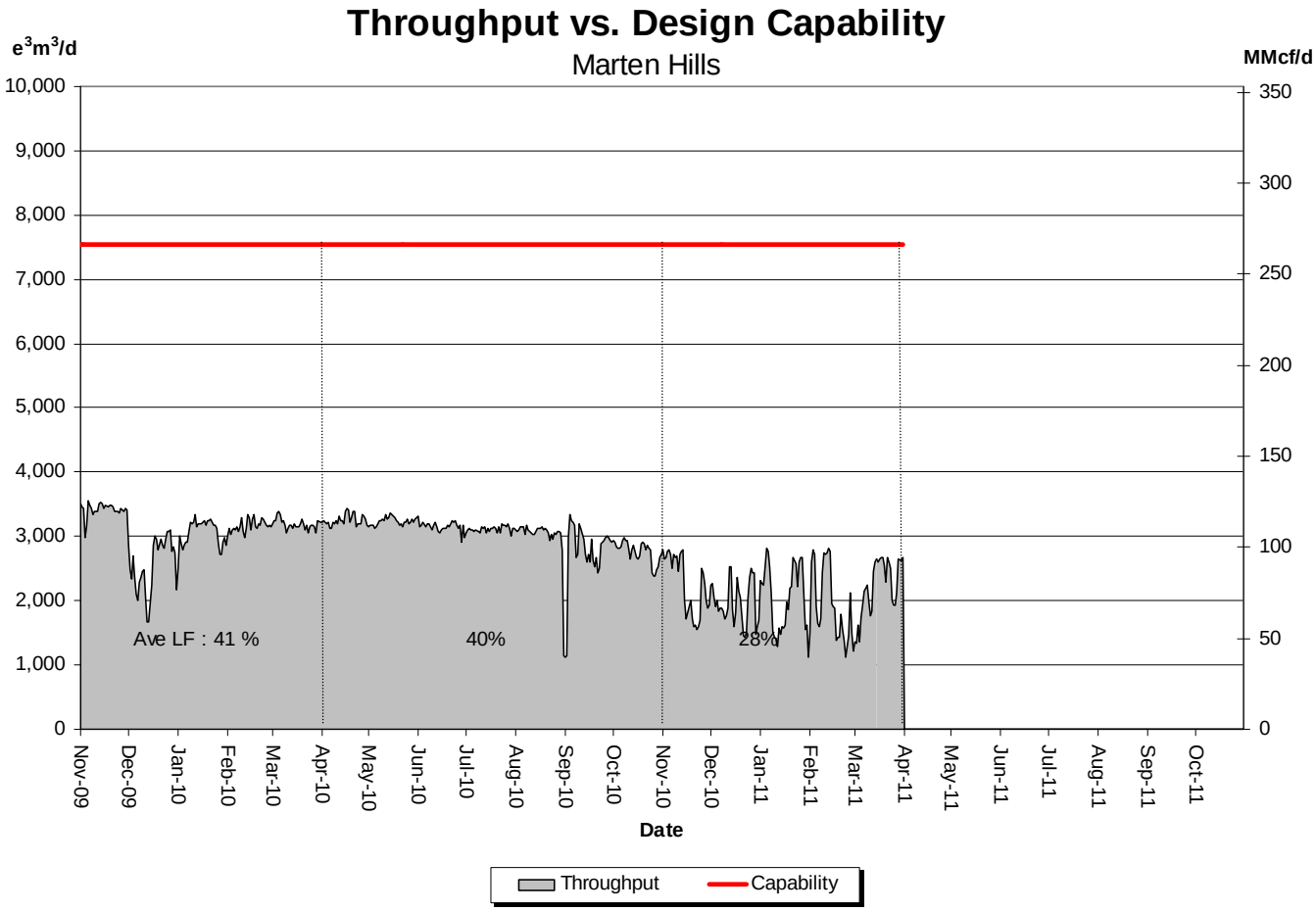




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	73	74	80	82	81	81

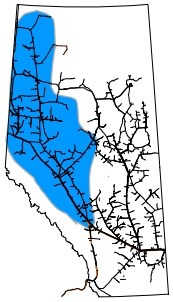
DESIGN CAPABILITY UTILIZATION
MARTEN HILLS

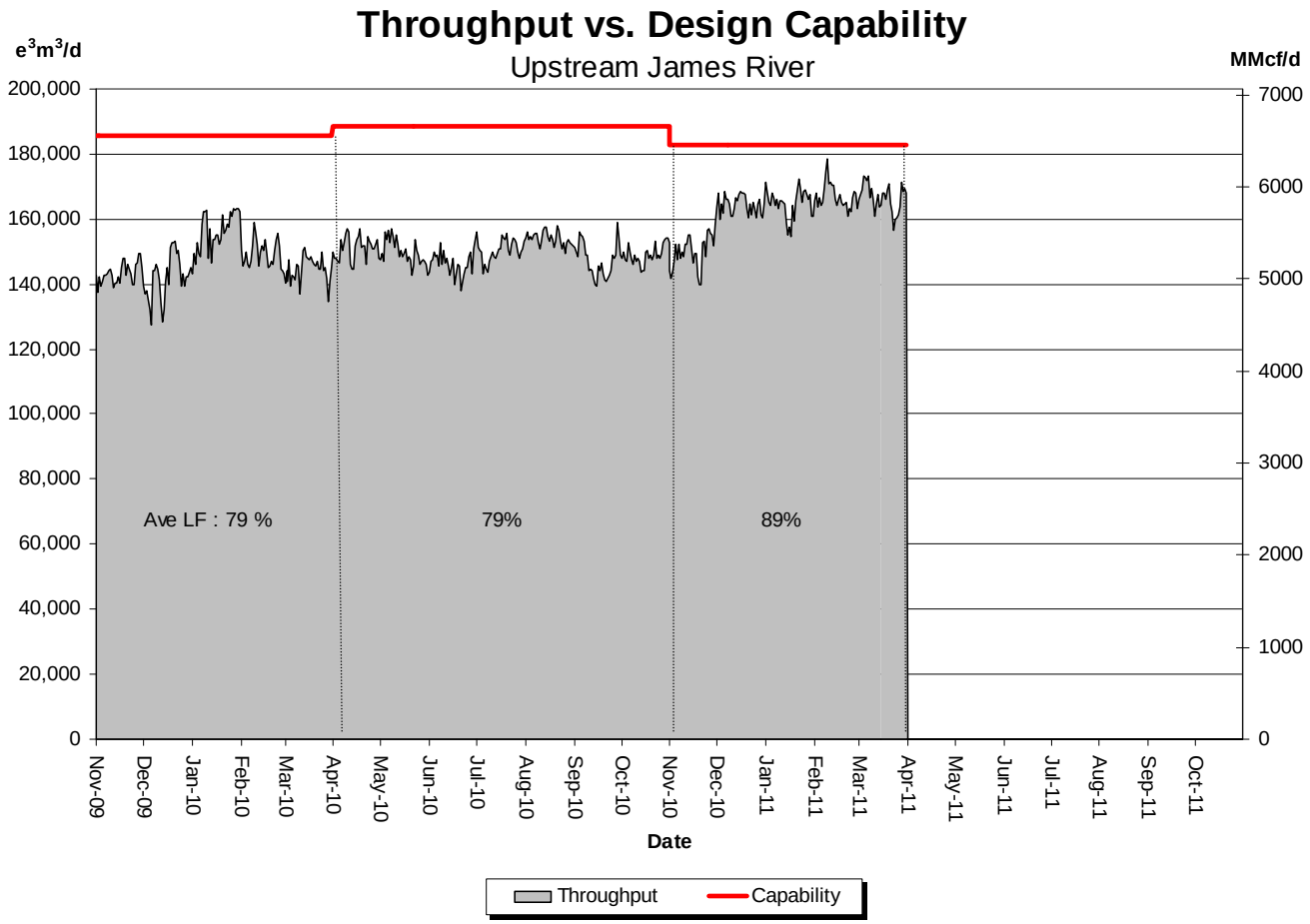




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	37	30	26	27	26	29

