



Stephanie Allman
Regulatory Coordinator

tel 416-495-5499
EGIRegulatoryProceedings@enbridge.com

Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8
Canada

July 29, 2022

VIA EMAIL and RESS

Nancy Marconi
Registrar
Ontario Energy Board
2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4

Dear Nancy Marconi:

**Re: Enbridge Gas Inc. (Enbridge Gas)
Ontario Energy Board (OEB) File No.: EB-2022-0157
Panhandle Regional Expansion Project – Affidavit of Service**

On July 4, 2022, the OEB issued the Notice of Hearing and Letter of Direction for the above noted proceeding.

As directed by the OEB, enclosed please find the Affidavit of Service which has been filed through the OEB's Regulatory Electronic Submission System.

Please contact the undersigned if you have any questions.

Sincerely,

Stephanie Allman

Digitally signed by Stephanie
Allman

Date: 2022.07.29 11:05:14 -04'00'

Stephanie Allman
Regulatory Coordinator

ONTARIO ENERGY BOARD

IN THE MATTER OF the Ontario Energy Board Act, 1998, S.O. 1998, c. 15, Schedule B; and in particular section 90(1) and section 97 thereof;

AND IN THE MATTER OF an application by Enbridge Gas Inc. for an order granting leave to construct natural gas pipelines in the Municipality of Chatham Kent and Essex County.

AFFIDAVIT OF SERVICE

I, Stephanie Allman, of the Town of Keswick, make oath and say as follows:

1. I am in the employ of Enbridge Gas Inc. ("Enbridge") and as such have knowledge of the matters hereinafter deposed to.
2. On or about May, 2022 a search of title forthwith sufficient to determine the owners and encumbrances with land, or registered interests in land directly affected by the construction of the proposed pipeline and related facilities was conducted. This information can be found at Exhibit G, Tab 1, Schedule 1, Attachment 2 in Enbridge Gas's pre-filed evidence, and is not attached with this affidavit.
3. Pursuant to the July 4, 2022 Letter of Direction from the Ontario Energy Board (OEB), I caused to be served by courier a copy of the Notice of Application (Exhibit "A"), Enbridge's Application (Exhibit "B"), along with the following pieces of evidence (Exhibit "C") upon all property owners and encumbrances with lands or interest in lands as shown by Exhibit G, Tab 1, Schedule 1, Attachment 2 of Enbridge Gas' pre-filed evidence.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 – Panhandle System Design and Network Analysis
- Exhibit B-3-1 – Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

4. Attached hereto is proof in the form of UPS courier confirmation sheets (Exhibit "D"), that the relevant Notice of Application, and Enbridge's Application and evidence was served on those parties noted in the paragraph above as requested by the OEB in the Letter of Direction. Personal information has been redacted from the landowner and encumbrancer listing. The following courier packages were considered "return to sender" and undelivered.

<u>Tracking Number</u>	<u>Landowner/Encumbrancer</u>	<u>Reason</u>
1Z4R7V940497742957	National Bank of Canada	Return to sender The address number is either missing or incorrect
1Z4R7V942097640429	BANK OF MONTREAL	Return to sender - The receiver is no longer in business
1Z4R7V942098008503	BNY TRUST COMPANY OF CANADA	Return to sender - The receiver has moved
1Z4R7V942098720626	CANENERCO LIMITED	Return to sender - The company or receiver name is incorrect
1Z4R7V942091023526	CIT FINANCIAL LTD.	Return to sender - receiver has moved

1Z4R7V942092643962	COCHIN PIPE LINES LTD.	Return to sender the company or receiver name is incorrect.
1Z4R7V942099823559	ENERCON CANADA INC.	Return to sender - receiver has moved
1Z4R7V942097243537	FAIRLADY ENERGY INC.	Return to sender - The company or receiver name is incorrect
1Z4R7V942096755772	LAKEVILLE HOLDINGS INC	Return to sender - the company or receiver name incorrect
1Z4R7V942093032558	LIBERTY OIL & GAS LTD.	Return to sender - The company or receiver name is incorrect
1Z4R7V942093080998	MINISTER OF HIGHWAYS FOR THE PROVINCE OF ONTARIO	Return to sender - street number incorrect
1Z4R7V942097000825	NATIONAL BANK OF CANADA	Return to sender - street number incorrect
1Z4R7V942095648809	PARAGON PETROLEUM CORPORATION	Return to sender - receiver has moved
1Z4R7V942095288887	PPC OIL & GAS CORP.	Return to sender - The company or receiver name is incorrect
1Z4R7V942097695871	PUBLIC UTILITIES COMMISSION OF THE TOWN OF TILBURY	Return to sender - The company or receiver name is incorrect
1Z4R7V942090832092	RAM PETROLEUMS LIMITED	Return to sender - the receiver has moved
1Z4R7V942094159214	SOUTH KENT WIND GP INC.	Return to sender - receiver has moved
1Z4R7V942091219048	T.C ODETTE, JR., BARRISTER, ETC.,	Return to sender - street number incorrect
1Z4R7V942097175914	THE BELL TELEPHONE COMPANY OF CANADA	Return to sender - receiver has moved

1Z4R7V942092714751	THE CORPORATION OF THE TOWN OF LAKESHORE	Return to sender - The company or receiver name is incorrect Was served via email also
1Z4R7V942090768368	THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO	Return to sender - The company or receiver name is incorrect as served via email also
1Z4R7V940496398993	RESERVE ROYALTY GP LTD., AS A GENERAL PARTNER FOR RESERVE ROYALTY LIMITED PARTNERSHIP	Return to sender The address number is either missing or incorrect
1Z4R7V940493920708	TALISMAN ENERGY INC	Return to sender The address number is either missing or incorrect
1Z4R7V942092909149	THE CANADA SOUTHERN RAILWAY COMPANY	Return to sender The address number is either missing or incorrect
1Z4R7V942094468158	2167308 ONTARIO INC. GENERAL PARTNER OF LIMITED PARTNERSHIP IS RICHARDSON WIND FARM LIMITED PARTNERSHIP	Return to sender - The company or receiver name is incorrect
1Z4R7V942094354379	2184016 ONTARIO LIMITED	Return to sender - receiver has moved
1Z4R7V942092090318	VICTOR WIND HOLDING CORPORATION	Return to sender - receiver has moved
_____ RN 391 394 379 CA	_____	return to sender - Item being returned to sender. Incomplete address.
_____ RN 391 394 317 CA	_____	return to sender - Incomplete address.
_____ RN 391 395 294 CA	_____	return to sender - Incomplete address.

RN 391 394 277 CA	MIDDLE ROAD FARMS LIMITED	return to sender - Incomplete address.
1Z4R7V946798503836	KENT CENTRE WIND FARM INC.	Return to sender - receiver has moved
RN 391 394 325 CA	E.P. ROWE OIL LIMITED	return to sender - Incomplete address.
RN 391 394 303 CA	████████████████████	return to sender - Incomplete address.
RN 391 394 365 CA	████████████████████	return to sender - Incomplete address.
RN 391 394 484 CA	████████████████████	return to sender - Incomplete address.
RN 391 394 498 CA	████████████████████	return to sender - Incomplete address.
1Z4R7V942098499699	GENESIS SOLAR ENERGY INC.	Return to sender - The company or receiver name is incorrect
1Z4R7V940493920708	TALISMAN ENERGY INC	return to sender - Incomplete address.
1Z4R7V942092909149	THE CANADA SOUTHERN RAILWAY COMPANY	Return to sender - receiver has moved
1Z4R7V942090997012	COCHIN PIPE LINES LTD.	Return to sender - package was refused by receiver

5. In accordance with the OEB's Letter of Direction, I cause to be served by email a copy of the Notice of Application and Enbridge's application and evidence upon the following:

- the Chief Administrative Officer of Essex County (Exhibit E)
- the Chief Administrative Officer of Lambton County (Exhibit F)
- the clerk of the Municipality of Lakeshore (Exhibit G)
- the clerk of the Town of Kingsville (Exhibit H)
- the clerk of the Municipality of Leamington (Exhibit I)
- the clerk of the Municipality of Chatham Kent (Exhibit J)
- all Indigenous communities that have been consulted or with lands or interest in the lands directly affected by the proposed pipeline and related facilities (Exhibit K)

- the Métis Nations of Ontario, Suite 1100 – 66 Slater Street, Ottawa, ON K1P 5H1 (Exhibit L)
- all affected utilities and railway companies (Exhibit M)
- members of the Ontario Pipeline Coordinating Committee (Exhibit N)
- Essex Region Conservation Authority (Exhibit O)
- Lower Thames Valley Conservation Authority (Exhibit P)
- Fisheries and Oceans Canada (Exhibit Q)

6. In accordance with the Letter of Direction, I caused a copy of the Notice, Application and evidence to be placed in a prominent place on Enbridge's website. Attached as Exhibit "R" is proof of the information posted to Enbridge Gas Inc.'s website.

SWORN before me in the City of
Toronto, this 29th day of
July 2022.

)
)
)
)
)

**Stephanie
Allman**

Digitally signed by
Stephanie Allman
Date: 2022.07.29
11:02:31 -04'00'

Stephanie Allman

Enbridge Gas Inc. has applied to the Ontario Energy Board for approval to construct approximately 31 kilometres of natural gas pipelines and ancillary facilities, in the Municipality of Chatham Kent, Municipality of Lakeshore, Town of Kingsville and Municipality of Leamington

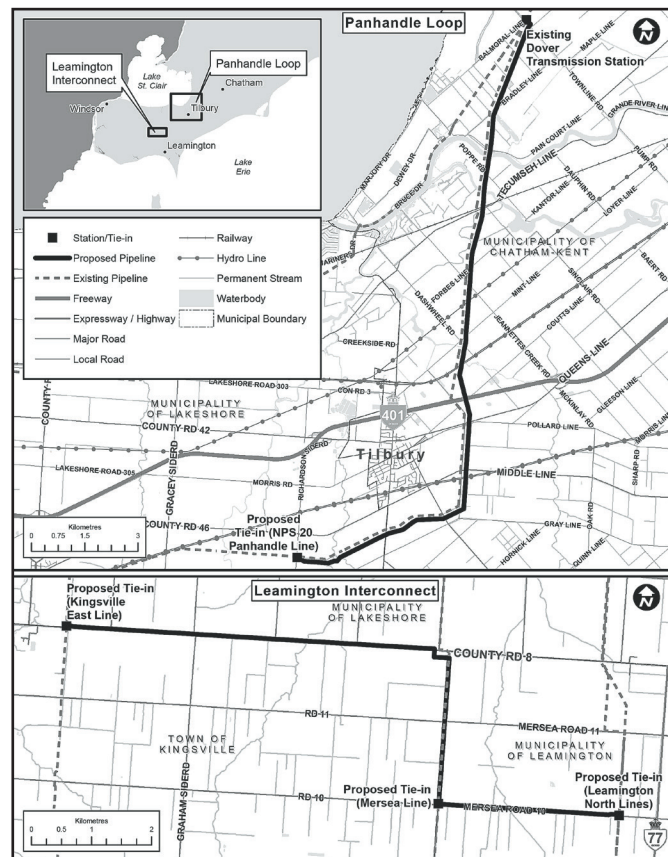
Learn more. Have your say.

Enbridge Gas Inc. has applied to the Ontario Energy Board for approval to construct two pipelines and associated ancillary facilities, which are collectively referred to as the **Panhandle Regional Expansion Project**. The first pipeline, called the **Panhandle Loop**, involves the construction of approximately 19 kilometres of 36-inch diameter steel pipeline that will originate at Enbridge Gas Inc.'s existing Dover Transmission Station in the Municipality of Chatham Kent and tie in to an existing pipeline at a new valve site station, in the Municipality of Lakeshore. Enbridge Gas Inc. proposes to start construction of the Panhandle Loop in the first quarter of 2023 and to place the pipeline in-service by November 2023. The second pipeline, called the **Leamington Interconnect**, involves the construction of approximately 12 kilometres of 16-inch steel pipeline and valve site station facilities in the Municipality of Lakeshore, the Town of Kingsville and the Municipality of Leamington. Enbridge Gas Inc. proposes to start construction of the Leamington Interconnect in the second quarter of 2024 and to place the project in-service by November 2024.

Enbridge Gas Inc. says that the Panhandle Regional Expansion Project is needed to add capacity to the Panhandle Transmission System which transports natural gas between Enbridge Gas Inc.'s Dawn Compressor Station, located in the Township of Dawn-Euphemia, and the Ojibway Valve Site, located in the City of Windsor. Enbridge Gas Inc. estimates the cost of both phases of the project to be \$314.4 million and says that it will seek approval to recover the cost from ratepayers in a future rate application.

Enbridge Gas Inc. is also asking the Ontario Energy Board to approve the form of agreement it offers to landowners to use their land for routing or construction of the proposed pipelines.

The location of the proposed pipelines is shown in the map.



THE ONTARIO ENERGY BOARD WILL HOLD A PUBLIC HEARING

The Ontario Energy Board (OEB) will hold a public hearing to consider Enbridge Gas's application. During the hearing, which could be an oral or written hearing, we will question Enbridge Gas on the case. We will also hear questions and arguments from individual consumers, municipalities and others whose interests would be affected. At the end of this hearing, the OEB will decide whether to approve the application.

As part of its review of this application, the OEB will assess Enbridge Gas's compliance with the OEB's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario*.

The OEB will also assess whether the duty to consult with Indigenous Communities potentially affected by the proposed pipelines has been discharged with respect to the application.

More information on the types of issues that the OEB may consider are provided on the OEB's website in the form of a standard issues list: <https://www.oeb.ca/sites/default/files/issues-list-LTC-natural-gas.pdf>

The OEB is an independent and impartial public agency. We make decisions that serve the public interest. Our goal is to promote a financially viable and efficient energy sector that provides you with reliable energy services at a reasonable cost.

BE INFORMED AND HAVE YOUR SAY

You have the right to information regarding this application and to be involved in the process.

- You can review the application filed by Enbridge Gas on the OEB's website now
- You can find information on the OEB's website at www.oeb.ca/participate
- You can find information on the **duty to consult with Indigenous peoples** on the OEB's website at www.oeb.ca/industry/applications-oeb/consultation-indigenous-peoples
- You can file a letter with your comments, which will be considered during the hearing
- You can become an intervenor. As an intervenor you can ask questions about Enbridge Gas's application and make arguments on whether the OEB should approve Enbridge Gas's request. Apply by **July 25, 2022** or the hearing will go ahead without you and you will not receive any further notice of the proceeding
- At the end of the process, you can review the OEB's decision and its reasons on our website

LEARN MORE

Our file number for this case is **EB-2022-0157**. To learn more about this hearing, find instructions on how to file a letter with your comments or become an intervenor, or to access any document related to this case, please select the file number **EB-2022-0157** from the www.oeb.ca/noticeltr on the OEB website. You can also phone our Public Information Centre at 1-877-632-2727 with any questions.

ORAL VS. WRITTEN HEARINGS

There are two types of OEB hearings – oral and written. The OEB intends to proceed by way of a written hearing in this case. If you think an oral hearing is needed, you can write to the OEB to explain why by **July 25, 2022**.

PRIVACY

If you write a letter of comment, your name and the content of your letter will be put on the public record and the OEB website. However, your personal telephone number, home address and email address will be removed. If you are a business, all your information will remain public. If you apply to become an intervenor, all information will be public.

This hearing will be held under section 90(1) and 97 of the Ontario Energy Board Act, 1998, S.O. 1998, c.15, Schedule B.

Ontario Energy Board
P.O. Box 2319, 27th Floor
2300 Yonge Street
Toronto ON M4P 1E4
Attention: Registrar
Filings: <https://p-pes.ontarioenergyboard.ca/PivotalUX/>.
E-mail: registrar@oeb.ca



Ontario

Ontario
Energy
Board

Commission
de l'énergie
de l'Ontario

Filed: 2022-06-10
EB-2022-0157
Exhibit A
Tab 2
Schedule 1
Page 1 of 5
Plus Attachment

ONTARIO ENERGY BOARD

IN THE MATTER OF the *Ontario Energy Board Act, 1998*, S.O. 1998, c. 15, Schedule B; and in particular section 90(1) and section 97 thereof;

AND IN THE MATTER OF an application by Enbridge Gas Inc. for an order granting leave to construct natural gas pipelines in the Municipality of Chatham Kent and Essex County.

APPLICATION

1. Enbridge Gas Inc. (“Enbridge Gas” or the “Company”) hereby applies to the Ontario Energy Board (the “OEB”) pursuant to section 90(1) of the *Ontario Energy Board Act*, 1998, S.O. 1998, c. 15, Schedule B (the “Act”), for an Order granting leave to construct the following:
 - Approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline with a Maximum Operating Pressure (“MOP”) of 6040 kPag from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore; and
 - Approximately 12 km of NPS 16 natural gas pipeline with a MOP of 6040 kPag in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.
2. Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

3. The facilities, collectively referred to as the Panhandle Regional Expansion Project (“Project”), are required to expand Enbridge Gas’s Panhandle Transmission System (“Panhandle System”), which transports natural gas between Enbridge Gas’s Dawn Compressor Station, located in the Township of Dawn Euphemia, and the Ojibway Valve Site, located in the City of Windsor, serving residential, commercial, and industrial markets through natural gas distribution systems in the municipalities of Dawn-Euphemia, St Clair, Chatham-Kent, Windsor, Lakeshore, Leamington, Kingsville, Essex, Amherstburg, LaSalle, and Tecumseh (“Panhandle Market”).
4. The Project as proposed is designed to reliably serve increased demands for firm service in the Panhandle Market, including, in particular, incremental demands from the greenhouse, automotive, and power generation sectors. The Project was identified in Enbridge Gas’s Asset Management Plan as part of the Company’s 2022 Rates proceeding.¹ With leave of the OEB, construction of the NPS 36 pipeline and ancillary measurement, pressure regulation and station facilities is planned to commence in Q1 2023 and be placed into service by November 2023, and construction of the NPS 16 pipeline and valve-site station (tie-in) facilities is planned to commence in Q2 2024 and be placed into service by November 2024. The capacity provided by the Project is intended to ensure the growing Panhandle Market has sufficient capacity until Winter 2028/2029.
5. For ease of reference and to assist the OEB with preparation of the notice of application for the proposed Project, a map of the proposed facilities is included at Attachment 1 to this Exhibit.

¹ EB-2021-0148

Filed: 2022-06-10
EB-2022-0157
Exhibit A
Tab 2
Schedule 1
Page 3 of 5
Plus Attachment

6. Selection of the route and location for the proposed facilities associated with the Project was supported by an independent environmental consultant through the process outlined in the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition, 2016* (the "Guidelines").
7. The parties affected by this application are: (i) the owners of lands, government agencies and municipalities over which the pipeline will be constructed; and (ii) Enbridge Gas's customers resident or located in the municipalities, police villages, Indigenous communities and Métis organizations served by Enbridge Gas, together with those to whom Enbridge Gas sells gas, or on whose behalf Enbridge Gas distributes, transmits, or stores gas. It is impractical to set out in this application the names and addresses of such persons because they are too numerous.
8. Enbridge Gas requests that the OEB's review of this application proceed by way of written hearing in English.
9. Enbridge Gas requests that the OEB issue the following orders:
 - (i) pursuant to section 90(1) of the Act, an Order granting leave to construct the Project.
 - (ii) pursuant to section 97 of the Act, an Order approving the form of pipeline easement agreement found at Exhibit G, Tab 1, Schedule 1, Attachment 3, and the form of temporary land use agreement found at Exhibit G, Tab 1, Schedule 1, Attachment 4.

Filed: 2022-06-10
EB-2022-0157
Exhibit A
Tab 2
Schedule 1
Page 4 of 5
Plus Attachment

10. Enbridge Gas requests that documents relating to the application and its supporting evidence, including the responsive comments of any interested party, be served on Enbridge Gas and its counsel as follows:

- | | |
|---------------------------------|--|
| (a) The Applicant | Dave Janisse
Technical Manager, Leave to Construct Applications |
| Address: | P. O. Box 2001
50 Keil Drive N
Chatham, ON N7M 5M1 |
| Telephone: | (519) 436-5442 |
| Email: | dave.janisse@enbridge.com
EGIRegulatoryProceedings@enbridge.com |
| | |
| (b) The Applicant's counsel (1) | Tania Persad
Associate General Counsel, Regulatory Law
Enbridge Gas Inc. |
| Address for personal service | 500 Consumers Road
Toronto, ON M2J 1P8 |
| Mailing Address: | P. O. Box 650, Scarborough, ON M1K 5E3 |
| Telephone: | 416-495-5891 |
| Fax: | 416-495-5994 |
| Email: | tania.persad@enbridge.com |

Filed: 2022-06-10
EB-2022-0157
Exhibit A
Tab 2
Schedule 1
Page 5 of 5
Plus Attachment

(c) The Applicant's counsel (2) Charles Keizer
Torys, LLP

Mailing Address: 79 Wellington St. W, 30th Floor, Box 270, TD
South Tower, Toronto, ON M5K 1N2
Telephone: 416-865-7512
Fax: 416-865-7380
Email: ckeizer@torys.com

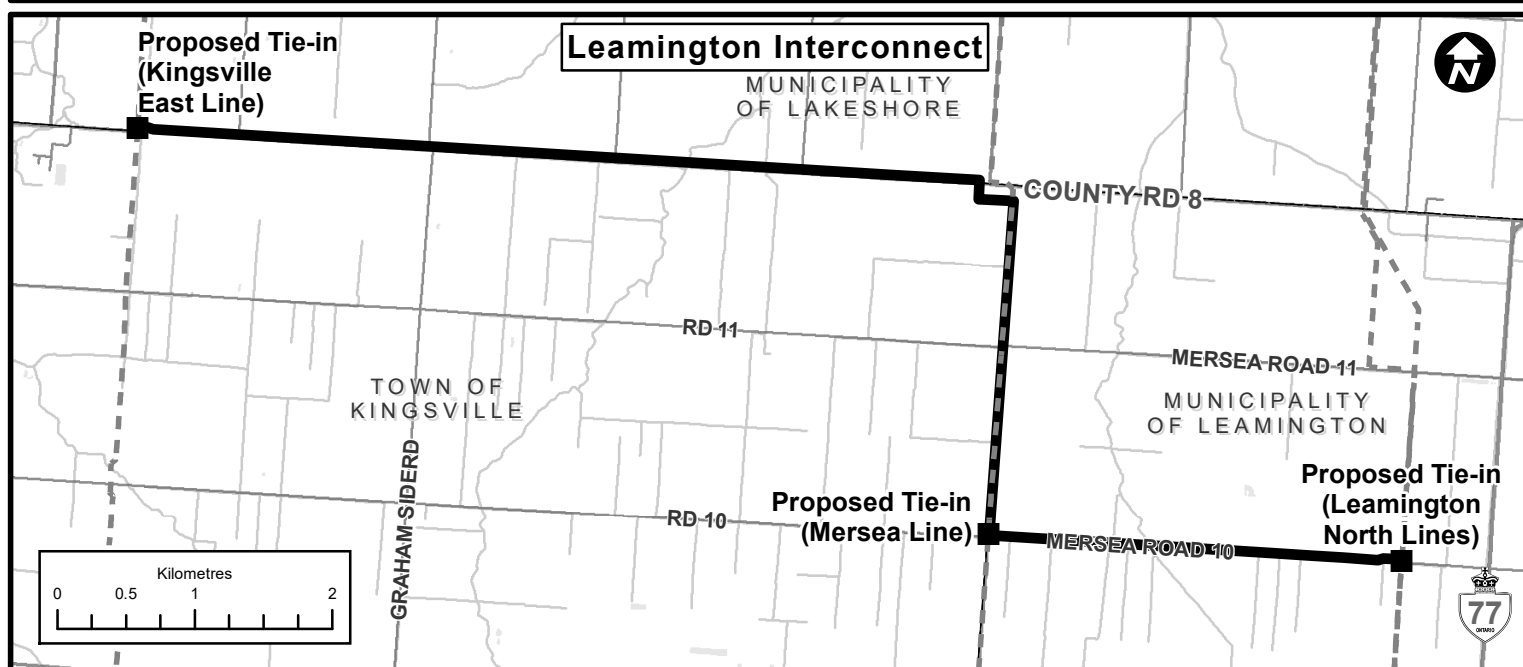
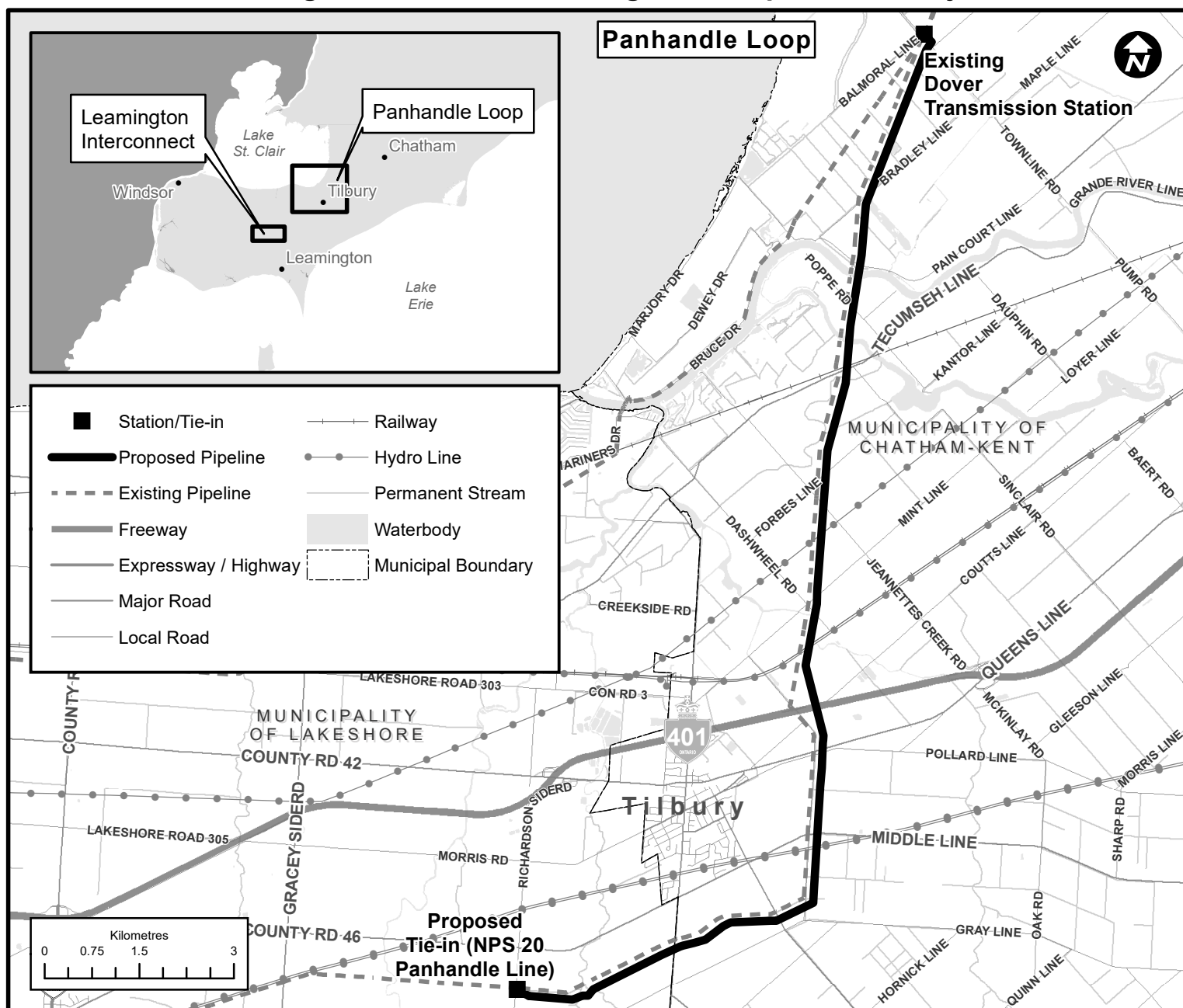
DATED at the City of Chatham, Ontario this 10th day of June 2022.

ENBRIDGE GAS INC.

(Original Digitally Signed)

Dave Janisse,
Technical Manager, Leave to Construct Applications

Exhibit B



SUMMARY OF APPLICATION

1. In response to increasing natural gas demand growth in the areas served by Enbridge Gas's Panhandle Transmission System ("Panhandle System"), Enbridge Gas is proposing to construct the following facilities, collectively referred to as the Panhandle Regional Expansion Project ("Project"):
 - Approximately 19 km of Nominal Pipe Size ("NPS") 36 natural gas pipeline with a Maximum Operating Pressure ("MOP") of 6040 kPag from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore;
 - Approximately 12 km of NPS 16 natural gas pipeline with a MOP of 6040 kPag in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington; and
 - Ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.
2. The Panhandle System is comprised of transmission pipelines to transport natural gas between Enbridge Gas's Dawn Compressor Station ("Dawn"), located in the Township of Dawn-Euphemia and the Ojibway Valve Site ("Ojibway"), located in the City of Windsor. The Panhandle System feeds distribution systems serving residential, commercial, and industrial markets in the municipalities of Dawn-Euphemia, St. Clair, Chatham-Kent, Windsor, Lakeshore, Leamington, Kingsville, Essex, Amherstburg, LaSalle, and Tecumseh ("Panhandle Market").

3. The current (Winter 2021/2022) Panhandle System capacity is 713 TJ/d. Enbridge Gas plans its facilities to reliably serve firm in-franchise customer demand on the coldest observed day on record, which is referred to as the “Design Day.” Enbridge Gas’s current Design Day demand forecast indicates that the Panhandle System demand will exceed capacity by 31 TJ/d beginning in Winter 2023/2024, which increases to 192 TJ/d by Winter 2027/2028. As a result of this demand growth, there is a need for capacity to meet the forecasted firm customer demands by November 1, 2023 and beyond.
4. Enbridge Gas’s current Panhandle System Design Day demand forecast is developed from the contract demand and customer attachment forecasts. Growth is forecast to occur across the entire Panhandle System with concentration in the Leamington-Kingsville and Windsor areas. Details of the Enbridge Gas growth forecast for contract and general service rate classes are provided in Exhibit B, Tab 1.
5. The Company’s Panhandle System network analysis and determination of the need to mitigate the forecasted shortfall are discussed in Exhibit B, Tab 2. This network analysis has identified that the operational requirements of the Panhandle System cannot be met for Winter 2023/2024. To continue to provide reliable firm service to new and existing general service and contract rate customers, Enbridge Gas must address this forecasted shortfall beginning November 1, 2023. The optimal solution to address the forecasted shortfall is the proposed Project, which targets the largest pressure bottlenecks on the current Panhandle System.
6. The proposed Project is designed to reliably serve the increased demands for firm service in the Panhandle Market including, in particular, from the greenhouse, automotive, and power generation sectors. Reliably serving this increased demand

is vital to the continued economic well-being of the region. The additional capacity of 203 TJ/d resulting from the Project will support the continued reliable and secure delivery of natural gas to the growing residential, commercial, and industrial customer segments within the Panhandle Market.

7. Affordable energy is critical to the development and prosperity of communities and businesses. Affordable energy promotes and enables growth in the economy, provides savings for residential customers and helps maintain the global competitiveness of Ontario's businesses. Natural gas is the most affordable energy source available to customers.
8. The Project will directly support job growth, increase property tax revenue for the affected municipalities and increase tax revenue for the province. Furthermore, as indicated by various letters of support received by Enbridge Gas (see Exhibit B, Tab 1, Schedule 1, Attachments 3 – 5), the Project has broad support from regional municipalities as well as major customer groups. For example:

The Chatham-Kent Chamber of Commerce said:

"In order for future growth in Chatham-Kent area to be realized, sufficient natural gas infrastructure will be required and expansion of service is necessary to support current and planned economic developments in the region, particularly in the fast-growing greenhouse, manufacturing sectors and, with that, residential growth of the Chatham-Kent, Windsor and Essex County area. This project is critical for attracting new and aspiring developments by guaranteeing increased access to energy needed for all sectors of the local economy."

Mayor Drew Dilkens, on behalf of the City of Windsor, wrote:

"... this project represents an investment in the future of our region. Simply put, (the) project ensures that Enbridge Gas continues to meet the ongoing needs of longstanding businesses and industries in Windsor, at a time we are experiencing exponential growth. This project is also critical for attracting future developments by guaranteeing increased access to energy for all sectors of the local economy."

The Ontario Greenhouse Vegetable Growers Association (“OGVG”), stated:

“Natural gas is necessary now more than ever, as we implement technology that will allow more greenhouse farms to grow year-round, effectively extending the annual production cycle. This directly translates to more affordable food, more jobs created and ultimately, robust economies in the communities in which we serve.”

FCA Canada Inc (Stellantis), which has recently announced several expansions to their automotive manufacturing operations within Southwestern Ontario, stated:

“This Project is also critical for attracting future investment and developments by guaranteeing increased access to energy for all sectors of the local economy. As Stellantis looks to its future, it is imperative that we have reliable and affordable access to energy, which we trust the (Enbridge) Gas Panhandle Regional Expansion Project will deliver.”

9. With leave of the OEB, construction of the NPS 36 pipeline and ancillary measurement, pressure regulation, and station facilities is planned to commence in Q1 2023 to allow these facilities to be placed into service by November 2023, and construction of the NPS 16 pipeline and valve-site station facilities is planned to commence in Q2 2024 to allow these facilities to be placed into service by November 2024. The capacity provided by the Project is intended to ensure the growing Panhandle Market has sufficient capacity until Winter 2028/2029.
10. Through the consideration of alternatives, Enbridge Gas has determined that the proposed Project represents the best way to address the identified needs. In particular, Enbridge Gas considered several facility, non-facility and hybrid alternatives and determined that the proposed Project is the optimal solution for meeting the forecasted system need and is in the best interests of Enbridge Gas’s customers. The assessment of project alternatives is described in Exhibit C.
11. Enbridge Gas is proposing to construct the Project following its standard construction practices which have been refined over many years. The design of the

pipeline will meet or exceed all applicable Canadian Standards Association code requirements. Experienced contractors familiar with Enbridge Gas's design and construction practices are available to construct the proposed facilities. Detailed information about the proposed Project, the construction schedule, and related engineering and construction specifications can be found in Exhibit D.

12. The proposed Project is estimated to cost \$314.4 million. Pursuant to the OEB's recommendations in the E.B.O. 134 Report of the Board, Enbridge Gas completed an economic assessment of the Project. Based on the results of this assessment, Enbridge Gas has determined that the Project is in the public interest and is economically viable. A detailed breakdown of the Company's estimated Project cost and economic analysis can be found in Exhibit E.
13. As outlined in Exhibit E, Tab 1, Schedule 1, Enbridge Gas is not seeking cost recovery of the Project as part of this application. The OEB approved the use of the Incremental Capital Module ("ICM") for Enbridge Gas as a mechanism to fund incremental capital investments during the current deferred rebasing period.¹ If the Project meets the criteria for rate recovery through the ICM mechanism, then an ICM request for the costs of the Project may form part of the Company's 2023 Rates (Phase 2) application. Further, Enbridge Gas expects that, upon rebasing, the capital costs associated with the Project will be included within rate base. Enbridge Gas will allocate Project costs to rate classes according to the applicable OEB-approved cost allocation methodology in place at the time the Company applies for such rate recovery.
14. Selection of the route and location for the proposed facilities associated with the Project was supported by an independent environmental consultant through the

¹ EB-2017-0306/EB-2017-0307 Decision and Order, September 17, 2018

process outlined in the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition, 2016* (the "Guidelines"). This route evaluation and the results of an environmental and socio-economic impact study for the Project are documented in an Environmental Report, which is discussed in detail and included in Exhibit F. As outlined in this evidence, Enbridge Gas is confident that by following its standard construction practices and adhering to the recommendations and mitigation measures identified in the Environmental Report, there will be no significant environmental impacts resulting from the construction of the proposed Project.

15. Detailed maps of the Project route, which include the locations of municipalities, highways, railways, utility lines and navigable waters, as applicable, are included in Exhibit G. The permanent and temporary land rights necessary for the construction of the Project will be acquired from individual landowners. Most of the proposed pipeline will be constructed in agricultural land within new easements. Exhibit G includes a description of Enbridge Gas's approach to land rights acquisition, including negotiations with impacted landowners, the standard forms of agreements which Enbridge Gas has offered or will offer to landowners impacted by the Project and its construction, and a description of the potential permits and authorizations that will be obtained by the Company in advance of constructing the proposed Project.

16. Enbridge Gas is committed to developing and implementing processes that support meaningful engagement with potentially affected Indigenous groups (First Nations and Métis). Through these processes, Enbridge Gas works to build an understanding of project related interests, ensure regulatory requirements are met, mitigate or avoid project-related impacts on Indigenous interests including rights, and provide mutually beneficial opportunities where possible. The Ontario Ministry

of Energy has delegated the procedural aspects of the constitutional duty to consult for the Project to Enbridge Gas. Details of the Company's engagement activities with potentially impacted Indigenous communities can be found in Exhibit H.

17. In summary, it is critical that Enbridge Gas provide additional capacity on the Panhandle System to meet the forecasted firm demand of customers in the Panhandle Market. The proposed Project will cost-effectively provide the required incremental capacity within the necessary timeframe. In doing so, the Project will provide a continuing source of affordable energy for residential customers while offering a competitive advantage to commercial and industrial customers, thereby helping to ensure economic growth not only in the Panhandle Market, but across the Southwestern Ontario region.

PROJECT NEED

1. The purpose of this Exhibit is to describe the need and timing for the proposed Project.
2. This Exhibit is organized as follows:
 - A. Introduction
 - B. Existing System Capacity
 - C. Incremental Demand
 - i. Contract Rate Growth Forecast
 - ii. General Service Growth Forecast
 - iii. Total Panhandle System Growth Forecast
 - D. System Growth Benefits
 - E. Project Timing and Enbridge Gas Growth Plans
 - F. Conclusion

A. Introduction

3. The proposed Project is in response to increasing natural gas demand growth in the areas served by the Panhandle System. Specifically, Enbridge Gas is forecasting continued demand growth from commercial, industrial, and residential customers located in the areas west of Dawn, with concentrations in the Municipalities of Windsor, Leamington, and Kingsville.

B. Existing System Capacity

4. The current (Winter 2021/2022) Panhandle System capacity is 713 TJ/d. The forecasted firm demand on the Panhandle System for Winter 2021/2022 is 672 TJ/day. Enbridge Gas's current Design Day demand forecast, discussed in detail

below, indicates that the Panhandle System demand will increase by 22 TJ/d to 694 TJ/d by Winter 2022/2023, and by an additional 50 TJ/d to 744 TJ/d in Winter 2023/2024. As a result of this growth, there is a need for capacity to meet the forecasted firm customer demands by November 1, 2023 and beyond.

5. Details of the Company's Panhandle System network analysis and determination of the need to mitigate the forecasted shortfall are discussed at Exhibit B, Tab 2, Schedule 1.

