

REF: Exhibit B1, Tab 1, Schedule 2

Preamble: In addition to Board Staff's inquiry regarding the price and volume aspects of the Gas in Storage variance.

- 1) Please provide an explanation of the specific drivers that lead to the variances.
- 2) Please identify for each of the drivers which are inside of management control.

REF: Exhibit D1, Tab 2, Schedule 2, Page 11, Figure 3

Preamble: While respect that the graph is illustrative, we are interested in the assumptions that support the multi-peak approach in the context of recent changes to the storage targets especially during the month of March.

- 3) Please provide the data behind the graph and the source of data and assumptions that contribute to the graph.
 - a) If the graph is not based upon actual experience (illustrative), please provide the actual data, source and assumptions.
 - b) Please ensure that the data and derivation of the forecasted peaks for March are provided.

REF: Exhibit D1. Tab 2, Schedule 2, Page 18

We are interested in understanding the genesis of the Link Supplies in the Enbridge portfolio.

- 4) How was the benefit of Michigan supplied gas deemed to be better than regular discretionary purchases at Dawn?
 - a) Describe how the annual contract was obtained, i.e. unsolicited offer, RFP, unique opportunity, one year trial basis, etc.?
 - b) If by RFP, please provide the RFP associated with the acquisition.

REF: Exhibit D1. Tab 2, Schedule 2, Page 24

And

EB-2016-0142 Exhibit I.D.EGDI.FRPO.23

Preamble: We are interested in understanding better Enbridge process in arriving at the choice of Synthetic Storage to meet winter balancing needs.

- 5) Please provide the ICF study that was completed as a result of the March 11, 2016 RFP.
 - a) Please provide a summarized output table from SENDOUT demonstrating that, given a constant set of forecast assumptions, it is preferable to purchase synthetic storage instead of a set of winter purchases at Dawn for the same quantity of winter gas.
 - b) Please provide any compelling reasons or other considerations which would inhibit the disciplined acquisition of winter gas as part of a risk-managed portfolio.

REF: Exhibit D1, Tab 2, Schedule 3, Page 5

Preamble: We are interested in understanding more about the elimination of UDC.

- 6) Please confirm that any potential UDC from pipeline over-deliveries would instead be handled by varying the level of Dawn discretionary purchases.
 - a) If not confirmed, please explain how risks of under-consumption relative to forecast will be managed.
- 7) Please confirm any additional consequences including the risk of leaving some pipeline capacity empty will be absorbed by the company's shareholder.
 - a) If not confirmed, please describe Enbridge's proposed handling of such an occurrence.

REF: Exhibit D1, Tab 2, Schedule 3, Page 5-6 & Tab 2, Schedule 11, Page 4
and
EB-2014-0323 Transcript Enbridge Gas Dawn Access, Volume 1 pages 10-14

Preamble: The Dawn Access Consultative created a settlement that recognized that the transfer of delivery point obligations would be dependent upon a number of factors and conditions and that Enbridge committed to continuing to consult to ensure an appropriate transition. We would like to understand more about Enbridge's plans for continued consultation and its views on the potential for direct purchase customers to move their supply to Dawn at the earliest opportunity.

- 8) Has Enbridge initiated any formal or informal consultation on the potential of allowing other delivery points in Ontario?
 - a) If not, what is Enbridge's intent moving forward to assess interest and capability to provide additional delivery point options.
 - b) If yes, when did this happen and what happened?

