SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
September , 2012

Published date:
October 26, 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 July 1, 2012 – September 30, 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 July 1, 2012 – September 30, 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.

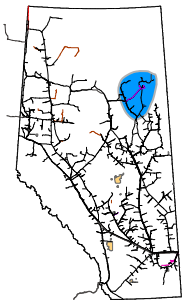
FIRM TRANSPORTATION SERVICE[1] CONTRACT UTILIZATION[3]

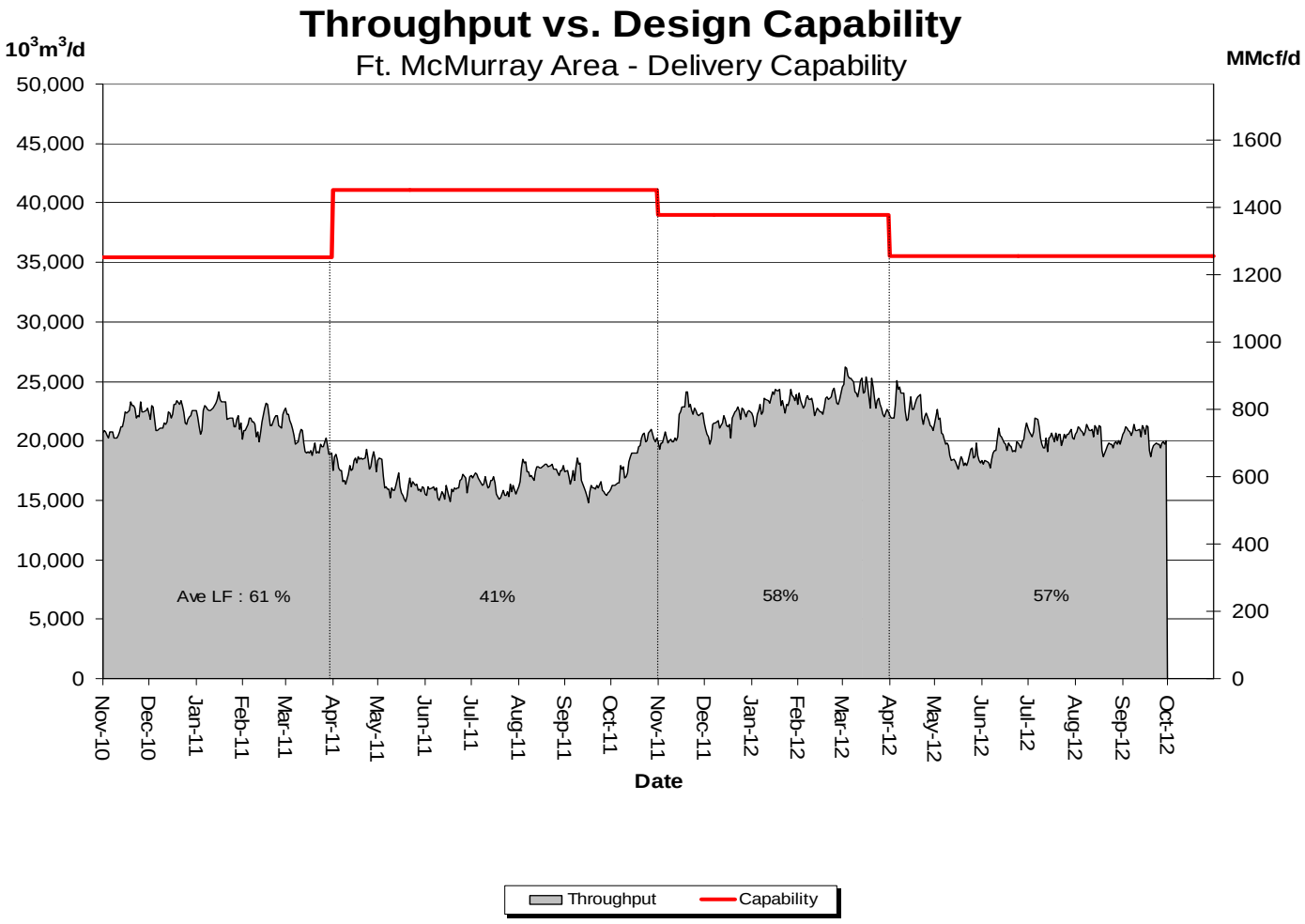
By NGTL Pipeline Segments
September 2012

Segment	Contract	Delivery Utilization	Delivery Sep CD (TJ/d)	Receipt Utilization	Receipt Sep CD (MMcf/d)
UPRM	FT	11%	25.4	91%	79
	FT + IT[2]	12%		101%	
LPRM	FT	0%	0.0	0%	0
	FT + IT	0%		0%	
PRLL	FT	36%	48.1	89%	143
	FT + IT	36%		95%	
NWML	FT	1%	5.0	56%	540
	FT + IT	4%		58%	
GRDL	FT	12%	4.7	74%	1,256
	FT + IT	15%		77%	
WRSY	FT	0%	0.0	82%	25
	FT + IT	0%		101%	
WAEX	FT	11%	43.4	68%	393
	FT + IT	20%		100%	
JUDY	FT	29%	16.6	84%	70
	FT + IT	29%		97%	
GPML	FT	28%	167.6	84%	2,999
	FT + IT	41%		89%	
CENT	FT	0%	9.8	83%	876
	FT + IT	0%		102%	
LPOL	FT	25%	82.6	94%	560
	FT + IT	34%		116%	
WGAT	FT	64%	3,375.2	78%	462
	FT + IT	66%		83%	
ALEG	FT	30%	315.3	95%	907
	FT + IT	51%		115%	
SLAT	FT	14%	178.3	94%	256
	FT + IT	14%		109%	
MLAT	FT	71%	262.1	84%	228
	FT + IT	75%		94%	
BLEG	FT	53%	142.6	95%	621
	FT + IT	55%		109%	
EGAT	FT	95%	3,600.2	97%	43
	FT + IT	119%		112%	
MRTN	FT	15%	28.1	82%	84
	FT + IT	21%		97%	
LIEG	FT	69%	1,036.2	70%	52
	FT + IT	79%		97%	
KIRB	FT	71%	790.1	82%	52
	FT + IT	79%		112%	
SMHI	FT	57%	12.1	86%	50
	FT + IT	57%		120%	
REDL	FT	63%	13.1	88%	48
	FT + IT	66%		122%	
COLD	FT	57%	56.8	86%	33
	FT + IT	119%		110%	
EDM	FT	33%	1,710.3	90%	81
	FT + IT	34%		105%	
NLAT	FT	26%	16.0	92%	179
	FT + IT	29%		108%	
WAIN	FT	5%	0.5	84%	12
	FT + IT	5%		105%	
ELAT	FT	76%	256.5	89%	171
	FT + IT	76%		106%	
TOTAL SYSTEM	FT	67%	12,196.9	83%	10,220
	FT + IT	77%		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

