

Item No.	Col. 1		Col. 2		Col. 3		Col. 4		Col. 5		Col. 6		Col. 7		Col. 8		Col. 9		Col. 10		Col. 11		Col. 12		Col. 13	
	Rate Class Allocation	Base Average Rate cents/m3	Parkway West LCU	M12/C1 Rate Inc. \$Million/yr	PW Station Lease \$Million/yr	Brantford-Pkwy & CD M12/C1 Rate Increase \$Million/yr	Segment A Rev Requirement \$Million	EDA Trans Charge \$Million/yr	Segment B Revenue Req \$Million	TOTAL \$ Increase \$Million	Total % Increase %	Segment A Trans Revenue \$Million/yr	LH Transpn Cost Reducn (AS) \$Million/yr	Net Total \$ (Total \$ plus LH Transpn Cost Reducn) \$Million	Total % Decrease %											
1.		34.59	5.24	* see note below	1.60	7.12	1.51	16.28	31.76	2.1%	* see note below	(83.82)	(52.07)	-3.7%												
2.		25.73	4.33	1.33	1.33	5.80	1.23	13.63	26.32	2.1%	(67.61)	(41.29)	-5.4%													
3.		29.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.6%	(0.04)	(0.04)	-6.5%													
4.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.4%	0.00	0.00	-8.9%													
5.		20.05	0.09	0.03	0.03	0.17	0.04	0.58	0.90	1.4%	(2.62)	(1.72)	-8.9%													
6.		18.90	0.03	0.01	0.01	0.03	0.01	0.45	0.53	1.2%	(0.23)	0.30	-9.8%													
7.		18.53	0.00	0.00	0.00	0.02	0.00	0.01	0.03	0.7%	(0.43)	(0.40)	-10.6%													
8.		19.63	0.04	0.01	0.01	0.06	0.01	0.12	0.24	1.3%	(0.89)	(0.64)	-9.4%													
9.		17.41	0.07	0.02	0.02	0.10	0.02	0.10	0.32	1.0%	(1.46)	(1.15)	-11.0%													
10.		20.67	0.11	0.03	0.03	0.18	0.04	0.38	0.74	2.3%	(2.49)	(1.75)	-7.4%													
11.		9.10	0.00	0.00	0.00	0.00	0.00	2.55	2.55	23.5%	0.00	0.00	23.5%													
12.		24.98	0.00	0.00	0.00	0.00	0.00	0.01	0.01	8.6%	0.00	0.00	8.6%													
13.					3.03	13.48	2.86	34.11	63.40		(17.36)	(159.58)	(96.19)													

Notes:

- Col. 1. Average Sales Service Unit Rate from April 1, 2013 QRAM in cent/m3.
- Col. 2. Impact of Parkway West LCU on existing and planned incremental Union Contracts Reference: Exhibit J6.11.
- Col. 3. The estimated annual lease cost is included in Col. 5. The estimated lease cost will be provided to those that signed the Declaration and Undertaking.
- Col. 4. Impact of Brantford-Parkway on existing and planned incremental Union Contracts.
- Col. 5. Segment A Revenue Requirement to be recovered from EGD ratepayers. This includes 40% of the shared pipeline that will be used for distribution purposes.
- Col. 6. Segment A Revenue Requirement to be recovered from EGD ratepayers for transportation service provided to the EDA.
- Col. 7. Other GTA Project Revenue Requirement to be recovered from EGD ratepayers. This column includes Segment B and non-shared Segment A assets (i.e. stations, etc., not pipeline) that will be used for distribution purposes.
- Col. 8. Sum of Columns 2 to 7.
- Col. 9. Total impact relative to April 1, 2013 QRAM rates. The impacts are higher than those depicted in Exhibit A, Tab 3, Schedule 9 due to the inclusion of the impact of existing and planned incremental contracts of Union's Parkway West and Brantford projects, Col. 2 and Col. 3 respectively, and the impact of costs in Col. 6.
- Col. 10. The impacts included in Exhibit A, Tab 3, Schedule 9, page 15 reflected costs from Col. 5 and Col. 7 only.
- Col. 11. Revenue from Shippers on Rate 332 will serve as an offset to revenue requirement. Revenue of \$17.4 million and \$2.9 million (col. 6) = \$20.3 million.
- Col. 12. Represents 10 year average of gas cost savings based on TCPL Compliance tolls. Reference J6.X, Page 3, Average Empress - Dawn basis = \$0.51/GJ @ 100 LF (\$109M +\$49 M = \$159M).
- Col. 13. Total Cost from Column 8 less Gas Cost Savings from Column 11.

Net impact of projects costs and gas cost savings relative to April 1, 2013 QRAM rates.