

SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

**for the month ending
December, 2010**

Published date:
February 2, 2010

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 October 1, 2010 – December 31, 2010 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 October 1, 2010 – December 31, 2010, 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.

NOVA Gas Transmission Ltd.

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If you have any questions on the content of this report, contact Bob Haney at (403) 920-5317 or via fax at (403) 920-2380.

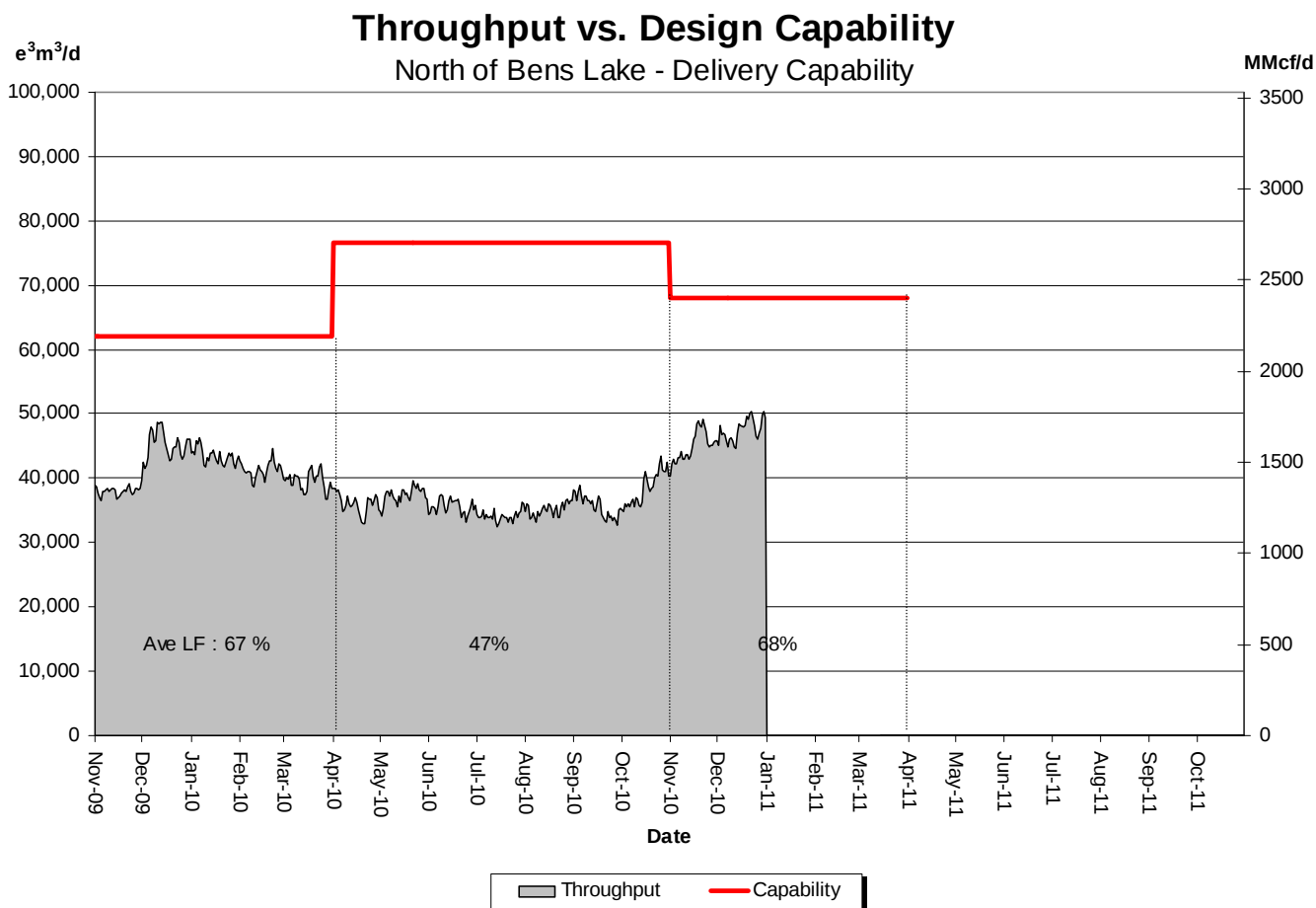
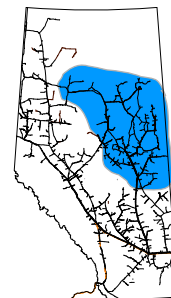
FIRM TRANSPORTATION SERVICE¹ CONTRACT UTILIZATION³
By NGTL Pipeline Segments
December 2010

Segment	Receipt Contract	Delivery		Receipt	
		Utilization	Dec CD (TJ/d)	Utilization (MMcf/d)	Dec CD
UPRM	FT	4%	31.0	74%	138
	FT + IT ²	4%		76%	
LPRM	FT	0%	0.0	98%	12
	FT + IT	0%		122%	
PRLI	FT	81%	24.3	95%	147
	FT + IT	92%		111%	
NWML	FT	0%	0.0	83%	364
	FT + IT	0%		89%	
GRDL	FT	100%	0.2	76%	537
	FT + IT	184%		100%	
WRSY	FT	0%	0.0	88%	31
	FT + IT	0%		124%	
WAEX	FT	11%	38.7	89%	259
	FT + IT	19%		141%	
JUDY	FT	44%	3.7	97%	89
	FT + IT	1042%		119%	
GPML	FT	29%	25.8	90%	2,324
	FT + IT	208%		103%	
CENT	FT	70%	9.8	85%	948
	FT + IT	190%		105%	
LPOL	FT	11%	9.2	92%	410
	FT + IT	750%		125%	
WGAT	FT	90%	2,512.3	87%	334
	FT + IT	97%		130%	
ALEG	FT	90%	102.1	97%	861
	FT + IT	503%		124%	
SLAT	FT	53%	5.1	96%	258
	FT + IT	817%		117%	
MLAT	FT	58%	61.9	98%	260
	FT + IT	269%		111%	
BLEG	FT	36%	26.7	98%	565
	FT + IT	661%		110%	
EGAT	FT	98%	4,908.5	93%	53
	FT + IT	127%		108%	
MRTN	FT	1%	16.3	74%	115
	FT + IT	34%		99%	
LIEG	FT	76%	664.1	76%	70
	FT + IT	135%		100%	
KIRB	FT	86%	566.5	79%	76
	FT + IT	102%		99%	
SMHI	FT	69%	11.5	80%	58
	FT + IT	69%		154%	
REDL	FT	67%	13.1	88%	69
	FT + IT	444%		119%	
COLD	FT	66%	17.9	74%	42
	FT + IT	90%		106%	
NLAT	FT	74%	123.8	94%	210
	FT + IT	206%		119%	
WAIN	FT	0%	0.0	85%	15
	FT + IT	0%		110%	
ELAT	FT	100%	1.2	93%	123
	FT + IT	11887%		134%	
TOTAL SYSTEM	FT	91%	9,173.8	89%	8,370
	FT + IT	128%		110%	

***NOTE:**

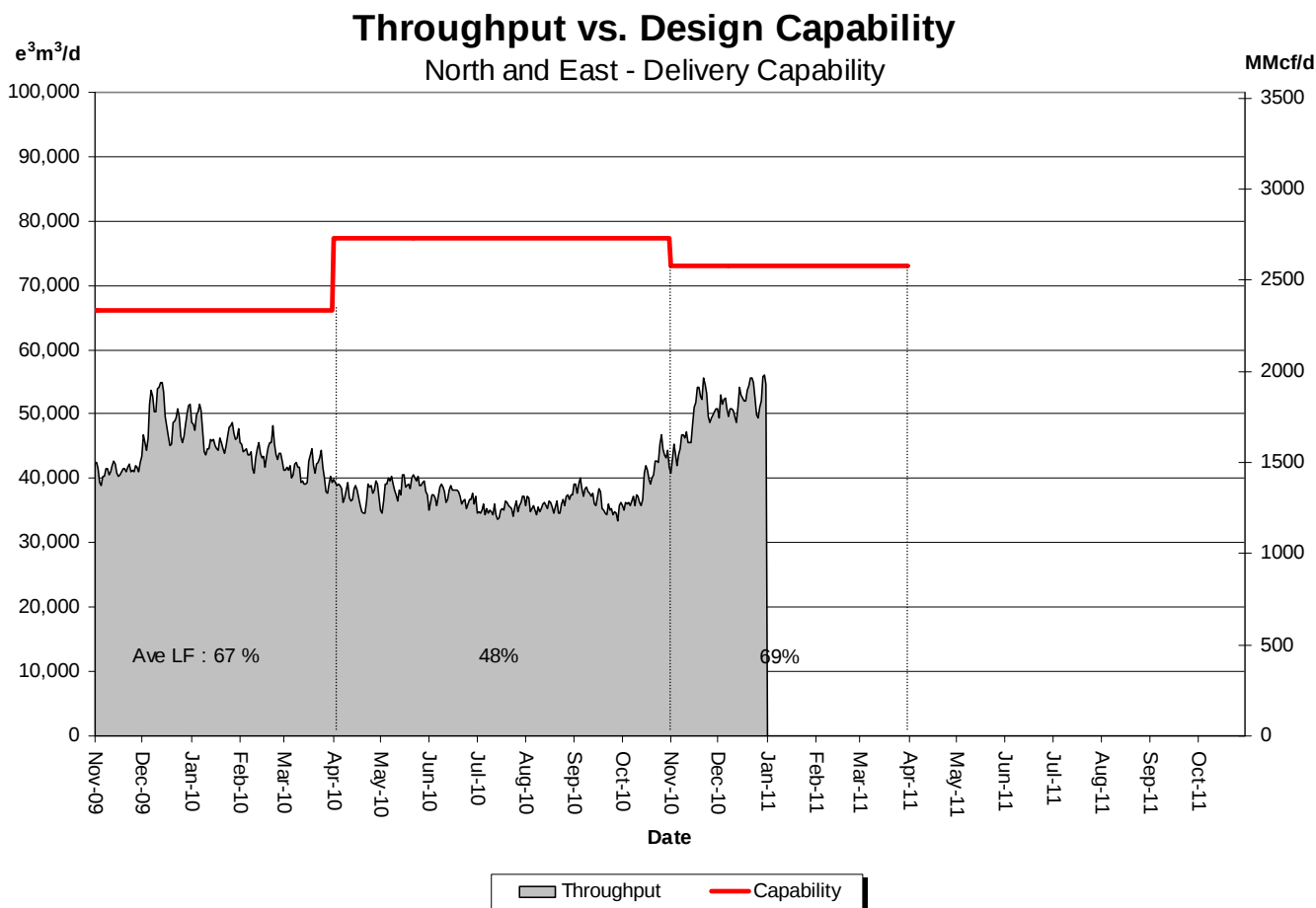
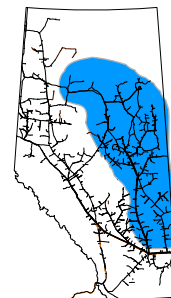
1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN,
2. IT includes all receipt and delivery Interruptible Services: ITR, FRO, ITD1, ITD2,
3. Utilization data is based on billed monthly volumes. Percent utilization calculated as billed volumes divided by applicable receipt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

