SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
July , 2012

Published date:
September 10, 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 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 May 1, 2012 – July 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 May 1, 2012 – July 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.

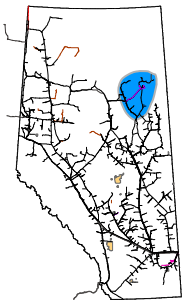
FIRM TRANSPORTATION SERVICE[1] CONTRACT UTILIZATION[3]

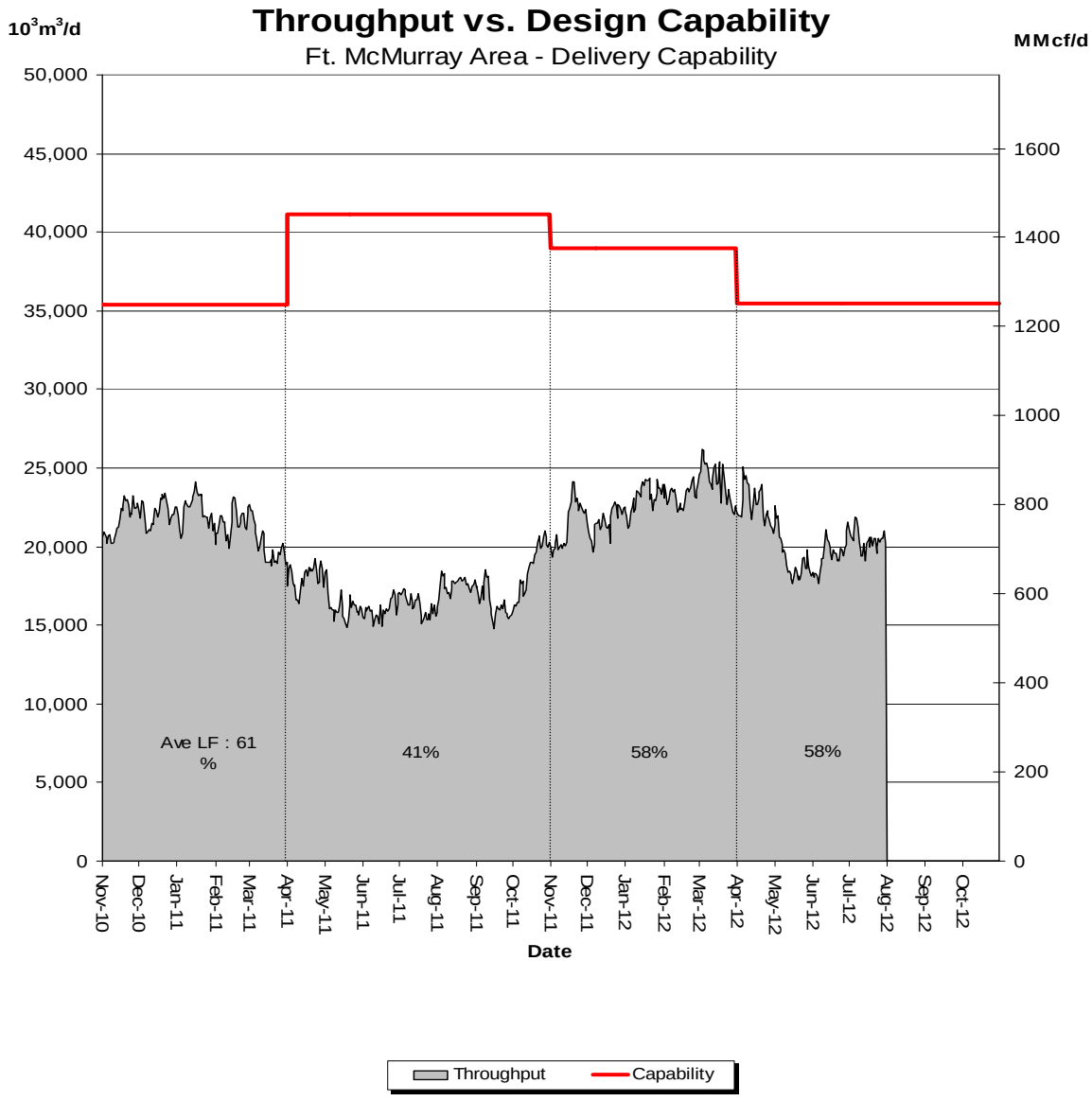
By NGTL Pipeline Segments
July 2012

Segment	Contract	Delivery Utilization	Delivery Jul CD (TJ/d)	Receipt Utilization	Receipt Jul CD (MMcf/d)
UPRM	FT	9%	25.4	86%	88
	FT + IT[2]	11%		92%	
LPRM	FT	0%	0.0	0%	0
	FT + IT	0%		0%	
PRLL	FT	29%	48.1	89%	149
	FT + IT	29%		96%	
NWML	FT	0%	0.0	64%	373
	FT + IT	0%		67%	
GRDL	FT	9%	4.7	75%	1,213
	FT + IT	10%		77%	
WRSY	FT	0%	0.0	77%	25
	FT + IT	0%		94%	
WAEX	FT	22%	42.4	69%	388
	FT + IT	38%		91%	
JUDY	FT	27%	16.6	93%	71
	FT + IT	27%		106%	
GPML	FT	21%	167.6	79%	3,083
	FT + IT	34%		84%	
CENT	FT	65%	9.8	90%	849
	FT + IT	65%		108%	
LPOL	FT	20%	82.6	95%	551
	FT + IT	26%		120%	
WGAT	FT	65%	3,462.5	75%	497
	FT + IT	66%		81%	
ALEG	FT	29%	315.3	95%	911
	FT + IT	40%		118%	
SLAT	FT	12%	178.3	94%	257
	FT + IT	12%		108%	
MLAT	FT	60%	262.1	84%	231
	FT + IT	65%		95%	
BLEG	FT	49%	142.6	95%	618
	FT + IT	49%		107%	
EGAT	FT	97%	3,686.9	97%	45
	FT + IT	116%		112%	
MRTN	FT	13%	28.1	88%	85
	FT + IT	15%		99%	
LIEG	FT	81%	803.1	67%	52
	FT + IT	101%		97%	
KIRB	FT	81%	781.8	79%	48
	FT + IT	89%		121%	
SMHI	FT	49%	12.1	84%	49
	FT + IT	49%		123%	
REDL	FT	42%	13.1	91%	51
	FT + IT	45%		117%	
COLD	FT	54%	56.8	93%	31
	FT + IT	100%		120%	
EDM	FT	34%	1,709.4	81%	82
	FT + IT	36%		114%	
NLAT	FT	18%	16.0	94%	183
	FT + IT	18%		113%	
WAIN	FT	3%	0.5	83%	12
	FT + IT	3%		108%	
ELAT	FT	61%	256.5	85%	168
	FT + IT	61%		110%	
TOTAL SYSTEM	FT	69%	12,122.6	83%	10,110
	FT + IT	78%		95%	

*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.

