SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
May 2014

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

Published date:
July 23rd, 2014

Highlights This Month:

- No highlights for the month of May, 2014.

TABLE OF CONTENTS

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

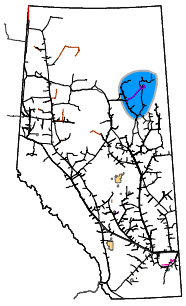
May 2014

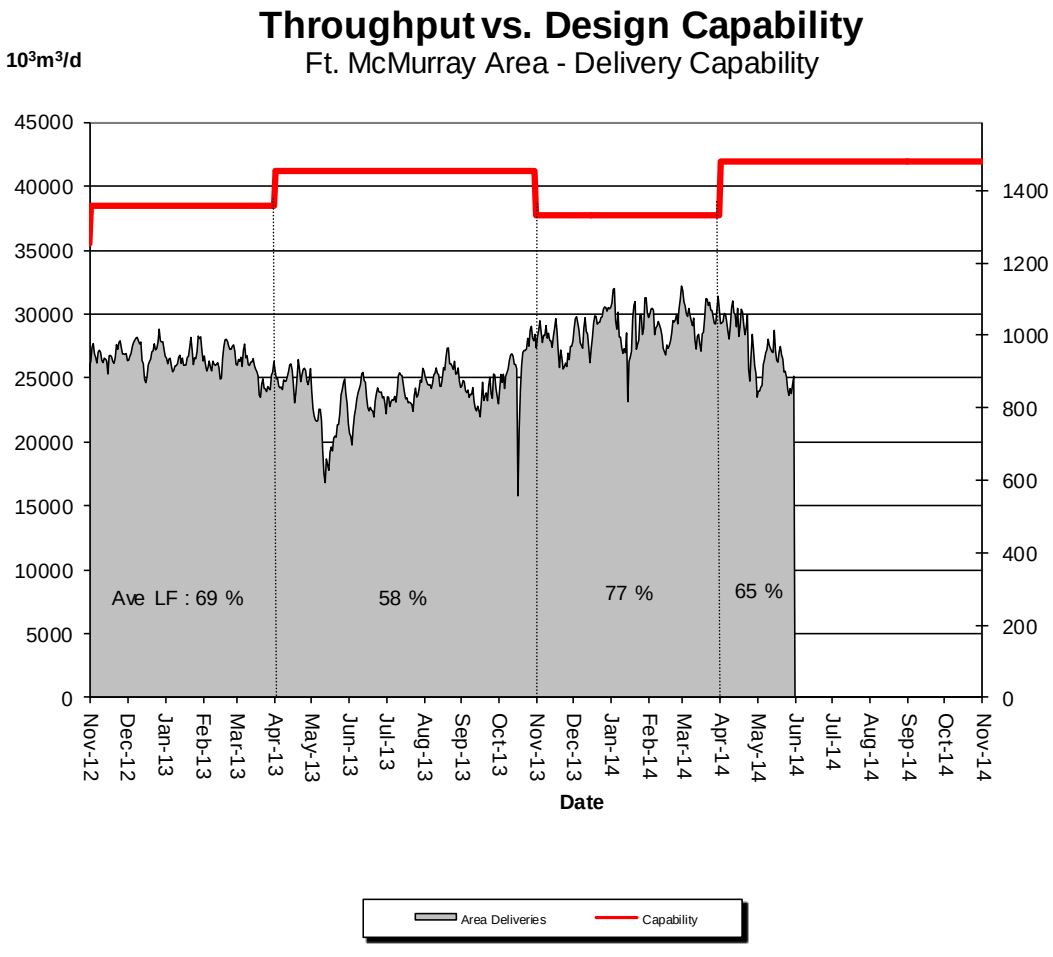
		Delivery		Receipt	
Segment	Contract	Utilization	May CD (TJ/d)	Utilization	May CD (MMcf/d)
UPRM	FT	2%	23.0	96%	53
	FT + IT[2]	8%		119%	
PRLL	FT	26%	47.0	96%	100
	FT + IT	26%		117%	
NWML	FT	12%	8.0	59%	575
	FT + IT	12%		63%	
GRDL	FT	12%	9.0	74%	1,847
	FT + IT	12%		81%	
WRSY	FT	0%	0.0	90%	16
	FT + IT	0%		123%	
WAEX	FT	12%	13.7	77%	355
	FT + IT	51%		105%	
JUDY	FT	26%	33.8	88%	65
	FT + IT	28%		121%	
GPML	FT	28%	168.3	89%	2,902
	FT + IT	32%		101%	
CENT	FT	92%	1.3	86%	976
	FT + IT	92%		109%	
LPOL	FT	28%	76.9	91%	652
	FT + IT	38%		116%	
WGAT	FT	58%	3,461.2	92%	323
	FT + IT	59%		115%	
ALEG	FT	37%	342.9	96%	818
	FT + IT	44%		123%	
SLAT	FT	19%	179.0	93%	219
	FT + IT	19%		114%	
MLAT	FT	74%	262.8	79%	200
	FT + IT	82%		94%	
BLEG	FT	11%	138.5	94%	584
	FT + IT	12%		104%	
EGAT	FT	97%	4,282.3	77%	34
	FT + IT	107%		100%	
MRTN	FT	16%	36.4	79%	63
	FT + IT	20%		132%	
LIEG	FT	77%	1,218.8	47%	33
	FT + IT	85%		160%	
KIRB	FT	66%	1,151.8	65%	37
	FT + IT	67%		139%	
SMHI	FT	48%	12.0	90%	32
	FT + IT	48%		145%	
REDL	FT	0%	10.0	84%	41
	FT + IT	7%		114%	
COLD	FT	51%	88.6	88%	20
	FT + IT	90%		126%	
EDM	FT	38%	1,746.7	87%	55
	FT + IT	39%		124%	
NLAT	FT	14%	15.9	97%	122
	FT + IT	14%		141%	
WAIN	FT	11%	0.4	75%	7
	FT + IT	11%		183%	
ELAT	FT	77%	268.9	94%	117
	FT + IT	82%		144%	
TOTAL SYSTEM	FT	68%	13,597.2	85%	10,247
	FT + IT	73%		102%	

*NOTE:

1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN, LRS, FTD1, FTD2, FTD3 and FTP.
2. IT includes receipt and delivery Interruptible Services: IT-R and IT-D respectively.
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.

