SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
April 2013

http://www.transcanada.com/customerexpress/2885.html

Published date:
July 16, 2013

Highlights This Month:

- 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 February 1, 2013 – April 30, 2013 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 February 1, 2013 – April 30, 2013 were all deemed 100% available.

- The Firm Transportation service contract utilization table (page 3 of this report) illustrates the FT and FT + IT utilization for receipts and deliveries. Segment code “LPRM” has been remove from the table as it is no longer used.

- Design methodology for The Marten Hills Area is currently being reviewed. The chart currently displays up to date throughput without a corresponding Capability value.

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If you have any questions on the content of this report, contact Winston Cao at (403) 920-5315 or via fax at (403) 920-2357.

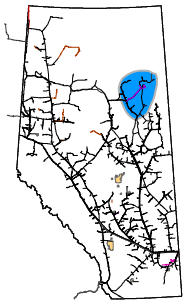
FIRM TRANSPORTATION SERVICE[1] CONTRACT UTILIZATION[3]

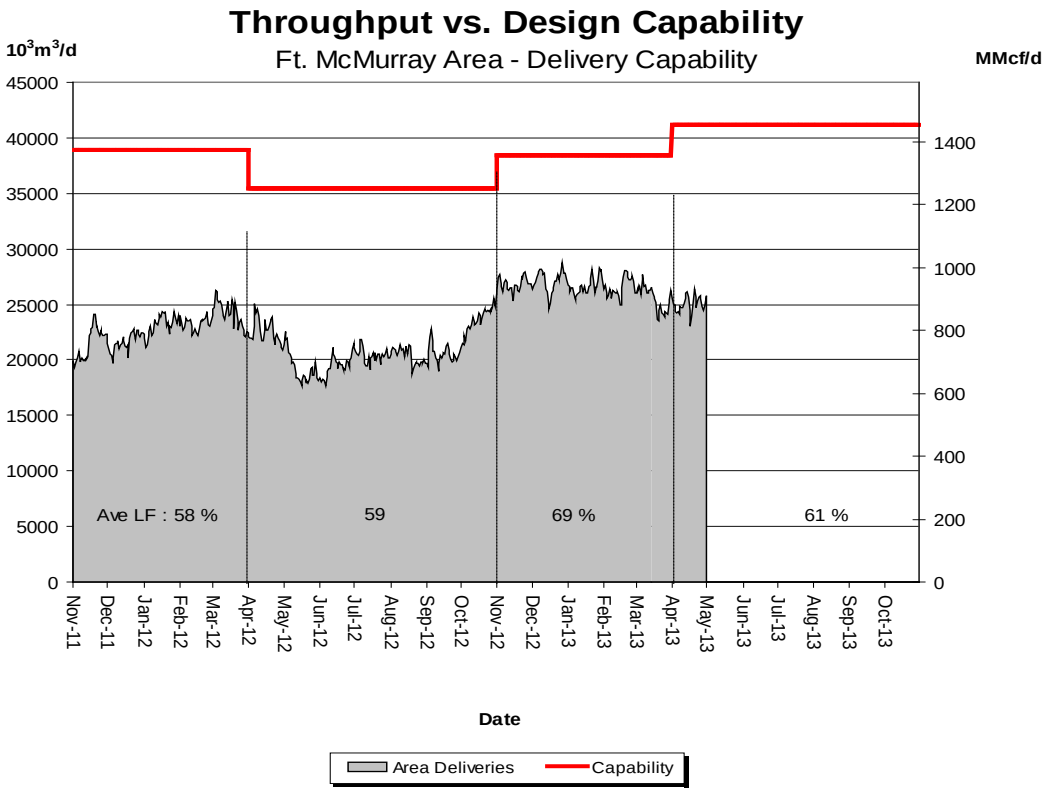
By NGTL Pipeline Segments
April 2013

		Delivery		Receipt	
Segment	Contract	Utilization	Apr CD (TJ/d)	Utilization	Apr CD (MMcf/d)
UPRM	FT	9%	25.4	95%	63
	FT + IT[2]	15%		113%	
PRLL	FT	42%	42.2	94%	117
	FT + IT	46%		105%	
NWML	FT	28%	5.0	43%	714
	FT + IT	32%		46%	
GRDL	FT	14%	8.9	77%	1,787
	FT + IT	15%		79%	
WRSY	FT	0%	0.0	82%	23
	FT + IT	0%		101%	
WAEX	FT	25%	15.4	72%	319
	FT + IT	81%		97%	
JUDY	FT	31%	46.1	95%	106
	FT + IT	34%		115%	
GPML	FT	40%	164.5	91%	3,036
	FT + IT	53%		98%	
CENT	FT	8%	10.4	98%	815
	FT + IT	13%		130%	
LPOL	FT	32%	81.8	93%	492
	FT + IT	40%		129%	
WGAT	FT	71%	3,214.4	87%	441
	FT + IT	79%		104%	
ALEG	FT	47%	316.6	96%	860
	FT + IT	66%		119%	
SLAT	FT	30%	169.2	95%	240
	FT + IT	31%		114%	
MLAT	FT	76%	262.1	84%	198
	FT + IT	85%		100%	
BLEG	FT	64%	144.2	95%	600
	FT + IT	71%		109%	
EGAT	FT	93%	3,407.9	85%	34
	FT + IT	109%		117%	
MRTN	FT	16%	38.8	88%	76
	FT + IT	22%		114%	
LIEG	FT	80%	1,146.5	63%	28
	FT + IT	88%		204%	
KIRB	FT	73%	890.8	71%	39
	FT + IT	78%		120%	
SMHI	FT	74%	12.0	82%	36
	FT + IT	92%		149%	
REDL	FT	32%	13.1	71%	44
	FT + IT	42%		121%	
COLD	FT	73%	55.7	71%	34
	FT + IT	127%		97%	
EDM	FT	47%	1,692.5	94%	65
	FT + IT	48%		124%	
NLAT	FT	43%	15.4	97%	142
	FT + IT	45%		128%	
WAIN	FT	22%	0.4	76%	8
	FT + IT	22%		154%	
ELAT	FT	76%	258.2	89%	141
	FT + IT	76%		118%	
TOTAL SYSTEM	FT	72%	12,037.7	86%	10,456
	FT + IT	82%		100%	

