

June 26, 2014

FAX 1-416-440-7656

Ms. Kirsten Walli

Board Secretary

Ontario Energy Board

P.O. Box 2319, 2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4

Dear Ms. Walli:

RE: EB-2014-0012 – Union Gas Limited – Hagar Liquefaction Service Rate

I am writing to you in regards to Union Gas Limited's application and evidence seeking approval of rates for a new interruptible liquefaction natural gas service to be provided at their Liquefied Natural Gas (LNG) facility in Hagar, Ontario.

As one of the residents of Northern Central Road (the municipal road mentioned on page 22, lines 11-13 of the application), we (the residents) have the following concern:

Union also is forecasting \$500,000 in 2015 for a one-time upgrade to the municipal road entering the Hagar LNG facility. The road upgrade is required to provide LNG tanker trucks access to the facility. (Page 21 Table 4 Line 4 and Page 22 Line 11-13) There will be an increased amount of traffic with LNG tanker trucks travelling back and forth to the facility on an unpaved road with 15 homes in the area, not to mention school buses. "In return to base operations, trucks are typically required to travel shorter distances before refueling" (page 7), which indicates frequent refueling and increased traffic on our road.

The road has curves and hills that already pose a threat to pedestrians and vehicles coming in and out of driveways, school bus stops, etc. Not to mention increased "dust" from the road due to more traffic. When you're coming up the hill, all of a sudden you could be faced with a school bus stopped for a pickup or a vehicle entering or existing a driveway, not giving you sufficient time to stop. In the winter time, when exiting the facility, there's a spot where homes are located that you need to pick up speed to go up the hill and then you are faced with the above-mentioned scenario.

When coming onto the municipal road to go to the facility, there's a short distance and then you're right on a "curved hill". In the winter, you don't have enough speed to go up that hill. School buses have a hard time going up and have slid into the ditch because you need to stay in the "middle" of the road to make it up the curved hill. School buses also have to back up to gain speed. The hill would have to be fixed to avoid "head-on collisions".

All in all, the municipal road, as it is now, poses the most concern to the residents on this road regarding this application. The road would have to be fixed first for the safety of all concerned.

[Redacted Signature]

Brian Bunyak

[Redacted Address]