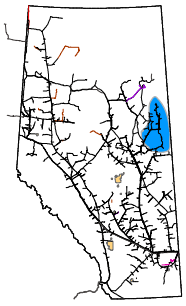
DESIGN CAPABILITY UTILIZATION
FT. McMURRAY AREA – FLOW WITHIN

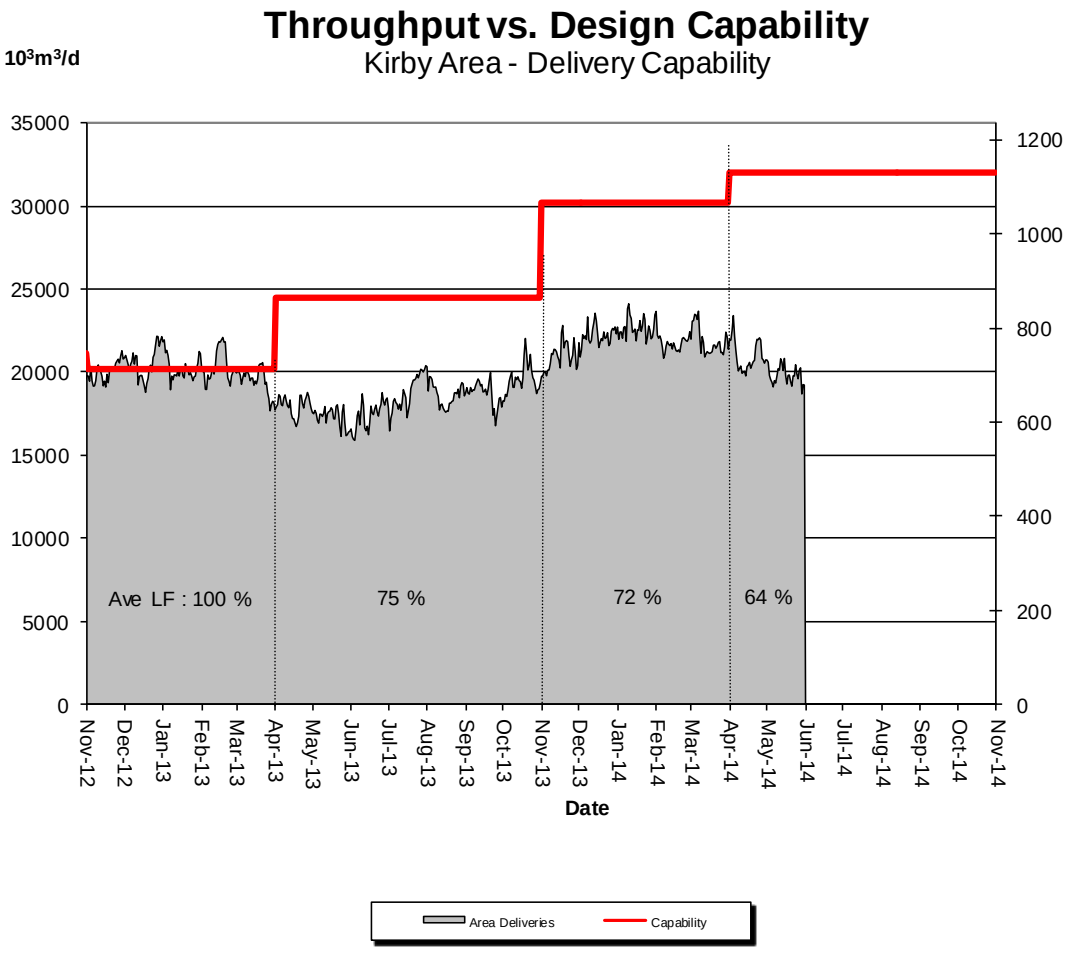




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 77	Jan 77	Feb 77	Mar 79	Apr 69	May 62

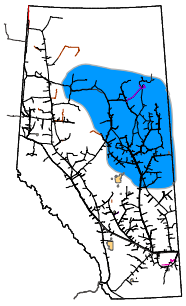
DESIGN CAPABILITY UTILIZATION
KIRBY AREA – FLOW WITHIN

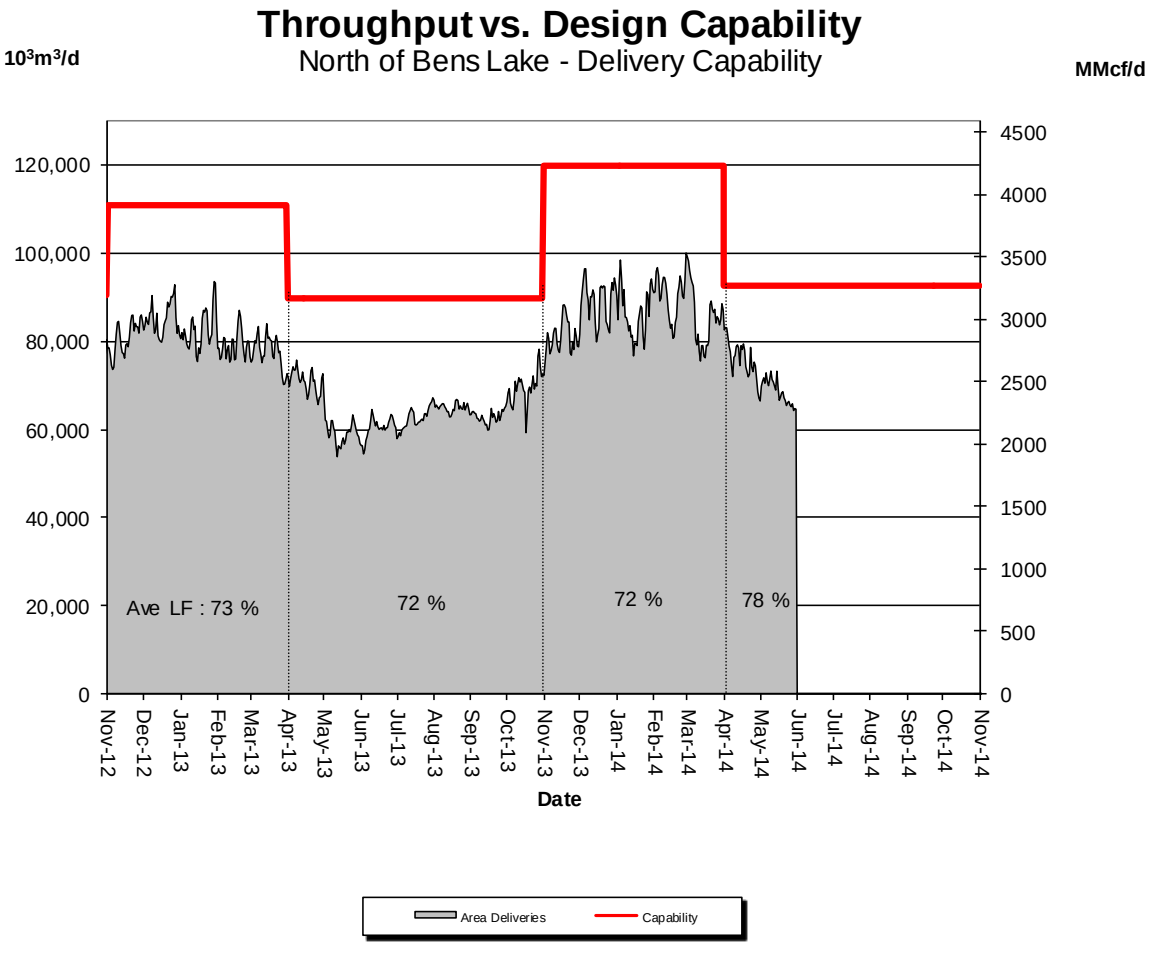




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 73	Jan 75	Feb 72	Mar 72	Apr 66	May 62

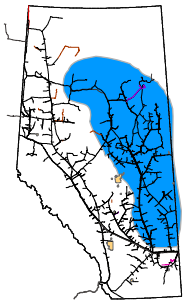
DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN

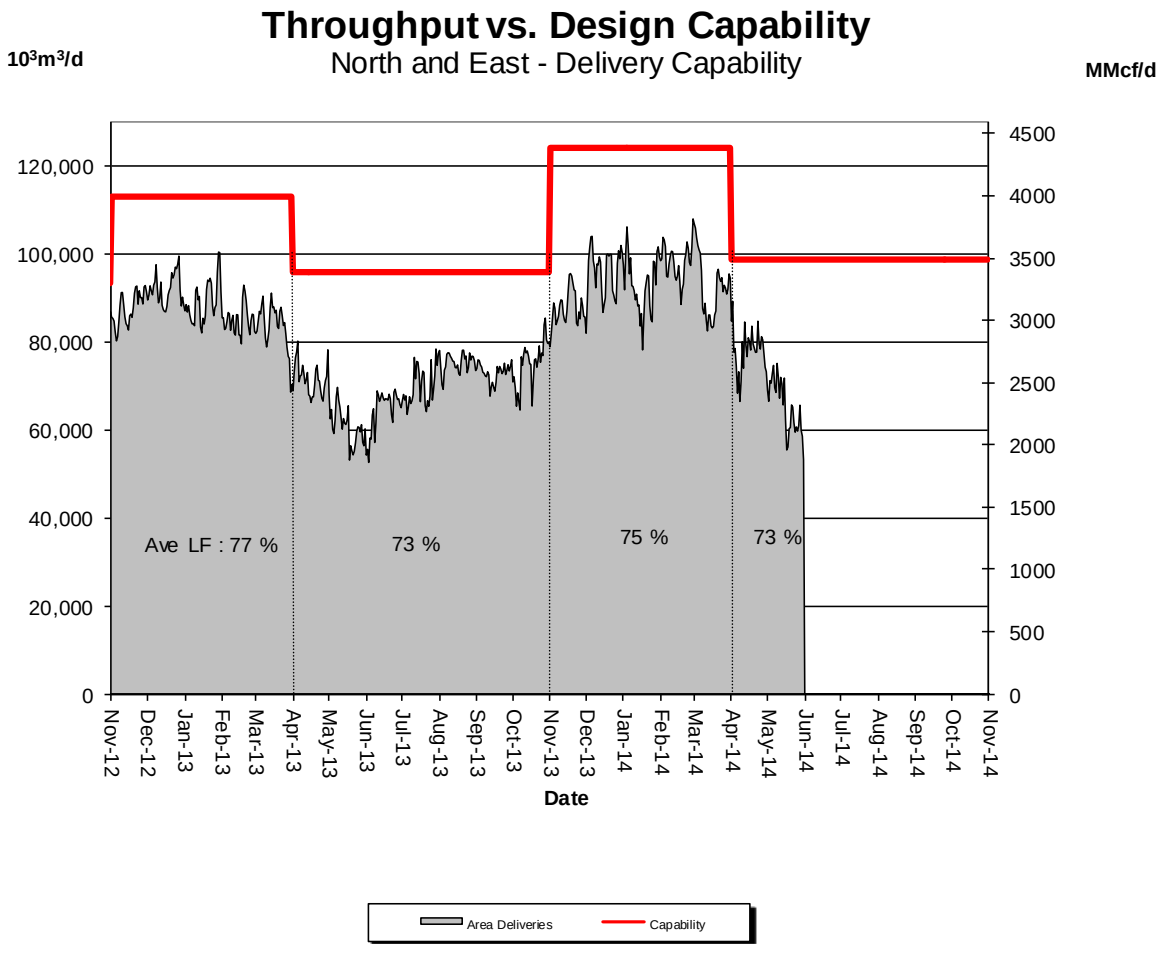




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 74	Jan 72	Feb 75	Mar 71	Apr 82	May 74

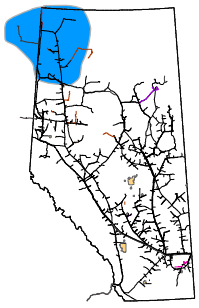
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

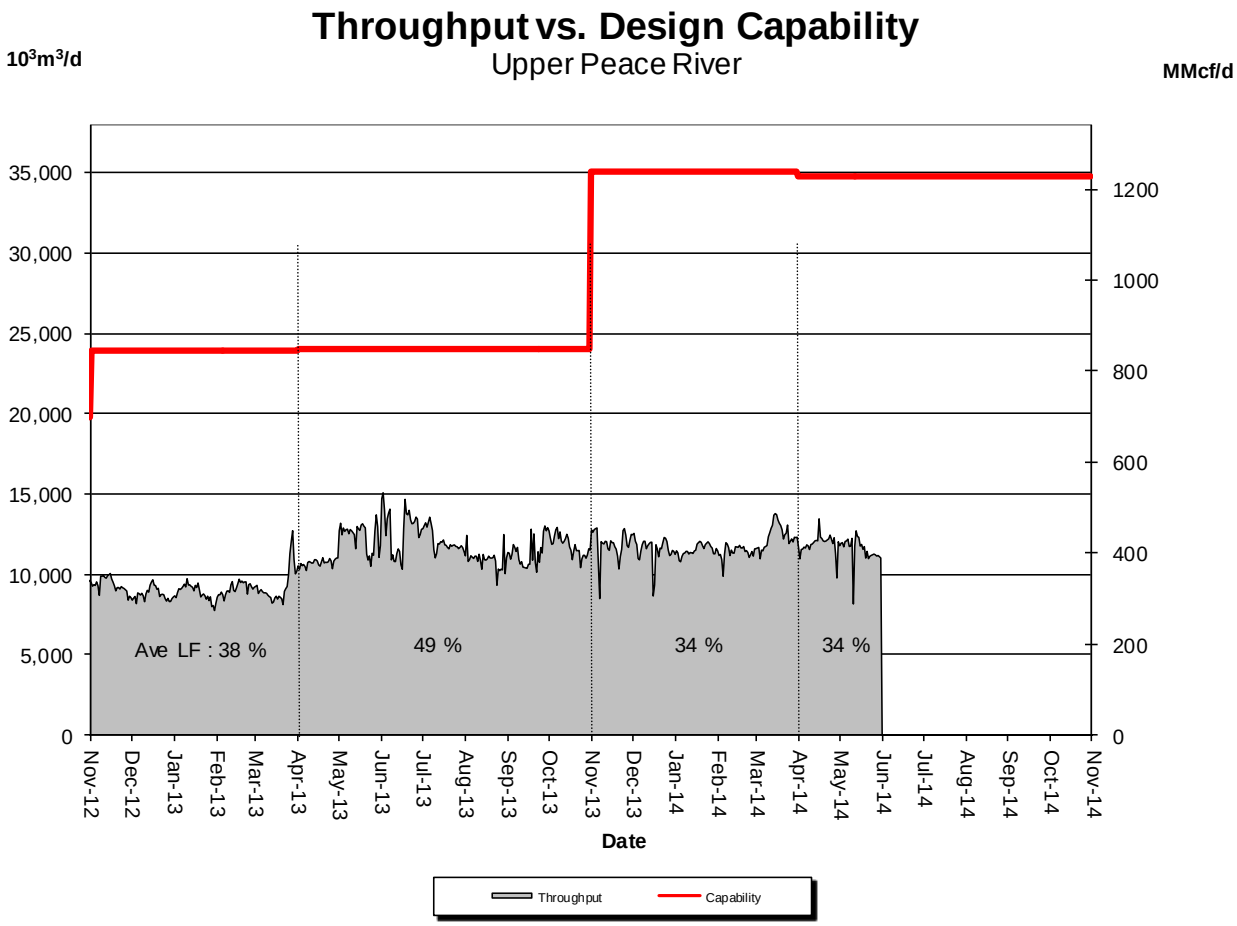




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 77	Jan 75	Feb 79	Mar 74	Apr 79	May 66

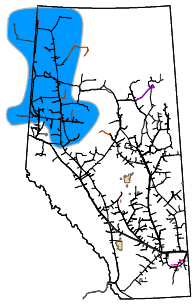
DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER





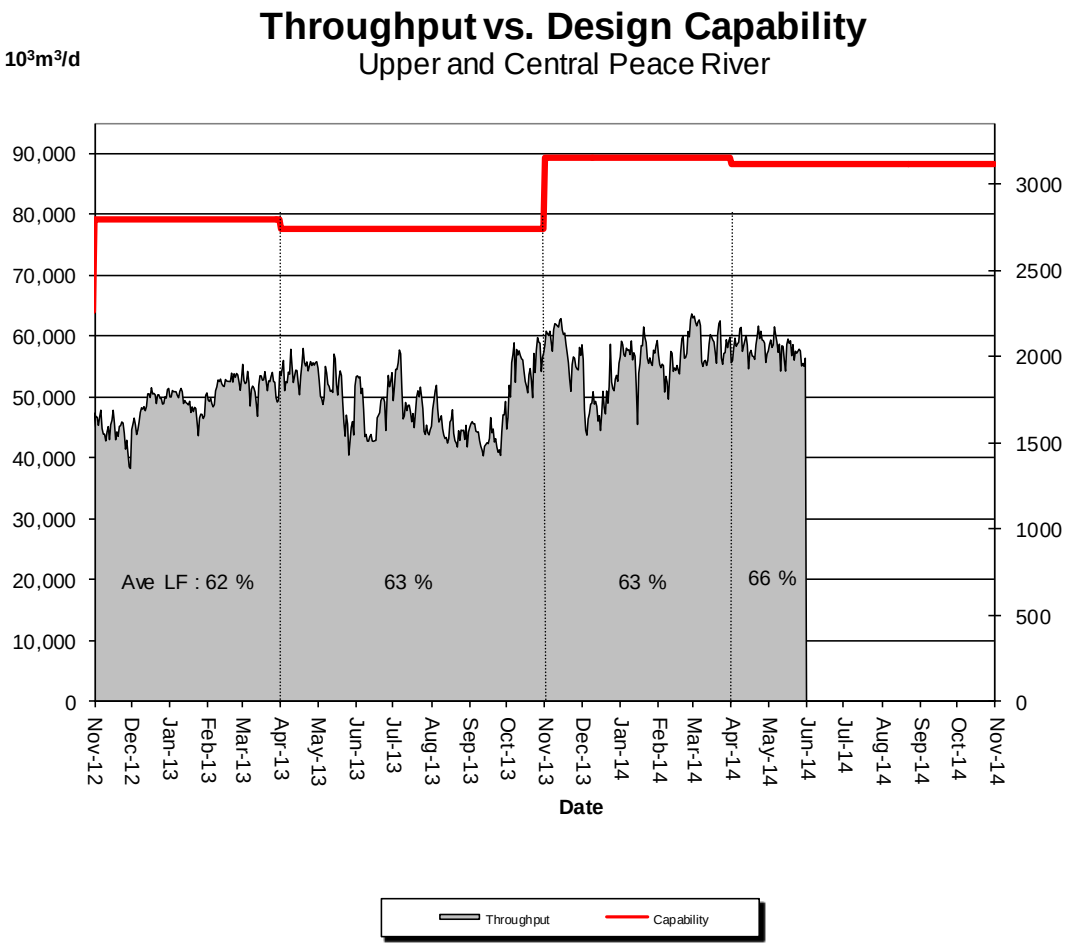
% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 33	Jan 33	Feb 33	Mar 35	Apr 34	May 33

DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER



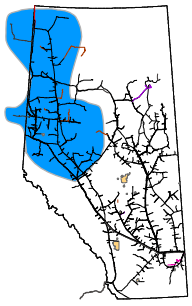
Throughput vs. Design Capability

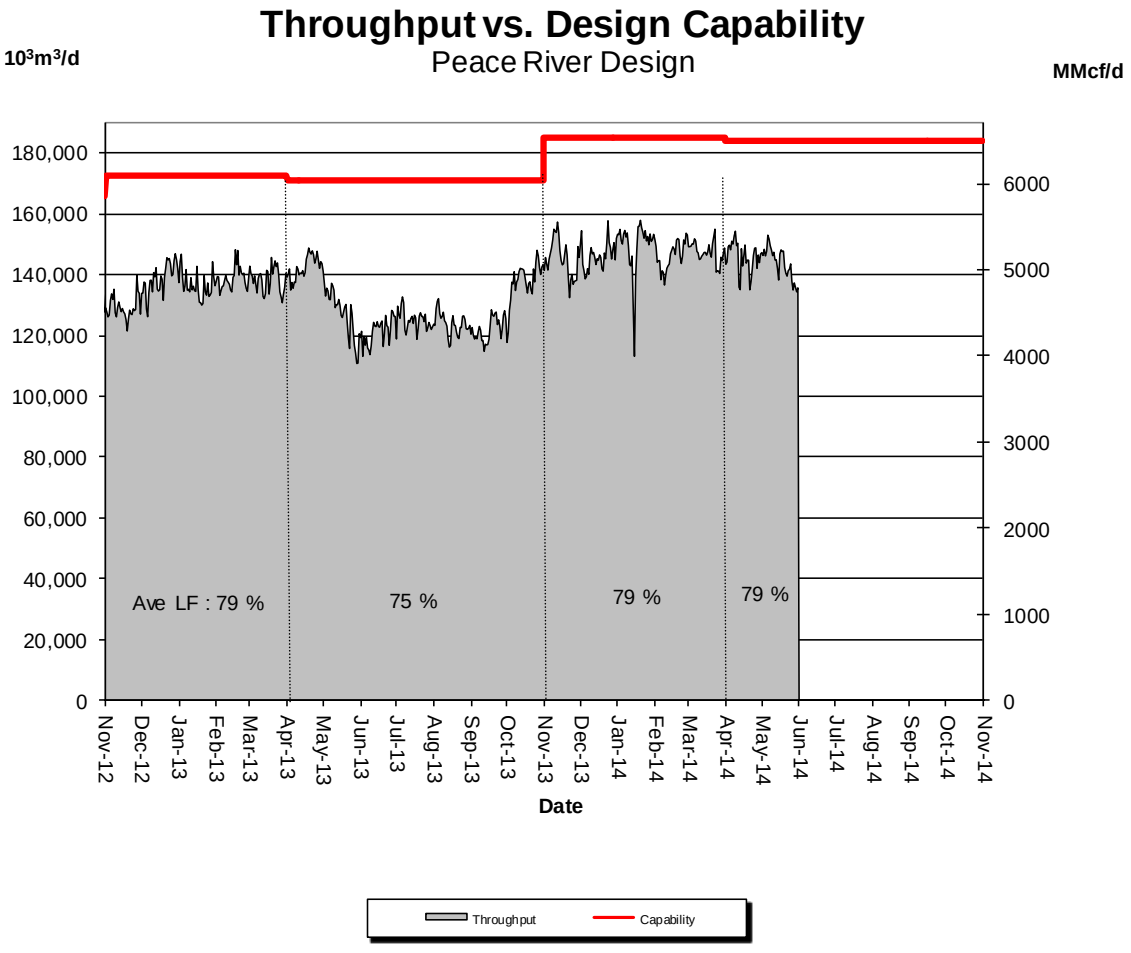
Upper and Central Peace River



% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 56	Jan 64	Feb 63	Mar 66	Apr 66	May 65

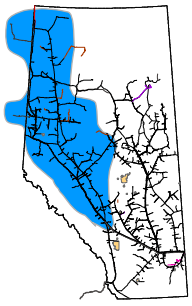
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)

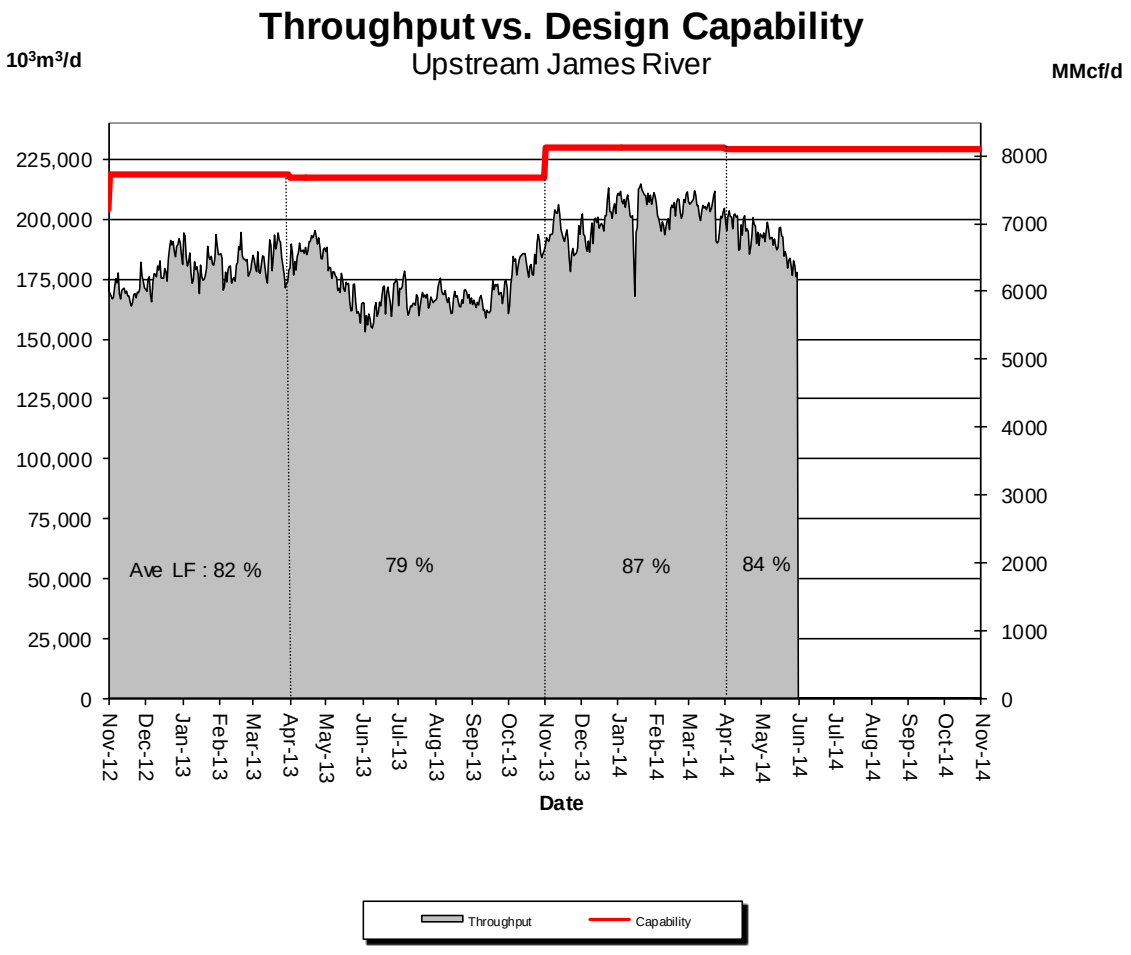




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 79	Jan 81	Feb 79	Mar 80	Apr 79	May 78