C. Incremental Demand

6. The firm demand for natural gas from new and existing general service and contract rate customers has continued to grow on the Panhandle System over the past decade. Prior to 2017, Enbridge Gas was able to reinforce the Panhandle System by constructing downstream facilities, such as the Leamington North Loop (Leamington Expansion Phase I project in 2013¹ and Phase II project in 2016²), upsizing of pipeline between Ruscom and Patillo from NPS 16 to NPS 20 through the Panhandle NPS 16 Replacement Project between 2014 and 2016³, and by relying on Enbridge Gas's firm gas supply arriving at Ojibway to serve markets within the Windsor region.
7. Starting in 2017, Enbridge Gas expanded the Panhandle System to meet increasing demands for firm service from Enbridge Gas's distribution systems which serve the in-franchise markets in the Municipalities of Dawn-Euphemia and St. Clair, Chatham-Kent, Lakeshore, Essex, Tecumseh, Leamington, Kingsville, LaSalle,

¹ EB-2012-0431

² EB-2016-0013

³ EB-2013-0420

Amherstburg and Windsor (together “the Panhandle Market”). The Panhandle Reinforcement Project (“PRP”)⁴ was placed into service on November 1, 2017 to serve forecasted demand growth out to Winter 2021/2022, including unfulfilled demand requests from the Leamington Expansion Phase II project.

8. In 2018, Enbridge Gas’s Kingsville Transmission Reinforcement Project (“KTRP”)⁵ was advanced by 3 years from the initial forecasted in-service date of November 1, 2022 to November 1, 2019. The forecasted Panhandle System capacity shortfall at that time occurred in Winter 2020/2021, but the Project was placed into service in 2019 to alleviate the need for incremental downstream distribution system expansion. The KTRP facilities were designed to meet forecasted demand in the Panhandle Market out to Winter 2025/2026, based on the best information then available.
9. Consistent with these past experiences, significant growth has continued within the Panhandle Market and demand is forecast to exceed the Panhandle System capacity sooner than anticipated, resulting in the need to address a forecasted system capacity shortfall by November 1, 2023.
10. Enbridge Gas’s current Panhandle System Design Day demand forecast is developed from the contract demand and customer attachment forecasts. Growth is forecast to occur across the entire Panhandle System with concentration in the Leamington-Kingsville and Windsor areas. Details of the Enbridge Gas growth forecast for contract and general service rate classes are provided in the sections below.

⁴ EB-2016-0186

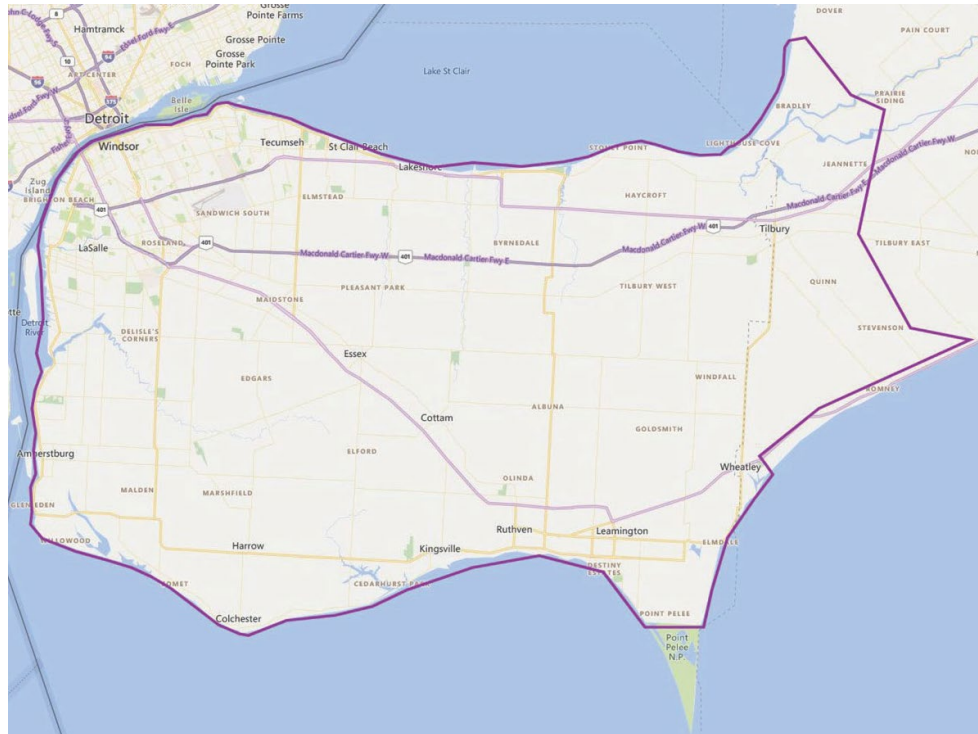
⁵ EB-2018-0013

Contract Rate Growth Forecast

11. The contract rate (Rate M/BT4, Rate M/BT5, Rate M/BT7, Rate T-1 and Rate T-2) demand accounts for approximately 55% of firm demand served by the Panhandle System. Based on early indications of incremental demand obtained by informal contract rate customer outreach, Enbridge Gas launched an Expression of Interest (“EOI”) process in February 2021 to formally gauge interest for incremental growth on the Panhandle System⁶. An email notification announcing the EOI was sent to all existing contract rate customers, all large volume general service rate M2 customers within the Area of Benefit, and the direct purchase marketer community. The EOI and related bid forms were also posted on Enbridge Gas’s website. The EOI is provided as Attachment 1 to this Exhibit.
12. The EOI included a map, shown in Figure 1 below, depicting the Area of Benefit. The Area of Benefit included all of Essex County as well as the western portion of the Municipality of Chatham-Kent.

⁶ Enbridge Gas’s Expression of Interest process is intended to collect and aggregate all potential customer demand changes in a targeted Area of Benefit, so that an optimized facility or non-facility solution can be developed and implemented in a timely manner. In addition to soliciting requests for firm capacity and conversion of existing interruptible capacity to firm, it allows for customers to express interest in additional interruptible capacity. Existing customers are also provided an opportunity to turn back or de-contract existing firm or interruptible capacity. The net of all changes requested through the process supports the generation of an informed demand forecast for the Area of Benefit.

Figure 1 – Expression of Interest Area of Benefit Map



13. Customers were invited to express their interest for incremental Panhandle System capacity by submitting a bid form that included details of their location, expected new or incremental firm or interruptible hourly natural gas requirements, and expected timing. The EOI bid forms were non-binding and were intended to gather information on potential customer demands over the 2023-2033 period.
14. To provide clarity on the EOI process and ensure customers understood the information requested on the EOI bid forms, Enbridge Gas followed up with contract rate customers to discuss the EOI. Meetings were also held with local economic development officials and other external stakeholders to ensure they were informed of the intent and timelines of the EOI and to answer any questions regarding the EOI process and bid forms.

15. The EOI closed on March 31, 2021. All bids received were acknowledged via email from Enbridge Gas. In total, 44 bid forms from interested parties were received, indicating over 318 TJ/d of interest for incremental firm and interruptible demand over the 2023-2033 period. Of the 44 bid forms received, 43 of the requests for additional capacity were from customers in the greenhouse sector and one request was from a large power generator (Brighton Beach Power L.P. (doing business as Atura Power ("Atura"))). The 43 requests from the greenhouse sector came from 38 greenhouse customers. Several greenhouse sector customers submitted multiple bid forms, each representing a specific location for which new or incremental service was requested.
16. The response to the EOI far exceeded Enbridge Gas's initial incremental demand projections and confirmed that demand for natural gas in the region is expected to grow significantly over the next 10 years.
17. The interest for incremental firm service received from the greenhouse sector through the EOI process is consistent with IESO reports identifying incremental demand for electricity driven by anticipated growth in the greenhouse sector in Windsor-Essex and Chatham-Kent.⁷ Greenhouses require electricity primarily for lighting, but also require natural gas for heating, power generation, and other process-related needs. Increased awareness of the importance of food security and affordability, advances in technology enabling year-round crop growing, and the addition of new crop types to greenhouses are expected to contribute to an increase in greenhouse acreage developed in the region over the next decade.

⁷ <https://www.ieso.ca/-/media/Files/IESO/Document-Library/planning-forecasts/apo/Dec2021/2021-Annual-Planning-Outlook.ashx>

18. After the close of the EOI process, Enbridge Gas was approached by a large industrial customer from the automotive industry (Stellantis N.V. (“Stellantis”)) which requested incremental natural gas service to their planned large scale electric vehicle (“EV”) battery manufacturing facility in Windsor, Ontario. This facility is part of a joint-venture agreement between LG Energy Solution (“LGES”) and Stellantis and will operate under the legal name NextStar Energy Inc. (“NextStar”). Enbridge Gas is finalizing a contract with NextStar for this demand and has therefore included this demand within the contract rate demand forecast for the Project. There are additional industrial customers requesting Panhandle System capacity but which were not part of the EOI process. These additional customers are not currently included in the demand forecast for the Project due to the preliminary nature of their requests, but their requests provide further support for the growing need for capacity on the Panhandle System.
19. Since the close of the EOI, Enbridge Gas has continued to engage customers that submitted bids to confirm their interest and negotiate contracts for incremental service. Enbridge Gas is requesting a minimum five-year contract from interested contract rate customers for capacity on the Panhandle System starting in November 2023. This practice is consistent with the methodology for contracting for incremental capacity that was used with the PRP and KTRP projects.
20. Contract rate customer demand makes up approximately 98% of the capacity of the proposed Project. At the time of filing, approximately 80% of the contract rate customer demand is subject to a customer commitment. Enbridge Gas has secured approximately 159 TJ/d of binding commitments with customers, including approximately 62 TJ/d of executed firm distribution contracts. Moreover, 100% of the 2023/2024 forecasted incremental demand on Panhandle System is currently secured with binding customer commitments.

21. Each customer that requests incremental contract rate service may require an individual service line, main extension, station(s), and/or local distribution reinforcement to bring sufficient natural gas from the Panhandle System to their site. These costs will be the responsibility of the customer and will be assessed in accordance with E.B.O. 188 guidelines, which may result in the need for the customer to pay a contribution in aid of construction.
22. To promote the most efficient means of meeting the growing demands in the Panhandle Market, including minimizing the need for incremental facilities and thereby the overall costs to ratepayers, Enbridge Gas provided existing contract rate and large volume general service customers the opportunity to turnback firm or interruptible capacity or convert existing firm capacity to interruptible capacity in the Area of Benefit on two separate occasions.
23. First, on the EOI bid form, customers in the Area of Benefit were provided an opportunity to turn back or de-contract existing firm or interruptible capacity. Any capacity turned back can be used to serve additional growth prior to the addition of new facility or non-facility projects. Enbridge Gas received no interest to turn back capacity as part of the EOI process.
24. Second, a follow-up Binding Reverse Open Season was issued on September 29, 2021 and closed on October 15, 2021. The Binding Reverse Open Season can be found at Attachment 2 to this Exhibit. Email notification of the Binding Reverse Open Season was sent to all existing contract rate customers in the Area of Benefit, as well as to the energy marketer community, including a link to further information located on Enbridge Gas's website. Enbridge Gas received no requests to turn back capacity as part of the Binding Reverse Open Season.

25. In addition to the EOI and Binding Reverse Open Season processes, customers can de-contract firm or interruptible capacity provided they meet the notice requirements per the terms and conditions of their distribution contract. Enbridge Gas has not received any communications from customers requesting to reduce their existing firm or interruptible contract demands since the close of the Binding Reverse Open Season. Enbridge Gas does not expect existing contract rate customers will turn back firm capacity, as demand for natural gas in the region continues to increase.

General Service Growth Forecast

26. Approximately 45% of the firm demand served by the Panhandle System is for general service customers. Enbridge Gas forecasts that general service customer demand in the Panhandle Market will increase by approximately 3.7% between winter 2021/2022 and 2030/2031. Incremental demands from general service customers make up approximately 2.5% of the incremental capacity of the proposed Project.

27. The general service growth forecast is informed by Enbridge Gas's internal customer attachment forecast. The customer attachments are converted into a volumetric forecast based on average volume per customer information and geographic location.

28. To ensure continued safe and reliable natural gas service, Enbridge Gas is maintaining enough Panhandle System capacity to serve at least 4 years of general service growth on the system. This practice is due to the amount of time it takes

between identifying the need for capacity and commissioning a facility or non-facility project or other IRPA⁸.

29. Enbridge Gas is aware of, has reviewed, and is working in conjunction with the municipalities within the Panhandle Market to determine whether the expansion of the Panhandle System impacts their ability to achieve the greenhouse gas emissions (GHG) reduction goals outlined within their respective Community Energy Plans ("CEPs"). The current CEPs do not include a level of specificity to enable Enbridge Gas to rely upon them as part of its demand forecast for the Panhandle System. This is because of the following:

- Forecasts of measurable reductions in annual and peak-hour natural gas demand/consumption are not available as most CEPs only contain forecasts of annual GHG reductions that are achievable in a variety of ways and, depending on the initiative, will have a variety of impacts on annual and peak-hour natural gas demand/consumption;⁹
- Details of initiatives/actions intended to be implemented to achieve the reduction targets are not yet available, nor is the associated implementation timing;
- Confirmation of full funding approval for associated programming has not been granted; and
- Confirmation that municipalities have jurisdictional authority to implement the CEP programs and activities has not been determined.

⁸ This timeframe includes scope development, design, regulatory process, expropriation, permitting, material procurement, construction, and commissioning, as applicable.

⁹ For example, a programmable thermostat may achieve annual demand reductions, however, would not impact peak demand. Therefore, there would be no impact on the Company's peak demand forecast.

30. Absent the details described above, Enbridge Gas cannot predict the impact that any of these CEPs may have on the timing, annual and peak, and geographic distribution of regional natural gas demands in the future. However, based on Enbridge Gas's working knowledge of the identified municipalities' CEPs, the Company does not anticipate that they will materially influence the demand forecast and the resulting need for capacity on the Panhandle System. This conclusion is further reinforced by the Company's expectation that any capacity created on the Panhandle System could also be relied upon in the future to support transmission and distribution of renewable natural gas and/or hydrogen gas volumes.

Total Panhandle System Growth Forecast

31. Table 1 below summarizes the Design Day demand forecast for the Panhandle System, based on the discussion in the sections above.

Table 1: Panhandle System Design Day Demand Forecast

	Historical Actuals (TJ/d)		FORECAST (TJ/d)									
	Winter 19/20	Winter 20/21	Winter 21/22	Winter 22/23	Winter 23/24	Winter 24/25	Winter 25/26	Winter 26/27	Winter 27/28	Winter 28/29	Winter 29/30	Winter 30/31
General Service Firm (Total System Demand)	317	308	310	311	312	313	315	316	317	318	319	320
Contract Firm (Total System Demand)	323	348	362	383	432	514	539	564	589	614	639	664
Total System Demand Forecast	640	656	672	694	744	828	854	880	906	932	958	983
General Service Firm (Total Incremental Demand)	19	(9)	2	1	1	1	1	1	1	1	1	1
Contract Firm (Total Incremental Demand)	3	25	14	21	49	83	25	25	25	25	25	25
Total Incremental Demand Forecast	21	16	16	22	50	84	26	26	26	26	26	26
Total Incremental Demand Forecast (Cumulative)			16	38	88	172	198	224	249	275	301	327

D. System Growth Benefits

32. The Panhandle System is a critical natural gas pipeline system that supports Enbridge Gas's residential, commercial, and industrial customers west of the Dawn Hub. With continued increasing firm demand forecasted in the Panhandle Market, primarily from greenhouse, automotive and power generation customers in the City

of Windsor, Leamington, and Kingsville market areas, the Project will increase long term capacity on the Panhandle System and support the economic well-being of Southwestern Ontario.

33. Affordable energy is critical to the development and prosperity of communities and businesses. Affordable energy promotes and enables growth in the economy, provides savings for residential customers and helps maintain the global competitiveness of Ontario's businesses. Natural gas is the most affordable energy source available to customers.
34. The Project will directly support job growth, increase property tax revenue for the affected municipalities and tax revenue for the province. Additional details regarding these economic benefits are included in Exhibit E, Tab 1, Schedule 1.
35. The economic benefits natural gas provides are significant. Such benefits include, but are not limited to:
- residential energy savings enabling more consumer spending at local businesses and across the community (e.g., charitable organizations);
 - energy savings supporting the ability of new businesses to be competitive;
 - enhanced ability to attract new residents and new businesses to the community;
 - enhanced ability for existing businesses to grow and expand;
 - increased housing values and resulting property tax assessments; and
 - municipal energy cost savings in municipal buildings such as arenas and community centres.
36. As indicated by the letters of support received by Enbridge Gas (see Attachment 3 to this Exhibit), the Project has broad support from various parties, including regional municipalities and chambers of commerce. For example:

The Chatham-Kent Chamber of Commerce said:

“In order for future growth in Chatham-Kent area to be realized, sufficient natural gas infrastructure will be required and expansion of service is necessary to support current and planned economic developments in the region, particularly in the fast-growing greenhouse, manufacturing sectors and, with that, residential growth of the Chatham-Kent, Windsor and Essex County area. This project is critical for attracting new and aspiring developments by guaranteeing increased access to energy needed for all sectors of the local economy.”

Mayor Drew Dilkens, on behalf of the City of Windsor, wrote:

“... this project represents an investment in the future of our region. Simply put, (the) project ensures that Enbridge Gas continues to meet the ongoing needs of longstanding businesses and industries in Windsor, at a time we are experiencing exponential growth. This project is also critical for attracting future developments by guaranteeing increased access to energy for all sectors of the local economy.”

Sector Specific Benefits:

Greenhouse Sector

37. The growth of the controlled environment agriculture (greenhouse) industry in Southwestern Ontario is vital to the economic prosperity of the region. The greenhouse sector is one area of the agriculture industry that is particularly reliant on natural gas and has a significant impact on the local economy.
38. Natural gas is uniquely suited to the greenhouse sector. It is used to heat greenhouses and to supply the carbon dioxide requirements (“CO₂”) of the growing plants. A common practice within the greenhouse sector is to capture the CO₂ that would normally be emitted into the atmosphere upon combustion of natural gas and use it within the greenhouse where it is consumed by the growing plants, resulting in faster growth and increased production.

39. The greenhouse sector does not currently have a viable economic alternative to replace natural gas for heat and CO₂ production.
40. The main alternate fuels used for heating in the greenhouse sector are oil, diesel, and propane. These fuels are not only more expensive than natural gas but also prevent the greenhouse operations from using the CO₂ emissions within the greenhouse because other elements within the exhaust of these fuels will harm the plants. As a result, without natural gas, a more expensive and higher carbon intensive energy source would need to be procured for heat, and an alternative source of CO₂ would also be required to maintain production levels.
41. Over one third of greenhouse production costs are energy related. If natural gas is not available, greenhouse customers will be forced to either rely on a far more expensive alternative, which will threaten their competitiveness, or move their operations to other jurisdictions, such as the United States, where natural gas is available.
42. On average, every acre of greenhouse development: i) creates jobs for five employees, ii) results in significant capital investment of approximately \$2,000,000 per acre, iii) results in additional spin-off employment, and (iv) produces approximately \$370,000 worth of produce (farm gate value).
43. The greenhouse market in Southwestern Ontario has experienced significant growth, increasing in size from approximately 1,500 acres in 2007 to over 3,500 acres in 2022¹⁰. This industry provides approximately 14,500 jobs in Southwestern Ontario and supports food processing plants and packagers located in the area.

¹⁰ <https://www.ogvg.com/post/ogvg-applauds-the-province-for-supporting-economic-development-in-southwestern-ontario>

Greenhouse vegetable production is integral to a strong and resilient domestic food supply system and produces nutritious and affordable food for Ontarians.

44. On the EOI bid forms, customers were requested to provide economic development impacts related to their incremental gas needs. Based on the feedback received through the EOI, a total of 11,526 jobs could be created through the greenhouse business growth enabled by the incremental capacity of the proposed Project. In addition, the total direct capital investment into their business operations in Southwestern Ontario indicated by customers on the bid forms exceeded \$6.37 billion.

45. Letters of support for the Project from the Ontario Greenhouse Vegetable Growers and several large greenhouse customers can be found at Attachment 4 to this Exhibit.

Power Generation Sector

46. As noted in the IESO's December 2021 Annual Planning Outlook, the Brighton Beach Generating Station ("BBGS") will play a particularly critical role in meeting localized power generation needs between 2024 and 2028.¹¹ With demand for electricity continuing to grow, it is expected that the BBGS will continue to play a significant role in meeting the region's electricity supply needs beyond 2028. It is Enbridge Gas's understanding that these near-term and longer-term needs have driven the request for incremental firm service from this customer.

47. A letter of support for the Project from Atura can be found at Attachment 5 to this Exhibit.

¹¹ IESO Annual Planning Outlook, December 2021, P. 57

Automotive Sector in Southwestern Ontario

48. The automotive sector also has significant natural gas demands. The City of Windsor is home to major automotive manufacturers as well as Tier 1 and Tier 2 automotive suppliers. This industry employs thousands of people in the Panhandle Market. Natural gas is relied upon through the automotive manufacturing process, including for paint baking, paint shop humidification, and melting metal for auto parts. Moreover, natural gas cannot be easily substituted with other energy sources for carrying out these processes. Phase 2 of Ontario's plan, *Driving Prosperity: The Future of Ontario's Automotive Sector* aims to support the attraction of large-scale electric vehicle and electric battery production, to anchor an advanced electric battery supply chain in the Province¹².
49. On March 23, 2022, the multinational automotive manufacturing company, Stellantis, and the battery manufacturer, LGES, announced that they had entered into a binding joint-venture agreement to establish the first large scale EV battery manufacturing facility in Windsor, Ontario, through an entity to be known as NextStar.¹³ Natural gas plays a critical role in meeting the energy needs of the EV, EV battery and EV battery component manufacturing sector. Enbridge Gas's proposed Project enables investments such as the NextStar facility, which directly contributes to the province's objectives as outlined in the Ontario Automotive Plan described above.
50. Since the NextStar EV battery plant was announced, Enbridge Gas has been responding to multiple confidential inquiries from EV battery component manufacturers that have expressed interest in the Windsor-Essex region and the

¹² <https://files.ontario.ca/medjct-driving-prosperity-ontario-automotive-plan-phase-2-en-2021-11-23.pdf>

¹³ <https://www.stellantis.com/en/news/press-releases/2022/march/stellantis-and-lg-energy-solution-to-invest-over-5-billion-cad-in-joint-venture-for-first-large-scale-lithium-ion-battery-production-plant-in-canada>

availability of natural gas capacity. Demands for incremental natural gas capacity are expected in this region as participants in the EV component supply chain desire to situate themselves in close proximity to the new NextStar production facility. Due to the preliminary nature of these discussions, these demands have not been included in the demand forecast for the Project.

51. A letter of support for the Project from Stellantis can be found at Attachment 6 to this Exhibit.

E. Project Timing and Enbridge Gas Growth Plans

52. The Project has previously been identified within Enbridge Gas's Asset Management Plan ("AMP"), as filed with the OEB. More particularly, as part of the Company's 2022 Rates (Phase 2) proceeding, Enbridge Gas filed an AMP Addendum which identified the proposed Project as a requirement to meet the growing Design Day demand of the Panhandle System:

"The Panhandle Regional Expansion Project (PREP) is required to provide reliable, secure, economic natural gas supply to meet the growing design day demand of the EGI Panhandle Transmission System which serves in-franchise markets (including residential, commercial and industrial customers). As a result of a non-binding Expression of Interest (EOI) conducted in February 2021, EGI is forecasting firm transportation growth driven by general service growth, greenhouse market demand in Leamington / Kingsville / Chatham-Kent and industrial demand in Windsor requiring incremental facilities as early as winter 2023-24. Alternatives are being evaluated at varying levels of detail depending upon project feasibility including engineering, cost, construction feasibility, capacity and reliability. Through this process, EGI will identify the most efficient project to provide the Panhandle Transmission System with reliable supply and adequate capacity for both design day conditions and operational conditions. As part of the project plan, EGI will complete a supply-side IRP assessment in addition to a binding reverse open season. In this way, EGI will minimize the facilities required to serve incremental demand while optimizing any unwanted existing capacity."¹⁴

¹⁴ EB-2021-0148, Exhibit B, Tab 2, Schedule 3, P. 8

53. Exhibit D, Tab 1, Schedule 1 describes the overall Project and construction schedule. Construction of the NPS 36 pipeline and ancillary measurement, pressure regulation, and station facilities is planned to commence in Q1 2023 and be placed into service by November 2023, and construction of the NPS 16 pipeline and valve-site station facilities is planned to commence in Q2 2024 and be placed into service by November 2024. The construction schedule for both portions of the project takes advantage of the drier summer months, thereby minimizing the impact of construction on agricultural lands and other features such as watercourses.
54. Enbridge Gas has taken extra steps at the front end of the Project to begin early negotiations with landowners and other impacted stakeholders, including municipalities and Indigenous communities, to minimize the potential for requiring land expropriation.
55. Enbridge Gas has also identified the potential need for a second phase of transmission expansion to meet the demands that are forecasted over the next 20 years. This second phase has been identified within the Enbridge Gas 2021-2025 AMP with a forecasted 2029 in-service date as shown below.

“Panhandle Transmission System Reinforcement - The Panhandle System expansion is driven by in-franchise growth in Chatham-Kent, Windsor-Essex and surrounding areas, including the fast-growing greenhouse market in the Leamington/Kingsville area. Based on the current forecast for in franchise general service and contract growth in the Panhandle Transmission System market, EGI has determined that the next Panhandle facilities for expansion will need to be in place for the 2029 winter season (construction beginning in 2029).”¹⁵

¹⁵ EB-2021-0181, Exhibit C, Tab 2, Schedule 1, P. 88

56. Using the most up to date information as of the time of filing this application, the Company is now forecasting the need for this second phase of transmission expansion to take place by the winter of 2028/2029.

F. Conclusion

57. Enbridge Gas is forecasting continued demand growth from commercial, industrial, and residential customers located in the areas west of Dawn, with concentration in the Municipalities of Windsor, Leamington, and Kingsville. This demand growth is primarily driven by the greenhouse, power generation, and automotive sectors in the region.

58. As a result of the increased forecast of demand growth, there is a need for capacity on the Panhandle System to meet the forecasted firm system demands by November 1, 2023.

59. If this natural gas capacity on the Panhandle System is not available by such day, there is a risk that businesses will delay or cancel plans to expand or may establish their operations in different jurisdictions where reliable, affordable energy is available.

PANHANDLE SYSTEM DESIGN AND NETWORK ANALYSIS

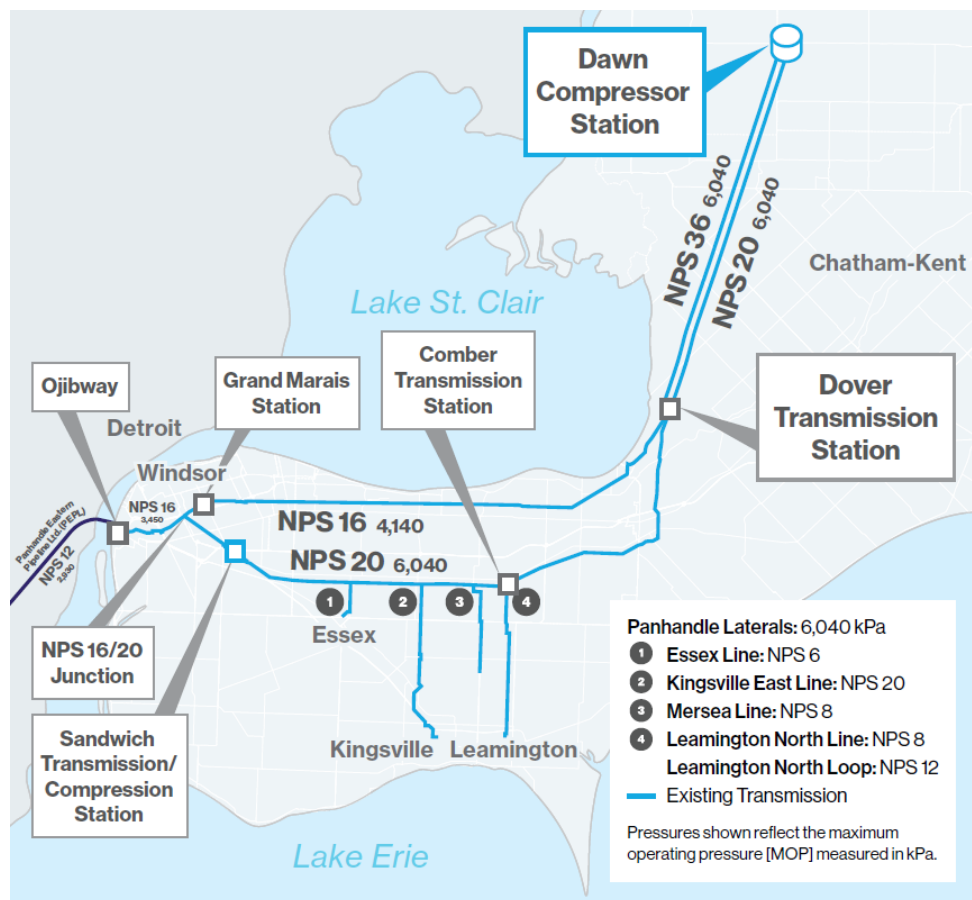
1. The purpose of this section of evidence is to: i) provide an overview of the current and future design and operation of Enbridge Gas's Panhandle System, and ii) to describe the network analysis methodology and its results which demonstrate the existing Panhandle System will be unable to meet the demands as detailed in Exhibit B, Tab1, Schedule 1 by the winter of 2023/2024.
2. This Exhibit includes the following sections:
 - A. Panhandle System Overview
 - B. Panhandle System Design
 - C. Panhandle System Supply and Demand
 - D. Panhandle System Network Analysis
 - E. Conclusion

A. Panhandle System Overview

3. The Panhandle System is the transmission system that supplies natural gas to the Panhandle Market. The Panhandle System also provides C1 Rate transportation services from Michigan through the Ojibway Valve Site ("Ojibway") to the Dawn Compressor Station ("Dawn" or "Dawn Hub"). Figure 1 below illustrates the Panhandle System and the market areas it supplies.
4. The Panhandle System is critical to providing safe, reliable, and affordable natural gas to Enbridge Gas's in-franchise residential, commercial, and industrial customers in the Panhandle Market. A cost competitive energy supply is fundamental to economic well-being and growth in Ontario. As detailed in Exhibit B, Tab 1, Schedule 1, the forecast rate of growth in the Panhandle Market has surpassed

Enbridge Gas's expectation. This increased forecast growth, and the resulting network analysis are showing the demands will be greater than the system capacity by the winter of 2023/2024.

Figure 1: The Panhandle System Overview



5. As shown in Figure 1 above, Enbridge Gas's Panhandle System includes the following pipelines:
- i) A NPS 36 pipeline, approximately 40 km in length, from Dawn to Dover Transmission Station ("Dover Transmission") with a maximum operating pressure ("MOP") of 6040 kPag;

- ii) A NPS 16 pipeline (“NPS 16 Panhandle Line”) from Dover Transmission to Grand Marais Station with a MOP of 4140 kPag¹. The NPS 16 continues from Grand Marais Station to Ojibway with a MOP of 3450 kPag;
 - iii) A NPS 20 pipeline (“NPS 20 Panhandle Line”) from Dawn to Sandwich Transmission Station (“Sandwich”) with a MOP of 6040 kPag. The NPS 20 continues into the City of Windsor and connects with the NPS 16 near Grand Marais Station (referred to as the “NPS 16/20 Junction”) with a MOP of 3450 kPag; and
 - iv) Two NPS 12 pipelines (“Detroit River Crossing” or “the crossings”) connect the NPS 16 Panhandle Line at Ojibway to the Panhandle Eastern Pipeline System (“Panhandle Eastern”)² at the International Border. This interconnection was established in 1947 and is commercially known as Ojibway. The Detroit River Crossing MOP is 2930 kPag.
6. The Panhandle System also includes the following four transmission laterals which are connected to the NPS 20 Panhandle Line, each having a MOP of 6040 kPag:
- i) A NPS 6 pipeline extending approximately 5 km towards Essex (“Essex Line”);
 - ii) A NPS 20 pipeline extending approximately 19 km towards Kingsville (“Kingsville East Line”)³;
 - iii) A NPS 8 pipeline extending approximately 10 km towards Leamington and Kingsville (“Mersea Line”); and

¹ A portion of the NPS 16 pipeline from Ruscom Launcher/Receiver Site to Patillo Station was replaced with an NPS 20

² Panhandle Eastern Pipe Line Company, LP is owned by Energy Transfer Equity L.P.

³ EB-2018-0013 OEB Decision and Order dated September 20, 2018.

iv) A NPS 8 (“Leamington North Line”) and an NPS 12 (“Leamington North Loop”) each, extending approximately 15 km towards Leamington.

7. Sandwich also includes a compressor (“Sandwich Compressor”). The Sandwich Compressor facilitates the easterly C1 Rate transportation from Ojibway to Dawn during times when the Windsor market demand is insufficient to consume all supply coming from Ojibway.

B. Panhandle System Design

8. Enbridge Gas plans its facilities to reliably serve firm in-franchise customer demand on the coldest observed day on record, which is referred to as the “Design Day.” Since the majority of firm in-franchise customers served by the Panhandle System are heat sensitive, their maximum demands occur on the Design Day.
9. The Design Day demand for the Panhandle System is the amount of firm in-franchise customer demand Enbridge Gas is committed to serve on the Panhandle System on the Design Day. The Design Day demand for the Panhandle System is the sum of the firm general service and firm Contract Rate customer demand served by the system. Ex-franchise easterly C1 Rate transportation and Interruptible in-franchise contract rate demands are not included in the Design Day demand as they are not controlled by Enbridge Gas and are not guaranteed to arrive on Design Day.
10. The Panhandle System Design Day weather condition is a 43.1 Heating Degree Day (“HDD”), which represents an average daily temperature of -25.1 degrees centigrade. This HDD is the coldest observed day on record based on temperature and wind speed data from the London Airport which consists of recorded

temperature and wind speeds since 1953⁴. Using a coldest observed on record methodology ensures Enbridge Gas's South Rate Zone⁵ customers can continue to be safely and reliably served during the coldest winters.

11. The assumptions used to develop Design Day demands and the Design Day network analysis of the Panhandle System include the following:

- All in-franchise interruptible contract rate customer demands have been curtailed;
- All in-franchise general service and contract rate customers consume volumes equivalent to the Design Day estimates, which are derived from firm contract demand, historical consumption, and forecast growth;
- There are no supply failures of Enbridge Gas's Gas Supply Plan deliveries arriving at Ojibway;
- Ex-franchise Rate C1 transportation contracts from Ojibway to Dawn are not considered as a firm supply for Design Day;
- Required pressure and supply are available from Dawn;
- System cannot operate above its maximum operating pressure;
- Must operate within flow and minimum inlet pressure constraints at meter and regulating stations;
- Must operate above customers minimum contractual delivery pressures; and
- Must operate above minimum suction pressure at Sandwich Compressor.

12. The Panhandle System currently has two minimum pressure constraints which must be maintained:

⁴ The Windsor region has recently experienced temperatures as cold as 43.7 HDD (observed on Jan 30, 2019), which is higher than the current Panhandle System Design Day of 43.1 HDD.

⁵ The South Rate Zone includes customers located west of Mississauga, south of Owen Sound and east of Windsor.

- The BBGS is located at the extreme western end of the Panhandle System just east of Ojibway. The pressure constraint for the entire Panhandle System is located at the outlet of the BBGS customer station, where the contracted minimum delivery pressure must be maintained at or above 1,724 kPag; and
- The Leamington North Gate Station is the endpoint of the Leamington North Line which is a lateral connected to the NPS 20 Panhandle Line. The system pressure at the Leamington North Gate Station must be maintained at or above of 2,275 kPag.

13. If these constraints cannot be met on Design Day considering the assumptions listed above, then a Panhandle System capacity shortfall is identified.

C. Panhandle System Supply and Demand

System Supply

14. The Panhandle System's firm in-franchise demand is served primarily from the Dawn Hub and supplemented from a combination of supply sources including Ojibway and the Chatham D storage pool. North American natural gas market dynamics as they relate to Dawn and Ojibway are further detailed within Exhibit B, Tab 3, Schedule 1.
15. Currently on Design Day, the Panhandle System supply predominantly flows westerly from the Dawn Hub towards Windsor. Dawn serves approximately 89% or 601 TJ/d of the Design Day demand. Approximately 9% or 60 TJ/d of the Design Day demand is served from Ojibway using Enbridge Gas's firm system Gas Supply Plan contracted deliveries. Enbridge Gas relies on firm sales service deliveries from the Gas Supply Plan to reduce the need for physical transportation from the Dawn

Hub, and therefore reduces the need for pipeline facilities. Ojibway enables access to natural gas supplies shipped on the Panhandle Eastern system and contributes to the security and diversity of Enbridge Gas's natural gas supply portfolio and supply to the Dawn Hub. The remaining 2% or 11 TJ/d of the Design Day demand is served from the Enbridge Gas' Chatham D storage pool.

16. The Panhandle System's ability to accept supply at Ojibway on a firm basis is limited by the physical Panhandle System assets and the minimum Panhandle Market available to consume gas between Ojibway and Dawn. The minimum firm Panhandle Market is limited by the base load summer Windsor market demands and the capacity of Sandwich Compressor to compress gas from Windsor towards Dawn. The capacity of the Sandwich Compressor is 80 TJ/d and limited by the fixed amount of horsepower available. Due to the increased amount of heat load, the winter Windsor market is larger than the summer Windsor market. The Panhandle System's ability to accept supply at Ojibway is limited to 115 TJ/d in the summer and 140 TJ/d in the winter.
17. Furthermore, incremental supply deliveries at Ojibway from Panhandle Eastern can only efficiently serve demands in the far west end of the Panhandle Market in Windsor between Ojibway, Grand Marais Station and Sandwich Compressor.
18. The 115 TJ/d summer market (the firm minimum market) dictates the maximum amount of import supply volume that can be contracted on an annual firm basis. Enbridge Gas is not operationally able to guarantee that import volumes greater than this amount can be accepted in the summer. As stated in the PRP proceeding (EB-2016-0186) and again in the KTRP proceeding (EB-2018-0013), this maximum

capacity limit of 115 TJ/d is not artificial⁶. Rather, as noted in response to EB-2016-0186, Exhibit JT1.5 and further reiterated in the Company's Reply Argument, the amount of firm import volume is determined based on available market and facility/system capability:

"The limit is based on sound methodology that uses historical data over a significant period of time. The maximum firm import capacities are determined based on available Windsor market and facility/system capability. The available market at Ojibway is calculated based on an average of the lowest demands for 20 days of each month. This average value is compared each month across a rolling 5-year timeframe to determine a reasonably available market and to create a minimum demand profile."⁷

19. The OEB accepted this limit in their Decision and Order:

"In considering alternatives, Union must select one that will provide sufficient pressure on its NPS 20 on the Panhandle System to serve this area. The OEB accepts Union's evidence that the annual maximum supply capacity at Ojibway is now 115 TJ/day given the design day forecast, forecast Windsor demand, pressure requirements and other operational considerations of the Panhandle System."⁸

20. Table 1 below summarizes the annual (long term) and seasonal (short term) import capabilities from Ojibway on the Panhandle System and the amount of C1 Rate transportation capacity currently contracted on the Ojibway to Dawn path.

