

SYSTEM UTILIZATION AND RELIABILITY MONTHLY REPORT

for the month ending
July 2013

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

Published date:
November 13, 2013

Highlights This Month:

- 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.
- The Firm Transportation service contract utilization table (page 3 of this report) illustrates the FT and FT + IT utilization for receipts and deliveries.
- Updated Link to FT Availability Map Location
- Marten Hills Chart removed – volumes will be allocated to the Peace River Design Area
- Correction made to Slide 14: EAML – James to Princess. June 2013 utilization now 66%.
- The Historical Transportation Service Availability Report has been removed. FT Receipt and Border Availability information is available from the NrG website:
<http://www.nrgexpressway.com/servlet/nrginfo.ew.EWLauncher?RUN=nrginfo.ew.notices.SearchNotices&tsp=NGTL&critical=A>

NOVA Gas Transmission Ltd.

TABLE OF CONTENTS

| <u>MONTHLY FEATURES</u> | PAGE |
|--|-------------|
| Firm Transportation Service Contract Utilization | 3 |
| Design Capability Utilization | |
| Ft. McMurray Area – Flow Within..... | 4 |
| Kirby Area – Flow Within..... | 5 |
| North of Bens Lake – Flow Within..... | 6 |
| North & South of Bens Lake – Flow Within..... | 7 |
| Upper Peace River | 8 |
| Upper & Central Peace River | 9 |
| Peace River Design | 10 |
| Upstream James River | 11 |
| South & Alderson – Flow Within | 12 |
| Rimbey Nevis – Flow Within | 13 |
| Eastern Alberta Mainline (James River to Princess) | 14 |
| Medicine Hat - Flow Within | 15 |
| Eastern Alberta Mainline (Princess to Empress/McNeill) | 16 |
| Western Alberta Mainline (AB/BC & AB/Montana Borders) | 17 |
| Future Firm Transportation Service Availability..... | 18 |
| How to Use This Report | 19 |
| | |
| <u>REFERENCES</u> | |
| NGTL Design Areas Map | 20 |
| NGTL Pipeline Segments Map | 21 |
| Definition of Terms | 22 |

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 SERVICE¹ CONTRACT UTILIZATION³

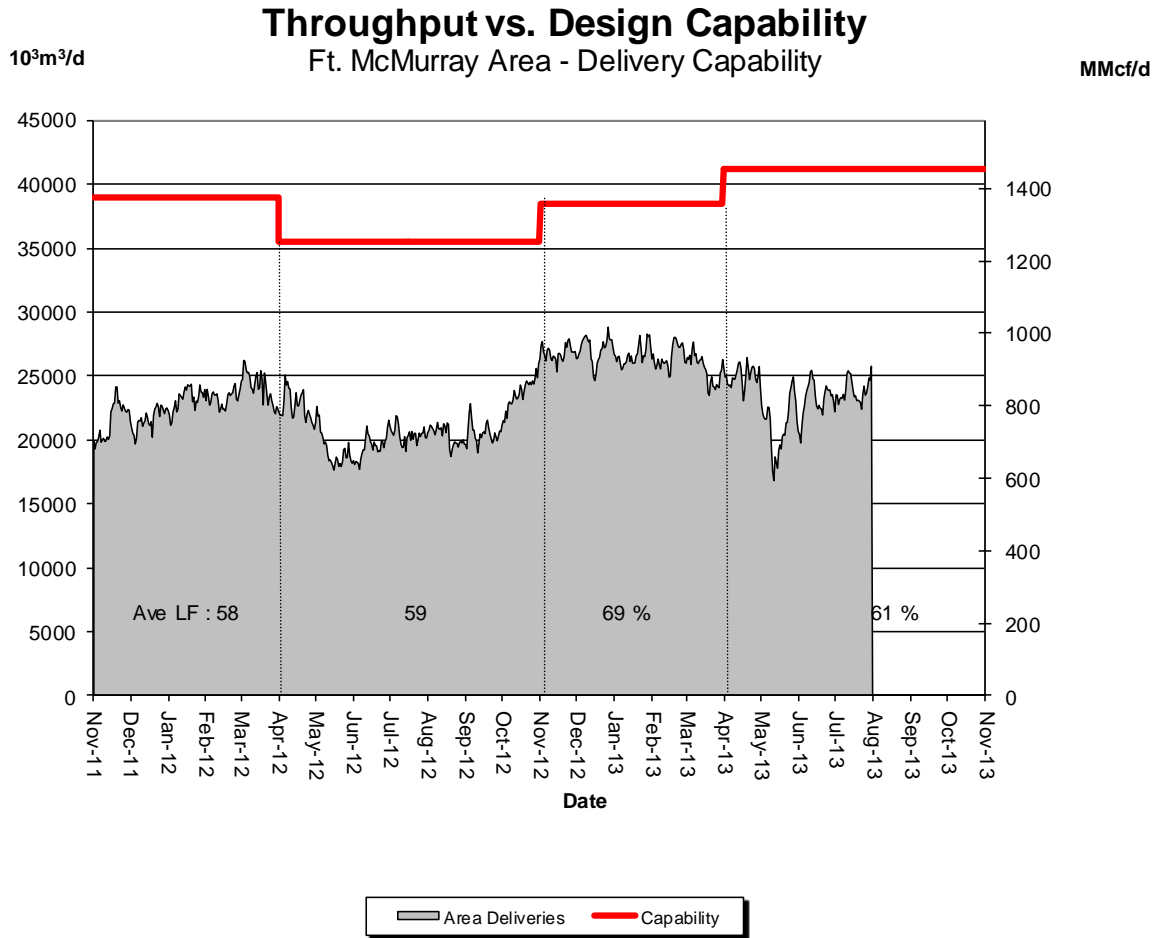
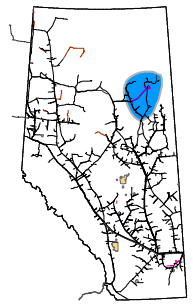
By NGIL Pipeline Segments
July 2013

| Segment | Contract | Delivery | | Receipt | |
|--------------|----------------------|-------------|---------------|----------------------|--------|
| | | Utilization | Jul CD (TJ/d) | Utilization (MMcf/d) | Jul CD |
| UPRM | FT | 4% | 25.4 | 98% | 66 |
| | FT + IT ² | 9% | | 121% | |
| PRL | FT | 30% | 42.2 | 87% | 101 |
| | FT + IT | 30% | | 107% | |
| NWML | FT | 17% | 5.0 | 46% | 745 |
| | FT + IT | 20% | | 49% | |
| GRDL | FT | 9% | 8.9 | 64% | 1,742 |
| | FT + IT | 100% | | 68% | |
| WRSY | FT | 0% | 0.0 | 86% | 21 |
| | FT + IT | 0% | | 106% | |
| WAEX | FT | 8% | 15.4 | 73% | 308 |
| | FT + IT | 27% | | 95% | |
| JUDY | FT | 24% | 46.1 | 93% | 104 |
| | FT + IT | 24% | | 111% | |
| GPML | FT | 22% | 164.5 | 87% | 3,051 |
| | FT + IT | 29% | | 93% | |
| CENT | FT | 6% | 10.4 | 96% | 840 |
| | FT + IT | 9% | | 121% | |
| LPOL | FT | 26% | 81.8 | 92% | 525 |
| | FT + IT | 37% | | 130% | |
| WGAT | FT | 65% | 3,129.8 | 85% | 408 |
| | FT + IT | 76% | | 100% | |
| ALEG | FT | 31% | 320.9 | 97% | 838 |
| | FT + IT | 47% | | 121% | |
| SLAT | FT | 14% | 169.2 | 95% | 227 |
| | FT + IT | 15% | | 116% | |
| MLAT | FT | 58% | 262.1 | 91% | 225 |
| | FT + IT | 72% | | 107% | |
| BLEG | FT | 49% | 144.2 | 96% | 582 |
| | FT + IT | 49% | | 110% | |
| EGAT | FT | 95% | 3,128.6 | 95% | 39 |
| | FT + IT | 113% | | 115% | |
| MRTN | FT | 11% | 38.8 | 88% | 75 |
| | FT + IT | 15% | | 113% | |
| LIEG | FT | 74% | 1,153.4 | 61% | 29 |
| | FT + IT | 82% | | 177% | |
| KIRB | FT | 65% | 1,082.6 | 73% | 38 |
| | FT + IT | 67% | | 137% | |
| SMHI | FT | 47% | 12.0 | 83% | 35 |
| | FT + IT | 47% | | 145% | |
| REDL | FT | 8% | 13.1 | 70% | 41 |
| | FT + IT | 11% | | 129% | |
| COLD | FT | 43% | 85.7 | 69% | 37 |
| | FT + IT | 84% | | 89% | |
| EDM | FT | 34% | 1,692.5 | 98% | 61 |
| | FT + IT | 35% | | 128% | |
| NLAT | FT | 14% | 15.4 | 98% | 136 |
| | FT + IT | 14% | | 139% | |
| WAIN | FT | 4% | 0.4 | 90% | 6 |
| | FT + IT | 4% | | 213% | |
| ELAT | FT | 75% | 258.2 | 91% | 131 |
| | FT + IT | 78% | | 131% | |
| TOTAL SYSTEM | FT | 66% | 11,907.0 | 82% | 10,409 |
| | FT + IT | 76% | | 97% | |

