Preet Gill
Regulatory Coordinator

tel 416-495-5499
EGIRegulatoryProceedings@enbridge.com

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

August 20, 2024

VIA 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-2024-0200
St. Laurent Replacement Project – Affidavit of Service

On July 12, 2024, 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,

Preet Gill
Digitally signed by Preet Gill
Date: 2024.08.20 12:00:44 -04'00'

Preet Gill
Regulatory Coordinator

EB-2024-0200

ONTARIO ENERGY BOARD

IN THE MATTER OF the Ontario Energy Board Act, 1998, S.O. 1998, c. 15, Schedule B, as amended;

AND IN THE MATTER OF an application by Enbridge Gas Inc. for an order granting leave to construct natural gas pipelines in the City of Ottawa.

AFFIDAVIT OF SERVICE

I, Preet Gill of the City of Brampton, make oath and say as follows:

1. I am in the employ of Enbridge Gas Inc. (Enbridge Gas) and as such have knowledge of the matters hereinafter deposed to.

2. On or about May 6, 2024, 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 (included as part of Exhibit C to this Affidavit).

3. Pursuant to the July 12, 2024, Letter of Direction from the Ontario Energy Board (OEB), I caused to be served by courier the Notice of Hearing in (Exhibit A), Enbridge Gas' Application including the exhibits listed below (Exhibit B) upon all property owners and encumbrances with lands or interest in lands as shown in Exhibit G, Tab 1, Schedule 1, Attachments 3 of Enbridge Gas' pre-filed evidence.

    - Exhibit B-1-1 – Project Need
    - Exhibit C-1-1 – Alternatives
    - Exhibit D-1-1 – Proposed Project
    - Exhibit E-1-1 – Cost & Economics
    - Exhibit F-1-1 – Environmental Matters
    - Exhibit G-1-1 – Land Matters & Agreements

- Exhibit H-1-1 – Indigenous Consultation
- Exhibit I-1-1 – Conditions of Approval

4. Attached hereto is proof in the form of UPS/Loomis courier confirmation sheets (Exhibit C), that the relevant Notice of Hearing, and Enbridge Gas' 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 packages that were considered "return to sender" and undelivered are listed in Exhibit C.

   The packages that were returned to sender, we had attempted delivery twice. Enbridge Gas had obtained updated addresses, and the packages were re-issued for delivery. Three of the re-issued packages were delivered back to Enbridge Gas after two unsuccessful attempts, and are referred to in Exhibit C.

5. As directed by the OEB in the Letter of Direction, attached hereto is proof in the form of an email (Exhibit D) that the relevant Notice of Hearing, and Enbridge Gas' Application and evidence was served on the following parties:
   a) the clerk of the City of Ottawa
   b) all Indigenous communities that have been consulted or with lands or interest in the lands directly affected by the proposed pipeline and related facilities
   c) the Métis Nations of Ontario, Suite 1100 – 66 Slater Street, Ottawa, ON K1P 5H1
   d) all intervenors of records in EB-2019-0006 and EB-2020-0293
   e) all affected utilities and railway companies
   f) members of the Ontario Pipeline Coordinating Committee
   g) Environment and Climate Change Canada
   h) Rideau Valley Conservation Authority
   i) National Capital Commission

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

SWORN before me in the City of Toronto, this 20th day of August, 2024.)

Lesley M Austin

Digitally signed by Lesley M Austin
Date: 2024.08.20 12:15:39 -04'00'

A Commissioner for taking Affidavits.

Preet Gill

Digitally signed by Preet Gill
Date: 2024.08.20 12:01:02 -04'00'

Preet Gill
Regulatory Coordinator

ONTARIO ENERGY BOARD

NOTICE OF A HEARING

Lesley M Austin

Exhibit A
Digitally signed by Lesley M Austin
Date: 2024.08.20 12:16:01 -04'00'

Enbridge Gas Inc. has applied to construct natural gas pipelines in the City of Ottawa

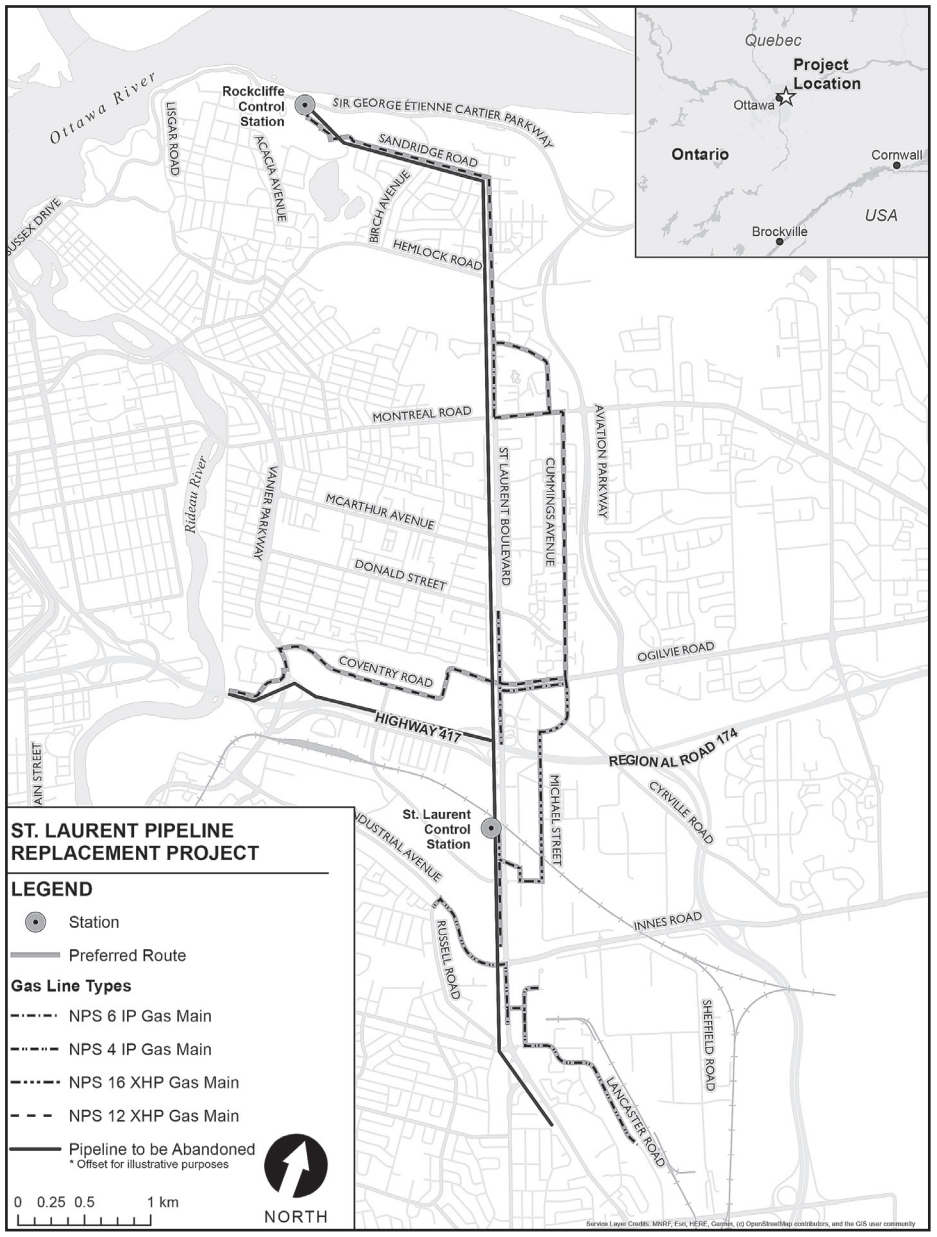
Enbridge Gas Inc. is asking the OEB for permission to construct approximately 17.6 km of natural gas pipeline in the City of Ottawa, comprised of approximately:

- 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline.
- 2.5 km of NPS 16 XHP ST natural gas pipeline.
- 0.3 km NPS 6 XHP ST natural gas pipeline.
- 0.9 km NPS 6 Intermediate Pressure (IP) polyethylene (PE) natural gas pipeline.
- 3.9 km of NPS 4 IP PE natural gas pipeline.

The proposed pipelines would replace 14.4 km of existing natural gas pipelines along St. Laurent Boulevard, Sandridge Road and Tremblay Road in the City of Ottawa.

Enbridge Gas plans to construct ancillary facilities as well.

Enbridge Gas Inc. has also applied for approval of the forms of agreements it will offer to landowners affected by the routing or location of the proposed pipelines.



Enbridge Gas Inc. states that the replacement of the existing natural gas pipelines is required to address potentially significant consequences to safety and operational reliability on the St. Laurent Pipeline System.

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

The OEB will also assess:

- The applicant's compliance with the OEB's E*nvironmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario.*
- Whether the duty to consult with Indigenous Communities potentially affected by the proposed pipeline has been discharged with respect to the application.

YOU SHOULD KNOW

THE ONTARIO ENERGY BOARD WILL HOLD A PUBLIC HEARING

There are three types of OEB Hearings: oral, electronic and written. The applicant has applied for a written hearing. If you think a different hearing type is needed, you can write to us to explain why. During this hearing, we will question the applicant about its case. We will also hear questions and arguments from participants that have registered as Intervenors. After reviewing all the evidence, we will decide whether to approve this application.

HAVE YOUR SAY

You have the right to information about this application and to participate in the process. Visit **www.oeb.ca/notice** and use file number **EB-2024-0200** to:

- Review the application
- Apply to become an intervenor
- File a letter with your comments

IMPORTANT DATES

You must engage with the OEB on or before **August 8, 2024** to:

- Provide input on the hearing type (oral, electronic or written)
- Apply to be an intervenor

If you do not, the hearing will move forward without you, and you will not receive any further notice of the proceeding.

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. If you are a business or if you apply to become an intervenor, all the information you file will be on the OEB website.

LEARN MORE

Ontario Energy Board
1/TTY: 1 877-632-2727
Monday - Friday: 8:30 AM - 5:00 PM
oeb.ca/notice

Enbridge Gas Inc.
1 866-763-5427
Monday - Friday: 8:30 AM - 5:00 PM
enbridgegas.com

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.

Ce document est aussi disponible en français.

Ontario Energy Board
Ontario

COMMISSION DE L'ÉNERGIE DE L'ONTARIO

AVIS D'AUDIENCE

Exhibit A

Enbridge Gas Inc. a déposé une requête en vue de construire des gazoducs dans la ville d'Ottawa.

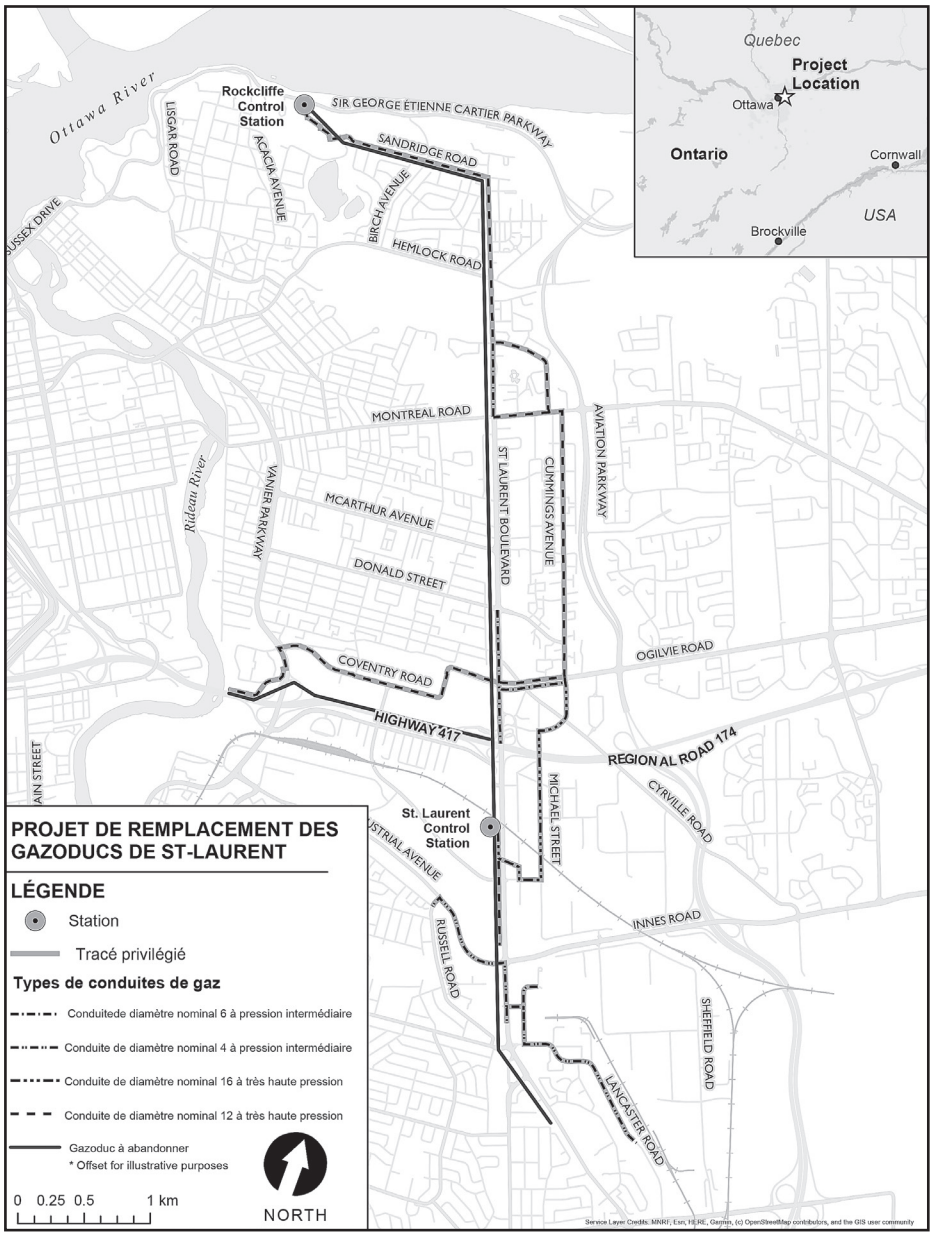
Enbridge Gas Inc. demande à la CEO la permission de construire environ 17,6 km de gazoducs dans la ville d'Ottawa, comprenant environ :

- 10,0 km de gazoduc de diamètre nominal 12 à très haute pression revêtu d'acier
- 2,5 km de gazoduc de diamètre nominal 16 à très haute pression revêtu d'acier
- 0,3 km de gazoduc de diamètre nominal 6 à très haute pression revêtu d'acier
- 0,9 km de gazoduc de diamètre nominal 6 à pression intermédiaire en polyéthylène (PE)
- 3,9 km de gazoduc de diamètre nominal 4 à pression intermédiaire en polyéthylène (PE)

Les gazoducs proposés remplaceraient 14,4 km de gazoducs existants le long du boulevard Saint-Laurent, de la route Sandridge et de la route Tremblay dans la Ville d'Ottawa.

Enbridge Gas prévoit construire également des installations auxiliaires.

Enbridge Gas Inc. a également demandé l'approbation des formes d'ententes qu'elle offrira aux propriétaires fonciers touchés par le tracé ou l'emplacement des gazoducs proposés.



Enbridge Gas Inc. affirme que le remplacement des gazoducs existants est nécessaire pour atténuer les conséquences potentiellement importantes sur la sécurité et la fiabilité opérationnelle du réseau de gazoducs de Saint-Laurent.

L'emplacement des conduites proposées est présenté sur la carte.

La CEO évaluera également :

- *Le respect par le demandeur des directives environnementales de la CEO concernant l'emplacement, la construction et l'exploitation de gazoducs et d'installations de transport d'hydrocarbures en Ontario*
- La question de savoir si le demandeur s'est acquitté de son obligation de consulter les collectivités autochtones susceptibles d'être affectées par le gazoduc proposé

À SAVOIR

LA COMMISSION DE L'ÉNERGIE DE L'ONTARIO TIENDRA UNE AUDIENCE PUBLIQUE

Il existe trois types d'audiences à la CEO : les audiences orales, les audiences électroniques et les audiences écrites. Le requérant a demandé une audience écrite. Si vous estimez qu'avoir recours à un autre type d'audience serait préférable, vous pouvez écrire à la CEO pour lui présenter vos arguments. Au cours de cette audience, nous interrogerons le requérant sur son dossier. Nous entendrons également les questions et arguments des participants inscrits en tant qu'intervenants. Après avoir examiné tous les éléments de preuve, nous déciderons d'approuver ou non cette requête.

DONNEZ VOTRE AVIS

Vous avez le droit d'être informés au sujet de cette requête et de participer au processus. Visitez le site **www.oeb.ca/fr/participez** et utilisez le numéro de dossier **EB -2024-0200** pour :

- examiner la requête;
- présenter une demande pour devenir un intervenant;
- envoyer une lettre comportant vos commentaires.

DATES IMPORTANTES

Vous devez communiquer avec la CEO au plus tard le **8 août , 2024** pour :

- fournir des renseignements sur le type d'audience (orale, électronique ou écrite);
- présenter une demande en vue de devenir un intervenant.

À défaut de cela, l'audience se déroulera sans vous et vous ne recevrez plus d'avis dans le cadre de la présente procédure.

PROTECTION DES RENSEIGNEMENTS PERSONNELS

Si vous écrivez une lettre de commentaires, votre nom et le contenu de cette lettre seront ajoutés au dossier public et au site Web de la CEO. Si vous êtes une entreprise ou si vous demandez à devenir un intervenant, tous les renseignements que vous déposez seront disponibles sur le site Web de la CEO.

EN SAVOIR PLUS

Commission de l'énergie de l'Ontario
/ATS: 1 877-632-2727
Du lundi au vendredi, de 8 h 30 à 17 h
oeb.ca/fr/participez

Enbridge Gas Inc.
1 866-763-5427
Du lundi au vendredi, de 8 h 30 à 17 h
enbridgegas.com

Cette audience sera tenue en vertu des paragraphes 90(1) et de l'article 97 de la ***Loi de 1998 sur la Commission de l'énergie de l'Ontario,*** L.O. 1998, chap. 15 (annexe B).

This document is also available in English.

Ontario
Commission de l'énergie de l'Ontario

EXHIBIT LIST

A – ADMINISTRATION

Exhibit	Tab	Schedule	Contents of Schedule
A	1	1	Exhibit List
		2	Glossary of Acronyms and Defined Terms
	2	1	Application Attachment 1 – Project Map
		2	Executive Summary

B – PROJECT NEED

Exhibit	Tab	Schedule	Contents of Schedule
B	1	1	Project Need Appendix A – Additional Surveys Appendix B – Quantitative Risk Assessment (QRA) Overview Attachment 1 – Letter to OEB (October 5, 2022) – Planned Emergency Repair Attachment 2 – Quantitative Risk Assessment (QRA) – St. Laurent North Pipeline Attachment 3 – DNV – St. Laurent Pipeline Risk Review Memo
	2	1	Stakeholder Engagement Attachment 1 – Consultation Log
	3	1	Energy Transition Attachment 1 – Probabilistic Asset Life Analysis Attachment 2 – Letter from Hydro Ottawa

C – ALTERNATIVES & PROJECT DESCRIPTION

Exhibit	Tab	Schedule	Contents of Schedule
C	1	1	Project Alternatives

Attachment 1 – Residual Risks of Scenarios
Attachment 2 – IRPA Analysis Project – St. Laurent Analysis Modelling Findings
Attachment 3 – St. Laurent Pipeline Replacement Project (SLPRP) Non-Binding Expression of Interest and Binding Reverse Open Season

D – PROPOSED PROJECT

Exhibit	Tab	Schedule	Contents of Schedule
D	1	1	Proposed Project Attachment 1 – Proposed Construction Schedule
	2	1	General Techniques and Methods of Construction

E – PROJECT COST AND ECONOMICS

Exhibit	Tab	Schedule	Contents of Schedule
E	1	1	Project Cost and Economics

F – ENVIRONMENTAL MATTERS

Exhibit	Tab	Schedule	Contents of Schedule
F	1	1	Environmental Matters Attachment 1 – Environmental Report Attachment 2 – Environmental Report Amendment Attachment 3 – Environmental Report Amendment Rev. 2 Attachment 4 – OPCC Member Comments Attachment 5 – ER Consultation Log Attachment 6 – Stage 1 Archaeological Assessment

G – LAND MATTERS

Exhibit	Tab	Schedule	Contents of Schedule
G	1	1	Land Matters Attachment 1 – Pipeline Easement Form

Attachment 2 – Temporary Land Use Agreement
Attachment 3 – Landowner Line List

H – INDIGENOUS CONSULTATION

Exhibit	Tab	Schedule	Contents of Schedule
H	1	1	Indigenous Consultation Attachment 1 – MENDM Correspondence Attachment 2 – Update Project Description to ENERGY (November 7, 2023) Attachment 3 – Response from ENERGY (December 21, 2023) Attachment 4 – Sufficiency Letter Attachment 5 – Enbridge Indigenous Peoples Policy Attachment 6 – Indigenous Consultation Report Summary Table Attachment 7 – Indigenous Consultation Log and Correspondence

I – CONDITIONS OF APPROVAL

Exhibit	Tab	Schedule	Contents
I	1	1	Conditions of Approval

Filed: 2024-06-17
EB-2024-0200
Exhibit B
Tab 1
Schedule 1
Plus Attachments
Page 1 of 39

PROJECT NEED

1. The purpose of this section is to present the need and rationale for Enbridge Gas's Application to abandon and replace an extra high pressure (XHP) steel natural gas pipeline that is currently located along St. Laurent Boulevard, Sandridge Road, and Tremblay Road in the City of Ottawa (St. Laurent Pipeline, or SLP).

2. Beginning in June 2022, the reliability and condition of the SLP were comprehensively assessed with a Targeted Integrity Program. This included gathering information regarding SLP's operating history and its current condition via pipeline inspections and surveys to provide evidence on the operability of the SLP from a safety and reliability perspective, including determining the need for any required immediate or longer-term mitigations. The assessment of the SLP incorporated pipeline-specific data from in-line inspection tools and various field inspections, employing advanced reliability and risk models for a quantitative threat evaluation and more accurately assessing consequences using local factors like population and building densities. This approach provided a robust framework for assessing the pipeline's condition, determining risk levels, and identifying the need for mitigation compared to previous evaluations.

3. This assessment, building significantly upon previous work, offered a data-driven foundation for Enbridge Gas to make informed decisions regarding any further necessary mitigations for the SLP, based on an in-depth, quantitative analysis of the latest threats and consequences, integrating new pipeline condition data and site-specific parameters.

4. Specifically, Enbridge Gas:
    - Utilized modern technology to in-line inspect portions of the pipeline to detect and size measurable[1] pipeline defects that exist on the specific system;
    - Supplemented the in-line inspection with in-field non-destructive examination (NDE), lab in-line inspection (ILI) validation testing, and lab evaluations of pipe material samples; and
    - Conducted a Quantitative Risk Assessment (QRA), offering a thorough analysis of potential threats and consequence impacts on the pipeline system and the public to gauge the risk levels against both Company and industry standards.

5. With respect to the QRA, Enbridge Gas took the further step of measuring it against three distinct evaluation criteria to determine whether immediate interventions or risk mitigation measures were necessary to ensure the pipeline's safety and continued safe operation.

6. Based on the foregoing, Enbridge Gas ascertained the immediacy of the need and the required action. To ensure accuracy and objectivity, the assessment underwent review and validation by an independent third-party.

7. This Exhibit sets out the results of the foregoing analysis, thereby establishing project need. This Exhibit is organized as follows:
    A. Pipeline Overview
    B. Targeted Integrity Program
    C. In-Line Inspections
    D. Field Excavation and Non-Destructive Examinations

[1] "Measurable" refers to the types and severities of defects that are within the detection capabilities of the ILI tools. See paragraph 25 for discussion on ILI tool detection and identification limitations.

E. Required Repairs and Replacement and Potential Consequences

F. Quantitative Risk Assessment

A. Pipeline Overview

8. The St. Laurent Pipeline (SLP) system is comprised of 10.8 km of NPS 12 steel pipe and 0.4 km of NPS 16 steel pipe. The pipeline was primarily constructed between 1958 and 1959 with coated steel pipe with the following specifications:
    i. Wall Thickness = 6.35 mm and 9.5 mm
    ii. Coating = Polyethylene (PE) (13%) / Coal Tar (87%)
    iii. Grade = 207 MPa[2]

9. A map of the pipeline system and an overview of its primary characteristics are shown in Figure 1.

[2] Records indicating pipe grade are unavailable for the original pipeline installation; therefore, a grade of 207 MPa is assumed based on pipe vintage and the Company's historical purchasing practices.

Figure 1: St. Laurent Pipeline Map

Primary Pipeline Characteristics

Length:	11.2km
Pipe Size:	NPS12 / NPS16
Vintage:	1958 (and later)
Coating:	Coal Tar / Polyethylene
Grade:	207MPa
Wall Thickness:	6.35mm / 9.5mm
MOP:	275 psi
% SMYS:	23.2% (NPS 12)
Depth of Cover:	0.2 to 14 m
Customers:	168,000 (Ottawa + Gatineau)
Surrounding:	Dense Urban
Land Use:	Retail, Commercial, Residential, Hospitals, Schools

10. The SLP was originally commissioned between 1958 and 1959 at a pressure of 1,200 kPa (175 psi). Due to the increase in demand from new and existing customers fed by this pipeline, a pressure elevation was completed in 1985 to increase the pressure of the pipeline to 1,900 kPa (275 psi) based on Clause 9.13 of the 1983 edition of CSA Z184 Gas Pipeline Systems standard (CSA Z184-M1983). This clause permits the increase of a pipeline's Maximum Operating Pressure (MOP) to 80% of its design pressure, as opposed to relying on an established pressure test. The application of this clause was necessitated by the absence of primary records detailing any pressure testing of the pipeline at commissioning or afterward. The absence of a verified pressure test affects the pipeline's risk profile, particularly concerning manufacturing and threat interaction, as described in the QRA.

11. The SLP system is a critical component of Enbridge Gas's natural gas distribution network in the National Capital Region (the Region). There are approximately 168,000 gas customers on networks downstream of the SLP system in Ottawa, ON, and Gatineau, QC, including homes, businesses, industries, and institutions. The SLP system plays a crucial role in not only meeting the energy needs of customers and businesses, but also as part of the network that supplies energy to vital resources (i.e., the RCMP, hospitals, Department of National Defense, Parliament, Cliff Street heating plant) that are of paramount importance to the economy and needs of the Region.

12. In the "2018-2027 Asset Management Plan (AMP)" published in 2018[3], the Company first identified the deteriorating conditions and significant risks of the SLP through a statistical examination of the reliability of "Vintage Steel Mains" and risks associated with pipelines operating between 20% to 30% Specified Minimum Yield Strength (SMYS)[4]. It was determined that the pipeline required replacement based on the Company's Asset Health Review (AHR) methodology which provides a general asset health assessment per asset-type and additional risk assessments incorporating tacit knowledge from various internal stakeholders. This earlier evaluation considered the pipeline's failure history (as detailed in Section E), field examinations, vintage, and environmental exposure. These factors, among others, made the pipeline susceptible to corrosion, dents, reduced depth of cover, inadequate cathodic protection, live stubs, stray currents from hydro infrastructure and light rail transit, and contaminated soil. The critical importance of the pipeline in serving Ottawa region customers and the substantial consequences of potential gas leaks in an urban setting underscored the urgency for action. Following the Ontario

[3] EB-2017-0306/EB-2017-0307, Exhibit C.STAFF.54, Attachment 1

[4] % SMYS refers to the level of stress that the pipeline operates in relation to the material's Specified Minimum Yield Strength

Energy Board (OEB) decision to deny the 2021 Leave-to-Construct (LTC) Application, and in line with the OEB recommendation, the Company initiated a "Targeted Integrity Program" to collect pipeline-specific condition data to gain a more comprehensive understanding of the SLP's condition and risks.

B. Targeted Integrity Program

13. Enbridge Gas initiated a Targeted Integrity Program for the SLP system to gather information on the condition of the pipeline and its surroundings with the following goals:
    - To determine the operability of the SLP from a safety and reliability perspective in its current condition, including defining immediate mitigations.
    - To assess the asset management requirement(s) for the SLP system for remaining life alternatives, including safety, reliability, and economic assessment (e.g., digs, replacement, etc.).

14. Numerous inspections and surveys were completed in 2022 to gather detailed pipeline-specific data on the physical condition of the SLP and its surroundings. Table 1 provides the description and purpose of the various inspections that were completed on the SLP as a part of the Targeted Integrity Program.

Table 1
Inspections and Surveys

Name	Description	Purpose
In-line Inspection – Robotic Crawler Tool – Magnetic Flux Leakage (MFL)	An untethered robotic crawler in-line inspection tool was deployed to traverse portions of the pipeline and directly measure and analyze specific types of anomalies. This tool was designed for pipelines deemed "non-piggable" (i.e., those unsuitable for conventional free-flowing ILI inspection tools) and was the sole inspection tool available that could	Uses axially oriented MFL technology to detect the presence of metal loss due to corrosion or gouging from mechanical damage.
In-line Inspection – Robotic Crawler Tool – Laser		Uses LDS technology to detect the presence of deformations in the pipe

Name	Description	Purpose
Deformation Sensor (LDS)	navigate the pipeline without interrupting its ongoing gas flow or service to customers.	curvature due to construction or dents due to third-party damage.
Opportunistic Excavations with NDE	Opportunistic excavations involve digging up sections of a pipeline for inspection purposes, particularly when there's an opportunity to do so without much disruption (e.g., the excavations required for the launch points of the inspection tool). Once the pipe is exposed, NDE methods, such as ultrasonic testing or radiography, are applied to specific segments to check for defects without negatively impacting the asset.	This allows for both visual and instrumental inspections of the pipe segment to provide a detailed assessment of signs of damage, wear, or potential for failure. These excavations provide valuable validation points to confirm the performance of the inspection tools and field surveys. In addition, they provide additional details on pipeline conditions and hazards that available in-line inspection technology and field surveys would not be able to detect (e.g., seam weld defects, girth weld defects, sharp gouging, cracks, etc.).
CP Survey – Close Interval Potential Survey (CIPS)	CIPS is a technique where the pipeline's potential is measured at short intervals, typically every 1-2 meters, to obtain a detailed profile along the pipeline.	CIPS can identify locations where the potential does not meet the criteria for adequate cathodic protection, which suggests possible corrosion activity.
Direct Current Voltage Gradient (DCVG)	DCVG is a method used to locate coating defects on buried pipelines. It involves applying a direct current to the pipeline and measuring the voltage gradient in the surrounding soil.	By combining CIPS and DCVG data, insights can be gained into areas where the coating is defective and where cathodic protection might be inadequate. In a formal External Corrosion Direct Assessment (ECDA) process, such areas would be identified as potential sites for external corrosion and investigated by excavation and direct examination.
Depth of Cover	This survey measures the depth at which a pipeline is buried beneath the ground surface using handheld devices at the ground level.	Ensuring an adequate depth of cover is necessary for the physical protection of the pipeline from external damages and loads, such as excavation or agriculture activities. A consistent depth also ensures the effectiveness of cathodic protection systems and other corrosion control measures.
Leak and Odorant Surveys	These surveys involve checking the pipeline and its surrounding area for signs of hydrocarbon leaks. In gas pipelines, an added odorant (e.g., mercaptan) gives the gas a distinct smell, making leaks easier to detect.	These surveys act as a last line of defence to identify leaks that have already occurred and are emitting into the atmosphere. Early detection of leaks helps in minimizing environmental and safety hazards.

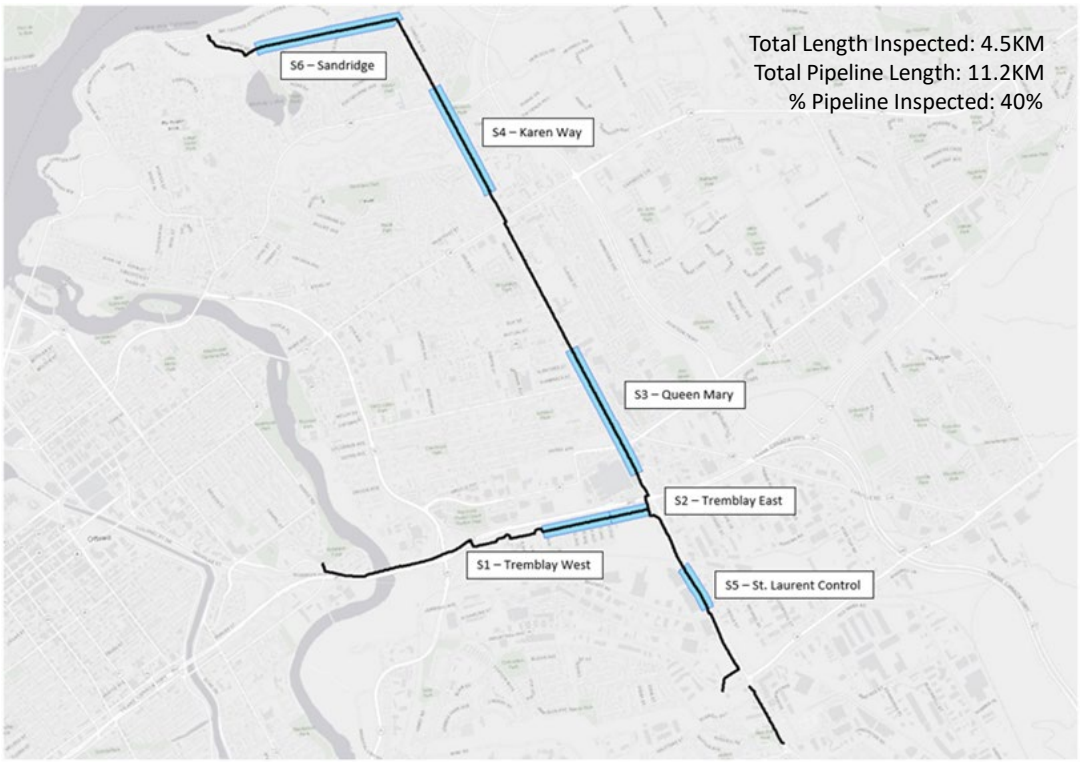
15. The most definitive results came from the utilization of ILI and subsequent field NDEs. These are discussed further below. The results of additional surveys are set out in Appendix A.

C. In-Line Inspections

16. Six separate robotic crawler ILIs were completed at various locations along the SLP using a robotic crawler MFL-LDS inspection tool, capturing condition data on 4.5 km (40%) of the total pipeline system. The inspection areas were chosen to provide sufficient coverage of the pipeline and provide a statistically significant sample size to assess the condition of the total length of the pipeline (please see paragraphs 21 to 23 for additional details on sample size derivations). These sections were determined to represent the overall condition of the line based on design and historical evidence, to draw objective conclusions.

17. A map of the pipeline and the inspected lengths is shown in Figure 2.

Figure 2: Robotic Crawler ILI Extents and Locations

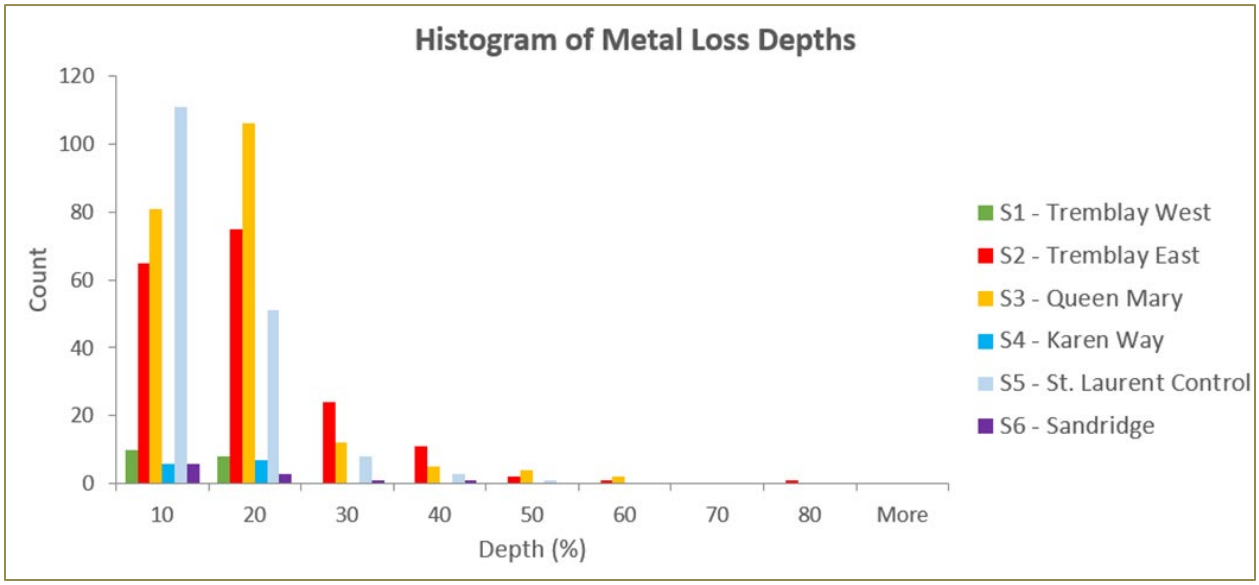


18. A total of 611 metal loss features, indicative of possible corrosion or gouging, were identified along the inspected portion of the pipeline with several significant features reported with depths greater than 40% of the wall thickness (12 features). This represents a metal loss density of 138 anomalies per km. Summaries of the feature counts and severity are included in Table 2 and Figure 3.