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



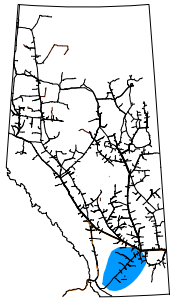


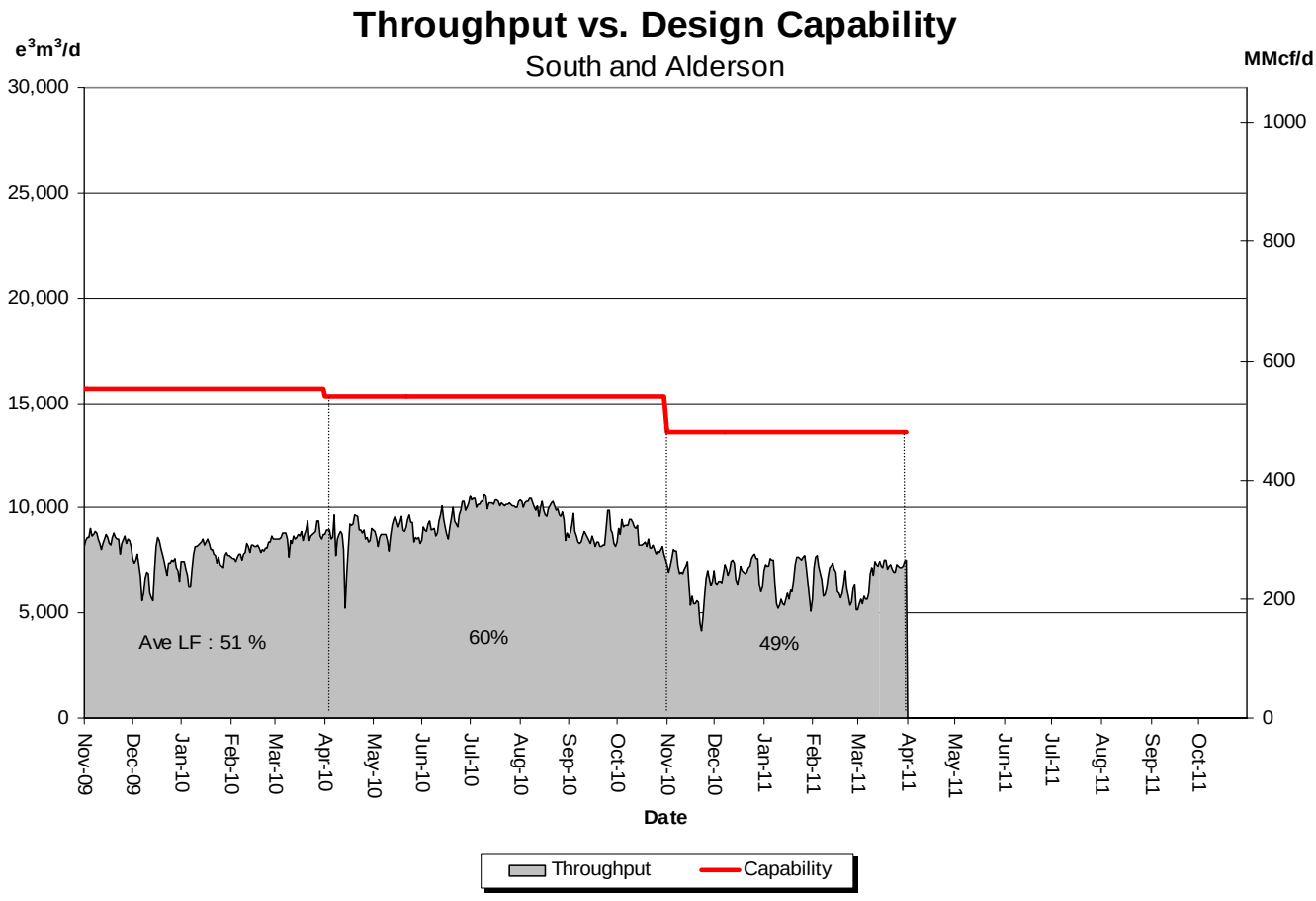
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	79	82	90	90	91	91

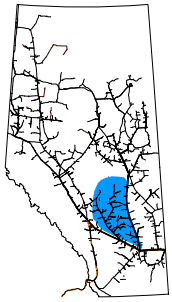
DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON

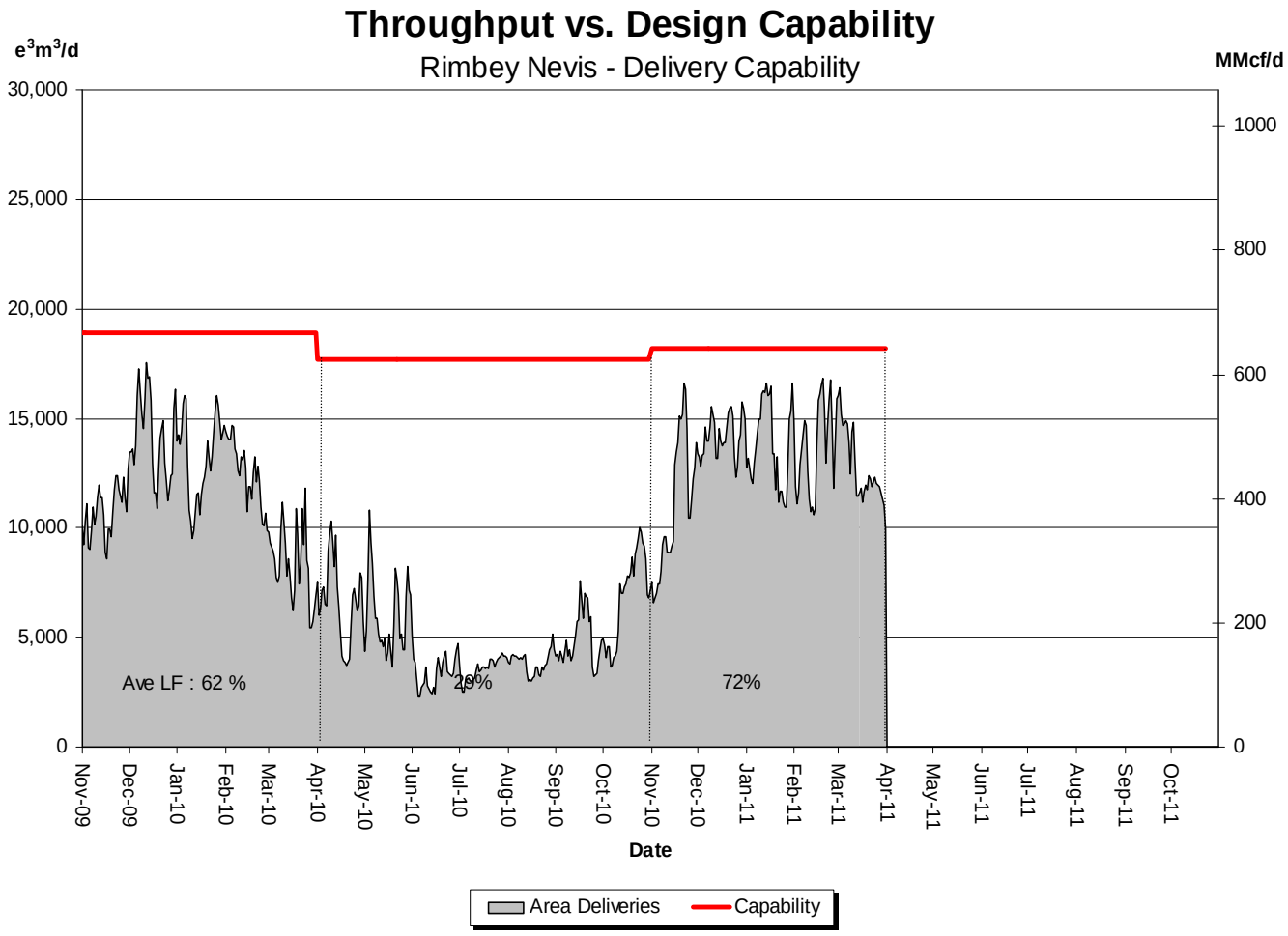




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	56	48	52	48	47	50

DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN



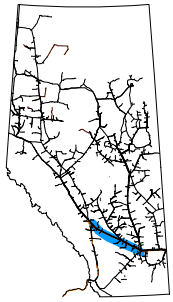


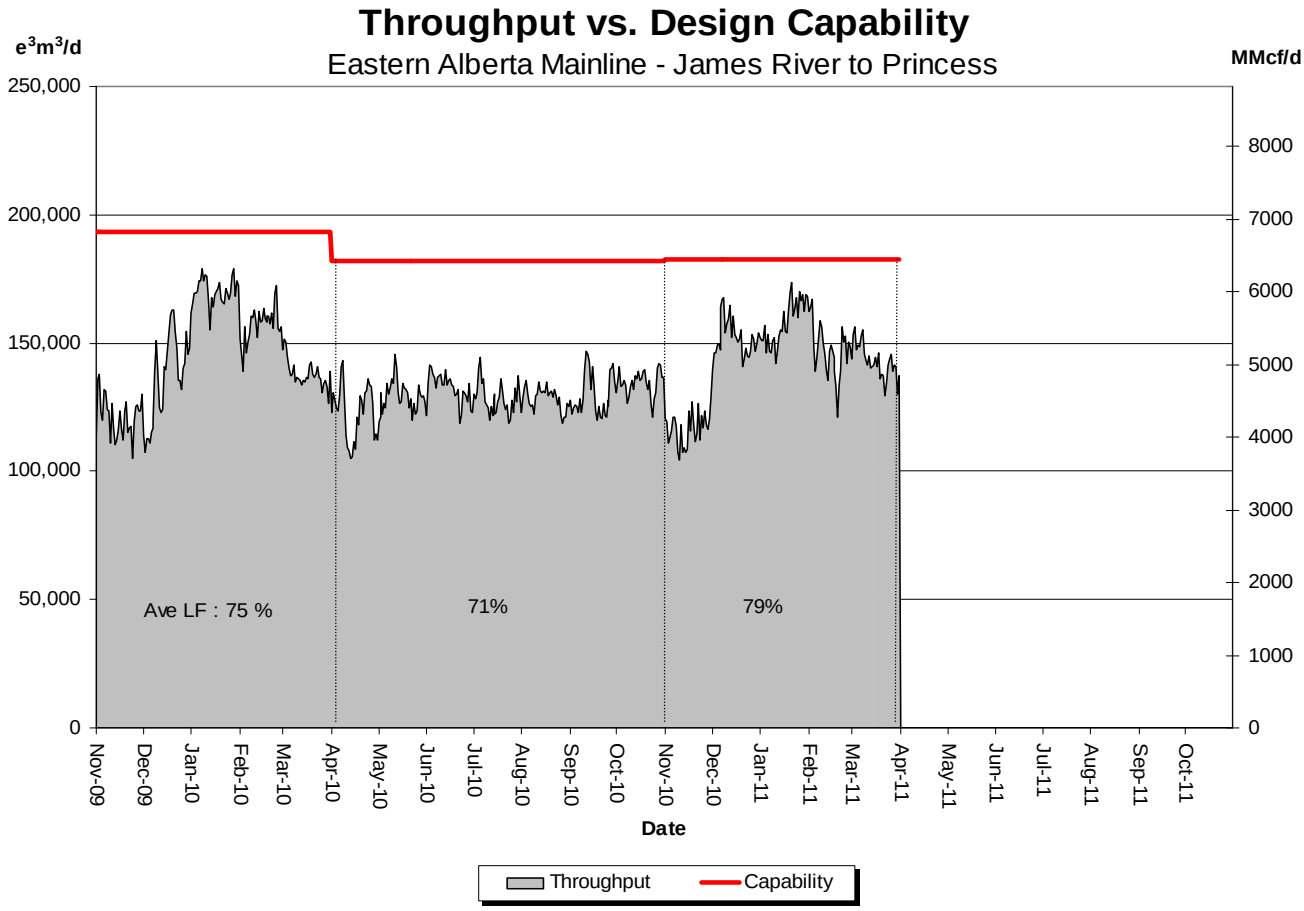
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	39	60	78	76	75	70

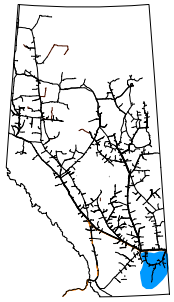
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(James River to Princess)

