

# SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending  
February , 2012

*Published date:*  
**April 12, 2012**

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## 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 applied 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 December 1, 2011 – February 29, 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 December 1, 2011 – February 29, 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.

**NOVA Gas Transmission Ltd.**

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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<sup>1</sup> CONTRACT UTILIZATION<sup>3</sup>

By NGTL Pipeline Segments

February 2012

Segment	Delivery		Receipt	
	Receipt Contract	Utilization	Feb CD (TJ/d)	Utilization
UPRM	FT	3%	25.4	85%
	FT + IT <sup>2</sup>	4%		94%
LPRM	FT	0%	0.0	0%
	FT + IT	0%		0%
PRLL	FT	55%	43.1	95%
	FT + IT	61%		105%
NWML	FT	0%	0.0	94%
	FT + IT	0%		97%
GRDL	FT	39%	4.7	79%
	FT + IT	41%		83%
WRSY	FT	0%	0.0	89%
	FT + IT	0%		103%
WAEX	FT	18%	42.3	71%
	FT + IT	31%		93%
JUDY	FT	59%	16.7	97%
	FT + IT	62%		109%
GPML	FT	47%	167.6	89%
	FT + IT	56%		97%
CENT	FT	0%	9.8	96%
	FT + IT	0%		119%
LPOL	FT	42%	82.6	95%
	FT + IT	60%		127%
WGAT	FT	77%	3,412.8	90%
	FT + IT	81%		101%
ALEG	FT	52%	315.4	98%
	FT + IT	68%		123%
SLAT	FT	39%	178.3	97%
	FT + IT	39%		114%
MLAT	FT	78%	262.1	97%
	FT + IT	86%		111%
BLEG	FT	60%	142.6	99%
	FT + IT	61%		119%
EGAT	FT	98%	4,635.8	98%
	FT + IT	110%		115%
MRTN	FT	25%	28.1	81%
	FT + IT	26%		113%
LIEG	FT	87%	834.4	66%
	FT + IT	117%		153%
KIRB	FT	74%	689.1	80%
	FT + IT	92%		167%
SMHI	FT	55%	12.1	85%
	FT + IT	55%		130%
REDL	FT	76%	13.1	89%
	FT + IT	92%		113%
COLD	FT	73%	56.8	78%
	FT + IT	118%		117%
EDM	FT	54%	1,709.5	90%
	FT + IT	55%		108%
NLAT	FT	49%	16.0	95%
	FT + IT	55%		122%
WAIN	FT	36%	0.5	85%
	FT + IT	36%		115%
ELAT	FT	85%	221.8	91%
	FT + IT	89%		122%
TOTAL SYSTEM	FT	80%	12,920.8	90%
	FT + IT	89%		106%

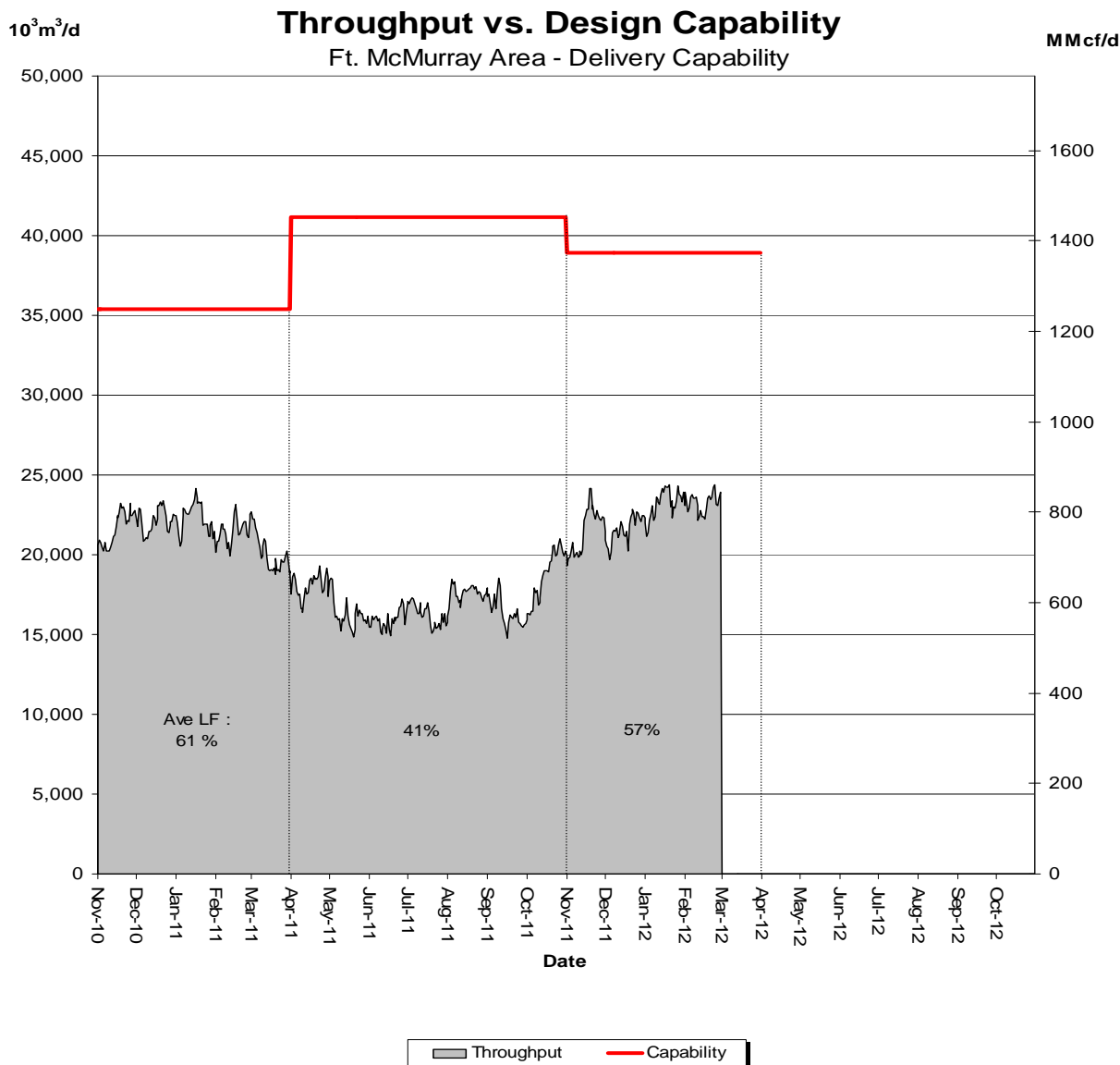
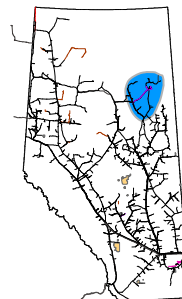
**\*NOTE:**

1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN, LRS, FTD1, FTD2 and FTP.

2. IT includes all receipt and delivery Interruptible Services: ITR, FRO, ITD1, ITD2, and FDO.

3. Utilization data is based on billed monthly volumes. Percent utilization calculated as FT and FT + IT billed volumes divided by applicable receipt or delivery Contract level.

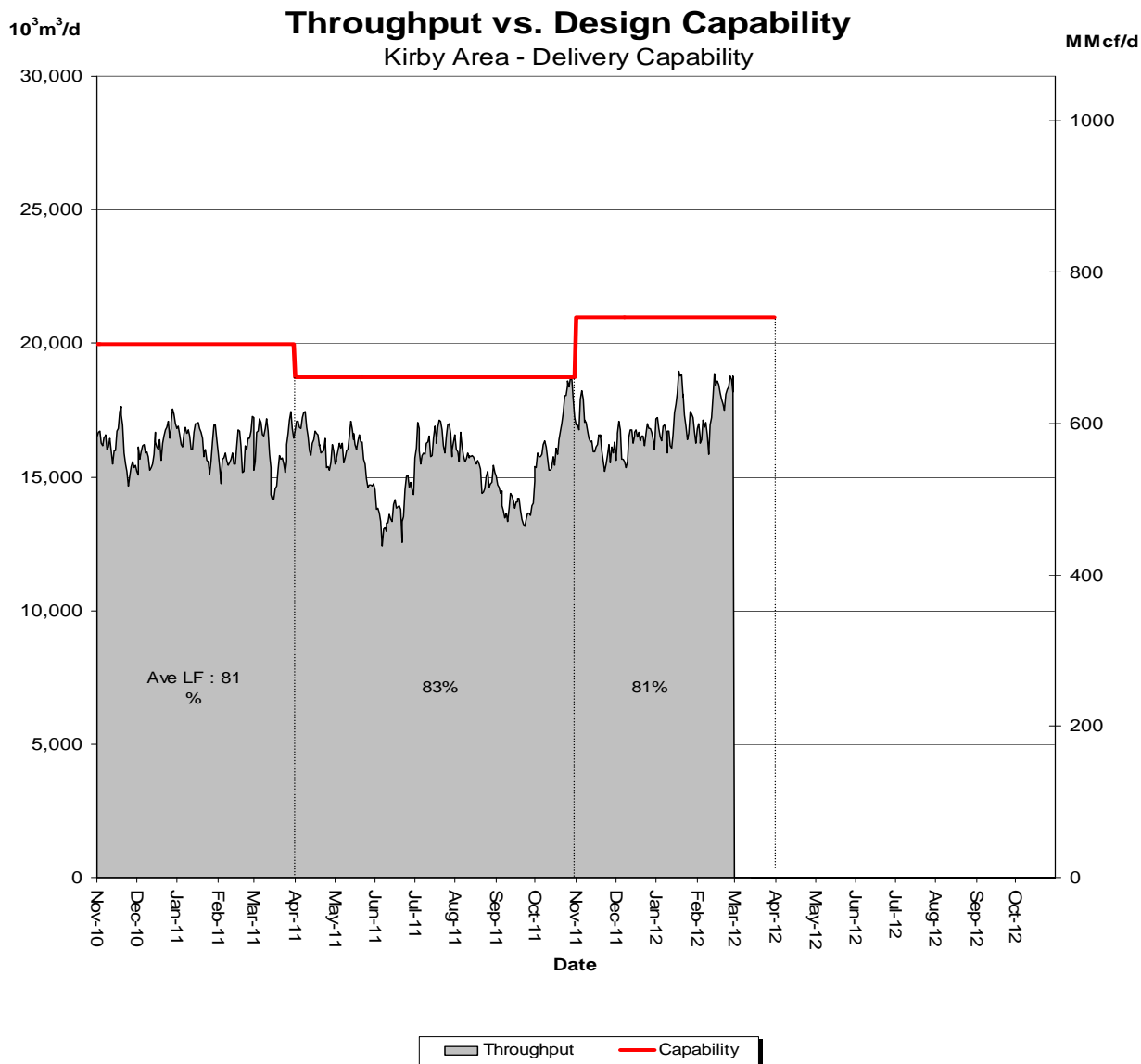
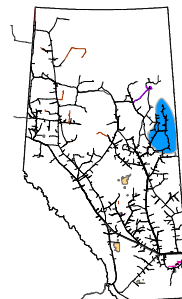
# DESIGN CAPABILITY UTILIZATION FT. McMURRAY AREA – FLOW WITHIN



