SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending

December 2014

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

Published date:
February 13th, 2014

Highlights This Month:

- No new highlights for December, 2014

Highlights From Previous Month:

- As November 2014 represents the start of a new gas year, all charts have been shifted to accommodate the next year's data and design capabilities have been provided for the Winter 2014/15 season.
- The increase in Ft. McMurray & Kirby delivery capability is the result of new facilities (Chinchaga Loop No.3, Leming Lake Lateral Loop, Sunday Creek South Loop No.3, Denning Lake CS, and Moosa cross-over).
- The decrease in Upper Peace River and Upper & Central Peace River capability is the result of changes in the supply forecast.
- The increase in South & Alderson delivery capability is the result of further realized flexibility provided by the addition of a control valve at the Princess Compressor Station in 2013.
- Design capabilities are based on assumptions regarding facility availability, storage, ambient air and ground temperatures, flow distribution, design area boundary conditions, and local area supply and deliveries. Actual flows may exceed the design capability due to flow conditions that deviate from these assumptions (e.g. the Eastern Alberta Mainline and the Eastern and Western Gates). Similarly, design capability may exceed actual operational capability in areas when conditions deviate from these assumptions (e.g. derates, outages)

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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

December 2014

		Delivery		Receipt	
Segment	Contract	Utilization	Dec CD (TJ/d)	Utilization	Dec CD (MMcf/d)
UPRM	FT	12%	22.8	93%	60
	FT + IT[2]	17%		108%	
PRLL	FT	57%	41.9	95%	96
	FT + IT	58%		117%	
NWML	FT	54%	8.1	63%	580
	FT + IT	54%		65%	
GRDL	FT	39%	9.1	84%	2,033
	FT + IT	40%		92%	
WRSY	FT	0%	0.0	78%	16
	FT + IT	0%		110%	
WAEX	FT	17%	13.7	84%	416
	FT + IT	50%		111%	
JUDY	FT	48%	29.6	92%	63
	FT + IT	59%		119%	
GPML	FT	49%	168.9	88%	3,170
	FT + IT	63%		98%	
CENT	FT	0%	0.0	94%	1,073
	FT + IT	0%		124%	
LPOL	FT	48%	76.9	90%	738
	FT + IT	62%		111%	
WGAT	FT	78%	3,532.7	95%	310
	FT + IT	81%		117%	
ALEG	FT	57%	353.3	93%	769
	FT + IT	65%		134%	
SLAT	FT	43%	180.9	88%	214
	FT + IT	43%		109%	
MLAT	FT	83%	262.5	71%	218
	FT + IT	84%		80%	
BLEG	FT	68%	133.9	94%	559
	FT + IT	69%		106%	
EGAT	FT	98%	4,724.3	75%	33
	FT + IT	109%		95%	
MRTN	FT	26%	37.6	78%	63
	FT + IT	28%		118%	
LIEG	FT	84%	1,383.1	52%	37
	FT + IT	89%		110%	
KIRB	FT	74%	1,332.0	68%	43
	FT + IT	75%		110%	
SMHI	FT	60%	12.0	88%	29
	FT + IT	60%		147%	
REDL	FT	32%	10.0	64%	41
	FT + IT	52%		107%	
COLD	FT	42%	119.5	76%	17
	FT + IT	55%		136%	
EDM	FT	54%	1,753.6	93%	41
	FT + IT	56%		132%	
NLAT	FT	40%	14.7	95%	130
	FT + IT	40%		127%	
WAIN	FT	38%	0.4	88%	8
	FT + IT	38%		144%	
ELAT	FT	87%	269.2	94%	114
	FT + IT	90%		142%	
TOTAL SYSTEM	FT	80%	14,490.8	87%	10,870
	FT + IT	86%		104%	

*NOTE:

1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN, LRS, FTD1,
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.

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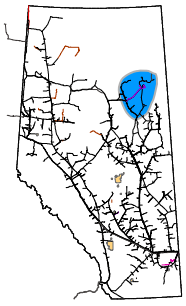
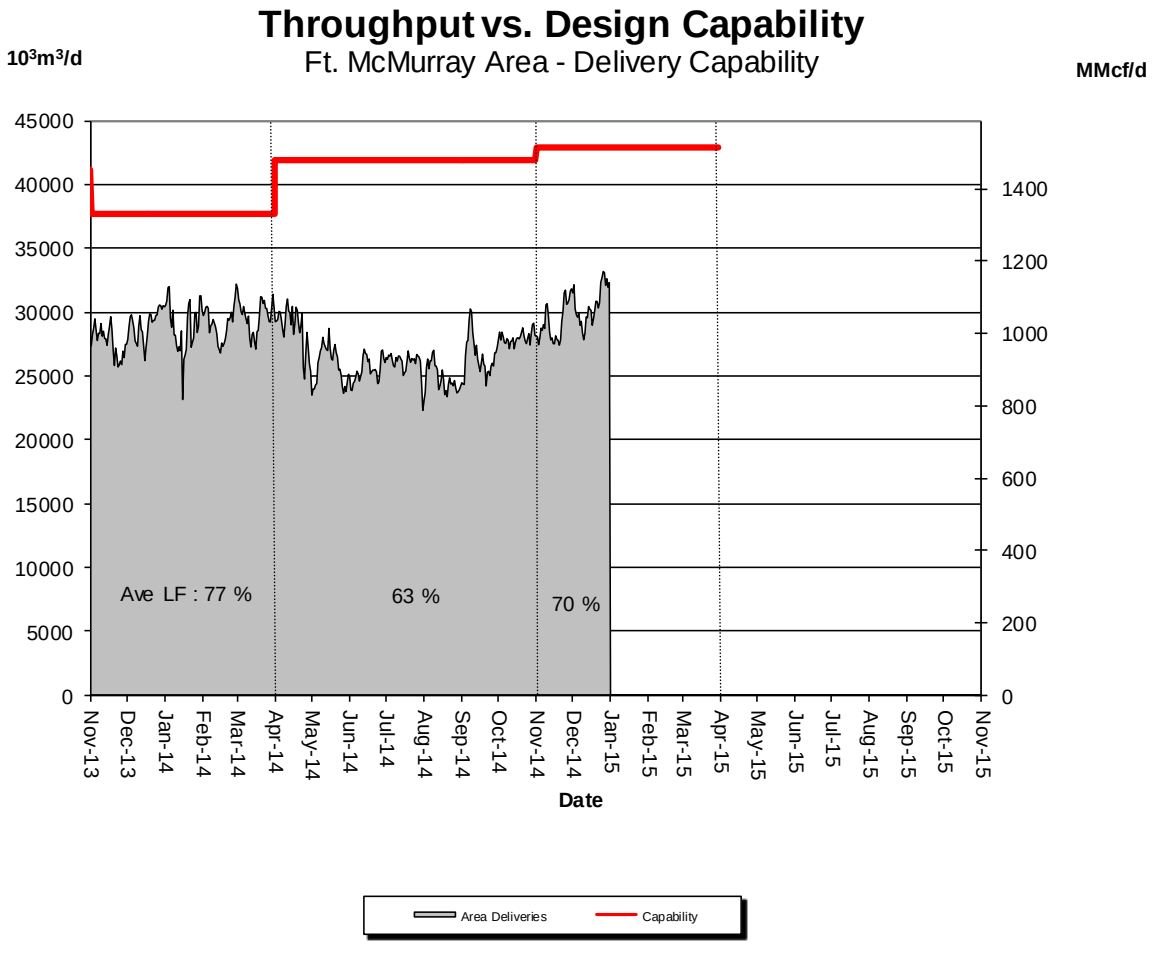
DESIGN CAPABILITY UTILIZATION
FT. McMURRAY AREA – FLOW WITHIN