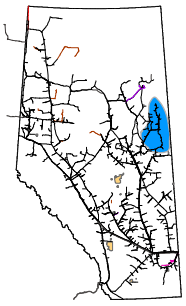


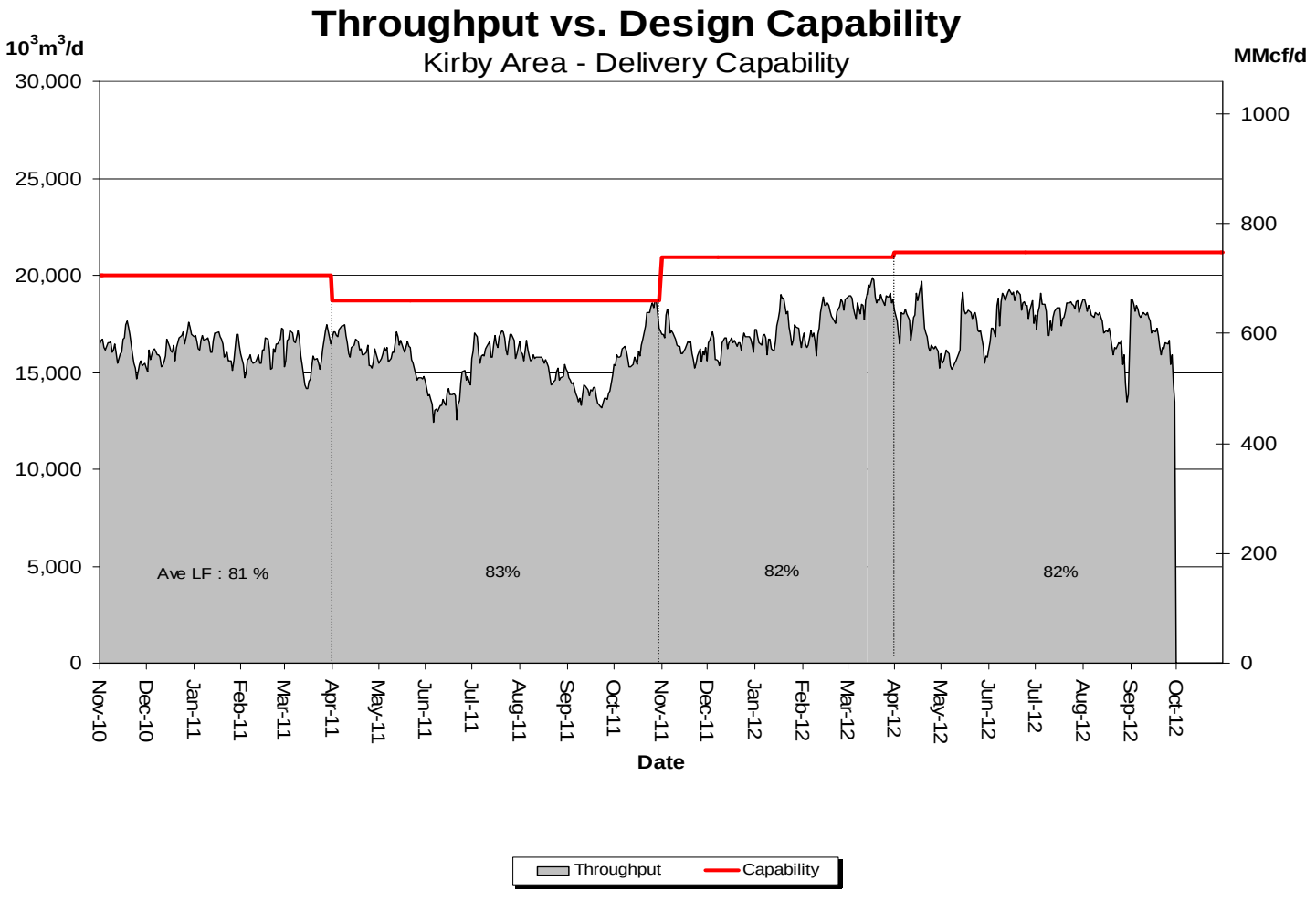


% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Apr 64	May 54	Jun 55	Jul 57	Aug 57	Sep 57

TransCanada
In business to deliver

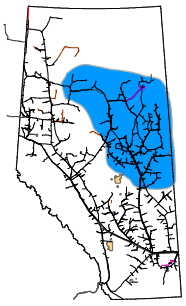
DESIGN CAPABILITY UTILIZATION
KIRBY AREA – FLOW WITHIN



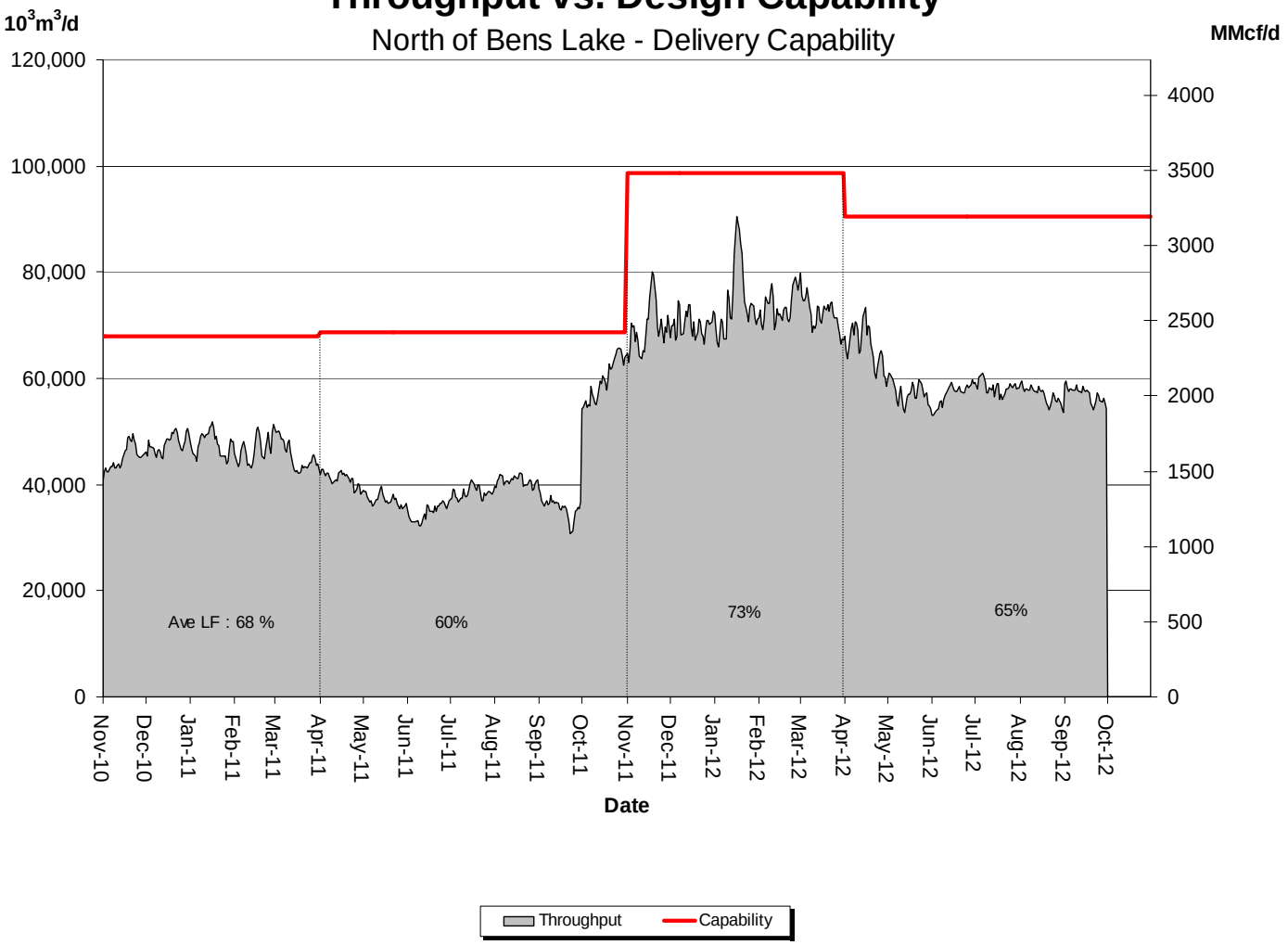


% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Apr 82	May 79	Jun 87	Jul 86	Aug 80	Sep 81

DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN

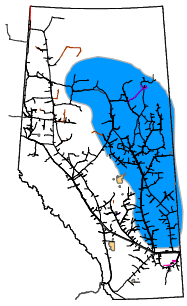


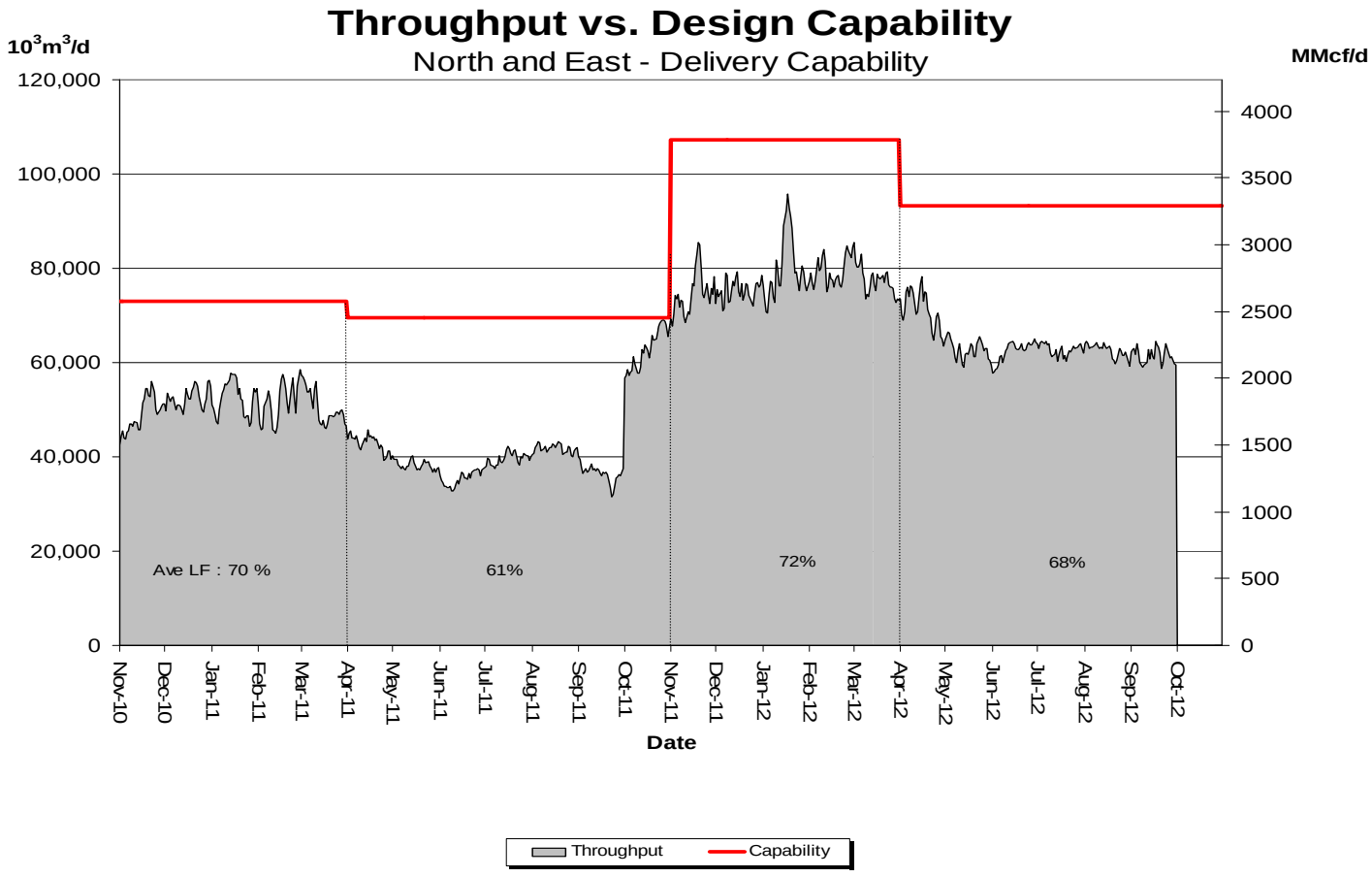
Throughput vs. Design Capability



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

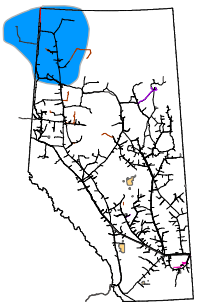
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

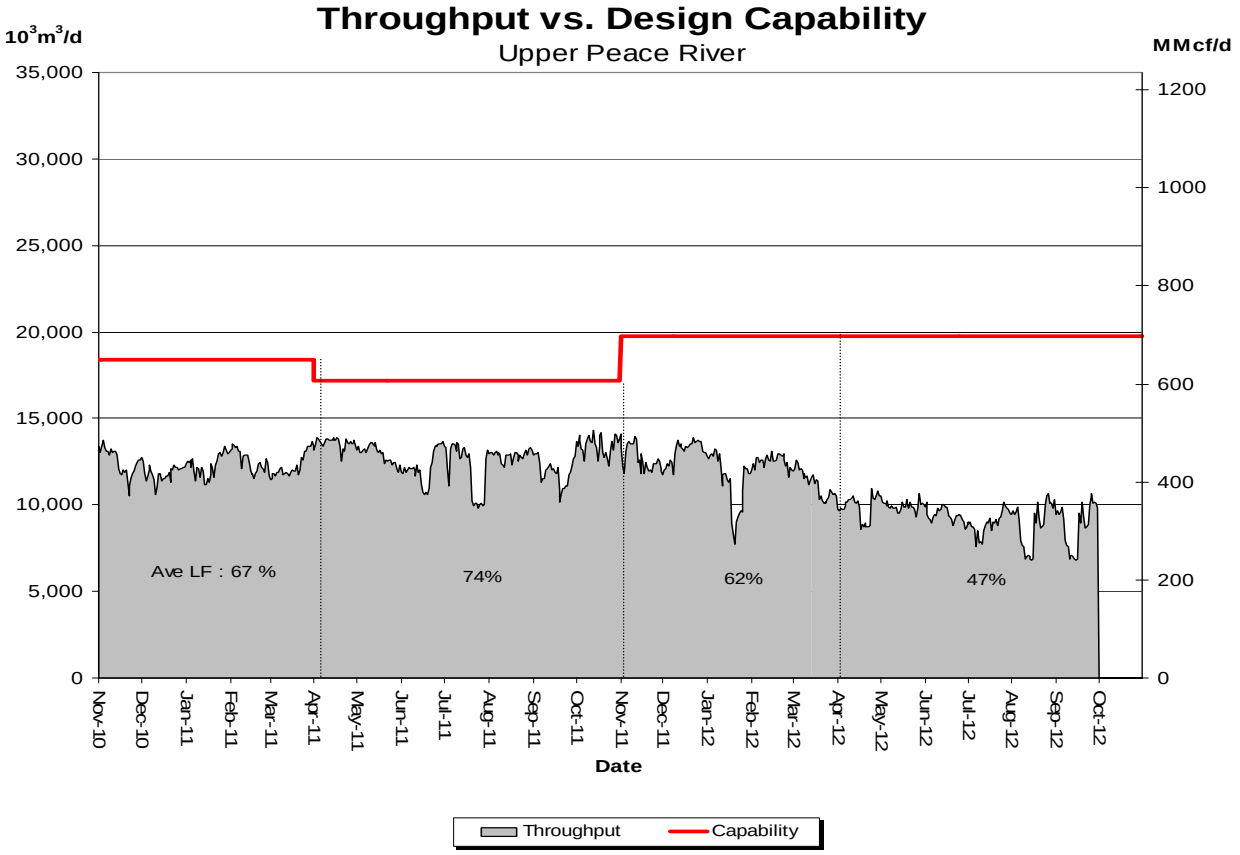




% Design Capability Utilization **Monthly Average Actual Area Deliveries as a Percentage of Design Capability**						
Average Flow/ Design Capability	Apr 76	May 67	Jun 67	Jul 67	Aug 67	Sep 66

DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER



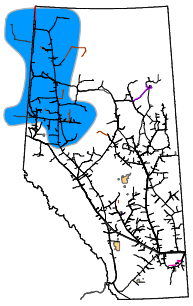


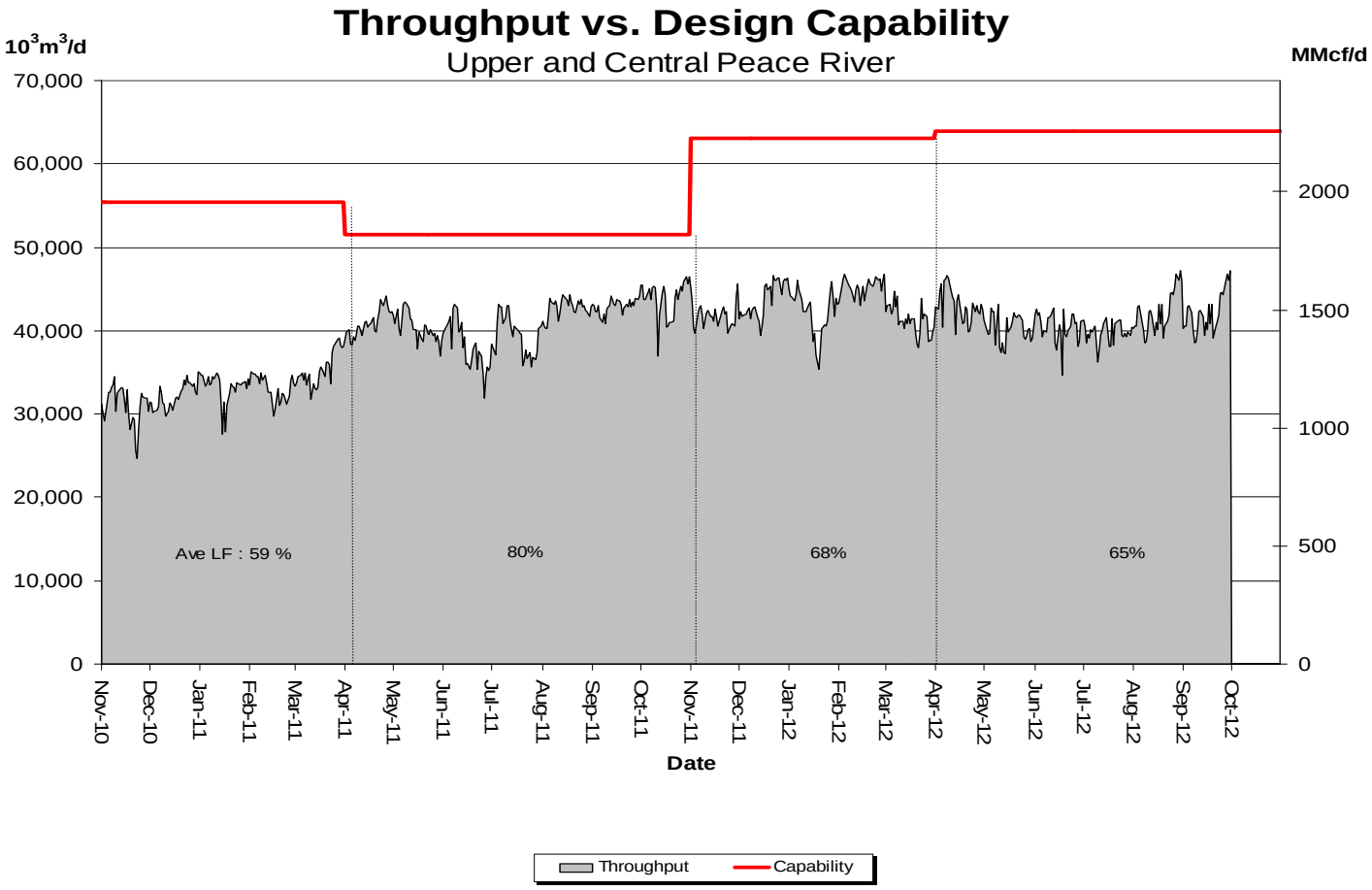
% Design Capability Utilization

Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Apr	May	Jun	Jul	Aug	Sep
	50	50	48	45	45	45

