



500 Consumers Road
North York, Ontario M2J 1P8
PO Box 650
Scarborough ON M1K 5E3

Anton Kacicnik
Manager, Rate Research & Design
phone: (416) 495-6087
fax: (416) 495-6072
Email: anton.kacicnik@enbridge.com

February 26, 2010

VIA EMAIL AND COURIER

Ms. Kirsten Walli
Board Secretary
Ontario Energy Board
2300 Yonge Street
Suite 2700
Toronto, Ontario
M4P 1E4

Dear Ms. Walli:

**Re: Ontario Energy Board File No. EB-2008-0106
Commodity Pricing, Load Balancing and Cost Allocation
Methodologies for Natural Gas Distributors
Implementation of the New PGVA Rider Methodology**

The purpose of this letter and attachments is two-fold:

- A. To provide a follow up to last quarter's communication outlining the revisions that Enbridge Gas Distribution ("Enbridge" or "the Company") has made to its QRAM filing package and schedules to adopt the rolling 12-month PGVA disposition rider methodology as a result of the Ontario Energy Board's (OEB's) Decision in EB-2008-0106; and
- B. To address implementation of the new PGVA rider methodology into billing.

A. QRAM Schedules re. New PGVA Rider Methodology

The Company adopted the new PGVA rider methodology with its January 1, 2010 QRAM (EB-2009-0398) application. The new methodology results in adjustments through rate riders for variances in the cost of commodity, transportation and load balancing to all bundled customers (i.e. Sales service as well as Western and Ontario T-service customers). This is a change from the previous rider methodology which only applied to Sales service customers and only captured commodity related cost variances.

The only component of the new rider methodology that had a disposition balance associated with it within the January 1, 2010 QRAM application was the rider amount relating to the re-valuation of gas in inventory. This component is part of the commodity rider which is applicable

to Sales service customers. Therefore, only schedules pertaining to Sales customers were filed last quarter.

Attached to this letter are fifteen schedules for stakeholder review. The schedules outline the complete set of commodity, transportation and load balancing rider schedules which will form part of the April 1, 2010 QRAM application.

The attached schedules illustrate the flow of information beginning with the Rate Rider Summary at Exhibit Q4-3, Tab 4, Schedule 8, page 1 in the Rate Handbook and continuing with the supporting schedules that will form part of each QRAM application. The supporting schedules provide details for determination of each rider – by component, sub-component, and the derivation of each. The cost and unit rate information in the attached schedules is for an illustration only and will be replaced with actual information as part of the April QRAM application.

Should you have any questions or comments on the structure or flow of these schedules, please let Enbridge know by the date indicated below.

B. Implementation Into Billing

At this time, the Company is not yet in position to accommodate billing of transportation and load balancing riders as of April 1, 2010. In other words, the Company cannot yet administer the new rider methodology as a separate line item on the bill to either Sales service or direct purchase customers (i.e. Western and Ontario T-service customers).

The Company is making modifications to its CIS billing system to accommodate implementation of the Harmonized Service Tax (HST) on July 1, 2010. The HST implementation rules governing the modifications to the CIS system are comprehensive, affecting all facets of the CIS system, as well as, extensively intricate. The Company's plans for implementation of the new PGVA rider methodology into billing must take account of the resources that are required to achieve HST implementation by July 1st.

The Company anticipates that the April 1, 2010 QRAM PGVA balances for transportation and load balancing will be very small / insignificant. Consequently, the fact that the Company will not be in a position to administer transportation and load balancing riders as part of the April QRAM will not have an impact on customers or the provision of appropriate price signals.

As a result, the Company will, within the April 1, 2010 QRAM application, request that the Board approve the PGVA balances for the commodity, transportation and load balancing components. However, given that the Company's billing system at this time can only administer the rider to sales service customers, the Company will request that the Board approve only the commodity rider unit rates that apply to Sales service customers. The commodity rider will be administered to Sales service customers as is the case currently, that is, the rider will be rolled into the gas supply charge. The PGVA balances for transportation and load balancing costs will be carried forward until the new PGVA methodology is implemented into billing. The proposed approach is summarized in the table below:

Ms. Kirsten Walli
February 26, 2010
Page 3 of 3

PGVA Rider Component	April 1, 2010 QRAM Request
Commodity	Commodity rider unit rates
Transportation	Balance carried forward
Load Balancing	Balance carried forward

In order to facilitate filing of the April 1, 2010 QRAM application by March 12, 2010 (in accordance with the new QRAM filing and review timeline), any comments on the structure and flow of the rider schedules or the proposed requests sought from the Board regarding the disposition of the PGVA balances within the April QRAM application should be provided to Enbridge by March 5th at the latest.

Yours truly,



Anton Kacicnik
Manager, Rate Research & Design

Att

cc: Mr. F. Cass, Aird & Berlis LLP (via email and courier)
EB-2008-0106 Interested Parties (via email)

RIDER:

C**GAS COST ADJUSTMENT RIDER**

Rate Class	Sales Service (¢/m ³)	Western Transportation Service (¢/m ³)	Ontario Transportation Service (¢/m ³)
Rate 1	(0.1622)	(0.0056)	(0.0059)
Rate 6	(0.1613)	(0.0053)	(0.0057)
Rate 9	0.2537	0.0016	0.0013
Rate 100	(0.1613)	(0.0053)	(0.0057)
Rate 110	0.1806	(0.0004)	(0.0007)
Rate 115	0.1859	0.0009	0.0006
Rate 135	0.2570	0.0004	0.0001
Rate 145	(0.0314)	(0.0057)	(0.0060)
Rate 170	0.1212	(0.0035)	(0.0038)
Rate 200	(0.1649)	(0.0052)	(0.0055)

EFFECTIVE DATE:

April 1, 2010

IMPLEMENTATION DATE BOARD ORDER:

April 1, 2010

REPLACING RATE EFFECTIVE:

January 1, 2010

Page 1 of 3
Handbook 54

Rate Class		Sales Service (¢/m ³)	Western Transportation Service (¢/m ³)	Ontario Transportation Service (¢/m ³)
Rate 1	Commodity	(0.1567)		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>(0.0059)</u>	<u>(0.0059)</u>	<u>(0.0059)</u>
	Total	(0.1622)	(0.0056)	(0.0059)
Rate 6	Commodity	(0.1560)		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>(0.0057)</u>	<u>(0.0057)</u>	<u>(0.0057)</u>
	Total	(0.1613)	(0.0053)	(0.0057)
Rate 9	Commodity	0.2521		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>0.0013</u>	<u>0.0013</u>	<u>0.0013</u>
	Total	0.2537	0.0016	0.0013
Rate 100	Commodity	(0.1560)		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>(0.0057)</u>	<u>(0.0057)</u>	<u>(0.0057)</u>
	Total	(0.1613)	(0.0053)	(0.0057)
Rate 110	Commodity	0.1810		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>(0.0007)</u>	<u>(0.0007)</u>	<u>(0.0007)</u>
	Total	0.1806	(0.0004)	(0.0007)
Rate 115	Commodity	0.1850		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>0.0006</u>	<u>0.0006</u>	<u>0.0006</u>
	Total	0.1859	0.0009	0.0006
Rate 135	Commodity	0.2566		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>0.0001</u>	<u>0.0001</u>	<u>0.0001</u>
	Total	0.2570	0.0004	0.0001

Rate Class		Sales Service (¢/m ³)	Western Transportation Service (¢/m ³)	Ontario Transportation Service (¢/m ³)
Rate 145	Commodity	(0.0257)		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>(0.0060)</u>	<u>(0.0060)</u>	<u>(0.0060)</u>
	Total	(0.0314)	(0.0057)	(0.0060)
<hr/>				
Rate 170	Commodity	0.1247		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>(0.0038)</u>	<u>(0.0038)</u>	<u>(0.0038)</u>
	Total	0.1212	(0.0035)	(0.0038)
<hr/>				
Rate 200	Commodity	(0.1597)		
	Transportation	0.0003	0.0003	
	<u>Load Balancing</u>	<u>(0.0055)</u>	<u>(0.0055)</u>	<u>(0.0055)</u>
	Total	(0.1649)	(0.0052)	(0.0055)

**Rate Rider Summary
April 2010 - QRAM Q2**

Item No.	Description	Sales Service Unit Rate	Western Transportation Service Unit Rate	Ontario Transportation Service Unit Rate
		Col. 1 (¢/m³)	Col. 2 (¢/m³)	Col. 3 (¢/m³)
1.	Rate 1	(0.1622)	(0.0056)	(0.0059)
2.	Rate 6	(0.1613)	(0.0053)	(0.0057)
3.	Rate 9	0.2537	0.0016	0.0013
4.	Rate 100	(0.1613)	(0.0053)	(0.0057)
5.	Rate 110	0.1806	(0.0004)	(0.0007)
6.	Rate 115	0.1859	0.0009	0.0006
7.	Rate 135	0.2570	0.0004	0.0001
8.	Rate 145	(0.0314)	(0.0057)	(0.0060)
9.	Rate 170	0.1212	(0.0035)	(0.0038)
10.	Rate 200	(0.1649)	(0.0052)	(0.0055)

Summary of Commodity Rider
April 2010 - QRAM Q2

Item No.	Description	Commodity		Inventory		Total	
		Unit Rate	Col. 1 (¢/m³)	Adjustment	Unit Rate	Commodity	Unit Rate ⁽¹⁾
					Col. 2 (¢/m³)		Col. 3 (¢/m³)
1.	Rate 1	0.2566		(0.4132)		(0.1567)	
2.	Rate 6	0.2566		(0.4125)		(0.1560)	
3.	Rate 9	0.2566		(0.0045)		0.2521	
4.	Rate 100	0.0000		0.0000		0.0000	
5.	Rate 110	0.2566		(0.0756)		0.1810	
6.	Rate 115	0.2566		(0.0715)		0.1850	
7.	Rate 135	0.2566		0.0000		0.2566	
8.	Rate 145	0.2566		(0.2823)		(0.0257)	
9.	Rate 170	0.2566		(0.1319)		0.1247	
10.	Rate 200	0.2566		(0.4163)		(0.1597)	