***NOTE:**

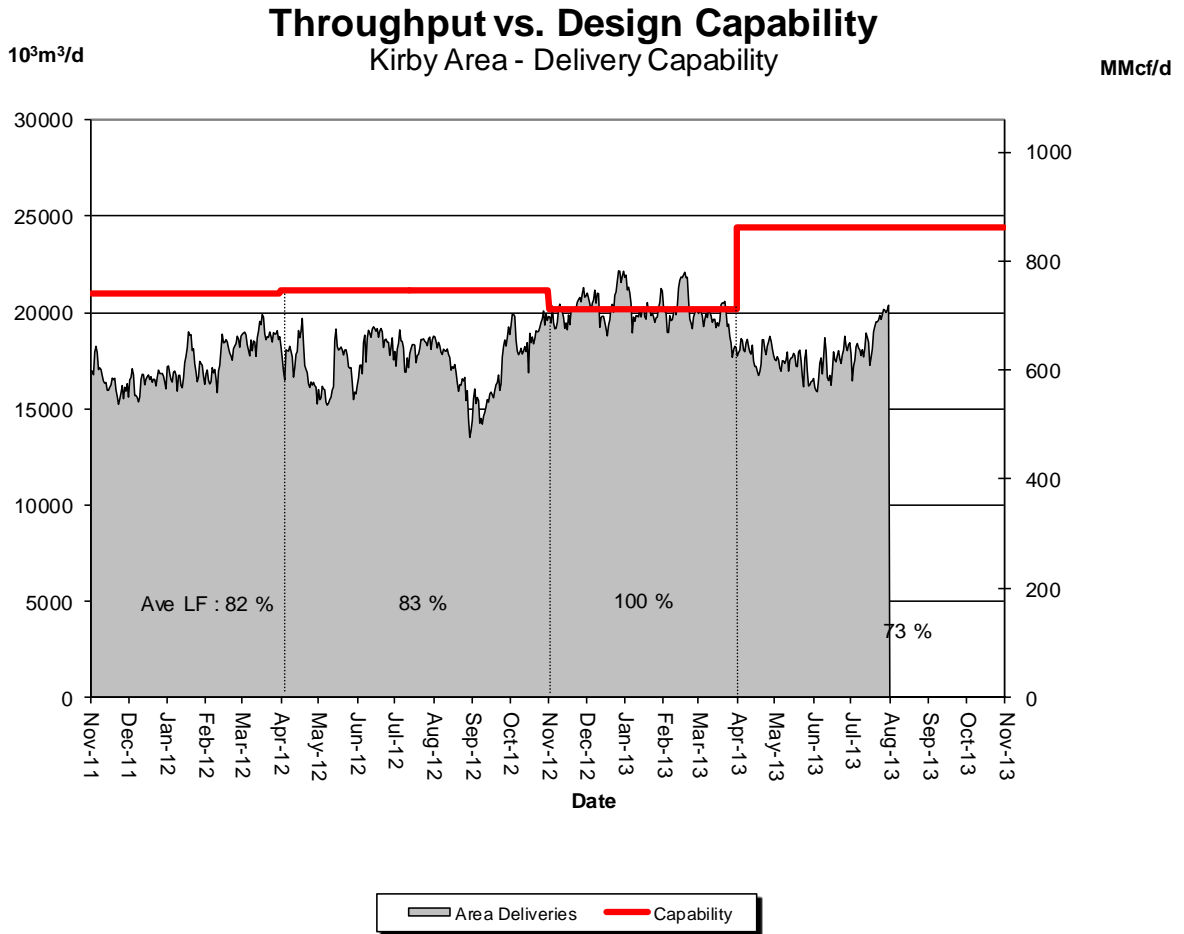
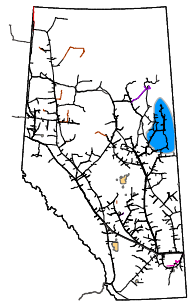
1. FT includes all receipt and delivery Firm Transportation Services: FTR, FTRN, LRS, FTD1, FTD2.
2. IT includes all receipt and delivery Interruptible Services: ITR, FRO, IID1, IID2, and FDO.
3. Utilization data is based on billed monthly volumes. Percent utilization calculated as FT and FT + IT billed volumes divided by applicable receipt or delivery Contract level.

DESIGN CAPABILITY UTILIZATION FT. McMURRAY AREA – FLOW WITHIN



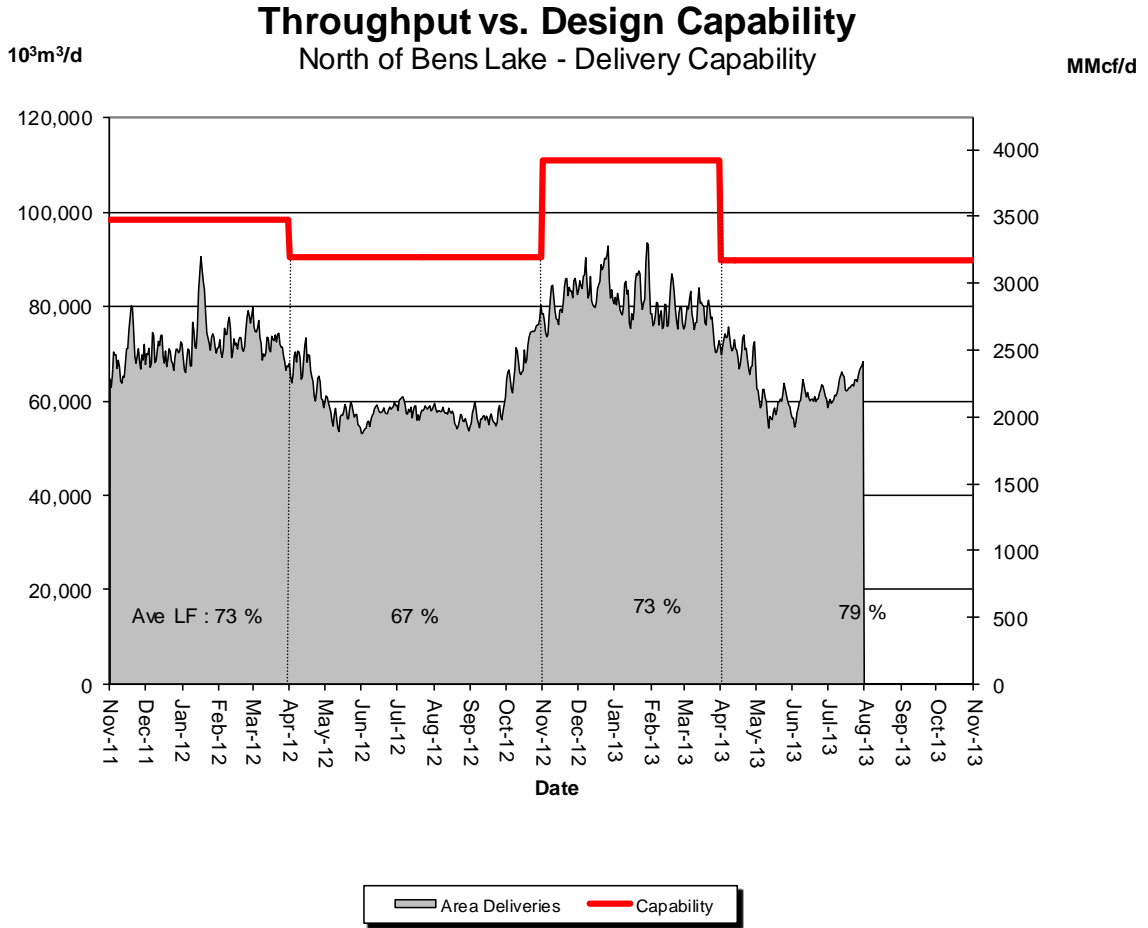
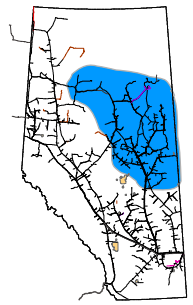
| % Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 69 | 66 | 61 | 52 | 56 | 58 |