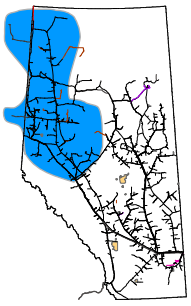
DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER

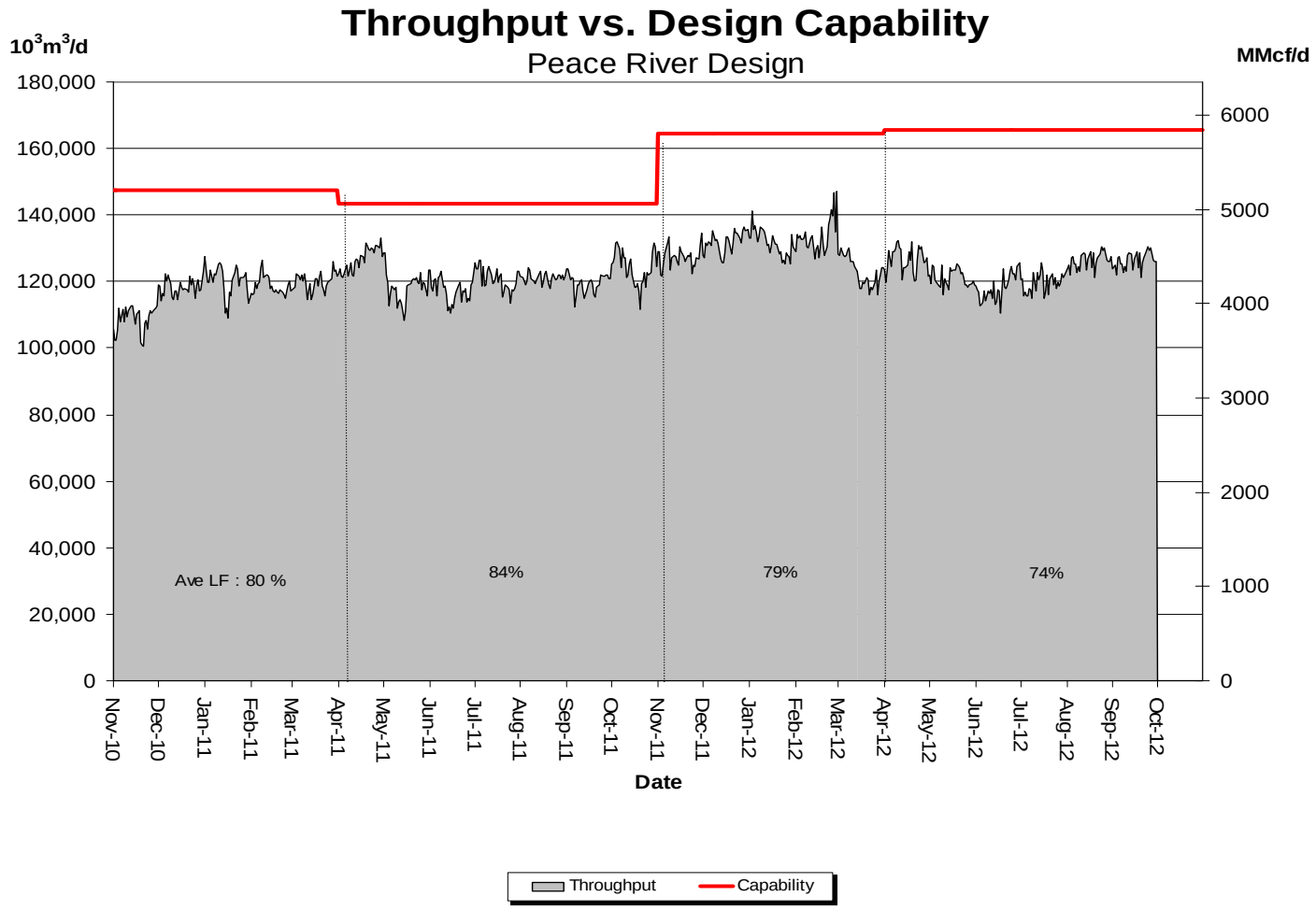




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability						
Average Flow/ Design Capability	Apr 67	May 63	Jun 63	Jul 62	Aug 66	Sep 66

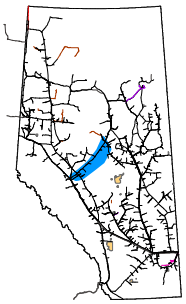
DESIGN CAPABILITY UTILIZATION
PEACE RIVER DESIGN
(Upper, Central and Lower Peace River)

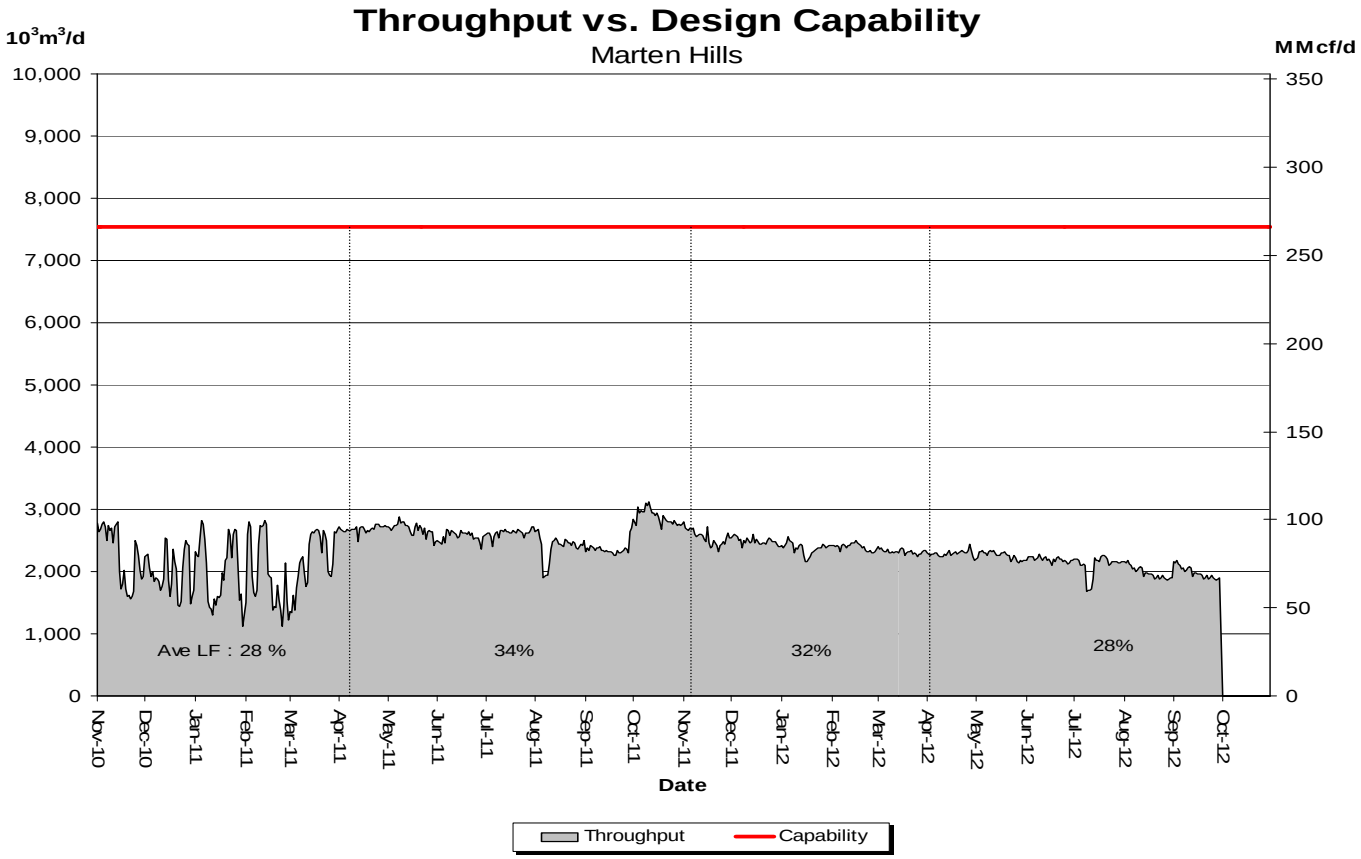




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Apr	May	Jun	Jul	Aug	Sep
	76	73	71	72	76	76

