

ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO
BOMA INTERROGATORY #20

INTERROGATORY

Issue: A.1; A.3.3

Attachment 4E – Engineering Study, Table 7, p24

The evidence states that the proposed Enbridge interconnect at Parkway West will create a sister gate station for Enbridge at Parkway West with design capacity of 1,664 TJ, identical to the current design capacity of the Parkway citygate. It further states (p24) that downstream constraints will limit the total throughput (to Enbridge) of Parkway and Parkway West to the current level (1694 TJ/day). In other words, only half of the actual Parkway/Parkway West gate station's capacity will be utilized.

Please explain in detail what are the downstream constraints and how each of these constraints separately, and all of them together, limit the total throughput takeaway from the Parkway and/or (proposed) Parkway West gate station to 1694 TJ/day, notwithstanding that the total physical capacity at the two gate stations is double that. Please discuss fully. Please describe how the Segment A and Segment B will relieve those downstream constraints. Please discuss fully and quantify the answers as much as possible. Did Enbridge consider removing those constraints in ways other than building Segment A? If so, please provide a copy of that analysis. If not, please describe the reasons that option was not investigated.

A,3,3, p4 (line 1)

Please explain the capacity Enbridge currently has at Parkway to be "fed by TransCanada". Please provide the amount of the capacity and the volumes TCPL supplied Enbridge at Parkway on peak day, winter season (average day) and remainder of the year (average day). Please provide a map which clearly shows the current TransCanada-Enbridge interconnect at Parkway, or the way Enbridge is "fed by TransCanada" at Parkway.

Witnesses: J. Denomy
C. Fernandes

RESPONSE

Please refer to Figure 2 in the supporting attachment for Exhibit A, Tab 3, Schedule 6, and also as discussed in this schedule. Parkway currently has two downstream pipelines, the Mississauga Southern Link (“MSL”) and the Parkway Belt North lines. The two downstream lines currently limit the amount of gas that can flow through Parkway. Parkway West would connect in the immediate vicinity of Parkway to the same two lines, as shown in the Figure 2 reference. The two gate stations will have the same downstream capacity as currently.

In order to alleviate downstream constraints from the Parkway area, additional pipeline capacity is required. Enbridge did consider a number of other alternatives, as discussed in Exhibit A, Tab 3, Schedule 7.

Segment A allows for greater flows from the Parkway area, utilizing TransCanada's existing infrastructure from Parkway to BramWest. From BramWest to Albion, Segment A bypasses the constraint on the Parkway Belt line. From Albion to Keele, the Parkway Belt line is not constrained, due to volume already taken off west of this point. At Keele, the system is constrained by the NPS 26 pipeline that is a bottleneck, as discussed in the pre-filed evidence. Segment B alleviates this constraint, and allows additional gas volumes to flow from Keele Station to Sheppard Avenue, and further through the NPS 36 to Jonesville Station near Eglinton Avenue.

To summarize, the major constraints in the system from the Parkway area are the capacity limits of the two pipelines in the immediate vicinity of Parkway, and also the NPS 26 bottleneck to move volumes further east. This is why the proposed facilities are limited to increasing capacity specifically to alleviate these constraints.

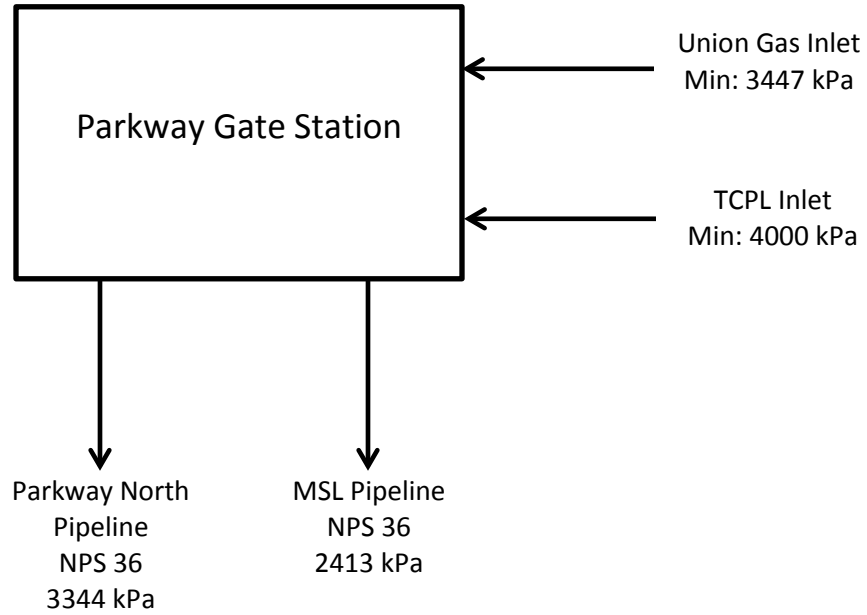
A.3.3 p4 Line 1

The table below provides the volumes that TransCanada supplied to Enbridge at the Parkway-Enbridge interconnect during 2012. Data presented includes maximum daily throughput, average winter day throughput, and average daily throughput.

Maximum Daily Throughput (TJ/d)	126.5
Average Winter Day Throughput (TJ/d)	45.1
Average Day Throughput (TJ/d)	31.3

Witnesses: J. Denomy
C. Fernandes

The following map shows the feeds into and out of the existing Parkway Gate Station.



Witnesses: J. Denomy
C. Fernandes