Notes: (1) Col. 3 = Col. 1 + Col. 2

Summary of Transportation Rider
April 2010 - QRAM Q2

Item No.	Description	Total Transportation Unit Rate
		Col. 1 (¢/m³)
1.	Rate 1	0.0003
2.	Rate 6	0.0003
3.	Rate 9	0.0003
4.	Rate 100	0.0000
5.	Rate 110	0.0003
6.	Rate 115	0.0003
7.	Rate 135	0.0003
8.	Rate 145	0.0003
9.	Rate 170	0.0003
10.	Rate 200	0.0003

**Summary for Load Balancing Rider
April 2010 - QRAM Q2**

Item No.	Description	Seasonal Peaking	Seasonal Discretionary	Curtailment	Total
		Unit Rate Col. 1 (¢/m ³)	Unit Rate Col. 2 (¢/m ³)	Revenue Unit Rate Col. 3 (¢/m ³)	Load Balancing Unit Rate Col. 4 (¢/m ³) (1)
1.	Rate 1	0.0045	(0.0105)	0.0000	(0.0059)
2.	Rate 6	0.0043	(0.0099)	0.0000	(0.0057)
3.	Rate 9	0.0013	0.0000	0.0000	0.0013
4.	Rate 100	0.0000	0.0000	0.0000	0.0000
5.	Rate 110	0.0016	(0.0024)	0.0000	(0.0007)
6.	Rate 115	0.0014	(0.0008)	0.0000	0.0006
7.	Rate 135	0.0001	0.0000	0.0000	0.0001
8.	Rate 145	0.0012	(0.0072)	0.0000	(0.0060)
9.	Rate 170	0.0002	(0.0040)	0.0000	(0.0038)
10.	Rate 200	0.0033	(0.0088)	0.0000	(0.0055)

Notes: (1) Col. 4 = Col. 1 + Col. 2 + Col. 3

ENBRIDGE GAS DISTRIBUTION INC.
Unit Rates for Component: Gas in Inventory Revaluation

Item No.	Description	Year 2010				Total Unit Rate Col. 5 (¢/m³)	(3)
		Jan	April	July	October		
		Q1 Col. 1 (¢/m³)	Q2 Col. 2 (¢/m³)	Q3 Col. 3 (¢/m³)	Q4 Col. 4 (¢/m³)		
1	Rate 1	(0.1474)	(0.2659)	0.0000	0.0000	(0.4132)	
2	Rate 6	(0.1471)	(0.2654)	0.0000	0.0000	(0.4125)	
3	Rate 9	(0.0016)	(0.0029)	0.0000	0.0000	(0.0045)	
4	Rate 100	0.0000	0.0000	0.0000	0.0000	0.0000	
5	Rate 110	(0.0270)	(0.0486)	0.0000	0.0000	(0.0756)	
6	Rate 115	(0.0255)	(0.0460)	0.0000	0.0000	(0.0715)	
7	Rate 135	0.0000	0.0000	0.0000	0.0000	0.0000	
8	Rate 145	(0.1007)	(0.1816)	0.0000	0.0000	(0.2823)	
9	Rate 170	(0.0470)	(0.0848)	0.0000	0.0000	(0.1319)	
10	Rate 200	(0.1484)	(0.2678)	0.0000	0.0000	(0.4163)	

Notes: (1) EB-2009-0398, Tab 4, Schedule 8, Page 3, Column 5
(2) EB-2010-0048, Tab 4, Schedule 8, Page 11
(3) Col. 5 = Col. 1 + Col. 2 + Col. 3 + Col. 4

ENBRIDGE GAS DISTRIBUTION INC.
Unit Rates for Component: Commodity

Item No.	Description	Year 2010				Total Unit Rate Col. 5 (¢/m³)	(2)
		Jan Q1 Col. 1 (¢/m³)	April Q2 Col. 2 (¢/m³)	(1)	July Q3 Col. 3 (¢/m³)	October Q4 Col. 4 (¢/m³)	
1	Rate 1	0.0000	0.2566		0.0000	0.0000	0.2566
2	Rate 6	0.0000	0.2566		0.0000	0.0000	0.2566
3	Rate 9	0.0000	0.2566		0.0000	0.0000	0.2566
4	Rate 100	0.0000	0.0000		0.0000	0.0000	0.0000
5	Rate 110	0.0000	0.2566		0.0000	0.0000	0.2566
6	Rate 115	0.0000	0.2566		0.0000	0.0000	0.2566
7	Rate 135	0.0000	0.2566		0.0000	0.0000	0.2566
8	Rate 145	0.0000	0.2566		0.0000	0.0000	0.2566
9	Rate 170	0.0000	0.2566		0.0000	0.0000	0.2566
10	Rate 200	0.0000	0.2566		0.0000	0.0000	0.2566

Notes: (1) EB-2010-0048, Tab 4, Schedule 8, Page 12

(2) Col. 5 = Col. 1 + Col. 2 + Col. 3 + Col. 5

ENBRIDGE GAS DISTRIBUTION INC.
Unit Rates for Component: Transportation

Item No.	Description	Year 2010					Total Unit Rate Col. 5 (¢/m³)	(2)
		Jan Q1 Col. 1 (¢/m³)	April Q2 Col. 2 (¢/m³)	(1)	July Q3 Col. 3 (¢/m³)	October Q4 Col. 4 (¢/m³)		
1	Rate 1	0.0000	0.0003		0.0000	0.0000	0.0003	
2	Rate 6	0.0000	0.0003		0.0000	0.0000	0.0003	
3	Rate 9	0.0000	0.0003		0.0000	0.0000	0.0003	
4	Rate 100	0.0000	0.0000		0.0000	0.0000	0.0000	
5	Rate 110	0.0000	0.0003		0.0000	0.0000	0.0003	
6	Rate 115	0.0000	0.0003		0.0000	0.0000	0.0003	
7	Rate 135	0.0000	0.0003		0.0000	0.0000	0.0003	
8	Rate 145	0.0000	0.0003		0.0000	0.0000	0.0003	
9	Rate 170	0.0000	0.0003		0.0000	0.0000	0.0003	
10	Rate 200	0.0000	0.0003		0.0000	0.0000	0.0003	

Notes: (1) EB-2010-0048, Tab 4, Schedule 8, Page 13

(2) Col. 5 = Col. 1 + Col. 2 + Col. 3 + Col. 4

ENBRIDGE GAS DISTRIBUTION INC.
Unit Rates for Component: Seasonal Peaking

Item No.	Description	Year 2010				Total Unit Rate Col. 5 (¢/m³)	(2)
		Jan	April	July	October		
		Q1 Col. 1 (¢/m³)	Q2 Col. 2 (¢/m³)	Q3 Col. 3 (¢/m³)	Q4 Col. 4 (¢/m³)		
1	Rate 1	0.0000	0.0045	0.0000	0.0000	0.0045	
2	Rate 6	0.0000	0.0043	0.0000	0.0000	0.0043	
3	Rate 9	0.0000	0.0013	0.0000	0.0000	0.0013	
4	Rate 100	0.0000	0.0000	0.0000	0.0000	0.0000	
5	Rate 110	0.0000	0.0016	0.0000	0.0000	0.0016	
6	Rate 115	0.0000	0.0014	0.0000	0.0000	0.0014	
7	Rate 135	0.0000	0.0001	0.0000	0.0000	0.0001	
8	Rate 145	0.0000	0.0012	0.0000	0.0000	0.0012	
9	Rate 170	0.0000	0.0002	0.0000	0.0000	0.0002	
10	Rate 200	0.0000	0.0033	0.0000	0.0000	0.0033	

Notes: (1) EB-2010-0048, Tab 4, Schedule 8, Page 14
(2) Col. 5 = Col. 1 + Col. 2 + Col. 3 + Col. 4

ENBRIDGE GAS DISTRIBUTION INC.
Unit Rates for Component: Seasonal Discretionary

Item No.	Description	Year 2010				Total Unit Rate Col. 5 (¢/m³)	(2)
		Jan Q1 Col. 1 (¢/m³)	April Q2 Col. 2 (¢/m³)	(1)	July Q3 Col. 3 (¢/m³)	October Q4 Col. 4 (¢/m³)	
1	Rate 1	0.0000	(0.0105)		0.0000	0.0000	(0.0105)
2	Rate 6	0.0000	(0.0099)		0.0000	0.0000	(0.0099)
3	Rate 9	0.0000	0.0000		0.0000	0.0000	0.0000
4	Rate 100	0.0000	0.0000		0.0000	0.0000	0.0000
5	Rate 110	0.0000	(0.0024)		0.0000	0.0000	(0.0024)
6	Rate 115	0.0000	(0.0008)		0.0000	0.0000	(0.0008)
7	Rate 135	0.0000	0.0000		0.0000	0.0000	0.0000
8	Rate 145	0.0000	(0.0072)		0.0000	0.0000	(0.0072)
9	Rate 170	0.0000	(0.0040)		0.0000	0.0000	(0.0040)
10	Rate 200	0.0000	(0.0088)		0.0000	0.0000	(0.0088)

Notes: (1) EB-2010-0048, Tab 4, Schedule 8, Page 15
(2) Col. 5 = Col. 1 + Col. 2 + Col. 3 + Col. 4