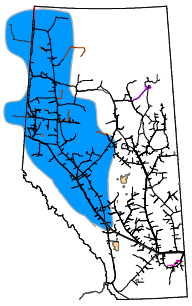
DESIGN CAPABILITY UTILIZATION
MARTEN HILLS

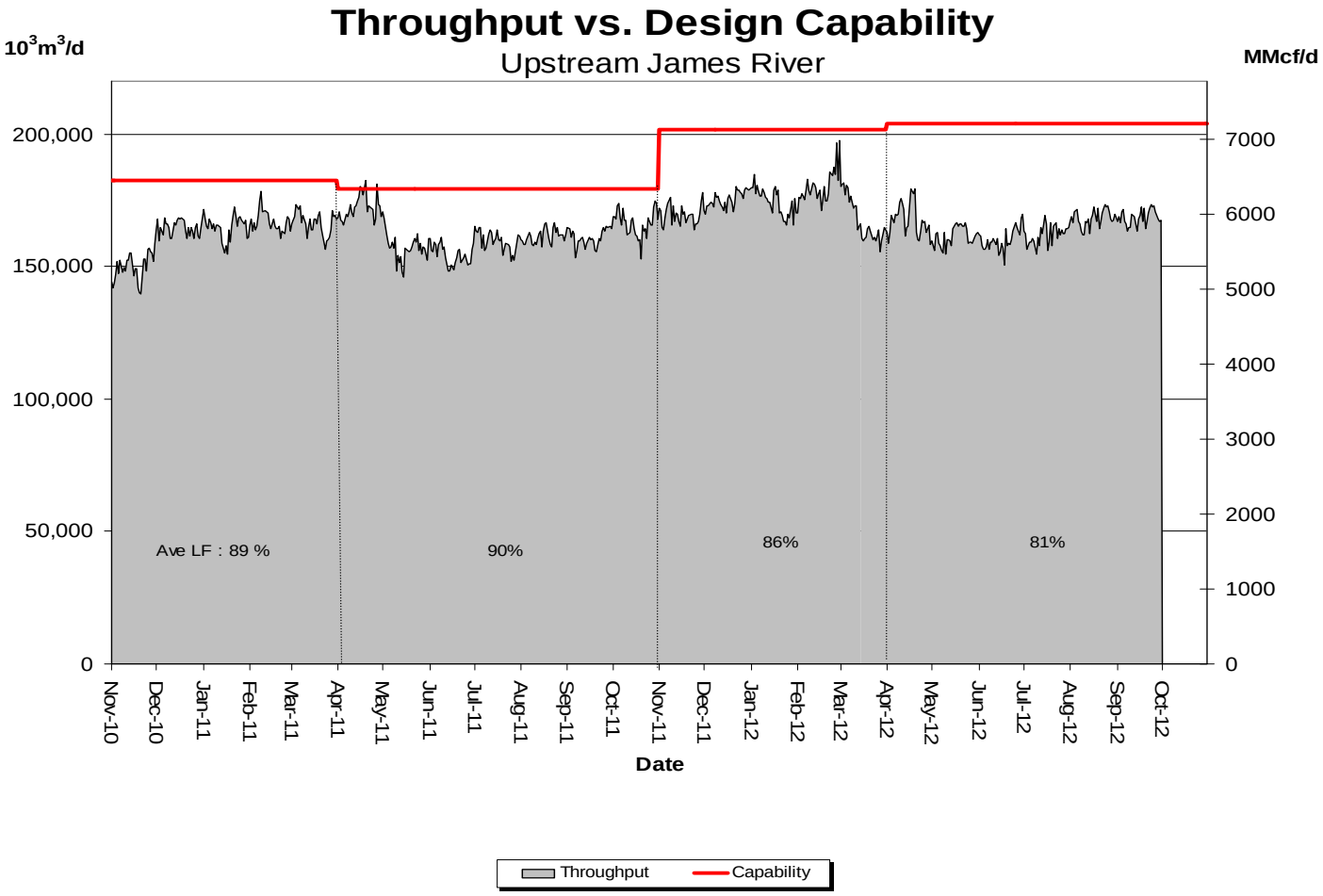




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Apr 30	May 30	Jun 29	Jul 28	Aug 26	Sep 26

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

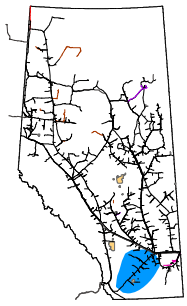


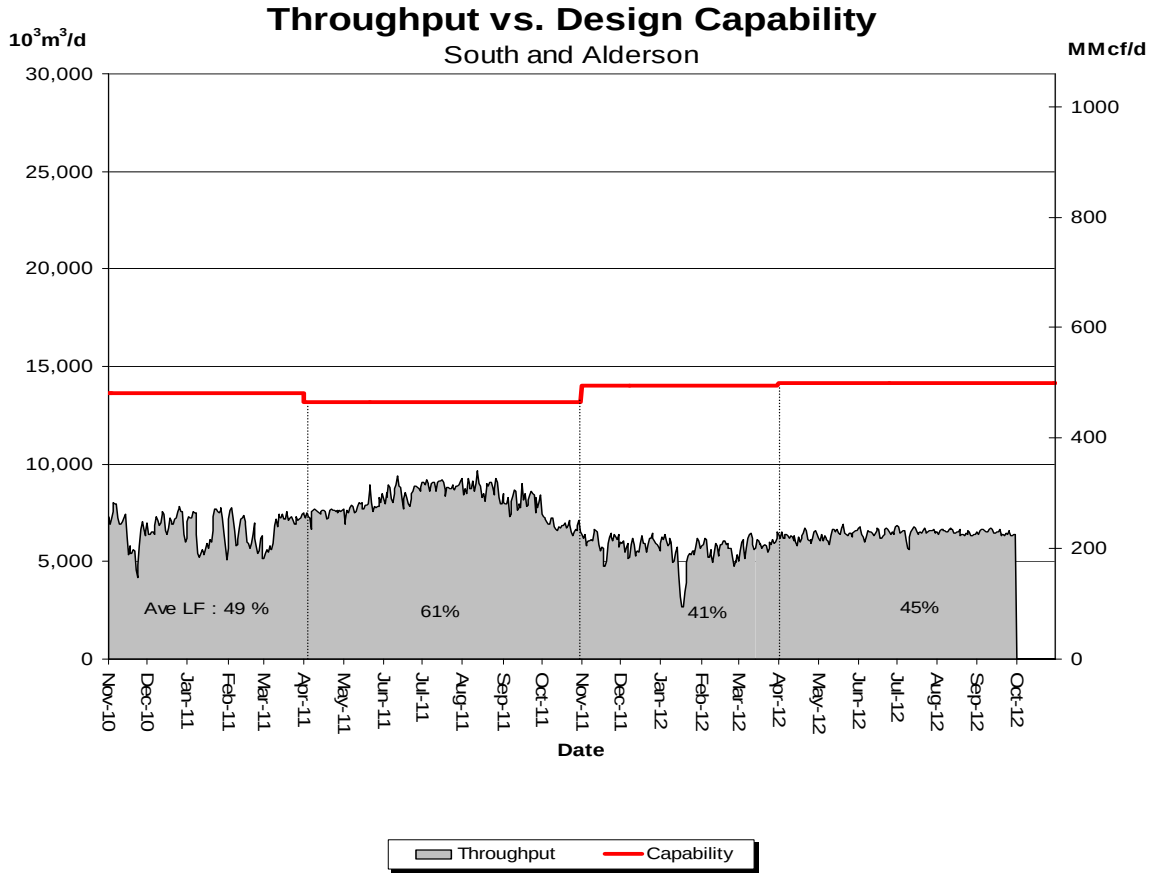


% Design Capability Utilization
Monthly Average Actual Flow as a Percentage of Design Capability

Average Flow/ Design Capability	Apr	May	Jun	Jul	Aug	Sep
	82	79	78	79	82	83

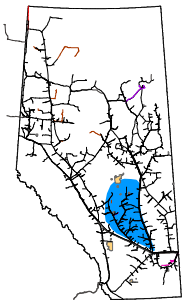
DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON

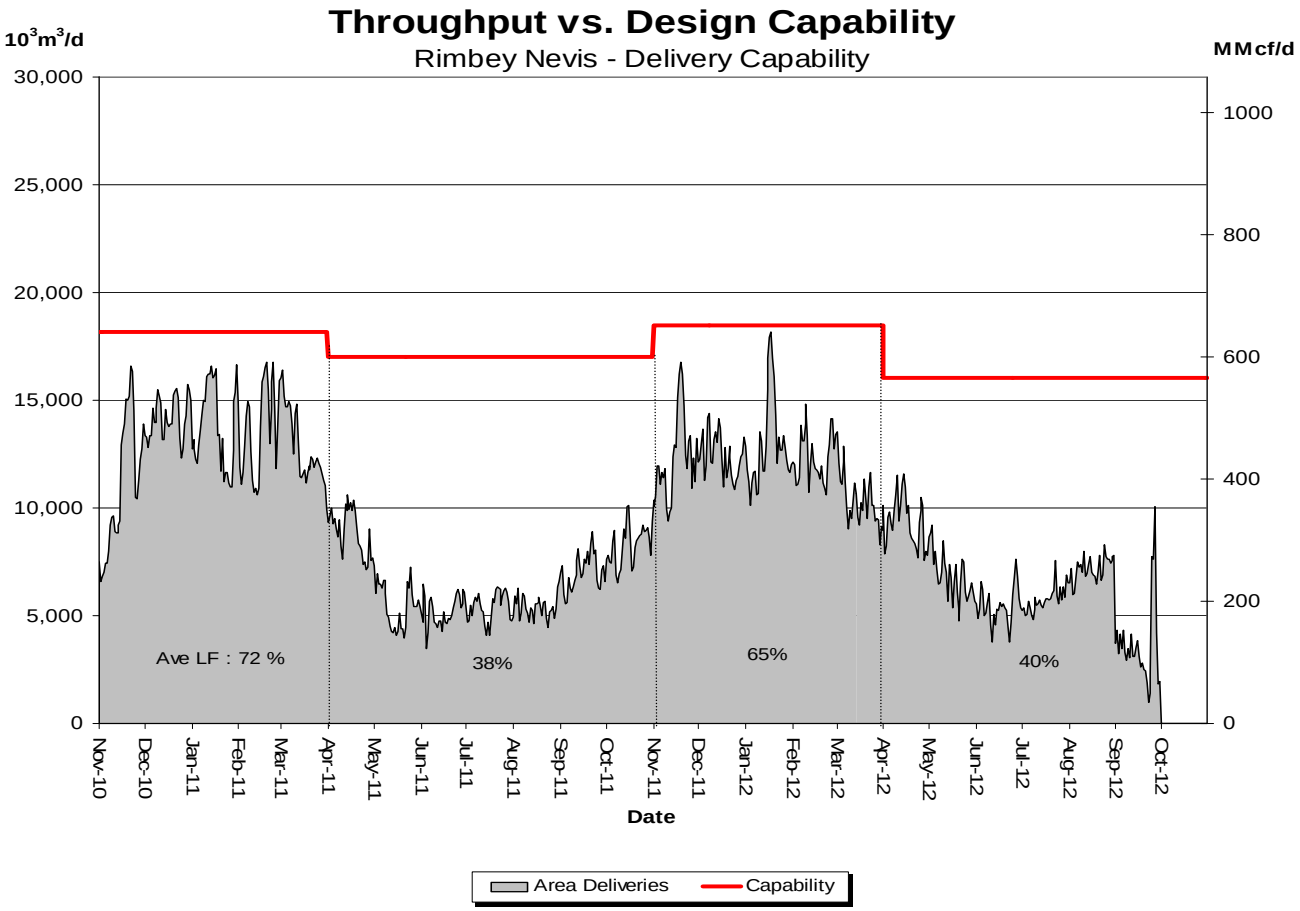




% Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability						
Average Flow/ Design Capability	Apr	May	Jun	Jul	Aug	Sep
	44	45	46	46	46	46

DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN





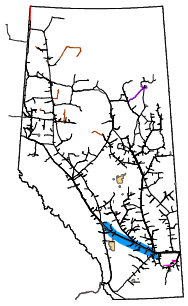
% Design Capability Utilization

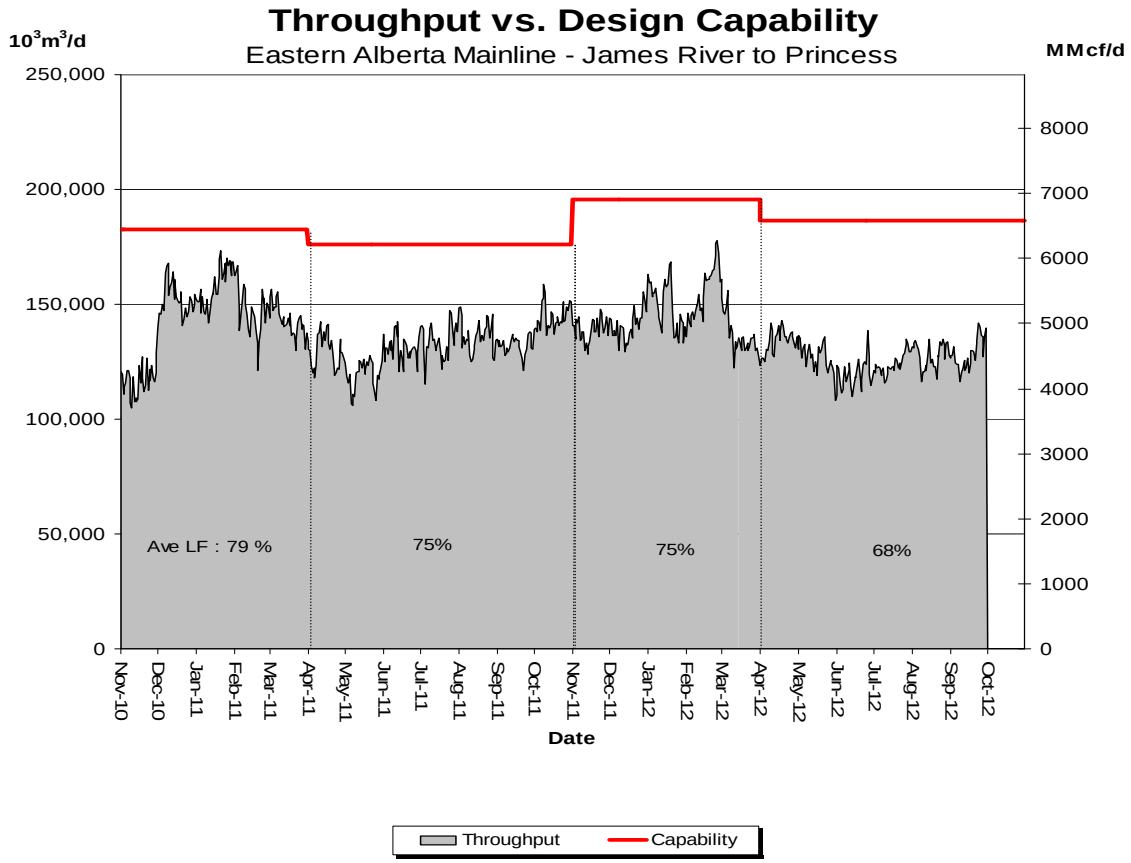
Monthly Average Area Deliveries as a Percentage of Design Capability

Average Flow/ Design Capability	Apr	May	Jun	Jul	Aug	Sep
	59	43	34	36	45	22

TransCanada
In business to deliver

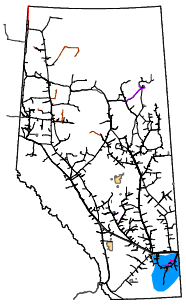
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(James River to Princess)

