

ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO  
BOMA INTERROGATORY #21

INTERROGATORY

Issue: A.1

- (a) How does Enbridge plan to use the proposed new Parkway West gate station? Is it intended to take some of the gas Enbridge currently takes at Parkway (suction) and/or Lisgar? Please discuss in detail, providing the amounts Enbridge plans to divert Parkway (suction) and Lisgar, during peak day, winter season, and balance of the year, in 2015, 2016, 2017, and 2018.
- (b) (i) How does Enbridge intend to use the proposed Bram West gate station?
- (ii) Does it plan to divert or replace gas it currently receives at Parkway and/or Lisgar and in what amounts?
- (iii) Please provide the gas throughput in TJ/day that Enbridge intends to transfer from Parkway (suction) and/or Lisgar to Bram West, during peak day, winter season (everyday), and remainder of the year for 2015, 2016, 2017, and 2018 through to 2025.
- (iv) Does Enbridge currently have contracted capacity with TCPL to move gas from Parkway to Maple and gate station east of Maple?
- (v) Is any of the gas which Enbridge proposes to take at Bram West/Albion additional gas to that currently taken at Parkway and/or Lisgar?
- (c) (i) Please confirm that, if the Enbridge Segment A and Union's Parkway West project were to be implemented as proposed, and Enbridge will have four gate stations to upstream transmission pipelines at the Western side of its system, Parkway (suction), Parkway West, and Lisgar, with Union, and Bram West/Albion with TransCanada.
- (ii) What will the combined capacities of the four gate entry points be? Please confirm that the GTA area city gate capacity will increase from 3275 TJ/day to 5739 TJ/day, an increase of approximately seventy-six percent (A,3,3, Attachment 4, p27). Please confirm that the proposed Parkway West gate

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station will provide complete coverage for Enbridge in the event of an outage at Parkway (suction).

- (iii) How much capacity does Union intend to use at least of the four western gate stations in 2015, 2016, and 2017 and each year until 2025?
- (iv) What will the capacity of the Bram West gate station entry point be, and what will Enbridge's share of that capacity be (TJ/day)? How much of that capacity does Enbridge intend to use in the winter of 2015-16, the winter peak, the remainder of 2016, and in each year thereafter until 2025?
- (v) The evidence suggests Enbridge wants to move some (400,000 MW) of the gas it now takes at Parkway (suction) and/or Lisgar from Union, to the Bram West gate station. Please confirm the amount or state the correct amount. How much gas will be diverted from each of Parkway and Lisgar on peak day, average winter day, and average summer day for each year from 2016 to 2025? Why does Enbridge wish to change the entry point of some 400,000 GJ/day of its supply from Parkway and/or Lisgar to Bram West?
- (vi) How much gas incremental to the gas it now takes at Parkway and Lisgar, does Enbridge intend to take at Bram West, in each of the next five years beginning on November 1, 2015, on the peak day, in winter season (average day), in the remainder of the year (average day), and for the remaining years to 2025?
- (vii) Has Enbridge contracted with TransCanada, or does it intend to contract with TransCanada for service from Parkway (or Parkway West) to Bram West, on to Maple, or east of Maple, eg. Victoria Square, commencing in 2015, and covering the 2016, 2017, 2018, 2019, up to 2025? Are these contracted amounts conditional with the implementation in whole or in part of Union Parkway West, or any major component of that project, other than the new gate station, eg. one compressor? Please explain fully.

## RESPONSE

- a) Please see response to BOMA Interrogatory #18 at Exhibit I.A1. A3.EGD.BOMA.18.
- b) i to iii. Please see response to BOMA Interrogatory #18 at Exhibit I.A1. A3.EGD.BOMA.18.

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- iv. Enbridge currently has contracted capacity with TransCanada to move natural gas from Parkway to the Enbridge CDA and Enbridge EDA. These contracts move gas from either Dawn or Parkway, along the Parkway to Maple line to gate stations east of Maple. Please see response to BOMA Interrogatory #1 at Exhibit I.A1.EGD.BOMA.1 for a listing of current contracted capacity with TransCanada.
  - v. Please see response to BOMA Interrogatory #18 at Exhibit I.A1.A3.EGD.BOMA.18.
- c)
- i. Confirmed.
  - ii. Confirmed (albeit the question is believed to have read “five” gate stations instead of “four” - Parkway, Parkway West, Lisgar, Victoria Square, and Albion). The capacity increase is 75%.
  - iii. Please see response to BOMA Interrogatory #18 at Exhibit I.A1.A3.EGD.BOMA.18.
  - iv. Bram West is an interconnect with TransCanada and the Company has reserved 800 TJ/d of capacity.  
  
Please see response to Board Staff Interrogatory #48 at Exhibit I.D5.EGD.STAFF.48 for contractual capacities.  
  
Please see response to BOMA Interrogatory #25 at Exhibit I.A1.EGD.BOMA.25(d)(ii) and Attachment 2 of same for flows.
  - v. Please see response to BOMA Interrogatory #18 at Exhibit I.A1.A3.EGD.BOMA.18.
  - vi. Please see response to BOMA Interrogatory #18 at Exhibit I.A1.A3.EGD.BOMA.18.
  - vii. Enbridge does not currently have plans to contract for capacity on the TransCanada system from Parkway to points east of Maple. However, the GTA Project facilities could be leveraged to meet the requirements of the Enbridge EDA in the future.