Table 1 – Ojibway Import Capability to Enbridge Gas Panhandle System

Capacity	Long-Term (Annual) [TJ/d]	Short-Term (Winter-Only) [TJ/d]
Total Ojibway Import Capability	115	140
Gas Supply (Included in Design Day)	60	60
Ojibway to Dawn C1 Service ⁹	37	37
Available Capacity	18	43

⁶ EB-2018-0013, Exhibit A, Tab 4, P. 4 and EB-2016-0186, Exhibit A, Tab 4, P. 4.

⁷ EB-2016-0186 Reply Argument, December 30, 2016, P. 26, Para 73.

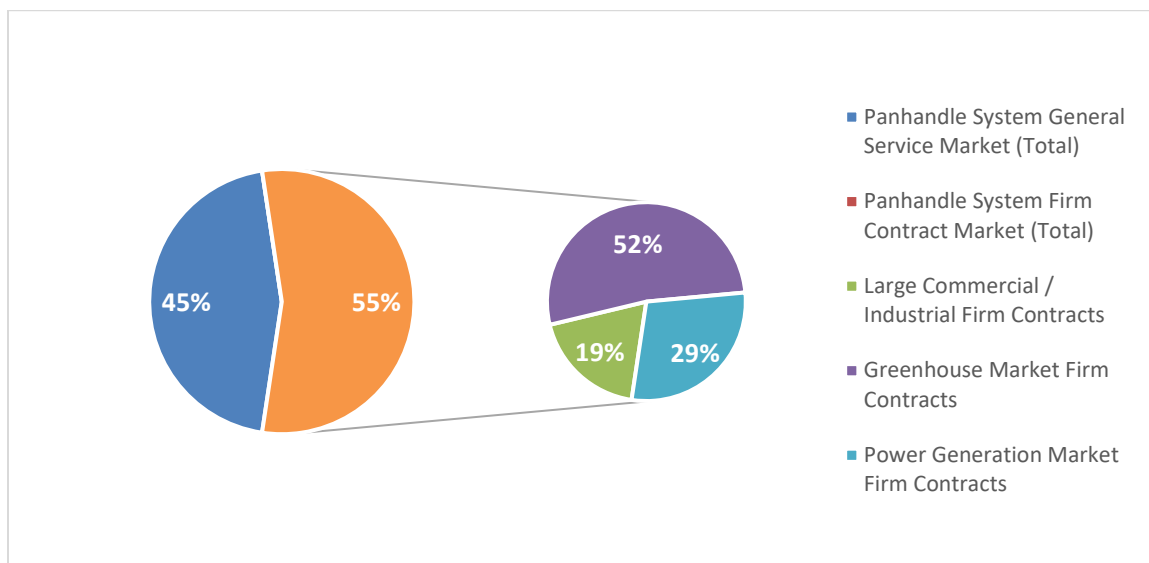
⁸ EB-2016-0186 Decision and Order (dated February 23, 2017), p. 15.

⁹ As explained in Exhibit B, Tab 3, Schedule 1, this capacity is held by a single shipper (ROVER Pipeline LLC)

Current System Demand

21. On Design Day, Enbridge Gas must have enough capacity to serve all firm in-franchise general service and contract rate demands served by the Panhandle System. Figure 2 below provides a summary of firm demand by customer type for Winter 2021/2022.
22. The general service (Rate M1 and Rate M2) demand consists of residential, commercial, and small industrial customers. Approximately 45% of the firm demand served by the Panhandle System is for the general service customers.
23. The contract rate (M/BT4, M/BT5, M/BT7, T-1 and T-2) demand accounts for about 55% of the firm demand served by the Panhandle System. The contract rate demand consists of power generation, greenhouse and large commercial/industrial. The current mix is 29% power generation, 52% greenhouse and 19% large commercial/industrial customers.

Figure 2: Panhandle System Demand Summary for Winter 2021/2022



24. When the HDD is lower than the Design Day HDD, firm demand on the system is lower than on Design Day. This situation creates capacity on the system to serve interruptible demand. As the HDD decreases (warmer ambient temperature), more interruptible demand can be served, subject to the contractual limitation of 40 days of interruption per year.
25. Some customers are willing to take interruptible service on a temporary short-term basis until firm service becomes available. Interruptible demand accounts for approximately 11% of the total system demand on the Panhandle System. Table 2 below provides a summary of firm and interruptible demands on the Panhandle System by customer type.

Table 2: Panhandle System Demands by Service Type for Winter 2021/2022

Service Type	Demands (TJ/d)
General Service (firm)	304
Contract Rate (firm)	368
Contract Rate (Interruptible)	83
Total	755

26. Enbridge Gas continues to offer customers the ability to turn back firm service and select interruptible service. This offering, if accepted, would reduce Design Day firm demands. As described in Exhibit B, Tab 1, Schedule 1, to date there has been no interest from customers to turn back firm service.

D. Panhandle System Network Analysis

27. The Panhandle System capacity for Winter 2021/2022 is 713 TJ/day¹⁰. The forecasted firm demand on the Panhandle System for Winter 2021/2022 is 672 TJ/day. A forecast of the Panhandle System capacity, Design Day demand, and shortfall is detailed in Table 3 below.

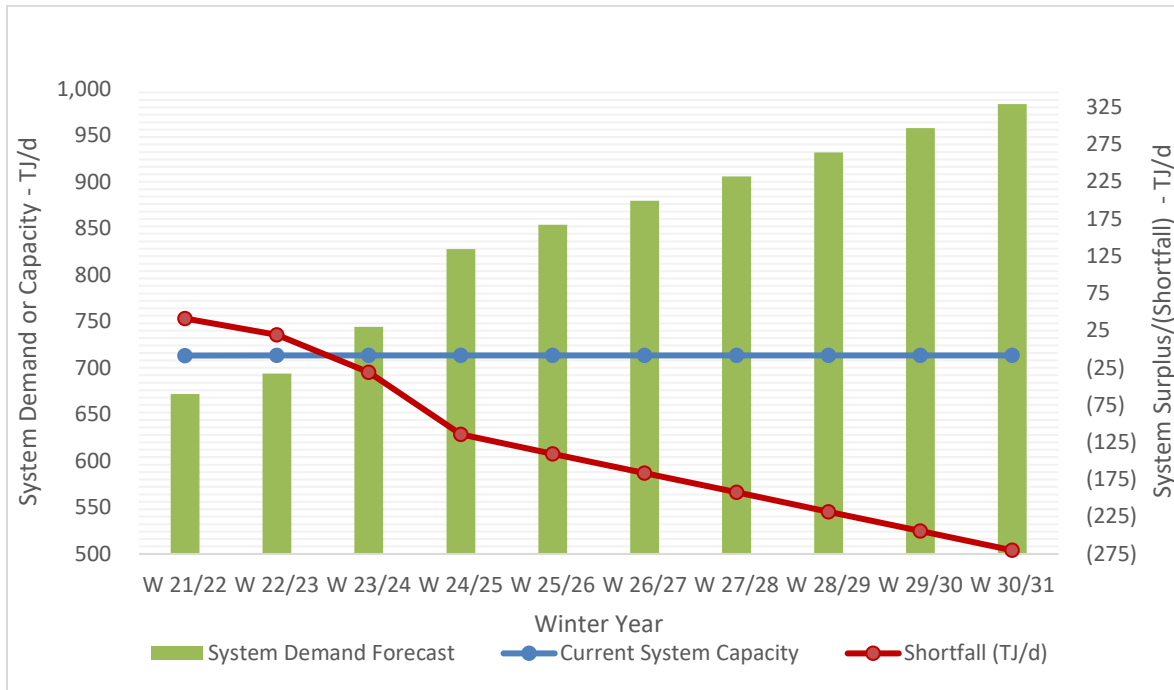
Table 3: Panhandle System Capacity, Design Day Demand, and Shortfall

	Historical Actuals		FORECAST									
	Winter 19/20	Winter 20/21	Winter 21/22	Winter 22/23	Winter 23/24	Winter 24/25	Winter 25/26	Winter 26/27	Winter 27/28	Winter 28/29	Winter 29/30	Winter 30/31
Panhandle System Capacity (TJ/d)	725	725	713	713	713	713	713	713	713	713	713	713
Design Day Demand Forecast (TJ/d)	640	656	672	694	744	828	854	880	906	932	958	983
Surplus (shortfall is negative) (TJ/d)	84	69	41	20	(31)	(114)	(140)	(166)	(192)	(218)	(244)	(270)

28. In Winter 2022/2023, the Design Day demand is expected to increase to 694 TJ/d and is forecast to further increase to a Design Day demand of 744 TJ/d in Winter 2023/2024. This demand exceeds the current system capacity of 713 TJ/d, resulting in a shortfall of 31 TJ/day beginning in Winter 2023/2024. Figure 3 below shows a graphical representation of the forecasted Panhandle System capacity, Design Day demand, and shortfall.

¹⁰ The system capacity has decreased since historical estimates for Winter 2019/2022 and Winter 2020/2021 based on newest available data regarding location of customers, estimated growth, and changes in the energy content of the gas.

Figure 3: Graph of the Forecast Panhandle System Capacity, Design Day Demand and Shortfall



29. Design Day demands are based on the forecast detailed in Exhibit B, Tab 1, Schedule 1.

Panhandle System Pressure Bottlenecks

30. A system shortfall occurs when the demand is greater than the system capacity.

System capacity is limited by pressure bottlenecks throughout the system. Pressure bottlenecks occur within segments of pipelines where the diameter of the pipeline is too small to flow the required volume, causing friction-related pressure losses.

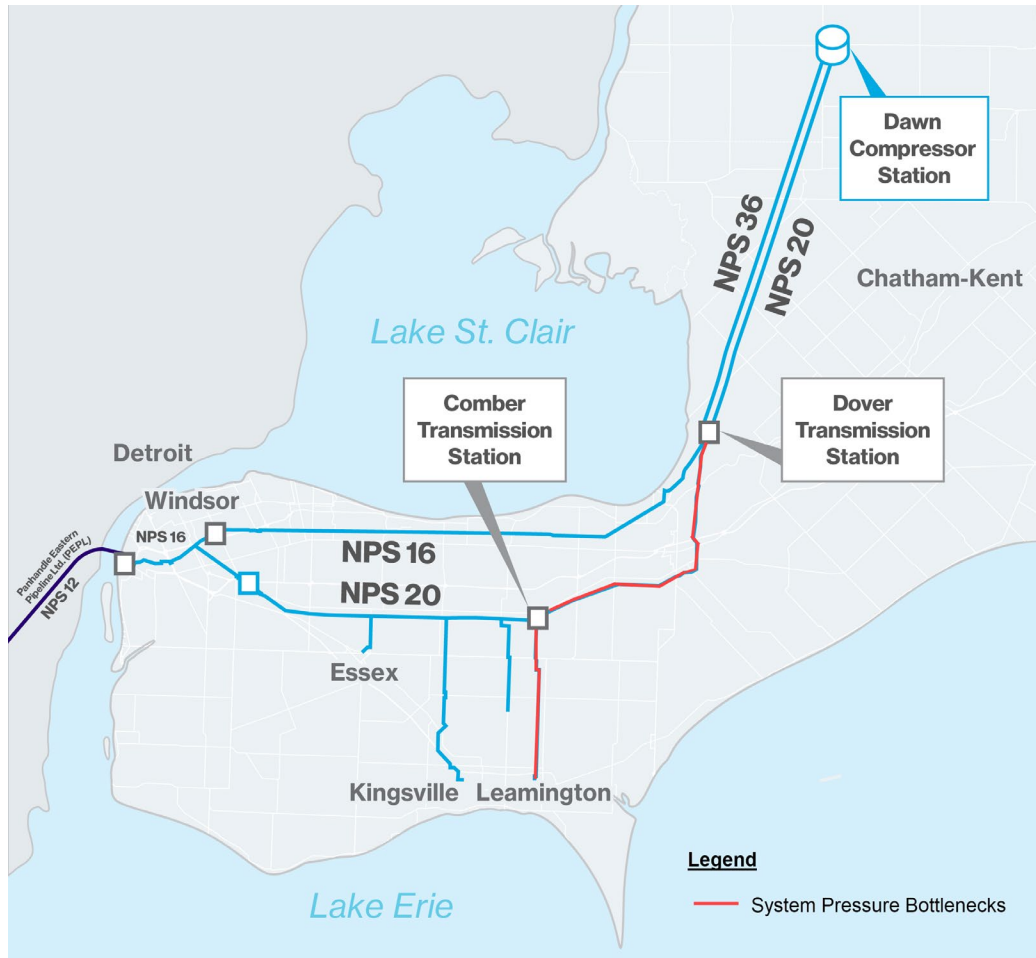
Pressure bottlenecks are not unique to a pipeline system. As demands increase over time, pressure bottlenecks will materialize as areas of inefficiency in the natural gas system. These inefficiencies are investigated through a network analysis and evaluated as areas of potential reinforcement. The most effective solutions to reduce or eliminate a forecasted system shortfall are those that alleviate pressure

bottlenecks. These solutions can include; reducing demands and/or increasing supply downstream of a pressure bottleneck and/or modifying the pipeline system such that the drop in pressure no longer occurs (such as looping a pipeline segment).

31. There are currently two major pressure bottlenecks along the Panhandle System.

The NPS 20 Panhandle Line between Dover Transmission and Comber Transmission Station is currently the largest bottleneck on the Panhandle System. The next largest bottleneck on the Panhandle System is the pressure loss between the NPS 20 Panhandle Line and the Leamington-Kingsville market (specifically the Leamington North Lines between Comber Transmission Station and south to Leamington North Gate). Figure 4 provides a map illustrating the current location of these pressure bottlenecks in the Panhandle Market.

Figure 4: Panhandle System Current Pressure Bottlenecks



32. Previous projects have been constructed to alleviate similar bottlenecks (such as PRP, KTRP and Leamington North Line Phase I and II). The methodology to target pressure bottlenecks when identifying alternatives to mitigate a system shortfall was accepted by the OEB as highlighted on page 7 of the EB-2016-0186 Decision and Order:

"In considering alternatives, Union must select one that will provide sufficient pressure on its NPS 20 on the Panhandle System to serve this area".

33. Attachment 1 to this Exhibit is a Winter 2023/2024 Panhandle System schematic showing the network analysis for the Panhandle System assuming no reinforcements are completed.
34. This schematic is a geographical representation of the Panhandle System with flow and pressure at various distribution station locations along the system. The system capacity in Winter 2023/2024 is 713 TJ/d and the firm customer demands are 744 TJ/d, resulting in a capacity shortfall of 31 TJ/d.
35. The existing Panhandle System cannot maintain the required contracted minimum delivery pressure of 1,724 kPag to BBGS. Specifically, the minimum inlet pressure to the BBGS customer station must be maintained at or above 1,827 kPag to be able to deliver the 1,724 kPag minimum contracted delivery pressure required by the customer. The results of the network analysis show the inlet pressure to BBGS is 1,806 kPag, which is less than required.
36. In addition, the network analysis shows that the minimum inlet pressure to the Leamington North Gate station is 1,781 kPag, which is below the required minimum inlet pressure of 2,275 kPag.

E. Conclusion

37. Given the forecasted Panhandle System shortfall discussed above, Enbridge Gas's Panhandle System network analysis has identified that the operational requirements of the Panhandle System cannot be met for Winter 2023/2024. This is based on the forecast Design Day demand of 744 TJ/d and no changes to the Panhandle System

Filed: 2022-06-10

EB-2022-0157

Exhibit B

Tab 2

Schedule 1

Page 16 of 16

Plus Attachment

capacity. To continue to provide reliable firm service to new and existing general service and contract rate customers, Enbridge Gas must address this forecasted shortfall beginning November 1, 2023. The optimal solution to address the forecasted shortfall is the proposed Project, which targets the largest pressure bottlenecks on the current Panhandle System (i.e., between Dover Transmission and Comber Transmission Station and between the NPS 20 Panhandle Line and the Leamington-Kingsville market).

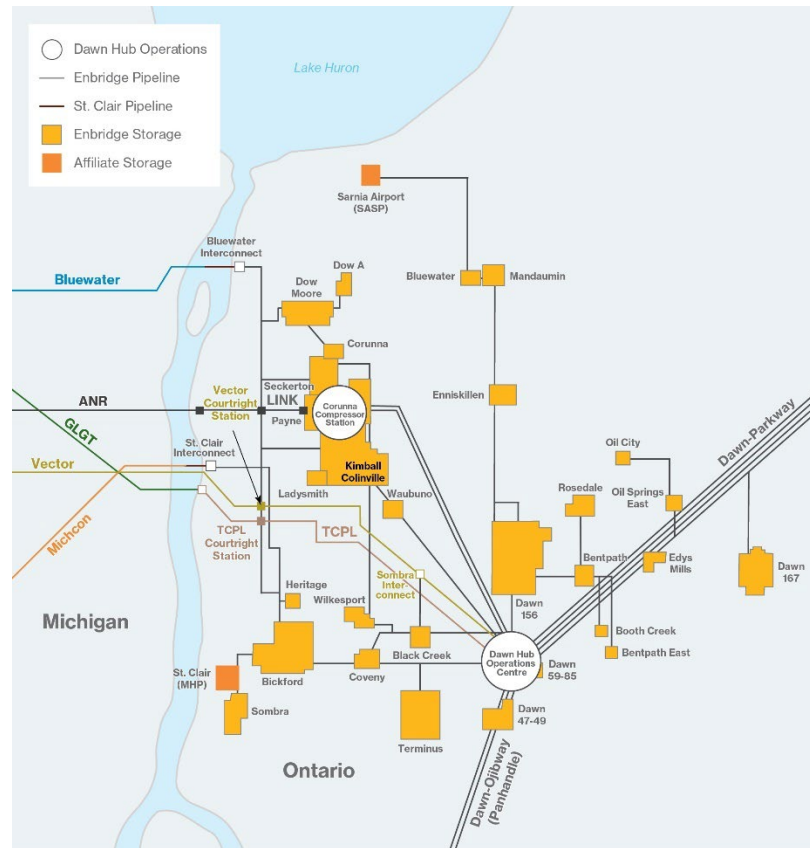
MARKET DYNAMICS

1. The purpose of this Exhibit is to provide an overview of North American natural gas supply and market dynamics as it relates to the primary supply feeds into the Panhandle System: The Dawn Hub and Ojibway.
2. This Exhibit is organized as follows:
 - A. The Dawn Hub
 - B. Ojibway

A. The Dawn Hub

3. Enbridge Gas operates the Dawn Hub, which is one of the largest and most important North American natural gas market hubs. The Dawn Hub consists of a combination of interconnected natural gas pipelines and underground storage facilities and is the primary source of supply for Enbridge Gas's transmission systems, including the Panhandle System and Dawn Parkway System.
4. The Dawn Hub is also connected to a significant amount of underground natural gas storage within the Great Lakes region and to most major natural gas supply basins across Canada and the continental US, including the Western Canadian Sedimentary Basin ("WCSB") and the Appalachian production region, through various upstream natural gas transmission pipelines.
5. A map of the Enbridge Gas storage facilities connected to the Dawn Hub is shown at Figure 1 below.

Figure 1: Dawn Storage



6. The Dawn Hub is one of the most physically traded, liquid hubs in North America and is the most physically traded natural gas hub in the Great Lakes region. The liquidity of the Dawn Hub is the result of the combination of:

- interconnections with high-capacity upstream transmission pipelines;
- access to a diverse supply of natural gas from most major supply basins across North America;
- Dawn Parkway System take-away capacity to growth markets and interconnections with high-capacity downstream transmission pipelines;
- access to abundant underground storage;
- many buyers and sellers of natural gas; and
- price transparency.

7. The depth and liquidity of the market at the Dawn Hub provides Ontario natural gas customers affordable supply, energy security, reliability, and critical infrastructure to meet Ontario's peak energy demand, delivering approximately three times the energy equivalent to natural gas consumers as compared to peak electric demand in the province.
8. The OEB has recognized the importance and value of the Dawn Hub as part of its findings in the Natural Gas Electricity Interface Review ("NGEIR"):¹

The development of the Dawn Hub has brought substantial benefits to consumers in Ontario and to other market participants...

...The storage facilities are an integral part of what is commonly referred to as the Dawn Hub, which is widely recognized as one of the more important market centres in North America for the trading, transfer and storage of natural gas. In its Natural Gas Forum Report, the Board stated "The large amount of nearby storage, combined with the convergence of pipelines linking the U.S. and Ontario gas markets, have made Dawn the most liquid trading location in Ontario". The Federal Energy Regulatory Commission, in its assessment of energy markets in the United States in 2004, made similar comments about the significance of Dawn: The Dawn Hub is an increasingly important link that integrates gas produced from multiple basins for delivery to customers in the Midwest and Northeast...Dawn has many of the attributes that customers seek as they structure gas transactions at the Chicago Hub: access to diverse sources of gas production; interconnection to multiple pipelines; proximity to market area storage; choice of seasonal and daily peak and load services; liquid trade markets; and opportunities to reduce long haul pipeline capacity ownership by purchasing gas at downstream liquid hubs.

9. The diversity and magnitude of energy supply afforded by the Dawn Hub is especially critical during extreme weather events. North America, and in particular Canada and the continental United States, have experienced 4 such events in the form of polar vortexes over the past 7 years. These harsh cold weather events have caused severe reductions in natural gas production and

¹ EB-2005-0551, Decision with Reasons, November 7, 2006, P. 44;
EB-2005-0551, Decision with Reasons, November 7, 2006, P. 8

Filed: 2022-06-10

EB-2022-0157

Exhibit B

Tab 3

Schedule 1

Page 4 of 9

transmission volumes resulting in localized and regional supply shortfalls during periods of high demand (including distribution system outages), causing severe price spikes at regional market hubs. During each of these events, upstream supplies being delivered to the Dawn Hub have been significantly reduced as gas is drawn to higher priced markets away from Dawn, requiring the Dawn Hub storage facilities to fill the resulting supply shortfall via increased withdrawals.

10. During the most recent polar vortex event in February 2021 which impacted a large area of the central U.S. (Oklahoma and Texas) and Canada (Alberta, Saskatchewan, and Manitoba), the Dawn Hub provided security of supply to Ontario consumers by increasing storage withdrawals to offset upstream supply shortfalls as shown in Figure 2 below. Not only did this avoid system outages, but it also provided price stability during peak conditions, as evident in Figure 3 below.

Figure 2: 2021 Polar Vortex Dawn Storage and Upstream Supply

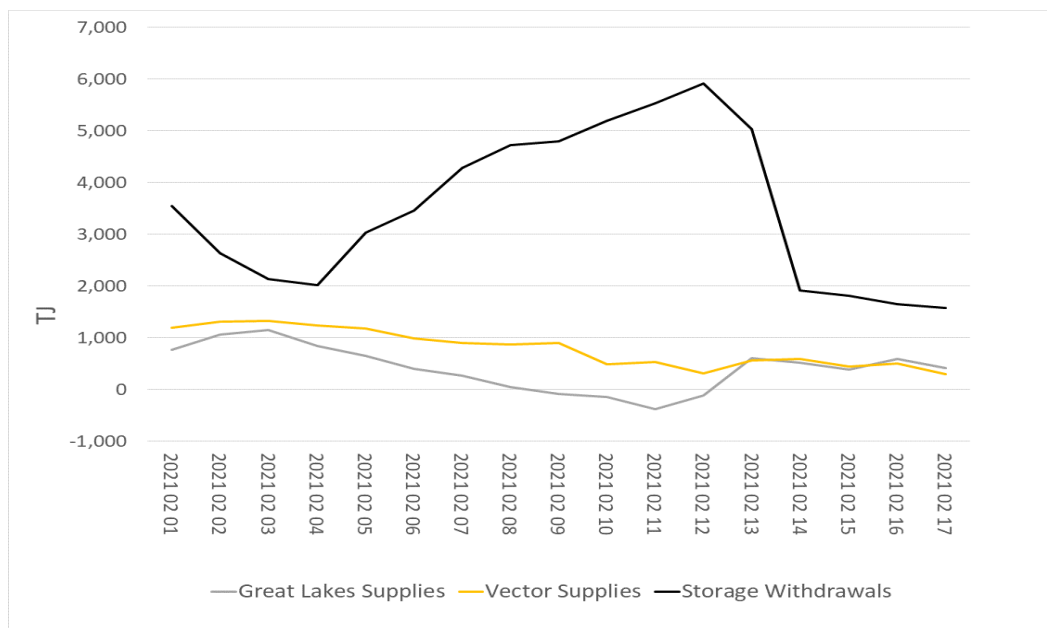
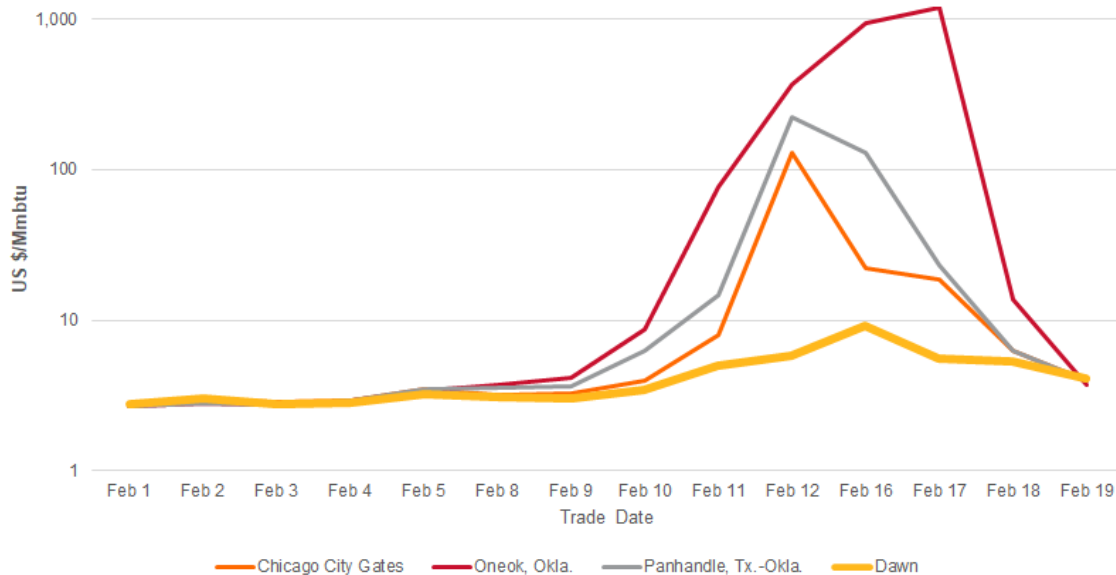


Figure 3: 2021 Polar Vortex Natural Gas Price Impacts



11. By contrast, during this same February 2021 polar vortex event, while demand for energy (both natural gas and electricity) in the U.S. West and Southwest increased significantly, natural gas production was impacted due to freeze offs at wellheads and the electricity system experienced widespread power outages. As a result, natural gas prices in Oklahoma and Texas, two of North America's largest production zones, spiked (up to 100 times higher than prices at the Dawn Hub as detailed in Figure 3). Atmos Energy Corp., a natural gas distribution company that serves more than 3 million customers across 8 U.S. states, reported that it had accrued roughly \$2.5 to \$3.5 billion in natural gas purchases, mainly for its Colorado, Kansas and Texas jurisdictions, due to this event.² Further, according to the Texas Department of Health Services, many people lost their lives during this event, 10 from fire-related injuries from space heaters and 19 from carbon monoxide poisoning (potentially also related to space heaters).³

² <https://www.spglobal.com/marketintelligence/en/news-insights/latest-news-headlines/gas-utilities-face-multibillion-dollar-financing-needs-after-storm-price-surge-62790289>

³ https://www.dshs.texas.gov/news/updates/SMOC_FebWinterStorm_MortalitySurvReport_12-30-21.pdf

12. Current market trends indicate that the value of natural gas storage in the Great Lakes region will remain steady in the short-term and will increase in the longer-term, as natural gas production levels are reduced and commodity prices rebound in response. In its recent natural gas market outlook, ICF concluded:

Going forward, ICF is projecting a general rebound in natural gas prices, as well as a slowdown in the growth of natural gas production and greenfield natural gas pipeline expansions. Both trends will tend to increase the seasonal value of natural gas storage. The general rebound in natural gas prices will lead to gas commodity prices that are generally higher in the winter withdrawal season than in the summer injection period simply due to the rising long term commodity price trend that ICF is projecting. In addition, as production growth in the Marcellus and Utica begins to slow, the increase in natural gas production during the winter relative to the previous summer will decrease, leading to an increase in the value of natural gas storage withdrawals to meet seasonal demand requirements. As a result, ICF is projecting a decline in winter gas supply availability and a general increase in storage values over the next several years. As seasonal storage values increase, winter price volatility is also expected to increase. The shift in storage markets makes the current time frame important for setting storage operational policy for the next few years.⁴

13. Considering the ongoing and historical value that the Dawn Hub has provided to Ontario natural gas consumers, the increased frequency and severity of extreme weather events experienced across the continent, and ICF's forecast calling for increased seasonal storage values and winter price volatility, Enbridge Gas anticipates that the Dawn Hub will continue to play a vital role in serving the energy needs of Ontarians for many years to come.

B. Ojibway

14. Enbridge Gas's Panhandle System interconnects with the Panhandle Eastern Pipeline Company ("PEPL") system at Ojibway. Long-haul PEPL shippers can source gas from the Panhandle Field Zone located in Texas, Oklahoma, and Kansas. Other PEPL supply locations include interconnects with the Rockies

⁴ ICF Q4 2021 Base Case

Filed: 2022-06-10

EB-2022-0157

Exhibit B

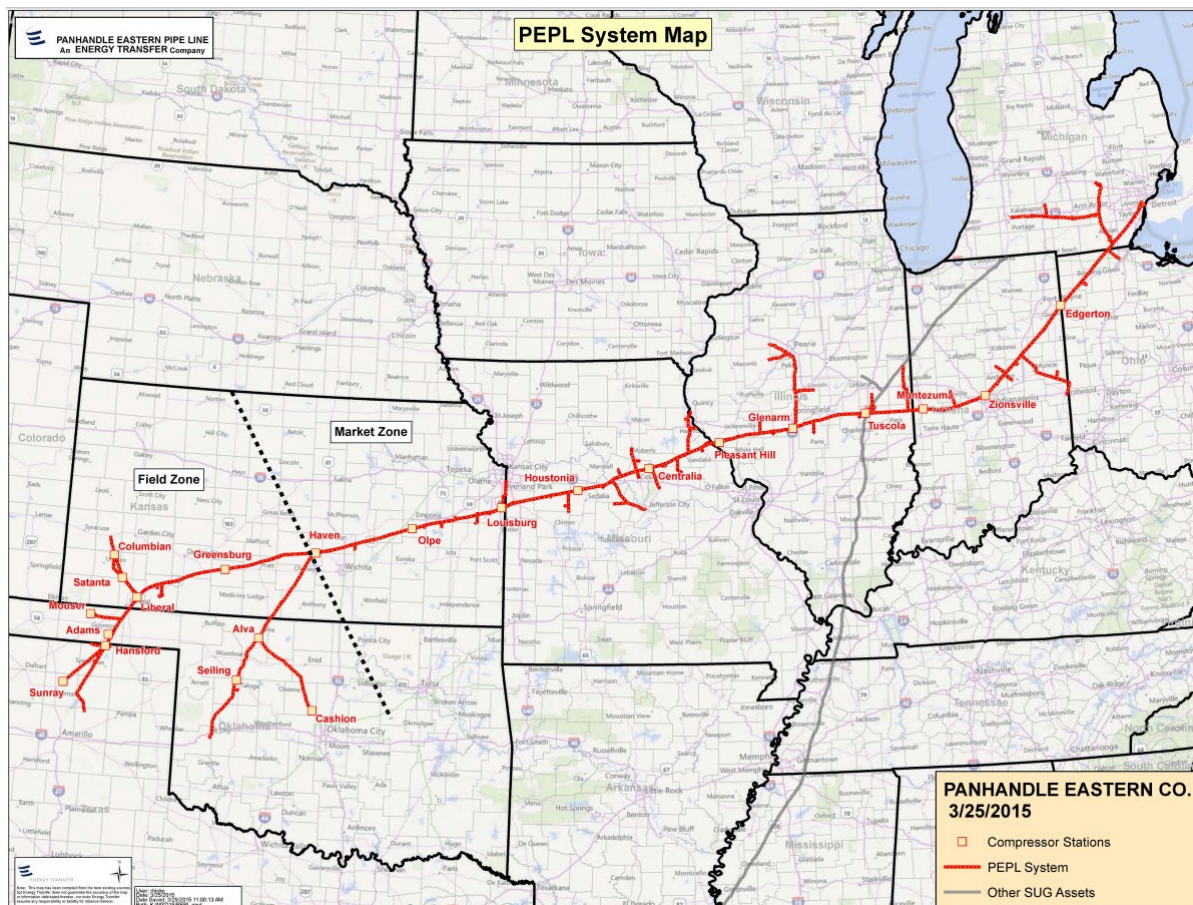
Tab 3

Schedule 1

Page 7 of 9

Express (“REX”), NEXUS and ROVER pipelines. Ojibway is the final delivery point along the PEPL system. A map of the PEPL system is provided at Figure 4 below.

Figure 4: PEPL System Map⁵



15. The Enbridge Gas Panhandle System also flows from Ojibway east into the Panhandle Market. As outlined in Exhibit B, Tab 2, Schedule 1, approximately 9% or 60 TJ/d of the demand on the Panhandle System is served through Enbridge Gas' Gas Supply Plan deliveries (to serve system customers) at Ojibway on Design Day.

⁵ https://peplmessenger.energytransfer.com/InfoPost/resources/documents/PEPL_SystemMap.pdf

16. Ojibway is not a liquid trading point, but rather a trans-shipment point between two pipeline systems. There is no natural gas market price or transaction reporting coverage to provide price transparency at Ojibway. In order to deliver supply to Ojibway, market participants must contract for transportation on the PEPL system to access more liquid upstream natural gas markets.
17. As of June 1, 2022, the PEPL Index of Customers indicates there are two firm shippers that contract for capacity with Ojibway as a delivery point:
- Enbridge Gas holds two contracts for a total of up to 57,000 Dth/d (60 TJ/d) for sales service customers. As outlined in Exhibit B, Tab 2, Schedule 1, these volumes are required to arrive on Design Day to meet the firm demands of the Panhandle System and the Company's Gas Supply Plan; and
 - ROVER Pipeline LLC ("ROVER") holds contracts for up to 35,157 Dth/d (37 TJ/d).
18. No other parties hold capacity on the PEPL system with a firm delivery point of Ojibway. On May 3, 2022, PEPL's website indicated that 20,000 Dth/d (21 TJ/d) of delivery capacity was currently available at Ojibway.
19. ROVER is also a Rate C1 ex-franchise customer of Enbridge Gas with a firm transportation contract of up to 37 TJ/d to transport natural gas from Ojibway to the Dawn Hub on a year-round basis. ROVER uses the PEPL system to Ojibway and the Enbridge Gas system from Ojibway to Dawn to provide service from its own pipeline receipt points to Dawn. ROVER also uses contracted capacity on Vector Pipeline to provide the same services. Enbridge Gas cannot rely on these volumes being delivered to Ojibway when designing its system since Enbridge Gas does not control the utilization of the ROVER path (PEPL system and Enbridge Gas system components). Furthermore, ROVER's shippers do not

Filed: 2022-06-10

EB-2022-0157

Exhibit B

Tab 3

Schedule 1

Page 9 of 9

have access to Ojibway as a delivery point, so Enbridge Gas cannot contract for deliveries at Ojibway from these shippers.

PROJECT ALTERNATIVES

1. The purpose of this Exhibit is to describe Enbridge Gas's analysis of alternatives to address the Panhandle System shortfall, which is defined as the Project Need. As discussed in Exhibit B, Enbridge Gas is forecasting a Panhandle System shortfall beginning in Winter 2023/2024 of 31 TJ/d, which increases to 192 TJ/d by Winter 2027/2028.
2. The preferred alternative is the proposed Project, which includes: the construction of 19 km of NPS 36 pipeline from the existing Dover Transmission Station to Richardson Sideroad; the construction of 12 km of NPS 16 pipeline connecting the Kingsville East Line, Mersea Line, Leamington North Line, and Leamington North Loop; and the construction of ancillary station, pressure regulation, and measurement facilities associated with the pipelines.
3. The proposed Project provides 203 TJ/d of incremental Panhandle System capacity at an estimated cost of \$314.4 million. The proposed Project has in-service dates of November 1, 2023 for the NPS 36 pipeline and related ancillary infrastructure, and November 1, 2024 for the NPS 16 pipeline and related ancillary infrastructure, all of which provides market assurance that there will be sufficient capacity to meet the growing firm demands for natural gas service along the Panhandle System for the next five years.
4. This Exhibit is organized as follows:
 - A. Integrated Resource Planning
 - B. Alternatives Assessment Criteria
 - C. Identification and Assessment of Alternatives
 - D. Project Selection & Conclusion

A. Integrated Resource Planning

5. The Decision and Order for Enbridge Gas' Integrated Resource Planning Framework Proposal (EB-2020-0091) was issued on July 22, 2021. This decision was accompanied by an Integrated Resource Planning Framework for Enbridge Gas ("IRP Framework")¹. The IRP Framework provides guidance from the OEB about the nature, timing, and content of IRP considerations for future identified needs. The IRP Framework provides Binary Screening Criteria in order to focus on situations where there is reasonable expectation that an IRP Alternative ("IRPA") could technically and economically meet a system need. The Binary Screening criteria were applied, and it was determined that the need underpinning the Project does not warrant further IRP consideration based on the timing criteria, as the need must be met in under three years:
- **Timing:** If a system need must be met in under three years, an IRP Plan could not likely be implemented and its ability to resolve the identified system constraint could not be verified in time. Therefore, an IRP evaluation is not required. Exceptions to this criterion could include consideration of supply-side IRPAs and bridging or market-based alternatives where such IRPAs can address a more imminent need.²
6. Notwithstanding that an IRP evaluation was not required due to the timing criteria discussed above, Enbridge Gas evaluated supply-side alternatives both alone and in combination with an Enhanced Targeted Energy Efficiency ("ETEE") IRP alternative to determine if implementation of these alternatives could meet the need within the required timeframe. For the reasons discussed below, the supply-side and ETEE alternatives were unable to meet the growing needs of the Panhandle System from a technical and/or financial feasibility perspective.

¹ EB-2020-0091, Decision and Order, July 22, 2021, Appendix A

² *ibid*, P. 10

7. Following the EOI process conducted by Enbridge Gas in February 2021, the timing of the identified system need was established as November 1, 2023. This timing is consistent with the information in the Enbridge Gas 2022 AMP Addendum³.
8. Enbridge Gas has completed an alternatives assessment to determine the optimal solution to meet the identified system need. This alternatives assessment evaluated facility alternatives and IRPAs, including supply-side IRPAs (e.g., 3rd party exchange service), demand-side IRPAs ("ETEE"), and hybrid facility with IRPA alternatives). This assessment determined the proposed Project is the optimal solution to meet the identified system need. The timing of the proposed Project meets the demand forecast for the identified system need and customer commitments secured to date.

B. Alternatives Assessment Criteria

9. Enbridge Gas established alternatives assessment criteria with consideration to economic feasibility, timing, safety & reliability, risk management and environmental & socio-economic impact. Enbridge Gas used both quantitative and qualitative criteria assessments.
10. Enbridge Gas assessed each alternative that was identified to meet the system need using the following criteria (together, the "Assessment Criteria"):

Economic Feasibility (Quantitative):

- The alternative must be cost-effective compared to other alternatives.
Enbridge Gas used the following metrics to assess economic feasibility of alternatives:

³ EB-2021-0148, Exhibit B, Tab 2, Schedule 3, P. 8.