DESIGN CAPABILITY UTILIZATION KIRBY AREA – FLOW WITHIN



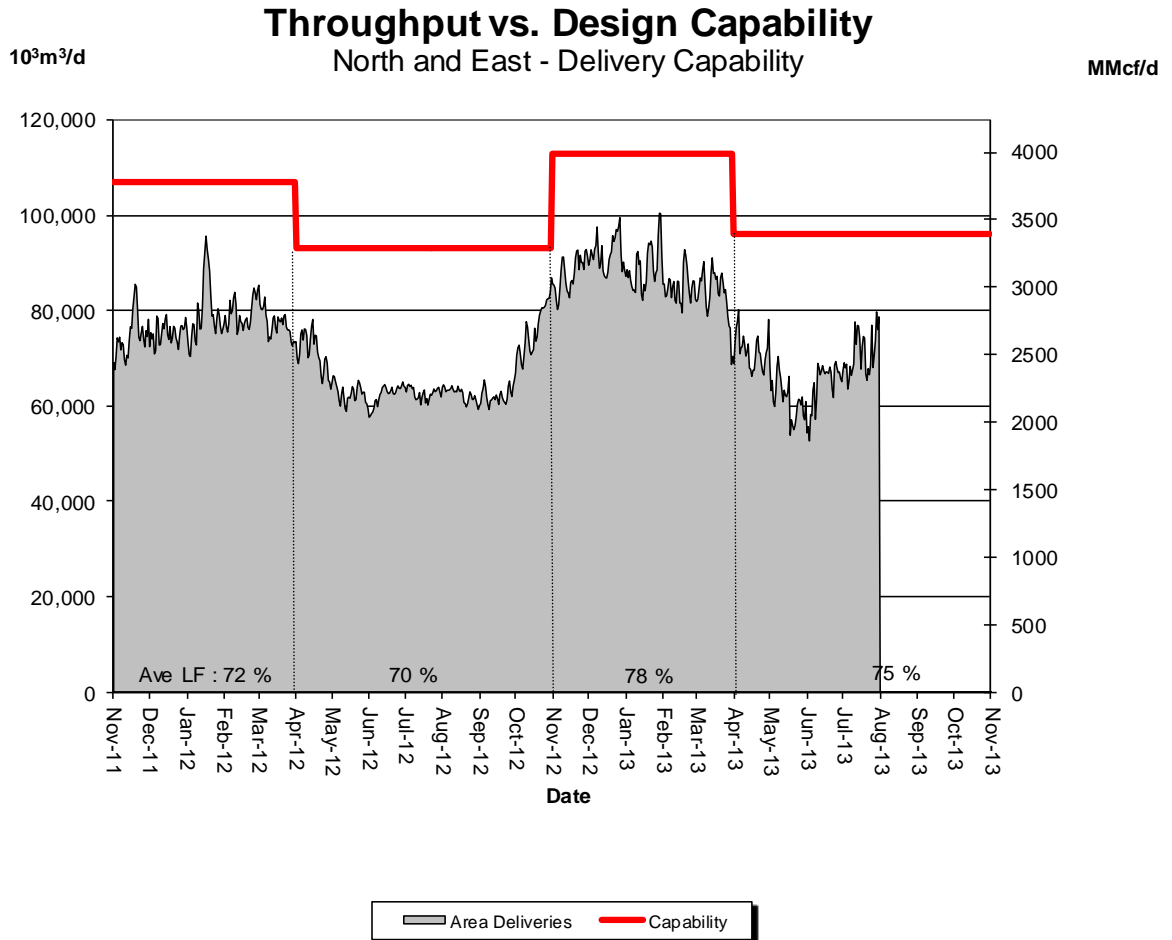
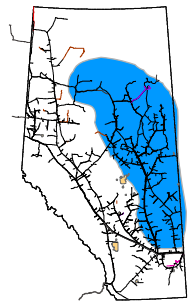
| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 101 | 97 | 73 | 71 | 71 | 76 |

DESIGN CAPABILITY UTILIZATION NORTH OF BENS LAKE – FLOW WITHIN



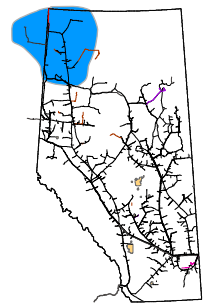
| % Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 71 | 70 | 79 | 67 | 67 | 71 |

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

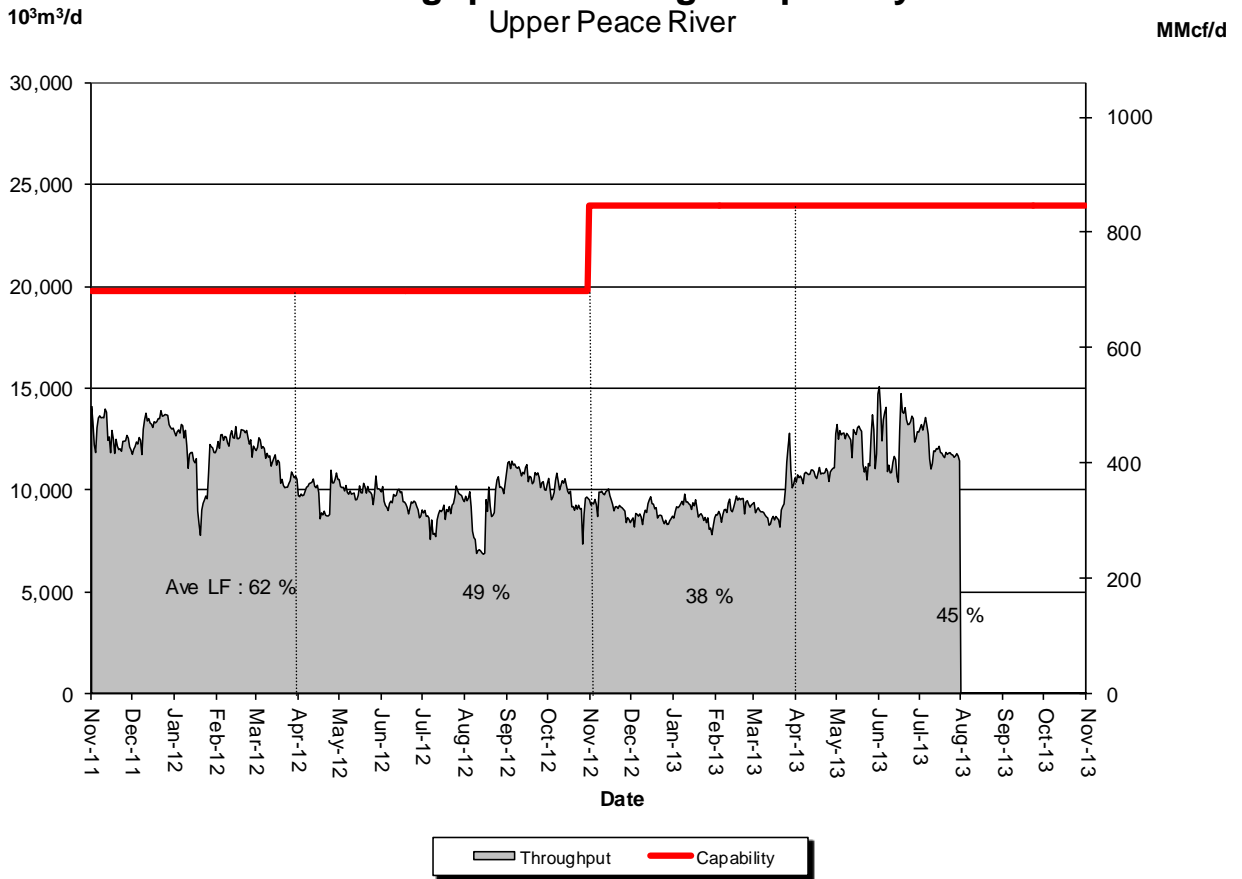


| % Design Capability Utilization Monthly Average Actual Area Deliveries as a Percentage of Design Capability | | | | | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Average Flow/ Design Capability | Feb 75 | Mar 74 | Apr 75 | May 64 | Jun 67 | Jul 74 |

