

ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO
BOMA INTERROGATORY #14

INTERROGATORY

Issue: A.1 – A.5

- (a) Please explain Enbridge's current objective and steps now and in the near future to change the role of the Lisgar gate station. Please explain fully and advise of the encroachment criteria that are used. Has it been necessary to change the class location of the Lisgar station since it was built? Please describe what the changes were and when they were made. Is Enbridge required by ZA-662-11, to change the class locations in 2013, 2014, 2015, or 2016? Please discuss. Please discuss in detail the steps that Enbridge has taken over the last five years, the further steps it plans to take in the next few years to further decrease the amount of gas that enters its system from Union at Lisgar.
- (b) Please provide the amount of gas flow through Lisgar for each of 2008 through 2013 (to date), and estimated each year from 2014 to 2018, on peak day, average winter day, average summer day, total amount, in TJ/day and percentage of bcf/day. Does this mean the Union-Lisgar line will be effectively empty in the near future for much of the year?
- (c) How does Enbridge propose to use Lisgar in 2013, 2014, and 2015, and once the new Parkway West gate station is built, and how much of the current gas flow at Lisgar will be shifted to Parkway West, Parkway (suction), or Bram West, on a monthly basis going forward. What will be the project gas flow from Union into Lisgar over the next five years, 2016, 2017, and 2018, assuming the implementation of the Enbridge and Union proposed infrastructure investments?

Please explain what role Lisgar will play as a district station. When will Lisgar cease to be a gate station and become a district station?

- (d) What alternatives did Enbridge consider with respect to the Lisgar gate station?

Witnesses: C. Fernandes
C. Moore
E. Naczynski

RESPONSE

- a) Enbridge is not proposing any changes to the Lisgar Gate station as part of this application. The background provided in the evidence was intended to demonstrate that Enbridge is thinking in advance of potential changes that may occur, and has incorporated these potential outcomes in to the overall proposal. However, timing of these changes is not determined. Class Location applies to pipelines not facilities, so changes in Class Location have no impact on the design or operation of Lisgar Gate station.
- b) Enbridge currently only requires the use of Lisgar Gate during times of peak gas demand to supply the Parkway North pipeline. Lisgar Gate is also used for operational flexibility during the construction season such as during in line inspections. Please refer to BOMA Interrogatory response #25 at Exhibit A1.EGD.BOMA.25 (d) (ii) for design day flows through Lisgar in 2015 with and without the proposed facilities.
- c) Enbridge will use Lisgar Gate station in 2013, 2014 and 2015 as per current normal operation. Today, Lisgar is typically used as a backup during times of non-peak gas consumption. During cold weather events, Lisgar feeds the NPS 36 Parkway line to maintain system pressures.

Once Parkway West is constructed and Segment A is in service, Lisgar will be used for operational flexibility.

- d) No changes to Lisgar Gate station are being proposed in this application.

Witnesses: C. Fernandes
C. Moore
E. Naczynski