ENBRIDGE GAS DISTRIBUTION INC.
Unit Rates for Component: Curtailment Revenue

Item No.	Description	Year 2010				Total Unit Rate Col. 5 (¢/m³)	(2)
		Jan Q1 Col. 1 (¢/m³)	April Q2 Col. 2 (¢/m³)	July Q3 Col. 3 (¢/m³)	October Q4 Col. 4 (¢/m³)		
1	Rate 1	0.0000	0.0000	0.0000	0.0000	0.0000	
2	Rate 6	0.0000	0.0000	0.0000	0.0000	0.0000	
3	Rate 9	0.0000	0.0000	0.0000	0.0000	0.0000	
4	Rate 100	0.0000	0.0000	0.0000	0.0000	0.0000	
5	Rate 110	0.0000	0.0000	0.0000	0.0000	0.0000	
6	Rate 115	0.0000	0.0000	0.0000	0.0000	0.0000	
7	Rate 135	0.0000	0.0000	0.0000	0.0000	0.0000	
8	Rate 145	0.0000	0.0000	0.0000	0.0000	0.0000	
9	Rate 170	0.0000	0.0000	0.0000	0.0000	0.0000	
10	Rate 200	0.0000	0.0000	0.0000	0.0000	0.0000	

Notes: (1) EB-2010-0048, Tab 4, Schedule 8, Page 16
(2) Col. 5 = Col. 1 + Col. 2 + Col. 3 + Col. 4

Derivation of Gas in Inventory Revaluation Unit Rates
April 2010 - QRAM Q2

Item No	Description	Forecast Volumes					Inventory Revaluation							
		Apr 2010 - Mar 2011 (12 months volume)					(1)		(2)		(3)		(4)	
		Col. 1 (m ³)					% Allocation (%)	Col. 2 (%)	Inventory Revaluation Col. 3 (\$)	Inventory Revaluation Rate Class Col. 4 (\$)	Inventory Revaluation Unit Rate Col. 5 (€/m ³)			
1.	Rate 1	System and Buy/sell	3,030,604,295				58.39%					(8,057,393)		(0.2659)
2.	Rate 6	System and Buy/sell	1,990,425,407				38.28%					(5,282,967)		(0.2654)
3.	Rate 9	System and Buy/sell	1,375,284				0.00%					(40)		(0.0029)
4.	Rate 100	System and Buy/sell	-				0.00%					0		-
5.	Rate 110	System and Buy/sell	43,892,143				0.15%					(21,345)		(0.0486)
6.	Rate 115	System and Buy/sell	4,350,165				0.01%					(2,002)		(0.0460)
7.	Rate 135	System and Buy/sell	5,908,486				0.00%					0		-
8.	Rate 145	System and Buy/sell	25,200,801				0.33%					(45,768)		(0.1816)
9.	Rate 170	System and Buy/sell	79,744,027				0.49%					(67,659)		(0.0848)
10.	Rate 200	System and Buy/sell	120,305,080				2.33%					(322,192)		(0.2678)
11.	Grand Total		5,301,805,689				100.00%					(13,799,367)		

Notes: (1) Storage space allocation factor
(2) EB-2010-0048, Tab 1, Schedule 3, Page 1
(3) Col. 4 = Col. 2 * (13,799,367) (Inventory Adjustment)
(4) Col. 5 = Col. 4 / Col. 1

Derivation of Commodity Unit Rates
April 2010 - QRAM Q2

Item No	Description	Forecast Volumes		% Allocation (1)	Commodity Total for Clearing (2)	Commodity Valuation Rate Class (3)	Commodity Unit Rate (4)
		Apr 2010 - Mar 2011 (12 months volume)	Col. 1 (m ³)				
			Col. 2 (%)	Col. 3 (\$)	Col. 4 (\$)	Col. 5 (¢/m ³)	
1.	Rate 1	System and Buy/sell	57.16%	7,775,919	0.2566		
2.	Rate 6	System and Buy/sell	37.54%	5,107,030	0.2566		
3.	Rate 9	System and Buy/sell	0.03%	3,529	0.2566		
4.	Rate 100	System and Buy/sell	0.00%	0	-		
5.	Rate 110	System and Buy/sell	0.83%	112,618	0.2566		
6.	Rate 115	System and Buy/sell	0.08%	11,162	0.2566		
7.	Rate 135	System and Buy/sell	0.11%	15,160	0.2566		
8.	Rate 145	System and Buy/sell	0.48%	64,660	0.2566		
9.	Rate 170	System and Buy/sell	1.50%	204,607	0.2566		
10.	Rate 200	System and Buy/sell	2.27%	308,679	0.2566		
11.	Grand Total		100.00%	13,603,363	13,603,363		

Notes: (1) Sales allocation factor
(2) EB-2010-0048, Tab 1, Schedule 2, Page 1
(3) Col. 4 = Col. 2 * 13,603,363 (Commodity)
(4) Col. 5 = Col. 4 / Col. 1

Derivation of Transportation Unit Rates
April 2010 - QRAM Q2

Item No	Description	Forecast Volumes		% Allocation (1)	Transportation Total for Clearing (2)	Transportation Valuation Rate Class (3)	Transportation Unit Rate (4)
		Col. 1 (m ³)	Apr 2010 - Mar 2011 (12 months volume)				
				Col. 2 (%)	Col. 3 (\$)	Col. 4 (\$)	Col. 5 (¢/m ³)
1.	Rate 1	System, Buy/sell, WTS	3,555,402,637	52.55%		11,576	0.0003
2.	Rate 6	System, Buy/sell, WTS	2,794,435,512	41.30%		9,099	0.0003
3.	Rate 9	System, Buy/sell, WTS	1,693,032	0.03%		6	0.0003
4.	Rate 100	System, Buy/sell, WTS	-	0.00%		0	-
5.	Rate 110	System, Buy/sell, WTS	105,047,337	1.55%		342	0.0003
6.	Rate 115	System, Buy/sell, WTS	17,804,495	0.26%		58	0.0003
7.	Rate 135	System, Buy/sell, WTS	22,896,637	0.34%		75	0.0003
8.	Rate 145	System, Buy/sell, WTS	53,500,801	0.79%		174	0.0003
9.	Rate 170	System, Buy/sell, WTS	94,559,172	1.40%		308	0.0003
10.	Rate 200	System, Buy/sell, WTS	120,305,080	1.78%		392	0.0003
11.	Grand Total		6,765,644,703	100.00%	22,029	22,029	

Notes: (1) Sales allocation factor
(2) EB-2010-0048, Tab 1, Schedule 2, Page 1
(3) Col. 4 = Col. 2 * (22,029) (Transportation)
(4) Col. 5 = Col. 4 / Col. 1

Derivation of Seasonal Peaking Unit Rates
April 2010 - QRAM Q2

Item No	Description	Forecast Volumes		% Allocation ⁽¹⁾	Seasonal Peaking Total for Clearing ⁽²⁾	Seasonal Peaking Valuation Rate Class ⁽³⁾	Seasonal Peaking Unit Rate ⁽⁴⁾
		Col. 1 (m ³)	Apr 2010 - Mar 2011 (12 months volume)				
		Col. 2 (%)			Col. 3 (\$)	Col. 4 (\$)	Col. 5 (€/m ³)
1.	Rate 1		System, Buy/sell, WTS, OTS	49.76%		211,241	0.0045
2.	Rate 6		System, Buy/sell, WTS, OTS	44.57%		189,229	0.0043
3.	Rate 9		System, Buy/sell, WTS, OTS	0.01%		21	0.0013
4.	Rate 100		System, Buy/sell, WTS, OTS	0.00%		0	-
5.	Rate 110		System, Buy/sell, WTS, OTS	2.18%		9,266	0.0016
6.	Rate 115		System, Buy/sell, WTS, OTS	1.36%		5,774	0.0014
7.	Rate 135		System, Buy/sell, WTS, OTS	0.01%		29	0.0001
8.	Rate 145		System, Buy/sell, WTS, OTS	0.64%		2,727	0.0012
9.	Rate 170		System, Buy/sell, WTS, OTS	0.28%		1,193	0.0002
10.	Rate 200		System, Buy/sell, WTS, OTS	1.20%		5,078	0.0033
11.	Grand Total			100.00%	424,559	424,559	

Notes: (1) Peak allocation factor
(2) EB-2010-0048, Tab 1, Schedule 2, Page 1
(3) Col. 4 = Col. 2 * 424,559 (Seasonal Peaking)
(4) Col. 5 = Col. 4 / Col. 1

Derivation of Seasonal Discretionary Unit Rates
April 2010 - QRAM Q2

Item No	Description	Forecast Volumes Apr 2010 - Mar 2011 (12 months volume)	Seasonal Discretionary		
			% Allocation (1)	Total for Clearing (2)	Unit Rate (3)
		Col. 1 (m ³)	Col. 2 (%)	Col. 3 (\$)	Col. 4 (\$)
1.	Rate 1	System, Buy/sell, WTS, OTS	48.81%	(485,532)	(0.0105)
2.	Rate 6	System, Buy/sell, WTS, OTS	44.32%	(440,855)	(0.0099)
3.	Rate 9	System, Buy/sell, WTS, OTS	0.00%	0	-
4.	Rate 100	System, Buy/sell, WTS, OTS	0.00%	0	-
5.	Rate 110	System, Buy/sell, WTS, OTS	1.33%	(13,247)	(0.0024)
6.	Rate 115	System, Buy/sell, WTS, OTS	0.33%	(3,309)	(0.0008)
7.	Rate 135	System, Buy/sell, WTS, OTS	0.00%	0	-
8.	Rate 145	System, Buy/sell, WTS, OTS	1.61%	(16,008)	(0.0072)
9.	Rate 170	System, Buy/sell, WTS, OTS	2.21%	(21,951)	(0.0040)
10.	Rate 200	System, Buy/sell, WTS, OTS	1.38%	(13,738)	(0.0088)
11.	Grand Total	11,051,101,248	100.00%	(994,640)	(994,640)