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

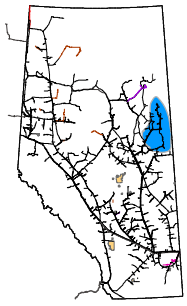
DESIGN CAPABILITY UTILIZATION
FT. McMURRAY AREA – FLOW WITHIN

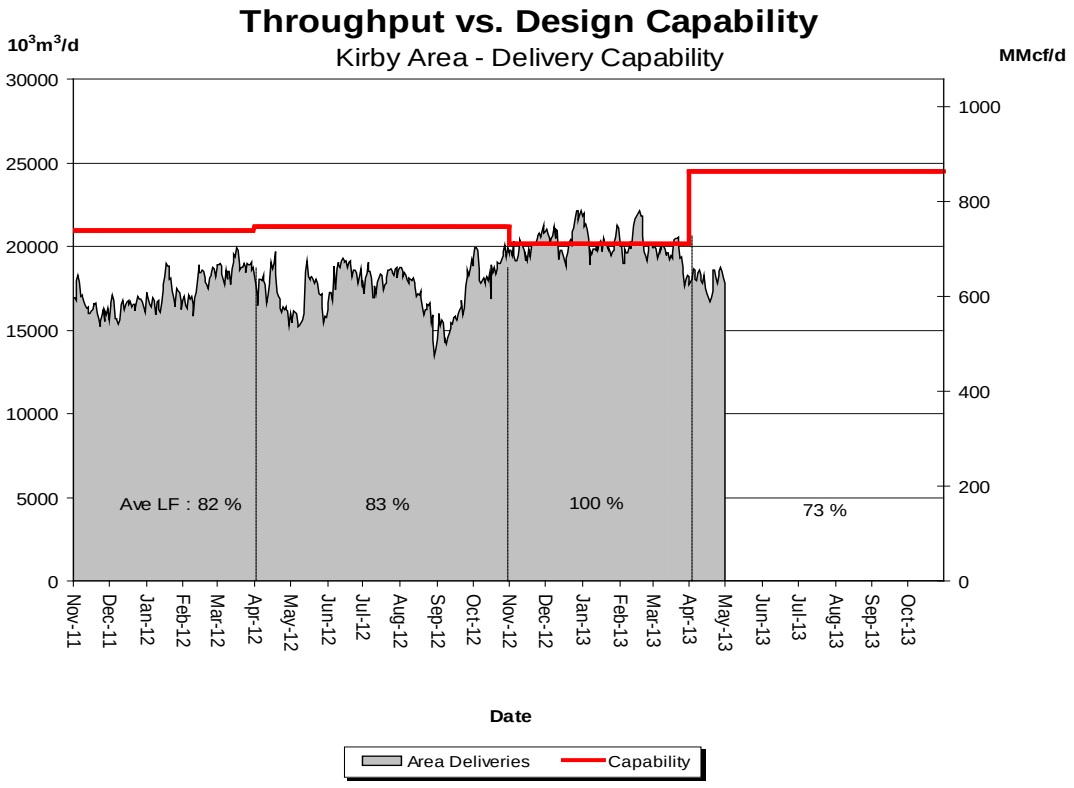




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov 70	Dec 70	Jan 69	Feb 69	Mar 66	Apr 61

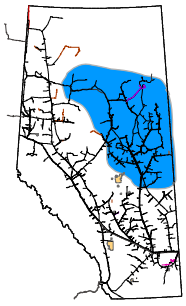
DESIGN CAPABILITY UTILIZATION
KIRBY AREA – FLOW WITHIN

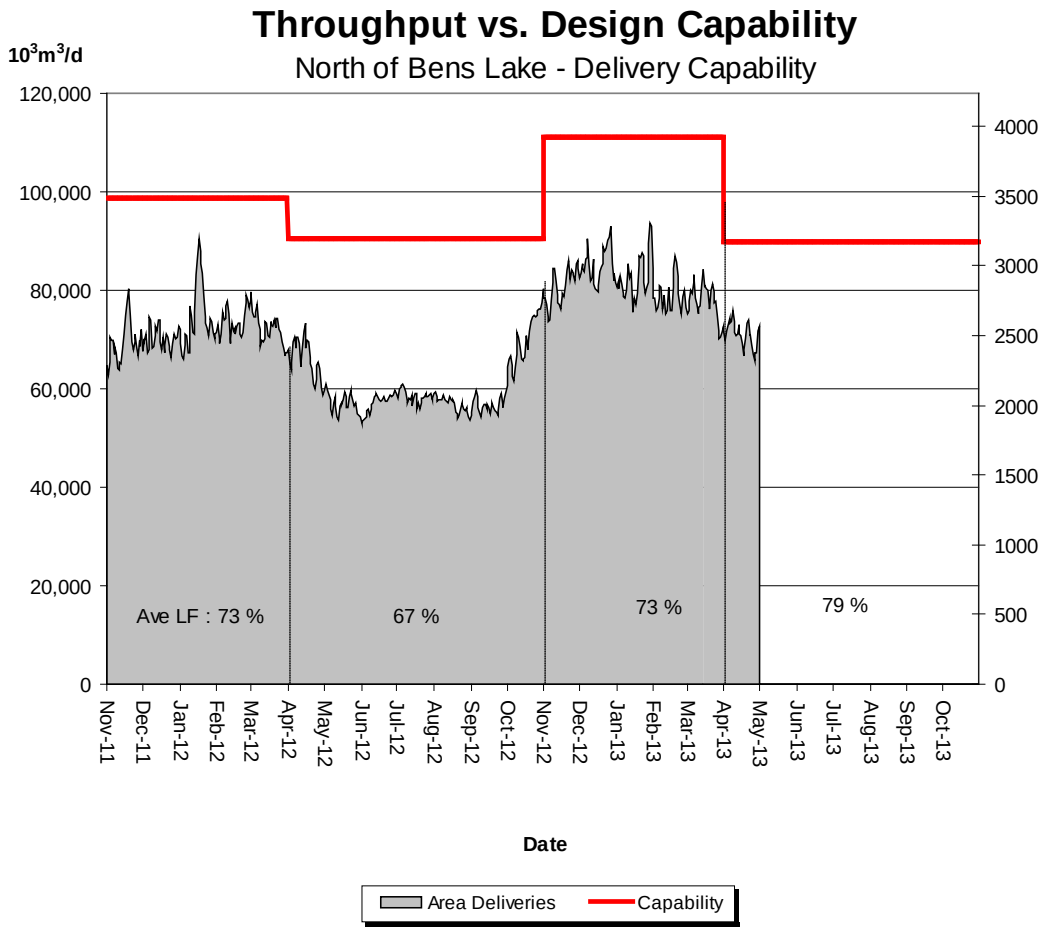




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov 99	Dec 102	Jan 101	Feb 101	Mar 97	Apr 73

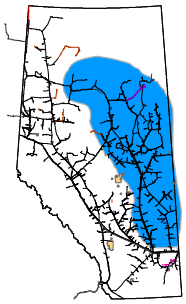
DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN