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

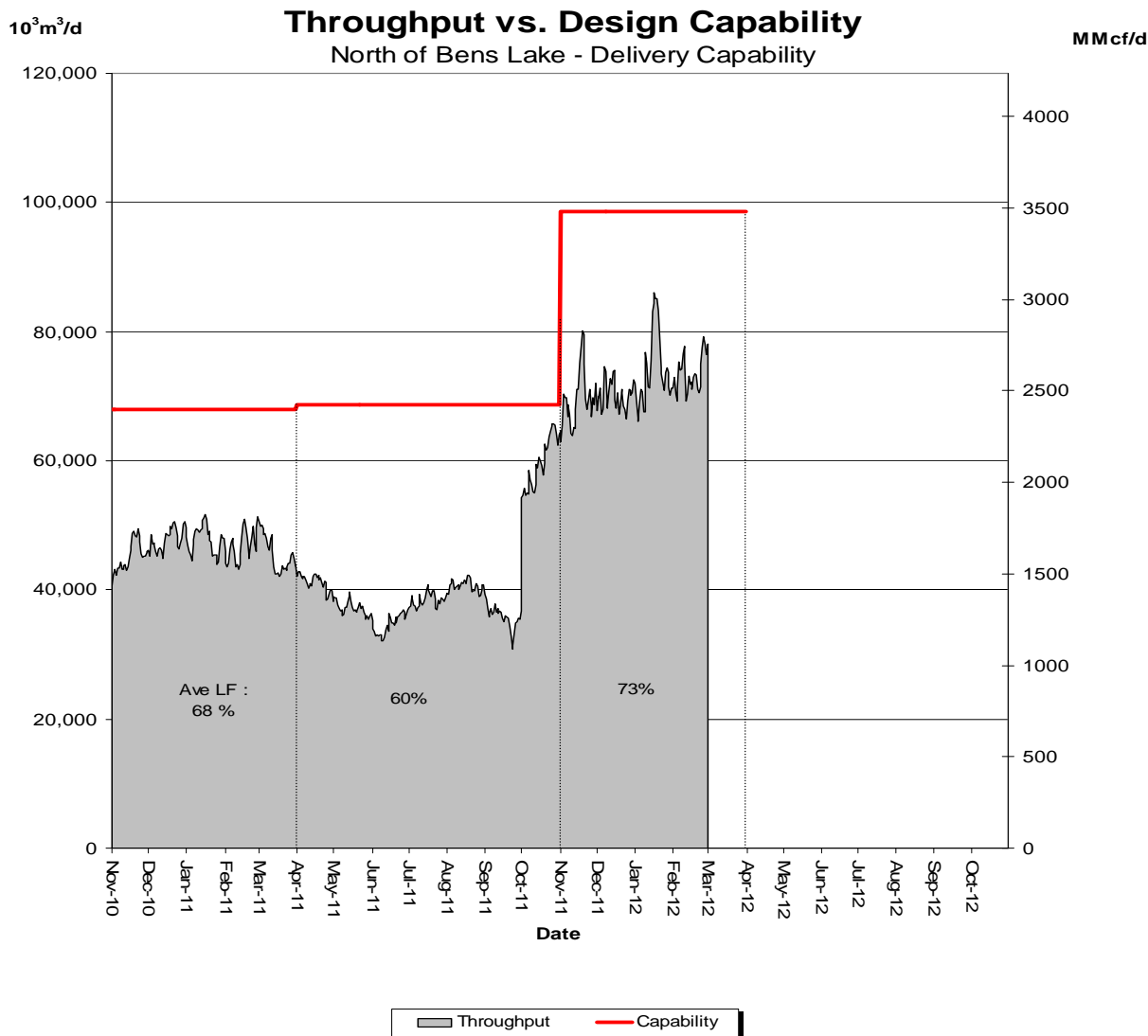
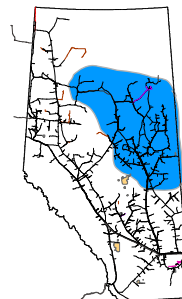
# DESIGN CAPABILITY UTILIZATION

## KIRBY AREA – FLOW WITHIN



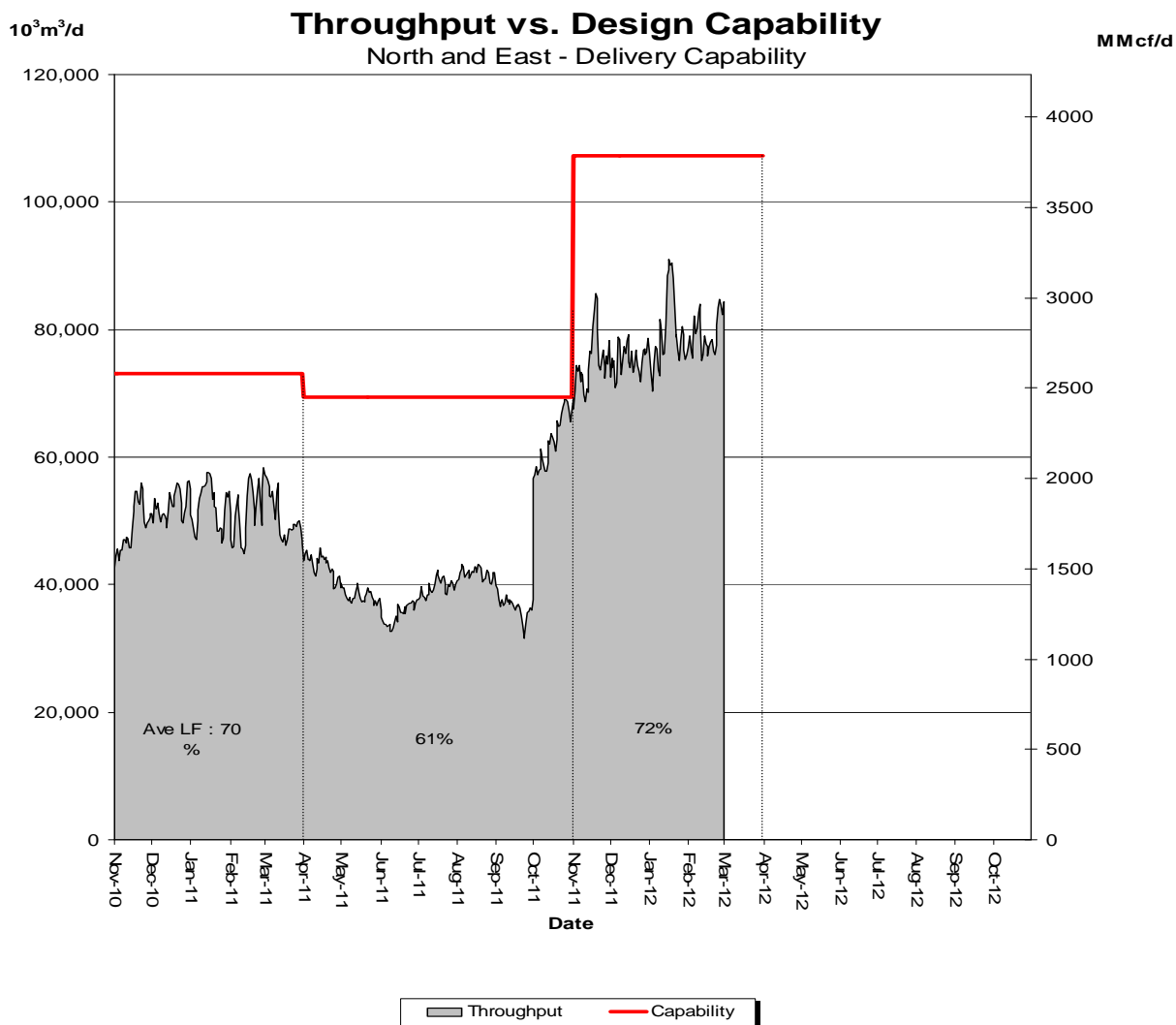
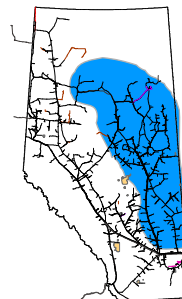
% Design Capability Utilization						
Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Sep	Oct	Nov	Dec	Jan	Feb
	75	89	79	78	82	84

# DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



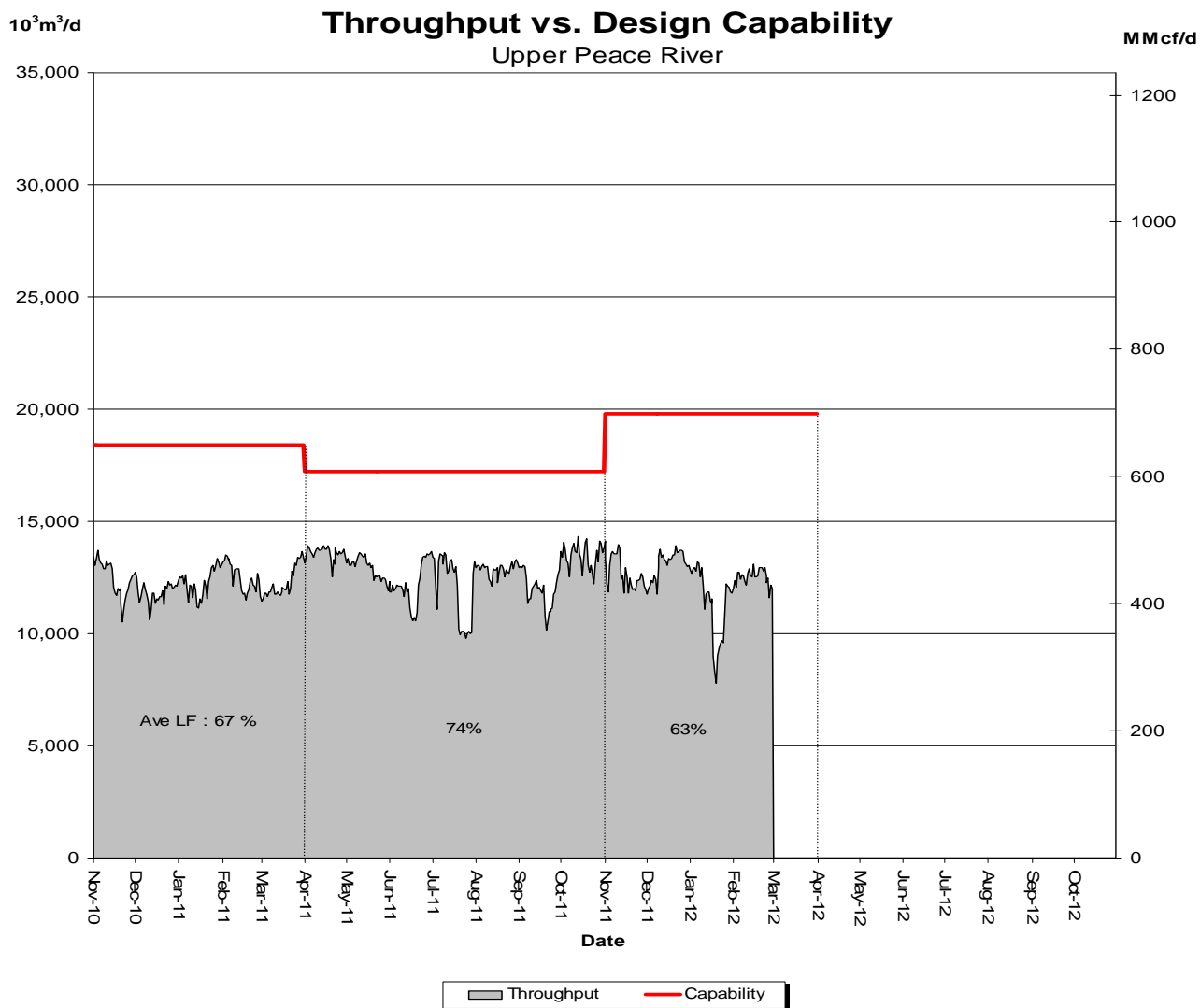
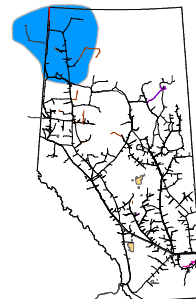
<b>% Design Capability Utilization</b> Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Sep	Oct	Nov	Dec	Jan	Feb
	52	87	71	71	76	75

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



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

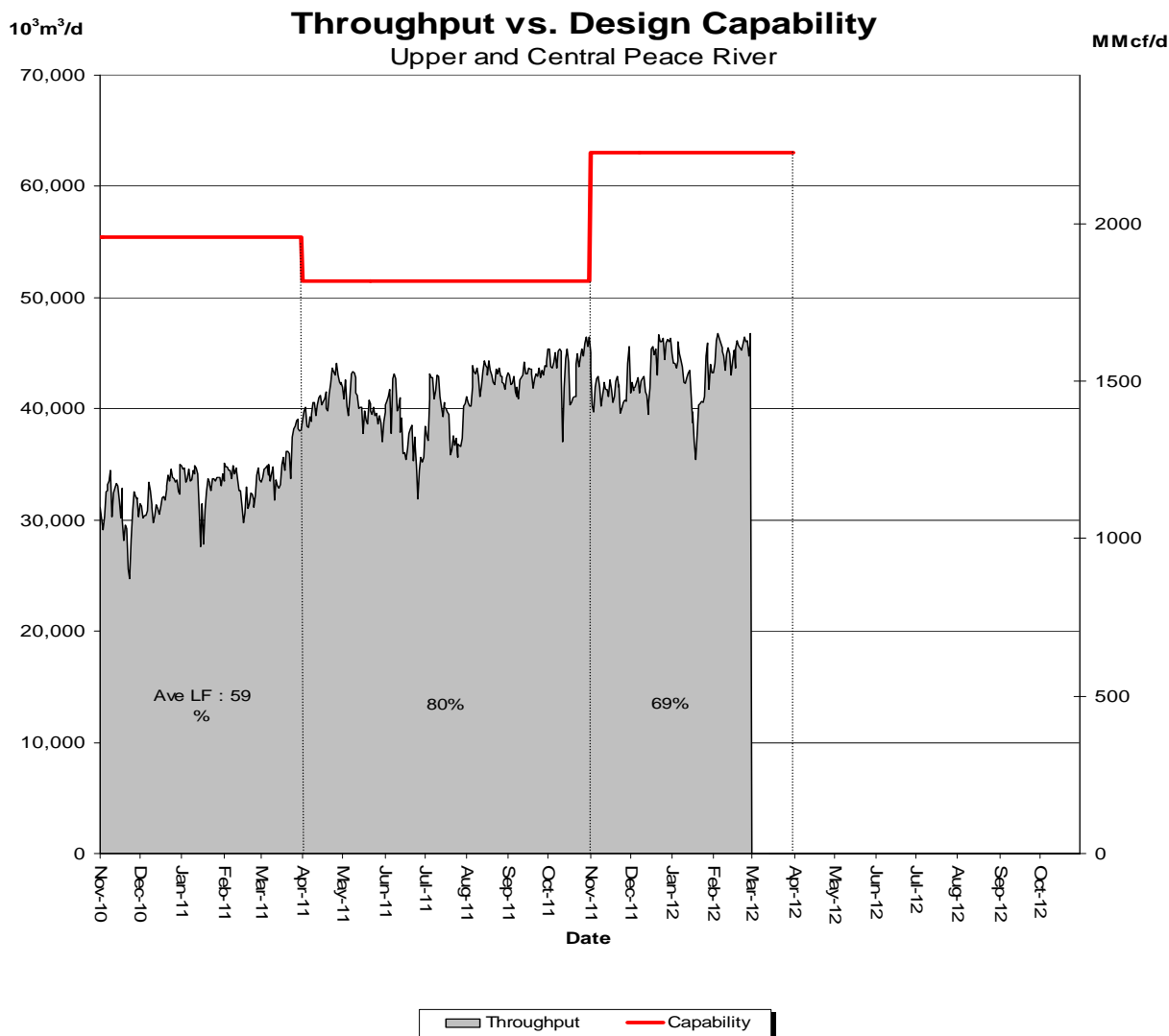
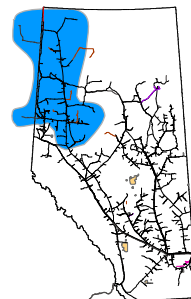
# DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Sep	Oct	Nov	Dec	Jan	Feb
	69	78	64	66	57	63



# DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER

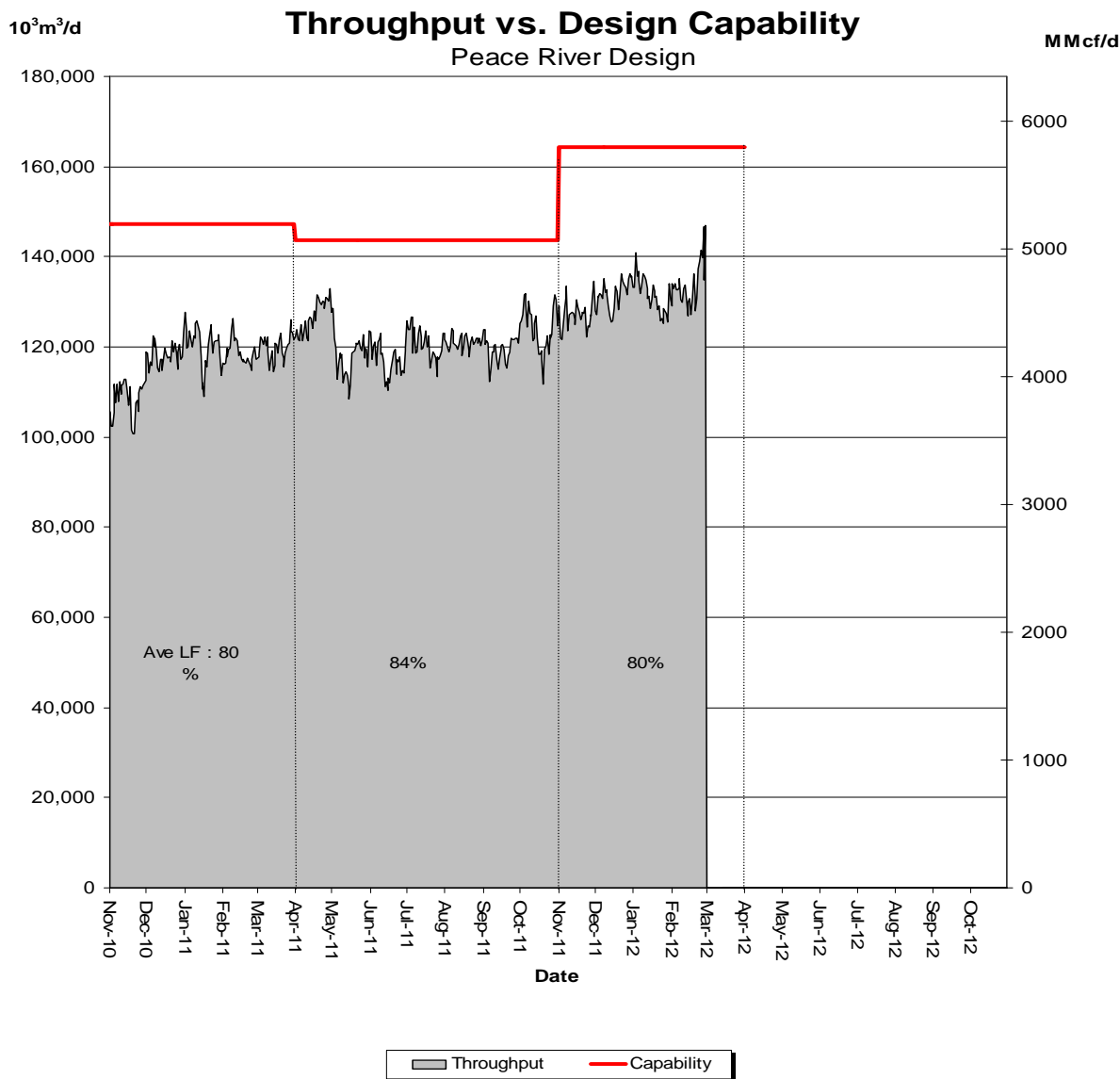
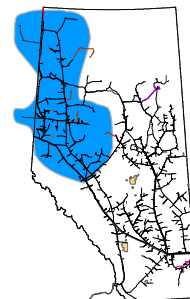


% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Sep	Oct	Nov	Dec	Jan	Feb
	83	78	66	69	67	72

# DESIGN CAPABILITY UTILIZATION

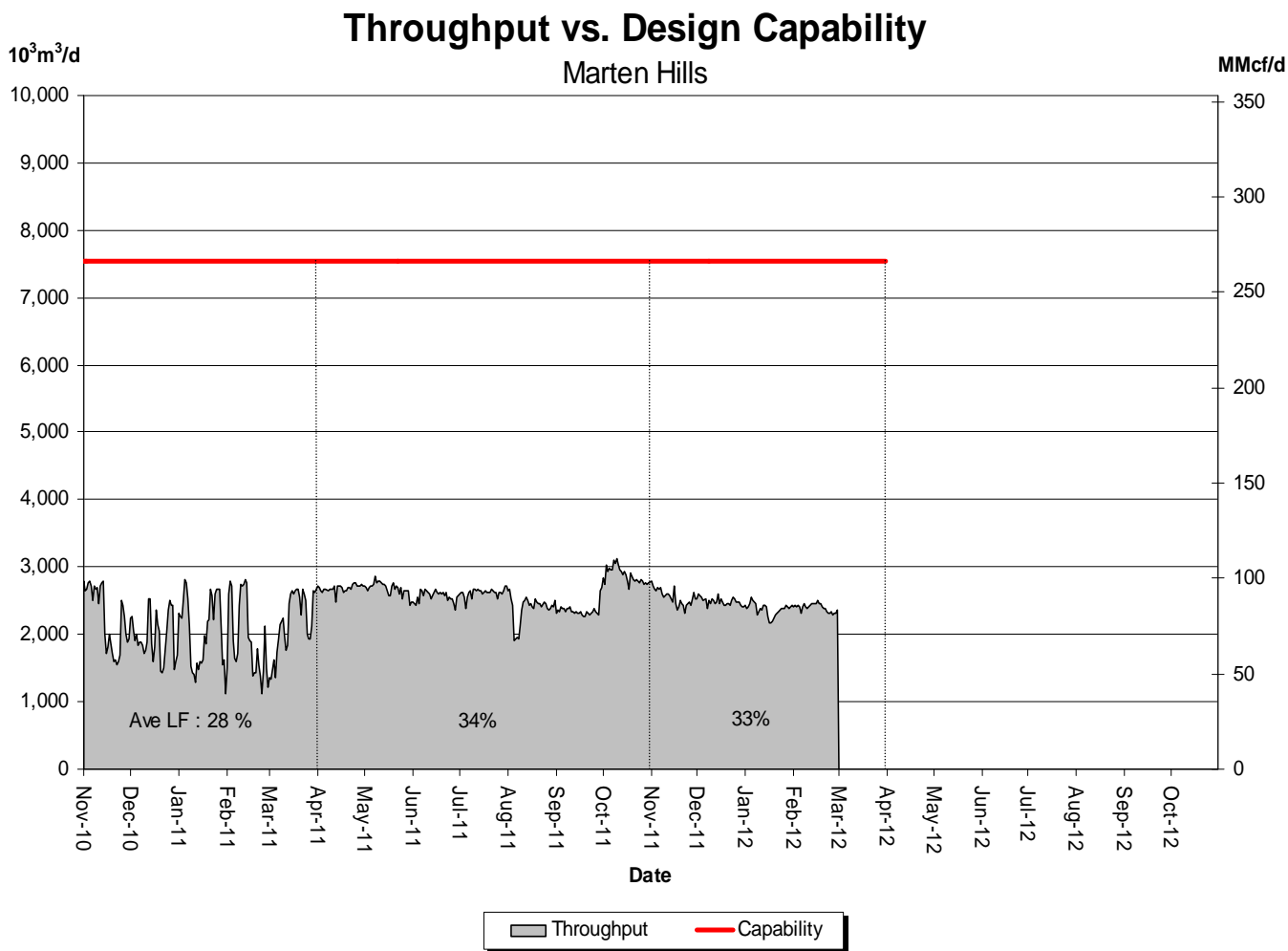
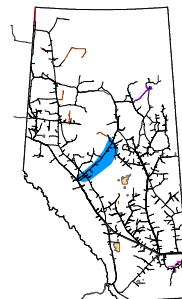
## PEACE RIVER DESIGN

(Upper, Central and Lower Peace River)



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Sep 83	Oct 86	Nov 77	Dec 80	Jan 80	Feb 81

