GAZ MÉTRO INTERROGATORIES FOR TRANSCANADA PIPELINES LIMITED

GMI #1

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

Reference: TransCanada's Evidence, p. 1 of 6, lines 28-36

Preamble: TransCanada affirms:

"Beginning in 2003 and continuing until 2006, TransCanada was able to provide service away from the Dawn area with a combination of Union Gas M12 service and the exchange of Mainline long-haul service to the Dawn area. By serving these contracts using exchanges, TransCanada was able to provide firm service without adding new facilities to the Mainline, and thus provide the service at a lower cost to all Mainline shippers. There was no required expansion of the Union System for these requests."

Request: a) Please confirm that:

i) There is incremental demand from shippers to get access to natural gas supply at the Dawn Hub through short-haul capacity.

ii) An expansion is required on different segments of the Eastern Triangle in order to meet existing and incremental demands from the shippers. If yes, list all segments on which an expansion is required to meet this incremental demand.

GMI #2

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

Reference: TransCanada's Evidence, p. 2 of 6, lines 4-7, 13-16; p. 5 of 6, line 39 – p. 6 of 6, line 2

Preamble: TransCanada affirms:

"Referring to the events in 2012, TransCanada affirmed that: In 2012, while TransCanada was preparing for a new open season to test interest in transporting additional Marcellus shale volumes to market via Niagara and Chippawa, Union Gas and Enbridge Gas Distribution (EGD) proposed their Parkway Extension project to bypass the TransCanada Mainline between Parkway and Maple compressor station.

[…]

In reference to the May 2012 open season, TransCanada stated: TransCanada initially proposed to have the facilities to provide this service for a 2014 in-service date, but subsequently amended the in-service date in the Precedent Agreements to 2015 because TransCanada was in discussions with Enbridge to coordinate our respective expansions, and Enbridge had delayed the in-service date of its facilities.

In reference to the June 2013 open season, TransCanada stated: In addition to discussions with the eastern LDCs, TransCanada has recently posted a new capacity open season for short-haul and long-haul capacity to eastern markets.”

Request:

a) Please elaborate on TransCanada’s statement that the proposed Parkway Extension project of EDG and Union Gas is to bypass the Mainline and provide the reasons why TransCanada considers that the project is to bypass the Mainline.

b) Please confirm that:

i) An expansion is required to increase capacity between Parkway and Maple in order to meet existing and incremental demands from the Eastern LDCs, including Gaz Métro and Union, for which they have applied in the May 2012 open season.

ii) In its June 2013 open season launched on June 28, 2013, TransCanada is offering a lower toll to Union CDA Delivery Point compared to other paths for the same short-haul service.

iii) In its June 2013 open season, TransCanada is offering a lower toll to Enbridge CDA and the new Bram West CDA Delivery Points compared to other paths for the same short-haul service.

iv) In its June 2013 open season, TransCanada is offering a lower toll to the East Hereford Delivery Point compared to other paths for the same short-haul service.

c) In its June 2013 open season, please explain the reasons why TransCanada proposes lower tolls for East Hereford, Union CDA, Parkway Enbridge CDA and the new Bram West CDA Delivery Points compared to other delivery points in the EDA and points east.

d) What are the parameters used by TransCanada to determine the tolls for East Hereford, Union CDA, Parkway Enbridge CDA, GMI EDA and the new Bram West CDA Delivery Points and how were they applied by TransCanada.

GMI #3

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

Reference: TransCanada’s Evidence, p. 3 of 6, lines 10-13

Preamble: TransCanada affirms:

“In an effort to collaborate and build the most efficient expansion to meet market needs, TransCanada and Enbridge came together to discuss joint ownership of Segment A to provide both economic and environmental benefits.”

Request: a) Please define what TransCanada means by “the most efficient expansion to meet market needs” ?

b) Specify whether “market needs” include only firm capacity needs, all current capacity needs or current and incremental capacity needs.

c) Please describe what would be, in TransCanada’s view, the economic benefits for Eastern LDCs at the compliance tolls provided by the NEB’s decision RH-003-2011 and the economic benefits at the tolls offered by TransCanada in its New Capacity Open Season launched June 28, 2013.

GMI #4

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

Reference: TransCanada’s Evidence, p. 3 of 6, lines 20-22

Preamble: TransCanada affirms:

“TransCanada intended to utilize its share of capacity on the new Segment A and new TransCanada facilities from Albion to Maple (TransCanada’s King’s North project) to satisfy the capacity requirements in the precedent agreements with Union and Gaz Métro.”

Request: a) Please provide a breakdown of the capacity requirements TransCanada intended to provide to Gaz Métro on Segment A in Gj/d for each DDA by receipt point for the year a) 2015; b) 2016; c) 2017 and d) 2018.