SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
January, 2012

Published date:
March 15, 2012

Highlights This Month:

- The commercial integration of ATCO Pipelines (AP) into the Alberta System occurred on October 1, 2011. The throughput data reported for the Alberta System includes ATCO Pipeline System flows as of October 1, 2011. The Summer 2011 seasonal design capabilities were maintained pre-integration levels and apply for the majority of the Summer 2011 season.

- The average actual flow for the dominant flow condition in each of the Alberta design areas is compared against the corresponding design capability to obtain a measure of pipeline utilization. Consequently, design capability utilization is measured as Average Actual Flow / Seasonal Design Capability.

- FT Receipt Availability over a 3 month average from November 1, 2011 – January 31, 2012 was deemed to be 100% available in all pipe segments.

- Border Availability at Empress/McNeill, Gordondale and Alberta/BC, over a 3 month average from November 1, 2011 – January 31, 2012, were all deemed 100% available.

- The Firm Transportation service contract utilization table (page 3 of this report) illustrates the FT and TF + IT utilization for receipts and deliveries.

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

FIRM TRANSPORTATION SERVICE[1] CONTRACT UTILIZATION[3]

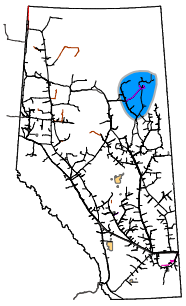
By NGTL Pipeline Segments

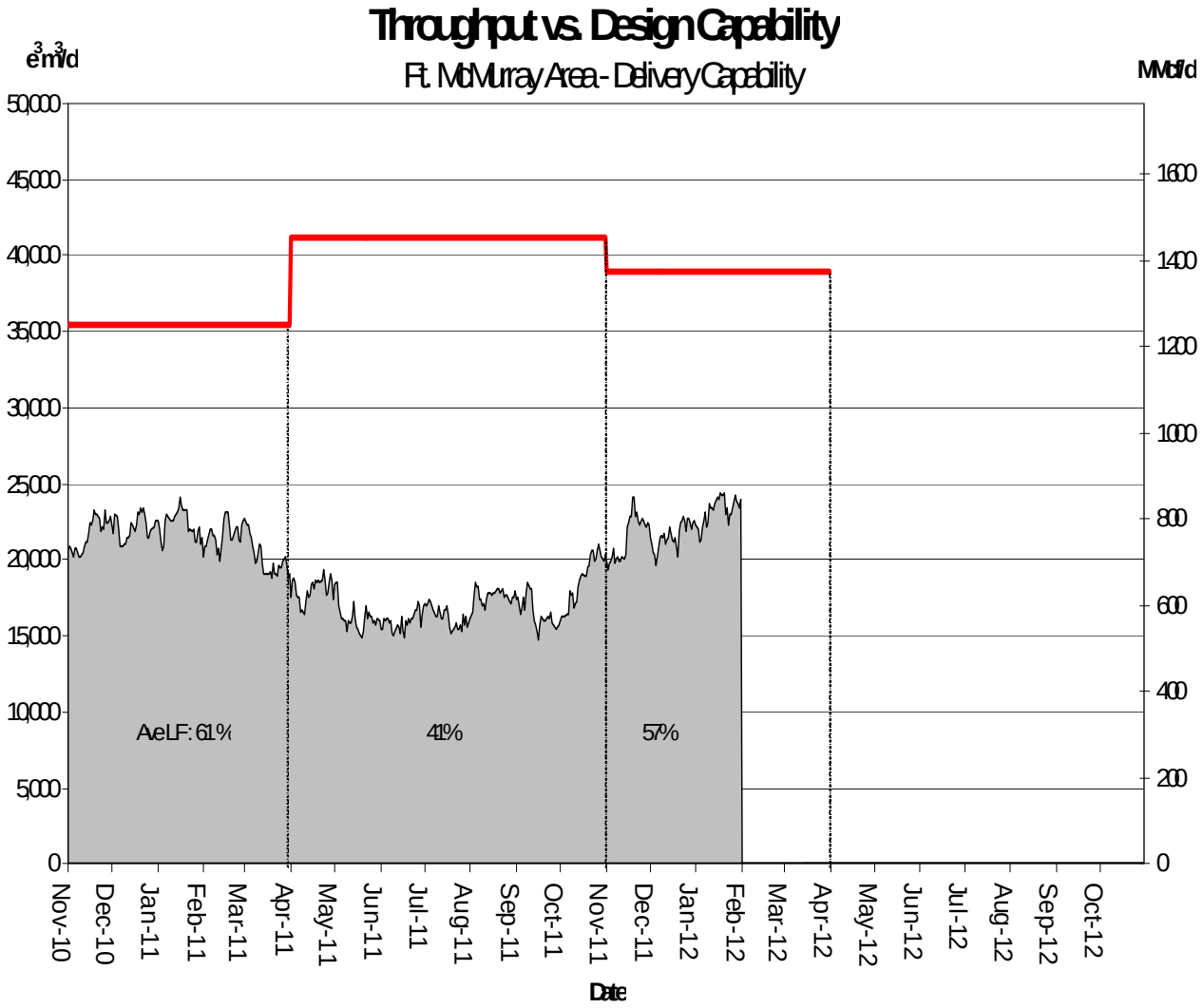
January 2012

Segment	Receipt Contract	Delivery Utilization	Delivery Jan CD (TJ/d)	Receipt Utilization	Receipt Jan CD (MMcf/d)
UPRM	FT	3%	25.4	79%	93
	FT + IT[2]	5%		85%	
LPRM	FT	0%	0.0	0%	0
	FT + IT	0%		0%	
PRLL	FT	57%	43.1	95%	151
	FT + IT	57%		102%	
NWML	FT	0%	0.0	87%	376
	FT + IT	0%		89%	
GRDL	FT	43%	10.6	74%	1,221
	FT + IT	51%		77%	
WRSY	FT	0%	0.0	88%	28
	FT + IT	0%		102%	
WAEX	FT	26%	50.4	74%	379
	FT + IT	39%		91%	
JUDY	FT	44%	3.7	97%	79
	FT + IT	44%		110%	
GPML	FT	49%	161.6	91%	2,839
	FT + IT	56%		98%	
CENT	FT	0%	9.8	96%	839
	FT + IT	0%		120%	
LPOL	FT	43%	82.6	94%	573
	FT + IT	71%		121%	
WGAT	FT	77%	3,223.0	90%	523
	FT + IT	80%		101%	
ALEG	FT	54%	315.2	98%	908
	FT + IT	77%		123%	
SLAT	FT	45%	178.3	97%	266
	FT + IT	46%		114%	
MLAT	FT	77%	262.1	98%	234
	FT + IT	80%		114%	
BLEG	FT	60%	142.9	99%	616
	FT + IT	61%		117%	
EGAT	FT	98%	4,780.2	98%	46
	FT + IT	111%		117%	
MRTN	FT	36%	32.6	80%	85
	FT + IT	38%		112%	
LIEG	FT	86%	831.8	67%	50
	FT + IT	117%		155%	
KIRB	FT	73%	681.6	78%	53
	FT + IT	90%		155%	
SMHI	FT	76%	11.5	83%	49
	FT + IT	76%		150%	
REDL	FT	76%	13.1	88%	55
	FT + IT	97%		121%	
COLD	FT	74%	56.8	74%	29
	FT + IT	109%		138%	
EDM	FT	57%	1,709.5	90%	85
	FT + IT	58%		108%	
NLAT	FT	49%	17.0	94%	183
	FT + IT	59%		121%	
WAIN	FT	37%	0.5	85%	12
	FT + IT	37%		119%	
ELAT	FT	76%	221.8	92%	183
	FT + IT	77%		121%	
TOTAL SYSTEM	FT	80%	12,865.3	90%	9,953
	FT + IT	90%		105%	

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

DESIGN CAPABILITY UTILIZATION
FT. McMURRAY AREA – FLOW WITHIN





% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug 43	Sep 40	Oct 45	Nov 55	Dec 55	Jan 60