Table 2
Reported Metal Loss by Inspection

Inspection	Length Inspected (km)	Metal Loss Count	Features / km
S1 – Tremblay West	0.545	19	35
S2 – Tremblay East	0.315	180	571
S3 – Queen Mary	1.116	211	189
S4 – Karen Way	0.953	14	15
S5 – St. Laurent Control	0.393	175	445
S6 – Sandridge	1.157	12	10
Total	4.5	611	

Figure 3: Metal Loss Depths by Inspection



19. The condition data from the inspected portions of the pipeline indicate an average corrosion density of 138 features/km. This represents more than one active corrosion feature in every 10 meters of pipe.

20. The ILI tool used LDS technology to identify and size dents. A total of 386 dent features with a depth greater than 0.5% of the pipeline diameter were identified along the inspected portion of the pipeline. This represents a deformation density of 86 dents per km. Supplemental assessment of the dents based on severity, location and shape characteristics, and adjacent gouging indicated that eleven of the dents were likely due to previous third-party mechanical damage that had been unreported to the Company. These dents provide an area for accelerated corrosion due to coating damage and can eventually cause failure due to a variety of time-dependent failure mechanisms given the localized residual stresses and strain hardening of the pipe material. Based on the ILI data, the calculated third-party interference hazard rate is within the highest 13% of hazard rates for mains within the Enbridge Gas distribution system.

21. The sections of the SLP that were in-line inspected served to provide a representative sample for the condition of the rest of the system by capturing data on segments with unique characteristics which could influence corrosion. The data gathering and statistical analysis were performed following objective engineering principles to ensure that the findings did not result in biased conclusions. To estimate the condition of the uninspected portions of the pipeline, the conditions of the inspected segments were extrapolated to uninspected segments using a “like-in-kind” approach. The like-in-kind approach involves defining “like” segments of the pipeline which are considered to have similar key characteristics that are known to influence corrosion. Once the segments are defined, condition information for one segment can be extrapolated to like segments, on the assumption that segments that share key characteristics would also exhibit similar corrosion density and severity.

22. The statistical sampling assessment[5] for the corrosion threat showed that:
    - The inspected segments can determine the corrosion susceptibility for 87.5% of the pipeline (i.e., sections with highest corrosion potential) with a 99% confidence level and a 5% margin of error.
    - The stated confidence levels indicate sufficient sampling was performed to draw adequate conclusions on the corrosion susceptibility of the pipeline population.

23. The like-in-kind extrapolation for corrosion on the SLP focused on two key factors that influence corrosion: coating type and Cathodic Protection (CP). Based on these criteria, eleven unique pipeline groupings were identified, which, when added together, capture the entire SLP system. Inspection data was gathered on the five largest groupings which capture approximately 87% of the total pipeline's length, which indicate sufficient sampling levels. The like-in-kind extrapolation for the remaining six groupings that make up approximately 13% of the pipeline's length was performed based on an average of the overall inspection results. This approach ensures that conclusions drawn from the analysis are representative of the entire system, with a high level of confidence. Figure 4 shows the like-in-kind groupings on the SLP system and the inspected lengths.

[5] Exhibit B, Tab 1, Schedule 1, Attachment 2 - Quantitative Risk Assessment (QRA) - St. Laurent North Pipeline, Appendix B.

Figure 4: Pipeline Groupings with ILI Locations

24. In addition, the actual corrosion density is much higher given that the tool could not identify more than half of the features identified through field inspections. Some of these unidentified features included deep gouges on the pipeline (i.e., greater than 40% depth of metal loss).

25. MFL inspection tools have known limitations in detecting or sizing certain types of pipeline defects; this is especially the case for robotic crawler tools which are only available with the axial MFL orientation. Due to the axial orientation[6] of the ILI tool's MFL sensors, the technology has a recognized limitation of being generally unable

[6] The axial orientation of MFL technology refers to the direction of the generated magnetic field used to detect metal loss, which is parallel to the pipeline length.

to detect and size axially oriented features[7], such as corrosion that is preferential to the long seam (i.e., selective seam weld corrosion). Selective seam weld corrosion is a particular concern in pipelines from a similar vintage to the SLP due to the applicable pipe manufacturing processes. In addition, the tool has a stated maximum sizing of features of 80% in depth of the wall thickness. This means that if a feature is indicated to be at 80% wall loss, it can be greater than or equal to 80%.

26. When field NDE data is available, comparing it with ILI findings is necessary to validate the tool's capabilities and performance, especially for emerging technologies like crawler tools. This comparison not only validates the results of ILI but it also enhances the reliability of assessments derived from the findings of these technologies.

27. The ability of the ILI tool to consistently detect, correctly identify, and accurately size features of concern on the pipeline was assessed following the API 1163 – In-Line Inspection System Qualification standard[8] and considering the tool's performance specification. The actual sizing of anomalies was determined by ultrasonic measurements (i.e., NDE) taken in the field on segments of the pipeline that were exposed due to opportunistic and targeted digs. A pipeline segment measuring 8 m in length with significant corrosion and gouging was cut out and sent to the in-line inspection vendor for supplemental testing to provide additional validation of tool capability in the detection and sizing of the types of features found.

[7] Axial MFL technology struggles to detect axially oriented features (i.e., narrow features parallel to the pipeline length such as "Axial Slotting") because the alignment of these defects with the direction of magnetization results in minimal magnetic flux disturbance, making them less detectable by the sensors.

[8] American Petroleum Institute (API). (2021). In-line Inspection Systems Qualification. (API Standard 1163).

28. By integrating ILI-reported features with direct measurements from the field (measured with ultrasonic technology), and additional validation through the supplemental validation testing in a laboratory setting, 18 metal loss samples were collected for ILI-NDE trending analysis (i.e., API 1163 Level 2 Unity Plots). This analysis helps validate the tool's accuracy in measuring the depth and severity of features reported on the SLP. Additionally, field investigations revealed 29 instances of corrosion or gouging features which were unreported by the ILI and ranged up to 45% deep gouges and 23% deep corrosion. This performance was incorporated as part of the risk assessment for the pipeline, as described in the following sections.

29. The validation assessment concluded that the tool was unable to consistently detect or accurately size metal loss features, primarily due to many of the features not meeting the minimum lengths and widths to be properly assessed by the tool's sensors. This included an apparent under call bias of 14% where actual defect dimensions were more severe than reported by the ILI tool. This lends an additional consideration to the severity of the results, as it would indicate that the features identified may be, on average, worse than reported by the ILI. In addition, the actual corrosion or gouging densities are much higher than reported by the ILI given that the tool could not identify more than half of the features identified through field NDE inspections.

30. Of the 47 field-detected metal losses greater than 10% in depth, only 22 of these features met the minimum lengths and widths to be properly assessed by the tool's sensors. Nevertheless, comparing field and NDE findings across all identified features offers valuable insights into the tool's overall ability to detect and size pipeline anomalies, regardless of whether they meet the tool's stated performance criteria. Although the ILI results are still very useful and informative in understanding

the pipeline condition[9], the inherent uncertainty in detection and sizing influences the determination of its overall reliability. This uncertainty underscores the necessity for a structured probabilistic approach in assessing pipeline condition, as implemented in the QRA.

D. Field Excavation and Non-Destructive Examinations

31. The results from the NDE inspections have enhanced Enbridge Gas's understanding of various pipeline threats on the SLP, some of which are beyond the detection capabilities of ILI tools. These detailed field investigations have deepened the knowledge of the potential threats associated with the SLP pipeline, supporting an effective assessment of its reliability and risk.

32. A direct field evaluation of the pipeline was performed by a NDE vendor at 13 specific, accessible locations, including inspection launch points and other sites designated for inspection based on operational history or concerns. During these assessments, visual inspection and evaluation was performed and NDE tools, such as ultrasonic probes and pit gauges, were used to measure the depths of corrosion features or other anomalies.

33. The 13 excavation sites and key integrity findings are presented in Table 3. A comprehensive summary of all integrity-related repairs carried out as an outcome of these evaluations is provided in Section E "Required Repairs and Replacement and Potential Consequences."

[9] In-line inspection (ILI) tools are the primary technology utilized to identify metal loss and deformations, providing critical data for integrity assessments as outlined in ASME B31.8S-2022 Managing System Integrity of Gas Pipelines (Section 6.2).

Table 3
Integrity Dig Field Findings

Dig #	Dig Site	Dig Reason	Arc Burn	Dent	Gouge/ Scrape	Lamination	Corrosion	Scab	Total
1	Gaspé Ave	Operations Concern	17		11	3	10		41
2	Service North of Montreal	Operations Concern	2		5		3	1	11
3	Sandridge Launch Site	Launch Site							0
4	Karen Way Launch Site	Launch Site		1			3		4
5	Queen Mary Launch Site	Launch Site	8		37			5	50
6	Control Station Launch Site	Launch Site							0
7	Tremblay West Launch Site	Launch Site		1	56				57
8	Tremblay East Launch Site	Launch Site			5		2		7
9	133 St Laurent	Operations Concern	2				1		3
10	North of Montreal	Operations Concern	No NDE Assessment was completed						
11	Tremblay Rd Cloverleaf – East End	ILI-driven	1		2	1	5		9
12	Tremblay Rd Cloverleaf – West End	ILI-driven	9		2		6		17
13	Rockcliffe Control Station	Potential Leak Concern	4		5		4	1	13
TOTAL			42	2	123	4	34	7	212

34. Wherever possible, excavations were conducted in areas that were accessible with only minor disruptions to the public, could be executed in reasonable timing or planning horizons, and/or collected from other projects that were underway. These excavations served to provide a direct field evaluation for the condition of the pipeline and allowed for any necessary repairs to be made. The substantial number of features identified, along with the predominantly opportunistic nature of these excavation sites (which were not specifically aimed at known deteriorated conditions), highlights the prevalence of significant anomalies within this pipeline system that could potentially lead to future failures.

35. During the field inspections, despite the limited span of pipeline segments examined, a total of 212 anomalies were identified, including anomalies such as corrosion, gouging, arc burns, and welding defects, detailed in Table 3. Of these, over 100 anomalies were considered significant, necessitating pipeline repairs in compliance with the Company's operating standards and CSA Z662[10]. Details on these defects and the corresponding repairs are further outlined in Table 5 in Section E.

36. The coating quality on the pipes was evaluated at a subset of the dig sites listed in Table 4. The assessment revealed that the coating was in good condition at two locations, fair at six locations, and poor at two locations, namely Dig Sites 7 and 8. At Dig Site 7, the coating on the upper half of the exposed pipe was entirely absent. Additionally, there was a visible dent at the downstream end along with coating damage. Dig Site 8 had multiple large areas with significant coating damage.

[10] Canadian Standard Association (2019). CSA Z662 Oil and gas pipeline systems (CSA Standard No. Z662:19)

Table 4
Assessed Coating Quality at Dig Sites

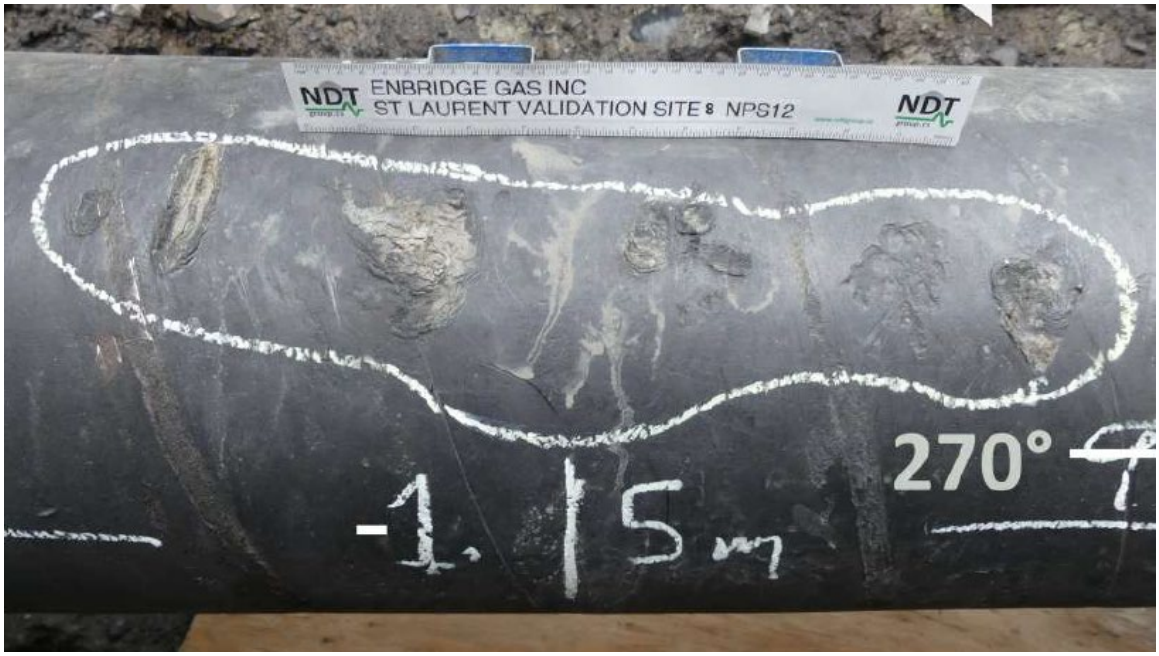
Dig #	Coating Quality / Holidays[11]
1	Main – fair condition (25% coating disbondment) Tee – fair condition (15% coating disbondment) Multiple coating damage areas identified
2	Main – fair condition (30% coating disbondment) Service line – good condition Multiple coating damage areas identified
3	Good condition One coating damage area identified
4	Fair condition (30% coating disbondment) Multiple coating damage areas identified
5	Good condition Two small coating damage areas identified
6	Fair condition
7	Poor No coating present on top half of exposed pipe
8	Poor Multiple coating damage areas identified
9	Fair (35% coating disbondment) One large coating holiday identified in the area where the service line and the main line connected
10	N/A – (No assessment performed; no casing found when main was exposed)
11	N/A – (No coating assessment performed; pipe was already sandblasted when NDT crew arrived on site)
12	N/A – (No coating assessment performed; pipe was already sandblasted when NDT crew arrived on site)
13	Fair condition (20% coating disbondment) Two coating damage areas identified

[11] A coating "holiday" refers to a hole or void in the protective coating that exposes the underlying pipe material, leading to localized corrosion.

37. Examples of the coating quality, as identified in Dig Site 7 and Dig 8, are depicted in Figure 5 and Figure 6.

Figure 5: Dig Site 7 - Coating Damage

Figure 6: Dig Site 8 - Coating Damage



38. Across eight dig site locations, a total of 34 corrosion features were identified. Dig Site 1 exhibited the highest number of these features, with 10 identified, whereas Dig Site 12 contained the most severe corrosion, with a depth of 40%. To prevent further corrosion, all identified features were recoated. The most severe among them received additional repair, either through cut-out replacements or the installation of pressure-containment sleeves. Figures 7 and 8 present examples of corrosion features discovered on the pipeline.

Figure 7: Dig Site 11 – Corrosion

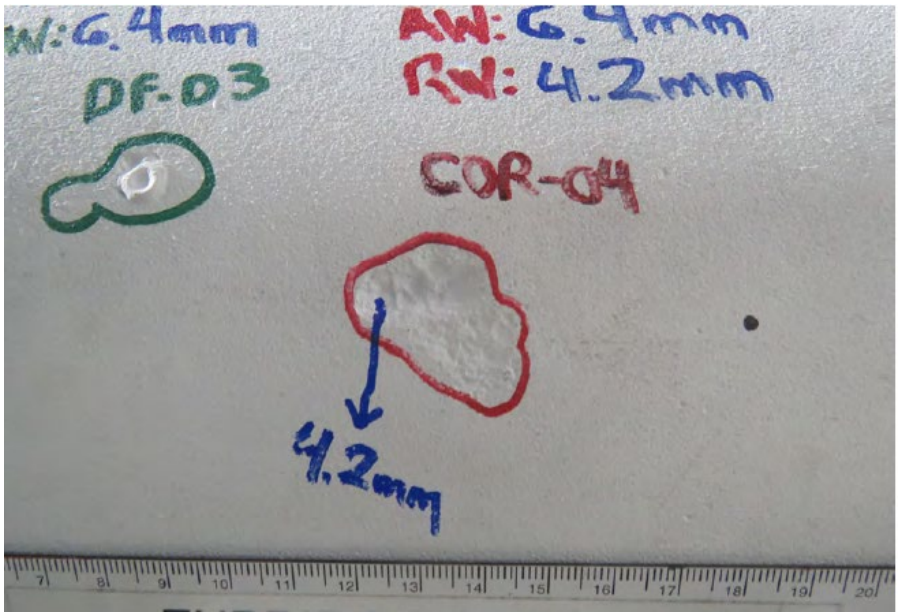
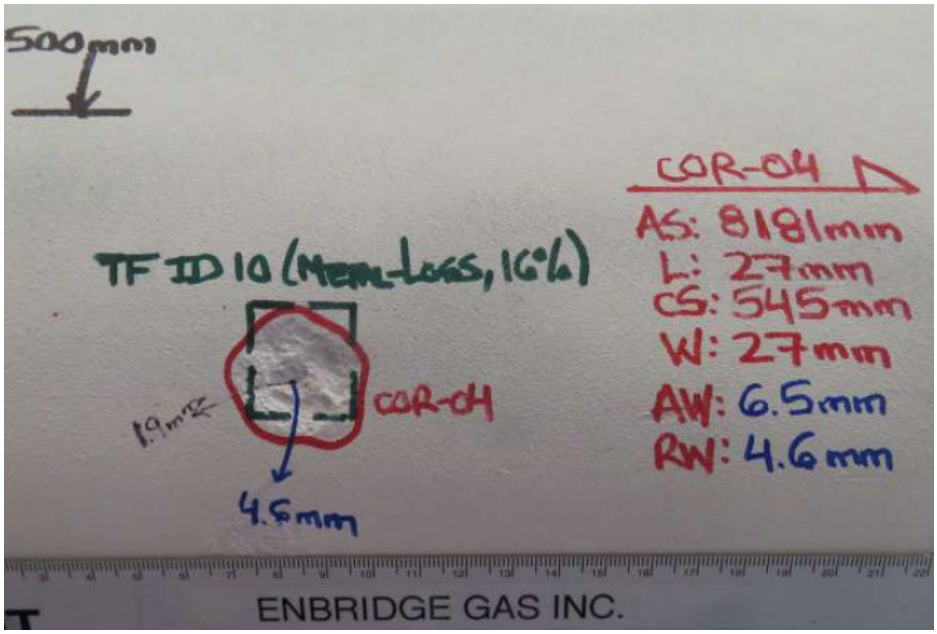


Figure 8: Dig Site 12 - Corrosion



39. Arc burn defects on pipelines refer to localized damage caused by unintended electrical arcs during welding or other operations. These defects can compromise the pipeline's mechanical properties, leading to reduced ductility or hydrogen-induced cracking. A cumulative total of 42 arc burns were detected over seven dig site locations. With 17 identified arc burns, Dig Site 1 had the highest number of any site. Examples of Arc Burn featured located on the pipeline are illustrated in Figure 9 and Figure 10.

Figure 9: Dig Site 1 – Arc Burns

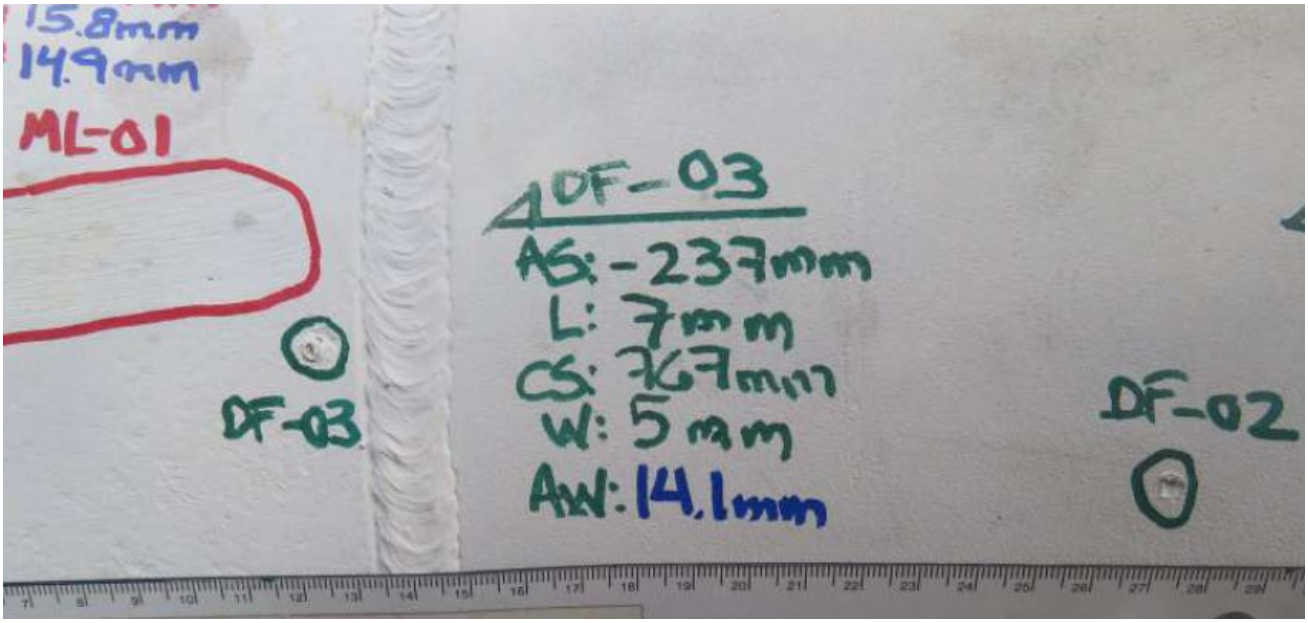
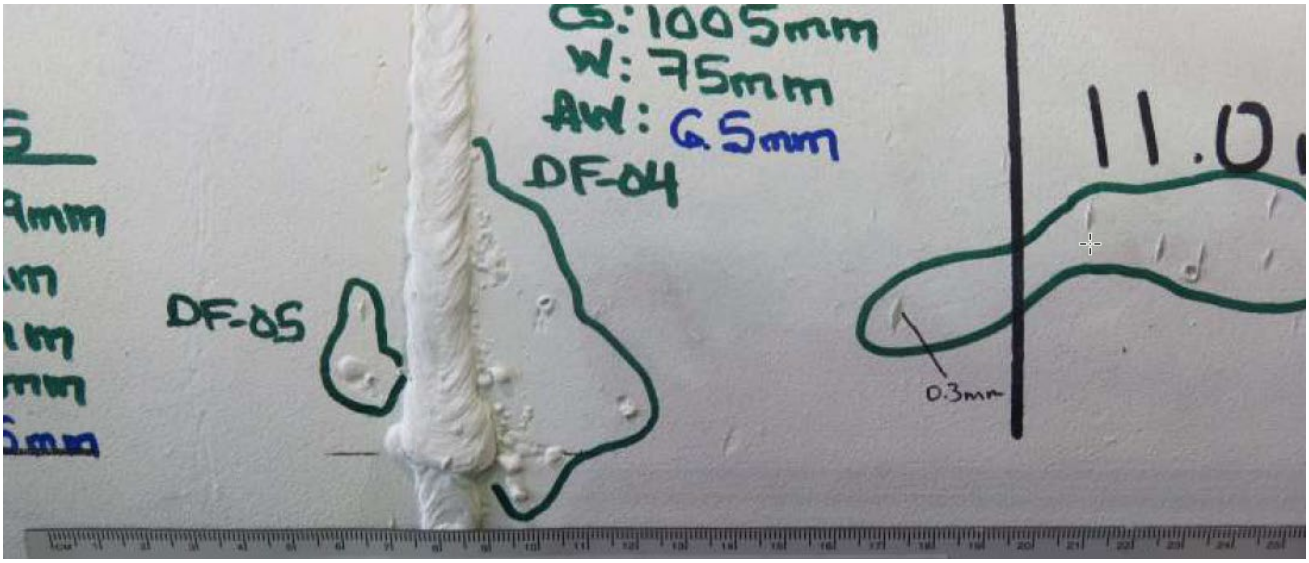


Figure 10: Dig Site 12 – Arc Burns



40. Throughout eight dig site locations, 123 gouges or scrapes were identified in total. Dig Site 7 had the highest count with 56 gouges/scrapes, and had the most severe feature, which was measured at a depth of 45%. Examples of the multiple gouges found on the pipeline can be seen in Figures 11 and 12.

Figure 11: Dig Site 7 – Multiple Gouges

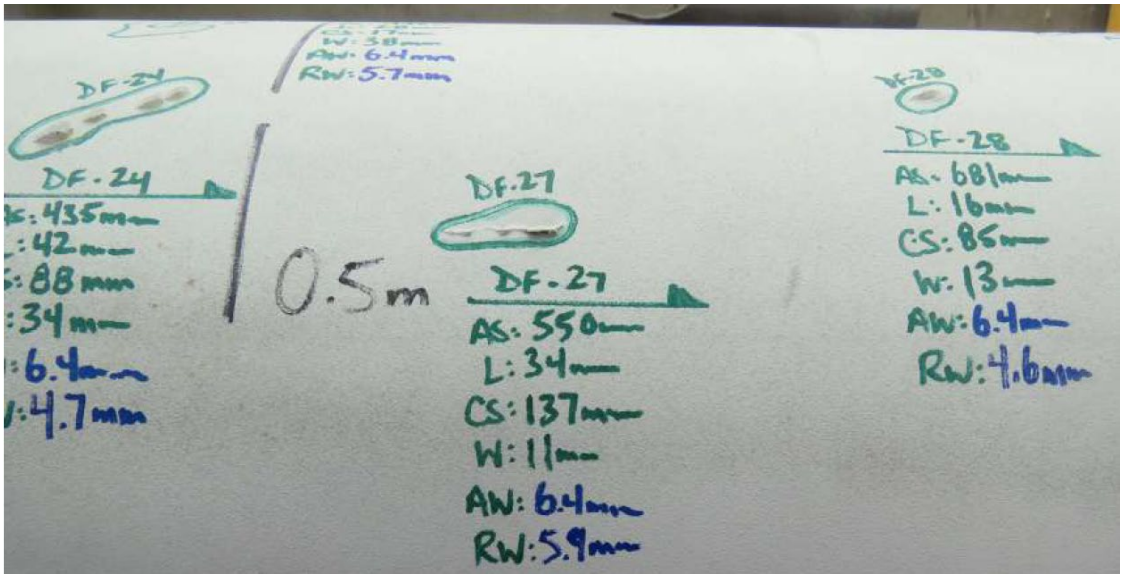
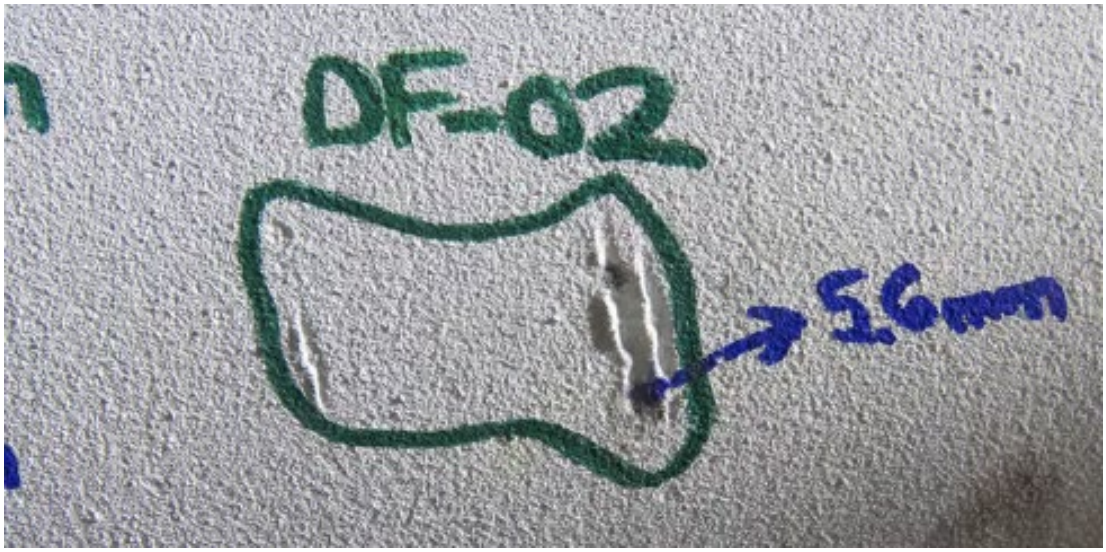


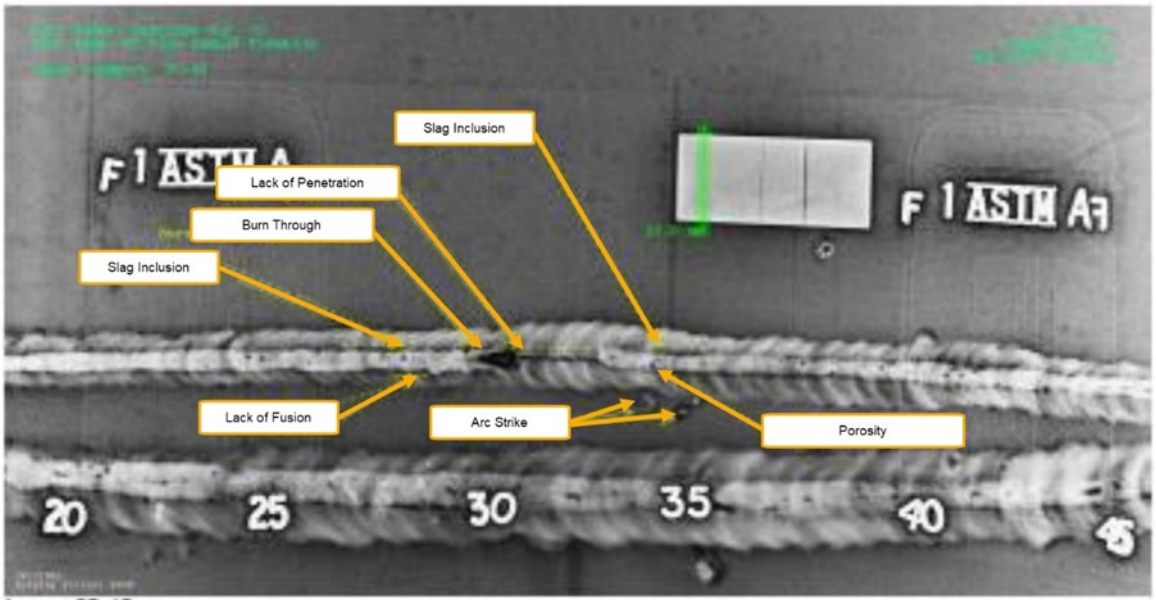
Figure 12: Dig Site 11 - Gouge



41. Radiographic examinations (X-rays) were conducted at four different excavation sites, focusing on the evaluation of seven girth welds. All tested girth welds failed to meet current-day requirements due to fabrication defects, including slag, porosity, lack of fusion, internal/external undercut, and inadequate weld penetration. Notably,

one section had multiple welds with identified lack-of-fusion defects, necessitating the replacement of a 2.6 m section of the pipeline. For a visual representation of the X-ray results and observed defects, please see Figure 13.

Figure 13: Dig Site 12 - Weld Defects



42. Across two excavation sites, a cumulative total of two dents were detected, each having an 0.3% deviation of curvature from the pipeline outer diameter.

E. Required Repairs and Replacement and Potential Consequences

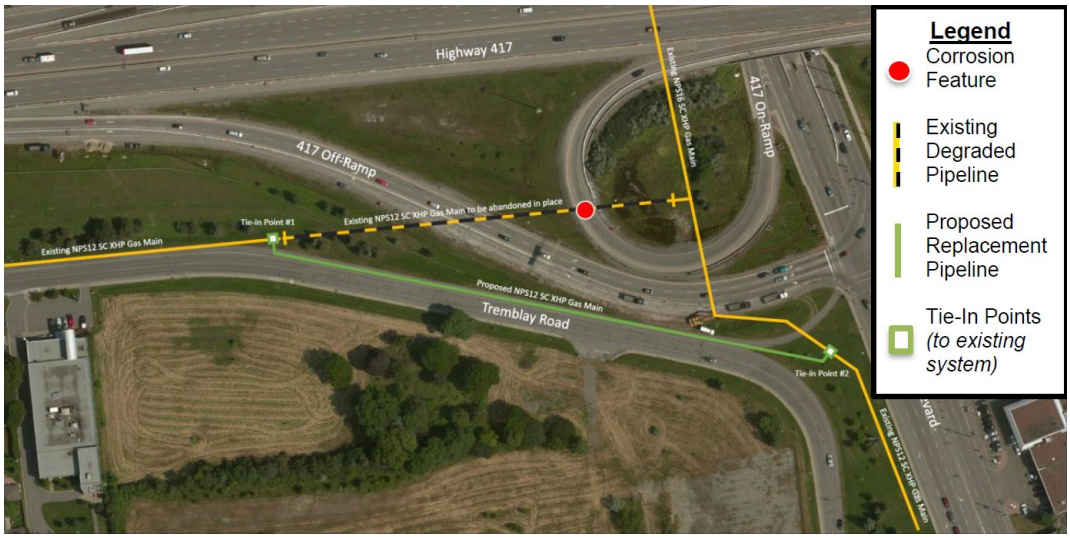
43. Numerous pipeline repairs and replacements were required due to the field inspections and findings of the SLP Targeted Integrity Program. A comprehensive summary of these integrity-related repairs is provided in Table 5.

Table 5
Integrity Related Repairs

Dig #	Repair Type	Targeted Defects
1	Replacement (2.6m)	Numerous types of girth weld defects
2	Grinding / Recoat	2 arc burns, 5 gouges/ scrapes, and 1 scab
	Recoat	3 corrosion features
4	Pressure Containment Sleeve (Stopple)	1 dent and 1 corrosion features
	Recoat	2 corrosion features
5	Grinding / Recoat	25 gouges/scrapes and 3 scabs
	Pressure Containment Sleeve (Dresser)	8 arc burns, 12 gouges/scrapes, and 2 scabs
7	Replacement (20m)	7 gouges
8	Grinding / Recoat	5 gouges/scrapes
	Recoat	1 corrosion feature
	Pressure Containment Sleeve (Dresser)	1 corrosion feature
9	Grinding / Recoat	2 arc burns
	Recoat	1 corrosion feature
11	Grinding / Recoat	1 arc burn and 2 gouges/scrapes
	Pressure Containment Sleeve (Dresser)	3 corrosion feature and 1 lamination
	Recoat	1 corrosion feature
	Replacement (10m)	1 corrosion feature
12	Replacement (162m)	80%+ metal loss feature ((based on ILI report) 12 dents (based on ILI report) 137 metal loss features (based on ILI report)
13	Pressure Containment Sleeve (Dresser)	Girth weld porosity defects, 4 arc burns
	Grinding / Recoat	5 gouges, 1 scab, 3 linear anomalies
	Recoat	4 corrosion features

44. Most notably, a 162-meter pipeline segment at Dig Site 12 was abandoned and replaced due to ILI-detected metal loss equal to or exceeding 80% of wall thickness. The feature was located on the pipeline running east to west beneath the on-ramp to the King's Highway 417, adjacent to Tremblay Road. Immediately following the identification of the feature, an Emergency Operations Centre (EOC) was activated, which is Company procedure used to respond to emergency incidents or potential emergency incidents and determine the associated safety risks, including how best to remediate the finding. Enbridge Gas notified the OEB of its intention to proceed with emergency repair of the feature on October 5, 2022[12] and the feature was subsequently repaired via replacement in November 2022, as shown in Figure 14.

Figure 14: Tremblay Road Pipeline Replacement



45. Prior to the implementation of the SLP Targeted Integrity Program, between 2007 and 2023, the SLP system underwent 17 repairs due to leaks, damages, or injurious

[12] Exhibit B, Tab 1, Schedule 1, Attachment 1 – Letter to OEB (October 5, 2022) – Planned Emergency Repair

defects, which are considered as a high potential for failure. Injurious defects that are an integrity threat may include dents, gouges, bending, corrosion, and cracking.[13]

46. Of the reported incidents/repairs, 10 were attributed to pipeline leaks, while 7 stemmed from damages or potential hazards to the pipeline. A summary of the leak, damage, and repair history spanning 2007 to 2023 is provided in Table 6.

