

**Enbridge 2017 Rate Adjustment
Board Staff Interrogatories
EB-2016-0215**

BOARD STAFF INTERROGATORIES

1. Ref: A1/T3/S1/para5

Please summarize what changes, if any, were made to the cost allocation and rate design models to create 2017 rates. Please briefly identify any departures in the models since the beginning of the Custom IR.

2. Ref: A1/T3/S1/para14

Please indicate if the “renewed” deferral and variance accounts being requested for 2017 are precisely the same accounts as approved by the OEB in 2016 and prior years. If not, please provide a track changes (or black-lined) version showing the changes.

3. Ref: A1/T3/S1/page 1 of 2/ Appendix B – Allowed Revenue Sufficiency / (Deficiency) 2017 Test Year Schedule

Please provide a variance analysis with explanations, in the same level of detail as the referenced schedule, showing 2016 OEB-approved revenues vs. proposed 2017 revenues.

4. Ref: A1/T3/S1/page 1 of 2/ Appendix B – Allowed Revenue Sufficiency / (Deficiency) 2017 Test Year Schedule

Please explain the details underpinning what appears to be a \$23.5 million income tax deficiency (credit) adjustment shown in column 2; “2017 Required Updates” at line 19. Please relate the \$23.5 million amount to the detailed tax calculation schedule at D1/T6/S2 which shows an increase in taxes of \$3.8 million (line 32 column 2).

5. Ref: B1/T1/S1/para2

Please provide a variance analysis showing both the price variance and volume variance components of line 9 “Gas in storage” Col 1 vs Col 3.

6. Ref: C1/T2/S1/para6

Please explain how the cap and trade volumetric consumption impacts will be specifically isolated in the Average Use True-up account for rate 1 and rate 6.

7. Ref: C1/T2/S1/para24

Please explain in detail the main drivers of the increase in volume showing in 2017 vs 2016 in the Contract market.

8. Ref: D1/T1/S1/para11

Please confirm that there are no O&M-related cap and trade costs embedded in the 2017 rate application.

9. Ref: D1/T1/S2/p 2 of 2

With respect to the pension and OPEBs accrual update for 2017, what are the main drivers of the decrease of \$3.8 million vs the 2017 placeholder?

10. Ref: D1/T2/S3/para8

Given that contracting for 2017 winter Peaking Supplies has now taken place, please provide an update to the Peaking Supplies, including the impact on gas costs for 2017.

11. Ref: D1/T2/S3/para13

Please list and quantify the cost consequences in landed cost terms of the movement from long haul to short haul contracting with TCPL, OEB-approved 2016 vs 2017 proposed.

12. Ref: D1/T2/S3/para18

How does Enbridge propose to manage regulatory issues in regards to its affiliate relations in terms of its transactions with Union Gas Limited, for example with M12 and M12X services?

13. Ref: D1/T2/S9/p1 of 2

Please update the list of transportation and storage contracts for any changes in contracting since the filing of the application.

14. Ref: D1/T2/S11/para10

Please update the status of TCPL's King's North project in-service date. The evidence indicates that King's North is currently expected to be in-service at the end of November 2016. Please elaborate on the implications of a further delay of in-service of King's North on the Company's application for 2017 rates. Please include a discussion of any impacts on the requested GTA-related deferral account.

15. Ref: D1/T3/S1/para8

With respect to the Customer Care and CIS allowed revenues for 2017, please summarize the main drivers and associated amounts behind the decrease of \$4.7 million compared to 2016.

16. Ref: G1/T1/S1/para18

With respect to the Dawn transportation service (DTS), please indicate if the details of the cost allocations and service terms were developed in the Dawn access settlement (EB-2014-0323) or whether they appear for the first time in this 2017 rate application.

17. Ref: G2/T1/S1/p3 of 28

Please provide the historical revenues and costs to serve, and the revenue-to-cost ratios for Rate 125 for the past 5 years.

18. Ref: H1/12/S1/para6/Table 1

With respect to the table of rate class impacts, please explain why Rate 125 is experiencing a 7.3% increase and Rate 300 a 3.0% increase in 2017.

19. Ref: H1/T2/S1/para14

With respect to the Interruptible rate terms of service, please confirm that Enbridge is not requesting any relief in this proceeding and that the evidence is provided for information only.