- Total Cost;
- Cost per unit of capacity; and
- Net Present Value ("NPV").

Timing (Quantitative):

- The alternative must meet the growing firm demands on the Panhandle System for the next five years; and
- The alternative must meet the required in service date (November 1, 2023) to accommodate customer needs.

Safety & Reliability (Qualitative):

- The alternative must provide reliable and safe delivery of firm natural gas volumes to Enbridge Gas's customers on the coldest winter day on the Panhandle System. Therefore, the alternative must meet the Panhandle System Design Criteria as outlined in Exhibit B, Tab 2, Schedule 1.

Risk Management (Qualitative):

- The alternative should not contain material risks relative to other alternatives. Enbridge Gas considered the following risks when evaluating alternatives:
 - *Price risk*: the risk that the price or cost of the alternative may increase once that alternative has been deployed.
 - *Availability*: the risk that the alternative may become unavailable to meet the identified system need.

Environmental and Socio-economic Impact (Qualitative):

- The alternative should minimize impacts to Indigenous peoples, municipalities, landowners, and the environment relative to other viable alternatives.

C. Identification and Assessment of Alternatives

11. Enbridge Gas identified several facility alternatives and IRPAs to meet the identified system need.

12. The following facility alternatives were identified and assessed:

- A. Upsize of existing NPS 16 Panhandle Line or NPS 20 Panhandle Line west of Dover Transmission
- B. Loop the existing NPS 20 Panhandle Line west of Dover Transmission and install a Leamington lateral interconnect (the proposed Project)
- C. New Liquefied Natural Gas ("LNG") Plant

13. The following IRPAs were identified and assessed:

- A. Firm exchange between Dawn and Ojibway
- B. Firm exchange between Dawn and Ojibway in combination with looping of the NPS 20 Panhandle Line west of Dover Transmission and installing a Leamington lateral interconnect (Hybrid Alternative)
- C. Trucked Compressed Natural Gas ("CNG")
- D. ETEE

14. Detailed descriptions of each of the above alternatives and the results of the Company's assessments thereof are provided below.

Facility Alternatives

15. The following sections summarize the assessment findings for each facility alternative identified.

1) *Upsize of existing NPS 16 Panhandle Line or NPS 20 Panhandle Line west of Dover Transmission*

16. Enbridge Gas considered increasing the diameter of the existing pipelines on the Panhandle System to meet the identified system need. Specifically, the Company considered increasing the diameter of either the NPS 16 Panhandle Line or the NPS 20 Panhandle Line west of Dover Transmission. This alternative would be comparable to the 2017 Panhandle Reinforcement Project, whereby Enbridge Gas employed a “lift and lay” construction process to increase the diameter of an existing segment of the Panhandle System. The existing NPS 16 Panhandle Line between Dawn and Dover Transmission was removed (lift) and replaced with the new NPS 36 pipeline (lay) in the same location except for those sections of pipe deemed not practical to remove as determined by an engineering assessment, including major road and watercourse crossing locations. At these locations, the NPS 16 Panhandle Line was abandoned in place and a new land right was obtained for the new NPS 36 pipeline.

17. This replacement alternative was feasible in the 2017 Panhandle Reinforcement Project because the NPS 16 Panhandle Line between Dawn and Dover Transmission ran in close proximity alongside the NPS 20 Panhandle Line, which allowed for any connected stations or customers on the NPS 16 Panhandle Line to be moved to the NPS 20 Panhandle Line to meet the Panhandle System demands throughout construction.

18. In contrast, the NPS 16 Panhandle Line and the NPS 20 Panhandle Line diverge in their proximity to one another west of Dover Transmission. Halfway between Dover Transmission and Comber Transmission Station (approximately 11 km west from Dover Transmission), the two pipelines are approximately 9 km apart from one another.

19. The NPS 20 Panhandle Line is required to serve customers at all times of the year because the NPS 16 Panhandle Line cannot serve system demands on its own, even during periods of low demand in the summer. As result, reliable service to customers could not be maintained during the construction period while the NPS 20 Panhandle Line would be out of service. Therefore, a lift and lay of the NPS 20 Panhandle Line west of Dover Transmission is not a viable alternative.
20. Enbridge Gas also evaluated upsizing of the NPS 16 Panhandle Line west of Dover Transmission, which would require moving as many as nine downstream system connections from the NPS 16 Panhandle Line to the NPS 20 Panhandle Line and constructing a new interconnecting pipeline between the NPS 16 Panhandle Line and the NPS 20 Panhandle Line. This would require acquisition and development of new greenfield pipeline easements on previously undisturbed land resulting in increased environmental and landowner impacts.
21. Furthermore, upsizing of the NPS 16 Panhandle Line would not directly address the Panhandle System pressure bottleneck on the NPS 20 Panhandle Line between Dover Transmission and Comber Transmission Station, discussed in Exhibit B, Tab 2, Schedule 1. The amount of capacity gained by upsizing the NPS 16 Panhandle Line would be limited as a result.
22. Based on the above assessments, Enbridge Gas determined that upsizing the existing pipelines on the Panhandle System west of Dover Transmission was not viable to meet the identified system need. Moreover, the assessment determined that any new pipeline constructed to meet the identified system need will need to be constructed as a pipeline loop to allow Enbridge Gas to maintain service to Panhandle System customers during construction.

2) *Loop Existing NPS 20 Panhandle Line west of Dover Transmission and install a Leamington lateral interconnect (the proposed Project)*

23. Enbridge Gas evaluated a facility alternative to loop the existing Panhandle System and determined the optimal solution to alleviate the pressure bottlenecks identified in Exhibit B, Tab 2, Schedule 1 would be to construct a loop between the Dover Transmission and Comber Transmission stations.

24. On its own, a loop of the NPS 20 Panhandle Line addresses the pressure bottleneck on that pipeline but does not result in fully meeting the 5-year forecasted system shortfall. As such, the Company considered a loop of the NPS 20 Panhandle Line in combination with another facility expansion to address the pressure bottleneck between the NPS 20 Panhandle Line and Leamington-Kingsville market.

25. To address the pressure bottleneck between the NPS 20 Panhandle Line and the Leamington-Kingsville market, Enbridge Gas considered (i) constructing a new lateral south from the NPS 20 Panhandle Line, (ii) upsizing of the existing Leamington North Line, and (iii) the construction of a pipeline connecting the Kingsville East Line, Mersea Line, Leamington North Line, and Leamington North Loop ("lateral interconnect").

26. The assessment determined that the lateral interconnect is preferred to the construction of a new lateral from the NPS 20 Panhandle Line or upsizing the existing Leamington North Line because it provides load balancing between existing laterals to reduce the pressure drop between the NPS 20 Panhandle Line and the Leamington-Kingsville Market. The lateral interconnect will also provide capacity directly into the identified areas of growth and directly addresses the pressure bottleneck between the NPS 20 Panhandle Line and the Leamington-Kingsville market, allowing for incremental growth throughout the entire Panhandle Market.

27. Enbridge Gas determined that the lateral interconnect in combination with a loop of the NPS 20 Panhandle Line, will best address Panhandle System constraints and meet the increasing demands for firm service. Moreover, this alternative otherwise reduces the overall length of required looping of the NPS 20 Panhandle Line. Table 1 below summarizes each component of the proposed Project alongside the specific Panhandle System pressure bottlenecks identified in Exhibit B, Tab 2, Schedule 1.

Table 1: Summary of Current Panhandle System Pressure Bottleneck and
 Proposed Facility Solutions

Panhandle System Pressure Bottleneck	Proposed Solution
The NPS 20 Panhandle Line between Dover Transmission and Comber Transmission Station	Looping of the NPS 20 Panhandle Line between Dover Transmission and Comber Transmission Station
The pressure loss between the NPS 20 Panhandle Line and Leamington-Kingsville market	Construction of a lateral interconnect connecting Kingsville East Line, Mersea Line, Leamington North Line, and Leamington North Loop

Determination of New Pipeline Diameter

28. Enbridge Gas assessed several combinations of pipeline diameter to determine the optimal design for both the looping of the NPS 20 Panhandle Line between Dover Transmission and Comber Transmission Station and the lateral interconnect connecting Kingsville East Line, Mersea Line, Leamington North Line, and Leamington North Loop.

29. For this assessment, Enbridge Gas considered only economic feasibility, as the varying combinations of pipeline diameter would not materially differ in terms of timing of installation, safety & reliability, risk management and environmental & socio-economic impact.

30. Enbridge Gas evaluated NPS 24, NPS 30 and NPS 36 for the pipeline loop and NPS 12, NPS 16 and NPS 20 for the lateral interconnect. Table 2 below summarizes the pipeline loop and lateral interconnect diameter options and their ability to meet the identified system need while adhering to the Panhandle System design criteria discussed in Exhibit B, Tab 2, Schedule 1.

31. Combinations that would sufficiently reduce the 5-year forecasted Panhandle System shortfall are indicated with check marks and were further evaluated for economic feasibility. Combinations that would not sufficiently reduce the 5-year forecasted Panhandle System shortfall were deemed not technically feasible and therefore were not evaluated further.

Table 2: Pipeline Loop and Lateral Interconnect Feasibility Assessment

	Loop Pipeline Size		
Interconnect Pipe Size	NPS 36	NPS 30	NPS 24
NPS 12	x	x	x
NPS 16	✓	✓	x
NPS 20	✓	✓	x

32. Both the NPS 30 and NPS 36 pipeline loop alternatives were each sufficient to provide the required minimum five-year growth provided that the lateral interconnect was either an NPS 16 or NPS 20.

33. Enbridge Gas evaluated the economic feasibility of NPS 30 and NPS 36 pipeline loops with either NPS 16 or NPS 20 lateral interconnects. The results of this evaluation are summarized in Table 3 below.

Table 3: Pipeline Loop and Lateral Interconnect Economic Assessment

Potential Alternative		Incremental Capacity (TJ/d)	Costs (\$ Million)	Net Present Value (1) (\$ Million)	Cost per Unit of Capacity (\$/TJ/d)
Looping of NPS 20 Panhandle Line	Lateral Interconnect				
Proposed Project					
NPS 36	NPS 16	203	\$314.4	\$(66.9)	\$1.55
Alternative Pipeline Sizing					
NPS 30	NPS 16	195	\$304.5	\$(56.2)	\$1.57
NPS 36	NPS 20	212	\$342.3	\$(85.7)	\$1.61
NPS 30	NPS 20	203	\$332.4	\$(74.9)	\$1.64

(1) The calculation of the Net Present Value does not include Overheads

34. The NPS 36 pipeline loop with the NPS 16 lateral interconnect was selected as the optimal combination of pipeline diameters, as this combination is the most cost-effective alternative (i.e., had the lowest cost per unit of capacity) to increase Panhandle System capacity to mitigate the forecasted system shortfall. While the NPS 30 loop and NPS 16 lateral interconnect provides a slightly higher NPV, it costs more per unit of capacity created, making it a less economic alternative to meet growing system demands.

35. The above combination of facilities is required to sufficiently reduce the 5-year forecasted Panhandle System shortfall. Enbridge Gas determined that the Panhandle Loop would be sufficient on its own to meet the forecasted shortfall in Winter 2023/2024 and would still provide pressure support for the Leamington-Kingsville market. The Leamington-Kingsville pressure bottleneck is required to be addressed by the Winter of 2024/2025. As a result, the proposed in-service date of

the NPS 36 pipeline loop is November 1, 2023, and the proposed in-service date for the lateral interconnect is November 1, 2024. While these components of the Project are proposed to be placed into service at different times, it is important to note that these components have been designed and assessed together as the optimal solution to meet the identified system need and are therefore proposed in combination as a single project.

36. Extending the existing NPS 36 Panhandle Line from Dawn through to Comber Transmission Station at the same diameter will reduce overall system costs for operations and maintenance. As discussed in B-2-1 the Panhandle System currently consists of an NPS 36, NPS 16 and NPS 20. Therefore, a common pipe size for the proposed Project (NPS 36) benefits the system from a maintenance perspective by avoiding costs associated with multiple pipeline inspection programs. This also minimizes the number of overall facilities required (i.e., tie-ins, valve sites, etc.), therefore minimizing impacts to Indigenous peoples, municipalities, landowners, and the environment.

37. The proposed Project provides many benefits and is the best alternative for the following reasons:

- Economic Feasibility:
 - ✓ Optimized pipeline design considering combinations of pipeline diameters to provide best cost per capacity.
 - ✓ Proposed Project provides the lowest cost per capacity relative to all other alternatives assessed.
- Timing:
 - ✓ Provides market assurance in meeting the growing firm demands along the Panhandle System for the next five years.
 - ✓ Can meet required November 1, 2023 required in-service date

- Safety & Reliability:
 - ✓ Positions the Panhandle System and the distribution pipelines connecting to it to meet forecasted long-term growth in the most efficient manner.
 - ✓ Allows for load balancing between existing laterals to reduce the pressure drop between the NPS 20 Panhandle Line and the Leamington-Kingsville market, which accommodates incremental growth throughout the entire Panhandle Market.
- Risk Management:
 - ✓ Increases Ontario customers access to diverse supply, storage, and price transparency of the Dawn Hub
 - ✓ Scalable with future system growth
 - ✓ Directly feeds area of growth
- Environmental and Socio-economic Impact:
 - ✓ Minimizes project impact by paralleling existing right of way

3) *New LNG Plant*

38. Enbridge Gas considered constructing an above-ground LNG storage facility installed along the Panhandle System to meet the identified system need. This alternative includes the cost to construct and operate the LNG facilities, including the annual operating costs for the liquefaction, storage, vaporization, compression, and site development.

39. In the PRP proceeding, Enbridge Gas evaluated constructing and operating an LNG storage facility as an alternative. The estimated cost was \$287 million (approximately \$390 million in today's dollars) with about \$5 million in annual operating expenses to address 106 TJ/d of system growth. This would only provide half the capacity of the proposed Project. Enbridge Gas expects an LNG solution to require more significant investment in both the size of the facility required and

annual operating expenses. Enbridge Gas expects the costs to be 50% to 80% more than the estimated costs from the PRP proceeding (upwards of \$580 million) to address 192 TJ/d of system shortfall.

40. As a result, Enbridge Gas deemed this alternative to be financially infeasible and did not assess it further.

IRPAs

41. The following sections summarize the assessment findings for each IRPA identified.

1) *Firm exchange between Dawn and Ojibway*

42. Enbridge Gas defines commercial alternatives as any supply-side service provided by a third-party. Commercial alternatives include, but are not limited to, upstream transportation services to enable the delivery of supply to a point on Enbridge Gas's system, peaking supply transactions, delivered supply transactions, exchanges, and third-party assignments of transportation capacity. The suitability of commercial alternatives to meet transmission system needs is dependent on the contractual terms of the agreement and therefore is assessed on a case-by-case basis. The 60 TJ/d of capacity contracted by Enbridge Gas for delivery to Ojibway from the PEPL system is fundamentally an IRPA that is being utilized today.

43. Enbridge Gas considered contracting a firm exchange between Dawn and Ojibway with a third party to meet the identified system need. An exchange would allow gas to be received at Ojibway, to be used to serve Enbridge Gas' in-franchise customers, in exchange for natural gas delivered at Dawn to the third party. An exchange would reduce the need to physically flow gas from Dawn towards Ojibway on the Panhandle System.

44. There are no commercial services available to be contracted at Ojibway with third parties that can fully eliminate the forecasted 5-year Panhandle System shortfall. Of the total 115 TJ/d of capacity operationally available to be delivered to Ojibway on an annual basis, 60 TJ/d is already utilized by Enbridge Gas to serve firm design day demands. Of the remaining 55 TJ/d of capacity, 37 TJ/d is contracted by ROVER until October 31, 2025 with renewal rights. As outlined in Exhibit B, Tab 2, Schedule 1 and Exhibit B, Tab 3, Schedule 1, Enbridge Gas currently estimates that only 18 - 21 TJ/d of incremental firm annual capacity is available for deliveries to Ojibway into the Panhandle System.
45. Ojibway deliveries can efficiently serve demands in the Windsor market, which is located near the Ojibway supply point. Ojibway is however not efficient for directly serving demands on the remainder of the Panhandle System (i.e., east of Windsor between Sandwich and Dawn). Incremental Ojibway deliveries yield diminished returns to serve demand east of the Windsor market between Sandwich and Dawn (for example, 55 TJ/d of incremental Ojibway deliveries provides only 25 TJ/d of incremental capacity between Sandwich and Dawn without specific system reinforcements).
46. The factors which contribute to this inefficiency include:
- Regulation at Sandwich prevents Ojibway gas, which is delivered into the 3450 kPa MOP system from flowing into the 6040 kPa MOP system on the NPS 20 Panhandle Line east of Sandwich Transmission Station in absence of constructing incremental facilities.
 - Ojibway supply does not flow directly into the Leamington-Kingsville market, which can only be served by Ojibway through displacement, i.e., additional Windsor volume served by Ojibway means less Windsor market volume served by the NPS 20 Panhandle Line.

- The Leamington-Kingsville market has a peak hour factor of 1.2, which means that the demand pattern throughout the day does not match the constant volumetric supply rate of Ojibway. In the absence of incremental facilities along the NPS 20 Panhandle Line, there is no mechanism to manage the intra-day peaks in the incremental demand in the Leamington-Kingsville market.
- The distribution systems that supply the Leamington-Kingsville market are fed from long (10 to 18 km) smaller diameter laterals that require an increase in upstream pressure (along the NPS 20 Panhandle Line) in order to provide the necessary incremental capacity to the market. An increase in Ojibway supply, corresponding to a decrease in the Windsor market demand being fed from the NSP 20 Panhandle Line, does not result in an increase in pressure along the NPS 20 Panhandle Line sufficient to service a corresponding increase in demand in the Leamington-Kingsville market.

47. As a result of these factors, in order to serve incremental demand in the Leamington-Kingsville market with supply at Ojibway, a greater volume of supply must arrive at Ojibway than is being delivered to the Leamington-Kingsville market. It is therefore inefficient to serve the Leamington-Kingsville market with Ojibway supply.

48. Within the PRP proceeding, the OEB agreed with this assessment:

“Increasing deliveries at Ojibway will not get the gas to Leamington-Kingsville without an inefficient supply ratio, a significant change in supply mix, the need for additional facilities and the assumption of more risk.”⁴

⁴ EB-2016-0186 Decision and Order, February 23, 2017, P. 26

49. It is not possible to address the 5-year system shortfall of 192 TJ/d with Ojibway deliveries alone because the volume required would greatly exceed the physical import capability at Ojibway.
50. Based on the Winter 2023/24 Panhandle System design forecast, a minimum of 42 TJ/d of incremental deliveries at Ojibway would be required to delay the in-service date of the proposed Project by one year (over double the capacity which is operationally available to deliver to into Ojibway). This is larger than the forecast Panhandle System shortfall of 31 TJ/d because increasing deliveries at Ojibway will not efficiently serve the Leamington-Kingsville market demands.
51. To confirm the Company's assessment of the availability of commercial services to deliver incremental firm supply to Ojibway, Enbridge Gas held a formal Request for Proposal ("RFP") for a Firm and Obligated Call Option Exchange Service beginning between November 1, 2023 and November 1, 2024 (later start dates were also considered up to 2026). The RFP is provided at Attachment 1 to this Exhibit.
52. To ensure the reliability of the commercial service at an illiquid point (Ojibway), Enbridge Gas requested that all quantities submitted in the RFP be supported by firm upstream transportation agreements. Shippers were asked to supply contract details for verification.
53. To ensure third-party providers would be motivated to meet their obligated deliveries at Ojibway under the exchange agreement, Enbridge Gas indicated that the penalty rate for non-performance would be the highest spot price of natural gas in North America. This would prevent instances of third parties intentionally defaulting to redirect gas deliveries to higher priced markets, especially during extreme pricing events such as the 2021 Polar Vortex event as discussed in Exhibit B, Tab 3, Schedule 1.

54. To ensure price certainty, Enbridge Gas requested bids to be fixed price during the initial term of the agreement. This will mitigate price risk associated with the relative value of natural gas between the exchange points and the cost of transportation tolls to deliver at Ojibway. These values fluctuate over time which poses significant price risk if a point becomes constrained or is illiquid (like Ojibway).
55. The RFP was sent to Dawn market area customers, Ojibway to Dawn shippers, and posted on the Enbridge Gas website between September 16, 2021 and October 7, 2021.
56. During the RFP, Enbridge Gas approached the existing C1 Ojibway to Dawn shipper, ROVER, to determine whether they were interested in participating in the RFP. ROVER indicated that they were not interested in providing the service, as ROVER is a transmission pipeline operator that transports gas for other shippers. ROVER shippers do not have Ojibway as a delivery point as part of their service. ROVER utilizes services on Vector Pipelines and the Enbridge Gas system to deliver gas to Dawn and, therefore, ROVER shippers cannot specify physical delivery path to get to Dawn. ROVER did not bid in the RFP.
57. Only one market participant responded to the RFP. This is indicative of the limited number of counterparties holding transportation capacity to Ojibway on the PEPL system.
58. The bid received was subject to available capacity on the PEPL system, which was estimated by the bidder to be 19 TJ/d. Details of the bid received are set out below:

Bid Service Parameters:

- A. Start Date: November 1, 2023
- B. 5 Year initial term
- C. Annual Service (No bid received for winter-only)
- D. Exchange quantity: Up to 55 TJ/d subject to condition #4 below
- E. Unit price: \$0.55 CAD/GJ/d
- F. Annual price (\$11,041,250 CAD per year)

Conditions:

- A. Any service parameters and pricing are subject to refresh
- B. The proposal is subject to management and executive approval
- C. Subject to credit approval
- D. Exchange quantity is subject to available capacity on PEPL with delivery into Ojibway
 - i. Bid stated the estimated available quantity is 19 TJ/d
- E. At any time within the term of the deal, the demand rate is subject to change due to potential toll increases on PEPL
- F. Renewal rights to be negotiated between parties

59. On June 1, 2022, the PEPL website indicated that up to 21 TJ/d of delivery capacity was available at Ojibway. Based on results of the RFP and the information on the PEPL website, available PEPL system capacity with delivery to Ojibway is limited to 21 TJ/d. The results of the RFP confirmed that a firm exchange to Ojibway is not commercially available to defer the need for the proposed Project to Winter 2024/25. Therefore, the Company did not evaluate this alternative further.

2) *Firm exchange between Dawn and Ojibway in combination with looping of the NPS 20 Panhandle Line west of Dover Transmission and installing a Leamington lateral interconnect (Hybrid Alternative)*

60. While the entire capacity requirement cannot be met through delivered supply at Ojibway, the potential to utilize delivered supply to reduce the pipeline facilities otherwise required to meet the identified system need was evaluated. Enbridge Gas evaluated a 21 TJ/d firm exchange between Dawn and Ojibway beginning November 1, 2023 for a 40-year term (to match the expected useful life of the Project) along with a reduced length of an NPS 36 loop of the NPS 20 Panhandle Line and installation of a Leamington lateral interconnect. This evaluation found that the impact of the Ojibway deliveries to the length of the NPS 36 loop would be relatively small and resulted in the end of the loop being located in the middle of a landowner's agricultural property. When constructing new pipelines, Enbridge Gas does not typically construct pipeline tie-ins beyond the edge of property-lines or roadways where the facilities can be easily accessed for maintenance and connection to required utility services. Furthermore, locating pipeline tie-ins in the middle of an agricultural property would result in larger impacts to the landowner (i.e., installation of driveways, etc.). Enbridge Gas found that shortening the loop to the nearest point of access would not provide the necessary capacity to meet the 5-year forecasted system shortfall when combined with the 21 TJ/d exchange between Dawn and Ojibway. Therefore, the length of the pipeline loop would be equivalent to that of the proposed Project, making this hybrid alternative financially infeasible.

61. Notwithstanding the fact that this hybrid alternative does not viably impact the length of the NPS 36 loop, it would not be economic relative to the proposed Project even if Enbridge Gas proceeded to locate a tie-in in the middle of the agricultural property. For illustrative purposes, Enbridge Gas modelled the hybrid alternative such that it would provide the equivalent 203 TJ/d of capacity of the proposed Project. Enbridge

Gas determined that in this illustrative scenario, the NPS 36 loop would be reduced by only 1.65 km to a total length of 17.35 km. This 1.65 km reduction in the length of the loop would decrease the proposed Project cost by \$11.1 million. To achieve this scope reduction, Enbridge Gas estimated that the firm exchange would cost \$4.2 million annually for an estimated discounted total cost of \$73 million over a 40-year term.

62. The commercial availability, economic viability, flexibility, and reliability of this hybrid alternative is dependent on various factors including price, term, and capacity uncertainty, which poses risk to Enbridge Gas customers when relying on third party transportation services with delivery to Ojibway to meet firm demand.
63. There is future price risk with respect to exchange services. The service contains price variability compared to facility alternatives which have a fixed cost once installed.
64. The value of the exchange service is generally based on the relative difference in gas commodity price between Dawn and Ojibway. Gas prices are subject to change based on market factors over time. Therefore, the cost of an exchange service beyond the initial term is uncertain.
65. Renewal risk relates to the uncertainty and timing of exercising a renewal. Since a firm exchange service at Ojibway would require firm upstream transportation capacity on the PEPL system, the provider of a firm exchange service would be exposed to renewal risk of their firm capacity agreement with PEPL. This risk would be passed on to Enbridge Gas through similar renewal provisions in the exchange agreement. PEPL transportation services uses a Right of First Refusal ("ROFR") process to manage renewals of firm capacity beyond their initial contracted terms. Generally, the ROFR notice requirement is due within 1-year of the initial term

expiring. When utilizing a ROFR, PEPL will require posting of the capacity to be renewed and if another party is willing to contract for a longer term at maximum tolls, the original contract holder would have to match that term to retain the rights to the capacity at maximum tolls. Therefore, there is risk that firm exchange services underpinned by firm upstream PEPL capacity may become unavailable with only a single year notice. A one-year notice is not sufficient if a facility alternative is required to replace capacity lost by an expired commercial agreement.

66. A summary of Enbridge Gas's illustrative evaluation of the hybrid alternative discussed above is provided in Table 4 below.

Table 4: Hybrid Alternative Illustrative Economic Assessment

Potential Alternative	Incremental Capacity (TJ/d)	Facility Costs (\$ Million)	O&M Costs (1) (\$ Million)	NPV (\$ Million)	Cost per Unit of Capacity (\$/TJ/d)
Hybrid Alternative: NPS 20 Panhandle Line Looping [NPS 36] with NPS 16 Leamington Lateral Interconnect and 21 TJ/d Ojibway to Dawn Exchange	203	\$303.3	\$4.2 Annually \$73.1 over a 40-year term	\$(129.7)	\$1.85

(1) The estimated O&M costs are based on the bid received in the RFP. The bid stated pricing is subject to refresh based on the market conditions at the timing of contracting.

67. The hybrid alternative was rejected as it is not financially viable, would have a high cost relative to the proposed Project and would contain a high price and renewal risk associated with the firm exchange component.

3) *Trucked CNG*

68. Enbridge Gas considered using CNG deliveries to the Panhandle System to meet the identified system need. To address the identified system need using CNG, facilities would need to be constructed to produce CNG at Dawn for injection into the NPS 16 Panhandle Line in Windsor and the NPS 12 and NPS 8 Leamington North Lines north of Leamington North Gate Station.

69. A CNG analysis indicated that approximately 550 loads per day would be required to meet the shortfall capacity of 192 TJ/d. This alternative poses issues both in terms of logistics and in terms of security of supply. This alternative is not a viable solution and was not pursued further.

4) *ETEE*

70. Enbridge Gas engaged Posterity Group (“Posterity”) to evaluate whether an ETEE IRPA could viably meet the identified system need or reduce the scope of the facilities that would otherwise be required. This alternative examined the extent to which the NPS 36 Panhandle loop portion of the proposed Project, creating 120 TJ/d of capacity, or the Leamington lateral interconnect portion of the proposed Project, creating 83 TJ/d of capacity, could be eliminated or reduced through investment in ETEE. Due to the timing of the identified system need, this alternative would require a supply-side solution to bridge the gap between the year that the system is constrained (2023) and the year that the full ETEE reductions would be realized. However, as noted below, the ETEE alternative cannot meet the required peak demand reduction.

71. As noted in the Posterity report, included at Attachment 2 to this Exhibit, a maximum peak hour reduction potential of 6,900 m³/hour (5.43 TJ/d) from general service

customers could be obtained by Winter 2029/2030 and would cost approximately \$50 million.

72. A reduction of 83 TJ/day of capacity is required to eliminate or reduce the scope of the Leamington lateral interconnect. Therefore, there is insufficient peak demand reduction potential from the general service customer base downstream of the Leamington lateral interconnect to eliminate or reduce the scope of facility requirements to meet the identified system need. This alternative is not a viable solution and was not pursued further.

D. Project Selection & Conclusion

73. Based on the above assessment of alternatives, Enbridge Gas has determined that the proposed Project is the optimal solution to meeting the identified system need.

74. The proposed Project provides many benefits and is the best alternative for meeting the identified needs for the following reasons:

- Lowest cost per unit of capacity
- Meets required November 1, 2023 in-service date
- Provides market assurance in meeting the growing firm demands along the Panhandle System for the next five years
- Increases Ontario customers access to diverse supply, storage, and price transparency of the Dawn Hub
- Provides load balancing between existing laterals to reduce the pressure drop between the NPS 20 Panhandle Line and the Leamington-Kingsville market, which also allows for incremental growth throughout the entire Panhandle Market.
- Scalable with system growth.
- Directly feeds area of growth.

Filed: 2022-06-10
EB-2022-0157
Exhibit C
Tab 1
Schedule 1
Page 25 of 25
Plus Attachments

- Contains the lowest risk relative to other alternatives assessed.
- Contains the lowest environmental and socio-economic impacts relative to all viable alternatives assessed.

PROPOSED PROJECT

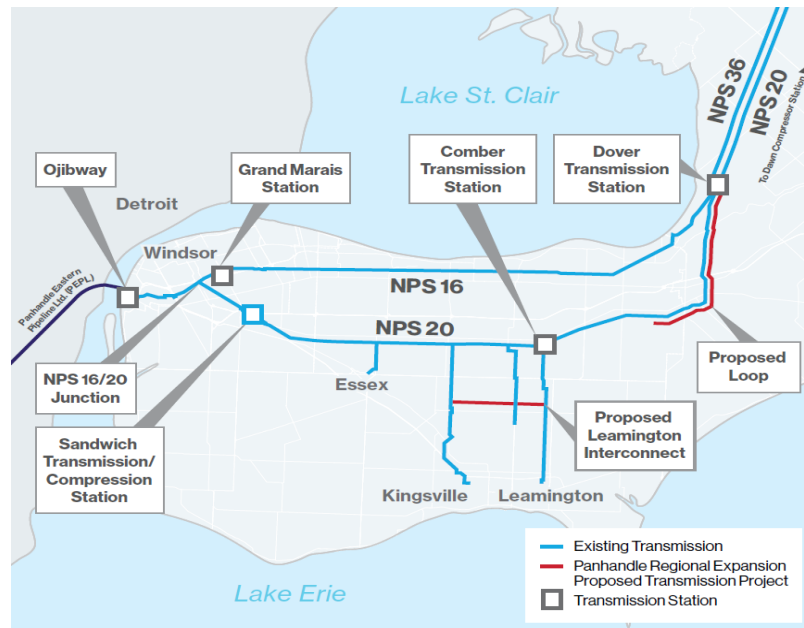
1. This Exhibit is organized as follows:

- A. Project Description
- B. Project Timing
- C. Project Construction
- D. Design Specifications & Testing Procedures
- E. TSSA Correspondance

A. Project Description

2. To provide reliable, secure, and affordable natural gas supply to meet the growth in Design Day demand of the Panhandle System, Enbridge is proposing to loop a portion of the existing NPS 20 Panhandle Line with a new NPS 36 pipeline ("Panhandle Loop") and install a new NPS 16 pipeline connecting to the Kingsville East Line, Mersea Line, Leamington North Line, and Leamington North Loop ("Leamington Interconnect"). Figure 1 below is a map of the proposed Project facilities.
3. Enbridge Gas will also construct ancillary measurement, pressure regulation and station facilities within the Township of Dawn Euphemia, and in the Municipalities of Chatham-Kent, Lakeshore, Kingsville, and Leamington.

Figure 1: Map of Proposed Project Facilities



4. The Project will commence at the existing Enbridge Gas Dover Transmission Station located 40 km southwest of the Dawn Hub at Balmoral Line and Town Line Road in Chatham-Kent, Ontario. The pipeline will loop the existing NPS 20 Panhandle Line, following existing easements where possible, for approximately 19 km to Richardson Sideroad in Lakeshore, Ontario where it will tie into the existing NPS 20 Panhandle Line at a new valve site station. Additionally, the Project will include construction of a new NPS 16 pipeline interconnecting the Kingsville East Line, Mersea Line, Leamington North Loop, and Leamington North Line along with their required valve site stations.
5. The required pipeline, station, measurement, and pressure regulation facilities for the Project are listed in Table 1 below. Further details on the facility specifications can be found within the “Design Specifications & Testing Procedures” section of this Exhibit.

Table 1: Proposed Project

Item	Facilities	Approximate Pipe Length (m)	Nominal Pipe Size (inches)	Material	Maximum Operating Pressure (kPag)
i	Dawn Yard Upgrade	700	42	Steel	8960
ii	Panhandle Take-off Station	NA	NA	NA	6040
iii	Dover Transmission Station	NA	NA	NA	6040/4140
iv	Panhandle Loop	19,000	36	Steel, internally coated	6040
v	Richardson Sideroad Valve-Site Station	NA	NA	NA	6040
vi	Leamington Interconnect	12,000	16	Steel	6040
vii	Leamington Interconnect Valve Site Stations	NA	NA	NA	6040

6. A description of each of the above proposed facilities is outlined below:

- i. **Dawn Yard Upgrade:** Approximately 700 m of 8960 kPa MOP NPS 42 station header piping and other various modifications are needed to maintain the required discharge pressure from Dawn to the Panhandle System.
- ii. **Panhandle Take-off Station:** The existing station located within the Dawn Yard will be modified to meet the forecast needs of the Panhandle System. The modifications include measurement, odourization and regulation assets.
- iii. **Dover Transmission Station:** This existing regulating station will be modified to connect the new NPS 36 pipeline to the upstream system. Flow measurement equipment will also be added to the station.

- iv. **Panhandle Loop:** 19 km of 6040 kPag MOP NPS 36 pipeline will parallel the NPS 20 from Dover Transmission Station to a new valve site station at Richardson Sideroad.
- v. **Richardson Sideroad Valve Site Station:** A new valve site station is required at the end of the NPS 36 Panhandle Loop to connect to the existing NPS 20 mainline. Isolation valves and launcher/receiver facilities will be installed at this location.
- vi. **Leamington Interconnect :** 12 km of 6040 kPag MOP NPS 16 pipeline connecting the Kingsville East Line, Mersea Line, Leamington North Loop, and Leamington North Line.
- vii. **Leamington Interconnect Valve Site Stations:** 3 new valve site stations with isolation valves are required to connect the Leamington Interconnect to each of the existing laterals (Kingsville East Line, Mersea Line, Leamington North Loop, and Leamington North Line).

B. Project Timing

- 7. The proposed Project will be constructed and placed into service in two phases:
 - A. Construction of the Panhandle Loop, Dawn yard upgrades, modifications to the Panhandle take-off station and Dover Transmission Station, and construction of the new Richardson valve site station to commence in the first quarter of 2023, subject to OEB approval, and to be placed into service by November 1, 2023; and
 - B. Construction of the Leamington Interconnect and Leamington Interconnect valve site stations to commence in the second quarter of 2024, subject to OEB approval, and to be placed into service by November 1, 2024.

8. The proposed construction schedule for the Project is set out in Attachment 1 to this Exhibit.

C. Project Construction

9. Enbridge Gas will ensure that all pipeline components for the Project will be designed, installed, and tested in accordance with specifications outlined in Enbridge Gas's Construction and Maintenance Manual ("Specifications"). The Specifications meet or exceed the requirements of CSA Z662-19 – *Oil and Gas Pipeline System standard and Ontario Regulation 210/01, Oil and Gas Pipeline Systems*.
10. Enbridge Gas will construct the Project using qualified construction contractors and Enbridge Gas employees. Each of these groups will follow the approved construction Specifications which will be supplemented with site specific conditions for the Project as per the findings in the Environmental Report discussed at Exhibit F, Tab 1, Schedule 1. All construction, installation and testing of the Project will be witnessed and certified by a valid Gas Pipeline Inspection Certificate Holder.
11. The method of construction will be a combination of open trench and trenchless technology. Restoration and monitoring will be conducted to ensure successful environmental mitigation for the Project.
12. Pipeline construction is performed by and coordinated among several crews that create a mobile assembly line. Each crew performs a different function, with a finished product left behind when the last crew has completed its work.

13. Contractors are required to erect safety barricades, fences, signs or flashers, or to use flag persons as may be appropriate, around any excavation across or along a road.

14. Construction of the pipelines include the following activities:

(a) Locating Running Line

The location where the pipeline is to be installed (the running line) is established initially. For pipelines within road allowances, the adjacent property lines are identified, and the running line is set at a specified distance from the property line. For pipelines located on private easement, the easement is surveyed, and the running line is set at the specified distance from the edge of the easement. The distance from the start of the pipeline (or other suitable point) is marked on the pipeline stakes and the drawings.

(b) Clearing and Grading

The right-of-way is prepared for the construction of the pipeline. When required, bushes, trees and crops are removed, and the ground is leveled. When required, the topsoil is stripped and stored, and/or sod is lifted.

(c) Stringing

The joints of pipe are laid end-to-end on supports that keep the pipe off the ground to prevent damage to the pipe coating.

(d) Welding

The pipe is welded/fused into manageable lengths. The welds in steel pipe are radiographically inspected and the welds are coated.

(e) Installation

Pipe may be installed using either the trench method or the trenchless method. All utilities that will be crossed or paralleled by the pipeline within the identified construction area will be located by the appropriate utility owner prior to installing the pipeline. Prior to construction, all such utilities will be hand-located or hydro vacuumed to identify their location.

Trench Method: Trenching is done by using a trenching machine, backhoe or excavator depending upon the ground conditions. Provisions are made to allow residents access to their property, as required. All drainage tiles that are cut during the trench excavation are flagged to signify that a repair is required. All tiles are measured and recorded as to size, depth, type and quality and this information is kept on file.

The Dam & Pump method of isolating watercourse crossings (also referred to as a dry crossing method) are often used in smaller watercourses where flow is slow to moderate and can be managed by isolation equipment such as dams and pumps. Essentially the watercourse or flow is pumped from in front of the upstream dam, pumped over the construction site and discharged back into the watercourse behind the downstream dam. The area between the dams is dewatered in order to allow the installation of the pipeline to occur in the dry.

For steel pipe, the pipe coating is then inspected and tested using a high voltage electrical tester as the pipe is lowered into the trench. All defects in the coating are repaired before the pipe is lowered in. Next, the trench is backfilled using suitable material such as sand or other approved material as per

Enbridge Gas Specifications. After the trench is backfilled, drainage tile is repaired as applicable.

