

# SYSTEM UTILIZATION MONTHLY REPORT

for the month ending

March 2018

<http://www.tccustomerexpress.com/2885.html>

*Published date:*

**May 15th, 2018**

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## Highlights This Month:

- Segment Map (page 21 of this report) has been updated.
- Summer 2018 capabilities have been added to the utilization charts.

**NOVA** Gas Transmission Ltd.

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Utilization reports are posted approximately six weeks after the end of the reported month.

If you have any questions on the content of this report, contact Winston Cao at (403) 920-5315 or [winston\\_cao@transcanada.com](mailto:winston_cao@transcanada.com).

# FIRM TRANSPORTATION SERVICE<sup>1</sup> CONTRACT UTILIZATION<sup>3</sup>

By NGTL Pipeline Segments

March 2018

Segment	Contract	Delivery		Receipt	
		Utilization	Mar CD (TJ/d)	Utilization	Mar CD (MMcf/d)
UPRM	FT	0%	0.0	77%	75
	FT + IT <sup>2</sup>	0%		78%	
PRLL	FT	61%	30.4	87%	241
	FT + IT	64%		91%	
NWML	FT	87%	6.9	89%	347
	FT + IT	109%		90%	
GRDL	FT	66%	5.0	95%	2,690
	FT + IT	71%		98%	
WAEX	FT	67%	7.0	77%	851
	FT + IT	295%		77%	
JUDY	FT	69%	16.8	82%	45
	FT + IT	82%		85%	
GPML	FT	64%	158.4	89%	4,285
	FT + IT	86%		90%	
CENT	FT	0%	0.0	89%	1,965
	FT + IT	0%		91%	
LPOL	FT	41%	65.8	84%	906
	FT + IT	43%		87%	
WGAT	FT	82%	3,764.6	97%	255
	FT + IT	88%		109%	
ALEG	FT	59%	378.7	97%	631
	FT + IT	62%		114%	
SLAT	FT	42%	176.4	97%	125
	FT + IT	42%		154%	
MLAT	FT	84%	276.0	82%	92
	FT + IT	85%		120%	
BLEG	FT	66%	152.3	98%	385
	FT + IT	69%		123%	
EGAT	FT	99%	5,131.8	74%	16
	FT + IT	103%		98%	
MRTN	FT	36%	20.4	66%	46
	FT + IT	44%		92%	
LIEG	FT	78%	2,093.4	48%	28
	FT + IT	79%		102%	
KIRB	FT	86%	1,623.3	68%	33
	FT + IT	86%		95%	
SMHI	FT	48%	12.0	57%	16
	FT + IT	48%		120%	
REDL	FT	41%	19.0	39%	20
	FT + IT	51%		123%	
COLD	FT	56%	175.5	28%	17
	FT + IT	65%		91%	
EDM	FT	58%	1,837.5	86%	34
	FT + IT	58%		130%	
NLAT	FT	45%	23.7	94%	107
	FT + IT	45%		114%	
WAIN	FT	33%	0.4	95%	5
	FT + IT	33%		139%	
ELAT	FT	85%	288.4	87%	95
	FT + IT	85%		130%	
TOTAL SYSTEM	FT	83%	16,264.0	89%	13,309
	FT + IT	86%		95%	

\*NOTE:

1. FT includes all receipt and delivery Firm Transportation Services.

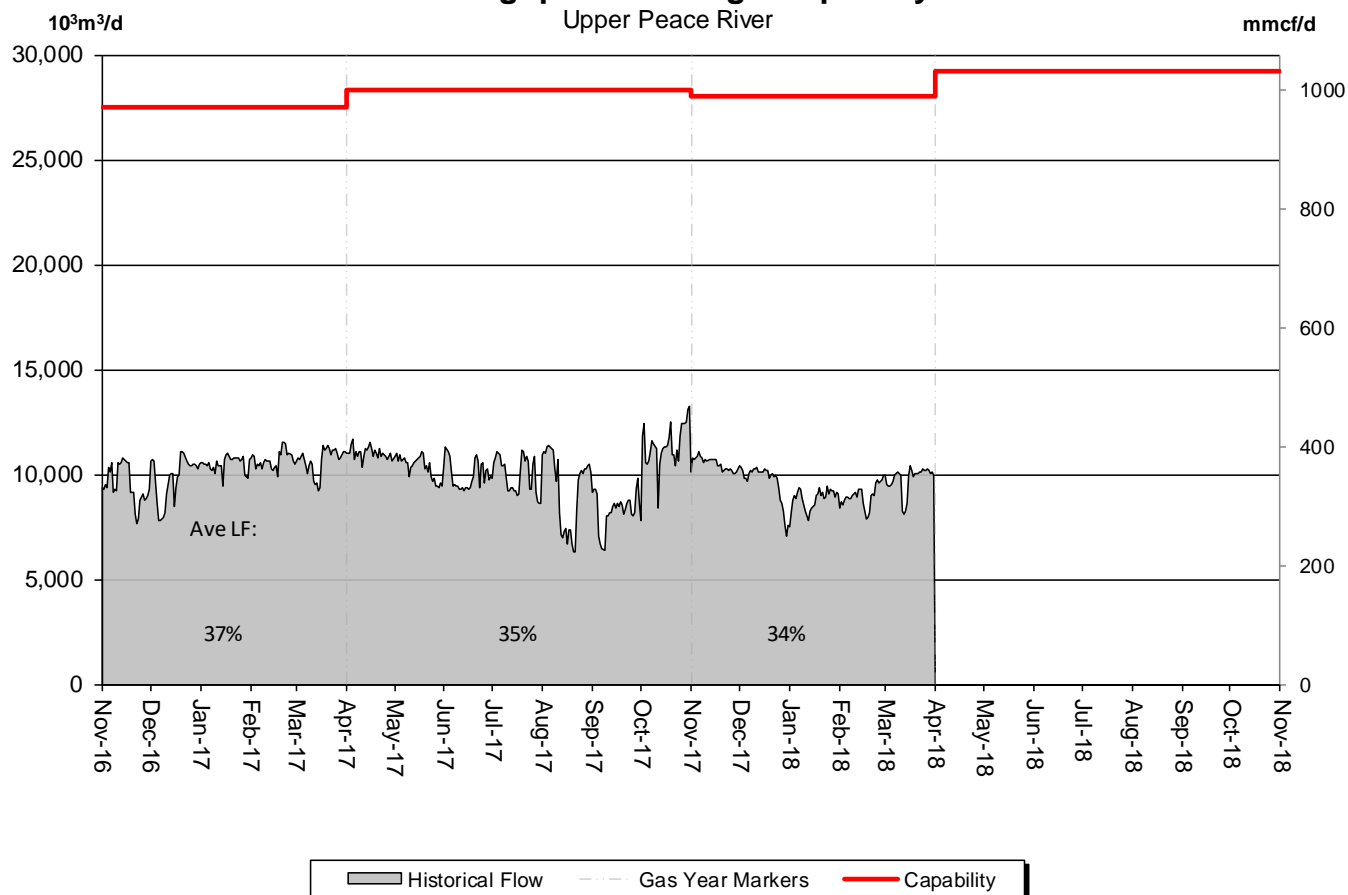
2. IT includes receipt and delivery Interruptible Services.