DESIGN CAPABILITY UTILIZATION UPPER PEACE RIVER

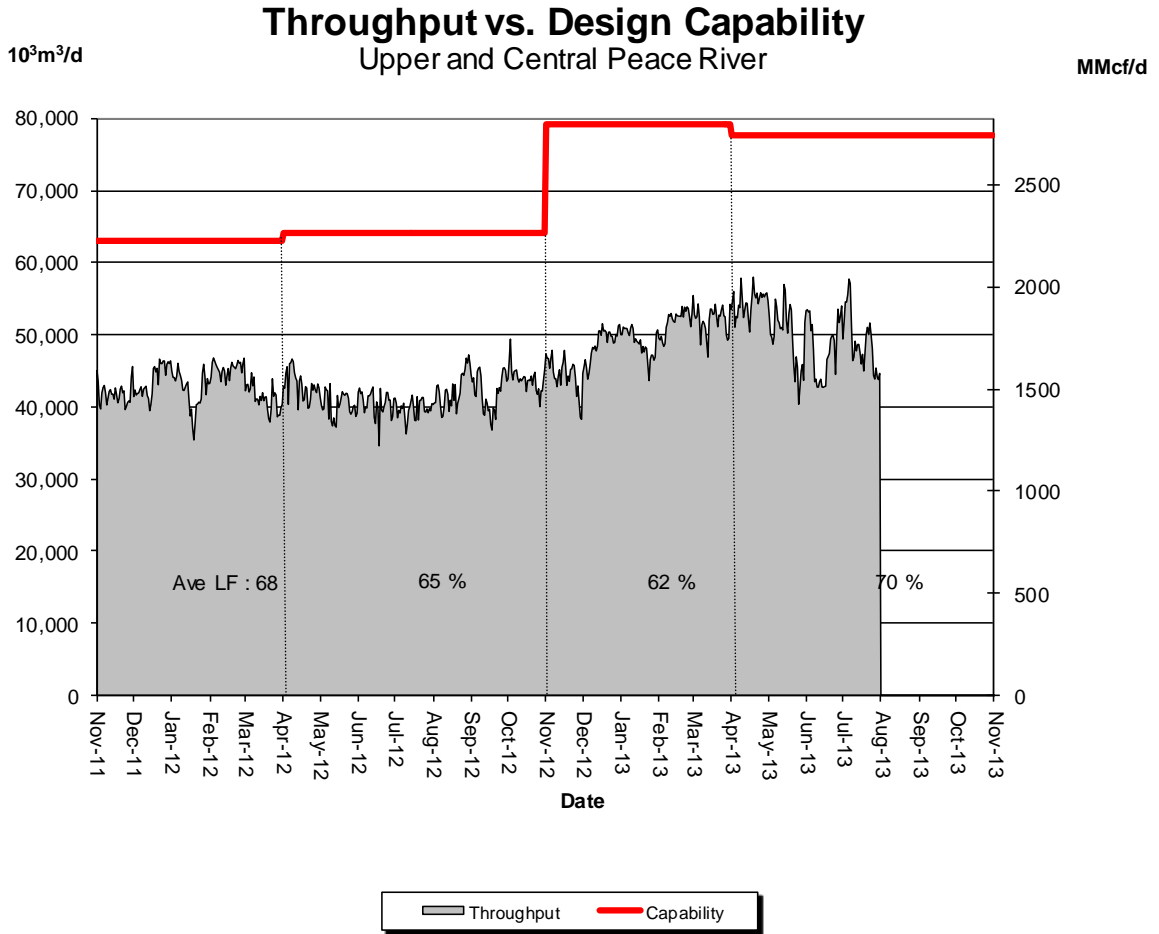
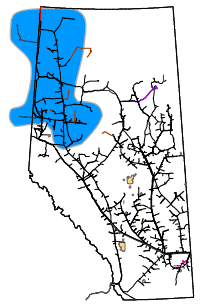


Throughput vs. Design Capability Upper Peace River



| % Design Capability Utilization Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 38 | 39 | 45 | 51 | 53 | 50 |

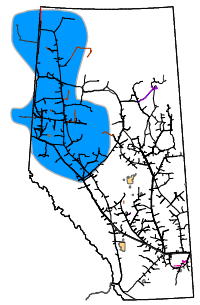
DESIGN CAPABILITY UTILIZATION UPPER and CENTRAL PEACE RIVER



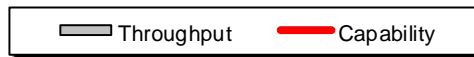
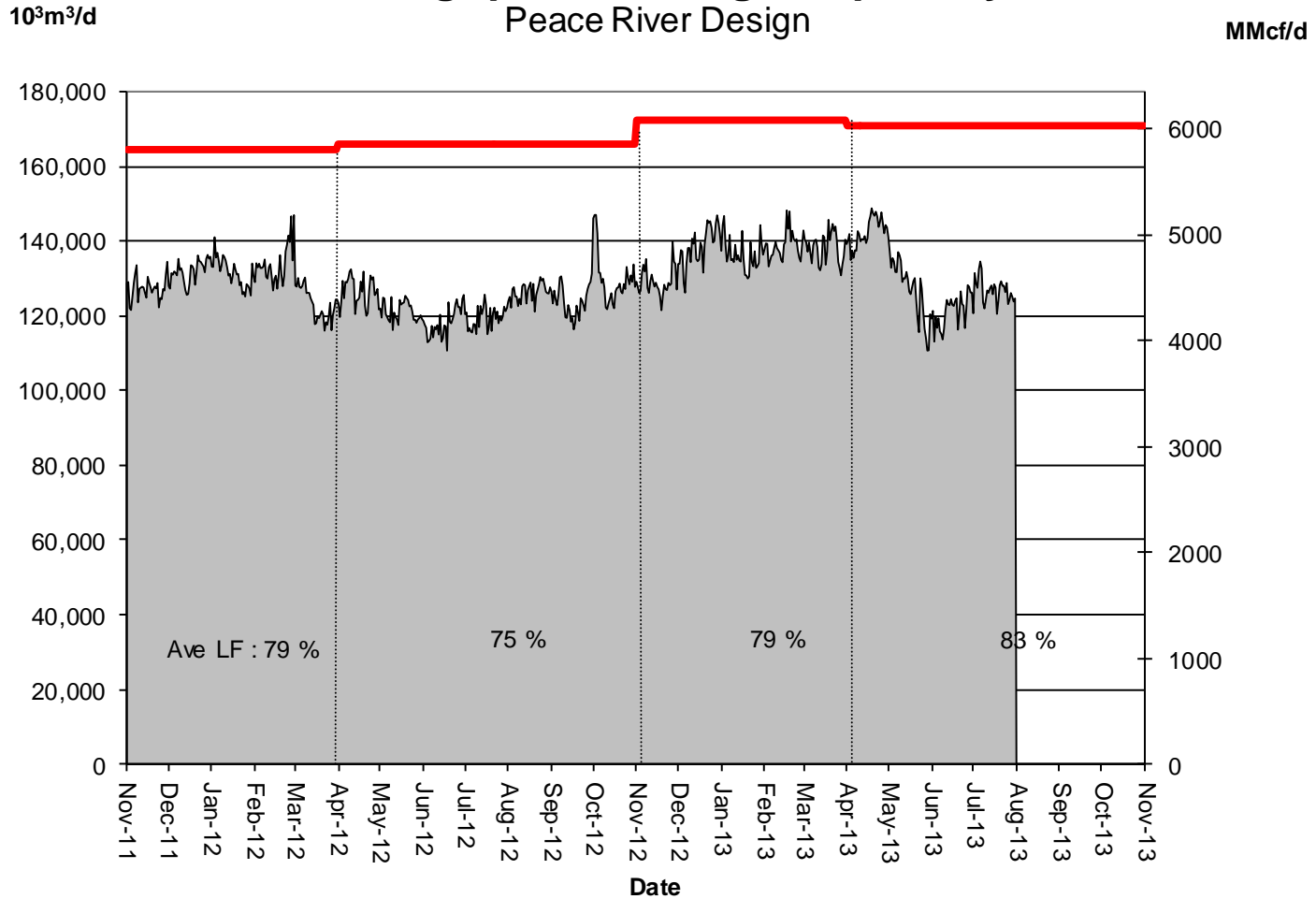
| % Design Capability Utilization Monthly Average Actual Flow as a Percentage of Capability | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 65 | 66 | 70 | 64 | 62 | 63 |

DESIGN CAPABILITY UTILIZATION PEACE RIVER DESIGN

(Upper, Central and Lower Peace River)



