

REF: Exhibit B, Tab 1, Schedule 1, page 14

Preamble: EGI evidence states: *“The recent Risk Assessment performed on the London Lines showed that the imbalance between risk, cost and performance supports a move away from maintaining these assets and more towards renewal of the assets, as they are nearing end-of-life.”*

- 1) Please provide the date of the Risk Assessment referenced.
 - a) If there is an internal report, please file.
 - b) Please provide the previous Risk Assessment, its internal report and the date performed.

REF: Exhibit B, Tab 1, Schedule 1, page 15

Preamble: EGI evidence states: *“The London Lines is on the list of prioritized projects, as identified in Enbridge Gas’s Asset Management Plan. Replacing these pipelines is essential in managing the reliability and safety of the system.”*

- 2) Please file EGI’s Gas Asset Management Plan.

REF: Exhibit B, Tab 1, Schedule 1, page 20

Preamble: EGI evidence states: *“Without indirect overheads included, the total estimated cost is \$133.9 million. The proposed Leave to Construct application seeks approval for the mainline costs of \$95.2 million as shown in the project economics filed at Exhibit F of this application.”*

- 3) Please specifically clarify the difference between the two figures.

REF: Exhibit B, Tab 2, Schedule 1, page 1 and Table 1

Preamble: EGI evidence states: *“The London Lines represent 35% of pre-1950 installation pipes in the legacy Union Gas network and 18% of the total bare steel pipe population within the legacy Union Gas network. It should be noted that the Windsor Line, a pipeline that is similar in vintage, condition and risk raking, comprised of only 0.02% of bare pipe within the same system.*

- 4) If not in the Asset Management Plan requested above, please show a comparative risk assessment between the London Lines and the Windsor Line.
 - a) Please populate Table 1 for the Windsor Line.
 - b) Please describe the factors which contributed to the Windsor Line being applied for ahead of the London Lines.

REF: Exhibit B, Tab 2, Schedule 1, Attachment 1

Preamble: The DIMP Assessment in the above reference lists the version control copy as draft.

- 5) Please file the final DIMP Assessment signed off by the appropriate management.

REF: Exhibit B, Tab 2, Schedule 2, pages 8-15 and Tab 2, Schedule 3

Preamble: We would like to understand better the flows and pressures of the current system and alternatives considered to understand the proposed approach.

- 6) Using the Schematic of the System in Schedule 3, please provide the existing and proposed pipe sizes and the peak winter day flows for the winter of 2020/21 for each of the lateral shown in blue in the schematic.
 - a) In tabular form, please provide the following for the existing 1900 kPa system:
 - i) Please provide the minimum pressure required at the station feeding lateral to meet design day flows.
 - ii) For the Wardsville Line, keeping all other lateral flows constant, at the minimum inlet pressure to the station feeding, what is the incremental flow that could be available from the current system.

- iii) For the Komoka Line, keeping all other lateral flows constant, at the minimum inlet pressure to the station feeding, what is the incremental flow that could be available from the current system.
- b) In tabular form, please provide the following for the proposed 3450 kPa system:
- i) Please provide the minimum pressure required at the station feeding lateral to meet design day flows.
 - ii) For the Wardsville Line, keeping all other lateral flows constant, at the minimum inlet pressure to the station feeding, what is the incremental flow that could be available from the proposed system.
 - iii) For the Komoka Line, keeping all other lateral flows constant, at the minimum inlet pressure to the station feeding, what is the incremental flow that could be available from the proposed system.
- c) In tabular form, please provide the following for the first alternative 3450 kPa system (with proposed pipe sizing) without the 8.4 km connection to the Strathroy Station:
- i) Please provide the minimum pressure required at the station feeding lateral to meet design day flows.
 - ii) For the Wardsville Line, keeping all other lateral flows constant, at the minimum inlet pressure to the station feeding, what is the incremental flow that could be available from the first alternative system.
 - iii) For the Komoka Line, keeping all other lateral flows constant, at the minimum inlet pressure to the station feeding, what is the incremental flow that could be available from the first alternative system.
 - iv) Please provide an updated cost without the 8.4 km section in the first alternative.
- d) In tabular form, please provide the following for the second alternative 3450 kPa system without the 8.4 km connection to the Strathroy Station but replacing the proposed NPS 4 with NPS 6:
- i) Please provide the minimum pressure required at the station feeding lateral to meet design day flows.
 - ii) For the Wardsville Line, keeping all other lateral flows constant, at the minimum inlet pressure to the station feeding, what is the incremental flow that could be available from the second alternative system.
 - iii) For the Komoka Line, keeping all other lateral flows constant, at the minimum inlet pressure to the station feeding, what is the incremental flow that could be available from the second alternative system.

- iv)** Please provide an updated cost estimate for all NPS 6 in the second alternative.

REF: Exhibit B, Tab 2, Schedule 1, page 9

Preamble: EGI evidence states: *In the proposed design, it will also feed an existing 1900 kPa MOP system serving Komoka and Kilworth. The Komoka Station will have a minimum inlet of 2347 kPa that must be maintained in order to feed the residential, commercial customers in Komoka and Kilworth. This station is the current constraint on the London Lines and will continue to be the constraint along the portion of the London Line Replacement between the new connection from Strathroy and Komoka.*

We would like to understand this statement better.

- 7) With the current inlet pressure to these laterals as provided in 6a), what is the flow to this system from the London Lines?
- a) Is there another feed to the system Komoka and/or Kilworth systems?
 - b) What additional changes are being made that requires a minimum inlet of 2347 kPa when the existing system MAOP is 1900 kPa? Please explain completely.