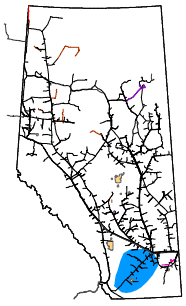
DESIGN CAPABILITY UTILIZATION
UPSTREAM JAMES RIVER
(Edson Mainline, Peace River Design and Marten Hills)

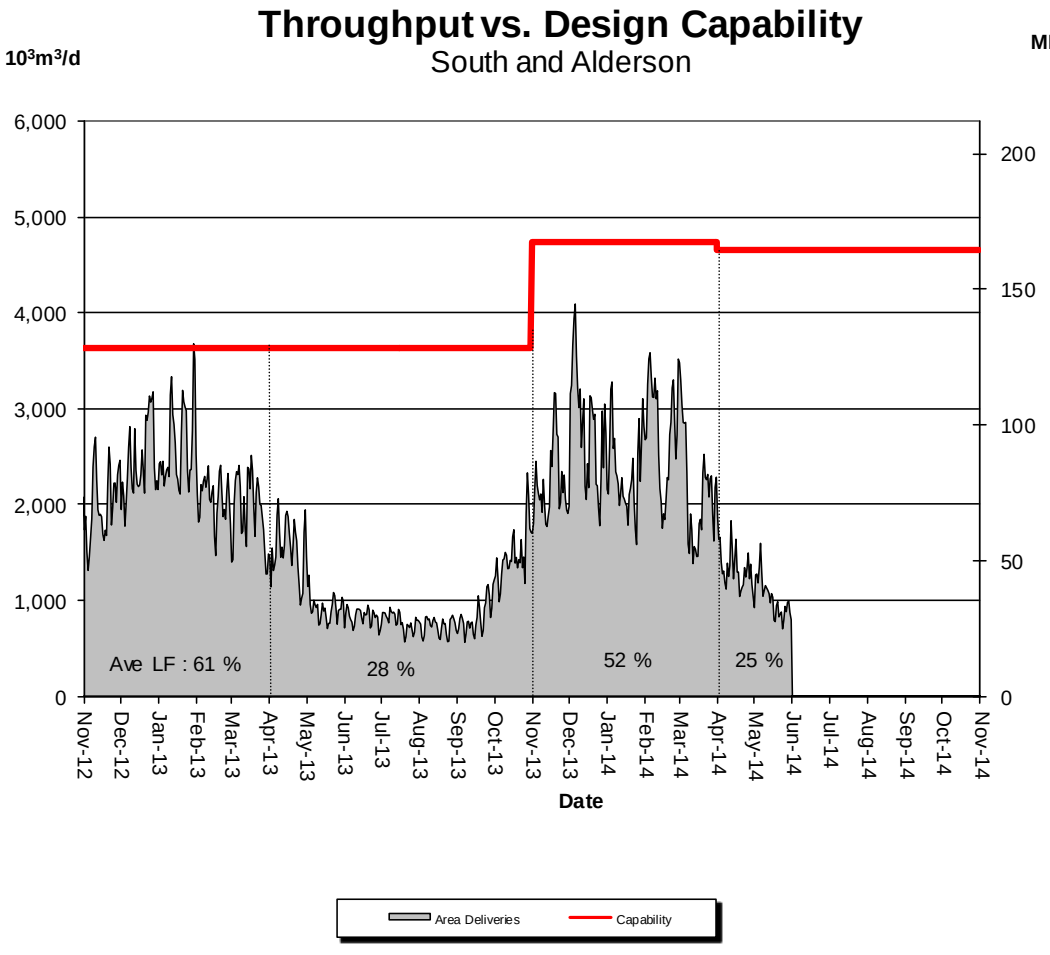




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 86	Jan 90	Feb 88	Mar 89	Apr 86	May 82

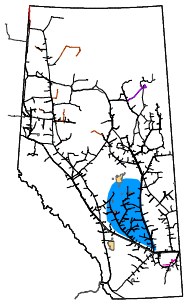
DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON – FLOW WITHIN

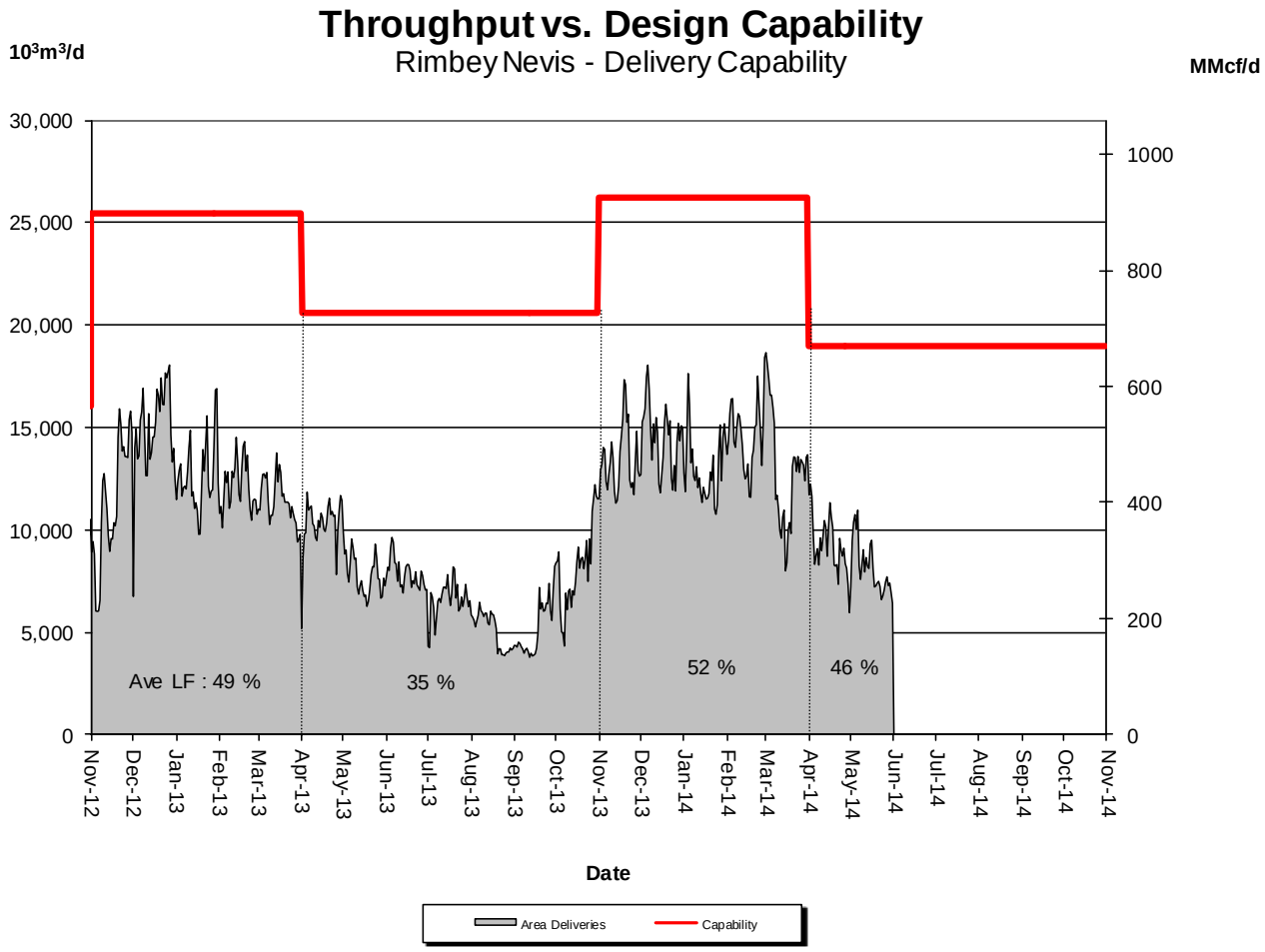




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 59	Jan 49	Feb 58	Mar 45	Apr 29	May 22

