

ONTARIO ENERGY BOARD

IN THE MATTER OF the *Ontario Energy Board Act, 1998*, S.O. 1998, c. 15 (Schedule B);

AND IN THE MATTER OF an application by Enbridge Gas Distribution Inc. under section 90 and 91 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c. 15 (Schedule B) for an order or orders granting leave to construct a natural gas pipeline and ancillary facilities in the Town of Milton, City of Mississauga, City of Markham, Town of Richmond Hill, City of Brampton, City of Toronto, City of Vaughan and the Region of Halton, the Region of Peel and the Region of York;

AND IN THE MATTER OF an application by Enbridge Gas Distribution Inc. under section 36 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c. 15 (Schedule B) for an order or orders approving the methodology to establish a rate for transportation services;

LEAVE TO CONSTRUCT APPLICATION: GREATER TORONTO AREA PROJECT

1. The Applicant, Enbridge Gas Distribution Inc. ("**Enbridge**") is an Ontario corporation with its head office in the City of Toronto. It carries on the business of selling, distributing, transmitting and storing natural gas within Ontario.
2. Enbridge hereby applies to the Ontario Energy Board (the "**Board**") for leave to construct the Greater Toronto Area Pipeline Project (the "**GTA Project**") as described herein. The

purpose of the GTA Project is to: (i) support future customer growth for the period 2015 to 2025; (ii) eliminate distribution system constraints, (iii) diversify gas supply entry points into the Enbridge distribution system; (iv) reduce operational risks; and (v) provide improved reliability, risk mitigation and cost savings for upstream gas supply.

3. This Application is amended to reflect the cumulative changes to the GTA Project that have occurred since the filing on December 21, 2012 through Update No. 6 dated July 22, 2013.
4. The GTA Project consists of two segments, Segment A and Segment B, each of which are described below.

Segment A

5. Segment A is intended to connect to the Union Gas Limited system at the proposed Parkway West Gate Station and provide delivery of gas to Enbridge's Albion Road Gate Station. Segment A is located in the Region of Halton, Region of Peel, Town of Milton, City of Mississauga, City of Brampton and the City of Toronto. A map of Segment A may be found in Attachment Figure 1.

Segment A – Parkway West to Albion Road

6. Enbridge will construct a new station, the Parkway West Gate Station to receive gas delivered on the Union Gas' Dawn to Parkway transmission system. Enbridge's Parkway West Gate Station will be located adjacent to the proposed Union Gas Parkway

West Station on land leased from Union Gas. Enbridge will have measurement, regulation, valving, odourant, telemetering, and in-line inspection equipment at this site.

7. Enbridge will construct a Nominal Pipe Size (“**NPS**”) 42 extra high pressure (“**XHP**”) pipeline from its proposed Parkway West Gate Station to the Albion Road Gate Station. The proposed route is approximately 27.4 kilometres (“**km**”) long and begins at the proposed Parkway West Gate Station located south of Derry Road and west of Highway 407 in the Town of Milton. The route of the Segment A pipeline is northerly for approximately 2.4 km as it exits the Parkway West Gate Station on the west side of Highway 407 and then continues northeast paralleling an existing Enbridge easement for approximately 1 km on the north side of a generally west-east trending hydro transmission corridor, the pipeline turns eastward and continues within the Parkway Belt West Plan corridor, and predominantly within a designated Utility Corridor, or road right-of-ways, for the remaining approximately 24 km length of the route.
8. This pipeline will terminate at the existing Enbridge Albion Road Station near Highway 427, Albion Road and Indian Line. As part of the GTA Project, Enbridge’s Albion Road Station will be expanded to a gate station and will accommodate the new connection and odourization, metering, regulation and other ancillary equipment.
9. Segment A pipeline will serve both transportation and local distribution needs. Enbridge will retain 800,000 GJ/day for distribution purposes and 1,200,000 GJ/day for transportation purposes. Enbridge will be commencing a New Capacity Open Season in July 2013 to allocate capacity for the transportation element of Segment A.

