

ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO  
BOMA INTERROGATORY #12

INTERROGATORY

Issue: A.1

Ibid; Paragraph 24

- (a) Please explain the load balancing by Enbridge required under Enbridge's contract with TCPL. Please provide a copy of the Enbridge Agreement with TCPL, with respect to load balancing.
- (b) What is the reason why the significance of, and consequences of, the fact that NPS 26 line operates at a lower pressure than its interconnecting pipelines (NPS 36 Parkway North and NPS 30 Don Valley). Please explain in detail.
- (c) Ibid; Paragraph 26

Please explain the "system pipeline defects" issues which resulted in the two pipelines operating pressures being reduced.

- (d) Is additional gas required to supply new load, or is it simply taking some of the existing load off the NPS 26 line?

RESPONSE

- (a) Load balancing on the TransCanada Mainline is governed by the rules set out in the General Terms and Conditions of the TransCanada Tariff which apply to all shippers. Please see the attachment for these General Terms and Conditions.
- (b) The NPS 26 line operates at a lower pressure than the NPS 36 Parkway North and the NPS 30 Don Valley because it has a different maximum operating pressure. The NPS 26 operates at 2586 kPa (375 psi), which is lower than the 3344 kPa (485 psi) of Parkway North and the 3103 kPa (450 psi) of the Don Valley line. Due to the lower pressure and smaller diameter, it acts as a "bottleneck" in the system that

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restricts the amount of gas that can be moved from west to east. This bottleneck will be eliminated by the new Segment B. MOP of a line is set by its design and condition.

- (c) The two pipelines in question are the Collingwood and Cornwall lines. As a result of running internal inspection tools on these lines, a number of indications were found. Field investigations of these indications revealed potential defects in the pipe weld. The pressures on these pipelines were reduced until repairs and/or further analysis have been completed.
- d) There is no additional load directly related to the NPS 26. However, the NPS 26 already creates a bottleneck in the system as discussed in part b) of this response. Furthermore this pipeline is proposed to have its normal operating pressure lowered to below 30% SMYS.

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