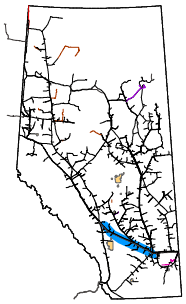
DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN

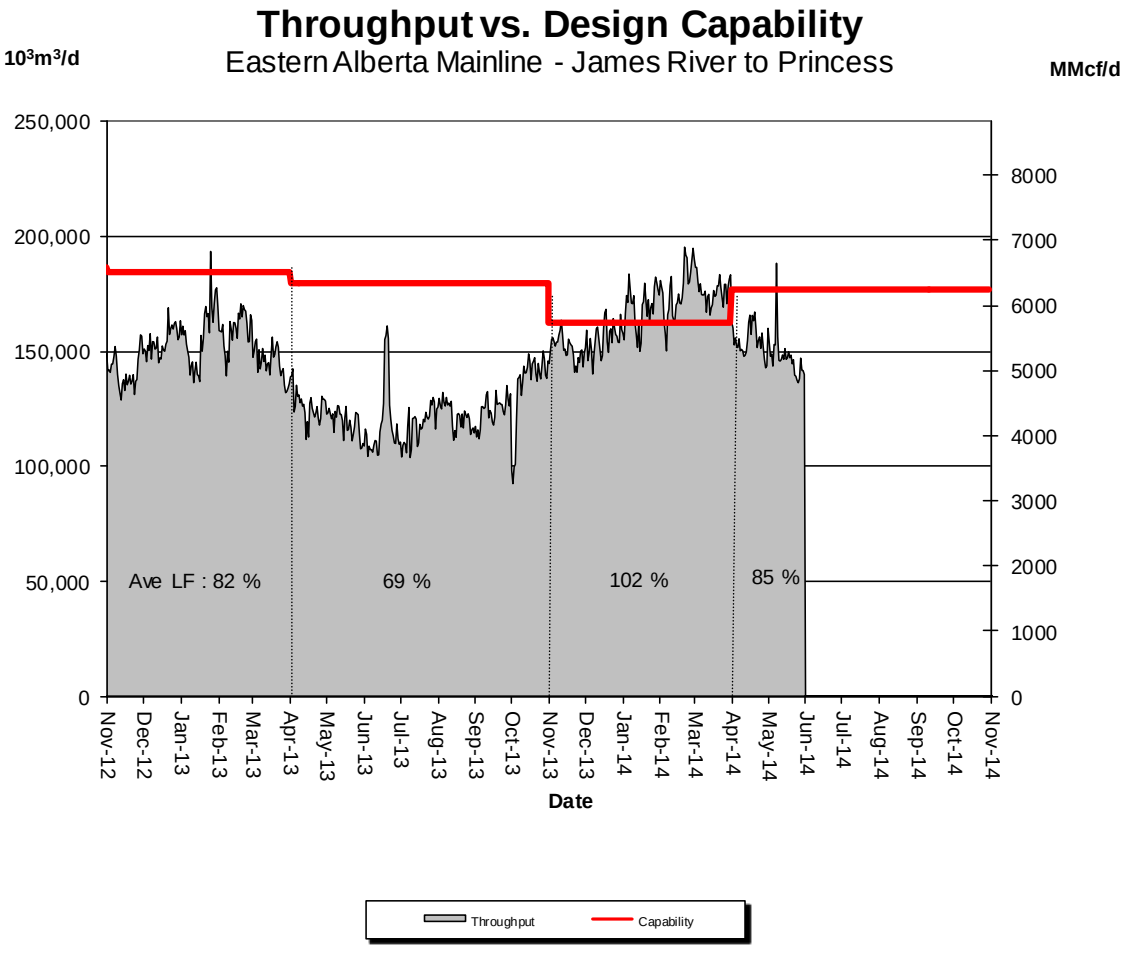




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 55	Jan 49	Feb 56	Mar 49	Apr 49	May 43

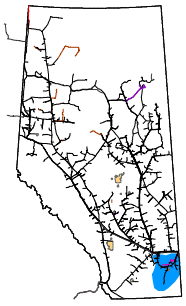
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(James River to Princess)

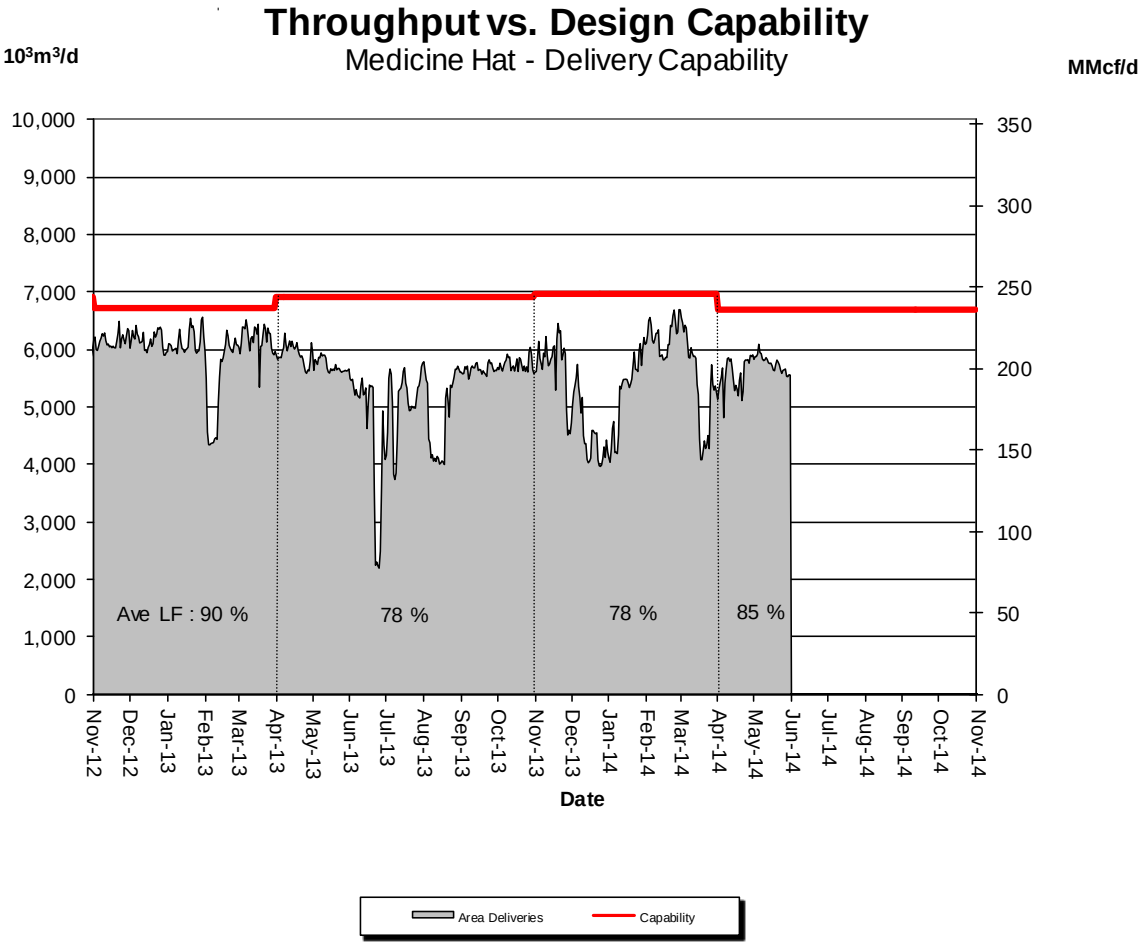




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 96	Jan 104	Feb 108	Mar 109	Apr 87	May 83