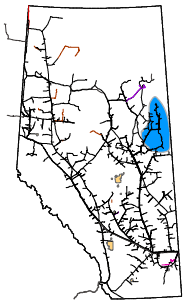


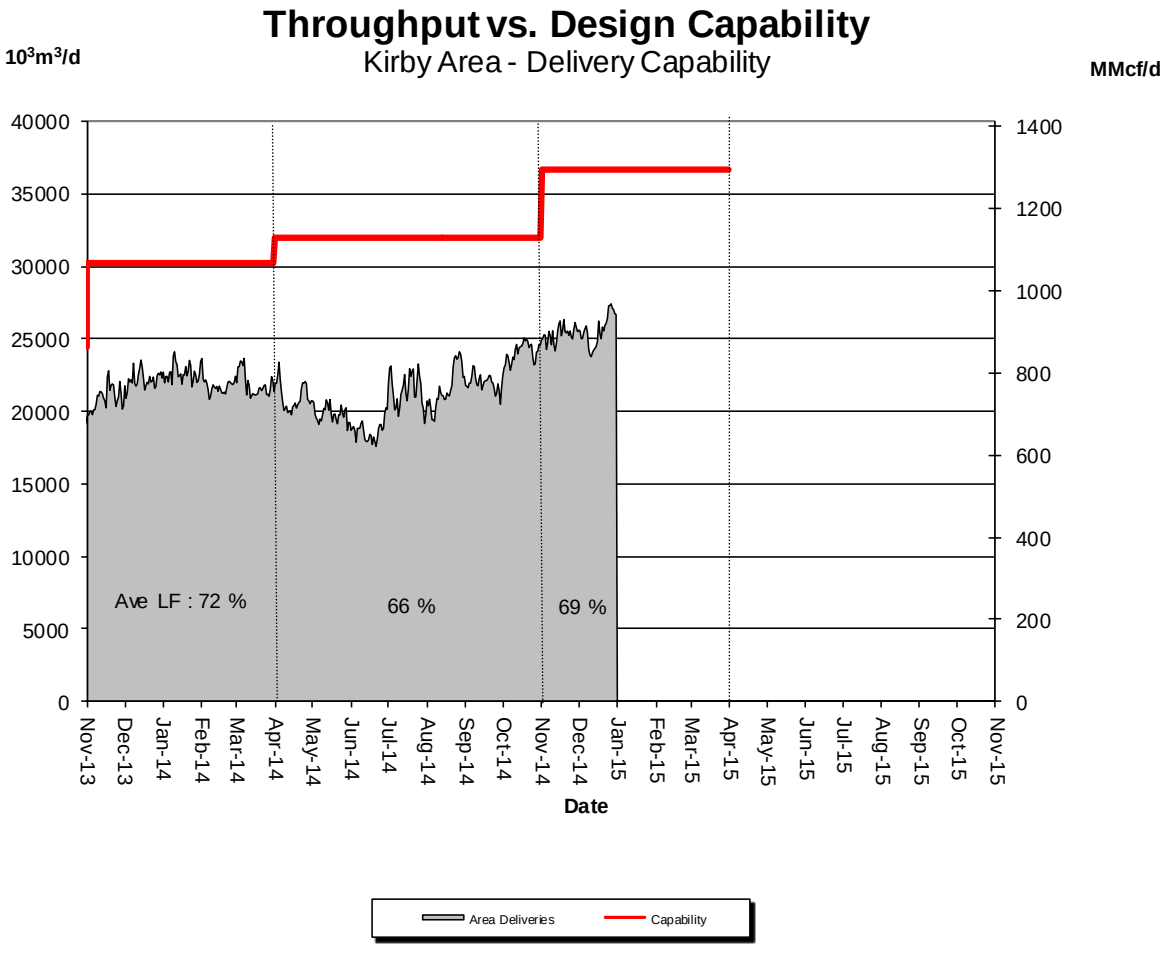
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	62%	59%	63%	67%	68%	71%

DESIGN CAPABILITY UTILIZATION
KIRBY AREA – FLOW WITHIN



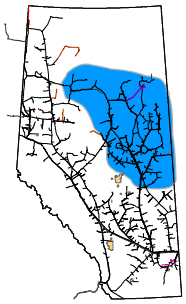


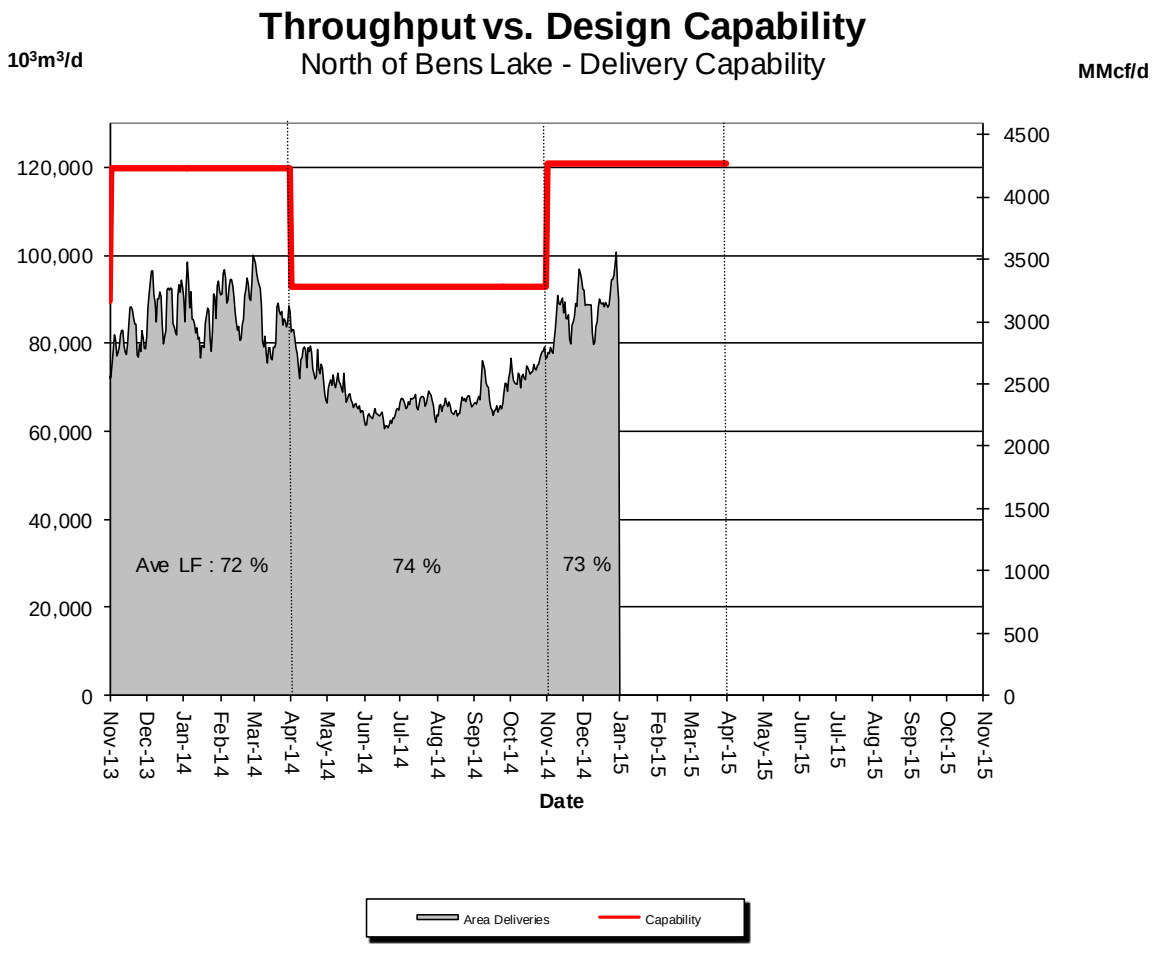
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	67%	68%	69%	75%	69%	70%