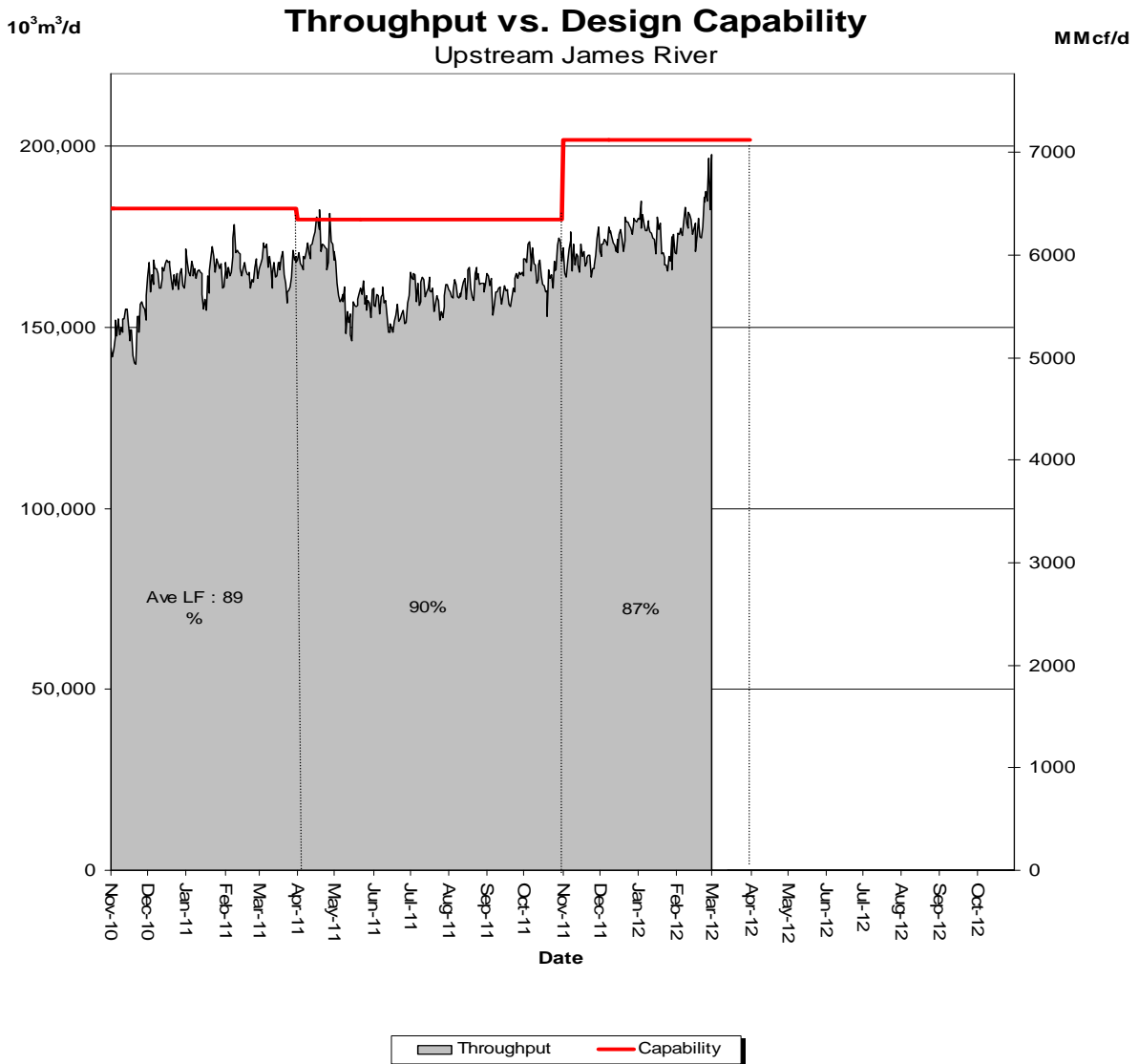
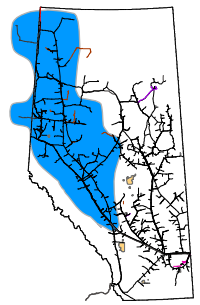
# DESIGN CAPABILITY UTILIZATION MARTEN HILLS



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

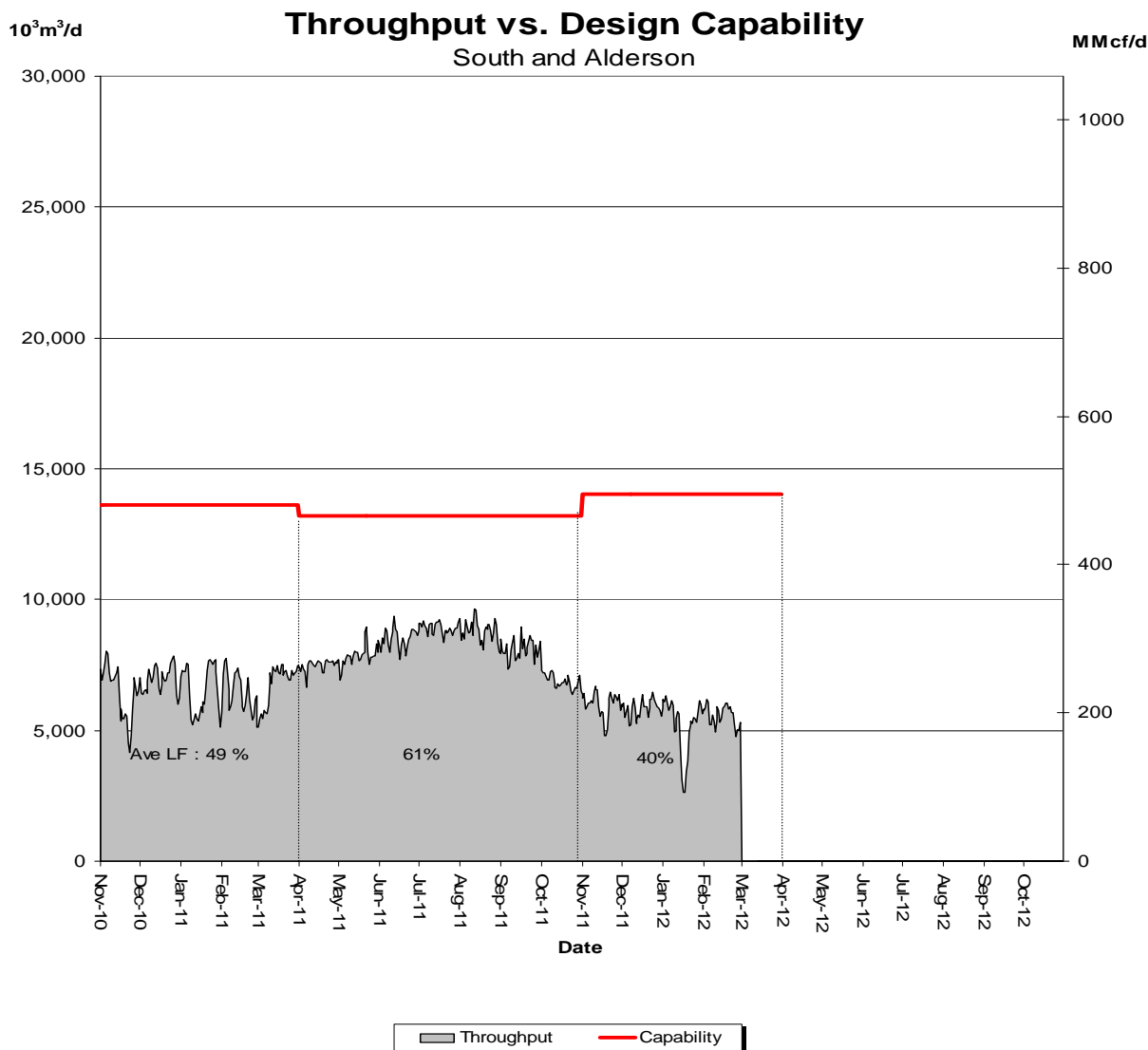
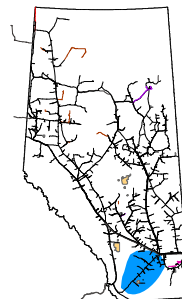
# DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(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	Sep	Oct	Nov	Dec	Jan	Feb
	90	93	84	87	87	89

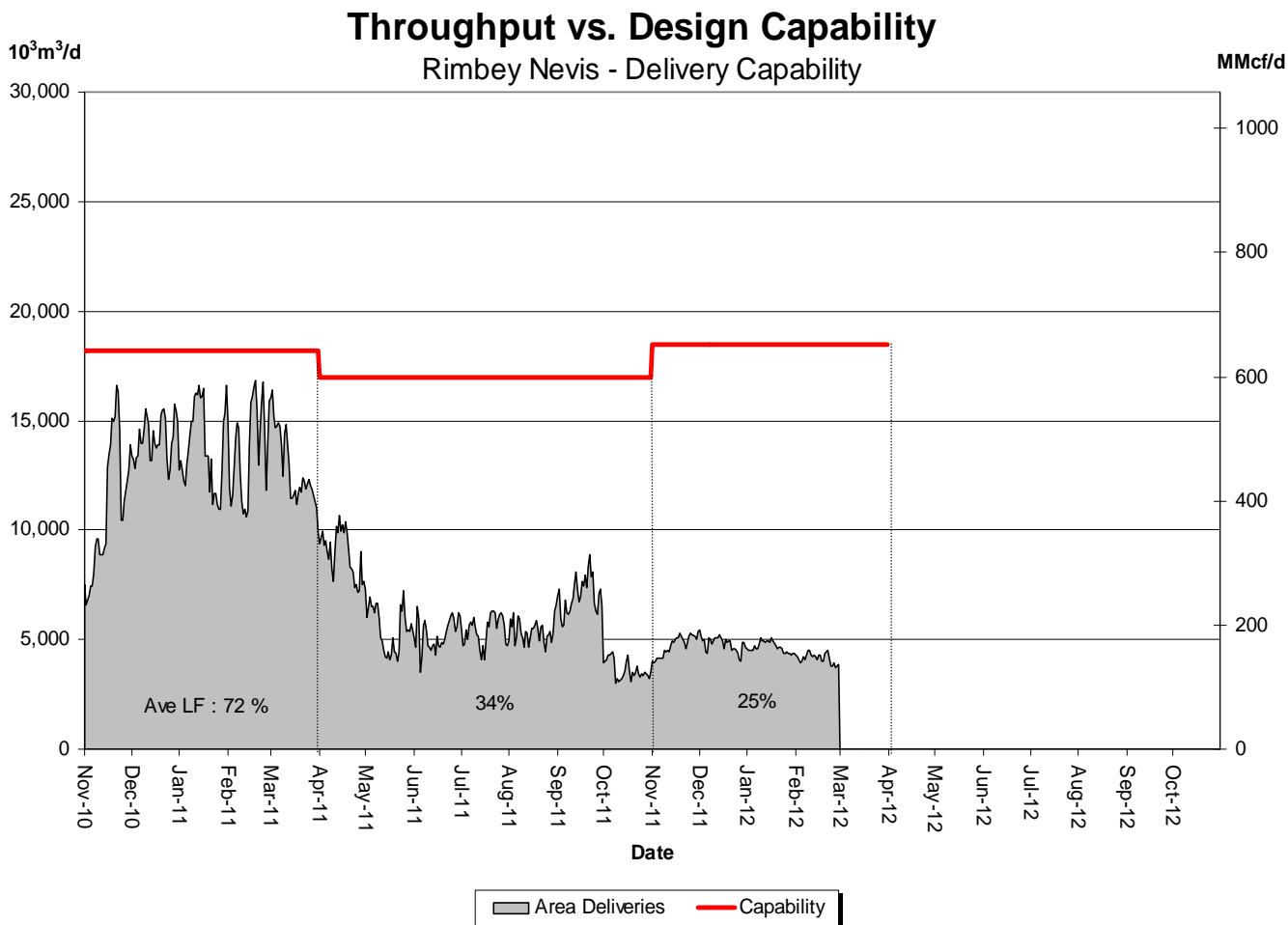
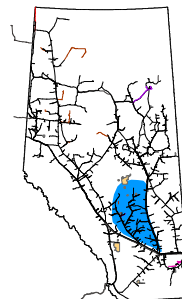
# DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Sep	Oct	Nov	Dec	Jan	Feb
	62	52	43	42	37	40