Notes: (1) Storage space factor

(2) EB-2010-0048, Tab 1, Schedule 2, Page 1

(3) Col. 4 = Col. 2 * (994,640) (Seasonal Discretionary)

(4) Col. 5 = Col. 4 / Col. 1

Derivation of Curtailment Revenue Unit Rates
April 2010 - QRAM Q2

Item No	Description	Forecast Volumes Apr 2010 - Mar 2011 (12 months volume)	% Allocation ⁽¹⁾	Curtailment Revenue Total for Clearing	Curtailment Revenue Valuation Rate Class	Curtailment Revenue Unit Rate ⁽³⁾
		Col. 1 (m ³)	Col. 2 (%)	Col. 3 (\$)	Col. 4 (\$)	Col. 5 (€/m ³)
1.	Rate 1	System, Buy/sell, WTS, OTS	-	0.00%	0	-
2.	Rate 6	System, Buy/sell, WTS, OTS	-	0.00%	0	-
3.	Rate 9	System, Buy/sell, WTS, OTS	-	0.00%	0	-
4.	Rate 100	System, Buy/sell, WTS, OTS	-	0.00%	0	-
5.	Rate 110	System, Buy/sell, WTS, OTS	-	0.00%	0	-
6.	Rate 115	System, Buy/sell, WTS, OTS	-	0.00%	0	-
7.	Rate 135	System, Buy/sell, WTS, OTS	-	0.00%	0	-
8.	Rate 145	System, Buy/sell, WTS, OTS	25,200,801	0.00%	0	-
9.	Rate 170	System, Buy/sell, WTS, OTS	79,744,027	0.00%	0	-
10.	Rate 200	System, Buy/sell, WTS, OTS	-	0.00%	0	-
11.	Grand Total	104,944,828	0.00%	0	0	0

Notes: (1) Storage space factor
(2) Col. 4 = Col. 2 * () (Curtailment Revenue)
(3) Col. 5 = Col. 4 / Col. 1

ENBRIDGE GAS DISTRIBUTION INC.
Component of the Purchased Gas Variance Account
Gas Acquisition Costs

Line #	Particulars	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	Col. 9	Col. 10
		Purchase Cost \$(000)	10 ³ m ³	Unit Cost \$/10 ³ m ³	Reference Price \$/10 ³ m ³	Unit Rate Difference \$/10 ³ m ³	Variance Amount \$(000)	Commodity Component \$(000)	Transportation Component \$(000)	Seasonal Peaking Component \$(000)	Seasonal Discretionary Component \$(000)
1	Cummulative to the end of December 2009										
2	Jan-10	138,917.5	542,551.6	256.045	241.685	14.360	7,791.0	5,794.1	7.3	2,215.5	(225.9)
3	Feb-10	119,114.1	475,260.9	250.629	241.685	8.944	4,250.8	5,023.5	7.3	(842.9)	62.9
4	Mar-10	121,591.6	498,906.4	243.716	241.685	2.031	1,013.5	2,785.8	7.3	(948.0)	(831.6)
5											
6											
7											
8											
9											
10											
11											
12											
13											
14 Total (Lines 1 to 13)		379,623.1	1,516,718.9	250.292			13,055.3	13,603.4	22.0	424.6	(994.6)
Current QRAM Period											
15	Apr-10	116,843.5	482,198.6	242.314	260.737	(18.423)	(8,883.6)	(8,883.6)			
16	May-10	101,703.8	410,213.2	247.929	260.737	(12.808)	(5,253.9)	(5,253.9)			
17	Jun-10	105,312.2	425,224.5	247.663	260.737	(13.074)	(5,559.5)	(5,559.5)			
18	Jul-10	109,277.9	436,745.5	250.209	260.737	(10.528)	(4,597.8)	(4,597.8)			
19	Aug-10	115,125.6	458,426.8	251.132	260.737	(9.605)	(4,403.2)	(4,403.2)			
20	Sep-10	123,200.5	480,854.2	250.992	260.737	(9.745)	(4,783.4)	(4,783.4)			
21	Oct-10	134,748.1	532,714.0	252.946	260.737	(7.791)	(4,150.2)	(4,150.2)			
22	Nov-10	104,207.9	376,069.7	277.097	260.737	16.360	6,152.7	6,152.7			
23	Dec-10	111,948.8	388,784.6	287.948	260.737	27.211	10,579.3	10,579.3			
24	Jan-11	150,829.0	549,528.6	274.470	260.737	13.733	7,546.5	7,546.5			
25	Feb-11	130,238.1	470,698.3	276.691	260.737	15.954	7,509.6	7,509.6			
26	Mar-11	123,812.8	452,445.8	273.652	260.737	12.915	5,843.5	5,843.5			
27 Total (Lines 15 to 26)		1,427,249.2	5,473,903.7	260.737			0.0	0.0	0.0	0.0	0.0

(1) The Reference price of \$260.737/10³ m³ is used for illustration purposes only. This price is not indicative of forecasted April 1, 2010 QRAM gas costs.

ENBRIDGE GAS DISTRIBUTION INC.
Component of the Purchased Gas Variance Account
Gas in Inventory Re-valuation

Line #	Particulars	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6
		Reference Price \$/10 ³ m ³	Unit Rate Difference \$/10 ³ m ³	10 ³ m ³	Variance Amount \$(000)	Forecast at Jan. 1, 2010 GRAM \$(000) (1)	Difference Col 5. minus Col 4 \$(000)
1	Cummulative to the end of December 2009						
2	Jan-10	241.685	(4.735)	1,295,465.6	(6,133.4)		
3	Feb-10						
4	Mar-10						
5							
6							
7							
8							
9							
10							
11							
12							
13							
14	Total (Lines 1 to 13)			<u>1,295,465.6</u>	<u>(6,133.4)</u>	<u>(7,649.0)</u>	<u>(1,515.7)</u>
	Current QRAM Period						
15	Apr-10	260.737	(19.052)	644,737.6	(12,283.7)		
16	May-10						
17	Jun-10						
18	Jul-10						
19	Aug-10						
20	Sep-10						
21	Oct-10						
22	Nov-10						
23	Dec-10						
24	Jan-11						
25	Feb-11						
26	Mar-11						
27	Total (Lines 15 to 26)			<u>644,737.6</u>	<u>(12,283.7)</u>	-	<u>(12,283.7)</u>
28	Total (Line 14 and 27)						(13,799.4)

(1) EB-2009-0309, Exhibit Q4-3, Tab 1, Schedule 3, Page 1

500 Consumers Road
North York, ON M2J 1P8
PO Box 650
Scarborough ON M1K 5E3

Anton Kacicnik
Manager, Rate Research and Design
Tel 416-495-6087
Fax 416-495-6072
Email anton.kacicnik@enbridge.com



VIA COURIER AND EMAIL

November 23, 2009

Ms. Kirsten Walli
Board Secretary
Ontario Energy Board
2300 Yonge Street
Toronto, Ontario
M4P 1E4

Dear Ms. Walli:

Re: Ontario Energy Board File No. EB-2008-0106
Commodity Pricing, Load Balancing and Cost Allocation
Methodologies for Natural Gas Distributors

The purpose of this letter and attachments is to provide an opportunity for stakeholders to review the revisions that Enbridge Gas Distribution ("Enbridge") proposes to make to its QRAM filing package as a result of the Ontario Energy Board's Decision in EB-2008-0106.

There are two attachments to this letter. The first is an explanation of the steps that Enbridge will take to implement the decision. The second attachment is a complete set of all revisions to the QRAM package that Enbridge proposes to make in order to give effect to the Board's decision. Please note that, in order to facilitate review of the revisions proposed by Enbridge, we have not included the entire QRAM package (application and supporting evidence), but only those parts of the package that have been changed by reason of the EB-2008-0106 Decision.

As set out in the attached explanatory document, the EB-2008-0106 Decision requires Enbridge to make changes in four areas, as follows:

- (1) removal of the trigger mechanisms for PGVA clearance and for a QRAM application;
- (2) changes to the timeline for QRAM filing and review;
- (3) implementation of a new PGVA rider methodology; and

2009-11-23

Ms. Walli

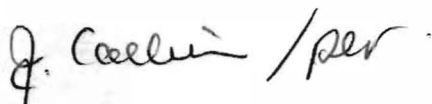
Page 2

- (4) implementation of commitments with respect to MDV establishment and re-establishment.

The changes that Enbridge will make with respect to MDV establishment and re-establishment do not affect either the QRAM methodology or the QRAM filing package. They are referred to in the explanatory document so that stakeholders will be aware of Enbridge's plan for implementation of these changes.

In order to facilitate filing of the January 1, 2010 QRAM application by December 11, 2009 (in accordance with the new QRAM filing and review timeline), any comments on the proposed revisions to the QRAM package should be provided to Enbridge by December 1st at the latest. Please therefore respond to the writer of this letter by December 1st with either your acceptance of the revisions proposed by Enbridge or your comments on the revisions.

Yours truly,

A handwritten signature in dark ink, appearing to read "J. Kacanic / per". The signature is fluid and cursive.

Anton Kacicnik
Manager, Rate Research and Design

cc: Mr. Fred Cass, Aird & Berlis LLP
All Interested Parties EB-2008-0219

IMPLEMENTATION OF EB-2008-0106 DECISION BY ENBRIDGE GAS DISTRIBUTION INC.

As a result of the EB-2008-0106 decision, Enbridge must make changes to its methodologies in four areas. These four areas, which will be addressed under the headings that follow, are: 1) removal of the trigger mechanisms for Purchase Gas Variance Account ("PGVA") clearance and for a QRAM application; 2) changes to the timeline for QRAM filing and review; 3) implementation of a new PGVA rider methodology; and 4) implementation of commitments with respect to Mean Daily Volume (MDV) establishment and re-establishment.