Table 6
Leak/Repair Summary

Incident Category	Main	Valves / Fittings	Service Connection	Total[14]
Leak	1	6	3	10
Damage / Potential Hazard	7	0	0	7

47. Many contextual factors must be considered in addition to the measured and observed integrity risks, which, in the case of SLP, have aligned to create an unequivocally unacceptable situation, especially when compared with a lower pressure distribution line in a different location:
    a) Hard surfaces/ice build-up: Urban environments like St. Laurent Boulevard often feature extensive hard surfaces such as roads, sidewalks, and buildings. In the event of a leak, escaping gas can more easily migrate to confined spaces between these hard surfaces, increasing the risk of gas buildup to explosive levels. This enhances the potential for catastrophic

[13] Detailed failure reporting by Enbridge Gas commenced in 2007, so records of any pipeline failures prior to this do not follow a consistent or traceable methodology.

[14] Includes one leak and one potential hazard that were identified as a result of the Targeted Integrity Program that was initiated in June 2022.

incidents, emphasizing the urgency of preventing such leaks. Similar to the challenges faced by other regions with cold winters, Ottawa's cold climate exacerbates these concerns by increasing the likelihood of ice accumulation on surfaces, including above and around pipelines. The formation of ice patches can obstruct access for emergency response teams and heighten safety concerns. Furthermore, ice buildup complicates repair efforts and can delay response times, emphasizing the critical need for preventive measures. It also creates temporary hard surfaces, which can contribute to the unpredictable migration of gas.

b) Migration of gas to ignition sources: The migration of leaked gas to potential ignition sources, such as pilot lights, electrical equipment, or even vehicles, can rapidly escalate a leak into a hazardous situation. The higher pressure in the pipeline system carries the risk of reaching ignition sources more quickly, thereby elevating the risk of explosions or fires in the vicinity. First responders may not be able to mitigate the gas leak in a suitable amount of time under certain circumstances to prevent a major incident.

c) Operating pressure: The pipeline's Maximum Operating Pressure (MOP) of 1900 kPa (275 psi) greatly exceeds that of typical lower pressure lines, which often operate around 345 kPa (50 psi). This higher pressure substantially increases the potential energy released during a leak, heightening the risk of extensive material damage, and elevating the threat to public safety. Figures 15 and 16 illustrate a failure in a different pipeline in the Enbridge Gas distribution system, operating under a comparable but lower pressure. It demonstrates the severe damage to the pipeline and its environment that can result from such failures at elevated pressures.

Figure 15:
Pipeline Failure on NPS20 Distribution Main Operating at 175psi – Site Overview

Figure 16:
Pipeline Failure on NPS20 Distribution Main Operating at 175psi – Detailed

d) Urban location: St. Laurent Boulevard in Ottawa is an urban environment with dense population, businesses, and infrastructure. In such settings, the consequences of a pipeline leak are far-reaching, as described in c) above. The risk of property damage, injury, and disruption to the urban fabric is substantially elevated, making it imperative to prevent such incidents. Additionally, the number of sensitive customers and receptors, including residential areas, schools, hospitals, and commercial establishments, along St. Laurent Boulevard magnifies the severity of a leak. Any release of any size or disruptions in services could have devastating material impacts on the health, well-being, and livelihoods of a significant number of people.
e) Operational impacts: In the event that emergency repair activities force an unplanned outage, projected customer losses for a 0 Degree Day (15°C) and 47 Degree Day (-32°C) range between 18,000 to 65,000 customers, respectively. These impacts are highly dependent on the location of the emergency repair. Key customers include St. Vincent Hospital, Montfort Hospital, Parliament Hill, RCMP Headquarters, the University of Ottawa, and the Cliff Street Heating Plant.
f) Disruption to public: Emergency repair activities on the SLP have the potential to disrupt traffic along significant motorways, such as Highway 417 and the St. Laurent Boulevard. Highway 417 observes an annual average daily traffic of 152,000 vehicles per day, primarily composed of urban commuters. St. Laurent Boulevard sees similar daily traffic densities based on human occupancy data collected through cellular signals. Disruption to these roadways could cause significant negative social and economic impacts to the area.

48. In the event of a leak or rupture, an immediate repair of the pipeline would be necessary, which will result in costs to repair including planning, permitting,

excavation, and materials. Given the immediate need for the repair, the emergency nature of the work will increase the costs in comparison to the same work completed on a planned basis due to expedited planning, permitting requirements, overtime work, external services, and requirements for larger bypass piping.

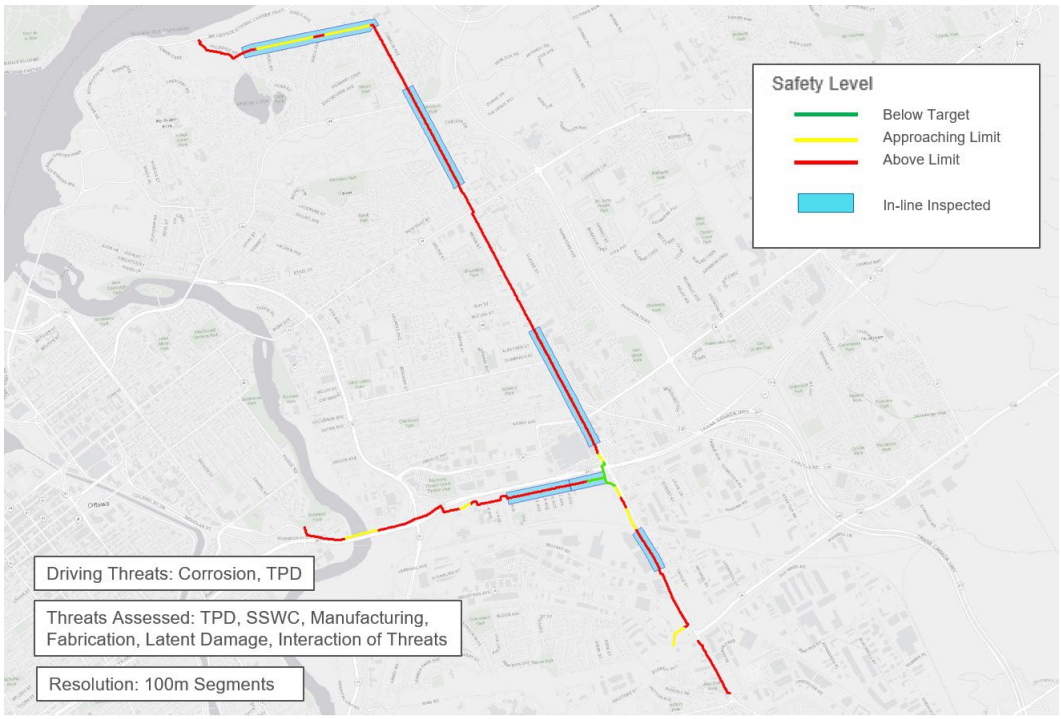
F. Quantitative Risk Assessment

49. Leveraging the gathered condition data, a QRA[15] was completed to assess the level of risk of the SLP system after immediate/urgent mitigations were completed (i.e., the current residual risk level). The QRA utilized industry-standard reliability methods and published failure rates to form a comprehensive assessment of all threats to the pipeline, along with their potential failure modes. This analysis contributed to an in-depth evaluation of the consequences, focusing on Health and Safety, Operational Disruption, and financial impacts related to the frequency of these failures. Key highlights from the consequence analysis are described below. An overview of the QRA methodology and its findings is provided in Appendix B – Quantitative Risk Assessment (QRA) Overview, while the comprehensive assessment details are found in Attachment 2 of this Exhibit.

50. Based on the assessment and evaluation criteria (as outlined in paragraph 54 below), it was concluded that:
    - 8.8 km of the 11.2 km pipeline (79%) fail the acceptable CSA Z662 - Annex O reliability thresholds. Several segments fail these reliability thresholds by orders of magnitude. The segments that fail the Leakage Limit State (LLS) and Ultimate Limit State (ULS) targets along the pipeline are non-continuous and are distributed along the pipeline length, as shown in red in Figure 17.

[15] Exhibit B, Tab 1, Schedule 1, Attachment 2 - Quantitative Risk Assessment (QRA) - St. Laurent North Pipeline

Figure 17: SLP Reliability vs. Targets (LLS and ULS targets combined)



- The rate of estimated significant incidents[16] on the SLP is 0.046 (4.6E-2) incidents per km.yr, which is over 2,500 times higher than the historical average observed in the industry of 0.000017 (1.7E-5) incidents per km.yr.[17] This signifies that the risk associated with the current operation of the SLP significantly exceeds the industry benchmark for reported significant incidents on distribution networks based on the Pipeline and Hazardous Materials Safety Administration (PHMSA) incident database for distribution pipelines.

[16] Significant incidents are defined in US 49 CFR § 191.3 and include incidents which result in fatalities or hospitalization, or include any incident which operators incur costs exceeding $129,300 USD (2022 dollars)

[17] Lyons, S. & Modarres, M. (2020). Understanding Risks: Gas Distribution Piping in the United States, Proceedings of the 2020 13th International Pipeline Conference. IPC2020-9238.

- The pipeline risks plotted on the Enbridge Inc. Standard Operational Risk Assessment Matrix show that many of the Financial, Operational Disruption, and Health & Safety Risk scenarios meet the Enbridge Inc. definition of “High Risk” or “Very High Risk.” Consequently, Enbridge Inc. mandates that adequate risk reduction options be promptly considered and escalated with highest priority placed on “Very High Risk”.[18]

51. A comprehensive sensitivity analysis[19] was undertaken to understand the influence of various inputs and key assumptions on the pipeline’s reliability and risk results. Through this analysis, upper and lower confidence bounds were established to define the plausible ranges for the reliability outcomes. This additional level of review was essential to discern if the assessment’s findings would be impacted by varying inputs and assumptions.

52. Based on the sensitivity analysis and the established confidence bounds, the conclusions of the QRA are not sensitive to reasonable variations in the input parameters or modelling assumptions. In order for the computed reliability and risk to not surpass the established thresholds, the inputs for probability of failure or consequences of failure need to be significantly changed to unrealistic ranges[20]. This underscores the robustness of the current recommendation, which holds firm under practical assumptions and scenarios.

[18] Exhibit B, Tab 1, Schedule 1, Attachment 2 – Quantitative Risk Assessment (QRA)- St. Laurent North Pipeline, Appendix F

[19] Exhibit B, Tab 1, Schedule 1, Attachment 2 - Quantitative Risk Assessment (QRA) - St. Laurent North Pipeline, Section 8

[20] "Unrealistic ranges" refer to input parameters or assumptions that deviate from established engineering best practices and the conventional approaches for conservatism.

53. To enhance the level of confidence in the results, the Company sought the expertise of DNV, an internationally recognized consulting firm with a specialization in quantitative risk assessments. DNV undertook an exhaustive evaluation of the reliability and risk assessment methodologies employed in the QRA, as well as the application of various risk tolerance thresholds.[21] DNV's review concluded that the methodologies applied were consistent with standard industry practices. Moreover, they validated that the results of the assessment were accurate and aligned with the condition data and confirmed that Enbridge Gas's conclusion that remedial action is required to improve the reliability of the SLP was well-founded based on the evidence gathered about the pipeline's condition.

54. The QRA of the pipeline took into consideration all quantified hazards and potential risks. This assessment was then measured against three distinct evaluation criteria to determine whether immediate interventions or risk mitigation measures were necessary to ensure the pipeline's safety and continued safe operation. The evaluation criteria included:

- CSA Z662-19 Annex O Reliability Targets
    - CSA Z662 Annex O provides target reliability thresholds for LLS[22] (i.e., Small Leaks) and ULS[23] (i.e., Large Leaks and Ruptures). These targets, intended for gas transmission pipelines, align with the standards used for U.S. transmission pipelines designed according to ASME B31.8. In the context of the St. Laurent pipeline, which operates at 23.2% SMYS, it would align with the U.S. classification of a transmission pipeline. Given the absence of specific reliability targets

[21] Exhibit B, Tab 1, Schedule 1, Attachment 3 – DNV – St. Laurent Pipeline Risk Review Memo
[22] Canadian Standard Association (CSA) Z662-19: Annex O – O.1.5.3 Leakage limit states.
[23] Canadian Standard Association (CSA) Z662-19: Annex O – O.1.5.2 Ultimate limit state targets.

for distribution pipelines in Canada, coupled with the heightened risks posed by the pipeline area's urban density, the CSA Z662 Annex O reliability targets serve as an essential benchmark for assessing the pipeline's reliability in these conditions.

- PHMSA Distribution Pipeline Significant Incidents Benchmark
    - A benchmark of the historical average of significant incidents (as defined by PHMSA[24]) in the U.S. distribution network. This benchmark value provides a comparison of the estimated number of significant incidents on SLP compared to the average observed in the industry.
- Enbridge Standard Operational Risk Assessment Matrix (ORAM)
    - An Enbridge-wide measure of risk acceptance that is used to support Risk-Informed Decision Making in all Enbridge business units. This risk matrix is intended to be applied to the assessment of scenarios or events that could result in health or safety impacts to the Enbridge workforce or the public, damage to the environment, impacts to the reliability of Enbridge assets, reputational damage, or financial losses. The key risks on the SLP that were mapped to the ORAM were Health & Safety, Financial, and Operational Reliability risks.

55. The Company completed these evaluations because, in situations where a singular, industry-acceptable evaluation procedure is non-existent, Enbridge Gas is able to adopt a more comprehensive approach by utilizing more than one distinct recognized method. The multi-method approach offers several advantages. First, it allows for the mitigation of potential biases or limitations inherent in any single evaluation technique. By diversifying the evaluation criteria, a more holistic view of

[24] Significant incidents are defined in US 49 CFR § 191.3 and include incidents which result in fatalities or hospitalization or include any incident which incurs costs exceeding $129,300 USD in 2022 dollars to the operator.

the subject under investigation is captured, reducing the risk of misinterpretation or skewed results.

56. Furthermore, a noteworthy benefit of employing three evaluation methods lies in their potential convergence, which can serve as a reinforcement of their applicability. When all three methods yield consistent outcomes, it adds a layer of robustness and credibility to the findings. This agreement, among diverse evaluation approaches, not only bolsters the credibility of the conclusions but also enhances the overall reliability of the approach. It signifies that the conclusions drawn are less likely to be influenced by idiosyncrasies of a single method and instead, represent a more universally supported perspective, which, in turn, fosters greater confidence in the validity of the results.

57. As the QRA identified third-party damage as one of the top two pipeline threats, with leak failure rates surpassing the acceptable ULS thresholds outlined in CSA Z662 – Annex O, supplementary damage protection measures have been identified. These measures involved supplementing existing damage protection controls with enhanced barriers on the SLP system to minimize the risk of third-party damage to the greatest extent possible.

58. To minimize the third-party damage risks, Enbridge Gas promptly implemented the following measures:
    - Classified the pipeline as a “Vital Main,” thereby ensuring a superior set of standards regarding Distribution Protection.
    - Initiated daily surveillance of the right-of-way to keep a vigilant eye on construction activities proximate to the pipeline.

- Mandated on-site oversight by Enbridge Gas personnel during any excavation activities in the vicinity of the pipeline (i.e., Vital Main Stand-by).
- Launched an amplified public awareness campaign utilizing online platforms and social media, targeting communities proximate to the pipeline.
- Augmented the region with pipeline markers to enhance third-party recognition of the pipeline's location.

59. These actions are practicable in the short term and will reduce the risks associated with one of the threats, third-party damage; however, sections of the pipeline would still operate close to or above the risk thresholds. Additionally, other threats such as corrosion would not be mitigated by such measures. As such, a permanent mitigation is still required to bring the collective risk to an acceptable level. The temporary third-party risk mitigation actions will stay in place until permanent risk mitigation activities are completed; however, the barriers will be lessened during the winter months where there is substantially less construction activity.

Conclusion

60. Given the findings of Enbridge Gas's Targeted Integrity Program on the SLP system outlined above, and the potentially significant consequences to health and safety and operational reliability of the risks identified, immediate action is needed. The Company's assets are not run until failure and any of the possible significant consequences from failure of the pipeline are unacceptable and must be mitigated. The alternative mitigations considered, and the proposed course of action are outlined in Exhibit C, Tab 1, Schedule 1.

Filed: 2024-06-17
EB-2024-0200
Exhibit C
Tab 1
Schedule 1
Plus Attachments

PROJECT ALTERNATIVES

1. The purpose of this section of evidence is to describe Enbridge Gas's analysis of facility and non-facility alternatives, as well as combinations of the two, to mitigate the current high risks of the St. Laurent Pipeline (SLP), as defined in the Project Need section of evidence at Exhibit B, Tab 1, Schedule 1. In its conclusions, this exhibit also contains a discussion on the potential for stranded asset risk associated with the Project.

2. This analysis demonstrates that, following a comprehensive review of Integrated Resource Planning (IRP) alternatives and the most feasible strategies to address the condition of the SLP, a full replacement of the pipeline is the best solution to mitigate the risks associated with the current condition of the SLP. Among other dimensions, this course of action considers the context of the evolving energy transition in Ontario.

3. This Exhibit is organized as follows:
   A. Assessment of Integrity Program and Facility Alternatives
   B. Assessment of Non-Facility Alternatives
   C. Stranded Asset Risk
   D. Conclusion

A. Assessment of Integrity Program and Facility Alternatives

4. Following a comprehensive analysis of the most feasible alternatives to address the current significant risks presented by the condition of the SLP, a Full Replacement of the SLP has been identified as the optimal course of action.

5. This conclusion is drawn from a multi-faceted assessment of alternatives. This included the assessment of each alternative's effectiveness in mitigating the

identified risks, maintaining public safety, and managing residual risks[1] post implementation. In addition, the level of disruption to Ottawa residents due to construction and roadway congestion and uncertainties related to the costs, feasibility, and residual risks of the proposed alternatives were assessed. Finally, the alternatives that could address the current significant risk and plausibly meet risk thresholds into the future underwent a financial assessment utilizing a Net Present Value (NPV) analysis that considered Ontario's energy transition landscape, which is described in Exhibit B, Tab 3, Schedule 1. This comprehensive assessment balances the above noted critical factors, ensuring that the recommended alternative will maintain safety and reliability of the SLP, as well as deliver the most advantageous results for rate payers, while minimizing adverse effects on the community.

6. The evaluation process for determining the most suitable risk mitigation action for the SLP began with a review of six distinct alternatives. An initial assessment of each alternative's feasibility and Enbridge Gas's conclusions on each are summarized in Table 1. Following this initial assessment, the most feasible options underwent a more comprehensive analysis to evaluate the residual risks after mitigation and to determine the constructability of the proposed projects.

[1] Residual Risks are the Health and Safety, Operational Reliability, and financial risks that remain after mitigation efforts are completed.

Table 1

Initial Assessment of Risk Mitigation Alternatives

Description	Feasibility
Alternative 1: No Additional Actions No additional actions – continue with interim third-party damage (TPD) mitigation efforts.	This alternative was evaluated and ultimately deemed unacceptable, as it fails to meet the required thresholds for risk, safety, and reliability, even when considering the interim TPD mitigation efforts[2]. The shortcomings of this approach are illustrated in Exhibit B, Tab 1, Schedule 1 which details how, despite these efforts, the pipeline exceeds acceptable risk, safety, and reliability thresholds. Conclusion: Cannot feasibly meet reliability and safety / risk thresholds.
Alternative 2: Permanent Pressure Restriction Impose a permanent pressure restriction on the pipeline's maximum operating pressure to lower the immediate risks posed by the SLP.	Implementing a pressure restriction to 80% of the Maximum Operating Pressure (MOP) is a prevalent risk mitigation strategy in scenarios where pipeline rupture is a likely outcome. The underlying rationale for this approach is that any pre-existing pipeline defects that haven't failed at higher pressures will remain stable at reduced pressures for a period of time, thus providing a safety margin. This concept aligns with the practice of conducting pressure tests at higher pressures than the MOP to detect critical manufacturing or fabrication defects and establish a safety margin on any remaining defects. However, this mitigation strategy is not effective for the SLP as the primary factors contributing to the unacceptable safety and reliability of the pipeline are corrosion and third-party damage threats, where the failure modes and potential consequences would not be materially influenced by pressure reductions. The loss of capacity that would result from a pressure restriction would also limit the system's ability to meet demand during extreme cold weather events.

[2] Exhibit B, Tab 1, Schedule 1, para. 58.

	Conclusion: Cannot feasibly meet reliability and safety / risk thresholds.
Alternative 3: Extensive Inspection and Repair with Crawler ILI Reduce immediate pipeline risks to acceptable levels through significant and extensive integrity-driven activities, such as inspection of remaining vintage segments, integrity repairs, targeted replacements, and additional third-party damage mitigation barriers. Maintain pipeline system at risk limits using crawler ILI inspections and future repairs as determined through inspections.	This alternative assumes that the risks and safety concerns associated with the SLP can be reduced and maintained over the life of the asset at acceptable limits through extensive inspection and repair efforts. However, the fact that 60% of the system is currently uninspected introduces a high degree of uncertainty regarding the viability and sustainability of the risk reduction of this alternative. One notable concern is the potential difficulty in addressing issues that may be discovered in challenging locations, such as under highways, roads, or areas with high levels of utility congestion. Another area of uncertainty is the ability of crawler tools to detect all pipeline defects that may cause failure given some of the limitations[3] of axially oriented Magnetic Flux Leakage (MFL) tools. Additionally, implementing large-scale third-party damage mitigation barriers, like High Visibility Slabbing[4], particularly in rights-of-way (ROW) shared with other utilities, presents challenges in permit acquisition, potentially resulting in denied permits for installation. Slabbing could impede access for other utilities, hindering their ability for maintenance or repairs. Furthermore, the effectiveness of slabbing diminishes over time, as other utilities or third parties may need to excavate near our infrastructure, possibly removing the slabbing for access. Conclusion: Could meet risk thresholds temporarily, but risk reduction is dynamic and transient. Potentially high residual risk, risk uncertainty, and cost uncertainty.

[3] Exhibit B, Tab 1, Schedule 1, para. 25
[4] High Visibility Slabbing is a physical barrier installed above a pipeline to prevent unintentional damage during third-party construction activities.

Alternative 4: Extensive Inspection and Repair with Free-Flow In-line Inspection (ILI) Reduce immediate pipeline risks to acceptable levels through extensive inspection of remaining vintage segments, integrity repairs, targeted replacements, and additional third-party damage mitigation barriers. Maintain pipeline system at risk limits using traditional free-flowing ILI inspections and future repairs as determined through inspections.	Alternative 4 shares the same feasibility issues identified in Alternative 3. Additionally, it faces unique challenges in obtaining reliably accurate inspection results given that free-flowing ILI tools rely heavily on high pressures to maintain stable tool speeds, and the absence of high transmission-level pressures could significantly hinder the effectiveness of inspections using this technology. Conclusion: Could meet risk thresholds temporarily, but risk reduction is dynamic and transient. Potentially high residual risk, risk uncertainty, and cost uncertainty.
Alternative 5: Full Replacement Full replacement of the SLP, including St. Laurent Blvd., Tremblay Lateral, and Sandridge Lateral, as identified in Figure 1.	This alternative exceeds risk thresholds with low residual risk and risk uncertainty from a short-, medium-, and long-term perspective. Conclusion: Meets risk threshold with minimal residual risk and risk uncertainty, and best cost certainty
Alternative 6: Partial Replacement This alternative is a combination of Alternative 3 and Alternative 5. In this alternative, there is a full replacement on St. Laurent Blvd. (60%) and Tremblay Lateral (25%) and a continuation of the extensive integrity monitoring program including crawler inspections and digs on the Sandridge section of the pipeline (15%), as identified in Figure 1. This alternative would require on-going inspection and remediation activities on the Sandridge portion of the pipeline.	This alternative presents fewer feasibility concerns compared to Alternative 3, primarily because a larger portion of the Sandridge lateral section of the pipeline has undergone inspection. Moreover, this alternative eliminates the need for additional TPD mitigation measures, thereby reducing concerns regarding the practicality of High Visibility Slabbing near other utilities. Furthermore, the feasibility of the replacement component in this alternative aligns with that of Alternative 5, although additional costs would be incurred to mitigate residual risks to ensure pipeline safety in portions of the SLP. Conclusion: Could meet risk thresholds, with moderate residual risk, risk uncertainty, and cost uncertainty

Figure 1 SLP Pipeline Map

7. The initial assessment of feasibility clearly eliminated two of the six alternatives (Alternatives 1 and 2). Of the remaining four, two were variations of the "Extensive Inspection and Repair" alternative (Alternatives 3 and 4), and two were variations of the "Replacement" alternative (Alternatives 5 and 6). Considering the extensive time and effort involved in developing detailed assumptions to complete a comprehensive feasibility analysis for every alternative, Enbridge Gas selected the most optimal choice from each of these pairs to proceed to a more comprehensive analysis to evaluate the residual risks after mitigation and to determine the constructability of the proposed projects, as follows:
    - Of the "Replacement" alternatives, Alternatives 5 and 6, Alternative 5 was advanced for further evaluation (going forward, referred to as Alternative A). Alternative 6, which proposed avoiding the replacement of 15% of the pipeline but only offered a 5% reduction in project costs, was removed from

further consideration. Preliminary financial assessments indicated that Alternative 5 would consistently provide better value than Alternative 6.

- Of the "Extensive Inspection and Repair" alternatives, Alternatives 3 and 4, Alternative 3 was selected to move forward for further assessment (going forward, referred to as Alternative B). Alternative 4 was excluded from additional analysis because it offered the same feasibility as the crawler ILI option in Alternative 3 but incurred higher retrofitting and inspection costs and had greater uncertainty regarding inspection performance. Preliminary financial assessments indicated that Alternative 3 would consistently provide better value than Alternative 4.

Evaluation of Risk Mitigation Alternatives

8. Among the risk mitigation strategies, two alternatives - Full Replacement (Alternative A) and Extensive Inspection and Repair (Alternative B) - were selected to undergo further assessment from five critical viewpoints:
    i. Public Safety and Residual Risks
    ii. Public Disruption and Nuisance
    iii. Financial Assessment (NPV)
    iv. Uncertainty of Plan and Outcomes
    v. Other Considerations

i. Public Safety and Residual Risks

9. The details of the two alternatives were developed by defining the necessary inspections, repairs, and/or replacements required to align their outcomes with Enbridge Gas's risk thresholds.[5] Table 2 specifies the minimum immediate and lifecycle requirements for each alternative.

[5] Exhibit B, Tab 1, Schedule 1, para. 54.

Table 2

Alternatives – Work Requirements

Alternative	Immediate Work	Lifecycle Work
A – Full Replacement	• As described in Exhibit D, Tab 1, Schedule 1 – Proposed Project	• Routine leak and Cathodic Protection (CP) surveys for distribution pipelines.
B – Extensive Inspection and Repair	• Installation of retrofits at 12 additional Crawler ILI Launch Points and 13 Inspections, covering an extra 4.6 km to address high corrosion risks. • Approximately 4.9 km of mechanical protection ("High Visibility Slabbing") and 1.9 km of targeted replacements to mitigate severe threats from TPD. • 19 additional integrity-driven digs to mitigate critical features identified on the already inspected portions of the pipeline and an estimated 24 additional integrity digs projected on the uninspected portions of the pipeline.	• Continued inspection of 7.8 km (70% of the pipeline) involving 19 Crawler runs across 16 launch points to manage corrosion risks on an estimated 7-year inspection cycle. • Integrity digs and remediations to address inspection findings. • Enhanced TPD prevention measures including on-site supervision, immediate response to notifications, and precise location marking using probe bars. • Routine leak and CP surveys for distribution pipelines.

10. While both alternatives under consideration effectively reduce the pipeline's current unacceptable risk levels[6] to below the established thresholds, there is a notable

[6] Exhibit B, Schedule 1, Tab 1, Section F describes the unacceptable Health & Safety, Operational Disruption, and financial risks associated with the SLP pipeline's current condition.

variance in the degree and sustainability of risk mitigation achieved by each. Alternative A would deliver the most substantial and sustained reduction in risk with a relatively low associated uncertainty bound (or variation of risk). Table 3 provides a comparison of the overall risk reduction achieved by each alternative, focusing on the three risk categories that represent the most critical categories of risk for pipeline systems, as detailed in Exhibit B, Tab 1, Schedule 1. This table is instrumental in illustrating the relative effectiveness of each alternative in mitigating the identified risks.

Table 3

Approximate Risk Reduction by Alternative

Approximate Risk Reduction (x-Fold Decrease from Status-quo)	A – Full Replacement	B – Extensive Inspection and Repair
Health and Safety	80x	10x
Operational Reliability	150x	25x
Financial[7]	5,000x	300x

11. Exhibit C, Tab 1, Schedule 1, Attachment 1 offers an in-depth analysis of the residual risks associated with each alternative, overlaid on the Ultimate Limit State (ULS) and Leakage Limit State (LLS) reliability thresholds defined by CSA Z662 Annex O and the Enbridge Operational Risk Matrix.[8] These residual risk views are designed to illustrate the ability of each alternative to lower risk to tolerable levels. Figure 2 and Figure 3 show the current pipeline risks (R_0) as described in Exhibit B, Tab 1, Schedule 1, and the post-mitigation residual risks (R_1) provided by each

[7] Financial risks encompass the financial impacts of failures, which include property damage, emergency repair costs, and costs associated with restoring service to customers after disruptions.
[8] Please see Exhibit B, Tab 1, Schedule 1, para. 54 for an overview of the reliability thresholds and risk matrix and Exhibit B, Tab 1, Schedule 1, Appendix B, para. 10 for the application of the targets in assessing the SLP's current risk.

alternative. The diamond shaded regions show the uncertainties (i.e., range of possibilities) associated with the reliability (y-axis) and consequences (x-axis).

Figure 1: Risk Reduction for Alternative A (Full Replacement)

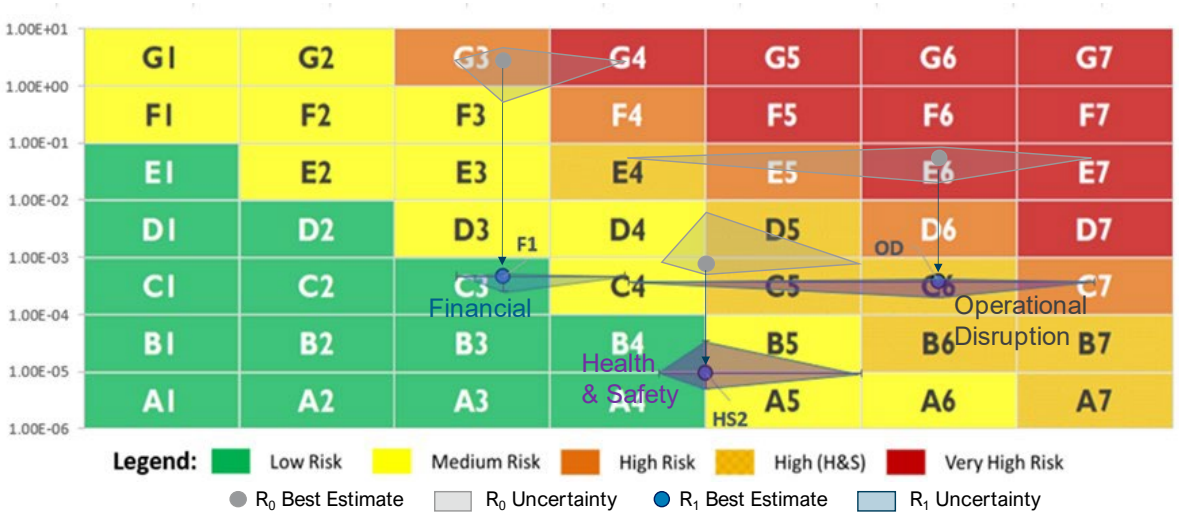
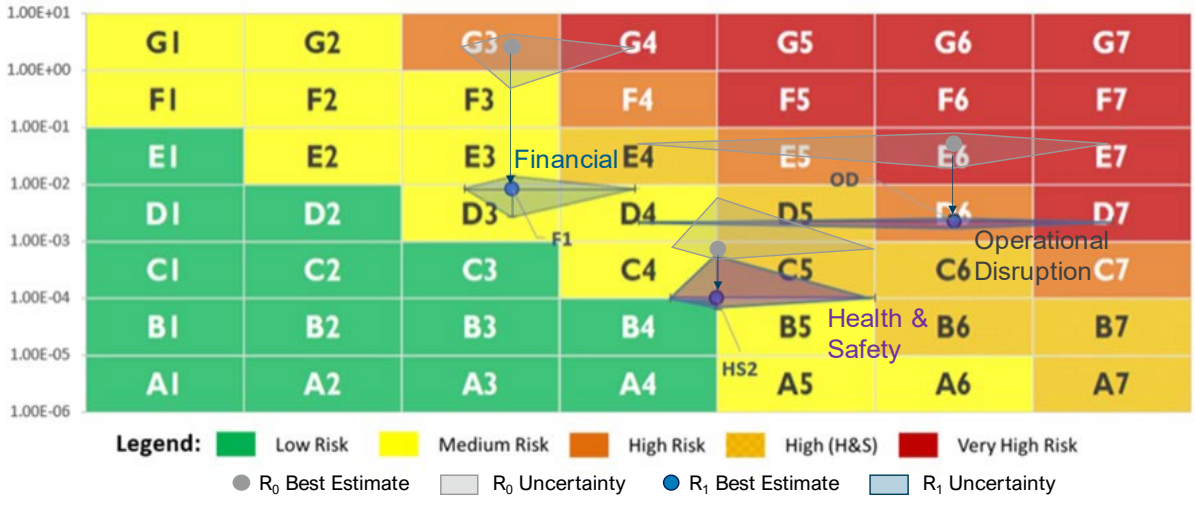


Figure 2: Risk Reduction for Alternative B

(Extensive Inspection and Repair)



12. Figures 2 and 3 illustrate that while Alternatives A and B are designed to meet minimum risk requirements, they exhibit significantly different levels of residual risk and associated uncertainties. Specifically, although Alternative B adheres to risk thresholds, the uncertainties in this alternative (denoted by the size and location of the shaded diamonds) mean that these limits may still be surpassed, particularly as the certainty of maintaining these risk levels diminishes over time.

13. Risk is not a binary concept of merely passing or failing targets; rather, it encompasses a continuous range of possible impacts to public safety and operational reliability. It is essential, therefore, to prioritize alternative options that minimize risks, wherever possible. This section concludes that Alternative A (Full Replacement) significantly enhances public safety and better manages residual risks, making it the best approach.

ii. Public Disruption and Nuisance

14. The SLP system traverses roadways and highways with high volumes of traffic due to the large number of residential, retail and commercial buildings in this area. The estimated daily traffic volumes (which would be impacted by construction work) are summarized below:

    - This pipeline system traverses a 400-series Highway (Highway 417) and its off-ramps for approximately 300 m. Based on published MTO Provincial Highway Traffic Volumes, Highway 417 observes an Annual Average Daily Traffic of 152,000 vehicles per day, primarily composed of Urban Commuters[9].

[9] Ministry of Transportation Ontario (MTO). (2016). MTO Technical Publications Highway Traffic Volumes 1988 to 2016 [CSV].

- This pipeline system is primarily located along the St. Laurent Blvd. ROW which sees similar daily traffic densities as the 417 Highway based on human occupancy/traffic data collected through cellular signals.

Based on the above vehicle volume statistics on the adjacent roadways to St. Laurent, continued pipeline construction will result in significant disruption to vehicle traffic and access to residential areas, schools, retail, and commercial buildings.

15. Alternative B entails numerous integrity-driven excavations and replacements along the heavily trafficked St. Laurent Blvd. Due to the unpredictable locations of the inspection findings, some repairs may need urgent attention, possibly during inclement weather or amid challenging road and traffic conditions. These frequent, small-scale projects significantly increase the residual Health and Safety risks for Enbridge Gas workers and will cause continual disturbances to local residents. Although the complete extent of construction will remain unclear until the remaining 60% of the system is inspected, the anticipated near-term repair activities include:
    - Several construction sites along St. Laurent Blvd. and Tremblay Rd. to install 4.9 km of mechanical protection (i.e., "High Visibility Slabbing").
    - Multiple localized integrity excavations to address findings from the initial 40% of pipeline inspections.
    - 1.0 km pipeline replacement adjacent to Hwy 417 on Tremblay Rd.
    - 0.9 km pipeline replacement near Montreal Rd. on St. Laurent Blvd.