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



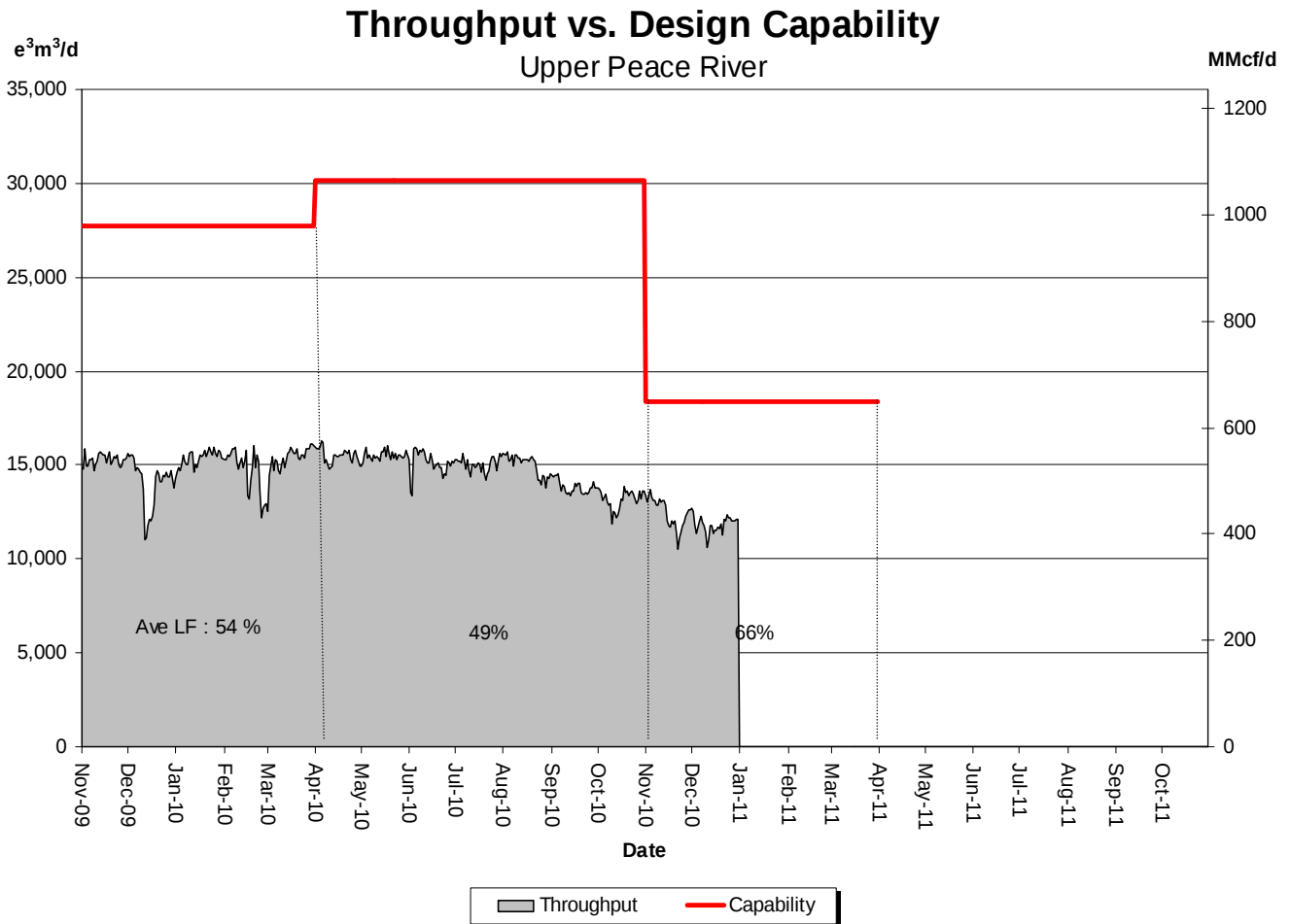
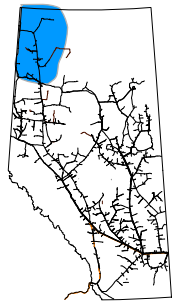
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	45	46	47	50	66	70

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



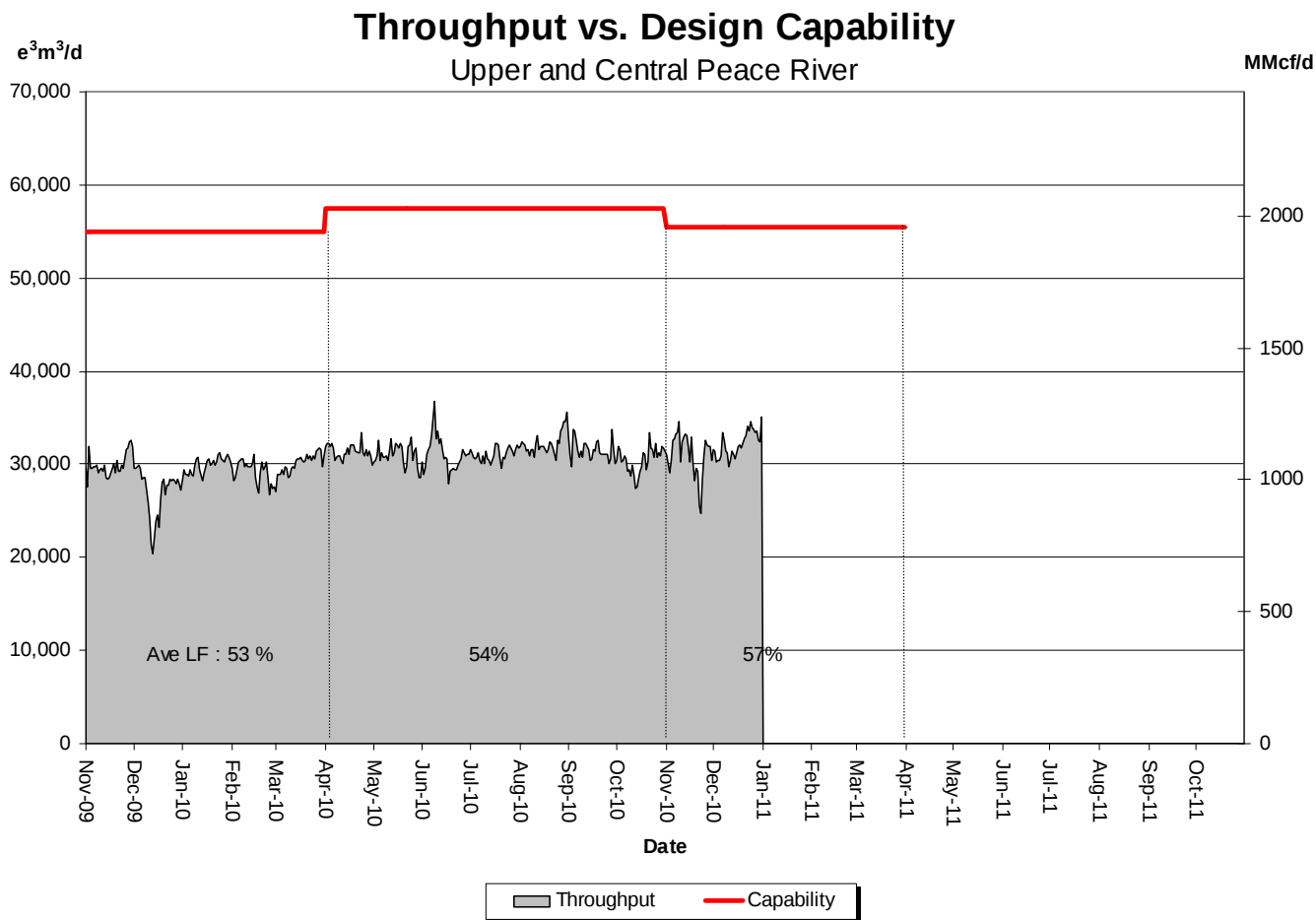
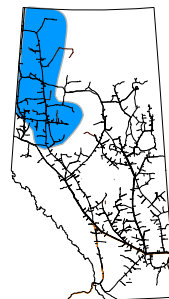
% Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	46	46	47	51	66	71

DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	50	50	46	44	68	64

DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER

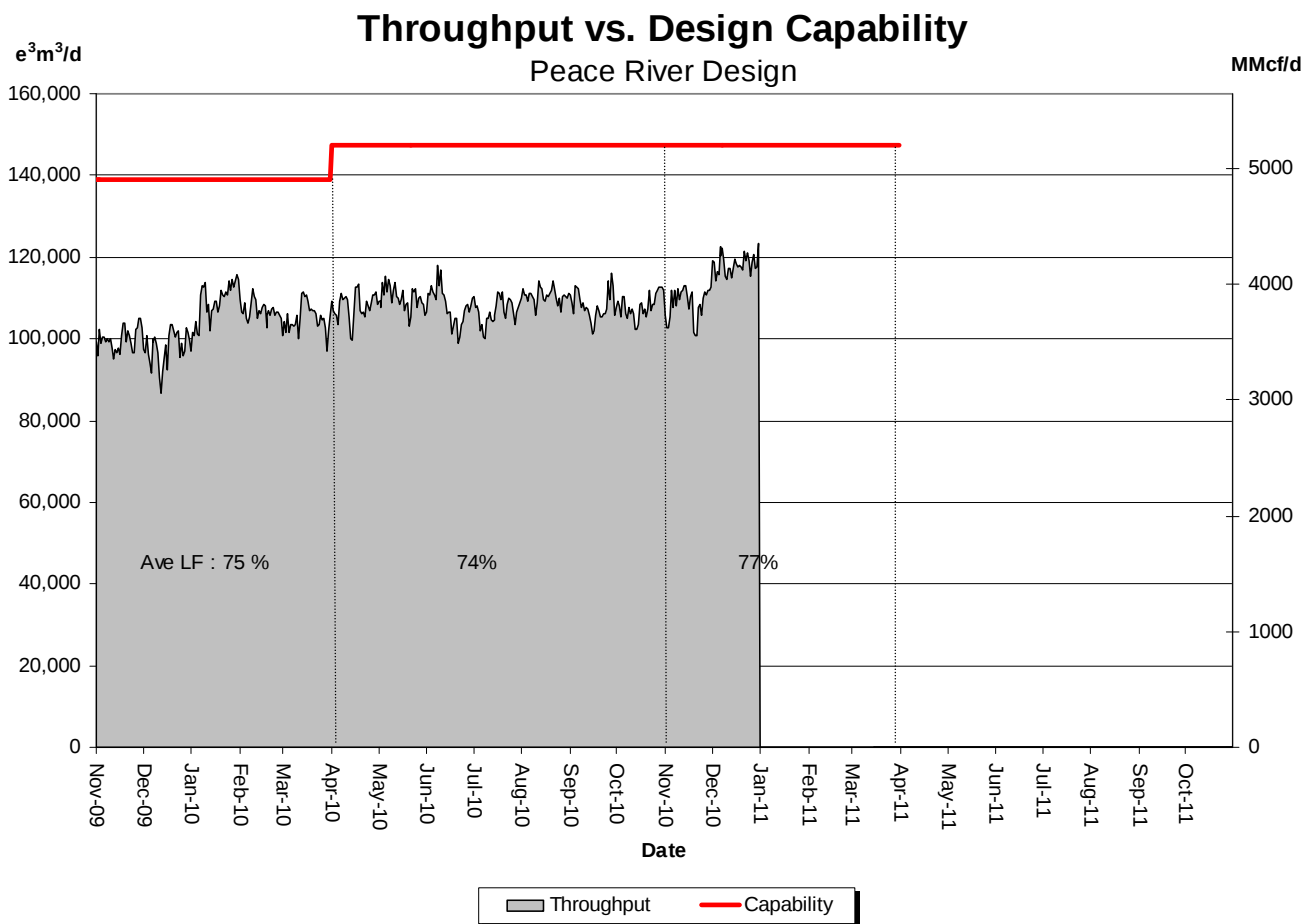
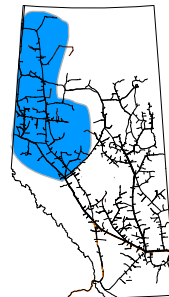


% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	54	56	55	53	56	58

DESIGN CAPABILITY UTILIZATION

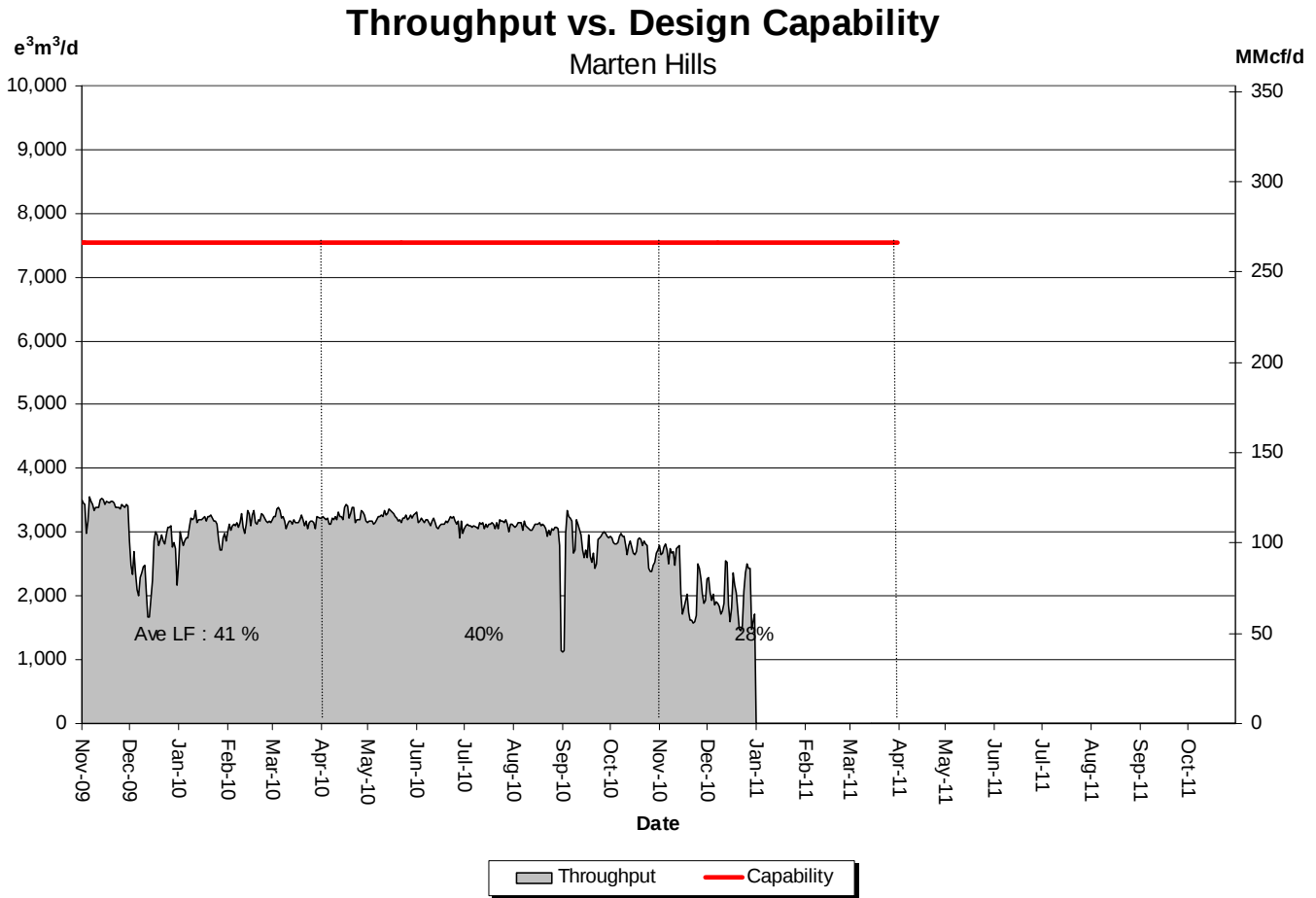
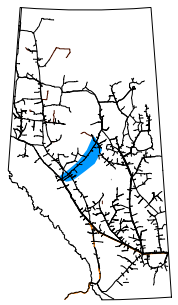
PEACE RIVER DESIGN

(Upper, Central and Lower Peace River)



% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	72	75	73	73	74	80

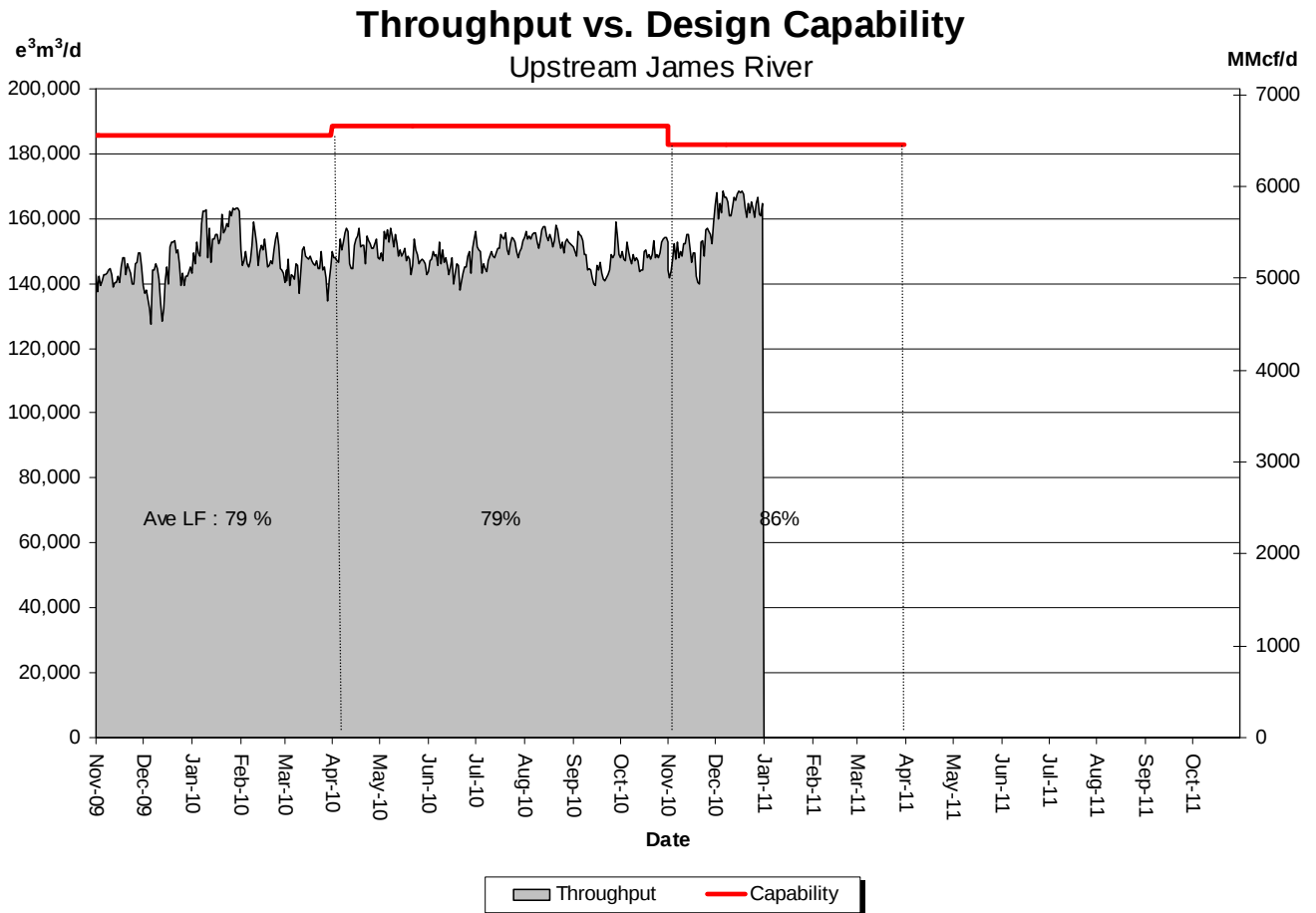
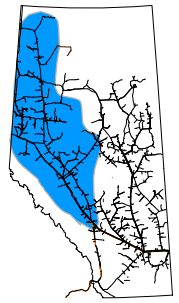
DESIGN CAPABILITY UTILIZATION MARTEN HILLS



