

ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO
BOMA INTERROGATORY #41

INTERROGATORY

Issue: A.1

(a) Please provide copies of the National Energy Board decision dated March 27, 2013, and TransCanada's May 2013 Review and Variance Application, and Compliance Filing dated May 1, 2013, or provide a link thereto. Please confirm that Enbridge agrees that these documents will be filed as exhibits in these proceedings.

(b) A, 3.5, 18, par 38 - The evidence states that:

"The new entry point (Bram West) resulting from the (GTA) project will provide access to supplies for Dawn or other sources, for example, supplies sourced at Niagara Falls".

Please confirm that Enbridge already has access to supplies at Dawn and, if available, supplies contracted at Niagara Falls, through its Parkway and Lisgar gate stations. If its Parkway West gate station is constructed, it will have access to such supplies at that station as well. Please confirm. A new entry point at Bram West will be the fourth gate station through which Marcellus supplies may enter Enbridge's system.

(c) A, 3, 5, Attachment - Please explain the extent to which the gas savings for customers contemplated by the GTA project, as described in the Attachment, are dependent on the approval by the Board of Union's Parkway West and Brantford/Hamilton reinforcement proposals. Please identify which elements of both proposals are necessary to realize the estimated gas supply and gas transportation savings (shown on page 5 of the Attachment). Please explain fully. Are there any elements of either of the Union proposals that are not necessary to enable Enbridge to realize the proposed savings?

(d) Revised A, 3, 5, Attachment (filed 2013-05-15) - Please conduct the same analysis requested in the previous IR.

(e) A, 3, 5, p22 (updated 2013-05-15) and Attachment Table 9A - Enbridge states that the update tolls it has used for the revised calculation of gas supply savings referred to in the preceding IR are the tolls TransCanada he proposed in its Application for Review and Variance "Review Application" dated May

Witnesses: J. Denomy
M. Giridhar

2013. Please provide an alternative calculation of benefits based on the tolls approved by the NEB in its RH-003-0211 decision, in which the NEB approved a multi-year FT toll for Empress/Alberta to Dawn of \$1.42 GJ and a framework for deriving the remaining tolls including the Empress/Enbridge CDA area from this toll (see Review Application, p 1 of 46) (our underline).

RESPONSE

- a) The requested documents can be found at the links below:

RH-003-2011 Reasons For Decision

<https://www.neb-one.gc.ca/ll-eng/livelihood.exe?func=ll&objId=939800&objAction=Open>

TransCanada's Compliance Filing and Request for Review and Variance

<https://www.neb-one.gc.ca/ll-eng/livelihood.exe?func=ll&objId=948224&objAction=browse>

- b) Absent additional takeaway capacity, Enbridge does not have access to additional supplies from Dawn and Marcellus at its Parkway and Lisgar gate stations. Enbridge confirms that Parkway West Gate Station and Bram West Interconnect will provide access to Marcellus supply, in conjunction with the other components of the GTA Project.
- c) The gas supply savings are predicated on increased access to short haul supply. Additional compression at Parkway West is a prerequisite for realizing the gas supply savings. The Brantford to Kirkwall Loop may be required depending on total requested takeaway from Parkway. Please see the response to CME Interrogatory #1 at Exhibit A1.EGD.CME.1 for a discussion of the interrelationship between the projects.
- d) Please see the response to c) above.
- e) Please see the response to Board Staff Interrogatory #11 at Exhibit A2. EGD.STAFF.11.

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