16. In addition to these expected short-term construction activities, Alternative B will require on-going inspections and repairs over the life of the asset to keep the pipeline system within safety thresholds. This ongoing construction which is estimated to occur on a 7-year interval is likely to cause significant traffic congestion and disrupt daily life for Ottawa residents, particularly those who regularly use Hwy

417 or St. Laurent Blvd. for their daily commutes or to access residential, retail, and commercial buildings in the area. Additional restoration work, including road resurfacing and sidewalk replacement, usually occurs at a later stage. These activities will also contribute to further disruptions, such as increased traffic and restricted driveway access to buildings.

17. Alternative A, while still disruptive, is less impactful to residents and is limited mainly to the short term. The proposed facilities, described in Exhibit D, Tab 1, Schedule 1, are designed to minimize traffic and public disturbances. The following are some of the integral components of Alternative A that aim to minimize public disruption, as compared to Alternative B:
    - The construction is planned, carefully coordinated, and strategically scheduled to reduce public inconvenience.
    - The construction plan is communicated and optimized based on comprehensive public consultations, as detailed in Exhibit B, Tab 2, Schedule 1; Exhibit F, Tab 1, Schedule 1; and Exhibit H, Tab 1, Schedule 1.
    - The selected route is optimized to consider utility congestion and traffic impacts. The preferred route avoids a significant portion of St. Laurent Blvd., shifting the pipeline installation to a less congested adjacent road ROW, also detailed in Exhibit D, Tab 1, Schedule 1.

18. From a socio-economic and environmental perspective, proceeding with Alternative B would yield substantial cost and disruption to the public as it would force Enbridge Gas to complete multiple planned and unplanned construction projects. In contrast, Alternative A minimizes public disruption and nuisance and involves a singular, comprehensive project rather than extensive and continuous smaller construction projects.

iii. Financial Assessment (NPV)

19. The economics of each alternative were assessed by determining the work and costs associated with the alternative and calculating the NPV. This financial assessment provided a quantitative basis for comparing the long-term economic implications of each alternative in line with Asset Management practices, thereby aiding in the computation, identification, and ranking of the most cost-efficient options.

20. The SLP replacement project has been underway for several years and has accrued substantial costs to date. The focus of the NPV analysis is on identifying the most optimal path forward; therefore, it is based exclusively on future expenditures in the value assessment of the various alternatives. While this approach excludes past costs, it is important to note that this exclusion affects only the absolute NPV values of each alternative and does not influence the relative differences in NPV between them. In other words, by including or excluding such costs, the relative ranking of NPV options would not be impacted. This ensures that the analysis remains centered on future financial implications, providing a clear perspective for decision-making.

21. The NPV assessment includes all direct operating and maintenance (O&M) expenses and capital costs, and accounts for financing charges, such as Interest During Construction (IDC). It incorporates other financial elements like income tax, property tax, and capital cost allowance, providing a thorough financial overview.

22. To maintain a fair and balanced comparison across all alternatives, indirect costs, specifically Indirect Overheads, are consistently excluded from each alternative's analysis. This approach ensures that each alternative is evaluated equitably, with a focus on the most directly attributable costs and financial impacts. This approach is

also consistent with Asset Management's established value assessment practices and historical NPV assessments provided for leave-to-construct (LTC) applications.

23. The future abandonment costs of the alternatives at the end of the asset's useful life were not included in the NPV analysis, as both alternatives would require a similar level of pipeline abandonment and incur comparable costs. Similarly, the costs of routine leak and CP surveys were excluded from the NPV analysis, as both alternatives would necessitate similar expenditures throughout the asset's lifecycle.

24. In previous Enbridge Gas LTC applications, NPV assessments were conventionally based on a 40-year horizon from the in-service date. However, to assess stranded asset risk and enhance the usefulness of the Company's financial assessment, for this Application the NPV analysis was completed utilizing multiple potential "useful lives" of the pipeline, corresponding to the various years at which customers could disconnect from the gas system, depending on the rate of electrification (as detailed within the Energy Transition evidence at Exhibit B, Tab 3, Schedule 1).

25. As discussed in Exhibit B, Tab 3, Schedule 1, many scenarios of general service customer electrification were modeled using aggressive disconnection assumptions. The results of the scenarios with more realistic modeling of the aggressive disconnection assumptions (Case A) indicate that the SLP system will most likely be needed to service general service customers until 2102, or 78 years from the current year. However, since the physical life of the asset is 61 years from its in-service date according to the Ontario Energy Board (OEB)-approved depreciation rate for steel mains[10], the NPV for Case A is calculated based on this timeframe as an estimate of its useful life.

[10] EB-2022-0200, Decision and Order, Table 3, pp. 84-85.

26. Table 4 summarizes the Case A NPV results for each alternative, providing a clear, comparative overview of their respective economic viabilities over a 63-year time horizon from 2024 - which matches the depreciable life of the asset (61 years) from its in-service date (2026).

Table 4

NPV Assessments over 63-year Horizon from 2024 (Case A)

Type	A - Full Replacement	B - Extensive Inspection and Repair
Total Expenditure[11] Over Assessment Horizon ($ millions)	$155	$298
NPV ($ millions)	$(134)	$(253)

27. Based on the asset's useful life from the results of the scenarios with more realistic modeling of the aggressive disconnection assumptions (Case A) as described in Exhibit B, Tab 3, Schedule 1, Alternative A yields an NPV that is $119 million more favorable than Alternative B.

28. To evaluate the sensitivity of the NPV outcomes to the asset's useful life projections, a supplementary NPV assessment was conducted, with a useful life horizon of 40-years from the in-service date, matching the financial evaluation horizon typically applied in previous Enbridge Gas LTC applications (Case B). This date also aligns with the 95th percent lower bound of the useful life projections from the results of the scenarios with more realistic modeling of the aggressive disconnection assumptions, as shown in Exhibit B, Tab 3, Schedule 1, Attachment 1. This provides

[11] Total Capital and O&M expenditures in 2024 dollars, excluding Municipal Taxes, Income Taxes, and Capital Cost Allowance (CCA) Impacts.

a greater certainty that the useful life of this asset will be at least 40 years from its in-service date.

29. Table 5 provides the Case B NPV results for each alternative over a 42-year time horizon (which matches the typical NPV horizon established by previous Enbridge Gas LTC applications – 40 years from the in-service date of 2026).

Table 5

Alternative NPV Assessments over 42-year Horizon from 2024 (Case B)

Type	A – Full Replacement	B - Extensive Inspection and Repair
Total Expenditure[12] Over Assessment Horizon ($ millions)	$155	$213
NPV ($ millions)	$(134)	$(179)

30. Based on the typical NPV horizon approach (Case B), Alternative A yields an NPV that is $45 million more favorable than Alternative B.

31. To provide additional insights into the extreme bounds of the financial effectiveness of the alternatives, an additional NPV assessment was conducted, with a useful life horizon matching the most aggressive electrification scenario (Case C), as outlined in Exhibit B, Tab 3, Schedule 1. According to the exhibit, the most aggressive electrification case projects a useful life extending through to 2055.

[12] Total Capital and O&M expenditures in 2024 dollars, excluding Municipal Taxes, Income Taxes, and Capital Cost Allowance (CCA) Impacts.

32. Table 6 provides the Case C NPV results for each alternative over a 31-year time horizon (consistent with the useful life of the asset ending in 2055, in line with the most aggressive electrification case).

Table 6

Alternative NPV Assessments over 31-year Horizon from 2024 (Case C)

Type	A – Full Replacement	B - Extensive Inspection and Repair
Total Expenditure[13] Over Assessment Horizon ($ millions)	$155	$166
NPV ($ millions)	$(134)	$(140)

33. Based on the most aggressive electrification case of the asset's useful life (Case C), Alternative A yields an NPV that is $6 million more favorable than Alternative B. As described in Exhibit B, Tab 3, Schedule 1, this most aggressive electrification scenario provides a lower bound on the pipeline's useful life that is illustrative, but unlikely.[14]

34. As illustrated by Table 7, Alternative A provides the best economic value given all plausible energy transition scenarios.

[13] Total Capital and O&M expenditures, excluding Municipal Taxes, Income Taxes, and Capital Cost Allowance (CCA) Impacts.
[14] Exhibit B, Tab 3, Schedule 1, para. 35.

Table 7

Summary of NPVs for Alternative A and B with Various Useful Lives

NPV ($ millions)	A – Full Replacement	B - Extensive Inspection and Repair	$ Difference (A – B)
Case A (63 years)	$(134)	$(253)	+$119
Case B (42 years)	$(134)	$(179)	+$45
Case C (31 years)	$(134)	$(140)	+$6

iv. Uncertainty of Plan and Outcomes

35. A significant distinction between the two alternatives is the potential cost variances and certainty levels of NPV outcomes. Alternative B in particular is based on several assumptions due to numerous cost uncertainties. These include:

- The uncertainty related to quantifying the scope of integrity mitigation activities required over the asset's useful life horizon to keep the pipeline system within acceptable risk limits. This task is further complicated by the fact that the exact condition of the pipeline is partly unknown due to limitations in ILI technology and practical inspection scope. The ambiguity regarding the precise condition of the pipeline and the extent of required remediation efforts over the asset's useful life horizon is a critical consideration in evaluating the viability of this alternative.
- Given that this alternative will incur ongoing costs over the asset's useful life, the calculated NPV is significantly influenced by variables such as cost inflation/escalation and the discount rate (i.e., the weighted average cost of capital). The inability to precisely forecast these parameters multiple decades into the future adds further uncertainty to the NPV, making long-term financial projections more complex and less certain.

v. Other Considerations

36. In addition to the assessment viewpoints previously described, this section describes other considerations related to the alternatives, including other risk types and viability of the pipeline system to support future low-carbon initiatives.

37. Alternative B has additional longer-term uncertainty impacts, such as health and safety risks to Enbridge Gas workers and the public, potential property damage, and the logistical and reputational complexities associated with continuous roadway construction.

38. Alternative B proposes retaining the original sections of the pipeline within this crucial segment of the Ottawa pipeline network. Laboratory tests have revealed that the SLP exhibits low material toughness, suggesting that retaining these older sections could significantly constrain future low-carbon initiatives, like hydrogen-blending, within the system.

39. While the various NPV analyses primarily focus on the asset's potential useful lives within the context of energy transition, it is important to recognize that the condition of the asset at the end of these various periods differs significantly across alternatives. Even under a hypothetical situation where all options demonstrate comparable NPV during the assessment window, opting for the replacement strategy enhances the longevity of the investment, extending the resulting asset's usability and adding more flexibility for the type of fuel that can be shipped (e.g. hydrogen blends). For ratepayers, the most advantageous choice is the one that maximizes risk reduction to the lowest practicable level and ensures the most effective allocation of funds to minimize risks.

Conclusion

40. Based on the five different viewpoints described, Alternative A - Full Replacement is unequivocally the best risk mitigation strategy, offering a more predictable and stable solution that provides the lowest level of residual risk and the best cost effectiveness in the long-term, in comparison to other alternatives.

B. Assessment of Non-Facility Alternatives

41. The Decision and Order for Enbridge Gas's Integrated Resource Planning Framework Proposal[15] was issued on July 22, 2021. This Decision was accompanied by an Integrated Resource Planning Framework for Enbridge Gas (IRP Framework)[16]. 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), alone or in combination with a facility alternative, could be both technically and economically feasible. The Project passed binary screening and Enbridge Gas completed a review of the potential IRPAs.

42. As described in Exhibit B, Tab 1, Schedule 1, the condition of the SLP requires immediate action to mitigate risk. The Assessment of Integrity Program and Facilities Alternatives detailed above demonstrates that the full replacement option is the optimal solution to continue to safely meet the energy needs of the customers in the Project area. Implementation of IRP alternatives would not address the risks associated with the condition of the existing SLP. Supply-side alternatives require leveraging the existing infrastructure while securing gas from a different source, and demand-side alternatives provide reduction in demand/flow on the system. Risks

[15] EB-2020-0091.
[16] EB-2020-0091, Appendix A.

involving corrosion and third-party damage cannot be mitigated through supplying gas to the system via a different source or through reduction in demand/flow on the system. Therefore, IRP alternatives cannot impact the identified risks, and consequently, cannot offset the need for a pipe replacement. As such, the scope of the IRP alternatives assessment is to determine whether the proposed Project pipeline size can be reduced.

43. A peak hour demand reduction of approximately 13,300 m^3/hr up to 25,100m^3/hr, or the equivalent of 12,000 to 22,600 homes[17], would be required by winter 2025/2026 to allow Enbridge Gas to downsize the Project's 2.4 km of NPS 16 to NPS 12. This peak hour demand reduction varies depending on the location of the demand reduction in the Project area. The 13,300 m^3/hr is applicable if the demand is reduced near Rockcliffe Control Station, located at the end of the system, and the 25,100 m^3/hr is applicable if demand is reduced further upstream, near the end of the existing NPS 16 pipeline. Enbridge Gas assessed whether IRP alternatives alone, or in combination, could feasibly meet this peak hour demand reduction requirement. These IRPA assessments are summarized below.

44. The IRP alternatives assessment evaluated a hybrid facility solution with non-facility supply side and demand side IRPAs, including incremental gas supply, compressed natural gas (CNG), Enhanced Targeted Energy Efficiency (ETEE), demand response (DR), a reverse open season (ROS), and geo-targeted negotiable interruptible rates for the Contract Customers. The outcome of the IRP assessment, detailed below, determined that the proposed Project is the optimal solution to meet the identified system need and within the required timeframe.

[17] Based on the average design hour residential demand for the project area of 1.11 m^3/h.

Incremental Gas Supply

45. Incremental gas supply can be used to downsize pipeline projects if the project is located near a major interconnect such as Ojibway or Parkway or a tap with TC Energy. However, the SLP is located northwest of the closest TC Energy pipeline connection and there are no additional interconnects in the area that could be used for the purposes of IRPA. Therefore, incremental gas supply is not a technically feasible alternative to downsize the Project.

Compressed Natural Gas (CNG)

46. Enbridge Gas considered using CNG deliveries to the Project area to downsize the 2.4 km of NPS 16 pipe to NPS 12. To downsize the pipe using CNG, Enbridge Gas would need to provide the above noted minimum of 13,300 m^3/hr via CNG during peak hour demand starting in the winter of 2025/2026. This is the equivalent of approximately 1.5 CNG tube trailers per peak hour. To maintain a safe and reliable supply of natural gas during a peak hour period, Enbridge Gas would need to maintain four to five CNG tube trailers on standby to accommodate for any extended peak hour demand period.

47. The cost of providing CNG as an alternative is approximately $1.2 million per year for four months each winter over the life of the Project. In contrast, the one-time cost saving associated with downsizing 2.4 km NPS 16 to NPS 12 is $1.3 million. The cost of the CNG alternative for more than one winter is significantly higher than the savings resulting from downsizing the pipe, therefore the CNG alternative is not a viable solution and was not pursued further.

ETEE

48. 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 proposed Project scope could be reduced through investment in ETEE.

49. As noted in the Posterity Report, included at Attachment 2, a maximum peak hour reduction potential of approximately 11,250 m^3/hour from general service customers in the Project area could be obtained by 2042 and would cost approximately $77 million. To downsize the pipe, a peak hour demand reduction ranging from 13,300 m^3/hr to 25,100 m^3/hr is required by winter 2025/2026. As such, there is insufficient technical potential from ETEE to meet the required peak hour reduction required to downsize the pipe. ETEE is not a technically feasible solution and was not pursued further.

Contract Customers

50. On September 18, 2023, Enbridge Gas sent out a Non-Binding Expression of Interest (EOI) and Binding ROS document to all existing distribution contract rate customers in the proposed project service area. The ROS gave the customers the opportunity to de-contract existing distribution capacity, or to convert existing firm distribution service to interruptible service. The EOI gave the customers the opportunity to bid for any or all of: new firm distribution service; conversion of existing interruptible distribution service to firm service; and/or new interruptible distribution service. The EOI and ROS PDF document is included as Attachment 3. The EOI and ROS document was also published on the Enbridge Gas website.[18]

51. On or around the week of October 10, 2023, the Enbridge Gas account managers for each of the distribution contract rate customers sent out reminders of the EOI and ROS to those customers. The EOI and ROS closed on October 23, 2023, at 12:00 pm.

[18] https://www.enbridgegas.com/business-industrial/commercial-industrial/economic-development

52. No bids were received by Enbridge Gas for either the EOI or ROS. One bid form was returned by a contract rate customer with no bid; but the customer, currently on firm distribution service, indicated in their response that interruptible service is not a viable option for their business/operations.

53. Based on the results of the EOI and ROS and the discussions with these customers on their energy requirements (as described in Exhibit B, Tab 3, Schedule 1, Section C), Enbridge Gas expects minimal change in these contract customers' peak hour demand and therefore would be unable to achieve the peak hour reduction required to downsize the pipe.

C. Stranded Asset Risk

54. As concluded in Exhibit B, Tab 3, Schedule 1, there is a very low probability of a rapid conversion off gas to electric options and/or a meaningful increase in gas disconnections in the near to medium term (five to fifteen years) in the Project area. The probabilistic analysis presented in that exhibit demonstrated that gas customers would likely remain on the gas system beyond 2080 even under an aggressive heat pump adoption and disconnection scenario. This conclusion supports a low risk of the proposed Project assets being stranded.

55. While the Company's position is that the Full Replacement alternative is the optimal solution to address the immediate and urgent need for action as described in Exhibit B, Tab 1, Schedule 1, Enbridge Gas has assessed the stranded asset risk and the associated potential undepreciated capital remaining at end of life for both the Full Replacement and Extensive Inspection and Repair alternatives. The conclusion of this assessment is that the Full Replacement alternative results in a lower undepreciated capital balance than the Extensive Inspection and Repair alternative at end of life periods at 2055, 2066, 2087, as described in the NPV section above, further supporting the Full Replacement option as the optimal solution.

56. Enbridge Gas submits that a thorough examination of stranded asset risk of the proposed investment in the SLP system has been carried out. The combination of the analysis presented in Exhibit B, Tab 3, Schedule 1, and the analysis in the comparison of alternatives above, demonstrate that of the two alternatives, the Full Replacement alternative offers a lower stranded asset risk over the life of the proposed assets.

57. No specific mitigations to the stranded asset risk are being proposed at this time. Enbridge Gas further submits that stranded asset risk mitigation is best addressed in the context of the full gas system, not just one pipe, which is more appropriately dealt with in the context of a full rebasing proceeding. The OEB agreed with this approach in its Decision and Order in Phase 1 of Enbridge Gas's Rebasing proceeding[19], where it deferred any changes to the Company's risk assessment processes or depreciation policy to the next rebasing application, with orders to:

> a. File an Asset Management Plan that provides clear linkages between capital spending and energy transition risk. The Asset Management Plan should address scenarios associated with the risk of under-utilized or stranded assets and identify mitigating measures.
> b. File a report examining options to ensure its depreciation policy addresses the risk of stranded asset costs appropriately. These options must encompass all reasonable alternative approaches, including the Units of Production approach.
> …
> f. Perform a risk assessment and develop a plan to reduce the stranded asset risk in the context of system renewal.[20]

[19] EB-2022-0200, Decision and Order.
[20] EB-2022-0200, Decision and Order, pp. 140-141.

58. As directed by the OEB, Enbridge Gas will come forward with proposals for a more comprehensive approach to stranded asset risk for this project and other system renewal projects as part of its next rebasing application.

D. Conclusion

59. Based on the above assessment of alternatives, Enbridge Gas has determined that the proposed Project (Full Replacement) is the only solution to adequately meet the identified system need. This solution is also supported by the conclusions and analysis presented in Exhibit B, Tab 3, Schedule 1, where Enbridge Gas has provided its analysis of the potential impacts of decarbonization and energy transition on the Project, pointing to a low risk of stranded assets.

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

- It achieves the highest level of risk reduction over a sustained period of time, resulting in a residual risk significantly below established thresholds.
- It presents the least uncertainty in execution, addressing complexities related to constructability, permitting, and unknown pipeline conditions, ensuring necessary risk reductions are met.
- It minimizes traffic and disruption for Ottawa residents both in the short and long term.
- It delivers the best economic value (i.e., NPV) for ratepayers across energy transition scenarios, providing the highest certainty in economic projections.

61. In summary, Full Replacement of the SLP is the best solution to effectively mitigate the risks associated with the current condition and continued operation of the SLP. The alternative options fail to guarantee the necessary level of risk reduction, rendering them inferior to the Full Replacement. If neither the Full Replacement nor

the Extensive Inspection and Repair alternative are approved and the status quo continues, Enbridge Gas will implement significant and extraordinary measures to reduce the operating risk of the SLP, which will have a significant impact on customers. Accordingly, maintaining the status quo is not a feasible permanent mitigation strategy. As described above, Full Replacement offers the most sustainable and appropriate level of risk reduction, optimal reliability, and cost certainty at the lowest cost for rate payers. In contrast, the Extensive Inspection and Repair alternative may reduce the risks to the pipeline at a particular point in time; however, over time this option carries significant uncertainties, as new conditions and circumstances could arise that make it inadequate at mitigating those risks.

Filed: 2024-06-17
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Exhibit D
Tab 1
Schedule 1
Plus Attachment
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PROPOSED PROJECT

1. The purpose of this section of evidence is to provide an overview of the proposed St. Laurent Pipeline Replacement Project (Project) facilities including their schedule, design, and construction.

2. This Exhibit is organized as follows:
   A. Proposed Facilities
   B. Project Schedule
   C. Design and Pipeline Specifications
   D. Pipeline Construction

A. Proposed Facilities

3. Enbridge Gas is proposing to replace approximately 400 m of Nominal Pipe Size (NPS) 16 Extra High Pressure (XHP) Steel Coated (ST) natural gas main, approximately 10.2 km of NPS 12 XHP ST, and approximately 3.8 km of smaller diameter (NPS 4, 6 & 8) XHP ST natural gas main in the City of Ottawa, Ontario. The pipelines to be abandoned will be replaced with, approximately:
   - 10.0 km of NPS 12 XHP ST;
   - 2.5 km of NPS 16 XHP ST;
   - 0.3 km of NPS 6 XHP ST;
   - 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE); and
   - 3.9 km of NPS 4 IP PE.

4. The Company is proposing to install a NPS 16 XHP ST pipeline of a greater length than it will replace to maintain the required minimum pressures at the Rockcliffe Control Station, which would not be possible if the entire replacement was a NPS 12 XHP ST pipeline, given that the overall length of the preferred route is greater than

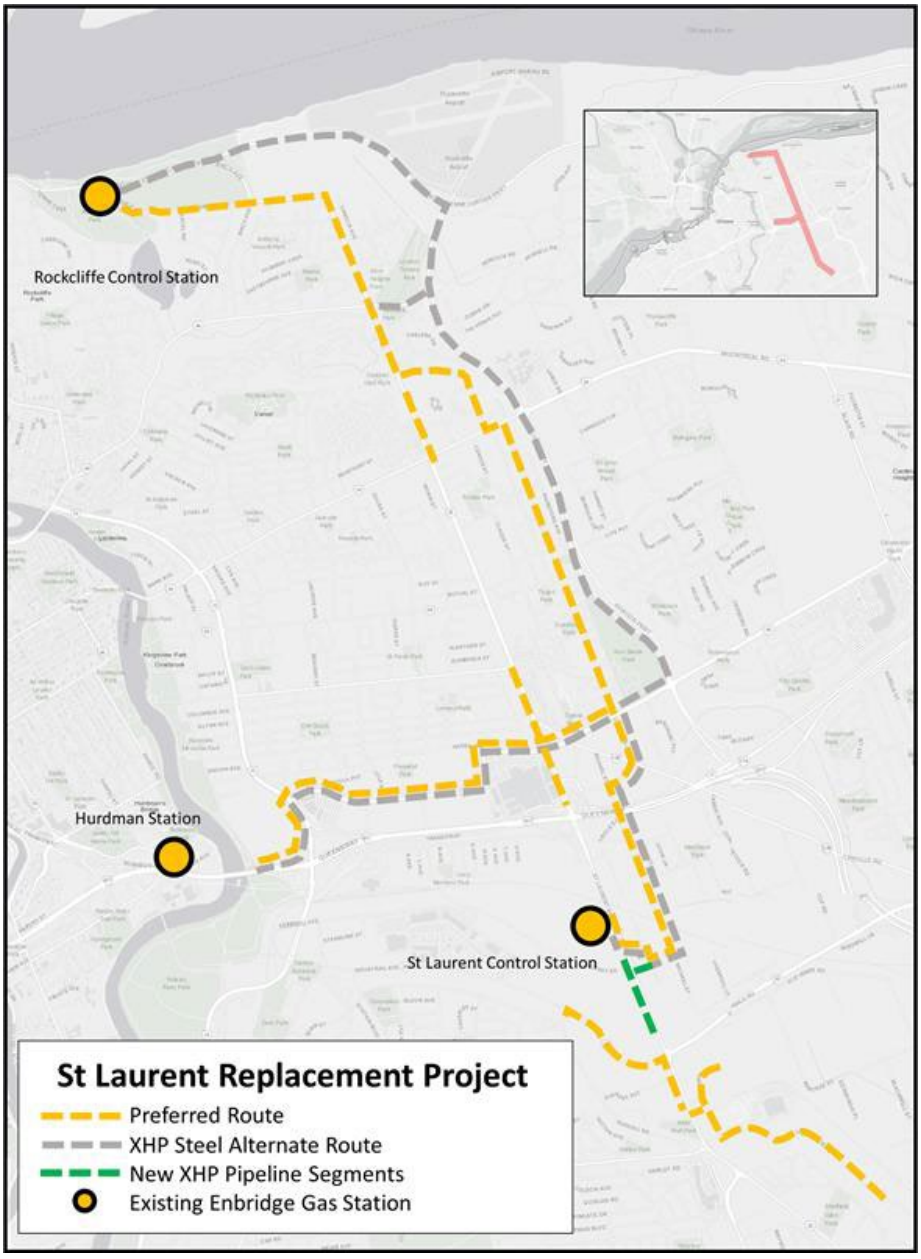
the existing. The upsizing of pipe occurs on the outlet side of the St. Laurent Control Station and extends to the intersection of Ogilvie Rd and Cummings Ave. There will be no additional capacity added as a result of this upsizing.

5. Enbridge Gas is proposing to construct approximately 4.8 km of IP PE pipeline as part of the Project to connect the gas services currently fed from the existing XHP main being proposed for abandonment. Various other facilities (e.g., pipelines of smaller lengths and size) will also be abandoned and replaced.

Pipeline Route

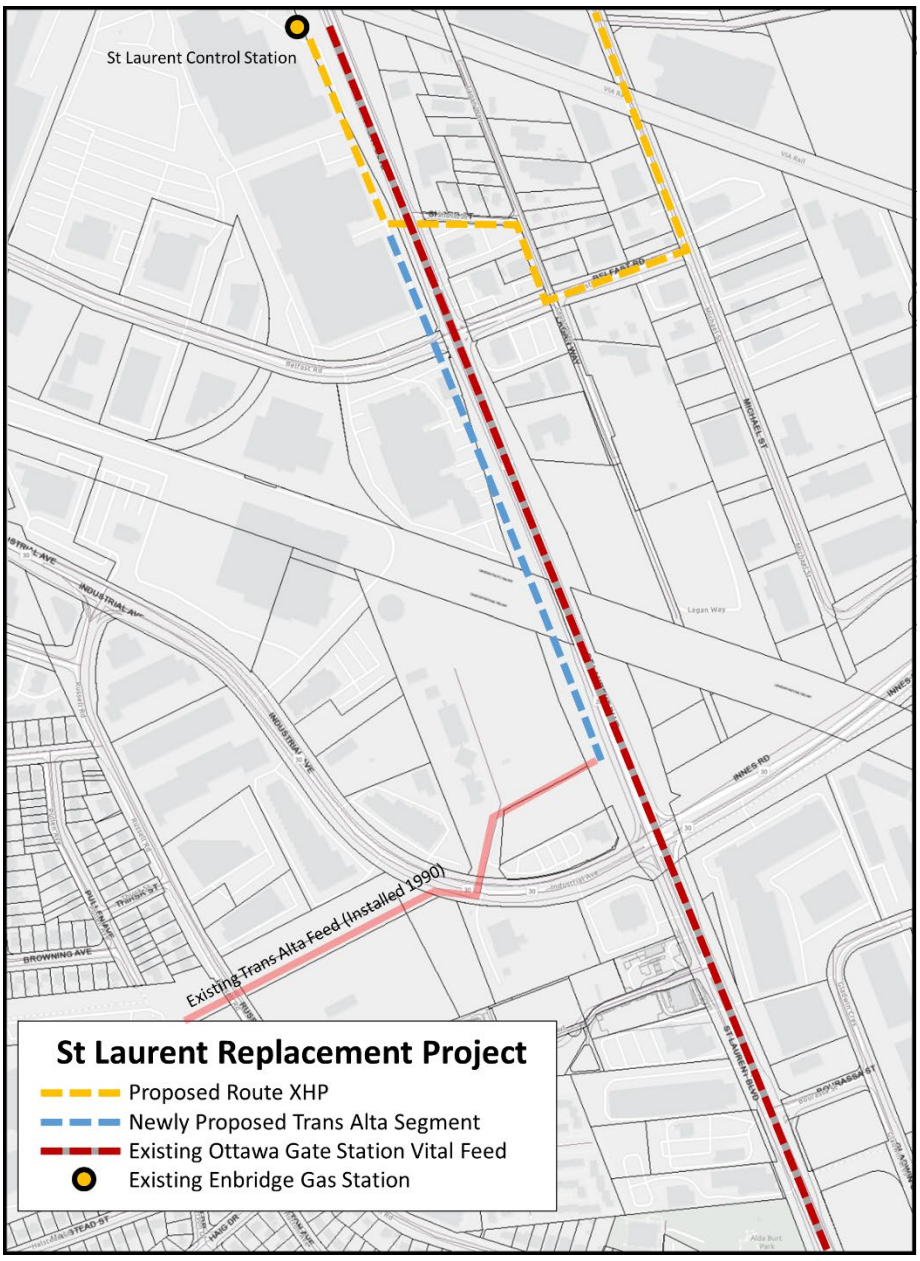
6. In the previous SLP Application (EB-2020-0293), the Company established a Preferred Route (PR) and Alternative Route (AR) for the proposed pipeline, as documented in the "Routing" section of EB-2020-0293, Exhibit C, Tab 1, Schedule 1, and in the ER and ER Amendment filed in that application. The ER and ER Amendment (referred to as ER Amendment 1 in this Application) are also filed at Exhibit F, Tab 1, Schedule 1, Attachments 1 and 2 in the current Application. The PR and AR remain the same in the current Application, with the exception of two small pipeline segments: an additional 600m segment required for the XHP PR and an additional 118m AR option, both of which are described in ER Amendment 2, Section 4.0 Route Selection (Exhibit F, Tab 1, Schedule 1, Attachment 3). Figure 1 contains a map of the PR and the AR.

Figure 1: Map of Preferred Route (PR) and Alternate Route (AR)



7. The need for an additional 600m segment of XHP pipe arose from the SLP Targeted Integrity Program initiated in June of 2022 (as outlined in Exhibit B, Tab 1, Schedule 1) to gather further information on the physical condition of the pipeline and its surroundings. Included in this Targeted Integrity Program was the in-line inspection on a 393m stretch of NPS 12 XHP vintage steel pipeline running south from St. Laurent Control Station on St. Laurent Blvd to feed TransAlta Co-Generation site, which was an additional segment from the original scope in the 2021 filing. Enbridge Gas has added this pipeline segment to the Project scope due to the asset's condition and subsequent risk. Figure 2 shows the new TransAlta 600m segment.

Figure 2: Newly Proposed TransAlta Segment



8. Enbridge Gas is currently assessing alternative options to the proposed TransAlta segment such as tying in the proposed gas main to St. Laurent Control Station (increasing the proposed pipe segment from 600m to 920m) instead of the proposed

NPS 16 ST gas main (illustrated in Figure 3), or eliminating the feed from St. Laurent Control Station altogether by tying into the existing Ottawa Gate North vital 470 psi gas main with the existing NPS 12 lateral gas main and installing a pressure reduction station (District Station) on Industrial Avenue (illustrated in Figure 4). At the time of this filing, only the alternative described by the full 920m pipeline replacement of the TransAlta segment has been confirmed as feasible. If the ongoing assessment determines the preferred route or an alternative is also feasible and has a lower expected cost, Enbridge Gas will install those facilities instead.

Figure 3: Extended Feed to TransAlta Option

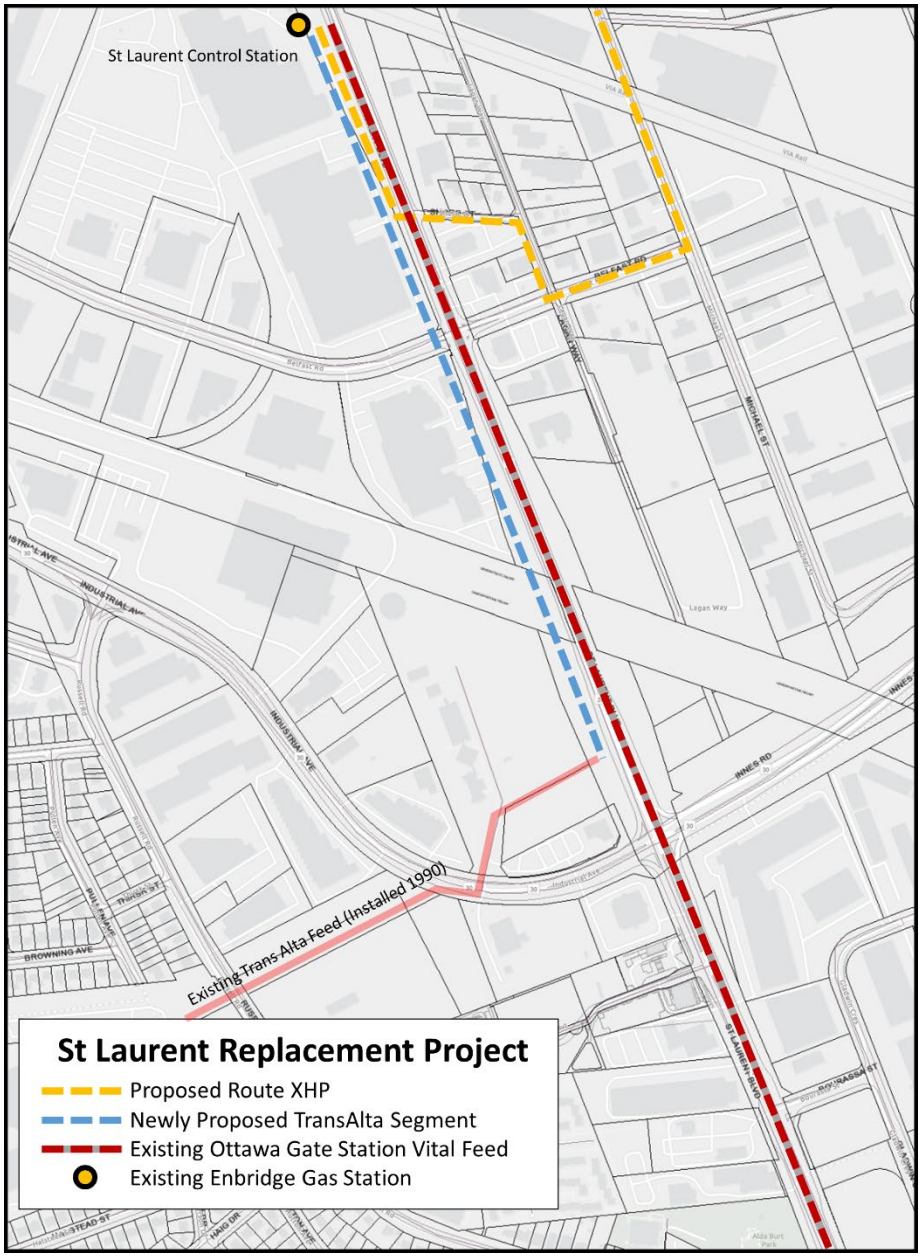
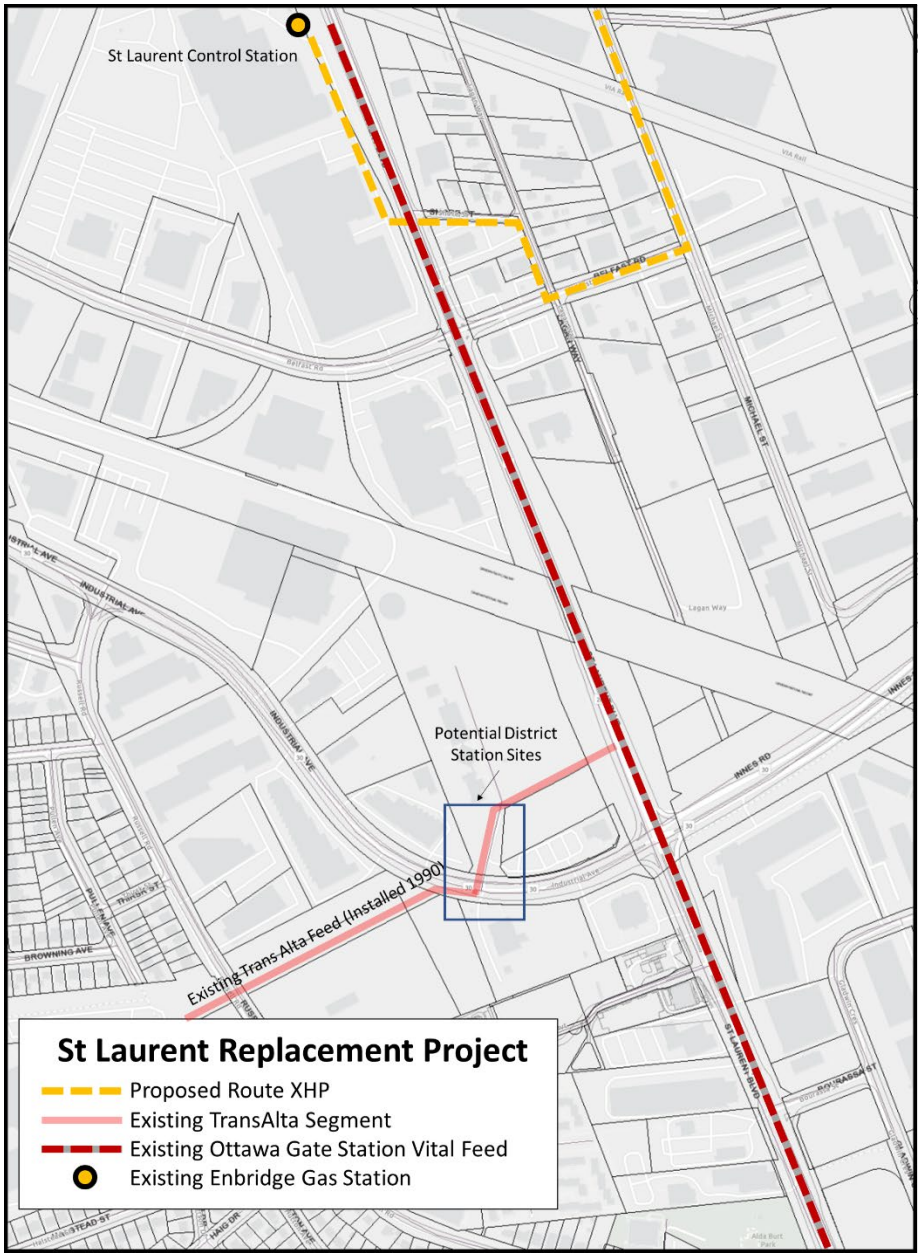


Figure 4: Pressure Reducing Station Option



9. It should be noted that Enbridge Gas is currently considering options to relocate the Rockcliffe Control Station located in Rockcliffe Park. The exact route for the SLP replacement pipeline in Rockcliffe Park is subject to change pending the outcome of the site selection process for the replacement station. At the time of this filing, the locations under consideration fall within the study area of the ER, and no incremental costs associated with this relocation would be attributed to the Project.[1]

B. Project Schedule

10. A proposed construction schedule is set out at Attachment 1. The Project milestones, including construction, are set out in Table 1.