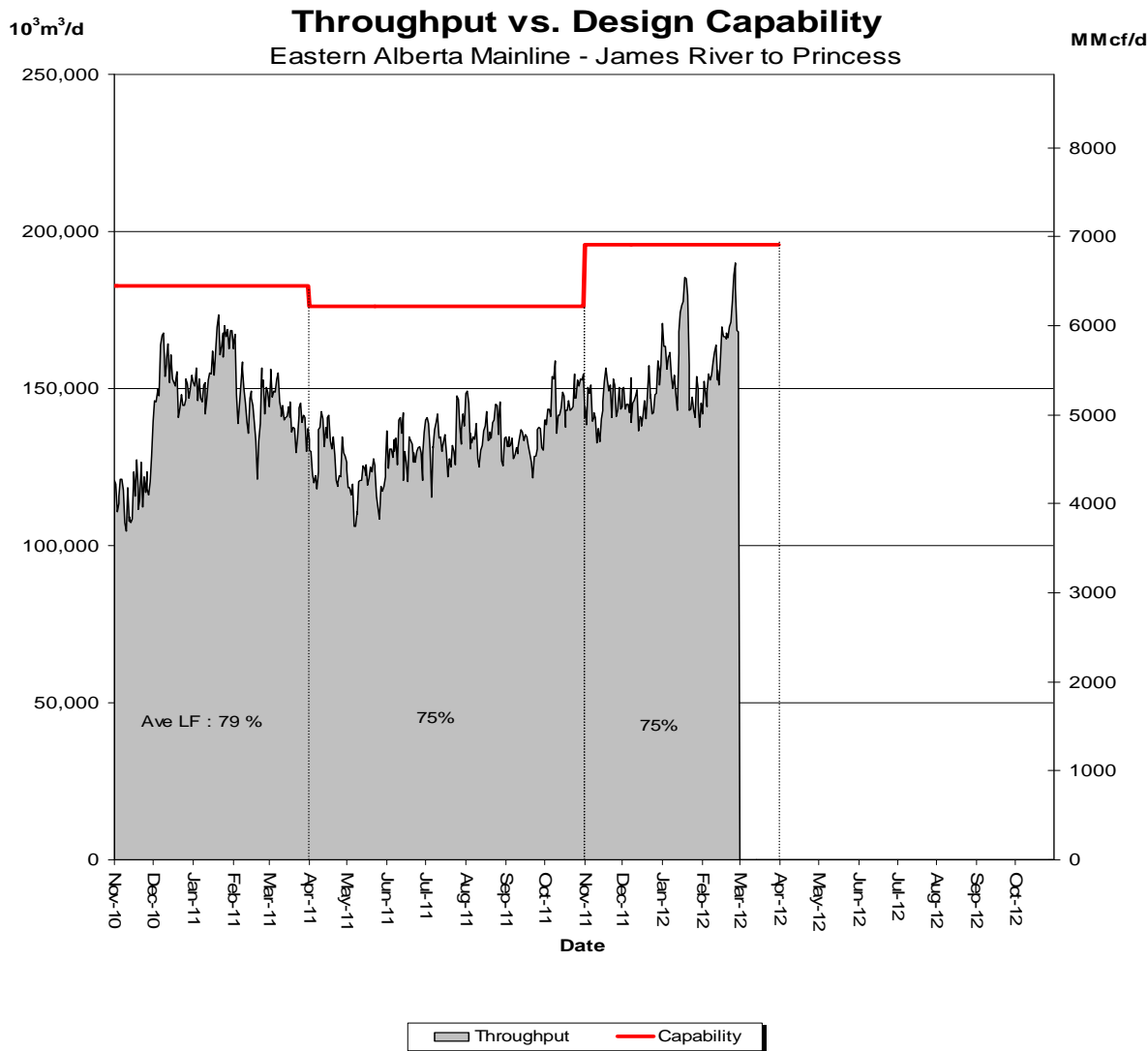
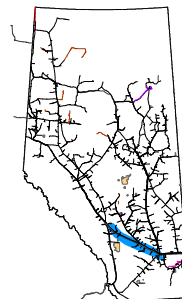
# DESIGN CAPABILITY UTILIZATION

## RIMBEY-NEVIS – FLOW WITHIN



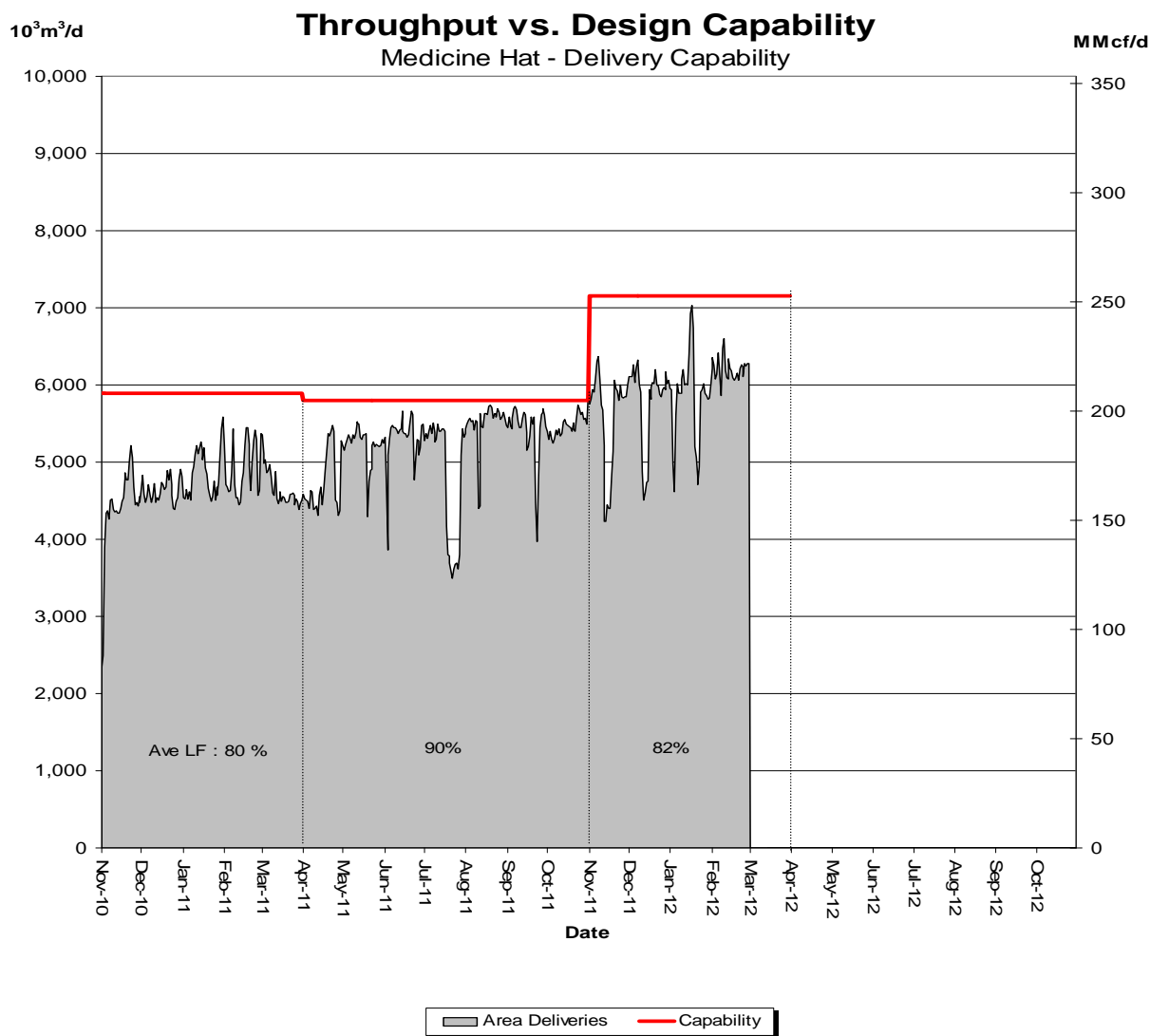
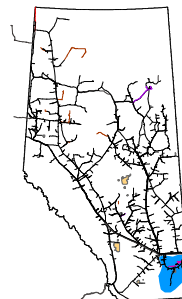
<b>% Design Capability Utilization</b> Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Sep	Oct	Nov	Dec	Jan	Feb
	41	21	25	26	25	22