Trenchless Method: Trenchless methods are alternate methods used to install pipelines under railways, roads, sidewalks, trees and environmentally sensitive areas and water courses. There are three trenchless methods: directional drilling, auger bore, and direct pipe. All three methods share the same principles but vary in the drilling distance, depth, and type of equipment. The trenchless methods proposed for installing the Panhandle Loop are horizontal directional drilling, auger bore, and direct pipe. The trenchless methods proposed for the Leamington Interconnect are the horizontal directional drill and auger bore.

(f) Tie-Ins

The sections of pipelines that have been buried using either the trench or trenchless method are joined together (tied-in).

(g) Cleaning and Testing

To complete the construction, the pipeline is cleaned, hydrostatically tested with water in accordance with Enbridge Gas Specifications, dewatered and placed into service.

(h) Backfilling and Restoration

The final construction activity is restoration of lands. The work area is backfilled and leveled, sod is replaced in lawn areas and other grassed areas are re-seeded. Where required, concrete, asphalt and gravel are replaced, and all areas affected by the construction of the pipeline are returned to as close to original condition as possible. As a guide to show the original condition of the area, photos and/or a video will be taken before any work commences. When the

clean-up is completed, the approval of landowners or appropriate government authority is obtained.

D. Design Specifications & Testing Procedures

15. The proposed facilities for the Project are set out in Table 1 above.

16. The design specifications for the Project are provided in Tables 2 and 3 below. The specifications are representative of the entire Project including the main pipeline, and ancillary station facilities. Higher wall thickness, higher grade, or higher category piping may also be used in stations applications pending final engineering assessment and calculations. Testing procedures for the Project are discussed below.

Table 2: NPS 36, Design Specifications

Description	Design Specification		Unit
Pipe (NPS 36)			
External Diameter (OD)	914.4		mm
Wall Thickness	11.9	14.3	mm
Pipe Grade	483	483	MPa
Material Specification	CSA Z245.1		-
Material Toughness	CAT II		-
Coating Type	Fusion Bonded Epoxy & Abrasion Resistant Overcoat for external coating and Liquid Epoxy for internal coating (pipeline) YJ / High Performance Paint (Station)		
Material Designation	Carbon Steel		-
Cathodic Protection	Galvanic system (Corrosion Operating Standard, Galvanic Anode Installation Procedure)		

Components		
Fittings	CSA Z245.11	-
Flanges	CSA Z245.12	-
Valves	CSA Z245.15	-
Design Data		
Class Location	2 & 3	-
Design Pressure (DP)	6,895	kPag
Hoop Stress at Design Pressure per % SMYS	55%	46%
Maximum Operating Pressure (MOP)	6040	kPag
Hoop Stress at MOP per % SMYS	48%	40%
Minimum Depth of Cover	1.2	M
Method of Construction	Open Cut / Trenchless (Pipeline) Open Cut (Stations)	-
Strength Test Data		
Test Medium	Water	-
Test Pressure (Min / Max)	9,653 / 10,342	kPag
Hoop Stress at Strength Test per % SMYS	77%	64%
Test Duration	4	Hrs
Leak Test Data		
Test Medium	Water	-
Test Pressure	7,585 / 9,653	kPag
Hoop Stress at Strength Test per % SMYS	60%	50%
Test Duration	4	Hrs

17. The NPS 36 pipeline will be strength tested after installation, prior to the leak test, for a duration of four hours. The strength test will use water as the test medium at pressures between 9,653 and 10,342 kPag (1.4 – 1.5x Design Pressure). This corresponds to a maximum 77% Specified Minimum Yield Stress (“SMYS”) during the strength test.

18. The NPS 36 pipeline will be leak tested after installation, following the strength test, for a duration of four hours. The leak test will use water as the test medium at a pressure between 7,585 and 9,653 kPag (1.1 to 1.4x Design Pressure). This corresponds to a maximum 60% SMYS during the leak test.

Table 3: NPS 16 Design Specifications

Description	Design Specification	Unit
Pipe (NPS 16)		
External Diameter (OD)	406.4	mm
Wall Thickness	9.5	mm
Pipe Grade	448	MPa
Material Specification	CSA Z245.1	-
Material Toughness	CAT II	-
Coating Type	Fusion Bonded Epoxy & Abrasion Resistant Overcoat (Pipeline) YJ / High Performance Paint (Station)	
Material Designation	Carbon Steel	-

Cathodic Protection	Galvanic system (Corrosion Operating Standard, Galvanic Anode Installation Procedure)	-
Components		
Fittings	CSA Z245.11	-
Flanges	CSA Z245.12	-
Valves	CSA Z245.15	-
Design Data		
Class Location	2	-
Design Pressure (DP)	6,040	kPag
Hoop Stress at Design Pressure per % SMYS	29%	
Maximum Operating Pressure (MOP)	6,040	kPag
Hoop Stress at MOP per % SMYS	29%	
Minimum Depth of Cover	1.2	m
Method of Construction	Open Cut / Trenchless (Pipeline) Open Cut (Stations)	-
Strength Test Data		
Test Medium	Water	-
Test Pressure (Min / Max)	8,456 / 9,060	kPag
Hoop Stress at Strength Test per % SMYS	40%	

Test Duration	4	Hrs
Leak Test Data		
Test Medium	Water	-
Test Pressure	6,644 / 8,456	kPag
Hoop Stress at Strength Test per % SMYS	32%	
Test Duration	4	Hrs

19. The NPS 16 pipeline will be strength tested after installation, prior to the leak test, for a duration of four hours. The strength test will use water as the test medium at pressures between 8,456 and 9,060 kPag (1.4 – 1.5x Design Pressure). This corresponds to a maximum 40% SMYS during the strength test.

20. The NPS 16 pipeline will be leak tested after installation, following the strength test, for a duration of four hours. The leak test will use water as the test medium at a pressure between 6,644 and 8,456 kPag (1.1 to 1.4x Design Pressure). This corresponds to a maximum 32% SMYS during the leak test.

E. TSSA Correspondence

21. Enbridge Gas has filed an application with the Technical Standards & Safety Authority (“TSSA”). To date, Enbridge Gas has not received any concerns from the TSSA regarding their review and expects to receive a letter indicating that they have completed their review of the design for the proposed facilities in the coming months.

PROJECT COSTS AND ECONOMICS

1. The purpose of this Exhibit is to provide an overview of the costs of the Project and the economic analysis that was completed to demonstrate that the Project is economically feasible and in the public interest.

2. This Exhibit is organized as follows:

A. Project Cost

B. Project Economics

- i. Stage 1 – Project Specific Discounted Cash Flow Analysis
- ii. Stage 2 – Benefit/Cost Analysis
- iii. Stage 3 – Other Public Interest Considerations
- iv. Summary of Stages 1 to 3 Analyses

A. Project Cost

1. The total estimated cost of the Project is \$314.4 million, as shown in Exhibit E, Tab 1, Schedule 2. This cost includes: (i) materials; (ii) labour; (iii) external permitting and land; (iv) outside services; (v) contingencies; (vi) interest during construction; and (vii) indirect overheads. Excluding indirect overheads, the total estimated cost of the Project is \$260.2 million.
2. The costs are based upon a class 3 estimate prepared in Q1 2022 as per American Association of Cost Engineers standards and include a contingency of approximately 11% applied to all direct capital costs reflecting the preliminary design stage of the Project. This contingency amount has been calculated based on the risk profile of the Project and is consistent with contingency amounts calculated for projects in similar stages of design and complexity completed by Enbridge Gas.

3. Tables 1 and 2 below provide a comparison of Project costs to other recent expansion projects on the Panhandle System. To provide an effective comparison of project costs, the Panhandle Loop and the Leamington Interconnect portions of the Project have been segmented and compared against previous projects of a similar nature on the Panhandle System (i.e., comparing the Panhandle Loop to a prior looping of the Panhandle System and the Leamington Interconnect to a prior Panhandle System lateral expansion). Table 1 compares the estimated cost of the Panhandle Loop portion of the Project to the estimated and actual cost of the NPS 36 pipeline expansion approved in the Panhandle Reinforcement Project (EB-2016-0186). Table 2 compares the estimated cost of the Leamington Interconnect portion of the Project to the estimated and actual cost of the NPS 20 pipeline approved in the Kingsville Transmission Reinforcement Project (EB-2018-0013). Enbridge Gas is not aware of any other recent and comparable project approved by the OEB. Furthermore, Enbridge Gas notes that these projects are not directly comparable as they occurred during different timeframes and have differing project characteristics such as pipe diameter and length. A high-level explanation of significant variances is provided in the notes to each table.

Filed: 2022-06-10

EB-2022-0157

Exhibit E

Tab 1

Schedule 1

Page 3 of 10

Table 1: Project Cost Comparison – Panhandle Loop

Item No.	Description	(a) Current Project Panhandle Loop	(b) Comparison Forecast 2017 PRP (EB-2016-0186)	(c) Comparison Actual 2017 PRP (EB-2016-0186)	(d) = (a) – (c) Variance to Actual
	<i>Pipeline Diameter</i>	<i>NPS 36</i>	<i>NPS 36</i>	<i>NPS 36</i>	
	<i>Length (km)</i>	<i>19 km</i>	<i>40 km</i>	<i>40 km</i>	
	<i>Pipeline Material</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	
1	Materials	56,600,000	23,800,000	24,480,000	32,120,000 (1)
2	Labour, External Permitting and Land, Outside Services	124,100,000	203,754,000	202,374,000	(78,274,000) (2)
3	Contingency	19,200,000	34,133,000	-	19,200,000
4	IDC	<u>3,500,000</u>	<u>2,781,000</u>	<u>1,837,000</u>	<u>1,663,000</u>
5	Total Direct Capital Cost	203,400,000	264,468,000	228,691,000	(25,291,000)
6	Indirect Overheads	<u>43,200,000</u>	-	-	<u>43,000,000</u> (3)
7	Total Project Cost	<u>246,600,000</u>	<u>264,468,000</u>	<u>228,691,000</u>	<u>17,709,000</u>
8	Total Cost per km	12,978,947/km	6,611,700/km	5,717,275/km	7,261,672/km

Notes

(1) Materials - The Panhandle Reinforcement Project was constructed and placed into service in 2017. Material costs for the proposed Project are significantly higher due to inflation and current market conditions. In addition, there are additional material costs for the proposed Project due to there being more station, measurement, and valve site work (particularly within the Dawn yard) relative to the Panhandle Reinforcement Project.

(2) Labour costs for the proposed Project are significantly less due to the length of the Panhandle Loop (19 km) vs the Panhandle Reinforcement Project (40km).

(3) Indirect overheads were not forecasted for the Panhandle Reinforcement Project.

Table 2: Project Cost Comparison – Leamington Interconnect

Item No.	Cost Description	(a) Current Project PREP: Leamington Lateral	(b) Comparison Forecast KTRP (EB-2018-0013)	(c) Comparison Actual KTRP (EB-2018-0013)	(d) = (a) – (c) Variance to Actual
	<i>Pipeline Diameter</i>	<i>NPS 16</i>	<i>NPS 20</i>	<i>NPS 20</i>	
	<i>Length (km)</i>	<i>12 km</i>	<i>19 km</i>	<i>19 km</i>	
	<i>Pipeline Material</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	
1	Materials	13,200,000	7,724,000	8,932,428	4,267,572 (1)
2	Labour, External Permitting and Land, Outside Services	37,300,000	82,931,000	67,912,817	(30,612,817) (2)
3	Contingency	5,200,000	13,599,000	-	5,200,000
4	IDC	1,100,000	1,462,000	691,496	408,504
5	Total Direct Capital Cost	56,800,000	105,716,000	77,536,741	(20,736,741)
6	Indirect Overheads	11,000,000	-	-	11,000,000
7	Total Project Cost	67,800,000	105,716,000	77,536,741	(9,736,741)
8	Total Cost per km	5,650,000/km	5,564,000/km	4,080,881/km	1,569,119/km

Notes

(1) Materials - The Kingsville Transmission Reinforcement Project was constructed and placed into service in 2019.

Material costs for the proposed Project are significantly higher due to inflation and current market conditions.

(2) Labour costs for the proposed Project are significantly less due to the length and size of the Leamington Interconnect (12 km of NPS16) vs the Kingsville Transmission Reinforcement Project (19.8 km of NPS20).

(3) Indirect overheads forecast was not identified for the Kingsville Transmission Reinforcement Project. Indirect overheads were subsequently identified in Enbridge Gas's 2019 Rates Proceeding to be \$15,700,000 (EB-2018-0305, Exhibit JT1.7).

B. Project Economics

- The purpose of this section of evidence is to discuss the economic analysis of the Project, completed in accordance with the OEB's recommendations in E.B.O. 134 Report of the Board ("E.B.O. 134"). E.B.O. 134 is the appropriate economic test to apply to the Project, as the Project consists entirely of transmission pipeline infrastructure to which distribution customers do not directly connect. The use of E.B.O. 134 for the Project is also consistent with recent expansions to Enbridge

Gas's Panhandle System approved by the OEB.¹

5. To provide the OEB with supporting information, a Discounted Cash Flow ("DCF") analysis, consistent with E.B.O. 134, has been completed.
6. Stage 1 consists of a DCF analysis specific to Enbridge Gas. All incremental cash inflows and outflows resulting from the Project are identified. The NPV of the cash inflows is divided by the NPV of the cash outflows to arrive at a profitability index ("PI"). If the NPV of the cash inflows is equal to or greater than the NPV of the cash outflows, PI is equal to or greater than 1.0 and the Project is considered economic based on current approved rates. If the Project NPV is less than \$0 or the PI is less than 1.0, Stage 2 and 3 benefit/cost analysis must be undertaken.
7. Stage 2 consists of discounting the quantified benefits to customers resulting from the Project at a social discount rate and the results are added to the Project NPV from Stage 1 to calculate the direct net benefit of the Project to Enbridge Gas customers. The Project is considered to be in the public interest if the net benefit is greater than \$0.
8. Stage 3 analysis considers other quantifiable benefits and costs related to the construction of the Project, not included in the Stage 2 analysis, and other non-quantifiable public interest considerations.

¹ Union Gas Panhandle Reinforcement Project: EB-2016-0186, Union Gas Kingsville Transmission Reinforcement Project: EB-2018-0013.

i. Stage 1 – Project Specific Discounted Cash Flow Analysis

9. The Stage 1 DCF analysis for the Project can be found at Exhibit E, Tab 1, Schedule 5. This schedule indicates that the Project has a NPV of negative \$95 million and a PI of 0.63.
10. A summary of the key input parameters, values and assumptions used in the Stage 1 DCF analysis can be found at Exhibit E, Tab 1, Schedule 3.
11. Incremental cash inflows are estimated based on the transmission portion (“transmission margin”) of 2022 OEB-approved rates.² The revenue calculation for the transmission margin can be found at Exhibit E, Tab 1, Schedule 4.
12. Incremental cash outflows, in accordance with E.B.O. 134, include all estimated incremental Project costs. Indirect overhead is not included within cash outflows.
13. The total estimated incremental cost of \$260.2 million can be found at Exhibit E, Tab 1, Schedule 2, Line 7.

ii. Stage 2 – Benefit/Cost Analysis

14. A Stage 2 analysis was undertaken as the Stage 1 NPV is less than zero (negative \$95 million). The Stage 2 analysis considers the estimated energy cost savings that accrue directly to Enbridge Gas in-franchise customers as a result of using natural gas instead of another fuel to meet their energy requirements. The difference in fuel cost is derived as:

$$[\text{Weighted Average Alternative Fuel Cost} - \text{Cost of Natural Gas}] \times \text{Energy Use}$$

² EB-2021-0147

15. The Stage 2 NPV of energy cost savings are estimated to be in the range of approximately \$214 million over a period of 20 years to \$335 million over 40 years. A range is provided as the outcome can vary depending upon the assumptions for alternative fuel mix, energy use, fuel prices, and term.
16. The Stage 2 energy cost savings have only been calculated for the general service customer class. It is assumed that contract rate customers will not choose an alternative fuel if natural gas is not available to them. The non-availability of natural gas will cause contract rate customers to expand or move their operations to other jurisdictions, likely outside of Ontario, where their natural gas needs can be served. The resulting impacts to the Ontario economy are addressed in Stage 3.
17. The results and assumptions associated with this analysis can be found at Exhibit E, Tab 1, Schedule 6.

iii. Stage 3 – Other Public Interest Considerations

18. There are several other public interest factors for consideration as a result of the Project. Some are quantifiable and others are not readily quantifiable. Quantifiable factors include GDP, taxes, and employment impacts. Applicable other public interest factors are discussed below:

Economic Benefits for Ontario

19. The construction of the Project will provide direct and indirect economic benefits to Ontario estimated at approximately \$223 million, as detailed at Exhibit E, Tab 1, Schedule 7. This figure is related only to the construction of the Project and does not include the similar direct and indirect economic benefits to Ontario when natural gas customers receiving this incremental supply invest and grow their operations. As outlined in Exhibit B, Tab 1, Schedule 1, customers who submitted EOI bids were requested to provide economic development impacts related to their incremental

natural gas needs. In the EOI bid responses, customers indicated that total direct capital investment into their business operations in Southern Ontario would exceed \$6.37 billion. This amount does not include capital investment in the Province from the NextStar facility, as they approached Enbridge Gas after the close of the EOI.

Employment

20. The construction of this Project will result in additional direct and indirect employment. There will be additional employment of persons directly involved in the construction of the Project. In addition, there will be a trickledown effect on employment as the Project is estimated to create approximately 934 jobs as referenced at Exhibit E, Tab 1, Schedule 7.
21. Additionally, as outlined in Exhibit B, Tab 1, Schedule 1, customers indicated that a total of 11,526 jobs could be created through the investment into their business operations enabled by the incremental capacity of the proposed Project.

Utility Taxes

22. A decision to proceed with this Project will result in Enbridge Gas paying taxes directly to various levels of government. These taxes include Ontario income taxes and municipal taxes paid by Enbridge Gas as a direct result of the Project and are included as costs in the Stage 1 DCF analysis. These taxes are not true economic costs of the Project since they represent transfer payments within the economy that are available for redistribution by federal, provincial, and municipal governments. The NPV of Ontario income taxes and municipal taxes payable by Enbridge Gas related to the Project over the Project life is approximately \$42 million with a further \$17 million paid to the federal government. These figures are further detailed at Exhibit E, Tab 1, Schedule 7.

Employer Health Taxes

23. The additional employment resulting from construction of the Project will generate additional employer health tax payments to aid in covering the cost of providing health services in Ontario.

iv. Summary of Stages 1 to 3 Analyses

24. The Table 3 below shows the NPV calculated for the 3-Stage economic analysis completed for the Project.

Table 3: NPV Calculation

Stage	NPV (\$millions)
1	(\$95)
2	\$214 to \$335
3	\$223
Total	\$342 to \$463

25. As set out above, the Project is in the public interest and the tests set out in E.B.O. 134 are appropriate for the purposes of evaluating the Project. Based on these tests, the Project has a net present value of \$342 million to \$463 million and is economically feasible.

26. On February 21, 2013, the Board issued a new requirement to the Filing Guidelines on the Economic Tests for Transmission Pipeline Applications with respect to E.B.O. 134 (EB-2012-0092):³

³ EB-2012-0092, Filing Guidelines on the Economic Tests for Transmission Pipeline Applications, February 21, 2013, P. 3.

Any project brought before the Board for approval should be supported by an assessment of the potential impacts of the proposed natural gas pipeline(s) on the existing transportation pipeline infrastructure in Ontario, including an assessment of the impacts on Ontario consumers in terms of cost, rates, reliability and access to supplies.

27. These impacts have been addressed throughout this application and evidence.

Table 4 below summarizes these impacts and provides references to additional detail.

Table 4: Project Impact to Customers

Entity Impacted		Summary of Impact	Reference
Existing Infrastructure	Enbridge Gas	Enbridge Gas is proposing to construct: i) 19 km of NPS 36 pipeline that will parallel the existing NPS 20 pipeline from the Dover Transmission Station to a new valve site at Richardson Sideroad and ii) 12 km of NPS 16 pipeline connecting the Kingsville East Line, Mersea Line, Leamington North Line, and Leamington North Loop.	Exhibit D, Tab 1, Schedule 1
Impacts to Ontario consumers	Costs and Rates	Enbridge Gas is not seeking cost recovery of the Project as part of this application. Enbridge Gas expects that, upon rebasing, the capital costs associated with the Project will be included within rate base. Enbridge Gas will allocate Project costs to rate classes according to the applicable OEB-approved cost allocation methodology in place at the time the Company applies for such rate recovery.	N/A
	Reliability and Access to Supplies	In response to increased forecast of demand growth, the Project will create incremental reliable firm transportation assets on the Panhandle System. Project also supports increased access to the Dawn Hub for the Panhandle Market, providing lower cost and greater reliability.	Exhibit B, Tab 3, Schedule 1 Exhibit C, Tab 1, Schedule 1

ENVIRONMENTAL MATTERS

1. The purpose of this Exhibit is to provide an overview of the Environmental Report (“ER”) completed for the Project and to provide specific details on certain aspects of the ER.
2. This Exhibit is organized as follows:
 - A. ER Background
 - B. Species at Risk
 - C. Archaeology
 - D. Built Heritage Resources and Cultural Heritage Landscapes
 - E. Wetlands
 - F. Watercourses
 - G. Tree Removal
 - H. Social-Economic Features
- A. ER Background
3. Enbridge Gas retained AECOM Canada Limited (“AECOM”) to undertake a route evaluation and environmental and socio-economic impact study, which included a cumulative effects assessment, to select the preferred route for the Project. As part of development of the study, a consultation program was implemented to receive input from interested and potentially affected parties including Indigenous communities. Input gathered from the consultation program was evaluated and integrated into the study. Mitigation measures designed to minimize environmental and community impacts resulting from construction of the Project were also developed as part of the study.

4. The results of the study are documented in the ER included at Attachment 1 to this Exhibit. The ER conforms to the OEB's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition, 2016* ("Guidelines").
5. The ER was forwarded to the Ontario Pipeline Coordination Committee ("OPCC") on April 29, 2022 for review. Copies of the ER were also sent to all affected municipalities, conservation authorities, landowners, Indigenous communities, and other local agencies.
6. A summary of the comments from members of the OPCC, Indigenous communities, and other interested parties with the Enbridge Gas responses can be found at Attachment 2 to this Exhibit.
7. To inform and solicit input from landowners, tenants, and the general public with respect to the Project, virtual public information sessions were held on the following dates:
 - November 17, 2021 – December 3, 2021
 - February 14, 2022 – February 28, 2022
8. The purpose of the virtual information sessions was to provide the general public an opportunity to: (i) view specifics of the Project; and (ii) ask questions and comment on the Project, the preferred routes, and the overall planning process. Notification of the information sessions were completed through newspapers, letters, social media, and radio.
9. The ER identifies environmentally preferred routes for the proposed pipelines. The ER also identifies various mitigation measures to minimize the impacts to the

environment resulting from the construction of the Project. Enbridge Gas will comply with all mitigation measures recommended in the ER, including the development of an Environmental Protection Plan (“EPP”) prior to construction which incorporates recommended mitigation measures contained within the ER and those recommended by permitting agencies. Mitigation measures will be communicated to the construction contractor prior to the commencement of construction of the Project and a qualified Environmental Inspector or suitable representative will be available to assist the Project Manager in seeing that mitigation measures identified in the EPP as well as any additional permitting requirements and/or conditions of approval are adhered to and that commitments made to the public, landowners, and agencies are honoured. The Environmental Inspector and Project Manager will also mitigate any unforeseen environmental circumstances that arise before, during, and after construction.

10. Enbridge Gas believes that by following its standard construction practices and adhering to the recommendations and mitigation identified in the ER/EPP, the construction and operation of the Project will have negligible impacts on the environment. The cumulative effects assessment completed as part of the ER indicates that no significant cumulative effects are anticipated from the development of the Project.

11. Some of the more pertinent aspects of the ER are explained in further detail below.

B. Species at Risk

12. A number of species at risk potentially inhabit lands in the vicinity of the Project.

Enbridge Gas has and will continue to assess the pipeline routes for species at risk and will work closely with the Ministry of Environment, Conservation and Parks (“MECP”) and the Department of Fisheries and Oceans Canada (“DFO”) to develop

appropriate mitigation measures to protect species at risk and obtain all required permits and approvals.

C. Archaeology

13. An archaeological assessment will be completed by a licensed archaeological firm along the pipeline routes, as recommended in the ER. Enbridge Gas proposes to complete the archaeological assessment during the Spring, Summer, and Fall 2022 field season.

D. Built Heritage Resources and Cultural Heritage Landscapes

14. A Cultural Heritage Assessment Report: Existing Conditions and Preliminary Impact Assessment ("CHAR") has been completed for the Project and can be found in Appendix F of the ER. The purpose of the CHAR was to determine existing conditions within the Study Area, present an inventory of municipally, provincially, and/or federally recognized Built Heritage Resources ("BHRs") and Cultural Heritage Landscapes ("CHLs"), as well as to identify potential BHRs and CHLs within and adjacent to the Study Area. The CHAR concluded that there are no BHRs or CHLs anticipated to be directly (physically) impacted by the Project. The proposed Panhandle Loop may transect parcels of land that contain a potential BHR or CHL, however, the installation of the pipeline will not require the removal or relocation of any structures, commemorative markers, or monuments, since none were identified in the path of the preferred route. Given that the infrastructure will be underground, impacts to the agricultural lands are anticipated to be minimal. Enbridge Gas will adhere to the recommendations described in section 6.2 of the CHAR.

E. Wetlands

15. The Project routes do not cross wetlands; however, the Panhandle Loop travels in close proximity (approximately 15 m) to one wetland unit. The ER provides a number

of measures designed to reduce the impact of constructing the proposed pipeline in proximity to wetlands. Enbridge Gas will continue to assess the Project for potential environmentally sensitive areas, including wetlands, and will develop mitigation measures in consultation with the MECP and the Lower Thames Valley Conservation Authority as appropriate.

F. Watercourses

16. The Project crosses a number of watercourses. These crossings will be completed using a 'Dam and Pump' dry crossing method and trenchless methods (e.g., horizontal directional drilling, auger bore, and direct pipe methods). Crossing methods will be reviewed and finalized as additional field surveys are completed and site-specific data becomes available. All permits required to complete the crossings will be obtained from the DFO, MECP, Essex Region Conversation Authority, and Lower Thames Valley Conservation Authority prior to construction.

G. Tree Removal

17. Tree removal for the Project will be minimal, and will be limited to hedgerows, work areas in proximity to watercourses that will be crossed using the Dam & Pump method, and a small section of woodlot along the preferred route for the Leamington Interconnect. For trees removed within the proposed easement and temporary working space, Enbridge Gas has a tree replacement program. Under this Program trees cut from woodlots will be replaced at a 2:1 per area basis. Coniferous and deciduous seedlings native to Ontario are planted within the region of the Project and maintained for a period of up to five years or until the trees reach a free-to-grow status defined by a height of one metre and are free of adjacent brush competition. Replanting must be done in accordance with Enbridge Gas policies regarding tree planting so that the easement is left open for access to the pipeline and aerial patrol. Landowners will be given first right of refusal for tree planting.

H. Social-Economic Features

18. The Project is located almost exclusively on land designated as agricultural, and the Panhandle Loop crosses four Hydro One transmission lines, two railways, one provincial highway (Highway 401), and one Canadian Heritage River (Thames River). The Leamington Interconnect crosses two Hydro One transmission lines. Enbridge Gas has developed and will continue to develop appropriate mitigation measures to reduce potential negative impacts to these social-economic features.

LAND MATTERS

1. The purpose of this Exhibit is to provide an overview of land rights required for the Project, the Enbridge Gas forms of easement and of temporary land use and the status of outreach and negotiations with affected landowners.
2. This Exhibit is organized as follows:
 - A. Land Rights for the Project
 - B. Landowner Agreements
 - C. Landowner Relations
 - D. Construction Monitoring and Follow-up
 - E. Authorizations and Permits Required
- A. Land Rights for the Project
3. Drawings showing the location of the preferred route for the Project are provided at Attachment 1 to this Exhibit.
4. The proposed pipelines total approximately 31 km in length and require an approximate 23m easement width. In total, approximately 59.5 hectares (147 acres) of permanent easement will be required for the Project. Enbridge Gas will also require approximately 83 hectares (205 acres) of temporary easement for construction and topsoil storage purposes. Enbridge Gas will begin to execute the necessary land rights agreements, discussed below, with impacted landowners in the third quarter of 2022.
5. Attachment 2 to this Exhibit sets out the redacted list of landowners that are directly affected (construction activities occurring on their lands) by the Project work.

Enbridge Gas will provide notice of this application to all landowners listed in Attachment 2.

6. Enbridge Gas has initiated meetings with the landowners from whom either permanent or temporary land rights are required and will continue to meet with them to obtain options to acquire all the necessary land rights.

B. Landowner Agreements

7. Enbridge Gas's form of Pipeline Easement is included as Attachment 3 to this Exhibit. This agreement is the same as the one approved by the OEB for use in the Company's Greenstone Pipeline Project (EB-2021-0205). This agreement covers the installation, operation, and maintenance of the proposed pipeline. The major restrictions imposed on the landowner by the agreement are that the landowner cannot erect buildings or privacy fencing on the easement. In addition, the landowner cannot excavate on the easement or install field tile without prior notification to Enbridge Gas. The landowner is free to farm the easement or turn the easement into a laneway.
8. Enbridge Gas's form of Temporary Land Use agreement is included as Attachment 4 to this Exhibit. This agreement is the same as the one approved by the OEB for use in the Company's Greenstone Pipeline Project (EB-2021-0205). This agreement is typically executed for a term of two years, beginning in the year of construction, allowing Enbridge Gas to return in the year following construction to perform restoration work as required.

C. Landowner Relations

9. Enbridge Gas is implementing a comprehensive program to provide landowners, tenants, and other interested parties with information regarding the Project.

Information was previously distributed through correspondence and meetings with the public. Where formal public meetings were held, in conjunction with the ER (as discussed in Exhibit F, Tab 1, Schedule 1), directly affected landowners and agencies were invited by letter, and the general public was invited to participate through social media, newspaper advertisements and radio.

10. Enbridge Gas is in the process of obtaining early access from landowners to conduct preliminary surveys. Preliminary discussions have not identified any strong objection to the Project. Enbridge Gas will have all land rights in place prior to construction.

D. Construction Monitoring and Follow-up

11. Enbridge Gas has a comprehensive and proven landowner relations program in place. Key elements of this program include complaint tracking and assignment of a land agent to: (i) ensure that commitments made to landowners are fulfilled; (ii) address landowner questions/concerns as promptly as reasonably possible; and (iii) act as liaison between landowners, the pipeline contractor, and Enbridge Gas project personnel.
12. When Project restoration is completed, landowners will be asked by Enbridge Gas to sign an acknowledgement form if satisfied with the restoration. This form, when signed, releases the pipeline contractor allowing payment for clean-up on the property. This form in no way releases Enbridge Gas from its obligation for tile repairs, compensation for damages and/or further clean-up as required due to erosion or subsidence directly related to pipeline construction.

E. Authorizations and Permits Required

13. Enbridge Gas' preliminary work on the Project has identified the potential required authorizations outlined in Table 1 below.

Table 1: Potential Permits/Authorizations for the Project

<u>AUTHORITY</u>	<u>PURPOSE</u>
Provincial	
Ontario Energy Board	<p>Pursuant to section 90(1) of the Act, an Order granting leave to construct the Project.</p> <p>Pursuant to section 97 of the Act, an Order approving the form of pipeline easement agreement found at Exhibit G, Tab 1, Schedule 1, Attachment 3, and the form of temporary land use agreement found at Exhibit G, Tab 1, Schedule 1, Attachment 4</p>
Ministry of Transportation	Encroachment permit to cross Hwy 401
Ministry of Heritage, Sport, Tourism and Culture Industries	Archaeological clearance under the <i>Ontario Heritage Act</i> (OHA)
Ministry of Environment, Conservation and Parks	<p>Permitting or registration under the <i>Endangered Species Act</i> (ESA) (2007)</p> <p>Permit to Take Water (PTTW) or Environmental Activity and Sector Registry (EASR) (surface and groundwater) under the <i>Ontario Water Resources Act</i> (1990)</p>
Ministry of Energy	Provision of a letter confirming the procedural aspects of consultation with potentially impacted Indigenous communities undertaken by Enbridge Gas for the Project is satisfactory

Municipal	
County of Essex	Municipal Consent of proposed alignment, including road occupancy permits for crossings and access off municipal roads
Municipality of Chatham-Kent	
Municipality of Lakeshore	
Lambton County	
Municipality of Leamington	
Town of Kingsville	
Other	
Canadian Pacific Railway	Crossing Agreement to cross under railway corridor
Via Rail Canada Inc.	Crossing Agreement to cross under railway corridor
Landowner agreements for easements, temporary working space and/or storage sites	Obtain required Easement agreements Obtain required TLU Agreements
Lower Thames Valley Conservation Authority	Development Permits under Ontario Regulation 152/06 (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), as per the <i>Conservation Authorities Act</i> (1990)
Essex Region Conservation Authority	Development Permits under Ontario Regulation 158/06 (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), as per the <i>Conservation Authorities Act</i> (1990)
Department of Fisheries and Oceans	Review and authorization under the <i>Fisheries Act</i> (1985) Permitting under the <i>Species at Risk Act</i> (2002)

14. Other authorizations, notifications, permits and/or approvals may be required in addition to those identified above.

15. Enbridge Gas will obtain all required permits, easements, and temporary land use agreements if and as required for the route and location of the proposed facilities prior to the commencement of construction.

INDIGENOUS¹ CONSULTATION

1. Enbridge Gas is committed to developing and implementing processes that support meaningful engagement with potentially affected Indigenous groups (First Nations and Métis). Through these processes, Enbridge Gas works to build an understanding of project related interests, ensure regulatory requirements are met, mitigate or avoid project-related impacts on Indigenous interests including rights, and provide mutually beneficial opportunities where possible.
2. This Exhibit is organized as follows:
 - A. Introduction
 - B. Indigenous Engagement Program Objectives
 - C. Overview of Indigenous Engagement Program Activities
 - D. Ongoing Indigenous Engagement Activities

A. Introduction

3. Pursuant to the OEB's Guidelines, Enbridge Gas provided the Ontario Ministry of Energy ("MOE") with a description of the Project to determine if there are any duty to consult requirements. This correspondence, dated June 29, 2021, is set out in Attachment 1 to this Exhibit.
4. Enbridge Gas received a letter ("Delegation Letter") from the MOE dated August 6, 2021, indicating that there are duty to consult requirements in relation to the Project and that the MOE had delegated the procedural aspects of its duty to Enbridge Gas for the Project. The Delegation Letter identified six Indigenous communities to be consulted in relation to the Project. Additionally, in an email

¹ Enbridge Gas has used the terms "Aboriginal" and "Indigenous" interchangeably in its application. "Indigenous" has the meaning assigned by the definition "aboriginal peoples of Canada" in subsection 35(2) of the *Constitution Act, 1982*.

dated August 6, 2021, the MOE advised that Enbridge Gas was to engage with Delaware Nation as a best practice based on proximity. A copy of the Delegation Letter is provided in Attachment 2 to this Exhibit.

5. On April 20, 2022, Enbridge Gas provided an updated description of the Project to the MOE reflecting refinements made to the design and preferred route of the Project since the June 29, 2021 letter noted above. This updated Project Description is provided in Attachment 3 to this Exhibit. The MOE responded to Enbridge Gas indicating that no changes are necessary to the direction provided in the Delegation Letter as a result of the refinements to the Project description.
6. The Indigenous Consultation Report (“ICR”) was provided to the MOE on the date of this filing. The MOE will review Enbridge Gas’s consultation with Indigenous groups potentially affected by the Project and provide its decision as to whether Enbridge Gas’ consultation has been sufficient. Upon receipt of the MOE’s decision regarding the sufficiency of Indigenous consultation on the Project, Enbridge Gas will file it with the OEB. The sufficiency letter provided by the MOE will be included as Attachment 4 to this Exhibit.

B. Indigenous Engagement Program Objectives

7. The design of the Indigenous engagement program was based on adherence to the OEB’s Guidelines and Enbridge Inc.’s company-wide *Indigenous Peoples Policy* (“Policy”) (set out in Attachment 5 to this Exhibit). The Policy lays out key principles for establishing relationships with Indigenous groups, including recognizing the legal and constitutional rights possessed by Indigenous Peoples in Canada and the importance of the relationship between Indigenous Peoples and their traditional lands and resources.

8. Enbridge Gas strives to achieve meaningful relationships with Indigenous groups by providing timely exchanges of information, understanding and addressing Indigenous project-specific concerns, and ensuring ongoing dialogue regarding its projects, including potential impacts and benefits. Enbridge Gas aligns its interests with those of Indigenous communities through meaningful, direct Indigenous economic activity in projects corresponding to community capacity and project needs, where possible.
9. The Indigenous engagement program for the Project recognizes the rights of Indigenous groups and assists Enbridge Gas in engaging in meaningful dialogue with potentially affected Indigenous groups to address any Project-related concerns and interests. It also assists Enbridge Gas in meeting the procedural aspects of consultation that may be required by the Crown and the OEB's Guidelines.

C. Overview of Indigenous Engagement Program Activities

10. Enbridge Gas conducts its Indigenous engagement generally through phone calls, in-person meetings, project mail-outs, open houses, and email communications. During these engagement activities, Enbridge Gas representatives provide an overview of the Project, respond to questions and concerns, and address any interests or concerns expressed by Indigenous communities to appropriately avoid or mitigate any Project-related impacts on Aboriginal or treaty rights. Capacity funding is offered to ensure there are reasonable resources for Indigenous communities to meaningfully participate in consultation. In addition, Enbridge Gas discusses with Indigenous communities options to accommodate any potential adverse effects the Project may have on Aboriginal or treaty rights. In order to accurately document Indigenous engagement activities and ensure follow-up by either the Crown or Enbridge Gas, applicable supporting documents are tracked using a database.

D. Ongoing Indigenous Engagement Activities

11. Enbridge Gas will continue to actively engage all identified Indigenous groups in meaningful ongoing dialogue concerning the Project and endeavor to meet with each Indigenous group, provided they are willing, for the purpose of exchanging information regarding the Project and to respond to inquiries in a timely manner. Enbridge Gas will hear and address concerns as is feasible and seek information on the exercise of, and potential impacts to, Aboriginal or treaty rights, traditional use in the Project area and how any potential Project-related impacts can be mitigated. During ongoing engagement activities, Enbridge Gas engages with the Crown to ensure they are kept apprised of rights assertions by communities.
12. Attachment 6 to this Exhibit contains a summary of Enbridge Gas's Indigenous engagement activities for the Project. Attachment 7 to this Exhibit contains the ICR and associated attachments for the Project.
13. The information presented in the Attachment 6 and Attachment 7 reflects Enbridge Gas's Indigenous engagement activities for the Project up to and including June 7, 2022; however, Enbridge Gas will continue to engage throughout the life of the Project to ensure any impacts on Aboriginal or treaty rights are addressed, as appropriate.