% Design Capability Utilization						
Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	41	40	37	37	30	26

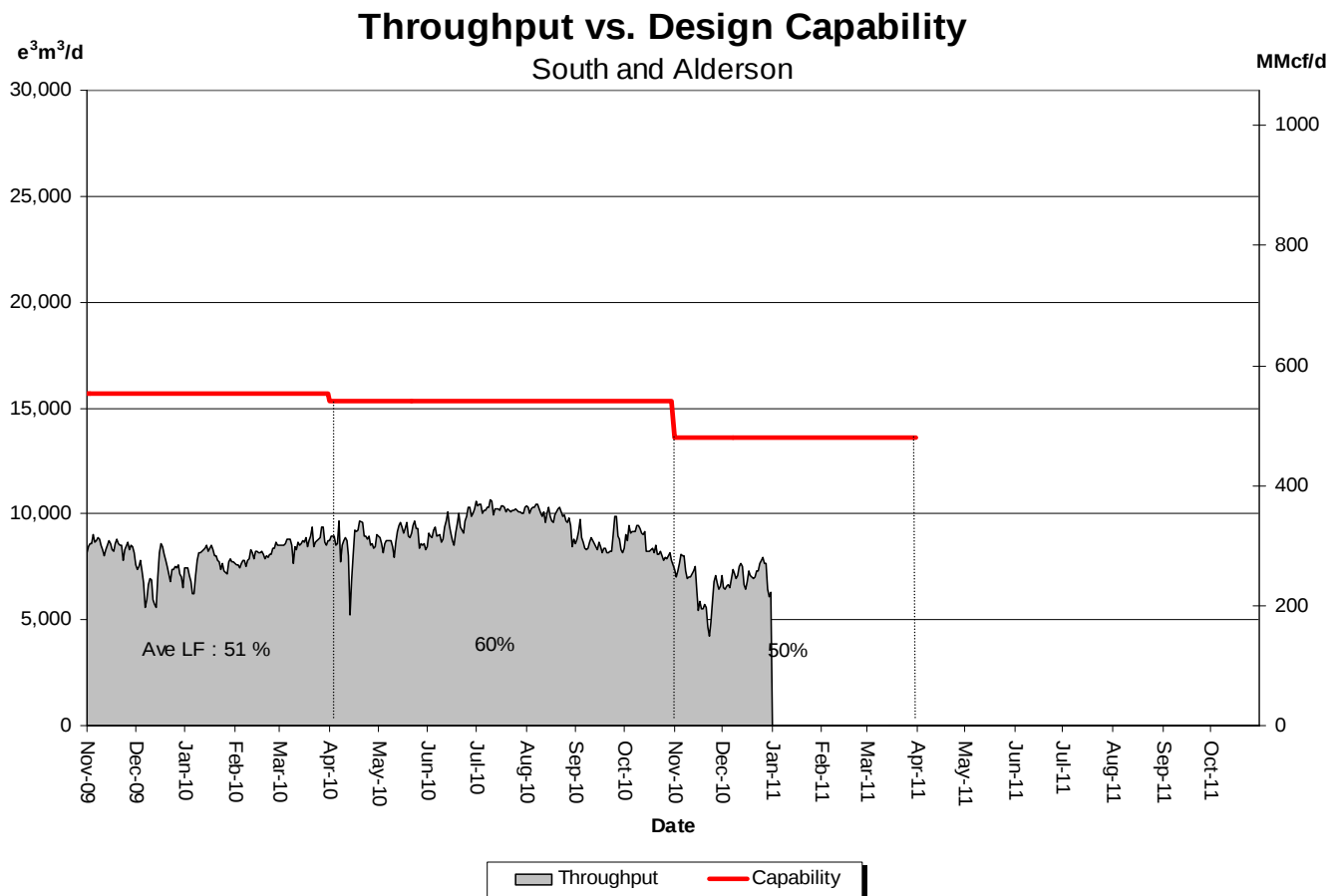
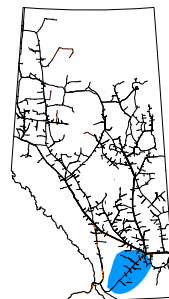
DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(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	Jul 80	Aug 82	Sep 78	Oct 79	Nov 82	Dec 90

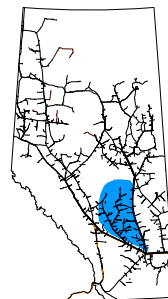
DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON



% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	67	65	57	56	48	52

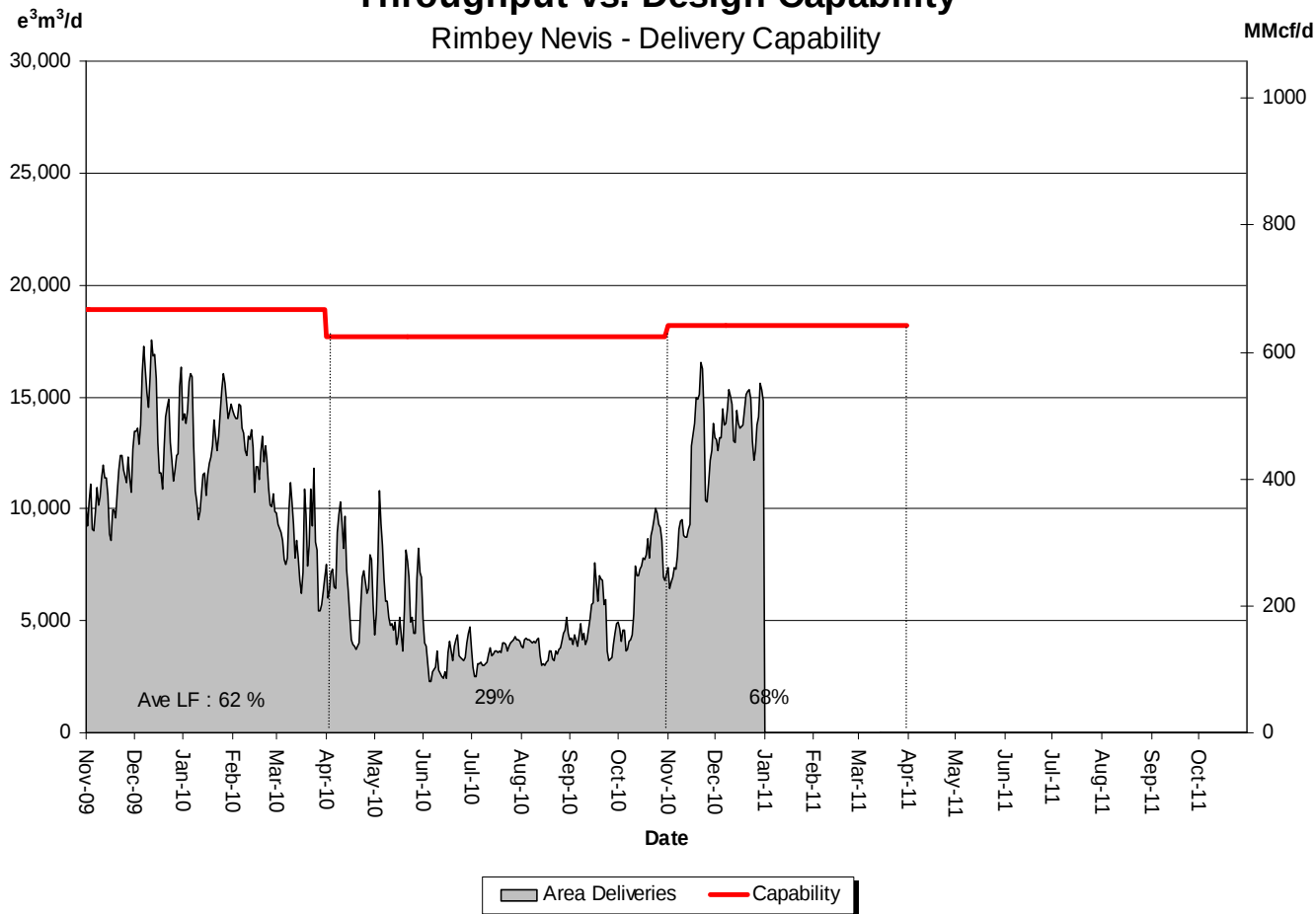
DESIGN CAPABILITY UTILIZATION

RIMBEY-NEVIS – FLOW WITHIN



Throughput vs. Design Capability

Rimbey Nevis - Delivery Capability

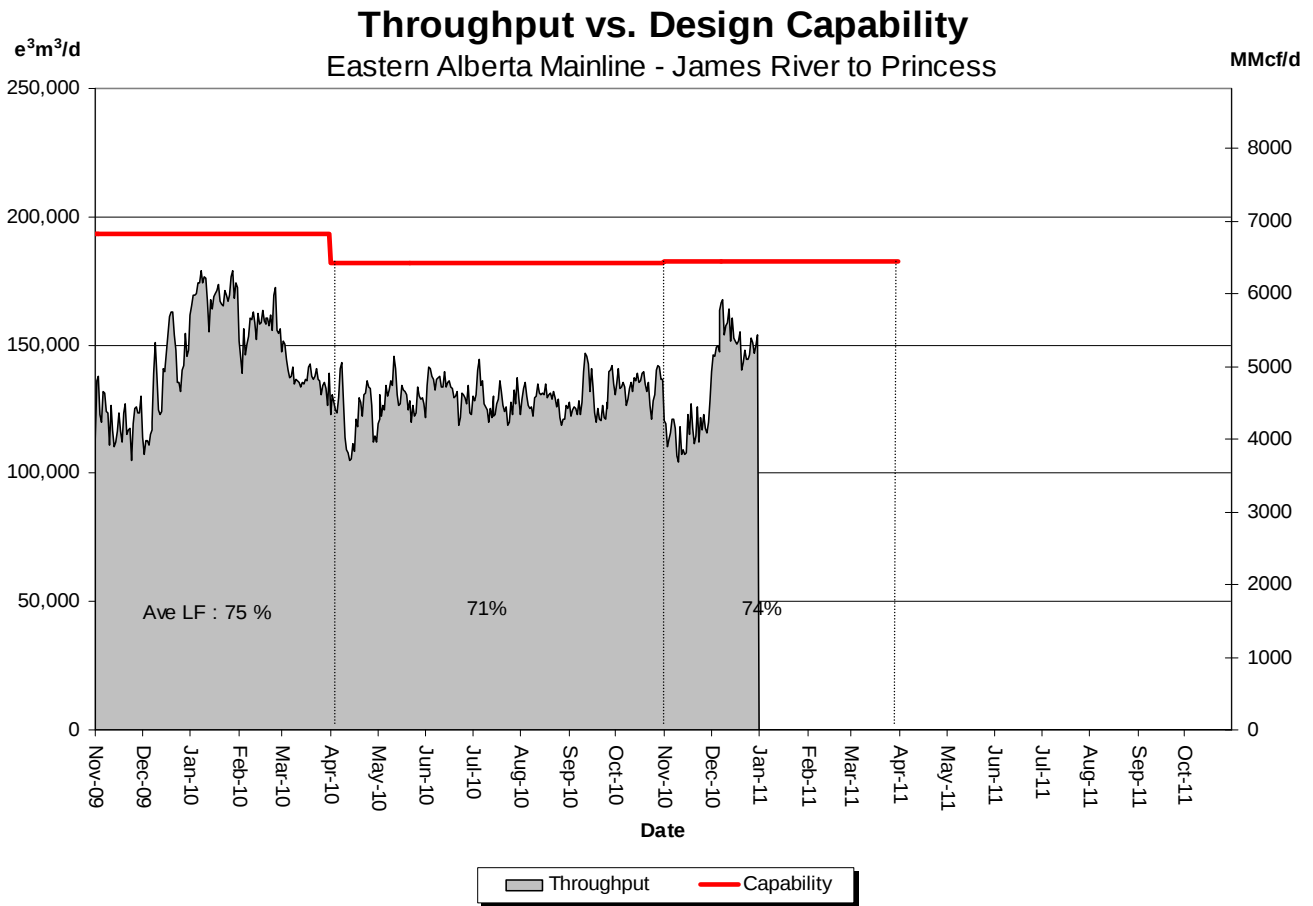
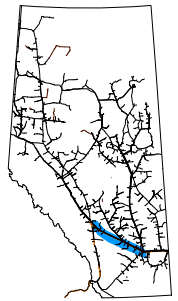


% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	20	22	28	39	60	77

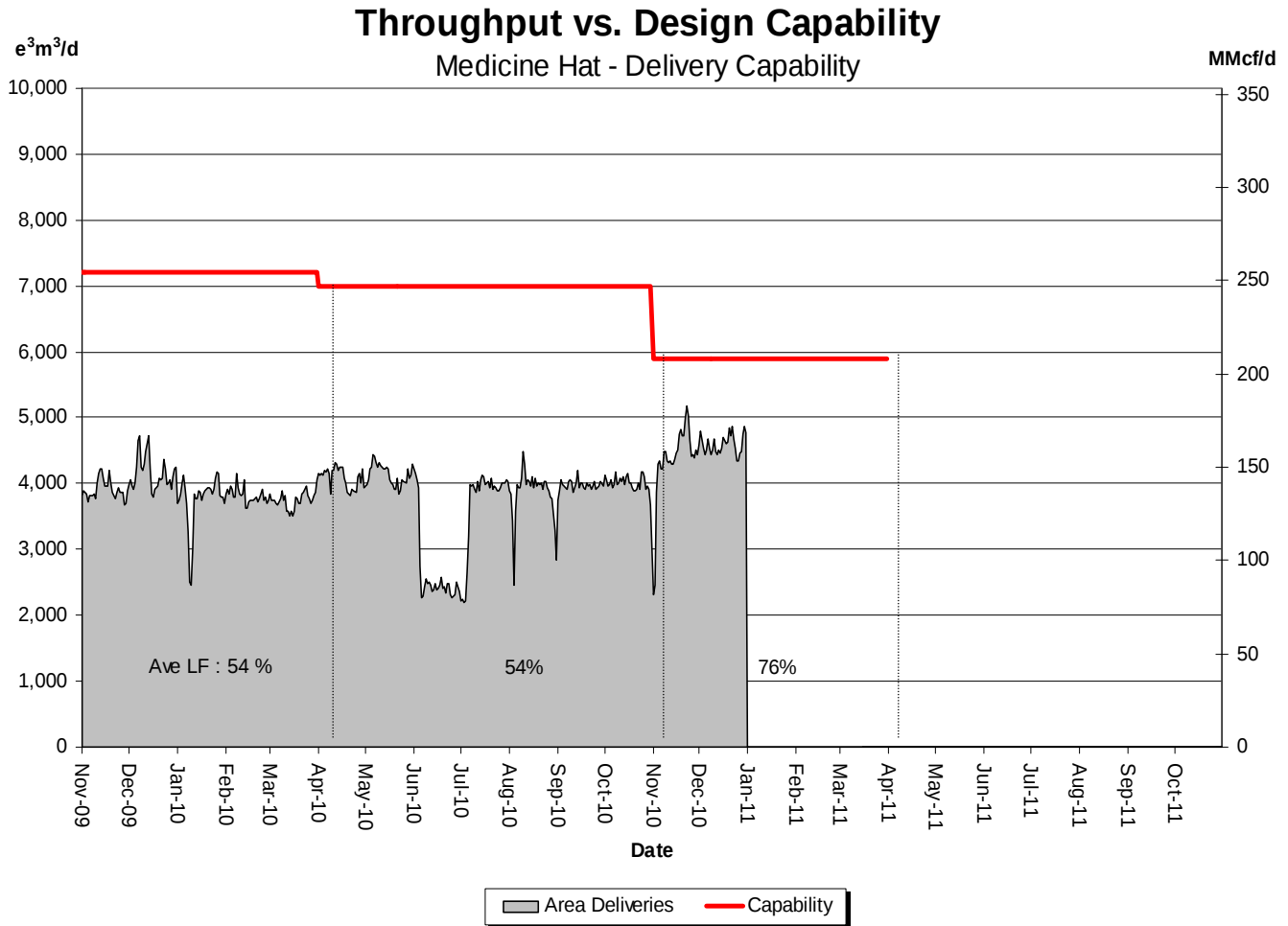
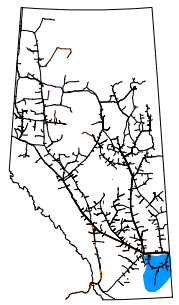
DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE (James River to Princess)