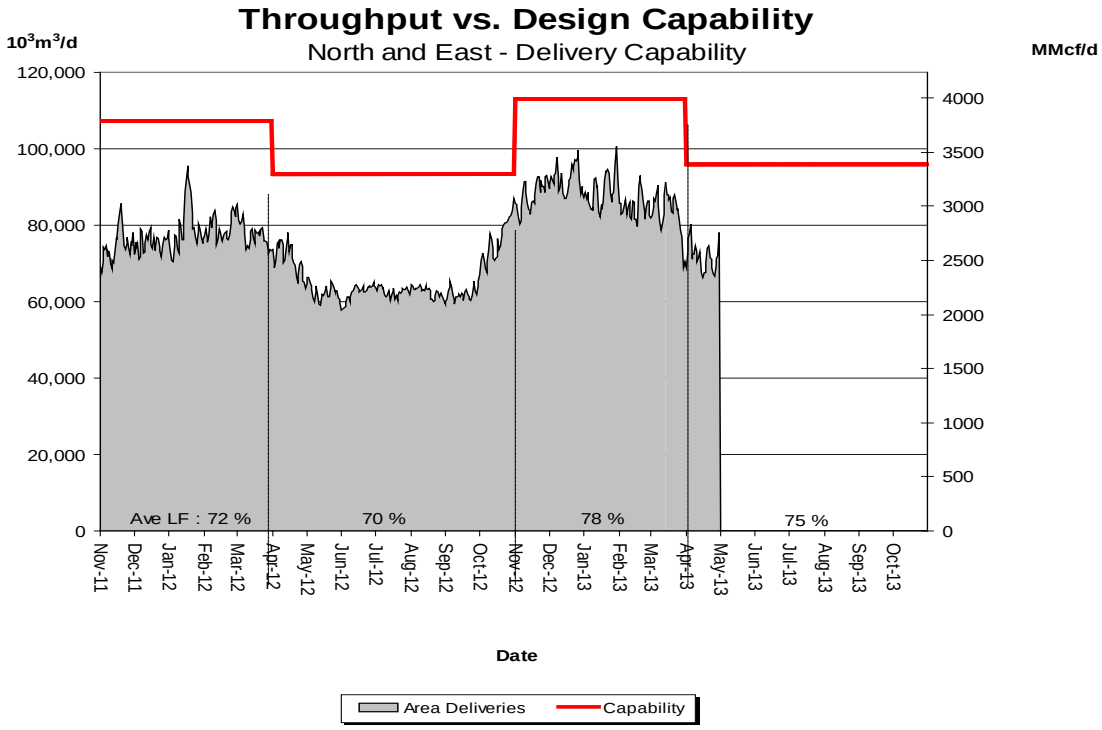




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	73	77	75	71	70	79

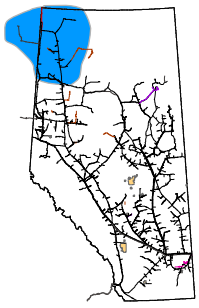
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

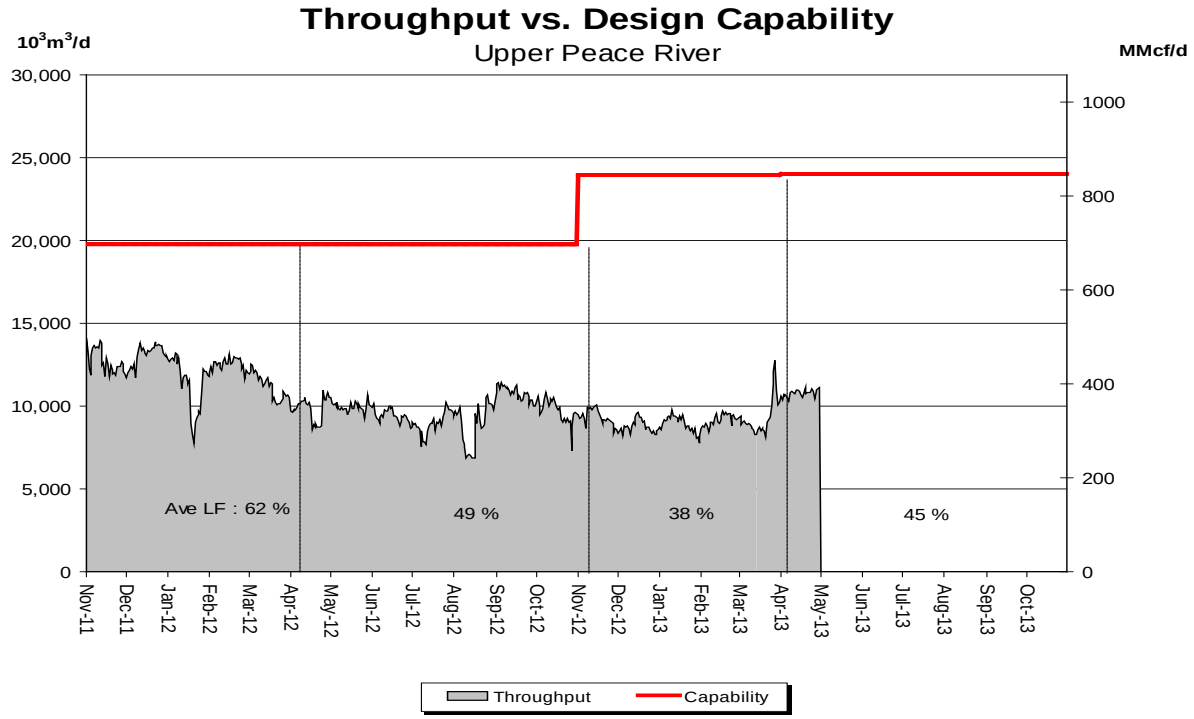




% Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov 78	Dec 81	Jan 79	Feb 75	Mar 74	Apr 75

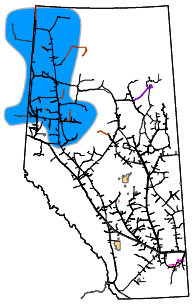
DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER

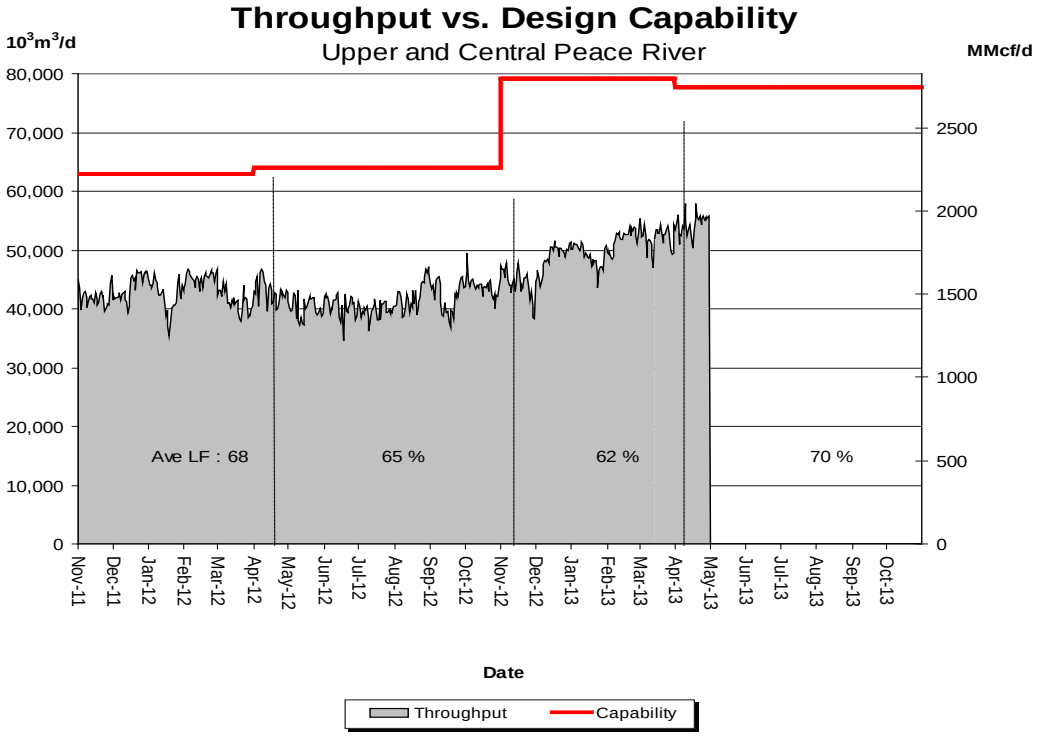




% Design Capability Utilization **Monthly Average Actual Flow as a Percentage of Design Capability**						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	39	37	37	38	39	45

