

FRPO INTERROGATORY #15

INTERROGATORY

REF: Exhibit D1, Tab 2, Schedule 7

Preamble: In the context of the number of significant improvements in diversity of supply and distribution reinforcement, we are interested in the continued need for peaking supplies.

How is this need driven or increased by shift in direct purchase deliveries? Please provide a specific explanation with respect to increased short-haul in addition to the long-haul to short-haul conversion on TCPL.

RESPONSE

The attached table is a variation of Exhibit D1, Tab 2, Schedule 7, page 1 and provides a comparison 2016 vs 2017 peak day for the CDA and the EDA to better demonstrate the changes year over year.

As can be seen, the only conversion of long haul capacity to short haul capacity impacting 2017 was in the EDA where 166,000 GJ/day of Empress to EDA capacity was converted to 170,000 of Parkway to EDA capacity upon the in service date of the TCPL King's North project. Despite the slight increase in available transport it was not sufficient to offset the forecasted increase in EDA peak Day Demand of 12,202 GJ's leading to a slight increase in the peak day requirement in the EDA for 2017 versus 2016.

The impact of a change in forecasted Direct Purchase deliveries can be seen in the 2016 versus 2017 peak day demand comparison in the CDA. The 2017 forecast assumes a lower level of Direct Purchase deliveries primarily due to customers returning to sales service. As a consequence, Enbridge needed to acquire an additional 21,268 GJ's. This, coupled with an overall increase in the peak day demand requirement in the CDA in 2017 versus 2016 of 47,976 GJ's, resulted in an overall increased requirement of approximately 69,000 GJ's. Given that there was a supply sufficiency in 2016 of approximately 39,000 GJ's, this left the Company in the position of requiring approximately 30,000 GJ's of peaking service in the CDA in 2017.

Witness: D. Small