Directly Affected (D) Indirectly Affected (I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	UPS Tracking Number
D	750220001			COUNTY OF ESSEX	ATTN: INFRASTRUCTURE SERVICES DEPARTMENT	360 FAIRVIEW AVE W	ESSEX	ON	N8M 1Y6	RDAL BTN TOWNSHIP OF TILBURY EAST & TILBURY NORTH TILBURY; PT LT 22 CON 6 TILBURY PT 1, 12R2734; PT N1/2 LT 22 CON SMR TILBURY; PT S1/2 LT 22 CON SMR TILBURY AS IN R317626 AKA COUNTY RD 1, TOWNLINE RD, & QUEEN ST, BTN COUNTY RD 46 & 7TH CONCESSION RD; LAKESHORE	1Z4R7V942095874574
D	750220138			MUNICIPALITY OF LAKESHORE	ATTN: ENGINEERING AND INFRASTRUCTURE SERVICES	419 NOTRE DAME ST	BELLE RIVER	ON	N0R 1A0	RDAL BTN CON 1 EBR & CON 2 ROCHESTER BEING 2ND CONCESSION RD BTN ESSEX TOWNLINE RD & SOUTH MIDDLE RD; LAKESHORE	1Z4R7V942095127587
D	750220165			MUNICIPALITY OF LAKESHORE	ATTN: ENGINEERING AND INFRASTRUCTURE SERVICES	419 NOTRE DAME ST	BELLE RIVER	ON	N0R 1A0	RDAL BTN CON 2 & CON 3 ROCHESTER BEING 3 RD CONCESSION RD BTN SOUTH MIDDLE RD & COUNTY RD 8; LAKESHORE	1Z4R7V942099798597
D	750220184						SOUTH WOODSLEE	ON	N0R 1V0	PT LT 30 CON 3 ROCHESTER AS IN R1533498; LAKESHORE	1Z4R7V942097287606
D	750220184	" "	" "		" "		" "	" "	" "	" "	
D	750220186			MUNICIPALITY OF LAKESHORE	ATTN: ENGINEERING AND INFRASTRUCTURE SERVICES	419 NOTRE DAME ST	BELLE RIVER	ON	N0R 1A0	PT LT 29-30 CON 4 ROCHESTER AS IN R618040, R618452; RDAL BTN CON 4 & CON 5 ROCHESTER BEING 4TH CONCESSION RD BTN COUNTY RD 8 & SOUTH MIDDLE RD; LAKESHORE	1Z4R7V942099994615
D	750220187						RUSCOM STATION	ON	N0R 1R0	PT LT 29-30 CON 4 ROCHESTER AS IN R1043267; S/T LIFE INTEREST IN R1033677; LAKESHORE	1Z4R7V942095319629
D	750220208						SOUTH WOODSLEE	ON	N0R 1V0	PT LT 30 CON 3 ROCHESTER PT 1 12R19370; LAKESHORE	1Z4R7V942093138506
D	750220218						SOUTH WOODSLEE	ON	N0R 1V0	PART LOT 30 CON 2 ROCHESTER DESIGNATED AS PART 1 ON 12R21365; LAKESHORE	1Z4R7V942095662632

D	750220219						SOUTH WOODSLEE	ON	NOR 1V0	LOT 30 CON 2 ROCHESTER EXCEPT R207146 & 12R21365; LAKESHORE	1Z4R7V942098423644
D	750220248						BELLE RIVER	ON	NOR 1V0	PT LT 30 CON 1 EBR ROCHESTER BEING PTS 3, 4, 5, 6, 7 AND 8, PLAN 12R26962; S/T R1461099, RO13944; SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 1 AND 2 PLAN 12R27626 AS IN CE871179 TOWN OF LAKESHORE	1Z4R7V942091317110
D	750220248	" "	" "		" "		" "	" "	" "	" "	
D	750220248	" "	" "		" "		" "	" "	" "	" "	
D	750220248	" "	" "		" "		" "	" "	" "	" "	
D	750220248	" "	" "		" "		" "	" "	" "	" "	
D	750220248	" "	" "		" "		" "	" "	" "	" "	
D	750560020			MUNICIPALITY OF LAKESHORE	ATTN: ENGINEERING AND INFRASTRUCTURE SERVICES	419 NOTRE DAME ST	BELLE RIVER	ON	NOR 1A0	RDAL BTN CON 4 & CON 5 ROCHESTER AKA 5TH CONCESSION RD BTN S MIDDLE RD & COUNTY RD 8; LAKESHORE	1Z4R7V942093854723
D	750560021			COUNTY OF ESSEX	ATTN: INFRASTRUCTURE SERVICES DEPARTMENT	360 FAIRVIEW AVE W	ESSEX	ON	N8M 1Y6	RDAL BTN TOWNSHIP OF MERSEA & TOWNSHIP OF ROCHESTER; RDAL BTN TOWNSHIP OF GOSFIELD & TOWNSHIP OF ROCHESTER ROCHESTER; PT LT 30 CON 5 ROCHESTER; PT LT 30 CON 6 ROCHESTER; PT LT 30 CON 7 ROCHESTER; PT LT 30 CON 8 ROCHESTER AS IN R232768, R207146 (AKA COUNTY RD 8) BTN 5TH CONCESSION RD & TOWNLINE RD; LAKESHORE	1Z4R7V942092851335
D	750560021			" "	" "	" "	" "	" "	" "	" "	

D	750560023						SOUTH WOODSLEE	ON	NOR 1V0	PT LT 30 CON 5 ROCHESTER AS IN R1532541; LAKESHORE	1Z4R7V942090406945
D	750560024						RUSCOM STATION	ON	NOR 1R0	PT LT 30 CON 5 ROCHESTER PT 1 12R6882; LAKESHORE	1Z4R7V942093621555
D	750850050			MUNICIPALITY OF LEAMINGTON	ATTN: INFRASTRUCTURE SERVICES	111 ERIE ST N	LEAMINGTON	ON	N8H 2Z9	RDAL BTN CON 10 & CON 11 MERSEA AKA 11TH CONCESSION RD BTN COUNTY RD 31 & HWY 77; LEAMINGTON	1Z4R7V942096002656
D	750850051						SOUTH WOODSLEE	ON	NOR 1V0	PT N1/2 LT 3 CON 10 MERSEA; PT S1/2 LT 3 CON 10 MERSEA; PT LT 4 CON 10 MERSEA AS IN R1406966, LEAMINGTON	1Z4R7V942095799665
D	750850052			MUNICIPALITY OF LEAMINGTON	ATTN: INFRASTRUCTURE SERVICES	111 ERIE ST N	LEAMINGTON	ON	N8H 2Z9	RDAL BTN CON 9 & CON 10 MERSEA AKA 10TH CON RD BTN COUNTY RD 31 & HWY 77; LEAMINGTON	1Z4R7V942095214670
D	750850056			OLIVE BETH HOLDINGS LTD.	109 MERSEA 11		STAPLES	ON	NOP 2J0	PT N1/2 LT 1 CON 11 MERSEA PT 1 12R11066; LEAMINGTON	1Z4R7V942096647684
D	750850056			" "	" "		" "	" "	" "	" "	
D	750850056			" "	" "		" "	" "	" "	" "	
D	750850059			COUNTY OF ESSEX	ATTN: INFRASTRUCTURE SERVICES DEPARTMENT	360 FAIRVIEW AVE W	ESSEX	ON	N8M 1Y6	RDAL BTN TOWNSHIP OF MERSEA & TOWNSHIP OF GOSFIELD NORTH; PT N1/2 LT 1 CON 10 MERSEA; PT S1/2 LT 1 CON 10 MERSEA; PT N1/2 LT 1 CON 11 MERSEA; PT S1/2 LT 1 CON 11 MERSEA AS IN R197963, AKA MERSEA TOWNLINE RD AKA COUNTY RD 31 BTN COUNTY RD 8 & 10TH CONCESSION RD; LEAMINGTON	1Z4R7V942097498692
D	750850060						STAPLES	ON	NOP 2J0	PT N1/2 LT 1 CON 11 MERSEA; PT S1/2 LT 1 CON 11 MERSEA AS IN R1546497; LEAMINGTON	1Z4R7V942095167703

D	750850060	" "	" "		" "		" "	" "	" "	" "	
D	750850063						STAPLES	ON	N0P 2J0	PT N1/2 LT 1 CON 10 MERSEA AS IN R1142187 EXCEPT R197963; LEAMINGTON	1Z4R7V942097054714
D	750850063	" "	" "		" "		" "	" "	" "	" "	
D	750850065						STAPLES	ON	N0P 2J0	PT S1/2 LT 1 CON 10 MERSEA AS IN R1322415; LEAMINGTON	1Z4R7V942095559727
D	750850066						LEAMINGTON	ON	N8H 1J7	PT S1/2 LT 1 CON 10 MERSEA AS IN R234440 EXCEPT R197963; LEAMINGTON	1Z4R7V942098082736
D	750850066	" "	" "		" "		" "	" "	" "	" "	
D	750850067						LEAMINGTON	ON	N0P 2J0	PT S1/2 LT 1 CON 10 MERSEA PT 1 12R5777; LEAMINGTON	1Z4R7V942097023748
D	750850067	" "	" "		" "		" "	" "	" "	" "	
D	750850068						COTTAM	ON	N0R 1B0	PT S1/2 LT 1 CON 10 MERSEA PT 2 12R5777; LEAMINGTON	1Z4R7V942099782755
D	750850068	" "	" "		" "		" "	" "	" "	" "	

D	750850068	" "	" "		" "		" "	" "	" "	" "	
D	750850070						COTTON	ON	NOR 1B0	PT S1/2 LT 2 CON 10 MERSEA AS IN R1423388; LEAMINGTON	1Z4R7V942098759765
D	750850070	" "	" "		" "		" "	" "	" "	" "	
D	750850071						ESSEX	ON	N8M 3C4	PT N1/2 LT 3 CON 10 MERSEA; PT S1/2 LT 3 CON 10 MERSEA AS IN R825760	1Z4R7V942096354777
D	750850079			MUNICIPALITY OF LEAMINGTON	ATTN: INFRASTRUCTURE SERVICES	111 ERIE ST N	LEAMINGTON	ON	N8H 2Z9	PART LOT 5 CON 10 MERSEA, PART N1/2 LT 6 CON 10 MERSEA AND PART S1/2 LOT 6 CON 10 MERSEA, PART 1 PLAN 12R19206 SUBJECT TO AN EASEMENT IN GROSS AS IN CE566282 SUBJECT TO AN EASEMENT IN GROSS AS IN CE761308 MUNICIPALITY OF LEAMINGTON	1Z4R7V942099967789
D	750850079			" "	" "	" "	" "	" "	" "	" "	
D	750850079			" "	" "	" "	" "	" "	" "	" "	
D	750850079			" "	" "	" "	" "	" "	" "	" "	
D	750850079			" "	" "	" "	" "	" "	" "	" "	
D	750850079			" "	" "	" "	" "	" "	" "	" "	

D	750850079			" "	" "	" "	" "	" "	" "	" "	
D	750850079			" "	" "	" "	" "	" "	" "	" "	
D	750850079			" "	" "	" "	" "	" "	" "	" "	
D	750850079			" "	" "	" "	" "	" "	" "	" "	
D	750850084			2202763 ONTARIO INC.	111 LAUREL STREET		ESSEX	ON	N8M 2X5	PT LT 5 CON 10 MERSEA AS IN R824857; S/T R411871; LEAMINGTON SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 PL 12R25416 AS IN CE566269 SUBJECT TO AN EASEMENT IN GROSS OVER PT 21 12R26636 AS IN CE770667	1Z4R7V942096998797
D	750850084			" "	" "		" "	" "	" "	" "	
D	750850084			" "	" "		" "	" "	" "	" "	
D	750850084			" "	" "		" "	" "	" "	" "	
D	750850084			" "	" "		" "	" "	" "	" "	
D	750850144			2633867 ONTARIO INC.	431 MERSEA ROAD 10		STAPLES	ON	N0P 2J0	PART LOT 4 CON 10 MERSEA DESIGNATED AS PART 1 ON 12R19027; LEAMINGTON	1Z4R7V942099847800

D	750850153						LEAMINGTON	ON	N8H 1J7	PART LOT 2 CON 10 MERSEA DESIGNATED AS PART 1 PL 12R22604; LEAMINGTON	1Z4R7V942094595163
D	750850154			OLIVE BETH HOLDINGS LTD.	109 MERSEA 11		STAPLES	ON	N0P 2J0	PART LOT 2 CON 10 MERSEA, DESIGNATED AS PTS 2 & 3 PL 12R22604 MUNICIPALITY OF LEAMINGTON	1Z4R7V942090427771
D	750850171			2661459 ONTARIO INC.	408 MERSEA ROAD 10		STAPLES	ON	N0P 2J0	PT LT 4 CON 10 MERSEA AS IN R578709 SAVE & EXCEPT PT 1 12R2389, PT 1 12R19027, PT 1 PL 12R27134 MUNICIPALITY OF LEAMINGTON	1Z4R7V942093219384
D	750850171			" "	" "		" "	" "	" "	" "	
D	750850176			2633867 ONTARIO INC.	427 MERSEA ROAD 10		STAPLES	ON	N0P 2J0	FIRSTLY: PART LOT 4 CONCESSION 10 MERSEA, PART 1 12R2389 SAVE AND EXCEPT PART 2 12R27134; SECONDLY: PART LOT 4 CONCESSION 10 MERSEA, PART 1 12R27134 MUNICIPALITY OF LEAMINGTON	1Z4R7V942090069999
D	750850176			" "	" "		" "	" "	" "	" "	
D	750850183			2647237 ONTARIO INC.	4 SENECA DRIVE, PO BOX 400		LEAMINGTON	ON	N8H 3W5	SOUTHWEST QUARTER OF LOT 5 CONCESSION 10 MERSEA MUNICIPALITY OF LEAMINGTON	1Z4R7V942093079606
D	751530148	MAURICE JAMES	TREPANIER		2887 LAKESHORE RD 235, RR 4		WOODSLEE	ON	N0R 1V0	PART LOT 25, CONCESSION 11 GOSFIELD AS IN GN9321 EXCEPT PART 1, PLAN 12R8986 AND PARTS 1, 2 PLAN 12R27646 TOWN OF KINGSVILLE	1Z4R7V942094348215

Leamington Encumbrancers

Mortgage, Lien/Lease/Encumbrances	Address Line 1	Address Line 2	City	Province	Postal Code	Possible Alternate Address	UPS Tracking Number	
HYDRO ONE NETWORKS INC.	483 BAY STREET	8TH FLOOR SOUTH TOWER	TORONTO	ON	M5G 2P5		1Z4R7V942095914815	
905243 ONTARIO LIMITED	c/o 240 MAIN STREET EAST	RM 170	KINGSVILLE	ON	N9Y 1A6		1Z4R7V942097302839	
BANK OF MONTREAL	AGENT BANK SERVICES	250 YONGE STREET, 11TH FLR	TORONTO	ON	M5G 2L7		1Z4R7V942097423842	
CANADIAN IMPERIAL BANK OF COMMERCE	PO BOX 115	COMMERCE COURT POSTAL STATION	TORONTO	ON	M5L 1E5		RW234439318CA	
DUNDEE OIL AND GAS LIMITED	28TH FLOOR, DUNDEE PLACE	1 ADELAIDE STREET EAST	TORONTO	ON	M5C 2V9	LAGASCO INC., 300 COMMISSIONERS ROAD WEST, UNIT D, LONDON, ON N6J 1Y4	1Z4R7V942098519863	
ELEXCO LTD	555 SOUTHDALE ROAD EAST		LONDON	ON	N6E 1A2		1Z4R7V942099294872	
ELIZA JANE ARMSTRONG	UNAVAILABLE							
ENBRIDGE GAS INC.	OPERATING AS UNION GAS	50 KEIL DRIVE NORTH	CHATHAM	ON	N7M 5M1		1Z4R7V942098298898	
FARM CREDIT CANADA	SUITE 200 - 1133 ST. GEORGE BLVD		MONCTON	NB	E1E 4E1		1Z4R7V940496327907	
HYDRO ONE NETWORKS INC.	FACILTIES AND REAL ESTATE, 5TH FLR	483 BAY STREET, SOUTH TOWER	TORONTO	ON	M5G 2P5		1Z4R7V942096574913	
INTEGRATED PRIVATE DEBT FUND V LP, INTEGRATED PRIVATE DEBT FUND GP INC.	70 UNIVERSITY AVE.	SUITE 1200	TORONTO	ON	M5J 2M4		1Z4R7V942098322931	
MINISTRY OF MINES	159 CEDAR ST		SUDBURY	ON	P3E 6A5		1Z4R7V942090062432	
NATIONAL BANK OF CANADA	500 PLACE D'ARMES		MONTREAL	QC	H2Y 2W3		1Z4R7V940497742957	return to sender The address
PEMBINA EXPLORATION LIMITED	707-8TH AVENUE SW		CALGARY	AB	T2P 2M7		1Z4R7V940499034978	
RESERVE ROYALTY GP LTD., AS A GENERAL PARTNER FOR RESERVE ROYALTY LIMITED PARTNERSHIP	SUITE 2900, 250-6TH AVENUE SW		CALGARY	AB	T2P 3H7		1Z4R7V940497007984	
RESERVE ROYALTY GP LTD., AS A GENERAL PARTNER FOR RESERVE ROYALTY LIMITED PARTNERSHIP	SUITE 1800, 505 3RD STREET SW		CALGARY	AB	T2P 3E6	SUITE 2900, 250-6TH AVENUE SW, CALGARY, ALBERTA T2P 3H7	1Z4R7V940496398993	
ROYAL BANK OF CANADA	36 YORK MILLS ROAD	4TH FLOOR	TORONTO	ON	M2P 0A4		1Z4R7V942094012658	
ROYAL BANK OF CANADA	10 YORK MILLS ROAD	3RD FLOOR	TORONTO	ON	M2P 0A2		1Z4R7V942092998875	
ROYAL BANK OF CANADA	161 TALBOT ST N		ESSEX	ON	N8M 2C6		1Z4R7V942097080025	
SHILSON, ARNOLD PHILEMON	719 MERSEA ROAD 10	RR#1	STAPLES	ON	N0P 2J0		1Z4R7V942090880487	
TALISMAN ENERGY INC	C/O ELEXCO LTD. SUITE 201	555 SOUTHDALE ROAD EAST	LONDON	ON	N6E 1A2		1Z4R7V942093821099	
TALISMAN ENERGY INC	707-8TH AVENUE SW	P.O. BOX 1948	CALGARY	AB	T2P 2M7		1Z4R7V940493920708	Return to sender - incorrect address
THE BANK OF NOVA SCOTIA	388 OUELLETTE AVENUE	P.O. BOX 760	WINDSOR	ON	N9A 6P1		1Z4R7V942093279319	
THE BANK OF NOVA SCOTIA	4715 TAHOE BOULEVARD		MISSISSAUGA	ON	L4W 0B4		1Z4R7V942093996928	
THE CANADA SOUTHERN RAILWAY COMPANY	277 FRONT STREET WEST	8TH FLOOR	TORONTO	ON	M5V 2X7		1Z4R7V942092909149	Return to sentder - receiver has moved
THE CONSUMERS' GAS COMPANY LTD	733 EXETER ROAD		LONDON	ON	N6E 1L3	50 KEIL DRIVE N., BOX 2001, CHATHAM, ONTARIO, N7M 5M1	1Z4R7V942090303752	
THE CORPORATION OF THE COUNTY OF ESSEX	360 FAIRVIEW AVENUE WEST	ATTN: INFRASTRUCTURE SERVICES DEPARTMENT	ESSEX	ON	N8M 1Y6		1Z4R7V942096143030	
THE CORPORATION OF THE MUNICIPALITY OF LEAMINGTON	38 ERIE STREET NORTH		LEAMINGTON	ON	N8H 2Z3		1Z4R7V942098624043	
THE CORPORATION OF THE TOWN OF LAKESHORE	419 NOTRE DAME STREET		BELLE RIVER	ON	N0R 1A0		1Z4R7V942092457360	
THE CORPORATION OF THE TOWNSHIP OF MERSEA	38 ERIE STREET NORTH		LEAMINGTON	ON	N8H 2Z3		1Z4R7V942096923054	
THE HYDRO ELECTRIC POWER COMMISSION OF ONTARIO	620 UNIVERSITY AVENUE		TORONTO	ON	M5G 2C1	HYDRO ONE NETWORKS INC - 483 BAY STREET, 8TH FLOOR SOUTH TOWER, TORONTO, ON M5G 2P5	1Z4R7V942098440063	
THIBODEAU, LEO J.	4659 EAGLE CRES		WINDSOR	ON	N9G 2N6		1Z4R7V942091469975	
UNION GAS COMPANY OF CANADA LIMITED	50 KEIL DRIVE NORTH		CHATHAM	ON	N7M 5M1		1Z4R7V942094441588	
VICTOR WIND HOLDING CORPORATION	41 VICTORIA		GATINEAU	QC	J8X 2A1		1Z4R7V940495575070	

Panhandle - Encumbrancers

Mortgage, Lien/Lease/Encumbrances	Address Line 1	Address Line 2	City	Province	Postal Code	Possible Alternate Address	Tracking number	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 405 CA	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 453 CA	
2167308 ONTARIO INC. GENERAL PARTNER OF LIMITED PARTNERSHIP IS RICHARDSON WIND FARM LIMITED PARTNERSHIP	4950 YONGE STREET	SUITE 2200	TORONTO	ON	M2N 6K1		1Z4R7V942094468158	Return to sender - The company or receiver name is incorrect
2184016 ONTARIO LIMITED	480, BOULEVARD DE LA CITE		GATINEAU	QC	J8T 8R3		1Z4R7V942094354379	return to sender - The company or receiver has moved
2812345 ONTARIO LIMITED	5272 PAIN COURT LINE		PAIN COURT	ON	N0P 1Z0		1Z4R7V942095728400	
A.T.C. HOLDINGS INC	518 VICTORIA AVENUE		WINDSOR	ON	N9A 4M8		1Z4R7V942092685980	
BANK OF MONTREAL	297 ERIE STREET SOUTH		LEAMINGTON	ON	N8H 3C7		1Z4R7V942096875419	
BANK OF MONTREAL	297 ERIE STREET SOUTH		LEAMINGTON	ON	N8H 3C7		1Z4R7V942098335516	
BANK OF MONTREAL	131 KING STREET WEST		CHATHAM	ON	N7M 1E2		1Z4R7V942097640429	return to sender - The receiver is no longer in business
BANK OF MONTREAL	297 ERIE STREET SOUTH		LEAMINGTON	ON	N8H 3C7		1Z4R7V942099735476	
BANK OF MONTREAL	3 QUEEN STREET NORTH		TILBURY	ON	N0P 2L0		1Z4R7V942098608481	
BNY TRUST COMPANY OF CANADA	SUITE 1101, 4 KING STREET WEST		TORONTO	ON	M5H 1B6		1Z4R7V942098008503	return to sender - The receiver has moved
BORALEX WIND ENERGY 2 INC.	770 SHERBROOKE STREET WEST		MONTREAL	QC	H3A 1G1		1Z4R7V942098899499	
BRAD-LEA MEADOWS LIMITED	615 RICHMOND STREET		CHATHAM	ON	N5M 5K6		1Z4R7V942096799396	
BRADLEY PRIVATE ROAD CORPORATION	R.R. #1		PAIN COURT	ON	N0P 1Z0		RN 391 394 348 CA	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 263 CA	
			PAIN COURT	ON	N0P 1Z0		1Z4R7V942097688389	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 351 CA	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 475 CA	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 382 CA	
			PAIN COURT	ON	N0P 1Z0		1Z4R7V942095263359	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 436 CA	
			CHATHAM	ON	N7M 1G4		1Z4R7V942096424343	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 419 CA	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 422 CA	
			BOWEN ISLAND	BC	V0N 1G2		1Z4R7V942097280523	
			PAIN COURT	ON	N0P 1Z0		RN 391 394 440 CA	
			BOWEN ISLAND	BC	V0N 1G2		1Z4R7V942091076596	
			PAIN COURT	ON	N0P 1Z0		1Z4R7V942095624549	
			TILBURY	ON	N0P 2L0		RN 391 394 379 CA	return to sender - Item being returned to sender. Incomplete address.
BROOKFIELD POWER WIND CORPORATION	480, BOULEVARD DE LA CITE		GATINEAU	QC	J8T 8R3		1Z4R7V942092229035	
BROOKFIELD POWER WIND CORPORATION	480, BOULEVARD DE LA CITE		GATINEAU	QC	J8T 8R3		1Z4R7V942095424649	
BROOKFIELD POWER WIND CORPORATION	480 BOULEVARD DE LA CITE		GATINEAU	QC	J8T 8R3			

Panhandle - Encumbrancers

								return to sender - Item being returned to sender. Incomplete address.
			COMBER	ON	N0P 1J0		RN 391 394 317 CA	
CAISSE POPULAIRE SUD-OUEST ONTARIO INC.	637 NIAGARA STREET		WELLAND	ON	L3C 1L9		1Z4R7V942094708184	
CANADIAN IMPERIAL BANK OF COMMERCE	4 QUEEN STREET NORTH		TILBURY	ON	N0P 2L0		1Z4R7V942096400663	
CANADIAN IMPERIAL BANK OF COMMERCE	P.O. BOX 115, COMMERCE COURT POSTAL STATION		TORONTO	ON	M5L 1E5		RN 391 394 467 CA	
CANENERCO LIMITED	SUITE 480, 200 QUEENS AVENUE		LONDON	ON	N6A 1J3		1Z4R7V942098720626	return to sender - The company or receiver name is incorrect
CARMGAR LIMITED	423 PELISSIER STREET		WINDSOR	ON	N9A 4L2		1Z4R7V942092015748	
COCHIN PIPE LINES LTD.	P.O. BOX 200	706-7TH AVENUE S.W.	CALGARY	AB	T2P 2H8	1182 PLANK ROAD, SARNIA, ONTARIO	1Z4R7V942090997012	Return to Sender - package was refused
COCHIN PIPE LINES LTD.	1182 PLANK ROAD		SARNIA	ON	N7T 7H3		1Z4R7V942092643962	return to sender the company or receiver name is incorrect.
DOME NGL PIPELINE LTD.	240-4TH AVENUE S.W.		CALGARY	AB	T2P 4H4	ATTN: MANAGER, LAND PLAINS MIDSTREAM CANADA ULC, 1400, 607 8 AVENUE SW, CALGARY AB T2P 0A7	1Z4R7V942097240567	on the way
E.P. ROWE OIL LIMITED	RR # 2		TILBURY	ON	N0P 2L0		RN 391 394 325 CA	return to sender - Item being returned to sender. Incomplete address.
ELEXCO LTD.	101-557 SOUTHDALE ROAD EAST		LONDON	ON	N6E 1A2		1Z4R7V942090747087	
ENBRIDGE GAS INC.	50 KEIL DRIVE N.	BOX 2001	CHATHAM	ON	N7M 5M1		1Z4R7V942090151238	
ENERCON CANADA INC.	1000 RUE DE LA GAUCHETIERE OUEST	SUITE 2310	MONTREAL	QC	H3B 4W5		1Z4R7V942099823559	return to sender - receiver has moved
FAIRLADY ENERGY INC.	195 DUFFERIN AVENUE, SUITE 601		LONDON	ON	N6A 1K7		1Z4R7V942097243537	Return to sender - The company or receiver name is incorrect
FARM CREDIT CANADA	SUITE 200, 1133 ST. GEORGE BLVD.		MONCTON	NB	E1E 4E1		1Z4R7V942096655719	
FARM CREDIT CANADA	SUITE 200, 1133 ST. GEORGE BLVD.	CUSTOMER NO. 100143413	MONCTON	NB	E1E 4E1		1Z4R7V942096960728	
FARM CREDIT CANADA	SUITE 200 - 1133 ST. GEORGE BOULEVARD		MONCTON	NB	E1E 4E1		1Z4R7V942096283737	
FIRST CHATHAM ENERGY LTD.	615 RICHMOND STREET		CHATHAM	ON	N5M 5K6		1Z4R7V942097968700	
			ROSSEAU	ON	P0C 1J0		1Z4R7V942093325063	

Panhandle - Encumbrancers

GENESIS SOLAR ENERGY INC.	1200 - 8 KING STREET EAST		TORONTO	ON	M5C 1B5		1Z4R7V942098499699	Return to sender - The company or receiver name is incorrect
GENGROWTH RENEWABLES INC	110 CUMBERLAND STREET	SUITE 338	TORONTO	ON	M5R 3V5		1Z4R7V942093049504	
HER MAJESTY THE QUEEEN IN THE RIGHT OF THE PROVINCE OF ONTARIO AS REPRESENTED BY THE MINISTER OF TRANSPORTATION AND COMMUNICATIONS	MINISTRY OF TRANSPORTATION, EXETER	ATTN: MUSHIR SHAIKH	LONDON	ON	N6E 1L3		1Z4R7V942096583752	
HIS MAJESTY THE KING IN THE RIGHT OF THE PROVINCE OF ONTARIO AS REPRESENTED BY THE MINISTER OF HIGHWAYS	MINISTRY OF TRANSPORTATION, EXETER ROAD COMPLEX	659 EXETER ROAD	LONDON	ON	N6E 1L3		1Z4R7V942097024747	
HYDRO ONE NETWORKS INC.	185 CLEGG ROAD		MARKHAM	ON	L6G 1B7	HYDRO ONE NETWORKS INC - 483 BAY STREET, 8TH FLOOR SOUTH TOWER, TORONTO, ON M5G 2P5		
HYDRO ONE NETWORKS INC.	185 CLEGG ROAD		MARKHAM	ON	L6G 1B7		1Z4R7V942091229895	
HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO	HYDRO ONE NETWORKS INC - 483 BAY STREET	8TH FLOOR SOUTH TOWER	TORONTO	ON	M5G 2P5		1Z4R7V942094569281	
JEANNETTE'S CREEK GUN CLUB	4753 TECUMSEH LINE		CHATHAM	ON	N0P 2L0		1Z4R7V942090967670	
			TILBURY	ON	N0P 2L0		RN 391 394 303 CA	Return to sender - receiver has moved
			MERLIN	ON	N0P 1W0		RN 391 394 303 CA	return to sender - Item being returned to sender. Incomplete address.
KENT CENTRE WIND FARM INC.	PIER 1, BAY 3		SAN FRANCISCO	CA	94111	119 SPADINA AVE, SUITE 502, TORONTO, ON M5V 2L1, CANADA	1Z4R7V946798503836	return to sender - receiver has moved
			TILBURY	ON	N0P 2L0		1Z4R7V942090565729	
LAGASCO INC.	300 COMMISSIONERS ROAD WEST, UNIT D		LONDON	ON	N6J 1Y4		1Z4R7V942097168780	
LAKE ST. CLAIR GASFIELDS LIMITED	25 KING ST W		TORONTO	ON	M5L 2A1		1Z4R7V942097360768	
LAKEVILLE HOLDINGS INC	601-195 DUFFERIN AVENUE		LONDON	ON	N6A 1K7		1Z4R7V942096755772	return to sender - the company or reciever name incorrect
			TILBURY	ON	N0P 2L0		1Z4R7V942090462330	
			CHATHAM	ON	N7M 5J8		RN 391 394 285 CA	
LAST DITCH FARMS LIMITED	4975 BRADLEY LINE		PAIN COURT	ON	N0P 1Z0		1Z4R7V942093917941	
LIBERTY OIL & GAS LTD.	SUITE 209, 1324 11TH AVENUE S.W.		CALGARY	AB	T3C 0M6		1Z4R7V942093032558	Return to sender - The company or receiver name is incorrect
MIDDLE ROAD FARMS LIMITED	R.R. #3		TILBURY	ON	N0P 2L0	19325 COUNTY RD 46, PO BOX 178, TILBURY, ON N0P 2L0	RN 391 394 277 CA	return to sender - Item being returned to sender. Incomplete address.
MIDDLE ROAD FARMS LIMITED	19325 COUNTY ROAD 46	P.O. BOX 178	TILBURY	ON	N0P 2L0		1Z4R7V942092128117	

Panhandle - Encumbrancers

MINISTER OF HIGHWAYS FOR THE PROVINCE OF ONTARIO	335 SASKATOON STREET		LONDON	ON	NSW 4R3		1Z4R7V942093080998	return to sender - street number incorrect
NATIONAL BANK OF CANADA	500 PLACE D'ARMES	TRANSIT 5495-1	MONTREAL	QC	H2Y 2W3		1Z4R7V942097000825	return to sender - street number incorrect
NATIONAL BANK OF CANADA	LOAN STRUCTURING & SYNDICATION-CREDIT CAPITAL MARKETM	1155 METCALFE STREET, 23RD FLOOR	MONTREL	QC	H3B 4S9		1Z4R7V942098515812	
NATIONAL BANK OF CANADA	LOAN STRUCTURING & SYNDICATION-CREDIT CAPITAL MARKET	1155 METCALFE STREET, 23RD FLOOR	MONTREAL	QC	H3B 4S9		1Z4R7V942090330384	
PARAGON PETROLEUM CORPORATION	555 SOUTHDALE ROAD EAST		LONDON	ON	N6E 1A2		1Z4R7V942095648809	return to sender - receiver has moved
PEMBINA EXPLORATION LIMITED	BOX 1948, 707 8TH AVENUE S.W.		CALGARY	AB	T2P 2M7		1Z4R7V942095999798	
PLAINS MIDSTREAM CANADA ULC	MIDSTREAM CANADA ULC	1400, 607 8 AVENUE SW	CALGARY	AB	T2P 0A7		1Z4R7V942094906166	
PPC OIL & GAS CORP.	150-KENT STREET		LONDON	ON	N6A 1L3		1Z4R7V942095288887	Return to sender - The company or receiver name is incorrect
PUBLIC UTILITIES COMMISSION OF THE TOWN OF TILBURY	29 QUEEN STREET NORTH		TILBURY	ON	N0P 2L0		1Z4R7V942097695871	Return to sender - The company or receiver name is incorrect
PUBLIC UTILITIES COMMISSION OF THE TOWN OF TILBURY	25 YOUNG STREET		TILBURY	ON	N0P 2L0		1Z4R7V942091831706	
			TILBURY	ON	N0P 2L0		RN 391 394 365 CA	return to sender - Item being returned to sender. Incomplete address.
RAM PETROLEUMS LIMITED	SUITE 918, 130 ADELAIDE ST. W.		TORONTO	ON	M5H 3P5		1Z4R7V942090832092	Return to sender - the receiver has moved
			TILBURY	ON	N0P 2L0		RN 391 394 484 CA	return to sender - Item being returned to sender. Incomplete address.
ROYAL BANK OF CANADA	ROYFARM MORTGAGE CENTRE	36 YORK MILLS ROAD, 4TH FLOOR	TORONTO	ON	M2P 0A4		1Z4R7V942095163850	
			TILBURY	ON	N0P 2L0		1Z4R7V942091686829	
			TORONTO	ON	M4G 1X7		1Z4R7V942095424845	
SOIEX FARMS INC.	4488 MINT LINE		TILBURY	ON	N0P 2L0		1Z4R7V942091990606	
SOUTH KENT WIND GP INC.	C/O PATTERN RENEWABLE HOLDINGS CANADA ULC	100 SIMCOE STREET, SUITE 105	TORONTO	ON	M5R 3C4		1Z4R7V942094159214	Return to sender - receiver has moved
SOUTH KENT WIND GP INC.	C/O SAMSUNG RENEWABLE ENERGY INC.	119 SPADINA AVE, SUITE 502	TORONTO	ON	M5V 2L1		1Z4R7V942092423655	

Panhandle - Encumbrancers

T.C ODETTE, JR., BARRISTER, ETC.,	29 QUEEN STREET NORTH		TILBURY	ON	N0P 2L0		1Z4R7V942091219048	return to sender - street number incorrect
TAYLOR & DELRUE	40 QUEEN ST S		TILBURY	ON	N0P 2L0		1Z4R7V942095120860	
TAYLOR & DELRUE	40 QUEEN ST S		TILBURY	ON	N0P 2L0		1Z4R7V942091673431	
TAYLOR & DELRUE	40 QUEEN ST S		TILBURY	ON	N0P 2L0		1Z4R7V942092387267	
TAYLOR & DELRUE	40 QUEEN ST S		TILBURY	ON	N0P 2L0		1Z4R7V942093209877	
TAYLOR & DELRUE	40 QUEEN ST S		TILBURY	ON	N0P 2L0		1Z4R7V942091991481	
TERNOEY, GUSTAAF	24029 DASHWHEEL RD		CHATHAM	ON	N0P 2L0		1Z4R7V942098840925	
TETREAULT, OSCAR N.; TETREAULT, MARIE YVONNE;	R. R. #1		TILBURY	ON	N0P 2L0		RN 391 394 498 CA	
THE BELL TELEPHONE COMPANY OF CANADA	BELL CANADA LAW DEPARTMENT, 483 BAY ST.		TORONTO	ON	M5G 2C9		1Z4R7V942097175914	Return to sender - receiver has moved
THE CORPORATION OF THE MUNICIPALITY OF CHATHAM-KENT	315 KING STREET WEST	P.O. BOX 640	CHATHAM	ON	N7M 5K8		1Z4R7V942090680970	
THE CORPORATION OF THE TOWN OF LAKESHORE	C/O 25 YOUNG STREET	BOX 178	TILBURY	ON	N0P 2L0		1Z4R7V942092714751	Return to sender - The company or receiver name is incorrect
THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO	620 UNIVERSITY AVENUE		TORONTO	ON	M5G 2C1	2P5	1Z4R7V942090768368	The company or
UNION GAS COMPANY OF CANADA LIMITED	50 KEIL DRIVE NORTH		CHATHAM	ON	N7M 5M1		1Z4R7V942095299893	
VICTOR WIND HOLDING CORPORATION	480 BOULEVARD DE LA CITE	ATTN: GENERAL COUNSEL	GATINEAU	QC	J8T 8R3		1Z4R7V942092090318	Return to sender - receiver has moved