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

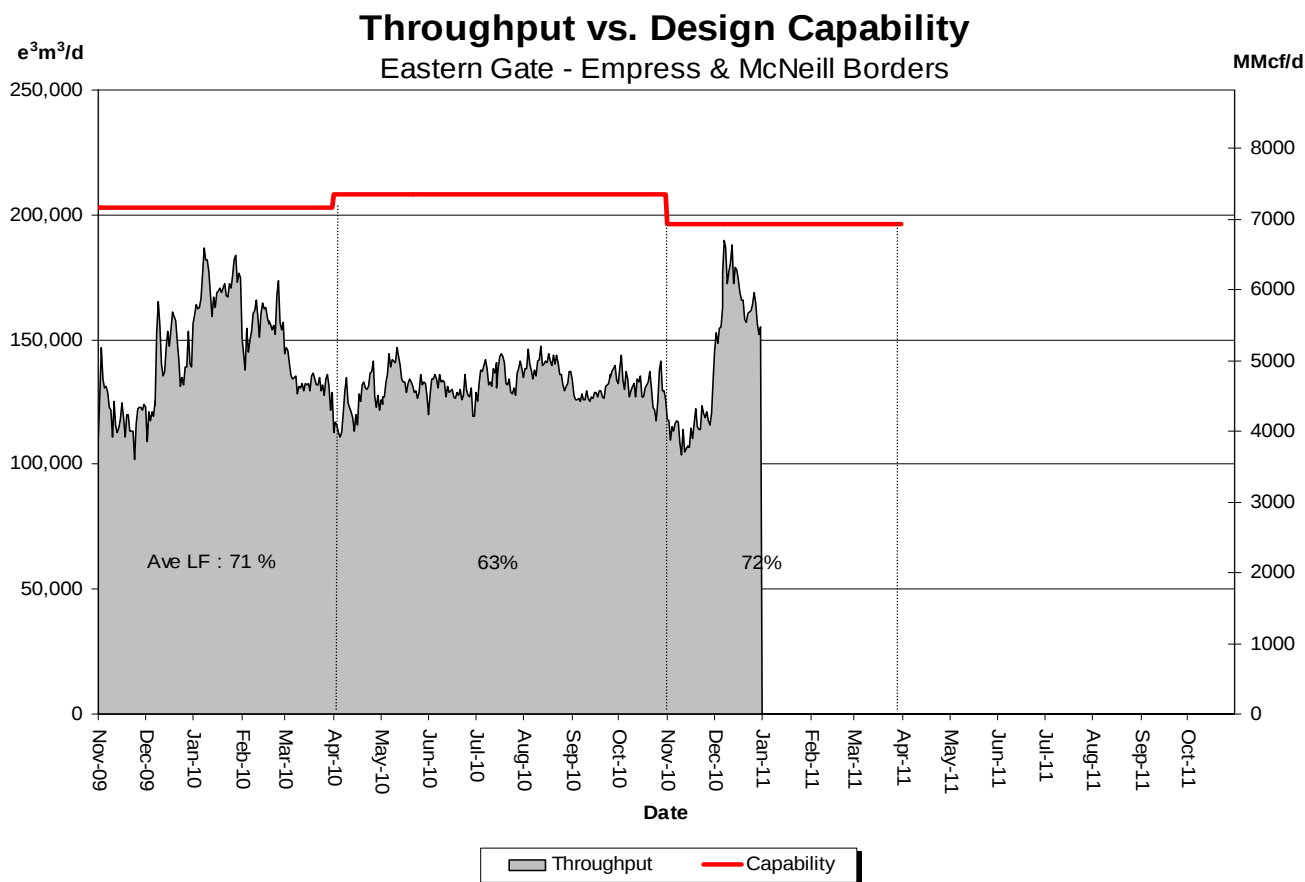
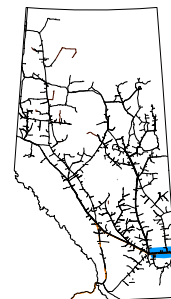
DESIGN CAPABILITY UTILIZATION

MEDICINE HAT – FLOW WITHIN



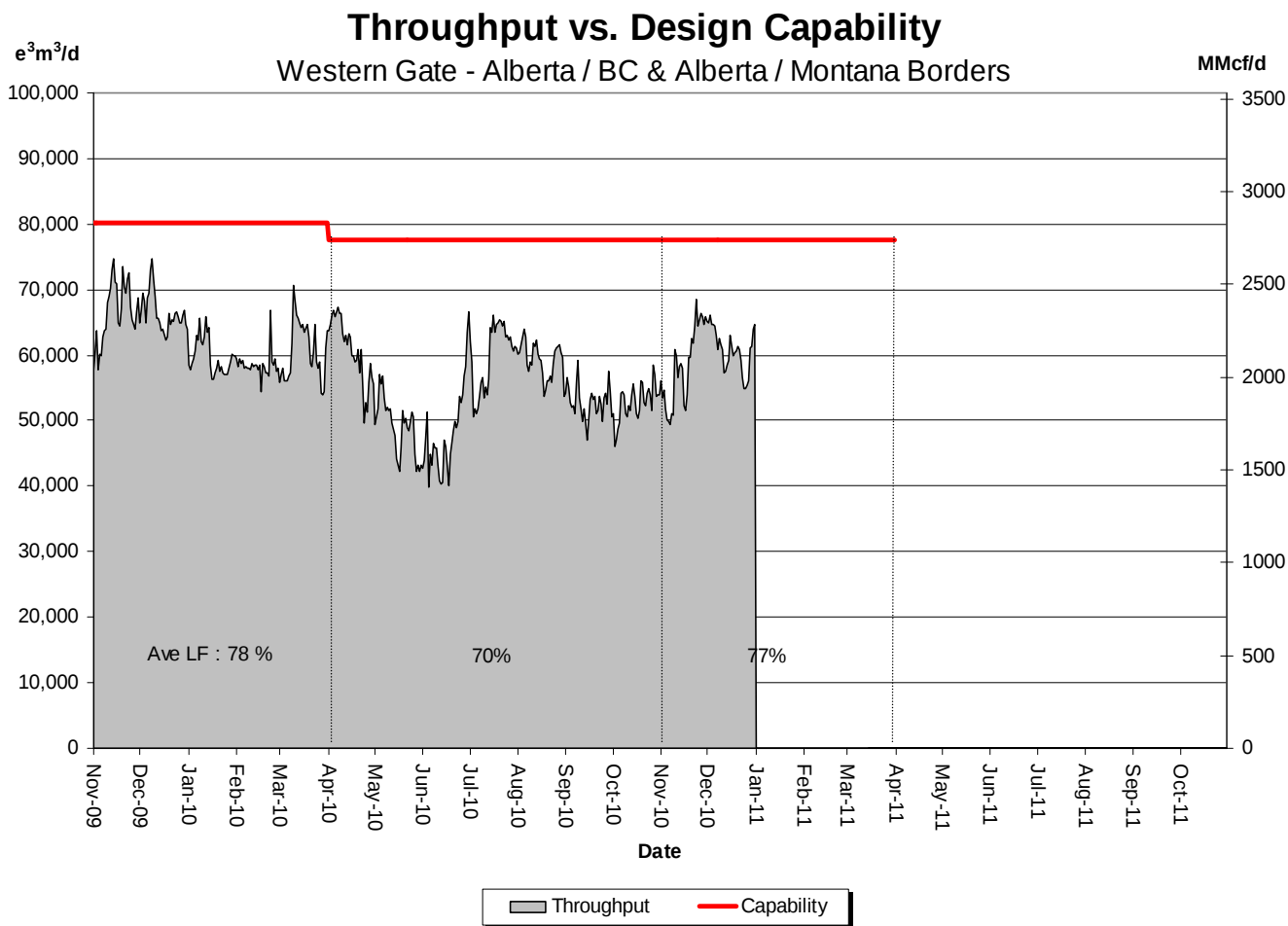
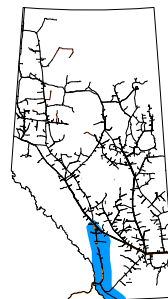
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Jul	Aug	Sep	Oct	Nov	Dec
	53	55	57	57	74	78

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	Jul	Aug	Sep	Oct	Nov	Dec
	65	67	62	63	59	85

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	Jul	Aug	Sep	Oct	Nov	Dec
	77	76	68	68	75	78

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

October 1, 2010 to December 31, 2010 (3 Month Average)

Receipt Area	Segment	IT-R Service	Firm Service	Firm Service	% CD		Causes/Comments ⁽³⁾
		Available	Available	Restriction	Restricted ⁽¹⁾		
		(% 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	
	JUDY 24	100	100	0	0	0	
	WRSY 26	100	100	0	0	0	
	LPRM 27	100	100	0	0	0	
	GPML 7	100	100	0	0	0	
Central	CENT 8	100	100	0	0	0	
	LPOL 9	100	100	0	0	0	
North & East Upstream of Bens Lake	LIEG 10	100	100	0	0	0	
	KIRB 11	100	100	0	0	0	
	MRTN 6	100	100	0	0	0	
	SMHI 12	100	100	0	0	0	
	REDL 13	100	100	0	0	0	
	COLD 14	100	100	0	0	0	
Downstream of Bens Lake	NLAT 15	100	100	0	0	0	
	ELAT 16	100	100	0	0	0	
	WAIN 23	100	100	0	0	0	
Rimbey/Nevis	ALEG 17	100	100	0	0	0	
Eastern Mainline	BLEG 18	100	100	0	0	0	
	EGAT 19	100	100	0	0	0	
	MLAT 20	100	100	0	0	0	
	SLAT 22	100	100	0	0	0	
Western Mainline	WGAT 21	100	100	0	0	0	

Borders		IT-D Service	Firm Service	Firm Service	% CD Restricted ⁽¹⁾		Causes/Comments ⁽³⁾
	Available ⁽²⁾	Available ⁽²⁾	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)

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

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

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.

System Utilization Quarterly Report No. 73, Fourth Quarter 2010

Compressor Utilization Summaries

Date: Oct. 1, 2010 to Dec. 31, 2010

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	2208.0	100.00	100.00	0.00	0.00
Alces River B Unit #2	10,939	0.0	2207.3	99.97	99.97	0.00	0.03
Berland River Unit#1	21,830	1980.4	71.9	92.95	3.26	89.69	7.05
Cardinal Lake Unit#1	820	145.2	2001.6	97.23	90.65	6.58	2.77
Cardinal Lake Unit#2	820	0.5	2146.1	97.22	97.20	0.02	2.78
Cardinal Lake Unit#3	820	0.0	2146.5	97.21	97.21	0.00	2.79
Clarkson Valley Unit#1	15,936	5.5	2202.3	99.99	99.74	0.25	0.01
Fox Creek Unit#1	15,570	59.5	2072.8	96.57	93.88	2.69	3.43
Gold Creek Unit#1	10,968	1815.4	390.8	99.92	17.70	82.22	0.08
Gold Creek Unit#2	25,427	2161.8	18.8	98.76	0.85	97.91	1.24
Hidden Lake Unit #1	11,078	0.0	2133.5	96.63	96.63	0.00	3.37
Knight Unit #3	13,291	1376.9	787.3	98.02	35.66	62.36	1.98
Knight Unit #4	13,396	8.6	2199.4	100.00	99.61	0.39	0.00
Latonnell Unit #1	28,110	1163.5	844.4	90.94	38.24	52.69	9.06
Meikle River Unit #1	3,577	1870.2	331.0	99.69	14.99	84.70	0.31
Meikle River B Unit #2	3,504	49.0	2028.9	94.11	91.89	2.22	5.89
Mobile Unit #4 (Meikle River)	3,231	292.2	1912.2	99.84	86.60	13.23	0.16
Meikle River C Unit #3	3,231	1435.8	772.2	100.00	34.97	65.03	0.00
Meikle River C Unit #4	3,231	773.0	1435.0	100.00	64.99	35.01	0.00
Mobile Unit #6 (Dryden Creek)	3,320	6.0	2198.5	99.84	99.57	0.27	0.16
Pipestone Creek Unit #1	29,923	0.0	2207.9	100.00	100.00	0.00	0.00
Saddle Hills Unit #1	3,486	267.6	1939.5	99.96	87.84	12.12	0.04
Saddle Hills Unit #2	6,711	46.4	2161.6	100.00	97.90	2.10	0.00
Saddle Hills Unit #3	7,953	559.9	1646.8	99.94	74.58	25.36	0.06
Thunder Creek Unit #1	3,414	5.3	1319.9	60.02	59.78	0.24	39.98
Valleyview Unit #1	3,747	2.3	2204.6	99.95	99.85	0.10	0.05
Total	247,813			96.88	72.44	24.43	3.12
Power Adjusted Usage						34.92	