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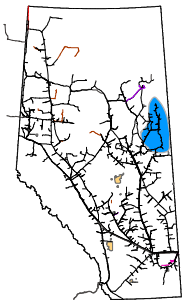
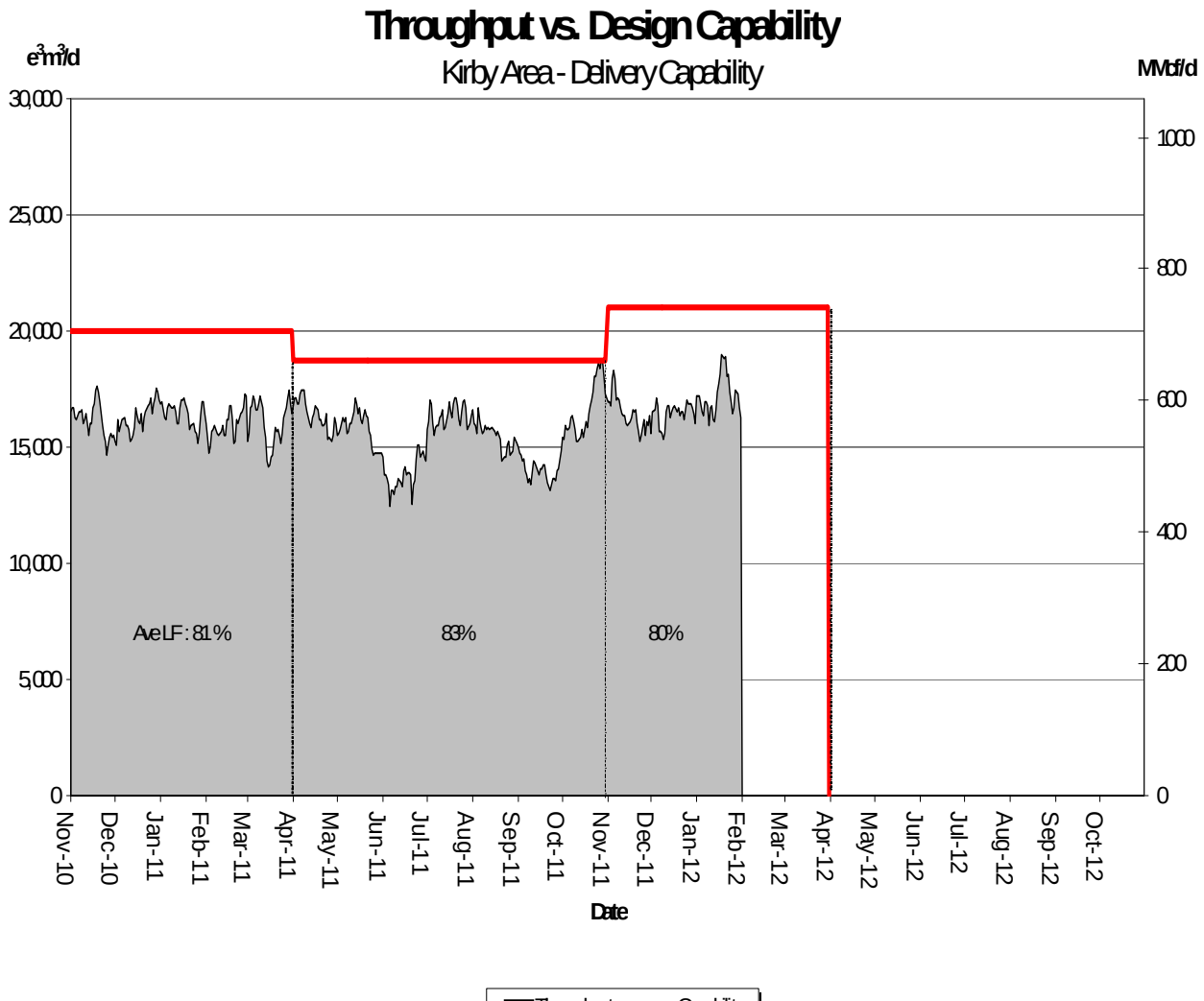
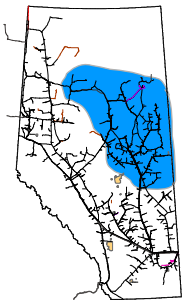
DESIGN CAPABILITY UTILIZATION
KIRBY AREA – FLOW WITHIN

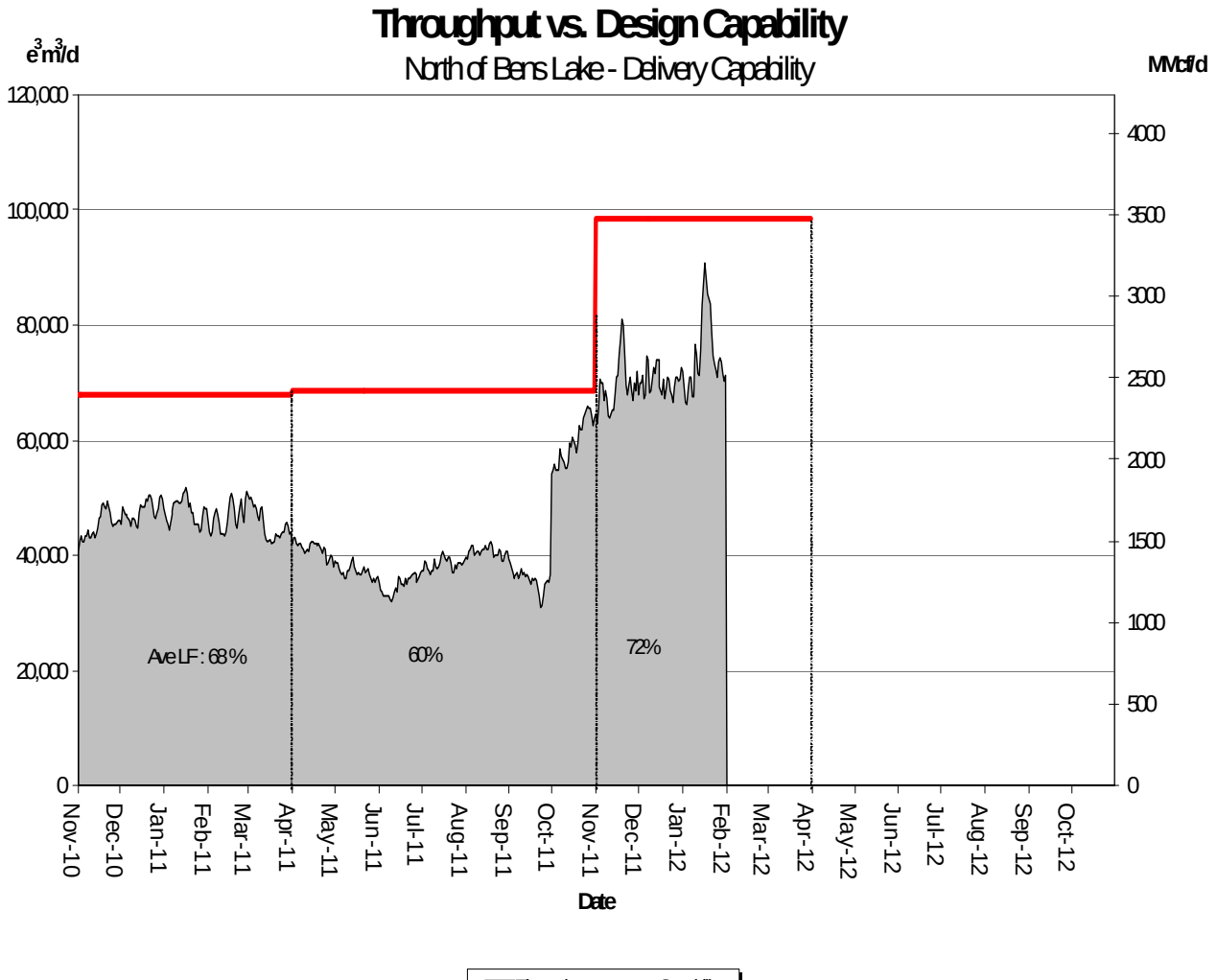




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug 83	Sep 75	Oct 89	Nov 79	Dec 78	Jan 82

DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN



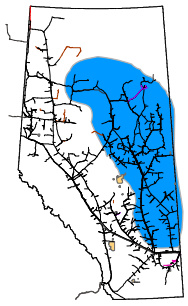


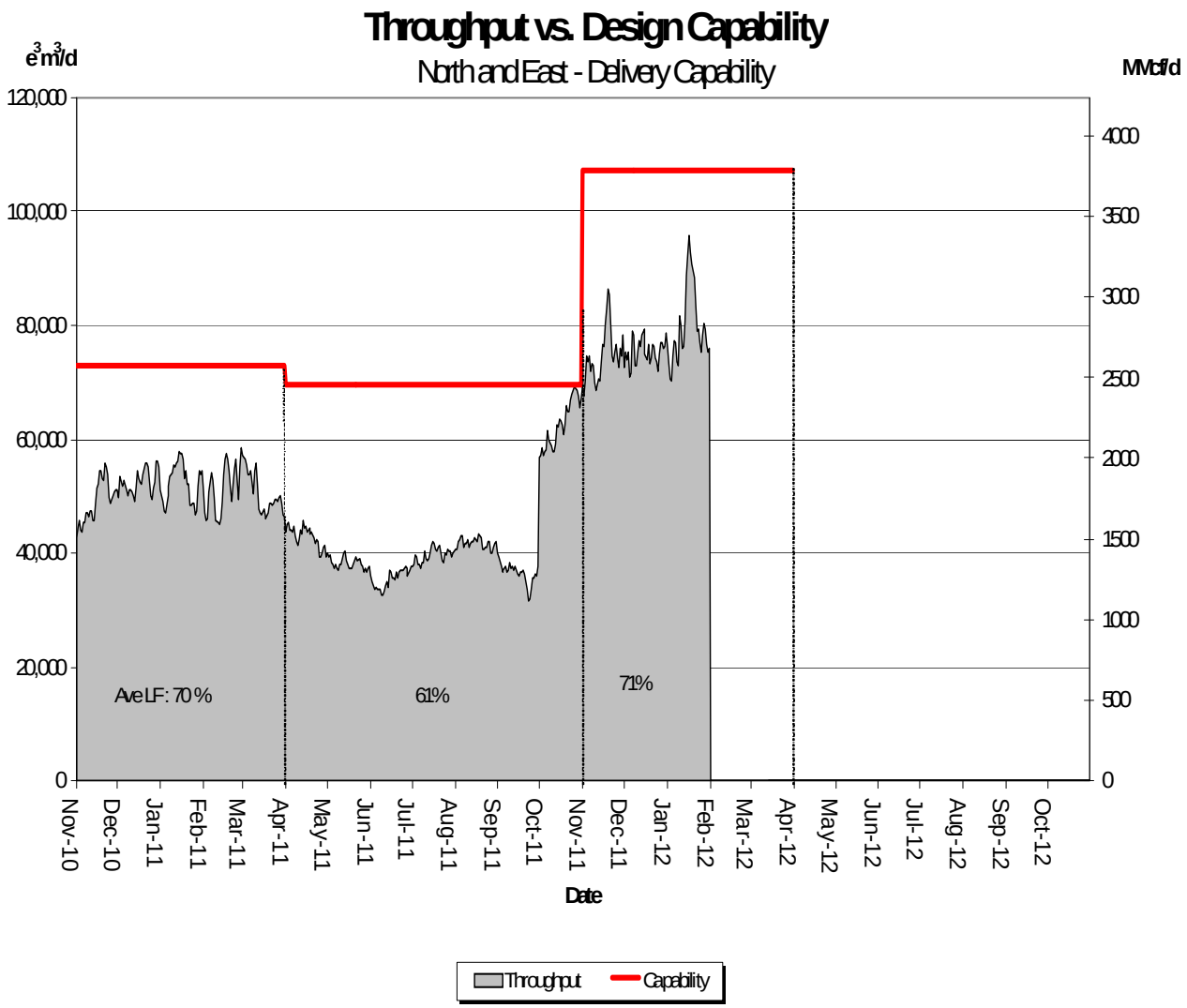
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	59	52	87	71	71	76