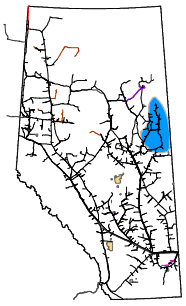
DESIGN CAPABILITY UTILIZATION
FT. McMURRAY AREA – FLOW WITHIN

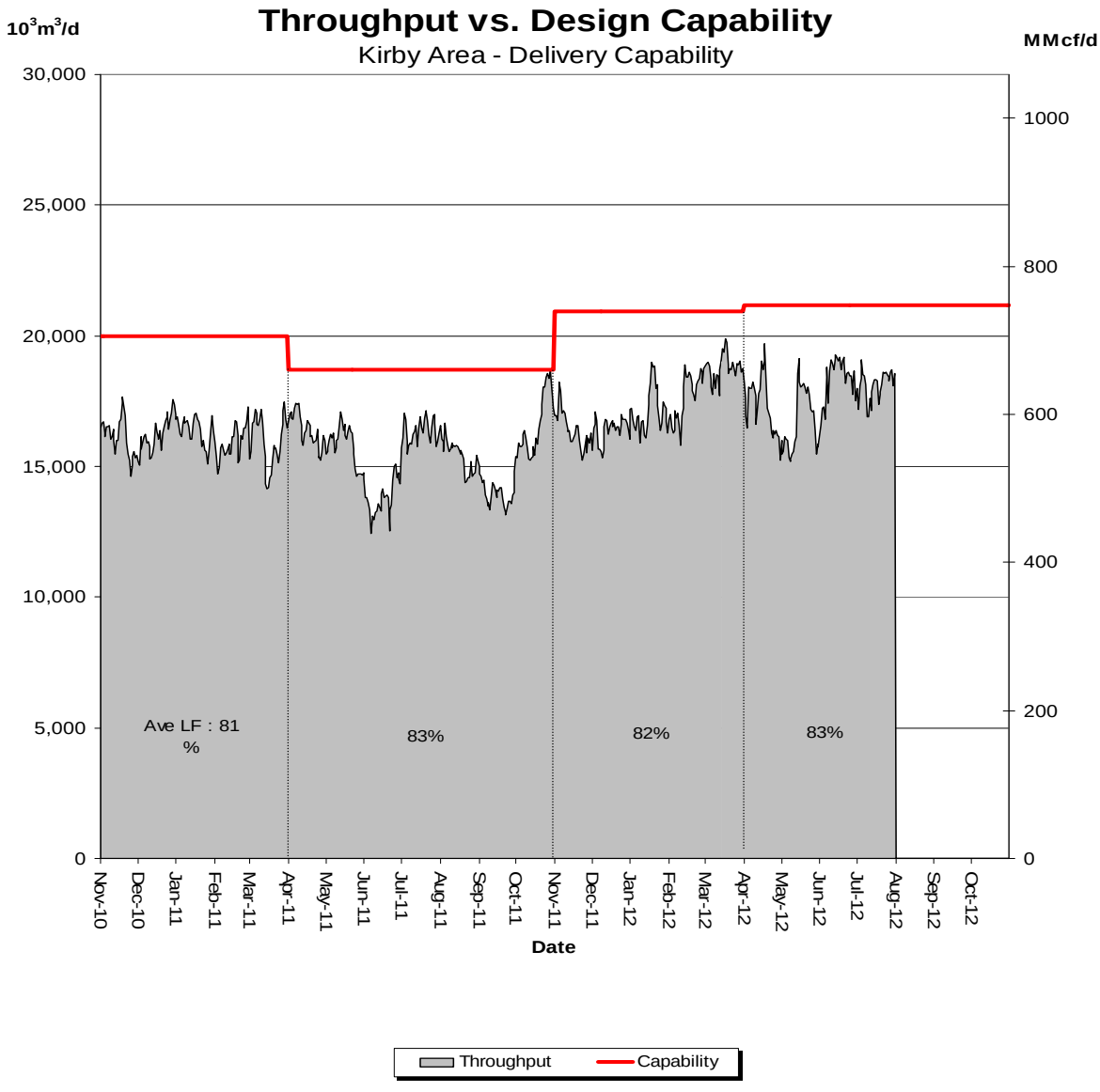




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb 60	Mar 62	Apr 64	May 54	Jun 55	Jul 57

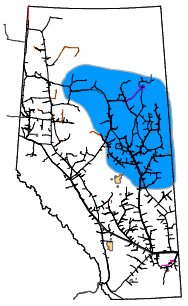
DESIGN CAPABILITY UTILIZATION
KIRBY AREA – FLOW WITHIN

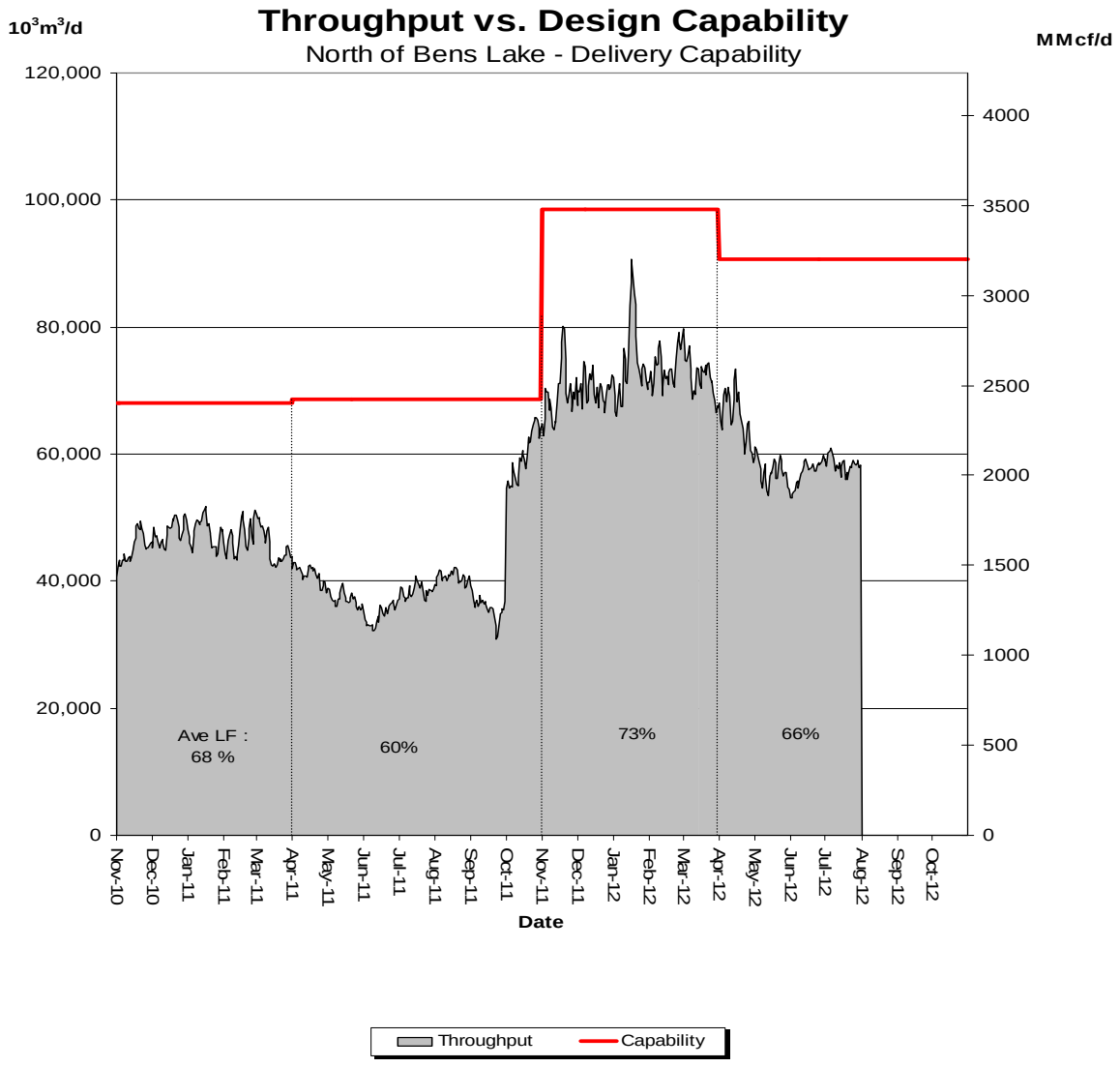




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb 84	Mar 89	Apr 82	May 79	Jun 87	Jul 86

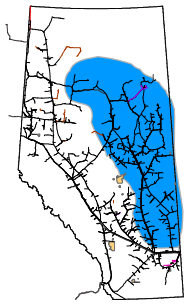
DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN

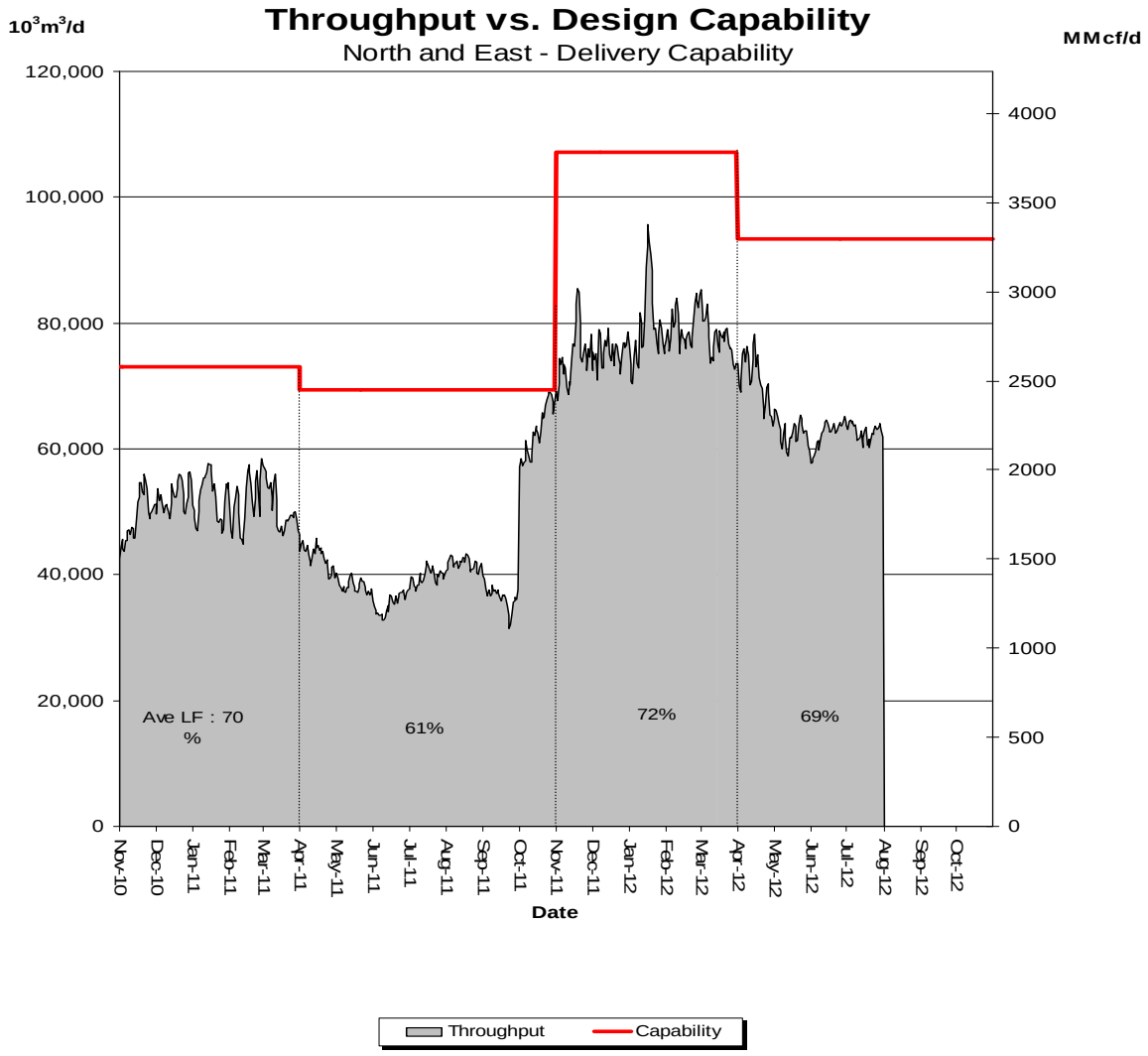




% Design Capability Utilization **Monthly Average Area Deliveries as a Percentage of Design Capability**						
Average Flow/ Design Capability	Feb 75	Mar 73	Apr 73	May 63	Jun 63	Jul 64