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. 73, Fourth Quarter 2010

Compressor Utilization Summaries

Date: Oct. 1, 2010 to Dec. 31, 2010

Rimbey/Nevis

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Hussar Unit #6	13,964	853.3	1229.3	94.32	55.67	38.65	5.68
Hussar Unit #7	13,964	1133.6	1050.2	98.90	47.56	51.34	1.10
Mobile Unit #8 (Torrington)	7,236	0.0	2208.0	100.00	100.00	0.00	0.00
Total	35,164			97.74	67.74	30.00	2.26
Power Adjusted Usage						35.74	

Edson Mainline

Compressor Unit	Site Rated Power - Kw	Running Hours	No Demand Hours	Availability %	No Demand %	Usage %	Outage %
Clearwater Unit #1	22,044	1915.3	292.7	100.00	13.26	86.74	0.00
Clearwater Unit #5	20,966	292.3	1915.7	100.00	86.76	13.24	0.00
Lodgepole Unit #3	3,776	585.9	1603.0	99.13	72.60	26.54	0.87
Nordegg Unit #3	31,802	1687.5	504.7	99.28	22.86	76.43	0.72
Vetchland Unit #1	23,842	1170.4	912.1	94.32	41.31	53.01	5.68
Vetchland Unit #2	23,842	337.8	1201.3	69.71	54.41	15.30	30.29
Swartz Creek Unit #1	29,163	1727.0	66.2	81.21	3.00	78.22	18.79
Wolf Lake Unit #2	24,304	1634.3	185.5	82.42	8.40	74.02	17.58
Total	179,739			90.76	37.83	52.94	9.24
Power Adjusted Usage						58.02	

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	615.8	1592.0	99.99	72.10	27.89	0.01
Burton Creek Unit #2	14,956	754.5	1452.6	99.96	65.79	34.17	0.04
Drywood Unit #1	3,800	478.1	1729.9	100.00	78.35	21.65	0.00
Schrader Creek Unit #2	13,591	1851.0	244.5	94.90	11.07	83.83	5.10
Turner Valley Unit #1	23,642	910.9	1296.7	99.98	58.73	41.25	0.02
Turner Valley Unit #2	23,642	1148.1	736.8	85.37	33.37	52.00	14.63
Winchell Lake Unit #1	23,873	1634.4	499.2	96.63	22.61	74.02	3.37
Total	119,324			96.69	48.86	47.83	3.31
Power Adjusted Usage						51.50	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 73, Fourth Quarter 2010

Compressor Utilization Summaries

Date: Oct. 1, 2010 to Dec. 31, 2010

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	192.5	1735.5	87.32	78.60	8.72	12.68
Bens Lake Unit #2	977	8.8	1924.1	87.54	87.14	0.40	12.46
Bens Lake Unit #3	977	12.7	1816.5	82.84	82.27	0.58	17.16
Bens Lake Unit #4	3,539	0.0	0.0	0.00	0.00	0.00	100.00
Bens Lake Unit #5	3,546	0.7	2.9	0.16	0.13	0.03	99.84
Bens Lake Unit #6	4,724	3.5	2204.2	99.99	99.83	0.16	0.01
Bens Lake Unit #7	977	4.8	1917.2	87.05	86.83	0.22	12.95
Mobile Unit #9 (Behan)	3,327	384.7	1823.3	100.00	82.58	17.42	0.00
Field Lake Unit #1	3,570	1648.6	553.3	99.72	25.06	74.66	0.28
Field Lake Unit #2	3,570	618.5	1586.2	99.85	71.84	28.01	0.15
Hanmore Lake Unit #1	541	101.9	1701.4	81.67	77.06	4.62	18.33
Hanmore Lake Unit #2	541	31.3	313.5	15.62	14.20	1.42	84.38
Hanmore Lake Unit #3	3,407	1.7	860.4	39.04	38.97	0.08	60.96
Hanmore Lake Unit #4	3,407	729.4	1085.0	82.17	49.14	33.03	17.83
Woodenhouse #1	10,688	19.7	2188.2	100.00	99.10	0.89	0.00
Woodenhouse #2	14,165	48.7	2159.3	100.00	97.79	2.21	0.00
Wandering River #1	945	66.2	2141.8	100.00	97.00	3.00	0.00
Wandering River #2	945	66.8	2141.2	100.00	96.97	3.03	0.00
Wandering River #3	895	31.7	2176.3	100.00	98.56	1.44	0.00
Leismer #4	945	6.2	2201.8	100.00	99.72	0.28	0.00
Mobile Unit #5 (Paul Lake)	3,090	303.8	1893.0	99.49	85.73	13.76	0.51
Paul Lake Unit #1	3,457	1443.3	505.1	88.24	22.88	65.37	11.76
Paul Lake B Unit #2	15,639	0.5	2207.5	100.00	99.98	0.02	0.00
Pelican Lake Unit #2	3,594	0.0	0.0	0.00	0.00	0.00	100.00
Slave Lake Unit #1	978	0.0	0.0	0.00	0.00	0.00	100.00
Slave Lake Unit #2	978	378.1	1829.9	100.00	82.88	17.12	0.00
Slave Lake Unit #3	978	0.0	0.0	0.00	0.00	0.00	100.00
Slave Lake Unit #4	978	388.1	1817.5	99.89	82.31	17.58	0.11
Smoky Lake Unit #1	978	4.0	2073.0	94.07	93.89	0.18	5.93
Smoky Lake Unit #2	978	353.3	1847.2	99.66	83.66	16.00	0.34
Smoky Lake Unit #3	978	887.9	1312.5	99.66	59.44	40.21	0.34
Smoky Lake Unit #7	16,061	0.0	2152.3	97.48	97.48	0.00	2.52
Total	111,350			76.30	65.35	10.95	23.70
Power Adjusted Usage						8.60	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 73, Fourth Quarter 2010

Compressor Utilization Summaries

Date: Oct. 1, 2010 to Dec. 31, 2010

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	0.0	0.0	2199.2	99.60	99.60	0.00	0.40
Cavendish Unit #2	4306.0	3.8	2188.2	99.28	99.10	0.17	0.72
Dusty Lake Unit #2	14200.0	1310.1	789.6	95.10	35.76	59.33	4.90
Dusty Lake Unit #3	15873.0	402.4	1805.6	100.00	81.78	18.22	0.00
Farrell Lake Unit #1	14004.0	82.1	1894.5	89.52	85.80	3.72	10.48
Farrell Lake Unit #2	15630.0	20.7	2187.3	100.00	99.06	0.94	0.00
Gadsby Unit #1	14244.0	974.7	1214.3	99.14	55.00	44.14	0.86
Gadsby Unit #2	15797.0	0.0	0.0	0.00	0.00	0.00	100.00
Gadsby Unit #B3	4782.0	1104.8	1103.2	100.00	49.96	50.04	0.00
Oakland Unit #1	14137.0	604.6	1148.5	79.40	52.02	27.38	20.60
Princess Unit #1	2,685	0.0	0.0	0.00	0.00	0.00	100.00
Princess Unit #2	2,685	3.3	2150.3	97.54	97.39	0.15	2.46
Princess Unit #3	2,685	4.0	2151.1	97.60	97.42	0.18	2.40
Princess Unit #4	4,474	11.6	2134.3	97.19	96.66	0.53	2.81
Princess Unit #5	4,474	0.0	1752.4	79.37	79.37	0.00	20.63
Wainwright Unit #2	1,790	387.9	1515.9	86.22	68.65	17.57	13.78
Wainwright Unit #3	1,230	1711.9	240.2	88.41	10.88	77.53	11.59
Wainwright Unit #4	114.2	114.2	2090.8	99.86	94.69	5.17	0.14
Total	133,110			83.79	66.84	16.95	16.21
Power Adjusted Usage						19.42	

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	1432.7	225.7	75.11	10.22	64.89	24.89
Beiseker Unit #1	11857.0	4.6	5.0	0.43	0.23	0.21	99.57
Beiseker Unit #2	11857.0	0.0	1745.1	79.04	79.04	0.00	20.96
Crawling Valley Unit #1	26104.0	1576.3	469.8	92.67	21.28	71.39	7.33
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	634.1	1470.3	95.31	66.59	28.72	4.69
Jenner Unit #1	23555.0	313.4	1816.1	96.44	82.25	14.19	3.56
Jenner Unit #2	17000.0	1845.5	285.2	96.50	12.92	83.58	3.50
Princess Unit #6	19749.0	1365.7	829.8	99.43	37.58	61.85	0.57
Red Deer River Unit #1	24355.0	189.3	1601.8	81.12	72.55	8.57	18.88
Red Deer River Unit #2	24355.0	71.8	2053.7	96.26	93.01	3.25	3.74
Shrader Creek Unit #1	26251.0	2085.5	12.0	95.00	0.54	94.45	5.00
Schrader Creek Unit #3	13697.0	866.8	1338.8	99.89	60.63	39.26	0.11
Total	240,414			71.94	38.35	33.60	28.06
Power Adjusted Usage						42.62	

1. Units required under peak flow conditions

System Utilization Quarterly Report No. 73, Fourth Quarter 2010

Compressor Utilization Summaries

Date: Oct. 1, 2010 to Dec. 31, 2010

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	2208.0	100.00	100.00	0.00	0.00
Crowsnest F	10888.0	0.0	2208.0	100.00	100.00	0.00	0.00
Crowsnest G	9126.0	492.0	1715.5	99.98	77.69	22.28	0.02
Crowsnest K	28723.0	2158.1	49.0	99.96	2.22	97.74	0.04
Crowsnest 2 H	12529.0	350.6	1516.6	84.57	68.69	15.88	15.43
Crowsnest 2 J	12529.0	34.7	1741.4	80.44	78.87	1.57	19.56
Elko A	11930.0	0.7	1987.2	90.03	90.00	0.03	9.97
Elko B	13528.0	203.3	1996.7	99.64	90.43	9.21	0.36
Elko C	13369.0	207.5	1852.5	93.30	83.90	9.40	6.70
Moyie B	11930.0	325.6	1876.1	99.71	84.97	14.75	0.29
Moyie C	13281.0	1197.1	998.0	99.42	45.20	54.22	0.58
Moyie D	13389.0	1416.6	686.3	95.24	31.08	64.16	4.76
Total	162,110			95.19	71.09	24.10	4.81
Power Adjusted Usage						32.29	

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 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.

