

ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO
BOMA INTERROGATORY #29

INTERROGATORY

Issue: A4 – A, 1, p13

- (a) Page 13, Paragraph 37: Please explain fully what benefits of Segment B can be realized without Segment A being put in service, what benefits of Segment B can be realized with Segment A (pipeline portion) being deferred for five years.
- (b) What benefits of Segment A can be realized without Segment B being constructed, or being deferred for five years.
- (c) Please provide the Agreement among Union, Enbridge, and TCPL, which established the STS service for Enbridge. What STS contract does Enbridge have with TCPL? Please describe the STS service currently used by Enbridge on peak day average winter day, average summer day, and how that would change if Segments A and B were constructed.
- (d) A3, 2, p7 - When does TransCanada intend to apply for the Albion-Maple pipeline? What date is construction likely to commence, and when is the line anticipated to be in service?

RESPONSE

- a) Segment B would, in isolation, accommodate forecast growth requirements on the XHP network. It would also alleviate the East-West bottleneck on the system, which is currently restricted by the NPS 26 inch line. It would allow for the NPS 26 operating pressure to be lowered, but would not allow for the NPS 30 DV line to be lowered. Without Segment A in service, the gas supply benefits would be significantly reduced, and only allow a minimal amount of gas supply shift from long haul to short haul, as compared to the 600 TJ/d (combined) shown in Exhibit A, Tab 3, Schedule 5.
- b) Segment A would, in isolation, allow for some increased diversity of entry points into the system. However, without increased system capacity to alleviate the East-West bottleneck, no gas supply benefits could be achieved. Additionally, due to the NPS 26 bottleneck, minimum system pressures in the downtown core would not be significantly impacted, and therefore growth in demand would violate minimum

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system pressures. Finally, Segment A alone would not allow for the lowering of pressures on either the NPS 26 or the NPS 30 DV lines.

- c) Please refer to the response to BOMA #1 at Exhibit I.A1.EGD.BOMA.1 for a listing of all current transportation contracts with TransCanada and Union Gas. Please refer to response to CCC #3 at Exhibit A1.EGD.CCC.3 for a description of the service attributes related to the transportation services utilized by Enbridge on the TransCanada Mainline. The construction of Segments A and B would not alter the service attributes associated with the STS service offered by TransCanada.
- d) Please reference MOU Amendment 2, dated May 21, 2013, as attached to the response to CME Interrogatory #6 at Exhibit I.A1.EGD.CME.6 for a copy of TransCanada's letter electing Option #2. As stated in the letter, TransCanada will continue to pursue the project keeping to a November 1, 2015 in service date.

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