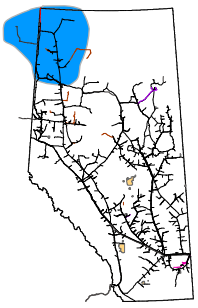
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

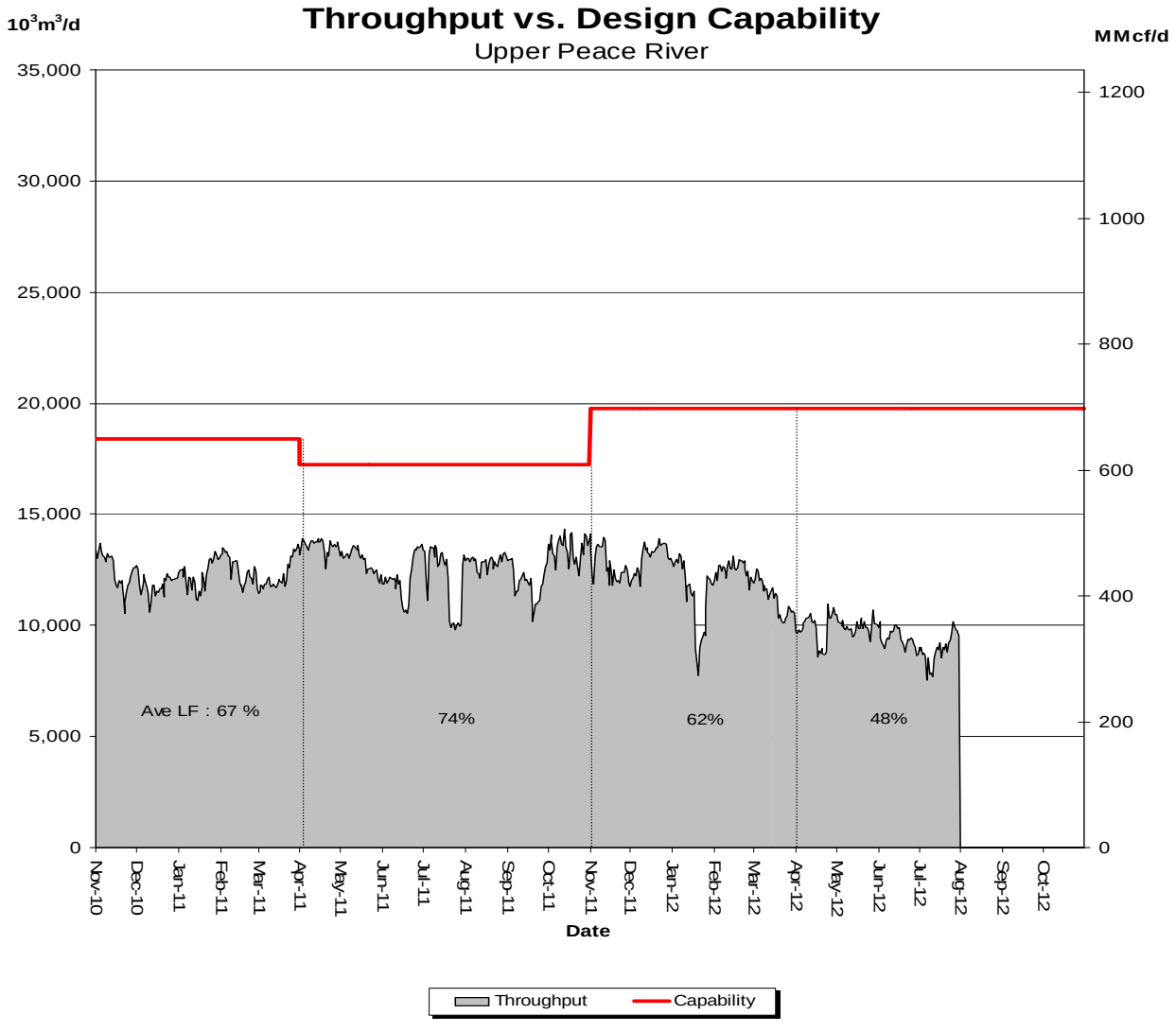




% Design Capability Utilization **Monthly Average Actual Area Deliveries as a Percentage of Design Capability**						
Average Flow/ Design Capability	Feb 74	Mar 72	Apr 76	May 67	Jun 67	Jul 67

DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER





% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	63	57	50	50	48	45

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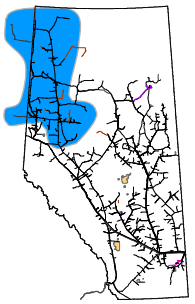
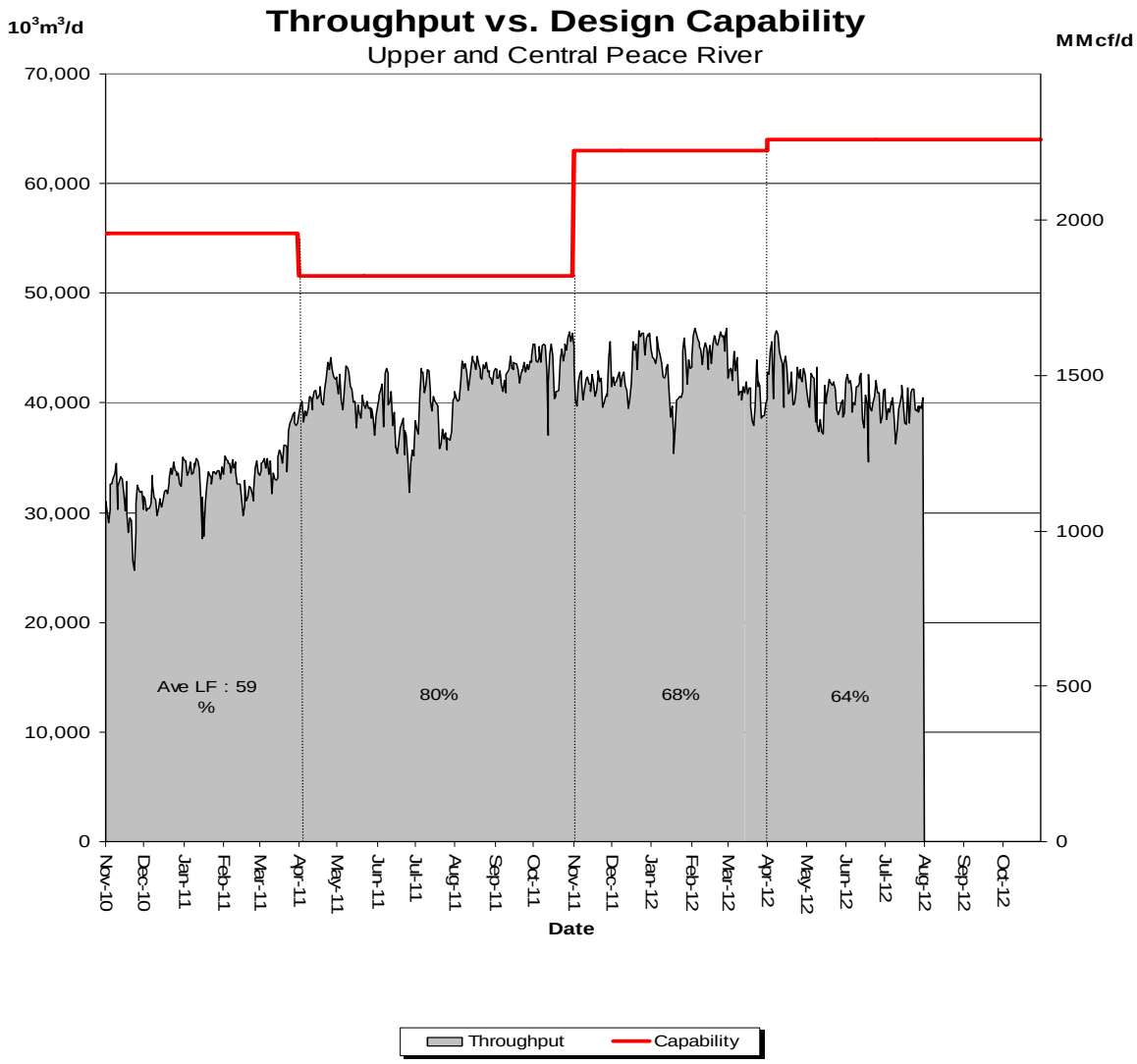
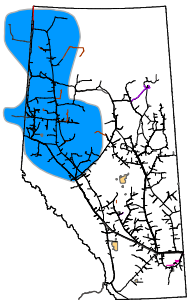
DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER