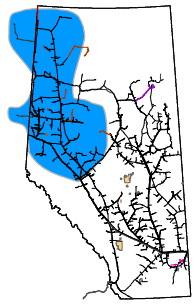
DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER

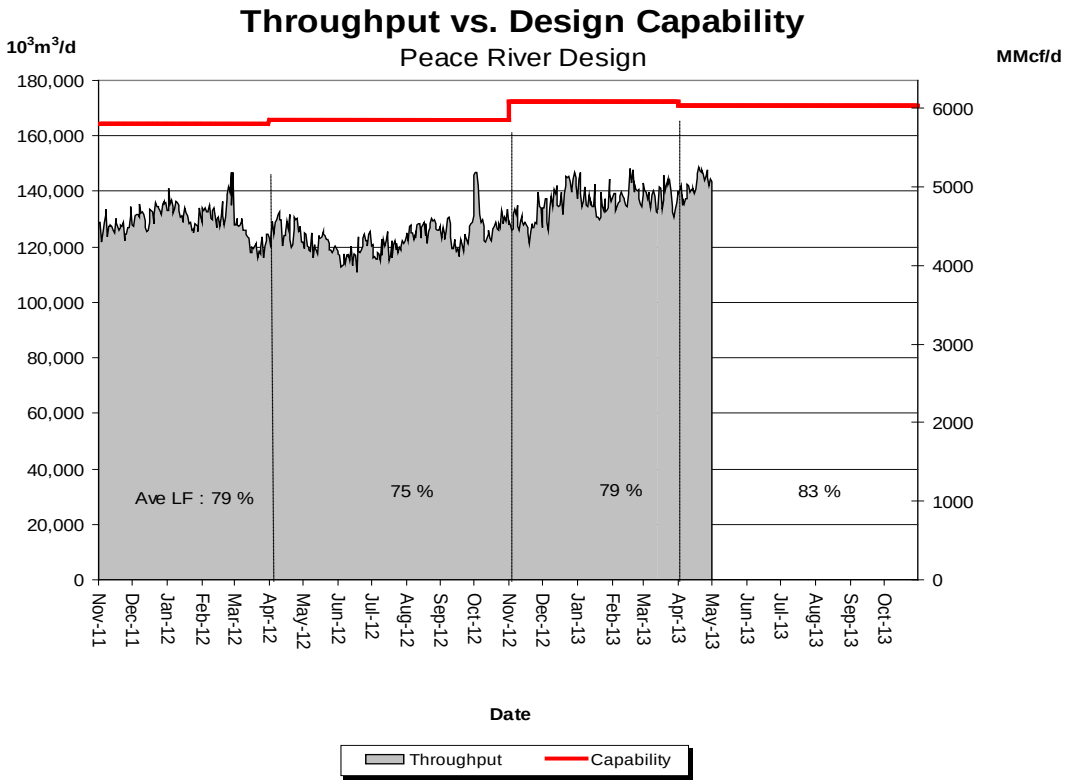




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Nov 56	Dec 61	Jan 62	Feb 65	Mar 66	Apr 70

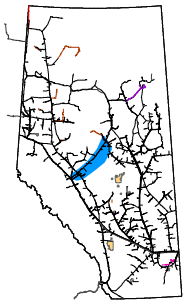
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)

