

**TransCanada PipeLines Limited Response to
Green Energy Coalition Interrogatory #1**

Reference: Issue A.1: Need

TCPL Supplemental Evidence Aug. 16th.

Request: TCPL suggests that increased tolls and thus increased costs to Ontario end users are possible due to fixed costs being spread among reduced volumes on its long haul lines if gas supplies are switched to U.S. sources due to the GTA projects. Will TCPL's Energy East proposal mitigate this impact, and if so, has that effect been included in TCPL's analysis of the costs and benefits of the GTA project? If not, please explain and quantify.

Response:

TransCanada has not included any effects of the Energy East proposal in its analysis of the GTA Project. The impacts of lost revenue to the Mainline from shippers switching from long haul to short haul service, the additional capital spent to accommodate short haul service, and any potential negative consequences to Ontario consumers of the LDCs purchasing supply at a more expensive supply basin will occur regardless of any beneficial impact the Energy East Project may bring.

**TransCanada PipeLines Limited Response to
Green Energy Coalition Interrogatory #2**

Reference: Issue A.1: Need

TCPL Supplemental Evidence Aug. 16th.

Request: Please provide the working papers that underlie Tables 4.3, 4.4 and 4.5.

Response:

Please refer to the response to Union 11.

**TransCanada PipeLines Limited Response to
Green Energy Coalition Interrogatory #3**

Reference: Issue A.1: Need

EGDI Exhibit A, Tab 3, Schedule 9 ¶4

Request: Please describe the TransCanada's anticipated conversion of back haul to forward haul, and

- a) define the portion of the TCPL system that would be involved in this conversion, and
- b) explain whether one path is to be replaced by another path or an existing path is to be reversed.

Response:

a) and b)

As of this writing, TransCanada has not made a decision regarding conversion of its St. Clair to Emerson capacity on the Great Lakes Gas Transmission (GLGT) system to forward haul capacity on the Union Gas and TransCanada systems. TransCanada seeks the lowest cost means of transporting gas on behalf of its customers, which is the reason TransCanada contracted for St. Clair to Emerson capacity and "Dawn to Dawn" service on the Union system in the first place. When determining whether to use the GLGT and Northern Ontario Line path versus the Dawn to Parkway system to transport volumes away from Dawn, TransCanada considers a number of factors including, but not limited to, tolls payable on the respective pipeline systems, fuel impacts, capital requirements and contract terms. As a result of the recent NEB decision in RH-003-2011 proceeding, TransCanada must also consider the impact on the TSA account balance, as described in its evidence.

In the event that TransCanada ultimately determined that the Dawn to Parkway route was the most effective means of transporting gas away from Dawn, TransCanada would be required to sign incremental long-term contracts on Union's Dawn to Parkway system, and would also need to add facilities to expand its Parkway to Maple corridor.

**TransCanada PipeLines Limited Response to
Green Energy Coalition Interrogatory #4**

Reference: Issue A.1: Need

EGDI Exhibit A, Tab 3, Schedule 9

Request: Please provide the current TCPL capacity from Maple to Victoria Square and the use of that line for

- a) the Enbridge Eastern region,
- b) Union,
- c) Gaz Métro, and
- d) any other shippers.

Response:

The current TransCanada capacity from Maple to Victoria Square is 958,119 GJ/d as shown in Round 1 Union IR 9, attachment 9a, "Montreal Line Start". This value assumes supply from Parkway. The capacity from Empress would be higher because there is no upstream constraint.

TransCanada does not track individual capacity of each shipper, and thus cannot provide the breakdown of flows for any shippers from Maple to Victoria Square.

**TransCanada PipeLines Limited Response to
Green Energy Coalition Interrogatory #5**

Reference: Issue A.1: Need

Request: Please describe TransCanada's plans to convert a portion of its mainline from gas to oil, and