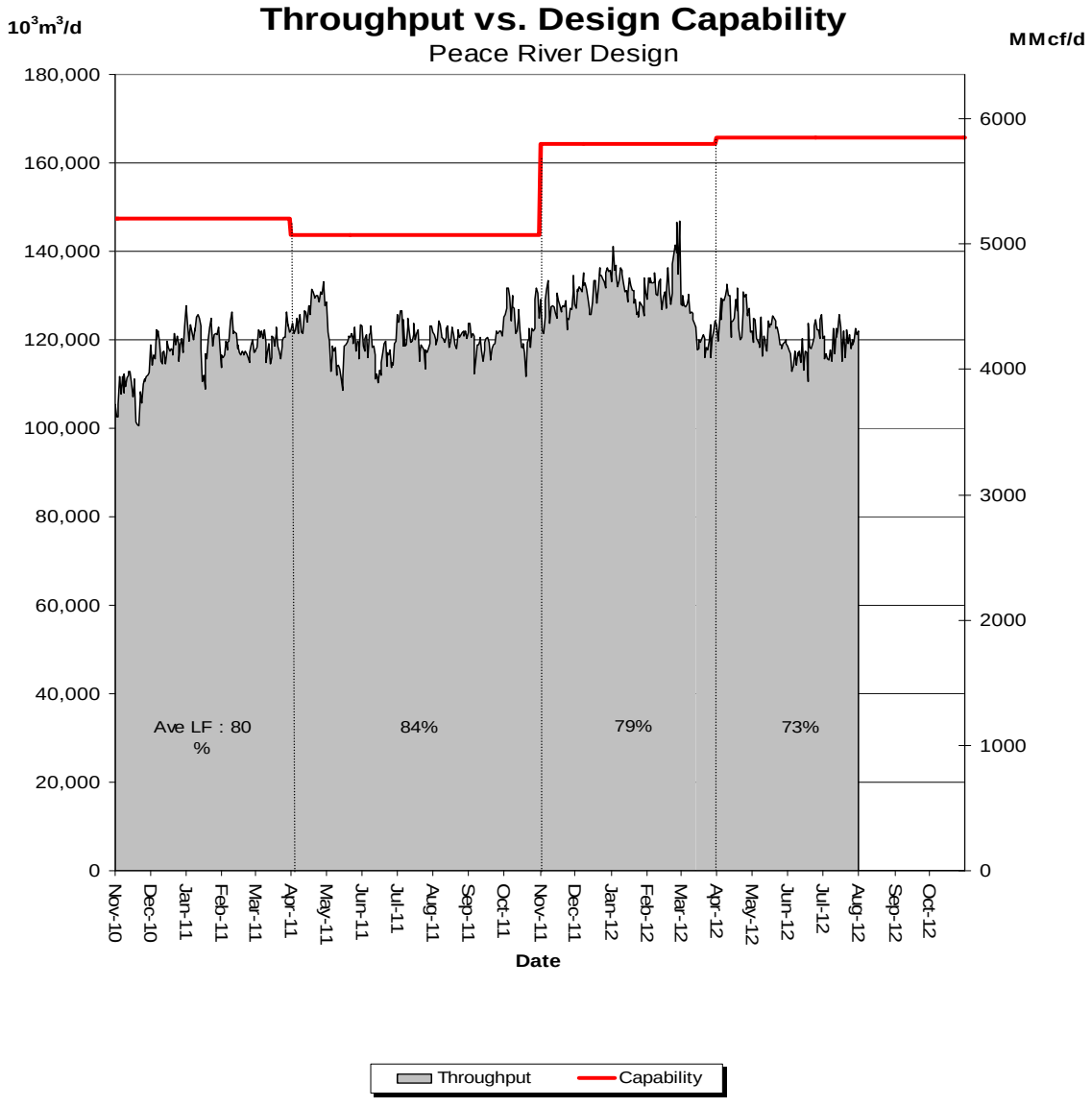




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Feb 72	Mar 65	Apr 67	May 63	Jun 63	Jul 62

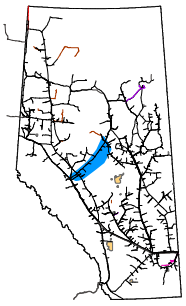
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)