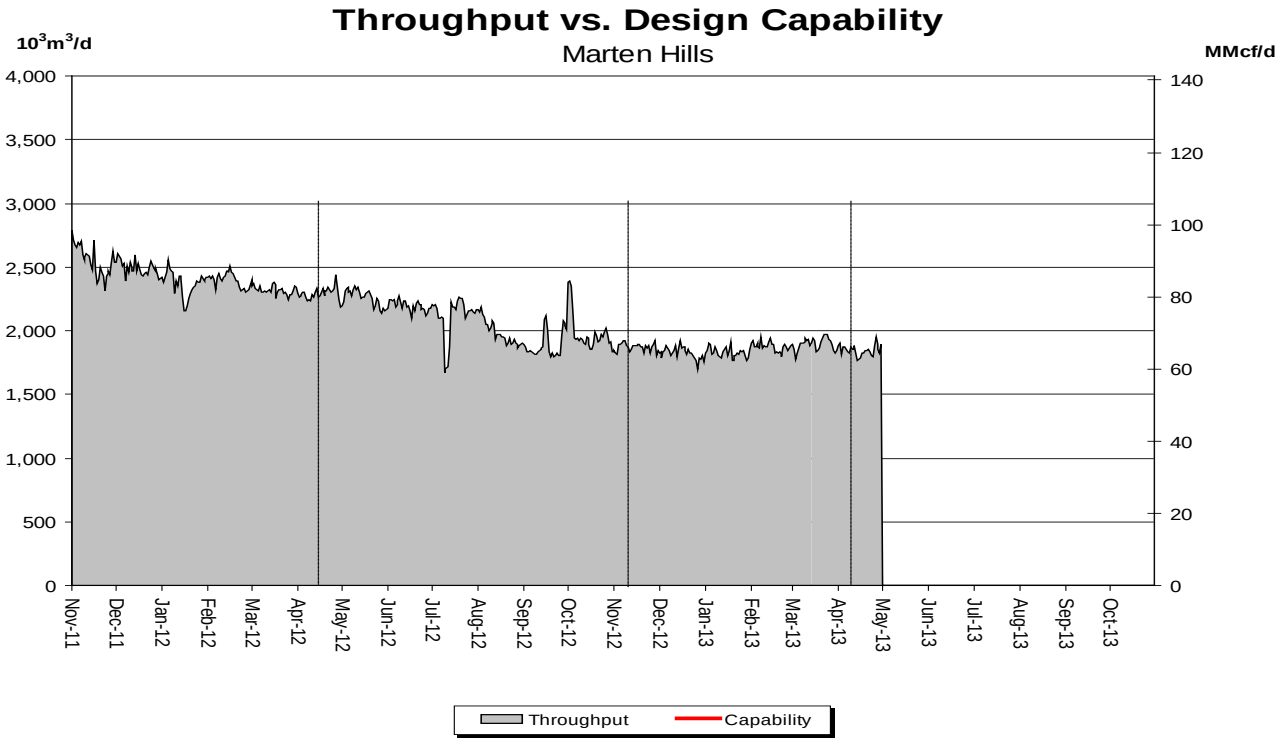




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	75	80	79	81	80	83

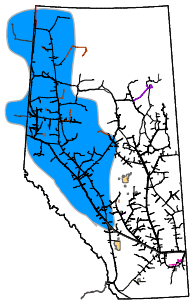
DESIGN CAPABILITY UTILIZATION
MARTEN HILLS

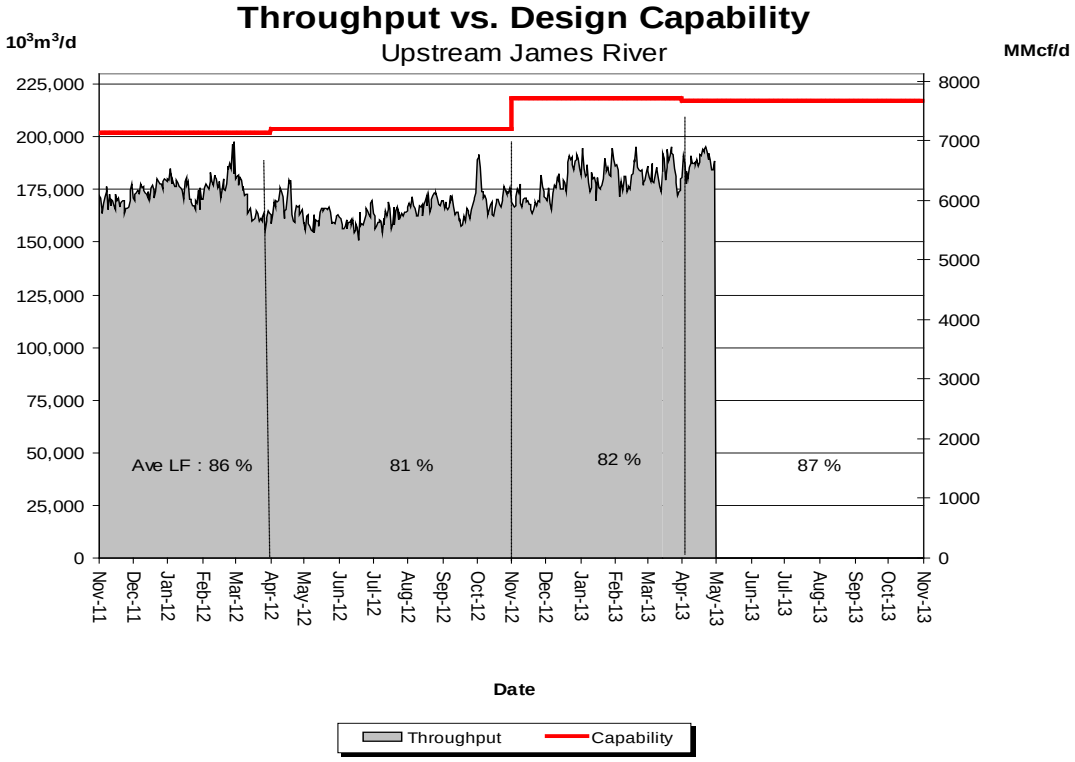




Design methodology for Marten Hills Area currently being reviewed.
Chart currently displays up to date throughput without a corresponding Capability value.

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



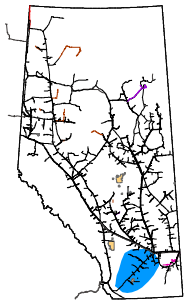


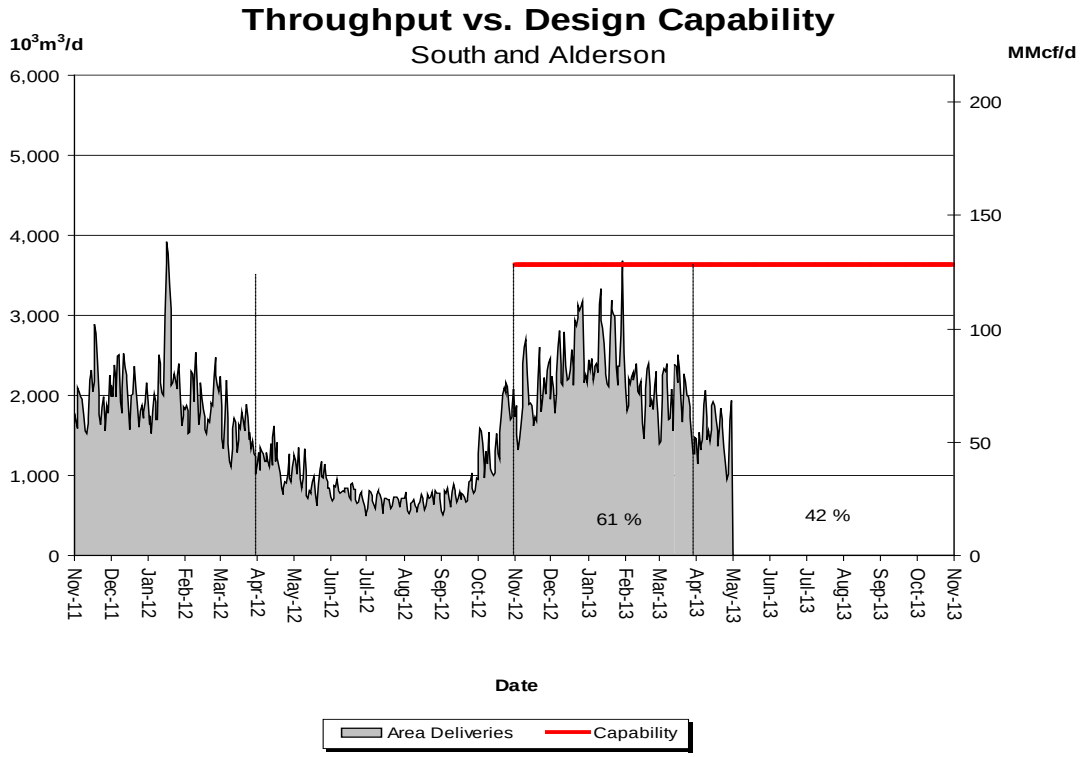
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Nov	Dec	Jan	Feb	Mar	Apr
	78	82	83	82	84	87

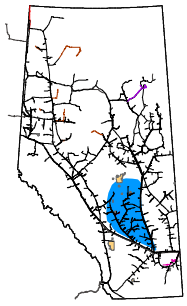
DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON – FLOW WITHIN

