

ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO  
ASSOCIATION OF POWER PRODUCERS OF ONTARIO INTERROGATORY #4

INTERROGATORY

Reference: EB-2012-0451 Exhibit A Tab 3 Schedule 1 Entry Point Diversity

Preamble: Figure 5 illustrates the percentage of volumes entering the Enbridge system. Enbridge is concerned about the percentage of gas entering the system from any one or a small group of gate stations

- a) Please redraw Figure 5 assuming the GTA facilities are in place using the same volumes that are in Figure 5. Please explain how the new facilities alleviates Enbridge's concern that 96% of the supply comes from a few gate stations.
- b) Please provide a schematic that better illustrates the interconnections at Parkway between TCPL and Enbridge as well as Union and Enbridge both before and with the proposed facilities. Please indicate those pipeline systems that have independent operation pressures.
- c) Please explain if Enbridge's diversity concern relates to:
  - i. The reliability of the gate station; if so can Enbridge improve the reliability through adding additional redundancy within the operating components of the station?
  - ii. Reliability of the upstream pipeline; if so how does adding additional downstream capacity assist this problem?

RESPONSE

- a) Please refer to the report by EN Engineering in Exhibit A, Tab 3, Schedule 3, Attachment 4. Table 8 in Section 7.0 (Page 27) provides a comparison of the before and after of the GTA on a comparison basis to other large urban centers.
- b) Please refer to the response to BOMA Interrogatory #25 d) ii) Attachments 1 and 2 at Exhibit I.A1.EGD.BOMA.25 for a high level schematic of the interconnections with Union/TransCanada and downstream facilities. The connections at Parkway are not

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proposed to change. Minimum contract delivery pressures currently at Parkway are 3,448 kPa (500 psi) for Union Gas and 4000 kPa (580 psi) for TransCanada.

- c) The diversity concern is related to a dependency on a single site or point in the supply chain. There are multiple lines upstream of the Parkway site, and there are multiple lines downstream of the site. Additional redundancy at the site is feasible, but depending on the nature of an incident may not prevent the loss of the site. This would not address all concerns related to a single point along the supply chain.

Witnesses: E.Naczynski  
C. Fernandes