DESIGN CAPABILITY UTILIZATION
NORTH OF BENS LAKE – FLOW WITHIN



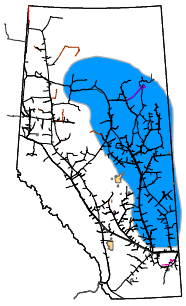


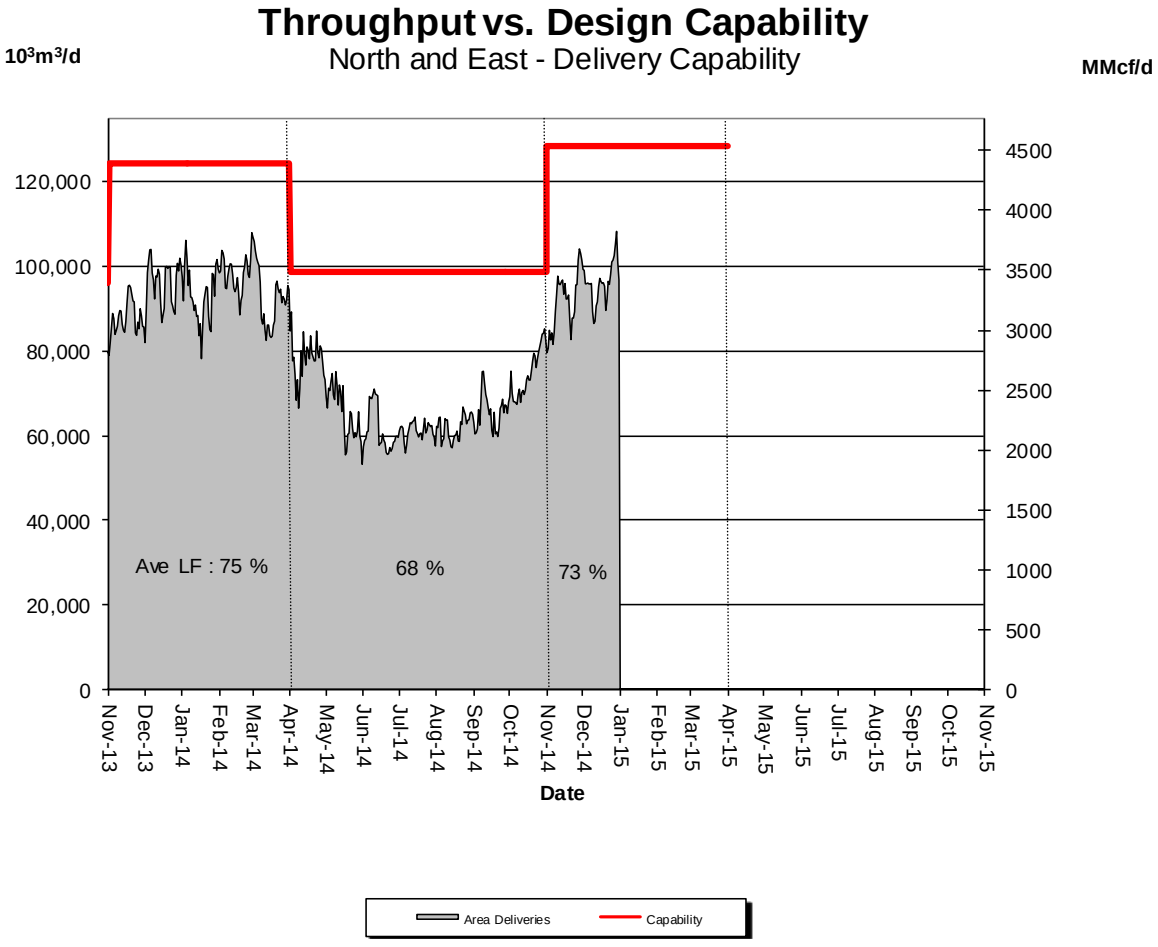
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	72%	71%	73%	80%	71%	74%

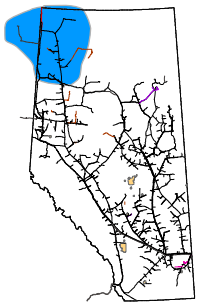
DESIGN CAPABILITY UTILIZATION
NORTH & SOUTH OF BENS LAKE – FLOW WITHIN

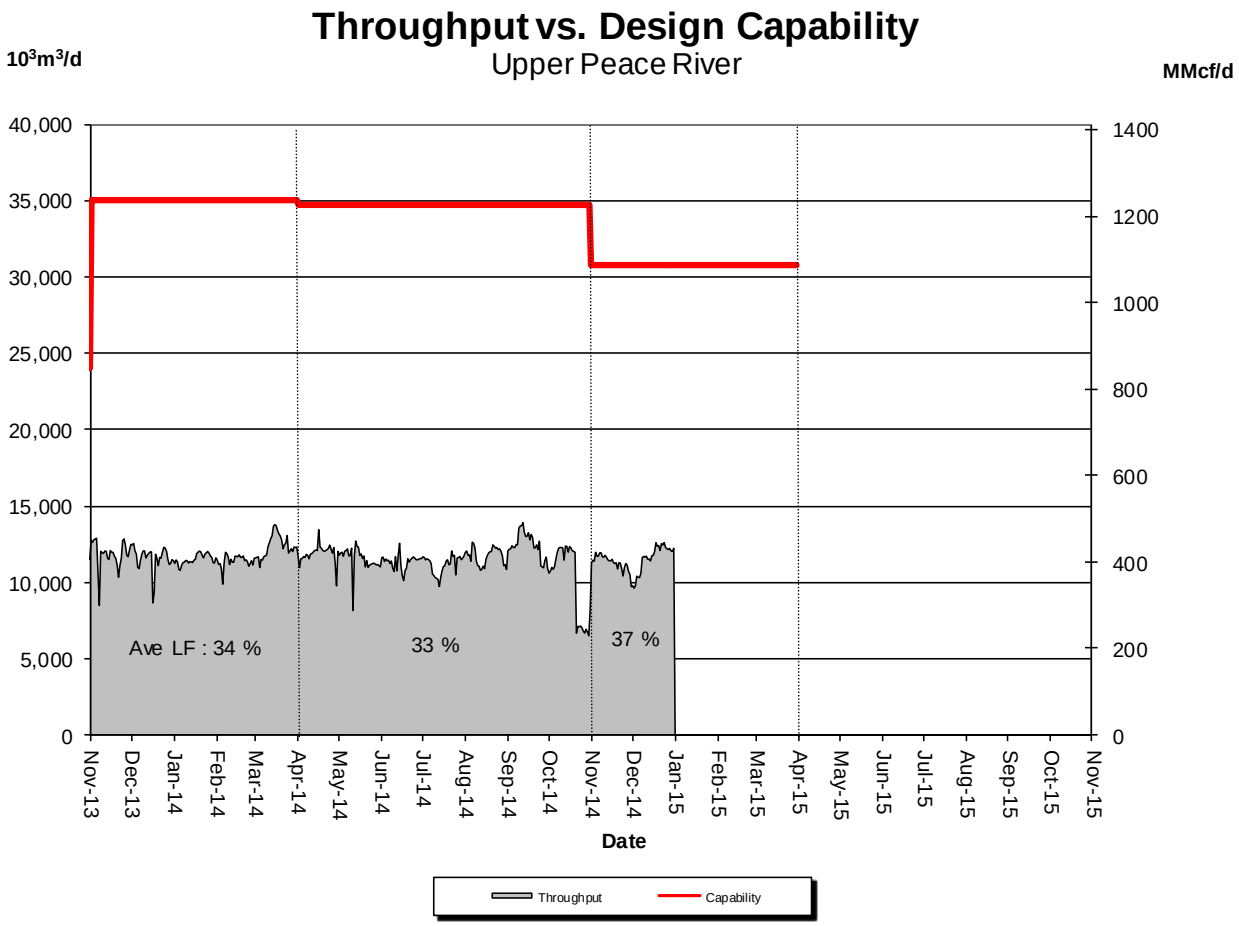




% Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability						
	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	62%	63%	66%	76%	71%	75%