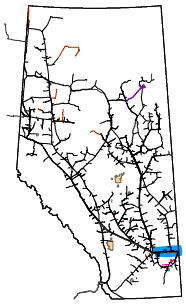
DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN



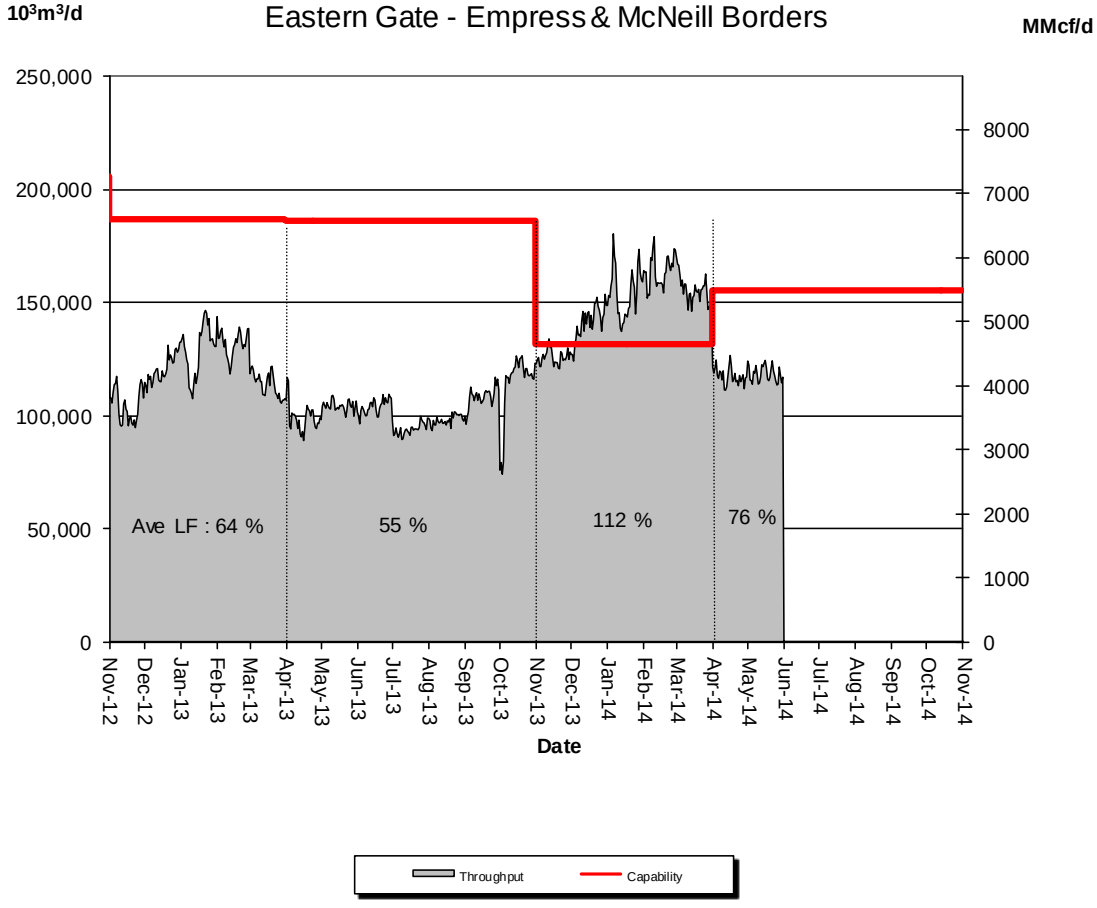


% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 66	Jan 76	Feb 89	Mar 78	Apr 83	May 86

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

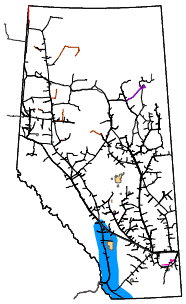


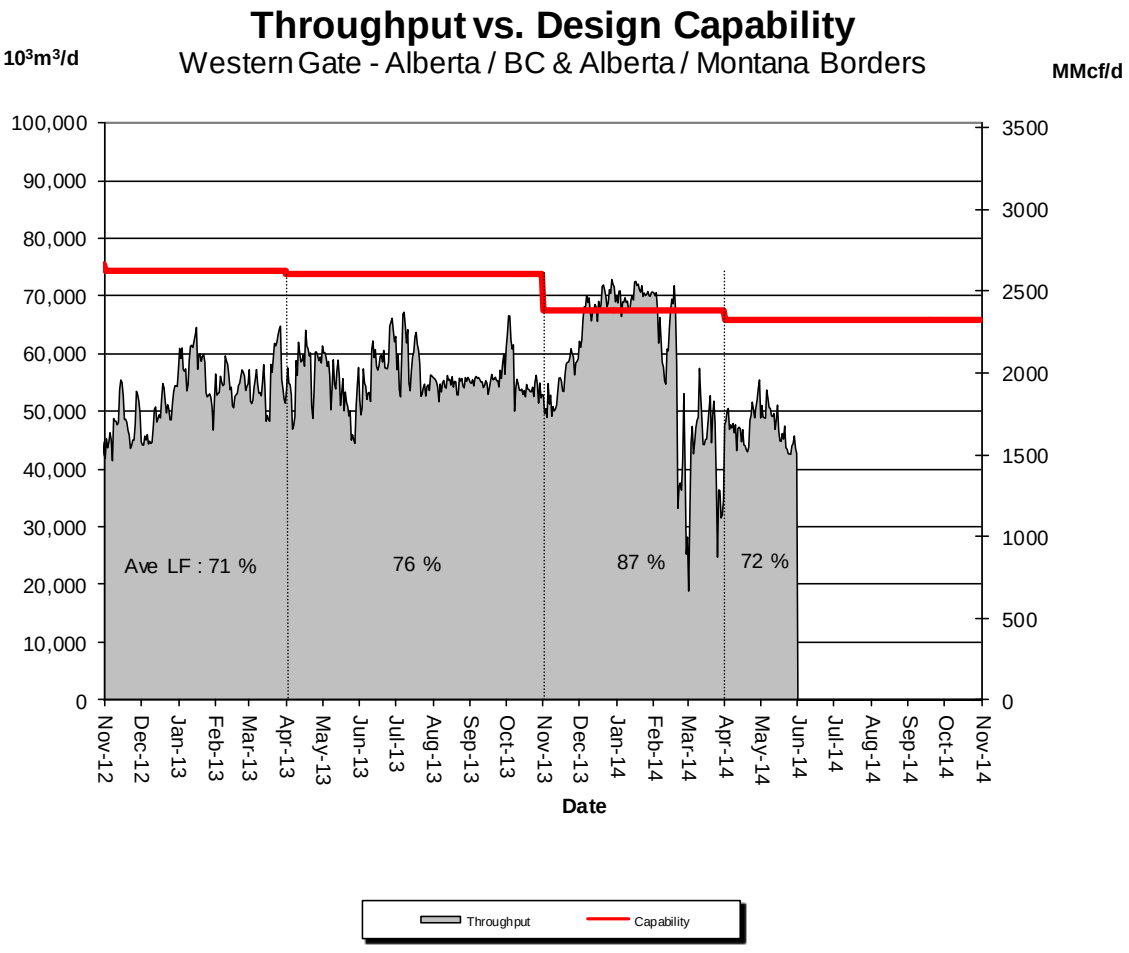
Throughput vs. Design Capability
Eastern Gate - Empress & McNeill Borders



% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 107	Jan 117	Feb 124	Mar 118	Apr 75	May 76

DESIGN CAPABILITY UTILIZATION
WESTERN ALBERTA MAINLINE
(Alberta/B.C. and Alberta/Montana Borders)





% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Dec 102	Jan 104	Feb 84	Mar 63	Apr 73	May 71

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 2014	November 2016
Winter construction (generally north of Edmonton)	November 2014	April 2017

- 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://www.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 (LF) for each season. Load factors are obtained by comparing the dominant 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.

