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**London Property - TCPL 1**

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**Reference:** TransCanada's Written Evidence, Pages 4 - 5

**Request:**

1. Please provide a table that shows a range of costs associated with the first full year for each of the four alternatives shown on pages 4 and 5 of the evidence that are comparable to the \$16.4 million noted in Exhibit J.b-1-7-8b.

**Response:**

1. Please refer to the response to OEB 1(a).

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**London Property - TCPL 2**

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**Reference:** TransCanada's Written Evidence, Pages 4 - 5

**Request:**

2.
  - a. Please identify any advantages and/or disadvantages of the four alternatives shown on pages 4 and 5 of the evidence with respect to security of supply at Parkway for Enbridge, as well as for the potential to provide additional supplies to Enbridge in the western GTA.
  - b. Has TransCanada had any discussions with Enbridge related to the four alternatives shown on pages 4 and 5? If not, why not? If yes, please provide a summary of the discussions.

**Response:**

2.
  - a. The four options presented will provide LCU protection for the transportation that Enbridge holds on the Union System for delivery to TransCanada at Parkway in the event of the loss of a Union compressor at Parkway. In addition, TransCanada has progressed a number of expansions which would provide additional supplies to serve the western GTA.
    - i. Expansion of the Parkway to Maple Corridor for November 2012;
    - ii. Additional compression facilities at Maple for November 2013;
    - iii. Initial discussions around utilizing the Hamilton line to provide additional pipe and supply diversity to Enbridge; and
    - iv. Recent New Capacity Open Season which may result in further expansions between Parkway and Maple for November 2013, 2014 and 2015.

Further to the above, TransCanada's existing facilities in the GTA also provide some security of supply to Enbridge in the event of a more catastrophic failure of the Union system.

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**London Property - TCPL 2**

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- b. No, TransCanada was not aware that Union wanted LCU protection at Parkway until immediately before this Application was filed. Given that Union had not consulted with TransCanada on this issue, TransCanada developed the four alternatives independently in response to this Application. TransCanada believes that there should be discussions among the three pipeline systems in order to find the best solution or combination of solutions in the context of the known and potential near-term facilities additions in the vicinity of Parkway.

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**London Property - TCPL 3**

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**Reference:** TransCanada's Written Evidence, Pages

**Request:**

3. With respect to the Kirkwall to Parkway via the TransCanada system discussed on pages 9-10 of the evidence, would the proposal to upgrade a length of low pressure line and to transfer some compressors allow TCPL to provide Enbridge with an option of a separate supply point south of Parkway?

**Response:**

3. Enbridge can request a new delivery point from TransCanada south of Parkway based on the existing facilities and TransCanada can provide that service. The Kirkwall to Parkway option will increase the reliability of deliveries to that new delivery location given that TransCanada could provide service to that delivery location from either Kirkwall or from Parkway instead of just from Parkway as is the case today.