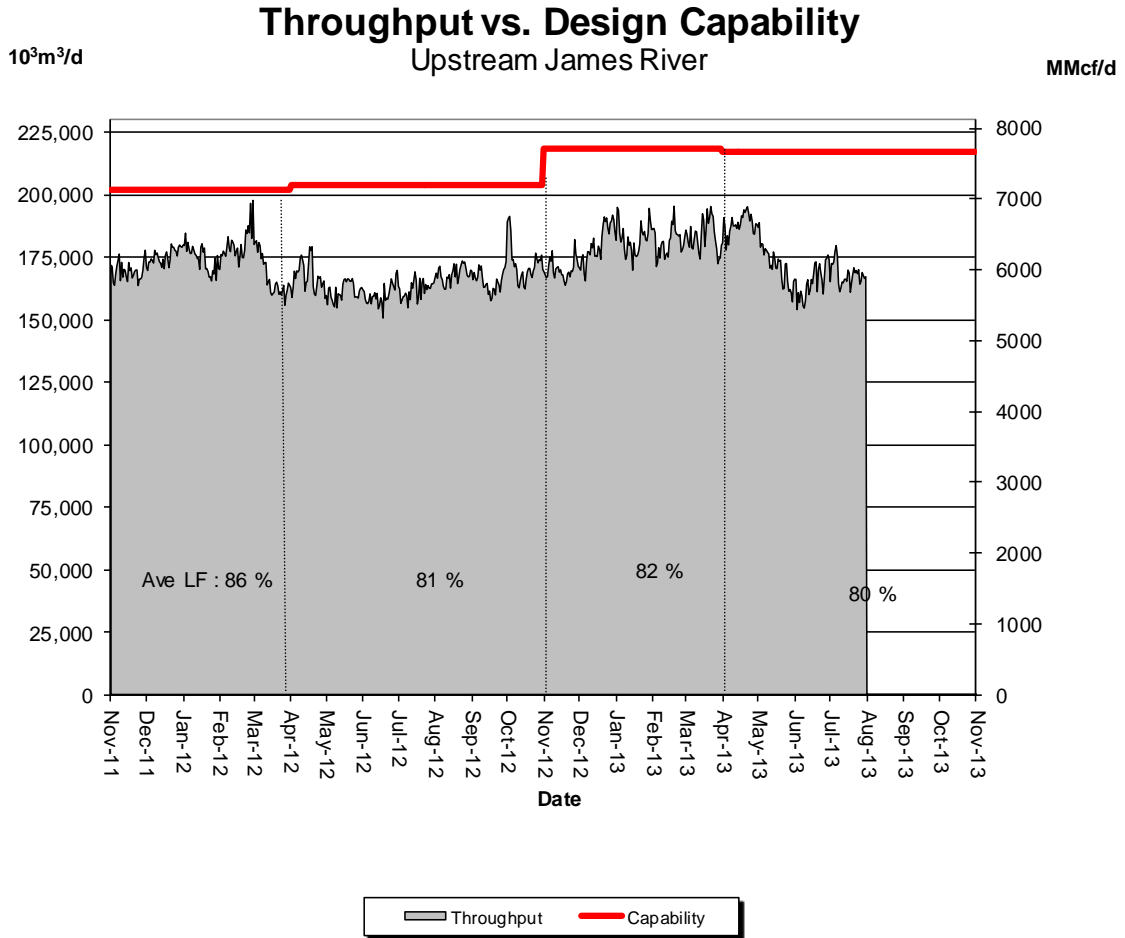
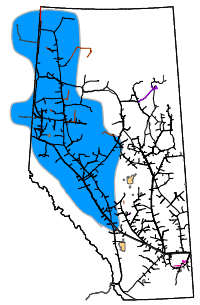
Throughput vs. Design Capability Peace River Design



| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 81 | 80 | 83 | 75 | 71 | 73 |

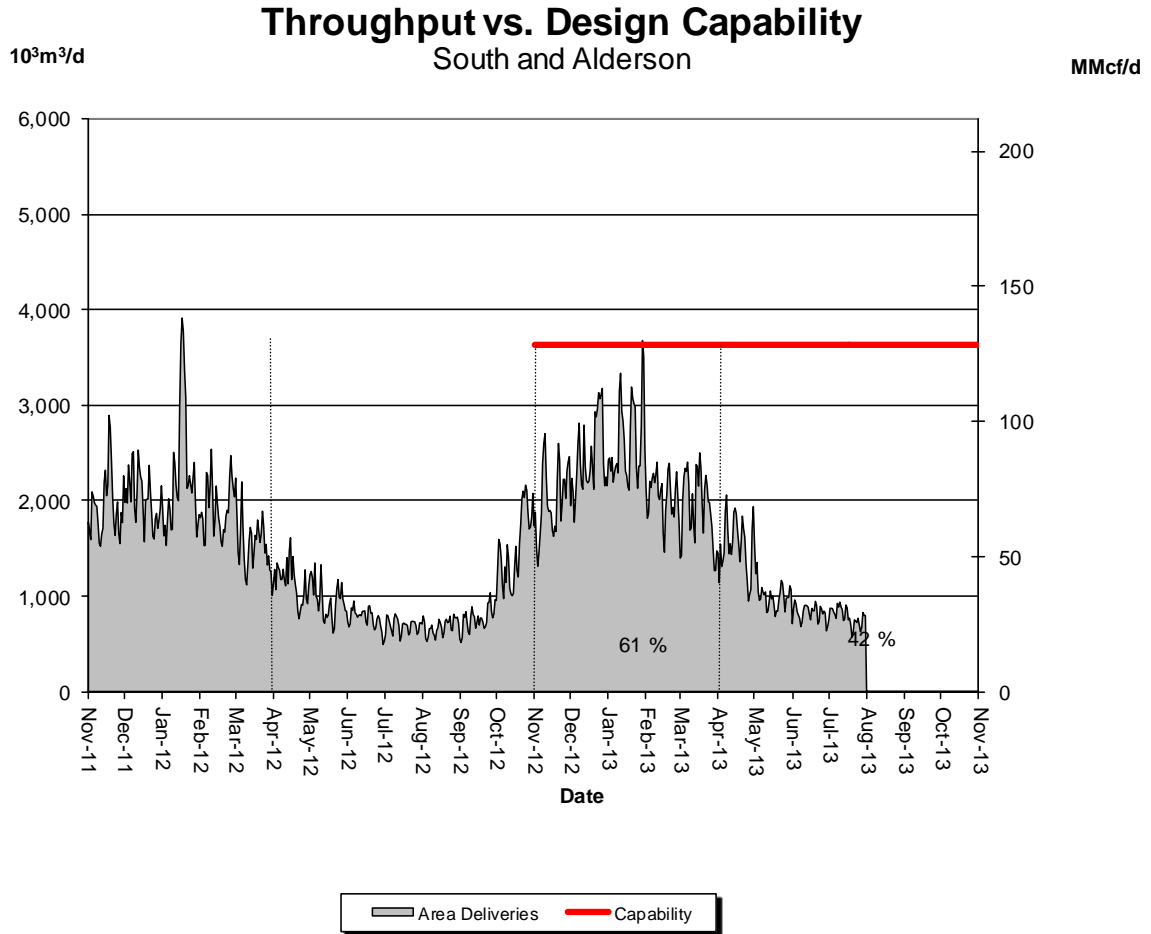
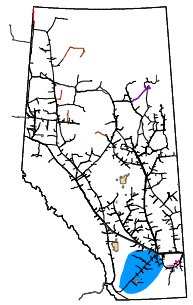
DESIGN CAPABILITY UTILIZATION UPSTREAM JAMES RIVER

(Edson Mainline, Peace River Design and Marten Hills)