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 UPPER PEACE RIVER

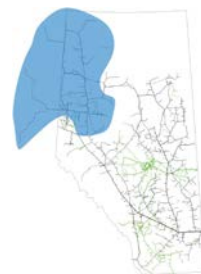


## Throughput vs. Design Capability



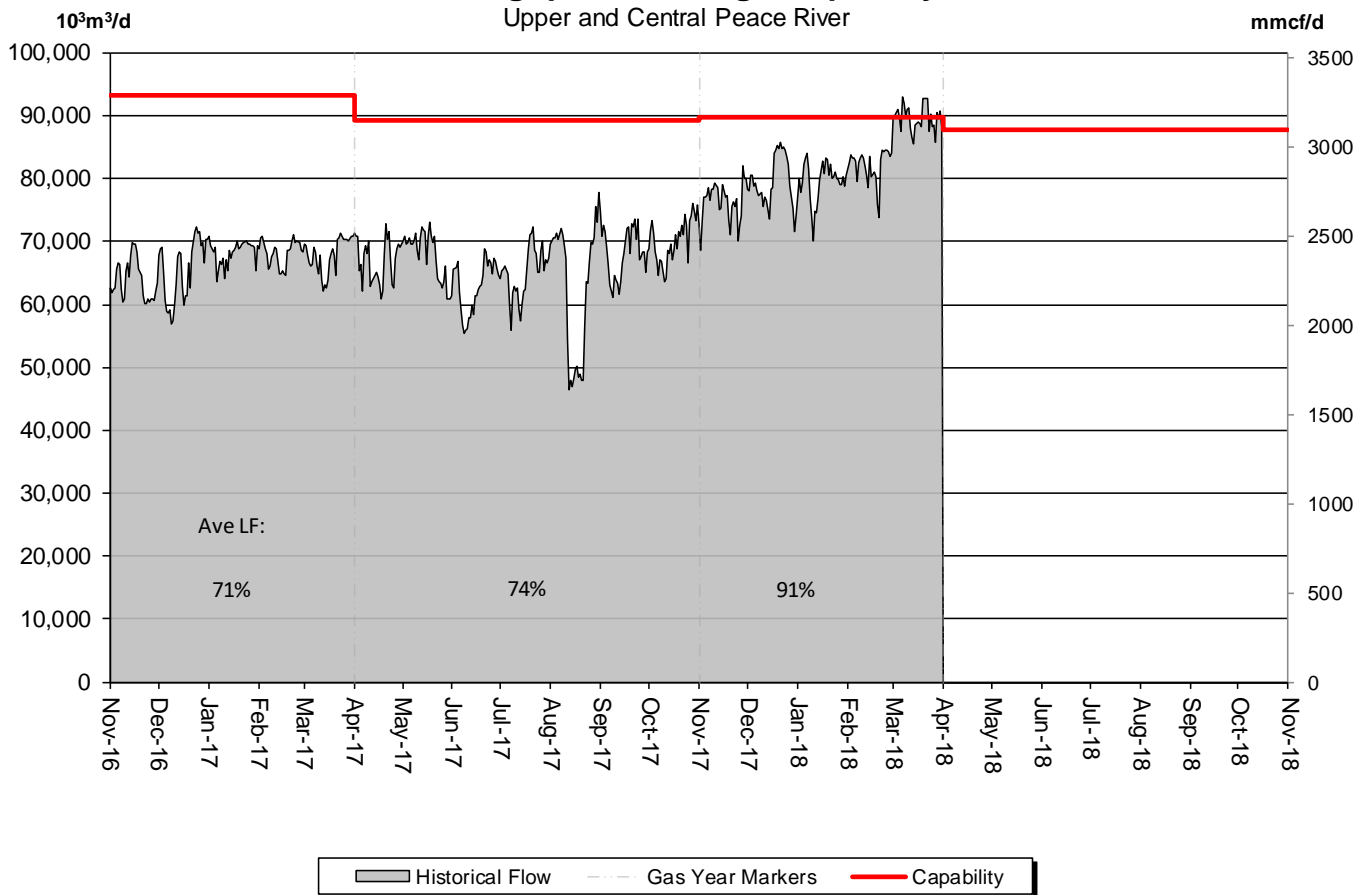
% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	40%	37%	34%	32%	32%	35%

# DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER



## Throughput vs. Design Capability

Upper and Central Peace River



% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	79%	85%	89%	89%	92%	100%

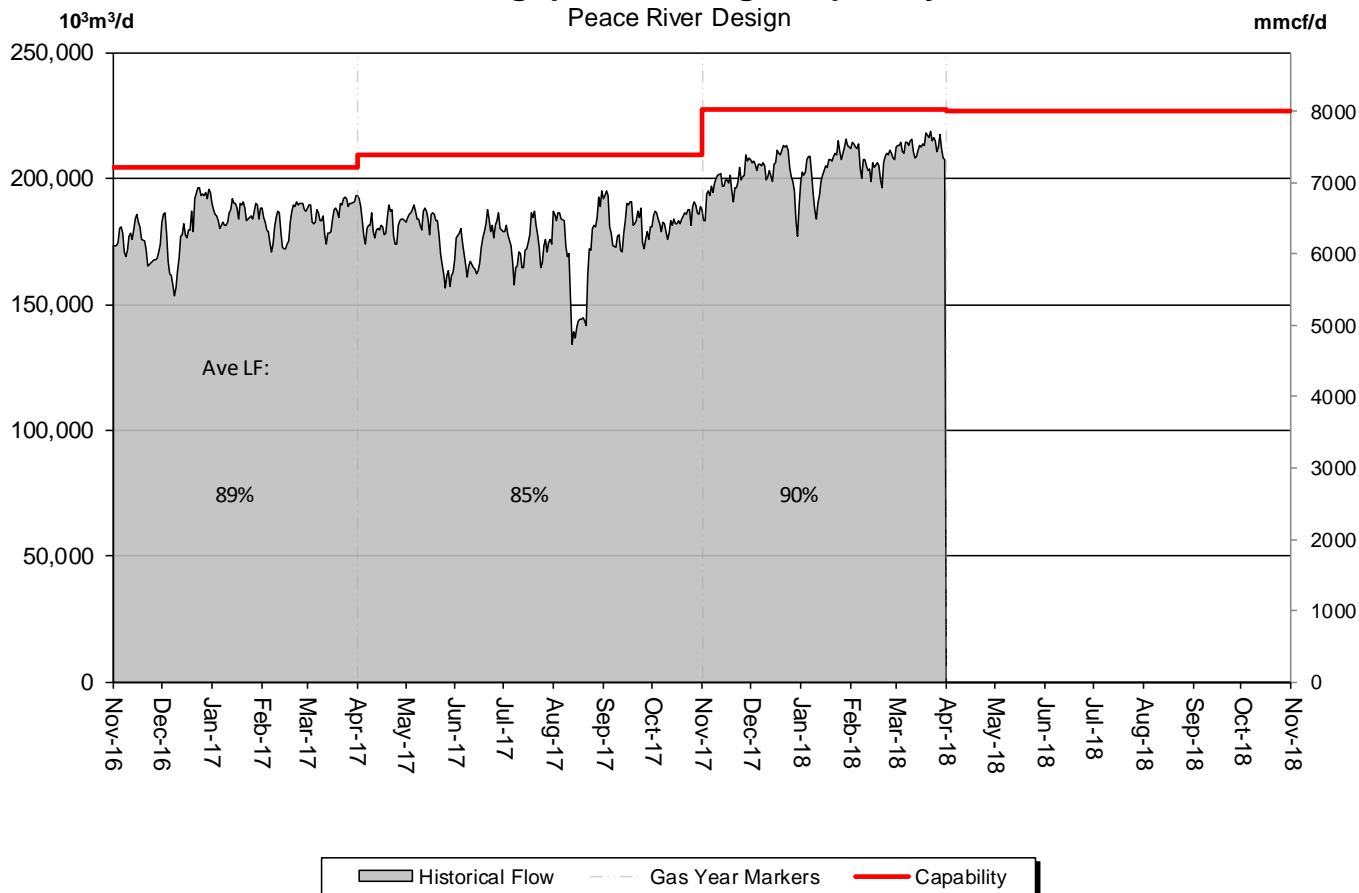
# DESIGN CAPABILITY UTILIZATION

## PEACE RIVER DESIGN

(Upper, Central and Lower Peace River)



