

**ENBRIDGE GAS DISTRIBUTION INC. RESPONSE TO
TCPL INTERROGATORY #1**

INTERROGATORY

Issue A1

Reference(s) (i) Exhibit A, Tab 3, Schedule 1, Page 8, Paragraph 21

Preamble

EGD states that the GTA project will increase supply diversity to the EGD franchise.

Request

(a) Please complete the following tables with gas supply volume information for the time period 1999-2012:

	1999/2000	1999/2000	2000/2001	2000/2001
	Peak Day Supply (GJ/d)	Annual Supply (GJ)	Peak Day Supply (GJ/d)	Annual Supply (GJ)
Mainline LH				
Mainline SH				
Total Mainline				
Union				
Grand Total				

	1999/2000	1999/2000	2000/2001	2000/2001
	Peak Day Supply % of Total	Annual Supply % of Total	Peak Day Supply % of Total	Annual Supply % of Total
Mainline LH				
Mainline SH				
Total Mainline				
Union				
Grand Total				

(b) Please provide tables in the same format as (a) for the years 2015 and 2016.

Witness: J. Denomy

RESPONSE

Enbridge would note that one of the objectives of the GTA Project is to displace less secure elements of its supply portfolio with more reliable supply while reducing gas supply costs. This objective manifests itself in the procurement and transportation contracting proposed by Enbridge once the GTA Project Facilities are in service. The proposed changes to Enbridge's gas supply portfolio improve diversity of supply, security of supply and lower supply costs.

Diversity of Supply:

Supply from Niagara Falls allows access to an additional basin not currently part of the Enbridge gas supply portfolio. Supply from Dawn provides access to the WCSB, traditional and emerging US supply basins, relative to access to WCSB supply alone at Empress.

Security of Supply:

Security of supply is enhanced by reducing reliance on less secure forms of transport and increased diversity of path. The GTA Project will enhance diversity of path by sourcing supply from Niagara, retaining the TransCanada Mainline and Union's Dawn Parkway path. In the absence of the GTA Project, increased reliance on the Mainline will likely reduce reliability due to the proposed redeployment of TransCanada's NPS 42, integrity issues with the TransCanada NPS 36 and increased reliance on the oldest vintage TransCanada NPS 30 from Western Canada. In contrast there are at least three fully looped lines from Dawn, and two lines from Niagara providing for greater security of supply.

Gas Supply Costs:

Gas supply costs are lowered as there will be a greater reliance on short haul transportation to meet seasonal requirements rather than long haul transportation.

A significant amount of time and effort would be required for Enbridge to attempt to provide a response containing the specific detail requested by TransCanada. Many of the older records are not easily accessible.

Enbridge understands this interrogatory to be requesting information related to Enbridge's supply procurement and transportation contracting over time. In an effort to be of assistance to TransCanada Enbridge is providing two tables: The first is provided in the response to a). This table provides the transportation contacts, before assignments, that Enbridge had with TransCanada and Union as of November of each year. STFT contracts are included in the TransCanada long haul category. Although the majority of these contracts typically began service after November of each year they are included because they are utilized to meet peak day demand. Direct purchase

Witness: J. Denomy

supply not supported by Enbridge assigned capacity is excluded. The second table is provided in the response to b). This table provides total deliveries to the Enbridge market by TransCanada and Union.

a) Table 1 – TransCanada Contracts and Union Contracts

GJ/d	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2015 With GTA Project Facilities
TCPL														
Long Haul	949,848	904,685	847,458	271,037	233,237	248,237	255,575	330,655	291,130	422,423	510,438	585,442	679,938	501,527
Short Haul	274,647	317,417	354,787	628,321	628,321	628,321	713,776	673,776	713,893	713,893	753,893	753,893	753,893	953,893
Total Mainline	1,224,495	1,222,102	1,202,245	899,358	861,558	876,558	969,351	1,004,431	1,005,023	1,136,316	1,264,331	1,339,335	1,433,831	1,455,420
Union	1,917,602	2,024,602	2,064,475	2,062,002	2,062,002	2,225,102	2,225,102	2,225,102	2,225,102	2,225,102	2,225,102	2,225,102	2,225,102	2,625,102
Total	3,142,097	3,246,704	3,266,720	2,961,360	2,923,560	3,101,660	3,194,453	3,229,533	3,230,125	3,361,418	3,489,433	3,564,437	3,658,933	4,080,522

b) Table 2- TransCanada and Union Deliveries to Enbridge

GJ	2007	2008	2009	2010	2011	2012
Total TransCanada Deliveries	268,505,660	272,863,072	261,392,759	259,109,512	268,837,013	261,248,825
Total Union Deliveries	187,698,915	183,073,986	179,295,828	168,865,316	175,408,378	157,957,114
% Served by TransCanada	59%	60%	59%	61%	61%	62%