Trigger Mechanism

Under Enbridge's QRAM methodology previously approved by the Board, there were two trigger mechanisms. One was a threshold of \$0.005/m³ that would trigger a QRAM application for a change in the reference price. The other was a threshold of \$0.005/m³ that would trigger clearance of a balance in the PGVA (Rider C).

In the EB-2008-0106 decision, the Board approved Enbridge's proposal to remove both of these trigger mechanisms.¹ The Board said that the elimination of the trigger mechanism will ensure that the reference price is periodically updated to reflect market prices, and will achieve further standardization of the rate adjustment methodologies across distributors.

The elimination of the trigger mechanisms is reflected in the revisions that Enbridge proposes to make to its QRAM filing package. The removal of the trigger mechanisms has resulted in changes to the description of the QRAM mechanism that can be seen at Exhibit QX-1, Tab 2, Schedule 1, Appendix A and changes to the rate design evidence at Exhibit QX-2, Tab 4, Schedule 1.

Changes to Timeline

In the current QRAM process, the determination of the gas supply reference price is based on a 21-day strip of market prices that ends 45 calendar days prior to the start of each quarter. The 45 day period allows for preparation of a QRAM application, receipt of Board approval, preparation of notices to customers regarding the rate change and implementation of the changes. In EB-2008-0106, Enbridge and Union Gas Limited proposed to shorten the 45 day period to 30 days, so that the filing of the application and evidence supporting a rate change will occur at a point closer in time to the effective date of the change. The Board directed Enbridge to move the close of the 21-day strip to 31 calendar days before the effective date of a rate change, in order to provide a better price signal by reason of the shorter period between the forecast end

¹ EB-2008-0106 decision, page 5.

date and the effective date. Further, this could reduce variances in the balance of the PGVA.²

The Board's specific directions regarding the timeline for QRAM filings by Enbridge can be summarized as follows:

- (1) move the close of the 21-day strip to 31 calendar days before the effective date of a rate change;
- (2) file a QRAM application with the Board within 12 calendar days from the close of the 21-day strip and serve the application and evidence on certain intervenors for review and comment;
- (3) Receive comments from intervenors and Board staff within 5 calendar days;
- (4) reply by Enbridge to comments from intervenors and Board staff within 2 calendar days; and
- (5) the Board to issue its decision and order by the 25th day of the month preceding the month in which the changes will become effective.

Because the deadlines for comments by intervenors and for reply comments by Enbridge are based on calendar days, it is possible that a deadline could fall on a weekend or a statutory holiday. Enbridge anticipates that all parties will allow flexibility in the application of the timeline, such that any deadline that would otherwise fall on a weekend or a statutory holiday can be addressed without jeopardizing the ability of the Board to issue its decision by the 25th day of the month preceding the month in which changes will become effective.

The new Board-approved timeline is reflected in Enbridge's proposed revisions to the QRAM filing package at Exhibit QX-1, Tab 2, Schedule 1, Appendix A and the Forecast of Gas Cost evidence at Exhibit QX-2, Tab 1, Schedule 1.

New PGVA Rider Methodology

As the Board noted in its EB-2008-0106 Decision, Enbridge's PGVA account captures variances attributable to commodity, transportation and load balancing costs relative to budget. Under the previous Board-approved methodology, the projected year-end balance in the PGVA was cleared by means of a rate rider (subject to the trigger mechanism referred to above). The rate rider (Rider C) is derived by dividing the projected year-end PGVA balance by the budgeted sales volumes for the remaining

² EB-2008-0106 decision, page 22.

months of the year. In the fourth quarter, Enbridge has the discretion to select either the standard clearing which is three months or an extended clearing of six months. The rate rider applies to Sales customers and thus the rider attributes price variances captured in the PGVA to the commodity only. At the end of the fiscal year, Enbridge performs a true-up and calculates variances attributable separately to commodity, transportation and load balancing components of the PGVA. These variances are allocated to the appropriate customer groups.³

In the EB-2008-0106 proceeding, Enbridge proposed to adopt a rate rider methodology that would dispose of PGVA balances over a rolling 12 month period. Enbridge also proposed to attribute PGVA balances to commodity, transportation and load balancing as part of the QRAM process and to eliminate the year-end true-up mechanism.

The Board approved Enbridge's proposal to adopt the rolling 12 month disposition methodology, for implementation starting with the January 1, 2010 QRAM application. The Board's reasoning was that the 12 month rolling approach will reduce the volatility of rate riders, especially during the third and last quarters when balances are spread out over considerably smaller volumes.⁴

The Board directed that, as part of each QRAM application, Enbridge should identify and support the elements of its PGVA that are attributable to commodity, transportation and load balancing costs. Based on this breakdown, individual riders should be determined and applied (where applicable) to Sales, Western bundled T-service and Ontario T-service customers based on the existing Board-approved cost allocation methodology.⁵

In compliance with the Board's decision, Enbridge's new PGVA rider methodology will result in adjustments through rate riders (for variances in the cost of commodity, transportation and load balancing) to all bundled customers (Sales, Western-T and Ontario-T service). This is a change from the existing rider methodology which only applies to Sales customers and only captures commodity related cost variances. Western T-service customers will see a rider that captures transportation and load balancing cost variances. Ontario T-service customers will see a rider that only captures load balancing cost variances, since they procure their own commodity and transportation services.

The new rider methodology necessitates development of rider unit rates for each type of service by rate class based on PGVA balances for commodity, transportation and load balancing costs. The riders for Sales, Western-T and Ontario-T service customers will be billed volumetrically and will be displayed as a separate line item on customers' bills.

Enbridge will implement the new PGVA rider methodology as part of its January 1, 2010 QRAM application. The existing Rider C (for residential customers on sales service it is

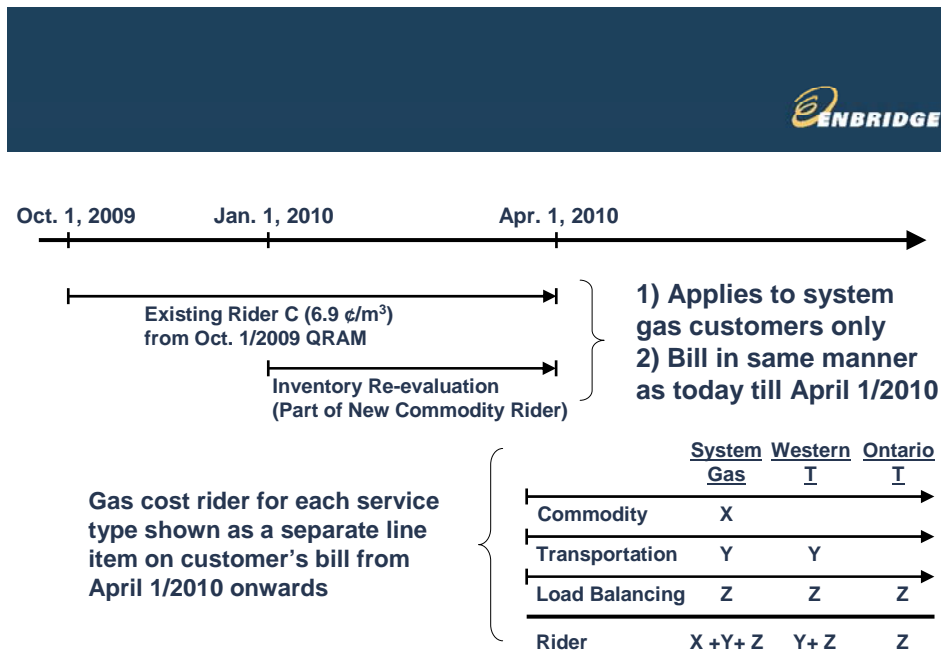
³ EB-2008-0106 decision, page 15.

⁴ EB-2008-0106 decision, pages 16-7.

⁵ EB-2008-0106 decision, page 17.

a credit of 6.9 c/m³) effective from October 1, 2009 to March 31, 2010 and approved in the October 1, 2009 QRAM (EB-2009-0309) will continue to March 31, 2010. Any differences between the forecast and actual credit refund through the existing Rider C to March 31, 2010 will be trued up as a one-time adjustment by way of Enbridge's established 2009 year end deferral and variance account disposition process.

The implementation of the new rider methodology will occur on January 1, 2010. Because the new rider methodology works off of actual PGVA balances rather than the projected year-end balance, there will be no rider for direct purchase customers (Western T-service and Ontario T-service) in the first quarter of 2010. There will be a rider for Sales customers to reflect the re-evaluation of gas in inventory in the first quarter of 2010 and this will be treated on customers' bills in the same manner as the current Rider C. The existing Rider C unit rates in effect until March 31, 2010 will be combined with the January 1, 2010 Rider C unit rates (due to gas in inventory re-evaluation only) to form one commodity related unit rate for Sales service customers. As of April 1st, separate riders will be determined and billed for Sales, Western T-service and Ontario T-service customers. A simplified representation of this approach is depicted in the schematic below:



The new PGVA rider methodology requires changes to the QRAM filing package at Exhibit QX-1, Tab 2, Schedule 1, Appendix A, the Forecast of Gas Cost evidence at Exhibit QX-2, Tab 1, Schedule 1 and supporting exhibits at Exhibit QX-3, Tab 1, Schedule 2. Rate Design evidence and supporting exhibits will change at Exhibit QX-2, Tab 4, Schedule 1, Exhibit QX-3, Tab 4, Schedule 8 and Rider C of the rate schedules.