10. The shared use of Segment A will eliminate the need for duplicative pipelines/facilities resulting in less environmental and community impacts. Enbridge does not currently have a methodology or a rate applicable to the transportation service to be provided by Segment A to shippers. Enbridge is seeking approval of the methodology that will be applied to develop a rate ("**Rate 332**") for the transportation service in order to provide shippers with a means to determine their future payment obligations and pursue regulatory approvals. Enbridge will be seeking approval of the new rate, Rate 332, in rate proceeding, EB-2012-0459, when the rate impact of the GTA Project will be considered.

Segment A – Parkway West to Parkway North & Parkway By-Pass

11. In addition to the Parkway West to Albion pipeline described above, the proposed Enbridge Parkway West Gate Station will also connect into the existing Enbridge NPS 36 Pipeline (the "**Parkway North**" pipeline) which is located on the west side of Highway 407. This connection will require the installation of approximately 315 metres ("**m**") of NPS 36 pipeline to complete the tie-in.
12. Enbridge also proposes to upgrade the existing valve manifold at the existing Parkway By-Pass (located on the west of Highway 407 south of Derry Road and directly west of the Parkway Gate Station) to include pressure regulation between the existing Enbridge NPS 36 "Parkway North" pipeline and the existing Enbridge NPS 36 XHP "Mississauga Southern Link" Pipeline (the "**MSL**" pipeline) that currently operate at different pressures.

Segment B

13. Segment B is proposed to be NPS 36 XHP pipeline and the modification and construction of station facilities. A map of Segment B may be found in Attachment Figure 2. The GTA Project - Segment B will be constructed within the Region of York, the City of Vaughan, the City of Markham, City of Toronto and the Town of Richmond Hill.
14. The Segment B pipeline commences at Enbridge's Keele/CNR Station which will be modified to connect to the proposed NPS 36 XHP pipeline.
15. The Segment B Preferred Route is approximately 23 km long and begins at Enbridge's Keele/CNR Station located on Keele Street, approximately 400 m north of Steeles Avenue in the City of Vaughan.
16. The Segment B Pipeline exits the Keele/CNR Station and travels northeast for approximately 15.4 km, within the Parkway Belt West Plan Area and primarily within the Utility Corridor designation area, to the north-south trending hydro transmission corridor between Pharmacy Avenue and Warden Avenue, in the City of Markham.
17. The Segment B Pipeline turns south to continue along the hydro transmission corridor to McNicoll Avenue, where the hydro transmission corridor ends and continues within the Enbridge owned north-south trending Buttonville utility corridor.
18. The Segment B Pipeline continues south within the utility corridor and terminates just north of Sheppard Avenue, connecting to an existing Enbridge NPS 36 pipeline. The

Pipeline travels within Utility Corridors (including the Parkway Belt, Buttonville Corridor) for the majority of pipeline length.

19. Enbridge proposes to construct the Buttonville Regulation Facility (“**Buttonville Station**”), south of Highway 407 and east of Rodick Road in the City of Markham, to tie the new NPS 36 XHP east-west and north-south portions into the existing NPS 30 XHP Pipeline (the “**Don Valley**” pipeline) in the area of the intersection of the two pipelines.
20. Enbridge also proposes to expand the existing “Jonesville-Eglinton Regulation Facility” (“**Jonesville Station**”) located within the existing utility corridor north of Eglinton Avenue East and Jonesville Crescent in the City of Toronto. The expansion will provide additional support for the existing NPS 36 XHP pipeline feed into the existing NPS 30 XHP Don Valley pipeline running south from the Jonesville Station to Station B.
21. The route and location for the GTA Project was selected by Dillon Consulting Inc. (“**Dillon**”), an independent environmental consultant, through the process outlined in the Ontario Energy Board’s *“Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines in Ontario” (Sixth Edition, 2011)*. Input from the public, area stakeholders, Métis and First Nations was sought during the route selection process and was incorporated into the final alignment decision. Enbridge will continue to update the Métis and First Nations regarding the results of the archeological studies.
22. The route selection and the environmental and socio-economic impact assessment of the proposed facilities are provided in the *“GTA Project: Environmental Report”* (the “**Environmental Report**”) found at Exhibit B, Tab 2, Schedule 1, Attachments 1, 4,