**Throughput vs. Design Capability**  
Peace River Design



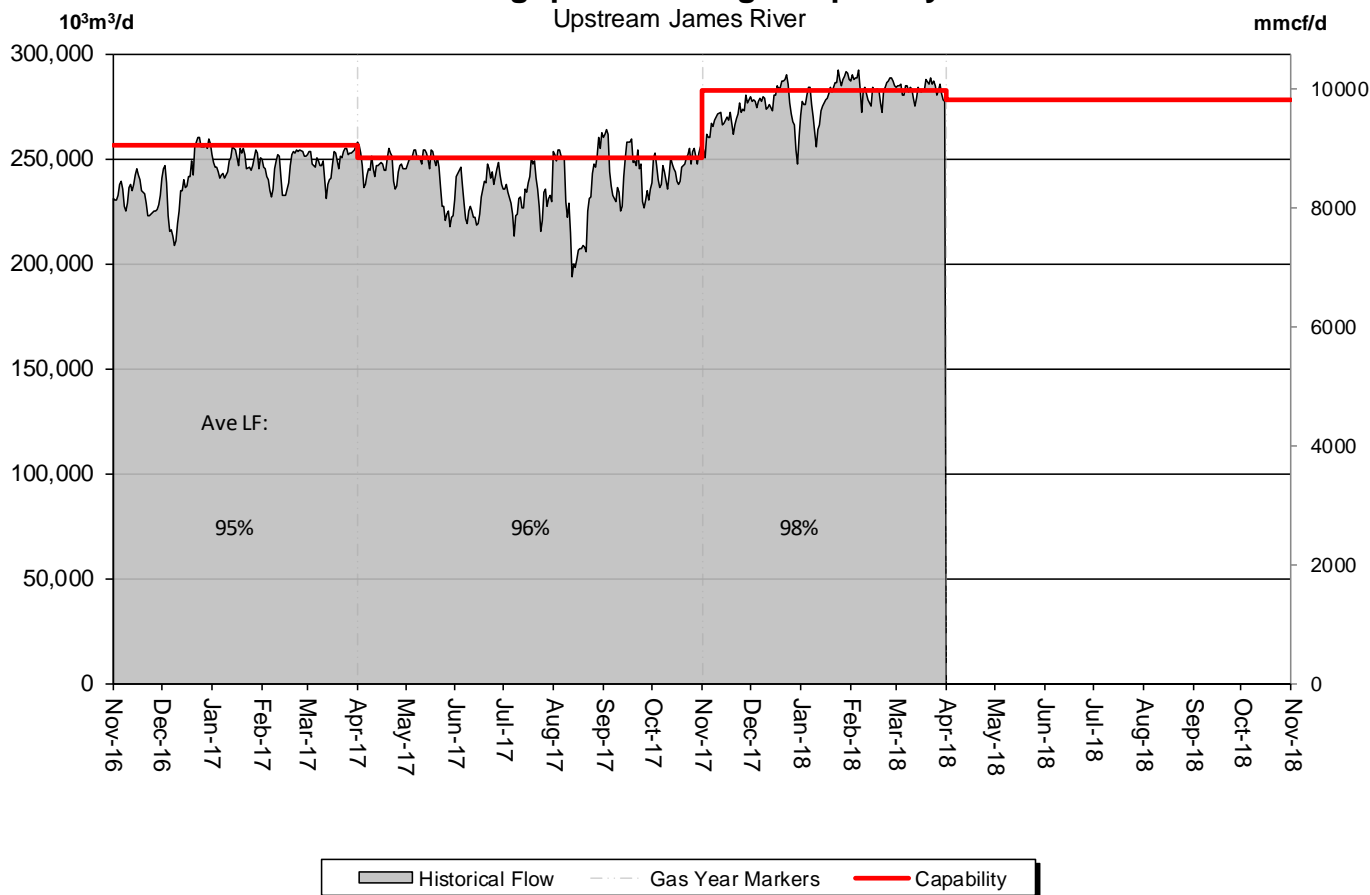
% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	88%	87%	90%	90%	91%	94%

# DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(Edson Mainline, Peace River Design and Marten Hills)



**Throughput vs. Design Capability**  
Upstream James River

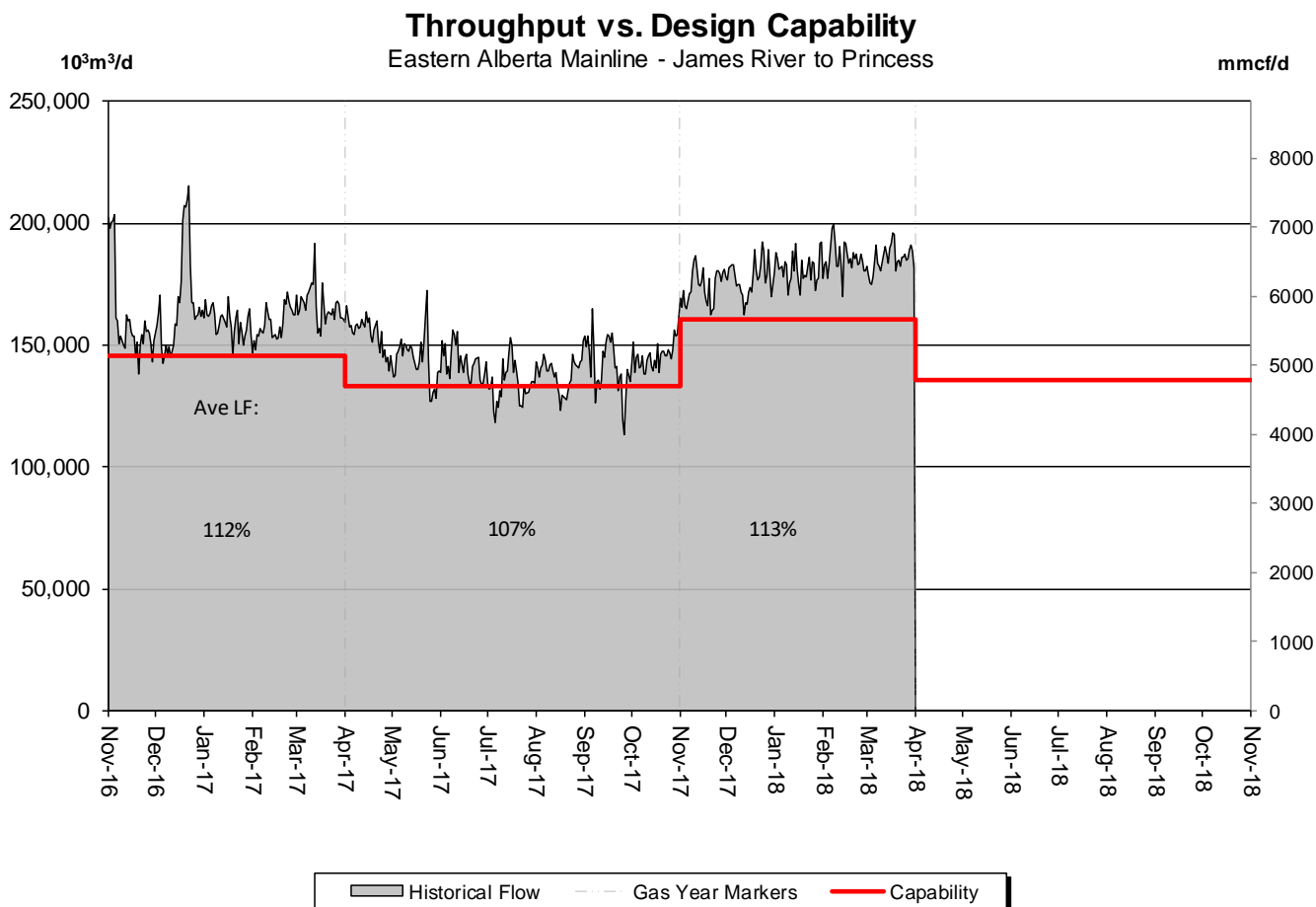


% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	98%	95%	98%	99%	100%	100%

# DESIGN CAPABILITY UTILIZATION

## EASTERN ALBERTA MAINLINE

(James River to Princess)



% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	109%	108%	111%	113%	115%	116%