# 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	Sep	Oct	Nov	Dec	Jan	Feb
	75	83	75	75	81	83

# DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN

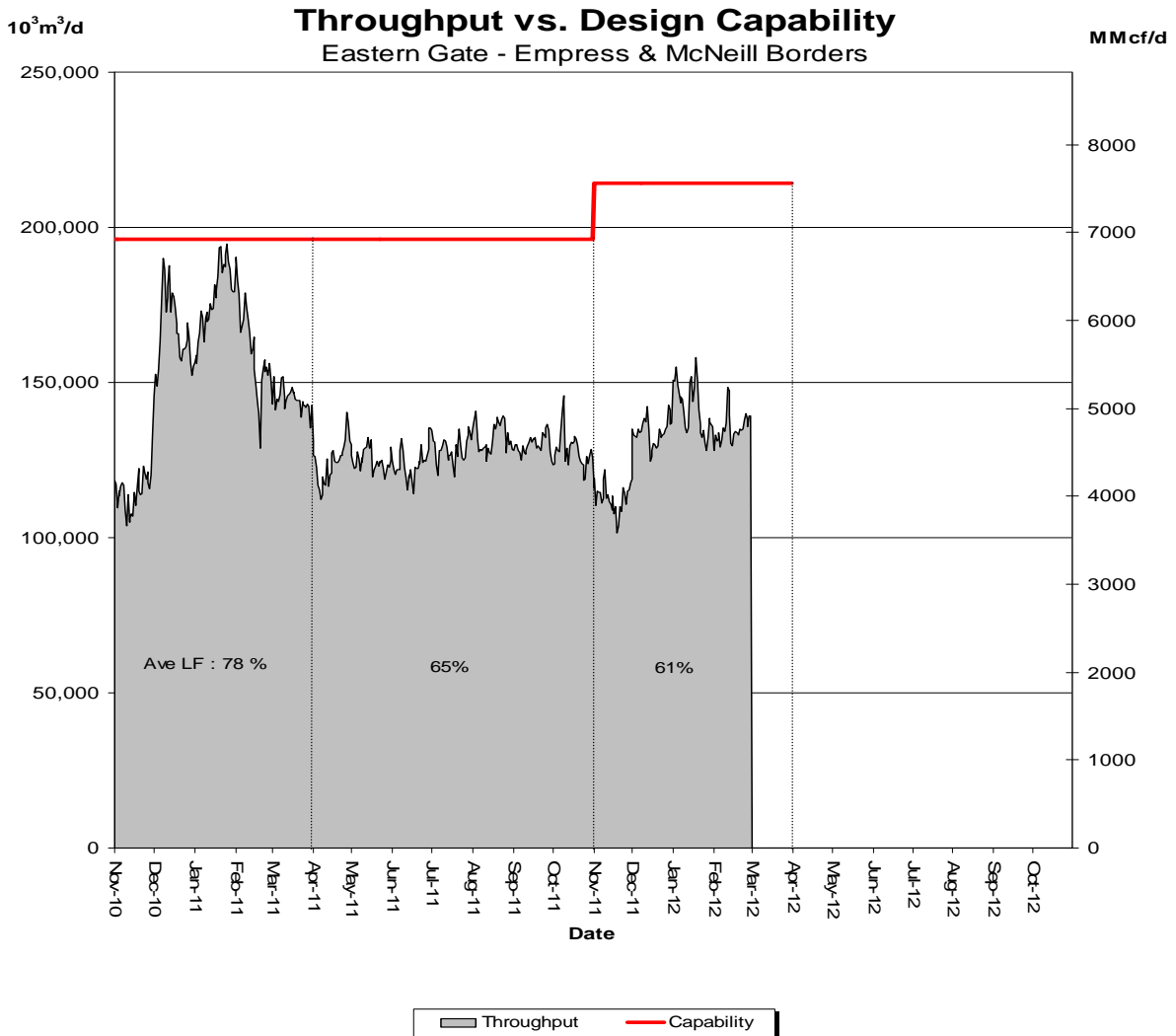
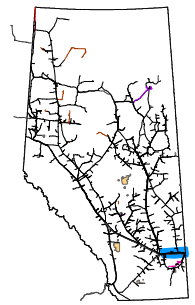


<b>% Design Capability Utilization</b> Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Sep	Oct	Nov	Dec	Jan	Feb
	93	94	78	81	81	87



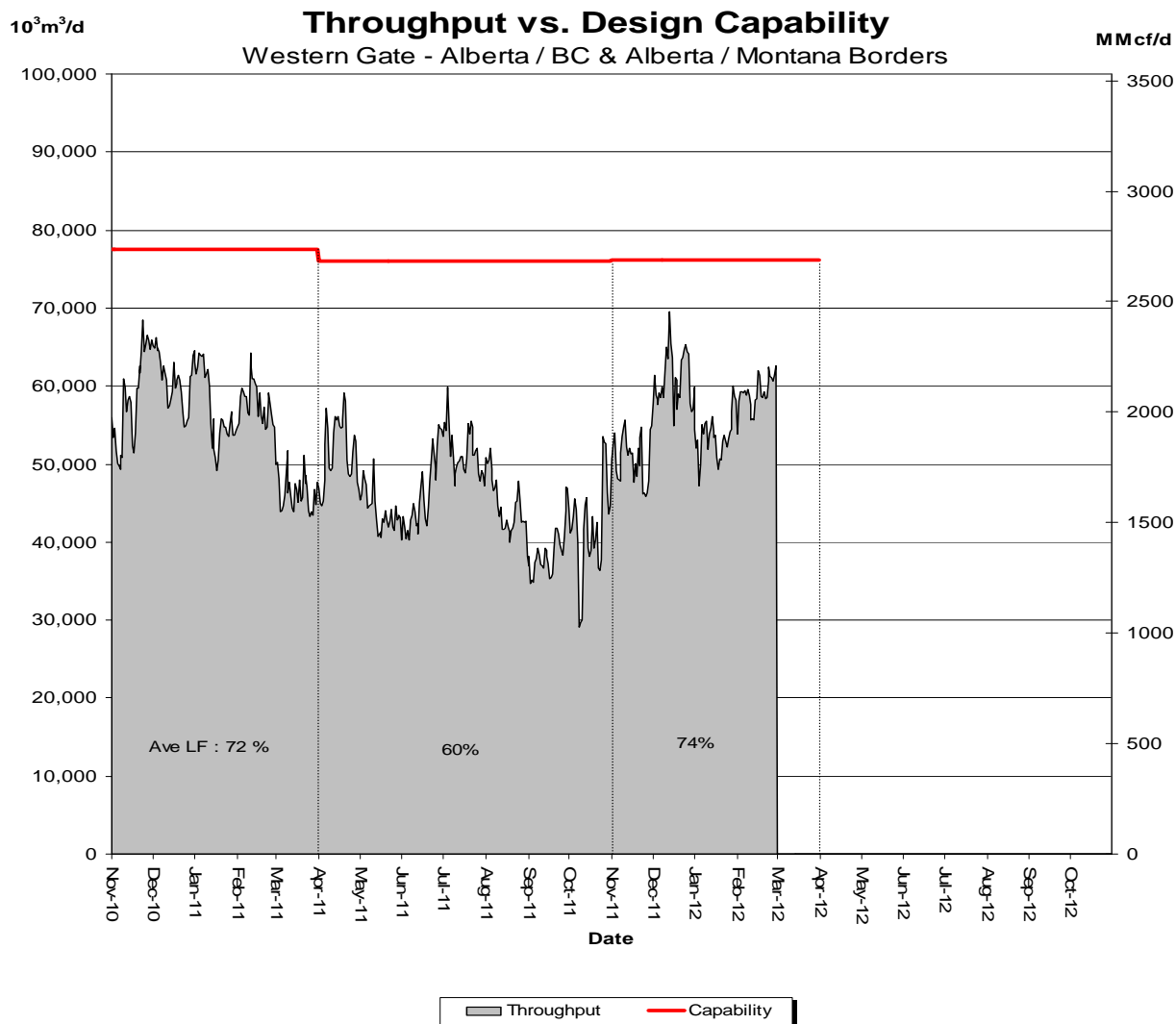
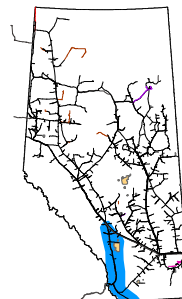
# DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE

(Princess to Empress / McNeill)



% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Sep	Oct	Nov	Dec	Jan	Feb
	66	66	53	83	66	63

# 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	Sep	Oct	Nov	Dec	Jan	Feb
	51	55	67	80	70	78

# **HISTORICAL TRANSPORTATION SERVICE AVAILABILITY**

December 1, 2011 to February 29, 2012 (3 Month Average)

Receipt Area		IT-R Service	Firm Service	Firm Service	% CD		Causes/Comments <sup>(3)</sup>
		Available	Available	Restriction	Restricted <sup>(1)</sup>		
		(% of time)	(% of time)	(% of time)	Max	Average	
Peace River	UPRM 1	100	100	0	0	0	
	PRL 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	
	JUDY24	100	100	0	0	0	
	WRSY26	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		IT-D Service	Firm Service	Firm Service	% CD Restricted <sup>(1)</sup>		Causes/Comments <sup>(3)</sup>
	Available <sup>(2)</sup>	Available <sup>(2)</sup>	Available	Restriction			
	(% of time)	(% of time)	(% of time)	(% of time)	Max	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)

## Delivery Firm Transportation Guidelines

Firm Transportation Service Type	Authorize Firm Transportation Service By	To Ensure Firm Transportation Service By
Delivery	November 2011	November 2013

## 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](http://www.transcanada.com/customerexpress/docs/ab_ftr_availability_map/external_map.pdf)

## 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

Please refer to the following web site for  
current FT-D Availability Map:

[http://www.transcanada.com/customerexpress/docs/ab\\_system/as\\_ltd\\_map.pdf](http://www.transcanada.com/customerexpress/docs/ab_system/as_ltd_map.pdf)

➤ 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.*

# HOW TO USE THIS REPORT

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## 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

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## **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.