The January 1, 2010 QRAM only requires the determination of the rider amount relating to gas in inventory for sales service customers therefore the exhibits in Attachment 2 only reflect these changes.

As no rider is required for Western and Ontario T-service customers in the first quarter of 2010, customer communication explaining the implementation of the new rider methodology and changes to billing will be incorporated into the customer rate notices as part of the April 1, 2010 QRAM application.

MDV Establishment/Re-establishment

Another of the proposals made by Enbridge during the EB-2008-0106 proceeding related to MDV establishment and re-establishment. Enbridge proposed to adopt Union's approach, such that the MDV will be established on a weather-normalized basis. Enbridge also proposed to allow MDV for a contract pool to be re-established during the term of the contract in order to reflect the migration of customers from one broker pool to another or the movement of customers back and forth between direct purchase and Sales service. Enbridge indicated that it would consult with stakeholders regarding the determination of an appropriate materiality threshold to trigger MDV re-establishment and that it would need about 18 months to implement the proposed changes.⁶

The Board directed Enbridge to file the details of its MDV proposal at its earliest convenience for the Board's review and approval. The Board said that changes to the MDV should be implemented in 2011.⁷

Enbridge has met with Union to discuss and assess the mechanics and features of Union's methodology. As well, Enbridge has been working on the details of its MDV proposal, including consideration of an appropriate materiality threshold to trigger MDV re-establishment for contract pools. Enbridge plans to meet with stakeholders in January 2010 to review and discuss its MDV proposal, the high level design of the associated IT solution and the materiality threshold. Thereafter, Enbridge expects to file its MDV proposal with the Board in the latter part of the first quarter of 2010 for review and approval. This approach should provide sufficient time for Enbridge to make changes to its software system, thoroughly test the changes, and then implement the MDV solution in 2011.

⁶ EB-2008-0106 decision, page 29.

⁷ EB-2008-0106 decision, pages 30-1/

Revisions to QRAM Package

Exhibit QX-1
Tab 2
Schedule 1
Appendix A
Page 1 of 6

QUARTERLY RATE ADJUSTMENT MECHANISM

Introduction

1. The QRAM process approved by the Board for Enbridge now comprises the following components: the calculation of a forecast price for rate-making purposes during a test year ("utility price"); the means of adjusting the utility price for rate-making purposes during a test year; the means of calculating and clearing variances recorded in Enbridge's Purchased Gas Variance Account ("PGVA"); the regulatory framework for approving adjustments and clearances; and the means of providing pricing information to end-use customers, or their marketers, and to other stakeholders as well.
2. The QRAM process is intended to achieve or accommodate the following eight principles:
 - more reflective of market prices on an ongoing basis;
 - enhanced price transparency;
 - regular quarterly review process;
 - customer awareness, customer acceptance, and less confusion in the marketplace;
 - mitigation of large adjustments of customer bills;
 - fairness and equity among all customer groups;
 - implementation in a cost effective manner; and
 - reduced regulatory burden relative to the former "trigger methodology", and the related rate adjustment mechanism, for Enbridge's PGVA.

Utility Price

3. Enbridge calculates the utility price for a test year by using its Board-approved methodology to develop a forecast of its supply (i.e., commodity) costs, including buy/sell as well as system gas, and its transportation costs for the test year. The forecast of supply costs includes the forecast price of natural gas based on a so-called "21-day strip".
4. This 21-day strip represents the simple average of future market prices, as reported by various media and other services, over a 21-day period for a basket of pricing periods, pricing points, and pricing indices that reflects

Exhibit QX-1
Tab 2
Schedule 1
Appendix A
Page 2 of 6

Enbridge's gas purchase arrangements, both actual and anticipated, during the 12 months subsequent to the 21-day period.

5. Enbridge uses the initial utility price as the basis for calculating the gas supply charges for Sales service, subject to subsequent adjustment(s), during a test year. Sales service is provided to buy/sell gas customers, who are direct purchasers, as well as to system gas customers. Enbridge also uses the initial utility price for PGVA purposes.

Price Adjustment

6. Enbridge recalculates the utility price, using the same methodology, for each of the subsequent ~~three~~ quarters of the test year. The forecast of the price of natural gas, in each case, is based on a 21-day strip. The last day of each 21-day strip precedes the quarter in question by no more than ~~31~~ days.

Deleted: three

Deleted: 45

7. Whenever a recalculated utility price comes into effect at the beginning of a quarter, Enbridge calculates the consequential effect of this price on the following commodity-related costs: carrying costs of gas in storage, working cash allowance (gas costs), unbilled and unaccounted for gas, company-use gas, and lost and unaccounted for gas (storage). Enbridge then uses the recalculated utility price, together with the consequential effect on these commodity-related costs, as the basis for adjusting the revenue requirement for a test year and, in turn, the gas supply charges for sales service, ~~transportation charges for Sales and Western T-service,~~ and the delivery charges and gas supply load balancing charges (when discrete) for distribution service, effective as of the beginning of the quarter. Enbridge also begins to use the recalculated utility price for PGVA purposes on the same effective date.

Deleted: <#>If a recalculated utility price for any quarter varies from the utility price in effect at the time by more than 0.5¢/m³, net of upstream transportation tolls in each case, the former supersedes the latter, subject to subsequent adjustment(s), during the test year. Otherwise, the latter continues in effect. ¶

Formatted: Bullets and Numbering

8. The following provisions apply when adjusting the revenue requirement for a test year:
 - (a) The volumetric forecast of ~~Sales service, Western T-service and Ontario T-service~~ is Enbridge's as-filed forecast for the test year, as updated (if any), until there is a Board-approved forecast. The latter is the volumetric forecast thereafter.
 - (b) The capital structure for rate base and rate of return purposes is Enbridge's as-filed capital structure for the test year, as updated (if

Exhibit QX-1
Tab 2
Schedule 1
Appendix A
Page 3 of 6

any), until there is a Board-approved capital structure. The latter is the capital structure thereafter.

- (c) The cost of equity for rate of return purposes is the Board-approved rate of return on equity ("ROE") for the prior test year, notwithstanding Enbridge's as-filed ROE, until there is a Board-approved ROE for the test year. The latter is the cost of equity thereafter.

PGVA

9. Enbridge records in the PGVA the product derived by multiplying the volumes delivered during each month of a test year by the variances between the utility price in effect and Enbridge's actual purchased gas costs per unit during each month of a test year.

Formatted: Bullets and Numbering

10. Enbridge shall use the AECO index plus Nova transportation plus fuel costs as the benchmark in calculating the load balancing component of the PGVA.

11. Whenever a recalculated utility price comes into effect at the beginning of a quarter, the opening balance of gas in storage is adjusted at the same time in order to reflect the recalculated utility price. The resultant debits or credits, as the case may be, are recorded in the PGVA as commodity-related entries.

Formatted: Left

12. For the purpose of developing rate riders (i.e. Rider C unit rates) for clearance of the PGVA balance, Enbridge identifies the balances / amounts attributable to commodity, transportation and load balancing components of the PGVA.

13. Each quarter, Enbridge forecasts the balances / amounts attributable to commodity, transportation and load balancing components of the PGVA for the following 12 month period. Enbridge also records variances reflecting the difference between what was forecast to be recovered in the previous quarter from rate riders and what was actually recovered. These variances are included in the establishment of the rate rider unit rates for the next 12 month period. As a result, Enbridge updates quarterly its rate rider unit rates to reflect the updated forecast of PGVA balances and the historical recovery variance.

Deleted: Whenever a recalculated utility price comes into effect during a test year, the forecast balance in the PGVA as of the end of the test year is adjusted to account for this price and the consequential gas storage inventory adjustment.

Exhibit QX-1
Tab 2
Schedule 1
Appendix A
Page 4 of 6

14. Based on the amounts attributable to commodity, transportation and load balancing components of the PGVA, individual riders are determined and applied to Sales service, Western T-service and Ontario T-service. The unit rates are derived based on the 12 month test year forecast of volumes (i.e. 12-month rolling rider methodology). The rate riders (i.e. Rider C unit rates) become effective at the beginning of the quarter and specify, by rate class, the unit rates for Sales, Western T-service and Ontario T-service customers.
15. Whenever there is a change in upstream transportation tolls during a quarter, Enbridge records the consequential effect of the change in the PGVA. Enbridge also adjusts the transportation charge for all Sales and Western T-service customers at the beginning of the next quarter, in order to account for the consequential effect of the changes in upstream transportation tolls.