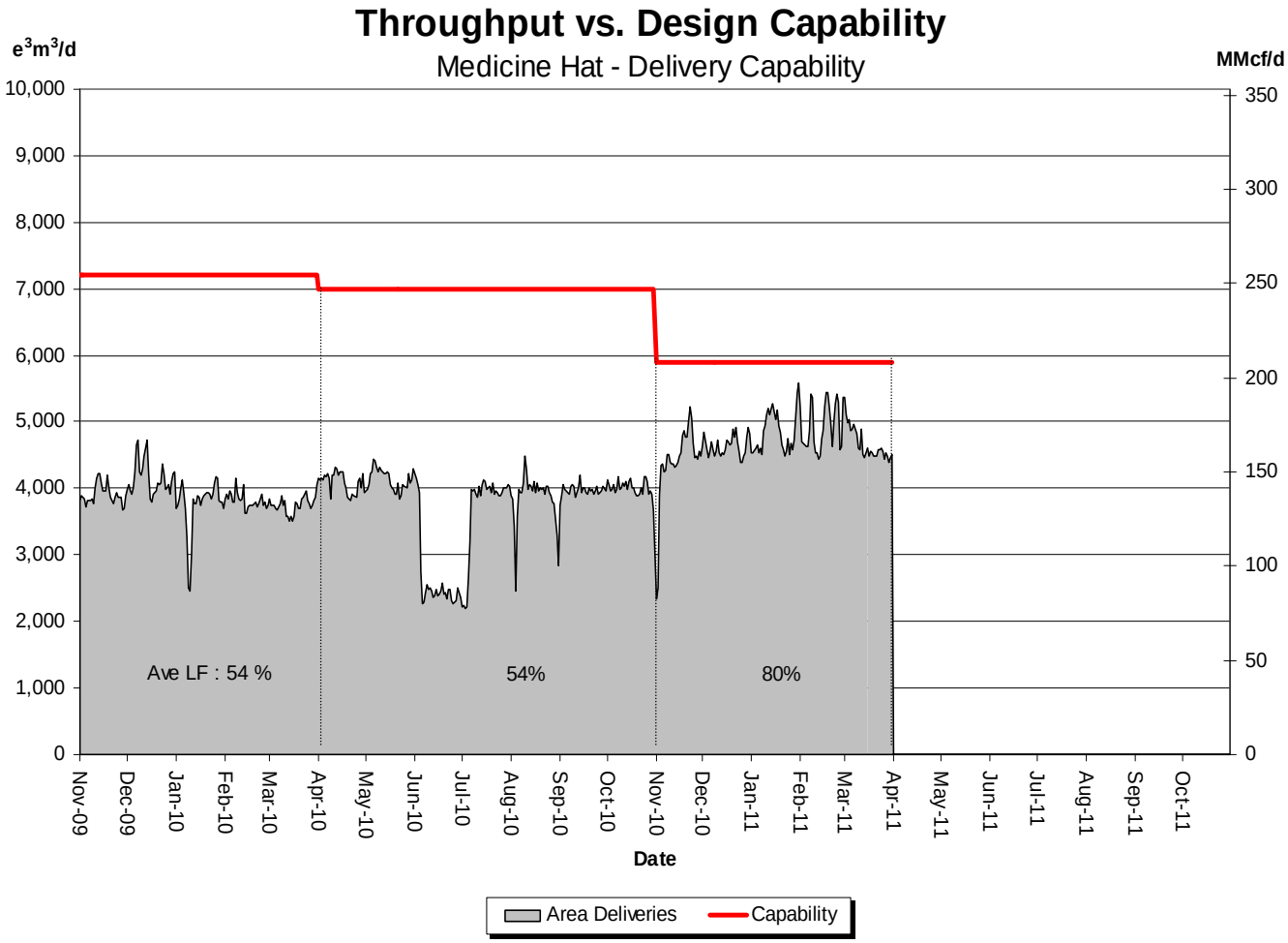




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	74	64	83	86	80	78

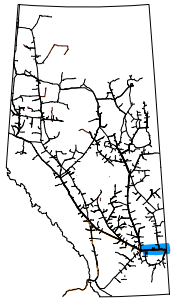
DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN

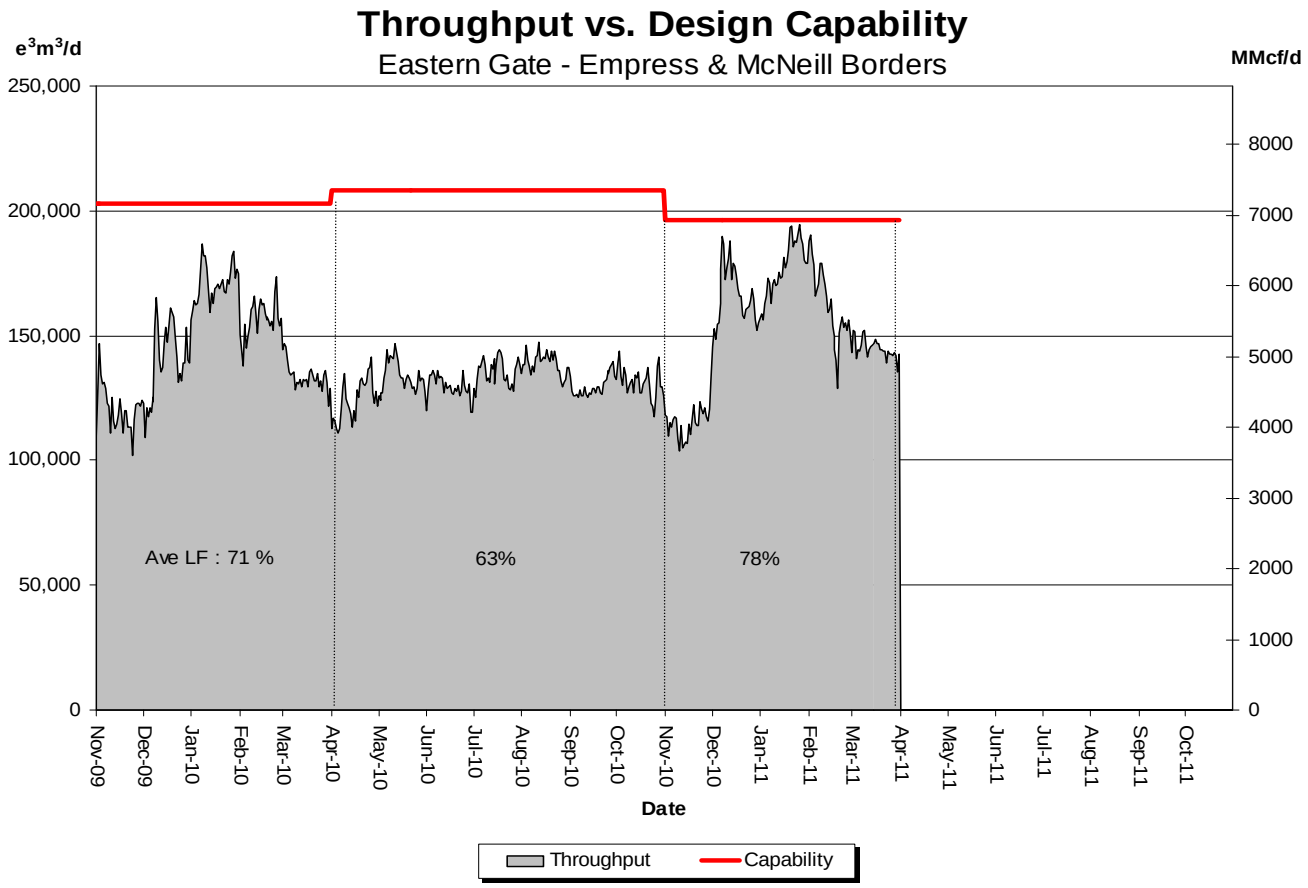




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Oct	Nov	Dec	Jan	Feb	Mar
	57	74	78	82	84	79

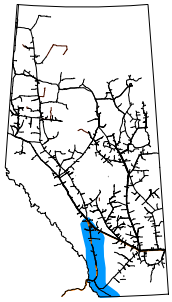
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(Princess to Empress / McNeill)

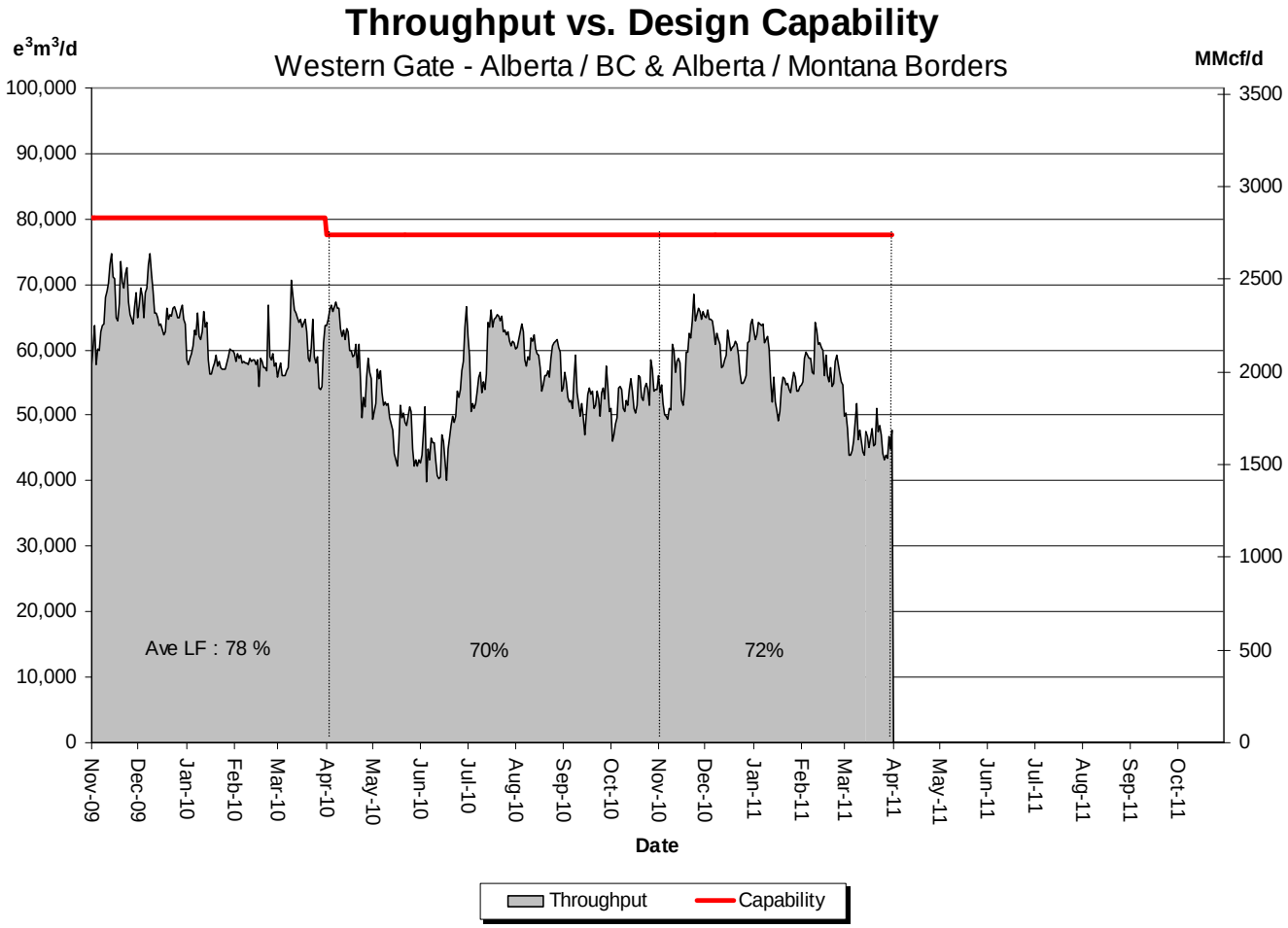




% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Oct 63	Nov 59	Dec 85	Jan 90	Feb 83	Mar 74

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	Oct	Nov	Dec	Jan	Feb	Mar
	68	75	78	73	75	60

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

January 1, 2011 to March 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	Causes/Comments[3]
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	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/Comments[3]
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