DESIGN CAPABILITY UTILIZATION
UPPER PEACE RIVER



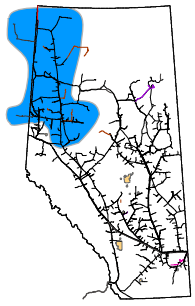


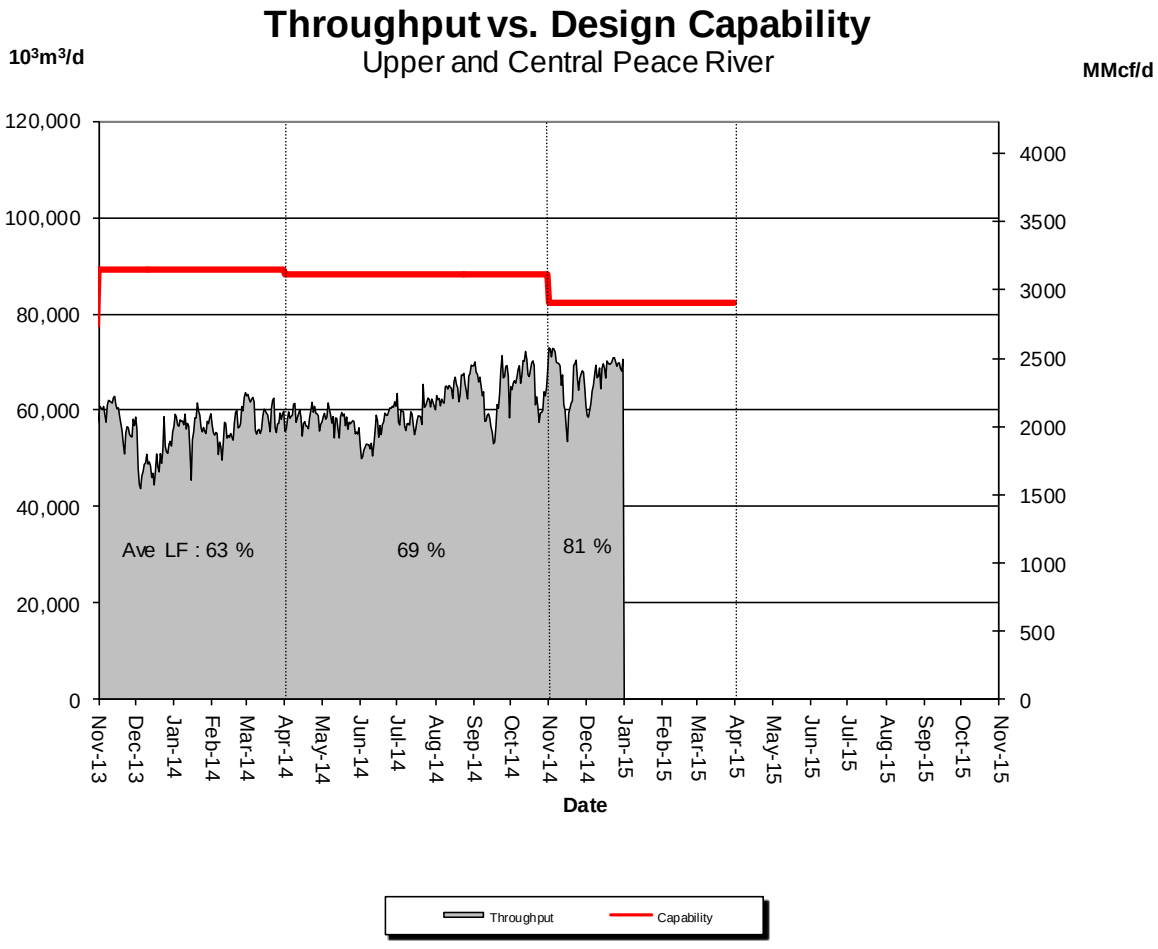
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	32%	34%	36%	29%	37%	38%

DESIGN CAPABILITY UTILIZATION
UPPER and CENTRAL PEACE RIVER



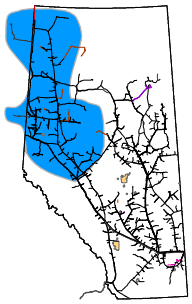


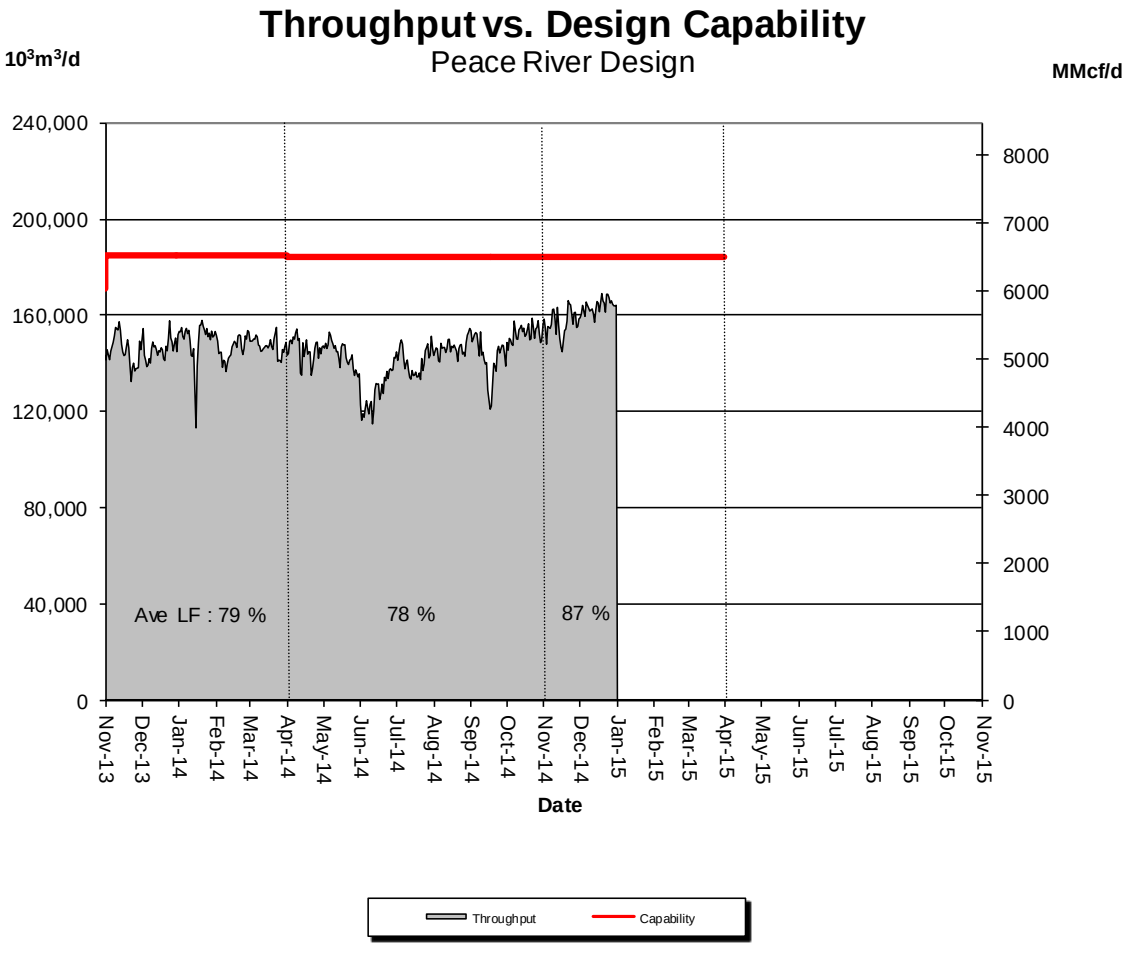
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	67%	73%	71%	75%	81%	82%