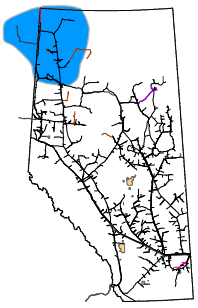
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

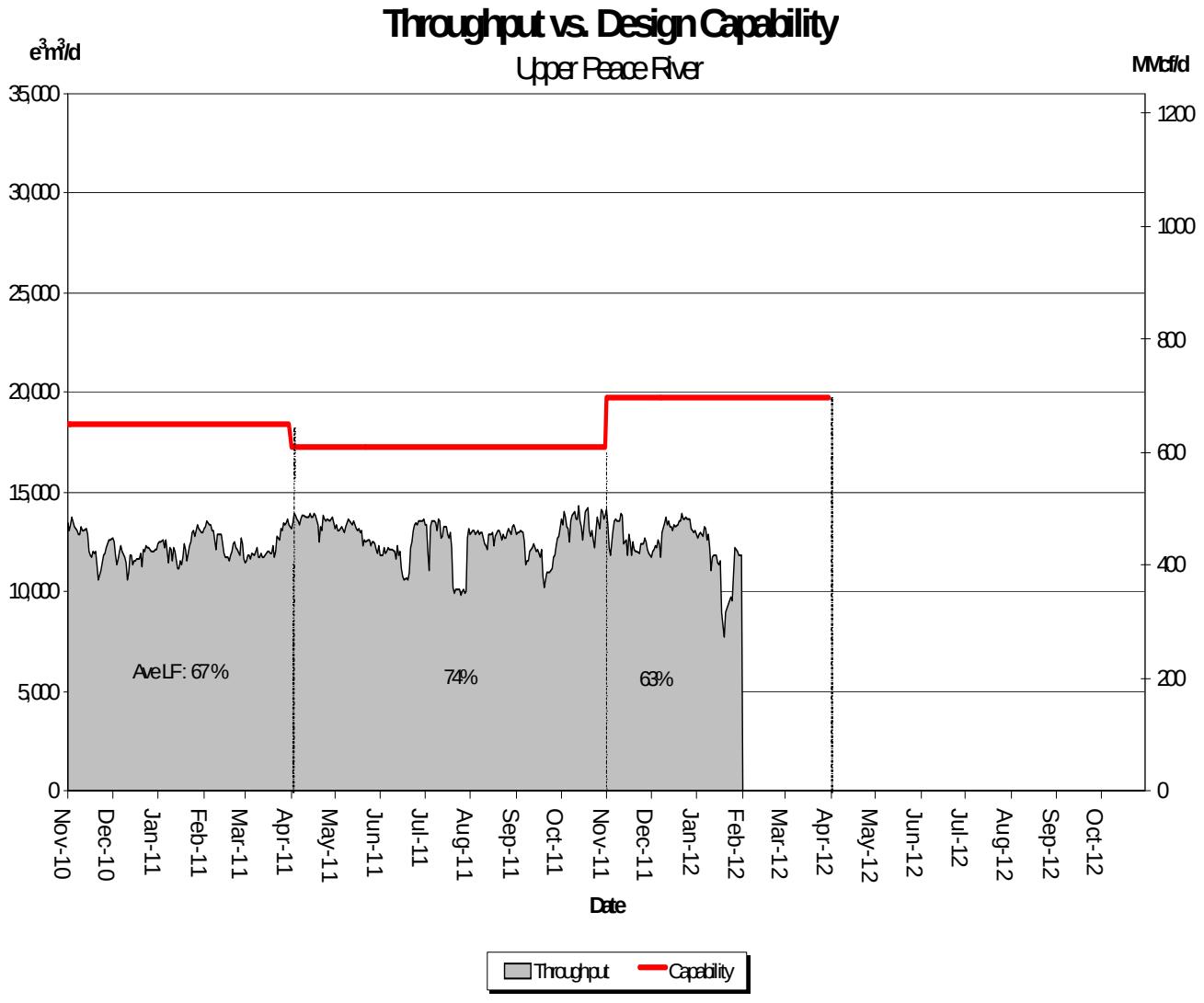




% Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug 60	Sep 55	Oct 90	Nov 70	Dec 70	Jan 74

DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER



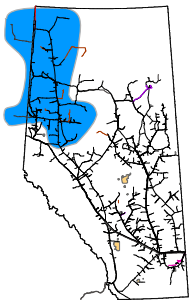


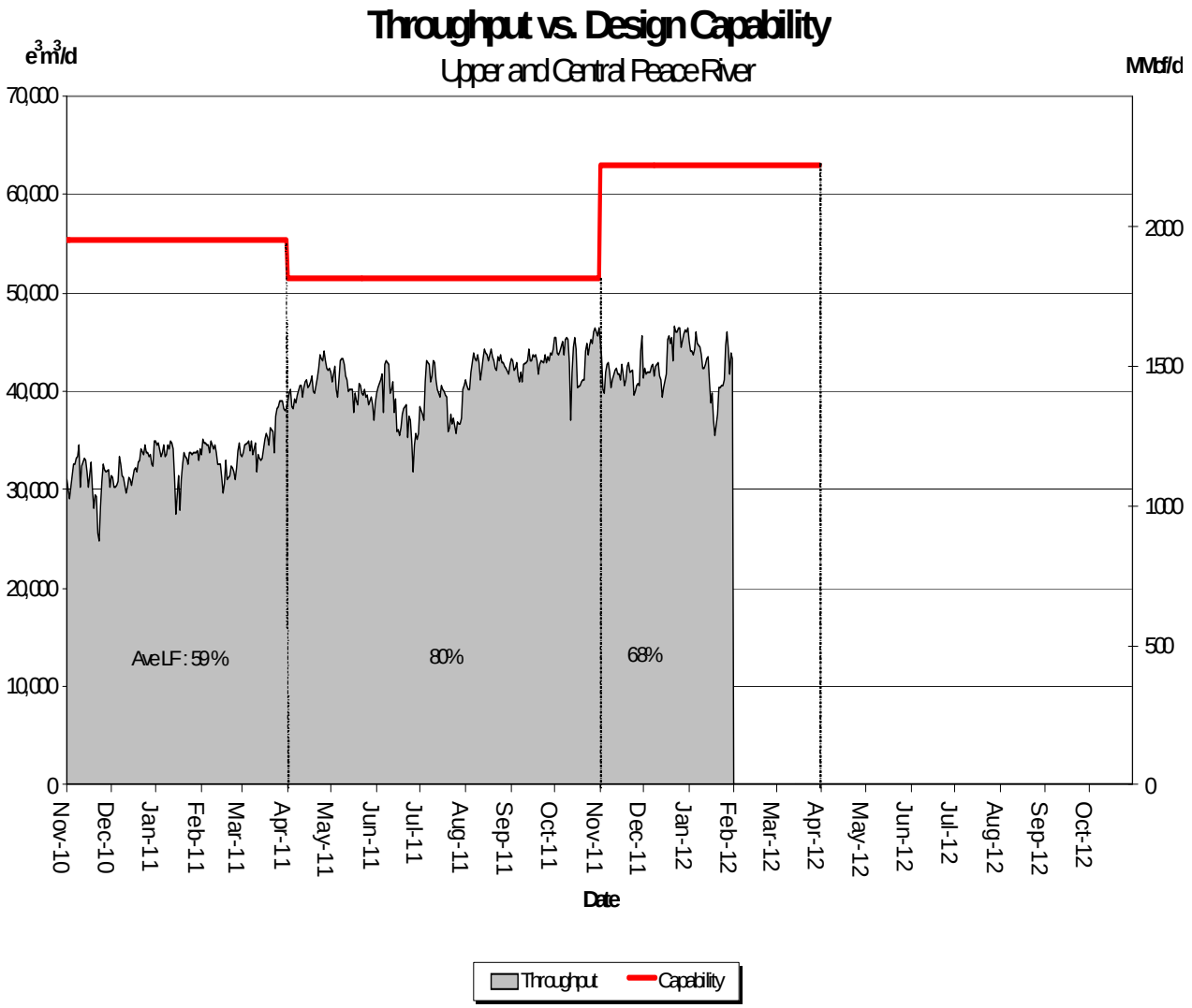
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	75	69	78	64	66	57

DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER



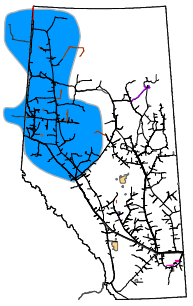


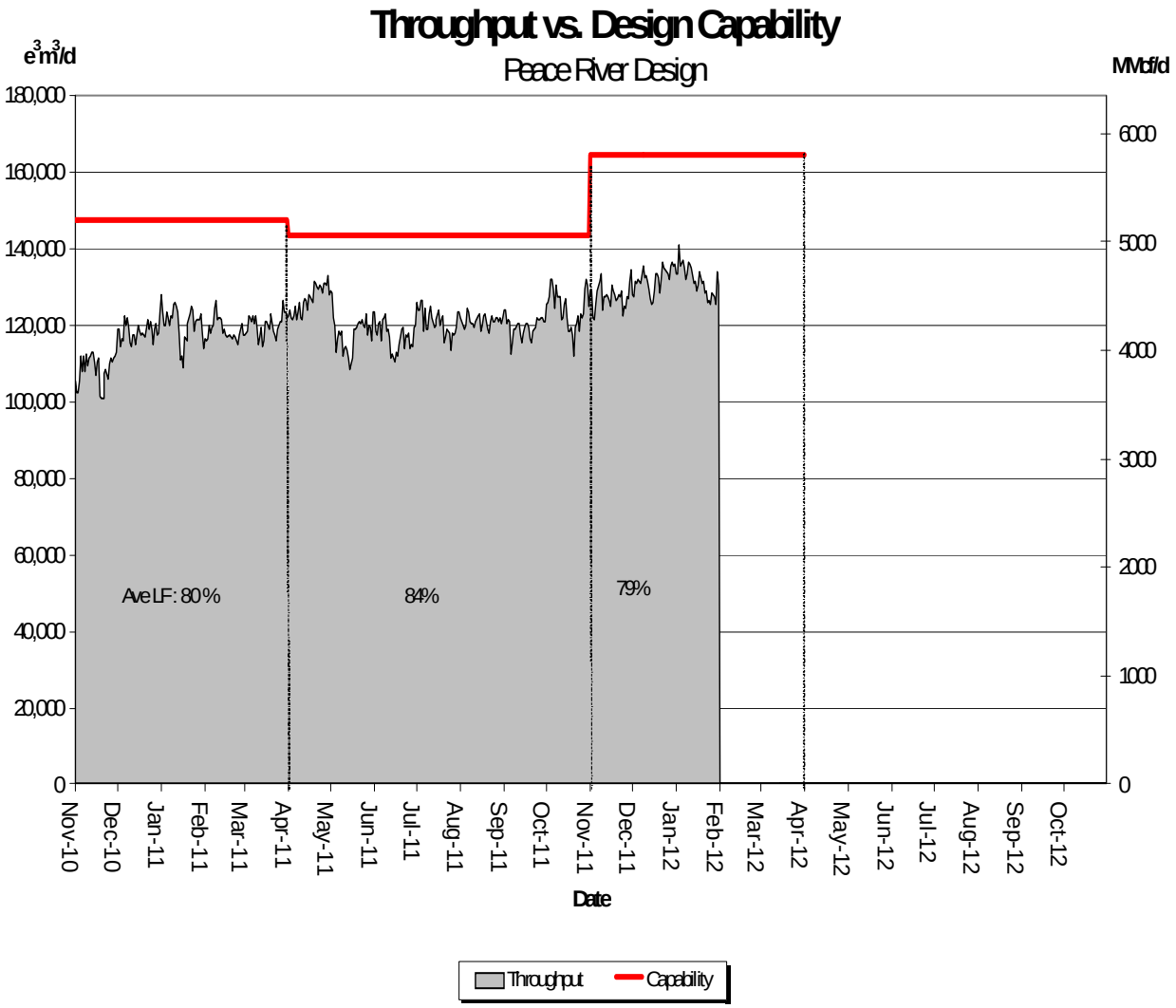
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	83	83	78	66	69	67

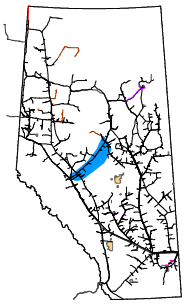
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)

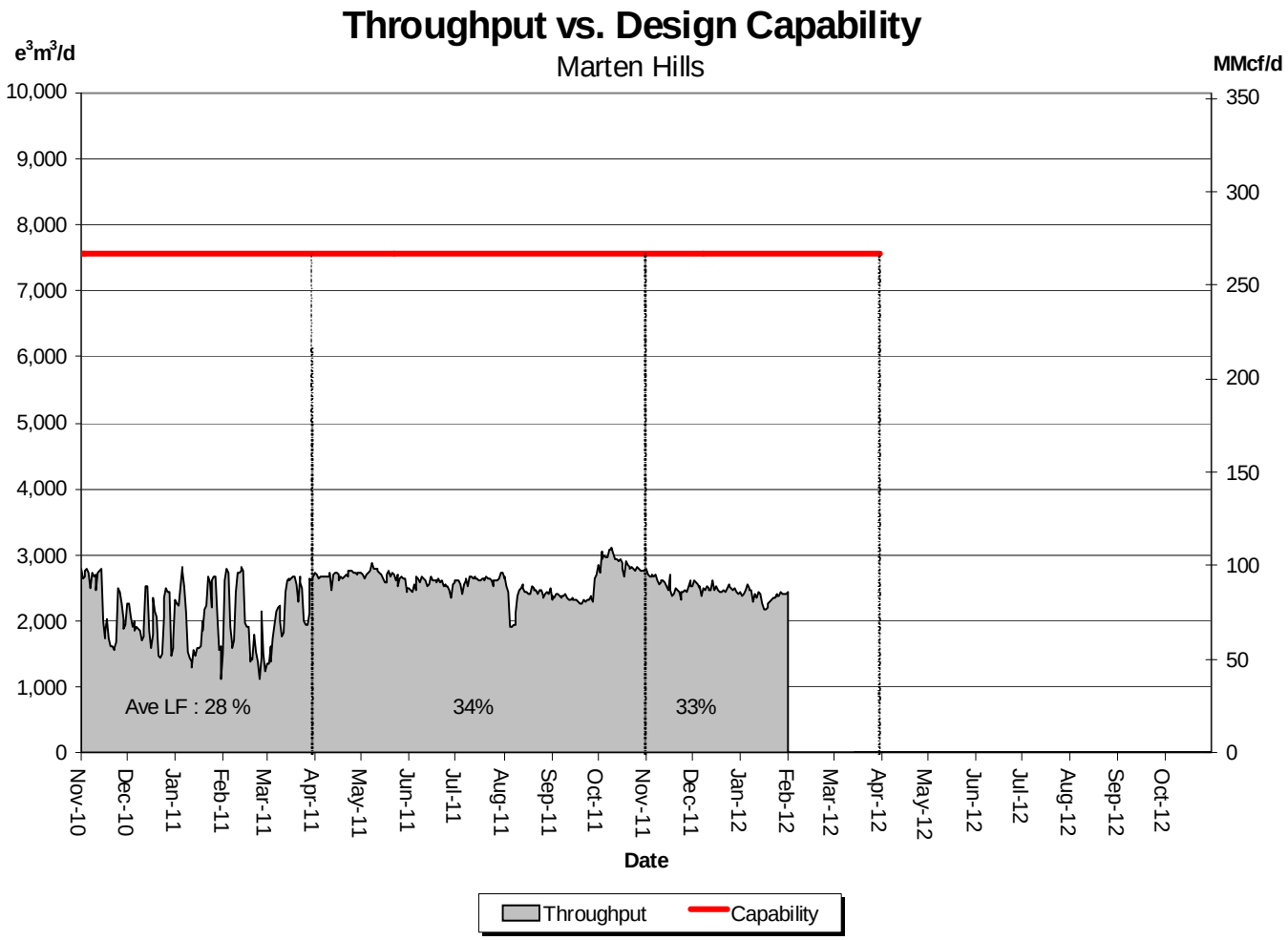




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug 84	Sep 83	Oct 86	Nov 77	Dec 80	Jan 80