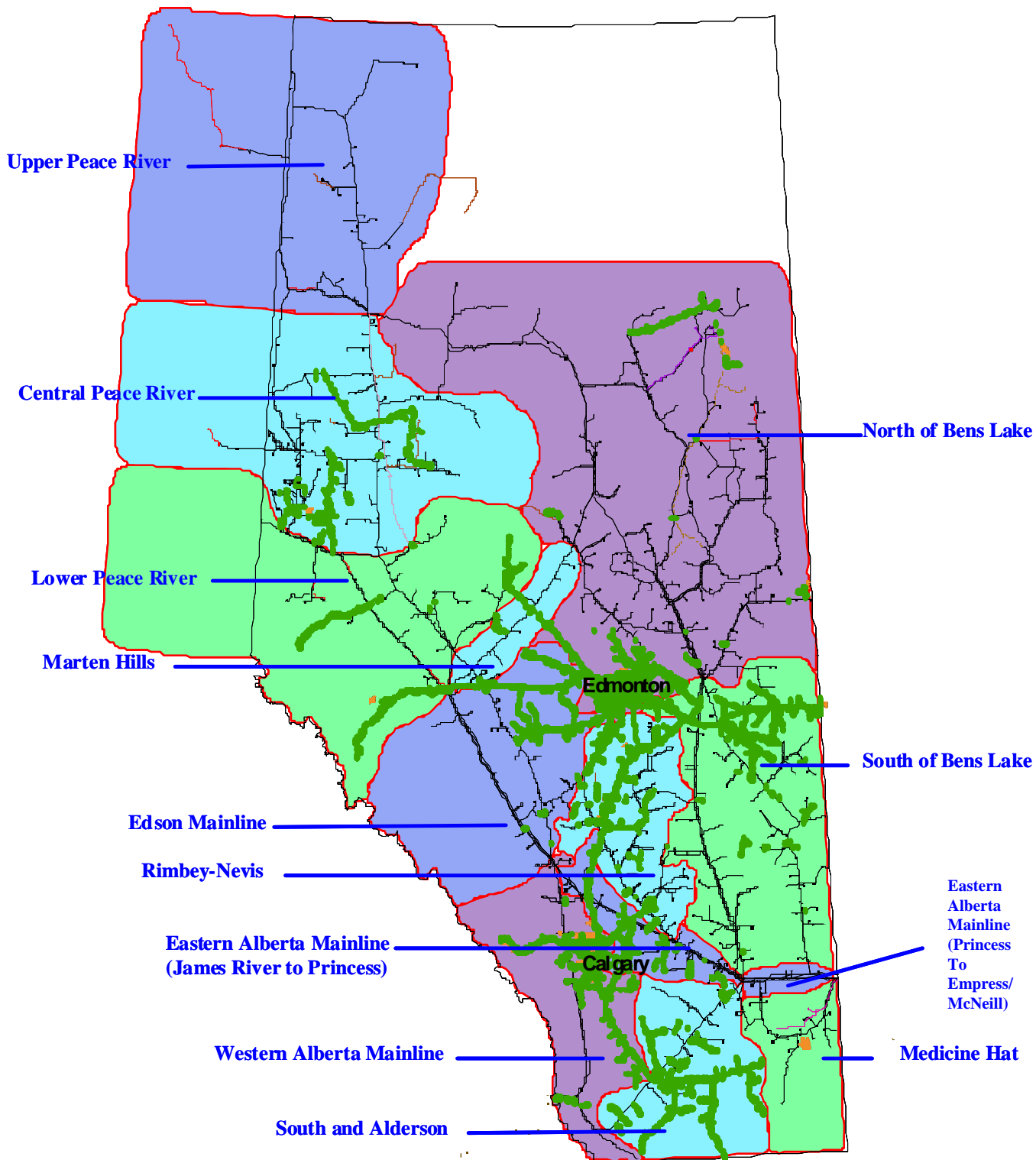
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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**

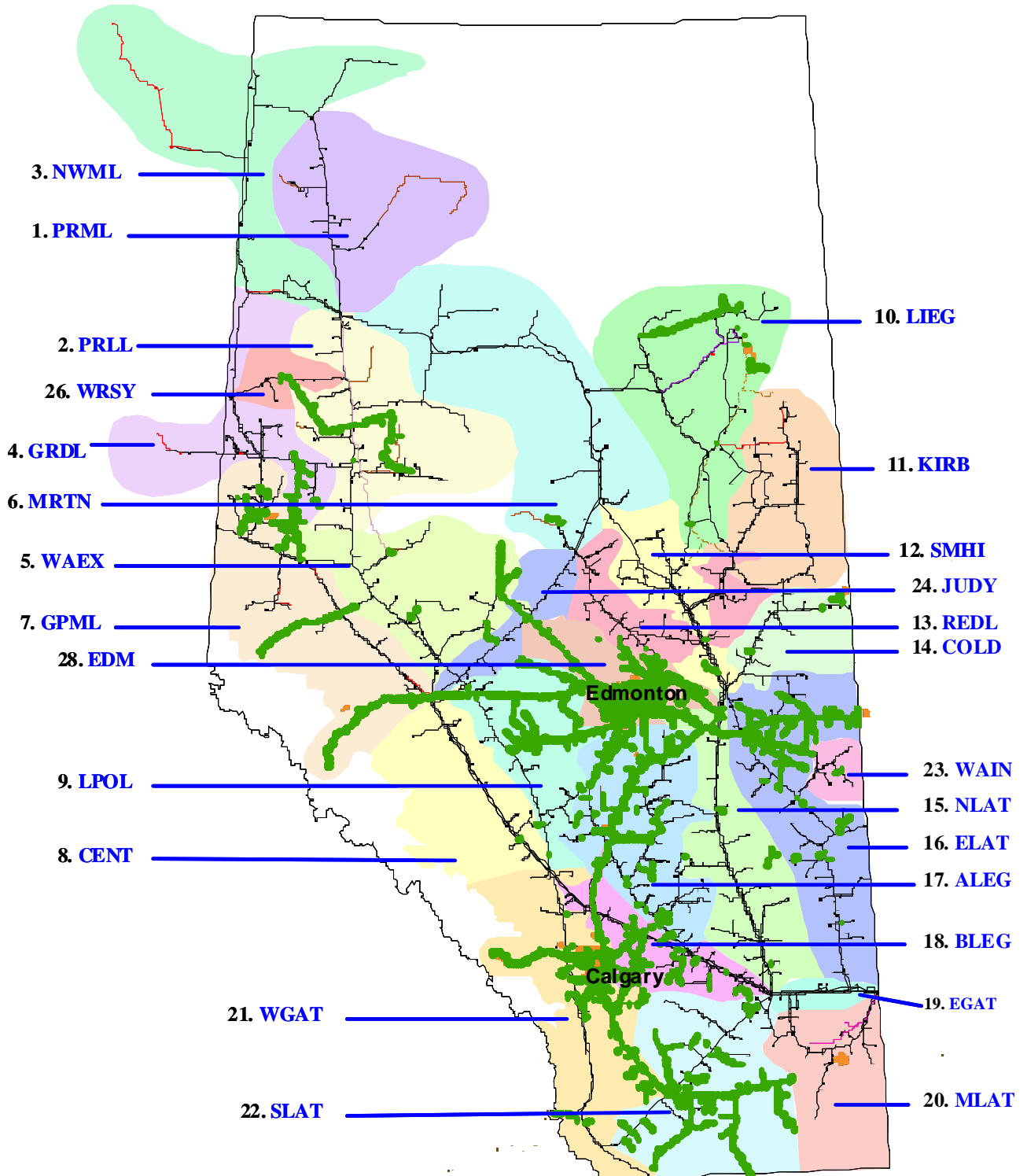
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

# NGTL Design Areas



(Last updated Nov 2011)

# NGTL Pipeline Segments



(Last updated Nov 2011)



# DEFINITION OF TERMS

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## *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.

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## *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.

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## ***Other***

### ***System Load Factor***

The volume weighted average of the *Average Load Factor* (AVGLF) of all design areas on the system