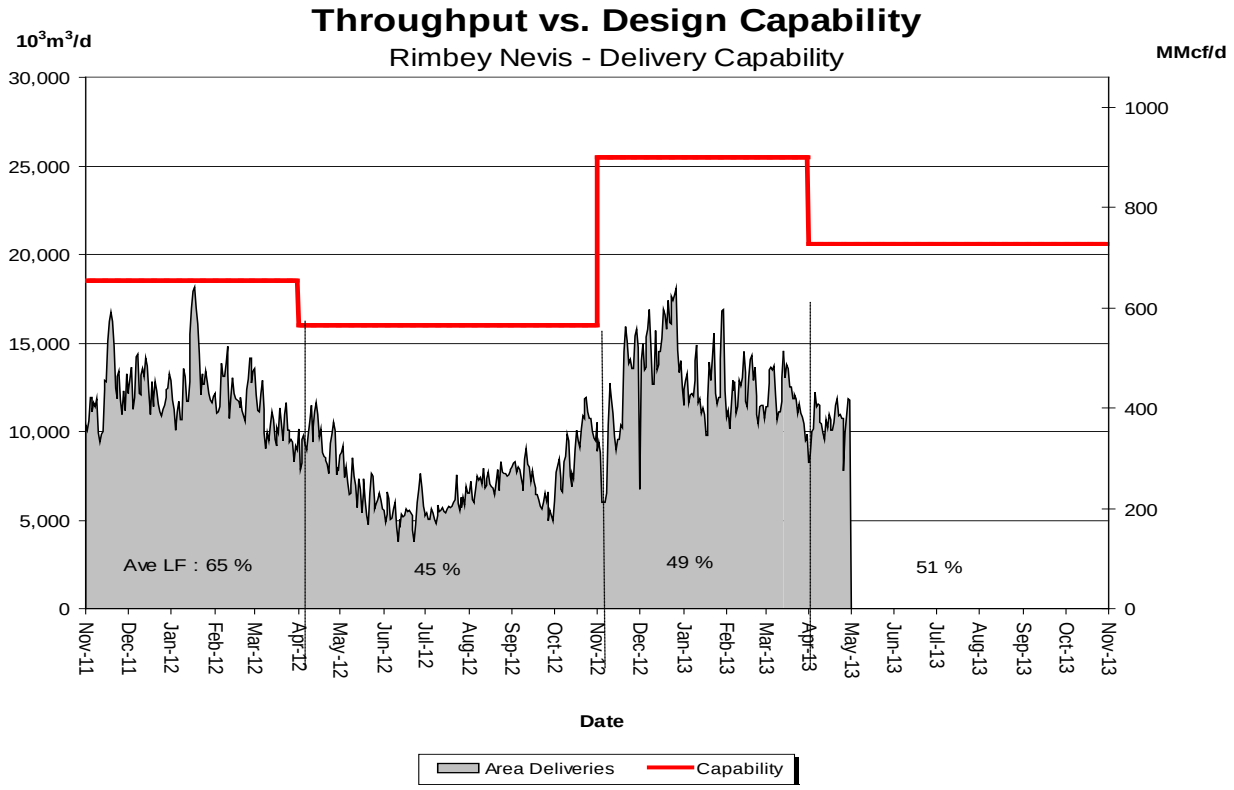




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov 55	Dec 67	Jan 72	Feb 57	Mar 53	Apr 42

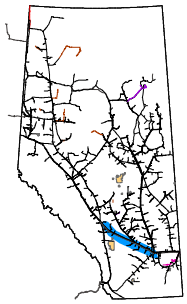
DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN

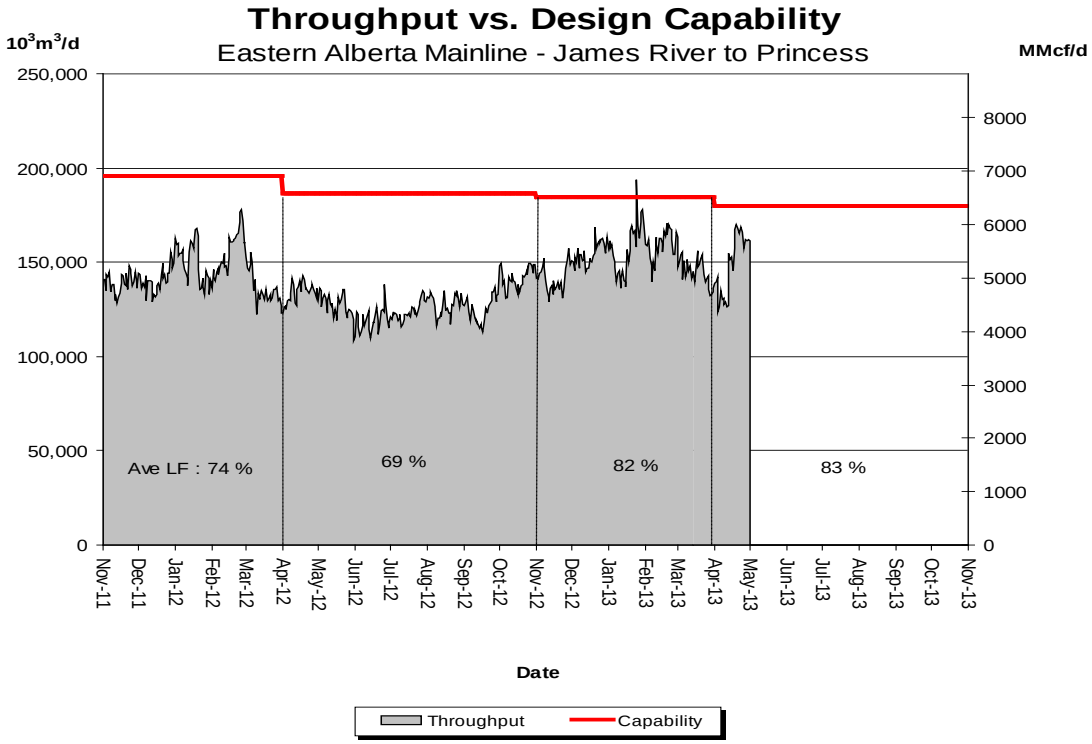




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov 44	Dec 58	Jan 50	Feb 48	Mar 47	Apr 51

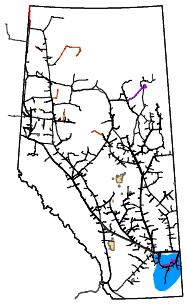
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(James River to Princess)

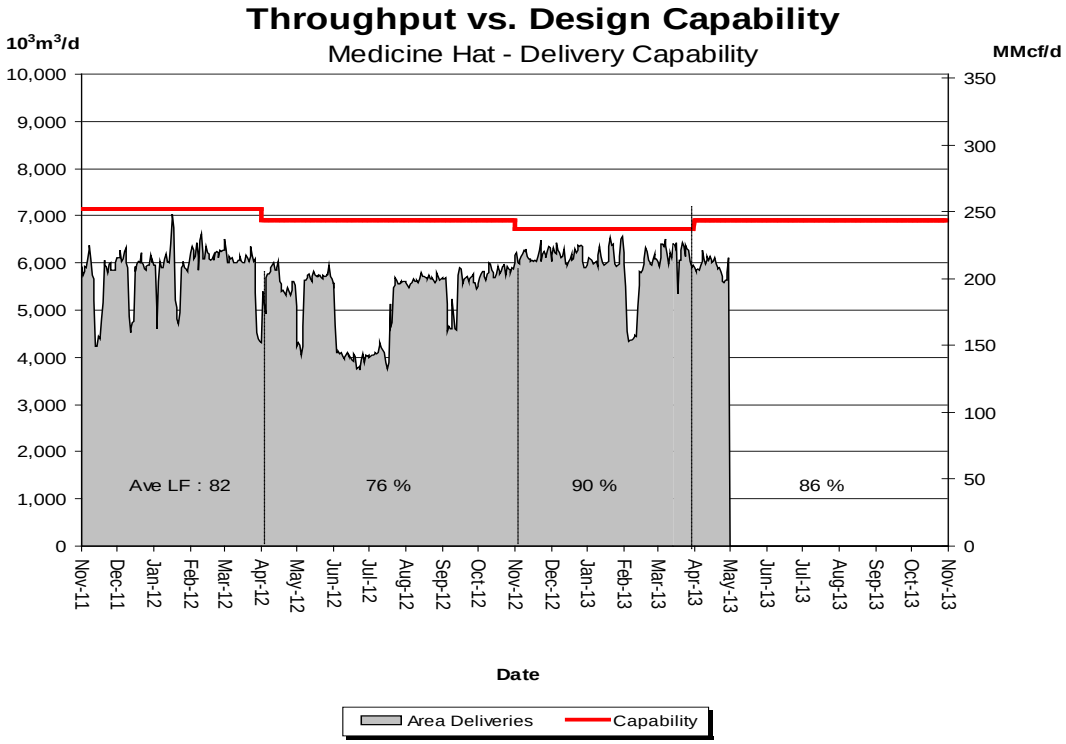




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov 76	Dec 84	Jan 85	Feb 86	Mar 79	Apr 83

