

**TransCanada PipeLines Limited Response to
Ontario Energy Board Interrogatory #8**

Reference: Exhibit L.EGD.UGL.TCPL.1, page 3

Preamble: In its written evidence, TCPL notes, “Through those discussions, it was agreed that TransCanada and Enbridge would collaborate on the infrastructure to serve the GTA and markets downstream of Parkway, which led to the development and execution of the MOU. It was also agreed that Union would construct the Parkway West compressor for loss of critical unit protection and such further compression as might be needed to meet new firm contractual requirements.”

Request: a) Please name the parties that agreed that TCPL and Enbridge would collaborate on the infrastructure to serve the GTA. Also, please name the parties that agreed that Union would construct the Parkway West compressor for loss of critical unit compression.

Response:

Union, Enbridge and TransCanada agreed that TransCanada and Enbridge would collaborate on the infrastructure to serve the GTA and that Union would construct the Parkway West compressor for loss of critical unit compression. GMI was aware that TransCanada and Enbridge were collaborating on the infrastructure to serve the GTA.

**TransCanada PipeLines Limited Response to
Ontario Energy Board Interrogatory #9**

Reference: Exhibit L.EGD.UGL.TCPL.1, page 3

Preamble: TCPL notes at the end of page 3, “It was never the intention of the parties for Enbridge to become a transmission provider in the normal sense. Enbridge will use its space on the line solely for local distribution purposes. The TransCanada portion of capacity on Segment A will be used by TransCanada to meet its contractual obligations to transport gas for its customers.”

Request: a) Please indicate whether TransCanada will be utilizing its allocated capacity on Segment A for incremental or existing volumes.

Response:

The capacity will be part of the integrated system which will serve the needs of all customers whether they are new or existing.

**TransCanada PipeLines Limited Response to
Ontario Energy Board Interrogatory #10**

Reference: Exhibit L.EGD.UGL.TCPL.1, page 3

Preamble: TCPL notes that the contractual arrangement between TCPL and Enbridge was to replicate as much as was commercially practicable, the same commercial effect as if Segment A was jointly owned by the parties.

Request:

- a) Was TCPL involved in the decision making process with respect to sizing the proposed pipeline (Segment A)?
- b) Should Union propose to build a parallel line to Segment A, will TCPL oppose or support the project? Please provide reasons for the specific response.
- c) Please confirm if Ontario ratepayers would benefit if Segment A was available to all shippers including Union, Enbridge and TCPL. In case TCPL does not see any benefits, please explain how open access to the pipeline would be detrimental to Ontario ratepayers.

Response:

- a) Yes.
- b) TransCanada believes that Union should not build a parallel line to Segment A. TransCanada believes that redundant facilities are not required to serve the market. Building redundant facilities would have a larger facility footprint, increased impact on the environment and landowners and would result in higher cost to Ontario ratepayers, including TransCanada. For these reasons TransCanada would oppose the project.
- c) Under the MOU arrangement between TransCanada and EGD, Ontario ratepayers will benefit with Segment A capacity being available to any shipper whose transportation arrangements with TransCanada or Enbridge utilize this capacity.

With respect to the party who owns or leases Segment A in the first instance, only Enbridge and TransCanada have beneficial uses for Segment A, so there would be no benefits to other shippers having access to it. Only Enbridge has a franchise it can serve in the Albion area, and only TransCanada has facilities at Maple such that the combination of Segments A and the King's North Expansion can serve as an operational loop of the TransCanada Mainline.

**TransCanada PipeLines Limited Response to
Ontario Energy Board Interrogatory #11**

Reference: Exhibit L.EGD.UGL.TCPL.1, page 4

Preamble: In the second paragraph on page 4, TCPL states that it was initially proposing to construct facilities in the Parkway to Maple corridor (looping around Brampton and/or Vaughan) to meet its contractual and operation requirements. Through the MOU, the same operational benefits accrue to TCPL without the need for duplication of facilities.

That is, TCPL's capacity on Segment A, when combined with the Albion to Maple (King's North) TCPL expansion, acts as a loop of the TCPL system.

In the second paragraph on page 6, TCPL states that it intends to apply to the NEB by the end of 2013 for approval to construct the interconnections required to accommodate Segment A of EGD's GTA Project and the facilities associated with the TCPL King's North Project.

- Request:**
- a) Please describe the TCPL Albion to Maple (King's North) expansion. Discuss the differences, if any, from TCPL's previously contemplated Albion to Maple expansion.
 - b) Please provide a map that shows how the TCPL Albion to Maple (King's North) expansion connects to the proposed EGD GTA Project and Union Gas Parkway Projects.
 - c) Please provide the projected in-service date for the TCPL Albion to Maple (King's North) expansion.

Response:

- a) TransCanada's King's North project will connect with Enbridge's Segment A pipe at Albion. As proposed, there will be no measurement of the gas flowing between the two pipes. There will be measurement facilities at Albion that will meter the gas Enbridge takes for its GTA markets. From Albion, TransCanada's King's North pipe will follow a new right of way (the exact routing is yet to be determined) between Brampton and Vaughan and connect with the existing NPS 36 mainline. The proposal is to build an NPS 30 line approximately 13 km in length.

Prior to working with Enbridge and Union on a coordinated set of facilities, TransCanada's expansion plans included NPS 42 loop from the existing mainline on the west side of Brampton following a new right of way to the west and north of Brampton and connecting again to the mainline at a location between Brampton and

Vaughan. TransCanada chose that route in order to reduce construction in congested areas in the GTA. However, that route is far from Albion which is the preferred location for Enbridge to supply its markets. Partnering with Enbridge on Segment A provided TransCanada with an opportunity to loop the existing system around Brampton in a cost effective manner due to cost sharing with Enbridge and avoided the need to build the individual pipelines in isolation. TransCanada estimates that constructing the proposed projects saves approximately \$200 million relative to Enbridge and TransCanada building individual redundant projects.

- b) Please refer to Staff L.11 Attachment A.
- c) TransCanada's King's North Pipeline is proposed to be in-service November 1, 2015.