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



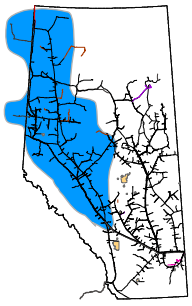


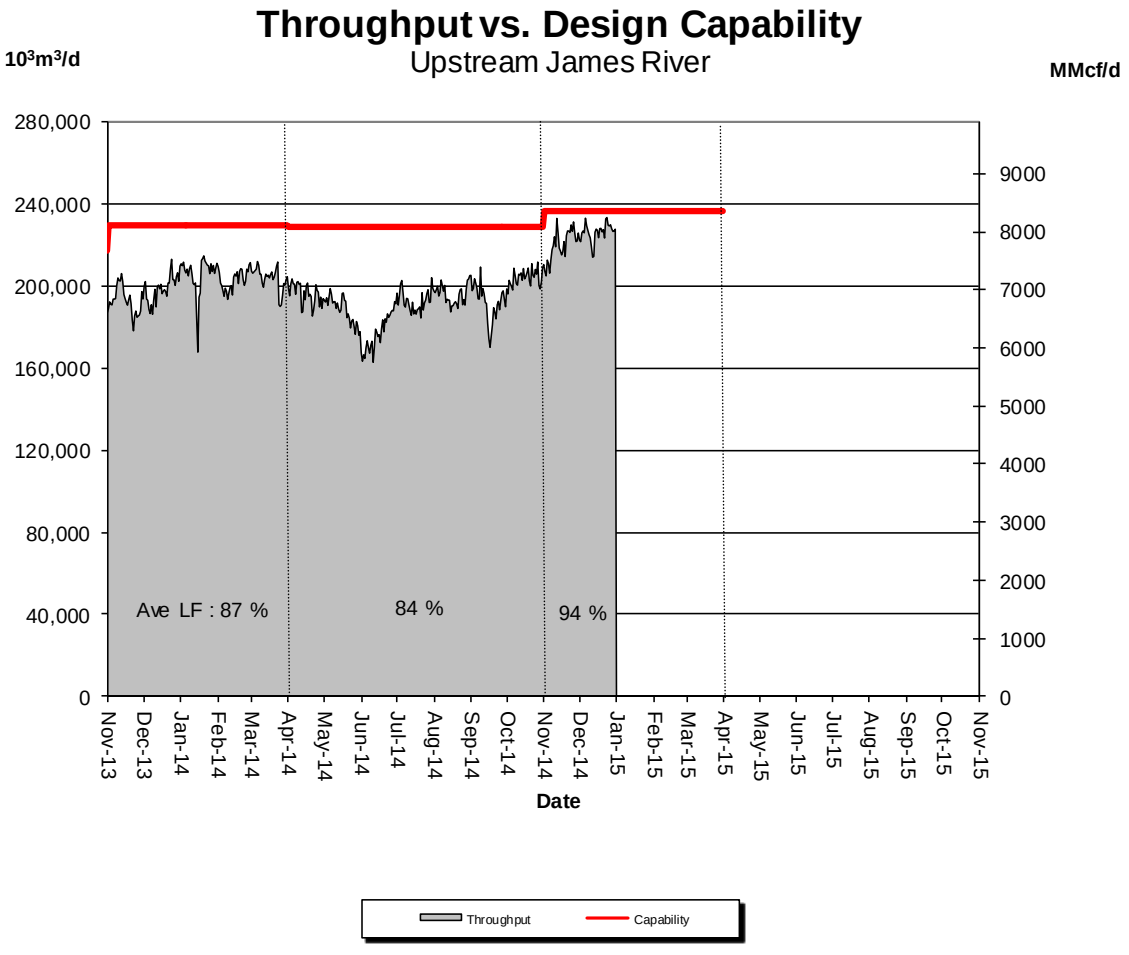
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	76%	80%	77%	83%	85%	89%

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



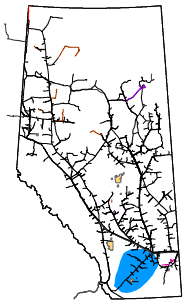


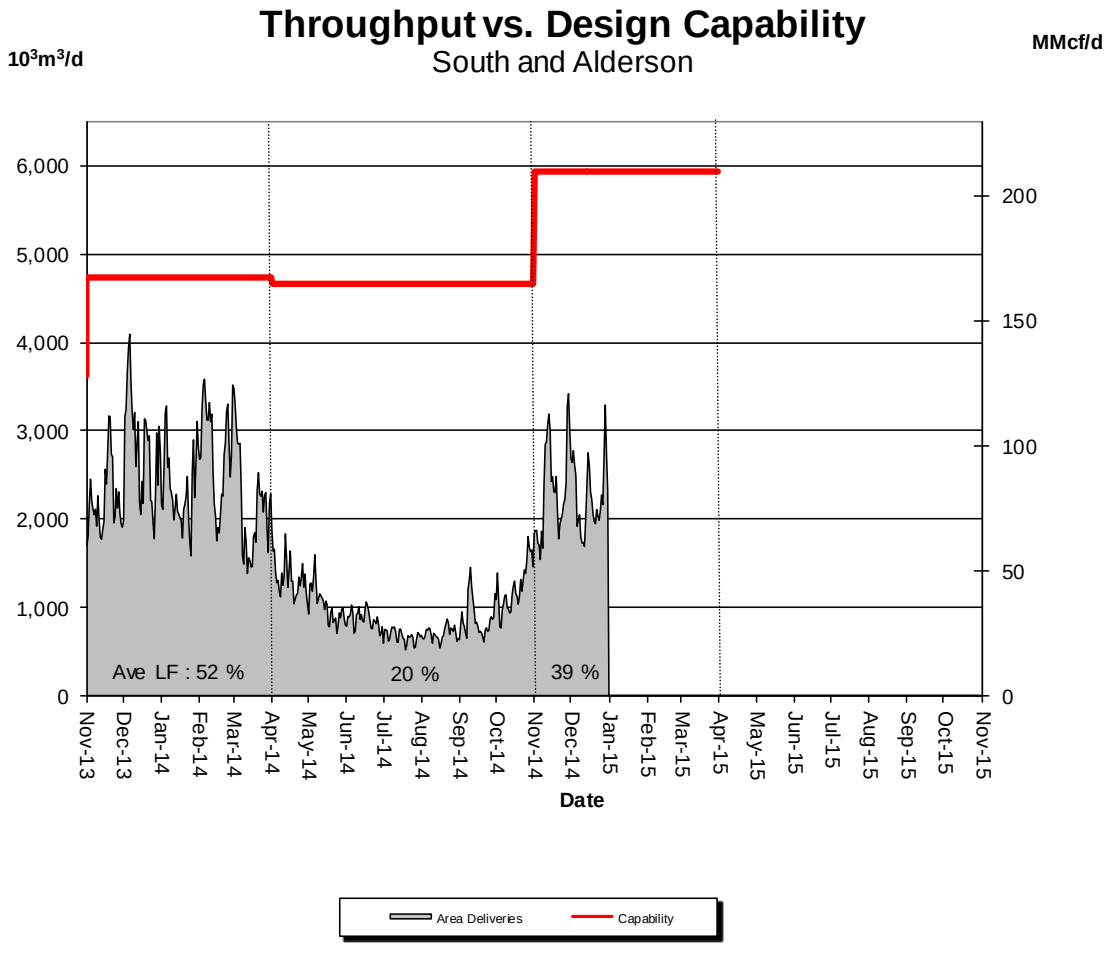
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	84%	85%	84%	89%	93%	96%

DESIGN CAPABILITY UTILIZATION
SOUTH and ALDERSON – FLOW WITHIN



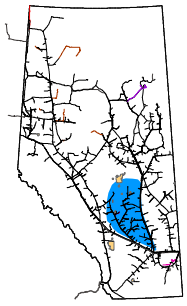


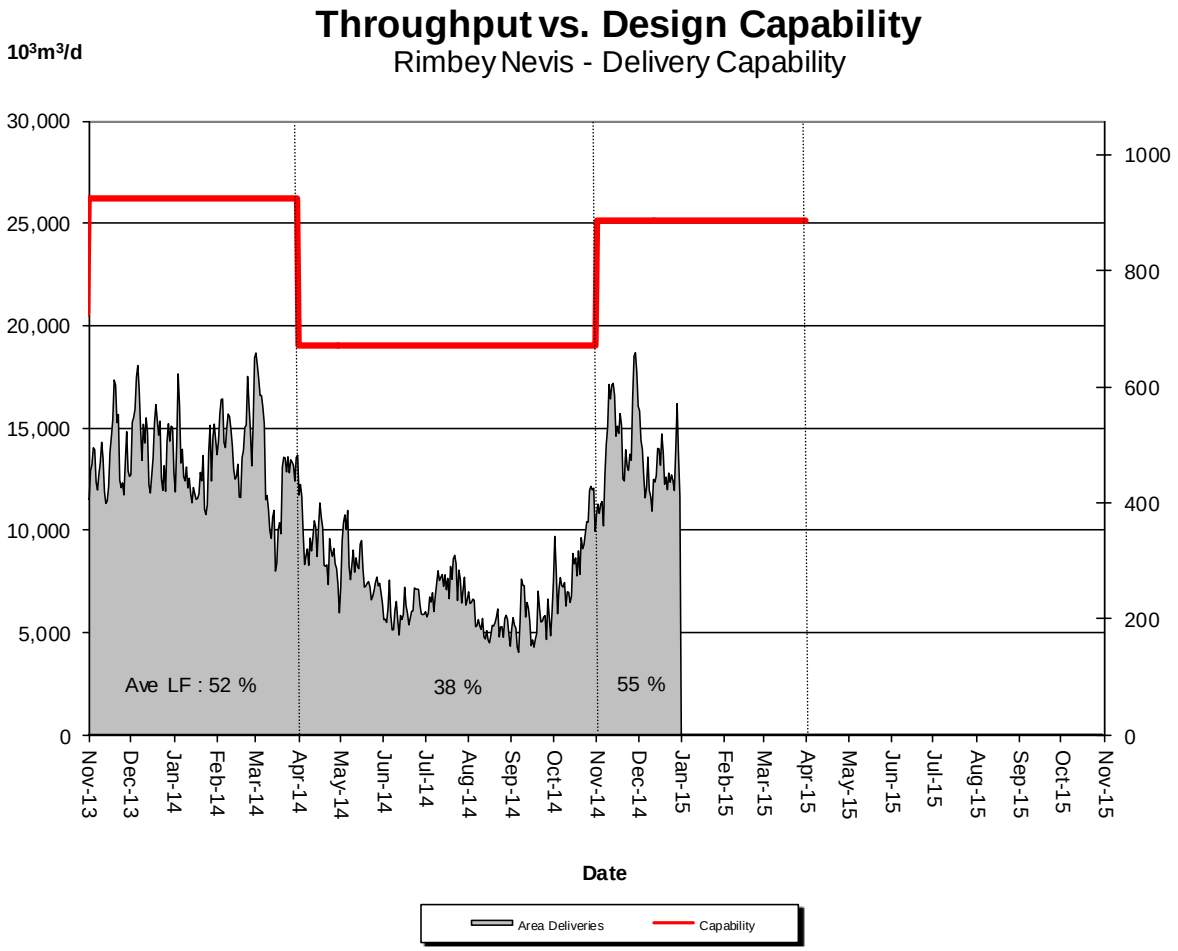
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	14%	15%	19%	26%	39%	38%

