

ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO
ENVIRONMENTAL DEFENCE INTERROGATORY #36

INTERROGATORY

Interrogatory No. A.1-ED-36 Reference: Ex. A, Tab 3, Schedule 1, Page 10-13

The fourth purpose for the project is described at pages 10 to 13 of Exhibit A, Tab 3, Schedule 1, and is summarized as follows at page 2:

“4. The GTA Project will:

d. Improve supply chain diversity, reduce upstream supply risks and reduce gas supply costs over the period 2015 to 2025.”

Enbridge states that gas from the U.S. North East “cannot be moved into the Company’s distribution system at Parkway Gate Station due to capacity constraints” and that the proposed project will improve supply chain diversity by eliminating those constraints.

a) What alternative methods are there to allow gas from the U.S. North East to be moved into Enbridge’s GTA system (i) at the Parkway Gate Station or (ii) elsewhere?

RESPONSE

a) Absent infrastructure additions, there are no practical alternative methods to allow gas from the U.S. North East to be moved into the GTA System. Potential alternatives and their deficiencies are described below:

i) Additional volumes cannot be accommodated at the existing Parkway Gate Station due to distribution system constraints downstream of Parkway. At best, these volumes will displace other volumes currently flowing into Parkway Gate Station, which is part of the gas supply contracting plan once the GTA Project is in place.

Witnesses: J. Denomy
C. Fernandes
M. Giridhar

- ii) Additional volumes at other gate stations in the GTA, such as Victoria Square, will require additional short haul service on TransCanada east of Parkway. The Parkway to Maple path is also currently constrained in its ability to provide volumes to other gate stations connected to TransCanada.
- iii) Another alternative method of feeding the GTA with US North East volumes would be for additional infrastructure to be built south of the border and for these volumes to be delivered off the Iroquois system into Waddington and back hauled west to the GTA. Enbridge does not believe that this path would be an economic way to serve the GTA relative to sourcing supply at Niagara.

TransCanada has determined that shared use of the GTA Project, in conjunction with a downstream build is a preferable alternative to building a loop around Brampton in order to expand the Parkway to Maple path. The GTA Project is therefore capable of providing US NE supply directly into the GTA Project Influence Area and can be leveraged to provide such supply to the remainder of the GTA and the Enbridge franchise and to the rest of Ontario and Quebec.

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