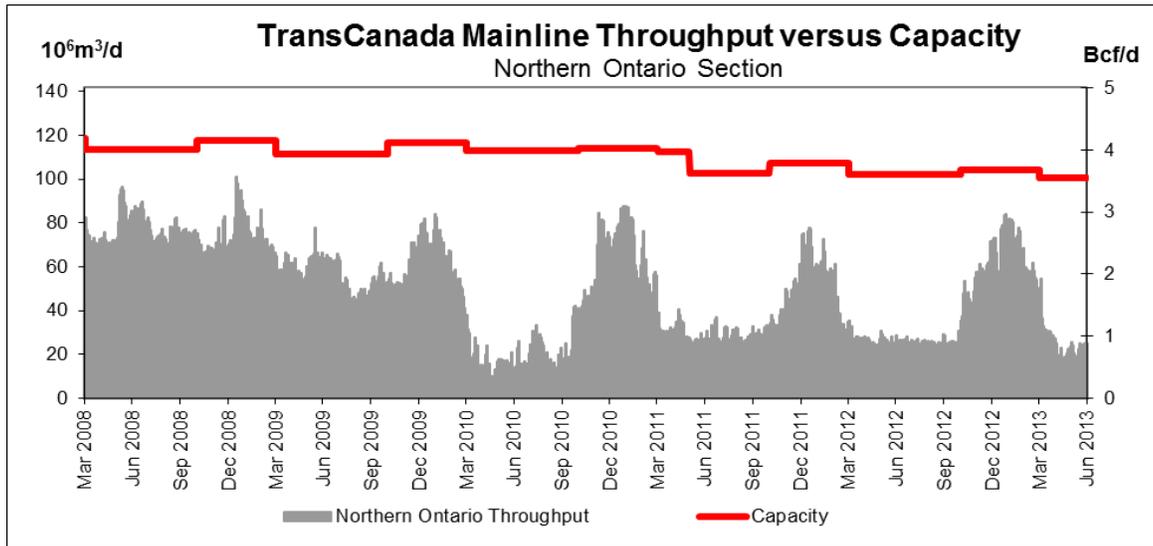
- a) Provide the pre-conversion and post-conversion capacity on the mainline from Empress to the CDA.
- b) Provide the current usage level on the mainline from Empress to the CDA and beyond, in annual throughput and peak-day firm throughput.
- c) Provide TransCanada's forecast of the usage level on the mainline from Empress to the CDA and beyond, in annual throughput and peak-day firm throughput, for 2015–2020.

Response:

Please refer to the Energy East website for a full description of the project.

<http://www.transcanada.com/6246.html>

- a) The capacity from Empress to the CDA is functionally equivalent to the Northern Ontario Line capacity. Please refer to EGD 2 for the pre-conversion and, should Energy East proceed, post conversion capacities.
- b) Attached below is a graph detailing historical average daily flows of the NOL system and 100% average capability from March 2008 to June 2013.



Note: Capacity is calculated as the sum of all deliveries in and through the area, excluding area fuel. Alternatively it is equal to the sum of all receipt volumes, subtracting area fuel. Design Factors have been removed and there is no allowance for outages or maintenance. Assumes average seasonal temperatures.

- c) TransCanada does not have an updated throughput forecast that is reflective of the NEB decision on RH-003-2011.

The current FT contract level (FT, FT-NR) for November 1, 2013 from Empress to the WDA, NDA, CDA, EDA and the Northeast U.S. exports points (excluding Niagara Falls and Chippawa) is approximately 1.5 bcf/d. These contract levels can change over time. At present Union Gas, Enbridge and Gaz Metro are seeking to reduce those contract levels.

**TransCanada PipeLines Limited Response to
Green Energy Coalition Interrogatory #6**

Reference: Issue A.1: Need
TransCanada tariff, mainline maps

Request: The TCPL mainline maps show three lines from Maple (Station 130) northeast towards Bowmanville (Station 134), merging into two lines before they reach Bowmanville.

- a) Please identify stations 131, 132, and 133.
- b) Please provide the capacity of the line from Maple to Victoria Square.
- c) Please provide the capacity of the line from Victoria Square to Bowmanville.
- d) If so, please provide the increment of gas that can be delivered to Victoria Square but cannot be shipped to Bowmanville.

Response:

- a) Stations 131, 132 and 133 are valve sites. There is no compression at those sites.
- b) See Round 1 Union IR 9, attachment 9A, box labeled “Montreal Line Start”, where the capacity of the Maple to Victoria Square line is shown as 958,119 GJ/d. This capacity is based on supply from Parkway. The capacity from Empress would be higher because there is no upstream constraint.
- c) An indication of the Capacity of the Victoria Square to Bowmanville line can be seen in the flow of Station 134, found on the same schematic. This value is $7.368 \text{ E}^6 \text{ m}^3/\text{d}$ or 277,886 GJ/d. Again this is based on supply from Parkway and Empress based supply would result in a higher capability. See Round 1 Union IR 9, attachment 9A, “134”.
- d) The difference between the two values (680,233 GJ/d) indicates the deliveries at meter stations between Maple and Bowmanville, the majority of which is the Victoria Square and Richmond Hill delivery stations to the GTA. However, this value is more an indication of the modeled deliveries rather than a drop in capability. If deliveries to the Victoria Square area were less than indicated, more of the flow could reach Bowmanville.