Table 1
Overall Proposed Construction Schedule

Expected LTC Approval	January 2025
Receipt of Permits and Approvals	April 2025
Commence Construction	April 2025
Expected In-Service	December 2026
Completion of Construction	December 2026
Completion of Site Restoration	October 2027
Final Inspection	March 2028

11. Project construction is expected to take approximately 21 months to complete, taking into consideration the complexities of urban construction. Construction of the Project is expected to commence in April 2025 and is expected to be fully in-service by December 2026.

12. Notices, a Post Construction Report and a Final Monitoring Report will be filed with the OEB in addition to other filings required by the OEB and any other Conditions of

[1] Exhibit F, Tab 1, Schedule 1, Attachment 3, Figure 3: Preferred Route and Alternative Routes.

Approval for the Project.

13. Pipeline materials (those not already in hand) will need to be ordered starting in 2024 to facilitate an in-service date of December 2026. Enbridge Gas anticipates no issues obtaining remaining material for the Project within the proposed timelines, as NPS 12 pipe and fittings are typical stock items. Enbridge Gas also anticipates no issues in obtaining a contractor to complete construction.

C. Design and Pipeline Specifications

14. All design, installation and testing of the proposed pipeline will be in accordance with the specifications outlined in Enbridge Gas's Construction and Maintenance Manual, and Gas Distribution Engineering GDS Document Library (Specifications)[2] and with the requirements of *Ontario Regulation 210/01 Oil and Gas Pipeline Systems* under the *Technical Standards and Safety Act, 2000*.

15. The design meets or exceeds the requirements of *CSA Z662 Standard for Oil and Gas Pipeline Systems (latest edition)* in accordance with the Code Adoption document under the Ontario Regulations.

16. The Project is within a Class 4 location and is designed to meet Class 4 location requirements.

17. The design specifications for the IP PE segments are provided in Tables 2 and 3. The design specifications for the XHP segments are provided in Tables 4 to 6. The narrative that follows sets out the testing procedures for the Project.

[2] This manual and engineering standards meet or exceeds the requirements *of CSA Z662 – Oil and Gas Pipeline System standard and Ontario Regulation 210/01, Oil and Gas Pipeline Systems*.

Table 2
NPS 6 inch PE IP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 6)		
External Diameter (OD)	168.3	mm
Standard Dimension Ratio (SDR)	11	-
Material Specification	CSA B137.4	-
Material Designation	PE 2708	-
Components		
Fittings	CSA B137.4-17	-
Flanges	N/A	-
Valves	CSA B16.40-19	-
Design Data		
Class Location	4	-
Design Pressure (DP)	440	kPa
Maximum Operating Pressure (MOP)	440	kPa
Minimum Depth of Cover	0.9	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Leak Test Data		
Test Medium	Air or Nitrogen	-
Test Pressure	700	kPa

Table 3

NPS 4 inch PE IP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 4)		
External Diameter (OD)	114.3	mm
Standard Dimension Ratio (SDR)	11	-
Material Specification	CSA B137.4	-
Material Designation	PE 2708	-
Components		
Fittings	CSA B137.4-17	-
Flanges	N/A	-
Valves	CSA B16.40-19	-
Design Data		
Class Location	4	-
Design Pressure (DP)	440	kPa
Maximum Operating Pressure (MOP)	440	kPa
Minimum Depth of Cover	0.9	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Leak Test Data		
Test Medium	Air or Nitrogen	-
Test Pressure	700	kPa

18. The NPS 6 and 4 inch IP PE pipeline will be leak tested using a pneumatic test.

19. The leak test will use air or nitrogen as the test medium at a pressure of 700 kPa (100 psi).

Table 4

NPS 16 inch ST XHP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 16)		
External Diameter (OD)	406.4	mm
Wall Thickness	9.53	mm
Grade	386	-
Material Specification	CSA Z245.1	-
Material Toughness	CAT II	-
Coating Specification	CSA Z245.20	-
Coating Type	Double Fusion Bond Epoxy (DFBE), CEL-375 and Yellow Jacket (Y.J.)	-
Cathodic Protection	CGA OCC-1	-
Components		
Fittings	CSA Z245.11	-
Flanges	CSA Z245.12	-
Valves	CSA Z245.15	-
Design Data		
Class Location	4	-
Design Pressure (DP)	4,500	kPa
Hoop Stress at Design Pressure per % SMYS	24.9%	-
Maximum Operating Pressure (MOP)	4,500	kPa
Hoop Stress at MOP per % SMYS	24.9%	-
Minimum Depth of Cover	1	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Strength Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	6300/6750	kPa
Hoop Stress Test per %SMYS	37.3%	-
Test Duration	4	Hrs.
Leak Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	4950/6300	kPa
Hoop Stress at Test per %SMYS	34.8%	-
Test Duration	4	Hrs.

Table 5

NPS 12 inch ST XHP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 12)		
External Diameter (OD)	323.85	mm
Wall Thickness	8.4	mm
Grade	359	-
Material Specification	CSA Z245.1	-
Material Toughness	CAT I	-
Coating Specification	CSA Z245.20	-
Coating Type	Double Fusion Bond Epoxy (DFBE) and Yellow Jacket (Y.J.)	-
Cathodic Protection	CGA OCC-1	-
Components		
Fittings	CSA Z245.11	-
Flanges	CSA Z245.12	-
Valves	CSA Z245.15	-
Design Data		
Class Location	4	-
Design Pressure (DP)	4,500	kPa
Hoop Stress at Design Pressure per % SMYS	24.2%	-
Maximum Operating Pressure (MOP)	4,500	kPa
Hoop Stress at MOP per % SMYS	24.2%	-
Minimum Depth of Cover	1	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Strength Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	6300/6750	kPa
Hoop Stress at Test per %SMYS	36.2%	-
Test Duration	4	Hrs.
Leak Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	4950/6300	kPa
Hoop Stress at Test per %SMYS	33.8%	-
Test Duration	4	Hrs.

Table 6

NPS 6 inch ST XHP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 6)		
External Diameter (OD)	168.3	mm
Wall Thickness	4.8	mm
Grade	359	-
Material Specification	CSA Z245.1	-
Material Toughness	CAT I	-
Coating Specification	CSA Z245.20	-
Coating Type	Double Fusion Bond Epoxy (DFBE) and Yellow Jacket (Y.J.)	-
Cathodic Protection	CGA OCC-1	-
Components		
Fittings	CSA Z245.11	-
Flanges	CSA Z245.12	-
Valves	CSA Z245.15	-
Design Data		
Class Location	4	-
Design Pressure (DP)	4,500	kPa
Hoop Stress at Design Pressure per % SMYS	28.8%	-
Maximum Operating Pressure (MOP)	4,500	kPa
Hoop Stress at MOP per % SMYS	28.8%	-
Minimum Depth of Cover	1	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Strength Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	6300/6750	kPa
Hoop Stress at Test per %SMYS	43.2%	-
Test Duration	4	Hrs.
Leak Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	4950/6300	kPa
Hoop Stress at Test per %SMYS	40.4%	-
Test Duration	4	Hrs.

20. The NPS 16, 12 and 6 inch XHP ST pipeline will be pressure tested in two steps: (i) a hydrostatic strength test; and (ii) a hydrostatic leak test.

21. The strength test is a four-hour test that will use water as the test medium at a pressure of 6300 to 6750 kPa (915 to 980 psi). This is greater than 1.4 times the MOP, which corresponds to 37.3% SMYS for the NPS 16 inch XHP ST pipeline, 36.2% SMYS for the NPS 12 inch XHP ST pipeline and 43.2% SMYS for the NPS 6 inch XHP ST pipeline.

22. The leak test will be conducted after the installation of the pipe, following the strength test, for a duration of four hours. The leak test will use water as the test medium at a pressure of 4950 to 6300 kPa (720 to 915 psi). This is greater than 1.1 times the MOP, which corresponds to 34.8% SMYS for the NPS 16 inch XHP ST pipeline, 33.8% SMYS for the NPS 12 inch XHP ST pipeline and 40.4% SMYS for the NPS 6 XHP inch ST pipeline.

Technical Standards & Safety Authority (TSSA) Correspondence

23. Enbridge Gas has sent the application for the design of the proposed facilities to the TSSA on April 29, 2024. TSSA is yet to provide their review of the design.

D. Pipeline Construction

24. Enbridge Gas will construct the Project using qualified construction contractors and Enbridge Gas employees who will follow approved construction Specifications and any site-specific adjustments to the same made to reflect conditions for the Project as per the findings in the ER discussed in Exhibit F. All construction, installation and testing of the Project will be witnessed and certified by a valid Gas Pipeline Inspection Certificate Holder or Professional Engineer.

25. The method of construction will be a combination of open trench and trenchless technology. Restoration and monitoring will be conducted through 2026/2027 to ensure successful environmental mitigation for the Project.

26. Pipeline construction will be executed by several crews across the Project running line at different locations at different times. There will be a variety of civil crews, mechanical crews, welding and coating crews, and horizontal directional drilling crews. Each mix of crews will work on specific locations and when all are complete the finished pipeline will rest in its final installed location.

27. 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 roads.

28. Construction of the pipeline generally includes the activities summarized at Exhibit D, Tab 2, Schedule 1.

29. Enbridge Gas will construct the proposed pipeline in compliance with engineering design, its current construction Specifications, environmental mitigation identified in the ER, permit conditions and commitments to regulators and landowners. Enbridge Gas continuously updates and refines its construction Specifications and complies with environmental mitigation recommended to minimize potential impacts to the environment.

30. An Enbridge Gas representative will contact each directly affected landowner along the route prior to, or during construction, on an as needed basis to obtain site specific requirements such as maintaining driveway access.

31. All necessary permits, approvals and authorizations will be obtained by Enbridge Gas at the earliest appropriate opportunity. Enbridge Gas expects to receive all required approvals prior to commencing construction on each segment of the Project. Enbridge Gas will assign inspection staff to ensure that contractual

obligations between Enbridge Gas and the pipeline contractor, provincial ministries, municipal government, and landowners are complied with.

Filed: 2024-06-17
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Exhibit E
Tab 1
Schedule 1
Page 1 of 4

PROJECT COSTS AND ECONOMICS

1. The purpose of this section of evidence is to provide an overview of the costs of the St. Laurent Pipeline Replacement Project (the Project). The total estimated cost of the Project is $216,065,181 (as set out in Table 1), of which $208,715,452 is attributed to facilities which the Company is seeking leave to construct via the current Application. The Company is not including the difference of $7,349,729 in its leave to construction application. This amount is attributed to investigation costs incurred as a result of the Targeted Integrity Program initiated to assess the reliability and condition of the St. Laurent Pipeline (SLP) beginning in June 2022. The work performed as part of the Targeted Integrity Program is detailed in Exhibit B, Tab 1, Schedule 1.

2. This Exhibit of evidence is organized as follows:
    A. Project Costs
    B. Project Cost Comparison
    C. Project Economics

A. Project Costs

3. Project costs set out in Table 1 include: (1) materials; (2) construction and labour; (3) external permitting and lands; (4) outside services; (5) direct overheads; (6) contingencies; (7) interest during construction (IDC); (9) indirect overheads and loadings; and (11) incremental investigation costs. Excluding indirect overheads, loadings, and incremental investigation costs, the total estimated cost of the Project is $173.2 million.

Table 1

Estimated Project Costs

Item #	Description	Pipeline Costs	Ancillary Costs(1)	Total Costs
1	Materials	$5,713,679	$565,089	$6,278,768
2	Construction & Labour	$105,789,143	$10,462,663	$116,251,806
3	External Permitting & Lands	$1,712,979	$169,416	$1,882,395
4	Outside Services	$16,632,354	$1,644,958	$18,277,312
5	Direct Overheads	$4,209,912	$416,365	$4,626,276
6	Contingency	$19,840,594	$1,962,257	$21,802,850
7	IDC	$3,711,276	$367,049	$4,078,325
8	Project Cost	$157,609,937	$15,587,796	$173,197,733
9	Indirect Overheads & Loadings	$32,321,125	$3,196,595	$35,517,720
10 (2)	Total Project Costs	$189,931,062	$18,784,391	$208,715,452
11	Incremental Investigation Costs	$4,767,202 (3)	$2,582,527 (4)	$7,349,729
12 (5)	Total Project Costs including Incremental Investigation Costs	$194,698,264	$21,366,917	$216,065,181

Notes:
(1) Includes customer services and station costs.

(2) Includes pipeline abandonment costs of $8.7 million.

(3) Included as 2022 capital expenditures in Earnings Sharing Mechanism (ESM) and Asset Management Plan (AMP) filings. Due to timing of unitization, only $0.9 million was part of in-service additions and put into rate base for 2022.The remaining $3.9 million was unitized in 2023.

(4) Included in 2022 O&M actuals.

(5) Includes incremental investigation costs of $7.3 million.

4. The cost estimate set out in Table 1 includes a 14.8% contingency applied to all direct capital costs[1] to reflect the current 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 similar projects completed by Enbridge Gas and approved by the Ontario Energy Board.[2]

[1] Direct capital costs include items 1 through 5 in Table 1.
[2] For example, see contingency of 13.6% applied to direct capital costs in the Dawn to Corunna Replacement Project at EB-2022-0086, Exhibit D, Tab 1, Schedule 1, p. 1, par. 4.

5. The cost estimate set out in Table 1 is a Class 3 estimate following the Company's Cost Estimating and Management Standard. It is built using contractor/third-party estimates, material and service estimates provided by industry, and actual costs up to February 2024, based on project design.

6. The cost estimate set out in Table 1 includes an estimate for land acquisition and temporary working space and abandonments.

B. Project Cost Comparison

7. The costs of recent pipeline projects of comparable distance are set out in Table 2. Importantly, no two facility projects are directly comparable. There are multiple unique factors and project characteristics that influence costs. A high-level explanation of significant variances is provided in the notes to the table.

Table 2
Project Cost Comparison – Pipeline Costs ($ millions)

Description	SLP Replacement Project	NPS 20 Replacement Cherry to Bathurst Project (1)	NPS 20 Waterfront Relocation Project (2)
Facility Description	0.3 km of NPS 6 ST XHP; 10 km of NPS 12 ST XHP; 2.5 km of NPS 16 ST XHP; and 4.8 km of IP PE.	4.5 km of NPS 20 ST HP	Temporary Bypass: 0.2 km of NPS 20 ST HP; Permanent Relocation: 0.2 km of NPS 20 ST HP
Materials	6.3	3.5	2.5
Construction & Labour	116.3	71.8	10.2
External Permitting & Lands	1.9	1.1	0.02
Outside Services	18.3	5.2	2.2
Direct Overheads	4.6	1.0	0.3
Contingency	21.8	24.8	4.6
IDC	4.1	1.7	0.4
Project Cost	173.2	107.3	20.2
Indirect Overheads & Loadings	35.5	24.4	3.3
Total Project Costs	208.7	133.0	23.5
Incremental Investigation Costs	7.3	N/A	N/A
Total Project Costs including Incremental Investigation Costs	216.1	N/A	N/A

Notes:

(1) NPS 20 Replacement Cherry to Bathurst Project. Please see EB-2020-0136, Exhibit D, Tab 1, Table 3 for estimated project costs. The incremental investigation costs are listed as N/A because additional targeted integrity programs were not incurred for this pipeline.

(2) NPS 20 Waterfront Relocation Project. Please see EB-2022-0003, Exhibit D, Tab 1, Table 1 for estimated project costs. The incremental investigation costs are listed as N/A because additional targeted integrity programs were not incurred for this pipeline.

C. Project Economics

8. A Discounted Cash Flow report has not been completed as the Project is underpinned by integrity requirements as discussed in Exhibit B. The Project has been designed to match the same capacity that the existing pipelines provide and will not create a significant change in capacity available on the SLP system.

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ENVIRONMENTAL MATTERS

1. The purpose of this section of evidence is to provide an overview of the second Environmental Report Amendment (ER Amendment 2) completed for the St. Laurent Pipeline Replacement Project (the Project) and to provide additional details on the Environment Report (ER) and initial ER Amendment (ER Amendment 1), as required.

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. Socio-Economic Features

A. ER Background

3. Enbridge Gas retained Dillon Consulting Limited (Dillon) to undertake a route evaluation and environmental and socio-economic impact study, which included a cumulative effects assessment, to select the preferred route (PR) for the Project. As part of the development of the study, Enbridge Gas and Dillon implemented a consultation program to receive input from interested and potentially affected parties, including Indigenous communities. The consultation program input was evaluated and integrated into the study. Mitigation measures designed to minimize environmental and socio-economic impacts that may result from construction of the

Project were also developed as part of the study. The results of the study are documented in the ER and associated ER Amendment 1 and ER Amendment 2 (collectively, the ER Amendments).

4. The Project ER was finalized in June 2020. ER Amendment 1 was finalized in November 2020, and ER Amendment 2 was finalized in January 2024. ER Amendment 1 was produced to highlight a change to the selected PR. ER Amendment 2 was produced to detail an additional assessment of added segments of pipeline (totaling less than 1km) to the PR established in ER Amendment 1. The ER, ER Amendment 1 and ER Amendment 2 are included as Attachments 1, 2 and 3, respectively.

5. The ER and ER Amendment 1 conform to the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition, 2016* (Guidelines). The ER Amendment 2 was prepared in accordance with the OEB's 8th Edition Guidelines.[1]

6. The objective of the ER and the ER Amendments is to outline various environmental mitigation and protection measures for the construction and operation of the Project while adhering to the OEB's Guidelines. To meet this objective, the ER was prepared to:
    - Identify a PR that minimizes potential environmental and socio-economic impacts;

[1] https://www.oeb.ca/sites/default/files/uploads/documents/regulatorycodes/2023-03/OEB-Enviromental-Guidelines-for-Hydrocarbon-Projects-8th-Edition-20230328.pdf

- Complete a detailed review of environmental features along the PR and assess the potential environmental and socio-economic impacts of the Project on these features;
- Establish mitigation and protective measures that may be used to minimize or eliminate potential environmental or socio-economic impacts of the Project;
- Develop a consultation program to receive input from interested and potentially affected parties; and
- Identify any necessary supplemental studies, monitoring, and contingency plans.

7. To inform and solicit input from landowners, tenants, and the general public with respect to the Project, in-person public information sessions were held in either English or French language, as follows:
    - February 25, 2020; and
    - October 3 and 4, 2023.

    The purpose of the 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 ER and the overall planning process. Notification of the information sessions was completed through newspapers, letters, e-mails, and social media postings.

8. As part of the environmental study, Enbridge Gas consulted (and continues to consult) with key stakeholders and Indigenous communities about the project, as documented in Appendices G and J, and Appendices D and E, of the ER, and ER Amendments, respectively.

9. The ER was forwarded to the Ontario Pipeline Coordination Committee (OPCC) on July 21, 2020 for review. Copies of the ER were also made available to Environment and Climate Change Canada (ECCC), the National Capital Commission (NCC), the City of Ottawa, the Rideau Valley Conservation Authority (RVCA), and the Algonquins of Ontario and Mohawks of Akwesasne First Nation communities.

10. Changes made to the Project in 2020 after the completion of the ER in June 2020 required additional study and review. These changes and associated assessment results, including input gathered from the consultation program, are documented in the ER Amendment 1. An updated Notice of Project Change and a link to access the ER Amendment 1 was distributed on November 18, 2020 to stakeholders on the Project contact list, including the OPCC.

11. To document changes made to the Project since the completion of the ER and ER Amendment 1, ER Amendment 2 was completed under the OEB's 8th Edition Guidelines. ER Amendment 2 was submitted to the OPCC and other stakeholders listed in paragraph 9 as well as the Algonquins of Pikwakanagan First Nation on October 27, 2023 for review and comment. The ER Amendment 2 was finalized in January 2024 after incorporating comments from participating reviewing stakeholders, where applicable.

12. A summary of the consultation conducted with agencies and other interested parties regarding review of the draft ER Amendment 2 can be found in Appendix D of ER Amendment 2. Records of correspondence received from OPCC members following review of the draft ER Amendment 2 can be found in Attachment 4. A similar summary of correspondence can be found in Appendix D of ER Amendment 1, that details how comments received from stakeholders that reviewed the original finalized ER were incorporated into ER Amendment 1. Since finalizing the ER

Amendment 2 in January 2024, Enbridge Gas has continued consultation efforts for the Project. A summary of consultation that has occurred since finalizing ER Amendment 2 up to May 31, 2023 can be found in Attachment 5.

13. Indigenous comments received to date during and after the ER, ER Amendment 1 and ER Amendment 2 review periods can be found in the Indigenous Consultation Report in Exhibit H.

14. Additional consultation with the City of Ottawa not specific to the ER can be found in Exhibit B, Tab 2, Schedule 1.

15. Enbridge Gas will comply with mitigation measures recommended in the ER, including the development of an Environmental Protection Plan (EPP) prior to commencing construction. The EPP will incorporate recommended mitigation measures contained within the ER and those stipulated by permitting agencies. Mitigation measures will be communicated to the construction contractor prior to the commencement of construction of the Project. A qualified Environmental Inspector or suitable representative will be available to observe 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 throughout construction of the Project. The Environmental Inspector and/or suitable representative will also advise on the mitigation of any unforeseen environmental circumstances that arise before, during, and after construction.

16. Enbridge Gas believes that, by following its standard construction practices and adhering to the recommendations and mitigation measures identified in the ER, ER Amendments and subsequent 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.

17. Some of the more pertinent aspects of the ER and ER Amendments are explained in further detail below. Enbridge Gas supports Dillon's findings.

B. Species at Risk

18. 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 route for species at risk and will consult with the Ministry of Environment, Conservation and Parks (MECP), ECCC and the Department of Fisheries and Oceans Canada (DFO), as needed, to develop appropriate mitigation measures to protect species at risk and obtain all required permits and approvals.

C. Archaeology

19. Archaeological assessments (AA) have been completed by Timmins Martelle Heritage Consultants (TMHC) along the PR. An original Stage 1 AA was completed by TMHC and submitted to the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) on March 19, 2020 for review and entered onto the Ontario Public Register on April 6, 2022. The original Stage 1 AA is included at Appendix A of the ER. A second Stage 1 AA was completed by TMHC and submitted to the Ministry of Citizenship and Multiculturalism (MCM) on October 26, 2023 and entered into the Ontario Public Register on December 11, 2023. This second Stage 1 AA assessed study areas surrounding segments of pipeline not identified at the time of the original Stage 1 AA. A third Stage 1 AA, included as Attachment 6 was completed by TMHC and submitted to the MCM on February 9, 2024 and entered into the Ontario Public Register on March 6, 2024. The third Stage 1 AA assessed

an additional study area within the property of 1200 Vanier Parkway, Ottawa, Ontario that was not included in the original or second Stage 1 AA, due to an adjustment of the proposed pipeline alignment.

20. A Stage 1-2 AA and Stage 2 AA were completed by TMHC following the first Stage 1 AA, which were submitted to the MHSTCI and subsequently accepted into the Ontario Public Register on March 8, 2022, and November 18, 2022, respectively. No additional Stage 2 AA work was recommended within the construction footprint in the second Stage 1 AA, and no additional Stage 2 AA work is anticipated to be recommended from the third Stage 1 AA.

21. Based on the findings from the AAs, the proposed project construction footprint is clear of archaeological potential, with the exception of one location which will be subject to Stage 2 archaeological monitoring at the time of construction, due to landowner constraints regarding the field assessment process. Enbridge Gas will seek additional AA of areas that retain archaeological potential within the study area, should the proposed construction footprint change throughout the Project.

22. Indigenous communities were invited to participate in the Stage 2 AAs.

D. Built Heritage Resources and Cultural Heritage Landscapes

23. The *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* for the Project has been completed and submitted to the MCM. Two (2) Cultural Heritage Assessment Reports (CHAR) were completed in 2021 to assess the majority of the cultural heritage resources along the PR, which were reviewed by the MHSTCI, now MCM.

24. A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHRECPIA) was also completed in 2023 to assess any additional cultural heritage resources within the additional study area assessed in the ER Amendment 2. The MCM completed their review of the CHRECPIA on December 22, 2023.

25. Enbridge Gas will follow the recommendations outlined in CHARs and CHRECPIA.

E. Wetlands

26. The Project route does not cross any provincially evaluated, unevaluated or local wetlands. Section 6 of the ER and associated ER Amendments provide a number of measures designed to reduce the impact of construction on these features, should they be required. Enbridge Gas will continue to consult with the RVCA and MECP as needed.

F. Watercourses

27. The Project is not anticipated to cross any watercourses or drains. In the event that watercourse crossings are required, they will be completed by horizontal directional drill or ‘Dam and Pump’ dry crossing methods. Crossing methods will be reviewed and finalized as additional field surveys are completed and site-specific data become available. Any permits required to complete crossings will be obtained from the DFO, MECP and/or RVCA, as required, prior to construction.

G. Tree Removal

28. Enbridge Gas will consult with applicable federal, provincial and municipal agencies (i.e. NCC, ECCC, MECP, City of Ottawa) to ascertain appropriate measures for tree removals or injuries that should be undertaken and any requirements for compensation.

H. Socio-Economic Features

29. The Project is located within a highly urbanized portion of the City of Ottawa. A full list of potential effects to the socio-economic environment within the study area are found in Section 6 of the ER and associated ER Amendments.

30. Enbridge Gas has consulted, and will continue to consult with local residents, landowners and Indigenous communities, along with federal, provincial and municipal agencies to seek ways to minimize disruptions resulting from construction work along the PR.

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LAND MATTERS

1. The purpose of this section of evidence is to provide an overview of the land requirements for the St. Laurent Pipeline Replacement Project (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 of evidence is organized as follows:
   A. Land Requirements
   B. Authorizations and Permits Required
   C. Proposed Easement Requirements
   D. Land-owner List

A. Land Requirements

3. The preferred route (PR) for the Project is summarized in Exhibit D, Tab 1, Schedule 1, and described in more detail in Section 4 of the Environmental Report (ER) Amendment 2, found at Exhibit F, Tab 1, Schedule 1, Attachment 3.

4. The PR for the Project follows the public road allowance for the majority of the proposed pipeline. Approximately 4,950 m^2 of permanent easement will be required for sections of the Project that will cross new lands.

5. An easement for segments of the existing pipeline through Rockcliffe Park on lands owned by the National Capital Commission has expired. Enbridge Gas will engage with the landowner to renegotiate any required easement for the PR prior to replacement.

6. Enbridge Gas will also require approximately 28,700 m^2 of temporary working areas along the PR where the road allowance is too narrow or confined to facilitate

construction. These areas will be identified with the assistance of the construction contractor. Agreements for temporary working rights will be negotiated where required.

B. Authorizations and Permits Required

7. Enbridge Gas's preliminary work on the Project has identified the potential need for authorizations/approvals from and/or compliance with the policies of the following ministries, agencies, municipalities, and organizations:

Federal Authorizations/Approvals:

- Environment and Climate Change Canada (ECCC);
- Department of Fisheries and Oceans Canada (DFO);
- National Capital Commission (NCC);
- Royal Canadian Mounted Police (RCMP); and
- Public Services and Procurement Canada (PSPC).

Provincial Authorizations/Approvals:

- Ontario Energy Board (OEB);
- Ministry of the Environment, Conservation and Parks (MECP);
- Ministry of Citizenship and Multiculturalism (MCM);
- Ministry of Transportation Ontario (MTO); and
- Rideau Valley Conservation Authority (RVCA).

Municipal Authorizations/Approvals:

- City of Ottawa.

Other

- Indigenous engagement;
- Utility circulation;
- Landowner agreements for easements, temporary working space, and/or storage sites;
- Third-party utility crossing agreements including Hydro One;
- Via Rail Canada Inc. (VIA); and
- Canadian National Railway Company (CNR).

8. Other authorizations, notifications, permits and/or approvals may be required in addition to those identified above. At the time of this filing, no concerns have been identified by the authorities.

9. Enbridge Gas will complete all required notifications and will obtain all required authorizations, approvals, permits and land rights prior to the commencement of Project construction.

C. Proposed Easement Requirements

10. Attachment 1 contains the standard form Easement Agreement that will be provided to landowners. The standard form Easement Agreement is the same agreement approved for use for the Kennedy Station Relocation Project.[1]

11. Attachment 2 contains the standard form Temporary Land Use Agreement that will be provided to landowners for temporary working space requirements. This standard form Temporary Land Use Agreement is the same agreement approved for use for

[1] EB-2022-0247, Exhibit G-1-1, Attachment 2; and EB-2022-0247, Decision and Order (May 9, 2023), p. 14

the Selwyn Community Expansion Project.[2] This agreement typically applies for a period of two years, beginning in the year of construction, allowing Enbridge Gas to return in the year following construction to perform clean-up work as required.

D. Land-owner List

12. Attachment 3 identifies the directly impacted landowners. Directly impacted landowners are those whose lands are directly impacted by the Project work and therefore are those from which the Company requires land rights or municipal consent for the proposed Project.

[2] EB-2022-0156, Exhibit G-1-1, Attachment 1; and EB-2022-0156, Decision and Order (September 21, 2023), p. 27

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INDIGENOUS[1] CONSULTATION

1. Enbridge Gas is committed to creating processes that support meaningful engagement with potentially affected Indigenous groups (First Nations and Métis). 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. Ontario Ministry of Energy, Northern Development and Mines (MENDM) Correspondence
   B. Ministry of Energy Correspondence
   C. Indigenous Engagement Program Objectives
   D. Overview of Indigenous Engagement Program Activities
   E. Ongoing Indigenous Engagement Activities

A. Ministry of Energy, Northern Development and Mines Correspondence

3. Enbridge Gas provided the MENDM with a project description for the St. Laurent Ottawa North Replacement Pipeline Project[2] on December 3, 2019, and received a letter (Delegation Letter) from the MENDM indicating that the MENDM had delegated the procedural aspects of consultation to Enbridge Gas for the St. Laurent Ottawa North Replacement Pipeline Project on January 30, 2020. The Delegation Letter identified two Indigenous communities to be consulted with.

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[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*.
[2] EB-2020-0293.

4. On November 18, 2020, Enbridge Gas provided a notice of project change for the St. Laurent Ottawa North Replacement Pipeline Project reflecting refinements made to the preferred route since the letter dated December 3, 2019. MENDM responded to Enbridge Gas on November 23, 2020, confirming there were no changes to the communities identified for consultation in the Delegation Letter.

5. The Indigenous Consultation Report (ICR) was initially provided to the MENDM on March 2, 2021. On April 13, 2021, the MENDM notified Enbridge Gas that its review of Enbridge Gas's ICR was complete and that the MENDM is of the opinion that the procedural aspects of consultation undertaken by Enbridge Gas to date are satisfactory. An updated ICR was submitted on September 10, 2021, as a part of Enbridge Gas's evidence update.

6. The correspondence with the MENDM described above for the St. Laurent Ottawa North Replacement Pipeline Project is set out in Attachment 1.

B. Ministry of Energy Correspondence

7. Pursuant to the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario* Guidelines (Guidelines), Enbridge Gas provided the Ontario Ministry of Energy (ENERGY) with a description of the St. Laurent Pipeline Replacement Project (the Project) to determine if there are any duty to consult requirements and, if so, if ENERGY would delegate the procedural aspects of the duty consult to Enbridge Gas. This correspondence, dated November 7, 2023, is set out in Attachment 2.

8. Enbridge Gas received a letter from ENERGY on December 21, 2023, indicating that consistent with the Ministry of Energy's previous delegation letter issued January 30,

2020, the consultation list will continue to include Algonquins of Ontario and Mohawks of Akwesasne. However, with respect to consultation with the Algonquins of Ontario, that the Algonquins of Pikwakanagan First Nation is one of the communities that comprises the Algonquins of Ontario and should be notified separately for consultation and engagement purposes. A copy of the letter is provided in Attachment 3.

9. The ICR was provided to ENERGY on the date of the filing of this Application. ENERGY will review Enbridge Gas's consultation with Indigenous groups potentially affected by the Project and provide its decision as to whether Enbridge Gas's consultation has been sufficient. Upon receipt of ENERGY's decision regarding the sufficiency of Indigenous consultation on the Project, Enbridge Gas will file it with the OEB. The sufficiency letter provided by ENERGY will be included as Attachment 4.

C. Indigenous Engagement Program Objectives

10. The design of the Indigenous engagement program was based on adherence to the "Indigenous Consultation" section of the OEB's Guidelines and Enbridge Inc.'s company-wide Indigenous Peoples Policy (Policy), set out in Attachment 5. The Policy lays out key principles for establishing relationships with Indigenous groups, which include:
    - Recognizing the importance of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in the context of existing Canadian law.
    - 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.
    - Engaging early 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, their potential impacts and benefits.

- Aligning Enbridge's interests with those of Indigenous communities through meaningful, direct Indigenous economic activity in projects corresponding to community capacity and project needs, where possible.

11. 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.

D. Overview of Indigenous Engagement Program Activities

12. 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 provides an overview of the Project, responds to questions and concerns, and addresses any interests or concerns expressed by Indigenous communities to appropriately mitigate any Project-related impacts. In order to accurately document Indigenous engagement activities and ensure follow-up, applicable supporting documents are tracked using a database. In addition, capacity funding is offered to assist Indigenous communities to meaningfully participate in engagement activities.

E. Ongoing Indigenous Engagement Activities

13. 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. Enbridge Gas also engages as appropriate with ENERGY to ensure they are kept apprised of rights assertions by communities.