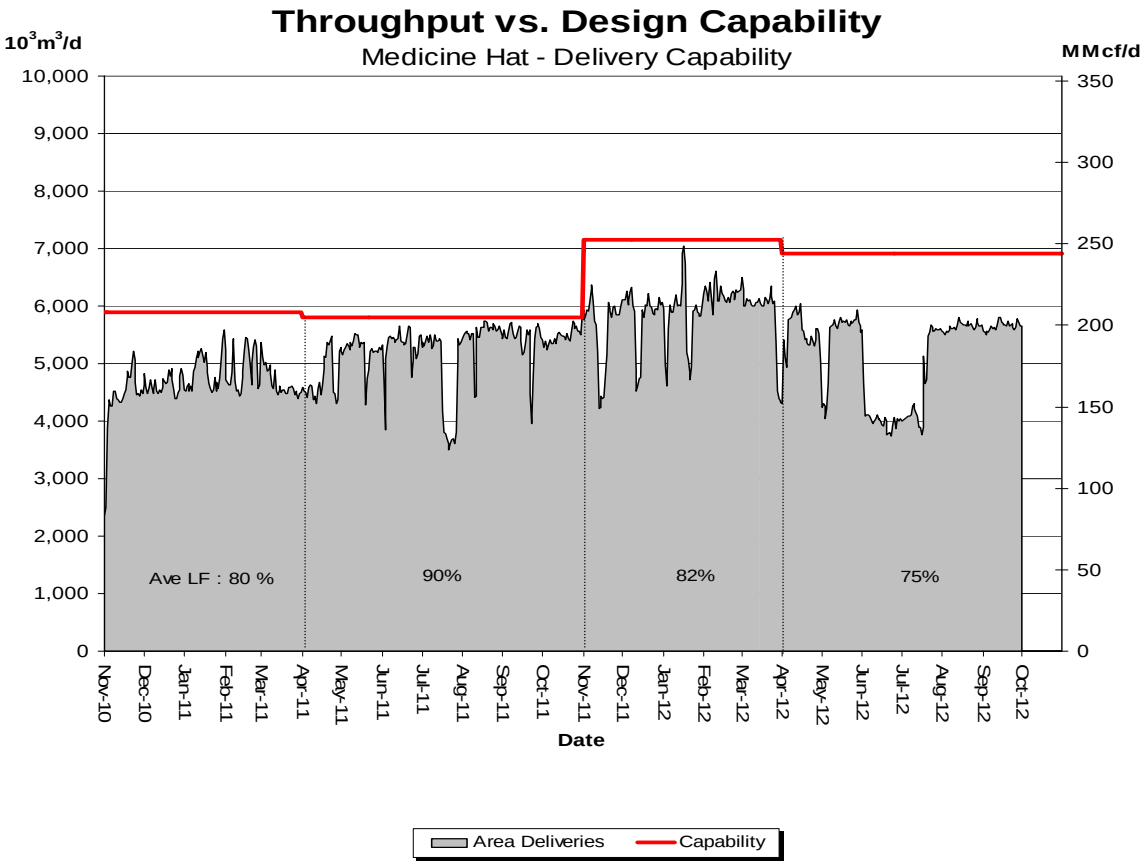




% Design Capability Utilization **Monthly Average Actual Flow as a Percentage of Design Capability**						
Average Flow/ Design Capability	Apr 72	May 68	Jun 64	Jul 66	Aug 68	Sep 69

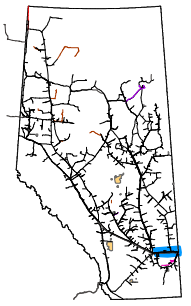
DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN

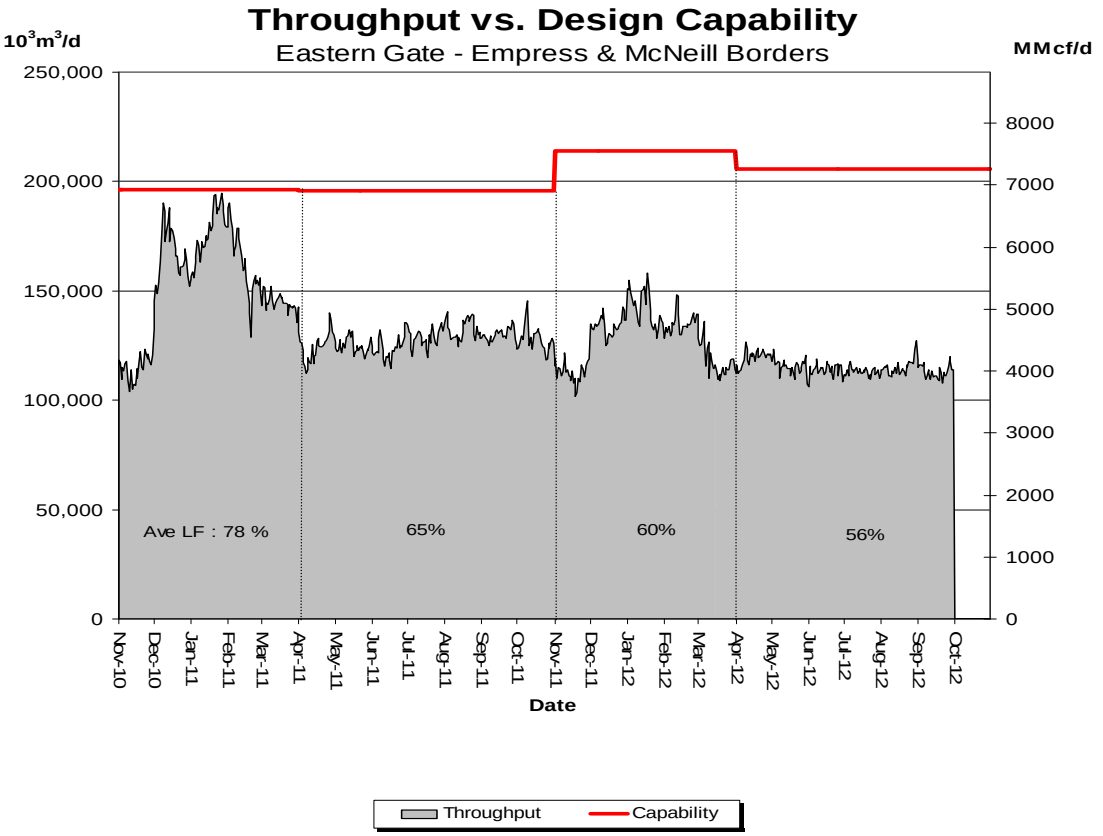




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
Average Flow/ Design Capability	Apr 80	May 79	Jun 59	Jul 68	Aug 82	Sep 82

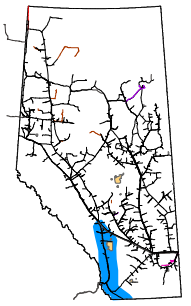
DESIGN CAPABILITY UTILIZATION
EASTERN ALBERTA MAINLINE
(Princess to Empress / McNeill)

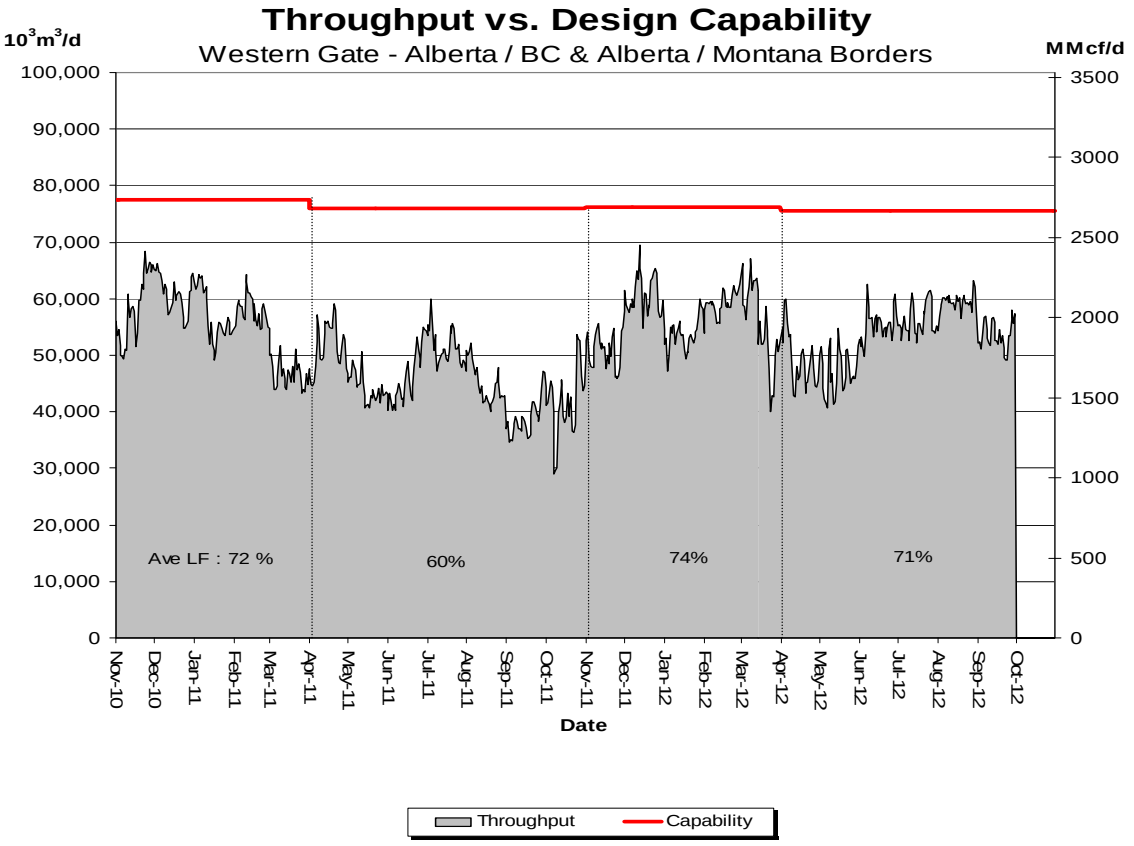




% Design Capability Utilization Average Actual Flow as a Percentage of Design Capability						
Average Flow / Design Capability	Apr 58	May 56	Jun 55	Jul 55	Aug 56	Sep 55

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	Apr 65	May 63	Jun 73	Jul 74	Aug 78	Sep 71

HISTORICAL TRANSPORTATION SERVICE AVAILABILITY

July1, 2012 to September 30, 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.