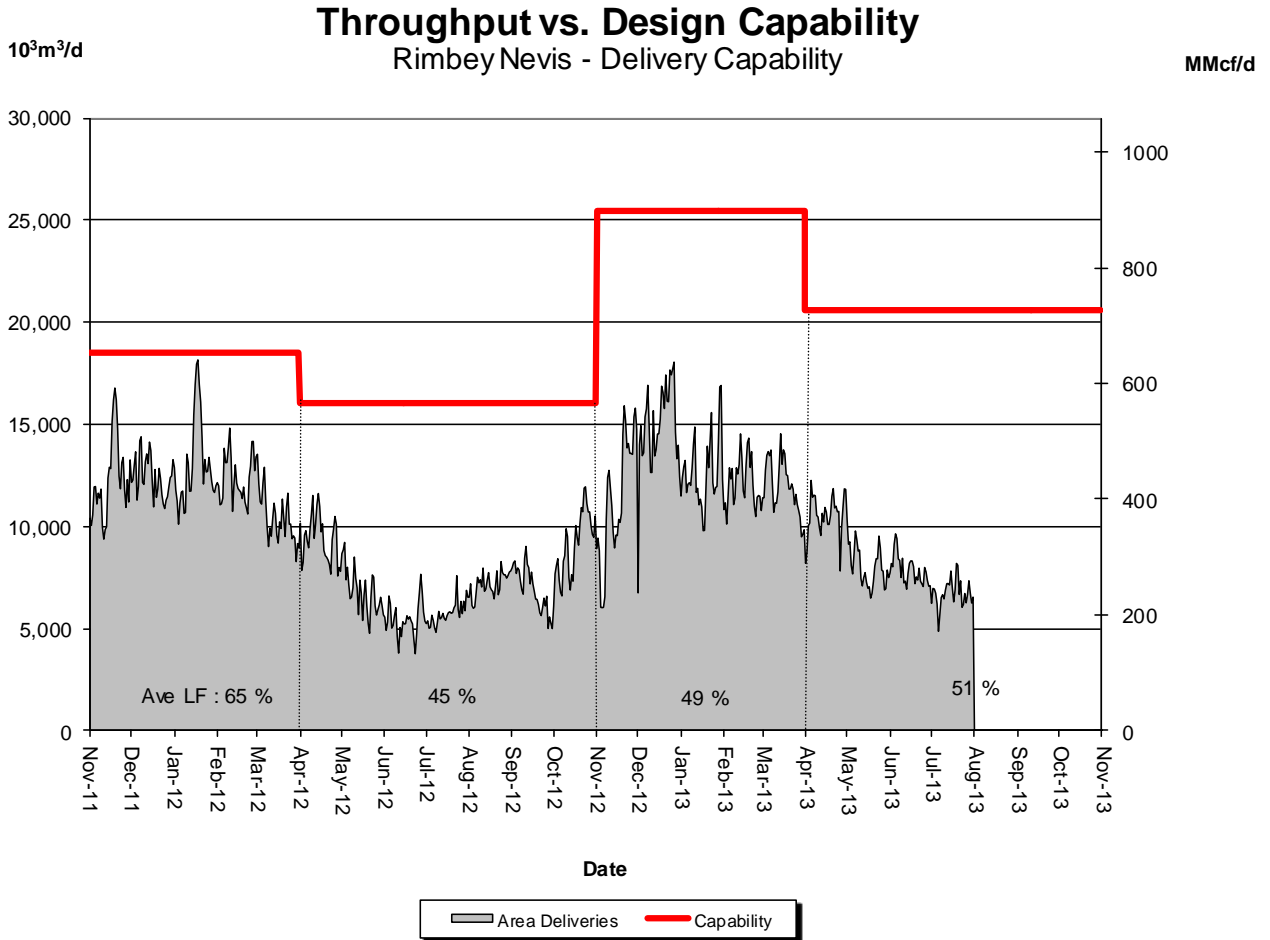
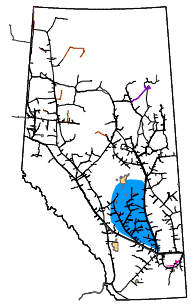
| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 82 | 84 | 87 | 79 | 76 | 77 |

DESIGN CAPABILITY UTILIZATION SOUTH and ALDERSON – FLOW WITHIN



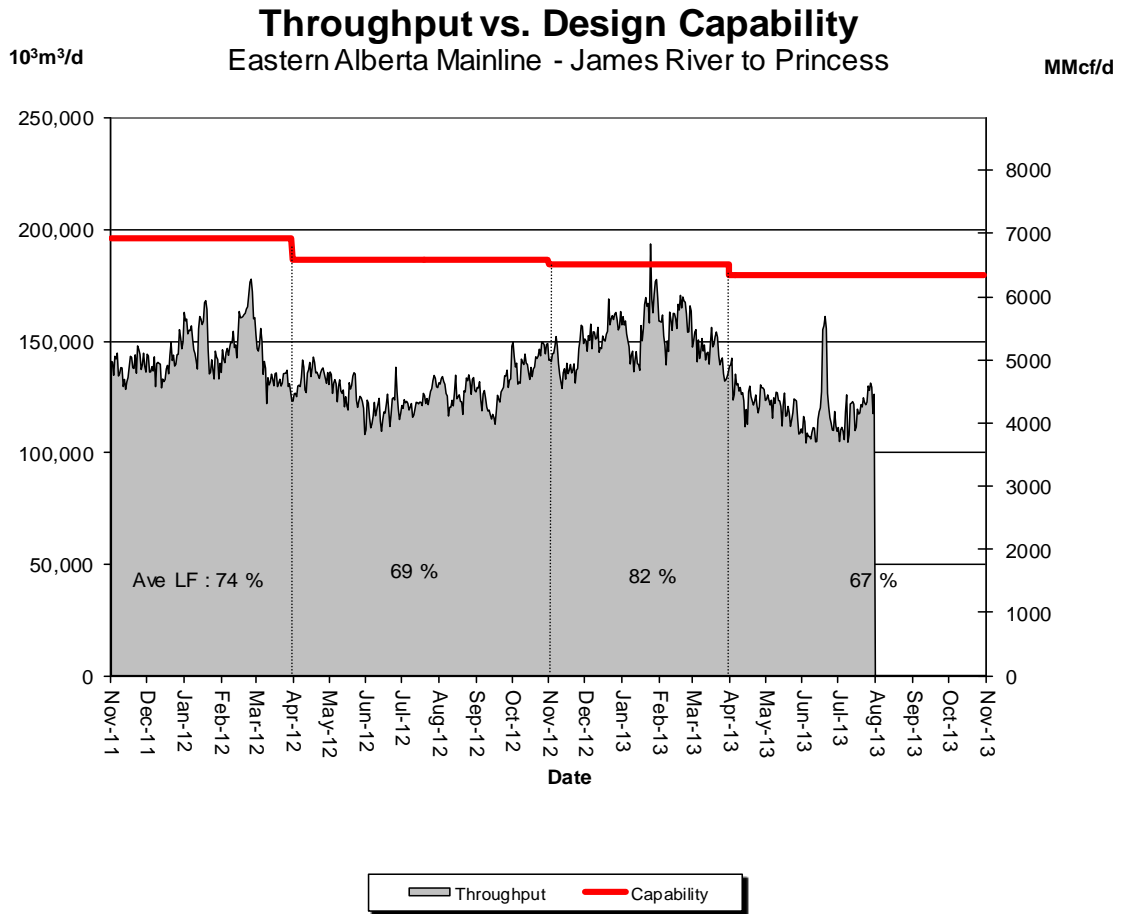
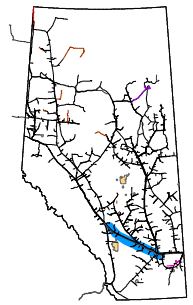
| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Actual Flow as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 57 | 53 | 42 | 28 | 23 | 22 |

DESIGN CAPABILITY UTILIZATION RIMBEY-NEVIS – FLOW WITHIN



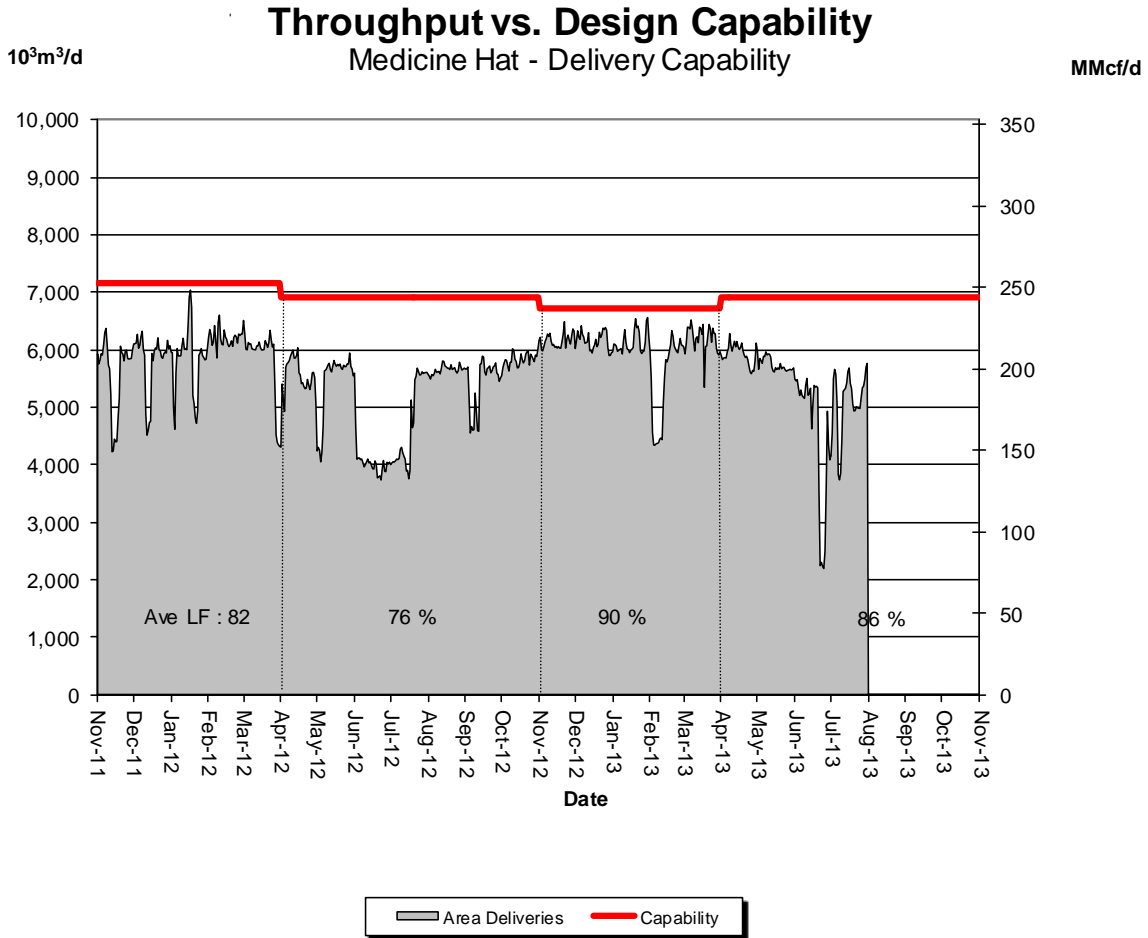
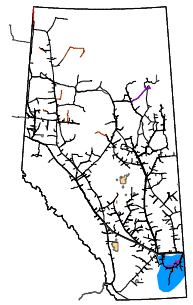
| % Design Capability Utilization Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 48 | 47 | 51 | 39 | 38 | 33 |