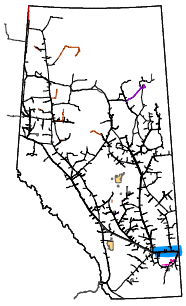
DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN

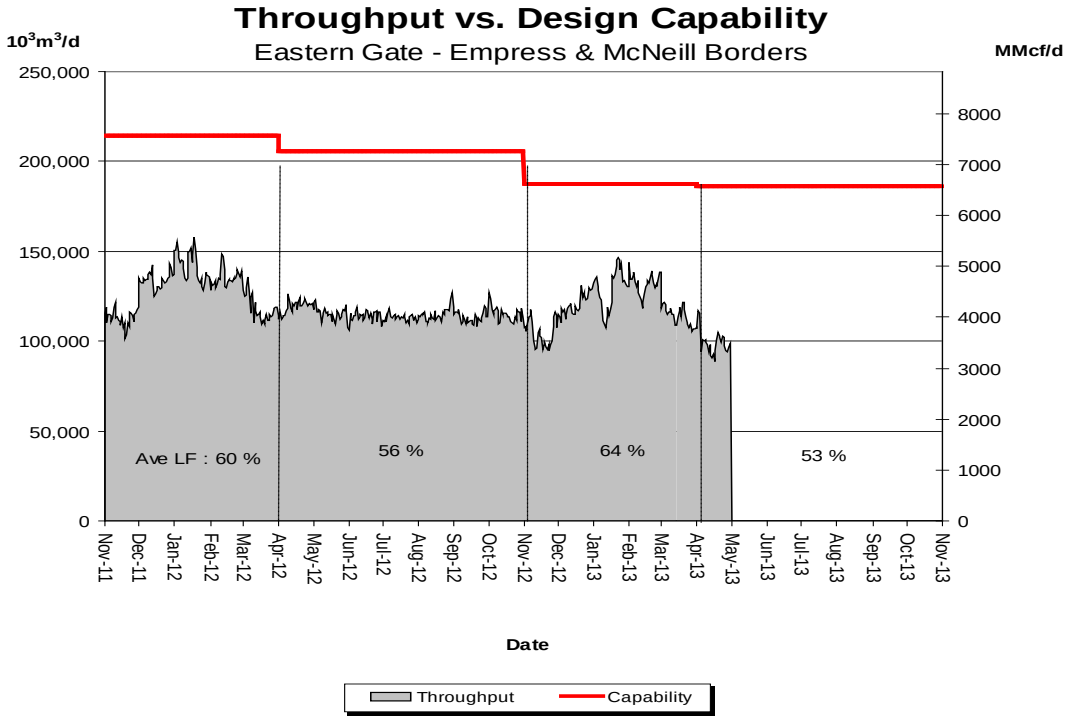




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Nov 91	Dec 91	Jan 91	Feb 81	Mar 92	Apr 86

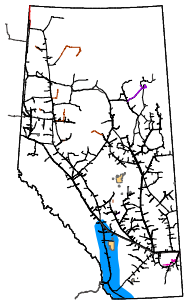
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(Princess to Empress / McNeill)

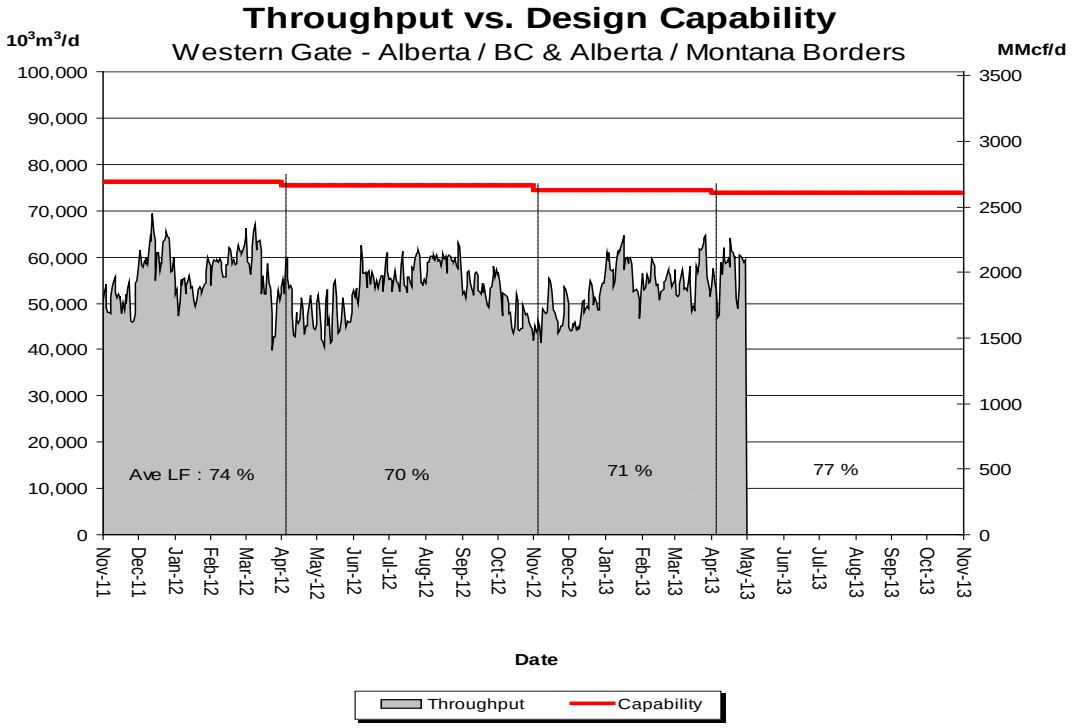




% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Nov 56	Dec 64	Jan 69	Feb 71	Mar 61	Apr 53

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	Nov 64	Dec 66	Jan 77	Feb 74	Mar 74	Apr 77

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

February 1, 2013 to April 30, 2013 (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)

Receipt and Delivery Firm Transportation Guidelines

Firm Transportation Location	Authorize Firm Transportation Service By	To Ensure Firm Transportation Service By
Summer construction (generally south of Edmonton)	November 2013	November 2015
Winter construction (generally north of Edmonton)	November 2013	April 2016

- 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 / FT-D Availability Maps:

http://staging.transcanada.com/customerexpress/2801.html

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 26 NGTL 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.