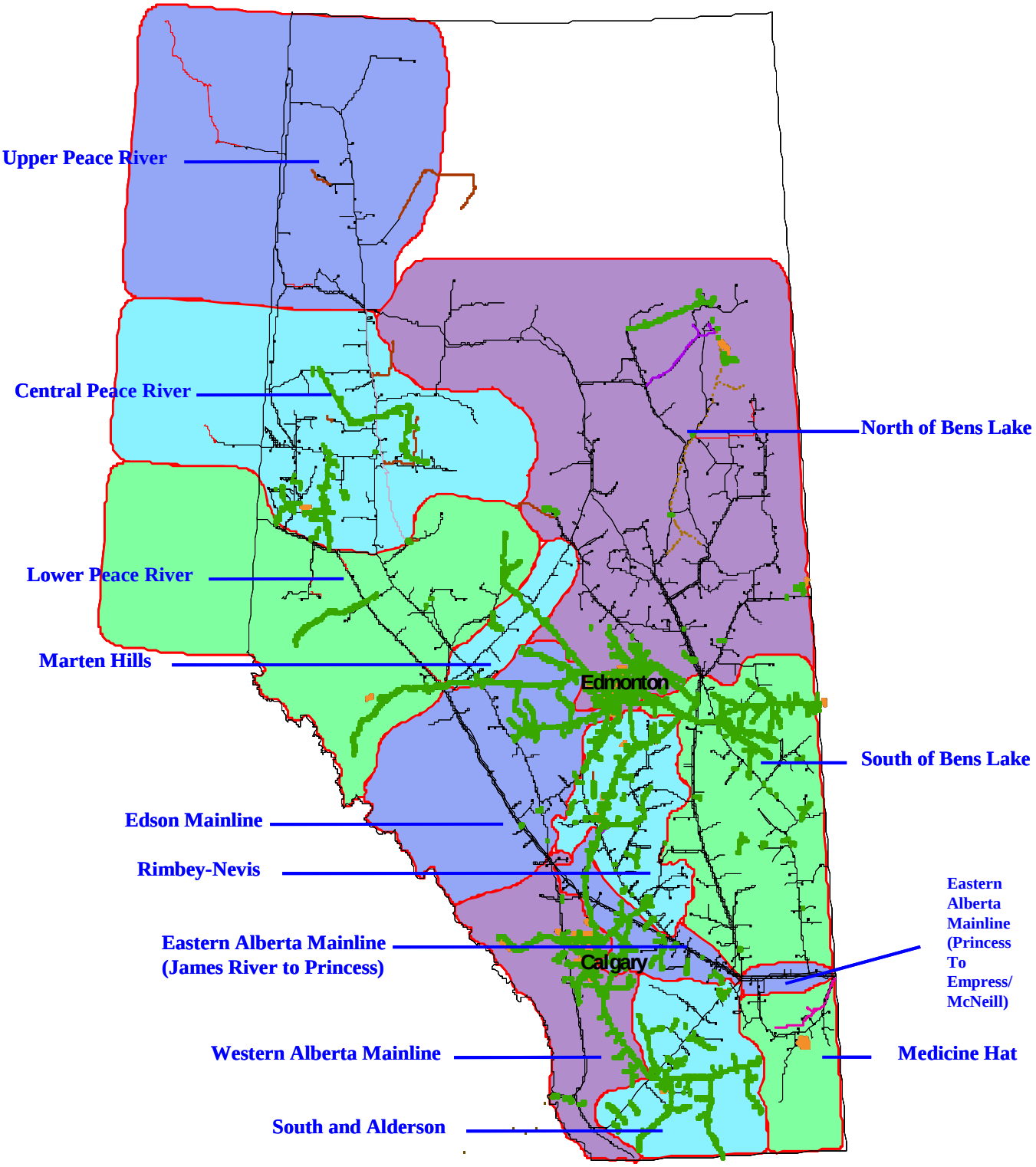
Design Flow Capability utilization is a function of several factors that include:

- 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.
- 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.

Future Firm Transportation Service Availability

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

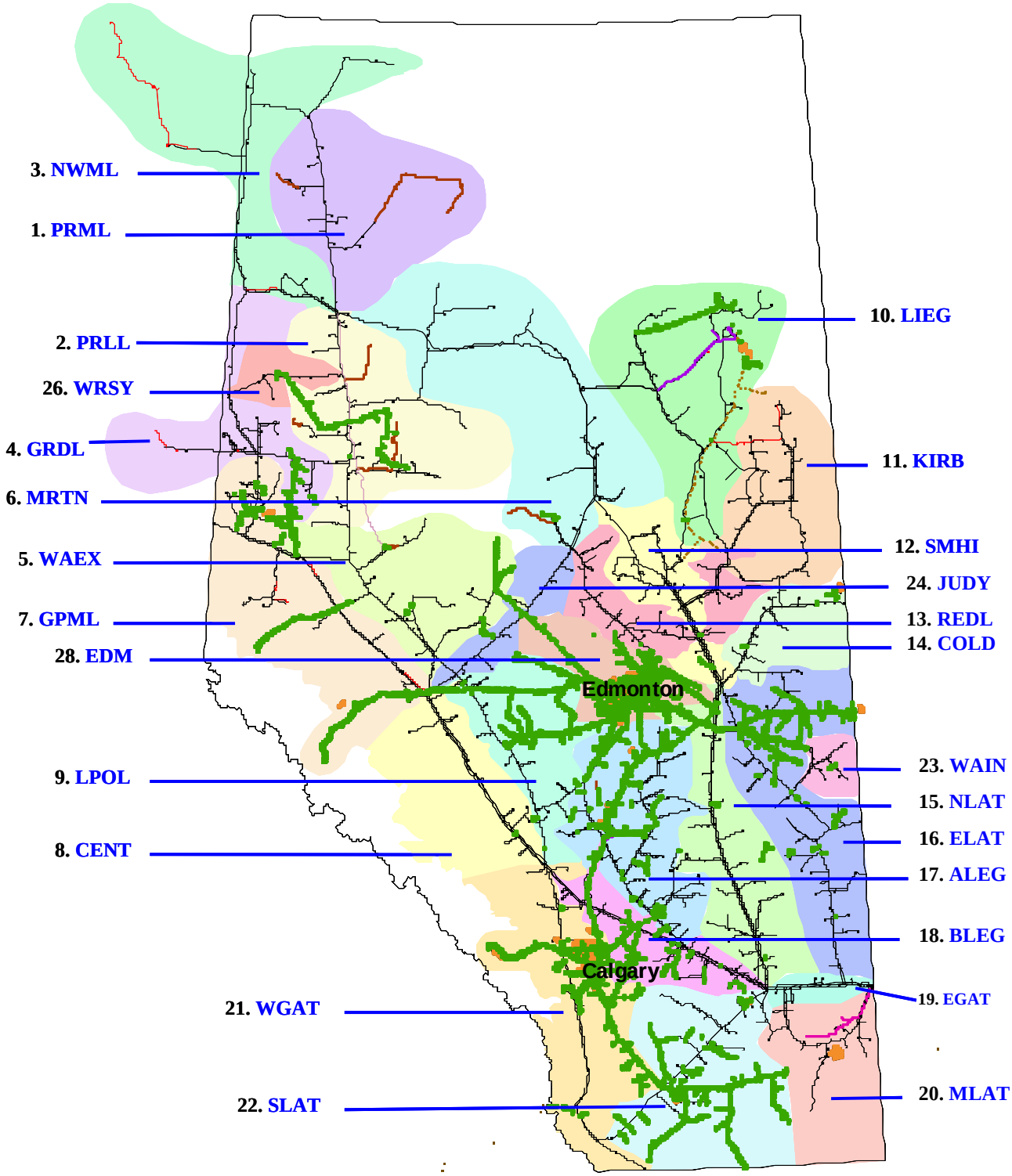
NGTL Design Areas



(Last updated Nov 2011)

TransCanada
In business to deliver

NGTL Pipeline Segments



(Last updated Nov 2011)

TransCanada
In business to deliver

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 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.

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.

Interruptible Service Available
The percentage of time that interruptible 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