- 9) Enbridge communicated that there were some Preconditions that would need to be met to allow for Phase 2 to be completed. Please provide an update on the status of the IT systems changes approved by the Board in EB-2014-0323 including:
- a) status with major milestones
 - b) projected completion of the major milestones including any testing performed in conjunction with direct purchase customers.
 - c) costs incurred to this point and projected final costs
- 10) Enbridge negotiated an agreement with TCPL that long haul contract delivery would stay in place until the completion of the Vaughan Loop in the event that there is a delay in the completion of that project beyond Nov. 1, 2017.
- a) With the completion of King's North, TCPL Maple Compressor and Segments A and B of the GTA project, what are the potential risks of allowing direct purchase customers to transfer their delivery location prior to Nov. 1, 2017 (i.e., during the summer of 2017)?
 - b) If Enbridge believes these risks are insurmountable, would Enbridge consider extending the renewal date of direct purchase customers' contracts that expire between April 1 and October 31 to a renewal date of Nov. 1 to allow migration of contractually obligated deliveries to Dawn at that point?
 - c) Alternatively, as direct purchase customers renew starting April 1, 2017, would Enbridge consider allowing migration of contractually obligated deliveries to Dawn on their 2017 anniversary date?
- REF:** Exhibit D1, Tab 2, Schedule 5, page 2, line 18
and
EB-2010-0231 Dec.& Order EGDI System Reliability Settlement, Ex. C, Tab 1, Sch.1, pg. 14-15
- Preamble: We would like to understand better the continuation of Western supply for the winter of 2017/18.
- 11) After the expected conversion from long-haul to short-haul and second phase of Dawn Access is implemented scheduled for November 2017, how many GJ's of Western Bundled-T Service will EGD be relying upon?
- a) How much will be allocated to direct purchase continuing with Western Bundled-T service?
 - b) Given the additional capacity that will come into service scheduled for November 1, 2017, please provide Enbridge's view on these evolutions representing a "Material Change in Circumstances" warranting a review and reporting by Enbridge and a consultation with its affected stakeholders.

REF: Exhibit D1, Tab 2, Schedule 6

Preamble: Schedule 6 provides the components of transportation to meet Enbridge's peak day requirements in the respective CDA and EDA areas. We would like to understand better Enbridge's contracting practice in securing system gas supply through delivered services.

- 12) When Enbridge contracts for delivered supply, does Enbridge require the successful supplier to demonstrate the supply is underpinned by firm transport?
- 13) Does Enbridge require the supplier to assign that transport to the company?

REF: Exhibit D1, Tab 2, Schedule 7

Preamble: In the context of the number of significant improvements in diversity of supply and distribution reinforcement, we are interested in the continued need for peaking supplies.

- 14) Recognizing this inquiry touches on commercially sensitive information and not expecting inappropriate disclosure, please provide the following information:
- a) Location(s)
 - b) Quantity(s)
 - c) Term(s)
 - d) Number of calls available(S)
 - e) Cost of the service(s)
- 15) How is this need driven or increased by shift in direct purchase deliveries? Please provide a specific explanation with respect to increased short-haul in addition to the long-haul to short-haul conversion on TCPL.

REF: Exhibit D1, Tab 2, Schedule 11, Page 11

Preamble: Paragraph 36 includes the sentence: "The Company is in the process of investigating whether or not there needs to be a change to the heat value conversion factor used in the budgeting process and will indicate its plans in due course."

We would like to understand more about the status of this investigation not only on the impact to the budgeting process, but also, the impact on direct purchase customers and system gas customers.

- 16) Please provide a simple summary of the issue being investigated.
- 17) Using recent Heat Value history from actual deliveries, please provide a summary of the financial impact of these changes on budgeted system gas and on direct purchase deliveries and balancing.
- 18) Given that Union Gas varies the Heat Value of the gas on a monthly basis for the purposes of reconciling deliveries and consumption, what is Enbridge's view regarding the feasibility of programming this functionality during the IT system enhancement work required for Dawn Access?
- 19) Please provide Enbridge's view on an appropriate implementation schedule including the potential to ensure appropriate direct purchase contracting in 2017.

REF: Exhibit G2, Tabs 4-6 and associated schedules

Preamble: With the evolution of gas supply sourcing from primarily Western Canada to other purchase locations, we would like to understand better the impacts on the allocation of costs for pipeline contracts as functionalized to load balancing.

- 20) At a high level, please provide the following information:
- a) Any changes to the methodology employed in EB-2012-01459.
 - b) Any changes to the discretionary functionalization associated with separating seasonal from annual requirements.
 - c) Please provide the per cubic metre impact for load-balancing costs for Rates 1 and 6 embedded in the 2015, 2016 and 2017 rates.
 - d) At a high level with the reduction in cost of long-haul associated with winter seasonal load balancing, please provide the drivers that would contribute to the impact on load balancing rates.
 - e) If not answered in the subsections above, please ensure a description of how Commodity and Transportation costs from a short-haul centric model are being functionalized using an Empress based reference price.
 - i) Further please ensure there is a description of how the transportation costs are allocated to transportation and load balancing.
 - f) What is Enbridge's current view on the need for a Dawn Reference Price (as approved by the Board for Union Gas in their EB-2015-0181 proceeding):
 - i) To address market price signal
 - ii) To address cost allocation and functionalization issues