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
		MUNICIPALITY OF CHATHAM-KENT	ATTN: INFRASTRUCTURE AND ENGINEERING SERVICES DEPARTMENT ENGINEERING AND TRANSPORTATION DIVISION	315 KING ST W	CHATHAM	ON	N7M 5K8	FIRSTLY, PART ROAD ALLOWANCE BETWEEN CONCESSION 1 AND CONCESSION 2 DOVER WEST; SECONDLY, PART LOT 1 CON 2 DOVER WEST PARTS 2 AND 3, 24R3551; S/T DO28945 AS AMENDED BY 254245 S/T 463689; CHATHAM-KENT	1Z4R7V942095728080
									1Z4R7V942093472190
					GRANDE POINTE	ON	NOP 150	PT LT 1 CON 2 DOVER WEST PT 5, 24R3551 EXCEPT PT 1, 24R6863 S/T DO28945 AS AMENDED BY 254245; S/T 213907, 265537; CHATHAM-KENT	
									1Z4R7V942096299097
					PAIN COURT	ON	NOP 120	PART OF LOT 5, CONCESSION 2, DOVER WEST, BEING PARTS 1, 2, 3, 4, 5, 6, 7, AND 8, REFERENCE PLAN 24R 10682; S/T D1318, S/T D1355 OVER PART 4, PLAN 24R 10682; S/T EASEMENT AS IN CK179962 SUBJECT TO AN EASEMENT OVER 6, 7, AND 8, REFERENCE PLAN 24R 10682; IN FAVOUR OF PART LOT 4, CONCESSION 2, DOVER WEST, BEING PARTS 9, 10, 11, 12, 13 AND 14, REFERENCE PLAN 24R 10682 AS IN CK184549 MUNICIPALITY CHATHAM-KENT	
									1Z4R7V942090661802
					PAIN COURT	ON	NOP 1Z1	PART LOT 4, CONCESSION 2, DOVER WEST, BEING PARTS 9, 10, 11, 12, 13 AND 14, REFERENCE PLAN 24R 10682; S/T D1318, D1355 OVER PART 12, PLAN 24R 10682; TOGETHER WITH AN EASEMENT OVER PART OF LOT 5, CONCESSION 2, DOVER WEST, BEING PARTS 6, 7 AND 8, REFERENCE PLAN 24R 10682, AND PART 21, REFERENCE PLAN 24R 10683 AS IN CK184549; TOGETHER WITH AN EASEMENT OVER PART OF LOT 5, CONCESSION 2, DOVER WEST, BEING PART 1, REFERENCE PLAN 24R 10738 AS IN CK184549; SUBJECT TO AN EASEMENT OVER PART 10, REFERENCE PLAN 24R 10682 AS IN CK179962 MUNICIPALITY CHATHAM-KENT	
									1Z4R7V942099688107
					PAIN COURT	ON	NOP 1Z2	PART OF LOT 4, CONCESSION 2, DOVER WEST, BEING PARTS 15, 16, 17, 18, 19 AND 20, PLAN 24R 10682, S/T D1318, D1355 OVER PART 18, REFERENCE PLAN 24R 10682; TOGETHER WITH AN EASEMENT OVER PART LOT 3, CONCESSION 2, DOVER WEST, BEING PART 2, PL 24R10738 AND PT 26, PLAN 24R 10682 AS IN CK184562; TOGETHER WITH AN EASEMENT PART OF LOT 4, CONCESSION 2, DOVER WEST, BEING PART 2, REFERENCE PLAN 24R 10738 AS IN CK184561; SUBJECT TO AN EASEMENT OVER PART 16, REFERENCE PLAN 24R 10682 AS IN INSTRUMENT CK179962; MUNICIPALITY CHATHAM-KENT	

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
								PART OF LOT 2, CONCESSION 2, DOVER WEST, BEING PARTS 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49 AND 50, REFERENCE PLAN 24R 10682; S/T EASEMENT OVER PART 36, REFERENCE PLAN 24R 10682 AS IN 213908, S/T EASEMENT OVER PART 30, REFERENCE PLAN 24R 10682 AS IN 215138 , S/T EASEMENT OVER PART 48, REFERENCE PLAN 24R 10682 AS IN 265140 , S/T EASE OVER PARTS 38 AND 41, REFERENCE PLAN 24R 10682 AS IN 271925 ; TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, DOVER WEST, BEING PART 3, REFERENCE PLAN 24R 10738 AS IN CK184562; SUBJECT TO AN EASEMENT OVER PARTS 28, 34, 44, REFERENCE PLAN 24R 10682 AS IN INSTRUMENT CK179962; CHATHAM-KENT	RN 391394334 CA
					PAIN COURT	ON	NOP 123		
								PART OF LOTS 1 AND 2, CONCESSION 2, DOVER WEST, BEING PARTS 51, 52, 53, 54, 55, 56 AND 57, REFERENCE PLAN 24R 10682; S/T EASEMENT OVER PART 56, REFERENCE PLAN 24R 10682 AS IN 265140; SUBJECT TO EASEMENT OVER PART 52, REFERENCE PLAN 24R 10682 AS IN CK179962; CHATHAM-KENT	RN 391394507 CA
					PAIN COURT	ON	NOP 124		
								PART OF LOT 3, CONCESSION 2, DOVER WEST, BEING PARTS 21, 22, 23, 24, 25 AND 26, REFERENCE PLAN 24R 10682; S/T EASE OVER PART 24, REFERENCE PLAN 24R 10682 AS IN 215138; SUBJECT TO AN EASEMENT OVER PART 26, REFERENCE PLAN 24R 10682 AND OVER PART 2 ON PL 24R10738 IN FAVOUR OF PART OF LOT 4, CONCESSION 2, DOVER WEST, BEING PARTS 15, 16, 17, 18, 19 AND 20, REFERENCE PLAN 24R 10682 AS IN CK184562, S/T EASEMENT OVER PART 324R10738 IN FAVOUR OF PART LOT 2 CON 2 PARTS 27 TO 50 INCLUSIVE 24R10682, S/T EASE OVER PART 22 PLAN 24RE10682 AS IN CK179962 MUNICIPALITY CHATHAM-KENT	1Z4R7V942093110419
					PAIN COURT	ON	NOP 125		
		MUNICIPALITY OF CHATHAM-KENT	ATTN: INFRASTRUCTURE AND ENGINEERING SERVICES DEPARTMENT ENGINEERING AND TRANSPORTATION DIVISION	315 KING ST W	CHATHAM	ON	N7M 5K8	FIRSTLY: RDAL BTN TWP OF WEST DOVER AND TWP OF DOVER ABUTTING CON 5 & CON 6; SECONDLY: PT LT 1 CON 5 DOVER AS IN 224340; CHATHAM-KENT	1Z4R7V942092918022
		MUNICIPALITY OF CHATHAM-KENT	ATTN: INFRASTRUCTURE AND ENGINEERING SERVICES DEPARTMENT ENGINEERING AND TRANSPORTATION DIVISION	315 KING ST W	CHATHAM	ON	N7M 5K8	PT LT 1 CON 6 DOVER PT 1, 24R7577 S/T DO28879 AMENDED BY 242583; CHATHAM-KENT	1Z4R7V942092184637
		LAPRISE FARMS LTD.	7359 MAPLE LINE		PAIN COURT	ON	NOP 125	PT LT 1 CON 6 DOVER AS IN R668352 EXCEPT PARTS 1 - 5 24R10170 & EXCEPT PARTS 1 TO 5 INCL. ON 24R10241; S/T 604871; S/T DO28895 PARTIALLY RELEASED BY 242584; S/T DO28879 PARTIALLY RELEASED BY 242583; S/T 235269, 236410 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 7 & 8, 24R-10361 AS IN CK140361 MUNICIPALITY CHATHAM-KENT	1Z4R7V942098295113

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
		ENBRIDGE GAS INC.	50 KEIL DR N		CHATHAM	ON	N7M 5J5	PT LOT 1, CON 6, GEOGRAPHIC TOWNSHIP OF DOVER, BEING PT 1, 24R2140, PT LOT 1, CON 6 DOVER, BEING PTS 1, 2, 3, 4, & 5, 24R10170; S/T 604871; S/T DO28895, PARTIALLY RELEASED BY 242584; S/T DO28879 PARTIALLY RELEASED BY 242583; S/T 235269, 236410 AND PT 1, 24R226, EXCEPT PT 1, 24R7577, MUNICIPALITY OF CHATHAM-KENT; PT LOT 1 CON 6, DOVER, BEING PTS 1 TO 5, 24R10241; S/T EASEMENT OVER PT 1 CON 6, BEING PT 4, 24R10241 AS IN DO28879 AND 236410; SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 2, 3, 4, 5, 6 & 9, 24R-10361 AS IN CK140356 MUNICIPALITY CHATHAM-KENT	1Z4R7V942092494856
		MUNICIPALITY OF CHATHAM-KENT	ATTN: INFRASTRUCTURE AND ENGINEERING SERVICES DEPARTMENT ENGINEERING AND TRANSPORTATION DIVISION	315 KING ST W	CHATHAM	ON	N7M 5K8	FIRSTLY: PT LT 1-6 CON 1 DOVER WEST; PT RDAL BTN CON 1 AND CON 2 DOVER WEST PT 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 & 15 D1233; SECONDLY: PT LT 5 CON 1 DOVER WEST BEING FORCED RD THROUGH AKA NEW RIVER RD; CHATHAM-KENT	1Z4R7V942093010241
		LAST DITCH FARMS LIMITED	4939 BRADLEY LINE		PAIN COURT	ON	N0P 1Z3	PART LOT 6 CON 1 DOVER WEST, PARTS 17,18,19 24R10681 SUBJECT TO AN EASEMENT OVER PART 18 24R10681 AS IN 226273 SUBJECT TO AN EASEMENT OVER PART 18 24R10681 AS IN D1314 MUNICIPALITY CHATHAM-KENT	1Z4R7V942092738468
					PAIN COURT	ON	N0P 1Z0	PART LOT 6 CON 1 DOVER WEST, PARTS 14,15,16 24R10681 SUBJECT TO AN EASEMENT AS IN D1314 MUNICIPALITY CHATHAM-KENT	1Z4R7V942093902680
		LAST DITCH FARMS LIMITED	4939 BRADLEY LINE		PAIN COURT	ON	N0P 1Z0	PART LOT 6 CON 1 DOVER WEST CLOSED BY 248082, PARTS 20,21,22 24R10681 SUBJECT TO AN EASEMENT OVER PART 21 24R10681 AS IN 226273 MUNICIPALITY CHATHAM-KENT	1Z4R7V942090841073
					CHATHAM	ON	N7M 5K6	PART OF LOTS 5 AND 6, CONCESSION 1, DOVER WEST; PART OF ROAD ALLOWANCE BETWEEN CONCESSION 1 AND CONCESSION 2 , DOVER WEST, CLOSED BY BY-LAW CK174012, BEING PARTS 7, 8, 10, 11, 12 AND 13, REFERENCE PLAN 24R 10681; SUBJECT TO EASEMENT OVER PART 8, REFERENCE PLAN 24R 10681 AS IN INSTRUMENT 277490; SUBJECT TO EASEMENT OVER PART 11, REFERENCE PLAN 24R 10681 AS IN INSTRUMENT D1314; SUBJECT TO EASEMENT OVER PART 12, REFERENCE PLAN 24R 10681 AS IN INSTRUMENT 217914 MUNICIPALITY CHATHAM-KENT	1Z4R7V942094023299

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
[REDACTED]	[REDACTED]		[REDACTED], [REDACTED]		CHATHAM	ON	N7M 5K6	PART OF LOTS 4 AND 5, CONCESSION 1, DOVER WEST; PART OF ROAD ALLOWANCE BETWEEN CONCESSION 1 AND 2 DOVER WEST, CLOSED BY BY-LAW CK174012, BEING PARTS 1, 2, 3, 4, 5, 6 AND 9, REFERENCE PLAN 24R 10681; TOGETHER WITH 361833; SUBJECT TO EASEMENT OVER PART 2 AND 5, REFERENCE PLAN 24R 10681 AS IN INSTRUMENT 270816; SUBJECT TO EASEMENT OVER PART 9, REFERENCE PLAN 24R 10681 AS IN INSTRUMENTS 265966 & 265739; CHATHAM-KENT	1Z4R7V942093302908
[REDACTED]	[REDACTED]		[REDACTED]		TILBURY	ON	NOP 2L0	S 1/2 LOTS 11 & 12 CON 3 EXCEPT 199727 ; S/T 121880,D1329,TE22197 TILBURY EAST	1Z4R7V942092867300
[REDACTED]	[REDACTED]		[REDACTED]		TILBURY	ON	NOP 2L0	N 1/2 LT 11 CON 3 T/W 127373 ; S/T 219250,239833,248942,TE22041 TILBURY EAST	1Z4R7V942095208981
		MINISTRY OF NORTHERN DEVELOPMENT, MINES, NATURAL RESOURCES AND FORESTRY	ALYMER DISTRICT OFFICE, ATTN: MITCH WILSON	615 JOHN ST N	ALYMER	ON	N5H 2S8	JEANETTE'S CREEK ; TILBURY EAST	1Z4R7V942098915176
		VIA RAIL CANADA INC.	PO BOX 8116 SUCC. CENTRE		MONTREAL	QC	H3C 3N3	PT LTS 7, 8 & 9, CON 2 , AS IN TE38, TE48, TE246, TE299, TE36, TE250, TE251, TE281 & TE60, S/T INTEREST, IF ANY, OF COUNTY RD # 36 ; TILBURY EAST DESCRIPTION AMENDED 1996/09/25 BY JANE SEIFRIED	RN 391394396 CA
[REDACTED]	[REDACTED]		[REDACTED]		TILBURY	ON	NOP 2L0	PT LTS 8 & 9, CON 2 , AS IN 133392 (FIRSTLY) ; S/T THE RIGHTS OF OWNERS OF ADJOINING PARCELS, IF ANY, UNDER TE20797 S/T 263034,D1319 TILBURY EAST	1Z4R7V942090474390
		PAUL DE ROSA FARMS INC.	4630 TECUMSEH LINE		CHATHAM-KENT	ON	NOP 2L0	PT LT 8, CON 2 , AS IN TE20797, N OF FORBES INTERNAL DRAIN EXCEPT 133392 & TE12485 ; DESCRIPTION MAY NOT BE ACCEPTABLE IN FUTURE AS IN TE20797 RE: VAGUE S/T 215446,263033 TILBURY EAST	1Z4R7V942091844005
		MINISTRY OF NORTHERN DEVELOPMENT, MINES, NATURAL RESOURCES AND FORESTRY	ALYMER DISTRICT OFFICE, ATTN: MITCH WILSON	615 JOHN ST N	ALYMER	ON	N5H 2S8	FORBES INTERNAL DRAIN ; S/T THE RIGHTS OF OWNERS OF ADJOINING PARCELS, IF ANY, UNDER TE20797 S/T RIGHTS, IF ANY, IN 508537 TILBURY EAS	1Z4R7V942090472614

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
									1Z4R7V942096568206
					TILBURY	ON	N0P 2L0	PT LT 9, CON 2 , AS IN 453188 ; S/T 217504 TILBURY EAST	
									1Z4R7V942093460229
					TILBURY	ON	N7M 5J7	PT LT 10, CON 2 , AS IN 168754 EXCEPT FORBES INTERNAL DRAIN ; S/T 220267,241193 TILBURY EAST	
		MUNICIPALITY OF CHATHAM-KENT	ATTN: INFRASTRUCTURE AND ENGINEERING SERVICES DEPARTMENT ENGINEERING AND TRANSPORTATION DIVISION	315 KING ST W	CHATHAM	ON	N7M 5K8	ROAD ALLOWANCE BTN CONS 2 & 3 , FROM SW LIMIT OF COUTTS SIDEROAD TO THE SW LIMIT OF THE FORCED RD THROUGH LOTS 7 & 8, CON 2 ; TILBURY EAS	1Z4R7V942097999196
		MUNICIPALITY OF CHATHAM-KENT	ATTN: INFRASTRUCTURE AND ENGINEERING SERVICES DEPARTMENT ENGINEERING AND TRANSPORTATION DIVISION	315 KING ST W	CHATHAM	ON	N7M 5K8	TRAVELLED RD THROUGH LT 10, CON 3 FROM NW LIMIT OF LT 10, CON 3 TO THE SE LIMIT OF LT 10, CON 3 AS IN TE4819 (COUTTS SIDEROAD) ; S/T INTEREST, IF ANY, IN 304796,379937,400281,400303,409799,409984,453190,485171 ,535162 TILBURY EAS	1Z4R7V942099355216
									1Z4R7V942098600167
					TILBURY	ON	N0P 2L0	NW 1/2 OF NW 1/2 OF LT 10, CON 3 EXCEPT TE4819 T/W 127373 ; S/T 239832 ; GEOGRAPHIC TOWNSHIP OF TILBURY EAST ; CHATHAM-KENT ; DESCRIPTION AMENDED 1999/03/29 BY R. PINSONNEAULT	
									1Z4R7V942092906839
					TILBURY	ON	N7M 5J7	CON 1 & 2 AS CLOSED BY BY-LAW # 519483 (TILBURY EAST), DESIGNATED AS PARTS 1 - 16, PARTS 19 TO 22 & PART 24, 24R8416; SUBJECT TO AN EASEMENT IN GROSS IN FAVOUR OF UNION GAS LIMITED OVER PART OF LOTS 7 AND 8, CON. 2, TILBURY EAST DESIGNATED AS PARTS 5 & 13, 24R8416 AS IN 226984; SUBJECT TO A RIGHT OF WAY IN GROSS OVER PART OF LOTS 7 & 8 CON. 2, TILBURY EAST DESIGNATED AS PARTS 7 & 15, 24R8416 AS IN 263816; SUBJECT TO A RIGHT OF WAY OVER PART OF THE ROAD ALLOWANCE BETWEEN CON. 1 & 2, TILBURY EAST, DESIGNATED AS	
								PART LOT 7, CONCESSION 1 (TILBURY EAST) DESIGNATED AS PTS. 1 & 2, 24R6925 S/T EASEMENT AS IN 213972 OVER PT. 1, 24R169 IN FAVOUR OF UNION GAS COMPANY OF CANADA LIMITED ; S/T EASEMENT AS IN 223772 OVER PT. 2, 24R169 IN FAVOUR OF UNION GAS COMPANY OF CANADA LIMITED ; S/T EASEMENT AS IN TE20024 OVER PT. 2, 24R6925 IN FAVOUR OF THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO ; CHATHAM-KENT	1Z4R7V942090912442
									1Z4R7V942094577058
					TILBURY	ON	N7M 5J7	PART LOT 9, CONCESSION 2, AS IN 212977, EXCEPT PART 1, PLAN 24R10135; S/T 219123, 263815 MUNICIPALITY CHATHAM-KENT	

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
									1Z4R7V942091000667
					TILBURY	ON	N0P 2L0	PT LT 6, CON 1 , AS IN 462577 T/W 115706 ; S/T LIFE INTEREST IN 462577 S/T 214297,263607,D1368 TILBURY EAST	
					TILBURY	ON	N0P 2L0	PT LTS 5 & 6, CON 1 , AS IN 190096 ; S/T 214296,265740 TILBURY EAST	1Z4R7V942092283271
		1808331 ONTARIO INC.	23606 WHEATLEY ROAD, RR 3		TILBURY	ON	N0P 2L0	PT LT 28, SOUTH MIDDLE RD (TILBURY EAST), DESIGNATED AS PTS 1 TO 4 PL 24R9484, S/T EASEMENT OVER PT 2 PL 24R9484 AS IN 217502 MUNICIPALITY CHATHAM-KENT	1Z4R7V942090524880
					TILBURY	ON	N0P 2L0	PT LT 27, SOUTH MIDDLE RD (TILBURY EAST) AS IN 490518 S/T 216966, TE24194 TILBURY	1Z4R7V942092825499
					TILBURY	ON	N0P 2L0	PT LT 27, SOUTH MIDDLE RD (TILBURY EAST) AS IN 539686 EXCEPT D1302. S/T 539686 S/T 217503, TE24018 TILBURY	1Z4R7V942098760226
					TILBURY	ON	N0P 2L0	PT LTS 26 & 27, SOUTH MIDDLE RD (TILBURY EAST) AS IN 453083 EXCEPT D1302 "DESCRIPTION IN 453083 MAY NOT BE ACCEPTABLE IN FUTURE" S/T 217501, TE24297 TILBUR	1Z4R7V942097183236
					WHEATLEY	ON	N0P 2L0	PT LT 27, SOUTH MIDDLE RD (TILBURY EAST) AS IN 447959 S/T 217501 ; SUBJECT TO AN EASEMENT IN GROSS AS IN CK63460 MUNICIPALITY CHATHAM-KENT	1Z4R7V942097024247
					TILBURY	ON	N0P 2L0	PT LT 26, SOUTH MIDDLE RD (TILBURY EAST) AS IN TE24776 S/T 216992 TILBUR	1Z4R7V942091285100

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
									1Z4R7V942093003713
					TILBURY	ON	N0P 2L0	PT LT 25, SOUTH MIDDLE RD (TILBURY EAST) AS IN 538378. S/T 250096. DESCRIPTION AMENDED BY ELIZABETH WRIGHT ON 31/08/94. TILBURY	
					CHATHAM	ON	N7L 5P7	PT LT 25, SOUTH MIDDLE RD (TILBURY EAST) W OF FOSTER RD AS IN 469041 "DESCRIPTION IN 469041 MAY NOT BE ACCEPTABLE IN FUTURE" TILBURY EAST	1Z4R7V942095683253
					CHATHAM	ON	N7L 5P7	PT LT 25, SOUTH MIDDLE RD (TILBURY EAST) W OF FOSTER RD AS IN 469041 "DESCRIPTION IN 469041 MAY NOT BE ACCEPTABLE IN FUTURE" TILBURY EAST	1Z4R7V942095560260
					TILBURY	ON	N0P 2L0	PT LT 14, CON 4, (TILBURY EAST) AS IN 78115 LYING S OF THE HYDRO ELECTRIC POWER COMMISSION LANDS S/T D1323 S/T 121880, 129419 TILBURY EAST	1Z4R7V942099055273
					TILBURY	ON	N0P 2L0	PT LT 13, CON 4, (TILBURY EAST) AS IN 358837 LYING S OF THE HYDRO ELECTRIC POWER COMMISSION LANDS ; S/T THE RIGHTS OF OWNERS OF ADJOINING PARCELS, IF ANY, UNDER T124589, S/T 226284 ; CHATHAM-KENT ; DESCRIPTION AMENDED 2002/02/18 BY R. PINSONNEAULT, REMOVED S/T LIFE INTEREST IN 358837	1Z4R7V942098568284
					TILBURY	ON	N0P 2L0	PT LT 13, CON 4, (TILBURY EAST) AS IN 358837 LYING N OF THE RAILWAY S/T D1321 & D1322 S/T 121880 TILBURY EAST	1Z4R7V942090081322
					TILBURY	ON	N0P 2L0	PT LT 12, CON 4, (TILBURY EAST) AS IN 80299 S/T 127373 & D1320 TILBURY EAST	1Z4R7V942096499291
					BELLE RIVER	ON	N0R 1A0	PT LT 14, CON 4 (TILBURY EAST), PT 21, 24R827 S/T 132143 TILBURY EAS	1Z4R7V942095248303

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
					BELLE RIVER	ON	N0R 1A0	PT LT 15, CON 5 (TILBURY EAST) AS IN 148801 TILBURY EAST	1Z4R7V942091434814
					BELLE RIVER	ON	N0R 1A0	PT LT 14, CON 5 (TILBURY EAST)AS IN 250567 (FIRSTLY) ; PT LT 14, CON 5 (TILBURY EAST), PTS 18,19,20,24R827 S/T 172908 TILBURY EAST	1Z4R7V942091626205
		CANADIAN PACIFIC RAILWAY COMPANY	ATTN: JACK CARELLO	1290 CENTRAL PARKWAY	MISSISSAUGA	ON	L5C 4R3	PT LT 13 & 14, CON 4 (TILBURY EAST) AS IN TE4389, TE4387, TE4392 & TE4388 (RAILROAD) TILBURY EAS	1Z4R7V942092602425
		HYDRO ONE NETWORKS INC.	ATTN: MEGHAN DI COSIMO	185 CLEGG ROAD	MARKHAM	ON	L6G 1B7	PT LT 13, CON 4 (TILBURY EAST) AS IN TE15168 & PT LT 14, CON 4 (TILBURY EAST) AS IN TE14954 TILBURY EAS	1Z4R7V942092414647
		MINISTRY OF TRANSPORTATION	EXETER ROAD COMPLEX, ATTN: MUSHIR SHAIKH	659 EXETER ROAD	LONDON	ON	N6E 1L3	TRAVELLED RD THROUGH PT LTS 1, 12, 13 & 14, CON 5, (TILBURY EAST) AND PT LTS 14, 15, 16 & 17, CON 4 (TILBURY EAST) AND LT 32, PLAN 791 AND RD ALLOWANCE BETWEEN KENT AND ESSEX COUNTIES AND RD ALLOWANCE BETWEEN LTS 14 & 15, CON 4, (TILBURY EAST) AND RD ALLOWANCE BETWEEN LTS 12 & 13, CON 5 (TILBURY EAST), PTS 1 & 13, 24R827 (KING"S HIGHWAY # 401) "DESCRIPTION IN 277692 MAY NOT BE ACCEPTABLE IN FUTURE" TILBURY EAST	1Z4R7V942092862869
		MINISTRY OF TRANSPORTATION	EXETER ROAD COMPLEX, ATTN: MUSHIR SHAIKH	659 EXETER ROAD	LONDON	ON	N6E 1L3	TRAVELLED RD THROUGH LTS 13 & 14, PLAN 246 & MILL ST, PLAN 246 & LTS 16 & 17, CON 4 (TILBURY EAST) & LTS 11, 12, 13, 14, 15 & 16, CON 5 (TILBURY EAST) & PT LT 11, CON 6 (TILBURY EAST) & THE RD ALLOWANCE BETWEEN CONS 4 & 5, (TILBURY EAST) & THE RD ALLOWANCE BETWEEN CON 5 (TILBURY EAST) & NORTH MIDDLE RD & THE RD ALLOWANCE BETWEEN CONS 5 & 6 (TILBURY EAST) & THE RD ALLOWANCE BETWEEN LTS 12 & 13, CON 5 (TILBURY EAST) AS IN D133, D397, D765, D567, D601, D701, D640, D648 & PTS 1, 2, 3 &4, 24R3270 FROM THE W LIMIT OF STATION ST PL 246 TO THE E LIMIT OF PT 2, D1313 (KING"S HIGHWAY #2) TILBURY EAST	1Z4R7V942092325476
					MERLIN	ON	N0P 1W0	PT LOTS 13 & 14, CON 4, TILBURY EAST AS IN 139857, 144721 & TE24589 EXCEPT D1032 & PT 1, 24R4988 ; S/T TE22740, TE22743, 132143, D1324 MUNICIPALITY CHATHAM-KENT	1Z4R7V942095275579

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
		ENTEGRUS TRANSMISSION INC.	320 QUEEN ST PO BOX 70		CHATHAM	ON	N7M 5K2	PART OF LOTS 13 & 14, CONCESSION 5, PART OF LOT 24, NORTH MIDDLE ROAD AND PART OF THE ROAD ALLOWANCE IN REAR OF NORTH MIDDLE ROAD, GEOGRAPHIC TOWNSHIP OF TILBURY EAST (CLOSED BY TE6928), DESIGNATED AS PARTS 1, 2 & 3, 24R9781; SUBJECT TO EASEMENT OVER PART 2, 24R9781 AS IN CK94203 SUBJECT TO AN EASEMENT AS IN CK94203 MUNICIPALITY CHATHAM-KENT	1Z4R7V942096328582
					TILBURY	ON	N0P 2L0	N 1/2 LT 24, NORTH MIDDLE ROAD EXCEPT TE21216 & RAILWAY & TE11739 ; TILBURY EAST	1Z4R7V942097799590
					TILBURY	ON	N0P 2L0	S 1/2 LT 24, NORTH MIDDLE ROAD EXCEPT D1302 ; TILBURY EAS	1Z4R7V942099520126
					TILBURY	ON	N0P 2L0	N 1/2 LT 24, SOUTH MIDDLE ROAD LYING N OF HYDRO-ELECTRIC POWER COMMISSION EXCEPT D1302 T/W 259382 ; TILBURY EAS	1Z4R7V942090227693
					TILBURY	ON	N0P 2L0	N 1/2 LT 24, SOUTH MIDDLE ROAD LYING S OF HYDRO-ELECTRIC POWER COMMISSION T/W 259382 ; TILBURY EAS	1Z4R7V942097088607
		HYDRO ONE NETWORKS INC.	ATTN: MEGHAN DI COSIMO	185 CLEGG ROAD	MARKHAM	ON	L6G 1B7	PT LTS 23 & 24, CON SOUTH MIDDLE ROAD , PARTS 6, 7 & 8, 24R493, PARTS 1, 2, 3 & 4, 24R494 (THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO) S/T 259382 & 257406 ; TILBURY EAS	1Z4R7V942090765914
		538654 ONTARIO INC.	11 LEE AVE PO BOX 1770		TILBURY	ON	N0P 2L0	S HALF LOT 24, SMR, TILBURY EAST, SAVE & EXCEPT PT 1, 24R5310; PT LOT 23 SMR, TILBURY EAST AS IN 540877; SUBJECT TO AN EASEMENT IN GROSS AS IN CK64981 MUNICIPALITY CHATHAM-KENT	1Z4R7V942090740137
		COUNTY OF ESSEX	ATTN: INFRASTRUCTURE SERVICES DEPARTMENT	360 FAIRVIEW AVE W	ESSEX	ON	N8M 1Y6	RDAL BTN TOWNSHIP OF TILBURY EAST & TILBURY NORTH TILBURY; PT LT 22 CON 6 TILBURY PT 1, 12R2734; PT N1/2 LT 22 CON SMR TILBURY; PT S1/2 LT 22 CON SMR TILBURY AS IN R317626 AKA COUNTY RD 1, TOWNLINE RD, & QUEEN ST, BTN COUNTY RD 46 & 7TH CONCESSION RD; LAKESHORE	1Z4R7V942091950355

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
		TILBURY GOLF CLUB LIMITED	20425 MIDDLE RD		LAKESHORE	ON	N0P 2L0	PT N1/2 LT 20 CON SMR TILBURY PT 1 RD196; PT LT 19 CON SMR TILBURY PT 1, 2 12R10166; PT S1/2 LT 20 CON SMR TILBURY AS IN R1128799 S/T R1095792; S/T R476319, R476698; LAKESHORE	1Z4R7V942095863639
		COUREY CORPORATION	16 QUEEN ST S, PO BOX 178		TILBURY	ON	N0P 2L0	PT LT 19 CON SMR TILBURY; PT S1/2 LT 20 CON SMR TILBURY AS IN R684355; LAKESHORE	1Z4R7V942091196573
					TILBURY	ON	N0P 2L0	PT LT 21 CON SMR TILBURY; PT S1/2 LT 20 CON SMR TILBURY AS IN R967996 EXCEPT R471337; S/T R472864 TOWN OF LAKESHORE	1Z4R7V942099803651
					TILBURY	ON	N0P 2L0	PT LT 21 CON SMR TILBURY AS IN R1295831; S/T EXECUTION 01-00979, IF ENFORCEABLE; S/T EXECUTION 99-01955, IF ENFORCEABLE; S/T EXECUTION 99-02118, IF ENFORCEABLE; LAKESHORE	1Z4R7V942097615671
JUSTIN JAMES, LILY MARLENE, GARY MICHAEL	SMITH, SMITH, SMITH		21625 COUNTY ROAD 46		TILBURY	ON	N0P 2L0	PT LT 21 CON SMR TILBURY; PT N1/2 LT 22 CON SMR TILBURY AS IN R912683 EXCEPT R471337; S/T R476696, R476697; LAKESHORE	1Z4R7V942090008401
		MIDDLE ROAD FARMS LIMITED	19325 COUNTY RD 46, PO BOX 178		TILBURY	ON	N0P 2L0	PT LT 19 CON SMR TILBURY AS IN R371750 (SECONDLY, THIRDLY) & PT 3 PL 12R24636; EXCEPT PT 1 PL 12R4062, R471337, PTS 1 & 2 PL 12R10166 & PTS 4 & 5 PL 12R24636 ; TOGETHER WITH AN EASEMENT AS IN R1095792 FOR THE BENEFIT OF PT LT 19 CON SMR TILBURY AS IN R371750 (SECONDLY, THIRDLY) EXCEPT PT 1 PL 12R4062, R471337, PTS 1 & 2 PL 12R10166 & PTS 4 & 5 PL 12R24636; SUBJECT TO AN EASEMENT AS IN R476319; TOGETHER WITH AN EASEMENT OVER PTS 2, 4 & 5 PL 12R24636 AS IN CE498430 TOWN OF LAKESHORE	1Z4R7V942090344628
ADAM ROBERT FOREST; KAREN NICHOLE; CHARLES	SCHMITCHEN, SCHMITCHEN, CHEVALIER		274 COUNTY RD 8, RR 2		SOUTH WOODSLEE	ON	N0R 1V0	PART S1/2 LOT 20 CON SMR TILBURY AS IN TN10294 EXCEPT R1128799 & PART 1 PL 12R25018 TOWN OF LAKESHORE	1Z4R7V942092516840

Panhandle Landowners

First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	8/July/2022 - UPS #
ANNETTE, EUGENE GERARD	LEBOEUF, LEBOEUF		22625 COUNTY RD 46		TILBURY	ON	N0P 2L0	PART N1/2 LOT 22 CON SMR TILBURY AS IN R534831 SAVE & EXCEPT PART 1 PL 12R25042; S/T R476320, R476696 TOWN OF LAKESHORE	1Z4R7V942094541452
		PAUL DE ROSA FARMS INC.	4630 TECUMSEH LINE		CHATHAM-KENT	ON	N0P 2L0	PT S1/2 LT 22 CON SMR TILBURY AS IN R244641 EXCEPT PART 1 PLAN 12R25887 TOWN OF LAKESHORE	1Z4R7V942095848683



 [Back to Tracking Home](#)

1 - 5 of 24



[1Z4R7V942095914815](#)
Delivered
Delivered On: Monday, July 11 at 11:44 A.M. at Mail Room



[1Z4R7V942097302839](#)
Delivered
Delivered On: Monday, July 11 at 2:47 P.M. at Met Customer



[1Z4R7V942097423842](#)
Delivered
Delivered On: Monday, July 11 at 11:20 A.M. at Reception



[1Z4R7V942098519863](#)
Delay: Action Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942099294872](#)

Delivered
Delivered On: Tuesday, July 12 at 10:14 A.M. at Met Customer

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

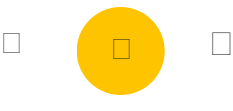
This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

6 - 10 of 24



[1Z4R7V942098298898](#)
Delivered
Delivered On: Monday, July 11 at 9:47 A.M. at Front Desk



[1Z4R7V940496327907](#)
Delivered
Delivered On: Tuesday, July 12 at 10:55 A.M. at Office



[1Z4R7V942096574913](#)
Delivered
Delivered On: Monday, July 11 at 11:49 A.M. at Reception



[1Z4R7V942098322931](#)
Returned to Sender
Delivered On: Wednesday, July 13 at 2:37 P.M. at Reception



[1Z4R7V942090062432](#)

Delivered
Delivered On: Monday, July 11 at 12:25 P.M.

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- This Site
- Other UPS Sites
- Connect With Us
- Legal



 [Back to Tracking Home](#)

11 - 15 of 24



[1Z4R7V940497742957](#)
Returning to Sender
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V940499034978](#)
Delivered
Delivered On: Monday, July 18 at 2:53 P.M. at Met Customer



[1Z4R7V940497007984](#)
Delivered
Delivered On: Monday, July 11 at 9:04 A.M. at Receiver



[1Z4R7V940496398993](#)
Address Information Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942094012658](#)

Delivered
Delivered On: Monday, July 11 at 9:49 A.M. at Mail Room

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

16 - 20 of 24



[1Z4R7V942092998875](#)
Delivered
Delivered On: Monday, July 11 at 9:49 A.M. at Mail Room



[1Z4R7V942097080025](#)
Delivered
Delivered On: Monday, July 11 at 12:11 P.M. at Receiver



[1Z4R7V942090880487](#)
Delivered
Delivered On: Monday, July 11 at 11:31 A.M. at Office



[1Z4R7V942093821099](#)
Delivered
Delivered On: Tuesday, July 12 at 10:14 A.M. at Met Customer



[1Z4R7V940493920708](#)

Exception: Action Required
Estimated delivery: The delivery date will be provided as soon as possible.

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- This Site
- Other UPS Sites
- Connect With Us
- Legal



 [Back to Tracking Home](#)

21 - 24 of 24



[1Z4R7V942093279319](#)
Delivered
Delivered On: Monday, July 11 at 11:01 A.M. at Receiver



[1Z4R7V942093996928](#)
Delivered
Delivered On: Monday, July 11 at 12:17 P.M. at Front Door








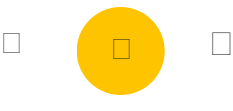
[1Z4R7V942092909149](#)
Delay: Action Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942090303752](#)
Returned to Sender
Delivered On: Tuesday, July 12 at 2:05 P.M. at Residential

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.	



[Back to Tracking Home](#)

1 - 5 of 8



[1Z4R7V942096143030](#)
Delivered
Delivered On: Monday, July 11 at 3:36 P.M. at Receiver



[1Z4R7V942098624043](#)
Delivered
Delivered On: Wednesday, July 13 at 2:59 P.M. at Front Desk



[1Z4R7V942092457360](#)
Delivered
Delivered On: Monday, July 11 at 10:34 A.M. at Reception



[1Z4R7V942096923054](#)
Delivered
Delivered On: Wednesday, July 13 at 2:59 P.M. at Front Desk



[1Z4R7V942098440063](#)

Delivered
Delivered On: Tuesday, July 12 at 11:13 A.M. at Receiver

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- ☐

This Site

☐
- ☐

Other UPS Sites

☐
- ☐

Connect With Us

☐
- ☐

Legal

☐



[Back to Tracking Home](#)

6 - 8 of 8



[1Z4R7V942091469975](#)
Delivered
Delivered On: Monday, July 11 at 5:13 P.M. at Met Customer



[1Z4R7V942094441588](#)
Delivered
Delivered On: Monday, July 11 at 9:47 A.M. at Front Desk



[1Z4R7V940495575070](#)
Delivered
Delivered On: Monday, July 11 at 11:42 A.M. at Front Desk

UPS Freight Less-than-Truckload ("LTL") transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities ("UPS"). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.	



[Back to Tracking Home](#)

1 - 3 of 3



1Z4R7V940496398993

Returning to Sender

Estimated delivery: The delivery date will be provided as soon as possible.



1Z4R7V940493920708

Exception: Action Required

Estimated delivery: The delivery date will be provided as soon as possible.



1Z4R7V942092909149

Returned to Sender

Delivered On: Thursday, July 21 at 12:59 P.M. at Reception

UPS Freight Less-than-Truckload ("LTL") transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities ("UPS"). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries

This website uses cookies

We do this to better understand how visitors use our site and to enhance your overall and more personal experience. Please see our [Privacy Notice](#) for more information. You can manage your preferences by selecting "Cookie Settings" in the footer of this page.

<div><div></div><div>This Site</div></div>	<div><div></div></div>
<div><div></div><div>Other UPS Sites</div></div>	<div><div></div></div>
<div><div></div><div>Connect With Us</div></div>	<div><div></div></div>
<div><div></div><div>Legal</div></div>	<div><div></div></div>
<div><div></div><div>Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.</div></div>	



[Back to Results](#)

Your shipment
1Z4R7V942092909149

☐ Delivered On
Thursday, July 21 at 12:59 P.M. at Reception

Returned To
WILLOWDALE CA

Received By:
SUE

[Proof of Delivery](#)






Get Updates ☐ [View Details](#)

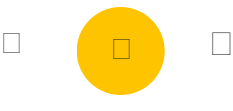
Track Another Package

[Track](#)

UPS Freight Less-than-Truckload (“LTL”) transportation affiliates or divisions (including without limitation TFor Service, Inc. or any of its affiliates, subsidiaries or rela connection with UPS Freight LTL transportation service International Inc. or its affiliates, divisions, subsidiarie

This website uses cookies
We do this to better understand how visitors use our si more personal experience. Please see our [Privacy Notic](#) information. You can manage your preferences by sele

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.	