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 |
| | 86 | 79 | 70 | 67 | 66 | 66 |

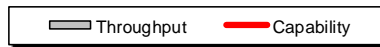
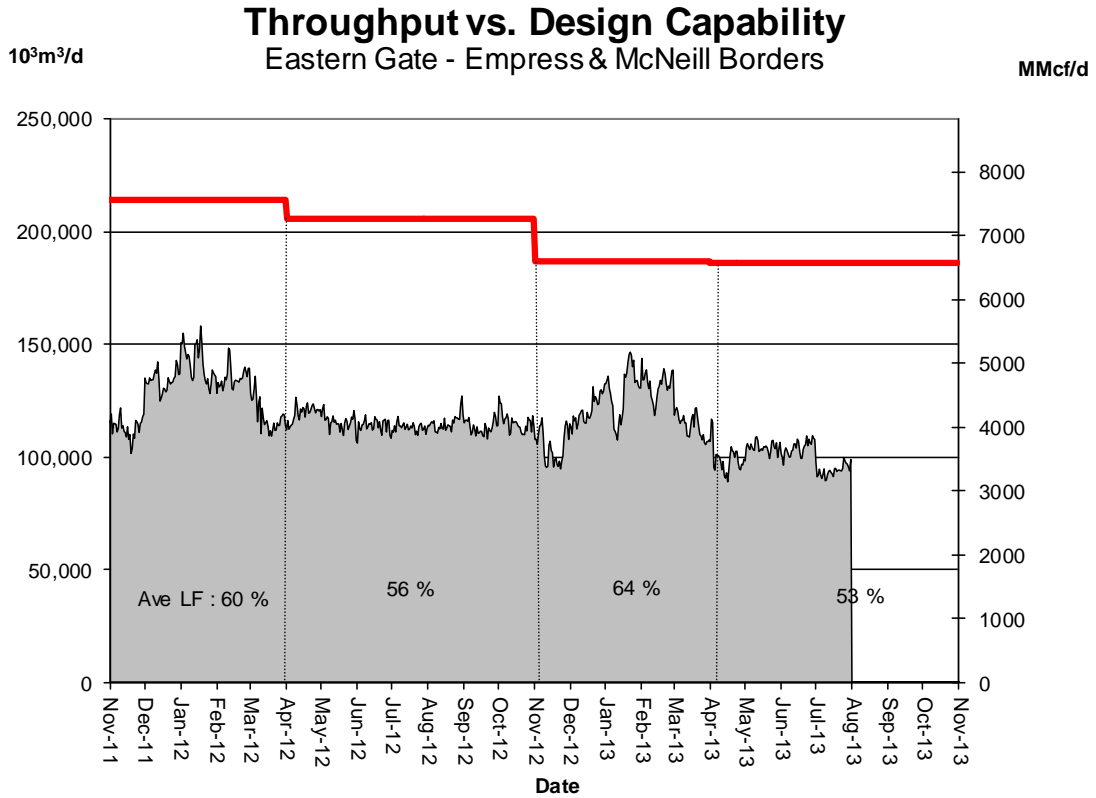
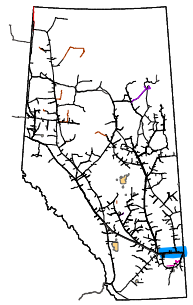
DESIGN CAPABILITY UTILIZATION MEDICINE HAT – FLOW WITHIN



| % Design Capability Utilization | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Monthly Average Area Deliveries as a Percentage of Design Capability | | | | | | |
| Average Flow/ Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 81 | 92 | 86 | 83 | 66 | 74 |

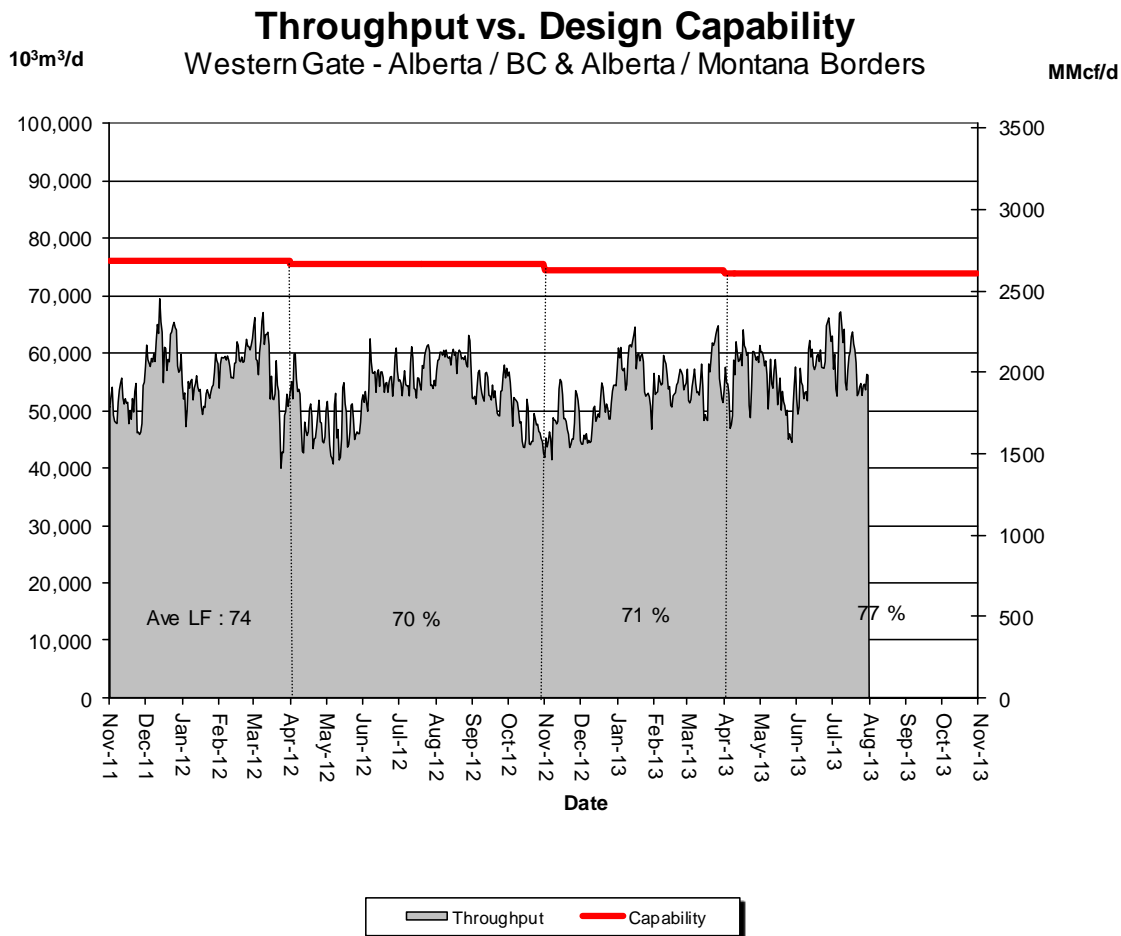
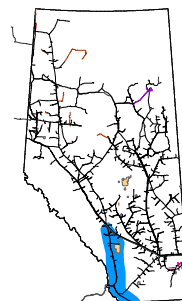
DESIGN CAPABILITY UTILIZATION EASTERN ALBERTA MAINLINE

(Princess to Empress / McNeill)



| % Design Capability Utilization Average Actual Flow as a Percentage of Design Capability | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Average Flow / Design Capability | Feb | Mar | Apr | May | Jun | Jul |
| | 71 | 61 | 53 | 56 | 56 | 51 |

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 | Mar | Apr | May | Jun | Jul |
| | 74 | 74 | 77 | 73 | 78 | 79 |

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 2013 | November 2015 |
| Winter construction (generally north of Edmonton) | November 2013 | April 2016 |

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>

➤ 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.

