

**TransCanada PipeLines Limited Response to  
Energy Probe Interrogatory #1**

- Reference:** TCPL Evidence Page 5 (July 5, 2013)
- Preamble:** One consequence of the RH-003-2011 Decision is that TCPL decided not to build the facilities to serve the 2012 open season precedent agreement with Gaz Metro or the service request from Union.
- Request:**
- a) Please indicate whether TCPL may/can provide either of the UGL and/or GM requirements without building from Parkway to Maple (including EGD GTA project).
  - b) Please be specific regarding options and capacities and how these also fit with EGD's service requirements.
  - c) Please provide an idea of pathways and conditions precedent and tolls that could get gas through the Parkway-Maple "bottleneck".

**Response:**

- a) TransCanada could fully meet the requirements of Union Gas and Gaz Métro using its existing Mainline facilities, but both Union Gas and Gaz Métro are seeking short-haul transportation from Parkway on the Mainline for 2015. TransCanada cannot meet these short-haul requests without expanding its integrated system capacity in some fashion, either by taking capacity on the Segment A pipeline and constructing the Kings North Project, installing its own facilities between Parkway and Maple, or obtaining more Dawn to Dawn (TransCanada) capacity from Union and additional GLGT capacity between St. Clair and Emerson. TransCanada remains willing to expand its system capacity for Union, Gaz Métro and other customers as long as the tolls do not impair TransCanada's long-term ability to collect its revenue requirement.
- b) TransCanada does not need to build additional facilities to meet EGD's service requirements other than the connection at Bram West and the meter at Albion.
- c) Please refer to the response to Union 6 a), Attachment A.

**TransCanada PipeLines Limited Response to  
Energy Probe Interrogatory #2**

**Reference:** TransCanada Evidence page 6 (July 5, 2013)

**Preamble:** TransCanada states it intends to apply to the NEB by the end of 2013 for approval to construct the interconnections required to accommodate Segment A of Enbridge's GTA Project and the facilities associated with TransCanada's King's North Project.

- Request:**
- a) Please confirm/provide basic data for each of the two projects, including but not limited to:
    - i. Origin and terminus
    - ii. Existing and new capacity TJ/day
    - iii. Size and length
    - iv. Expected NEB application dates
    - v. In service dates
    - vi. Potential shippers
    - vii. Other important factors and conditions precedent.
  - b) Confirm whether either or both the projects are contingent on the EGD/TCPL MOU or not and explain TCPL's intentions if they are/are not.
  - c) Provide an idea of the short-haul tolls on the proposed pipelines relative to current long and short-haul tolls.
  - d) Will any of the capacity be available to Union or GM if requested and, if so, how much (TJ/day) and relevant dates.

**Response:**

TransCanada assumes that the two projects being referred to are TransCanada's interconnection facilities with Enbridge's Segment A at Bram West and TransCanada's King's North Pipeline.

- a)
  - i. The origin of the King's North pipeline is at the existing Enbridge Gas Distribution Albion Meter Station site. The terminus of the King's North pipeline is not yet finalized, but will roughly be located 13 km north and west of the Albion Meter Station, and roughly between 8 km and 13 km west of the Maple Compressor Station.

- ii. Once TransCanada's Projects and Enbridge's Segment A are constructed, the Bram West interconnection facilities will have a capability of 1600 TJ/d and TransCanada's King's North Pipeline will have a capability of 800 TJ/d. The two projects and TransCanada's share of the capacity on Enbridge's Segment A act as a loop of TransCanada's existing facilities and though 800 TJ/d will flow through the King's North Pipeline under design conditions the incremental capacity from Parkway to Maple on the integrated TransCanada System is 315 TJ/d. Please refer to the response to Union 12(e) for an explanation of the relationship between flow in a loop and incremental capacity for the system.
  - iii. The proposed diameter of the King's North pipeline is NPS 30, and the approximate length is 13 km.
  - iv. An application to the NEB for the King's North Pipeline is expected to be filed by the end of 2013.
  - v. The proposed in-service date is November 1, 2015.
  - vi. As an integrated part of the Mainline System the new facilities will transport a portion of the aggregate flow requirements. There will not be specific shippers contracting for transport on the King's North Pipeline or TransCanada's capacity on Enbridge's Segment A facilities.
  - vii. The two projects are subject to regulatory approval (from the OEB for the Segment A pipeline and from the NEB for the Kings North facilities) and the acquisition of all necessary permits.
- b) Yes. The projects are contingent on the MOU which describes the obligations of both parties with respect to volumes to be transported, interconnection points and facilities to be constructed in support of those volumes. Please refer to the responses to SEC 2b and SEC 4 with respect to the status of the MOU.
  - c) The proposed pipelines (including TransCanada's portion of Segment A and TransCanada's King's North Expansion) will form part of TransCanada's integrated system and therefore will not have separate tolls. Transportation for Mainline shippers which may utilize this capacity will pay the toll in effect at the time of service from their contracted receipt point to their contracted delivery point.
  - d) Yes. Please refer to the response to Staff L.9.

**TransCanada PipeLines Limited Response to  
Energy Probe Interrogatory #3**

**Reference:** TC Response JT2.37

**Preamble:** This response indicates EGD still has to secure the upstream capacity to feed gas via Parkway into the Bram West Station and Segment A. The MOU with TransCanada contemplates (ed) two firm transportation contracts with TransCanada: 200,000 GJ/d from Niagara Falls to Parkway Enbridge CDA (requires a new delivery point at Parkway) and 800,000 GJ/d from Parkway to Bram West.

**Request:**

- a) Please confirm that EGD has requested the two short-haul transportation arrangements and the capacity and dates.
- b) Please indicate and discuss if they are/are not contingent on the EGD/TCPL MOU.
- c) Confirm whether TCPL will provide the requested upstream capacity feeding into EGD GTA Project and if so under what conditions.

**Response:**

- a) Enbridge has not yet bid for the transportation service.
- b) Not applicable.
- c) TransCanada will provide the upstream capacity in accordance with the MOU. The conditions of TransCanada's offer can be found in the new capacity open season that closes July 29, 2013. Please refer to the response to Union 6, Attachment 6A.