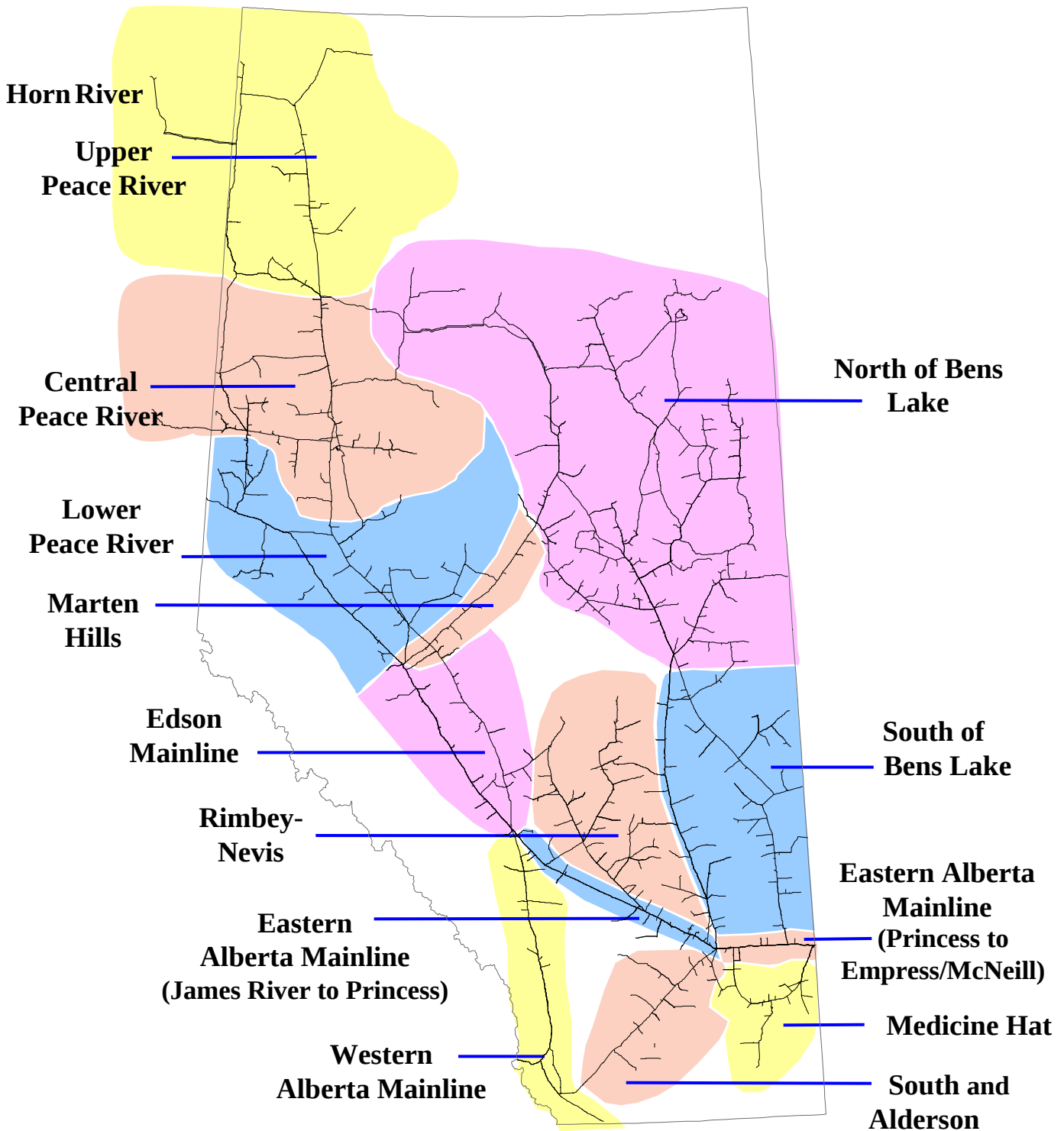
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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

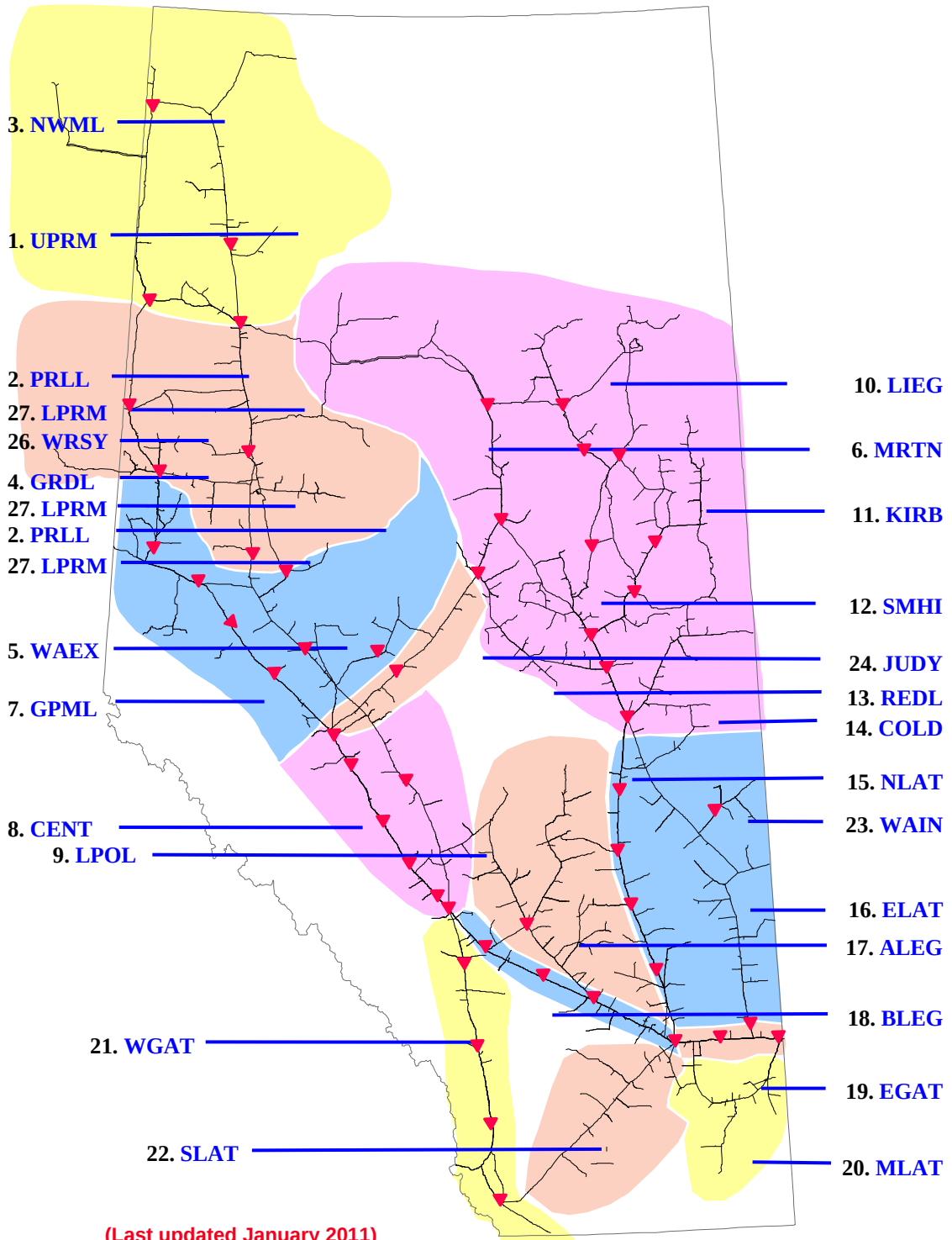
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL DESIGN AREAS



(Last updated January 2011)

NGTL PIPELINE SEGMENTS



(Last updated January 2011)

DEFINITION OF TERMS

Design Capability Utilization

Actual Flow

The amount of gas flowing within or out of our design area.

Design Capability

The volume of gas that can be transported at various points on the pipeline system considering design assumptions.

AVGLF (Average Load Factor)

The ratio between average *Actual Flow* and *Design Capability*. It is calculated for every design season (summer/winter) as shown on the graphs.

Intra-Alberta Deliveries

The amount of sales gas flowing off the system within an area.

Receipt Flow

Aggregate of actual receipts within an area and the *Actual Flow* of the upstream area.

Historical Transportation Service Availability

Average % CD Restricted

The average percentage of the entire segment receipt contract demand restricted during periods of restriction.

Firm Service Available

The percentage of time that all requested firm transportation service requests were transported within a segment.

Firm Service Restriction

Percentage of time firm service is restricted.

IT-2 Service Available

The percentage of time that IT-2 service requests were transported.

Max % CD Restricted

The maximum percentage to which the entire segment contract demand was restricted.

Other

System Load Factor

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