- and 5. The proposed measures outlined in the Environmental Report will be used to mitigate any potential environmental impacts.
23. In addition to the consultation completed as part of the Environmental Report, Enbridge has consulted, and continues to consult, with interested stakeholders. An amendment has been filed as part of Update No. 6 to include the environmental and socio-economic impact assessment of the reinstatement of the originally proposed route as a NPS 42 pipeline and the additional 1.5km of NPS 42 pipeline and facilities from Enbridge's newly proposed Parkway West Gate Station northerly which was not included in the initial Environmental Report. The amendment can be found at Exhibit B, Tab 2, Schedule 2, Attachment 6.
24. Enbridge has included draft agreements at Exhibit D, Tab 1, Schedule 2 that will be offered to affected landowners where the need for an easement arises.
25. There are five (5) individual landowners that will be impacted by the proposed construction. Enbridge has redacted their identities from the matters filed in the public record. Enbridge has filed two copies of the unredacted information regarding the five landowners confidentially with the Board in a separate sealed envelope.
26. Enbridge has filed certain financial and economic information in confidence, pursuant to the Board's *Practice Direction on Confidential Filings* and the *Rules of Practice and Procedure*. Two copies of the unredacted information have been filed in a separate sealed envelope.

27. The updated estimated cost of the GTA Project is \$686.5 million. The amended project costs, schedule, and economic feasibility calculations have been provided in the evidence submitted as part of Update No. 6. This evidence has been updated based on the shared usage with shippers, the change in initiation location to Parkway West. The rate methodology and corresponding revenue requirement for services provided to shippers can be found at Exhibit E, Tab 1, Schedule 2. The vast majority of the estimated costs have not yet been committed to or incurred. Access to certain information in the economic modeling has also been filed confidentially.
28. Enbridge hereby requests the Board maintain this information in confidence to preserve the integrity of, and ensure customer confidence in, the procurement process.
29. Enbridge does not object to the confidential information being made available to intervenors in this proceeding subject to such intervenor providing a declaration and undertaking to maintain the confidentiality of the information and to only use such information for this proceeding. Unredacted information will be provided to the Board and those who have signed the declaration and undertaking. Enbridge does not object to the confidential information regarding the project economics becoming public following the completion of its procurement process.
30. The proposed in-service date for the GTA Project is prior to November 2015 in order to be available for the winter of 2015. In order to meet the in-service date, construction is scheduled to commence no later than December 2014. Exhibit C, Tab 2, Schedule 2 indicates the proposed construction schedule.

31. The permitting process will require several weeks to, in some instances, more than 1 year. Procurement lead times may also require more than 1 year. Therefore, Enbridge requests that the Board establish a schedule for this Application such that a Decision and Order can be issued by December 15, 2013.
32. An updated list of interested parties is provided at Exhibit A, Tab 2, Schedule 3 and the list of permitting authorities is provided at Exhibit D, Tab 1, Schedule 3. The list of interested parties and the list of permitting authorities have been updated with all changes up to and including Update No.6.
33. Enbridge requests this Application be conducted in English.
34. Enbridge requests the Board issue:
 - i. such directions and orders as the Board deems appropriate for the notice and proper review, consideration and processing of this Application;
 - ii. such orders as are necessary or advisable for the proper protection, handling and access to the confidential information described herein;
 - iii. pursuant to section 90 and 91 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c-15 (Schedule B), an Order(s) granting leave to construct the GTA Project - Segment A, including Parkway West Gate Station to Albion Road Station, as a NPS 42 pipeline, and other facilities as described herein;
 - iv. pursuant to section 90 and 91 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c-15 (Schedule B), an Order(s) granting leave to construct the GTA Project - Segment B as described herein;

- v. pursuant to section 97 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c-15, Schedule B, an Order approving the form of easement agreements found at Exhibit D, Tab 1, Schedule 2, Attachment herein;
 - vi. in order to determine the conditions under which shippers will be provided service, pursuant to section 36 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c-15, Schedule B an Order granting approval for a methodology to determine the rate, Rate 332, in respect of the transportation service provided to shippers.
35. Enbridge requests that copies of all documents filed with the Board in connection with this proceeding be served on it and on its counsel, as follows:

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DATED July 22, 2013 at Toronto, Ontario.

ENBRIDGE GAS DISTRIBUTION INC.
By its counsel

AIRD & BERLIS LLP

Original Signed by

Scott Stoll