# DESIGN CAPABILITY UTILIZATION

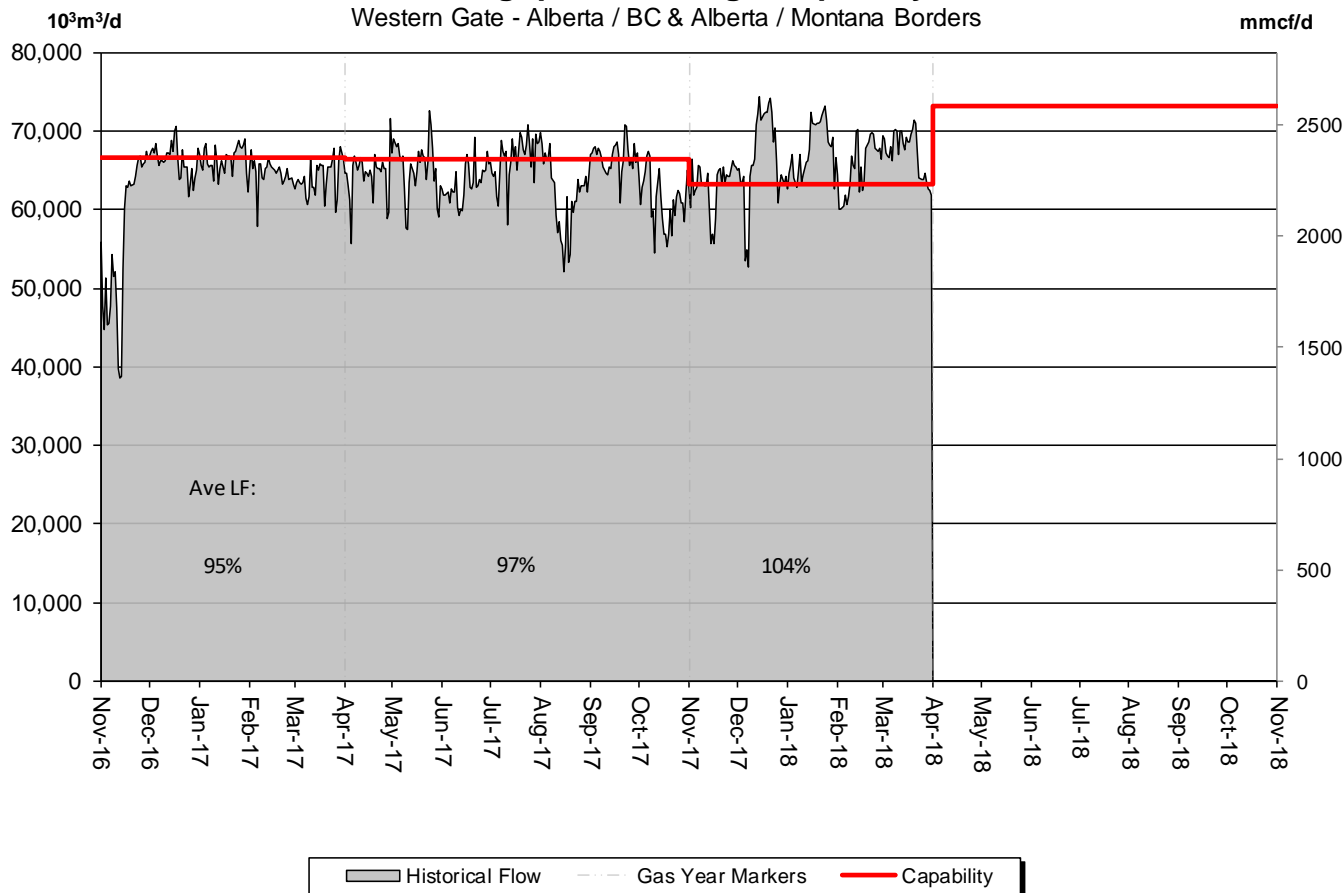
## WESTERN ALBERTA MAINLINE

(Alberta/B.C. and Alberta/Montana Borders)



### Throughput vs. Design Capability

Western Gate - Alberta / BC & Alberta / Montana Borders



% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	92%	100%	105%	107%	103%	107%