System Utilization Quarterly Report No. 74, First Quarter 2011

Compressor Utilization Summaries

Date: January 1 to March 31, 2011

Peace River

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Alces River Unit #1	3,480	0.0	2160.0	100.00	100.00	0.00	0.00
Alces River B Unit #2	10,939	1.0	2153.6	99.75	99.70	0.05	0.25
Berland River Unit#1	21,830	2065.4	19.6	96.53	0.91	95.62	3.47
Cardinal Lake Unit#1	820	0.0	2142.3	99.18	99.18	0.00	0.82
Cardinal Lake Unit#2	820	0.0	2133.9	98.79	98.79	0.00	1.21
Cardinal Lake Unit#3	820	0.0	2160.0	100.00	100.00	0.00	0.00
Clarkson Valley Unit#1	15,936	0.0	2090.9	96.80	96.80	0.00	3.20
Fox Creek Unit#1	15,570	22.7	2038.4	95.42	94.37	1.05	4.58
Gold Creek Unit#1	10,968	1494.2	651.0	99.31	30.14	69.18	0.69
Gold Creek Unit#2	25,427	2039.6	4.1	94.62	0.19	94.43	5.38
Hidden Lake Unit #1	11,078	2.3	2146.3	99.47	99.37	0.11	0.53
Knight Unit #3	13,291	143.2	691.8	38.66	32.03	6.63	61.34
Knight Unit #4	13,396	964.0	1169.2	98.76	54.13	44.63	1.24
Latornell Unit #1	28,110	844.0	739.4	73.31	34.23	39.07	26.69
Meikle River Unit #1	3,577	847.4	1311.5	99.95	60.72	39.23	0.05
Meikle River B Unit #2	3,504	1248.1	906.1	99.73	41.95	57.78	0.27
Mobile Unit #4 (Meikle River)	3,231	1294.9	848.5	99.23	39.28	59.95	0.77
Meikle River C Unit #3	3,231	1168.3	991.7	100.00	45.91	54.09	0.00
Meikle River C Unit #4	3,231	995.1	1164.9	100.00	53.93	46.07	0.00
Mobile Unit #6 (Dryden Creek)	3,320	0.0	462.5	21.41	21.41	0.00	78.59
Pipestone Creek Unit #1	29,923	0.0	2136.4	98.91	98.91	0.00	1.09
Saddle Hills Unit #1	3,486	2.0	2158.0	100.00	99.91	0.09	0.00
Saddle Hills Unit #2	6,711	279.8	1877.2	99.86	86.91	12.95	0.14
Saddle Hills Unit #3	7,953	3.0	2154.5	99.88	99.75	0.14	0.12
Thunder Creek Unit #1	3,414	2.7	1469.7	68.17	68.04	0.12	31.83
Valleyview Unit #1	3,747	0.0	1400.8	64.85	64.85	0.00	35.15
Total	247,813			90.10	66.21	23.89	9.90
Power Adjusted Usage						32.28	

1. Units required under peak flow conditions

Marten Hills

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Beaver Creek Unit #1	955	0.0	0.0	0.00	0.00	0.00	100.00
Beaver Creek Unit #2	955	0.0	0.0	0.00	0.00	0.00	100.00
Beaver Creek Unit #3	955	0.0	0.0	0.00	0.00	0.00	100.00
Beaver Creek Unit #4	955	0.0	0.0	0.00	0.00	0.00	100.00
Beaver Creek Unit #5	955	0.0	0.0	0.00	0.00	0.00	100.00
Total	4,775			0.00	0.00	0.00	100.00
Power Adjusted Usage						0.00	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 74, First Quarter 2011

Compressor Utilization Summaries

Date: January 1 to March 31, 2011

Rimbey/Nevis

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Hussar Unit #6	13,964	1665.7	487.5	99.69	22.57	77.12	0.31
Hussar Unit #7	13,964	357.4	1801.9	99.97	83.42	16.55	0.03
Mobile Unit #8 (Torrington)	7,236	0.0	2138.7	99.01	99.01	0.00	0.99
Total	35,164			99.56	68.33	31.22	0.44
Power Adjusted Usage						37.20	

Edson Mainline

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Clearwater Unit #1	22,044	911.4	1247.7	99.96	57.76	42.19	0.04
Clearwater Unit #5	20,966	1204.7	955.3	100.00	44.23	55.77	0.00
Lodgepole Unit #3	3,776	811.6	1348.4	100.00	62.43	37.57	0.00
Nordegg Unit #3	31,802	1949.8	203.5	99.69	9.42	90.27	0.31
Vetchland Unit #1	23,842	304.5	1851.9	99.83	85.74	14.10	0.17
Vetchland Unit #2	23,842	413.7	1669.4	96.44	77.29	19.15	3.56
Swartz Creek Unit #1	29,163	1964.6	168.9	98.77	7.82	90.95	1.23
Wolf Lake Unit #2	24,304	1935.9	219.3	99.78	10.15	89.63	0.22
Total	179,739			99.31	44.36	54.95	0.69
Power Adjusted Usage						59.73	

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	24.6	2035.7	95.38	94.25	1.14	4.62
Burton Creek Unit #2	14,956	432.0	1624.0	95.19	75.19	20.00	4.81
Drywood Unit #1	3,800	4.5	2154.6	99.96	99.75	0.21	0.04
Schrader Creek Unit #2	13,591	1773.9	4.8	82.35	0.22	82.13	17.65
Turner Valley Unit #1	23,642	818.0	1336.4	99.74	61.87	37.87	0.26
Turner Valley Unit #2	23,642	1173.2	951.1	98.35	44.03	54.31	1.65
Winchell Lake Unit #1	23,873	1494.5	603.0	97.11	27.92	69.19	2.89
Total	119,324			95.44	57.60	37.84	4.56
Power Adjusted Usage						44.13	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 74, First Quarter 2011

Compressor Utilization Summaries

Date: January 1 to March 31, 2011

North and East - North of Bens Lake

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Bens Lake Unit #1	977	3.4	0.1	0.16	0.00	0.16	99.84
Bens Lake Unit #2	977	4.0	0.8	0.22	0.04	0.19	99.78
Bens Lake Unit #3	977	4.8	12.9	0.82	0.60	0.22	99.18
Bens Lake Unit #4	3,539	0.0	0.0	0.00	0.00	0.00	100.00
Bens Lake Unit #5	3,546	19.0	74.0	4.31	3.43	0.88	95.69
Bens Lake Unit #6	4,724	7.1	2152.9	100.00	99.67	0.33	0.00
Bens Lake Unit #7	977	3.5	14.1	0.81	0.65	0.16	99.19
Mobile Unit #9 (Behan)	3,327	300.4	1641.2	89.89	75.98	13.91	10.11
Field Lake Unit #1	3,570	1034.2	1125.8	100.00	52.12	47.88	0.00
Field Lake Unit #2	3,570	1014.3	1143.4	99.89	52.94	46.96	0.11
Hanmore Lake Unit #1	541	3.6	1935.9	89.79	89.63	0.17	10.21
Hanmore Lake Unit #2	541	20.4	982.0	46.41	45.46	0.94	53.59
Hanmore Lake Unit #3	3,407	2.3	2157.7	100.00	99.89	0.11	0.00
Hanmore Lake Unit #4	3,407	907.5	1248.7	99.82	57.81	42.01	0.18
Woodenhouse #1	10,688	3.1	2133.3	98.91	98.76	0.14	1.09
Woodenhouse #2	14,165	433.0	1727.0	100.00	79.95	20.05	0.00
Wandering River #1	945	532.0	1628.0	100.00	75.37	24.63	0.00
Wandering River #2	945	1143.4	1016.6	100.00	47.06	52.94	0.00
Wandering River #3	895	294.0	1866.0	100.00	86.39	13.61	0.00
Leismer #4	945	12.8	2147.2	100.00	99.41	0.59	0.00
Mobile Unit #5 (Paul Lake)	3,090	1461.3	698.7	100.00	32.35	67.65	0.00
Paul Lake Unit #1	3,457	436.1	1723.8	100.00	79.81	20.19	0.00
Paul Lake B Unit #2	15,639	1.9	2158.1	100.00	99.91	0.09	0.00
Pelican Lake Unit #2	3,594	0.0	1439.1	66.63	66.63	0.00	33.38
Slave Lake Unit #1	978	0.0	0.0	0.00	0.00	0.00	100.00
Slave Lake Unit #2	978	186.8	1803.7	92.15	83.50	8.65	7.85
Slave Lake Unit #3	978	6.1	1407.9	65.46	65.18	0.28	34.54
Slave Lake Unit #4	978	227.3	1763.2	92.15	81.63	10.52	7.85
Smoky Lake Unit #1	978	43.5	1830.0	86.74	84.72	2.01	13.26
Smoky Lake Unit #2	978	457.3	1698.6	99.81	78.64	21.17	0.19
Smoky Lake Unit #3	978	639.5	1516.4	99.81	70.20	29.61	0.19
Smoky Lake Unit #7	16,061	9.8	2150.1	100.00	99.54	0.45	0.00
Total	111,350			72.93	59.60	13.33	27.07
Power Adjusted Usage						11.35	