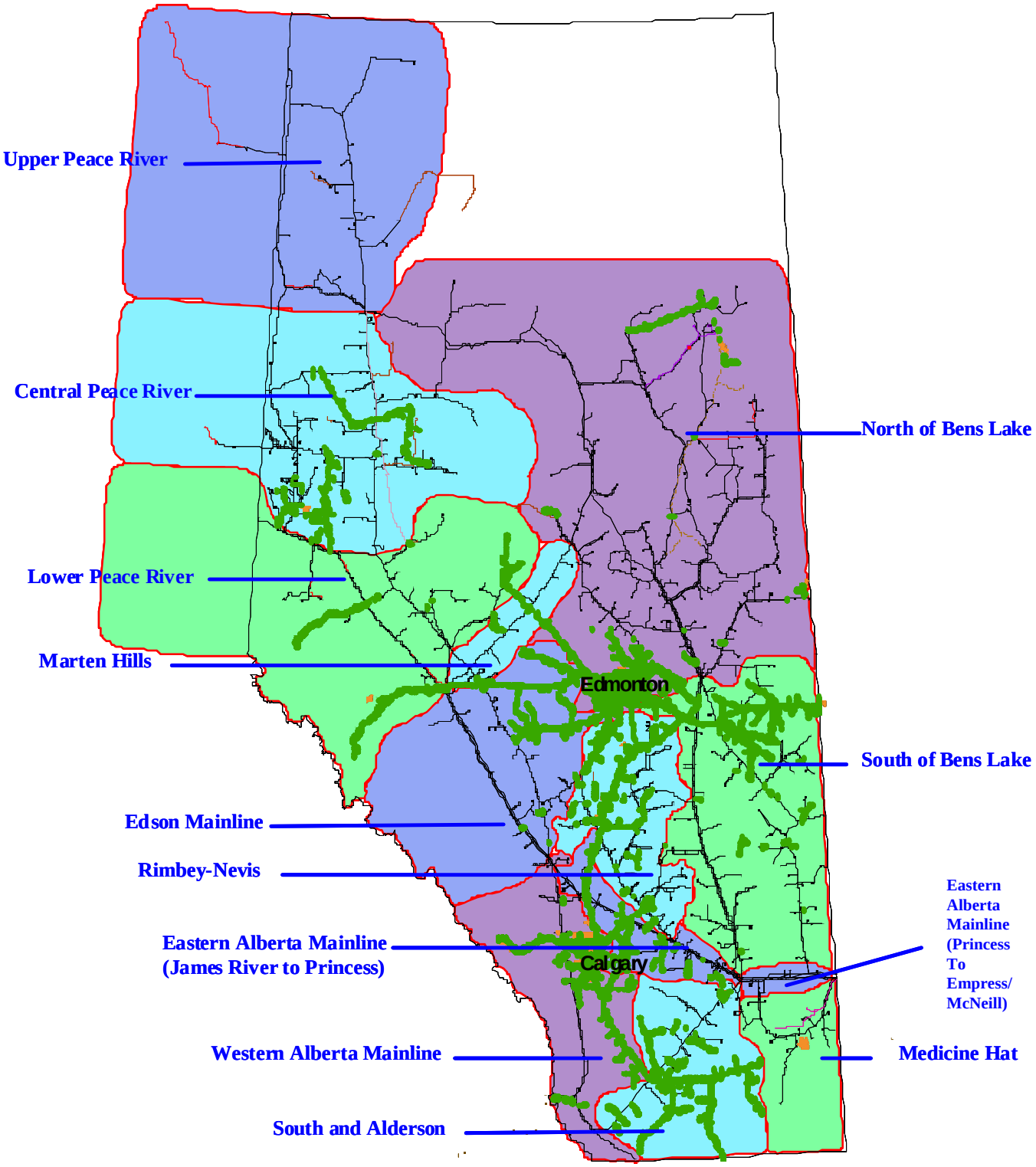
Service availability is affected by a number of factors including scheduled and unscheduled maintenance, construction or other outages.

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.

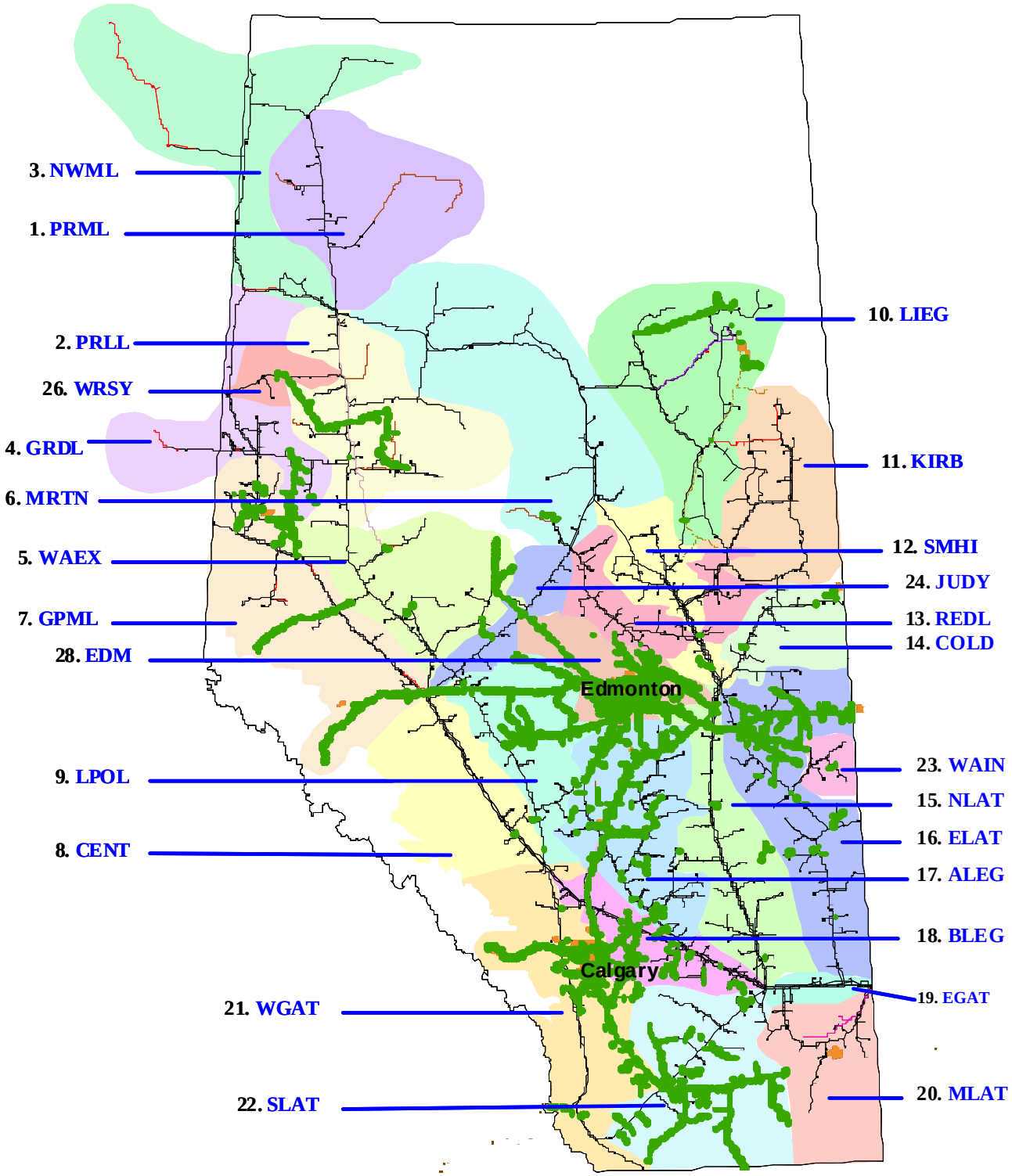
NGTL Design Areas



(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