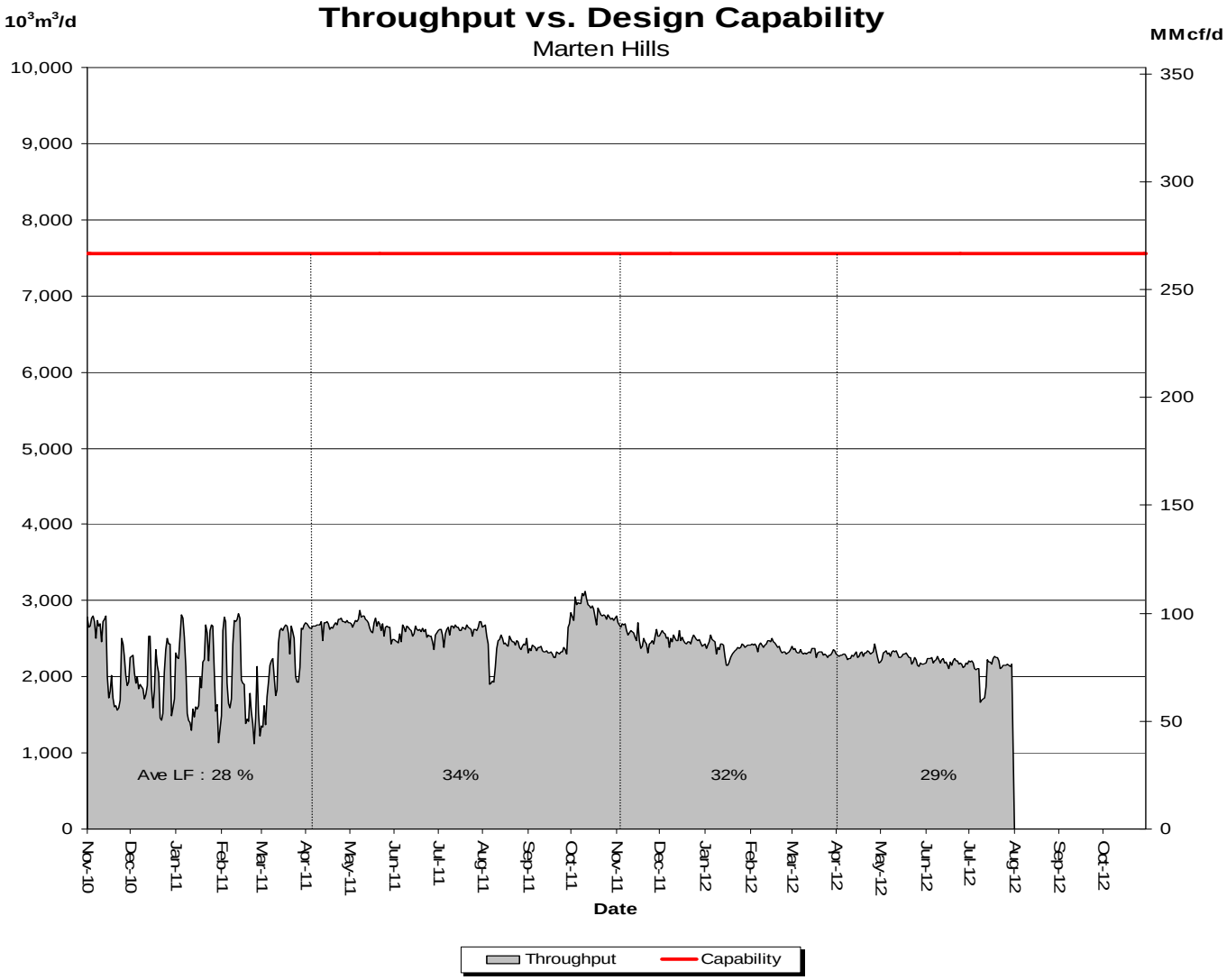




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	81	75	76	73	71	72

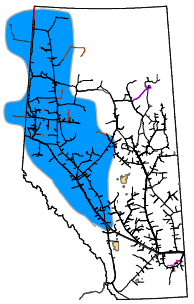
DESIGN CAPABILITY UTILIZATION
MARTEN HILLS

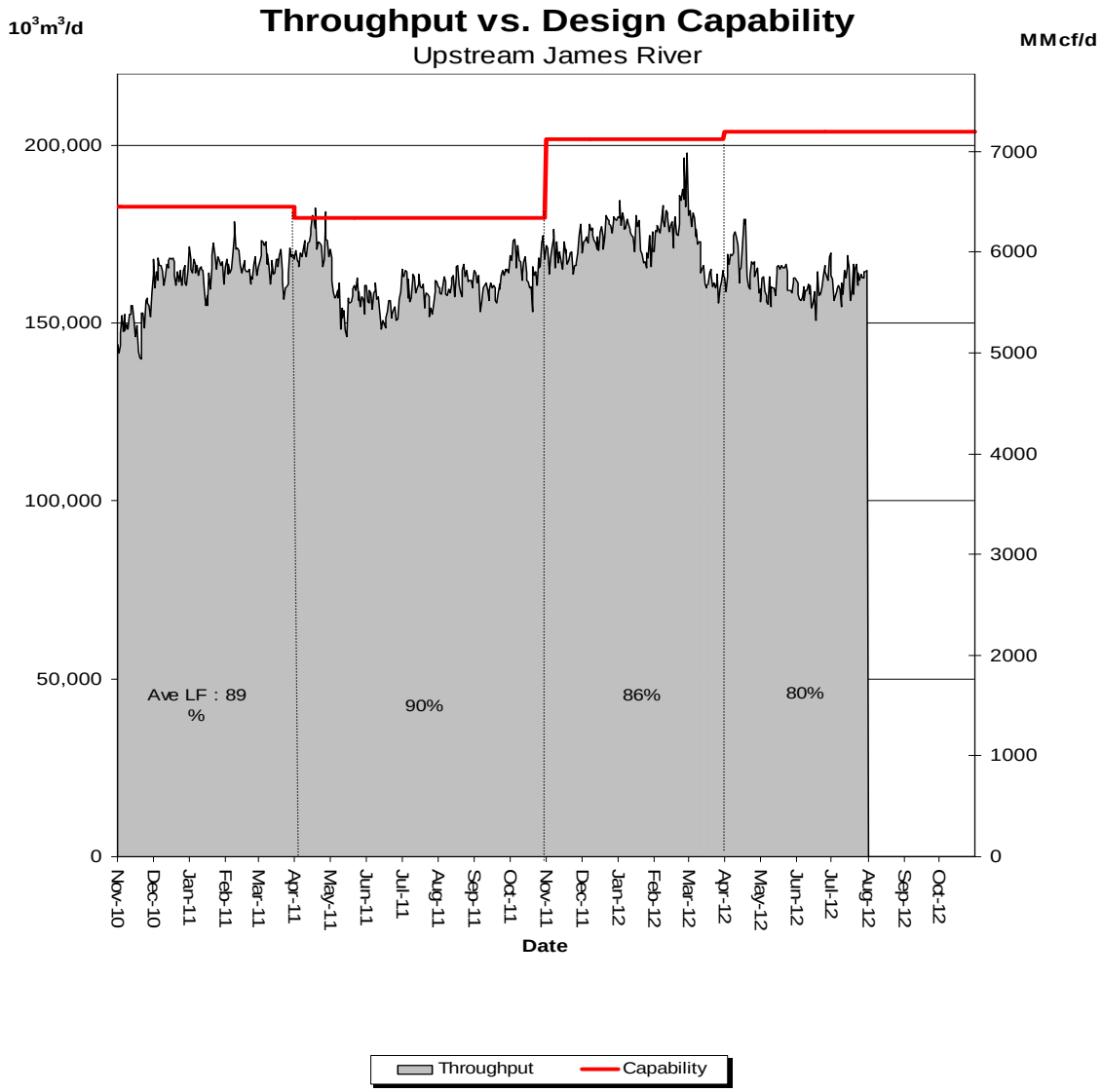




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb 32	Mar 31	Apr 30	May 30	Jun 29	Jul 28

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

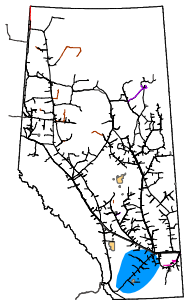


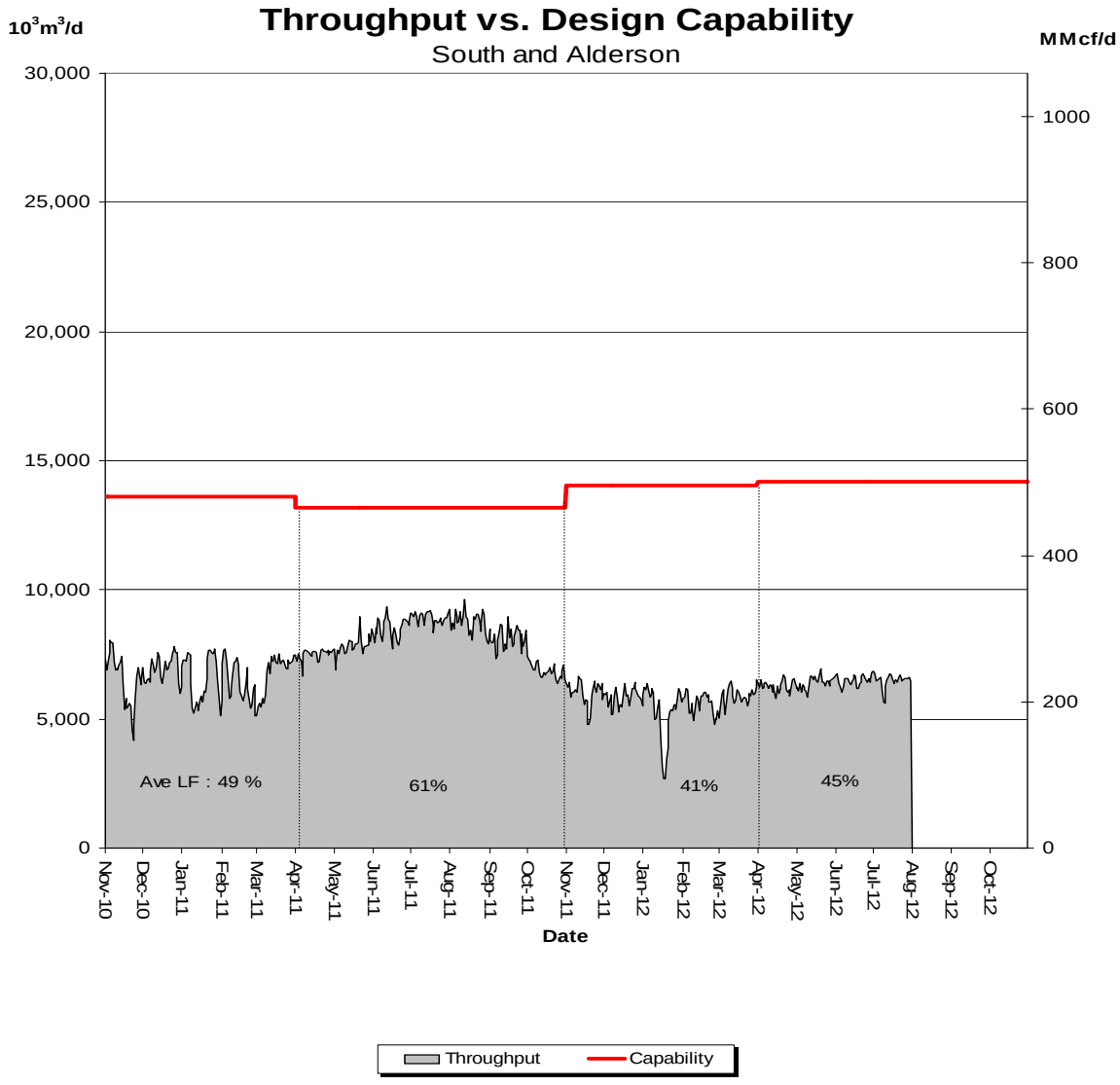


% Design Capability Utilization
Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	89	83	82	79	78	79

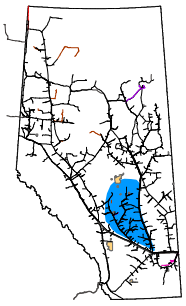
DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON

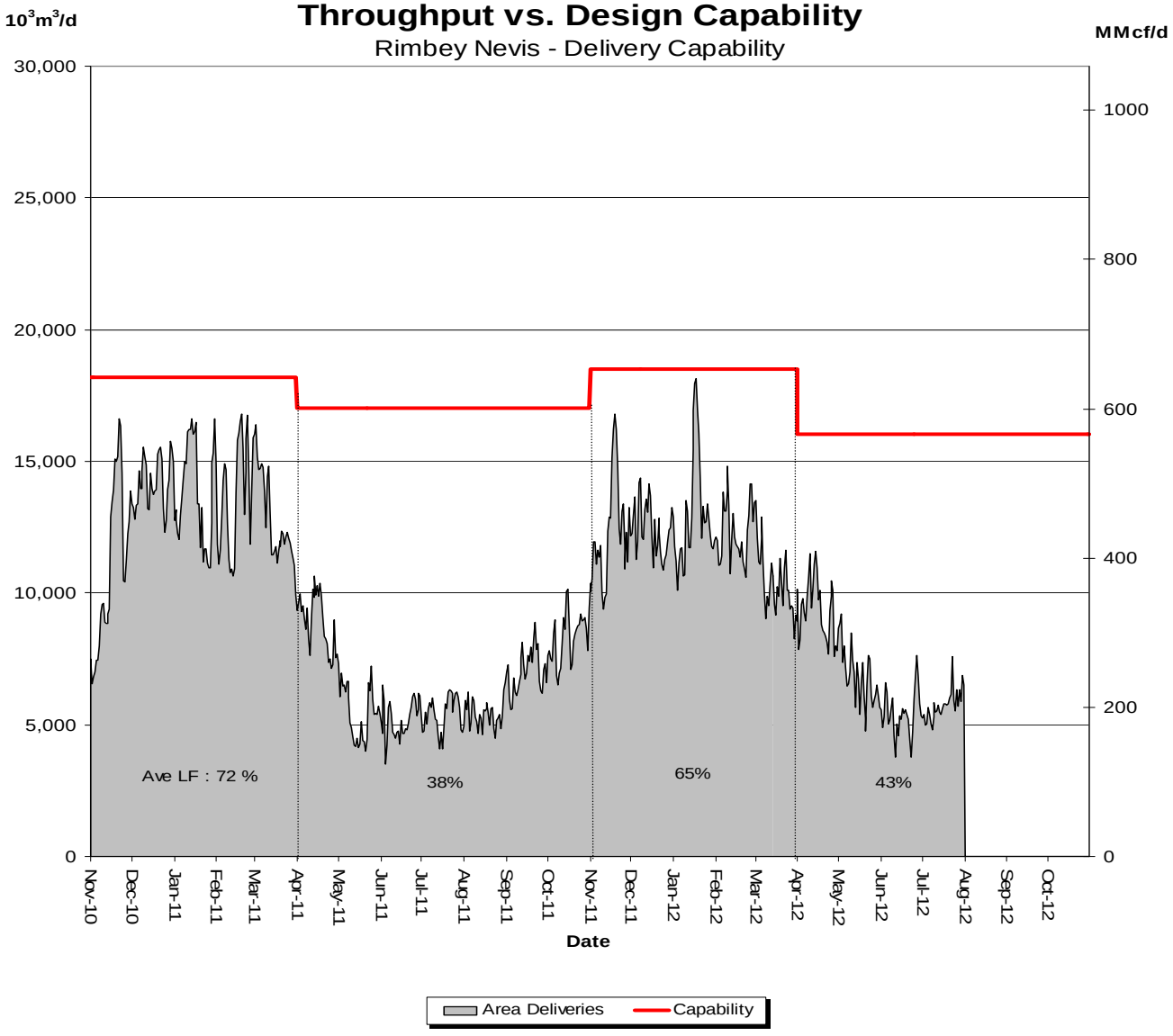




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb 40	Mar 42	Apr 44	May 45	Jun 46	Jul 46

DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN



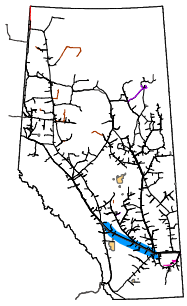


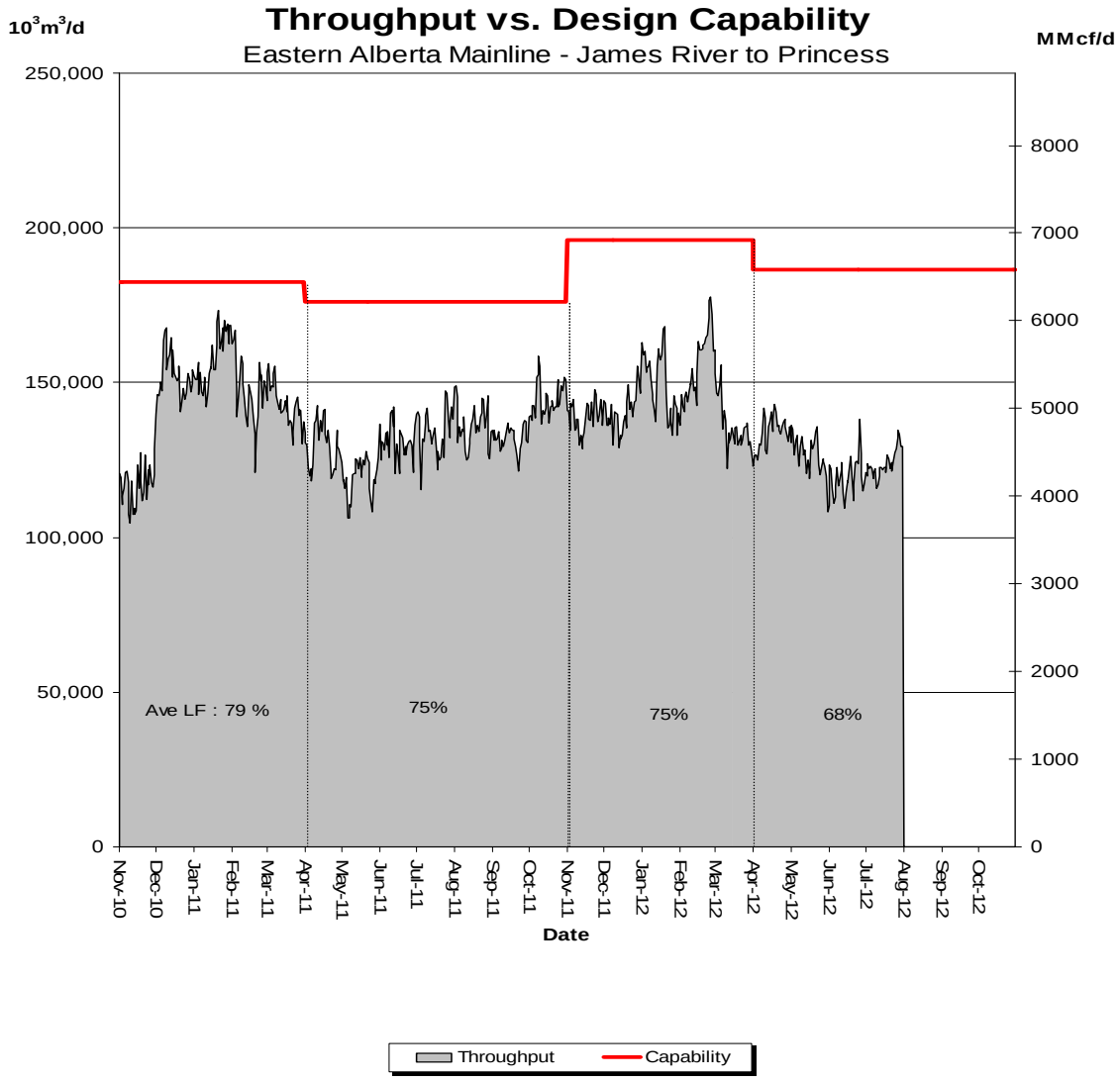
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	67	56	59	43	34	36

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



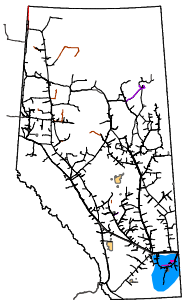


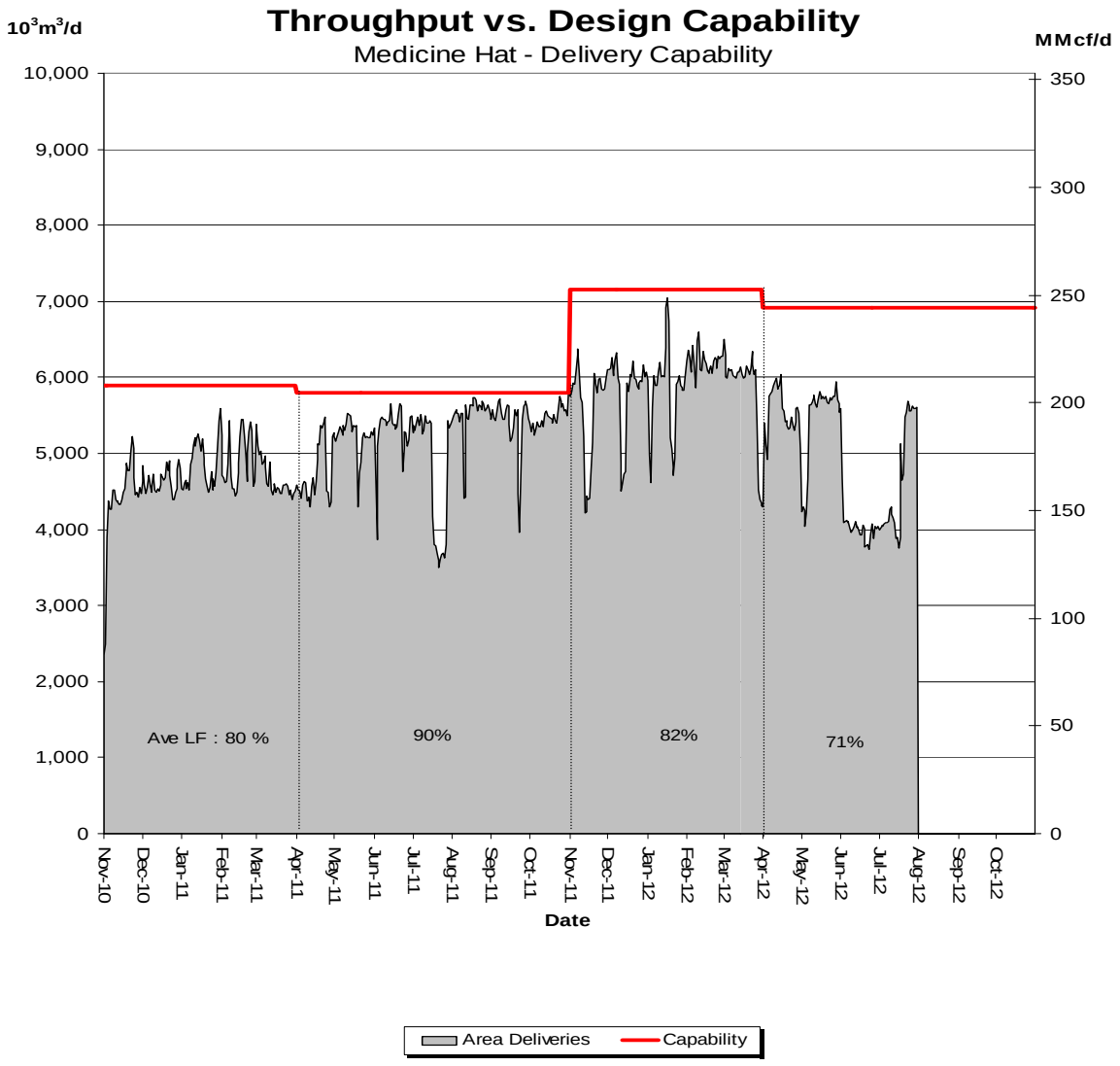
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Feb	Mar	Apr	May	Jun	Jul
	79	69	72	68	64	66