1. Units required under peak flow conditions

Compressor Utilization Summaries

Date: January 1 to March 31, 2011

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	96.2	96.2	2063.0	99.96	95.51	4.45	0.04
Cavendish Unit #2	4306.0	3.5	2149.7	99.69	99.52	0.16	0.31
Dusty Lake Unit #2	14200.0	1332.2	777.2	97.66	35.98	61.68	2.34
Dusty Lake Unit #3	15873.0	695.3	1413.4	97.63	65.44	32.19	2.38
Farrell Lake Unit #1	14004.0	112.1	1962.9	96.06	90.88	5.19	3.94
Farrell Lake Unit #2	15630.0	12.8	2072.2	96.53	95.94	0.59	3.47
Gadsby Unit #1	14244.0	163.7	1973.7	98.95	91.38	7.58	1.05
Gadsby Unit #2	15797.0	0.0	0.0	0.00	0.00	0.00	100.00
Gadsby Unit #B3	4782.0	1525.1	634.9	100.00	29.39	70.61	0.00
Oakland Unit #1	14137.0	1410.4	738.0	99.46	34.17	65.30	0.54
Princess Unit #1	2,685	0.0	0.0	0.00	0.00	0.00	100.00
Princess Unit #2	2,685	0.0	2156.3	99.83	99.83	0.00	0.17
Princess Unit #3	2,685	0.0	2156.6	99.84	99.84	0.00	0.16
Princess Unit #4	4,474	0.1	294.6	13.64	13.64	0.00	86.36
Princess Unit #5	4,474	0.0	0.0	0.00	0.00	0.00	100.00
Wainwright Unit #2	1,790	808.9	1283.1	96.85	59.40	37.45	3.15
Wainwright Unit #3	1,230	1349.4	588.5	89.72	27.25	62.47	10.28
Wainwright Unit #4	2.5	2.5	2151.5	99.72	99.61	0.12	0.28
Total	133,095			76.97	57.65	19.32	23.03
Power Adjusted Usage						22.41	

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	1954.6	205.2	99.99	9.50	90.49	0.01
Beiseker Unit #1	11857.0	8.5	95.8	4.83	4.44	0.39	95.17
Beiseker Unit #2	11857.0	7.4	2014.3	93.60	93.25	0.34	6.40
Crawling Valley Unit #1	26104.0	1246.6	908.4	99.77	42.06	57.71	0.23
Didsbury Unit #5	794.0	0.0	0.0	0.00	0.00	0.00	100.00
Didsbury Unit #6	731.0	0.0	0.0	0.00	0.00	0.00	100.00
Hussar Unit #8	13964.0	1030.2	1013.8	94.63	46.94	47.69	5.37
Jenner Unit #1	23555.0	912.3	1247.7	100.00	57.76	42.24	0.00
Jenner Unit #2	17000.0	1192.0	716.7	88.37	33.18	55.19	11.63
Princess Unit #6	19749.0	2049.0	58.2	97.56	2.69	94.86	2.44
Red Deer River Unit #1	24355.0	398.1	1493.2	87.56	69.13	18.43	12.44
Red Deer River Unit #2	24355.0	326.9	1728.2	95.14	80.01	15.13	4.86
Shrader Creek Unit #1	26251.0	2152.2	1.0	99.69	0.05	99.64	0.31
Schrader Creek Unit #3	13697.0	358.6	1140.2	69.39	52.79	16.60	30.61
Total	240,414			73.61	35.13	38.48	26.39
Power Adjusted Usage						49.97	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 74, First Quarter 2011

Compressor Utilization Summaries

Date: January 1 to March 31, 2011

B.C. System

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Crowsnest E	10888.0	0.0	2160.0	100.00	100.00	0.00	0.00
Crowsnest F	10888.0	0.0	2160.0	100.00	100.00	0.00	0.00
Crowsnest G	9126.0	395.3	1758.8	99.73	81.43	18.30	0.27
Crowsnest K	28723.0	1772.2	112.7	87.26	5.22	82.05	12.74
Crowsnest 2 H	12529.0	288.5	1835.5	98.33	84.98	13.36	1.67
Crowsnest 2 J	12529.0	424.2	1728.0	99.64	80.00	19.64	0.36
Elko A	11930.0	1.1	1274.7	59.06	59.01	0.05	40.94
Elko B	13528.0	81.9	1995.0	96.15	92.36	3.79	3.85
Elko C	13369.0	83.9	1993.8	96.19	92.31	3.88	3.81
Moyie B	11930.0	11.1	2145.7	99.85	99.34	0.51	0.15
Moyie C	13281.0	998.2	1148.5	99.38	53.17	46.21	0.62
Moyie D	13389.0	234.4	1919.7	99.73	88.88	10.85	0.27
Total	162,110			94.61	78.06	16.55	5.39
Power Adjusted Usage						23.48	

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.