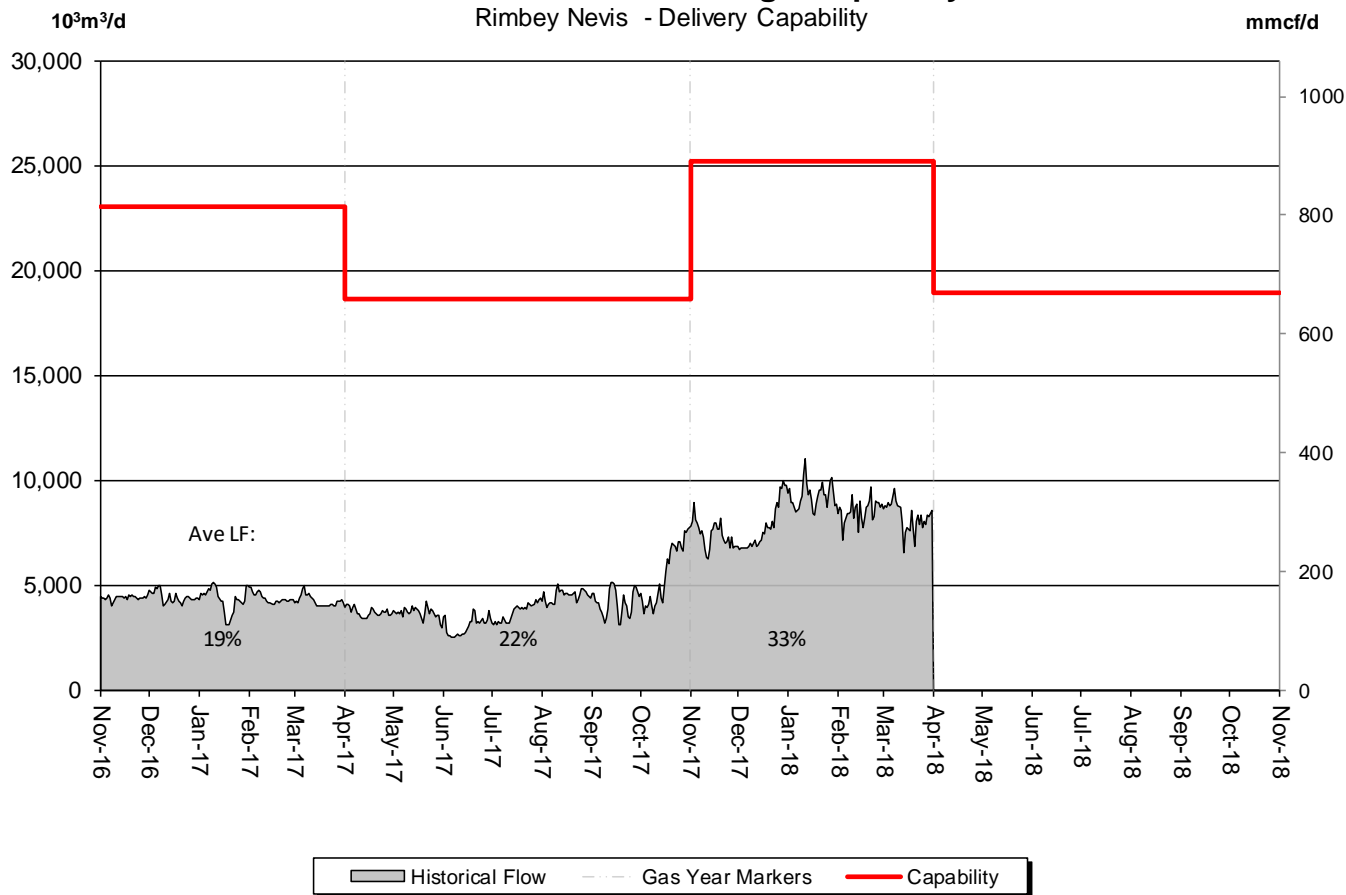
# DESIGN CAPABILITY UTILIZATION

## RIMBEY-NEVIS – FLOW WITHIN



### Total Deliveries vs. Design Capability

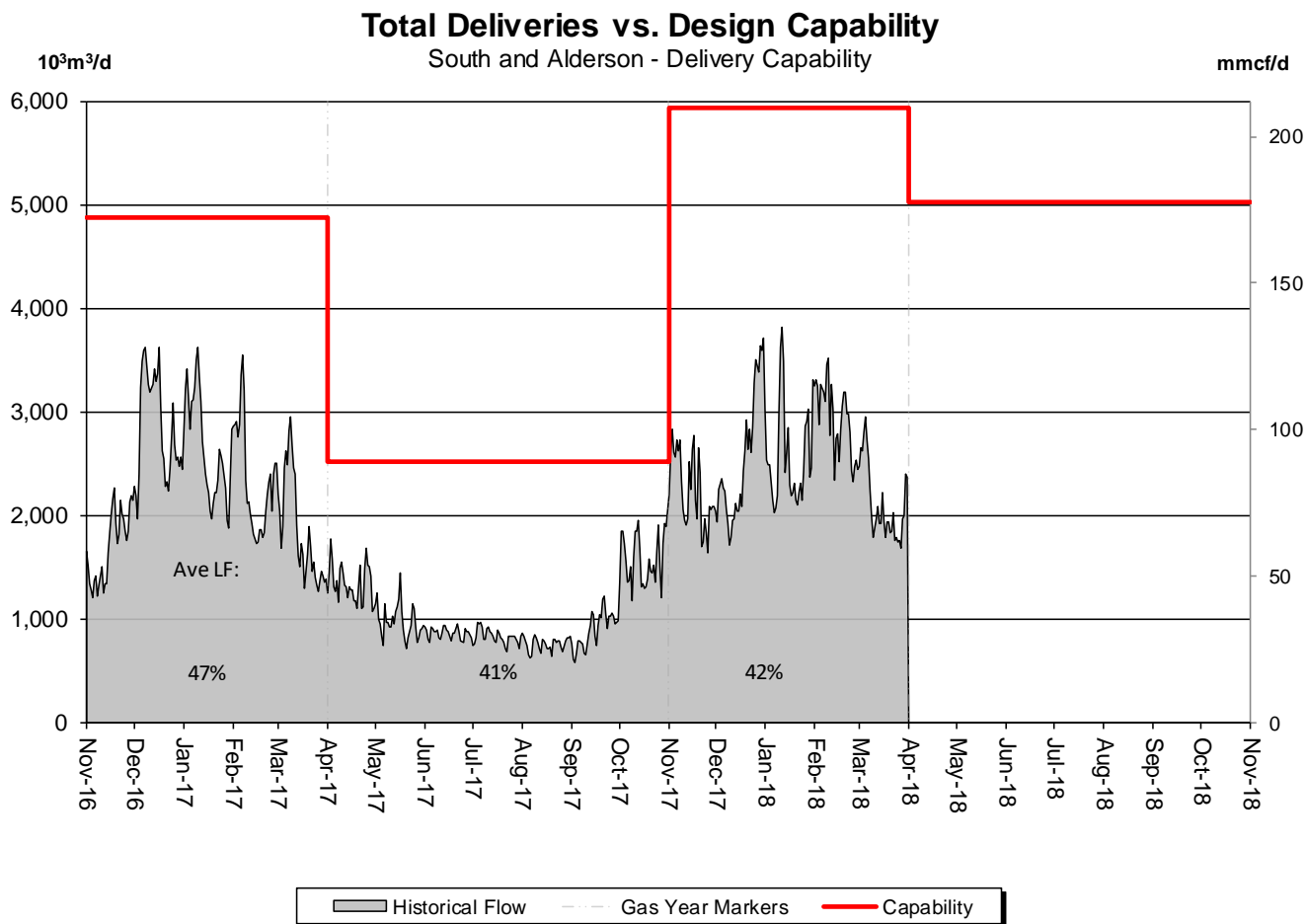
Rimbey Nevis - Delivery Capability



% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	29%	29%	31%	37%	34%	33%

# DESIGN CAPABILITY UTILIZATION

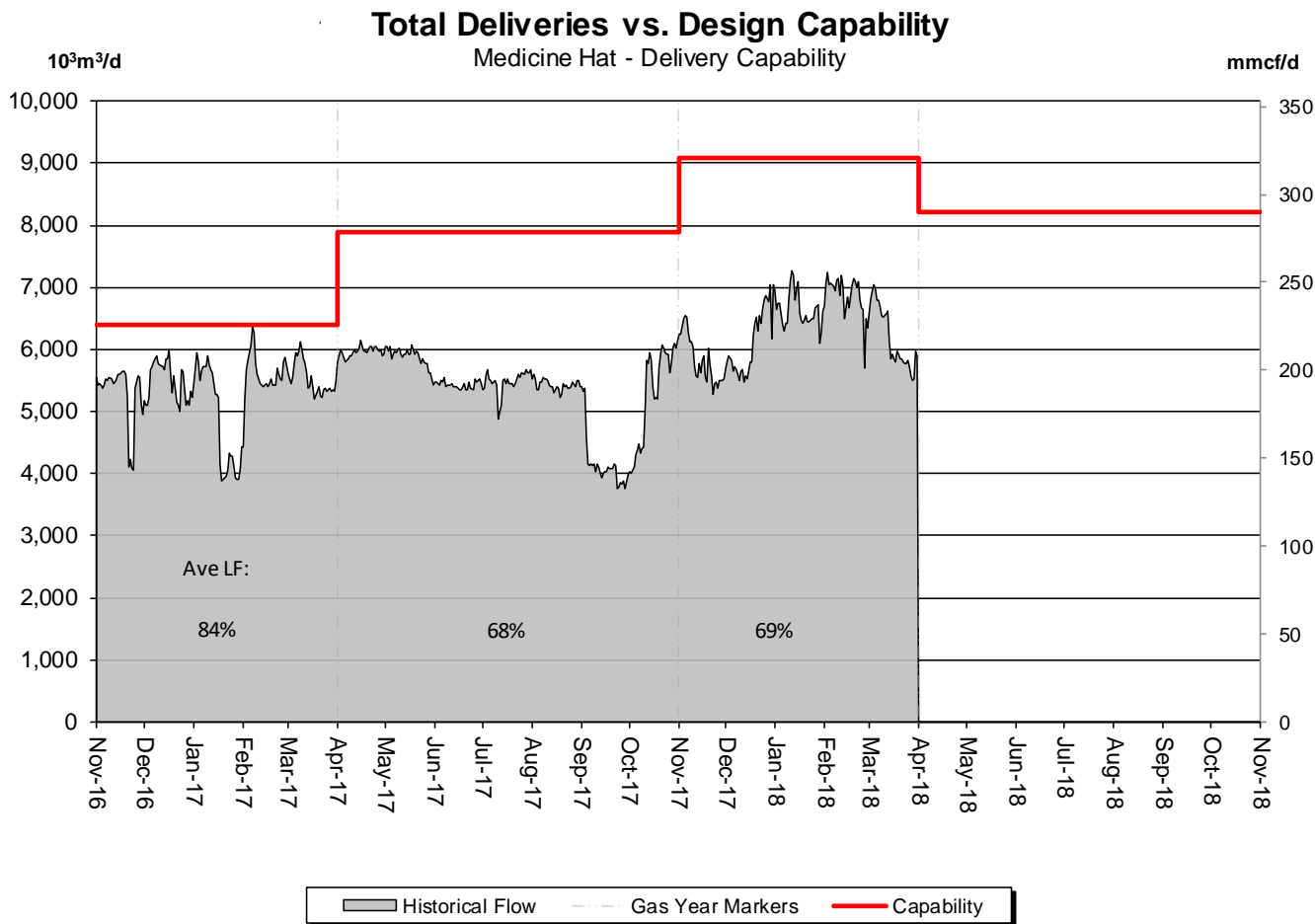
## SOUTH and ALDERSON – FLOW WITHIN



% Design Capability Utilization						
Average	Oct	Nov	Dec	Jan	Feb	Mar
Flow/	62%	38%	43%	44%	49%	36%

# DESIGN CAPABILITY UTILIZATION

## MEDICINE HAT – FLOW WITHIN



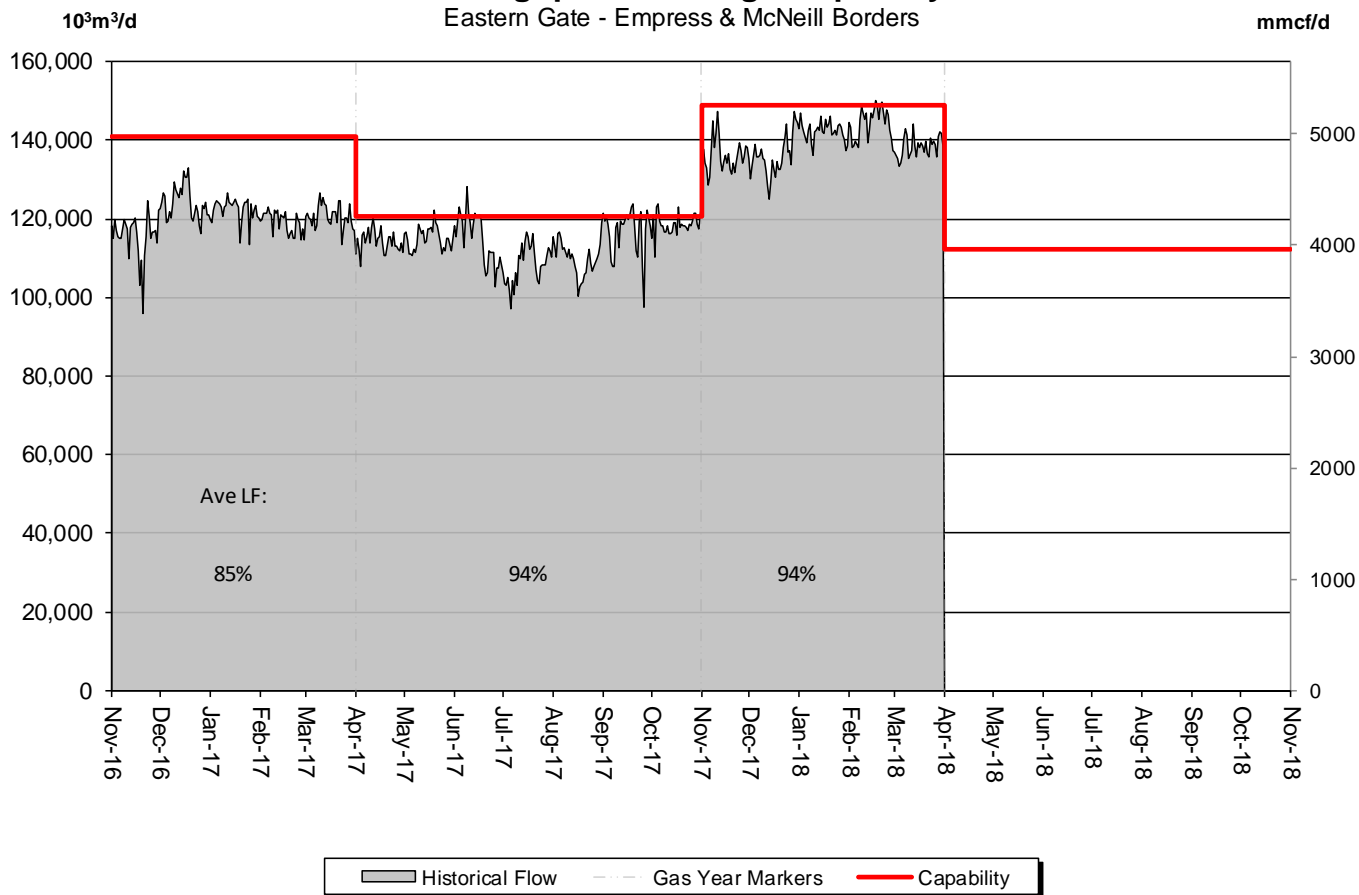
% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	67%	64%	67%	73%	75%	68%