Regulatory Framework (Including Cost Awards)

16. Enbridge maintains and updates, from time to time, a list of interested parties for the purposes of the QRAM process; for example, serving documents filed with the Board. An "interested party" is Board staff, an intervenor in Enbridge's most recent rates proceeding, and any other stakeholder in Enbridge's franchise area who advises Enbridge of its interest in the QRAM process. The list of interested parties includes the name of each interested party and, as each of them indicates, the name(s) of their respective representative(s) and any limitation(s) on service (e.g., application only). Enbridge also maintains and updates the address(es) for service of each such representative.
17. Each quarter, Enbridge files a corresponding application and supporting evidence with the Board, and serves one or both on each interested party's representative(s), no fewer than 19, calendar days prior to the quarter in question. The application seeks approval of the applicable utility price for PGVA purposes, the corresponding gas supply charges for sales service, the corresponding transportation charge for Sales and Western T-service and delivery charges and gas supply load balancing charges (when discrete) for distribution service, and the rate rider to be used to clear the PGVA balance. The application will include an executive summary of the application in a tabular format or otherwise.
18. Interested parties may file with the Board, and serve on Enbridge and the other interested parties, comments in response to each application. The

Formatted: Bullets and Numbering

Deleted: For the purpose of determining whether the PGVA is to be cleared in any quarter, the adjusted year-end balance in the PGVA is further adjusted to account for any changes in upstream transportation tolls. If the further adjusted year-end balance, when translated into ¢/m^3 based on forecast consumption for the remainder of the test year, exceeds 0.5¢/m^3 , the further adjusted year-end balance is to be cleared during the remainder of the test year by means of a rate rider. This rate rider becomes effective at the beginning of the quarter and specifies, by rate class, the unit rate for all sales service customers. ¶
<#>The following provisions also apply when determining whether the PGVA is to be cleared for the quarter in question and, when the quarter in question is the fourth one, the period over which the PGVA is to be cleared:¶
<#>If a material over or under collection pertaining to a prior test year is anticipated to be accumulated and included in a current fiscal year PGVA, Enbridge will notify all parties as soon as possible in order to enable interested parties to provide responsive comments to the Board within the prescribed QRAM deadlines. Enbridge will also outline in its notification how it intends to deal with the clearing of any material over or under collection. ¶
<#>Enbridge's "forecast consumption for the remainder of the test year", in the case of the second or third quarter, is derived from the app... [1]

Deleted: delivery

Deleted: s

Deleted: (for small volume customers) and the gas supply load balancing charges (for large volume customers),

Formatted: Bullets and Numbering

Deleted: Whenever a recalculated utility price comes into effect for a quarter subsequent to the first quarter of a test year, or whenever it does not but the PGVA is nevertheless t... [2]

Deleted: 20

Deleted: business

Deleted: (if any)

Exhibit QX-1
Tab 2
Schedule 1
Appendix A
Page 5 of 6

deadline for filing and serving responsive comments is five, calendar days after Enbridge files and serves its application. Enbridge may file with the Board, and serve on the interested parties, comments in reply to any responsive comments. The deadline for reply comments is two, calendar days after the interested parties file and serve their respective responsive comments.

Deleted: seven

Deleted: seven

19. The Board thereafter issues an order, prior to the quarter in question if possible, approving the applicable utility price for PGVA purposes, the corresponding gas supply charges for sales service, the corresponding gas distribution, transportation and load balancing charges (when discrete) for distribution service, and the rate rider, to be used to clear PGVA, or modifying them as required, effective as of the beginning of the quarter.

Deleted:

Deleted: (if any)

20. Due to the mechanistic nature of the QRAM application, the Board does not anticipate awarding costs. Parties that meet the Board eligibility criteria contained in the Board's Practice Direction on Cost Awards may submit costs with supporting rationale as to how their participation contributed to the Board's ability to decide on this matter.

Deleted: <#>There is another procedure, though, whenever there is no recalculated utility price for, and no clearance of the PGVA commencing with, a quarter subsequent to the first quarter of a test year. Enbridge then files an advisory letter with the Board, and serves it on each interested party and any other intervenor of record in Enbridge's most recent rates proceeding, no fewer than 20 business days prior to the first day of the quarter in question. The advisory letter provides Enbridge's forecast price of natural gas based on the 21-day strip, the resultant utility price (approx.), and the reasons for maintaining the existing rates for sales and distribution services. The advisory letter also provides the following two schedules in the format used for an application: "Summary of Gas Costs to Operations", but without a variance column (%) for volumes and costs, and "Projected Year-End PGVA Balance".¶

21. Any party eligible for an award of costs must file a claim with the Board and Enbridge no later than ten days from the date of the Board's decision and order. Should Enbridge have any comments concerning any of the claims, these concerns shall be forwarded to the Board and to the claimant within seven days of receiving the claims. Any response to Enbridge's comments must be filed with the Board and Enbridge within seven days of receiving the comments.

Pricing Information

22. Enbridge's monthly bill displays the gas supply charges for Sales service and the rate rider (if any) in effect for the month, and the total of the two when there is a rate rider, expressed in ¢/m³ in each case. Enbridge ensures that customers are given a clear explanation, by means of a message on the bill or a bill insert, of the pricing information displayed on the bill and, whenever the pricing information changes, of the significance of the changes.

Formatted: Bullets and Numbering

23. Enbridge posts on its website, promptly after receiving the Board's order in this regard, information on the gas supply charges for Sales service and the rate rider (if any), and the total of the two when there is a rate rider,

Exhibit QX-1
Tab 2
Schedule 1
Appendix A
Page 6 of 6

expressed in ¢/m³ in each case. Enbridge provides on its website a meaningful description of the posted information so as to inform customers of its significance, in plain language, and of the significance of changes in the posted information whenever change occurs.

Deleted: Enbridge also posts, on a monthly basis, the forecast year-end balance in the PGVA translated into ¢/m³, for each rate class, based on its forecast of sales service for the test year.

24. Enbridge's website provides links to other websites, such as energysite.com, that provide prices and other information on competitive gas services in Enbridge's franchise area.

25. Enbridge also makes similar information available, through an additional branch, on Enbridge's Curtailment and Buy/Sell Information Line on a timely basis.

FORECAST OF GAS COSTS

Purpose of Evidence

1. The Company is updating its' forecast of gas costs effective October 1, 2009 in accordance with the Quarterly Rate Adjustment Mechanism in place and stemming from Settlement Agreements and Board Decisions in RP-2000-0040, RP-2002-0133 and RP-2003-0203.
2. The Company recalculated the Utility Price based upon a 21-day average of various indices from August 1, 2009 to August 21, 2009 for 12 months commencing October 1, 2009 and applied these monthly prices to the 2009 forecasted annual volume of gas purchases as presented in EB-2008-0219 Exhibit B, Tab 5, Schedule 2, page 1. The recalculated Utility Price is $\$236.950/10^3\text{m}^3$ ($\$6.287/\text{GJ}$) (as per Exhibit Q4-3, Tab 1, Schedule 1, p. 1). This represents a unit cost decrease of $\$5.882/10^3\text{m}^3$ or $\$0.156/\text{GJ}$ to the forecasted Utility Price of $\$242.832/10^3\text{m}^3$ ($\$6.443/\text{GJ}$) as filed in EB-2009-0145 Exhibit Q3-3, Tab 1, Schedule 1, page 1.
3. The above reference to a 21-day average of various indices is as follows. On a daily basis Enbridge Gas Distribution Inc. ("Enbridge") receives a copy of "Gas Daily", an industry publication that provides, among other things, the high, low, and settlement of the previous days NYMEX prices for the next 36 months. By tracking the NYMEX index on a daily basis Enbridge can calculate a forecast Monthly price on a go forward basis. The forecast monthly NYMEX price would be used as the index underpinning deliveries at ANR, Kalkaska, CDA and EDA delivery points. Also, Enbridge tracks the current and future Canadian/U.S. \$ exchange rates on a daily basis. Similar to the tracking of NYMEX prices, Enbridge uses the Natural Gas Exchange ("NGX") web-site which provides pricing indices for a number of different pricing points on a prospective basis. Enbridge logs this information along

Deleted: July 17

Deleted: 14

Witness: D. R. Small

with the NYMEX and Canadian/U.S. exchange rates so that it can calculate the 21-day average for different delivery points and apply the forward month's forecast price to the Company's forecast of gas supply dependent upon contract terms or by expected delivery point.

4. The Company is proposing to change its Utility Price effective October 1, 2009 to \$236.950/10³m³ and change rates accordingly.

5. The recalculated Utility Price of \$236.950/10³m³ represents an annual Western Canadian price of approximately \$4.968/GJ at Empress. This compares to the forecasted April 2009 Utility Price of \$242.832/10³m³ which represented an annual Western Canadian price of approximately \$5.113/GJ at Empress. The forecasted July 2009 Utility Price was based upon a 21-day average of various prices, exchange rates and basis differential from April 17, 2009 to May 15, 2009 for the 12 month period July 2009 to June 2010.

Exhibit QX-3, Tab 1, Schedule 2, page 1, Column 6 indicates that, based on the 2010 forecast of annual gas supply purchase volumes for the 12 months commencing January 1, 2010, the Company projects a \$(0.0) million balance in the Gas Acquisition Deferral account at the end of December 31, 2010. Exhibit QX-3, Tab 1, Schedule 2, page 2, provides the revaluation of gas inventory based on the 2010 forecast of volumes and the change in the PGVA reference price. The total at column 4 is used to form the January 1, 2010 Rider C unit rates as depicted at Exhibit QX-3, Tab 4, Schedule 8

6. The derivation of the October 1, 2009 Reference Price is based upon TCPL tolls effective January 1, 2009 as per NEB order TGI-03-2008 dated February 5, 2009. The TCPL toll remains unchanged relative to the July 1, 2009 QRAM and is

Deleted: 4

Formatted: Indent: Left: 0.31"

Deleted: 7

Deleted: 09

Deleted: October

Deleted: 09

Deleted: PGVA

Deleted: September

Deleted:

Deleted: 4

Deleted: <#>column 11 provides an update to the projected December 31, 2009 PGVA balance. Exhibit Q4-3, Tab 1, Schedule 2, page 2, Column 11, which includes the forecasted rollover of the projected December 31, 2008 PGVA balance, the impact of the forecasted January 1, 2009, April 1, 2009, July 1, 2009 and October 1, 2009 inventory revaluations and the projected Rider C impact illustrates a projected December 31, 2009 PGVA balance of \$(253.1) million. ¶

<#>The difference between the projected 2008 PGVA balance (Q4-3, Tab 1, Schedule 2, p. 2, Column 11) and the actual balance, inclusive of all related Rider C amounts, will be cleared as a one time adjustment as per the Company's proposal within its 2009 Rate Application (EB-2008-0219, Exhibit C, Tab 1, Schedule 1, p. 3).¶

Formatted: Bullets and Numbering

Witness: D. R. Small

\$44.851/10³m³ (\$1.190/GJ) (as per Exhibit Q4-3, Tab 1, Schedule 1, p. 1).