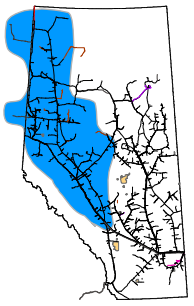
DESIGN CAPABILITY UTILIZATION
MARTEN HILLS

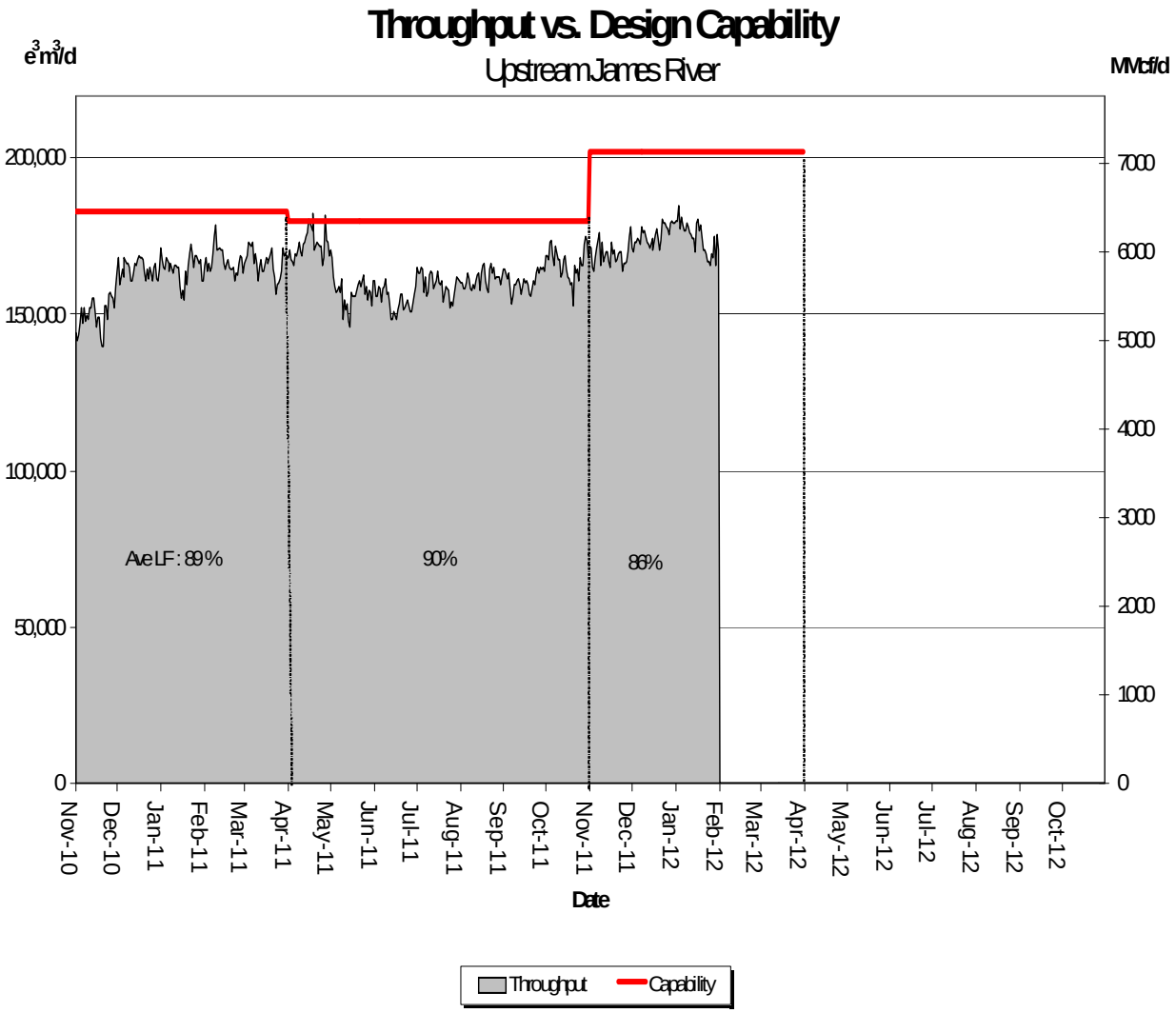




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	32	31	38	34	33	31

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

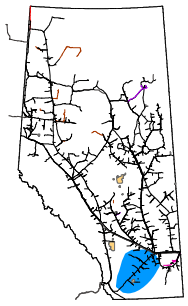


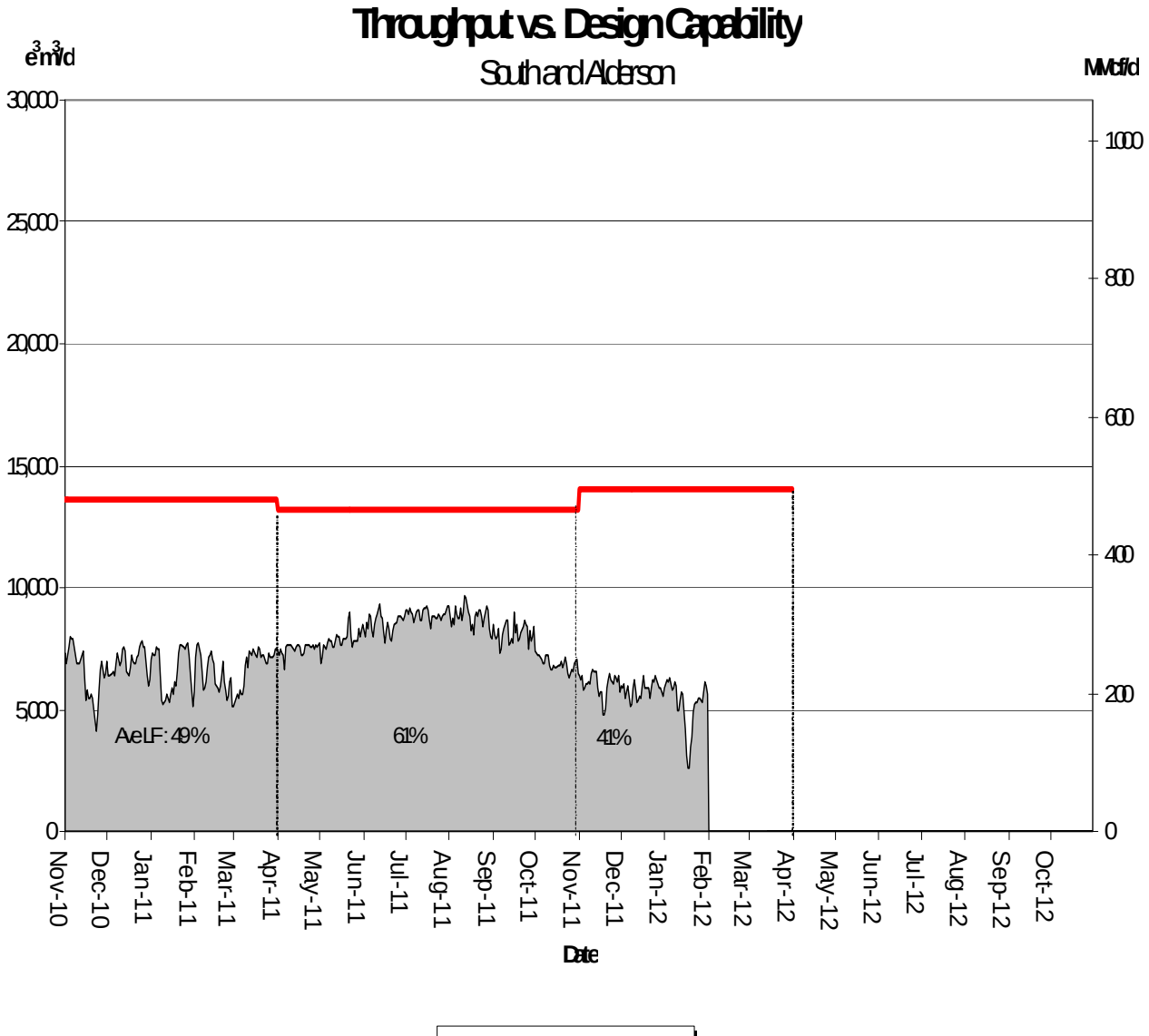


% Design Capability Utilization
Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	90	90	93	84	87	87

DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON



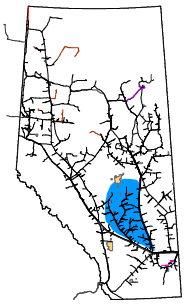


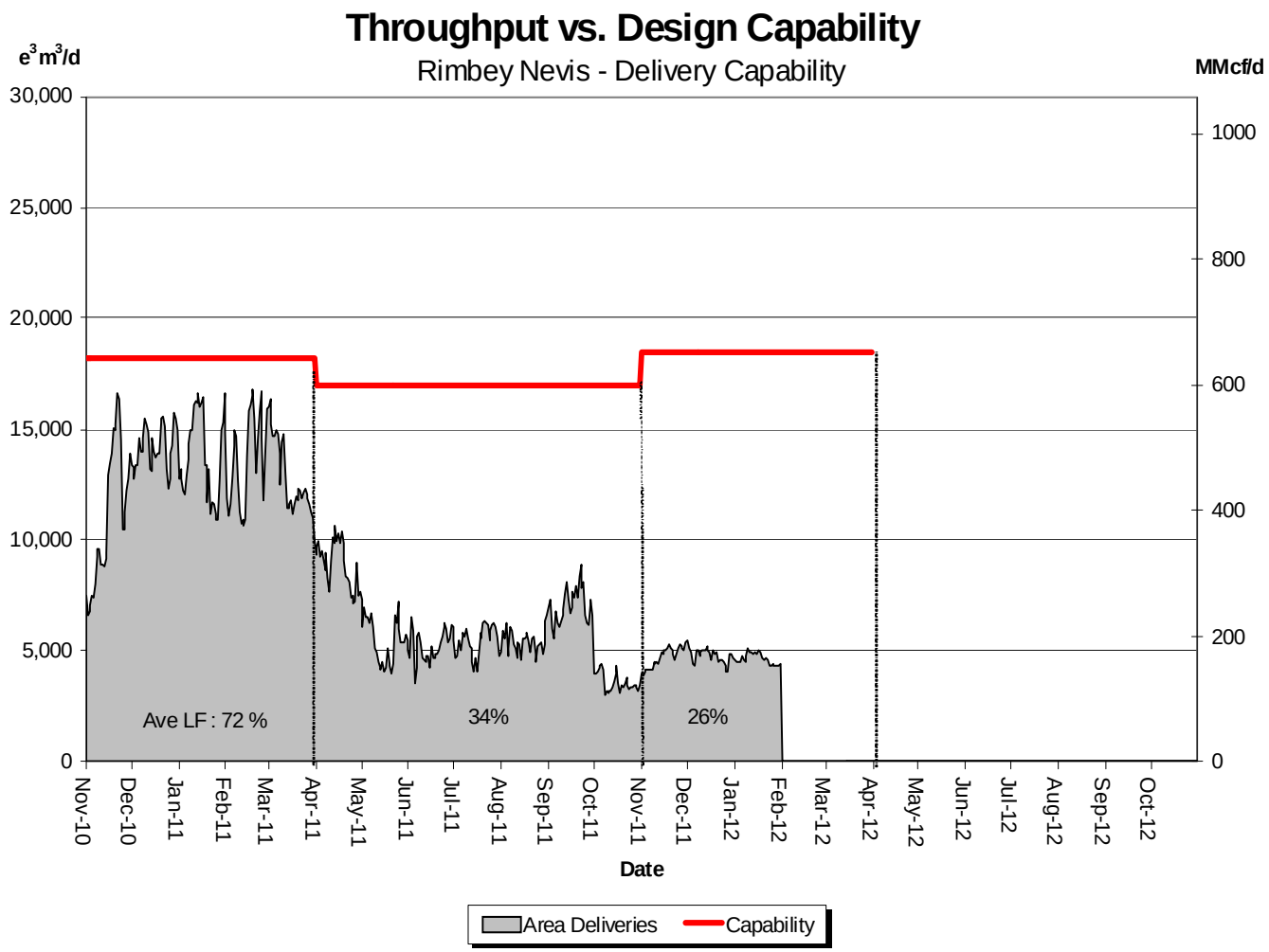
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	67	62	52	43	42	37

DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN



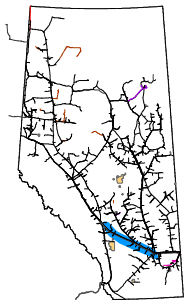


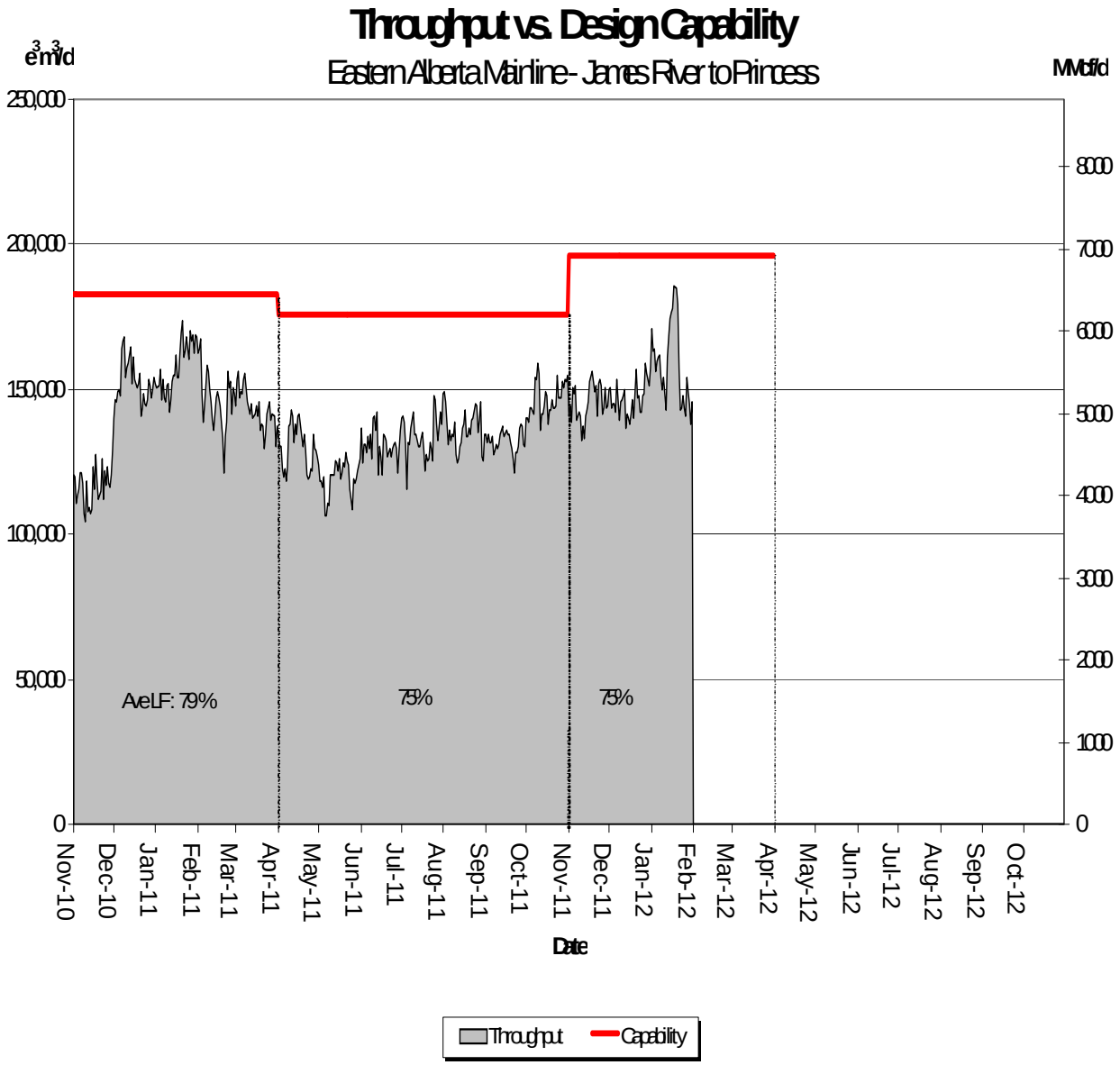
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	32	41	21	25	26	25

