REF: Exhibit B, Tab 1, Schedule 1, p. 10 and Schedule 10

Preamble: EGI evidence states: *Driver variables have remained unchanged and coefficients of existing models are re-estimated to include the most recent year of actual data. Rate 1 and Rate 6 average uses include the incremental impact of planned DSM for 2023, and have been normalized to the 2023 forecast degree days for each region as determined by OEB-Approved degree day methodologies*

We would like to understand better how the coefficients are re-estimated and how the DSM forecasts are included.

1) Please provide the last 4 years of NAC for both Rates 1 and 6.
   a) Please describe the coefficients of the existing models and how the values are re-estimated.
   b) How is the incremental impact of planned DSM included.

REF: Exhibit B, Tab 1, Schedule 1, p. 10-11 and Schedule 13 including Notes.

Preamble: EGI evidence states: *The Union rate zones general service storage and delivery rates have been adjusted to reflect the 2021 actual NAC, using the 2023 OEB-approved weather normal methodology blend of 50:50 (30-year average and 20-year declining trend). For 2023, the NAC adjustment is the variance between 2020 actual NAC and 2021 actual NAC, as shown at Exhibit D, Tab 2, Rate Order, Working Papers, Schedule 13.*

We would like to understand better the determination of this adjustments using the weather normal methodology

2) Please provide the last 4 years of NAC for Rates M1, M2, 1 and 10

3) For this year's proposed adjustments, the Notes to Schedule 13 describe using 2022 and 2023 weather normal.
   a) Please provide the 30 and 20-year data used.
   b) Please provide a description of how the 2020 and 2021 NAC's are determined and adjusted to determine 2022 and 2023 values.
   c) Please provide the Excel spreadsheets that perform the adjustments and determine the 2023 NAC's for Rates M1 and M2.

REF: Exhibit B, Tab 1, Schedule 1, Section 3,
Exhibit D, Tab 2, Rate Order Working Papers Schedule 11 and
EB-2020-0095 Exhibit I.FRPO.3, .5 and .6
EB-2019-0159 Exhibit A, Tab 7, Schedule 1

Preamble: We would like to understand better the evolution of the Dawn-Parkway system, the impact of PDO and capital builds and the resulting impact on rates.

4) Please update to current and provide Attachments 3 and 4 provided in EB-2020-0095 Exhibit I.FRPO.3

Preamble: In last year's proceeding in FRPO. 5, we asked:

> *Please provide the resulting design day simulation results for this applications Dawn-Parkway system assuming that Parkway deliveries moved to Dawn as a result of the PDO settlement agreement:*
> *a) Were moved*
> *b) Were not moved (i.e., before and after application of existing PDO to show effect)*

While EGI provided a high-level answer, we did not receive the simulation results for that winter.

5) Please provide the resulting design day simulation results for this applications Dawn-Parkway system assuming that Parkway deliveries moved to Dawn as a result of the PDO settlement agreement:
   a) Were moved
   b) Were not moved (i.e., before and after application of existing PDO to show effect)
   c) Please provide the resulting pressures and flows on a schematic like the example referenced from EB-2019-0159 (even if the minimum inlet design pressure at Parkway is not achieved)
   d) Please provide the minimum inlet design pressure required at:
      i) Parkway to compress to TCPL
      ii) Inlet to legacy EGD facilities at Lisgar (entrance to EGD rate zone)

6) Please provide if there has been any Dawn-Parkway system turnback that would be returned in the second half of 2022 through to the end of 2023. Please note: we are asking Dawn-Parkway system not just Dawn-Kirkwall.

Preamble: In FRPO.6 in last year's proceeding, we asked about the determination of the fuel impact of the PDO. EGI's response included:
a) *The allocation of forecast compressor fuel along the Dawn Parkway system is completed in accordance with the OEB Approved M12 Rate Schedule[1]. The allocations are completed monthly, by compressor station based on forecast activity.*
b) *The movement of obligated deliveries from Parkway to Dawn increase in-franchise easterly activity on the system. The ability to allow customers to shift their obligated deliveries results from M12 turnback capacity which reduces M12 activity on the Dawn Parkway system. The resulting impact is an increased share of the compressor fuel because in-franchise activity increases and M12 activity decreases. As an example, please see Attachment 1 for the allocation of compressor fuel at the Bright compressor station for the month of January.*

We would like to clarify the impact of the PDO shift as it relates to the determination of fuel gas requirements for the shift. The above EGI response provides the impact on peak months such as January.

7) Please describe how the monthly forecast is generated (i.e., daily, peak day for the month, etc.).
   a) Please provide a reconciliation between actual and forecasted incremental monthly needs generated by the PDO shift for the system on annualized basis (Apr. 2021 to Mar. 2022) described in the M12 rate schedule.
      i) Please note: If EGI believes the response to this question resides more appropriately in the deferral account disposition proceeding (EB-2022-0110), we respectfully request that EGI prepare a response and submit to the Board with its requested September 2nd extension, if approved by the Board, prior to the settlement conference in that proceeding.

8) How is the shift treated for the purposes of the traditional non-heating season months (Apr.-Oct.)?
   a) Using the same comparison generated in the IR response for the month of January, please provide a comparison for the month of September.