Pursuant to the implementation of the new CIS system the remittance of a T-Service Credit applicable to Ontario T-Service volumes will no longer be required. For purposes of the October 1, 2009 QRAM the T-Service credits relating to Ontario T-Service volumes as forecast in EB-2008-0219 (see Exhibit Q4-3, Tab 1, Schedule 1, p.1, Item 13) have been removed.

7. For an explanation of the Company's proposal for how the projected PGVA balance will be cleared see Exhibit Q4-2, Tab 4, Schedule 1.

Formatted: Bullets and Numbering

Witness: D. R. Small

Exhibit QX-2
Tab 4
Schedule 1
Page 1 of 3

RATE DESIGN – QUARTERLY RATE ADJUSTMENT MECHANISM

1. The purpose of this evidence is to describe the effect on rates from a change in the gas cost revenue requirement as part of the Ontario Energy Board ("Board") approved Quarterly Rate Adjustment Mechanism ("QRAM"). The decreased utility reference price reflects a lower cost of gas purchases and lower load balancing and transportation costs compared to rates currently in effect.
2. The rate design exhibits supporting this QRAM application are found at Exhibit Q1-3, Tab 4. Schedules 1 to 5 present the effect of the proposed utility price on revenues and rates when compared with EB-2008-0263 October 1, 2008 rates currently in effect. Schedule 6 shows customer bill impacts for various rate classes relative to the EB-2008-0263 rates. Schedule 7 contains the rate handbook. The derivation of the Rider C unit rates can be found at Schedule 8.

Utility Price

3. The utility price during the fourth quarter of the 2008 Test Year is \$387.103/10³m³ (\$10.271/GJ @ 37.69 MJ/m³). Enbridge has recalculated the utility price for the first quarter of the 2009 Test Year using the prescribed methodology set forth in the Settlement Proposal as approved by the Board in the RP-2000-0040 proceeding, and subsequently amended. The recalculated utility price for the first quarter is \$351.977/10³m³ (\$9.339/GJ @ 37.69 MJ/m³) as outlined at Exhibit Q1-3, Tab 1, Schedule 1. Enbridge is proposing to adjust its rates accordingly effective January 1, 2009.

Deleted: The change in the utility price has exceeded the preset threshold of 0.5 cents per cubic metre ("¢/m³") and hence

4. The decreased utility price translates into a decrease in the revenue requirement totaling \$181.6 million, as seen at Exhibit Q1-3, Tab 2, Schedule 1, Line 12. As shown in the above referenced exhibit, this impact is derived by calculating the difference between the recalculated reference price of \$351.977/10³m³ and the

Exhibit QX-2
Tab 4
Schedule 1
Page 2 of 3

reference price embedded in the EB-2008-0263 October 1, 2008 rates of \$387.103/10³m³. This differential of \$35.126/10³m³ is then applied to the proposed 2009 forecast of sales volumes, Company use, Unbilled and Unaccounted For (“UUF”), and Lost and Unaccounted For (“LUF”) volumes.

5. The decreases in carrying cost on inventory, working cash requirements, and the capital taxes were also considered in the change in the revenue requirement calculation.

Customer Impacts

6. Exhibit Q1-3, Tab 4, Schedule 6 depicts the typical customer rate impacts relative to the EB-2008-0263 October 1, 2008 rates. The impacts vary by rate class and are a function of the proposed utility price. The gas supply charge will decrease for all customers from 33.8 ¢/m³ to 30.4 ¢/m³. The change in the utility price lowers the cost of lost and unaccounted for gas which results in a decrease in delivery charges for all customer classes. Customers' load balancing charges / transportation charges will decrease due to lower carrying cost of gas in inventory and lower transportation related costs.

The impact of the price changes discussed above on a typical residential customer on system gas is an annualized decrease of approximately 6.5%, or \$107 on an annual bill of \$1,535. Residential ABC T-service customers will see a decrease of 0.6% or \$3.4 annually.

PGVA Clearing

7. Enbridge's existing Rider C unit rates for customers on sales service will continue to be in effect until March 31, 2010. The extended clearing period to March 31, 2010 for Rider C was approved in the EB-2009-0309 Decision (October 1, 2009 QRAM).

Exhibit QX-2
Tab 4
Schedule 1
Page 3 of 3

8. The existing Rider C unit rates were derived based on Enbridge' previous methodology for clearing the forecast balance in its PGVA. For residential customers the existing Rider C is a refund of (6.9075) cents/m3.

Formatted: Bullets and Numbering

9. Effective January 1, 2010, Enbridge will implement its new PGVA clearing methodology as was approved by the Board in the EB-2008-0106 proceeding.

Formatted: Bullets and Numbering

10. The new PGVA clearing methodology only yields a gas in inventory re-evaluation rider in the first quarter of 2010.

Formatted: Answer

Formatted: Bullets and Numbering

11. Therefore, as part of the January 1, 2010 QRAM, Enbridge revalued the 2010 forecast balance of gas in inventory at the new reference price as is shown at Exhibit Q4, Tab 1, Schedule 2, page XX. This results in a gas in inventory balance of \$xx.0 million and a resulting Rider C unit rate of \$x.xxx. cents/ m³ for a residential customer on sales service. This unit rate combined with the existing Rider C unit rate creates an effective Rider C unit rate of \$xxxx applicable to residential customers on sales service. The Rider C unit rates are effective from January 1, 2010 to March 31, 2010. The derivation of the gas in inventory unit rates are shown at Exhibit Q1-3, Tab 4, Schedule 8.

Formatted: Answer

Formatted: Bullets and Numbering

Deleted: The Company is required to clear the projected PGVA balance arising from the recalculated utility price and an inventory adjustment in all quarters of the year if the preset threshold of 0.5 cents/m³ is exceeded. The estimated year-end PGVA balance is a credit of \$60.9 million as shown at Exhibit Q1-3, Tab 1, Schedule 2, Page 4. This results in a sales service rider credit of 1.2088 cents/m³ for residential customers for the period January 1, 2009 to December 31, 2009

Deleted: credit

Deleted: is

ENBRIDGE GAS DISTRIBUTION INC.
Gas Acquisition Deferral Account

			Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6
Line #	Particulars	Proceeding Number	Purchase Cost \$(000)	10 ³ m ³	Unit Cost \$/10 ³ m ³	Reference Price \$/10 ³ m ³	Unit Rate Difference \$/10 ³ m ³	Deferral Amount \$(000)
1	Cummulative to the end of December 2009		<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
	<u>Current QRAM Period</u>							
15	January, 2010		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
16	February		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
17	March		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
18	April, 2010		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
19	May		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
20	June		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
21	July, 2010		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
22	August		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
23	September		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
24	October, 2010		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
25	November		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
26	December		X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
27	Total (Lines 15 to 26)		<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>

Exhibit QX-3
Tab 1
Schedule 2
Page 2

ENBRIDGE GAS DISTRIBUTION INC.
Summary of Gas Supply Deferral Accounts: Gas in Inventory

		Col. 1	Col. 2	Col. 3	Col. 4
Line #	Particulars	Proceeding Number	Reference Price \$/10 ³ m ³	Unit Rate Difference \$/10 ³ m ³	Deferral Amount 10 ³ m ³ \$(000)
1	Cummulative to the end of December 2009		y.yy	y.yy	y.yy
Current QRAM Period					
15	January, 2010		y.yy	y.yy	y.yy
16	February		y.yy	y.yy	y.yy
17	March		y.yy	y.yy	y.yy
18	April, 2010		y.yy	y.yy	y.yy
19	May		y.yy	y.yy	y.yy
20	June		y.yy	y.yy	y.yy
21	July, 2010		y.yy	y.yy	y.yy
22	August		y.yy	y.yy	y.yy
23	September		y.yy	y.yy	y.yy
24	October, 2010		y.yy	y.yy	y.yy
25	November		y.yy	y.yy	y.yy
26	December		y.yy	y.yy	y.yy
27	Total (Lines 15 to 26)		y.yy	y.yy	y.yy

ENBRIDGE GAS DISTRIBUTION INC.
Unit Rates for Component: Gas in Inventory

				Col. 1	Col. 2	Col. 3	Col. 4	Col. 5
				Year 2010				
Line #			Units	Q1	Q2	Q3	Q4	Total Rider
1	Rate 1	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
2	Rate 6	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
3	Rate 9	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
4	Rate 100	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
5	Rate 110	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
6	Rate 115	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
7	Rate 135	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
8	Rate 145	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
9	Rate 170	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
10	Rate 200	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz
11	Rate 300	Rider Q1	(cents/m ³)	z.zzzz	z.zzzz	z.zzzz	z.zzzz	z.zzzz

RIDER:

C**GAS COST ADJUSTMENT RIDER**

The following adjustment is applicable to all gas sold or delivered during the period of January 1, 2010 to March 31, 2010.

Rate Class	Sales Service (¢/m ³)	Western Transportation Service (¢/m ³)	Ontario Transportation Service (¢/m ³)
Rate 1	0.0000	0.0000	0.0000
Rate 6	0.0000	0.0000	0.0000
Rate 9	0.0000	0.0000	0.0000
Rate 100	0.0000	0.0000	0.0000
Rate 110	0.0000	0.0000	0.0000
Rate 115	0.0000	0.0000	0.0000
Rate 135	0.0000	0.0000	0.0000
Rate 145	0.0000	0.0000	0.0000
Rate 170	0.0000	0.0000	0.0000
Rate 200	0.0000	0.0000	0.0000

EFFECTIVE DATE:	IMPLEMENTATION DATE:	BOARD ORDER:	REPLACING RATE EFFECTIVE:	Page 1 of 1
January 1, 2010	January 1, 2010	EB-2009-0172	October 1, 2009	Handbook 54