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



## Throughput vs. Design Capability

Eastern Gate - Empress & McNeill Borders



% Design Capability Utilization						
Average	Oct	Nov	Dec	Jan	Feb	Mar
Flow/	98%	91%	91%	96%	97%	93%

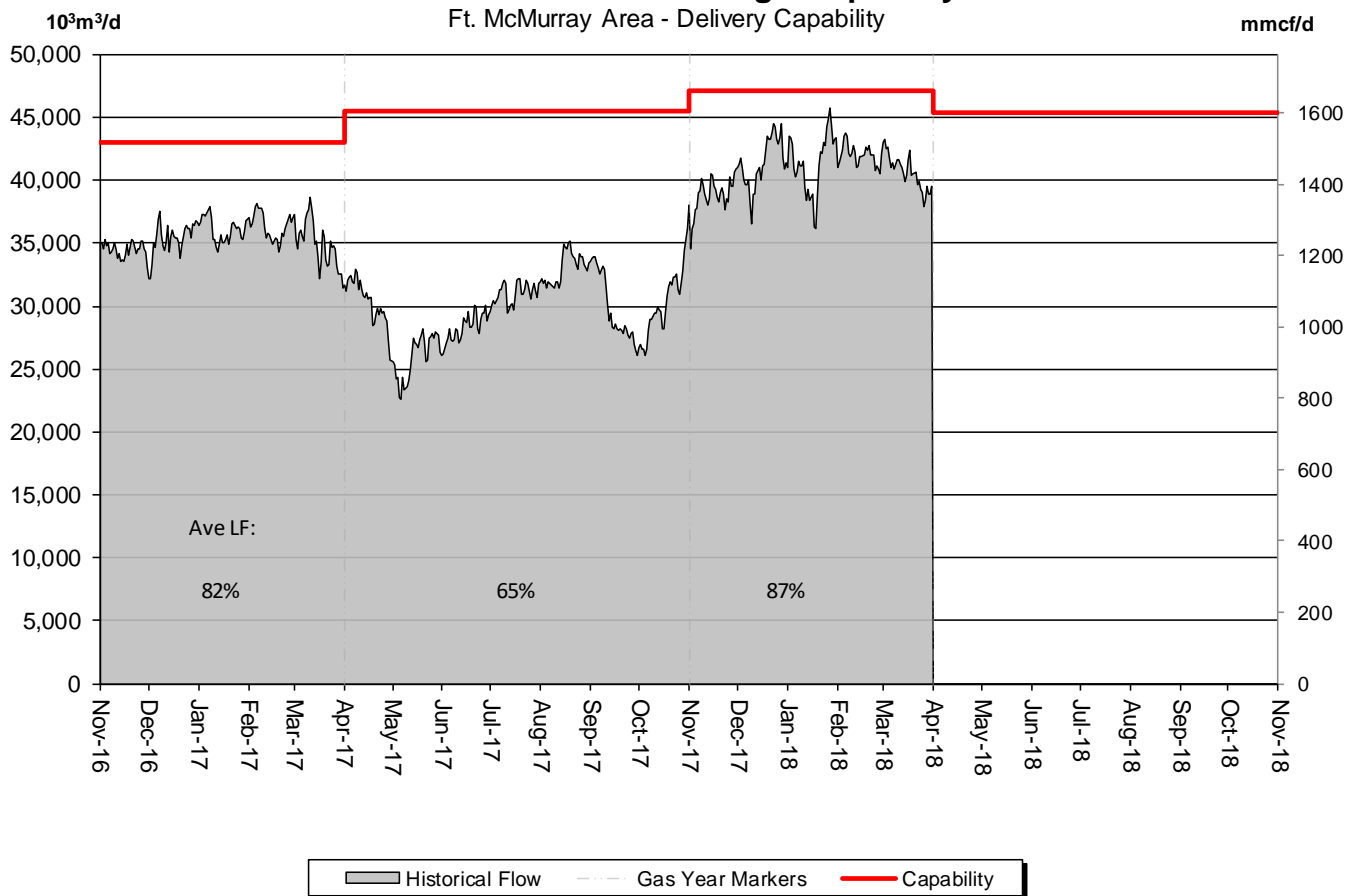
# DESIGN CAPABILITY UTILIZATION

## FT. McMURRAY AREA – FLOW WITHIN



### Total Deliveries vs. Design Capability

Ft. McMurray Area - Delivery Capability



% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	66%	82%	88%	88%	89%	86%

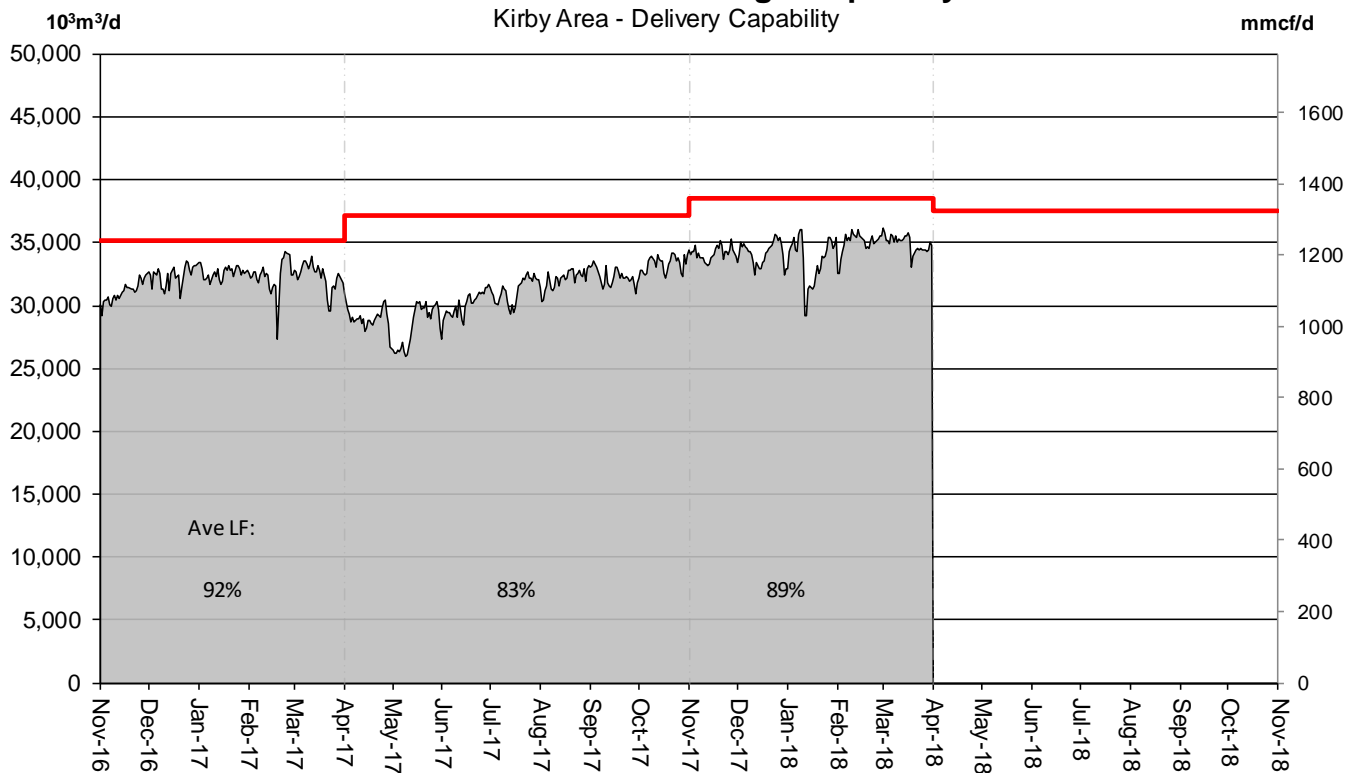
# DESIGN CAPABILITY UTILIZATION

## KIRBY AREA – FLOW WITHIN



### Total Deliveries vs. Design Capability

Kirby Area - Delivery Capability



Historical Flow Gas Year Markers Capability

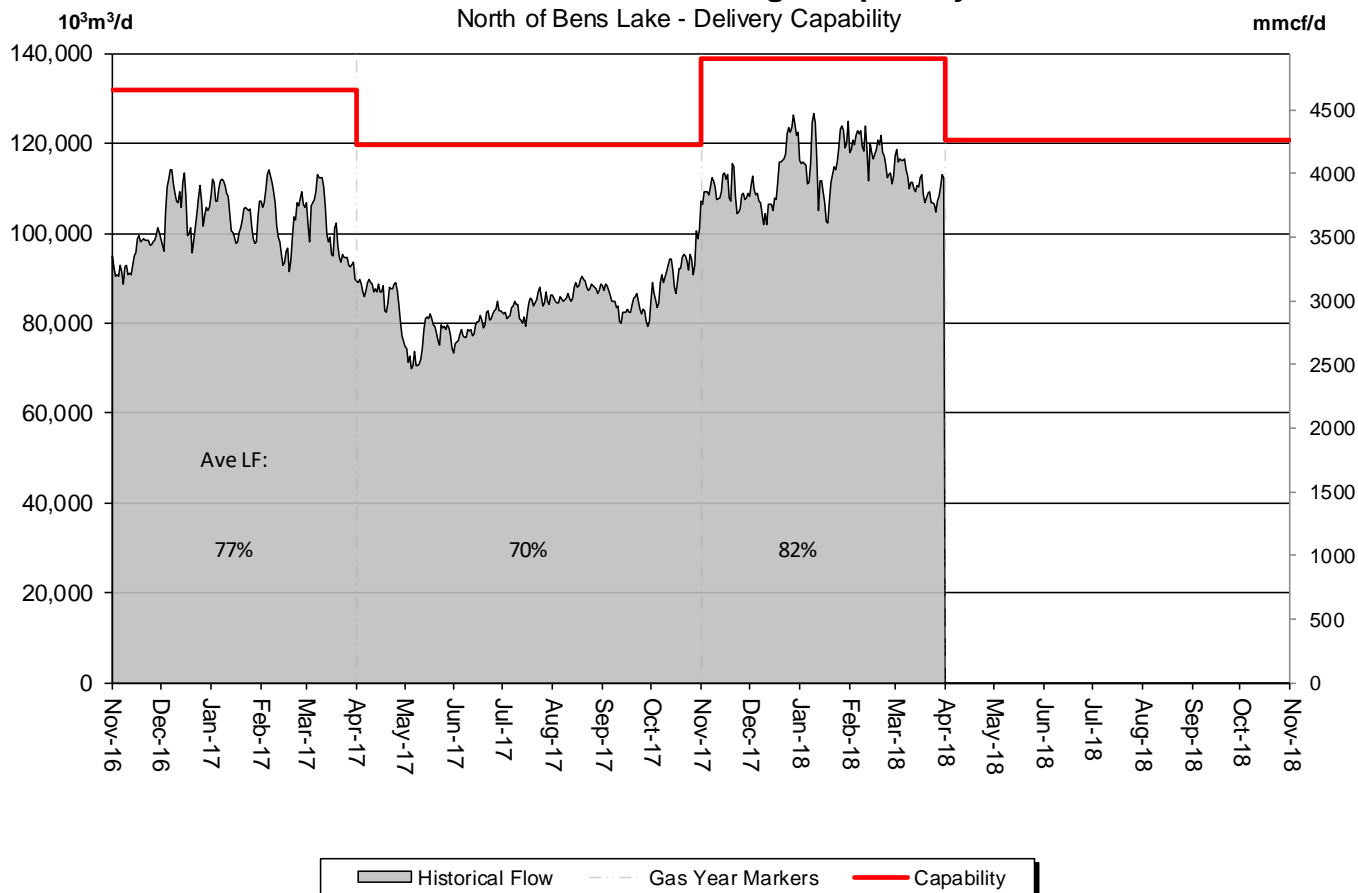
% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	90%	89%	89%	87%	91%	91%

# DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



## Total Deliveries vs. Design Capability

North of Bens Lake - Delivery Capability



% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	77%	79%	81%	83%	85%	80%



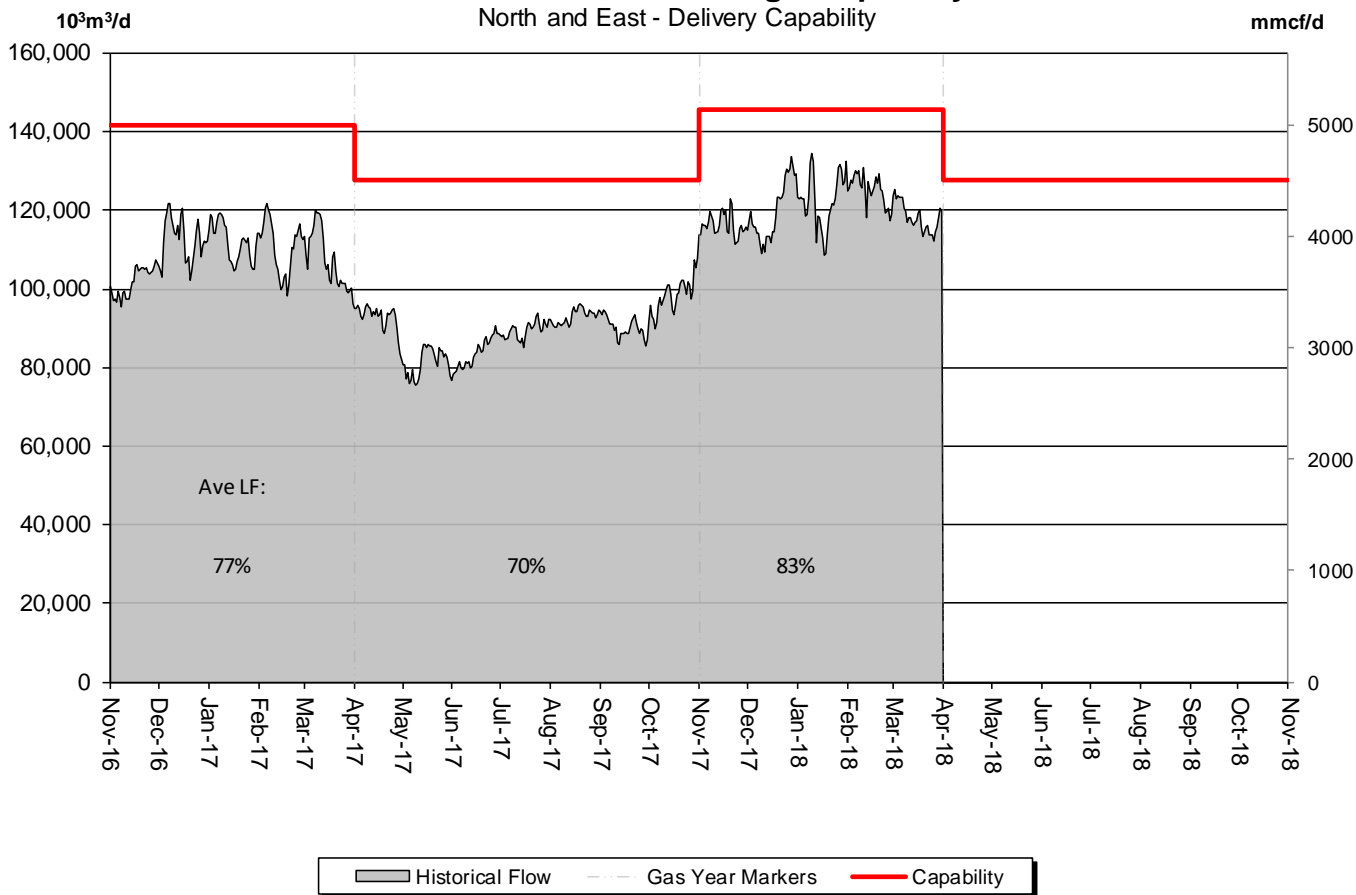
# DESIGN CAPABILITY UTILIZATION

## NORTH & SOUTH OF BENS LAKE – FLOW WITHIN



### Total Deliveries vs. Design Capability

North and East - Delivery Capability



% Design Capability Utilization						
Average Flow/	Oct	Nov	Dec	Jan	Feb	Mar
	77%	80%	82%	84%	86%	81%

# FUTURE FIRM TRANSPORTATION SERVICE AVAILABILITY

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*Please consult with your Customer Account Manager 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://www.tccustomerexpress.com/2801.  
html](http://www.tccustomerexpress.com/2801.html)

# 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.

Data is reported either by *Pipeline Segment* (26 segments make up the system, without 23 & 27) or *Design Area* (13 Design Areas for 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 (LF) for each season. Load factors are obtained by comparing the receipt, delivery, or throughput flow condition in each of the Alberta design areas against the corresponding design capability. Consequently, design capability utilization is measured as Average Actual Flow / Seasonal Design Capability. Data used in these reports lags the current date by at least one month.

