

## GAZ MÉTRO INTERROGATORIES FOR ENBRIDGE

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### GMI #1

**Issue A3:** *Are the costs of the facilities and rate impacts to customers appropriate?*

**Reference:** Enbridge's Evidence  
Exhibit A, Tab 2, Schedule 1, p. 9

**Preamble:** *Enbridge and TransCanada are negotiating the commercial terms to permit TransCanada to use a portion for the capacity on the pipeline portion of Segment A from the Bram West Interconnect point to the Albion Road Station. Enbridge has filed certain financial and economic information in confidence. Furthermore, access to certain information in the economic modeling has also been filed in confidentiality.*

**Request:**

- (a) Please provide the terms negotiated between Enbridge and TransCanada to permit TransCanada to use a portion for the capacity on the pipeline portion of Segment A from the Bram West Interconnect point to the Albion Road Station.

### GMI #2

**Issue A3:** *Are the costs of the facilities and rate impacts to customers appropriate?*

**Reference:** Enbridge's Evidence  
Exhibit E, Tab 1, Schedule 2, p. 2

**Preamble:** *As stated by Enbridge, TransCanada will provide financial backstopping to Enbridge for any incremental cost over the cost of an NPS 36 pipeline that Enbridge incurs for constructing the NPS 42 pipeline if TransCanada does not receive the required approvals, or is otherwise unable to construct the facilities require in order to take the transportation service.*

**Request:**

- (a) Please explain how that financial backstopping by TransCanada would be reflected in Enbridge's tolls.

**GMI #3**

**Reference:** Enbridge's Evidence  
Exhibit A, Tab 2, Schedule 4, p. 3

**Preamble:** *Enbridge has amended the Application to seek approval for the methodology to establish a new rate for the transportation service to be provided to TransCanada. Enbridge will seek approval for the rate in a subsequent rate application (EB-2012-0459).*

**Request:**

- (a) Please explain the methodology for the new transportation rate (Rate 322) for the shared use of Segment A with TransCanada.
- (b) What are the parameters used to determine the new transportation rate.
- (c) Please elaborate on what your new transportation rate is based on.
- (d) Will your new transportation rate be reevaluate on a yearly basis.
- (e) Are you still planning to seek approval for the new rate in June 2013. If not, when.
- (f) Please state the time period during which Enbridge is proposing to amortize the capital cost of the GTA pipeline (Shared Pipeline) for ratemaking purposes.

May 21, 2013

EB-2012-0451

Enbridge Gas Distribution Inc. – GTA Project

EB-2012-0433, EB-2013-0074

Union Gas Ltd. – Parkway West and Brantfort-Kirkwall / Parkway D Projects

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**GMI #4**

**Issue A4:** *What are the alternatives to the proposed facilities? Are any alternatives to the proposed facilities preferable to the proposed facilities?*

**Reference:** Enbridge's Evidence  
Exhibit A, Tab 3, Schedule 5, p. 21

**Preamble:** *In its amendment dated May 15, 2015 Enbridge adds a new facility taken into account in the GTA Project. The creation by TransCanada of a new single point distributor delivery area called Parkway Enbridge CDA.*

**Request:**

- (a) Please elaborate on the new distributor delivery area.
- (b) Please elaborate on the impacts of the new distributor delivery area for ratemaking purposes.

## GAZ MÉTRO INTERROGATORIES FOR UNION GAS

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### GMI #5

**Issue A3:** *Are the costs of the facilities and rate impacts to customers appropriate?*

**Reference:** EB-2012-0433 (Parkway West Project)  
Section 1, p.5

**Preamble:** *The first full-year cost of service directly attributable to the Project (rate base, return, interest, tax, depreciation and O&M) to the Project is approximately \$15.3 million. Using the allocation Dawn-Parkway costs per the 2013 Board approved cost allocation study results in: (i) a reduction of approximately \$2.1 million, allocated to in-franchise rate classes, and (ii) an increase of approximately \$17.4 million, allocated to ex-franchise rate classes.*

**Request:**

- (a) Please explain why most of the costs of the Project are allocated to ex-franchise rate classes.
- (b) Please provide a breakdown of the impacts of the Project for in-franchise classes and ex-franchises classes.
- (c) Please provide the amount of the capital expenditures that are forecast to be added to rate base in a) 2013; b) 2014; c) 2015 and d) 2016.
- (d) Please provide the revenue requirement associated with the amounts allocated to in-franchise customers and ex-franchise customers from 2013 to 2016.