14. Attachment 6 contains a summary of Enbridge Gas's Indigenous engagement activities for the Project. Attachment 7 contains the ICR and associated attachments for the Project.

15. The information presented in Attachments 6 and 7 reflects Enbridge Gas's Indigenous engagement activities for the Project up to and including April 8, 2024; 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.

CONDITIONS OF APPROVAL

1. The OEB has developed standard conditions that are typically imposed in leave to construct approvals.[1] Enbridge Gas has reviewed these standard conditions and has not identified any additional or revised conditions that the Company wishes to propose for this Project.

[1] Standard conditions of approval are included in Schedule 1 of the OEB's standard issues list for leave to construct applications: https://www.oeb.ca/sites/default/files/issues-list-LTC-natural-gas.pdf

Exhibit C
Lesley M Austin
Digitally signed by Lesley M Austin
Date: 2024.08.20 12:17:17 -04'00'

Tracking Get Notified Delivery Options

Tracking Results

Found below waybills:

NET76055861
NET76055920
NET76055979
NET76056016
NET76056090
NET76056132
NET76056176
NET76056207
NET76056248
NET76056286
NET76056328
NET76056363
NET76056486
NET76056584
NET76056637
NET76056677
NET76056722
NET76056762
NET76056867
NET76056962

SHIPMENT # : NET76055861
PIECE # : NET76055861

POD

DELIVERED

DATE/TIME	STATUS	CITY
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2024-07-23 09:36:05	With Courier	OTTAWA

2024-07-23 05:54:10
Arrived at Terminal
OTTAWA

2024-07-22 21:30:06
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76055920
PIECE # : NET76055920

IN TRANSIT

DATE/TIME
STATUS
CITY

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Cannot Locate No Such Address
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:53:11
Arrived at Terminal
OTTAWA

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

Exhibit C

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76055979
PIECE # : NET76055979

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 08:05:40
Delivered
OTTAWA

2024-07-23 07:07:19
With Courier
OTTAWA

2024-07-23 05:53:25
Arrived at Terminal
OTTAWA

2024-07-22 21:30:20
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer

MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056016
PIECE # : NET76056016

POD

DELIVERED

DATE/TIME	STATUS	CITY
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2024-07-22 21:28:22	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76056090
PIECE # : NET76056090

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 08:05:07	Delivered	OTTAWA
2024-07-23 07:07:19	With Courier	OTTAWA
2024-07-23 05:56:22	Arrived at Terminal	OTTAWA
2024-07-22 21:28:25	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76056132
PIECE # : NET76056132

IN TRANSIT

DATE/TIME	STATUS	CITY

2024-07-24 14:55:50
Cannot Locate
OTTAWA

2024-07-24 09:43:59
With Courier
OTTAWA

2024-07-23 14:50:23
Cannot Locate
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:53:54
Arrived at Terminal
OTTAWA

2024-07-22 21:30:45
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056176
PIECE # : NET76056176

OUT FOR DELIVERY

DATE/TIME
STATUS
CITY

2024-07-24 09:43:59
With Courier
OTTAWA

2024-07-23 13:42:33
Cannot Locate
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:38:23
Arrived at Terminal
OTTAWA

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056207
PIECE # : NET76056207

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 10:28:48
Delivered
OTTAWA

2024-07-23 09:36:05
With Courier

OTTAWA

2024-07-23 05:56:20
Arrived at Terminal
OTTAWA

2024-07-22 21:28:27
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056248
PIECE # : NET76056248

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 10:18:56
Delivered
OTTAWA

2024-07-25 09:16:35
With Courier
OTTAWA

2024-07-24 16:26:48
Held at Terminal Unable to access location
OTTAWA

2024-07-24 09:49:06
With Courier
OTTAWA

2024-07-23 12:37:32
Held at Terminal Unable to access location
OTTAWA

2024-07-23 09:53:57
With Courier
OTTAWA

2024-07-23 05:56:11
Arrived at Terminal
OTTAWA

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056286
PIECE # : NET76056286

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-29 11:27:20
Delivered
MARKHAM

2024-07-29 07:32:25
With Courier
MARKHAM

2024-07-29 03:17:54
Sort Through Facility
ETOBICOKE

2024-07-26 13:04:43
Departed Terminal

OTTAWA

2024-07-23 15:28:28
Cannot Locate No Such Address
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:53:34
Arrived at Terminal
OTTAWA

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056328
PIECE # : NET76056328

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-23 08:14:21
Cannot Locate
OTTAWA

2024-07-23 07:07:19
With Courier
OTTAWA

2024-07-23 05:53:39
Arrived at Terminal

OTTAWA	
2024-07-22 21:30:16 Sort Through Facility ETOBICOKE	
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE	
2024-07-22 19:24:30 Departed Terminal MARKHAM	
2024-07-22 18:37:13 Arrived at Terminal MARKHAM	
2024-07-22 15:54:36 Pickup From Customer MARKHAM	
2024-07-22 00:00:00 Shipment Record Received NORTH YORK	

Top

SHIPMENT # : NET76056363
PIECE # : NET76056363

POD

DELIVERED

DATE/TIME STATUS CITY	
2024-07-23 12:23:59 Delivered OTTAWA	
2024-07-23 08:06:20 With Courier OTTAWA	
2024-07-23 05:57:24 Arrived at Terminal OTTAWA	
2024-07-22 21:27:39 Sort Through Facility ETOBICOKE	
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE	

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056486
PIECE # : NET76056486

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 13:43:17	Delivered	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:57:27	Arrived at Terminal	OTTAWA
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM

NORTH YORK

Top

SHIPMENT # : NET76056584
PIECE # : NET76056584

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-23 13:42:33	Cannot Locate	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:53:05	Arrived at Terminal	OTTAWA
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76056637
PIECE # : NET76056637

IN TRANSIT

DATE/TIME	STATUS	CITY

2024-07-23 09:23:36
Cannot Locate No Such Address
OTTAWA

2024-07-23 07:41:51
With Courier
OTTAWA

2024-07-23 05:57:07
Arrived at Terminal
OTTAWA

2024-07-22 21:27:06
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056677
PIECE # : NET76056677

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 11:58:20
Delivered
MARKHAM

2024-07-25 10:14:27
With Courier

MARKHAM

2024-07-24 19:09:03
Sort Through Facility
ETOBICOKE

2024-07-23 12:42:00
Return
ETOBICOKE

2024-07-23 10:16:18
With Courier
ETOBICOKE

2024-07-22 21:33:12
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056722
PIECE # : NET76056722

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-26 11:38:50
Delivered
MARKHAM

2024-07-26 08:39:37
With Courier
MARKHAM

2024-07-25 18:56:40
Sort Through Facility
ETOBICOKE

2024-07-24 02:32:08
Sort Through Facility
ETOBICOKE

2024-07-23 17:40:16
Return
ETOBICOKE

2024-07-23 10:29:07
With Courier
ETOBICOKE

2024-07-22 21:34:12
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056762
PIECE # : NET76056762

POD

DELIVERED

DATE/TIME
STATUS

CITY
2024-07-23 10:28:48 Delivered OTTAWA
2024-07-23 09:36:05 With Courier OTTAWA
2024-07-23 05:52:59 Arrived at Terminal OTTAWA
2024-07-22 21:31:10 Sort Through Facility ETOBICOKE
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE
2024-07-22 19:24:30 Departed Terminal MARKHAM
2024-07-22 18:57:48 Departed Terminal MARKHAM
2024-07-22 18:37:07 Arrived at Terminal MARKHAM
2024-07-22 15:54:36 Pickup From Customer MARKHAM
2024-07-22 00:00:00 Shipment Record Received NORTH YORK

Top

SHIPMENT # : NET76056867
PIECE # : NET76056867

IN TRANSIT

DATE/TIME STATUS CITY
2024-07-23 09:49:18 Held at Terminal Appointment Required OTTAWA
2024-07-23 06:28:34 With Courier

OTTAWA

2024-07-23 05:53:20
Arrived at Terminal
OTTAWA

2024-07-22 21:31:13
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056962
PIECE # : NET76056962

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-23 11:17:21
Cannot Locate No Such Address
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:57:22
Arrived at Terminal
OTTAWA

2024-07-22 21:27:45
Sort Through Facility

ETOBICOKE
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE
2024-07-22 19:24:30 Departed Terminal MARKHAM
2024-07-22 18:37:13 Arrived at Terminal MARKHAM
2024-07-22 15:54:36 Pickup From Customer MARKHAM
2024-07-22 00:00:00 Shipment Record Received NORTH YORK

Top

Loomis Express

Tracking

Get Notified

Delivery Options

Tracking Results

Found below waybills:

NET76055920

NET76056962

SHIPMENT # : NET76055920

PIECE # : NET76055920

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-23 15:28:28	Cannot Locate No Such Address	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:53:11	Arrived at Terminal	OTTAWA
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056962
PIECE # : NET76056962

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-23 11:17:21	Cannot Locate No Such Address	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:57:22	Arrived at Terminal	OTTAWA
2024-07-22 21:27:45	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

TFI International consists of wholly-owned, independent subsidiaries, each of which is recognized for its unparalleled expertise. Our network of specialized companies offers highly efficient, global solutions to our clientele in four well-defined business segments: Package & Courier, LTL, Truckload and Logistics.

Exhibit C

ɔur shipment
Z4R7V940492520802

)elivered On
'uesday, July 23 at 4:19 P.M. at Mail Room

)elivered To

IIAMI, FL US

eceived By:
)MARRIBA
roof of Delivery

View Details

Get Answers Fast

Select "View Details" to see the progress of your package. If you need help, use the Virtual Assistant.

Get Updates

File a Claim

Track Another Package

Track

Stay Safe - Avoid Fraud and Scams

Received a text, call, or email that seems suspicious? Don't respond to it.

Tips to Avoid Fraud

This Site

UPS Sites

UPS Companies

Connect with Us

Legal

Feedback

Tracking Results

Found below waybills:

NET76096871
NET76096883
NET76096898
NET76096917
NET76096921
NET76096929

SHIPMENT # : NET76096871
PIECE # : NET76096871

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-29 11:15:42	Delivered	OTTAWA
2024-07-29 09:17:41	With Courier	OTTAWA
2024-07-29 00:02:43	Arrived at Terminal	OTTAWA
2024-07-26 11:08:49	Held at Terminal Unable to access location	OTTAWA
2024-07-26 08:39:52	With Courier	OTTAWA
2024-07-26 07:42:19	Arrived at Terminal	OTTAWA

2024-07-25 22:05:14
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76096883
PIECE # : NET76096883

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-26 14:44:48
Delivered
OTTAWA

2024-07-26 09:34:10
With Courier
OTTAWA

2024-07-26 07:41:35
Arrived at Terminal
OTTAWA

2024-07-25 22:05:32
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal

MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76096898
PIECE # : NET76096898

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-26 10:20:53
Delivered
LACHINE

2024-07-26 07:39:54
With Courier
LACHINE

2024-07-26 07:10:07
Arrived at Terminal
LACHINE

2024-07-25 22:05:25
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76096917
PIECE # : NET76096917

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-29 11:59:46	Cannot Locate	OTTAWA
2024-07-29 07:45:09	With Courier	OTTAWA
2024-07-26 12:13:21	Cannot Locate	OTTAWA
2024-07-26 07:42:20	Arrived at Terminal	OTTAWA
2024-07-26 07:25:20	With Courier	OTTAWA
2024-07-25 22:05:08	Sort Through Facility	ETOBICOKE
2024-07-25 20:35:06	Arrived at Terminal	ETOBICOKE
2024-07-25 19:33:33	Departed Terminal	MARKHAM
2024-07-25 18:15:08	Arrived at Terminal	MARKHAM
2024-07-25 16:32:37	Pickup From Customer	MARKHAM
2024-07-25 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76096921
PIECE # : NET76096921

PICK-UP

DATE/TIME	STATUS	CITY

2024-07-29 10:56:43
Pickup From Customer
LONDON

2024-07-26 10:41:04
Cannot Locate No Such Address
LONDON

2024-07-26 08:49:04
With Courier
LONDON

2024-07-26 07:16:56
Arrived at Terminal
LONDON

2024-07-25 22:21:03
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76096929
PIECE # : NET76096929

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-26 14:34:12
Delivered NSR Left in Mailbox
OTTAWA

2024-07-26 09:34:10
With Courier

OTTAWA

2024-07-26 07:42:17
Arrived at Terminal
OTTAWA

2024-07-25 22:05:30
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

Contact

Careers

Service Alerts & Updates

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Website design by RC Design

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Code of Ethics
Terms & Conditions
Privacy Policy
Terms of Use
Site Map

Tracking Results

Found below waybills:

NET76047808
NET76047839
NET76047856
NET76047898
NET76047998
NET76048080
NET76048127
NET76048190
NET76048219
NET76048244
NET76048286
NET76048305
NET76048554
NET76049051
NET76056174
NET76049875
NET76049902
NET76049934
NET76049969
NET76050005
NET76050094
NET76050125
NET76050183
NET76050197
NET76050225
NET76050439
NET76050476

SHIPMENT # : NET76047808
PIECE # : NET76047808

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 10:22:05		

Delivered	
OTTAWA	

2024-07-23 09:56:39	
With Courier	
OTTAWA	

2024-07-23 09:53:57	
With Courier	
OTTAWA	

2024-07-23 05:57:03	
Arrived at Terminal	
OTTAWA	

2024-07-22 21:27:11	
Sort Through Facility	
ETOBICOKE	

2024-07-22 20:30:45	
Arrived at Terminal	
ETOBICOKE	

2024-07-22 19:24:30	
Departed Terminal	
MARKHAM	

2024-07-22 18:57:48	
Departed Terminal	
MARKHAM	

2024-07-22 18:37:07	
Arrived at Terminal	
MARKHAM	

2024-07-22 15:54:36	
Pickup From Customer	
MARKHAM	

2024-07-22 00:00:00	
Shipment Record Received	
NORTH YORK	

Top

SHIPMENT # : NET76047839
PIECE # : NET76047839

POD

DELIVERED

DATE/TIME	
STATUS	
CITY	
2024-07-24 13:15:16	
Delivered	
Quebec	

2024-07-23 16:05:09
Arrived at Terminal
L'ANCIENNE LORETTE

2024-07-22 21:21:08
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76047856
PIECE # : NET76047856

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-29 11:27:20
Delivered
MARKHAM

2024-07-29 07:32:25
With Courier
MARKHAM

2024-07-26 18:15:41
Sort Through Facility
ETOBICOKE

2024-07-25 14:25:45
Cannot Locate Consignee Moved

ETOBICOKE

2024-07-25 09:32:43
With Courier
ETOBICOKE

2024-07-24 19:18:53
Closed - Business
ETOBICOKE

2024-07-24 09:32:08
With Courier
ETOBICOKE

2024-07-23 19:46:54
Closed - Business
ETOBICOKE

2024-07-23 09:36:54
With Courier
ETOBICOKE

2024-07-22 21:34:30
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76047898
PIECE # : NET76047898

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 13:23:00	Delivered	OTTAWA
2024-07-23 09:36:05	With Courier	OTTAWA
2024-07-23 05:38:05	Arrived at Terminal	OTTAWA
2024-07-22 21:21:15	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76047998

PIECE # : NET76047998

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 12:46:01	Delivered	

OTTAWA

2024-07-23 09:52:37
With Courier
OTTAWA

2024-07-23 05:56:46
Arrived at Terminal
OTTAWA

2024-07-22 21:26:55
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76048080
PIECE # : NET76048080

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-23 12:09:52
Cannot Locate Consignee Moved
OTTAWA

2024-07-23 07:41:51
With Courier
OTTAWA

2024-07-23 05:57:00
Arrived at Terminal

OTTAWA

2024-07-22 21:27:35
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76048127
PIECE # : NET76048127

POD

DELIVERED

Loomis Express

CITY

2024-07-25 11:59:27
Delivered
OTTAWA

2024-07-24 12:32:31
Closed - Business 1st Attempt
OTTAWA

2024-07-24 08:50:40
With Courier
OTTAWA

2024-07-23 12:26:52
Closed - Business 1st Attempt
OTTAWA

2024-07-23 08:06:20
With Courier
OTTAWA

2024-07-23 06:28:34
With Courier
OTTAWA

2024-07-23 05:57:25
Arrived at Terminal
OTTAWA

2024-07-22 21:27:37
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76048190
PIECE # : NET76048190

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 11:58:20
Delivered
MARKHAM

2024-07-25 10:14:27
With Courier
MARKHAM

2024-07-24 12:46:44
Pickup From Customer

MARKHAM

2024-07-23 16:12:12
Cannot Locate
MARKHAM

2024-07-23 16:11:05
With Courier
MARKHAM

2024-07-23 16:05:20
Delivered
MARKHAM

2024-07-23 09:27:22
With Courier
MARKHAM

2024-07-22 21:34:59
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76048219
PIECE # : NET76048219

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 10:28:48
Delivered
OTTAWA

2024-07-23 09:36:05
With Courier
OTTAWA

2024-07-23 05:57:01
Arrived at Terminal
OTTAWA

2024-07-22 21:27:32
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76048244
PIECE # : NET76048244

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 11:52:33
Delivered
OTTAWA

2024-07-23 06:28:34
With Courier
OTTAWA

2024-07-23 05:57:06
Arrived at Terminal
OTTAWA

2024-07-22 21:27:09
Sort Through Facility

ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76048286
PIECE # : NET76048286

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 11:11:54
Delivered
MARKHAM

2024-07-23 07:59:36
With Courier
MARKHAM

2024-07-22 21:35:19
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76048305
PIECE # : NET76048305

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 10:14:13
Delivered
LACHINE

2024-07-23 08:29:55
With Courier
LACHINE

2024-07-23 06:37:48
Arrived at Terminal
LACHINE

2024-07-22 21:31:55
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received

NORTH YORK

Top

SHIPMENT # : NET76048554
PIECE # : NET76048554

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 09:16:03	Delivered	OTTAWA
2024-07-23 07:41:51	With Courier	OTTAWA
2024-07-23 05:57:18	Arrived at Terminal	OTTAWA
2024-07-22 21:27:15	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76049051
PIECE # : NET76049051

POD

Exhibit C

DATE/TIME STATUS CITY
2024-07-25 11:58:20 Delivered MARKHAM
2024-07-25 10:14:27 With Courier MARKHAM
2024-07-24 19:09:02 Sort Through Facility ETOBICOKE
2024-07-23 15:45:55 Return ETOBICOKE
2024-07-23 08:50:12 With Courier ETOBICOKE
2024-07-22 21:34:28 Sort Through Facility ETOBICOKE
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE
2024-07-22 19:24:30 Departed Terminal MARKHAM
2024-07-22 18:37:13 Arrived at Terminal MARKHAM
2024-07-22 15:54:36 Pickup From Customer MARKHAM
2024-07-22 00:00:00 Shipment Record Received NORTH YORK

Top

SHIPMENT # : NET76056174
PIECE # : NET76056174

POD

DATE/TIME	STATUS	CITY
2024-07-24 10:50:24	Delivered NSR Front Porch	KINGSTON
2024-07-24 07:31:51	Arrived at Terminal	KINGSTON
2024-07-24 06:01:02	With Courier	KINGSTON
2024-07-22 21:35:27	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76049875

PIECE # : NET76049875

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 15:25:30	Delivered	

ETOBICOKE

2024-07-23 15:21:48
Change of Address
ETOBICOKE

2024-07-23 09:17:01
With Courier
ETOBICOKE

2024-07-22 21:34:33
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76049902
PIECE # : NET76049902

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-24 14:28:13
Cannot Locate No Such Address
OTTAWA

2024-07-24 09:43:59
With Courier
OTTAWA

2024-07-23 13:42:33
Cannot Locate
OTTAWA

2024-07-23 09:45:58
With Courier

OTTAWA	
2024-07-23 05:56:41 Arrived at Terminal OTTAWA	
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE	
2024-07-22 19:24:30 Departed Terminal MARKHAM	
2024-07-22 18:37:13 Arrived at Terminal MARKHAM	
2024-07-22 15:54:36 Pickup From Customer MARKHAM	
2024-07-22 00:00:00 Shipment Record Received NORTH YORK	

Top

SHIPMENT # : NET76049934
PIECE # : NET76049934

POD

DELIVERED

DATE/TIME STATUS CITY	
2024-07-23 11:52:33 Delivered OTTAWA	
2024-07-23 06:28:34 With Courier OTTAWA	
2024-07-23 05:53:58 Arrived at Terminal OTTAWA	
2024-07-22 21:30:36 Sort Through Facility ETOBICOKE	
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE	

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76049969
PIECE # : NET76049969

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 10:37:24	Delivered NSR Between Front Doors	OTTAWA
2024-07-23 06:28:34	With Courier	OTTAWA
2024-07-23 05:53:55	Arrived at Terminal	OTTAWA
2024-07-22 21:30:38	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	

MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76050005
PIECE # : NET76050005

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-23 12:02:35
Cannot Locate No Such Address
OTTAWA

2024-07-23 06:28:34
With Courier
OTTAWA

2024-07-23 05:57:41
Arrived at Terminal
OTTAWA

2024-07-22 21:27:50
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received

Top

SHIPMENT # : NET76050094
PIECE # : NET76050094

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-24 14:41:10	Cannot Locate Consignee Moved	OTTAWA
2024-07-24 09:43:59	With Courier	OTTAWA
2024-07-23 15:14:55	Cannot Locate Consignee Moved	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:38:16	Arrived at Terminal	OTTAWA
2024-07-22 21:25:11	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	

Top

SHIPMENT # : NET76050125
PIECE # : NET76050125

IN TRANSIT

DATE/TIME STATUS CITY
2024-07-29 12:28:16 Arrived at Terminal BURNABY
2024-07-29 08:01:20 Arrived at Terminal BURNABY
2024-07-26 11:28:41 Cannot Locate Consignee Moved BURNABY
2024-07-26 07:47:23 With Courier BURNABY
2024-07-22 21:31:15 Sort Through Facility ETOBICOKE
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE
2024-07-22 19:24:30 Departed Terminal MARKHAM
2024-07-22 18:57:48 Departed Terminal MARKHAM
2024-07-22 18:37:07 Arrived at Terminal MARKHAM
2024-07-22 15:54:36 Pickup From Customer MARKHAM
2024-07-22 00:00:00 Shipment Record Received NORTH YORK

Top

SHIPMENT # : NET76050183
PIECE # : NET76050183

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-23 12:09:52	Cannot Locate Consignee Moved	OTTAWA
2024-07-23 07:41:51	With Courier	OTTAWA
2024-07-23 05:38:20	Arrived at Terminal	OTTAWA
2024-07-22 21:22:03	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76050197
PIECE # : NET76050197

POD

DELIVERED

DATE/TIME	STATUS

CITY
2024-07-23 10:00:18 Delivered OTTAWA
2024-07-23 09:21:58 With Courier OTTAWA
2024-07-23 05:56:49 Arrived at Terminal OTTAWA
2024-07-22 21:27:00 Sort Through Facility ETOBICOKE
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE
2024-07-22 19:24:30 Departed Terminal MARKHAM
2024-07-22 18:37:13 Arrived at Terminal MARKHAM
2024-07-22 15:54:36 Pickup From Customer MARKHAM
2024-07-22 00:00:00 Shipment Record Received NORTH YORK

Top

SHIPMENT # : NET76050225
PIECE # : NET76050225

POD

PICK-UP

DATE/TIME STATUS CITY
2024-07-26 09:52:51 Pickup From Customer OTTAWA
2024-07-26 09:43:52 Delivered OTTAWA

2024-07-26 07:12:41
With Courier
OTTAWA

2024-07-24 14:27:56
Cannot Locate
OTTAWA

2024-07-24 09:43:59
With Courier
OTTAWA

2024-07-23 14:50:59
Cannot Locate
OTTAWA

2024-07-23 14:50:52
With Courier
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:57:10
Arrived at Terminal
OTTAWA

2024-07-22 21:27:03
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76050439
PIECE # : NET76050439

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 12:46:01	Delivered	OTTAWA
2024-07-23 09:52:37	With Courier	OTTAWA
2024-07-23 05:53:59	Arrived at Terminal	OTTAWA
2024-07-22 21:30:24	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76050476
PIECE # : NET76050476

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-24 11:06:37		

Delivered
MIRAMICHI

2024-07-24 07:01:13
With Courier
MIRAMICHI

2024-07-23 22:36:10
Arrived at Terminal
MONCTON

2024-07-22 21:31:15
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

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Contact

Careers

Service Alerts & Updates

TFI International consists of wholly-owned, independent subsidiaries, each of which is recognized for its unparalleled expertise. Our network of specialized companies offers highly efficient, global solutions to our clientele in four well-defined business segments: Package & Courier, LTL, Truckload and Logistics.

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Tracking Results

Found below waybills:

NET76099251
NET76050710
NET76056208
NET76056219
NET76056281
NET76056292
NET76099261
NET76056356
NET76056367
NET76056376
NET76056396
NET76056423
NET76056435
NET76056460
NET76056469
NET76056515
NET76056531
NET76056562
NET76056576
NET76099281
NET76056612
NET76056706
NET76056657
NET76056631
NET76056736
NET76056758

SHIPMENT # : NET76099251
PIECE # : NET76099251

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-26 15:16:57	Delivered	

ETOBICOKE

2024-07-26 08:23:09
With Courier
ETOBICOKE

2024-07-25 22:05:30
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76050710
PIECE # : NET76050710

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-24 14:14:51
Delivered
ETOBICOKE

2024-07-24 10:24:06
With Courier
ETOBICOKE

2024-07-23 10:30:48
With Courier
ETOBICOKE

2024-07-23 07:23:16
Held at Terminal Unable to access location
ETOBICOKE

2024-07-22 21:54:04
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056208
PIECE # : NET76056208

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 11:27:21
Delivered
OTTAWA

2024-07-23 09:53:57
With Courier
OTTAWA

2024-07-23 05:53:09
Arrived at Terminal
OTTAWA

2024-07-22 21:31:26
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal

ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056219
PIECE # : NET76056219

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 19:55:50
Available at Smart Spot for pickup
ETOBICOKE

2024-07-25 13:00:06
Closed - Business
ETOBICOKE

2024-07-25 09:16:16
With Courier
ETOBICOKE

2024-07-24 13:21:23
Closed - Business
ETOBICOKE

2024-07-24 09:22:46
With Courier
ETOBICOKE

2024-07-23 12:28:42
Closed - Business
ETOBICOKE

2024-07-23 09:17:01
With Courier
ETOBICOKE

2024-07-22 21:35:05
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056281
PIECE # : NET76056281

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-25 08:58:47
Held at Terminal Hold for Pickup
LACHINE

2024-07-24 11:15:44
Closed - Business 1st Attempt
LACHINE

2024-07-24 08:04:21
With Courier
LACHINE

2024-07-24 06:04:31
Arrived at Terminal
LACHINE

2024-07-23 19:11:43
Arrived at Terminal
LACHINE

2024-07-23 10:27:28
Closed - Business 1st Attempt
LACHINE

2024-07-23 07:47:43
With Courier
LACHINE

2024-07-23 06:37:55
Arrived at Terminal
LACHINE

2024-07-22 21:30:26
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056292
PIECE # : NET76056292

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 11:33:02
Delivered

MARKHAM

2024-07-23 09:27:22
With Courier
MARKHAM

2024-07-22 21:35:11
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76099261
PIECE # : NET76099261

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-29 13:18:59
Delivered
OTTAWA

2024-07-29 07:45:09
With Courier
OTTAWA

2024-07-26 14:41:31
Cannot Locate
OTTAWA

2024-07-26 07:42:10
Arrived at Terminal
OTTAWA

2024-07-25 22:05:35
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056356
PIECE # : NET76056356

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 09:23:50
Delivered
LACHINE

2024-07-23 06:37:45
Arrived at Terminal
LACHINE

2024-07-22 21:30:41
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal

MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056367
PIECE # : NET76056367

OUT FOR DELIVERY

DATE/TIME
STATUS
CITY

2024-07-29 11:10:43
With Courier
ETOBICOKE

2024-07-26 16:58:26
Cannot Locate
ETOBICOKE

2024-07-26 10:38:17
With Courier
ETOBICOKE

2024-07-25 18:04:56
Closed - Business 1st Attempt
ETOBICOKE

2024-07-25 10:27:48
With Courier
ETOBICOKE

2024-07-24 13:39:35
Cannot Locate
ETOBICOKE

2024-07-24 10:24:06
With Courier
ETOBICOKE

2024-07-23 18:22:44
Cannot Locate
ETOBICOKE

2024-07-23 10:30:48
With Courier

ETOBICOKE

2024-07-22 21:34:05
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056376
PIECE # : NET76056376

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 08:49:39
Delivered
EDMONTON

2024-07-25 07:00:43
With Courier
EDMONTON

2024-07-24 23:32:54
Departed Terminal
EDMONTON

2024-07-22 21:30:46
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056396
PIECE # : NET76056396

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-29 11:27:20
Delivered
MARKHAM

2024-07-29 07:32:25
With Courier
MARKHAM

2024-07-29 03:17:10
Sort Through Facility
ETOBICOKE

2024-07-26 13:04:41
Departed Terminal
OTTAWA

2024-07-23 08:25:04
Cannot Locate Consignee Moved
OTTAWA

2024-07-23 07:07:19
With Courier

OTTAWA

2024-07-23 05:38:31
Arrived at Terminal
OTTAWA

2024-07-22 21:21:39
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056423
PIECE # : NET76056423

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 19:55:50
Available at Smart Spot for pickup
ETOBICOKE

2024-07-25 13:00:06
Closed - Business
ETOBICOKE

2024-07-25 09:16:16
With Courier
ETOBICOKE

2024-07-24 13:21:23
Closed - Business
ETOBICOKE

2024-07-24 09:22:46
With Courier
ETOBICOKE

2024-07-23 12:28:42
Closed - Business
ETOBICOKE

2024-07-23 09:17:01
With Courier
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056435
PIECE # : NET76056435

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-26 13:33:39
Held at Terminal Hold for Pickup
EDMONTON

2024-07-25 17:08:00
Cannot Locate Consignee Moved
EDMONTON

2024-07-25 07:23:06
With Courier
EDMONTON

2024-07-24 23:32:53
Departed Terminal
EDMONTON

2024-07-22 21:30:51
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056460
PIECE # : NET76056460

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-24 11:48:08
Held at Terminal Unable to access location
BRAMPTON

2024-07-24 07:30:41
With Courier
BRAMPTON

2024-07-23 04:13:46
Arrived at Terminal
BRAMPTON

2024-07-22 21:34:39
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056469
PIECE # : NET76056469

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-24 14:53:16
Delivered
OTTAWA

2024-07-24 09:43:59
With Courier
OTTAWA

2024-07-23 14:51:33
Cannot Locate
OTTAWA

2024-07-23 14:51:25
With Courier
OTTAWA

2024-07-23 05:54:05
Arrived at Terminal

OTTAWA

2024-07-22 21:30:11
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056515
PIECE # : NET76056515

POD

DELIVERED

Loomis Express

STATUS
CITY

2024-07-25 08:49:39
Delivered
EDMONTON

2024-07-25 07:00:43
With Courier
EDMONTON

2024-07-24 23:32:57
Departed Terminal
EDMONTON

2024-07-22 21:30:55
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056531
PIECE # : NET76056531

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 11:58:20
Delivered
MARKHAM

2024-07-25 10:14:27
With Courier
MARKHAM

2024-07-24 12:46:44
Pickup From Customer
MARKHAM

2024-07-23 15:42:11
Cannot Locate Consignee Moved
MARKHAM

2024-07-23 09:27:22
With Courier
MARKHAM

2024-07-22 21:35:14
Sort Through Facility

ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056562
PIECE # : NET76056562

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 13:37:26
Delivered
LACHINE

2024-07-23 07:34:49
With Courier
LACHINE

2024-07-23 06:37:52
Arrived at Terminal
LACHINE

2024-07-22 21:30:58
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056576
PIECE # : NET76056576

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-26 11:38:50
Delivered
MARKHAM

2024-07-26 08:39:37
With Courier
MARKHAM

2024-07-25 18:56:55
Sort Through Facility
ETOBICOKE

2024-07-24 14:38:55
Cannot Locate No Such Address
ETOBICOKE

2024-07-24 08:19:54
With Courier
ETOBICOKE

2024-07-23 15:42:51
Cannot Locate No Such Address
ETOBICOKE

2024-07-23 08:23:26
With Courier
ETOBICOKE

2024-07-22 21:54:18
Sort Through Facility

ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76099281
PIECE # : NET76099281

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-29 14:02:56
Cannot Locate No Such Address
ETOBICOKE

2024-07-29 10:02:54
With Courier
ETOBICOKE

2024-07-26 18:05:13
Closed - Business
ETOBICOKE

2024-07-26 09:29:23
With Courier
ETOBICOKE

2024-07-25 22:03:15
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal

ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056612
PIECE # : NET76056612

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-29 12:28:15
Arrived at Terminal
BURNABY

2024-07-29 08:01:19
Arrived at Terminal
BURNABY

2024-07-26 11:28:41
Cannot Locate Consignee Moved
BURNABY

2024-07-26 07:47:23
With Courier
BURNABY

2024-07-22 21:30:59
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal

MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056706
PIECE # : NET76056706

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 11:52:33
Delivered
OTTAWA

2024-07-23 06:28:34
With Courier
OTTAWA

2024-07-23 05:38:37
Arrived at Terminal
OTTAWA

2024-07-22 21:21:26
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056657
PIECE # : NET76056657

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 12:55:42
Delivered
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:56:48
Arrived at Terminal
OTTAWA

2024-07-22 21:26:57
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received

Top

SHIPMENT # : NET76056631
PIECE # : NET76056631

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-25 11:58:20	Delivered	MARKHAM
2024-07-25 10:14:27	With Courier	MARKHAM
2024-07-24 19:09:38	Sort Through Facility	ETOBICOKE
2024-07-23 15:45:55	Return	ETOBICOKE
2024-07-23 08:50:12	With Courier	ETOBICOKE
2024-07-22 21:54:56	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056736
PIECE # : NET76056736

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-24 08:36:58	Held at Terminal Unable to access location	OTTAWA
2024-07-24 06:32:13	With Courier	OTTAWA
2024-07-23 08:54:25	Held at Terminal Unable to access location	OTTAWA
2024-07-23 07:07:19	With Courier	OTTAWA
2024-07-23 05:56:35	Arrived at Terminal	OTTAWA
2024-07-22 21:26:30	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056758
PIECE # : NET76056758

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 12:34:10	Delivered	ETOBICOKE
2024-07-23 08:55:41	With Courier	ETOBICOKE
2024-07-22 21:34:20	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

TFI International consists of wholly-owned, independent subsidiaries, each of which is recognized for its unparalleled expertise. Our network of specialized companies offers highly efficient, global solutions to our clientele in four well-defined business segments: Package & Courier, LTL, Truckload and Logistics.