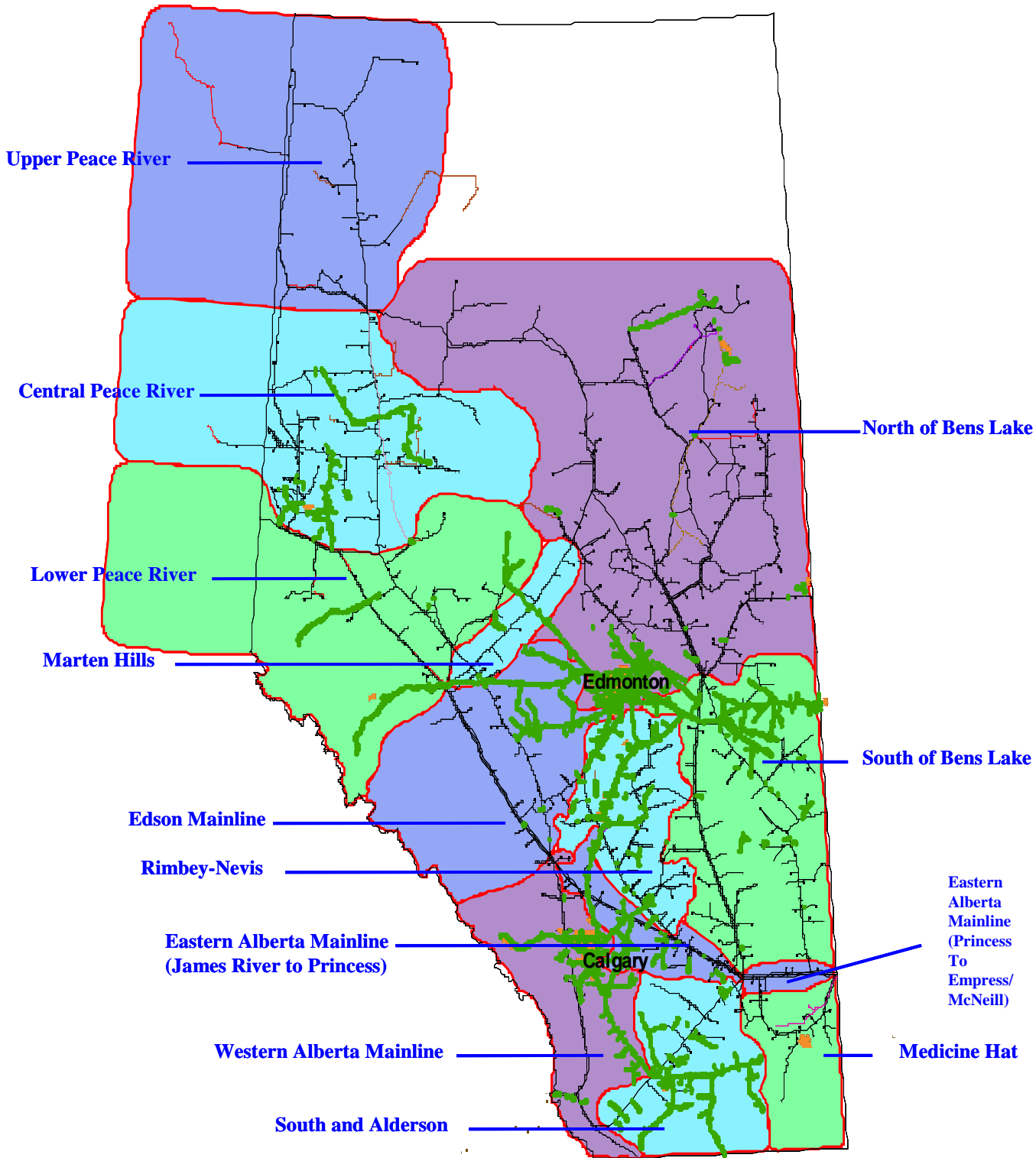
Design Flow Capability utilization is a function of several factors that include:

- 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.
- Scheduled maintenance which could effect actual flow requirement in a design area at any given time.
- Design assumptions used in determining required segment flow requirement.

## Future Firm Transportation Service Availability

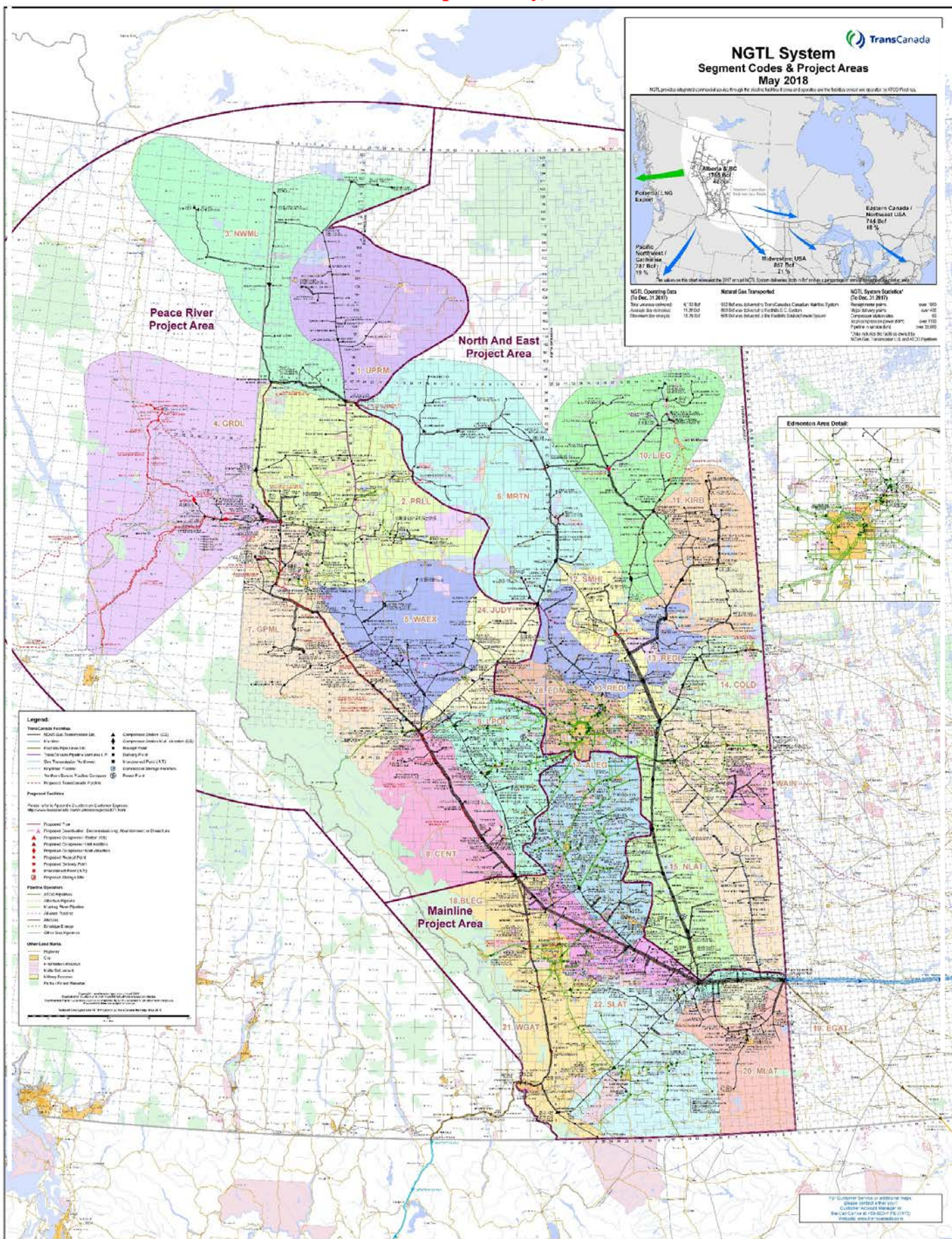
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

# NGTL Design Areas



(Last updated Nov 2011)







# DEFINITION OF TERMS

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## *Design Capability Utilization*

### *Actual Flow*

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

### *Design Capability*

The volume of gas that can be transported from the design area on the pipeline system considering given 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 NGTL System 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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## *Other*

### *System Load Factor*

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

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