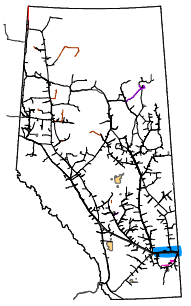
DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN

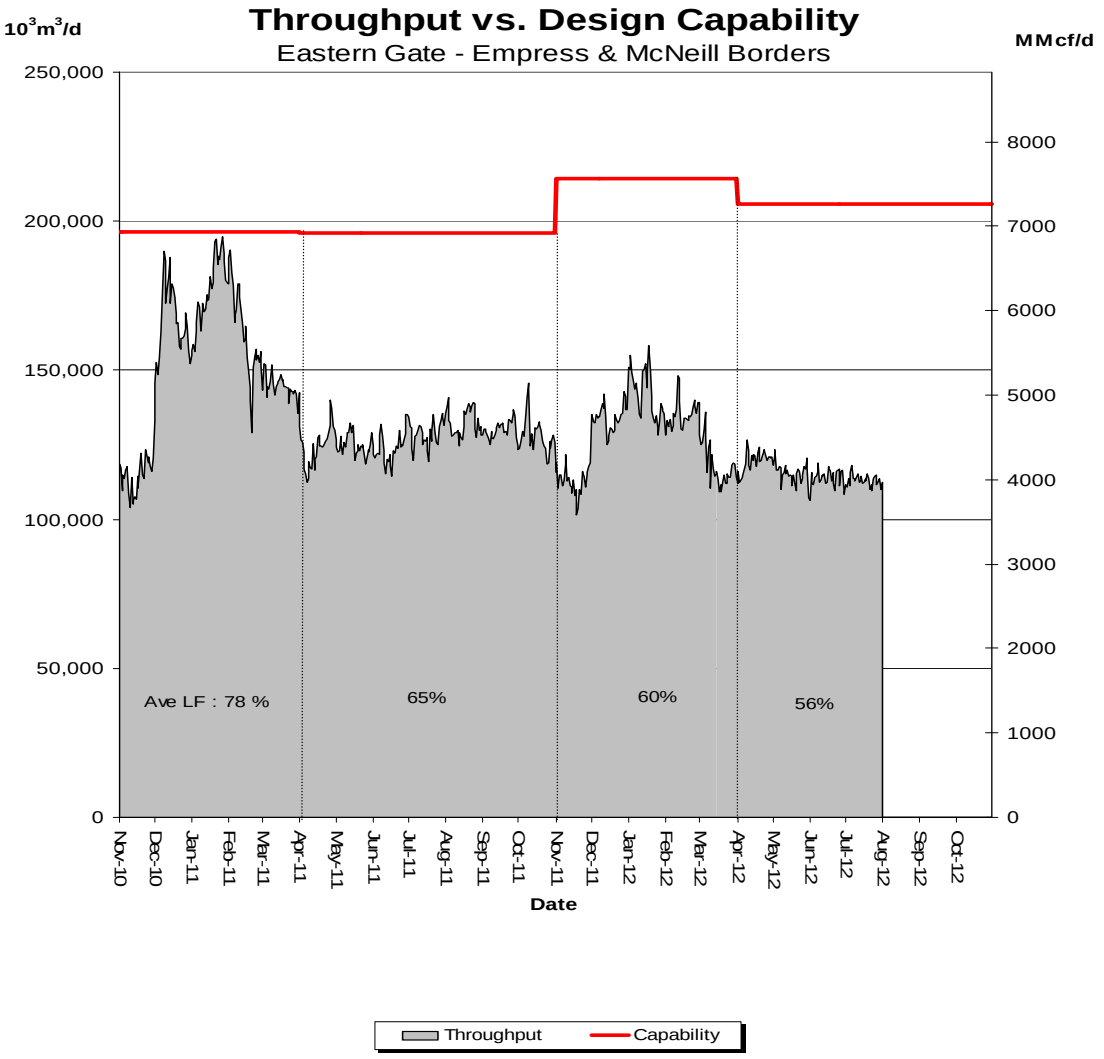




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Feb 87	Mar 82	Apr 80	May 79	Jun 59	Jul 68

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



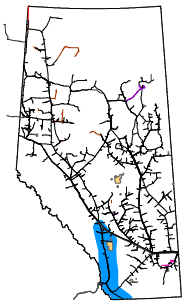


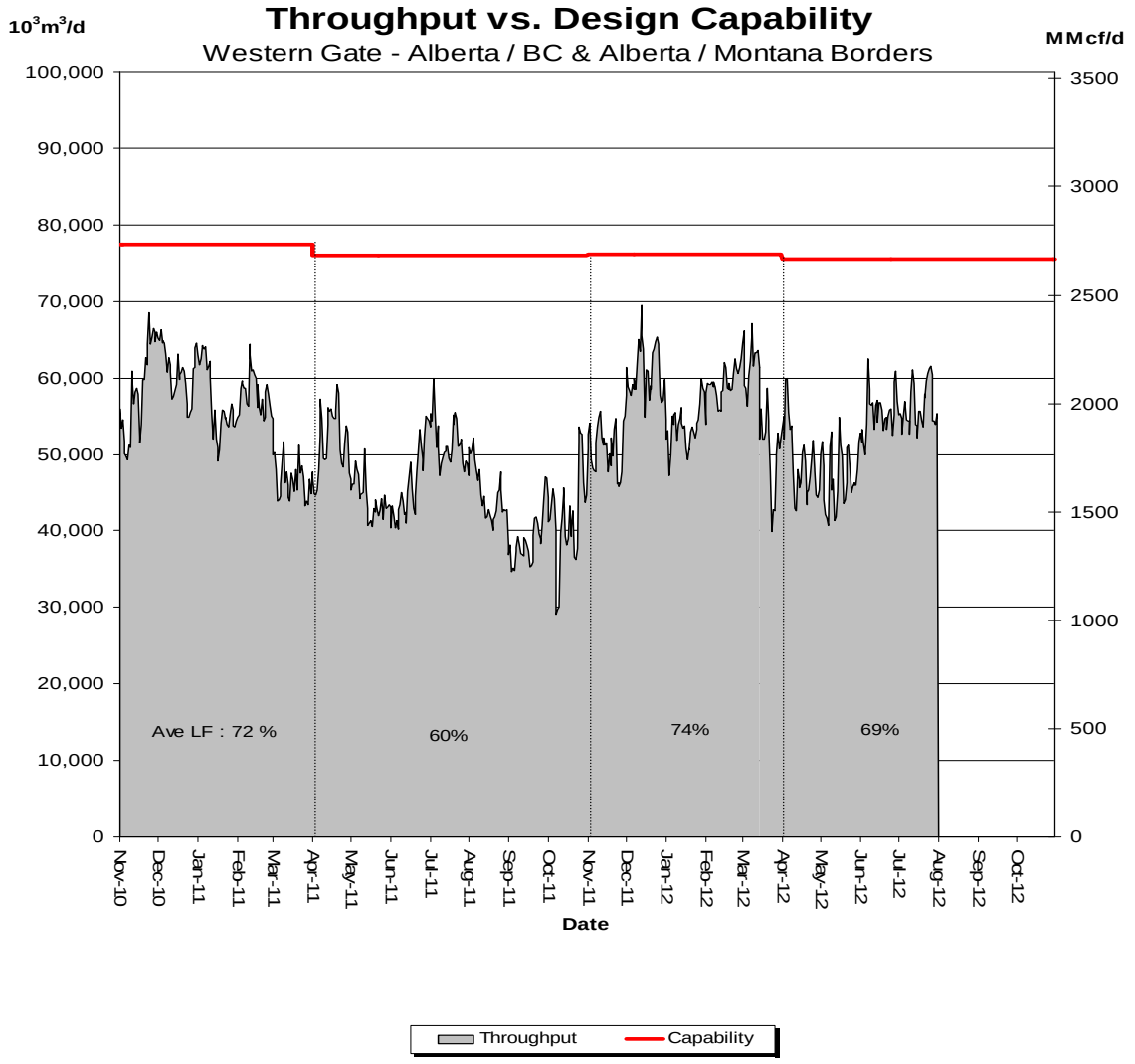
% Design Capability Utilization

Average Actual Flow as a Percentage of Design Capability

	Feb	Mar	Apr	May	Jun	Jul
Average Flow / Design Capability	63	55	58	56	55	55

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	Feb 78	Mar 73	Apr 65	May 63	Jun 73	Jul 74

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

May 1, 2012 to July 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	

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 2012	November 2014
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

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

http://www.transcanada.com/customerexpress/docs/ab_ftd_availabilty_map/mapavailability.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.