DESIGN CAPABILITY UTILIZATION
RIMBEY-NEVIS – FLOW WITHIN



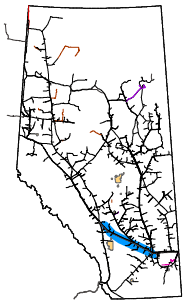


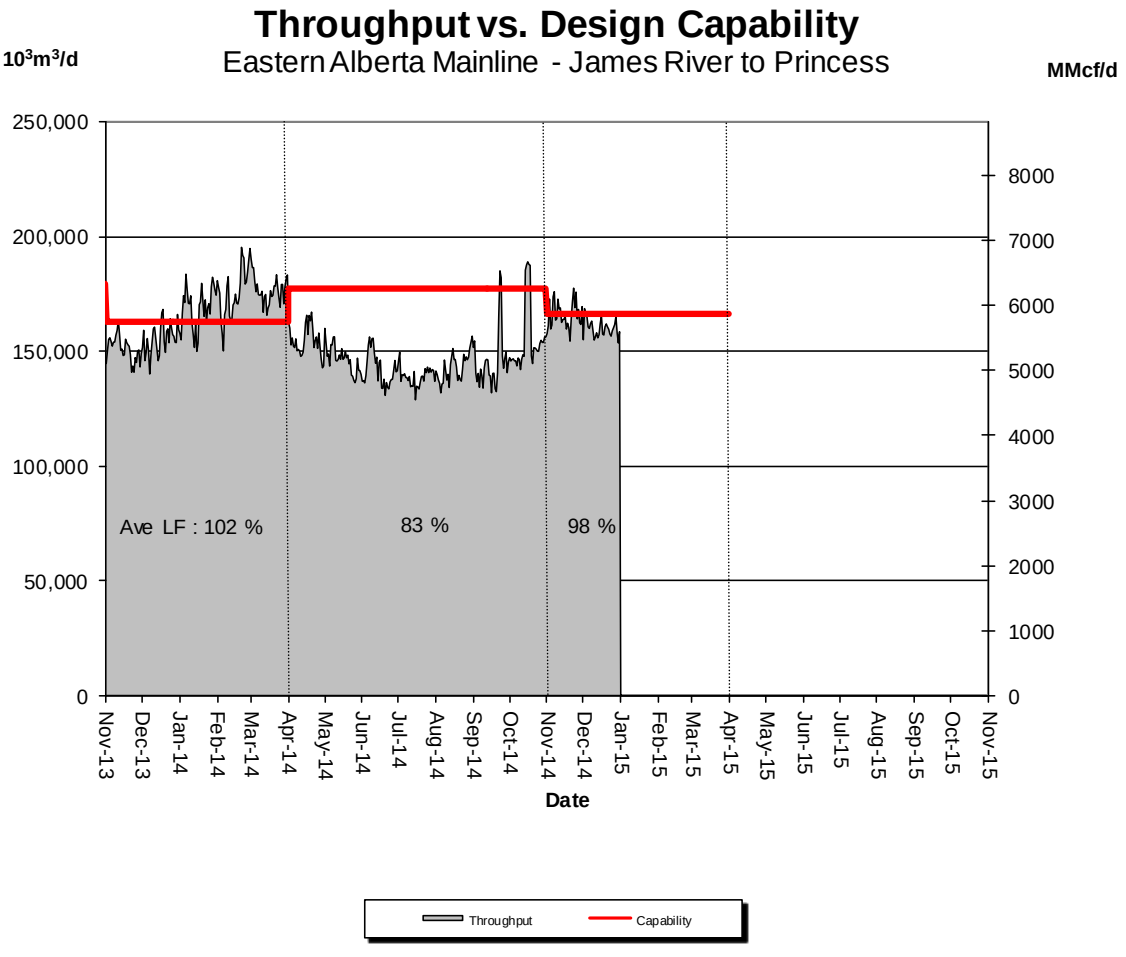
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	38%	29%	29%	46%	57%	52%

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



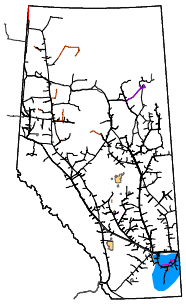


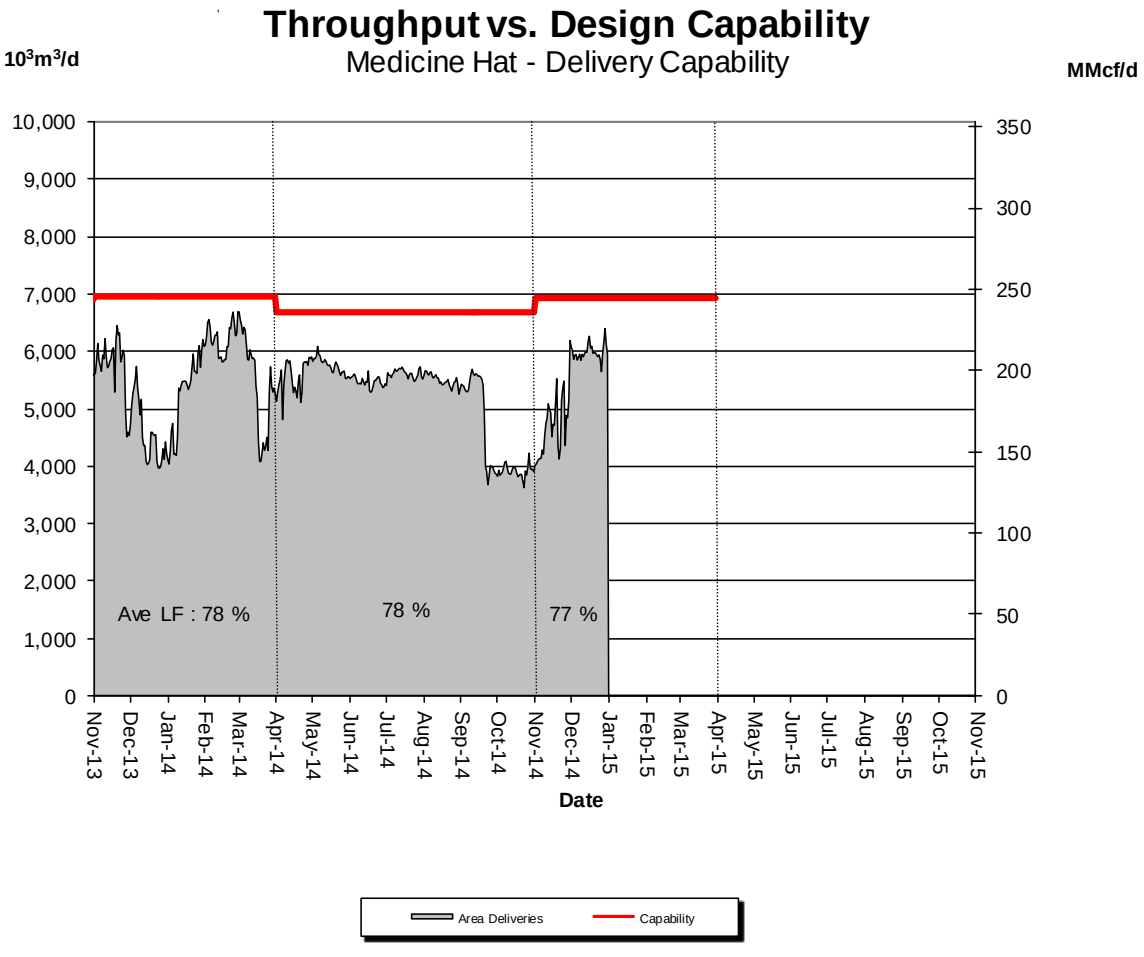
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	78%	81%	82%	88%	100%	96%