Tracking Results

Found below waybills:

NET76056865
NET76056871
NET76056879
NET76056911
NET76056939
NET76056970
NET76056980
NET76056992
NET76057007
NET76057046
NET76057052
NET76057084
NET76057102
NET76057243
NET76057278
NET76057288
NET76057305
NET76057357
NET76057367
NET76057375
NET76057391
NET76057416
NET76057431

SHIPMENT # : NET76056865
PIECE # : NET76056865

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-24 15:06:11	Delivered	ETOBICOKE
2024-07-24 08:19:54		

With Courier
ETOBICOKE

2024-07-23 18:13:41
Closed - Business 1st Attempt
ETOBICOKE

2024-07-23 08:23:26
With Courier
ETOBICOKE

2024-07-22 21:34:08
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056871
PIECE # : NET76056871

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 12:34:10
Delivered
ETOBICOKE

2024-07-22 21:35:03
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056879
PIECE # : NET76056879

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-24 09:14:33
Delivered
OTTAWA

2024-07-23 05:56:43
Arrived at Terminal
OTTAWA

2024-07-22 21:26:49
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal

MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056911
PIECE # : NET76056911

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 13:34:41
Delivered
ETOBICOKE

2024-07-23 08:55:41
With Courier
ETOBICOKE

2024-07-22 21:34:15
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056939
PIECE # : NET76056939

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 12:09:08	Delivered	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:56:30	Arrived at Terminal	OTTAWA
2024-07-22 21:26:44	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76056970
PIECE # : NET76056970

POD

DELIVERED

DATE/TIME	STATUS

2024-07-26 19:18:48
Available at Smart Spot for pickup
HAMILTONM

2024-07-25 19:48:16
Available at Smart Spot for pickup
HAMILTONM

2024-07-25 09:29:30
With Courier
HAMILTON

2024-07-24 12:48:22
Closed - Business 1st Attempt
HAMILTON

2024-07-24 09:32:28
With Courier
HAMILTON

2024-07-23 13:03:17
Closed - Business 1st Attempt
HAMILTON

2024-07-23 09:34:46
With Courier
HAMILTON

2024-07-23 09:24:19
With Courier
HAMILTON

2024-07-22 21:31:55
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76056980
PIECE # : NET76056980

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 13:02:09	Delivered	LACHINE
2024-07-23 08:34:15	With Courier	LACHINE
2024-07-23 06:38:13	Arrived at Terminal	LACHINE
2024-07-22 21:26:24	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76056992
PIECE # : NET76056992

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 12:25:29	Delivered	OTTAWA
2024-07-23 09:53:57	With Courier	OTTAWA
2024-07-23 05:56:37	Arrived at Terminal	OTTAWA
2024-07-22 21:26:20	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76057007

PIECE # : NET76057007

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-25 11:58:20		

Delivered
MARKHAM

2024-07-25 10:14:27
With Courier
MARKHAM

2024-07-24 12:46:44
Pickup From Customer
MARKHAM

2024-07-23 13:55:47
Cannot Locate
MARKHAM

2024-07-23 08:59:04
With Courier
MARKHAM

2024-07-22 21:35:16
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057046
PIECE # : NET76057046

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 11:34:54
Delivered
OTTAWA

2024-07-25 06:51:49
With Courier
OTTAWA

2024-07-23 12:44:58
Cannot Locate Consignee Moved
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:53:07
Arrived at Terminal
OTTAWA

2024-07-22 21:30:52
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057052
PIECE # : NET76057052

POD

DELIVERED

DATE/TIME
STATUS

CITY
2024-07-25 13:23:27 Delivered OTTAWA
2024-07-25 08:03:48 With Courier OTTAWA
2024-07-23 14:09:58 Cannot Locate OTTAWA
2024-07-23 09:21:11 With Courier OTTAWA
2024-07-23 05:54:13 Arrived at Terminal OTTAWA
2024-07-22 21:30:00 Sort Through Facility ETOBICOKE
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE
2024-07-22 19:24:30 Departed Terminal MARKHAM
2024-07-22 18:37:13 Arrived at Terminal MARKHAM
2024-07-22 15:54:36 Pickup From Customer MARKHAM
2024-07-22 00:00:00 Shipment Record Received NORTH YORK

Top

SHIPMENT # : NET76057084
PIECE # : NET76057084

POD

DELIVERED

DATE/TIME STATUS CITY

2024-07-23 12:09:23
Delivered
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:54:04
Arrived at Terminal
OTTAWA

2024-07-22 21:30:13
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057102
PIECE # : NET76057102

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-24 14:41:28
Cannot Locate Consignee Moved
OTTAWA

2024-07-24 09:43:59
With Courier
OTTAWA

2024-07-23 16:17:38
Cannot Locate No Such Address
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:38:10
Arrived at Terminal
OTTAWA

2024-07-22 21:21:55
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057243
PIECE # : NET76057243

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-26 11:38:50
Delivered
MARKHAM

2024-07-26 08:39:37
With Courier
MARKHAM

2024-07-25 10:02:55
Pickup From Customer

MARKHAM

2024-07-24 13:32:48
Return
MARKHAM

2024-07-24 08:26:37
With Courier
MARKHAM

2024-07-24 00:20:18
Sort Through Facility
ETOBICOKE

Loomis Express

2024-07-23 19:43:29
Departed Terminal
MARKHAM

2024-07-23 18:24:26
Arrived at Terminal
MARKHAM

2024-07-23 12:55:51
Closed - Business 1st Attempt
MARKHAM

2024-07-23 07:59:36
With Courier
MARKHAM

2024-07-22 21:34:48
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057278
PIECE # : NET76057278

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 11:09:44	Delivered	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:56:39	Arrived at Terminal	OTTAWA
2024-07-22 21:26:14	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76057288
PIECE # : NET76057288

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 11:09:44	Delivered	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:53:28	Arrived at Terminal	OTTAWA
2024-07-22 21:30:49	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76057305
PIECE # : NET76057305

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-23 12:30:30	Cannot Locate No Such Address	

OTTAWA

2024-07-23 09:52:41
With Courier
OTTAWA

2024-07-23 05:54:12
Arrived at Terminal
OTTAWA

2024-07-22 21:30:02
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057357
PIECE # : NET76057357

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-23 08:01:59
Cannot Locate No Such Address
OTTAWA

2024-07-23 07:07:19
With Courier
OTTAWA

2024-07-23 05:56:14
Arrived at Terminal
OTTAWA

2024-07-22 21:28:19
Sort Through Facility

ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057367
PIECE # : NET76057367

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 12:37:22
Delivered NSR Left in Mailbox
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:53:52
Arrived at Terminal
OTTAWA

2024-07-22 21:30:47
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057375
PIECE # : NET76057375

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 10:58:15
Delivered
OTTAWA

2024-07-23 05:54:08
Arrived at Terminal
OTTAWA

2024-07-22 21:30:07
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76057391
PIECE # : NET76057391

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 10:22:05	Delivered	OTTAWA
2024-07-23 09:53:22	With Courier	OTTAWA
2024-07-23 09:52:53	With Courier	OTTAWA
2024-07-23 05:56:44	Arrived at Terminal	OTTAWA
2024-07-22 21:26:52	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76057416
PIECE # : NET76057416

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-24 12:23:54	Delivered NSR Left in Mailbox	ETOBICOKE
2024-07-24 08:19:54	With Courier	ETOBICOKE
2024-07-23 18:25:50	Closed - Business 1st Attempt	ETOBICOKE
2024-07-23 08:23:26	With Courier	ETOBICOKE
2024-07-22 21:35:08	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76057431
PIECE # : NET76057431

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 14:06:53		

Delivered
OTTAWA

2024-07-23 09:53:57
With Courier
OTTAWA

2024-07-23 05:54:07
Arrived at Terminal
OTTAWA

2024-07-22 21:30:09
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

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Service Alerts & Updates

TFI International consists of wholly-owned, independent subsidiaries, each of which is recognized for its unparalleled expertise. Our network of specialized companies offers highly efficient, global solutions to our clientele in four well-defined business segments: Package & Courier, LTL, Truckload and Logistics.

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Tracking Results

Found below waybills:

NET76046188
NET76046310
NET76099230
NET76046370
NET76046396
NET76046423
NET76046448
NET76046473
NET76046614
NET76046657
NET76046675
NET76046719
NET76046761
NET76046784
NET76046820
NET76046849
NET76046942
NET76046965
NET76047001
NET76047028
NET76047047
NET76047075
NET76047111
NET76047147
NET76047168
NET76047785

SHIPMENT # : NET76046188
PIECE # : NET76046188

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-25 11:58:20	Delivered	

MARKHAM

2024-07-25 10:14:27
With Courier
MARKHAM

2024-07-24 12:46:44
Pickup From Customer
MARKHAM

2024-07-23 10:12:05
Cannot Locate No Such Address
MARKHAM

2024-07-23 09:27:22
With Courier
MARKHAM

2024-07-22 21:34:42
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-18 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76046310
PIECE # : NET76046310

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 11:58:20
Delivered
MARKHAM

2024-07-25 10:14:27
With Courier
MARKHAM

2024-07-24 19:10:56
Sort Through Facility
ETOBICOKE

2024-07-23 12:51:33
Return
ETOBICOKE

2024-07-23 12:48:31
Cannot Locate
ETOBICOKE

2024-07-23 08:50:12
With Courier
ETOBICOKE

2024-07-22 21:30:06
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-18 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76099230
PIECE # : NET76099230

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-29 12:00:01
Cannot Locate
OTTAWA

2024-07-29 07:45:09
With Courier
OTTAWA

2024-07-26 12:13:37
Cannot Locate
OTTAWA

2024-07-26 07:41:37
Arrived at Terminal
OTTAWA

2024-07-26 07:25:20
With Courier
OTTAWA

2024-07-25 22:05:37
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76046370
PIECE # : NET76046370

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 14:37:46
Delivered NSR Left in Mailbox
OTTAWA

2024-07-23 09:45:58
With Courier

OTTAWA	
2024-07-23 05:38:25 Arrived at Terminal OTTAWA	
2024-07-22 21:21:47 Sort Through Facility ETOBICOKE	
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE	
2024-07-22 19:24:30 Departed Terminal MARKHAM	
2024-07-22 18:37:13 Arrived at Terminal MARKHAM	
2024-07-22 15:54:36 Pickup From Customer MARKHAM	
2024-07-18 00:00:00 Shipment Record Received NORTH YORK	

Top

SHIPMENT # : NET76046396
PIECE # : NET76046396

POD

DELIVERED

DATE/TIME STATUS CITY
2024-07-23 11:31:15 Delivered OTTAWA
2024-07-23 09:45:58 With Courier OTTAWA
2024-07-23 05:57:36 Arrived at Terminal OTTAWA
2024-07-22 21:27:53 Sort Through Facility ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-18 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76046423
PIECE # : NET76046423

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 11:09:25
Delivered
OTTAWA

2024-07-23 09:21:11
With Courier
OTTAWA

2024-07-23 05:38:39
Arrived at Terminal
OTTAWA

2024-07-22 21:21:21
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal

MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-18 00:00:00
Shipment Record Received
NORTH YORK

Top

Loomis Express

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 12:15:20	Delivered NSR Front Porch	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:38:32	Arrived at Terminal	OTTAWA
2024-07-22 21:21:34	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

SHIPMENT # : NET76046473
PIECE # : NET76046473

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-26 11:38:50	Delivered	MARKHAM
2024-07-26 08:39:37	With Courier	MARKHAM
2024-07-26 02:19:09	Sort Through Facility	ETOBICOKE
2024-07-26 00:00:00	Arrived at Terminal	ETOBICOKE
2024-07-25 13:04:55	Departed Terminal	OTTAWA
2024-07-24 16:43:15	Cannot Locate	OTTAWA
2024-07-24 09:06:16	With Courier	OTTAWA
2024-07-23 16:51:58	Closed - Business 1st Attempt	OTTAWA
2024-07-23 09:21:11	With Courier	OTTAWA
2024-07-23 09:19:21	With Courier	OTTAWA
2024-07-23 05:38:28	Arrived at Terminal	OTTAWA
2024-07-22 21:21:43	Sort Through Facility	ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76046614
PIECE # : NET76046614

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-23 12:07:47
Cannot Locate
OTTAWA

2024-07-23 09:53:57
With Courier
OTTAWA

2024-07-23 05:56:34
Arrived at Terminal
OTTAWA

2024-07-22 21:26:34
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76046657
PIECE # : NET76046657

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-29 11:27:20	Delivered	MARKHAM
2024-07-29 07:32:25	With Courier	MARKHAM
2024-07-29 03:16:43	Sort Through Facility	ETOBICOKE
2024-07-26 13:04:45	Departed Terminal	OTTAWA
2024-07-23 08:21:03	Cannot Locate	OTTAWA
2024-07-23 07:07:19	With Courier	OTTAWA
2024-07-23 05:56:31	Arrived at Terminal	OTTAWA
2024-07-22 21:26:39	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	

MARKHAM	
2024-07-22 18:37:13 Arrived at Terminal MARKHAM	
2024-07-22 15:54:36 Pickup From Customer MARKHAM	
2024-07-22 00:00:00 Shipment Record Received NORTH YORK	

Top

SHIPMENT # : NET76046675
PIECE # : NET76046675

POD

DELIVERED

DATE/TIME STATUS CITY
2024-07-23 14:27:07 Delivered ETOBICOKE
2024-07-23 08:12:22 With Courier ETOBICOKE
2024-07-22 21:34:03 Sort Through Facility ETOBICOKE
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE
2024-07-22 19:24:30 Departed Terminal MARKHAM
2024-07-22 18:37:13 Arrived at Terminal MARKHAM
2024-07-22 15:54:36 Pickup From Customer MARKHAM
2024-07-22 00:00:00 Shipment Record Received NORTH YORK

SHIPMENT # : NET76046719
PIECE # : NET76046719

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-26 11:38:50	Delivered	MARKHAM
2024-07-26 08:39:37	With Courier	MARKHAM
2024-07-26 02:28:31	Sort Through Facility	ETOBICOKE
2024-07-26 00:00:00	Arrived at Terminal	ETOBICOKE
2024-07-25 13:04:59	Departed Terminal	OTTAWA
2024-07-24 14:20:45	Pickup From Customer	OTTAWA
2024-07-23 13:33:55	Delivered	OTTAWA
2024-07-23 09:21:11	With Courier	OTTAWA
2024-07-23 05:56:16	Arrived at Terminal	OTTAWA
2024-07-22 21:28:32	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76046761
PIECE # : NET76046761

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 12:46:01
Delivered
OTTAWA

2024-07-23 09:52:37
With Courier
OTTAWA

2024-07-23 05:56:19
Arrived at Terminal
OTTAWA

2024-07-22 21:28:29
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received

Top

SHIPMENT # : NET76046784
PIECE # : NET76046784

IN TRANSIT

DATE/TIME STATUS CITY
2024-07-26 19:20:14 Cannot Locate HAMILTONM
2024-07-25 19:50:51 Cannot Locate HAMILTONM
2024-07-25 19:48:57 With Courier HAMILTONM
2024-07-24 19:19:33 Cannot Locate HAMILTONM
2024-07-24 19:19:11 With Courier HAMILTONM
2024-07-23 20:08:39 Cannot Locate HAMILTONM
2024-07-23 20:08:18 With Courier HAMILTONM
2024-07-23 16:14:07 Cannot Locate No Such Address HAMILTON
2024-07-23 10:31:51 With Courier HAMILTON
2024-07-22 21:32:23 Sort Through Facility ETOBICOKE
2024-07-22 20:30:45 Arrived at Terminal ETOBICOKE
2024-07-22 19:24:30 Departed Terminal

MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76046820
PIECE # : NET76046820

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 11:10:31
Delivered
BRAMPTON

2024-07-23 08:16:11
With Courier
BRAMPTON

2024-07-23 04:13:59
Arrived at Terminal
BRAMPTON

2024-07-22 21:34:52
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76046849
PIECE # : NET76046849

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 10:00:18	Delivered	OTTAWA
2024-07-23 09:21:58	With Courier	OTTAWA
2024-07-23 05:56:13	Arrived at Terminal	OTTAWA
2024-07-22 21:28:34	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76046942
PIECE # : NET76046942

POD

Exhibit C

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-25 10:59:17	Delivered	Regina
2024-07-25 07:09:59	With Courier	Regina
2024-07-24 20:05:42	Departed Terminal	WINNIPEG
2024-07-24 18:30:55	Arrived at Terminal	WINNIPEG
2024-07-24 14:49:03	Arrived at Terminal	WINNIPEG
2024-07-22 21:31:12	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76046965
PIECE # : NET76046965

IN TRANSIT

DATE/TIME	STATUS	CITY
2024-07-24 16:08:25	Cannot Locate	OTTAWA
2024-07-24 16:05:38	With Courier	OTTAWA
2024-07-24 09:43:59	With Courier	OTTAWA
2024-07-23 16:11:37	Cannot Locate No Such Address	OTTAWA
2024-07-23 16:09:54	With Courier	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:57:35	Arrived at Terminal	OTTAWA
2024-07-22 21:27:56	Sort Through Facility	ETOBICOKE
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

SHIPMENT # : NET76047001
PIECE # : NET76047001

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-26 10:38:57		

Delivered NSR
OTTAWA

2024-07-26 07:44:10
With Courier
OTTAWA

2024-07-25 14:58:06
Held at Terminal Awaiting Scheduled Delivery
OTTAWA

2024-07-24 14:45:39
Held at Terminal Awaiting Scheduled Delivery
OTTAWA

2024-07-23 05:38:34
Arrived at Terminal
OTTAWA

2024-07-22 21:21:30
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76047028
PIECE # : NET76047028

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-25 11:58:20
Delivered
MARKHAM

2024-07-25 10:14:27
With Courier
MARKHAM

2024-07-24 23:53:02
Sort Through Facility
ETOBICOKE

2024-07-23 10:10:09
Cannot Locate
BRAMPTON

2024-07-23 08:08:45
With Courier
BRAMPTON

2024-07-23 04:14:08
Arrived at Terminal
BRAMPTON

2024-07-22 21:34:17
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76047047
PIECE # : NET76047047

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-24 00:37:07
Arrived at Terminal
OTTAWA

2024-07-23 08:11:09
Cannot Locate Consignee Moved
OTTAWA

2024-07-23 07:07:19
With Courier
OTTAWA

2024-07-23 05:38:22
Arrived at Terminal
OTTAWA

2024-07-22 21:21:59
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76047075
PIECE # : NET76047075

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 11:40:43
Delivered
OTTAWA

2024-07-23 07:41:51
With Courier
OTTAWA

2024-07-23 05:38:18
Arrived at Terminal

OTTAWA

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76047111
PIECE # : NET76047111

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-24 08:36:58
Held at Terminal Unable to access location
OTTAWA

2024-07-24 06:32:13
With Courier
OTTAWA

2024-07-23 08:55:12
Misroute
OTTAWA

2024-07-23 07:07:19
With Courier
OTTAWA

2024-07-23 05:57:34
Arrived at Terminal
OTTAWA

2024-07-22 21:27:59
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal

ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76047147
PIECE # : NET76047147

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-23 12:09:08
Delivered
OTTAWA

2024-07-23 09:45:58
With Courier
OTTAWA

2024-07-23 05:57:39
Arrived at Terminal
OTTAWA

2024-07-22 21:27:48
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76047168
PIECE # : NET76047168

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 11:25:40	Delivered	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:57:32	Arrived at Terminal	OTTAWA
2024-07-22 21:28:02	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

Top

Exhibit C

SHIPMENT # : NET76047785
PIECE # : NET76047785

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 10:00:18	Delivered	OTTAWA
2024-07-23 09:21:58	With Courier	OTTAWA
2024-07-23 05:53:02	Arrived at Terminal	OTTAWA
2024-07-22 21:31:02	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM
2024-07-22 00:00:00	Shipment Record Received	NORTH YORK

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TFI International consists of wholly-owned, independent subsidiaries, each of which is recognized for its unparalleled expertise. Our network of specialized companies offers highly efficient, global solutions to our clientele in four well-defined business segments: Package & Courier, LTL, Truckload and Logistics.

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Tracking Results

Found below waybills:

NET76152365
NET76048080
NET76152133
NET76049902
NET76049934
NET76050005
NET76050094
NET76099251
NET76099261
NET76099281
NET76152474

SHIPMENT # : NET76152365
PIECE # : NET76152365

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-08-07 11:43:31	Delivered NSR Front Porch	HAMILTON
2024-08-07 07:24:37	With Courier	HAMILTON
2024-08-06 23:50:45	Missorted	ETOBICOKE
2024-08-06 23:50:45	Sort Through Facility	ETOBICOKE
2024-08-06 08:05:26	With Courier	

ETOBICOKE

2024-08-02 15:33:18
Change of Address
ETOBICOKE

2024-08-02 08:38:42
With Courier
ETOBICOKE

2024-08-02 03:28:21
Sort Through Facility
ETOBICOKE

2024-08-01 22:50:16
Sort Through Facility
ETOBICOKE

2024-08-01 15:41:00
Pickup From Customer
MARKHAM

2024-08-01 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76048080
PIECE # : NET76048080

IN TRANSIT

DATE/TIME
STATUS
CITY

2024-07-23 12:09:52
Cannot Locate Consignee Moved
OTTAWA

2024-07-23 07:41:51
With Courier
OTTAWA

2024-07-23 05:57:00
Arrived at Terminal
OTTAWA

2024-07-22 21:27:35
Sort Through Facility
ETOBICOKE

2024-07-22 20:30:45
Arrived at Terminal
ETOBICOKE

2024-07-22 19:24:30
Departed Terminal

MARKHAM

2024-07-22 18:37:13
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76152133
PIECE # : NET76152133

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-08-02 13:54:37
Delivered
OTTAWA

2024-08-02 09:38:44
With Courier
OTTAWA

2024-08-02 06:16:20
Arrived at Terminal
OTTAWA

2024-08-01 22:27:25
Sort Through Facility
ETOBICOKE

2024-08-01 15:41:00
Pickup From Customer
MARKHAM

2024-08-01 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76049902
PIECE # : NET76049902

POD

DATE/TIME	STATUS	CITY
2024-08-07 11:30:26	Delivered	MARKHAM
2024-08-07 07:45:00	Arrived at Terminal	MARKHAM
2024-08-07 07:03:00	Departed Terminal	ETOBICOKE
2024-08-07 03:17:28	Sort Through Facility	ETOBICOKE
2024-08-07 00:00:00	Arrived at Terminal	ETOBICOKE
2024-08-06 14:14:16	Departed Terminal	OTTAWA
2024-07-24 14:28:13	Cannot Locate No Such Address	OTTAWA
2024-07-24 09:43:59	With Courier	OTTAWA
2024-07-23 13:42:33	Cannot Locate	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:56:41	Arrived at Terminal	OTTAWA
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13		

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76049934
PIECE # : NET76049934

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-07-23 11:52:33	Delivered	OTTAWA
2024-07-23 06:28:34	With Courier	OTTAWA
2024-07-23 05:53:58	Arrived at Terminal	OTTAWA
2024-07-22 21:30:36	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:57:48	Departed Terminal	MARKHAM
2024-07-22 18:37:07	Arrived at Terminal	MARKHAM
2024-07-22 15:54:36	Pickup From Customer	MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76050005
PIECE # : NET76050005

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-08-01 11:41:24	Delivered	MARKHAM
2024-08-01 07:02:28	With Courier	MARKHAM
2024-08-01 05:45:11	Sort Through Facility	ETOBICOKE
2024-07-31 13:33:52	Departed Terminal	OTTAWA
2024-07-23 12:02:35	Cannot Locate No Such Address	OTTAWA
2024-07-23 06:28:34	With Courier	OTTAWA
2024-07-23 05:57:41	Arrived at Terminal	OTTAWA
2024-07-22 21:27:50	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE
2024-07-22 19:24:30	Departed Terminal	MARKHAM
2024-07-22 18:37:13	Arrived at Terminal	

MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76050094
PIECE # : NET76050094

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-08-06 09:49:58	Delivered	OTTAWA
2024-08-06 08:55:21	With Courier	OTTAWA
2024-07-24 14:41:10	Cannot Locate Consignee Moved	OTTAWA
2024-07-24 09:43:59	With Courier	OTTAWA
2024-07-23 15:14:55	Cannot Locate Consignee Moved	OTTAWA
2024-07-23 09:45:58	With Courier	OTTAWA
2024-07-23 05:38:16	Arrived at Terminal	OTTAWA
2024-07-22 21:25:11	Sort Through Facility	ETOBICOKE
2024-07-22 20:30:45	Arrived at Terminal	ETOBICOKE

2024-07-22 19:24:30
Departed Terminal
MARKHAM

2024-07-22 18:57:48
Departed Terminal
MARKHAM

2024-07-22 18:37:07
Arrived at Terminal
MARKHAM

2024-07-22 15:54:36
Pickup From Customer
MARKHAM

2024-07-22 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76099251
PIECE # : NET76099251

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-08-02 10:56:29
Delivered
MARKHAM

2024-08-02 07:05:07
With Courier
MARKHAM

2024-08-01 18:33:22
Sort Through Facility
ETOBICOKE

2024-07-31 13:55:24
Return
ETOBICOKE

2024-07-26 15:16:57
Delivered
ETOBICOKE

2024-07-26 08:23:09
With Courier
ETOBICOKE

2024-07-25 22:05:30
Sort Through Facility

ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76099261
PIECE # : NET76099261

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-07-29 13:18:59
Delivered
OTTAWA

2024-07-29 07:45:09
With Courier
OTTAWA

2024-07-26 14:41:31
Cannot Locate
OTTAWA

2024-07-26 07:42:10
Arrived at Terminal
OTTAWA

2024-07-25 22:05:35
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

Exhibit C

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76099281
PIECE # : NET76099281

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-08-01 11:41:24
Delivered
MARKHAM

2024-08-01 07:02:28
With Courier
MARKHAM

2024-07-31 18:17:19
Sort Through Facility
ETOBICOKE

2024-07-30 18:11:21
Cannot Locate
ETOBICOKE

2024-07-30 18:10:56
Closed - Business
ETOBICOKE

2024-07-30 09:46:46
With Courier
ETOBICOKE

2024-07-29 14:02:56
Cannot Locate No Such Address
ETOBICOKE

2024-07-29 10:02:54
With Courier

ETOBICOKE

2024-07-26 18:05:13
Closed - Business
ETOBICOKE

2024-07-26 09:29:23
With Courier
ETOBICOKE

2024-07-25 22:03:15
Sort Through Facility
ETOBICOKE

2024-07-25 20:35:06
Arrived at Terminal
ETOBICOKE

2024-07-25 19:33:33
Departed Terminal
MARKHAM

2024-07-25 18:15:08
Arrived at Terminal
MARKHAM

2024-07-25 16:32:37
Pickup From Customer
MARKHAM

2024-07-25 00:00:00
Shipment Record Received
NORTH YORK

Top

SHIPMENT # : NET76152474
PIECE # : NET76152474

POD

DELIVERED

DATE/TIME
STATUS
CITY

2024-08-14 11:21:52
Delivered
MARKHAM

2024-08-14 07:46:06
With Courier
MARKHAM

2024-08-13 22:38:54
Sort Through Facility
ETOBICOKE

2024-08-13 20:26:31
Arrived at Terminal
ETOBICOKE

2024-08-13 19:41:20
Departed Terminal
CONCORD

2024-08-13 19:38:46
Departed Terminal
CONCORD

2024-08-13 19:13:43
Arrived at Terminal
CONCORD

2024-08-06 13:54:34
Held at Terminal
CONCORD

2024-08-02 16:32:04
Cannot Locate
CONCORD

2024-08-02 08:38:41
With Courier
CONCORD

2024-08-01 22:50:31
Sort Through Facility
ETOBICOKE

2024-08-01 15:41:00
Pickup From Customer
MARKHAM

2024-08-01 00:00:00
Shipment Record Received
NORTH YORK

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Holiday Schedule

Submit RFP

Contact

Careers

Service Alerts & Updates

TFI International consists of wholly-owned, independent subsidiaries, each of which is recognized for its unparalleled expertise. Our network of specialized companies offers highly efficient, global solutions to our clientele in four well-defined business segments: Package & Courier, LTL, Truckload and Logistics.

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Tracking

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Tracking Results

Found below waybills:

NET76152365

SHIPMENT # : NET76152365

PIECE # : NET76152365

POD

DELIVERED

DATE/TIME	STATUS	CITY
2024-08-07 11:43:31	Delivered NSR Front Porch	HAMILTON
2024-08-07 07:24:37	With Courier	HAMILTON
2024-08-06 23:50:45	Missorted	ETOBICOKE
2024-08-06 23:50:45	Sort Through Facility	ETOBICOKE
2024-08-06 08:05:26	With Courier	ETOBICOKE
2024-08-02 15:33:18	Change of Address	ETOBICOKE
2024-08-02 08:38:42	With Courier	ETOBICOKE
2024-08-02 03:28:21	Sort Through Facility	ETOBICOKE

2024-08-01 22:50:16
Sort Through Facility
ETOBICOKE

2024-08-01 15:41:00
Pickup From Customer
MARKHAM

2024-08-01 00:00:00
Shipment Record Received
NORTH YORK

Top

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Loomis Tracking
D	042220255			THE CORPORATION OF THE VILLAGE OF ROCKCLIFFE PARK	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT SANDRIDGE RD LYING E OF PTS 28, 30 & 31 , 5R3310 & W OF THE NLY EXT OF W LIMIT OF BLENHEIM DR, BEING ; PCL STREETS-2, SEC 4M-90 ; SANDRIDGE RD, PL 4M-90 ; PCL STREETS-2, SEC 4M-87 ; SANDRIDGE RD, PL 4M-87 ; ROCKCLIFFE PARK	NET76055861
D	042780256			THE CORPORATION OF THE	1111 Ogilvie Road		GLOUCESTER	ON	K1J 7P8		NET76055920
D	042220168			THE OTTAWA IMPROVEMENT ACT	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG , PART 60 & 61 , 5R3310 ; PT LT A, CON JG , PT OF PART 63 , 5R3310, LYING W OF THE NLY EXT OF THE W LIMIT OF BLENHEIM DR TO THE MOST ELY POINT OF PART 1 , 4R5280 ; S/T CT105838 OTTAWA/GLOUCESTER	NET76055979
D	042730152			NATIONAL CAPITAL COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG , BEING PT OF PT 63, 5R3310, LYING E OF A LINE BEING THE NLY EXTENSION OF THE WLY LIMIT OF BLENHEIM DR, PL 4M-87, TO THE MOST ELY POINT OF PT 1, 4R5280 ; PT LT A, CON JG , BEING PTS 65 TO 85 INCL, 5R3310; S/T THE INTEREST IN NS147444, S/T CT102097; OTTAWA/GLOUC ESTER S/T EASEMENT IN GROSS OVER PART 2 ON 4R20457, AS IN OC539529.	NET76056016
D	042220166	Thomas C.	Keefer				GLOUCESTER	ON		PT LT A, CON JG , PARTS 57, 58 & 59 , 5R3310 ; S/T CT105838 OTTAWA/GLOUCESTER	
D	042220199			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG ; PT RDAL BTN LTS A&1, CON JG ; PT WATER_LT LYING , IN FRONT OF LT A CON JG ; BEING PARTS 1 TO 8 , PART 10 , PARTS 46 TO 56 , PARTS 87 TO 89, ALL ON 5R3310 ; S/T CT105838,N426387 OTTAWA/GLOUCESTER	NET76056090
D	042220254			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier Avenue West		Ottawa	ON	K1P1J1	PT RDAL BTN LTS A&1, CON JG , PARTS 9, 12, 17, 28 TO 31, 42 TO 45, 5R3310 ; OTTAWA/GLOUCESTER	NET76056132

D	042730151			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LT 26, CON 1OF ; PT BLK R, PL 622 ; PT BLK V, PL 622 ; PT BLK W, PL 622 ; PT QUARRY RD, PL 622 , (NOW CLOSED BY OT27843) ; PT HILLSIDE DR, PL 622 ; BLK 1, PL 85 , AS IN OT10634 LYING SOUTH OF MEADOW DR. ; PT BLK 2, PL 85 ; PT RDAL BTN CONS 1OF&JG , LYING SOUTH OF THE WLY EXTENTION OF THE SLY LIMIT OF MEADOW DR & LYING NORTH OF MONTREAL RD ; PT LTS 3, 4 & 5, CON JG ; PT LT 6, PL 907 ; PT ST LAURENT BLVD, PL 622 , (NOW CLOSED BY OT27843) ; ALL BEING AS IN OT9588 & OT40544; PARTS 25 & 26 EXPROPRIATION PLAN CT133866; PARTS 8, 9 & 10, 5R220; PARTS 1 & 2, 5R9756; PART 1, 5R208; PART1, 5R313; PART 1, 5R7600; PARTS 5, 10, 11, 12, 13 & 14, 5R13933; PART 9 & 10, 5R8143; PARTS 3, 7 & 12 , 5R10540 ; S/T CT124970 OTTAWA/GLOUCESTER	NET76056176
D	42730416			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 160, PLAN 344, PART 1, PLAN 4R22823 ; OTTAWA	NET76056207
D	042730198			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD (BEING A FORCED ROAD) LYING W OF A LINE DRAWN FROM THE SE ANGLE OF PART 15, 5R3769 TO THE NW ANGLE OF PART 2 EXPROPRIATION PLAN NS52314 & LYING E OF THE SLY EXTENTION OF THE WLY LIMIT OF LANGS RD ; PT LTS 24 & 25, CON 1OF ; PT LTS 1, 2, 3, 4, 5, 6 & 7, PL 343 ; ALL AS IN GL37493; PART 1, 2, 4, 6, 8, 10 & 11 ON EXPROPRIATION PLAN NS52314; PARTS 13, 15, 16, 18 & 19, 5R3853; PARTS 2 & 3 EXPROPRIATION PLAN NS64110; PART 1 , 4R10700; PART 2, 4R11827; T/W NS77912, NS110275; T/W NS169102; T/W NS52314; OTTAWA/GLOUCESTER	NET76056248
D	042640044			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PT LT 27, CON 2OF , PT BLK UNNUMBERED, PL 23 , PART 3 , 4R6475 ; GLOUCESTER	NET76056286
D	042630244			CANADIAN PACIFIC RAILWAY COMPANY	81 Metcalfe St		OTTAWA	ON	K1P 6K7	PT LTS 21 & 22, PL 63 , PART 5 & 6 , 5R386 ; PT LTS 25, 26 & 27, CON 2OF , PART 7, 8 & 9 , 5R386 ; PT LT 25, CON 2OF , PT OF PT 10, 5R386 LYING N OF PT 47, 4R10365 ; PT LT 25, CON 2OF , PART 47 , 4R10365 ; GLOUCESTER	NET76056328

D	042630244			CANADIAN NATIONAL RAILWAY COMPANY	3141 Albion Rd S		OTTAWA	ON	K1V 8Y3	PT LTS 21 & 22, PL 63 , PART 5 & 6 , 5R386 ; PT LTS 25, 26 & 27, CON 2OF , PART 7, 8 & 9 , 5R386 ; PT LT 25, CON 2OF , PT OF PT 10, 5R386 LYING N OF PT 47, 4R10365 ; PT LT 25, CON 2OF , PART 47 , 4R10365 ; GLOUCESTER	NET76056363
D	042630051			PUBLIC AUTHORITY HAVING JURISDICTION	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT TRIOLE ST, PL 63 ; S 0F PARISIEN ST, FORMERLY GEORGE ST, PL 63 & N OF PT 2, 5R9555 ; PT LTS 18 & 19, PL 63 , PART 1 , 5R11062 ; PT LT 52, PL 63 , PART 1 , 5R7710 ; PT LT 52, PL 63 , PART 1 & 2 , 5R9590 ; PT LT 51, PL 63 , PART 1 , 5R14350 ; PT LTS 25 AND 69 PLAN 63, PART 4 5R2484; OTTAWA AND GLOUCESTER PART OF LOT 18 PLAN 63, PART 1 PLAN 5R9046, PART OF LOT 47 PLAN 63, PART 2 PLAN 5R9666	NET76056486
D	042630018			3301669 NOVA SCOTIA COMPANY	200 S BISCAYNE BLVD., SIXTH FLOOR	FLORIDA	MIAMI	USA	33131	PT LTS 38, 39 & 52, PL 63 , AS IN N719828 EXCEPT PT 1, 5R8391 AND PT 1, 5R12291, T/W N719828 ; OTTAWA/GLOUCESTER	1Z4R7V940492520802 UPS
D	042630273			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	SHORE ST, FORMERLY SHORT ST, PL 63 ; OTTAWA	NET76056584
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	NET76056637
D	042560276			CANADIAN PACIFIC RAILWAY COMPANY	277 Front St W		Toronto	ON	M5V2X4	PT LT 11, CON JG , PART 1 , 5R386 , PT LT 12, CON JG , PART 2 , 5R386 ; PT LT 11, CON JG , PT BLK D, PL 725 , PART 317 , 5R239 ; S/T THE INTEREST IN OT37427 ; OTTAWA/GLOUCESTER	NET76056677

D	042070401			THE MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	77 Wellesley Street West		Toronto	ON	M7A 2E3	QUEENSWAY LYING E OF PT 18 5R5422 AND W OF A LINE CONNECTING THE IRON BARS IN LT 4 & 159 PL 320 ; PT RIVER RD, PL 84 , (FORMERLY RUSSELL RD) AS CLOSED BY BYLAW OT42486 ; PT BLK A, PL 84 ; PT LT 11, CON JG ; PT LTS 1, 2, 3 & 4, PL 84 , LYING S OF RD ALLOWANCE BTWN LTS 10 & 11 JG ; PT LTS 1, 2, 3 & 4, PL 320 ; PT LTS 145, 146, 147, 148, 149 & 150, PL 320 ; PT LT 164, PL 320 ; LTS 161, 162 & 163, PL 320 ; LTS 1 & 2, PL 84 , LYING N OF TREMBLAY ST PL 84 ; PT RIDEAU BLVD, PL 320 ; ALL BEING THAT PT OF PT 2 5R5421 LYING W OF A LINE CONNECTING THE IRON BARS IN LT 4 & 159 PL 320 AS SHOWN ON 5R5421 ; PT LT G, CON DRF ; PT LT 11, CON JG ; ALL BEING DESCRIBED AS LAND AND LAND UNDER THE WATERS OF THE RIDEAU RIVER ADJACENT TO LT 11 JG & LT G CON DRF DESIGNATED AS PT 1 ON CROWN LAND PLAN NO. NS130322 ; PT ROBILLARD ISLAND IN THE RIDEAU RIVER , OPPOSITE LT 11 JG, BEING PT 1 5R5919 ; PT LT G, CON DRF , PART 1 TO 17 , 5R5422 ; OTTAWA	NET76056722
D	042550260			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 3 PL 747 DES PTS 16, 17 PL 4R-28829 SUBJECT TO AN EASEMENT IN GROSS OVER PT 17 PL 4R-28829 AS IN OC1472183 CITY OF OTTAWA	NET76056762