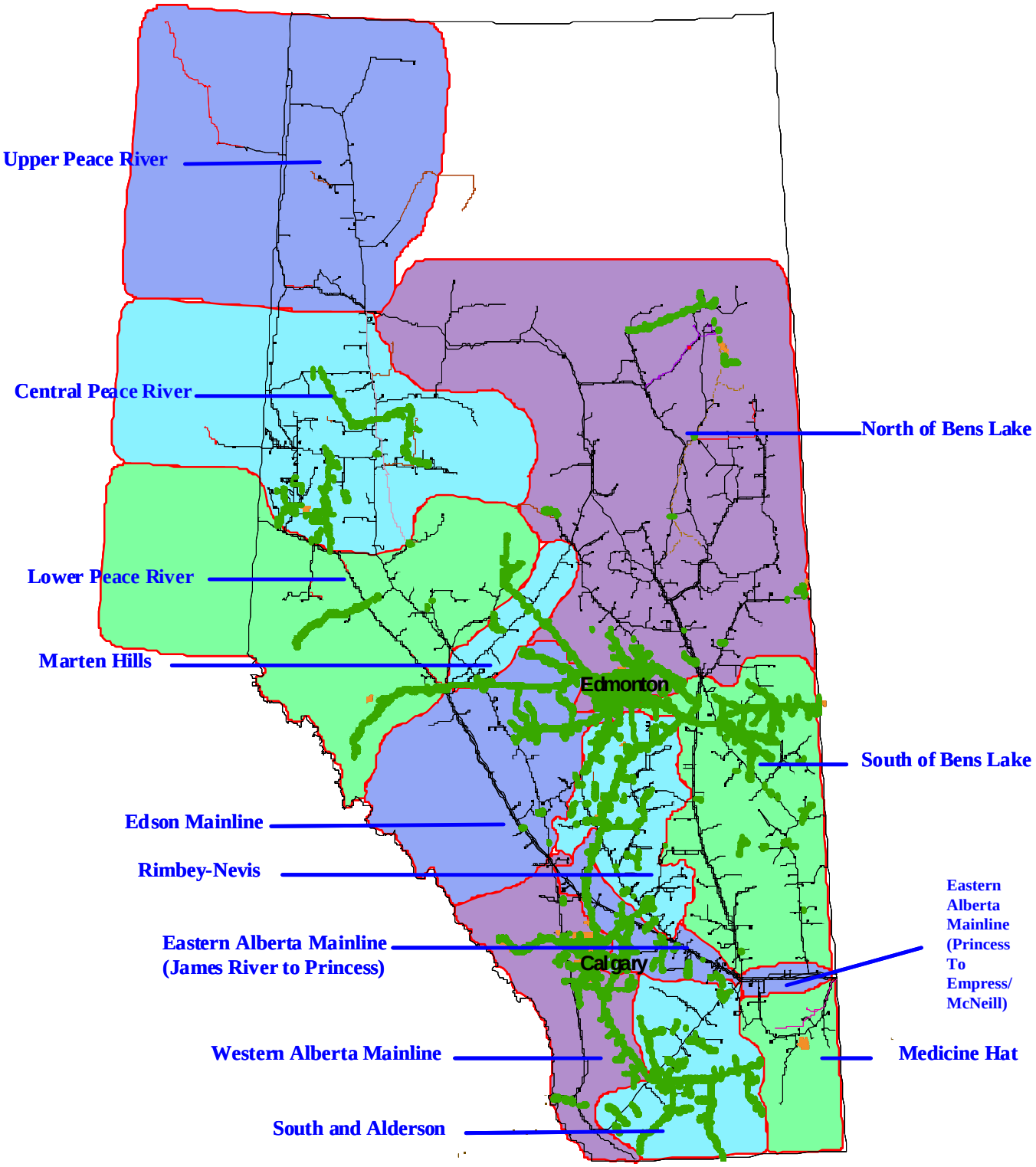
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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.

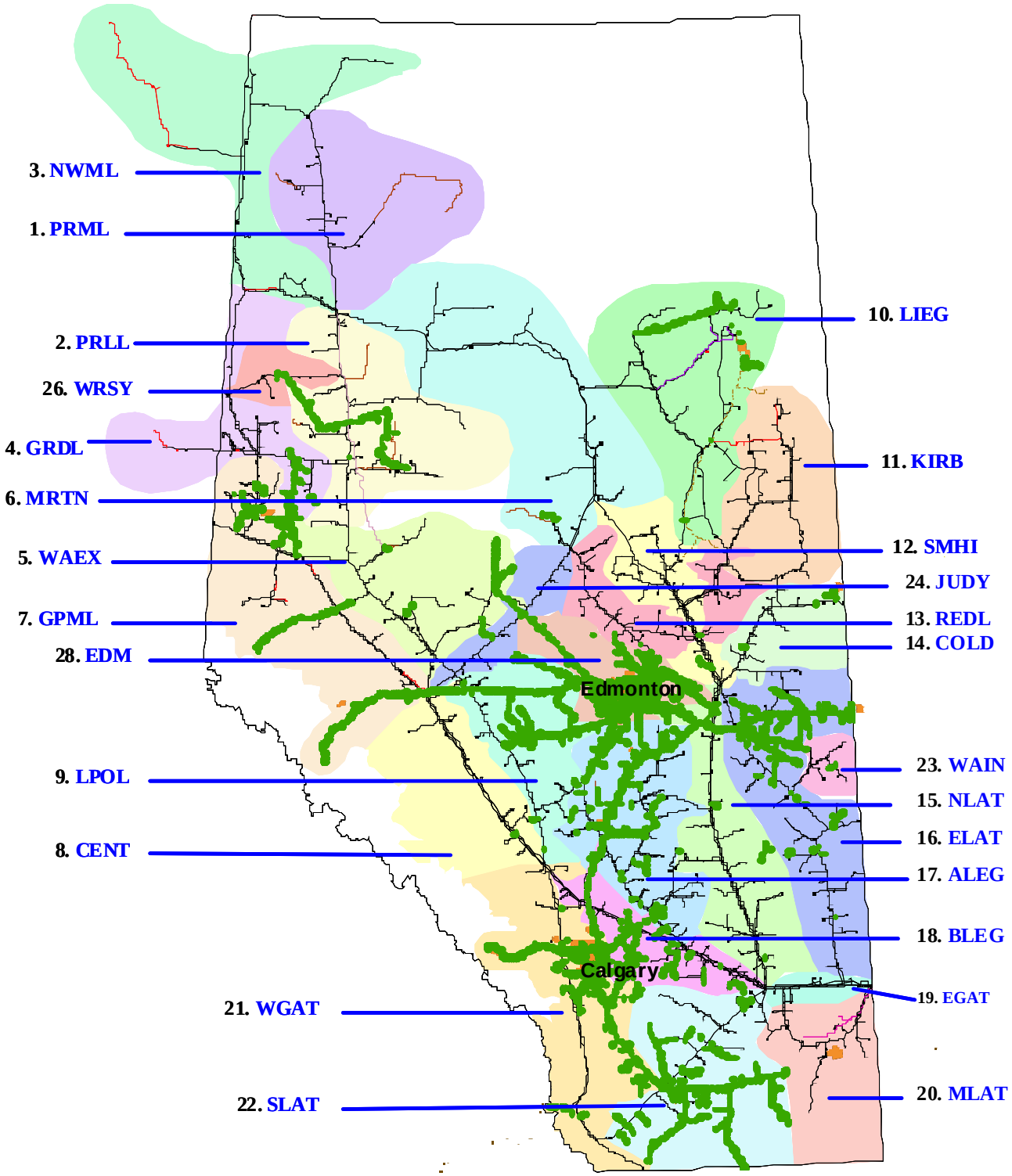
NGTL Design Areas



(Last updated Nov 2011)

TransCanada
In business to deliver

NGTL Pipeline Segments



(Last updated Nov 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