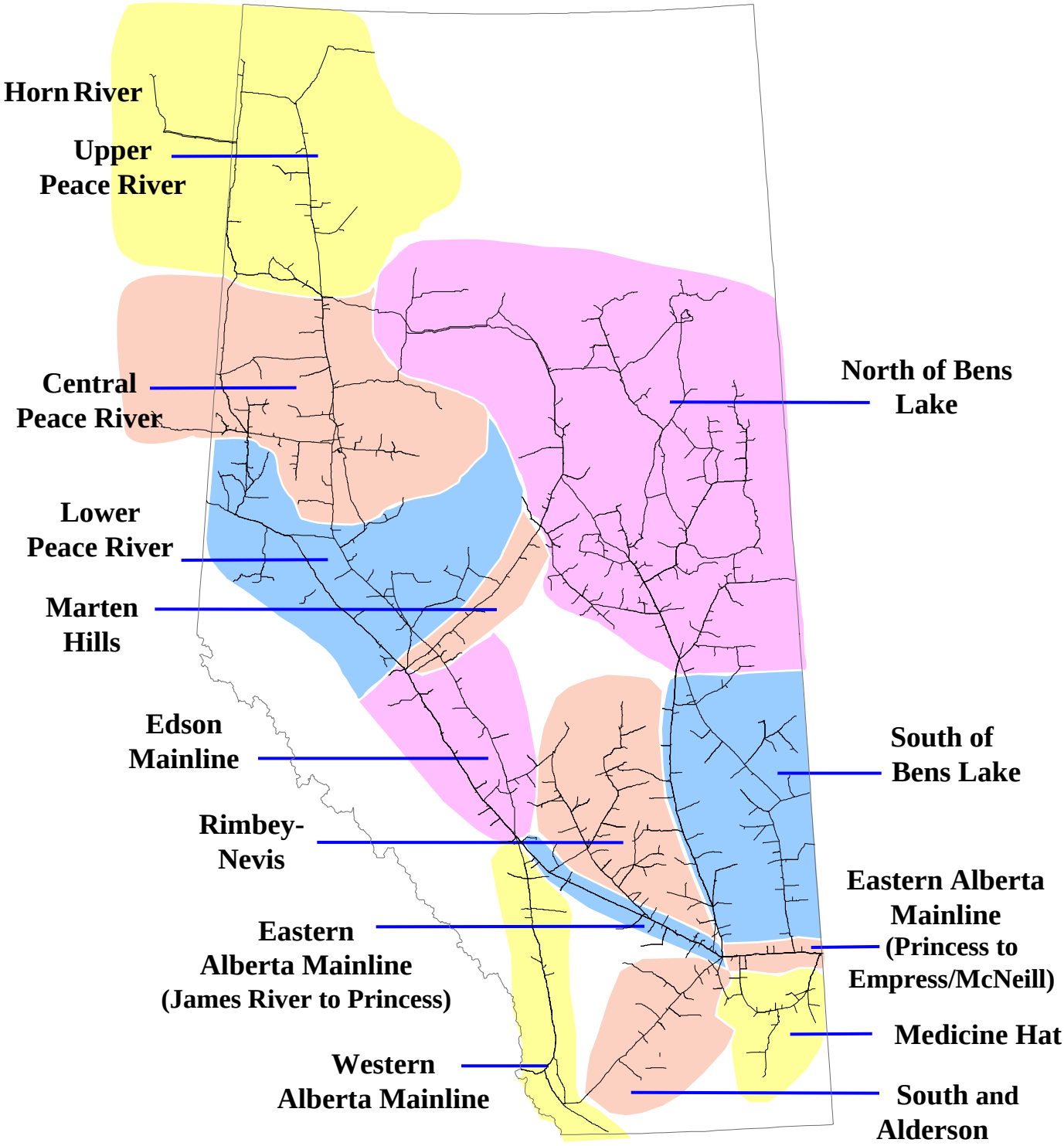
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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 2011)

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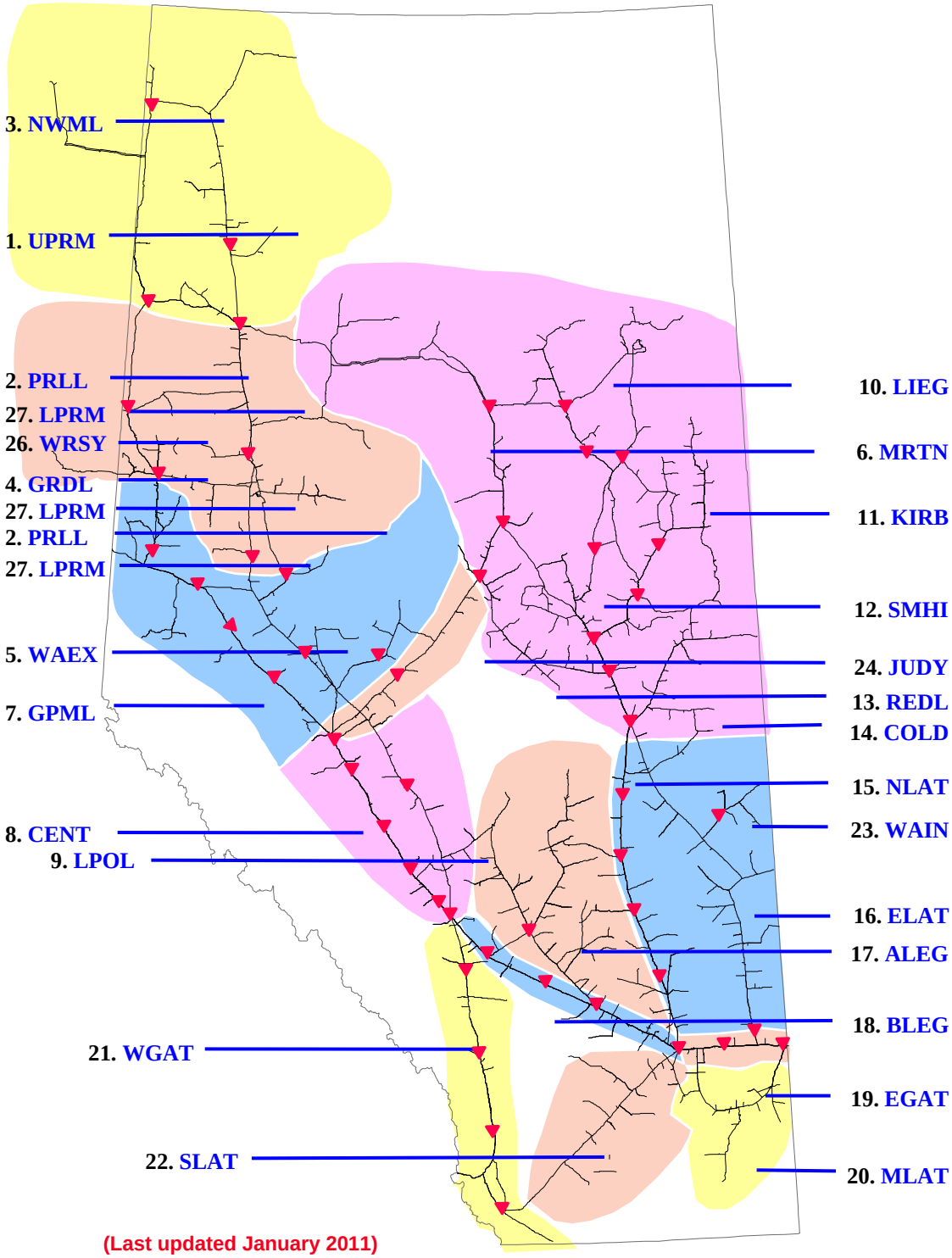
NGTL PIPELINE SEGMENTS



(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