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



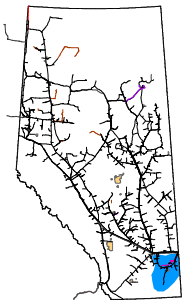


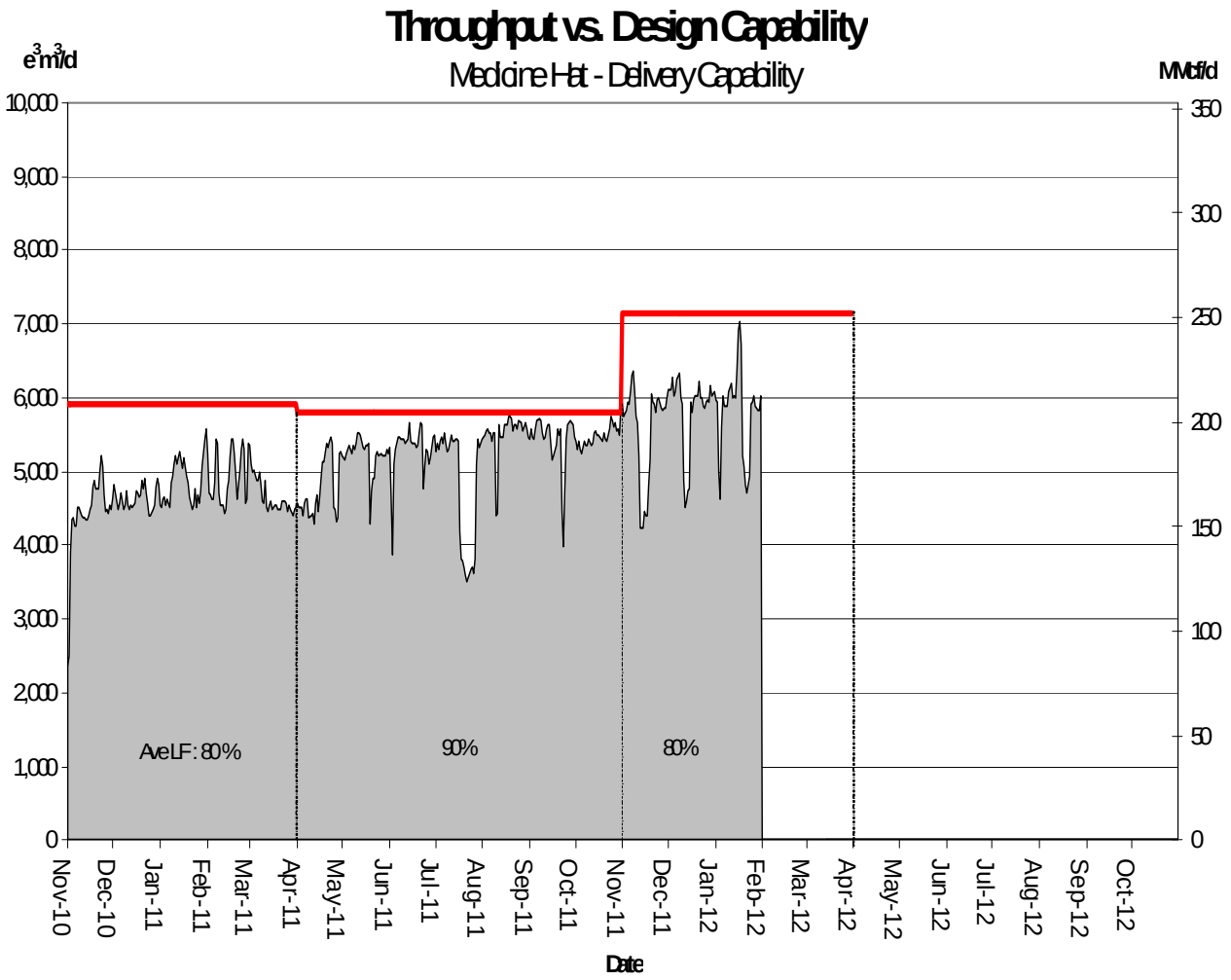
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	77	75	83	75	75	81

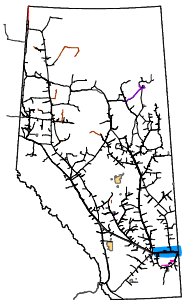
DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN

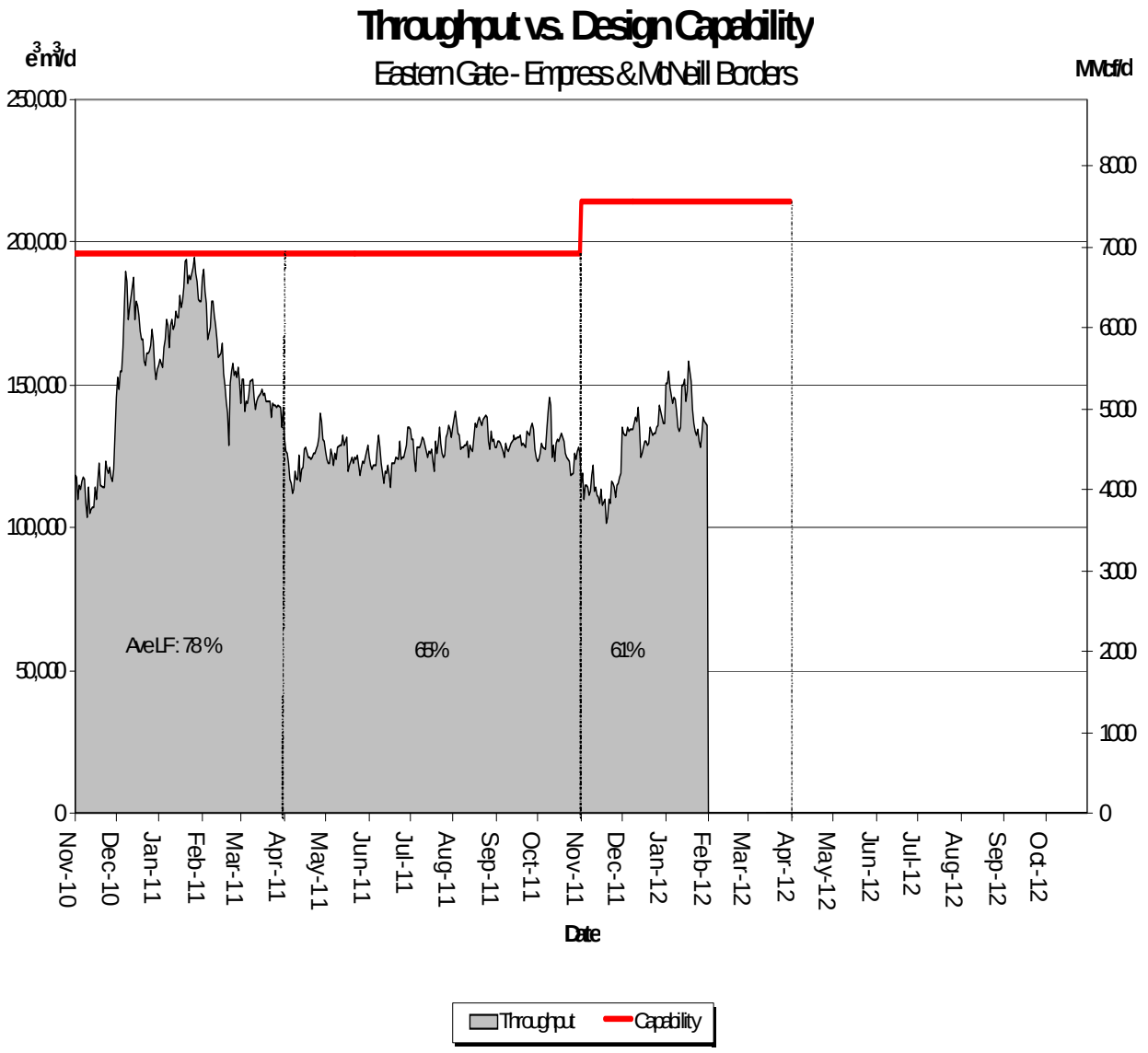




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Aug 95	Sep 93	Oct 94	Nov 78	Dec 81	Jan 81

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



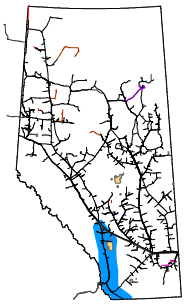


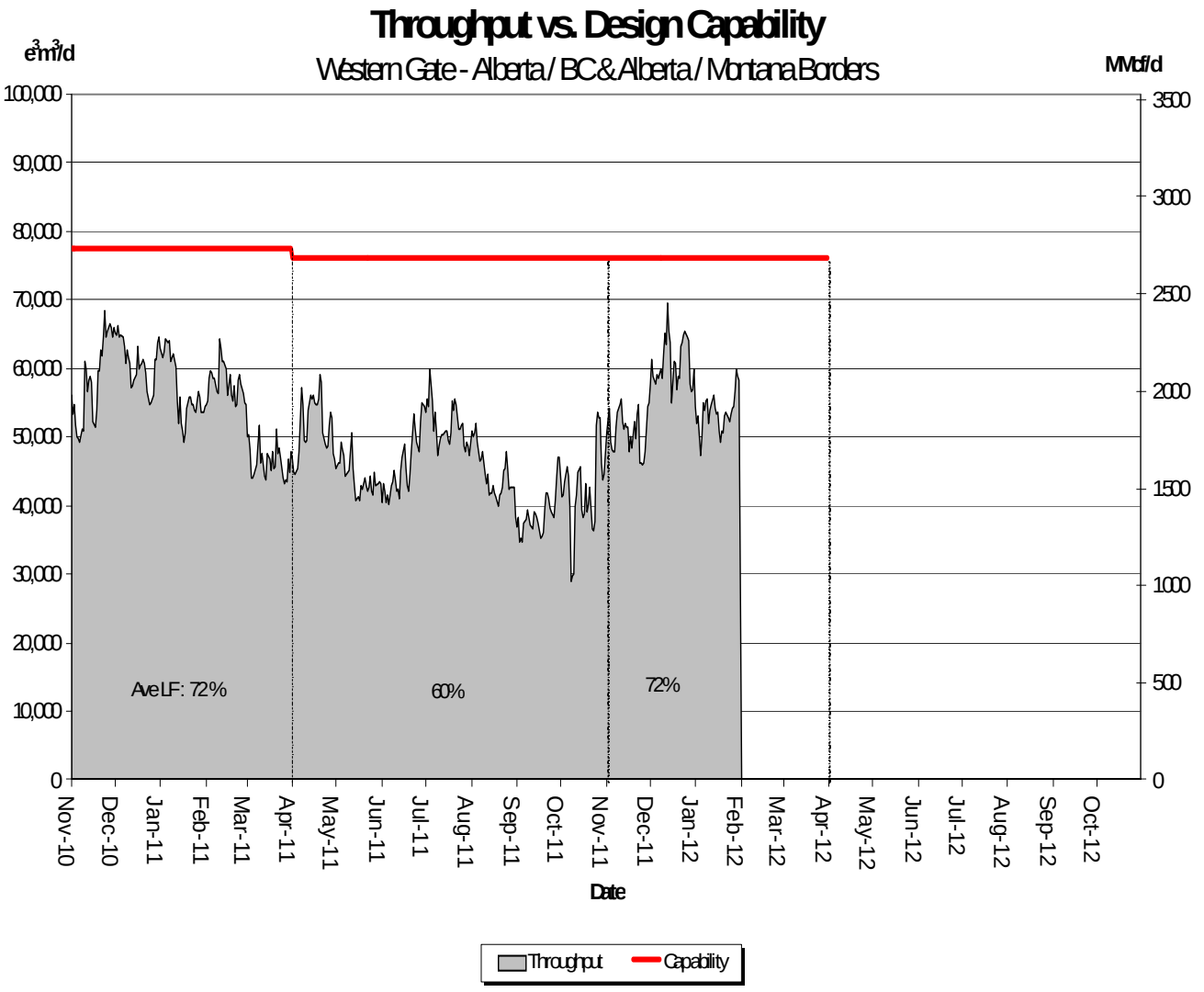
% Design Capability Utilization

Average Actual Flow as a Percentage of Design Capability

Average Flow / Design Capability	Aug	Sep	Oct	Nov	Dec	Jan
	68	66	66	53	63	66

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

	Aug	Sep	Oct	Nov	Dec	Jan
Average Flow / Design Capability	59	51	55	67	80	70

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

November 1, 2011 to January 31, 2012 (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 2012	November 2014

