

**INTERROGATORIES FOR TRANSCANADA PIPELINES LIMITED
FROM THE CONSUMERS COUNCIL OF CANADA
EB-2012-0451 – GTA Project**

August 21, 2013

1. TCPL-CCC-UPDATED

- a) What is TransCanada's position in regards to the request by Union Gas and Gas Metro to interconnect with TCPL's Mainline facilities at Vaughn (reference: NEB MH-002-2013)?

2. TCPL-CCC-UPATED

- a) If the Union-Gaz Metro project does not proceed will TCPL built between Parkway and Maple at some future date? Please explain why or why not. If so, please explain why TCPL would be better suited, from the perspective on Ontario, consumers to build the pipeline.
- b) Please provide a detailed map of TCPL's pipeline system and other major infrastructure (e.g. compressor, major interconnections and stations) between Schomberg Gate, Victoria Square 2 and Niagara/Chippewa. Please show the proposed King's North and (if contemplated) Parkway-Maple projects on this map. Please also show capacity and path flow.
- c) Using the response to (b) please explain the relationship (if any) between the proposed King's North NPS30 and the Union-Gaz Metro proposal for Parkway to Maple.

3. TCPL- CCC-UPDATED Reference: page 3 of 17

- a) The evidence states that the savings provided by Union, Gaz Metro and Enbridge do not take into consideration the impact of the approval of these applications will have on TransCanada's existing infrastructure and the consequential impact they will have on Ontario consumers. Please quantify all of these impacts.

4.TCPL-CCC- UPDATED Reference: page 4 of 17

- a) Please provide the amount of revenue loss TCPL projects to incur if Union/Gaz Metro complete a pipeline path from Parkway to Maple. Please provide this estimate on an annual basis and at the current and proposed tolls and

segregated into losses on short and long haul contracts. Please provide all assumptions and detailed calculations.

- b) Please explain how the \$455 million/year amount was calculated. Please provide all assumptions and detailed calculations.
- c) Please provide a table setting out the components of the \$960 million which, from TransCanada's perspective, represents the potential exposure of Ontario gas consumers when the TSA is disposed of.
- d) Please explain the circumstances under which TCPL believes that it would be required to absorb any revenue deficiency in the Toll Stabilization Account (TSA). Please explain, in detail, how the amounts in the TSA are to be derived.

5. TCPL-CCC-UPDATED Reference: page 6 of 17

- a) Please explain how the cost differential of NPS 24 pipeline (\$178 million) and the NPS 42 pipeline (\$313 million) is derived. Specifically please breakdown these costs into: (1) pipe; (2) other infrastructure – please specify; (3) incremental construction costs; (4) other costs – please specify.

6. TCPL – CCC_UPDATED Reference: page 6 of 17

- a) In the event the OEB either approves Enbridge building on Segment A an NPS 24 line or fails to approve the EDG project in its entirety what alternative projects does TCPL consider necessary? In order to be clear as possible please provide in your response all the anticipated TCPL EOT projects in the 2013-2018 period with and without a joint use TCPL-EDG pipeline.
- b) Please provide TCPL's estimated costs of these the two options (shared and no sharing of Segment A).

7. TCPL-CCC-UPDATED Reference: page 7 of 17

- a) Please provide any studies or analysis undertaken by TransCanada which examine the impact of Marcellus shale supplies to eastern Canada on the Empress-Dawn price differential.

8. TCPL-CCC-UPDATED

- a) From TransCanada's perspective what is the total potential exposure to EGD's customers as a result of its termination of the MOU. What is the current status

of the legal actions being pursued by TransCanada regarding EGD's decision to terminate the MOU? When does TransCanada expect a Decision by the Courts?

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