[Back to Tracking Home](#)

1 - 5 of 22



[1Z4R7V942095874574](#)
Delivered
Delivered On: Monday, July 11 at 3:36 P.M. at Receiver



[1Z4R7V942095127587](#)
Delivered
Delivered On: Monday, July 11 at 10:34 A.M. at Reception



[1Z4R7V942099798597](#)
Delivered
Delivered On: Monday, July 11 at 10:34 A.M. at Reception



[1Z4R7V942097287606](#)
Delivered
Delivered On: Monday, July 11 at 12:52 P.M. at Mailbox



[1Z4R7V942099994615](#)

Delivered
Delivered On: Monday, July 11 at 10:34 A.M. at Reception

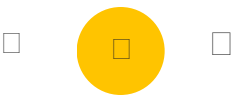
UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- This Site

Other UPS Sites

Connect With Us

Legal



[Back to Tracking Home](#)

6 - 10 of 22



[1Z4R7V942095319629](#)
Delivered
Delivered On: Monday, July 11 at 2:12 P.M. at Met Customer



[1Z4R7V942093138506](#)
Delivered
Delivered On: Monday, July 11 at 2:04 P.M. at Mailbox



[1Z4R7V942095662632](#)
Delivered
Delivered On: Monday, July 11 at 2:04 P.M. at Mailbox



[1Z4R7V942098423644](#)
Delivered
Delivered On: Monday, July 11 at 12:52 P.M. at Mailbox



[1Z4R7V942091317110](#)

Delivered
Delivered On: Monday, July 11 at 12:57 P.M. at Mailbox

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

11 - 15 of 22



[1Z4R7V942093854723](#)
Delivered
Delivered On: Monday, July 11 at 10:34 A.M. at Reception



[1Z4R7V942092851335](#)
Delivered
Delivered On: Monday, July 11 at 3:36 P.M. at Receiver



[1Z4R7V942090406945](#)
Delivered
Delivered On: Monday, July 11 at 2:04 P.M. at Mailbox



[1Z4R7V942093621555](#)
Delivered
Delivered On: Monday, July 11 at 2:12 P.M. at Met Customer



[1Z4R7V942096002656](#)

Delivered
Delivered On: Monday, July 11 at 1:58 P.M. at Front Desk

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

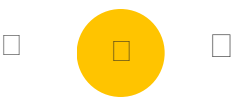
This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

16 - 20 of 22



[1Z4R7V942095799665](#)
Delivered
Delivered On: Monday, July 11 at 2:04 P.M. at Mailbox



[1Z4R7V942095214670](#)
Delivered
Delivered On: Monday, July 11 at 1:58 P.M. at Front Desk



[1Z4R7V942096647684](#)
Delivered
Delivered On: Monday, July 11 at 11:11 A.M. at Front Door



[1Z4R7V942097498692](#)
Delivered
Delivered On: Monday, July 11 at 3:36 P.M. at Receiver



[1Z4R7V942095167703](#)

Delivered
Delivered On: Monday, July 11 at 11:31 A.M. at Office

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

21 - 22 of 22



[1Z4R7V942097054714](#)

Delivered

Delivered On: Monday, July 11 at 11:27 A.M. at Front Desk



[1Z4R7V942095559727](#)

Delivered

Delivered On: Monday, July 11 at 11:08 A.M. at Met Customer

[First](#)

[Previous](#)

[1](#)

[2](#)

[3](#)

[4](#)

[5](#)

[Next](#)

[Last](#)

UPS Freight Less-than-Truckload ("LTL") transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities ("UPS"). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.



This Site



Other UPS Sites



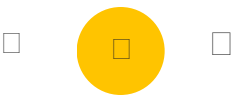
Connect With Us



Legal



Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

1 - 5 of 14



[1Z4R7V942098082736](#)
Delivered
Delivered On: Monday, July 11 at 2:00 P.M. at Front Door



[1Z4R7V942097023748](#)
Delivered
Delivered On: Monday, July 11 at 11:06 A.M. at Rear Door



[1Z4R7V942099782755](#)
Delivered
Delivered On: Monday, July 11 at 10:47 A.M. at Rear Door



[1Z4R7V942098759765](#)
Delivered
Delivered On: Monday, July 11 at 11:01 A.M. at Side Door



[1Z4R7V942096354777](#)

Delivered
Delivered On: Monday, July 11 at 4:39 P.M. at Front Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

6 - 10 of 14



[1Z4R7V942099967789](#)
Delivered
Delivered On: Monday, July 11 at 1:58 P.M. at Front Desk



[1Z4R7V942096998797](#)
Delivered
Delivered On: Thursday, July 14 at 3:18 P.M. at Front Door



[1Z4R7V942099847800](#)
Delivered
Delivered On: Monday, July 11 at 11:38 A.M. at Mailbox



[1Z4R7V942094595163](#)
Delivered
Delivered On: Monday, July 11 at 2:00 P.M. at Front Door

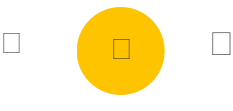


[1Z4R7V942090427771](#)

Delivered
Delivered On: Monday, July 11 at 11:11 A.M. at Front Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

<div><div></div><div>This Site</div></div>	<div><div></div></div>
<div><div></div><div>Other UPS Sites</div></div>	<div><div></div></div>
<div><div></div><div>Connect With Us</div></div>	<div><div></div></div>
<div><div></div><div>Legal</div></div>	<div><div></div></div>
<div><div></div><div>Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.</div></div>	



[Back to Tracking Home](#)

11 - 14 of 14



[1Z4R7V942093219384](#)
Delivered
Delivered On: Monday, July 11 at 11:47 A.M. at Dock



[1Z4R7V942090069999](#)
Returned to Sender
Delivered On: Thursday, July 14 at 2:52 P.M. at Front Desk



[1Z4R7V942093079606](#)
Delivered
Delivered On: Monday, July 11 at 1:04 P.M. at Receiver



[1Z4R7V942094348215](#)
Delivered
Delivered On: Monday, July 11 at 2:04 P.M. at Mailbox

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.	



 [Back to Tracking Home](#)

1 - 5 of 24



[1Z4R7V942094468158](#)
Address Information Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942094354379](#)
Delay: Action Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942095728400](#)
Delivered
Delivered On: Tuesday, July 12 at 5:55 P.M. at Front Door



[1Z4R7V942092685980](#)
Delivered
Delivered On: Wednesday, July 13 at 1:55 P.M. at Met Customer



[1Z4R7V942096875419](#)

Delivered
Delivered On: Tuesday, July 12 at 2:25 P.M. at Office

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

1 - 5 of 24



[1Z4R7V942094468158](#)
Address Information Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942094354379](#)
Delay: Action Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942095728400](#)
Delivered
Delivered On: Tuesday, July 12 at 5:55 P.M. at Front Door



[1Z4R7V942092685980](#)
Delivered
Delivered On: Wednesday, July 13 at 1:55 P.M. at Met Customer



[1Z4R7V942096875419](#)

Delivered
Delivered On: Tuesday, July 12 at 2:25 P.M. at Office

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- ☐

This Site

☐
- ☐

Other UPS Sites

☐
- ☐

Connect With Us

☐
- ☐

Legal

☐



 [Back to Tracking Home](#)

11 - 15 of 24



[1Z4R7V942098899499](#)
Delivered
Delivered On: Tuesday, July 12 at 12:07 P.M. at Front Door



[1Z4R7V942096799396](#)
Delivered
Delivered On: Tuesday, July 12 at 2:12 P.M. at Front Desk



[1Z4R7V942097688389](#)
Delivered
Delivered On: Tuesday, July 12 at 6:02 P.M. at Met Customer



[1Z4R7V942095263359](#)
Delivered
Delivered On: Tuesday, July 12 at 5:59 P.M. at Front Door



[1Z4R7V942096424343](#)

Delivered
Delivered On: Tuesday, July 12 at 2:40 P.M. at Front Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

1 - 5 of 21



[1Z4R7V942097280523](#)

On the Way

Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942091076596](#)

On the Way

Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942095624549](#)

Delivered

Delivered On: Wednesday, July 13 at 3:19 P.M. at Met Customer



[1Z4R7V942092229035](#)

Delay: Action Required

Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942095424649](#)

This website uses cookies

We do this to better understand how visitors use our site and to provide you with a more personal experience. Please see our [Privacy Notice](#) for more information. You can manage your preferences by selecting "Cookie Settings" in the footer.

Delay: Action Required
Estimated delivery: The delivery date will be provided as soon as possible.

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

6 - 10 of 21



[1Z4R7V942094708184](#)
Delivered
Delivered On: Wednesday, July 13 at 12:43 P.M. at Front Desk



[1Z4R7V942096400663](#)
Delivered
Delivered On: Wednesday, July 13 at 10:36 A.M. at Receiver



[1Z4R7V942098720626](#)
Returning to Sender: In Transit
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942092015748](#)
Delivered
Delivered On: Wednesday, July 13 at 1:33 P.M. at Receiver



[1Z4R7V942091023526](#)

Returned to Sender
Delivered On: Thursday, July 14 at 2:52 P.M. at Front Desk

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- This Site
- Other UPS Sites
- Connect With Us
- Legal



[Back to Tracking Home](#)

11 - 15 of 21



[1Z4R7V942090049466](#)
Returned to Sender
Delivered On: Monday, July 18 at 1:27 P.M. at Reception



[1Z4R7V942090997012](#)
Address Information Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942092643962](#)
Returned to Sender
Delivered On: Monday, July 18 at 1:27 P.M. at Reception



[1Z4R7V942097240567](#)
Out for Delivery
Estimated delivery: Thursday, July 21 by End of Day



[1Z4R7V942090747087](#)

Delivered
Delivered On: Wednesday, July 13 at 10:34 A.M. at Front Desk

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

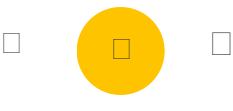
This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

16 - 20 of 21



[1Z4R7V942090151238](#)
Delivered
Delivered On: Thursday, July 14 at 1:46 P.M. at Front Desk



[1Z4R7V942099823559](#)
Returning to Sender: In Transit
Estimated delivery: Thursday, July 21 by End of Day



[1Z4R7V942097243537](#)
Returned to Sender
Delivered On: Friday, July 15 at 2:27 P.M. at Reception



[1Z4R7V942096655719](#)
Delivered
Delivered On: Thursday, July 14 at 11:06 A.M. at Office



[1Z4R7V942096960728](#)

Delivered
Delivered On: Thursday, July 14 at 11:06 A.M. at Office

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

21 - 21 of 21



[1Z4R7V942096283737](#)

Delivered

Delivered On: Thursday, July 14 at 11:06 A.M. at Office

 [First](#)

 [Previous](#)

[1](#)

[2](#)

[3](#)

[4](#)

[5](#)

[Next](#)



[Last](#)



UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.



This Site



Other UPS Sites

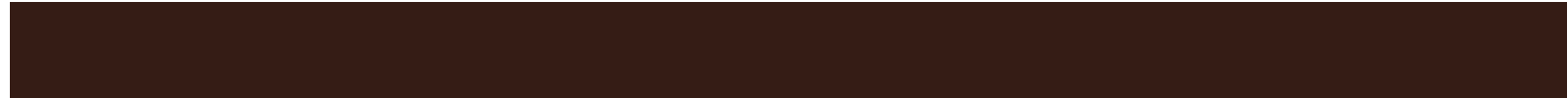


Connect With Us



Legal







 [Back to Tracking Home](#)

1 - 5 of 23



[1Z4R7V942097968700](#)
Delivered
Delivered On: Wednesday, July 13 at 1:32 P.M. at Front Desk



[1Z4R7V942093325063](#)
Delivered
Delivered On: Wednesday, July 13 at 10:43 A.M. at Mailbox



[1Z4R7V942098499699](#)
Address Information Required
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942093049504](#)
Ready for Customer Pickup
Delivered On: Tuesday, July 19 at 5:15 A.M. at Front Desk



[1Z4R7V942096583752](#)

Delivered
Delivered On: Wednesday, July 13 at 10:54 A.M. at Front Desk

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

6 - 10 of 23



[1Z4R7V942097024747](#)
Delivered
Delivered On: Wednesday, July 13 at 10:54 A.M. at Front Desk



[1Z4R7V942091229895](#)
Delivered
Delivered On: Wednesday, July 13 at 11:09 A.M. at Rear Door



[1Z4R7V942094569281](#)
Delivered
Delivered On: Wednesday, July 13 at 12:11 P.M. at Reception



[1Z4R7V942090967670](#)
Delivered
Delivered On: Wednesday, July 13 at 3:34 P.M. at Rear Door

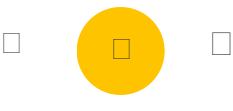


[1Z4R7V942090565729](#)

Delivered
Delivered On: Wednesday, July 13 at 3:24 P.M. at Met Customer

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

<div><div></div><div>This Site</div></div>	<div><div></div></div>
<div><div>Other UPS Sites</div></div>	<div><div></div></div>
<div><div>Connect With Us</div></div>	<div><div></div></div>
<div><div>Legal</div></div>	<div><div></div></div>
<div><div>Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.</div></div>	



[Back to Tracking Home](#)

11 - 15 of 23



[1Z4R7V942097168780](#)
Delivered
Delivered On: Friday, July 15 at 3:13 P.M. at Front Door



[1Z4R7V942097360768](#)
Delivered
Delivered On: Wednesday, July 13 at 12:30 P.M. at Receiver



[1Z4R7V942096755772](#)
Returned to Sender
Delivered On: Friday, July 15 at 2:27 P.M. at Reception



[1Z4R7V942090462330](#)
Delivered
Delivered On: Wednesday, July 13 at 3:07 P.M. at Front Door



[1Z4R7V942093917941](#)

Delivered
Delivered On: Wednesday, July 13 at 3:17 P.M. at Met Customer

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

16 - 20 of 23



[1Z4R7V942093032558](#)
Returning to Sender: In Transit
Estimated delivery: The delivery date will be provided as soon as possible.



[1Z4R7V942092128117](#)
Delivered
Delivered On: Wednesday, July 13 at 1:21 P.M. at Front Door



[1Z4R7V942093080998](#)
Returned to Sender
Delivered On: Friday, July 15 at 2:27 P.M. at Reception



[1Z4R7V942097000825](#)
Returning to Sender: In Transit
Estimated delivery: Thursday, July 21 by End of Day



[1Z4R7V942098515812](#)

Delivered
Delivered On: Wednesday, July 13 at 11:40 A.M. at Mail Room

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

21 - 23 of 23



[1Z4R7V942090330384](#)
Delivered
Delivered On: Wednesday, July 13 at 11:40 A.M. at Mail Room








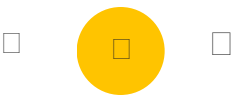
[1Z4R7V942095648809](#)
Returned to Sender
Delivered On: Wednesday, July 20 at 2:38 P.M. at Receiver



[1Z4R7V942095999798](#)
Delivered
Delivered On: Monday, July 18 at 2:53 P.M. at Met Customer

UPS Freight Less-than-Truckload ("LTL") transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities ("UPS"). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.	



[Back to Tracking Home](#)

1 - 5 of 24



[1Z4R7V942094906166](#)
Delivered
Delivered On: Tuesday, July 19 at 11:07 A.M. at Front Door



[1Z4R7V942095288887](#)
Returned to Sender
Delivered On: Friday, July 15 at 2:27 P.M. at Reception



[1Z4R7V942097695871](#)
Returned to Sender
Delivered On: Monday, July 18 at 1:27 P.M. at Reception



[1Z4R7V942091831706](#)
Delivered
Delivered On: Wednesday, July 13 at 10:33 A.M. at Receiver



[1Z4R7V942090832092](#)

Returned to Sender
Delivered On: Wednesday, July 20 at 2:38 P.M. at Receiver

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- ☐

This Site

☐
- ☐

Other UPS Sites

☐
- ☐

Connect With Us

☐
- ☐

Legal

☐



 [Back to Tracking Home](#)

6 - 10 of 24



[1Z4R7V942095163850](#)
Delivered
Delivered On: Wednesday, July 13 at 11:57 A.M. at Mail Room



[1Z4R7V942091686829](#)
Delivered
Delivered On: Wednesday, July 13 at 1:27 P.M. at Front Door



[1Z4R7V942095424845](#)
Delivered
Delivered On: Wednesday, July 13 at 4:22 P.M. at Front Door



[1Z4R7V942091990606](#)
Delivered
Delivered On: Wednesday, July 13 at 3:29 P.M. at Front Desk



[1Z4R7V942094159214](#)

Returned to Sender
Delivered On: Tuesday, July 19 at 2:43 P.M. at Reception

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

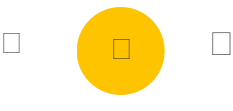
This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

11 - 15 of 24



[1Z4R7V942092423655](#)
Delivered
Delivered On: Wednesday, July 13 at 11:24 A.M. at Reception



[1Z4R7V942091219048](#)
Returned to Sender
Delivered On: Friday, July 15 at 2:27 P.M. at Reception



[1Z4R7V942095120860](#)
Delivered
Delivered On: Wednesday, July 13 at 10:44 A.M. at Receiver



[1Z4R7V942091673431](#)
Delivered
Delivered On: Wednesday, July 13 at 10:44 A.M. at Receiver



[1Z4R7V942092387267](#)

Delivered
Delivered On: Wednesday, July 13 at 10:44 A.M. at Receiver

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

16 - 20 of 24



[1Z4R7V942093209877](#)
Delivered
Delivered On: Wednesday, July 13 at 10:44 A.M. at Receiver



[1Z4R7V942091991481](#)
Delivered
Delivered On: Wednesday, July 13 at 10:44 A.M. at Receiver



[1Z4R7V942098840925](#)
Delivered
Delivered On: Wednesday, July 13 at 3:22 P.M. at Front Door



[1Z4R7V942097175914](#)
Returned to Sender
Delivered On: Wednesday, July 20 at 2:38 P.M. at Receiver



[1Z4R7V942090680970](#)

Delivered
Delivered On: Wednesday, July 13 at 10:25 A.M. at Reception

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

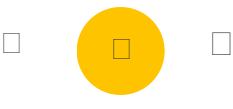
This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



[Back to Tracking Home](#)

1 - 4 of 4



[1Z4R7V942094468158](#)
Returned to Sender
Delivered On: Wednesday, July 20 at 2:38 P.M. at Receiver



[1Z4R7V942094354379](#)
Returned to Sender
Delivered On: Friday, July 22 at 2:04 P.M. at Front Desk



[1Z4R7V942097280523](#)
Delivered
Delivered On: Friday, July 22 at 12:44 P.M. at Front Door




[1Z4R7V942091076596](#)
Delivered
Delivered On: Friday, July 22 at 12:44 P.M. at Front Door

This website uses cookies
We do this to better understand how visitors use our site and to enhance your overall browsing experience. We use cookies to improve our website and your experience. You can manage your preferences by selecting [Privacy Notice](#) for more information. You can manage your preferences by selecting [Privacy Notice](#)

UPS Freight Less-than-Truckload ("LTL") transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities ("UPS"). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

**This Site**



Other UPS Sites



Connect With Us



Legal



Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



Your shipment
1Z4R7V942098499699

☐ Delivered On
Friday, July 22 at 2:04 P.M. at Front Desk

Returned To
WILLOWDALE CA

Received By:
SUE

[Proof of Delivery](#)

Get Updates ☐ [View Details](#)

Track Another Package

[Track](#)

UPS Freight Less-than-Truckload ("LTL") transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities ("UPC"). UPS assumes no liability in connection with UPS Freight LTL transportation service. TFI International Inc. or its affiliates, divisions, subsidiaries

This website uses cookies
We do this to better understand how visitors use our site and to provide you with a more personal experience. Please see our [Privacy Notice](#) for more information. You can manage your preferences by selecting "Cookie Settings" in the footer.

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.	



 [Back to Tracking Home](#)

1 - 5 of 19



[1Z4R7V942095728080](#)
Delivered
Delivered On: Monday, July 11 at 10:20 A.M. at Receiver



[1Z4R7V942093472190](#)
Delivered
Delivered On: Monday, July 11 at 3:44 P.M. at Rear Door



[1Z4R7V942096299097](#)
Delivered
Delivered On: Monday, July 11 at 10:02 A.M. at Front Door



[1Z4R7V942090661802](#)
Delivered
Delivered On: Monday, July 11 at 10:02 A.M. at Front Door



[1Z4R7V942099688107](#)

Delivered
Delivered On: Monday, July 11 at 10:02 A.M. at Front Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

☐ **This Site**

☐

Other UPS Sites

☐

Connect With Us

☐

Legal

☐

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

6 - 10 of 19



[1Z4R7V942093110419](#)
Delivered
Delivered On: Monday, July 11 at 10:02 A.M. at Front Door



[1Z4R7V942092918022](#)
Delivered
Delivered On: Monday, July 11 at 10:20 A.M. at Receiver



[1Z4R7V942092184637](#)
Delivered
Delivered On: Monday, July 11 at 10:20 A.M. at Receiver



[1Z4R7V942098295113](#)
Delivered
Delivered On: Monday, July 11 at 10:34 A.M. at Receiver



[1Z4R7V942092494856](#)

Delivered
Delivered On: Monday, July 11 at 9:47 A.M. at Front Desk

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

11 - 15 of 19



[1Z4R7V942093010241](#)
Delivered
Delivered On: Monday, July 11 at 10:20 A.M. at Receiver



[1Z4R7V942092738468](#)
Delivered
Delivered On: Monday, July 11 at 10:02 A.M. at Front Door



[1Z4R7V942093902680](#)
Delivered
Delivered On: Monday, July 11 at 10:02 A.M. at Front Door



[1Z4R7V942090841073](#)
Delivered
Delivered On: Monday, July 11 at 10:02 A.M. at Front Door

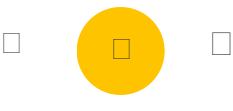


[1Z4R7V942094023299](#)

Delivered
Delivered On: Tuesday, July 12 at 2:12 P.M. at Front Desk

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- This Site
- Other UPS Sites
- Connect With Us
- Legal



[Back to Tracking Home](#)

16 - 19 of 19



[1Z4R7V942093302908](#)
Delivered
Delivered On: Tuesday, July 12 at 2:12 P.M. at Front Desk



[1Z4R7V942092867300](#)
Delivered
Delivered On: Wednesday, July 13 at 3:52 P.M. at Rear Door



[1Z4R7V942095208981](#)
Delivered
Delivered On: Thursday, July 14 at 4:02 P.M. at Rear Door



[1Z4R7V942098915176](#)
Delivered
Delivered On: Monday, July 11 at 11:57 A.M. at Receiver

UPS Freight Less-than-Truckload ("LTL") transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities ("UPS"). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
<p>Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.</p>	



 [Back to Tracking Home](#)

1 - 5 of 23



[1Z4R7V942090474390](#)
Delivered
Delivered On: Monday, July 11 at 5:15 P.M. at Rear Door



[1Z4R7V942091844005](#)
Delivered
Delivered On: Monday, July 11 at 5:12 P.M. at Rear Door



[1Z4R7V942090472614](#)
Delivered
Delivered On: Tuesday, July 12 at 12:19 P.M. at Met Customer



[1Z4R7V942096568206](#)
Delivered
Delivered On: Tuesday, July 12 at 5:46 P.M. at Side Door



[1Z4R7V942093460229](#)

Delivered
Delivered On: Tuesday, July 12 at 9:57 A.M. at Side Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

6 - 10 of 23



[1Z4R7V942097999196](#)
Delivered
Delivered On: Tuesday, July 12 at 1:11 P.M. at Reception



[1Z4R7V942099355216](#)
Delivered
Delivered On: Tuesday, July 12 at 1:11 P.M. at Reception



[1Z4R7V942098600167](#)
Delivered
Delivered On: Monday, July 11 at 5:22 P.M. at Rear Door



[1Z4R7V942092906839](#)
Delivered
Delivered On: Tuesday, July 12 at 9:57 A.M. at Side Door



[1Z4R7V942090912442](#)

Delivered
Delivered On: Tuesday, July 12 at 5:55 P.M. at Front Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

11 - 15 of 23



[1Z4R7V942094577058](#)
Delivered
Delivered On: Tuesday, July 12 at 9:57 A.M. at Side Door



[1Z4R7V942091000667](#)
Delivered
Delivered On: Tuesday, July 12 at 5:55 P.M. at Front Door



[1Z4R7V942092283271](#)
Delivered
Delivered On: Tuesday, July 12 at 5:55 P.M. at Front Door



[1Z4R7V942090524880](#)
Delivered
Delivered On: Tuesday, July 12 at 1:39 P.M. at Front Door



[1Z4R7V942092825499](#)

Delivered
Delivered On: Tuesday, July 12 at 4:32 P.M. at Front Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

16 - 20 of 23



[1Z4R7V942098760226](#)
Delivered
Delivered On: Tuesday, July 12 at 3:55 P.M. at Side Door



[1Z4R7V942097183236](#)
Delivered
Delivered On: Tuesday, July 12 at 1:42 P.M. at Front Door



[1Z4R7V942097024247](#)
Delivered
Delivered On: Tuesday, July 12 at 11:18 A.M. at Front Door



[1Z4R7V942091285100](#)
Delivered
Delivered On: Tuesday, July 12 at 1:51 P.M. at Front Door



[1Z4R7V942093003713](#)

Delivered
Delivered On: Tuesday, July 12 at 1:44 P.M. at Rear Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- This Site

Other UPS Sites

Connect With Us

Legal



[Back to Tracking Home](#)

21 - 23 of 23



[1Z4R7V942095683253](#)
Delivered
Delivered On: Thursday, July 14 at 10:41 A.M. at Front Door



[1Z4R7V942095560260](#)
Delivered
Delivered On: Thursday, July 14 at 10:41 A.M. at Front Door



[1Z4R7V942099055273](#)
Delivered
Delivered On: Tuesday, July 12 at 5:37 P.M. at Rear Door

UPS Freight Less-than-Truckload ("LTL") transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities ("UPS"). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.	



 [Back to Tracking Home](#)

1 - 5 of 24



[1Z4R7V942098568284](#)
Delivered
Delivered On: Tuesday, July 12 at 5:23 P.M. at Rear Door



[1Z4R7V942090081322](#)
Delivered
Delivered On: Tuesday, July 12 at 5:23 P.M. at Rear Door



[1Z4R7V942096499291](#)
Delivered
Delivered On: Tuesday, July 12 at 5:19 P.M. at Front Door



[1Z4R7V942095248303](#)
Delivered
Delivered On: Tuesday, July 12 at 12:30 P.M. at Porch



[1Z4R7V942091434814](#)

Delivered
Delivered On: Thursday, July 14 at 12:26 P.M. at Front Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

<div><div></div><div>This Site</div></div>	<div></div>
<div><div></div><div>Other UPS Sites</div></div>	<div></div>
<div><div></div><div>Connect With Us</div></div>	<div></div>
<div><div></div><div>Legal</div></div>	<div></div>
<div>Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.</div>	



 [Back to Tracking Home](#)

6 - 10 of 24



[1Z4R7V942091626205](#)
Delivered
Delivered On: Wednesday, July 13 at 11:35 A.M. at Front Door



[1Z4R7V942092602425](#)
Delivered
Delivered On: Wednesday, July 13 at 3:42 P.M. at Receiver



[1Z4R7V942092414647](#)
Delivered
Delivered On: Wednesday, July 13 at 11:09 A.M. at Rear Door



[1Z4R7V942092862869](#)
Delivered
Delivered On: Wednesday, July 13 at 10:54 A.M. at Front Desk



[1Z4R7V942092325476](#)

Delivered
Delivered On: Wednesday, July 13 at 10:54 A.M. at Front Desk

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- This Site
- Other UPS Sites
- Connect With Us
- Legal



[Back to Tracking Home](#)

11 - 15 of 24



[1Z4R7V942095275579](#)
Delivered
Delivered On: Wednesday, July 13 at 4:01 P.M. at Met Customer



[1Z4R7V942096328582](#)
Delivered
Delivered On: Wednesday, July 13 at 9:17 A.M. at Receiver



[1Z4R7V942097799590](#)
Delivered
Delivered On: Wednesday, July 13 at 3:48 P.M. at Rear Door



[1Z4R7V942099520126](#)
Delivered
Delivered On: Monday, July 11 at 10:43 A.M. at Rear Door



[1Z4R7V942090227693](#)

Delivered
Delivered On: Wednesday, July 13 at 3:52 P.M. at Rear Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

This Site

Other UPS Sites

Connect With Us

Legal

Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

16 - 20 of 24



[1Z4R7V942097088607](#)
Delivered
Delivered On: Wednesday, July 13 at 3:52 P.M. at Rear Door



[1Z4R7V942090765914](#)
Delivered
Delivered On: Wednesday, July 13 at 11:09 A.M. at Rear Door



[1Z4R7V942090740137](#)
Delivered
Delivered On: Wednesday, July 13 at 1:41 P.M. at Front Door



[1Z4R7V942091950355](#)
Delivered
Delivered On: Wednesday, July 13 at 3:19 P.M. at Receiver



[1Z4R7V942095863639](#)

Delivered
Delivered On: Wednesday, July 13 at 1:23 P.M. at Receiver

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

- This Site

Other UPS Sites

Connect With Us

Legal



 [Back to Tracking Home](#)

21 - 24 of 24



[1Z4R7V942091196573](#)
Delivered
Delivered On: Wednesday, July 13 at 10:41 A.M. at Receiver



[1Z4R7V942099803651](#)
Delivered
Delivered On: Thursday, July 14 at 12:29 P.M. at Rear Door



[1Z4R7V942097615671](#)
Delivered
Delivered On: Thursday, July 14 at 12:27 P.M. at Rear Door



[1Z4R7V942090008401](#)
Delivered
Delivered On: Wednesday, July 13 at 1:27 P.M. at Front Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

 **This Site**



Other UPS Sites



Connect With Us



Legal



Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.



 [Back to Tracking Home](#)

1 - 4 of 4



[1Z4R7V942090344628](#)
Delivered
Delivered On: Wednesday, July 13 at 1:21 P.M. at Front Door



[1Z4R7V942092516840](#)
Delivered
Delivered On: Wednesday, July 13 at 1:59 P.M. at Rear Door



[1Z4R7V942094541452](#)
Delivered
Delivered On: Wednesday, July 13 at 1:29 P.M. at Front Door



[1Z4R7V942095848683](#)
Delivered
Delivered On: Wednesday, July 13 at 3:36 P.M. at Rear Door

UPS Freight Less-than-Truckload (“LTL”) transportation services are offered by TFI International Inc., its affiliates or divisions (including without limitation TForce Freight), which are not affiliated with United Parcel Service, Inc. or any of its affiliates, subsidiaries or related entities (“UPS”). UPS assumes no liability in connection with UPS Freight LTL transportation services or any other services offered or provided by TFI International Inc. or its affiliates, divisions, subsidiaries or related entities.

 This Site	
Other UPS Sites	
Connect With Us	
Legal	
Copyright ©1994- 2022 United Parcel Service of America, Inc. All rights reserved.	

Menu



Store

Shop for stamps, shipping supplies and collectibles.

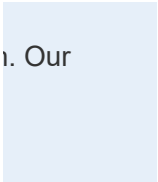
Mailing and shipping

Stamp collecting

Coin collecting

Quick Order

Favourites





[RN391394382CA](#)

Delivered

Last updated: July 19



[RN391394419CA](#)

Delivered

Last updated: July 19



[RN391394440CA](#)

Delivered

Last updated: July 19



[RN391394405CA](#)

Delivered

Last updated: July 19



[RN391394453CA](#)

Delivered

Last updated: July 19



[RN391394348CA](#)

Delivered

Last updated: July 19



[RN391394263CA](#)

Delivered

Last updated: July 19



[RN391394351CA](#)

Delivered

Last updated: July 19



[RN391394436CA](#)

Delivered

Last updated: July 19



[RN391394422CA](#)

Delivered

Last updated: July 19



[RN391394467CA](#)

Delivered to mailroom

Last updated: July 14

Connect with us

[Facebook](#) [Twitter](#) [Instagram](#) [Linkedin](#) [YouTube](#)

[Website feedback](#)

Support

Corporate

Blogs

[Accessibility](#) | [Legal](#) | [Privacy](#) | [Research](#)

© Canada Post Corporation



Menu



tore

hop for stamps, shipping supplies and collectibles.

Mailing and shipping

Stamp collecting

Coin collecting

Quick Order

Favourites

em. Our

edit this

Connect with us

Facebook Twitter Instagram Linkedin YouTube

Website feedback

Support

Corporate

Blogs

Accessibility | Legal | Privacy | Research

© Canada Post Corporation



From: [Stephanie Allman](#)
To: mgalloway@countyofessex.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:47:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

The Chief Administrative Officer of Essex County

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on the Chief Administrative Officer of Essex County

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: ron.vanhorne@county-lambton.on.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:48:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

The Chief Administrative Officer of Lambton County

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on the Chief Administrative Officer of Lambton County.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: knewman@lakeshore.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Thursday, July 21, 2022 9:47:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

Clerk of the Municipality of Lakeshore

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on members of the Ontario Pipeline Coordinating Committee.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: pparker@kingsville.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:48:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

The clerk of the Town of Kingsville

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on the clerk of the Town of Kingsville.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: bpercy@leamington.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:48:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

the clerk of the Municipality of Leamington

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on the clerk of the Municipality of Leamington.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: judys@chatham-kent.ca; ckclerk@chatham-kent.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:49:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

The clerk of the Municipality of Chatham-Kent

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on the clerk of the Municipality of Chatham Kent.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: cobrien@aamjiwnaang.ca; lrosales@aamjiwnaang.ca; janet.macbeth@wifn.org; larissa.wrightman@wifn.org; Norma.Altman@wifn.org; ecc@caldwellfirstnation.ca; ecc2@caldwellfirstnation.ca; etow@caldwellfirstnation.ca; fburch@cottfn.com; consultation@cottfn.ca; consultation@kettlepoint.org; philip.lee@southwindcorp.ca; environment@oneida.on.ca; denise.stonefish@delawarenation.on.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:49:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

All Indigenous communities that have been consulted or with lands or interest in the lands directly affected by the proposed project

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on all Indigenous communities that have been consulted or with lands or interest in the lands directly affected by the proposed project.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

[enbridgegas.com](https://www.enbridgegas.com)

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: consultations@metisnation.org
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:49:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

Métis Nations of Ontario

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on the Métis Nations of Ontario.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: matthe.meloche@entegrus.com; customer.service@elkenenergy.com; w.d.kloostra@hydroone.com; roman.dorfman@hydroone.com
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:50:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

All affected utilities and railway companies

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on all affected utilities and railway companies.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: [Zora.Crnojacki@oeb.ca](#); [Helma.Geerts@ontario.ca](#); [katy.potter@ontario.ca](#); [manouchehri@tssa.org](#); [maya.harris@ontario.ca](#); [michelle.knieriem@ontario.ca](#); [bridget.schulte-hostedde@ontario.ca](#); [michael.elms@ontario.ca](#); [Jonathon.Wilkinson@ontario.ca](#); [Karla.barboza@ontario.ca](#); [keith.johnston@ontario.ca](#); [cory.ostrowka@infrastructureontario.ca](#); [Tony.difabio@ontario.ca](#)
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:53:00 AM
Attachments: [Notice_EGI_Panhandle Regional_20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated_20220621.pdf](#)
[Evidence Package.pdf](#)

Members of the Ontario Pipeline Coordinating Committee

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on members of the Ontario Pipeline Coordinating Committee.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

[enbridgegas.com](https://www.enbridgegas.com)

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: djenner@erca.org
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:50:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

Essex Region Conservation Authority

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on Essex Region Conservation Authority.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: Randall.vanwagner@ltvca.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:50:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

Lower Thames Valley Conservation Authority

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on Lower Thames Valley Conservation Authority.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

From: [Stephanie Allman](#)
To: FisheriesProtection@dfo-mpo.gc.ca
Subject: EB-2022-0157 - Enbridge Gas Inc. - Panhandle Regional Expansion Project - Notice of Hearing
Date: Tuesday, July 12, 2022 8:50:00 AM
Attachments: [Notice EGI Panhandle Regional 20220704.pdf](#)
[A-2-1.pdf](#)
[A-2-1 Attachment 1 Updated 20220621.pdf](#)
[Evidence Package.pdf](#)

Fisheries and Oceans Canada

On June 10, 2022, Enbridge Gas filed an Application with the OEB for an order granting leave to construct the approximately 19 km of Nominal Pipe Size (“NPS”) 36 natural gas pipeline from the existing Enbridge Gas Dover Transmission Station in the Municipality of Chatham-Kent to a new valve site in the Municipality of Lakeshore and approximately 12 km of NPS 16 natural gas pipeline in the Municipality of Lakeshore, the Town of Kingsville, and the Municipality of Leamington.

Enbridge Gas will also construct ancillary measurement, pressure regulation, and station facilities within the Township of Dawn Euphemia, in the Municipality of Chatham-Kent, and valve-site station facilities within the Town of Kingsville and the Municipality of Leamington.

On July 4, 2022, the OEB issued the Notice of Hearing and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice of Hearing, Enbridge Gas’ Application and the evidence listed below on Fisheries and Oceans Canada.

- Exhibit A-3-1 – Summary of Application
- Exhibit B-1-1 – Project Need
- Exhibit B-2-1 - Panhandle System Design and Network Analysis
- Exhibit B-3-1 - Market Dynamics
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
- Exhibit E-1-1 – Project Cost & Economics
- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

Attached please find a copy of the OEB’s Notice of Hearing along with Enbridge Gas’s Application and the above noted evidence as filed with the OEB for Enbridge’s Panhandle Regional Expansion Project. A complete paper copy of the evidence filed in this proceeding is available upon request. The evidence and environmental Report can be viewed on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information”.

The deadline to become a registered intervenor is July 25, 2022

<https://www.enbridgegas.com/about-enbridge-gas/projects/panhandle-regional-expansion>

Thank you,

Stephanie Allman

Regulatory Coordinator – Regulatory Affairs

ENBRIDGE GAS INC.

TEL: 416 753-7805 | FAX: 416 495-6072

500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

Project updates
Project calendar
Project consultation
Regulatory information
Contact information

Regulatory information

The Panhandle Regional Expansion Project is regulated by the Ontario Energy Board (OEB), an independent government agency that regulates the electricity and natural gas sectors. After a public review and hearing, the OEB will determine whether to approve the project. In this section, you can review all regulatory files about the project once they are available .

Environmental assessment

In accordance with the OEB's [Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipeline and Facilities in Ontario, 7th Edition 2016](#), Enbridge Gas retained the services of AECOM Consulting, an independent environmental consultant, to complete an environmental assessment for the proposed project.

The purpose of the environmental assessment is to:

- identify any potential impacts of the proposed project on the social, economic and natural environments
- identify local or provincial concerns regarding the proposed project
- determine preferred routing of the pipeline segments
- gather input from agencies, stakeholders, Indigenous communities, affected landowners, and the public.

It also recommends mitigation measures to limit impacts on the social, economic and natural environments. It is important to minimize potential negative impacts of the proposed natural gas distribution pipelines and associated facilities on the environment. The data, analysis and results of the environmental assessment are detailed in the environmental report.

Please click the links below to view the Environmental Report and its related appendices.

- [Environmental Report](#)
- [Appendix E](#)
- [Appendix F](#)

Leave to construct application

On June 10, 2022 Enbridge Gas filed a Leave to Construct application with the OEB.

- [Read the Leave to Construct application](#)
- [Notice of Application](#)