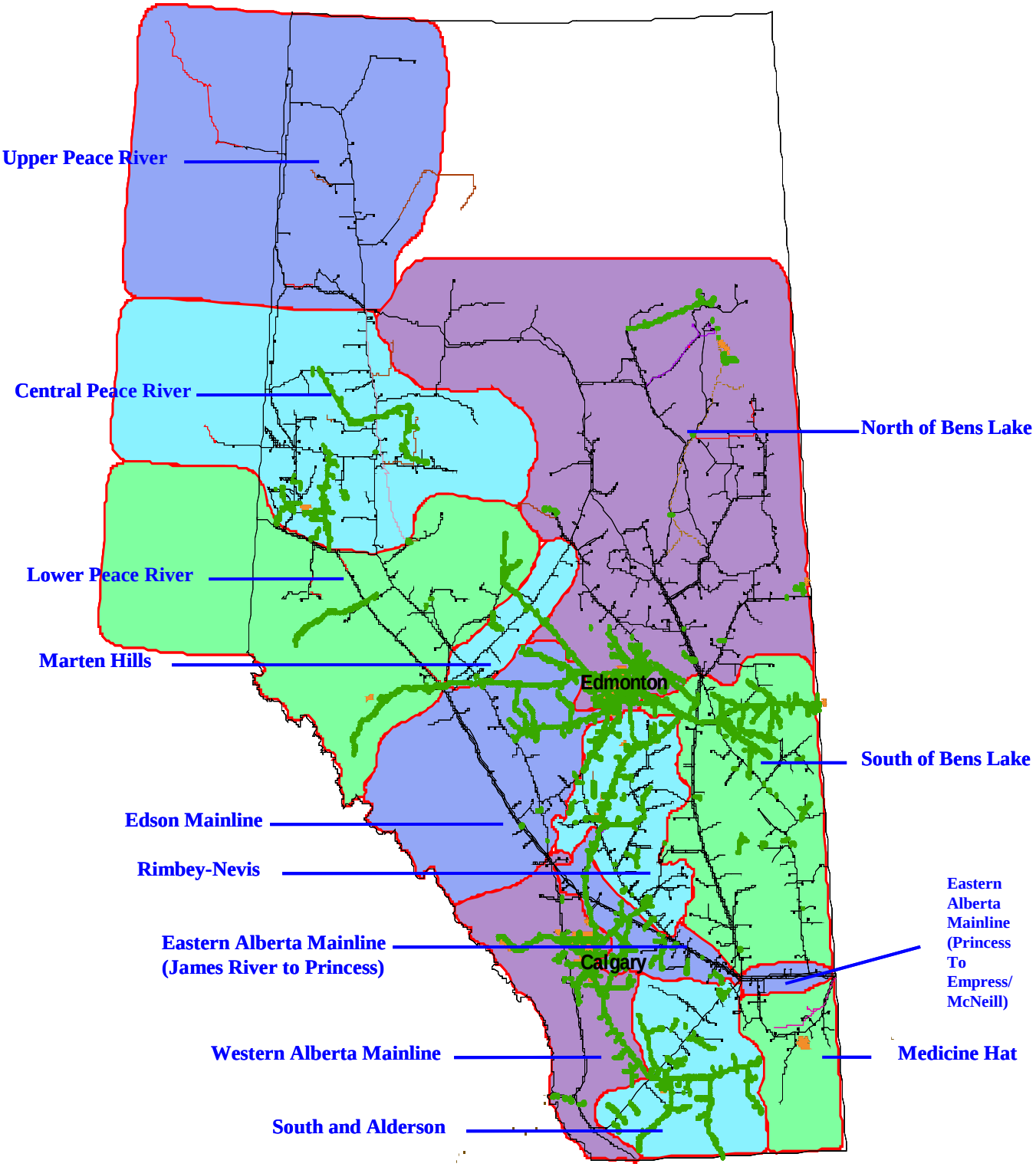
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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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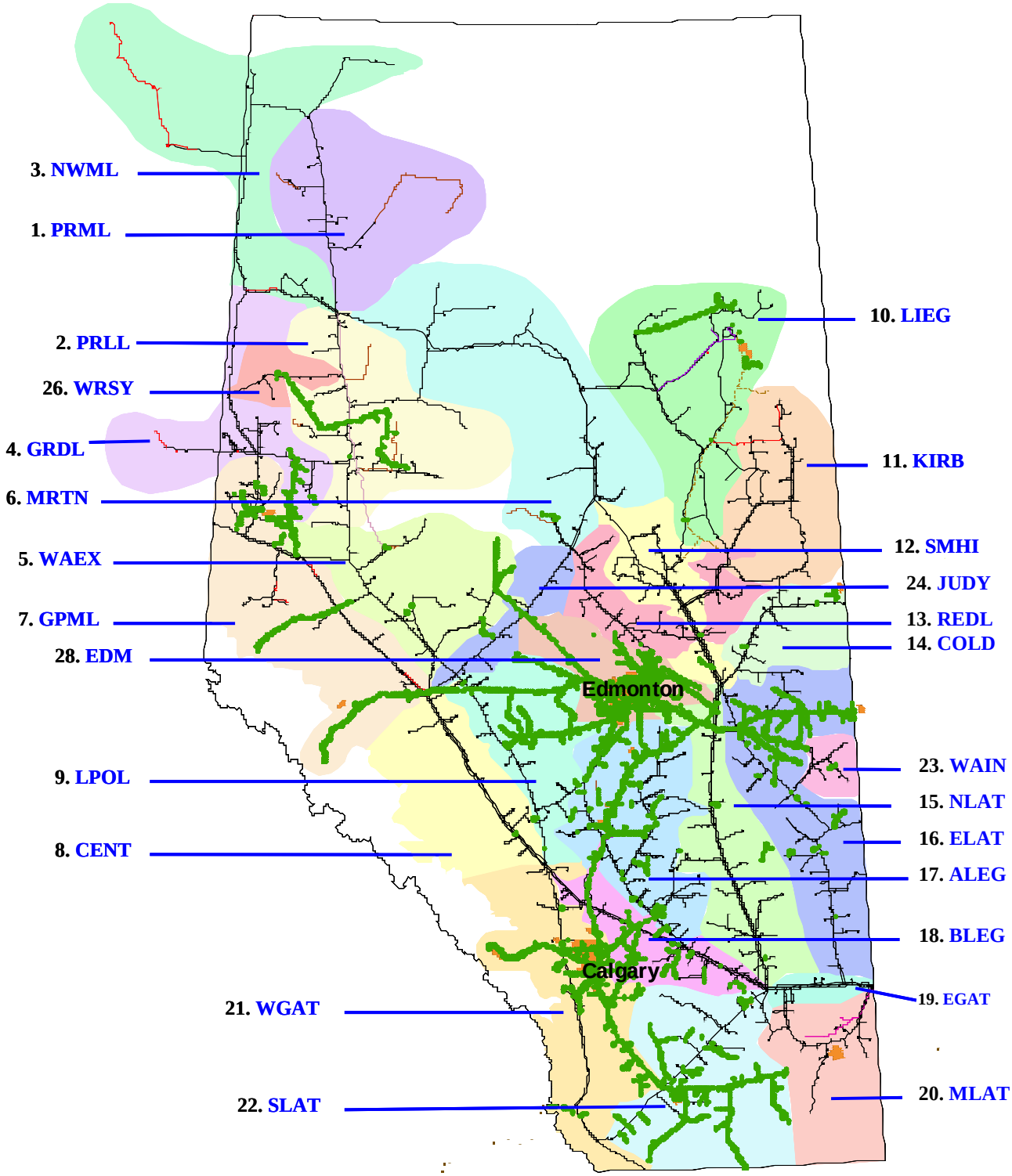
NGTL Pipeline Segments



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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