DESIGN CAPABILITY UTILIZATION
MEDICINE HAT – FLOW WITHIN



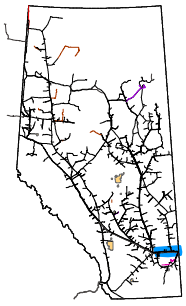


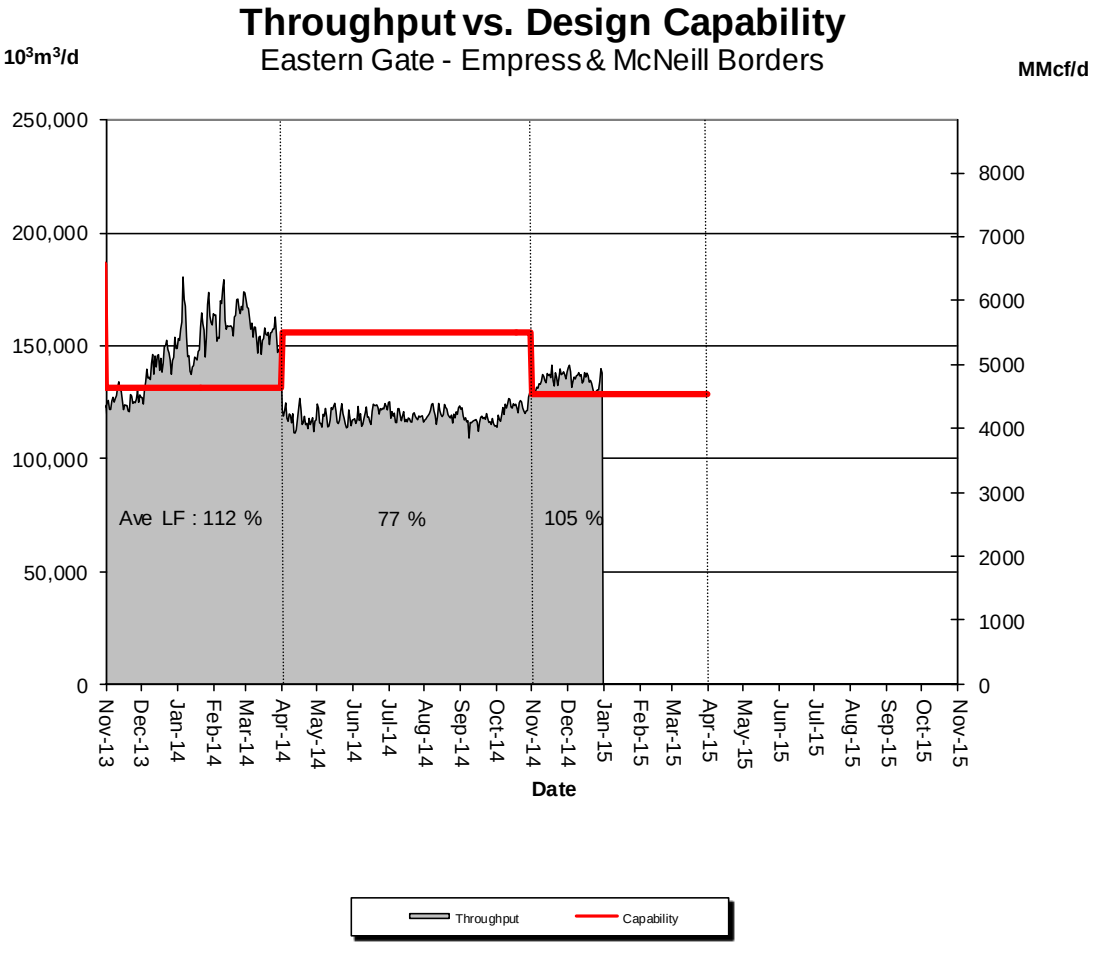
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	84%	82%	74%	58%	68%	86%

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



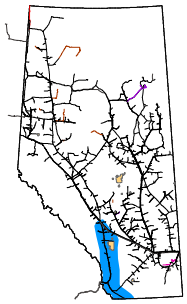


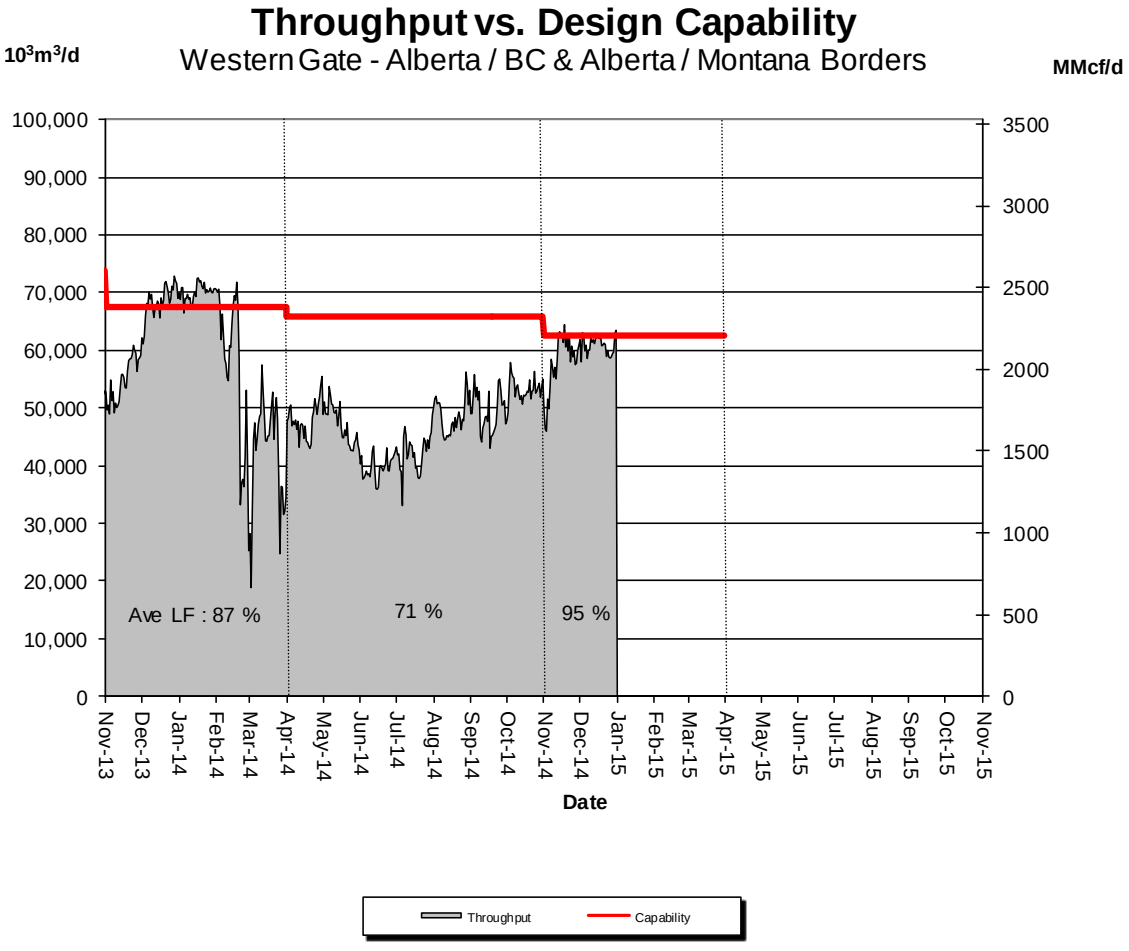
% Design Capability Utilization

Monthly Average Area Deliveries as a Percentage of Design Capability

	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	76%	77%	75%	79%	105%	105%

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**						
	Jul	Aug	Sep	Oct	Nov	Dec
Average Flow/ Design Capability	64%	74%	75%	81%	93%	97%

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.