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 for each season. Data used in these reports lags the current date by one month.

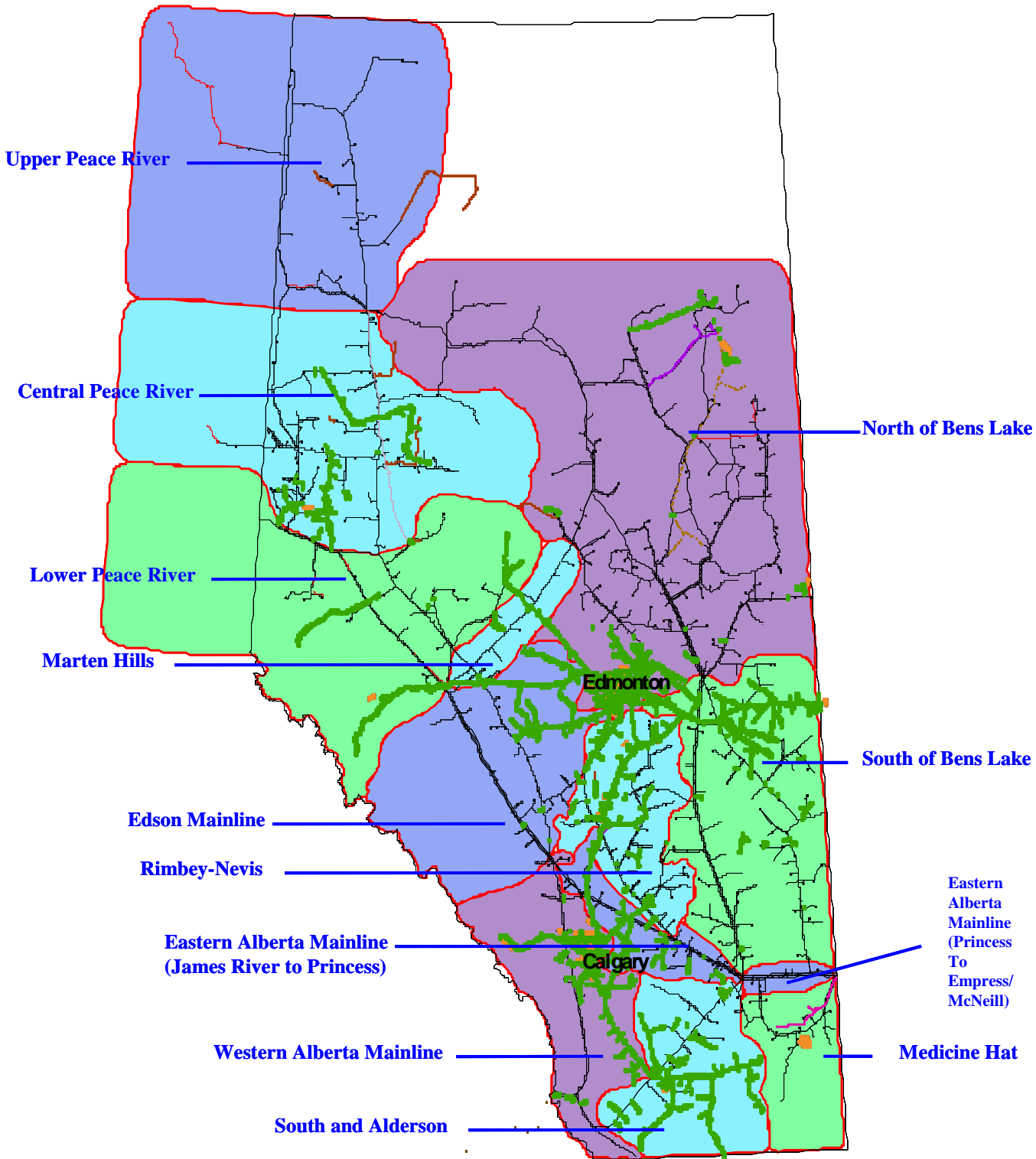
Design Flow Capability utilization is a function of several factors that include:

- 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.

Future Firm Transportation Service Availability

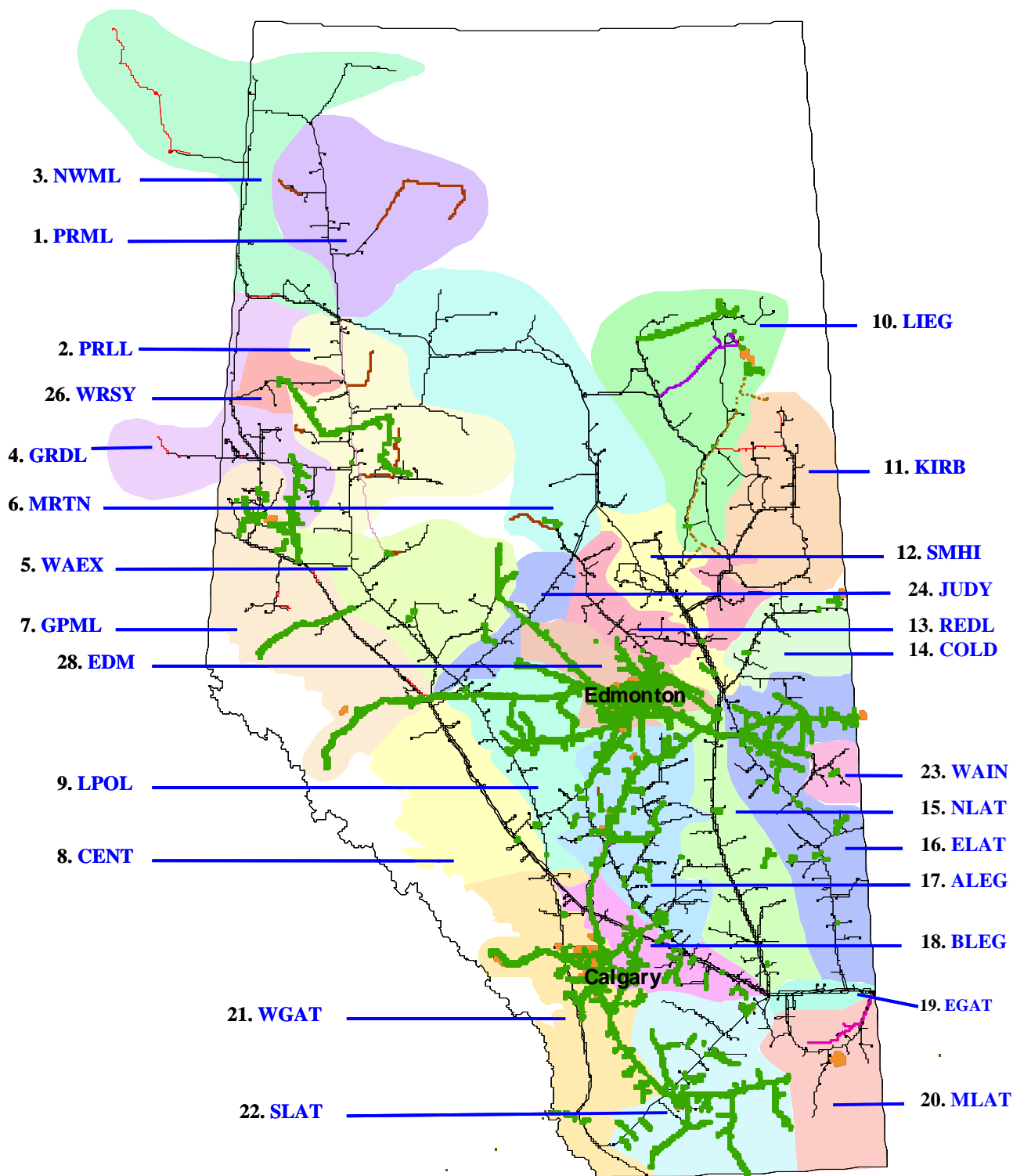
The Future Firm Transportation Service Availability report presents guidelines and timing for all future firm transportation service requests.

NGTL Design Areas



(Last updated Nov 2011)

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