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 2012	November 2014
Receipt - Winter construction (generally north of Edmonton)	November 2012	April 2015

- 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.

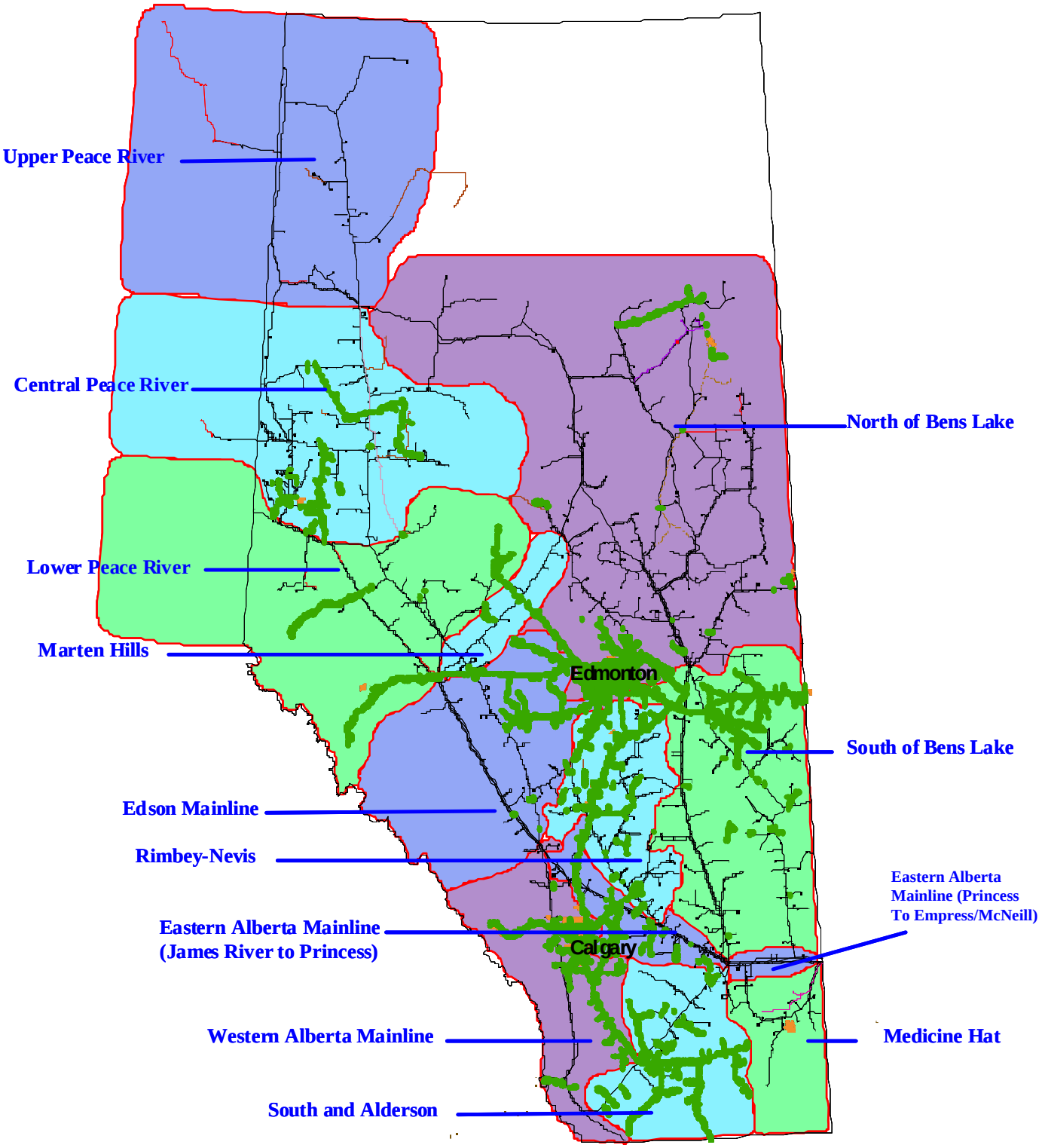
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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 Nov 2011)

TransCanada
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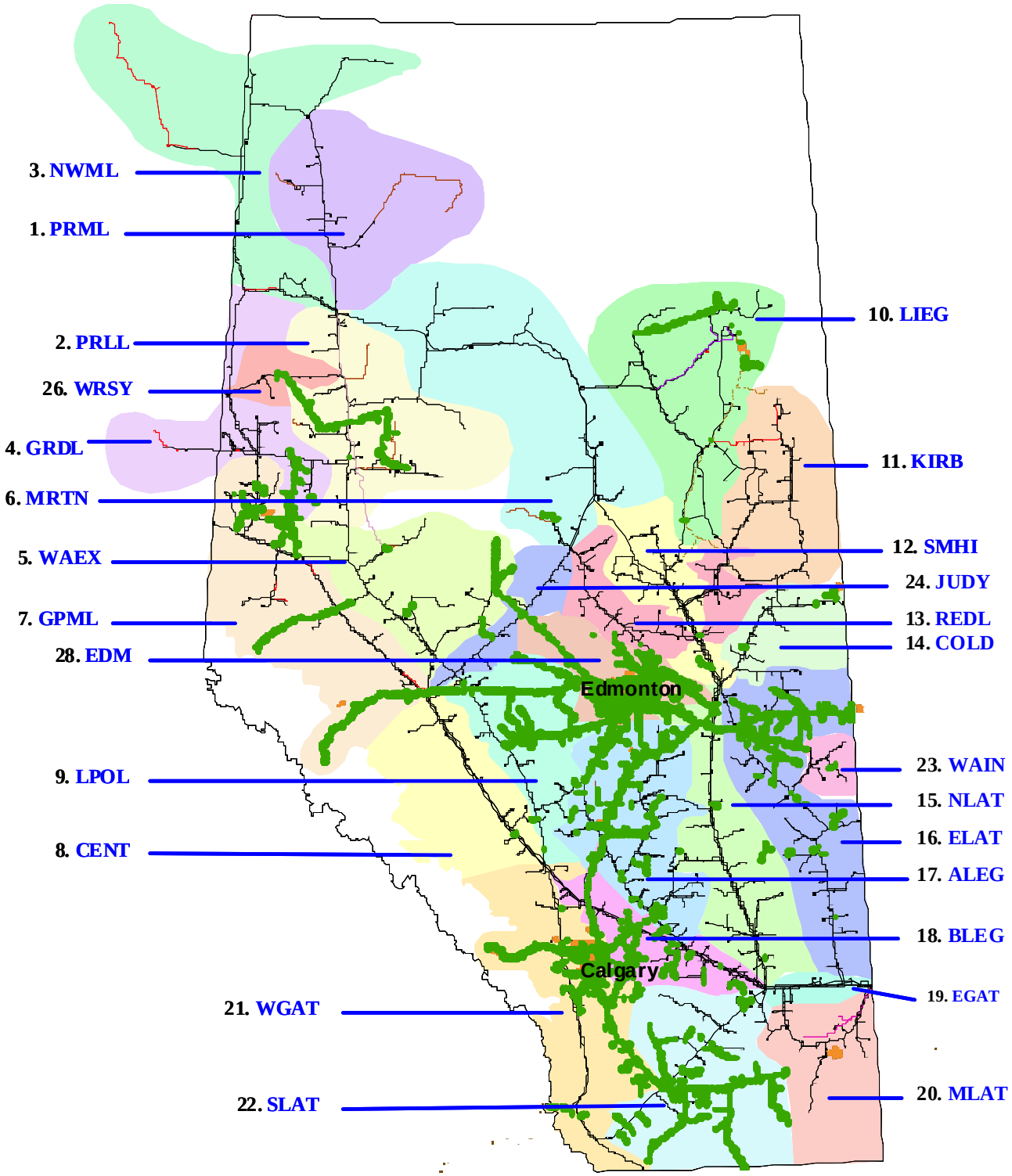
NGTL Pipeline Segments



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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