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.

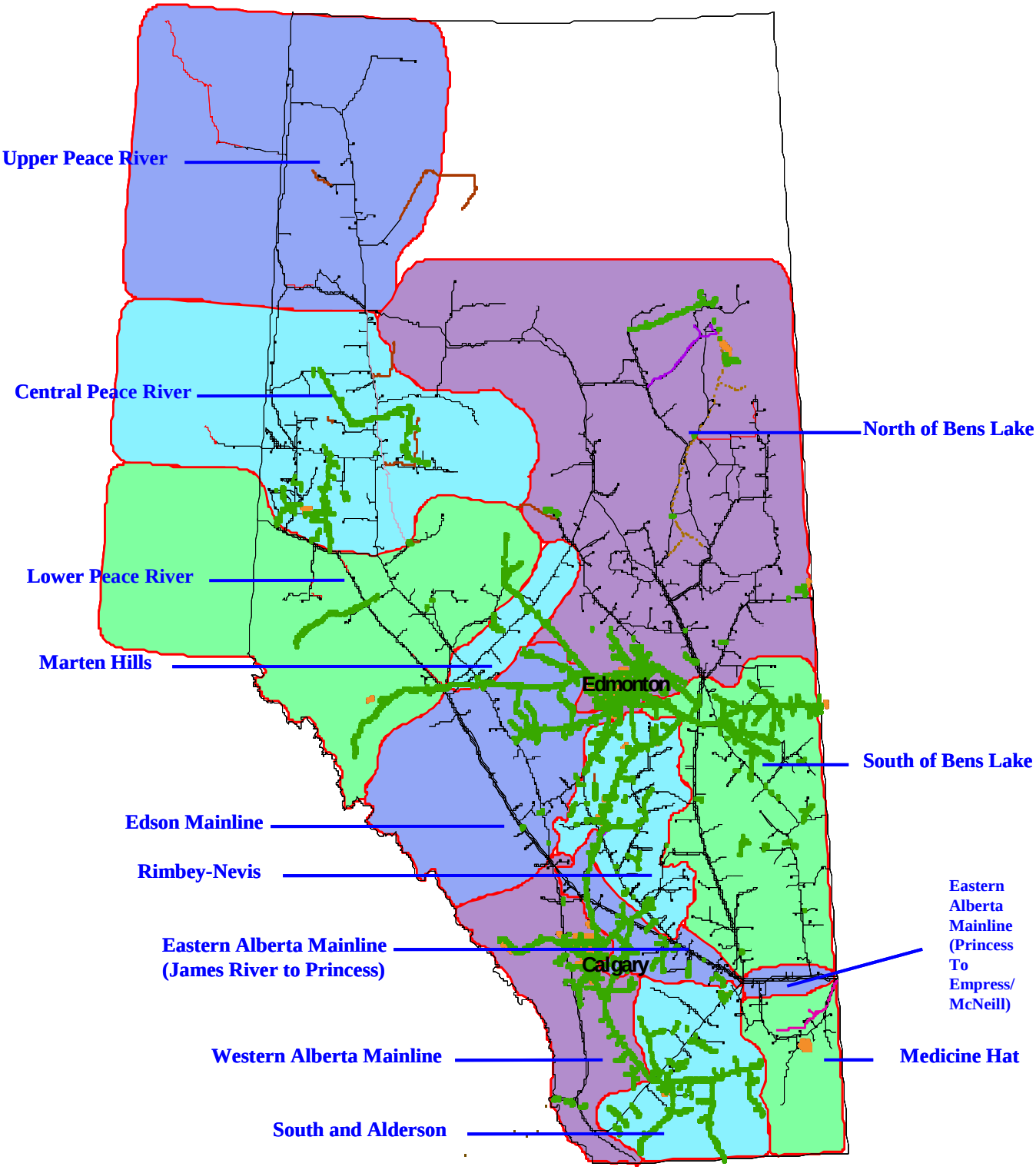
Design Flow Capability utilization is a function of several factors that include:

- 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)

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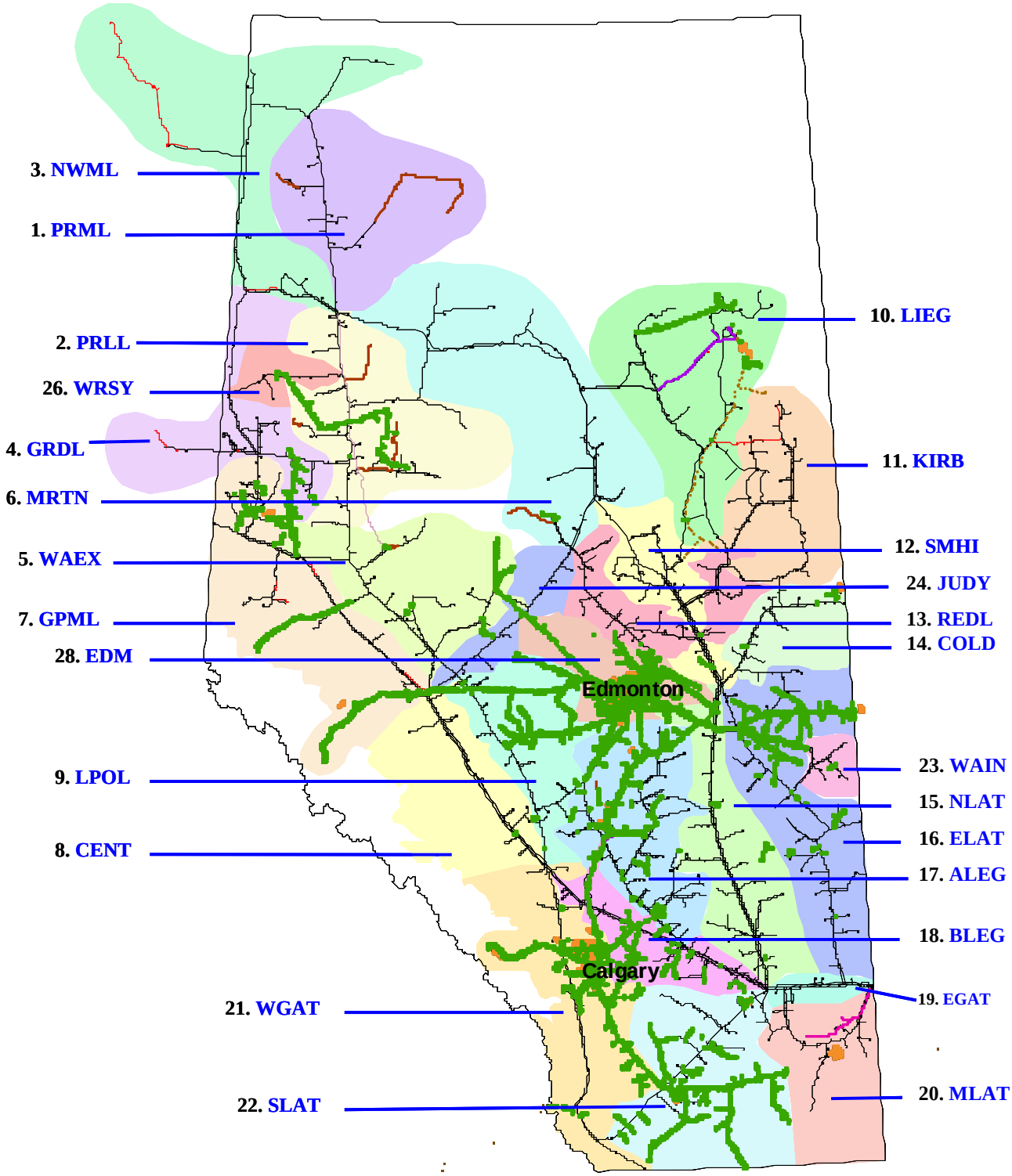
NGTL Pipeline Segments



(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 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.

Other

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