D	042070400			HER MAJESTY THE QUEEN IN RIGHT OF CANADA	1200 VANIER PARKWAY		OTTAWA	ON		LTS 1, 2, 6, 7, 11, 12, 13, 17, 18, 19, 23, 24, 25, 26, 30, 31, 32, 33, 34, 37, 38, 39, 40, 41, 42, 43, 47, 48, 49, 50, 51, 52, 53 & 56, PL 264 ; PT LTS 5, 10, 15, 16, 21, 22, 28, 29, 36, 44, 45, 46, 54, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 & 67, PL 264 ; PT JEDBURG AV, PL 264 , (AS CLOSED BY BYLAW OT79244) ; PT ST. LAWRENCE AV, PL 264 , (AS CLOSED BY BYLAW OT79244) ; PT ALEXANDRIA AV, PL 264 , (AS CLOSED BY BYLAW OT79244) ; PT OLIVER AV, PL 264 , (AS CLOSED BY BYLAW OT79244) ; LTS 106, 107, 108, 109 & 110, PL 330 ; LTS 143 & 144, PL 330 ; PT LTS 72, 73 & 90, PL 330 ; PT ADDISON ST, PL 330 , (AS CLOSED BY ORDER OT45269) ; PT BALMORAL ST, PL 330 , (AS CLOSED BY ORDER OT45269) ; PT BLK A, PL 84 , PT LTS 1, 2, 3 & 4, PL 84 ; PT LTS 1 & 2, PL 320 ; PART LOTS 2, 3, 4 & AVENUE A (CLOSED BY BYLAW 439-60), PLAN 320; PT LTS 9, 10 & 11, CON JG ; ALL BEING PTS 2, 3, 4, 6, 7, 8,9,10,11,12,13,14,15,16,19,20,22,24,25 & 26, 5R1850 ; LT 30, PL 330 ; LTS 47, 48, 49, 50, 51 & 52, PL 330 ; LTS 61, 62, 63, 64, 65, 66, 67 & 68, PL 330 ; LTS 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 & 89, PL 330 ; LTS 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104 & 105, PL 330 ; LTS 111, 112, 113	
D	042620025			TE SMALL CAP IND	2655 LANCASTER RD		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	NET76056867
D	042530279			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P 1J1	PART OF LOTS 83, 84, 85, 86, 87 AND 88 PLAN 613, OTTAWA, PARTS 1 TO 8 PLAN 4R14847. SUBJECT TO AN EASEMENT AS IN OT12181.	NET76056962

Directly/Indirectly Affected (D/I)	PIN	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code	Loomis Tracking Number	New Tracking Number
D	042220168	Transfer Easement - NIAGARA GAS TRANSMISSION LIMITED	202–40 Elgin Street	CT105838	North York	ON	M2J 1P8	NET76046188	
D	042220199	Transfer Easement - THE CONSUMERS' GAS COMPANY LTD	P.O. Box 650	N426387	Scarborough	ON	M1K 5E3	NO SHIP - ENBRIDGE ADDRESS	
D	042220214	Transfer Easement - NIAGARA GAS TRANSMISSION LIMITED	19 Toronto St.	LT72361	Toronto	ON	M5C 2B8	NET76046310	
D	042220254	Transfer Easement - NIAGARA GAS TRANSMISSION LIMITED	500 CONSUMERS ROAD	CT105838	North York	ON	M2J 1P8	NO SHIP - ENBRIDGE ADDRESS	
D	42730416	Notice - 1010528 ONTARIO LIMITED	1200 St. Laurent Blvd.	OC741038 & OC741039	Ottawa	ON	K1K 3B8	NET76099230	
D	042690129	NOTICE - PARKWAY WOODS TWO INC.	451 Daly Avenue Suite 200	OC508382	Ottawa	ON	K1N 6H6□	NET76046370	
D	042690129	NOTICE - GLOUCESTER NON PROFIT HOUSING CORPORATION	1087 Cummings Ave.	OC646348	Ottawa	ON	K1J 1J3	NET76046396	
D	042690129	NOTICE - AVIATION ROAD INC.	1737 Woodward Dr.	OC699767	Ottawa	ON	K2C 0P9	NET76046423	
D	042690129	NOTICE - 681 MONTREAL RD. INC.	202 Borealis Crescent	OC2097479	Ottawa	ON	K1K 4V1	NET76046448	
D	042690129	NOTICE - 2276663 ONTARIO LTD.	2448 Carling Avenue Suite 108	OC2517215 OC646347	Ottawa	ON	K2A 4E2	NET76046473	
D	042691855	MTG & NO ASSGN RENT GEN - HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO AS REPRESENTED BY C THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING CITY OF OTTAWA	**HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO AS REPRESENTED BY THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING** Address for Service Director, Delivery Branch 777 Bay Street 2nd Floor Toronto, Ontario M5G 2E5 **CITY OF OTTAWA** Address for Service Director, Housing Branch 100 Constellation Crescent 8th Floor East Ottawa, Ontario K2G 6J8	OC600200 OC600201				NET76046473	
D	042730245	MTG - L.A.T. MACDONALD ENTERPRISES LIMITED	424 Queen St	CT172470	OTTAWA	ON	K1R 5A8	NET76046614	
D	042730245	TRANSFER OF CHARGE - THE TORONTO-DOMINION BANK	106 Sparks St	CT175580	OTTAWA	ON	K1P 5C7	NET76046657	
D	042730245	MTG - THE BANK OF NOVA SCOTIA	3094 Bathurst St	LT127681	TORONTO	ON	M6A 2A1	NET76046675	
D	042691849	NOTICE - PARKWAY WOODS TWO INC.	301−311 Richmond Rd.	OC471031 OC508382	OTTAWA	ON	K1Z 5H8	NET76046719	
D	042691876	LR'S ORDER - LAND REGISTRAR	Court House, 4th Floor, 161 Elgin St,	OC1446789	Ottawa	ON	K2P 2K1	NET76046761	NET76096871
D	042640044	CONSTRUCTION LIEN - Terrpm Mechanical Limited	1600 Victoria Park Avenue	LT572338	TORONTO	ON	M1R 1R5	NET76046784	
D	042640014	PLAN REFERENCE		4R5201	Ottawa	ON	K1P 1J1	NET76096883	
D	042630244	TRANSFER - CANADIAN NATIONAL RAILWAY COMPANY	935 De La Gautchiere St. West	NS77745	Montreal	QC	H3B 2M9	NET76096898	
D	042630244	APL CH NAME OWNER - CANADIAN PACIFIC RAILWAY COMPANY	1290 Central Parkway West Suite 800	OC1470960	Mississauga	ON	L5C 4R3	NET76046820	
D	042630051	NOTICE - OGILVIE REALTY LTD. C	1475 Carling Ave.	OC1468705	Ottawa	ON	K1Z 7L9	NET76046849	
D	042630018	NOTICE OF LEASE - RED LOBSTER CANADA, INC.	c/o Golden Gate Private Equity, Inc. One Embarcadero Center, 39th Floor	OC1604796	San Francisco	CA	94111	1Z4R7V940499218216 UPS	
D	042630018	TRANSFER - 3301669 NOVA SCOTIA COMPANY	200 S Biscayne Blvd., Sixth Floor	OC1875882	Miami	Florida	33131	1Z4R7V940497023224 UPS	
D	042630018	MTG - CONCENTRA BANK	2055 Albert Street PO Box 3030	OC1875883	Regina	SK	S4P 3G8	NET76046942	
D	042640683	NOTICE - 1209 MICHAEL STREET LIMITED	5424 Canotek Rd.	OC1960734	Ottawa	ON	K1J 1E9	NET76046965	
D	42640012	MTG - IRENE PARISIEN	101-2442 St. Joseph Blvd	LT268543	Ottawa	ON	K1C 1G1	NET76047001	
D	042640678	NOTICE - VALUE VILLAGE STORES INC.	1030 Kamato Rd	LT1016013A	Mississauga	ON	L4W 4B6	NET76047028	
D	042640678	NO ASSG LESSEE INT - THE TORONTO-DOMINION BANK	55 Metcalfe St - suitr 500	LT1283362	Ottawa	ON	K1P 6L5	NET76047047	
D	042640678	NOTICE OF LEASE - JDS UNIPHASE INC.	570 West Hunt Club Rd	LT1352939	Nepean	ON	K2G 5W8	NET76047075	
D	042640678	NOTICE OF LEASE - HER MAJESTY THE QUEEN IN RIGHT OF CANADA AS REPRESENTED BY THE MINISTER OF PUBLIC WORKS AND GOVERNMENT SERVICES	10 Wellington Street	OC169364	Ottawa	ON	K1A 0S5	NET76047111	
D	042640161	NOTICE -MRAK HOLDINGS INC.	611 Montreal Road	OC1599859	Ottawa	ON	K1K 0T8	NET76047147	
D	042640161	NOTICE - N. M. J. HOLDINGS LIMITED	1080 Ogilvie Road	OC1655066	Gloucester	ON	K1J 7P8	NET76047168	
D	042640161	NOTICE - OGILVIE REALTY LTD.	1475 Carling Avenue	OC1665516	Ottawa	ON	K1Z 7L9	NET76047785	
D	042640161	NOTICE - JOSEPH CYR GP I INC. C JOE CYR I LP	1207-150 Isabella Street	OC2490543	Ottawa	ON	K1S 5H3	NET76047808	

D	042640194	NOTICE - PLACE LUX II INC.	1300-2700 boul. Laurier Tour Champlain	OC2572707	Quebec	QC	G1V 4K5	NET76047839	
D	042560681	CANADIAN PACIFIC RAILWAY COMPANY	40 University Ave, Suite 200	OC250629	Toronto	ON	M5J1T1	NET76047856	
D	042560681	TRANSFER EASEMENT - 940 BELFAST LTD.	c/o BrazeauSeller LLP Barristers and Solicitors 750−55 Metcalfe Street	OC1160031	Ottawa	ON	K1P 6L5	NET76047898	
D	042560681	LR'S ORDER - LAND REGISTRAR	Court House, 161 Elgin St., 4th Floor,,	OC1323632	Ottawa	ON	K2P 2K1	NET76047998	
D	042560681	TRANSFER EASEMENT - HYDRO OTTAWA LIMITED	Shepard Building Courtyard Entrance 2440 Stevenage Drive	OC2093671 OC2093671	Ottawa	ON	K1G 5P7	NET76048080	
D	042560231	POSTPONEMENT - HYDRO OTTAWA LIMITED	3025 Albion Road P.O. Box 8700	OC1476798 OC1476799	Ottawa	ON	K1G3S4	NET76048127	
D	042560231	NO ASSG LESSEE INT - 2459483 ONTARIO INC. C OZZ (001752 - 1000 BELFAST) LIMITED PARTNERSHIP	2225 Sheppard Avenue East Suite 1600	OC1518461 OC1693687	Toronto	ON	M2J 5C2	NET76048190	
D	042560231	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE CO. OF CANADA	110 Laurier Avenue West 1 Carrefour Alexander Graham Bell 3025 Albion Road P.O. Box 8700	OT37427				NET76048219	NET76152133
D	042560231	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	N704833	Ottawa	ON	K1G3S4	NET76048244	
D	042560231	MTG & NO Assign rent Gen - ROYAL BANK OF CANADA	36 York Mills Road, 4th Floor	OC2251481 OC2251500	Toronto	ON	M2P0A4	NET76048286	
D	042560276	AGREEMENT - THE BELL TELEPHONE CO. OF CANADA	1 Carrefour Alexander Graham Bell	OT37427	Verdun	QC	H3E 3B3	NET76048305	
D	042630055	TRANSFER EASEMENT - The Consumer Gas Compnay	PO Box 650	NS54899	Toronto	ON	M1K 5E3	Not sent - Enbridge Address	
D	042630055	AGREEMENT - OTTAWA-CARLETON REGIONAL TRANSIT COMMISION	1500 St. Laurent Blvd.	N342063	Ottawa	ON	K1G 0Z8	NET76048554	
D	042070401	NOTICE - MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	777 Bay Street, 5 th floor	NS180672	Toronto	ON	M7A 1Z8	NET76049051	
D	042550262	TRANSFER EASEMENT - HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF ONTARIO, REPRESENTED BY THE MINISTER OF TRANSPORTATION	355 Counter St, Postal Bag 4000	OC25707	Kingston	ON	K7L 5A3	NET76056174	
D	042550262	NOTICE - CANADIAN TIRE REAL ESTATE LIMITED	2180 Younge St.□	OC682153	Toronto	ON	M4S 2A9	NET76049875	
D	042550256	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE CO. OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4 , 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B3	OT42230				NET76049902	
D	042550256	AGREEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2440 Stevenage Drive	CT129496	OTTAWA	ON	K1G 5P7	NET76049934	
D	042540102	REST COV APL ANNEX - Jacoqueline D. Beauregard	963 Shamir Ave	CT235737Z OT71119Z	OTTAWA	ON	K1G 2T1	NET76049969	
D	042540100	NOTICE - MEGHA HOLDINGS INC.	401 Coventry Rd	OC1401796	OTTAWA	ON	K1K2C5	NET76050005	
D	042540100	NO ASSGN RENT GEN - CAISSE POPULAIRE TRILLIUM INC.	1100, boul. des Promenades	OC1635731	Gatineau	QC	J8T 8P8	NET76050094	
D	042550260	NOTICE - BEST BUY CANADA LTD.	8800 Glenlyon Parkway	OC248446 OC425578	Burnaby	BC	V5J 5K3□	NET76050125	
D	042550260	TRANSFER EASEMENT - HYDRO OTTAWA LIMITED	Shepard Building 2440 Stevenage Drive	OC1472183	OTTAWA	ON	K1G 5P7	NET76050183	
D	042650016	NOTICE - OGILVIE REALTY LTD.	1475 Carling Ave.	OC648985 OC1665516	Ottawa	ON	K1Z 7L9	NET76050197	
D	042070400	TRANSFER EASEMENT - THE MINISTER OF PUBLIC WORKS REPRESENTING HER MAJESTY THE QUEEN, IN RIG	1200 VANIER PARKWAY	NS144684	OTTAWA	ON	K1A 0R2	NET76050225	
D	042070400	LR'S ORDER - LAND REGISTRAR FOR THE LAND TITLES DIVISION OF OTTAWA-CARLETON	Court House, 161 Elgin St., 4th Floor,,	OC5833 OC52719 OC245209 OC2329671	Ottawa	ON	K2P 2K1	NET76050439	
D	042540077	LEASE - KENT SHOES LIMITED	140 Newcastle Blvd	OT77738	Miramichi	New Brunswick	E1V 2L7	NET76050476	
D	042540077	LEASE - GUARANTY TRUST COMPANY OF CANADA	366 BAY STREET	OT77791	TORONTO	ON	M5H 1W2	NET76099251	
D	042540077	LEASE - CANADIAN IMPERIAL BANK OF COMMERCE	1400 Lawrence Avenue West	OT77823	North York	ON	M6L 1A7	NET76050710	
D	042540077	LEASE - FINES FLOWERS LIMITED	407 Laurier ave west	OT77828	OTTAWA	ON	K1R 1B9	NET76056208	
D	042540077	LEASE - W. H. SMITH & SON (CANADA) LIMITED	113 Merton St	OT77865	TORONTO	ON	M4S 1A7	NET76056219	
D	042540077	LEASE - SANDAN LIMITED	N/A	OT78002	Ottawa	ON	K1K 3B8	NET76096917	
D	042540077	LEASE - KINNEY SHOES OF CANADA LIMITED	20 Kinsman Drive	OT78037	North York	ON	M6A 1B8	NET76096921	NET76152365
D	042540077	LEASE - QUINTANA STORES LIMITED	30 Beaubec	OT78149	Drogheda	Louth	A92 H4xv	1Z 4R7 V94 04 9607 8310 UPS	
D	042540077	LEASE - MONTREAL DRAPERIES INC.	501-1625 Chabanel Rue O	OT78183	Montreal	QC	H4N2S7	NET76056281	
D	042540077	LEASE - DALMYS LIMITED	2600 Don Mills Rd Apartment 1406	OT78207	NORTH YORK	ON	M2J 3B4	NET76056292	

D	042540077	LEASE - HENRY BIRKS & SONS LIMITED	50 RIDEAU ST	OT78208	Ottawa	ON	K1N 9J7	NET76099261	
D	042540077	LEASE - COBERT DISTRIBUTING COMPANY LIMITED	1200 St. Laurent Blvd.	OT78370	Ottawa	ON	K1K 3B8	Duplicate Address	
D	042540077	LEASE - THE FAMILY FAIR STORES LIMITED	5110 De Courtrei		Montreal	QC	H3W 1A7	NET76056356	
D	042540077	LEASE - DOMINION STORES LIMITED	605 ROGERS RD, TORONTO 15, ON, M6M 1B9	OT78855	TORONTO	ON	M6M 1B9	NET76056367	
D	042540077	LEASE - JOE FELLER LIMITED	9860 - 33 Avenue NW	OT79696	Edmonton	AB	T6N 1C6	NET76056376	
D	042540077	LEASE - DON-KOFFLER DRUGS LIMITED	1200 St. Laurent Blvd.	OT79934	Ottawa	ON	K1K 3B8	Duplicate Address	
D	042540077	LEASE - THE MAY COMPANY LIMITED	1200 St. Laurent Blvd.	OT80967	Ottawa	ON	K1K 3B8	Duplicate Address	
D	042540077	NOTICE OF LEASE - OTTAWA LEATHER GOODS LIMITED	179 Sparks St	OT82627	Ottawa	ON	K1P5B9	NET76056396	
D	042540077	AGREEMENT - W.H. SMITH AND SON (CANADA) LIMITED	113 MERTON STREET, TORONTO, ON, M4S1A8	OT82641	Toronto	ON	M4S1A8	NET76056423	
D	042540077	CHARGE OF LEASE - INDUSTRIAL DEVELOPMENT BANK	1100-50 O'Connor Street	CT108404	Ottawa	ON	K1P 6L2	NET76096929	
D	042540077	AGREEMENT - LIGHTING UNLIMITED CORPORATION LIMITED	4211 106 Street Nw#171 Edmonton	CT114340	Edmonton	AB	T6J 6P3	NET76056435	
D	042540077	NOTICE OF LEASE - SIMPSONS-SEARS LIMITED	290 Yonge Street	CT130932	Toronto	ON	M5B 1N8	NET76056460	
D	042540077	NOTICE OF LEASE - A. J. FREIMAN LIMITED	73 Rideau Street	CT145477	Ottawa	ON	K1N 5W8	NET76056469	
D	042540077	LEASE - PINEWOOD VENTURES LIMITED	75 Mutley Plain, Plymouth, Devon, England, PL4 6JJ	CT149963	Plymouth	Devon	PL4 6JJ	1Z 4R7 V94 04 9485 3851 UPS	
D	042540077	CHARGE OF LEASE - INDUSTRIAL DEVELOPMENT BANK	1100-50 O'Connor Street	CT151044	Ottawa	ON	K1P 6L2	NET76096929	
D	042540077	NOTICE OF LEASE - JOE FELLER LIMITED	9860 - 33 Avenue NW	CT155151	Edmonton	AB	T6N 1C6	NET76056515	
D	042540077	NOTICE OF LEASE - EVANS & KERT LIMITED	P.o.box 6015	CT188131	TORONTO	ON	L5P1B8	Registered mail: RN 391 400 595 CA	
D	042540077	NOTICE OF LEASE - THE ODEON THEATRES (CANADA) LIMITED	225 Consumers Rd	NS43134	Willowdale	ON	M2J 4G9	NET76056531	
D	042540077	NOTICE OF LEASE - REITMAN'S (ONTARIO) LIMITED	250 Sauve St W	NS79073	Montreal	qc	H3L 1Z2	NET76056562	
D	042540077	DEED TRUST - GUARANTY TRUST COMPANY OF CANADA	335 Bay St	NS174853	TORONTO	ON	M5H 2R2	NET76056576	
D	042540077	DEBENTURE - CENTRAL GUARANTY TRUST COMPANY	6 King Street East	N611677	TORONTO	ON	M5C 1B5	NET76099281	
D	042550167	TRANSFER EASEMENT - THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	CT133889	Ottawa	ON	K1G3S4	NET76056706	
D	042550167	NOTICE - ROBERT EUGENE VOCISANO	103−333 River Rd.	OC629999	Ottawa	ON	K1L8B9	NET76056657	
D	042550001	NOTICE - MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	777 Bay Street, 5 th floor	NS180672	Toronto	ON	M7A 1Z8	NET76056631	
D	042620209	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE COMPANY OF CANADA	TO: 1) **OTTAWA HYDRO**: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4 , 2)**Bell Canada** : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B3	LT82022				NO LETTER/ADDRESS	
D	042620208	RELEASE - FREEBRO Leashold limited	N/A	NS278630	N/A	N/A	N/A	NO LETTER/ADDRESS	
D	042620207	NOTICE OF LEASE - HER MAJESTY THE QUEEN IN RIGHT OF CANADA REPRESENTED BY THE C MINISTER OF PUBLIC WORKS	191 Promenade du Portage, 4th Floor	LT71266	HULT	QC	K1A 0S5	NET76056736	
D	042620207	NO ASSG LESSEE INT - GERKU INVESTMENTS LIMITED	N/A	LT79610	N/A	N/A	N/A	NO LETTER/ADDRESS	
D	042610211	NOTICE - ROGERS CABLE COMMUNICATIONS INC.	1 Mount Pleasant Rd	OC959697 OC959698 OC1015067 OC1015068	Toronto	ON	M4Y 2Y5	NET76056758	
D	042620211	MTG - THE CANADA LIFE ASSURANCE COMPANY	330 University Ave	LT113399	Toronto	ON	M5G 1R8	NET76056865	
D	042620238	NOTICE - ROGERS CABLE COMMUNICATIONS INC.	1 Mount Pleasant Rd,	OC1015068	Toronto	ON	M4Y 2Y5	NET76056871	
D	042760081	Notice - 7947062 CANADA INC.	98 Lois, Gatineau, QC J8Y 3R7	OC1640167	Gatineau,	QC	J8Y 3R7	NET76056879	
D	042760082	Notice - 6834957 CANADA LIMITED	c/o 33 Bloor St. East Suite 1000	OC1086262	Toronto	ON	M4W 3H1	NET76056911	
D	042760082	Notice - MRAK HOLDINGS INC.	611 Montreal Rd.	OC1124719	OTTAWA	ON	K1K 0T8	NET76056939	
D	042760082	Notice - CHARTWELL PROPERTIES INC.	242 Main St. E. suite 200	OC1595259 & OC1590979	Hamilton	ON	L8N 1H5	NET76056970	
D	042760082	Notice - 167892 CANADA INC.	2021 Union Avenue, Suite 888	OC1740297	Montreal	QC	H3A 2S9	NET76056980	
D	042300295	LEASE - EASTEND MEDICODENTAL SERVICES INC.	233 Gilmour St	NS132651	Ottawa	On	K2P 0P2	NET76056992	
D	042300295	NOTICE OF LEASE - MAC'S CONVENIENCE STORES, DIVISION SILVERWOOD INDUSTRIES LIMITED	9 Lapsley Rd	NS136369	Scarborough	ON	M1B 1K1	NET76057007	
D	042300295	NOTICE OF LEASE - NATIONAL BANK OF CANADA	255 Montreal Rd.	NS120165	OTTAWA	ON	K1L6C4	NET76057046	
D	042300295	MTG - BANK OF MONTREAL	1315 Richmond Rd	N609683	OTTAWA	ON	K2B 7Y4	NET76057052	
D	042300295	NOTICE - 1924523 ONTARIO INC. MRAK HOLDINGS INC.	611 Montreal Road,	OC2570169	OTTAWA	ON	K1K 0T8	NET76057084	
D	042300295	AGREEMENT - THE CITY OF VANIER	280 Marier Avenue	N339564 N367250	VANIER	ON	K1L 5P1	NET76057102	

D	042650031	NOTICE - 2069513 ONTARIO LIMITED RIOKIM HOLDINGS (ONTARIO) INC.	500-2300 Yonge St	OC662773 OC1561705	Toronto	ON	M4P 1E4	NET76057243	
D	042650031	NOTICE - GIUSTO TRUGLIA	610 Donald Street	OC763447	Ottawa	ON	K1K 1L4	NET76057278	
D	042450139	NOTICE - GIUSTO TRUGLIA	610 Donald Street	OC763447	Ottawa	ON	K1K 1L4	NET76057288	
D	042530279	APL (GENERAL) - 990850 ONTARIO INC. ARTCO INC. MYSTIC INVESTMENTS INC.	2529 Finch Ave W	LT1248223	North York	ON	M9M 2G1	NET76057305	
D	042660079	NOTICE - DANPAT LIMITED	3500 Dufferin Street, Suite 100	OC510383 OC1307793	Ottawa	ON	M3K 1N2	NET76057357	NET76152474
D	042670259	NOTICE - 1252066 ONTARIO INC. 1799781 ONTARIO INC.	231 Brittany Drive, Suite D	OC2135718	Ottawa	ON	K1K 0R8	NET76057367	
D	042440052	NOTICE - 95661 CANADA LTD.	450 McArthur Ave.	OC801165 OC997613	Ottawa	ON	K1K 1G3	NET76057375	
D	042560287	NOTICE - 300 TREMBLAY GP INC.	150 Isabella Street, Suite 1207	OC2493789	Ottawa	ON	K1S 5H3	NET76057391	
D	042560278	TRANSFER EASEMENT - ONTARIO HYDRO	700 University Ave	N423591E	Toronto	ON	M5G 1X6	NET76057416	
D	042560278	TRANSFER EASEMENT - ENBRIDGE GAS INC.	500 Consumers Road	OC2239457	North York	ON	M2J 1P8	NO SHIP - ENRBIDGE ADDRESS	
D	042560277								
D	042640119	NOTICE - MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	Tower 3; 347 Preston St, 4th Flr	NS180672	OTTAWA	ON	K1S 3J4	NET76057431	

Exhibit D

Lesley M Austin
Digitally signed by Lesley M Austin
Date: 2024.08.20 12:21:05 -04'00'

From: Preet Gill
To: clerk@cityofottawa.org
Subject: EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date: Monday, July 22, 2024 11:42:00 AM
Attachments: Notice_Enbridge"s St Laurent_LTC_20240712.pdf
Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf
A-2-1_Attachment 1.pdf
A-2-1.pdf
B-1-1.pdf
C-1-1.pdf
D-1-1.pdf
E-1-1.pdf
F-1-1.pdf
G-1-1.pdf
H-1-1.pdf

To: The Clerk of the City of Ottawa

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on the clerk of the City of Ottawa.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- 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

The full Application and evidence are available on the Enbridge Gas website by accessing the link below and navigating to "Regulatory Information."

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

Preet Gill
Regulatory Coordinator

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

enbridgegas.com
Safety. Integrity. Respect. Inclusion. High Performance.

From:	Preet Gill
To:	abram.benedict@akwesasne.ca; jstavinga@tanakiwin.com; mknight@tanakiwin.com; projectco3@pikwakanagan.ca; chief.pik@pikwakanagan.ca
Subject:	EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date:	Monday, July 22, 2024 11:48:00 AM
Attachments:	Notice_Enbridge"s St Laurent_LTC_20240712.pdf Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf A-2-1_Attachment 1.pdf A-2-1.pdf B-1-1.pdf C-1-1.pdf D-1-1.pdf E-1-1.pdf F-1-1.pdf G-1-1.pdf H-1-1.pdf

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To: All Indigenous communities that have been consulted or with lands or interest in the lands directly affected by the proposed pipelines and related facilities.

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on all Indigenous communities that have been consulted or with lands or interest in the lands directly affected by the proposed pipelines and related facilities.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- Exhibit C-1-1 – Project Alternatives
- Exhibit D-1-1 – Proposed Project
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- Exhibit F-1-1 – Environmental Matters
- Exhibit G-1-1 – Land Matters
- Exhibit H-1-1 – Indigenous Consultation

The full Application and evidence are available on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information.”

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

Preet Gill
Regulatory Coordinator

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

enbridgegas.com
Safety. Integrity. Respect. Inclusion. High Performance.

From:	Preet Gill
To:	consultations@metisnation.org
Subject:	EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date:	Monday, July 22, 2024 11:52:00 AM
Attachments:	Notice_Enbridge"s St Laurent_LTC_20240712.pdf Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf A-2-1_Attachment 1.pdf A-2-1.pdf B-1-1.pdf C-1-1.pdf D-1-1.pdf E-1-1.pdf F-1-1.pdf G-1-1.pdf H-1-1.pdf

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To: The Métis Nations of Ontario

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on the Métis Nations of Ontario.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- 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

The full Application and evidence are available on the Enbridge Gas website by accessing the link below and navigating to "Regulatory Information."

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

Preet Gill
Regulatory Coordinator

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

enbridgegas.com
Safety. Integrity. Respect. Inclusion. High Performance.

From:	Preet Gill
To:	mike.fletcher@ottawa.ca; tom.ladanyi@rogers.com; "Roger Higgin"; jack@cleanairalliance.org; kent@elsonadvocacy.ca; amanda@elsonadvocacy.ca; "drquinn@rogers.com"; ian.mondrow@gowlingwlg.com; srahbar@igua.ca; michael.brophy@rogers.com; "jay@shepherdrubenstein.com"; SEC@oesc-cseo.org; mark@shepherdrubenstein.com
Subject:	EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date:	Monday, July 22, 2024 11:55:00 AM
Attachments:	Notice_Enbridge"s St Laurent_LTC_20240712.pdf Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf A-2-1_Attachment 1.pdf A-2-1.pdf B-1-1.pdf C-1-1.pdf D-1-1.pdf E-1-1.pdf F-1-1.pdf G-1-1.pdf H-1-1.pdf

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To: Intervenors of Record

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on the Intervenors of Record.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- 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

The full Application and evidence are available on the Enbridge Gas website by accessing the link

below and navigating to “Regulatory Information.”

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

Preet Gill
Regulatory Coordinator

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

enbridgegas.com
Safety. Integrity. Respect. Inclusion. High Performance.

From:	Preet Gill
To:	meghan.dicosimo@hydroone.com; Daniel.King-Costa@HydroOne.com; SecondaryLandUse@hydroone.com; SaiAdarsh.Udhayakumar@cn.ca; paul_charbachi@viarail.ca
Subject:	EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date:	Monday, July 22, 2024 11:57:00 AM
Attachments:	Notice_Enbridge"s St Laurent_LTC_20240712.pdf Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf A-2-1_Attachment 1.pdf A-2-1.pdf B-1-1.pdf C-1-1.pdf D-1-1.pdf E-1-1.pdf F-1-1.pdf G-1-1.pdf H-1-1.pdf

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To: Affected utilities and railway companies

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on affected utilities and railway companies.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- 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

The full Application and evidence are available on the Enbridge Gas website by accessing the link below and navigating to "Regulatory Information."

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

Preet Gill
Regulatory Coordinator

Enbridge Gas Inc.
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From:	Preet Gill
To:	OPCC.Chair@oeb.ca; omafra.eanotices@ontario.ca; helma.geerts@ontario.ca; karla.barboza@ontario.ca; heritage@ontario.ca; james.hamilton@ontario.ca; Emma.Sharkey@Ontario.ca; shannon.mccabe@ontario.ca; andrew.evers@ontario.ca; sourceprotectionscreening@ontario.ca; eanotification.eregion@ontario.ca; cory.ostrowka@infrastructureontario.ca; maya.harris@ontario.ca; heather.watt@ontario.ca; michael.elms@ontario.ca; erick.boyd@ontario.ca; anna.little@ontario.ca; victoria.kosny@ontario.ca; keith.johnston@ontario.ca; ghighfield@tssa.org; ryu@tssa.org; daniel.prelipcean@ontario.ca; Alicia.Edwards@ontario.ca
Subject:	EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date:	Monday, July 22, 2024 12:00:00 PM
Attachments:	Notice_Enbridge"s St Laurent_LTC_20240712.pdf Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf A-2-1_Attachment 1.pdf A-2-1.pdf B-1-1.pdf C-1-1.pdf D-1-1.pdf E-1-1.pdf F-1-1.pdf G-1-1.pdf H-1-1.pdf

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To: Members of the Ontario Pipeline Coordinating Committee

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on Members of the Ontario Pipeline Coordinating Committee.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- 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

The full Application and evidence are available on the Enbridge Gas website by accessing the link below and navigating to “Regulatory Information.”

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

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From:	Preet Gill
To:	wesley.plant@ec.gc.ca; vikash.narine@canada.ca
Subject:	EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date:	Monday, July 22, 2024 12:03:00 PM
Attachments:	Notice_Enbridge"s St Laurent_LTC_20240712.pdf Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf A-2-1_Attachment 1.pdf A-2-1.pdf B-1-1.pdf C-1-1.pdf D-1-1.pdf E-1-1.pdf F-1-1.pdf G-1-1.pdf H-1-1.pdf

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To: Environment and Climate Change Canada

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

a. On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on Environment and Climate Change Canada.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- 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

The full Application and evidence are available on the Enbridge Gas website by accessing the link below and navigating to "Regulatory Information."

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

Preet Gill
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From:	Preet Gill
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Subject:	EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date:	Monday, July 22, 2024 12:05:00 PM
Attachments:	Notice_Enbridge"s St Laurent_LTC_20240712.pdf Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf A-2-1_Attachment 1.pdf A-2-1.pdf B-1-1.pdf C-1-1.pdf D-1-1.pdf E-1-1.pdf F-1-1.pdf G-1-1.pdf H-1-1.pdf

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To: Rideau Valley Conservation Authority

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on Rideau Valley Conservation Authority.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- 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

The full Application and evidence are available on the Enbridge Gas website by accessing the link below and navigating to "Regulatory Information."

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

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Subject:	EB-2024-0200 - Enbridge Gas Inc. - St. Laurent Pipeline Replacement Project (SLPRP) - OEB Notice of Application
Date:	Monday, July 22, 2024 12:06:00 PM
Attachments:	Notice_Enbridge"s St Laurent_LTC_20240712.pdf Notice_fr_Enbridge"s St Laurent_LTC_20240712.pdf A-2-1_Attachment 1.pdf A-2-1.pdf B-1-1.pdf C-1-1.pdf D-1-1.pdf E-1-1.pdf F-1-1.pdf G-1-1.pdf H-1-1.pdf

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To: National Capital Commission

On June 17, 2024, Enbridge Gas filed an application with the OEB for an order granting leave to construct for the following:

- Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
- Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
- Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
- Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
- Approximately 3.9 km of NPS 4 IP PE natural gas pipeline

On July 12, 2024, the OEB issued the Notice of Hearing (Notice) and the Letter of Direction for the proceeding. The OEB has directed Enbridge Gas to serve a copy of the Notice, Enbridge Gas's Application, and the evidence on National Capital Commission.

Enclosed please find the OEB's Notice's (English and French versions) along with Enbridge Gas's Application and select key exhibits (listed below) as filed with the OEB in the above noted proceeding:

- Exhibit A-2-1 – Application
- Exhibit A-2-1 – Attachment 1 - Project Map
- Exhibit B-1-1 – Project Need
- 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

The full Application and evidence are available on the Enbridge Gas website by accessing the link below and navigating to "Regulatory Information."

https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project

A paper copy of the evidence filed in this proceeding (including all attachments and appendices) is available upon request.

Preet Gill
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View larger map

Project status/timeline

Feasibility ✓ — Environmental studies ✓ — **Regulatory review** — Regulatory approval — Under construction — In-service

Project information

- Project updates
- Project consultation
- **Regulatory information** ▸
- Contact information

Regulatory information

The proposed St. Laurent Pipeline Replacement 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 be in a position to approve or deny the Project's application. All regulatory files about the project will be available in this section.

Environmental report

In accordance with the OEB's "Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition 2023", Enbridge Gas retained the services of independent environmental consultant Dillon Consulting to complete the environmental assessment for this project.

The environmental assessment identifies potential impacts of the proposed project on the social, economic and natural environments; local and/or provincial concerns regarding the proposed project; determines the preferred routing of the pipeline; and gathers input from government agencies, stakeholders, Indigenous communities, affected landowners and the public. It may also include mitigation and monitoring measures to minimize the potential impacts of the natural gas pipeline and associated facilities on the environment. The data, analysis and results of the environmental assessment are detailed in the Environmental Report.

View the Environmental Report dated June 2020.

View the first Environmental Report Amendment dated November 2020.

View the second Environmental Report Amendment dated January 2024.

Leave to Construct application

Enbridge Gas filed a Leave to Construct (LTC) application for this project on June 17, 2024.

Read the Leave to Construct application

Read the OEB's Notice of Hearing in English and French.